FOR SURVEY CONTROL DATA
SEE SURVEY DATA SHEETS

BRIDGE LENGTHS

BRIDGE A: STA. 79+77.81 — 1059′–10 5/8″ — STA. 90+37.70

BRIDGE C: STA. 426+61.18 — 320′–6″ — STA. 429+81.68

BRIDGE D: STA. 426+61.33 — 320′–6″ — STA. 429+81.83

BRIDGE L: STA. 412+26.92 — 413′–6″ — STA. 416+40.42

DESIGN DATA

EXPRESSWAY	= 55 MPH
SERVICE ROADS	= 40 MPH
CROSS STREETS	= 40 MPH
RAMPS (DIRECT)	= 50 MPH
RAMPS (LOOPS)	= 25 MPH
RAMPS (SEMI-DIRECT)	= 45 MPH

1000′ 0 1000′ 2000′

SCALE

PLAN 1"= 50′
PROFILE HOR. 1"= 50′
VER. SEE SHEETS
LAYOUT MAP 1"= 1000′

CONVENTIONAL SIGNS

- INTERSTATE HIGHWAY
- U.S. HIGHWAY
- STATE HIGHWAY
- PROPOSED ROAD
- RAILROADS
- RANGE & TOWNSHIP LINES
- SECTION LINES
- QUARTER SECTION LINES
- FENCES
- GROUND LINE
- EXISTING ROADS
- BASE LINE
- GRADE LINES
- TELEPHONE & TELEGRAPH
- POWER LINES
- OIL WELLS
- BUILDINGS
- DRAINAGE STRUCTURES-IN-PLACE
- DRAINAGE STRUCTURES-NEW
- RIGHT-OF-WAY LINES-EXISTING
- RIGHT-OF-WAY LINES-NEW
- RIGHT-OF-WAY MARKERS-IN PLACE
- RIGHT-OF-WAY MARKERS-REMOVE & RESET
- RIGHT-OF-WAY MARKERS-NEW
- CONTROLLED ACCESS
- SS — EXISTING SANITARY SEWERS
- G — EXISTING GAS LINES
- W — EXISTING WATER LINES
- TUG — EXISTING TELEPHONE CABLES UNDERGROUND

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

POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL
3/4/2024

STATE OF OKLAHOMA
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED

STATE HIGHWAY

FEDERAL AID PROJECT NO. ~~NHPPI-0035-3(125)121~~

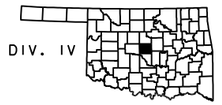
GRADING, DRAINAGE, SURFACING & EROSION CONTROL PLANS
INTERSTATE HIGHWAY NO. I-240 & I-35

OKLAHOMA COUNTY

CONTROL SECTION NO. 35-55-15
STATE JOB NO. 09032(08)
PHASE 4

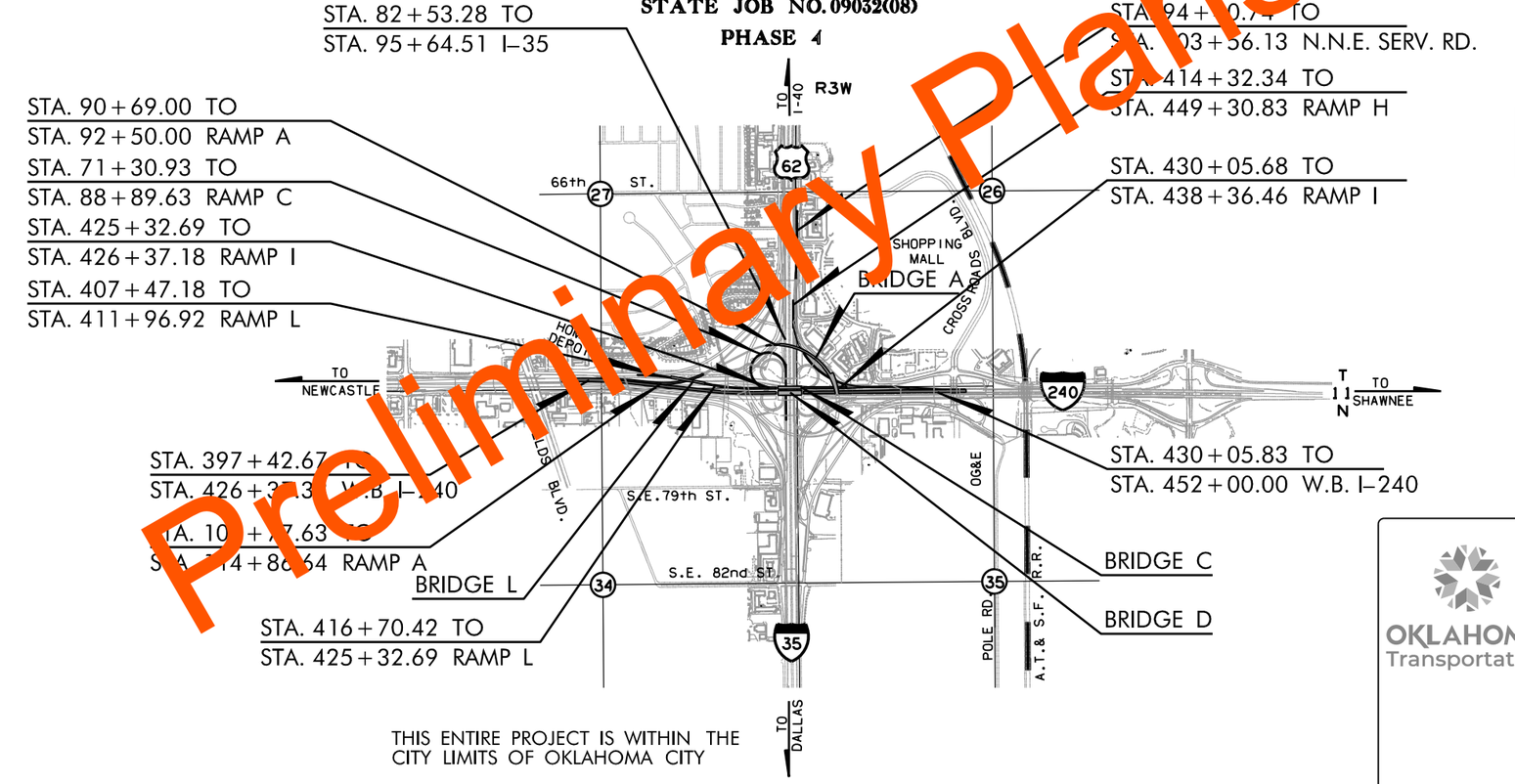
INDEX OF SHEETS

SHEET NO.	DESCRIPTION
1.	TITLE SHEET
2.	INDEX OF SHEETS



LOCATION MAP

DESIGN EXCEPTION INCLUDE:
SHOULDER WIDTH
STOPPING SIGHT DISTANCE (HORIZ.)



Preliminary Plans

THIS ENTIRE PROJECT IS WITHIN THE CITY LIMITS OF OKLAHOMA CITY

ROADWAY LENGTH	16,313.79 FT.	3.090 MILES
BRIDGE LENGTH	2,114.39 FT.	0.400 MILES
PROJECT LENGTH	18,428.18 FT.	3.490 MILES

EQUATION: SEE GEOMETRIC SHEETS
EXCEPTIONS:

PREPARED AND SUBMITTED BY:

POE & ASSOCIATES INC.
Oklahoma City, Oklahoma
CA NO. 541

THOMAS S. EVANS, P.E.
OKLA. REG. NO. 25204
DATE

REGISTERED PROFESSIONAL ENGINEER — THOMAS S. EVANS 25204 — OKLAHOMA

OKLAHOMA Transportation

MICHAEL S. LETTNER , P.E., S.E.
OKLA. REG. NO. 24224
DATE

PROFESSIONAL STRUCTURAL ENGINEER — MICHAEL S. LETTNER 24224 — OKLAHOMA

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

POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

3/12/2024

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B012 EXCAVATION DIAGRAMS AND UNDERDRAIN DETAILS
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T036 SIGNING & STRIPING SHEET LAYOUT MAP
T037-T044 I-240 SIGNING AND STRIPING
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X150-X178 CROSS SECTION - RAMP C
X179-X232 CROSS SECTION - RAMP H
X233-X245 CROSS SECTION - RAMP I
X246-X[illegible] CROSS SECTION - RAMP L
X273-X288 CROSS SECTION - N.N.E. SERV. RD.
X289-X302 CROSS SECTION - CHANNEL C
X303-X306 CROSS SECTION - CHANNEL C-1
X307-X310 CROSS SECTION - CHANNEL C-2
X311-X313 CROSS SECTION - CHANNEL C-3

THE FOLLOWING ODOT STANDARDS WILL BE REQUIRED:

ROADWAY: (2019)

BMPR-0, TESCA-0, IPD-0, RSF-0, TSD-0, TFL-0, TRFD-0, SCE-0, CWA-0, SSS-2-1, CSCD-6-2, LECS-5-2, LTU-5-1, CRCPI-4-1, PED-4-1, PSE-2-1, PSMD-2-2, SMD-4-2, PCES-5-1, SSCD-4-1, PCI-1-1, CI-2-2, SSIF-5-1, CIG-4-1, MFC-5-1, MJB-4-2, PRM-1-2, PSM-1-2, PMD-1-1, SPI-5-2, PBB-1-2, FHTCP-4-1, SBI-5-2, PUD-4-1, CLB-2-2, DC-4-1, PDT-2-2, SUEL1-4-1, SUEL3-4-1, SUEL4-4-1

BRIDGE: (2009)

RCB-C1-8(2-14)-01E, RCB-E1-H4-0-1-01E, RCB-E1-H4-0-2-01E, EJ-DTL-02E, EJ-SK-04E, EJ-SQ-04E, FSHP-41-2-00E, HP1-2-01E

LIGHTING: (2009)

CCD1-1-00, CCD2-1-00, PBD1-1-00, GMF1-2-01, BMF1-2-00, BMF2-2-00, BMF3-2-00, HLBP1-1-01, HLGN1-1-01, HLPD1-1-00, PMBD1-1-00, PPD1-2-00, HLD1-2-01, HLD2-2-01, HLMA1-1-01, HLMA2-1-01, SPD1-1-00, SCD1-1-00, TEWD1-2-00, HMF1-1-00, HMP1-1-00, HMLD1-1-00

TRAFFIC OPERATIONS: (2009)

TCS2-1-00, TCS3-1-01, TCS4-1-01, TCS5-1-00, TCS6-1-02, TCS7-1-02, TCS8-1-00, TCS9-1-01, TCS10-1-00, TCS11-1-01, TCS14-1-00, TCS16-1-00, TCS17-1-00, TCS18-1-01, TCS19-1-01, TCS20-1-00, TCS21-1-02, TCS24-1-02, TCS25-1-00

SIGNING & STRIPING: (2009)

PM1-1-03, PM4-1-02, PM5-1-00, PM6-1-00, PM7-1-00, DU1-1-00, DU2-1-00, RSD1-1-00, RSD2-1-00, WSD1-1-00, WSD2-1-00, WSD3-1-00, MSD-1-00, MSD2-1-00, MSD3-1-01, MSD4-1-00, MSD5-1-00, SIS3-1-01, SIS4-1-00, SBS1-1-00, SBS2-1-00, SBS3-1-00, SBS4-1-00, SBS5-1-00, GMS1-1-00, GMS2-1-00, SSP1-1-02, SSA1-1-00, SSA2-1-00, FGS1-1-00, FGS2-1-01, SPA1-1-00, IA1-1-00, APC1-1-00

Preliminary Plans

DESIGN	-	-
DRAWN	-	-
CHECKED	-	-
APPROVED	-	-
SQUAD	POE	

PHASE 4 — OKLAHOMA COUNTY

INDEX OF SHEETS

STATE JOB NO. 09032(08) SHEET NO. 0002

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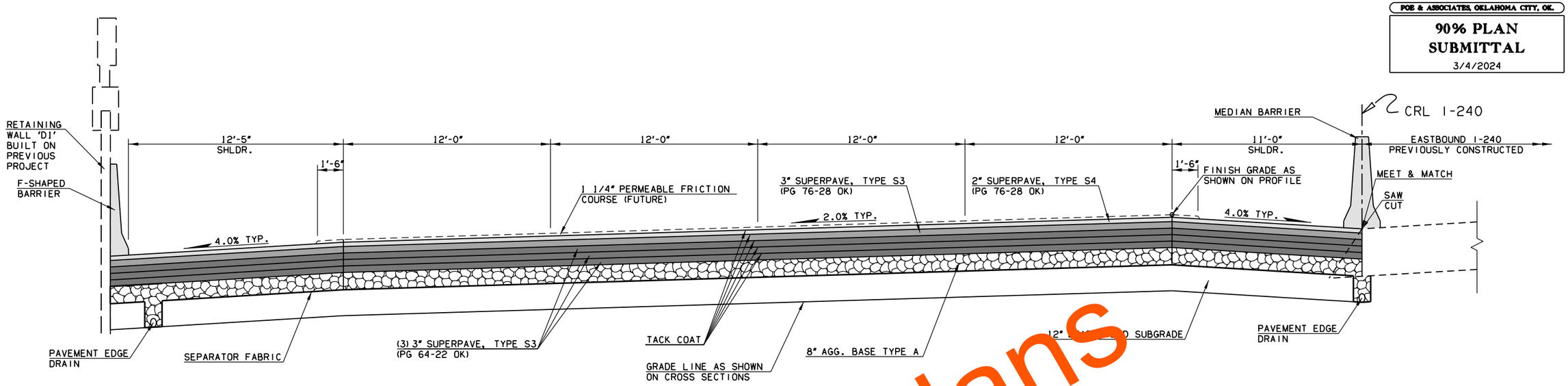
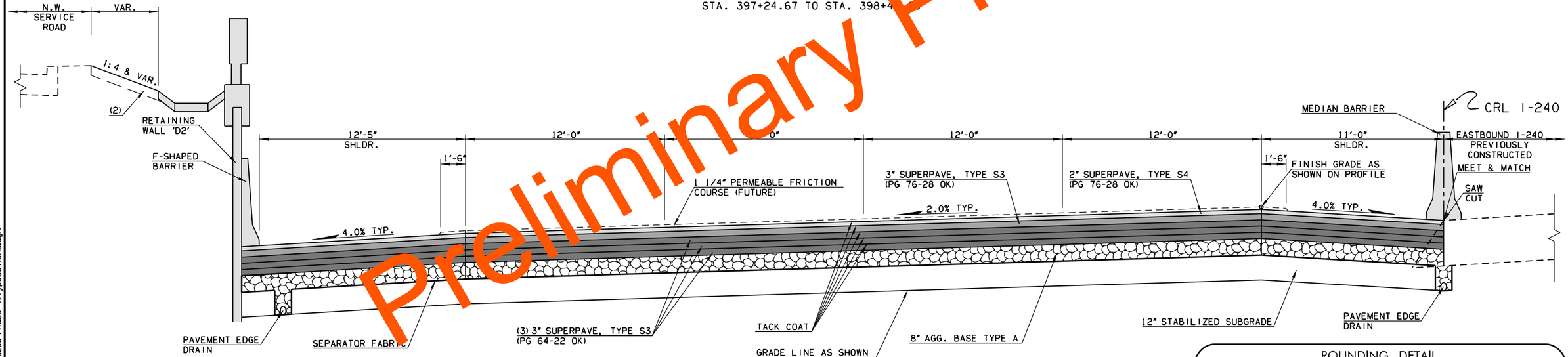
POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

3/4/2024



① TYPICAL SECTION
WESTBOUND I-240
STA. 397+24.67 TO STA. 398+40.00



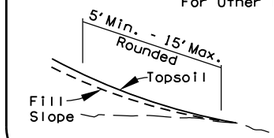
▲ STATION EQUATION
STA. 400+00.00 ~ ℄ I-240 BK=
STA. 399+96.14 ~ CRL I-240 AHD

② TYPICAL SECTION
WESTBOUND I-240
▲ STA. 398+40.00 TO STA. 401+00.00

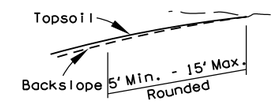
Preliminary Plans

ROUNDING DETAIL

Intersection Of Cut And/Or Fill Slopes With Ground Line To Be Rounded As Part Of Finishing Operations. Rounding Shall Be 5' Minimum For Smaller Cuts And Fills To 15' Maximum For Larger Cuts And Fills Or As Designated By The Engineer. Cost Of Rounding To Be Included In Price Bid For Other Items Of Work.



TOE OF FILL ROUNDING



TOP OF CUT ROUNDING

(1) TO BE BACKFILLED AND COMPACTED AS PART OF FINISHING OPERATIONS. QUANTITY IS MEASURED IN UNCLASSIFIED BORROW.

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

(3) INTERSECTION OF CUT AND/OR FILL SLOPES WITH GROUND LINE TO BE ROUNDED AS PART OF FINISHING OPERATIONS. ROUNDING SHALL BE 5' MIN. FOR SMALLER CUTS AND FILLS, TO 15' MAX. FOR LARGER CUTS AND FILLS, OR AS DESIGNATED BY THE ENGINEER. COST OF ROUNDING TO BE INCLUDED IN PRICE BID FOR OTHER ITEMS OF WORK. SEE ROUNDING DETAIL ON THIS TYPICAL SHEETS.

(4) TO BE BACKFILLED AND COMPACTED AS PART OF FINISHING OPERATIONS. QUANTITY IS MEASURED IN T.B.S.C. TYPE E.

DESIGN	-	-
DRAWN	-	-
CHECKED	-	-
APPROVED	-	-
SQUAD	POE	

PHASE 4 OKLAHOMA COUNTY

TYPICAL SECTIONS (WESTBOUND I-240)

STATE JOB NO. 09032(08) SHEET NO. 0003

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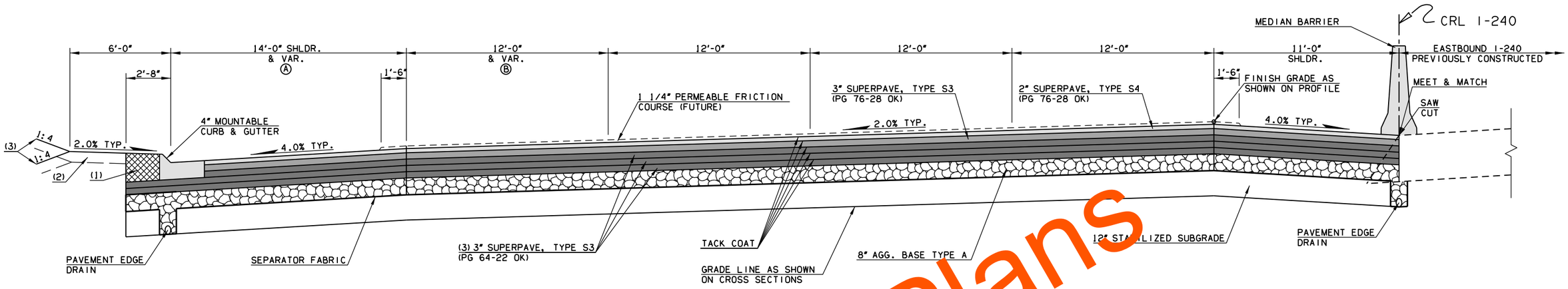
POE & ASSOCIATES, OKLAHOMA CITY, OK.

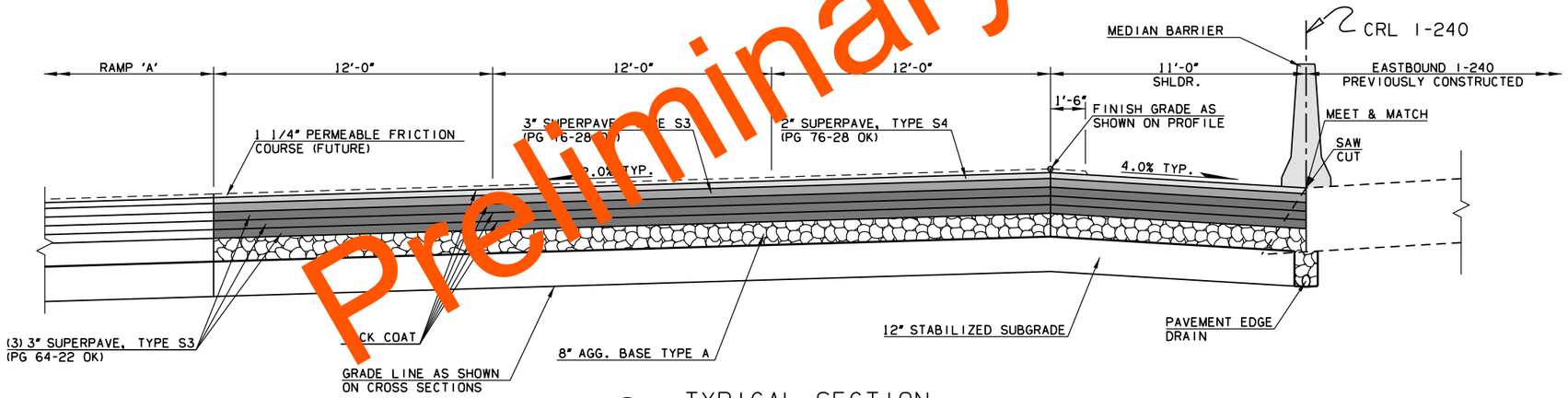
90% PLAN SUBMITTAL

3/4/2024



(3) TYPICAL SECTION WESTBOUND I-240

STA. 401+00.00 TO STA. 403+49.63
STA. 435+90.60 TO STA. 443+42.25



(4) TYPICAL SECTION WESTBOUND I-240

STA. 403+49.63 TO STA. 412+30.70

Preliminary Plans

SEGMENT	VARIABLE WIDTH	STATION EXTENTS
A	14'-0"	401+00.00 TO 401+41.63
A	14'-0" TO 10'-0"	401+41.63 TO 402+11.63
A	10'-0"	402+11.63 TO 403+49.63
A	10'-0"	435+90.60 TO 443+42.25
B	12'-0"	401+00.00 TO 403+49.63
B	0'-0" TO 10'-9"	435+90.60 TO 443+42.25

NOTE: VAR. NOT SHOWN SEE PLANS/DETAILS FOR MORE INFORMATION

(1) TO BE BACKFILLED AND COMPACTED AS PART OF FINISHING OPERATIONS. QUANTITY IS MEASURED IN UNCLASSIFIED BORROW.

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

(3) INTERSECTION OF CUT AND/OR FILL SLOPES WITH GROUND LINE TO BE ROUNDED AS PART OF FINISHING OPERATIONS. ROUNDING SHALL BE 5' MIN. FOR SMALLER CUTS AND FILLS, TO 15' MAX. FOR LARGER CUTS AND FILLS, OR AS DESIGNATED BY THE ENGINEER. COST OF ROUNDING TO BE INCLUDED IN PRICE BID FOR OTHER ITEMS OF WORK. SEE ROUNDING DETAIL ON OTHER TYPICAL SHEETS.

(4) TO BE BACKFILLED AND COMPACTED AS PART OF FINISHING OPERATIONS. QUANTITY IS MEASURED IN T.B.S.C. TYPE E.

DESIGN	-	-
DRAWN	-	-
CHECKED	-	-
APPROVED	-	-
SQUAD	POE	

PHASE 4 OKLAHOMA COUNTY

TYPICAL SECTIONS (WESTBOUND I-240)

STATE JOB NO. 09032(08) SHEET NO. 0004

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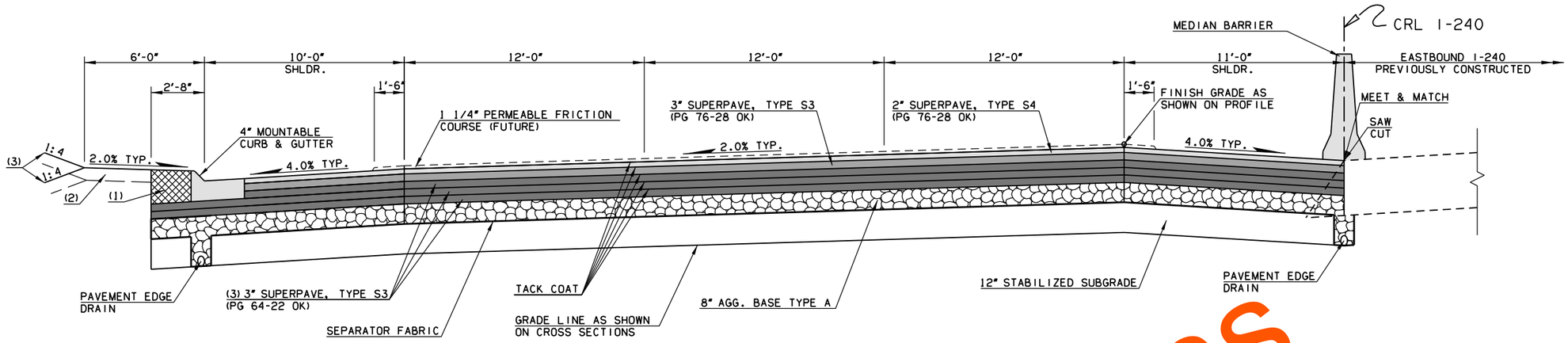
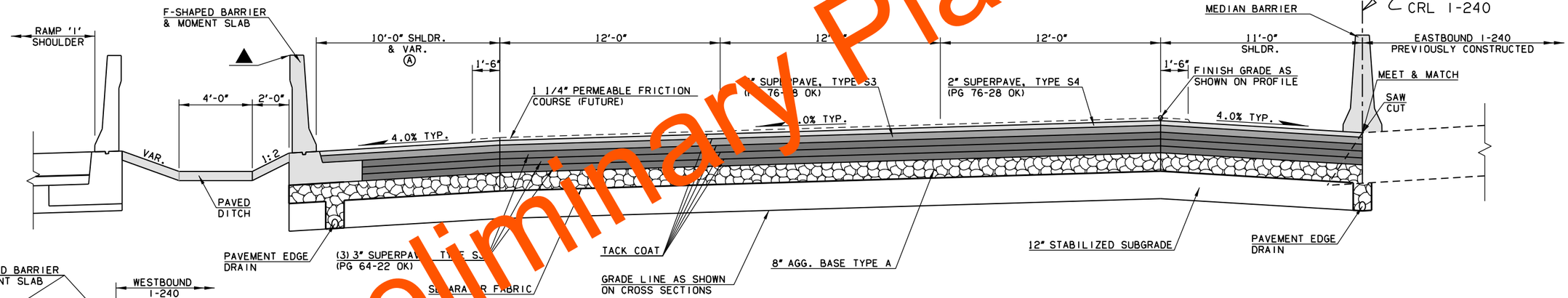
POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL
3/4/2024



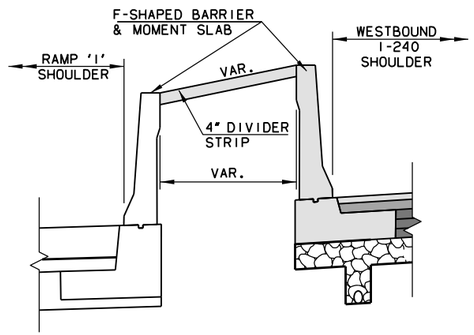
(5) TYPICAL SECTION WESTBOUND I-240

STA. 412+30.70 TO STA. 426+37.33
STA. 434+59.79 TO STA. 435+90.60



(6) TYPICAL SECTION WESTBOUND I-240

STA. 430+05.83 TO STA. 434+59.79



▲ TYPICAL SECTION WESTBOUND I-240 DIVIDER STRIP

STA. 432+36.00 TO STA. 434+36.87

Preliminary Plans

SEGMENT	VARIABLE WIDTH	STATION EXTENTS
A	10'-0" TO 19'-0"	430+05.83 TO 434+59.79

NOTE: VAR. NOT SHOWN SEE PLANS/DETAILS FOR MORE INFORMATION

(1) TO BE BACKFILLED AND COMPACTED AS PART OF FINISHING OPERATIONS. QUANTITY IS MEASURED IN UNCLASSIFIED BORROW.

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

(3) INTERSECTION OF CUT AND/OR FILL SLOPES WITH GROUND LINE TO BE ROUNDED AS PART OF FINISHING OPERATIONS. ROUNDING SHALL BE 5' MIN. FOR SMALLER CUTS AND FILLS, TO 15' MAX. FOR LARGER CUTS AND FILLS, OR AS DESIGNATED BY THE ENGINEER. COST OF ROUNDING TO BE INCLUDED IN PRICE BID FOR OTHER ITEMS OF WORK. SEE ROUNDING DETAIL ON OTHER TYPICAL SHEETS.

(4) TO BE BACKFILLED AND COMPACTED AS PART OF FINISHING OPERATIONS. QUANTITY IS MEASURED IN T.B.S.C. TYPE E.

DESIGN	-	-
DRAWN	-	-
CHECKED	-	-
APPROVED	-	-
SQUAD	POE	

PHASE 4 OKLAHOMA COUNTY

TYPICAL SECTIONS (WESTBOUND I-240)

STATE JOB NO. 09032(08) SHEET NO. 0005

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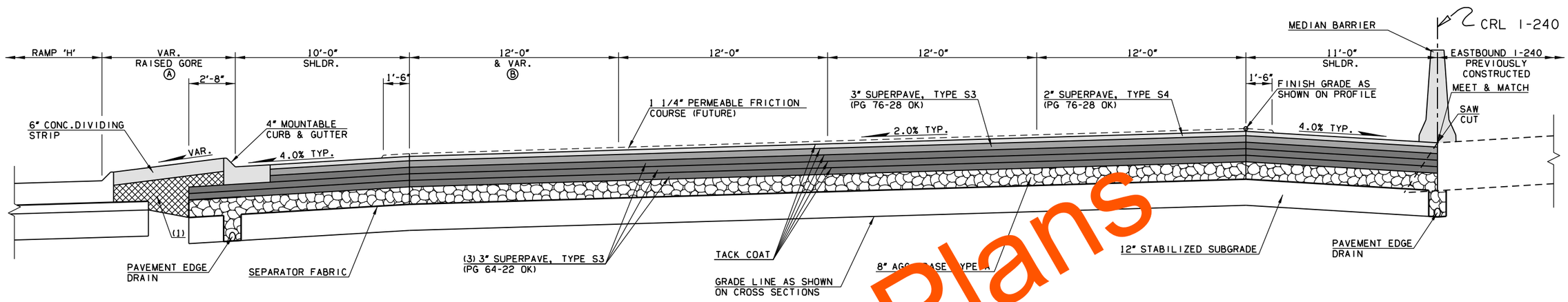
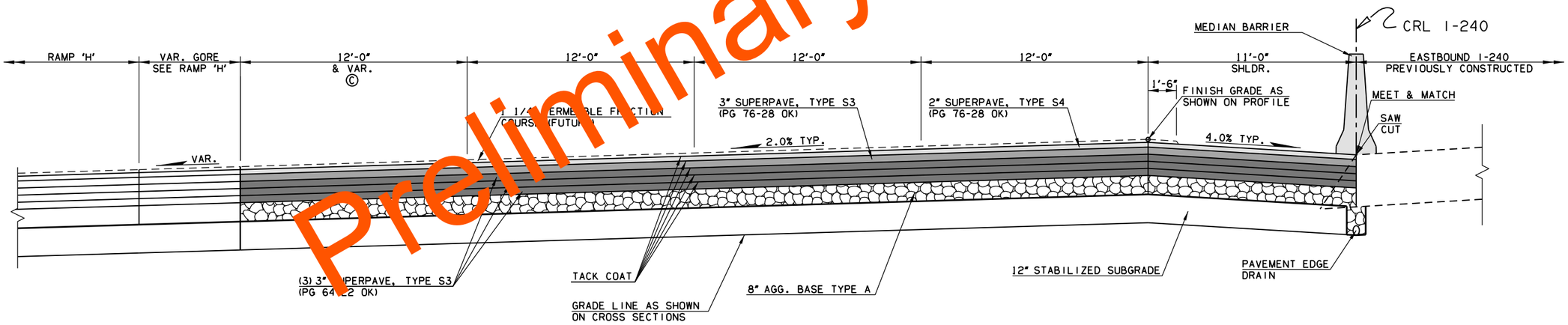
POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

3/4/2024



⑦ TYPICAL SECTION
WESTBOUND I-240
STA. 443+42.25 TO STA. 443+80.70



⑧ TYPICAL SECTION
WESTBOUND I-240
STA. 443+80.70 TO STA. 449+30.83

Preliminary Plans

SEGMENT	VARIABLE WIDTH	STATION EXTENTS
A	10'-0" TO 4'-0"	443+42.25 TO 443+80.70
B	10'-9" TO 11'-3"	443+42.25 TO 443+80.70
C	11'-3" TO 12'-0"	443+80.70 TO 444+30.67
C	12'-0"	444+30.67 TO 449+30.83

NOTE: VAR. NOT SHOWN SEE PLANS/DETAILS FOR MORE INFORMATION

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(4) TO BE BACKFILLED AND COMPACTED AS PART OF FINISHING OPERATIONS. QUANTITY IS MEASURED IN T.B.S.C. TYPE E.

DESIGN	-	-
DRAWN	-	-
CHECKED	-	-
APPROVED	-	-
SQUAD	POE	

PHASE 4 OKLAHOMA COUNTY

TYPICAL SECTIONS (WESTBOUND I-240)

STATE JOB NO. 09032(08) SHEET NO. 0006

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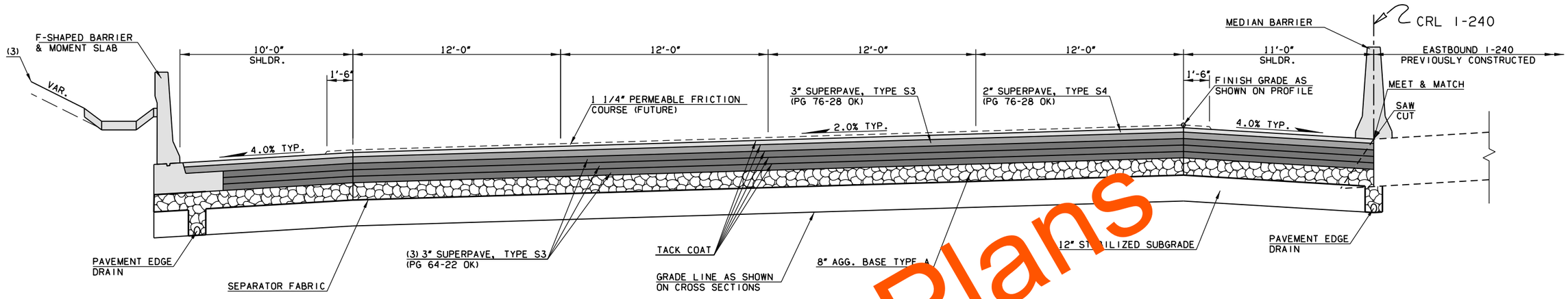
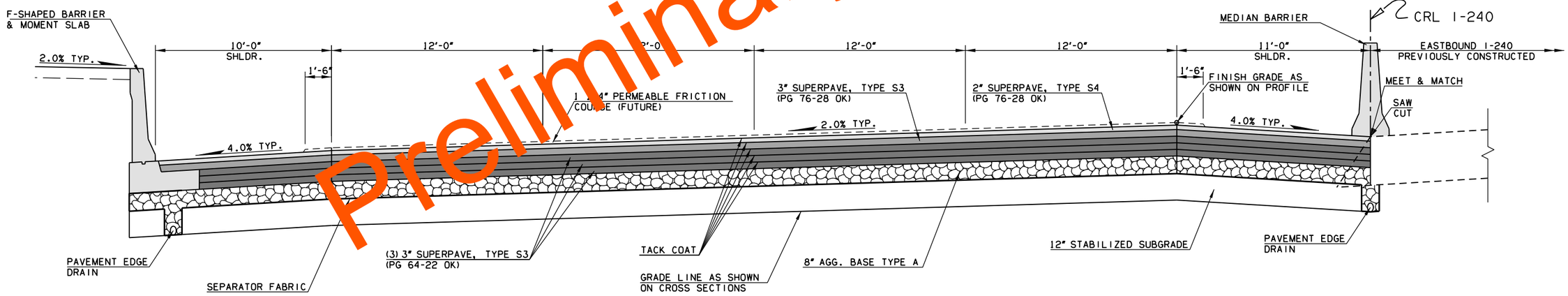
POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

3/4/2024



(9) TYPICAL SECTION
WESTBOUND I-240
STA. 449+30.00 TO STA. 449+95.41
STA. 450+76.71 TO STA. 452+00.00



(10) TYPICAL SECTION
WESTBOUND I-240
STA. 449+95.41 TO STA. 450+76.71

Preliminary Plans

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DESIGN	-	-
DRAWN	-	-
CHECKED	-	-
APPROVED	-	-
SQUAD	POE	

PHASE 4 OKLAHOMA COUNTY

TYPICAL SECTIONS
(WESTBOUND I-240)

STATE JOB NO. 09032(08) SHEET NO. 0007

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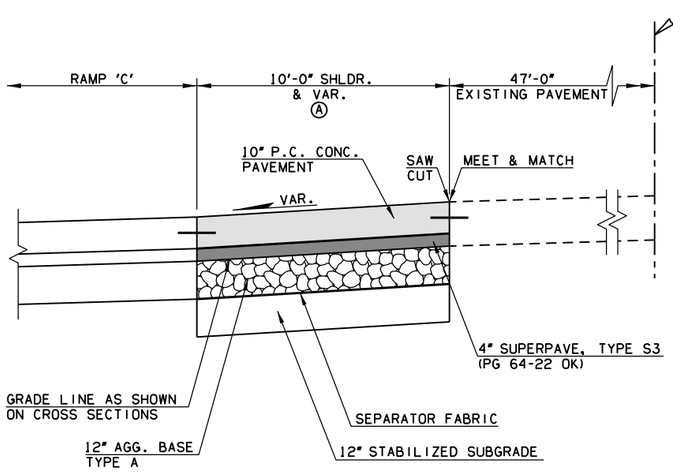
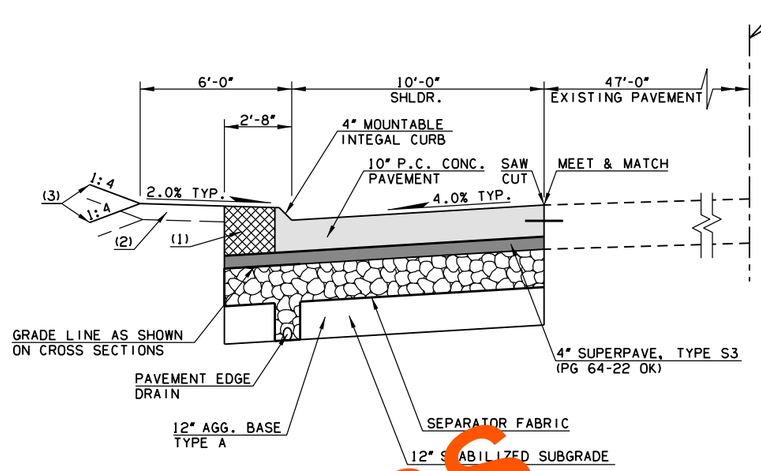
POE & ASSOCIATES, OKLAHOMA CITY, OK.

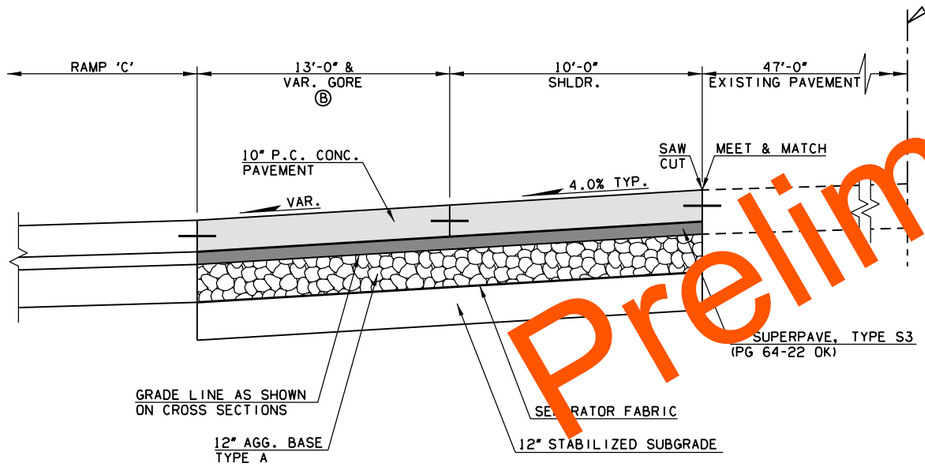
90% PLAN SUBMITTAL
3/4/2024



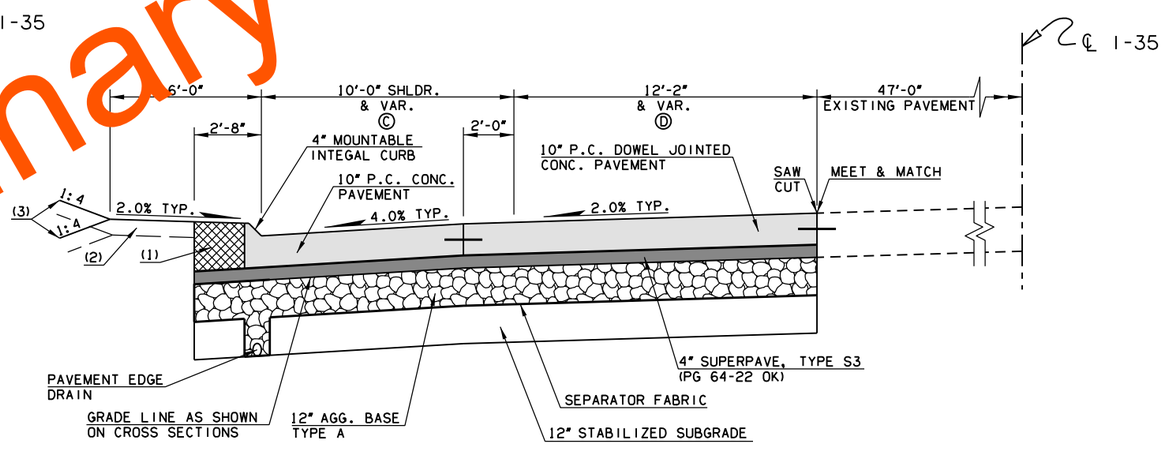
(11) TYPICAL SECTION
I-35 WIDENING
STA. 82+53.28 TO STA. 82+93.82



(13) TYPICAL SECTION
I-35 WIDENING
STA. 83+29.00 TO STA. 87+83.85



(12) TYPICAL SECTION
I-35 WIDENING
STA. 82+93.82 TO STA. 83+29.00



(14) TYPICAL SECTION
I-35 WIDENING
STA. 87+83.85 TO STA. 95+64.51

SEGMENT	VARIABLE WIDTH	STATION EXTENTS
A	0'-0" TO 10'-0"	82+53.28 TO 82+93.82
B	0'-0" TO 12'-6"	82+93.82 TO 83+29.00
C	10'-0" TO 6'-0"	87+83.85 TO 90+63.80
C	6'-0"	90+63.80 TO 95+64.51
D	0'-0" TO 4'-0"	87+83.85 TO 90+63.80
D	4'-0" TO 11'-2"	90+63.80 TO 95+64.51

NOTE: VAR. NOT SHOWN SEE PLANS/DETAILS FOR MORE INFORMATION

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DESIGN	-	-
DRAWN	-	-
CHECKED	-	-
APPROVED	-	-
SQUAD	POE	

PHASE 4 OKLAHOMA COUNTY

TYPICAL SECTIONS
(I-35 WIDENING)

STATE JOB NO. 09032(08) SHEET NO. 0008

Preliminary Plans

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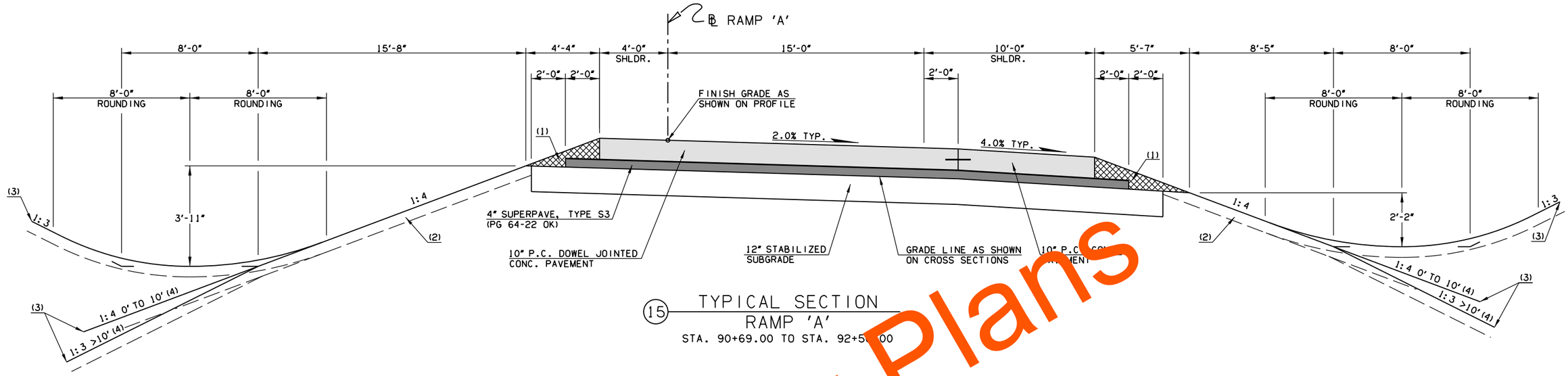
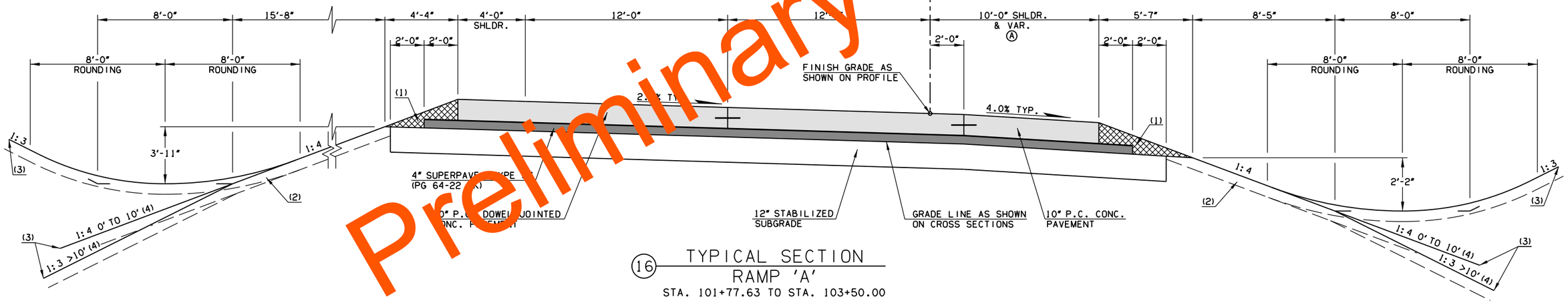
POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

3/4/2024



15 TYPICAL SECTION
RAMP 'A'
STA. 90+69.00 TO STA. 92+50.00



16 TYPICAL SECTION
RAMP 'A'
STA. 101+77.63 TO STA. 103+50.00

Preliminary Plans

SEGMENT	VARIABLE WIDTH	STATION EXTENTS
A	10'-0"	101+77.63 TO 102+70.00
A	10'-0" TO 12'-0"	102+70.00 TO 103+20.00
A	12'-0"	103+20.00 TO 103+50.00

NOTE: VAR. NOT SHOWN SEE PLANS/DETAILS FOR MORE INFORMATION

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DESIGN	-	-
DRAWN	-	-
CHECKED	-	-
APPROVED	-	-
SQUAD	POE	

PHASE 4 OKLAHOMA COUNTY

TYPICAL SECTIONS
(RAMP 'A')

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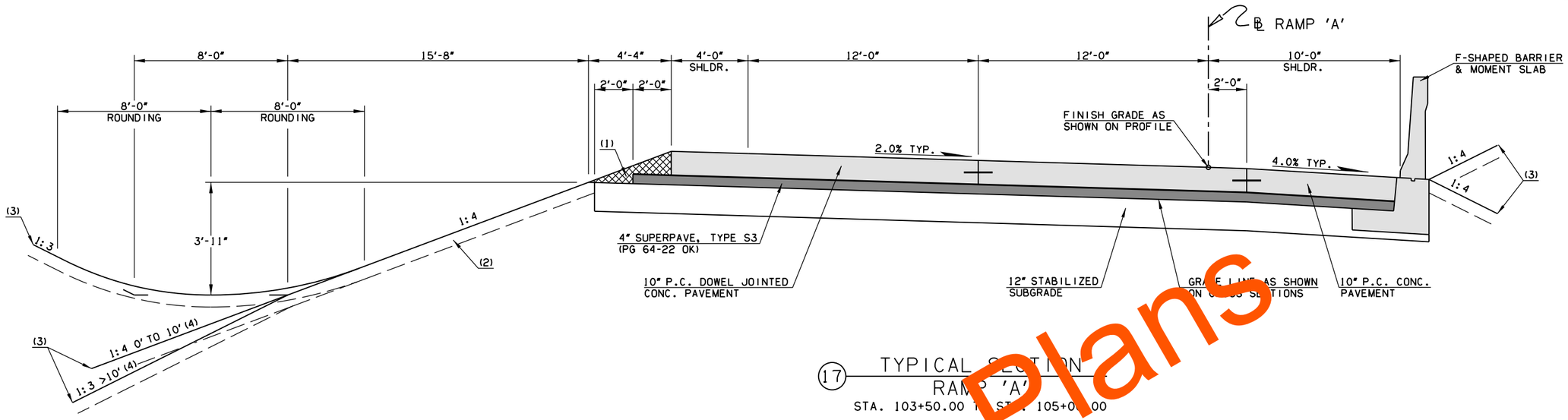
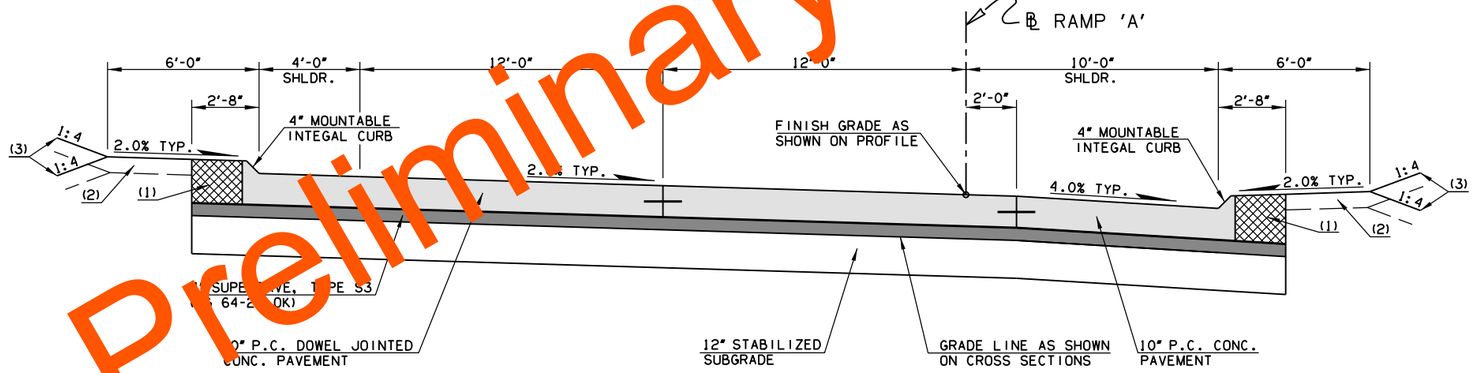
POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

3/4/2024



(17) TYPICAL SECTION
RAMP 'A'
STA. 103+50.00 TO STA. 105+00.00



(18) TYPICAL SECTION
RAMP 'A'
STA. 105+00.00 TO STA. 106+07.00

Preliminary Plans

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DESIGN	-	-
DRAWN	-	-
CHECKED	-	-
APPROVED	-	-
SQUAD	POE	

PHASE 4 OKLAHOMA COUNTY

TYPICAL SECTIONS
(RAMP 'A')

STATE JOB NO. 09032(08) SHEET NO. 0010

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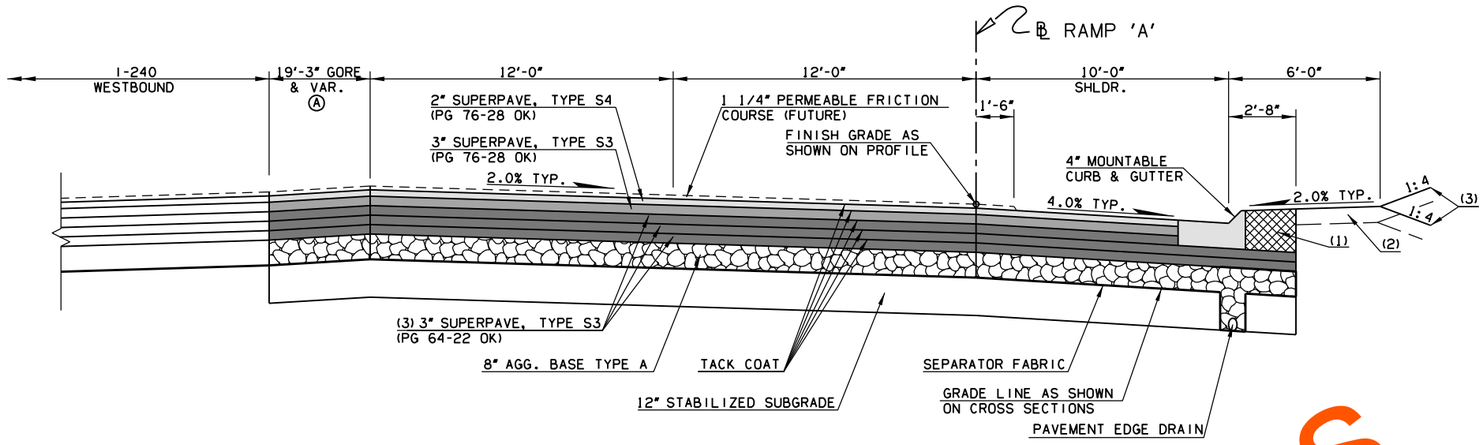
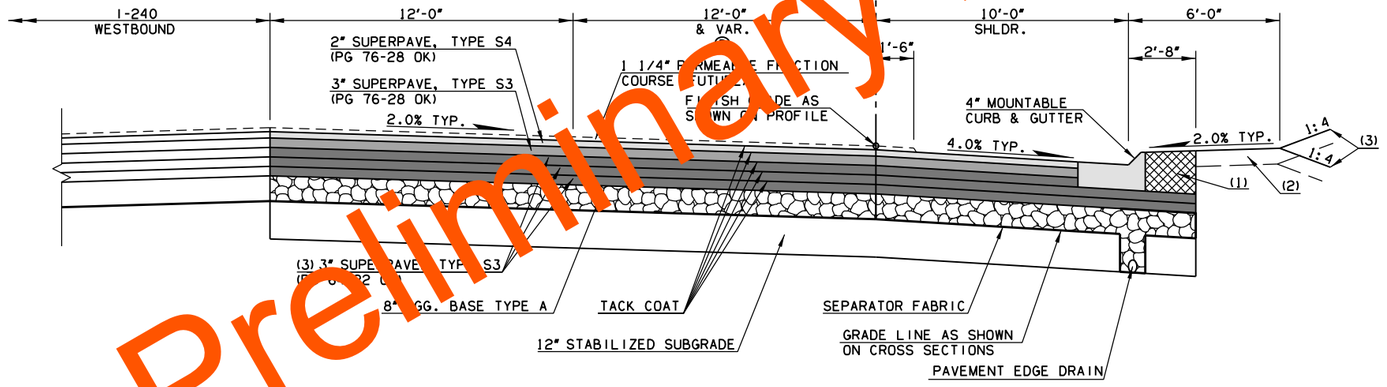
POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

3/4/2024



(19) TYPICAL SECTION
RAMP 'A'
STA. 106+07.00 TO STA. 108+38.64



(20) TYPICAL SECTION
RAMP 'A'
STA. 108+38.64 TO STA. 114+86.64

Preliminary Plans

SEGMENT	VARIABLE WIDTH	STATION EXTENTS
A	19'-3" TO 0'-0"	106+07.00 TO 108+38.64
B	12'-0"	108+38.64 TO 111+86.64
B	12'-0" TO 0'-0"	111+86.64 TO 114+86.64

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DESIGN	-	-
DRAWN	-	-
CHECKED	-	-
APPROVED	-	-
SQUAD	POE	

PHASE 4 OKLAHOMA COUNTY

TYPICAL SECTIONS (RAMP 'A')

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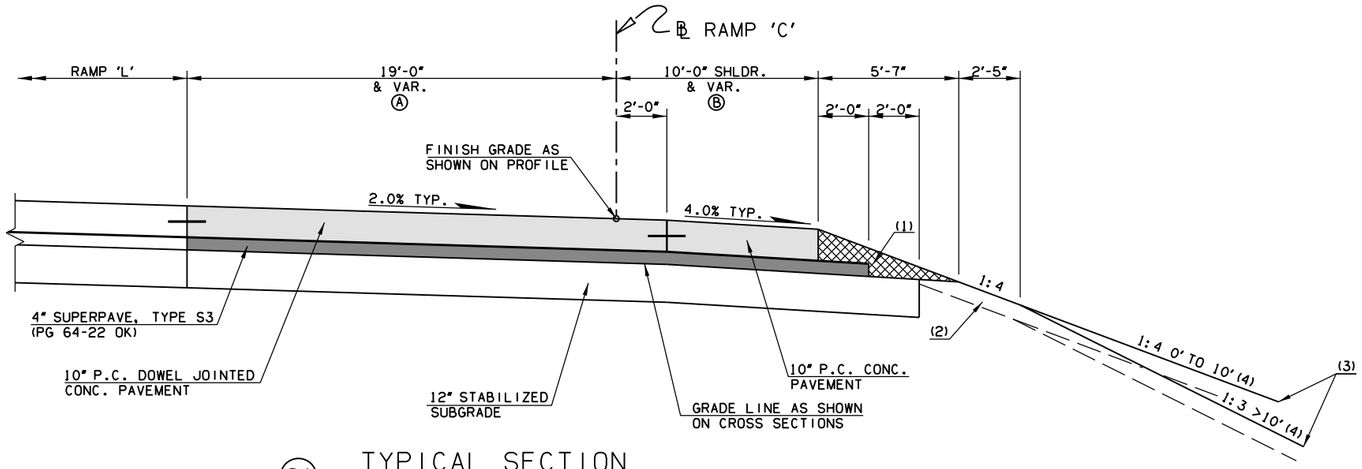
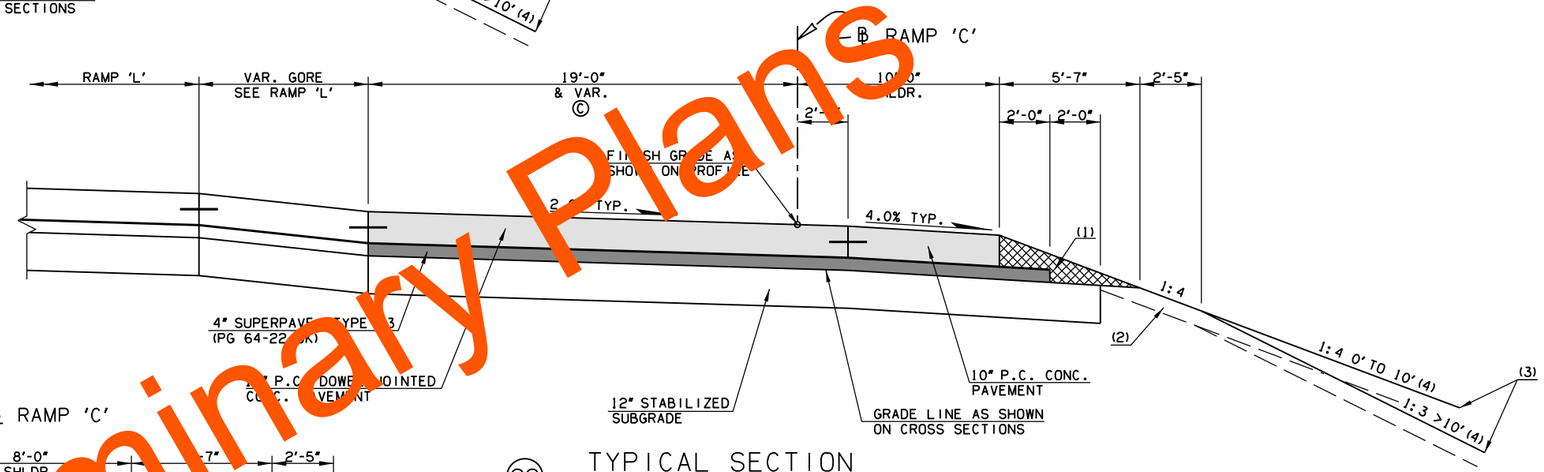
POE & ASSOCIATES, OKLAHOMA CITY, OK.

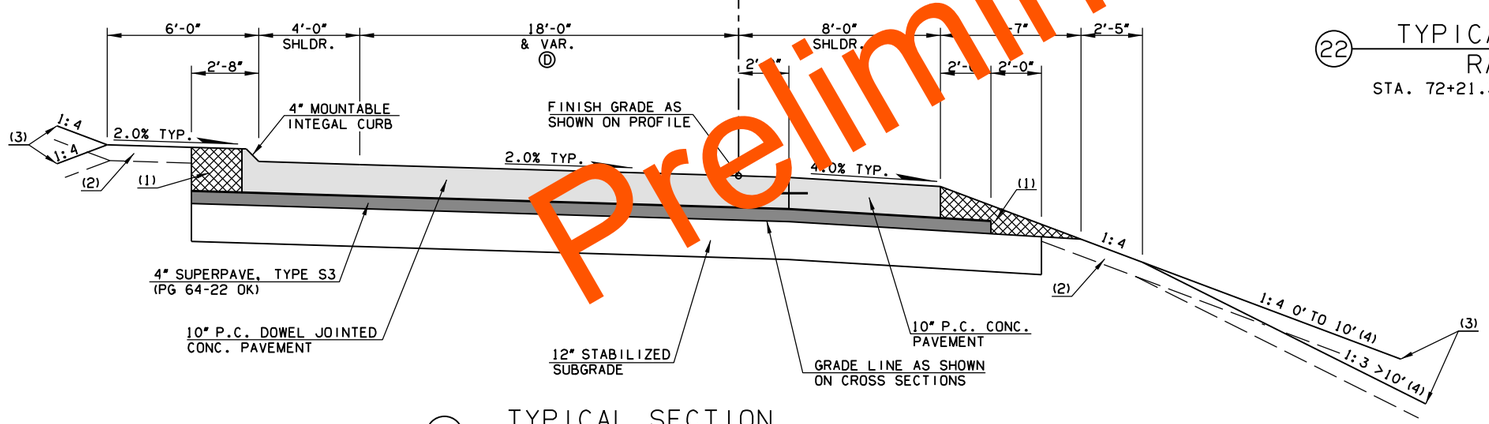
90% PLAN SUBMITTAL
3/4/2024



(21) TYPICAL SECTION
RAMP 'C'
STA. 71+30.93 TO STA. 72+21.36



(22) TYPICAL SECTION
RAMP 'C'
STA. 72+21.36 TO STA. 72+64.85



(23) TYPICAL SECTION
RAMP 'C'
STA. 72+64.85 TO STA. 81+08.03

Preliminary Plans

SEGMENT	VARIABLE WIDTH	STATION EXTENTS
A	0'-0" TO 19'-0"	71+30.93 TO 72+21.36
B	10'-0" TO 8'-0"	71+30.93 TO 71+61.83
B	8'-0"	71+61.83 TO 72+21.36
C	19'-0" TO 18'-0"	72+21.36 TO 72+64.85
D	18'-0" TO 15'-0"	72+64.85 TO 73+10.69
D	15'-0"	73+10.69 TO 81+08.03

NOTE: VAR. NOT SHOWN SEE PLANS/DETAILS FOR MORE INFORMATION

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DESIGN	-	-
DRAWN	-	-
CHECKED	-	-
APPROVED	-	-
SQUAD	POE	

PHASE 4 OKLAHOMA COUNTY

TYPICAL SECTIONS (RAMP 'C')

STATE JOB NO. 09032(08) SHEET NO. 0012

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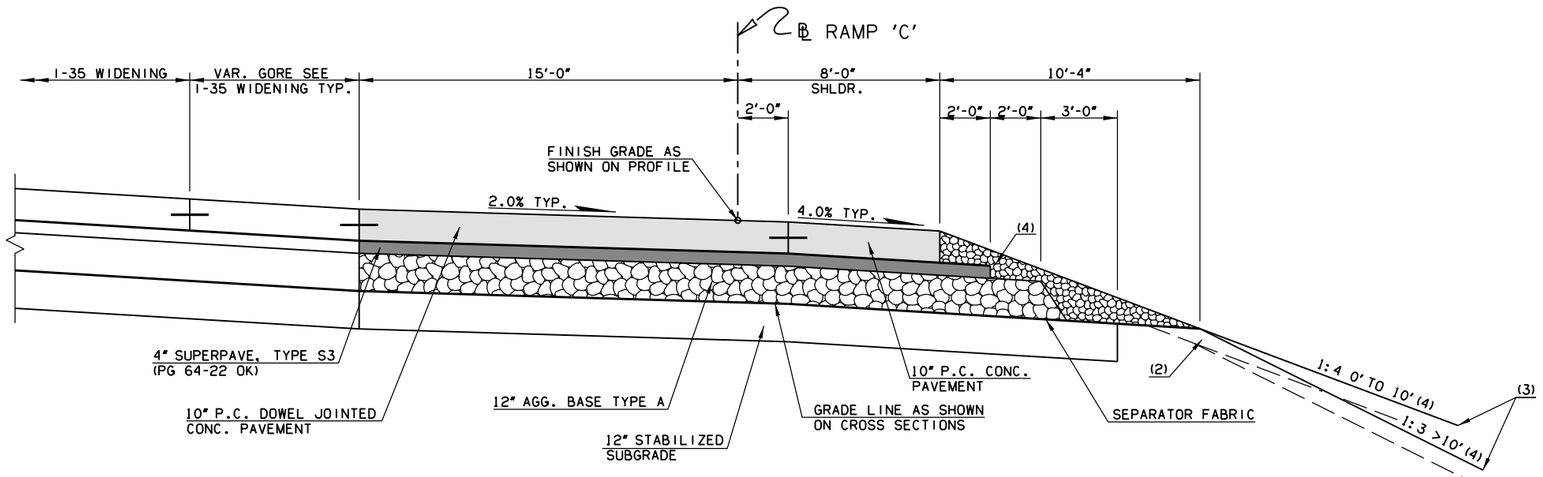
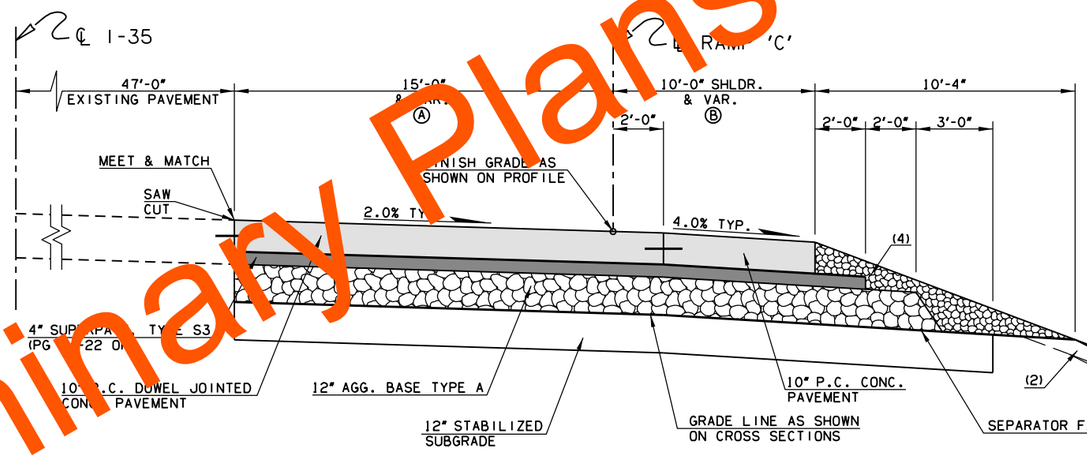
POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

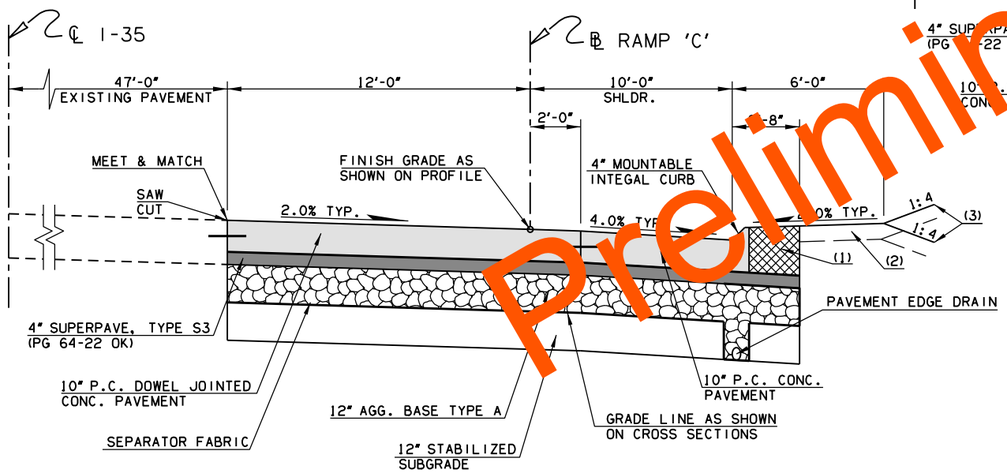
3/4/2024



24 TYPICAL SECTION
RAMP 'C'
STA. 81+08.03 TO STA. 81+79.00



25 TYPICAL SECTION
RAMP 'C'
STA. 81+79.00 TO STA. 83+21.00



26 TYPICAL SECTION
RAMP 'C'
STA. 83+21.00 TO STA. 88+89.63

Preliminary Plans

SEGMENT	VARIABLE WIDTH	STATION EXTENTS
A	15'-0" TO 12'-0"	81+79.00 TO 82+15.04
A	12'-0"	82+15.04 TO 83+21.00
B	8'-0"	81+79.00 TO 81+83.68
B	8'-0" TO 10'-0"	81+83.68 TO 82+15.00
B	10'-0"	82+15.00 TO 83+21.00

NOTE: VAR. NOT SHOWN SEE PLANS/DETAILS FOR MORE INFORMATION

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DESIGN	-	-
DRAWN	-	-
CHECKED	-	-
APPROVED	-	-
SQUAD	POE	

PHASE 4 OKLAHOMA COUNTY

TYPICAL SECTIONS (RAMP 'C')

STATE JOB NO. 09032(08) SHEET NO. 0013

3/4/2024 2:34:00 PM
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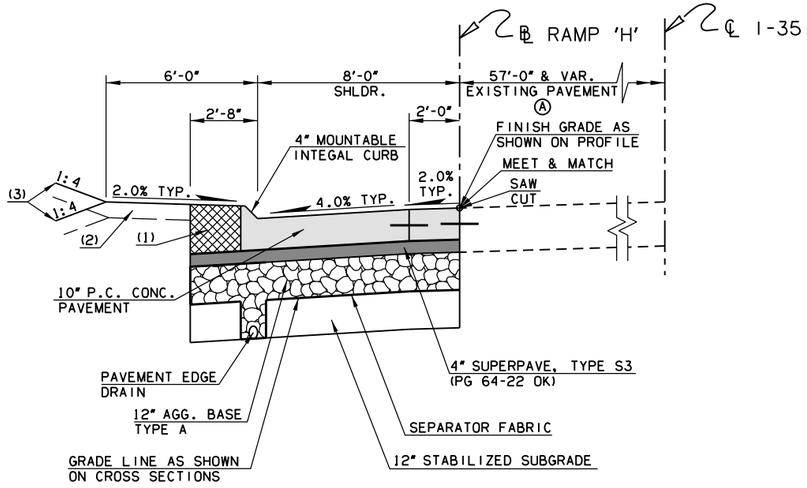
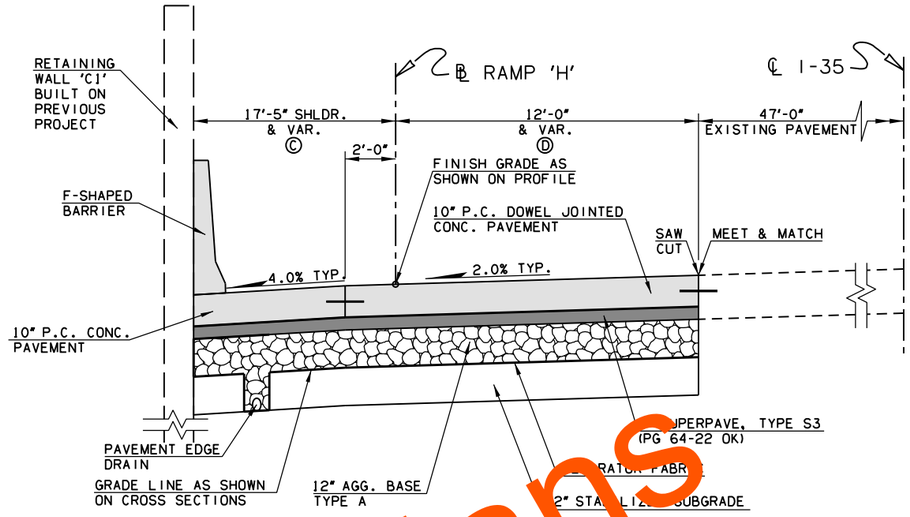
POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL
3/4/2024



27 TYPICAL SECTION
RAMP 'H'
STA. 414+32.34 TO STA. 421+17.04



29 TYPICAL SECTION
RAMP 'H'
STA. 421+71.30 TO STA. 424+09.03

28 TYPICAL SECTION
RAMP 'H'
STA. 421+17.04 TO STA. 421+71.30

30 TYPICAL SECTION
RAMP 'H'
STA. 424+09.03 TO STA. 425+40.19

SEGMENT	VARIABLE WIDTH	STATION EXTENTS
A	57'-0" TO 59'-0"	414+32.34 TO 415+72.34
A	59'-0"	415+72.34 TO 421+17.04
B	8'-0" TO 16'-2"	421+17.04 TO 421+66.23
B	16'-2"	421+66.23 TO 421+71.30
C	17'-5" TO 14'-5"	421+71.30 TO 424+09.03
D	12'-0"	421+71.30 TO 423+33.91
D	12'-0" TO 15'-0"	423+33.91 TO 424+09.03
E	14'-5" TO 16'-4"	424+09.03 TO 425+40.19
F	0'-0" TO 19'-8"	424+09.03 TO 425+38.50
F	19'-8" TO 9'-10"	425+38.50 TO 425+40.19

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DESIGN	-	-
DRAWN	-	-
CHECKED	-	-
APPROVED	-	-
SQUAD	POE	

PHASE 4 OKLAHOMA COUNTY

TYPICAL SECTIONS
(RAMP 'H')

STATE JOB NO. 09032(08) SHEET NO. 0014

Preliminary Plans

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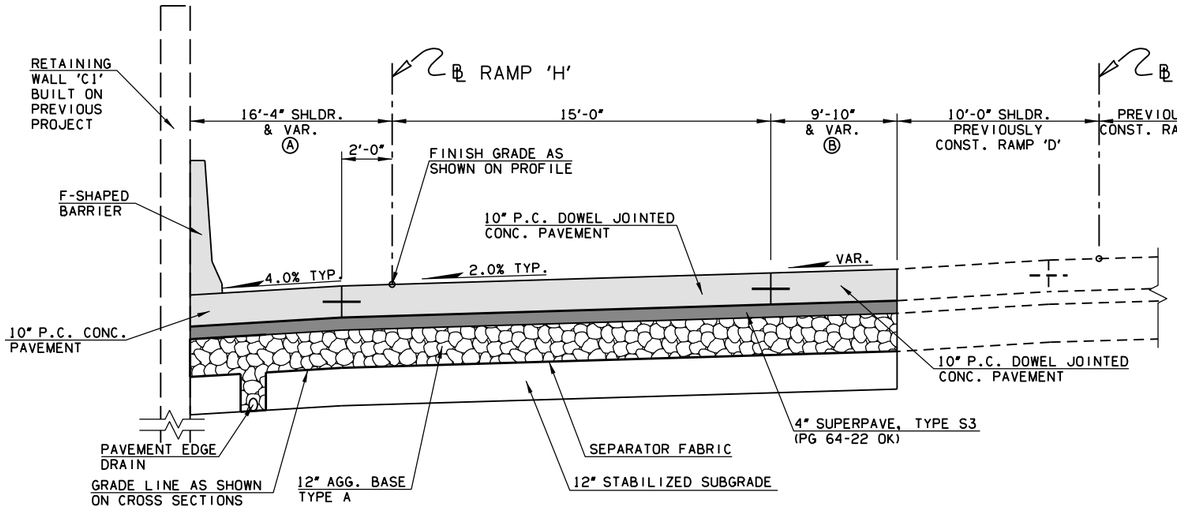
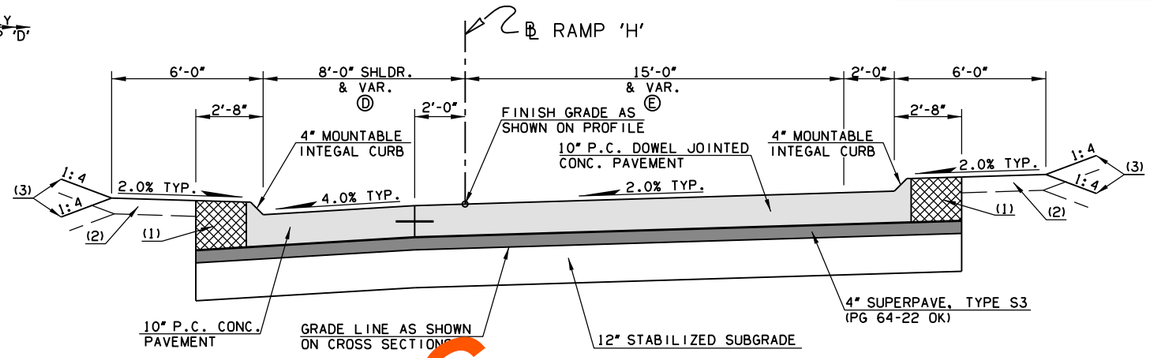
POE & ASSOCIATES, OKLAHOMA CITY, OK.

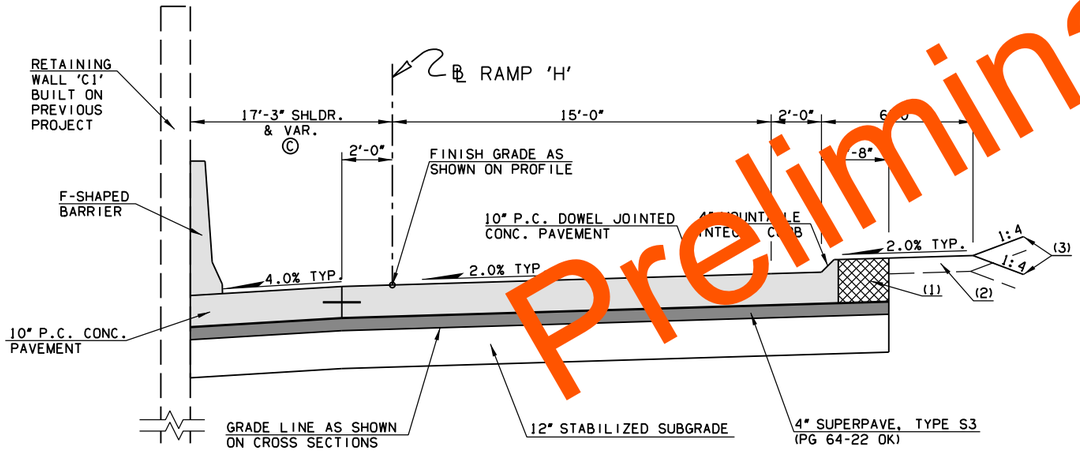
90% PLAN SUBMITTAL
3/4/2024



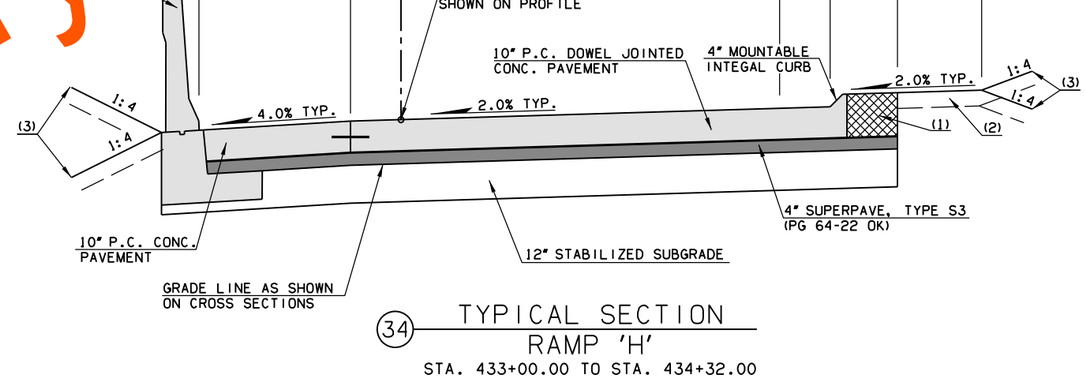
(31) TYPICAL SECTION
RAMP 'H'
STA. 425+40.19 TO STA. 425+52.39



(32) TYPICAL SECTION
RAMP 'H'
STA. 425+52.39 TO STA. 426+00.00



(33) TYPICAL SECTION
RAMP 'H'
STA. 426+00.00 TO STA. 433+00.00
STA. 434+32.00 TO STA. 435+13.00



(34) TYPICAL SECTION
RAMP 'H'
STA. 433+00.00 TO STA. 434+32.00

SEGMENT	VARIABLE WIDTH	STATION EXTENTS
A	16'-4" TO 17'-3"	425+40.19 TO 425+52.39
B	9'-10" TO 12'-0"	425+40.19 TO 425+52.39
C	17'-3" TO 21'-7"	425+52.39 TO 426+00.00
D	8'-0"	426+00.00 TO 433+00.00
D	10'-0"	434+32.00 TO 435+13.00
E	15'-0"	426+00.00 TO 433+00.00
E	15'-0"	434+32.00 TO 434+85.71
E	15'-0" TO 16'-6"	434+85.71 TO 435+13.00

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DESIGN	-	-
DRAWN	-	-
CHECKED	-	-
APPROVED	-	-
SQUAD	POE	

PHASE 4 — OKLAHOMA COUNTY

TYPICAL SECTIONS
(RAMP 'H')

STATE JOB NO. 09032(08) SHEET NO. 0015

Preliminary Plans

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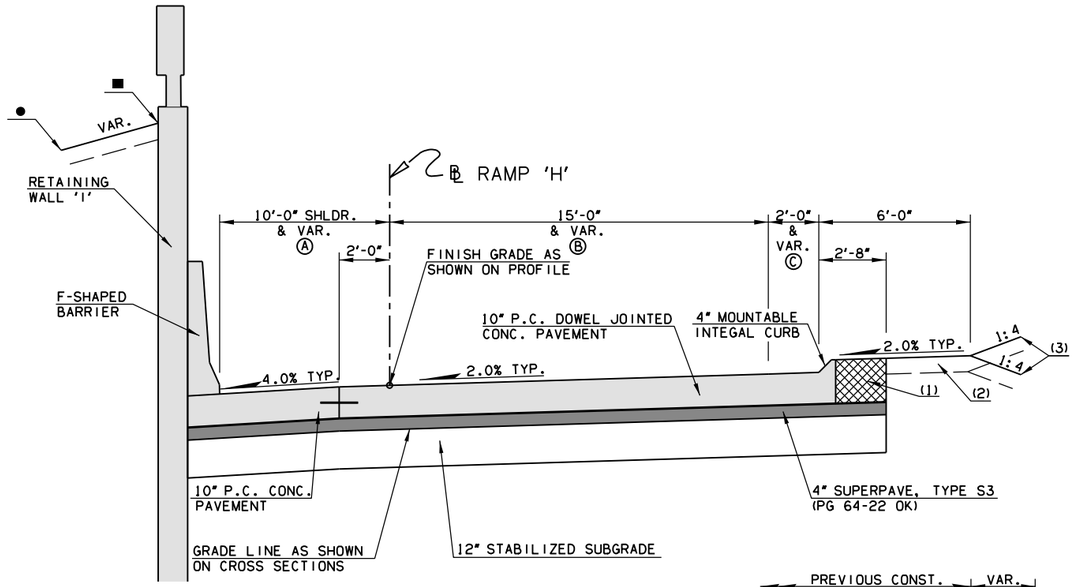
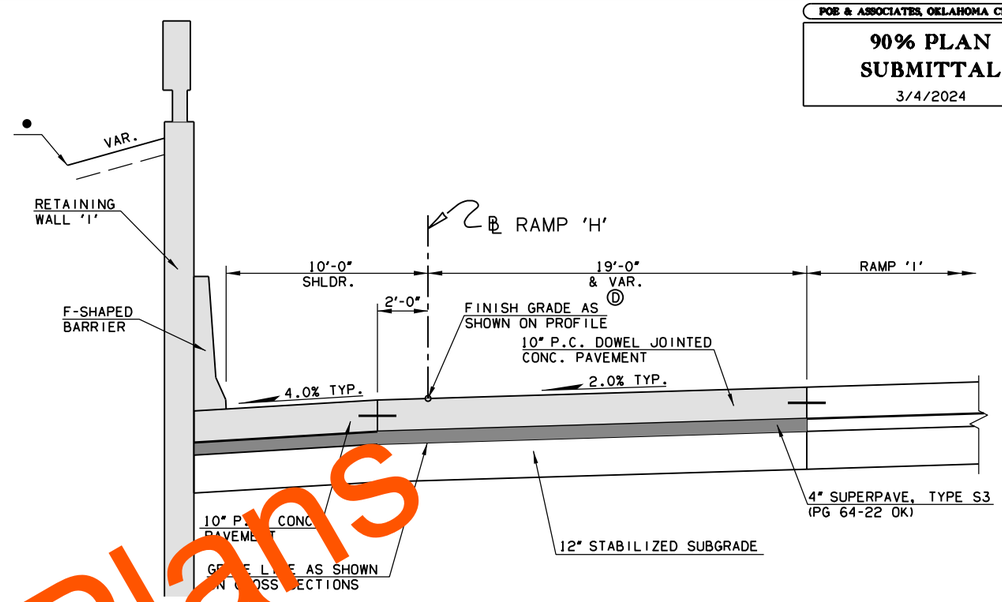
POE & ASSOCIATES, OKLAHOMA CITY, OK.

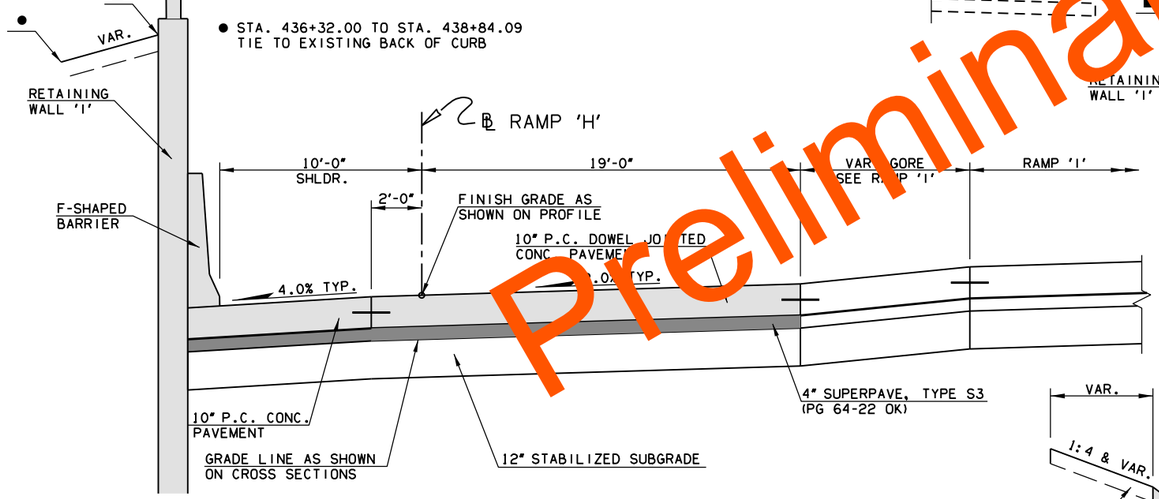
90% PLAN SUBMITTAL
3/4/2024



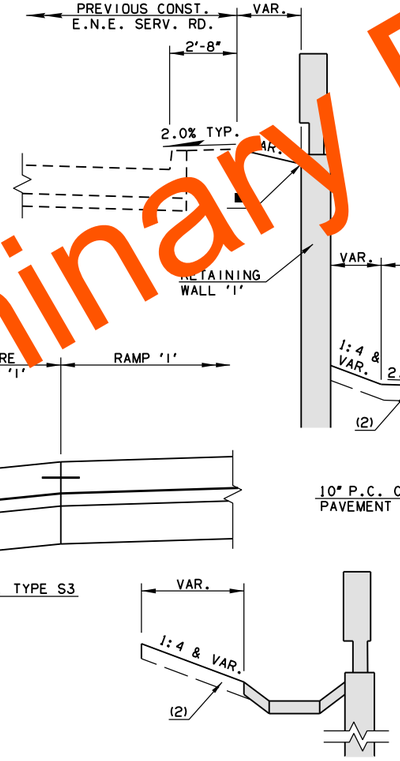
35 TYPICAL SECTION
RAMP 'H'
STA. 435+13.00 TO STA. 435+60.83
STA. 438+35.00 TO STA. 439+15.07



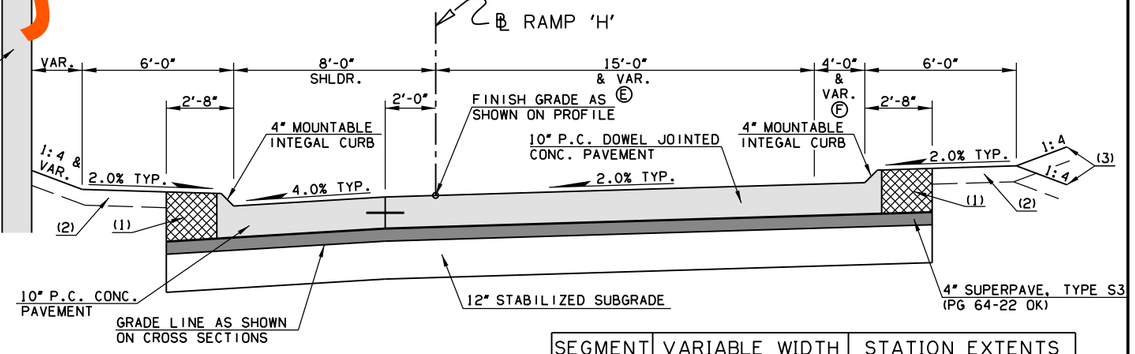
37 TYPICAL SECTION
RAMP 'H'
STA. 436+46.07 TO STA. 438+35.00



36 TYPICAL SECTION
RAMP 'H'
STA. 435+60.83 TO STA. 436+46.07



■ PAVED DITCH LOCATIONS
STA. 435+13.00 TO STA. 436+32.00
STA. 438+84.09 TO STA. 439+59.00



38 TYPICAL SECTION
RAMP 'H'
STA. 439+15.07 TO STA. 443+42.15

SEGMENT	VARIABLE WIDTH	STATION EXTENTS
A	10'-0"	435+13.00 TO 435+60.83
A	10'-0" TO 18'-9"	438+35.00 TO 439+15.07
B	16'-6" TO 19'-0"	435+13.00 TO 435+60.83
B	15'-0"	438+35.00 TO 439+15.07
C	2'-0"	435+13.00 TO 435+60.83
C	4'-0"	438+35.00 TO 439+15.07
D	19'-0" TO 0'-0"	436+46.07 TO 438+35.00
E	15'-0"	439+59.10 TO 443+27.51
E	15'-0" TO 15'-7"	443+27.51 TO 443+42.15
F	4'-0"	439+15.07 TO 443+27.51
F	4'-0" TO 4'-6"	443+27.51 TO 443+42.15

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DESIGN	-	-
DRAWN	-	-
CHECKED	-	-
APPROVED	-	-
SQUAD	POE	

PHASE 4 OKLAHOMA COUNTY

TYPICAL SECTIONS
(RAMP 'H')

STATE JOB NO. 09032(08) SHEET NO. 0016

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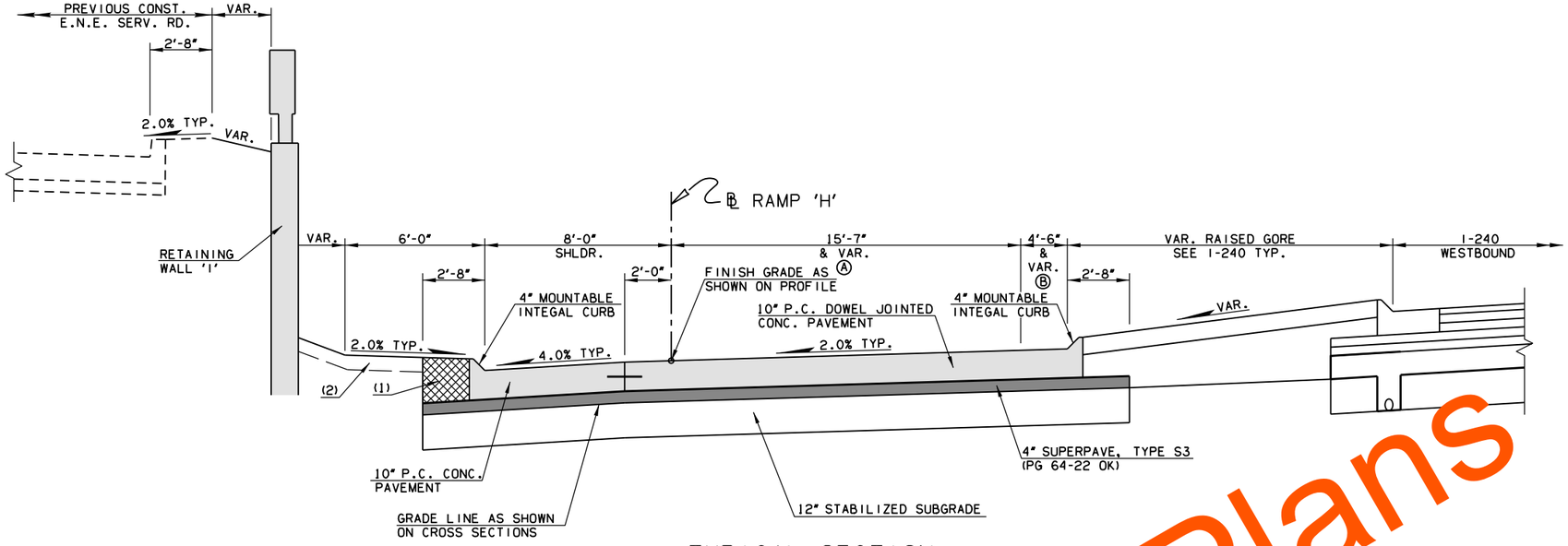
Preliminary Plans

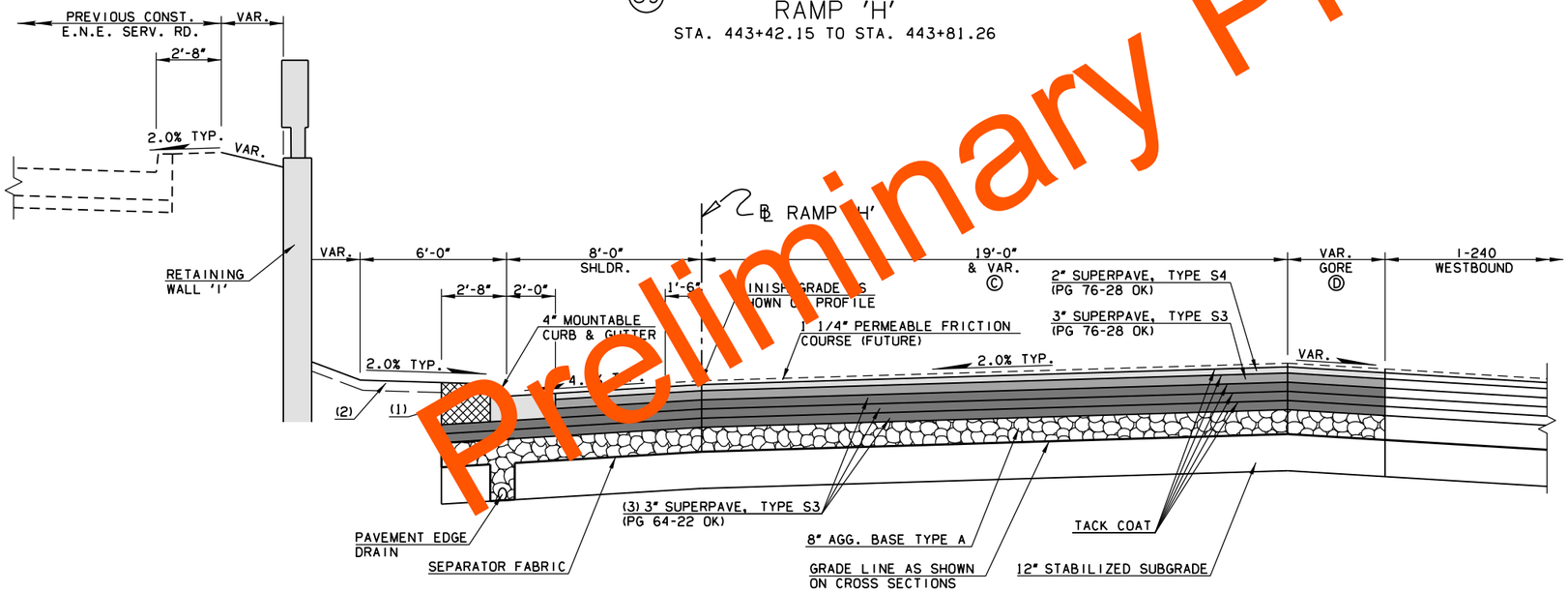
POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

3/4/2024



(39) TYPICAL SECTION
RAMP 'H'
STA. 443+42.15 TO STA. 443+81.26



(40) TYPICAL SECTION
RAMP 'H'
STA. 443+81.26 TO STA. 444+92.49

SEGMENT	VARIABLE WIDTH	STATION EXTENTS
A	15'-7" TO 17'-0"	443+42.15 TO 443+81.26
B	4'-6" TO 6'-0"	443+42.15 TO 443+81.26
C	17'-0" TO 19'-0"	443+81.26 TO 444+30.84
C	19'-0"	444+30.84 TO 444+92.49
D	20'-0" TO 10'-0"	443+81.26 TO 444+92.49

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DESIGN	-	-
DRAWN	-	-
CHECKED	-	-
APPROVED	-	-
SQUAD	POE	

PHASE 4 OKLAHOMA COUNTY

TYPICAL SECTIONS
(RAMP 'H')

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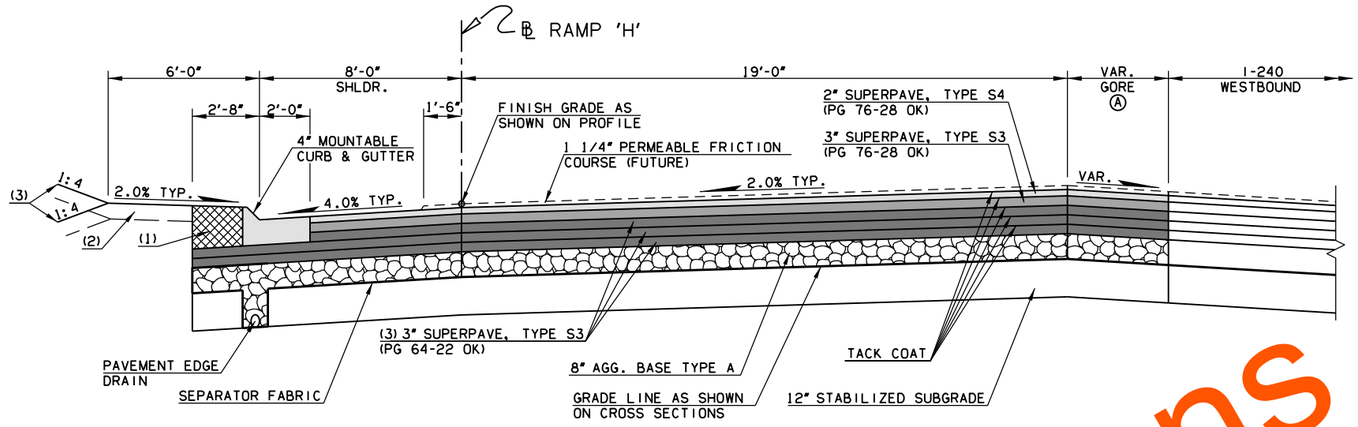
Preliminary Plans

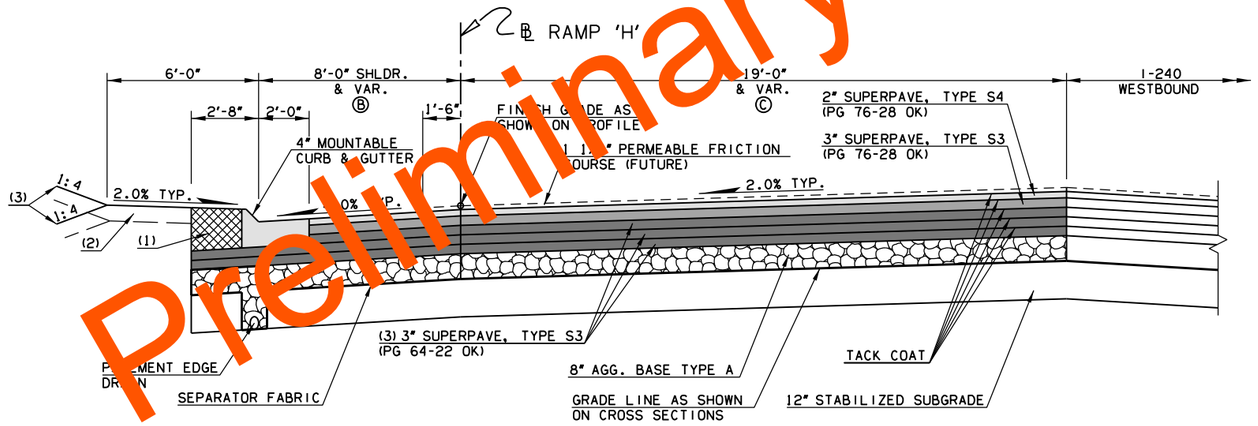
POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

3/4/2024



(41) TYPICAL SECTION
RAMP 'H'
STA. 444+92.49 TO STA. 446+43.22



(42) TYPICAL SECTION
RAMP 'H'
STA. 446+43.22 TO STA. 449+30.83

Preliminary Plans

SEGMENT	VARIABLE WIDTH	STATION EXTENTS
A	10'-0" TO 0'-0"	444+92.49 TO 446+43.22
B	8'-0"	446+43.22 TO 449+00.23
B	8'-0" TO 10'-0"	449+00.23 TO 449+30.17
C	19'-0" TO 0'-0"	446+43.22 TO 449+30.83

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DESIGN	-	-
DRAWN	-	-
CHECKED	-	-
APPROVED	-	-
SQUAD	POE	

PHASE 4 OKLAHOMA COUNTY

TYPICAL SECTIONS
(RAMP 'H')

STATE JOB NO. 09032(08) SHEET NO. 0018

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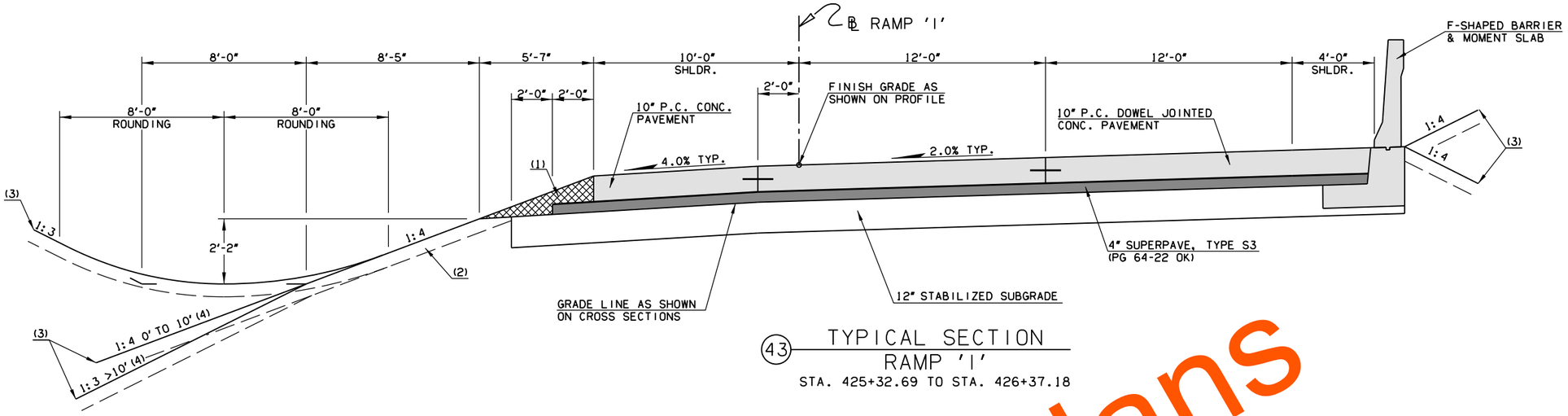
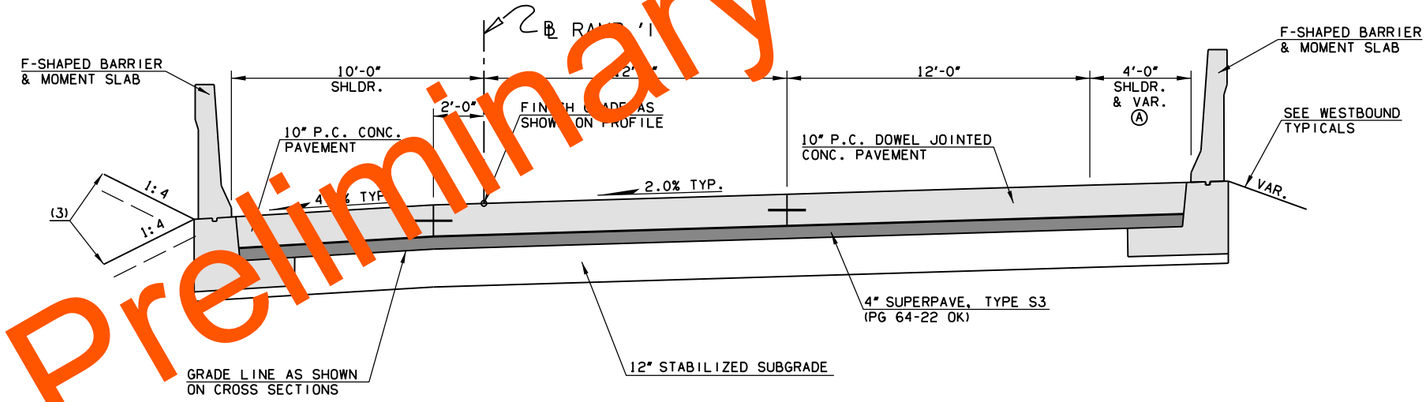
POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

3/4/2024



(43) TYPICAL SECTION
RAMP 'I'
STA. 425+32.69 TO STA. 426+37.18



(44) TYPICAL SECTION
RAMP 'I'
STA. 430+05.68 TO STA. 434+59.79

Preliminary Plans

SEGMENT	VARIABLE WIDTH	STATION EXTENTS
A	4'-0" TO 13'-0"	430+05.68 TO 434+59.79

NOTE: VAR. NOT SHOWN SEE PLANS/DETAILS FOR MORE INFORMATION

(1) TO BE BACKFILLED AND COMPACTED AS PART OF FINISHING OPERATIONS. QUANTITY IS MEASURED IN UNCLASSIFIED BORROW.

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

(3) INTERSECTION OF CUT AND/OR FILL SLOPES WITH GROUND LINE TO BE ROUNDED AS PART OF FINISHING OPERATIONS. ROUNDING SHALL BE 5' MIN. FOR SMALLER CUTS AND FILLS, TO 15' MAX. FOR LARGER CUTS AND FILLS, OR AS DESIGNATED BY THE ENGINEER. COST OF ROUNDING TO BE INCLUDED IN PRICE BID FOR OTHER ITEMS OF WORK. SEE ROUNDING DETAIL ON OTHER TYPICAL SHEETS.

(4) TO BE BACKFILLED AND COMPACTED AS PART OF FINISHING OPERATIONS. QUANTITY IS MEASURED IN T.B.S.C. TYPE E.

DESIGN	-	-
DRAWN	-	-
CHECKED	-	-
APPROVED	-	-
SQUAD	POE	

PHASE 4 OKLAHOMA COUNTY

TYPICAL SECTIONS (RAMP I)

STATE JOB NO. 09032(08) SHEET NO. 0019

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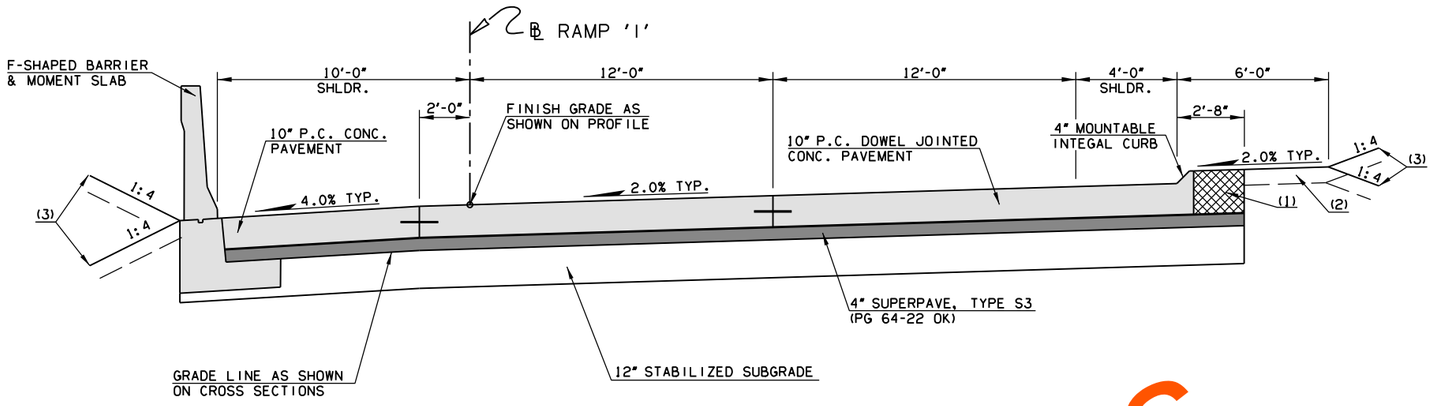
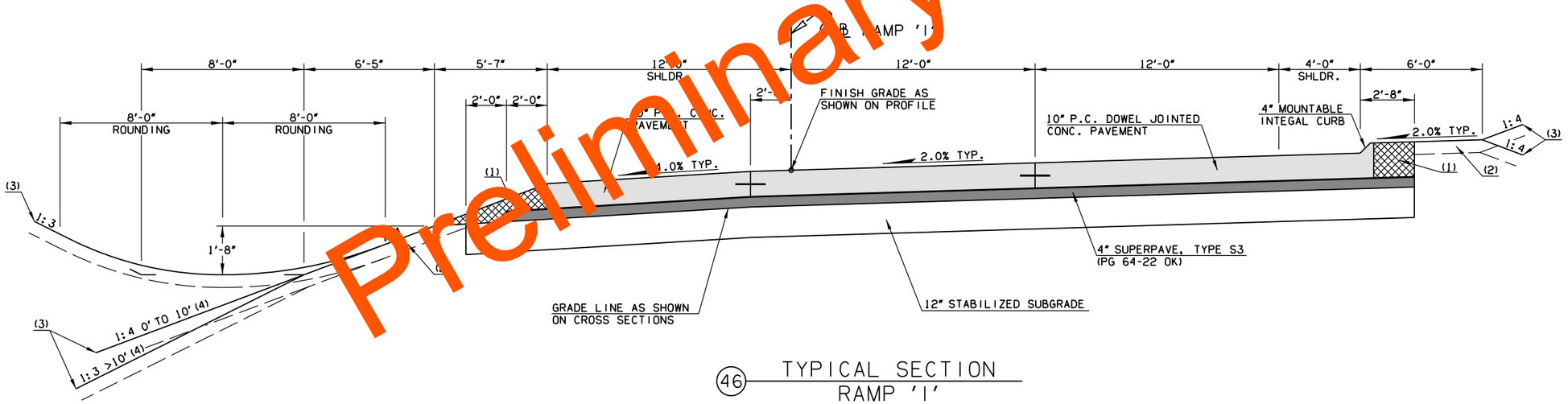
POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL
3/4/2024



(45) TYPICAL SECTION
RAMP 'I'
STA. 434+59.79 TO STA. 435+30.08



(46) TYPICAL SECTION
RAMP 'I'
STA. 435+30.08 TO STA. 435+60.08

Preliminary Plans

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DESIGN	-	-
DRAWN	-	-
CHECKED	-	-
APPROVED	-	-
SQUAD	POE	

PHASE 4 OKLAHOMA COUNTY

TYPICAL SECTIONS
(RAMP I)

STATE JOB NO. 09032(08) SHEET NO. 0020

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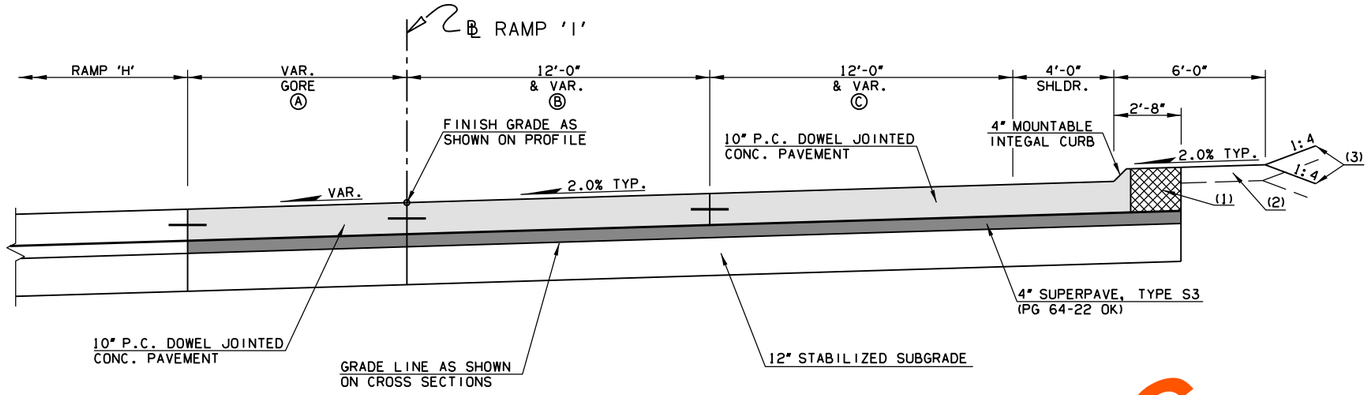
POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

3/4/2024



(47) TYPICAL SECTION
RAMP 'I'
STA. 435+60.08 TO STA. 436+45.02

(48) TYPICAL SECTION
RAMP 'I'
STA. 436+45.02 TO STA. 438+36.46

Preliminary Plans

SEGMENT	VARIABLE WIDTH	STATION EXTENTS
A	21'-1" TO 0'-0"	435+60.08 TO 436+45.02
B	12'-0"	435+60.08 TO 435+85.08
B	12'-0" TO 12'-9"	435+85.08 TO 436+45.02
C	12'-0"	435+60.08 TO 435+85.08
C	12'-0" TO 9'-2"	435+85.08 TO 436+45.02
D	12'-9" TO 15'-0"	436+45.02 TO 438+36.46
E	9'-2" TO 0'-0"	436+45.02 TO 438+36.46

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DESIGN	-	-
DRAWN	-	-
CHECKED	-	-
APPROVED	-	-
SQUAD	POE	

PHASE 4 — OKLAHOMA COUNTY

TYPICAL SECTIONS
(RAMP I)

STATE JOB NO. 09032(08) SHEET NO. 0021

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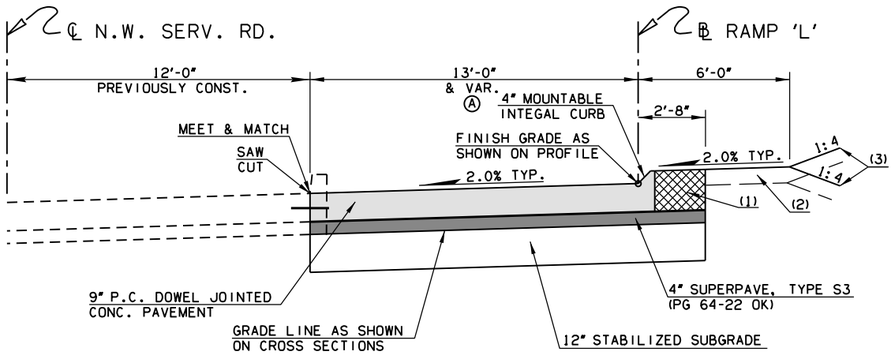
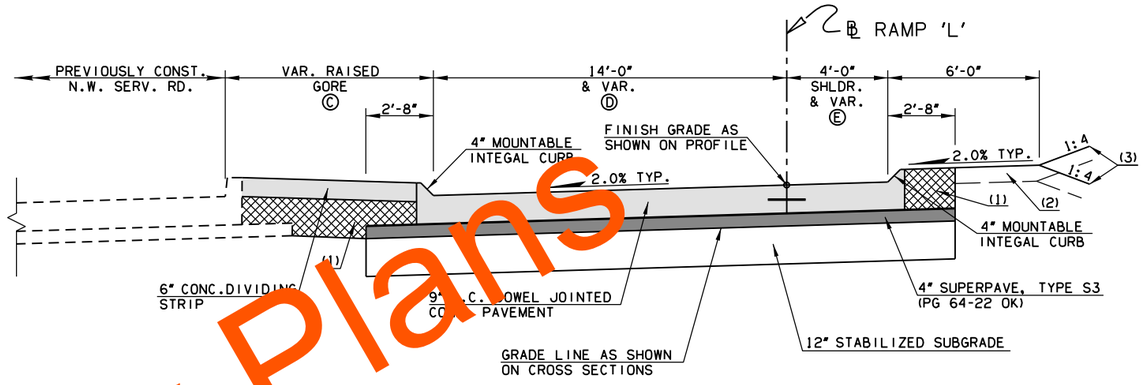
POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

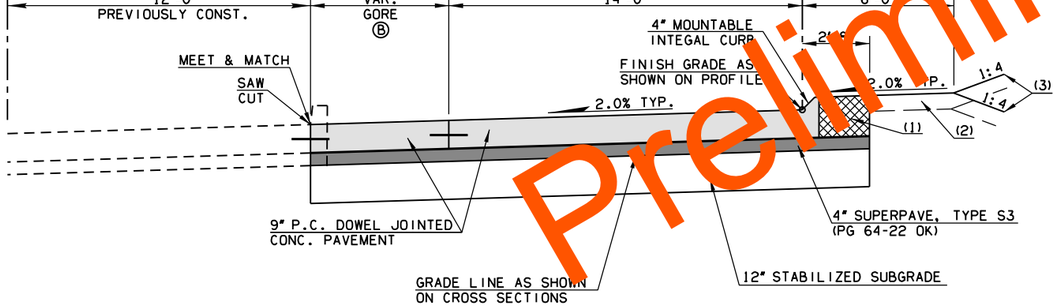
3/4/2024



(49) TYPICAL SECTION
RAMP 'L'
STA. 407+47.18 TO STA. 408+22.69



(51) TYPICAL SECTION
RAMP 'L'
STA. 409+32.13 TO STA. 409+59.61



(50) TYPICAL SECTION
RAMP 'L'
STA. 408+22.69 TO STA. 409+32.13

SEGMENT	VARIABLE WIDTH	STATION EXTENTS
A	13'-0" TO 14'-0"	407+47.18 TO 408+22.69
B	0'-0" TO 5'-0"	408+22.69 TO 409+32.13
C	4'-0" TO 5'-4"	409+32.13 TO 409+59.61
D	14'-0" TO 14'-7"	409+32.13 TO 409+59.61
E	0'-0" TO 4'-0"	409+32.13 TO 409+59.61

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DESIGN	-	-
DRAWN	-	-
CHECKED	-	-
APPROVED	-	-
SQUAD	POE	

PHASE 4 OKLAHOMA COUNTY

TYPICAL SECTIONS
(RAMP L)

STATE JOB NO. 09032(08) SHEET NO. 0022

Preliminary Plans

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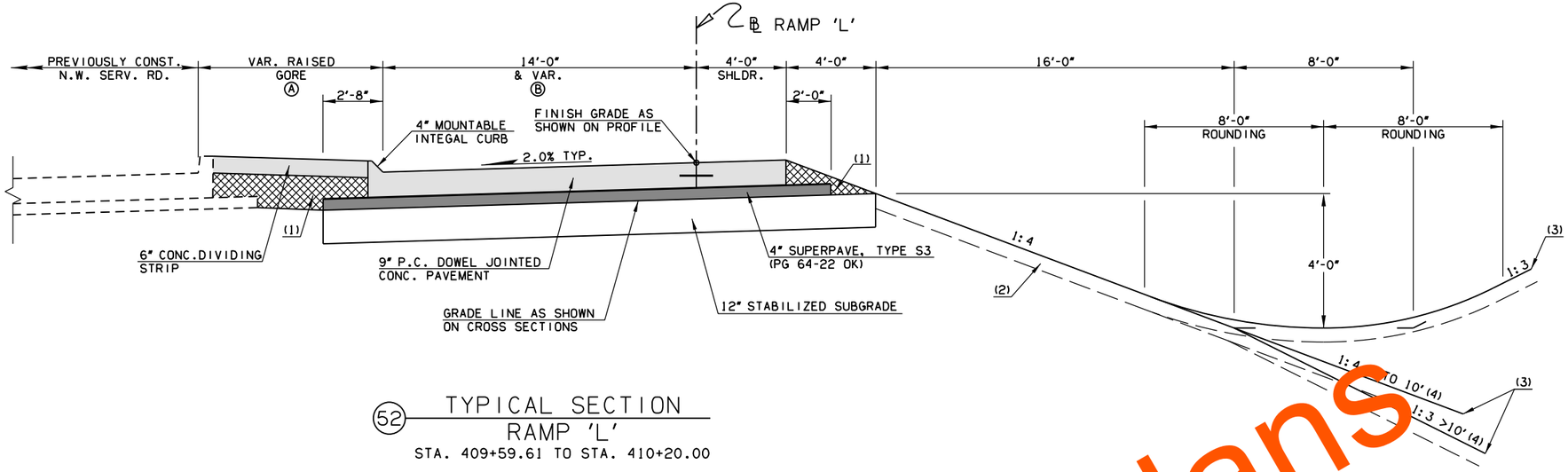
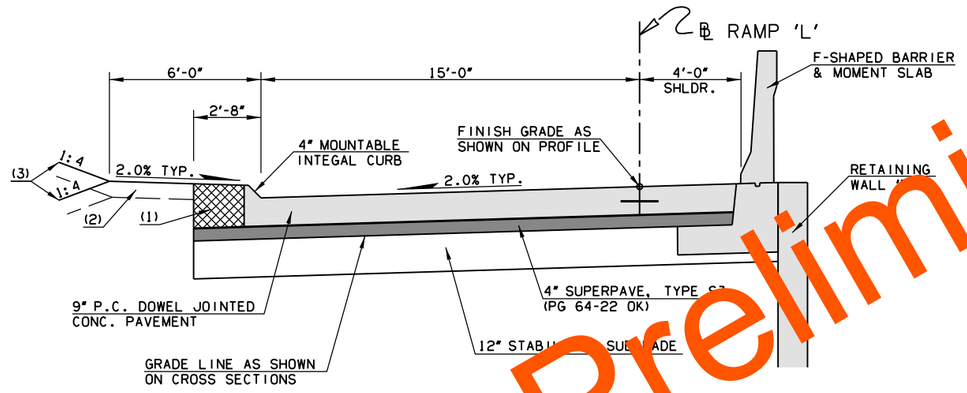
POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

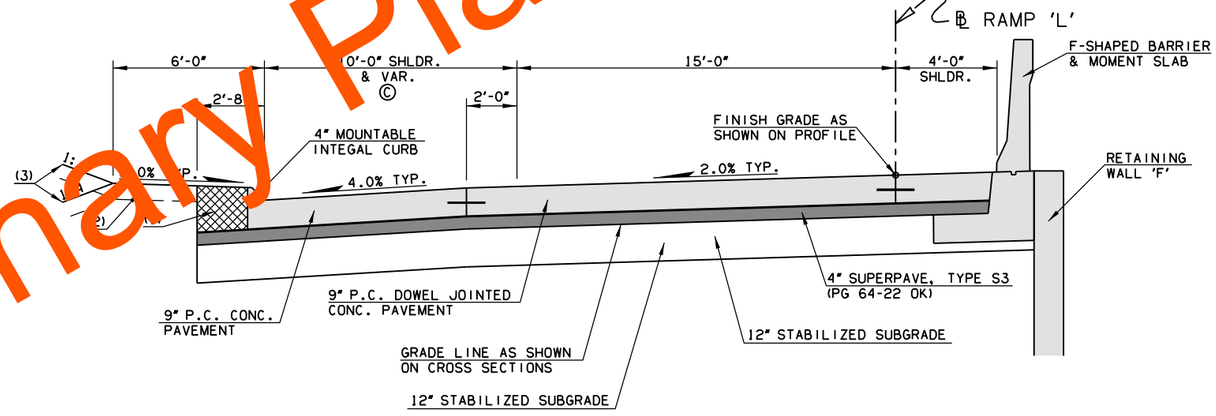
3/4/2024



(52) TYPICAL SECTION
RAMP 'L'
STA. 409+59.61 TO STA. 410+20.00



(53) TYPICAL SECTION
RAMP 'L'
STA. 410+20.00 TO STA. 411+00.00



(54) TYPICAL SECTION
RAMP 'L'
STA. 411+00.00 TO STA. 411+96.92

Preliminary Plans

SEGMENT	VARIABLE WIDTH	STATION EXTENTS
A	5'-4" TO 10'-1"	409+59.61 TO 410+20.00
B	14'-7" TO 15'-0"	409+59.61 TO 409+82.11
B	15'-0"	409+82.11 TO 410+20.00
C	0'-0" TO 10'-0"	411+00.00 TO 411+50.00
C	10'-0"	411+50.00 TO 411+96.92

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DESIGN	-	-
DRAWN	-	-
CHECKED	-	-
APPROVED	-	-
SQUAD	POE	

PHASE 4 — OKLAHOMA COUNTY

TYPICAL SECTIONS (RAMP L)

STATE JOB NO. 09032(08) SHEET NO. 0023

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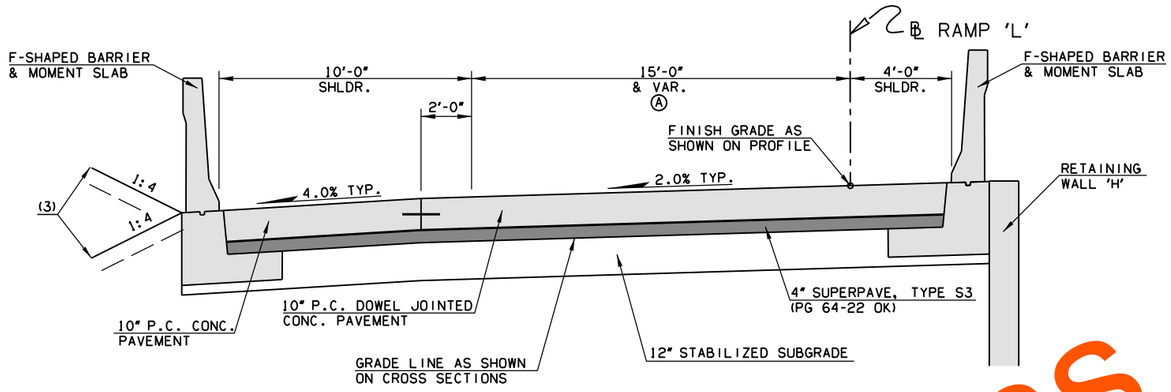
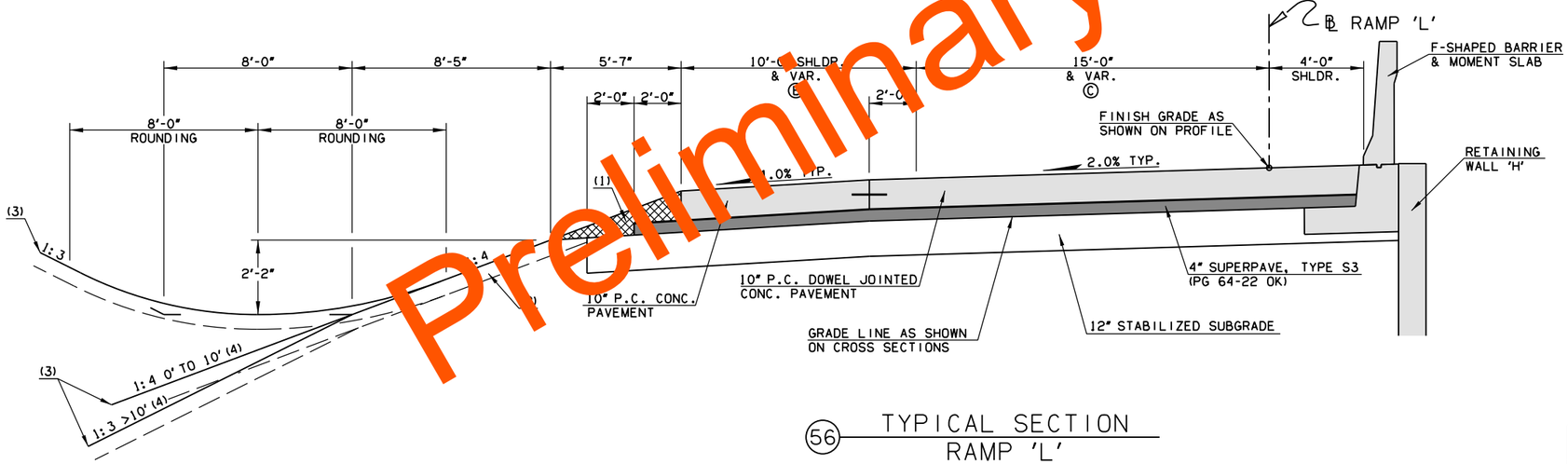
POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

3/4/2024



(55) TYPICAL SECTION
RAMP 'L'
STA. 416+70.42 TO STA. 417+64.18
STA. 422+00.00 TO STA. 422+09.18



(56) TYPICAL SECTION
RAMP 'L'
STA. 417+64.18 TO STA. 422+00.00

Preliminary

SEGMENT	VARIABLE WIDTH	STATION EXTENTS
A	15'-0"	416+70.42 TO 417+64.18
A	19'-10" TO 20'-0"	422+00.00 TO 422+09.18
B	12'-0"	417+64.18 TO 417+94.18
B	12'-0" TO 10'-0"	417+94.18 TO 418+44.18
B	10'-0"	418+44.18 TO 422+00.00
C	15'-0"	417+64.18 TO 419+56.98
C	15'-0" TO 19'-10"	419+56.98 TO 422+00.00

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DESIGN	-	-
DRAWN	-	-
CHECKED	-	-
APPROVED	-	-
SQUAD	POE	

PHASE 4 OKLAHOMA COUNTY

TYPICAL SECTIONS (RAMP L)

STATE JOB NO. 09032(08) SHEET NO. 0024

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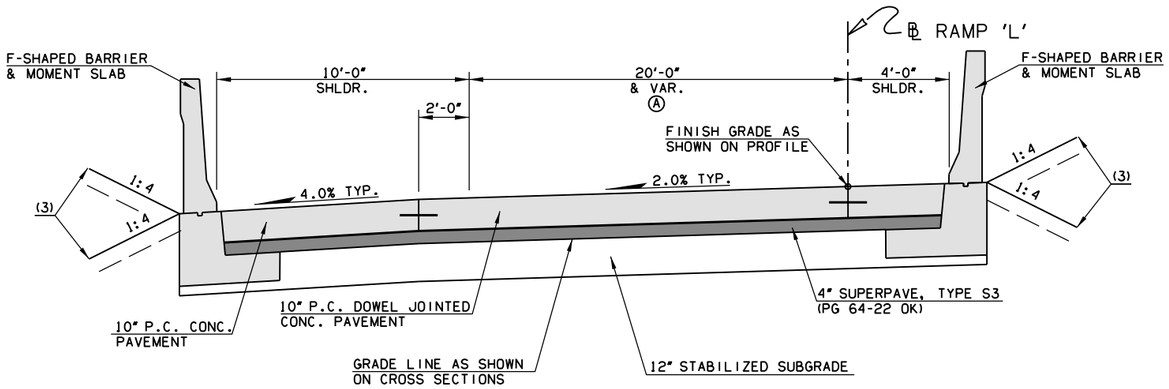
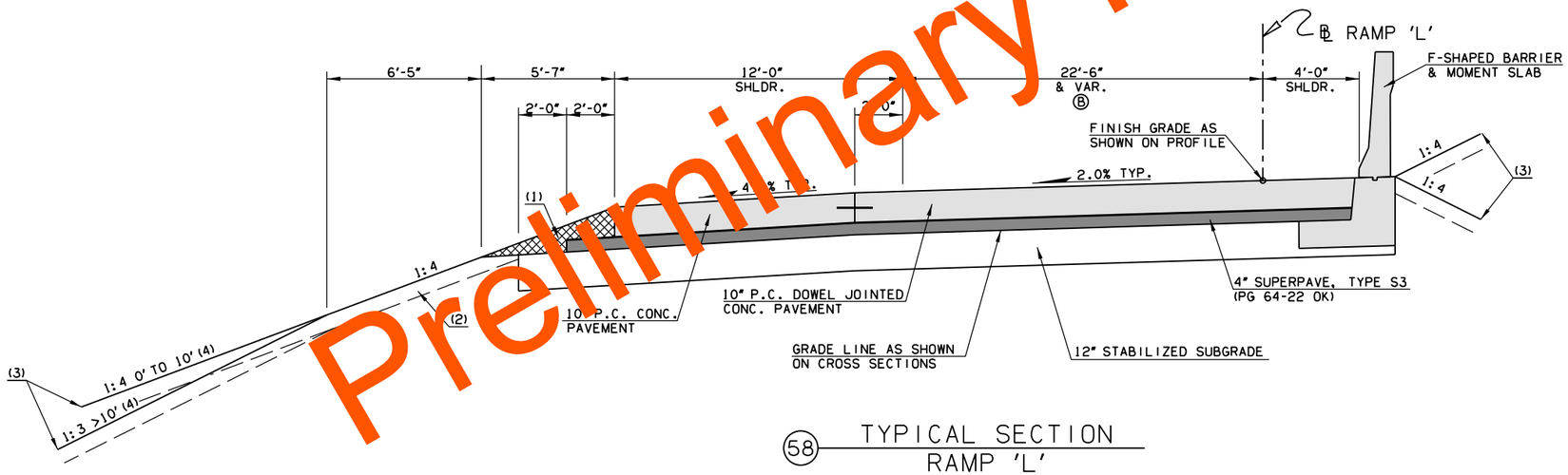
POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

3/4/2024



(57) TYPICAL SECTION
RAMP 'L'
STA. 422+09.18 TO STA. 423+33.00



(58) TYPICAL SECTION
RAMP 'L'
STA. 423+33.00 TO STA. 423+94.08

Preliminary Plans

SEGMENT	VARIABLE WIDTH	STATION EXTENTS
A	20'-0" TO 22'-6"	422+09.18 TO 423+33.00
B	22'-6" TO 23'-97"	423+33.00 TO 423+94.08

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DESIGN	-	-
DRAWN	-	-
CHECKED	-	-
APPROVED	-	-
SQUAD	POE	

PHASE 4 OKLAHOMA COUNTY

TYPICAL SECTIONS
(RAMP L)

STATE JOB NO. 09032(08) SHEET NO. 0025

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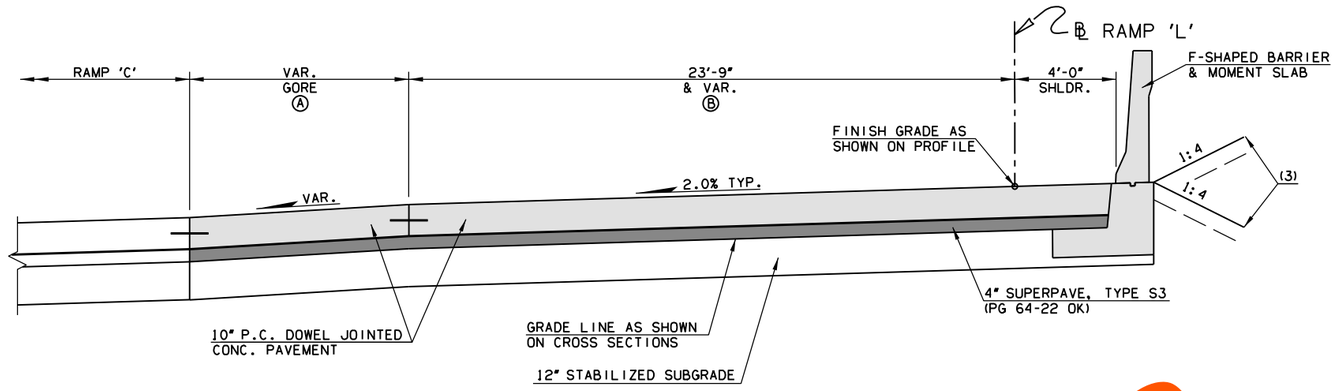
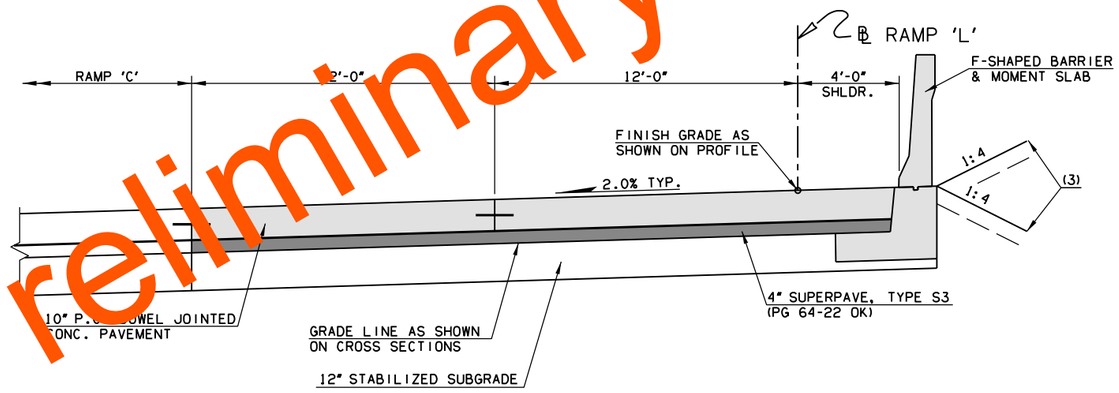
POE & ASSOCIATES, OKLAHOMA CITY, OK.
90% PLAN SUBMITTAL
3/4/2024



59 TYPICAL SECTION
RAMP 'L'
STA. 423+94.08 TO STA. 424+37.29

Preliminary Plans



60 TYPICAL SECTION
RAMP 'L'
STA. 424+37.29 TO STA. 425+32.69

SEGMENT	VARIABLE WIDTH	STATION EXTENTS
A	24'-0" TO 0'-0"	423+94.08 TO 424+37.29
B	23'-9" TO 24'-0"	423+94.08 TO 424+08.81
B	24'-0"	424+08.81 TO 424+37.29

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DESIGN	-	-
DRAWN	-	-
CHECKED	-	-
APPROVED	-	-
SQUAD	POE	

PHASE 4 OKLAHOMA COUNTY

TYPICAL SECTIONS (RAMP L)

STATE JOB NO. 09032(08) SHEET NO. 0026

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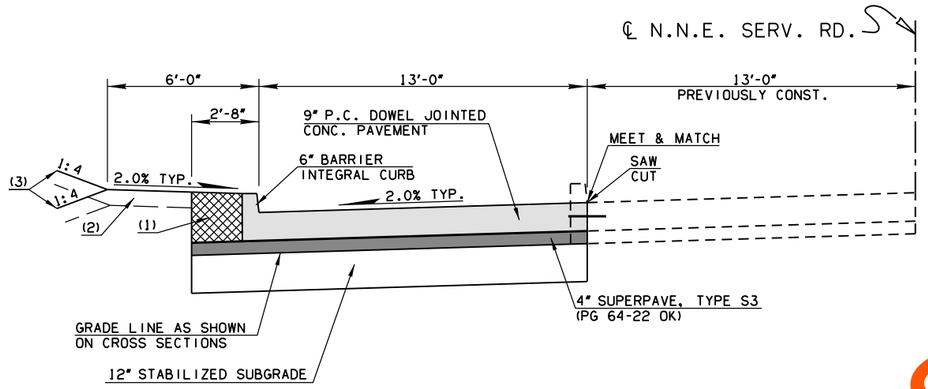
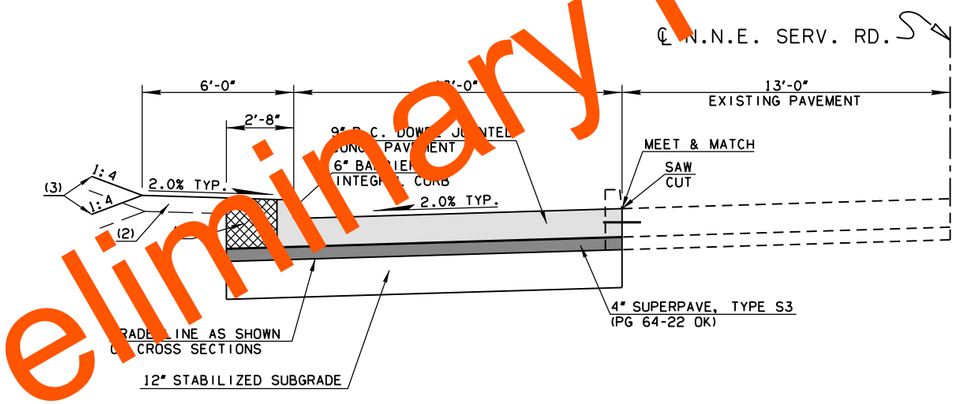
POE & ASSOCIATES, OKLAHOMA CITY, OK.
90% PLAN SUBMITTAL
3/4/2024



(61) TYPICAL SECTION
N.N.E. SERVICE ROAD
STA. 94+40.74 TO STA. 97+04.14



(62) TYPICAL SECTION
N.N.E. SERVICE ROAD
STA. 97+04.14 TO STA. 103+56.13

Preliminary Plans

(1) TO BE BACKFILLED AND COMPACTED AS PART OF FINISHING OPERATIONS. QUANTITY IS MEASURED IN UNCLASSIFIED BORROW.

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

(3) INTERSECTION OF CUT AND/OR FILL SLOPES WITH GROUND LINE TO BE ROUNDED AS PART OF FINISHING OPERATIONS. ROUNDING SHALL BE 5' MIN. FOR SMALLER CUTS AND FILLS, TO 15' MAX. FOR LARGER CUTS AND FILLS, OR AS DESIGNATED BY THE ENGINEER. COST OF ROUNDING TO BE INCLUDED IN PRICE BID FOR OTHER ITEMS OF WORK. SEE ROUNDING DETAIL ON OTHER TYPICAL SHEETS.

(4) TO BE BACKFILLED AND COMPACTED AS PART OF FINISHING OPERATIONS. QUANTITY IS MEASURED IN T.B.S.C. TYPE E.

DESIGN	-	-
DRAWN	-	-
CHECKED	-	-
APPROVED	-	-
SQUAD	POE	

PHASE 4 OKLAHOMA COUNTY

TYPICAL SECTIONS
(N.N.E. SERVICE ROADS)

STATE JOB NO. 09032(08) SHEET NO. 0027

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POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL
2/29/2024

(BR-1) PAYMENT FOR THIS ITEM WILL BE BASED ON PLAN QUANTITY. SEE THE 2019 OKLAHOMA STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION - "PLAN QUANTITIES". SECTION 109.01.B.

(BR-2) THE ESTIMATED TOTAL OF STRUCTURAL STEEL FOR EASH STAINLESS STEEL BEARING ASSEMBLY IS PROVED IN THE FOLLOWING TABLE BY LOCATION, SPAN AND TYPE.

LOCATION:	PIER 6	PIER 7		PIER 8		PIER 9	PIER 10		PIER 11	PIER 12		PIER 13	ABUT 2
SPAN:	7	7	8	8	9	9 OR 10	10	11	11 OR 12	12	13	13 OR 14	14
TYPE:	FIX	EXP	EXP	FIX	EXP	FIX	EXP	EXP	FIX	EXP	EXP	EXP	FIX
WEIGHT:	260 LBS	260 LBS	269 LBS	269 LBS	269 LBS	395 LBS	269 LBS	269 LBS	395 LBS	269 LBS	245 LBS	331 LBS	245 LBS

(BR-3) THIS ITEM CONATINS AS ESTIMATED TOTAL OF 39.5 C.Y. CLASS AA CONCRETE AND 7450 LB. OF EPOXY COATED REINFORCING STEEL.

(BR-4) PRICE BID FOR THESE ITEMS SHALL INCLUDE THE COST OF INSTALLING FORM LINERS AND STAINING SURFACES AS STATED IN THE SPECIAL PROVISION "CONCRETE, MISC.: AESTHETIC TREATMENTS".

(BR-5) QUANTITY SHOWN FOR SEALER RESIN IS ESTIMATED AT 0.11 GALLONS PER FOOT OF JOINT.

(BR-6) STEEL PILES SHALL CONFORM TO AASHTO M270 (ASTM A709) GRADE 50.

(BR-7) THIS ITEM INCLUDES 33 FT. OF PERFORATED PIPE AND 5 C.Y. OF PIPE UNDERDRAIN MATERIAL FOR THE ABUTMENT.

(BR-8) THIS ITEM INCLUDES 20 FT. OF NON-PERFORATED PIPE AND 5 C.Y. OF TRENCH EXCAVATION AND 5 C.Y. OF STANDARD BEDDING MATERIAL FOR THE ABUTMENT.

J/P NO. 09032(08)
0200 BRIDGE "A"

PAY QUANTITIES

OKLAHOMA COUNTY

RAMP "A" AT I-35 & I-240 INTERCHANGE
STEEL GIRDER SPANS; CURVED
VARIABLE CLEAR ROADWAY WITH 42" F-SHAPED PARAPET

ITEM NO.		ITEM		UNIT	TOTAL
501(B)	1300	SUBSTRUCTURE EXCAVATION COMMON	(BR-1)	C.Y.	545.00
501(C)	1400	SUBSTRUCTURE EXCAVATION ROCK		C.Y.	10.00
501(G)	1800	CLSM BACKFILL	(BR-1)	C.Y.	97.50
504(A)	5200	APPROACH SLAB	(BR-1)(BR-3)	S.Y.	109.40
504(B)	5300	SAW-CUT GROOVING	(BR-1)	S.Y.	4,681.00
504(E)	5520	42" F-SHAPED PARAPET	(BR-1)(BR-4)	L.F.	2,227.30
506(A)	7205	STRUCTURAL STEEL M270 GRA[illegible]	(BR-1)	LB.	2,566,130.00
507(A)	8200	STAINLESS STEEL FIX[illegible] BEA[illegible]NG ASSEMB[illegible]	(BR-2)	EA.	28.00
507(B)	8300	STAINLESS STEEL E[illegible] BEARIN[illegible] AS[illegible]LY	(BR-2)	EA.	40.00
509(A)	0210	CLASS [illegible] CO[illegible]RETE	(BR-1)(BR-4)	C.Y.	1,303.30
509(B)	0510	CLAS[illegible] CON[illegible]TE	(BR-1)(BR-4)	C.Y.	676.90
51[illegible]	1[illegible]0	[illegible]OPE W[illegible]LL (5"		S.Y.	272.00
[illegible]0(D)	15[illegible]	G[illegible]FFI[illegible]TREA[illegible]MENT		S.F.	34,426.00
5[illegible](A)	[illegible]20	REI[illegible]ORCING STEEL	(BR-1)	LB.	750.00
51[illegible]	2310	EPOXY COATED REINFORCING STEEL	(BR-1)	LB.	459,510.00
514([illegible]	5210	PILES, FURNISHED (HP 10X42)	(BR-6)	L.F.	123.00
514(A)	5220	PILES, FURNISHED (HP 12X53)	(BR-6)	L.F.	123.00
514(B)	5310	PILES, DRIVEN (HP 10X42)		L.F.	56.00
514(B)	5320	PILES, DRIVEN (HP 12X53)		L.F.	56.00
514(L)	6300	PILE SPLICE H-PILE (NON-BIDDABLE)		EA.	1.00
515(A)	7200	WATER REPELLENT (VISUALLY INSPECTED)	(BR-1)	S.Y.	3,130.00
516(A)	8250	DRILLED SHAFTS 72" DIAMETER		L.F.	60.00
516(A)	8255	DRILLED SHAFTS 84" DIAMETER		L.F.	120.00
516(C)	8400	CROSSHOLE SONIC LOGGING	(BR-1)	EA.	6.00
517	9110	ELASTOMERIC COATING	(BR-1)	S.F.	1,480.00
518(B)	0300	SEALED EXPANSION JOINT	(BR-1)	L.F.	195.39
523(A)	3200	SEALER CRACK PREPARATION	(BR-1)	L.F.	200.00
523(B)	3300	SEALER RESIN	(BR-1)(BR-5)	GAL.	2.20
613(H)	6205	6" PERFORATED PIPE UNDERDRAIN ROUND	(BR-1)(BR-7)	L.F.	120.00
613(I)	6310	6" NON-PERF.PIPE UNDERDRAIN RND.	(BR-8)	L.F.	40.00

Preliminary Plans

OKLAHOMA ONE-CALL SYSTEM:
IN ACCORDANCE WITH THE OKLAHOMA UNDERGROUND FACILITIES DAMAGE PREVENTION ACT. THEC ONTRACTOR SHALL NOTIFY OKIE811 THREE BUSINESS DAYS PRIOR TO BEGINNING EXCAVATION AT OKIE811.ORG.

PHASE 4 OKLAHOMA COUNTY

DESIGN		
DRAWN		
CHECKED		
APPROVED		
SQUAD	POE	

BRIDGE "A" RAMP "A" AT I-35 & I-240 INTERCHANGE

SUMMARY OF PAY QUANTITIES (BRIDGE)

STATE JOB NO. 09032(08) SHEET NO. AB01

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GENERAL BRIDGE NOTES

POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL
2/29/2024

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

VERIFICATION OF EXISTING CONDITIONS:
THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS NECESSARY TO COMPLETE THE WORK AS SHOWN AND SHALL BE SOLELY RESPONSIBLE FOR THE ACCURACY THEREOF.
BIDDERS SHALL FULLY INFORM THEMSELVES OF THE NATURE OF THE WORK AND CONDITION UNDER WHICH IT WILL BE PERFORMED. THE CONTRACTOR SHALL ADOPT METHODS CONSISTENT WITH GOOD CONSTRUCTION PRACTICE AND SHALL TAKE ALL NECESSARY PRECAUTIONS TO PREVENT DAMAGE TO THE BRIDGE OR ATTACHMENTS. ANY DAMAGE TO THE BRIDGE STRUCTURE OR ROADWAY DUE TO THE CONTRACTOR'S NEGLIGENCE SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE, TO THE SATISFACTION OF THE ENGINEER.

REMOVAL OF MATERIAL:
ALL MATERIAL REMOVED DURING THIS PROJECT SHALL BECOME THE PROPERTY OF THE CONTRACTOR AND SHALL BE DISPOSED OF ACCORDING TO SECTION 619 OF THE STANDARD SPECIFICATIONS AND IN A MANNER APPROVED BY THE ENGINEER.

ABUTMENT PILING CAPACITY:
THE FACTORED REACTION FOR EACH PILE AT ABUTMENT NO. 2 IS 79.5 TONS.
RESISTANCE SHALL BE DETERMINED IN ACCORDANCE WITH SECTION 514.04.E(2) OF THE 2019 STANDARD SPECIFICATIONS.

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

CROSSHOLE SONIC LOGGING TUBES AND TESTING:
INSTALL ACCESS TUBES AT ALL SHAFT LOCATIONS AND PERFORM NONDESTRUCTIVE CROSSHOLE SONIC LOGGING (CSL) TESTING AS DIRECTED. THE ENGINEER SHALL DETERMINE THE LOCATION AND NEED FOR TESTING. CSL TESTING SHALL BE PERFORMED IN ACCORDANCE WITH SECTION 516.04.C.9c OF THE STANDARD SPECIFICATION.

CONCRETE:
CONCRETE FOR DRILLED SHAFTS, APPROACH SLABS, DECK SLAB AND TRAFFIC RAILS SHALL BE CLASS AA, $F'c$ = 4,000 PSI MINIMUM STRENGTH AT 28 DAYS. CONCRETE FOR ABUTMENTS AND PIERS SHALL BE CLASS A, $F'c$ = 3,000 PSI MINIMUM STRENGTH AT 28 DAYS.
EQUIP CONCRETE VIBRATORS WITH A SHEATH DESIGNED TO PREVENT DAMAGE TO EPOXY COATINGS WHEN VIBRATING CONCRETE CONTAINING EPOXY COATED REINFORCING STEEL.

PIER AND ABUTMENT CHAMFER REQUIREMENT:
ALL EXPOSED CONCRETE EDGES (EXCLUDING PEDESTAL EDGES WHICH SHALL HAVE ¾" CHAMFER) SHALL HAVE 1½" CHAMFER UNLESS OTHERWISE NOTED. ALL CHAMFER STRIPS SHALL BE SIZED LUMBER.

REINFORCING STEEL:
ALL REINFORCING STEEL SHALL HAVE 2" CLEARANCE UNLESS OTHERWISE SHOWN OR NOTED.
ALL REINFORCING STEEL SHALL BE AASHTO M31 (ASTM A615) GRADE 60.

STRUCTURAL STEEL:
ALL STRUCTURAL STEEL USED ON THIS PROJECT SHALL CONFORM TO AASHTO M270 (ASTM A709) GRADE 50W. (WEATHERING STEEL CHARPY V-NOTCH TESTING NOT REQUIRED). NUTS, WASHERS AND WELDING SHALL HAVE WEATHERING CHARACTERISTICS.

STEEL GIRDER FABRICATION AND ERECTION:
THE CONTRACTOR SHALL ANALYZE THE STRUCTURAL BEHAVIOR OF STEEL GIRDERS AND COMPONENTS FOR EACH STAGE THAT MAY BE CRITICAL DURING FABRICATION, HANDLING, TRANSPORTATION, AND ERECTION OF THE BRIDGE, BASED ON THE PROPOSED ERECTION SEQUENCE. THE CONTRACTOR SHALL DETERMINE THE LIFTING AND SUPPORT REQUIREMENTS INCLUDING STRESSES OF THE STEEL GIRDERS AND COMPONENTS. THE CONTRACTOR SHALL DETERMINE NEED AND EXTENTS FOR TEMPORARY SUPPORT OR SHORING DURING FABRICATION, HANDLING, TRANSPORTATION, AND ERECTION. THE CONTRACTOR SHALL SUBMIT THE ERECTION PLAN TO THE BRIDGE ENGINEER FOR APPROVAL. INCLUDING THE PLAN FOR HANDLING THE GIRDERS AND COMPONENTS DURING FABRICATION, TRANSPORTATION, AND ERECTION. INCLUDE ALL COSTS ASSOCIATED WITH THE MATERIALS AND LABOR FOR FABRICATION, HANDLING, TRANSPORTATION, AND ERECTION AS WELL AS THE COSTS ASSOCIATED WITH THE ENGINEERING SERVICES NECESSARY TO DESIGN, DRAFT, INSPECT, OR CERTIFY THE FABRICATION, HANDLING, TRANSPORTATION, AND ERECTION IN THE PRICE BID FOR STRUCTURAL STEEL. ALL DOCUMENTS, INCLUDING BUT NOT LIMITED TO, DESIGN CALCULATIONS, MATERIAL LISTS, CONSTRUCTION SEQUENCE (FABRICATION, HANDLING, TRANSPORTATION, AND ERECTION SEQUENCE), AND ERECTION DRAWINGS MUST BE SIGNED AND SEALED BY A PROFESSIONAL ENGINEER LICENSED IN THE STATE OF OKLAHOMA. INCLUDE ALL COSTS IN THE PRICE BID PER POUND FOR STRUCTURAL STEEL.
ALL STEEL GIRDERS PLACED SHALL BE SECURELY TIED AND/OR BRACED TO PREVENT OVERTURNING IMMEDIATELY AFTER ERECTION, AND UNTIL DIAPHRAGMS OR CROSS FRAMES ARE PERMANENTLY IN PLACE. ERECTED GIRDERS SHALL HAVE ALL CROSS-FRAME CONNECTIONS COMPLETED PRIOR TO LEAVING JOB SITE AT THE END OF EACH DAY. THE METHODS TO BE USED SHALL BE SUBMITTED ON THE ERECTION DRAWINGS. WHEN ROADWAY TRAFFIC MUST BE MAINTAINED BENEATH GIRDERS ALREADY PLACED, TRAFFIC SHALL BE PROTECTED AGAINST FALLING OBJECTS DURING FINAL BOLTING. PROTECTION SHALL CONSIST OF NETS AND/OR FLOORING WITH NO LARGER THAN 1-INCH OPENINGS.
THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE STABILITY OF THE STRUCTURE DURING ALL PHASES OF CONSTRUCTION. INSTALLATION OF ALL COMPONENTS INTEGRAL TO THE NON-COMPOSITE STABILITY OF THE STEEL GIRDERS AND SQUARING FOR FIELD SPLICES SHALL BE IN PLACE, TIGHTENED AND INSPECTED FOR DAMAGE BEFORE ANY FALSEWORK OR LIFTING DEVICES ARE REMOVED. IF ANY OF THE BRACES ARE DAMAGED DURING ERECTION OR CONSTRUCTION, THE BRACE SHALL BE REPLACED WHILE GIRDERS ARE SUPPORTED BY FALSEWORK OR LIFTING DEVICES.

PLATE GIRDER BRACING FOR DECK SLAB PLACEMENT:
SELECT A TEMPORARY BRACING SYSTEM IN ACCORDANCE WITH SECTION 502 OF SPECIFICATIONS CAPABLE OF PROVIDING A CONTINUOUS LOAD PATH FOR ALL ANTICIPATED LOADS DURING DECK SLAB CONCRETE PLACEMENT FOR BRIDGE. BRACING SYSTEM MUST ALSO PREVENT SIGNIFICANT LOCALIZED AND/OR GLOBAL DISTORTION OF THE STEEL GIRDERS THAT COULD CAUSE INSTABILITY OR COMPROMISE THE INTENDED FIT CONDITION. PROVIDE RESTRAINT AT BEARING ASSEMBLIES IF UPLIFT OF THE GIRDER IS ANTICIPATED OR ENCOUNTERED. THE BRACING SYSTEM SHOWN IN THE PLANS IS FOR ILLUSTRATION PURPOSES ONLY AND ALTERNATIVE SYSTEMS MAY BE CONSIDERED.
PLACE ALL BEARING MEMBERS PERPENDICULAR TO GIRDERS. PROVIDE A BRACING MEMBER AT THE OPPOSITE SIDE OF THE GIRDER WEB FOR EACH BRACING, FALSEWORK, OR FORMWORK MEMBER BEARING ON THE GIRDER WEB. LOCATE ALL MEMBERS BEARING ON THE GIRDER WEB NOT MORE THAN 6 INCHES FROM THE FLANGE. NO WELDING TO THE GIRDER WEB OR FLANGES IS PERMITTED. EPOXY-COAT OR GALVANIZE ALL COMPONENTS TO REMAIN IN PLACE AND CAST INSIDE THE DECK SLAB. USE DECK SLAB OVERHANG FORMWORK CAPABLE OF ADJUSTMENT DURING THE PLACEMENT OF CONCRETE IN ORDER TO MAINTAIN PROPER GRADES AT THE OVERHANG.
SUBMIT DESIGN DRAWINGS AND CALCULATIONS OF THE PROPOSED BRACING SYSTEM TO THE ENGINEER OF RECORD FOR APPROVAL. DESIGN DRAWINGS AND CALCULATIONS MUST BE SIGNED AND SEALED BY A PROFESSIONAL ENGINEER LICENSED IN THE STATE OF OKLAHOMA. IF INCLUDED IN THE CHOSEN SYSTEM, INCLUDE WITH THE DESIGN CALCULATIONS METHODS TO PREDICT CRUSH AND SETTLEMENT OF SHIMS USED FOR ADJUSTMENT. DO NOT BEGIN BRACING INSTALLATION OR DECK SLAB PLACEMENT UNTIL APPROVAL OF THE DESIGN CALCULATIONS AND DRAWINGS BY THE ENGINEER OF RECORD IS RECEIVED. ALLOW 2 WEEKS FOR REVIEW AND APPROVAL.
INCLUDE ALL COSTS ASSOCIATED WITH FALSEWORK/BRACING, INCLUDING LABOR, MATERIALS, AND PROFESSIONAL SERVICES, IN THE CONTRACT UNIT PRICE OF "ENGINEERED FALSEWORK". INCLUDE THE INSTALLATION OF ALL OTHER FALSEWORK, BRACING, AND RELATED PROFESSIONAL SERVICES IN OTHER ITEMS OF WORK.

BRIDGE DECK CONSTRUCTION METHODS:
ANY STEEL USED BY CONTRACTOR TO FACILITATE DECK CONSTRUCTION, SUCH AS INSERT WELD ANCHORS, TY-BAR CLIPS, FORM HANGERS OR OTHER APPURTENANCES, THAT REMAIN IN PLACE IN THE BRIDGE DECK, MUST BE EPOXY COATED OR GALVANIZED. EPOXY COAT IN ACCORDANCE WITH AASHTO M 284 AND OR GALVANIZE IN ACCORDANCE WITH AASHTO M 111.

STAY-IN-PLACE DECK FORMS:
STAY-IN-PLACE STEEL DECK FORMS MAY BE USED IF THE MINIMUM DECK SLAB THICKNESS OF 8" IS OBTAINED BY MEASURING FROM THE TOP OF THE DECK SLAB TO THE TOP PORTION OF THE STEEL CORRUGATION. NO ADDITIONAL CONCRETE WEIGHT OF THE DECK SLAB IS PERMITTED. ADDITIONAL STEEL OF THE DECK FORMS SHALL NOT EXCEED 5 P.S.F.
PREFORMED STYROFOAM OR ANY OTHER FILLER MATERIAL MUST BE BONDED TO THE STEEL STAY-IN-PLACE FORMS.
STAY-IN-PLACE PRESTRESSED CONCRETE DECK FORMS MAY BE USED IF THE FOLLOWING CONDITIONS ARE MET:
1) SHOP DRAWINGS AND STRUCTURAL CALCULATIONS FOR THE FORMS ARE SUBMITTED TO THE BRIDGE ENGINEER FOR APPROVAL.
2) A NEW STRUCTURAL DESIGN, STRUCTURAL CALCULATIONS, AND A NEW REINFORCING SCHEDULE FOR THE DECK SLAB IS SUBMITTED TO THE BRIDGE ENGINEER FOR APPROVAL.
3) SHOP DRAWINGS, NEW DECK SLAB REINFORCING SCHEDULE, STRUCTURAL DESIGNS, AND CALCULATIONS SHALL BE PREPARED BY AND SEALED BY A PROFESSIONAL ENGINEER REGISTERED IN THE STATE OF OKLAHOMA.

ALL COST ASSOCIATED WITH THE USE OF STAY-IN-PLACE FORMS INCLUDING ALL MATERIALS, LABOR, EQUIPMENT, INCIDENTALS, AND PROFESSIONAL SERVICES SHALL BE AT THE CONTRACTOR'S EXPENSE. FOR ADDITIONAL INFORMATION CONCERNING THE USE OF STAY-IN-PLACE FORMS, SEE SECTION 502 OF THE 2019 STANDARD SPECIFICATIONS.

PENETRATING WATER REPELLENT SURFACE TREATMENT:
A PENETRATING WATER REPELLENT SURFACE TREATMENT SHALL BE APPLIED TO THE FOLLOWING CONCRETE SURFACES OF THE BRIDGE:
A) EDGES AND UNDERSIDE CANTILEVER PORTION OF THE DECK SLAB.
B) THE ROADWAY FACE AND TOP OF THE PARAPETS OF THE BRIDGE DECK
C) TOP AND SIDES OF PIER CAPS NOT COVERED WITH ELASTOMERIC COATING. ALSO THE ENDS AND BOTTOM OF THE OUTSIDE CANTILEVER OF PIER CAPS.
D) THE FACE AND TOP OF THE BACKWALL. THE EXPOSED FRONT FACE AND ENDS OF THE BRIDGE SEAT OF THE ABUTMENTS.
E) THE ROADWAY FACE AND TOP OF PARAPETS ON APPROACH SLABS.

SEALING BRIDGE DECK CONSTRUCTION JOINTS:
THE APPROACH SLAB/DECK SLAB CONSTRUCTION JOINTS SHALL BE SAWED AND SEALED. THE LONGITUDINAL JOINTS FORMED DURING THE CONSTRUCTION OF THE BRIDGE DECK AND APPROACH SLABS AND THE CONSTRUCTION JOINT OVER PIER 1 SHALL BE SEALED USING HIGH MOLECULAR WEIGHT METHACRYLATE IN ACCORDANCE WITH SECTION 523 OF THE 2019 OKLAHOMA STANDARD SPECIFICATIONS.

ELASTOMERIC COATING:
THE ELASTOMERIC COATING SHALL BE A LIQUID APPLIED URETHANE COATING SUCH AS CIM 1000 AS MANUFACTURED BY CIM INDUSTRIES, INC., POLYCOAT-PC-IM 129 SYSTEM AS MANUFACTURED BY POLYCOAT PRODUCTS, OR AN APPROVED EQUAL.
THE ELASTOMERIC COATING SHALL BE APPLIED TO THE AREAS SHOWN IN THE PLANS. THE COATING SHALL BE NEAT STRAIGHT LINES FOR APPROVAL.
THE EQUIPMENT AND METHODS OF APPLYING THE URETHANE COATING SHALL BE IN ACCORDANCE WITH THE PRODUCT COATING PROFILE AND INSTRUCTION GUIDES FOR APPLICATION TO CONCRETE. PRECAUTIONARY MEASURES SHALL BE IN ACCORDANCE WITH THE MATERIAL SAFETY DATA SHEETS AS PROVIDED BY THE MANUFACTURER.
THE COATING SHALL BE 60 MILS DRY THICKNESS AND 68 MILS WET THICKNESS. IN ADDITION TO APPLYING THE COATING TO THE CONCRETE SUBSTRUCTURE UNITS AS SHOWN IN THE PLANS, THE COATING SHALL RETURN UP THE VERTICAL SURFACES OF THE PIER AND ABUTMENT BEARING PADS TO PROVIDE A WATER TIGHT SEAL WITH THE CONCRETE PEDESTALS. SURFACE PREPARATION AND PRODUCT MIXING SHALL BE PER THE MANUFACTURERS RECOMMENDATIONS AND ALL NEW CONCRETE SHALL HAVE A MINIMUM STRENGTH OF 3000 PSI AT THE TIME OF APPLICATION. PRIMER SHALL BE APPLIED TO THE CONCRETE SURFACES PRIOR TO APPLYING THE COATING. ALL CONCRETE WORK SHALL BE COMPLETED PRIOR TO THE APPLICATION OF THE ELASTOMERIC COATING.
WATER REPELLANT WILL NOT BE REQUIRED ON SURFACES THAT ARE COATED WITH ELASTOMERIC COATING.
ALL COSTS ASSOCIATED WITH USE OF ELASTOMERIC COATING INCLUDING THE COST OF MATERIAL, LABOR, EQUIPMENT, AND INCIDENTALS NEEDED TO COMPLETE THE WORK AS SPECIFIED IN THE PLANS SHALL BE INCLUDED IN THE PRICE BID PER SQUARE FOOT OF "ELASTOMERIC COATING".

ARCHITECTURAL TREATMENT:
FOR ARCHITECTURAL TREATMENT OF BRIDGE ITEMS, SEE ARCHITECTURAL TREATMENT DETAIL SHEETS.

ANTI-GRAFFITI COATING SYSTEM:
AN ANTI-GRAFFITI COATING SYSTEM SHALL BE APPLIED IN ACCORDANCE WITH SECTION 737.04 OF THE 2019 OKLAHOMA STANDARD SPECIFICATIONS. THE FINISH SHALL USE THE COLORS THAT HAVE BEEN PRE-APPROVED BY THE ENGINEER FOR THE AESTHETIC THEME OF THE PROJECT. THE COATING SYSTEM SHALL BE APPLIED TO THE FOLLOWING EXPOSED CONCRETE SURFACES:
(A) F-SHAPED PARAPETS (ALL SIDES)
(B) ABUTMENTS (FRONT FACES OF ABUTMENTS AND WING WALLS)
(C) SLOPE WALLS
(D) PIERS (SIDES AND BOTTOMS, ALL FACES OF COLUMNS)

FOR THE FRONT FACE OF THE ABUTMENTS, WING WALLS, THE ANTI-GRAFFITI COATING QUANTITY WAS CALCULATED STARTING 6" FROM THE BOTTOM OF THE SEAT AND WINGS. AND ALL FACES OF THE PIER COLUMNS. THE ANTI-GRAFFITI COATING QUANTITY WAS CALCULATED STARTING 2'-6" FROM THE TOP OF THE FOOTINGS.
WHERE PENETRATING WATER REPELLANT SURFACE TREATMENT IS TO BE APPLIED, THE WATER REPELLANT SHALL BE APPLIED PRIOR TO THE APPLICATION OF THE ANTI-GRAFFITI COATING.
THE ANTI-GRAFFITI FINISH AND ALL COSTS ASSOCIATED WITH THIS SHALL BE INCLUDED IN THE BID PER SQUARE FOOT OF "GRAFFITI TREATMENT".

TYPICAL FORMLINER AND CONCRETE FINISH NOTES:
THE EXPOSED CONCRETE SURFACE OF THE ABUTMENTS, F-SHAPED PARAPETS, AND PIERS SHALL HAVE THE TEXTURED SURFACE TREATMENT THAT HAS BE PRE-APPROVED BY THE ENGINEER FOR THE AESTHETIC THEME OF THE PROJECT.
ALL EXPOSED SURFACES SHALL BE FINISHED WITH A CLASS 7 PAINT FINISH IN ACCORDANCE WITH SECTION 509 OF THE STANDARD SPECIFICATIONS. APPLY ANTI-GRAFFITI COATING TO THE SURFACE REQUIRED IN THE PLANS (SEE ANTI-GRAFFITI COATING SYSTEM NOTE). THE CLASS 7 PAINT FINISH SHALL BE OF THE COLOR THAT THE ENGINEER HAS PRE-APPROVED FOR THE AESTHETIC THEME OF THE PROJECT.
THE CONTRACTOR SHALL SUBMIT THE MANUFACTURER'S INSTALLATION INSTRUCTION AND PRODUCT DATA FOR THE TEXTURED SURFACE TREATMENTS. SHOP DRAWINGS SHALL INDICATE FORMLINER LAYOUT, RUSTICATION, REVEAL, AND CHAMFER STRIPS. LOCATION OF THE JOINTS AND FORM TIES SHALL BE INCLUDED.
THE TEXTURED FORMLINER PATTERN SHALL STAY A DISTANCE OF 1'-0" TYPICAL FROM ALL EDGES OF CONCRETE. THIS INCLUDES JOINT AND CONCRETE ENDS. THESE EDGE DISTANCES SHALL BE SHOWN IN THE SUBMITTED WORK FOR APPROVAL.
THE CONTRACTOR SHALL PROVIDE THE ENGINEER, FOR HIS/HER APPROVAL, A SAMPLE PANEL OF THE TEXTURED SURFACE TREATMENTS. THE SAMPLE PANEL SHALL BE AN 18" X 18" PANEL WITH SURFACE TREATMENTS. FOLLOWING THE APPROVAL OF THE SMALL PANEL, THE CONTRACTOR SHALL PROVIDE ONE FULL SCALE MOCK-UP PANEL OF EACH SURFACE TREATMENT USING PROPOSED MATERIAL, METHODS AND WORKMANSHIP. THE PANEL SHALL BE APPROVED BY THE ENGINEER ON THE SITE. THE MOCK-UP PANELS SHALL BE A MINIMUM OF 50 SQUARE FEET IN SIZE.
THE MOCKUP PANEL SHALL INCORPORATE THE PROPOSED CONCRETE MIX, FORM WORK, TIES, FORMLINER, FORM RELEASE AGENTS, PLACEMENT RATE, FORM PRESSURES, JOINT SEALER, VIBRATING, AND FORM STRIPPING PRACTICES.
THE MOCK-UP SHALL BE ACCEPTED BY THE ENGINEER PRIOR TO BEGINNING FORM WORK FOR THE PROJECT. THE ACCEPTED MOCK-UPS WILL BE THE STANDARD FOR TECHNICAL AND AESTHETIC MERIT. FOLLOWING ACCEPTANCE OF THE MOCK-UP PANELS FOR FORMLINER AND REPAIR WORK, ALL PORTIONS OF THE PANELS SHALL HAVE THE ODOT CLASS 7 PAINT FINISH AS REQUIRED ABOVE. THE COLOR AND FINISH SHALL BE SUBJECT TO APPROVAL BY THE ENGINEER.
FORM WORK SHALL BE DESIGNED BY THE CONTRACTOR TO COMPLY WITH ALL REQUIREMENTS BY THE FORMLINER MANUFACTURER. IN ADDITION, ALL REQUIREMENTS OF THE FORMLINER MANUFACTURER FOR HANDLING AND INSTALLATION OF THE FORMLINERS, APPLICATION OF RELEASE AGENTS, PLACEMENT OF CONCRETE, VIBRATING OF CONCRETE, AND REMOVAL OF FORMS SHALL BE FOLLOWED. FORMLINER BUTT JOINTS SHALL BE CAREFULLY LINED UP TO PROVIDE A SURFACE FREE FROM VISIBLE SEAM LINES.
PRIOR TO THE PLACEMENT OF CAST-IN-PLACE CONCRETE, THE ENGINEER SHALL VERIFY THE LINES AND FORMLINER PANEL PATTERNS. AFTER STRIPPING OF THE FORMS, THE PRE-APPROVED COLOR AND FINISH SHALL BE APPLIED TO MATCH THE APPROVED COLOR AND FINISHES FROM THE MOCK-UP PANEL. IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS.

PROTECTION OF AREAS UNDER BRIDGES:
THE CONTRACTOR SHALL TAKE ALL NECESSARY PRECAUTIONS TO PROTECT THE AREAS UNDER THE BRIDGES FROM FALLING DEBRIS AND BE SOLELY RESPONSIBLE FOR SAFEGUARDING THESE AREAS.

UTILITIES:
(CAUTION) THE LOCATION OF ALL UTILITIES AS SHOWN ARE APPROXIMATE DUE TO RELOCATION PLANNED OR PRESENTLY UNDER CONSTRUCTION. ALL UTILITIES THAT WOULD INTERFERE WITH CONSTRUCTION OF NEW BRIDGE SHOULD BE RELOCATED BY THE UTILITY OWNERS PRIOR TO START OF CONSTRUCTION. THERE ARE SOME UTILITIES THAT WILL BE RELOCATED AND NOT SHOWN ON THESE PLANS. THE CONTRACTOR SHALL VERIFY THAT THE UTILITIES HAVE BEEN RELOCATED PRIOR TO STARTING CONSTRUCTION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE TO ALL UTILITIES.
NO PAYMENT WILL BE MADE FOR REMOVAL OF ABANDONED UTILITY PIPE LINES THAT INTERFERE WITH CONSTRUCTION. ALL COST TO BE INCLUDED IN OTHER ITEMS.

OKLAHOMA OKIE811 SYSTEM:
IN ACCORDANCE WITH THE OKLAHOMA UNDERGROUND FACILITIES DAMAGE PREVENTION ACT, THE CONTRACTOR SHALL NOTIFY OKIE811 THREE BUSINESS DAYS PRIOR TO BEGINNING EXCAVATION AT OKIE811.ORG.

Preliminary Plans

PHASE 4 OKLAHOMA COUNTY

DESIGN		
DRAWN		
CHECKED		
APPROVED		
SQUAD	POE	

BRIDGE "A" RAMP "A" AT I-35 & I-240 INTERCHANGE

GENERAL NOTES (BRIDGE)

STATE JOB NO. 09032(08) SHEET NO. AB02

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POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL
2/29/2024

(BR-1) PAYMENT FOR THIS ITEM WILL BE BASED ON PLAN QUANTITY. SEE THE 2019 OKLAHOMA STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION - "PLAN QUANTITIES:. SECTION 109.01.B.

(BR-2) THE APPROACH SLABS CONTAIN AN ESTIMATED TOTAL OF 79 CY. OF CLASS AA CONCRETE AND 14,940 LBS. OF EPOXY COATED REINFORCING STEEL.

(BR-3) THE FIXED BEARING ASSEMBLIES CONTAIN AN ESTIMATED TOTAL OF 890 LBS. OF WEATHERING STEEL.

(BR-4) THE EXPANSION BEARING ASSEMBLIES CONTAIN AN ESTIMATED TOTAL OF 6,310 LBS. OF STAINLESS STEEL.

(BR-5) PROVIDE AND INSTALL ELASTOMERIC PADS BETWEEN THE TOP SURFACE OF BEAMS AND THE BOTTOM SURFACE OF THE DECK SLAB. THE ELASTOMERIC PADS ARE TO BE OF THE SIZE AND SHAPE AS DETAILED IN THE PLANS AND LOCATED AT EACH BEAM ABOVE THE PIERS.

(BR-6) STEEL PILES SHALL CONFORM TO AASHTO M270 (ASTM A709) GRADE 50.

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

(BR-8) THIS ITEM INCLUDES 88 FT. OF PERFORATED PIPE AND 352 CY. OF PIPE UNDERDRAIN COVER MATERIAL FOR THE ABUTMENTS.

(BR-9) THIS ITEM INCLUDES 40 FT. OF NON-PERFORATED PIPE AND 260 CY. OF TRENCH UNDERDRAIN EXCAVATIONS AND 260 CY. OF STANDARD BEDDING MATERIAL FOR THE ABUTMENTS.

(BR-10) ITEM "REMOVAL OF EXISTING BRIDGE STRUCTURE" CONSISTS OF THE REMOVAL AND DISPOSAL OF THE BRIDGE STRUCTURE IDENTIFIED ON GENERAL PLAN AND ELEVATION SHEETS. THE BRIDGE CONSISTS OF 35'-45'-56'-56'-45'-35' I-BEAM SPANS WITH 48'-0" CLEAR ROADWAY FOR EASTBOUND TRAFFIC AND A 48'-0" CLEAR ROADWAY FOR WESTBOUND TRAFFIC. INCLUDED WITH THE BRIDGE STRUCTURE ARE APPROACH SLABS AT BOTH ENDS OF THE BRIDGE. THE APPROACH SLABS, SUPERSTRUCTURE, AND SUBSTRUCTURE OF THE BRIDGE SHALL BE REMOVED AND DISPOSED IN ACCORDANCE WITH 619.04.B.(2) "STRUCTURES TO BECOME THE PROPERTY OF CONTRACTOR".

(BR-11) THE EXISTING 32-W27X94, 32-W30X124 AND 32-W33X152 MAY REMAIN THE PROPERTY OF THE DEPARTMENT. THESE BEAMS SHALL BE REMOVED AND TRANSPORTED WITHOUT DAMAGE AND PLACED AT A DESIGNATED LOCATION WITHIN THE PROJECT LIMITS AS DIRECTED BY THE ENGINEER. IF THE RESIDENT ENGINEER DETERMINES THAT BEAMS ARE NOT AVAILABLE FOR REUSE, THESE BEAMS SHALL BECOME THE PROPERTY OF THE CONTRACTOR IN ACCORDANCE WITH 619.04.B.(2) "STRUCTURES TO BECOME THE PROPERTY OF CONTRACTOR".

J/P NO. 09032(08)
0201 BRIDGE "C"

PAY QUANTITIES

60' - 100' - 100' - 60' P.C. BEAM SPANS.
SKEW 0 38' CLEAR ROADWAY W/42" - FSHAPE PARAPET

OKLAHOMA COUNTY

ITEM NO.		ITEM		UNIT	TOTAL
501 (B)	1300	SUBSTRUCTURE EXCAVATION COMMON	(BR-1)	C.Y.	90.00
501 (G)	1800	CLSM BACKFILL	(BR-1)	C.Y.	198.00
503 (A)	4240	PRESTRESSED CONCRETE BEAMS (TYPE IV)	(BR-1)	L.F.	1,593.34
504 (A)	5200	APPROACH SLAB	(BR-1)(BR-2)	S.Y.	218.80
504 (B)	5300	SAW-CUT GROOVING	(BR-1)	S.Y.	1,556.00
504 (E)	5520	42" F-SHAPED PARAPET	(BR-1)	L.F.	737.00
506 (A)	7200	STRUCTURAL STEEL	(BR-1)	LB.	1,540.00
507 (A)	8210	WEATHERING STEEL FIXED BEARING ASSEMBLY	(BR-3)	EA.	10.00
507 (B)	8200	STAINLESS STEEL EXPANSION BEARING ASSEMBLY	(BR-4)	EA.	30.00
507 (C)	8400	ELASTOMERIC BEARING PADS	(BR-5)	EA.	30.00
509 (A)	0210	CLASS AA CONCRETE	(BR-1)	C.Y.	396.30
509 (B)	0320	CLASS A CONCRETE	(BR-1)	C.Y.	330.80
509 (D)	0510	CLASS C CONCRETE		C.Y.	2.00
510 (C)	1450	SLOPE WA[illegible]		S.Y.	853.00
511 (A)	2210	REIN[illegible]RCING STE	(BR-1)	LB.	8,280.00
511 (B)	2310	EPOXY[illegible]OATED R[illegible]NFORCI[illegible] STEEL	(BR-1)	LB.	167,120.00
514 (A)	5210	PILES. FU[illegible]ED (HP 10X42)	(BR-6)	L.F.	518.00
514 (B)	5310	PILES. DRI[illegible]N (HP 10X42)		L.F.	518.00
514 (L)	6300	PILE SPLICE. [illegible]PILE (NON-BIDDABLE)		EA.	1.00
515 (A)	7200	WATER REPELLENT (VISUALLY INSPECTED)	(BR-1)	S.Y.	1,723.00
5[illegible] (A)	8[illegible]	DRILLED SHAFTS 72" DIAMETER		L.F.	142.00
51[illegible] (C)	8400	CROSSHOLE SONIC LOGGING		EA.	1.00
5[illegible]	9110	ELASTOMERIC COATING		S.F.	624.00
[illegible]13 (A)	3200	SEALER CRACK PREPARATION	(BR-1)	L.F.	228.00
[illegible] (B)	3300	SEALER RESIN	(BR-1)(BR-7)	GAL.	3.00
613 (H)	6205	6" PERFORATED PIPE UNDERDRAIN ROUND	(BR-8)	L.F.	210.00
613 (I)	6310	6" NON-PERF. PIPE UNDERDRAIN ROUND	(BR-9)	L.F.	80.00
619 (D)	6700	REMOVAL OF EXISTING BRIDGE STRUCTURE	(BR-10)(BR-11)	LSUM.	1.00

Preliminary Plans

PHASE 4 — OKLAHOMA COUNTY
BRIDGE "C" — RAMP "I" OVER I-35

DESIGN		
DRAWN		
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APPROVED		
SQUAD	POE	

SUMMARY OF PAY QUANTITIES (BRIDGE)

STATE JOB NO. 09032(08) SHEET NO. AB03

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POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL
2/29/2024

GENERAL BRIDGE NOTES

SPECIFICATIONS:
COMPLY WITH THE REQUIREMENTS OF THE 2009 OKLAHOMA STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION, EXCEPT AS MODIFIED BY THE PLANS AND SPECIAL PROVISIONS.

TEMPORARY RETAINING STRUCTURES:
TEMPORARY RETAINING STRUCTURES WILL NOT BE MEASURED FOR PAYMENT AND SHALL BE INCLUDED IN OTHER ITEMS OF WORK IN ACCORDANCE WITH SUBSECTION 502.06 OF THE SPECIFICATIONS. LOCATIONS AND 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.

CONCRETE:
PROVIDE ALL EXPOSED PEDESTAL CONCRETE EDGES WITH A 3#4" CHAMFER. PROVIDE ALL OTHER EXPOSED CONCRETE EDGES OF THE SUBSTRUCTURE WITH A 1l#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.
PROVIDE FORM LINERS AS DETAILED IN THE PLANS. SUBMIT A 12" X 18" SAMPLE PANEL TO THE BRIDGE ENGINEER FOR APPROVAL. FURNISH SAMPLE PANELS WITH THE APPROPRIATE CONCRETE SURFACE FINISH. PROVIDE FORM LINING MATERIAL OF FULL SIZED COMMERCIAL PANELS AND LINE UP JOINTS AS CLOSE AS PRACTICAL. NO SCRAP OR ODD SIZED PIECES WILL BE ALLOWED. MAKE PROVISIONS IN THE ADJUSTMENT OF FORMS TO CORRECT ANY DEFORMATIONS. SEAL FORM LINERS AT ALL ENDS, EDGE JOINTS, AND TIE HOLES TO PREVENT DISCOLORATION. SAND STREAKING AND FINS ON CONCRETE SURFACES. OIL ALL CHAMFER STRIPS FOR V-GROOVES TO FACILITATE STRIPPING AS SOON AS FORMS ARE REMOVED. DRESS ANY DISCONTINUITY OF RELIEF PATTERN, PARTICULARLY AT PANEL BUTT JOINTS, IN A MANNER APPROVED BY THE ENGINEER. INCLUDE ALL COST OF FORM LINERS, LABOR, MATERIALS, TOOLS AND INCIDENTALS NECESSARY TO COMPLETE THE WORK AS SPECIFIED IN OTHER ITEMS OF WORK.

REINFORCING:
ALL REINFORCING STEEL SHALL HAVE 2" CLEARANCE UNLESS SHOWN OR NOTED OTHERWISE. ALL REINFORCING STEEL SHALL BE DEFORMED BARS, COLD BENT WITH NO WELDS. BAR BEND DIMENSIONS ARE OUT TO OUT, UNLESS NOTED OTHERWISE. UNLESS OTHERWISE SPECIFIED IN THE CONTRACT DOCUMENTS, ALL REINFORCING STEEL SHALL CONFORM TO AASHTO M31 (ASTM A615), GRADE 60.
FIELD WELDING OF CROSS REINFORCING BARS SHALL NOT BE PERMITTED. TACK WELDING OF REINFORCING BARS SHALL BE PROHIBITED IN ALL CASES.
ALL LONGITUDINAL TOP REINFORCING IN THE BRIDGE SLAB SHALL BE SUPPORTED ON APPROVED CONTINUOUS METAL HIGH CHAIRS SPACED AT 4'-0" MAXIMUM ON CENTERS AND THE BOTTOM LAYER OF REINFORCING STEEL SHALL BE SUPPORTED ON APPROVED METAL SLAB BOLSTERS SPACED AT 4'-0" MAXIMUM ON CENTERS.

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

ABUTMENT PILING:
PROVIDE STRUCTURAL STEEL CONFORMING TO AASHTO M270 (GRADE 50) FOR STEEL PILING.

ABUTMENT PILING CAPACITY:

CROSSHOLE SONIC LOGGING TUBES AND TESTING:
INSTALL ACCESS TUBES AT ALL SHAFT LOCATIONS AND PERFORM NON-DESTRUCTIVE CROSSHOLE SONIC LOGGING (CSL) TESTING AS DIRECTED. THE ENGINEER SHALL DETERMINE THE LOCATION AND NEED FOR TESTING. CSL TESTING SHALL BE PERFORMED IN ACCORDANCE WITH SECTION 516.04.C.9c OF THE STANDARD SPECIFICATION.

DRILLED SHAFTS:
THE CASING METHODS, OUTLINED IN SECTION 516.04.1.C OF THE STANDARD SPECIFICATIONS, MAY BE REQUIRED TO ADVANCE THE DRILLED SHAFT TO THE FINAL BEARING ELEVATION. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO SELECT THE PROPER METHODS REQUIRED TO INSTALL THE DRILLED SHAFTS.

STRUCTURAL STEEL:
PROVIDE STRUCTURAL STEEL FOR DIAPHRAGM BOLTS, PLATE WASHERS, AND BEVELED SPACERS IN ACCORDANCE WITH AASHTO M270 (ASTM A 709), GRADE 50W (WEATHERING STEEL, CHARPY V-NOTCH TESTING NOT REQUIRED). THE CONTRACTOR MAY SUBSTITUTE A #10 REINFORCING BAR IN ACCORDANCE WITH AASHTO M31, GRADE 60, AND THREADED AT ENDS AS SHOWN IN THE PLANS AT NO ADDITIONAL COST TO THE DEPARTMENT. PROVIDE HEX NUTS IN ACCORDANCE WITH AASHTO M291 (ASTM A563).
PAINT EXPOSED DIAPHRAGM BOLTS, PLATE WASHERS, BEVELED SPACERS AND HEX NUTS WITH TWO (2) COATS OF ZINC-RICH PAINT (6 MIL MINIMUM THICKNESS) AFTER ASSEMBLY. INCLUDE ALL COST OF DIAPHRAGM BOLTS, PLATE WASHERS, BEVELED SPACERS AND HEX NUTS IN THE CONTRACT UNIT PRICE FOR STRUCTURAL STEEL.
PROVIDE STRUCTURAL STEEL FOR ANCHOR PLATES, PLATE WASHERS, AND BUILT-UP CONTACT ANGLES IN ACCORDANCE WITH ASTM A240 (AUSTENTIC STAINLESS STEEL, TYPE 316, CHARPY V-NOTCH TESTING NOT REQUIRED) AT EXPANSION 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 FIXED 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 PLACING 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 UNTILCONCRETE IS IN PLACE ON BOTH SIDES OF THE RESPECTIVE JOINT AND AT LEAST 48 HOURS HAS ELASPSED SINCE CONCRETE PLACEMENT.
SEAL ALL DECK SLAB CONSTRUCTION JOINTS WITH HIGH MOLECULAR WEIGHT METHACRYLATE 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 IN THE CONTRACT UNIT PRICE OF "SEALER CRACK PREPARATION". INCLUDE ALL COST OF THE HIGH MOLECULAR WEIGHT METHACRYLATE SEALER IN THE CONTRACT UNIT PRICE OF "SEALER RATE". THE DEPARTMENT WILL NOT MEASURE THE PREPARATION AND SEALER OF EMERGENCY CONSTRUCTION JOINTS FOR PAYMENT.

STAY-IN-PLACE DECK FORMS:
STAY-IN-PLACE DECK FORMS MAY BE USED 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.

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

CONCRETE INTERMEDIATE DIAPHRAGMS:
ONCE THE CONCRETE HAS BEEN PLACED FOR THE CONCRETE INTERMEDIATE DIAPHRAGMS, WAIT A MINIMUM OF 24 HOURS BEFORE REMOVING THE SIDE FORMS. DO NOT REMOVE THE BOTTOM FORM FOR A MINIMUM OF 3 DAYS, OR AT THE DISCRETION OF THE ENGINEER. THIS TIME CAN BE SHORTENED IF THE CONCRETE HAS ATTAINED 80% OF THE SPECIFIED COMPRESSIVE STRENGTH. DO NOT PLACE THE CONCRETE FOR THE DECK SLAB OR APPLY OTHER MASSIVE LOADS TO THE BEAMS OR DIAPHRAGMS UNTIL THE CONCRETE IN THE DIAPHRAGMS HAVE BEEN IN PLACE FOR A MINIMUM OF 10 DAYS, OR AT THE DISCRETION OF THE ENGINEER. THIS TIME MAY BE SHORTENED IF THE CONCRETE HAS ATTAINED 80% OF THE SPECIFIED COMPRESSION STRENGTH.

PROTECTION OF AREAS UNDER BRIDGES:
THE CONTRACTOR SHALL TAKE ALL NECESSARY PRECAUTIONS TO PROTECT THE AREAS UNDER THE BRIDGES FROM FALLING DEBRIS AND BE SOLELY RESPONSIBLE FOR SAFEGUARDING THESE AREAS.

REMOVAL OF EXISTING BRIDGE STRUCTURE:
THE EXISTING I-240 BRIDGE OVER I-35 WAS ORIGINALLY CONSTRUCTED AS PART OF FEDERAL AID PROJECT NO. I-381 (16) AND WAS THEN WIDENED AS PART OF FEDERAL AID PROJECT NO. I-FI-35-3(98)121 SD. PLANS OF THESE PROJECTS ARE AVAILABLE FROM THE OKLAHOMA DEPARTMENT OF TRANSPORTATION TECHNOLOGY SERVICES PLANS SECTION, 200 N.E. 21ST STREET, OKLAHOMA CITY, OKLAHOMA 73105.
THE BRIDGE STRUCTURE CONSISTS OF 35'-45'-56'-56'-45'-35' I-BM. SPANS WITH A 48'-0" CLEAR ROADWAY FOR EASTBOUND TRAFFIC AND A 48'-0" CLEAR ROADWAY FOR WESTBOUND TRAFFIC. INCLUDED WITH THE BRIDGE STRUCTURE ARE APPROACH SLABS AT BOTH ENDS OF THE BRIDGE. EXISTING PIER FOOTINGS MAY CONFLICT WITH THE CONSTRUCTION OF BRIDGE "C" AND BRIDGE "D" PIER DRILLED SHAFTS, AND THESE FOOTINGS SHALL BE REMOVED AS REQUIRED.
ALL OF THE BEAMS, WHICH CONSIST OF 32-W27X94, 32-W30X124, AND 32-W33X152 MAY REMAIN THE PROPERTY OF THE DEPARTMENT. THESE BEAMS SHALL BE REMOVED AND TRANSPORTED WITHOUT DAMAGE AND PLACED AT A DESIGNATED LOCATION WITHIN THE PROJECT LIMITS AS DIRECTED BY THE ENGINEER. IF THE RESIDENT ENGINEER DETERMINES THAT BEAMS ARE NOT AVAILABLE FOR REUSE, THESE BEAMS SHALL BECOME THE PROPERTY OF THE CONTRACTOR.
IF BEAMS ARE AVAILABLE FOR REUSE, THE DEPARTMENT WILL NOTIFY THE COUNTY OF THE AVAILABILITY OF BEAMS FOR PICK UP. THE COUNTY WILL BE REQUIRED T O TAKE ALL BEAMS AS DETERMINED TO BE AVAILABLE FOR REUSE BY THE RESIDENT ENGINEER AND REMOVE FROM THE PROJECT SITE. THE COUNTY WILL HAVE THIRTY (30) DAYS FROM THE DATE OF DEMOLITION OF THE BRIDGE STRUCTURE TO HAUL THE BEAMS FROM THE PROJECT. THESE BEAMS WILL BE TRANSPORTED BY THE COUNTY FREE OF CHARGE, AND COUNTY SHALL ASSUME FULL RESPONSIBILITY FOR THE COST OF TRANSPORTING THE BEAMS AND THE REUSE OF THE BEAMS, INCLUDING, BUT NOT LIMITED TO, THE PROPER REMOVAL AND DISPOSAL OF LEAD-BASED PAINT.

OKLAHOMA OKIE811 SYSTEM:
IN ACCORDANCE WITH THE OKLAHOMA UNDERGROUND FACILITIES DAMAGE PREVENTION ACT, THE CONTRACTOR SHALL NOTIFY OKIE811 THREE BUSINESS DAYS PRIOR TO BEGINNING EXCAVATION AT OKIE811.ORG.

Preliminary Plans

PHASE 4 — OKLAHOMA COUNTY
BRIDGE "C" — RAMP "I" OVER I-35

DESIGN		
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SQUAD	POE	

GENERAL NOTES (BRIDGE)

STATE JOB NO. 09032(08) SHEET NO. AB04

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POE & ASSOCIATES, OKLAHOMA CITY, OK.
90% PLAN SUBMITTAL
2/29/2024

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

(BR-2) THE CONTRACTOR MAY PLACE CONCRETE AGAINST THE LIMITS OF EXCAVATION IF THE MATERIAL IS EXCAVATED TO THE NEAT LINES OF THE ABUTMENT AND APPROVED BY THE ENGINEER. IF THE CONTRACTOR PLACES CONCRETE AGAINST THE SOIL, THE DEPARTMENT WILL PAY FOR SUBSTRUCTURE EXCAVATION COMMON IN ACCORDANCE WITH THE DIAGRAMS SHOWN ON THE "ABUTMENT EXCAVATION AND UNDERDRAIN DETAILS" SHEET.

(BR-3) THE APPROACH SLABS CONTAIN AN ESTIMATED TOTAL OF 112.9 CY. OF CLASS AA CONCRETE AND 21,520 LBS. OF EPOXY COATED REINFORCING STEEL. THE DEPARTMENT INCLUDES THE COST OF POLYETHYLENE SHEETING, LOAD TRANSFER UNITS, CONCRETE, REINFORCING STEEL (INCLUDING FS2 #5 AND FS6 #5 BARS), BACKER ROD, RAPID CURE JOINT SEALANT, AND POLYSTYRENE IN THE CONTRACT UNIT PRICE OF "APPROACH SLAB".

(BR-4) THE FIXED BEARING ASSEMBLIES CONTAIN AN ESTIMATED TOTAL OF 1,060 LBS. OF WEATHERING STEEL. THE DEPARTMENT INCLUDES THE COSTS OF ANCHOR BARS, ANCHOR PLATES, BOLTS, NUTS AND WASHERS IN THE CONTRACT UNIT PRICE OF "WEATHERING STEEL FIXED BEARING ASSEMBLY".

(BR-5) THE EXPANSION BEARING ASSEMBLIES CONTAIN AN ESTIMATED TOTAL OF 7,590 LBS. OF STAINLESS STEEL. THE DEPARTMENT INCLUDES THE COSTS OF ELASTOMERIC PADS, ANCHOR BOLTS, ANCHOR PLATES, BOLTS, NUTS AND WASHERS IN THE CONTRACT UNIT PRICE OF "STAINLESS STEEL EXPANSION BEARING ASSEMBLY".

(BR-6) PROVIDE AND INSTALL ELASTOMERIC PADS BETWEEN THE TOP SURFACE OF BEAMS AND THE BOTTOM SURFACE OF THE DECK SLAB. THE ELASTOMERIC PADS ARE TO BE OF THE SIZE AND SHAPE AS DETAILED IN THE PLANS AND LOCATED AT EACH BEAM ABOVE THE PIERS. INCLUDE ALL COSTS ASSOCIATED WITH PROVIDING AND INSTALLING THE ELASTOMERIC PADS ABOVE THE BEAMS, INCLUDING ALL MATERIAL, LABOR, EQUIPMENT, AND INCIDENTALS NECESSARY TO COMPLETE THE WORK AS SHOWN IN THE PLANS. IN THE PRICE BID PER EACH OF "ELASTOMERIC BEARING PADS".

(BR-7) STEEL PILES SHALL CONFORM TO AASHTO M270 (ASTM A709) GRADE 50. 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 AT THE CONTRACT UNIT PRICE.

(BR-8) REFER TO DRILLED SHAFT FOUNDATION SPECIAL PROVISION 516-3(a-r) 09 PROVIDED IN THE CONTRACT DOCUMENTS.

(BR-9) QUANTITY SHOWN FOR SEALER RESIN IS ESTIMATED AT 0.011 GALLONS PER FOOT OF CONSTRUCTION JOINT.

(BR-10) THIS ITEM INCLUDES 114 FT. OF PERFORATED PIPE AND 456 C.Y. OF PIPE UNDERDRAIN COVER MATERIAL FOR THE ABUTMENTS.

J/P NO. 09032(08)
0202 BRIDGE "D"

PAY QUANTITIES

60' - 100' - 100' - 60' P.C. BEAM SPANS
SKEW 0 68' AND 56' CLEAR ROADWAY W/42" F-SHAPE PARAPET

OKLAHOMA COUNTY

ITEM NO.		ITEM		UNIT	TOTAL
501(B)	1300	SUBSTRUCTURE EXCAVATION COMMON	(BR-1)(BR-2)	C.Y.	80.00
501(G)	1800	CLSM BACKFILL	(BR-1)	C.Y.	252.00
503(A)	4240	PRESTRESSED CONCRETE BEAMS (TYPE IV)	(BR-1)	L.F.	1,912.00
504(A)	5200	APPROACH SLAB	(BR-1)(BR-3)	S.Y.	312.00
504(B)	5300	SAW-CUT GROOVING	(BR-1)	S.Y.	2,294.00
504(E)	5500	CONCRETE PARAPET	(BR-1)	L.F.	368.50
504(E)	5520	42" F-SHAPED PARA	(BR-1)	L.F.	368.50
506(A)	7200	STRUCT AL STE	(BR-1)	LB.	2,390.00
507(A)	8210	HER G STEEL FIXED ARIN ASSEMBLY	(BR-4)	EA.	12.00
507(B)		STAIN SS STEEL EX ANSION EARING ASSEMBLY	(BR-5)	EA.	36.00
507(C)	8 0	ELAS MERIC EAR ADS	(BR-6)	EA.	36.00
509(A)	021	SS AA CONC TE	(BR-1)	C.Y.	568.00
509(B)	0320	CLASS A CONCRETE	(BR-1)	C.Y.	381.50
50 (D)	0510	LASS C CONCRETE		C.Y.	2.00
51 (C)	1450	SLOPE WALL (5")		S.Y.	652.00
511)	2210	REINFORCING STEEL	(BR-1)	LB.	8,710.00
5)	2310	EPOXY COATED REINFORCING STEEL	(BR-1)	LB.	202,610.00
514(	5210	PILES. FURNISHED (HP 10X42)	(BR-7)	L.F.	522.00
514(	5310	PILES. DRIVEN (HP 10X42)		L.F.	522.00
514(L)	6300	PILE SPLICE. H-PILE (NON-BIDABLE)		EA.	1.00
515(A)	7200	WATER REPELLENT (VISUALLY INSPECTED)	(BR-1)	S.Y.	1,338.00
516(A)	8250	DRILLED SHAFTS 72" DIAMETER	(BR-8)	L.F.	168.00
516(C)	8400	CROSSHOLE SONIC LOGGING		EA.	2.00
517	9110	ELASTOMERIC COATING		S.F.	993.00
523(A)	3200	SEALER CRACK PREPARATION	(BR-1)	L.F.	342.00
523(B)	3300	SEALER RESIN	(BR-1)(BR-9)	GAL.	4.00
613(H)	6205	6" PERFORATED PIPE UNDERDRAIN ROUND	(BR-10)	L.F.	228.00

Preliminary Plans

PHASE 4 OKLAHOMA COUNTY
BRIDGE "D" I-240 OVER I-35

DESIGN		
DRAWN		
CHECKED		
APPROVED		
SQUAD	POE	

SUMMARY OF PAY QUANTITIES (BRIDGE)

STATE JOB NO. 09032(08) SHEET NO. AB05

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POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL
2/29/2024

GENERAL BRIDGE NOTES

SPECIFICATIONS
COMPLY WITH THE REQUIREMENTS OF THE 2009 OKLAHOMA STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION, EXCEPT AS MODIFIED BY THE PLANS AND SPECIAL PROVISIONS.

TEMPORARY RETAINING STRUCTURES
TEMPORARY RETAINING STRUCTURES WILL NOT BE MEASURED FOR PAYMENT AND SHALL BE INCLUDED IN OTHER ITEMS OF WORK IN ACCORDANCE WITH SUBSECTION 502.06 OF THE SPECIFICATIONS. LOCATIONS AND 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.

CONCRETE
PROVIDE ALL EXPOSED PEDESTAL CONCRETE EDGES WITH A ¾" CHAMFER. PROVIDE ALL OTHER EXPOSED CONCRETE EDGES OF THE SUBSTRUCTURE WITH A 1½" CHAMFER UNLESS OTHERWISE SHOWN OR NOTED. PROVIDE ALL EXPOSED CONCRETE EDGES OF THE SUPERSTRUCTURE WITH A ¾" 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.
PROVIDE FORM LINERS AS DETAILED IN THE PLANS. SUBMIT A 12" X 18" SAMPLE PANEL TO THE BRIDGE ENGINEER FOR APPROVAL. FURNISH SAMPLE PANELS WITH THE APPROPRIATE CONCRETE SURFACE FINISH. PROVIDE FORM LINING MATERIAL OF FULL SIZED COMMERCIAL PANELS AND LINE UP JOINTS AS CLOSE AS PRACTICAL. NO SCRAP OR ODD SIZED PIECES WILL BE ALLOWED. MAKE PROVISIONS IN THE ADJUSTMENT OF FORMS TO CORRECT ANY DEFORMATIONS. SEAL FORM LINERS AT ALL ENDS, EDGE JOINTS, AND TIE HOLES TO PREVENT DISCOLORATION. SAND STREAKING AND FINS ON CONCRETE SURFACES. OIL ALL CHAMFER STRIPS FOR V-GROOVES TO FACILITATE STRIPPING AS SOON AS FORMS ARE REMOVED. DRESS ANY DISCONTINUITY OF RELIEF PATTERN, PARTICULARLY AT PANEL BUTT JOINTS, IN A MANNER APPROVED BY THE ENGINEER. INCLUDE ALL COST OF FORM LINERS, LABOR, MATERIALS, TOOLS AND INCIDENTALS NECESSARY TO COMPLETE THE WORK AS SPECIFIED IN OTHER ITEMS OF WORK.

REINFORCING:
ALL REINFORCING STEEL SHALL HAVE 2" CLEARANCE UNLESS SHOWN OR NOTED OTHERWISE. ALL REINFORCING STEEL SHALL BE DEFORMED BARS, COLD BENT WITH NO WELDS. BAR BEND DIMENSIONS ARE OUT TO OUT, UNLESS NOTED OTHERWISE. UNLESS OTHERWISE SPECIFIED IN THE CONTRACT DOCUMENTS, ALL REINFORCING STEEL SHALL CONFORM TO AASHTO M31 (ASTM A615), GRADE 60.
FIELD WELDING OF CROSS REINFORCING BARS SHALL NOT BE PERMITTED. TACK WELDING OF REINFORCING BARS SHALL BE PROHIBITED IN ALL CASES.
ALL LONGITUDINAL TOP REINFORCING IN THE BRIDGE SLAB SHALL BE SUPPORTED ON APPROVED CONTINUOUS METAL HIGH CHAIRS SPACED AT 4'-0" MAXIMUM ON CENTERS AND THE BOTTOM LAYER OF REINFORCING STEEL SHALL BE SUPPORTED ON APPROVED METAL SLAB BOLSTERS SPACED AT 4'-0" MAXIMUM ON CENTERS.

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

ABUTMENT PILING:
PROVIDE STRUCTURAL STEEL CONFORMING TO AASHTO M270 (GRADE 50) FOR STEEL PILING.

ABUTMENT PILING CAPACITY:
THE REQUIRED PILE SIZE AND THE FACTORED PILE REACTION ARE SHOWN IN THE PLANS WITH THE FOUNDATION DATA. THE FOLLOWING FORMULA (GATES EQUATION) SHALL BE USED TO DETERMINE THE AXIAL LOAD RESISTANCE OF THE DRIVEN FOUNDATION PILES:

$$\text{AXIAL LOAD RESISTANCE} = O\,[(0.875\sqrt{E}\,\text{LOG}_{10}(10N))-50] \quad \text{(TONS)}$$

WHERE:
O = RESISTANCE FACTOR OF 0.4
E = ENERGY PRODUCED BY THE HAMMER PER BLOW IN FOOT-POUNDS FOR GRAVITY AND SINGLE ACTING DIESEL HAMMERS. THE VALUE IS BASED ON THE ACTUAL RAM STROKE OBSERVED IN THE FIELD AND MEASURED IN FEET MULTIPLIED BY THE RAM WEIGHT IN POUNDS.
N = AVERAGE NUMBER OF HAMMER BLOWS PER INCH OF PILE PENETRATION FOR THE LAST 10 TO 20 BLOWS DELIVERED TO THE PILE HEAD.

THE ABOVE FORMULA IS ONLY APPLICABLE WHEN:
THE PILE DRIVING HAMMER HAS A FREE FALL (GRAVITY & SINGLE ACTING HAMMERS ONLY)
THE HEAD OF THE PILE IS NOT BROOMED, CRUSHED OR OTHERWISE DAMAGED.
THE PENETRATION IS QUICK AND UNIFORM.
THERE IS NO APPRECIABLE REBOUND OF THE HAMMER AND A FOLLOWER IS NOT USED.

THE NUMBER OF BLOWS PER INCH OF PILE PENETRATION MAY BE MEASURED EITHER DURING INITIAL DRIVING OR BY RE-DRIVING WITH A WARM HAMMER OPERATED AT FULL ENERGY AFTER A PILE SET PERIOD, AS DETERMINED BY THE ENGINEER.
IF WATER JETS ARE USED IN CONNECTION WITH THE DRIVING, DETERMINE THE AXIAL LOAD RESISTANCE BY THE FORMULA SHOWN ONLY AFTER THE JETS HAVE BEEN WITHDRAWN.

CROSSHOLE SONIC LOGGING TUBES AND TESTING:
INSTALL CSL ACCESS TUBES AT ALL SHAFT LOCATIONS AND PERFORM NONDESTRUCTIVE CROSSHOLE SONIC LOGGING (CSL) TESTING AS DIRECTED IN ONE DRILLED SHAFT IN EACH PIER:
THE ENGINEER SHALL DETERMINE THE LOCATION AND NEED FOR ADDITIONAL TESTING AT THE PIERS.
CSL TESTING SHALL BE PERFORMED IN ACCORDANCE WITH SPECIAL PROVISION 516.

DRILLED SHAFTS:
THE CASING METHODS, OUTLINED IN SECTION 516.04.1.C OF THE STANDARD SPECIFICATIONS, MAY BE REQUIRED TO ADVANCE THE DRILLED SHAFT TO THE FINAL BEARING ELEVATION. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO SELECT THE PROPER METHODS REQUIRED TO INSTALL THE DRILLED SHAFTS.

STRUCTURAL STEEL
PROVIDE STRUCTURAL STEEL FOR DIAPHRAGM BOLTS, PLATE WASHERS, AND BEVELED SPACERS IN ACCORDANCE WITH AASHTO M270 (ASTM A 709), GRADE 50W (WEATHERING STEEL, CHARPY V-NOTCH TESTING NOT REQUIRED). THE CONTRACTOR MAY SUBSTITUTE A #10 REINFORCING BAR IN ACCORDANCE WITH AASHTO M31, GRADE 60, AND THREADED AT ENDS AS SHOWN IN THE PLANS AT NO ADDITIONAL COST TO THE DEPARTMENT. PROVIDE HEX NUTS IN ACCORDANCE WITH AASHTO M291 (ASTM A563).
PAINT EXPOSED DIAPHRAGM BOLTS, PLATE WASHERS, BEVELED SPACERS AND HEX NUTS WITH TWO (2) COATS OF ZINC-RICH PAINT (6 MIL MINIMUM THICKNESS) AFTER ASSEMBLY. INCLUDE ALL COST OF DIAPHRAGM BOLTS, PLATE WASHERS, BEVELED SPACERS AND HEX NUTS IN THE CONTRACT UNIT PRICE FOR STRUCTURAL STEEL.
PROVIDE STRUCTURAL STEEL FOR ANCHOR PLATES, PLATE WASHERS, AND BUILT-UP CONTACT ANGLES IN ACCORDANCE WITH ASTM A240 (AUSTENTIC STAINLESS STEEL, TYPE 316, CHARPY V-NOTCH TESTING NOT REQUIRED) AT EXPANSION 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 FIXED 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 AS DIRECTED BY THE ENGINEER. DO NOT PLACE ANY HEAVY EQUIPMENT ON THE FINISHED DECK SLAB WITHIN 5 FEET OF ANY CONSTRUCTION JOINT UNTILCONCRETE IS IN PLACE ON BOTH SIDES OF THE RESPECTIVE JOINT AND AT LEAST 48 HOURS HAS ELASPSED SINCE CONCRETE PLACEMENT.
SEAL ALL DECK SLAB CONSTRUCTION JOINTS WITH HIGH MOLECULAR WEIGHT METHACRYLATE IN ACCORDANCE WITH SECTION 523 OF THE SPECIFICATIONS. INCLUDE THE COST OF EQUIPMENT AND LABOR FOR THE INSTALLATION OF THE HIGH MOLECULAR WEIGHT METHACRYLATE SEALER IN THE CONTRACT UNIT PRICE OF "SEALER CRACK PREPARATION". INCLUDE ALL COST OF THE HIGH MOLECULAR WEIGHT METHACRYLATE SEALER 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
STAY-IN-PLACE DECK FORMS MAY BE USED 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 FOR 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.

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

CONCRETE INTERMEDIATE DIAPHRAGMS:
ONCE THE CONCRETE HAS BEEN PLACED FOR THE CONCRETE INTERMEDIATE DIAPHRAGMS, WAIT A MINIMUM OF 24 HOURS BEFORE REMOVING THE SIDE FORMS. DO NOT REMOVE THE BOTTOM FORM FOR A MINIMUM OF 3 DAYS, OR AT THE DISCRETION OF THE ENGINEER. THIS TIME CAN BE SHORTENED IF THE CONCRETE HAS ATTAINED 80% OF THE SPECIFIED COMPRESSIVE STRENGTH. DO NOT PLACE THE CONCRETE FOR THE DECK SLAB OR APPLY OTHER MASSIVE LOADS TO THE BEAMS OR DIAPHRAGMS UNTIL THE CONCRETE IN THE DIAPHRAGMS HAVE BEEN IN PLACE FOR A MINIMUM OF 10 DAYS, OR AT THE DISCRETION OF THE ENGINEER. THIS TIME MAY BE SHORTENED IF THE CONCRETE HAS ATTAINED 80% OF THE SPECIFIED COMPRESSION STRENGTH.

PROTECTION OF AREAS UNDER BRIDGES:
THE CONTRACTOR SHALL TAKE ALL NECESSARY PRECAUTIONS TO PROTECT THE AREAS UNDER THE BRIDGES FROM FALLING DEBRIS AND BE SOLELY RESPONSIBLE FOR SAFEGUARDING THESE AREAS.

Preliminary Plans

DESIGN		
DRAWN		
CHECKED		
APPROVED		
SQUAD	POE	

PHASE 4 — OKLAHOMA COUNTY
BRIDGE "D" — I-240 OVER I-35

GENERAL NOTES (BRIDGE)

STATE JOB NO. 09032(08) SHEET NO. AB06

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POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL
2/29/2024

(BR-1) PAYMENT FOR THIS ITEM WILL BE BASED ON PLAN QUANTITIES. SEE THE 2019 OKLAHOMA STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION - "PLAN QUANTITIES". SECTION 109.01.B.

(BR-2) THE APPROACH SLABS CONTAIN AN ESTIMATED TOTAL OF 76.80 C.Y. OF CLASS AA CONCRETE AND 14,660.00 LBS. OF EPOXY COATED REINFORCING STEEL.

(BR-3) PRICE BID FOR THESE ITEMS SHALL INCLUDE THE COST OF INSTALLING FORM LINERS AND STAINING SURFACES AS STATED IN THE SPECIAL PROVISION "CONCRETE. MISC.: AESTHETIC TREATMENTS".

(BR-4) THIS ITEM INLCUDES 68 FT. OF PERFORATED PIPE AND 240 C.Y. OF PIPE UNDERDRAIN COVER MATERIAL FOR THE ABUTMENTS.

(BR-5) THIS ITEM INCLUDES 40 FT. OF NON-PERFORATED PIPE AND 256 CUBIC YARDS OF TRENCH UNDERDRAIN FOR THE ABUTMENTS.

J/P NO. 09032(08)
0203 BRIDGE "L"

PAY QUANTITIES

RAMP "L" OVER RAMP "A"
125'-163'-125' P.C. BOX GIRDER SPANS
29'-0" CLEAR ROADWAY WIDTH 42" F-SHAPED PARAPETS

OKLAHOMA COUNTY

ITEM NO.		ITEM		UNIT	TOTAL
501(B)	1300	SUBSTRUCTURE EXCAVATION COMMON	(BR-1)	C.Y.	606.00
501(C)	1400	SUBSTRUCTURE EXCAVAION ROCK	(BR-1)	C.Y.	244.00
501(D)	1800	CLSM BACKFILL	(BR-1)	C.Y.	620.00
504(A)	6200	APPROACH SLAB	(BR-1)(BR-2)	S.Y.	212.70
504(B)	5300	SAW CUT GROOVING	(BR-1)	S.Y.	1,331.00
504(E)	5520	42" F-SHAPED PARAPET	(BR-1)(BR-3)	L.F.	947.30
506(A)	7230	STRUCTURAL STEEL (A36)	(BR-1)	LB.	792.00
506(C)	8400	ELASTOMERIC BEARING PAD	(BR-1)	EA.	8.00
509(A)	0210	CLASS AA CONCRETE	(BR-1)	C.Y.	172.90
509(B)	0320	CLASS A CONCRETE	(BR-1)	C.Y.	47.60
509(E)	0600	CLASS P CONCRETE	(BR-1)	C.Y.	1,029.00
510(C)	1450	SLOPE WALL (5")		S.Y.	262.00
511(A)	2210	REINFORCING STEEL	(BR-1)	LB.	5,956.00
511(B)	2310	EPOXY COATED REINFORCING STEEL	(BR-1)	LB.	233,815.00
515(A)	7200	WATER REPELLENT (VISUALLY INSPECTED)	(BR-1)	S.Y.	2,762.00
516(A)	8215	DRILLED SHAFTS 30" DIAMETER		L.F.	80.00
516(A)	8225	DRILLED SHAFTS 42" DIAMETER		L.F.	160.00
516(A)	8255	DRILLED SHAFTS 84" DIAMETER		L.F.	22.00
516(C)	8400	CROSSHOLE SONIC LOGGING		EA.	3.00
613(H)	6205	6" PERFORATED PIPE UNDERDRAIN ROUND	(BR-1)(BR-4)	L.F.	102.70
613(I)	6310	6" NON-PERF.PIPE UNDERDRAIN RND.	(BR-5)	L.F.	60.00

Preliminary Plans

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PHASE 4 OKLAHOMA COUNTY

DESIGN		
DRAWN		
CHECKED		
APPROVED		
SQUAD	POE	

BRIDGE "L" RAMP "L" OVER RAMP "A"

SUMMARY OF PAY QUANTITIES (BRIDGE)

STATE JOB NO. 09032(08) SHEET NO. AB07

POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL
2/29/2024

GENERAL BRIDGE NOTES

SPECIFICATIONS:
ALL CONSTRUCTION AND MATERIALS SHALL BE IN ACCORDANCE WITH THE 2019 OKLAHOMA STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION AND SPECIAL PROVISIONS.

CROSSHOLE SONIC LOGGING (TUBES AND TESTING):
INSTALL ACCESS TUBES AT ALL DRILLED SHAFT LOCATIONS AND PERFORM NONDESTRUCTIVE CROSSHOLE SONIC LOGGING (CSL) TESTING AS DIRECTED. THE ENGINEER SHALL DETERMINE THE LOCATION AND NEED FOR TESTING. CSL TESTING SHALL BE PERFORMED IN ACCORDANCE WITH SECTION 516.04.C.9c OF THE STANDARD SPECIFICATION.

CROSSHOLE SONIC LOGGING (TUBES AND TESTING):
INSTALL ACCESS TUBES AT ALL DRILLED SHAFT LOCATIONS AND PERFORM NONDESTRUCTIVE CROSSHOLE SONIC LOGGING (CSL) TESTING AS DIRECTED. THE ENGINEER SHALL DETERMINE THE LOCATION AND NEED FOR TESTING. CSL TESTING SHALL BE PERFORMED IN ACCORDANCE WITH SECTION 516.04.C.9c OF THE STANDARD SPECIFICATION.

STAY-IN-PLACE FORMS:
THE CONTRACTOR MAY USE STAY-IN-PLACE STEEL DECK FORMS INSIDE THE BOX GIRDERS MEETING THE REQUIREMENTS OF SECTION 504 OF THE STANDARD SPECIFICATIONS.

TOP SLAB REINFORCING STEEL:
ALL LONGITUDINAL TOP REINFORCING STEEL SHALL BE SUPPORTED ON APPROVED CONTINUOUS METAL HIGH CHAIRS (CHC) SPACED AT 4'-0" MAXIMUM ON CENTERS. THE BOTTOM LAYER OF REINFORCING STEEL SHALL BE SUPPORTED ON APPROVED METAL SLAB BOLSTERS (SB) SPACED AT 4'-0" MAXIMUM ON CENTERS. SPECIAL BAR SUPPORTS MAY BE REQUIRED IF STAY-IN-PLACE FORMS ARE USED.

BOTTOM SLAB REINFORCING STEEL:
THE BOTTOM LAYER OF TRANSVERSE REINFORCING STEEL SHALL BE SUPPORTED ON APPROVED METAL SLAB BOLSTERS (SB) SPACED AT 4'-0" MAXIMUM ON CENTERS.

CONCRETE:
CONCRETE FOOTINGS FOR PIER AND ABUTMENT SHALL BE CLASS A.
F'C = 3000 PSI AT 28 DAYS
CONCRETE FOR ABUTMENT WINGS AND PIER COLUMNS SHALL BE CLASS AA.
F'C = 4000 PSI AT 28 DAYS
CONCRETE FOR SUPERSTRUCTURES, ABUTMENT STEMS, AND END DIAPHRAGMS SHALL BE CLASS P.
F'C = 4000 PSI AT 28 DAYS
F'CI = 3600 PSI AT TIME OF PRESTRESSING

PRESTRESSING:
A) GENERAL: THE TYPE OF PRESTRESSING STEEL ASSUMED FOR DESIGN WAS 270 KSI UNCOATED SEVEN-WIRE LOW-RELAXATION STRANDS CONFORMING TO THE REQUIREMENTS OF AASHTO M203 (ASTM A416) SUPPLEMENT 1. DESIGN IS BASED ON FRICTION FACTOR, M = 0.25, A WOBBLE COEFFICIENT, K = 0.0002, AN EQUIVALENT ANCHOR SET OF 3/8", AND LONG TERM PRESTRESSING LOSSES DUE TO CREEP, ELASTIC SHORTENING, CREEP AND STRAND RELAXATION = 32 KSI.
IF A PRESTRESSING SYSTEM IS PROPOSED THAT PRODUCES DIFFERENT VALUES THAN THOSE ASSUMED ABOVE, THE CONTRACTOR SHALL PROVIDE NECESSARY DESIGN CALCULATIONS TO MODIFY PJACK AS SHOWN ON THESE PLANS IN ORDER TO SATISFY THE ALLOWABLE STRESSES.
BAR REINFORCEMENT INTERFERING WITH THE PRESTRESSING TENDON ALIGNMENT SHALL BE ADJUSTED, AS APPROVED BY THE ENGINEER.
THE WORKING DRAWINGS SHALL INCLUDE ANY ADDITIONS OR REARRANGEMENT OF REINFORCING STEEL FROM THAT SHOWN ON THE PLANS.

B) DISTRIBUTION OF PRESTRESSING FORCE: PRESTRESSING FORCES, PJACK, SHALL BE APPLIED TO BOTH ENDS OF THE PRESTRESSING STEEL. FORCES SHALL BE DISTRIBUTED WITH AN APPROXIMATELY EQUAL AMOUNT IN EACH GIRDER AND SHALL BE PLACED SYMMETRICALLY ABOUT THE CENTERLINE OF THE STRUCTURE. THE PRESTRESSING FORCE MAY VARY ± 5% FROM THE THEORETICAL EQUAL FORCE PER GIRDER PROVIDED THE TOTAL PJACK IS OBTAINED.

C) ANCHORAGES: ANCHORAGE DEVICES SHALL MEET THE REQUIREMENTS OF SUBSECTION 517.02(G) OF THE STANDARD SPECIFICATIONS. IF BASIC BEARING PLATES ARE PROPOSED, THE CONTRACTOR SHALL SUBMIT DESIGN CALCULATIONS TO SUPPORT THE SIZE AND THICKNESS OF THE BEARING PLATE AND ANY LOCAL ZONE REINFORCEMENT (REGION IMMEDIATELY AHEAD OF THE ANCHORAGE DEVICE).

CONCRETE SURFACE FINISH:
ALL EXPOSED SURFACES OF PIERS, ABUTMENTS, PARAPETS (OUTSIDE FACE) AND SUPERSTRUCTURE (EXCEPT DRIVING SURFACE) SHALL RECEIVE A CLASS 6 MORTAR FINISH IN ACCORDANCE WITH SUBSECTION 509.04(G)6 OF THE SPECIFICATIONS. THE MORTAR FINISH SHALL CONFORM TO FEDERAL STANDARD COLOR NO. 33531. SAMPLE PANELS MEASURING 12" X 18" SHOWING THE CONCRETE FINISH FOR BOTH SMOOTH AND TEXTURED SURFACES SHALL BE SUBMITTED TO THE BRIDGE ENGINEER FOR APPROVAL. THE APPROVED PANELS SHALL BE USED AS STANDARDS THROUGHOUT THE PROJECT. THE TOP AND INSIDE FACE OF THE PARAPETS SHALL BE FINISHED IN ACCORDANCE WITH SUBSECTION 504.04(I)3 OF THE STANDARD SPECIFICATIONS. ALL COST OF CONCRETE SURFACE FINISH SHALL BE INCLUDED IN OTHER ITEMS OF WORK.

DRILLED SHAFT CONSTRUCTION:
DUE TO THE VERY HARD ROCK ENCOUNTERED AT THIS SITE, DRILLED SHAFT EXCAVATIONS WILL REQUIRE SPECIALIZED ROCK DRILLING EQUIPMENT. THE CONTRACTOR IS RESPONSIBLE FOR BECOMING FAMILIAR WITH THE EXISTING SUBSURFACE CONDITIONS AND THEIR IMPLICATIONS ON THE DRILLING PROCESSES PRIOR TO BEGINNING WORK.

PENETRATING WATER REPELLANT SURFACE TREATMENT:
PENETRATING WATER REPELLANT SURFACE TREATMENT SHALL BE APPLIED TO THE INSIDE AND TOP FACE OF THE PARAPETS ON THE APPROACH SLABS AND THE ENTIRE EXPOSED AREA OF THE SUPERSTRUCTURE AND PARAPETS (EXCEPT THE DRIVING SURFACE) IN ACCORDANCE WITH SECTION 515 OF THE STANDARD SPECIFICATIONS.

ELASTOMERIC BEARING PAD:
PROVIDE AND INSTALL ELASTOMERIC BEARING PADS OF THE SIZE, SHAPE AND LOCATION AS DETAILED IN THE PLANS. INCLUDE ALL COSTS ASSOCIATED WITH PROVIDING AND INSTALLING THE ELASTOMERIC PADS WITH A36 STEEL LAMINATES INCLUDING ALL MATERIAL, LABOR, EQUIPMENT, AND INCIDENTALS NECESSARY TO COMPLETE THE WORK AS SHOWN IN THE PLANS, IN THE PRICE BID PER EACH OF "ELASTOMERIC BEARING PAD".

OKLAHOMA OKIE811 SYSTEM:
IN ACCORDANCE WITH THE OKLAHOMA UNDERGROUND FACILITIES DAMAGE PREVENTION ACT, THE CONTRACTOR SHALL NOTIFY OKIE811 THREE BUSINESS DAYS PRIOR TO BEGINNING EXCAVATION AT OKIE811.ORG.

Preliminary Plans

PHASE 4 OKLAHOMA COUNTY
BRIDGE "L" RAMP "L" OVER RAMP "A"

DESIGN		
DRAWN		
CHECKED		
APPROVED		
SQUAD	POE	

GENERAL NOTES (BRIDGE)

STATE JOB NO. 09032(08) SHEET NO. AB08

3/1/2024 10:35:19 AM
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POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

3/12/2024

PAY QUANTITY NOTES

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

(R-4) AN ESTIMATED QUANTITY OF 93,348 C.Y. TOPSOIL TO BE RESERVED FOR REPLACEMENT OF APPROXIMATELY 5" ON COMPLETED FORESLOPES, DITCHES, AND BACKSLOPES. THIS QUANTITY IS INCLUDED IN THE EARTHWORK BALANCE. ANY ADDITIONAL EXCAVATION REQUIRED IN CUT SECTIONS TO ALLOW FOR PLACEMENT OF TOPSOIL TO FINAL GRADE, SHALL BE INCLUDED IN THE PRICE BID.

(R-6) FOR TYPE -A- SALVAGED TOPSOIL PRICE BID TO INCLUDE COST OF 18-46-0 FERTILIZER, ESTIMATED AT 150 POUNDS PER ACRE.
FOR SOLID SLAB SODDING PRICE BID TO INCLUDE COST OF 10-20-10 FERTILIZER, ESTIMATED AT 200 POUNDS PER 1,000 SY.

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

(R-8) PRICE BID TO INCLUDE COST OF ALL NECESSARY MAINTENANCE, MAINTAINING DEVICE IN PROPER UPRIGHT POSTION, 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 22.68 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 ADDITIEVE(S).

(R-20) ESTIMATED AT 120 LBS. PER CU. FT.

(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 120 C.Y. TO BE USED AS DIRECTED BY THE ENGINEER.

(R-34) PRICE BID TO INCLUDE COST OF 101 - 4" MOUNTABLE CURB HOODS, 0 - 6" MOUNTABLE CURB HOODS, 4 - 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) PRICE BID FOR CLEARING AND GRUBBING SHALL INCLUDE THE REMOVAL OF TREES, VEGITATIVE DEBRIS, AND ANY OTHER ORGANIC ITEMS NOT SPECIFICALLY PAID FOR AS REMOVAL ITEMS.

(2) ANY WASTE EXCAVATION OR OTHER MATERIAL EXISTING ABOVE THE NATURAL GROUND LINE WILL BE REMOVED AS PART OF THE CLEARING AND GRUBBING ITEM AND WILL NOT BE PAID FOR AS UNCLASSIFIED EXCAVATION.

(3) QUANTITY INCLUDES 500 C.Y. TO BE USED IF AND AS DIRECTED BY THE ENGINEER.

(4) SEPARATOR FABRIC SUITED FOR SUBSURFACE DRAINAGE AND SEPARATOR APPLICATIONS SHALL BE "CONTECH C-70NW" OR COMPARABLE FABRIC MANUFACTURED BY "TENAX", "MIRAFI" OR APPROVED EQUAL.

(5) QUANTITY INCLUDES 100 TONS TO BE USED IF AND AS DIRECTED BY THE ENGINEER.

(6) THIS IS AN ESTIMATED QUANTITY. LOCATION, IF AND WHERE REQUIRED, TO BE DETERMINED BY THE ENGINEER.

(7) TEMPORARY EARTH RETAINAGE (SHEETING AND SHORING) SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR AND SHALL BE DESIGNED BY A REGISTERED PROFESSIONAL ENGINEER IN THE STATE OF OKLAHOMA. DESIGN CALCULATIONS AND DRAWINGS SHALL BE SUBMITTED TO ODOT BRIDGE DIVISION FOR APPROVAL, PRIOR TO CONSTRUCTION. THE LIMITS OF THE SHEETING AND SHORING ARE TO BE DETERMINED BY THE CONTRACTOR. SEE SECTION 502.04.D OF THE 2019 STANDARD SPECIFICATIONS.

(8) TO BE CONSTRUCTED ON TOP OF MSE WALLS AS A SOLID TR4 RAIL. CONNECTION TO THE COPING SHALL BE PROVIDED BY THE WALL MANUFACTURER AN PROVIDED IN THE SHOP DRAWINGS.

(9) SLIP FORMING WILL NOT BE AN ALLOWED CONSTRUCTION METHOD.

(10) INCLUDES 519 C.Y. TO CONSTRUCT MOMENT SLAB FOR F-SHAPED BARRIER.

(11) ALL COST OF CONCRETE WALL TREATMENT INLUDING FINISHING, FORM LINERS, LABOR, MATERIALS, TOOLS, AND INCIDENTALS NECESSARY TO COMPLETE THE WORK AS SPECIFIED SHALL BE INLUDED IN THE PRICE BID FOR SQUARE YARDS OF WALL.

(12) MECHANICAL STABILIZED EARTH (M.S.E.) WALLS SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR AND SHALL BE DESIGNED BY A REGISTERED PROFESSIONAL ENGINEER IN THE STATE OF OKLAHOMA. DESIGN CALCULATIONS AND DRAWINGS SHALL BE SUBMITTED TO ODOT BRIDGE DIVISION FOR APPROVAL PRIOR TO CONSTRUCTION. SEE M.S.E. WALL PLAN AND ELEVATION SHEETS FOR LOCATIONS AND LIMITS, INCLUDING LIMITS OF FORMLINER. SEE SECTION 510.04(E) , SECTION 2 OF THE 2019 STANDARD SPECIFICATIONS. ALL COSTS ASSOCIATED IN THE DESIGN AND CONSTRUCTION, AND ANY INCIDENTAL ITEMS FOR M.S.E. WALLS SHALL BE INCLUDED IN THIS PAY ITEM.

(13) INLUDES 31,654 LBS. FOR DRAINAGE STRUCTURES AND 17,905 LBS. FOR LONGITUDINAL BARRIER.

(14) INCLUDES 120,885 LBS. TO CONSTRUCT MOMENT SLAB FOR F-SHAPED BARRIER (SEE DETAIL).

(15) ESTIMATED AT 160 LBS. PER CU. FT.

(16) PRICE BID SHALL INCLUDE THE COST OF ANY ADDITIONAL DEPTH AS SHOWN ON THE SUMMARY OF DRAINAGE STRUCTURES.

(17) JUNCTION BOX RISERS AND MANHOLES WITHIN PAVED MEDIANS AND SHOULDERS SHALL BE CONSTRUCTED FLUSH AND AT THE SAME CROSS SLOPE AS THE FINISH PAVEMENT. COVERS SHALL BE THE LOCKING TYPE AS APPROVED BY THE ENGINEER.

(18) INCLUDES 1 TYPE 'A', 58 TYPE 'B', AND 46 TYPE 'C' FRAMES AND GRATES (SEE STANDARD SSIF-3).

(19) PRICE BID SHALL INCLUDE THE COST OF TRENCH EXCAVATION AND STANDARD BEDDING MATERIAL AS SHOWN ON THE SUMMARY OF DRAINAGE STRUCTURES.

(20) PRICE BID SHALL INCLUDE THE COST OF TRENDH EXCAVATION AND COVER MATERIAL

(21) THIS IS AN ESTIMATED QUANTITY TO BE USED AS DIRECTED BY THE ENGINEER. THIS PAY ITEM IS FOR VIDEO INSPECTION OF DRAINAGE CONDUITS AS DIRECTED BY THE ENGINEER. THE CONTRACTOR SHALL USE A VIDEO SOURCE WITH ADEQUATE LIGHTING TO ENSURE PIPE HAS BEEN CLEANED AND IS UNDAMAGED. THIS VIDEO INSPECTION SHALL INCLUDE EITHER AUDIO OR TEXT INFORMATION ON SCREEN TO DEFINE STRUCTURE LOCATIONS. FORMAT TO BE APPROVED BY THE ENGINEER.

(22) PRICE BID SHALL ALSO INCLUDE, BUT IS NOT LIMITED TO, THE REMOVAL OF CONCRETE DITCH LINER, CONCRETE FLUMES, STRUCTURES, STORM SEWERS, PIPLINES, SAWING PAVEMENT, CONC. CURB & GUTTER, GUARD RAIL, PAVEMENT MARKINGS, FENCING, FOOTINGS, POLES, OVERHEAD AND CANTILEVER SIGN STRUCTURES, GROUND MOUNTED SIGN STRUCTURES AND SHEET METAL SIGNS TO BE PERMANENTLY REMOVED AND ANY OTHER NON-ORGANIC ITEM NOT SPECIFICALLY VERIFIED AS TO THE EXISTING CONDITION AND POSSIBLE NON-STANDARD REMOVAL OPERATIONS THAT MAY BE REQUIRED.

(23) IMPACT ATTENUATORS SHALL BE QUADGUARD ELITE [illegible]100 (SMART CUSHION). OR APPROVED EQUAL WITHIN THE SAME CATEGORY. IMPACT ATTENUATORS SHALL MEET ALL NCHRP-350 TL-3 REQUIREMENTS AND OKLAHOMA DEPARTMENT OF TRANSPORTATION IMPACT ATTENUATOR GUIDELINE MATE[illegible]

PAY QUANTITES

0100 ROADWAY — JP 09032(08)

ITEM NO.		DESCRIPTION		UNIT	QUANTITY
201(A)	1200	CLEARING AND GRUBBING	(1)(2)	LSUM	1.00
202(A)	2200	UNCLASSIFIED EXCAVATION		CY	28,851.00
202(D)	2500	UNCLASSIFIED BORROW	(3)	CY	2,142.00
205(A)	6200	TYPE A-SALVAGED TOPSOIL	(R-4)(R-6)	LSUM	1.00
221(B)	2300	TEMPORARY SILT FENCE	(R-8)	LF	2,169.00
221(E)	2600	TEMPORARY SILT DIKE	(R-8)	LF	525.00
221(F)	2700	TEMPORARY ROCK FILTER DAM TYPE 1	(R-8)	CY	4.00
221(G)	2800	TEMPORARY FIBER LOG	(R-8)	LF	264.00
221(H)	2900	(PL)TEMPORARY INLET SEDIMENT FILTER	(R-8)	EA	145.00
230(A)	7200	SOLID SLAB SODDING	(R-6)(R-7)	SY	109,760.00
233(A)	0200	VEGETATIVE MULCHING	(R-11)	AC	22.68
241	3100	MOWING	(R-15)	AC	45.36
242	4101	STABILIZED CONSTRUCTION EXIT	(6)	EA	6.00
303(A)	1200	AGGREGATE BASE TYPE A	(R-1)(R-16)	CY	11,036.00
307(K)	4200	STABILIZED SUBGRADE	(R-19)	SY	68,931.00
325	0100	SEPARATOR FABRIC	(4)	SY	54,582.00
402(E)	2600	TRAFFIC BOUND SURFACE COURSE TYPE E	(5)(R-20)	TON	176.00
407(B)	7300	TACK COAT	(R-25)	GAL	10,873.00
411(B)	1300	SUPERPAVE, TYPE S3 (PG 76-28 OK)	(R-26)	TON	6,318.00
411(B)	1330	SUPERPAVE, TYPE S3 (PG 64-22 OK)	(R-26)	TON	25,501.00
411(C)	1400	SUPERPAVE, TYPE S4 [illegible]-28 OK)	(R-26)	TON	4,213.00
414(A)	5200	P.C. CONCRETE PAV[illegible]MENT(PLACEMENT)	(R-1)	SY	6,774.00
414(B)	5300	DOWEL JOINTED P.C. [illegible] PLACEMENT)	(R-1)	SY	18,698.00
414(G)	5800	P.C. CONCRETE [illegible]OR PAVEMEN	(R-1)	CY	7,645.00
501(A)	1200	STRUCTURAL EXC[illegible]VATION UNCLASSIFIED		CY	21.00
501(G)	1810	[illegible]M BACKFILL	(6)	CY	50.00
50[illegible]	31[illegible]	TEMPORARY EARTH RETAINAGE	(7)	LSUM	1.00
504[illegible]	54[illegible]	CONCRETE RAIL (TR4)	(8)(R-1)	LF	984.00
504[illegible]	5520	42" F-SHAPED PARAPET	(9)	LF	4,362.00
[illegible]9(A)	0200	CLASS AA CONCRETE		CY	233.00
[illegible]9(B)	[illegible]00	CLASS A CONCRETE	(10)	CY	692.00
509(D)	0[illegible]0	CLASS C CONCRETE	(R-33)	CY	280.00
510(A)	1200	RETAINING WALL	(11)(R-1)	SY	873.00
510(C)	1440	SLOPE WALL (5")		SY	50.00
510(D)	1510	MSE RETAINING WALL	(11)(12)(R-1)	SY	937.00
511(A)	2200	REINFORCING STEEL	(13)	LB	49,559.00
511(B)	2300	EPOXY COATED REINFORCING STEEL	(14)	LB	122,345.00
515(A)	7200	WATER REPELLENT (VISUALLY INSPECTED)		SY	4,320.00
516(A)	8240	DRILLED SHAFTS 60" DIAMETER		LF	60.00
601(A)	1100	TYPE I PLAIN RIPRAP	(15)	TON	308.00
609(A)	4220	CONC.CURB(4" MNTBLE-INTEGRAL)		LF	7,581.00
609(A)	4230	CONC.CURB(6" BARRIER-INTEGRAL)		LF	917.00
609)B)	4355	2'-8" COMB.CRB.& GUT.(4" MNTBLE)		LF	4,024.00
610(C)	5400	4" CONCRETE DIVIDING STRIP		SY	88.00
610(C)	5410	6" CONCRETE DIVIDING STRIP		SY	77.00
611(A)	7210	MANHOLE (4' DIA.)	(16)(17)(R-35)	EA	23.00
611(A)	7215	MANHOLE (5' DIA.)	(16)(17)(R-35)	EA	1.00
611(G)	0172	INLET W/LRG. JCT. BOX, CI, DES.3	(16)(18)(R-34)(R-35)	EA	11.00
611(G)	0264	INLET W/ SMALL JCT. BOX, CI, DES. 2	(16)(18)(R-34)(R-35)	EA	3.00
611(G)	0354	INLET (SMD-TYPE 2)	(16)(R-35)	EA	6.00
611(G)	7754	INLET CI DES. 2 (STD)	(16)(18)(R-34)(R-35)	EA	3.00
611(G)	7786	INLET CI DES. 3 (STD)	(16)(18)(R-34)(R-35)	EA	12.00
611(G)	8155	INLET - LONG. BARRIER - TYPE I,DES.2	(16)(18)(R-35)	EA	6.00
613(A)	5208	18" R.C. PIPE CLASS III	(19)(R-37)	LF	5,394.00
613(A)	5216	24" R.C. PIPE CLASS III	(19)(R-37)	LF	1,115.00
613(A)	5358	28" X 18" R.C.PIPE ARCH CLASS A-III	(19)(R-37)	LF	573.00
613(H)	6210	8" PERFORATED PIPE UNDERDRAIN ROUND	(6)(20)	LF	1,309.00
613(I)	6315	8" NON-PERF. PIPE UNDERDRAIN RND.	(6)(20)	LF	437.00
613(J)	6400	EDGE DRAIN CONDUIT-PERFORATED		LF	14,321.00
613(K)	6500	EDGE DRAIN OUTLET LATERAL-NONPERFORATED		LF	18.00
613(L)	6620	28"X18" PREFAB. CULVERT END SEC., ARCH		EA	1.00
613(L)	6708	18" PREFAB. CULVERT END SEC., ROUND		EA	3.00
613(Q)	7500	OUTLET LATERAL HEADWALL	(6)	EA	6.00
613(Y)	8300	(PL)VIDEO INSPECTION OF CONDUIT	(21)	LF	??
619(A)	6200	REMOVAL OF STRUCTURES & OBSTRUCTIONS	(22)(R-39)(R-40)	LSUM	1.00
619(B)	6360	REMOVAL OF CONCRETE PAVEMENT	(R-40)(R-41)	SY	14,433.00
619(B)	6364	REMOVAL OF ASPHALT PAVEMENT	(R-40)(R-41)	SY	44,226.00
624(E)	3620	FENCE-STYLE CLF (6' HIGH, CLASS A)	(R-43)	LF	1,004.00
627(A)	6200	CONCRETE LONGITUDINAL BARRIER, DESIGN 1		LF	4,294.00
871(A)	2210	(PL) IMPACT ATTENUATOR	(23)	EA	6.00

PAY QUANTITES

0600 STAKING — JP 09032(08)

ITEM NO.		DESCRIPTION	UNIT	QUANTITY
642(B)	3300	CONSTRUCTION STAKING LEVEL II	LSUM	1.00

PAY QUANTITES

0640 CONSTRUCTION — JP 090325(08)

ITEM NO.		DESCRIPTION	UNIT	QUANTITY
220	1100	SWPPP DOCUMENTATION AND MANAGEMENT	LSUM	1.00
641	2110	MOBILIZATION	LSUM	1.00

Preliminary Plans

DESIGN	-	-
DRAWN	-	-
CHECKED	-	-
APPROVED	-	-
SQUAD	POE	

PHASE 4 — OKLAHOMA COUNTY

SUMMARY OF PAY QUANTITIES & NOTES (ROADWAY)

STATE JOB NO. 09032(08) SHEET NO. AR01

3/12/2024 9:56:42 AM
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POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

3/11/2024

GENERAL CONSTRUCTION NOTES

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

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

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

FOR PROJECTS THAT INCLUDE WIDENING AND/OR RESURFACING, THE CONTRACTOR SHALL SCHEDULE OPERATIONS TO MINIMIZE POTENTIAL DROP-OFF HAZARDS AND SHALL SUBMIT A SEQUENCE OF CONSTRUCTION OPERATIONS TO THE RESIDENT ENGINEER FOR APPROVAL BEFORE OPERATIONS BEGIN. ANY PORTION OF THE CONSTRUCTION OPERATIONS, SUCH AS SUPERPAVE LAYING OPERATIONS, EXCAVATION FOR PAVEMENT WIDENING, OR EXTENSION OF ROADWAY STRUCTURES, SHALL BE LIMITED TO ONE SIDE AT A TIME, AND THE PROCEDURES OUTLINED IN THE PAVEMENT DROP-OFF TREATMENT STANDARD PDT-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 SHALL BE CLEANED OUT TO THE RIGHT-OF-WAY LINE, AT EACH STRUCTURE AND BRIDGE, IN A MANNER APPROVED BY THE ENGINEER. ALL COST TO BE INCLUDED IN OTHER ITEMS OF WORK.

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.

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

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

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

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

PIPE UNDERDRAIN QUANTITIES ESTIMATED ONLY. LOCATION, IF AND WHERE REQUIRED, TO BE DETERMINED BY THE ENGINEER.

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).

ONLY THE SILICONE SEALANT OPTIONS, FROM STANDARD LECS-5, WILL BE ALLOWED ON THIS PROJECT.

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

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

ALL FEATURES OF THIS PROJECT INCLUDING, BUT NOT LIMITED TO, PATHS, SIDEWALKS, CURB RAMPS, AND CROSSWALK MARKINGS WILL COMPLY WITH PUBLIC RIGHTS-OF-WAY ACCESSIBILITY GUIDELINES (PROWAG), PUBLISHED JULY 26, 2011. WHERE SPECIAL LIMITATIONS OF EXISTING FEATURES WITHIN THE LIMITS OF THE PROJECT PREVENT FULL COMPLIANCE WITH PROWAG, THE CONTRACTOR WILL IMMEDIATELY NOTIFY THE ENGINEER UPON DISCOVERY OF SUCH FEATURES. THE CONTRACTOR WILL NOT PROCEED WITH ANY OF THE WORK, WHICH IS NOT IN FULL COMPLIANCE WITH PROWAG, WITHOUT PROIR WRITTEN APPROVAL FROM THE ENGINEER. ANY WORK WHICH IS NOT PERFORMED WITHIN THE GUIDELINES OF PROWAG FOR WHICH THE CONTRACTOR DOES NOT HAVE WRITTEN APPROVAL WILL BE CORRECTED AT THE CONTRACTOR'S EXPENSE.

CONSTRUCTION NOTES

ALL WORK AND/OR MATERIALS NOT CLASSIFIED AS A "CONTRACT PAY ITEM" SHALL BE CONSIDERED INCIDENTAL AND THE COST THEREOF SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEMS WHICH ARE CLASSIFIED FOR PAYMENT.

(CAUTION) THE LOCATION OF ALL UTILITIES AS SHOWN ARE APPROXIMATE. DUE TO RELOCATIONS PLANNED OR PRESENTLY UNDER CONSTRUCTION THERE ARE SOME UTILITIES THAT WILL BE RELOCATED AND NOT SHOWN ON THESE PLANS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE TO ALL UTILITIES.

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 UNDER GROUND FACILITIES REGISTERED IN THE AREA OF CONSTRUCTION LISTED WITH THE FOLLOWING AGENCIES:
THE OKIE NOTIFICATION CENTER (405) 840-5021 OR 1-800-522-6543

THE OWNERS OF UTILITIES LOCATED WITHIN THE LIMITS OF THIS PROJECT ARE:

OG&E 321 N. HARVEY OKLA. CITY, OK 73102 (405)272-1010	ODOT 200 N.E. 21ST STREET OKLA. CITY, OK 73105 (405)521-2661	THE CITY OF OKLAHOMA CITY 420 W. MAIN ST., SUITE 500 OKLA. CITY, OK 73102 (405)297-3548
ONG 401 N. HARVEY OKLA. CITY, OK 73102 (405)551-4000	AT&T 7001 N.W. 23RD ST. OKLA. CITY, OK 73008 (405)291-3229	INDIAN NATIONS FIBER OPTICS 124 WEST VINITA SULPHUR, OK 73086 (580)622-4050

DEPTH & LOCATION OF EXISTING UTILITIES SHALL BE FIELD VERIFIED BY THE CONTRACTOR PRIOR TO CONSTRUCTION.

ALL EXISTING MANHOLES, VALVES, FIRE HYDRANTS AND METERS, WHICH ARE NOT BEING RELOCATED OR REMOVED, SHALL BE RESET TO PROPOSED CONDITIONS. ALL ITEMS THAT ARE TO BE REMOVED AND/OR RESET SHALL BE HANDLED WITH CARE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE OCCURRING DURING THESE OPERATIONS.

IN THE EVENT THE EXISTING SECTION LINE ROADS OR PUBLIC ROAD ARE IN ANY WAY DISTURBED AS A RESULT OF THE CONTRACTORS EFFORTS, IT SHALL BE THE RESPONSIBILITY OF SAID CONTRACTOR TO RETURN THE AREA TO ITS ORIGINAL CONDITION WITH NO ADDITIONAL COMPENSATION AS DIRECTED AND TO THE SATISFACTION OF THE ENGINEER.

A CONTRACTOR'S PROGRESS SCHEDULE SHALL BE PREPARED IN ACCORDANCE WITH SECTION 108.03 OF THE 2019 STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION.

TEMPORARY EARTH RETAINAGE (SHEETING AND SHORING) SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR AND SHALL BE DESIGNED BY A REGISTERED PROFESSIONAL ENGINEER IN THE STATE OF OKLAHOMA. DESIGN CALCULATIONS AND DRAWINGS SHALL BE SUBMITTED TO ODOT BRIDGE DIVISION FOR APPROVAL, PRIOR TO CONSTRUCTION. THE LIMITS OF THE SHEETING AND SHORING ARE TO BE DETERMINED BY THE CONTRACTOR PER SECTION 502.4.D OF THE 2019 STANDARD SPECIFICATIONS.

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

A WORK ZONE PERMIT MUST BE OBTAINED FROM THE TRAFFIC MANAGEMENT DIVISION AT LEAST TWO (2) WORKING DAYS PRIOR TO THE START OF WORK AND/OR PLACING OR REMOVING ANY BARRICADES OR MODIFYING EXISTING TRAFFIC CONTROL DEVICES. CALL (405) 297-2531 TO OBTAIN AN APPLICATION.

THE CONTRACTOR IS RESPONSIBLE FOR THE REMOVAL OF ALL PAVEMENT MARKINGS THAT WILL BE IN CONFLICT WITH THE PROPOSED WORK.

AT ANY JOINTS IN A CONCRETE STRUCTURE, THE CENTER OF THE FIRST REINFORCING BAR PARALLEL TO THAT JOINT SHALL BE A MAXIMUM OF TWO INCHES FROM THE EDGE OF THE CONCRETE.

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

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.

EXISTING GRADE LINES AND CROSS SLOPES SHALL BE FIELD VERIFIED. MODIFICATIONS TO THE GRADE LINES AND CROSS SLOPES AS SHOWN ON THE PLANS TO OBTAIN POSITIVE DRAINAGE WILL BE SUBJECT TO THE APPROVAL OF THE ENGINEER.

THE USGS 7.5 MINUTES QUADRANGLE SHEETS INDICATE THE "WATERS OF THE UNITED STATES" AND "WETLANDS" EXIST WITHIN THIS PROJECT AREA. THE ISSUE OF "WATERS OF THE UNITED STATES" AND "WETLANDS" FALLS UNDER THE CORP OF ENGINEERS (COE) TULSA DISTRICT REGULATORY DIVISION, BUT THE CITY IS OBLIGATED TO INSURE THAT ALL NECESSARY STATE AND FEDERAL PERMITS HAVE BEEN OBTAINED, PURSUIT TO 44 CFR 60.3. THEREFORE, THE APPLICANT IS REQUIRED TO SUBMIT DOCUMENTATION FROM THE COE SHOWING COE APPROVAL FOR THE PROPOSED WORK.

CONSTRUCTION ACTIVITIES THAT RESULT IN LAND DISTURBANCE OF EQUAL TO OR GREATER THAN ONE (1) ACRE, OR LESS THAN ONE (1) ACRE IF THEY ARE PART OF A LARGER COMMON PLAN OF DEVELOPMENT OR SALE THAT TOTALS AT LEAST ONE (1) ACRE MUST OBTAIN A PERMIT FROM ODEQ (FORM 605-002A) FOR STORM WATER DISCHARGES FROM CONSTRUCTION ACTIVITIES.

CONSTRUCTION NOTES (CONT.)

A COPY OF THE EROSION CONTROL SITE PLAN MUST BE ON SITE AT ALL TIMES AND MADE AVAILABLE TO THE INSPECTOR UPON REQUEST.

ANY AREA WITHIN THE PROJECT LIMITS DISTURBED BY THE CONTRACTORS CONSTRUCTION ACTIVITIES NOT SPECIFICALLY SHOWN ON THE PLANS i.e. (STAGING AREAS, STORAGE AREAS, HAUL ROADS, ETC.) SHALL BE RESTORED TO ORIGINAL CONDITION AS DIRECTED BY THE ENGINEER. ALL COST TO BE INCLUDED IN OTHER ITEMS.

Preliminary Plans

UNLESS OTHERWISE NOTED ON THE PLANS. HORIZONTAL LOCATIONS OF EX. UTILITIES ARE APPROXIMATE & VERTICAL LOCATIONS OF EX. UTILITIES ARE UNKNOWN.

DESIGN	-	-
DRAWN	-	-
CHECKED	-	-
APPROVED	-	-
SQUAD	POE	

PHASE 4 OKLAHOMA COUNTY

SUMMARY OF PAY QUANTITIES & NOTES (ROADWAY)

STATE JOB NO. 09032(08) SHEET NO. AR02

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POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

3/11/2024

SUMMARY OF SURFACING QUANTITIES

STATION TO STATION	UNCLASSIFIED BORROW 202(D)	AGGREGATE BASE TYPE 'A' 303(A)	STABILIZED SUBGRADE 307(K)	SEPARATOR FABRIC 325	TBSC TYPE- E 402(E)	TACK COAT 407(B)	SUPERPAVE TYPE S3 (PG 76-28 OK) 411(B)	SUPERPAVE TYPE S3 (PG 64-22 OK) 411(B)	SUPERPAVE TYPE S4 (PG 76-28 OK) 411(C)	P.C. CONC. PAVT. (PLACEMENT) 414(A)	DOWEL JOINTED P.C. CONC. PAVT. (PLACEMENT) 414(B)	P.C. CONC. PAVT FOR PAVEMENT 414(G)	SLOPE WALL (5") 510(C)	CONC. CURB (4" MNTBLE-INTEGRAL) 609(A)	6" CURB (BARRIER-INTEGRAL) 609(A)	2'-8" COMB. CURB & GUTTER (4" MNTBLE) 609(B)	4" CONCRETE DIVIDING STRIP 610(C)
	CY	CY	SY	SY	TON	GAL	TON	TON	TON	SY	SY	CY	SY	LF	LF	LF	SY
WESTBOUND I-240																	
397+24.67 TO 405+00.00	23.22	1,297.40	5,838.30	6,727.64		1,714.63	958.84	2,920.76	639.37							252.80	
405+00.0 TO 420+00.00	70.39	1,979.72	8,908.74	10,336.50		2,560.90	1,430.00	4,423.84	953.51							766.29	
420+00.00 TO 435+00.00	62.46	1,701.81	7,658.13	9,081.71		2,175.28	1,214.50	3,702.99	809.83							679.99	
435+00.00 TO 450+00.00	83.39	2,328.96	10,480.32	12,023.53		3,012.24	1,682.10	5,191.79	1,121.63				17.44			884.33	24.20
450+00.00 TO 452+00.00	0.00	348.18	1,566.82	1,566.82		460.00	257.61	746.70	171.77				32.39			0.00	
I-35																	
82+53.28 TO 95+64.51	114.55	673.82	2,021.47	2,852.89				452.83		1,087.25	657.67	484.74		1247.13			
RAMP A																	
86+00.00 TO 92+50.00	35.04		753.66					150.58		165.02	425.69	164.10					
101+77.63 TO 114+86.64	382.58	799.28	5,649.07	4,157.98		948.98	526.57	1,735.43	351.13	399.57	1,455.59	515.36		180.94		890.85	
RAMP C																	
71+30.93 TO 85+00.00	190.73	375.39	4,747.93	1,302.87	75.30			991.50		980.25	2,946.81	1,090.94		1095.3			
85+00.00 TO 88+89.63	35.79	355.96	1,067.87	1,327.63				239.21		375.20	606.09	272.60		.63			
RAMP H																	
414+32.34 TO 420+00.00	52.15	224.29	672.87	1,051.39				150.73		546.70		1 .87		567.7			
420+00.00 TO 433+00.00	151.38	559.40	4,259.01	2,044.72				954.06		861.62	2,423.16	9 .51		1648.09			
433+00.00 TO 446+00.00	165.49	214.53	4,525.36	1,103.19			143.14	1,265.11	95.45	964.14	2,292.9	904.		582.93		218.74	
446+00.00 TO 449+30.83	30.33	177.03	796.62	1,004.64			105.06	372.94	70.06							330.19	
RAMP I																	
425+32.69 TO 438+36.46	48.18		4,015.69					892.86		635.02	3,236.	1,075.43		384.62			
RAMP L																	
407+47.18 TO 420+00.00	80.99		2,286.97					497.65		870.13	1,679.12	542.16		484.01			51.94
420+00.00 TO 425+32.69	24.77		2,085.40					454.26		3 .97	1,581.31	547.35					
NNE SERV RD																	
94+40.74 TO 98+00.00	35.34		626.86					140.42			546.85	136.71			360.04		
98+00.00 TO 103+56.13	54.64		969.56					217.19			845.83	845.83			556.72		
TOTALS	**1,641.42**	**11,035.77**	**68,930.65**	**54,581.51**	**75.30**	**10,872.03**	**6,317.2**	**25 00.8**	**212.7**	**6,773.87**	**18,697.32**	**7,644.43**	**49.83**	**7,580.50**	**916.76**	**4,023.19**	**76.14**

Preliminary Plans

SUMMARY OF RIPRAP

STRUCTURE STATION	H	W	L	D_{50}	T	TYPE PLA RAP 601(A)
	FT	FT	FT	FT	IN	ON
WESTBOUND I-240						
342+00.00	1.58	13.49	3.75	0.50	12	4.42
RAMP C						
75+37.64	3.66	50.16	24.00	0.50	18	151.47
RAMP H						
430+68.89	3.24	48.46	24.00	0.50	18	145.98
432+00.00	2.18	15.87	3.75	0.00	12	5.21
TOTALS						**307.08**

SUMMARY OF RETAINING WALLS

LOCATION	CONCRETE RAIL (TR4) 504(D)	CLASS C CONC 509(D)	RETAINING WALL 510(A)	MSE RETAINING WALL 510(D)	WATER REPELLENT (VISUALLY INSPECTED) 515(A)	FENCE-STYLE CLF (6' HIGH, CLASS A) 624(E)
	LF	CY	SY	SY	SY	LF
WALL 'D2'		13.70		274.00		
WALL 'F'				180.40		
WALL 'G'				44.90		
WALL 'H'				437.00		
WALL 'I'	984.00		872.60		451.00	984.00
TOTALS:	**984.00**	**13.70**	**872.60**	**936.30**	**451.00**	**984.00**

DESIGN	-	-
DRAWN	-	-
CHECKED	-	-
APPROVED	-	-
SQUAD	POE	

PHASE 4 — OKLAHOMA COUNTY

SUMMARY SHEET
(SHEET 1 OF 10)

STATE JOB NO. 09032(08) SHEET NO. AR03

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POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL
3/11/2024

SUMMARY OF PIPE EDGE DRAIN

ALIGNMENT	LOCATION STATION	LEFT	CL	RIGHT	EDGE DRAIN CONDUIT PERFORATED 613(J) LF	EDGE DRAIN OUTLET LATERAL NON-PERFORATED 613(K) LF	REMARKS
WB I-240	397+24.67 TO 399+67.01	X			242.34	10.00	STUB INTO STR WB1
WB I-240	397+24.67 TO 399+67.01		X		242.34		TIE TO EXIST EDGE DRAIN
WB I-240	399+67.01 TO 403+49.63	X			378.76		STUB INTO STR WB2
WB I-240	399+67.01 TO 403+50.00		X		382.99		STUB INTO STR WB3
WB I-240	403+50.00 TO 406+50.00		X		300.00		STUB INTO STR WB4
WB I-240	406+50.00 TO 408+00.00		X		150.00		STUB INTO STR WB5
WB I-240	408+00.00 TO 414+00.00		X		600.00		STUB INTO STR WB6
WB I-240	414+00.00 TO 416+25.00		X		225.00		STUB INTO STR WB8
WB I-240	416+25.00 TO 417+50.00		X		125.00		STUB INTO STR EB1
WB I-240	417+50.00 TO 418+75.00		X		125.00		STUB INTO STR EB2
WB I-240	418+75.00 TO 420+00.00		X		125.00		STUB INTO STR EB3
WB I-240	420+00.00 TO 421+50.00		X		150.00		STUB INTO STR WB18
WB I-240	421+50.00 TO 423+00.00		X		150.00		STUB INTO STR EB4
WB I-240	423+00.00 TO 426+37.33		X		337.33		STUB INTO STR EB5
WB I-240	420+05.83 TO 437+13.00		X		1707.17		STUB INTO STR EB6
WB I-240	437+13.00 TO 439+81.82		X		268.82		STUB INTO STR EB6
WB I-240	439+81.82 TO 452+00.00		X		1218.18		TIE TO EXIST. EDGE DRAIN
WB I-240	412+30.70 TO 413+00.00	X			69.30		STUB INTO STR WB7 (SLOPE TO DRAIN)
WB I-240	413+00.00 TO 416+50.00	X			350.00		STUB INTO STR WB7
WB I-240	416+50.00 TO 418+75.00	X			225.00		STUB INTO STR WB11
WB I-240	418+75.00 TO 420+00.00	X			125.00	8.00	STUB INTO STR WB13
WB I-240	420+00.00 TO 423+00.00	X			300.00		STUB INTO STR WB16
WB I-240	423+00.00 TO 426+00.00	X			300.00		STUB INTO STR WB21
WB I-240	426+00.00 TO 426+37.33	X			37.33		STUB INTO STR WB24
WB I-240	430+05.83 TO 432+00.00	X			194.17		STUB INTO STR WB26
WB I-240	432+00.00 TO 434+00.00	X			200.00		STUB INTO STR WB28
WB I-240	434+00.00 TO 434+59.41	X			59.41		STUB INTO STR WB29
WB I-240	434+59.41 TO 437+16.00	X			256.59		STUB INTO STR WB30
WB I-240	437+16.00 TO 439+81.82	X			265.82		STUB INTO STR WB30
WB I-240	439+81.82 TO 443+74.02	X			392.20		STUB INTO STR WB31
WB I-240	449+30.83 TO 451+22.00	X			191.17		STUB INTO STR WB34
WB I-240	451+22.00 TO 452+00.00	X			78.00		TIE TO EXIST. EDGE DRAIN
I-35	83+29.02 TO 84+07.00	X			77.98		STUB INTO STR 7 (SLOPE TO DRAIN)
I-35	84+07.00 TO 87+12.00	X			305.00		STUB INTO STR 7
I-35	87+12.00 TO 90+12.00	X			300.00		STUB INTO STR 8
I-35	90+12.00 TO 93+12.00	X			300.00		STUB INTO STR 9
I-35	93+12.00 TO 95+64.51	X			252.51		STUB INTO STR 10
RAMP A	106+07.00 TO 107+75.00			X	168.00		STUB INTO STR A22
RAMP A	107+75.00 TO 109+50.00			X	175.00		STUB INTO STR A23
RAMP A	109+50.00 TO 112+00.00			X	250.00		STUB INTO STR A24
RAMP A	112+00.00 TO 114+66.00			X	266.00		STUB INTO STR A25
RAMP A	114+66.00 TO 114+86.64			X	20.64		TIE TO WEST BOUND EDGE DRAIN
RAMP C	83+21.00 TO 85+00.00			X	179.00		STUB INTO STR C5
RAMP C	85+00.00 TO 86+50.00			X	150.00		STUB INTO STR C5
RAMP C	86+50.00 TO 88+89.63			X	239.63		STUB INTO STR C6
RAMP H	414+32.34 TO 414+55.00	X			22.66		STUB INTO EXIST MAN HOLE @ STA 414+23.71, OFFSET 11.04' LT
RAMP H	414+55.00 TO 416+00.00	X			145.00		STUB INTO STR H1
RAMP H	416+00.00 TO 417+50.00	X			150.00		STUB INTO STR H2
RAMP H	417+50.00 TO 420+88.00	X			338.00		STUB INTO STR H3
RAMP H	420+88.00 TO 424+40.00	X			352.00		STUB INTO STR H4
RAMP H	424+40.00 TO 425+52.39	X			112.39		STUB INTO STR H6
RAMP H	443+81.26 TO 445+62.00	X			180.74		STUB INTO STR H18
RAMP H	445+62.00 TO 447+62.00	X			203.00		STUB INTO STR H20
RAMP H	447+62.00 TO 449+23.09	X			361.09		STUB INTO STR H22
				TOTALS:	**14,320.56**	**18.00**	

SUMMARY OF TEMPORARY SEDIMENT CONTROL

LOCATION STATION TO STATION	TEMPORARY SILT FENCE 221(B) L.F.	(PL)TEMPORARY INLET SEDIMENT FILTER 221(H) EA.	TEMPORARY SILT DIKE 221(E) LF	TEMPORARY ROCK FILTER DAM, TYPE 1 221(F) CY	TEMPORARY FIBER LOG 221(G) LF
CRL I-240					
395+00.00 TO 405+00.00		6.00			
405+00.00 TO 420+00.00		26.00			
420+00.00 TO 435+00.00		15.00			24.00
435+00.00 TO 450+00.00		10.00			24.00
450+00.00 TO 452+00.00		6.00			24.00
I-35					
82+00.00 TO 96+00.00		14.00			
RAMP A					
86+00.00 TO 97+00.00			2[illegible]00		
101+00.00 TO 114+86.64		10.00	50[illegible]0		48.00
RAMP C					
71+30.93 TO 85+00.00			196.00	4.00	24.00
85+00.00 TO 89+00.00	461.00	8.[illegible]	49.00		
RAMP H					
414+00.00 TO 420+00.00	68.00	6.00			
420+00.00 TO 433+00.00		16.00	84.00		
433+00.00 TO 446+00.00	76[illegible]0	16.00			48.00
446+00.00 TO 449+30.83		8.00			
RAMP [illegible]					
425+32.69 TO 45[illegible]6			84.00		
RAMP L					
407[illegible]7.18 TO [illegible]0+00.00	309.00				
420+[illegible]00 TO 4[illegible]+32.69			28.00		
NNE SERV RD					
94+00.00 TO 98+00.00		4.00			
98+00.00 TO 103+56.13	562.00				48.00
TOTALS	**2,169.00**	**145.00**	**525.00**	**4.00**	**240.00**

SUMMARY OF EARTHWORK

STATION TO STATION	UNCLASSIFIED EXCAVATION 202(A) C.Y.	EMBANKMENT +/-15% C.Y.	EXCESS EXCAVATION (1) C.Y.	UNCLASSIFIED BORROW 202(D) C.Y.
WESTBOUND I-240				
397+24.67 TO 45200.00	16,270.34	29,786.43		13,516.09
I-35				
82+53.28 TO 95+64.51	11,507.17	589.36	10,917.81	
RAMP A				
90+69.00 TO 114+86.64	10714.89	15552.85		4,837.96
RAMP C				
71+30.94 TO 88+89.63	12543.40	4623.49	7,919.91	
RAMP H				
414+55.00 TO 449+30.83	32169.05	4124.11	28,044.94	
RAMP I				
425+32.69 TO 438+36.46	1486.58	6873.87		5,387.29
RAMP L				
407+47.18 TO 425+32.68	9574.21	27414.55		17,840.34
NNE SERV RD				
94+40.74 TO 103+56.13	342.76	611.72		268.96
CHANNEL C				
0+16.89 TO 14+40.68	66634.09	317.85	66,316.24	
CHANNEL C-1				
1+00.00 TO 4+56.60	4945.60	3.09	4,942.51	
CHANNEL C-2				
10+00.00 TO 13+90.57	6438.93	506.89	5,932.04	
CHANNEL C-3				
10+00.00 TO 12+90.31	1095.36	8.20	1,087.16	
TOTALS	**27,777.51**	**30,375.79**	**83,309.97**	**0.00**

(1) 41,850.64 CY OF EXCESS EXCAVATION WAS USED TO REDUCE UNCLASSIFIED BORROW.

Preliminary Plans

DESIGN	-	-
DRAWN	-	-
CHECKED	-	-
APPROVED	-	-
SQUAD	POE	

PHASE 4 — OKLAHOMA COUNTY

SUMMARY SHEET
(SHEET 2 OF 10)

STATE JOB NO. 09032(08) SHEET NO. AR04

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POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

3/11/2024

SUMMARY OF BARRIER

LOCATION	LOCATION	42" F-SHAPED PARAPET 504(E)	CLASS A CONC. 509(B)	REINF. STEEL 511(A)	WATER REPELLENT (VISUALLY INSPECTED) 515(A)	4" CONC. DIVIDING STRIP 610(C)	EPOXY COATED REINF. STEEL 511(B)	CONC. LONG. BARRIER (DES. 1) 627(A)	IMPACT ATTENUATOR 871(A)	DESIGN							
										1	2	3	4	5	6	7	8
		LF	CY	LB	SY	SY	LB	LF	EA	1	1A	FSB	FSB	TS	L.P. SUP	O.H. SIGN SUP	FSB R.W.P
WESTBOUND I-240																	
397+24.67 TO 401+00.00	LT.	379.19		0.00	333.69		9593.51					X					X
430+05.83 TO 434+24.79	LT.	418.96	69.57	0.00	368.68	87.30	10669.69		1.00				X				
434+24.79 TO 434+59.79	LT.		5.90	0.00	30.80		1390.00						X				
449+30.83 TO 452+00.00	LT.	269.17	43.61	0.00	236.87		6810.00		1.00				X				
397+24.67 TO 402+66.00	RT.		0.00	2273.44	0.00		0.00	545.19		X							
403+94.00 TO 404+91.00	RT.		0.00	404.49	0.00		0.00	97.00		X							
406+19.00 TO 413+26.00	RT.		0.00	2948.19	0.00		0.00	707.00		X							
414+54.00 TO 421+90.49	RT.		0.00	3071.16	0.00		0.00	736.49		X							
423+25.99 TO 426+37.33	RT.		0.00	1298.29	0.00		0.00	311.34		X							
430+05.83 TO 434+02.91	RT.		0.00	1655.82	0.00		0.00	397.08		X							
435+19.41 TO 449+44.43	RT.		0.00	5942.33	0.00		0.00	1425.02		X							
451+25.58 TO 452+00.00	RT.		0.00	310.33	0.00		0.00	74.42		X							
402+66.00 TO 403+94.00	RT.		31.80	0.00	0.00									X			
404+91.00 TO 406+19.00	RT.		31.80	0.00	0.00									X			
413+26.00 TO 414+54.00	RT.		31.80	0.00	0.00									X			
421+90.49 TO 423+25.99	RT.		30.30	0.00	0.00		4960.00							X			
449+44.43 TO 451+64.00	RT.		47.50	0.00	0.00		5590.00							X			
			0.00	0.00	0.00		0.00										
RAMP A			0.00	0.00	0.00		0.00										
103+50.00 TO 105+00.00	RT.	150.00	24.30	0.00	132.00		3795.00		1.00				X				
			0.00	0.00	0.00		0.00										
RAMP H			0.00	0.00	0.00		0.00										
421+71.30 TO 426+00.00	LT.	428.70		0.00	377.26		10846.11					X					X
433+00.00 TO 434+32.00	LT.	132.00	21.38	0.00	116.16		3339.60		1.00				X				
435+13.00 TO 439+15.07	LT.	402.07		0.00	353.82		10172.37					X					X
			0.00	0.00	0.00		0.00										
RAMP I			0.00	0.00	0.00		0.00										
425+32.69 TO 426+37.18	RT.	104.49	16.93	0.00	91.95		2643.60						X				
430+05.68 TO 434+24.80	RT.	419.12	67.90	0.00	368.83		10603.74		1.00				X				
430+05.68 TO 435+30.08	LT.	524.40	84.95	0.00	461.47		13267.32						X (2)				
			0.00	0.00	0.00		0.00										
RAMP L			0.00	0.00	0.00		0.00										
410+20.00 TO 411+96.92	RT.	176.92	28.66	0.00	155.69		4476.08						X				
416+70.42 TO 417+64.18	LT.	93.76	15.19	0.00	82.51		2372.13		1.00				X				
416+70.42 TO 425+32.69	RT.	862.27	139.69	0.00	758.80		21815.43						X				
TOTALS:		**4361.05**	**691.28**	**17904.05**	**3868.53**	**87.30**	**122344.58**	**4293.54**	**6.00**								

1 DESIGN 1 LONGITUDINAL BARRIER - SEE ODOT STANDARD DRAWING CLB-2

2 DESIGN 1A LONGITUDINAL BARRIER - SEE ODOT STANDARD DRAWING CLB-2

3 F-SHAPED PARAPET - SEE DETAIL THIS SHEET

4 F-SHAPED PARAPET WITH MOMENT SLAB - SEE DETAIL SHEETS.

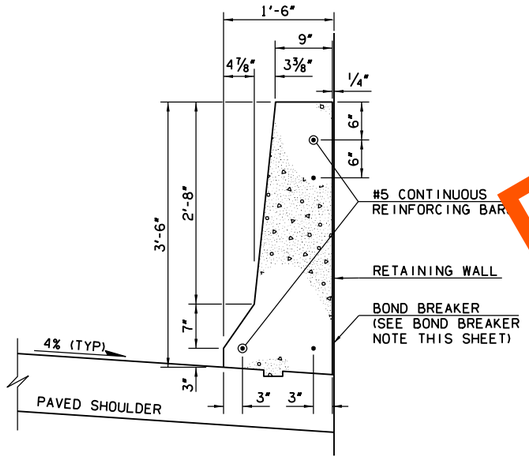
5 MEDIAN BARRIER TRANSITION - SEE ODOT STANDARD DRAWING/DETAIL SHEETS

6 MEDIAN BARRIER LIGHT POLE SUPPORT

7 MEDIAN BARRIER OVERHEAD SIGN STRUCTURE SUPPORT

8 F-SHAPED PARAPET - RETAINING WALL PROTECTION

(2) PROVIDE 5' WIDE OPENINGS BY 3" TALL EVERY 5'. SEE STD. FSHP-42-2 DETAIL "CONTROL CRACK JOINT LOCATIONS FOR SPANS WITH DRAINS" FOR REFERENCE TO LOCATION OF SLOTS AND CRACK CONTROL JOINTS. COST TO BE INCLUDED IN OTHER ITEMS OF WORK.



BOND BREAKER:
POLYETHYLENE SHEETING 6 MILS THICK OR 2 SHEETS 4 MILS THICK TO ACT AS A BOND BREAKER. COST TO BE INCLUDED IN OTHER ITMES OF WORK.

TYPICAL SECTION
AT WALL "D1", "D2", "C1", & "I"
ON PAVED SHOULDER

THIS BARRIER BID AS: 42" F-SHAPED PARAPET LF.

SUMMARY OF DITCH TREATMENT

STATION TO STATION	LOCATION LEFT	LOCATION CENTER	LOCATION RIGHT	CONCRETE LINER LENGTH	CONCRETE LINER BOTTOM WIDTH	CONCRETE LINER CURTAIN WALLS	CONCRETE LINER CLASS 'C' CONCRETE 509(D)	DESIGN NO.
				LF	FT	EA	CY	
WESTBOUND I-240								
449+30.83 TO 449+95.41	X			64.58	2.00	2.00	3.49	1
450+76.71 TO 452+00.00	X			123.29	2.00	3.00	6.61	1
430+05.80 TO 432+36.00	X			230.20	4.00	4.00	24.60	2B
RAMP C								
75+35.65 TO 77+70.00	X			234.35	4.00	4.00	30.57	2A
RAMP H								
435+13.00 TO 436+32.00	X			119.00	2.00	3.00	6.39	1
438+84.33 TO 439+59.22	X			74.89	2.00	2.00	4.03	1
CHANNEL "C"								
0+16.89 TO 1+13.44		X		96.55	8.00	2.00	17.53	2A
CHANNEL "C-3"								
10+00.00 TO 12+90.31		X		290.31	8.00	4.00	52.24	2A
			TOTALS:				**145.46**	

SUMMARY OF EROSION CONTROL

STATION LOCATION	SOLID SLAB SODDING 230(A)	VEGETATIVE MULCHING 233(A)	FERTILIZING (10-20-10) (1)	FERTILIZING (18-46-0) (1)	WATERING 230(F) (1)	MOWING 241
	S.Y.	ACRE	TON	TON	K-GAL.	ACRE
I-240						
395+00.00 TO 405+00.00	944.54	0.20	0.09	0.02	37.78	0.20
405+00.00 TO 420+00.00	1764.86	0.36	0.18	0.03	70.59	0.36
420+00.00 TO 435+00.00	1797.83	0.37	0.18	0.03	71.91	0.37
435+00.00 TO 450+00.00	2218.90	0.46	0.22	0.03	88.76	0.46
450+00.00 TO 452+00.00	604.95	0.12	0.06	0.01	24.20	0.12
	0.00	0.00	0.00	0.00	0.00	0.00
I-35	0.00	0.00	0.00	0.00	0.00	0.00
82+00.00 TO 96+00.00	14307.95	2.96	1.43	0.22	572.32	2.96
	0.00	0.00	0.00	0.00	0.00	0.00
RAMP A	0.00	0.00	0.00	0.00	0.00	0.00
86+00.00 TO 97+00.00	3182.91	0.66	0.32	0.05	127.32	0.66
101+00.00 TO 114+86.64	11121.29	2.30	1.11	0.17	444.85	2.30
	0.00	0.00	0.00	0.00	0.00	0.00
RAMP C	0.00	0.00	0.00	0.00	0.00	0.00
71+30.93 TO 85+00.00	26035.95	5.38	2.60	0.40	1041.44	5.38
85+00.00 TO 89+00.00	2426.86	0.50	0.24	0.04	97.07	0.50
	0.00	0.00	0.00	0.00	0.00	0.00
RAMP H	0.00	0.00	0.00	0.00	0.00	0.00
414+00.00 TO 420+00.00	1052.98	0.22	0.11	0.02	42.12	0.22
420+00.00 TO 433+00.00	19210.06	3.97	1.92	0.30	768.40	3.97
433+00.00 TO 446+00.00	5656.43	1.17	0.57	0.09	226.26	1.17
446+00.00 TO 449+30.83	3167.37	0.65	0.32	0.05	126.69	0.65
	0.00	0.00	0.00	0.00	0.00	0.00
RAMP I	0.00	0.00	0.00	0.00	0.00	0.00
425+32.69 TO 438+36.46	2368.95	0.49	0.24	0.04	94.76	0.49
	0.00	0.00	0.00	0.00	0.00	0.00
RAMP L	0.00	0.00	0.00	0.00	0.00	0.00
407+47.18 TO 420+00.00	8030.17	1.66	0.80	0.12	321.21	1.66
420+00.00 TO 425+32.69	4948.95	1.02	0.49	0.08	197.96	1.02
	0.00	0.00	0.00	0.00	0.00	0.00
NNE SERV RD	0.00	0.00	0.00	0.00	0.00	0.00
94+00.00 TO 98+00.00	253.29	0.05	0.03	0.00	10.13	0.05
98+00.00 TO 103+56.13	665.08	0.14	0.07	0.01	26.60	0.14
TOTALS	**109,759.32**	**22.68**	**10.98**	**1.71**	**4,390.37**	**22.68**

(1) FOR INFORMATION ONLY. COST TO BE INCLUDED IN OTHER ITEMS OF WORK.

Preliminary Plans

DESIGN	-	-
DRAWN	-	-
CHECKED	-	-
APPROVED	-	-
SQUAD	POE	

PHASE 4 OKLAHOMA COUNTY

SUMMARY SHEET
(SHEET 3 OF 10)

STATE JOB NO. 09032(08) SHEET NO. AR05

3/11/2024 6:23:24 PM
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POE & ASSOCIATES, OKLAHOMA CITY, OK.

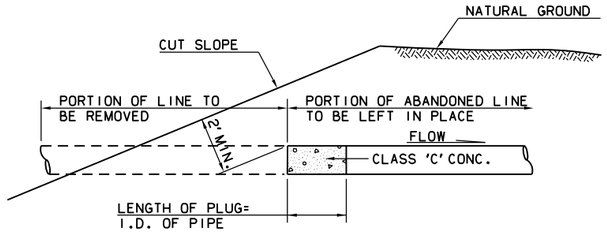
90% PLAN SUBMITTAL

3/11/2024

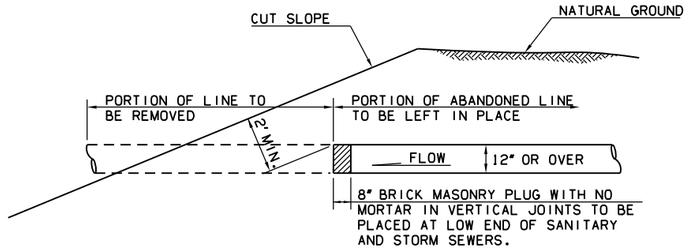
SUMMARY OF REMOVALS

STATION LOCATION	REMOVAL OF CURB AND GUTTER (1)	REMOVAL OF CONCRETE PAVEMENT 619(B)	REMOVAL OF ASPHALT PAVEMENT 619(B)	REMOVAL OF CONCRETE SLOPEWALL (1)	REMOVAL OF CONCRETE MEDIAN BARRIER (1)	REMOVAL OF CONCRETE DIVIDING STRIP (1)	SAWING PAVEMENT (1)
	L.F.	S.Y.	S.Y.	L.F.	L.F.	L.F.	L.F.
CRL I-240							
397+00.00 TO 405+00.00	700.62		3,889.46				158.77
405+00.00 TO 420+00.00	1,041.02		15,960.03		1,500.55		199.13
420+00.00 TO 435+00.00	2,532.32	1,658.84	17,912.28	713.16	1,548.86		981.51
435+00.00 TO 450+00.00	619.22	5,401.24	3,239.97				
450+00.00 TO 452+00.00	200.14		1,401.11	424.03			
CL I-35							
85+00.00 TO 104+00.00	298.48	7,372.89	1,822.62		419.96	169.49	3,127.01
TOTALS	**5,391.80**	**14,432.97**	**44,225.47**	**1,137.19**	**3,469.37**	**169.49**	**4,466.42**

(1) QUANTITY SHOWN IS FOR INFORMATION PURPOSES ONLY.
SEE GENERAL NOTE 3 THIS SHEET

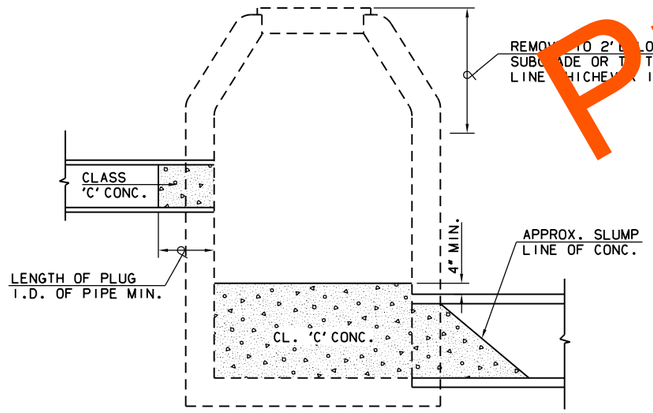


NOTE:
ALL PIPE LINES ABANDONED AND LEFT IN PLACE BY OTHERS AND STORM SEWERS, SANITARY SEWERS AND WATER LINES WHICH ARE ABANDONED UNDER THIS CONTRACT, SHALL BE REMOVED TO THE LIMITS OF CONSTRUCTION IN EXCAVATION SECTIONS AND PLUGGED AS SHOWN. IN EMBANKMENT SECTIONS "ABANDONED" SANITARY SEWER LINES (UNLESS OTHERWISE NOTED ON PLANS) AND WATER LINES "PLACED OUT OF SERVICE" SHALL BE PLUGGED AT BOTH ENDS. STORM SEWER, A PART OF WHICH WILL REMAIN IN SERVICE, SHALL BE PLUGGED AT THE R/W LINE. WHERE NOTED, THE EXISTING ABANDONED SANITARY SEWER LINES SHALL BE COMPLETELY FILLED WITH CLSM.

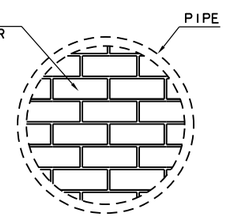


METHOD OF PLUGGING ABANDONED PIPE LINES

(COST OF PLUGGING SHALL BE INCLUDED IN THE UNIT PRICE BID ON OTHER ITEMS OF WORK.)

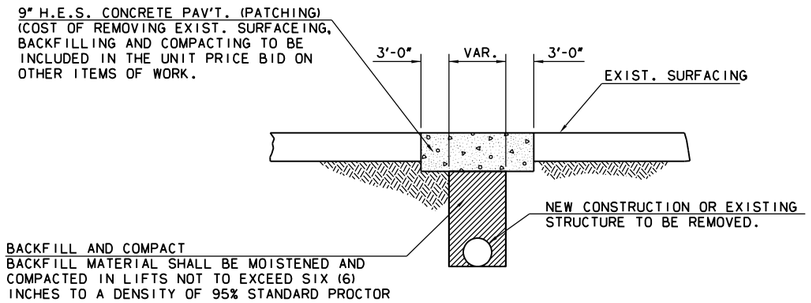


DETAIL OF REMOVAL OF MANHOLES, JUNCTION BOXES & INLETS



(CONST. PLUG (BRICK & MORTAR) COST TO BE INCLUDED IN OTHER ITEMS OF WORK.

DETAIL OF TEMPORARY PIPE PLUG



PATCHING DETAIL

(WHERE IT IS NECESSARY TO CUT EXISTING SURFACING FOR REMOVAL OR CONSTRUCTION OF AN UNDERGROUND FACILITY)

GENERAL NOTES

1. ALL MATERIALS REMOVED SHALL BECOME THE PROPERTY OF THE CONTRACTOR, UNLESS SPECIFICALLY NOTED OTHERWISE.
2. CLASS 'C' CONCRETE SHALL BE PLACED IN THE BOTTOM OF EACH MANHOLE AS SHOWN. MANHOLE THEN SHALL BE REMOVED TO DEPTH SPECIFIED AND BACK-FILLED IN ACCORDANCE WITH SEC. 619, OR FILLED WITH BRICK, BROKEN CONCRETE AND LOOSE SAND IN A MANNER TO ELIMINATE ALL VOIDS IN A MANNER APPROVED BY THE ENGINEER. COST TO BE INCLUDED IN PRICE BID FOR CLASS 'C' CONCRETE.
3. PRICE BID SHALL INCLUDE, BUT IS NOT LIMITED TO, THE REMOVAL OF CURB, CURB & GUTTER, SIDEWALK, DRIVEWAYS, PAVEMENT SAWING, CONCRETE DITCH LINER, CONCRETE FLUMES, CONCRETE RUBBLE, CONCRETE DIVIDING STRIP, FOOTINGS, FOUNDATIONS, PITS, WING WALLS, STRUCTURES, STORM SEWERS, MANHOLES, PIPELINES, LIGHT POLES, FENCES, GUARDRAIL, POLES, SHEET METAL SIGNS, ETC., AND ANY OTHER NON-ORGANIC ITEM NOT SPECIFICALLY LISTED AS A REMOVAL PAY ITEM SHALL BE INCLUDED IN PRICE BID FOR REMOVAL OF STRUCTURES AND OBSTRUCTIONS.
4. INTEGRAL CURB REMOVED W/CONCRETE PAVING SHALL BE INCLUDED IN THE PRICE BID FOR REMOVAL OF CONCRETE PAVING S.Y.
5. ALL SALVAGE MATERIALS BELONGING TO THE CITY OF OKLAHOMA CITY SHALL BE DELIVERED TO THE OKC TRAFFIC OPERATIONS YARD, 1400 S. SHARTEL, OKLA. CITY, OK 405-297-2648
6. CONCRETE RAIL REMOVED WITH EXISTING RETAINING WALL SHALL BE INCLUDED IN THE PRICE BID FOR REMOVAL OF RETAINING WALL L.F..

DESIGN	-	-
DRAWN	-	-
CHECKED	-	-
APPROVED	-	-
SQUAD	POE	

PHASE 4 — OKLAHOMA COUNTY

SUMMARY SHEET
(SHEET 4 OF 10)

STATE JOB NO. 09032(08) SHEET NO. AR06

Preliminary Plans

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POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

3/11/2024

SUMMARY OF STORM SEWERS AND DRAINAGE STRUCTURES

STR NO.	STATION	OFFSET	DESCRIPTION	ROADWAY STANDARDS	UNCLASSIFIED EXCAVATION	STRUCTURAL EXCAVATION	CLASS AA CONCRETE	REINFORCING STEEL	MANHOLE		ADD'L. DEPTH MANHOLE		INLET SMD	ADD'L DEPTH INLET SMD	INLET LONG. BARRIER	ADD'L DEPTH INLET LONG. BARRIER	INLET CI DES.		ADD'L DEPTH IN INLET		INLET W/ LRG. JCT. BOX CI DES.	ADD'L DEPTH IN INLET W/ LRG. JCT. BOX CI DES.
									611(A)				611(G)		TYPE 1	TYPE 1	611(G)				611(G)	
					202(A)	501(A)	509(A)	511(A)	4'	5'	4'	5'	TYPE 2	TYPE 2	DES 2	DES 2	2(STD.)	3(STD.)	2(STD.)	3(STD.)	3(STD.)	3(STD.)
					CY	CY	CY	LB	EA	EA	VF	VF	EA	VF	EA	VF	EA	EA	VF	VF	EA	VF
CD7	BL RAMP H STA. 430+68.89	CL	CONST. 8' X 4' X 74.38' LG. RCB W/ HEADWALL	RCB-C1-8(2-14), RCB-E1-H4-0-1,	393.46	8.42	100.17	13726.92														
				RCB-E1-H4-0-2, SBI-5																		
CD8	BL RAMP C STA. 75+37.64	CL	CONST. 8' X 4' X 108.83' LG. RCB W/ HEADWALL	RCB-C1-8(2-14), RCB-E1-H4-0-1,	679.49	12.32	132.21	17926.38														
				RCB-E1-H4-0-2, SBI-5																		
WB1	CL I-240 STA. 397+29.00	61.75' LT.	CONST. 4.0' DIA. MH ON EXIST. RCP	MJB-4, MFC-5					1		0											
WB2	CL I-240 STA. 399+67.00	72.50' LT.	CONST. ILB TYPE 1 DES. 2 W/ 18" X 233.53' LG. RCP	CLB-2, SPI-5, PBB-1, FHTCP-4											1	3.69						
			TO STR. WB1																			
WB3	CL I-240 STA. 399+67.00	1.06' LT.	CONST. ILB TYPE 1 DES. 2 W/ 18" X 68.60' LG. RCP	CLB-2, SPI-5, PBB-1, FHTCP-4											1	2.66						
			TO STR. WB2																			
WB7	CL I-240 STA. 413+00.00	57.00' LT.	CONST. CI DES. 3(STD) W/ LARGE JUNCT. BOX W/	CI-2, MJB-4, MFC-5, SPI-5, PBB-1,																	1	1.83
			18" X 170.32' LG. RCP TO STR. WB9	FHTCP-4																		
WB9	CL I-240 STA. 414+75.00	63.00' LT.	CONST. 4.0' DIA. MH W/ 18" X 170.32' LG. RCP TO	MJB-4, MFC-5, SPI-5, PBB-1,					1		1.5											
			STR. WB11	FHTCP-4																		
WB11	CL I-240 STA. 416+50.00	57.00' LT.	CONST. CI DES. 3(STD) W/ LARGE JUNCT. BOX W/	CI-2, MJB-4, MFC-5, SPI-5, PBB-1,																	1	5.5
			24" X 220.38' LG. RCP TO STR. WB13	FHTCP-4																		
WB15	CL I-240 STA. 420+00.00	63.00' LT.	CONST. 4.0' DIA. MH W/ 18" X 121.63' LG. RCP TO	MJB-4, MFC-5, SPI-5, PBB-1,					1		.58											
			STR. WB13	FHTCP-4																		
WB16	CL I-240 STA. 420+00.00	57.00' LT.	CONST. CI DES. 3(STD) W/ 18" X 3.34' LG. RCP TO	CI-2, SPI-5, PBB-1, FHTCP-4														1		2.83		
			STR. WB15																			
WB20	CL I-240 STA. 423+00.00	63.00' LT.	CONST. 4.0' DIA. MH W/ 18" X 292.67' LG. RCP TO	MJB-4, MFC-5, SPI-5, PBB-1,							1.37											
			STR. WB15	FHTCP-4																		
WB21	CL I-240 STA. 423+00.00	57.00' LT.	CONST. CI DES. 3(STD) W/ 18" X 3.34' LG. RCP TO	CI-2, SPI-5, PBB-1, FHTCP-4														1		2.83		
			STR. WB20																			
SHEET TOTAL:					107.95	1.74	232.38	1653.3	4		4.48				2	6.35		2		5.66	2	7.33
											(1)	(1)		(1)		(1)			(1)	(1)		(1)

SUMMARY OF STORM SEWERS AND DRAINAGE STRUCTURES

STR NO.	INLET W/ SML. JCT. BOX CI DES.	ADD'L DEPTH IN INLET W/ SML. JCT. BOX CI	INLET FRAME & GRATE			CAST IRON HOODS		REINFORCED CONCRETE PIPE CLASS III		R.C. PIPE ARCH CLASS III	PREFAB. CULVERT END SEC., ROUND	PREFAB. CULVERT END SEC., ARCH	STANDARD BEDDING MATERIAL	STANDARD BEDDING MATERIAL, C	TRENCH EXCAVATION
	611(G)		TYPE			4"	6"	613(A)		613(A)	613(L)	613(L)			
	2(STD.)	2(STD.)	A	B	C	MOUNT	BAR	18"	24"	28" X 18"	[illegible]	[illegible]			
	EA	VF	EA	EA	EA	EA	EA	LF	LF	LF	EA	EA	CY	CY	CY
CD7															
CD8															
WB1															
WB2								233.53					64.0		82.5
WB3								68.6					36.2		18.8
WB7				2	2	4		170.32					67.1		157.3
WB9								170.32					67.1		142.0
WB11				2	2	4			220.38				116.4		385.3
WB15								121.63					47.9		130.6
WB16				2	2	4		3.34					0.9		1.1
WB20								292.67					115.3		282.1
WB21				2	2	4		3.34					0.9		1.1
				8	8	16		1063.75	220.38				515.8		1200.8
		(1)	(1)	(1)	(1)	(1)	(1)						(1)	(1)	(1)

Preliminary Plans

DESIGN	-	-
DRAWN	-	-
CHECKED	-	-
APPROVED	-	-
SQUAD	POE	

PHASE 4 — OKLAHOMA COUNTY

SUMMARY SHEET
(SHEET 5 OF 10)

STATE JOB NO. 09032(08) SHEET NO. AR07

3/11/2024 11:15:08 AM
H:\PROJECTS\2789_CrossRoads_Phase_4\Roadway\Drawings\0903208-Phase 4_SUMMARIES (ROADWAY) STR.dgn

POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

3/11/2024

SUMMARY OF STORM SEWERS AND DRAINAGE STRUCTURES

STR NO.	STATION	OFFSET	DESCRIPTION	ROADWAY STANDARDS	UNCLASSIFIED EXCAVATION	STRUCTURAL EXCAVATION	CLASS AA CONCRETE	REINFORCING STEEL	MANHOLE		ADD'L. DEPTH MANHOLE		INLET SMD	ADD'L DEPTH INLET SMD	INLET LONG. BARRIER	ADD'L DEPTH INLET LONG. BARRIER	INLET CI DES.		ADD'L DEPTH IN INLET		INLET W/ LRG. JCT. BOX CI DES.	ADD'L DEPTH IN INLET W/ LRG. JCT. BOX CI DES.
									611(A)				611(G)		611(G)		611(G)				611(G)	
					202(A)	501(A)	509(A)	511(A)	4'	5'	4'	5'	TYPE 2	TYPE 2	TYPE 1 DES 2	TYPE 1 DES 2	2(STD.)	3(STD.)	2(STD.)	3(STD.)	3(STD.)	3(STD.)
					CY	CY	CY	LB	EA	EA	VF	VF	EA	VF	EA	VF	EA	EA	VF	VF	EA	VF
WB23	CL I-240 STA. 426+00.00	63.00' LT.	CONST. 4.0' DIA. MH W/ 18" X 295.62' LG. RCP TO	MJB-4, MFC-5, SPI-5, PBB-1,					1		1.35											
			STR. WB20	FHTCP-4																		
WB24	CL I-240 STA. 426+00.00	57.00' LT.	CONST. CI DES. 3(STD) W/ 18" X 3.34' LG. RCP TO	CI-2, SPI-5, PBB-1, FHTCP-4														1		2.83		
			STR. WB23																			
WB25	CL I-240 STA. 432+00.00	67.25' LT.	CONST. 4.0' DIA. MH W/ 18" X 105.90' LG. RCP W/ PCES	MJB-4, MFC-5, PBB-1, PCES-4					1		6.14											
			TO OUTLET	FHTCP-4																		
WB26	CL I-240 STA. 432+00.00	60.79' LT.	CONST. ILB TYPE 1 DES. 2 W/ 18" 3.80' LG. RCP	CLB-2, SPI-5, PBB-1, FHTCP-4											1	8.51						
			TO STR. WB25																			
WB27	CL I-240 STA. 432+32.50	67.00' LT.	CONST. SMD TYPE 2 W/ 18" X 29.18' LG. RCP TO	SMD-4, SPI-5, PBB-1, FHTCP-4									1									
			STR. WB25																			
WB28	CL I-240 STA. 434+00.00	64.80' LT.	CONST. ILB TYPE 1 DES. 2 W/ 18" X 194.66' LG. RCP	CLB-2, SPI-5, PBB-1, FHTCP-4												4.02						
			TO STR. WB26																			
WB29	CL I-240 STA. 434+59.79	63.00' LT.	CONST. CI DES. 1(STD) W/ 18" X 55.70' LG. RCP	CI-2, SPI-5, PBB-1, FHTCP-4																		
			TO STR. WB28																			
WB30	CL I-240 STA. 437+16.00	58.79' LT.	CONST. CI DES. 3(STD) W/ 18" X 55.12' LG. RCP TO STR. EB6	CI-2, SPI-5, PBB-1, FHTCP-4														1		2.83		
WB31	CL I-240 STA. 443+74.00	68.19' LT.	CONST. CI DES. 3(STD) W/ 18" X 3.70' LG. RCP TO STR. H16	CI-2, SPI-5, PBB-1, FHTCP-4														1		2.95		
WB32	CL I-240 STA. 449+85.41	72.69' LT.	CONST. SMD TYPE 2 W/ 24" X 133.30' LG. RCP TO	SMD-4, SPI-5, PBB-1, FHTCP-4									1	4.8								
			STR. WB33																			
WB33	CL I-240 STA. 451+22.00	76.00' LT.	CONST. 4.0' DIA. MH W/ 24" X 70.75' LG. RCP TO STR. WB35	MJB-4, MFC-5, PBB-1, FHTCP-4							4.39											
WB34	CL I-240 STA. 451+22.00	70.05' LT.	CONST. ILB TYPE 1 DES. 2 W/ 18" X 3.29' LG. RCP	CLB-2, SPI-5, PBB-1, FHTCP-4											1	2.66						
			TO STR. WB33																			
			SHEET TOTAL:						3		11.88		2	4.8	3	15.19		3		8.61		
											(1)	(1)		(1)		(1)			(1)	(1)		(1)

SUMMARY OF STORM SEWERS AND DRAINAGE STRUCTURES

STR NO.	INLET W/ SML. JCT. BOX CI DES.	ADD'L DEPTH IN INLET W/ SML. JCT. BOX CI	INLET FRAME & GRATE			CAST IRON HOODS		REINFORCED CONCRETE PIPE CLASS III		R.C. PIPE ARCH CLASS III	PREFAB. CULVERT END SEC., ROUND	PREFAB. CULVERT END SEC., RCH	STANDARD BEDDING MATERIAL	STANDARD BEDDING MATERIAL, C	TRENCH EXCAVATION
	611(G)	2(STD.)	TYPE			4"	6"	613(A)		613(A)	613(L)	613(L)			
	2(STD.)	2(STD.)	A	B	C	MOUNT	BAR	18"	24"	28" X 18"	A	28" X 18"			
	EA	VF	EA	EA	EA	EA	EA	LF	LF	LF	EA	EA	CY	CY	CY
WB23								295.62					116.5		303.6
WB24				2	2	4		3.34					0.9		1.1
WB25								105.9			1		29		43.5
WB26								3.8					1.5		3.7
WB27								29.18					8		11.7
WB28								194.66					53.3		85.7
WB29			1			1		55.7					21.9		59.7
WB30				2	2	4		55.12					15.1		22.8
WB31				2	2	4		3.7					1.0		1.3
WB32								133.3						70.4	226.6
WB33								70.75						37.4	108.2
WB34								3.29						1.3	3.5
			1	6	6	13		954.36			1		247.2	109.1	871.4
		(1)	(1)	(1)	(1)	(1)	(1)						(1)	(1)	(1)

Preliminary Plans

DESIGN	-	-
DRAWN	-	-
CHECKED	-	-
APPROVED	-	-
SQUAD	POE	

PHASE 4 OKLAHOMA COUNTY

SUMMARY SHEET
(SHEET 6 OF 10)

STATE JOB NO. 09032(08) SHEET NO. AR08

3/11/2024 11:52:12 AM
H:\PROJECTS\2789_CrossRoads_Phase_4\Roadway\Drawings\0903208-Phase 4_SUMMARIES (ROADWAY) STR.dgn

POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

3/11/2024

SUMMARY OF STORM SEWERS AND DRAINAGE STRUCTURES

STR NO.	STATION	OFFSET	DESCRIPTION	ROADWAY STANDARDS	UNCLASSIFIED EXCAVATION	STRUCTURAL EXCAVATION	CLASS AA CONCRETE	REINFORCING STEEL	MANHOLE 611(A)		ADD'L. DEPTH MANHOLE		INLET SMD 611(G)	ADD'L DEPTH INLET SMD	INLET LONG. BARRIER 611(G)	ADD'L DEPTH INLET LONG. BARRIER	INLET CI DES. 611(G)		ADD'L DEPTH IN INLET		INLET W/ LRG. JCT. BOX CI DES. 611(G)	ADD'L DEPTH IN INLET W/ LRG. JCT. BOX CI DES.
					202(A)	501(A)	509(A)	511(A)	4'	5'	4'	5'	TYPE 2	TYPE 2	TYPE 1 DES 2	TYPE 1 DES 2	2(STD.)	3(STD.)	2(STD.)	3(STD.)	3(STD.)	3(STD.)
					CY	CY	CY	LB	EA	EA	VF	VF	EA	VF	EA	VF	EA	EA	VF	VF	EA	VF
7	CL I-35 STA. 84+07.00	57.00' LT.	CONST. CI DES. 3(STD) W/ LARGE JUNCT. BOX W/	CI-2, MJB-4, MFC-5, SPI-5, PBB-1,																	1	4.29
			18" X 103.28' LG. RCP TO STR. C1	FHTCP-4																		
8	CL I-35 STA. 87+12.00	57.00' LT.	CONST. CI DES. 3(STD) W/ LARGE JUNCT. BOX W/	CI-2, MJB-4, MFC-5, SPI-5, PBB-1,																	1	3.3
			18" X 299.64' LG. RCP TO STR. 7	FHTCP-4																		
9	CL I-35 STA. 90+12.00	57.00' LT.	CONST. CI DES. 3(STD) W/ LARGE JUNCT. BOX W/	CI-2, MJB-4, MFC-5, SPI-5, PBB-1,																	1	3.03
			18" X 294.60' LG. RCP TO STR. 8	FHTCP-4																		
10	CL I-35 STA. 93+12.00	60.55' LT.	CONST. CI DES. 2(STD) W/ SMALL JCB W/ 18" X 294.63' LG.	CI-2, SPI-5, PBB-1, FHTCP-4																		
			RCP TO STR.9																			
A21	BL RAMP A STA. 103+50.00	52.00' LT.	CONST. SMD TYPE 2 W/ 18" X 8.76' LG. RCP TO	SMD-4, SPI-5, PBB-1, FHTCP-4									1									
			STR. A26																			
A22	BL RAMP A STA. 106+06.00	10.00' RT.	CONST. CI DES. 3(STD) W/ LARGE JUNCT. BOX W/	CI-2, MJB-4, MFC-5, SPI-5, PBB-1,																	1	1.36
			18" X 161.48' LG. RCP TO STR. A23	FHTCP-4																		
A23	BL RAMP A STA. 107+75.00	10.00' RT.	CONST. CI DES. 2(STD) W/ SMALL JUNCT. BOX W/	CI-2, MJB-4, MFC-5, SPI-5, PBB-1,																		
			24" X 168.88' LG. RCP TO STR. A24	FHTCP-4																		
A24	BL RAMP A STA. 109+50.00	10.00' RT.	CONST. CI DES. 2(STD) W/ SMALL JUNCT. BOX W/ 24" X	CI-2, MJB-4, MFC-5, SPI-5, PBB-1,																		
			298.77' LG. RCP TO EXIST. STR. @ STA. 112+50.00, 18.9' RT.	FHTCP-4																		
A25	BL RAMP A STA. 114+66.00	10.00' RT.	CONST. CI DES. 2(STD) W/ 18" X 16.34' LG. RCP TO A26	CI-2, SPI-5, PBB-1, FHTCP-4													1		2.83			
A26	BL RAMP A STA. 103+50.00	40.00' LT.	CONST. 4.0' DIA. MH W/ 18" X 151.13 LG. RCP EXIST. STR.	MJB-4, MFC-5, SPI-5, PBB-1,					1		0											
				FHTCP-4																		
C1	BL RAMP C STA. 79+69.00	32.25' LT.	CONST. 5.0' DIA. MH W/ 28" X 18" X 227.81' LG. RCPA	MJB-4, MFC-5, SPI-5, PBB-1,						1		0.04										
			TO OUTLET	FHTCP-4																		
C2	BL RAMP C STA. 79+69.00	39.73' LT.	CONST. SMD TYPE 2 W/ 18" X 3.74' LG. RCP TO STR. C1	SMD-4, SPI-5, PBB-1, FHTCP-4									1	1.01								
			SHEET TOTAL:						1	1		0.04	2	1.01			1		2.83		4	11.98
											(1)	(1)		(1)		(1)			(1)	(1)		(1)

SUMMARY OF STORM SEWERS AND DRAINAGE STRUCTURES

STR NO.	INLET W/ SML. JCT. BOX CI DES. 611(G) 2(STD.) EA	ADD'L DEPTH IN INLET W/ SML. JCT. BOX CI 2(STD.) VF	INLET FRAME & GRATE TYPE A EA	TYPE B EA	TYPE C EA	CAST IRON HOODS 4" MOUNT EA	6" BAR EA	REINFORCED CONCRETE PIPE CLASS III 613(A) 18" LF	24" LF	R.C. PIPE ARCH CLASS III 613(A) 28" X 18" LF	PREFAB. CULVERT END SEC., ROUND 613(L) [illegible] EA	PREFAB. CULVERT END SEC., RCP 613(L) [illegible] EA	STANDARD BEDDING MATERIAL [illegible] CY	STANDARD BEDDING MATERIAL, C CY	TRENCH EXCAVATION CY
7				2	2	4		103.28						40.7	93.2
8				2	2	4		299.64						118.1	270.3
9				2	2	4		294.6						116.1	267.5
10	1	2.16		2		2		294.6						116.1	262.1
A21								8.76						2.4	2.4
A22				2	2	4		161.48						63.6	127.2
A23	1	2.66		2		2		168.88						89.2	202.3
A24	1	4.01		2		2			298.77					157.8	542.2
A25				2		2		16.34					5.6		13.9
A26								151.13					59.5		126.0
C1										227.81				85.2	103.1
C2								3.74					1		1.3
	3	8.83		16	8	24		1502.45	298.77	227.81			66.1	789.2	2011.5
		(1)	(1)	(1)	(1)	(1)	(1)						(1)	(1)	(1)

Preliminary Plans

DESIGN	-	-
DRAWN	-	-
CHECKED	-	-
APPROVED	-	-
SQUAD	POE	

PHASE 4 — OKLAHOMA COUNTY

SUMMARY SHEET
(SHEET 7 OF 10)

STATE JOB NO. 09032(08) SHEET NO. AR09

3/11/2024 11:15:16 AM
H:\PROJECTS\2789_CrossRoads_Phase_4\Roadway\Drawings\0903208-Phase 4_SUMMARIES (ROADWAY) STR.dgn

POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL
3/11/2024

SUMMARY OF STORM SEWERS AND DRAINAGE STRUCTURES

STR NO.	STATION	OFFSET	DESCRIPTION	ROADWAY STANDARDS	UNCLASSIFIED EXCAVATION	STRUCTURAL EXCAVATION	CLASS AA CONCRETE	REINFORCING STEEL	MANHOLE		ADD'L. DEPTH MANHOLE		INLET SMD	ADD'L DEPTH INLET SMD	INLET LONG. BARRIER	ADD'L DEPTH INLET LONG. BARRIER	INLET CI DES.		ADD'L DEPTH IN INLET		INLET W/ LRG. JCT. BOX CI DES.	ADD'L DEPTH IN INLET W/ LRG. JCT. BOX CI DES.
									611(A)				611(G)		TYPE 1	TYPE 1	611(G)				611(G)	
					202(A)	501(A)	509(A)	511(A)	4'	5'	4'	5'	TYPE 2	TYPE 2	DES 2	DES 2	2(STD.)	3(STD.)	2(STD.)	3(STD.)	3(STD.)	3(STD.)
					CY	CY	CY	LB	EA	EA	VF	VF	EA	VF	EA	VF	EA	EA	VF	VF	EA	VF
C3	BL RAMP C STA. 82+95.10	11.50' LT.	EXTEND EXIST. 18" RCP 14.00' LG. TO STR C4	SPI-5, PBB-1, FHTCP-4																		
C4	BL RAMP C STA. 82+95.10	4.50' RT.	CONST. 4.0' DIA. MH W/ 18" X 53.26' LG. RCP TO OUTLET	MJB-4, MFC-5, SPI-5, PBB-1, FHTCP-4					1		0.87											
C5	BL RAMP C STA. 85+00.00	10.00' RT.	CONST. CI DES. 3(STD) W/ LARGE JUNCT. BOX W/ 18" X 144.62' LG. RCP TO STR. C6	CI-2, MJB-4, MFC-5, SPI-5, PBB-1, FHTCP-4																	1	2.16
C6	BL RAMP C STA. 86+50.00	10.00' RT.	CONST. CI DES. 3(STD) W/ LARGE JUNCT. BOX W/ 18" X 110.46' LG. RCP TO STR. C7	CI-2, MJB-4, MFC-5, SPI-5, PBB-1, FHTCP-4																	1	3.56
C7	BL RAMP C STA. 87+65.00	20.00' RT.	CONST. 4.0' DIA. MH W/ 18" X 87.97' LG. RCP W/ PCES TO OUTLET	CI-2, MJB-4, MFC-5, SPI-5, PBB-1, FHTCP-4					1		2.91											
H1	BL RAMP H STA. 414+55.00	8.00' LT.	CONST. CI DES. 2(STD) W/ 18" X 28.80' LG. RCP TO EXIST. MH	CI-2, SPI-5, PBB-1, FHTCP-4													1		3.55			
H2	BL RAMP H STA. 416+00.00	8.00' LT.	CONST. CI DES. 3(STD) W/ 18" X 137.04' LG. RCP TO STR. H1	CI-2, SPI-5, PBB-1,FHTCP-4														1		2.16		
H3	BL RAMP H STA. 420+88.00	8.00' LT.	CONST. CI DES. 3(STD) W/ LARGE JUNCT. BOX W/ 18" X 172.31' LG. RCP TO STR. H4	CI-2, MJB-4, MFC-5, SPI-5, PBB-1, FHTCP-4																	1	2.07
H4	BL RAMP H STA. 422+65.00	9.00' LT.	CONST. 4.0' DIA. MH W/ 18" X 169.96' LG. RCP TO STR. H5	MJB-4, MFC-5, SPI-5, PBB-1, FHTCP-4					1		0											
H5	BL RAMP H STA. 424+40.00	8.00' LT.	CONST. 4.0' DIA. MH W/ 18" X 104.22' LG. RCP TO STR. D1	MJB-4, MFC-5, SPI-5, PBB-1, FHTCP-4					1		0											
H6	BL RAMP H STA. 426+20.00	8.00' LT.	CONST. CI DES. 3(STD) W/ LARGE JUNCT. BOX W/ 18" X 107.11' LG. RCP TO STR. H7	CI-2, MJB-4, MFC-5, SPI-5, PBB-1, FHTCP-4																	1	1.46
H7	BL RAMP H STA. 427+34.00	8.00' LT.	CONST. CI DES. 3(STD) W/ LARGE JUNCT. BOX W/ 28" X 18" X 158.74' LG. RCPA TO STR. H8	CI-2, MJB-4, MFC-5, SPI-5, PBB-1, FHTCP-4																	1	1.16
SHEET TOTAL:									4		3.78						1	1	3.55	2.16	5	10.41
											(1)	(1)		(1)		(1)			(1)	(1)		(1)

SUMMARY OF STORM SEWERS AND DRAINAGE STRUCTURES

STR NO.	INLET W/ SML. JCT. BOX CI DES.	ADD'L DEPTH IN INLET W/ SML. JCT. BOX CI	INLET FRAME & GRATE			CAST IRON HOODS		REINFORCED CONCRETE PIPE CLASS III		R.C. PIPE ARCH CLASS III	PREFAB. CULVERT END SEC., ROUND	PREFAB. CULVERT END SEC., ARCH	STANDARD BEDDING MATERIAL	STANDARD BEDDING MATERIAL, C	TRENCH EXCAVATION
	611(G)		TYPE			4"	6"	613(A)		613(A)	613(L)	613(L)			
	2(STD.)	2(STD.)	A	B	C	MOUNT	BAR	18"	24"	28" X 18"		28" X 18"			
	EA	VF	EA	EA	EA	EA	EA	LF	LF	LF	EA	EA	CY	CY	CY
C3								14					3.8		4.8
C4								53.26						14.6	21
C5				2	2	4		144.62						57	137.6
C6				2	2	4		110.5						43.5	105.1
C7								88			1		24.1		34.7
H1				2		2		28.8					11.3		32.3
H2				2	2	4		137.04					37.5		57.8
H3				2	2	4		172.31						46.5	51.4
H4								169.96					46.6		55.7
H5								104.22					28.6		34.1
H6				2	2	4		107.11						29.3	53.6
H7				2	2	4				158.74				78.9	171.4
			14	12	26			1129.82		158.74	1		151.9	269.8	759.5
		(1)	(1)	(1)	(1)	(1)	(1)						(1)	(1)	(1)

Preliminary Plans

DESIGN	-	-
DRAWN	-	-
CHECKED	-	-
APPROVED	-	-
SQUAD	POE	

PHASE 4 — OKLAHOMA COUNTY

SUMMARY SHEET
(SHEET 8 OF 10)

STATE JOB NO. 09032(08) SHEET NO. AR10

3/11/2024 11:45:20 AM
H:\PROJECTS\2789_CrossRoads_Phase_4\Roadway\Drawings\0903208-Phase 4_SUMMARIES (ROADWAY) STR.dgn

POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

3/11/2024

SUMMARY OF STORM SEWERS AND DRAINAGE STRUCTURES

STR NO.	STATION	OFFSET	DESCRIPTION	ROADWAY STANDARDS	UNCLASSIFIED EXCAVATION	STRUCTURAL EXCAVATION	CLASS AA CONCRETE	REINFORCING STEEL	MANHOLE		ADD'L. DEPTH MANHOLE		INLET SMD	ADD'L DEPTH INLET SMD	INLET LONG. BARRIER	ADD'L DEPTH INLET LONG. BARRIER	INLET CI DES.		ADD'L DEPTH IN INLET		INLET W/ LRG. JCT. BOX CI DES.	ADD'L DEPTH IN INLET W/ LRG. JCT. BOX CI DES.
									611(A)				611(G)		TYPE 1	TYPE 1	611(G)				611(G)	
					202(A)	501(A)	509(A)	511(A)	4'	5'	4'	5'	TYPE 2	TYPE 2	DES 2	DES 2	2(STD.)	3(STD.)	2(STD.)	3(STD.)	3(STD.)	3(STD.)
					CY	CY	CY	LB	EA	EA	VF	VF	EA	VF	EA	VF	EA	EA	VF	VF	EA	VF
H8	BL RAMP H STA. 429+00.00	15.50' LT.	CONST. 4.0' DIA. MH W/ 28" X 18" X 186.38' LG. RCPA	CI-2, MJB-4, MFC-5, SPI-5, PBB-1,					1		1.32											
			W/ PCES TO OUTLET	FHTCP-4																		
H9	BL RAMP H STA. 432+00.00	8.00' LT.	CONST. CI DES. 3(STD) W/ 18" X 104.58' LG. RCP W/	CI-2, SPI-5, PBB-1, FHTCP-4														1		2.16		
			PCES TO OUTLET																			
H10	BL RAMP H STA. 432+00.00	14.00' LT.	CONST. 4.0' DIA. MH W/ 18" X 3.34' LG. RCP TO STR. H9	CI-2, MJB-4, MFC-5, SPI-5, PBB-1,					1		0											
				FHTCP-4																		
H11	BL RAMP H STA. 433+50.00	12.00' LT.	CONST. 4.0' DIA. MH W/ 18" X 143.82' LG. RCP TO STR. H10	MJB-4, MFC-5, SPI-5, PBB-1,					1		0											
				FHTCP-4																		
H12	BL RAMP H STA. 436+50.00	10.0' LT.	CONST. ILB TYPE 1 DES. 2 W/ 18" X 2.58' LG. RCP	CLB-2, SPI-5, PBB-1, FHTCP-4												1.33						
			TO STR. H25																			
H13	BL RAMP H STA. 442+60.33	28.27' LT.	CONST. 4.0' DIA. MH ON EXIST. RCP W/ 18" X 111.08 ' LG.	MJB-4, MFC-5, SPI-5, PBB-1,					1		0											
			RCP TO STR H14	FHTCP-4																		
H14	BL RAMP H STA. 443+74.00	14.35' LT.	CONST. 4.0' DIA. MH W/ 24" X 184.00' LG. RCP TO STR. H17	CI-2, MJB-4, MFC-5, SPI-5, PBB-1,					1		2.7											
				FHTCP-4																		
H15	BL RAMP H STA. 443+74.00	8.00' LT.	CONST. CI DES. 2(STD) W/ 18" X 3.69' LG. RCP TO STR. H14	CI-2, SPI-5, PBB-1, FHTCP-4													1		3.39			
H16	BL RAMP H STA. 443+74.00	22.53' RT.	CONST. CI DES. 3(STD) W/ 27.69' LG. RCP TO STR. H15	CI-2, SPI-5, PBB-1, FHTCP-4														1		3.23		
H17	BL RAMP H STA. 445+62.00	14.35' LT.	CONST. 4.0' DIA. MH W/ 24" X 196.00' LG. RCP TO STR. H19	MJB-4, MFC-5, SPI-5, PBB-1,					1		1.5											
				FHTCP-4																		
H18	BL RAMP H STA. 445+62.00	8.00' LT.	CONST. CI DES. 3(STD) W/ 18" X 3.69' LG. RCP TO STR. H17	CI-2, SPI-5, PBB-1, FHTCP-4														1		2.16		
H19	BL RAMP H STA. 447+62.00	14.40' LT.	CONST. 4.0' DIA. MH W/ 24" X 157.00' LG. RCP TO STR. H21	MJB-4, MFC-5, SPI-5, PBB-1,					1		1.51											
				FHTCP-4																		
			SHEET TOTAL:						7		7.06				1	1.33	1	3	3.39	7.55		
											(1)	(1)		(1)		(1)			(1)	(1)		(1)

SUMMARY OF STORM SEWERS AND DRAINAGE STRUCTURES

STR NO.	INLET W/ SML. JCT. BOX CI DES.	ADD'L DEPTH IN INLET W/ SML. JCT. BOX CI	INLET FRAME & GRATE			CAST IRON HOODS		REINFORCED CONCRETE PIPE CLASS III		R.C. PIPE ARCH CLASS III	PREFAB. CULVERT END SEC., ROUND	PREFAB. CULVERT END SEC., ARCH	STANDARD BEDDING MATERIAL	STANDARD BEDDING MATERIAL, C	TRENCH EXCAVATION
	611(G)		TYPE			4"	6"	613(A)		613(A)	613(L)	613(L)			
	2(STD.)	2(STD.)	A	B	C	MOUNT	BAR	18"	24"	28" X 18"		28" X 18"			
	EA	VF	EA	EA	EA	EA	EA	LF	LF	LF	EA	EA	CY	CY	CY
H8										18[illegible]		1		69.7	131.2
H9				2	2	4		104.58			1			41.2	100.5
H10								3.34						25.2	30.1
H11								143.80						37.6	82
H12								2.58						0.7	1.1
H13								111.08						30.4	46.3
H14									184				97.2		218.8
H15				2		2		3.69					1		2.1
H16				2	2	4		27.69					7.6		12.8
H17									196					103.5	223.9
H18				2	2	4		3.69					1		1.3
H19									157					82.5	179.4
				8	6	14		400.45	537	186.38	1	1	106.8	390.8	1029.5
		(1)	(1)	(1)	(1)	(1)	(1)						(1)	(1)	(1)

Preliminary Plans

DESIGN	-	-
DRAWN	-	-
CHECKED	-	-
APPROVED	-	-
SQUAD	POE	

PHASE 4 OKLAHOMA COUNTY

SUMMARY SHEET
(SHEET 9 OF 10)

STATE JOB NO. 09032(08) SHEET NO. AR11

3/11/2024 14:25:25 AM
H:\PROJECTS\2789_CrossRoads_Phase_4\Roadway\Drawings\0903208-Phase 4_SUMMARIES (ROADWAY) STR.dgn

POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

3/11/2024

SUMMARY OF STORM SEWERS AND DRAINAGE STRUCTURES

STR NO.	STATION	OFFSET	DESCRIPTION	ROADWAY STANDARDS	UNCLASSIFIED EXCAVATION	STRUCTURAL EXCAVATION	CLASS AA CONCRETE	REINFORCING STEEL	MANHOLE		ADD'L. DEPTH MANHOLE		INLET SMD	ADD'L DEPTH INLET SMD	INLET LONG. BARRIER	ADD'L DEPTH INLET LONG. BARRIER	INLET CI DES.		ADD'L DEPTH IN INLET		INLET W/ LRG. JCT. BOX CI DES.	ADD'L DEPTH IN INLET W/ LRG. JCT. BOX CI DES.
									611(A)				611(G)		611(G)	TYPE 1	TYPE 1	611(G)			611(G)	
					202(A)	501(A)	509(A)	511(A)	4'	5'	4'	5'	TYPE 2	TYPE 2	DES 2	DES 2	2(STD.)	3(STD.)	2(STD.)	3(STD.)	3(STD.)	3(STD.)
					CY	CY	CY	LB	EA	EA	VF	VF	EA	VF	EA	VF	EA	EA	VF	VF	EA	VF
H20	BL RAMP H STA. 447+62.00	8.00' LT.	CONST. CI DES. 3(STD) W/ 18" X 3.74' LG. RCP TO STR. H19	CI-2, SPI-5, PBB-1, FHTCP-4														1		2.16		
H21	BL RAMP H STA. 449+23.00	15.50' LT.	CONST. 4.0' DIA. MH W/ 24" X 58.09' LG. RCP TO STR. WB32	MJB-4, MFC-5, SPI-5, PBB-1, FHTCP-4					1		2.09											
H22	BL RAMP H STA. 449+23.00	9.49' LT.	CONST. CI DES. 3(STD) W/ 18" X 3.35' LG. RCP TO STR. H21	CI-2, SPI-5, PBB-1, FHTCP-4														1		2.83		
H23	BL RAMP H STA. 435+00.00	15.00' LT.	CONST. 4.0' DIA. MH W/ 18" X 6.99' LG. RCP TO STR. H24	MJB-4, MFC-5, SPI-5, PBB-1, FHTCP-4					1		0											
H24	BL RAMP H STA. 435+00.00	4.00' LT.	CONST. 4.0' DIA. MH W/ 18" X 95.54' LG. RCP TO STR. H11	MJB-4, MFC-5, SPI-5, PBB-1, FHTCP-4					1		0											
H25	BL RAMP H STA. 436+50.00	4.00' LT.	CONST. 4.0' DIA. MH W/ 18" X 145.22' LG. RCP TO STR. H11	MJB-3, MFC-4, SPI-4, SPB-1, FHTCP-3					1		0											
H26	BL RAMP H STA. 435+50.00	14.50' LT.	CONST. SMD TYPE 2 W/ 18" X 45.98' LG. RCP TO STR. H23	SMD-4, SPI-5, PBB-1, FHTCP-4																		
H27	BL RAMP H STA. 439+40.00	25.77' LT.	CONST. SMD TYPE 2 W/ 18" X 32.63' LG. RCP TO STR. ENE29 (PHASE 1B)	SMD-4, SPI-5, PBB-1, FHTCP-4									1	0								
NNE4	CL NESR STA. 97+33.00	25.00' LT.	CONST. CI DES. 3(STD) W/ 18" X 9.37' LG. RCP TO EXIST. STR.	CI-2, SPI-5, PBB-1, FHTCP-4														1		2.51		
SHEET TOTAL:											2.09		2	0				3		7.5		
GRAND TOTAL:					1072.95	20.74	222.38	31653.3	2	1	29.29	0.04	6	5.81	6	22.87	3	12	9.77	31.48	11	29.72
											(1)	(1)		(1)		(1)			(1)	(1)		(1)

SUMMARY OF STORM SEWERS AND DRAINAGE STRUCTURES

STR NO.	INLET W/ SML. JCT. BOX CI DES.	ADD'L DEPTH IN INLET W/ SML. JCT. BOX CI	INLET FRAME & GRATE			CAST IRON HOODS		REINFORCED CONCRETE PIPE CLASS III		R.C. PIPE ARCH CLASS III	PREFAB. CULVERT END SEC., ROUND	PREFAB. CULVERT END SEC., ARCH	STANDARD BEDDING MATERIAL, B	STANDARD BEDDING MATERIAL, C	TRENCH EXCAVATION
	611(G)		TYPE			4"	6"	613(A)		613(A)	613(L)	613(L)			
	2(STD.)	2(STD.)	A	B	C	MOUNT	BAR	18"	24"	28" X 18"	18"	28" X 18"			
	EA	VF	EA	EA	EA	EA	EA	LF	LF	LF	EA	EA	CY	CY	CY
H20				2	2	4		3.74							1.3
H21									58.09					30.7	72.6
H22				2	2	4		3.35						0.9	1.1
H23								7.0						2.8	5.6
H24								95.5						26.2	40.9
H25								145.22						39.8	48.6
H26								45.98						12.6	16.2
H27								32.63					8.9		9.1
NNE4				2	2		4	9.37					2.6		3.6
				6	6	8	4	342.78	58.09				12.5	113	199
3	8.83		1	58	46	101	4	5393.61	1114.24	572.93	3	1	1100.3	1671.9	6071.7
	(1)		(1)	(1)	(1)	(1)	(1)						(1)	(1)	(1)

Preliminary Plans

DESIGN	-	-
DRAWN	-	-
CHECKED	-	-
APPROVED	-	-
SQUAD	POE	

PHASE 4 OKLAHOMA COUNTY

SUMMARY SHEET
(SHEET 10 OF 10)

STATE JOB NO. 09032(08) SHEET NO. AR12

3/11/2024 11:15:29 AM
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POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

2/27/2024

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 REQIREMENTS 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-17) INCLUDES AN ESTIMATED 14,487.00 L.F. (PAINT) (4" WIDE) WHITE 16,053.00 L.F. (PAINT) (4" WIDE) YELLOW STRIPE.

(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

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 CHAPER 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 FLOURESCENT 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-61) ANY DAMAGE TO A FINISHED OR EXISTING SURFACE RESULTING FROM THE CONTRACTORS NEGLIGENCE IN THE REMOVAL OF CONSTRUCTION ZONE PAVEMENT MARKERS OR CHANNELIZING DEVICES AND THE BITUMINOUS ADHESIVE USED IN THEIR INSTALLATION, SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE AND TO THE SATISFACTION OF THE ENGINEER.

PAY ITEM NOTES (CONT.)

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

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

(TC-84) 600.00 CONSTRUCTION CALENDAR DAYS WERE USED TO COMPUTE THE SIGN DAY PAY ITEMS. THE AMOUNT OF CALENDAR DAYS USED TO COMPUTE THE SIGN DAY PAY ITEMS IS AN ESTIMATED QUANTITY ONLY, BASED ON THE CURRENT O.D.O.T. STANDARDS AND SUGGESTED CONSTRUCTION SEQUENCE FOR THIS PROJECT. THESE ESTIMATED SIGN DAY QUANTITIES MAY CHANGE AS THE PROJECT'S CONSTRUCTION TRAFIC CONTROL IS MODIFIED DURING CONSTRUCTION.

(TC-85) THESE SIGNS MUST BE ON THE OKLAHOMA DEPARTMENT OF TRANSPORTATION LIST OF APPROVED CHANGEABLE MESSAGE SIGNS. FOR A LIST OF THE APPROVED SIGNS GO TO THE OKLAHOMA DEPARTMENT OF TRANSPORTATION WEBSITE AT:
http://www.okladot.state.ok.us/traffic/qpl/index.php

GENERAL CONSTRUCTION NOTES

(C-1) ANY SIGNS AND/OR DELINEATORS WHICH ARE TO BE REMOVED DURING THIS PROJECT WILL BE STORED IN A PROTECTED AREA DESIGNATED BY THE RESIDENT ENGINEER, UNTIL SUCH A TIME THAT THEY ARE TO BE RESET BY THE CONTRACTOR. COST OF THIS WORK TO BE INCLUDED IN OTHER ITEMS OF WORK.

(C-2) EXISTING ROADWAY SHALL REMAIN OPEN DURING CONSTRUCTION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROPER BARRICADES, LIGHTS, AND SIGNING WITHIN THE LIMITS OF CONSTRUCTION. ALL CONSTRUCTION SIGNING SHALL BE IMPLEMENTED ACCORDING TO CONSTRUCTION PLANS. CONSTRUCTION TRAFFIC CONTROL WILL BE INSTALLED IN A MANNER APPROVED BY THE ENGINEER, IN ACCORDANCE WITH CHAPTER VI OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, (CURRENT EDITION), AND COMPLIANT WITH APPLICABLE O.D.O.T. STANDARD DRAWINGS.

(C-3) THIS PROJECT SHALL BE CONSTRUCTED WITHOUT CLOSING TRAFFIC ON CROSS STREETS. A MINIMUM OF ONE LANE IN EACH DIRECTION SHALL BE MAINTAINED AT ALL TIMES.

(C-6) THE STRUCTURAL DESIGN OF ALL POLES, MAST ARMS, HIGH-MAST POLES, AND OTHER SUPPORTS FOR SIGNS, LUMINAIRES, AND SIGNALS AS WELL AS THEIR CONNECTIONS SHALL BE IN ACCORDANCE WITH THE LATEST EDITION OF THE AASHTO *STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES, AND TRAFFIC SIGNALS*. THE MANUFACTURER SHALL ENSURE THE FOLLOWING ARE APPLIED TO THE DESIGN:

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

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

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

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

(C-155) 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 811 OR 1-800-522-6543 OR WWW.CALLOKIE.COM OR THE LOCAL COUNTY CLERK'S OFFICE.

PAY QUANTITES (TRAFFIC OPERATIONS)

0300 TRAFFIC — JP 09032(08)

ITEM NO.		DESCRIPTION		UNIT	QUANTITY
857(A)	9205	CONSTRUCTION TRAFFIC STRIPE (PAINT)(6" WIDE)	(TC-15, TC-16, TC-17, TC-20, TC-75)	LF	28,735.00
857(C)	9405	REMOVABLE PAVEMENT MARKING TAPE (6" WIDE)	(TC-70)(SP-1)	LF	57,840.00
857(F)	9700	PAVEMENT MARKING REMOVAL (TRAFFIC STRIPE)	(TC-22, TC-70, TC-75)	LF	57,840.00
858(A)	0220	PAVE.MARKERS CLASS A TYPE 2-B	(TC-26, TC-61, TC-70, TC-75)(SP-2)	EA	4,400.00
858(A)	0232	PAVE.MARKERS CLASS A TYPE 2-E	(TC-26, TC-61, TC-70, TC-75)(SP-2)	EA	2,200.00
877(B)	4300	DELIVER PORTABLE LONGITUDINAL BARRIER	(TC-1, TC-2)	LF	12,168.00
877(C)	4400	RELOCATION OF PORTABLE LONGITUDINAL BARRIER	(TC-1)	LF	7,776.00
880(B)	6300	CONSTRUCTION SIGNS 0 TO 6.25 SF	(TC-26, TC-33, TC-84)(SP-4)	SD	6,300.00
880(B)	6310	CONSTRUCTION SIGNS 6.26 SF TO 15.99 SF	(TC-26, TC-33, TC-84)(SP-4)	SD	350.00
880(B)	6320	CONSTRUCTION SIGNS 16.0 SF TO 32.99 SF	(TC-26, TC-33, TC-84)(SP-4)	SD	7,350.00
880(C)	6410	CONSTRUCTION BARRICADES (TYPE III)	(TC-26,TC-70, TC-84)(SP-4)	SD	350.00
880(E)	6607	WARNING LIGHTS (TYPE B)	(TC-26, TC-84)(SP-3, SP-4)	SD	7,700.00
880(F)	6700	DRUMS	(TC-26, TC-84)(SP-4)	SD	1,400.00
880(G)	6805	CHANNELIZER CONES	(TC-26, TC-70)	EA	100.00
880(L)	7310	TEMP. SURVEILLANCE OHP (NON BIDDABLE)	(TC-70)	HR	4,500.00
882	8100	(SP) SMART WORK ZONE SYSTEM	(TC-84)(SP-4)	SD	642.00
882	8105	(SP) SMART WORK ZONE SYS.-PORT.CHNG.MSG.SN	(TC-84)(SP-4)	SD	23,112.00
882	8110	(SP) SMART WORK ZONE SYS.-PORT.TRAF.SENSOR	(TC-84)(SP-4)	SD	16,050.00
882	8115	(SP) SMART WORK ZONE SYS.-PAN-TILT-ZOOM CMRA	(TC-84)(SP-4)	SD	1,284.00
882	8120	(SP) SMART WORK ZONE SYS-WEBSITE SYSTEM	(TC-84)(SP-4)	SD	642.00
882	8125	(PL)SMART WORK ZONE SYSTEM SETUP		EA	1.00
882(A)	8210	PORT. CHANGEABLE MESSAGE SIGN	(TC-70, TC-84, TC-85)(SP-4)	SD	1,400.00

PAY ITEM NOTES (TRAFFIC CONTROL)

(SP-1) INCLUDES AN ESTIMATED 32330 L.F. (TAPE 6" WIDE) WHITE 25510 L.F. (TAPE 6" WIDE) YELLOW

(SP-2) QUANTITY SHOWN INCLUDES 4400 EA. (WHITE) AND 2200 EA. (YELLOW) CONSTRUCTION ZONE PAVEMENT MARKERS (RAISED PAVEMENT MARKERS). THESE CONSTRUCTION ZONE PAVEMENT MARKERS SHALL BE EITHER "DAVIDSON PLASTICS: MODEL TOM", OR AN APPROVED EQUAL. PRICE BID FOR THIS ITEM SHALL INCLUDE THE INITIAL PLACEMENT, SUBSEQUENT REPLACEMENT, AND REMOVAL. THE CONSTRUCTION ZONE PAVEMENT MARKERS (FLEX TABS) SHALL BE INSTALLED IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS AND AS SHOWN ON STANDARD DRAWING TCS21-1-(LATEST REVISION).

(SP-3) QUANTITY INCLUDES 4 WARNING LIGHTS TO BE USED ON TYPE III BARRICADE AS DIRECTED BY THE ENGINEER

(SP-4) 210 TOTAL CONSTRUCTION CALENDAR DAYS WERE USED TO COMPUTE THE SIGN DAYS ITEMS. THE TOTAL CLAENDAR DAYS ARE BROKEN DOWN BY PHASE TO CALCULATE THE SIGN DAYS PAY ITEMS PER PHASE. THE AMOUNT OF CALENDAR DAYS USED TO COMPUTE THE SIGN DAY PAY ITEMS IS AN ESTIMATED QUANTITY ONLY. BASED ON THE CURRENT O.D.O.T. STANDARDS AND SUGGESTED CONSTRUCTION SEQUENCE FOR THIS PROJECT. THESE ESTIMATED SIGN DAY QUANTITIES MAY CHANGE AS THE PROJECTS CONSTRUCTION TRAFFIC CONTROL IS MODIFIED DURING CONSTRUCTION THE CALENDAR DAYS PER PHASE ON THIS PROJECT. THE CALENDAR DAYS PER PHASE ON THIS PROJECT ARE AS FOLLOWS:

PHASE 1: 250 DAYS
PHASE 2: 350 DAYS
TOTAL: 600 DAYS

Preliminary Plans

DESIGN	-	-
DRAWN	-	-
CHECKED	-	-
APPROVED	-	-
SQUAD	POE	

SUMMARY OF PAY QUANTITIES (TRAFFIC OPERATIONS)

STATE JOB NO. 09032(08) SHEET NO. AT01

2/27/2024 9:07:07 AM
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REVISIONS		
NO.	DESCRIPTION	DATE

GENERAL CONSTRUCTION NOTES

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 811 OR (405) 522-6543 OR WWW.CALLOKIE.COM OR THE LOCAL COUNTY CLERK'S OFFICE.

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

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.

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 ENGINEER.

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

ALL REMOVED SIGNS, SIGN POSTS, BOLTS, MISCELLANEOUS HARDWARE, AND DELINEATORS SHALL BECOME THE PROPERTY OF THE CONTRACTOR AND SHALL BE REMOVED FROM THE LIMITS OF THE PROJECT AS APPROVED BY THE ENGINEER.

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

PAY QUANTITY NOTES

(1) ITEM SHALL CONSIST OF CLASS A RAISED PAVEMENT MARKER WITH CRYSTAL (WHITE) REFLECTOR ON ONE SIDE AND RED REFLECTOR ON OPPOSITE SIDE.

(2) ITEM SHALL CONSIST OF CLASS A RAISED PAVEMENT MARKER WITH WHITE REFLECTOR ON ONE SIDE AND RED REFLECTOR ON OPPOSITE SIDE.

(3) PAY ITEM IS FOR THE COMPLETE INSTALLATION OF 14 IMPACT ATTENUATOR INSTALLATIONS FOR 70 MPH DESIGN VELOCITY IN ACCORDANCE WITH ODOT STANDARD DRAWING IA1-1-00. THE QUANTITES PER INSTALLATION ARE 6.83 CY OF CLASS "C" CONCRETE, 1,361 LBS. OF REINFORCING STEEL AND 19 SAND FILLED IMPACT ATTENUATOR MODULES.

(4) ALL PAVEMENT MARKINGS ON THIS PROJECT SHALL BE INSTALLED BETWEEN THE END OF MARCH AND THE END OF SEPTEMBER.

(TP-1) PAYMENT FOR THIS ITEM WILL BE BASED ON PLAN QUANTITY. SEE THE 2019 SPECIFICATIONS FOR HIGHWAY CONSTRUCTION.

(TS-25) QUANTITY SHOWN INCLUDES 29,771 L.F. TRAFFIC STRIPE (MULTI-POLYMER) (WHITE), 18,930 L.F. TRAFFIC STRIPE (MULTI-POLYMER) (YELLOW) AND 2,100 L.F. TRAFFIC STRIPE (MULTI-POLYMER) (BLACK) AND WILL BE MEASURED BY THE LINEAR FOOT OF SIX INCH (6") WIDE TRAFFIC STRIPE.

(TS-27) QUANTITY SHOWN INCLUDES 14,900 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 500 L.F. TRAFFIC STRIPE (MULTI-POLYMER) (WHITE) AND WILL BE MEASURED BY THE LINEAR FOOT OF TWENTY-FOUR INCH (24") WIDE TRAFFIC STRIPE.

(TS-32) THE AMOUNT SHOWN IS AN APPROXIMATION AND THE ACTUAL AMOUNT OF REMOVAL, IF NECESSARY, SHALL BE DETERMINED BY THE ENGINEER. PRICE BID FOR PAVEMENT MARKING REMOVAL (TRAFFIC STRIPE) SHALL INCLUDE COST OF REMOVAL OF ARROWS, WORDS, AND SYMBOLS. THE PAVEMENT MARKING TO BE REMOVED SHALL BE CONSIDERED THERMOPLASTIC AND BID ACCORDINGLY.

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

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

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

PAY QUANTITIES

JP 09032(08)
0301 TRAFFIC SIGNING.& STRIPING

ITEM	DESCRIPTION		UNIT	TOTAL
509(D) 0500	CLASS C CONCRETE	(3)	CY	95.62
511(A) 2200	REINFORCING STEEL	(3)	LB	3934.00
516(A) 8240	DRILLED SHAFT 60" DIAMETER	(TP-1)	LF	595.00
804(A) 2200	STRUCTURAL CONCRETE	(TP-1)	CY	15.38
804(B) 2300	REINFORCING STEEL	(TP-1)	LB	3404.00
850(A) 1200	SHEET ALUMINUM SIGNS		SF	265.50
850(B) 1310	EXTRUDED ALUMINUM PANEL SIGNS		SF	1027.03
850(B) 1320	EXTR.ALUM.PAN.SGN.(OVRHD SIGNS)		SF	5880.75
851(A) 2200	4"@13 GALV. STEEL WD.FLANGE BM.POST		LF	89.00
851(A) 2210	[illegible]20 GALV. STEEL WD.FLANGE BM.POST		LF	230.70
851(A) [illegible]	8[illegible]1 GALV. STEEL WD.FLANGE BM.POST		LF	174.30
851(B) 2305	2[illegible]3.65 GALV.STL.PIPE POST	(TS-33)	LF	24.00
851(B) 2310	2 1/2"@5.79 GALV.STL.PIPE POST	(TS-33)	LF	109.00
851(B) 2415	2" SQUARE TUBE POST	(TS-33)	LF	290.00
852(D) 3504	OVHD.SN.STR., MONOTUBE TYPE B 55'		EA	4.00
852(D) 3506	OVHD.SN.STR., MONOTUBE TYPE B 60'		EA	2.00
852(D) 3516	OVHD.SN.STR., MONOTUBE TYPE B 75'		EA	2.00
852(E) 3600	OVHD.SN.STR., MONOTUBE TYPE C		EA	1.00
856(A) 8204	TRAFFIC STRIPE (MULTI-POLY.)(6" WIDE)	(TS-25)	LF	50801.00
856(A) 8212	TRAFFIC STRIPE (MULTI-POLY)(12" WIDE)	(TS-27)	LF	14900.00
856(A) 8216	TRAFFIC STRIPE (MULTI-POLY.)(24" WIDE)	(TS-28)	LF	500.00
856(B) 8304	TRAFFIC STRIPE (MULTI-POLY.)(ARROWS)		EA	2.00
857(F) 9700	PAVEMENT MRKNG.REMOVAL(TRAF.STRP)	(TS-32)	LF	25000.00
858(A) 0224	PAVE.MARKERS CLASS A TYPE 2-C	(1,2,4)	EA	433.00
870(A) 1100	SAND FILLED IMPACT ATTEN.MODULE	(TS-36)(3)	EA	266.00

Preliminary Plans

Design	MSH	03-12-24
Drawn	SB	03-12-24

TEC A CLEAR DIRECTION

SUMMARY OF PAY QUANTITIES & NOTES (SIGNING & STRIPING)

State Job No. 09032(08) Sheet No. AT02

OKLAHOMA COUNTY

03-12-24 G:\OP\Projects\T-2451E Design,I-240-I-35 Phase IV - OKC\CAD\AT02-0903208-SUMMARY OF PAY QUANTITIES & NOTES SIGNING & STRIPING.dgn

REVISIONS		
NO.	DESCRIPTION	DATE

GENERAL CONSTRUCTION NOTES

SYMBOLS AND LEGENDS ARE DIAGRAMMATIC ONLY AND LOCATIONS SHALL BE ADJUSTED FOR EXISTING FIELD CONDITIONS, BUT NO MAJOR ALTERATIONS OR RELOCATIONS WILL BE MADE WITHOUT FIRST CONSULTING WITH THE TRAFFIC ENGINEERING DIVISION AT (405)521-2861.

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

THE CONTRACTOR SHALL 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 811 OR (405)522-6543 OR WWW.CALLOKIE.COM OR THE LOCAL COUNTY CLERK'S OFFICE.

(TL-35) SEE SERVICE POLE SCHEDULE; FOR ADDITIONAL INFORMATION CONCERNING THE SERVICE POLE, CONTACT THE FOLLOWING PRIOR TO INSTALLATION:
PERSON'S NAME.....KOLTON HOWRY
WITH THE COMPANY/CITY OF.....OEC

(TP-1) PAYMENT FOR THIS ITEM WILL BE BASED ON PLAN QUANTITY. SEE THE 2019 SPECIFICATIONS FOR HIGHWAY CONSTRUCTION.

(1) THESE PULL BOXES ARE TO BE USED IN THE PORTABLE CONCRETE THAT WILL HAVE LIGHT POLES INSTALLED ON THEM ON I-240 AS SHOWN IN THE PLANS.

(2) REMOVED LIGHT POLES SHALL BECOME THE PROPERTY OF ODOT AND SHALL BE DELIVERED TO A LOCATION DESIGNATED BY THE ENGINEER.

(3) THIS WIRE SHALL BE ALUMINUM WIRE ONLY. ALL ASSOCIATED HARDWARE (CONNECTORS, SPLICES, BREAKERS, ETC.) NECESSARY TO ASSURE PROPER INSTALLATION AND PERFORMANCE OF THIS ALUMINUM WIRE IN ACCORDANCE WITH CURRENT SPECIFICATIONS, STANDARDS AND PRACTICES SHALL BE INCLUDED IN THE PRICE BID FOR THIS ITEM.

(4) THE UNDERPASS LIGHT FIXTURES TO BE USED ON THIS PROJECT SHALL BE HOLOPHANE UV4GLED FIXTURES OR AN APPROVED EQUAL.

(5) THE ROADWAY LIGHT FIXTURES TO BE USED ON THIS PROJECT SHALL BE HOLOPHANE MGLEDM-P3-30K-480V-MR FIXTURES OR AN APPROVED EQUAL.

(7) PAY ITEM IS FOR THE INSTALLATION OF THREE (3) 45' MTG & 10' HMLA (G.STL.) POLES AS SHOWN IN THE LIGHT POLE SCHEDULE.

(8) THE PRICE BID FOR THIS PAY ITEM SHALL INCLUDE THE COST OF INSTALLING THE 129 40' MOUNTING HEIGHT ROUND GALVANIZED STEEL POLES AND ALSO THE 3 45' MOUNTING HEIGHT ROUND GALVANIZED STEEL POLES AS SPECIFIED IN THE PLANS AND IN ACCORDANCE WITH ODOT STANDARDS AND SPECIFICATIONS.

LIGHTING PAY QUANTITIES

Phase 1 for I-240 & I-35 Interchange Project in Oklahoma City, OK

0301 TRAFFIC

ITEM	DESCRIPTION		UNIT	TOTAL
509(B) 0320	CLASS A CONCRETE	(TP-1)	CY	33.72
802(A) 0200	3/4" GALV. STEEL ELECTRICAL CONDUIT EXPOSED	(TP-1)(1)	LF	190.00
802(A) 0220	1 1/4" GALV. STEEL ELECTRICAL CONDUIT EXPOSED EXPOSED	(TP-1)	LF	80.00
802(B) 0320	2" PVC SCH. 40 PLASTIC CONDUIT BORED	(TP-1)	LF	395.00
802(B) 0324	2" PVC SCH. 40 PLASTIC CONDUIT TRENCHED	(TP-1)	LF	1055.00
802(C) 0430	2" HIGH DENSITY PE PIPE - TRENCHED	(TP-1)	LF	2195.00
802(E) 0610	JUNCTION BOX (8" X 8" X 6")		EA	4.00
803(A) 1200	PULL BOX	(2)	EA	13.00
803(A) 1210	PULL BOX (SIZE I)	(2)	EA	8.00
804(A) 2200	STRUCTURAL CONCRETE	(TP-1)	CY	480.00
804(B) 2[illegible]0	REINFORCING STEEL	(TP-1)	LB	5640.00
[illegible] 3220	(R&L) REMOVAL OF LIGHT POLE	(6)	EA	32.00
806(D) [illegible]1608	36' MTG HT. HL. PTP. (G.STL.)		EA	12.00
807 5[illegible]0	BREAKAWAY BASE (DES. B)		EA	10.00
[illegible]09(A) 7200	ROADWAY LUMINAIRE	(5)	EA	35.00
8[illegible](B) 7300	UNDERPASS LUMINAIRE	(4)	EA	6.00
810(A) 8200	SERVICE POLE	(TL-35)	EA	1.00
811 9115	1/C NO. 4 ELECTRICAL CONDUCTOR	(TP-1)(3)	LF	10100.00
811 9130	1/C NO. 10 ELECTRICAL CONDUCTOR	(TP-1)(1)	LF	490.00
811 9135	1/C NO. 12 ELECTRICAL CONDUCTOR	(TP-1)	LF	4625.00
812 0140	140' HIGH MAST POLE(G.ST.)		EA	16.00

Preliminary Plans

Design	MSH	03-12-24
Drawn	SB	03-12-24

TEC A CLEAR DIRECTION

SUMMARY OF PAY QUANTITIES & NOTES (LIGHTING)

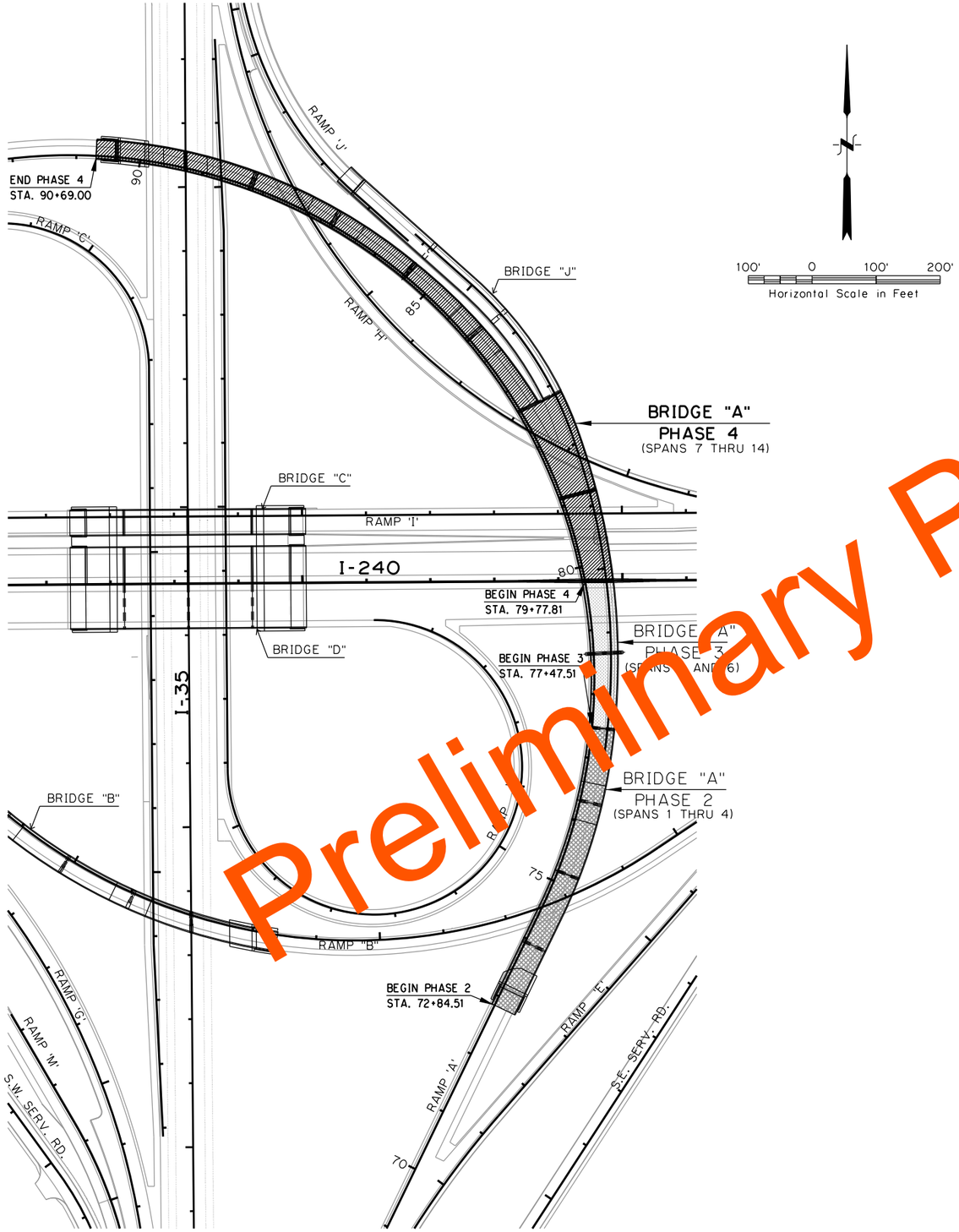
State Job No. 09032(08) Sheet No. AT03

OKLAHOMA COUNTY

03-12-24 G:\OIProjects\I-245TE Design,I-240-I-35 Phase IV - OKC\CAD\AT03-0903208-SUMMARY OF PAY QUANTITIES & NOTES LIGHTING.dgn

POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL
2/29/2024



BRIDGE "A"
CONSTRUCTION PHASES

100' 0 100' 200'
Horizontal Scale in Feet

Preliminary Plans

BRIDGE "A" PHASE 4 INDEX OF SHEETS

SHEET NO.	DESCRIPTION
B001	SUMMARY OF PAY QUANTITIES (BRIDGE)
AB 2	GENERAL NOTES (BRIDGE)
B0	BRIDGE "A" SEQUENCE MAP AND SHEET INDEX
B00 -B004	GENERAL PLAN & ELEVATION
B005	DESIGN DATA AND SUMMARY OF QUANTITIES
B006-B009	FOUNDATION REPORT
B010-B011	SUBSTRUCTURE LAYOUT
B012	EXCAVATION DIAGRAMS AND UNDERDRAIN DETAILS
B013-B014	ABUTMENT DETAILS
B015-B029	PIER DETAILS
B030-B033	PIER PROTECTION AND BARRIER TRANSITION DETAILS
B034-B040	SUPERSTRUCTURE DETAILS
B041-B042	LONGITUDINAL SECTION AND SLAB POURING SEQUENCE
B043-B046	PARAPET LAYOUT
B047	END BARRIER LAYOUT
B048	GIRDER BRACING DETAILS
B049-B058	PLATE GIRDER DETAILS
B059-B061	FRAMING PLAN AND DIAPHRAGM DETAILS
B062	BEARING ASSEMBLY DETAILS
B063-B064	APPROACH SLAB DETAILS
B065-B066	SLOPE WALL DETAILS
B067	DRAIN AT END OF BRIDGE DETAILS

2009 BRIDGE STANDARDS

STD.	EJ-DTL
STD.	EJ-SK
STD.	EJ-SQ
STD.	FSHP-42-2
STD.	HP1-2

2019 ROADWAY STANDARDS

STD.	LECS-5
STD.	LTU-5
STD.	PUD-4
STD.	SPI-5

PHASE 4 OKLAHOMA COUNTY
BRIDGE "A" RAMP "A" AT I-35 & I-240 INTERCHANGE

DESIGN		
DRAWN		
CHECKED		
APPROVED		
SQUAD	POE	

BRIDGE "A" SEQUENCE MAP AND SHEET INDEX

STATE JOB NO. 09032(08) SHEET NO. B001

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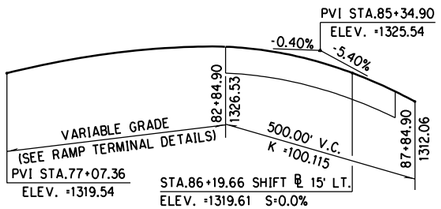
90% PLAN SUBMITTAL
2/29/2024

Preliminary Plans

CURVE DATA RA-3, RJ-1, RJ-2
SEE ROADWAY SHEETS: "GEOMETRIC COORDINATE POINT TABLES" FOR CURVE DATA.



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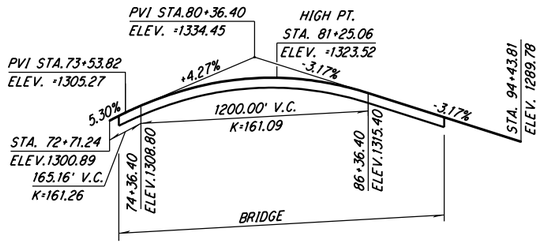

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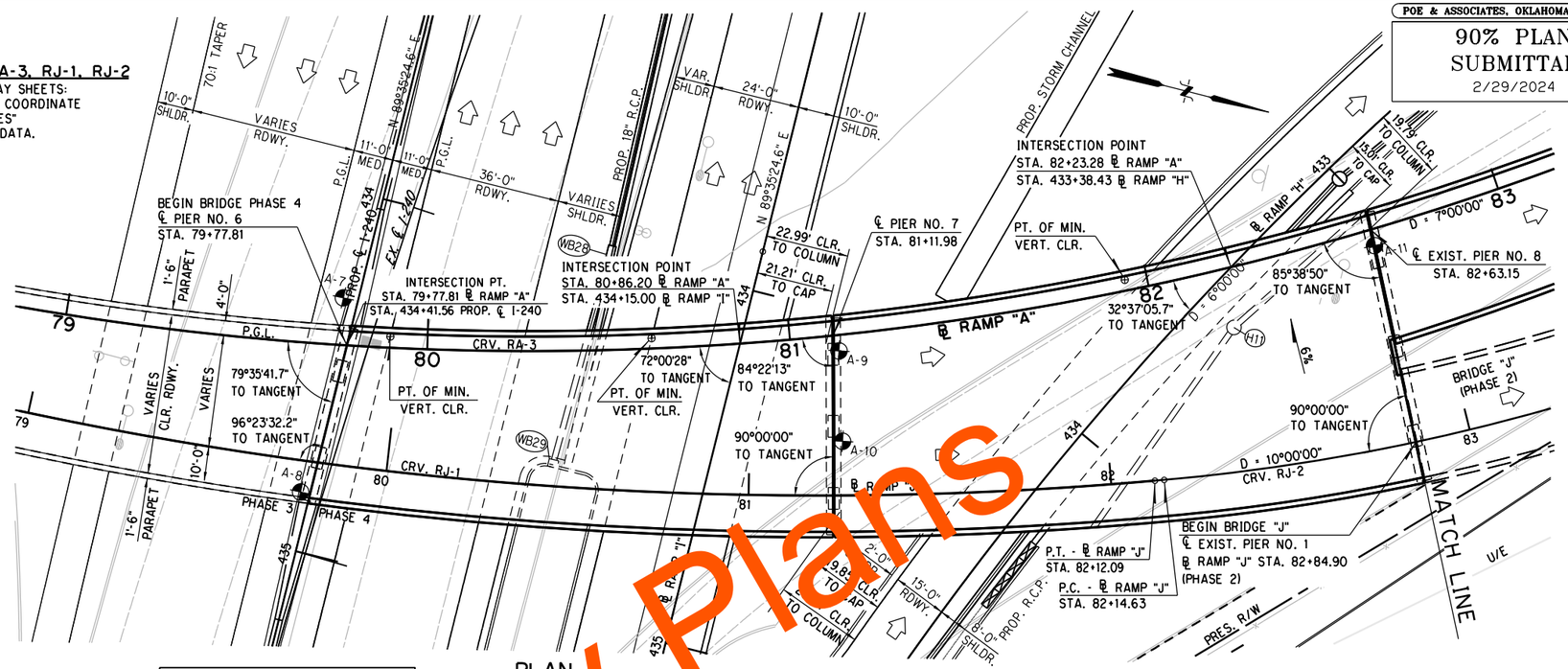
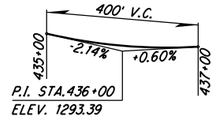


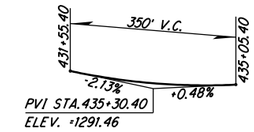
PLAN
SCALE: 1"= 100'-0"

BM 36 ~ SQUARE ON SOUTH CURB RETURN AT SE 79TH, NW OF ICE RINK 234.04' RT. ℄ I-35 STA.66+79.07 ELEV.= 1290.63

BM 57 ~ SQUARE ON TOP OF HEADWALL 388.69' RT. ℄ I-35 STA.84+07.16 ELEV.= 1286.09



PROFILE GRADE DATA
I-240



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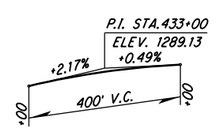
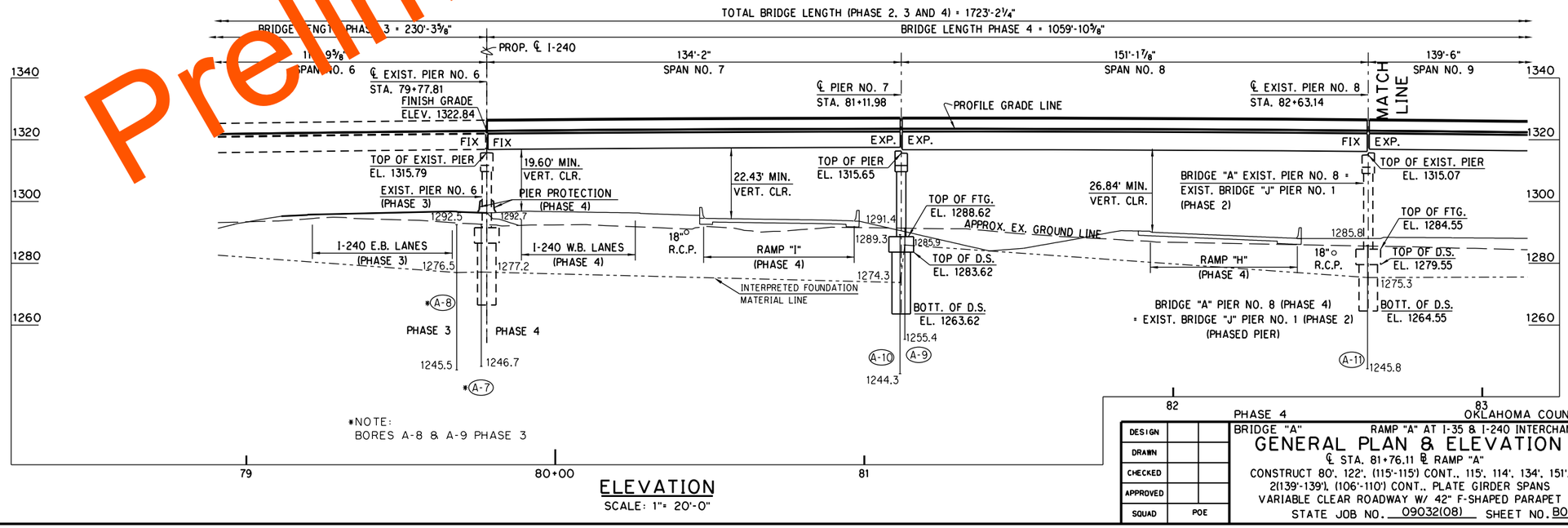


PROFILE GRADE DATA
RAMP "H"



*NOTE:
BORES A-8 & A-9 PHASE 3

ELEVATION
SCALE: 1"= 20'-0"

PHASE 4
OKLAHOMA COUNTY

DESIGN		
DRAWN		
CHECKED		
APPROVED		
SQUAD	POE	

BRIDGE "A" — RAMP "A" AT I-35 & I-240 INTERCHANGE

GENERAL PLAN & ELEVATION

℄ STA. 81+76.11 ℄ RAMP "A"

CONSTRUCT 80', 122', (115'-115') CONT., 115', 114', 134', 151', 2(139'-139'), (106'-110') CONT., PLATE GIRDER SPANS VARIABLE CLEAR ROADWAY W/ 42" F-SHAPED PARAPET

STATE JOB NO. 09032(08) SHEET NO. B002

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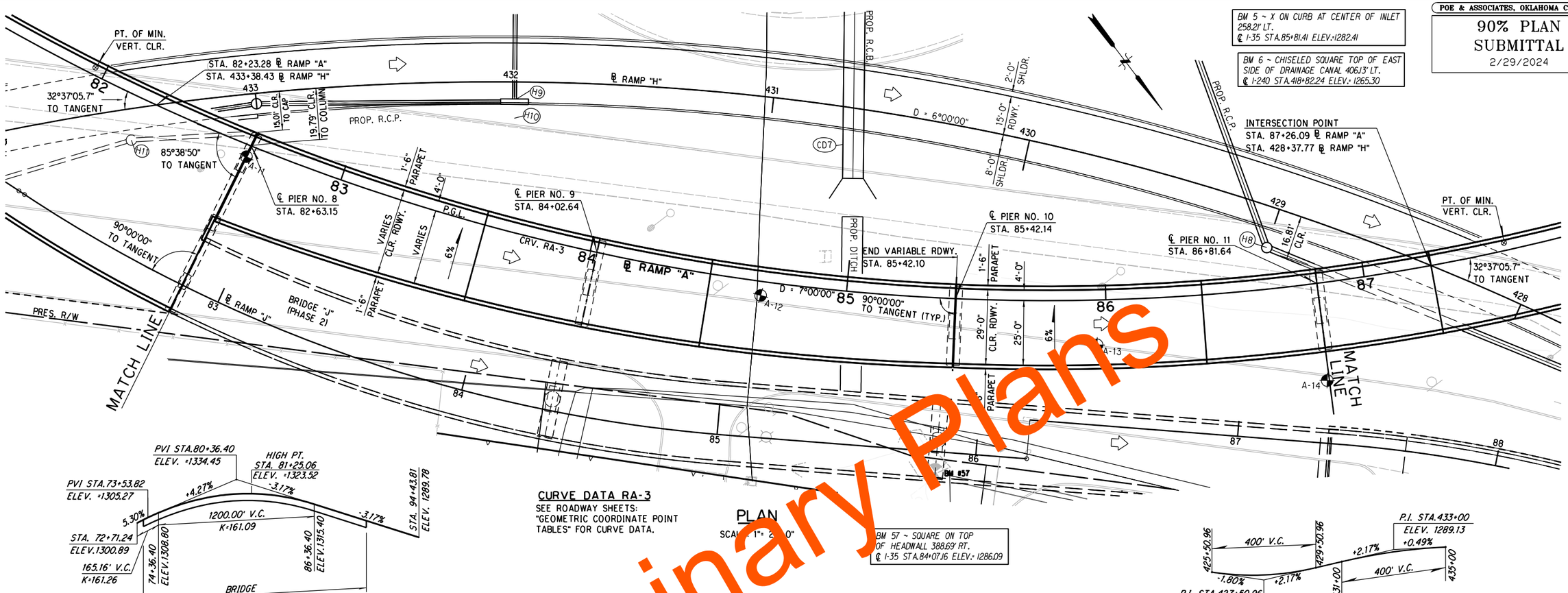
POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL
2/29/2024

BM 5 ~ X ON CURB AT CENTER OF INLET 258.21' LT.
℄ I-35 STA.85+81.41 ELEV.=1282.41

BM 6 ~ CHISELED SQUARE TOP OF EAST SIDE OF DRAINAGE CANAL 406.3' LT.
℄ I-240 STA.418+82.24 ELEV.= 1265.30



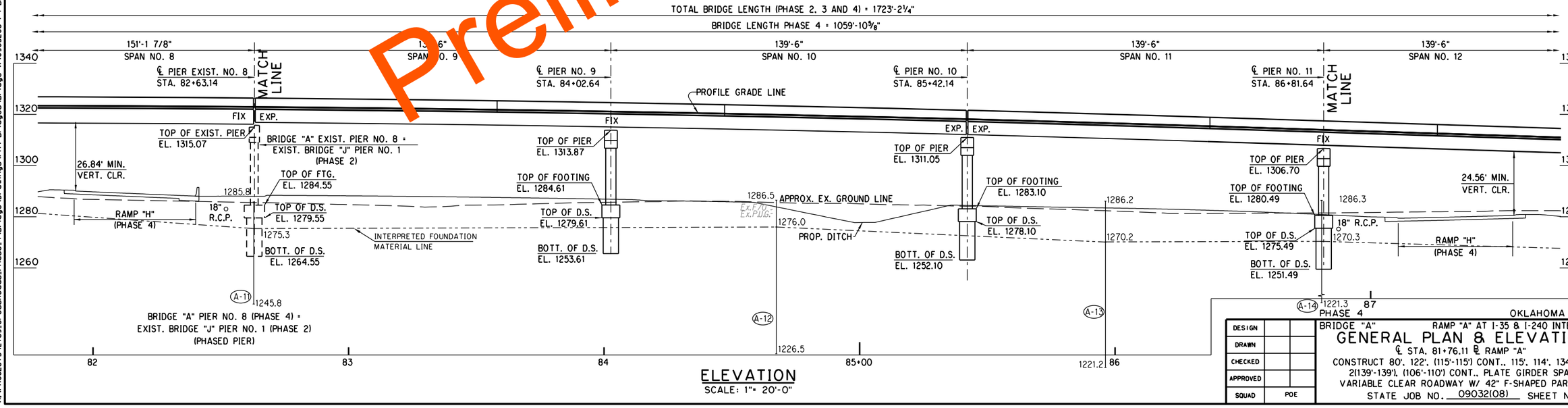
PLAN
SCALE: 1"= 20'-0"

CURVE DATA RA-3
SEE ROADWAY SHEETS: "GEOMETRIC COORDINATE POINT TABLES" FOR CURVE DATA.

℄ I-35 STA.84+07.16 ELEV.= 1286.09

PROFILE GRADE DATA
RAMP "A"

PROFILE GRADE DATA
RAMP "H"



ELEVATION
SCALE: 1"= 20'-0"

BRIDGE "A" PIER NO. 8 (PHASE 4) = EXIST. BRIDGE "J" PIER NO. 1 (PHASE 2) (PHASED PIER)

DESIGN		
DRAWN		
CHECKED		
APPROVED		
SQUAD	POE	

OKLAHOMA COUNTY
BRIDGE "A" RAMP "A" AT I-35 & I-240 INTERCHANGE

GENERAL PLAN & ELEVATION

℄ STA. 81+76.11 ℄ RAMP "A"
CONSTRUCT 80', 122', (115'-115') CONT., 115', 114', 134', 151', 2(139'-139'), (106'-110') CONT., PLATE GIRDER SPANS
VARIABLE CLEAR ROADWAY W/ 42" F-SHAPED PARAPET
STATE JOB NO. 09032(08) SHEET NO. B003

Preliminary Plans

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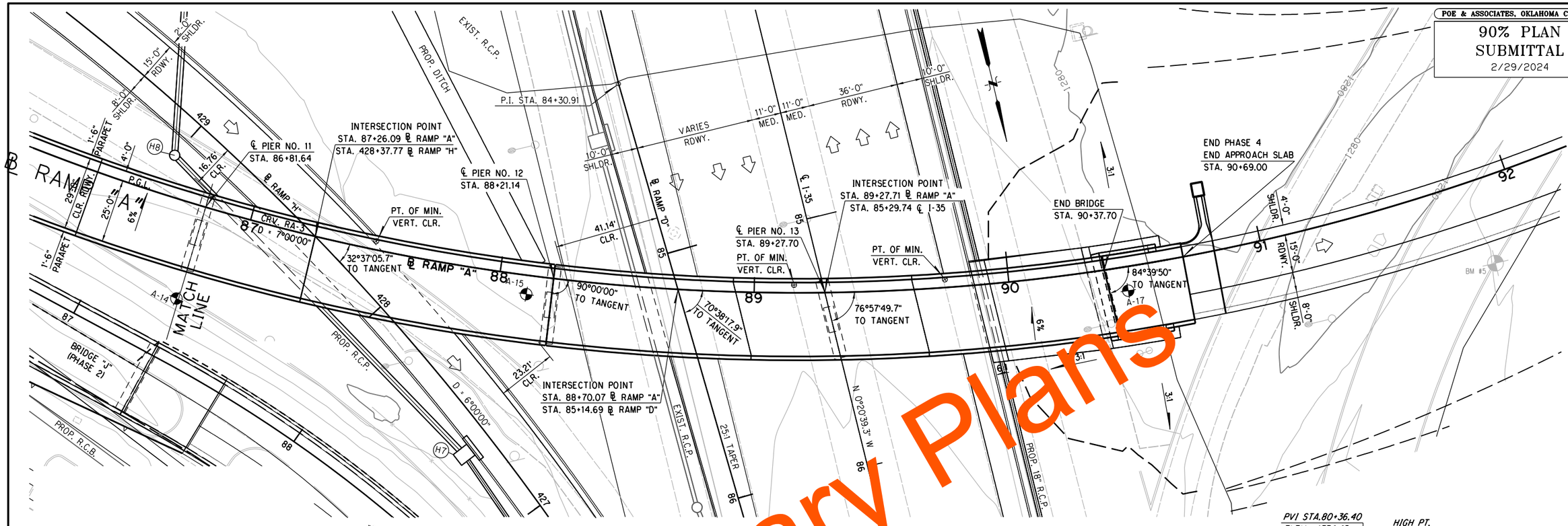
90% PLAN SUBMITTAL
2/29/2024



PROFILE GRADE DATA
RAMP "H"

BM 5 ~ X ON CURB AT CENTER OF INLET 258.21' LT.
℄ I-35 STA. 85+81.41 ELEV.=1282.41

BM 6 ~ CHISELED SQUARE TOP OF EAST SIDE OF DRAINAGE CANAL 406.13' LT.
℄ I-240 STA. 418+82.24 ELEV.= 1269.70

PLAN
SCALE: 1"= 20'-0"

CURVE DATA RA-3
SEE ROADWAY SHEETS:
"COORDINATE POINT TABLES" FOR CURVE DATA.

PROFILE GRADE DATA
I-35

PROFILE GRADE DATA
RAMP "A"

ELEVATION
SCALE: 1"= 20'-0"

PHASE 4 OKLAHOMA COUNTY

BRIDGE "A" RAMP "A" AT I-35 & I-240 INTERCHANGE

GENERAL PLAN & ELEVATION

℄ STA. 81+76.11 ℄ RAMP "A"

CONSTRUCT 80', 122', (115'-115') CONT., 115', 114', 134', 151', 2(139'-139'), (106'-110') CONT., PLATE GIRDER SPANS VARIABLE CLEAR ROADWAY W/ 42" F-SHAPED PARAPET

STATE JOB NO. 09032(08) SHEET NO. B004

DESIGN		
DRAWN		
CHECKED		
APPROVED		
SQUAD	POE	

Preliminary Plans

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POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL
2/29/2024

DESIGN DATA

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

UNIT STRESSES:

CLASS AA CONCRETE	F'c = 4.000 PSI
CLASS A CONCRETE	F'c = 3.000 PSI
REINFORCING STEEL (GRADE 60)	Fy = 60.000 PSI
STRUCTURAL STEEL M270 (GRADE 50W)	F'c = 50.000 PSI
STAINLESS STEEL A240 (TYPE 316)	Fy = 30.000 PSI

LOADING:
- HL-93
- 20 PSF FUTURE WEARING SURFACE
- 5 PSF SIP STEEL DECK FORM ALLOWANCE

LRFR OF HL-93 LOADING:
- INVENTORY RATING FACTOR =
- OPERATING RATING FACTOR =

FOUNDATION CAPACITIES

ABUTMENT:

MAXIMUM FACTORED PILE REACTION = 79.5 TONS PER PILE.

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

PIERS	PIER 7	PIER [illegible]	PIER [illegible]	PIER 11	PIER 12	PIER 13
DRILLED SHAFT DIAMETER =	72"	[illegible]	84"	84"	84"	84"
DRILLED SHAFT MINIMUM DEPTH INTO ROCK =	[illegible]	21'-0"	18'-0"	18'-0"	15'-0"	16'-0"
FACTORED REACTION =	980 TONS	1606 TONS	1044 TONS	1522 TONS	949 TONS	1220 TONS
NOMINAL UNIT BEARING RESISTANCE =	[illegible]	48 TSF	42 TSF	59 TSF	33 TSF	40 TSF
BEARING RESISTANCE FACTOR =	[illegible]	0.56	0.56	0.56	0.56	0.56
FACTORED BEARING RESISTANCE =	[illegible] TONS	1025 TONS	911 TONS	1262 TONS	702 TONS	853 TONS
NOMINAL UNIT FRICTION RESISTANCE =	5.8 [illegible]	6.4 TSF	3.7 TSF	5.9 TSF	6.2 TSF	6.1 TSF
FRICTION RESISTANCE FACTOR =	0.45	0.36	0.36	0.36	0.36	0.36
FACTORED FRICTION RESISTANCE =	279 TONS	845 TONS	383 TONS	645 TONS	520 TONS	559 TONS
DEPTH OF ROCK NEGLECTED FOR FRICTION =	5 FT.	5 FT.	5 FT.	5 FT.	5 FT.	5 FT.
TOTAL FACTORED RESISTANCE =	1365 TONS	1870 TONS	1294 TONS	1907 TONS	1222 TONS	1412 TONS

SUMMARY OF BRIDGE QUANTITIES

ITEM	UNIT	ABUTS	PIERS	SUPER STR.	PIER PROT.	APPR. SLABS	SLOPE WALL	TOTAL
SUBSTRUCTURE EXCAVATION COMMON	C.Y.	80.00	465.00	--	--	--	--	545.00
SUBSTRUCTURE EXCAVATION ROCK	C.Y.	--	10.00	--	--	--	--	10.00
CLSM BACKFILL	C.Y.	97.50	--	--	--	--	--	97.50
APPROACH SLAB	S.Y.	--	--	--	--	109.40	--	109.40
SAW-CUT GROOVING	S.Y.	--	--	4,581.00	--	100.00	--	4,681.00
42" F-SHAPED PARAPET	L.F.		--	2,165.80	--	61.50	--	2,227.30
STRUCTURAL STEEL M270 GRADE 50W	LB.	--	--	2,566,130.00	--	--	--	2,566,130.00
STAINLESS STEEL FIXED BEARING ASSEMBLY	EA.		--	28.00	--	--	--	28.00
STAINLESS STEEL EXP. BEARING ASSEMBLY	EA.	--	--	40.00	--	--	--	40.00
CLASS AA CONCRETE	C.Y.		--	1,303.30	--	--	--	1,303.30
CLASS A CONCRETE	C.Y.	50.70	558.90	--	67.30	--	--	676.90
SLOPE WALL (5")	S.Y.	--	--	--	--	--	272.00	272.00
GRAFF[illegible]ATM[illegible]T	S.F.	--	--	--	--	--	--	34,426.00
R[illegible]FORCING STEEL	LB.	--	750.00	--	--	--	--	750.00
[illegible]XY COATED REINF[illegible]RCING STEEL	LB.	5,440.00	123,940.00	322,520.00	7,610.00	--	--	459,510.00
PIL[illegible] FURNISHED (HP 10X42)	L.F.	123.00	--	--	--	--	--	123.00
PILE[illegible]URNISHED (HP 12X53)	L.F.	123.00	--	--	--	--	--	123.00
PILES, [illegible]RIVEN (HP 10X42)	L.F.	56.00	--	--	--	--	--	56.00
PILES, D[illegible]VEN (HP 12X53)	L.F.	56.00	--	--	--	--	--	56.00
PILE SPLICE H-PILE (NON-BIDDABLE)	EA.	--	--	--	--	--	--	1.00
WATER REPELLENT (VISUALLY INSPECTED)	S.Y.	32.00	342.00	2,726.00	--	30.00	--	3,130.00
DRILLED SHAFTS 72" DIAMETER	L.F.	--	60.00	--	--	--	--	60.00
DRILLED SHAFTS 84" DIAMETER	L.F.	--	120.00	--	--	--	--	120.00
CROSSHOLE SONIC LOGGING	EA.	--	6.00	--	--	--	--	6.00
ELASTOMERIC COATING	S.F.	148.00	1,332.00	--	--	--	--	1,480.00
SEALED EXPANSION JOINT	L.F.	--	--	195.39	--	--	--	195.39
SEALER CRACK PREPARATION	L.F.	--	--	200.00	--	--	--	200.00
SEALER RESIN	GAL.	--	--	2.20	--	--	--	2.20
6" PERFORATED PIPE UNDERDRAIN ROUND	L.F.	33.00	--	--	46.00	--	41.00	120.00
6" NON-PERF.PIPE UNDERDRAIN RND.	L.F.	20.00	--	--	--	--	20.00	40.00

Preliminary Plans

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PHASE 4 OKLAHOMA COUNTY

DESIGN		
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APPROVED		
SQUAD	POE	

BRIDGE "A" RAMP "A" AT I-35 & I-240 INTERCHANGE

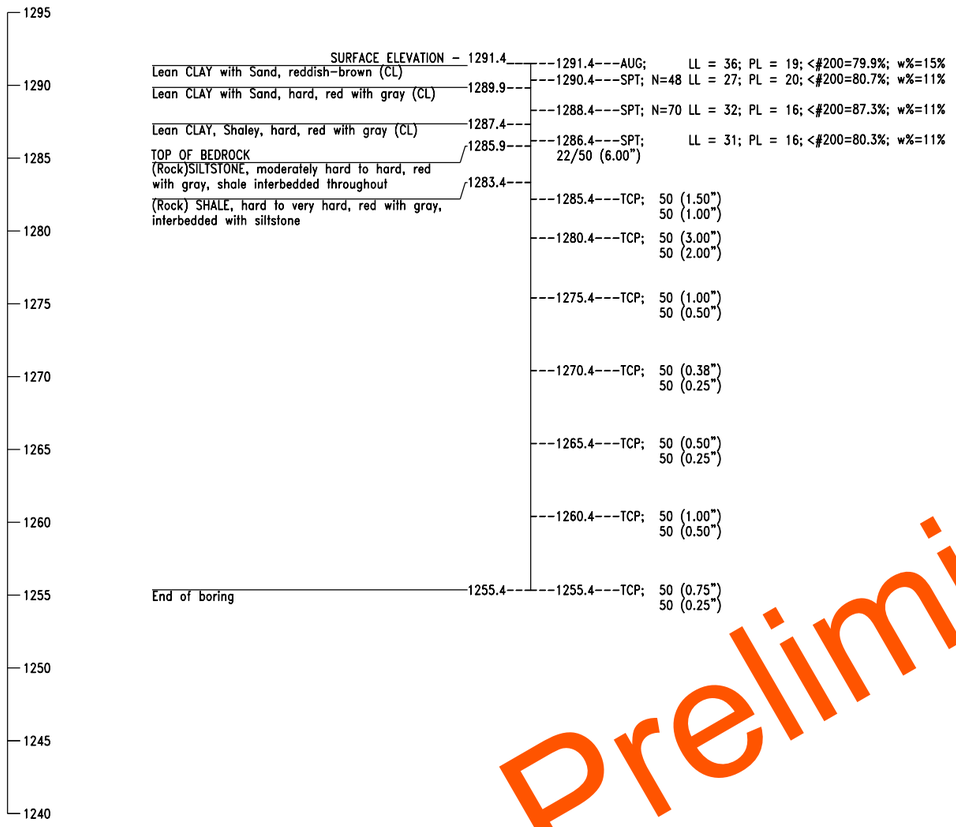
DESIGN DATA AND SUMMARY OF QUANTITIES

STATE JOB NO. 09032(08) SHEET NO. B005

POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL
2/29/2024

Boring Number A-09
Northing: 143035.76
Easting: 2151413.36
Date Drilled: 5/18/2017



Boring Number A-10
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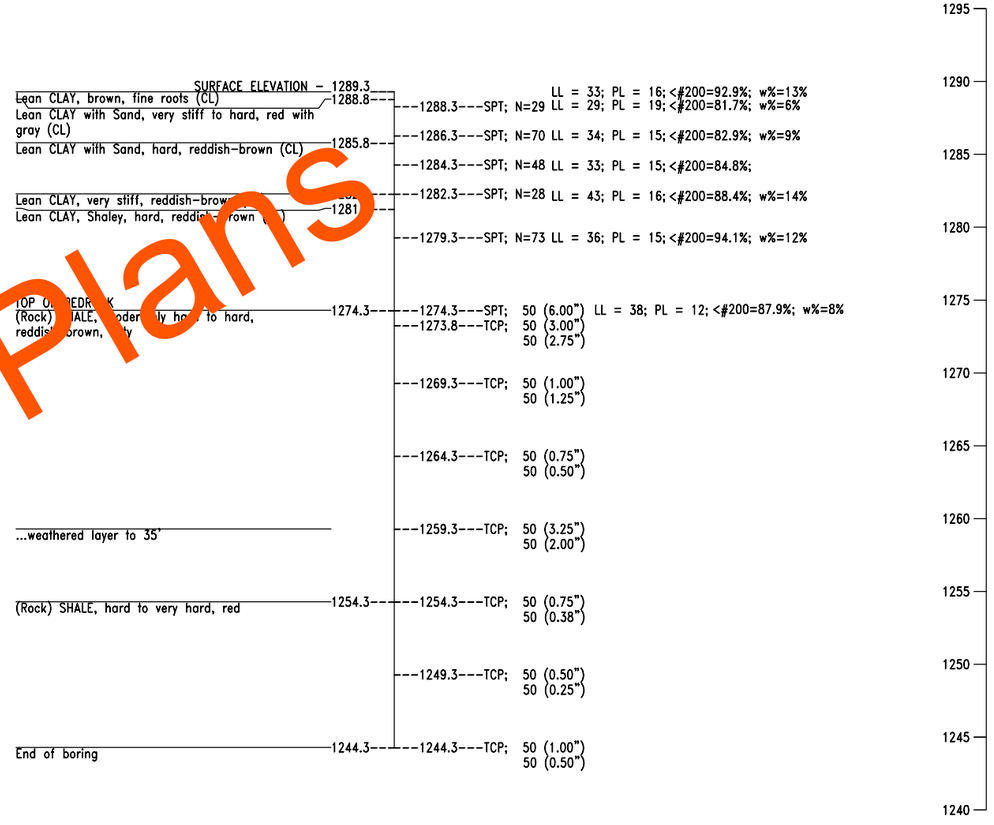
Easting: 2151437.24
Date Drilled: 9/19/2017



Preliminary Plans

GEOLOGIC STATEMENT

"Division Four" of the "Engineering Classification of Geological Materials", published by the Oklahoma Department of Transportation (ODOT) indicates that the site is underlain by the Hennessey Unit (Phy). The geologic unit is described below.

This unit consists of red platy to blocky clay shales and mudstone. The mudstones are hard and appear blocky. The red clay shale of the Hennessey Unit is characterized by numerous bands of streaks of white or light green color ranging from a few inches to four feet in thickness.

The total thickness of the unit is about 400 feet.

The Hennessey Unit outcrops in a 5- to 15-mile north-south band across Grant, Garfield, Kingfisher, Logan, Canadian, and Oklahoma Counties in Division Four. Topographically, the unit is near level to gently rolling and is generally grass covered or cultivated.

GEOTECHNICAL REPORT

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Note: Water level elevations shown were obtained at the time the borings were drilled and may fluctuate throughout the year.

NOTE: SPT - Split Spoon Sampling
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AUG - Augur Cutting Sample
LL - Liquid Limit
PL - Plastic Limit

<#200 - Percent passing #200 sieve
w% - Moisture content
N - Number of blows per 12 inches
▽ Denotes depth to observed groundwater

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PHASE 4 OKLAHOMA COUNTY
BRIDGE "A" RAMP "A" AT I-35 & I-240 INTERCHANGE

FOUNDATION REPORT
(SHEET 1 OF 4)

STATE JOB NO. 09032(08) SHEET NO. B006

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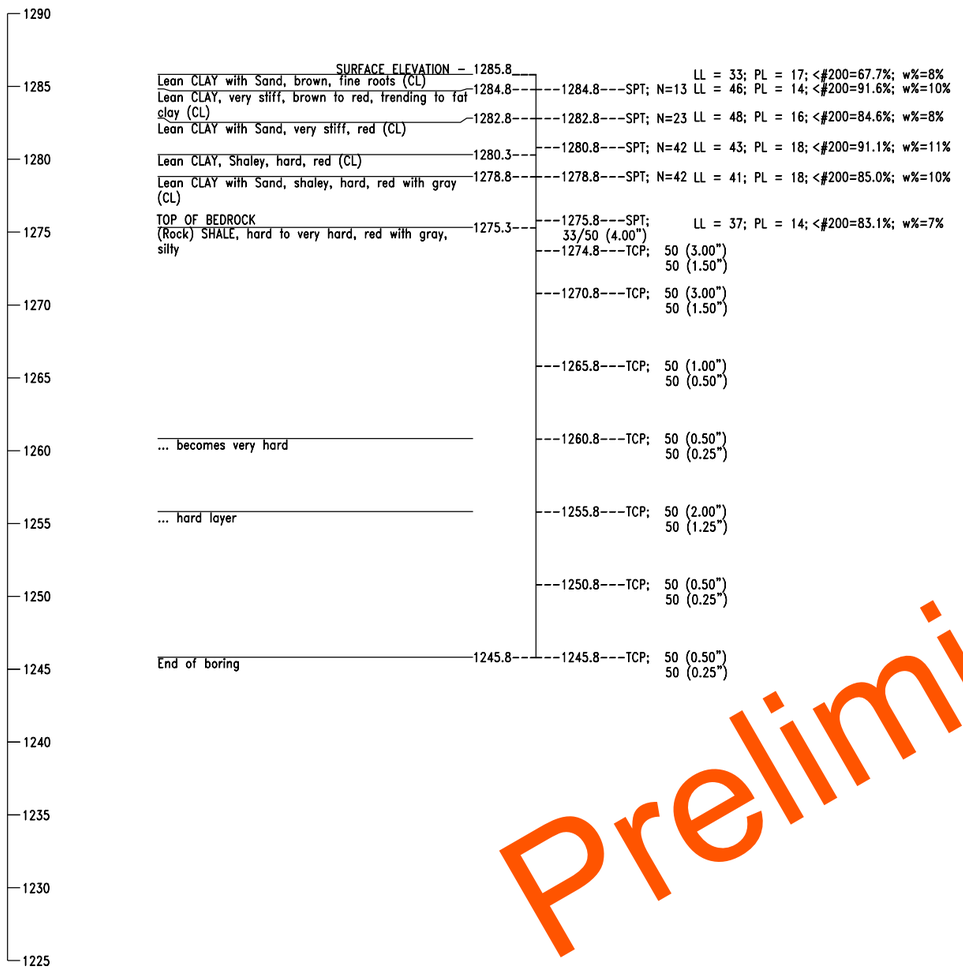
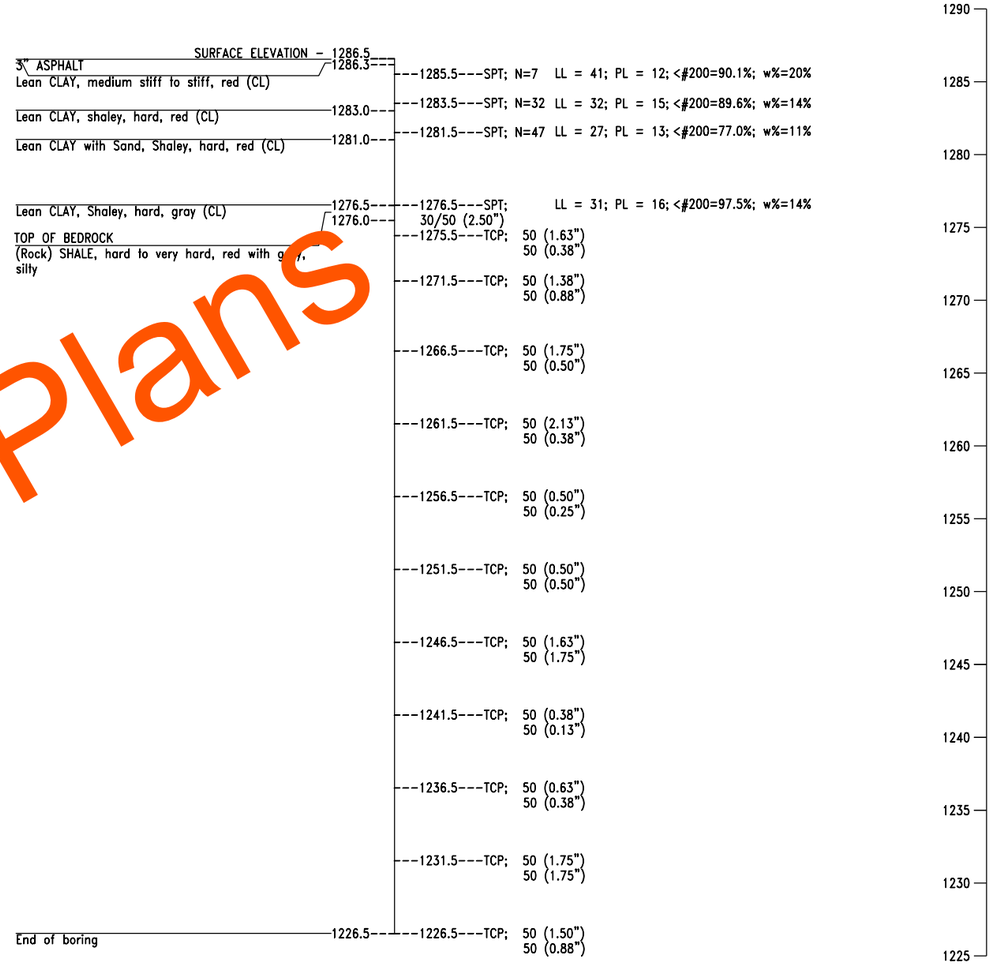
POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL
2/29/2024

Boring Number A-11
Northing: 143171.50
Easting: 2151348.68
Date Drilled: 9/21/2017



Boring Number A-12
Northing: 143333.92
Easting: 2151223.25
Date Drilled: 2/13/2018



Preliminary Plans

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PHASE 4 OKLAHOMA COUNTY
BRIDGE "A" RAMP "A" AT I-35 & I-240 INTERCHANGE

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FOUNDATION REPORT
(SHEET 2 OF 4)

STATE JOB NO. 09032(08) SHEET NO. B007

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POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL
2/29/2024

Boring Number A-13
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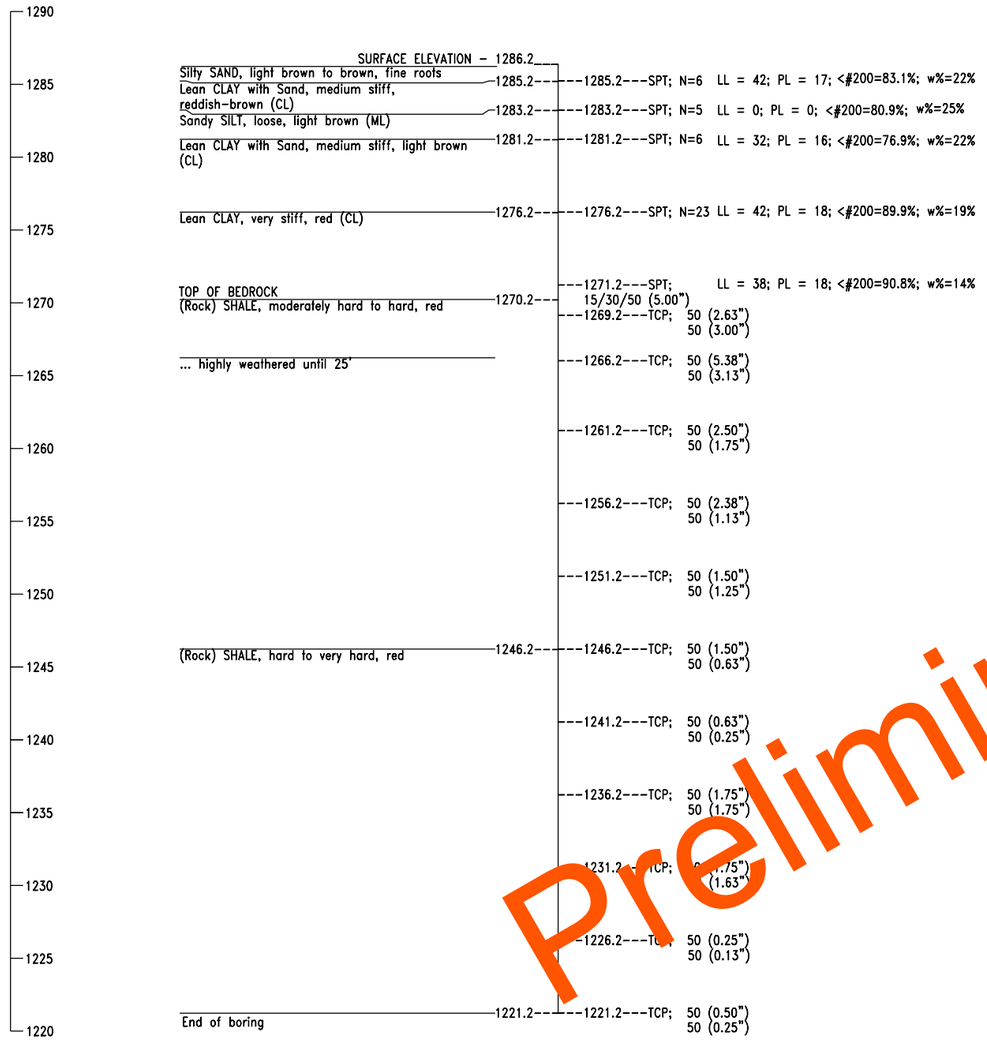
Date Drilled: 2/14/2018



Boring Number A-14
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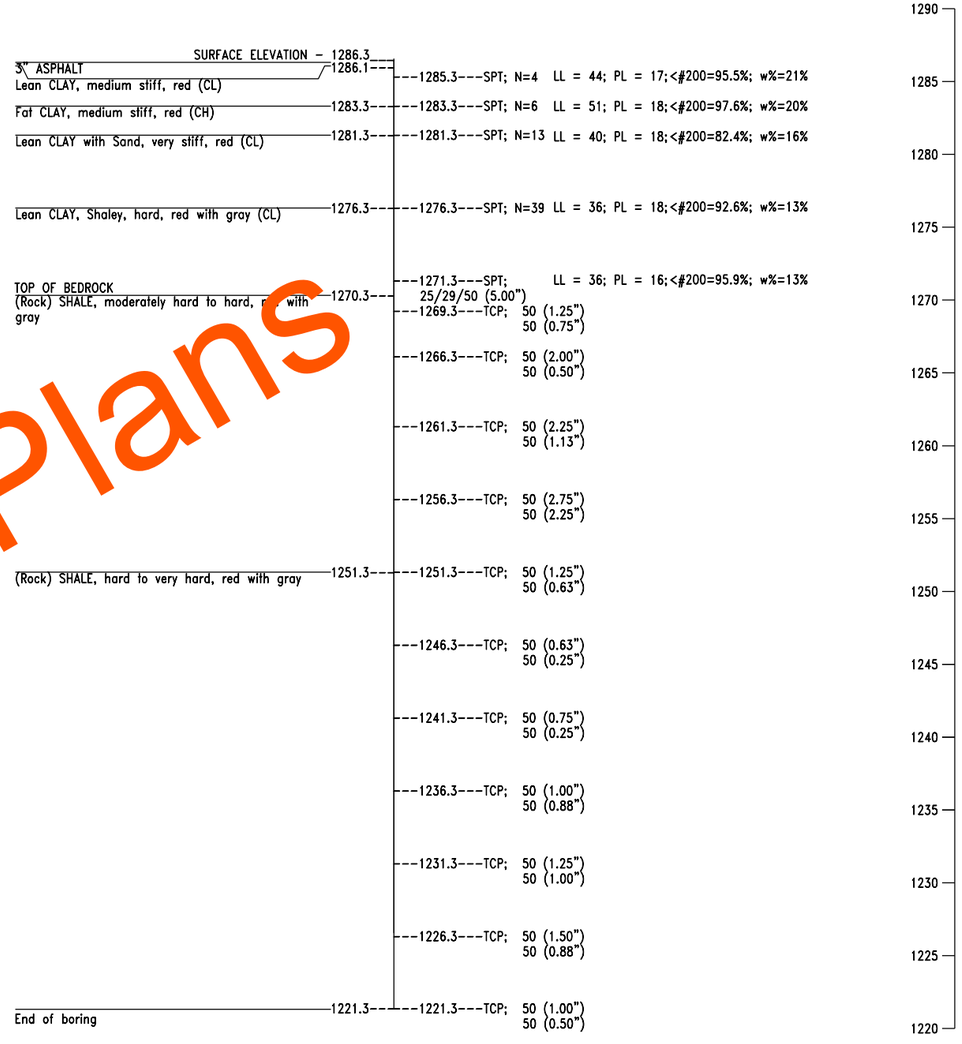
Easting: 2151069.25
Date Drilled: 2/15/2018



Preliminary Plans

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PHASE 4 OKLAHOMA COUNTY
BRIDGE "A" RAMP "A" AT I-35 & I-240 INTERCHANGE

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FOUNDATION REPORT
(SHEET 3 OF 4)

STATE JOB NO. 09032(08) SHEET NO. B008

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POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL
2/29/2024

Boring Number A-15
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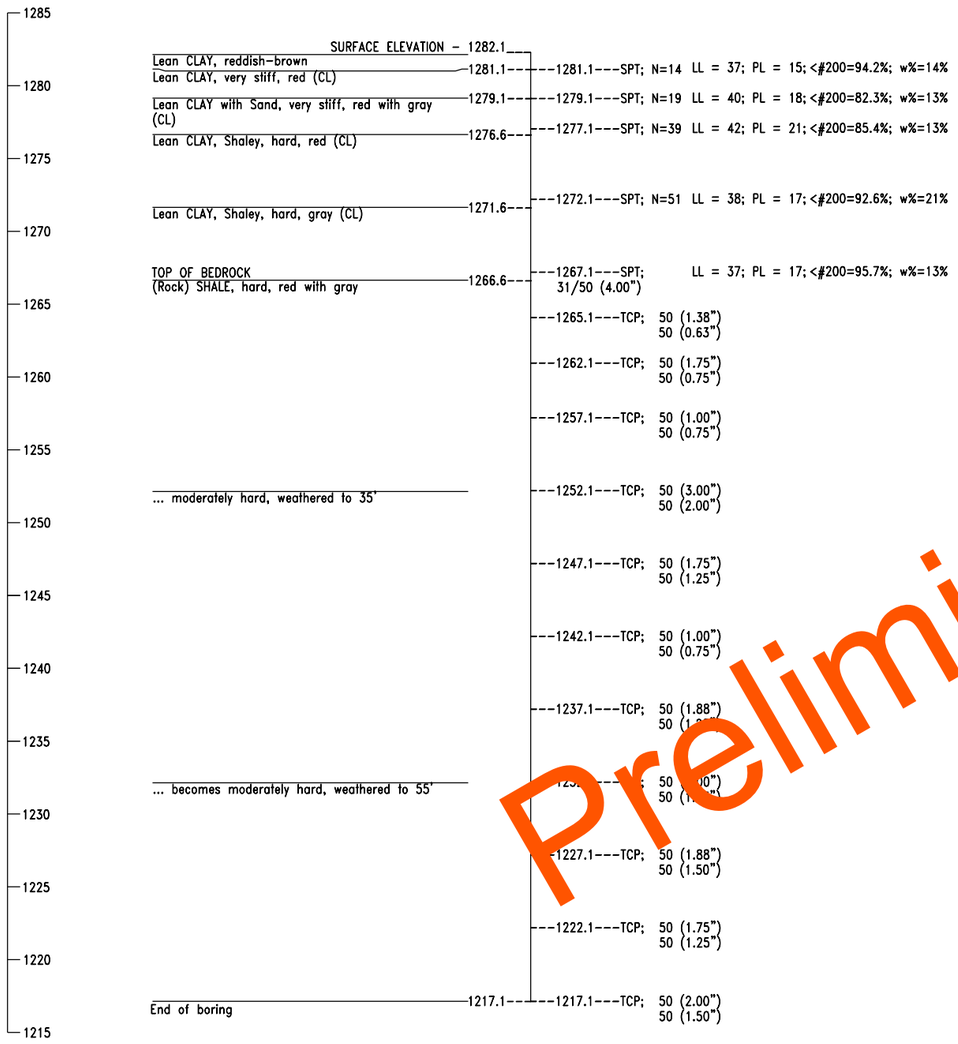
Easting: 2150935.41
Date Drilled: 2/15/2018



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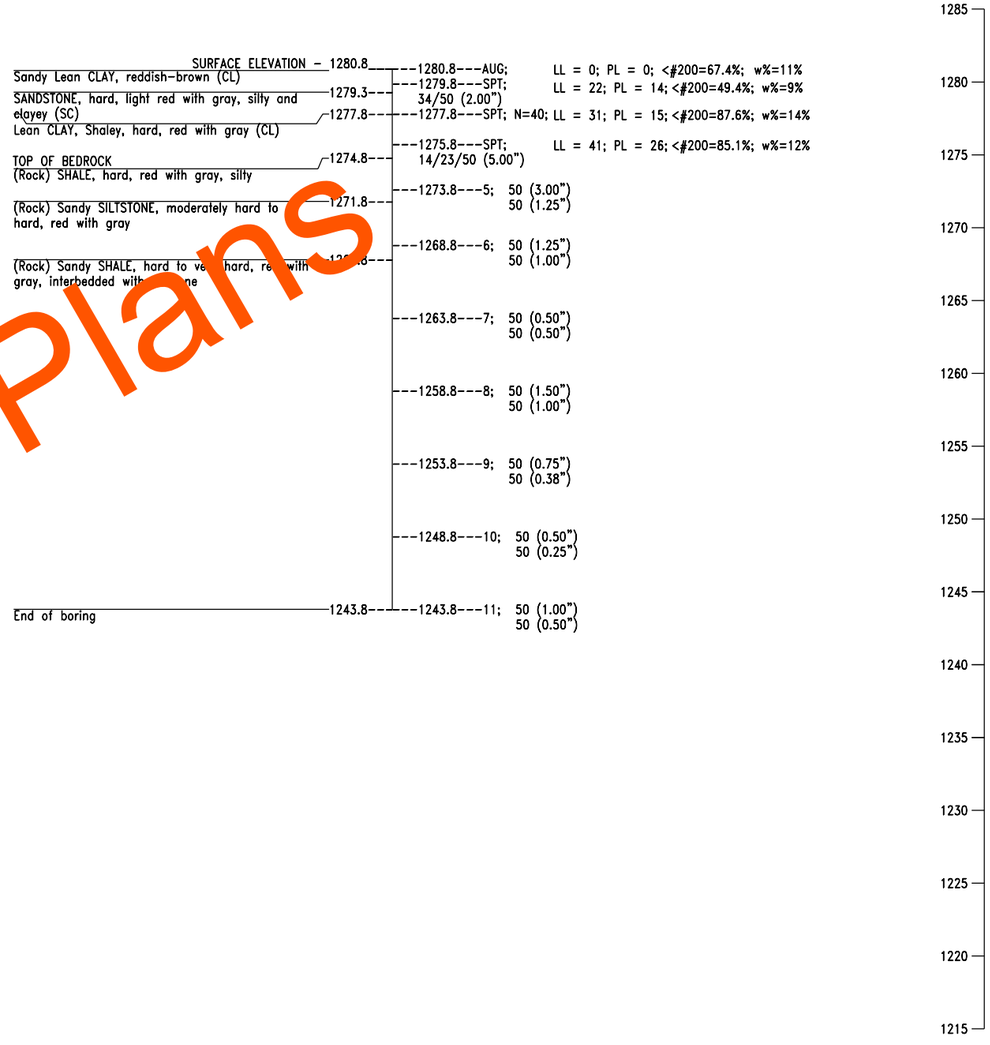
Date Drilled: 5/23/2017



Preliminary Plans

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PHASE 4 OKLAHOMA COUNTY
BRIDGE "A" RAMP "A" AT I-35 & I-240 INTERCHANGE

FOUNDATION REPORT
(SHEET 4 OF 4)

STATE JOB NO. 09032(08) SHEET NO. B009

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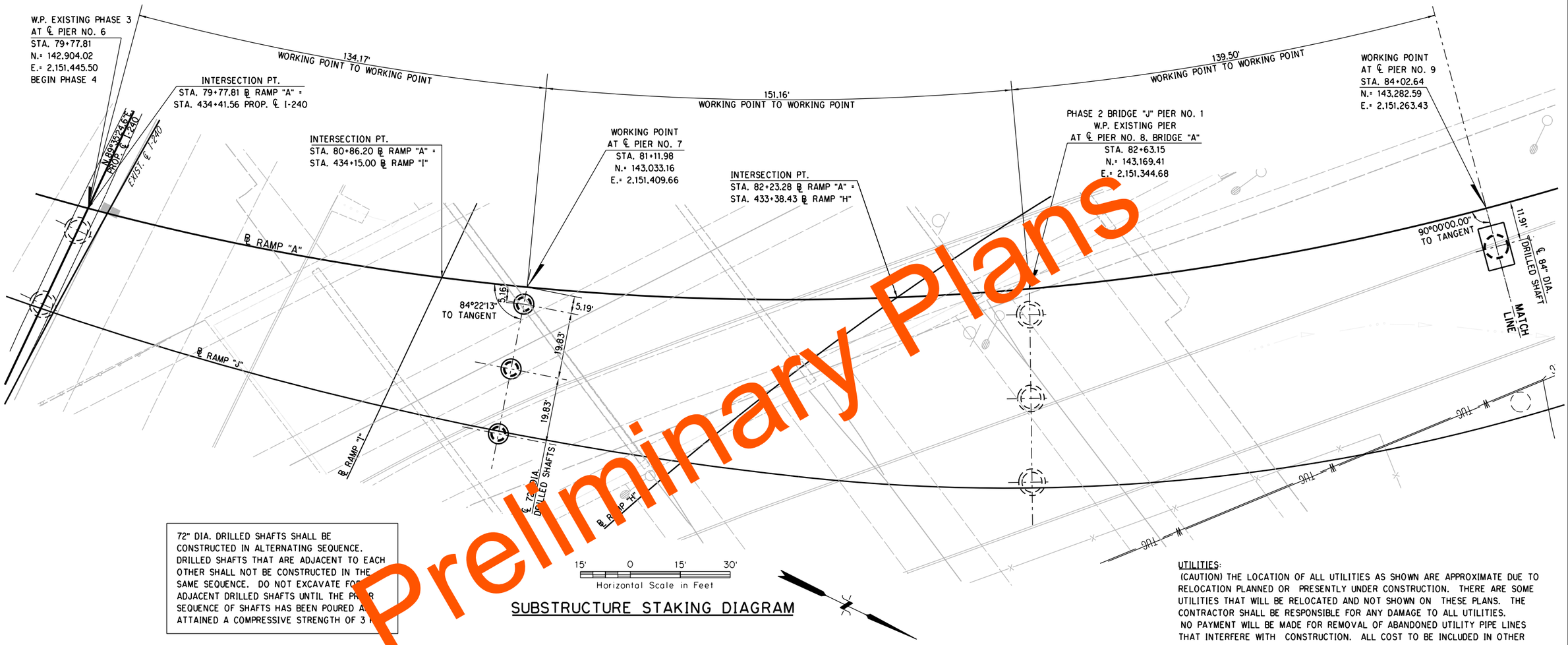
POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL
2/29/2024



SUBSTRUCTURE STAKING DIAGRAM

72" DIA. DRILLED SHAFTS SHALL BE CONSTRUCTED IN ALTERNATING SEQUENCE. DRILLED SHAFTS THAT ARE ADJACENT TO EACH OTHER SHALL NOT BE CONSTRUCTED IN THE SAME SEQUENCE. DO NOT EXCAVATE FOR ADJACENT DRILLED SHAFTS UNTIL THE PRIOR SEQUENCE OF SHAFTS HAS BEEN POURED AND ATTAINED A COMPRESSIVE STRENGTH OF 3 K

Preliminary Plans

UTILITIES:
(CAUTION) THE LOCATION OF ALL UTILITIES AS SHOWN ARE APPROXIMATE DUE TO RELOCATION PLANNED OR PRESENTLY UNDER CONSTRUCTION. THERE ARE SOME UTILITIES THAT WILL BE RELOCATED AND NOT SHOWN ON THESE PLANS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE TO ALL UTILITIES. NO PAYMENT WILL BE MADE FOR REMOVAL OF ABANDONED UTILITY PIPE LINES THAT INTERFERE WITH CONSTRUCTION. ALL COST TO BE INCLUDED IN OTHER ITEMS.

OKLAHOMA ONE-CALL SYSTEM:
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.

DRILLED SHAFT CONSTRUCTION:
DUE TO THE VERY HARD ROCK ENCOUNTERED AT THIS SITE, DRILLED SHAFT EXCAVATIONS WILL REQUIRE SPECIALIZED ROCK DRILLING EQUIPMENT. THE CONTRACTOR IS RESPONSIBLE FOR BECOMING FAMILIAR WITH THE EXISTING SUBSURFACE CONDITIONS AND THEIR IMPLICATIONS ON THE DRILLING PROCESSES PRIOR TO BEGINNING WORK.

PHASE 4 OKLAHOMA COUNTY
BRIDGE "A" RAMP "A" AT I-35 & I-240 INTERCHANGE

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SUBSTRUCTURE LAYOUT
(SHEET 1 OF 2)

STATE JOB NO. 09032(08) SHEET NO. B010

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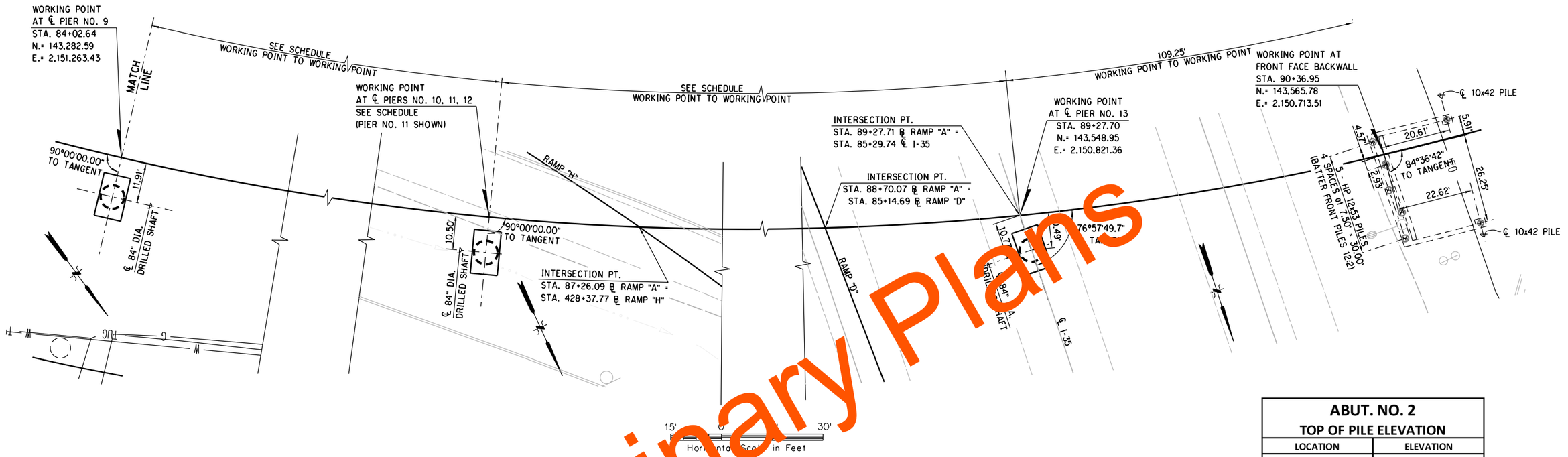
POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL
2/29/2024



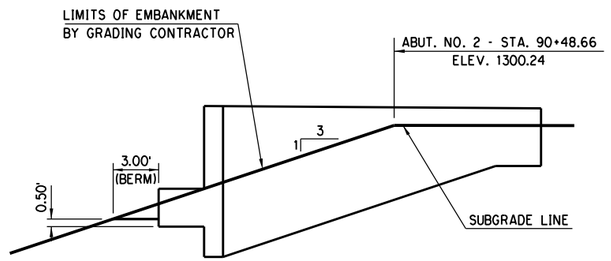
SUBSTRUCTURE STAKING DIAGRAM

Preliminary Plans

PIER LOCATION SCHEDULE			
LOCATION	WORKING POINT STA.	NORTHING	EASTING
PIER NO. 9	84+02.64	143,282.59	2,151,263.43
PIER NO. 10	85+42.10	143,380.97	2,151,164.17
PIER NO. 11	86+81.64	143,459.88	2,151,049.75
PIER NO. 12	88+21.14	143,518.84	2,150,923.51
PIER NO. 13	89+27.70	143,548.95	2,150,821.36

WORKING PT. TO WORKING PT. SCHEDULE	
LOCATION	WP. TO W.P. DISTANCE
PIER NO. 9 TO PIER NO. 10	139.46'
PIER NO. 10 TO PIER NO. 11	139.54'
PIER NO. 11 TO PIER NO. 12	139.50'
PIER NO. 12 TO PIER NO. 13	139.50'

ABUT. NO. 2 TOP OF PILE ELEVATION	
LOCATION	ELEVATION
SEAT	1294.93
WING	1298.93



DETAIL OF GRADING AT ABUTMENT

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PHASE 4 — OKLAHOMA COUNTY
BRIDGE "A" — RAMP "A" AT I-35 & I-240 INTERCHANGE

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APPROVED		
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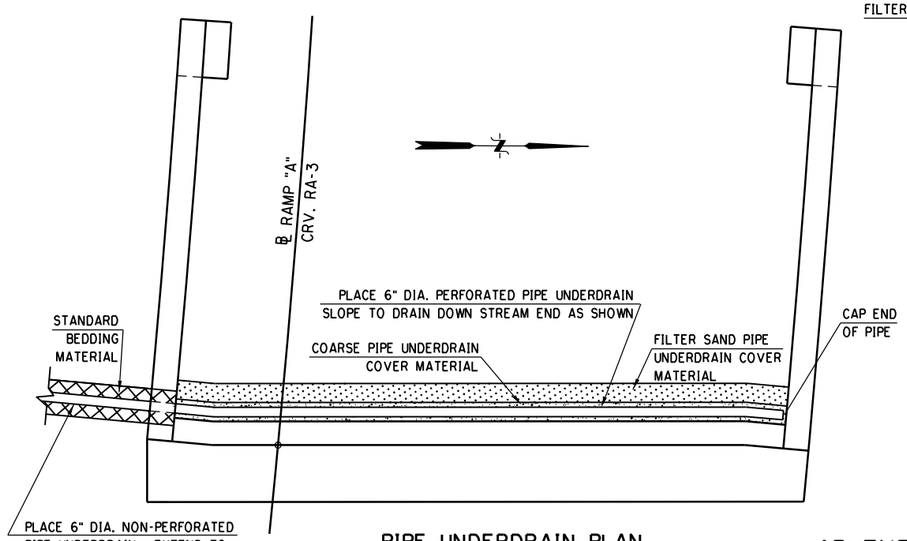
SUBSTRUCTURE LAYOUT
(SHEET 2 OF 2)

STATE JOB NO. 09032(08) SHEET NO. B011

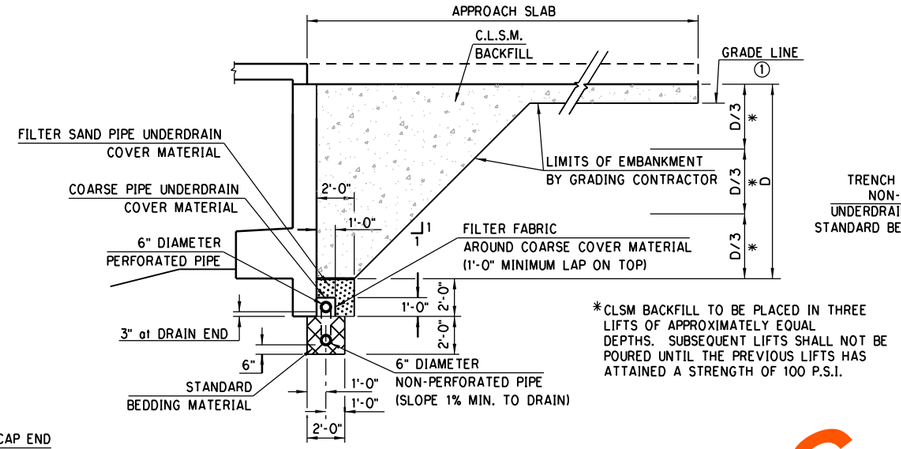
POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL
2/29/2024

Preliminary Plans



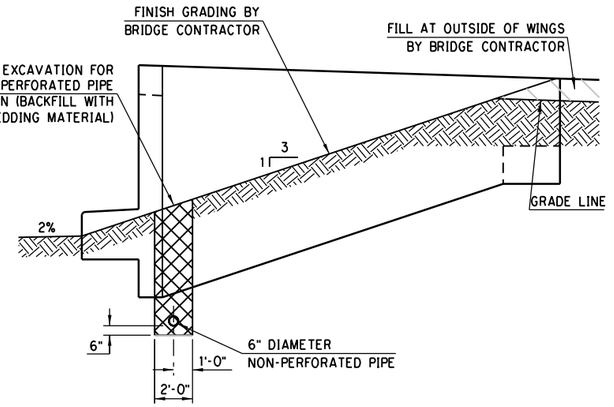
PIPE UNDERDRAIN PLAN



*CLSM BACKFILL TO BE PLACED IN THREE LIFTS OF APPROXIMATELY EQUAL DEPTHS. SUBSEQUENT LIFTS SHALL NOT BE POURED UNTIL THE PREVIOUS LIFTS HAS ATTAINED A STRENGTH OF 100 P.S.I.

UNDERDRAIN INSTALLATION DETAIL

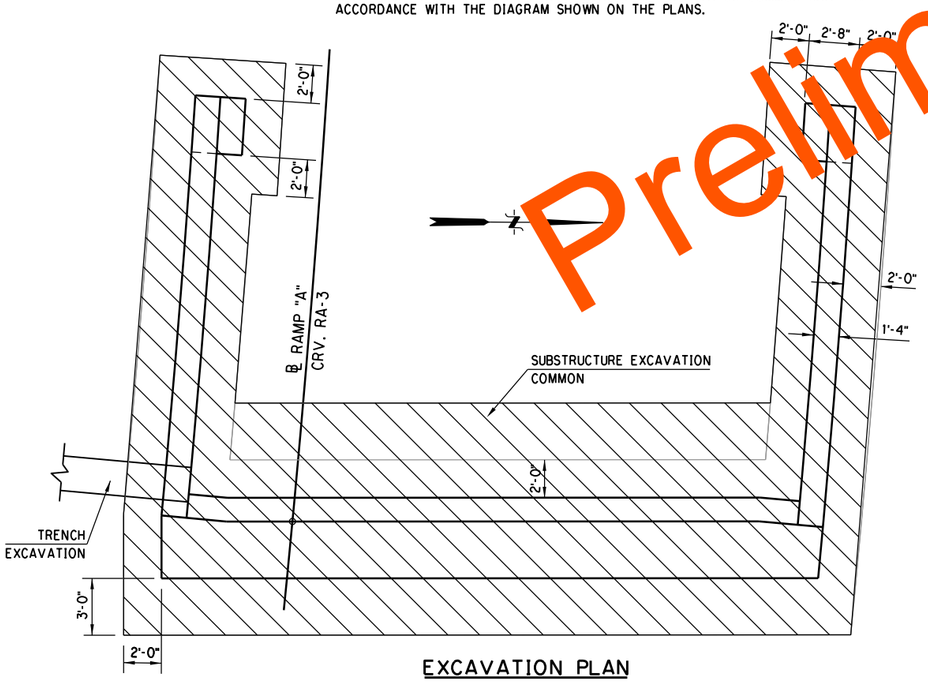
① GRADE LINE SHOWN IS ASSUMED TO BE LOCATED 12" BELOW BOTTOM OF APPROACH SLAB FOR COMPUTING CLSM BACKFILL QUANTITY SHOWN ON THE PLANS. DEPARTMENT WILL PAY FOR CLSM BACKFILL IN ACCORDANCE WITH THE PLAN QUANTITY AND NO ADJUSTMENT WILL BE MADE FOR ACTUAL LOCATION OF GRADE LINE



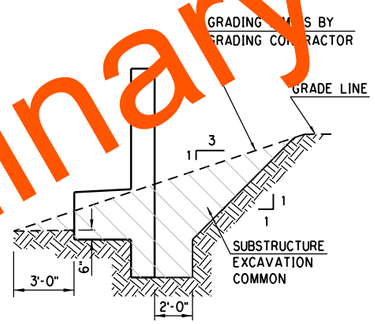
BACKFILL DETAIL OUTSIDE OF WING

ABUTMENT UNDERDRAIN DETAILS

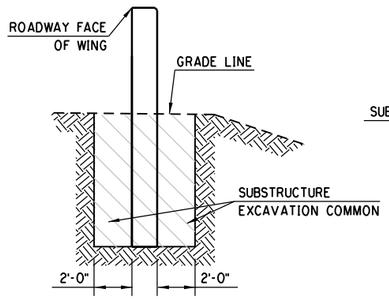
NOTE:
CONCRETE MAY BE PLACED AGAINST THE LIMITS OF EXCAVATION IF THE MATERIAL IS EXCAVATED TO THE NEAT LINES OF THE ABUTMENT AND APPROVED BY THE ENGINEER. IF NECESSARY, FORMS SHALL BE USED ON THE BACK VERTICAL FACE OF THE ABUTMENT AND REMOVED AFTER CONCRETE IS SET.
MEASUREMENT AND PAYMENT FOR SUBSTRUCTURE EXCAVATION COMMON SHALL BE ACCORDANCE WITH THE DIAGRAM SHOWN ON THE PLANS.



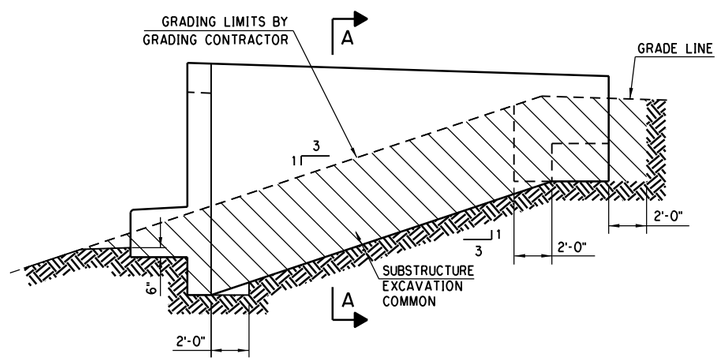
EXCAVATION PLAN



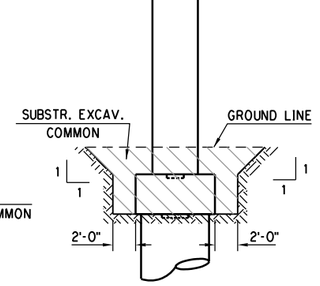
SECTION THRU BRIDGE SEAT



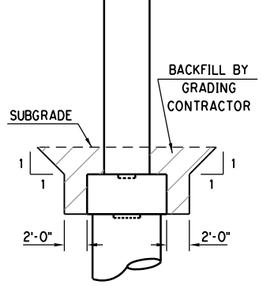
SECTION A-A
SECTION THRU WING



WING ELEVATION



PIER EXCAVATION DIAGRAM
(TYPICAL)



PIER BACKFILL DIAGRAM
(TYPICAL)

ABUTMENT EXCAVATION DIAGRAMS

CONSTRUCTION NOTES

1. CLSM BACKFILL SHALL NOT BE PLACED UNTIL THE SUPERSTRUCTURE IS IN PLACE AND THE ABUTMENT WING CONCRETE HAS ATTAINED A STRENGTH OF 3000 P.S.I.
2. INSTALLATION OF THE PIPE UNDERDRAIN SHALL BE AS SHOWN IN THE PLANS AND ON ODOT STD. PUD-4 AND SPI-5. THE EXTENT, LOCATION AND DEPTH OF THE 6" NON-PERFORATED PIPE UNDERDRAIN WILL BE DETERMINED BY THE ENGINEER TO SUIT CONDITIONS FOUND DURING CONSTRUCTION.
3. COST OF ALL MATERIALS, EQUIPMENT, LABOR AND INCIDENTALS NEEDED FOR THE INSTALLATION OF UNDERDRAIN PIPE SHALL BE INCLUDED IN THE UNIT PRICE BID FOR "6" PERFORATED PIPE UNDERDRAIN ROUND" AND "6" NON-PERF. PIPE UNDERDRAIN RND".
4. FOR ADDITIONAL DETAILS FOR PIPE UNDERDRAIN INSTALLATION, SEE ODOT STDS. PUD-4 AND SPI-5.

PHASE 4 — OKLAHOMA COUNTY
BRIDGE "A" — RAMP "A" AT I-35 & I-240 INTERCHANGE

DESIGN		
DRAWN		
CHECKED		
APPROVED		
SQUAD	POE	

EXCAVATION DIAGRAMS AND UNDERDRAIN DETAILS

STATE JOB NO. 09032(08) SHEET NO. B012

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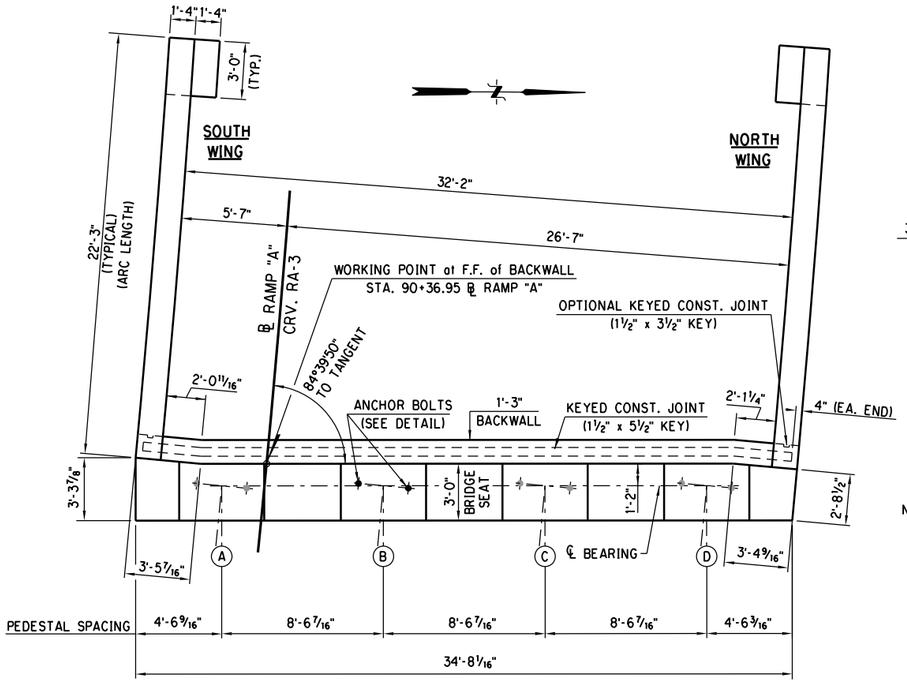
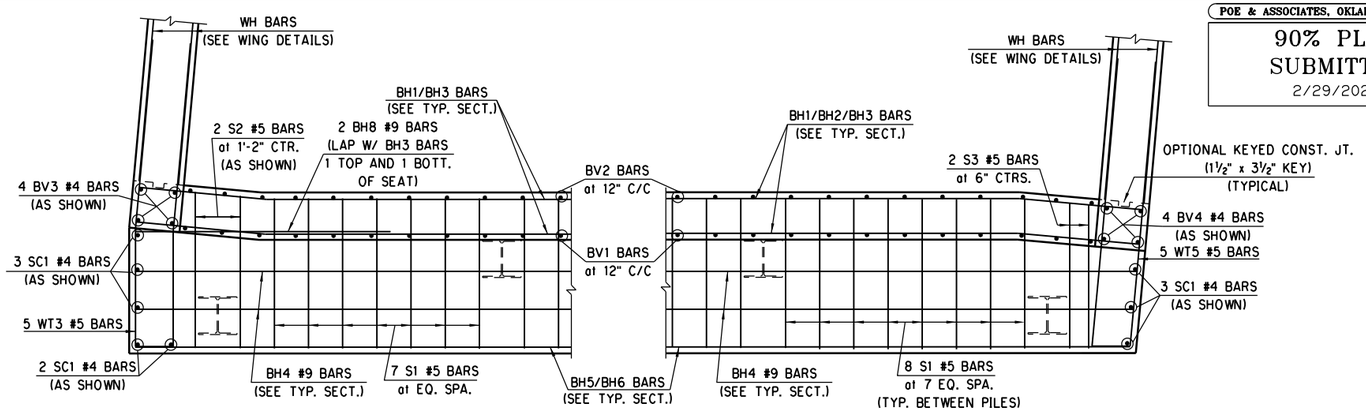
90% PLAN SUBMITTAL
2/29/2024



PLAN

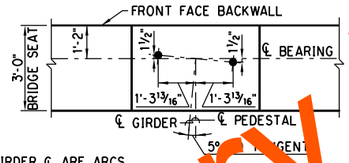
PEDESTAL ELEVATION SCHEDULE - ABUTMENT				
PEDESTAL	A	B	C	D
ELEVATION	1296.84	1297.33	1297.81	1298.30
DEPTH	3"	8 7/8"	14 5/8"	20 1/2"



SECTION A-A

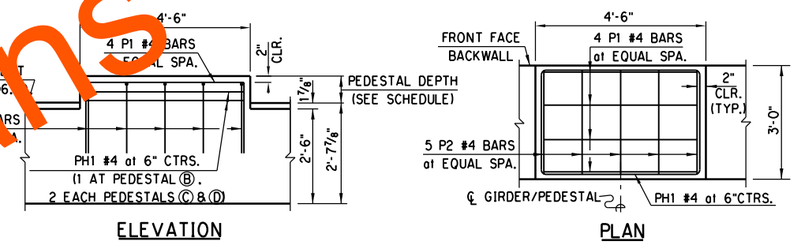
SECTION B-B

NOTE: DIMENSIONS SHOWN ARE PERPENDICULAR TO PEDESTALS.
FOR FURTHER INFORMATION SEE "BEARING ASSEMBLY DETAILS" SHEET.



NOTE: GIRDER ℄ ARE ARCS.
EACH PEDESTAL ℄ IS CONGRUENT WITH ITS GIRDER ℄ AT THE ℄ BEARING

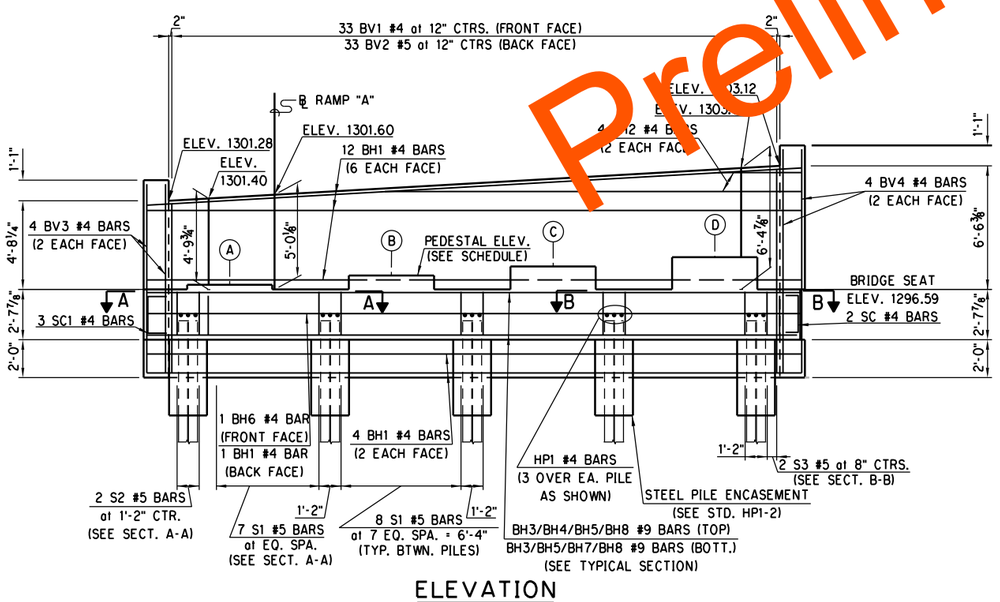
ANCHOR BOLT LAYOUT DETAIL
(TYPICAL)



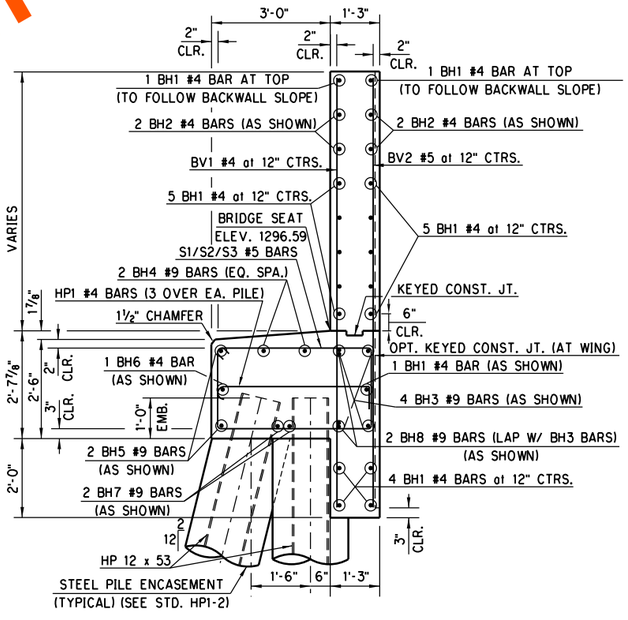
ELEVATION

PLAN

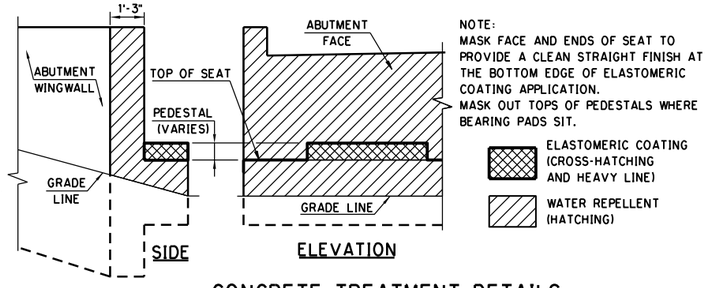
PEDESTAL REINFORCING DETAILS
(TYPICAL)



ELEVATION



TYPICAL SECTION THRU BRIDGE SEAT
(PEDESTAL NOT SHOWN)



CONCRETE TREATMENT DETAILS

ABUTMENT QUANTITIES		
ITEM	UNIT	TOTAL
SUBSTRUCTURE EXCAVATION COMMON	C.Y.	80.00
CLSM BACKFILL	C.Y.	97.50
CLASS A CONCRETE	C.Y.	50.70
EPOXY COATED REINFORCING STEEL	LB.	5,440.00
PILES, FURNISHED (HP 12x53)	L.F.	123.00
PILES, DRIVEN (HP 12x53)	L.F.	123.00
PILES, FURNISHED (HP 10x42)	L.F.	56.00
PILES, DRIVEN (HP 10x42)	L.F.	56.00
WATER REPELLENT (VISUALLY INSPECTED)	S.Y.	32.00
ELASTOMERIC COATING	S.F.	148.00
6" PERFORATED PIPE UNDERDRAIN, ROUND	L.F.	33.00
6" NON-PERF. PIPE UNDERDRAIN, RND.	L.F.	20.00

PHASE 4 — OKLAHOMA COUNTY
BRIDGE "A" — RAMP "A" AT I-35 & I-240 INTERCHANGE

ABUTMENT DETAILS
(SHEET 1 OF 2)

DESIGN		
DRAWN		
CHECKED		
APPROVED		
SQUAD	POE	

STATE JOB NO. 09032(08) SHEET NO. B013

Preliminary Plans

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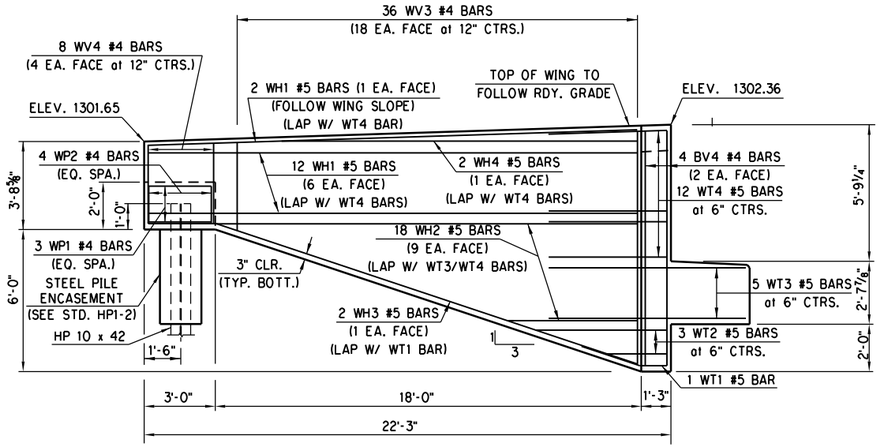
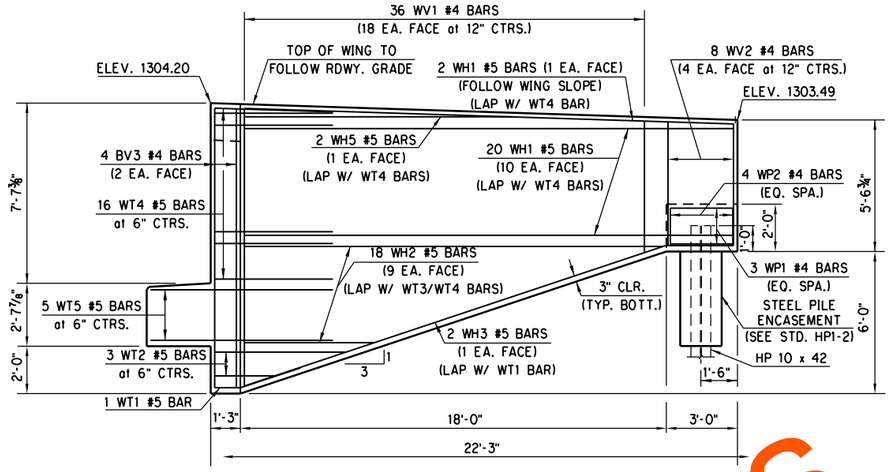
POE & ASSOCIATES, OKLAHOMA CITY, OK.

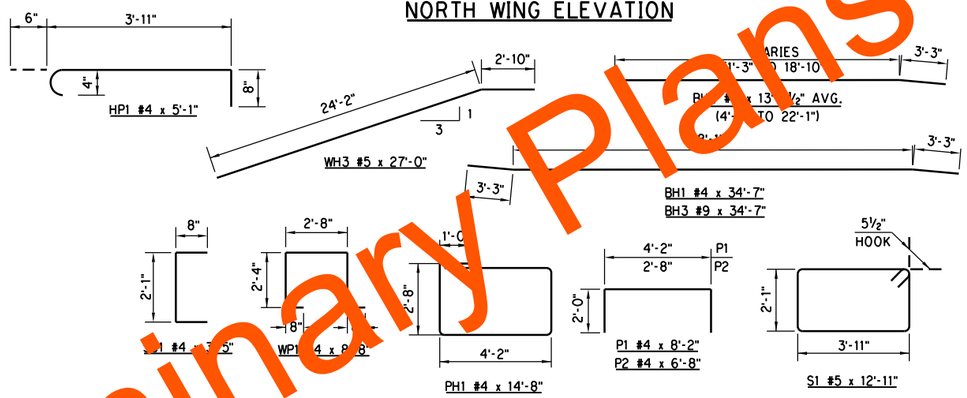
90% PLAN SUBMITTAL
2/29/2024

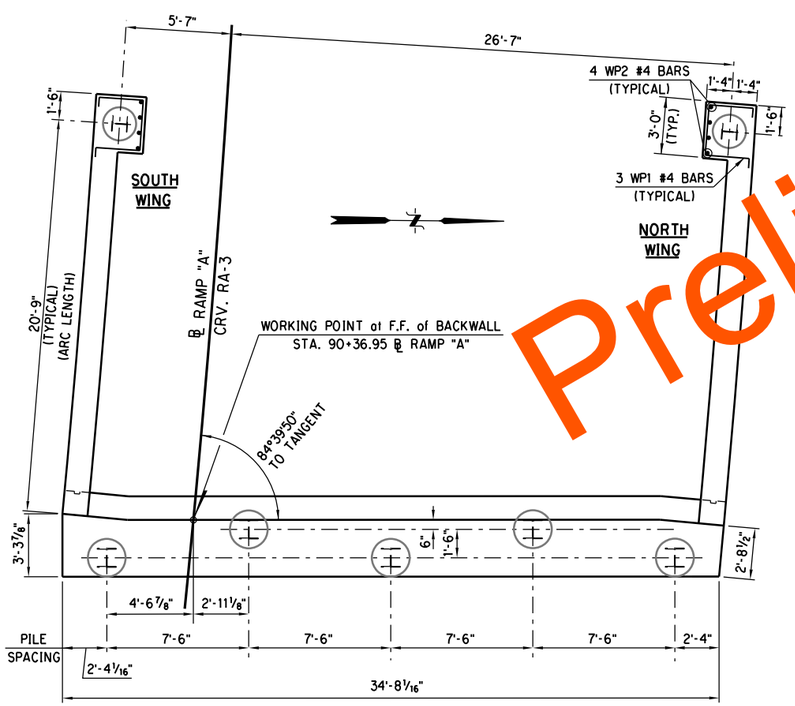


SOUTH WING ELEVATION



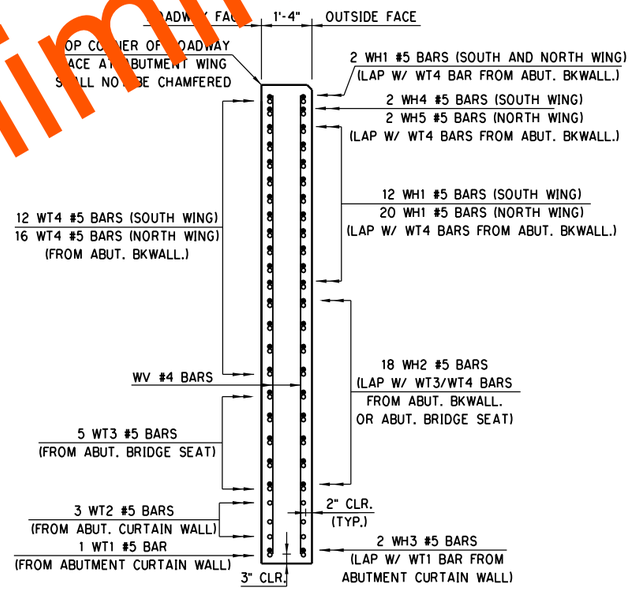
NORTH WING ELEVATION





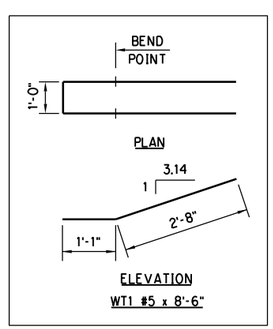
PILE SPACING DIAGRAM

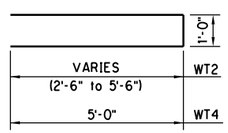
NOTE: BR. SEAT PILES ARE HP 12 x 53. WING PILES ARE HP 10 x 42
(BATTER FRONT ROW IN BR. SEAT 2:12)



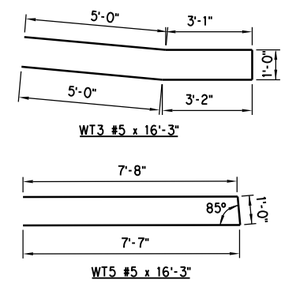
SECTION THRU WING AT
BACK FACE OF ABUTMENT SEAT
(NORTH WING SHOWN)

NOTE: ALL BAR BEND DIMENSIONS ARE OUT TO OUT.





WT2 #5 x 9'-0" AVG.
(6'-0" to 12'-0")
WT4 #5 x 11'-0"



VARIES
(4'-0" TO 5'-0")
S2
S2 #5 x 13'-2" AVG.
(12'-2" TO 14'-2")
VARIES
(3'-9" TO 3'-10")
S3
S3 #5 x 11'-9" AVG.
(11'-8" TO 11'-10")

ABUTMENT BAR LIST
(EPOXY COATED)

MARK	NO.	SIZE	FORM	SPACING	LENGTH	LENGTH VARIATION
BH1	17	#4	BENT	12"C/C	34'-7"	--
BH2	4	#9	BENT	AS SHOWN	13'-3 1/2" AVG.	4'-6" TO 22'-1"
BH3	4	#9	BENT	AS SHOWN	34'-7"	--
BH4	2	#9	STR.	EQUAL	34'-6 1/2" AVG.	34'-6" TO 34'-7"
BH5	2	#9	STR.	AS SHOWN	34'-4"	--
BH6	1	#4	STR.	AS SHOWN	34'-4"	--
BH7	2	#9	STR.	AS SHOWN	34'-6"	--
BH8	2	#9	STR.	AS SHOWN	6'-3"	--
BV1	33	#4	STR.	12"C/C	9'-10" AVG.	8'-11" TO 10'-9"
BV2	33	#5	STR.	12"C/C	9'-10" AVG.	8'-11" TO 10'-9"
BV3	4	#4	STR.	AS SHOWN	9'-11"	--
BV4	4	#5	STR.	AS SHOWN	11'-9"	--
HP1	15	#4	BENT	AS SHOWN	5'-1"	--
P1	16	#4	BENT	EQUAL	8'-2"	--
P2	20	#4	BENT	EQUAL	6'-8"	--
PH1	5	#4	BENT	AS SHOWN	14'-8"	--
S1	31	#5	BENT	EQUAL	12'-11"	--
S2	2	#5	BENT	6" C/C	13'-2" AVG.	12'-2" TO 14'-2"
S3	2	#5	BENT	14" C/C	11'-9" AVG.	11'-8" TO 11'-10"
SC1	7	#4	BENT	EQUAL	3'-5"	--
WT1	2	#5	BENT	AS SHOWN	8'-6'	--
WT2	6	#5	BENT	6" C/C	9'-0" AVG.	6'-0" TO 12'-0"
WT3	5	#5	BENT	6" C/C	16'-3"	--
WT4	28	#5	BENT	6" C/C	11'-0"	--
WT5	5	#5	BENT	6" C/C	16'-3"	--
WH1	28	#5	STR.	6" C/C	20'-8"	--
WH2	36	#5	STR.	6" C/C	11'-7 1/2" AVG.	5'-6" TO 17'-9"
WH3	4	#5	BENT	AS SHOWN	21'-9"	--
WH4	4	#5	STR.	6" C/C	11'-8 1/2" AVG	7'-0" TO 16'-5"
WH5	2	#5	STR.	AS SHOWN	11'-7"	--
WP1	6	#4	BENT	EQUAL	8'-8"	--
WP2	8	#4	STR.	EQUAL	1'-7"	--
WV1	36	#4	STR.	12" C/C	6'-9 1/2" AVG.	3'-9" TO 9'-10"
WV2	8	#4	STR.	12" C/C	3'-4 1/2" AVG.	3'-4" TO 3'-5"
WV3	36	#4	STR.	12" C/C	8'-7 1/2" AVG.	5'-7" TO 11'-8"
WV4	8	#4	STR.	12" C/C	5'-2 1/2" AVG.	5'-2" TO 5'-3"

Preliminary Plans

DESIGN		
DRAWN		
CHECKED		
APPROVED		
SQUAD	POE	

PHASE 4 OKLAHOMA COUNTY
BRIDGE "A" RAMP "A" AT I-35 & I-240 INTERCHANGE

ABUTMENT DETAILS
(SHEET 2 OF 2)

STATE JOB NO. 09032(08) SHEET NO. B014

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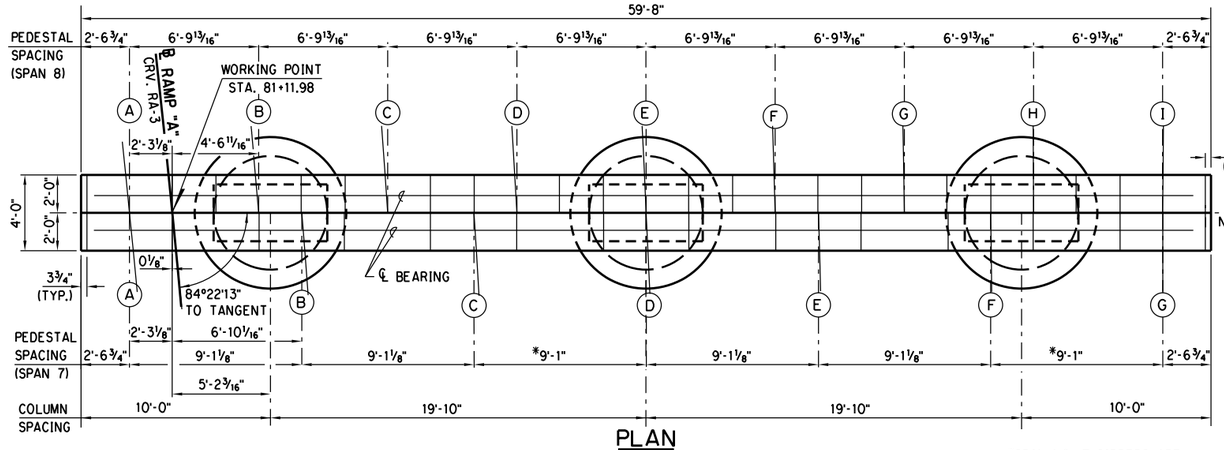
90% PLAN SUBMITTAL
2/29/2024

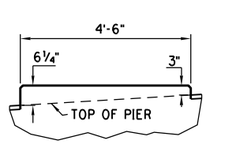


PLAN

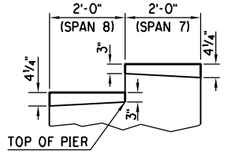
(SEE SHEET 3 OF 3 FOR ANCHOR BOLT LAYOUTS)

*SPAN NO. 7 GIRDERS ARE AT 9'-1⅛" CTRS. AT ℄ PIER.





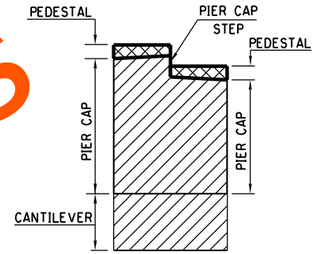
ELEVATION



WEST END VIEW

PEDESTAL DETAIL
(TYPICAL)

PEDESTAL ELEVATION SCHEDULE - PIER 7									
PEDESTAL	A	B	C	D	E	F	G	H	I
SPAN 7 ELEVATION	1316.63	1317.17	1317.71	1318.25	1318.80	1319.34	1319.88	--	--
SPAN 8 ELEVATION	1315.90	1316.31	1316.72	1317.12	1317.53	1317.94	1318.34	1318.75	1319.16

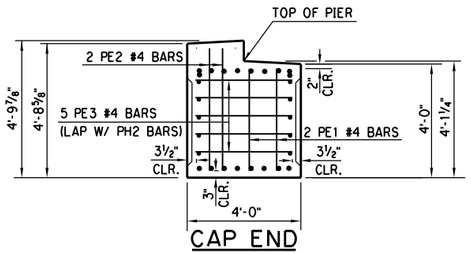


NOTE:
MASK SIDES AND ENDS OF PIER TO PROVIDE A CLEAN STRAIGHT FINISH AT THE BOTTOM EDGE OF ELASTOMERIC COATING APPLICATION.
MASK OUT TOPS OF PEDESTALS WHERE BEARING PADS SIT.

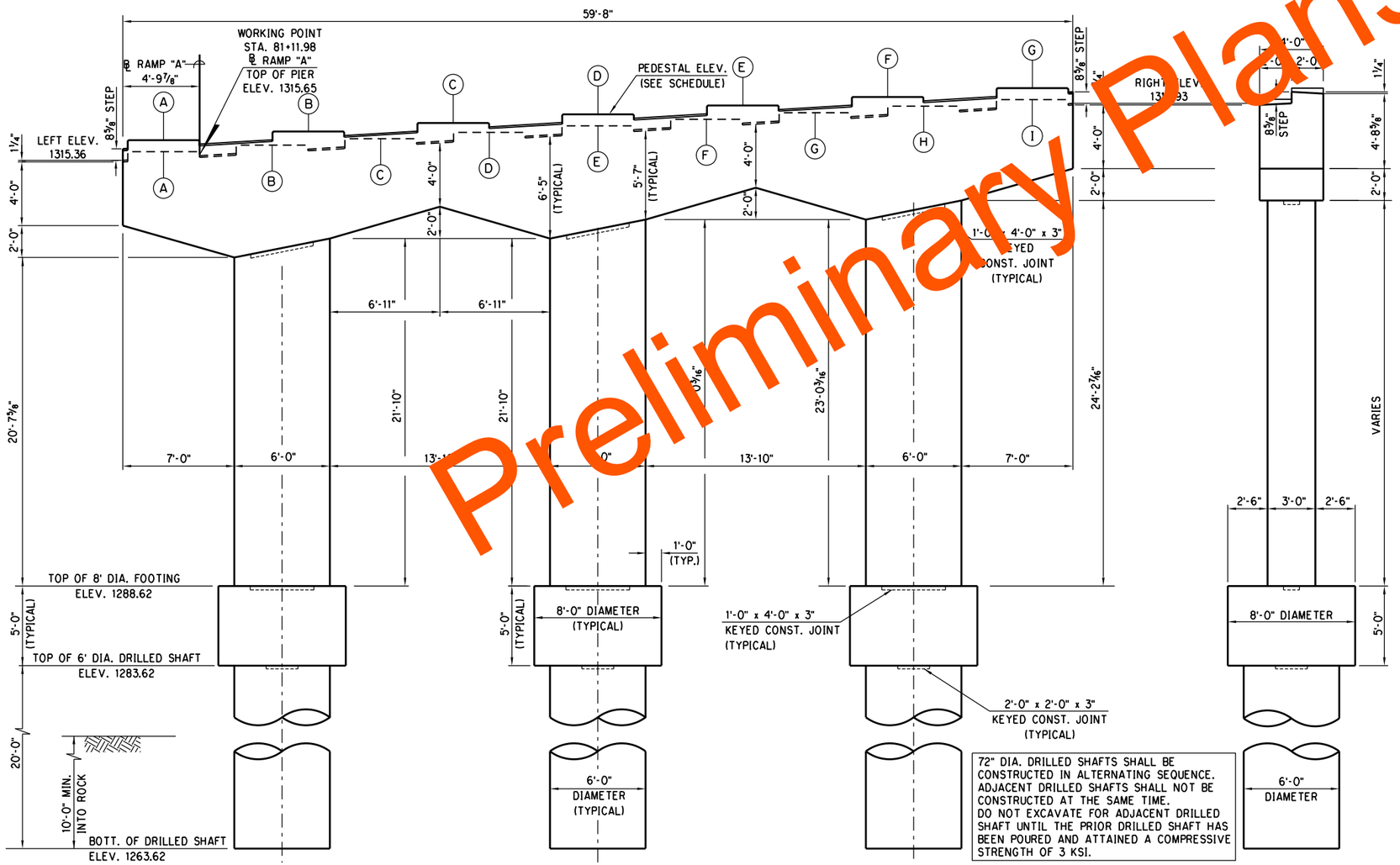
ELASTOMERIC COATING (CROSS-HATCHING AND HEAVY LINE)

WATER REPELLENT (HATCHING)

CONCRETE TREATMENT DETAILS



CAP END
REINFORCING DETAIL
(PEDESTALS AND S BARS OMITTED)



ELEVATION

WEST END VIEW

PIER NO. 7 - QUANTITIES		
ITEM	UNIT	TOTAL
SUBSTRUCTURE EXCAVATION COMMON	C.Y.	105.00
SUBSTRUCTURE EXCAVATION ROCK	C.Y.	10.00
CLASS A CONCRETE	C.Y.	125.80
REINFORCING STEEL	LB.	750.00
EPOXY COATED REINFORCING STEEL	LB.	26,970.00
WATER REPELLENT (VISUALLY INSPECTED)	S.Y.	81.00
DRILLED SHAFTS 72" DIAMETER	L.F.	60.00
ELASTOMERIC COATING	S.F.	342.00

PHASE 4 — OKLAHOMA COUNTY
BRIDGE "A" — RAMP "A" AT I-35 & I-240 INTERCHANGE

PIER DETAILS
PIER NO. 7
(SHEET 1 OF 3)

DESIGN		
DRAWN		
CHECKED		
APPROVED		
SQUAD	POE	

STATE JOB NO. 09032(08) SHEET NO. B015

Preliminary Plans

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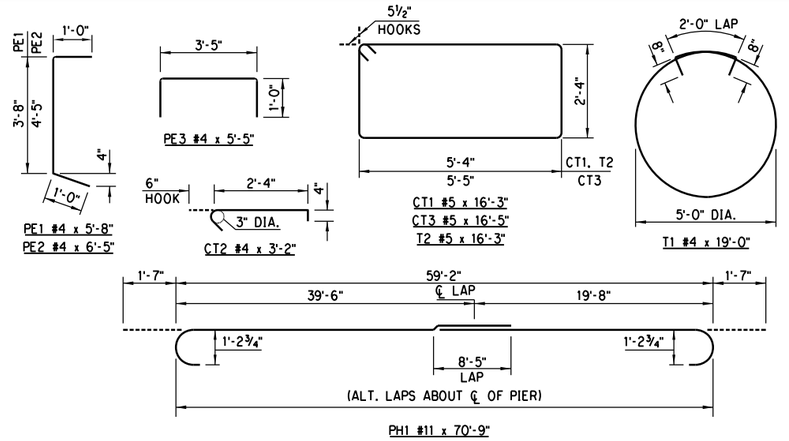
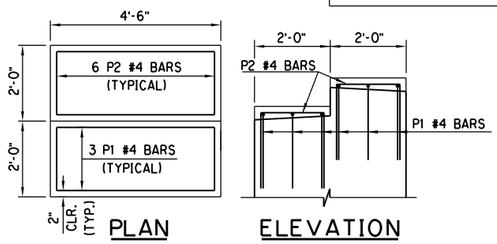
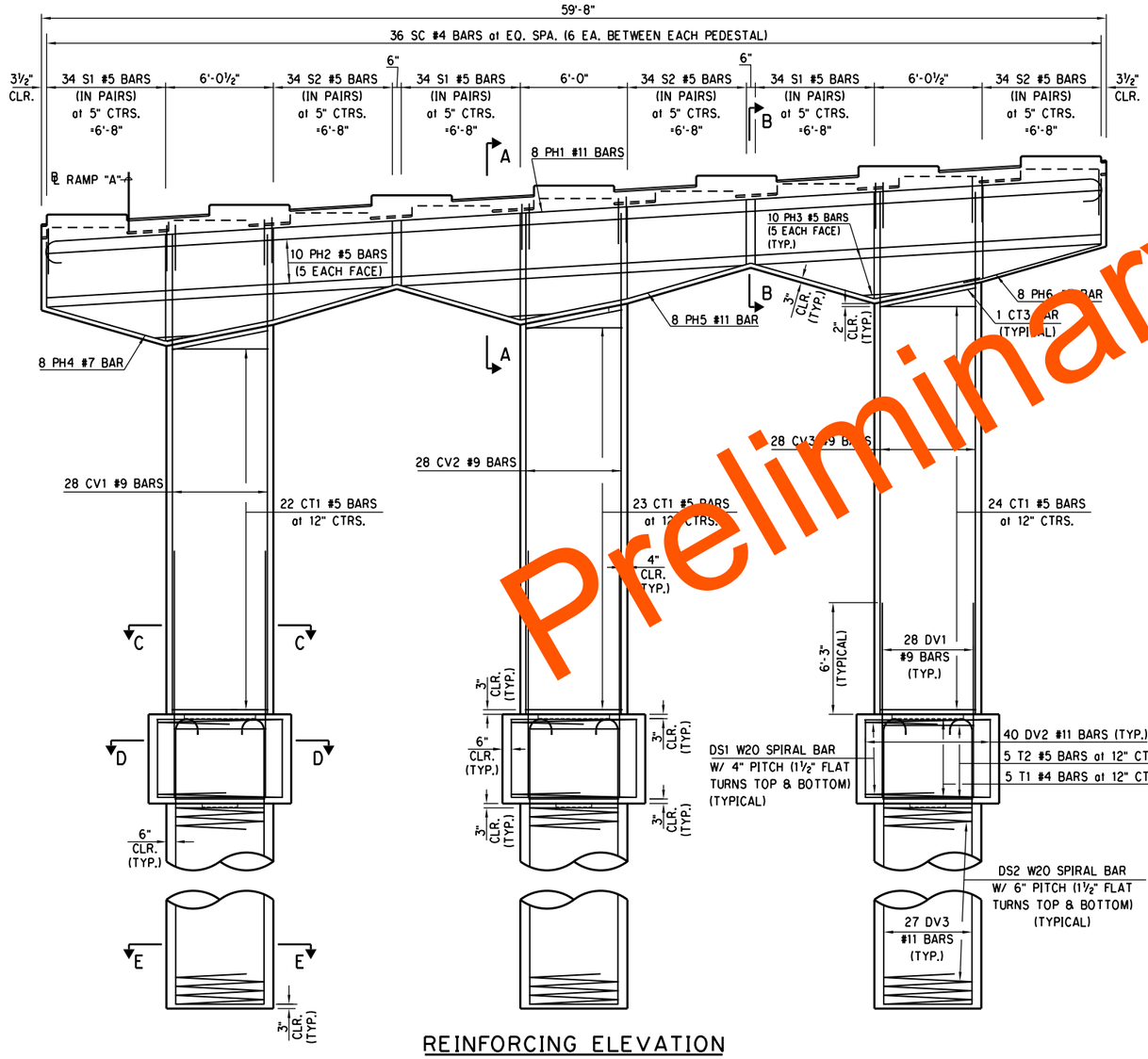
2/29/2024

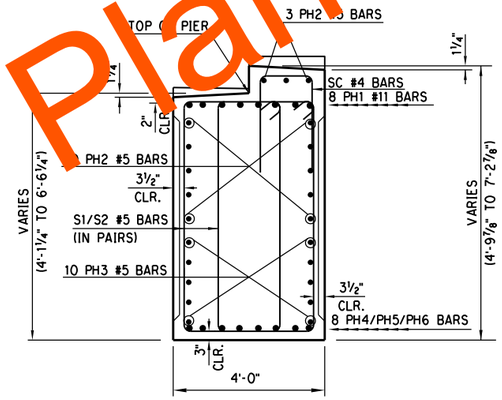




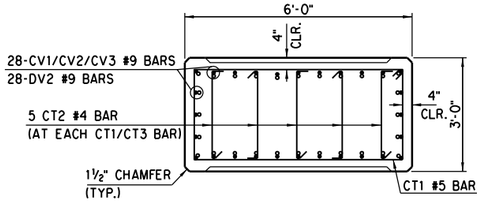
PEDESTAL REINFORCING DETAIL



REINFORCING ELEVATION

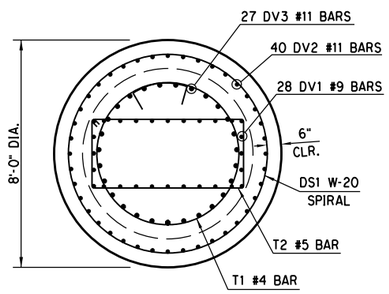


SECTION A-A



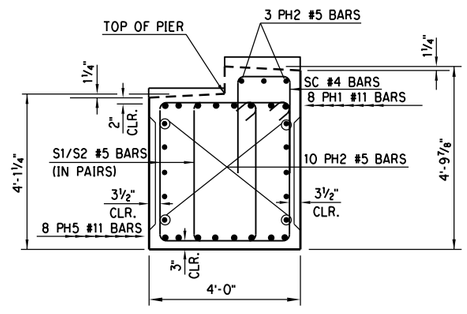
NOTE: ALTERNATE CT2 #4 BARS END TO END FOR EACH SUCCESSIVE ROW.

SECTION C-C

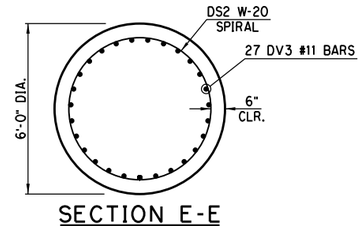


NOTE: ROTATE BARS T1 AND T2 180 DEGREES FOR EACH SUCCESSIVE ROW.

SECTION D-D



SECTION B-B



SECTION E-E

DESIGN		
DRAWN		
CHECKED		
APPROVED		
SQUAD	POE	

PHASE 4 — OKLAHOMA COUNTY
BRIDGE "A" — RAMP "A" AT I-35 & I-240 INTERCHANGE

PIER DETAILS

PIER NO. 7
(SHEET 2 OF 3)

STATE JOB NO. 09032(08) SHEET NO. B016

Preliminary Plans

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POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL
2/29/2024

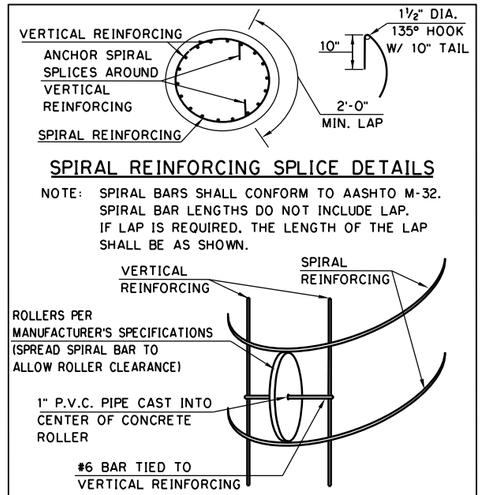
BAR LIST - PIER NO. 7
(EPOXY COATED)

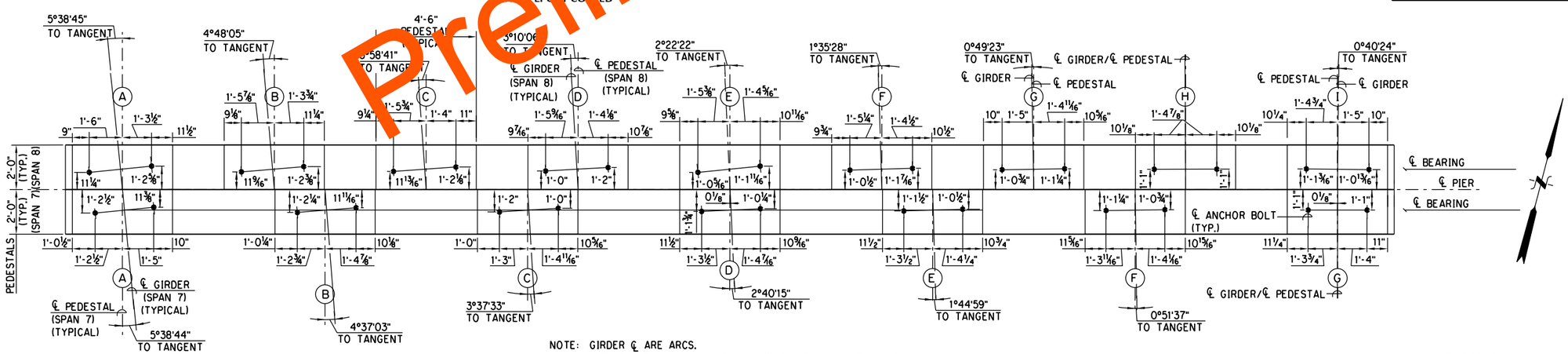
	MARK	NO.	SIZE	FORM	SPACING	LENGTH	LENGTH VARIATION
	CT1	69	#5	BENT	12" C/C	16'-3"	--
	CT2	360	#4	BENT	AS SHOWN	3'-2"	--
	CT3	3	#5	BENT	AS SHOWN	16'-5"	--
	CV1	28	#9	STR.	AS SHOWN	26'-11"	--
	CV2	28	#9	STR.	AS SHOWN	28'-1"	--
	CV3	28	#9	STR.	AS SHOWN	29'-4"	--
▲①	DS1	3	W-20	BENT	AS SHOWN	362'-11'	--
	DV1	84	#9	STR.	AS SHOWN	11'-0"	--
	DV2	120	#11	STR.	AS SHOWN	4'-6"	--
	P1	48	#4	BENT	EQUAL	8'-2"	--
	P2	96	#4	BENT	EQUAL	5'-8"	--
	PE1	4	#4	BENT	AS SHOWN	5'-8"	--
	PE2	4	#4	BENT	AS SHOWN	6'-5"	--
	PE3	10	#4	BENT	AS SHOWN	5'-5"	--
②	PH1	8	#11	BENT	AS SHOWN	70'-9"	--
	PH2	13	#5	STR.	EQUAL	59'-2"	--
	PH3	30	#5	STR.	EQUAL	10'-8" AVG.	2'-2" TO 19'-2"
	PH4	8	#7	BENT	AS SHOWN	8'-3"	--
	PH5	8	#11	BENT	AS SHOWN	47'-2"	--
	PH6	8	#7	BENT	AS SHOWN	8'-3"	--
	S1	102	#5	BENT	5" C/C	15'-7" AVG.	13'-3" TO 17'-11"
	S2	102	#5	BENT	5" C/C	14'-9" AVG.	13'-3" TO 16'-3"
	SC	36	#4	BENT	EQUAL	6'-7"	--
②	T1	15	#4	BENT	12" C/C	19'-0"	--
	T2	15	#5	BENT	12" C/C	16'-3"	--
	BAR LIST - 72" DRILLED SHAFT						
▲①	DS2	3	W-20	BENT	AS SHOWN	66[illegible]	--
▲	DV3	81	#11	BENT	AS SHOWN	6'-1"	--

① LENGTH SHOWN DOES NOT INCLUDE ANY LAP FOR SPLICE. CONTRACTOR MAY ADD SPLICES AS NECESSARY BUT PAYMENT WILL NOT BE MADE FOR EXTRA LENGTH REQUIRED. ADD 3'-0" FOR EACH SPLICE.

② LENGTH SHOWN INCLUDES LAP:
PH1 - 1 at 8'-5"
T1 - 1 at 2'-0"

▲ EPOXY COATED





NOTE: GIRDER ℄ ARE ARCS.
EACH PEDESTAL ℄ IS CONGRUENT WITH ITS GIRDER ℄ AT THE PIER ℄.
EXCEPT SPAN 7 GIRDERS "D" AND "G" ℄ ARE OFFSET FROM PEDESTAL ℄ AS NOTED.

ANCHOR BOLT LAYOUT
PIER NO. 7

NOTE: DIMENSIONS SHOWN ARE PERPENDICULAR TO PEDESTALS.
FOR FURTHER INFORMATION SEE "BEARING ASSEMBLY DETAILS" SHEET.

Preliminary Plans

PHASE 4 — OKLAHOMA COUNTY
BRIDGE "A" — RAMP "A" AT I-35 & I-240 INTERCHANGE

DESIGN		
DRAWN		
CHECKED		
APPROVED		
SQUAD	POE	

PIER DETAILS
PIER NO. 7
(SHEET 3 OF 3)

STATE JOB NO. 09032(08) SHEET NO. B017

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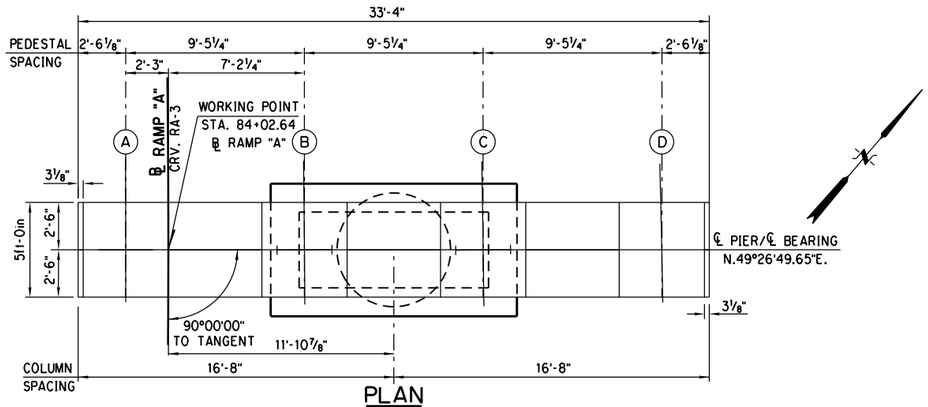
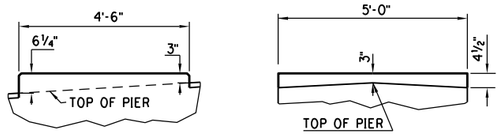
POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL
2/29/2024



PLAN

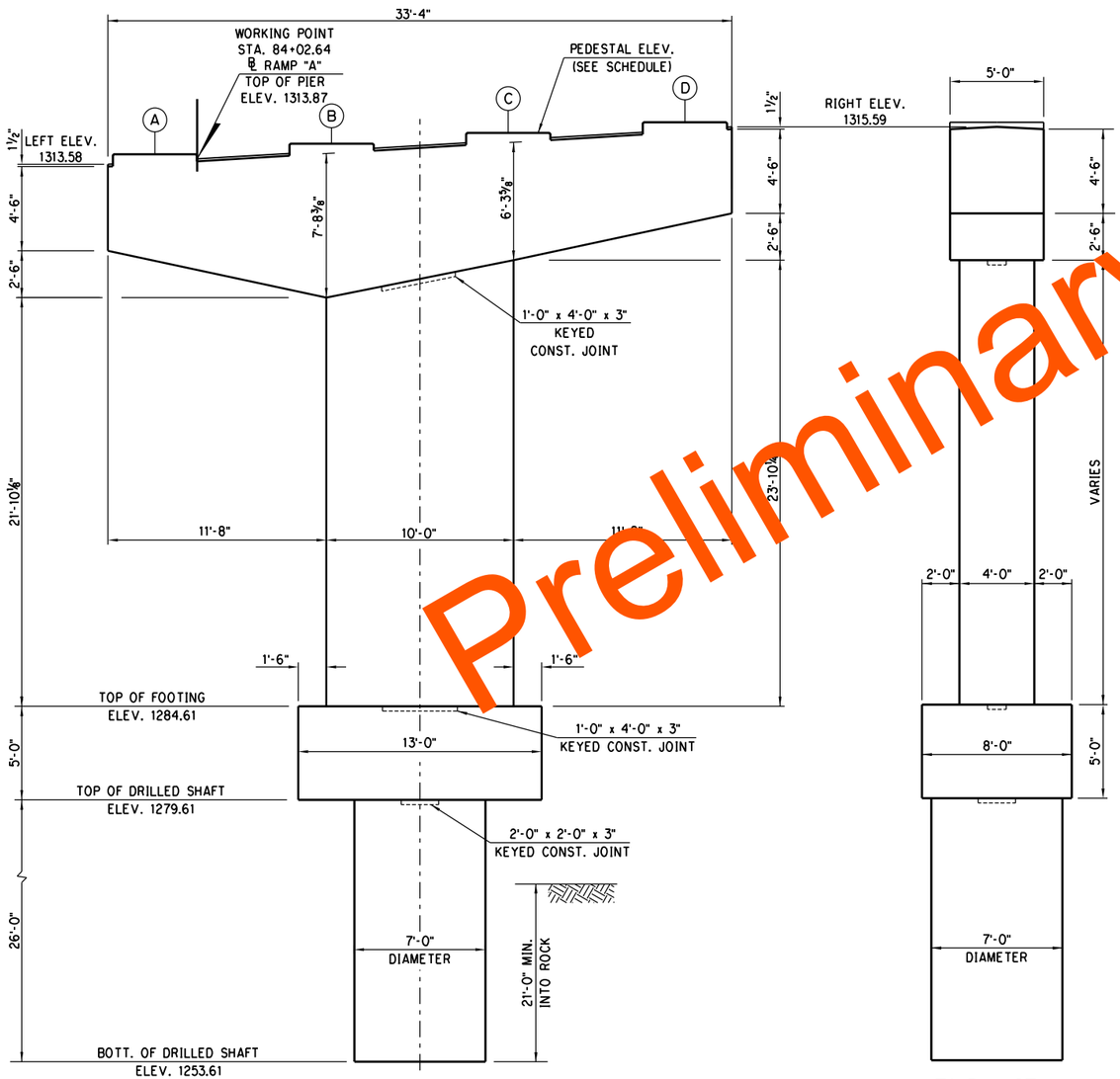
(SEE SHEET 3 OF 3 FOR ANCHOR BOLT LAYOUTS)



ELEVATION END VIEW

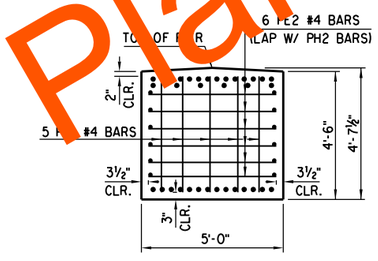
PEDESTAL DETAIL
(TYPICAL)

PEDESTAL ELEVATION SCHEDULE - PIER NO. 9				
PEDESTAL	A	B	C	D
SPAN 9-10 ELEV.	1314.12	1314.68	1315.25	1315.82

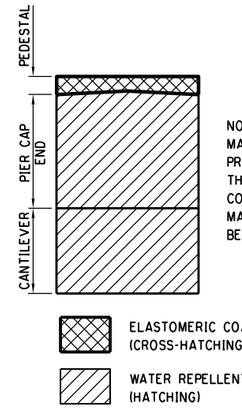


ELEVATION

END VIEW



CAP END
REINFORCING DETAIL
(PEDESTALS AND S BARS OMITTED FOR CLARITY)

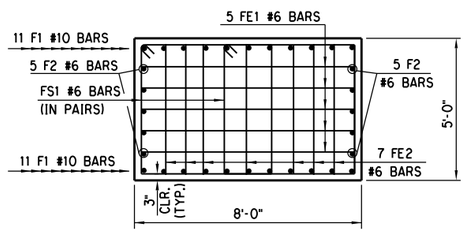


NOTE:
MASK SIDES AND ENDS OF PIER TO PROVIDE A CLEAN STRAIGHT FINISH AT THE BOTTOM EDGE OF ELASTOMERIC COATING APPLICATION.
MASK OUT TOPS OF PEDESTALS WHERE BEARING PADS SIT.

ELASTOMERIC COATING
(CROSS-HATCHING AND HEAVY LINE)

WATER REPELLENT
(HATCHING)

CONCRETE TREATMENT DETAILS



FOOTING END
REINFORCING DETAIL

PIER NO. 9 - QUANTITIES		
ITEM	UNIT	TOTAL
SUBSTRUCTURE EXCAVATION COMMON	C.Y.	50.00
CLASS A CONCRETE	C.Y.	92.80
EPOXY COATED REINFORCING STEEL	LB.	22,460.00
WATER REPELLENT (VISUALLY INSPECTED)	S.Y.	55.00
DRILLED SHAFTS 84" DIAMETER	L.F.	26.00
ELASTOMERIC COATING	S.F.	201.00

Preliminary Plans

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PHASE 4 OKLAHOMA COUNTY
BRIDGE "A" RAMP "A" AT I-35 & I-240 INTERCHANGE

DESIGN		
DRAWN		
CHECKED		
APPROVED		
SQUAD	POE	

PIER DETAILS
PIER NO. 9
(SHEET 1 OF 3)

STATE JOB NO. 09032(08) SHEET NO. B018

POE & ASSOCIATES, OKLAHOMA CITY, OK.

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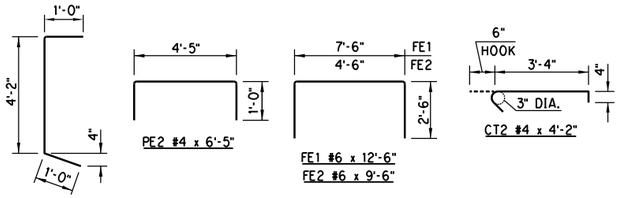
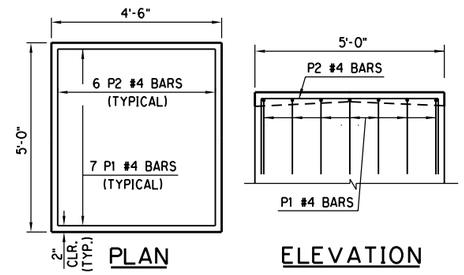
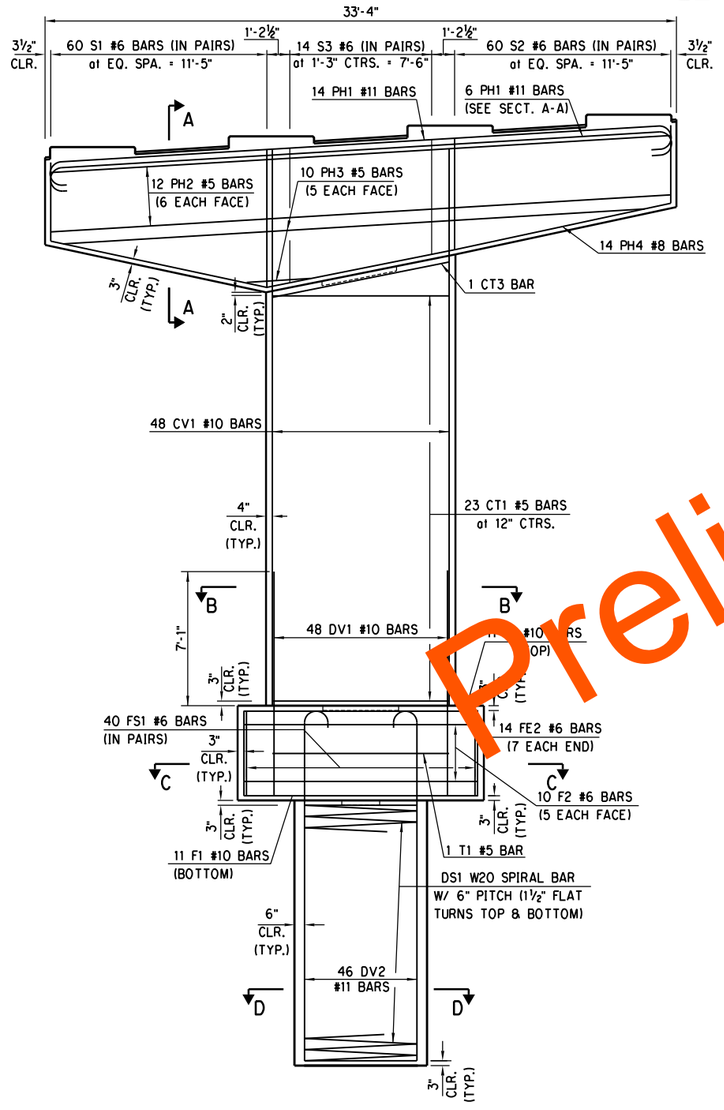
2/29/2024



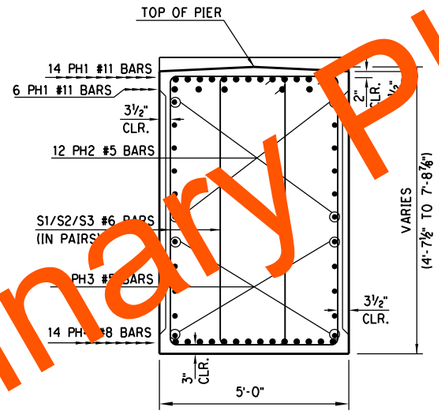


PEDESTAL REINFORCING DETAIL
(TYPICAL)

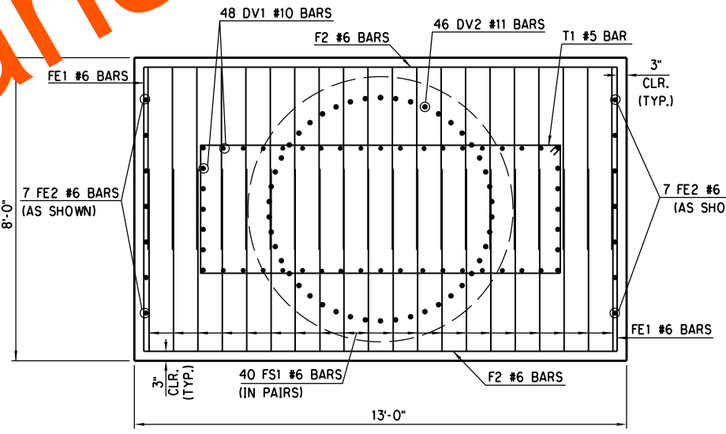


REINFORCING ELEVATION

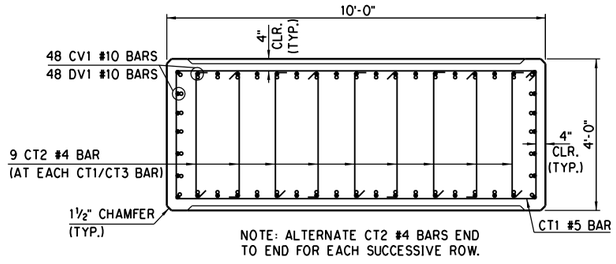
ALL BENT BAR DIMENSIONS ARE OUT TO OUT.



SECTION A-A

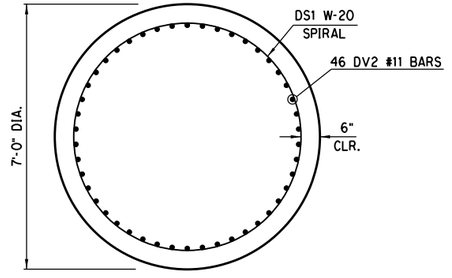


SECTION C-C



NOTE: ALTERNATE CT2 #4 BARS END TO END FOR EACH SUCCESSIVE ROW.

SECTION B-B



SECTION D-D

Preliminary Plans

DESIGN		
DRAWN		
CHECKED		
APPROVED		
SQUAD	POE	

PHASE 4 — OKLAHOMA COUNTY
BRIDGE "A" — RAMP "A" AT I-35 & I-240 INTERCHANGE

PIER DETAILS
PIER NO. 9
(SHEET 2 OF 3)

STATE JOB NO. 09032(08) SHEET NO. B019

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POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL
2/29/2024

BAR LIST - PIER NO. 9
(EPOXY COATED)

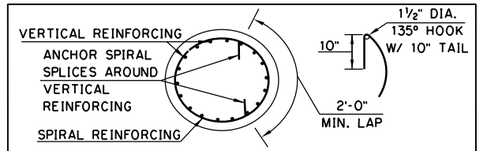
MARK	NO.	SIZE	FORM	SPACING	LENGTH	LENGTH VARIATION
CT1	23	#5	BENT	12" C/C	26'-3"	--
CT2	216	#4	BENT	AS SHOWN	4'-2"	--
CT3	1	#5	BENT	AS SHOWN	26'-5"	--
CV1	48	#10	STR.	AS SHOWN	29'-5"	--
DV1	48	#10	STR.	AS SHOWN	11'-10"	--
F1	22	#10	STR.	AS SHOWN	12'-6"	--
F2	10	#6	STR.	AS SHOWN	12'-6"	--
FE1	10	#6	BENT	AS SHOWN	12'-6"	--
FE2	14	#6	BENT	AS SHOWN	9'-6"	--
FS1	40	#6	BENT	EQUAL	19'-6"	--
P1	28	#4	BENT	EQUAL	8'-2"	--
P2	24	#4	BENT	EQUAL	8'-8"	--
PE1	10	#4	BENT	AS SHOWN	6'-2"	--
PE2	12	#4	BENT	AS SHOWN	6'-5"	--
PH1	20	#11	BENT	AS SHOWN	36'-0"	--
PH2	12	#5	STR.	EQUAL	32'-10"	--
PH3	10	#5	STR.	EQUAL	15'-3 1/2"	3'-5" TO 27'-2"
PH4	14	#8	BENT	AS SHOWN	33'-9"	--
S1	60	#6	BENT	5" C/C	18'-9" AVG.	15'-8" TO 21'-10"
S2	60	#6	BENT	5" C/C	17'-4" AVG.	15'-8" TO 19'-0"
S3	14	#6	BENT	1'-3" C/C	20'-5" AVG.	19'-4" TO 21'-6"
T1	1	#4	BENT	12" C/C	26'-3"	

BAR LIST - 84" DRILLED SHAFT

▲①	DS1	1	W-20	BENT	AS SHOWN	1021'-11"	--
▲	DV2	46	#11	BENT	AS SHOWN	32'-1	

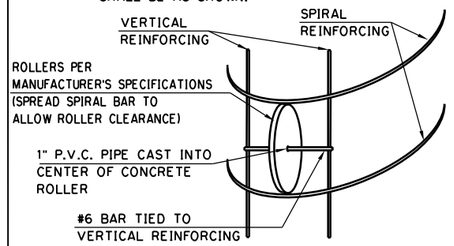
① LENGTH SHOWN INCLUDES 3'-8" FO ONE LA SPL E. CONTRA OR MAY ADD SPLICES AS NECESSARY, BUT PAYMEN WIL NOT BE MADE OR EXTRA LENGTH REQUIRED. ADD 3'-8" FOR EACH SPLICE

▲ NON-EPOXY COATED

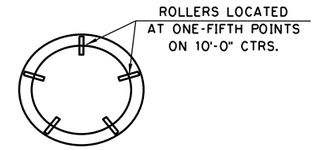


SPIRAL REINFORCING SPLICE DETAILS

NOTE: SPIRAL BARS SHALL CONFORM TO AASHTO M-32. SPIRAL BAR LENGTHS DO NOT INCLUDE LAP. IF LAP IS REQUIRED, THE LENGTH OF THE LAP SHALL BE AS SHOWN.



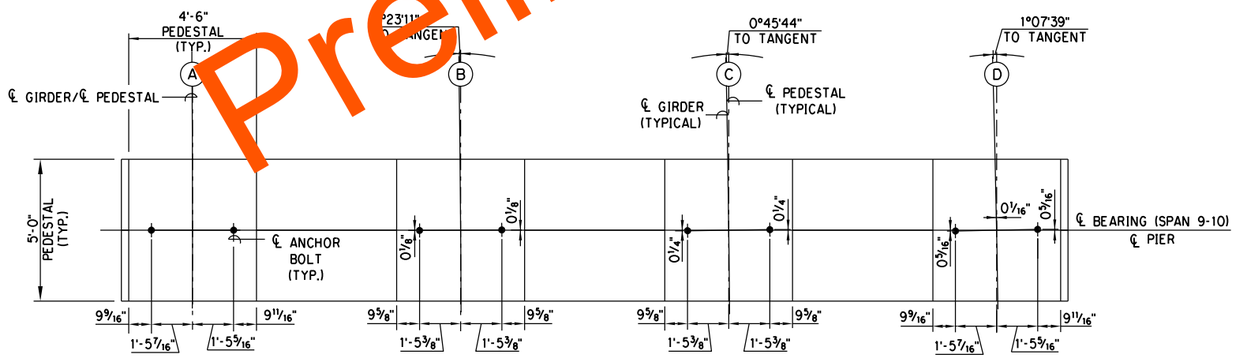
ROLLER INSTALLATION DETAIL



ROLLER PLACEMENT

ROLLER DETAILS

NOTE: REINFORCING CAGE CENTERING DEVICES SHALL CONSIST OF ROLLERS PLACED AT SPACING AS SHOWN AND HAVE THE CHARACTERISTICS AS INDICATED IN THE MANUFACTURER'S SPECIFICATIONS. SLAB BOLSTERS AND HIGH CHAIRS WILL BE ALLOWED BY THE DEPARTMENT.



NOTE: GIRDER ℄ ARE ARCS.
EACH PEDESTAL ℄ IS CONGRUENT WITH ITS GIRDER ℄ AT THE PIER ℄.
EXCEPT GIRDER D ℄ IS OFFSET FROM PEDESTAL ℄ AS NOTED.

ANCHOR BOLT LAYOUT
PIER NO. 9

NOTE: DIMENSIONS SHOWN ARE PERPENDICULAR TO PEDESTALS.
FOR FURTHER INFORMATION SEE "BEARING ASSEMBLY DETAILS", SHEET.

Preliminary Plans

PHASE 4 — OKLAHOMA COUNTY
BRIDGE "A" — RAMP "A" AT I-35 & I-240 INTERCHANGE

DESIGN		
DRAWN		
CHECKED		
APPROVED		
SQUAD	POE	

PIER DETAILS
PIER NO. 9
(SHEET 3 OF 3)

STATE JOB NO. 09032(08) SHEET NO. B020

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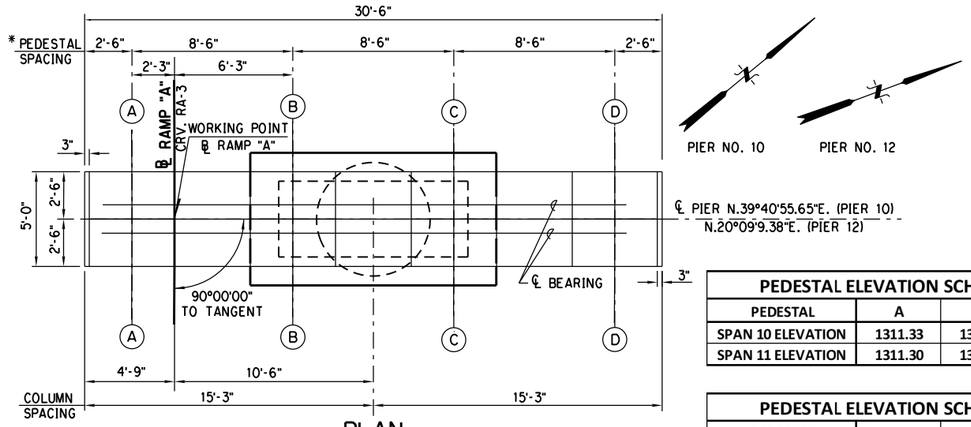
POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL
2/29/2024



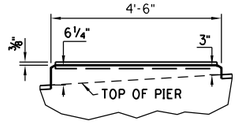
PLAN

(SEE SHEET 3 OF 3 FOR ANCHOR BOLT LAYOUTS)

*SPAN NO. 10 GIRDERS ARE AT 8'-5 19/16" CTRS. AT ℄ PIER. (THEY ARE AT 8'-6" CTRS. AT BEARING LINE)

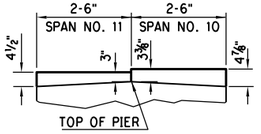
PEDESTAL ELEVATION SCHEDULE - PIER NO. 10				
PEDESTAL	A	B	C	D
SPAN 10 ELEVATION	1311.33	1311.84	1312.35	1312.86
SPAN 11 ELEVATION	1311.30	1311.81	1312.32	1312.83

PEDESTAL ELEVATION SCHEDULE - PIER NO. 12				
PEDESTAL	A	B	C	D
SPAN 12 ELEVATION	1302.76	1303.27	1303.78	1304.29
SPAN 13 ELEVATION	1303.63	1304.14	1304.65	1305.16



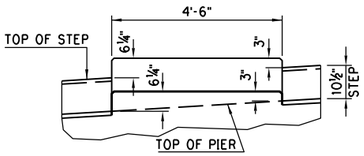
SOUTH ELEVATION

(PIER 10)



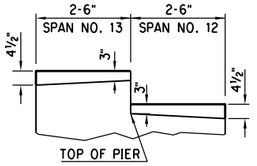
WEST END VIEW

(PIER 10)



SOUTHEAST ELEVATION

(PIER 12)

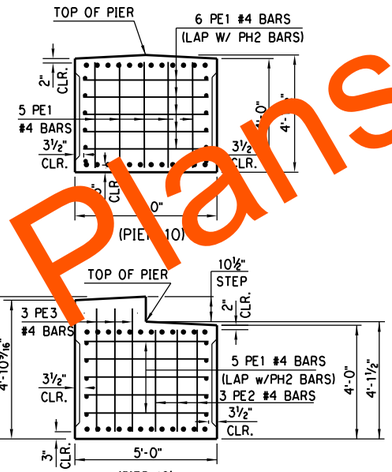


SOUTHWEST END VIEW

(PIER 12)

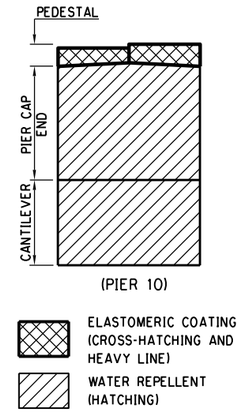
PEDESTAL DETAIL

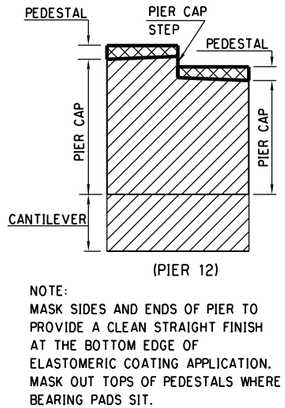
(TYPICAL)



CAP END REINFORCING DETAILS

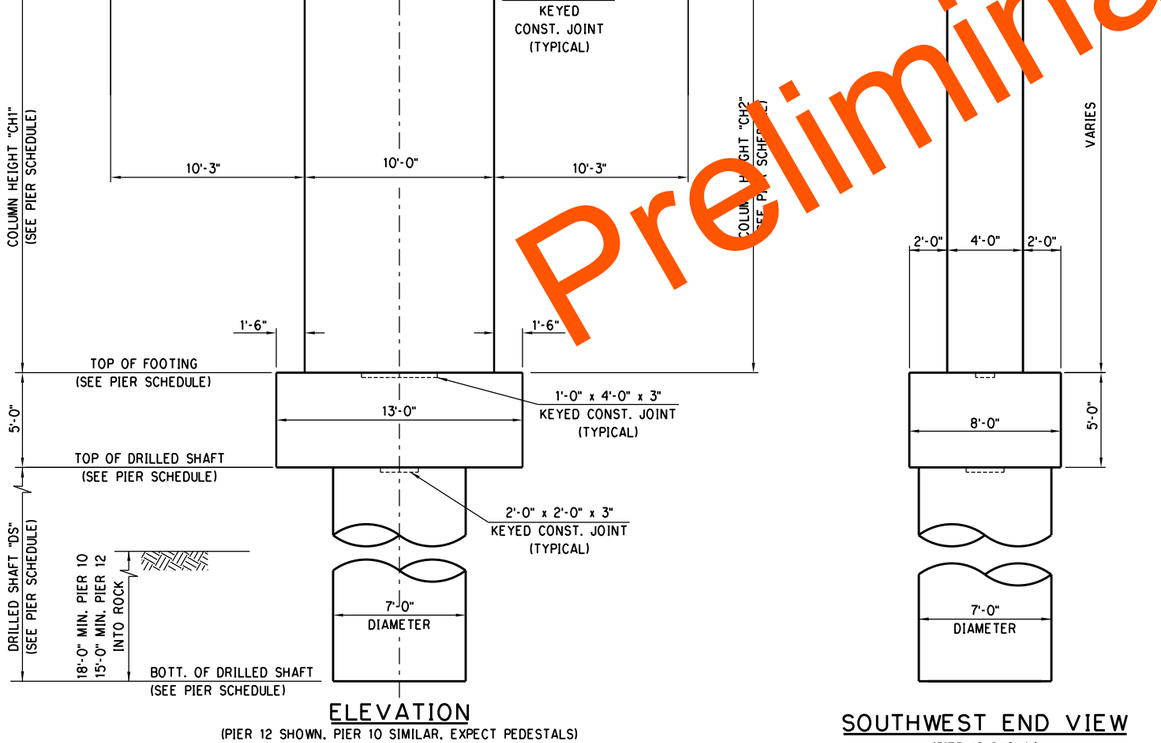
(PEDESTALS AND S BARS OMITTED FOR CLARITY)





NOTE:
MASK SIDES AND ENDS OF PIER TO PROVIDE A CLEAN STRAIGHT FINISH AT THE BOTTOM EDGE OF ELASTOMERIC COATING APPLICATION. MASK OUT TOPS OF PEDESTALS WHERE BEARING PADS SIT.

CONCRETE TREATMENT DETAILS



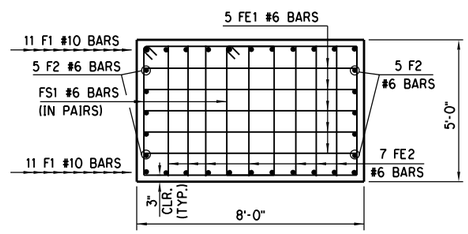
ELEVATION

(PIER 12 SHOWN. PIER 10 SIMILAR. EXPECT PEDESTALS)

SOUTHWEST END VIEW

(PIER 12 SHOWN)

PIER SCHEDULE										
PIER	WORKING POINT STA.	TOP OF PIER ELEVATION	LEFT ELEVATION	RIGHT ELEVATION	DIM. "CH1"	DIM. "CH2"	DIM. "DS"	TOP OF FTG. ELEVATION	TOP OF D.S. ELEVATION	BOTT. OF D.S. ELEVATION
PIER NO. 10	85+42.14	1311.05	1310.77	1312.60	20'-6 1/2"	22'-4 1/2"	26'-0"	1283.10	1278.10	1252.10
PIER NO. 12	88+21.14	1302.51	1302.23	1304.06	20'-1 1/4"	21'-11 1/4"	19'-0"	1275.00	1270.00	1251.00



FOOTING END REINFORCING DETAIL

PIER QUANTITIES			
ITEM	UNIT	PIER NO. 10	PIER NO. 12
SUBSTRUCTURE EXCAVATION COMMON	C.Y.	50.00	160.00
CLASS A CONCRETE	C.Y.	87.30	89.10
EPOXY COATED REINFORCING STEEL	LB.	18,690.00	18,790.00
WATER REPELLENT (VISUALLY INSPECTED)	S.Y.	50.00	50.00
DRILLED SHAFTS 84" DIAMETER	L.F.	26.00	19.00
ELASTOMERIC COATING	S.F.	188.00	214.00

PHASE 4 OKLAHOMA COUNTY

BRIDGE "A" RAMP "A" AT I-35 & I-240 INTERCHANGE

PIER DETAILS

PIER NO. 10 AND 12

(SHEET 1 OF 3)

DESIGN		
DRAWN		
CHECKED		
APPROVED		
SQUAD	POE	

STATE JOB NO. 09032(08) SHEET NO. B021

Preliminary Plans

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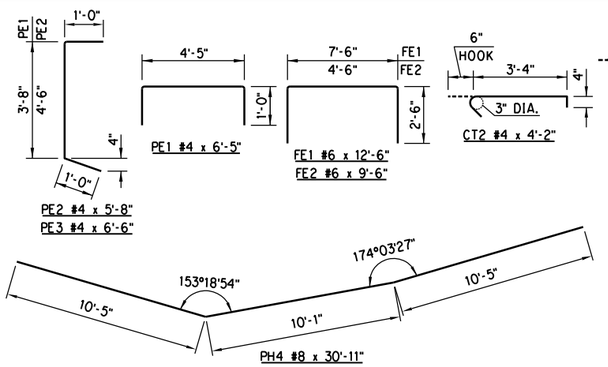
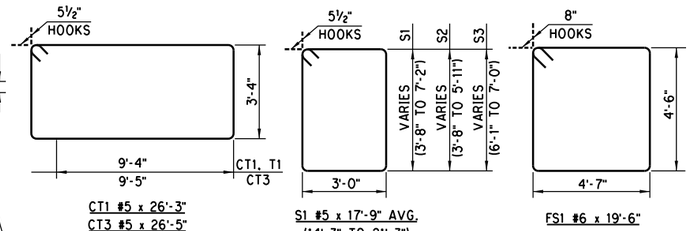
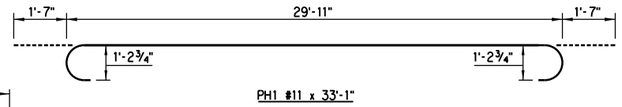
POE & ASSOCIATES, OKLAHOMA CITY, OK.

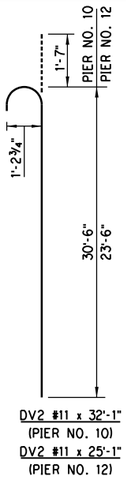
90% PLAN SUBMITTAL
2/29/2024

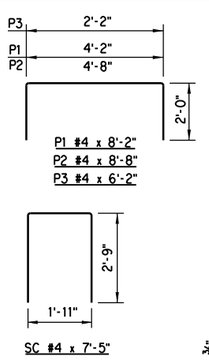


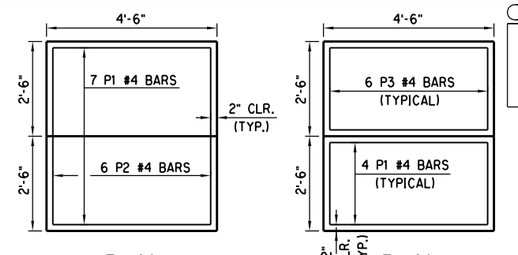


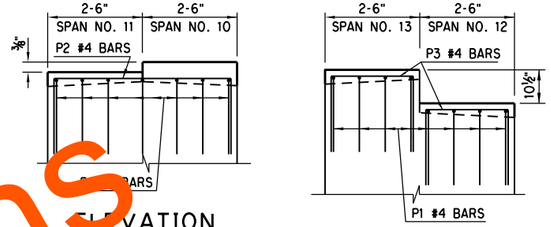


ALL BENT BAR DIMENSIONS ARE OUT TO OUT.

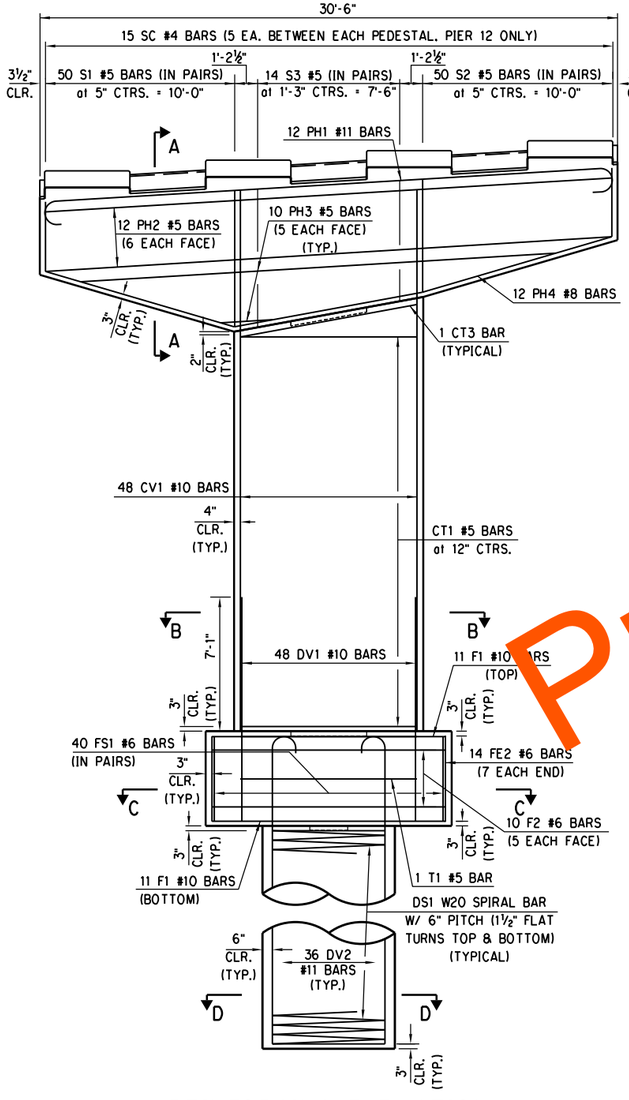




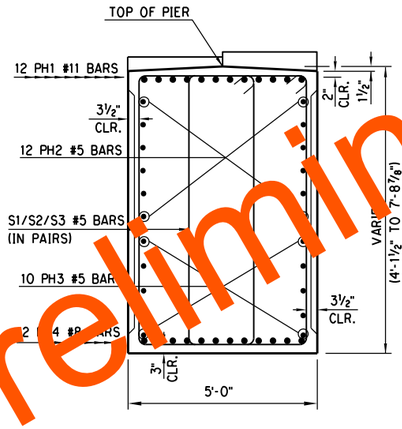




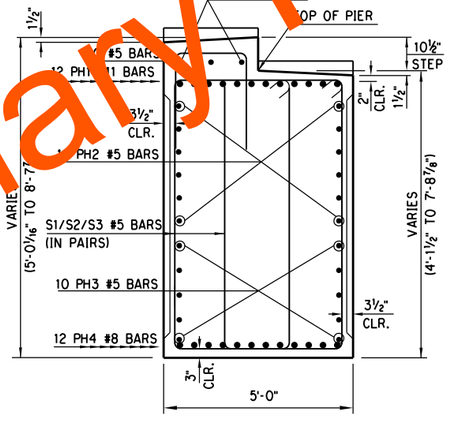
PEDESTALS REINFORCING DETAIL
(TYPICAL)



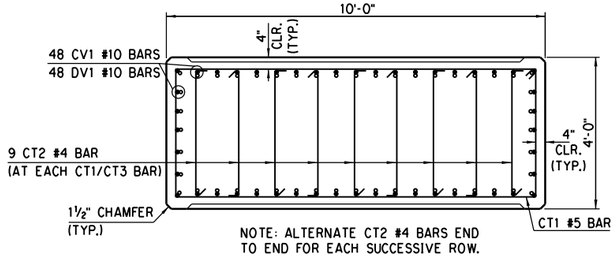
REINFORCING ELEVATION
(PIER 12 SHOWN. PIER 10 SIMILAR, EXCEPT PEDESTALS)



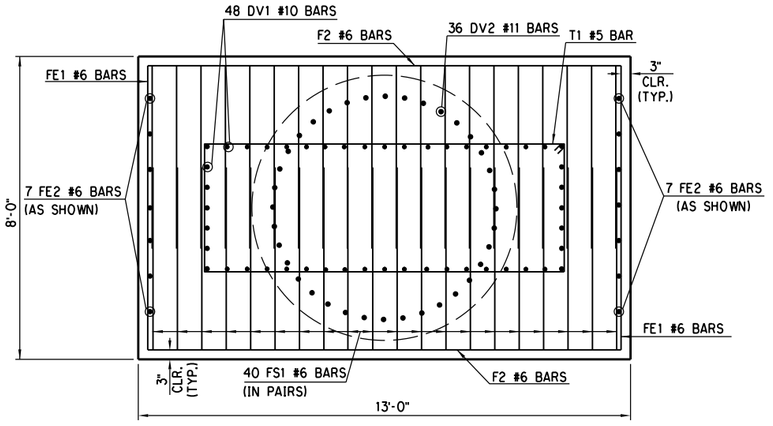
SECTION A-A
(PIER 10)



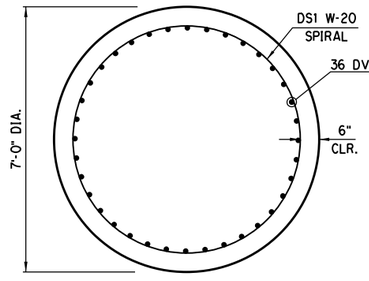
SECTION A-A
(PIER 12)



SECTION B-B



SECTION C-C



SECTION D-D

Preliminary Plans

PHASE 4 — OKLAHOMA COUNTY
BRIDGE "A" — RAMP "A" AT I-35 & I-240 INTERCHANGE

DESIGN		
DRAWN		
CHECKED		
APPROVED		
SQUAD	POE	

PIER DETAILS
PIER NO. 10 AND 12
(SHEET 2 OF 3)

STATE JOB NO. 09032(08) SHEET NO. B022

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POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL
2/29/2024

BAR LIST - PIER NO. 10
(EPOXY COATED)

MARK	NO.	SIZE	FORM	SPACING	LENGTH	LENGTH VARIATION
CT1	22	#5	BENT	12" C/C	26'-3"	--
CT2	207	#4	BENT	AS SHOWN	4'-2"	
CT3	1	#5	BENT	AS SHOWN	26'-5"	--
CV1	48	#10	STR.	AS SHOWN	29'-1"	--
DV1	48	#10	STR.	AS SHOWN	11'-10"	--
F1	22	#10	STR.	AS SHOWN	12'-6"	--
F2	10	#6	STR.	AS SHOWN	12'-6"	--
FE1	10	#6	BENT	AS SHOWN	12'-6"	--
FE2	14	#6	BENT	AS SHOWN	9'-6"	--
FS1	40	#6	BENT	EQUAL	19'-6"	--
P1	28	#4	BENT	EQUAL	8'-2"	--
P2	24	#4	BENT	EQUAL	8'-8"	--
PE1	12	#4	BENT	AS SHOWN	6'-5"	--
PE2	10	#4	BENT	AS SHOWN	5'-8"	--
PH1	12	#11	BENT	AS SHOWN	33'-1"	--
PH2	12	#5	STR.	EQUAL	29'-11"	--
PH3	10	#5	STR.	EQUAL	13'-11 1/2" AVG.	2'-9" TO 25'-2"
PH4	12	#8	BENT	AS SHOWN	30'-11"	--
S1	50	#5	BENT	5" C/C	17'-9" AVG.	14'-3" TO 21'-3"
S2	50	#5	BENT	5" C/C	16'-6" AVG.	14'-3" TO 18'-9"
S3	14	#5	BENT	1'-3" C/C	20'-0" AVG.	19'-1" TO 20'-11"
T1	1	#4	BENT	12" C/C	26'-3"	--
BAR LIST - 84" DRILLED SHAFT						
▲① DS1	1	W-20	BENT	AS SHOWN	1021'-11"	--
▲ DV2	36	#11	BENT	AS SHOWN	32'-1"	--

① LENGTH SHOWN INCLUDES 3'-8" FOR ONE LAP SPLICE. CONTRACTOR MAY ADD SPLICES AS NECESSARY, BUT PAYMENT WILL NOT BE MADE FOR EXTRA LENGTH REQUIRED. ADD 3'-8" FOR EACH SPLICE.

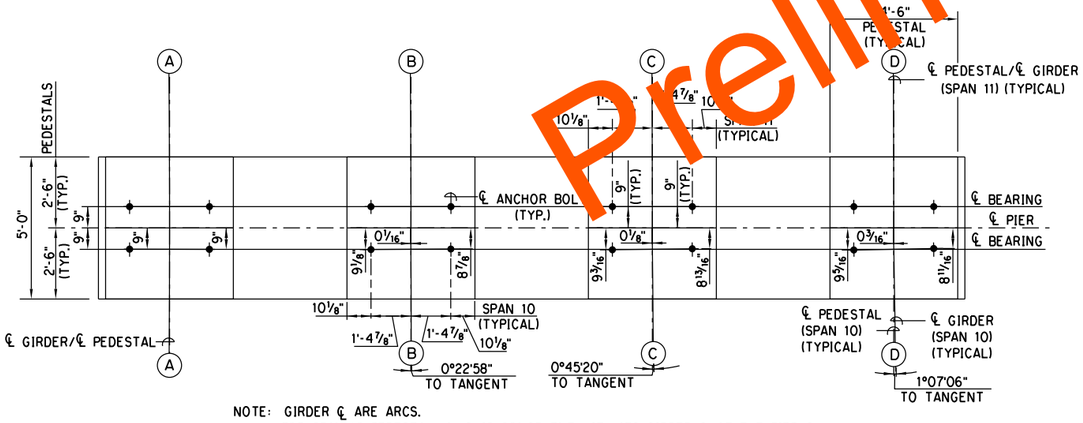
▲ NON-EPOXY COATED

BAR LIST - PIER NO. 12
(EPOXY COATED)

MARK	NO.	SIZE	FORM	SPACING	LENGTH	LENGTH VARIATION
CT1	21	#5	BENT	12" C/C	26'-3"	--
CT2	198	#4	BENT	AS SHOWN	4'-2"	
CT3	1	#5	BENT	AS SHOWN	26'-5"	--
CV1	48	#10	STR.	AS SHOWN	28'-7"	--
DV1	48	#10	STR.	AS SHOWN	11'-10"	--
F1	22	#10	STR.	AS SHOWN	12'-6"	--
F2	10	#6	STR.	AS SHOWN	12'-6"	--
FE1	10	#6	BENT	AS SHOWN	12'-6"	--
FE2	14	#6	BENT	AS SHOWN	9'-6"	--
FS1	40	#6	BENT	EQUAL	19'-6"	--
P1	32	#4	BENT	EQUAL	8'-2"	--
P3	48	#4	BENT	EQUAL	6'-2"	--
PE1	10	#4	BENT	AS SHOWN	6'-5"	--
PE2	6	#4	BENT	AS SHOWN	5'-8"	--
PE3	6	#4	BENT	AS SHOWN	6'-6"	--
PH1	12	#11	BENT	AS SHOWN	33'-1"	--
PH2	15	#5	STR.	EQUAL	29'-11"	--
PH3	10	#5	STR.	EQUAL	13'-11 1/2" AVG.	2'-9" TO 25'-2"
PH4	12	#8	BENT	AS SHOWN	30'-11"	--
S1	50	#5	BENT	5" C/C	17'-9" AVG.	14'-3" TO 21'-3"
S2	50	#5	BENT	5" C/C	16'-6" AVG.	14'-3" TO 18'-9"
S3	14	#5	BENT	1'-3" C/C	20'-0" AVG.	19'-1" TO 20'-11"
SC	15	#4	BENT	EQUAL	7'-5"	
T1	1	#4	BENT	12" C/C	26'-3"	--
BAR LIST - 84" DRILLED SHAFT						
▲① DS1	1	W-20	BENT	AS SHOWN	757'-11"	--
▲ DV2	36	#11	BENT	AS SHOWN	25'-1"	--

① LENGTH SHOWN INCLUDES 3'-8" FOR ONE LAP SPLICE. CONTRACTOR MAY ADD SPLICES AS NECESSARY, BUT PAYMENT WILL NOT BE MADE FOR EXTRA LENGTH REQUIRED. ADD 3'-8" FOR EACH SPLICE.

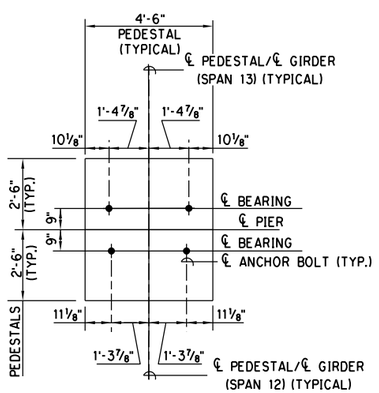
▲ NON-EPOXY COATED



NOTE: GIRDER ℄ ARE ARCS.
FOR SPAN 10 PEDESTAL "A" ℄ IS CONGRUENT WITH ITS GIRDER ℄ AT THE PIER ℄.
SPAN 10 GIRDERS "B","C" AND "D" ℄ ARE OFFSET FROM PEDESTAL ℄ AS NOTED.
FOR SPAN 11 EACH PEDESTAL ℄ IS CONGRUENT WITH ITS GIRDER ℄ AT THE PIER ℄.

ANCHOR BOLT LAYOUT
PIER NO. 10

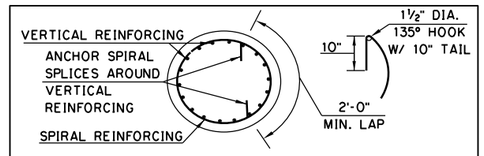
NOTE: DIMENSIONS SHOWN ARE PERPENDICULAR TO PEDESTALS.
FOR FURTHER INFORMATION SEE "BEARING ASSEMBLY DETAILS", SHEET.



NOTE: GIRDER ℄ ARE ARCS.
EACH PEDESTAL ℄ IS CONGRUENT WITH ITS GIRDER ℄ AT THE PIER ℄.

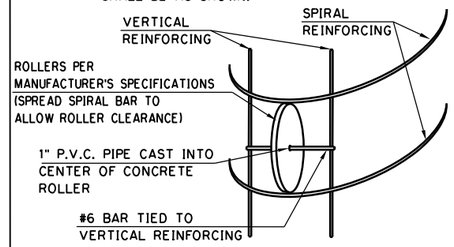
ANCHOR BOLT LAYOUT
PIER NO. 12
(TYPICAL)

NOTE: DIMENSIONS SHOWN ARE PERPENDICULAR TO PEDESTALS.
FOR FURTHER INFORMATION SEE "BEARING ASSEMBLY DETAILS", SHEET.

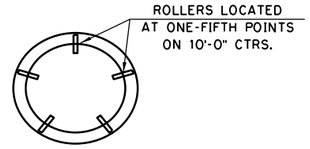


SPIRAL REINFORCING SPLICE DETAILS

NOTE: SPIRAL BARS SHALL CONFORM TO AASHTO M-32. SPIRAL BAR LENGTHS DO NOT INCLUDE LAP. IF LAP IS REQUIRED, THE LENGTH OF THE LAP SHALL BE AS SHOWN.



ROLLER INSTALLATION DETAIL



ROLLER PLACEMENT

ROLLER DETAILS

NOTE: REINFORCING CAGE CENTERING DEVICES SHALL CONSIST OF ROLLERS PLACED AT SPACING AS SHOWN AND HAVE THE CHARACTERISTICS AS INDICATED IN THE MANUFACTURER'S SPECIFICATIONS. SLAB BOLSTERS AND HIGH CHAIRS WILL BE ALLOWED BY THE DEPARTMENT.

Preliminary Plans

PHASE 4 — OKLAHOMA COUNTY
BRIDGE "A" — RAMP "A" AT I-35 & I-240 INTERCHANGE

PIER DETAILS
PIER NO. 10 AND 12
(SHEET 3 OF 3)

DESIGN		
DRAWN		
CHECKED		
APPROVED		
SQUAD	POE	

STATE JOB NO. 09032(08) SHEET NO. B023

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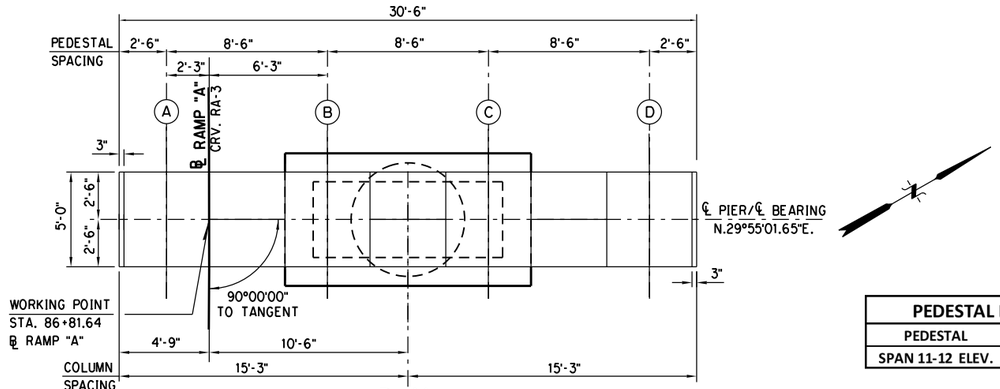
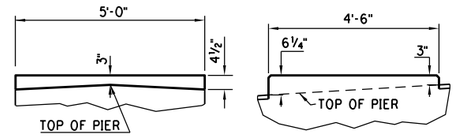
POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL
2/29/2024



PLAN

(SEE SHEET 3 OF 3 FOR ANCHOR BOLT LAYOUTS)

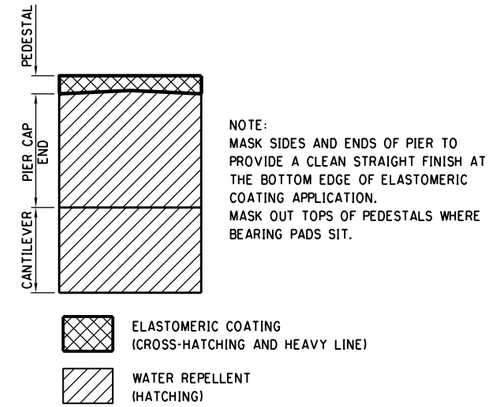


END VIEW ELEVATION

PEDESTAL DETAIL

(TYPICAL)

PEDESTAL ELEVATION SCHEDULE - PIER NO. 11				
PEDESTAL	A	B	C	D
SPAN 11-12 ELEV.	1306.95	1307.46	1307.97	1308.48

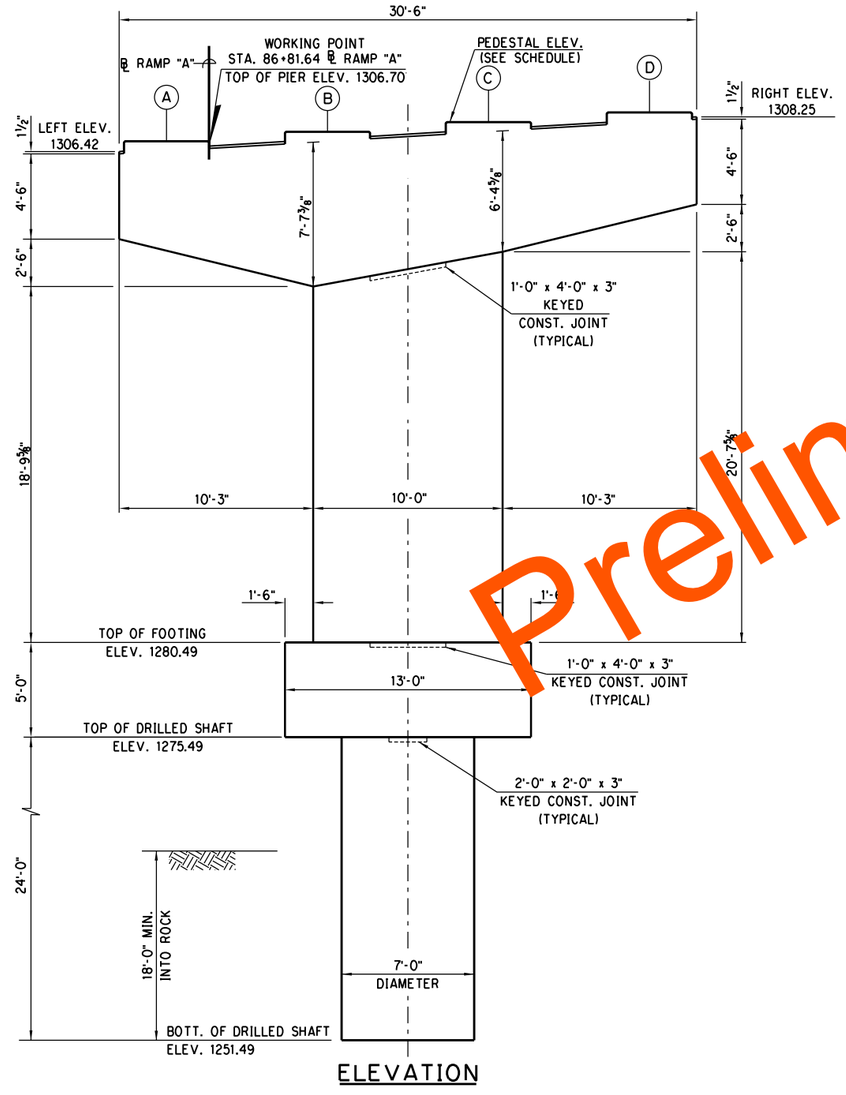


NOTE:
MASK SIDES AND ENDS OF PIER TO PROVIDE A CLEAN STRAIGHT FINISH AT THE BOTTOM EDGE OF ELASTOMERIC COATING APPLICATION.
MASK OUT TOPS OF PEDESTALS WHERE BEARING PADS SIT.

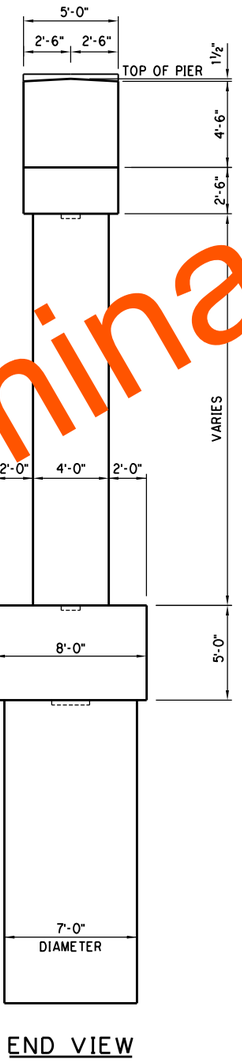
ELASTOMERIC COATING (CROSS-HATCHING AND HEAVY LINE)

WATER REPELLENT (HATCHING)

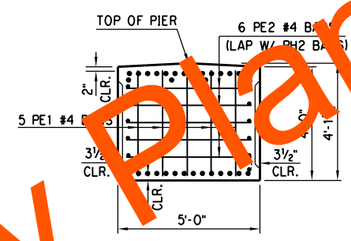
CONCRETE TREATMENT DETAILS



ELEVATION

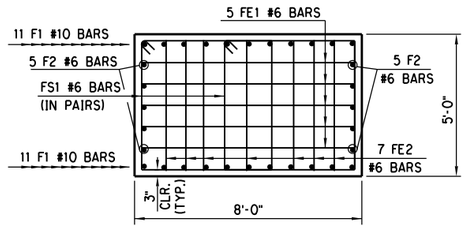


END VIEW



CAP END REINFORCING DETAIL

(PEDESTALS AND S BARS OMITTED FOR CLARITY)



FOOTING END REINFORCING DETAIL

PIER NO. 11 - QUANTITIES		
ITEM	UNIT	TOTAL
SUBSTRUCTURE EXCAVATION COMMON	C.Y.	45.00
CLASS A CONCRETE	C.Y.	85.20
EPOXY COATED REINFORCING STEEL	LB.	19,860.00
WATER REPELLENT (VISUALLY INSPECTED)	S.Y.	51.00
DRILLED SHAFTS 84" DIAMETER	L.F.	24.00
ELASTOMERIC COATING	S.F.	187.00

Preliminary Plans

PHASE 4 OKLAHOMA COUNTY

BRIDGE "A" RAMP "A" AT I-35 & I-240 INTERCHANGE

DESIGN		
DRAWN		
CHECKED		
APPROVED		
SQUAD	POE	

PIER DETAILS

PIER NO. 11

(SHEET 1 OF 3)

STATE JOB NO. 09032(108) SHEET NO. B024

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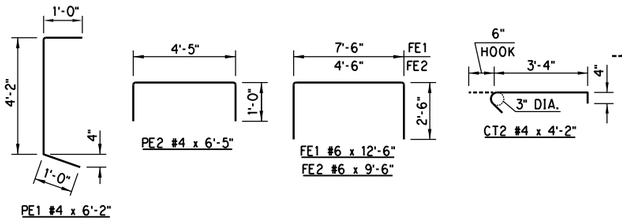
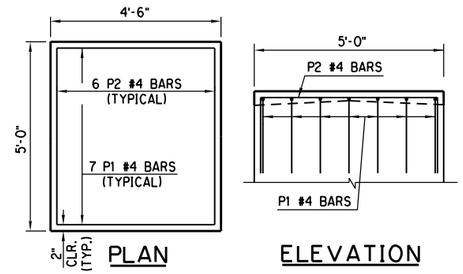
POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL
2/29/2024

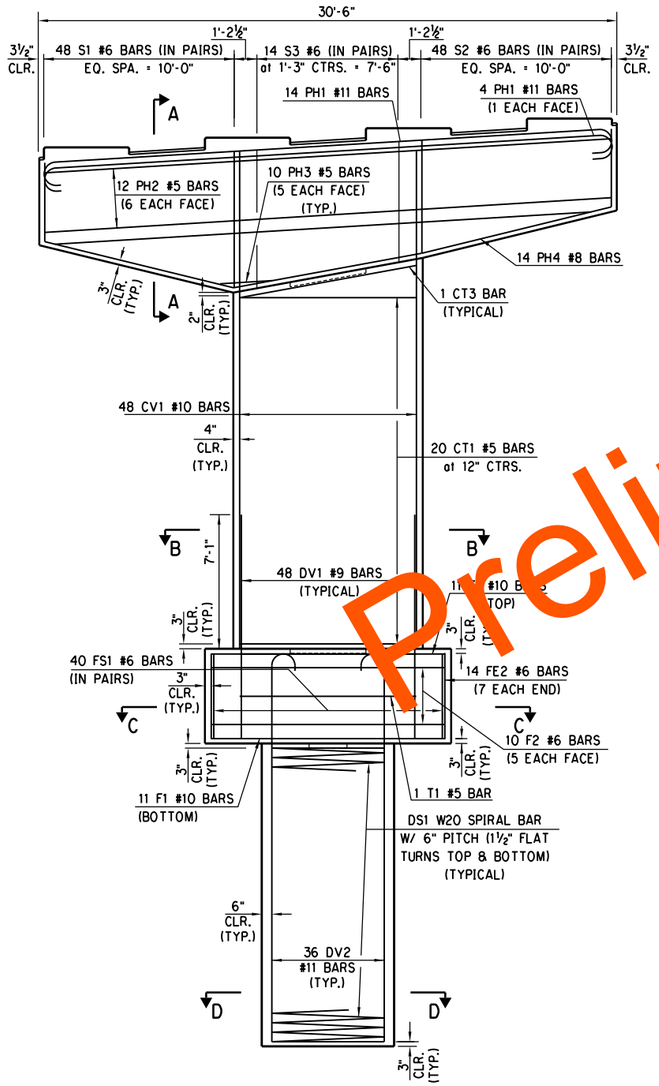


ALL BENT BAR DIMENSIONS ARE OUT TO OUT.

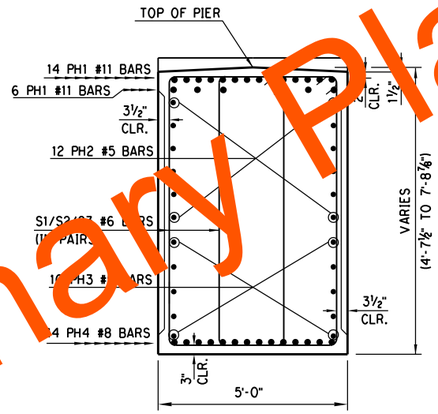


PEDESTAL REINFORCING DETAIL

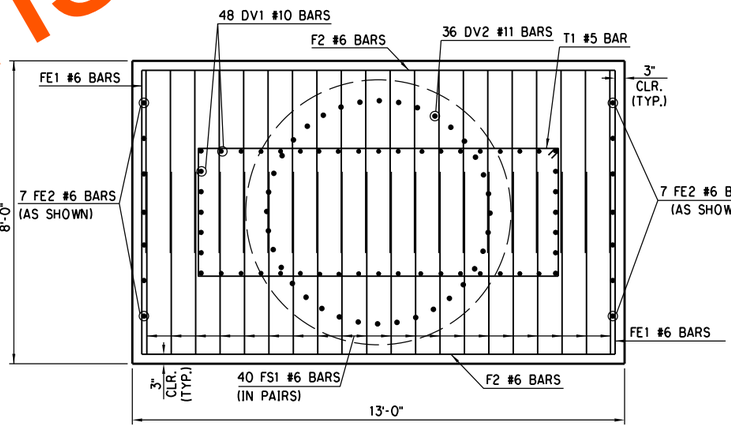
(TYPICAL)



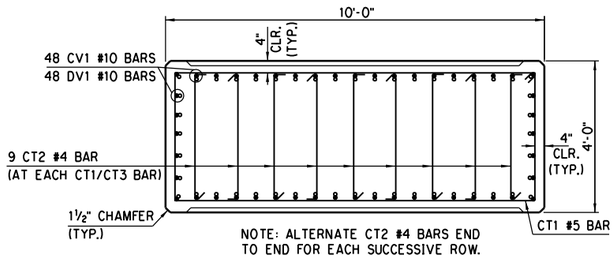
REINFORCING ELEVATION



SECTION A-A

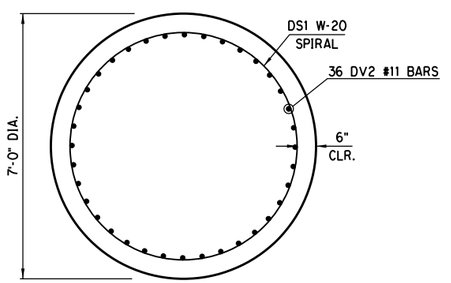


SECTION C-C



NOTE: ALTERNATE CT2 #4 BARS END TO END FOR EACH SUCCESSIVE ROW.

SECTION B-B



SECTION D-D

Preliminary Plans

DESIGN		
DRAWN		
CHECKED		
APPROVED		
SQUAD	POE	

PHASE 4 — OKLAHOMA COUNTY
BRIDGE "A" — RAMP "A" AT I-35 & I-240 INTERCHANGE

PIER DETAILS

PIER NO. 11
(SHEET 2 OF 3)

STATE JOB NO. 09032(08) SHEET NO. B025

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POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL
2/29/2024

BAR LIST - PIER NO. 11
(EPOXY COATED)

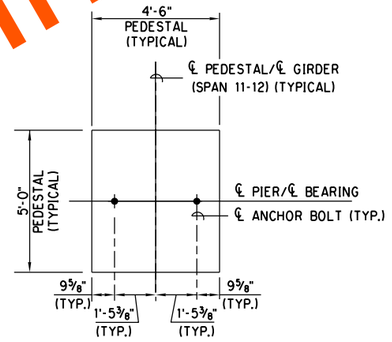
MARK	NO.	SIZE	FORM	SPACING	LENGTH	LENGTH VARIATION
CT1	20	#5	BENT	12" C/C	26'-3"	--
CT2	189	#4	BENT	AS SHOWN	4'-2"	--
CT3	1	#5	BENT	AS SHOWN	26'-5"	--
CV1	48	#10	STR.	AS SHOWN	26'-3"	--
DV1	48	#10	STR.	AS SHOWN	11'-10"	--
F1	22	#10	STR.	AS SHOWN	12'-6"	--
F2	10	#6	STR.	AS SHOWN	12'-6"	--
FE1	10	#6	BENT	AS SHOWN	12'-6"	--
FE2	14	#6	BENT	AS SHOWN	9'-6"	--
FS1	40	#6	BENT	EQUAL	19'-6"	--
P1	28	#4	BENT	EQUAL	8'-2"	--
P2	24	#4	BENT	EQUAL	8'-8"	--
PE1	10	#4	BENT	AS SHOWN	6'-2"	--
PE2	12	#4	BENT	AS SHOWN	6'-5"	--
PH1	18	#11	BENT	AS SHOWN	33'-1"	--
PH2	12	#5	STR.	EQUAL	29'-11"	--
PH3	10	#5	STR.	EQUAL	13'-11 1/2" AVG.	2'-9" TO 25'-2"
PH4	10	#8	BENT	AS SHOWN	30'-11"	--
S1	48	#6	BENT	EQUAL	18'-8" AVG.	15'-8" TO 21'-8"
S2	48	#6	BENT	EQUAL	17'-5" AVG.	15'-8" TO 19'-2"
S3	14	#6	BENT	1'-3" C/C	20'-5"	19'-6" TO 21'-4"
T1	1	#4	BENT	12" C/C	26'-3"	--

BAR LIST - 84" DRILLED SHAFT

▲①	DS1	1	W-20	BENT	AS SHOWN	946'-6"	--
▲	DV2	36	#11	BENT	AS SHOWN	30'-1"	

① LENGTH SHOWN INCLUDES 3'-8" FOR ONE LAP SPLICE. CONTRACTOR MAY ADD SPLICES AS NECESSARY, BUT PAYMENT WILL NOT BE MADE FOR EXTRA LENGTH REQUIRED. ADD 3'-8" FOR EACH SPLICE.

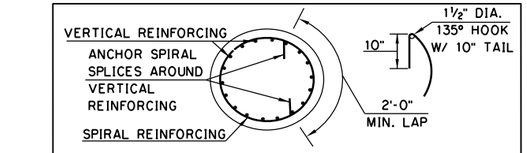
▲ NON-EPOXY COATED



NOTE: GIRDER ℄ ARE ARCS.
EACH PEDESTAL ℄ IS CONGRUENT WITH ITS GIRDER ℄ AT THE PIER ℄.

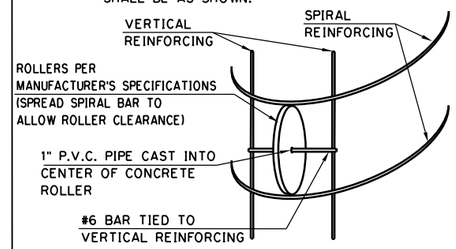
ANCHOR BOLT LAYOUT
PIER NO. 11
(TYPICAL)

NOTE: DIMENSIONS SHOWN ARE PERPENDICULAR TO PEDESTALS.
FOR FURTHER INFORMATION SEE "BEARING ASSEMBLY DETAILS". SHEET.

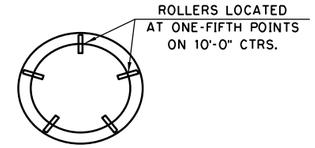


SPIRAL REINFORCING SPLICE DETAILS

NOTE: SPIRAL BARS SHALL CONFORM TO AASHTO M-32. SPIRAL BAR LENGTHS DO NOT INCLUDE LAP. IF LAP IS REQUIRED, THE LENGTH OF THE LAP SHALL BE AS SHOWN.



ROLLER INSTALLATION DETAIL



ROLLER PLACEMENT

ROLLER DETAILS

NOTE: REINFORCING CAGE CENTERING DEVICES SHALL CONSIST OF ROLLERS PLACED AT SPACING AS SHOWN AND HAVE THE CHARACTERISTICS AS INDICATED IN THE MANUFACTURER'S SPECIFICATIONS. SLAB BOLSTERS AND HIGH CHAIRS WILL BE ALLOWED BY THE DEPARTMENT.

Preliminary Plans

PHASE 4 OKLAHOMA COUNTY
BRIDGE "A" RAMP "A" AT I-35 & I-240 INTERCHANGE

DESIGN		
DRAWN		
CHECKED		
APPROVED		
SQUAD	POE	

PIER DETAILS
PIER NO. 11
(SHEET 3 OF 3)

STATE JOB NO. 09032(08) SHEET NO. B026

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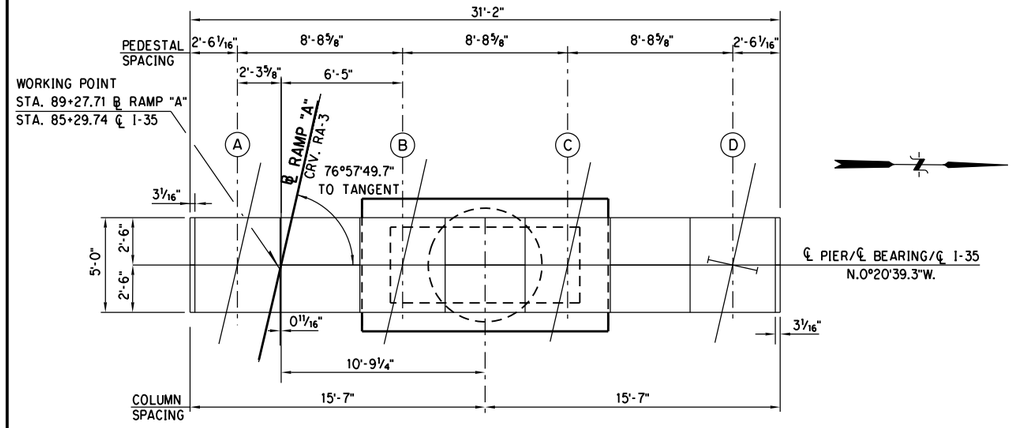
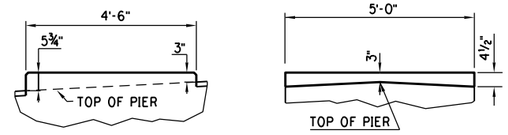
POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL
2/29/2024



PLAN

(SEE SHEET 3 OF 3 FOR ANCHOR BOLT LAYOUTS)



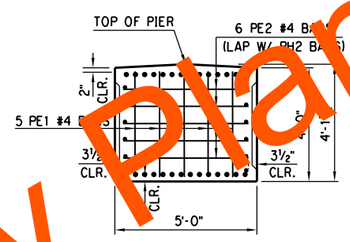
ELEVATION

END VIEW

PEDESTAL DETAIL

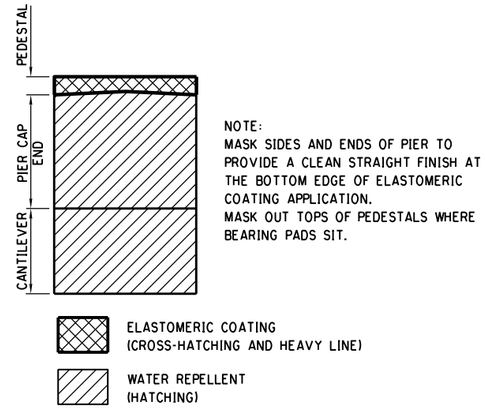
(TYPICAL)

PEDESTAL ELEVATION SCHEDULE - PIER NO. 13				
PEDESTAL	A	B	C	D
SPAN 13-14 ELEV.	1300.17	1300.62	1301.07	1301.52



CAP END REINFORCING DETAIL

(PEDESTALS AND S BARS OMITTED FOR CLARITY)

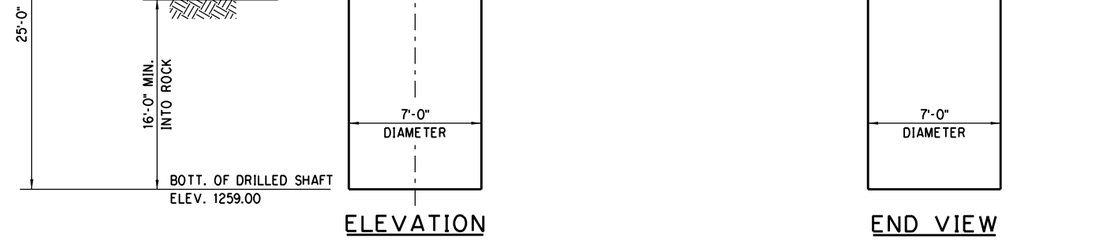


NOTE:
MASK SIDES AND ENDS OF PIER TO PROVIDE A CLEAN STRAIGHT FINISH AT THE BOTTOM EDGE OF ELASTOMERIC COATING APPLICATION.
MASK OUT TOPS OF PEDESTALS WHERE BEARING PADS SIT.

ELASTOMERIC COATING (CROSS-HATCHING AND HEAVY LINE)

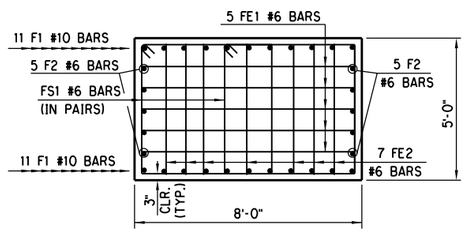
WATER REPELLENT (HATCHING)

CONCRETE TREATMENT DETAILS



ELEVATION

END VIEW



FOOTING END REINFORCING DETAIL

PIER NO. 13 - QUANTITIES		
ITEM	UNIT	TOTAL
SUBSTRUCTURE EXCAVATION COMMON	C.Y.	55.00
CLASS A CONCRETE	C.Y.	78.70
EPOXY COATED REINFORCING STEEL	LB.	17,170.00
WATER REPELLENT (VISUALLY INSPECTED)	S.Y.	55.00
DRILLED SHAFTS 84" DIAMETER	L.F.	25.00
ELASTOMERIC COATING	S.F.	200.00

Preliminary Plans

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DESIGN		
DRAWN		
CHECKED		
APPROVED		
SQUAD	POE	

PHASE 4 — OKLAHOMA COUNTY
BRIDGE "A" — RAMP "A" AT I-35 & I-240 INTERCHANGE

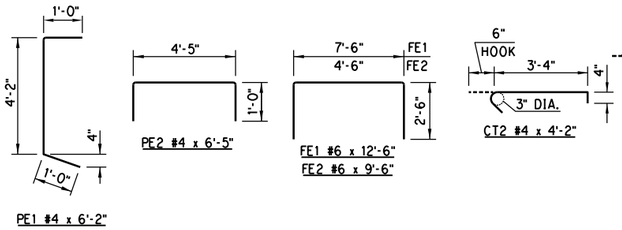
PIER DETAILS

PIER NO. 13
(SHEET 1 OF 3)

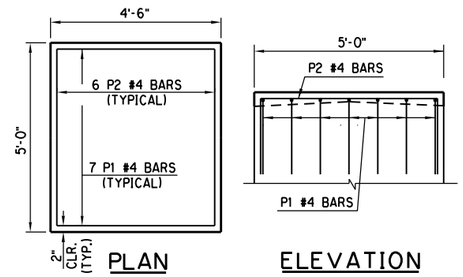
STATE JOB NO. 09032(08) SHEET NO. B027

POE & ASSOCIATES, OKLAHOMA CITY, OK.

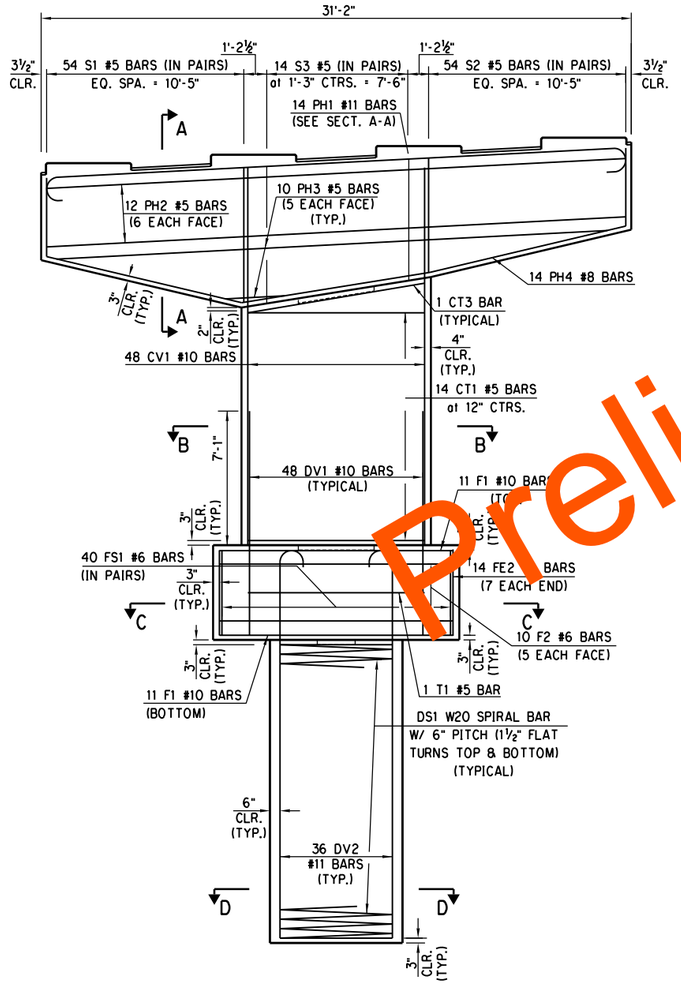
90% PLAN SUBMITTAL
2/29/2024



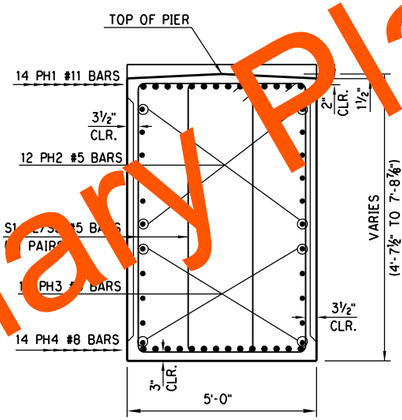
ALL BENT BAR DIMENSIONS ARE OUT TO OUT.



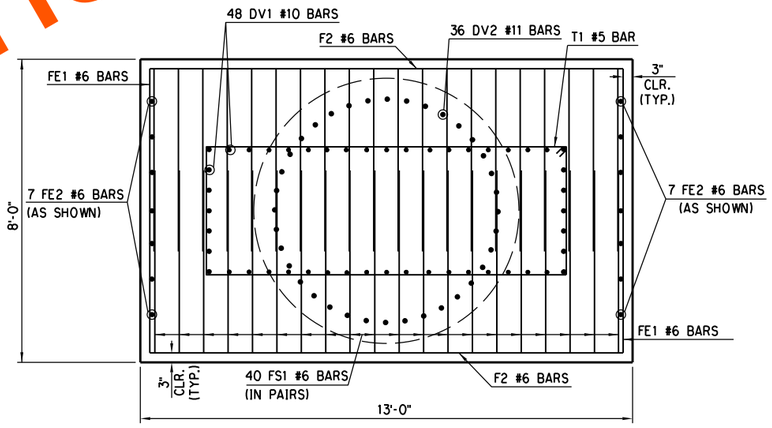
PEDESTAL REINFORCING DETAIL
(TYPICAL)



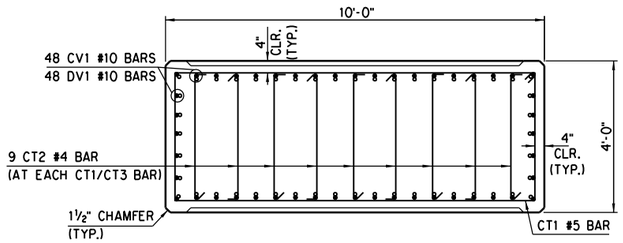
REINFORCING ELEVATION



SECTION A-A

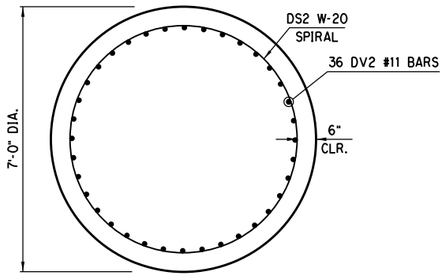


SECTION C-C



NOTE: ALTERNATE CT2 #4 BARS END TO END FOR EACH SUCCESSIVE ROW.

SECTION B-B



SECTION D-D

Preliminary Plans

DESIGN		
DRAWN		
CHECKED		
APPROVED		
SQUAD	POE	

PHASE 4 — OKLAHOMA COUNTY
BRIDGE "A" — RAMP "A" AT I-35 & I-240 INTERCHANGE

PIER DETAILS

PIER NO. 13
(SHEET 2 OF 3)

STATE JOB NO. 09032(08) SHEET NO. B028

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POE & ASSOCIATES, OKLAHOMA CITY, OK.

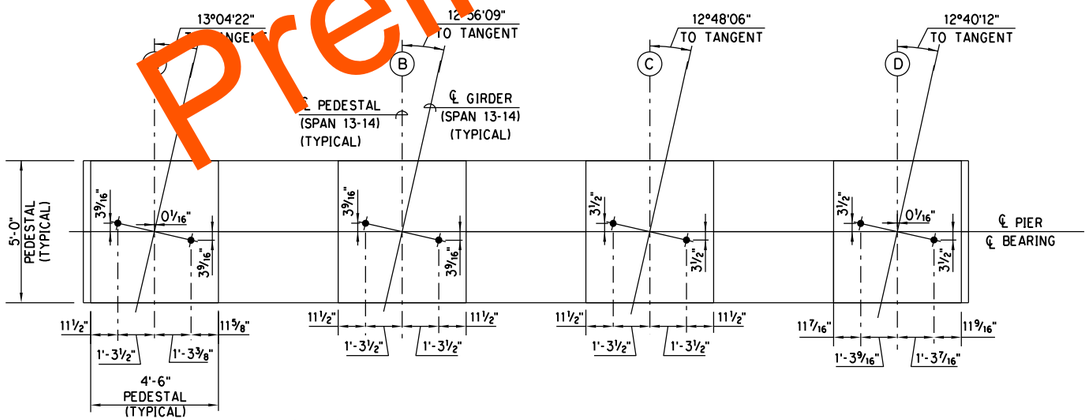
90% PLAN SUBMITTAL
2/29/2024

BAR LIST - PIER NO. 13
(EPOXY COATED)

MARK	NO.	SIZE	FORM	SPACING	LENGTH	LENGTH VARIATION
CT1	14	#5	BENT	12" C/C	26'-3"	--
CT2	135	#4	BENT	AS SHOWN	4'-2"	--
CT3	1	#5	BENT	AS SHOWN	26'-5"	--
CV1	48	#10	STR.	AS SHOWN	19'-11"	--
DV1	48	#10	STR.	AS SHOWN	11'-10"	--
F1	22	#10	STR.	AS SHOWN	12'-6"	--
F2	10	#6	STR.	AS SHOWN	12'-6"	--
FE1	10	#6	BENT	AS SHOWN	12'-6"	--
FE2	14	#6	BENT	AS SHOWN	9'-6"	--
FS1	40	#6	BENT	EQUAL	19'-6"	--
P1	28	#4	BENT	EQUAL	8'-2"	--
P2	24	#4	BENT	EQUAL	8'-8"	--
PE1	10	#4	BENT	AS SHOWN	6'-2"	--
PE2	12	#4	BENT	AS SHOWN	6'-5"	--
PH1	14	#11	BENT	AS SHOWN	33'-9"	--
PH2	12	#5	STR.	EQUAL	30'-7"	--
PH3	10	#5	STR.	EQUAL	14'-5" AVG.	3'-0" TO 25'-10"
PH4	14	#8	BENT	AS SHOWN	31'-6"	--
S1	54	#5	BENT	EQUAL	18'-2" AVG.	15'-3" TO 21'-[illegible]
S2	54	#5	BENT	EQUAL	17'-2" AVG.	15'-3" TO 19'-1"
S3	14	#5	BENT	1'-3" C/C	20'-1" AVG.	19'-3" TO 20'-11"
T1	1	#4	BENT	12" C/C	26'-3"	-
BAR LIST - 84" DRILLED SHAFT						
▲① DS1	1	W-20	BENT	AS SHOWN	[illegible]'-2"	-
▲ DV2	36	#11	BENT	AS SHOWN	3[illegible]'-11"	-

① LENGTH SHOWN INCLUDES 3'-[illegible]" FOR ONE LAP SPLICE. CONTRACTOR MAY ADD SPLICES AS NECESSARY, BUT PAYMENT WILL NOT BE MADE FOR EXTRA LENGTH REQUIRED. ADD 3'-8" FOR EACH SPLICE.

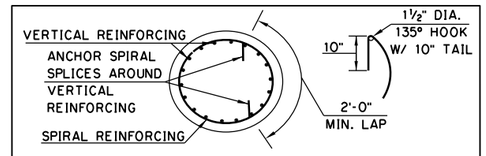
▲ NON-EPOXY COATED



NOTE: GIRDER ℄ ARE ARCS.
GIRDERS "A" AND "D" ℄ ARE OFFSET FROM PEDESTAL ℄ AS NOTED.

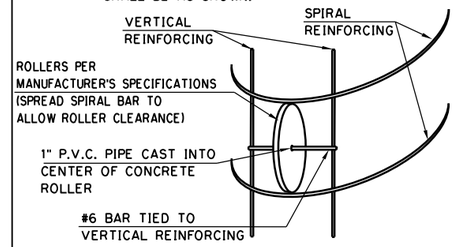
ANCHOR BOLT LAYOUT
PIER NO. 13

NOTE: DIMENSIONS SHOWN ARE PERPENDICULAR TO PEDESTALS.
FOR FURTHER INFORMATION SEE "BEARING ASSEMBLY DETAILS", SHEET.

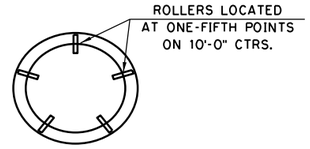


SPIRAL REINFORCING SPLICE DETAILS

NOTE: SPIRAL BARS SHALL CONFORM TO AASHTO M-32.
SPIRAL BAR LENGTHS DO NOT INCLUDE LAP.
IF LAP IS REQUIRED, THE LENGTH OF THE LAP SHALL BE AS SHOWN.



ROLLER INSTALLATION DETAIL



ROLLER PLACEMENT

ROLLER DETAILS

NOTE: REINFORCING CAGE CENTERING DEVICES SHALL CONSIST OF ROLLERS PLACED AT SPACING AS SHOWN AND HAVE THE CHARACTERISTICS AS INDICATED IN THE MANUFACTURER'S SPECIFICATIONS. SLAB BOLSTERS AND HIGH CHAIRS WILL BE ALLOWED BY THE DEPARTMENT.

Preliminary Plans

DESIGN		
DRAWN		
CHECKED		
APPROVED		
SQUAD	POE	

PHASE 4 — OKLAHOMA COUNTY
BRIDGE "A" — RAMP "A" AT I-35 & I-240 INTERCHANGE

PIER DETAILS
PIER NO. 13
(SHEET 3 OF 3)

STATE JOB NO. 09032(08) SHEET NO. B029

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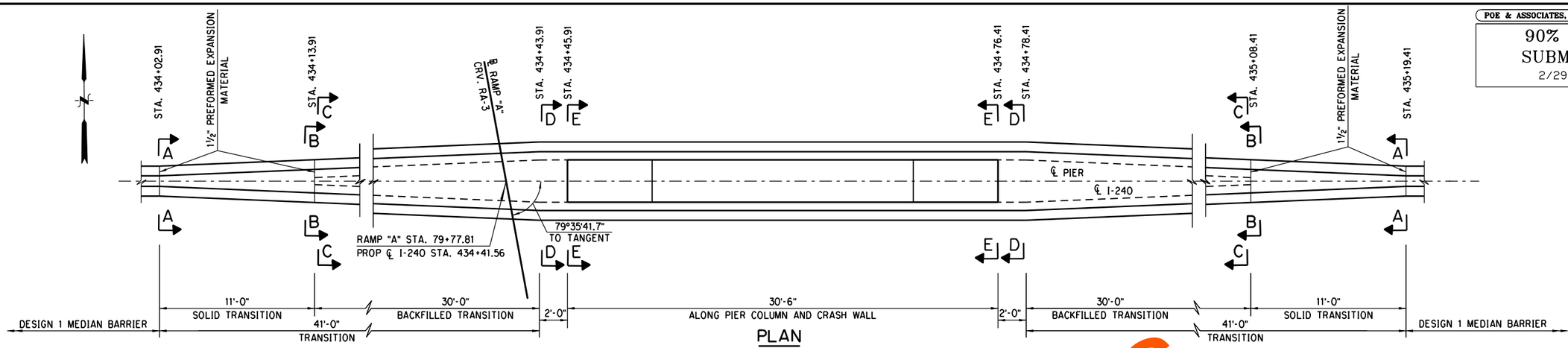
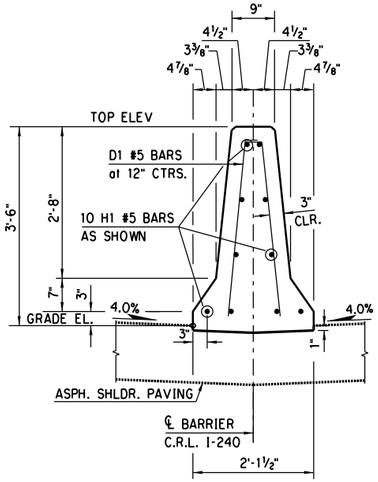
POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL
2/29/2024

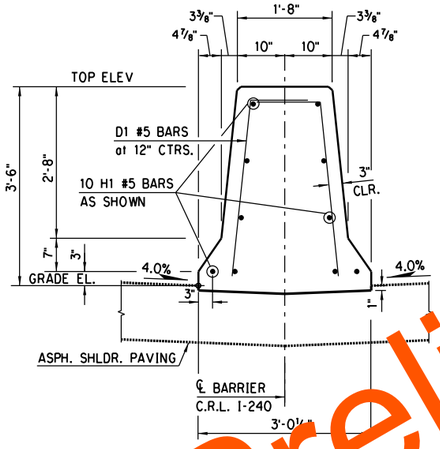


PLAN
WEST - EAST TRANSITIONS

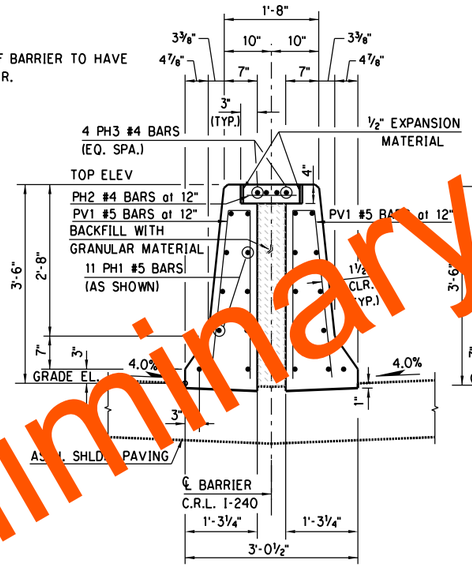
NOTE: TOP OF BARRIER TO HAVE A ¾" CHAMFER.



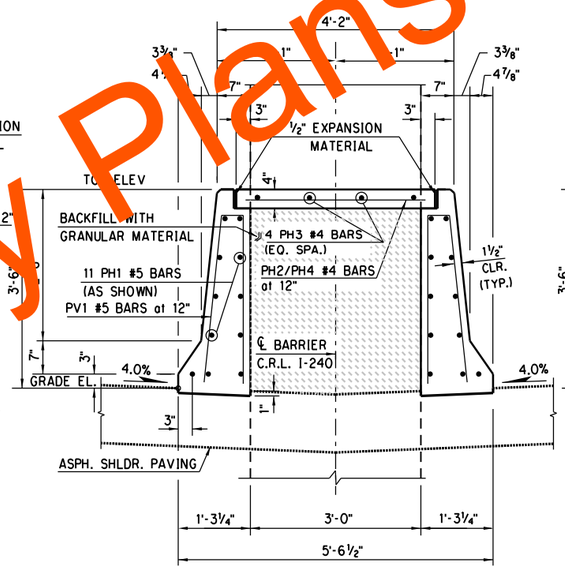
SECTION A-A
AT BEGIN SOLID TRANSITION



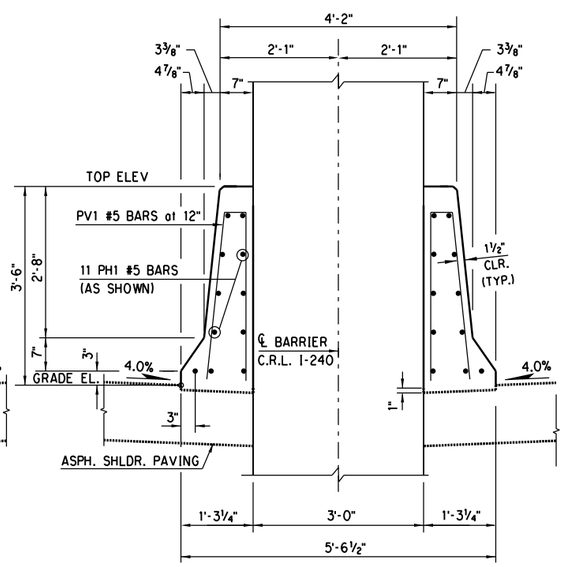
SECTION B-B
AT END SOLID TRANSITION



SECTION C-C
AT BEGIN
GRANULAR BACKFILLED TRANSITION



SECTION D-D
AT END
GRANULAR BACKFILLED TRANSITION



SECTION E-E
AT BEGIN PIER COLUMN FACE

Preliminary Plans

BAR LIST
EPOXY COATED

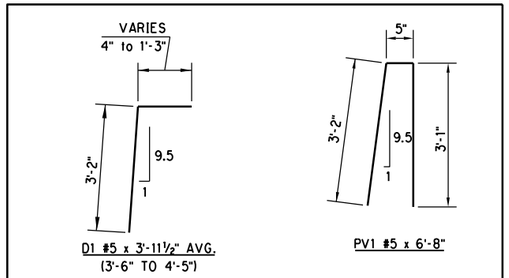
SOLID TRANSITION

MARK	NO.	SIZE	FORM	SPACING	LENGTH	LENGTH VARIATION
D1	48	#5	BNT.	12" C/C	3'-11½" AVG.	3'-6" TO 4'-5"
H1	20	#5	STR.	AS SHOWN	10'-8"	--

GRANULAR BACKFILLED TRANSITION

MARK	NO.	SIZE	FORM	SPACING	LENGTH	LENGTH VARIATION
PV1	190	#5	BNT.	12" c/c	6'-8"	--
① PH1	22	#5	STR.	AS SHOWN	97'-0"	--
PH2	62	#4	STR.	12" C/C	1'-11" AVG.	8" TO 3'-2"
PH3	4	#4	STR.	EQ. SPA.	31'-6"	--
PH4	4	#4	STR.	EQ. SPA.	3'-2"	--

① LENGTH INCLUDES LAP:
PH1 - 2 at 2'-0"
(STAGGER ALL LAPS)



BENT BAR DIMENSIONS ARE OUT TO OUT.

QUANTITIES

ITEM	UNIT	TOTAL
CLASS A CONCRETE	C.Y.	26.30
EPOXY COATED REINFORCING STEEL	LB.	4,140.00

NOTE: ALL COST OF GRANULAR BACKFILL TO BE INCLUDED IN OTHER ITEMS OF WORK

BARRIER ELEVATION SCHEDULE

STATION	TOP	GRADE
434+02.91	1300.60	1297.10
434+13.91	1300.39	1296.89
434+43.91	1299.86	1296.36
443+45.91	1299.82	1296.32
434+76.41	1299.30	1295.80
434+78.41	1299.27	1295.77
435+08.41	1298.77	1295.27
435+19.41	1298.60	1295.10

PHASE 4 OKLAHOMA COUNTY
BRIDGE "A" RAMP "A" AT I-35 & I-240 INTERCHANGE

DESIGN		
DRAWN		
CHECKED		
APPROVED		
SQUAD	POE	

PIER PROTECTION AND BARRIER TRANSITION DETAILS
PIER NO. 6

STATE JOB NO. 09032(08) SHEET NO. B030

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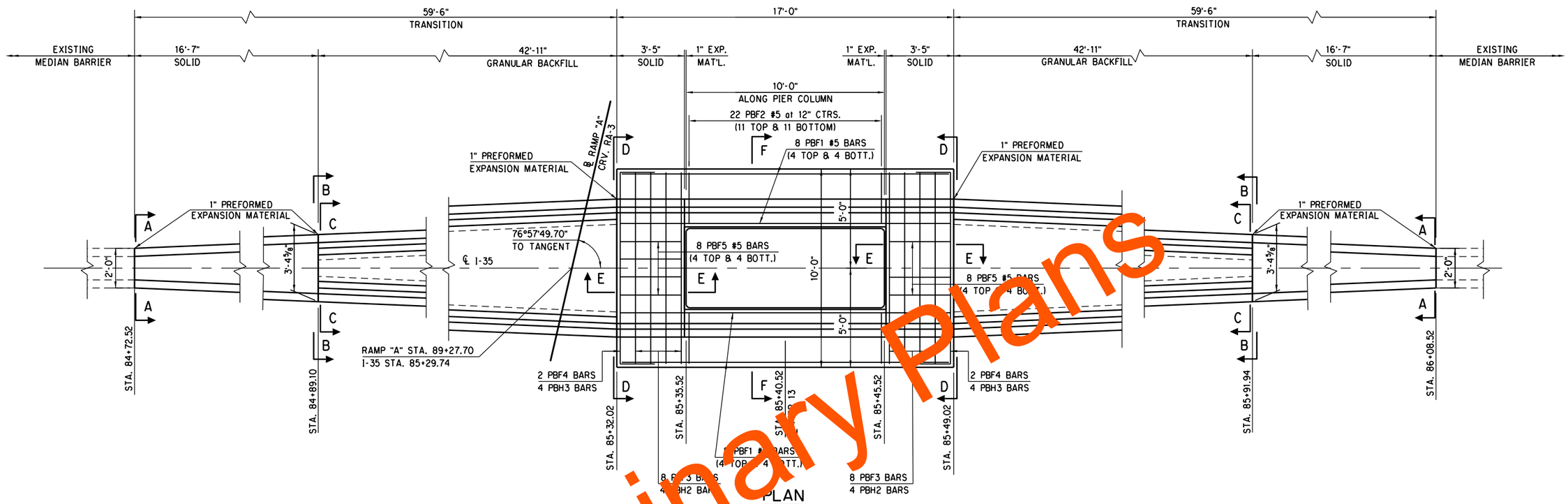
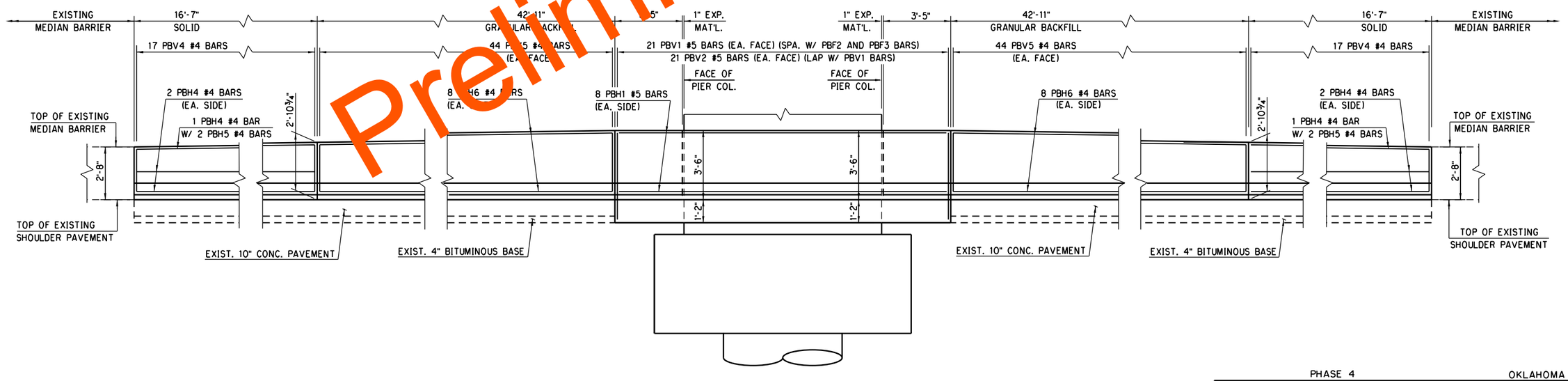
POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL
2/29/2024



PLAN

(FOOTING AND DRILL SHAFT NOT SHOWN FOR CLARITY.)



ELEVATION

Preliminary Plans

DESIGN		
DRAWN		
CHECKED		
APPROVED		
SQUAD	POE	

PHASE 4 OKLAHOMA COUNTY

BRIDGE "A" RAMP "A" AT I-35 & I-240 INTERCHANGE

PIER PROTECTION AND BARRIER TRANSITION DETAILS

PIER NO. 13
(SHEET 1 OF 3)

STATE JOB NO. 09032(08) SHEET NO. B031

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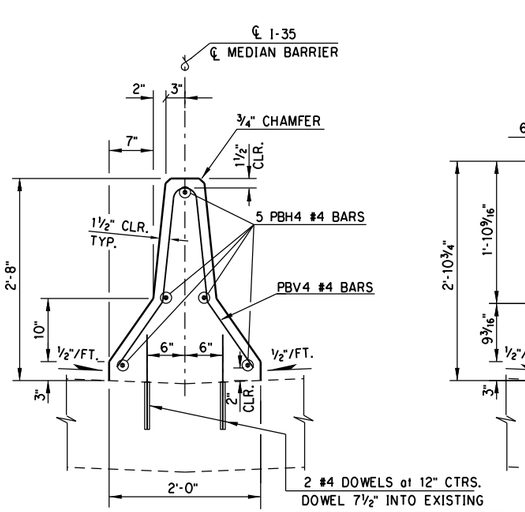
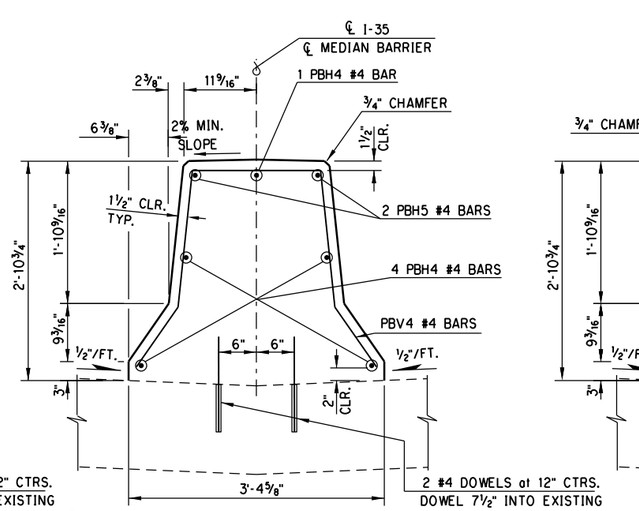
2/29/2024

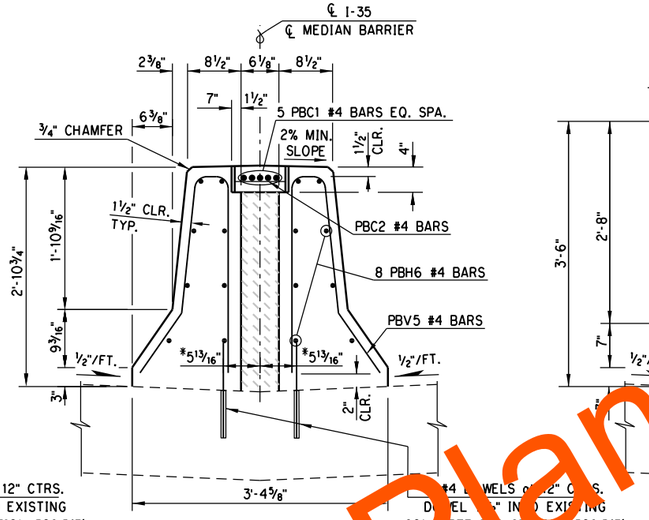
* NOTE: AN EXPANSION JOINT IS LOCATED 12" FROM ℄ I-35.
MAINTAIN 6" CLEARANCE WHEN INSTALLING DOWELS FROM
STATION 84+89.10 TO 85+32.02 AND STATION 85+49.02 TO 85+91.94.



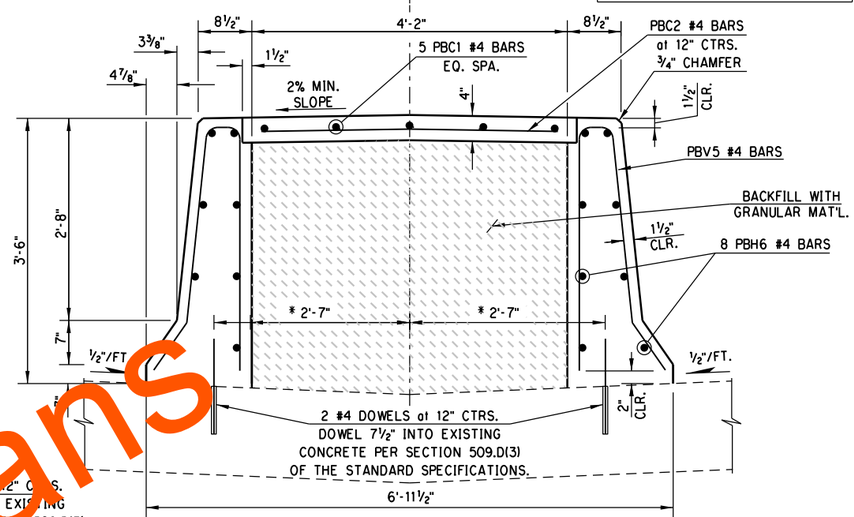
SECTION A-A
SOLID TRANSITION



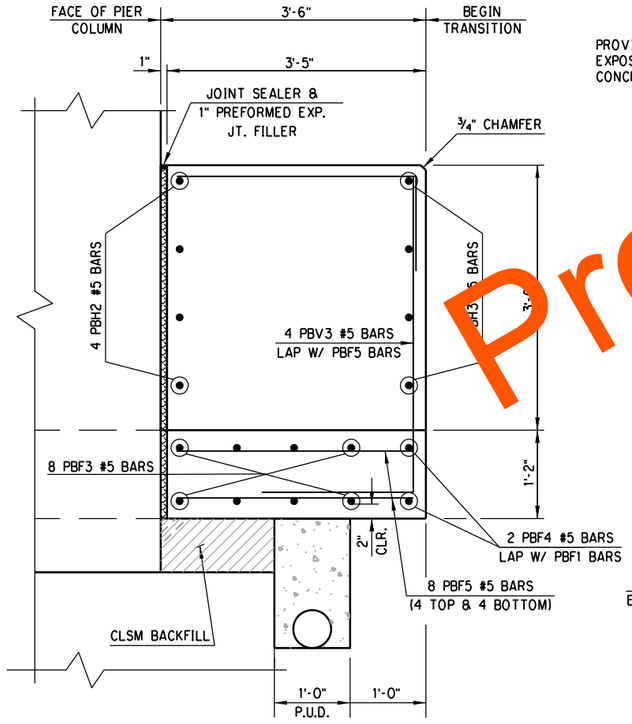
SECTION B-B
SOLID TRANSITION



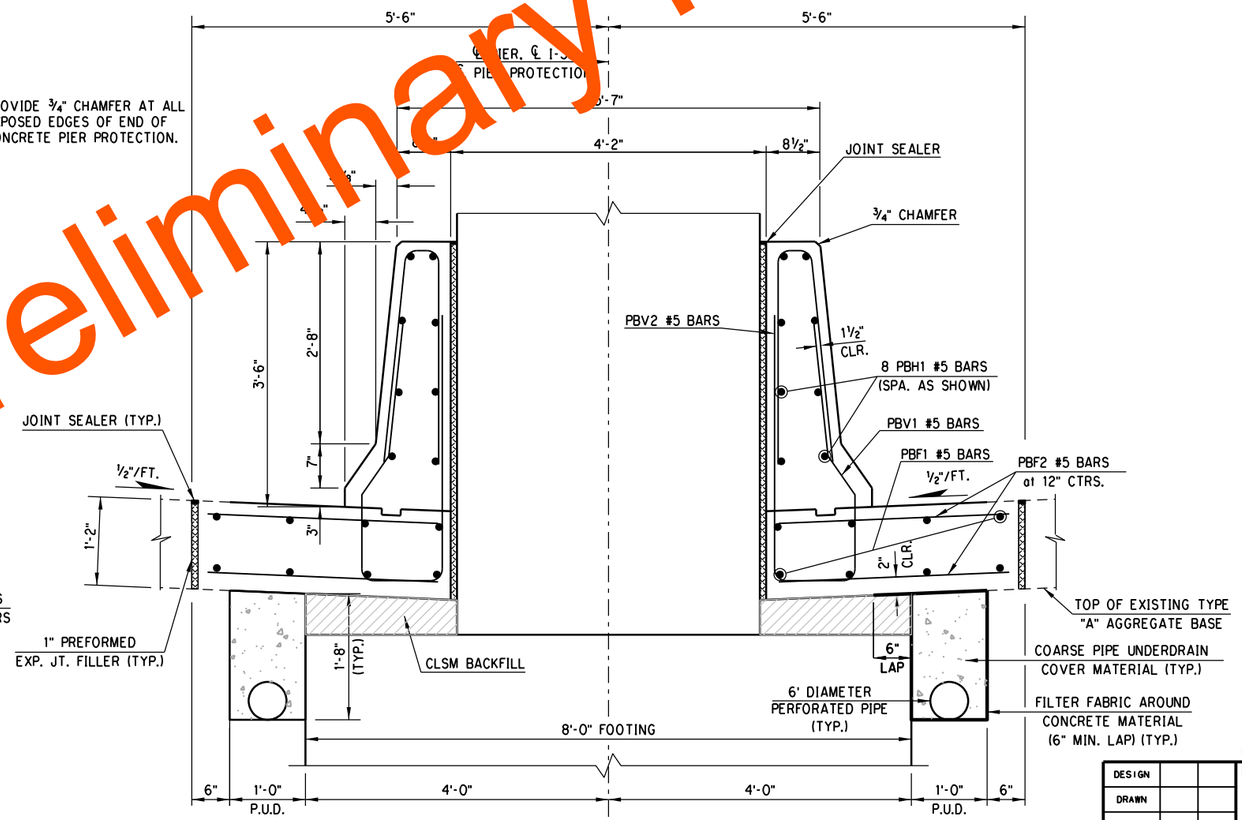
SECTION C-C
GRANULAR BACKFILLED TRANSITION



SECTION D-D
GRANULAR BACKFILLED TRANSITION



SECTION E-E
AT END PIER COLUMN FACE



SECTION F-F
AT PIER COLUMN

Preliminary Plans

PHASE 4 — OKLAHOMA COUNTY

DESIGN		
DRAWN		
CHECKED		
APPROVED		
SQUAD	POE	

BRIDGE "A" — RAMP "A" AT I-35 & I-240 INTERCHANGE

PIER PROTECTION AND BARRIER TRANSITION DETAILS

PIER NO. 13
(SHEET 2 OF 3)

STATE JOB NO. 09032(08) SHEET NO. B032

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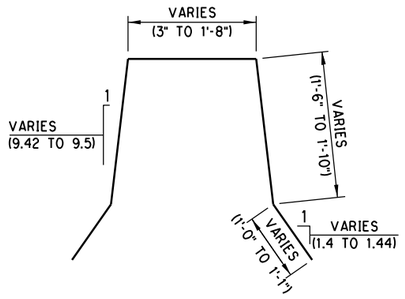
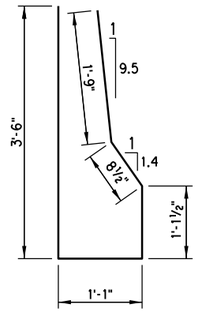
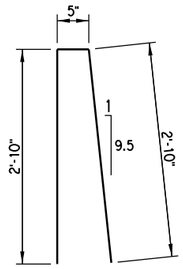
90% PLAN SUBMITTAL
2/29/2024



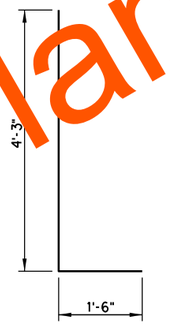
PBV4 #4 X 6'-4½" AVG.
(5'-5" TO 7'-4")
(9" TO 1'-0")



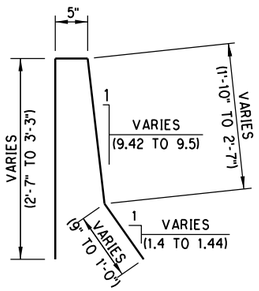
PBV1 #5 X 8'-2"



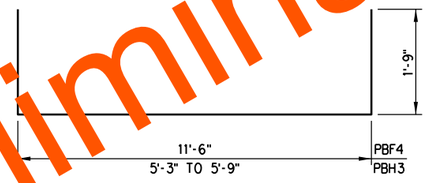
PBV2 #5 X 6'-1"



PBV3 #5 X 5'-9"



PBV5 #4 X 6'-5½" AVG.
(5'-11" TO 7'-0")



PBF4 #5 X 15'-0"
PBH3 #5 X 9'-0" AVG.
(8'-9" TO 9'-3")

BENT BAR DIMENSIONS ARE OUT TO OUT.

BAR LIST
EPOXY COATED

MARK	NO.	SIZE	FORM	SPACING	LENGTH	LENGTH VARIATION
PBC1	10	#4	STR.	AS SHOWN	13'-2"	--
PBC2	88	#4	STR.	12" C/C	2'-0½" AVG.	3" TO 3'-10"
PBF1	16	#5	STR.	AS SHOWN	16'-8"	--
PBF2	44	#5	STR.	AS SHOWN	3'-1"	--
PBF3	16	#5	STR.	EQ. SPA.	9'-8"	--
PBF4	4	#5	BNT.	AS SHOWN	15'-0"	--
[illegible]	16	#5	STR.	AS SHOWN	3'-1"	--
[illegible]	16	#5	STR.	AS SHOWN	16'-8"	--
PBH2	8	#5	STR.	AS SHOWN	5'-6" AVG.	5'-3" TO 5'-9"
PBH3	8	#5	BNT.	AS SHOWN	9'-0" AVG.	8'-9" TO 9'-3"
PBH4	10	#4	STR.	AS SHOWN	16'-2"	--
PBH5	4	#4	STR.	AS SHOWN	8'-3"	--
PBH6	16	#4	STR.	AS SHOWN	42'-6"	--
PBV1	42	#5	BNT.	12" C/C	8'-2"	--
PBV2	42	#5	BNT.	12" C/C	6'-1"	--
PBV3	8	#5	STR.	AS SHOWN	5'-9"	--
PBV4	34	#4	BNT.	AS SHOWN	6'-4½" AVG.	5'-5" TO 7'-4"
PBV5	176	#4	BNT.	AS SHOWN	6'-5½" AVG.	5'-11" TO 7'-0"

QUANTITIES

ITEM	UNIT	TOTAL
CLASS A CONCRETE	C.Y.	41.00
EPOXY COATED REINFORCING STEEL	LB.	3,470.00
6" PERFORATED PIPE UNDERDRAIN ROUND	L.F.	46.00

NOTE: COST OF SAWCUTTING, REMOVAL OF EXISTING MEDIAN BARRIER, PAVEMENT REMOVAL, EXCAVATION, GRANULAR BACKFILL, APPROXIMATELY 1.0 C.Y. OF CLSM BACKFILL, JOINT FILLER AND JOINT SEALER ARE INCLUDED IN OTHER ITEMS OF WORK.

Preliminary Plans

PHASE 4 — OKLAHOMA COUNTY

DESIGN		
DRAWN		
CHECKED		
APPROVED		
SQUAD	POE	

BRIDGE "A" — RAMP "A" AT I-35 & I-240 INTERCHANGE

PIER PROTECTION AND BARRIER TRANSITION DETAILS

PIER NO. 13
(SHEET 3 OF 3)

STATE JOB NO. 09032(08) SHEET NO. B033

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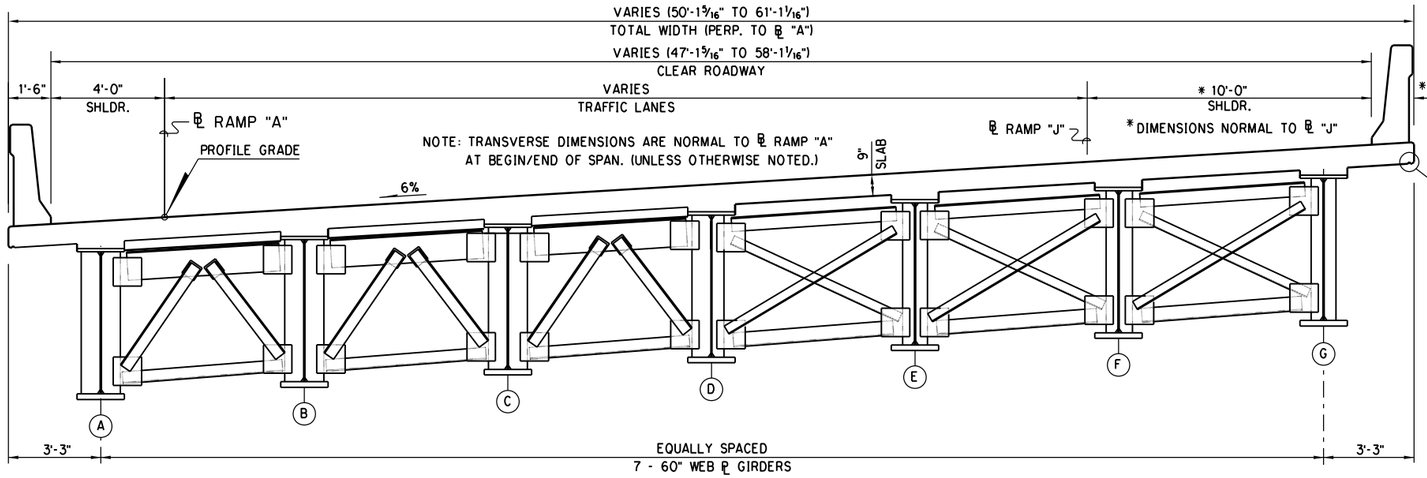
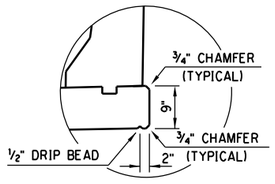
90% PLAN SUBMITTAL
2/29/2024



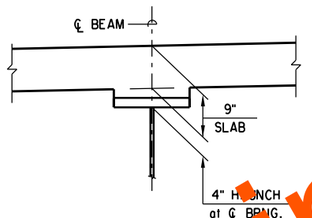
HALF SECTION AT END DIAPHRAGMS

HALF SECTION AT INTERMEDIATE DIAPHRAGMS

TYPICAL BRIDGE SECTION
(SPAN 7)



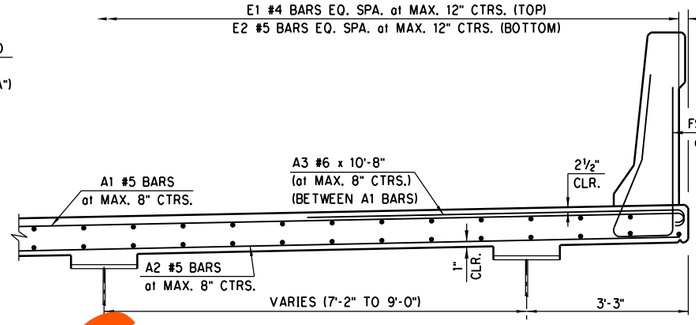
DETAIL "A"



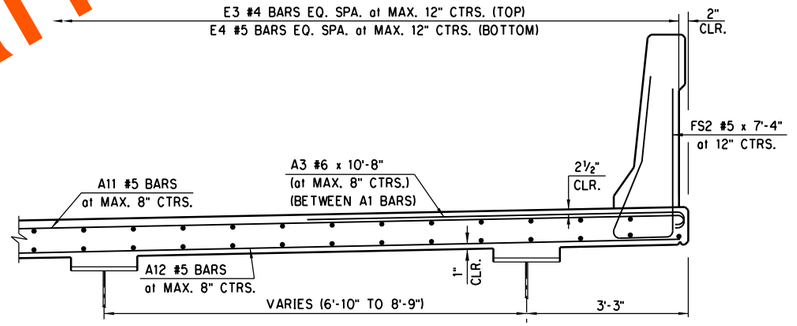
HAUNCH DETAIL

WATER REPELLENT SURFACE TREATMENT

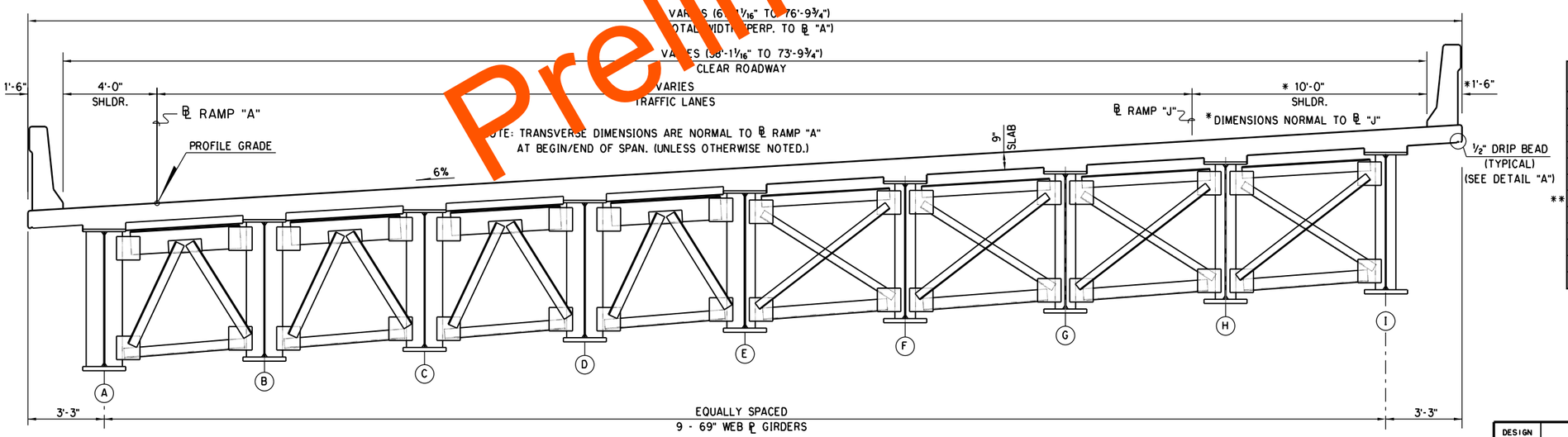
SURFACES INDICATED WITH HEAVY LINES SHALL BE TREATED WITH A PENETRATING WATER REPELLENT SEALER.



TYPICAL BRIDGE REINFORCING SECTION
(SPAN 7)



TYPICAL BRIDGE REINFORCING SECTION
(SPAN 8)



HALF SECTION AT END DIAPHRAGMS

HALF SECTION AT INTERMEDIATE DIAPHRAGMS

TYPICAL BRIDGE SECTION
(SPAN 8)

SUPERSTRUCTURE QUANTITIES

	ITEM	UNIT	TOTAL
	SAW-CUT GROOVING	S.Y.	4,581.00
	42" F-SHAPED PARAPET	L.F.	2,165.80
	STRUCTURAL STEEL M270 GRADE 50W	LB.	2,566,130.00
	STAINLESS STEEL FIXED BEARING ASSEMBLY	EA.	28.00
	STAINLESS STEEL EXP. BEARING ASSEMBLY	EA.	40.00
**	CLASS AA CONCRETE	C.Y.	1,301.80
	EPOXY COATED REINFORCING STEEL	LB.	322,370.00
	WATER REPELLENT (VISUALLY INSPECTED)	S.Y.	2,715.00
	SEALED EXPANSION JOINT	L.F.	195.39
	SEALER CRACK PREPARATION	L.F.	200.00
	SEALER RESIN	GAL.	2.20

**NOTE:
PLAN QUANTITY FOR CLASS "AA" CONCRETE INCLUDES 59.10 C.Y. FOR HAUNCHES OVER GIRDERS. THE HAUNCH HEIGHTS WILL BE SET AFTER ERECTION OF GIRDERS TO PROVIDE FOR DEAD LOAD DEFLECTION AND GRADE ADJUSTMENT. BUT THE PAY QUANTITY FOR HAUNCHES WILL BE AS SHOWN ABOVE.

DESIGN		
DRAWN		
CHECKED		
APPROVED		
SQUAD	POE	

PHASE 4 — OKLAHOMA COUNTY
BRIDGE "A" — RAMP "A" AT I-35 & I-240 INTERCHANGE

SUPERSTRUCTURE DETAILS
SPAN 7 AND 8 SECTIONS
(SHEET 1 OF 7)

STATE JOB NO. 09032(08) SHEET NO. B034

Preliminary Plans

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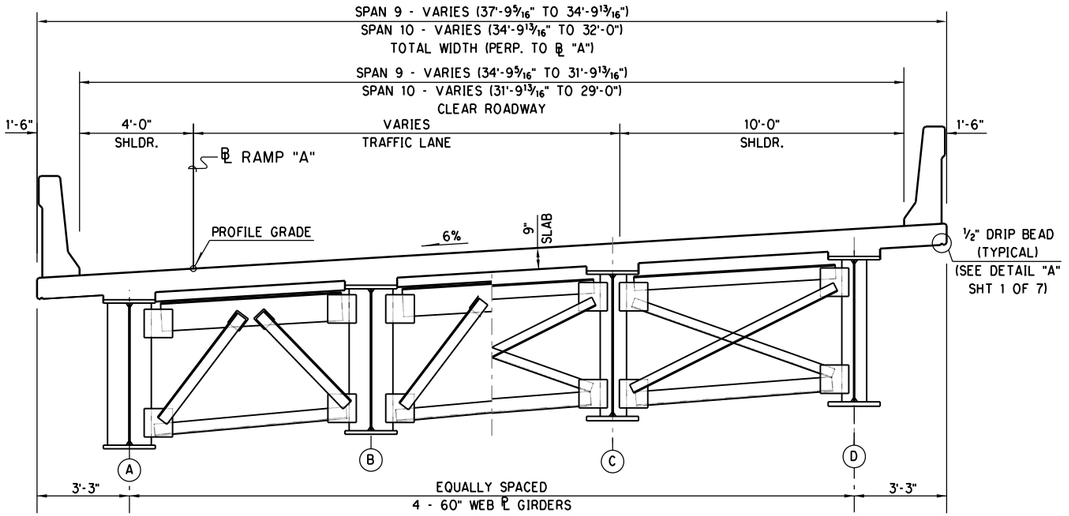
90% PLAN SUBMITTAL
2/29/2024

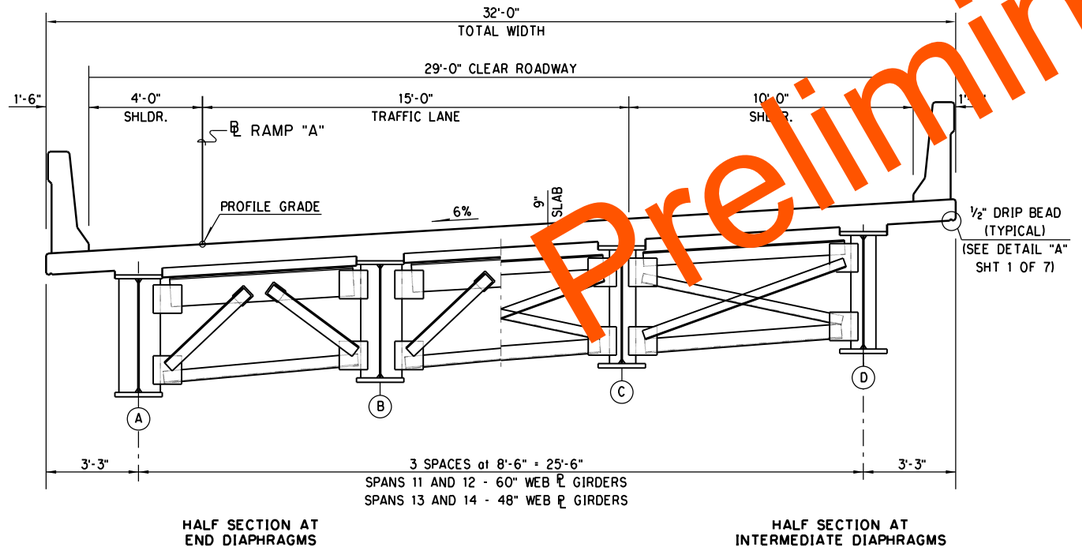


HALF SECTION AT END DIAPHRAGMS

HALF SECTION AT INTERMEDIATE DIAPHRAGMS

TYPICAL BRIDGE SECTION

(SPANS 9 AND 10)



HALF SECTION AT END DIAPHRAGMS

HALF SECTION AT INTERMEDIATE DIAPHRAGMS

TYPICAL BRIDGE SECTION

(SPANS 11 THRU 14)

NOTE: FOR BAR BEND DETAILS SEE SHEET 3 OF 7.

BAR LIST - SUPERSTRUCTURE

EPOXY COATED

	MARK	NO.	SIZE	FORM	SPACING	LENGTH	LENGTH VARIATION
①	A1	180	#5	BNT.	7⅝" C/C	55'-5½" AVG.	50'-11" TO 60'-0"
①	A2	200	#5	STR.	7⅝" C/C	54'-10½" AVG.	49'-9" TO 60'-0"
	A3	3358	#6	BNT.	AS SHOWN	10'-8"	--
①②	A4	28	#5	BNT.	7⅝" C/C	63'-4½" AVG.	62'-7" TO 64'-2"
①②	A5	8	#5	STR.	7⅝" C/C	62'-9½" AVG.	62'-7" TO 63'-0"
①	A6	2	#5	BNT.	7⅝" C/C	40'-7½" AVG.	29'-7" TO 51'-1"
①	A7	2	#5	STR.	7⅝" C/C	40'-0½" AVG.	29'-0" TO 5[illegible]-1"
①	A8	7	#5	BNT.	7⅝" C/C	26'-1½" AVG.	6'-1" TO 46'-[illegible]
①	A9	7	#5	STR.	7⅝" C/C	25'-6½" AVG.	[illegible]-6" TO 45'-7"
	A10	1	#6	BNT.	AS SHOWN	9'-2"	--
①②	A11	238	#5	BNT.	7⅜" C/C	72'-4" AVG.	[illegible]-9" TO [illegible]-11"
①②	A12	238	#5	STR.	7⅜" C/C	71'-[illegible]" AVG.	6[illegible]-7" TO 78'-9"
①②	A13	2	#5	BNT.	7⅜" C/C	72'-[illegible]" AVG.	67'-[illegible]" TO 76'-10"
①②	A14	2	#5	STR.	7⅜" C/C	71'-7½" AVG.	66'-11" TO 73'-3"
①	A15	7	#5	BNT.	7⅜" C/C	40'-3½" AVG.	4'-8" TO 55'-10"
①	A16	7	#5	STR.	7⅜" C/C	41'-8" AVG.	4'-1" TO 55'-3"
	A17	1	#6	BNT.	AS SHOWN	9'-11"	--
①	A18	9	#5	BNT.	7⅜" C/C	30'-7½" AVG.	4'-3" TO 57'-0"
①	A19	9	#5	STR.	7⅜" C/C	30'-0½" AVG.	3'-8" TO 56'-5"
	A20	1	#6	BNT.	AS SHOWN	7'-7"	--
①	A21	30	#5	BNT.	7¾" C/C	35'-7" AVG.	32'-10" TO 38'-5"
①	A22	430	#5	STR.	7¾" C/C	34'-5" AVG.	31'-8" TO 37'-3"
①	A23	4	#5	BNT.	7¾" C/C	19'-9½" AVG.	7'-1" TO 32'-6"
③	[illegible]4	4	#5	STR.	7¾" C/C	19'-2½" AVG.	6'-6" TO 31'-11"
①	[illegible]		#6	BNT.	AS SHOWN	2'-8"	--
③	A2[illegible]	766	#5	BNT.	7¾" C/C	32'-10"	--
①	A2[illegible]	766	#5	STR.	7¾" C/C	31'-8"	--
	[illegible]28	3	#5	BNT.	AS SHOWN	18'-6" AVG.	11'-5" TO 25'-7"
	A29	3	#5	STR.	AS SHOWN	17'-11" AVG.	10'-10" TO 25'-0"
	A30	1	#6	BNT.	AS SHOWN	8'-0"	--
	AH1	29	#4	BNT.	AS SHOWN	5'-3"	--
	AH2	4	#4	BNT.	AS SHOWN	4'-0"	--
	AS1	33	#4	BNT.	12" C/C	5'-1"	--
	AT1	1	#4	BNT.	AS SHOWN	50'-1"	--
	AT2	3	#4	STR.	AS SHOWN	45'-11"	--
②	AT3	8	#4	BNT.	AS SHOWN	62'-9"	--
②	AT4	4	#4	BNT.	AS SHOWN	78'-6"	--
	AT5	4	#4	BNT.	AS SHOWN	37'-5"	--
	AT6	16	#4	STR.	AS SHOWN	31'-8"	--
	AT7	4	#4	BNT.	AS SHOWN	31'-9"	--
	AT8	1	#4	STR.	AS SHOWN	27'-7"	--

BAR LIST CONTINUED

②	E1	62	#4	STR.	EQUAL SPA.	142'-7½" AVG.	136'-4" TO 148'-11"
②	E2	62	#5	STR.	EQUAL SPA.	143'-7½" AVG.	137'-4" TO 149'-11"
②	E3	78	#4	STR.	EQUAL SPA.	153'-7" TO 167'-3"
②	E4	78	#5	STR.	EQUAL SPA.	161'-3" AVG.	154'-7" TO 168'-3"
②	E5	39	#4	STR.	EQUAL SPA.	291'-5" AVG.	284'-1" TO 298'-9"
②	E6	39	#5	STR.	EQUAL SPA.	293'-5" AVG.	286'-1" TO 300'-9"
②③	E7	38	#6	STR.	EQUAL SPA.	98'-3½" AVG.	96'-5" TO 100'-2"
②③	E8	38	#4	STR.	EQUAL SPA.	95'-3½" AVG.	93'-5" TO 97'-2"
②	E9	33	#4	STR.	12" C/C	289'-11" AVG.	284'-6" TO 295'-4"
②	E10	33	#5	STR.	12" C/C	291'-11" AVG.	286'-6" TO 297'-4"
②③	E11	32	#6	STR.	12" C/C	98'-1½" AVG.	96'-5" to 99'-10"
②③	E12	32	#4	STR.	12" C/C	95'-1½" AVG.	93'-5' to 96'-10"
②	E13	33	#4	STR.	12" C/C	225'-7½" AVG.	220'-5" TO 230'-10"
②	E14	33	#5	STR.	12" C/C	227'-1½" AVG.	221'115" TO 232'-4"
②③	E15	32	#6	STR.	12" C/C	79'-10" AVG.	79'-9" TO 79'-11"
②③	E16	32	#4	STR.	12" C/C	76'-10" AVG.	76'-9" TO 76'-11"
	EPH	362	#4	BNT.	AS SHOWN	3'-5"	--
	FS2	1984	#5	BNT.	SEE STD.	7'-4"	--
	L	152	#4	BNT.	SEE STD.	1'-3"	--
	U1	8	#5	BNT.	AS SHOWN	7'-1"	--

① BARS ARE ALIGNED RADIALLY ALONG BASELINE OF RAMP "A", SPACING LISTED IS ALONG BASELINE, MAXIMUM END SPACING IS 8" C/C

② LENGTH SHOWN INCLUDES LAP:
A4 = 1 at 2'-6", A5 = 1 at 2'-6", A11=1 at 2'-6", A12=1 at 2'-6", A13=1 at 2'-6", A14=1 at 2'-6", AT3 = 1 at 2'-0", AT4 = 1 at 2'-0", E1 = 2 at 2'-0", E2 = 2 at 2'-6", E3 = 2 at 2'-0", E4 = 2 at 2'-6", E5 = 4 at 2'-0", E6 = 4 at 2'-6", E7 = 1 at 3'-0", E8 = 1 at 2'-0", E9 = 4 at 2'-0", E10 = 4 at 2'-6", E11 = 1 at 3'-0", E12 = 1 at 2'-0", E13= 3 at 2'-0", E14= 3 At 2'-6", E15= 1 at 3'-0", E16= 1 at 2'-0"

③ LENGTH SHOWN INCLUDES EXTENSION:
E7= 2 at 2'-6", E8= 2 at 1'-6", E11= 2 at 2'-6", E12= 2 at 1'-6", E15= 2 at 2'-6", E16= 2 at 1-6"

Preliminary Plans

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PHASE 4 OKLAHOMA COUNTY

DESIGN		
DRAWN		
CHECKED		
APPROVED		
SQUAD	POE	

BRIDGE "A" RAMP "A" AT I-35 & I-240 INTERCHANGE

SUPERSTRUCTURE DETAILS

SPAN 9 THRU 14 SECTIONS
(SHEET 2 OF 7)

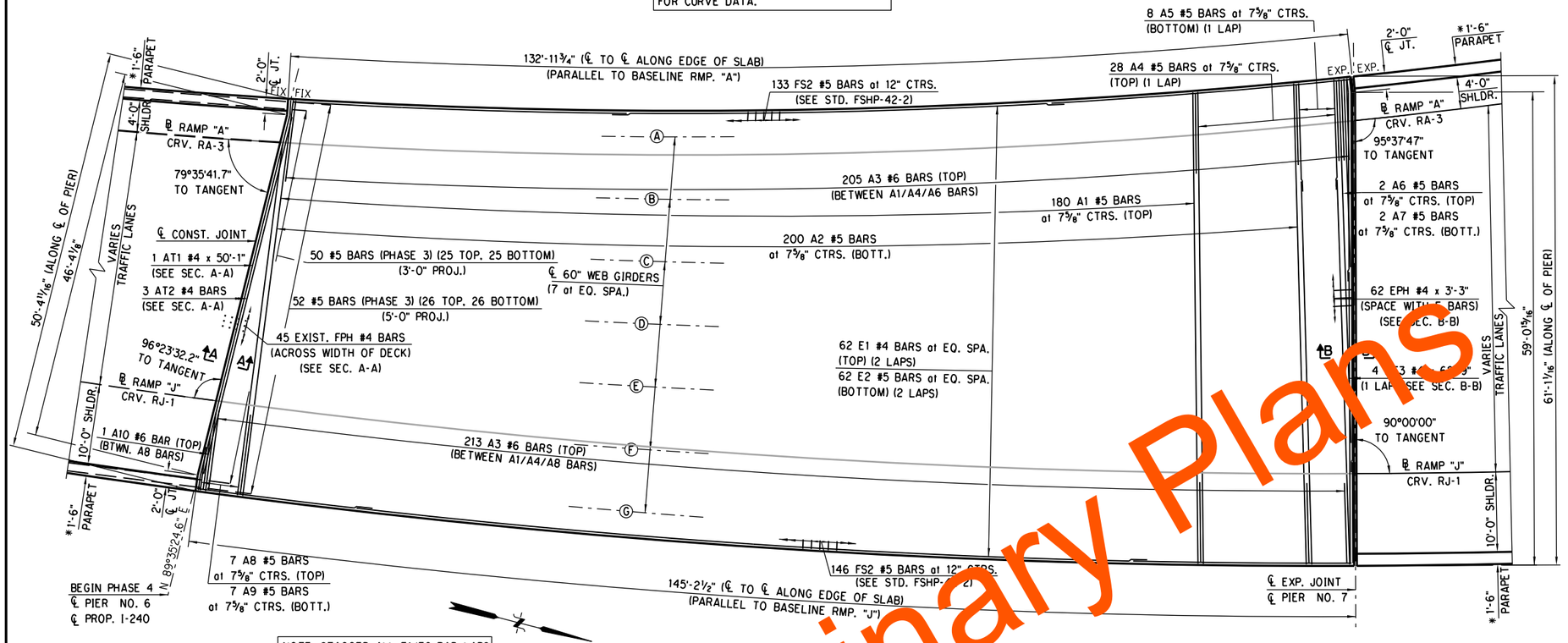
STATE JOB NO. 09032(08) SHEET NO. B035

*NOTE: CONCRETE PARAPET OMITTED FROM SLAB FOR CLARITY.
(SEE "PARAPET LAYOUT" AND STD. FSHP-42-2 FOR PARAPET DETAILS)

CURVE DATA RA-3, RJ-1
SEE ROADWAY SHEETS:
"GEOMETRIC COORDINATE POINT TABLES"
FOR CURVE DATA.

POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL
2/29/2024

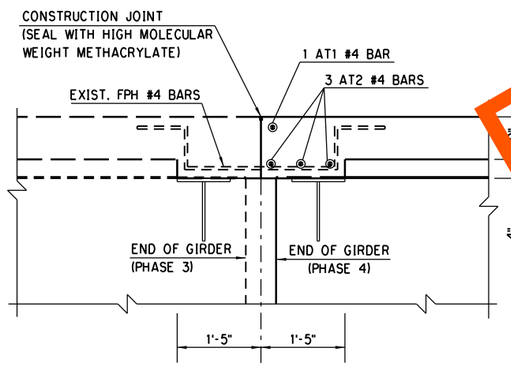


NOTE: STAGGER ALL E1/E2 BAR LAPS

SLAB REINFORCING LAYOUT

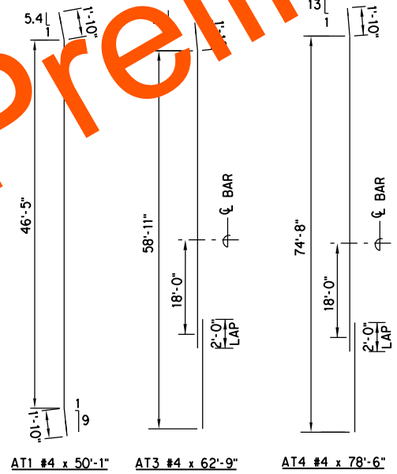
SPAN 7

NOTE: SEE SECTION A-A THIS SHEET AND SECTION B-B, SHEET 4 OF 7

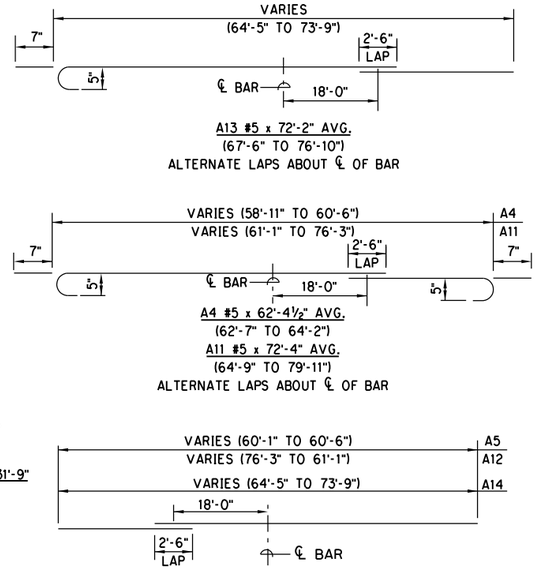


SECTION A-A

NOTE: SLAB REINFORCING OMITTED IN SECTIONS FOR CLARITY.



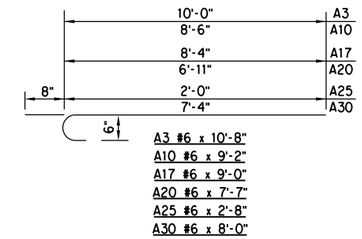
AT1 #4 x 50'-1"
AT3 #4 x 62'-9"
AT4 #4 x 78'-6"
AT5 #4 x 37'-5"
AT7 #4 x 31'-9"



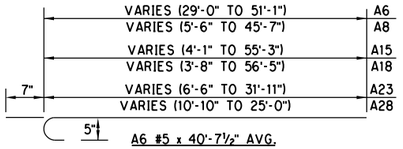
A13 #5 x 72'-2" AVG.
(67'-6" TO 76'-10")
ALTERNATE LAPS ABOUT ℄ OF BAR

A4 #5 x 62'-4½" AVG.
(62'-7" TO 64'-2")
A11 #5 x 72'-4" AVG.
(64'-9" TO 79'-11")
ALTERNATE LAPS ABOUT ℄ OF BAR

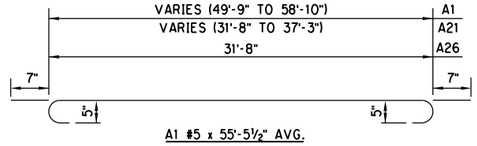
A5 #5 x 62'-9½" AVG.
(62'-7" TO 63'-0")
A12 #5 x 71'-2" AVG.
(63'-7" TO 78'-9")
A14 #5 x 71'-7" AVG.
(68'-11" TO 76'-3")
ALTERNATE LAPS ABOUT ℄ OF BAR



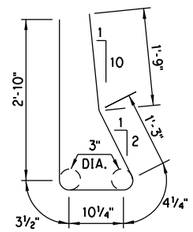
A3 #6 x 10'-8"
A10 #6 x 9'-2"
A17 #6 x 9'-0"
A20 #6 x 7'-7"
A25 #6 x 2'-8"
A30 #6 x 8'-0"



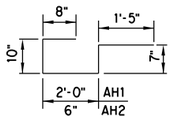
A6 #5 x 40'-7½" AVG.
(29'-7" TO 51'-8")
A8 #5 x 26'-1½" AVG.
(62'-7" TO 64'-2")
A15 #5 x 30'-3" AVG.
(4'-8" TO 55'-10")
A18 #5 x 30'-7½" AVG.
(4'-3" TO 57'-0")
A23 #5 x 19'-9½" AVG.
(7'-1" TO 32'-6")
A28 #5 x 18'-6" AVG.
(11'-5" TO 25'-7")



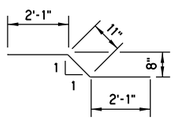
A1 #5 x 55'-5½" AVG.
(50'-11" TO 60'-0")
A21 #5 x 37'-5" AVG.
(32'-10" TO 38'-5")
A26 #5 x 32'-10"



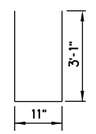
FS2 #5 x 7'-4"



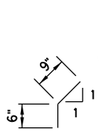
AH1 #4 x 5'-3"
AH2 #4 x 4'-0"



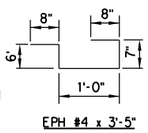
AS1 #4 x 5'-1"



U1 #5 x 7'-1"



L #4 x 1'-3"



EPH #4 x 3'-5"

PHASE 4 OKLAHOMA COUNTY

DESIGN		
DRAWN		
CHECKED		
APPROVED		
SQUAD	POE	

BRIDGE "A" RAMP "A" AT I-35 & I-240 INTERCHANGE

SUPERSTRUCTURE DETAILS

SPAN 7
(SHEET 3 OF 7)

STATE JOB NO. 09032(08) SHEET NO. B036

Preliminary Plans

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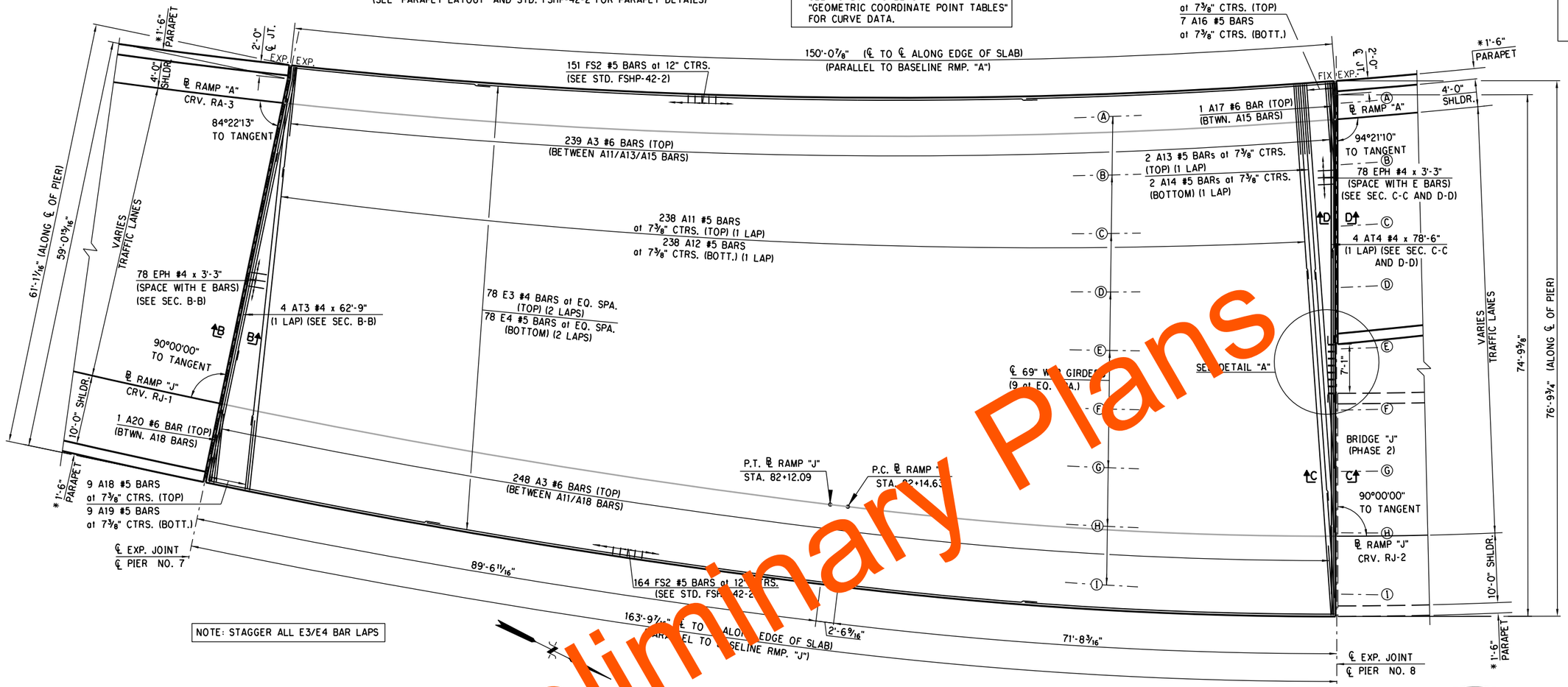
POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL
2/29/2024

*NOTE: CONCRETE PARAPET OMITTED FROM SLAB FOR CLARITY.
(SEE "PARAPET LAYOUT" AND STD. FSHP-42-2 FOR PARAPET DETAILS)

CURVE DATA RA-3, RJ-1, RJ-2
SEE ROADWAY SHEETS:
"GEOMETRIC COORDINATE POINT TABLES"
FOR CURVE DATA.

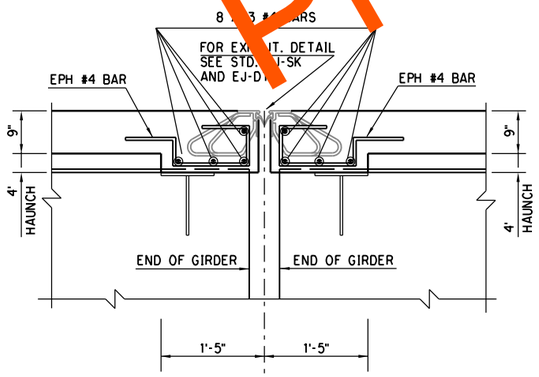


NOTE: STAGGER ALL E3/E4 BAR LAPS

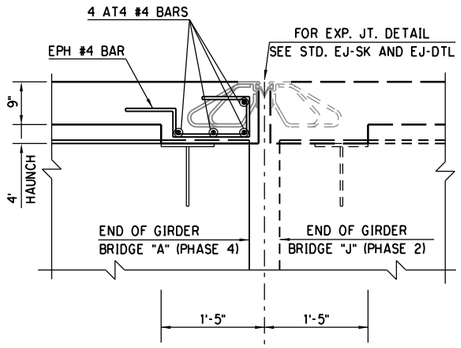
SLAB REINFORCING LAYOUT

SPAN 8

NOTE: FOR SECTION D-D. SEE SHEET 5 OF 7

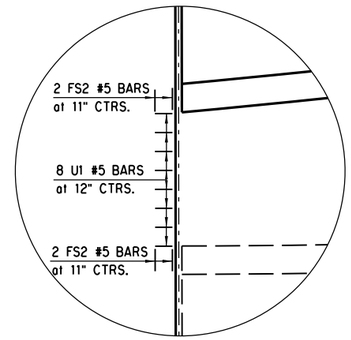


SECTION B-B



SECTION C-C

NOTE: SLAB REINFORCING OMITTED IN SECTIONS FOR CLARITY.



DETAIL "A"

SLAB REINFORCING FOR END BARRIER WALL
(WALL NOT SHOWN FOR CLARITY. FOR DETAILS ON WALL. SEE "END BARRIER LAYOUT" SHEET.)

Preliminary Plans

PHASE 4 — OKLAHOMA COUNTY

DESIGN		
DRAWN		
CHECKED		
APPROVED		
SQUAD	POE	

BRIDGE "A" — RAMP "A" AT I-35 & I-240 INTERCHANGE

SUPERSTRUCTURE DETAILS
SPAN 8
(SHEET 4 OF 7)

STATE JOB NO. 09032(08) SHEET NO. B037

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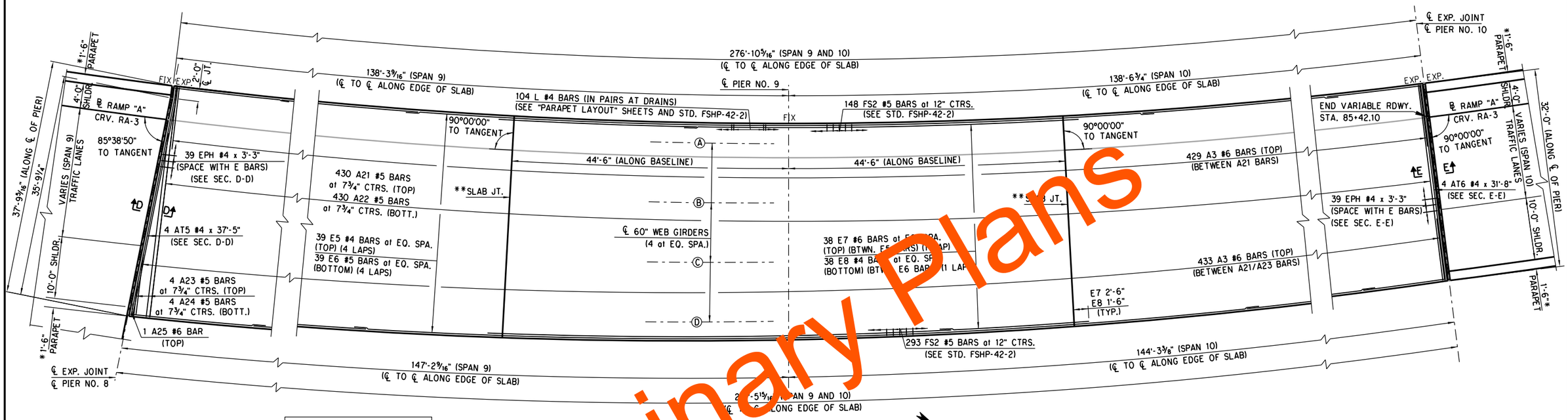
POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL
2/29/2024

*NOTE: CONCRETE PARAPET OMITTED FROM SLAB FOR CLARITY.
(SEE "PARAPET LAYOUT" AND STD. FSHP-42-2 FOR PARAPET DETAILS)

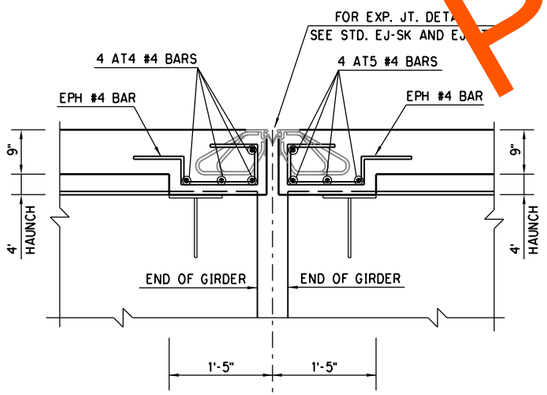
CURVE DATA RA-3
SEE ROADWAY SHEETS:
"GEOMETRIC COORDINATE POINT TABLES"
FOR CURVE DATA.

**NOTE: TRANSVERSE BARS (A BARS) SHOULD MAINTAIN 2" CLEARANCE FROM SLAB JOINTS.
SLAB JOINT OR BAR LOCATION MAY BE MINIMALLY SHIFTED FOR REQUIRED CLEARANCE.



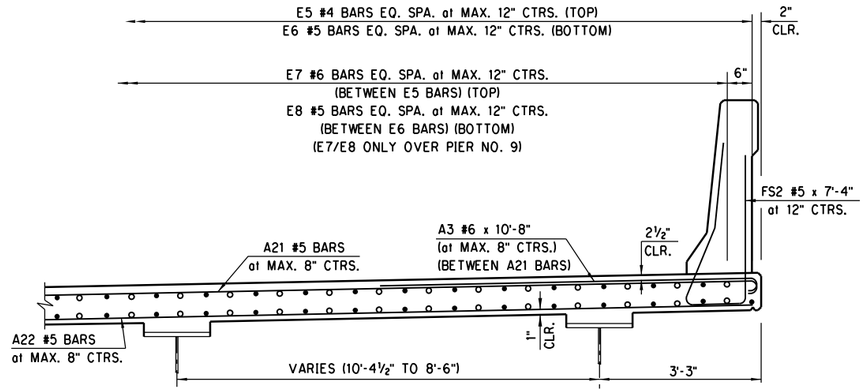
NOTE: STAGGER ALL E5/E6 AND E7/E8 BAR LAPS.
NO LAPS WITHIN 10 FEET OF SLAB JOINTS.

SLAB REINFORCING LAYOUT
SPANS 9 AND 10

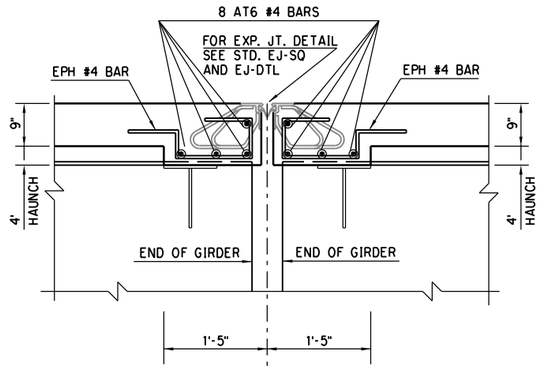


SECTION D-D

NOTE: SLAB REINFORCING OMITTED IN SECTIONS FOR CLARITY.



TYPICAL BRIDGE REINFORCING SECTION
(SPANS 9 AND 10)



SECTION E-E

Preliminary Plans

PHASE 4 OKLAHOMA COUNTY

DESIGN		
DRAWN		
CHECKED		
APPROVED		
SQUAD	POE	

BRIDGE "A" RAMP "A" AT I-35 & I-240 INTERCHANGE

SUPERSTRUCTURE DETAILS
SPANS 9 AND 10
(SHEET 5 OF 7)

STATE JOB NO. 09032(08) SHEET NO. B038

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POE & ASSOCIATES, OKLAHOMA CITY, OK.

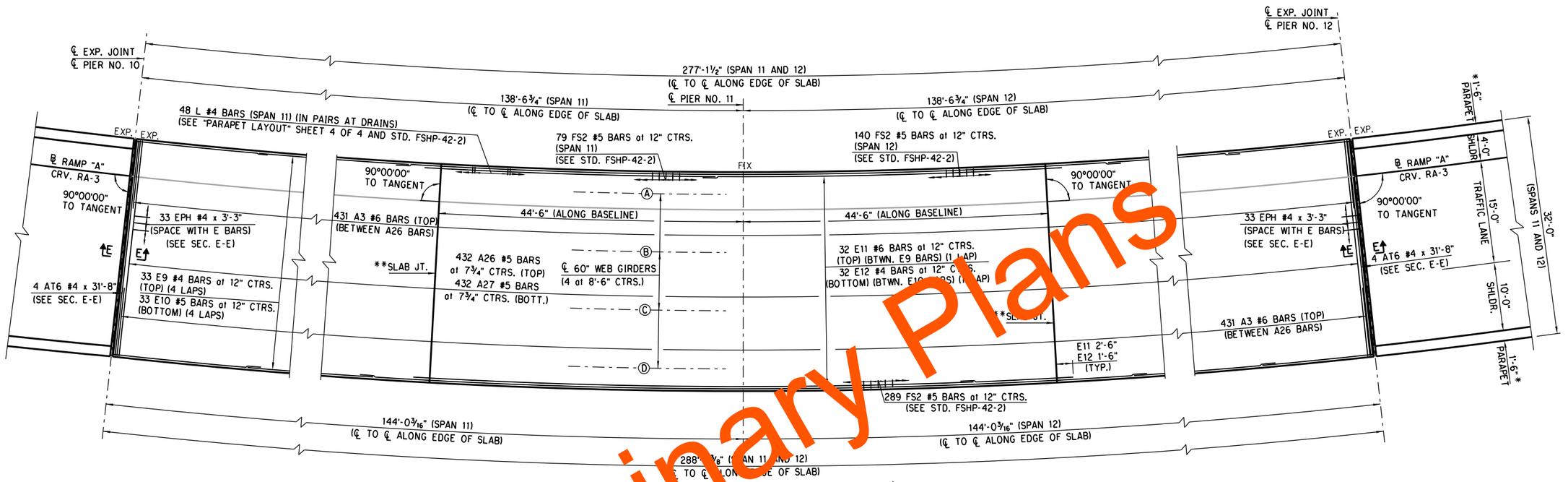
90% PLAN SUBMITTAL
2/29/2024

CURVE DATA RA-3

SEE ROADWAY SHEETS:
"GEOMETRIC COORDINATE POINT TABLES"
FOR CURVE DATA.

*NOTE: CONCRETE PARAPET OMITTED FROM SLAB FOR CLARITY.
(SEE "PARAPET LAYOUT" AND STD. FSHP-42-2 FOR PARAPET DETAILS)

**NOTE: TRANSVERSE BARS (A BARS) SHOULD MAINTAIN 2" CLEARANCE FROM SLAB JOINTS.
SLAB JOINT OR BAR LOCATION MAY BE MINIMALLY SHIFTED FOR REQUIRED CLEARANCE.

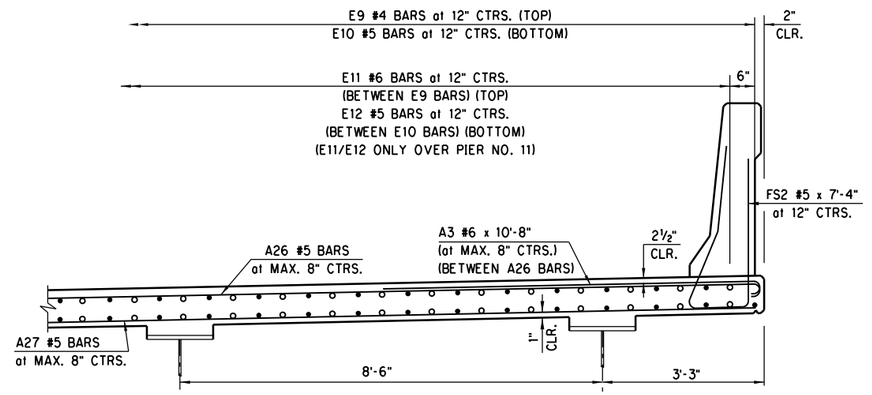


NOTE: STAGGER ALL E9/E10 AND E11/E12 BAR LAPS. NO LAPS WITHIN 10 FEET OF SLAB JOINTS.

SLAB REINFORCING LAYOUT

SPANS 11 AND 12

NOTE: FOR SECTION E-E SEE SHEET 5 OF 7



TYPICAL BRIDGE REINFORCING SECTION

(SPANS 11 AND 12)

Preliminary Plans

PHASE 4 OKLAHOMA COUNTY

DESIGN		
DRAWN		
CHECKED		
APPROVED		
SQUAD	POE	

BRIDGE "A" RAMP "A" AT I-35 & I-240 INTERCHANGE

SUPERSTRUCTURE DETAILS

SPANS 11 AND 12
(SHEET 6 OF 7)

STATE JOB NO. 09032(08) SHEET NO. B039

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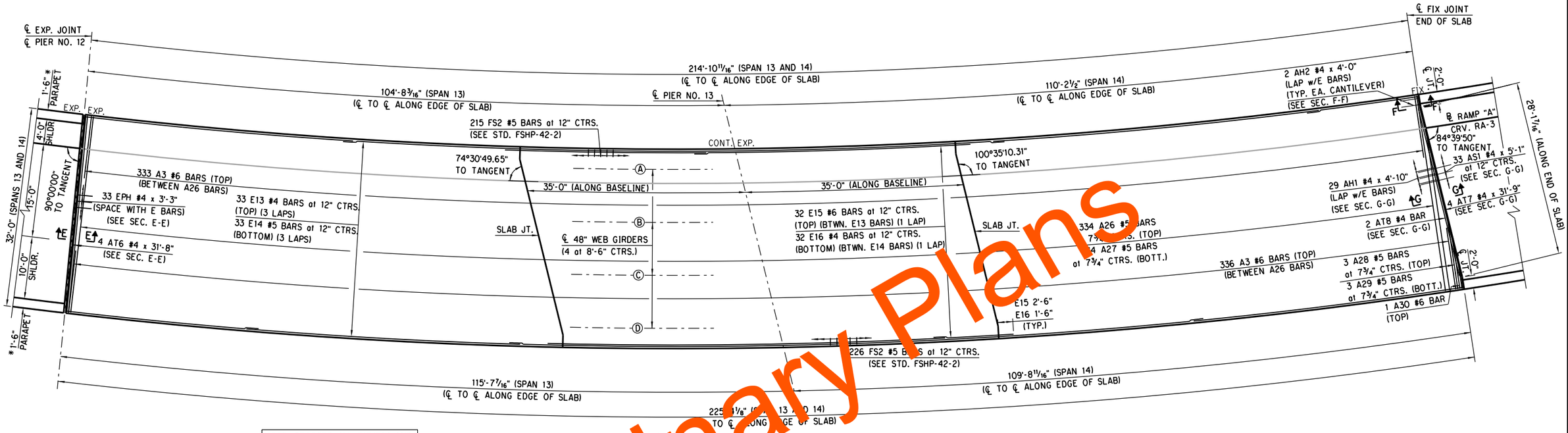
90% PLAN SUBMITTAL
2/29/2024

*NOTE: CONCRETE PARAPET OMITTED FROM SLAB FOR CLARITY.
(SEE "PARAPET LAYOUT" AND STD. FSHP-42-2 FOR PARAPET DETAILS)

CURVE DATA RA-3
SEE ROADWAY SHEETS:
"GEOMETRIC COORDINATE POINT TABLES"
FOR CURVE DATA.

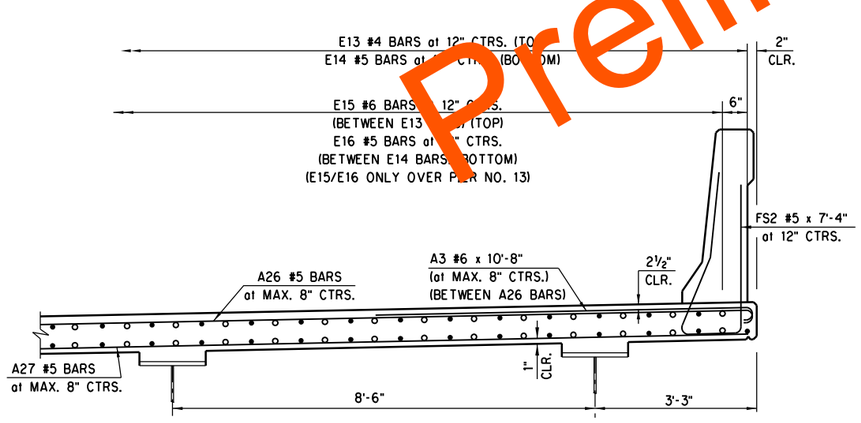


NOTE: STAGGER ALL E13/E14 AND E15/E16 BAR LAPS. NO LAPS WITHIN 10 FEET OF SLAB JOINTS.

SLAB REINFORCING LAYOUT

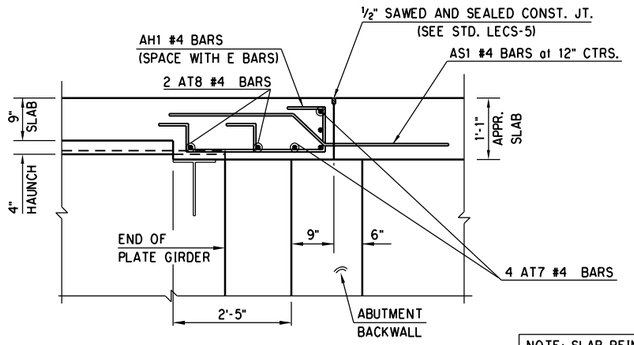
SPANS 13 AND 14

NOTE: FOR SECTION E-E SEE SHEET 5 OF 7



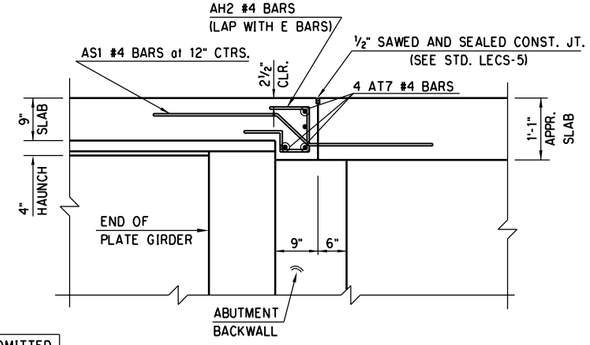
TYPICAL BRIDGE REINFORCING SECTION

(SPANS 13 AND 14)



SECTION G-G

NOTE: SLAB REINFORCING OMITTED IN SECTIONS FOR CLARITY.



SECTION F-F

(TYPICAL AT CANTILEVER)

Preliminary Plans

PHASE 4 OKLAHOMA COUNTY

DESIGN		
DRAWN		
CHECKED		
APPROVED		
SQUAD	POE	

BRIDGE "A" RAMP "A" AT I-35 & I-240 INTERCHANGE

SUPERSTRUCTURE DETAILS

SPANS 13 AND 14
(SHEET 7 OF 7)

STATE JOB NO. 09032(08) SHEET NO. B040

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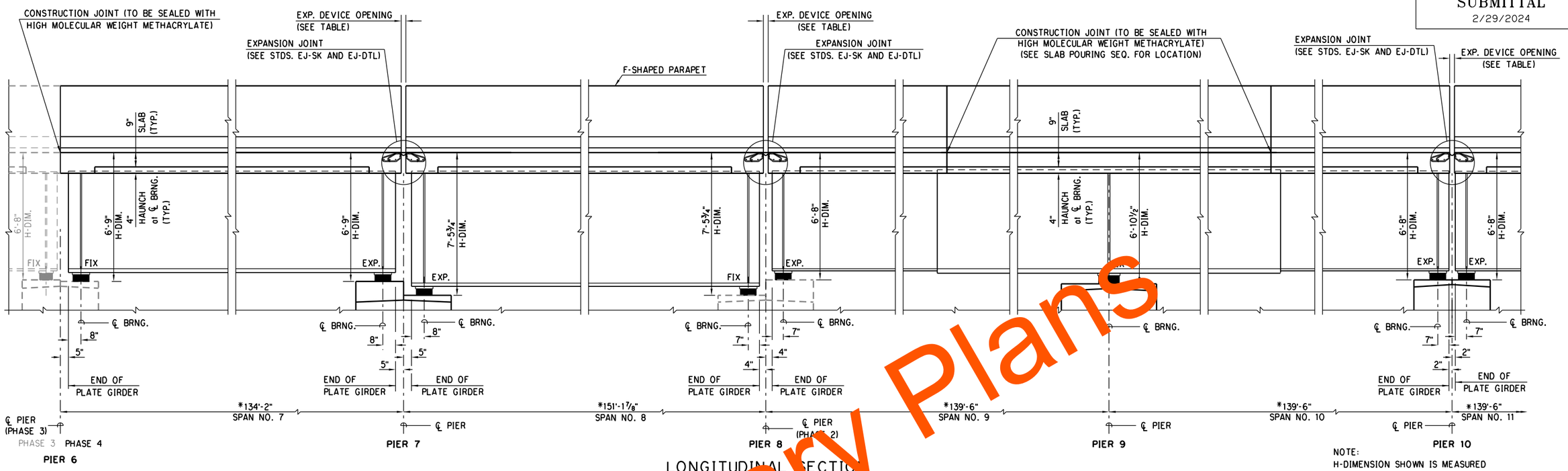
POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL
2/29/2024



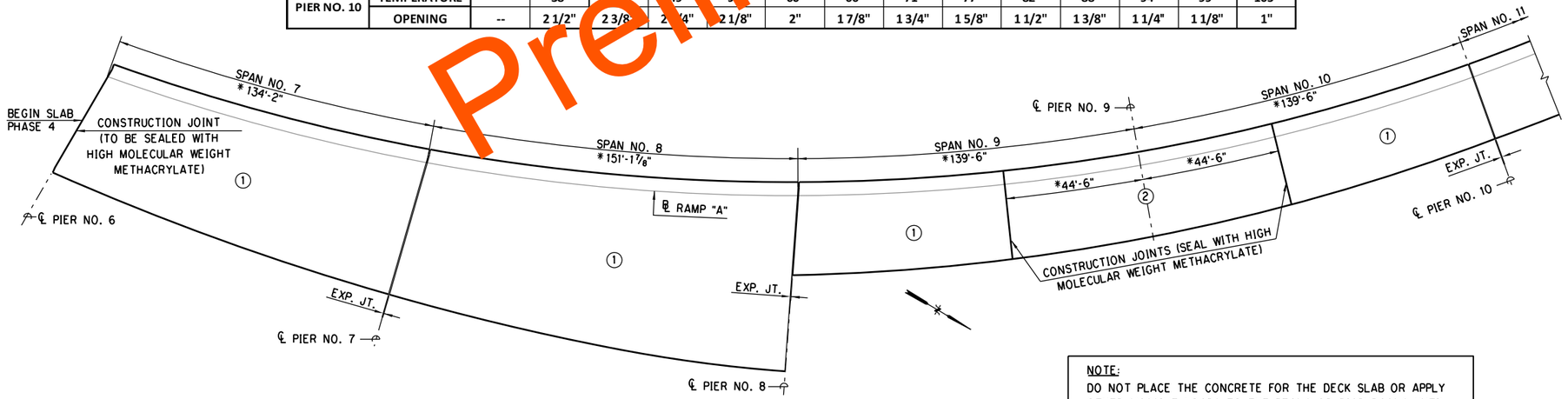
LONGITUDINAL SECTION

* SPAN LENGTHS MEASURED ALONG ℄ RAMP "A"

NOTE:
H-DIMENSION SHOWN IS MEASURED FROM TOP OF SLAB TO BOTTOM OF BEARING ASSEMBLY AT ℄ BEARING.

TABLE OF EXPANSION DEVICE SETTINGS

PIER NO. 7	TEMPERATURE	34°	39°	44°	49°	55°	60°	65°	71°	76°	81°	86°	92°	97°	102°
	OPENING	2 5/8"	2 1/2"	2 3/8"	2 1/4"	2 1/8"	2"	1 7/8"	1 3/4"	1 5/8"	1 1/2"	1 3/8"	1 1/4"	1 1/8"	1"
PIER NO. 8	TEMPERATURE	--	--	28°	39°	49°	60°	71°	81°	92°	103°	--	--	--	--
	OPENING	--	--	2 3/8"	2 1/4"	2 1/8"	2"	1 7/8"	1 3/4"	1 5/8"	1 1/2"	--	--	--	--
PIER NO. 10	TEMPERATURE	--	38°	43°	49°	55°	60°	66°	71°	77°	82°	88°	94°	99°	105°
	OPENING	--	2 1/2"	2 3/8"	2 1/4"	2 1/8"	2"	1 7/8"	1 3/4"	1 5/8"	1 1/2"	1 3/8"	1 1/4"	1 1/8"	1"



* LENGTHS MEASURED ALONG ℄ RAMP "A"

SLAB POURING SEQUENCE

SPANS NO. 7 THRU 10

(SEE SHEET 2 OF 2 FOR SPANS 11 THRU 14)

NOTE:
DO NOT PLACE THE CONCRETE FOR THE DECK SLAB OR APPLY OTHER MASSIVE LOADS TO THE BEAMS OR DIAPHRAGMS UNTIL THE CONCRETE IN THE DIAPHRAGMS HAS BEEN IN PLACE A MINIMUM OF 10 DAYS OR AT THE DISCRETION OF THE ENGINEER. THE ENGINEER MAY APPROVE SHORTENED TIME IF BOTH THE BEAM AND DIAPHRAGM CONCRETE HAS ATTAINED 80% OF THE SPECIFIED COMPRESSIVE STRENGTH.

SLAB POURING SEQUENCE:

THE POURING SEQUENCE SHALL BE IN THE NUMERICAL SEQUENCE INDICATED. ALL POURS WITH THE SAME NUMBER MAY BE POURED EITHER SEPARATELY OR SIMULTANEOUSLY, BUT ALL POURS WITH THE SAME NUMBER SHALL BE COMPLETED BEFORE BEGINNING WITH THE NEXT POUR NUMBER. THERE SHALL BE A LAPSE OF AT LEAST 24 HOURS BETWEEN POURS OR WHEN THE PREVIOUS POUR REACHES A STRENGTH OF 3000 PSI.

IN THE EVENT OF AN EMERGENCY, POURING OF DECK SLAB MAY BE HALTED WITH A CONSTRUCTION JOINT MADE PERPENDICULAR TO THE DIRECTION OF TRAFFIC AS DIRECTED BY THE ENGINEER. PRIMARY LONGITUDINAL REINFORCING SHALL BE CONTINUOUS THRU ALL CONSTRUCTION JOINTS. ADDITIONAL LONGITUDINAL REINFORCING WITHIN CLOSURE POURS SHALL BE CONTINUOUS THROUGH EMERGENCY CONSTRUCTION JOINTS. UNTIL THE SLAB IS IN PLACE ON BOTH SIDES OF THE CONSTRUCTION JOINT AND AT LEAST 48 HOURS HAS ELAPSED SINCE CONCRETE PLACEMENT, NO HEAVY EQUIPMENT WILL BE PERMITTED ON THE FINISHED DECK SLAB WITHIN 6 FEET OF ANY CONSTRUCTION JOINT.

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

Preliminary Plans

DESIGN		
DRAWN		
CHECKED		
APPROVED		
SQUAD	POE	

PHASE 4 — OKLAHOMA COUNTY

BRIDGE "A" — RAMP "A" AT I-35 & I-240 INTERCHANGE

LONGITUDINAL SECTION AND SLAB POURING SEQUENCE

(SHEET 1 OF 2)

STATE JOB NO. 09032(08) SHEET NO. B041

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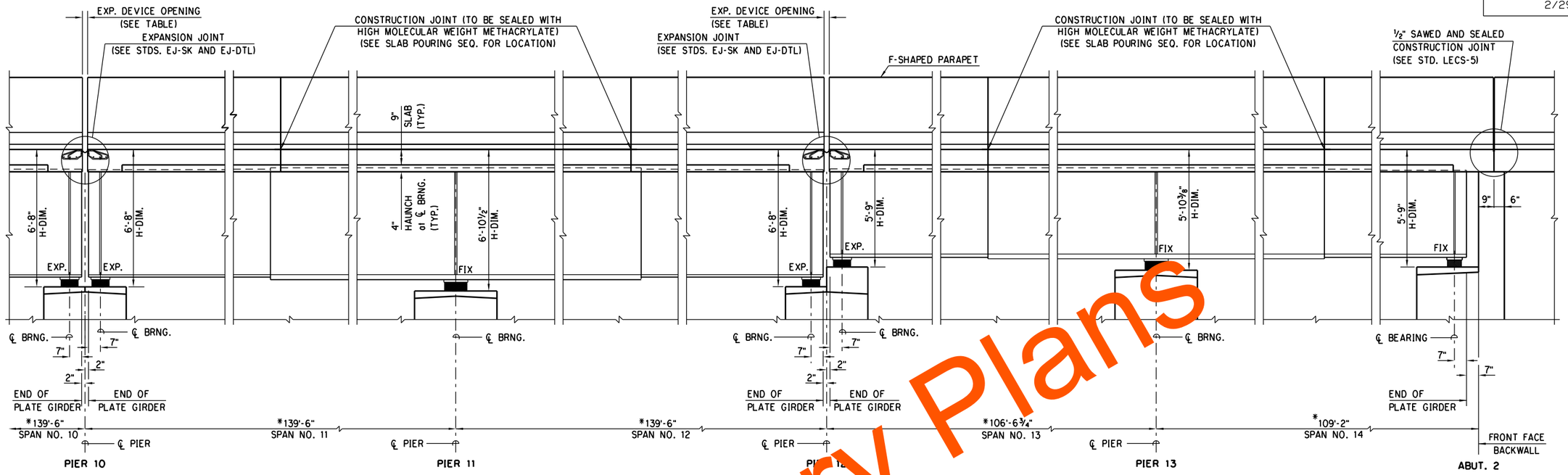
POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL
2/29/2024



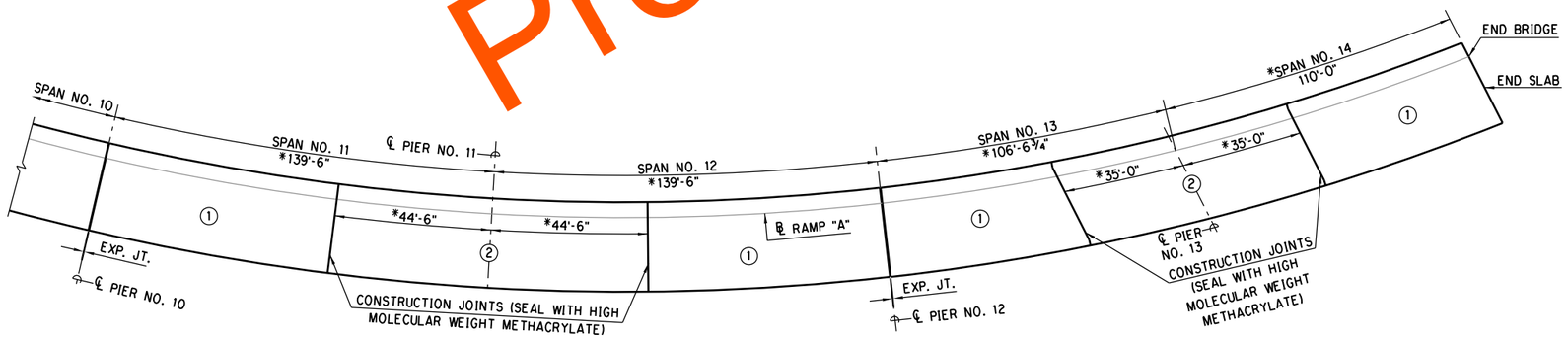
LONGITUDINAL SECTION

* SPAN LENGTHS MEASURED ALONG ℄ RAMP "A"

NOTE:
H-DIMENSION SHOWN IS MEASURED FROM TOP OF SLAB TO BOTTOM OF BEARING ASSEMBLY AT ℄ BEARING.

TABLE OF EXPANSION DEVICE SETTINGS

PIER NO. 10	TEMPERATURE	--	38°	43°	49°	54°	60°	66°	71°	77°	82°	88°	94°	99°	105°	--
	OPENING	--	2 1/2"	2 3/8"	2 1/	/8"	2"	1 7/8"	1 3/4"	1 5/8"	1 1/2"	1 3/8"	1 1/4"	1 1/8"	1"	--
PIER NO. 12	TEMPERATURE	38°	42°	47°	51°	5	60°	64°	69°	73°	78°	82°	86°	91°	95°	99°
	OPENING	2 5/8"	2 1/2"	2 3/8"	2	1 1/8"	2"	1 7/8"	1 3/4"	1 5/8"	1 1/2"	1 3/8"	1 1/4"	1 1/8"	1"	0 7/8"



* LENGTHS MEASURED ALONG ℄ RAMP "A"

SLAB POURING SEQUENCE

SPANS NO. 11 THRU 14

(SEE SHEET 1 OF 2 FOR SPANS 7 THRU 10)

SLAB POURING SEQUENCE:

THE POURING SEQUENCE SHALL BE IN THE NUMERICAL SEQUENCE INDICATED. ALL POURS WITH THE SAME NUMBER MAY BE POURED EITHER SEPARATELY OR SIMULTANEOUSLY, BUT ALL POURS WITH THE SAME NUMBER SHALL BE COMPLETED BEFORE BEGINNING WITH THE NEXT POUR NUMBER. THERE SHALL BE A LAPSE OF AT LEAST 24 HOURS BETWEEN POURS OR WHEN THE PREVIOUS POUR REACHES A STRENGTH OF 3000 PSI.

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NOTE:
DO NOT PLACE THE CONCRETE FOR THE DECK SLAB OR APPLY OTHER MASSIVE LOADS TO THE BEAMS OR DIAPHRAGMS UNTIL THE CONCRETE IN THE DIAPHRAGMS HAS BEEN IN PLACE A MINIMUM OF 10 DAYS OR AT THE DISCRETION OF THE ENGINEER. THE ENGINEER MAY APPROVE SHORTENED TIME IF BOTH THE BEAM AND DIAPHRAGM CONCRETE HAS ATTAINED 80% OF THE SPECIFIED COMPRESSIVE STRENGTH.

DESIGN		
DRAWN		
CHECKED		
APPROVED		
SQUAD	POE	

PHASE 4 — OKLAHOMA COUNTY
BRIDGE "A" — RAMP "A" AT I-35 & I-240 INTERCHANGE

LONGITUDINAL SECTION AND SLAB POURING SEQUENCE

(SHEET 2 OF 2)

STATE JOB NO. 09032(08) SHEET NO. B042

Preliminary Plans

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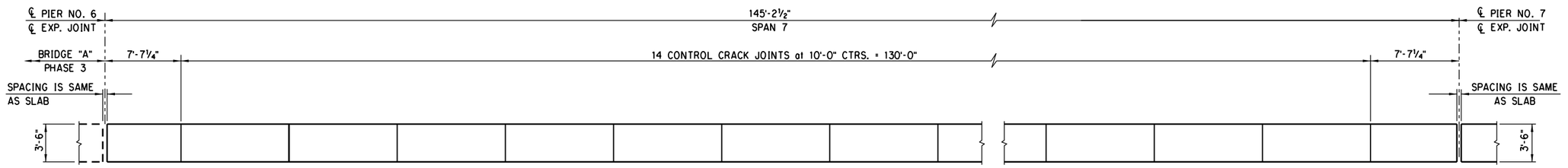
POE & ASSOCIATES, OKLAHOMA CITY, OK.

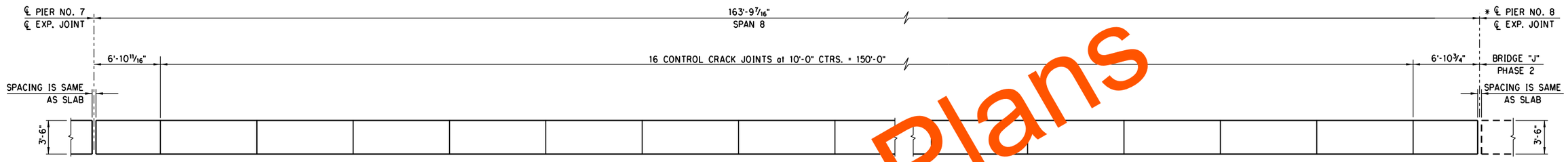
90% PLAN SUBMITTAL
2/29/2024



NORTHEAST PARAPET JOINT SPACING
SPAN NO. 7

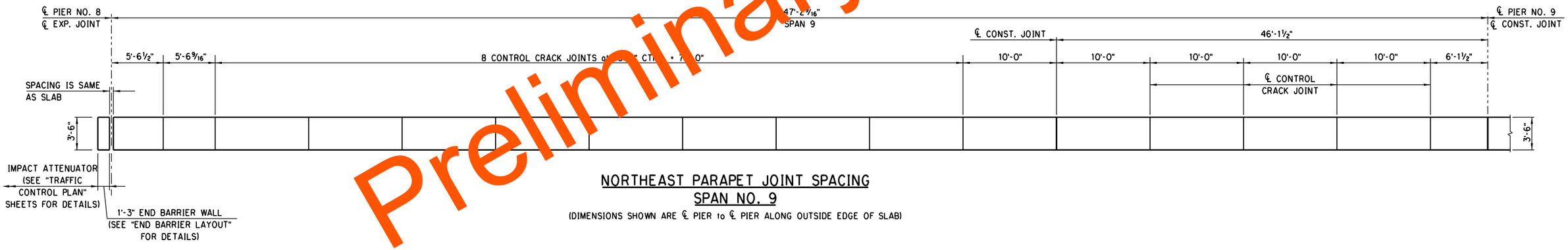
(DIMENSIONS SHOWN ARE ℄ PIER to ℄ PIER ALONG OUTSIDE EDGE OF SLAB)

* PIER NO. 8 BRIDGE "A" = PIER NO. 1 BRIDGE "J"



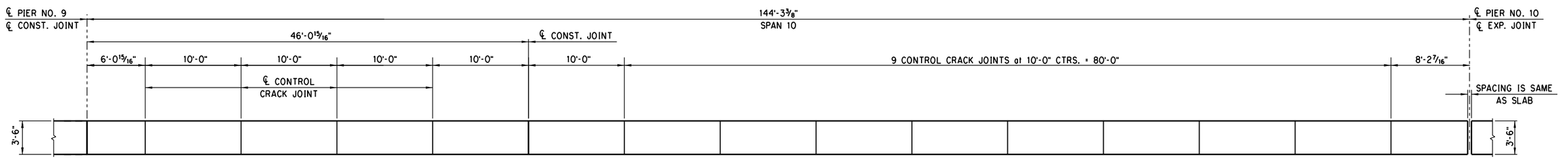
NORTHEAST PARAPET JOINT SPACING
SPAN NO. 8

(DIMENSIONS SHOWN ARE ℄ PIER to ℄ PIER ALONG OUTSIDE EDGE OF SLAB)



NORTHEAST PARAPET JOINT SPACING
SPAN NO. 9

(DIMENSIONS SHOWN ARE ℄ PIER to ℄ PIER ALONG OUTSIDE EDGE OF SLAB)



EAST PARAPET JOINT SPACING
SPAN NO. 10

(DIMENSIONS SHOWN ARE ℄ PIER to ℄ PIER ALONG OUTSIDE EDGE OF SLAB)

NOTE: FOR ADDITIONAL DETAILS.
SEE STD. FSHP-42-2.

Preliminary Plans

DESIGN		
DRAWN		
CHECKED		
APPROVED		
SQUAD	POE	

PHASE 4 — OKLAHOMA COUNTY

BRIDGE "A" — RAMP "A" AT I-35 & I-240 INTERCHANGE

PARAPET LAYOUT

(SHEET 1 OF 4)

STATE JOB NO. 09032(08) SHEET NO. B043

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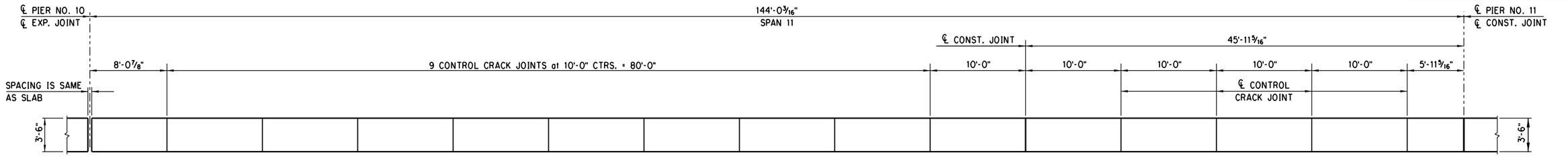
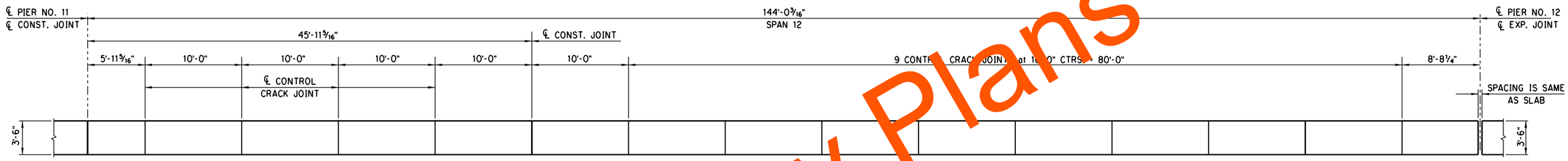
POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL
2/29/2024



NORTHEAST PARAPET JOINT SPACING
SPAN NO. 11

(DIMENSIONS SHOWN ARE ℄ PIER to ℄ PIER ALONG OUTSIDE EDGE OF SLAB)

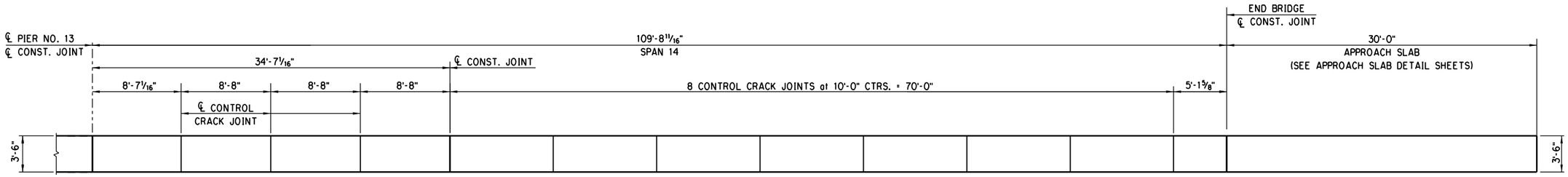


NORTHEAST PARAPET JOINT SPACING
SPAN NO. 12

(DIMENSIONS SHOWN ARE ℄ PIER to ℄ PIER ALONG OUTSIDE EDGE OF SLAB)

NORTHEAST PARAPET JOINT SPACING
SPAN NO. 13

(DIMENSIONS SHOWN ARE ℄ PIER to ℄ PIER ALONG OUTSIDE EDGE OF SLAB)



NORTHEAST PARAPET JOINT SPACING
SPAN NO. 14

(DIMENSIONS SHOWN ARE ℄ PIER to ℄ PIER ALONG OUTSIDE EDGE OF SLAB)

NOTE: FOR ADDITIONAL DETAILS, SEE STD. FSHP-42-2.

Preliminary Plans

PHASE 4 — OKLAHOMA COUNTY

DESIGN		
DRAWN		
CHECKED		
APPROVED		
SQUAD	POE	

BRIDGE "A" — RAMP "A" AT I-35 & I-240 INTERCHANGE

PARAPET LAYOUT

(SHEET 2 OF 4)

STATE JOB NO. 09032(08) SHEET NO. B044

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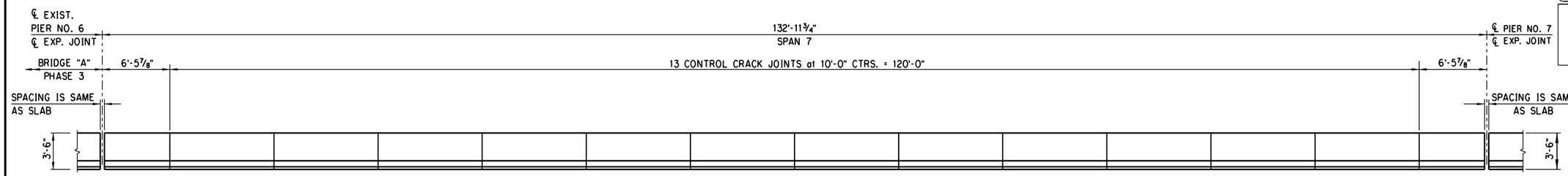
POE & ASSOCIATES, OKLAHOMA CITY, OK.

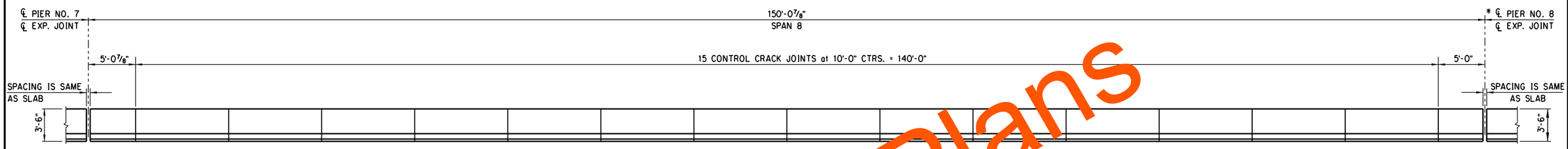
90% PLAN SUBMITTAL
2/29/2024



SOUTHWEST PARAPET JOINT SPACING
SPAN NO. 7

(DIMENSIONS SHOWN ARE ℄ PIER to ℄ PIER ALONG OUTSIDE EDGE OF SLAB)

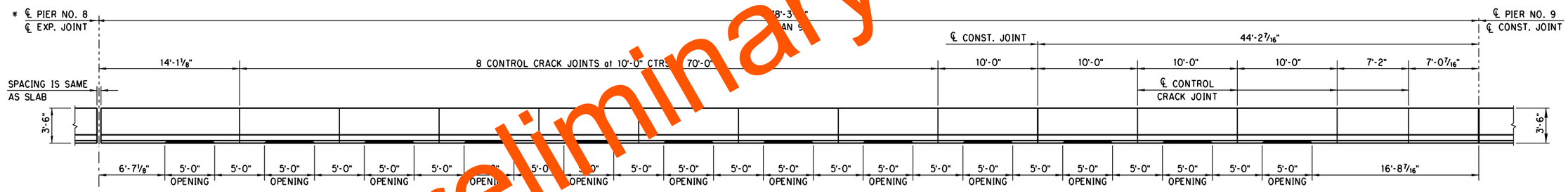
* PIER NO. 8 BRIDGE "A" = PIER NO. 1 BRIDGE "J"



SOUTHWEST PARAPET JOINT SPACING
SPAN NO. 8

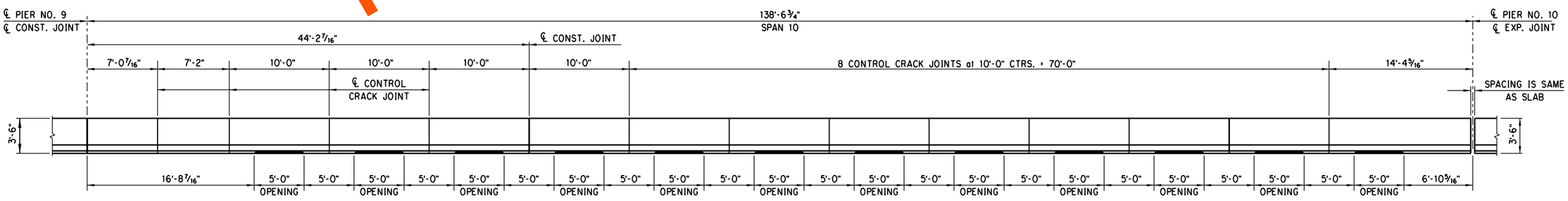
(DIMENSIONS SHOWN ARE ℄ PIER to ℄ PIER ALONG OUTSIDE EDGE OF SLAB)

* PIER NO. 8 BRIDGE "A" = PIER NO. 1 BRIDGE "J"



SOUTHWEST PARAPET OPENINGS AND JOINT SPACING
SPAN NO. 9

(DIMENSIONS SHOWN ARE ℄ PIER to ℄ PIER ALONG OUTSIDE EDGE OF SLAB)



SOUTHWEST PARAPET OPENINGS AND JOINT SPACING
SPAN NO. 10

(DIMENSIONS SHOWN ARE ℄ PIER to ℄ PIER ALONG OUTSIDE EDGE OF SLAB)

NOTE: FOR ADDITIONAL DETAILS, SEE STD. FSHP-42-2.

Preliminary Plans

DESIGN		
DRAWN		
CHECKED		
APPROVED		
SQUAD	POE	

PHASE 4 — OKLAHOMA COUNTY

BRIDGE "A" — RAMP "A" AT I-35 & I-240 INTERCHANGE

PARAPET LAYOUT

(SHEET 3 OF 4)

STATE JOB NO. 09032(08) SHEET NO. B045

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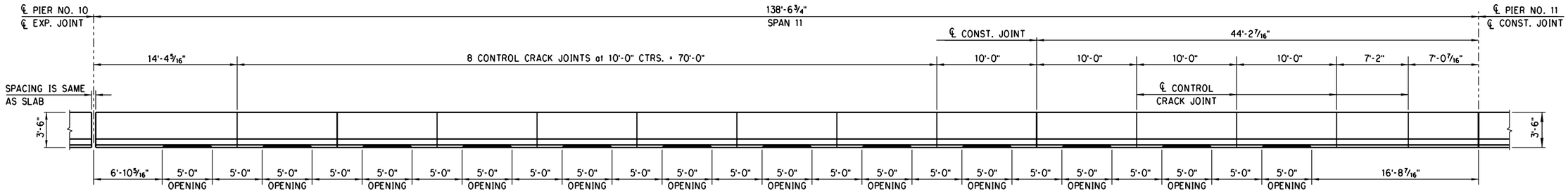
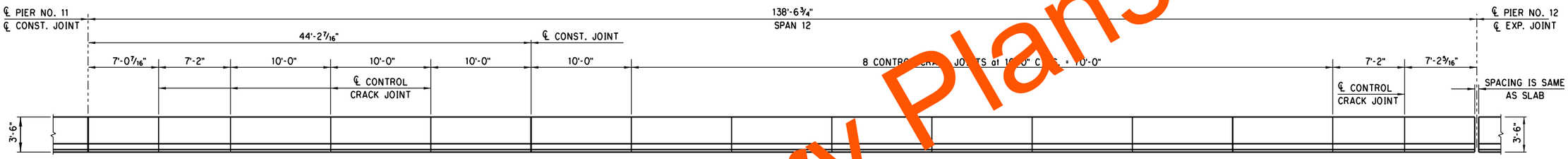
POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL
2/29/2024



SOUTHWEST PARAPET OPENINGS AND JOINT SPACING
SPAN NO. 11

(DIMENSIONS SHOWN ARE ℄ PIER to ℄ PIER ALONG OUTSIDE EDGE OF SLAB)



SOUTHWEST PARAPET JOINT SPACING
SPAN NO. 12

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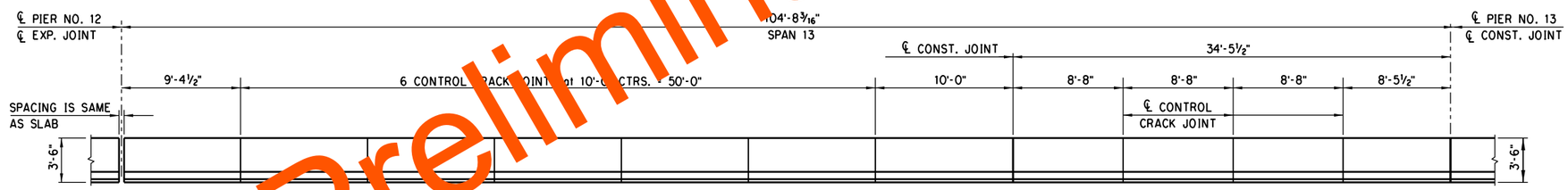
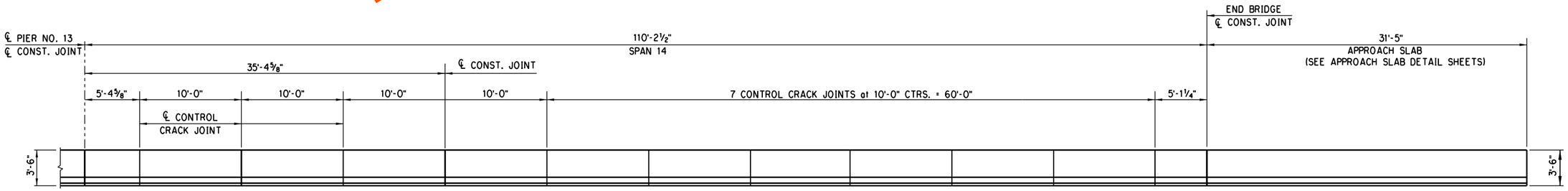


SOUTHWEST PARAPET JOINT SPACING
SPAN NO. 13

(DIMENSIONS SHOWN ARE ℄ PIER to ℄ PIER ALONG OUTSIDE EDGE OF SLAB)



SOUTHWEST PARAPET JOINT SPACING
SPAN NO. 14

(DIMENSIONS SHOWN ARE ℄ PIER to ℄ PIER ALONG OUTSIDE EDGE OF SLAB)

NOTE: FOR ADDITIONAL DETAILS.
SEE STD. FSHP-42-2.

Preliminary Plans

DESIGN		
DRAWN		
CHECKED		
APPROVED		
SQUAD	POE	

PHASE 4 — OKLAHOMA COUNTY

BRIDGE "A" — RAMP "A" AT I-35 & I-240 INTERCHANGE

PARAPET LAYOUT

(SHEET 4 OF 4)

STATE JOB NO. 09032(08) SHEET NO. B046

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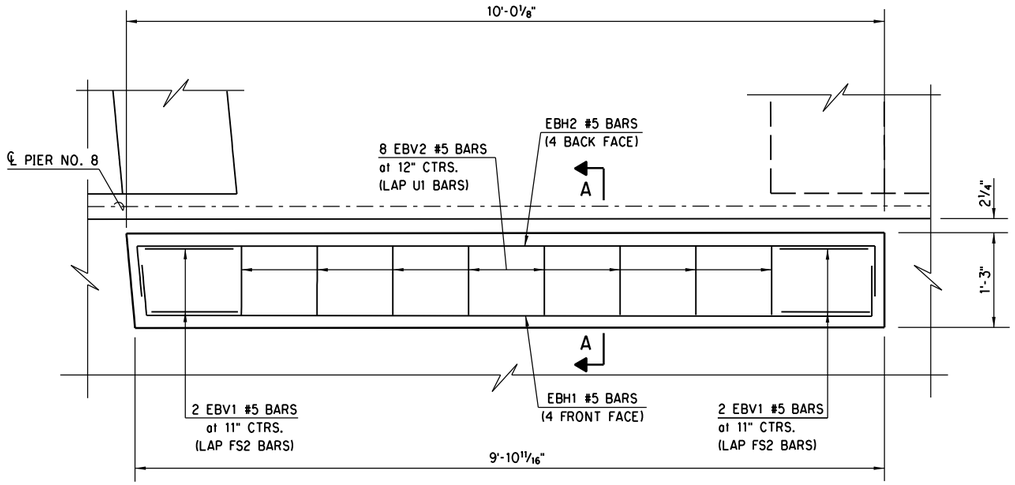
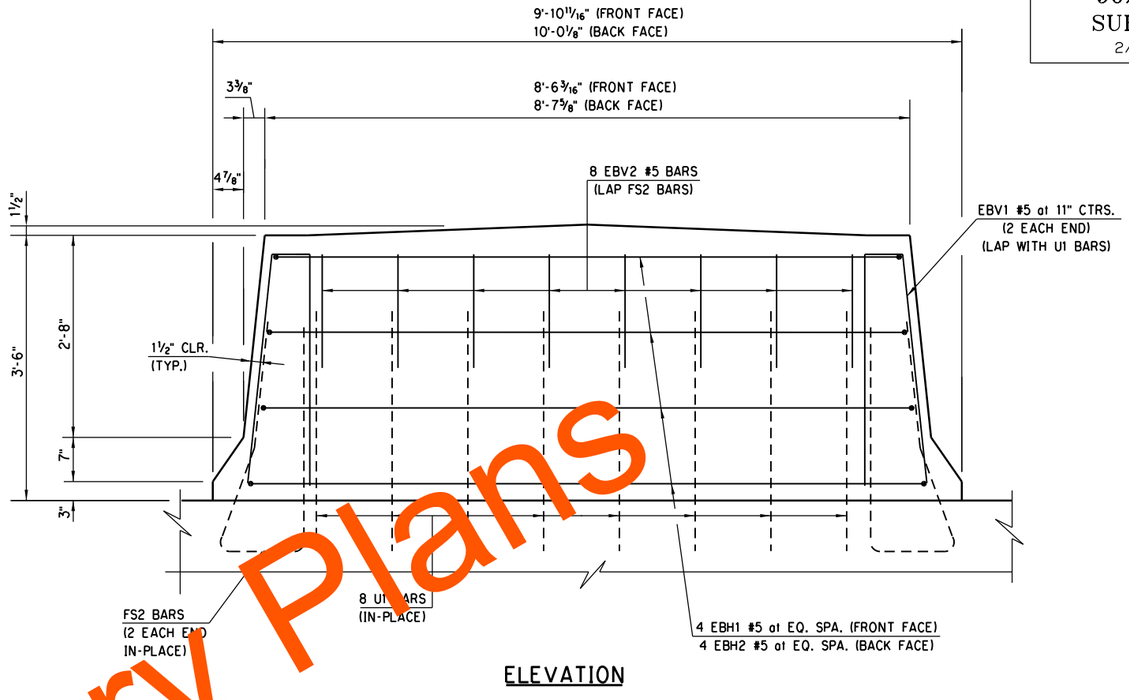
POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL
2/29/2024

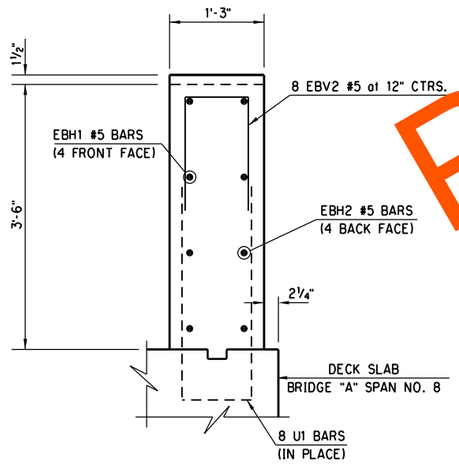


PLAN

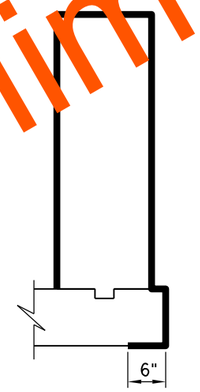
NOTE: FOR U1 AND FS2 BAR DETAILS
SEE "SUPERSTRUCTURE DETAILS" SHEET 4 OF 7.



ELEVATION

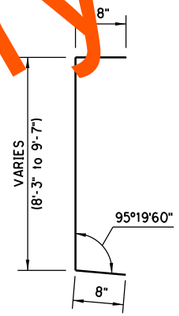


SECTION A-A

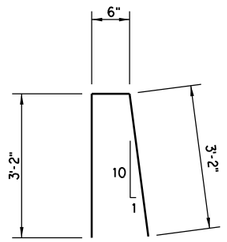


WATER REPELLENT SURFACE TREATMENT

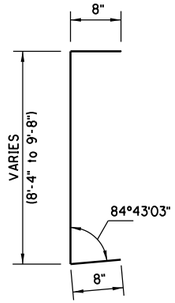
SURFACES INDICATED WITH HEAVY LINES SHALL BE TREATED WITH A PENETRATING WATER REPELLENT SEALER.



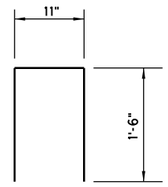
EBH1 #5 x 10'-3" AVG.
(9'-7" to 10'-11")



EBV1 #5 x 6'-9"



EBH2 #5 x 10'-4" AVG.
(9'-8" to 11'-0")



EBV2 #5 x 3'-11"

ALL BAR BEND DIMENSIONS ARE OUT TO OUT.

END BARRIER BAR LIST
(EPOXY COATED)

MARK	NO.	SIZE	FORM	SPACING	LENGTH	LENGTH VARIATION
EBH1	4	#5	BENT	EQUAL	10'-3" AVG.	9'-7" TO 10'-11"
EBH2	4	#5	BENT	EQUAL	10'-4" AVG.	9'-8" TO 11'-0"
EBV1	4	#5	BENT	11"C/C	6'-9"	--
EBV2	8	#5	BENT	12"C/C	3'-11"	--

END BARRIER QUANTITIES
(FOR INFORMATION ONLY)

ITEM	UNIT	TOTAL
CLASS A CONCRETE	C.Y.	1.50
EPOXY COATED REINFORCING STEEL	LB.	150.00
WATER REPELLENT (VISUALLY INSPECTED)	S.Y.	11.00

NOTE:
ALL QUANTITIES LISTED ARE INCLUDED IN SUPERSTRUCTURE QUANTITIES.

Preliminary Plans

DESIGN		
DRAWN		
CHECKED		
APPROVED		
SQUAD	POE	

PHASE 4 — OKLAHOMA COUNTY
BRIDGE "A" — RAMP "A" AT I-35 & I-240 INTERCHANGE

END BARRIER LAYOUT

STATE JOB NO. 09032(08) SHEET NO. B047

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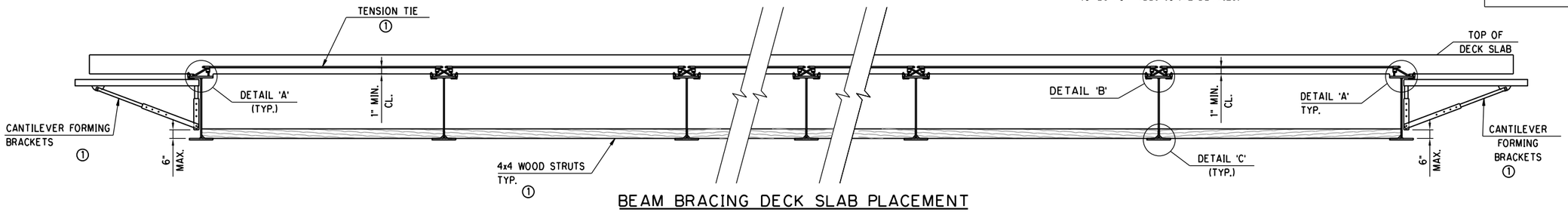
BRACING SYSTEM SHOWN FOR ILLUSTRATION PURPOSES ONLY. ALTERNATIVE SYSTEMS MAY BE CONSIDERED. SEE GENERAL NOTES FOR DESIGN REQUIREMENTS AND LIMITATIONS.

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 DETAILS.

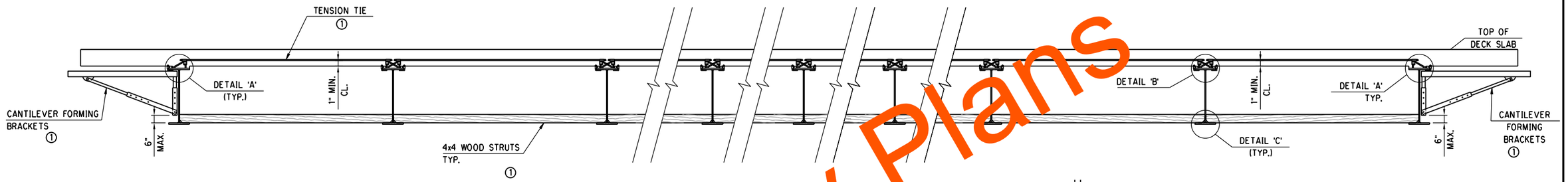
POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL
2/29/2024



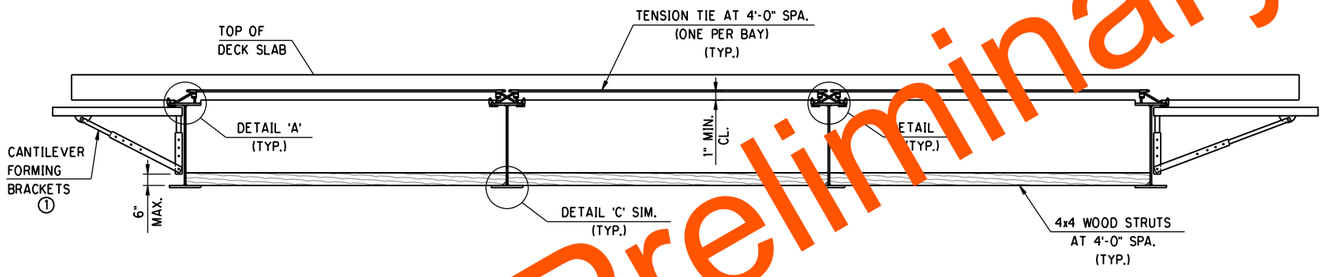
BEAM BRACING DECK SLAB PLACEMENT

(SPAN 7)



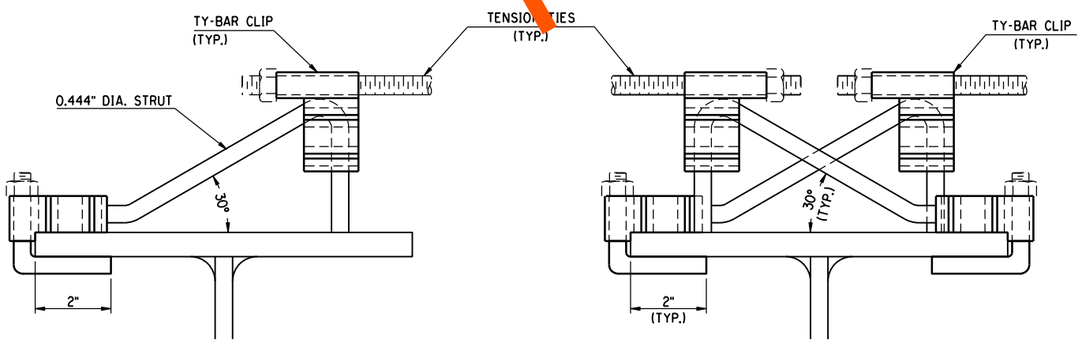
BEAM BRACING DECK SLAB PLACEMENT

(SPAN 8)



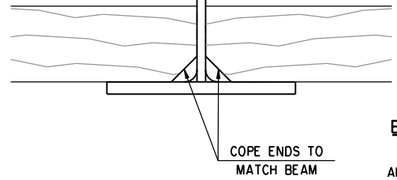
BEAM BRACING FOR DECK SLAB PLACEMENT

(SPANS 9 THRU 14)

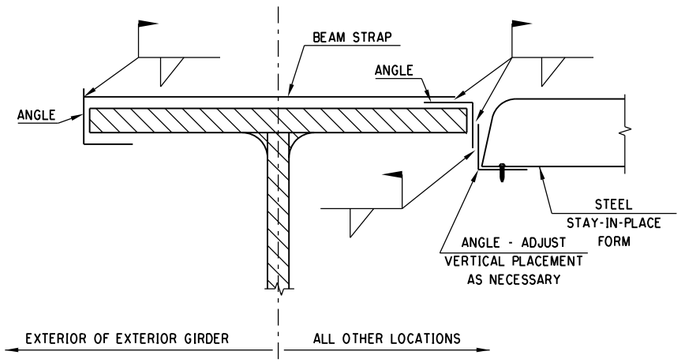


DETAIL 'A'

DETAIL 'B'



DETAIL 'C'



STEEL STAY-IN-PLACE FORMS FLANGE CONNECTION DETAIL

REPORT ANY ARC STRIKE, WELD SPLATTER OR WELDING ON TOP FLANGE TO BRIDGE ENGINEER IMMEDIATELY.

BRACING NOTES

SUBMIT DRAWINGS OF THE BRACING SYSTEM TO THE BRIDGE ENGINEER FOR APPROVAL. BRACING SYSTEMS OTHER THAN THAT SHOWN 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 SLAB CONCRETE UNTIL 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 BEAMS CAPABLE OF BEING ADJUSTED DURING THE PLACEMENT OF DECK SLAB CONCRETE IN ORDER TO MAINTAIN PROPER GRADES AT THE DECK 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 BEAM WEB WITHIN 6 INCHES OF THE BOTTOM FLANGE.

TENSION TIES SHALL BE A MINIMUM #4 EPOXY-COATED REINFORCING STEEL BARS WITH THREADED ENDS OR ½" DIA. GALVANIZED ALL-THREAD, FURNISHED BY THE CONTRACTOR. THE TENSION TIES SHALL BE PLACED PERPENDICULAR TO THE GIRDERS. TENSION TIES SHALL BE ATTACHED TO THE TOP FLANGE OF GIRDERS BY MEANS OF TY-BAR CLIPS AS SHOWN ON THE DETAILS. WELDING OF CLIPS TO THE TOP FLANGE OF GIRDERS WILL NOT BE PERMITTED.

WOOD STRUTS SHALL BE HARDWOOD OR OF AN EQUIVALENT STRENGTH MATERIAL. WEDGE STRUTS BETWEEN GIRDER WEBS WITHIN 6" OF THE BOTTOM FLANGE OF EACH GIRDER. LOCATE WOOD STRUTS WHERE THE TOP OF THE GIRDERS ARE TIED TOGETHER WITH TENSION TIES.

Preliminary Plans

DESIGN		
DRAWN		
CHECKED		
APPROVED		
SQUAD	POE	

PHASE 4 OKLAHOMA COUNTY

BRIDGE "A" RAMP "A" AT I-35 & I-240 INTERCHANGE

GIRDER BRACING DETAILS

STATE JOB NO. 09032(06) SHEET NO. B048

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90% PLAN SUBMITTAL
2/29/2024

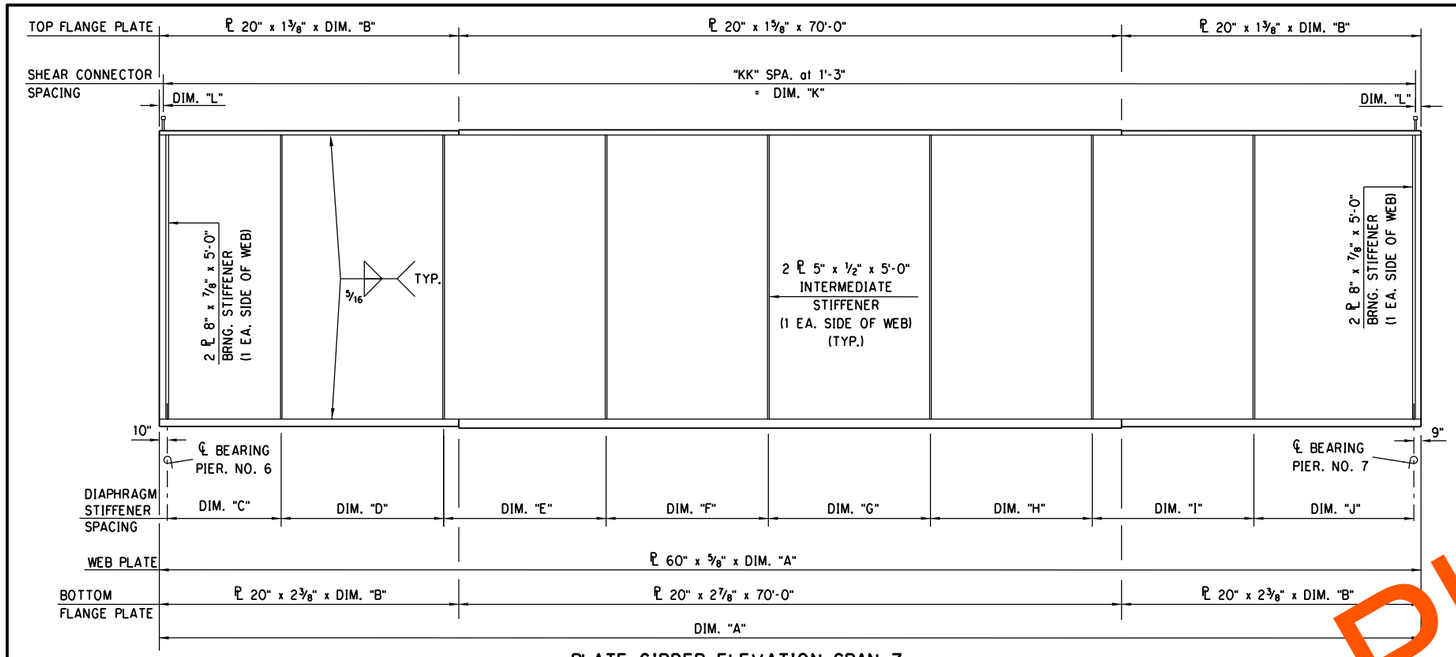
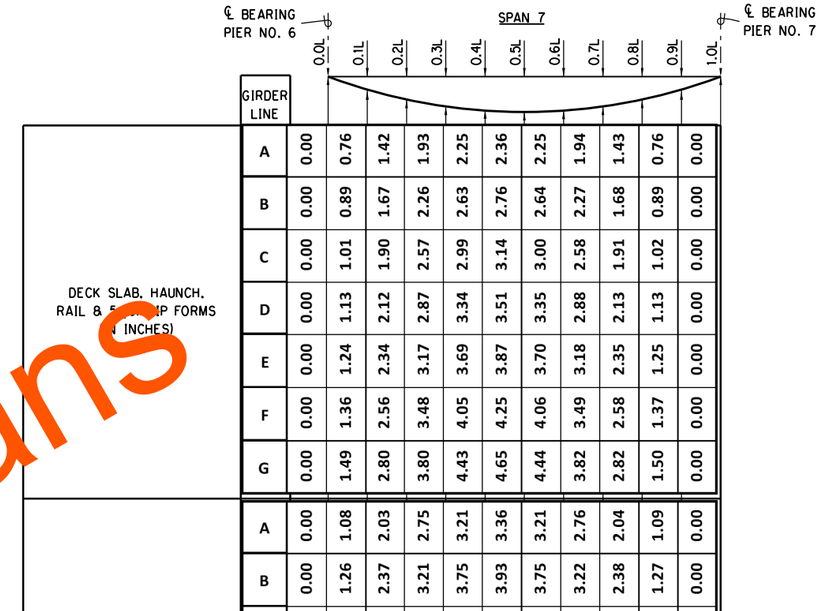


PLATE GIRDER ELEVATION SPAN 7



DECK SLAB, HAUNCH, RAIL & [illegible] FORMS (IN INCHES)

GIRDER LINE	0.0L	0.1L	0.2L	0.3L	0.4L	0.5L	0.6L	0.7L	0.8L	0.9L	1.0L
A	0.00	0.76	1.42	1.93	2.25	2.36	2.25	1.94	1.43	0.76	0.00
B	0.00	0.89	1.67	2.26	2.63	2.76	2.64	2.27	1.68	0.89	0.00
C	0.00	1.01	1.90	2.57	2.99	3.14	3.00	2.58	1.91	1.02	0.00
D	0.00	1.13	2.12	2.87	3.34	3.51	3.35	2.88	2.13	1.13	0.00
E	0.00	1.24	2.34	3.17	3.69	3.87	3.70	3.18	2.35	1.25	0.00
F	0.00	1.36	2.56	3.48	4.05	4.25	4.06	3.49	2.58	1.37	0.00
G	0.00	1.49	2.80	3.80	4.43	4.65	4.44	3.82	2.82	1.50	0.00

TOTAL DEFLECTION (NO FUTURE WEARING SURFACE) (IN INCHES)

GIRDER LINE	0.0L	0.1L	0.2L	0.3L	0.4L	0.5L	0.6L	0.7L	0.8L	0.9L	1.0L
A	0.00	1.08	2.03	2.75	3.21	3.36	3.21	2.76	2.04	1.09	0.00
B	0.00	1.26	2.37	3.21	3.75	3.93	3.75	3.22	2.38	1.27	0.00
C	0.00	1.44	2.70	3.65	4.26	4.47	4.26	3.66	2.70	1.44	0.00
D	0.00	1.60	3.01	4.08	4.75	4.99	4.76	4.08	3.02	1.61	0.00
E	0.00	1.77	3.32	4.51	5.25	5.51	5.25	4.51	3.33	1.77	0.00
F	0.00	1.94	3.65	4.95	5.77	6.05	5.77	4.96	3.66	1.95	0.00
G	0.00	2.12	3.99	5.41	6.31	6.62	6.32	5.43	4.01	2.13	0.00

DEAD LOAD DEFLECTION DIAGRAM AND DEFLECTION SCHEDULE

SPAN 7 GIRDER DIMENSION SCHEDULE

GIRDER	DIM "A"	DIM "B"	DIM "C"	DIM "D"	DIM "E"	DIM "F"	DIM "G"	DIM "H"	DIM "I"	DIM "J"	"KK"	DIM "K"	DIM "L"	CURVE RADIUS
A	133'-3 1/4"	31'-7 5/8"	12'-0 1/2"	17'-2"	17'-1 7/8"	17'-1 5/8"	17'-1 3/8"	17'-1 1/4"	17'-1"	16'-10 5/8"	[illegible]	13[illegible]-6"	[illegible]/8"	816.26'
B	135'- 0 3/8"	32'-6 3/16"	12'-11 3/4"	17'-3 3/8"	17'-3 1/4"	17'-3"	17'-2 7/8"	17'-2 5/8"	17'-2 3/8"	17'-0 1/8"	10[illegible]	133'-[illegible]"	7 11/16"	856.70'
C	136'-9 7/8"	33'-4 15/16"	13'-10 7/8"	17'-4 3/4"	17'-4 5/8"	17'-4 3/8"	17'-4 1/4"	17'-4 1/8"	17'-4"	[illegible]'-1 1/8"	109	136'-9"	3 7/16"	897.13'
D	138'-7 3/4"	34'-3 7/8"	14'-10"	17'-6 1/8"	17'-6 1/8"	17'-6"	17'-5 3/4"	17'-5 3/4[illegible]	17'-5 [illegible]/2"	17'-3 1[illegible]"	[illegible]0	137'-9"	6 7/8"	937.57'
E	140'-6"	35'-3"	15'-9 1/4"	17'-7 5/8"	17'-7 1/2"	17'-7 1/2"	17'-7 3/8"	17'[illegible]1/4"	17'[illegible]/4"	17'-5 1/4"	112	140'-0"	3"	978.01'
F	142'-4 1/2"	36'-2 1/4"	16'-8 3/8"	17'-9 1/8"	17'-9 1/8"	17'-9"	17'-9"	17'-8[illegible]/8"	17'-8[illegible]/8"	17'-7 1/8"	113	141'-3"	6 3/4"	1018.44'
G	144'-3 3/8"	37'-1 11/16"	17'-7 5/8"	17'-10 5/8"	17'-10 5/8"	17'-10 5/8"	17'-10 5/8"	17'-10 5/[illegible]"	17'-10 5/[illegible]"	17'-8 5/8"	115	143'-9"	3 3/16"	1058.88'

DECK SLAB ELEVATION SCHEDULE AT 10TH POINTS

SPAN 7

GIRDER	PIER 6 BRNG.	0.1L	0.2L	0.3L	0.4L	0.5L	0.6L	0.7L	0.8L	0.9L	PIER 7 BRNG.
A	1322.72	1322.84	1322.94	1323.03	1323.12	1323.19	1323.25	1323.30	1323.33	1323.36	1323.38
B	1323.14	1323.27	1323.38	1323.49	1323.58	1323.66	1323.73	1323.80	1323.85	1323.89	1323.92
C	1323.56	1323.70	1323.82	1323.94	1324.04	1324.14	1324.22	1324.30	1324.36	1324.42	1324.46
D	1323.98	1324.13	1324.26	1324.39	1324.51	1324.61	1324.71	1324.80	1324.88	1324.94	1325.00
E	1324.40	1324.56	1324.71	1324.84	1324.97	1325.09	1325.20	1325.30	1325.39	1325.47	1325.54
F	1324.82	1324.99	1325.15	1325.30	1325.44	1325.57	1325.69	1325.80	1325.91	1326.00	1326.09
G	1325.24	1325.42	1325.59	1325.75	1325.90	1326.05	1326.18	1326.31	1326.42	1326.53	1326.63

Preliminary Plans

PHASE 4 OKLAHOMA COUNTY

DESIGN		
DRAWN		
CHECKED		
APPROVED		
SQUAD	POE	

BRIDGE "A" RAMP "A" AT I-35 & I-240 INTERCHANGE

PLATE GIRDER DETAILS

SPAN 7
(SHEET 1 OF 2)

STATE JOB NO. 09032(08) SHEET NO. B049

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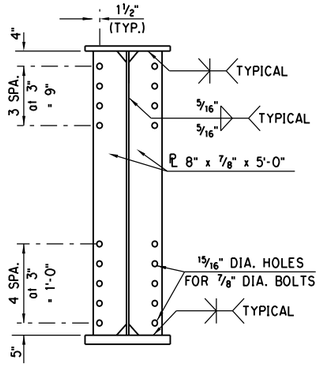
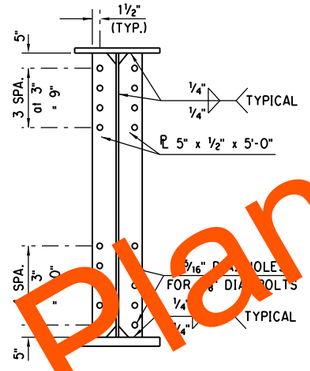
POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL
2/29/2024



BEARING STIFFENER
PIERS NO. 6 AND 7

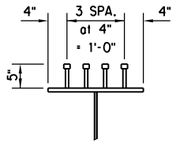


INTERMEDIATE STIFFENER

NOTE: SEE PLATE GIRDER ELEVATION, SHEET 1 OF 2 AND "FRAMING PLAN & DIAPHRAGM DETAILS", SHEET 1 OF 3 FOR LOCATIONS OF STIFFENERS.

OMIT BOLT HOLES ON EXTERIOR STIFFENERS ON EXTERIOR GIRDERS.

Preliminary Plans



STUD
SHEAR CONNECTORS
(4 - 7/8" DIA. x 5" STUDS)

NOTES:

ALL GIRDER, STIFFENER AND SPLICE PLATES SHALL BE AASHTO M270. (ASTM A709) GRADE 50WT2.

ALL GIRDER, STIFFENER AND SPLICE PLATES SHALL CONFORM TO THE NON-FRACTURE CRITICAL CHARPY V-NOTCH TESTED FOR ZONE 2.

USE SHEAR CONNECTORS CONFORMING TO AASHTO M169 (ASTM A108), GRADE 1015, 1018, 1020.

PROVIDE WELDING WITH WEATHERING CHARACTERISTICS.

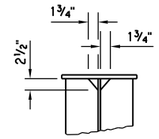
ALL HIGH STRENGTH BOLTS SHALL BE 7/8" DIA. CONFORMING TO AASHTO M164 (ASTM A325) TYPE 3 (WEATHERING) WITH HEAVY HEX NUTS, CONFORMING TO AASHTO M291 (ASTM A563), PROPERTY CLASS 8S3 OR 10S3, AND HARDENED CIRCULAR WASHERS, CONFORMING TO AASHTO M293 (ASTM F436) TYPE 3 (WEATHERING) WITH 15/16" DIA. HOLES, UNLESS OTHERWISE NOTED.

SPLICE BOLTS SHALL BE PLACED WITH HEADS ON THE OUTSIDE FACE OF EXTERIOR GIRDERS AND ON BOTTOM OF GIRDER FLANGES.

BOLT THREADS MUST BE EXCLUDED FROM FIELD SPLICE SHEAR PLANES.

NO FIELD WELDING TO GIRDERS WILL BE ALLOWED EXCEPT AS SHOWN ON PLANS.

GIRDERS ARE SHOWN AND DIMENSIONED WITH TOP FLANGE IN THE HORIZONTAL POSITION. VERTICAL CURVATURE AND EFFECTS OF DEAD LOAD DEFLECTION HAVE NOT BEEN TAKEN INTO CONSIDERATION. SHOP DRAWINGS SHALL INCLUDE BLOCKING DIAGRAM FOR EACH GIRDER SHOWING ALL ADJUSTMENTS NECESSARY FOR DEAD LOAD DEFLECTION AND VERTICAL CURVATURE. THE WEB PLATES SHALL BE FABRICATED WITH CAMBER FOR DEAD LOAD DEFLECTION AND VERTICAL CURVATURE.



TYP. CORNER CLIP
(ALL STIFFENERS TOP AND BOTTOM)

NOTE: TERMINATE FILLET WELDS ⅜" FROM THE EDGE OF CLIPPED CORNERS OF ALL STIFFENER PLATES AND NON-CLIPPED CORNERS OF INTERMEDIATE DIAPHRAGM STIFFENERS. WRAP FILLET WELDS AROUND NON-CLIPPED CORNERS OF BEARING STIFFENERS.

PHASE 4 OKLAHOMA COUNTY

DESIGN		
DRAWN		
CHECKED		
APPROVED		
SQUAD	POE	

BRIDGE "A" RAMP "A" AT I-35 & I-240 INTERCHANGE

PLATE GIRDER DETAILS
SPAN 7
(SHEET 2 OF 2)

STATE JOB NO. 09032(08) SHEET NO. B050

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2/29/2024

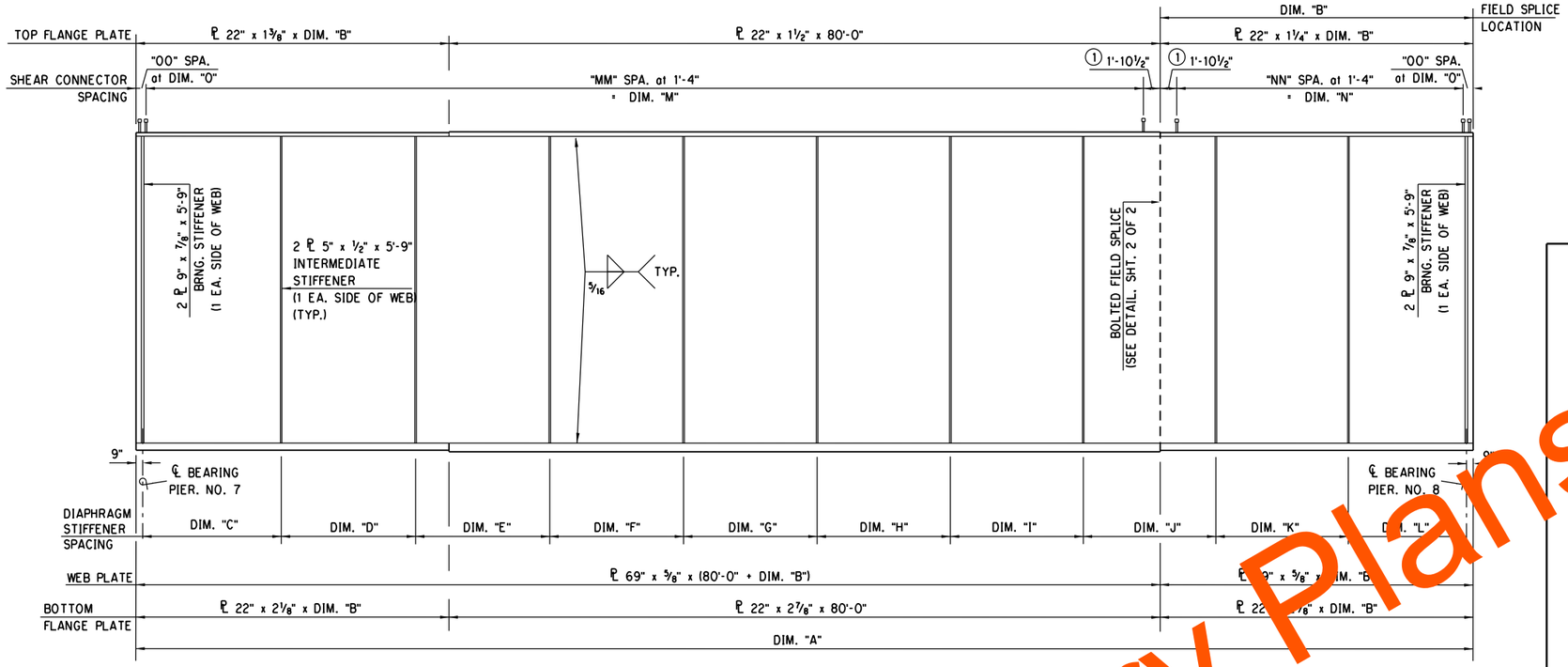


PLATE GIRDER ELEVATION SPAN 8

① STUD SPACING THROUGH FIELD SPLICE (SEE DETAIL SHEET 2 OF 2)

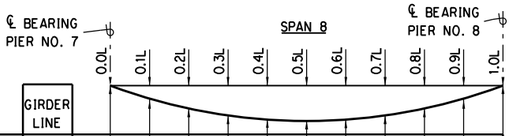
NOTE: GIRDER DIMENSIONS ARE ALONG ℄ ARC OF WEB.

Preliminary Plans

GIRDER	DIM "A"	DIM "B"	DIM "C"	DIM "D"	DIM "E"	DIM "F"	DIM "G"	DIM "H"	DIM "I"	DIM "J"	DIM "K"	DIM "L"	"MM"	DIM "M"	"NN"	DIM "N"	"OO"	DIM "O"	CURVE RADIUS
A	150'-4 1/4"	35'-2 1/8"	15'-7"	15'-1 1/2"	15'-1"	15'-0 5/8"	15'-0 1/4"	14'-11 7/8"	14'-11 3/4"	14'-11 1/8"	14'-10 3/4"	13'-2 3/4"	84	112'-0"	24	32'-0"	2	7 13/16"	816.26'
B	151'-9 3/4"	35'-10 7/8"	15'-7 1/2"	15'-2 7/8"	15'-2 1/2"	15'2 1/4"	15'-1 7/8"	15'-1 5/8"	15'-1 1/8"	15'-0 7/8"	15'-0 1/2"	13'-6 3/4"	85	113'-4"	25	33'-4"	2	4 3/16"	816.72'
C	153'-3 1/2"	36'-7 3/4"	15'-8"	15'-4 3/8"	15'-4 1/8"	15'-3 3/4"	15'-3 1/2"	15'-3 1/4"	15'-2 7/8"	15'-2 5/8"	15'-2 1/4"	13'-10 7/8"	85	113'-4"	25	33'-4"	2	8 5/8"	817.20'
D	154'-9 3/4"	37'-4 7/8"	15'-8 5/8"	15'-5 7/8"	15'-5 5/8"	15'-5 3/8"	15'-5 1/8"	15'-4 7/8"	15'-4 5/8"	15'4 3/8"	15'-4 1/4"	14'-3"	86	114'-8"	26	34'-8"	2	5 3/16"	817.66'
E	156'-4 1/4"	38'-2 1/8"	15'-9 1/4"	15'-7 3/8"	15'-7 1/4"	15'-7"	15'-6 3/4"	15'-6 5/8"	15'-6 1/2"	15'-6 1/4"	15'-6 1/8"	14'-7 1/8"	87	116'-0"	27	36'-0"	1	3 5/8"	818.13'
F	157'-11"	38'-11 1/2"	15'-9 7/8"	15'-9"	15'-8 7/8"	15'-8 3/4"	15'-8 5/8"	15'-8 3/8"	15'-8 1/4"	15'-8 1/4"	15'-8 1/8"	15'-8"	87	116'-0"	27	36'-0"	2	6 1/2"	818.60'
G	159'-6 1/4"	39'-9 1/8"	15'-10 1/2"	15'-10 5/8"	15'-10 1/2"	15'-10 3/8"	15'-10 3/8"	15'-10 1/4"	15'-10 1/4"	15'-10 1/8"	15'-10"	15'-10"	88	117'-4"	28	37'-4"	2	3 5/16"	819.07'
H	161'-1 1/2"	40'-6 3/4"	15'-11 1/4"	16'-0 1/4"	16'-0 1/8"	16'-0 1/8"	16'-0 1/8"	16'-0 1/8"	16'-0 1/8"	16'-0"	16'-0"	15'-11 7/8"	88	117'-4"	28	37'-4"	2	8 1/8"	819.53'
I	162'-9 3/8"	41'-4 11/16"	15'-11 15/16"	16'-1 15/16"	16'-1 15/16"	16'-1 15/16"	16'-1 15/16"	16'-1 15/16"	16'-1 15/16"	16'-1 15/16"	16'-1 15/16"	15'-11 15/16"	89	118'-8"	29	38'-8"	2	5 1/16"	820.00'

SPAN 8 GIRDER DIMENSION SCHEDULE

GIRDER	DECK SLAB ELEVATION SCHEDULE AT 10TH POINTS — SPAN 8										
	PIER 7 BRNG.	0.1L	0.2L	0.3L	0.4L	0.5L	0.6L	0.7L	0.8L	0.9L	PIER 8 BRNG.
A	1323.38	1323.38	1323.37	1323.35	1323.31	1323.26	1323.20	1323.12	1323.02	1322.92	1322.80
B	1323.79	1323.80	1323.81	1323.80	1323.77	1323.73	1323.68	1323.61	1323.53	1323.44	1323.33
C	1324.19	1324.22	1324.24	1324.24	1324.23	1324.20	1324.16	1324.11	1324.04	1323.96	1323.86
D	1324.60	1324.64	1324.67	1324.69	1324.69	1324.67	1324.65	1324.60	1324.55	1324.48	1324.39
E	1325.01	1325.06	1325.11	1325.13	1325.15	1325.15	1325.13	1325.10	1325.05	1324.99	1324.92
F	1325.42	1325.49	1325.54	1325.58	1325.61	1325.62	1325.61	1325.59	1325.56	1325.51	1325.45
G	1325.82	1325.91	1325.97	1326.03	1326.06	1326.09	1326.10	1326.09	1326.07	1326.03	1325.98
H	1326.23	1326.33	1326.41	1326.47	1326.52	1326.56	1326.58	1326.58	1326.58	1326.55	1326.51
I	1326.64	1326.75	1326.84	1326.92	1326.98	1327.03	1327.06	1327.08	1327.08	1327.07	1327.04



DEAD LOAD DEFLECTION (SLAB, HAUNCH, & 5 psf SIP FORMS (IN INCHES)

GIRDER LINE	0.0L	0.1L	0.2L	0.3L	0.4L	0.5L	0.6L	0.7L	0.8L	0.9L	1.0L
A	0.00	0.83	1.56	2.10	2.44	2.56	2.45	2.11	1.56	0.84	0.00
B	0.00	0.96	1.79	2.42	2.82	2.96	2.83	2.44	1.81	0.97	0.00
C	0.00	1.08	2.02	2.73	3.18	3.34	3.19	2.75	2.04	1.09	0.00
D	0.00	1.20	2.24	3.03	3.53	3.71	3.55	3.05	2.27	1.21	0.00
E	0.00	1.32	2.47	3.34	3.89	4.08	3.90	3.36	2.49	1.33	0.00
F	0.00	1.44	2.70	3.65	4.25	4.46	4.26	3.67	2.72	1.46	0.00
G	0.00	1.57	2.94	3.98	4.63	4.86	4.65	4.00	2.97	1.59	0.00
H	0.00	1.71	3.20	4.33	5.04	5.29	5.05	4.35	3.22	1.72	0.00
I	0.00	1.85	3.47	4.70	5.47	5.74	5.49	4.72	3.50	1.87	0.00

TOTAL DEFLECTION (NO FUTURE WEARING SURFACE) (IN INCHES)

GIRDER LINE	0.0L	0.1L	0.2L	0.3L	0.4L	0.5L	0.6L	0.7L	0.8L	0.9L	1.0L
A	0.00	1.23	2.30	3.11	3.62	3.79	3.62	3.11	2.31	1.23	0.00
B	0.00	1.41	2.65	3.58	4.17	4.37	4.17	3.59	2.66	1.43	0.00
C	0.00	1.59	2.98	4.03	4.69	4.92	4.70	4.05	3.00	1.61	0.00
D	0.00	1.77	3.31	4.47	5.21	5.47	5.22	4.49	3.33	1.78	0.00
E	0.00	1.94	3.64	4.92	5.73	6.01	5.74	4.94	3.66	1.96	0.00
F	0.00	2.12	3.98	5.38	6.26	6.57	6.27	5.40	4.00	2.14	0.00
G	0.00	2.31	4.34	5.86	6.83	7.16	6.84	5.88	4.36	2.33	0.00
H	0.00	2.52	4.72	6.38	7.42	7.79	7.44	6.40	4.74	2.53	0.00
I	0.00	2.73	5.12	6.92	8.06	8.46	8.07	6.94	5.14	2.74	0.00

DEAD LOAD DEFLECTION DIAGRAM AND DEFLECTION SCHEDULE

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PHASE 4 — OKLAHOMA COUNTY

DESIGN		
DRAWN		
CHECKED		
APPROVED		
SQUAD	POE	

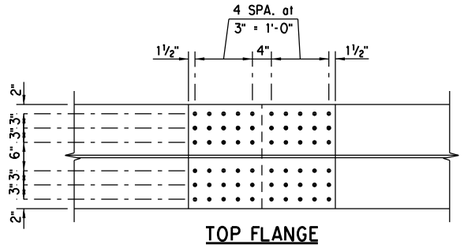
BRIDGE "A" — RAMP "A" AT I-35 & I-240 INTERCHANGE

PLATE GIRDER DETAILS
SPAN 8
(SHEET 1 OF 2)

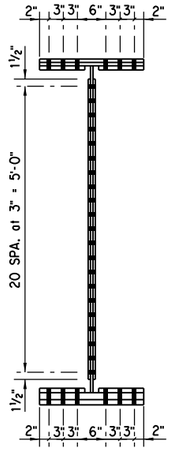
STATE JOB NO. 09032(08) SHEET NO. B051

POE & ASSOCIATES, OKLAHOMA CITY, OK.

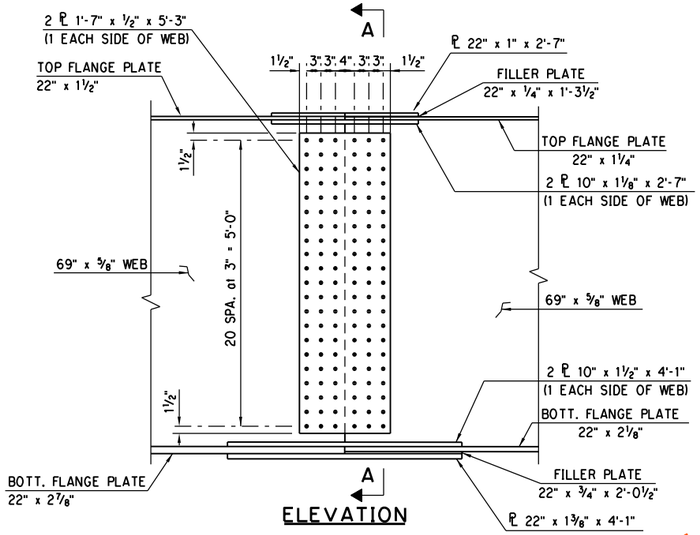
90% PLAN SUBMITTAL
2/29/2024



TOP FLANGE



SECTION A-A

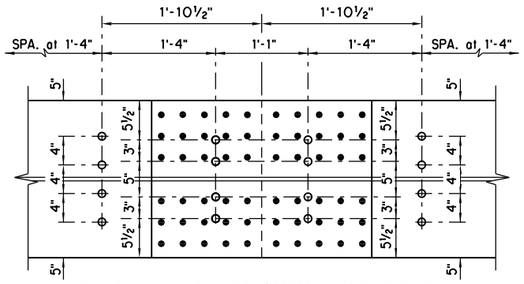


ELEVATION

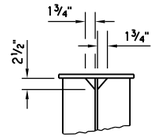
BOTTOM FLANGE

BOLTED FIELD SPLICE DETAIL

STUD
SHEAR CONNECTORS
(4 - ⅞" DIA. x 5" STUDS)

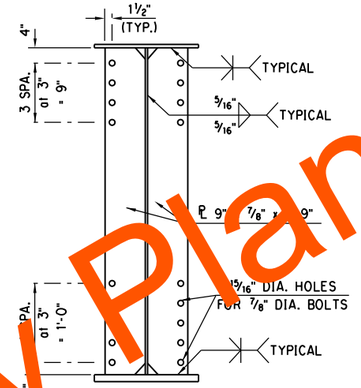


STUD SPACING THROUGH FIELD SPLICE

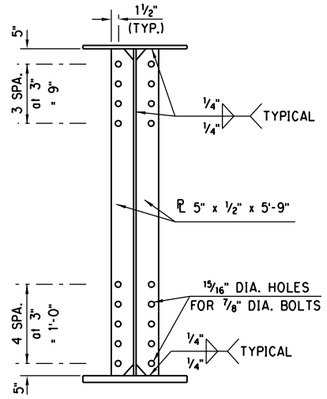


TYP. CORNER CLIP
(ALL STIFFENERS TOP AND BOTTOM)

NOTE: TERMINATE FILLET WELDS ⅜" FROM THE EDGE OF CLIPPED CORNERS OF ALL STIFFENER PLATES AND NON-CLIPPED CORNERS OF INTERMEDIATE DIAPHRAGM STIFFENERS. WRAP FILLET WELDS AROUND NON-CLIPPED CORNERS OF BEARING STIFFENERS.



BEARING STIFFENER
PIERS NO. 7 AND 8



INTERMEDIATE STIFFENER

NOTE: SEE PLATE GIRDER ELEVATION, SHEET 1 OF 2 AND "FRAMING PLAN & DIAPHRAGM DETAILS", SHEET 1 OF 3 FOR LOCATIONS OF STIFFENERS.

OMIT BOLT HOLES ON EXTERIOR STIFFENERS ON EXTERIOR GIRDERS.

NOTES:

ALL GIRDER, STIFFENER AND SPLICE PLATES SHALL BE AASHTO M270, (ASTM A709) GRADE 50WT2.

ALL GIRDER, STIFFENER AND SPLICE PLATES SHALL CONFORM TO THE NON-FRACTURE CRITICAL CHARPY V-NOTCH TESTED FOR ZONE 2.

USE SHEAR CONNECTORS CONFORMING TO AASHTO M169 (ASTM A108), GRADE 1015, 1018, 1020.

PROVIDE WELDING WITH WEATHERING CHARACTERISTICS.

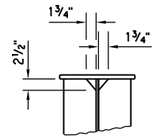
ALL HIGH STRENGTH BOLTS SHALL BE ⅞" DIA. CONFORMING TO AASHTO M164 (ASTM A325) TYPE 3 (WEATHERING) WITH HEAVY HEX NUTS, CONFORMING TO AASHTO M291 (ASTM A563), PROPERTY CLASS 8S3 OR 10S3, AND HARDENED CIRCULAR WASHERS, CONFORMING TO AASHTO M293 (ASTM F436) TYPE 3 (WEATHERING) WITH 15/16" DIA. HOLES, UNLESS OTHERWISE NOTED.

SPLICE BOLTS SHALL BE PLACED WITH HEADS ON THE OUTSIDE FACE OF EXTERIOR GIRDERS AND ON BOTTOM OF GIRDER FLANGES.

BOLT THREADS MUST BE EXCLUDED FROM FIELD SPLICE SHEAR PLANES.

NO FIELD WELDING TO GIRDERS WILL BE ALLOWED EXCEPT AS SHOWN ON PLANS.

GIRDERS ARE SHOWN AND DIMENSIONED WITH TOP FLANGE IN THE HORIZONTAL POSITION. VERTICAL CURVATURE AND EFFECTS OF DEAD LOAD DEFLECTION HAVE NOT BEEN TAKEN INTO CONSIDERATION. SHOP DRAWINGS SHALL INCLUDE BLOCKING DIAGRAM FOR EACH GIRDER SHOWING ALL ADJUSTMENTS NECESSARY FOR DEAD LOAD DEFLECTION AND VERTICAL CURVATURE. THE WEB PLATES SHALL BE FABRICATED WITH CAMBER FOR DEAD LOAD DEFLECTION AND VERTICAL CURVATURE.



TYP. CORNER CLIP
(ALL STIFFENERS TOP AND BOTTOM)

NOTE: TERMINATE FILLET WELDS ⅜" FROM THE EDGE OF CLIPPED CORNERS OF ALL STIFFENER PLATES AND NON-CLIPPED CORNERS OF INTERMEDIATE DIAPHRAGM STIFFENERS. WRAP FILLET WELDS AROUND NON-CLIPPED CORNERS OF BEARING STIFFENERS.

PHASE 4 OKLAHOMA COUNTY

BRIDGE "A" RAMP "A" AT I-35 & I-240 INTERCHANGE

PLATE GIRDER DETAILS
SPAN 8
(SHEET 2 OF 2)

DESIGN		
DRAWN		
CHECKED		
APPROVED		
SQUAD	POE	

STATE JOB NO. 09032(08) SHEET NO. B052

Preliminary Plans

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POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL
2/29/2024

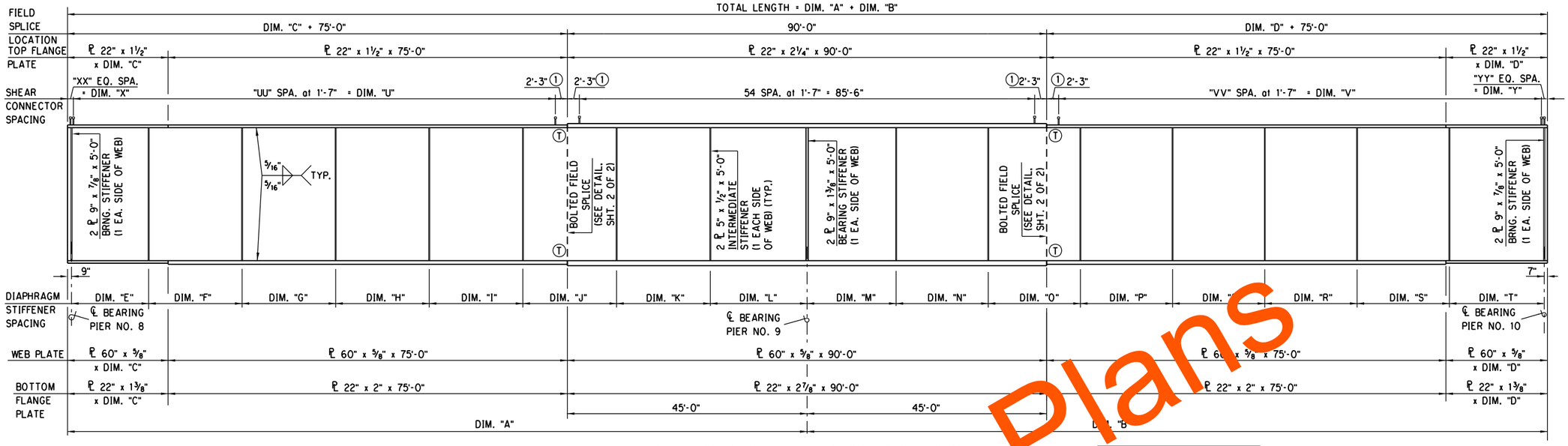


PLATE GIRDER ELEVATION SPANS 9 AND 10

(T) TENSION SPLICE

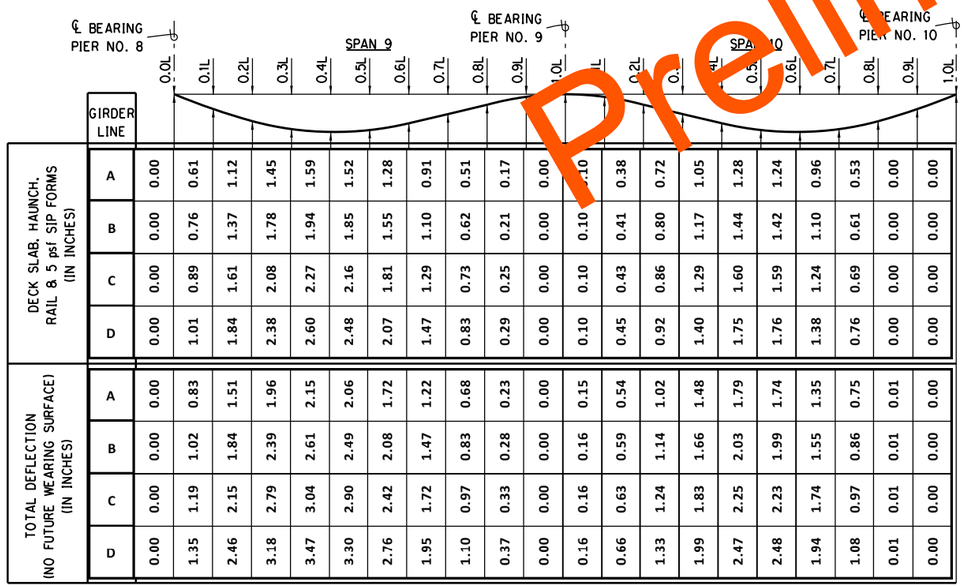
(1) STUD SPACING THROUGH FIELD SPLICE (SEE DETAIL SHEET 2 OF 2)

NOTE: GIRDER DIMENSIONS ARE ALONG ℄ ARC OF WEB.

Preliminary Plans

SPAN 9 & 10 GIRDER DIMENSION SCHEDULE

GIRDER	TOTAL LENGTH	DIM "A"	DIM "B"	DIM "C"	DIM "D"	DIM "E"	DIM "F"	DIM "G"	DIM "H"	DIM "I"	DIM "J"	DIM "K"	DIM "L"	DIM "M"	DIM "N"	DIM "O"	DIM "P"	DIM "Q"	DIM "R"	DIM "S"	DIM "T"	"UU"	DIM "U"	"VV"	DIM "V"	"XX"	DIM "X"	"YY"	DIM "Y"	CURVE RADIUS
A	277'-8 5/8"	138'-9 1/4"	138'-11 3/8"	18'-9 1/4"	18'-11 3/8"	14'-5 1/2"	17'-6 5/8"	17'-6 5/8"	17'-6 3/4"	17'-6 7/8"	17'-7"	17'-7"	18'-1 7/8"	16'-8 5/8"	17'-3 5/8"	17'-3 1/2"	17'-3 5/8"	17'-3 3/4"	17'-3 3/4"	17'-3 7/8"	17'-9 5/8"	57	90'-3"	57	90'-3"	3	1'-3 1/4"	3	1'-5 3/8"	816.26'
B	281'-8 3/4"	141'-3"	140'-5 3/4"	21'-3"	20'-5 3/4"	15'-7 3/4"	17'-9 1/4"	17'-9 1/4"	17'-9 3/8"	17'-9 3/8"	17'-11/2"	17'-11/2"	18'-2"	17'-1 1/4"	17'-5 3/4"	17'-5 7/8"	17'-5 7/8"	17'-6"	17'-6"	17'-6 1/8"	17'-9 7/8"	59	93'-5"	58	91'-10"	1	7"	3	1'-4 3/4"	825.54'
C	285'9-1/8"	143'-8 7/8"	142'-0 1/4"	23'-8 7/8"	22'-0 1/4"	16'-10 1/8"	17'-11 7/8"	17'-11 7/8"	17'-11 7/8"	17'-11 7/8"	18'-0"	18'-0"	18'-2 1/4"	17'-5 7/8"	17'-8 1/8"	17'-8 1/8"	17'-8 1/8"	17'-8 1/4"	17'-8 1/4"	17'-8 1/4"	17'-10 1/4"	60	95'-0"	59	93'-5"	3	1'-5 7/8"	3	1'-4 1/4"	834.82'
D	289-9 1/2"	146'-2 3/4"	143'-6 3/4"	26'-2 3/4"	23'-6 3/4"	18'-0 3/8"	18'-2 1/2"	18'-2 1/2"	18'-2 1/2"	18'-2 1/2"	18'-2 1/2"	18'-2 1/2"	18'-2 1/2"	18'-2 3/8"	17'-10 3/8"	17'-10 1/2"	17'-10 1/2"	17'-10 1/2"	17'-10 1/2"	17'-10 1/2"	17'-10 3/8"	62	98'-2"	60	95'-0"	2	9 3/4"	3	1'-3 3/4"	844.10'



	GIRDER LINE	0.0L	0.1L	0.2L	0.3L	0.4L	0.5L	0.6L	0.7L	0.8L	0.9L	1.0L	0.2L	0.3L	0.4L	0.5L	0.6L	0.7L	0.8L	0.9L	1.0L
DECK SLAB, HAUNCH, RAIL & 5 psf SIP FORMS (IN INCHES)	A	0.00	0.61	1.12	1.45	1.59	1.52	1.28	0.91	0.51	0.17	0.00	0.10	0.38	0.72	1.05	1.28	1.24	0.96	0.53	0.00	0.00
	B	0.00	0.76	1.37	1.78	1.94	1.85	1.55	1.10	0.62	0.21	0.00	0.10	0.41	0.80	1.17	1.44	1.42	1.10	0.61	0.00	0.00
	C	0.00	0.89	1.61	2.08	2.27	2.16	1.81	1.29	0.73	0.25	0.00	0.10	0.43	0.86	1.29	1.60	1.59	1.24	0.69	0.00	0.00
	D	0.00	1.01	1.84	2.38	2.60	2.48	2.07	1.47	0.83	0.29	0.00	0.10	0.45	0.92	1.40	1.75	1.76	1.38	0.76	0.00	0.00
TOTAL DEFLECTION (NO FUTURE WEARING SURFACE) (IN INCHES)	A	0.00	0.83	1.51	1.96	2.15	2.06	1.72	1.22	0.68	0.23	0.00	0.15	0.54	1.02	1.48	1.79	1.74	1.35	0.75	0.01	0.00
	B	0.00	1.02	1.84	2.39	2.61	2.49	2.08	1.47	0.83	0.28	0.00	0.16	0.59	1.14	1.66	2.03	1.99	1.55	0.86	0.01	0.00
	C	0.00	1.19	2.15	2.79	3.04	2.90	2.42	1.72	0.97	0.33	0.00	0.16	0.63	1.24	1.83	2.25	2.23	1.74	0.97	0.01	0.00
	D	0.00	1.35	2.46	3.18	3.47	3.30	2.76	1.95	1.10	0.37	0.00	0.16	0.66	1.33	1.99	2.47	2.48	1.94	1.08	0.01	0.00

DEAD LOAD DEFLECTION DIAGRAM AND DEFLECTION SCHEDULE

DECK SLAB ELEVATION SCHEDULE AT 10TH POINTS

GIRDER	SPAN 9											SPAN 10									
	PIER 8 BRNG.	0.1L	0.2L	0.3L	0.4L	0.5L	0.6L	0.7L	0.8L	0.9L	PIER 9 BRNG.	0.1L	0.2L	0.3L	0.4L	0.5L	0.6L	0.7L	0.8L	0.9L	PIER 10 BRNG.
A	1322.78	1322.66	1322.52	1322.37	1322.21	1322.04	1321.85	1321.65	1321.44	1321.22	1320.99	1320.75	1320.49	1320.22	1319.94	1319.65	1319.34	1319.02	1318.69	1318.35	1318.00
B	1323.41	1323.28	1323.14	1322.98	1322.82	1322.64	1322.44	1322.24	1322.02	1321.80	1321.56	1321.31	1321.04	1320.77	1320.48	1320.18	1319.87	1319.55	1319.22	1318.87	1318.51
C	1324.04	1323.91	1323.76	1323.60	1323.42	1323.24	1323.04	1322.83	1322.61	1322.37	1322.12	1321.87	1321.60	1321.32	1321.03	1320.72	1320.41	1320.08	1319.74	1319.38	1319.02
D	1324.67	1324.53	1324.37	1324.21	1324.03	1323.84	1323.63	1323.41	1323.19	1322.94	1322.69	1322.43	1322.15	1321.87	1321.57	1321.26	1320.94	1320.60	1320.26	1319.90	1319.53

PHASE 4 OKLAHOMA COUNTY
BRIDGE "A" RAMP "A" AT I-35 & I-240 INTERCHANGE

DESIGN		
DRAWN		
CHECKED		
APPROVED		
SQUAD	POE	

PLATE GIRDER DETAILS
SPANS 9 AND 10
(SHEET 1 OF 2)

STATE JOB NO. 09032(08) SHEET NO. B053

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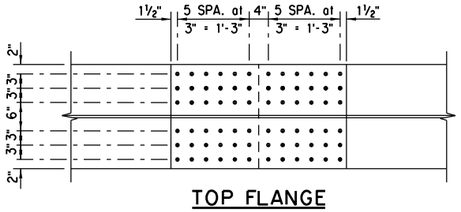
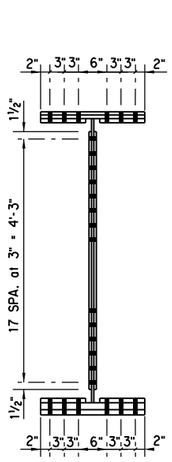
POE & ASSOCIATES, OKLAHOMA CITY, OK.

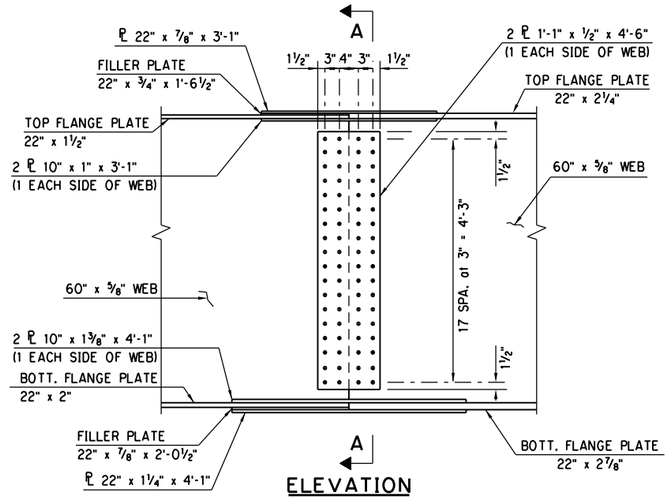
90% PLAN SUBMITTAL
2/29/2024



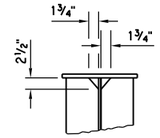
TOP FLANGE



SECTION A-A



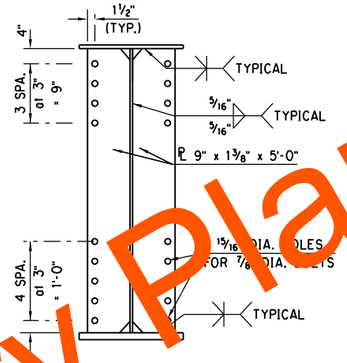
ELEVATION



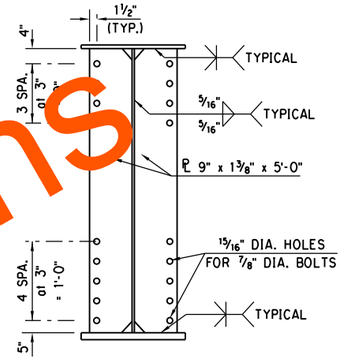
TYP. CORNER CLIP

(ALL STIFFENERS TOP AND BOTTOM)

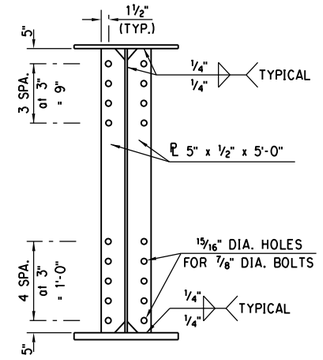
NOTE: TERMINATE FILLET WELDS ⅜" FROM THE EDGE OF CLIPPED CORNERS OF ALL STIFFENER PLATES AND NON-CLIPPED CORNERS OF INTERMEDIATE DIAPHRAGM STIFFENERS. WRAP FILLET WELDS AROUND NON-CLIPPED CORNERS OF BEARING STIFFENERS.



BEARING STIFFENER
PIER NO. 8 AND 10



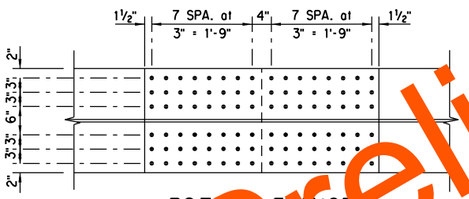
BEARING STIFFENER
PIER NO. 9



INTERMEDIATE STIFFENER

NOTE: SEE PLATE GIRDER ELEVATION, SHEET 1 OF 2 AND "FRAMING PLAN & DIAPHRAGM DETAILS", SHEET 2 OF 3 FOR LOCATIONS OF STIFFENERS.

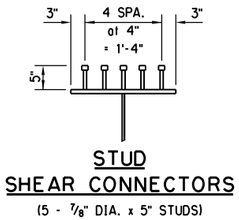
OMIT BOLT HOLES ON EXTERIOR STIFFENERS ON EXTERIOR GIRDERS.



BOTTOM FLANGE

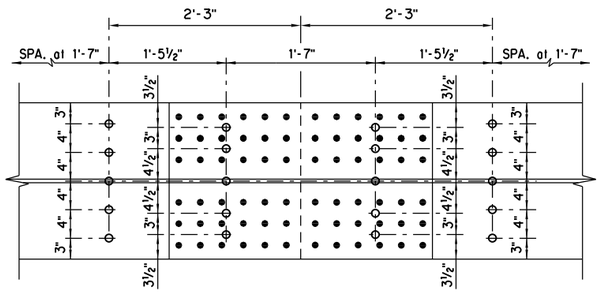
BOLTED FIELD SPLICE DETAIL

(LEFT SPLICE SHOWN, RIGHT OPPOSITE HAND)



STUD
SHEAR CONNECTORS

(5 - ⅞" DIA. x 5" STUDS)



STUD SPACING THROUGH FIELD SPLICE

(LEFT SPLICE SHOWN, RIGHT OPPOSITE HAND)

NOTES:

ALL GIRDER, STIFFENER AND SPLICE PLATES SHALL BE AASHTO M270, (ASTM A709) GRADE 50WT2.

ALL GIRDER, STIFFENER AND SPLICE PLATES SHALL CONFORM TO THE NON-FRACTURE CRITICAL CHARPY V-NOTCH TESTED FOR ZONE 2.

USE SHEAR CONNECTORS CONFORMING TO AASHTO M169 (ASTM A108), GRADE 1015, 1018, 1020.

PROVIDE WELDING WITH WEATHERING CHARACTERISTICS.

ALL HIGH STRENGTH BOLTS SHALL BE ⅞" DIA. CONFORMING TO AASHTO M164 (ASTM A325) TYPE 3 (WEATHERING) WITH HEAVY HEX NUTS, CONFORMING TO AASHTO M291 (ASTM A563), PROPERTY CLASS 8S3 OR 10S3, AND HARDENED CIRCULAR WASHERS, CONFORMING TO AASHTO M293 (ASTM F436) TYPE 3 (WEATHERING) WITH 15/16" DIA. HOLES, UNLESS OTHERWISE NOTED.

SPLICE BOLTS SHALL BE PLACED WITH HEADS ON THE OUTSIDE FACE OF EXTERIOR GIRDERS AND ON BOTTOM OF GIRDER FLANGES.

BOLT THREADS MUST BE EXCLUDED FROM FIELD SPLICE SHEAR PLANES.

NO FIELD WELDING TO GIRDERS WILL BE ALLOWED EXCEPT AS SHOWN ON PLANS.

GIRDERS ARE SHOWN AND DIMENSIONED WITH TOP FLANGE IN THE HORIZONTAL POSITION. VERTICAL CURVATURE AND EFFECTS OF DEAD LOAD DEFLECTION HAVE NOT BEEN TAKEN INTO CONSIDERATION. SHOP DRAWINGS SHALL INCLUDE BLOCKING DIAGRAM FOR EACH GIRDER SHOWING ALL ADJUSTMENTS NECESSARY FOR DEAD LOAD DEFLECTION AND VERTICAL CURVATURE. THE WEB PLATES SHALL BE FABRICATED WITH CAMBER FOR DEAD LOAD DEFLECTION AND VERTICAL CURVATURE.

Preliminary Plans

DESIGN		
DRAWN		
CHECKED		
APPROVED		
SQUAD	POE	

PHASE 4 OKLAHOMA COUNTY

BRIDGE "A" RAMP "A" AT I-35 & I-240 INTERCHANGE

PLATE GIRDER DETAILS

SPANS 9 AND 10
(SHEET 2 OF 2)

STATE JOB NO. 09032(08) SHEET NO. B054

3/1/2024 3:2:19 PM
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POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL
2/29/2024

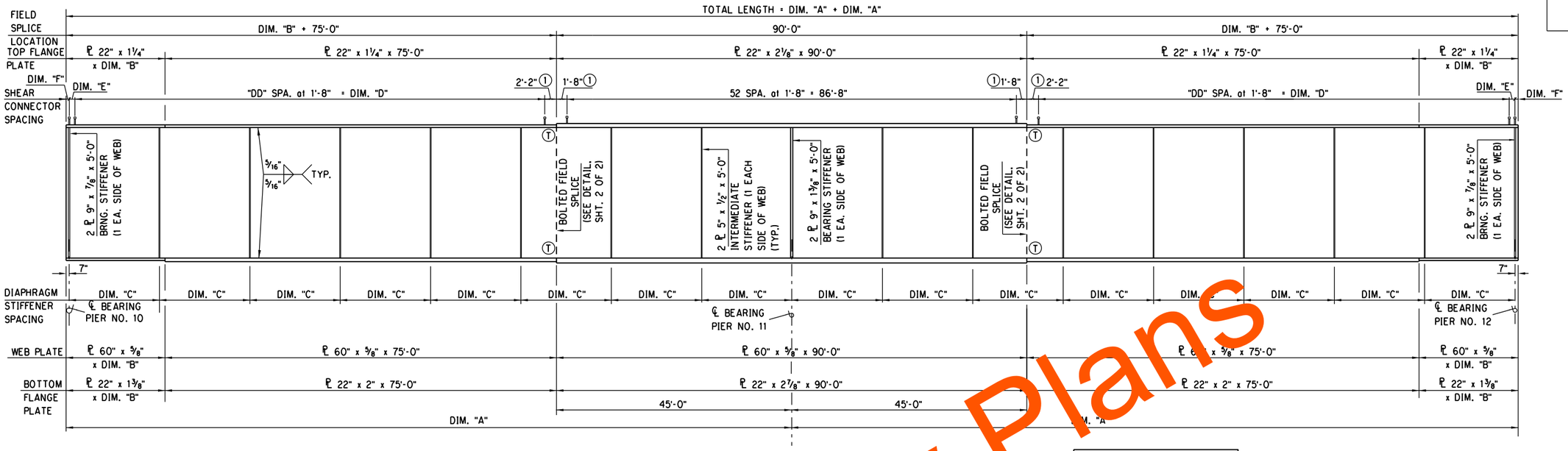


PLATE GIRDER ELEVATION SPANS 11 AND 12

(T) TENSION SPLICE

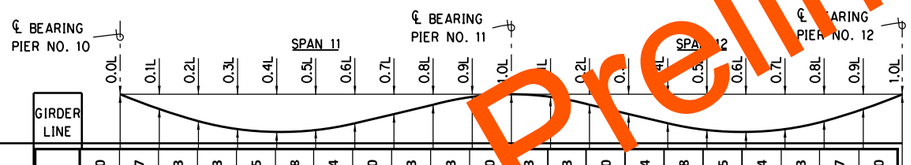
(1) STUD SPACING THROUGH FIELD SPLICE (SEE DETAIL SHEET 2 OF 2)

NOTE: GIRDER DIMENSIONS ARE ALONG ℄ ARC OF WEB.

Preliminary Plans

SPAN 11 & 12 GIRDER DIMENSION SCHEDULE

GIRDER	TOTAL LENGTH	DIM "A"	DIM "B"	DIM "C"	"DD"	DIM "D"	DIM "E"	DIM "F"	CURVE RADIUS
A	277'-11'	141 1/2"	18 1 1/2"	17'-3 9/16"	54	90'-0"	1'-2"	7 1/2"	816.26'
B	280'-10	14 5"	20 5"	17'-5 3/4"	55	91'-8"	1'-2"	5"	824.76'
C	-9"	141'-10 1/2"	21'-10 1/2"	17'-7 15/16"	56	93'-4"	11"	5 1/2"	833.26'
D	28 7"	43-3 1/2"	23-3 1/2"	17'-10 1/16"	57	95'-0"	9"	4 1/2"	841.76'



	GIRDER LINE	0.0L	0.1L	0.2L	0.3L	0.4L	0.5L	0.6L	0.7L	0.8L	0.9L	1.0L	1.1L	1.2L	1.3L	1.4L	1.5L	1.6L	1.7L	1.8L	1.9L	2.0L
DECK SLAB, HAUNCH, RAIL & 5 psf SIP FORMS (IN INCHES)	A	0.00	0.57	1.03	1.33	1.45	1.38	1.14	0.80	0.43	0.13	0.00	0.13	0.43	0.80	1.14	1.38	1.45	1.34	1.03	0.57	0.00
	B	0.00	0.67	1.21	1.56	1.69	1.60	1.32	0.92	0.49	0.15	0.00	0.15	0.49	0.92	1.32	1.60	1.69	1.56	1.21	0.67	0.00
	C	0.00	0.76	1.37	1.77	1.92	1.81	1.48	1.03	0.55	0.17	0.00	0.17	0.55	1.03	1.48	1.81	1.92	1.77	1.38	0.76	0.00
	D	0.00	0.85	1.54	1.99	2.14	2.02	1.65	1.13	0.60	0.18	0.00	0.18	0.60	1.13	1.65	2.02	2.15	1.99	1.55	0.86	0.00
TOTAL DEFLECTION (NO FUTURE WEARING SURFACE) (IN INCHES)	A	0.00	0.77	1.40	1.81	1.97	1.88	1.56	1.09	0.59	0.18	0.00	0.18	0.60	1.09	1.56	1.88	1.97	1.81	1.40	0.77	0.00
	B	0.00	0.90	1.64	2.11	2.29	2.17	1.79	1.25	0.67	0.21	0.00	0.21	0.68	1.25	1.79	2.17	2.29	2.11	1.64	0.90	0.00
	C	0.00	1.03	1.86	2.40	2.60	2.45	2.02	1.40	0.75	0.23	0.00	0.23	0.75	1.40	2.02	2.45	2.60	2.40	1.86	1.03	0.00
	D	0.00	1.16	2.09	2.69	2.91	2.74	2.24	1.54	0.82	0.25	0.00	0.25	0.82	1.54	2.24	2.74	2.91	2.70	2.09	1.16	0.00

DEAD LOAD DEFLECTION DIAGRAM AND DEFLECTION SCHEDULE

DECK SLAB ELEVATION SCHEDULE AT 10TH POINTS

GIRDER	SPAN 11										SPAN 12									
	PIER 10 BRNG.	0.1L	0.2L	0.3L	0.4L	0.5L	0.6L	0.7L	0.8L	0.9L	PIER 11 BRNG.	0.1L	0.2L	0.3L	0.4L	0.5L	0.6L	0.7L	0.8L	0.9L	PIER 12 BRNG.
A	1317.96	1317.60	1317.22	1316.83	1316.43	1316.01	1315.59	1315.15	1314.71	1314.27	1313.83	1313.39	1312.95	1312.51	1312.07	1311.63	1311.19	1310.75	1310.30	1309.86	1309.42
B	1318.47	1318.11	1317.73	1317.34	1316.94	1316.52	1316.10	1315.66	1315.22	1314.78	1314.34	1313.90	1313.46	1313.02	1312.58	1312.14	1311.70	1311.25	1310.81	1310.37	1309.93
C	1318.98	1318.62	1318.24	1317.85	1317.45	1317.03	1316.61	1316.17	1315.73	1315.29	1314.85	1314.41	1313.97	1313.53	1313.09	1312.65	1312.21	1311.76	1311.32	1310.88	1310.44
D	1319.49	1319.13	1318.75	1318.36	1317.96	1317.54	1317.12	1316.68	1316.24	1315.80	1315.36	1314.92	1314.48	1314.04	1313.60	1313.16	1312.72	1312.27	1311.83	1311.39	1310.95

PHASE 4 — OKLAHOMA COUNTY
BRIDGE "A" — RAMP "A" AT I-35 & I-240 INTERCHANGE

DESIGN		
DRAWN		
CHECKED		
APPROVED		
SQUAD	POE	

PLATE GIRDER DETAILS

SPANS 11 AND 12
(SHEET 1 OF 2)

STATE JOB NO. 09032(08) SHEET NO. B055

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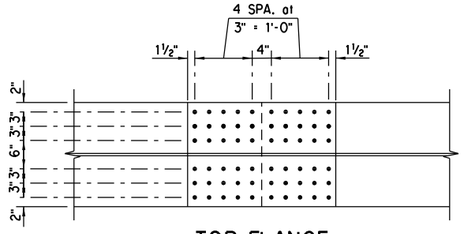
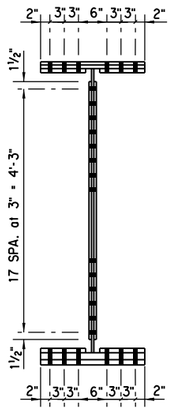
POE & ASSOCIATES, OKLAHOMA CITY, OK.

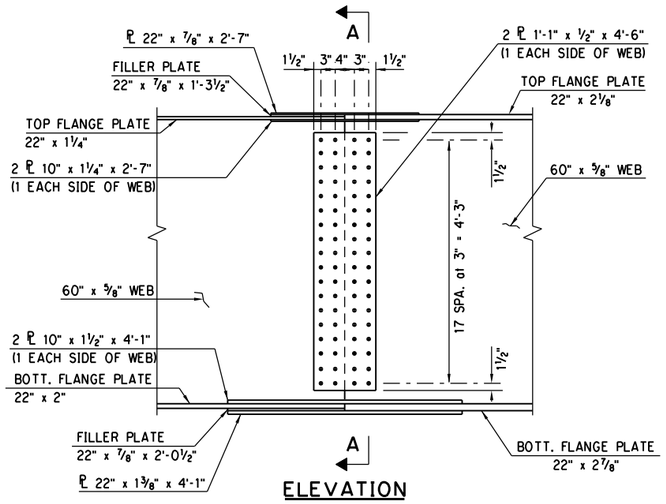
90% PLAN SUBMITTAL
2/29/2024



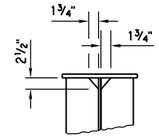
TOP FLANGE



SECTION A-A

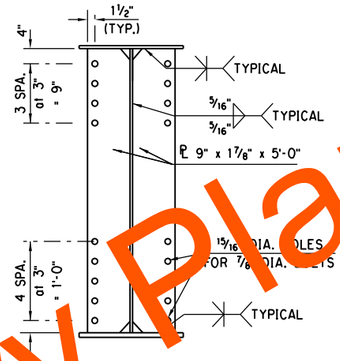


ELEVATION

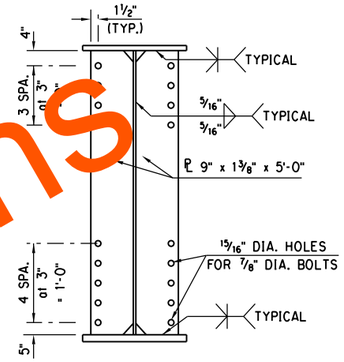


TYP. CORNER CLIP
(ALL STIFFENERS TOP AND BOTTOM)

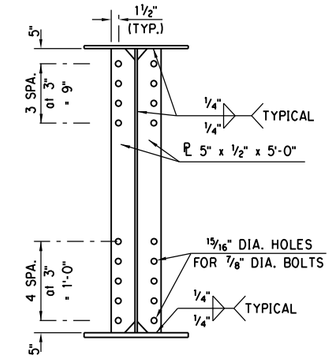
NOTE: TERMINATE FILLET WELDS ⅜" FROM THE EDGE OF CLIPPED CORNERS OF ALL STIFFENER PLATES AND NON-CLIPPED CORNERS OF INTERMEDIATE DIAPHRAGM STIFFENERS. WRAP FILLET WELDS AROUND NON-CLIPPED CORNERS OF BEARING STIFFENERS.



BEARING STIFFENER
PIERS NO. 10 AND 12



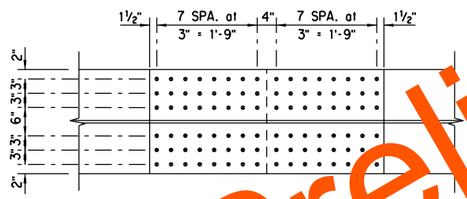
BEARING STIFFENER
PIER NO. 11



INTERMEDIATE STIFFENER

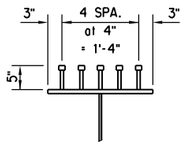
NOTE: SEE PLATE GIRDER ELEVATION, SHEET 1 OF 2 AND "FRAMING PLAN & DIAPHRAGM DETAILS", SHEET 2 OF 3 FOR LOCATIONS OF STIFFENERS.

OMIT BOLT HOLES ON EXTERIOR STIFFENERS ON EXTERIOR GIRDERS.

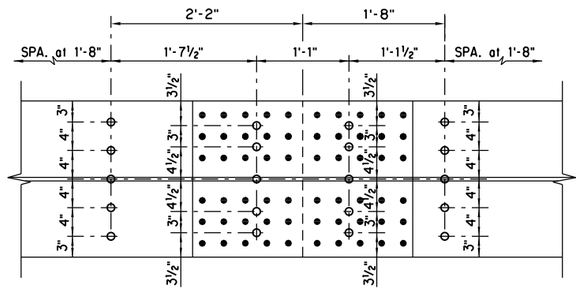


BOTTOM FLANGE

BOLTED FIELD SPLICE DETAIL
(LEFT SPLICE SHOWN, RIGHT OPPOSITE HAND)



STUD
SHEAR CONNECTORS
(5 - ⅞" DIA. x 5" STUDS)



STUD SPACING THROUGH FIELD SPLICE
(LEFT SPLICE SHOWN, RIGHT OPPOSITE HAND)

NOTES:

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SPLICE BOLTS SHALL BE PLACED WITH HEADS ON THE OUTSIDE FACE OF EXTERIOR GIRDERS AND ON BOTTOM OF GIRDER FLANGES.

BOLT THREADS MUST BE EXCLUDED FROM FIELD SPLICE SHEAR PLANES.

NO FIELD WELDING TO GIRDERS WILL BE ALLOWED EXCEPT AS SHOWN ON PLANS.

GIRDERS ARE SHOWN AND DIMENSIONED WITH TOP FLANGE IN THE HORIZONTAL POSITION. VERTICAL CURVATURE AND EFFECTS OF DEAD LOAD DEFLECTION HAVE NOT BEEN TAKEN INTO CONSIDERATION. SHOP DRAWINGS SHALL INCLUDE BLOCKING DIAGRAM FOR EACH GIRDER SHOWING ALL ADJUSTMENTS NECESSARY FOR DEAD LOAD DEFLECTION AND VERTICAL CURVATURE. THE WEB PLATES SHALL BE FABRICATED WITH CAMBER FOR DEAD LOAD DEFLECTION AND VERTICAL CURVATURE.

Preliminary Plans

DESIGN		
DRAWN		
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APPROVED		
SQUAD	POE	

PHASE 4 OKLAHOMA COUNTY
BRIDGE "A" RAMP "A" AT I-35 & I-240 INTERCHANGE

PLATE GIRDER DETAILS
SPANS 11 AND 12
(SHEET 2 OF 2)

STATE JOB NO. 09032(08) SHEET NO. B056

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POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL
2/29/2024

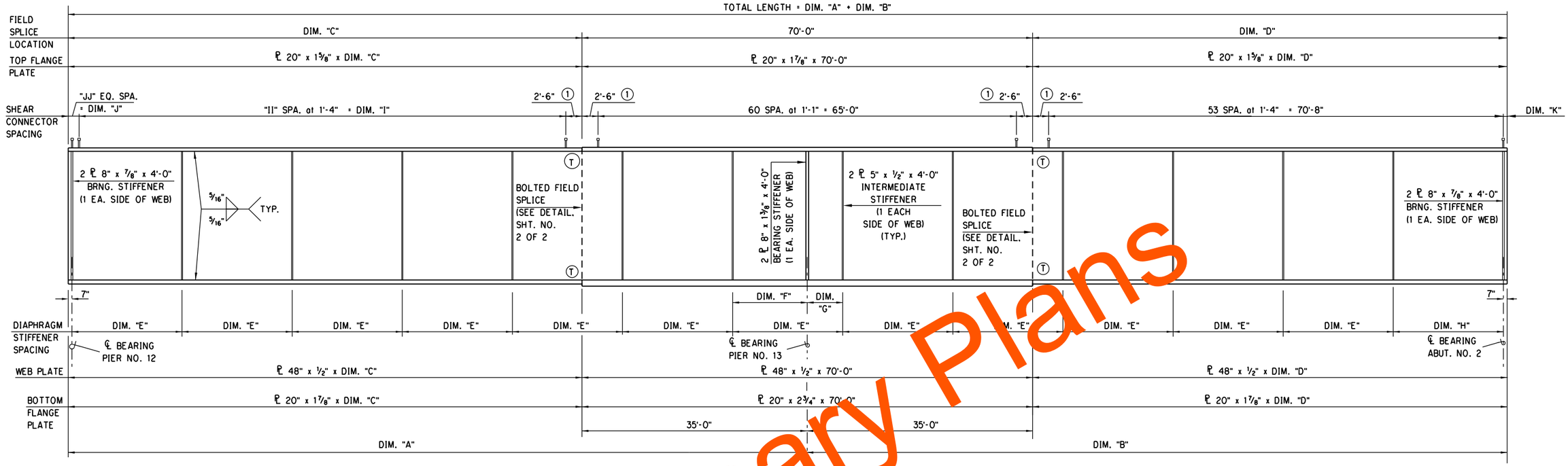
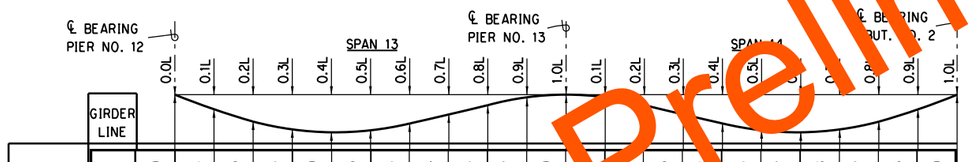


PLATE GIRDER ELEVATION SPANS 13 AND 14

Ⓣ TENSION SPLICE

Ⓢ STUD SPACING THROUGH FIELD SPLICE (SEE DETAIL SHEET 2 OF 2

NOTE: GIRDER DIMENSIONS ARE ALONG ℄ ARC OF WEB.



	GIRDER LINE	0.0L	0.1L	0.2L	0.3L	0.4L	0.5L	0.6L	0.7L	0.8L	0.9L	1.0L	0.1L	0.2L	0.3L	0.4L	0.5L	0.6L	0.7L	0.8L	0.9L	1.0L
DECK SLAB, HAUNCH, RAIL & 5 psf SIP FORMS (IN INCHES)	A	0.00	0.31	0.56	0.73	0.80	0.76	0.63	0.44	0.23	0.07	0.00	0.07	0.31	0.56	0.78	0.93	0.97	0.88	0.67	0.36	0.00
	B	0.00	0.39	0.72	0.94	1.03	0.99	0.83	0.59	0.32	0.10	0.00	0.09	0.36	0.55	0.79	0.95	0.99	0.91	0.70	0.38	0.00
	C	0.00	0.47	0.87	1.13	1.25	1.20	1.01	0.72	0.41	0.14	0.00	0.08	0.28	0.54	0.78	0.95	1.00	0.92	0.71	0.39	0.00
	D	0.00	0.55	1.02	1.33	1.46	1.40	1.18	0.85	0.48	0.17	0.00	0.06	0.26	0.52	0.77	0.95	1.01	0.93	0.72	0.39	0.00
TOTAL DEFLECTION (NO FUTURE WEARING SURFACE) (IN INCHES)	A	0.00	0.40	0.74	0.96	1.05	1.00	0.83	0.57	0.31	0.09	0.00	0.14	0.42	0.74	1.03	1.22	1.27	1.15	0.88	0.48	0.00
	B	0.00	0.51	0.94	1.23	1.35	1.29	1.08	0.77	0.43	0.14	0.00	0.12	0.39	0.73	1.03	1.24	1.30	1.19	0.91	0.50	0.00
	C	0.00	0.62	1.13	1.49	1.63	1.57	1.32	0.95	0.54	0.18	0.00	0.10	0.37	0.71	1.02	1.25	1.32	1.21	0.93	0.51	0.00
	D	0.00	0.72	1.33	1.75	1.92	1.85	1.55	1.12	0.63	0.22	0.00	0.08	0.34	0.68	1.01	1.25	1.33	1.23	0.95	0.52	0.00

DEAD LOAD DEFLECTION DIAGRAM AND DEFLECTION SCHEDULE

SPAN 13 & 14 GIRDER DIMENSION SCHEDULE

GIRDER	TOTAL LENGTH	DIM "A"	DIM "B"	DIM "C"	DIM "D"	DIM "E"	DIM "F"	DIM "G"	DIM "H"	"II"	DIM "I"	"JJ"	DIM "J"	DIM "K"	CURVE RADIUS
A	214'-5 3/8"	105'-7 7/16"	108'-9 15/16"	70'-7 7/16"	73'-9 15/16"	16'-7 1/16"	5'-6 1/16"	11'-1"	14'-2 5/8"	50	66'-8"	3	1'-5 7/16"	7 15/16"	816.26'
B	217'-5 11/16"	108'-8 3/16"	108'-9 1/2"	73'-8 3/16"	73'-9 1/2"	16'-9 1/8"	7'-6 7/16"	9'-2 11/16"	15'-2 3/16"	53	70'-8"	1	6 3/16"	7 1/2"	824.76'
C	220'-6"	111'-8 7/8"	108'-9 1/4"	76'-8 7/8"	73'-9 1/4"	16'-11 3/16"	9'-6 3/4"	7'-4 7/16"	16'-1 3/4"	55	73'-4"	2	10 7/8"	7 1/4"	833.26'
D	223'-6 1/4"	114'-9 5/8"	108'-8 5/8"	79'-9 5/8"	73'-8 5/8"	17'-1 1/4"	11'-7 1/8"	5'-6 1/8"	17'-1 1/4"	57	76'-0"	3	1'-3 5/8"	6 5/8"	841.76'

DECK SLAB ELEVATION SCHEDULE AT 10TH POINTS

GIRDER	SPAN 13											SPAN 14									
	PIER 12 BRNG.	0.1L	0.2L	0.3L	0.4L	0.5L	0.6L	0.7L	0.8L	0.9L	PIER 13 BRNG.	0.1L	0.2L	0.3L	0.4L	0.5L	0.6L	0.7L	0.8L	0.9L	PIER 14 BRNG.
A	1309.38	1309.04	1308.71	1308.37	1308.04	1307.70	1307.37	1307.04	1306.70	1306.37	1306.03	1305.69	1305.34	1305.00	1304.65	1304.31	1303.96	1303.62	1303.28	1302.93	1302.59
B	1309.89	1309.55	1309.20	1308.86	1308.52	1308.18	1307.84	1307.50	1307.16	1306.82	1306.48	1306.14	1305.80	1305.46	1305.12	1304.78	1304.43	1304.09	1303.75	1303.41	1303.07
C	1310.40	1310.05	1309.70	1309.36	1309.01	1308.66	1308.32	1307.97	1307.62	1307.28	1306.93	1306.59	1306.25	1305.92	1305.58	1305.24	1304.90	1304.57	1304.23	1303.89	1303.56
D	1310.91	1310.55	1310.20	1309.85	1309.50	1309.14	1308.79	1308.44	1308.09	1307.73	1307.38	1307.05	1306.71	1306.38	1306.04	1305.71	1305.38	1305.04	1304.71	1304.37	1304.04

Preliminary Plans

PHASE 4 OKLAHOMA COUNTY
BRIDGE "A" RAMP "A" AT I-35 & I-240 INTERCHANGE

DESIGN		
DRAWN		
CHECKED		
APPROVED		
SQUAD	POE	

PLATE GIRDER DETAILS
SPANS 13 AND 14
(SHEET 1 OF 2)

STATE JOB NO. 09032(08) SHEET NO. B057

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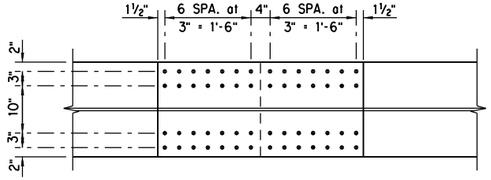
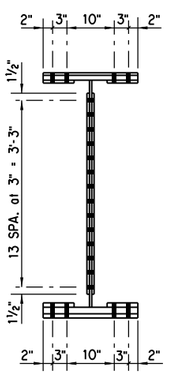
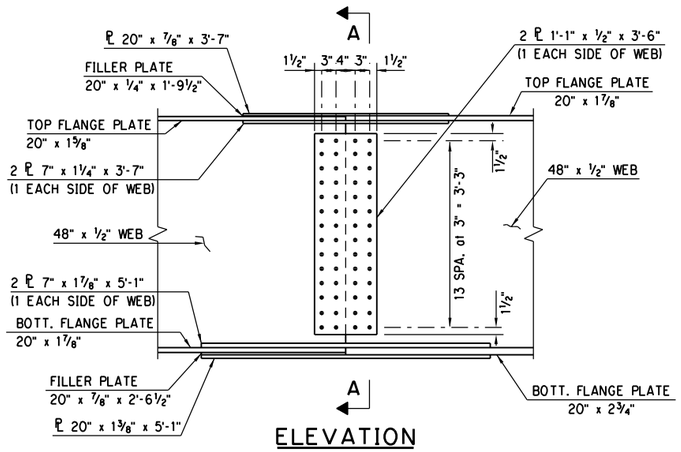


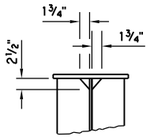
TOP FLANGE



SECTION A-A

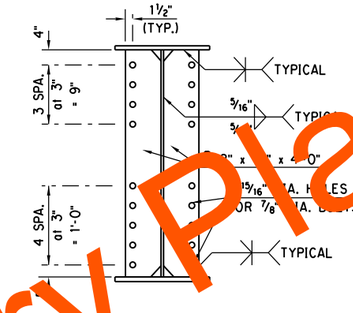


ELEVATION

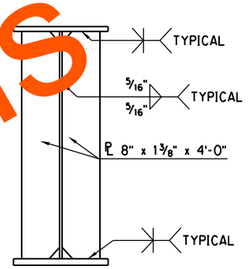


TYP. CORNER CLIP
(ALL STIFFENERS TOP AND BOTTOM)

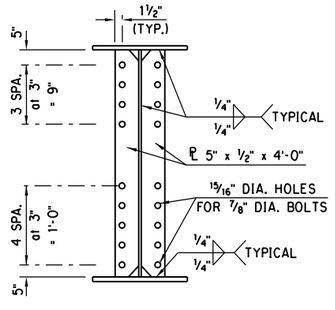
NOTE: TERMINATE FILLET WELDS ⅜" FROM THE EDGE OF CLIPPED CORNERS OF ALL STIFFENER PLATES AND NON-CLIPPED CORNERS OF INTERMEDIATE DIAPHRAGM STIFFENERS. WRAP FILLET WELDS AROUND NON-CLIPPED CORNERS OF BEARING STIFFENERS.



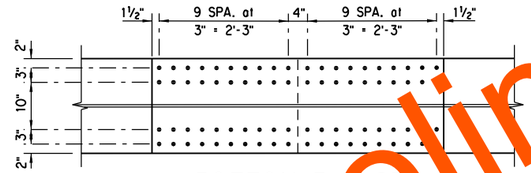
BEARING STIFFENER
PIER NO. 12 AND ABUT. NO. 2



BEARING STIFFENER
PIER NO. 13

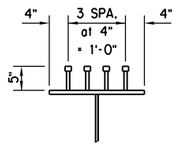


INTERMEDIATE STIFFENER

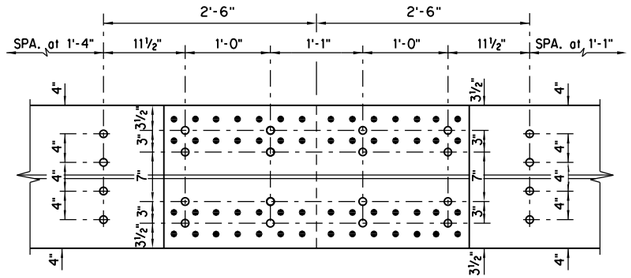


BOTTOM FLANGE

BOLTED FIELD SPLICE DETAIL
(LEFT SPLICE SHOWN, RIGHT OPPOSITE HAND)



STUD
SHEAR CONNECTORS
(5 - ⅞" DIA. x 5" STUDS)



STUD SPACING THROUGH FIELD SPLICE
(LEFT SPLICE SHOWN, RIGHT OPPOSITE HAND)

NOTES:

ALL GIRDER, STIFFENER AND SPLICE PLATES SHALL BE AASHTO M270, (ASTM A709) GRADE 50WT2.

ALL GIRDER, STIFFENER AND SPLICE PLATES SHALL CONFORM TO THE NON-FRACTURE CRITICAL CHARPY V-NOTCH TESTED FOR ZONE 2.

USE SHEAR CONNECTORS CONFORMING TO AASHTO M169 (ASTM A108), GRADE 1015, 1018, 1020.

PROVIDE WELDING WITH WEATHERING CHARACTERISTICS.

ALL BOLTS SHALL BE ⅞" DIA. ASTM A325 TYPE 3 WITH HEAVY HEX NUTS, HARDENED CIRCULAR WASHERS, AND 15/16" DIA. HOLES, UNLESS OTHERWISE NOTED.

SPLICE BOLTS SHALL BE PLACED WITH HEADS ON THE OUTSIDE FACE OF EXTERIOR GIRDERS AND ON BOTTOM OF GIRDER FLANGES.

BOLT THREADS MUST BE EXCLUDED FROM FIELD SPLICE SHEAR PLANES.

NO FIELD WELDING TO GIRDERS WILL BE ALLOWED EXCEPT AS SHOWN ON PLANS.

NOTE: SEE PLATE GIRDER ELEVATION, SHEET 1 OF 2 AND "FRAMING PLAN & DIAPHRAGM DETAILS", SHEET 3 OF 3 FOR LOCATIONS OF STIFFENERS.

OMIT BOLT HOLES ON EXTERIOR STIFFENERS ON EXTERIOR GIRDERS.

Preliminary Plans

DESIGN		
DRAWN		
CHECKED		
APPROVED		
SQUAD	POE	

PHASE 4 — OKLAHOMA COUNTY
BRIDGE "A" — RAMP "A" AT I-35 & I-240 INTERCHANGE

PLATE GIRDER DETAILS
SPANS 13 AND 14
(SHEET 2 OF 2)

STATE JOB NO. 09032(08) SHEET NO. B058

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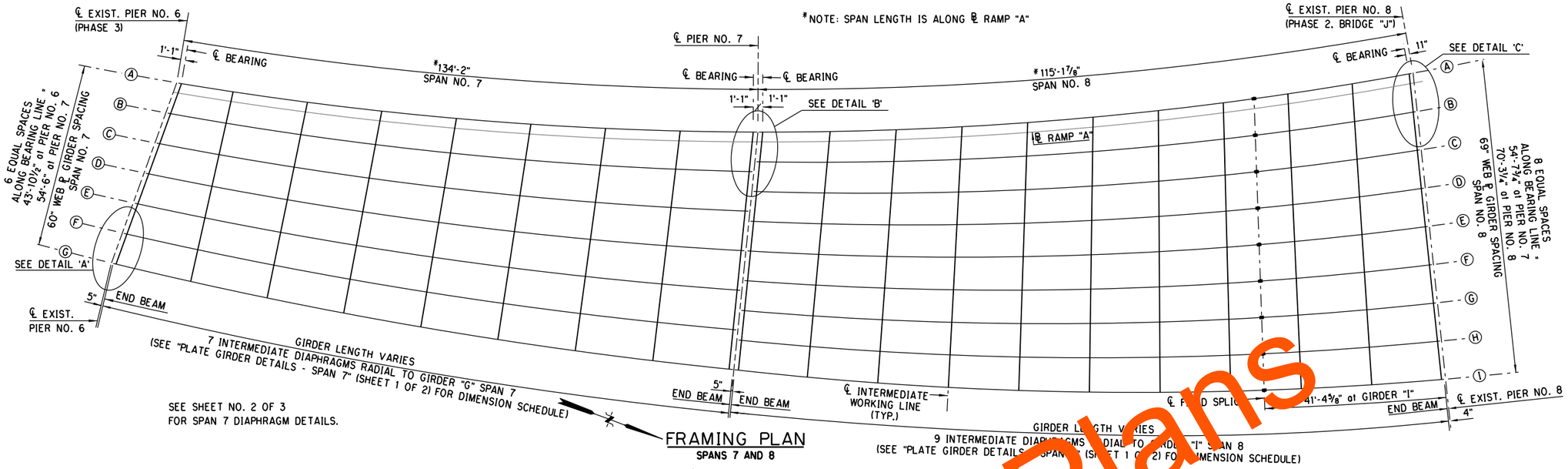
2/29/2024



SEE SHEET NO. 2 OF 3
FOR SPAN 7 DIAPHRAGM DETAILS.

FRAMING PLAN
SPANS 7 AND 8

DETAIL 'A'
DETAIL AT PIER NO. 6

SPAN NO. 8 END DIAPHRAGMS
(PIERS NO. 7 AND 8)
(M270 GRADE 50W STEEL)

SPAN NO. 8 INTERMEDIATE DIAPHRAGMS
(M270 GRADE 50W STEEL)

DETAIL 'B'
DETAIL AT PIER NO. 7

DETAIL 'C'
DETAIL AT PIER NO. 8

Preliminary Plans

DESIGN		
DRAWN		
CHECKED		
APPROVED		
SQUAD	POE	

PHASE 4 — OKLAHOMA COUNTY
BRIDGE "A" — RAMP "A" AT I-35 & I-240 INTERCHANGE

FRAMING PLAN AND DIAPHRAGM DETAILS
(SHEET 1 OF 3)

STATE JOB NO. 09032(08) SHEET NO. B059

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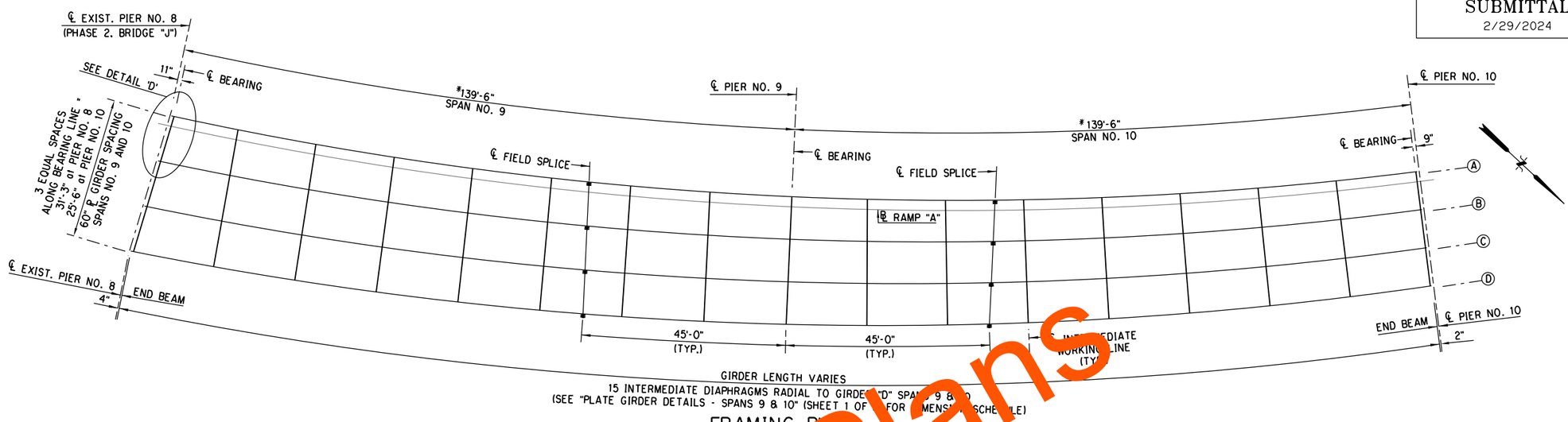
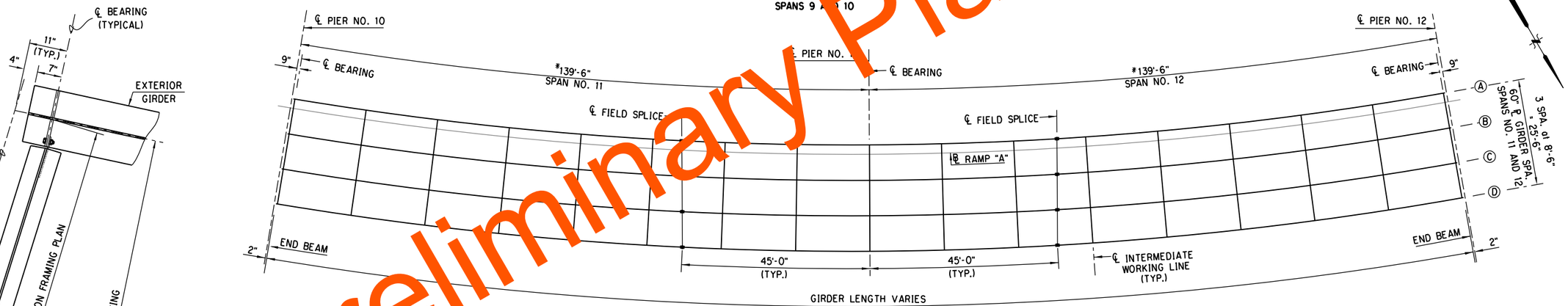
* NOTE: SPAN LENGTH IS ALONG ℄ RAMP "A"

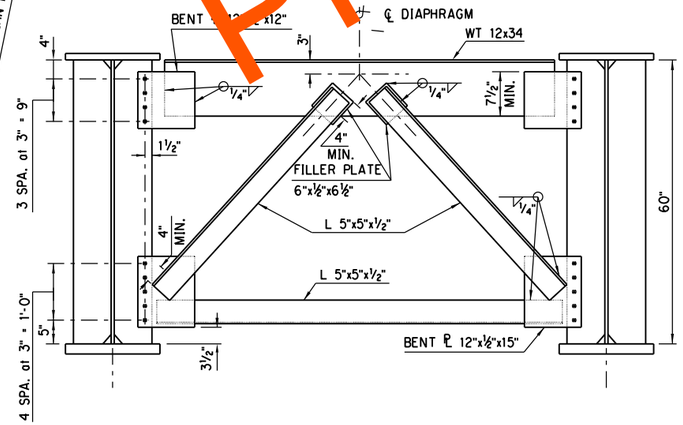


FRAMING PLAN
SPANS 9 AND 10

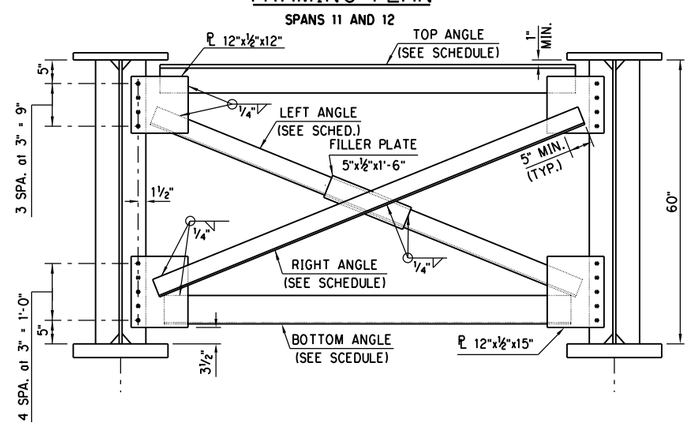


FRAMING PLAN
SPANS 11 AND 12

DETAIL 'D'
DETAIL AT PIER NO. 8



SPANS NO. 7 AND 9 THRU 12 END DIAPHRAGMS
(PIERS NO. 6, 7, 8, 10 AND 12)
(M270 GRADE 50W STEEL)



SPANS NO. 7 AND 9 THRU 12 INTERMEDIATE DIAPHRAGMS
(INCL. PIERS NO. 9 AND 11)
(M270 GRADE 50W STEEL)

INTERMEDIATE DIAPHRAGM ANGLE SCHEDULE				
SPAN	ANGLE			
	TOP	BOTTOM	LEFT	RIGHT
7	6"x6"x1/2"	6"x6"x1/2"	4"x4"x3/8"	4"x4"x3/8"
9-10	6"x6"x5/8"	6"x6"x5/8"	4"x4"x5/8"	4"x4"x5/8"
11-12	6"x6"x1/2"	6"x6"x1/2"	4"x4"x3/8"	4"x4"x3/8"

Preliminary Plans

DESIGN		
DRAWN		
CHECKED		
APPROVED		
SQUAD	POE	

PHASE 4 — OKLAHOMA COUNTY
BRIDGE "A" — RAMP "A" AT I-35 & I-240 INTERCHANGE

FRAMING PLAN AND DIAPHRAGM DETAILS
(SHEET 2 OF 3)

STATE JOB NO. 09032(08) SHEET NO. B060

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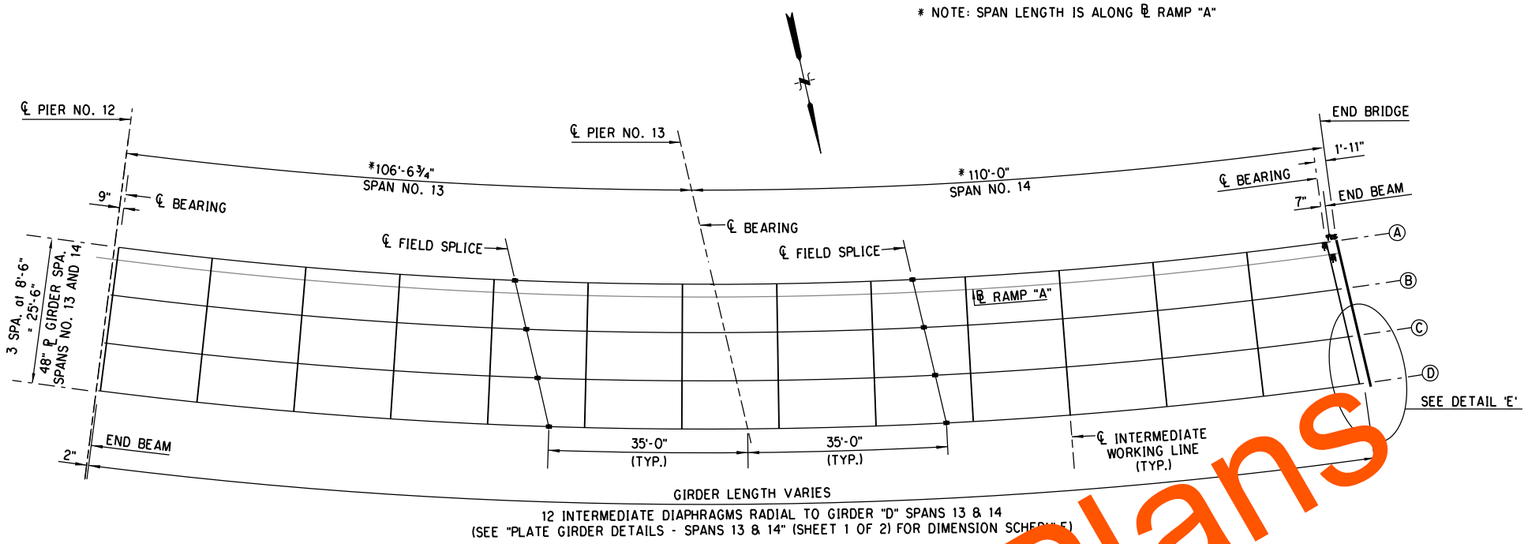
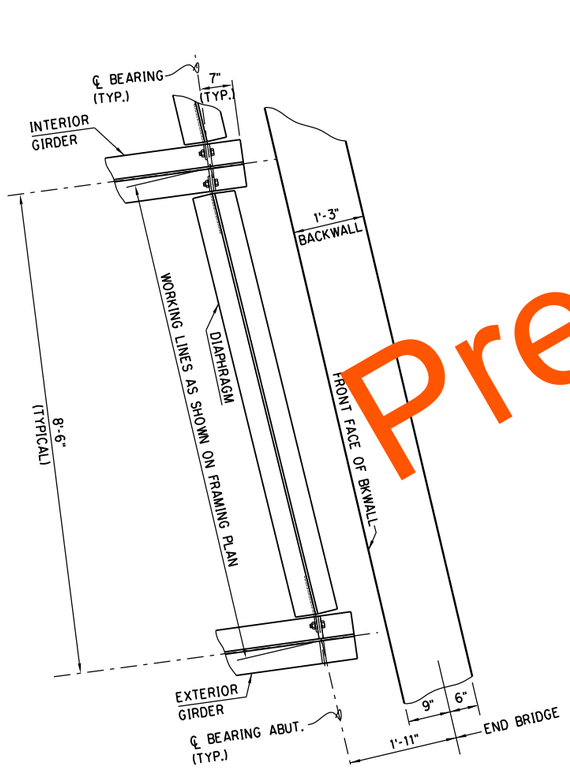
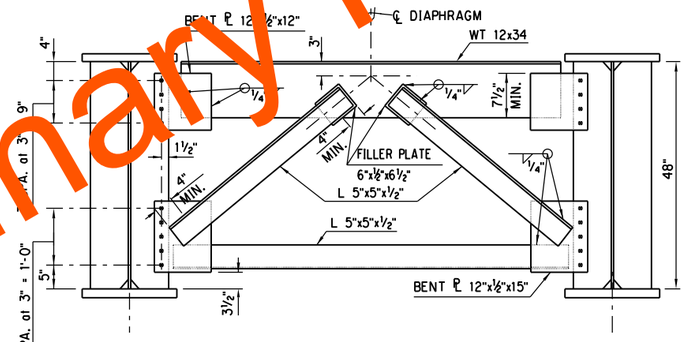


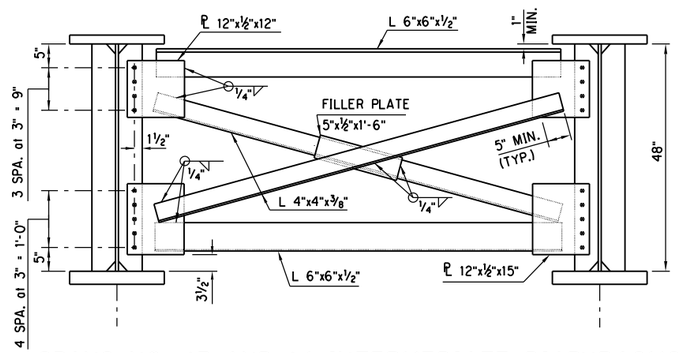
FRAMING PLAN
SPANS 13 AND 14



DETAIL 'E'
DETAIL AT ABUTMENT



SPANS NO. 13 AND 14 END DIAPHRAGMS
(PIER NO. 12 AND ABUTMENT)
(M270 GRADE 50W STEEL)



SPANS NO. 13 AND 14 INTERMEDIATE DIAPHRAGMS
(M270 GRADE 50W STEEL)

Preliminary Plans

DESIGN		
DRAWN		
CHECKED		
APPROVED		
SQUAD	POE	

PHASE 4 — OKLAHOMA COUNTY
BRIDGE "A" — RAMP "A" AT I-35 & I-240 INTERCHANGE

FRAMING PLAN AND DIAPHRAGM DETAILS
(SHEET 3 OF 3)

STATE JOB NO. 09032(08) SHEET NO. B061

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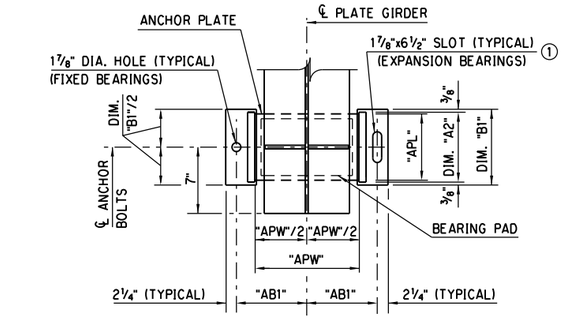
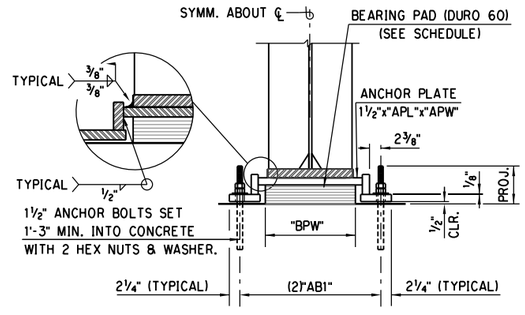
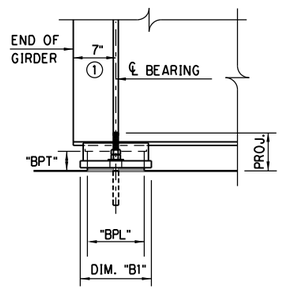
NOTE: ANCHOR BOLTS OMITTED FROM PLAN VIEW FOR CLARITY.



PLAN



ELEVATION

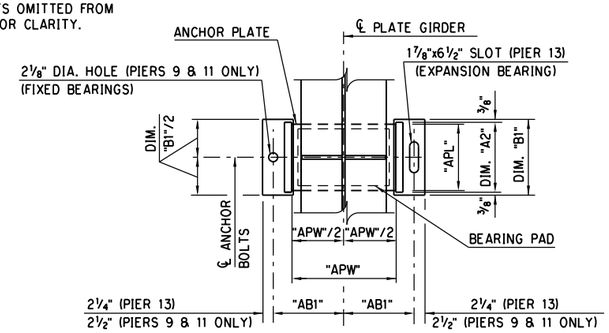


SIDE VIEW

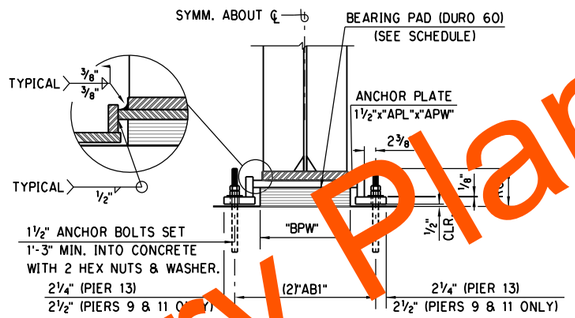
(SEE SCHEDULE FOR DIMENSIONS)

DETAILS OF END BEARING ASSEMBLY

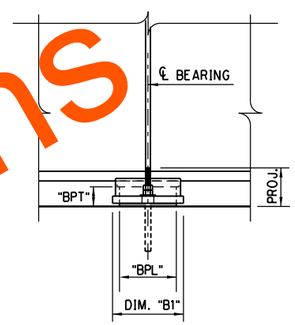
① ANCHOR BOLTS SHALL BE CENTERED IN SLOTS DURING SETTING OF BEAMS. DIMENSION MAY VARY DEPENDING ON TEMPERATURE AT THE TIME OF BEAM SETTING.



PLAN



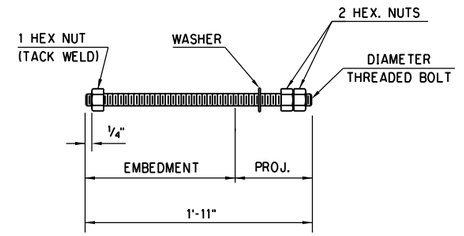
ELEVATION



SIDE VIEW

(SEE SCHEDULE FOR DIMENSIONS)

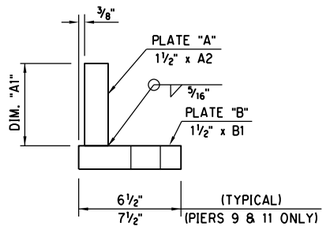
DETAILS OF CONTINUOUS BEARING ASSEMBLY



(SEE SCHEDULE FOR DIMENSIONS)

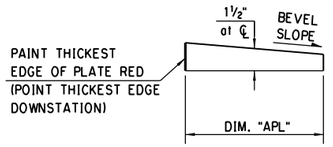
DETAIL OF BEARING ANCHOR BOLT

(SEE SEC. 724.05 OF THE STANDARD SPECIFICATIONS.)



(SEE SCHEDULE FOR DIMENSIONS)

BUILT-UP CONTACT ANGLE DETAIL



(SEE SCHEDULE FOR DIMENSIONS)

BEVELED ANCHOR PLATE DETAILS

BEARING PAD, ANCHOR ASSEMBLY AND ANCHOR BOLT SCHEDULE

LOCATION		60 DUROMETER BEARING PAD								1 1/2" ANCHOR PLATE			1 1/2" BUILT-UP CONTACT ANGLE				ANCHOR BOLT			
													PLATE "A"		PLATE "B"					
SPAN	POSITION	THICKNESS "BPT"	LENGTH "BPL"	WIDTH "BPW"	INNER LAMINATES NO.	INNER LAMINATES THICK	OUTER LAMINATES NO.	OUTER LAMINATES THICK	SHIM PLATE THICK	LENGTH "APL"	WIDTH "APW"	BEVEL SLOPE	DIM "A1"	DIM "A2"	DIM "B1"	"AB1"	DIAMETER	LENGTH	EMBEDMENT	PROJ.
7	PIER 6	4 1/8"	10"	1'-3"	2	1/4"	7	3/8"	8	11"	2'-0"	0.00%	4 1/4"	1'-0 1/4"	1'-1"	1'-3 7/8"	1 1/2"	1'-11"	1'-3"	8"
	PIER 7	4 1/8"	10"	1'-3"	2	1/4"	7	3/8"	8	11"	2'-0"	0.00%	4 1/4"	1'-0 1/4"	1'-1"	1'-3 7/8"	1 1/2"	1'-11"	1'-3"	8"
8	PIER 7	4 1/8"	10"	1'-3"	2	1/4"	7	3/8"	8	11"	2'-2"	0.00%	4 1/4"	1'-0 1/4"	1'-1"	1'-4 7/8"	1 1/2"	1'-11"	1'-3"	8"
	* PIER 8	4 1/8"	10"	1'-3"	2	1/4"	7	3/8"	8	11"	2'-2"	0.00%	4 1/4"	1'-0 1/4"	1'-1"	1'-4 7/8"	1 1/2"	1'-11"	1'-3"	8"
9 & 10	* PIER 8	4 1/8"	10"	1'-3"	2	1/4"	7	3/8"	8	11"	2'-2"	0.00%	4 1/4"	1'-0 1/4"	1'-1"	1'-4 7/8"	1 1/2"	1'-11"	1'-3"	8"
	PIER 9	5 1/8"	1'-1"	1'-6"	2	1/4"	9	3/8"	10	1'-2"	2'-2"	1.50%	5 1/4"	1'-3 1/4"	1'-4"	1'-5 3/8"	2"	2'-5"	1'-8"	9"
	PIER 10	4 1/8"	10"	1'-3"	2	1/4"	7	3/8"	8	11"	2'-2"	2.50%	4 1/4"	1'-0 1/4"	1'-1"	1'-4 7/8"	1 1/2"	1'-11"	1'-3"	8"
11 & 12	PIER 10	4 1/8"	10"	1'-3"	2	1/4"	7	3/8"	8	11"	2'-2"	2.50%	4 1/4"	1'-0 1/4"	1'-1"	1'-4 7/8"	1 1/2"	1'-11"	1'-3"	8"
	PIER 11	5 1/8"	1'-1"	1'-6"	2	1/4"	9	3/8"	10	1'-2"	2'-2"	2.50%	5 1/4"	1'-3 1/4"	1'-4"	1'-5 3/8"	2"	2'-5"	1'-8"	9"
	PIER 12	4 1/8"	10"	1'-3"	2	1/4"	7	3/8"	8	11"	2'-2"	2.50%	4 1/4"	1'-0 1/4"	1'-1"	1'-4 7/8"	1 1/2"	1'-11"	1'-3"	8"
13 & 14	PIER 12	4 5/8"	9"	1'-3"	2	1/4"	8	3/8"	9	10"	2'-0"	3.00%	4 3/4"	11 1/4"	1'-0"	1'-3 7/8"	1 1/2"	1'-11"	1'-3"	8"
	PIER 13	5 1/8"	1'-1"	1'-6"	2	1/4"	9	3/8"	10	1'-2"	2'-0"	3.00%	5 1/4"	1'-3 1/4"	1'-4"	1'-3 7/8"	1 1/2"	1'-11"	1'-8"	8"
	ABUT 2	4 5/8"	9"	1'-3"	2	1/4"	8	3/8"	9	10"	2'-0"	3.00%	4 3/4"	11 1/4"	1'-0"	1'-3 7/8"	1 1/2"	1'-11"	1'-3"	8"

* EXISTING PIER, PIER NO. 8, BRIDGE "A" (PHASE 4) = PIER NO. 1, BRIDGE "J" (PHASE 2)

BEARING ASSEMBLY NOTES:

PROVIDE STRUCTURAL STEEL ANCHOR PLATES AND BUILT-UP CONTACT PLATES IN ACCORDANCE WITH ASTM A240 (AUSTENITIC STAINLESS STEEL TYPE 316, CHARPY V-NOTCH TESTING NOT REQUIRED). FOR ANCHOR BOLTS, PROVIDE CONTINUOUSLY THREADED BARS IN ACCORDANCE WITH ASTM A320, CLASS 2, GRADE B8M (AUSTENITIC STAINLESS STEEL, TYPE 316, CHARPY V-NOTCH TESTING NOT REQUIRED). USE AUSTENITIC STAINLESS STEEL NUTS AND WASHERS CONFORMING TO ASTM A194, GRADE 8M AND ASTM A320, RESPECTIVELY. PERFORM ALL WELDING CONSISTENT WITH PROCEDURES FOR STAINLESS STEEL. SEE SEC 724.05 OF THE STANDARD SPECIFICATIONS.

Preliminary Plans

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PHASE 4 OKLAHOMA COUNTY

DESIGN		
DRAWN		
CHECKED		
APPROVED		
SQUAD	POE	

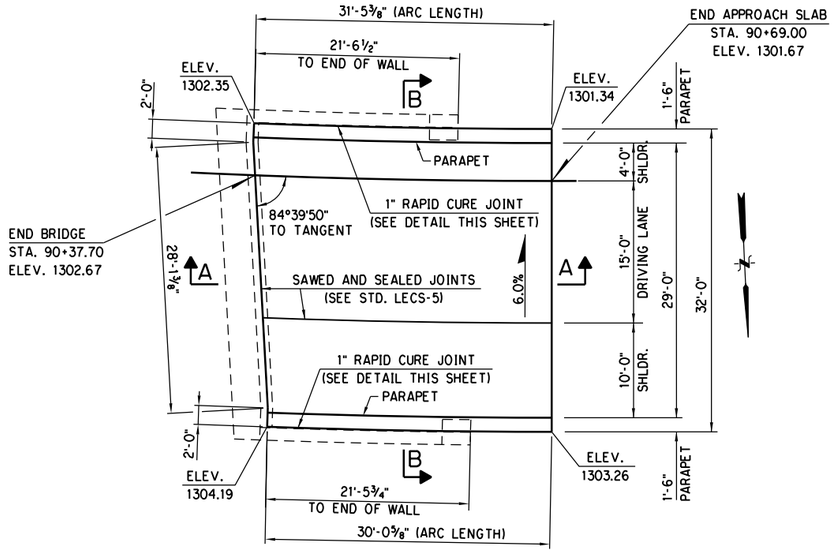
BRIDGE "A" RAMP "A" AT I-35 & I-240 INTERCHANGE

BEARING ASSEMBLY DETAILS

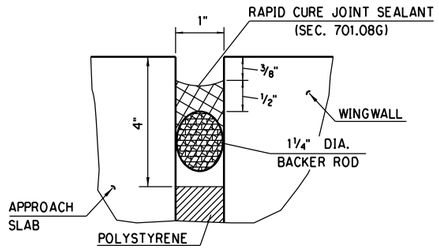
STATE JOB NO. 09032(08) SHEET NO. B062

POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL
2/29/2024

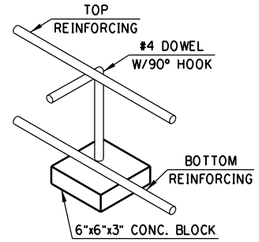


APPROACH SLAB PLAN



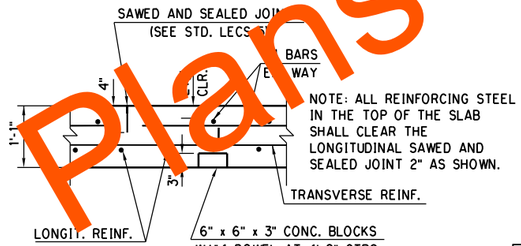
DETAIL OF RAPID CURE JOINT AT WINGWALLS

NOTE: FOR BACKER ROD AND JOINT SEALER GENERAL NOTES REFER TO STD. LECS-5.



DOWEL BLOCK

NOTE: CONTRACTOR MAY USE APPROVED HIGH CHAIRS WITH SAND PLATES (HCP) AND 6"x6"x3" PLAIN CONCRETE BLOCKS IN LIEU OF DOWEL BLOCKS SHOWN. SPACING SHALL BE 4'-0" MAX. ON CTRS.

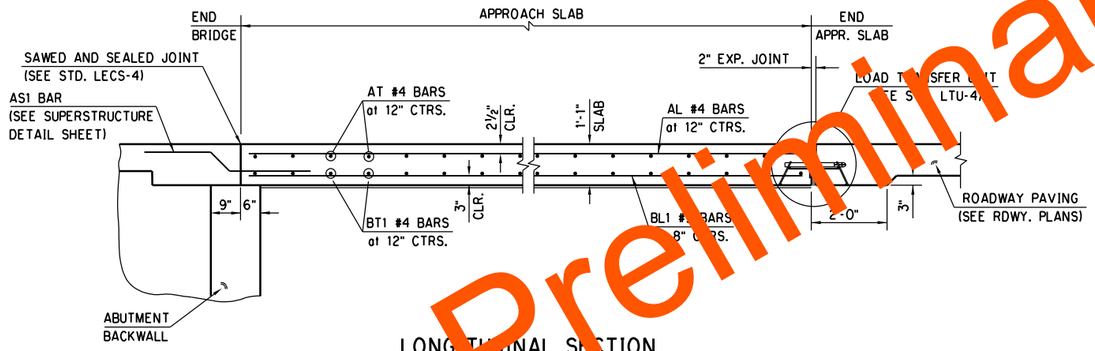


NOTE: ALL REINFORCING STEEL IN THE TOP OF THE SLAB SHALL CLEAR THE LONGITUDINAL SAWED AND SEALED JOINT 2" AS SHOWN.

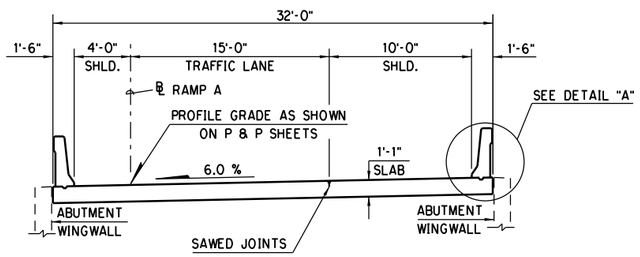
DETAIL OF SAWED JOINT AND DOWEL BLOCK

NOTE: DO NOT TINE WITHIN 6" OF THE JOINT BETWEEN THE APPROACH SLAB AND BRIDGE DECK OR WITHIN 6" OF THE SAWED JOINTS OR THE JOINTS BETWEEN THE APPROACH SLAB AND THE WINGWALLS.

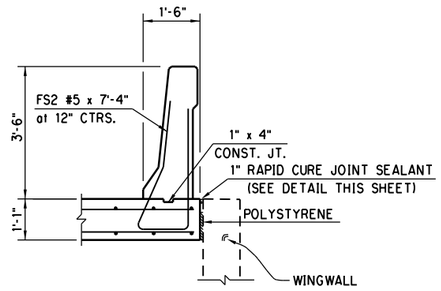
NOTE: FOR DETAILS OF PARAPET SEE ODOT STD. FSHP-42-2



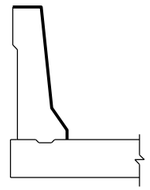
LONGITUDINAL SECTION SECTION A - A



TYPICAL SECTION SECTION B - B



DETAIL "A"



WATER REPELLENT SURFACE TREATMENT

SURFACES INDICATED WITH HEAVY LINES SHALL BE TREATED WITH A PENETRATING WATER REPELLENT SURFACE TREATMENT.

QUANTITIES		
ITEM	UNIT	ABUT. 1
APPROACH SLAB	S.Y.	109.40
SAW-CUT GROOVING	S.Y.	100.00
42" F-SHAPED PARAPET	L.F.	61.50
WATER REPELLENT (VISUALLY INSPECTED)	S.F.	30.00

NOTES:

CONCRETE FOR APPROACH SLABS SHALL BE CLASS AA. REINFORCING STEEL SHALL BE GRADE 60.

ALL COST OF MATERIALS, LABOR, AND INCIDENTALS NECESSARY TO COMPLETE THE WORK AS SHOWN SHALL BE INCLUDED IN THE UNIT PRICE BID PER SQUARE YARD OF APPROACH SLAB. THIS PRICE BID SHALL INCLUDE THE COST OF LOAD TRANSFER UNIT, POLYSTYRENE, RAPID CURE JOINT SEALANT, BACKER RODS, SAWING, DOWEL BLOCKS, POLYETHYLENE SHEETING, CLASS AA CONCRETE AND EPOXY COATED REINFORCING STEEL (INCLUDING FS2 PARAPET BARS).

ALL COST OF PARAPET SHALL BE INCLUDED IN PRICE BID PER L.F. OF "42" F-SHAPED PARAPET". THIS PRICE SHALL INCLUDE COST OF ALL FS1, FH1 AND FH2 EPOXY COATED REINFORCING STEEL. PARAPET SHALL BE FULL HEIGHT FOR THE LENGTH OF THE APPROACH SLAB.

Preliminary Plans

DESIGN		
DRAWN		
CHECKED		
APPROVED		
SQUAD	POE	

PHASE 4 — OKLAHOMA COUNTY
BRIDGE "A" — RAMP "A" AT I-35 & I-240 INTERCHANGE

APPROACH SLAB DETAILS
(SHEET 1 OF 2)

STATE JOB NO. 09032(08) SHEET NO. B063

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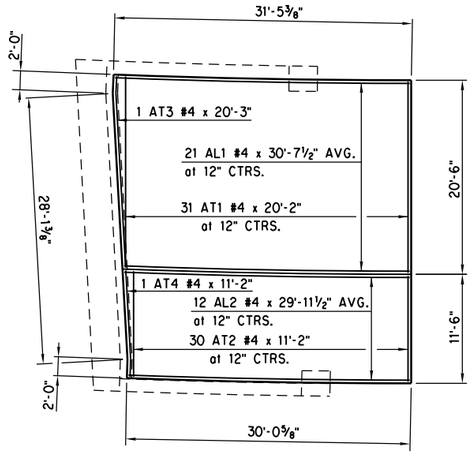
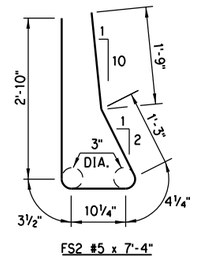
2/29/2024



TOP MAT REINFORCING PLAN



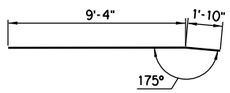
FS2 #5 x 7'-4"

NOTE: FS2 BARS SHALL BE TIED IN PLACE BEFORE POURING THE CONCRETE FOR THE APPROACH SLAB.

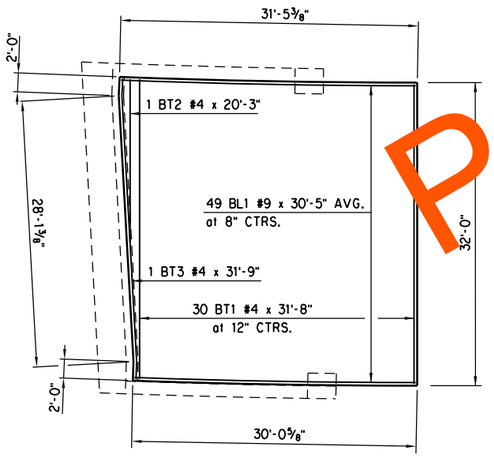
NOTE: ALL BENT BAR DIMENSIONS ARE OUT TO OUT.



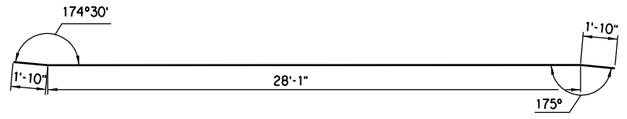
AT3 #4 x 20'-3"



AT4 #4 x 11'-2"



BOTTOM MAT REINFORCING PLAN



BT3 #4 x 31'-9"

BAR LIST - EPOXY COATED
(FOR INFORMATION ONLY)

MARK	NO.	SIZE	FORM	SPACING	LENGTH	VARIABLE LENGTH
AL1	21	#4	STR.	12" C/C	30'-7½" AVG.	31'-1" TO 30'-2"
AL2	12	#4	STR.	12" C/C	29'-11½" AVG.	30'-2" TO 29'-9"
AT1	31	#4	STR.	12" C/C	20'-2"	--
AT2	30	#4	STR.	12" C/C	11'-2"	--
AT3	1	#4	STR.	AS SHOWN	20'-3"	--
AT4	1	#4	STR.	AS SHOWN	11'-2"	--
BL1	48	#9	STR.	8" C/C	30'-5" AVG.	31'-1" TO 29'-9"
BT1	30	#4	STR.	12" C/C	31'-8"	--
BT2	1	#4	STR.	AS SHOWN	20'-3"	--
BT3	1	#4	BNT.	AS SHOWN	31'-9"	--
FS2	63	#5	BNT.	12 C/C	7'-4"	--

Preliminary Plans

DESIGN		
DRAWN		
CHECKED		
APPROVED		
SQUAD	POE	

PHASE 4 — OKLAHOMA COUNTY
BRIDGE "A" — RAMP "A" AT I-35 & I-240 INTERCHANGE

APPROACH SLAB DETAILS
(SHEET 2 OF 2)

STATE JOB NO. 09032(08) SHEET NO. B064

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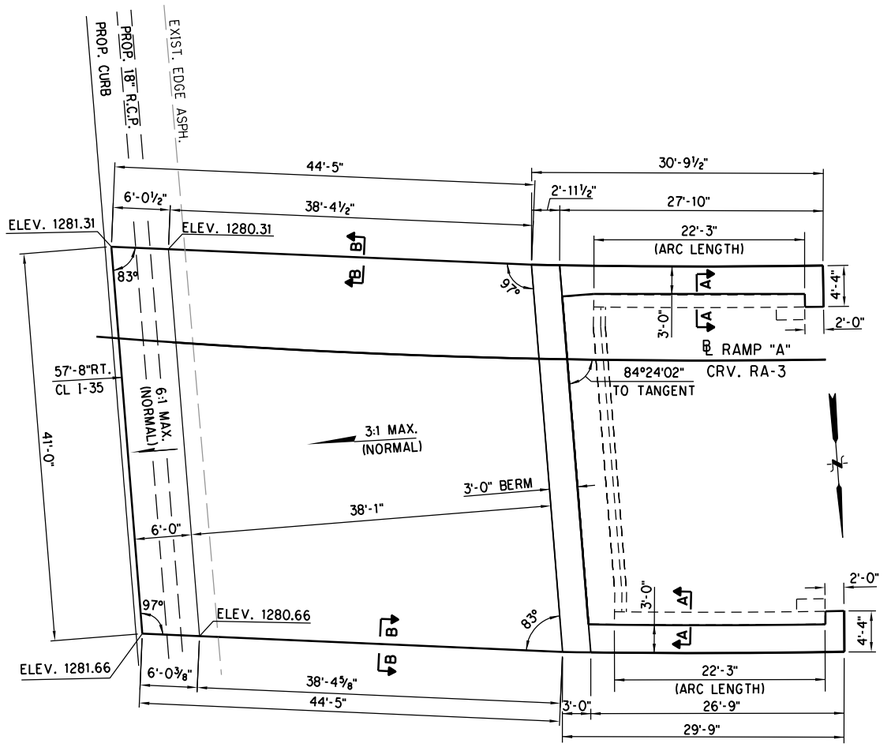
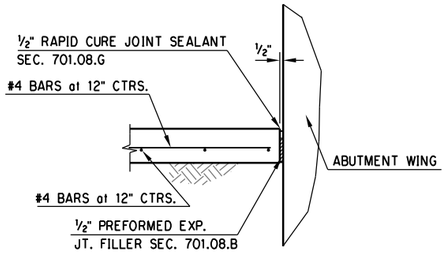
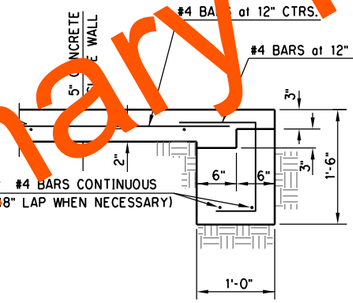
2/29/2024



PLAN ABUTMENT NO. 2



SECTION A-A
(TYPICAL AT WINGWALLS)



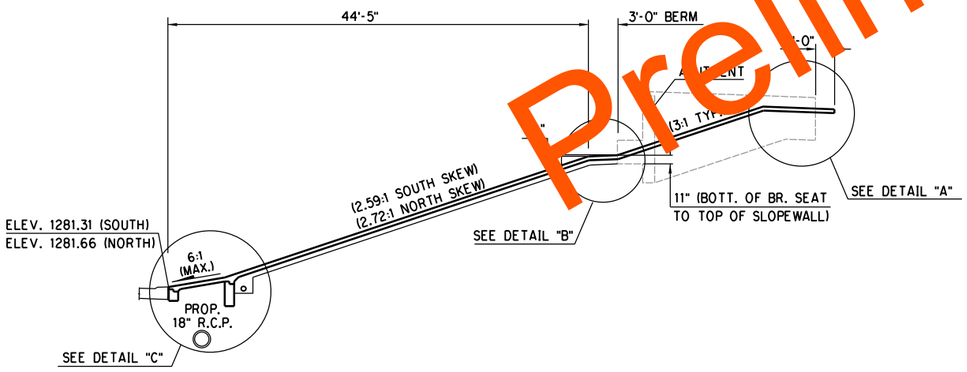
SECTION B-B
(TYPICAL)

QUANTITIES		
ITEM	UNIT	ABUT. 1
SLOPE WALL (5")	S.Y.	272.00
6" PERFORATED PIPE UNDERDRAIN ROUND	L.F.	41.00
① 6" NON-PERF. PIPE UNDERDRAIN RND.	L.F.	20.00

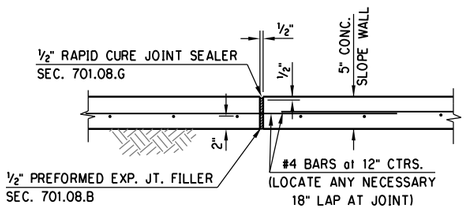
① NON-PEROFRATED PIPE SHALL BE CONNECTED TO PREFORATED PIPE AND EXTENDED OUTSIDE THE GROUND LINE TO DRAIN, AS DIRECTED IN THE FIELD BY THE ENGINEER.
PLACE A RODENT SCREEN AT OUTLET END OF PIPE.

SLOPE WALL NOTES:

1. ALL CONCRETE IN THE SLOPE WALL SHALL BE CLASS A CONCRETE AND SHALL BE POURED IN THE DRY. ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH SECTIONS 509 AND 610 OF THE STANDARD SPECIFICATIONS.
2. NO HORIZONTAL CONSTRUCTION JOINTS WILL BE PERMITTED IN THE SLOPE WALL. FINAL PLACEMENT AND LOCATION OF VERTICAL CONSTRUCTION JOINTS WILL BE DETERMINED IN THE FIELD BY THE ENGINEER.
3. SURFACE AREA OF TOE AND EDGES OF SLOPE WALL INCLUDED IN PAY QUANTITY SHOWN.
4. ALL COSTS OF THE JOINT SEALER AND FILLER, REINFORCING STEEL, CONCRETE, EXCAVATION, FILTER SAND COARSE UNDERDRAIN COVER MATERIAL, LABOR, FORMS AND INCIDENTALS NECESSARY TO COMPLETE THE WORK AS SHOWN, SHALL BE INCLUDED IN THE CONTRACT PRICE BID OFR SLOPE WALL (5").



TYPICAL SECTION AT ABUTMENT NO. 2



VERTICAL CONSTRUCTION JOINT DETAIL

NOTE: FOR DETAILS A, B, AND C.
SEE SHEET 2 OF 2.

Preliminary Plans

PHASE 4 OKLAHOMA COUNTY

DESIGN		
DRAWN		
CHECKED		
APPROVED		
SQUAD	POE	

BRIDGE "A" RAMP "A" AT I-35 & I-240 INTERCHANGE

SLOPE WALL DETAILS
(SHEET 1 OF 2)

STATE JOB NO. 09032(08) SHEET NO. B065

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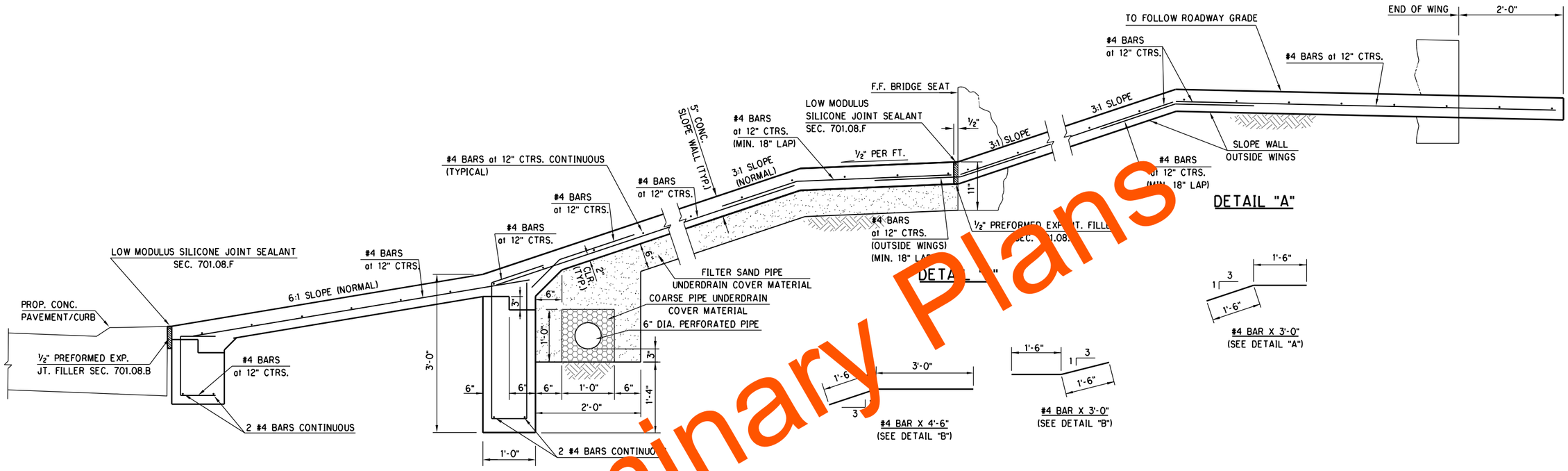
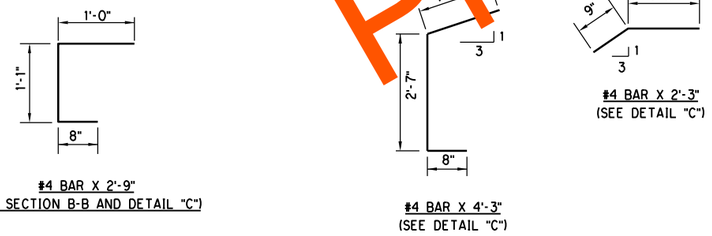
2/29/2024



DETAIL "C"



NOTE: ALL BAR BEND DIMENSIONS ARE OUT TO OUT.

Preliminary Plans

PHASE 4 — OKLAHOMA COUNTY
BRIDGE "A" — RAMP "A" AT I-35 & I-240 INTERCHANGE

DESIGN		
DRAWN		
CHECKED		
APPROVED		
SQUAD	POE	

SLOPE WALL DETAILS
(SHEET 2 OF 2)

STATE JOB NO. 09032(08) SHEET NO. B066

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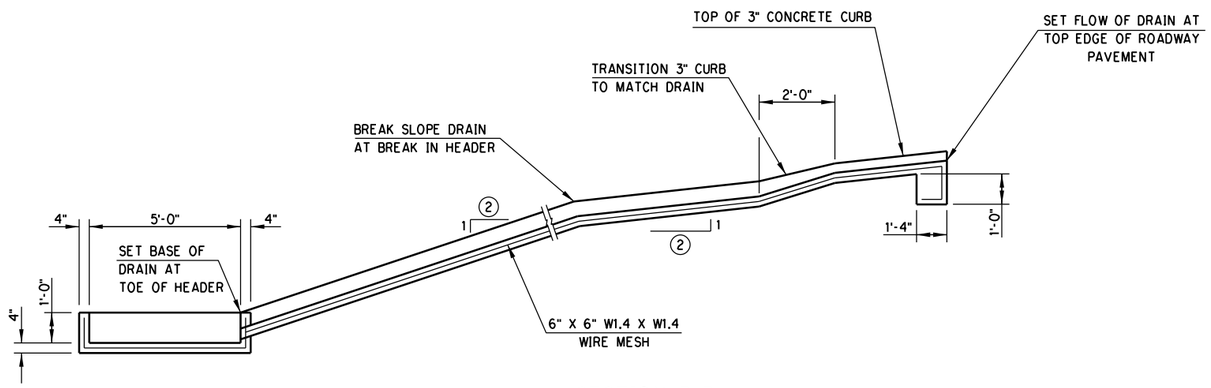
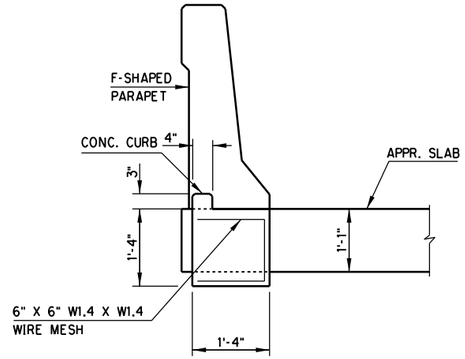
90% PLAN SUBMITTAL
2/29/2024

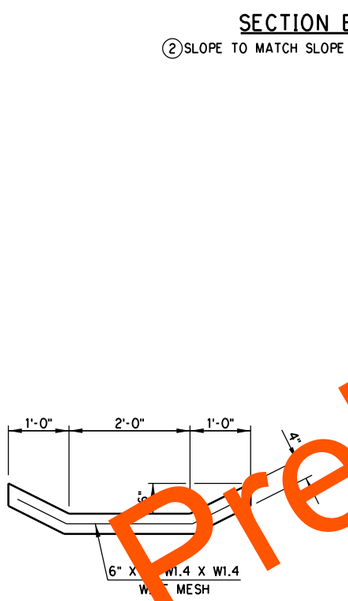


SECTION B-B

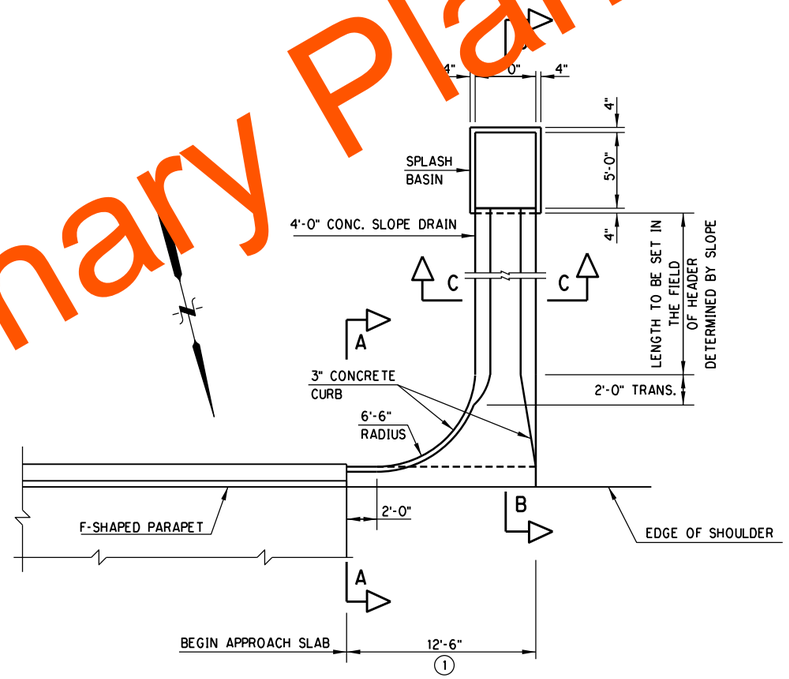
(2) SLOPE TO MATCH SLOPE OF HEADER



SECTION A-A



SECTION C-C



SLOPE DRAIN PLAN
ABUT. NO. 2

(1) ACTUAL LOCATION OF DRAIN TO BE SET IN THE FIELD.

Preliminary Plans

NOTE:
SLOPE DRAINS AND CURBS SHALL BE CONSTRUCTED USING CLASS "C" CONCRETE AS SHOWN ON THIS SHEET. ALL COSTS OF EXCAVATION, SLOPE DRAINS, CURBS, AND REINFORCING STEEL SHALL BE INCLUDED IN THE PAY ITEM FOR "CLASS "C" CONCRETE".

DESIGN		
DRAWN		
CHECKED		
APPROVED		
SQUAD	POE	

PHASE 4 OKLAHOMA COUNTY
BRIDGE "A" RAMP "A" AT I-35 & I-240 EXCHANGE

DRAIN AT END OF BRIDGE DETAILS

STATE JOB NO. 09032(08) SHEET NO. B067

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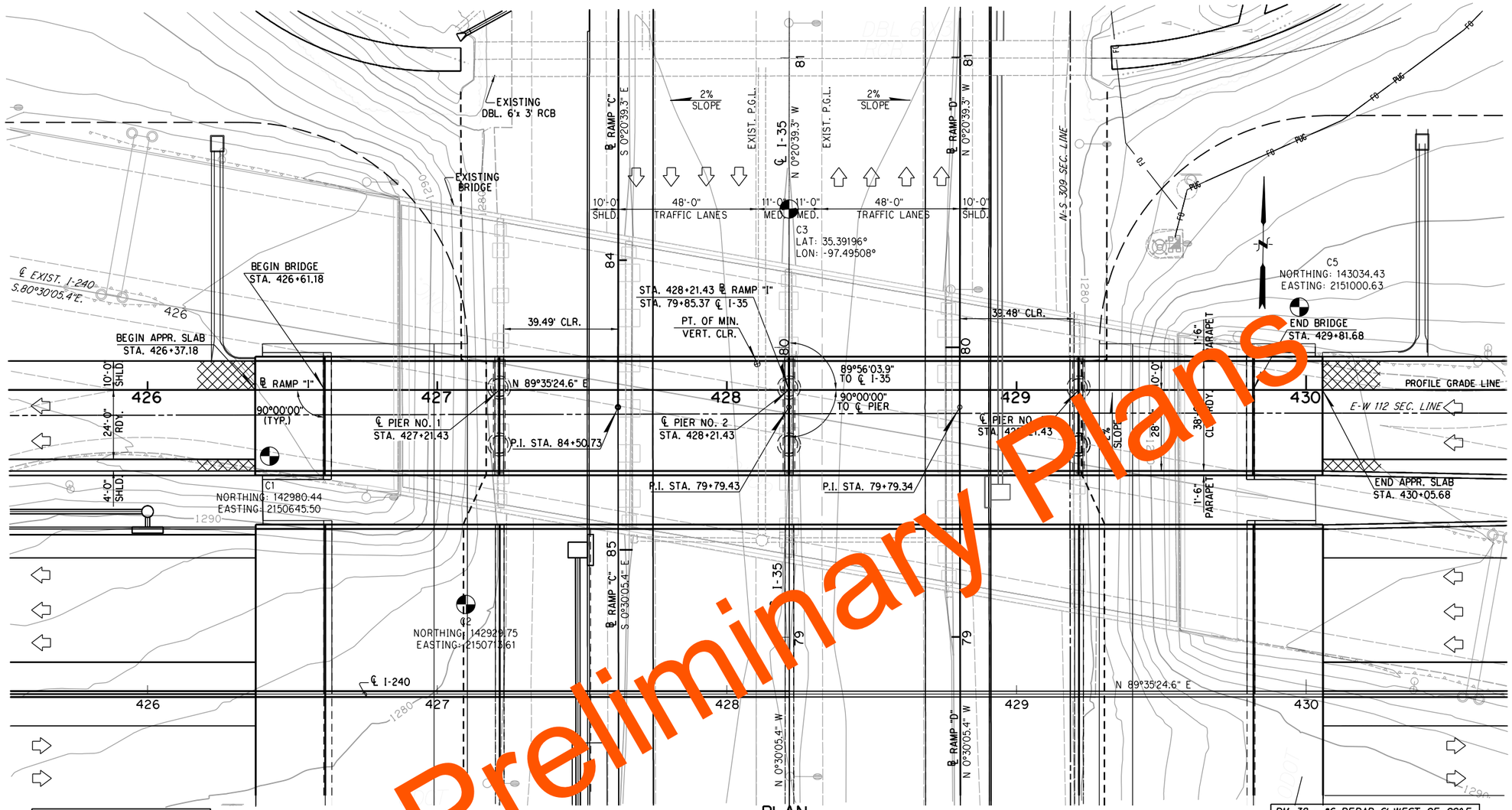
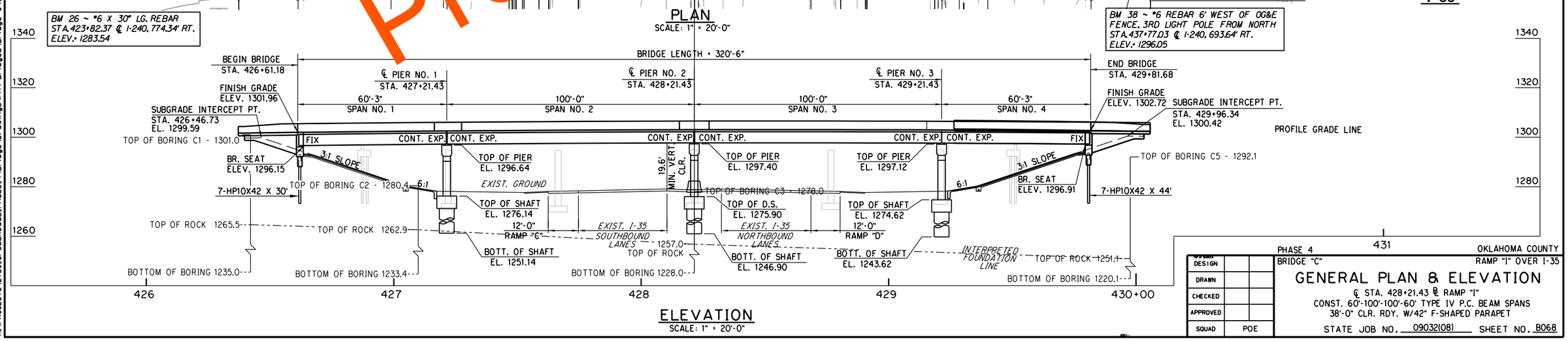
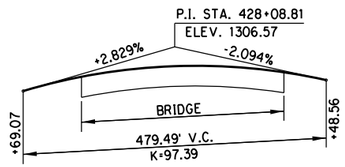
90% PLAN SUBMITTAL
2/29/2024



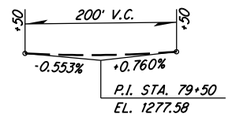
PLAN
SCALE: 1" = 20'-0"



ELEVATION
SCALE: 1" = 20'-0"



PROFILE GRADE DATA
RAMP "I"



EXIST. PROFILE GRADE DATA
I-35

Preliminary Plans

DESIGN		
DRAWN		
CHECKED		
APPROVED		
SQUAD	POE	

PHASE 4 — OKLAHOMA COUNTY
BRIDGE "C" — RAMP "I" OVER I-35

GENERAL PLAN & ELEVATION

℄ STA. 428+21.43 ℄ RAMP "I"
CONST. 60'-100'-100'-60' TYPE IV P.C. BEAM SPANS
38'-0" CLR. RDY. W/42" F-SHAPED PARAPET

STATE JOB NO. 09032(108) SHEET NO. B068

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DESIGN DATA

CONCRETE CLASS AA	f'c = 4 K.S.I.
CONCRETE CLASS A	f'c = 3 K.S.I.
REINFORCING STEEL (GRADE 60)	Fy = 60 K.S.I.
STRUCTURAL STEEL AASHTO M270 GRADE 50W	Fy = 50 K.S.I.
STAINLESS STEEL, ASTM A240 (TYPE 316)	Fy = 30 K.S.I.

LOADING:
HL-93 OR OKLAHOMA OVERLOAD TRUCK OR SPECIAL OVERLOAD TRUCK (SEE DIAGRAM THIS SHEET)
5 PSF SIP STEEL DECK FORM ALLOWANCE
20 PSF FUTURE WEARING SURFACE

DESIGN:
AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, 7TH EDITION
ANSI/AASHTO/AWS D1.5 WELDING CODE

LRFR OF HL-93 LOADING:
INVENTORY RATING FACTOR = 1.34
OPERATING RATING FACTOR = 2.07

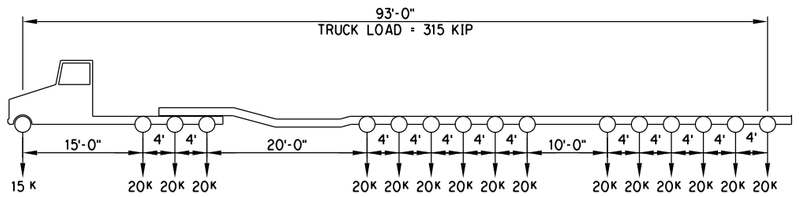
FOUNDATION DATA

PIERS (72" DIAMETER DRILLED SHAFTS)		PIER NO. 1 & PIER NO. 3	PIER NO. 2
FACTORED REACTION (TONS/SHAFT)	=	633	725
MINIMUM DEPTH INTO ROCK (FEET)	=	10'-0"	10'-0"
NOMINAL UNIT BEARING CAPACITY (TONS/S.F.)	=	29.6	40.1
BEARING RESISTANCE FACTOR	=	0.7	0.7
FACTORED BEARING RESISTANCE (TONS/SHAFT)	=	585	794
NOMINAL UNIT FRICTION RESISTANCE (TONS/S.F.)	=	3.9	6.0
FRICTION RESISTANCE FACTOR	=	0.45	0.45
DEPTH OF ROCK NEGLECTED FOR FRICTION (FT.)	=	5'	5'
FACTORED FRICTION RESISTANCE (TONS/SHAFT)	=	165	254
TOTAL FACTORED RESISTANCE (TONS/SHAFT)	=	750	1048

ABUTMENTS (HP 10X42 PILING)

FACTORED PILE REACTION (TONS/PILE) = 76.0

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



SPECIAL OVERLOAD TRUCK DIAGRAM

SUMMARY OF BRIDGE QUANTITIES

ITEM	UNIT	ABUTS	PIERS	SUPER STRUCTURE	APPR. SLABS	SLOPE WALLS	PIER PROTECTION	TOTAL
SUBSTRUCTURE EXCAVATION COMMON	C.Y.	90.00	--	--	--	--	--	90.00
CLSM BACKFILL	C.Y.	198.00	--	--	--	--	--	198.00
PRESTRESSED CONCRETE BEAMS (TYPE IV)	L.F.	--	--	1,593.34		--	--	1,593.34
APPROACH SLAB	S.Y.	--	--	--	218.80	--	--	218.80
SAW-CUT GROOVING	S.Y.	--	--	1,353.20	202.80	--	--	1,556.00
42" F-SHAPED PARAPET	L.F.	--	--	641.00	96.00	--	--	737.00
STRUCTURAL STEEL	LB.	--	--	1,540.00	--	--	--	1,540.00
WEATHERING STEEL FIXED BEARING ASSEMBLY	EA.	--	--	10.00	--	--	--	10.00
STAINLESS STEEL EXPANSION BEARING ASSEMBLY	EA.	--	--	30.00	--	--	--	30.00
ELASTOMERIC BEARING PADS	EA.	--	--	30.00	--	--	--	30.00
CLASS AA CONCRETE	C.Y.	--	--	396.30	--	--	--	396.30
CLASS A CONCRETE	C.Y.	61.60	216.00	--	--		53.20	330.80
CLASS C CONCRETE	C.Y.	--	--	--	--	2.00	--	2.00
SLOPE WALL (5")	S.Y.	--	--	--	--	853.00	--	853.00
REINFORCING STEEL	LB.	--	1,500.00	--	--	--	6,780.00	8,280.00
EPOXY COATED REINFORCING STEEL	LB.	10,420.00	47,700.00	9,000.00	--	--	--	167,120.00
PILES. FURNISHED (HP 10X42)	L.F.	518.00	--	--	--	--	--	518.00
PILES. DRIVEN (HP 10X42)	L.F.	518.00	--	--	--	--	--	518.00
PILES SPLICE. H-PILE (NON-BIDDABLE)	EA.	1.00	--	--	--	--	--	1.00
WATER REPELLENT (VISUALLY INSPECTED)		34.00	1[illegible].00	1,485.00	48.00	--	--	1,723.00
DRILLED SHAFTS 72" DIAMETER	L.F.		1[illegible].00	--	--	--	--	142.00
CROSSHOLE SONIC LOGGING	EA.	--	1.00	--	--	--	--	1.00
ELASTOMERIC COATING		--	624.00	--	--	--	--	624.00
SEALER CRACK PREPARATION	L.F.	--	--	228.00	--	--	--	228.00
SEALER RESIN	GAL.	--	--	3.00	--	--	--	3.00
6" PERFORATED PIPE UNDERDRAIN ROUND	L.F.	88.00	--	--	--	122.00	--	210.00
6" NON-PERFORATED PIPE UNDERDRAIN ROUND	L.F.	40.00	--	--	--	40.00	--	80.00
REMOVAL OF EXISTING BRIDGE STRUCTURE	L.SUM	--	--	--	--	--	--	1.00

Preliminary Plans

BRIDGE "C" PHASE 4 INDEX OF SHEETS

SHEET NO.	DESCRIPTION
AB03	SUMMARY OF PAY QUANTITIES (BRIDGE)
AB04	GENERAL NOTES (BRIDGE)
B068	GENERAL PLAN & ELEVATION
B069	DESIGN DATA AND SUMMARY OF QUANTITIES
B070-B071	FOUNDATION REPORT
B072	SUBSTRUCTURE LAYOUT
B073	ABUTMENT EXCAVATION AND UNDERDRAIN DETAILS
B074-B076	ABUTMENT DETAILS
B077-B079	PIER DETAILS
B080-B081	PIER PROTECTION DETAILS
B082-B083	BARRIER TRANSITION DETAILS
B084-B086	SUPERSTRUCTURE DETAILS
B087	LONGITUDINAL SECTION AND DIAPHRAGM DETAILS
B088	PARAPET LAYOUT
B089-B090	TYPE IV P.C.B. DETAILS
B091	BEARING ASSEMBLY DETAILS
B092-B093	APPROACH SLAB DETAILS
B094-B095	SLOPEWALL DETAILS
B096-B097	DRAINS AT END OF BRIDGE DETAILS

2009 BRIDGE STANDARDS

STD.	EJ-DTL
STD.	FSHP-42-2
STD.	HP1-2

2019 ROADWAY STANDARDS

STD.	LTU-5
STD.	PUD-4

PHASE 4 — OKLAHOMA COUNTY
BRIDGE "C" — RAMP "I" OVER I-35

DESIGN		
DRAWN		
CHECKED		
APPROVED		
SQUAD	POE	

DESIGN DATA AND SUMMARY OF QUANTITIES

STATE JOB NO. 09032(08) SHEET NO. B069

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POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL
2/29/2024

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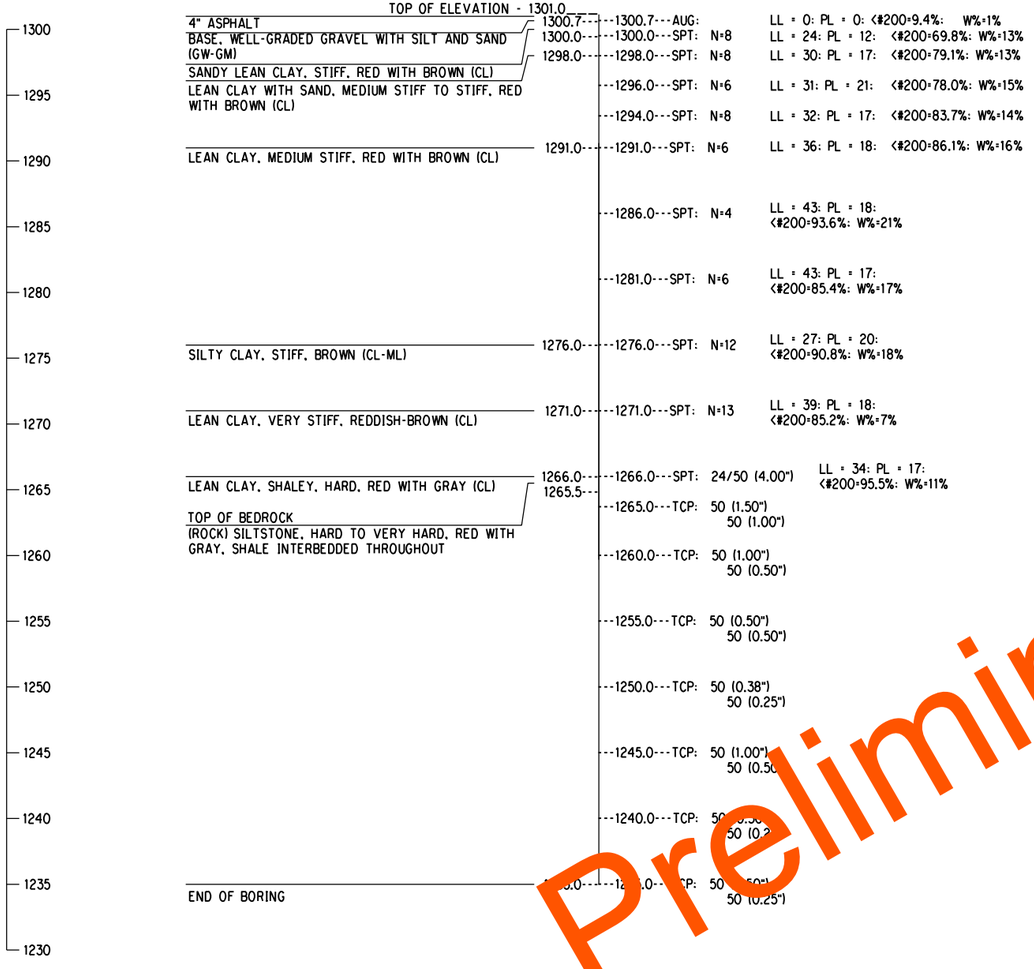
EASTING: 215064.55
DATE DRILLED: 10/24/17



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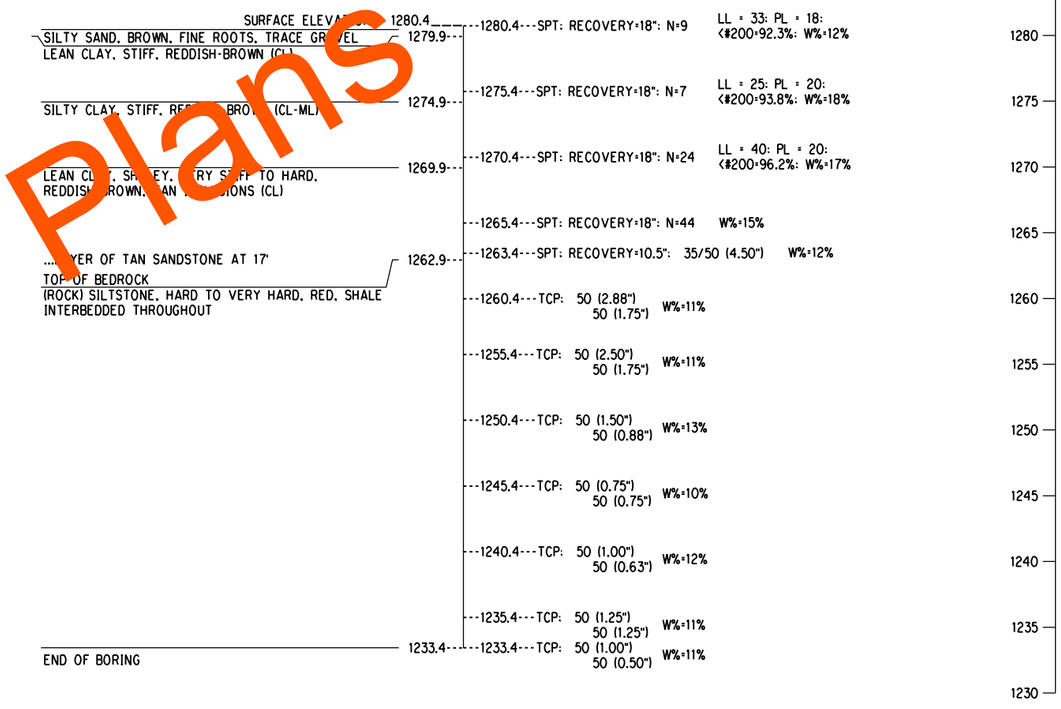

Preliminary Plans

GEOLOGIC STATEMENT

"DIVISION FOUR" OF THE "ENGINEERING CLASSIFICATION OF GEOLOGICAL MATERIALS", PUBLISHED BY THE OKLAHOMA DEPARTMENT OF TRANSPORTATION (ODOT) INDICATES THAT THE SITE IS UNDERLAIN BY THE HENNESSEY UNIT (PHY). THE GEOLOGIC UNIT IS DESCRIBED BELOW.

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

THE TOTAL THICKNESS OF THE UNIT IS ABOUT 400 FEET.

THE HENNESSEY UNIT OUTCROPS IN A 5- TO 15-MILE NORTH-SOUTH BAND ACROSS GRANT, GARFIELD, KINGFISHER, LOGAN, CANADIAN, AND OKLAHOMA COUNTIES IN DIVISION FOUR. TOPOGRAPHICALLY, THE UNIT IS NEAR LEVEL TO GENTLY ROLLING AND IS GENERALLY GRASS COVERED OR CULTIVATED.

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

NOTE: SPT - SPLIT SPOON SAMPLING
TCP - TEXAS CONE PENETRATOR TEST
AUG - AUGUR CUTTING SAMPLE
LL - LIQUID LIMIT
PL - PLASTIC LIMIT

<#200 - PERCENT PASSING #200 SIEVE
W% - MOISTURE CONTENT
N - NUMBER OF BLOWS PER 12 INCHES
▽ DENOTES DEPTH TO OBSERVED GROUNDWATER

PROFESSIONAL SERVICE INDUSTRIES, INC.

DESIGN		
DRAWN		
CHECKED		
APPROVED		
SQUAD	POE	

PHASE 4 — OKLAHOMA COUNTY
BRIDGE "C" — RAMP "I" OVER I-35

FOUNDATION REPORT
(SHEET 1 OF 2)

STATE JOB NO. 09032(08) SHEET NO. B070

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POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL
2/29/2024

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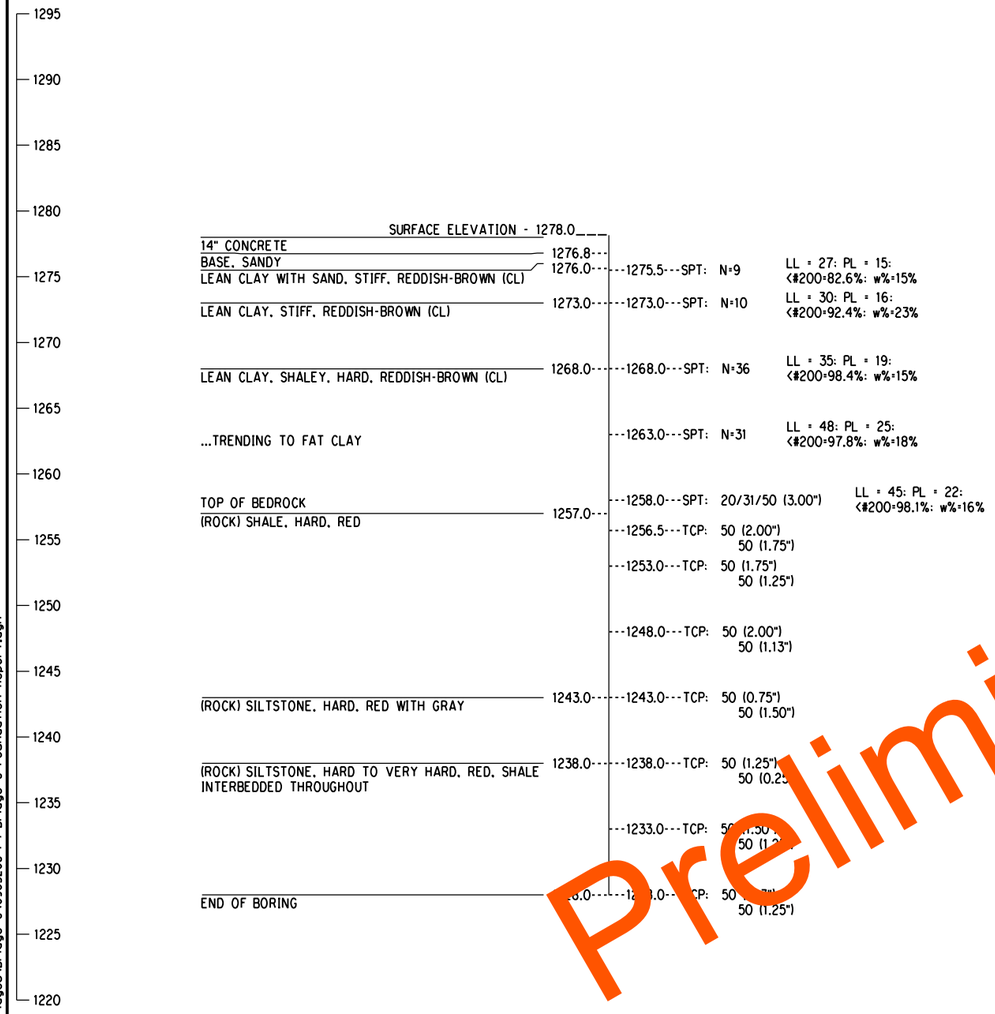
Easting: -
Date Drilled: 6/3/18



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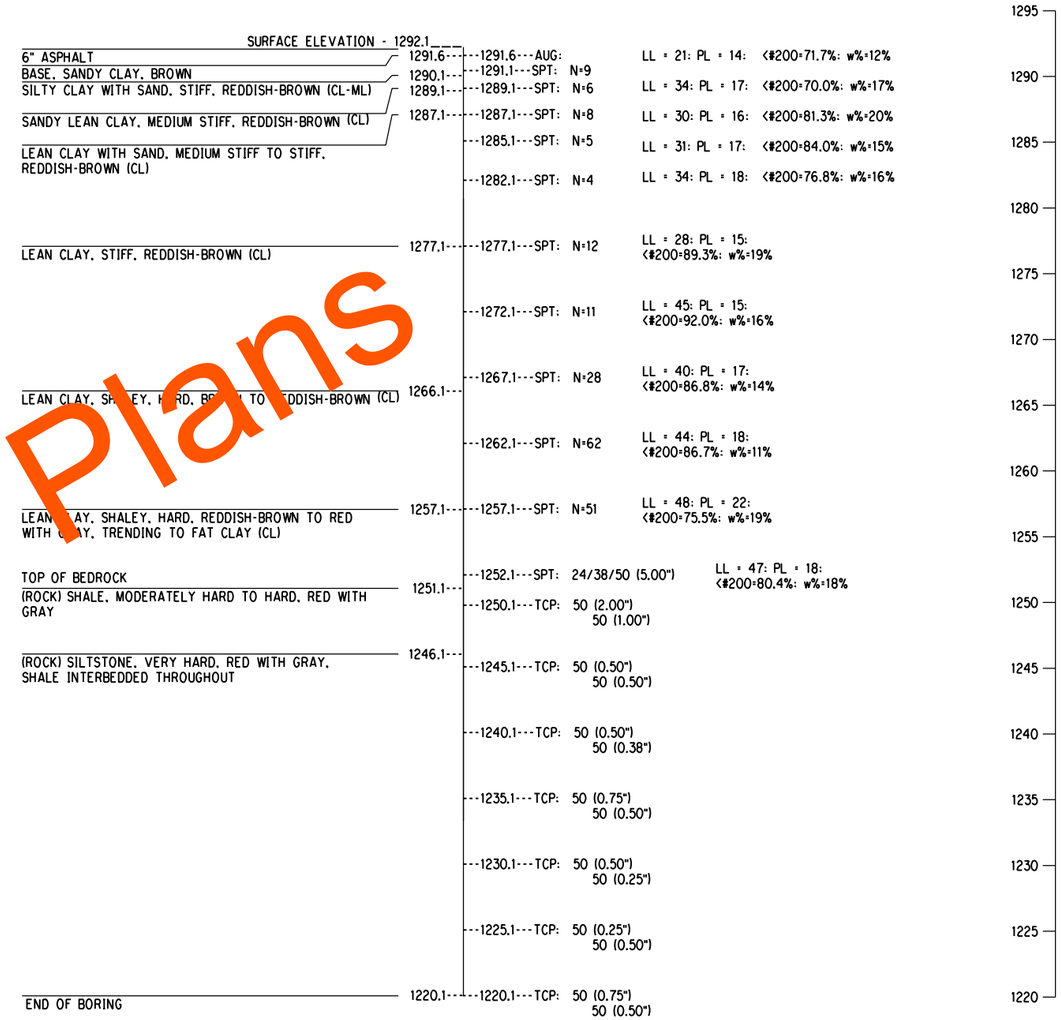

Preliminary Plans

GEOLOGIC STATEMENT

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GEOTECHNICAL REPORT

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

NOTE: SPT - SPLIT SPOON SAMPLING
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<#200 - PERCENT PASSING #200 SIEVE
W% - MOISTURE CONTENT
N - NUMBER OF BLOWS PER 12 INCHES
▽ DENOTES DEPTH TO OBSERVED GROUNDWATER

PROFESSIONAL SERVICE INDUSTRIES, INC.

DESIGN		
DRAWN		
CHECKED		
APPROVED		
SQUAD	POE	

PHASE 4 — OKLAHOMA COUNTY

BRIDGE "C" — RAMP "I" OVER I-35

FOUNDATION REPORT
(SHEET 2 OF 2)

STATE JOB NO. 09032(08) SHEET NO. B071

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POE & ASSOCIATES, OKLAHOMA CITY, OK.

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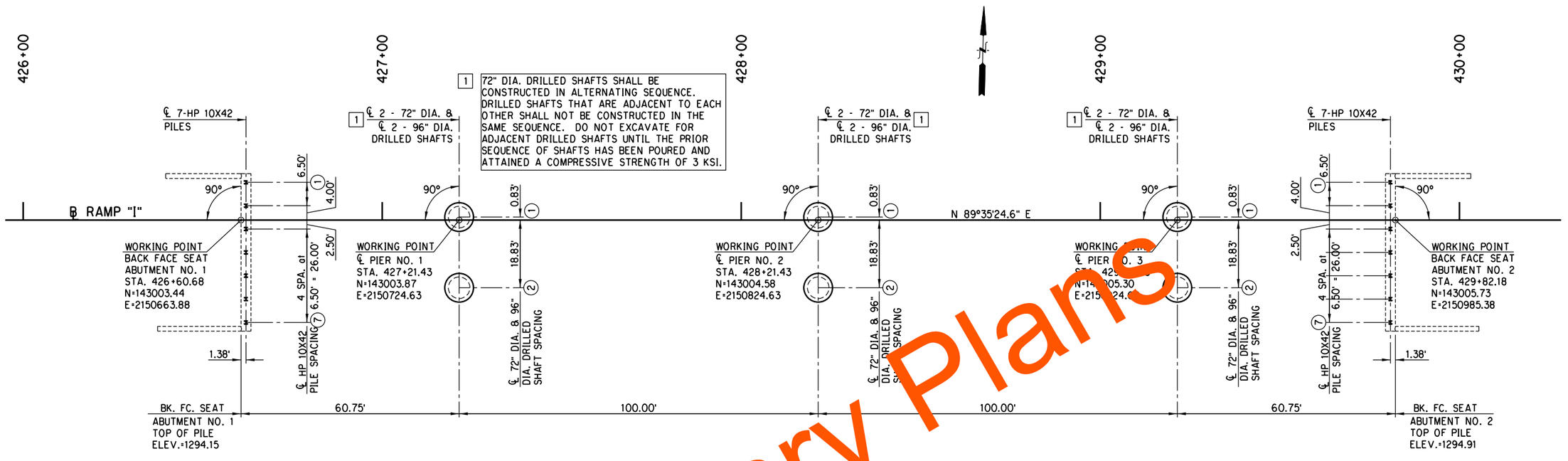
2/29/2024



SUBSTRUCTURE STAKING DIAGRAM

NOTE: ABUTMENT PILES SHALL BE ORIENTED SUCH THAT THE FACE OF THE PILE WEB IS PARALLEL WITH THE FACE OF THE BRIDGE SEAT.

Preliminary Plans

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PHASE 4 OKLAHOMA COUNTY

DESIGN		
DRAWN		
CHECKED		
APPROVED		
SQUAD	POE	

BRIDGE "C" RAMP "I" OVER I-35

SUBSTRUCTURE LAYOUT

STATE JOB NO. 09032(08) SHEET NO. B072

POE & ASSOCIATES, OKLAHOMA CITY, OK.

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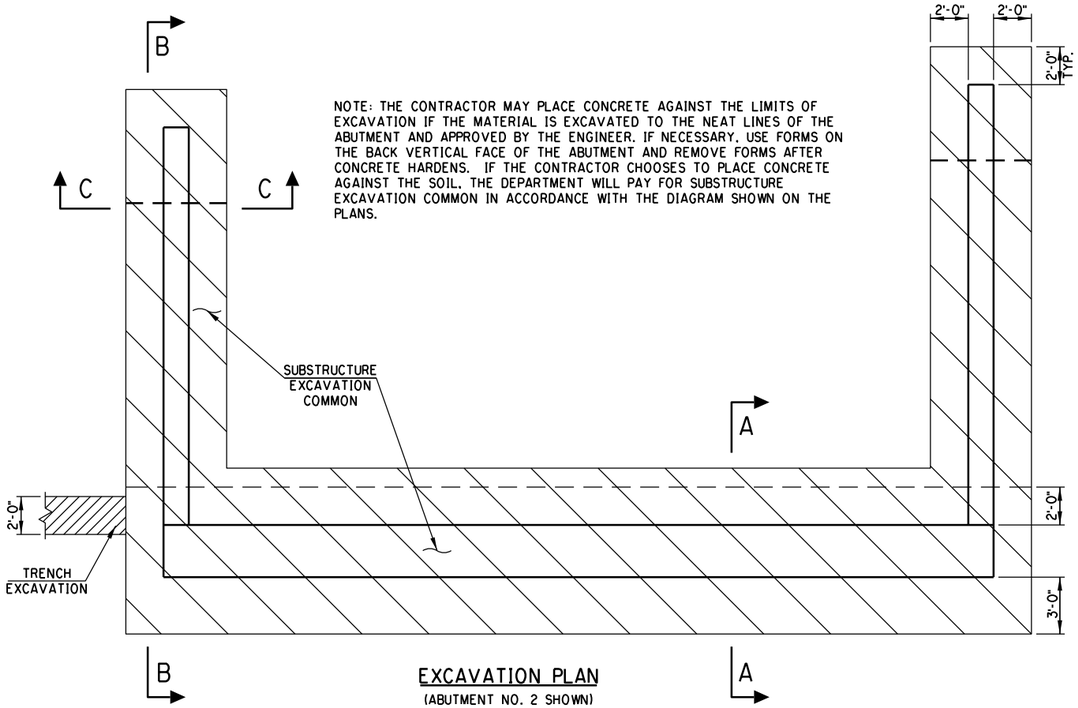
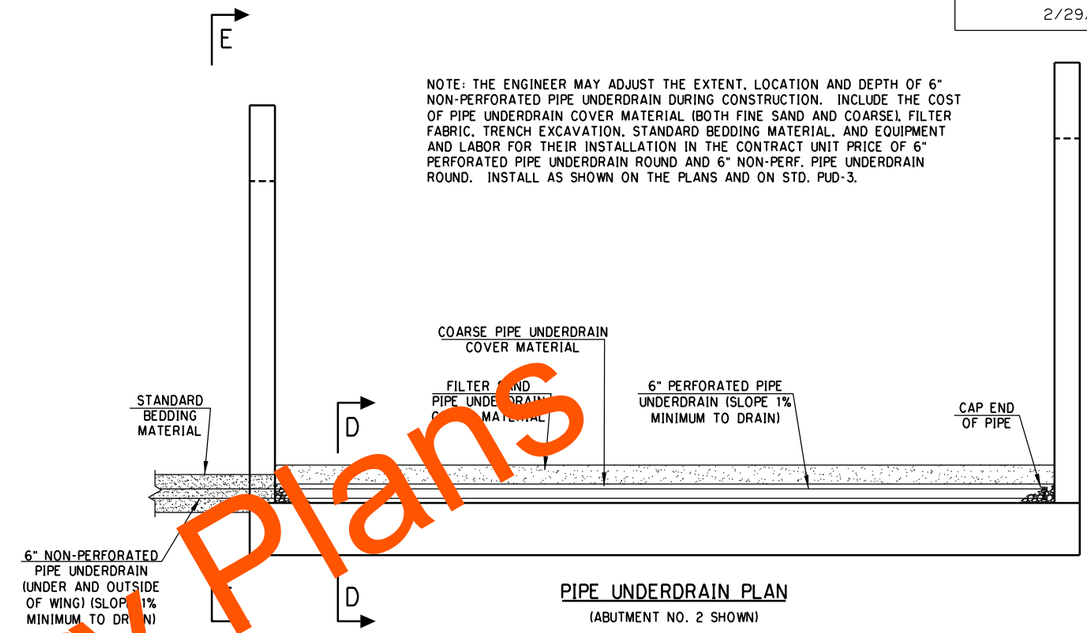
2/29/2024



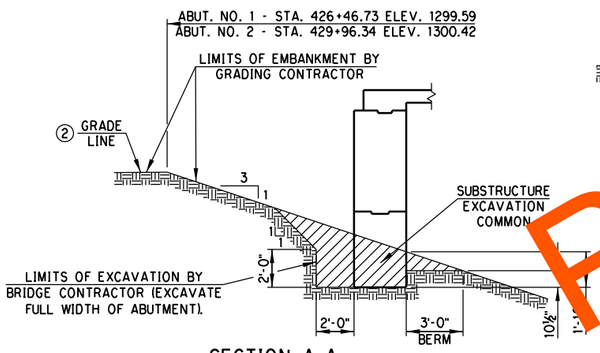
NOTE: THE CONTRACTOR MAY PLACE CONCRETE AGAINST THE LIMITS OF EXCAVATION IF THE MATERIAL IS EXCAVATED TO THE NEAT LINES OF THE ABUTMENT AND APPROVED BY THE ENGINEER. IF NECESSARY, USE FORMS ON THE BACK VERTICAL FACE OF THE ABUTMENT AND REMOVE FORMS AFTER CONCRETE HARDENS. IF THE CONTRACTOR CHOOSES TO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

EXCAVATION PLAN
(ABUTMENT NO. 2 SHOWN)

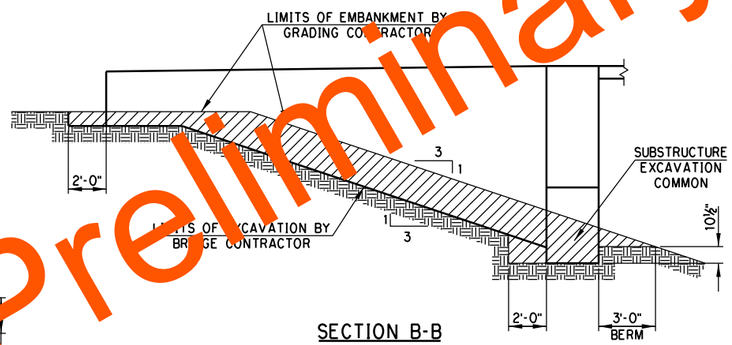


NOTE: THE ENGINEER MAY ADJUST THE EXTENT, LOCATION AND DEPTH OF 6" NON-PERFORATED PIPE UNDERDRAIN DURING CONSTRUCTION. INCLUDE THE COST OF PIPE UNDERDRAIN COVER MATERIAL (BOTH FINE SAND AND COARSE), FILTER FABRIC, TRENCH EXCAVATION, STANDARD BEDDING MATERIAL, AND EQUIPMENT AND LABOR FOR THEIR INSTALLATION IN THE CONTRACT UNIT PRICE OF 6" PERFORATED PIPE UNDERDRAIN ROUND AND 6" NON-PERF. PIPE UNDERDRAIN ROUND. INSTALL AS SHOWN ON THE PLANS AND ON STD. PUD-3.

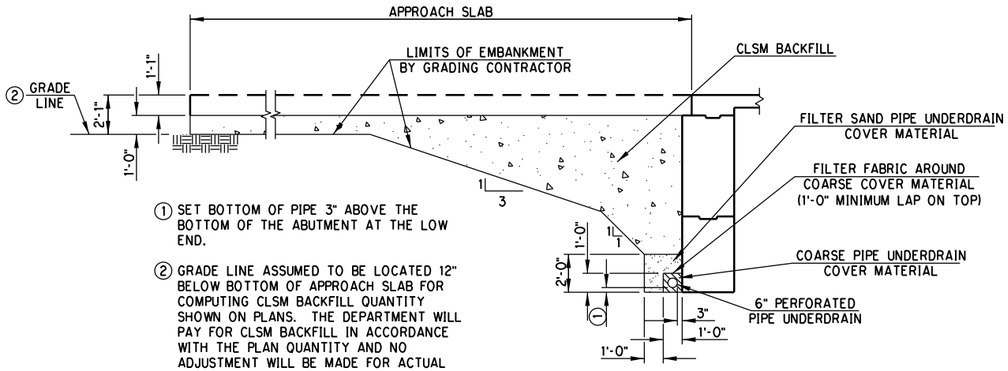
PIPE UNDERDRAIN PLAN
(ABUTMENT NO. 2 SHOWN)



SECTION A-A



SECTION B-B

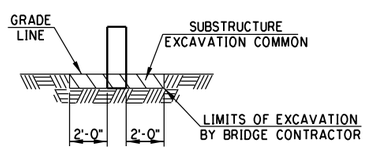


① SET BOTTOM OF PIPE 3" ABOVE THE BOTTOM OF THE ABUTMENT AT THE LOW END.

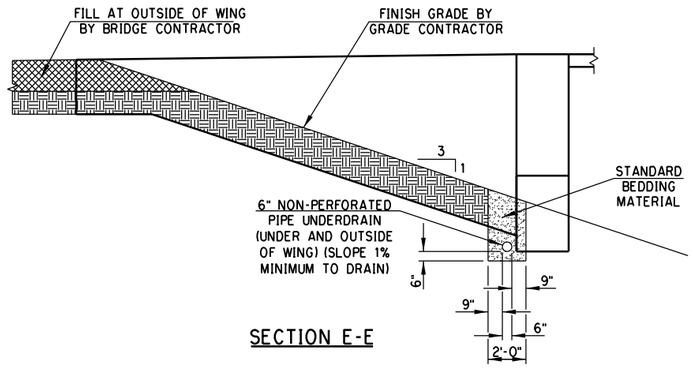
② GRADE LINE ASSUMED TO BE LOCATED 12" BELOW BOTTOM OF APPROACH SLAB FOR COMPUTING CLSM BACKFILL QUANTITY SHOWN ON PLANS. THE DEPARTMENT WILL PAY FOR CLSM BACKFILL IN ACCORDANCE WITH THE PLAN QUANTITY AND NO ADJUSTMENT WILL BE MADE FOR ACTUAL LOCATION OF GRADE LINE.

SECTION D-D

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



SECTION C-C



SECTION E-E

Preliminary Plans

DESIGN		
DRAWN		
CHECKED		
APPROVED		
SQUAD	POE	

PHASE 4 — OKLAHOMA COUNTY

BRIDGE "C" — RAMP "I" OVER I-35

ABUTMENT EXCAVATION AND UNDERDRAIN DETAILS

STATE JOB NO. 09032(08) SHEET NO. B073

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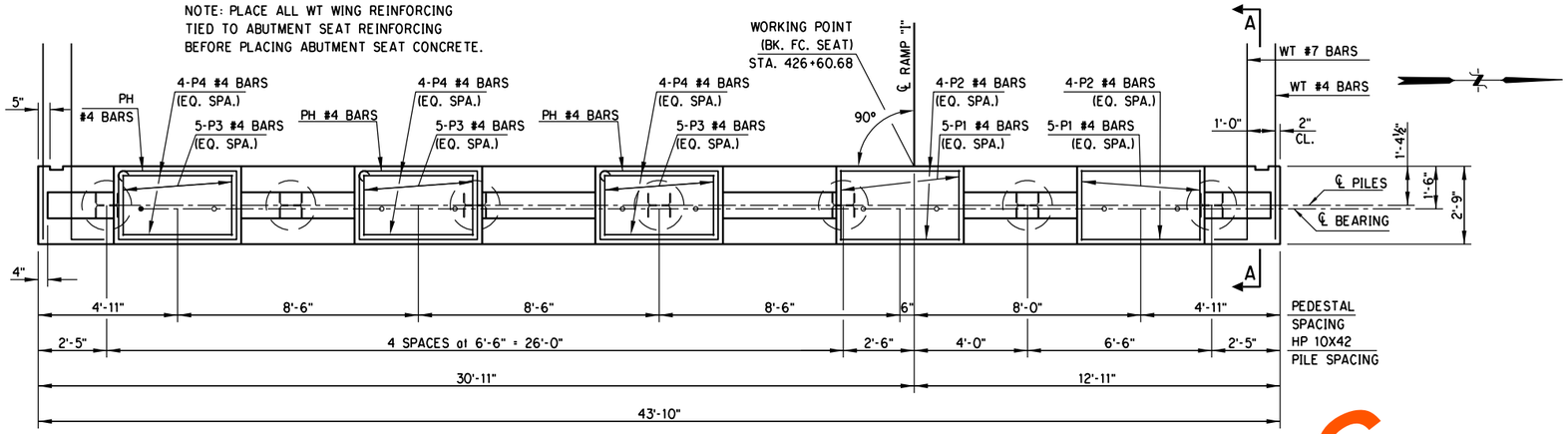
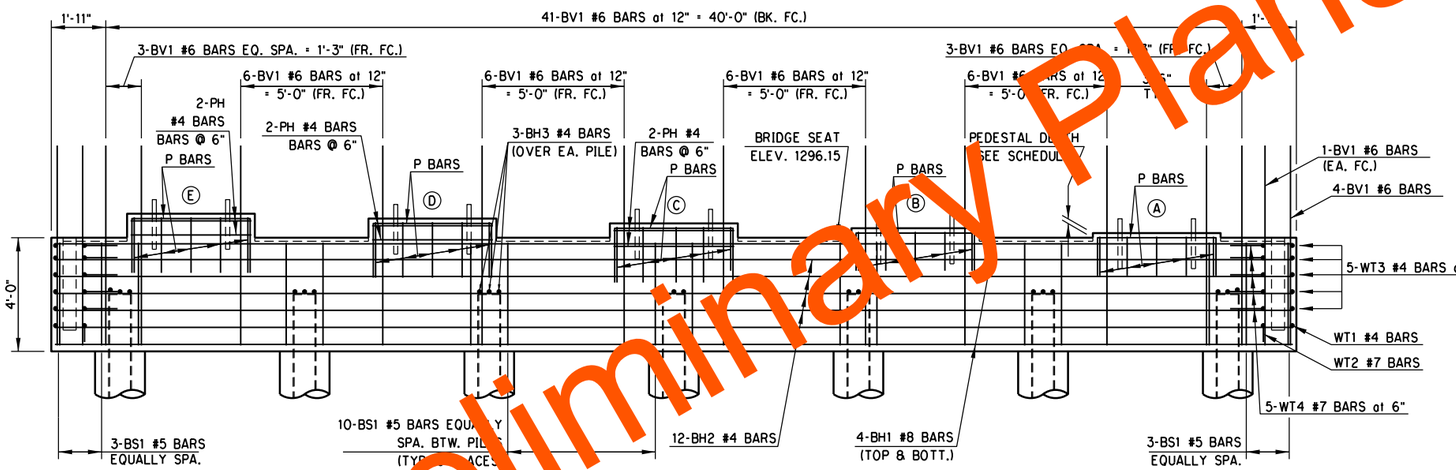
POE & ASSOCIATES, OKLAHOMA CITY, OK.

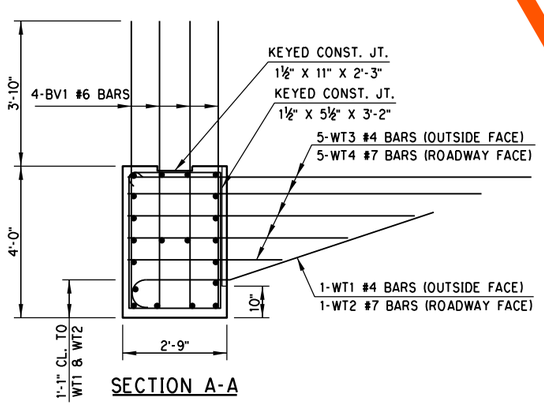
90% PLAN SUBMITTAL
2/29/2024



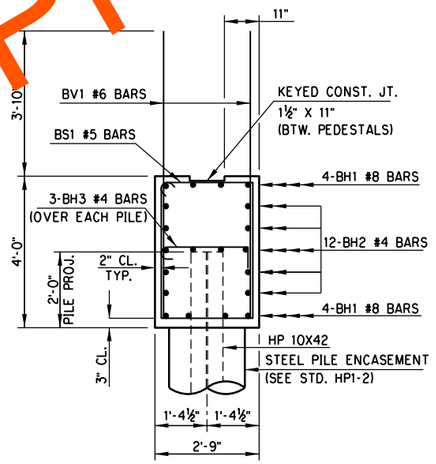
PLAN - ABUTMENT NO. 1 SEAT



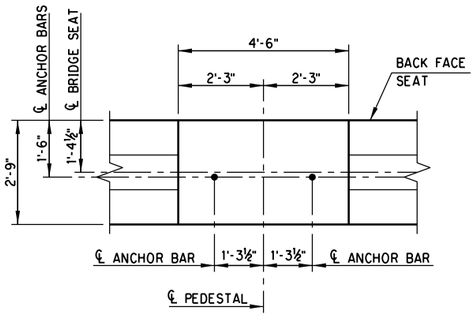
ELEVATION - ABUTMENT NO. 1 SEAT



SECTION A-A



TYPICAL SECTION THRU SEAT



TYPICAL PEDESTAL & ANCHOR BAR LAYOUT

PEDESTAL ELEVATION SCHEDULE					
PEDESTAL	Ⓐ	Ⓑ	Ⓒ	Ⓓ	Ⓔ
ELEVATION	1,296.32	1,296.49	1,296.66	1,296.83	1,297.00
DEPTH	2"	4-1/16"	6-1/16"	8-1/8"	10-3/16"

ABUTMENT QUANTITIES				
ITEM	UNIT	ABUT. NO. 1	ABUT. NO. 2	TOTAL
SUBSTRUCTURE EXCAVATION COMMON	C.Y.	45.00	45.00	90.00
CLSM BACKFILL	C.Y.	99.00	99.00	198.00
CLASS A CONCRETE	C.Y.	30.70	30.90	61.60
EPOXY COATED REINFORCING STEEL	LB.	5,210.00	5,210.00	10,420.00
PILES. FURNISHED (HP 10X42)	L.F.	210.00	308.00	518.00
PILES. DRIVEN (HP 10X42)	L.F.	210.00	308.00	518.00
WATER REPELLENT (VISUALLY INSPECTED)	S.Y.	17.00	17.00	34.00
6" PERFORATED PIPE UNDERDRAIN ROUND	L.F.	44.00	44.00	88.00
6" NON-PERFORATED PIPE UNDERDRAIN ROUND	L.F.	20.00	20.00	40.00

NOTE: FOR BAR LIST, SEE SHEET 3 OF 3. FOR WATER REPELLENT DETAILS, SEE "SUPERSTRUCTURE DETAILS" SHEET.

DESIGN		
DRAWN		
CHECKED		
APPROVED		
SQUAD	POE	

PHASE 4 — OKLAHOMA COUNTY
BRIDGE "C" — RAMP "I" OVER I-35

ABUTMENT DETAILS
(SHEET 1 OF 3)

STATE JOB NO. 09032(08) SHEET NO. B074

Preliminary Plans

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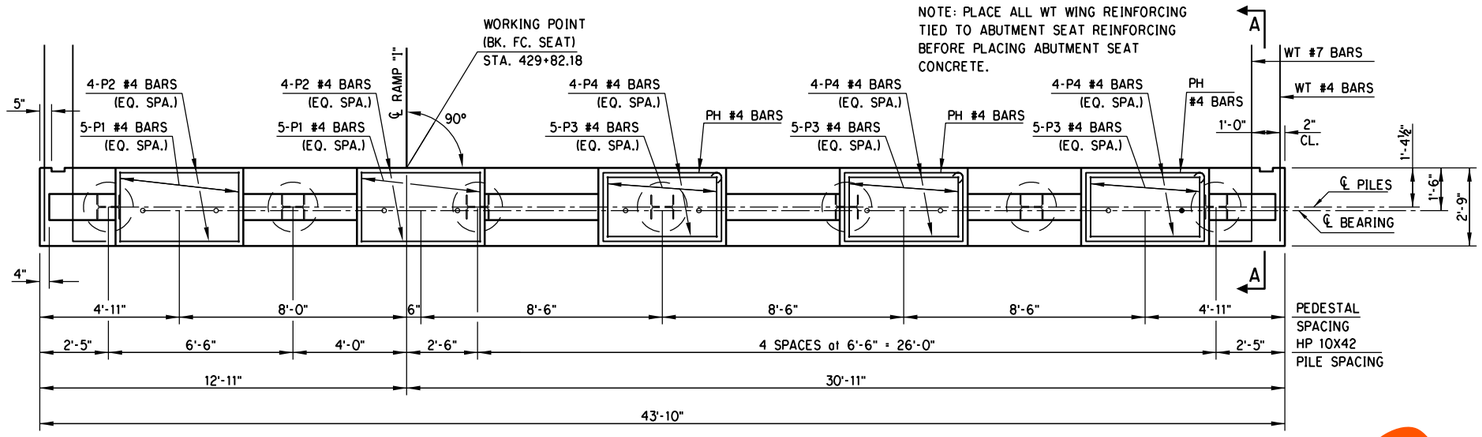
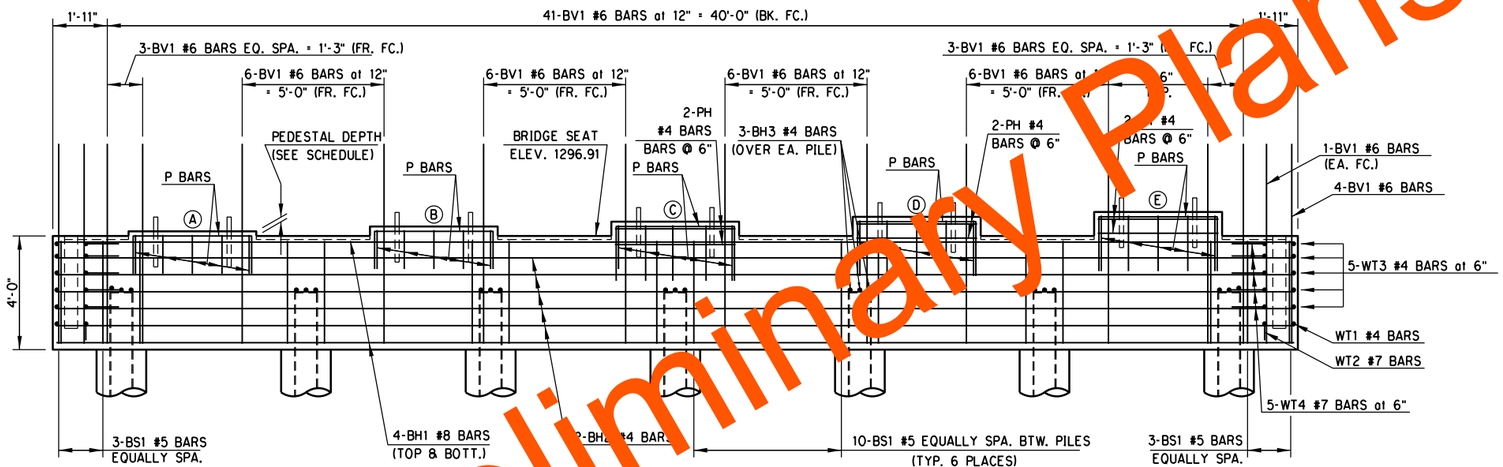
POE & ASSOCIATES, OKLAHOMA CITY, OK.

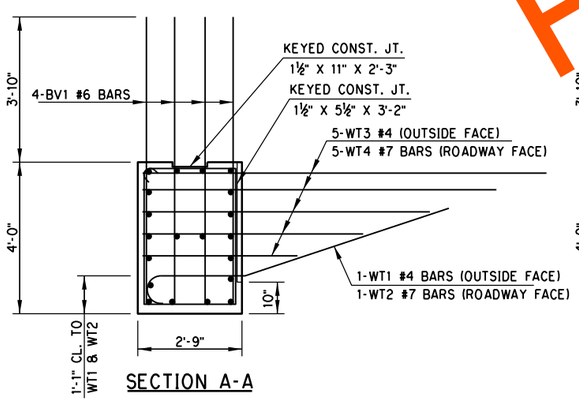
90% PLAN SUBMITTAL
2/29/2024



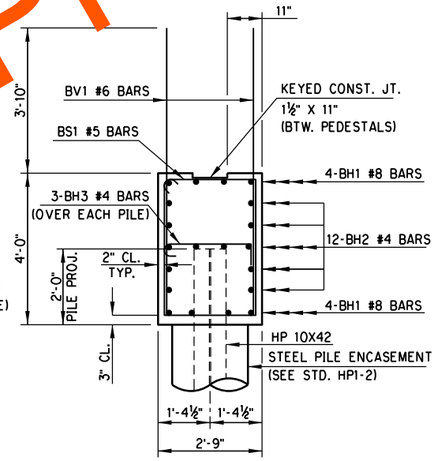
PLAN - ABUTMENT NO. 2 SEAT



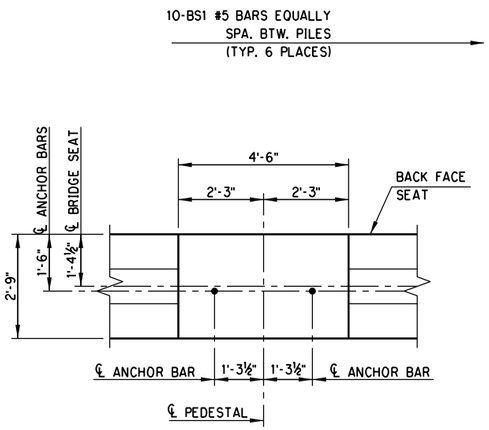
ELEVATION - ABUTMENT NO. 2 SEAT



SECTION A-A



TYPICAL SECTION THRU SEAT



TYPICAL PEDESTAL & ANCHOR BAR LAYOUT

PEDESTAL ELEVATION SCHEDULE					
PEDESTAL	Ⓐ	Ⓑ	Ⓒ	Ⓓ	Ⓔ
ELEVATION	1,297.07	1,297.24	1,297.41	1,297.58	1,297.75
DEPTH	2"	4-1/16"	6-1/16"	8-1/8"	10-3/16"

NOTE: FOR BAR LIST, SEE SHEET 3 OF 3. FOR WATER REPELLENT DETAILS, SEE "SUPERSTRUCTURE DETAILS" SHEET.

PHASE 4 — OKLAHOMA COUNTY

DESIGN		
DRAWN		
CHECKED		
APPROVED		
SQUAD	POE	

BRIDGE "C" — RAMP "I" OVER I-35

ABUTMENT DETAILS
(SHEET 2 OF 3)

STATE JOB NO. 09032(08) SHEET NO. B075

Preliminary Plans

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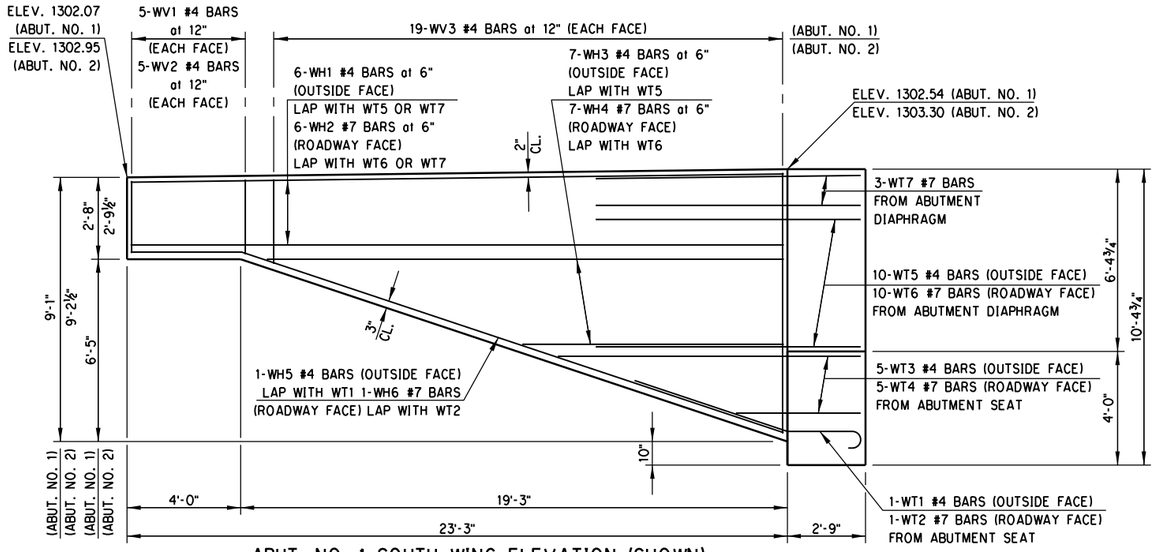
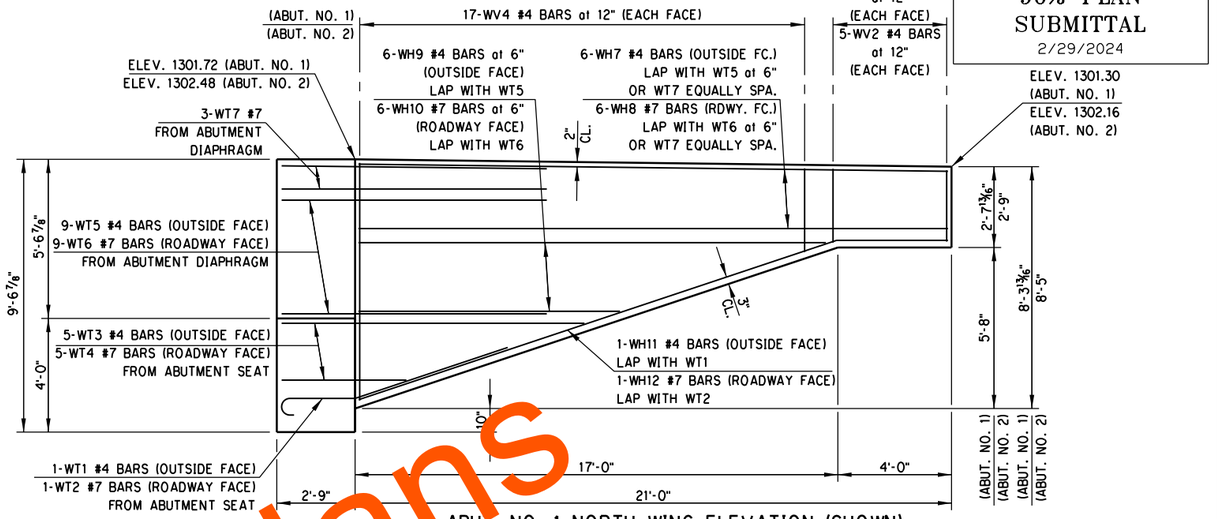
POE & ASSOCIATES, OKLAHOMA CITY, OK.

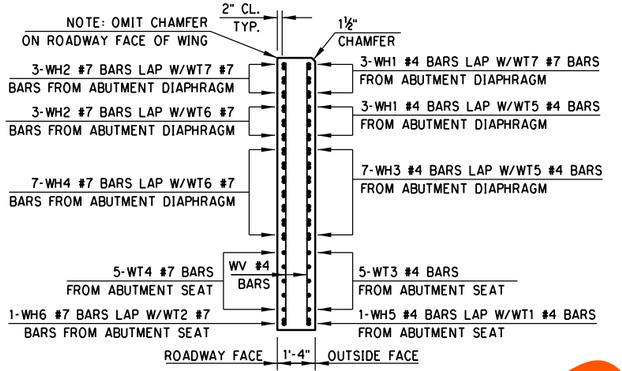
90% PLAN SUBMITTAL
2/29/2024



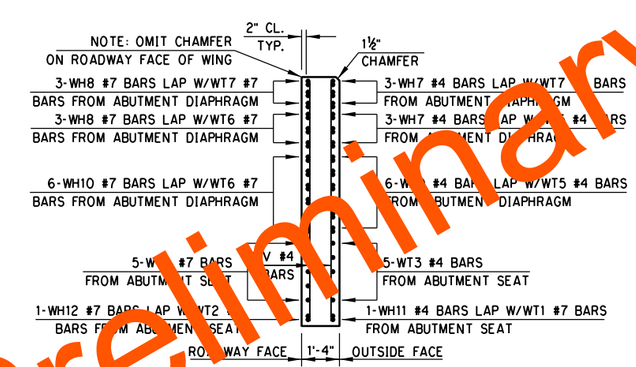
ABUT. NO. 1 SOUTH WING ELEVATION (SHOWN)
ABUT. NO. 2 SOUTH WING ELEVATION (OPPOSITE HAND)



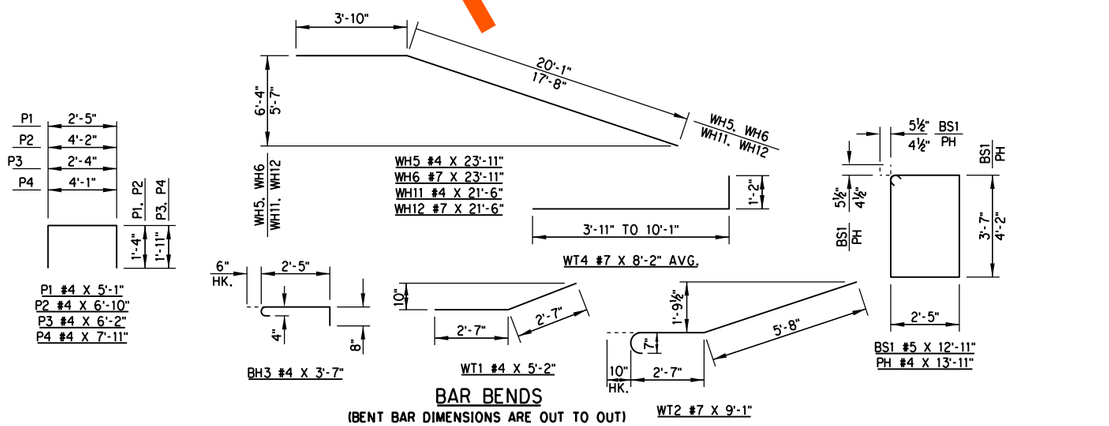
ABUT. NO. 1 NORTH WING ELEVATION (SHOWN)
ABUT. NO. 2 NORTH WING ELEVATION (OPPOSITE HAND)



SECTION THROUGH SOUTH WING
at BACK FACE OF ABUTMENT SEAT
(ABUT. NO. 1 & ABUT. NO. 2)



SECTION THROUGH NORTH WING
at BACK FACE OF ABUTMENT SEAT
(ABUT. NO. 1 & ABUT. NO. 2)



BAR BENDS
(BENT BAR DIMENSIONS ARE OUT TO OUT)

ABUTMENT NO. 1 BAR LIST
(EPOXY COATED)

	MARK	SIZE	NO.	FORM	SPACING	LENGTH	VARIANCE
	BH1	#8	8	STR.	EQ. SPA.	43'-6"	--
	BH2	#4	12	STR.	EQ. SPA.	43'-6"	--
	BH3	#4	21	BNT.	AS SHOWN	3'-7"	--
	BS1	#5	66	BNT.	EQ. SPA.	12'-11"	--
	BV1	#6	83	STR.	12" C/C	7'-0"	--
	P1	#4	10	BNT.	EQ. SPA.	5'-1"	--
	P2	#4	8	BNT.	EQ. SPA.	6'-10"	--
	P3	#4	15	BNT.	EQ. SPA.	6'-2"	--
	P4	#4	12	BNT.	EQ. SPA.	7'-11"	--
	PH	#4	6	BNT.	6" C/C	13'-11"	--
	WT1	#4	2	BNT.	AS SHOWN	5'-2"	--
	WT2	#7	2	BNT.	AS SHOWN	9'-1"	--
①	WT3	#4	10	STR.	EQ. SPA.	7'-0" AVG.	3'-11" TO 10'-1"
①	WT4	#7	10	BNT.	EQ. SPA.	8'-2" AVG.	5'-1" TO 11'-3"
	WH1	#4	6	STR.	6" C/C	22'-11"	--
	WH2	#7	6	STR.	6" C/C	22'-11"	--
	WH3	#4	7	STR.	6" C/C	13'-7" AVG.	9'-1" TO 18'-1"
	WH4	#7	7	STR.	6" C/C	13'-7" AVG.	9'-1" TO 18'-1"
	WH5	#4	1	BNT.	AS SHOWN	23'-11"	--
	WH6	#7	1	BNT.	AS SHOWN	23'-11"	--
	WH7	#4	6	STR.	6" C/C	20'-8"	--
	WH8	#7	6	STR.	6" C/C	20'-8"	--
	WH9	#4	6	STR.	6" C/C	12'-10" AVG.	9'-1" TO 16'-7"
	WH10	#7	6	STR.	6" C/C	12'-10" AVG.	9'-1" TO 16'-7"
	WH11	#4	1	BNT.	AS SHOWN	21'-6"	--
	WH12	#7	1	BNT.	AS SHOWN	21'-6"	--
	WV1	#4	20	STR.	12" C/C	2'-3"	--
②	WV3	#4	38	STR.	12" C/C	5'-10" AVG.	2'-8" TO 9'-0"
③	WV4	#4	34	STR.	12" C/C	5'-5" AVG.	2'-8" TO 8'-2"

① 2 SETS OF 5
② 2 SETS OF 19
③ 2 SETS OF 17

ABUTMENT NO. 2 BAR LIST
(EPOXY COATED)

	MARK	SIZE	NO.	FORM	SPACING	LENGTH	VARIANCE
	BH1	#8	8	STR.	EQ. SPA.	43'-6"	--
	BH2	#4	12	STR.	EQ. SPA.	43'-6"	--
	BH3	#4	21	BNT.	AS SHOWN	3'-7"	--
	BS1	#5	66	BNT.	EQ. SPA.	12'-11"	--
	BV1	#6	83	STR.	12" C/C	7'-0"	--
	P1	#4	10	BNT.	EQ. SPA.	5'-1"	--
	P2	#4	8	BNT.	EQ. SPA.	6'-10"	--
	P3	#4	15	BNT.	EQ. SPA.	6'-2"	--
	P4	#4	12	BNT.	EQ. SPA.	7'-11"	--
	PH	#4	6	BNT.	6" C/C	13'-11"	--
	WT1	#4	2	BNT.	AS SHOWN	5'-2"	--
	WT2	#7	2	BNT.	AS SHOWN	9'-1"	--
①	WT3	#4	10	STR.	EQ. SPA.	7'-0" AVG.	3'-11" TO 10'-1"
①	WT4	#7	10	BNT.	EQ. SPA.	8'-2" AVG.	5'-1" TO 11'-3"
	WH1	#4	6	STR.	6" C/C	22'-11"	--
	WH2	#7	6	STR.	6" C/C	22'-11"	--
	WH3	#4	7	STR.	6" C/C	13'-7" AVG.	9'-1" TO 18'-1"
	WH4	#7	7	STR.	6" C/C	13'-7" AVG.	9'-1" TO 18'-1"
	WH5	#4	1	BNT.	AS SHOWN	23'-11"	--
	WH6	#7	1	BNT.	AS SHOWN	23'-11"	--
	WH7	#4	6	STR.	6" C/C	20'-8"	--
	WH8	#7	6	STR.	6" C/C	20'-8"	--
	WH9	#4	6	STR.	6" C/C	12'-10" AVG.	9'-1" TO 16'-7"
	WH10	#7	6	STR.	6" C/C	12'-10" AVG.	9'-1" TO 16'-7"
	WH11	#4	1	BNT.	AS SHOWN	21'-6"	--
	WH12	#7	1	BNT.	AS SHOWN	21'-6"	--
	WV2	#4	20	STR.	12" C/C	2'-4"	--
②	WV3	#4	38	STR.	12" C/C	5'-10" AVG.	2'-8" TO 9'-0"
③	WV4	#4	34	STR.	12" C/C	5'-5" AVG.	2'-8" TO 8'-2"

① 2 SETS OF 5
② 2 SETS OF 19
③ 2 SETS OF 17

Preliminary Plans

DESIGN		
DRAWN		
CHECKED		
APPROVED		
SQUAD	POE	

PHASE 4 — OKLAHOMA COUNTY
BRIDGE "C" — RAMP "I" OVER I-35

ABUTMENT DETAILS
(SHEET 3 OF 3)

STATE JOB NO. 09032(08) SHEET NO. B076

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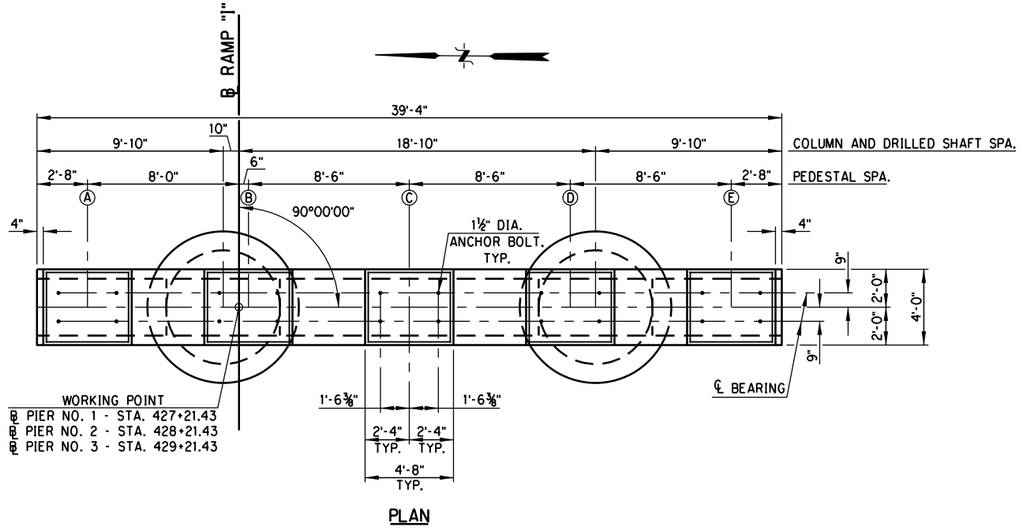
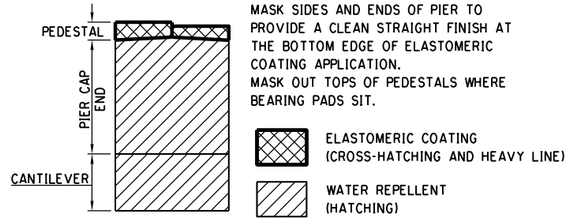
POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL
2/29/2024



PLAN

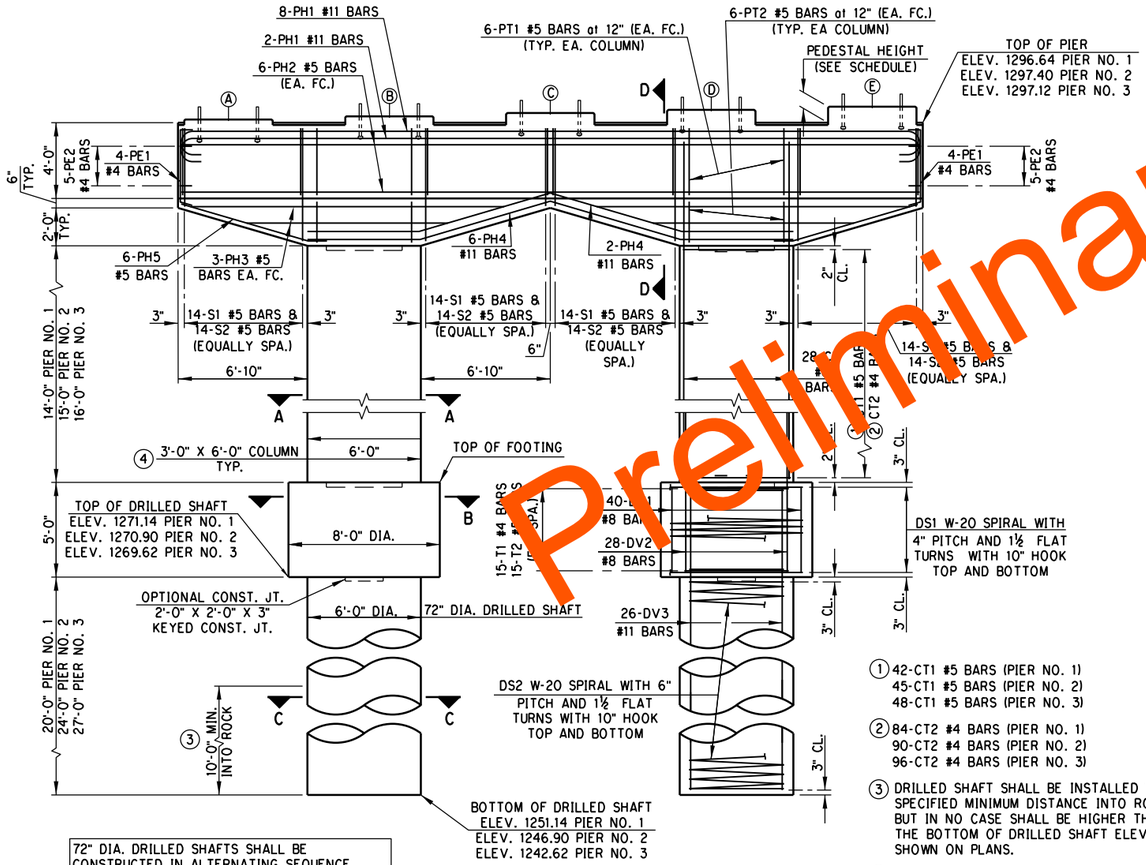


NOTE:
MASK SIDES AND ENDS OF PIER TO PROVIDE A CLEAN STRAIGHT FINISH AT THE BOTTOM EDGE OF ELASTOMERIC COATING APPLICATION.
MASK OUT TOPS OF PEDESTALS WHERE BEARING PADS SIT.

ELASTOMERIC COATING (CROSS-HATCHING AND HEAVY LINE)

WATER REPELLENT (HATCHING)

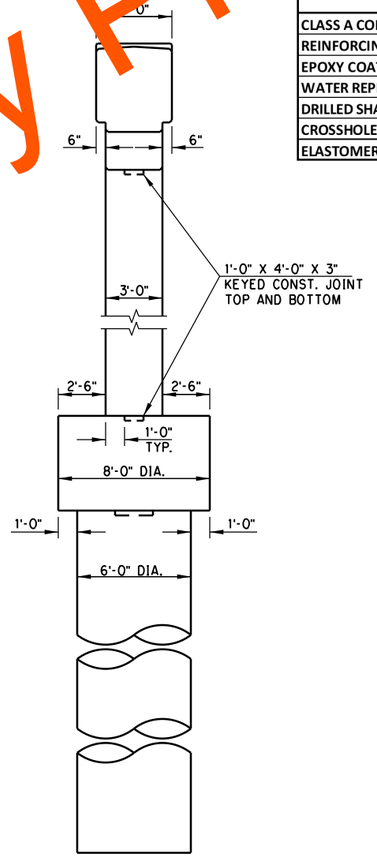
CONCRETE TREATMENT DETAIL



72" DIA. DRILLED SHAFTS SHALL BE CONSTRUCTED IN ALTERNATING SEQUENCE. DRILLED SHAFTS THAT ARE ADJACENT TO EACH OTHER SHALL NOT BE CONSTRUCTED IN THE SAME SEQUENCE. DO NOT EXCAVATE FOR ADJACENT DRILLED SHAFTS UNTIL THE PRIOR SEQUENCE OF SHAFTS HAS BEEN POURED AND ATTAINED A COMPRESSIVE STRENGTH OF 3 KSI.

ELEVATION

1. 42-CT1 #5 BARS (PIER NO. 1)
   45-CT1 #5 BARS (PIER NO. 2)
   48-CT1 #5 BARS (PIER NO. 3)
2. 84-CT2 #4 BARS (PIER NO. 1)
   90-CT2 #4 BARS (PIER NO. 2)
   96-CT2 #4 BARS (PIER NO. 3)
3. DRILLED SHAFT SHALL BE INSTALLED THE SPECIFIED MINIMUM DISTANCE INTO ROCK, BUT IN NO CASE SHALL BE HIGHER THAN THE BOTTOM OF DRILLED SHAFT ELEVATION SHOWN ON PLANS.
4. PROVIDE COLUMN DETAIL FOR ALL COLUMNS AS SHOWN ON FORM LINER DETAIL THIS SHEET.



END VIEW
(SOUTH ELEV.)

PIER QUANTITIES

ITEM	UNIT	PIER NO. 1	PIER NO. 2	PIER NO. 3	TOTAL
CLASS A CONCRETE	C.Y.	70.70	72.00	73.30	216.00
REINFORCING STEEL	LB.	500.00	500.00	500.00	1,500.00
EPOXY COATED REINFORCING STEEL	LB.	15,620.00	15,900.00	16,180.00	47,700.00
WATER REPELLENT (VISUALLY INSPECTED)	S.Y.	52.00	52.00	52.00	156.00
DRILLED SHAFTS 72" DIAMETER	L.F.	40.00	48.00	54.00	142.00
CROSSHOLE SONIC LOGGING	EA.	–	–	–	1.00
ELASTOMERIC COATING	S.F.	208.00	208.00	208.00	624.00

PEDESTAL ELEVATION SCHEDULE

	PEDESTAL	Ⓐ	Ⓑ	Ⓒ	Ⓓ	Ⓔ
PIER NO. 1	ELEVATION	1,296.89	1,297.06	1,297.23	1,297.40	1,297.57
	DEPTH	3"	5-1/16"	7-1/16"	9-1/8"	11-3/16"
PIER NO. 2	ELEVATION	1,297.65	1,297.82	1,297.99	1,298.16	1,298.33
	DEPTH	3"	5-1/16"	7-1/16"	9-1/8"	11-3/16"
PIER NO. 3	ELEVATION	1,297.38	1,297.55	1,297.72	1,297.89	1,298.06
	DEPTH	3"	5-1/16"	7-1/16"	9-1/8"	11-3/16"

NOTE: FOR PEDESTAL REINFORCING DETAIL SEE SHEET 3 of 3.

FOR SECTIONS A-A, B-B, C-C & D-D. SEE SHEET 2 of 3.

FOR BAR BENDS AND BAR LISTS. SEE SHEET 3 of 3.

Preliminary Plans

PHASE 4 OKLAHOMA COUNTY

DESIGN		
DRAWN		
CHECKED		
APPROVED		
SQUAD	POE	

BRIDGE "C" RAMP "I" OVER I-35

PIER DETAILS
(SHEET 1 OF 3)

STATE JOB NO. 09032(08) SHEET NO. B077

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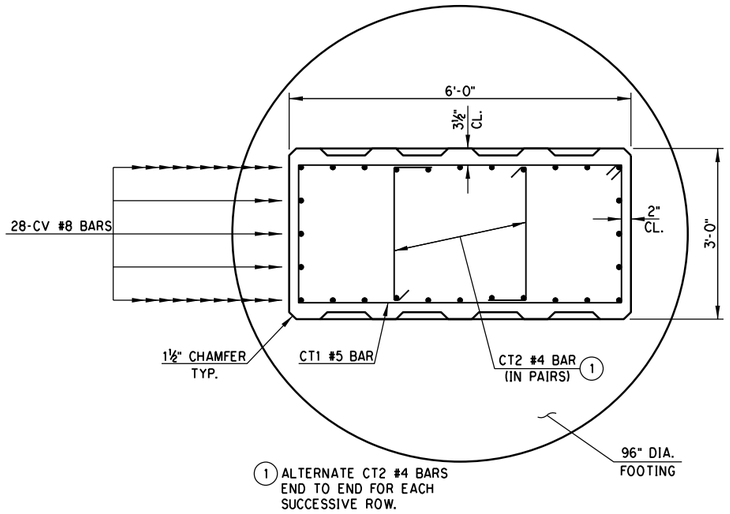
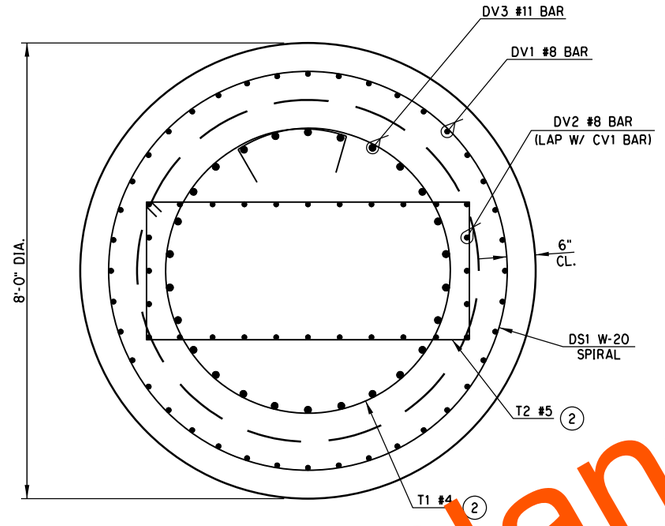
POE & ASSOCIATES, OKLAHOMA CITY, OK.

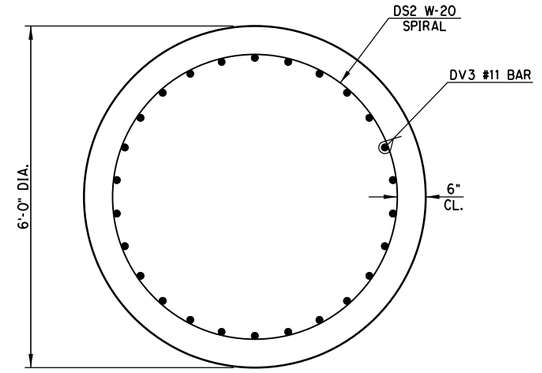
90% PLAN SUBMITTAL
2/29/2024



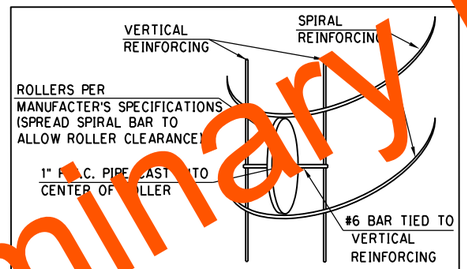
SECTION A-A



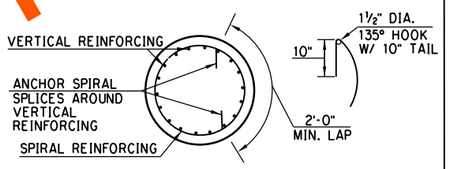
SECTION B-B



SECTION C-C

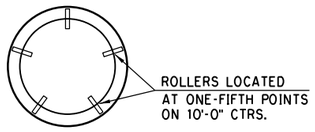


ROLLER INSTALLATION DETAIL



SPIRAL REINFORCING SPLICE DETAILS

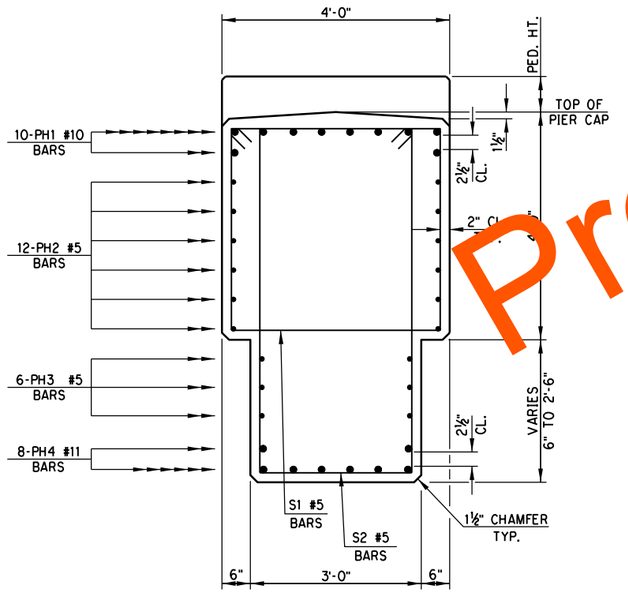
NOTE: SPIRAL BARS SHALL CONFORM TO AASHTO M-32. SPIRAL BAR LENGTHS DO NOT INCLUDE LAP. IF LAP IS REQUIRED, THE LENGTH OF THE LAP SHALL BE AS SHOWN.



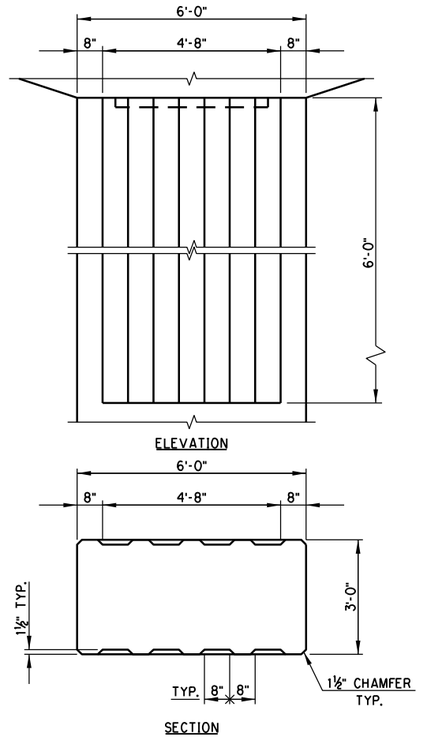
ROLLER PLACEMENT

ROLLER DETAILS

NOTE: REINFORCING CAGE CENTERING DEVICES SHALL CONSIST OF ROLLERS PLACED AT SPACING AS SHOWN AND HAVE THE CHARACTERISTICS AS INDICATED IN THE MANUFACTURER'S SPECIFICATIONS. SLAB BOLSTERS AND HIGH CHAIRS WILL BE ALLOWED BY THE DEPARTMENT.



SECTION D-D



FORM LINER DETAIL
(BOTH FACES OF ALL PIER COLUMNS)

PHASE 4 — OKLAHOMA COUNTY

DESIGN		
DRAWN		
CHECKED		
APPROVED		
SQUAD	POE	

BRIDGE "C" — RAMP "I" OVER I-35

PIER DETAILS
(SHEET 2 OF 3)

STATE JOB NO. 09032(08) SHEET NO. B078

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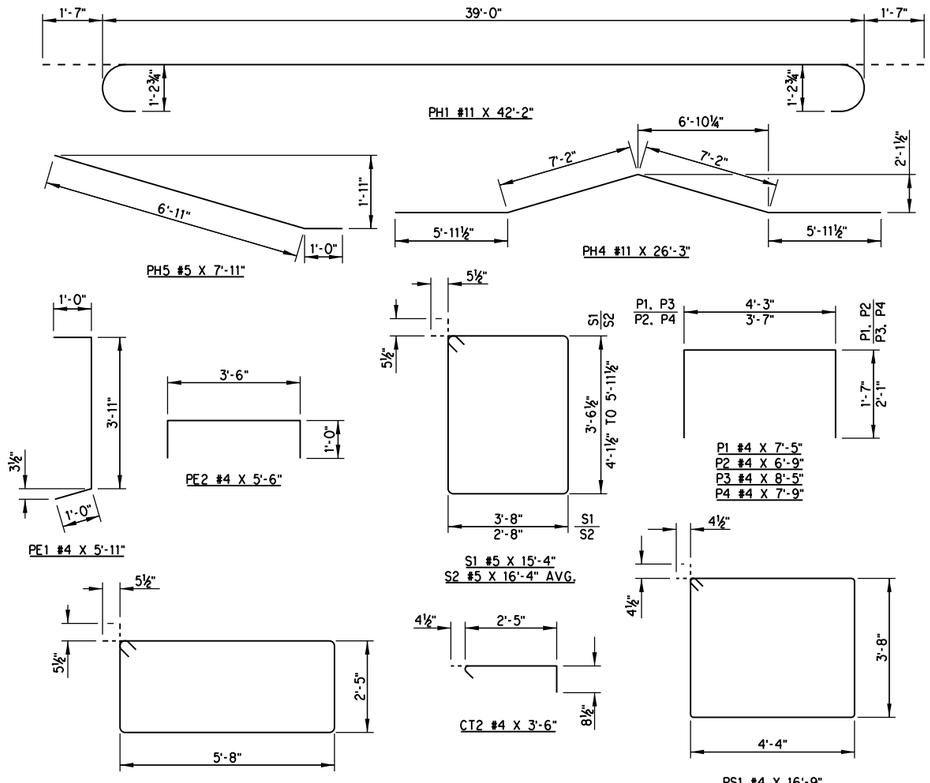
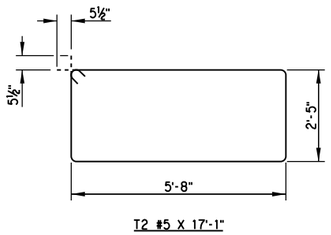
Preliminary Plans

POE & ASSOCIATES, OKLAHOMA CITY, OK.

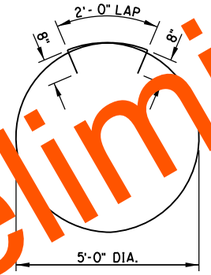
90% PLAN SUBMITTAL
2/29/2024



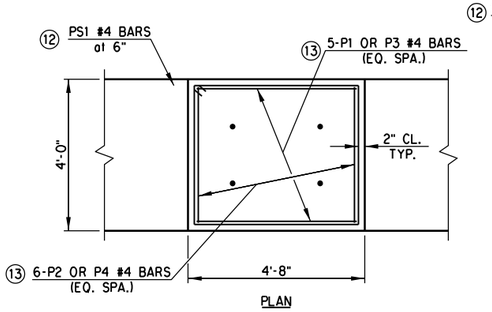


T2 #5 X 17'-1"

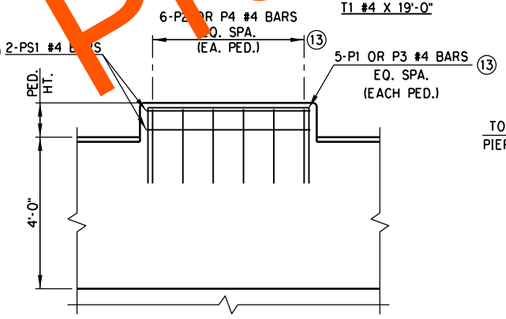
BAR BENDS
(BENT BAR DIMENSIONS ARE OUT TO OUT)



T1 #4 X 19'-0"

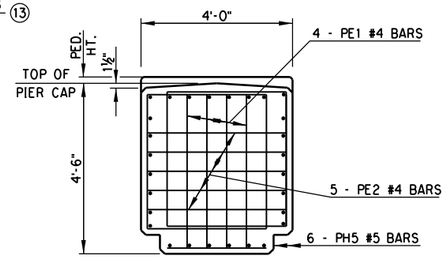


PLAN



ELEVATION
NOTE: PIER CAP REINFORCEMENT NOT SHOWN FOR CLARITY.

PEDESTAL REINFORCING DETAIL
(TYPICAL AT EACH PEDESTAL)



CAP END REINFORCING DETAIL
(BOTH ENDS)

⑫ 3-PS1 #4 BARS REQUIRED FOR PED. HT. GREATER THAN 12".
2-PS1 #4 BARS REQUIRED FOR PED. HTS. BETWEEN 12" AND 6".
1-PS1 #4 BAR REQUIRED FOR PED. HT. LESS THAN 6".

⑬ P3 #4 AND P4 #4 BARS REQUIRED FOR PED. HTS. GREATER THAN 9".
P1 #4 AND P2 #4 BARS REQUIRED FOR THE REMAINING PEDESTALS.

PIER NO. 1 BAR LIST
(EPOXY COATED)

	MARK	SIZE	NO.	FORM	SPACING	LENGTH	VARIANCE
	CT1	#5	84	BNT.	4" C/C	17'-1'	--
	CT2	#4	468	BNT.	4" C/C	3'-6"	--
	CV1	#8	56	STR.	AS SHOWN	19'-6"	--
▲④	DS1	W-20	2	BNT.	AS SHOWN	362'-5"	--
	DV1	#8	80	STR.	AS SHOWN	4'-6"	--
	DV2	#8	56	STR.	AS SHOWN	12'-6"	--
	P1	#4	10	BNT.	EQ. SPA.	7'-5"	--
	P2	#4	12	BNT.	EQ. SPA.	6'-9"	--
	P3	#4	15	BNT.	EQ. SPA.	8'-5"	--
	P4	#4	18	BNT.	EQ. SPA.	7'-9"	--
	PE1	#4	8	BNT.	AS SHOWN	5'-11"	--
	PE2	#4	10	BNT.	AS SHOWN	4'-6"	--
	PH1	#11	10	BNT.	AS SHOWN	42'-2"	--
	PH2	#5	12	STR.	EQ. SPA.	39'-0"	--
①	PH3	#5	12	STR.	EQ. SPA.	14'-3" AVG.	10'-2" TO 18'-4"
	PH4	#11	8	BNT.	AS SHOWN	26'-3"	--
	PH5	#5	12	BNT.	EQ. SPA.	7'-11"	--
	PS1	#4	8	BNT.	AS SHOWN	16'-9"	--
	PT1	#5	24	STR.	12" C/C	3'-6"	--
	PT2	#5	24	STR.	12" C/C	2'-2"	--
	S1	#5	56	BNT.	EQ. SPA.	15'-4"	--
②	S2	#5	56	BNT.	EQ. SPA.	16'-4" AVG.	14'-6" TO 18'-2"
	T1	#4	30	BNT.	EQ. SPA.	19'-0"	--
	T2	#5	30	BNT.	EQ. SPA.	17'-1"	--
	72" DRILLED SHAFTS						
▲③④	DS2	W-20	2	BNT.	AS SHOWN	660'-1"	--
▲③	DV3	#11	52	STR.	AS SHOWN	24'-6"	--

① 4 SETS OF 3
② 4 SETS OF 2
③ INCLUDED IN THE CONTRACT UNIT PRICE OF DRILLED SHAFT
④ 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.
▲ NON-EPOXY COATED

PIER NO. 2 BAR LIST
(EPOXY COATED)

	MARK	SIZE	NO.	FORM	SPACING	LENGTH	VARIANCE
	CT1	#5	90	BNT.	4" C/C	17'-1'	--
	CT2	#4	180	BNT.	4" C/C	3'-6"	--
	CV1	#8	56	STR.	AS SHOWN	20'-6"	--
▲④	DS1	W-20	2	BNT.	AS SHOWN	362'-5"	--
	DV1	#8	80	STR.	AS SHOWN	4'-6"	--
	DV2	#8	56	STR.	AS SHOWN	12'-6"	--
	P1	#4	10	BNT.	EQ. SPA.	7'-5"	--
	P2	#4	12	BNT.	EQ. SPA.	6'-9"	--
	P3	#4	15	BNT.	EQ. SPA.	8'-5"	--
	P4	#4	18	BNT.	EQ. SPA.	7'-9"	--
	PE1	#4	8	BNT.	AS SHOWN	5'-11"	--
	PE2	#4	10	BNT.	AS SHOWN	4'-6"	--
	PH1	#11	10	BNT.	AS SHOWN	42'-2"	--
	PH2	#5	12	STR.	EQ. SPA.	39'-0"	--
	PH3	#5	12	STR.	EQ. SPA.	14'-3" AVG.	10'-2" TO 18'-4"
	PH4	#11	8	BNT.	AS SHOWN	26'-3"	--
	PH5	#5	12	BNT.	EQ. SPA.	7'-11"	--
	PS1	#4	8	BNT.	AS SHOWN	16'-9"	--
	PT1	#5	24	STR.	12" C/C	3'-6"	--
	PT2	#5	24	STR.	12" C/C	2'-2"	--
	S1	#5	56	BNT.	EQ. SPA.	15'-4"	--
②	S2	#5	56	BNT.	EQ. SPA.	16'-4" AVG.	14'-6" TO 18'-2"
	T1	#4	30	BNT.	EQ. SPA.	19'-0"	--
	T2	#5	30	BNT.	EQ. SPA.	17'-1"	--
	72" DRILLED SHAFTS						
▲③④	DS2	W-20	2	BNT.	AS SHOWN	789'-5"	--
▲③	DV3	#11	52	STR.	AS SHOWN	28'-6"	--

PIER NO. 3 BAR LIST
(EPOXY COATED)

	MARK	SIZE	NO.	FORM	SPACING	LENGTH	VARIANCE
	CT1	#5	96	BNT.	4" C/C	17'-1'	--
	CT2	#4	192	BNT.	4" C/C	3'-6"	--
	CV3	#8	56	STR.	AS SHOWN	21'-6"	--
▲③④	DS1	W-20	2	BNT.	AS SHOWN	362'-5"	--
	DV1	#8	80	STR.	AS SHOWN	4'-6"	--
	DV2	#8	56	STR.	AS SHOWN	12'-6"	--
	P1	#4	10	BNT.	EQ. SPA.	7'-5"	--
	P2	#4	12	BNT.	EQ. SPA.	6'-9"	--
	P3	#4	15	BNT.	EQ. SPA.	8'-5"	--
	P4	#4	18	BNT.	EQ. SPA.	7'-9"	--
	PE1	#4	8	BNT.	AS SHOWN	5'-11"	--
	PE2	#4	10	BNT.	AS SHOWN	4'-6"	--
	PH1	#11	10	BNT.	AS SHOWN	42'-2"	--
	PH2	#5	12	STR.	EQ. SPA.	39'-0"	--
①	PH3	#5	12	STR.	EQ. SPA.	14'-3" AVG.	10'-2" TO 18'-4"
	PH4	#11	8	BNT.	AS SHOWN	26'-3"	--
	PH5	#5	12	BNT.	EQ. SPA.	7'-11"	--
	PS1	#4	8	BNT.	AS SHOWN	16'-9"	--
	PT1	#5	24	STR.	12" C/C	3'-6"	--
	PT2	#5	24	STR.	12" C/C	2'-2"	--
	S1	#5	56	BNT.	EQ. SPA.	15'-4"	--
②	S2	#5	56	BNT.	EQ. SPA.	16'-4" AVG.	14'-6" TO 18'-2"
	T1	#4	30	BNT.	EQ. SPA.	19'-0"	--
	T2	#5	30	BNT.	EQ. SPA.	17'-1"	--
	72" DRILLED SHAFTS						
▲③④	DS2	W-20	2	BNT.	AS SHOWN	883'-9"	--
▲③	DV3	#11	52	STR.	AS SHOWN	31'-6"	--

PHASE 4 OKLAHOMA COUNTY

DESIGN		
DRAWN		
CHECKED		
APPROVED		
SQUAD	POE	

BRIDGE "C" RAMP "I" OVER I-35

PIER DETAILS
(SHEET 3 OF 3)

STATE JOB NO. 09032(08) SHEET NO. B079

Preliminary Plans

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POE & ASSOCIATES, OKLAHOMA CITY, OK.

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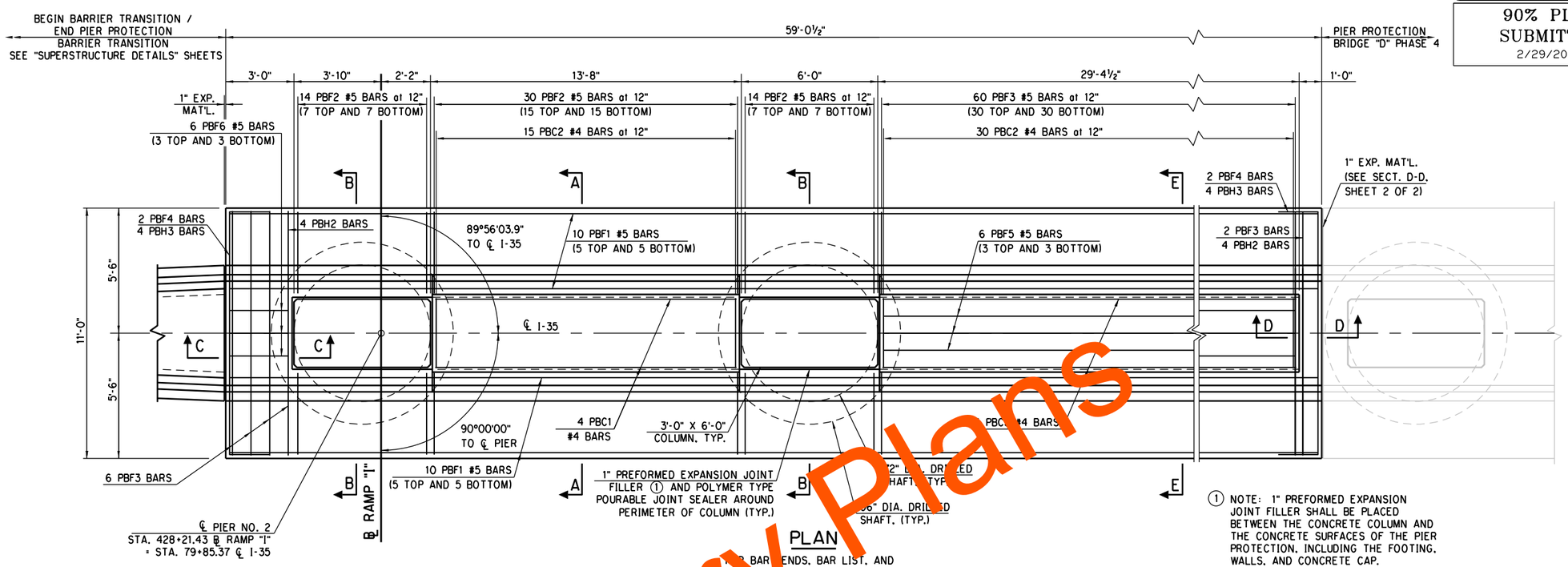
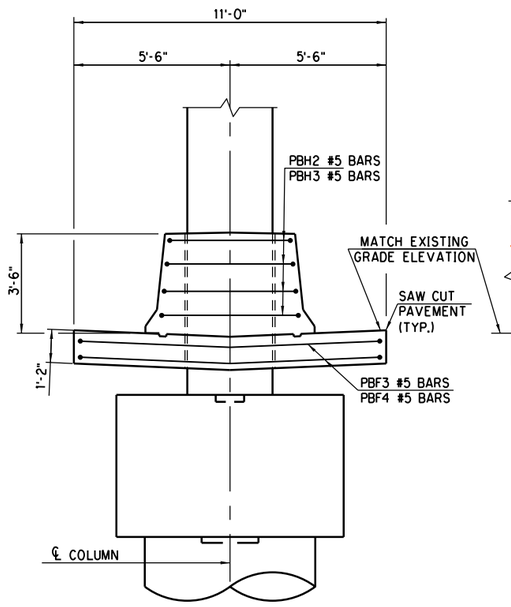
2/29/2024



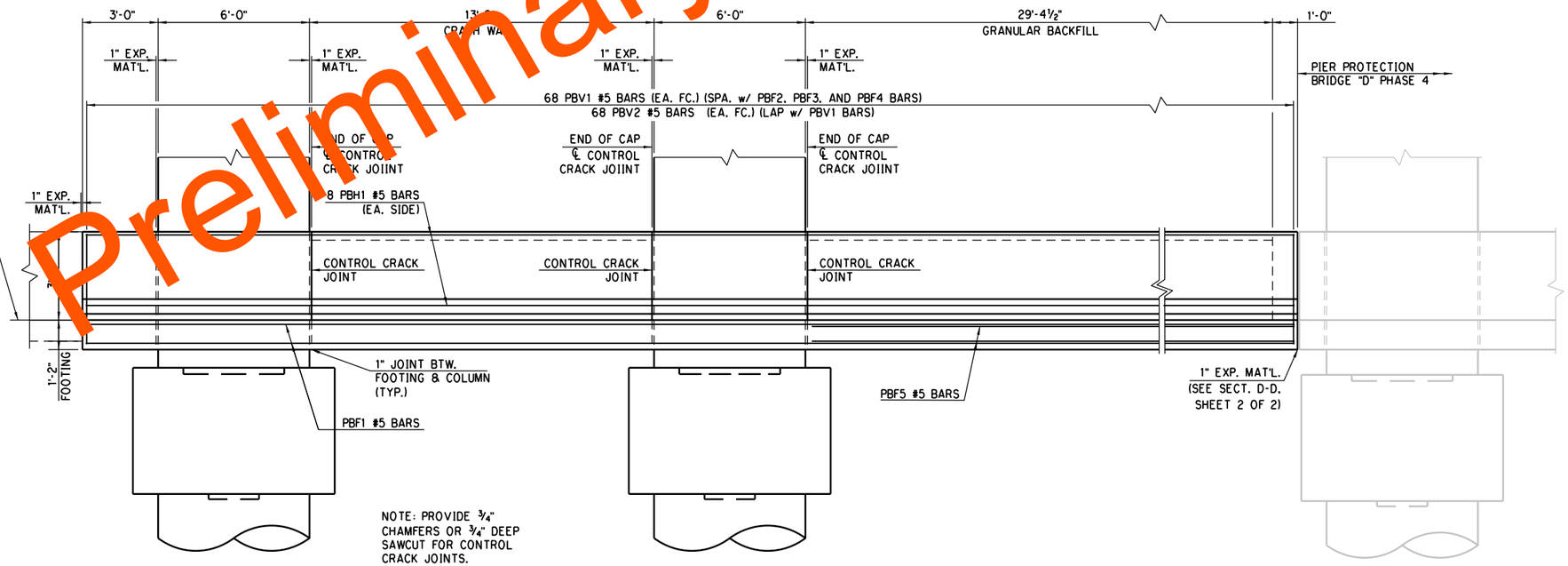
PLAN

BAR ENDS, BAR LIST, AND SECTIONS A-A, B-B, C-C, D-D & E-E SEE SHEET 2 OF 2.

① NOTE: 1" PREFORMED EXPANSION JOINT FILLER SHALL BE PLACED BETWEEN THE CONCRETE COLUMN AND THE CONCRETE SURFACES OF THE PIER PROTECTION, INCLUDING THE FOOTING, WALLS, AND CONCRETE CAP.



END ELEVATIONS



NOTE: PROVIDE ¾" CHAMFERS OR ¾" DEEP SAWCUT FOR CONTROL CRACK JOINTS.

ELEVATION

Preliminary

PHASE 4 — OKLAHOMA COUNTY
BRIDGE "C" — RAMP "I" AT I-35 & I-240 INTERCHANGE

DESIGN		
DRAWN		
CHECKED		
APPROVED		
SQUAD	POE	

PIER PROTECTION DETAILS

PIER NO. 2
(SHEET 1 OF 2)

STATE JOB NO. 09032(08) SHEET NO. B080

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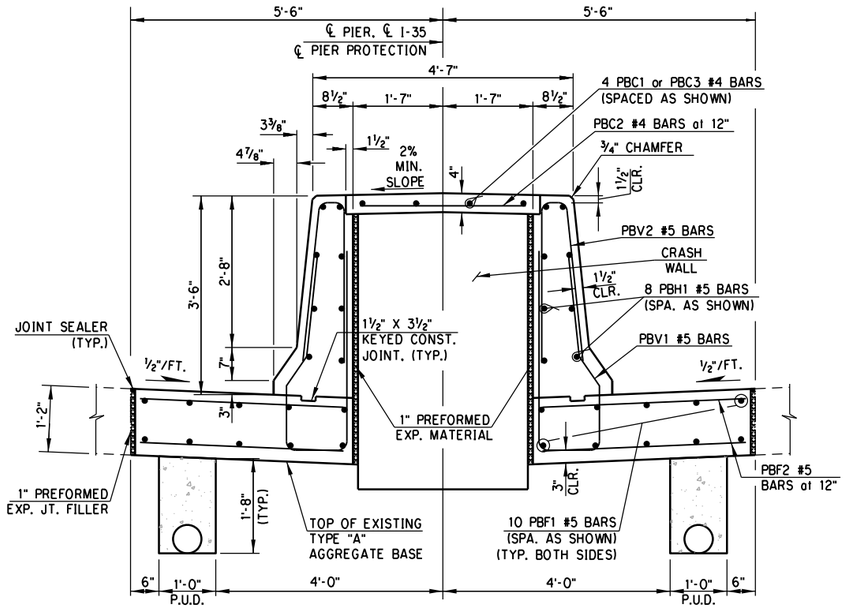
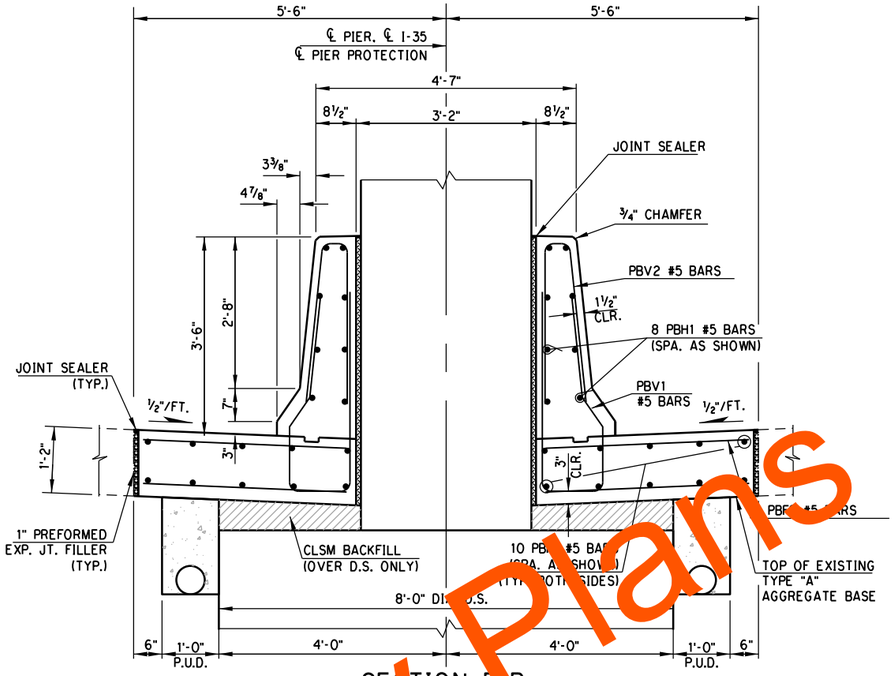
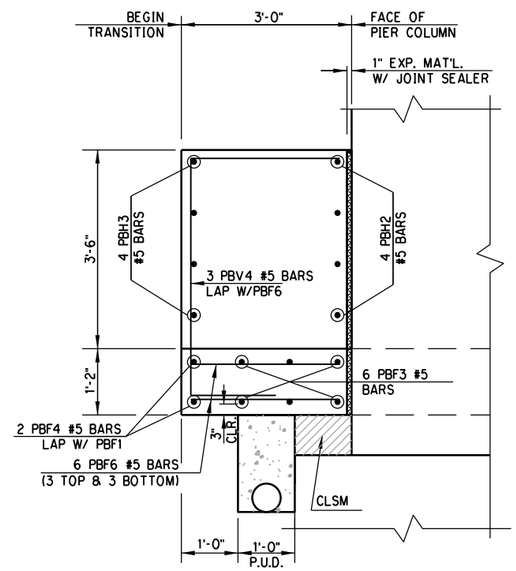
2/29/2024



SECTION A-A
AT CRASH WALL

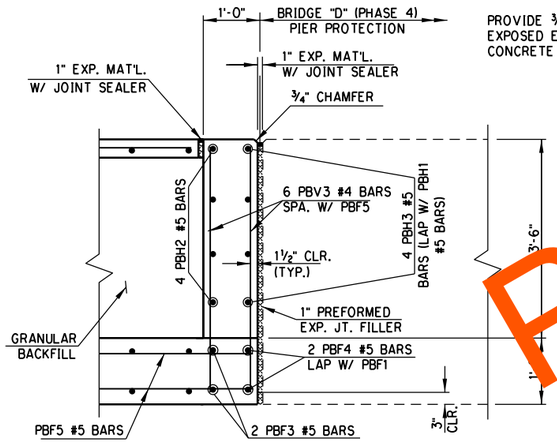


SECTION B-B
AT PIER



NOTE: BARRIER TRANSITION AND COLUMN REINFORCEMENT NOT SHOWN FOR CLARITY.

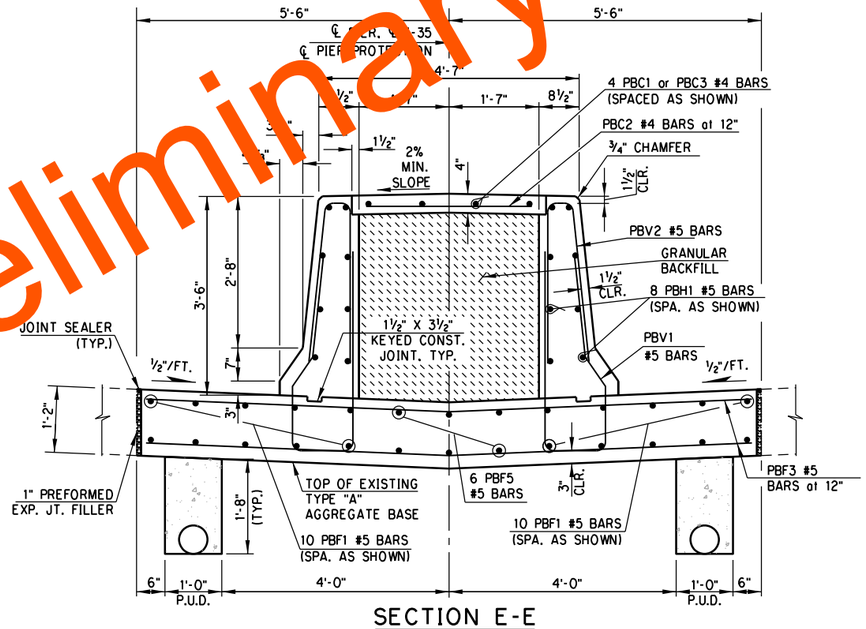
SECTION C-C
AT NORTH END



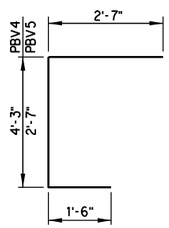
PROVIDE ¾" CHAMFER AT ALL EXPOSED EDGES OF END OF CONCRETE PIER PROTECTION.

SECTION D-D
AT SOUTH END

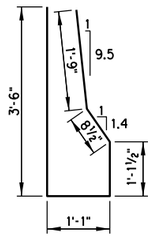
NOTE: BARRIER TRANSITION AND COLUMN REINFORCEMENT NOT SHOWN FOR CLARITY.



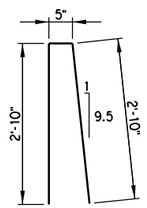
SECTION E-E
BETWEEN BRIDGE "C" & "D"



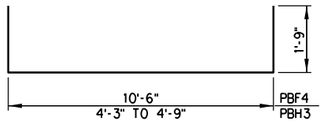
PBV4 #5 X 8'-4"



PBV1 #5 X 8'-2"



PBV2 #5 X 6'-1"



PBF4 #5 X 14'-0"
PBH3 #5 X 8'-0" AVG.

BENT BAR DIMENSIONS ARE OUT TO OUT

BAR LIST
EPOXY COATED

MARK	NO.	SIZE	FORM	SPACING	LENGTH	LENGTH VARIATION
PBC1	4	#4	STR.	AS SHOWN	13'-2"	--
PBC2	45	#4	STR.	12" C/C	3'-2"	--
PBC3	4	#4	STR.	AS SHOWN	28'-10"	--
PBF1	20	#5	STR.	AS SHOWN	58'-8"	--
PBF2	116	#5	STR.	AS SHOWN	3'-6"	--
PBF3	68	#5	STR.	12" C/C	10'-6"	--
PBF4	4	#5	BNT.	AS SHOWN	14'-0"	--
PBF5	6	#5	STR.	AS SHOWN	29'-8"	--
PBF6	6	#5	STR.	AS SHOWN	2'-7"	--
PBH1	16	#5	STR.	AS SHOWN	59'-8"	--
PBH2	8	#5	STR.	AS SHOWN	4'-6" AVG.	4'-3" TO 4'-9"
PBH3	8	#5	BNT.	AS SHOWN	8'-0" AVG.	7'-9" TO 8'-3"
PBV1	136	#5	BNT.	AS SHOWN	8'-2"	--
PBV2	136	#5	BNT.	AS SHOWN	6'-1"	--
PBV3	6	#4	STR.	AS SHOWN	4'-3"	--
PBV4	3	#5	BNT.	AS SHOWN	8'-4"	--

QUANTITIES

ITEM	UNIT	TOTAL
CLASS A CONCRETE	C.Y.	42.40
EPOXY COATED REINFORCING STEEL	LB.	6,030.00

NOTE: COST OF SAWCUTTING, REMOVAL OF EXISTING PIER PROTECTION & MEDIAN BARRIER, PAVEMENT REMOVAL, EXCAVATION, GRANULAR BACKFILL, APPROXIMATLEY 3.5 C.Y. OF CLSM BACKFILL, JOINT FILLER AND JOINT SEALER ARE INCLUDED IN OTHER ITEMS OF WORK.

PHASE 4 — OKLAHOMA COUNTY

DESIGN		
DRAWN		
CHECKED		
APPROVED		
SQUAD	POE	

BRIDGE "C" — RAMP "I" AT I-35 & I-240 INTERCHANGE

PIER PROTECTION DETAILS
PIER NO. 2
(SHEET 2 OF 2)

STATE JOB NO. 09032(08) SHEET NO. B081

Preliminary Plans

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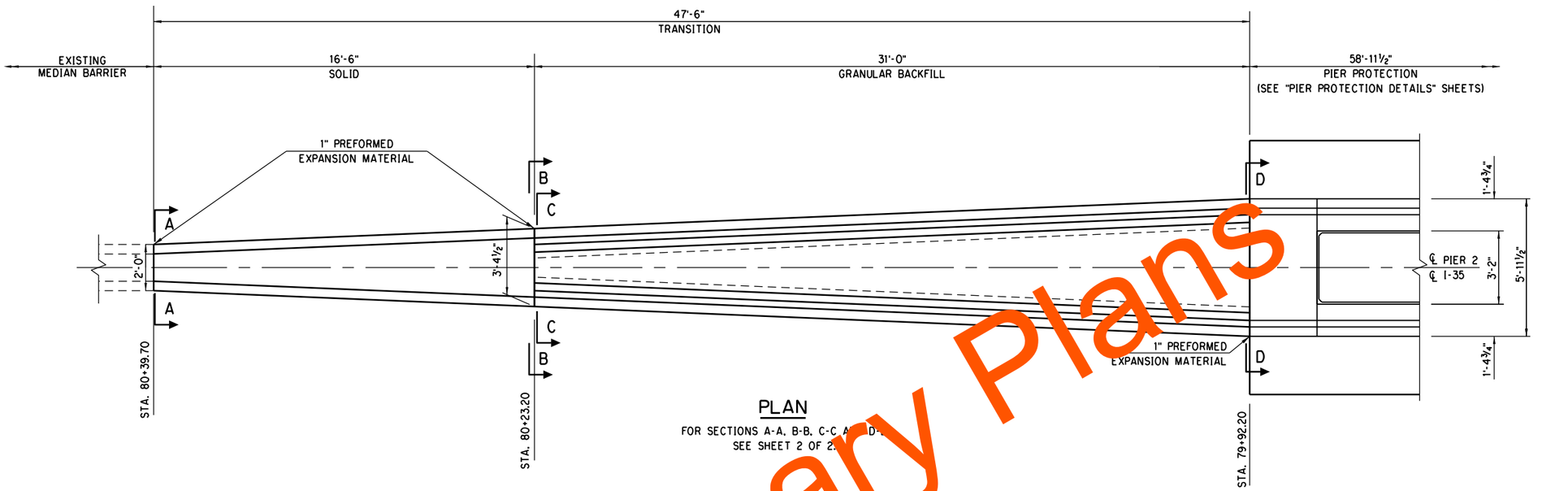
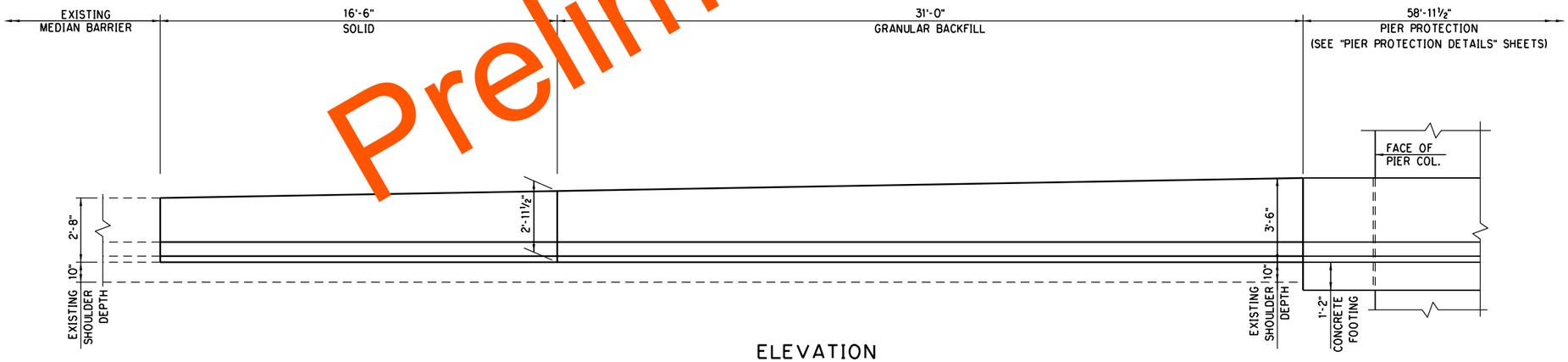
90% PLAN SUBMITTAL
2/29/2024



PLAN

FOR SECTIONS A-A, B-B, C-C A[illegible] D-
SEE SHEET 2 OF 2



ELEVATION

Preliminary Plans

PHASE 4 — OKLAHOMA COUNTY
BRIDGE "C" — RAMP "I" AT I-35 & I-240 INTERCHANGE

BARRIER TRANSITION DETAILS

PIER NO. 2
(SHEET 1 OF 2)

DESIGN		
DRAWN		
CHECKED		
APPROVED		
SQUAD	POE	

STATE JOB NO. 09032(08) SHEET NO. B082

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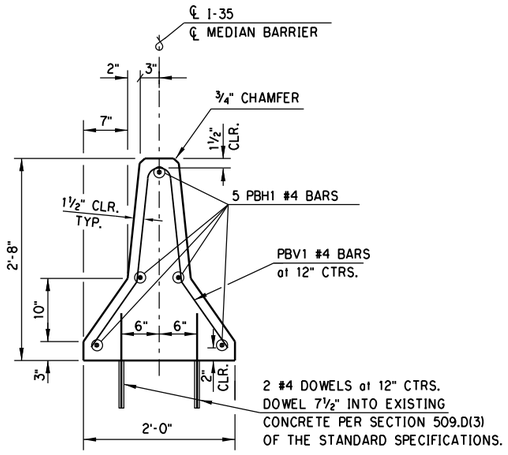
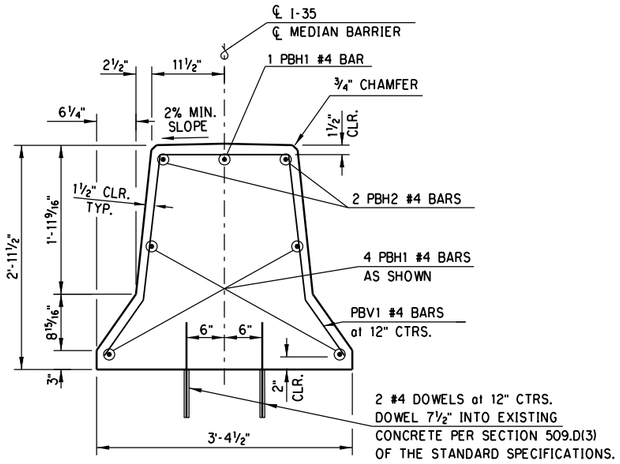
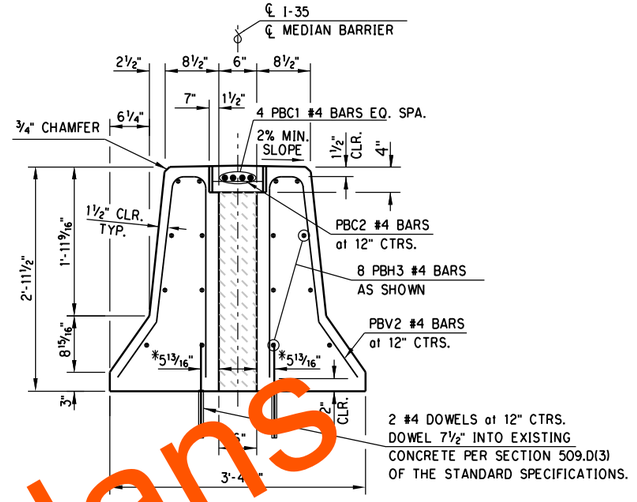
2/29/2024



SECTION A-A
AT BEGIN SOLID TRANSITION

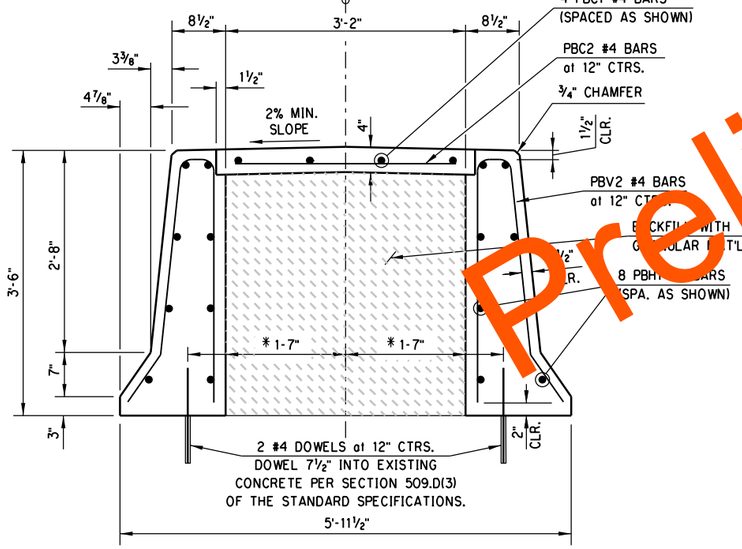


SECTION B-B
AT END SOLID TRANSITION

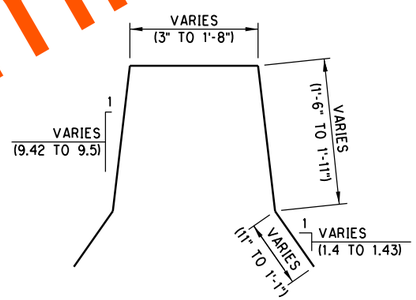


SECTION C-C
AT BEGIN
GRANULAR BACKFILLED TRANSITION

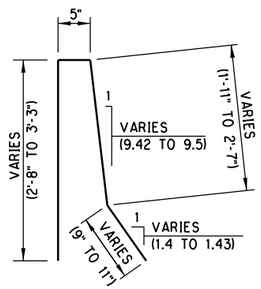
*NOTE: AN EXPANSION JOINT IS LOCATED 12" FROM ℄ I-35.
MAINTAIN 6" CLEARANCE WHEN INSTALLING DOWELS FROM
STATION 79+92.20 TO 80+39.70



SECTION D-D
AT END
GRANULAR BACKFILLED TRANSITION



PBV1 #4 X 6'-4½" AVG.
(5'-5" TO 7'-4")



PBV2 #4 X 6'-5½" AVG.
(5'-11" TO 7'-0")

BENT BAR DIMENSIONS ARE OUT TO OUT

BAR LIST
EPOXY COATED

MARK	NO.	SIZE	FORM	SPACING	LENGTH	LENGTH VARIATION
PBC1	4	#4	STR.	AS SHOWN	30'-8"	--
PBC2	32	#4	STR.	12" C/C	2'-11"	--
PBH1	5	#4	STR.	AS SHOWN	16'-2"	--
PBH2	2	#4	STR.	AS SHOWN	8'-3"	--
PBH3	16	#4	STR.	AS SHOWN	30'-8"	--
PBV1	17	#4	BNT.	12" C/C	6'-4½" AVG.	5'-5" TO 7'-4"
PBV2	32	#4	BNT.	12" C/C	6'-5½" AVG.	5'-11" TO 7'-0"

QUANTITIES

ITEM	UNIT	TOTAL
CLASS A CONCRETE	C.Y.	10.80
EPOXY COATED REINFORCING STEEL	LB.	750.00

Preliminary Plans

PHASE 4 — OKLAHOMA COUNTY
BRIDGE "C" — RAMP "I" AT I-35 & I-240 INTERCHANGE

DESIGN		
DRAWN		
CHECKED		
APPROVED		
SQUAD	POE	

BARRIER TRANSITION DETAILS
PIER NO. 2
(SHEET 2 OF 2)

STATE JOB NO. 09032(08) SHEET NO. B083

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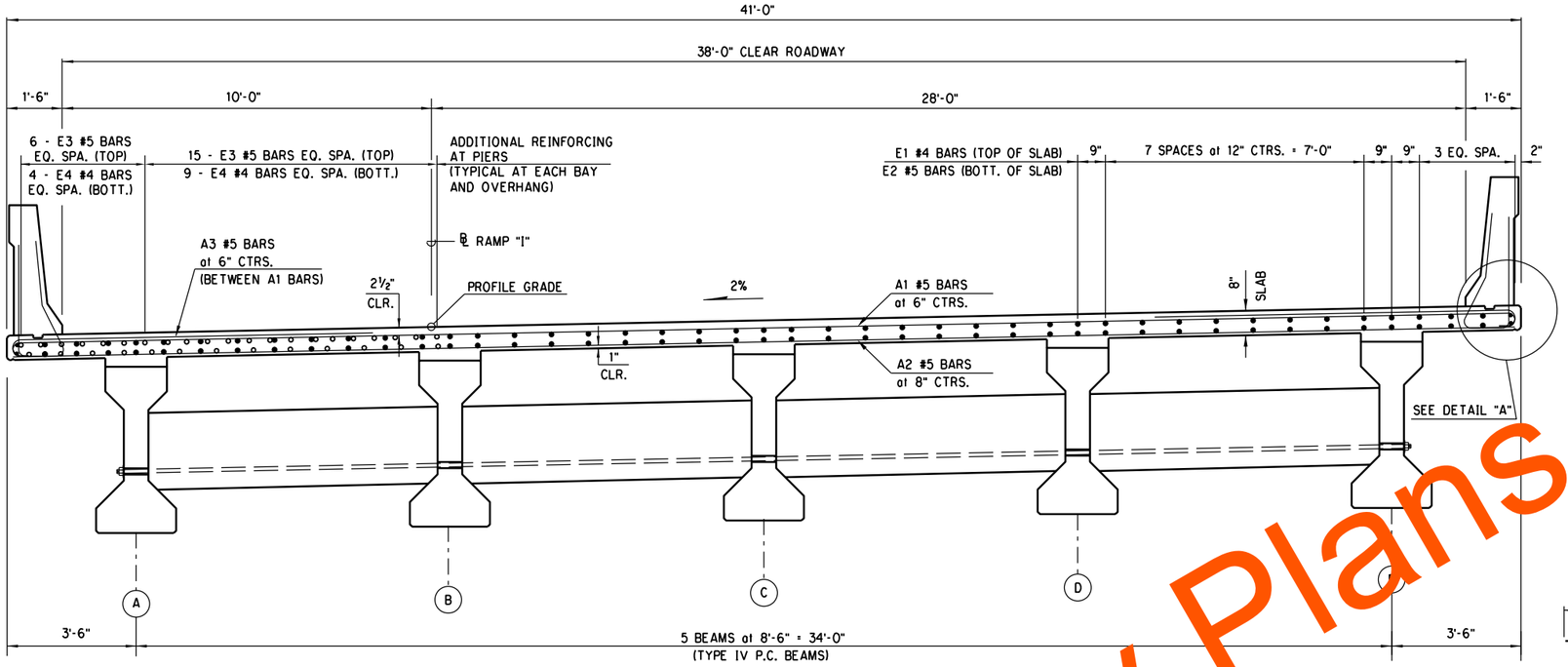
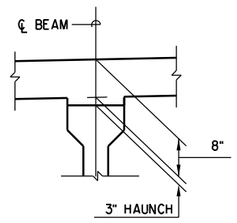
POE & ASSOCIATES, OKLAHOMA CITY, OK.

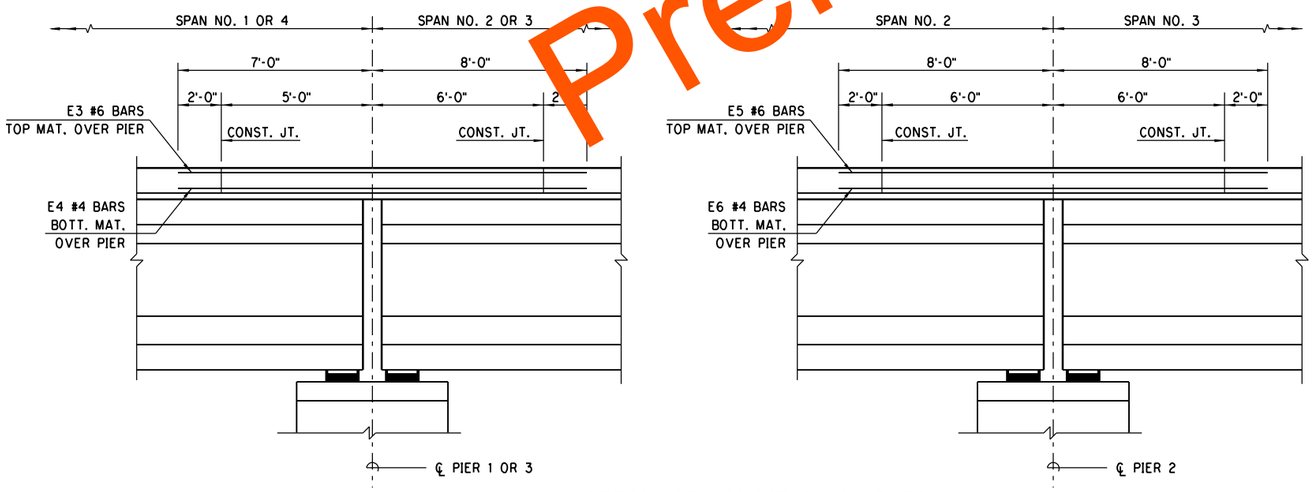
90% PLAN SUBMITTAL
2/29/2024



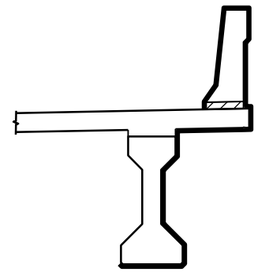
TYPICAL BRIDGE SECTION



HAUNCH DETAIL
HAUNCH SHOWN IS AT ℄ BEARING.



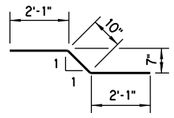
DETAIL OF LONGITUDINAL BARS OVER PIERS



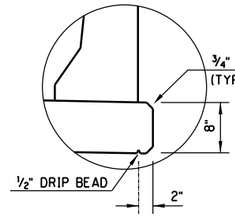
WATER REPELLENT SURFACE TREATMENT

SURFACES INDICATED WITH HEAVY LINES AND HATCH SHALL BE TREATED WITH A PENETRATING WATER REPELLENT TREATMENT

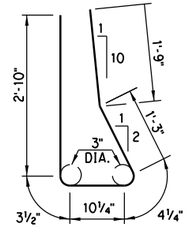
NOTE: ALL BAR BEND DIMENSIONS ARE OUT TO OUT.



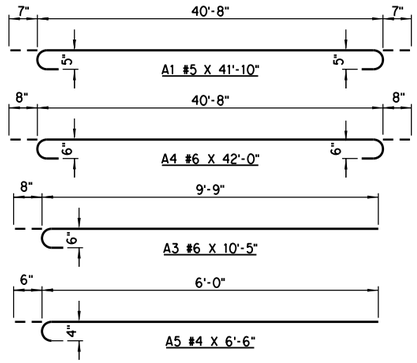
AS1 #4 x 5'-0"

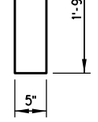


DETAIL "A"

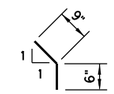


FS2 #5 x 7'-4"

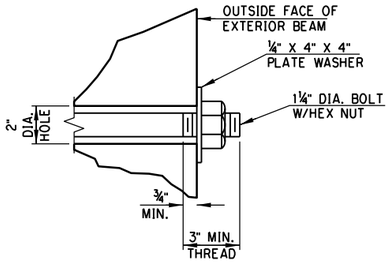




U1 #4 X 4'-9"



L #4 x 1'-3"



DETAIL "B"

NOTE: PROVIDE STRUCTURAL STEEL FOR DIAPHRAGM BOLTS AND PLATE WASHERS IN ACCORDANCE WITH AASHTO M270 (ASTM A709), GRADE 50W (WEATHERING STEEL, CHARPY V-NOTCH TESTING NOT REQUIRED). THE CONTRACTOR MAY SUBSTITUTE A #10 REINFORCING BAR IN ACCORDANCE WITH AASHTO M31, GRADE 60, AND THREADED AT THE ENDS AS SHOWN FOR THE DIAPHRAGM BOLT AT NO ADDITIONAL COST TO THE DEPARTMENT. PROVIDE HEX NUTS IN ACCORDANCE WITH AASHTO M291 (ASTM A563). PAINT EXPOSED DIAPHRAGM BOLT, PLATE WASHER AND HEX NUT WITH TWO (2) COATS OF ZINC-RICH PAINT (6 MIL MINIMUM THICKNESS) AFTER ASSEMBLY. INCLUDE ALL COST OF DIAPHRAGM BOLT, PLATE WASHER AND HEX NUT IN THE CONTRACT UNIT PRICE FOR STRUCTURAL STEEL.

QUANTITIES

	ITEM	UNIT	TOTAL
	PRESTRESSED CONC. BEAMS (TYPE IV)	L.F.	1,596.34
	SAW CUT GROOVING	S.Y.	1,353.20
	42" F-SHAPED PARAPET	L.F.	641.00
	STRUCTURAL STEEL	LB.	1,540.00
	STAINLESS STEEL FIXED BEARING ASSEMBLY	EA.	10.00
	STAINLESS STEEL EXPANSION BEARING ASSEMBLY	EA.	30.00
**	CLASS AA CONCRETE	C.Y.	396.30
	EPOXY COATED REINFORCING STEEL	LB.	109.00
	WATER REPELLENT (VISUALLY INSPECTED)	S.Y.	1,485.00
	SEALER CRACK PREPARATION	L.F.	228.00
	SEALER RESIN	GAL.	3.00

**NOTE:
PLAN QUANTITY FOR CLASS "AA" CONCRETE INCLUDES 12.3 C.Y. FOR HAUNCHES OVER BEAMS. THE HAUNCH HEIGHTS WILL BE SET AFTER ERECTION OF BEAMS TO PROVIDE FOR DEAD LOAD DEFLECTION AND GRADE ADJUSTMENT. BUT THE PAY QUANTITY FOR HAUNCHES WILL BE AS SHOWN ABOVE.

FOR SLAB LAYOUT, SEE SHEET 3 OF 3. FOR LONGITUDINAL SECTION, SEE "LONGITUDINAL SECTION AND DIAPHRAGM DETAILS" SHEET.

PHASE 4 — OKLAHOMA COUNTY
BRIDGE "C" — RAMP "I" OVER I-35

DESIGN		
DRAWN		
CHECKED		
APPROVED		
SQUAD	POE	

SUPERSTRUCTURE DETAILS
(SHEET 1 OF 3)

STATE JOB NO. 09032(08) SHEET NO. B084

Preliminary Plans

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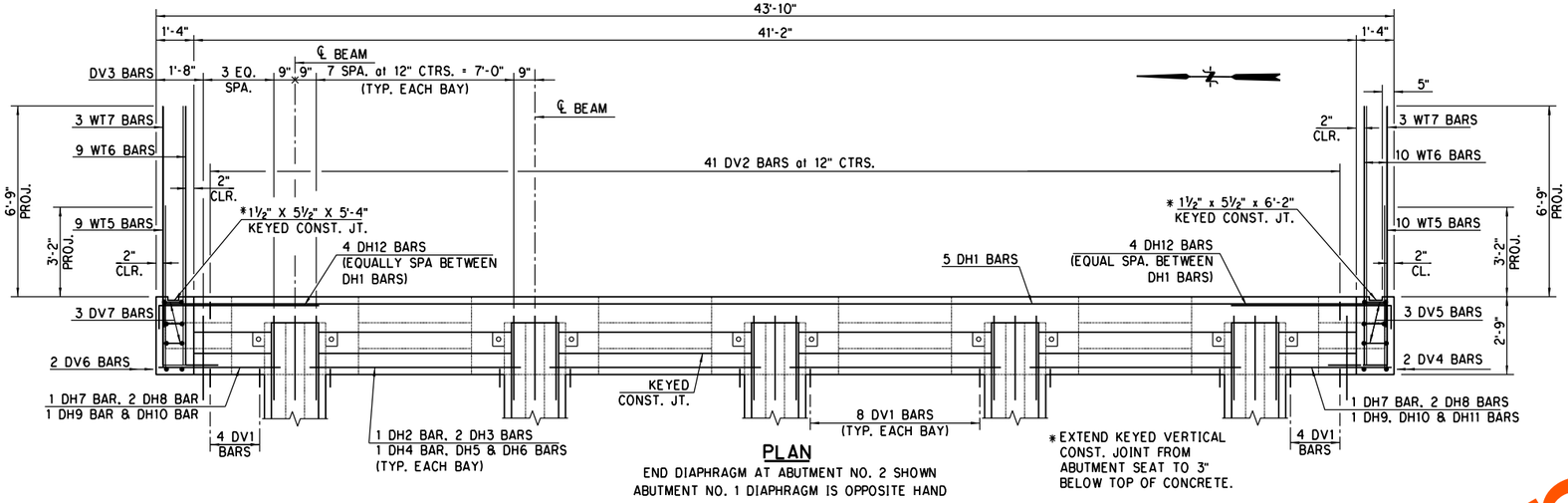
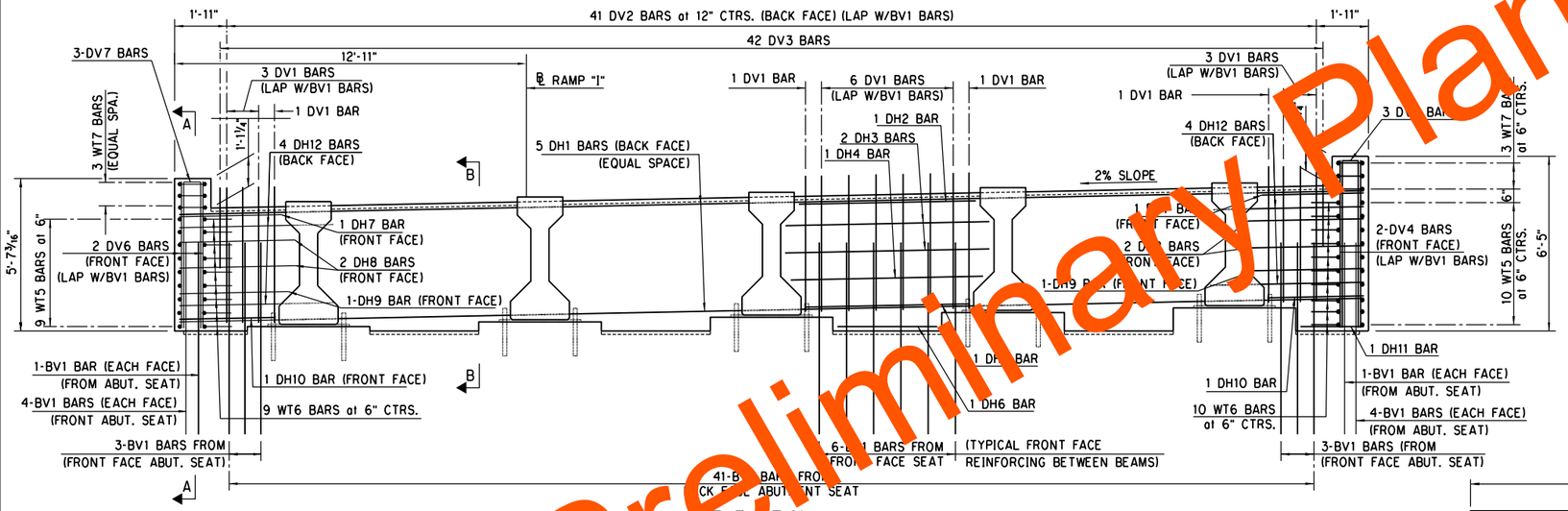
2/29/2024



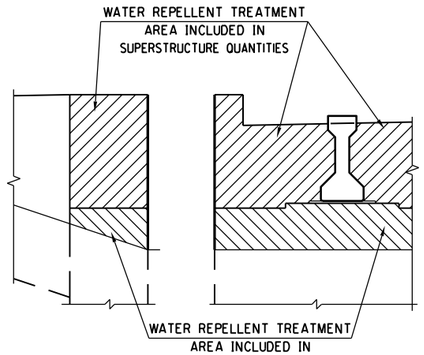
PLAN

END DIAPHRAGM AT ABUTMENT NO. 2 SHOWN
ABUTMENT NO. 1 DIAPHRAGM IS OPPOSITE HAND



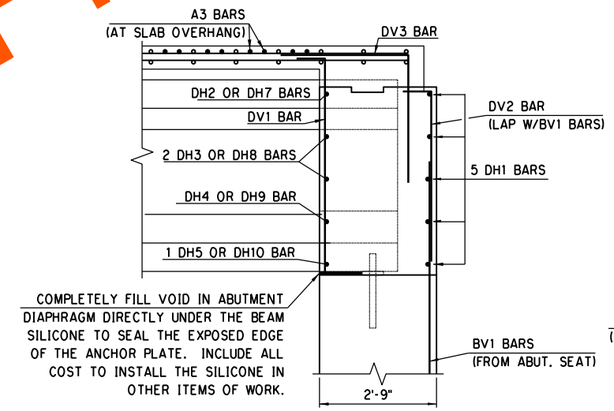
ELEVATION

END DIAPHRAGM AT ABUTMENT NO. 2 SHOWN
ABUTMENT NO. 1 DIAPHRAGM IS OPPOSITE HAND

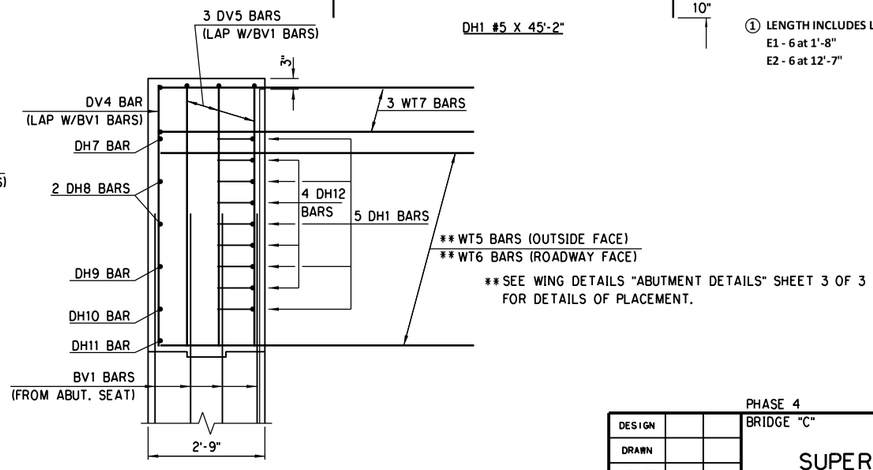


SIDE ELEVATION
WATER REPELLENT TREATMENT DETAILS

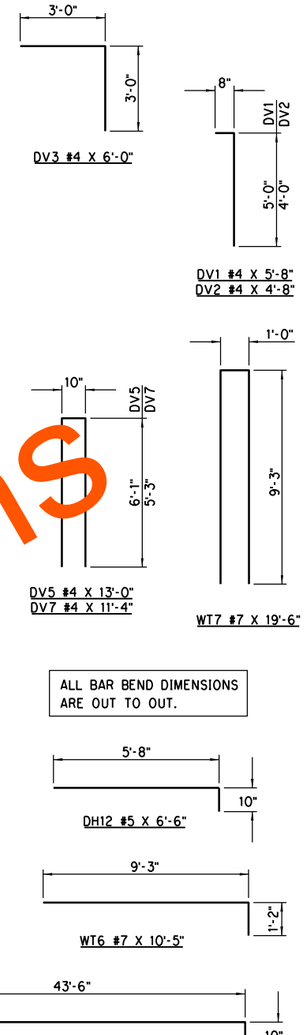
TREAT SURFACES INDICATED BY HEAVY LINE OR HATCH WITH WATER REPELLENT (VISUALLY INSPECTED)



SECTION B-B



SECTION A-A



ALL BAR BEND DIMENSIONS ARE OUT TO OUT.

BAR LIST
(EPOXY COATED)

MARK	NO.	SIZE	FORM	SPACING	LENGTH
A1	568	#5	BNT.	6" C/C	41'-10"
A2	475	#5	STR.	8" C/C	40'-8"
A3	1128	#6	BNT.	6" C/C	10'-5"
A4	71	#6	BNT.	6" C/C	42'-0"
A5	136	#4	BNT.	6" C/C	6'-6"
AS1	84	#4	BNT.	12" C/C	5'-0"
DH1	10	#5	BNT.	AS SHOWN	45'-2"
DH2	8	#5	STR.	AS SHOWN	6'-6"
DH3	16	#5	STR.	AS SHOWN	7'-6"
DH4	8	#5	STR.	AS SHOWN	6'-10"
DH5	8	#5	STR.	AS SHOWN	6'-0"
DH6	8	#5	STR.	AS SHOWN	3'-8"
DH7	4	#5	STR.	AS SHOWN	3'-9"
DH8	8	#5	STR.	AS SHOWN	4'-3"
DH9	4	#5	STR.	AS SHOWN	3'-11"
DH10	4	#5	STR.	AS SHOWN	3'-6"
DH11	2	#5	STR.	AS SHOWN	2'-4"
DH12	16	#4	BNT.	AS SHOWN	6'-6"
DV1	80	#4	BNT.	EQ. SPA.	5'-8"
DV2	82	#4	BNT.	12" C/C	4'-8"
DV3	90	#4	BNT.	AS SHOWN	6'-0"
DV4	4	#4	STR.	EQ. SPA.	6'-1"
DV5	6	#4	BNT.	EQ. SPA.	13'-0"
DV6	4	#4	BNT.	EQ. SPA.	5'-3"
DV7	6	#4	BNT.	EQ. SPA.	11'-4"
① E1	45	#4	STR.	AS SHOWN	330'-4"
① E2	45	#5	STR.	AS SHOWN	335'-10"
E3	144	#5	STR.	AS SHOWN	15'-0"
E4	88	#4	STR.	AS SHOWN	15'-0"
E5	72	#5	STR.	AS SHOWN	16'-0"
E6	44	#4	STR.	AS SHOWN	16'-0"
F1	240	#4	STR.	EQ. SPA.	7'-6"
FS2	624	#5	BNT.	SEE STD.	7'-4"
L	32	#4	BNT.	SEE STD.	1'-3"
UI	360	#4	BNT.	AS SHOWN	4'-9"
WT5	38	#4	STR.	6" C/C	5'-9"
WT6	38	#7	BNT.	6" C/C	10'-5"
WT7	12	#7	BNT.	6" C/C	19'-6"

① LENGTH INCLUDES LAP
E1 - 6 at 1'-8"
E2 - 6 at 12'-7"

Preliminary Plans

DESIGN		
DRAWN		
CHECKED		
APPROVED		
SQUAD	POE	

PHASE 4 — OKLAHOMA COUNTY
BRIDGE "C" — RAMP "I" OVER I-35

SUPERSTRUCTURE DETAILS
(SHEET 2 OF 3)

STATE JOB NO. 09032(08) SHEET NO. B085

3/1/2024 $TIME$
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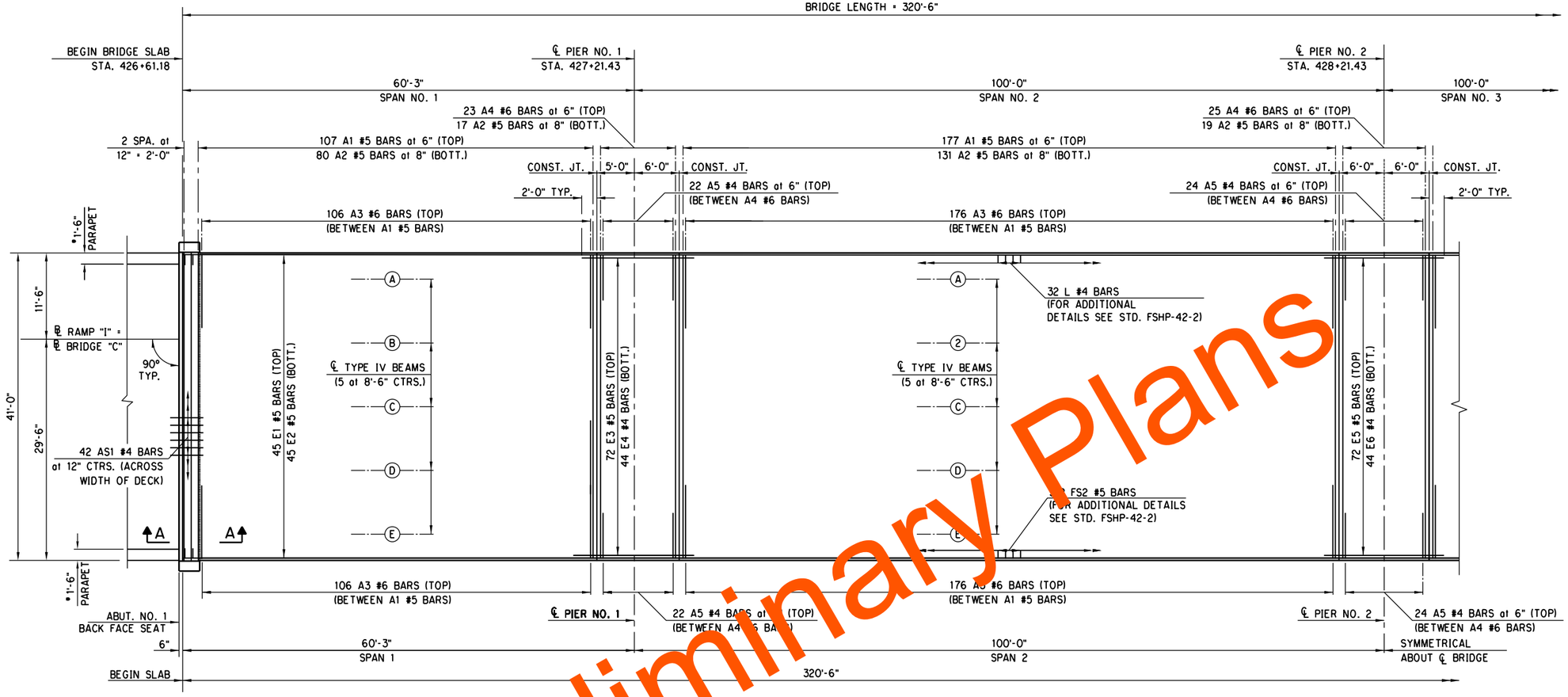
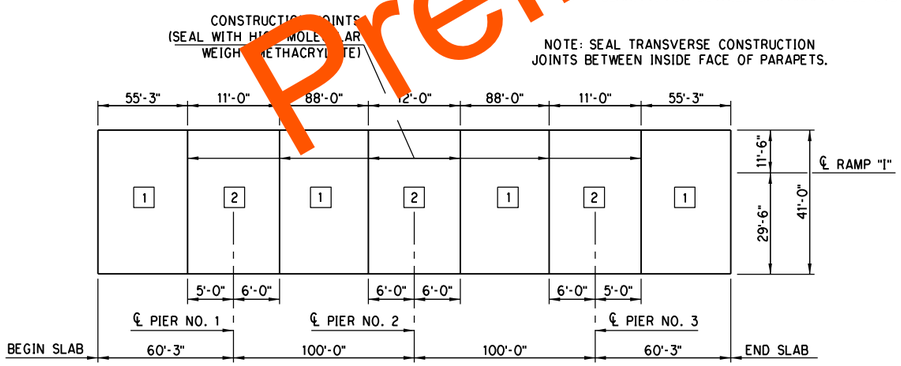
90% PLAN SUBMITTAL
2/29/2024



NOTE: FOR ADDITIONAL DETAILS AT ABUTMENT DIAPHRAGM, SEE SHEET 2 OF 3.

SLAB REINFORCING LAYOUT

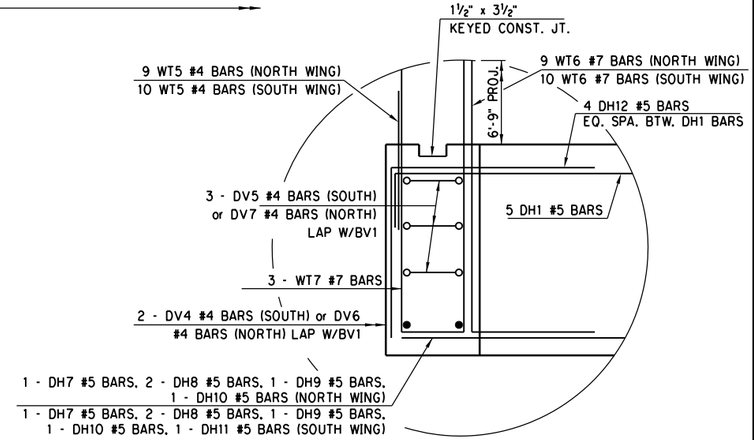
NOTE: CONCRETE PARAPET NOT SHOWN IN LAYOUT FOR CLARITY. FOR DETAILS OF PARAPET SEE STD. FSHP-42-2.



SLAB POURING SEQUENCE

DECK SLAB POURING SEQUENCE DIAGRAM NOTE

THE DECK SLAB IS DIVIDED INTO SECTIONS BETWEEN CONSTRUCTION JOINTS AS SHOWN. THE CONCRETE SHALL BE POURED IN EACH SECTION OF THE DECK SLAB IN THE NUMERICAL SEQUENCE INDICATED. SECTIONS OF THE DECK SLAB WITH THE SAME NUMBER MAY BE POURED IN ANY ORDER. UNDER NO CIRCUMSTANCES WILL SECTION IN SEQUENCE 2 BE POURED BEFORE THE ADJACENT SECTIONS HAVE BEEN IN PLACE FOR AT LEAST 48 HOURS.



DETAIL AT EDGE

Preliminary Plans

DESIGN		
DRAWN		
CHECKED		
APPROVED		
SQUAD	POE	

PHASE 4 — OKLAHOMA COUNTY
BRIDGE "C" — RAMP "I" OVER I-35

SUPERSTRUCTURE DETAILS
(SHEET 3 OF 3)

STATE JOB NO. 09032(08) SHEET NO. B086

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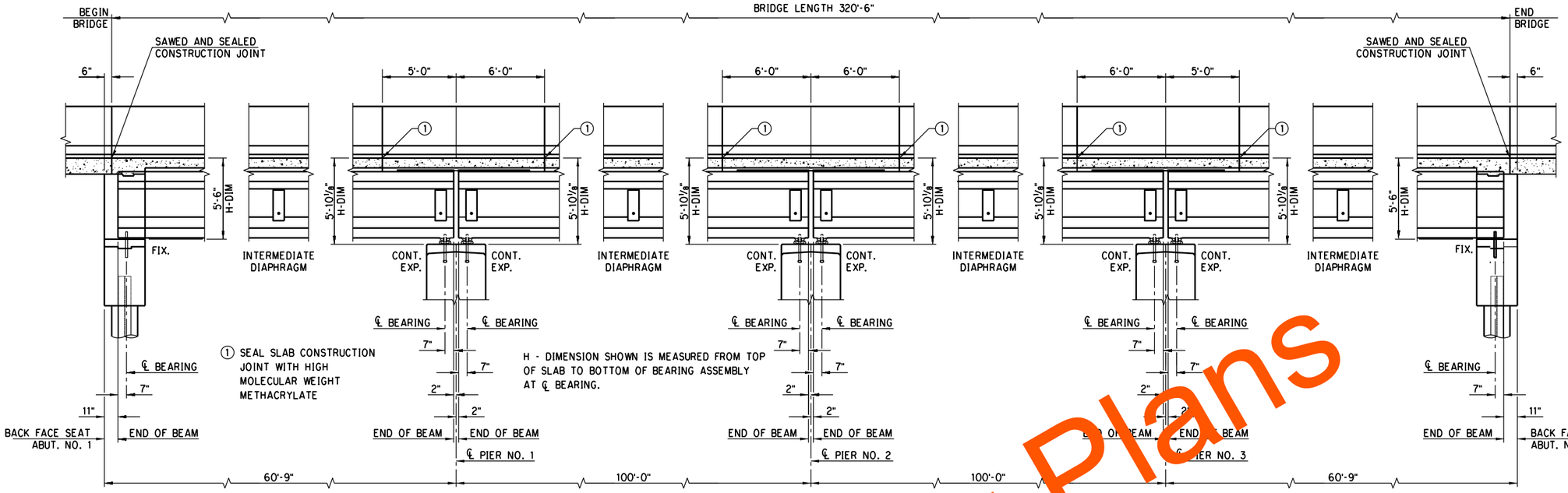
90% PLAN SUBMITTAL
2/29/2024



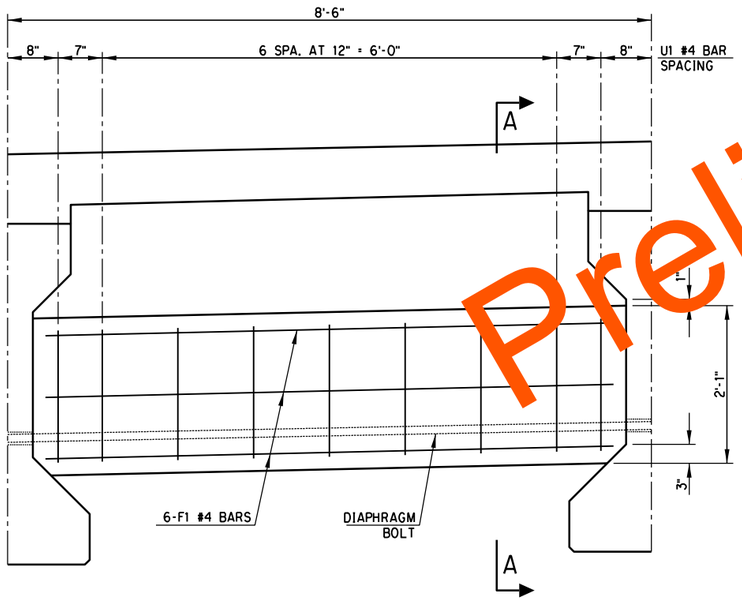
① SEAL SLAB CONSTRUCTION JOINT WITH HIGH MOLECULAR WEIGHT METHACRYLATE

H - DIMENSION SHOWN IS MEASURED FROM TOP OF SLAB TO BOTTOM OF BEARING ASSEMBLY AT ℄ BEARING.

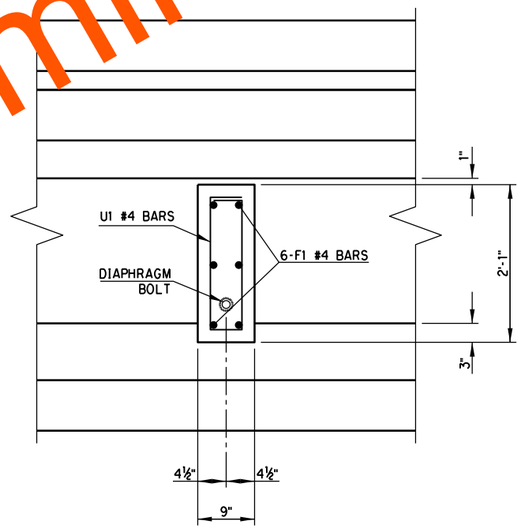
LONGITUDINAL SECTION

NOTE:
DECK SHALL NOT BE PLACED ON BEAMS YOUNGER THAN 28 DAYS OLD.

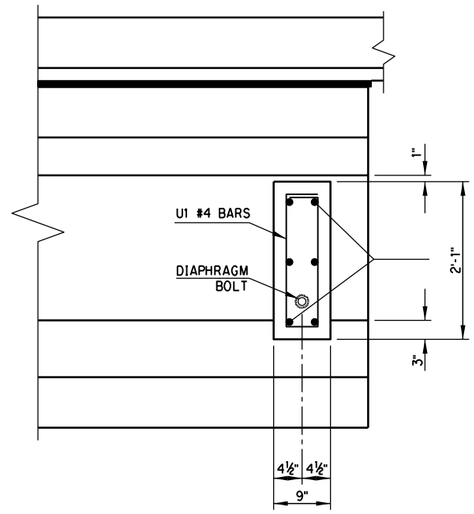
DO NOT PLACE THE CONCRETE FOR THE DECK SLAB OR APPLY OTHER MASSIVE LOADS TO THE BEAMS OR DIAPHRAGMS UNTIL THE CONCRETE IN THE DIAPHRAGMS HAS BEEN IN PLACE A MINIMUM OF 10 DAYS OR AT THE DISCRETION OF THE ENGINEER. THIS TIME MAY BE SHORTENED IF THE CONCRETE HAS ATTAINED 80% OF THE SPECIFIED COMPRESSIVE STRENGTH.



INTERMEDIATE & PIER DIAPHRAGM DETAIL



INTERMEDIATE DIAPHRAGM



PIER DIAPHRAGM

SECTION A-A

DESIGN		
DRAWN		
CHECKED		
APPROVED		
SQUAD	POE	

PHASE 4 — OKLAHOMA COUNTY
BRIDGE "C" — RAMP "I" OVER I-35

LONGITUDINAL SECTION AND DIAPHRAGM DETAILS

STATE JOB NO. 09032(108) SHEET NO. B087

Preliminary Plans

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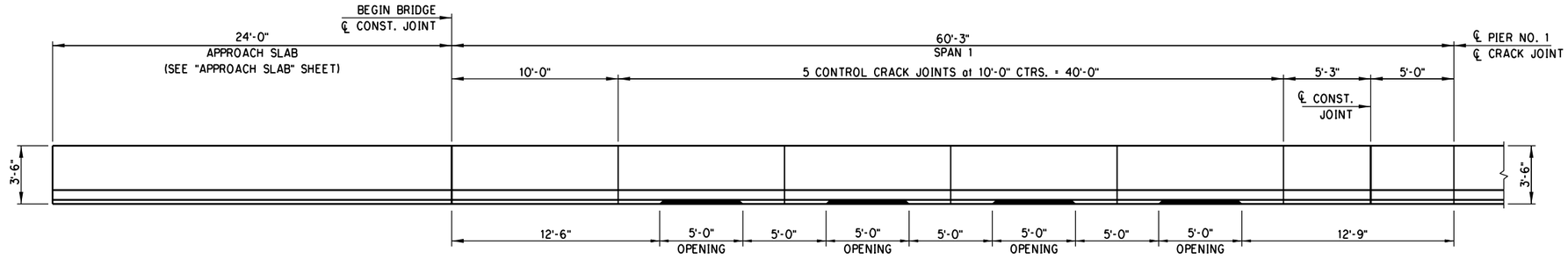
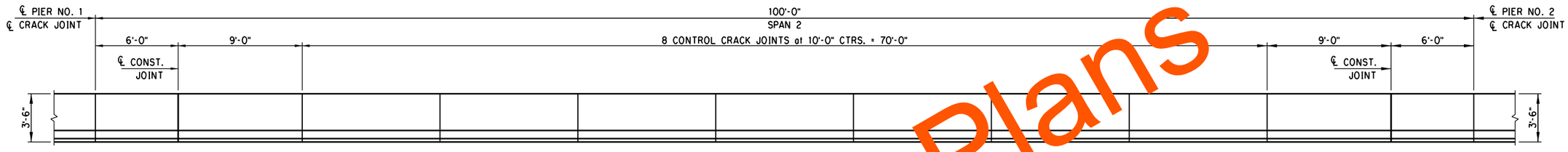
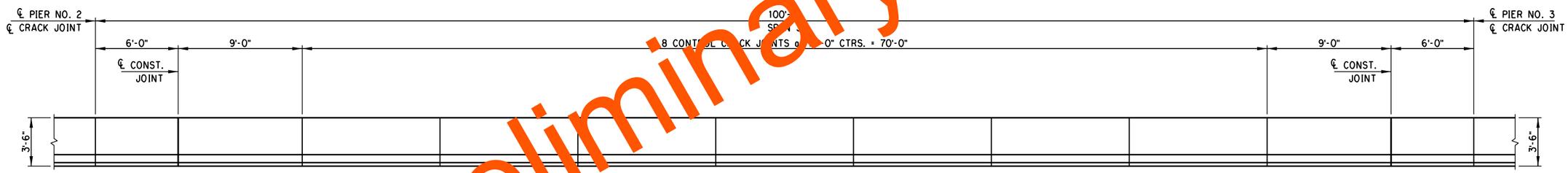
90% PLAN SUBMITTAL
2/29/2024



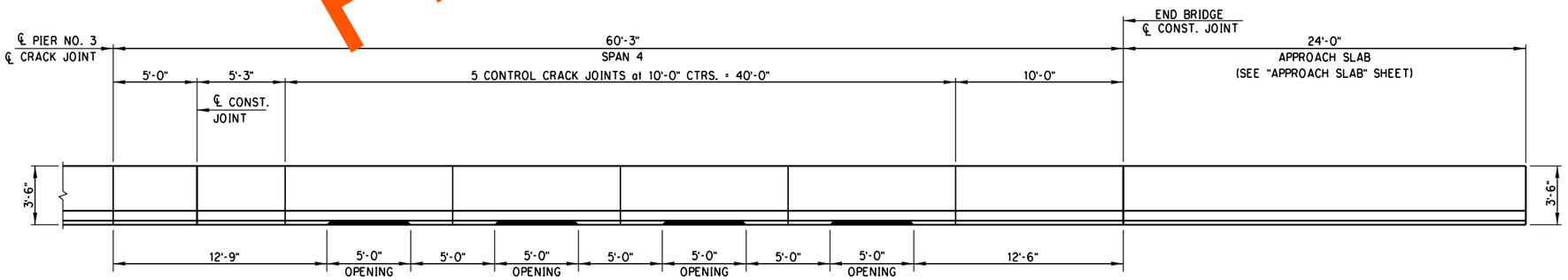
NORTH PARAPET OPENING AND JOINT SPACING
SPAN NO. 1



NORTH PARAPET JOINT SPACING
SPAN NO. 2



NORTH PARAPET JOINT SPACING
SPAN NO. 3



NORTH PARAPET JOINT SPACING
SPAN NO. 4

NOTE: FOR ADDITIONAL DETAILS, SEE STD. FSHP-42-2.

NOTE: NO DRAIN SLOTS ARE TO BE PLACED IN THE SOUTH PARAPET.

Preliminary Plans

DESIGN		
DRAWN		
CHECKED		
APPROVED		
SQUAD	POE	

PHASE 4 — OKLAHOMA COUNTY
BRIDGE "C" — RAMP "I" OVER I-35

PARAPET LAYOUT

STATE JOB NO. 09032(08) SHEET NO. B088

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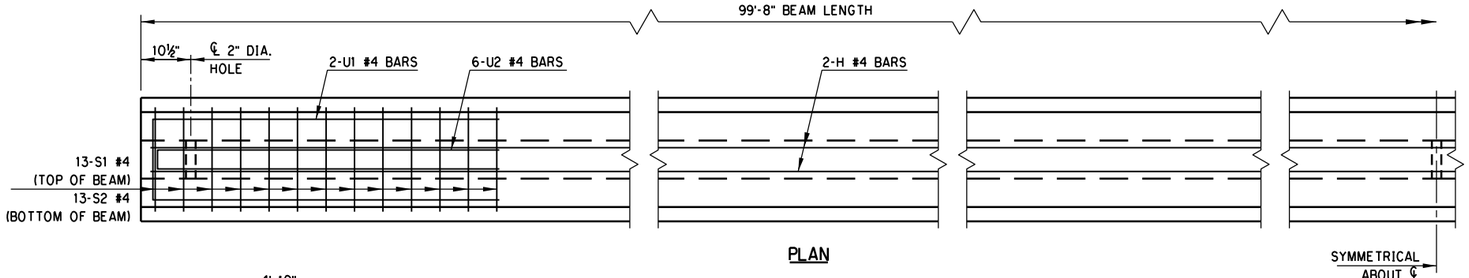
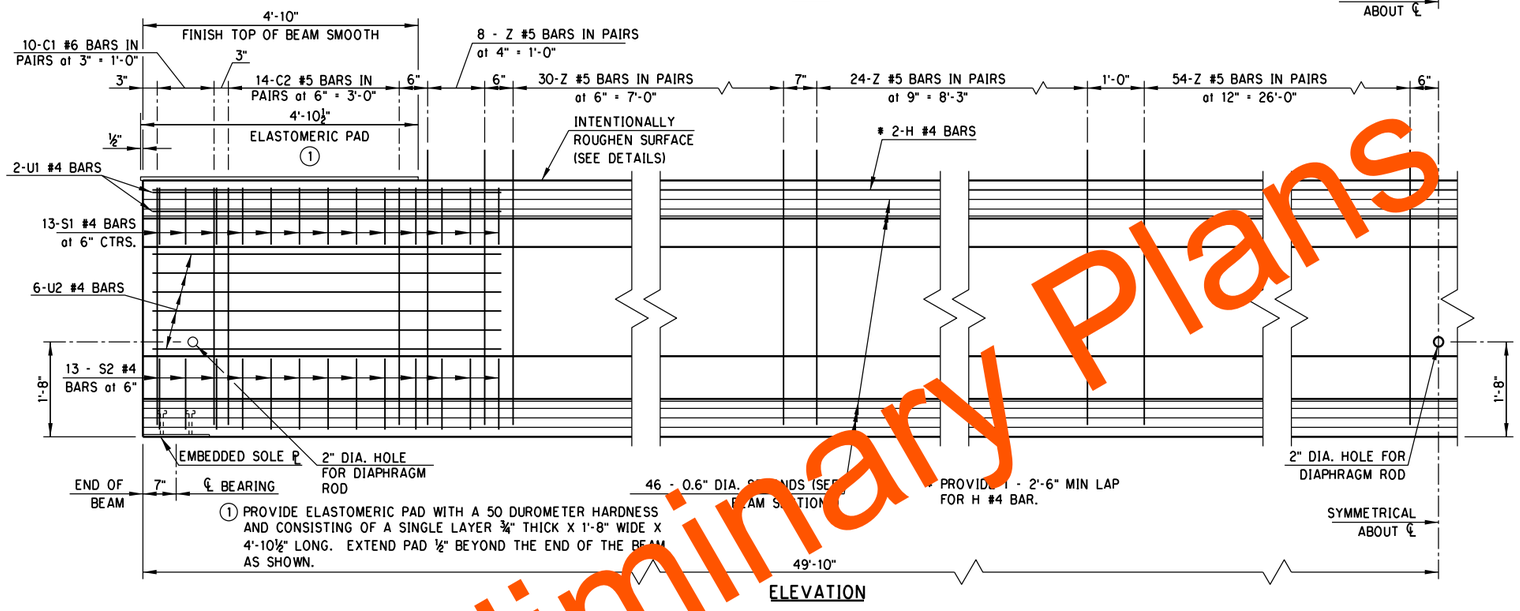
90% PLAN SUBMITTAL
2/29/2024

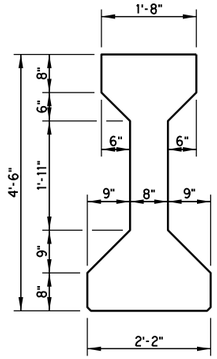


PLAN



① PROVIDE ELASTOMERIC PAD WITH A 50 DUROMETER HARDNESS AND CONSISTING OF A SINGLE LAYER ¾" THICK X 1'-8" WIDE X 4'-10½" LONG. EXTEND PAD ½" BEYOND THE END OF THE BEAM AS SHOWN.

ELEVATION

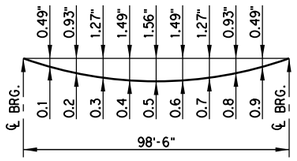


END VIEW
(TYPE IV P.C.B.)

PRESTRESSED CONCRETE BEAM NOTES

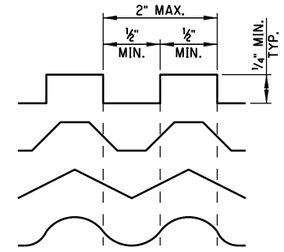
COMPRESSIVE STRENGTH:
PROVIDE CONCRETE WITH A COMPRESSIVE STRENGTH OF 7,000 PSI AT TRANSFER OF PRESTRESS AND 10,000 PSI at 28 DAYS.

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



DEAD LOAD DEFLECTION DIAGRAM

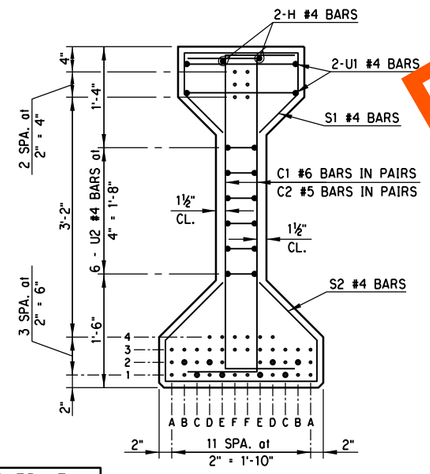
NOTE: THE DEAD LOAD DEFLECTION SHOWN ABOVE at THE TENTH POINTS ARE THE INITIAL DEFLECTIONS DUE TO DECK SLAB + DIAPHRAGMS + HAUNCH + S.I.P. STEEL DECK FORM ALLOWANCE + CONCRETE PARAPET + MEDIAN BARRIER. IT DOES NOT INCLUDE THE BEAM WEIGHT OR FUTURE WEARING SURFACE.



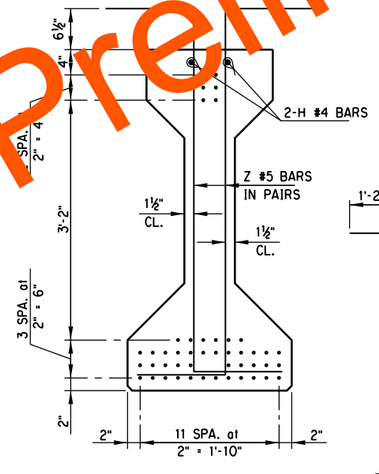
INTENTIONALLY ROUGHENED SURFACE DETAILS

(EXCLUDING END OF BEAM AS NOTED ON ELEVATION)
INTENTIONALLY ROUGHEN THE ENTIRE TOP SURFACE OF P.C. BEAM TO A MINIMUM HEIGHT OF ¼" OVER A MAXIMUM PITCH OF 2" MEASURED LONGITUDINALLY ALONG THE LENGTH OF THE BEAM. PROVIDE A CREST AND TROUGH ASSOCIATED WITH THE HEIGHT OF NOT LESS THAN ½". PRODUCE THE ROUGHENED SURFACE BY USING A SPECIAL TROWEL TO FORM ONE OF THE SURFACES SHOWN IN THE DETAILS. BY CLEANING THE CONCRETE SURFACE WITH A STIFF WIRE BRUSH (OR BLASTING) TO EXPOSE THE AGGREGATE TO A HEIGHT OF ¼". OR BY USING ANOTHER APPROVED METHOD. SUBMIT THE METHOD TO BE USED FOR APPROVAL BY THE ENGINEER. REPAIR ANY DAMAGE TO REINFORCEMENT'S EPOXY COATING BEFORE PLACEMENT OF DECK CONCRETE.

NOTE: FOR EMBEDDED SOLE PLATE DETAILS. SEE SHEET 1 OF 2.

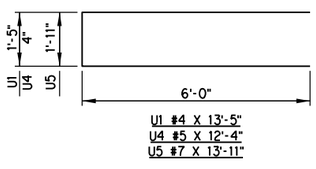


END SECTION

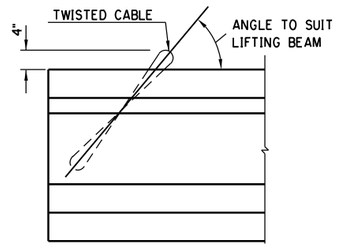


℄ SECTION

BEAM SECTIONS
(46 - 0.6" DIA. STRANDS)



BAR BEND DETAILS



DETAIL OF LIFTING EYE

NOTE: THE USE OF DIAPHRAGM HOLE FOR LIFTING PURPOSES WILL NOT BE PERMITTED.

DEBOND SCHEDULE	
DEBOND PAIR	DEBOND LENGTH FROM END OF BEAM
C1	16'-0"
E1	8'-0"
B2 & D2	4'-0"

Preliminary Plans

DESIGN		
DRAWN		
CHECKED		
APPROVED		
SQUAD	POE	

PHASE 4 — OKLAHOMA COUNTY
BRIDGE "C" — RAMP "I" OVER I-35

TYPE IV P.C.B. DETAILS
SPANS 2 & 3
(SHEET 2 OF 2)

STATE JOB NO. 09032(08) SHEET NO. B089

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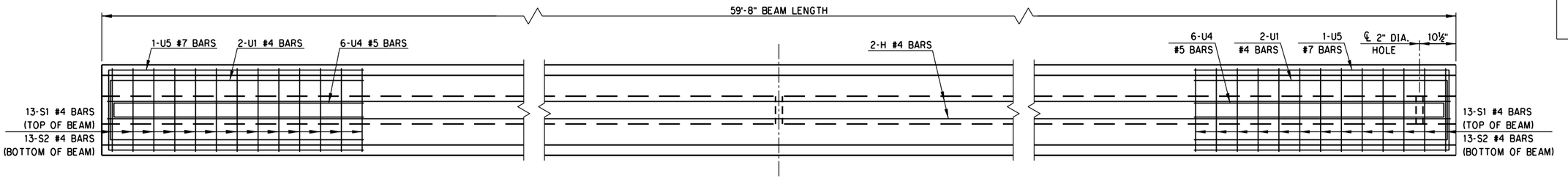
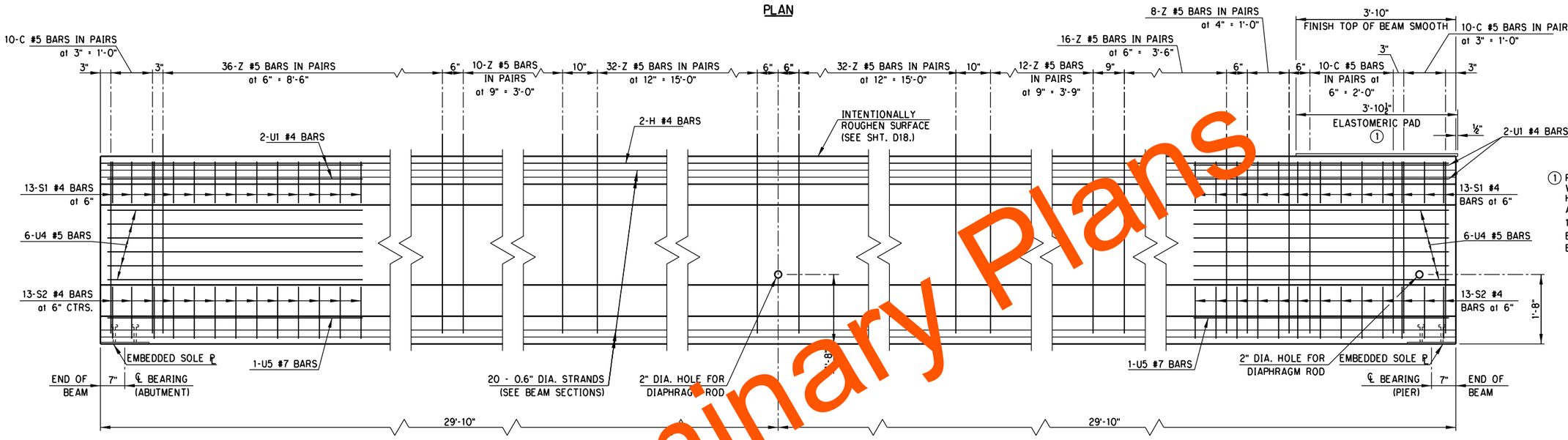
90% PLAN SUBMITTAL
2/29/2024



PLAN



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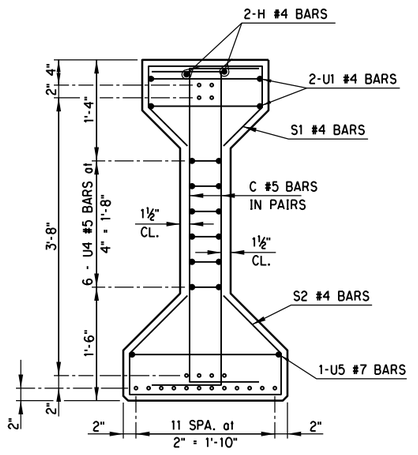
ELEVATION



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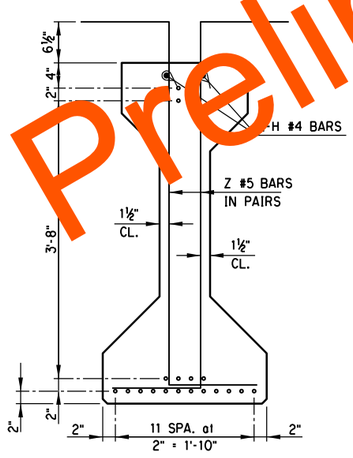
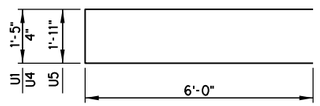
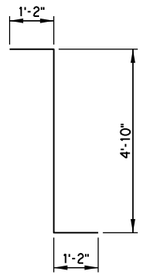
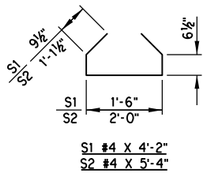


℄ SECTION

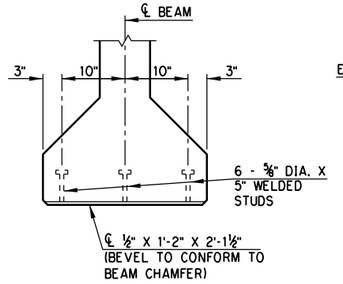
BEAM SECTIONS
(20 - 0.6" DIA. STRANDS)



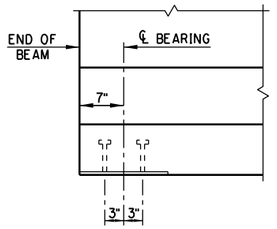




BAR BEND DETAILS



END VIEW



ELEVATION

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

NOTE: FOR DETAIL OF LIFTING EYE AND INTENTIONALLY ROUGHENED SURFACE DETAILS. SEE SHEET 2 OF 2.

PRESTRESSED CONCRETE BEAM NOTES

COMPRESSIVE STRENGTH:
PROVIDE CONCRETE WITH A COMPRESSIVE STRENGTH OF 7,000 PSI AT TRANSFER OF PRESTRESS AND 10,000 PSI at 28 DAYS.

STRAND TYPE:
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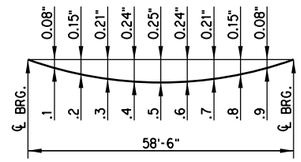

DEAD LOAD DEFLECTION DIAGRAM

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Preliminary Plans

DESIGN		
DRAWN		
CHECKED		
APPROVED		
SQUAD	POE	

PHASE 4 — OKLAHOMA COUNTY
BRIDGE "C" — RAMP "I" OVER I-35

TYPE IV P.C.B. DETAILS

SPANS 1 & 4
(SHEET 1 OF 2)

STATE JOB NO. 09032(08) SHEET NO. B090

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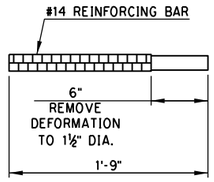
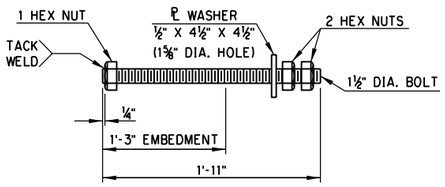
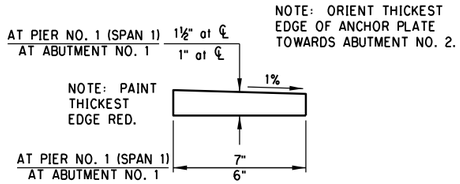
90% PLAN SUBMITTAL
2/29/2024



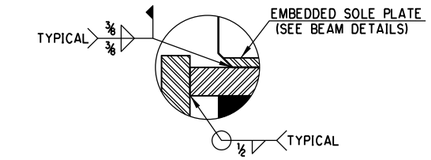
ABUTMENT ANCHOR BAR DETAIL



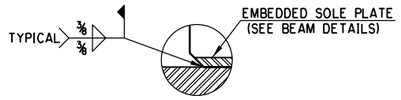
PIER ANCHOR BOLT DETAIL



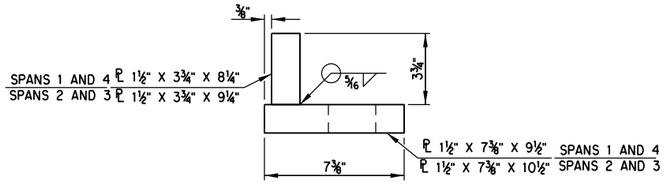
BEVELED ANCHOR PLATE DETAIL



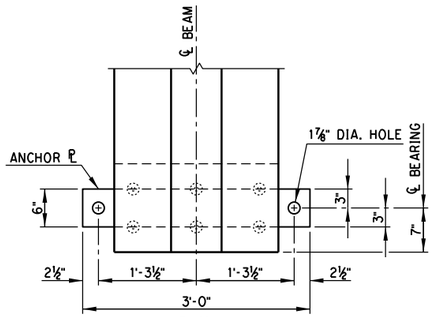
DETAIL "A"



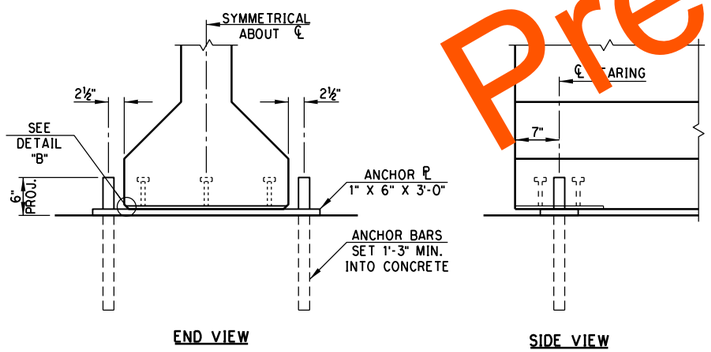
DETAIL "B"



BUILT-UP CONTACT ANGLE DETAIL



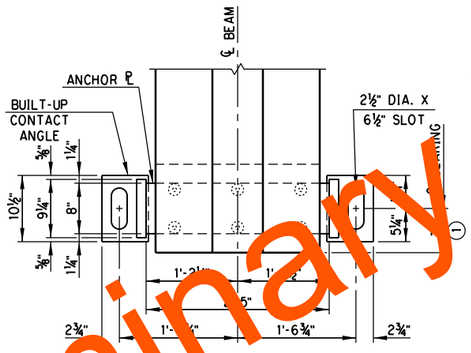
PLAN



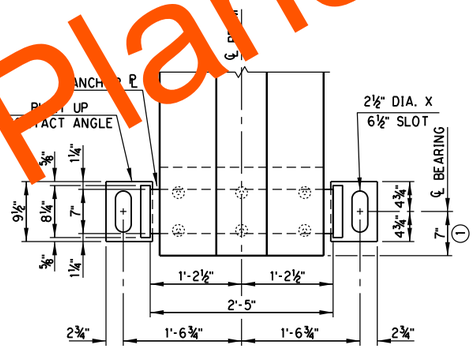
END VIEW

SIDE VIEW

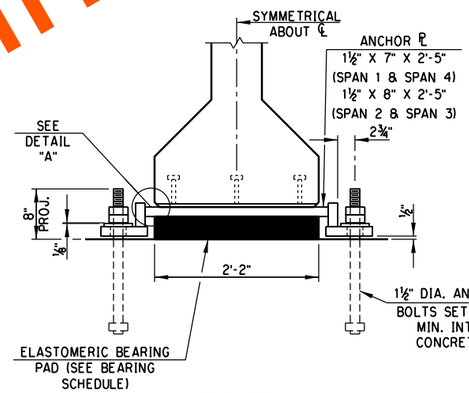
ABUTMENT FIXED BEARING DETAILS



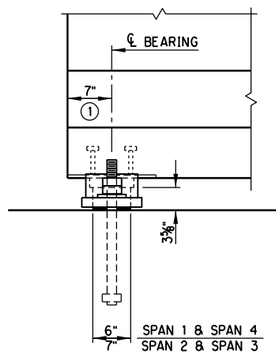
PLAN
(AT BEAMS PLACED IN SPAN 2 & SPAN 3)



PLAN
(AT BEAMS PLACED IN SPAN 1 & SPAN 4)



END VIEW



SIDE VIEW

PIER EXPANSION BEARING DETAILS

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

ELASTIC BEARING PAD SCHEDULE
(DUROMETER 601)

LOCATION	SIZE (TxLxW)	COVER LAYERS	INTERNAL LAYERS	LAMINATE LAYERS
SPANS 1 & 4	3 5/8" x 6" x 2'-2"	2 at 1/4"	6 at 3/8"	7 at 1/8"
SPANS 2 & 3	3 5/8" x 7" x 2'-2"	2 at 1/4"	6 at 3/8"	7 at 1/8"

EXPANSION BEARING ASSEMBLY NOTES

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

FIXED BEARING ASSEMBLY NOTES

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

PHASE 4 — OKLAHOMA COUNTY
BRIDGE "C" — RAMP "I" OVER I-35

DESIGN		
DRAWN		
CHECKED		
APPROVED		
SQUAD	POE	

BEARING ASSEMBLY DETAILS

STATE JOB NO. 09032(08) SHEET NO. B091

Preliminary Plans

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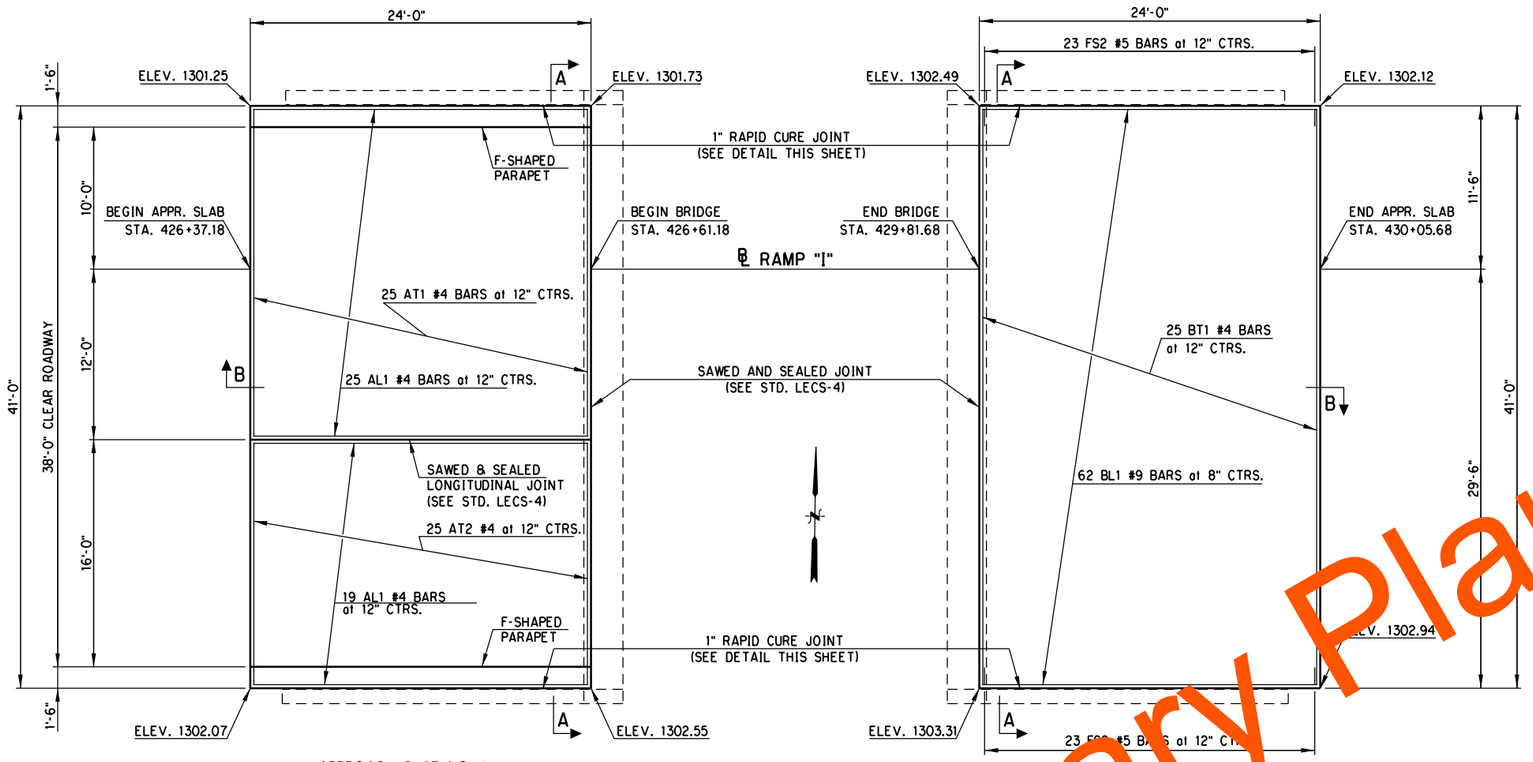
POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL
2/29/2024



APPROACH SLAB NO. 1
TOP REINFORCING MAT DETAILS

APPROACH SLAB NO. 2
BOTTOM REINFORCING MAT DETAILS

NOTE: FOR ADDITIONAL DETAILS AT ABUTMENT DIAPHRAGM SEE "SUPERSTRUCRUTE DETAILS" SHEET 2 OF 3.

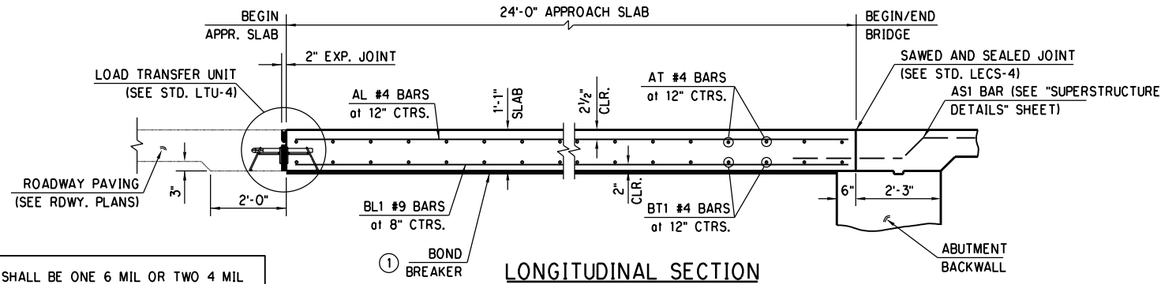
PLAN

NOTE: PLACE REINFORCING IN THE TOP OF THE APPROACH SLAB 2" FROM EITHER SIDE OF THE SAWED AND SEALED LONGITUDINAL JOINT. FOR ADDITIONAL DETAILS OF LONGITUDINAL JOINT, SEE STANDARD LECS-4.

NOTE: DO NOT TINE WITHIN 6" OF THE JOINT BETWEEN THE APPROACH SLAB AND BRIDGE DECK OR WITHIN 6" OF THE SAWED JOINTS OR THE JOINTS BETWEEN THE APPROACH SLAB AND THE WINGWALLS.

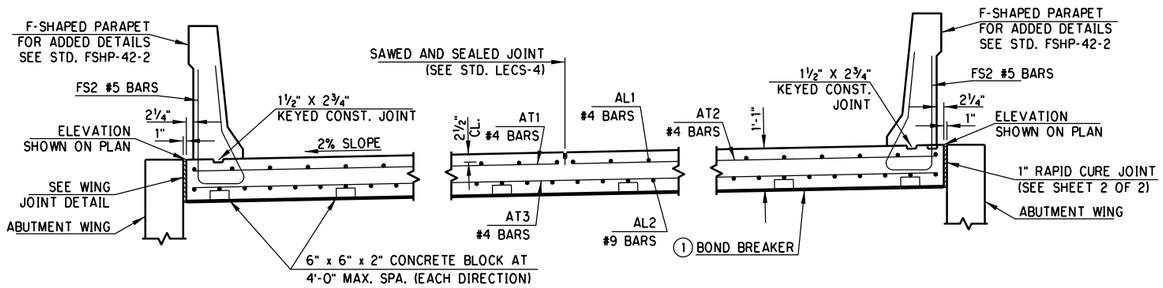
NOTE: FOR DETAILS OF PARAPET SEE ODOT STD. FSHP-42-2.

QUANTITIES				
ITEM	UNIT	ABUT. 1	ABUT. 2	TOTAL
APPROACH SLAB	S.Y.	109.40	109.40	218.80
SAW-CUT GROOVING	S.Y.	101.40	101.40	202.80
42" F-SHAPED PARAPET	L.F.	48.00	48.00	96.00
WATER REPELLENT (VISUALLY INSPECTED)	S.F.	24.00	24.00	48.00



LONGITUDINAL SECTION
SECTION B - B

1 BOND BREAKER SHALL BE ONE 6 MIL OR TWO 4 MIL POLYETHYLENE SHEETS.



SECTION A-A

NOTES:

CONCRETE FOR APPROACH SLABS SHALL BE CLASS AA. REINFORCING STEEL SHALL BE GRADE 60.

ALL COST OF MATERIALS, LABOR, AND INCIDENTALS NECESSARY TO COMPLETE THE WORK AS SHOWN SHALL BE INCLUDED IN THE UNIT PRICE BID PER SQUARE YARD OF APPROACH SLAB. THIS PRICE BID SHALL INCLUDE THE COST OF LOAD TRANSFER UNIT, POLYSTYRENE, RAPID CURE JOINT SEALANT, BACKER RODS, SAWING, DOWEL BLOCKS, POLYETHYLENE SHEETING, CLASS AA CONCRETE AND EPOXY COATED REINFORCING STEEL (INCLUDING FS2 PARAPET BARS).

ALL COST OF PARAPET SHALL BE INCLUDED IN PRICE BID PER L.F. OF "42" F-SHAPED PARAPET". THIS PRICE SHALL INCLUDE COST OF ALL FS1, FH1 AND FH2 EPOXY COATED REINFORCING STEEL. PARAPET SHALL BE FULL HEIGHT FOR THE LENGTH OF THE APPROACH SLAB.

Preliminary Plans

PHASE 4 — OKLAHOMA COUNTY
BRIDGE "C" — RAMP "I" OVER I-35

DESIGN		
DRAWN		
CHECKED		
APPROVED		
SQUAD	POE	

APPROACH SLAB DETAILS
(SHEET 1 OF 2)

STATE JOB NO. 09032(108) SHEET NO. B092

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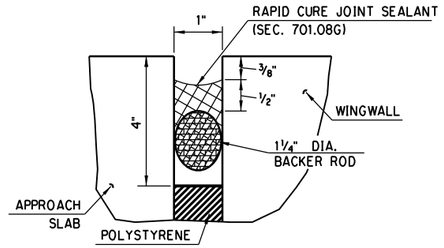
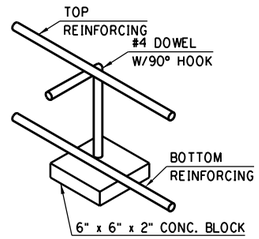
90% PLAN SUBMITTAL
2/29/2024



DETAIL OF RAPID CURE JOINT AT WINGWALLS

NOTE: FOR BACKER ROD AND JOINT SEALER GENERAL NOTES REFER TO STD. LECS-4.



DOWEL BLOCK

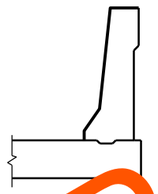
NOTE: CONTRACTOR MAY USE APPROVED HIGH CHAIRS WITH SAND PLATES (HCP) AND 6" x 6" x 2" PLAIN CONCRETE BLOCKS IN LIEU OF DOWEL BLOCKS SHOWN. SPACING SHALL BE 4'-0" MAX. ON CTRS.

BAR LIST - EPOXY COATED

ONE SHOWN 2 REQUIRED
(FOR INFORMATION ONLY)

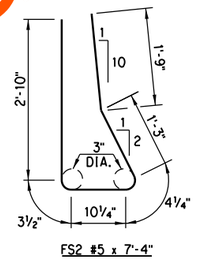
MARK	NO.	SIZE	FORM	SPACING	LENGTH
AL1	44	#4	STR.	12" C/C	23'-8"
AT1	25	#4	STR.	12" C/C	23'-2"
AT2	25	#4	STR.	12" C/C	17'-2"
BL1	62	#9	STR.	8" C/C	23'-8"
BT1	31	#4	STR.	12" C/C	40'-8"
FS2	25	#5	BNT.	12 C/C	7'-4"

Preliminary Plans



WATER REPELLENT SURFACE TREATMENT

SURFACES INDICATED WITH HEAVY LINES SHALL BE TREATED WITH PENETRATING WATER REPELLENT SURFACE TREATMENT.



FS2 #5 x 7'-4"

NOTE: FS2 BARS SHALL BE TIED IN PLACE BEFORE POURING THE CONCRETE FOR THE APPROACH SLAB.

NOTE: ALL BENT BAR DIMENSIONS ARE OUT TO OUT.

PHASE 4 — OKLAHOMA COUNTY
BRIDGE "C" — RAMP "I" OVER I-35

DESIGN		
DRAWN		
CHECKED		
APPROVED		
SQUAD	POE	

APPROACH SLAB DETAILS
(SHEET 2 OF 2)

STATE JOB NO. 09032(08) SHEET NO. B093

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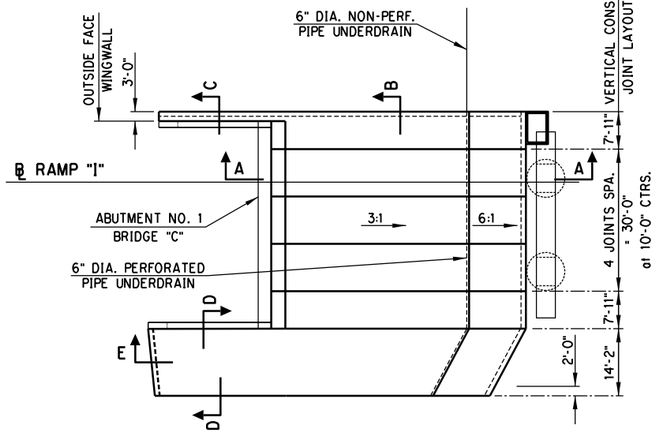
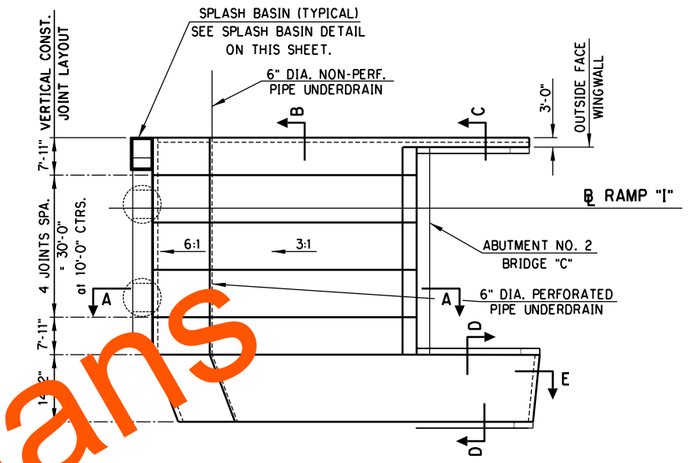
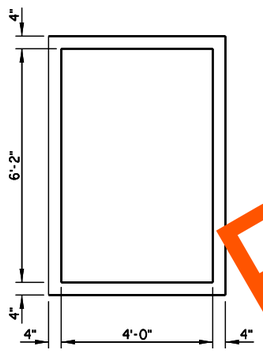


SLOPE WALL PLAN
AT ABUTMENT NO. 1

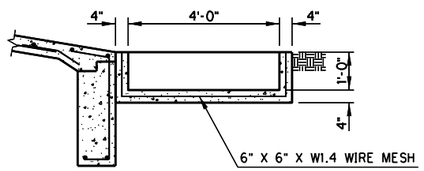


SLOPE WALL PLAN
AT ABUTMENT NO. 2

Preliminary Plans



PLAN



SECTION

SPLASH BASIN DETAIL

FOR SECTION A-A, B, C, D, & E, SEE SHEET 2 OF 2.

QUANTITIES

	ITEM	UNIT	ABUT. 1	ABUT. 2	TOTAL
	CLASS C CONCRETE	C.Y.	1.00	1.00	2.00
	SLOPE WALL (5")	S.Y.	420.00	435.00	853.00
	6" PERFORATED PIPE UNDERDRAIN ROUND	L.F.	61.00	61.00	122.00
①	6" NON-PERF. PIPE UNDERDRAIN RND.	L.F.	20.00	20.00	40.00

① NON-PEROFRATED PIPE SHALL BE CONNECTED TO PREFORATED PIPE AND EXTENDED OUTSIDE THE GROUND LINE TO DRAIN, AS DIRECTED IN THE FIELD BY THE ENGINEER. ENGINEER MAY ADJUST ALIGNMENT IN THE FIELD. PROVIDE 1% MIN. SLOPE TO DRAIN.

DESIGN		
DRAWN		
CHECKED		
APPROVED		
SQUAD	POE	

PHASE 4 — OKLAHOMA COUNTY
BRIDGE "C" — RAMP "I" OVER I-35

SLOPEWALL DETAILS
(SHEET 1 OF 2)

STATE JOB NO. 09032(08) SHEET NO. B094

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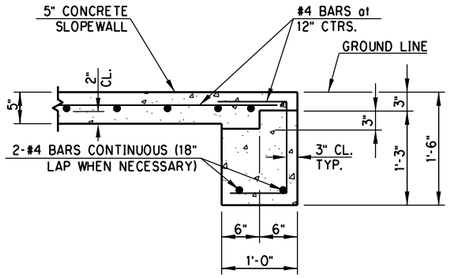
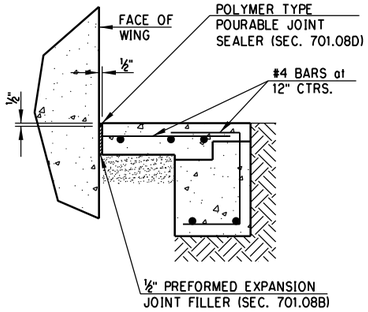
2/29/2024



SECTION B



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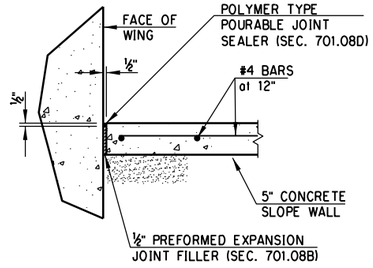

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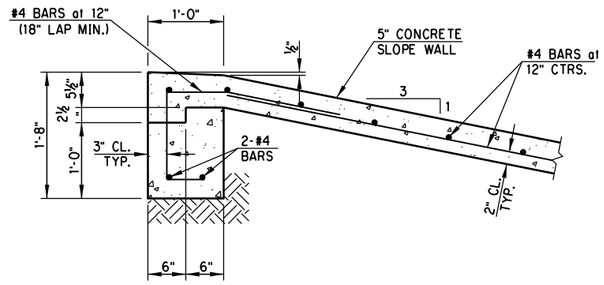
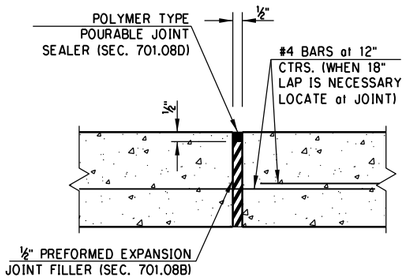
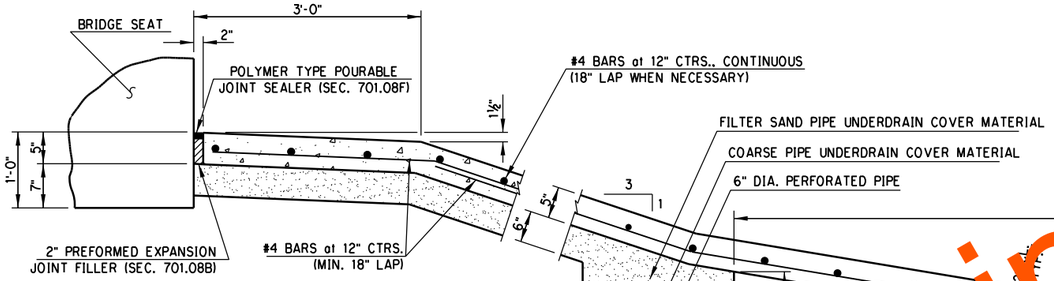


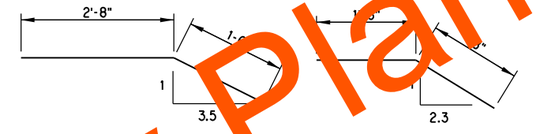
SECTION E



DETAIL OF VERTICAL CONSTRUCTION JOINT

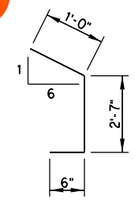


SECTION A-A

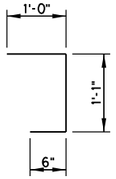


#4 BAR X 2'-2" TOE OF SLOPEWALL

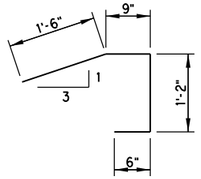
#4 BAR X 2'-2" BOTTOM OF SLOPEWALL



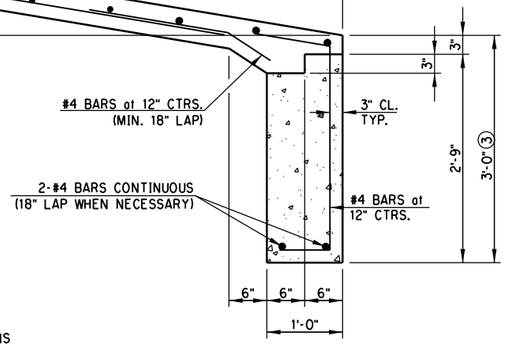
#4 BAR X 4'-1" BAR BEND IN TOE FOOTING

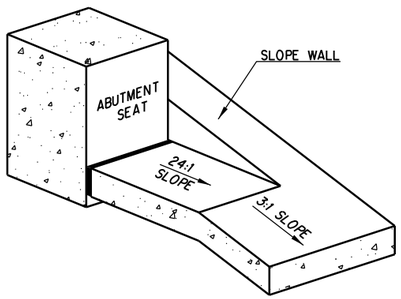


#4 BAR X 2'-7" BAR BEND IN EDGE FOOTING



#4 BAR X 3'-11" BAR BEND IN TOP FOOTING





ISOMETRIC VIEW AT END OF ABUTMENTS

SLOPEWALL NOTES

1. ALL CONCRETE IN THE SLOPE WALL SHALL BE CLASS A CONCRETE AND SHALL BE POURED IN THE DRY. ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH SECTIONS 509 AND 610 OF THE STANDARD SPECIFICATIONS.
2. NO HORIZONTAL CONSTRUCTION JOINTS WILL BE PERMITTED IN THE SLOPE WALL. FINAL NUMBER AND LOCATION OF VERTICAL CONSTRUCTION JOINTS WILL BE DETERMINED IN THE FIELD BY THE ENGINEER.
3. SURFACE AREA OF TOE AND EDGES OF SLOPE WALL INCLUDED IN PAY QUANTITY SHOWN.
4. ALL COSTS OF THE JOINT SEALER AND FILLER, REINFORCING STEEL, CONCRETE, EXCAVATION, FILTER SAND COARSE UNDERDRAIN COVER MATERIAL, LABOR, FORMS AND INCIDENTALS NECESSARY TO COMPLETE THE WORK AS SHOWN, SHALL BE INCLUDED IN THE CONTRACT PRICE BID FOR SLOPE WALL (5").
5. SPLASH BASINS WILL BE MEASURED BY THE CUBIC YARDS OF CLASS "C" CONCRETE REQUIRED TO CONSTRUCT BASINS AS SHOWN IN THE PLANS.

Preliminary Plans

DESIGN		
DRAWN		
CHECKED		
APPROVED		
SQUAD	POE	

PHASE 4 — OKLAHOMA COUNTY
BRIDGE "C" — RAMP "I" OVER I-35

SLOPEWALL DETAILS
(SHEET 2 OF 2)

STATE JOB NO. 09032(06) SHEET NO. B095

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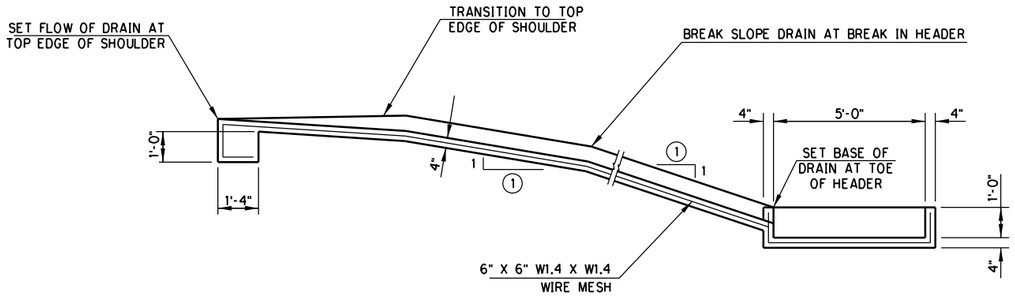
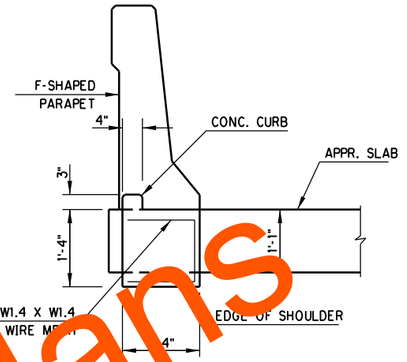
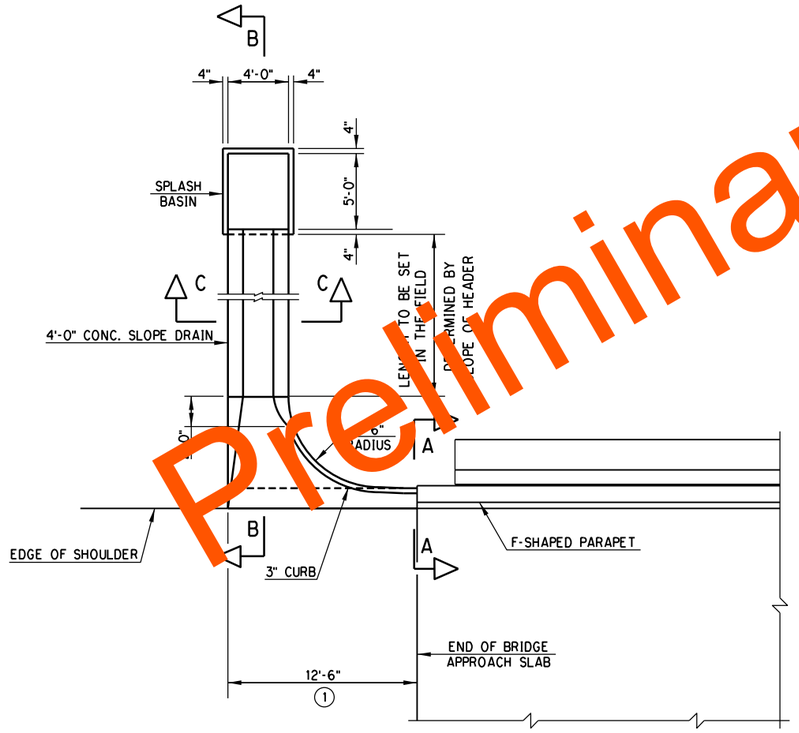


SECTION B-B

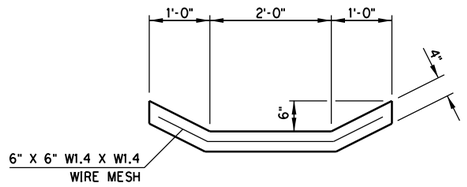
(1) SLOPE TO MATCH SLOPE OF HEADER



SECTION A-A



SLOPE DRAIN PLAN
ABUT. NO. 1



SECTION C-C

(1) ACTUAL LOCATION OF DRAIN TO BE SET IN THE FIELD.

NOTE:
SLOPE DRAIN AND CURBS SHALL BE CONSTRUCTED USING CLASS "C" CONCRETE AS SHOWN ON THIS SHEET. ALL COSTS OF EXCAVATION, SLOPE DRAINS, CURBS, AND REINFORCING STEEL SHALL BE INCLUDED IN THE PAY ITEM FOR "CLASS "C" CONCRETE".

Preliminary Plans

DESIGN		
DRAWN		
CHECKED		
APPROVED		
SQUAD	POE	

PHASE 4 — OKLAHOMA COUNTY
BRIDGE "C" — RAMP "I" OVER I-35

DRAINS AT END OF BRIDGE DETAILS
(SHEET 1 OF 2)

STATE JOB NO. 09032(08) SHEET NO. B096

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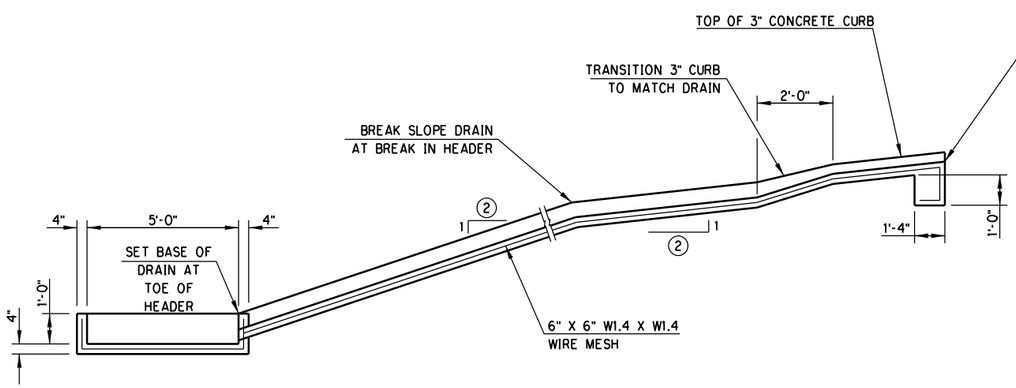
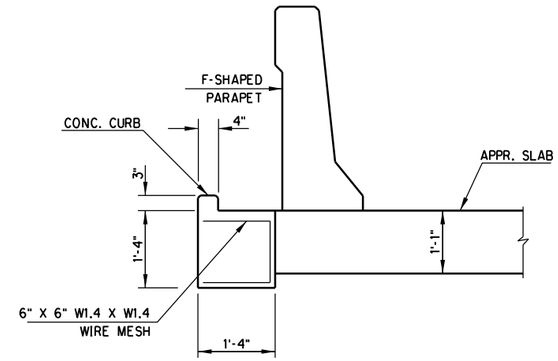
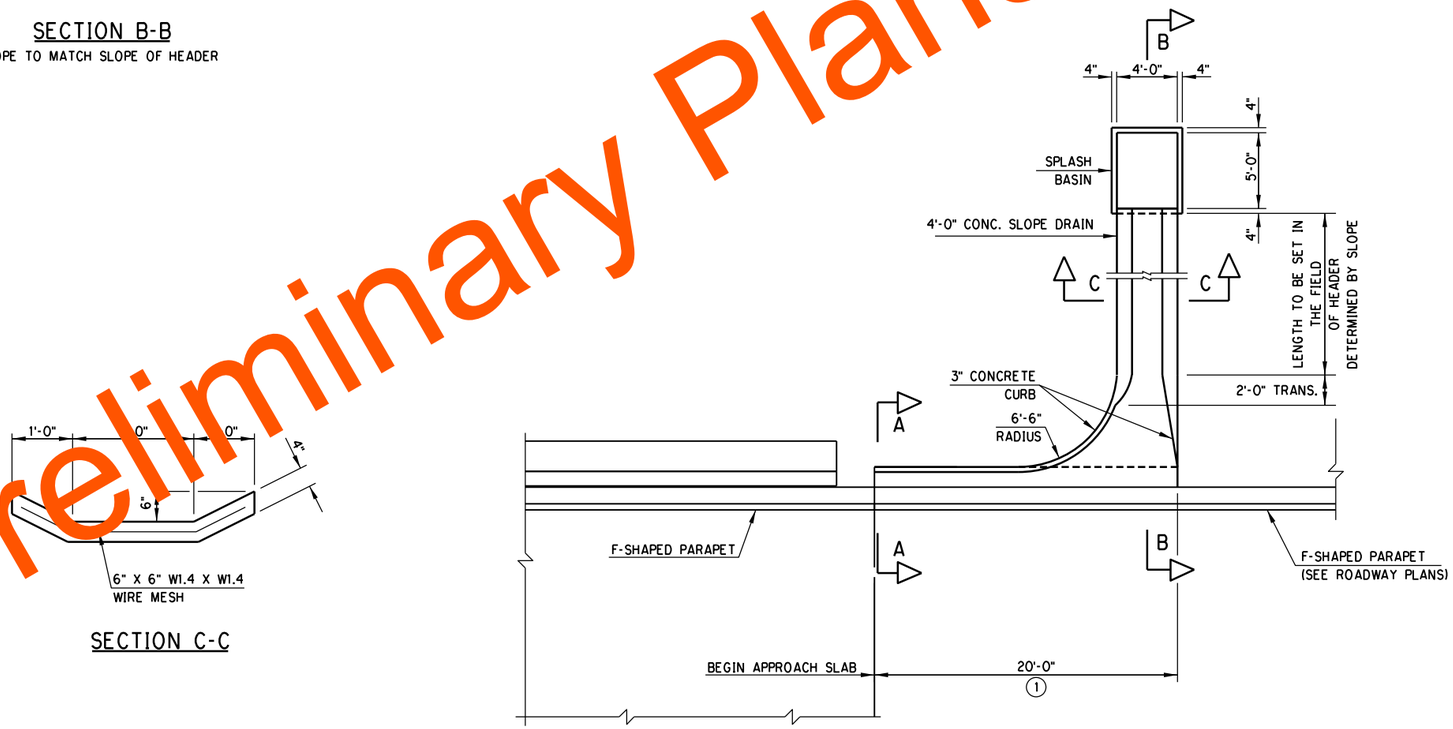
2/29/2024



SECTION B-B
(2) SLOPE TO MATCH SLOPE OF HEADER



SECTION A-A



SLOPE DRAIN PLAN
ABUT. NO. 2

(1) ACTUAL LOCATION OF DRAIN TO BE SET IN THE FIELD.

SECTION C-C

NOTE:
SLOPE DRAIN AND CURBS SHALL BE CONSTRUCTED USING CLASS "C" CONCRETE AS SHOWN ON THIS SHEET. ALL COSTS OF EXCAVATION, SLOPE DRAINS, CURBS, AND REINFORCING STEEL SHALL BE INCLUDED IN THE PAY ITEM FOR "CLASS "C" CONCRETE".

DESIGN		
DRAWN		
CHECKED		
APPROVED		
SQUAD	POE	

PHASE 4 — OKLAHOMA COUNTY
BRIDGE "C" — RAMP "I" OVER I-35

DRAINS AT END OF BRIDGE DETAILS
(SHEET 2 OF 2)

STATE JOB NO. 09032(08) SHEET NO. B097

Preliminary Plans

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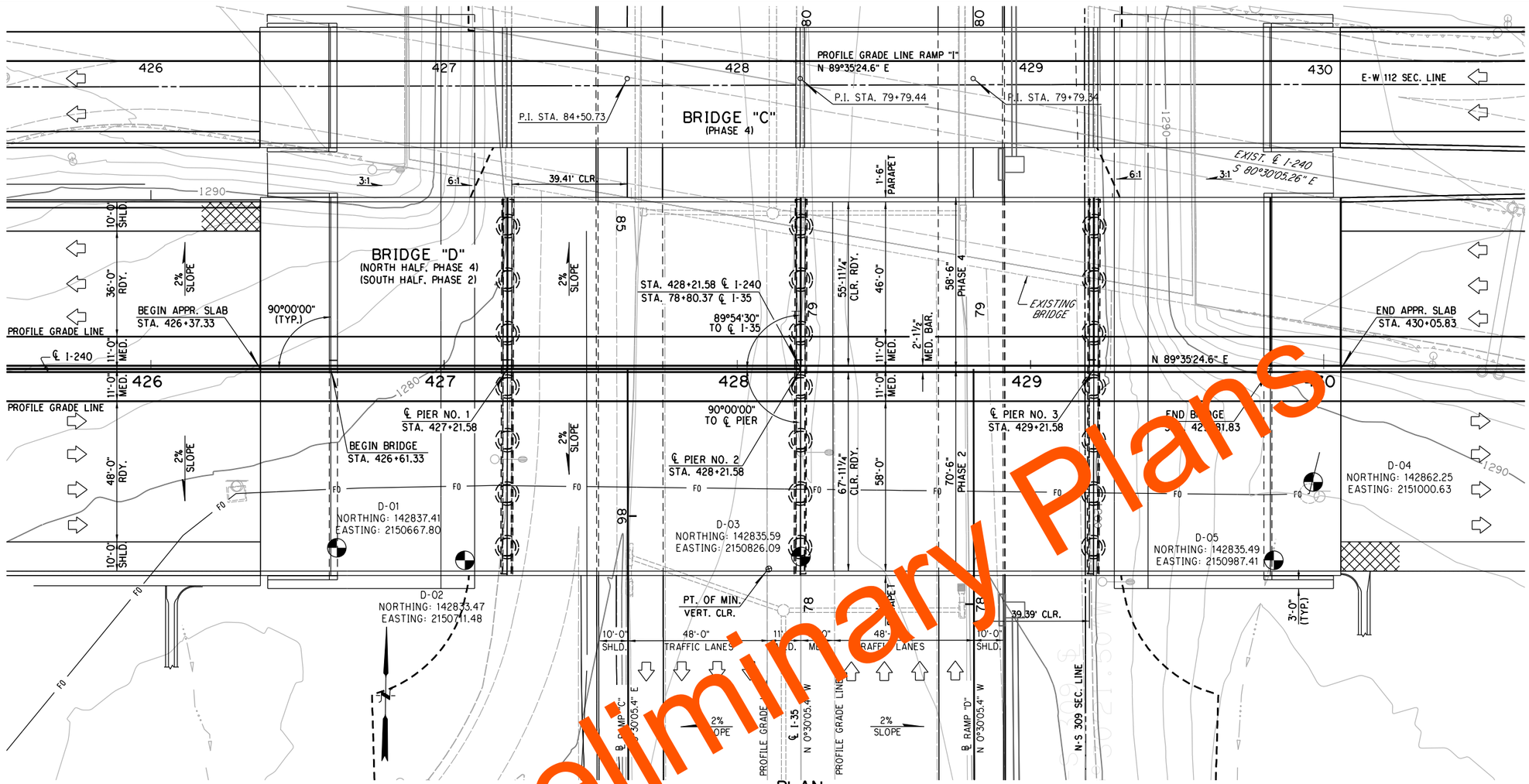
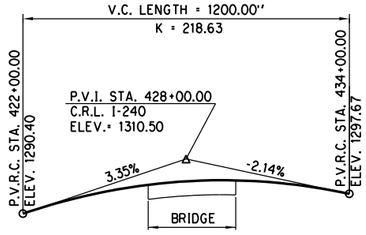
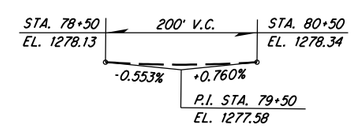
90% PLAN SUBMITTAL
2/29/2024



PLAN
SCALE: 1" = 20'-0"



PROFILE GRADE DATA
I-240

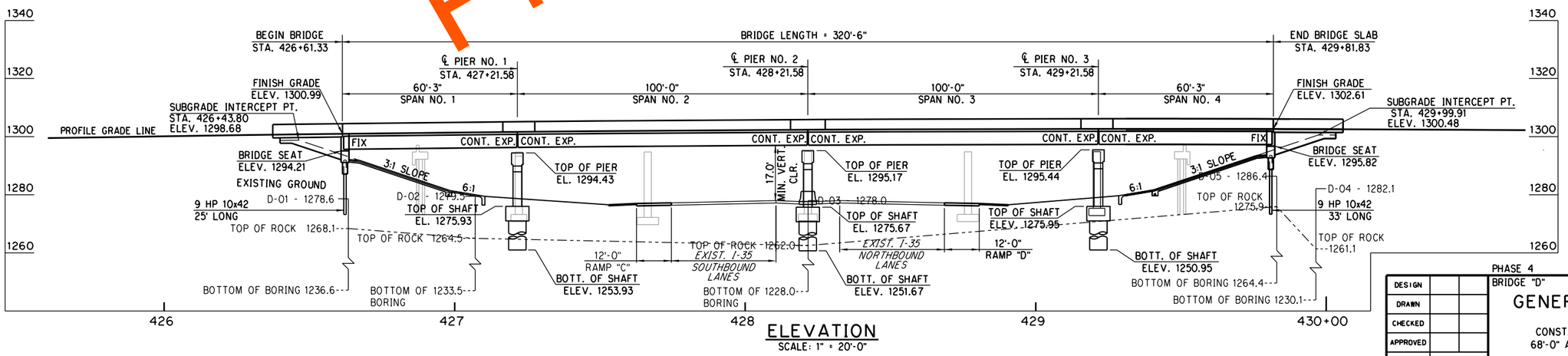


EXISTING PROFILE GRADE
I-35

BM 25 - "6 REBAR
EAST OF CREEK BEND
STA. 421+26.09 ℄ I-240
620.62' RT ELEV. 1287.24

BM 26 - "6 x 30" LONG REBAR
STA. 423+82.37 ℄ I-240
774.34' RT ELEV. 1283.54

BM 54 - "X" ON TOP OF CURB
PARKING LOT TEXAS ROADHOUSE
STA. 439+22.55 ℄ I-240
209.30' RT ELEV. 1300.07



ELEVATION
SCALE: 1" = 20'-0"

DESIGN		
DRAWN		
CHECKED		
APPROVED		
SQUAD	POE	

PHASE 4 — OKLAHOMA COUNTY
BRIDGE "D" — I-240 OVER I-35

GENERAL PLAN & ELEVATION

℄ STA. 428+21.58 ℄ I-240
CONST. 60'-100'-100'-60' TYPE IV P.C. BEAM SPANS - 68'-0" AND 56'-0" CLR. RDY. W/42" F-SHAPED PARAPET

STATE JOB NO. 09032(08) SHEET NO. B098

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Preliminary Plans

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90% PLAN SUBMITTAL
2/29/2024

DESIGN DATA

CONCRETE CLASS AA	f'c = 4 K.S.I.
CONCRETE CLASS A	f'c = 3 K.S.I.
REINFORCING STEEL (GRADE 60)	Fy = 60 K.S.I.
STRUCTURAL STEEL AASHTO M270 GRADE 50W	Fy = 50 K.S.I.
STAINLESS STEEL, ASTM A240 (TYPE 316)	Fy = 30 K.S.I.

LOADING:
HL-93 OR OKLAHOMA OVERLOAD TRUCK OR SPECIAL OVERLOAD TRUCK (SEE DIAGRAM THIS SHEET)
5 PSF SIP STEEL DECK FORM ALLOWANCE
20 PSF FUTURE WEARING SURFACE

DESIGN:
AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, 6TH EDITION
ANSI/AASHTO/AWS D1.5 WELDING CODE

LRFR OF HL-93 LOADING:
INVENTORY RATING FACTOR = 1.34
OPERATING RATING FACTOR = 2.07

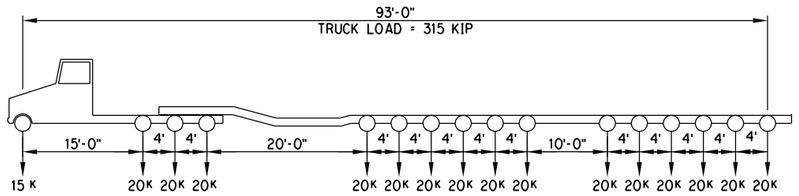
FOUNDATION DATA

PIERS (72" DIAMETER DRILLED SHAFTS)		PIER NO. 1 & PIER NO. 3	PIER NO. 2
FACTORED REACTION (TONS/SHAFT)	=	574	650
MINIMUM DEPTH INTO ROCK (FEET)	=	10'-0"	10'-0"
NOMINAL UNIT BEARING CAPACITY (TONS/S.F.)	=	46.0	36.5
BEARING RESISTANCE FACTOR	=	0.7	0.7
FACTORED BEARING RESISTANCE (TONS/SHAFT)	=	910	722
NOMINAL UNIT FRICTION RESISTANCE (TONS/S.F.)	=	7.2	4.8
FRICTION RESISTANCE FACTOR	=	0.45	0.45
DEPTH OF ROCK NEGLECTED FOR FRICTION (FT.)	=	5	5
FACTORED FRICTION RESISTANCE (TONS/SHAFT)	=	305	203
TOTAL FACTORED RESISTANCE (TONS/SHAFT)	=	1215	925

ABUTMENTS (HP 10X42 PILING)

FACTORED PILE REACTION (TONS/PILE) = 76.0

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



SPECIAL OVERLOAD TRUCK DIAGRAM

SUMMARY OF BRIDGE QUANTITIES

ITEM	UNIT	ABUTS	PIERS	SUPER STRUCTURE	APPR. SLABS	SLOPE WALLS	PIER PROTECTION	TOTAL
SUBSTRUCTURE EXCAVATION COMMON	C.Y.	80.00	--	--	--	--	--	80.00
CLSM BACKFILL	C.Y.	252.00	--	--	--	--	--	252.00
PRESTRESSED CONCRETE BEAMS (TYPE IV)	L.F.	--	--	1,912.00	--	--	--	1,912.00
APPROACH SLAB	S.Y.	--	--	--	312.00	--	--	312.00
SAW-CUT GROOVING	S.Y.	--	--	1,994.00	300.00	--	--	2,294.00
CONCRETE PARAPET	L.F.	--	--	320.50	48.00	--	--	368.50
42" F-SHAPED PARAPET	L.F.	--	--	320.50	48.00	--	--	368.50
STRUCTURAL STEEL	.LB	--	--	2,390.00	--	--	--	2,390.00
WEATHERING STEEL FIXED BEARING ASSEMBLY	EA.	--	--	12.00	--	--	--	12.00
STAINLESS STEEL EXPANSION BEARING ASSEMBLY	EA.	--	--	36.00	--	--	--	36.00
ELASTOMERIC BEARING PADS	EA.	--	--	36.00	--	--	--	36.00
CLASS AA CONCRETE	C.Y.	--	--	568.00	--	--	--	568.00
CLASS A CONCRETE	C.Y.	62.90	276.7	--	--	--	41.90	381.50
CLASS C CONCRETE	C.Y.	--	--	--	--	2.00	--	2.00
SLOPE WALL (5")	S.Y.	--	--	--	--	652.00	--	652.00
REINFORCING STEEL	.LB	--	2,[illegible].00	--	--	--	6,490.00	8,710.00
EPOXY COATED REINFORCING STEEL	.LB	10,180.[illegible]	65,26[illegible].00	127,170.00	--	--	--	202,610.00
PILES. FURNISHED (HP 10X42)	L.F.	[illegible]22.0[illegible]	--	--	--	--	--	522.00
PILES. DRIVEN (HP 10X42)	L.F.	[illegible]2.00	--	--	--	--	--	522.00
PILES SPLICE. H-PILE (NON-BIDDABLE)	EA.	--	--	--	--	--	--	1.00
WATER REPELLENT (VISUALLY INSPECTED)	S.Y.	[illegible]	210.00	1,018.00	68.00	--	--	1,338.00
DRILLED SHAFTS 72" DIAMETER	[illegible]	[illegible]	168.00	--	--	--	--	168.00
CROSSHOLE SONIC LOGGING	E[illegible]	--	2.00	--	--	--	--	2.00
ELASTOMERIC COATING	S.F.	--	993.00	--	--	--	--	993.00
SEALER CRACK PREPARATION	L.F.	--	--	342.00	--	--	--	342.00
SEALER RESIN	GAL.	--	--	4.00	--	--	--	4.00
6" PERFORATED PIPE UNDERDRAIN ROUND	L.F.	114.00	--	--	--	114.00	--	228.00

Preliminary Plans

BRIDGE "D" PHASE 4 INDEX OF SHEETS

SHEET NO.	DESCRIPTION
AB05	GENERAL NOTES (BRIDGE)
AB06	SUMMARY OF PAY QUANTITIES (BRIDGE)
B098	GENERAL PLAN & ELEVATION
B099	DESIGN DATA AND SUMMARY OF QUANTITIES
B100	BRIDGE CONSTRUCTION SEQUENCE
B101-B103	FOUNDATION REPORT
B104	SUBSTRUCTURE LAYOUT
B105	ABUTMENT EXCAVATION AND UNDERDRAIN DETAILS
B106-B108	ABUTMENT DETAILS
B109-B111	PIER DETAILS
B112-B113	PIER PROTECTION DETAILS
B114-B115	MEDIAN BARRIER TRANSITION DETAILS
B116-B119	SUPERSTRUCTURE DETAILS
B120	LONGITUDINAL SECTION AND DIAPHRAGM DETAILS
B121	PARAPET LAYOUT
B122-B123	MEDIAN BARRIER DETAILS
B124-B125	TYPE IV P.C.B. DETAILS
B126	BEARING ASSEMBLY DETAILS
B127-B128	APPROACH SLAB DETAILS
B129-B130	SLOPEWALL DETAILS
	2009 BRIDGE STANDARDS
STD.	EJ-DTL
STD.	FSHP-42-2
STD.	HP1-2
	2019 ROADWAY STANDARDS
STD.	LTU-5
STD.	PUD-4

PHASE 4 — OKLAHOMA COUNTY
BRIDGE "D" — RAMP "I" OVER I-35

DESIGN		
DRAWN		
CHECKED		
APPROVED		
SQUAD	POE	

DESIGN DATA AND SUMMARY OF QUANTITIES

STATE JOB NO. 09032(08) SHEET NO. B099

3/4/2024 2:47:49 PM
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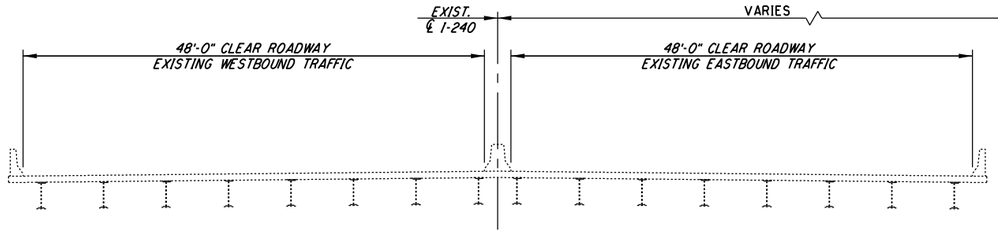
BRIDGE CONSTRUCTION SEQUENCE

PHASE 2

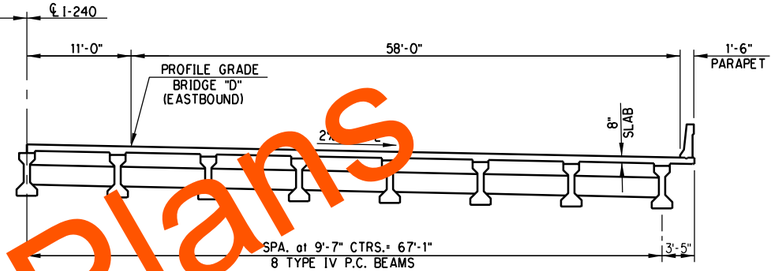
1. CONSTRUCT PORTION OF NEW BRIDGE, SOUTH OF ℄ I-240.

PHASE 4

1. INSTALL TEMPORARY BARRIERS ON PORTION OF NEW BRIDGE, SOUTH OF ℄ I-240.
2. DIVERT WESTBOUND AND EASTBOUND TRAFFIC ONTO PORTION OF NEW BRIDGE, SOUTH OF ℄ I-240.
3. REMOVE EXISTING BRIDGE AND CONSTRUCT REMAINING PORTION OF NEW BRIDGE, NORTH OF ℄ I-240.
4. DIVERT WESTBOUND TRAFFIC ONTO THE NORTH SIDE OF ℄ I-240 OF THE NEW BRIDGE AND REMOVE TEMPORARY BARRIERS.



EXISTING BRIDGE



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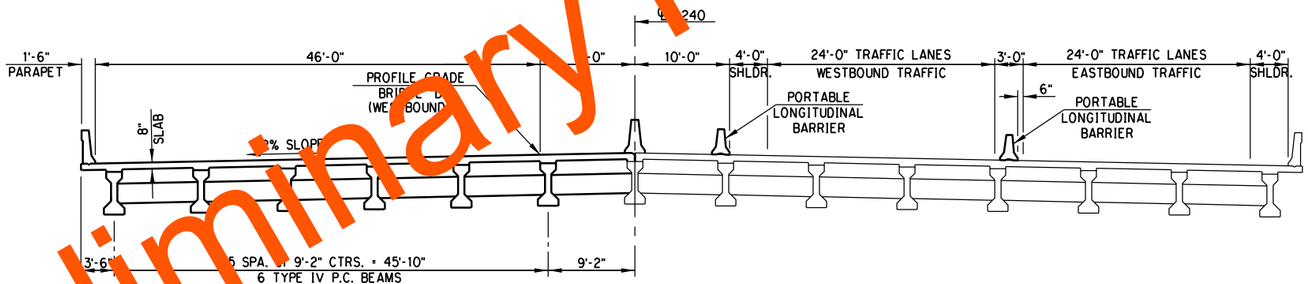
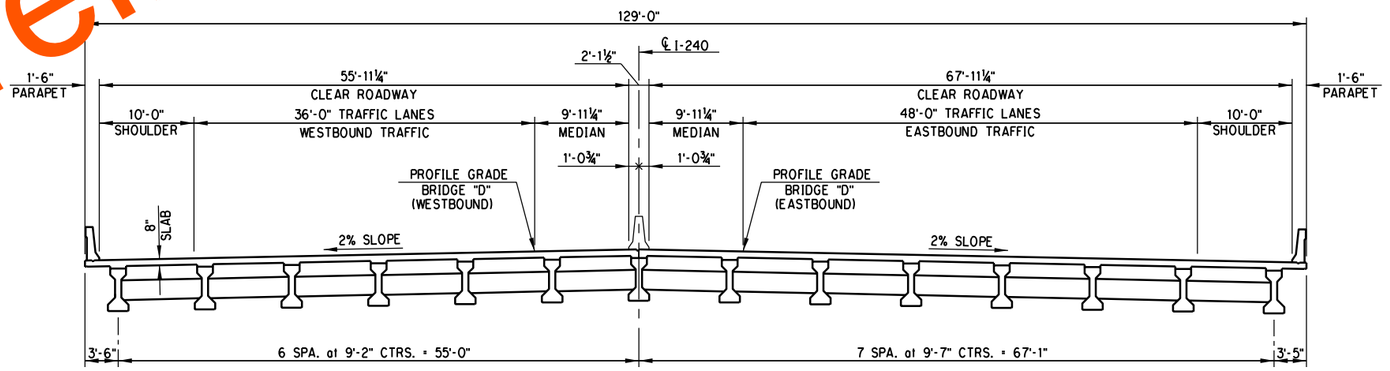


PHASE 4



FINISHED BRIDGE

Preliminary Plans

DESIGN		
DRAWN		
CHECKED		
APPROVED		
SQUAD	POE	

PHASE 4 — OKLAHOMA COUNTY
BRIDGE "D" — I-240 OVER I-35

BRIDGE CONSTRUCTION SEQUENCE

STATE JOB NO. 09032(08) SHEET NO. B100

3/1/2024 2:25:25 PM
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POE & ASSOCIATES, OKLAHOMA CITY, OK.

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2/29/2024

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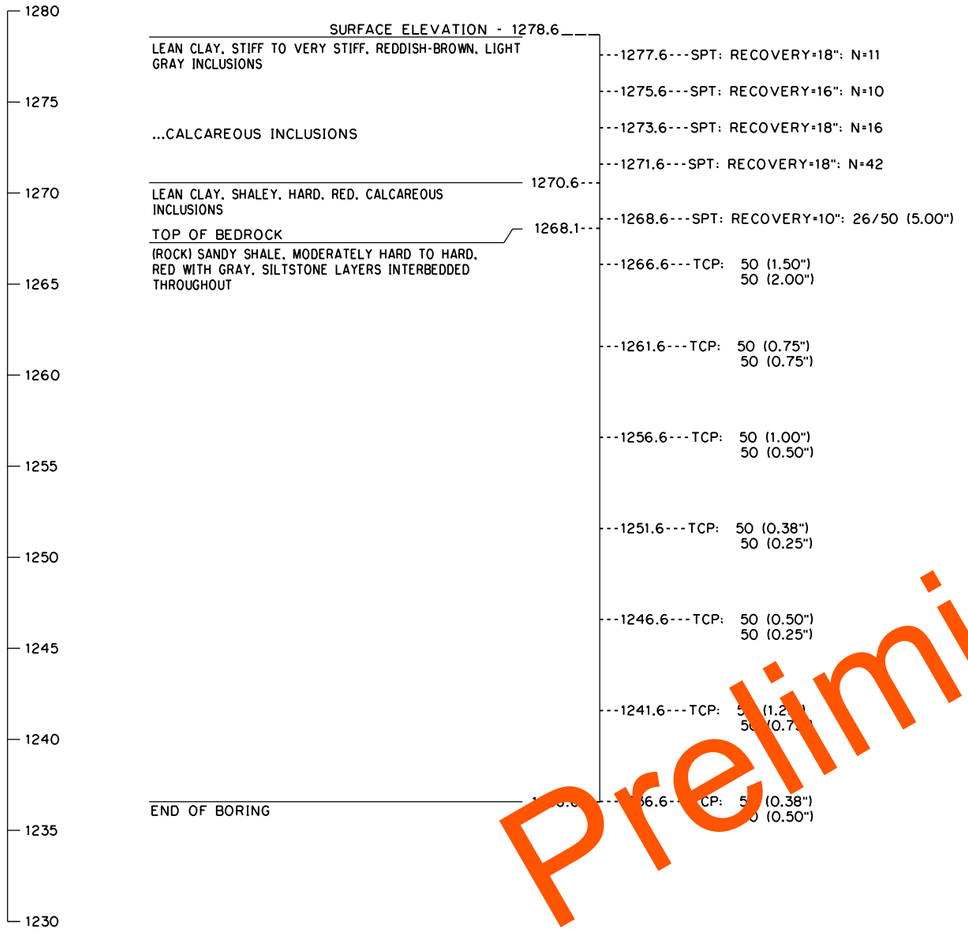

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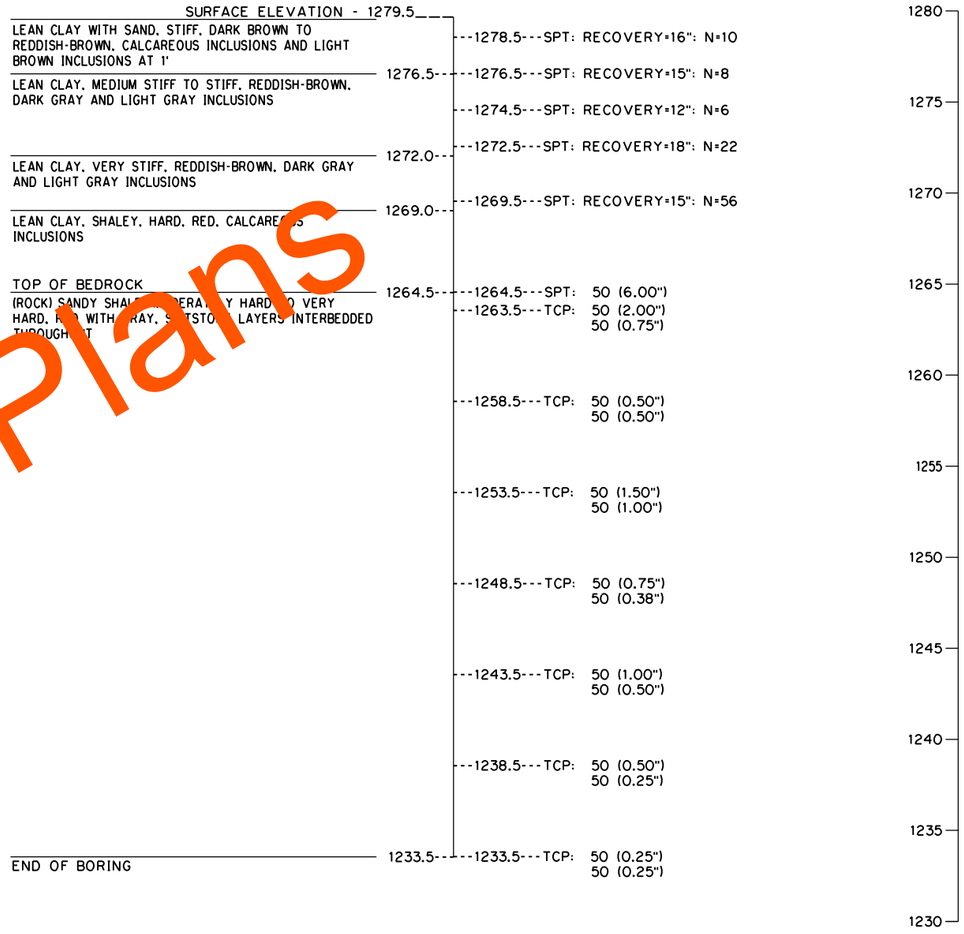

Preliminary Plans

GEOLOGIC STATEMENT

"DIVISION FOUR" OF THE "ENGINEERING CLASSIFICATION OF GEOLOGICAL MATERIALS", PUBLISHED BY THE OKLAHOMA DEPARTMENT OF TRANSPORTATION (ODOT) INDICATES THAT THE SITE IS UNDERLAIN BY THE HENNESSEY UNIT (PHY). THE GEOLOGIC UNIT IS DESCRIBED BELOW.

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

THE TOTAL THICKNESS OF THE UNIT IS ABOUT 400 FEET.

THE HENNESSEY UNIT OUTCROPS IN A 5- TO 15-MILE NORTH-SOUTH BAND ACROSS GRANT, GARFIELD, KINGFISHER, LOGAN, CANADIAN, AND OKLAHOMA COUNTIES IN DIVISION FOUR. TOPOGRAPHICALLY, THE UNIT IS NEAR LEVEL TO GENTLY ROLLING AND IS GENERALLY GRASS COVERED OR CULTIVATED.

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

NOTE: SPT - SPLIT SPOON SAMPLING
TCP - TEXAS CONE PENETRATOR TEST
AUG - AUGUR CUTTING SAMPLE
LL - LIQUID LIMIT
PL - PLASTIC LIMIT

<#200 - PERCENT PASSING #200 SIEVE
W% - MOISTURE CONTENT
N - NUMBER OF BLOWS PER 12 INCHES
▽ DENOTES DEPTH TO OBSERVED GROUNDWATER

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intertek psi

DESIGN		
DRAWN		
CHECKED		
APPROVED		
SQUAD	POE	

PHASE 4 OKLAHOMA COUNTY
BRIDGE "D" I-240 OVER I-35

FOUNDATION REPORT
(SHEET 1 OF 3)

STATE JOB NO. 09032(08) SHEET NO. B101

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POE & ASSOCIATES, OKLAHOMA CITY, OK.

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2/29/2024

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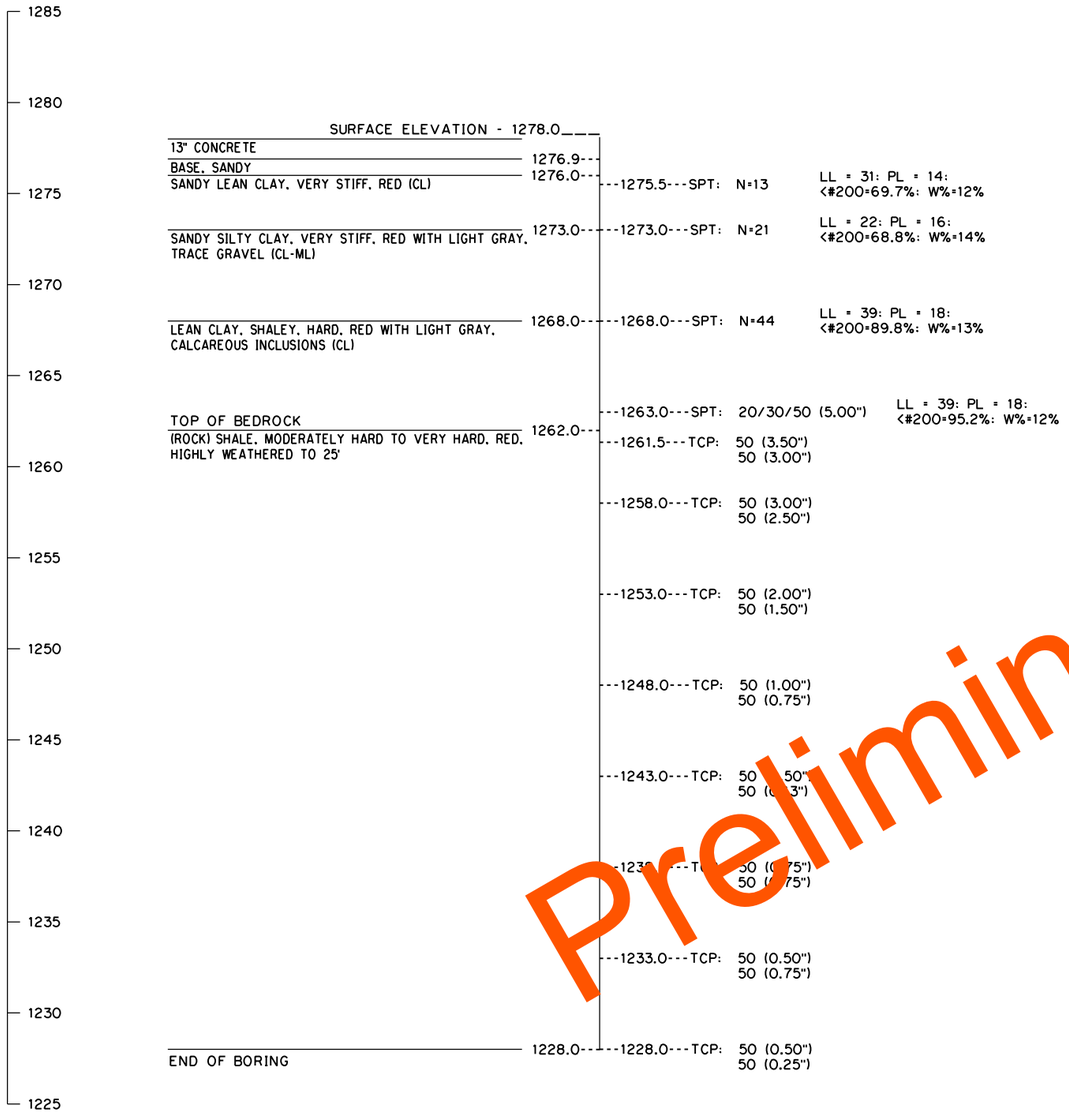

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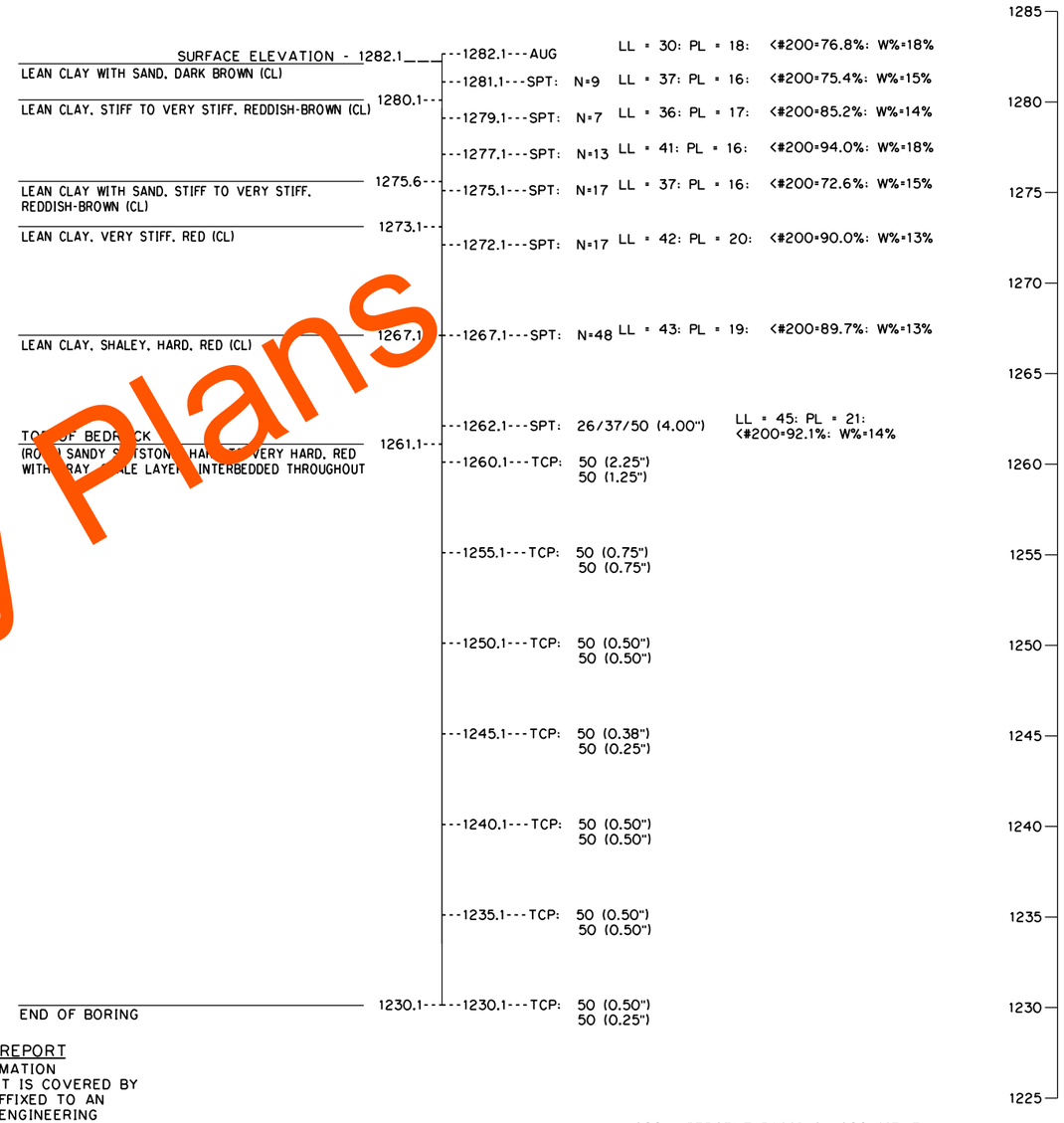

Preliminary

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▽ DENOTES DEPTH TO OBSERVED GROUNDWATER

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SQUAD	POE	

PHASE 4 OKLAHOMA COUNTY
BRIDGE "D" I-240 OVER I-35

FOUNDATION REPORT
(SHEET 2 OF 3)

STATE JOB NO. 09032(08) SHEET NO. B102

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POE & ASSOCIATES, OKLAHOMA CITY, OK.

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2/29/2024

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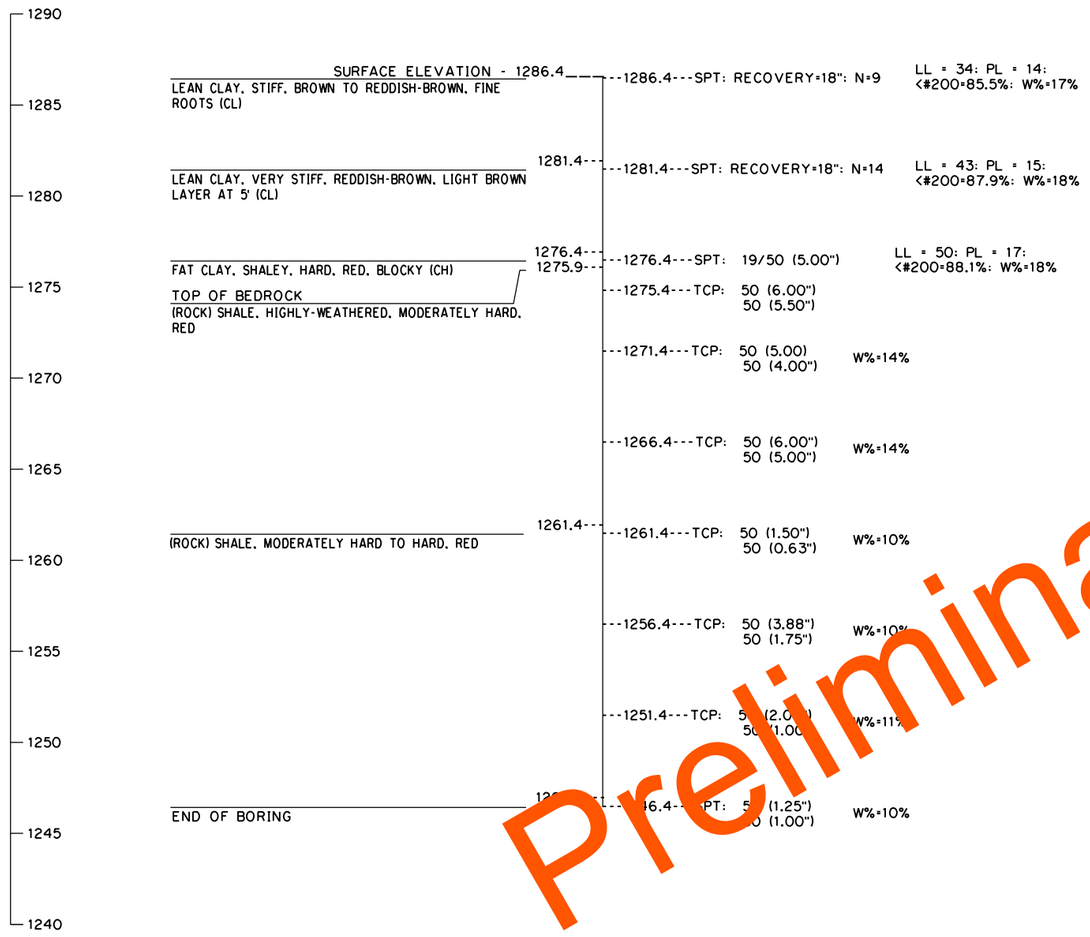

Preliminary Plans

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▽ DENOTES DEPTH TO OBSERVED GROUNDWATER

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DESIGN		
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CHECKED		
APPROVED		
SQUAD	POE	

PHASE 4 OKLAHOMA COUNTY
BRIDGE "D" I-240 OVER I-35

FOUNDATION REPORT
(SHEET 3 OF 3)

STATE JOB NO. 09032(08) SHEET NO. B103

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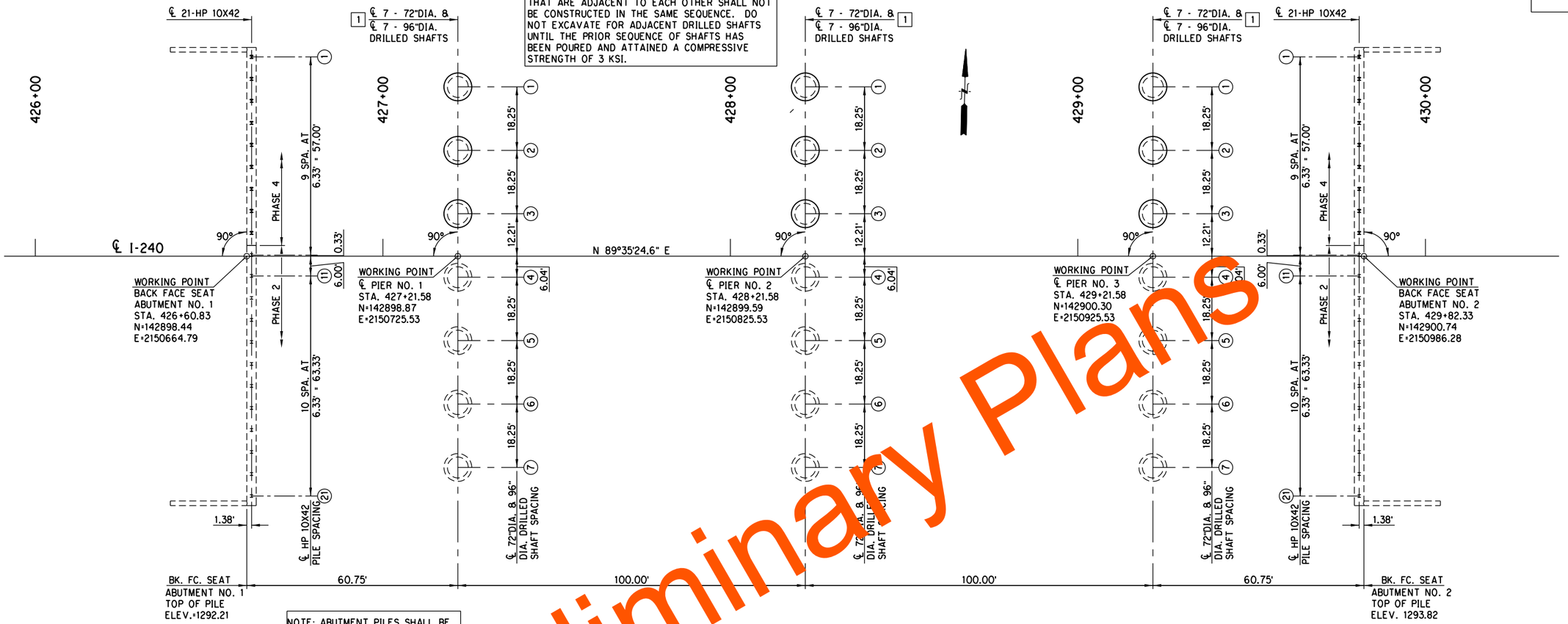
POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL
2/29/2024

1 72"DIA. DRILLED SHAFTS SHALL BE CONSTRUCTED IN ALTERNATING SEQUENCE. DRILLED SHAFTS THAT ARE ADJACENT TO EACH OTHER SHALL NOT BE CONSTRUCTED IN THE SAME SEQUENCE. DO NOT EXCAVATE FOR ADJACENT DRILLED SHAFTS UNTIL THE PRIOR SEQUENCE OF SHAFTS HAS BEEN POURED AND ATTAINED A COMPRESSIVE STRENGTH OF 3 KSI.



NOTE: ABUTMENT PILES SHALL BE ORIENTED SUCH THAT THE FACE OF THE PILE WEB IS PARALLEL WITH THE FACE OF THE BRIDGE SEAT.

SUBSTRUCTURE STAKING DIAGRAM

Preliminary Plans

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SQUAD	POE	

PHASE 4 — OKLAHOMA COUNTY
BRIDGE "D" — I-240 OVER I-35

SUBSTRUCTURE LAYOUT

STATE JOB NO. 09032(08) SHEET NO. B104

POE & ASSOCIATES, OKLAHOMA CITY, OK.

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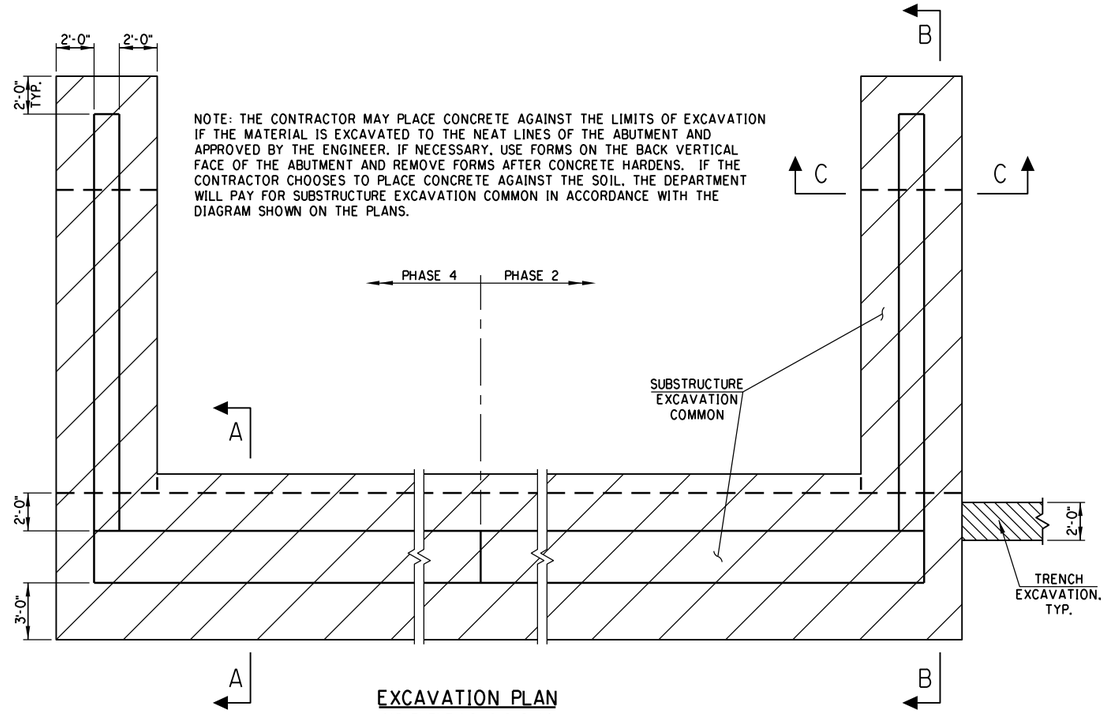
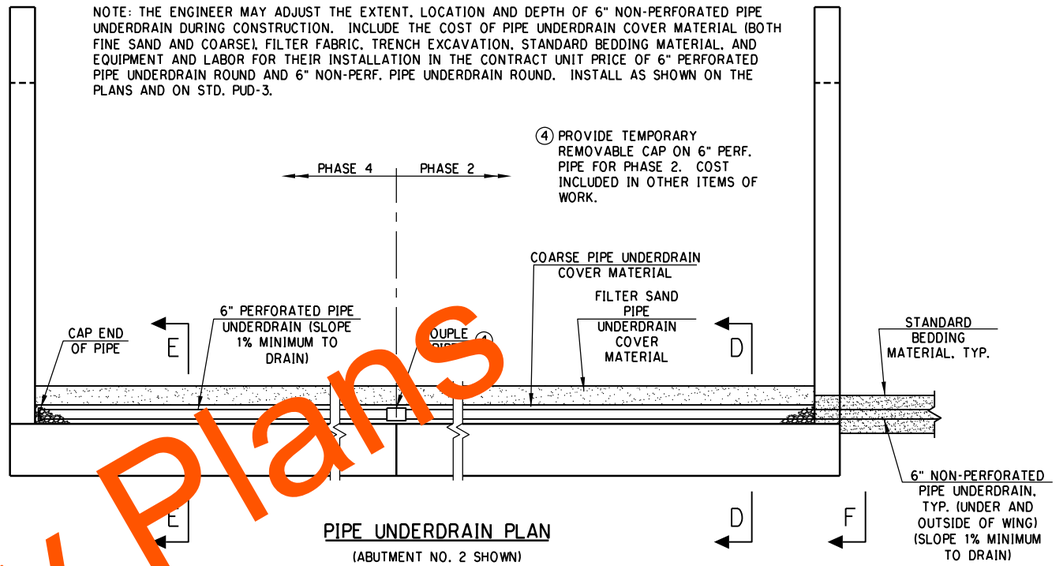
2/29/2024

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

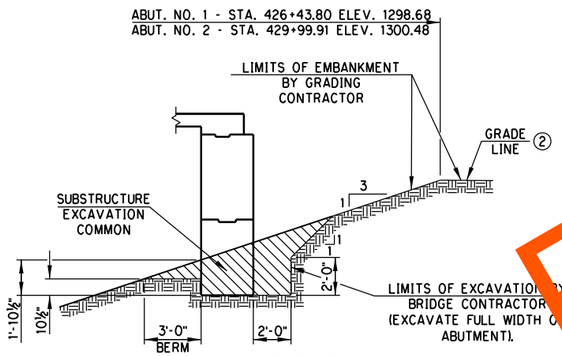


EXCAVATION PLAN
(ABUTMENT NO. 2 SHOWN)

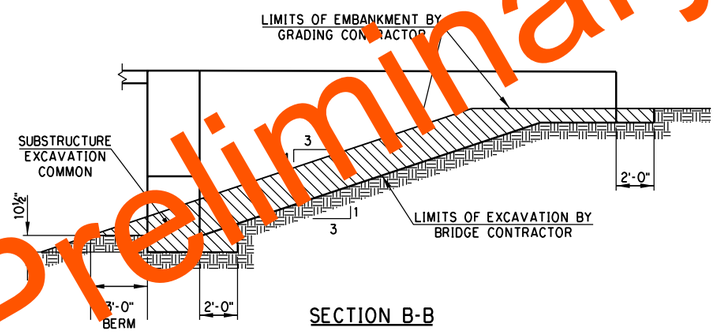
NOTE: THE ENGINEER MAY ADJUST THE EXTENT, LOCATION AND DEPTH OF 6" NON-PERFORATED PIPE UNDERDRAIN DURING CONSTRUCTION. INCLUDE THE COST OF PIPE UNDERDRAIN COVER MATERIAL (BOTH FINE SAND AND COARSE), FILTER FABRIC, TRENCH EXCAVATION, STANDARD BEDDING MATERIAL, AND EQUIPMENT AND LABOR FOR THEIR INSTALLATION IN THE CONTRACT UNIT PRICE OF 6" PERFORATED PIPE UNDERDRAIN ROUND AND 6" NON-PERF. PIPE UNDERDRAIN ROUND. INSTALL AS SHOWN ON THE PLANS AND ON STD. PUD-3.



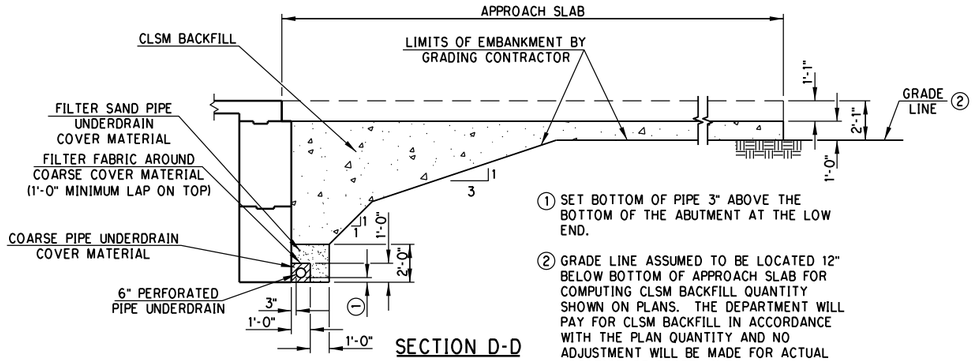
PIPE UNDERDRAIN PLAN
(ABUTMENT NO. 2 SHOWN)



SECTION A-A



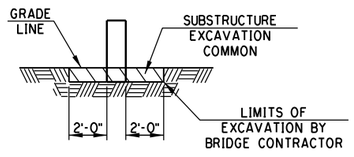
SECTION B-B



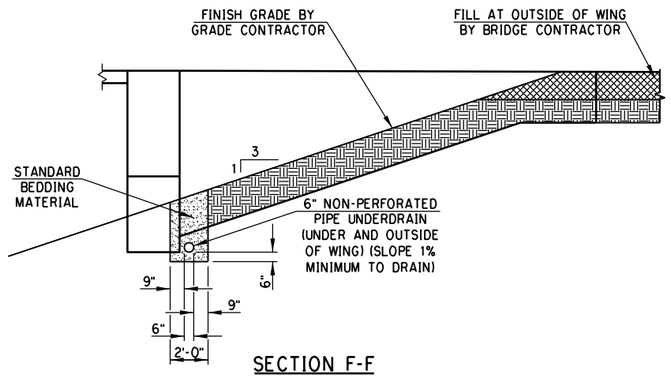
① SET BOTTOM OF PIPE 3" ABOVE THE BOTTOM OF THE ABUTMENT AT THE LOW END.

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

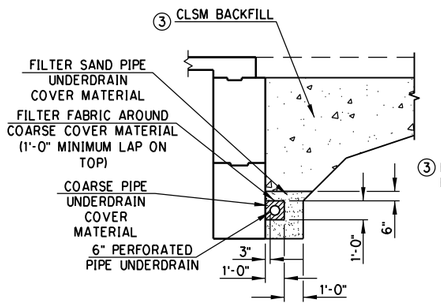
SECTION D-D



SECTION C-C



SECTION F-F



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.

③ FOR EXTENTS OF CLSM BACKFILL, SEE SECTION D-D.

DESIGN		
DRAWN		
CHECKED		
APPROVED		
SQUAD	POE	

PHASE 4 — OKLAHOMA COUNTY
BRIDGE "D" — I-240 OVER I-35

ABUTMENT EXCAVATION AND UNDERDRAIN DETAILS

STATE JOB NO. 09032(08) SHEET NO. B105

Preliminary Plans

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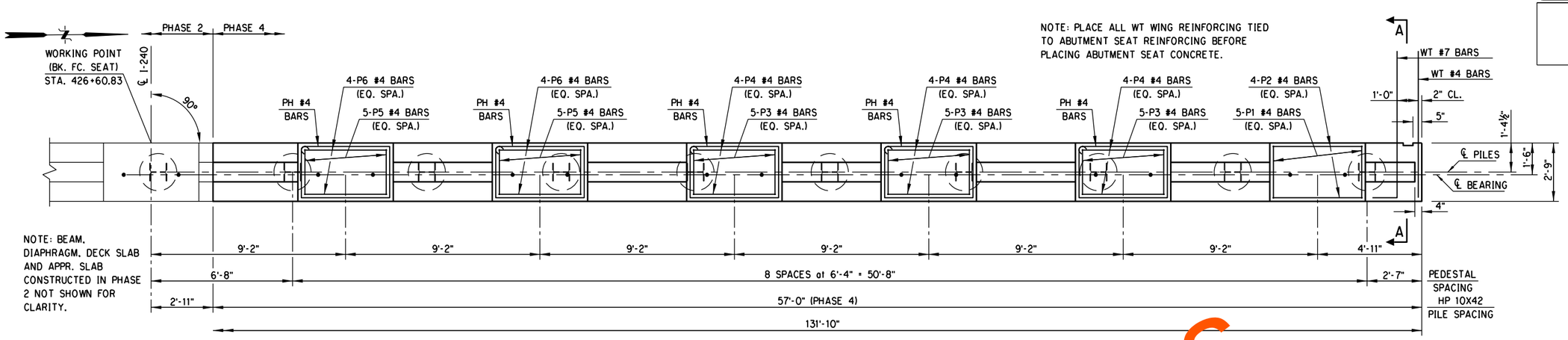
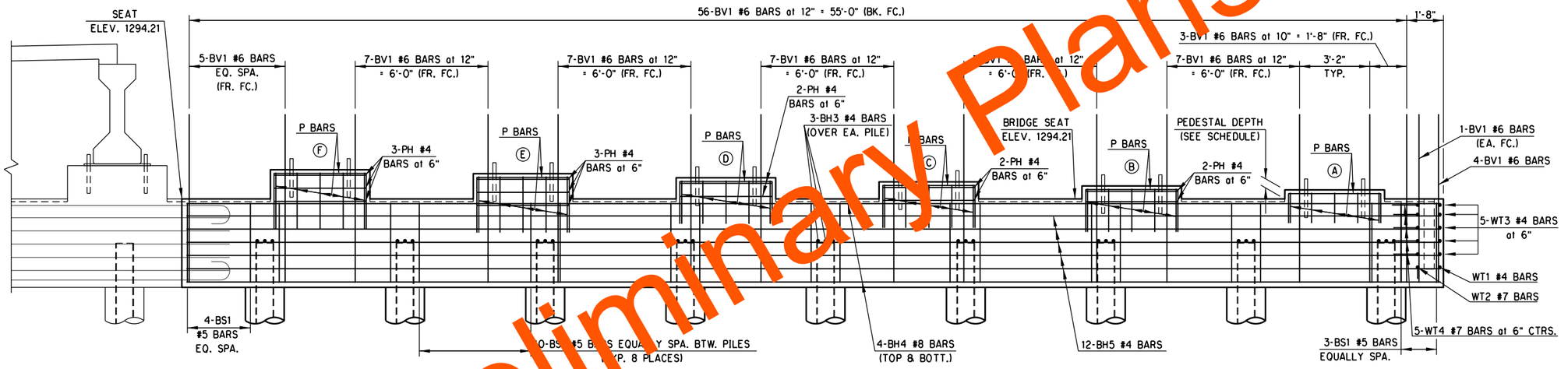
POE & ASSOCIATES, OKLAHOMA CITY, OK.

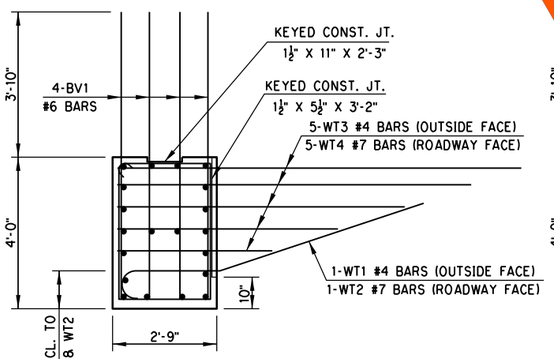
90% PLAN SUBMITTAL
2/29/2024



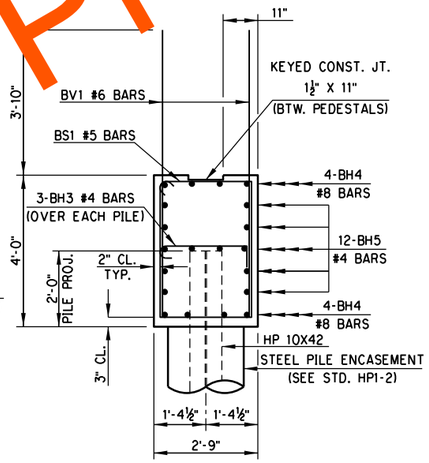
PLAN - ABUT. NO. 1 SEAT



ELEVATION - ABUT. NO. 1 SEAT

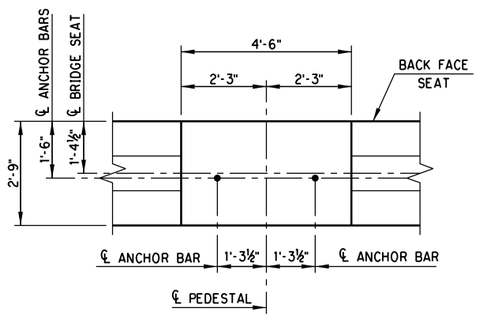


SECTION A-A



TYPICAL SECTION THRU SEAT

PEDESTAL ELEVATION SCHEDULE						
PEDESTAL	Ⓐ	Ⓑ	Ⓒ	Ⓓ	Ⓔ	Ⓕ
ELEVATION	1,264.62	1,294.80	1,294.99	1,295.17	1,295.35	1,295.54
DEPTH	4-7/8"	7-1/8"	9-5/16"	11-1/2"	1'-1 11/16"	1'-3 7/8"



TYPICAL PEDESTAL & ANCHOR BAR LAYOUT

ABUTMENT QUANTITIES				
ITEM	UNIT	ABUT. NO. 1	ABUT. NO. 2	TOTAL
SUBSTRUCTURE EXCAVATION COMMON	C.Y.	40.00	40.00	80.00
CLSM BACKFILL	C.Y.	126.00	126.00	252.00
CLASS A CONCRETE	C.Y.	31.40	31.50	62.90
EPOXY COATED REINFORCING STEEL	LB.	5,090.00	5,090.00	10,180.00
PILES. FURNISHED (HP 10X42)	L.F.	225.00	297.00	522.00
PILES. DRIVEN (HP 10X42)	L.F.	225.00	297.00	522.00
WATER REPELLENT (VISUALLY INSPECTED)	S.Y.	21.00	21.00	42.00
6" PERFORATED PIPE UNDERDRAIN ROUND	L.F.	57.00	57.00	114.00

NOTE: FOR WATER REPELLENT TREATMENT DETAILS, SEE "SUPERSTRUCTURE DETAILS" SHEET 3 OF 4. FOR BAR LIST, SEE SHEET 3 OF 3.

DESIGN		PHASE 4	OKLAHOMA COUNTY
DRAWN		BRIDGE "D"	I-240 OVER I-35
CHECKED		ABUTMENT DETAILS (SHEET 1 OF 3)	
APPROVED			
SQUAD	POE	STATE JOB NO. 09032(08)	SHEET NO. B106

Preliminary Plans

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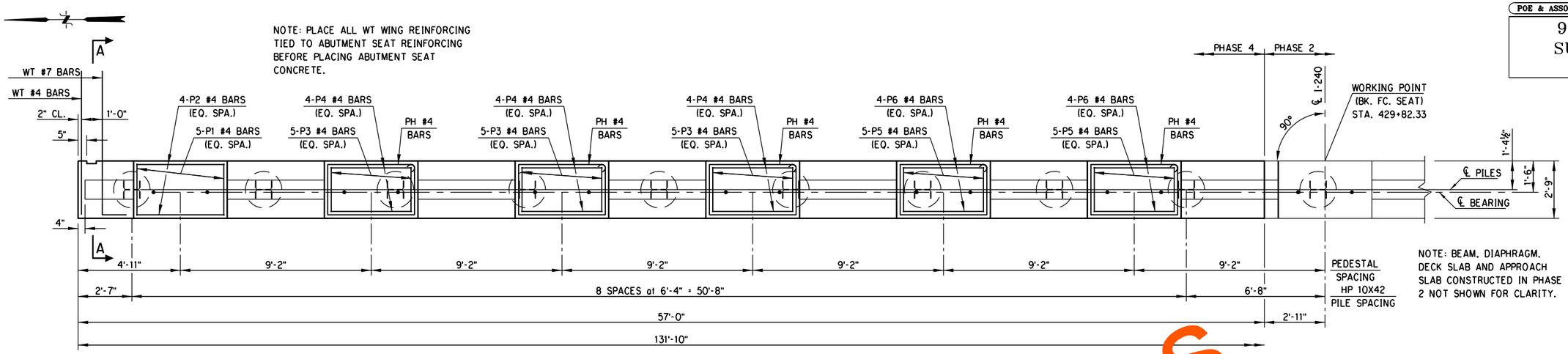
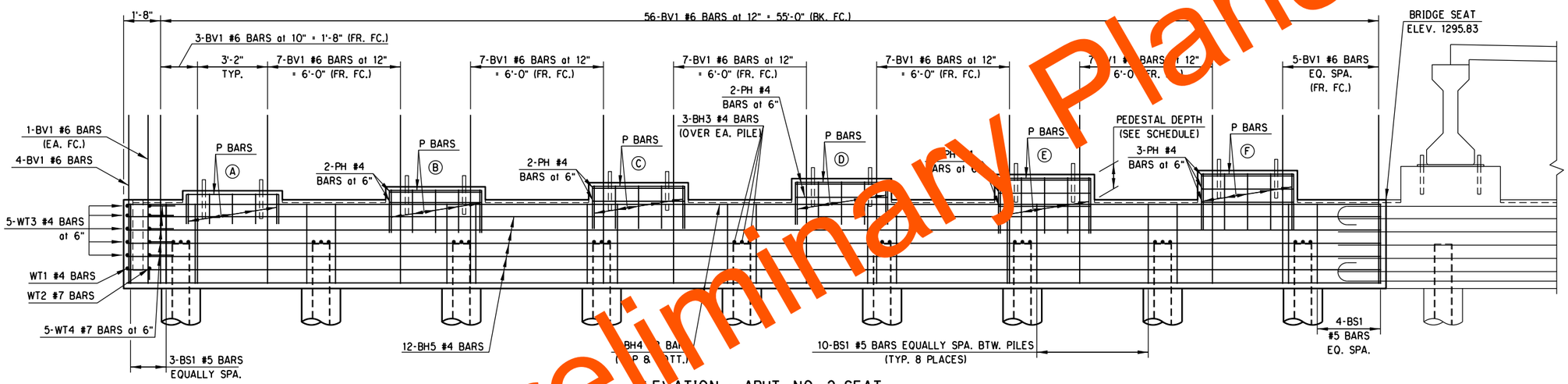
2/29/2024

NOTE: PLACE ALL WT WING REINFORCING TIED TO ABUTMENT SEAT REINFORCING BEFORE PLACING ABUTMENT SEAT CONCRETE.



NOTE: BEAM, DIAPHRAGM, DECK SLAB AND APPROACH SLAB CONSTRUCTED IN PHASE 2 NOT SHOWN FOR CLARITY.

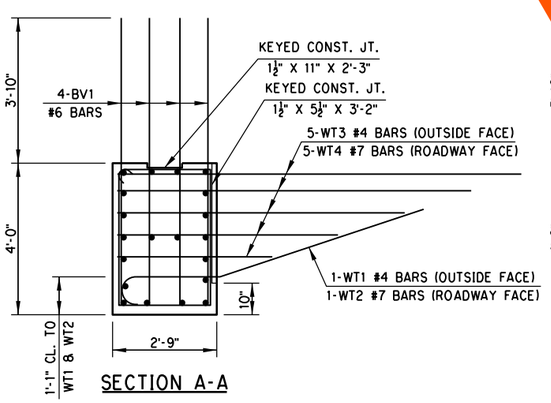
PLAN - ABUT. NO. 2 SEAT



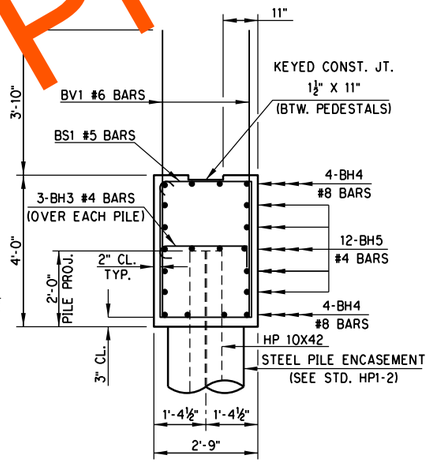
ELEVATION - ABUT. NO. 2 SEAT

Preliminary Plans

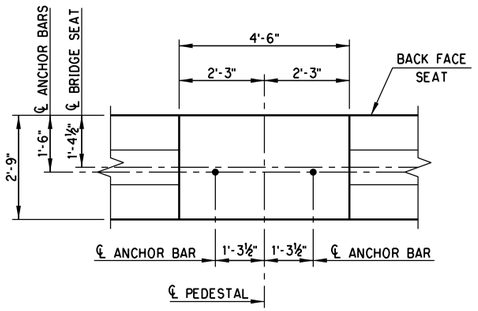
PEDESTAL ELEVATION SCHEDULE						
PEDESTAL	Ⓐ	Ⓑ	Ⓒ	Ⓓ	Ⓔ	Ⓕ
ELEVATION	1,296.24	1,296.42	1,296.60	1,296.79	1,296.97	1,297.15
DEPTH	4-7/8"	7-1/8"	9-5/16"	11-1/2"	1'-1 11/16"	1'-3 7/8"



SECTION A-A



TYPICAL SECTION THRU SEAT



TYPICAL PEDESTAL & ANCHOR BAR LAYOUT

NOTE: FOR WATER REPELLENT TREATMENT DETAILS, SEE "SUPERSTRUCTURE DETAILS" SHEET 3 OF 4. FOR BAR LIST, SEE SHEET 3 OF 3.

PHASE 4 — OKLAHOMA COUNTY

DESIGN		
DRAWN		
CHECKED		
APPROVED		
SQUAD	POE	

BRIDGE "D" — I-240 OVER I-35

ABUTMENT DETAILS
(SHEET 2 OF 3)

STATE JOB NO. 09032(08) SHEET NO. B107

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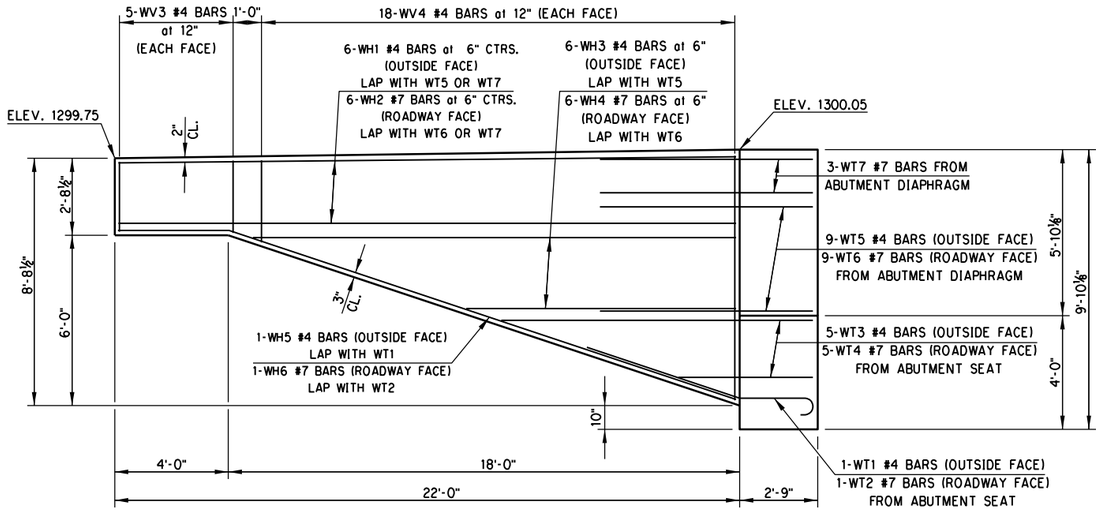
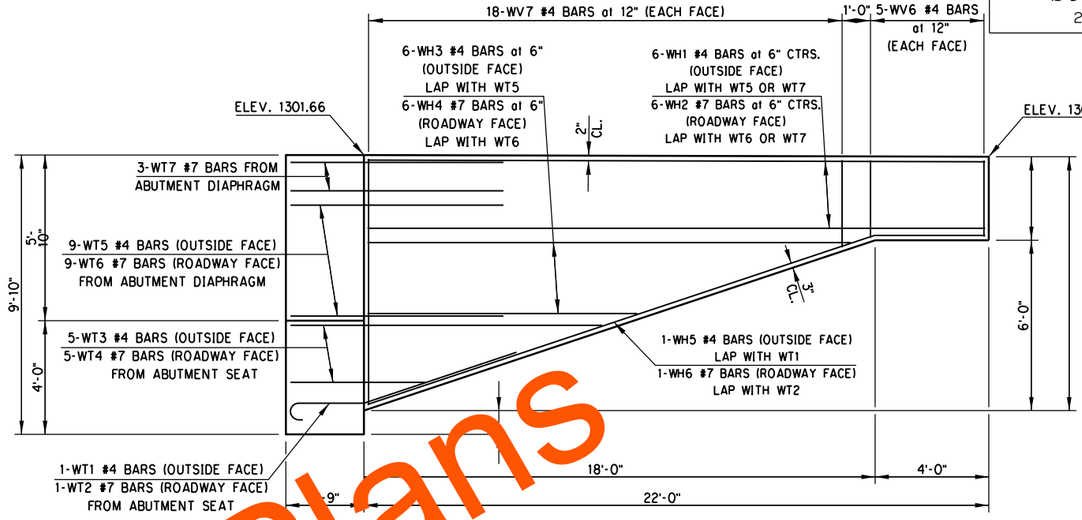
90% PLAN SUBMITTAL
2/29/2024

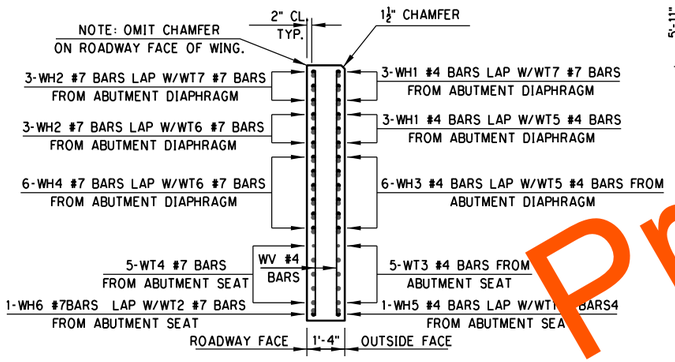


ABUT. NO. 1 NORTH WING ELEVATION

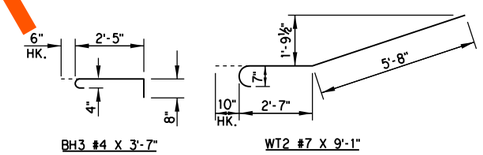


ABUT. NO. 2 NORTH WING ELEVATION



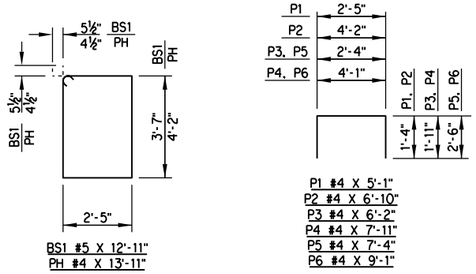


SECTION THROUGH WING at BACK FACE OF ABUTMENT SEAT



BH3 #4 X 3'-7"

WT2 #7 X 9'-1"



BS1 #5 X 12'-11"
PH #4 X 13'-11"

P1 #4 X 5'-1"
P2 #4 X 6'-10"
P3 #4 X 6'-2"
P4 #4 X 7'-11"
P5 #4 X 7'-4"
P6 #4 X 9'-1"

BAR BENDS
(BENT BAR DIMENSIONS ARE OUT TO OUT)

ABUTMENT NO. 1 SEAT BAR LIST
(EPOXY COATED REINFORCING)

MARK	SIZE	NO.	FORM	SPACING	LENGTH	VARIANCE
BH3	#4	27	BNT.	AS SHOWN	3'-7"	--
BH4	#8	8	STR.	EQ. SPA.	56'-8"	--
BH5	#4	12	STR.	EQ. SPA.	56'-8"	--
BS1	#5	87	BNT.	EQ. SPA.	12'-11"	--
BV1	#4	105	STR.	12" C/C	7'-7"	--
P1	#4	5	BNT.	EQ. SPA.	5'-1"	--
P2	#4	4	BNT.	EQ. SPA.	6'-10"	--
P3	#4	15	BNT.	EQ. SPA.	6'-2"	--
P4	#4	12	BNT.	EQ. SPA.	7'-11"	--
P5	#4	10	BNT.	EQ. SPA.	7'-4"	--
P6	#4	8	BNT.	EQ. SPA.	9'-1"	--
PH	#4	12	BNT.	6" C/C	13'-11"	--
WT1	#4	1	BNT.	AS SHOWN	5'-2"	--
WT2	#7	1	BNT.	AS SHOWN	9'-1"	--
WT3	#4	5	STR.	EQ. SPA.	7'-0" AVG.	3'-11" TO 10'-1"
WT4	#7	5	BNT.	EQ. SPA.	8'-2" AVG.	5'-1" TO 11'-3"
WH1	#4	6	STR.	6" C/C	21'-8"	--
WH2	#4	6	STR.	6" C/C	21'-8"	--
WH3	#4	6	STR.	6" C/C	12'-10" AVG.	9'-1" TO 16'-7"
WH4	#4	6	STR.	6" C/C	12'-10" AVG.	9'-1" TO 16'-7"
WH5	#4	1	BNT.	AS SHOWN	22'-7"	--
WH6	#7	1	BNT.	AS SHOWN	22'-7"	--
WV3	#4	10	STR.	12" C/C	2'-3"	--
① WV4	#4	36	STR.	12" C/C	5'-7" AVG.	2'-8" TO 8'-6"

① 2 SETS OF 18

ABUTMENT NO. 2 SEAT BAR LIST
(EPOXY COATED REINFORCING)

MARK	SIZE	NO.	FORM	SPACING	LENGTH	VARIANCE
BH3	#4	27	BNT.	AS SHOWN	3'-7"	--
BH4	#8	8	STR.	EQ. SPA.	56'-8"	--
BH5	#4	12	STR.	EQ. SPA.	56'-8"	--
BS1	#5	87	BNT.	EQ. SPA.	12'-11"	--
BV1	#6	105	STR.	12" C/C	7'-7"	--
P1	#4	5	BNT.	EQ. SPA.	5'-1"	--
P2	#4	4	BNT.	EQ. SPA.	6'-10"	--
P3	#4	15	BNT.	EQ. SPA.	6'-2"	--
P4	#4	12	BNT.	EQ. SPA.	7'-11"	--
P5	#4	10	BNT.	EQ. SPA.	7'-4"	--
P6	#4	8	BNT.	EQ. SPA.	9'-1"	--
PH	#4	12	BNT.	6" C/C	13'-11"	--
WT1	#4	1	BNT.	AS SHOWN	5'-2"	--
WT2	#7	1	BNT.	AS SHOWN	9'-1"	--
WT3	#4	5	STR.	EQ. SPA.	7'-0" AVG.	3'-11" TO 10'-1"
WT4	#7	5	BNT.	EQ. SPA.	8'-2" AVG.	5'-1" TO 11'-3"
WH1	#4	6	STR.	6" C/C	21'-8"	--
WH2	#7	6	STR.	6" C/C	21'-8"	--
WH3	#4	6	STR.	6" C/C	12'-10" AVG.	9'-1" TO 16'-7"
WH4	#7	6	STR.	6" C/C	12'-10" AVG.	9'-1" TO 16'-7"
WH5	#4	1	BNT.	AS SHOWN	22'-7"	--
WH6	#7	1	BNT.	AS SHOWN	22'-7"	--
WV6	#4	10	STR.	12" C/C	2'-6"	--
① WV7	#4	36	STR.	12" C/C	5'-8" AVG.	2'-10" TO 8'-6"

Preliminary Plans

DESIGN		
DRAWN		
CHECKED		
APPROVED		
SQUAD	POE	

PHASE 4 — OKLAHOMA COUNTY
BRIDGE "D" — I-240 OVER I-35

ABUTMENT DETAILS
(SHEET 3 OF 3)

STATE JOB NO. 09032(08) SHEET NO. B108

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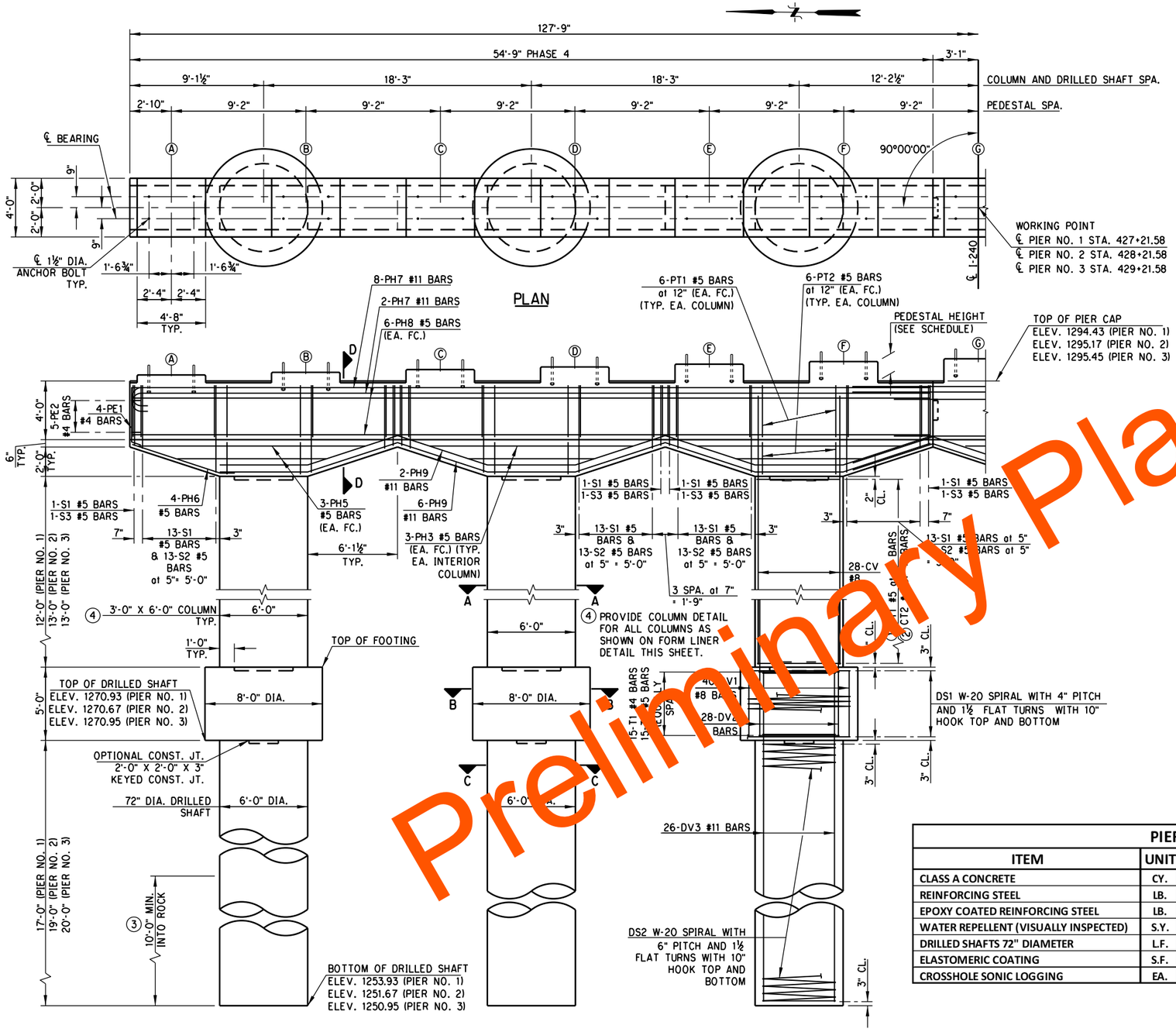
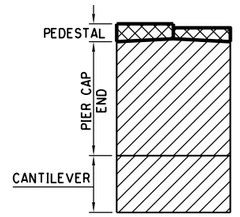
90% PLAN SUBMITTAL
2/29/2024



ELEVATION



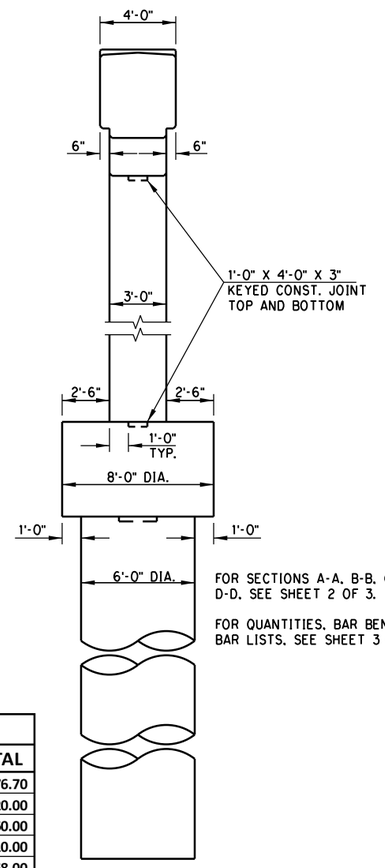
NOTE:
MASK SIDES AND ENDS OF PIER TO PROVIDE A CLEAN STRAIGHT FINISH AT THE BOTTOM EDGE OF ELASTOMERIC COATING APPLICATION.
MASK OUT TOPS OF PEDESTALS WHERE BEARING PADS SIT.

ELASTOMERIC COATING (CROSS-HATCHING AND HEAVY LINE)

WATER REPELLENT (HATCHING)

CONCRETE TREATMENT DETAIL

NOTE: FOR PEDESTAL REINFORCING DETAIL SEE SHEET 3 OF 3.



FOR SECTIONS A-A, B-B, C-C & D-D, SEE SHEET 2 OF 3.

FOR QUANTITIES, BAR BENDS, BAR LISTS, SEE SHEET 3 OF 3.

END VIEW
(SOUTH ELEV.)

PIER QUANTITIES

ITEM	UNIT	PIER NO. 1	PIER NO. 2	PIER NO. 3	TOTAL
CLASS A CONCRETE	CY.	90.90	92.90	92.90	276.70
REINFORCING STEEL	LB.	740.00	740.00	740.00	2,220.00
EPOXY COATED REINFORCING STEEL	LB.	21,580.00	21,840.00	21,840.00	65,260.00
WATER REPELLENT (VISUALLY INSPECTED)	S.Y.	70.00	70.00	70.00	210.00
DRILLED SHAFTS 72" DIAMETER	L.F.	51.00	57.00	60.00	168.00
ELASTOMERIC COATING	S.F.	331.00	331.00	331.00	993.00
CROSSHOLE SONIC LOGGING	EA.	-	-	-	2.00

72" DIA. DRILLED SHAFTS SHALL BE CONSTRUCTED IN ALTERNATING SEQUENCE. DRILLED SHAFTS THAT ARE ADJACENT TO EACH OTHER SHALL NOT BE CONSTRUCTED IN THE SAME SEQUENCE. DO NOT EXCAVATE FOR ADJACENT DRILLED SHAFTS UNTIL THE PRIOR SEQUENCE OF SHAFTS HAS BEEN POURED AND ATTAINED A COMPRESSIVE STRENGTH OF 3 KSI.

PEDESTAL ELEVATION SCHEDULE

	PEDESTAL	Ⓐ	Ⓑ	Ⓒ	Ⓓ	Ⓔ	Ⓕ
PIER NO. 1	ELEVATION	1,294.92	1,295.10	1,295.29	1,295.47	1,295.65	1,295.84
	DEPTH	5-7/8"	8-1/8"	10-5/16"	1'-0 1/2"	1'-2 11/16"	1'-4 7/8"
PIER NO. 2	ELEVATION	1,295.66	1,295.84	1,296.03	1,296.21	1,296.39	1,296.58
	DEPTH	5-7/8"	8-1/8"	10-5/16"	1'-0 1/2"	1'-2 11/16"	1'-4 7/8"
PIER NO. 3	ELEVATION	1,295.94	1,296.13	1,296.31	1,296.49	1,296.68	1,296.86
	DEPTH	5-7/8"	8-1/8"	10-5/16"	1'-0 1/2"	1'-2 11/16"	1'-4 7/8"

1 36-CT1 #5 BARS (PIER NO. 1)
39-CT1 #5 BARS (PIER NO. 2)
39-CT1 #5 BARS (PIER NO. 3)

2 72-CT2 #4 BARS (PIER NO. 1)
78-CT2 #4 BARS (PIER NO. 2)
78-CT2 #4 BARS (PIER NO. 3)

3 DRILLED SHAFT SHALL BE INSTALLED THE SPECIFIED MINIMUM DISTANCE INTO ROCK, BUT IN NO CASE SHALL BE HIGHER THAN THE BOTTOM OF DRILLED SHAFT ELEVATION SHOWN ON PLANS.

Preliminary Plans

PHASE 4 — OKLAHOMA COUNTY

DESIGN		
DRAWN		
CHECKED		
APPROVED		
SQUAD	POE	

BRIDGE "D" — I-240 OVER I-35

PIER DETAILS
(SHEET 1 OF 3)

STATE JOB NO. 09032(08) SHEET NO. B109

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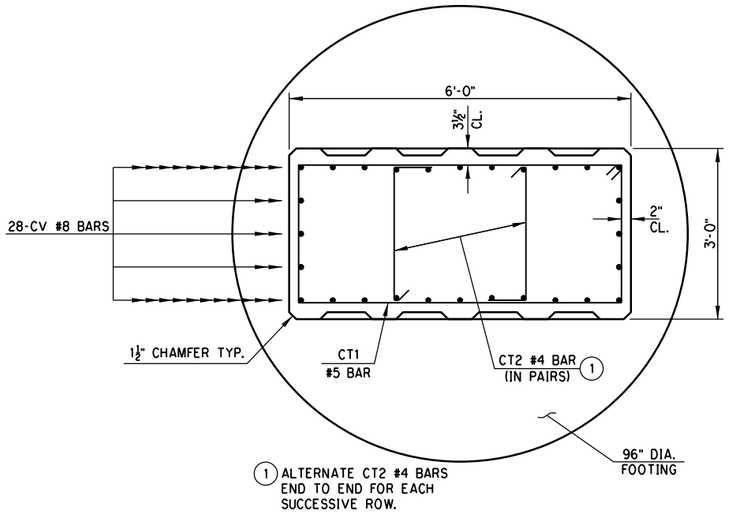
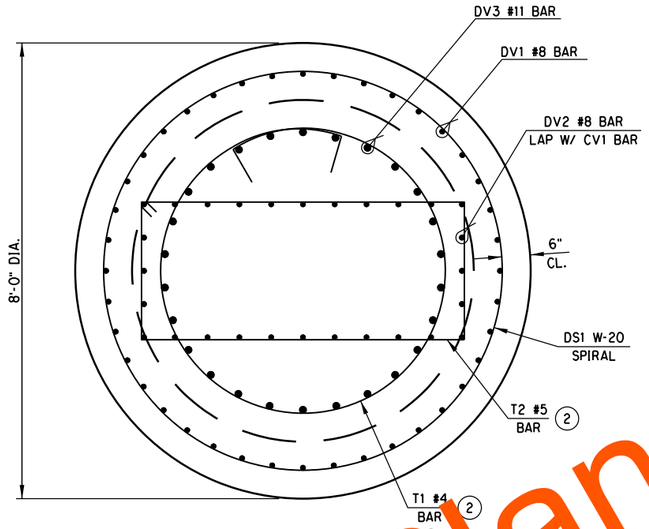
2/29/2024



SECTION A-A



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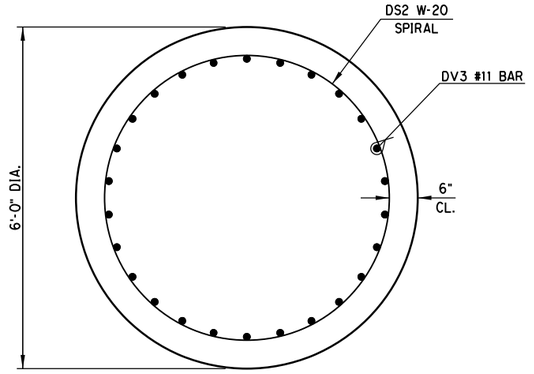

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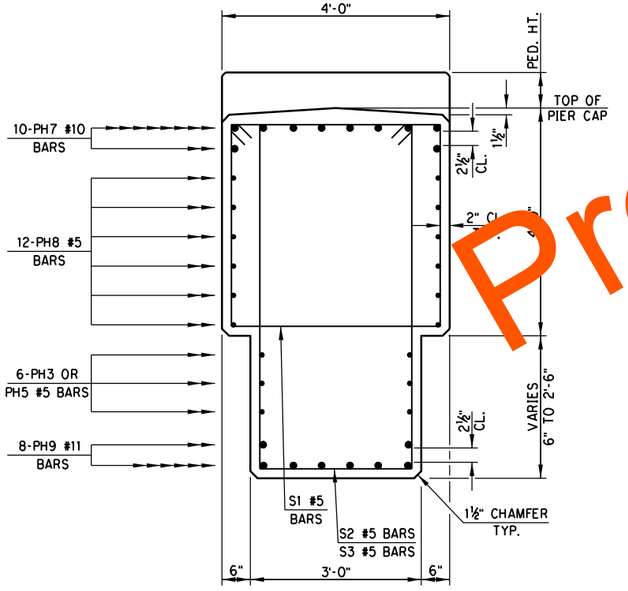
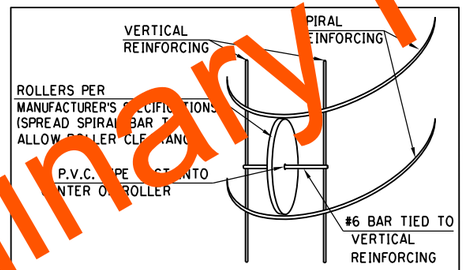
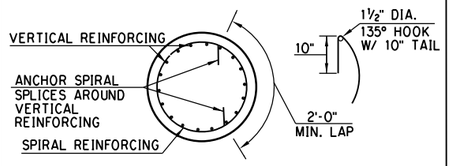


SECTION D-D

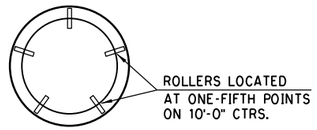


ROLLER INSTALLATION DETAIL



SPIRAL REINFORCING SPLICE DETAILS

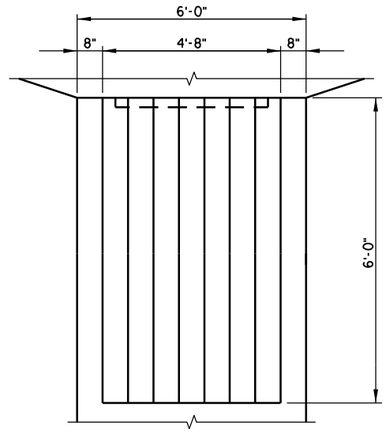
NOTE: SPIRAL BARS SHALL CONFORM TO AASHTO M-32. SPIRAL BAR LENGTHS DO NOT INCLUDE LAP. IF LAP IS REQUIRED, THE LENGTH OF THE LAP SHALL BE AS SHOWN.



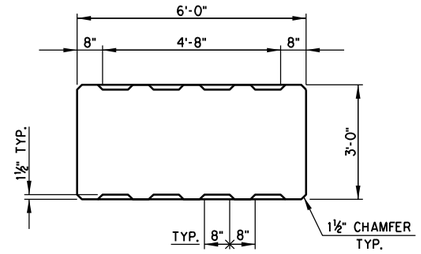
ROLLER PLACEMENT

ROLLER DETAILS

NOTE: REINFORCING CAGE CENTERING DEVICES SHALL CONSIST OF ROLLERS PLACED AT SPACING AS SHOWN AND HAVE THE CHARACTERISTICS AS INDICATED IN THE MANUFACTURER'S SPECIFICATIONS. SLAB BOLSTERS AND HIGH CHAIRS WILL BE ALLOWED BY THE DEPARTMENT.



ELEVATION



SECTION

FORM LINER DETAIL
(BOTH FACES OF ALL PIER COLUMNS)

Preliminary Plans

PHASE 4 — OKLAHOMA COUNTY

DESIGN		
DRAWN		
CHECKED		
APPROVED		
SQUAD	POE	

BRIDGE "D" — I-240 OVER I-35

PIER DETAILS
(SHEET 2 OF 3)

STATE JOB NO. 09032(08) SHEET NO. B110

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PIER NO. 1 BAR LIST
(EPOXY COATED)

	MARK	SIZE	NO.	FORM	SPACING	LENGTH	VARIANCE
	CT1	#5	108	BNT.	4" C/C	17'-1"	--
	CT2	#4	216	BNT.	4" C/C	3'-6"	--
	CV1	#8	84	STR.	AS SHOWN	17'-6"	--
⑧	DS1	W-20	3	BNT.	AS SHOWN	362'-5"	--
	DV1	#8	120	STR.	AS SHOWN	4'-6"	--
	DV2	#8	84	STR.	AS SHOWN	12'-6"	--
	P1	#4	10	BNT.	EQ. SPA.	8'-1"	--
	P2	#4	12	BNT.	EQ. SPA.	7'-5"	--
	P3	#4	20	BNT.	EQ. SPA.	9'-7"	--
	P4	#4	24	BNT.	EQ. SPA.	8'-11"	--
	PE1	#4	4	BNT.	AS SHOWN	5'-11"	--
	PE2	#4	5	BNT.	AS SHOWN	5'-6"	--
⑨	PH3	#5	12	STR.	EQ. SPA.	12'-2" AVG.	9'-0" TO 15'-4"
⑤	PH5	#5	6	STR.	EQ. SPA.	13'-2" AVG.	10'-0" TO 16'-4"
	PH6	#5	6	BNT.	EQ. SPA.	7'-3"	--
	PH7	#11	10	BNT.	AS SHOWN	56'-0"	--
	PH8	#5	12	STR.	EQ. SPA.	54'-5"	--
	PH9	#11	8	BNT.	AS SHOWN	50'-2"	--
	PS1	#4	14	BNT.	AS SHOWN	16'-9"	--
	PT1	#5	36	STR.	12" C/C	3'-6"	--
	PT2	#5	36	STR.	12" C/C	2'-2"	--
	S1	#5	84	BNT.	5" C/C	15'-4"	--
⑩	S2	#5	78	BNT.	5" C/C	16'-6" AVG.	14'-10" TO 18'-2"
	S3	#5	6	BNT.	5" C/C	14'-6"	--
	T1	#4	45	BNT.	12" C/C	19'-0"	--
	T2	#5	45	BNT.	12" C/C	17'-1"	--
	72" DRILLED SHAFTS						
⑦⑧	DS2	W-20	3	BNT.	AS SHOWN	565'-9"	--
⑦	DV3	#11	78	STR.	AS SHOWN	21'-6"	--

PIER NO. 2 BAR LIST
(EPOXY COATED)

	MARK	SIZE	NO.	FORM	SPACING	LENGTH	VARIANCE
	CT1	#5	117	BNT.	4" C/C	17'-1"	--
	CT2	#4	234	BNT.	4" C/C	3'-6"	--
	CV1	#8	84	STR.	AS SHOWN	18'-6"	--
▲⑧	DS1	W-20	3	BNT.	AS SHOWN	362'-5"	--
	DV1	#8	120	STR.	AS SHOWN	4'-6"	--
	DV2	#8	84	STR.	AS SHOWN	12'-6"	--
	P1	#4	10	BNT.	EQ. SPA.	8'-1"	--
	P2	#4	12	BNT.	EQ. SPA.	7'-5"	--
	P3	#4	20	BNT.	EQ. SPA.	9'-7"	--
	P4	#4	24	BNT.	EQ. SPA.	8'-11"	--
	PE1	#4	4	BNT.	AS SHOWN	5'-11"	--
	PE2	#4	5	BNT.	AS SHOWN	5'-6"	--
⑨	PH3	#5	12	STR.	EQ. SPA.	12'-2" AVG.	9'-0" TO 15'-4"
⑤	PH5	#5	6	STR.	EQ. SPA.	13'-2" AVG.	10'-0" TO 16'-4"
	PH6	#5	6	BNT.	EQ. SPA.	7'-3"	--
	PH7	#11	10	BNT.	AS SHOWN	56'-0"	--
	PH8	#5	12	STR.	EQ. SPA.	54'-5"	--
	PH9	#11	8	BNT.	AS SHOWN	50'-2"	--
	PS1	#4	14	BNT.	AS SHOWN	16'-9"	--
	PT1	#5	36	STR.	12" C/C	3'-6"	--
	PT2	#5	36	STR.	12" C/C	2'-2"	--
	S1	#5	84	BNT.	5" C/C	15'-4"	--
⑩	S2	#5	78	BNT.	5" C/C	16'-6" AVG.	14'-10" TO 18'-2"
	S3	#5	6	BNT.	5" C/C	14'-6"	--
	T1	#4	45	BNT.	12" C/C	19'-0"	--
	T2	#5	45	BNT.	12" C/C	17'-1"	--
	72" DRILLED SHAFTS						
▲⑦⑧	DS2	W-20	3	BNT.	AS SHOWN	628'-8"	--
▲⑦	DV3	#11	78	STR.	AS SHOWN	23'-6"	--

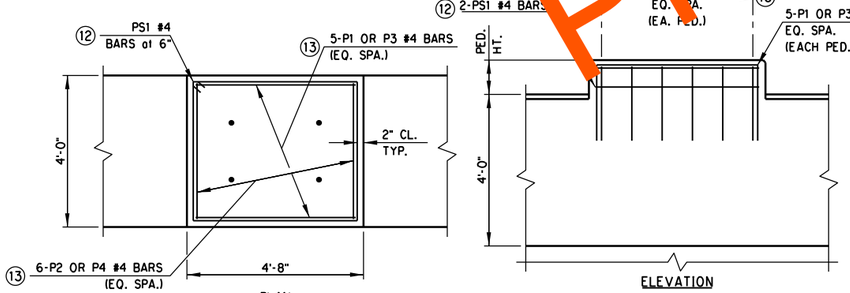
PIER NO. 3 BAR LIST
(EPOXY COATED)

	MARK	SIZE	NO.	FORM	SPACING	LENGTH	VARIANCE
	CT1	#5	117	BNT.	4" C/C	17'-1"	--
	CT2	#4	234	BNT.	4" C/C	3'-6"	--
	CV2	#8	84	STR.	AS SHOWN	18'-6"	--
▲⑧	DS1	W-20	3	BNT.	AS SHOWN	362'-5"	--
	DV1	#8	120	STR.	AS SHOWN	4'-6"	--
	DV2	#8	84	STR.	AS SHOWN	12'-6"	--
	P1	#4	10	BNT.	EQ. SPA.	8'-1"	--
	P2	#4	12	BNT.	EQ. SPA.	7'-5"	--
	P3	#4	20	BNT.	EQ. SPA.	9'-7"	--
	P4	#4	24	BNT.	EQ. SPA.	8'-11"	--
	PE1	#4	4	BNT.	AS SHOWN	5'-11"	--
	PE2	#4	5	BNT.	AS SHOWN	5'-6"	--
⑨	PH3	#5	12	STR.	EQ. SPA.	12'-2" AVG.	9'-0" TO 15'-4"
⑤	PH5	#5	6	STR.	EQ. SPA.	13'-2" AVG.	10'-0" TO 16'-4"
	PH6	#5	6	BNT.	EQ. SPA.	7'-3"	--
	PH7	#11	10	BNT.	AS SHOWN	56'-0"	--
	PH8	#5	12	STR.	EQ. SPA.	54'-5"	--
	PH9	#11	8	BNT.	AS SHOWN	50'-2"	--
	PS1	#4	14	BNT.	AS SHOWN	16'-9"	--
	PT1	#5	36	STR.	12" C/C	3'-6"	--
	PT2	#5	36	STR.	12" C/C	2'-2"	--
	S1	#5	84	BNT.	5" C/C	15'-4"	--
⑩	S2	#5	78	BNT.	5" C/C	16'-6" AVG.	14'-10" TO 18'-2"
	S3	#5	6	BNT.	5" C/C	14'-6"	--
	T1	#4	45	BNT.	12" C/C	19'-0"	--
	T2	#5	45	BNT.	12" C/C	17'-1"	--
	72" DRILLED SHAFTS						
▲⑦⑧	[illegible]2	W-20	3	BNT.	AS SHOWN	660'-1"	--
▲⑦	D[illegible]	#11	78	STR.	AS SHOWN	24'-6"	--

⑤ 2 SETS OF 3
⑦ INCLUDED IN THE CONTRACT UNIT PRICE OF DRILLED SHAFT
⑧ 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.
⑨ 4 SETS OF 3
⑩ 6 SETS OF 13
⑭ LAP W/ PH1 FROM PHASE 2
⑮ LAP W/ PH2 FROM PHASE 3
⑯ LAP W/ PH4 FROM PHASE 4
▲ NON-EPOXY COATED

Preliminary Plans

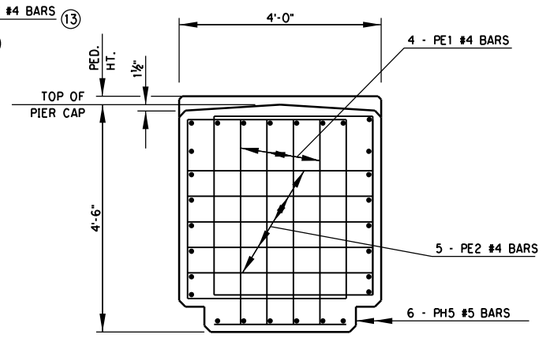
NOTE: PIER CAP REINFORCEMENT NOT SHOWN FOR CLARITY.



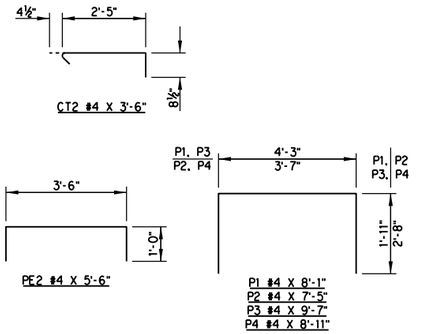
PEDESTAL REINFORCING DETAIL
(TYPICAL AT EACH PEDESTAL)

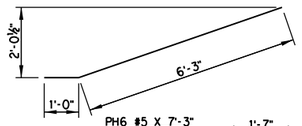
⑫ 3-PS1 #4 BARS REQUIRED FOR PED. HT. GREATER THAN 12".
2-PS1 #4 BARS REQUIRED FOR PED. HTS. BETWEEN 12" AND 6".
1-PS1 #4 BAR REQUIRED FOR PED. HT. LESS THAN 6".

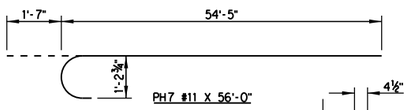
⑬ P3 #4 AND P4 #4 BARS REQUIRED FOR PED. HTS. GREATER THAN 9".
P1 #4 AND P2 #4 BARS REQUIRED FOR THE REMAINING PEDESTALS.

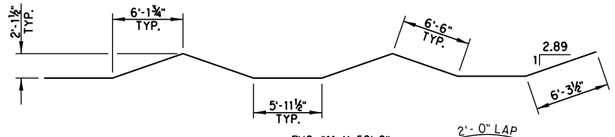


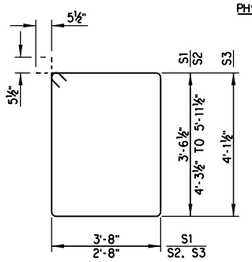
CAP END REINFORCING DETAIL
(NORTH END)

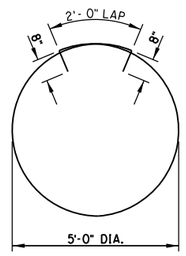




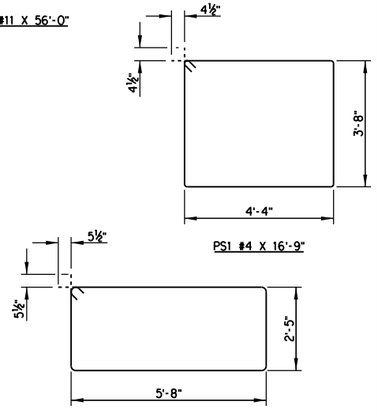








BAR BENDS
(BENT BAR DIMENSIONS ARE OUT TO OUT)



POE & ASSOCIATES, OKLAHOMA CITY, OK.
90% PLAN SUBMITTAL
2/29/2024

PHASE 4 — OKLAHOMA COUNTY
BRIDGE "D" — I-240 OVER I-35

PIER DETAILS
(SHEET 3 OF 3)

DESIGN		
DRAWN		
CHECKED		
APPROVED		
SQUAD	POE	

STATE JOB NO. 09032(08) SHEET NO. B111

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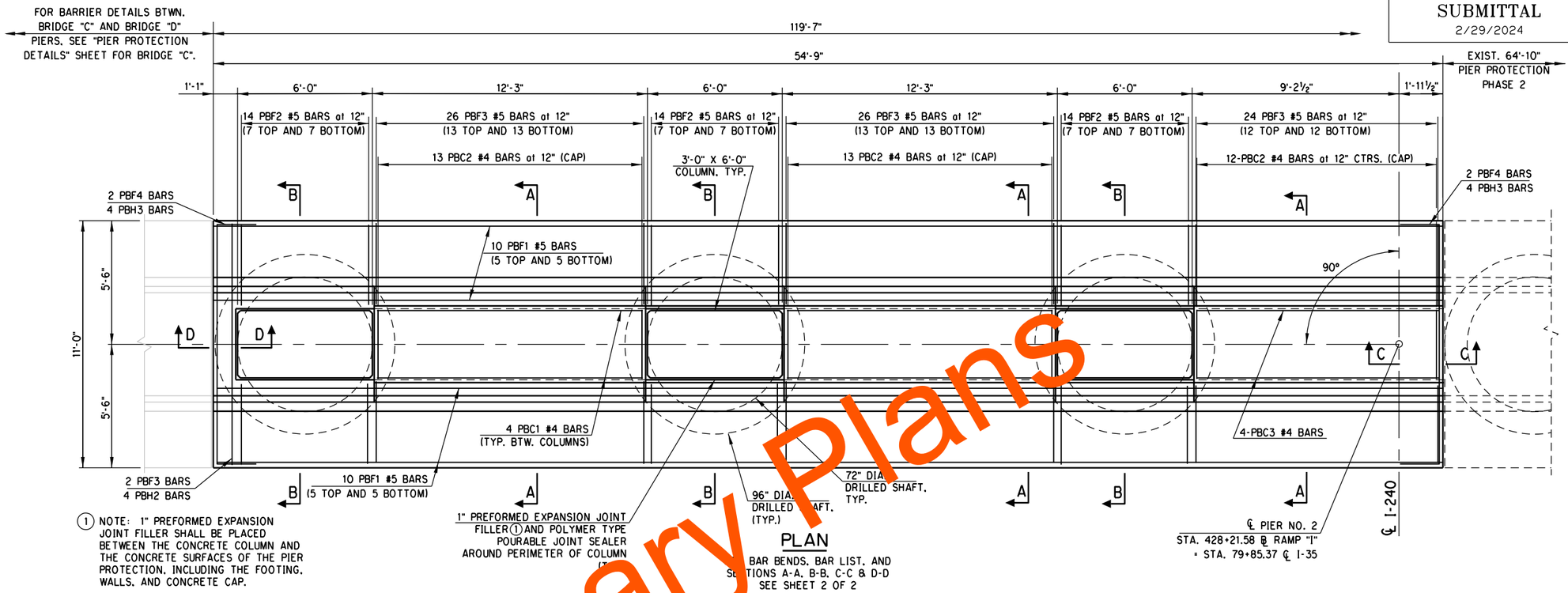
POE & ASSOCIATES, OKLAHOMA CITY, OK.

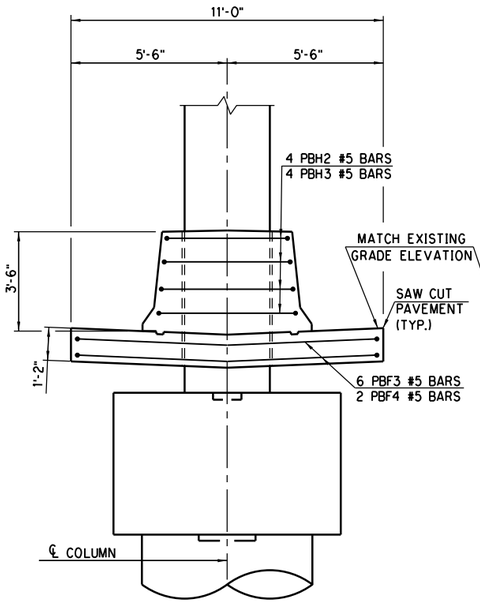
90% PLAN SUBMITTAL
2/29/2024



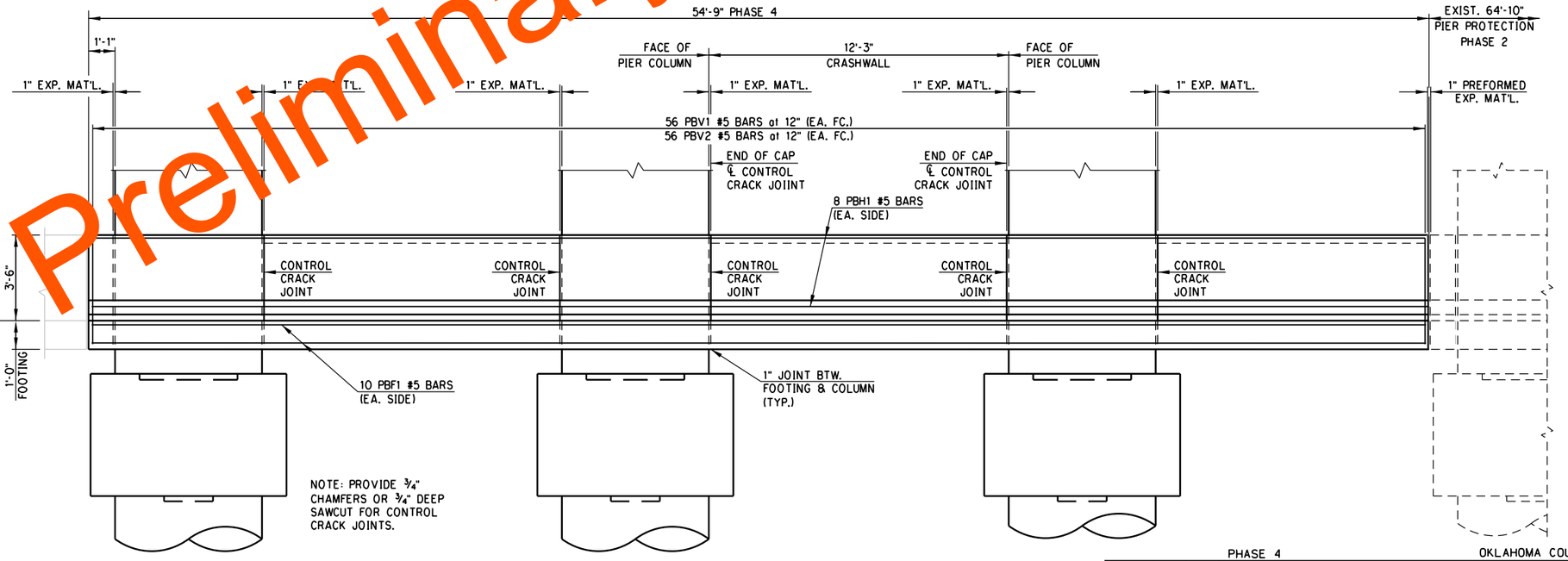
① NOTE: 1" PREFORMED EXPANSION JOINT FILLER SHALL BE PLACED BETWEEN THE CONCRETE COLUMN AND THE CONCRETE SURFACES OF THE PIER PROTECTION, INCLUDING THE FOOTING, WALLS, AND CONCRETE CAP.

PLAN

FOR BAR BENDS, BAR LIST, AND SECTIONS A-A, B-B, C-C & D-D SEE SHEET 2 OF 2



END ELEVATION AT NORTH END



ELEVATION

DESIGN		
DRAWN		
CHECKED		
APPROVED		
SQUAD	POE	

PHASE 4 — OKLAHOMA COUNTY
BRIDGE "D" — I-240 OVER I-35

PIER PROTECTION DETAILS

PIER NO. 2
(SHEET 1 OF 2)

STATE JOB NO. 09032(08) SHEET NO. B112

Preliminary Plans

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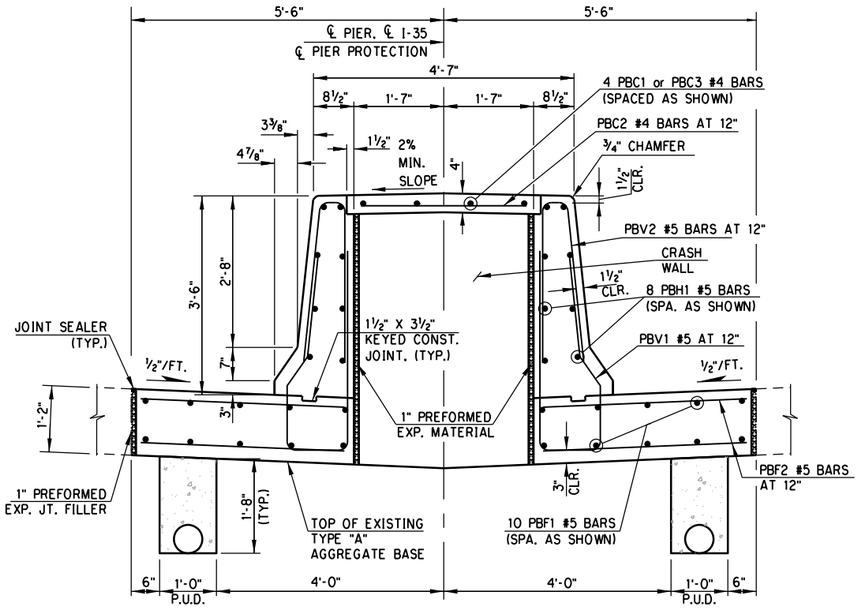
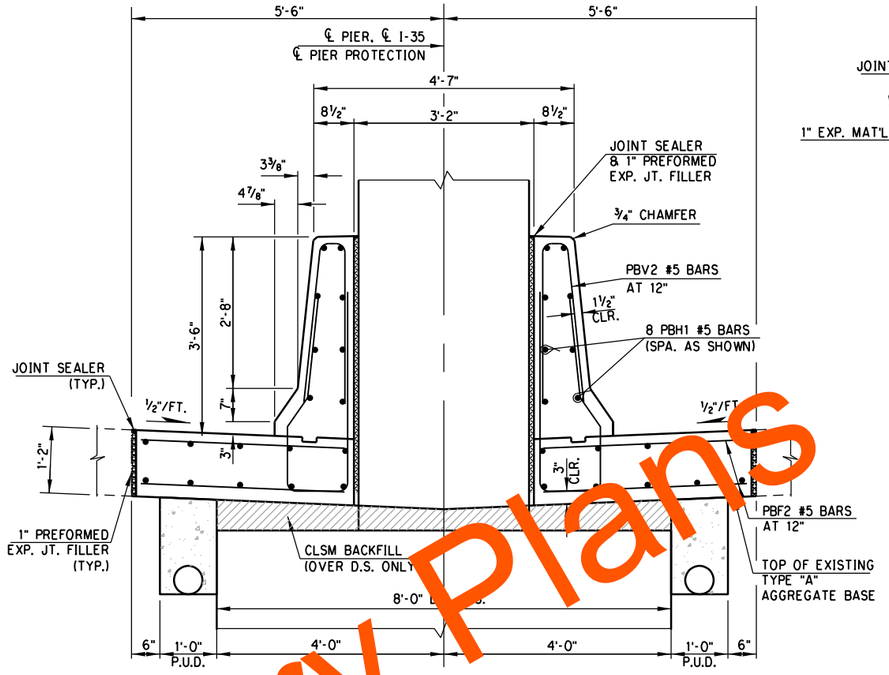
POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL
2/29/2024

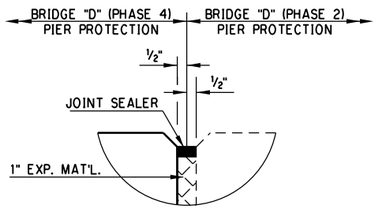


SECTION A-A
AT CRASH WALL

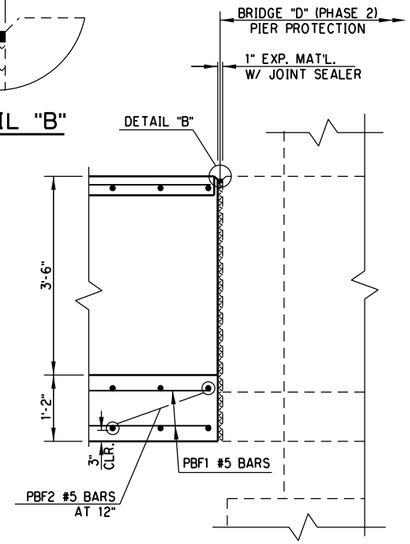


SECTION B-B
AT PIER

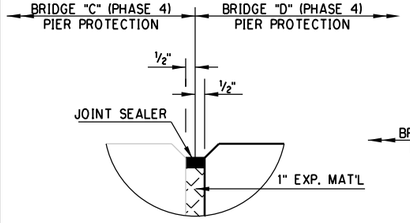
NOTE: COLUMN REINFORCEMENT NOT SHOWN FOR CLARITY.



DETAIL "B"

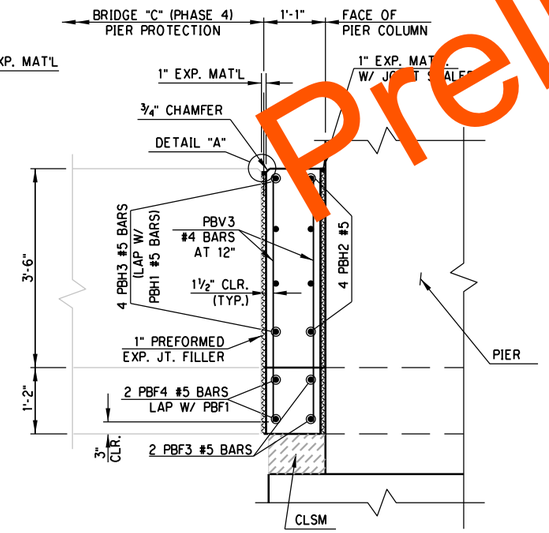


SECTION C-C
AT SOUTH END

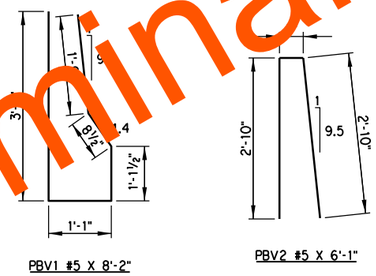


DETAIL "A"

PROVIDE ¾" CHAMFER AT ALL EXPOSED EDGES OF END OF CONCRETE PIER PROTECTION.

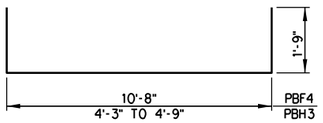


SECTION D-D
AT NORTH END

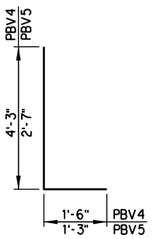


PBV1 #5 X 8'-2"

PBV2 #5 X 6'-1"



PBF4 #5 X 14'-2"
PBH3 #5 X 8'-0" AVG.



PBV4 #5 X 5'-9"
PBV5 #5 X 3'-10"

BENT BAR DIMENSIONS ARE OUT TO OUT

BAR LIST
EPOXY COATED

MARK	NO.	SIZE	FORM	SPACING	LENGTH	LENGTH VARIATION
PBC1	8	#4	STR.	AS SHOWN	11'-11"	--
PBC2	38	#4	STR.	12" C/C	3'-2"	--
PBC3	4	#4	STR.	AS SHOWN	10'-10"	--
PBF1	20	#5	STR.	AS SHOWN	54'-5"	--
PBF2	84	#5	STR.	AS SHOWN	3'-7"	--
PBF3	76	#5	STR.	12" C/C	10'-6"	--
PBF4	4	#5	BNT.	AS SHOWN	14'-0"	--
PBH1	16	#5	STR.	AS SHOWN	54'-5"	--
PBH2	8	#5	STR.	AS SHOWN	4'-6" AVG.	4'-3" TO 4'-9"
PBH3	8	#5	BNT.	AS SHOWN	8'-0" AVG.	7'-9" TO 8'-3"
PBV1	146	#5	BNT.	AS SHOWN	8'-2"	--
PBV2	146	#5	BNT.	AS SHOWN	6'-1"	--
PBV3	6	#4	STR.	AS SHOWN	4'-3"	--
PBV4	3	#5	BNT.	AS SHOWN	8'-4"	--

QUANTITIES

ITEM	UNIT	TOTAL
CLASS A CONCRETE	C.Y.	31.10
EPOXY COATED REINFORCING STEEL	LB.	5,740.00

NOTE: COST OF SAWCUTTING, REMOVAL OF EXISTING PIER PROTECTION & MEDIAN BARRIER, PAVEMENT REMOVAL, EXCAVATION, GRANULAR BACKFILL, APPROXIMATELY 53 C.Y. OF CLSM BACKFILL, JOINT FILLER AND JOINT SEALER ARE INCLUDED IN OTHER ITEMS OF WORK.

Preliminary Plans

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DESIGN		
DRAWN		
CHECKED		
APPROVED		
SQUAD	POE	

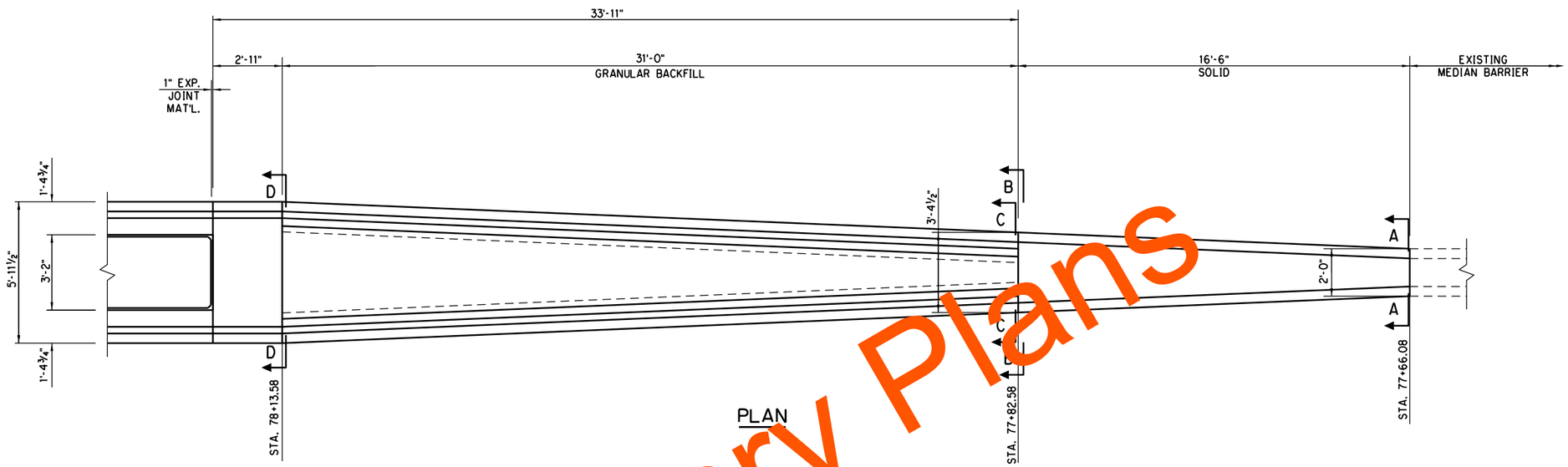
PHASE 4 — OKLAHOMA COUNTY
BRIDGE "D" — I-240 OVER I-35

PIER PROTECTION DETAILS
PIER NO. 2
(SHEET 2 OF 2)

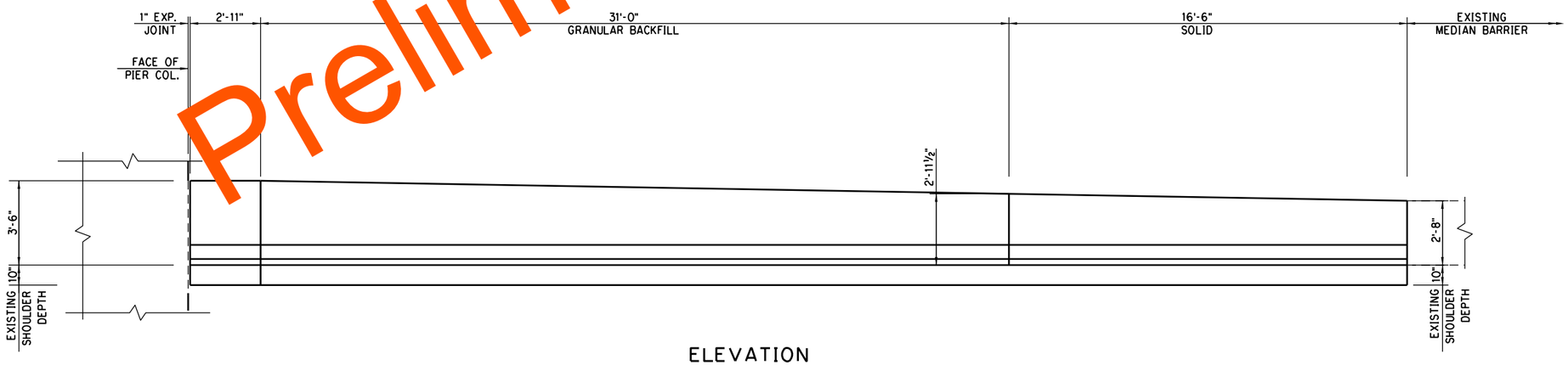
STATE JOB NO. 09032(08) SHEET NO. B113

POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL
2/29/2024



PLAN



ELEVATION

Preliminary Plans

DESIGN		
DRAWN		
CHECKED		
APPROVED		
SQUAD	POE	

PHASE 4 — OKLAHOMA COUNTY
BRIDGE "D" — I-240 OVER I-35

MEDIAN BARRIER TRANSITION DETAILS
(SHEET 1 OF 2)

STATE JOB NO. 09032(08) SHEET NO. B114

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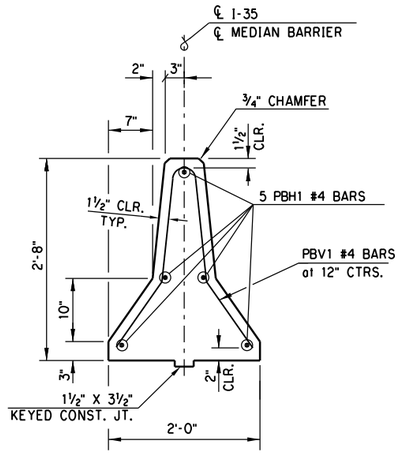
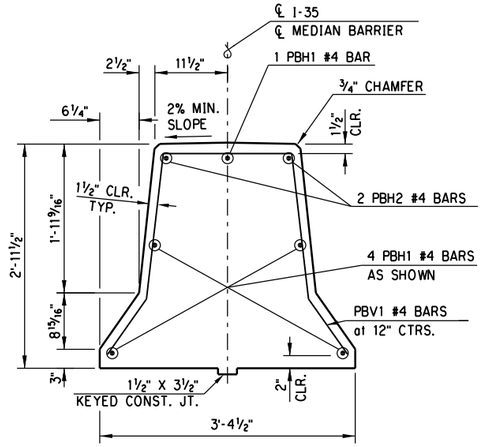
POE & ASSOCIATES, OKLAHOMA CITY, OK.

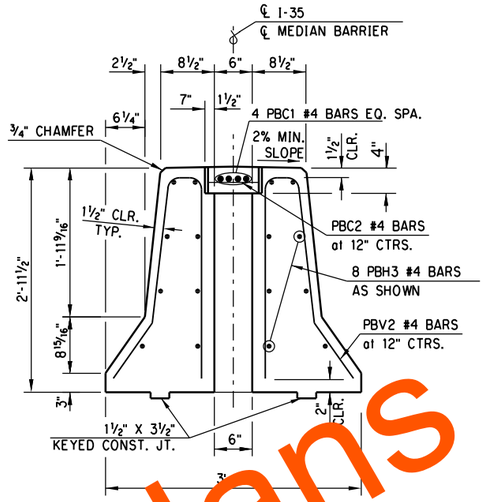
90% PLAN SUBMITTAL
2/29/2024



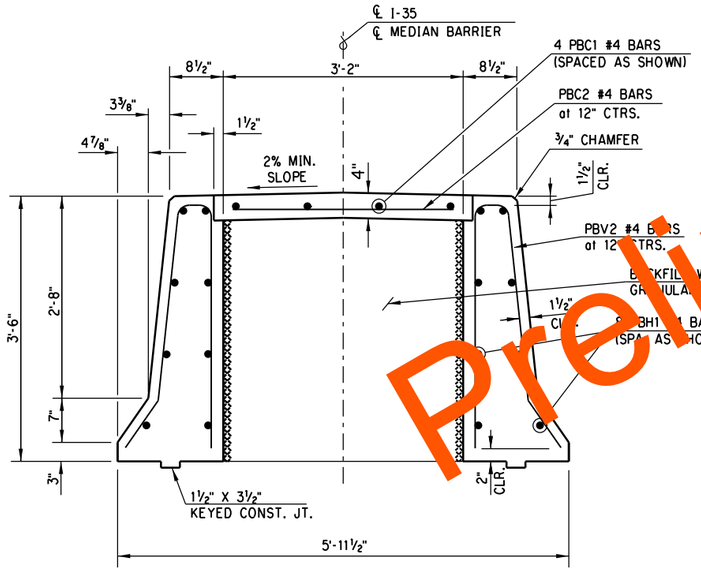
SECTION A-A



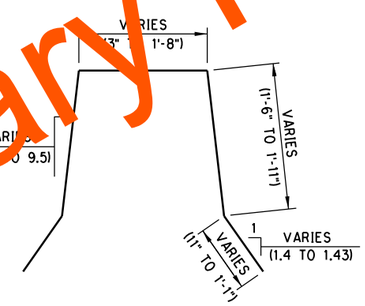
SECTION B-B



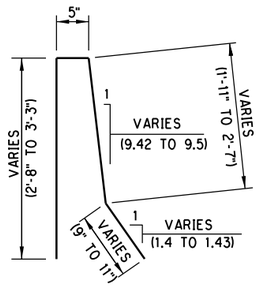
SECTION C-C



SECTION D-D



PBV1 #4 X 6'-4½" AVG.
(5'-5" TO 7'-4")



PBV2 #4 X 6'-5½" AVG.
(5'-11" TO 7'-0")

BENT BAR DIMENSIONS ARE OUT TO OUT

BAR LIST
(EPOXY COATED)

MARK	SIZE	NO.	FORM	SPACING	LENGTH	LENGTH VARIANCE
PBC1	#4	4	STR.	AS SHOWN	30'-8"	--
PBC2	#4	32	STR.	12" C/C	2'-11"	--
PBH1	#4	5	STR.	AS SHOWN	16'-2"	--
PBH2	#4	2	STR.	AS SHOWN	8'-3"	--
PBH3	#4	16	STR.	AS SHOWN	30'-8"	--
PBV1	#4	17	BNT.	12" C/C	6' 4-1/2" AVG.	5'-5" TO 7'-4"
PBV2	#4	32	BNT.	12" C/C	6' 5-1/2" AVG.	5'-11" TO 7'-0"

QUANTITIES

ITEM	UNIT	TOTAL
CLASS A CONCRETE	C.Y.	10.80
EPOXY COATED REINFORCING STEEL	LB.	750.00

Preliminary Plans

DESIGN		
DRAWN		
CHECKED		
APPROVED		
SQUAD	POE	

PHASE 4 — OKLAHOMA COUNTY
BRIDGE "D" — 1-240 OVER 1-35

MEDIAN BARRIER TRANSITION DETAILS
(SHEET 2 OF 2)

STATE JOB NO. 09032(08) SHEET NO. B115

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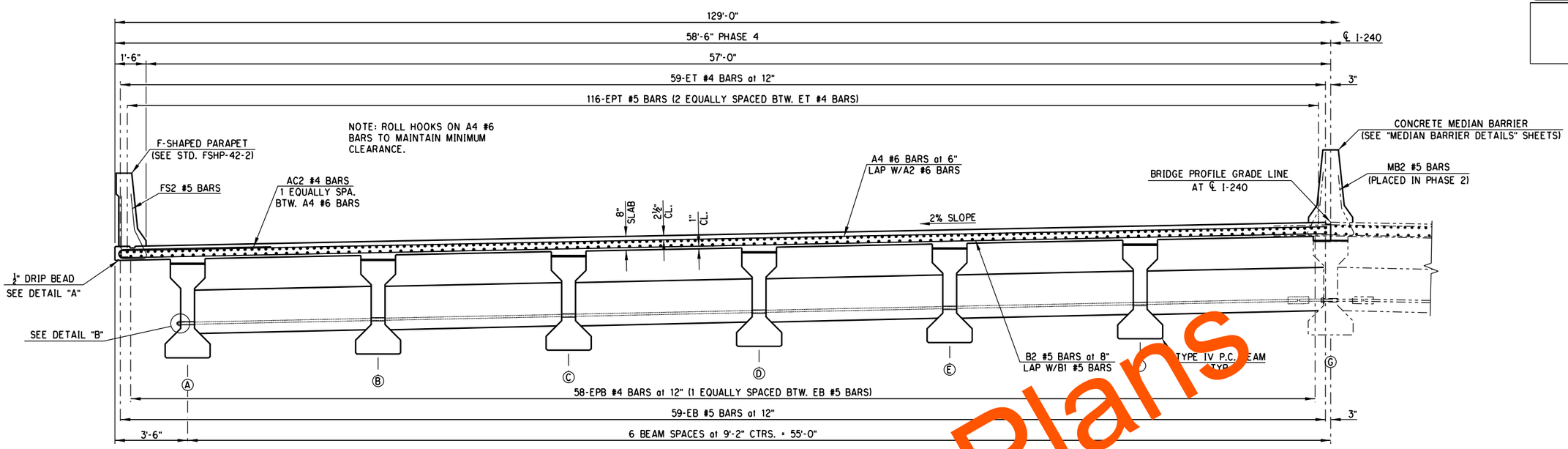
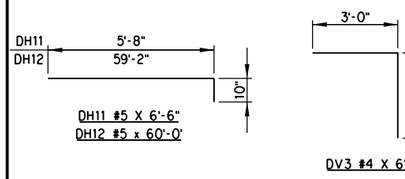
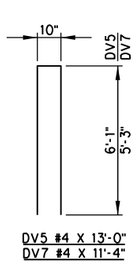
POE & ASSOCIATES, OKLAHOMA CITY, OK.

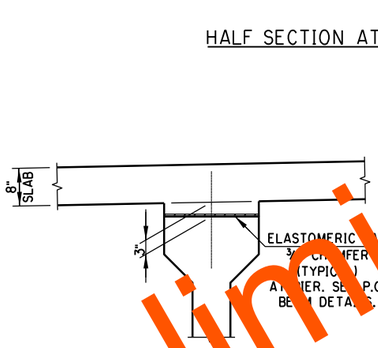
90% PLAN SUBMITTAL
2/29/2024

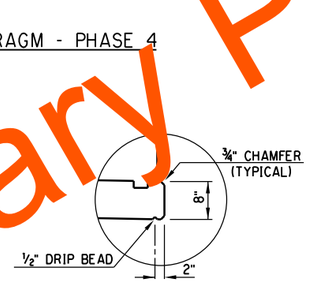


HALF SECTION AT PIER DIAPHRAGM - PHASE 4

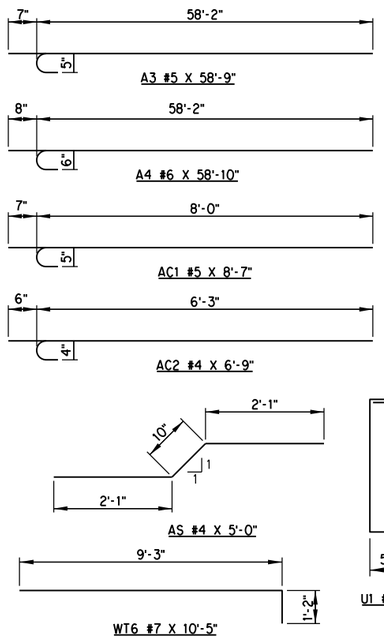




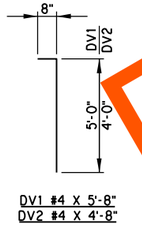


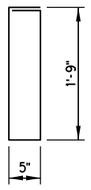


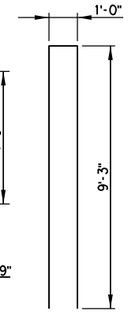
DETAIL "A"



BAR BENDS
(BENT BAR DIMENSIONS ARE OUT TO OUT)

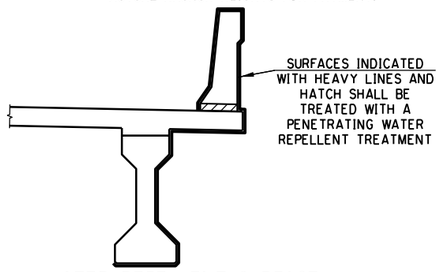






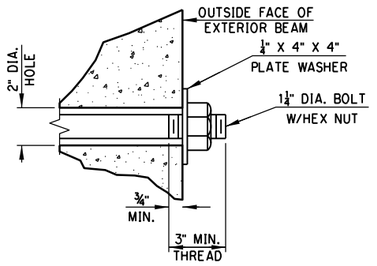
BEAM HAUNCH DETAIL

QUANTITIES FOR CLASS AA CONCRETE INCLUDE BEAM HAUNCHES. THE HAUNCH HEIGHTS SHOWN IS THE THEORETICAL HAUNCH HEIGHT AT THE CENTERLINE BEARING ONLY, MEASURED FROM THE BOTTOM OF THE DECK SLAB TO THE TOP OF THE BEAM, AND VARIES ACROSS THE SPAN. DETERMINE THE ACTUAL HAUNCH HEIGHT (ACCOUNTING FOR BEAM CAMBER, DEAD LOAD DEFLECTION AND ROADWAY GRADE) AFTER ERECTION OF THE BEAMS AND SUBMIT TO THE ENGINEER FOR APPROVAL. THE ENGINEER WILL NOT MEASURE DIFFERENCES BETWEEN THE THEORETICAL AND THE ACTUAL HAUNCH HEIGHTS FOR PAYMENT.



WATER REPELLENT SURFACE TREATMENT

NOTE: FOR WATER REPELLENT TREATMENT DETAILS OF CONCRETE MEDIAN BARRIER, SEE "MEDIAN BARRIER DETAILS" SHEET 2 OF 2.



DETAIL "B"

NOTE: PROVIDE STRUCTURAL STEEL FOR DIAPHRAGM BOLTS AND PLATE WASHERS IN ACCORDANCE WITH AASHTO M270 (ASTM A709), GRADE 50W (WEATHERING STEEL, CHARPY V-NOTCH TESTING NOT REQUIRED). THE CONTRACTOR MAY SUBSTITUTE A #10 REINFORCING BAR IN ACCORDANCE WITH AASHTO M31, GRADE 60, AND THREADED AT THE ENDS AS SHOWN FOR THE DIAPHRAGM BOLT AT NO ADDITIONAL COST TO THE DEPARTMENT. PROVIDE HEX NUTS IN ACCORDANCE WITH AASHTO M291 (ASTM A563). PAINT EXPOSED DIAPHRAGM BOLT, PLATE WASHER AND HEX NUT WITH TWO (2) COATS OF ZINC-RICH PAINT (6 MIL MINIMUM THICKNESS) AFTER ASSEMBLY. INCLUDE ALL COST OF DIAPHRAGM BOLT, PLATE WASHER AND HEX NUT IN THE CONTRACT UNIT PRICE FOR STRUCTURAL STEEL.

SUPERSTRUCTURE QUANTITIES		
ITEM	UNIT	TOTAL
PRESTRESSED CONC. BEAMS (TYPE IV)	L.F.	1,912.00
SAW CUT GROOVING	S.Y.	1,994.00
CONCRETE PARAPET	L.F.	320.50
42" F-SHAPED PARAPET	L.F.	320.50
STRUCTURAL STEEL	LB.	2,390.00
WEATHERING STEEL FIXED BRG. ASSEMBLY	EA.	12.00
STAINLESS STEEL EXPANSION BRG. ASSEMBLY	EA.	36.00
ELASTOMERIC BEARING PADS	EA.	36.00
CLASS AA CONCRETE	C.Y.	568.00
EPOXY COATED REINFORCING STEEL	LB.	127.17
WATER REPELLENT (VISUALLY INSPECTED)	S.Y.	1,018.00
SEALER CRACK PREPARATION	L.F.	342.00
SEALER RESIN	GAL.	4.00

FOR SLAB LAYOUT, SEE SHEET 2 OF 4.
FOR LONGITUDINAL SECTION, SEE "LOGITUDINAL SECTION AND DIAPHRAGM DETAILS" SHEET.

PHASE 4 — OKLAHOMA COUNTY
BRIDGE "D" — I-240 OVER I-35

SUPERSTRUCTURE DETAILS
(SHEET 1 OF 4)

DESIGN		
DRAWN		
CHECKED		
APPROVED		
SQUAD	POE	

STATE JOB NO. 09032(08) SHEET NO. B116

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Preliminary Plans

POE & ASSOCIATES, OKLAHOMA CITY, OK.

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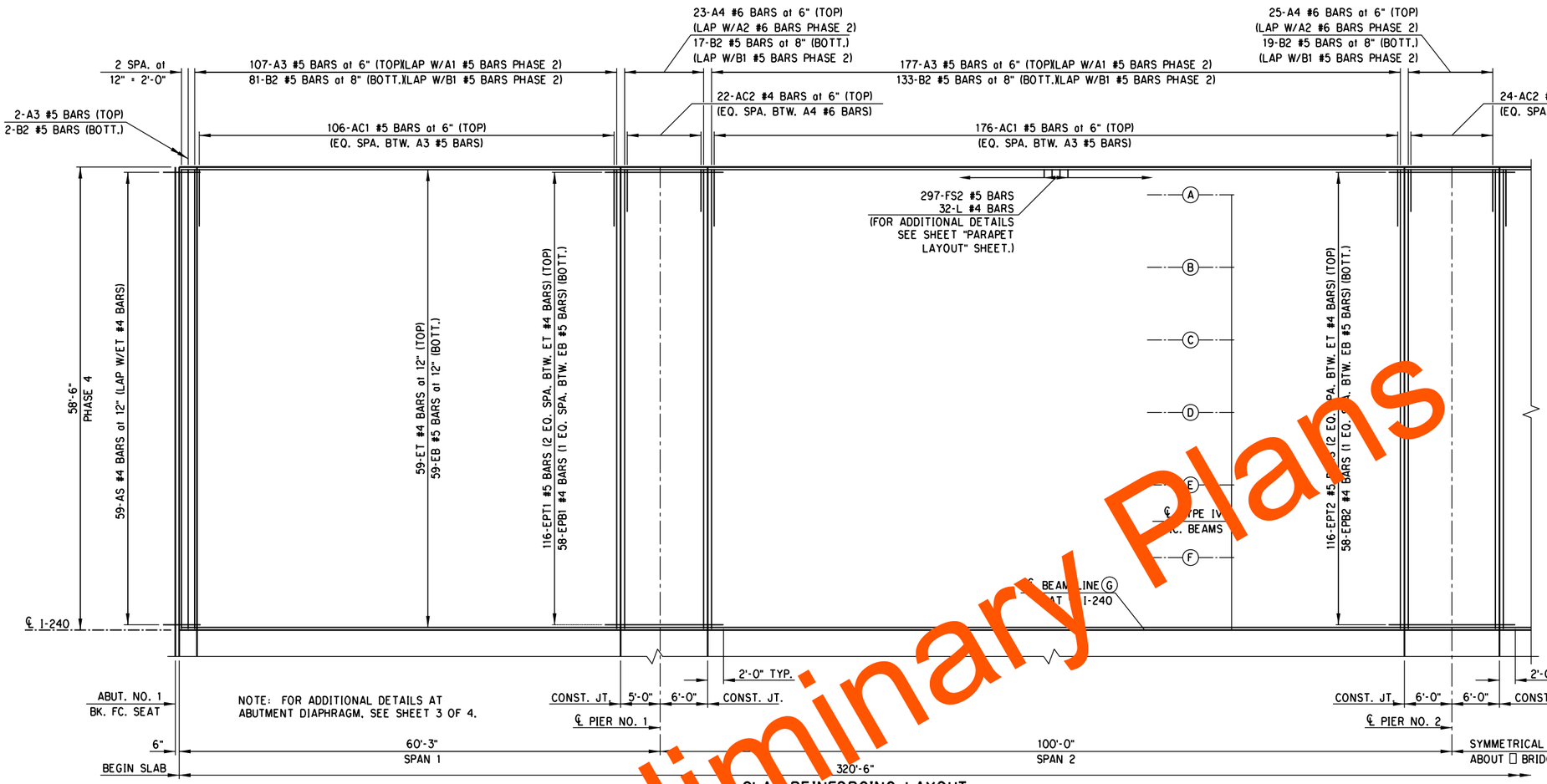
2/29/2024



BAR LIST
(EPOXY COATED)

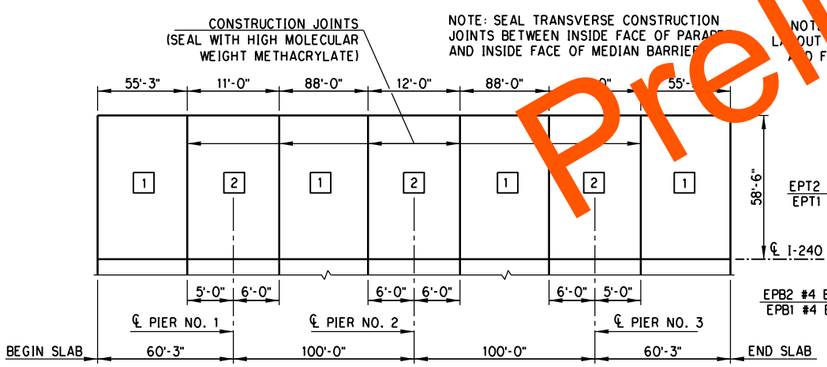
	MARK	NO.	SIZE	FORM	SPACING	LENGTH
	A3	572	#5	BNT.	6" C/C	58'-9"
	A4	71	#6	BNT.	6" C/C	58'-10"
	AC1	564	#5	BNT.	6" C/C	8'-7"
	AC2	68	#4	BNT.	6" C/C	6'-9"
	AS	118	#4	BNT.	12" C/C	5'-0"
	B2	485	#5	STR.	8" C/C	58'-2"
①③	EB	59	#5	STR.	12" C/C	335'-10"
	EPB1	116	#4	STR.	12" C/C	15'-0"
	EPB2	58	#4	STR.	12" C/C	16'-0"
	EPT1	232	#5	STR.	12" C/C	15'-0"
	EPT2	116	#5	STR.	12" C/C	16'-0"
②③	ET	59	#4	STR.	12" C/C	330'-4"
④	FS2	297	#5	BNT.	12" C/C	7'-4"
④	L	32	#4	BNT.	AS SHOWN	1'-3"
	F1	360	#4	STR.	AS SHOWN	8'-7"
	U1	600	#4	BNT.	AS SHOWN	4'-9"
	DH7	2	#5	STR.	AS SHOWN	3'-9"
	DH8	4	#5	STR.	AS SHOWN	4'-3"
	DH9	2	#5	STR.	AS SHOWN	3'-11"
	DH10	2	#5	STR.	AS SHOWN	3'-6"
	DH11	8	#5	BNT.	AS SHOWN	6'-6"
	DH12	10	#5	BNT.	AS SHOWN	60'-0"
	DH13	12	#5	STR.	AS SHOWN	7'-2"
	DH14	24	#5	STR.	AS SHOWN	8'-2"
	DH15	12	#5	STR.	AS SHOWN	7'-6"
	DH16	12	#5	STR.	AS SHOWN	6'-8"
	DH17	32	#5	STR.	AS SHOWN	4'-4"
	DV1	116	#4	BNT.	AS SHOWN	5'-8"
	DV2	118	#4	BNT.	12" C/C	4'-8"
	DV3	118	#4	BNT.	12" C/C	6'-0"
	DV6	4	#4	STR.	AS SHOWN	5'-6"
	DV7	6	#4	BNT.	AS SHOWN	11'-10"
	WT5	18	#4	STR.	AS SHOWN	5'-9"
	WT6	18	#7	BNT.	AS SHOWN	10'-5"
	WT7	6	#7	BNT.	AS SHOWN	19'-6"

① INCLUDES 6 - 2'-7" MIN. LAPS
② INCLUDES 6 - 1'-8" MIN. LAPS
③ DO NO LAP WITHIN 10 FEET OF CENTERLINE OF PIER
④ FOR BAR BEND, SEE STD. FSHP-42-2

SLAB REINFORCING LAYOUT

NOTE: CONCRETE PARAPET AND MEDIAN BARRIER NOT SHOWN IN LAYOUT FOR CLARITY. FOR DETAILS OF PARAPET SEE STD. FSHP-42-2. AND FOR DETAILS OF MEDIAN BARRIER SEE SHT. BD23 AND BD24.

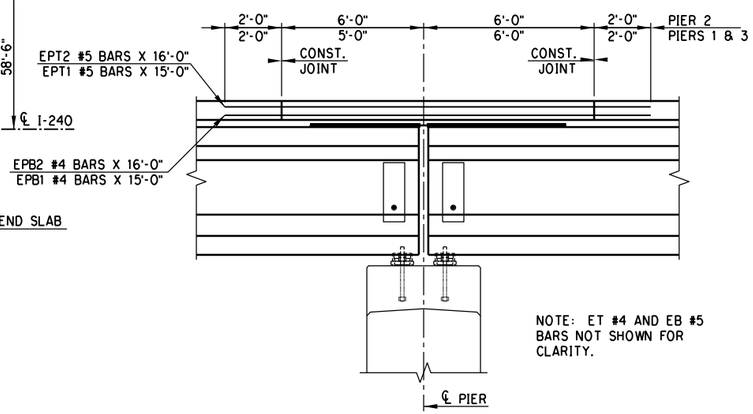
NOTE: PHASE 2 SLAB REINFORCING AND APPROACH SLAB NOT SHOWN FOR CLARITY.



SLAB POURING SEQUENCE

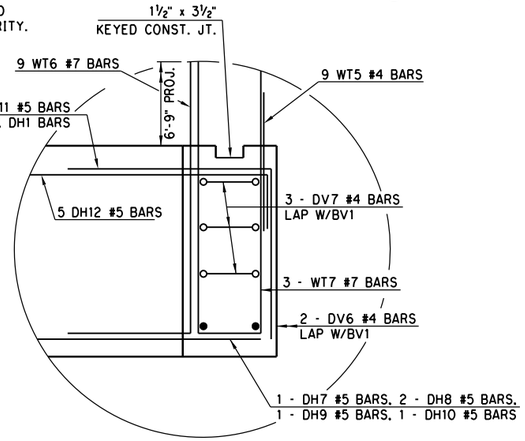
DECK SLAB POURING SEQUENCE DIAGRAM NOTE

THE DECK SLAB IS DIVIDED INTO SECTIONS BETWEEN CONSTRUCTION JOINTS AS SHOWN. THE CONCRETE SHALL BE POURED IN EACH SECTION OF THE DECK SLAB IN THE NUMERICAL SEQUENCE INDICATED. SECTIONS OF THE DECK SLAB WITH THE SAME NUMBER MAY BE POURED IN ANY ORDER. UNDER NO CIRCUMSTANCES WILL SECTION IN SEQUENCE 2 BE POURED BEFORE THE ADJACENT SECTIONS HAVE BEEN IN PLACE FOR at LEAST 48 HOURS.



NOTE: ET #4 AND EB #5 BARS NOT SHOWN FOR CLARITY.

DETAIL OF LONGITUDINAL BARS OVER PIERS



DETAIL AT EDGE

DESIGN		
DRAWN		
CHECKED		
APPROVED		
SQUAD	POE	

PHASE 4 — OKLAHOMA COUNTY
BRIDGE "D" — I-240 OVER I-35

SUPERSTRUCTURE DETAILS
(SHEET 2 OF 4)

STATE JOB NO. 09032(08) SHEET NO. B117

Preliminary Plans

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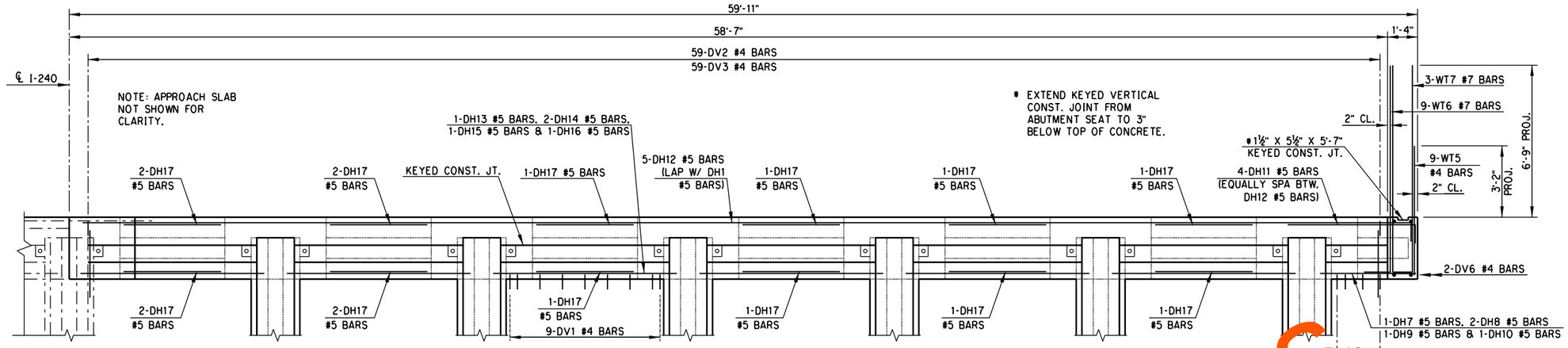
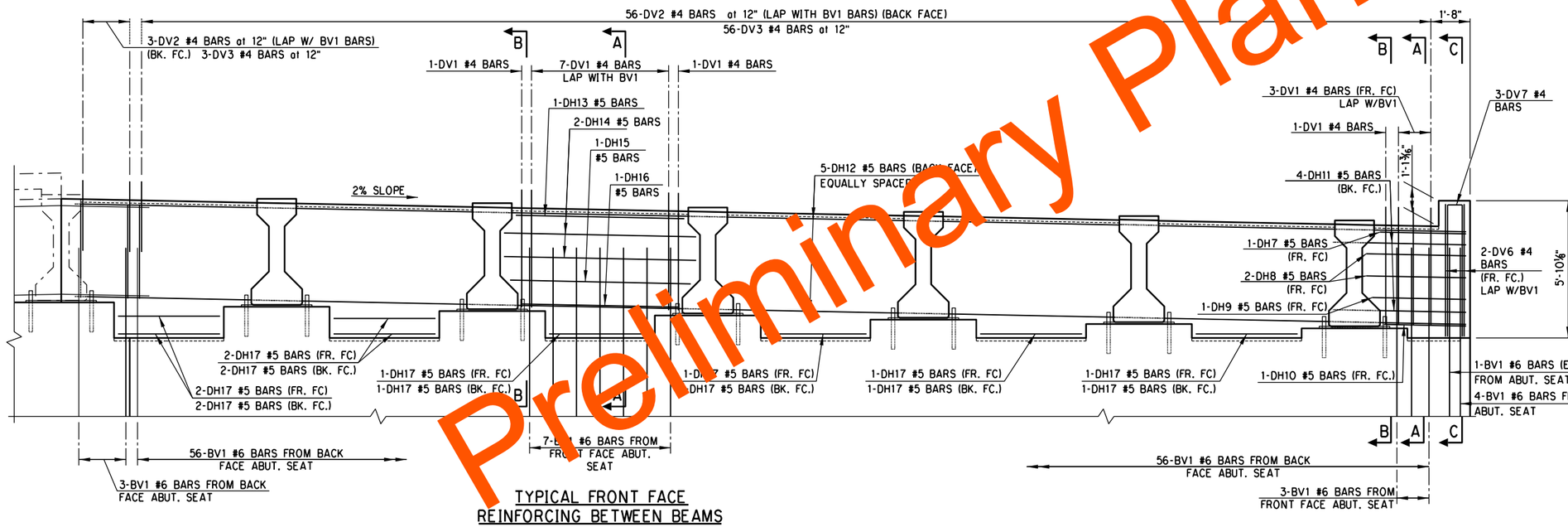
POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL
2/29/2024



PLAN

END DIAPHRAGM AT ABUTMENT NO. 1 SHOWN.
ABUTMENT NO. 2 IS OPPOSITE HAND.

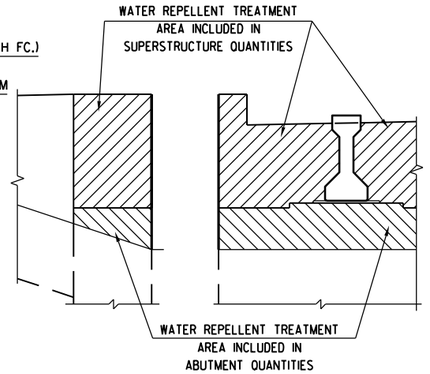


TYPICAL FRONT FACE REINFORCING BETWEEN BEAMS

ELEVATION

END DIAPHRAGM AT ABUTMENT NO. 1 SHOWN.
ABUTMENT NO. 2 IS OPPOSITE HAND.

NOTE: FOR BAR BENDS AND BAR LIST, AND SECTIONS A-A, B-B & C-C, SEE SHEET 4 OF 4



SIDE ELEVATION

WATER REPELLENT TREATMENT DETAILS

TREAT SURFACES INDICATED BY HEAVY LINE OR HATCH WITH WATER REPELLENT (VISUALLY INSPECTED)

Preliminary Plans

DESIGN		
DRAWN		
CHECKED		
APPROVED		
SQUAD	POE	

PHASE 4 — OKLAHOMA COUNTY
BRIDGE "D" — I-240 OVER I-35

SUPERSTRUCTURE DETAILS
(SHEET 3 OF 4)

STATE JOB NO. 09032(08) SHEET NO. B118

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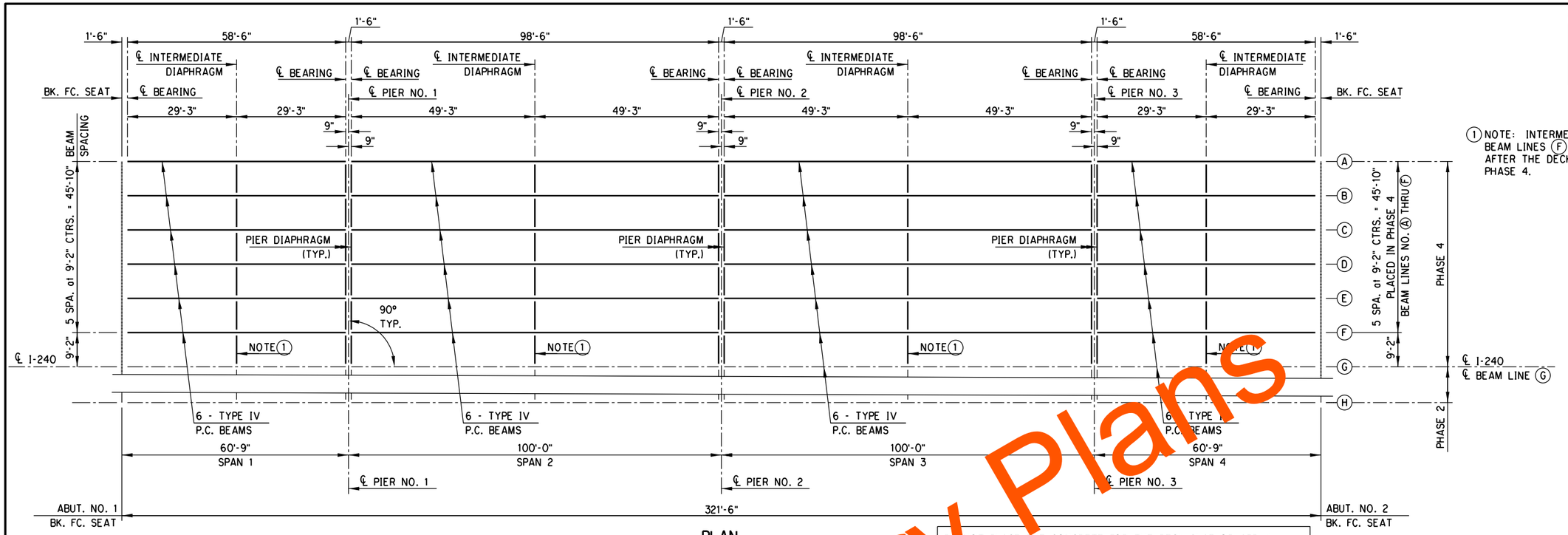
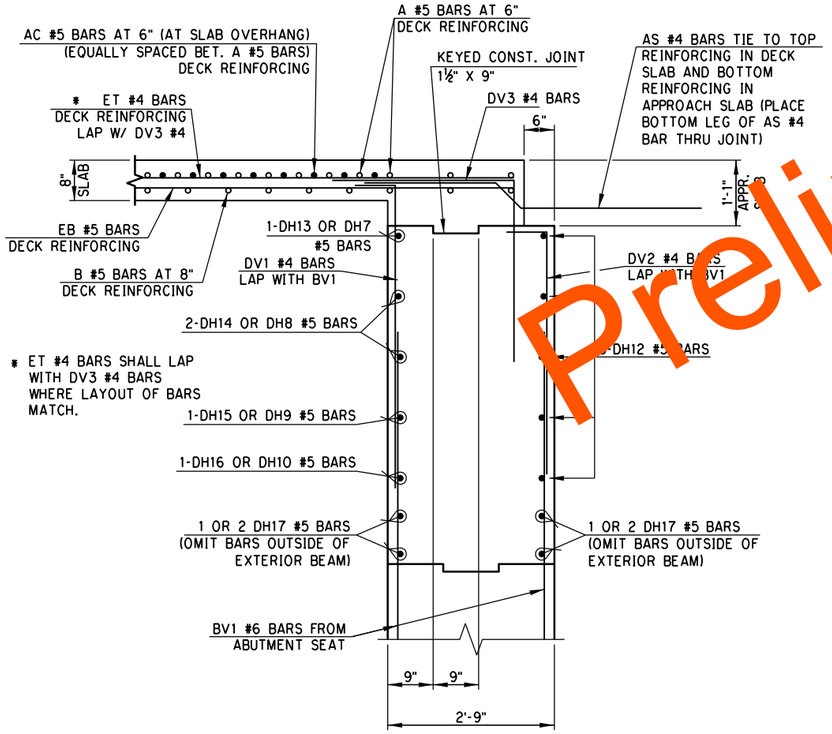
2/29/2024



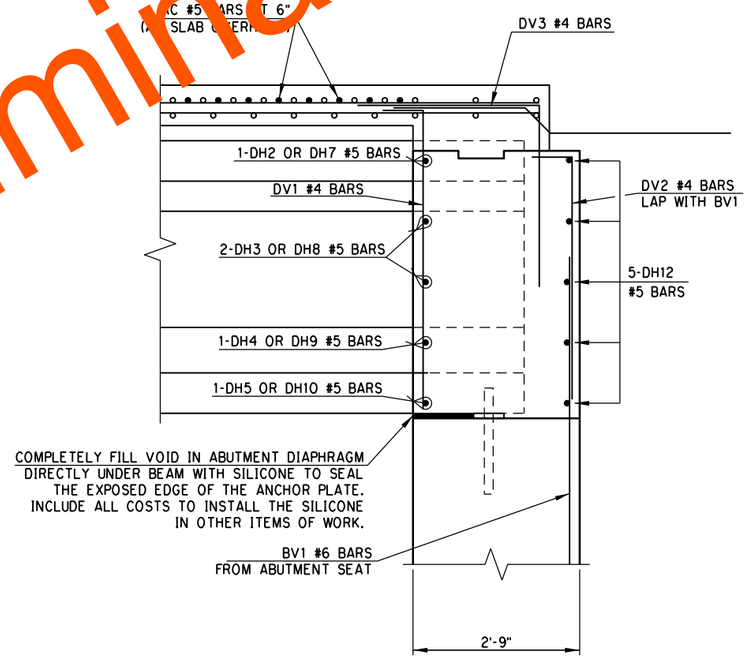
PLAN

(1) NOTE: INTERMEDIATE DIAPHRAGMS BETWEEN BEAM LINES (F) AND (G) SHALL BE CONSTRUCTED AFTER THE DECK SLAB HAS BEEN PLACED IN PHASE 4.

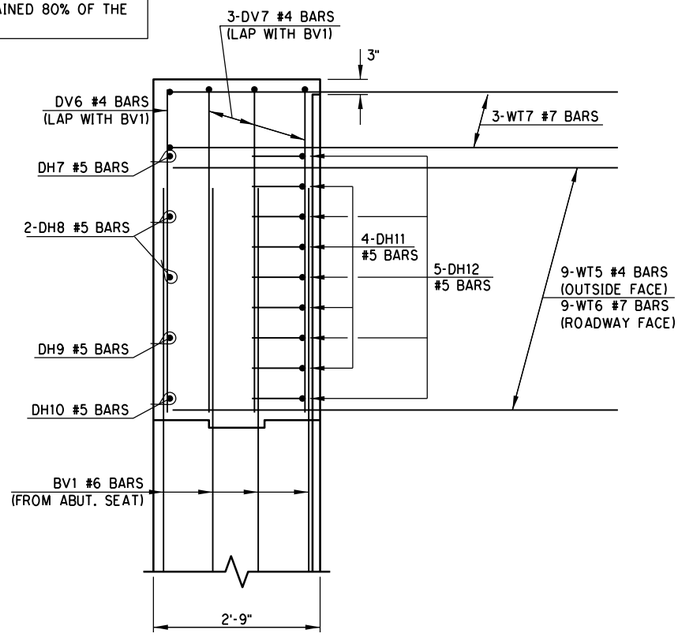
DO NOT PLACE THE CONCRETE FOR THE DECK SLAB OR APPLY OTHER MASSIVE LOADS TO THE BEAMS OR DIAPHRAGMS UNTIL THE CONCRETE IN THE DIAPHRAGMS HAS BEEN IN PLACE A MINIMUM OF 10 DAYS OR at THE DISCRETION OF THE ENGINEER. THIS TIME MAY BE SHORTENED IF THE CONCRETE HAS ATTAINED 80% OF THE SPECIFIED CONCRETE STRENGTH.



SECTION A-A
(SLAB REINFORCEMENT SHOWN FOR INFORMATIONAL PURPOSES)



SECTION B-B
(SLAB REINFORCEMENT SHOWN FOR INFORMATIONAL PURPOSES)



SECTION C-C

Preliminary Plans

PHASE 4 — OKLAHOMA COUNTY
BRIDGE "D" — I-240 OVER I-35

DESIGN		
DRAWN		
CHECKED		
APPROVED		
SQUAD	POE	

SUPERSTRUCTURE DETAILS
(SHEET 4 OF 4)

STATE JOB NO. 09032(08) SHEET NO. B119

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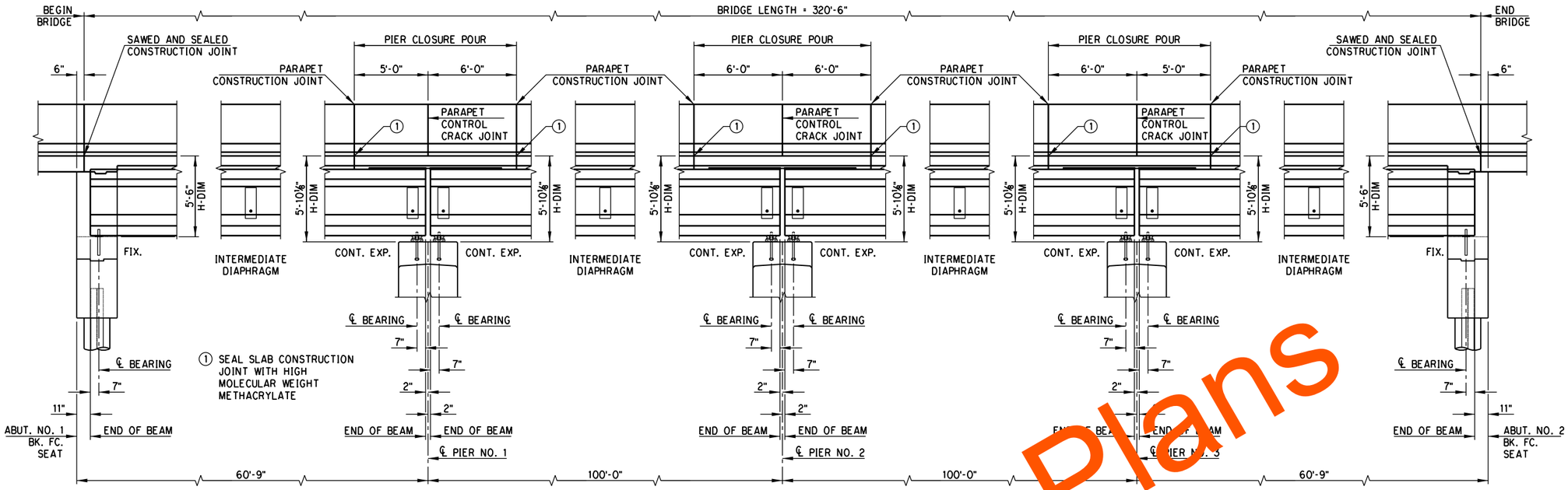


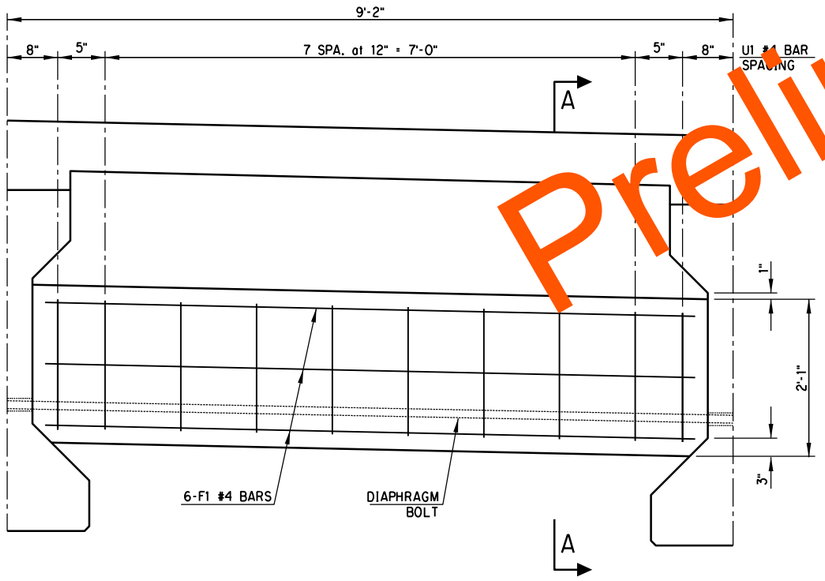
LONGITUDINAL SECTION

NOTE: H-DIMENSION IS FROM TOP OF DECK SLAB TO BOTTOM OF BEARING ASSEMBLY at ℄ BEARIN

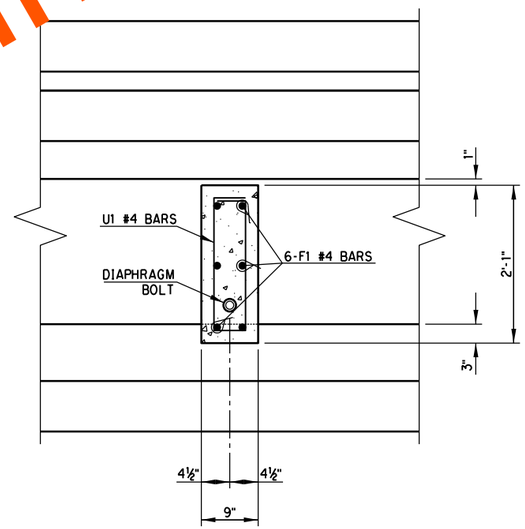
DO NOT PLACE THE CONCRETE FOR THE DECK SLAB OR APPLY OTHER MASSIVE LOADS TO THE BEAMS OR DIAPHRAGMS UNTIL THE CONCRETE IN THE DIAPHRAGMS HAS BEEN IN PLACE A MINIMUM OF 10 DAYS OR at THE DISCRETION OF THE ENGINEER. THIS TIME MAY BE SHORTENED IF THE CONCRETE HAS ATTAINED 80% OF THE SPECIFIED COMPRESSIVE STRENGTH.

NOTE:
DECK SHALL NOT BE PLACED ON BEAMS YOUNGER THAN 28 DAYS OLD.

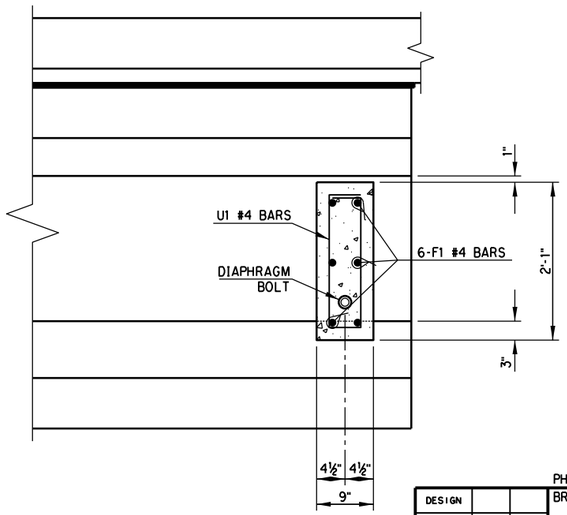
Preliminary Plans



INTERMEDIATE AND PIER DIAPHRAGM



INTERMEDIATE DIAPHRAGM



PIER DIAPHRAGM

SECTION A-A

DESIGN		
DRAWN		
CHECKED		
APPROVED		
SQUAD	POE	

PHASE 4 — OKLAHOMA COUNTY
BRIDGE "D" — I-240 OVER I-35

LONGITUDINAL SECTION AND DIAPHRAGM DETAILS

STATE JOB NO. 09032(108) SHEET NO. B120

3/1/2024 2:26:06 PM
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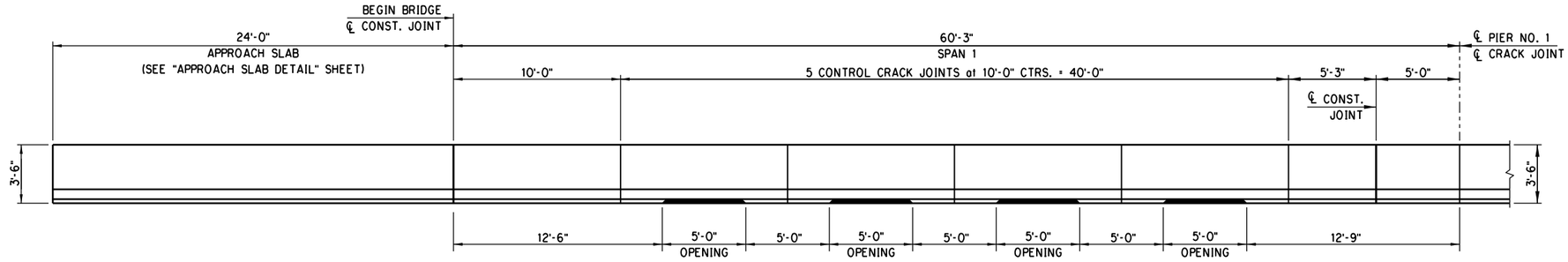
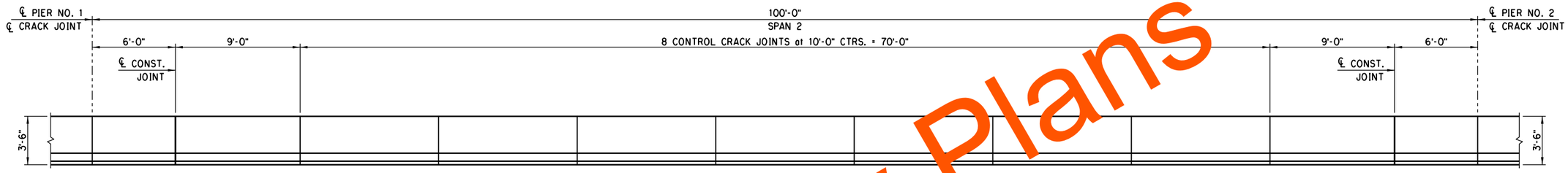
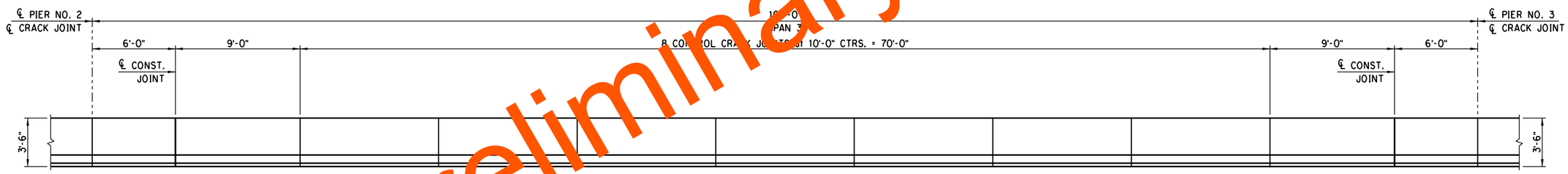
90% PLAN SUBMITTAL
2/29/2024



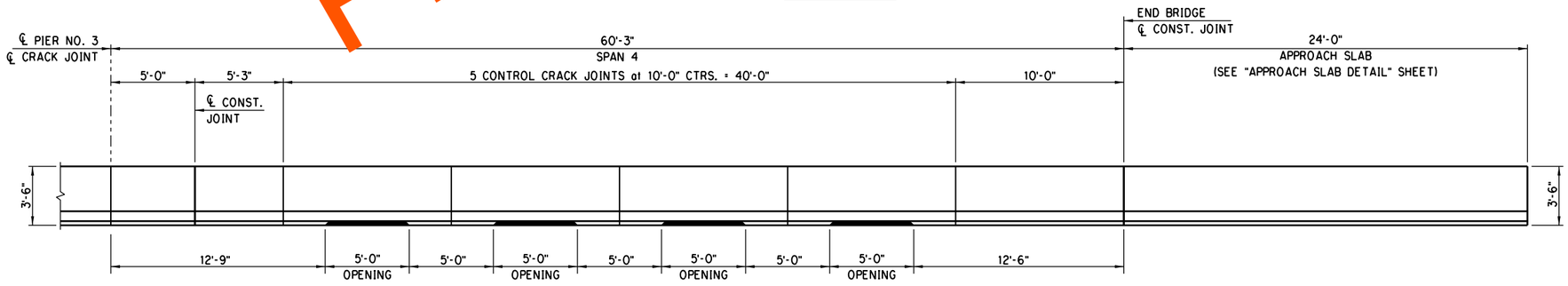
NORTH PARAPET OPENING AND JOINT SPACING
SPAN NO. 1



NORTH PARAPET JOINT SPACING
SPAN NO. 2



NORTH PARAPET JOINT SPACING
SPAN NO. 3



NORTH PARAPET OPENING AND JOINT SPACING
SPAN NO. 4

NOTE: FOR ADDITIONAL DETAILS, SEE STD. FSHP-42-2.

Preliminary Plans

DESIGN		
DRAWN		
CHECKED		
APPROVED		
SQUAD	POE	

PHASE 4 — OKLAHOMA COUNTY
BRIDGE "D" — I-240 OVER I-35

PARAPET LAYOUT

STATE JOB NO. 09032(08) SHEET NO. B121

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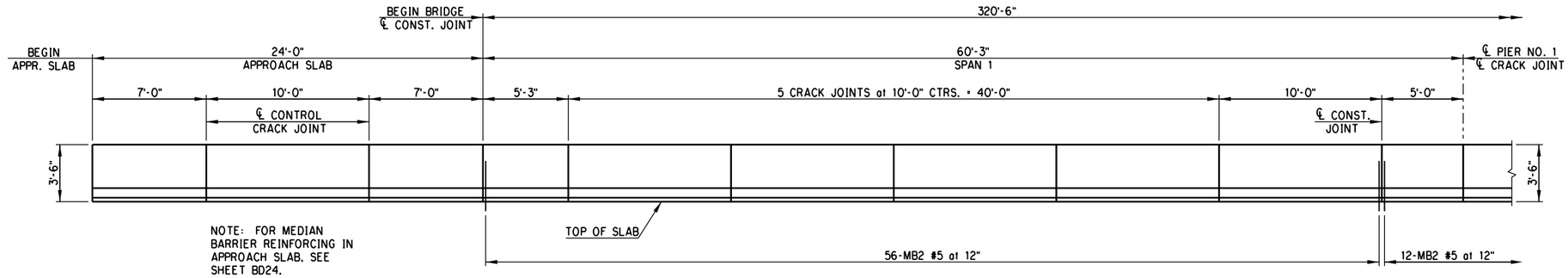

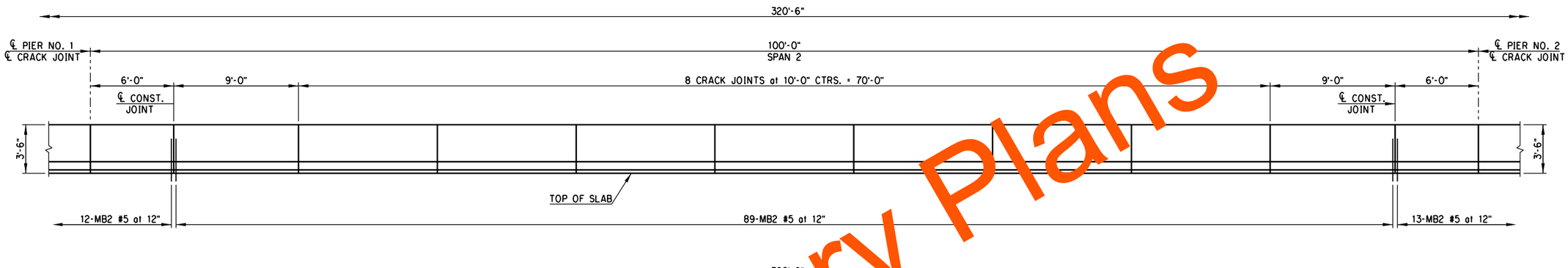

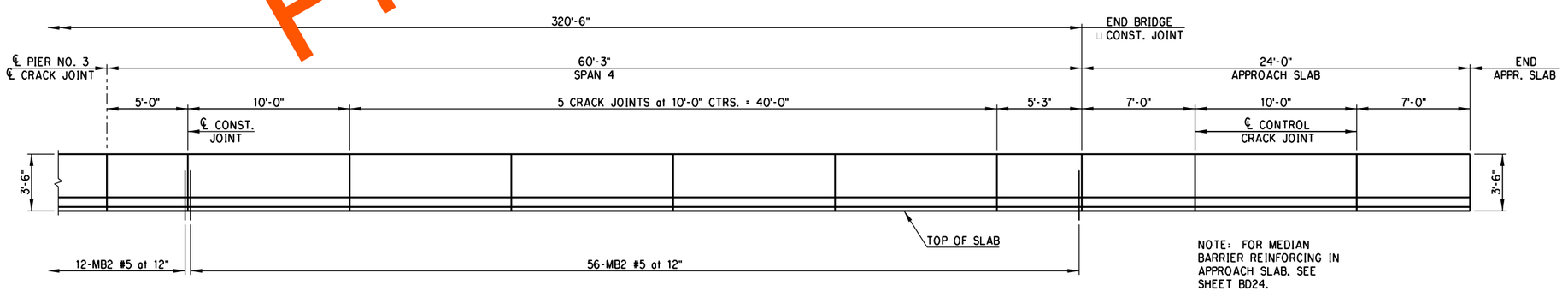

NOTE: FOR MEDIAN BARRIER REINFORCING IN APPROACH SLAB, SEE SHEET BD24.

MEDIAN BARRIER ELEVATION

Preliminary Plans

PHASE 4 — OKLAHOMA COUNTY

DESIGN		
DRAWN		
CHECKED		
APPROVED		
SQUAD	POE	

BRIDGE "D" — I-240 OVER I-35

MEDIAN BARRIER DETAILS
(SHEET 1 OF 2)

STATE JOB NO. 09032(08) SHEET NO. B122

3/1/2024 2:26:09 PM
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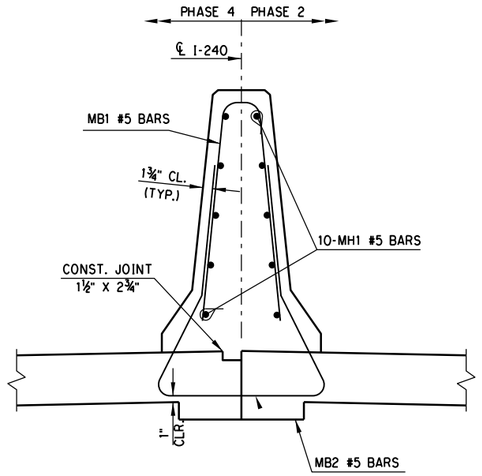
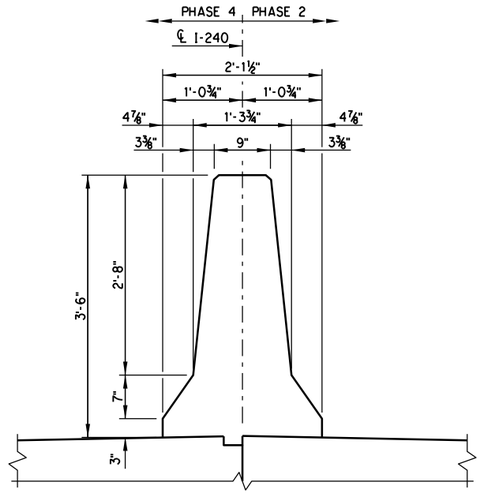
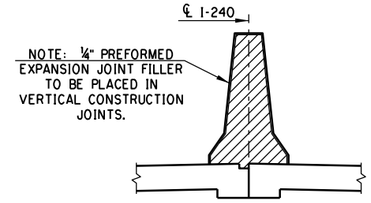
2/29/2024



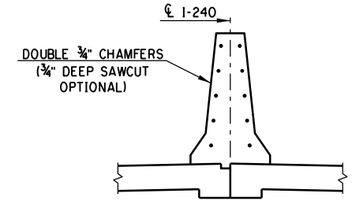
SECTION THRU MEDIAN BARRIER AT DECK SLAB



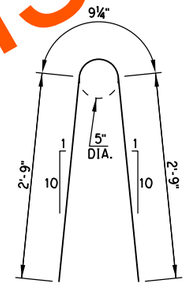
TYPICAL SECTION



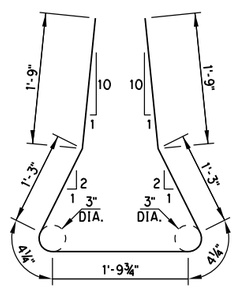
CONSTRUCTION JOINT
(FOR LOCATION OF CONSTRUCTION JOINTS, SEE "MEDIAN BARRIER DETAILS" SHEET 1 OF 2)



CONTROL CRACK JOINT
NOTE: ALL BARS SHALL BE CONTINUOUS THRU CONTROL CRACK JOINT.

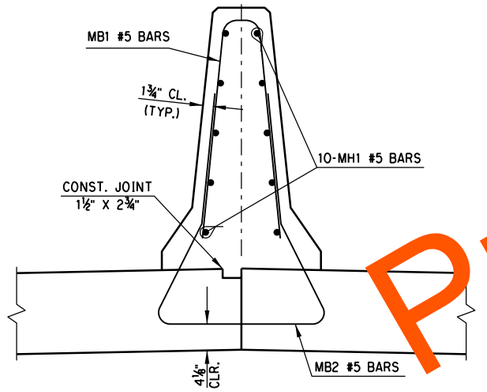


MB1 #5 X 6'-3¼"



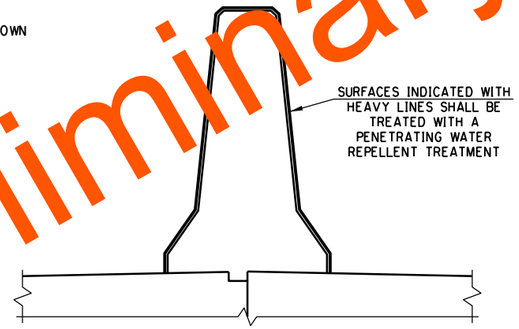
MB2 #5 X 8'-6¼"

BAR BENDS



SECTION THRU MEDIAN BARRIER AT APPROACH SLAB

NOTE: DECK AND APPROACH SLAB REINFORCING NOT SHOWN FOR CLARITY.



WATER REPELLENT SURFACE TREATMENT

CONCRETE MEDIAN BARRIER

CONSTRUCT THE MEDIAN BARRIER TO MEET THE REQUIREMENTS OF THE STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION (ENGLISH), AS WELL AS THE FOLLOWING REQUIREMENTS:

CLASS AA CONCRETE:

CLASS AA CONCRETE SHALL BE USED IN THE MEDIAN BARRIER. ALL COSTS OF CONCRETE TO BE INCLUDED IN THE PRICE BID PER LINEAR FOOT OF "CONCRETE PARAPET".

REINFORCING STEEL:

ALL REINFORCING STEEL USED IN THE MEDIAN BARRIER SHALL BE EPOXY COATED. PLACE AND TIE ALL MB2 BARS BEFORE CONCRETE IS PLACED IN THE DECK SLAB OR APPROACH SLAB, AS APPLICABLE. THE WEIGHT OF THE MB2 BARS WILL BE MEASURED AND PAID FOR AS "EPOXY COATED REINFORCING STEEL". ALL OTHER REINFORCING STEEL IN THE MEDIAN BARRIER SHALL BE INCLUDED IN THE UNIT PRICE BID PER LINEAR FOOT OF "CONCRETE PARAPET".

CONSTRUCTION JOINTS:

PLACE A CONSTRUCTION JOINT AT EACH FIXED ABUTMENT AND AT LOCATIONS SHOWN ON SHEET B122 PLACE ¼" THICK PREFORMED EXPANSION MATERIAL IN THE CONSTRUCTION JOINT IN ACCORDANCE WITH THE DETAILS SHOWN. DO NOT PLACE MH BARS THROUGH A CONSTRUCTION JOINT UNLESS DIRECTED TO DO SO IN THE PLANS.

CONTROL CRACK JOINTS:

PROVIDE DOUBLE ¾" CHAMFERS OR ¾" DEEP SAWCUT IN ACCORDANCE WITH THE DETAILS SHOWN. PLACE THE CONTROL CRACK JOINTS AT 10'-0" SPACINGS. PLACE CONTROL CRACK JOINTS AT LOCATIONS SHOWN ON SHEET B122 OR AS DIRECTED BY THE ENGINEER.

Preliminary Plans

PHASE 4 OKLAHOMA COUNTY

DESIGN		
DRAWN		
CHECKED		
APPROVED		
SQUAD	POE	

BRIDGE "D" I-240 OVER I-35

MEDIAN BARRIER DETAILS
(SHEET 2 OF 2)

STATE JOB NO. 09032(08) SHEET NO. B123

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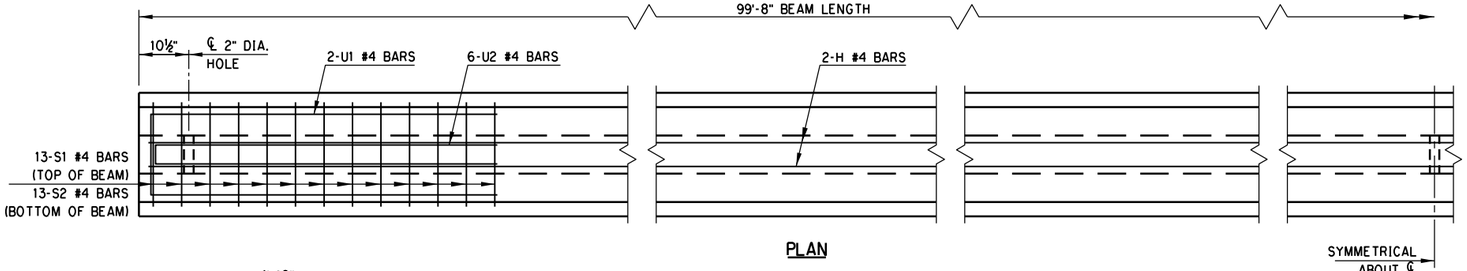
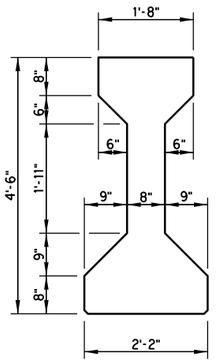
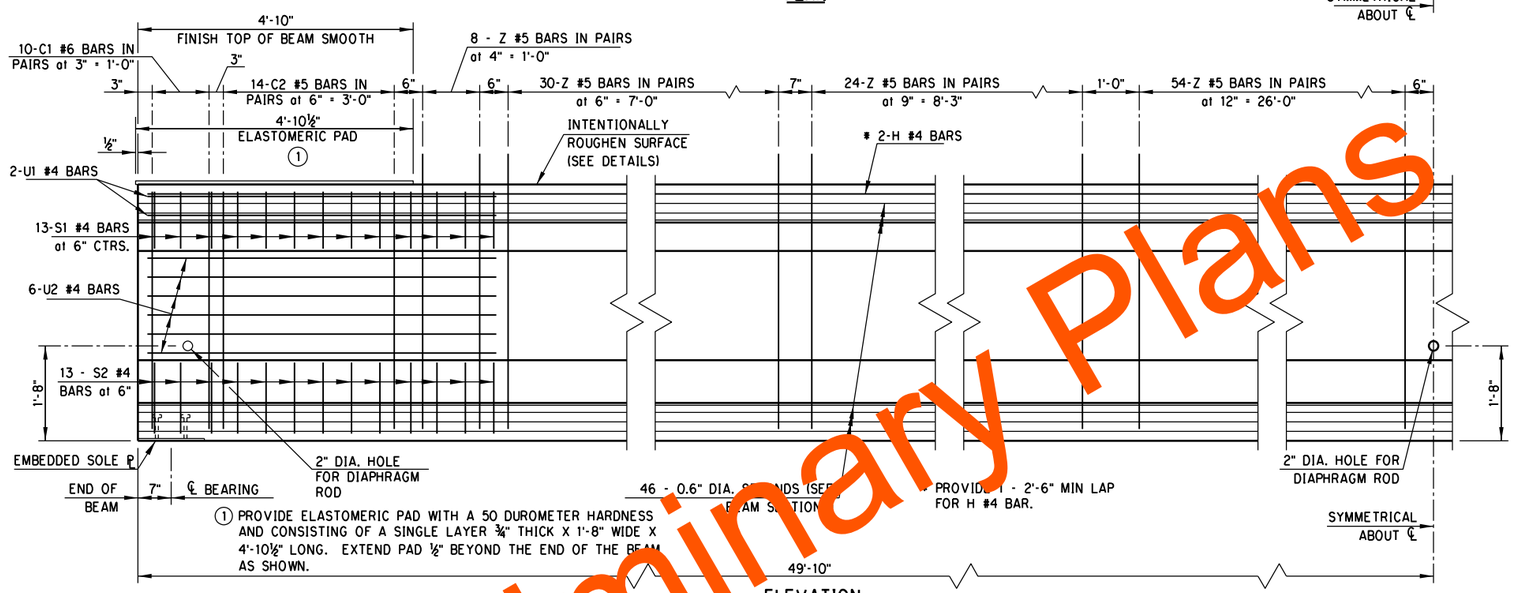
2/29/2024



PLAN

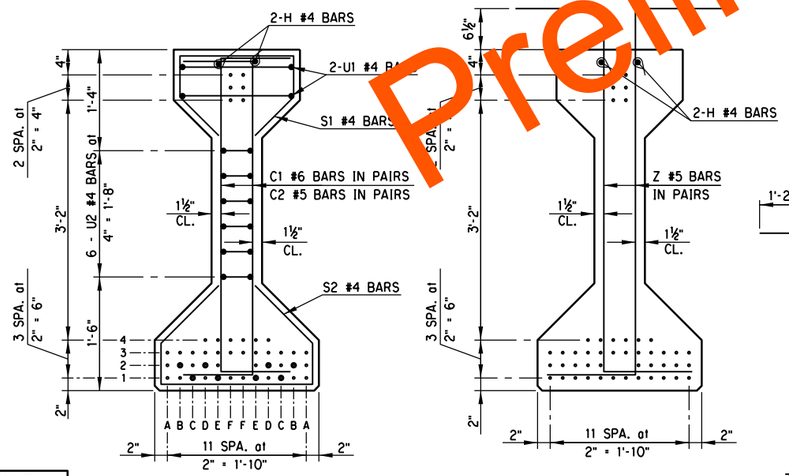


END VIEW
(TYPE IV P.C.B.)



① PROVIDE ELASTOMERIC PAD WITH A 50 DUROMETER HARDNESS AND CONSISTING OF A SINGLE LAYER ¾" THICK X 1'-8" WIDE X 4'-10½" LONG. EXTEND PAD ½" BEYOND THE END OF THE BEAM AS SHOWN.

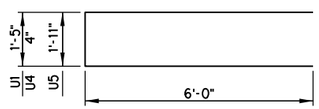
ELEVATION



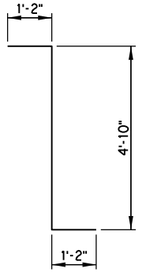
END SECTION

℄ SECTION

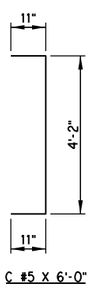
BEAM SECTIONS
(46 - 0.6" DIA. STRANDS)



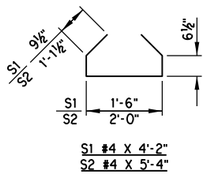
U1 #4 X 13'-5"
U4 #5 X 12'-4"
U5 #7 X 13'-11"



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



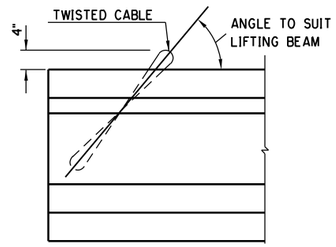
C #5 X 6'-0"



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

BAR BEND DETAILS

DEBOND SCHEDULE	
DEBOND PAIR	DEBOND LENGTH FROM END OF BEAM
C1	16'-0"
E1	8'-0"
B2 & D2	4'-0"



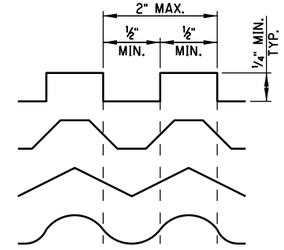
DETAIL OF LIFTING EYE

NOTE: THE USE OF DIAPHRAGM HOLE FOR LIFTING PURPOSES WILL NOT BE PERMITTED.

PRESTRESSED CONCRETE BEAM NOTES

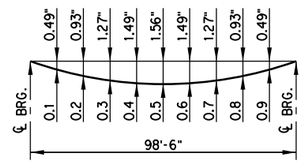
COMPRESSIVE STRENGTH:
PROVIDE CONCRETE WITH A COMPRESSIVE STRENGTH OF 7,000 PSI at TRANSFER OF PRESTRESS AND 10,000 PSI at 28 DAYS.

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



INTENTIONALLY ROUGHENED SURFACE DETAILS

(EXCLUDING END OF BEAM AS NOTED ON ELEVATION)
INTENTIONALLY ROUGHEN THE ENTIRE TOP SURFACE OF P.C. BEAM TO A MINIMUM HEIGHT OF ¼" OVER A MAXIMUM PITCH OF 2" MEASURED LONGITUDINALLY ALONG THE LENGTH OF THE BEAM. PROVIDE A CREST AND TROUGH ASSOCIATED WITH THE HEIGHT OF NOT LESS THAN ½". PRODUCE THE ROUGHENED SURFACE BY USING A SPECIAL TROWEL TO FORM ONE OF THE SURFACES SHOWN IN THE DETAILS. BY CLEANING THE CONCRETE SURFACE WITH A STIFF WIRE BRUSH (OR BLASTING) TO EXPOSE THE AGGREGATE TO A HEIGHT OF ¼". OR BY USING ANOTHER APPROVED METHOD. SUBMIT THE METHOD TO BE USED FOR APPROVAL BY THE ENGINEER. REPAIR ANY DAMAGE TO REINFORCEMENT'S EPOXY COATING BEFORE PLACEMENT OF DECK CONCRETE.



DEAD LOAD DEFLECTION DIAGRAM

NOTE: THE DEAD LOAD DEFLECTION SHOWN ABOVE at THE TENTH POINTS ARE THE INITIAL DEFLECTIONS DUE TO DECK SLAB + DIAPHRAGMS + HAUNCH + S.I.P. STEEL DECK FORM ALLOWANCE + CONCRETE PARAPET + MEDIAN BARRIER. IT DOES NOT INCLUDE THE BEAM WEIGHT OR FUTURE WEARING SURFACE.

NOTE: FOR EMBEDDED SOLE PLATE DETAILS, SEE SHEET 2 OF 2.

Preliminary Plans

DESIGN		
DRAWN		
CHECKED		
APPROVED		
SQUAD	POE	

PHASE 4 — OKLAHOMA COUNTY
BRIDGE "D" — I-240 OVER I-35

TYPE IV P.C.B. DETAILS
SPANS 2 & 3
(SHEET 1 OF 2)

STATE JOB NO. 09032(08) SHEET NO. B124

3/1/2024 2:26:12 PM
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POE & ASSOCIATES, OKLAHOMA CITY, OK.

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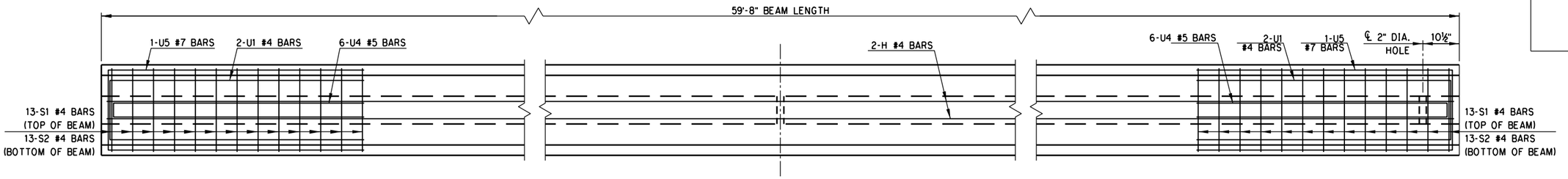
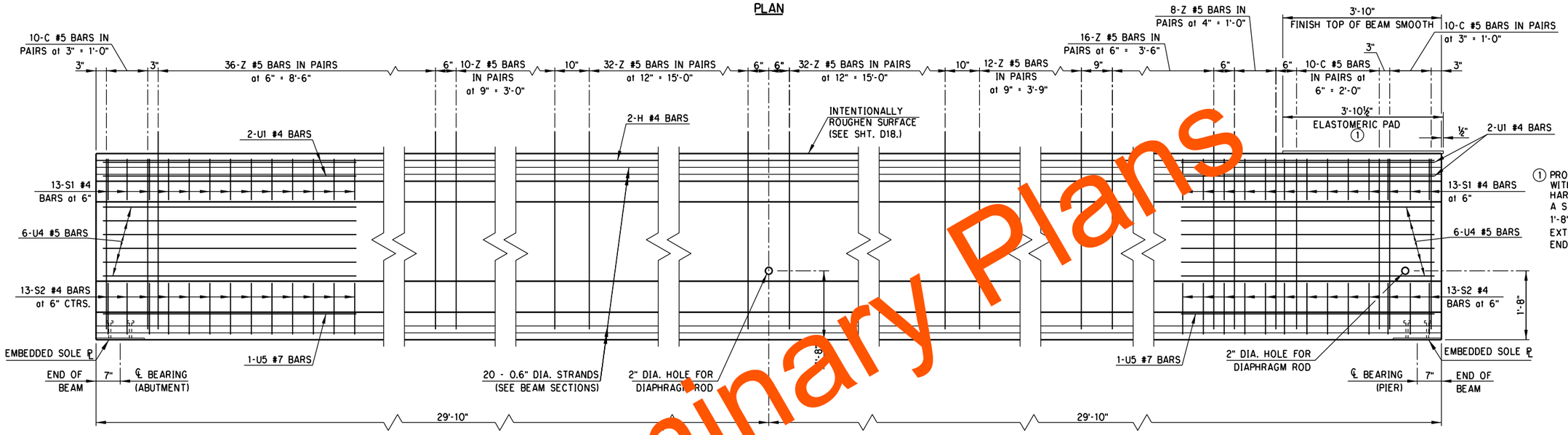
2/29/2024

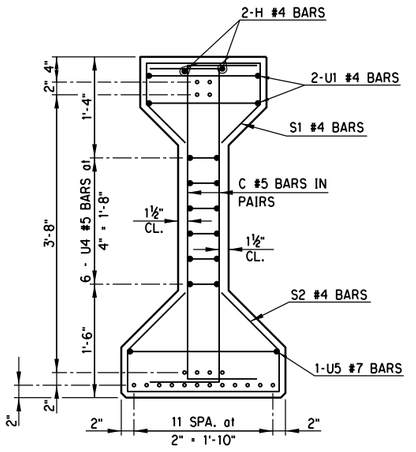


PLAN

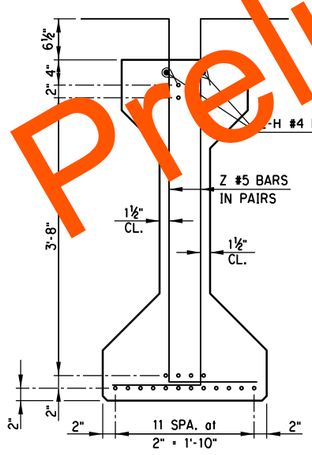


ELEVATION

① PROVIDE ELASTOMERIC PAD WITH A 50 DUROMETER HARDNESS AND CONSISTING OF A SINGLE LAYER ¾" THICK X 1'-8" WIDE X 3'-10½" LONG. EXTEND PAD ½" BEYOND THE END OF THE BEAM AS SHOWN.

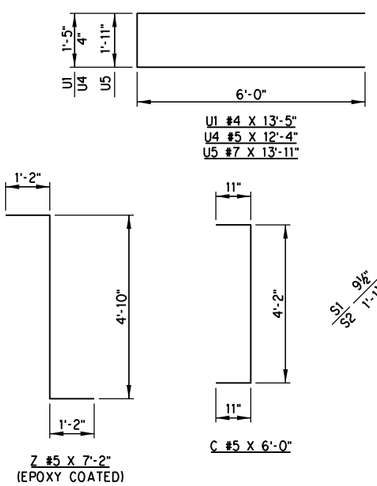


END SECTION

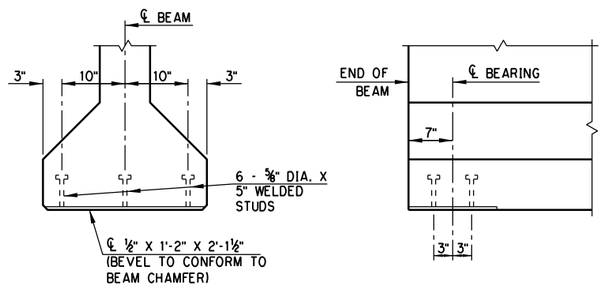


℄ SECTION

BEAM SECTIONS
(20 - 0.6" DIA. STRANDS)



BAR BEND DETAILS



END VIEW

ELEVATION

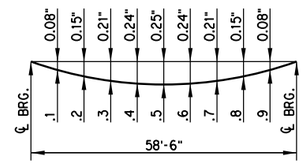
EMBEDDED SOLE PLATE DETAILS
NOTE: PROVIDE AN EMBEDDED SOLE PLATE AT EACH END OF THE BEAM

NOTE: FOR DETAIL OF LIFTING EYE AND INTENTIONALLY ROUGHENED SURFACE DETAILS. SEE SHEET 1 OF 2.

PRESTRESSED CONCRETE BEAM NOTES

COMPRESSIVE STRENGTH:
PROVIDE CONCRETE WITH A COMPRESSIVE STRENGTH OF 7,000 PSI at TRANSFER OF PRESTRESS AND 10,000 PSI at 28 DAYS.

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



DEAD LOAD DEFLECTION DIAGRAM

NOTE: THE DEAD LOAD DEFLECTION SHOWN ABOVE at THE TENTH POINTS ARE THE INITIAL DEFLECTIONS DUE TO DECK SLAB + DIAPHRAGMS + HAUNCH + S.I.P. STEEL DECK FORM ALLOWANCE + CONCRETE PARAPET + MEDIAN BARRIER. IT DOES NOT INCLUDE THE BEAM WEIGHT OR FUTURE WEARING SURFACE.

DESIGN		
DRAWN		
CHECKED		
APPROVED		
SQUAD	POE	

PHASE 4 — OKLAHOMA COUNTY
BRIDGE "D" — I-240 OVER I-35

TYPE IV P.C.B. DETAILS
SPANS 1 & 4
(SHEET 2 OF 2)

STATE JOB NO. 09032(08) SHEET NO. B125

Preliminary Plans

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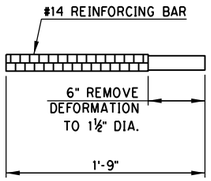
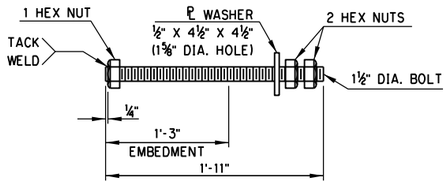
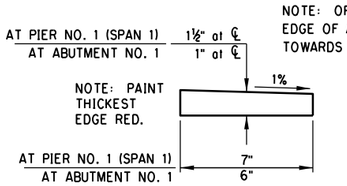


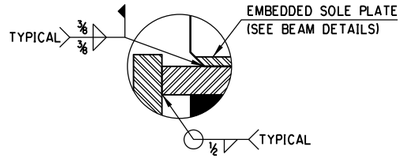
ABUTMENT ANCHOR BAR DETAIL



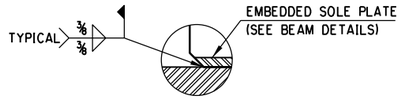
PIER ANCHOR BOLT DETAIL



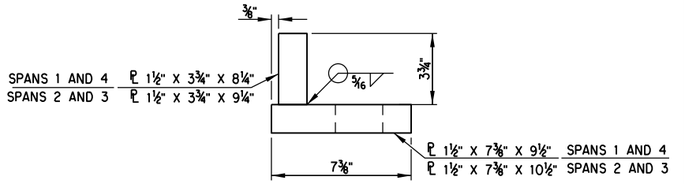
BEVELED ANCHOR PLATE DETAIL



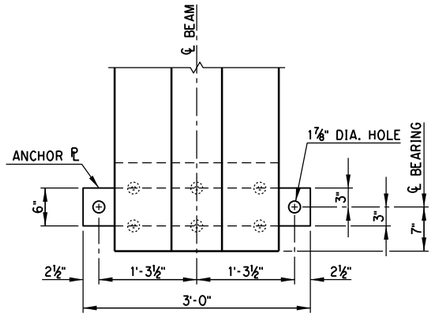
DETAIL "A"



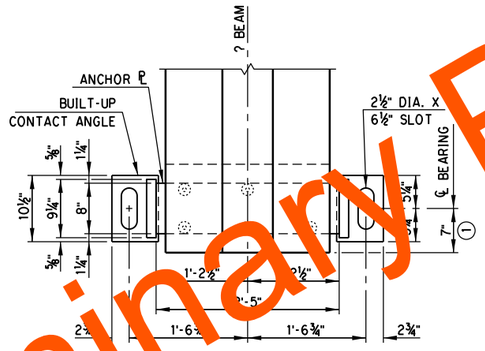
DETAIL "B"



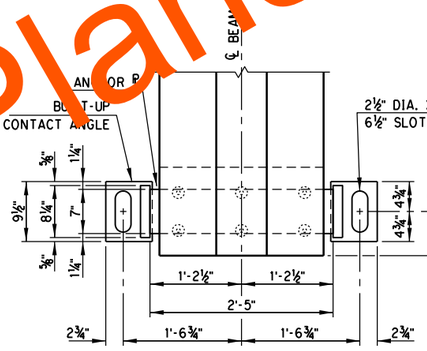
BUILT-UP CONTACT ANGLE DETAIL



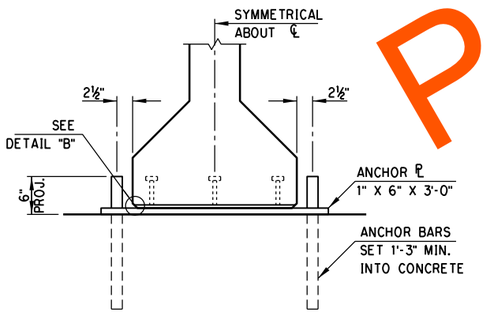
PLAN



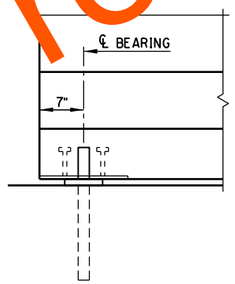
PLAN
(AT BEAMS PLACED IN SPAN 2 & SPAN 3)



PLAN
(AT BEAMS PLACED IN SPAN 1 & SPAN 4)

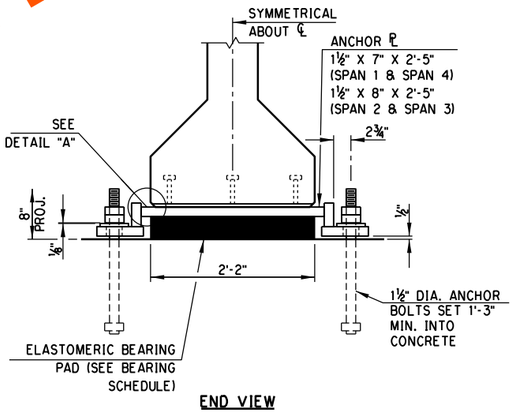


END VIEW

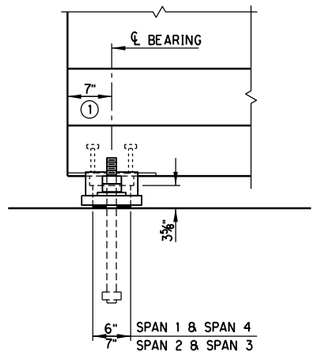


SIDE VIEW

ABUTMENT FIXED BEARING DETAILS



END VIEW



SIDE VIEW

PIER EXPANSION BEARING DETAILS

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

ELASTIC BEARING PAD SCHEDULE
(DUROMETER 60)

LOCATION	SIZE (TxLxW)	COVER LAYERS	INTERNAL LAYERS	LAMINATE LAYERS
SPANS 1 & 4	3 5/8" x 6" x 2'-2"	2 at 1/4"	6 at 3/8"	7 at 1/8"
SPANS 2 & 3	3 5/8" x 7" x 2'-2"	2 at 1/4"	6 at 3/8"	7 at 1/8"

EXPANSION BEARING ASSEMBLY NOTES

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

FIXED BEARING ASSEMBLY NOTES

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

PHASE 4 — OKLAHOMA COUNTY

DESIGN		
DRAWN		
CHECKED		
APPROVED		
SQUAD	POE	

BRIDGE "D" — I-240 OVER I-35

BEARING ASSEMBLY DETAILS

STATE JOB NO. 09032(08) SHEET NO. B126

Preliminary Plans

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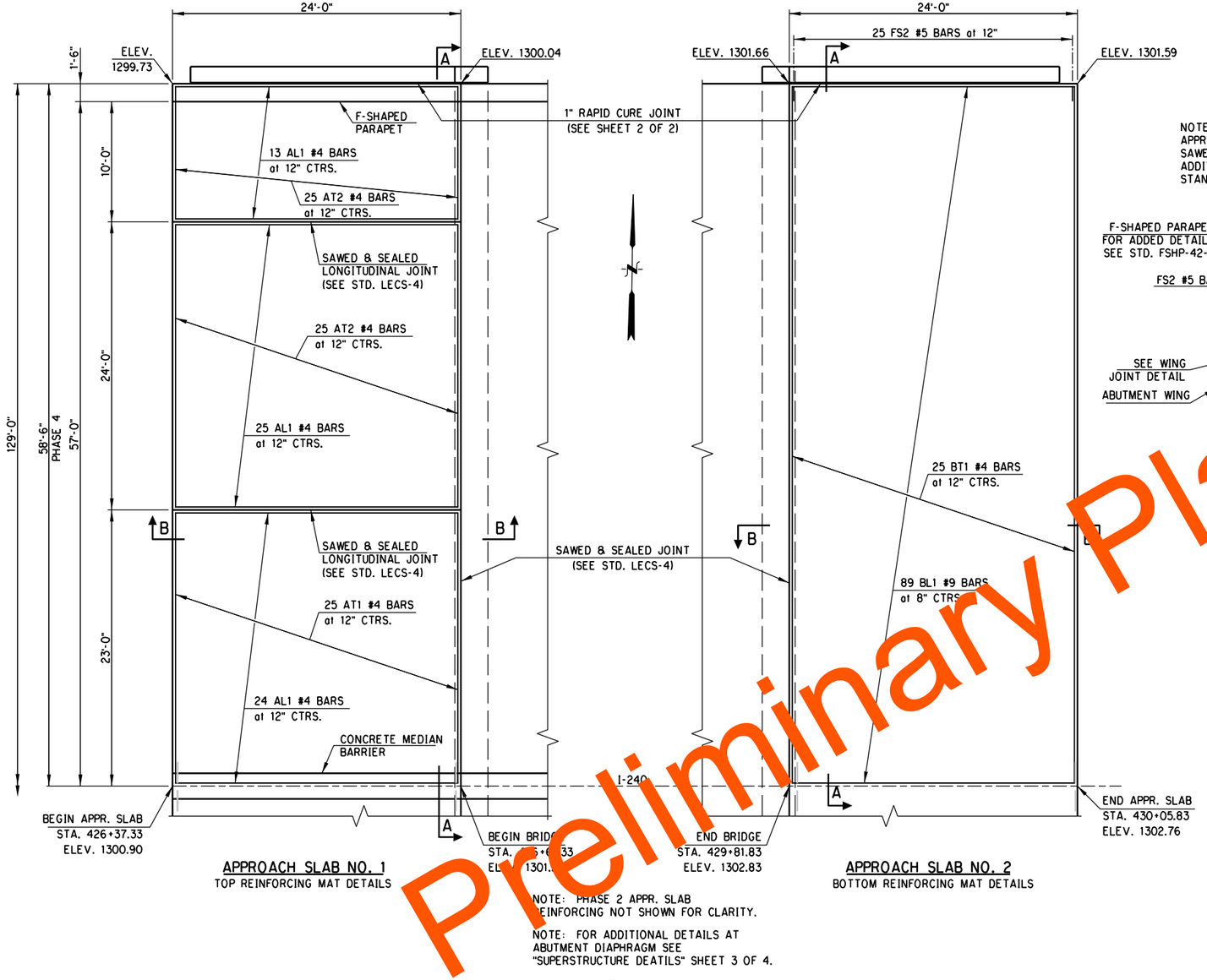
2/29/2024



APPROACH SLAB NO. 1
TOP REINFORCING MAT DETAILS

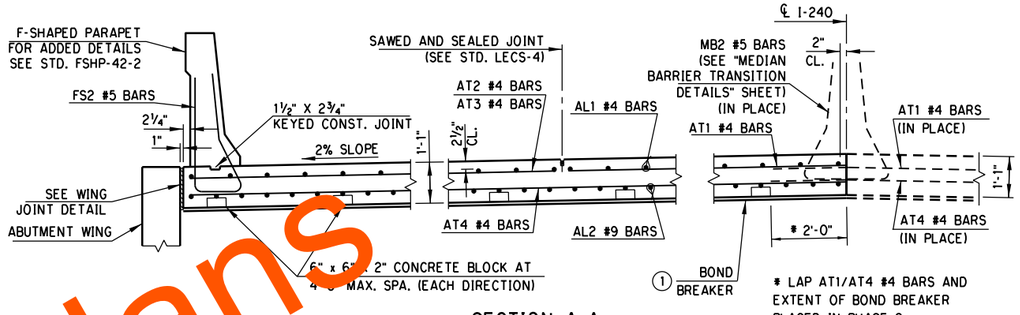
APPROACH SLAB NO. 2
BOTTOM REINFORCING MAT DETAILS

NOTE: PHASE 2 APPR. SLAB REINFORCING NOT SHOWN FOR CLARITY.

NOTE: FOR ADDITIONAL DETAILS AT ABUTMENT DIAPHRAGM SEE "SUPERSTRUCTURE DEATILS" SHEET 3 OF 4.

PLAN

NOTE: PLACE REINFORCING IN THE TOP OF THE APPROACH SLAB 2" FROM EITHER SIDE OF THE SAWED AND SEALED LONGITUDINAL JOINT. FOR ADDITIONAL DETAILS OF LONGITUDINAL JOINT. SEE STANDARD LECS-4.



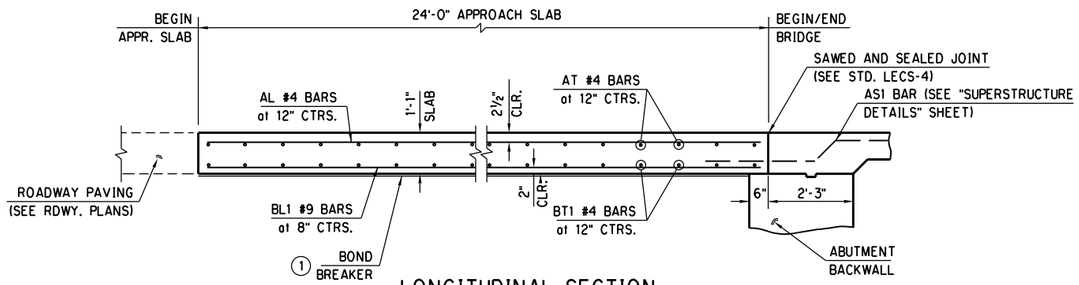
SECTION A-A

LAP AT1/AT4 #4 BARS AND EXTENT OF BOND BREAKER PLACED IN PHASE 2.

① BOND BREAKER SHALL BE ONE 6 MIL OR TWO 4 MIL POLYETHYLENE SHEETS.

NOTE: DO NOT TINE WITHIN 6" OF THE JOINT BETWEEN THE APPROACH SLAB AND BRIDGE DECK OR WITHIN 6" OF THE SAWED JOINTS OR THE JOINTS BETWEEN THE APPROACH SLAB AND THE WINGWALLS.

NOTE: FOR DETAILS OF PARAPET SEE ODOT STD. FSHP-42-2



LONGITUDINAL SECTION
SECTION B - B

QUANTITIES

ITEM	UNIT	ABUT. 1	ABUT. 2	TOTAL
APPROACH SLAB	S.Y.	156.00	156.00	312.00
SAW-CUT GROOVING	S.Y.	150.00	150.00	300.00
42" F-SHAPED PARAPET	L.F.	24.00	24.00	48.00
WATER REPELLENT (VISUALLY INSPECTED)	S.F.	34.00	34.00	68.00

NOTES:

CONCRETE FOR APPROACH SLABS SHALL BE CLASS AA. REINFORCING STEEL SHALL BE GRADE 60.

ALL COST OF MATERIALS, LABOR, AND INCIDENTALS NECESSARY TO COMPLETE THE WORK AS SHOWN SHALL BE INCLUDED IN THE UNIT PRICE BID PER SQUARE YARD OF APPROACH SLAB. THIS PRICE BID SHALL INCLUDE THE COST OF LOAD TRANSFER UNIT, POLYSTYRENE, RAPID CURE JOINT SEALANT, BACKER RODS, SAWING, DOWEL BLOCKS, POLYETHYLENE SHEETING, CLASS AA CONCRETE AND EPOXY COATED REINFORCING STEEL (INCLUDING FS2 PARAPET BARS).

ALL COST OF PARAPET SHALL BE INCLUDED IN PRICE BID PER L.F. OF "42" F-SHAPED PARAPET". THIS PRICE SHALL INCLUDE COST OF ALL FS1, FH1 AND FH2 EPOXY COATED REINFORCING STEEL. PARAPET SHALL BE FULL HEIGHT FOR THE LENGTH OF THE APPROACH SLAB.

PHASE 4 — OKLAHOMA COUNTY

DESIGN		
DRAWN		
CHECKED		
APPROVED		
SQUAD	POE	

BRIDGE "D" — I-240 OVER I-35

APPROACH SLAB DETAILS
(SHEET 1 OF 2)

STATE JOB NO. 09032(08) SHEET NO. B127

Preliminary Plans

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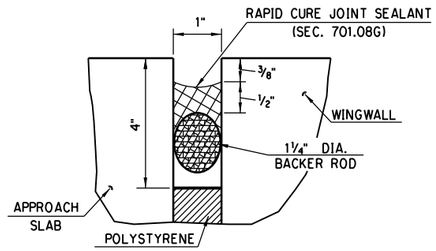
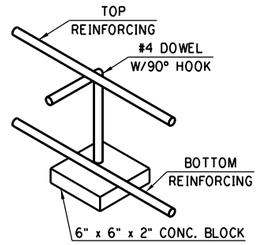
2/29/2024



DETAIL OF RAPID CURE JOINT AT WINGWALLS

NOTE: FOR BACKER ROD AND JOINT SEALER GENERAL NOTES REFER TO STD. LECS-4.



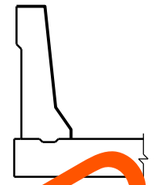
DOWEL BLOCK

NOTE: CONTRACTOR MAY USE APPROVED HIGH CHAIRS WITH SAND PLATES (HCP) AND 6" x 6" x [illegible] PLAIN CONCRETE BLOCKS IN LIEU OF DOWEL BLOCKS SHOWN. SPACING SHALL BE 4'-[illegible] ON CTRS.

Preliminary Plans

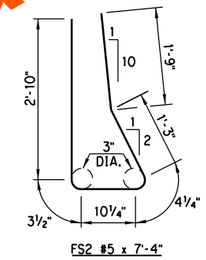
BAR LIST - EPOXY COATED
ONE SHOWN TWO REQUIRED
(FOR INFORMATION ONLY)

MARK	NO.	SIZE	FORM	SPACING	LENGTH
AL1	62	#4	STR.	12" C/C	23'-10"
AT1	25	#4	STR.	12" C/C	22'-10"
AT4	25	#4	STR.	12" C/C	23'-8"
AT5	25	#4	STR.	12" C/C	11'-2"
BL1	89	#9	STR.	8" C/C	23'-8"
BT1	25	#4	STR.	12" C/C	58'-10"
FS2	25	#5	BNT.	12 C/C	7'-4"



WATER REPELLENT SURFACE TREATMENT

SURFACES INDICATED WITH HEAVY LINES SHALL BE TREATED WITH A PENETRATING WATER REPELLENT SURFACE TREATMENT.



FS2 #5 x 7'-4"

NOTE: FOR FS2 BAR BENDS. SEE STANDARD FSHP-42-2.

NOTE: FS2 BARS SHALL BE TIED IN PLACE BEFORE POURING THE CONCRETE FOR THE APPROACH SLAB.

NOTE: ALL BENT BAR DIMENSIONS ARE OUT TO OUT.

DESIGN		
DRAWN		
CHECKED		
APPROVED		
SQUAD	POE	

PHASE 4 — OKLAHOMA COUNTY
BRIDGE "D" — I-240 OVER I-35

APPROACH SLAB DETAILS
(SHEET 2 OF 2)

STATE JOB NO. 09032(08) SHEET NO. B128

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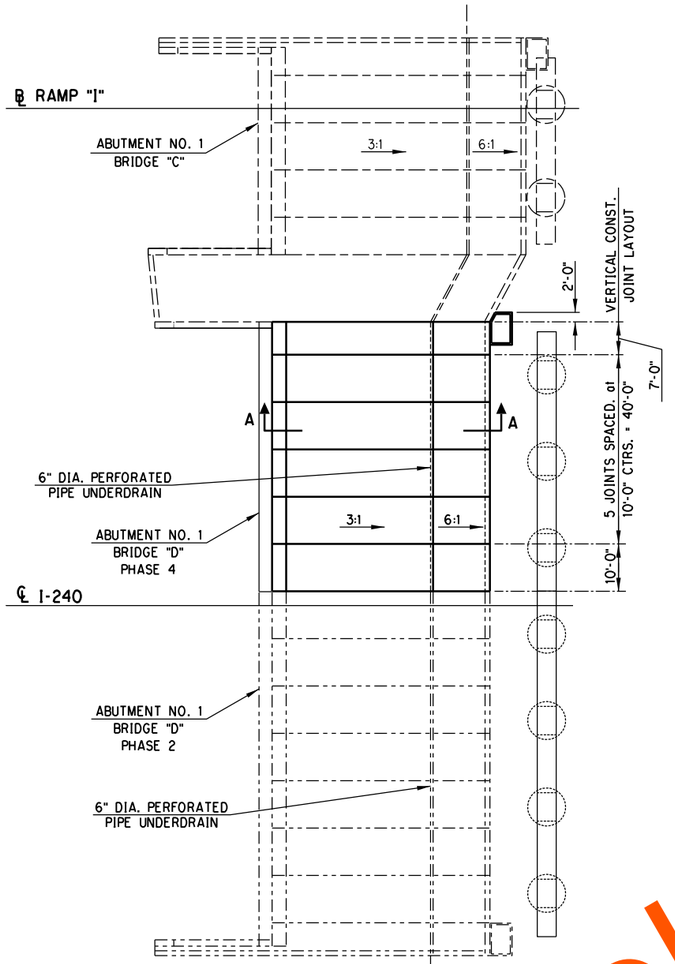
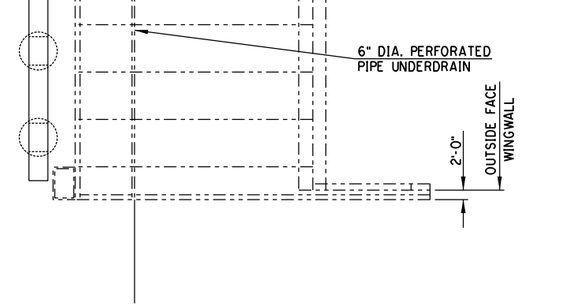


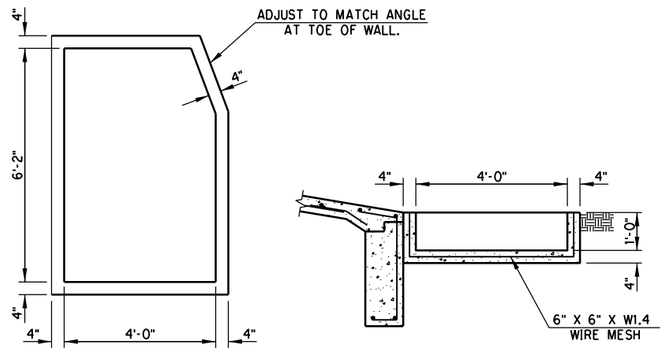
SLOPE WALL PLAN
AT ABUTMENT NO. 1

Preliminary Plans

FOR SECTION A-A. SEE SHEET 2 OF 2.



SLOPE WALL PLAN
AT ABUTMENT NO. 2



SPLASH BASIN DETAIL

QUANTITIES

ITEM	UNIT	ABUT. 1	ABUT. 2	TOTAL
CLASS C CONCRETE	C.Y.	1.00	1.00	2.00
SLOPE WALL (5")	S.Y.	309.00	343.00	652.00
6" PERFORATED PIPE UNDERDRAIN ROUND	L.F.	57.00	57.00	114.00

DESIGN		
DRAWN		
CHECKED		
APPROVED		
SQUAD	POE	

PHASE 4 — OKLAHOMA COUNTY
BRIDGE "D" — I-240 OVER I-35

SLOPEWALL DETAILS
(SHEET 1 OF 2)

STATE JOB NO. 09032(08) SHEET NO. B129

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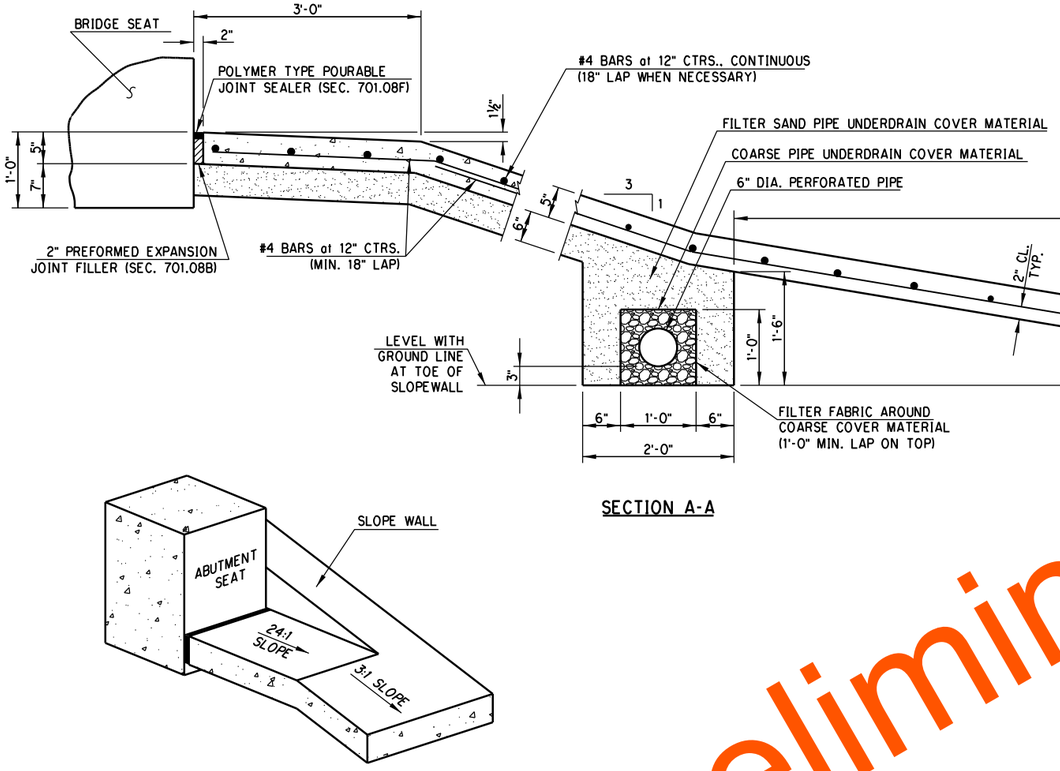
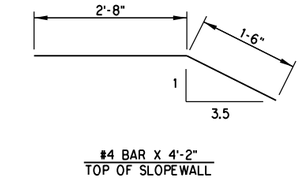
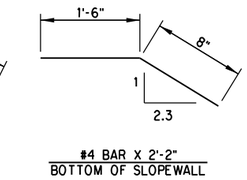
2/29/2024



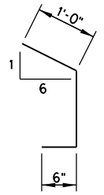
SECTION A-A



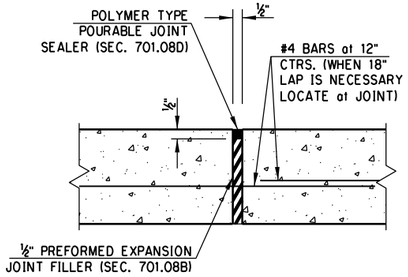
#4 BAR X 4'-2"
TOP OF SLOPEWALL



#4 BAR X 2'-2"
BOTTOM OF SLOPEWALL



#4 BAR X 4'-1"
BAR BEND IN TOE FOOTING



DETAIL OF VERTICAL CONSTRUCTION JOINT

ISOMETRIC VIEW of END OF ABUTMENTS

Preliminary Plans

SLOPEWALL NOTES

1. ALL CONCRETE IN THE SLOPE WALL SHALL BE CLASS A CONCRETE AND SHALL BE POURED IN THE DRY. ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH SECTIONS 509 AND 610 OF THE STANDARD SPECIFICATIONS.
2. NO HORIZONTAL CONSTRUCTION JOINTS WILL BE PERMITTED IN THE SLOPE WALL. FINAL NUMBER AND LOCATION OF VERTICAL CONSTRUCTION JOINTS WILL BE DETERMINED IN THE FIELD BY THE ENGINEER.
3. SURFACE AREA OF TOE AND EDGES OF SLOPE WALL INCLUDED IN PAY QUANTITY SHOWN.
4. ALL COSTS OF THE JOINT SEALER AND FILLER, REINFORCING STEEL, CONCRETE, EXCAVATION, FILTER SAND COARSE UNDERDRAIN COVER MATERIAL, LABOR, FORMS AND INCIDENTALS NECESSARY TO COMPLETE THE WORK AS SHOWN, SHALL BE INCLUDED IN THE CONTRACT PRICE BID OFR SLOPE WALL (5").
5. SPLASH BASINS WILL BE MEASURED BY THE CUBIC YARDS OF CLASS "C" CONCRETE REQUIRED TO CONSTRUCT BASINS AS SHOWN IN THE PLANS.

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PHASE 4 — OKLAHOMA COUNTY
BRIDGE "D" — I-240 OVER I-35

DESIGN		
DRAWN		
CHECKED		
APPROVED		
SQUAD	POE	

SLOPEWALL DETAILS
(SHEET 2 OF 2)

STATE JOB NO. 09032(08) SHEET NO. B130

POE & ASSOCIATES, OKLAHOMA CITY, OK.

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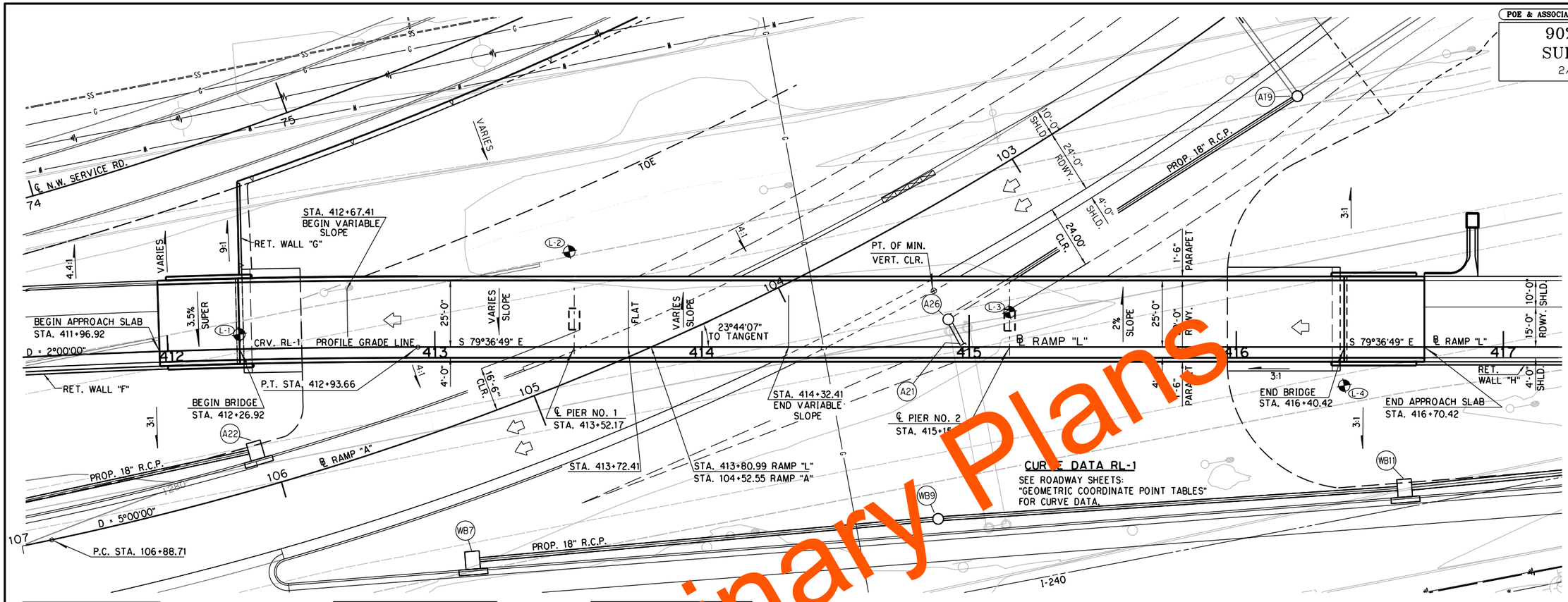


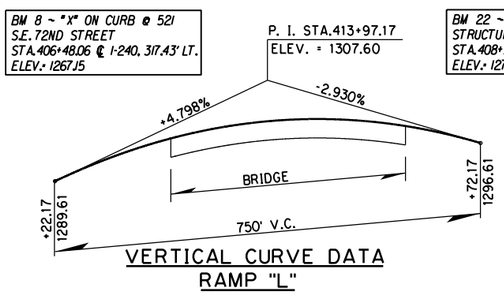
PLAN
SCALE: 1" = 20'-0"

CURVE DATA RL-1
SEE ROADWAY SHEETS: "GEOMETRIC COORDINATE POINT TABLES" FOR CURVE DATA.

BM 8 ~ "X" ON CURB @ 521 S.E. 72ND STREET
STA. 406+48.06 ℄ I-240, 317.43' LT.
ELEV.= 1267.15

BM 22 ~ "X" ON HEADWALL DRAINAGE STRUCTURE
STA. 408+36.59 ℄ I-240, 271.68' RT.
ELEV.= 1275.45

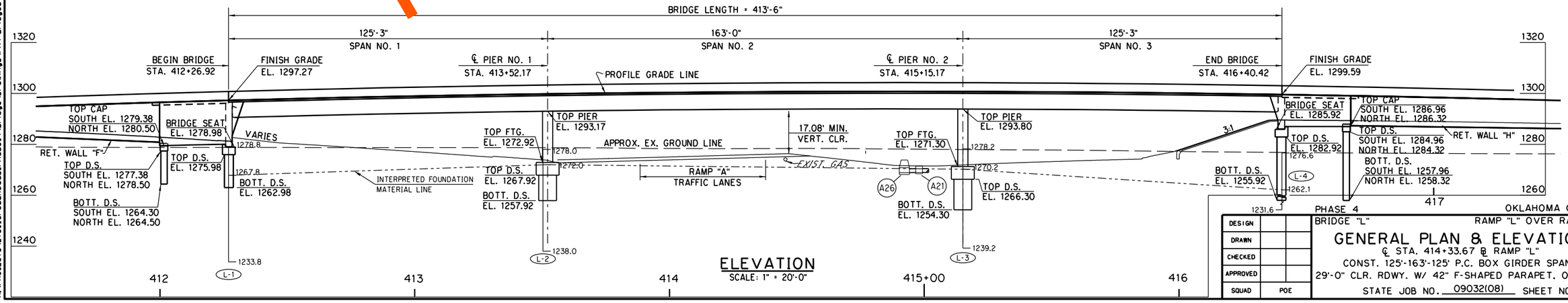
BM 23 ~ "X" ON CURB ON NORTH SIDE BUILDING
STA. 413+98.14 ℄ I-240, 319.36' LT.
ELEV.= 1281.



VERTICAL CURVE DATA
RAMP "L"



PROFILE GRADE DATA
RAMP "A"



ELEVATION
SCALE: 1" = 20'-0"

PHASE 4 — OKLAHOMA COUNTY

DESIGN	
DRAWN	
CHECKED	
APPROVED	
SQUAD	POE

BRIDGE "L" — RAMP "L" OVER RAMP "A"

GENERAL PLAN & ELEVATION

℄ STA. 414+33.67 ℄ RAMP "L"
CONST. 125'-163'-125' P.C. BOX GIRDER SPANS
29'-0" CLR. RDWY. W/ 42" F-SHAPED PARAPET. 0° SKEW

STATE JOB NO. 09032(08) SHEET NO. B131

Preliminary Plans

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2/29/2024

DESIGN DATA

DESIGN SPECIFICATIONS:
- AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, 7TH EDITION
- ANSI/AASHTO/AWS D1.5 BRIDGE WELDING CODE
- ANSI/AWS D1.6 STRUCTURAL WELDING CODE STAINLESS STEEL

UNIT STRESSES:

CLASS AA CONCRETE	F'c = 4,000 PSI
CLASS A CONCRETE	F'c = 3,000 PSI
CLASS P CONCRETE	F'c = 4,000 PSI
REINFORCING STEEL (GRADE 60)	Fy = 60,000 PSI
STRUCTURAL STEEL M270 (GRADE 50W)	F'c = 50,000 PSI
STAINLESS STEEL A240 (TYPE 316)	Fy = 30,000 PSI

LOADING:
- HL-93
- 75 PSF FUTURE 6" STRUCTURAL OVERLAY
- 5 PSF SIP STEEL DECK FORM ALLOWANCE

LRFR OF HL-93 LOADING:
- INVENTORY RATING FACTOR = 1.25
- OPERATING RATING FACTOR = 1.83

FOUNDATION CAPACITIES

ABUTMENTS:	ABUT. 1	ABUT. 2
DRILLED SHAFT DIAMETER =	42"	42"
DRILLED SHAFT DIAMETER =	30"	30"
DRILLED SHAFT MINIMUM DEPTH INTO ROCK =	5'-0"	5'-0"
FACTORED REACTION =	252 TONS	264 TONS
NOMINAL UNIT BEARING RESISTANCE =	60.00 TSF	60.00 TSF
BEARING RESISTANCE FACTOR =	0.70	0.70
FACTORED BEARING RESISTANCE =	404 TONS	404 TONS
NOMINAL UNIT FRICTION RESISTANCE =	9 TSF	9 TSF
FRICTION RESISTANCE FACTOR =	0.45	0.45
FACTORED FRICTION RESISTANCE =	89 TONS	89 TONS
DEPTH OF SHALE NEGLECTED FOR FRICTION =	3 FT.	3 FT.
TOTAL FACTORED RESISTANCE =	493 TONS	493 TONS

PIERS:	PIER 1	PIER 2
DRILLED SHAFT DIAMETER =	84"	84"
DRILLED SHAFT MINIMUM DEPTH INTO ROCK =	14'-0"	16'-0"
FACTORED REACTION =	1900 TONS	1914 TONS
NOMINAL UNIT BEARING RESISTANCE =	60.00 TSF	60.00 TSF
BEARING RESISTANCE FACTOR =	0.56	0.56
FACTORED BEARING RESISTANCE =	1293 TONS	1293 TONS
NOMINAL UNIT FRICTION RESISTANCE =	8.4 TSF	6.25 TSF
FRICTION RESISTANCE FACTOR =	0.44	0.4[illegible]
FACTORED FRICTION RESISTANCE =	731 TONS	[illegible]25 TO[illegible]
DEPTH OF SHALE NEGLECTED FOR FRICTION =	5 FT.	5 FT.
TOTAL FACTORED RESISTANCE =	2024 TONS	[illegible]2018 [illegible]NS

Preliminary Plans

SUMMARY OF BRIDGE QUANTITIES

ITEM	UNIT	ABUTS	PIERS	SUPR STR.	APPR. SLABS	SLOPE WALLS	TOTAL
SUBSTRUCTURE EXCAVATION COMMON	C.Y.	23[illegible]	374.[illegible]	--	--	--	606.00
SUBSTRUCTURE EXCAVAION ROCK	C.Y.	[illegible]	244.00	--	--	--	244.00
CLSM BACKFILL	C.Y.	[illegible]20.0[illegible]	[illegible]	--	--	--	620.00
APPROACH SLAB	S.Y.	--	--	--	212.70	--	212.70
SAW-CUT GROOVING	S.Y.	--	--	1,331.00	--	--	1,331.00
42" F-SHAPED PARAPET	L.F.	[illegible]	--	827.00	120.30	--	947.30
STRUCTURAL STEEL (A36)	LB.	--	--	792.00	--	--	792.00
ELASTOMERIC BEARING PAD	[illegible]	8.00	--	--	--	--	8.00
CLASS AA CONCRETE	C.Y.	88.80	84.10	--	--	--	172.90
CLASS A CONCRETE	C.Y.	47.60	--	--	--	--	47.60
CLASS P CONCRETE	C.Y.	--	--	1,029.00	--	--	1,029.00
SLOPE WALL (5")	S.Y.	--	--	--	--	262.00	262.00
REINFORCING STEEL	LB.	5,956.00	--	--	--	--	5,956.00
EPOXY COATED REINFORCING STEEL	LB.	12,165.00	23,700.00	197,950.00	--	--	233,815.00
WATER REPELLENT (VISUALLY INSPECTED)	S.Y.	--	--	2,704.00	58.00	--	2,762.00
DRILLED SHAFTS 30" DIAMETER	L.F.	80.00	--	--	--	--	80.00
DRILLED SHAFTS 42" DIAMETER	L.F.	160.00	--	--	--	--	160.00
DRILLED SHAFTS 84" DIAMETER	L.F.	--	22.00	--	--	--	22.00
CROSSHOLE SONIC LOGGING	EA.	2.00	1.00	--	--	--	3.00
6" PERFORATED PIPE UNDERDRAIN ROUND	L.F.	68.00	--	--	--	34.70	102.70
6" NON-PERF.PIPE UNDERDRAIN RND.	L.F.	40.00	--	--	--	20.00	60.00

BRIDGE "L" PHASE 4 INDEX OF SHEETS

SHEET NO.	DESCRIPTION
AB07	SUMMARY OF PAY QUANTITIES (BRIDGE)
AB08	GENERAL NOTES (BRIDGE)
B131	GENERAL PLAN & ELEVATION
B132	DESIGN DATA AND SUMMARY OF BRIDGE QUANTITIES
B133-B134	FOUNDATION REPORT
B135	SUBSTRUCTURE LAYOUT
B136	EXCAVATION DIAGRAMS AND UNDERDRAIN DETAILS
B137	ABUTMENT FOOTING DETAILS
B138	ABUTMENT WING SUPPORT DETAILS
B139-B144	ABUTMENT DETAILS
B145-B146	PIER DETAILS
B147-B152	SUPERSTRUCTURE DETAILS
B153-B154	PARAPET LAYOUT
B155	MISCELLANEOUS PRESTRESSING DETAILS
B156-B157	APPROACH SLAB DETAILS
B158	SLOPE WALL DETAILS
B159	DRAIN AT END OF BRIDGE DETAILS
B160	ARCHITECTURAL TREATMENT DETAILS AND SUPERSTR. PLACING SEQUENCE

2009 BRIDGE STANDARDS

STD.	FSHP-42-2

2019 ROADWAY STANDARDS

STD.	PUD-4
STD.	SPI-5

PHASE 4 — OKLAHOMA COUNTY
BRIDGE "L" — RAMP "L" OVER RAMP "A"

DESIGN		
DRAWN		
CHECKED		
APPROVED		
SQUAD	POE	

DESIGN DATA AND SUMMARY OF QUANTITIES

STATE JOB NO. 09032(08) SHEET NO. B132

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POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL
2/29/2024

Boring Number L-1
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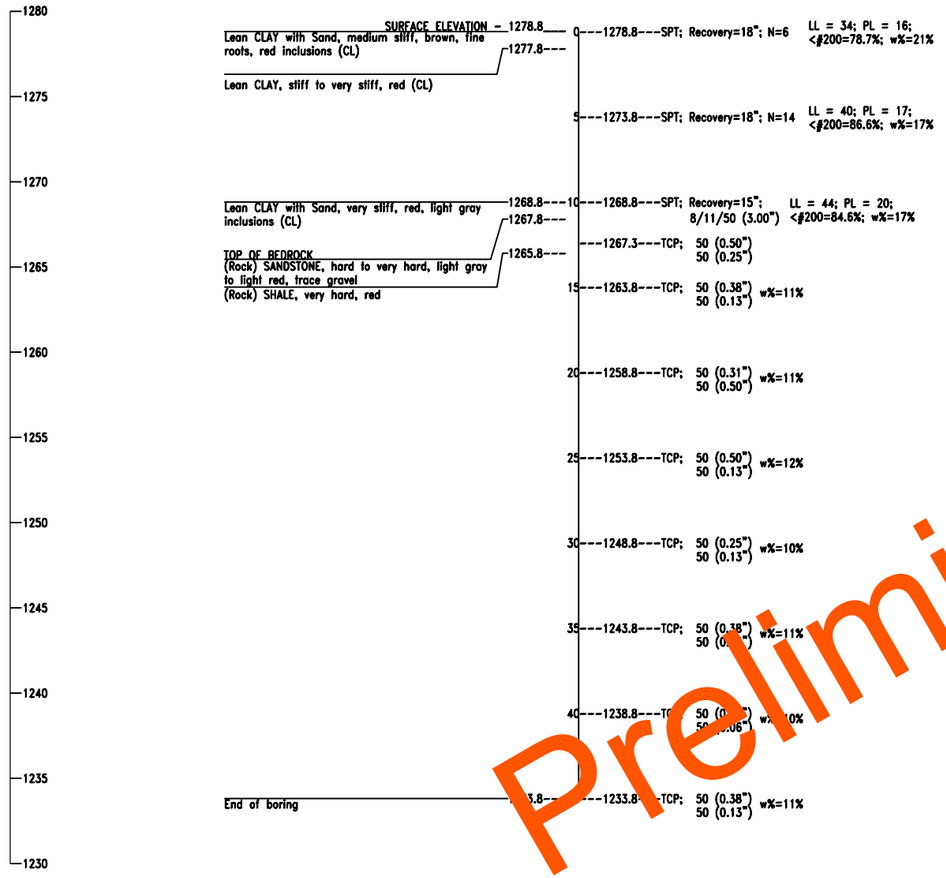
Easting: 2149242.89
Date Drilled: 01/30/19



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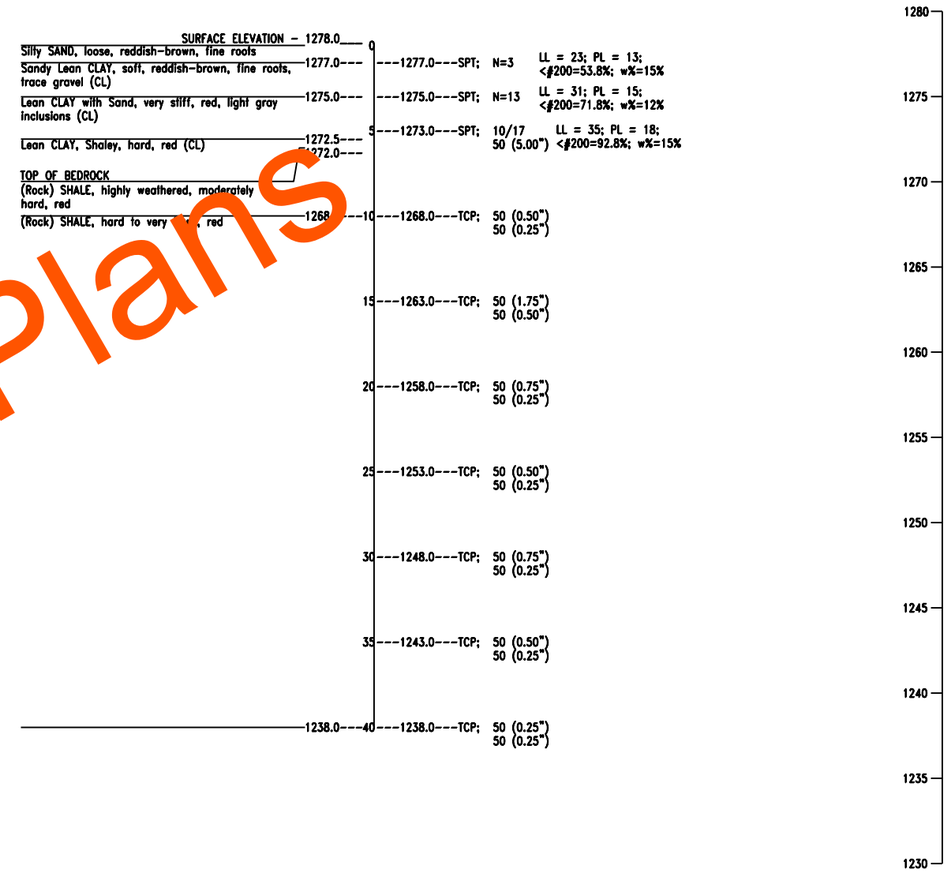

Preliminary Plans

GEOLOGIC STATEMENT

"Division Four" of the "Engineering Classification of Geological Materials", published by the Oklahoma Department of Transportation (ODOT) indicates that the site is underlain by the Hennessey Unit (Phy). The geologic unit is described below.

This unit consists of red platy to blocky clay shales and mudstone. The mudstones are hard and appear blocky. The red clay shale of the Hennessey Unit is characterized by numerous bands of streaks of white or light green color ranging from a few inches to four feet in thickness.

The total thickness of the unit is about 400 feet.

The Hennessey Unit outcrops in a 5- to 15-mile north-south band across Grant, Garfield, Kingfisher, Logan, Canadian, and Oklahoma Counties in Division Four. Topographically, the unit is near level to gently rolling and is generally grass covered or cultivated.

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 level elevations shown were obtained at the time the borings were drilled and may fluctuate throughout the year.

NOTE: SPT - Split Spoon Sampling
TCP - Texas Cone Penetrator Test
AUG - Augur Cutting Sample
LL - Liquid Limit
PL - Plastic Limit
<#200 - Percent passing #200 sieve
w% - Moisture content
N - Number of blows per 12 inches
▼ Denotes depth to observed groundwater

PHASE 4 OKLAHOMA COUNTY

DESIGN		
DRAWN		
CHECKED		
APPROVED		
SQUAD	PSI	

BRIDGE "L" RAMP "L" OVER RAMP "A"

FOUNDATION REPORT

(SHEET 1 OF 2)

STATE JOB NO. 09032(08) SHEET NO. B133

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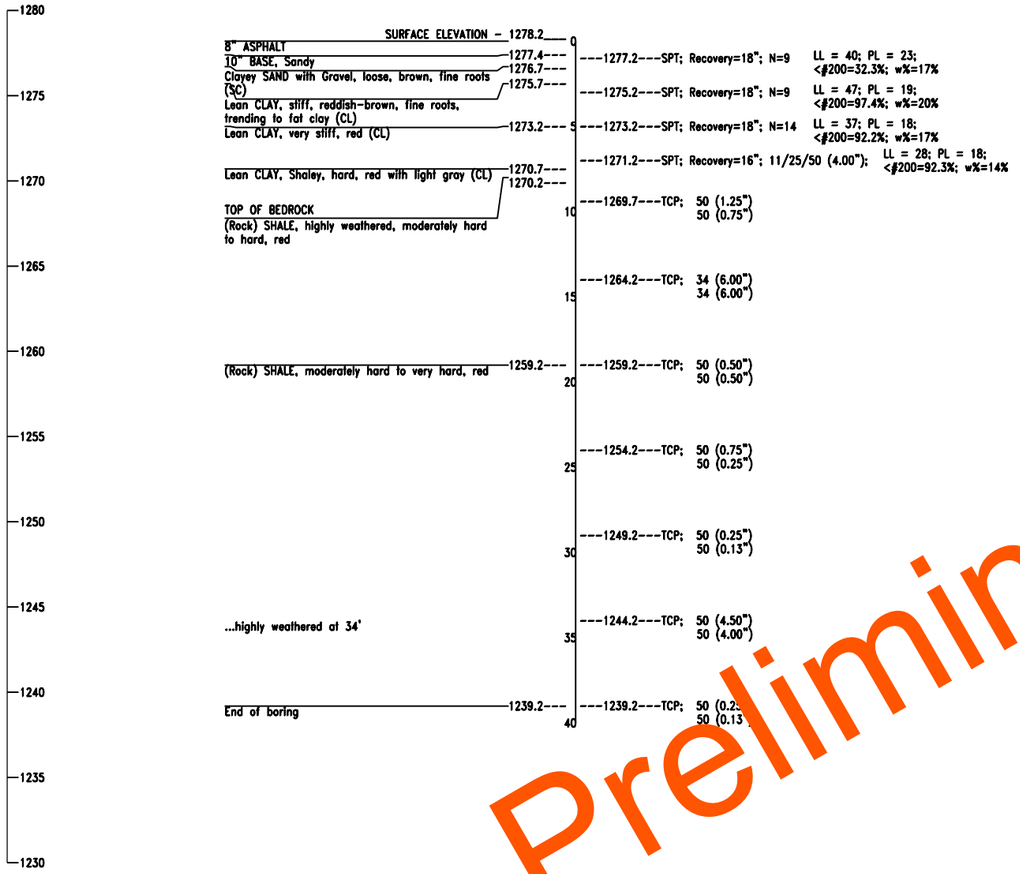
Date Drilled: 04/14/19



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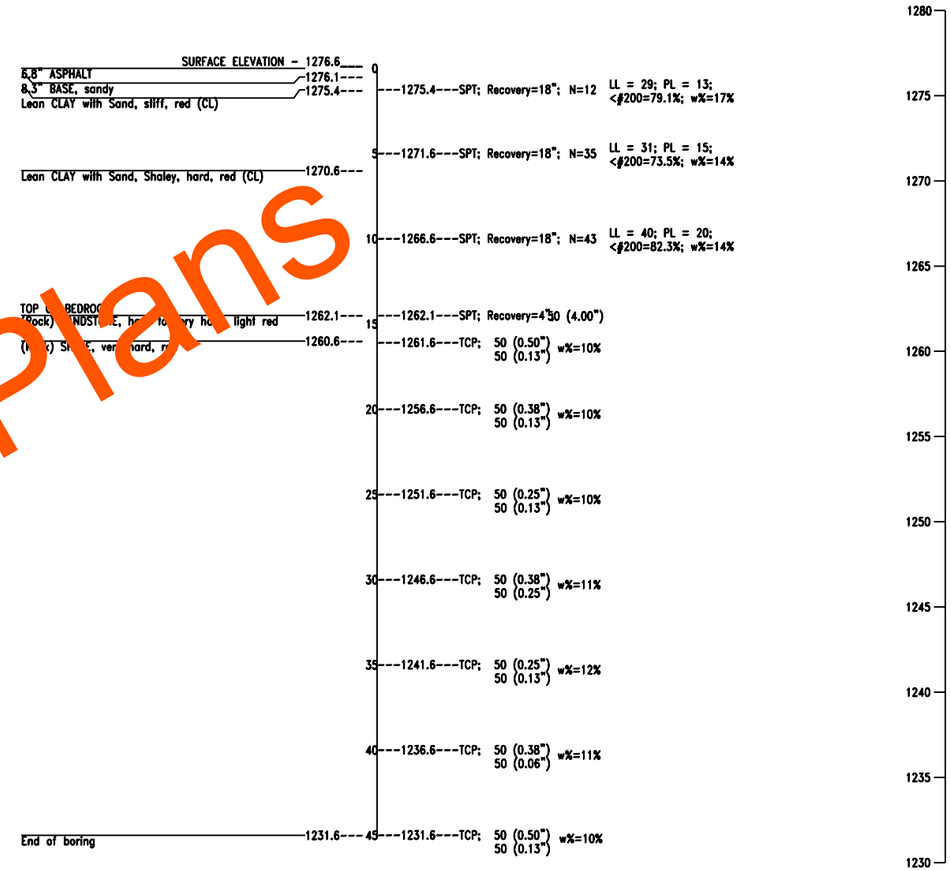

Preliminary Plans

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<#200 - Percent passing #200 sieve
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N - Number of blows per 12 inches
▼ Denotes depth to observed groundwater

PHASE 4 OKLAHOMA COUNTY

DESIGN		
DRAWN		
CHECKED		
APPROVED		
SQUAD	PSI	

BRIDGE "L" RAMP "L" OVER RAMP "A"

FOUNDATION REPORT

(SHEET 2 OF 2)

STATE JOB NO. 09032(08) SHEET NO. B134

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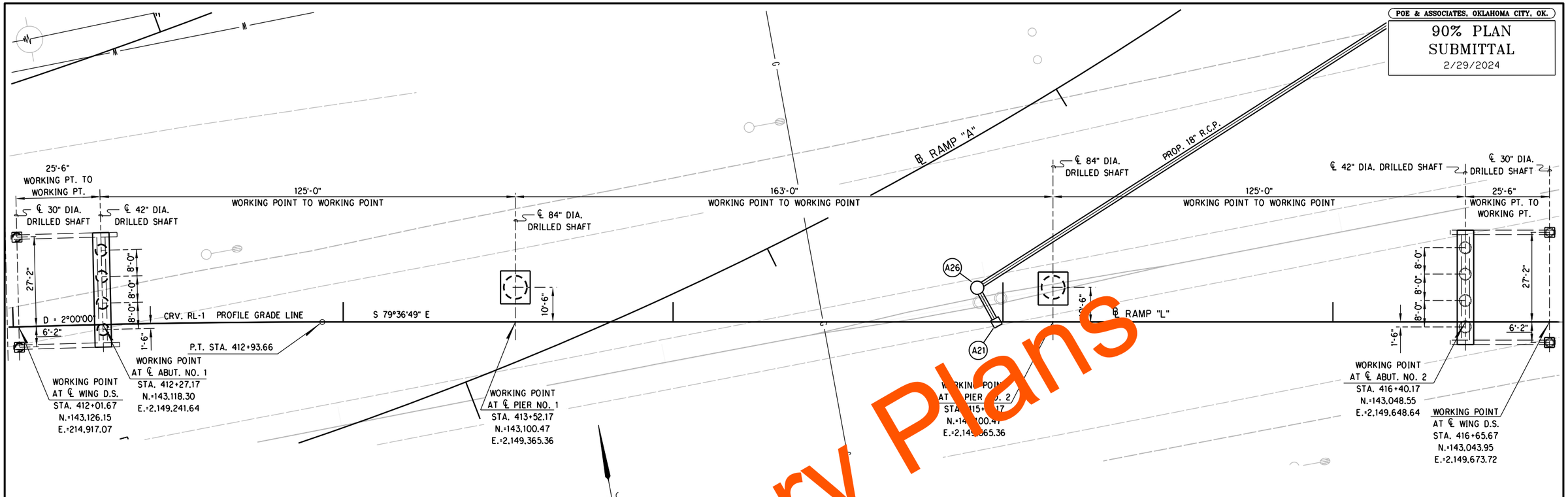
2/29/2024



SUBSTRUCTURE STAKING DIAGRAM

SCALE 1" = 15'-0"

Preliminary Plans

DESIGN		
DRAWN		
CHECKED		
APPROVED		
SQUAD	POE	

PHASE 4 — OKLAHOMA COUNTY

BRIDGE "L" — RAMP "L" OVER RAMP "A"

SUBSTRUCTURE LAYOUT

STATE JOB NO. 09032(08) SHEET NO. B135

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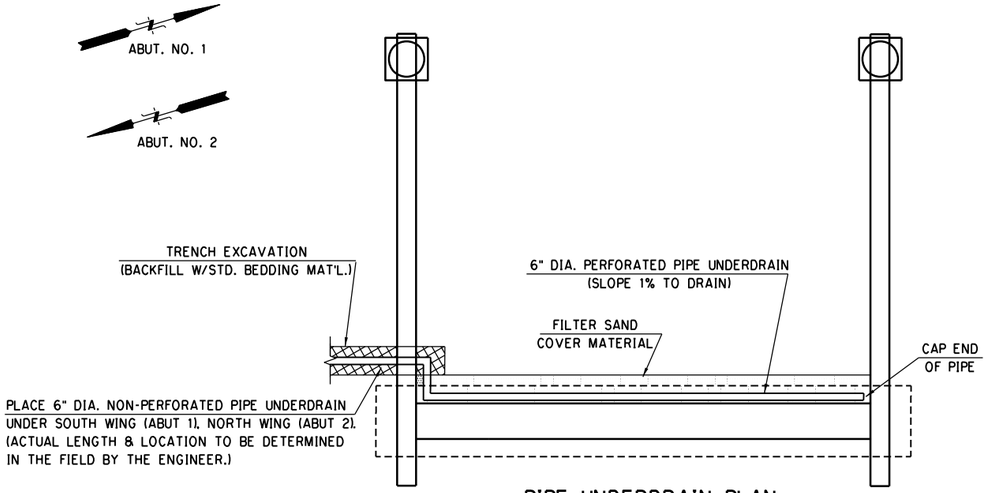
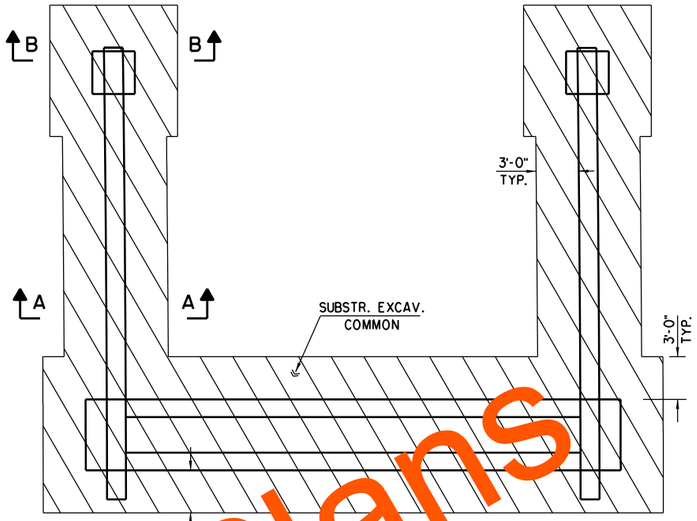
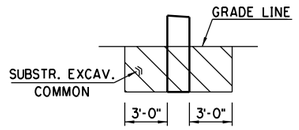


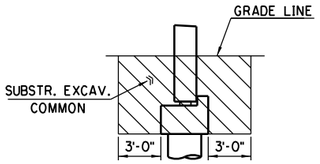
PIPE UNDERDRAIN PLAN



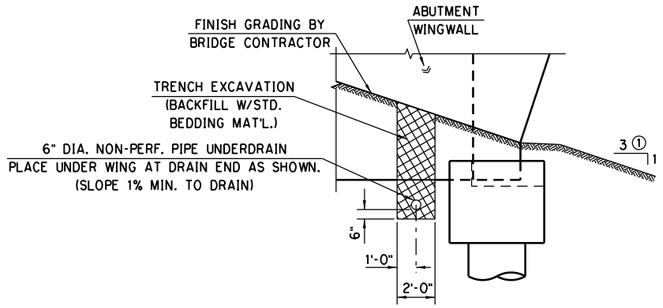
ABUTMENT EXCAVATION PLAN



SECTION A-A

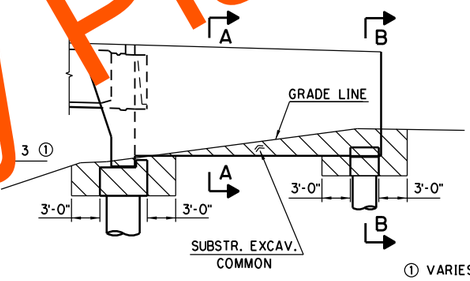


SECTION B-B

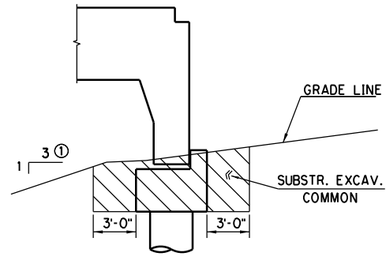


①VARIES FOR ABUT. NO. 1.

BACKFILL DETAIL
OUTSIDE OF WING



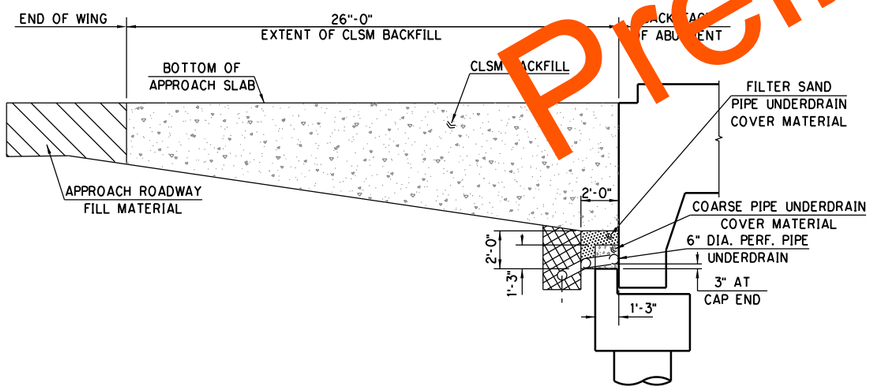
TYPICAL WING ELEVATION



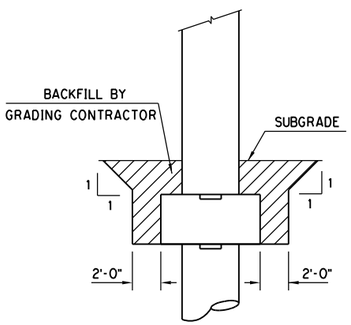
SECTION THRU BRIDGE SEAT

① VARIES FOR ABUT. NO. 1.

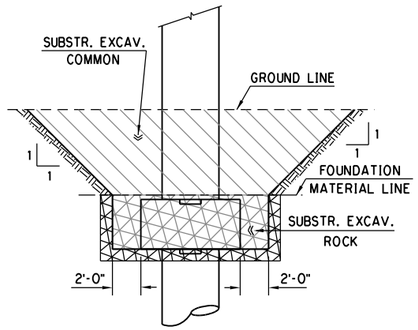
ABUTMENT EXCAVATION DETAILS



BACKFILL AND UNDERDRAIN INSTALLATION DETAIL



PIER BACKFILL
DIAGRAM
(TYPICAL)



PIER EXCAVATION
DIAGRAM
(TYPICAL)

CONSTRUCTION NOTES:

1. CLSM BACKFILL SHALL NOT BE PLACED UNTIL THE SUPERSTRUCTURE IS IN PLACE AND THE ABUTMENT WING CONCRETE HAS ATTAINED A STRENGTH OF 3000 P.S.I.
2. INSTALLATION OF THE PIPE UNDERDRAIN SHALL BE AS SHOWN IN THE PLANS AND ON ODOT STD. PUD-4 AND SPI-5. THE EXTENT, LOCATION AND DEPTH OF THE 6" NON-PERFORATED PIPE UNDERDRAIN WILL BE DETERMINED BY THE ENGINEER TO SUIT CONDITIONS FOUND DURING CONSTRUCTION.
3. COST OF ALL MATERIALS, EQUIPMENT, LABOR, AND INCIDENTALS NEEDED FOR THE INSTALLATION OF UNDERDRAIN PIPE SHALL BE INCLUDED IN THE UNIT PRICE BID FOR "6" PERFORATED PIPE UNDERDRAIN ROUND" AND "6" NON-PERF. PIPE UNDERDRAIN RND."
4. FOR ADDITIONAL DETAILS FOR PIPE UNDERDRAIN INSTALLATION SEE ODOT STDS. PUD-4 AND SPI-5.

ABUTMENT UNDERDRAIN DETAILS

Preliminary Plans

PHASE 4 — OKLAHOMA COUNTY

DESIGN		
DRAWN		
CHECKED		
APPROVED		
SQUAD	POE	

BRIDGE "L" OVER RAMP "A" — RAMP "L" OVER RAMP "A"

EXCAVATION DIAGRAMS AND UNDERDRAIN DETAILS

STATE JOB NO. 09032(08) SHEET NO. B136

3/1/2024 10:35:33 AM
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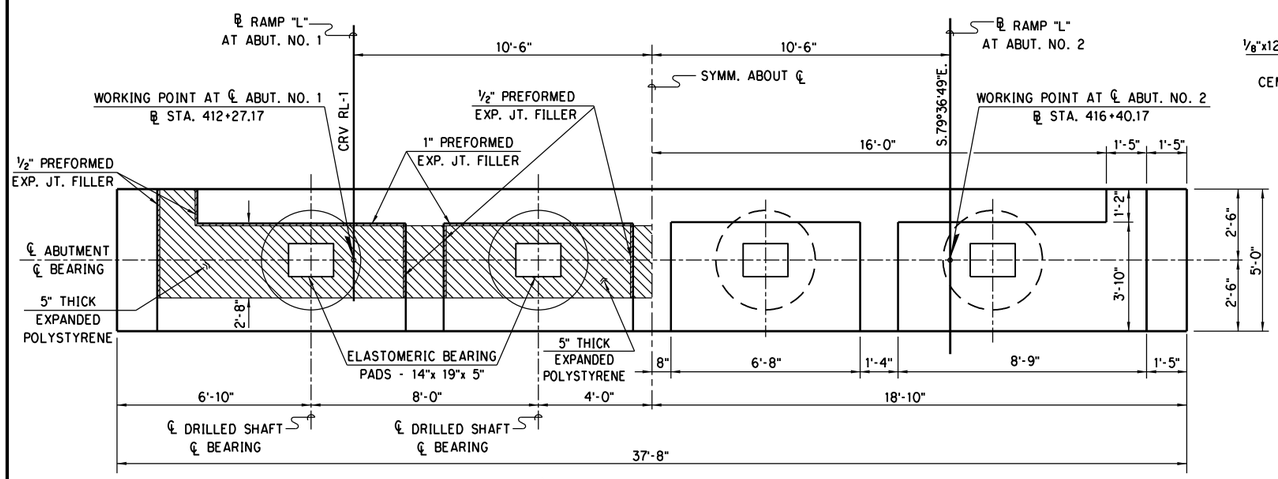
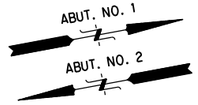
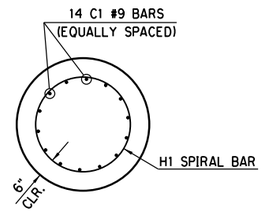
POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL
2/29/2024

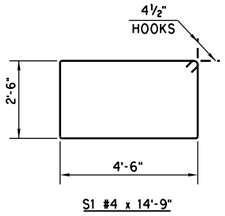


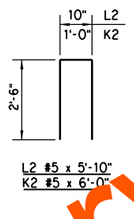
PLAN

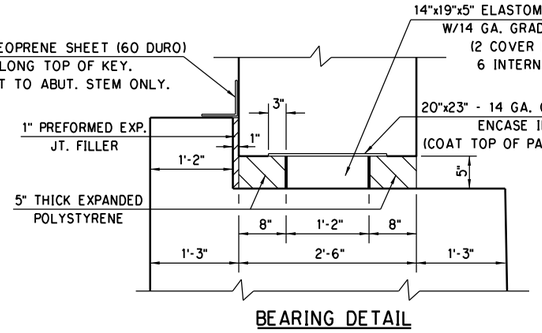




SECTION B-B

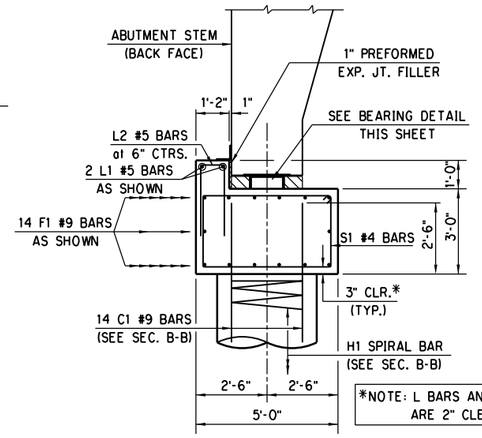






BEARING DETAIL

NOTE: ALL COST OF POLYSTYRENE, NEOPRENE SHEET, EXPANSION JOINT FILLER, GALVANIZED SHEET METAL AND SILICONE GREASE TO BE INCLUDED IN THE PRICE BID FOR OTHER ITEMS OF WORK.

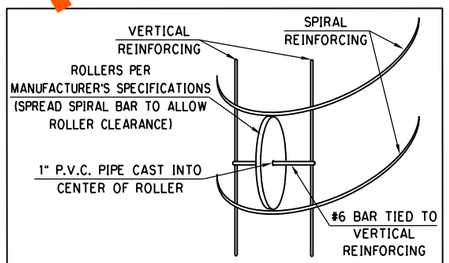


SECTION A-A

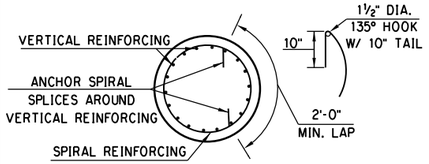
NOTE: FOR EXCAVATION DIAGRAM AND UNDERDRAIN DETAILS, SEE "SUBSTRUCTURE EXCAVATION AND PIPE UNDERDRAIN DETAILS" SHEET.

ABUTMENT FOOTING QUANTITIES

ITEM	UNIT	ABUT. NO. 1	ABUT. NO. 2
SUBSTR. EXCAVATION, COMMON	C.Y.	66.00	66.00
CLASS A CONCRETE	C.Y.	22.20	22.20
ELASTOMERIC BEARING PAD	EA.	4.00	4.00
REINFORCING STEEL	LB.	2,850.00	2,850.00
DRILLED SHAFTS 42" DIAMETER	L.F.	52.00	108.00

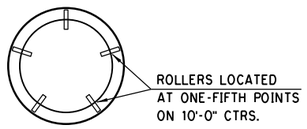


ROLLER INSTALLATION DETAIL



SPIRAL REINFORCING SPLICE DETAILS

NOTE: SPIRAL BARS SHALL CONFORM TO AASHTO M-32. SPIRAL BAR LENGTHS DO NOT INCLUDE LAP. IF LAP IS REQUIRED, THE LENGTH OF THE LAP SHALL BE AS SHOWN.



ROLLER PLACEMENT

ROLLER DETAILS

NOTE: REINFORCING CAGE CENTERING DEVICES SHALL CONSIST OF ROLLERS PLACED AT SPACING AS SHOWN AND HAVE THE CHARACTERISTICS AS INDICATED IN THE MANUFACTURER'S SPECIFICATIONS. SLAB BOLSTERS AND HIGH CHAIRS WILL BE ALLOWED BY THE DEPARTMENT.

BAR LIST - ONE FOOTING

MARK	NO.	SIZE	FORM	SPACING	LENGTH
F1	14	#9	STR.	AS SHOWN	37'-2"
K1	10	#5	STR.	AS SHOWN	4'-8"
K2	46	#5	BNT.	AS SHOWN	6'-0"
L1	2	#5	STR.	AS SHOWN	31'-8"
L2	59	#5	BNT.	6" C/C	5'-10"
S1	32	#4	BNT.	AS SHOWN	14'-9"

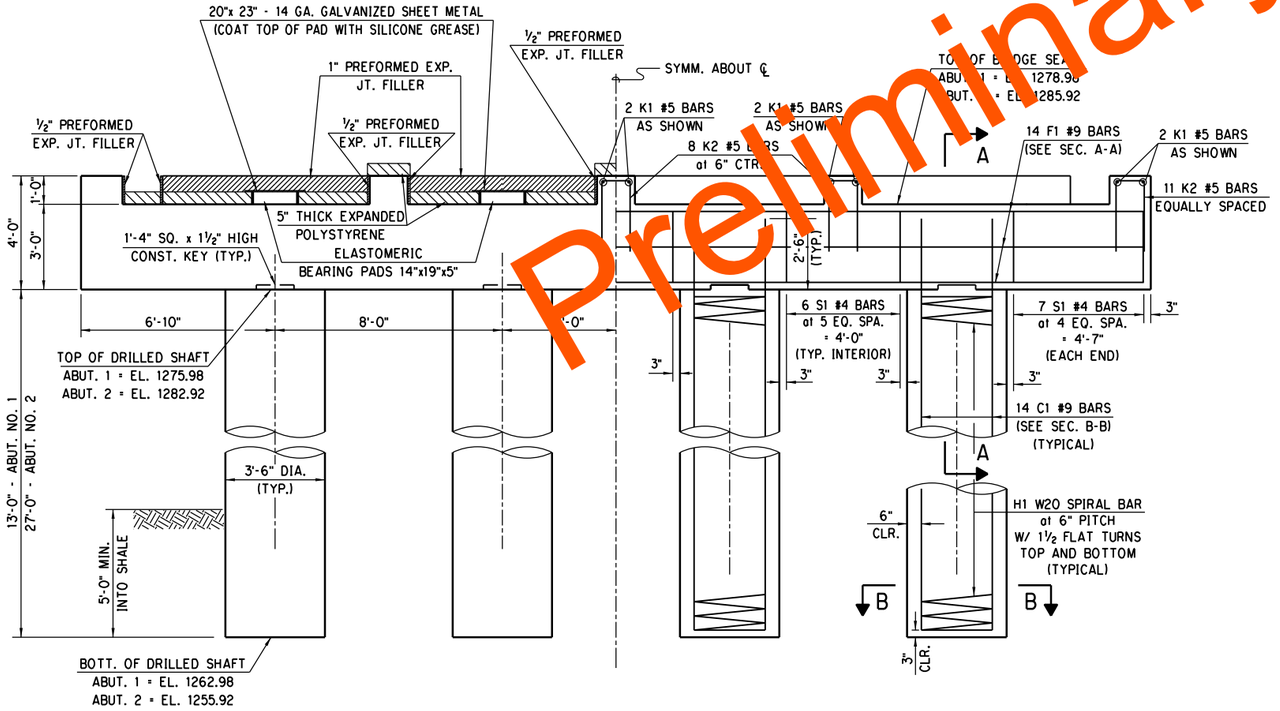
BAR LIST - 40" DRILLED SHAFT

MARK	NO.	SIZE	FORM	SPACING	LENGTH
C1	56	9	STR.	AS SHOWN	①
H1	4	W-20	SPIRAL	6" PITCH	①

① LENGTH:
C1 - ABUT. NO. 1 = 15'-3"
ABUT. NO. 2 = 29'-3"

**H1 - ABUT. NO. 1 = 223'-4"
ABUT. NO. 2 = 443'-8"

** LENGTH SHOWN DOES NOT INCLUDE ANY LAPS FOR SPLICES. CONTRACTOR MAY ADD SPLICES AS NECESSARY, BUT PAYMENT WILL NOT BE MADE FOR EXTRA LENGTH REQUIRED. ADD 3'-8" FOR EACH SPLICE.



ELEVATION

Preliminary Plans

DESIGN		
DRAWN		
CHECKED		
APPROVED		
SQUAD	POE	

PHASE 4 — OKLAHOMA COUNTY
BRIDGE "L" — RAMP "L" OVER RAMP "A"

ABUTMENT FOOTING DETAILS

STATE JOB NO. 09032(08) SHEET NO. B137

3/1/2024 10:35:35 AM
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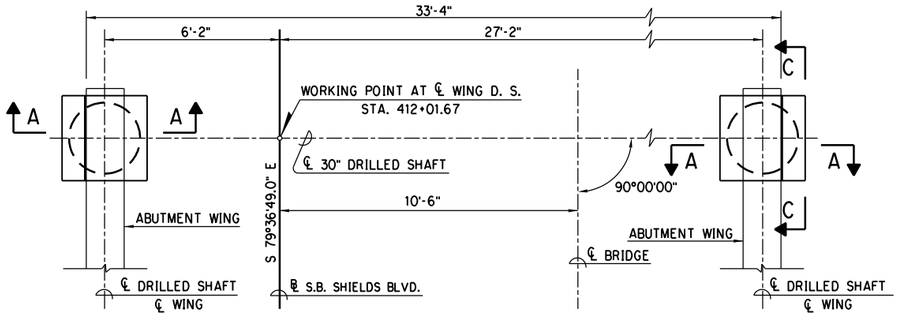
POE & ASSOCIATES, OKLAHOMA CITY, OK.

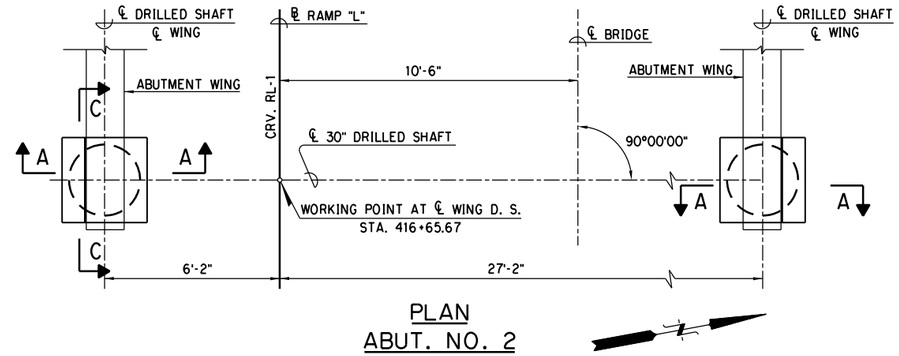
90% PLAN SUBMITTAL
2/29/2024



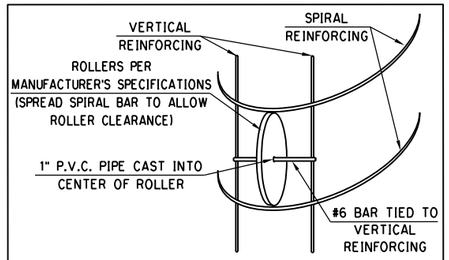
SOUTH SUPPORT

PLAN
ABUT. NO. 1

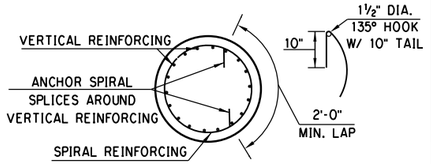
NORTH SUPPORT



PLAN
ABUT. NO. 2

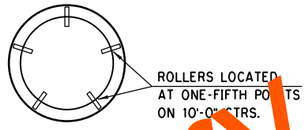


ROLLER INSTALLATION DETAIL



SPIRAL REINFORCING SPLICE DETAILS

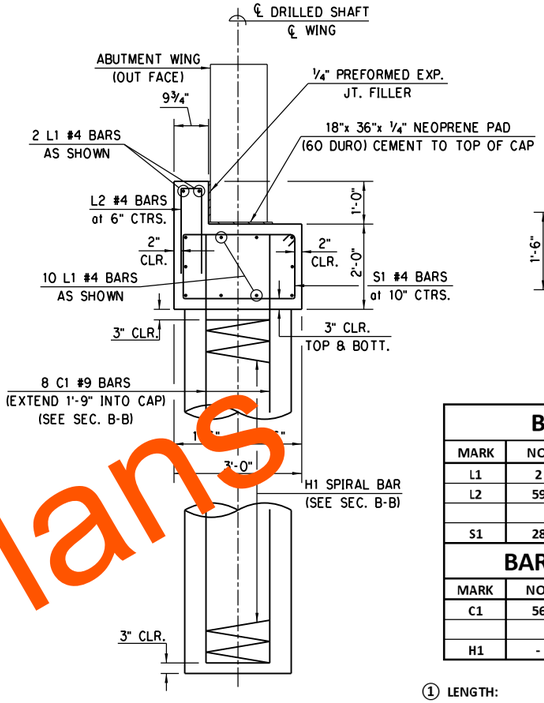
NOTE: SPIRAL BARS SHALL CONFORM TO AASHTO M-32. SPIRAL BAR LENGTHS DO NOT INCLUDE LAP. IF LAP IS REQUIRED. THE LENGTH OF THE LAP SHALL BE AS SHOWN.



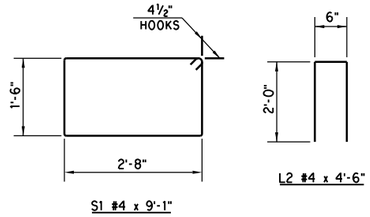
ROLLER PLACEMENT

ROLLER DETAILS

NOTE: REINFORCING STEEL ENTERING DEVICES SHALL CONSIST OF ROLLERS PLACED AT SPACING AS SHOWN AND HAVE THE CHARACTERISTICS AS INDICATED IN THE MANUFACTURER'S SPECIFICATIONS. SLAB BOLSTERS AND HIGH CHAIRS WILL BE ALLOWED BY THE DEPARTMENT.



SECTION A-A
TYPICAL SECTION



BAR LIST - ONE FOOTING

MARK	NO.	SIZE	FORM	SPACING	LENGTH
L1	2	#5	STR.	AS SHOWN	2'-8"
L2	59	#5	BNT.	6" C/C	4'-6"
S1	28	#4	BNT.	AS SHOWN	9'-1"

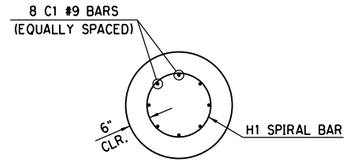
BAR LIST - 30" DRILLED SHAFT

MARK	NO.	SIZE	FORM	SPACING	LENGTH
C1	56	#9	STR.	AS SHOWN	①
H1	-	W-20	SPIRAL	6" PITCH	①

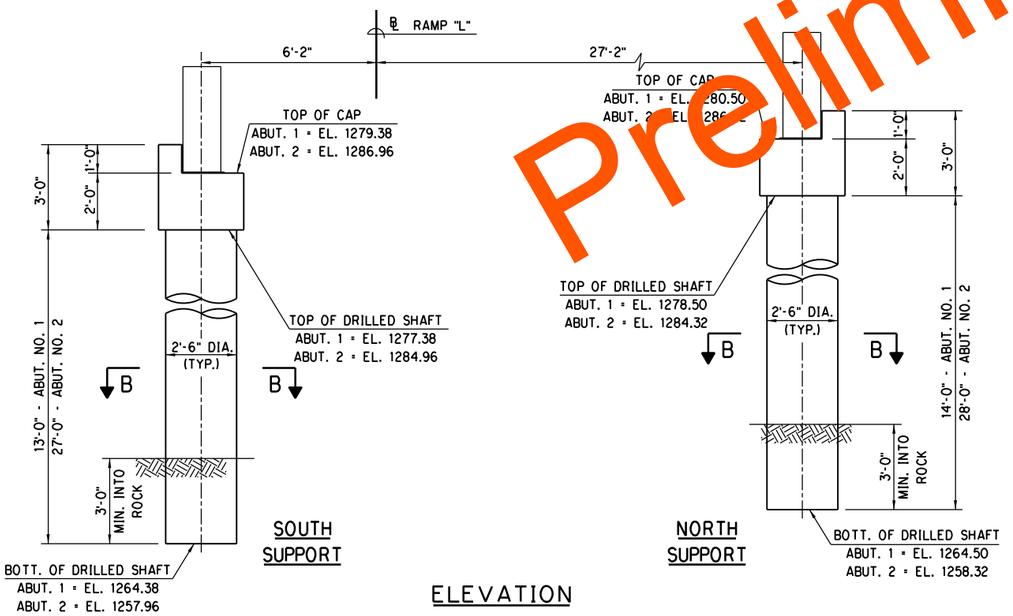
① LENGTH:

	SOUTH	NORTH
C1 - ABUT. NO. 1 =	14'-6"	15'-6"
ABUT. NO. 2 =	28'-6"	27'-6"
**H1 - ABUT. NO. 1 =	134'-4"	143'-9"
ABUT. NO. 2 =	267'-0"	257'-6"

** LENGTH SHOWN DOES NOT INCLUDE ANY LAPS FOR SPLICES. CONTRACTOR MAY ADD SPLICES AS NECESSARY, BUT PAYMENT WILL NOT BE MADE FOR EXTRA LENGTH REQUIRED. ADD 3'-8" FOR EACH SPLICE.



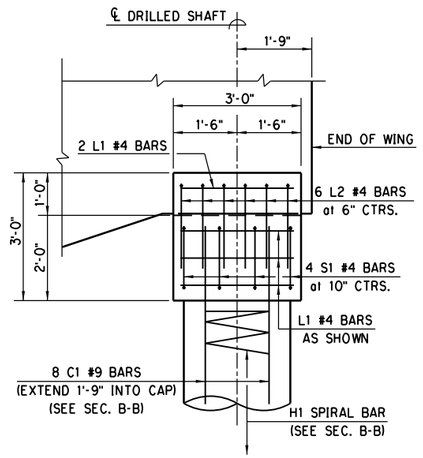
SECTION B-B
TYPICAL SECTION



SOUTH SUPPORT

NORTH SUPPORT

ELEVATION



SECTION C-C
TYPICAL SECTION

WING SUPPORT QUANTITIES

ITEM	UNIT	ABUT. NO. 1	ABUT. NO. 2
SUBSTR. EXCAVATION COMMON	C.Y.	19.00	19.00
CLASS A CONCRETE	C.Y.	1.60	1.60
REINFORCING STEEL	LB.	128.00	128.00
DRILLED SHAFTS 30" DIAMETER	L.F.	27.00	53.00

NOTE: ALL COST OF NEOPRENE PADS AND EXPANSION JOINT FILLER TO BE INCLUDED IN THE PRICE BID FOR OTHER ITEMS OF WORK.

NOTE: FOR EXCAVATION DIAGRAM, SEE "SUBSTRUCTURE EXCAVATION AND PIPE UNDERDRAIN DETAILS" SHEET

PHASE 4 — OKLAHOMA COUNTY

DESIGN		
DRAWN		
CHECKED		
APPROVED		
SQUAD	POE	

BRIDGE "L" — RAMP "L" OVER RAMP "A"

ABUTMENT WING SUPPORT DETAILS

STATE JOB NO. 09032(08) SHEET NO. B138

Preliminary Plans

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POE & ASSOCIATES, OKLAHOMA CITY, OK.

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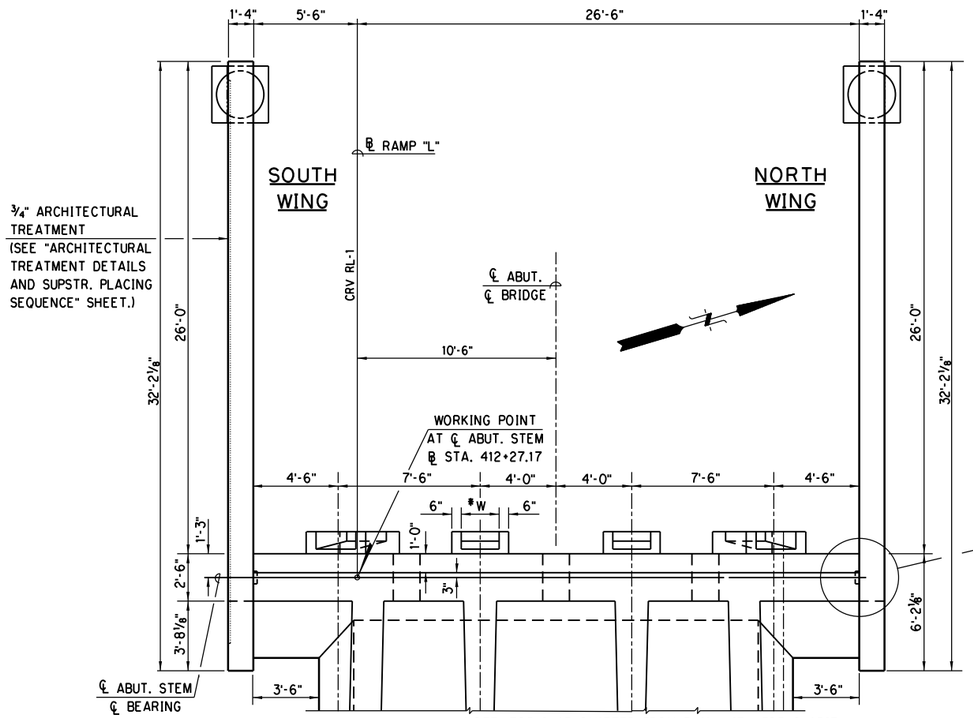
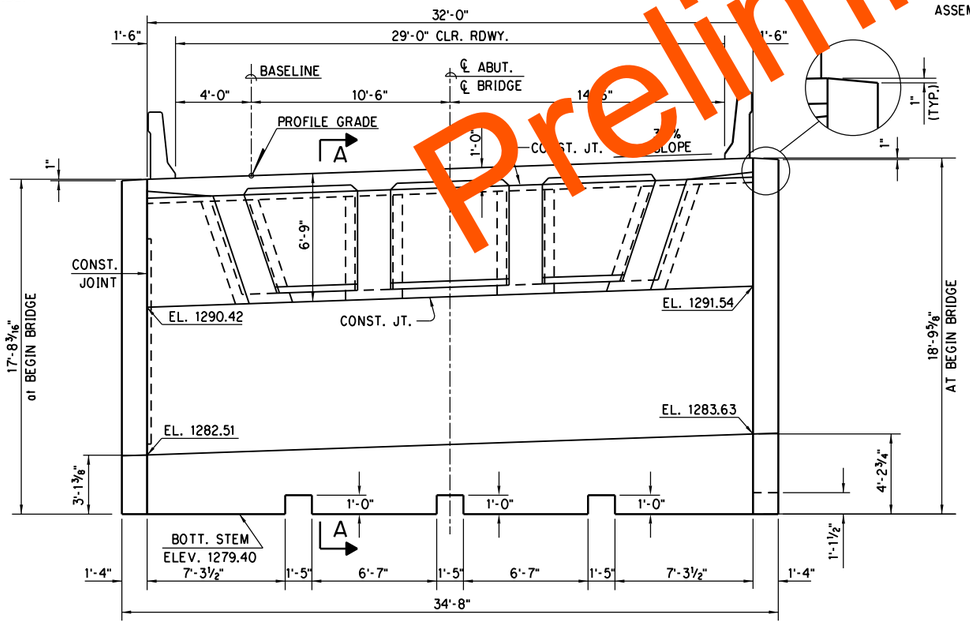
2/29/2024



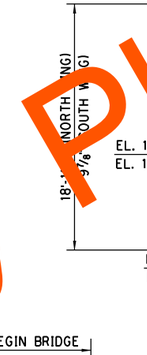
PLAN

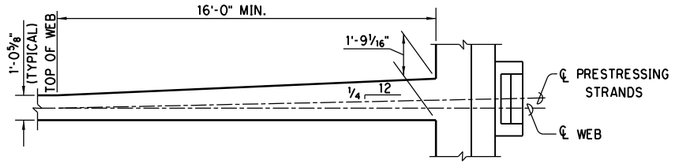
*NOTE: DIMENSION "W" SHALL BE DETERMINED BY PRESTRESSING SYSTEM USED.

NOTE: SLOPE WINGWALLS 1" TO OUTSIDE.

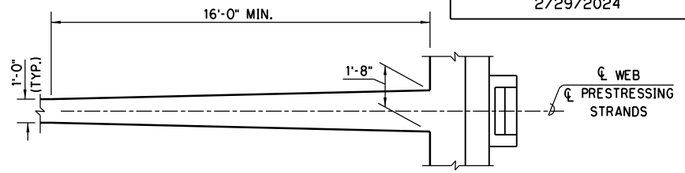


ELEVATION





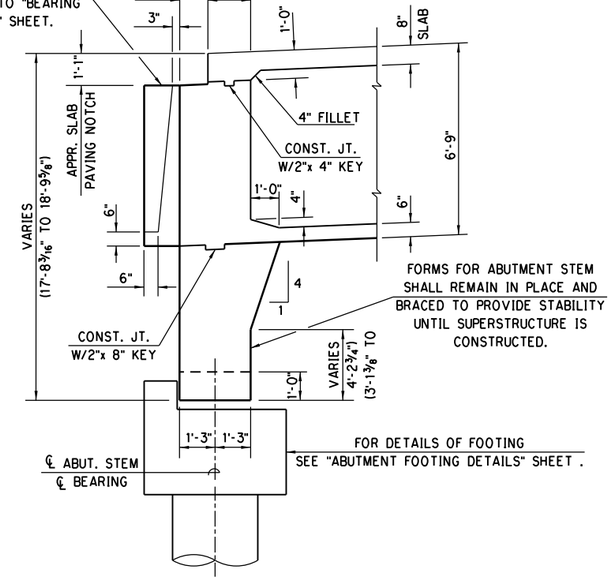
TYPICAL EXTERIOR WEB



TYPICAL INTERIOR WEB

DETAIL OF WEB FLARE AT ANCHORAGE ZONE

WING ELEVATION
(NORTH WING SHOWN)



SECTION A - A
TYPICAL SECTION

NOTE: ALL DIMENSIONS AND ELEVATIONS SHOWN ARE AT INSIDE (RDWY.) FACE OF WINGS.

NOTE: ADDITIONAL ABUTMENT QUANTITIES ON SHEETS "ABUTMENT FOOTING DETAILS" AND "ABUTMENT WING SUPPORT DETAILS"

NOTE: QUANTITIES FOR ABUTMENT STEM AND DIAPHRAGM. ARE INCLUDED IN SUPERSTRUCTURE QUANTITIES.

ABUT. QUANTITIES - TWO WINGS

ITEM	UNIT	TOTAL
SUBSTRUCTURE EXCAVATION COMMON	C.Y.	31.00
CLASS AA CONCRETE	C.Y.	51.50
EPOXY COATED REINFORCING STEEL	LB.	7,025.00
CLSM BACKFILL	C.Y.	310.00
6" PERF. PIPE UNDERDRAIN ROUND	L.F.	34.00
6" NON-PERF. PIPE UNDERDRAIN ROUND	LB.	20.00

PHASE 4 OKLAHOMA COUNTY

DESIGN		
DRAWN		
CHECKED		
APPROVED		
SQUAD	POE	

BRIDGE "L" RAMP "L" OVER RAMP "A"

ABUTMENT DETAILS
ABUTMENT NO. 1
(SHEET 1 OF 3)

STATE JOB NO. 09032(08) SHEET NO. B139

Preliminary Plans

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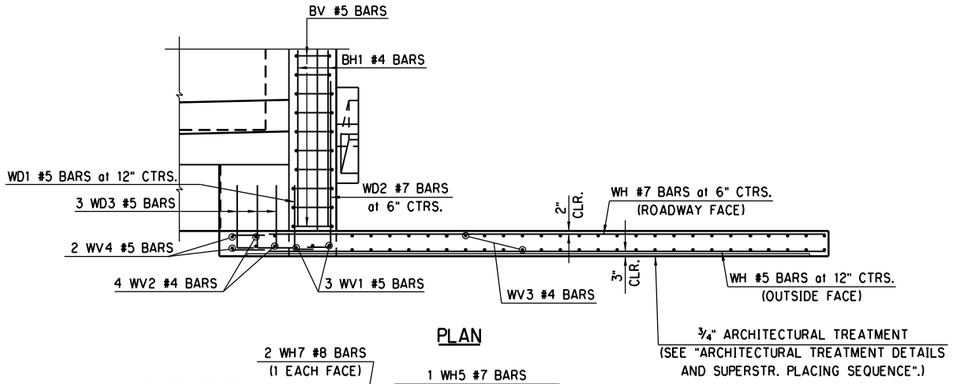
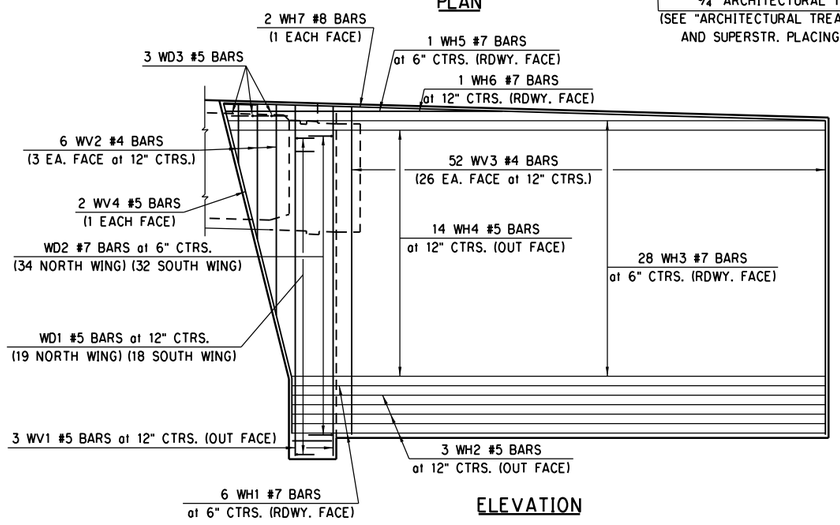
2/29/2024



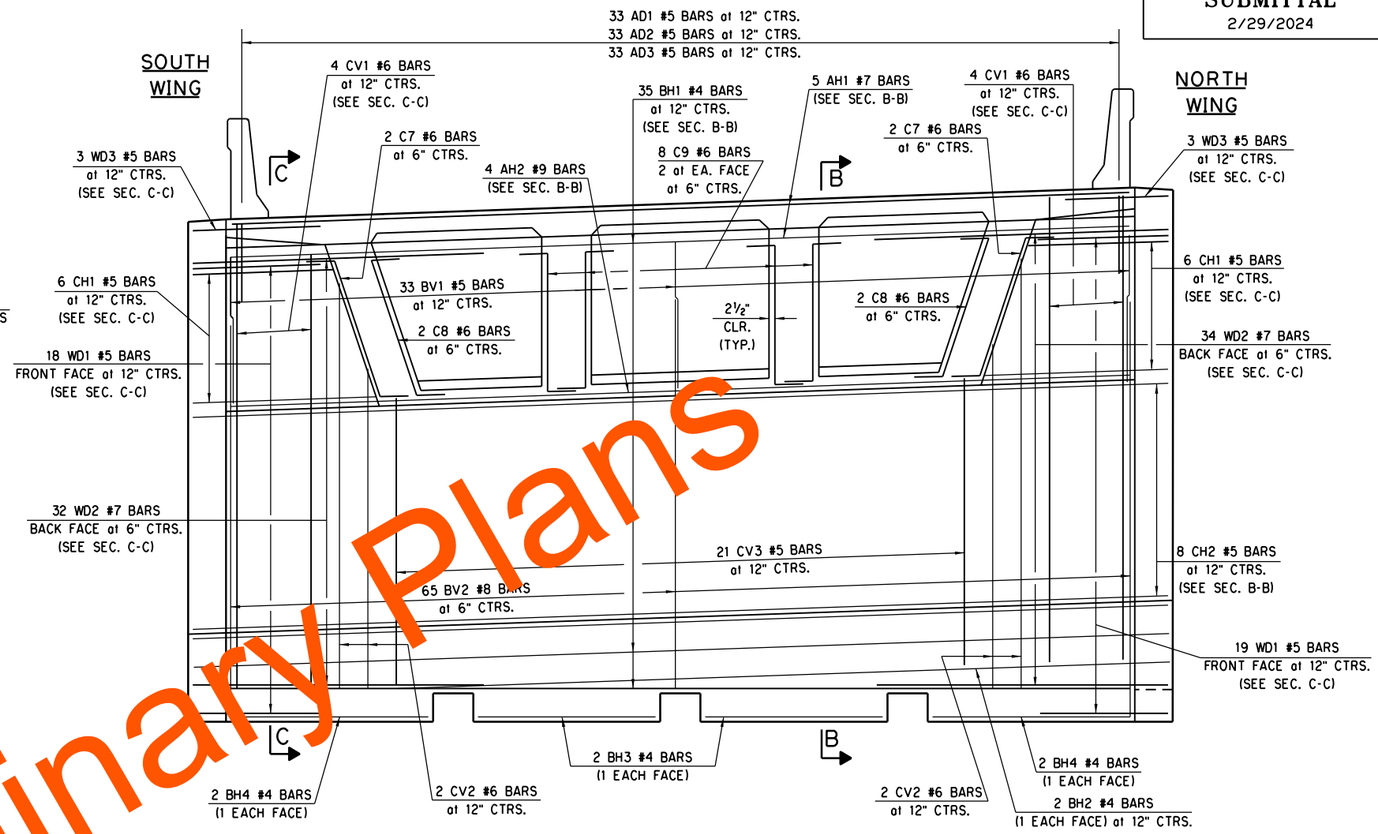
PLAN



ELEVATION

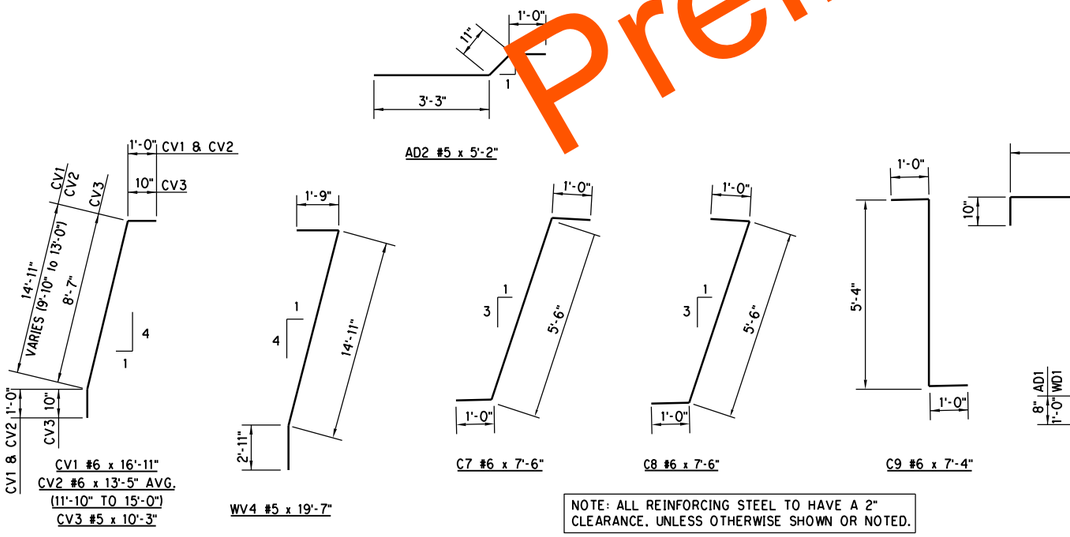
DETAIL OF WING REINFORCING

(NORTH WING SHOWN)



DETAIL OF DIAPHRAGM AND STEM REINFORCING

NOTE: FOR SECTIONS B-B AND C-C, SEE SHEET 3 OF 3.



NOTE: ALL REINFORCING STEEL TO HAVE A 2" CLEARANCE, UNLESS OTHERWISE SHOWN OR NOTED.

NOTE: FOR STEM AND DIAPRAGM BARLIST, SEE "SUPERSTRUCTURE DETAILS", SHEET 2 OF 5.

ABUTMENT NO. 1 BAR LIST - TWO WINGS (EPOXY COATED)

MARK	NO.	SIZE	FORM	SPACING	LENGTH	LENGTH VARIATION
WH1	12	#7	STR.	6" C/C	28'-2"	--
WH2	6	#5	STR.	AS SHOWN	28'-2"	--
WH3	56	#7	STR.	6" C/C	29'-11" AVG.	28'-3" TO 31'-7"
WH4	28	#5	STR.	12" C/C	29'-10" AVG.	28'-3" TO 31'-5"
WH5	2	#7	STR.	6" C/C	13'-10"	--
WH6	2	#5	STR.	12" C/C	13'-10"	--
WH7	4	#8	STR.	AS SHOWN	31'-10"	--
WV1	6	#5	STR.	12" C/C	①	--
WV2	12	#4	STR.	12" C/C	7'-10" AVG.	3'-2" TO 11'-2"
WV3	104	#4	STR.	12" C/C	16'-11 1/2" AVG.	16'-7" TO 17'-4"
WV4	4	#5	BNT.	AS SHOWN	19'-7"	--

① LENGTH:
18'-5" - NORTH
17'-4" - SOUTH

PHASE 4 OKLAHOMA COUNTY
BRIDGE "L" RAMP "L" OVER RAMP "A"

ABUTMENT DETAILS

ABUTMENT NO. 1
(SHEET 2 OF 3)

STATE JOB NO. 09032(08) SHEET NO. B140

DESIGN		
DRAWN		
CHECKED		
APPROVED		
SQUAD	POE	

Preliminary Plans

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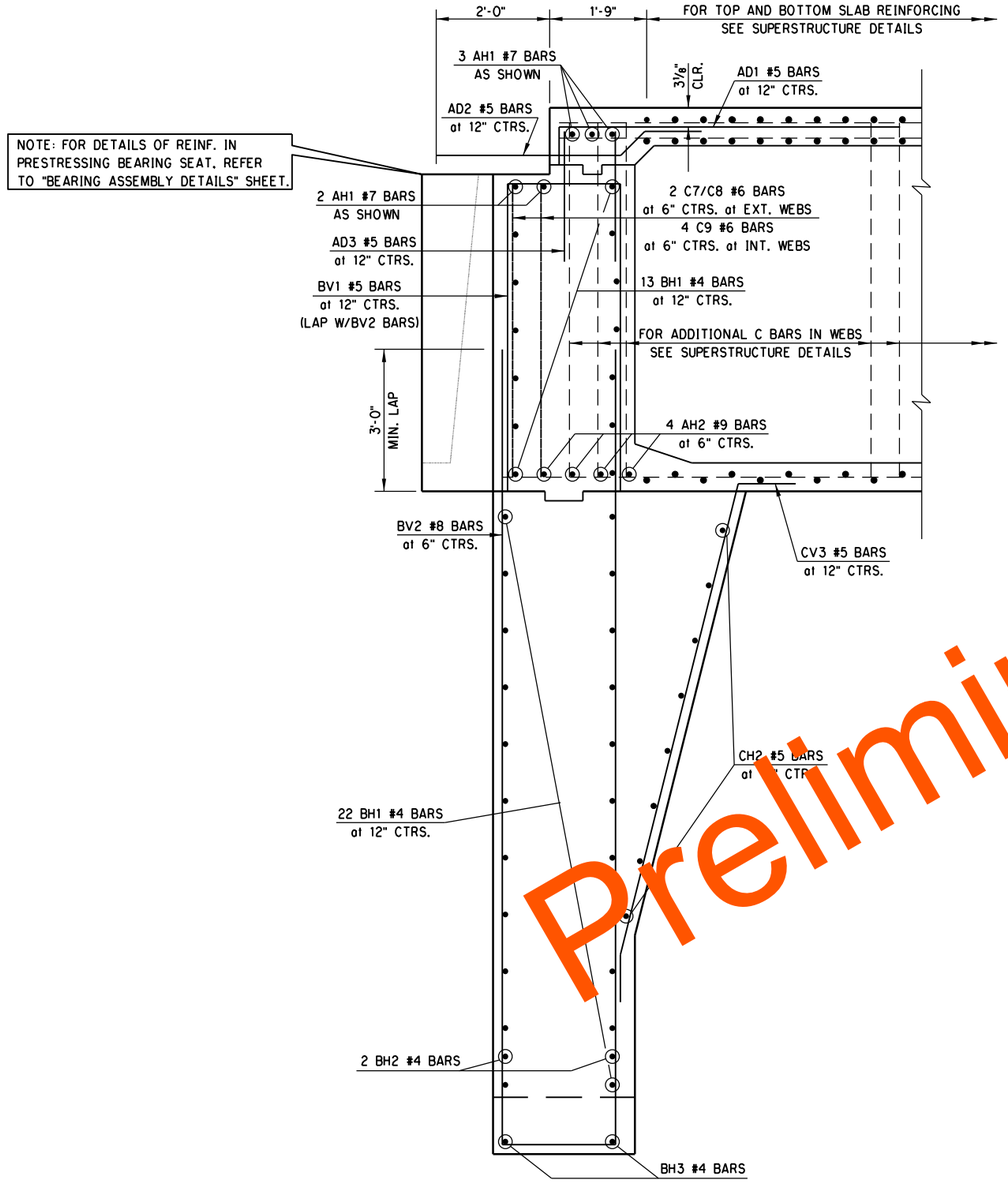
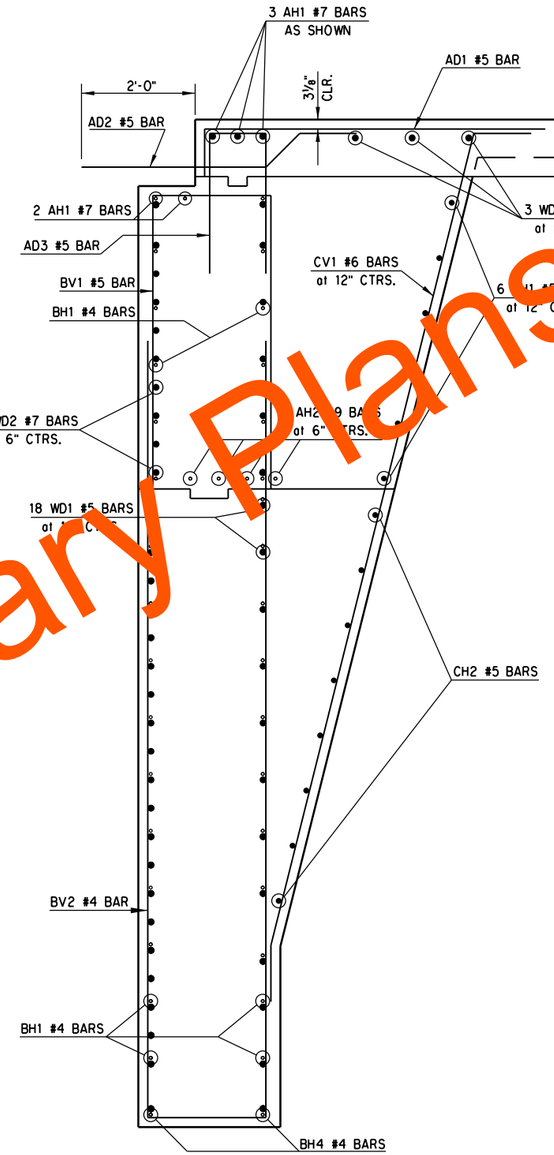


SECTION B-B

NOTE: TOP SLAB SUPERSTRUCTURE REINFORCING OMITTED FROM SECTION B-B FOR CLARITY.



SECTION C-C

Preliminary Plans

PHASE 4 OKLAHOMA COUNTY

BRIDGE "L" RAMP "L" OVER RAMP "A"

ABUTMENT DETAILS

ABUTMENT NO. 1
(SHEET 3 OF 3)

DESIGN		
DRAWN		
CHECKED		
APPROVED		
SQUAD	POE	

STATE JOB NO. 09032(08) SHEET NO. B141

3/1/2024 10:35:42 AM
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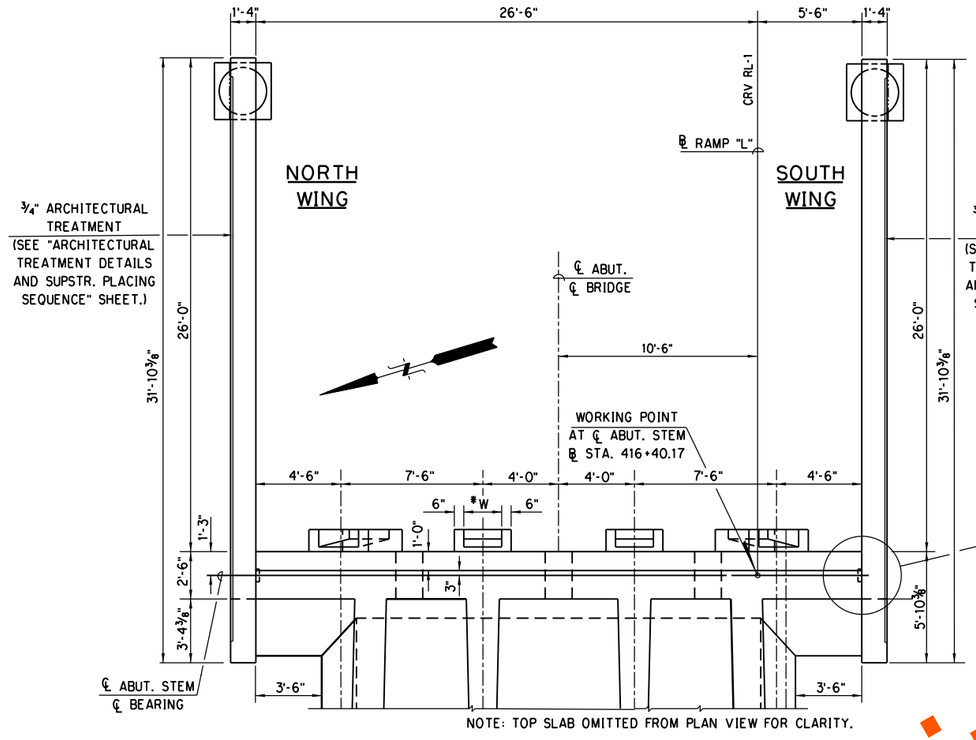
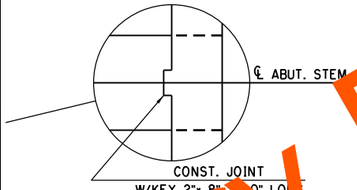
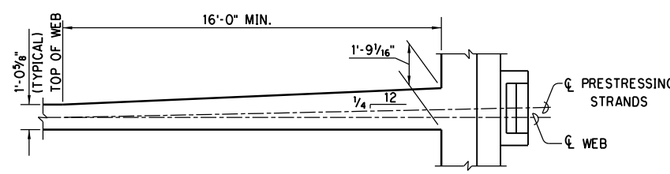


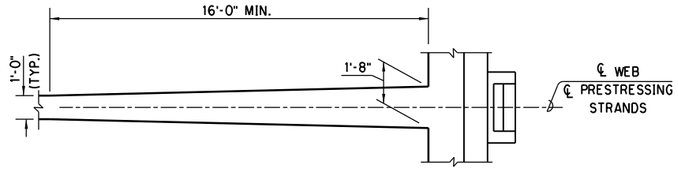
PLAN

*NOTE: DIMENSION "W" SHALL BE DETERMINED BY PRESTRESSING SYSTEM USED.



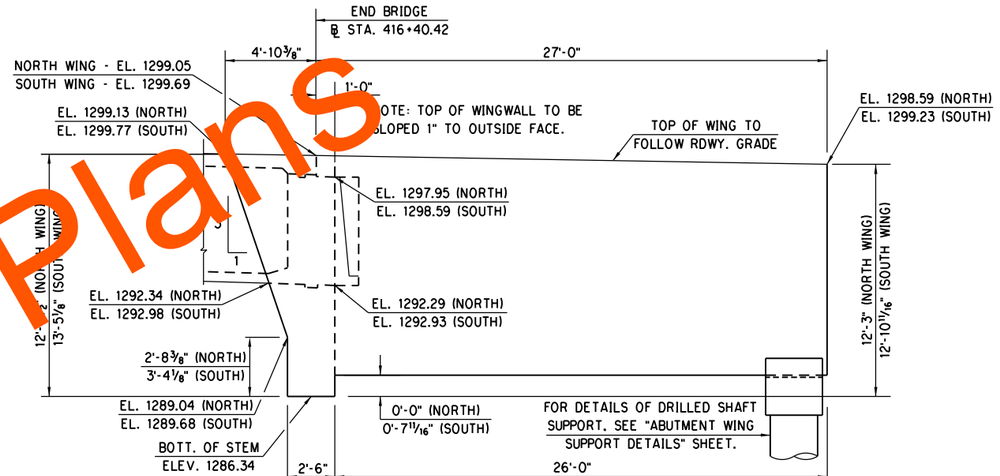


TYPICAL EXTERIOR WEB



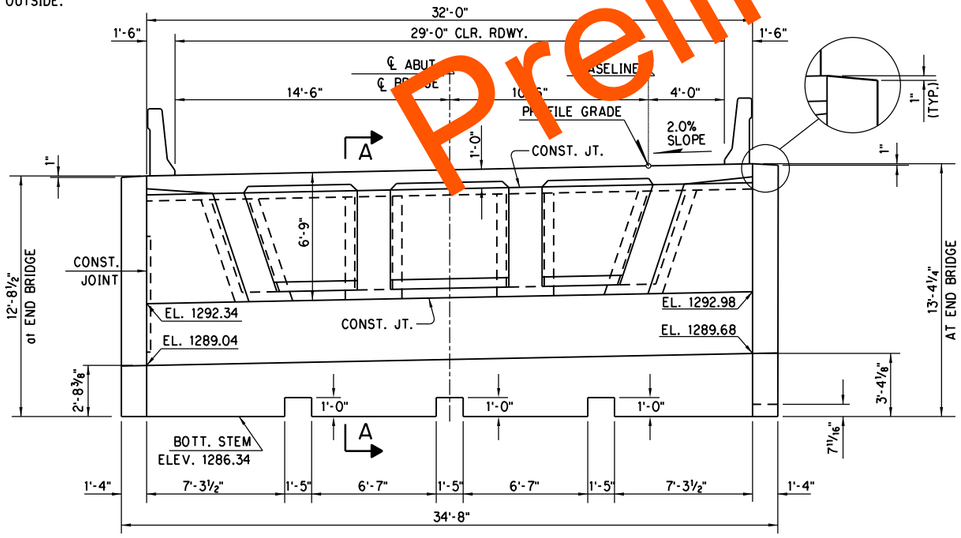
TYPICAL INTERIOR WEB

DETAIL OF WEB FLARE AT ANCHORAGE ZONE



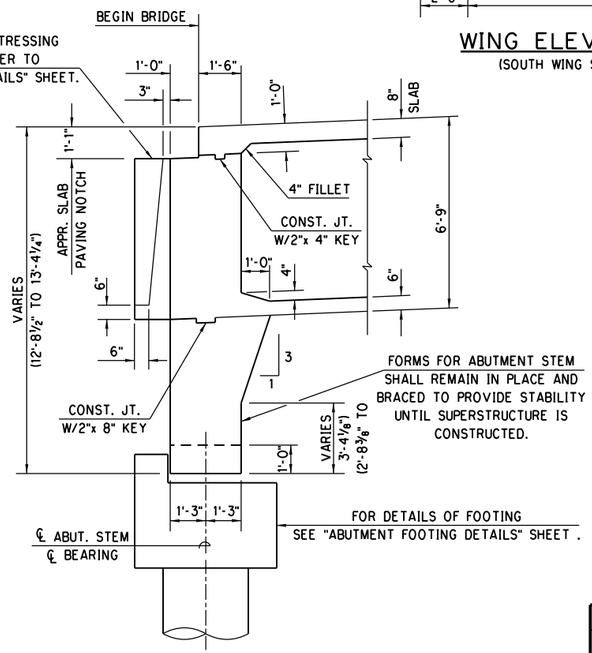
WING ELEVATION
(SOUTH WING SHOWN)

NOTE: SLOPE WINGWALLS 1" TO OUTSIDE.



ELEVATION

FOR DETAILS OF PRESTRESSING BEARING SEAT, REFER TO "BEARING ASSEMBLY DETAILS" SHEET.



SECTION A-A
TYPICAL SECTION

NOTE: ALL DIMENSIONS AND ELEVATIONS SHOWN ARE AT INSIDE (RDWY.) FACE OF WINGS.

NOTE: ADDITIONAL ABUTMENT QUANTITIES ON SHEETS "ABUTMENT FOOTING DETAILS" AND "ABUTMENT WING SUPPORT DETAILS"

NOTE: QUANTITIES FOR ABUTMENT STEM AND DIAPHRAGM. ARE INCLUDED IN SUPERSTRUCTURE QUANTITIES.

ABUT. QUANTITIES - TWO WINGS

ITEM	UNIT	TOTAL
SUBSTRUCTURE EXCAVATION COMMON	C.Y.	31.00
CLASS AA CONCRETE	C.Y.	37.30
EPOXY COATED REINFORCING STEEL	LB.	5,140.00
CLSM BACKFILL	C.Y.	310.00
6" PERF. PIPE UNDERDRAIN ROUND	L.F.	34.00
6" NON-PERF. PIPE UNDERDRAIN ROUND	LB.	20.00

Preliminary Plans

PHASE 4 — OKLAHOMA COUNTY

DESIGN		
DRAWN		
CHECKED		
APPROVED		
SQUAD	POE	

BRIDGE "L" — RAMP "L" OVER RAMP "A"

ABUTMENT DETAILS
ABUTMENT NO. 2
(SHEET 1 OF 3)

STATE JOB NO. 09032(08) SHEET NO. B142

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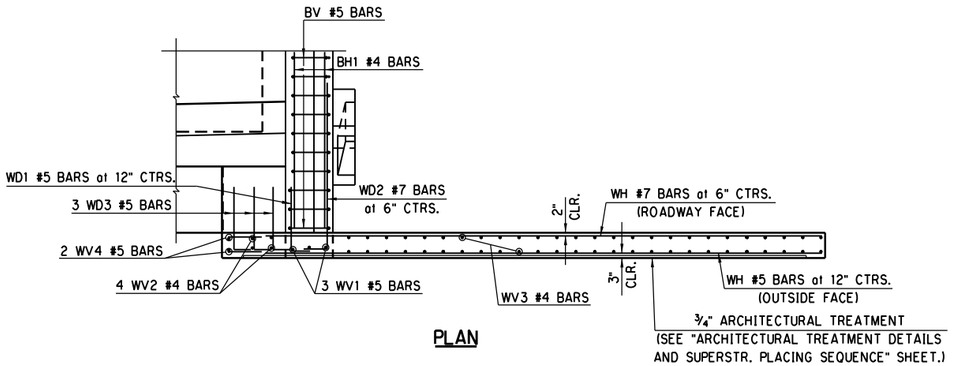
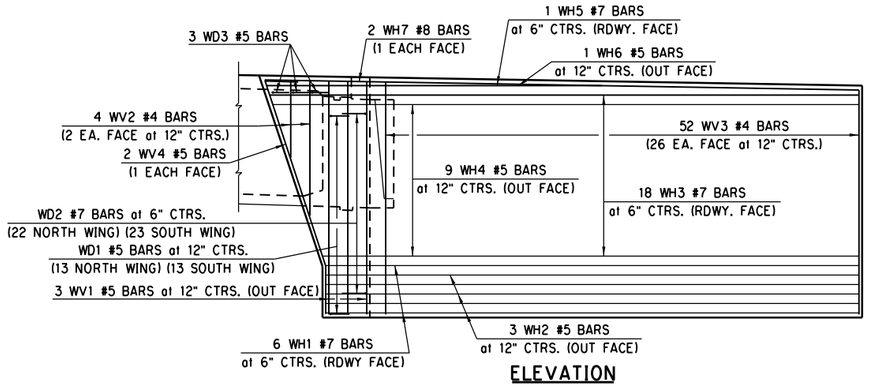


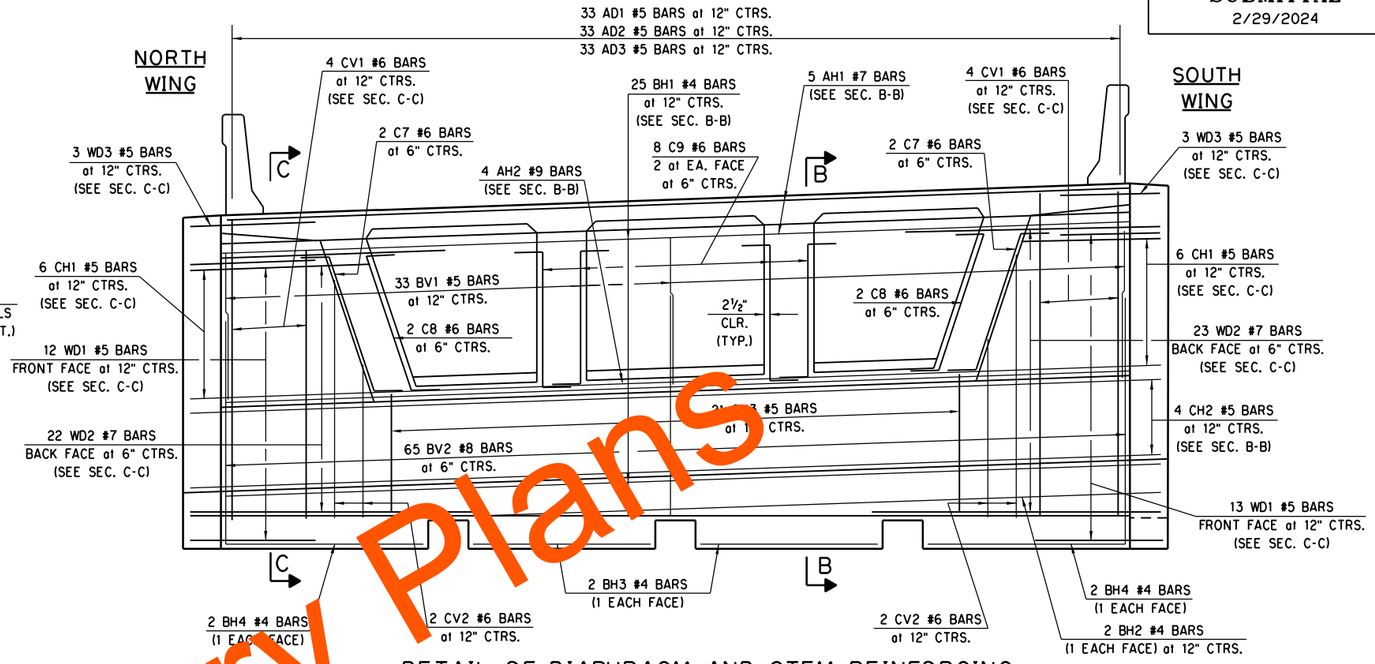
PLAN



ELEVATION

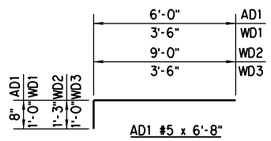
DETAIL OF WING REINFORCING

(NORTH WING SHOWN)

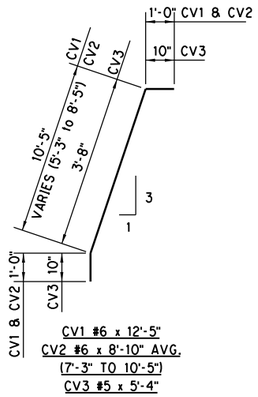


DETAIL OF DIAPHRAGM AND STEM REINFORCING

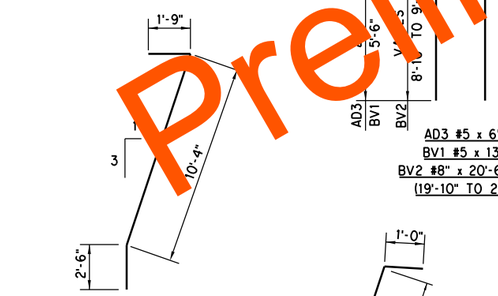
NOTE: FOR SEC. B-B AND SEC. C-C, SEE SHEET 3 OF 3.



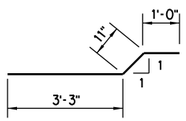
AD1 #5 x 6'-8"
WD1 #5 x 4'-6"
WD2 #7 x 10'-3"
WD3 #5 x 4'-6"



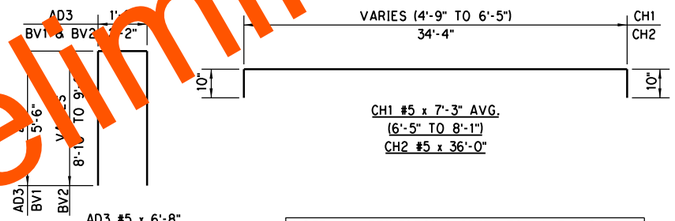
CV1 #6 x 12'-5"
CV2 #6 x 8'-10" AVG. (7'-3" TO 10'-5")
CV3 #5 x 5'-4"



WV4 #5 x 14'-7"



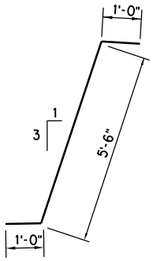
AD2 #5 x 5'-2"



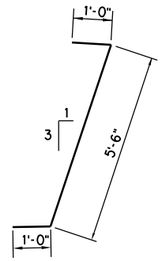
AD3 #5 x 6'-8"
BV1 #5 x 13'-2"
BV2 #8" x 20'-6" AVG. (19'-10" TO 21'-2")

CH1 #5 x 7'-3" AVG. (6'-5" TO 8'-1")
CH2 #5 x 36'-0"

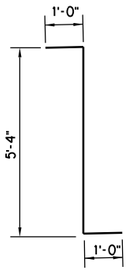
NOTE: ALL REINFORCING STEEL TO HAVE A 2" CLEARANCE, UNLESS OTHERWISE SHOWN OR NOTED.



C7 #6 x 7'-6"



C8 #6 x 7'-6"



C9 #6 x 7'-4"

ABUTMENT NO. 2 BAR LIST - TWO WINGS
(EPOXY COATED)

MARK	NO.	SIZE	FORM	SPACING	LENGTH	LENGTH VARIATION
WH1	12	#7	STR.	6" C/C	28'-2"	--
WH2	6	#5	STR.	12" C/C	28'-2"	--
WH3	36	#7	BNT.	6" C/C	29'-9" AVG.	28'-4" TO 31'-2"
WH4	18	#5	STR.	12" C/C	29'-8" AVG.	28'-4" TO 31'-0"
WH5	2	#7	STR.	AS SHOWN	26'-6"	--
WH6	2	#5	STR.	AS SHOWN	26'-6"	--
WH7	4	#8	STR.	AS SHOWN	31'-5"	--
WV1	6	#5	STR.	12" C/C	①	--
WV2	8	#4	STR.	12" C/C	5'-4" AVG.	3'-10" TO 6'-10"
WV3	104	#4	STR.	12" C/C	12'-1 1/2" AVG.	11'-11" TO 12'-4"
WV4	4	#5	BNT.	AS SHOWN	14'-7"	--

① LENGTH:
12'-4" - NORTH
12'-11" - SOUTH

NOTE: FOR STEM AND DIAPRAGM BARLIST, SEE "SUPERSTRUCTURE DETAILS", SHEET 2 OF 5.

Preliminary Plans

PHASE 4 OKLAHOMA COUNTY
BRIDGE "L" RAMP "L" OVER RAMP "A"

DESIGN		
DRAWN		
CHECKED		
APPROVED		
SQUAD	POE	

ABUTMENT DETAILS
ABUTMENT NO. 2
(SHEET 2 OF 3)

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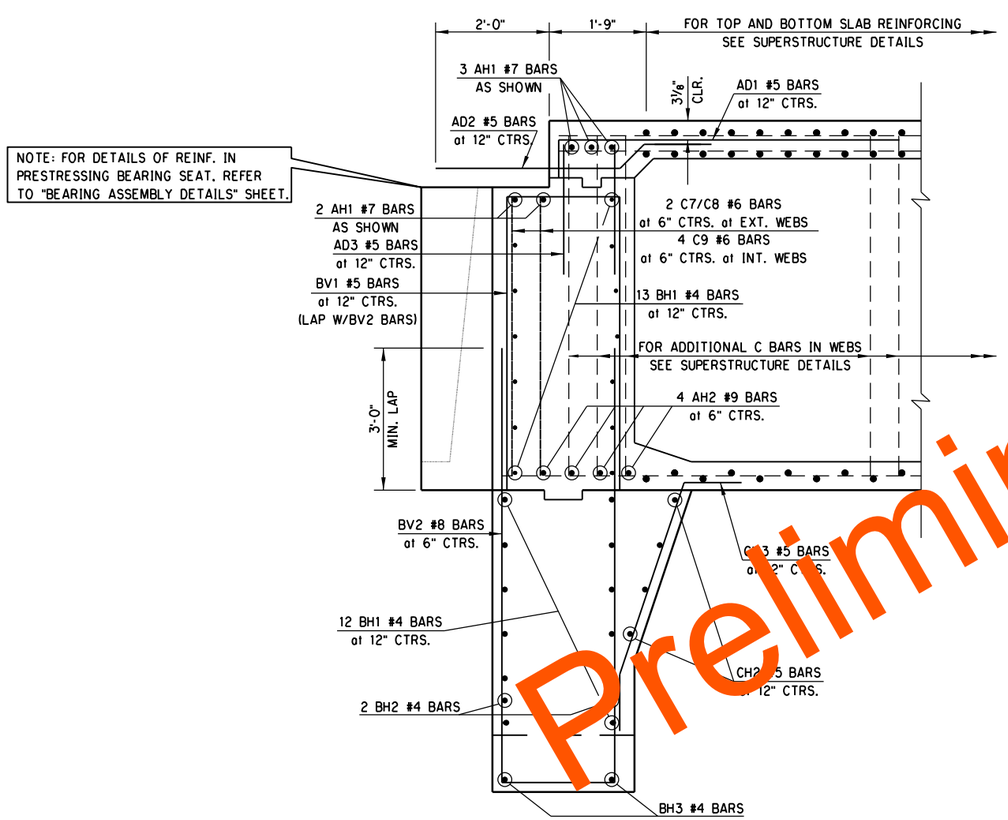
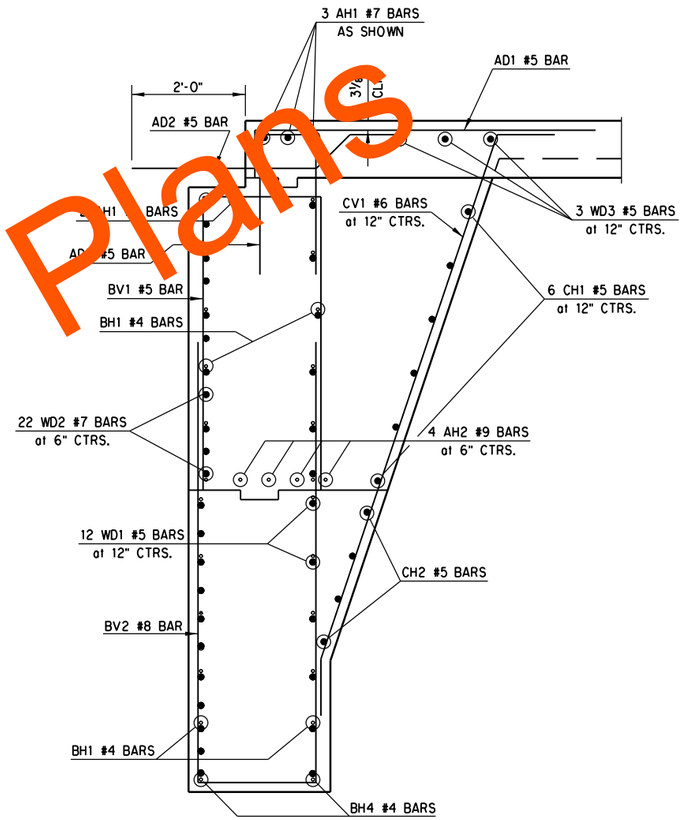
2/29/2024

Preliminary Plans



SECTION B-B

NOTE: TOP SLAB SUPERSTRUCTURE REINFORCING OMITTED FROM SECTION B-B FOR CLARITY.



SECTION C-C

PHASE 4 OKLAHOMA COUNTY

DESIGN		
DRAWN		
CHECKED		
APPROVED		
SQUAD	POE	

BRIDGE "L" RAMP "L" OVER RAMP "A"

ABUTMENT DETAILS

ABUTMENT NO. 2
(SHEET 3 OF 3)

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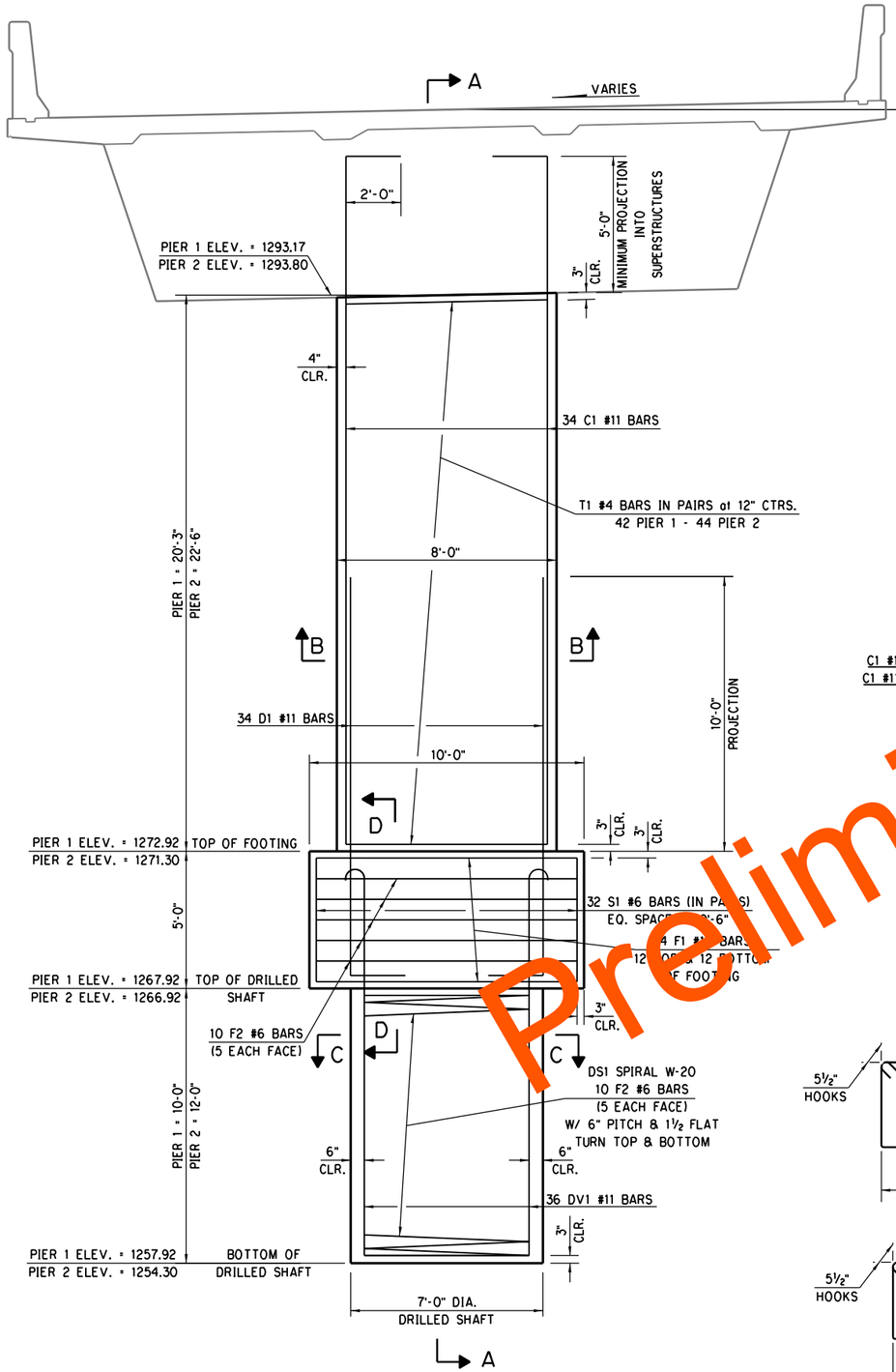
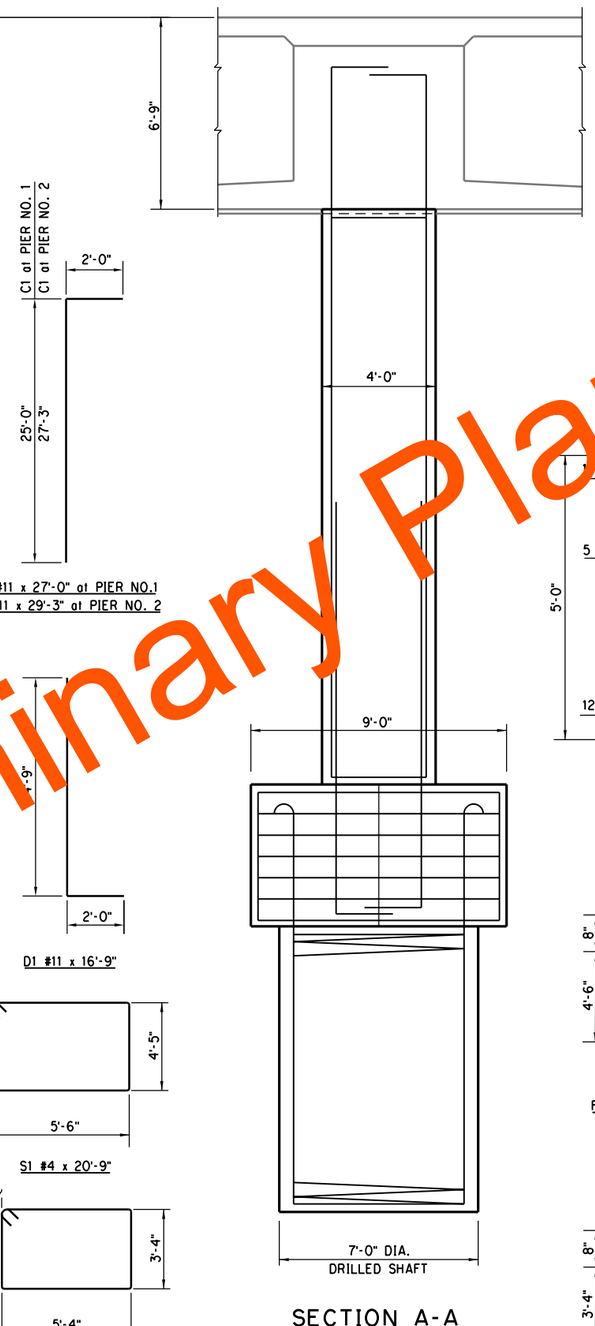
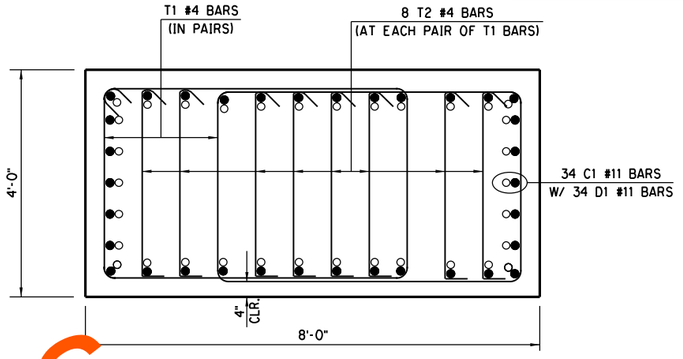


DETAIL OF REINFORCING AT PIER

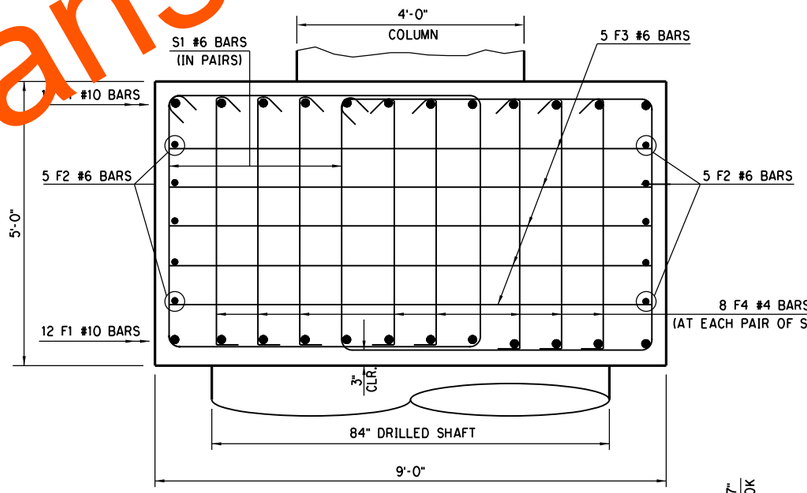


SECTION A-A

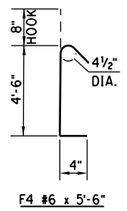
ALL BENT BAR DIMENSIONS ARE OUT TO OUT.



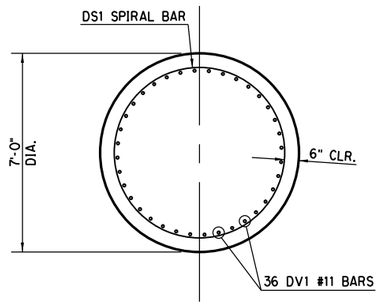
SECTION B-B



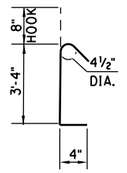
SECTION D-D



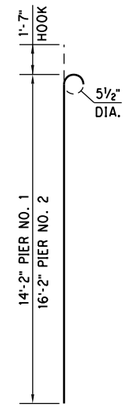
F4 #6 x 5'-6"



SECTION C-C



T2 #4 x 4'-4"



DV1 #11 x 15'-9" PIER NO. 1
DV1 #11 x 17'-9" PIER NO. 2

PHASE 4 OKLAHOMA COUNTY
BRIDGE "L" RAMP "L" OVER RAMP "A"

PIER DETAILS
(SHEET 1 OF 2)

DESIGN		
DRAWN		
CHECKED		
APPROVED		
SQUAD	POE	

STATE JOB NO. 09032(08) SHEET NO. B145

Preliminary Plans

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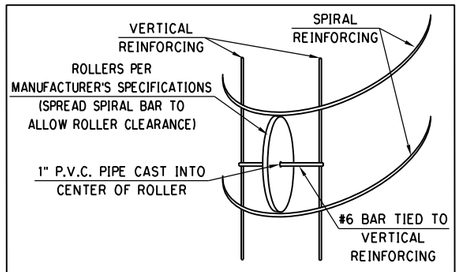
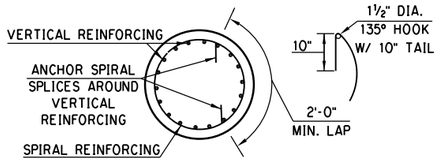
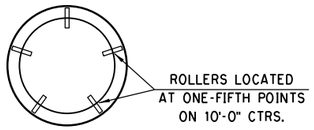


ROLLER INSTALLATION DETAIL



SPIRAL REINFORCING SPLICE DETAILS

NOTE: SPIRAL BARS SHALL CONFORM TO AASHTO M-32. SPIRAL BAR LENGTHS DO NOT INCLUDE LAP. IF LAP IS REQUIRED, THE LENGTH OF THE LAP SHALL BE AS SHOWN.



ROLLER PLACEMENT

ROLLER DETAILS

NOTE: REINFORCING CAGE CENTERING DEVICES SHALL CONSIST OF ROLLERS PLACED AT SPACING AS SHOWN AND HAVE THE CHARACTERISTICS AS INDICATED IN THE MANUFACTURER'S SPECIFICATIONS. SLAB BOLSTERS AND HIGH CHAIRS WILL BE ALLOWED BY THE DEPARTMENT.

BAR LIST - ONE PIER
(EPOXY COATED)

MARK	NO.	SIZE	FORM	SPACING	LENGTH
C1	34	#11	BNT.	EQUAL	①
D1	34	#11	BNT.	EQUAL	16'-9"
F1	24	#10	STR.	EQUAL	9'-6"
F2	10	#6	STR.	EQUAL	9'-6"
F3	10	#6	STR.	EQUAL	8'-6"
F4	128	#4	BNT.	EQUAL	5'-6"
S1	32	#6	BNT.	EQUAL	2[illegible]-9"
T1	②	#4	BENT	12" C/C	18'-[illegible]
T2	②	#4	BENT	12" C/C	4'-4"

BAR LIST - 84" DRILLED SHAFT

▲	DS1	1	W-20	BNT.	EQUAL	①
▲	DV1	36	#11	BNT.	EQUAL	①

▲ NON EPOXY COATED

① LENGTH:
C1 - PIER #1 = 27'-[illegible]"
PIER #2 = 29'-3"

* DS1 - PIER #1 = 416'-6"
PIER #2 = 492'-0"

DV1 - PIER #1 = 15'-9"
PIER #2 = 17'-9"

② NUMBER:
T1 - PIER #1 = 43
PIER #2 = 44

T2 - PIER #1 = 168
PIER #2 = 176

* LENGTH SHOWN DOES NOT INCLUDE ANY LAPS FOR SPLICES. CONTRACTOR MAY ADD SPLICES AS NECESSARY, BUT PAYMENT WILL NOT BE MADE FOR EXTRA LENGTH REQUIRED. ADD 3'-8" FOR EACH SPLICE.

QUANTITIES - ONE PIER

ITEM	UNIT	PIER NO. 1	PIER NO. 2
SUBSTRUCTURE EXCAVATION COMMON	C.Y.	187.00	187.00
SUBSTRUCTURE EXCAVATION ROCK	C.Y.	122.00	122.00
CLASS AA CONCRETE	C.Y.	40.70	43.40
EPOXY COATED REINFORCING STEEL	LB.	11,625.00	12,075.00
DRILLED SHAFT 84" DIAMETER	L.F.	10.00	12.00

Preliminary Plans

PHASE 4 OKLAHOMA COUNTY

BRIDGE "L" RAMP "L" OVER RAMP "A"

PIER DETAILS
(SHEET 2 OF 2)

STATE JOB NO. 09032(08) SHEET NO. B146

DESIGN		
DRAWN		
CHECKED		
APPROVED		
SQUAD	POE	

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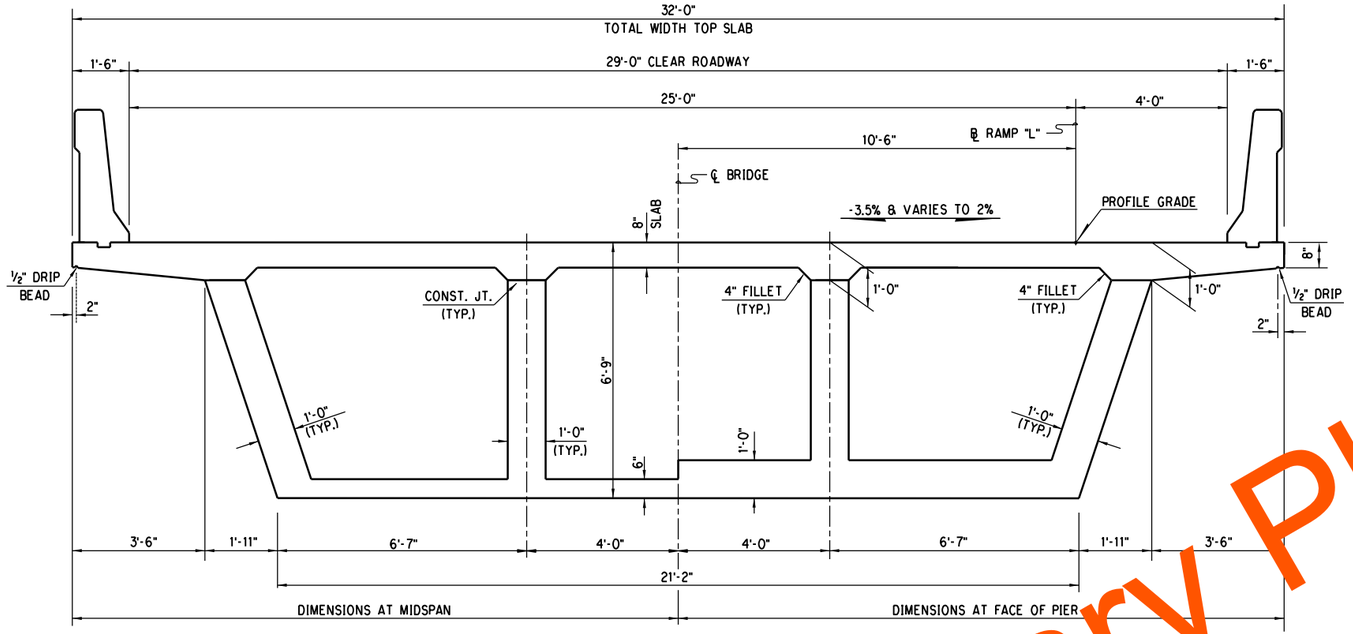
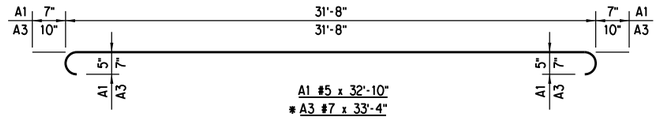
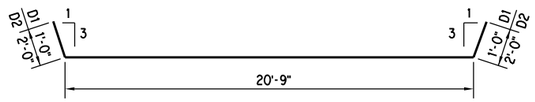
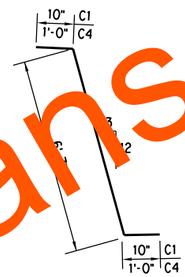


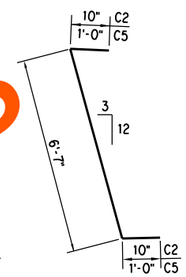
TYPICAL SECTION

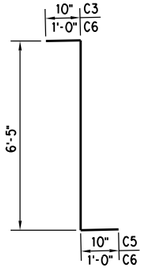


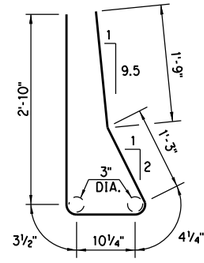




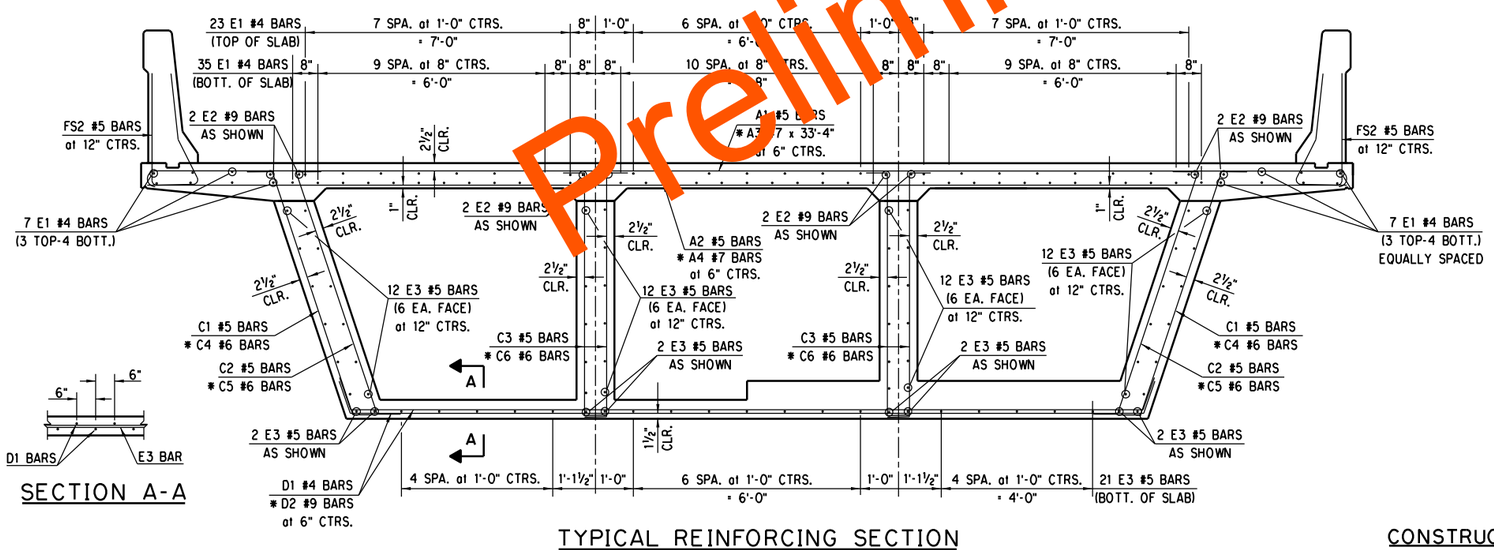






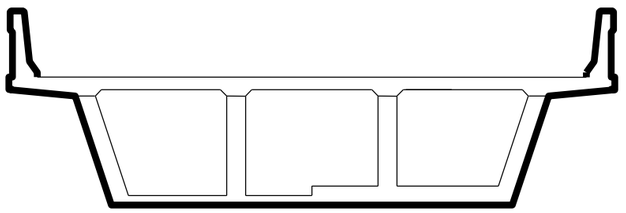


* THESE BARS TO BE USED IN ANCHORAGE ZONES AT ABUTMENT STEMS. SEE DETAILS SHEET 2 OF 6.



TYPICAL REINFORCING SECTION

SECTION A-A



WATER REPELLENT SURFACE TREATMENT

SURFACES INDICATED WITH HEAVY LINES SHALL BE TREATED WITH A PENETRATING WATER REPELLENT SEALER.

SUPERSTRUCTURE QUANTITIES

	ITEM	UNIT	TOTAL
	42" F-SHAPED PARAPET	L.F.	827.00
①	CLASS P CONCRETE	C.Y.	1,029.80
①	EPOXY COATED REINFORCING STEEL	LB.	197,950.00
	STRUCTURAL STEEL A36	LB.	792.00
	WATER REPELLENT (VISUALLY INSPECTED)	S.Y.	2,704.00
	PRESTRESSING	L.SUM	1.00

① QUANTITIES SHOWN INCLUDE QUANTITIES FOR ABUTMENT STEMS AND DIAPHRAGMS.

CONSTRUCTION JOINT NOTE

CONTACT SURFACES ARE TO BE CLEAN, FREE OF LAITANCE, AND INTENTIONALLY ROUGHENED TO FULL AMPLITUDE, APPROXIMATELY ¼".

DESIGN		
DRAWN		
CHECKED		
APPROVED		
SQUAD	POE	

PHASE 4 — OKLAHOMA COUNTY
BRIDGE "L" — RAMP "L" OVER RAMP "A"

SUPERSTRUCTURE DETAILS
(SHEET 1 OF 6)

STATE JOB NO. 09032(08) SHEET NO. B147

Preliminary Plans

3/1/2024 10:35:50 AM
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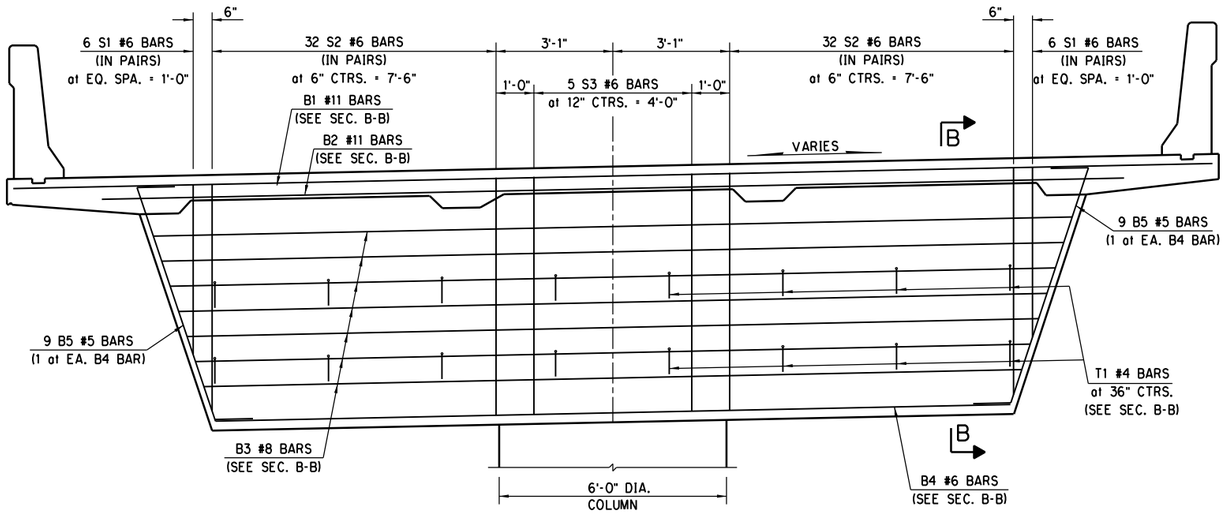
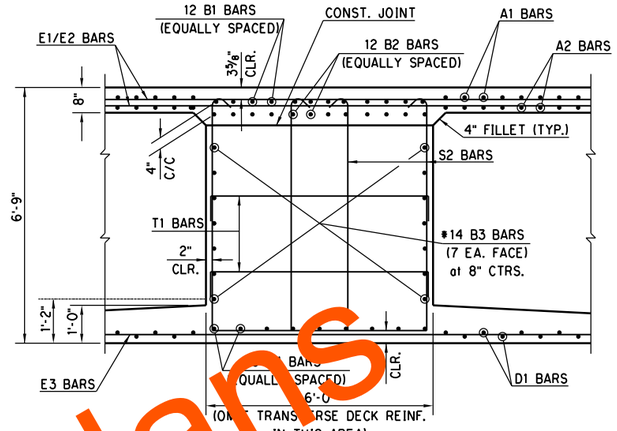
POE & ASSOCIATES, OKLAHOMA CITY, OK.

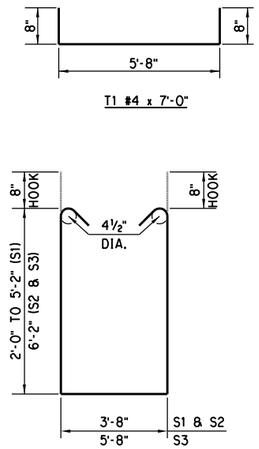
90% PLAN SUBMITTAL
2/29/2024



DETAIL OF REINFORCING AT PIER



SECTION B - B



BAR LIST
(EPOXY COATED)

MARK	NO.	SIZE	FORM	SPACING	LENGTH	LENGTH VARIATION
A1	779	#5	BNT.	6" C/C	32'-10"	--
A2	779	#5	STR.	6" C/C	31'-8"	--
A3	20	#7	BNT.	6" C/C	33'-4"	--
A4	20	#7	STR.	6" C/C	31'-8"	--
AD1	66	#5	BNT.	12" C/C	6'-8"	--
AD2	66	#5	BNT.	12" C/C	5'-2"	--
AD3	66	#5	BNT.	12" C/C	6'-8"	--
AH1	10	#7	STR.	AS SHOWN	31'-8"	--
AH2	8	#9	STR.	6" C/C	31'-8"	--
B1	24	#11	STR.	AS SHOWN	31'-8"	--
B2	24	#11	STR.	AS SHOWN	27'-0"	--
B3	28	#8	STR.	8" C/C	22'-11" AVG.	21'-9" TO 24'-1"
B4	18	#6	STR.	AS SHOWN	20'-9"	--
B5	36	#5	STR.	AS SHOWN	8'-3"	--
BH1	60	#4	STR.	12" C/C	31'-8"	--
BH2	4	#4	STR.	AS SHOWN	23'-6"	--
BH3	8	#4	STR.	AS SHOWN	6'-3"	--
BH4	8	#4	STR.	AS SHOWN	7'-0"	--
BV1	66	#5	BNT.	12" C/C	13'-2"	--
BV2	①	#8	BNT.	6" C/C	①	--
C1	610	#5	BNT.	AS SHOWN	8'-3"	--
C2	610	#5	BNT.	AS SHOWN	8'-3"	--
C3	1220	#5	BNT.	AS SHOWN	8'-1"	--
C4	52	#6	BNT.	AS SHOWN	8'-7"	--
C5	52	#6	BNT.	AS SHOWN	8'-7"	--

① NUMBER & LENGTH:

ABUT. NO. 1	ABUT. NO. 2
BV2 - 65 at 31'-0" AVG. (29'-10" TO 32'-2")	65 at 20'-6" AVG. (19'-10" TO 21'-2")
CH1 - 12 at 7'-3" AVG. (6'-5" TO 8'-1")	12 at 7'-3" AVG. (6'-5" TO 8'-1")
CV1 - 8 at 16'-11"	8 at 12'-5"
CV2 - 4 at 13'-5" AVG. (11'-10" TO 15'-0")	4 at 8'-10" AVG. (7'-3" TO 10'-5")
CV3 - 21 at 10'-3"	21 at 5'-4"

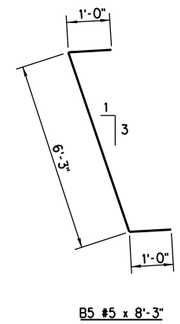
BAR LIST - CONT'D.
(EPOXY COATED)

MARK	NO.	SIZE	FORM	SPACING	LENGTH	LENGTH VARIATION
C6	104	#6	BNT.	AS SHOWN	8'-5"	--
C7	8	#6	BNT.	6" C/C	7'-6"	--
C8	8	#6	BNT.	6" C/C	7'-6"	--
C9	16	#6	BNT.	6" C/C	7'-4"	--
CH1	①	#5	BNT.	12" C/C	①	--
CH2	12	#5	BNT.	12" C/C	3'-0"	--
CV1	①	#6	BNT.	12" C/C	①	--
CV2	①	#6	BNT.	12" C/C	①	--
CV3	①	#5	BNT.	12" C/C	①	--
D1	779	#5	BNT.	6" C/C	22'-9"	--
D2	20	#9	BNT.	6" C/C	24'-9"	--
E1	72	#4	STR.	AS SHOWN	429'-2"	--
E2	8	#9	STR.	AS SHOWN	463'-10"	--
E3	8	#9	STR.	AS SHOWN	435'-2"	--
F	828	#5	BNT.	SEE STD.	7'-4"	--
③ H1	12	#6	BNT.	AS SHOWN	9'-10"	--
③ H2	6	#9	BNT.	AS SHOWN	11'-4"	--
L	84	#5	BNT.	SEE STD.	1'-3"	--
S1	24	#6	BNT.	6" C/C	12'-2" AVG.	9'-0" TO 15'-4"
S2	128	#6	BNT.	6" C/C	17'-4"	--
S3	10	#6	BNT.	12" C/C	19'-4"	--
T1	32	#4	BNT.	36" C/C	7'-0"	--
WD1	62	#5	BNT.	12" C/C	4'-6"	--
WD2	111	#7	BNT.	6" C/C	10'-3"	--
WD3	12	#5	BNT.	12" C/C	4'-6"	--

② LENGTH SHOWN INCLUDES LAP: E1 = 8 at 2'-0"
E2 = 8 at 6'-4"
E3 = 8 at 2'-9"

③ LOCATED AT ACCESS HOLES. SEE SHEET 6 OF 6.

DETAIL OF GENERAL ANCHORAGE ZONE REINFORCEMENT AT ABUTMENT



B5 #5 x 8'-3"

NOTE: FOR ADDITIONAL REINFORCING IN DIAPHRAGM AND PRESTRESSING BEARING SEAT, SEE ABUTMENT DETAILS AND MISCELLANEOUS PRESTRESSING DETAILS.

Preliminary Plans

PHASE 4 — OKLAHOMA COUNTY
BRIDGE "L" — RAMP "L" OVER RAMP "A"

DESIGN		
DRAWN		
CHECKED		
APPROVED		
SQUAD	POE	

SUPERSTRUCTURE DETAILS
(SHEET 2 OF 6)

STATE JOB NO. 09032(08) SHEET NO. B148

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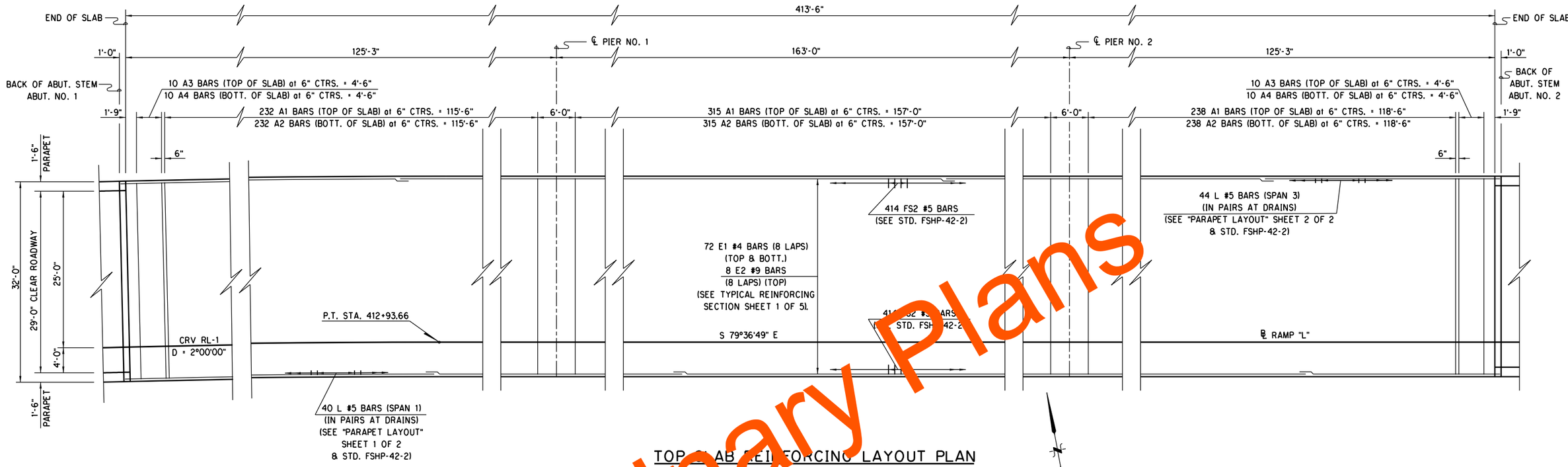
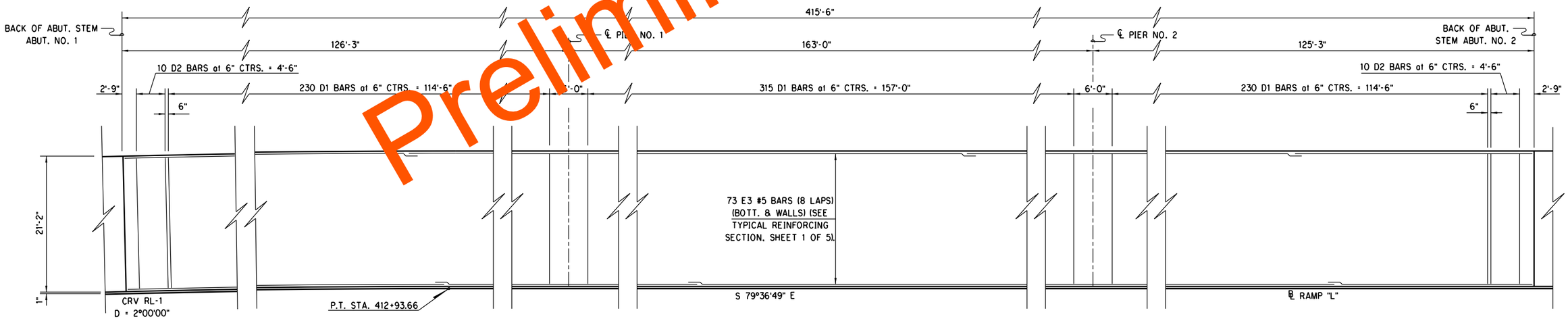
2/29/2024



TOP SLAB REINFORCING LAYOUT PLAN



BOTTOM SLAB REINFORCING LAYOUT PLAN

Preliminary Plans

DESIGN		
DRAWN		
CHECKED		
APPROVED		
SQUAD	POE	

PHASE 4 OKLAHOMA COUNTY
BRIDGE "L" RAMP "L" OVER RAMP "A"

SUPERSTRUCTURE DETAILS
(SHEET 3 OF 6)

STATE JOB NO. 09032(08) SHEET NO. B149

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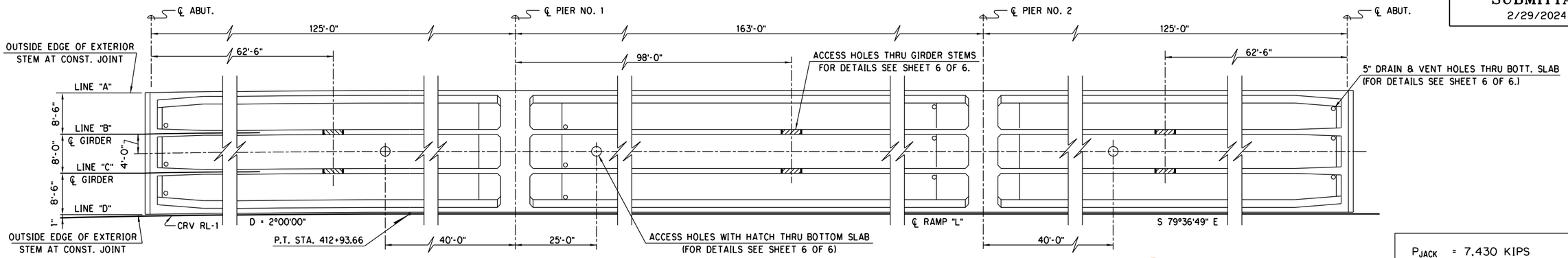
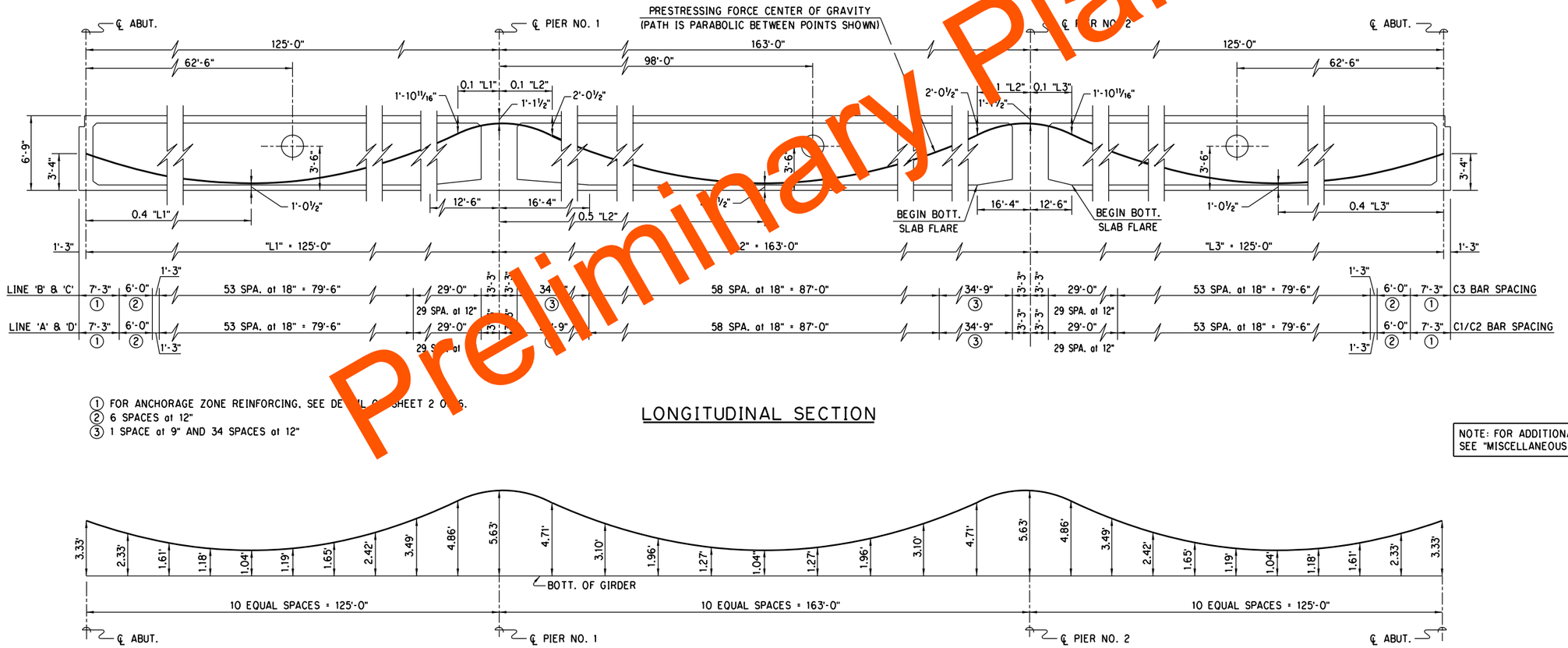


PLAN

P_{JACK} = 7,430 KIPS

$A_s = \frac{P_{JACK}}{.75\ f's}$ = 36.70 IN.^{2}

f's = 270 KSI



① FOR ANCHORAGE ZONE REINFORCING. SEE DETAIL ON SHEET 2 OF 6.
② 6 SPACES at 12"
③ 1 SPACE at 9" AND 34 SPACES at 12"

LONGITUDINAL SECTION

NOTE: FOR ADDITIONAL PRESTRESSING DETAILS. SEE "MISCELLANEOUS PRESTRESSING DETAILS" SHEET.

PRESTRESSING FORCE CENTER OF GRAVITY LAYOUT

Preliminary Plans

DESIGN		
DRAWN		
CHECKED		
APPROVED		
SQUAD	POE	

PHASE 4 — OKLAHOMA COUNTY
BRIDGE "L" — RAMP "L" OVER RAMP "A"

SUPERSTRUCTURE DETAILS
(SHEET 4 OF 6)

STATE JOB NO. 09032(08) SHEET NO. B150

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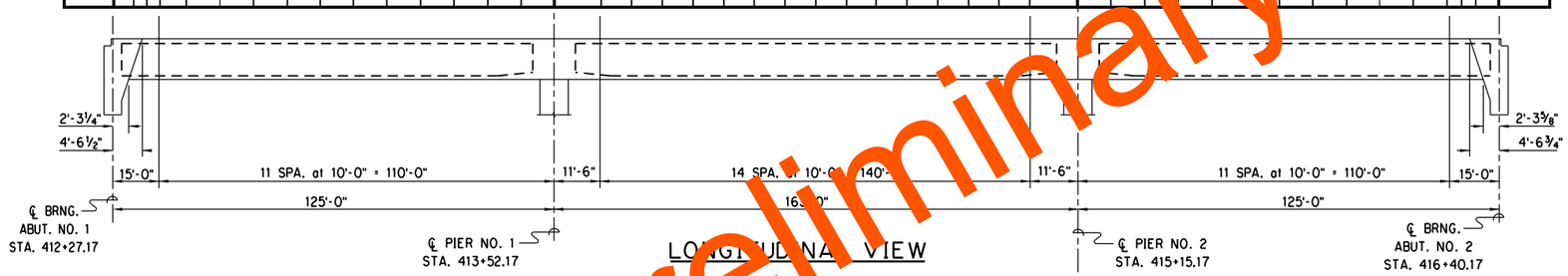
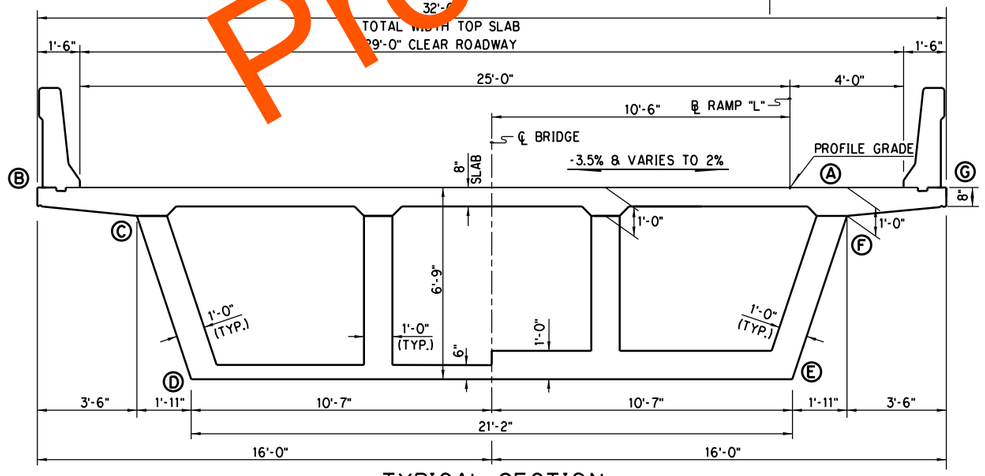
SUPERSTRUCTURE ELEVATION TABLE
(ELEVATIONS SHOWN INCLUDE ALLOWANCE FOR DEAD LOAD DEFLECTION)

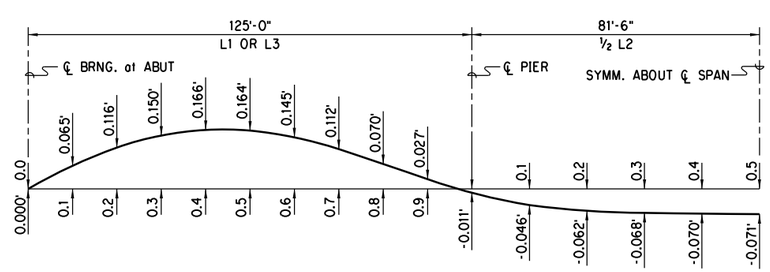
STATION	G	F	E	D	C	B	A
412+27.17	1297.088	1296.211	1290.528	1291.269	1297.086	1298.208	1297.281
412+29.44	1297.135	1296.257	1290.575	1291.315	1297.132	1298.255	1297.327
412+31.71	1297.183	1296.306	1290.623	1291.364	1297.181	1298.303	1297.376
412+42.17	1297.404	1296.526	1290.843	1291.584	1297.401	1298.524	1297.596
412+52.17	1297.612	1296.735	1291.052	1291.793	1297.610	1298.732	1297.805
412+62.17	1297.821	1296.944	1291.261	1292.002	1297.819	1298.941	1298.014
412+72.17	1298.040	1297.157	1291.471	1292.179	1297.993	1299.110	1298.224
412+82.17	1298.270	1297.376	1291.683	1292.320	1298.128	1299.233	1298.436
412+92.17	1298.502	1297.595	1291.897	1292.463	1298.264	1299.358	1298.649
413+02.17	1298.733	1297.815	1292.110	1292.605	1298.400	1299.482	1298.862
413+12.17	1298.963	1298.033	1292.321	1292.746	1298.535	1299.605	1299.073
413+22.17	1299.189	1298.247	1292.530	1292.884	1298.666	1299.725	1299.281
413+32.17	1299.408	1298.455	1292.731	1293.015	1298.790	1299.837	1299.482
413+42.17	1299.616	1298.651	1292.921	1293.134	1298.903	1299.939	1299.671
413+52.17	1299.810	1298.833	1293.096	1293.239	1299.002	1300.025	1299.847
413+63.67	1300.012	1299.022	1293.277	1293.339	1299.095	1300.105	1300.028
413+73.67	1300.168	1299.166	1293.415	1293.406	1299.156	1300.154	1300.165
413+83.67	1300.307	1299.294	1293.537	1293.457	1299.200	1300.187	1300.287
413+93.67	1300.433	1299.408	1293.644	1293.494	1299.231	1300.206	1300.394
414+03.67	1300.545	1299.508	1293.738	1293.518	1299.248	1300.211	1300.488
414+13.67	1300.646	1299.598	1293.821	1293.530	1299.254	1300.206	1300.570
414+23.67	1300.736	1299.676	1293.893	1293.531	1299.249	1300.189	1300.642
414+33.67	1300.813	1299.743	1293.954	1293.531	1299.243	1300.173	1300.703
414+43.67	1300.863	1299.793	1294.005	1293.581	1299.293	1300.223	1300.753
414+53.67	1300.903	1299.833	1294.045	1293.622	1299.333	1300.263	1300.793
414+63.67	1300.933	1299.863	1294.074	1293.651	1299.363	1300.293	1300.823
414+73.67	1300.950	1299.880	1294.091	1293.668	1299.380	1300.310	1300.840
414+83.67	1300.954	1299.884	1294.096	1293.673	1299.384	1300.314	1300.844
414+93.67	1300.945	1299.875	1294.086	1293.663	1299.375	1300.305	1300.835
415+03.67	1300.919	1299.849	1294.061	1293.637	1299.349	1300.279	1300.809
415+15.17	1300.866	1299.796	1294.008	1293.584	1299.296	1300.226	1300.756
415+25.17	1300.803	1299.733	1293.945	1293.521	1299.233	1300.163	1300.693
415+35.17	1300.726	1299.656	1293.867	1293.444	1299.156	1300.086	1300.616
415+45.17	1300.636	1299.566	1293.778	1293.354	1299.066	1299.996	1300.526
415+55.17	1300.540	1299.470	1293.681	1293.258	1298.970	1299.900	1300.430
415+65.17	1300.440	1299.370	1293.581	1293.158	1298.870	1299.800	1300.330
415+75.17	1300.338	1299.268	1293.480	1293.056	1298.768	1299.698	1300.228
415+85.17	1300.236	1299.166	1293.378	1292.955	1298.666	1299.596	1300.126
415+95.17	1300.136	1299.066	1293.277	1292.854	1298.566	1299.496	1300.026
416+05.17	1300.037	1298.967	1293.179	1292.756	1298.467	1299.397	1299.927
416+15.17	1299.[illegible]	1298.869	1293.081	1292.658	1298.369	1299.299	1299.829
416+25.17	1299.842	1298.772	1292.984	1292.560	1298.272	1299.202	1299.732
416+35.61	1299.[illegible]	1298.669	1292.881	1292.458	1298.169	1299.099	1299.629
416+37.87	1299.777	1298.647	1292.858	1292.435	1298.147	1299.077	1299.607
416+40.17	1299.[illegible]	1298.625	1292.837	1292.413	1298.125	1299.055	1299.585
STATION	G	F	E	D	C	B	A



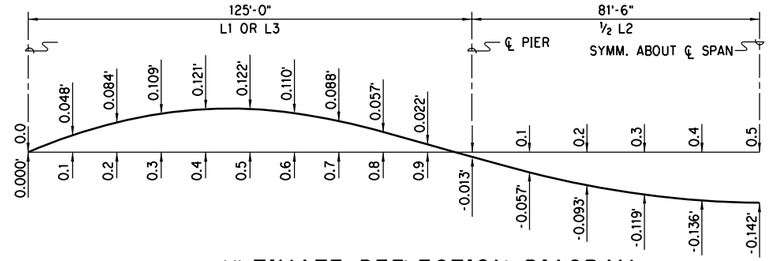
LONGITUDINAL VIEW



TYPICAL SECTION
(ELEVATION DIAGRAM)



ULTIMATE DEFLECTION DIAGRAM
(ULTIMATE DEFLECTION = 5 TIMES INITIAL DEFLECTION)



ULTIMATE DEFLECTION DIAGRAM
DUE TO FUTURE 6" SLAB
(FOR INFORMATION ONLY)

PHASE 4 OKLAHOMA COUNTY

DESIGN		
DRAWN		
CHECKED		
APPROVED		
SQUAD	POE	

BRIDGE "L" RAMP "L" OVER RAMP "A"

SUPERSTRUCTURE DETAILS
(SHEET 5 OF 6)

STATE JOB NO. 09032(08) SHEET NO. B151

Preliminary Plans

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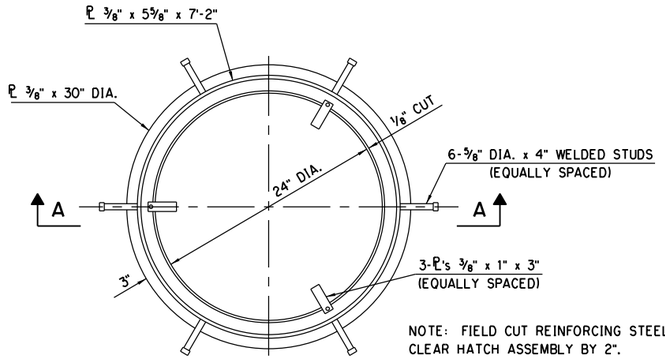
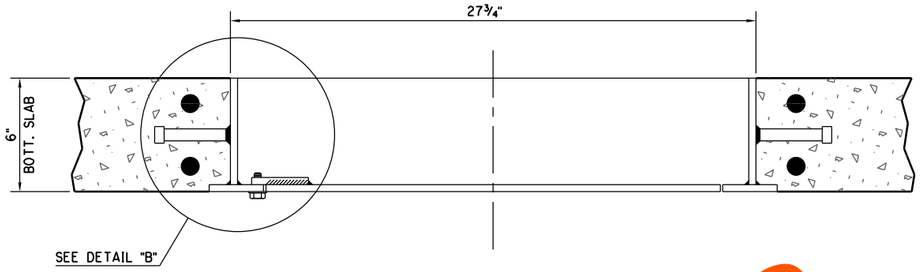


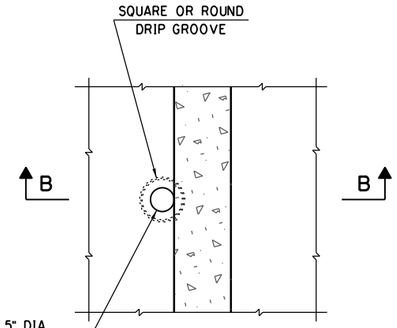
NOTE: FIELD CUT REINFORCING STEEL TO CLEAR HATCH ASSEMBLY BY 2".

DETAIL OF HATCH ASSEMBLY

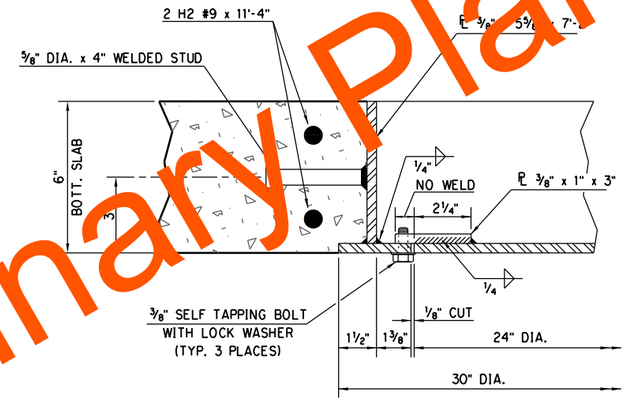
NOTE: 24" DIA. HATCHES TO BE GALVANIZED AFTER FABRICATION. WEIGHT OF HATCHES (132 LBS. EA.) IS INCLUDED IN STRUCTURAL STEEL QUANTITY. ALL COST OF MATERIALS, LABOR AND INCIDENTALS REQUIRED TO INSTALL HATCHES, COMPLETE AND IN PLACE, SHALL BE INCLUDED IN THE UNIT PRICE BID FOR "STRUCTURAL STEEL".



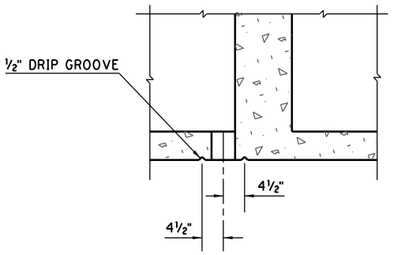
SECTION A - A



PLAN

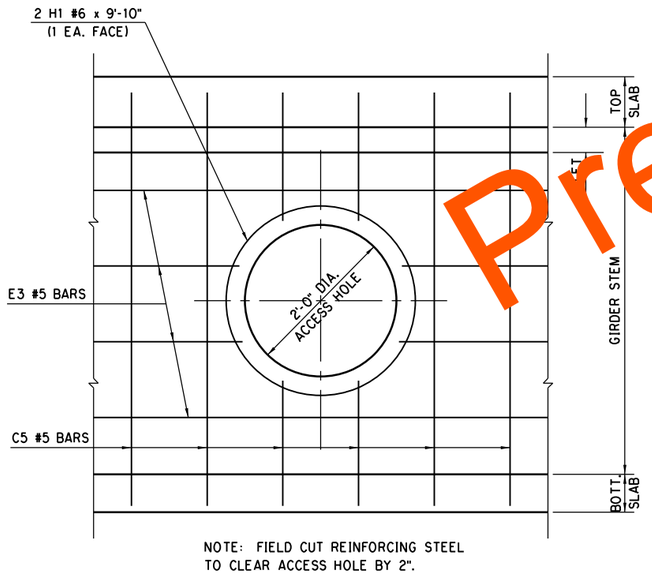


DETAIL "B"



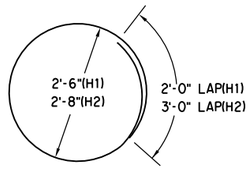
SECTION B - B

DETAIL OF DRAIN AND VENT HOLES



NOTE: FIELD CUT REINFORCING STEEL TO CLEAR ACCESS HOLE BY 2".

DETAIL OF ACCESS HOLE THRU GIRDER STEM



H1 #6 x 9'-10"
H2 #9 x 11'-4"

NOTE: FOR LOCATIONS OF ACCESS HOLES AND HATCHES, SEE SHEET 4 OF 6.

Preliminary Plans

DESIGN		
DRAWN		
CHECKED		
APPROVED		
SQUAD	POE	

PHASE 4 OKLAHOMA COUNTY
BRIDGE "L" RAMP "L" OVER RAMP "A"

SUPERSTRUCTURE DETAILS
(SHEET 6 OF 6)

STATE JOB NO. 09032(08) SHEET NO. B152

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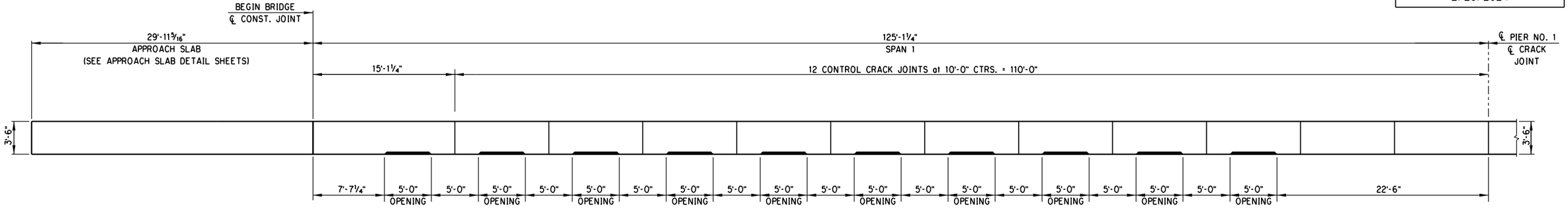
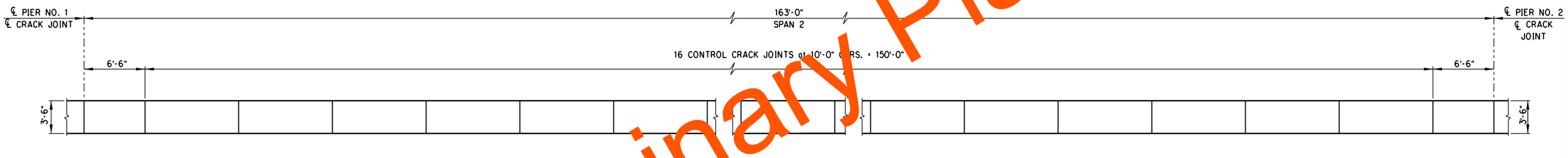
2/29/2024

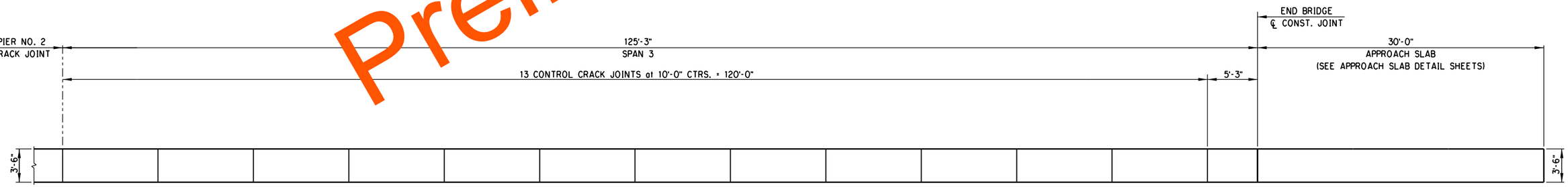


SOUTH PARAPET OPENING AND JOINT SPACING
SPAN NO. 1

(DIMENSIONS SHOWN ARE ALONG OUTSIDE EDGE OF SLAB)



SOUTH PARAPET JOINT SPACING
SPAN NO. 2



SOUTH PARAPET JOINT SPACING
SPAN NO. 3

NOTE: FOR ADDITIONAL DETAILS.
SEE STD. FSHP-42-2.

Preliminary Plans

DESIGN		
DRAWN		
CHECKED		
APPROVED		
SQUAD	POE	

PHASE 4 OKLAHOMA COUNTY
BRIDGE "L" RAMP "L" OVER RAMP "A"

PARAPET LAYOUT
(SHEET 1 OF 2)

STATE JOB NO. 09032(08) SHEET NO. B153

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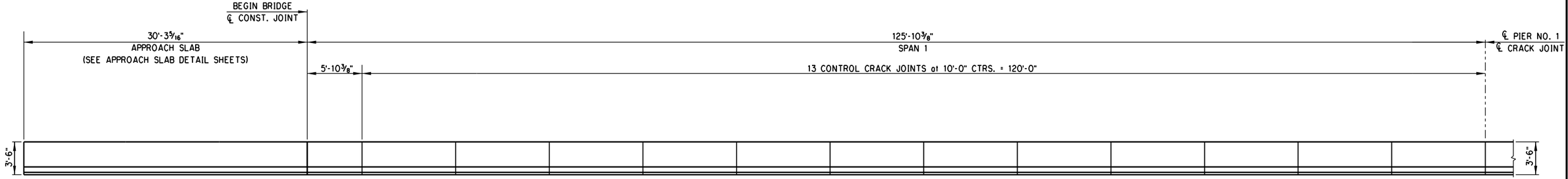

NORTH PARAPET JOINT SPACING
SPAN NO. 1

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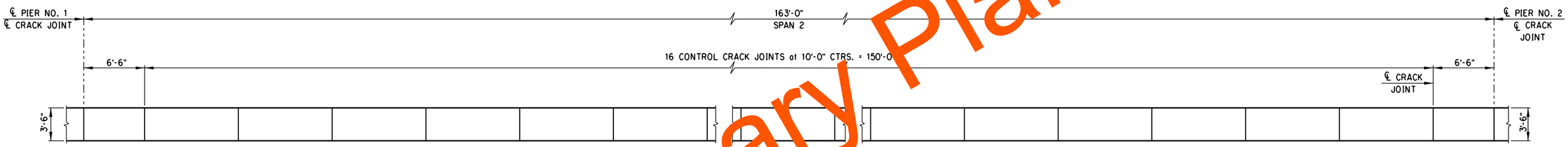
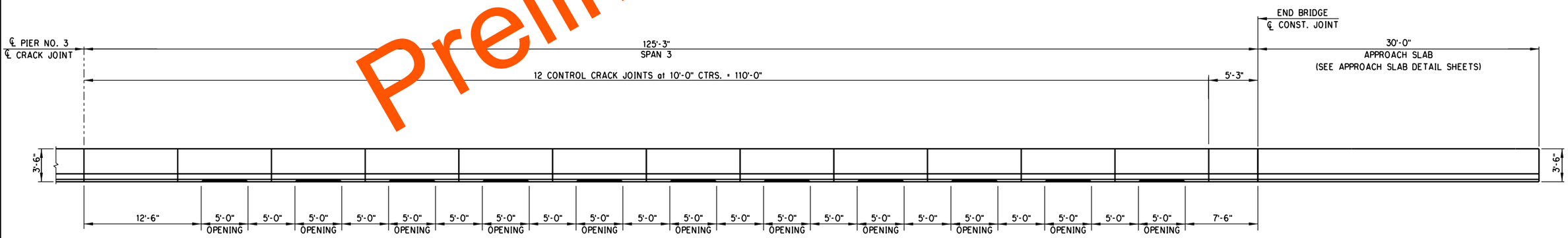


NORTH PARAPET JOINT SPACING
SPAN NO. 2



NORTH PARAPET OPENING AND JOINT SPACING
SPAN NO. 3

NOTE: FOR ADDITIONAL DETAILS,
SEE STD. FSHP-42-2.

Preliminary Plans

DESIGN		
DRAWN		
CHECKED		
APPROVED		
SQUAD	POE	

PHASE 4 OKLAHOMA COUNTY
BRIDGE "L" RAMP "L" OVER RAMP "A"

PARAPET LAYOUT
(SHEET 2 OF 2)

STATE JOB NO. 09032(08) SHEET NO. B154

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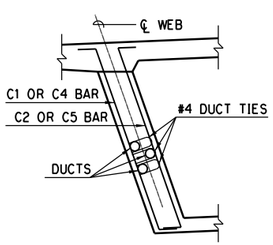
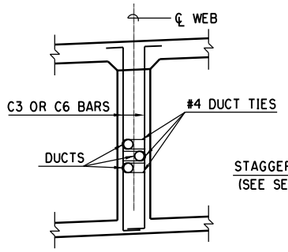
NOTE: PLACE CLOSED END OF DUCT TIES IN DIRECTION OF FLARE.



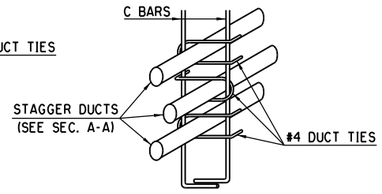
EXTERIOR WEB



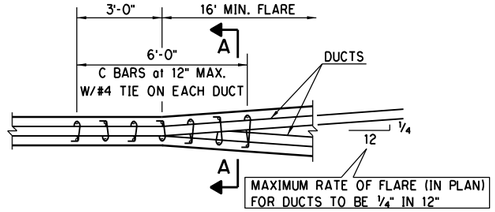
INTERIOR WEB

SECTION A - A

NOTE: NUMBER OF DUCTS SHOWN IS REPRESENTATIVE ONLY. ACTUAL NUMBER TO BE DETERMINED BY PRESTRESSING SYSTEM USED.



DUCT TIES
PICTORIAL VIEW



PLAN OF STIRRUP REINFORCEMENT
AT FLARE OF GIRDER WEB

NOTES:

GIRDER WEB SHALL BE FLARED NEAR ANCHORAGE TO PROVIDE A MINIMUM OF 1½" CONCRETE COVER TO STIRRUPS. THE MINIMUM LENGTH OF FLARE SHALL BE 16 FEET.

PLACE DUCT TIES AS SHOWN FOR FLARE OF GIRDER WEB. AT EACH LOCATION WHERE DUCTS CHANGE HORIZONTAL DIRECTION.

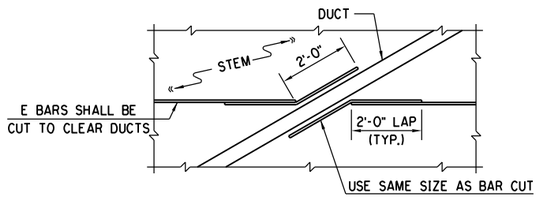
BAR REINFORCING INTERFERING WITH THE PRESTRESSING TENDON SHALL BE ADJUSTED AS APPROVED BY THE ENGINEER.

THE WORKING DRAWINGS OF THE PROPOSED PRESTRESSING SYSTEM SHALL INCLUDE ANY ADDITIONS OR REARRANGEMENT OF REINFORCING STEEL FROM THAT SHOWN ON THE PLANS.

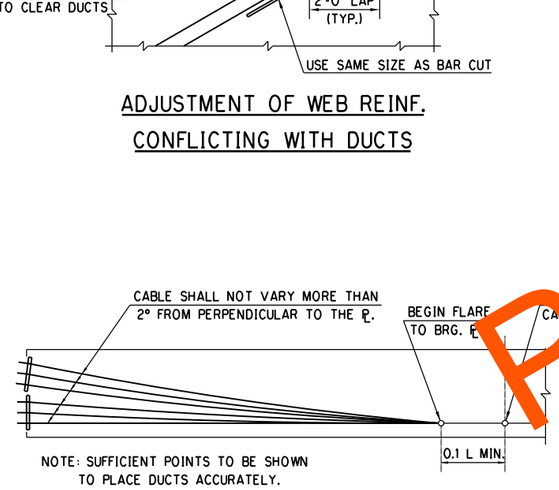
ANY ADDITIONAL REINFORCING STEEL, INCLUDING DUCT TIES SHALL BE EPOXY-COATED.

ALL COST OF ADDITIONAL REINFORCING STEEL IN FLARED GIRDER WEBS SHALL BE INCLUDED IN THE UNIT PRICE BID FOR PRESTRESSING.

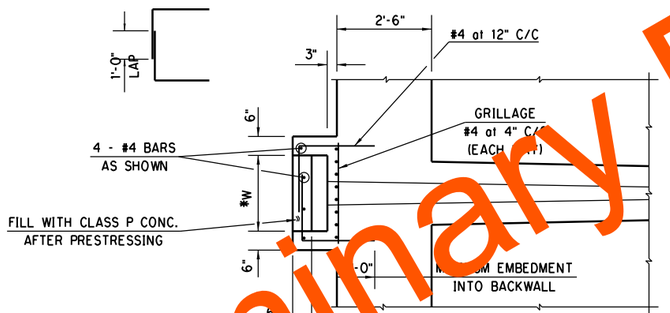
NOTE: THESE DETAILS APPLY ONLY IF PRESTRESSING SYSTEM USED REQUIRES DUCTS TO BE FLARED.



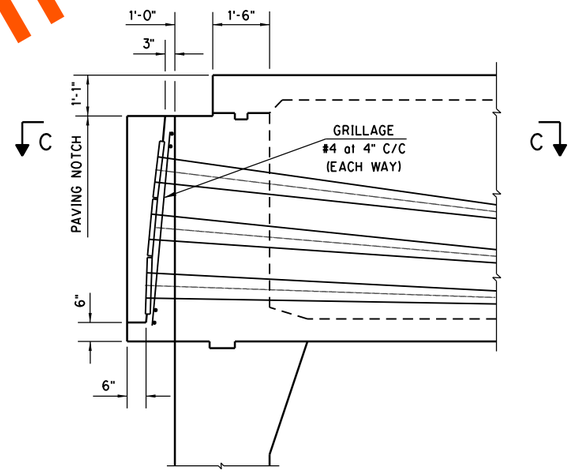
ADJUSTMENT OF WEB REINF.
CONFLICTING WITH DUCTS



BEARING PLATE PRESTRESSING PATH



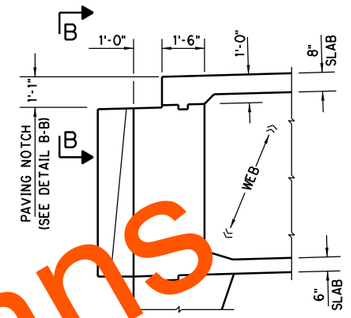
SECTION C - C



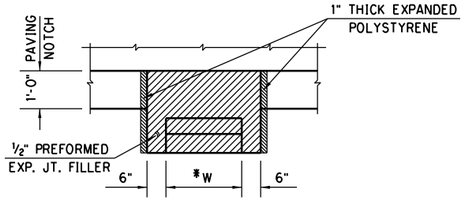
DETAIL OF BEARING SEAT
FOR PRESTRESSING ANCHORAGE

*DIMENSION "W" TO BE DETERMINED BY PRESTRESSING SYSTEM USED.

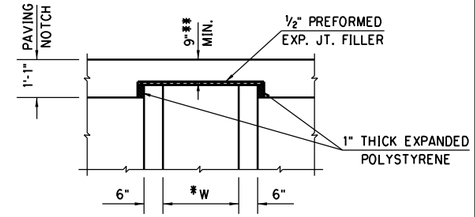
**NOTE: PAVING NOTCH MAY BE REDUCED TO A MINIMUM OF 9" OVER BEARING SEAT TO ACCOMODATE BEARING PLATES. IF REDUCTION IS REQUIRED, PLACE 1" THICK EXPANDED POLYSTYRENE BETWEEN BEARING SEAT, ABUTMENT DIAPHRAGM AND APPROACH SLAB BLOCKOUT. PLACE ½" EXP. JOINT FILLER AT TOP OF BEARING SEAT.



SECTION THRU ABUTMENT
DIAPHRAGM



PLAN VIEW



SECTION B - B

APPROACH SLAB PAVING NOTCH REDUCTION
AT PRESTRESSING BEARING SEAT

NOTES:

THE BEARING SEAT DETAILS SHOWN FOR PRESTRESSING ANCHORAGE ARE ILLUSTRATIONS. WORKING DRAWINGS OF THE PROPOSED PRESTRESSING SYSTEM SHALL INCLUDE BEARING SEAT DETAILS APPROPRIATE FOR THE SYSTEM, INCLUDING REINFORCING STEEL AND CONCRETE DIMENSIONS.

REINFORCING STEEL IN THE BEARING SEAT SHALL BE EPOXY-COATED.

ALL COST OF REINFORCING STEEL AND CONCRETE IN THE BEARING SEAT SHALL BE INCLUDED IN THE PRICE BID FOR PRESTRESSING (LUMP SUM).

Preliminary Plans

PHASE 4 — OKLAHOMA COUNTY

DESIGN		
DRAWN		
CHECKED		
APPROVED		
SQUAD	POE	

BRIDGE "L" — RAMP "L" OVER RAMP "A"

MISCELLANEOUS PRESTRESSING DETAILS

STATE JOB NO. 09032(08) SHEET NO. B155

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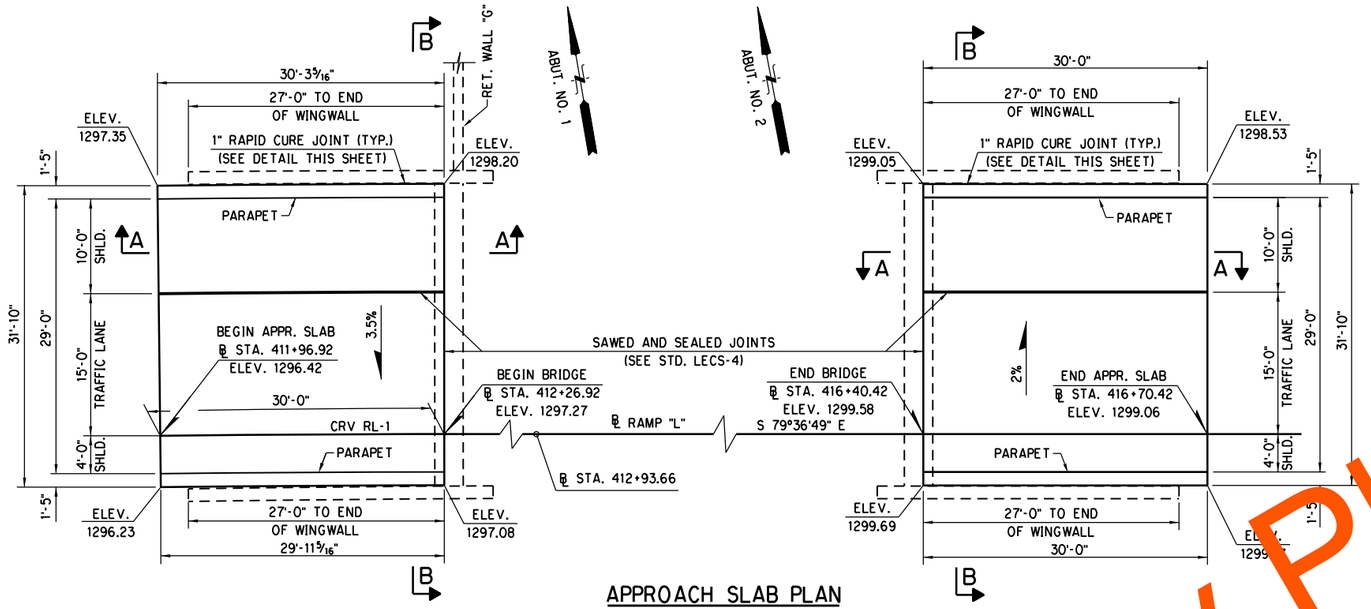
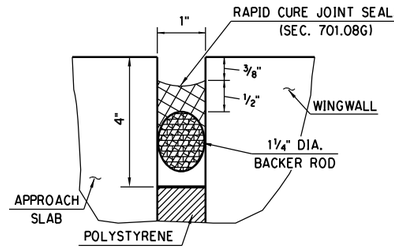
2/29/2024

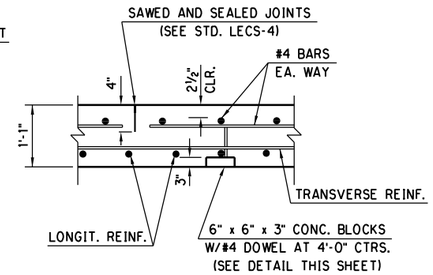


APPROACH SLAB PLAN

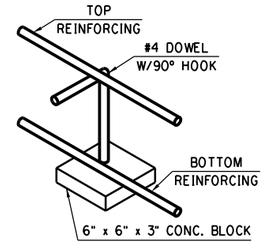


DETAIL OF RAPID CURE JOINT AT ABUT. WINGWALL

FOR BACKER ROD AND JOINT SEALER GENERAL NOTES REFER TO STD. LECS-4.

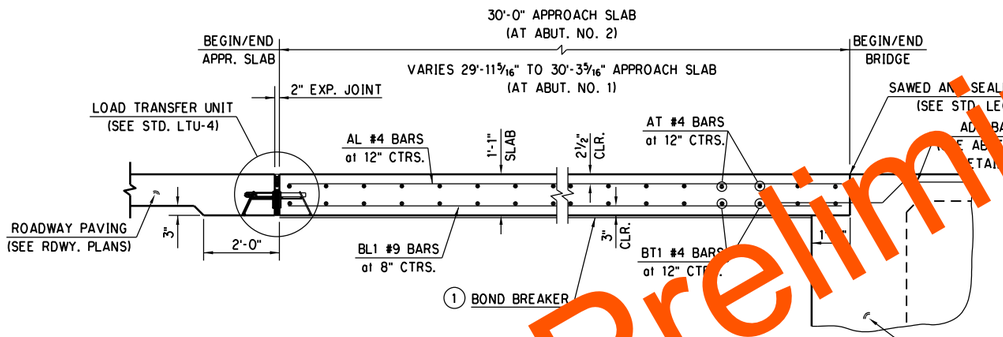


DETAIL OF SAWED JOINT AND DOWEL BLOCK



DOWEL BLOCK

NOTE: CONTRACTOR MAY USE APPROVED HIGH CHAIRS WITH SAND PLATES (HCP) AND 6" x 6" x 3" PLAIN CONCRETE BLOCKS IN LIEU OF DOWEL BLOCKS SHOWN. SPACING SHALL BE 4'-0" MAX. ON CTRS.

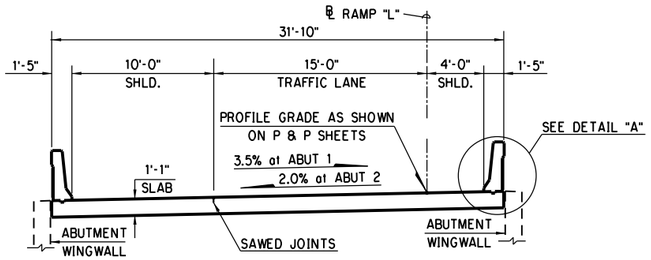


LONGITUDINAL SECTION
SECTION A - A

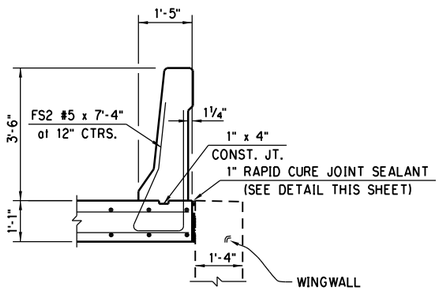
NOTE: DO NOT TINE WITHIN 6" OF THE JOINT BETWEEN THE APPROACH SLAB AND BRIDGE DECK OR WITHIN 6" OF THE SAWED JOINTS OR THE JOINTS BETWEEN THE APPROACH SLAB AND THE WINGWALLS.

1 BOND BREAKER SHALL BE ONE 6 ML OR TWO 4 MIL POLYETHYLENE SHEETS.

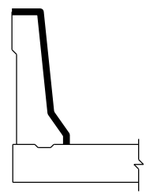
NOTE: FOR DETAILS OF PARAPET SEE ODOT STD. FSHP-42-2



TYPICAL SECTION
SECTION B - B



DETAIL "A"



WATER REPELLENT SURFACE TREATMENT

SURFACES INDICATED WITH HEAVY LINES SHALL BE TREATED WITH A PENETRATING WATER REPELLENT SURFACE TREATMENT.

QUANTITIES				
ITEM	UNIT	ABUT. 1	ABUT. 2	TOTAL
APPROACH SLAB	S.Y.	106.60	106.10	212.70
42" F-SHAPED PARAPET	L.F.	60.30	60.00	120.30
WATER REPELLENT (VISUALLY INSPECTED)	L.F.	29.00	29.00	58.00

NOTES:

CONCRETE FOR APPROACH SLABS SHALL BE CLASS AA. REINFORCING STEEL SHALL BE GRADE 60.

ALL COST OF MATERIALS, LABOR, AND INCIDENTALS NECESSARY TO COMPLETE THE WORK AS SHOWN SHALL BE INCLUDED IN THE UNIT PRICE BID PER SQUARE YARD OF APPROACH SLAB. THIS PRICE BID SHALL INCLUDE THE COST OF LOAD TRANSFER UNIT, POLYSTYRENE, RAPID CURE JOINT SEALANT, BACKER RODS, SAWING, DOWEL BLOCKS, POLYETHYLENE SHEETING, CLASS AA CONCRETE AND EPOXY COATED REINFORCING STEEL (INCLUDING FS2 PARAPET BARS).

ALL COST OF PARAPET SHALL BE INCLUDED IN PRICE BID PER L.F. OF "42" F-SHAPED PARAPET". THIS PRICE SHALL INCLUDE COST OF ALL FS1, FH1 AND FH2 EPOXY COATED REINFORCING STEEL. PARAPET SHALL BE FULL HEIGHT FOR THE LENGTH OF THE APPROACH SLAB.

Preliminary Plans

DESIGN		
DRAWN		
CHECKED		
APPROVED		
SQUAD	POE	

PHASE 4 — OKLAHOMA COUNTY
BRIDGE "L" — RAMP "L" OVER RAMP "A"

APPROACH SLAB DETAILS
(SHEET 1 OF 2)

STATE JOB NO. 09032(08) SHEET NO. B156

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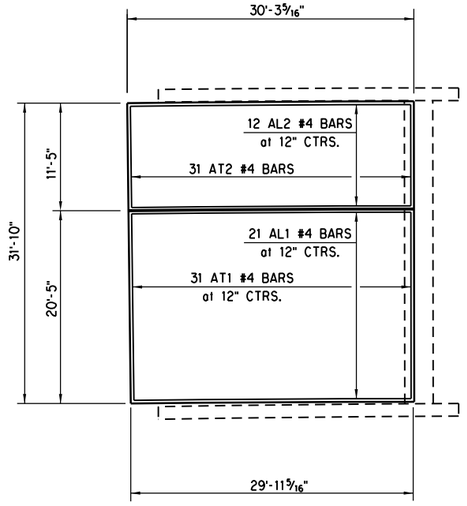
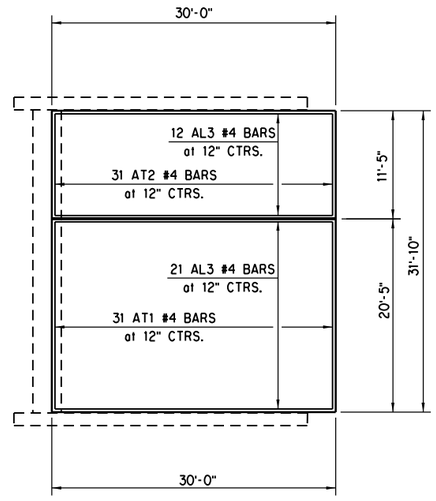
2/29/2024



AT ABUT NO. 1



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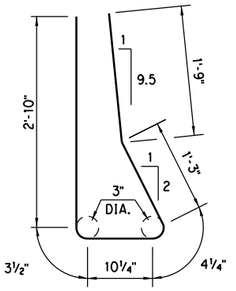
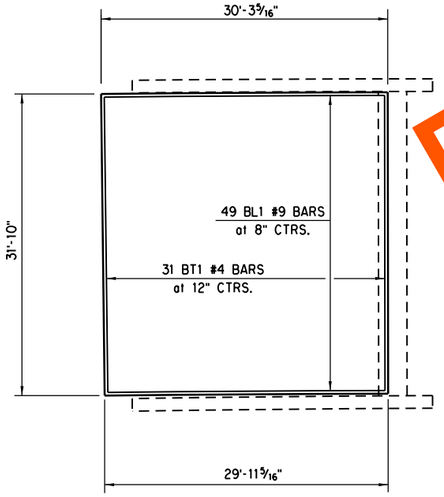


FS2 #5 x 7'-4"

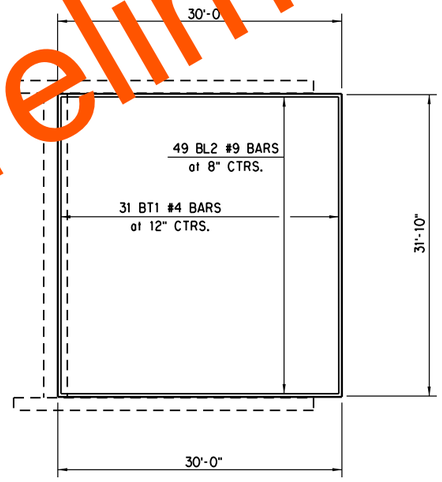
NOTE: FS2 BARS SHALL BE PLACED IN PLACE BEFORE POURING THE CONCRETE FOR THE APPROACH SLAB.

NOTE: ALL BENT BAR DIMENSIONS ARE OUT TO OUT.

TOP MAT REINFORCING PLAN



AT ABUT NO. 1



AT ABUT NO. 2

BOTTOM MAT REINFORCING PLAN

BAR LIST - ABUT. NO. 1
(EPOXY COATED)
(FOR INFORMATION ONLY)

MARK	NO.	SIZE	FORM	SPACING	LENGTH	VARIABLE LENGTH
AL1	21	#4	STR.	12" C/C	29'-8½" AVG.	29'-7" TO 29'-10"
AL2	12	#4	STR.	12" C/C	29'-10½" AVG.	29'-10" TO 29'-11"
AT1	31	#4	STR.	12" C/C	20'-1"	--
AT2	31	#4	STR.	12" C/C	11'-2"	--
BL1	48	#9	STR.	8" C/C	29'-9" AVG.	29'-7" TO 29'-11"
BT1	31	#4	STR.	12" C/C	31'-6"	--
FS2	62	#5	BNT.	12 C/C	7'-4"	--

BAR LIST - ABUT. NO. 2
(EPOXY COATED)
(FOR INFORMATION ONLY)

MARK	NO.	SIZE	FORM	SPACING	LENGTH
AL3	33	#4	STR.	12" C/C	29'-8"
AT1	31	#4	STR.	12" C/C	20'-1"
AT2	31	#4	STR.	12" C/C	11'-1"
BL2	49	#9	STR.	8" C/C	29'-8"
BT1	31	#4	STR.	12" C/C	31'-6"
FS2	62	#5	BNT.	12 C/C	7'-4"

Preliminary Plans

DESIGN		
DRAWN		
CHECKED		
APPROVED		
SQUAD	POE	

PHASE 4 — OKLAHOMA COUNTY
BRIDGE "L" — RAMP "L" OVER RAMP "A"

APPROACH SLAB DETAILS
(SHEET 2 OF 2)

STATE JOB NO. 09032(08) SHEET NO. B157

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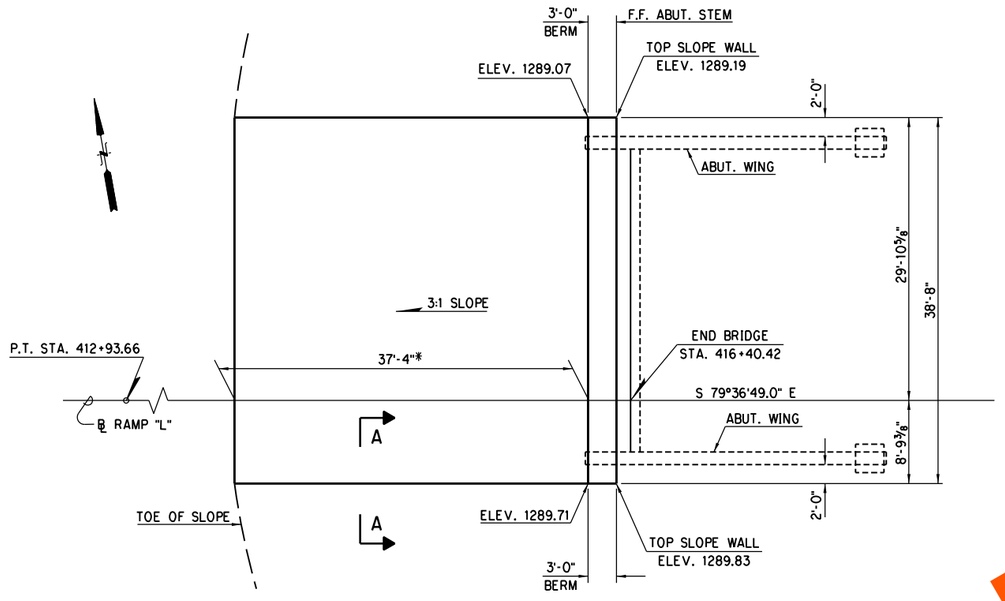
POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL
2/29/2024

Preliminary Plans



ABUT. NO. 2

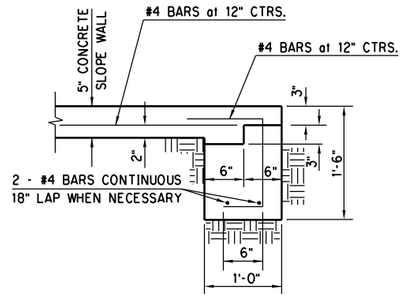
SLOPE WALL PLAN

CLASS A CONCRETE:
ALL CONCRETE IN THE SLOPEWALL SHALL BE CLASS A CONCRETE AND SHALL BE POURED IN THE DRY. ALL CONSTRUCTION SHALL BE IN ACCORDANCE WTIH SECTION 510 AND 610 OF THE STANDARD SPECIFICATIONS. COARSE AGGREGATE FOR THIN SECTION CONCRETE (701.06) MAY BE USED.

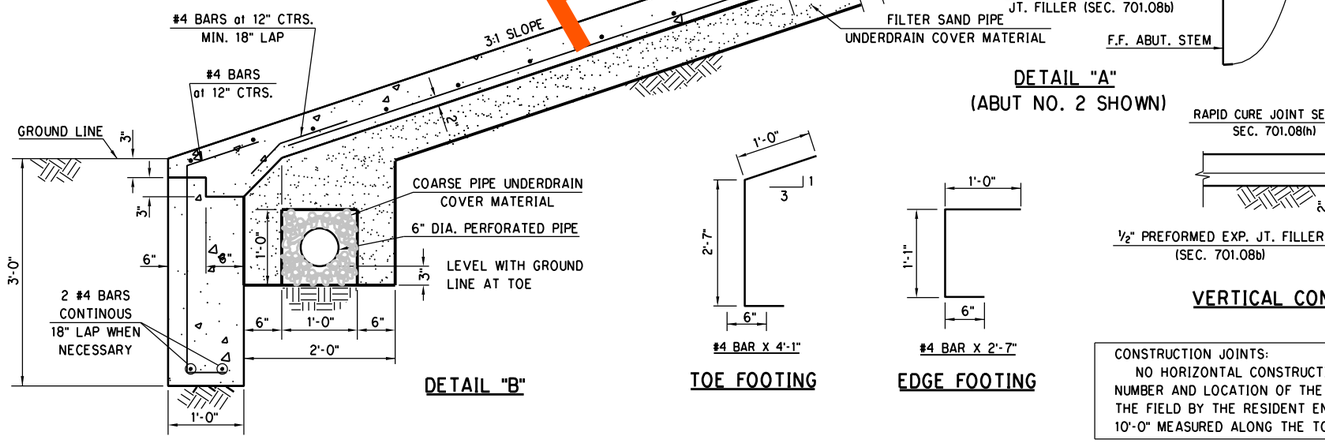
SLOPEWALL NOTES:

1. ALL CONCRETE IN THE SLOPEWALL SHALL BE CLASS A CONCRETE AND SHALL BE POURED IN THE DRY. ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH SECTIONS 509 AND 610 OF THE STANDARD SPECIFICATIONS.
2. NO HORIZONTAL CONSTRUCTION JOINTS WILL BE PERMITTED IN THE SLOPE WALL. FINAL NUMBER AND LOCATION OF VERTICAL CONSTRUCTION JOINTS WILL BE DETERMINED IN THE FIELD BY THE ENGINEER.
3. SURFACE AREA OF TOE AND EDGES OF SLOPE WALL INCLUDED IN PAY QUANTITY SHOWN.
4. ALL COSTS OF THE JOINT SEALER AND FILLER, REINFORCING STEEL, CONCRETE, EXCAVATION, LABOR, FORMS AND INCIDENTALS NECESSARY TO COMPLETE THE WORK AS SHOWN, SHALL BE INCLUDED IN THE CONTRACT PRICE BID FOR SLOPEWALL (5").
5. ALL COST OF FILTER SAND, COARSE PIPE UNDERDRAIN COVER MATERIAL,EXCAVATION, LABOR AND INCIDENTALS NECESSARY TO COMPLETE THE WORK AS SHOWN, SHALL BE INCLUDED IN THE CONTRACT PRICE BID FOR 6" PERFORATED PIPE UNDERDRAIN ROUND.
6. NON-PERFORATED PIPE SHALL BE CONNECTED TO PERFORATED SLOPE WALL PIPE, EXTENDED, AS DIRECTED IN THE FIELD BY THE ENGINEER.

*NOTE: DIMENSIONS INDICATED ARE APPROXIMATE. ACTUAL EXTENT OF SLOPE WALLS SHALL BE SET IN THE FIELD.



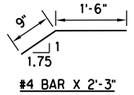
SECTION A-A
(TYPICAL)



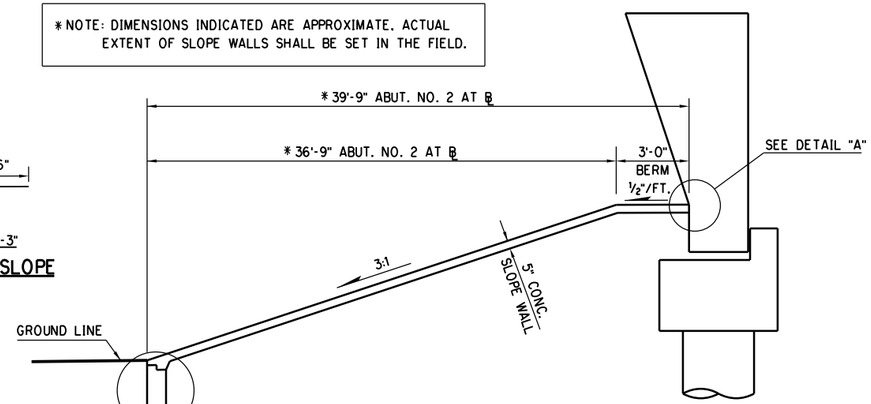
DETAIL "B"



TOP OF SLOPE



BOTTOM OF SLOPE

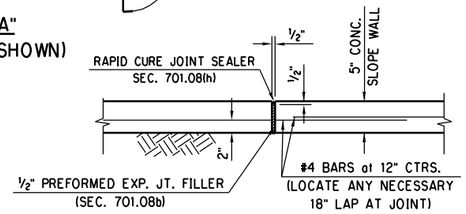


TYPICAL SECTION SLOPE WALL
(AT ABUT. NO. 2)

DETAIL "A"
(ABUT NO. 2 SHOWN)

TOE FOOTING

EDGE FOOTING



VERTICAL CONSTRUCTION JOINT DETAIL

CONSTRUCTION JOINTS:
NO HORIZONTAL CONSTRUCTION JOINTS WILL BE PERMITTED IN THE SLOPEWALL. FINAL NUMBER AND LOCATION OF THE VERTICAL CONSTRUCTION JOINTS WILL BE DETERMINED IN THE FIELD BY THE RESIDENT ENGINEER. JOINTS WILL HAVE A MAXIMUM SPACING OF 10'-0" MEASURED ALONG THE TOP OF THE SLOPEWALL.

QUANTITIES

	ITEM	UNIT	ABUT. 2
	SLOPE WALL (5")	S.Y.	262.00
	6" PERFORATED PIPE UNDERDRAIN ROUND	L.F.	38.70
①	6" NON-PERF. PIPE UNDERDRAIN RND.	L.F.	20.00

① NON-PEROFRATED PIPE SHALL BE CONNECTED TO PREFORATED PIPE AND

DESIGN		
DRAWN		
CHECKED		
APPROVED		
SQUAD	POE	

PHASE 4 — OKLAHOMA COUNTY
BRIDGE "L" — RAMP "L" OVER RAMP "A"

SLOPE WALL DETAILS

STATE JOB NO. 09032(08) SHEET NO. B158

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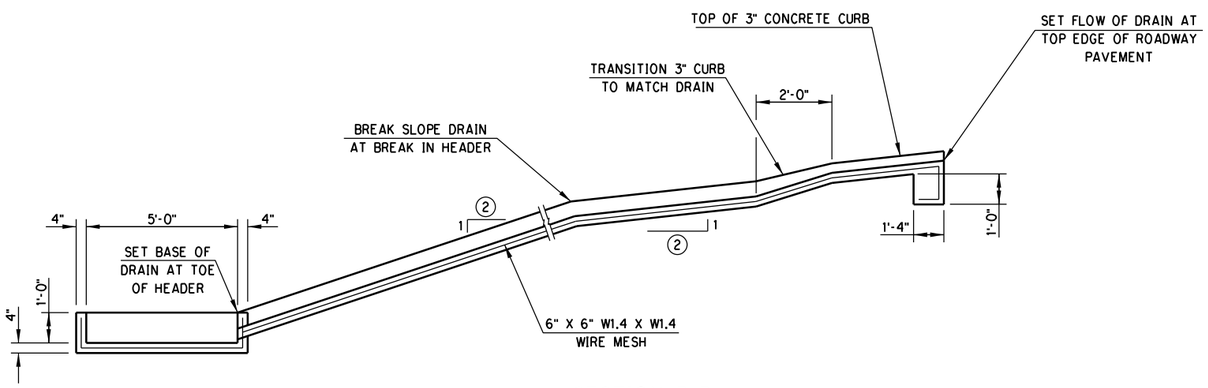
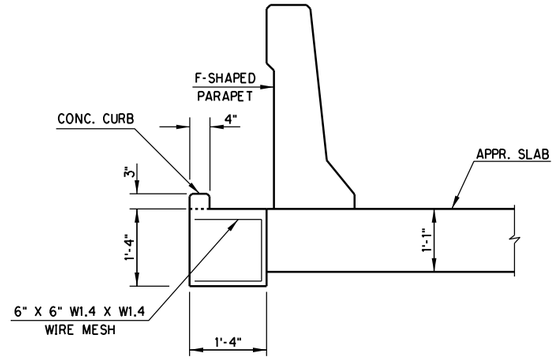
POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL
2/29/2024

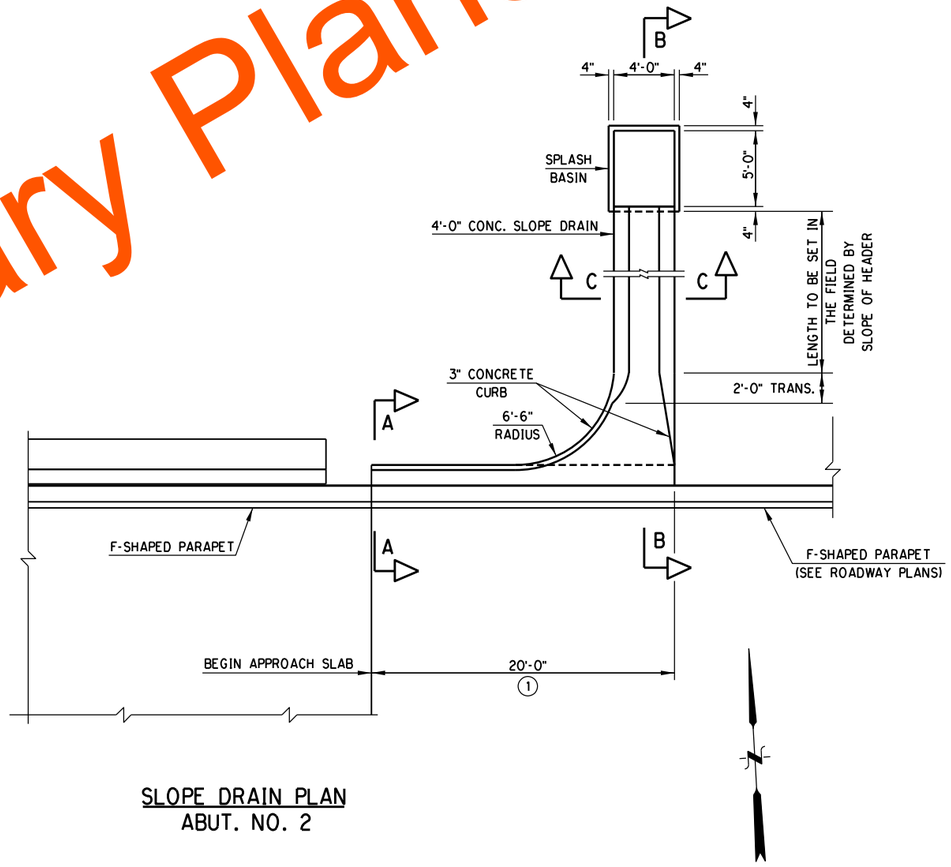


SECTION B-B

(2) SLOPE TO MATCH SLOPE OF HEADER

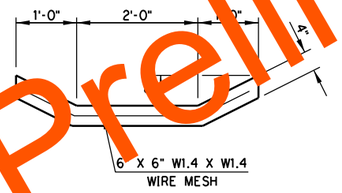


SECTION A-A



SLOPE DRAIN PLAN
ABUT. NO. 2

(1) ACTUAL LOCATION OF DRAIN TO BE SET IN THE FIELD.



SECTION C-C

NOTE:
SLOPE DRAIN AND CURBS SHALL BE CONSTRUCTED USING CLASS "C" CONCRETE AS SHOWN ON THIS SHEET. ALL COSTS OF EXCAVATION, SLOPE DRAINS, CURBS, AND REINFORCING STEEL SHALL BE INCLUDED IN THE PAY ITEM FOR "CLASS "C" CONCRETE".

Preliminary

PHASE 4 — OKLAHOMA COUNTY

DESIGN		
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CHECKED		
APPROVED		
SQUAD	POE	

BRIDGE "L" — RAMP "L" OVER I-35

DRAIN AT END OF BRIDGE DETAILS

STATE JOB NO. 09032(08) SHEET NO. B159

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POE & ASSOCIATES, OKLAHOMA CITY, OK.

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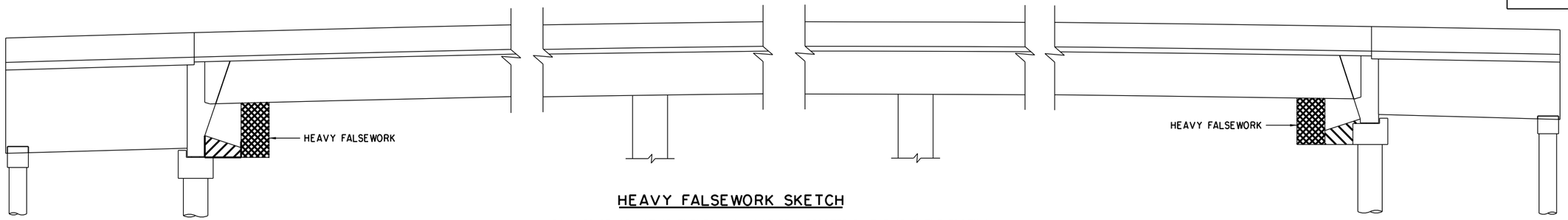
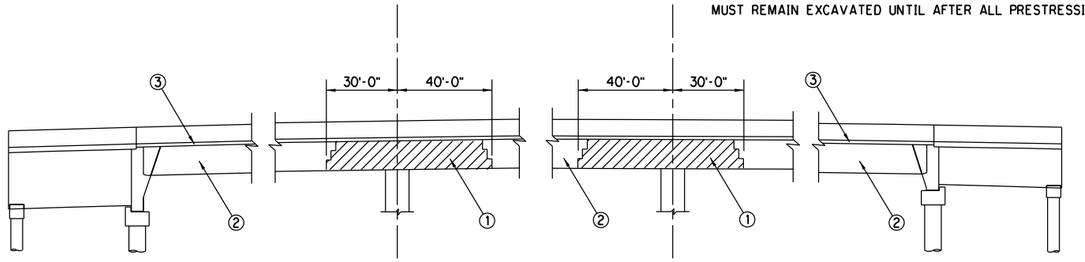
2/29/2024



HEAVY FALSEWORK SKETCH

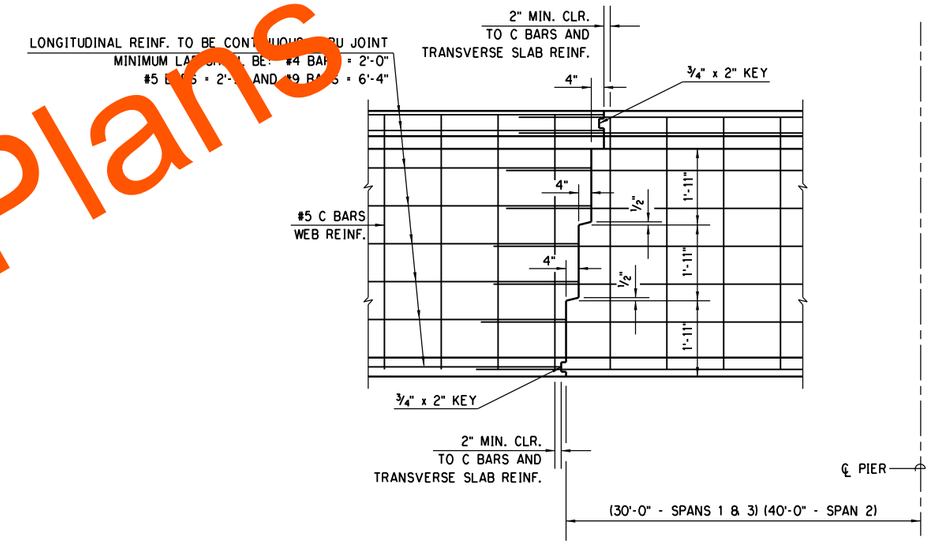
HEAVY FALSEWORK AT ABUTMENTS SHALL NOT BE SUPPORTED BY THE ABUTMENT FOOTING. THE AREA IN FRONT OF THE ABUTMENT WALL DOWN TO THE TOP OF THE FOOTING ELEVATION MUST REMAIN EXCAVATED UNTIL AFTER ALL PRESTRESSING IS COMPLETED.



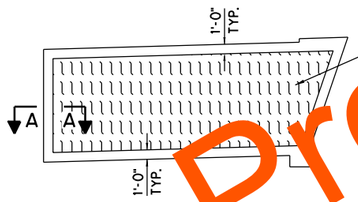
SUPERSTRUCTURE PLACING SEQUENCE

① BOTTOM SLAB, WEBS, AND PIER CAP FOR SECTIONS OVER PIERS.
② BOTTOM SLAB, WEBS, ABUTMENT DIAPHRAGMS FOR END SECTIONS AND CENTER SPAN.
③ TOP SLAB. NO CONSTRUCTION JOINTS WILL BE PERMITTED WITHIN SECTION ① AREAS.

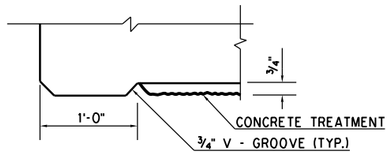
NOTE: BACKFILL AT ABUTMENTS AND CONSTRUCTION OF ABUTMENT WINGS AND PARAPETS SHALL BE DONE AFTER STRUCTURE HAS BEEN PRESTRESSED AND FALSEWORK REMOVED.



TRANSVERSE GIRDER CONSTRUCTION JOINT



TYPICAL ABUTMENT WING



SECTION A -A

ARCHITECTURAL TREATMENT DETAILS

CONCRETE SURFACES OF ABUTMENTS AND SHALL HAVE A TEXTURED APPEARANCE AS INDICATED ON THE PLANS.

THE TEXTURED SURFACES WILL HAVE A ¾" VERTICAL RELIEF. "FRACTURED GRANITE" OR "RANDOM SPLIT FACE ROCK" APPEARANCE AS PRODUCED BY USING FORM LINERS MANUFACTURED BY SYMONS CORPORATION (FRACTURED GRANITE), OR L.M. SCOFIELD COMPANY (RANDOM SPLIT FACE ROCK).

THE FORM LINING MATERIAL SHALL BE FULL SIZED COMMERCIAL PANELS, AND JOINTS SHALL BE LINED UP, IN SO FAR AS IS PRACTICAL. NO SCRAP OR ODD SIZED PIECES WILL BE USED. PROVISIONS WILL BE MADE IN ADJUSTMENT OF FORMS TO CORRECT ANY DEFORMATIONS. FORM LINERS MUST BE SEALED AT ALL ENDS, EDGES, JOINTS, AND TIE HOLES TO PREVENT DISCOLORATION, SANDSTREAKING AND FINS ON CONCRETE SURFACES. ALL CHAMFER STRIPS MUST BE WELL OILED TO FACILITATE STRIPPING. AS SOON AS FORMS ARE REMOVED, ALL DICONTINUITY OF RELIEF PATTERN SHALL BE DRESSED IN A MANNER APPROVED BY THE ENGINEER.

THE CONTRACTOR WILL FURNISH THE BRIDGE ENGINEER WITH A 12" x 18" SAMPLE PANEL FINISHED IN THE MANNER THE CONCRETE WALL TREATMENT IS TO BE FINISHED FOR APPROVAL.

ALL COST OF CONCRETE WALL TREATMENT INCLUDING FINISHING, FORM LINERS, LABOR, MATERIALS, TOOLS, AND INCIDENTALS NECESSARY TO COMPLETE THE WORK AS SPECIFIED SHALL BE INCLUDED IN OTHER ITEMS OF WORK.

AREA OF CONCRETE TREATMENT:

ABUTS. 1 AND 2 --- S.Y.
PIERS 1 AND 2 --- S.Y.
TOTAL --- S.Y.

THESE AREAS ARE APPROXIMATE AND FOR INFORMATION PURPOSES ONLY.

Preliminary Plans

DESIGN		
DRAWN		
CHECKED		
APPROVED		
SQUAD	POE	

PHASE 4 OKLAHOMA COUNTY
BRIDGE "L" RAMP "L" OVER RAMP "A"

ARCHITECTURAL TREATMENT DETAILS AND SUPERSTR. PLACING SEQUENCE

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POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

3/4/2024

STORM WATER MANAGEMENT PLAN

SITE DESCRIPTION

PROJECT LIMITS: I-240/I-35 INTERCHANGE RECONSTRUCTION - PHASE 4

PROJECT DESCRIPTION: GRADING, DRAINAGE, SURFACING AND BRIDGE PLANS

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: SANDY LOAM

TOTAL AREA OF THE CONSTRUCTION SITE: 96 ACRES

ESTIMATED AREA TO BE DISTURBED: 37 ACRES

OFFSITE AREA TO BE DISTURBED: (FOR CONTRACTOR USE)

TOTAL IMPERVIOUS AREA PRE-CONSTRUCTION: 38 ACRES

TOTAL IMPERVIOUS AREA POST-CONSTRUCTION: 38 ACRES

POST-CONSTRUCTION RUNOFF COEFFICIENT OF THE SITE: 0.78

LATITUDE & LONGITUDE OF CENTER OF PROJECT: 35°23'30.40" N 97°29'42.2

PROJECT WILL DISCHARGE TO:

NAME OF RECEIVING WATERS: UNNAMED TRIBUTARY OF LIGHTNING CREEK

SENSITIVE WATERS OR WATERSHEDS: YES [ ] NO [X]

303(d) IMPAIRED WATERS: YES [ ] NO [X]

IF YES, LIST IMPAIRMENT: N/A

LOCATED IN A TMDL: YES [ ] NO [X]

LAKE THUNDERBIRD TMDL: YES [ ] NO [X]

MS4 ENTITY YES [X] NO [ ]

IF YES, LOCATION: CITY OF OKLAHOMA CITY

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

EROSION AND SEDIMENT CONTROLS

SOIL STABILIZATION PRACTICES:

- [ ] TEMPORARY SEEDING
- [X] PERMANENT SODDING, SPRIGGING OR SEEDING
- [X] VEGETATIVE MULCHING
- [ ] SOIL RETENTION BLANKET
- [X] PRESERVATION OF EXISTING VEGETATION

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:

- [X] STABILIZED CONSTRUCTION EXIT
- [X] TEMPORARY SILT FENCE
- [X] TEMPORARY SILT DIKES
- [X] TEMPORARY FIBER LOG
- [ ] DIVERSION, INTERCEPTOR OR PERIMETER DIKES
- [ ] DIVERSION, INTERCEPTOR OR PERIMETER SWALES
- [ ] ROCK FILTER DAMS
- [ ] TEMPORARY SLOPE DRAIN
- [ ] PAVED DITCH WITH OUTLET LINER PROTECTION
- [ ] TEMPORARY DIVERSION CHANNELS
- [ ] TEMPORARY SEDIMENT BASINS
- [ ] TEMPORARY SEDIMENT TRAPS
- [ ] TEMPORARY SEDIMENT FILTERS
- [ ] TEMPORARY SEDIMENT REMOVAL
- [ ] RIP RAP
- [ ] INLET SEDIMENT FILTER
- [ ] TEMPORARY BRUSH SEDIMENT BARRIERS
- [ ] SANDBAG BERMS
- [ ] TEMPORARY STREAM CROSSINGS

OFFSITE VEHICLE TRACKING:

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

NOTES:

THE CONTRACTOR SHALL ALSO BE RESPONSIBLE FOR THE FOLLOWING:

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

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

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

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

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

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

IN ADDITION:
"ODEQ GENERAL PERMIT (OKR10) FOR STORM WATER DISCHARGES FROM CONSTRUCTION ACTIVITIES WITHIN THE STATE OF OKLAHOMA." ODEQ, WATER QUALITY DIVISION, SEPTEMBER 13, 2017.

Preliminary Plans

DESIGN		
DRAWN		
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APPROVED		
SQUAD	POE	

PHASE 4 OKLAHOMA COUNTY

STORM WATER MANAGEMENT PLAN

STATE JOB NO. 09032(08) SHEET NO. R001

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REVISED 10-15-2020

POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

3/4/2024

DRAINAGE STRUCTURE DESIGN RECORD

STRUCTURE NO.	STATION & LOCATION	DESCRIPTION	DESIGN	DESIGN YEAR	DRAINAGE AREA	ANTICIPATED LAND USE	AVG. SLOPE OF WATERSHED	RUNOFF COEFFICIENT (WEIGHTED)	LENGTH OF OVERLAND FLOW	SLOPE OF OVERLAND	LENGTH OF CHANNEL FLOW	SLOPE OF CHANNEL	TIME OF CONCENTRATION	INTENSITY OF DESIGN YEAR "I" (RAINFALL)	DESIGN YEAR DISCHARGE Q_N	DESIGN DISCHARGE BYPASS Q_{BYPASS}	TOTAL DISCHARGE IN CONDUIT Q_{TOTAL}	SPREAD	DESIGN TAILWATER	TOP OF COVER OR GRATE	STRUCTURE FLOW LINE	OUTLET FLOW LINE	STRUCTURE SLOPE	MAXIMUM ALLOWABLE HEADWATER	FLOW VELOCITY V_N	CONTROLLING HEADWATER	TYPE OF HYDRAULIC CONTROL
				N	ACRES		%	C	FT	%	FT	%	MIN.	IN\HR	CFS	CFS	CFS	FT	ELEV				%	ELEV	FT\SEC	ELEV	
CD7	BL RAMP H STA. 430+68.89	CONST. 8' X 4' X 74.38' LG. RCB W/ HEADWALL	RCB-C1-8(2-14), RCB-E1-H4-0-1,	50	53.72	CM/PV	1.00	0.83	977	0.64	1403	1.25	22.81	5.91	260.63		260.63		1277		1276.20	1274.99	1.63	1282.99	14.56	1281.94	INLET
	CL		RCB-E1-H4-0-2, SBI-5																								
CD8	BL RAMP C STA. 75+37.64	CONST. 8' X 4' X 108.83' LG. RCB W/ HEADWALL	RCB-C1-8(2-14), RCB-E1-H4-0-1,	50	5.06	PS/PV	2.61	0.50	259	3.56	154	1.00	16.50	6.84	17.28		344.94		1269		1267.60	1266.20	1.29	1281.77	15.46	1275.37	INLET
	CL		RCB-E1-H4-0-2, SBI-5																								
WB1	CL I-240 STA. 397+29.00	CONST. 4.0' DIA. MH ON EXIST. RCP	MJB-4, MFC-5	10													3.89			1259.21	1255.30						
	61.75' LT.																										
WB2	CL I-240 STA. 399+67.00	CONST. ILB TYPE 1 DES. 2 W/ 18" X 233.53' LG. RCP	CLB-2, SPI-5, SPB-2, FHTCP-4	10	0.24	PV	2.15	0.70	20	14.25	407	1.56	6.04	9.44	[illegible]	0.21	3.89	3.46		1262.97	1256.61	1255.30	0.56		4.70		
	72.50' LT.	TO STR. WB1																									
WB3	CL I-240 STA. 399+67.00	CONST. ILB TYPE 1 DES. 2 W/ 18" X 68.60' LG. RCP	CLB-2, SPI-5, SPB-2, FHTCP-4	10	0.51	PV	2.11	0.95	67	3.57	383	1.86	6.11	[illegible]	2.81	1.55	2.81	5.94		1262.27	1256.94	1256.61	0.48		3.85		
	1.06' LT.	TO STR. WB2																									
WB7	CL I-240 STA. 413+00.00	CONST. CI DES. 3(STD) W/ LARGE JUNCT. BOX W/	CI-2, MJB-4, MFC-5, SPI-5, SPB-2,	10	0.45	PV	0.81	0.92	53	2.72	344	0.3[illegible]	7.[illegible]	[illegible]	[illegible]18	0.33	3.18	6.95		1276.08	1271.58	1270.90	0.40		3.72		
	57.00' LT.	18" X 170.32' LG. RCP TO STR. WB9	FHTCP-4																								
WB9	CL I-240 STA. 414+75.00	CONST. 4.0' DIA. MH W/ 18" X 170.32' LG. RCP TO	MJB-4, MFC-5, SPI-5, SPB-2,	10													3.18			1277.43	1270.90	1270.22	0.40		3.72		
	63.00' LT.	STR. WB11	FHTCP-4																								
WB11	CL I-240 STA. 416+50.00	CONST. CI DES. 3(STD) W/ LARGE JUNCT. BOX W/	CI-2, MJB-4, MFC-5, SPI-5, SPB-2,	10	0.67	PV	1.87	0.84	59	4.15	339	1.47	[illegible]7	9.15	4.42	0.71	7.56	6.96		1277.89	1269.72	1268.85	0.39		4.57		
	57.00' LT.	24" X 220.38' LG. RCP TO STR. WB13	FHTCP-4																								
WB15	CL I-240 STA. 420+00.00	CONST. 4.0' DIA. MH W/ 18" X 121.63' LG. RCP TO	MJB-4, MFC-5, SPI-5, SPB-2,	10													9.50			1284.06	1277.48	1271.59	4.84		12.44		
	63.00' LT.	STR. WB13	FHTCP-4																								
WB16	CL I-240 STA. 420+00.00	CONST. CI DES. 3(STD) W/ 18" X 3.34' LG. RCP TO	CI-2, SPI-5, SPB-2, FHTCP-4	10	0.46	PV	3.24	0.9[illegible]	73	4.23	28[illegible]	2.99	5.22	9.75	3.74	0.49	3.25			1283.08	1277.58	1277.48	2.99		7.77		
	57.00' LT.	STR. WB15																									
WB20	CL I-240 STA. 423+00.00	CONST. 4.0' DIA. MH W/ 18" X 292.67' LG. RCP TO	MJB-4, MFC-5, SPI-5, SPB-2,	10													6.25			1292.75	1286.38	1277.48	3.04		9.38		
	63.00' LT.	STR. WB15	FHTCP-4																								
WB21	CL I-240 STA. 423+00.00	CONST. CI DES. 3(STD) W/ 18" X 3.34' LG. RCP TO	CI-2, SPI-5, SPB-2, FHTCP-4	10	0.44	PV	2.[illegible]	[illegible]95	69	2.57	296	2.36	5.71	9.56	3.69	0.53	3.16	4.86		1291.98	1286.48	1286.38	2.99		7.72		
	57.00' LT.	STR. WB20																									
WB23	CL I-240 STA. 426+00.00	CONST. 4.0' DIA. MH W/ 18" X 295.62' LG. RCP TO	MJB-4, MFC-5, SPI-5, SPB-2,	10													3.09			1299.78	1293.43	1286.38	2.38		7.06		
	63.00' LT.	STR. WB20	FHTCP-4																								
WB24	CL I-240 STA. 426+00.00	CONST. CI DES. 3(STD) W/ 18" X 3.34' LG. RCP TO	CI-2, SPI-5, SPB-2, FHTCP-4	10	0.56	PV	2.3	0.95	46	2.22	332	0.75	6.68	9.22	3.72	0.63	3.09	7.12		1299.03	1293.53	1293.43	2.99		7.66		
	57.00' LT.	STR. WB23																									
WB25	CL I-240 STA. 432+00.00	CONST. 4.0' DIA. MH W/ 18" X 105.90' LG. RCP W/ PCES	MJB-4, MFC-5, SPB-2, PCES														5.27			1298.59	1288.16	1285.48	2.53		8.32		
	67.25' LT.	TO OUTLET	FHTCP-4																								
WB26	CL I-240 STA. 432+00.00	CONST. ILB TYPE 1 DES. 2 W/ 18" 3.80' LG. RCP	CLB-2, SPI-5, SPB-2, FHTCP-4	10	0.28	PV	1.42	0.95	46	2.22	167	1.20	5.00	9.83	2.02	0.28	4.64	7.37		1299.44	1288.26	1288.16	2.63		8.21		
	60.79' LT.	TO STR. WB25																									
WB27	CL I-240 STA. 432+32.50	CONST. SMD TYPE 2 W/ 18" X 29.18' LG. RCP TO	SMD-4, SPI-5, SPB-2, FHTCP-4	50	0.10	CM	1.70	0.66	10	5.70	222	1.52	5.00	9.83	0.63		0.63			1298.15	1295.59	1293.73	6.03		6.14		
	67.00' LT.	STR. WB25																									
WB28	CL I-240 STA. 434+00.00	CONST. ILB TYPE 1 DES. 2 W/ 18" X 194.66' LG. RCP	CLB-2, SPI-5, SPB-2, FHTCP-4	10	0.23	PV	2.03	0.95	56	2.96	197	1.77	5.00	9.83	1.90	0.42	2.90	4.36		1295.92	1289.23	1288.26	0.50	5.59	3.94		
	64.80' LT.	TO STR. WB26																									
WB29	CL I-240 STA. 434+59.79	CONST. CI DES. 1(STD) W/ 18" X 55.70' LG. RCP	CI-2, SPI-5, SPB-2, FHTCP-4	50	0.08	PV	2.72	0.95	72	3.44	55	1.78	5.00	9.83	1.42		1.42	4.58		1295.01	1289.51	1289.23	0.50		3.24		
	63.00' LT.	TO STR. WB28																									
WB30	CL I-240 STA. 437+16.00	CONST. CI DES. 3(STD) W/ 18" X 55.[illegible] LG. RCP TO STR. [illegible]6	CI-2, SPI-5, SPB-2, FHTCP-4	50	0.66	PV	1.31	0.95	62	3.13	254	0.86	6.05	9.44	5.91		5.91	7.38		1293.03	1287.53	1287.26	0.49		4.63		
	58.79' LT.																										
WB31	CL I-240 STA. 443+74.00	CONST. CI DES. 3(STD) W/ 18" X 3.70' LG. RCP TO STR. H16	CI-2, SPI-5, SPB-2, FHTCP-4	10	0.56	PV	0.88	0.90	52	2.56	398	0.67	8.04	8.78	3.35	0.43	2.92	5.56		1291.11	1285.49	1285.07	11.36		12.11		
	68.19' LT.																										
WB32	CL I-240 STA. 449+85.41	CONST. SMD TYPE 2 W/ 24" X 133.[illegible] LG. RCP TO	SMD-4, SPI-5, SPB-2, FHTCP-4	50	0.09	PS	17.63	0.48	52	34.32	52	0.94	6.13	9.41	0.39		25.03			1279.23	1271.53	1267.75	2.84		12.95		
	72.69' LT.	STR. WB33																									
WB33	CL I-240 STA. 451+22.00	CONST. 4.0' DIA. MH W/ 24" X 70.75' L[illegible] RCP TO STR. WB35	MJB-4, MFC-5, SPB-2, FHTCP-4	10													26.95			1277.14	1267.75	1265.78	2.78		13.05		
	76.00' LT.																										
WB34	CL I-240 STA. 451+22.00	CONST. ILB TYPE 1 DES. 2 W/ 18" X 3.29' LG. RCP	CLB-2, SPI-5, SPB-2, FHTCP-4	10	0.27	PV	3.04	0.95	92	3.71	187	2.71	5.17	9.77	2.56	0.64	1.92	4.47		1273.68	1268.35	1268.25	3.04		6.72		
	70.05' LT.	TO STR. WB33																									
7	CL I-35 STA. 84+07.00	CONST. CI DES. 3(STD) W/ LARGE JUNCT. BOX W/	CI-2, MJB-4, MFC-5, SPI-5, SPB-2,	10	0.48	PV	0.94	0.83	52	2.48	303	0.68	8.16	8.74	2.81	0.28	8.21	6.75		1279.87	1273.28	1270.96	2.25		9.56		
	57.00' LT.	18" X 103.28' LG. RCP TO STR. C1	FHTCP-4																								
8	CL I-35 STA. 87+12.00	CONST. CI DES. 3(STD) W/ LARGE JUNCT. BOX W/	CI-2, MJB-4, MFC-5, SPI-5, SPB-2,	10	0.33	PV	1.06	0.90	49	2.35	292	0.85	6.86	9.16	2.23	0.17	5.68	6.54		1282.10	1276.13	1273.28	0.95		6.32		
	57.00' LT.	18" X 299.64' LG. RCP TO STR. 7	FHTCP-4																								
9	CL I-35 STA. 90+12.00	CONST. CI DES. 3(STD) W/ LARGE JUNCT. BOX W/	CI-2, MJB-4, MFC-5, SPI-5, SPB-2,	10	0.33	PV	0.97	0.90	60	1.65	275	0.82	7.37	8.99	2.02	0.17	3.62	5.83		1284.63	1278.93	1276.13	0.95		5.61		
	57.00' LT.	18" X 294.60' LG. RCP TO STR. 8	FHTCP-4																								
10	CL I-35 STA. 93+12.00	CONST. CI DES. 2(STD) W/ SMALL JCB W/ 18" X 294.63' LG.	CI-2, SPI-5, SPB-2, FHTCP-4	50	0.26	PV	0.37	0.90	54	2.22	590	0.20	12.89	7.53	1.77		1.77	4.31		1286.56	1281.73	1278.93	0.95		4.60		
	60.55' LT.	RCP TO STR.9																									

Preliminary Plans

3/4/2024 2:34:59 PM
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DESIGN	-	-
DRAWN	-	-
CHECKED	-	-
APPROVED	-	-
SQUAD	POE	

PHASE 4 — OKLAHOMA COUNTY

DRAINAGE STRUCTURE DESIGN RECORD (SHEET 1 OF 3)

STATE JOB NO. 09032(08) SHEET NO. R002

POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

3/4/2024

DRAINAGE STRUCTURE DESIGN RECORD

STRUCTURE NO.	STATION & LOCATION	DESCRIPTION	DESIGN	DESIGN YEAR	DRAINAGE AREA	ANTICIPATED LAND USE	AVG. SLOPE OF WATERSHED	RUNOFF COEFFICIENT (WEIGHTED)	LENGTH OF OVERLAND FLOW	SLOPE OF OVERLAND	LENGTH OF CHANNEL FLOW	SLOPE OF CHANNEL	TIME OF CONCENTRATION	INTENSITY OF DESIGN YEAR "I" (RAINFALL)	DESIGN YEAR DISCHARGE Q_N	DESIGN DISCHARGE BYPASS Q_{BYPASS}	TOTAL DISCHARGE IN CONDUIT Q_{TOTAL}	SPREAD	DESIGN TAILWATER	TOP OF COVER OR GRATE	STRUCTURE FLOW LINE	OUTLET FLOW LINE	STRUCTURE SLOPE	MAXIMUM ALLOWABLE HEADWATER	FLOW VELOCITY V_N	CONTROLLING HEADWATER	TYPE OF HYDRAULIC CONTROL
				N	ACRES		%	C	FT	%	FT	%	MIN.	IN\HR	CFS	CFS	CFS	FT	ELEV				%	ELEV	FT\SEC	ELEV	
A21	BL RAMP A STA. 103+50.00	CONST. SMD TYPE 2 W/ 18" X 8.76' LG. RCP TO	SMD-4, SPI-5, SPB-2, FHTCP-4	50	0.66	PV/PS	3.14	0.69	17	11.88	151	2.16	5.00	9.83	4.42		4.42			1271.51	1268.95	1268.91	0.50		4.38		
	52.00' LT.	STR. A26																									
A22	BL RAMP A STA. 106+06.00	CONST. CI DES. 3(STD) W/ LARGE JUNCT. BOX W/	CI-2, MJB-4, MFC-5, SPI-5, SPB-2,	50	0.81	PV	8.42	0.78	102	19.65	143	0.41	6.65	9.23	6.13		6.13			1273.35	1269.32	1268.51	0.50		4.70		
	10.00' RT.	18" X 161.48' LG. RCP TO STR. A23	FHTCP-4																								
A23	BL RAMP A STA. 107+75.00	CONST. CI DES. 2(STD) W/ SMALL JUNCT. BOX W/	CI-2, MJB-4, MFC-5, SPI-5, SPB-2,	50	0.94	PV/PS	5.00	0.78	35	28.00	171	0.29	5.69	9.57	7.21		13.34			1273.34	1268.01	1267.17	0.50		5.70		
	10.00' RT.	24" X 168.88' LG. RCP TO STR. A24	FHTCP-4																								
A24	BL RAMP A STA. 109+50.00	CONST. CI DES. 2(STD) W/ SMALL JUNCT. BOX W/ 24" X	CI-2, MJB-4, MFC-5, SPI-5, SPB-2,	10	0.43	PV	0.66	0.81	35	3.03	227	0.29	7.65	8.90	3.37		15.50	6.27		1273.85	1267.17	1264.55	0.88		7.37		
	10.00' RT.	298.77' LG. RCP TO EXIST. STR. @ STA. 112+50.00, 18.9' RT.	FHTCP-4																								
A25	BL RAMP A STA. 114+66.00	CONST. CI DES. 2(STD) W/ 18" X 16.34' LG. RCP TO A26	CI-2, SPI-5, SPB-2, FHTCP-4	10	0.13	PV	1.31	0.95	35	2.94	287	1.11	5.42	9.67	0.92		0.83	3.32		1271.33	1265.83	1265.32	3.56		5.64		
	10.00' RT.																										
A26	BL RAMP A STA. 103+50.00	CONST. 4.0' DIA. MH W/ 18" X 151.13 LG. RCP EXIST. STR.	MJB-4, MFC-5, SPI-5, SPB-2,	50											1.42		4.42			1273.84	1268.91	1268.18	0.48		4.32		
	40.00' LT.		FHTCP-4																								
C1	BL RAMP C STA. 79+69.00	CONST. 5.0' DIA. MH W/ 28" X 18" X 227.81' LG. RCPA	MJB-4, MFC-5, SPI-5, SPB-2,	10													13.11			1276.62	1270.96	1269.98	0.43		5.70		
	32.25' LT.	TO OUTLET	FHTCP-4																								
C1	BL RAMP C STA. 79+69.00	CONST. 5.0' DIA. MH W/ 28" X 18" X 227.81' LG. RCPA	MJB-4, MFC-5, SPI-5, SPB-2,	10													13.11			1276.62	1270.96	1269.98	0.43		5.70		
	32.25' LT.	TO OUTLET	FHTCP-4																								
C2	BL RAMP C STA. 79+69.00	CONST. SMD TYPE 2 W/ 18" X 3.74' LG. RCP TO STR. C1	SMD-4, SPI-5, SPB-2, FHTCP-4	50	0.79	PV/PS	10.21	0.65	33	6.94	2	10.54	5.80	9.53	4.90		4.90			1274.63	1271.06	1270.96	2.67		8.38		
	39.73' LT.																										
C3	BL RAMP C STA. 82+95.10	EXTEND EXIST. 18" RCP 14.00' LG. TO STR C4	SPI-5, SPB-2, FHTCP-4	10													4.92				1272.09	1271.93	1.14		6.14		
	11.50' LT.																										
C4	BL RAMP C STA. 82+95.10	CONST. 4.0' DIA. MH W/ 18" X 53.26' LG. RCP TO OUTLET	MJB-4, MFC-5, SPI-5, SPB-2,	10													4.92			1277.80	1271.93	1271.76	0.32		3.76		
	4.50' RT.		FHTCP-4																								
C5	BL RAMP C STA. 85+00.00	CONST. CI DES. 3(STD) W/ LARGE JUNCT. BOX W/	CI-2, MJB-4, MFC-5, SPI-5, SPB-2,	50	0.52	PV	0.9	0.93	60	2.62	182	0.45	6.43	9.30	4.68		4.68	5.89		1276.53	1271.70	1270.91	0.55		4.61		
	10.00' RT.	18" X 144.62' LG. RCP TO STR. C6	FHTCP-4																								
C6	BL RAMP C STA. 86+50.00	CONST. CI DES. 3(STD) W/ LARGE JUNCT. BOX W/	CI-2, MJB-4, MFC-5, SPI-5, SPB-2	10	0.2	PV	0.90	0.72	54	2.35	229	0.56	9.03	8.49	2.77	0.23	7.22	7.23		1277.14	1270.91	1270.31	0.54		5.32		
	10.00' RT.	18" X 110.46' LG. RCP TO STR. C7	FHTCP-4																								
C7	BL RAMP C STA. 87+65.00	CONST. 4.0' DIA. MH W/ 18" X 87.97' LG. RCP W/ PCES	CI-2, MJB-4, MFC-5, SPI-5, SPB-2,	10													7.22			1278.38	1270.31	1269.83	0.56		5.41		
	20.00' RT.	TO OUTLET	FHTCP-4																								
H1	BL RAMP H STA. 414+55.00	CONST. CI DES. 2(STD) W/ 18" X 28.80' LG. RCP TO	CI-2, SPI-5, SPB-2, FHTCP-4	10	0.1	PV	1.36	0.85	59	2.44	140	0.91	6.31	9.35	1.42	0.43	2.57	5.36		1285.79	1279.57	1279.06	1.77		6.03		
	8.00' LT.	EXIST. MH																									
H2	BL RAMP H STA. 416+00.00	CONST. CI DES. 3(STD) W/ 18" X 137.04' LG. RCP TO	CI-2, SPI-5, SPB-2, FHTCP-4	10	0.24	PV	0.95	0.85	56	2.30	134	0.39	6.83	9.17	1.15	0.26	1.15	5.36		1287.08	1282.25	1279.57	1.96		4.96		
	8.00' LT.	STR. H1																									
H3	BL RAMP H STA. 420+88.00	CONST. CI DES. 3(STD) W/ LARGE JUNCT. BOX W/	CI-2, MJB-4, MFC-5, SPI-5, SPB-2,	10	0.51	PV	0.76	0.88	56	2.00	340	0.55	7.72	8.88	2.69	0.31	6.89	6.65		1285.89	1280.56	1279.24	0.77		6.09		
	8.00' LT.	18" X 172.31' LG. RCP TO STR. H4	FHTCP-4																								
H4	BL RAMP H STA. 422+65.00	CONST. 4.0' DIA. MH W/ 18" X 169.96' LG. RCP TO STR. H5	MJB-4, MFC-5, SPI-5, SPB-2,	10													6.89			1284.51	1279.24	1277.91	0.78		6.13		
	9.00' LT.		FHTCP-4																								
H5	BL RAMP H STA. 424+40.00	CONST. 4.0' DIA. MH W/ 18" X 104.22' LG. RCP TO STR. D	MJB-4, MFC-5, SPI-5, SPB-2,	10													6.89			1282.11	1277.91	1277.50	0.39		4.58		
	8.00' LT.		FHTCP-4																								
H6	BL RAMP H STA. 426+20.00	CONST. CI DES. 3(STD) W/ LARGE JUNCT. BOX W/	CI-2, MJB-4, MFC-5, SPI-5, SPB-2,	10	0.80	PV	1.28	0.90	77	1.70	530	1.22	8.40	6.58	4.70	0.35	4.70	6.01		1279.36	1275.23	1274.88	0.33		4.03		
	8.00' LT.	18" X 107.11' LG. RCP TO STR.	FHTCP-4																								
H7	BL RAMP H STA. 427+34.00	CONST. CI DES. 3(STD) W/ LARGE JUNCT. BOX W/	CI-2, MJB-4, MFC-5, SPI-5, SPB-2,	50	1.17	PV	1.87	0.71	100	2.07	407	1.82	10.27	8.15	7.12		11.82	5.18		1278.71	1274.88	1274.35	0.33		5.02		
	8.00' LT.	28" X 18" X 158.74' LG. RCPA TO STR. H8	FHTCP-4																								
H8	BL RAMP H STA. 429+00.00	CONST. 4.0' DIA. MH W/ 28" X 18" X 16.38' LG. RCPA	CI-2, MJB-4, MFC-5, SPI-5, SPB-2,	10													11.82			1280.67	1274.35	1273.72	0.34		5.08		
	15.50' LT.	W/ PCES TO OUTLET	FHTCP-4																								
H9	BL RAMP H STA. 432+00.00	CONST. CI DES. 3(STD) W/ 18" X 104.58' LG. RCP W/	CI-2, SPI-5, SPB-2, FHTCP-4	10	0.94	PV	1.55	0.83	69	4.59	407	1.04	7.13	6.88	6.08	0.58	10.78	6.10		1286.25	1281.42	1280.31	1.06		6.98		
	8.00' LT.	PCES TO OUTLET																									
H10	BL RAMP H STA. 433+00.00	CONST. 4.0' DIA. MH W/ 18" X 92.04' LG. RCP TO STR. H9	CI-2, MJB-4, MFC-5, SPI-5, SPB-2,	10													5.28			1288.06	1283.35	1281.42	2.10		7.83		
	4.00' LT.		FHTCP-4																								
H11	BL RAMP H STA. 434+00.00	CONST. 4.0' DIA. MH W/ 18" X 95.54' LG. RCP TO STR. H10	MJB-4, MFC-5, SPI-5, SPB-2,	10													5.28			1289.17	1284.46	1283.35	1.16		6.29		
	4.00' LT.		FHTCP-4																								
H12	BL RAMP H STA. 436+50.00	CONST. ILB TYPE 1 DES. 2 W/ 18" X 2.58' LG. RCP	CLB-2, SPI-5, SPB-2, FHTCP-4	10	0.52	PV	1.00	0.90	26	1.13	417	1.00	6.68	7.00	3.33	0.47	2.86	5.30		1290.48	1286.48	1286.13	13.57		5.30		
	10.0' LT.	TO STR. H25																									
H13	BL RAMP H STA. 442+60.33	CONST. 4.0' DIA. MH ON EXIST. RCP W/ 18" X 111.08 ' LG.	MJB-4, MFC-5, SPI-5, SPB-2,	10													9.92			1279.03	1293.06	1287.85	4.69		12.44		
	28.27' LT.	RCP TO STR H14	FHTCP-4																								
H14	BL RAMP H STA. 443+74.00	CONST. 4.0' DIA. MH W/ 24" X 184.00' LG. RCP TO STR. H17	CI-2, MJB-4, MFC-5, SPI-5, SPB-2,	10													15.10			1292.06	1284.33	1282.25	1.13		5.11		
	14.35' LT.		FHTCP-4																								

Preliminary Plans

DESIGN	-	-
DRAWN	-	-
CHECKED	-	-
APPROVED	-	-
SQUAD	POE	

PHASE 4 — OKLAHOMA COUNTY

DRAINAGE STRUCTURE DESIGN RECORD (SHEET 2 OF 3)

STATE JOB NO. 09032(08) SHEET NO. R003

3/4/2024 2:35:04 PM
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POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

3/4/2024

DRAINAGE STRUCTURE DESIGN RECORD

STRUCTURE NO.	STATION & LOCATION	DESCRIPTION	DESIGN	DESIGN YEAR	DRAINAGE AREA	ANTICIPATED LAND USE	AVG. SLOPE OF WATERSHED	RUNOFF COEFFICIENT (WEIGHTED)	LENGTH OF OVERLAND FLOW	SLOPE OF OVERLAND	LENGTH OF CHANNEL FLOW	SLOPE OF CHANNEL	TIME OF CONCENTRATION	INTENSITY OF DESIGN YEAR "I" (RAINFALL)	DESIGN YEAR DISCHARGE Q_N	DESIGN DISCHARGE BYPASS Q_{BYPASS}	TOTAL DISCHARGE IN CONDUIT Q_{TOTAL}	SPREAD	DESIGN TAILWATER	TOP OF COVER OR GRATE	STRUCTURE FLOW LINE	OUTLET FLOW LINE	STRUCTURE SLOPE	MAXIMUM ALLOWABLE HEADWATER	FLOW VELOCITY V_N	CONTROLLING HEADWATER	TYPE OF HYDRAULIC CONTROL
				N	ACRES		%	C	FT	%	FT	%	MIN.	IN\HR	CFS	CFS	CFS	FT	ELEV				%	ELEV	FT\SEC	ELEV	
H15	BL RAMP H STA. 443+74.00	CONST. CI DES. 2(STD) W/ 18" X 3.69' LG. RCP TO STR. H14	CI-2, SPI-5, SPB-2, FHTCP-4	10	0.22	PV/PS	1.85	0.73	20	19.80	326	0.75	6.06	9.43	1.02	0.12	5.18	4.69		1290.99	1284.93	1284.83	2.71		8.55		
	8.00' LT.																										
H16	BL RAMP H STA. 443+74.00	CONST. CI DES. 3(STD) W/ 27.69' LG. RCP TO STR. H15	CI-2, SPI-5, SPB-2, FHTCP-4	10	0.24	PV	0.84	0.85	21	0.43	300	0.87	7.62	8.91	1.24	0.16	4.16	11.62		1290.97	1285.07	1284.93	0.51		4.35		
	22.53' RT.																										
H17	BL RAMP H STA. 445+62.00	CONST. 4.0' DIA. MH W/ 24" X 196.00' LG. RCP TO STR. H19	MJB-4, MFC-5, SPI-5, SPB-2,	10													18.16			1288.75	1282.25	1278.04	2.15		10.80		
	14.35' LT.		FHTCP-4																								
H18	BL RAMP H STA. 445+62.00	CONST. CI DES. 3(STD) W/ 18" X 3.69' LG. RCP TO STR. H17	CI-2, SPI-5, SPB-2, FHTCP-4	10	0.60	PV	1.69	0.75	113	1.80	108	1.59	9.28	8.42	3.06	0.[illegible]	3.06	5.20		1287.68	1282.85	1282.75	2.71		7.37		
	8.00' LT.																										
H19	BL RAMP H STA. 447+62.00	CONST. 4.0' DIA. MH W/ 24" X 157.00' LG. RCP TO STR. H21	MJB-4, MFC-5, SPI-5, SPB-2,	10													21.53			1284.55	1278.04	1273.18	3.10		12.93		
	14.40' LT.		FHTCP-4																								
H20	BL RAMP H STA. 447+62.00	CONST. CI DES. 3(STD) W/ 18" X 3.74' LG. RCP TO STR. H19	CI-2, SPI-5, SPB-2, FHTCP-4	10	0.79	PV	2.41	0.70	113	2.89	[illegible]89	[illegible]13	9.12	8.46	3.37	0.69	3.37	5.20		1283.47	1278.64	1278.54	2.67		8.18		
	8.00' LT.																										
H21	BL RAMP H STA. 449+23.00	CONST. 4.0' DIA. MH W/ 24" X 58.09' LG. RCP TO STR. WB32	MJB-4, MFC-5, SPI-5, SPB-2,	10													24.64			1280.27	1273.18	1271.53	2.84		12.90		
	15.50' LT.		FHTCP-4																								
H22	BL RAMP H STA. 449+23.00	CONST. CI DES. 3(STD) W/ 18" X 3.35' LG. RCP TO STR. H21	CI-2, SPI-5, SPB-2, FHTCP-4	10	0.73	PS/PV	2.87	0.65	103	2.92	[illegible]62	2.83	9.23	8.43	3.11	0.63	3.11	5.04		1279.28	1273.78	1273.68	2.99		7.68		
	9.49' LT.																										
H23	BL RAMP H STA. 435+00.00	CONST. 4.0' DIA. MH W/ 18" X 6.99' LG. RCP TO STR. H24	MJB-3, MFC-4, SPI-4, SPB-1,	10													2.42			1289.93	1285.22	1285.16	0.86		4.57		
	15.00' LT.		FHTCP-3																								
H24	BL RAMP H STA. 435+00.00	CONST. 4.0' DIA. MH W/ 18" X 95.54' LG. RCP TO STR. H11	MJB-3, MFC-4, SPI-4, SPB-1,	10													5.28			1289.87	1285.16	1284.46	0.73		5.28		
	4.00' LT.		FHTCP-3																								
H25	BL RAMP H STA. 436+50.00	CONST. 4.0' DIA. MH W/ 18" X 145.22' LG. RCP TO STR. H24	MJB-3, MFC-4, SPI-4, SPB-1,	10													2.86			1290.84	1286.13	1285.16	0.67		4.37		
	4.00' LT.		FHTCP-3																								
H26	BL RAMP H STA. 435+50.00	CONST. SMD TYPE 2 W/ 18" X 45.98' LG. RCP TO STR. H23	SMD-3, SPI-4, SPB-1, FHTCP-3	10	0.56	CM	[illegible]70	0.[illegible]	86	0.62	327	1.99	9.64	6.32	2.47	0.05	2.42			1292.69	1290.13	1286.72	7.42		9.86		
	14.50' LT.																										
H27	BL RAMP H STA. 439+40.00	CONST. SMD TYPE 2 W/ 18" X 32.63' LG. RCP TO STR.	SMD-3, SPI-4, SPB-1, FHTCP-3	50	0.03	CM	1.[illegible]	0.07	2	20.89	56	0.59	5.00	9.83	0.24		0.24	7.10		1299.03	1295.40	1295.36	0.12		2.73		
	25.77' LT.	ENE29 (PHASE 1B)																									
NNE4	CL NESR STA. 97+33.00	CONST. CI DES. 3(STD) W/ 18" X 9.37' LG. RCP TO	CI-2, SPI-5, SPB-2, FHTCP		[illegible]6	PV	2.84	0.95	106	0.82	589	3.21	8.48	8.65	2.52	0.36	2.52	10.72		1289.89	1284.71	1284.60	1.17		5.47		

Preliminary Plans

DESIGN	-	-
DRAWN	-	-
CHECKED	-	-
APPROVED	-	-
SQUAD	POE	

PHASE 4 — OKLAHOMA COUNTY

DRAINAGE STRUCTURE DESIGN RECORD (SHEET 3 OF 3)

STATE JOB NO. 09032(08) SHEET NO. R004

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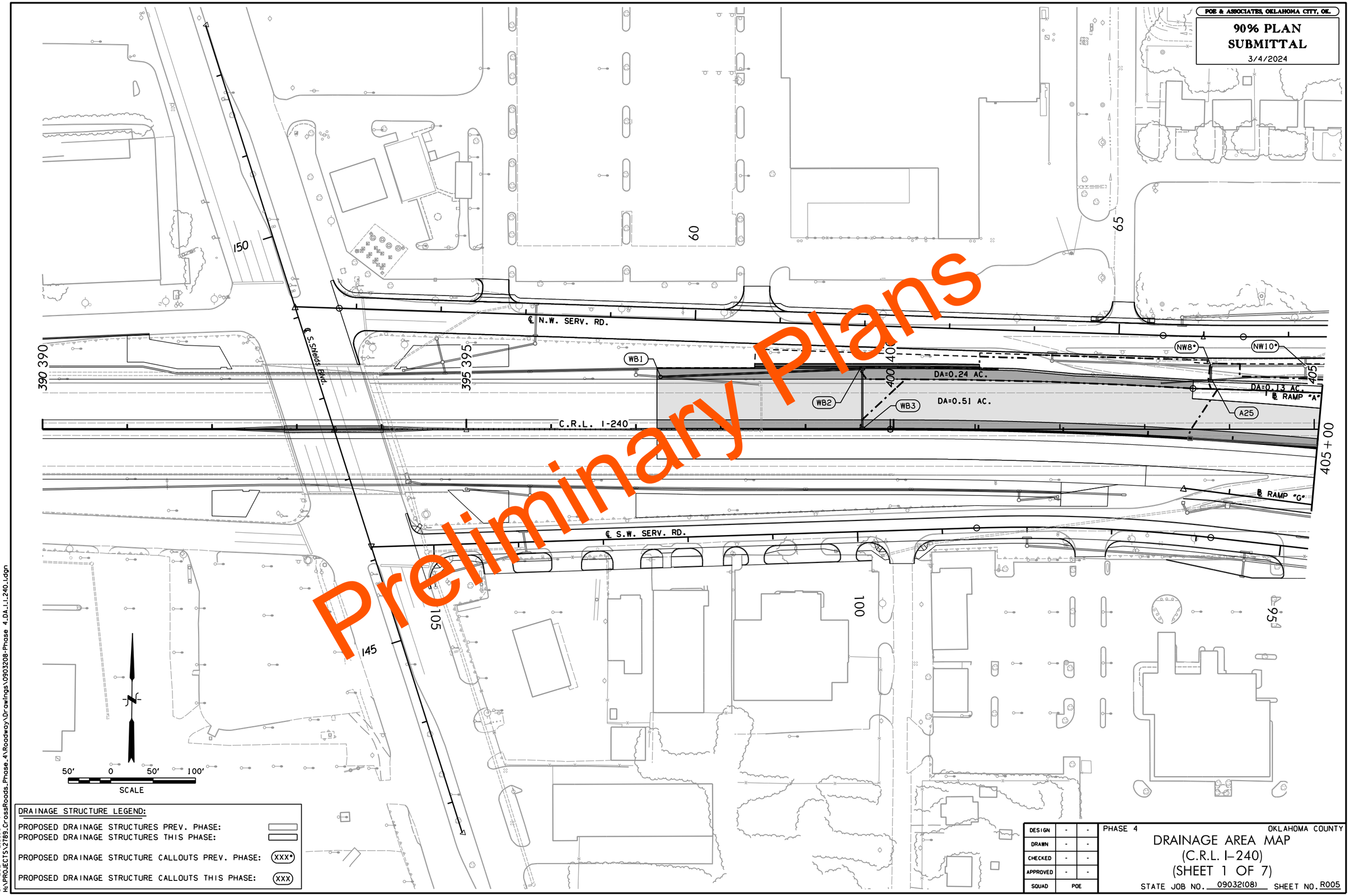

POE & ASSOCIATES, OKLAHOMA CITY, OK.
90% PLAN SUBMITTAL
3/4/2024
Preliminary Plans
℄ N.W. SERV. RD.
℄ S.Shields Blvd.
C.R.L. I-240
℄ S.W. SERV. RD.
℄ RAMP "A"
℄ RAMP "G"
DA=0.24 AC.
DA=0.51 AC.
DA=0.13 AC.
WB1
WB2
WB3
NW8*
NW10*
A25
390 390
395 395
400 400
405 405
405+00
150
145
105
100
95
60
65
50' 0 50' 100'
SCALE
DRAINAGE STRUCTURE LEGEND:
PROPOSED DRAINAGE STRUCTURES PREV. PHASE:
PROPOSED DRAINAGE STRUCTURES THIS PHASE:
PROPOSED DRAINAGE STRUCTURE CALLOUTS PREV. PHASE: XXX*
PROPOSED DRAINAGE STRUCTURE CALLOUTS THIS PHASE: XXX
DESIGN - -
DRAWN - -
CHECKED - -
APPROVED - -
SQUAD POE
PHASE 4
OKLAHOMA COUNTY
DRAINAGE AREA MAP
(C.R.L. I-240)
(SHEET 1 OF 7)
STATE JOB NO. 09032(08)
SHEET NO. R005
3/4/2024 2:35:18 PM
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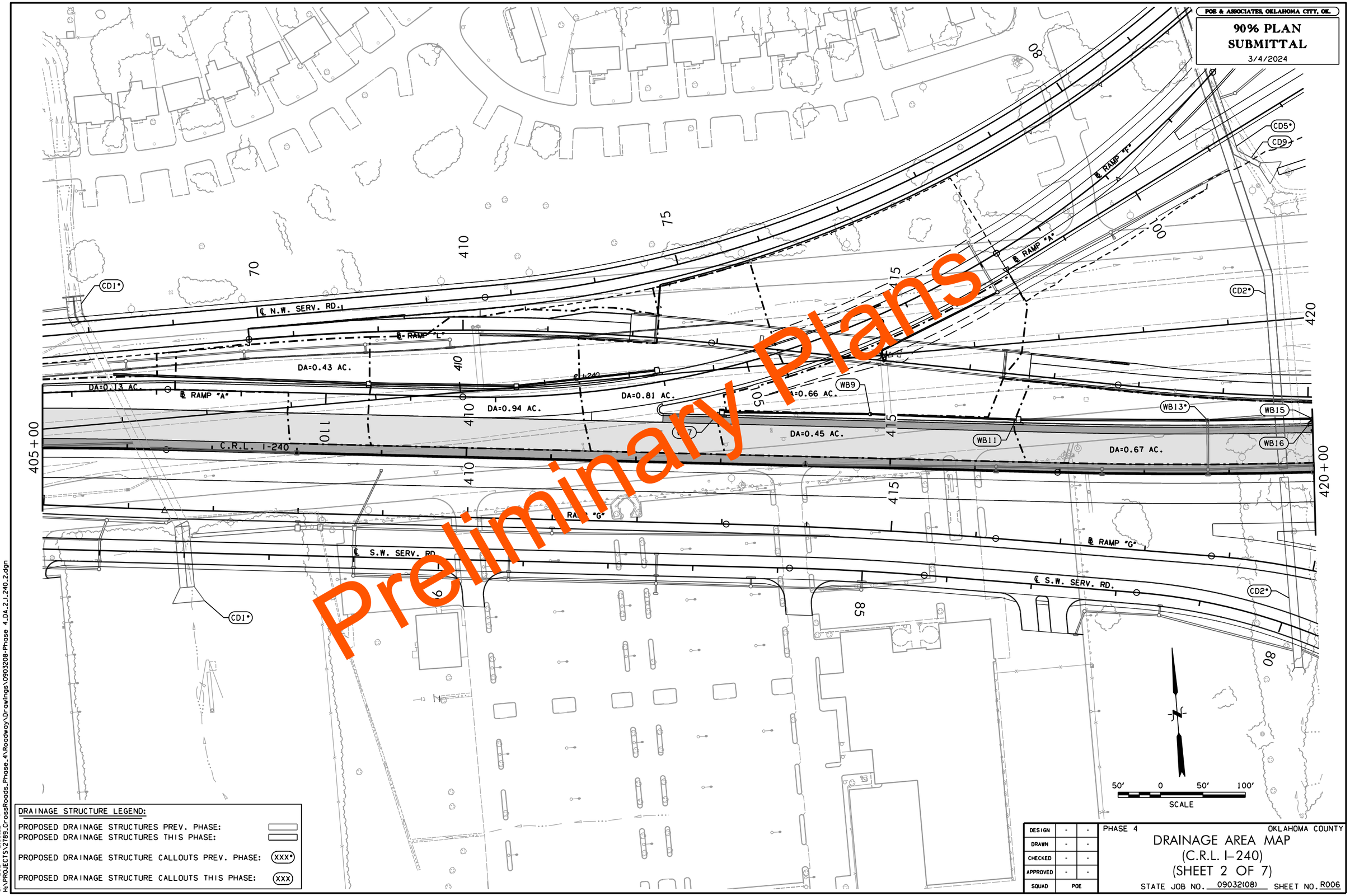

POE & ASSOCIATES, OKLAHOMA CITY, OK.
90% PLAN SUBMITTAL
3/4/2024
Preliminary Plans
℄ N.W. SERV. RD.
℄ RAMP "L"
℄ RAMP "A"
℄ RAMP "F"
℄ RAMP "G"
℄ S.W. SERV. RD.
C.R.L. I-240
DA=0.13 AC.
DA=0.43 AC.
DA=0.94 AC.
DA=0.81 AC.
DA=0.66 AC.
DA=0.45 AC.
DA=0.67 AC.
CD1*
CD2*
CD5*
CD9
WB9
WB11
WB13*
WB15
WB16
405+00
420+00
50' 0 50' 100'
SCALE
DRAINAGE STRUCTURE LEGEND:
PROPOSED DRAINAGE STRUCTURES PREV. PHASE:
PROPOSED DRAINAGE STRUCTURES THIS PHASE:
PROPOSED DRAINAGE STRUCTURE CALLOUTS PREV. PHASE: XXX*
PROPOSED DRAINAGE STRUCTURE CALLOUTS THIS PHASE: XXX
DESIGN - -
DRAWN - -
CHECKED - -
APPROVED - -
SQUAD POE
PHASE 4
OKLAHOMA COUNTY
DRAINAGE AREA MAP
(C.R.L. I-240)
(SHEET 2 OF 7)
STATE JOB NO. 09032(08)
SHEET NO. R006
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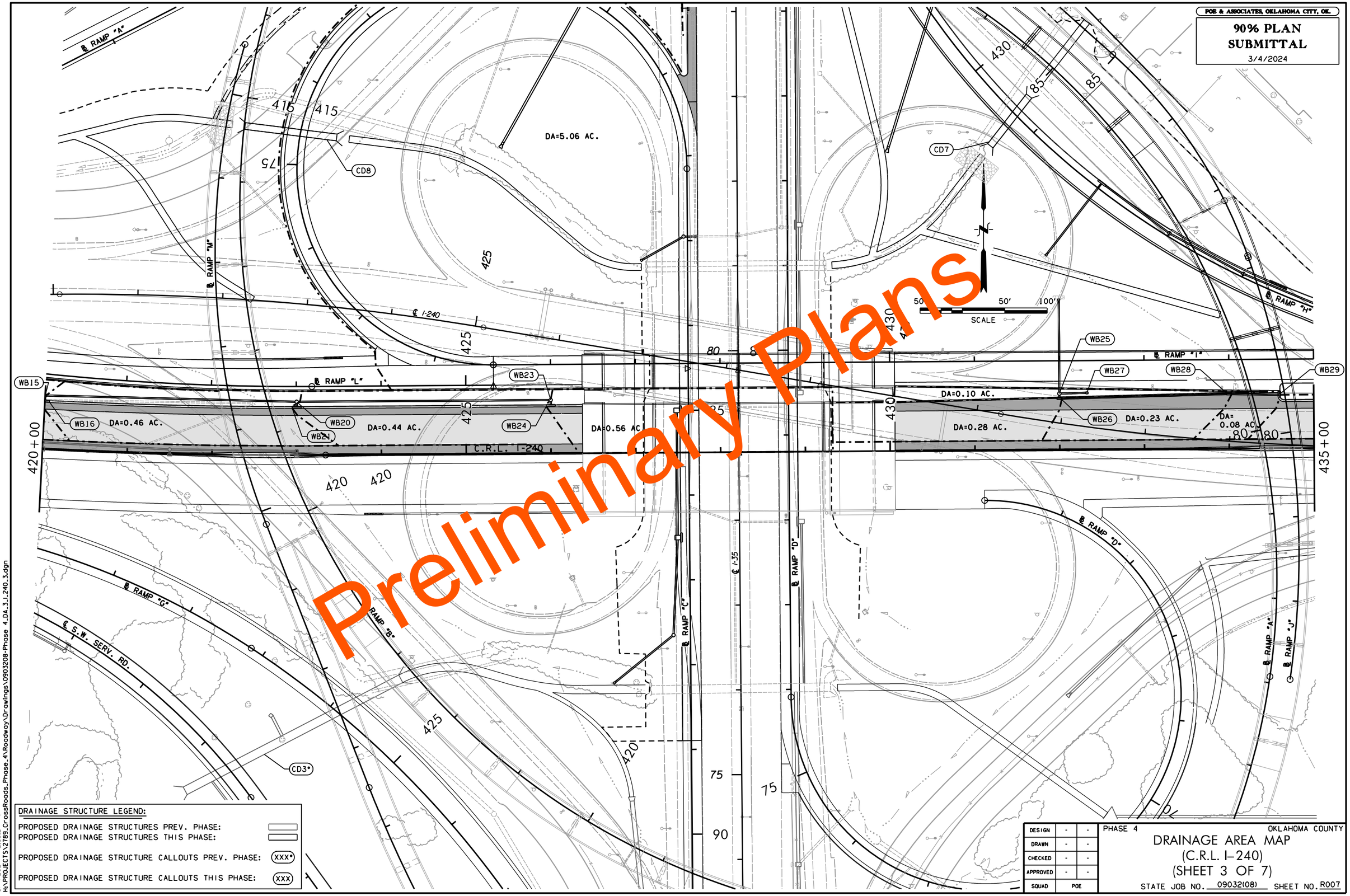

POE & ASSOCIATES, OKLAHOMA CITY, OK.
90% PLAN SUBMITTAL
3/4/2024
Preliminary Plans
DA=5.06 AC.
DA=0.46 AC.
DA=0.44 AC.
DA=0.56 AC.
DA=0.10 AC.
DA=0.28 AC.
DA=0.23 AC.
DA= 0.08 AC.
C.R.L. I-240
℄ I-240
℄ I-35
℄ RAMP "A"
℄ RAMP "B"
℄ RAMP "C"
℄ RAMP "D"
℄ RAMP "E"
℄ RAMP "F"
℄ RAMP "G"
℄ RAMP "H"
℄ RAMP "I"
℄ RAMP "J"
℄ RAMP "L"
℄ RAMP "M"
℄ S.W. SERV. RD.
CD3*
CD7
CD8
WB15
WB16
WB20
WB21
WB23
WB24
WB25
WB26
WB27
WB28
WB29
420+00
435+00
SCALE
50'
100'
DRAINAGE STRUCTURE LEGEND:
PROPOSED DRAINAGE STRUCTURES PREV. PHASE:
PROPOSED DRAINAGE STRUCTURES THIS PHASE:
PROPOSED DRAINAGE STRUCTURE CALLOUTS PREV. PHASE: XXX*
PROPOSED DRAINAGE STRUCTURE CALLOUTS THIS PHASE: XXX
DESIGN
DRAWN
CHECKED
APPROVED
SQUAD
POE
PHASE 4
OKLAHOMA COUNTY
DRAINAGE AREA MAP
(C.R.L. I-240)
(SHEET 3 OF 7)
STATE JOB NO. 09032(08)
SHEET NO. R007
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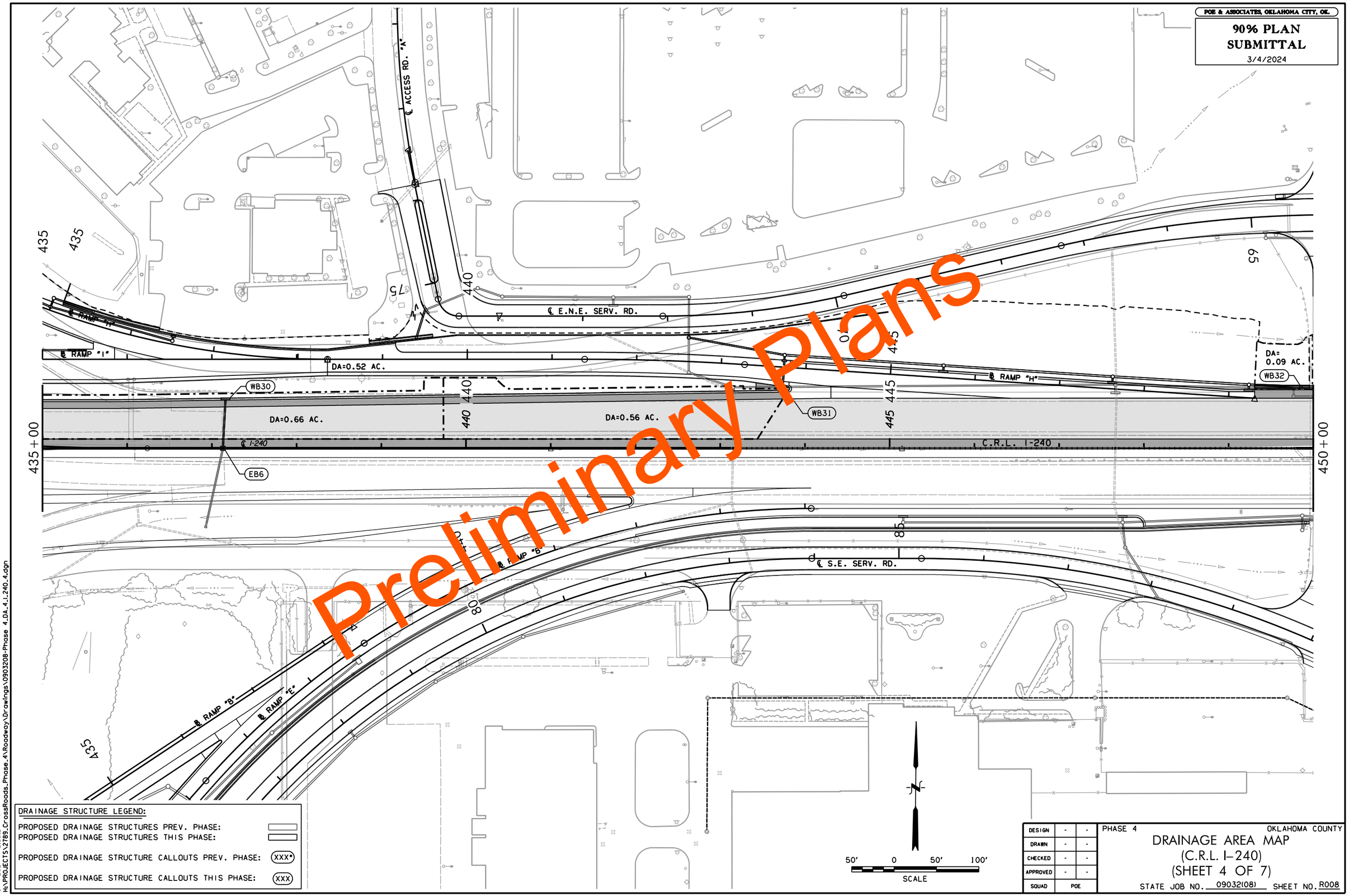

POE & ASSOCIATES, OKLAHOMA CITY, OK.
90% PLAN SUBMITTAL
3/4/2024
Preliminary Plans
℄ ACCESS RD. "A"
℄ E.N.E. SERV. RD.
℄ RAMP "I"
℄ RAMP "H"
℄ RAMP "B"
℄ RAMP "E"
℄ S.E. SERV. RD.
DA=0.52 AC.
DA=0.66 AC.
DA=0.56 AC.
DA= 0.09 AC.
WB30
WB31
WB32
EB6
℄ I-240
C.R.L. I-240
435+00
450+00
435
440
445
75
65
85
80
DRAINAGE STRUCTURE LEGEND:
PROPOSED DRAINAGE STRUCTURES PREV. PHASE:
PROPOSED DRAINAGE STRUCTURES THIS PHASE:
PROPOSED DRAINAGE STRUCTURE CALLOUTS PREV. PHASE: XXX*
PROPOSED DRAINAGE STRUCTURE CALLOUTS THIS PHASE: XXX
50' 0 50' 100'
SCALE
DESIGN - -
DRAWN - -
CHECKED - -
APPROVED - -
SQUAD POE
PHASE 4
OKLAHOMA COUNTY
DRAINAGE AREA MAP
(C.R.L. I-240)
(SHEET 4 OF 7)
STATE JOB NO. 09032(08)
SHEET NO. R008
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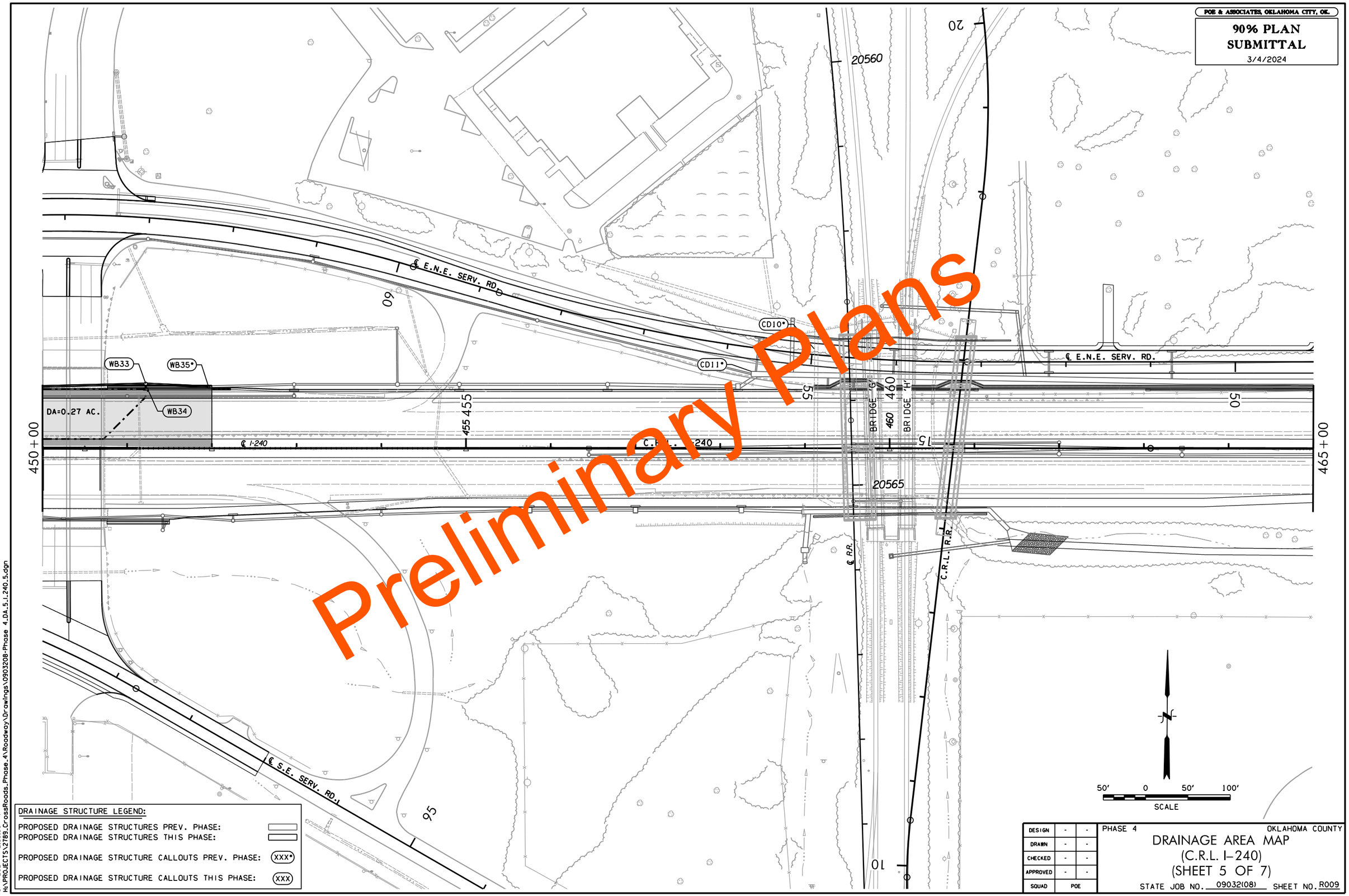

POE & ASSOCIATES, OKLAHOMA CITY, OK.
90% PLAN SUBMITTAL
3/4/2024
Preliminary Plans
20560
20565
20
60
55
50
15
10
95
450+00
465+00
℄ E.N.E. SERV. RD.
℄ S.E. SERV. RD.
℄ I-240
C.R.L. I-240
C.R.L. R.R.
BRIDGE 'G'
BRIDGE 'H'
460
455
WB33
WB34
WB35*
CD10*
CD11*
DA=0.27 AC.
50' 0 50' 100'
SCALE
DRAINAGE STRUCTURE LEGEND:
PROPOSED DRAINAGE STRUCTURES PREV. PHASE:
PROPOSED DRAINAGE STRUCTURES THIS PHASE:
PROPOSED DRAINAGE STRUCTURE CALLOUTS PREV. PHASE: XXX*
PROPOSED DRAINAGE STRUCTURE CALLOUTS THIS PHASE: XXX
DESIGN - -
DRAWN - -
CHECKED - -
APPROVED - -
SQUAD POE
PHASE 4
OKLAHOMA COUNTY
DRAINAGE AREA MAP
(C.R.L. I-240)
(SHEET 5 OF 7)
STATE JOB NO. 09032(08)
SHEET NO. R009
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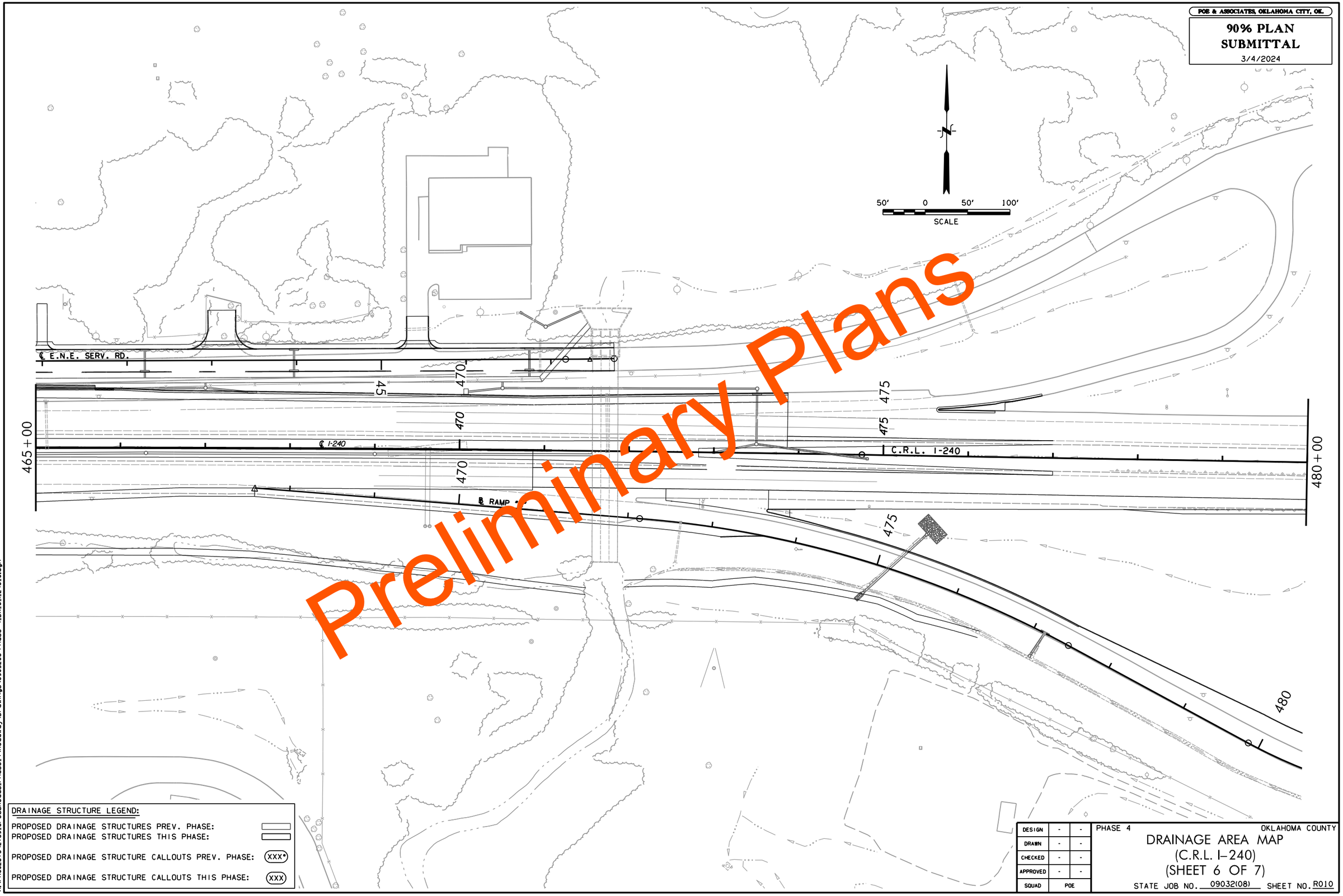
3/4/2024



Preliminary Plans

DRAINAGE STRUCTURE LEGEND:

PROPOSED DRAINAGE STRUCTURES PREV. PHASE:

PROPOSED DRAINAGE STRUCTURES THIS PHASE:

PROPOSED DRAINAGE STRUCTURE CALLOUTS PREV. PHASE: (XXX*)

PROPOSED DRAINAGE STRUCTURE CALLOUTS THIS PHASE: (XXX)

DESIGN	-	-
DRAWN	-	-
CHECKED	-	-
APPROVED	-	-
SQUAD	POE	

PHASE 4 OKLAHOMA COUNTY

DRAINAGE AREA MAP (C.R.L. I-240) (SHEET 6 OF 7)

STATE JOB NO. 09032(08) SHEET NO. R010

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POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

3/4/2024

Preliminary Plans

EASTERN

EASTERN

485

485

490

490

495

495

480+00

℄ I-240

C.R.L. I-240

℄ RAMP "N"

DRAINAGE STRUCTURE LEGEND:

PROPOSED DRAINAGE STRUCTURES PREV. PHASE:

PROPOSED DRAINAGE STRUCTURES THIS PHASE:

PROPOSED DRAINAGE STRUCTURE CALLOUTS PREV. PHASE: (XXX*)

PROPOSED DRAINAGE STRUCTURE CALLOUTS THIS PHASE: (XXX)

50′ 0 50′ 100′

SCALE

DESIGN	-	-
DRAWN	-	-
CHECKED	-	-
APPROVED	-	-
SQUAD	POE	

PHASE 4 OKLAHOMA COUNTY

DRAINAGE AREA MAP (C.R.L. I-240) (SHEET 7 OF 7)

STATE JOB NO. 09032(08) SHEET NO. R011

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POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

3/4/2024

Preliminary Plans

CD8

℄ RAMP "C"

℄ RAMP "B"

℄ RAMP "F"

℄ RAMP "B"

CD6*

℄ N.W. SERV. RD.

410

90

80

85

06

405

95

7

8

9

10

DA=0.48 AC.

DA=0.33 AC.

DA=0.33 AC.

DA=0.26 AC.

℄ I-35

℄ RAMP "D"

℄ RAMP "H"

℄ RAMP "J"

℄ N.N.E. SERV. RD.

425

420

DA=1.17 AC.

CD7

℄ RAMP "A"

℄ RAMP "J"

℄ RAMP "J"

50' 0 50' 100'

SCALE

DRAINAGE STRUCTURE LEGEND:

PROPOSED DRAINAGE STRUCTURES PREV. PHASE:

PROPOSED DRAINAGE STRUCTURES THIS PHASE:

PROPOSED DRAINAGE STRUCTURE CALLOUTS PREV. PHASE: (XXX*)

PROPOSED DRAINAGE STRUCTURE CALLOUTS THIS PHASE: (XXX)

DESIGN	-	-
DRAWN	-	-
CHECKED	-	-
APPROVED	-	-
SQUAD	POE	

PHASE 4 OKLAHOMA COUNTY

DRAINAGE AREA MAP (I-35) (SHEET 1 OF 1)

STATE JOB NO. 09032(08) SHEET NO. R012

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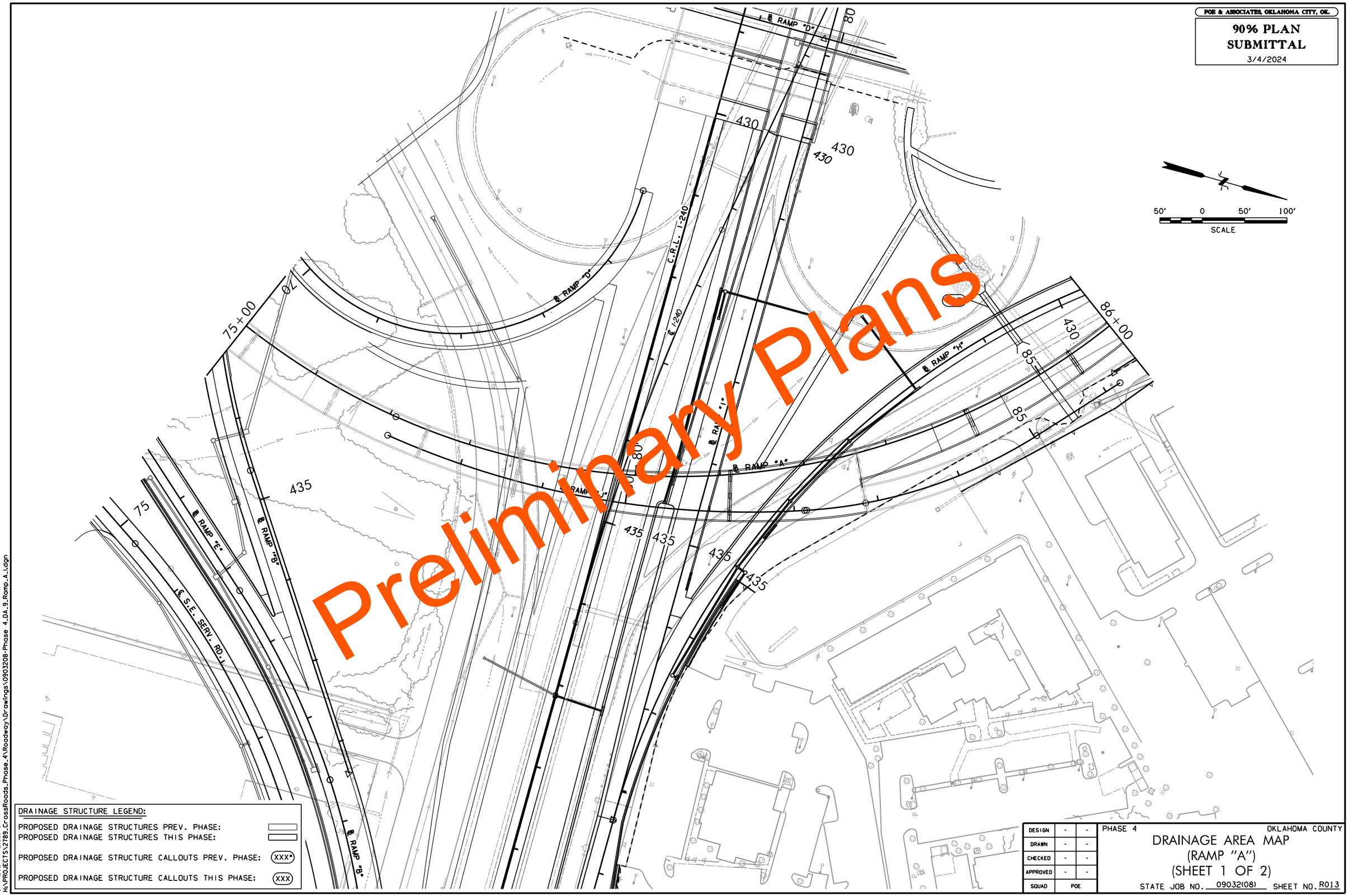
POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

3/4/2024



DRAINAGE STRUCTURE LEGEND:

PROPOSED DRAINAGE STRUCTURES PREV. PHASE:

PROPOSED DRAINAGE STRUCTURES THIS PHASE:

PROPOSED DRAINAGE STRUCTURE CALLOUTS PREV. PHASE: XXX*

PROPOSED DRAINAGE STRUCTURE CALLOUTS THIS PHASE: XXX

DESIGN	-	-
DRAWN	-	-
CHECKED	-	-
APPROVED	-	-
SQUAD	POE	

PHASE 4 OKLAHOMA COUNTY

DRAINAGE AREA MAP
(RAMP "A")
(SHEET 1 OF 2)

STATE JOB NO. 09032(08) SHEET NO. R013

3/4/2024 2:35:40 PM
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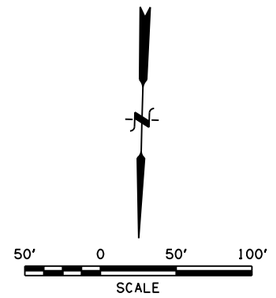
POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

3/4/2024



Preliminary Plans

DRAINAGE STRUCTURE LEGEND:

PROPOSED DRAINAGE STRUCTURES PREV. PHASE:

PROPOSED DRAINAGE STRUCTURES THIS PHASE:

PROPOSED DRAINAGE STRUCTURE CALLOUTS PREV. PHASE: (XXX*)

PROPOSED DRAINAGE STRUCTURE CALLOUTS THIS PHASE: (XXX)

DESIGN	-	-
DRAWN	-	-
CHECKED	-	-
APPROVED	-	-
SQUAD	POE	

PHASE 4 OKLAHOMA COUNTY

DRAINAGE AREA MAP (RAMP "A") (SHEET 2 OF 2)

STATE JOB NO. 09032(08) SHEET NO. R014

3/4/2024 2:35:44 PM
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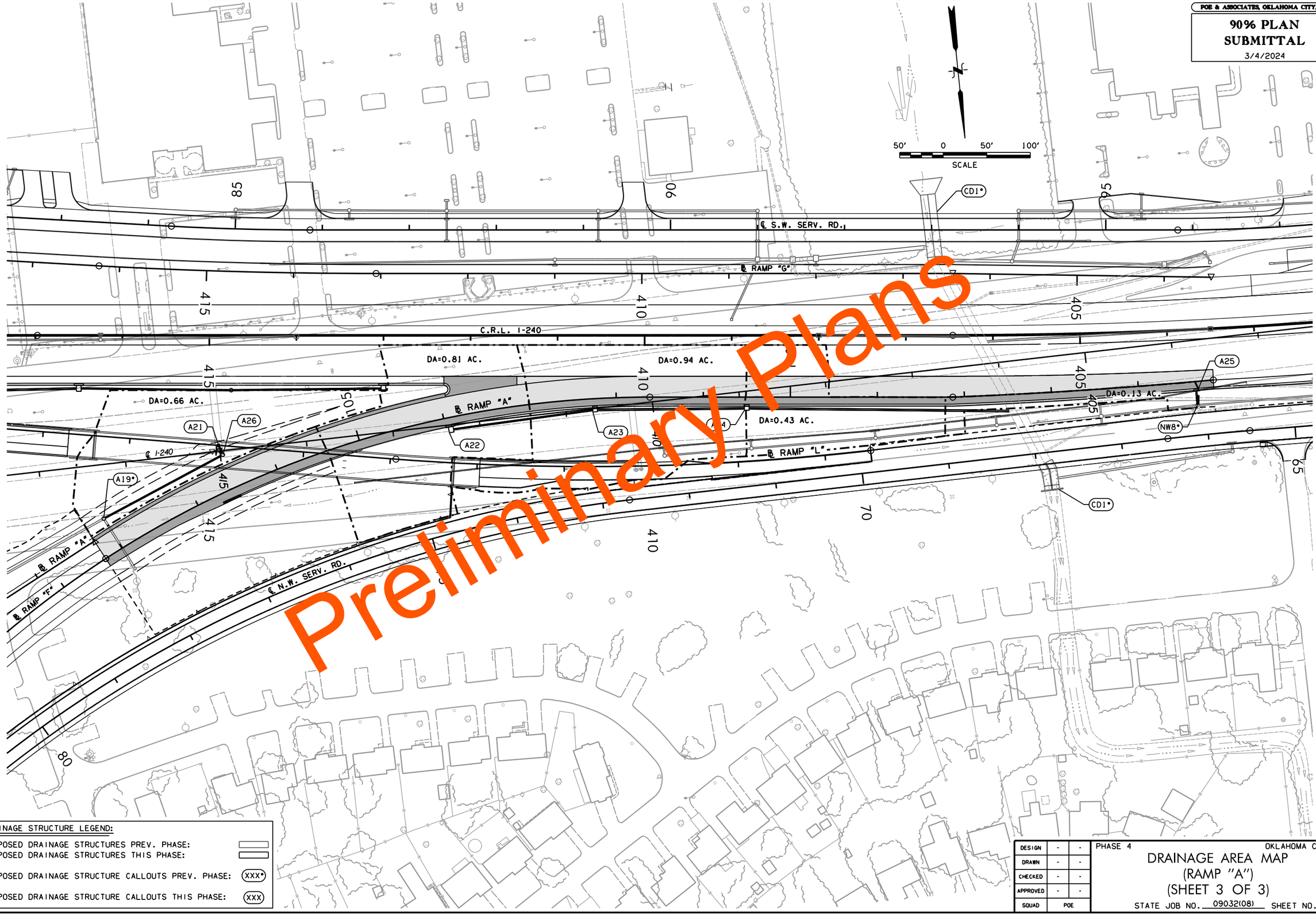
POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

3/4/2024



Preliminary Plans

DRAINAGE STRUCTURE LEGEND:

PROPOSED DRAINAGE STRUCTURES PREV. PHASE:

PROPOSED DRAINAGE STRUCTURES THIS PHASE:

PROPOSED DRAINAGE STRUCTURE CALLOUTS PREV. PHASE: (XXX•)

PROPOSED DRAINAGE STRUCTURE CALLOUTS THIS PHASE: (XXX)

DESIGN	-	-
DRAWN	-	-
CHECKED	-	-
APPROVED	-	-
SQUAD	POE	

PHASE 4 OKLAHOMA COUNTY

DRAINAGE AREA MAP (RAMP "A") (SHEET 3 OF 3)

STATE JOB NO. 09032(08) SHEET NO. R015

3/4/2024 2:35:48 PM
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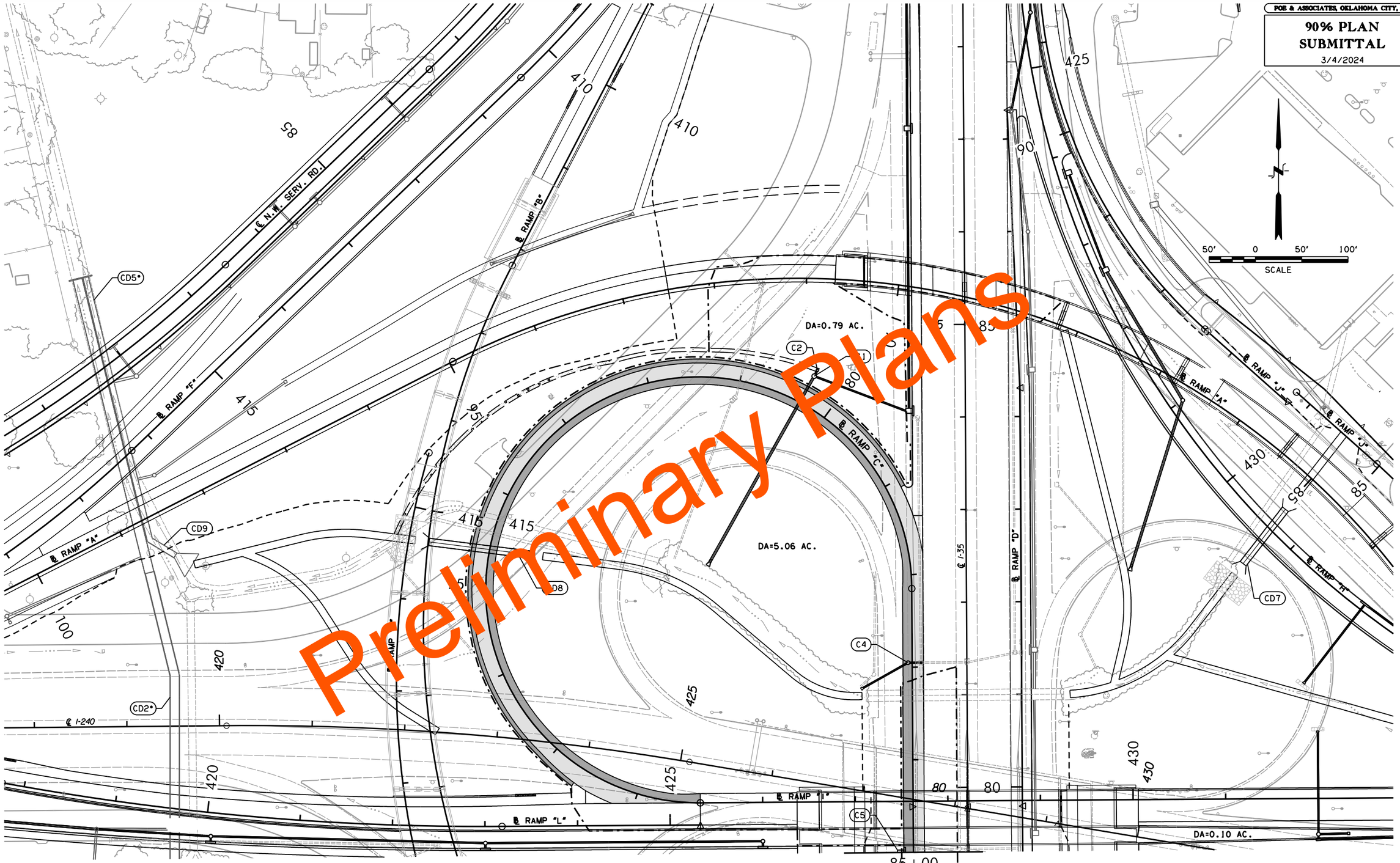
POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

3/4/2024



Preliminary Plans

DRAINAGE STRUCTURE LEGEND:

PROPOSED DRAINAGE STRUCTURES PREV. PHASE:

PROPOSED DRAINAGE STRUCTURES THIS PHASE:

PROPOSED DRAINAGE STRUCTURE CALLOUTS PREV. PHASE: (XXX*)

PROPOSED DRAINAGE STRUCTURE CALLOUTS THIS PHASE: (XXX)

DESIGN	-	-
DRAWN	-	-
CHECKED	-	-
APPROVED	-	-
SQUAD	POE	

PHASE 4 OKLAHOMA COUNTY

DRAINAGE AREA MAP (RAMP "C") (SHEET 1 OF 2)

STATE JOB NO. 09032(08) SHEET NO. R016

3/4/2024 2:35:51 PM
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POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

3/4/2024

Preliminary Plans

℄ I-240

℄ RAMP "D"

CD4*

430

℄ RAMP "A"

℄ RAMP "E"

℄ S.E. SERV. RD.

70

65

75

℄ I-35

DA=0.52 AC.

DA=0.59 AC.

90

435

85+00

℄ RAMP "C"

C5

C6

C7

C.R.L. I-240

425

℄ RAMP "G"

℄ RAMP "M"

℄ S.W. SERV. RD.

CD3*

50' 0 50' 100'

SCALE

DRAINAGE STRUCTURE LEGEND:

PROPOSED DRAINAGE STRUCTURES PREV. PHASE:

PROPOSED DRAINAGE STRUCTURES THIS PHASE:

PROPOSED DRAINAGE STRUCTURE CALLOUTS PREV. PHASE: (XXX*)

PROPOSED DRAINAGE STRUCTURE CALLOUTS THIS PHASE: (XXX)

DESIGN	-	-
DRAWN	-	-
CHECKED	-	-
APPROVED	-	-
SQUAD	POE	

PHASE 4 OKLAHOMA COUNTY

DRAINAGE AREA MAP (RAMP "C") (SHEET 2 OF 2)

STATE JOB NO. 09032(08) SHEET NO. R017

3/4/2024 2:35:54 PM
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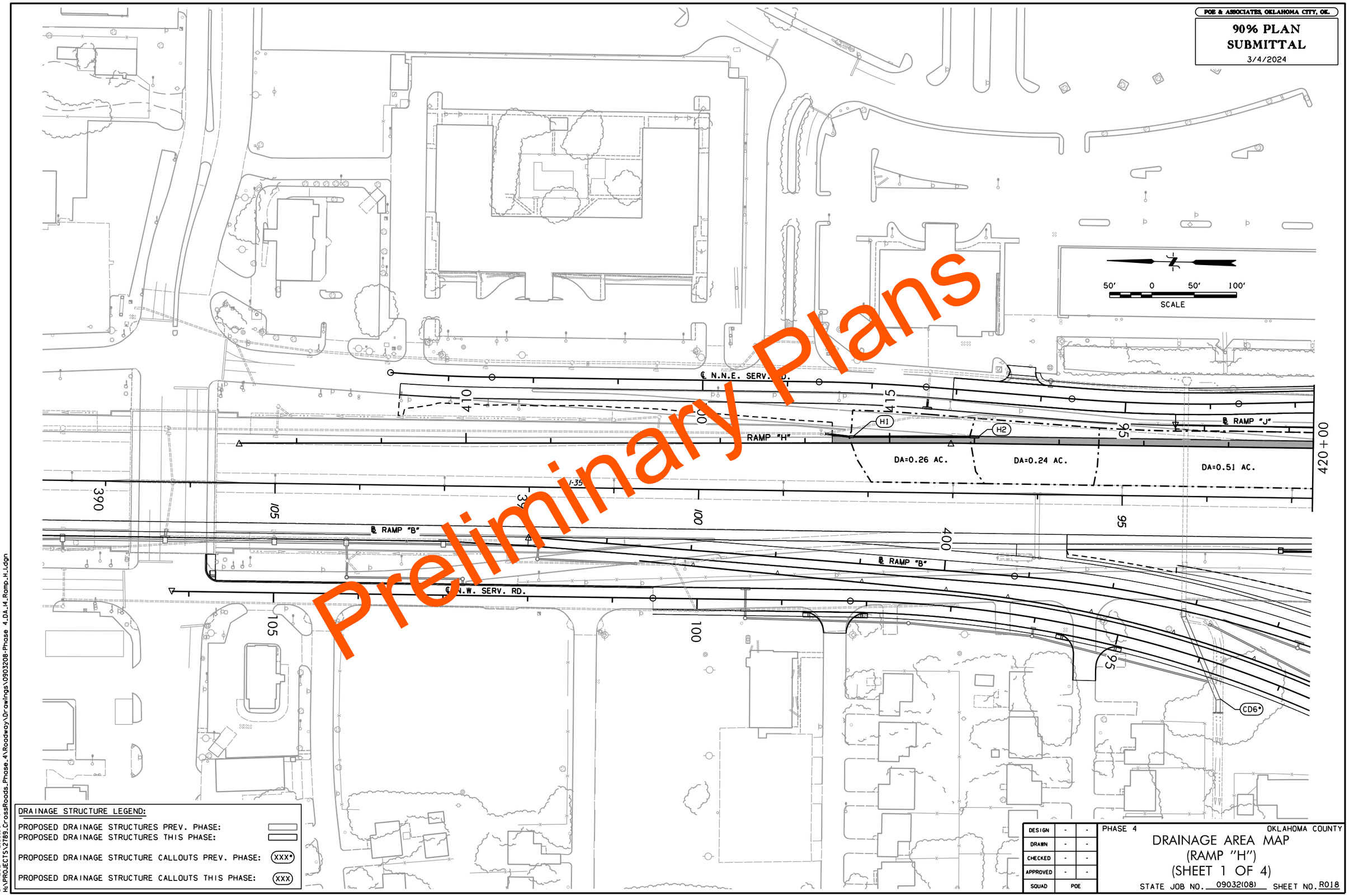
POE & ASSOCIATES, OKLAHOMA CITY, OK.
90% PLAN SUBMITTAL
3/4/2024
Preliminary Plans
50' 0 50' 100'
SCALE
℄ N.N.E. SERV. RD.
℄ RAMP "J"
RAMP "H"
H1
H2
DA=0.26 AC.
DA=0.24 AC.
DA=0.51 AC.
I-35
℄ RAMP "B"
℄ N.W. SERV. RD.
CD6*
410
415
420+00
390
105
100
95
400
DRAINAGE STRUCTURE LEGEND:
PROPOSED DRAINAGE STRUCTURES PREV. PHASE:
PROPOSED DRAINAGE STRUCTURES THIS PHASE:
PROPOSED DRAINAGE STRUCTURE CALLOUTS PREV. PHASE: XXX*
PROPOSED DRAINAGE STRUCTURE CALLOUTS THIS PHASE: XXX
DESIGN - -
DRAWN - -
CHECKED - -
APPROVED - -
SQUAD POE
PHASE 4
OKLAHOMA COUNTY
DRAINAGE AREA MAP
(RAMP "H")
(SHEET 1 OF 4)
STATE JOB NO. 09032(08)
SHEET NO. R018
3/4/2024 2:35:56 PM
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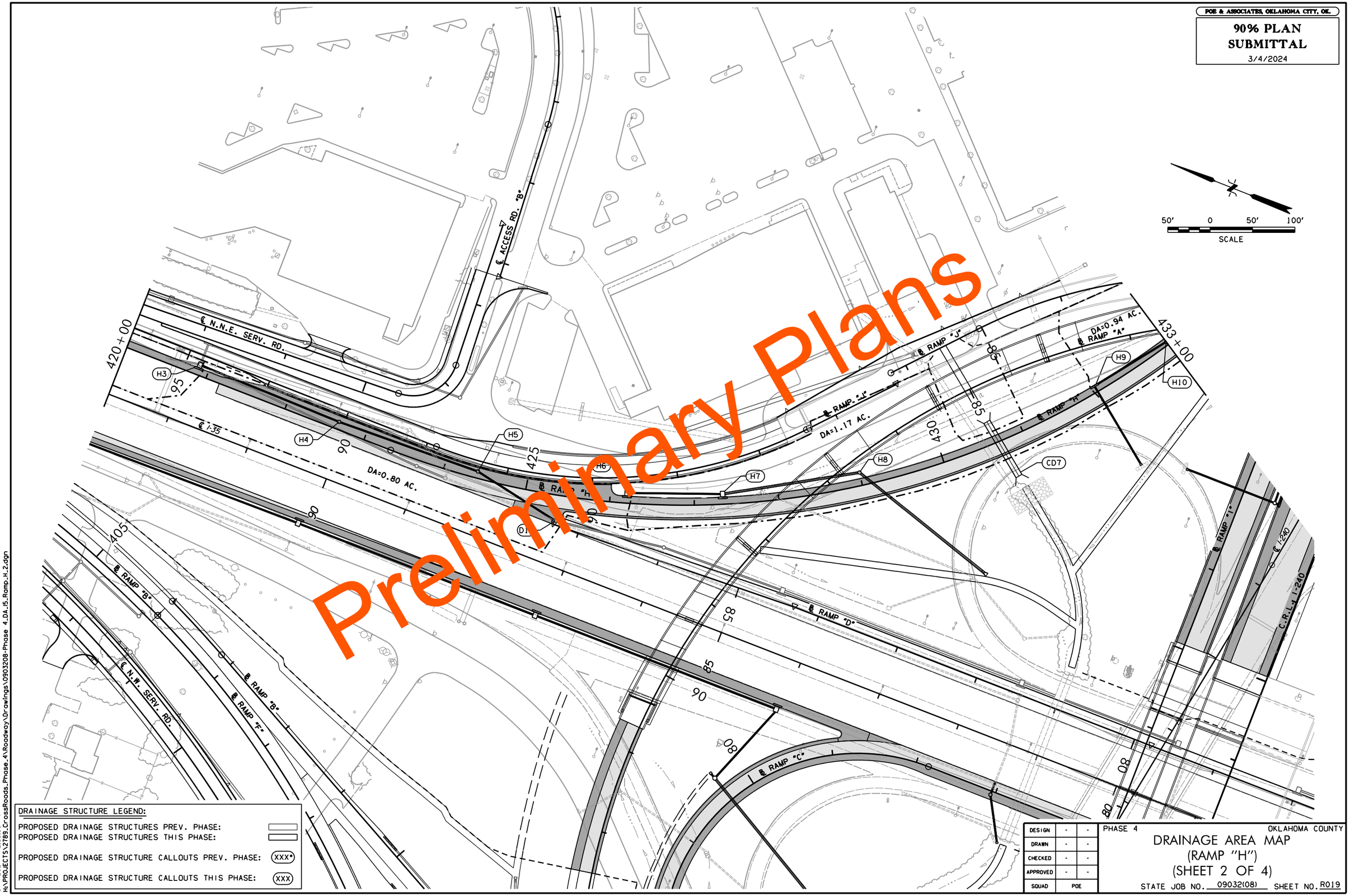
POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

3/4/2024



DRAINAGE STRUCTURE LEGEND:

PROPOSED DRAINAGE STRUCTURES PREV. PHASE:

PROPOSED DRAINAGE STRUCTURES THIS PHASE:

PROPOSED DRAINAGE STRUCTURE CALLOUTS PREV. PHASE: XXX*

PROPOSED DRAINAGE STRUCTURE CALLOUTS THIS PHASE: XXX

DESIGN	-	-
DRAWN	-	-
CHECKED	-	-
APPROVED	-	-
SQUAD	POE	

PHASE 4 OKLAHOMA COUNTY

DRAINAGE AREA MAP
(RAMP "H")
(SHEET 2 OF 4)

STATE JOB NO. 09032(08) SHEET NO. R019

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POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

3/4/2024

Preliminary Plans

50′ 0 50′ 100′

SCALE

℄ ACCESS RD. "A"

℄ E.N.E. SERV. RD.

℄ S.E. SERV. RD.

℄ RAMP "A"

℄ RAMP "B"

℄ RAMP "D"

℄ RAMP "E"

℄ RAMP "I"

℄ RAMP "J"

℄ I-240

C.R.L. I-240

433+00

446+00

H10 H23 H24 H25 H26 H27 H12 H13 H14 H15 H16 H17 H18

DA=0.94 AC.

DA=0.56 AC.

DA=0.03 AC.

DA=0.22 AC.

DA=0.52 AC.

DA=0.24 AC.

DA=0.60 AC.

DRAINAGE STRUCTURE LEGEND:

PROPOSED DRAINAGE STRUCTURES PREV. PHASE:

PROPOSED DRAINAGE STRUCTURES THIS PHASE:

PROPOSED DRAINAGE STRUCTURE CALLOUTS PREV. PHASE: (XXX*)

PROPOSED DRAINAGE STRUCTURE CALLOUTS THIS PHASE: (XXX)

DESIGN	-	-
DRAWN	-	-
CHECKED	-	-
APPROVED	-	-
SQUAD	POE	

PHASE 4

OKLAHOMA COUNTY

DRAINAGE AREA MAP (RAMP "H") (SHEET 3 OF 4)

STATE JOB NO. 09032(08) SHEET NO. R020

3/4/2024 2:36:02 PM
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POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

3/4/2024

Preliminary Plans

DA=0.79 AC.

DA=0.73 AC.

H19

H20

H21

H22

℄ RAMP "H"

℄ E.N.E. SERV. RD.

℄ S.E. SERV. RD.

C.R.L. I-240

I-240

CD10•

CD11•

BRIDGE 'H'

BRIDGE 'G'

CRL R.R.

℄ R.R.

446+00

20560

20565

65

60

55

50

45

40

95

460

455

450

15

N

50′ 0 50′ 100′

SCALE

DRAINAGE STRUCTURE LEGEND:

PROPOSED DRAINAGE STRUCTURES PREV. PHASE:

PROPOSED DRAINAGE STRUCTURES THIS PHASE:

PROPOSED DRAINAGE STRUCTURE CALLOUTS PREV. PHASE: (XXX•)

PROPOSED DRAINAGE STRUCTURE CALLOUTS THIS PHASE: (XXX)

DESIGN	-	-
DRAWN	-	-
CHECKED	-	-
APPROVED	-	-
SQUAD	POE	

PHASE 4 OKLAHOMA COUNTY

DRAINAGE AREA MAP (RAMP "H")

(SHEET 4 OF 4)

STATE JOB NO. 09032(08) SHEET NO. R021

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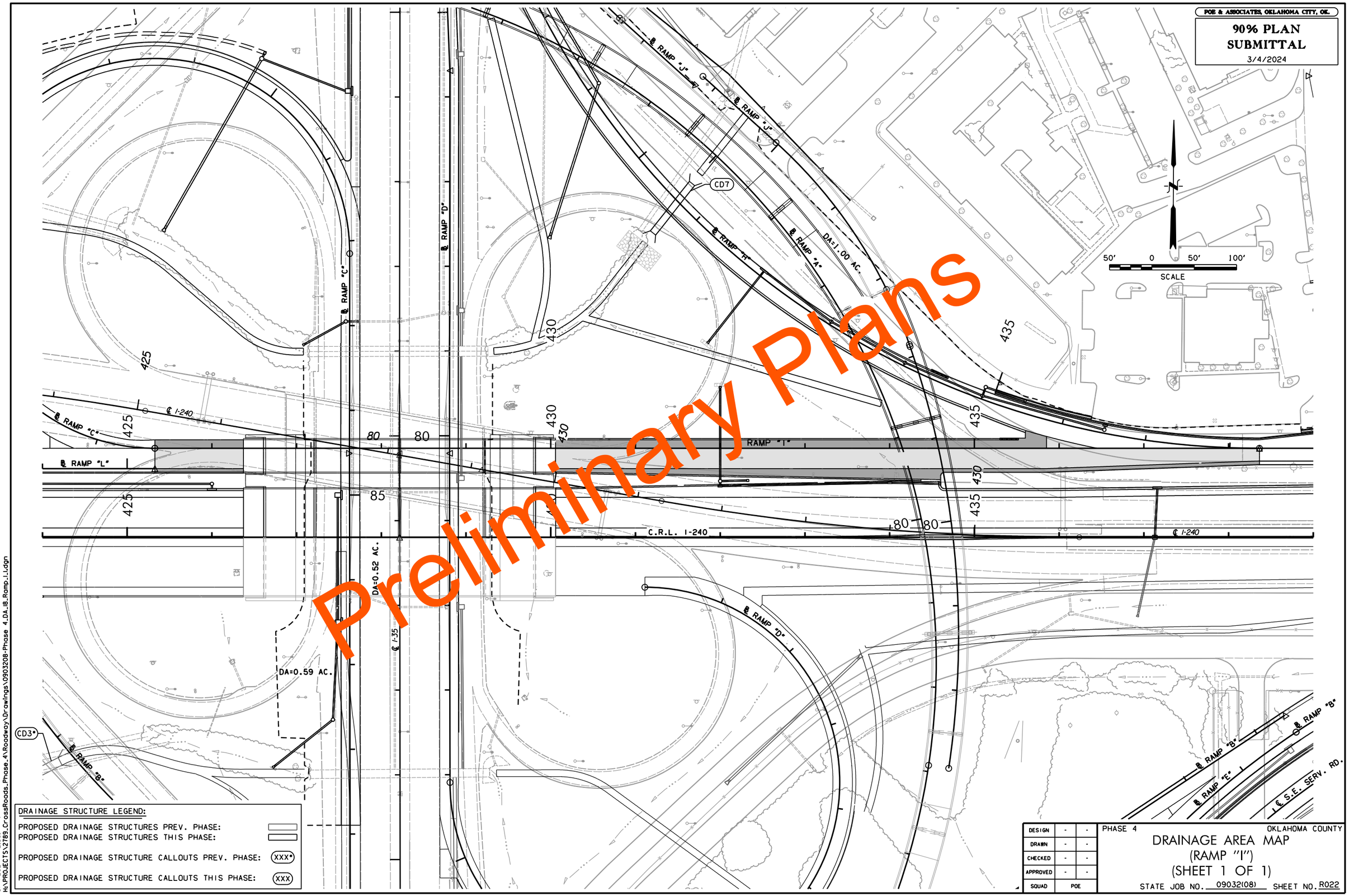

POE & ASSOCIATES, OKLAHOMA CITY, OK.
90% PLAN SUBMITTAL
3/4/2024
Preliminary Plans
℄ RAMP "J"
℄ RAMP "H"
℄ RAMP "A"
DA=1.00 AC.
CD7
℄ RAMP "D"
℄ RAMP "C"
℄ RAMP "L"
℄ RAMP "I"
℄ I-240
C.R.L. I-240
DA=0.52 AC.
DA=0.59 AC.
℄ I-35
℄ RAMP "B"
℄ RAMP "E"
℄ S.E. SERV. RD.
CD3*
425
430
435
80
85
50' 0 50' 100'
SCALE
DRAINAGE STRUCTURE LEGEND:
PROPOSED DRAINAGE STRUCTURES PREV. PHASE:
PROPOSED DRAINAGE STRUCTURES THIS PHASE:
PROPOSED DRAINAGE STRUCTURE CALLOUTS PREV. PHASE: XXX*
PROPOSED DRAINAGE STRUCTURE CALLOUTS THIS PHASE: XXX
DESIGN - -
DRAWN - -
CHECKED - -
APPROVED - -
SQUAD POE
PHASE 4
OKLAHOMA COUNTY
DRAINAGE AREA MAP
(RAMP "I")
(SHEET 1 OF 1)
STATE JOB NO. 09032(08)
SHEET NO. R022
3/4/2024 2:36:14 PM
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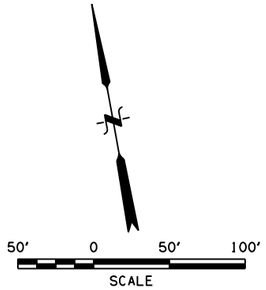
POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

3/4/2024



Preliminary Plans

DRAINAGE STRUCTURE LEGEND:

PROPOSED DRAINAGE STRUCTURES PREV. PHASE:

PROPOSED DRAINAGE STRUCTURES THIS PHASE:

PROPOSED DRAINAGE STRUCTURE CALLOUTS PREV. PHASE: (XXX*)

PROPOSED DRAINAGE STRUCTURE CALLOUTS THIS PHASE: (XXX)

DESIGN	-	-
DRAWN	-	-
CHECKED	-	-
APPROVED	-	-
SQUAD	POE	

PHASE 4 OKLAHOMA COUNTY

DRAINAGE AREA MAP (RAMP "L") (SHEET 1 OF 2)

STATE JOB NO. 09032(08) SHEET NO. R023

3/4/2024 2:36:17 PM
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POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

3/4/2024

Preliminary Plans

℄ RAMP "A"

℄ RAMP "C"

℄ RAMP "D"

℄ RAMP "G"

℄ RAMP "H"

℄ RAMP "I"

℄ RAMP "J"

℄ RAMP "L"

℄ RAMP "N"

℄ I-35

℄ I-240

C.R.L. I-240

S.W. SERV. RD.

CD8

CD3*

DA=0.52 AC.

50' 0 50' 100'

SCALE

DRAINAGE STRUCTURE LEGEND:

PROPOSED DRAINAGE STRUCTURES PREV. PHASE:

PROPOSED DRAINAGE STRUCTURES THIS PHASE:

PROPOSED DRAINAGE STRUCTURE CALLOUTS PREV. PHASE: (XXX*)

PROPOSED DRAINAGE STRUCTURE CALLOUTS THIS PHASE: (XXX)

DESIGN	-	-
DRAWN	-	-
CHECKED	-	-
APPROVED	-	-
SQUAD	POE	

PHASE 4 OKLAHOMA COUNTY

DRAINAGE AREA MAP (RAMP "L") (SHEET 2 OF 2)

STATE JOB NO. 09032(08) SHEET NO. R024

3/4/2024 2:36:24 PM
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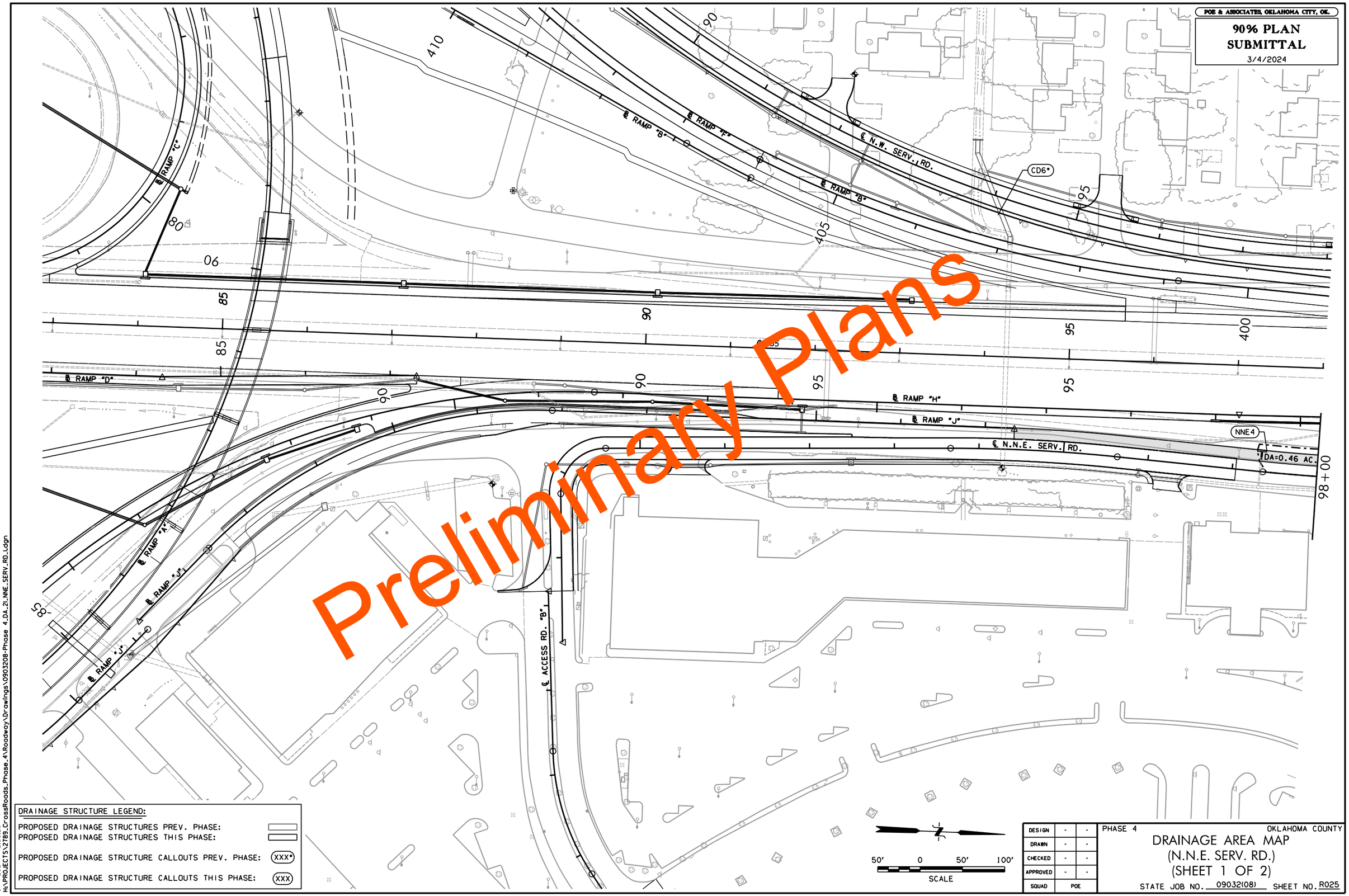

POE & ASSOCIATES, OKLAHOMA CITY, OK.
90% PLAN SUBMITTAL
3/4/2024
Preliminary Plans
℄ RAMP "C"
℄ RAMP "B"
℄ RAMP "F"
℄ N.W. SERV. RD.
CD6*
℄ RAMP "D"
℄ RAMP "H"
℄ RAMP "J"
℄ N.N.E. SERV. RD.
NNE4
DA=0.46 AC.
℄ RAMP "A"
℄ ACCESS RD. "B"
98+00
410
405
400
80
85
90
95
50' 0 50' 100'
SCALE
DRAINAGE STRUCTURE LEGEND:
PROPOSED DRAINAGE STRUCTURES PREV. PHASE:
PROPOSED DRAINAGE STRUCTURES THIS PHASE:
PROPOSED DRAINAGE STRUCTURE CALLOUTS PREV. PHASE: XXX*
PROPOSED DRAINAGE STRUCTURE CALLOUTS THIS PHASE: XXX
DESIGN - -
DRAWN - -
CHECKED - -
APPROVED - -
SQUAD POE
PHASE 4
OKLAHOMA COUNTY
DRAINAGE AREA MAP
(N.N.E. SERV. RD.)
(SHEET 1 OF 2)
STATE JOB NO. 09032(08)
SHEET NO. R025
3/4/2024 2:36:26 PM
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POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

3/4/2024

Preliminary Plans

℄ N.W. SERV. RD.

℄ I-35

℄ RAMP "H"

DA=0.46 AC

℄ N.N.E. SERV. RD.

98+00

100

105

110

S. 96th ST.

DRAINAGE STRUCTURE LEGEND:

PROPOSED DRAINAGE STRUCTURES PREV. PHASE:

PROPOSED DRAINAGE STRUCTURES THIS PHASE:

PROPOSED DRAINAGE STRUCTURE CALLOUTS PREV. PHASE: (XXX*)

PROPOSED DRAINAGE STRUCTURE CALLOUTS THIS PHASE: (XXX)

50′ 0 50′ 100′

SCALE

DESIGN	-	-
DRAWN	-	-
CHECKED	-	-
APPROVED	-	-
SQUAD	POE	

PHASE 4 OKLAHOMA COUNTY

DRAINAGE AREA MAP (N.N.E. SERV. RD.) (SHEET 2 OF 2)

STATE JOB NO. 09032(08) SHEET NO. R026

3/4/2024 2:36:28 PM
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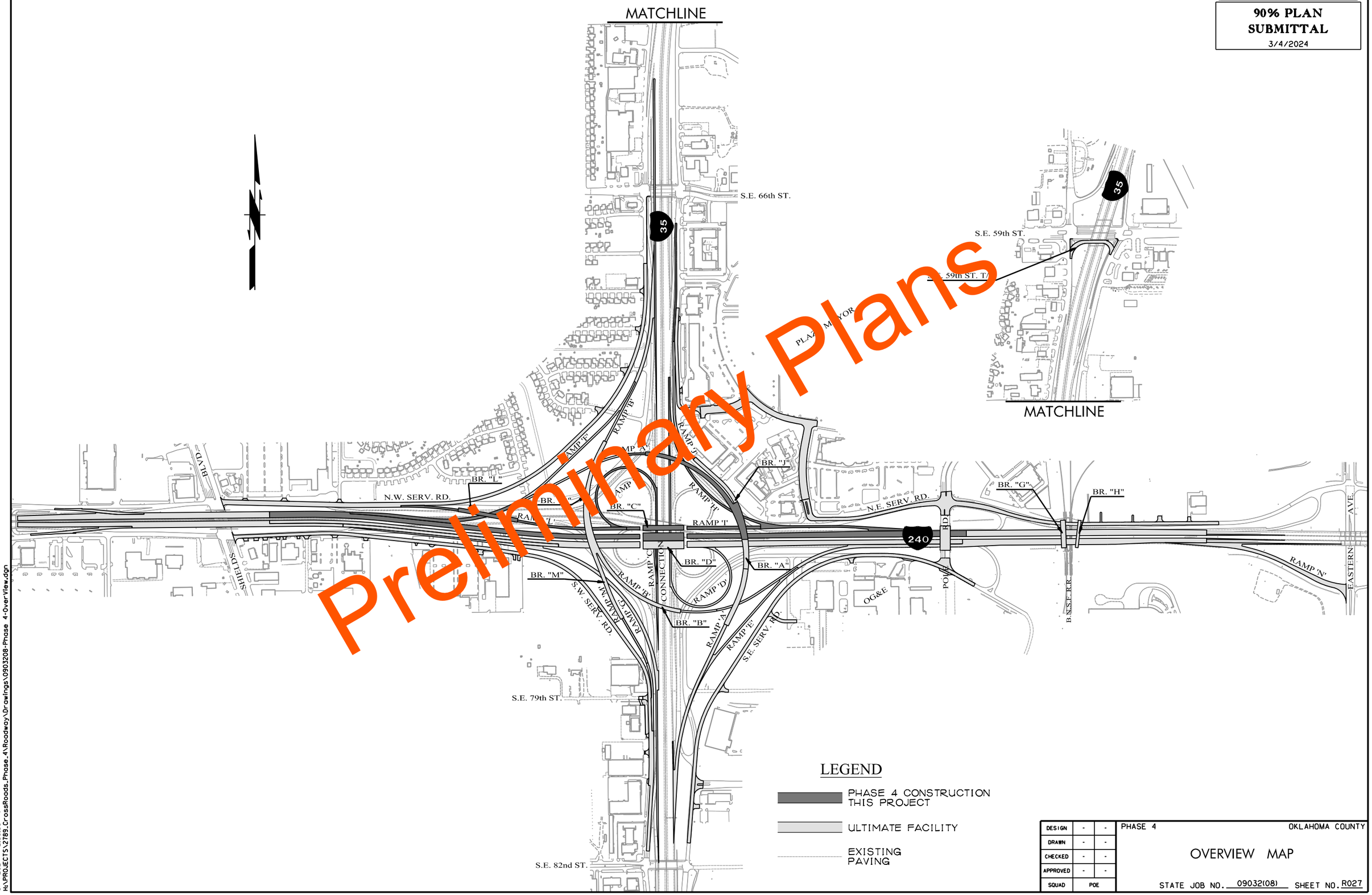
POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

3/4/2024



Preliminary Plans

LEGEND

- PHASE 4 CONSTRUCTION THIS PROJECT
- ULTIMATE FACILITY
- EXISTING PAVING

DESIGN	-	-
DRAWN	-	-
CHECKED	-	-
APPROVED	-	-
SQUAD	POE	

PHASE 4 — OKLAHOMA COUNTY

OVERVIEW MAP

STATE JOB NO. 09032(08) SHEET NO. R027

3/4/2024 2:36:30 PM
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POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

3/4/2024

GENERAL SEQUENCE OF CONSTRUCTION

PART 1

SHIFT NORTHBOUND AND SOUTHBOUND I35 TRAFFIC TOWARDS RESPECTIVE EXTERIOR SHOULDERS FROM STA 74+00.00 TO STA 85+00.00. CONSTRUCT PIERS FOR BRIDGE "D". RESTRICT WESTBOUND I240 TRAFFIC TO TWO EXTERIOR LANES ALONG EXISTING ALIGNMENT FROM STA 391+85.00 TO STA 458+41.00. CONSTRUCT INTERIOR LANES AND SHOULDER OF WESTBOUND I240 FROM STA 397+20.00 TO STA 408+56.00 AND FROM STA 430+05.00 TO STA 452+00.00 ON NEW ALIGNMENT, FULL WIDTH OF NEW ALIGNMENT FROM STA 408+56.00 TO STA 430+05.00 INCLUDING BRIDGE "D" DECK.
COMPLETE.

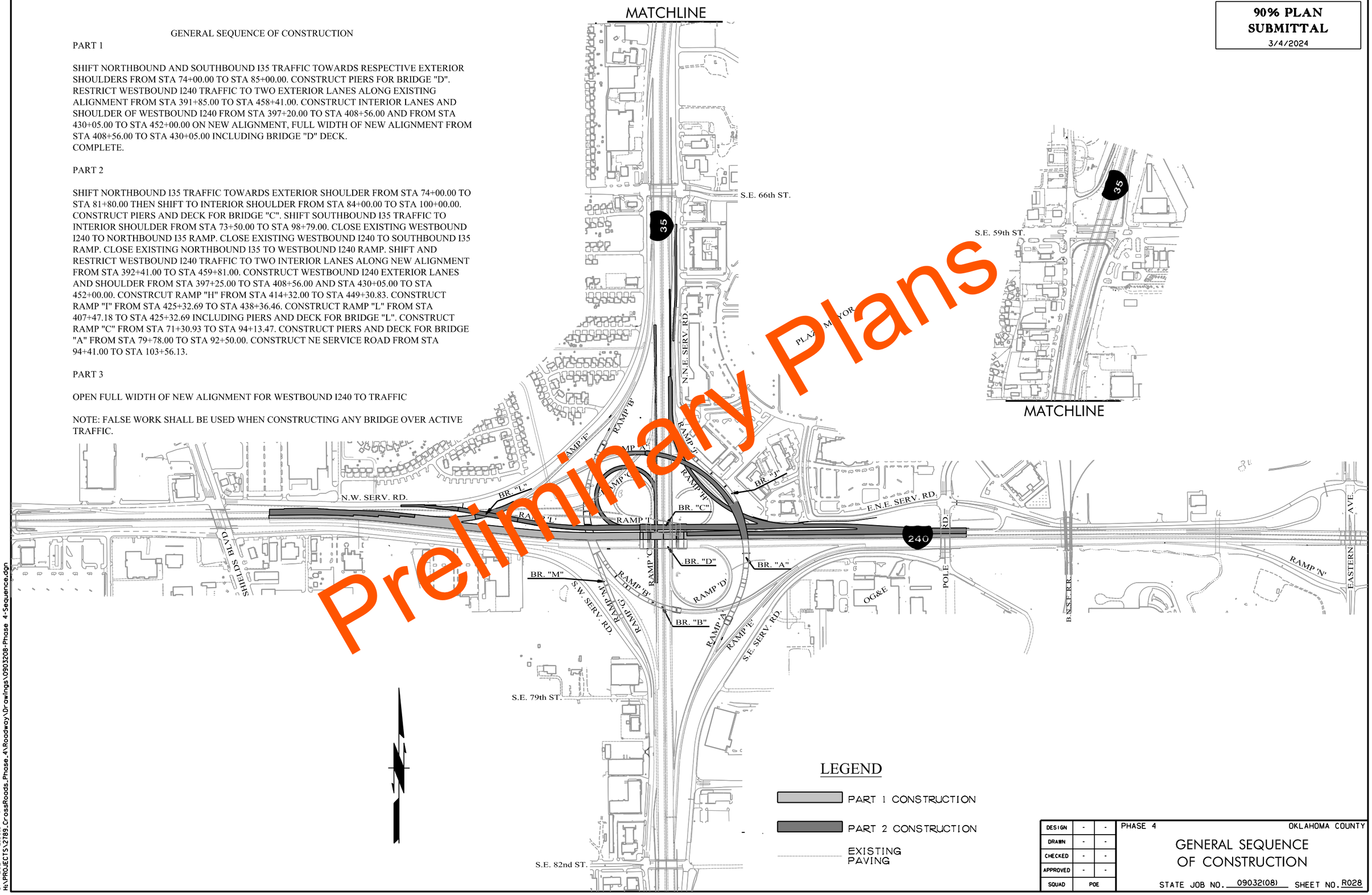
PART 2

SHIFT NORTHBOUND I35 TRAFFIC TOWARDS EXTERIOR SHOULDER FROM STA 74+00.00 TO STA 81+80.00 THEN SHIFT TO INTERIOR SHOULDER FROM STA 84+00.00 TO STA 100+00.00. CONSTRUCT PIERS AND DECK FOR BRIDGE "C". SHIFT SOUTHBOUND I35 TRAFFIC TO INTERIOR SHOULDER FROM STA 73+50.00 TO STA 98+79.00. CLOSE EXISTING WESTBOUND I240 TO NORTHBOUND I35 RAMP. CLOSE EXISTING WESTBOUND I240 TO SOUTHBOUND I35 RAMP. CLOSE EXISTING NORTHBOUND I35 TO WESTBOUND I240 RAMP. SHIFT AND RESTRICT WESTBOUND I240 TRAFFIC TO TWO INTERIOR LANES ALONG NEW ALIGNMENT FROM STA 392+41.00 TO STA 459+81.00. CONSTRUCT WESTBOUND I240 EXTERIOR LANES AND SHOULDER FROM STA 397+25.00 TO STA 408+56.00 AND STA 430+05.00 TO STA 452+00.00. CONSTRCUT RAMP "H" FROM STA 414+32.00 TO STA 449+30.83. CONSTRUCT RAMP "I" FROM STA 425+32.69 TO STA 438+36.46. CONSTRUCT RAMP "L" FROM STA 407+47.18 TO STA 425+32.69 INCLUDING PIERS AND DECK FOR BRIDGE "L". CONSTRUCT RAMP "C" FROM STA 71+30.93 TO STA 94+13.47. CONSTRUCT PIERS AND DECK FOR BRIDGE "A" FROM STA 79+78.00 TO STA 92+50.00. CONSTRUCT NE SERVICE ROAD FROM STA 94+41.00 TO STA 103+56.13.

PART 3

OPEN FULL WIDTH OF NEW ALIGNMENT FOR WESTBOUND I240 TO TRAFFIC

NOTE: FALSE WORK SHALL BE USED WHEN CONSTRUCTING ANY BRIDGE OVER ACTIVE TRAFFIC.



Preliminary Plans

LEGEND

- PART 1 CONSTRUCTION
- PART 2 CONSTRUCTION
- EXISTING PAVING

DESIGN	-	-
DRAWN	-	-
CHECKED	-	-
APPROVED	-	-
SQUAD	POE	

PHASE 4 — OKLAHOMA COUNTY

GENERAL SEQUENCE OF CONSTRUCTION

STATE JOB NO. 09032(08) SHEET NO. R028

3/4/2024 2:36:34 PM
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POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL
3/4/2024

200' 0 200' 400'
Horizontal Scale in Feet

2030 ADT

K=.....9%
D=.....55%
T(dhv).....6%
T(adt).....10%
T(3).....7%
AXLES.....15

MATCH LINE 2 SEE NEXT SHEET

SEC. 34. T11N. R3W

SEC. 27. T11N. R3W

SEC. 35. T11N. R3W

SEC. 26. T11N. R3W

I-35

I-240

S.E. 82ND ST.

E. 79TH ST.

S.E. SERV. RD.

S.W. SERV. RD.

N.W. SERV. RD.

N.E. SERV. RD.

POLE RD.

RAMP "A"
RAMP "B"
RAMP "C"
RAMP "D"
RAMP "E"
RAMP "F"
RAMP "G"
RAMP "H"
RAMP "I"
RAMP "J"
RAMP "L"
RAMP "M"

9200
72550
9200
78450
35800
42650
66740
67000
38400
3160
17200
8250
9015
21200
6515
48550
24000
40300
54900
5250
11410
4300
60150
12250
28340
25500
10300
30750
16815
16660
47565
45000
41065

MATCH LINE 1

MATCH LINE 3

TRAFFIC COUNTS FURNISHED BY:
OKLAHOMA DEPARTMENT OF TRANSPORTATION

Preliminary Plans

DESIGN	-	-
DRAWN	-	-
CHECKED	-	-
APPROVED	-	-
SQUAD	POE	

PHASE 4 OKLAHOMA COUNTY

ULTIMATE FACILITY TRAFFIC DATA (SHEET 1 OF 2)

STATE JOB NO. 09032(08) SHEET NO. R029

2:36:36 PM
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POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

3/4/2024

200' 0 200' 400'

Horizontal Scale in Feet

SEC. 27. T11N. R3W

SEC. 22. T11N. R3W

S.E. 59TH ST.

S.E. 66TH ST.

MATCH LINE 3

26215

N.W. SERV. RD.

66515

7835

74350

40300

RAMP "B"

I-35

65550

HIGH AVE.

60150

N.E. SERV. RD.

4800

55350

I-35

I-240

SHIELDS BLVD.

67000

66740

S.W. SERV. RD.

N.W. SERV. RD.

MATCH LINE 2

SEC. 26. T11N. R3W

SEC. 23. T11N. R3W

Preliminary Plans

TRAFFIC COUNTS FURNISHED BY:
OKLAHOMA DEPARTMENT OF TRANSPORTATION

DESIGN	-	-
DRAWN	-	-
CHECKED	-	-
APPROVED	-	-
SQUAD	POE	

PHASE 4 OKLAHOMA COUNTY

ULTIMATE FACILITY
TRAFFIC DATA
(SHEET 2 OF 2)

STATE JOB NO. 09032(08) SHEET NO. R030

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POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

3/4/2024

Preliminary Plans

MATCHLINE STA. 92+00

MATCHLINE STA. 390+00

MATCHLINE STA. 445+00

℄ N.N.E. SERV. RD.

℄ RAMP 'J'

℄ CROSSROADS MALL DR.

℄ ACCESS RD. "B"

℄ ACCESS RD. "A"

℄ E.N.E. SERV. RD.

℄ I-35

℄ I-240/ C.R.L. I-240

℄ N.W. SERVICE RD.

℄ S.W. SERV. RD.

℄ S.E. SERV. RD.

℄ SHIELDS BLVD.

℄ SANTA FE AVE.

℄ RAMP 'A'

℄ RAMP 'B'

℄ RAMP 'C'

℄ RAMP 'D'

℄ RAMP 'E'

℄ RAMP 'F'

℄ RAMP 'G'

℄ RAMP 'H'

℄ RAMP 'I'

℄ RAMP 'L'

℄ RAMP 'M'

℄ RAMP 'SF 4'

400 410 420 430 440 90 70 60 375 380 385

SCALE 200' 0 200' 400'

DESIGN	-	-
DRAWN	-	-
CHECKED	-	-
APPROVED	-	-
SQUAD	POE	

PHASE 4 — OKLAHOMA COUNTY

GEOMETRIC LAYOUT SHEET (SHEET 1 OF 2)

STATE JOB NO. 09032(08) SHEET NO. R031

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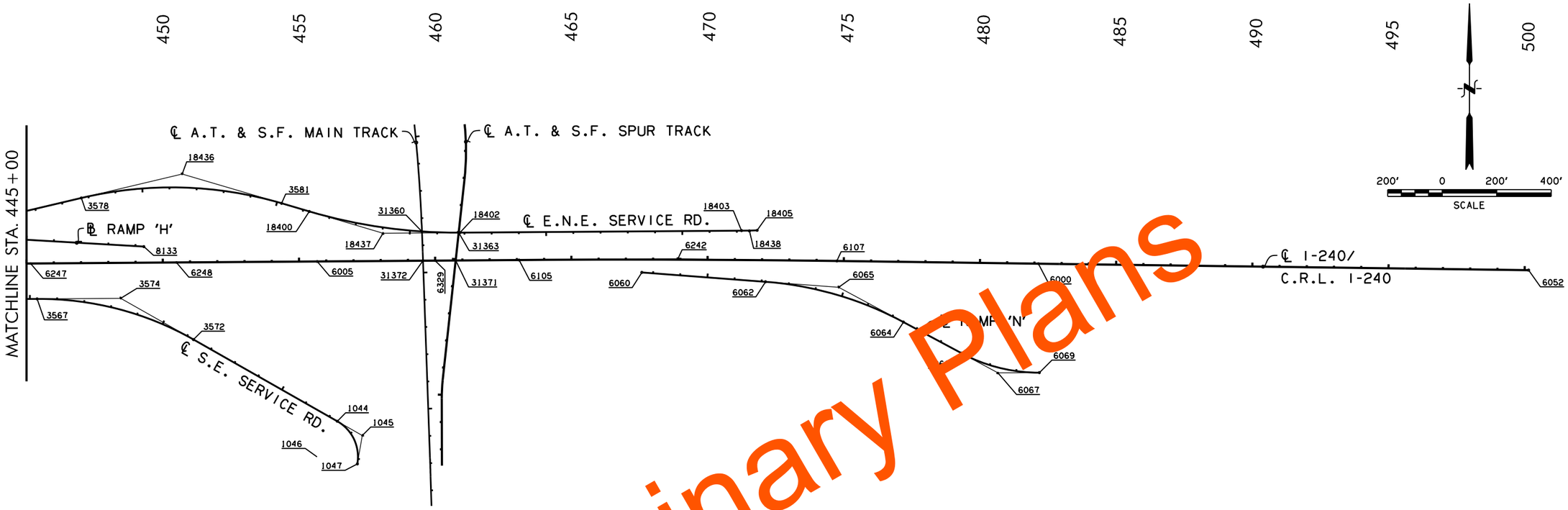
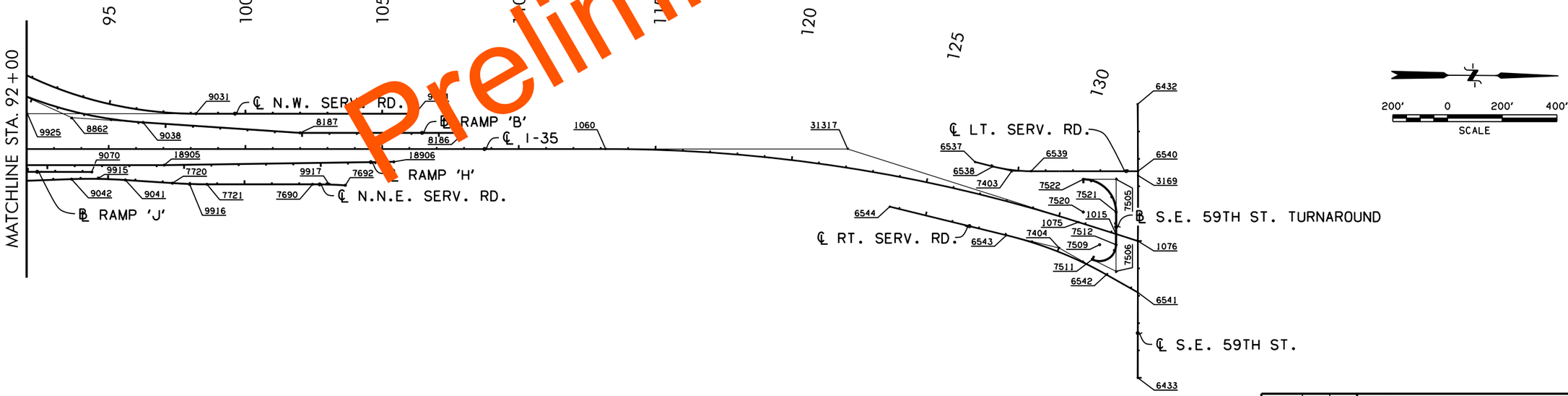
POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

3/4/2024





Preliminary Plans

DESIGN	-	-
DRAWN	-	-
CHECKED	-	-
APPROVED	-	-
SQUAD	POE	

PHASE 4 — OKLAHOMA COUNTY

GEOMETRIC LAYOUT SHEET (SHEET 2 OF 2)

STATE JOB NO. 09032(08) SHEET NO. R032

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POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

3/4/2024

C/L I-240 (E.B. & W.B.)

V= 60 M.P.H., e Max= 8.00%

	POINT	STATION	NORTHING	EASTING
P.O.B. STA.	6417	371+39.31	143,039.5414	2,145,147.3663
P.I. STA.	6002	376+33.43	143,044.2256	2,145,641.4636
TANGENTIAL DIRECTION:		N 89°27'24.62" E		
TANGENTIAL LENGTH:		494.12'		
P.I. STA.	6002	376+33.43	143,044.2256	2,145,641.4636
P.I. STA.	6001	393+43.79	143,060.4395	2,147,351.7473
TANGENTIAL DIRECTION:		N 89°27'24.62" E		
TANGENTIAL LENGTH:		1,710.36'		
P.I. STA.	6001	393+43.79	143,060.4395	2,147,351.7473
P.I. STA.	6240	395+00.00	143,061.9203	2,147,507.9503
TANGENTIAL DIRECTION:		N 89°27'24.62" E		
TANGENTIAL LENGTH:		156.21'		
P.I. STA.	6240	395+00.00	143,061.9203	2,147,507.9503
P.I. STA.	6241	400+00.00 C/L I-240=	143,066.6602	2,148,007.9278
P.C. STA.		399+96.14 C.R.L. I-240		
TANGENTIAL DIRECTION:		N 89°27'24.62" E		
TANGENTIAL LENGTH:		500.00'		
P.I. STA.	6241	400+00.00	143,066.6602	2,148,007.9278
P.I. STA.	6004	402+74.55	143,069.2629	2,148,282.4673
TANGENTIAL DIRECTION:		N 89°27'24.62" E		
TANGENTIAL LENGTH:		274.55'		
P.I. STA.	6004	402+74.55	143,069.2629	2,148,282.4673
P.I. STA.	1108	415+00.00	143,080.9645	2,149,516.7800
TANGENTIAL DIRECTION:		N 89°27'24.62" E		
TANGENTIAL LENGTH:		1,234.37'		
P.I. STA.	1108	415+00.00	143,080.9645	2,149,516.7800
EQUATION BACK:		415+08.92	143,080.9645	2,149,516.7800
EQUATION AHEAD:		415+00.00	143,080.9645	2,149,516.7800
P.C. STA.	1234	420+07.57	143,085.7762	2,150,024.3309
TANGENTIAL DIRECTION:		N 89°27'24.62" E		
TANGENTIAL LENGTH:		507.57'		
CURVE 1				
P.C. STA.	1234	420+07.57	143,085.7762	2,150,0[illegible]
P.I. STA.	6237	422+59.26	143,088.1621	2,150,[illegible]76.005
C.C. STA.	1236		143,221.1160	2,150,[illegible]085
P.T. STA.	1237	425+09.66	143,0[illegible]628	2,150,[illegible]1.2414
RADIUS:		2,864.79'		
DELTA:		10°02'30.00" RT.		
DEGREE OF CURVATURE (ARC):		02°00'00.00"		
LENGTH:		502.08'		
TANGENT:		251.69'		
CHORD:		501.44'		
MIDDLE ORDINATE:		10.99'		
EXTERNAL:		11.03'		
TANGENT DIRECTION:		N 89°27'24.62" E		
RADIAL DIRECTION:		S 00°32'35.38" E		
CHORD DIRECTION:		S 85°31'20.38" E		
RADIAL DIRECTION:		S 09°29'54.62" W		
TANGENT DIRECTION:		S 80°30'05.38" E		
P.T. STA.	1237	425+09.66	143,046.6284	2,150,524.2414
P.I. STA.	1103	428+14.28 C/L I-240=	142,996.3594	2,150,824.6854
P.O.T. STA.		79+77.15 C/L I-35		
TANGENTIAL DIRECTION:		S 80°30'05.40" E		
TANGENTIAL LENGTH:		304.62'		
P.I. STA.	1103	428+14.28	142,996.3594	2,150,824.6854
P.I. STA.	1227	429+12.77	142,980.1053	2,150,921.8313
TANGENTIAL DIRECTION:		S 80°30'05.26" E		
TANGENTIAL LENGTH:		98.50'		

C/L I-240 (E.B. & W.B., CONT'D.)

V= 60 M.P.H., e Max= 8.00%

	POINT	STATION	NORTHING	EASTING
P.I. STA.	1227	429+12.77	142,980.1053	2,150,921.8313
P.C. STA.	1238	431+28.35	142,944.5298	2,151,134.4563
TANGENTIAL DIRECTION:		S 80°30'05.40" E		
TANGENTIAL LENGTH:		215.58'		
CURVE 2				
P.C. STA.	1238	431+28.35	142,944.5298	2,151,134.4563
P.I. STA.	6238	433+76.68	142,903.5503	2,151,379.3795
C.C. STA.	1239		145,770.0422	2,151,607.2092
P.T. STA.	1240	436+23.77 C/L I-240=	142,905.3265	2,151,627.7003
P.O.T. STA.		436+23.77 C.R.L. I-240		
RADIUS:		2,864.79'		
DELTA:		09°54'29.99" LT.		
DEGREE OF CURVATURE (ARC):		02°00'00.00"		
LENGTH:		495.42'		
TANGENT:		248.33'		
CHORD:		494.80'		
MIDDLE ORDINATE:		10.70'		
EXTERNAL:		10.74'		
TANGENT DIRECTION:		S 80°30'05.40" E		
RADIAL DIRECTION:		S 09°29'54.62" W		
CHORD DIRECTION:		S 85°27'20.35" E		
RADIAL DIRECTION:		S 00°24'35.37" E		
TANGENT DIRECTION:		N 89°35'24.60" E		
P.T. STA.	1240	[illegible]	142,905.3265	2,151,627.7003
P.I. STA.	1113	[illegible]41+00.00	142,908.7329	2,152,103.9174
TANGENTIAL DIRECTION:		N 8[illegible]35'24.60" E		
TANGENTIAL LENGTH:		[illegible]6.23'		
P.I. STA.	1113	[illegible]41+00.00	142,908.7329	2,152,103.9174
P.I. STA.	6247	445+14.61	142,911.6986	2,152,518.5191
TANGENTIAL DIRECTION:		N 89°35'24.60" E		
TANGENTIAL LEN[illegible]		414.61'		
P.I. STA.	6247	445+14.61	142,911.6986	2,152,518.5191
P.I. STA.	6248	450+50.00	142,915.5281	2,153,053.8931
TANGENTIAL DIRECTION:		N 89°35'24.60" E		
TANGENTIAL LENGTH:		535.39'		
P.I. STA.	6248	450+50.00	142,915.5281	2,153,053.8931
P.I. STA.	6005	455+66.73	142,919.2242	2,153,570.6084
TANGENTIAL DIRECTION:		N 89°35'24.60" E		
TANGENTIAL LENGTH:		516.73'		
P.I. STA.	6005	455+66.73	142,919.2242	2,153,570.6084
P.I. STA.	6329	460+00.00	142,922.3233	2,154,003.8688
TANGENTIAL DIRECTION:		N 89°35'24.60" E		
TANGENTIAL LENGTH:		433.27'		
P.I. STA.	6329	460+00.00	142,922.3233	2,154,003.8688
P.C. STA.	6105	463+07.99	142,924.5263	2,154,311.8497
TANGENTIAL DIRECTION:		N 89°35'24.60" E		
TANGENTIAL LENGTH:		307.99'		

C/L I-240 (E.B. & W.B., CONT'D.)

V= 60 M.P.H., e Max= 8.00%

	POINT	STATION	NORTHING	EASTING
CURVE 3				
P.C. STA.	6105	463+07.99	142,924.5263	2,154,311.8497
P.I. STA.	6242	468+91.34	142,928.6990	2,154,895.1883
C.C. STA.	6106		85,630.2126	2,154,721.6783
P.T. STA.	6107	474+74.66	142,920.9935	2,155,478.4909
RADIUS:		57,295.78'		
DELTA:		01°10'00.00" RT.		
DEGREE OF CURVATURE (ARC):		00°06'00.00"		
LENGTH:		1166.67'		
TANGENT:		583.35'		
CHORD:		1166.65'		
MIDDLE [illegible]DINATE:		2.97'		
EXTERN[illegible]:		2.97'		
[illegible]GENT DIRECTION:		N 89°35'24.60" E		
RADI[illegible] DIRECTION:		S 00°24'35.40" E		
CHORD DIRECTION:		S 89°49'35.40" E		
RADIAL DIRECTION:		S 00°45'24.60" W		
TANGENT DIRECTION:		S 89°14'35.40" E		
P.T. STA.	6107	474+74.66	142,920.9935	2,155,478.4909
P.I. STA.	6000	482+14.52	142,911.2208	2,156,218.2873
TANGENTIAL DIRECTION:		S 89°14'35.40" E		
TANGENTIAL LENGTH:		739.86'		
P.I. STA.	6000	482+14.52	142,911.2208	2,156,218.2873
P.O.E. STA.	6052	500+14.57	142,887.4441	2,158,018.1858
TANGENTIAL DIRECTION:		S 89°14'35.40" E		
TANGENTIAL LENGTH:		1,800.06'		

Preliminary Plans

DESIGN	-	-
DRAWN	-	-
CHECKED	-	-
APPROVED	-	-
SQUAD	POE	

PHASE 4 — OKLAHOMA COUNTY

GEOMETRIC COORDINATE POINT TABLES

(SHEET 1 OF 12)

STATE JOB NO. 09032(08) SHEET NO. R033

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POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

3/4/2024

C.R.L. I-240 (E.B. & W.B.)

V= 60 M.P.H., e Max= 8.00%

	POINT	STATION	NORTHING	EASTING
P.O.B. STA.	6417	371+39.31	143,039.5414	2,145,147.3663
P.O.T. STA.	6002	376+33.43 C.R.L. I-240=	143,044.2256	2,145,641.4636
P.I. STA.		100+96.72 C/L SANTA FE AVE.		
P.O.T. STA.	6001	393+43.79 C.R.L. I-240=	143,060.4395	2,147,351.7473
P.O.T. STA.		147+61.38 C/L S. SHIELDS BLVD.		
EQUATION BACK:		400+00.00	143,066.6602	2,148,007.9278
EQUATION AHEAD:		399+96.14	143,066.6602	2,148,007.9278
P.C. STA.	6241	399+96.14 C.R.L. I-240=	143,066.6602	2,148,007.9278
P.O.T. STA.		400+00.00 C/L I-240		
TANGENTIAL DIRECTION:		N 89°27'24.62" E		
TANGENTIAL LENGTH:		2,860.69'		
CURVE C-1		FULL SUPER = 2.84%		
P.C. STA.	6241	399+96.14	143,066.6602	2,148,007.9278
P.I. STA.	9075	403+21.43	143,069.7439	2,148,333.2057
C.C. STA.	16002		137,337.3397	2,148,062.2430
P.T. STA.	16005	406+46.03	143,035.9917	2,148,656.7424
RADIUS:		5,729.58'		
DELTA:		06°29'55.94" RT.		
DEGREE OF CURVATURE (ARC):		01°00'00.00"		
LENGTH:		649.89'		
TANGENT:		325.29'		
CHORD:		649.54'		
MIDDLE ORDINATE:		9.21'		
EXTERNAL:		9.23'		
TANGENT DIRECTION:		N 89°27'24.62" E		
RADIAL DIRECTION:		S 00°32'35.38" E		
CHORD DIRECTION:		S 87°17'37.41" E		
RADIAL DIRECTION:		S 05°57'20.57" W		
TANGENT DIRECTION:		S 84°02'39.43" E		
P.T. STA.	16005	406+46.03	143,035.9917	2,148,656.7424
P.C. STA.	16006	416+97.59	142,926.8815	2,149,702.6326
TANGENTIAL DIRECTION:		S 84°02'39.43" E		
TANGENTIAL LENGTH:		1,051.57'		
CURVE C-2		FULL SUPER = 2.84%		
P.C. STA.	16006	416+97.59	142,926.8815	2,149,702.6326
P.I. STA.	9076	420+16.20	142,893.8231	2,150,019.5179
P.O.C. STA.	31133	422+36.66 C.R.L. I-240=	142,896.2341	2,150,2[illegible]
P.O.C. STA.		419+30.06 B/L RAMP "M"		
P.O.C. STA.	31134	422+85.90 C.R.L. I-240=	142,895.9604	2,150,[illegible]
P.O.C. STA.		419+28.51 B/L RAMP "B"		
C.C. STA.	16003		148,62[illegible]	150,29[illegible]
P.T. STA.	16001	423+34.15	142,896.1020	2,150,338.1148
RADIUS:		5,729.58'		
DELTA:		06°21'55.96" LT.		
DEGREE OF CURVATURE (ARC):		01°00'00.00"		
LENGTH:		636.55'		
TANGENT:		318.61'		
CHORD:		636.23'		
MIDDLE ORDINATE:		8.84'		
EXTERNAL:		8.85'		
TANGENT DIRECTION:		S 84°02'39.43" E		
RADIAL DIRECTION:		S 05°57'20.57" W		
CHORD DIRECTION:		S 87°13'37.41" E		
RADIAL DIRECTION:		S 00°24'35.40" E		
TANGENT DIRECTION:		N 89°35'24.60" E		
P.T. STA.	16001	423+34.15	142,896.1020	2,150,338.1148
P.O.T. STA.	18322	427+62.58 C.R.L. I-240=	142,899.1665	2,150,766.5338
P.O.T. STA.		85+49.78 B/L RAMP "C"		
P.O.T. STA.	6404	428+21.58 C.R.L. I-240=	142,899.5886	2,150,825.5324
P.O.T. STA.		78+80.37 C/L I-35		
TANGENTIAL DIRECTION:		N 89°35'24.60" E		
TANGENTIAL LENGTH:		487.43'		

C.R.L. I-240 (E.B. & W.B., CONT'D.)

V= 60 M.P.H., e Max= 8.00%

	POINT	STATION	NORTHING	EASTING
P.O.T. STA.	6404	428+21.58	142,899.5886	2,150,825.5324
P.O.T. STA.	18323	428+80.58 C.R.L. I-240=	142,900.0106	2,150,884.5309
P.O.T. STA.		78+80.28 B/L RAMP "D"		
P.O.T. STA.	31135	434+41.56 C.R.L. I-240=	142,904.0232	2,151,445.4975
P.O.C. STA.		79+77.81 B/L RAMP "A"		
P.O.T. STA.	31136	434+74.79 C.R.L. I-240=	142,904.2609	2,151,478.7251
P.O.C. STA.		79+80.92 B/L RAMP "J"		
P.O.T. STA.	1240	436+23.77 C.R.L. I-240=	142,905.3265	2,151,627.7003
P.T. STA.		436+23.77 C/L I-240		
P.O.T. STA.	31372	459+55.22 C.R.L. I-240=	142,922.0030	2,153,959.0922
P.O.T. STA.		20564+56.42 A.T. & S.F. R.R. M.T.		
P.O.T. STA.	31371	460+75.37 C.R.L. I-240=	142,922.8625	2,154,079.2388
P.O.I. STA.		14+95.63 A.T. & S.F. R.R. S.T.		
P.C. STA.	6105	463+07.98	142,924.5263	2,154,311.8497
TANGENTIAL DIRECTION:		N 89°35'24.60" E		
TANGENTIAL LENGTH:		3,486.41'		
CURVE C-3		FULL SUPER = N.C.		
P.C. STA.	6105	463+07.98	142,9[illegible]526	2,154,[illegible]1.849
P.I. STA.	6242	468+91.34	142,92[illegible]990	154,[illegible]95.183
C.C. STA.	6106		85,6[illegible]2126	2,154,72[illegible]6783
P.T. STA.	6107	474+74.65	[illegible],920.9935	2,[illegible]5,478.4909
RADIUS:		57,295.78'		
DELTA:		01°10'00.00" RT.		
DEGREE OF CURVATURE (ARC):		00°06[illegible].00"		
LENGTH:		[illegible]66.[illegible]		
TANGENT:		[illegible]583.35'		
CHORD:		[illegible]166.65'		
MIDDLE ORDINATE:		[illegible].97'		
EXTERNAL:		[illegible].97'		
TANGENT DIRECTION:		[illegible]°35'24.60" E		
RADIAL DIRECTION:		S 00°24'35.40" E		
CHORD DIRECTION:		S 89°49'35.40" E		
RADIAL DIRECTION:		S 00°45'24.60" W		
TANGENT DIRECTION:		S 89°14'35.40" E		
P.T. STA.	6107	474+74.65	142,920.9935	2,155,478.4909
P.C. STA.	6052	500+14.57	142,887.4441	2,158,018.1858
TANGENTIAL DIRECTION:		S 89°14'35.40" E		
TANGENTIAL LENGTH:		2,539.92'		

C/L I-35 (N.B. & S.B.)

V= 60 M.P.H., e Max= 8.00%

	POINT	STATION	NORTHING	EASTING
P.O.B. STA.	1323	25+00.00	137,519.4210	2,150,872.6245
P.O.T. STA.	1012	73+62.41 C/L I-35=	142,381.6492	2,150,830.0659
P.O.C. STA.		427+00.74 B/L RAMP "B"		
P.O.T. STA.	6404	78+80.37 C/L I-35=	142,899.5886	2,150,825.5324
P.O.T. STA.		428+21.58 C.R.L. I-240		
P.O.T. STA.	1103	79+77.15 C/L I-35=	142,996.3594	2,150,824.6854
P.O.T. STA.		428+14.28 C/L I-240		
P.I. STA.	1084	79+79.44	142,998.6493	2,150,824.6653
TANGENTIAL DIRECTION:		N 00°30'05.37" W		
TANGENTIAL LENGTH:		5,479.44'		
P.I. STA.	1084	79+79.44	142,998.6493	2,150,824.6653
P.O.I. STA.	1013	79+85.37 C/L I-35=	143,004.5848	2,150,824.6296
P.O.T. STA.		428+21.43 B/L RAMP "I"		
P.O.C. STA.	1014	85+29.75 C/L I-35=	143,548.9515	2,150,821.3588
P.O.C. STA.		89+27.71 B/L RAMP "A"		
P.C. STA.	1060	113+17.69	146,336.8430	2,150,804.6077
TANGENTIAL DIRECTION:		N 00°20'39.33" W		
TANGENTIAL LENGTH:		3,338.25'		
CURVE C-4		FULL SUPER = 2.84%		
P.C. STA.	1060	113+17.69	146,336.8430	2,150,804.6077
P.I. STA.	31317	122+03.22	147,222.3501	2,150,799.2871
C.C. STA.	1063		146,371.2687	2,156,534.0823
P.T. STA.	1075	130+74.84	148,068.1468	2,151,061.5446
RADIUS:		5,729.58'		
DELTA:		17°34'17.16" RT.		
DEGREE OF CURVATURE (ARC):		01°00'00.00"		
LENGTH:		1,757.14'		
TANGENT:		885.52'		
CHORD:		1,750.27'		
MIDDLE ORDINATE:		67.23'		
EXTERNAL:		68.03'		
TANGENT DIRECTION:		N 00°20'39.33" W		
RADIAL DIRECTION:		N 89°39'20.67" E		
CHORD DIRECTION:		N 08°26'29.25" E		
RADIAL DIRECTION:		S 72°46'22.17" E		
TANGENT DIRECTION:		N 17°13'37.83" E		
P.T. STA.	1075	130+74.84	148,068.1468	2,151,061.5446
P.O.T. STA.	1015	132+18.82 C/L I-35=	148,205.6727	2,151,104.1875
P.O.T. STA.		01+61.03 B/L S.E. 59TH ST. T/A		
P.O.E. STA.	1076	133+02.75	148,285.8404	2,151,129.0452
TANGENTIAL DIRECTION:		N 17°13'37.83" E		
TANGENTIAL LENGTH:		227.92'		

Preliminary Plans

DESIGN	-	-
DRAWN	-	-
CHECKED	-	-
APPROVED	-	-
SQUAD	POE	

PHASE 4 — OKLAHOMA COUNTY

GEOMETRIC COORDINATE POINT TABLES

(SHEET 2 OF 12)

STATE JOB NO. 09032(08) SHEET NO. R034

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POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

3/4/2024

B/L RAMP SF-3

V= 45 M.P.H., e Max= 6.00%

	POINT	STATION	NORTHING	EASTING
P.O.B. STA.	7216	380+37.16 B/L RAMP "SF-3"=	143,137.7041	2,146,044.4230
P.O.T. STA.		380+37.26 C.R.L. I-240, 89.65' RT.		
P.C. STA.	7288	381+51.98	143,133.8804	2,146,159.1725
TANGENTIAL DIRECTION:		S 88°05'29.38" E		
TANGENTIAL LENGTH:		114.81'		
CURVE SF3-1		FULL SUPER = VAR.		
P.C. STA.	7288	381+51.98	143,133.8804	2,146,159.1725
P.I. STA.	7220	382+23.83	143,131.4874	2,146,230.9861
C.C. STA.	7289		140,843.3205	2,146,082.8464
P.T. STA.	7290	382+95.64	143,124.6006	2,146,302.5087
RADIUS:		2,291.83'		
DELTA:		03°35'29.38" RT.		
DEGREE OF CURVATURE (ARC):		02°30'00.00"		
LENGTH:		143.66'		
TANGENT:		71.85'		
CHORD:		143.64'		
MIDDLE ORDINATE:		1.13'		
EXTERNAL:		1.13'		
TANGENT DIRECTION:		S 88°05'29.38" E		
RADIAL DIRECTION:		S 01°54'30.62" W		
CHORD DIRECTION:		S 86°17'44.69" E		
RADIAL DIRECTION:		S 05°30'00.00" W		
TANGENT DIRECTION:		S 84°30'00.00" E		
P.T. STA.	7290	382+95.64	143,124.6006	2,146,302.5087
P.O.T. STA.	31383	383+96.62	143,114.9214	2,146,403.0308
TANGENTIAL DIRECTION:		S 84°30'00.00" E		
TANGENTIAL LENGTH:		100.99'		
P.O.T. STA.	31383	383+96.62 B/L RAMP "SF-3"=	143,114.9214	2,146,403.0308
P.O.T. STA.		383+95.63 C.R.L. I-240, 63.47' RT.		
P.O.T. STA. B/L SHIFT 19.00' LT.	31384	383+96.62 B/L RAMP "SF-3"=	143,133.8339	2,146,404.8518
P.O.T. STA.		383+97.63 C.R.L. I-240, 82.37' RT.		
P.O.T. STA.	31384	383+96.62	143,133.8339	2,146,404.8518
P.C. STA.	7280	384+97.61	143,124.1549	2,146,505.372
TANGENTIAL DIRECTION:		S 84°30'00.00" E		
TANGENTIAL LENGTH:		100.99'		
CURVE SF3-2		FULL SUPER = 3.60%		
P.C. STA.	7280	384+97.61	143,124.1549	2,146,505.3724
P.I. STA.	31379	386+18.58	143,1[illegible]559	2,146,6[illegible]7909
C.C. STA.	7284		145,40[illegible]1349	2,146,72[illegible]
P.T. STA./ P.O.E. STA.	7285	387+39.34 B/L RAMP "SF-3"=	143,[illegible]7067	2,146,746.7608
P.O.T. STA.		387+39.34 C.R.L. I-240, 59.00' RT.		
RADIUS:		2,291.83'		
DELTA:		06°02'35.38" LT.		
DEGREE OF CURVATURE (ARC):		02°30'00.00"		
LENGTH:		241.73'		
TANGENT:		120.98'		
CHORD:		241.61'		
MIDDLE ORDINATE:		3.19'		
EXTERNAL:		3.19'		
TANGENT DIRECTION:		S 84°30'00.00" E		
RADIAL DIRECTION:		S 05°30'00.00" W		
CHORD DIRECTION:		S 87°31'17.69" E		
RADIAL DIRECTION:		S 00°32'35.38" E		
TANGENT DIRECTION:		N 89°27'24.62" E		

B/L RAMP SF-4

V= 45 M.P.H., e Max= 6.00%

	POINT	STATION	NORTHING	EASTING
P.O.B. STA.	7261	378+47.39 B/L RAMP "SF-4"=	142,948.1608	2,145,856.8555
P.O.T. STA.		378+47.90 C.R.L. I-240, 98.10' LT.		
P.C. STA.	7400	380+07.49	142,959.9327	2,146,016.5286
TANGENTIAL DIRECTION:		N 85°47'00.60" E		
TANGENTIAL LENGTH:		160.11'		
CURVE SF4-1		FULL SUPER = N.C.		
P.C. STA.	7400	380+07.49	142,959.9327	2,146,016.5286
P.I. STA.	7204	380+74.17	142,964.8349	2,146,083.0215
C.C. STA.	7401		146,769.3126	2,145,735.6821
P.T. STA.	7402	381+40.83	142,972.0546	2,146,149.3028
RADIUS:		3,819.72'		
DELTA:		02°00'00.00" LT.		
DEGREE OF CURVATURE (ARC):		01°30'00.00"		
LENGTH:		133.33'		
TANGENT:		66.67'		
CHORD:		133.33'		
MIDDLE ORDINATE:		0.58'		
EXTERNAL:		0.58'		
TANGENT DIRECTION:		N 85°47'00.60" E		
RADIAL DIRECTION:		S 04°12'59.40" E		
CHORD DIRECTION:		N 84°47'00.60" E		
RADIAL DIRECTION:		S 06°12'59.40" E		
TANGENT DIRECTION:		N 83°47'00.60" E		
P.T. STA.	7402	[illegible]	142,972.0546	2,146,149.3028
P.O.T. STA.	7428	[illegible]382+63.29	142,985.3155	2,146,271.0441
TANGENTIAL DIRECTION:		N 8[illegible]47'00.60" E		
TANGENTIAL LENGTH:		[illegible]2.46'		
P.O.T. STA.	[illegible]428	[illegible]382+6[illegible] B/L RAMP "SF-4"=	142,985.3155	2,146,271.0441
P.O.T. STA.		[illegible]42 C.R.L. I-240, 64.88' LT.		
P.O.T. STA. B/L SHIFT 19.0[illegible]RT.	[illegible]1615	382+63.29 B/L RAMP "SF-4"=	142,966.4272	2,146,273.1016
P.O.T STA.		382+64.30 C.R.L. I-240, 83.78' LT.		
P.O.T. ST[illegible]	31615	382+63.29	142,966.4272	2,146,273.1016
P.C. STA.	7425	383+83.22	142,979.4142	2,146,392.3296
TANGENT[illegible] DIRECTION:		N 83°47'00.60" E		
TANGENTIAL LENGTH:		119.93'		
CURVE SF4-2		FULL SUPER = 3.20%		
P.C. STA.	7425	383+83.22	142,979.4142	2,146,392.3296
P.I. STA.	31700	385+13.98	142,993.5737	2,146,522.3210
C.C. STA.	7427		140,355.9620	2,146,678.0922
P.T. STA./ P.O.E. STA.	7426	386+44.53 B/L RAMP "SF-4"=	142,994.8133	2,146,653.0753
P.O.T. STA.		386+44.53 C.R.L. I-240, 59.00' LT.		
RADIUS:		2,638.97'		
DELTA:		05°40'24.02" RT.		
DEGREE OF CURVATURE (ARC):		02°10'16.11"		
LENGTH:		261.31'		
TANGENT:		130.76'		
CHORD:		261.20'		
MIDDLE ORDINATE:		3.23'		
EXTERNAL:		3.24'		
TANGENT DIRECTION:		N 83°47'00.60" E		
RADIAL DIRECTION:		S 06°12'59.40" E		
CHORD DIRECTION:		N 86°37'12.61" E		
RADIAL DIRECTION:		S 00°32'35.38" E		
TANGENT DIRECTION:		N 89°27'24.62" E		

B/L S.E. 59TH ST. TURNAROUND

V= 25 M.P.H.

	POINT	STATION	NORTHING	EASTING
CURVE 59T-1		FULL SUPER = VAR.		
P.C. STA./ P.O.B. STA.	7511	00+00.00 B/L S.E. 59TH. ST. T/A=	148,119.3072	2,151,197.2862
P.O.C. STA.		131+27.25 RT. SERV. RD., 25.11' RT.=		
P.O.T. STA.		131+63.90 C/L I-35, 114.50' LT.		
P.I. STA.	7506	00+96.99	148,206.2878	2,151,240.1911
C.C. STA.	7509		148,145.8498	2,151,143.4765
P.T. STA.	7512	01+22.01	148,205.8492	2,151,143.2051
RADIUS:		60.00'		
DELTA:		116°30'53.25" LT.		
DEGREE OF CURVATURE (ARC):		95°29'34.68"		
LENGTH:		122.01'		
TANGENT:		96.99'		
CHORD:		102.05'		
MIDDLE ORDINATE:		28.43'		
EXTERNAL:		54.05'		
TANGENT DIRECTION:		N 26°15'20.39" E		
RADIAL DIRECTION:		S 63°44'39.61" E		
CHORD DIRECTION:		N 32°00'06.23" W		
RADIAL DIRECTION:		N 00°15'32.86" W		
TANGENT DIRECTION:		S 89°44'27.14" W		
P.T. STA.	7512	01+22.01	148,205.8492	2,151,143.2051
P.C. STA.	7521	02+41.08	148,205.3107	2,151,024.1390
TANGENTIAL DIRECTION:		S 89°44'27.14" W		
TANGENTIAL LENGTH:		119.07'		
CURVE 59T-2		FULL SUPER = VAR.		
P.C. STA.	7521	02+41.08	148,205.3107	2,151,024.1390
P.I. STA.	7505	03+61.26	148,204.7672	2,150,903.9619
C.C. STA.	7520		148,085.3119	2,151,024.6818
P.T. STA./ P.O.E. STA.	7522	04+29.76 B/L S.E. 59TH. ST. T/A=	148,084.5909	2,150,904.6839
P.O.T. STA.		472+37.72 LT. SERV. RD, 29.59' LT.=		
P.O.C. STA.		130+44.89 C/L I-35, 154.77' RT.		
RADIUS:		120.00'		
DELTA:		90°05'06.44" LT.		
DEGREE OF CURVATURE (ARC):		47°44'47.34"		
LENGTH:		188.67'		
TANGENT:		120.18'		
CHORD:		169.83'		
MIDDLE ORDINATE:		35.21'		
EXTERNAL:		49.83'		
TANGENT DIRECTION:		S 89°44'27.14" W		
RADIAL DIRECTION:		N 00°15'32.86" W		
CHORD DIRECTION:		S 44°41'53.92" W		
RADIAL DIRECTION:		S 89°39'20.70" W		
TANGENT DIRECTION:		S 00°20'39.30" E		

Preliminary Plans

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DESIGN	-	-
DRAWN	-	-
CHECKED	-	-
APPROVED	-	-
SQUAD	POE	

PHASE 4 OKLAHOMA COUNTY

GEOMETRIC COORDINATE POINT TABLES (SHEET 3 OF 12)

STATE JOB NO. 09032(08) SHEET NO. R035

POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

3/4/2024

B/L RAMP "A" (N.B. I-35 TO W.B. I-240)

V= 50 M.P.H., e Max= 6.00%

	POINT	STATION	NORTHING	EASTING
P.O.B. STA.	18007	55+00.00 B/L RAMP "A"=	140,519.8265	2,150,905.3645
P.O.T. STA.		55+00.00 C/L I-35, 59.00' LT.		
P.C. STA.	18008	60+75.69	141,094.5720	2,150,938.2830
TANGENTIAL DIRECTION:		N 03°16'40.93" E		
TANGENTIAL LENGTH:		575.69'		
CURVE RA-1		FULL SUPER = 4.50%		
P.C. STA.	18008	60+75.69	141,094.5720	2,150,938.2830
P.I. STA.	16626	63+05.63	141,324.1362	2,150,951.4313
C.C. STA.	18024		140,985.3637	2,152,845.0174
P.T. STA.	18031	65+33.37	141,544.0195	2,151,018.6915
RADIUS:		1,909.86'		
DELTA:		13°43'49.22" RT.		
DEGREE OF CURVATURE (ARC):		03°00'00.00"		
LENGTH:		457.68'		
TANGENT:		229.94'		
CHORD:		456.58'		
MIDDLE ORDINATE:		13.69'		
EXTERNAL:		13.79'		
TANGENT DIRECTION:		N 03°16'40.93" E		
RADIAL DIRECTION:		S 86°43'19.07" E		
CHORD DIRECTION:		N 10°08'35.54" E		
RADIAL DIRECTION:		S 72°59'29.85" E		
TANGENT DIRECTION:		N 17°00'30.15" E		
P.T. STA. CURVE RA-1	18031	65+33.37 B/L RAMP "A"=	141,544.0195	2,151,018.6915
P.O.B. STA./ P.C. STA.		65+33.37 B/L RAMP "E"		
P.C. STA. B/L SHIFT 24.00' LT.	18444	65+27.90 B/L RAMP "A"	141,551.0398	2,150,995.7412
CURVE RA-2		FULL SUPER = 4.50%		
P.C. STA.	18444	65+27.90	141,551.0398	2,150,995.7412
P.I. STA.	16627	66+77.04	141,693.6531	2,151,039.3653
C.C. STA.	18024		140,985.3637	2,152,845.0174
P.T. STA.	18025	68+25.59	141,827.8915	2,151,104.3398
RADIUS:		1,933.86'		
DELTA:		08°49'10.81" RT.		
DEGREE OF CURVATURE (ARC):		02°57'45.97"		
LENGTH:		297.68'		
TANGENT:		149.14'		
CHORD:		297.39'		
MIDDLE ORDINATE:		5.73'		
EXTERNAL:		5.74'		
TANGENT DIRECTION:		N 17°00'30.15" E		
RADIAL DIRECTION:		S 72°59'29.85" E		
CHORD DIRECTION:		N 21°25'05.55" E		
RADIAL DIRECTION:		S 64°10'19.05" E		
TANGENT DIRECTION:		N 25°49'40.95" E		
P.T. STA.	18025	68+25.59	141,827.8915	2,151,104.3398
P.C. STA.	18026	74+54.34	142,393.8382	2,151,378.2709
TANGENTIAL DIRECTION:		N 25°49'40.95" E		
TANGENTIAL LENGTH:		628.76'		
CURVE RA-3		FULL SUPER = 6.00%		
P.C. STA.	18026	74+54.34	142,393.8382	2,151,378.2709
P.O.C. STA.	18032	74+54.86 B/L RAMP "A"=	142,394.3073	2,151,378.4980
P.O.C. STA.		432+59.35 B/L RAMP "B"		
P.O.C. STA.	31135	79+77.81 B/L RAMP "A"=	142,904.0232	2,151,445.4975
P.O.T. STA.		434+41.56 C.R.L. I-240		
P.O.C. STA.	18033	80+86.20 B/L RAMP "A"=	143,008.8305	2,151,418.1807
P.O.T. STA.		434+15.00 B/L RAMP "I"		
P.O.C. STA.	31114	82+23.28 B/L RAMP "A"=	143,134.6747	2,151,364.2446
P.O.C. STA.		433+38.43 B/L RAMP "H"		
P.O.C. STA.	31124	87+26.09 B/L RAMP "A"=	143,480.9951	2,151,010.6453
P.O.C. STA.		428+37.77 B/L RAMP "H"		
P.O.C. STA.	18034	88+70.07 B/L RAMP "A"=	143,534.3185	2,150,877.0994
P.O.T. STA.		85+14.69 B/L RAMP "D"		
P.O.C. STA.	1014	89+27.71 B/L RAMP "A"=	143,548.9515	2,150,821.3588
P.O.T. STA.		85+29.75 C/L I-35		
P.O.C. STA.	18035	94+70.80 B/L RAMP "A"	143,490.2950	2,150,291.4166
P.O.C. STA.		413+21.31 B/L RAMP "B"		
P.I. STA.	16629	98+95.16	144,590.8321	2,152,441.6661
C.C. STA.	9035		142,750.4404	2,150,641.5245
P.T. STA.	9034	94+96.10	143,479.1224	2,150,268.7204

B/L RAMP "A" (N.B. I-35 TO W.B. I-240, CONT'D.)

V= 50 M.P.H., e Max= 6.00%

	POINT	STATION	NORTHING	EASTING
RADIUS:		818.51'		
DELTA:		142°55'22.69" LT.		
DEGREE OF CURVATURE (ARC):		07°00'00.00"		
LENGTH:		2,041.76'		
TANGENT:		2,440.82'		
CHORD:		1,552.08'		
MIDDLE ORDINATE:		558.27		
EXTERNAL:		1,755.89'		
TANGENT DIRECTION:		N 25°49'40.95" E		
RADIAL DIRECTION:		S 64°10'19.05" E		
CHORD DIRECTION:		N 45°38'00.39" W		
RADIAL DIRECTION:		N 27°05'41.73" W		
TANGENT DIRECTION:		S 62°54'18.27" W		
P.T. STA.	9034	94+96.10	143,479.1224	2,150,268.7204
P.O.T. STA.	8077	101+77.63	143,168.7094	2,149,661.9877
TANGENTIAL DIRECTION:		S 62°54'18.27" W		
TANGENTIAL LENGTH:		681.53'		
P.O.T. STA.	8077	101+77.63	143,168.7094	2,149,661.9877
P.C. STA. B/L SHIFT 24.00' RT.	8057	101+77.63 B/L RAMP "A"=	143,190.0755	2,149,651.0565
P.T. STA./ P.O.E. STA.		419+58.05 B/L RAMP "F"		
CURVE RA-4		FULL SUPER = 6.00%		
P.C. STA.	8057	101+77.63	143,19[illegible]	2,149,[illegible]
P.O.C. STA.	1022	104+52.54 B/L RAMP "A"=	143,09[illegible]	149,[illegible]
P.O.T. STA.		413+80.99 B/L RAMP "L"		
P.I. STA.	8861	105+17.61	[illegible]035.2232	[illegible],348.3824
C.C. STA.	9036		144,210.2305	2,149,129.1309
P.T. STA.	9033	108+38.64	[illegible]070.5001	2,149,010.2310
RADIUS:		1,[illegible]02'		
DELTA:		32°[illegible]02.36" RT.		
DEGREE OF CURVATURE (ARC):		[illegible]°00'00.00"		
LENGTH:		[illegible]61.01'		
TANGENT:		[illegible].99'		
CHORD:		65[illegible].89'		
MIDDLE ORDINATE:		47.33'		
EXTERNAL:		49.37'		
TANGENT DIRECTION:		S 62°54'18.27" W		
RADIAL DIRECTION:		N 27°05'41.73" W		
CHORD DIRECTION:		S 79°25'49.42" W		
RADIAL DIRECTION:		N 05°57'20.57" E		
TANGENT DIRECTION:		N 84°02'39.43" W		
P.T. STA.	9033	108+38.64	143,070.5001	2,149,010.2310
P.C. STA.	8333	111+86.64	143,106.6084	2,148,664.1094
TANGENTIAL DIRECTION:		N 84°02'39.43" W		
TANGENTIAL LENGTH:		348.00'		
CURVE RA-5				
P.C. STA.	8333	111+86.64	143,106.6084	2,148,664.1094
P.I. STA.	9032	113+36.67	143,116.1955	2,148,514.3825
C.C. STA.	30926		137,317.7448	2,148,293.4478
P.T. STA./ P.O.E. STA.	30927	114+86.64 B/L RAMP "A"=	143,118.0296	2,148,364.3603
P.O.C. STA.		403+49.63 C.R.L. I-240, 59.00' LT.		
RADIUS:		5,800.72'		
DELTA:		02°57'47.55" LT.		
DEGREE OF CURVATURE (ARC):		00°59'15.85"		
LENGTH:		300.00'		
TANGENT:		150.03'		
CHORD:		299.97'		
MIDDLE ORDINATE:		1.94'		
EXTERNAL:		1.94'		
TANGENT DIRECTION:		N 86°20'10.85" W		
RADIAL DIRECTION:		N 03°39'49.15" E		
CHORD DIRECTION:		N 87°49'04.62" W		
RADIAL DIRECTION:		N 00°42'01.61" E		
TANGENT DIRECTION:		N 89°17'58.39" W		

B/L RAMP "B" (S.B. I-35 TO E.B. I-240)

V= 50 M.P.H., e Max= 6.00%

	POINT	STATION	NORTHING	EASTING
P.I. STA.	8186	389+07.46 B/L RAMP "B"=	145,818.8139	2,150,748.7192
P.O.T. STA.		108+00.00 C/L I-35, 59.00' LT.		
P.I. STA.	8187	395+07.46	145,218.8247	2,150,752.3242
TANGENTIAL DIRECTION:		S 00°20'39.33" E		
TANGENTIAL LENGTH:		600.00'		
P.I. STA.	8187	395+07.46	145,218.8247	2,150,752.3242
P.C. STA.	9038	400+83.03	144,644.2908	2,150,717.8366
TANGENTIAL DIRECTION:		S 03°26'06.67" W		
TANGENTIAL LENGTH:		575.57'		
CURVE RB-1		FULL SUPER = 5.10%		
P.C. STA.	9038	400+83.03	144,644.2908	2,150,717.8366
P.I. STA.	8862	403+44.36	144,383.4310	2,150,702.1779
C.C. STA.	8189		144,730.1189	2,149,288.0158
P.T. STA.	9037	406+00.00	144,144.9069	2,150,595.4104
RADIUS:		1,432.39'		
DELTA:		20°40'44.10" RT.		
DEGREE OF CURVATURE (ARC):		04°00'00.00"		
LENGTH:		516.97'		
TANGENT:		261.33'		
CHORD:		514.17'		
MIDDLE ORDINATE:		23.26'		
EXTERNAL:		23.64'		
TANGENT DIRECTION:		S 03°26'06.67" W		
RADIAL DIRECTION:		N 86°33'53.33" W		
CHORD DIRECTION:		S 13°46'28.71" W		
RADIAL DIRECTION:		N 65°53'09.24" W		
TANGENT DIRECTION:		S 24°06'50.76" W		
P.T. STA.	9037	406+00.00	144,144.9069	2,150,595.4104
P.C. STA. B/L SHIFT 24.00' LT.	18320	405+98.58 B/L RAMP "B"=	144,135.1015	2,150,617.3160
P.C. STA./ P.O.B. STA.		406+00.00 B/L RAMP "F"		
CURVE RB-2		FULL SUPER = 5.10%		
P.C. STA.	18320	405+98.58	144,135.1015	2,150,617.3160
P.I. STA.	18439	406+41.56	144,095.8718	2,150,599.7561
C.C. STA.	8189		144,730.1189	2,149,288.0158
P.T. STA.	8201	406+84.52	144,057.7458	2,150,579.9133
RADIUS:		1,456.39'		
DELTA:		03°22'50.88" RT.		
DEGREE OF CURVATURE (ARC):		03°56'02.70"		
LENGTH:		85.94'		
TANGENT:		42.98'		
CHORD:		85.92'		
MIDDLE ORDINATE:		0.63'		
EXTERNAL:		0.63'		
TANGENT DIRECTION:		S 24°06'50.76" W		
RADIAL DIRECTION:		N 65°53'09.24" W		
CHORD DIRECTION:		S 25°48'16.20" W		
RADIAL DIRECTION:		N 62°30'18.36" W		
TANGENT DIRECTION:		S 27°29'41.64" W		
P.T. STA.	8201	406+84.52	144,057.7458	2,150,579.9133
P.C. STA.	9039	412+19.79	143,582.9299	2,150,332.7935
TANGENTIAL DIRECTION:		S 27°29'41.64" W		
TANGENTIAL LENGTH:		535.27'		

Preliminary Plans

DESIGN	-	-
DRAWN	-	-
CHECKED	-	-
APPROVED	-	-
SQUAD	POE	

PHASE 4 — OKLAHOMA COUNTY

GEOMETRIC COORDINATE POINT TABLES

(SHEET 4 OF 12)

STATE JOB NO. 09032(08) SHEET NO. R036

3/4/2024 2:36:54 PM
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POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

3/4/2024

B/L RAMP "B" (S.B. I-35 TO E.B. I-240, CONT'D.)

V= 50 M.P.H., e Max= 6.00%

	POINT	STATION	NORTHING	EASTING
CURVE RB-3		FULL SUPER = 6.00%		
P.C. STA.	9039	412+19.79	143,582.9299	2,150,332.7935
P.O.C. STA.	18035	413+21.31 B/L RAMP "B"=	143,490.2950	2,150,291.4166
P.O.C. STA.		94+70.80 B/L RAMP "A"		
P.O.C. STA.	18036	418+43.36 B/L RAMP "B"=	142,977.1501	2,150,264.3137
P.O.C. STA.		422+60.92 B/L RAMP "L"		
P.O.C. STA.	31134	419+28.51 B/L RAMP "B"=	142,895.9601	2,150,289.8655
P.O.C. STA.		A 422+85.90 C.R.L. I-240		
P.O.C. STA.	18037	426+37.88 B/L RAMP "B"=	142,402.7858	2,150,770.8786
P.O.T. STA.		90+46.18 B/L RAMP "C"		
P.O.C. STA.	1012	427+00.74 B/L RAMP "B"=	142,381.6492	2,150,830.0659
P.O.T. STA.		73+62.41 C/L I-35		
P.O.C. STA.	18032	432+59.35 B/L RAMP "B"=	142,394.3073	2,151,378.4980
P.O.C. STA.		74+54.86 B/L RAMP "A"		
P.I. STA.	8863	445+55.31	140,624.1501	2,148,792.8849
C.C. STA.	9058		143,191.0525	2,151,085.7466
P.T. STA.	8191	434+63.42	142,486.9283	2,151,559.7882
RADIUS:		848.83'		
DELTA:		151°26'41.10" LT.		
DEGREE OF CURVATURE (ARC):		06°45'00.00"		
LENGTH:		2,243.63'		
TANGENT:		3,335.52'		
CHORD:		1,645.22'		
MIDDLE ORDINATE:		639.49'		
EXTERNAL:		2,593.00'		
TANGENT DIRECTION:		S 27°29'41.64" W		
RADIAL DIRECTION:		N 62°30'18.36" W		
CHORD DIRECTION:		S 48°13'38.91" E		
RADIAL DIRECTION:		S 33°56'59.46" E		
TANGENT DIRECTION:		N 56°03'00.54" E		
P.T. STA.	8191	434+63.42	142,486.9283	2,151,559.7882
P.O.T. STA.	8094	438+39.71	142,697.0765	2,151,871.9346
TANGENTIAL DIRECTION:		N 56°03'00.54" E		
TANGENTIAL LENGTH:		376.29'		
P.O.T. STA.	8094	438+39.71	142,697.0765	2,151,871.9346
P.C. STA. B/L SHIFT 24.00' RT.	9060	438+48.38 B/L RAMP "B"=	142,677.1678	2,151,885.3378
P.T. STA./ P.O.E. STA.		79+77.39 B/L RAMP "E"		
CURVE RB-4		FULL SUPER = 5.90%		
P.C. STA.	9060	438+48.38	142,677.1678	2,151,885.3378
P.I. STA.	8864	441+36.15	142,837.8751	2,152,124.0463
C.C. STA.	8067		141,885.0281	2,152,418.6346
P.T. STA./ P.O.E. STA.	8068	444+07.38 B/L RAMP "B"=	142,839.9334	2,152,411.8041
P.O.T. STA.		444+07.38 C.R.L. I-240, 71.00' LT.		
RADIUS:		954.93'		
DELTA:		33°32'24.06" RT.		
DEGREE OF CURVATURE (ARC):		06°00'00.00"		
LENGTH:		559.00'		
TANGENT:		287.76'		
CHORD:		551.05'		
MIDDLE ORDINATE:		40.61'		
EXTERNAL:		42.42'		
TANGENT DIRECTION:		N 56°03'00.54" E		
RADIAL DIRECTION:		S 33°56'59.46" E		
CHORD DIRECTION:		N 72°49'12.57" E		
RADIAL DIRECTION:		S 00°24'35.40" E		
TANGENT DIRECTION:		N 89°35'24.60" E		

B/L RAMP "C" (W.B. I-240 TO S.B. I-35)

V= 30 M.P.H., e Max= 6.00%

	POINT	STATION	NORTHING	EASTING
CURVE RC-1		FULL SUPER = 6.00%		
P.C. STA./ P.O.B. STA.	8163	71+30.93 B/L RAMP "C"=	143,002.5195	2,150,535.9001
P.O.T. STA.		425+32.69 C.R.L. I-240, 105.00' LT.=		
P.O.B. STA.		425+32.69 B/L RAMP "I"		
C.C. STA.	8164		143,232.5136	2,150,534.2549
P.T. STA.	8165	82+15.04	143,233.8956	2,150,764.2508

B/L RAMP "C" (W.B. I-240 TO S.B. I-35, CONT'D.)

V= 30 M.P.H., e Max= 6.00%

	POINT	STATION	NORTHING	EASTING
RADIUS:		230.00'		
DELTA:		270°03'56.06" RT.		
DEGREE OF CURVATURE (ARC):		24°54'40.35"		
LENGTH:		1,084.11'		
TANGENT:		0.00'		
CHORD:		325.08'		
MIDDLE ORDINATE:		0.00'		
EXTERNAL:		0.00'		
TANGENT DIRECTION:		S 89°35'24.60" W		
RADIAL DIRECTION:		N 00°24'35.40" W		
CHORD DIRECTION:		N 44°37'22.64" E		
RADIAL DIRECTION:		S 89°39'20.67" W		
TANGENT DIRECTION:		S 00°20'39.33" E		
P.T. STA.	8165	82+15.04	143,233.8956	2,150,764.2508
P.O.T. STA.	18038	84+44.78 B/L RAMP "C"=	143,004.1628	2,150,765.6311
P.O.T. STA.		427+62.43 B/L RAMP "I"		
P.I. STA.	8981	84+50.73	142,998.2137	2,150,765.6669
TANGENTIAL DIRECTION:		S 00°20'39.33" E		
TANGENTIAL LENGTH:		235.69'		
P.I. STA.	8981	84+50.73	142,998.2137	2,150,765.6669
P.O.T. STA.	18322	85+49.78 B/L RAMP "C"=	142,899.1365	2,150,766.3768
P.O.T. STA.		427+62.58 C.R.L. I-240		
P.O.T. STA.	18037	90+46.18 B/L RAMP "C"=	142,402.7858	2,150,770.8786
P.O.C. STA.		426+37.88 B/L RAMP "B"		
P.I. STA.	9043	91+13.23	142,335.7384	2,150,771.4654
TANGENTIAL DIRECTION:		S 00°30'05.37" E		
TANGENTIAL LENGTH:		662.50'		
P.I. STA.	9043	91+13.23	142,335.7384	2,150,771.4654
P.O.E. STA.	9044	94+12.73 B/L RAMP "E"=	142,035.8549	2,150,786.0907
P.O.T. STA.		70+17.00 C/L I-35, 47.00' LT.		
TANGENTIAL DIRECTION:		S 00°47'31.57" E		
TANGENTIAL LENGTH:		300.24'		

B/L RAMP "D" (E.B. I-240 TO N.B. I-35)

V= 30 M.P.H., e Max= 6.00%

	POINT	STATION	NORTHING	EASTING
CURVE RD-1		FULL SUPER = 6.00%		
P.C. STA./ P.O.B. STA.	9063	65+07.43 B/L RAMP "D"=	142,842.6606	2,151,115.4097
P.O.T. STA.		431+11.04 C.R.L. I-240, 59.00' LT.		
C.C. STA.	9062		142,612.6664	2,151,117.0548
P.T. STA.	9064	75+90.91	142,610.6533	2,150,887.0637
RADIUS:		230.00'		
DELTA:		269°54'30.02" RT.		
DEGREE OF CURVATURE (ARC):		24°54'40.35"		
LENGTH:		1,083.48'		
TANGENT:		0.00'		
CHORD:		325.53'		
MIDDLE ORDINATE:		0.00'		
EXTERNAL:		0.00'		
TANGENT DIRECTION:		N 89°35'24.60" E		
RADIAL DIRECTION:		S 00°24'35.40" E		
CHORD DIRECTION:		S 44°32'39.62" W		
RADIAL DIRECTION:		N 89°29'54.63" E		
TANGENT DIRECTION:		N 00°30'05.37" W		
P.T. STA.	9064	75+90.91	142,610.6533	2,150,887.0637
P.O.T. STA.	18323	78+80.28 B/L RAMP "D"=	142,900.0106	2,150,884.5309
P.O.T. STA.		428+80.58 C.R.L. I-240		
P.I. STA.	2026	79+79.34	142,999.0696	2,150,883.6639
TANGENTIAL DIRECTION:		N 00°30'05.37" W		
TANGENTIAL LENGTH:		388.43'		
P.I. STA.	2026	79+79.34	142,999.0696	2,150,883.6639
P.O.T. STA.	1016	79+85.28 B/L RAMP "D"=	143,005.0068	2,150,883.6282
P.O.T. STA.		428+80.43 B/L RAMP "I"		
P.I. STA.	9065	84+30.91	143,450.6304	2,150,880.9507
TANGENTIAL DIRECTION:		N 00°20'39.33" W		
TANGENTIAL LENGTH:		451.57'		

B/L RAMP "D" (E.B. I-240 TO N.B. I-35, CONT'D.)

V= 30 M.P.H., e Max= 6.00%

	POINT	STATION	NORTHING	EASTING
P.I. STA.	9065	84+30.91	143,450.6304	2,150,880.9507
P.O.T. STA.	18034	85+14.69 B/L RAMP "D"=	143,534.3185	2,150,877.0994
P.O.C. STA.		88+70.07 B/L RAMP "A"		
P.O.E. STA.	9066	87+31.15 B/L RAMP "D"=	143,750.5528	2,150,867.1484
P.O.T. STA.		87+31.07 C/L I-35, 47.00' LT.		
TANGENTIAL DIRECTION:		N 02°38'05.53" W		
TANGENTIAL LENGTH:		300.24'		

B/L RAMP "E" (N.B. I-35 TO E.B. I-240)

V= 45 M.P.H., e Max= 6.00%

	POINT	STATION	NORTHING	EASTING
CURVE RE-1		FULL SUPER = 4.60%		
P.C. STA./ P.O.B. STA.	18031	65+33.37 B/L RAMP "E"=	141,544.0195	2,151,018.6915
P.T. STA.		65+33.37 B/L RAMP "A"		
P.I. STA.	18465	68+39.81	141,837.0572	2,151,108.3290
C.C. STA.	18030		141,125.0277	2,152,388.4360
P.T. STA.	18029	71+37.15	142,067.7701	2,151,310.0156
RADIUS:		1,432.39'		
DELTA:		24°09'04.32" RT.		
DEGREE OF CURVATURE (ARC):		04°00'00.00"		
LENGTH:		603.78'		
TANGENT:		306.44'		
CHORD:		599.32'		
MIDDLE ORDINATE:		31.70'		
EXTERNAL:		32.41'		
TANGENT DIRECTION:		N 17°00'30.15" E		
RADIAL DIRECTION:		S 72°59'29.85" E		
CHORD DIRECTION:		N 29°05'02.31" E		
RADIAL DIRECTION:		S 48°50'25.54" E		
TANGENT DIRECTION:		N 41°09'34.46" E		
P.T. STA.	18029	71+37.15	142,067.7701	2,151,310.0156
P.C. STA.	9061	77+29.21	142,513.5232	2,151,699.6876
TANGENTIAL DIRECTION:		N 41°09'34.46" E		
TANGENTIAL LENGTH:		592.06'		
CURVE RE-2		FULL SUPER = 5.50%		
P.C. STA.	9061	77+29.21	142,513.5232	2,151,699.6876
P.I. STA.	8866	78+54.00	142,607.4760	2,151,781.8201
C.C. STA.	8067		141,885.0281	2,152,418.6346
P.T. STA./ P.O.E. STA.	9060	79+77.39 B/L RAMP "E"=	142,677.1678	2,151,885.3378
P.C. STA.		438+48.38 B/L RAMP "B"		
RADIUS:		954.93'		
DELTA:		14°53'26.08" RT.		
DEGREE OF CURVATURE (ARC):		06°00'00.00"		
LENGTH:		248.18'		
TANGENT:		124.79'		
CHORD:		247.48'		
MIDDLE ORDINATE:		8.05'		
EXTERNAL:		8.12'		
TANGENT DIRECTION:		N 41°09'34.46" E		
RADIAL DIRECTION:		S 48°50'25.54" E		
CHORD DIRECTION:		N 48°36'17.50" E		
RADIAL DIRECTION:		S 33°56'59.46" E		
TANGENT DIRECTION:		N 56°03'00.54" E		

Preliminary Plans

DESIGN	-	-
DRAWN	-	-
CHECKED	-	-
APPROVED	-	-
SQUAD	POE	

PHASE 4 — OKLAHOMA COUNTY

GEOMETRIC COORDINATE POINT TABLES

(SHEET 5 OF 12)

STATE JOB NO. 09032(08) SHEET NO. R037

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POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

3/4/2024

B/L RAMP "F" (S.B. I-35 TO W.B. I-240)

V= 45 M.P.H., e Max= 6.00%

	POINT	STATION	NORTHING	EASTING
CURVE RF-1		FULL SUPER = 5.10%		
P.C. STA./ P.O.B. STA.	9037	406+00.00 B/L RAMP "F"=	144,144.9069	2,150,595.4104
P.T. STA.		406+00.00 B/L RAMP "B"		
P.I. STA.	8867	408+23.83	143,940.6071	2,150,503.9624
C.C. STA.	18309		144,613.0765	2,149,549.4947
P.T. STA.	18310	410+42.10	143,785.7364	2,150,342.3572
RADIUS:		1,145.92'		
DELTA:		22°06'17.86" RT.		
DEGREE OF CURVATURE (ARC):		05°00'00.00"		
LENGTH:		442.10'		
TANGENT:		223.83'		
CHORD:		439.36'		
MIDDLE ORDINATE:		21.25'		
EXTERNAL:		21.66'		
TANGENT DIRECTION:		S 24°06'50.76" W		
RADIAL DIRECTION:		N 65°53'09.24" W		
CHORD DIRECTION:		S 35°09'59.69" W		
RADIAL DIRECTION:		N 43°46'51.38" W		
TANGENT DIRECTION:		S 46°13'08.62" W		
P.T. STA.	18310	410+42.10	143,785.7364	2,150,342.3572
P.C. STA.	18311	416+24.33	143,382.8904	2,149,921.9933
TANGENTIAL DIRECTION:		S 46°13'08.62" W		
TANGENTIAL LENGTH:		582.23'		
CURVE RF-2		FULL SUPER = 5.10%		
P.C. STA.	18311	416+24.33	143,382.8904	2,149,921.9933
P.I. STA.	8868	417+92.38	143,266.6164	2,149,800.6632
C.C. STA.	9036		144,210.2305	2,149,129.1309
P.T. STA./ P.O.E. STA.	8057	419+58.05 B/L RAMP "F"=	143,190.0755	2,149,651.0565
P.C. STA.		101+77.63 B/L RAMP "A"		
RADIUS:		1,145.92'		
DELTA:		16°41'09.65" RT.		
DEGREE OF CURVATURE (ARC):		05°00'00.00"		
LENGTH:		333.72'		
TANGENT:		168.05'		
CHORD:		332.54'		
MIDDLE ORDINATE:		12.13'		
EXTERNAL:		12.26'		
TANGENT DIRECTION:		S 46°13'08.62" W		
RADIAL DIRECTION:		N 43°46'51.38" W		
CHORD DIRECTION:		S 54°33'43.44" W		
RADIAL DIRECTION:		N 27°05'41.73" W		
TANGENT DIRECTION:		S 62°54'18.27" W		

B/L RAMP "G" (E.B. I-240 TO S.B. I-35)

V= 50 M.P.H., e Max= 6.00%

	POINT	STATION	NORTHING	EASTING
P.O.B. STA.	9045	403+46.03 B/L RAMP "G"=	13,000.3741	2,148,354.6410
P.O.C. STA.		403+46.03 C.R.L. I-240, 59.00' LT.		
P.I. STA.	8229	406+42.84	142,965.3749	2,148,649.3755
TANGENTIAL DIRECTION:		S 83°13'40.62" E		
TANGENTIAL LENGTH:		296.81'		
P.I. STA.	8229	406+42.84	142,965.3749	2,148,649.3755
P.C. STA.	8196	413+05.28	142,896.6397	2,149,308.2458
TANGENTIAL DIRECTION:		S 84°02'39.43" E		
TANGENTIAL LENGTH:		662.45'		
CURVE RG-1		FULL SUPER = N.C.		
P.C. STA.	8196	413+05.28	142,896.6397	2,149,308.2458
P.I. STA.	9046	414+64.52	142,880.1168	2,149,466.6282
C.C. STA.	8213		137,197.7779	2,148,713.7245
P.T. STA.	8214	416+23.68	142,854.8227	2,149,623.8485

B/L RAMP "G" (E.B. I-240 TO S.B. I-35, CONT'D.)

V= 50 M.P.H., e Max= 6.00%

	POINT	STATION	NORTHING	EASTING
RADIUS:		5,729.79'		
DELTA:		03°11'02.05" RT.		
DEGREE OF CURVATURE (ARC):		00°59'59.87"		
LENGTH:		318.40'		
TANGENT:		159.24'		
CHORD:		318.36'		
MIDDLE ORDINATE:		2.21'		
EXTERNAL:		2.21'		
TANGENT DIRECTION:		S 84°02'39.43" E		
RADIAL DIRECTION:		S 05°57'20.57" W		
CHORD DIRECTION:		S 82°27'08.41" E		
RADIAL DIRECTION:		S 09°08'22.62" W		
TANGENT DIRECTION:		S 80°51'37.38" E		
P.T. STA.	8214	416+23.68	142,854.8227	2,149,623.8485
P.C. STA.	8217	418+78.95	142,814.2752	2,149,875.8792
TANGENTIAL DIRECTION:		S 80°51'37.38" E		
TANGENTIAL LENGTH:		255.27'		
CURVE RG-2		FULL SUPER = 5.90%		
P.C. STA.	8217	418+78.95	142,814.2752	2,149,875.879
P.I. STA.	9047	420+84.51	142,781.6244	2,150,0 [illegible]
C.C. STA.	8220		141,871.[illegible]	2,1 [illegible]
P.C.C. STA.	8224	422+83.89	[illegible]	[illegible]
RADIUS:		954.93'		
DELTA:		24°17'45.73" RT.		
DEGREE OF CURVATURE (ARC):		06°00'00.00"		
LENGTH:		404.93'		
TANGENT:		205.56'		
CHORD:		401.91'		
MIDDLE ORDINATE:		21.[illegible]		
EXTERNAL:		21.87		
TANGENT DIRECTION:		S [illegible]°51'37.38		
RADIAL DIRECTION:		S 05 [illegible]8'22.62" W		
CHORD DIRECTION:		S 68 [illegible]44.52" E		
RADIAL DIRECTION:		[illegible]3°20'08.35" W		
TANGENT DIRECTION:		S 66°33'51.65" E		
CURVE RG-3		FULL SUPER = 5.60%		
P.C.C. STA.	[illegible]24	422+83.89	142,668.3628	2,150,250.3638
P.O.C. STA.	18[illegible]39	424+15.75 B/L RAMP "G"=	142,589.5452	2,150,355.9821
P.O.T. STA.		422+57.84 B/L RAMP "M"		
P.T. STA.	9901	428+93.99	142,332.1973	2,150,759.4960
C.C. STA.	8470		141,712.0903	2,149,618.9642
P.T. STA.	9048	434+05.15	141,722.1200	2,150,764.8359
RADIUS:		1,145.92'		
DELTA:		56°03'46.28" RT.		
DEGREE OF CURVATURE (ARC):		05°00'00.00"		
LENGTH:		1121.26'		
TANGENT:		610.10'		
CHORD:		1077.06'		
MIDDLE ORDINATE:		134.43'		
EXTERNAL:		152.29'		
TANGENT DIRECTION:		S 56°33'51.65" E		
RADIAL DIRECTION:		S 33°26'08.35" W		
CHORD DIRECTION:		S 28°31'58.51" E		
RADIAL DIRECTION:		S 89°29'54.63" W		
TANGENT DIRECTION:		S 00°30'05.37" E		
P.T. STA.	9048	434+05.15	141,722.1200	2,150,764.8359
P.I. STA.	9049	444+61.03	140,666.2760	2,150,774.0776
TANGENTIAL DIRECTION:		S 00°30'05.37" E		
TANGENTIAL LENGTH:		1,055.88'		
P.I. STA.	9049	444+61.03	140,666.2760	2,150,774.0776
P.O.E. STA.	8219	447+61.27 B/L RAMP "G"=	140,366.3925	2,150,788.7029
P.O.T. STA.		53+47.60 C/L I-35, 59.00' LT.		
TANGENTIAL DIRECTION:		S 02°47'31.57" E		
TANGENTIAL LENGTH:		300.24'		

B/L RAMP "H" (W.B. I-240 TO N.B. I-35)

V= 50 M.P.H., e Max= 6.00%

	POINT	STATION	NORTHING	EASTING
P.O.B. STA.	18906	407+32.25 B/L RAMP "H"=	145,562.4815	2,150,856.2613
P.O.T. STA.		105+43.03 C/L I-35, 47.00' RT.		
P.I. STA.	18905	415+72.34	144,722.5644	2,150,873.3082
TANGENTIAL DIRECTION:		S 01°09'45.76" E		
TANGENTIAL LENGTH:		840.09'		
P.I. STA.	18905	415+72.34	144,722.5644	2,150,873.3082
P.C. STA.	9052	423+33.91	143,961.0128	2,150,877.8840
TANGENTIAL DIRECTION:		S 00°20'39.33" E		
TANGENTIAL LENGTH:		761.57'		
CURVE RF-1		FULL SUPER = 5.90%		
P.C. STA.	9052	423+33.91	143,961.0128	2,150,877.8840
P.C.C. STA.	31124	428+37.77 B/L RAMP "H"=	143,480.9951	2,151,010.6453
P.O.C. STA.		87+26.09 B/L RAMP "A"		
P.I. STA.	8870	432+89.93	143,005.0068	2,150,883.6282
P.O.C. STA.	31114	433+38.43 B/L RAMP "H"=	143,134.6747	2,151,364.2446
P.O.C. STA.		82+23.28 B/L RAMP "A"		
P.C.C. STA.	9051		143,966.7504	2,151,832.7964
P.T. STA.=	9050	438+35.00 B/L RAMP "H"=	143,011.8451	2,151,839.6269
P.O.E. STA.		438+36.46 B/L RAMP "I"		
RADIUS:		954.93'		
DELTA:		90°03'56.06" LT.		
DEGREE OF CURVATURE (ARC):		06°00'00.00"		
LENGTH:		1,501.09'		
TANGENT:		956.02'		
CHORD:		1,351.25'		
MIDDLE ORDINATE:		280.08'		
EXTERNAL:		396.32'		
TANGENT DIRECTION:		S 00°20'39.33" E		
RADIAL DIRECTION:		S 89°39'20.67" W		
CHORD DIRECTION:		S 45°22'37.36" E		
RADIAL DIRECTION:		S 00°24'35.40" E		
TANGENT DIRECTION:		N 89°35'24.60" E		
P.T. STA.	9050	438+35.00	143,011.8451	2,151,839.6269
P.C. STA.	9053	441+38.54	143,014.0163	2,152,143.1560
TANGENTIAL DIRECTION:		N 89°35'24.60" E		
TANGENTIAL LENGTH:		303.54'		
CURVE RH-2		FULL SUPER = 3.50%		
P.C. STA.	9053	441+38.54	143,014.0163	2,152,143.1560
P.I. STA.	8012	442+33.06	143,014.6924	2,152,237.6760
C.C. STA.	8135		140,149.3006	2,152,163.6474
P.T. STA.	8132	443+27.51	143,009.1365	2,152,332.0351
RADIUS:		2,864.79'		
DELTA:		03°46'46.30" RT.		
DEGREE OF CURVATURE (ARC):		02°00'00.00"		
LENGTH:		188.98'		
TANGENT:		94.52'		
CHORD:		188.94'		
MIDDLE ORDINATE:		1.56'		
EXTERNAL:		1.56'		
TANGENT DIRECTION:		N 89°35'24.60" E		
RADIAL DIRECTION:		S 00°24'35.40" E		
CHORD DIRECTION:		S 88°31'12.25" E		
RADIAL DIRECTION:		S 03°22'10.90" W		
TANGENT DIRECTION:		S 86°37'49.10" E		

Preliminary Plans

DESIGN	-	-
DRAWN	-	-
CHECKED	-	-
APPROVED	-	-
SQUAD	POE	

PHASE 4 — OKLAHOMA COUNTY

GEOMETRIC COORDINATE POINT TABLES

(SHEET 6 OF 12)

STATE JOB NO. 09032(08) SHEET NO. R038

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POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

3/4/2024

B/L RAMP "H" (W.B. I-240 TO N.B. I-35, CONT'D.)

V= 50 M.P.H., e Max= 6.00%

	POINT	STATION	NORTHING	EASTING
P.T. STA.	8132	443+27.51	143,009.1365	2,152,332.0351
P.O.E. STA.	8133	449+30.83 B/L RAMP "H"=	142,973.6743	2,152,934.3129
P.O.T. STA.		449+30.83 C.R.L. I-240, 59.00' RT.		
TANGENTIAL DIRECTION:		S 86°37'49.10" E		
TANGENTIAL LENGTH:		603.32'		

B/L RAMP "I" (W.B. I-240 TO RAMPS "C" & "L")

V= 55 M.P.H., e Max= 6.00%

	POINT	STATION	NORTHING	EASTING
P.O.B. STA.	8163	425+32.69 B/L RAMP "I"=	143,002.5195	2,150,535.9001
P.O.T. STA.		425+32.69 C.R.L. I-240,105.00' RT.=		
P.C. STA./ P.O.B. STA.		71+30.93 B/L RAMP "C"		
P.O.T. STA.	18038	427+62.43 B/L RAMP "I"=	143,004.1628	2,150,765.6311
P.O.T. STA.		84+44.78 B/L RAMP "C"		
P.O.T. STA.	1013	428+21.43 B/L RAMP "I"=	143,004.5848	2,150,824.6296
P.O.T. STA.		79+85.37 C/L I-35		
P.O.T. STA.	1016	428+80.43 B/L RAMP "I"=	143,005.0068	2,150,883.6282
P.O.T. STA.		79+85.28 B/L RAMP "D"		
P.O.T. STA.	18033	434+15.00 B/L RAMP "I"=	143,008.8305	2,151,418.1807
P.O.C. STA.		80+86.20 B/L RAMP "A"		
P.O.T. STA.	18040	434+57.61 B/L RAMP "I"=	143,009.1353	2,151,460.7901
P.O.C. STA.		80+87.37 B/L RAMP "J"		
P.O.E. STA.	9050	438+36.46 B/L RAMP "I"=	143,011.8451	2,151,839.6269
P.T. STA.		438+35.00 B/L RAMP "H"=		
P.O.T. STA.		438+36.45 C.R.L. I-240, 105.00' RT.		
TANGENTIAL DIRECTION:		N 89°35'24.60" E		
TANGENTIAL LENGTH:		1,303.76'		

B/L RAMP "J" (N.B. I-35 TO N.E. SERV. RD.)

V= 45 M.P.H., e Max= 6.00%

	POINT	STATION	NORTHING	EASTING
CURVE RJ-1		FULL SUPER = 6.00%		
P.C. STA./ P.O.B. STA.	9059	77+07.36 B/L RAMP "J"=	142,631.4878	2,151,759.9359
P.O.C. STA.		77+07.36 B/L RAMP "A", 24.00' LT.		
P.I. STA.	9902	79+64.69	142,88[illegible]2416	2,151,51[illegible]
P.O.C. STA.	31136	79+80.92 B/L RAMP "J"=	142,[illegible]2609	2,151,478.7251
P.O.T. STA.		434+74.79 C.R.L. I-240		
P.O.C. STA.	18040	80+87.37 B/L RAMP "J"=	43,009.1353	2,151,460.7901
P.O.T. STA.		434+57.61 B/L RAMP "I"		
P.O.C. STA.	31125	81+79.21 B/L RAMP "J"=	14[illegible]097.7733	2,151,436.8552
P.O.C. STA.		434+19.90 B/L RAMP "H"		
C.C. STA.	8464		142,779.8240	2,150,435.4918
P.T. STA.	9056	82+12.09	143,128.9497	2,151,426.4164
RADIUS:		1,050.63'		
DELTA:		27°31'30.50" LT.		
DEGREE OF CURVATURE (ARC):		05°27'12.52"		
LENGTH:		504.73'		
TANGENT:		257.33'		
CHORD:		499.89'		
MIDDLE ORDINATE:		30.16'		
EXTERNAL:		31.06'		
TANGENT DIRECTION:		N 08°06'59.76" E		
RADIAL DIRECTION:		S 81°53'00.24" E		
CHORD DIRECTION:		N 05°38'45.49" W		
RADIAL DIRECTION:		N 70°35'29.26" E		
TANGENT DIRECTION:		N 19°24'30.74" W		
P.T. STA.	9056	82+12.09	143,128.9497	2,151,426.4164
P.C. STA.	9055	82+14.63	143,131.3494	2,151,425.5709
TANGENTIAL DIRECTION:		N 19°24'30.74" W		
TANGENTIAL LENGTH:		2.54'		

B/L RAMP "J" (N.B. I-35 TO N.E. SERV. RD., CONT'D.)

V= 45 M.P.H., e Max= 6.00%

	POINT	STATION	NORTHING	EASTING
CURVE RJ-2		FULL SUPER = 6.00%		
P.C. STA.	9055	82+14.63	143,131.3494	2,151,425.5709
P.I. STA.	9903	83+62.09	143,270.4257	2,151,376.5711
C.C. STA.	9057		142,940.9546	2,150,885.1725
P.T. STA.	9054	85+03.28	143,368.5690	2,151,266.5209
RADIUS:		572.96'		
DELTA:		28°51'53.07" LT.		
DEGREE OF CURVATURE (ARC):		10°00'00.00"		
LENGTH:		288.65'		
TANGENT:		147.46'		
CHORD:		285.6'		
MIDDLE ORDINATE:		18.08'		
EXTERNAL:		18.67'		
TANGENT DIRECTION:		N 19°24'30.74" W		
RADIAL DIRECTION:		N 70°35'29.26" E		
CHORD DIRECTION:		N 33°50'27.28" W		
RADIAL DIRECTION:		N 41°43'36.19" E		
TANGENT DIRECTION:		N 48°16'23.81" W		
P.T. STA.	9054	85+03.28	143,36[illegible]690	[illegible]151[illegible]66.5209
P.O.T. STA.	30607	86+19.66	143,4[illegible].0285	2,151,[illegible].6638
TANGENTIAL DIRECTION:		N 48°16'23.81" W		
TANGENTIAL LENGTH:		116.38'		
P.O.T. STA.	30607	86+19.66	143,446.0285	2,151,179.6638
P.O.T. STA. B/L SHIFT 15.00' LT.	30608	19	143,434.8336	2,151,169.6801
P.O.T. STA.	30608	86+19.66	143,434.8336	2,151,169.6801
P.C. STA.	9073	87+38.70	143,514.0641	2,151,080.8371
		48°16'23.81" W		
		119.04'		
CURVE RJ-3		FULL SUPER = 5.90%		
P.C. STA.	9073	87+38.70	143,514.0641	2,151,080.8371
P.I. STA.	9908	89+77.80	143,673.2042	2,150,902.3899
P.C. STA.	18481		143,913.9994	2,151,437.5011
P.T. STA.	9074	91+88.49	143,912.3033	2,150,901.6331
RADIUS:		535.87'		
DELTA:		48°05'30.96" RT.		
DEGREE OF CURVATURE (ARC):		10°41'31.53"		
LENGTH:		449.79'		
TANGENT:		239.10'		
CHORD:		436.70'		
MIDDLE ORDINATE:		46.50'		
EXTERNAL:		50.92'		
TANGENT DIRECTION:		N 48°16'23.81" W		
RADIAL DIRECTION:		N 41°43'36.19" E		
CHORD DIRECTION:		N 24°13'38.33" W		
RADIAL DIRECTION:		N 89°49'07.15" E		
TANGENT DIRECTION:		N 00°10'52.85" W		
P.T. STA.	9074	91+88.49	143,912.3033	2,150,901.6331
P.O.E. STA.	9070	97+34.20 B/L RAMP "J"=	144,458.0110	2,150,899.9059
P.O.C. STA.		94+40.74 C/L N.E. SERV. RD., 25.00' RT.		
TANGENTIAL DIRECTION:		N 00°10'52.85" W		
TANGENTIAL LENGTH:		545.71'		

B/L RAMP "L" (W.B. I-240 TO N.W. SERV. RD.)

V= 50 M.P.H., e Max= 6.00%

	POINT	STATION	NORTHING	EASTING
CURVE RL-1		FULL SUPER = 3.50%		
P.C. STA./ P.O.B. STA.	8347	407+47.18 B/L RAMP "L"=	143,157.8333	2,148,764.1619
P.O.T. STA.		69+87.34 C/L N.W. SERV. RD., 25.00' LT.		
P.I. STA.	8346	410+21.25	143,160.4314	2,149,038.2199
C.C. STA.	8350		140,293.1730	2,148,791.3196
P.T. STA.	8351	412+93.66	143,111.0205	2,149,307.7994
RADIUS:		2,864.79'		
DELTA:		10°55'46.38" RT.		
DEGREE OF CURVATURE (ARC):		02°00'00.00"		
LENGTH:		546.48'		
TANGENT:		274.07'		
CHORD:		545.65'		
MIDDLE ORDINATE:		13.02'		
EXTERNAL:		13.08'		
TANGENT DIRECTION:		N 89°27'24.62" E		
RADIAL DIRECTION:		S 00°32'35.38" E		
CHORD DIRECTION:		S 85°04'42.19" E		
RADIAL DIRECTION:		S 10°23'11.00" W		
TANGENT DIRECTION:		S 79°36'49.00" E		
P.T. STA.	8351	412+93.66	143,111.0205	2,149,307.7994
P.O.T. STA.	1022	413+80.99 B/L RAMP "L"=	143,095.2755	2,149,393.7022
P.O.C. STA.		104+52.54 B/L RAMP "A"		
P.C. STA.	30041	417+75.78	143,024.1011	2,149,782.0208
TANGENTIAL DIRECTION:		S 79°36'49.00" E		
TANGENTIAL LENGTH:		482.12'		
CURVE RL-2		FULL SUPER = 3.50%		
P.C. STA.	30041	417+75.78	143,024.1011	2,149,782.0208
P.I. STA.	9040	420+47.90	142,975.0410	2,150,049.6862
C.C. STA.	8290		145,856.7028	2,150,301.2049
P.O.C. STA.	18041	422+18.37 B/L RAMP "L"=	142,978.0096	2,150,221.7688
P.O.C. STA.		418+46.11 B/L RAMP "M"		
P.O.C. STA.	18036	422+60.92 B/L RAMP "L"=	142,977.1501	2,150,264.3137
P.O.C. STA.		418+43.36 B/L RAMP "B"		
P.T. STA.	30042	423+18.42	142,976.9874	2,150,321.8037
RADIUS:		2,879.79'		
DELTA:		10°47'46.40" LT.		
DEGREE OF CURVATURE (ARC):		01°59'22.50"		
LENGTH:		542.64'		
TANGENT:		272.12'		
CHORD:		541.84'		
MIDDLE ORDINATE:		12.77'		
EXTERNAL:		12.83'		
TANGENT DIRECTION:		S 79°36'49.00" E		
RADIAL DIRECTION:		S 10°23'11.00" W		
CHORD DIRECTION:		S 85°00'42.20" E		
RADIAL DIRECTION:		S 00°24'35.40" E		
TANGENT DIRECTION:		N 89°35'24.60" E		
P.T. STA.	30042	423+18.42	142,976.9874	2,150,321.8037
P.O.E. STA.	30040	425+32.69 B/L RAMP "L"=	142,978.5201	2,150,536.0717
P.O.T. STA.		425+32.69 C.R.L. I-240, 81.00' RT.		
TANGENTIAL DIRECTION:		N 89°35'24.60" E		
TANGENTIAL LENGTH:		214.27'		

Preliminary Plans

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DESIGN	-	-
DRAWN	-	-
CHECKED	-	-
APPROVED	-	-
SQUAD	POE	

PHASE 4 — OKLAHOMA COUNTY

GEOMETRIC COORDINATE POINT TABLES

(SHEET 7 OF 12)

STATE JOB NO. 09032(08) SHEET NO. R039

POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

3/4/2024

B/L RAMP "M" (S.B. I-35 TO S.W. SERV. RD.)

V= 45 M.P.H., e Max= 6.00%

	POINT	STATION	NORTHING	EASTING
CURVE RM-1		(V= 50) FULL SUPER = 6.00%		
P.C. STA./ P.O.B. STA.	8711	414+39.37 B/L RAMP "M"=	143,380.5701	2,150,242.9660
P.O.C. STA.		414+39.37 B/L RAMP "B", 15.00' LT.		
P.I. STA.	9908	417+38.73	143,093.2078	2,150,159.0625
C.C. STA.	8717		143,134.3230	2,151,086.3413
P.O.C. STA.	18041	418+46.11 B/L RAMP "M"=	142,978.0096	2,150,221.7688
P.O.C. STA.		422+18.37 B/L RAMP "L"		
P.O.C. STA.	31133	419+30.06 B/L RAMP "M"=	142,896.2341	2,150,240.6267
P.O.C. STA.		422+36.66 C.R.L. I-240		
P.T. STA.	8616	420+16.41	142,814.3990	2,150,268.0699
RADIUS:		878.59'		
DELTA:		37°37'51.34" LT.		
DEGREE OF CURVATURE (ARC):		06°31'16.81"		
LENGTH:		577.04'		
TANGENT:		299.36'		
CHORD:		566.73'		
MIDDLE ORDINATE:		46.95'		
EXTERNAL:		49.60'		
TANGENT DIRECTION:		S 16°16'35.94" W		
RADIAL DIRECTION:		N 73°43'24.06" W		
CHORD DIRECTION:		S 02°32'19.73" E		
RADIAL DIRECTION:		S 68°38'44.60" W		
TANGENT DIRECTION:		S 21°21'15.40" E		
P.T. STA.	8616	420+16.41	142,814.3990	2,150,268.0699
P.O.T. STA.	18039	422+57.84 B/L RAMP "M"=	142,589.5452	2,150,355.9821
P.O.C. STA.		424+15.75 B/L RAMP "G"		
P.C. STA.	8690	423+49.76	142,503.9361	2,150,389.4532
TANGENTIAL DIRECTION:		S 21°21'15.40" E		
TANGENTIAL LENGTH:		333.35'		
CURVE RM-2		FULL SUPER = 4.60%		
P.C. STA.	8690	423+49.76	142,503.9361	2,150,389.4532
P.I. STA.	8643	424+62.23	142,399.1921	2,150,430.4056
C.C. STA.	8691		143,025.5191	2,151,723.5091
P.T. STA.	8692	425+74.23	142,302.1229	2,150,487.2033
RADIUS:		1,432.39'		
DELTA:		08°58'43.64" LT.		
DEGREE OF CURVATURE (ARC):		04°00'00.00"		
LENGTH:		224.47'		
TANGENT:		112.47'		
CHORD:		224.24'		
MIDDLE ORDINATE:		4.39'		
EXTERNAL:		4.41'		
TANGENT DIRECTION:		S 21°21'15.40" E		
RADIAL DIRECTION:		S 68°38'44.60" W		
CHORD DIRECTION:		S 25°50'37.22" E		
RADIAL DIRECTION:		S 59°40'00.96" W		
TANGENT DIRECTION:		S 30°19'59.04" E		
P.T. STA.	8692	425+74.23	142,302.1229	2,150,487.2033
P.O.T. STA.	18975	426+70.07	142,219.4030	2,150,535.6050
TANGENTIAL DIRECTION:		S 30°19'59.04" E		
TANGENTIAL LENGTH:		95.84'		
P.O.T. STA.	18975	426+70.07	142,219.4030	2,150,535.6050
P.O.T. STA. B/L SHIFT 15.00' LT.	18976	426+70.07	142,226.9784	2,150,548.5516
P.O.T. STA.	18976	426+70.07	142,226.9784	2,150,548.5516
P.C. STA.	8619	428+66.98	142,057.0219	2,150,647.9978
TANGENTIAL DIRECTION:		S 30°19'59.04" E		
TANGENTIAL LENGTH:		196.91'		

B/L RAMP "M" (S.B. I-35 TO S.W. SERV. RD., CONT'D.)

V= 45 M.P.H., e Max= 6.00%

	POINT	STATION	NORTHING	EASTING
CURVE RM-3		FULL SUPER = 5.90%		
P.C. STA.	8619	428+66.98	142,057.0219	2,150,647.9978
P.I. STA.	9909	430+57.76	141,892.3618	2,150,744.3449
C.C. STA.	8683		141,695.3239	2,150,029.8449
P.T. STA.	8684	432+39.88	141,701.5925	2,150,746.0147
RADIUS:		716.20'		
DELTA:		29°49'53.63" RT.		
DEGREE OF CURVATURE (ARC):		08°00'00.00"		
LENGTH:		372.89'		
TANGENT:		190.78'		
CHORD:		368.7'		
MIDDLE ORDINATE:		24.13'		
EXTERNAL:		24.97'		
TANGENT DIRECTION:		S 30°19'59.04" E		
RADIAL DIRECTION:		S 59°40'00.96" W		
CHORD DIRECTION:		S 15°25'02.22" E		
RADIAL DIRECTION:		S 89°29'54.60" W		
TANGENT DIRECTION:		S 00°30'05.40" E		
P.T. STA.	8684	432+39.88	141,70[illegible]925	150[illegible]46.01[illegible]7
P.O.E. STA.	8743	435+39.70 B/L RAMP "M"=	141,[illegible]7775	2,150,[illegible]8390
P.O.T. STA.		63+83.28 C/L S.W. SERV. RD., 25.00' R[illegible]		
TANGENTIAL DIRECTION:		S 00°30'05.40" E		
TANGENTIAL LENGTH:		299.83'		

B/L RAMP "N"

V= 45 M.P.H., e Max= 6.00%

	POINT	STATION	NORTHING	EASTING
P.O.B. STA.	6060	467+58.71 B/L RAMP "N"=	142,878.9775	2,154,762.5354
P.O.C. STA.		467+58.71 C.R.L. I-240, 47.00' LT.		
P.C. STA.	6062	472+14.00	142,844.6625	2,155,216.5268
TANGENTIAL DIRECTION:		S 85°40'39.05" E		
TANGENTIAL LENGTH:		455.29'		
CURVE RN-1		FULL SUPER = 4.90%		
P.C. STA.	6062	472+14.00	142,844.6625	2,155,216.5268
P.I. STA.	6065	474+83.62	142,824.3409	2,155,485.3843
C.C. STA.	6063		141,575.0444	2,155,120.5627
P.T. STA.	6064	477+45.40	142,696.7823	2,155,722.9270
RADIUS:		1,273.24'		
DELTA:		23°54'46.65" RT.		
DEGREE OF CURVATURE (ARC):		04°30'00.00"		
LENGTH:		531.40'		
TANGENT:		269.62'		
CHORD:		527.55'		
MIDDLE ORDINATE:		27.62'		
EXTERNAL:		28.24'		
TANGENT DIRECTION:		S 85°40'39.05" E		
RADIAL DIRECTION:		S 04°19'20.95" W		
CHORD DIRECTION:		S 73°43'15.66" E		
RADIAL DIRECTION:		S 28°14'07.60" W		
TANGENT DIRECTION:		S 61°45'52.40" E		
P.T. STA.	6064	477+45.40	142,696.7823	2,155,722.9270
P.C. STA.	6066	479+86.78	142,582.5865	2,155,935.5854
TANGENTIAL DIRECTION:		S 61°45'52.40" E		
TANGENTIAL LENGTH:		241.38'		

B/L RAMP "N" (CONT'D.)

V= 45 M.P.H., e Max= 6.00%

	POINT	STATION	NORTHING	EASTING
CURVE RN-2		FULL SUPER = N.C.		
P.C. STA.	6066	479+86.78	142,582.5865	2,155,935.5854
P.I. STA.	6067	481+38.99	142,510.5742	2,156,069.6885
C.C. STA.	6068		143,111.1930	2,156,219.4430
P.T. STA./ P.O.E. STA.	6069	482+84.92 B/L RAMP "N"=	142,511.1981	2,156,221.9021
P.O.T. STA.		482+23.41 C.R.L. I-240, 399.94' LT.		
RADIUS:		600.00'		
DELTA:		28°28'13.00" LT.		
DEGREE OF CURVATURE (ARC):		09°32'57.47"		
LENGTH:		298.14'		
TANGENT:		152.21'		
CHORD:		295.08'		
MIDDLE ORDINATE:		18.42'		
EXTERNAL:		19.01'		
TANGENT DIRECTION:		S 61°45'52.40" E		
RADIAL DIRECTION:		S 28°14'07.60" W		
CHORD DIRECTION:		S 75°59'58.90" E		
RADIAL DIRECTION:		S 00°14'05.40" E		
TANGENT DIRECTION:		N 89°45'54.60" E		

C/L E.N.E. SERV. RD.

V= 40 M.P.H., e Max= 8.00%

	POINT	STATION	NORTHING	EASTING
CURVE ENE-1		FULL SUPER = N.C.		
P.C. STA./ P.O.B. STA.	18405	42+25.27 C/L E.N.E. SERV. RD.=	143,033.3536	2,155,185.8491
P.O.C. STA.		471+81.11 C.R.L. I-240, 109.24' RT.		
P.I. STA.	18438	42+53.92	143,032.5759	2,155,157.2128
C.C. STA.	18404		145,897.0867	2,155,108.0753
P.T. STA.	18403	42+82.56	143,032.3709	2,155,128.5668
RADIUS:		2,864.79'		
DELTA:		01°08'45.00" RT.		
DEGREE OF CURVATURE (ARC):		02°00'00.00"		
LENGTH:		57.29'		
TANGENT:		28.65'		
CHORD:		57.29'		
MIDDLE ORDINATE:		0.14'		
EXTERNAL:		0.14'		
TANGENT DIRECTION:		S 88°26'39.60" W		
RADIAL DIRECTION:		N 01°33'20.40" W		
CHORD DIRECTION:		S 89°01'02.10" W		
RADIAL DIRECTION:		N 00°24'35.40" W		
TANGENT DIRECTION:		S 89°35'24.60" W		
P.T. STA.	18403	42+82.56	143,032.3709	2,155,128.5668
P.C. STA.	18402	53+16.41	143,024.9760	2,154,094.7478
TANGENTIAL DIRECTION:		S 89°35'24.60" W		
TANGENTIAL LENGTH:		1,033.85'		

Preliminary Plans

DESIGN	-	-
DRAWN	-	-
CHECKED	-	-
APPROVED	-	-
SQUAD	POE	

PHASE 4 — OKLAHOMA COUNTY

GEOMETRIC COORDINATE POINT TABLES

(SHEET 8 OF 12)

STATE JOB NO. 09032(08) SHEET NO. R040

3/4/2024 2:37:18 PM
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POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

3/4/2024

C/L E.N.E. SERV. RD. (CONT'D.)

V= 40 M.P.H., e Max= 8.00%

	POINT	STATION	NORTHING	EASTING
CURVE ENE-2		FULL SUPER = 3.80%		
P.C. STA.	18402	53+16.41	143,024.9760	2,154,094.7478
P.O.C. STA.	31363	53+20.81 C/L E.N.E. SERV. RD.=	143,024.9496	2,154,090.3445
P.O.T. STA.		15+98.32 A.T. & S.F. R.R. S.T.		
P.O.C. STA.	31360	54+56.04 C/L E.N.E. SERV. RD.=	143,029.0799	2,153,955.2100
P.O.T. STA.		20563+49.27 A.T. & S.F. R.R. M.T.		
P.I. STA.	18437	55+98.70	143,022.9568	2,153,812.4625
C.C. STA.	18401		144,934.7864	2,154,081.0868
P.T. STA.	18400	58+76.93	143,102.6879	2,153,541.6635
RADIUS:		1,909.86'		
DELTA:		16°48'56.88" RT.		
DEGREE OF CURVATURE (ARC):		03°00'00.00"		
LENGTH:		560.53'		
TANGENT:		282.29'		
CHORD:		558.52'		
MIDDLE ORDINATE:		20.53'		
EXTERNAL:		20.75'		
TANGENT DIRECTION:		S 89°35'24 60" W		
RADIAL DIRECTION:		N 00°24'35.40" W		
CHORD DIRECTION:		N 82°00'06.95" W		
RADIAL DIRECTION:		N 16°24'21.49" E		
TANGENT DIRECTION:		N 73°35'38.51" W		
P.T. STA.	18400	58+76.93	143,102.6879	2,153,541.6635
P.C. STA.	3581	59+82.86	143,132.6066	2,153,440.0475
TANGENTIAL DIRECTION:		N 73°35'38.51" W		
TANGENTIAL LENGTH:		105.93'		
CURVE ENE-3		FULL SUPER = 4.70%		
P.C. STA.	3581	59+82.86	143,132.6066	2,153,440.0475
P.I. STA.	18436	63+63.40	143,240.0874	2,153,074.9996
C.C. STA.	3579		141,758.5327	2,153,035.4800
P.T. STA.	3578	67+26.76	143,152.2205	2,152,704.7409
P.O.C. STA.		63+91.25 E.N.E. SERV RD.=		
P.O.E. STA.	13969	68+42.40 C/L POLE RD.	143,190.9261	2,153,037.2370
RADIUS:		1,432.39'		
DELTA:		29°45'21.60" LT.		
DEGREE OF CURVATURE (ARC):		04°00'00.00"		
LENGTH:		743.90'		
TANGENT:		380.54'		
CHORD:		735.57'		
MIDDLE ORDINATE:		48.02'		
EXTERNAL:		49.69'		
TANGENT DIRECTION:		N 73°35'38.51" W		
RADIAL DIRECTION:		N 16°24'21.49" E		
CHORD DIRECTION:		N 88°28'19.31" W		
RADIAL DIRECTION:		N 13°21'00.11" W		
TANGENT DIRECTION:		S 76°38'59.89" W		
P.T. STA.	3578	67+26.76	143,152.2205	2,152,704.7409
P.C. STA.	8662	69+89.93	143,091.4547	2,152,448.6825
TANGENTIAL DIRECTION:		S 76°38'59.89" W		
TANGENTIAL LENGTH:		263.17'		
CURVE ENE-4		FULL SUPER = 6.00%		
P.C. STA.	8662	69+89.93	143,091.4547	2,152,448.6825
P.I. STA.	9912	70+98.23	143,066.4493	2,152,343.3132
C.C. STA.	8388		144,020.5799	2,152,228.1898
P.T. STA.	8660	72+05.60	143,065.6747	2,152,235.0202
RADIUS:		954.93'		
DELTA:		12°56'24.72" RT.		
DEGREE OF CURVATURE (ARC):		06°00'00.00"		
LENGTH:		215.67'		
TANGENT:		108.30'		
CHORD:		215.21'		
MIDDLE ORDINATE:		6.08'		
EXTERNAL:		6.12'		
TANGENT DIRECTION:		S 76°38'59.89" W		
RADIAL DIRECTION:		N 13°21'00.11" W		
CHORD DIRECTION:		S 83°07'12.25" W		
RADIAL DIRECTION:		N 00°24'35.40" W		
TANGENT DIRECTION:		S 89°35'24.60" W		

C/L E.N.E. SERV. RD. (CONT'D.)

V= 40 M.P.H., e Max= 8.00%

	POINT	STATION	NORTHING	EASTING
P.T. STA.	8660	72+05.60	143,065.6747	2,152,235.0202
P.C. STA.	9190	74+46.23	143,063.9535	2,151,994.3963
TANGENTIAL DIRECTION:		S 89°35'24.60" W		
TANGENTIAL LENGTH:		240.63'		
CURVE ENE-5		FULL SUPER = N.C.		
P.C. STA.	9190	74+46.23	143,063.9535	2,151,994.3963
P.I. STA.	9913	74+66.65	143,063.8075	2,151,973.9818
C.C. STA.	9191		143,088.9528	2,151,994.2174
P.T. STA.	9192	74+80.47	143,083.7808	2,151,969.7583
RADIUS:		25.00'		
DELTA:		78°28'12.78" RT.		
DEGREE OF CURVATURE (ARC):		229°10'59.23"		
LENGTH:		34.24'		
TANGENT:		20.42'		
CHORD:		31.63'		
MIDDLE ORDINATE:		5.64'		
EXTERNAL:		7.28'		
TANGENT DIRECTION:		S 89°35'24.60" W		
RADIAL DIRECTION:		N 00°24'35.40" W		
CHORD DIRECTION:		N 51°10'29.01" W		
RADIAL DIRECTION:		N 78°03'37.38" E		
TANGENT DIRECTION:		N 11°56'22.62" W		
P.T. STA.	9192	74+80.47	143,083.7808	2,151,969.7583
P.O.E. STA.	9188	76+60.00 C/L E.N.E. SERV. RD.=	143,251.4251	2,151,932.6014
P.O.T. STA.		439+31.21 C.R.L. I-240, 351.91' RT.		
TANGENTIAL DIRECTION:		N 11°56'22.62" W		
TANGENTIAL LENGTH:		179.53'		

C/L N.N.E. SERV. RD.

V= 40 M.P.H., e Max= 8.00%

	POINT	STATION	NORTHING	EASTING
P.O.B. STA.	30412	00 C/L N.N.E. SERV. RD.=	143,935.7003	2,151,174.6197
P.O.T. STA.		89+15.93 C/L I-35, 355.50' LT.		
P.C. STA.	69	88+75.52	143,926.3855	2,150,999.3467
TANGENTIAL DIRECTION:		S 86°57'28.51" W		
TANGENTIAL LENGTH:		175.52'		
CURVE NNE-1		FULL SUPER = N.C.		
P.C. STA.	9169	88+75.52	143,926.3855	2,150,999.3467
P.I. STA.	9914	89+29.12	143,923.5409	2,150,945.8194
C.C. STA.	9166		143,979.3109	2,150,996.5340
P.T. STA.	9164	89+59.37	143,977.0970	2,150,943.5803
RADIUS:		53.00'		
DELTA:		90°38'52.92" RT.		
DEGREE OF CURVATURE (ARC):		108°06'18.88"		
LENGTH:		83.85'		
TANGENT:		53.60'		
CHORD:		75.38'		
MIDDLE ORDINATE:		15.74'		
EXTERNAL:		22.38'		
TANGENT DIRECTION:		S 86°57'28.51" W		
RADIAL DIRECTION:		N 03°02'31.49" W		
CHORD DIRECTION:		N 47°43'05.03" W		
RADIAL DIRECTION:		N 87°36'21.43" E		
TANGENT DIRECTION:		N 02°23'38.57" W		
P.T. STA.	9164	89+59.37	143,977.0970	2,150,943.5803
P.C. STA.	9042	93+66.49	144,383.8548	2,150,926.5744
TANGENTIAL DIRECTION:		N 02°23'38.57" W		
TANGENTIAL LENGTH:		407.11'		
CURVE NNE-2		FULL SUPER = 3.80%		
P.C. STA.	9042	93+66.49	144,383.8548	2,150,926.5744
P.I. STA.	9915	94+65.10	144,482.3802	2,150,922.4553
C.C. STA.	3161		144,464.1762	2,152,847.7554
P.T. STA.	9041	95+63.54	144,580.8100	2,150,928.4367

C/L N.N.E. SERV. RD. (CONT'D.)

V= 40 M.P.H., e Max= 8.00%

	POINT	STATION	NORTHING	EASTING
RADIUS:		1,922.86'		
DELTA:		05°52'17.54" RT.		
DEGREE OF CURVATURE (ARC):		02°58'46.98"		
LENGTH:		197.05'		
TANGENT:		98.61'		
CHORD:		196.96'		
MIDDLE ORDINATE:		2.52'		
EXTERNAL:		2.53'		
TANGENT DIRECTION:		N 02°23'38.57" W		
RADIAL DIRECTION:		N 87°36'21.43" E		
CHORD DIRECTION:		N 00°32'30.20" E		
RADIAL DIRECTION:		S 86°31'21.03" E		
TANGENT DIRECTION:		N 03°28'38.97" E		
P.T. STA.	9041	95+63.54	144,580.8100	2,150,928.4367
P.C. STA.	7720	97+36.16	144,753.1170	2,150,938.9075
TANGENTIAL DIRECTION:		N 03°28'38.97" E		
TANGENTIAL LENGTH:		172.62'		
CURVE NNE-3		FULL SUPER = N.A.		
P.C. STA.	7720	97+36.16	144,753.1170	2,150,938.9075
P.I. STA.	9916	97+99.45	144,816.2861	2,150,942.7462
C.C. STA.	3164		144,868.1738	2,149,045.5409
P.T. STA.	7721	98+62.68	144,879.5706	2,150,942.3659
RADIUS:		1,896.86'		
DELTA:		03°49'18.27" LT.		
DEGREE OF CURVATURE (ARC):		03°01'14.02"		
LENGTH:		126.52'		
TANGENT:		63.29'		
CHORD:		126.50'		
MIDDLE ORDINATE:		1.05'		
EXTERNAL:		1.06'		
TANGENT DIRECTION:		N 03°28'38.97" E		
RADIAL DIRECTION:		S 86°31'21.03" E		
CHORD DIRECTION:		N 01°33'59.84" E		
RADIAL DIRECTION:		N 89°39'20.70" E		
TANGENT DIRECTION:		N 00°20'39.30" W		
P.T. STA.	7721	98+62.68	144,879.5706	2,150,942.3659
P.C. STA.	7690	102+48.85	145,265.7300	2,150,940.0457
TANGENTIAL DIRECTION:		N 00°20'39.30" W		
TANGENTIAL LENGTH:		386.17'		
CURVE NNE-4		FULL SUPER = N.A.		
P.C. STA.	7690	102+48.85	145,265.7300	2,150,940.0457
P.I. STA.	9917	103+08.79	145,325.6699	2,150,939.6856
C.C. STA.	7691		145,277.2050	2,152,849.8706
P.T. STA./ P.O.E. STA.	7692	103+68.69 C/L N.N.E. SERV. RD.=	145,385.5144	2,150,943.0849
P.T. STA.		103+65.55 C/L I-35, 132.76' LT.		
RADIUS:		1,909.86'		
DELTA:		03°35'43.00" RT.		
DEGREE OF CURVATURE (ARC):		03°00'00.00"		
LENGTH:		119.84'		
TANGENT:		59.94'		
CHORD:		119.82'		
MIDDLE ORDINATE:		0.94'		
EXTERNAL:		0.94'		
TANGENT DIRECTION:		N 00°20'39.30" W		
RADIAL DIRECTION:		N 89°39'20.70" E		
CHORD DIRECTION:		N 01°27'12.20" E		
RADIAL DIRECTION:		S 86°44'56.30" E		
TANGENT DIRECTION:		N 03°15'03.70" E		

Preliminary Plans

DESIGN	-	-
DRAWN	-	-
CHECKED	-	-
APPROVED	-	-
SQUAD	POE	

PHASE 4 — OKLAHOMA COUNTY

GEOMETRIC COORDINATE POINT TABLES

(SHEET 9 OF 12)

STATE JOB NO. 09032(08) SHEET NO. R041

3/4/2024 2:37:24 PM
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POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

3/4/2024

C/L N.W. SERV. RD.

V= 40 M.P.H., e Max= 8.00%

	POINT	STATION	NORTHING	EASTING
P.O.B. STA.	6728	55+27.59 C/L N.W. SERV. RD.=	143,204.3943	2,147,304.4828
P.O.T. STA.		149+12.90 C/L S. SHIELDS BLVD.=		
P.O.T. STA.		392+97.89 C.R.L. I-240, 144.40' RT.		
P.C. STA.	6732	65+52.04	143,180.2685	2,148,328.6447
TANGENTIAL DIRECTION:		S 88°39'01.99" E		
TANGENTIAL LENGTH:		1,024.45'		
CURVE NW-1		FULL SUPER = 2.70%		
P.C. STA.	6732	65+52.04	143,180.2685	2,148,328.6447
P.I. STA.	9025	65+99.36	143,179.1541	2,148,375.9511
C.C. STA.	6731		146,044.2629	2,148,396.1109
P.T. STA.	6730	66+46.67	143,179.6027	2,148,423.2686
RADIUS:		2,864.79'		
DELTA:		01°53'33.39" LT.		
DEGREE OF CURVATURE (ARC):		02°00'00.00"		
LENGTH:		94.63'		
TANGENT:		47.32'		
CHORD:		94.63'		
MIDDLE ORDINATE:		0.39'		
EXTERNAL:		0.39'		
TANGENT DIRECTION:		S 88°39'01.99" E		
RADIAL DIRECTION:		S 01°20'58.01" W		
CHORD DIRECTION:		S 89°35'48.68" E		
RADIAL DIRECTION:		S 00°32'35.38" E		
TANGENT DIRECTION:		N 89°27'24.62" E		
P.T. STA.	6730	66+46.67	143,179.6027	2,148,423.2686
P.C. STA.	9026	72+69.02	143,185.5025	2,149,045.5948
TANGENTIAL DIRECTION:		N 89°27'24.62" E		
TANGENTIAL LENGTH:		622.35'		
CURVE NW-2		FULL SUPER = 4.70%		
P.C. STA.	9026	72+69.02	143,185.5025	2,149,045.5948
P.I. STA.	9924	78+36.69	143,190.8839	2,149,613.2408
C.C. STA.	9027		144,617.8326	2,149,032.0160
P.T. STA.	9028	83+49.97	143,583.6575	2,150,023.0941
RADIUS:		1,432.39'		
DELTA:		43°14'16.00" LT.		
DEGREE OF CURVATURE (ARC):		04°00'00.00"		
LENGTH:		1,080.94'		
TANGENT:		567.67'		
CHORD:		1,055.48'		
MIDDLE ORDINATE:		100.76'		
EXTERNAL:		108.39'		
TANGENT DIRECTION:		N 89°27'24.62" E		
RADIAL DIRECTION:		S 00°32'35.38" E		
CHORD DIRECTION:		N 67°50'16.62" E		
RADIAL DIRECTION:		S 43°46'51.38" E		
TANGENT DIRECTION:		N 46°13'08.62" E		
P.T. STA.	9028	83+49.97	143,583.6575	2,150,023.0941
P.C. STA.	9029	86+55.00	143,794.7148	2,150,243.3293
TANGENTIAL DIRECTION:		N 46°13'08.62" E		
TANGENTIAL LENGTH:		305.04'		
CURVE NW-3		FULL SUPER = 4.70%		
P.C. STA.	9029	86+55.00	143,794.7148	2,150,243.3293
P.I. STA.	9925	92+71.35	144,221.1645	2,150,688.3231
C.C. STA.	9030		144,828.8900	2,149,252.2512
P.T. STA.	9031	98+19.09	144,837.4964	2,150,684.6199
RADIUS:		1,432.39'		
DELTA:		46°33'47.95" LT.		
DEGREE OF CURVATURE (ARC):		04°00'00.00"		
LENGTH:		1,164.08'		
TANGENT:		616.34'		
CHORD:		1132.31'		
MIDDLE ORDINATE:		116.64'		
EXTERNAL:		126.97'		
TANGENT DIRECTION:		N 46°13'08.62" E		
RADIAL DIRECTION:		S 43°46'51.38" E		
CHORD DIRECTION:		N 22°56'14.64" E		
RADIAL DIRECTION:		N 89°39'20.67" E		
TANGENT DIRECTION:		N 00°20'39.33" W		

C/L N.W. SERV. RD. (CONT'D.)

V= 40 M.P.H., e Max= 8.00%

	POINT	STATION	NORTHING	EASTING
P.T. STA.	9031	98+19.09	144,837.4964	2,150,684.6199
P.O.E. STA.	9094	106+20.18 C/L N.W. SERV. RD.=	145,638.5743	2,150,679.8066
P.O.T. STA.		106+20.18 C/L I-35, 129.00' RT.		
TANGENTIAL DIRECTION:		N 00°20'39.33" W		
TANGENTIAL LENGTH:		801.09'		

C/L S.E. SERV. RD.

V= 40 M.P.H., e Max= 8.00%

	POINT	STATION	NORTHING	EASTING
P.O.B. STA.	7729	55+00.00 C/L S.E. SERV. RD.=	140,518.0042	2,151,024.0136
P.O.T. STA.		54+97.14 C/L I-35, 177.63' LT.		
P.C. STA.	8792	62+27.40	141,243.2273	2,151,080.2890
TANGENTIAL DIRECTION:		N 04°26'13.60" E		
TANGENTIAL LENGTH:		727.40'		
CURVE SE-1		FULL SUPER = 6.00%		
P.C. STA.	8792	62+27.40	141,243.2273	2,151,080.2890
P.I. STA.	9910	64+70.65	141,485.7480	2,151,[illegible]1080
C.C. STA.	8793		141,169.[illegible]94	2,15[illegible]032.[illegible]56
P.T. STA.	8826	67+03.77	141,689.71[illegible]	2,[illegible],231.[illegible]
RADIUS:		954.93'		
DELTA:		28°34'55.58" RT.		
DEGREE OF CURVATURE (ARC):		06°00'00.00"		
LENGTH:		476.37'		
TANGENT:		243.25'		
CHORD:		471.44'		
MIDDLE ORDINATE:		29[illegible]		
EXTERNAL:		30.49[illegible]		
TANGENT DIRECTION:		N [illegible]°26'13.60"		
RADIAL DIRECTION:		S 8[illegible]33'46.40" E		
CHORD DIRECTION:		N 18[illegible]41.39" E		
RADIAL DIRECTION:		[illegible]56°50.82" E		
TANGENT DIRECTION:		[illegible]3°01'09.18" E		
P.T. STA.	[illegible]826	67+03.77	141,689.7100	2,151,231.6597
P.C. STA.	[illegible]27	75+26.82	142,379.8220	2,151,680.1528
TANGENTIAL DIRECTION:		N 33°01'09.18" E		
TANGENTIAL LENGTH:		823.04'		
CURVE SE-2		FULL SUPER = 6.30%		
P.C. STA.	8827	75+26.82	142,379.8220	2,151,680.1528
P.I. STA.	9911	80+01.15	142,777.5473	2,151,938.6283
C.C. STA.	8790		141,899.4892	2,152,419.2576
P.T. STA.	8791	83+97.14	142,780.9401	2,152,412.9526
RADIUS:		881.47'		
DELTA:		56°34'15.42" RT.		
DEGREE OF CURVATURE (ARC):		06°30'00.00"		
LENGTH:		870.32'		
TANGENT:		474.34'		
CHORD:		835.40'		
MIDDLE ORDINATE:		105.25'		
EXTERNAL:		119.52'		
TANGENT DIRECTION:		N 33°01'09.18" E		
RADIAL DIRECTION:		S 56°58'50.82" E		
CHORD DIRECTION:		N 61°18'16.89" E		
RADIAL DIRECTION:		S 00°24'35.40" E		
TANGENT DIRECTION:		N 89°35'24.60" E		
P.T. STA.	8791	83+97.14	142,780.9401	2,152,412.9526
P.C. STA.	3567	85+26.59	142,781.8661	2,152,542.4008
TANGENTIAL DIRECTION:		N 89°35'24.60" E		
TANGENTIAL LENGTH:		129.45'		
CURVE SE-3		FULL SUPER = 5.60%		
P.C. STA.	3567	85+26.59	142,781.8661	2,152,542.4008
P.I. STA.	3574	88+33.64	142,784.0623	2,152,849.4401
C.C. STA.	3568		141,635.9798	2,152,550.5974
P.O.C. STA.		90+41.49 C/L S.E. SERV. RD.=		
P.O.B. STA.	13968	63+23.14 C/L POLE RD.	142,671.6803	2,153,040.9512
P.T. STA.	3572	91+26.59	142,632.4447	2,153,116.4421

C/L S.E. SERV. RD. (CONT'D.)

V= 40 M.P.H., e Max= 8.00%

	POINT	STATION	NORTHING	EASTING
RADIUS:		1,145.92'		
DELTA:		30°00'00.00" RT.		
DEGREE OF CURVATURE (ARC):		05°00'00.00"		
LENGTH:		600.00'		
TANGENT:		307.05'		
CHORD:		593.17'		
MIDDLE ORDINATE:		39.05'		
EXTERNAL:		40.42'		
TANGENT DIRECTION:		N 89°35'24.60" E		
RADIAL DIRECTION:		S 00°24'35.40" E		
CHORD DIRECTION:		S 75°24'35.40" E		
RADIAL DIRECTION:		S 29°35'24.60" W		
TANGENT DIRECTION:		S 60°24'35.40" E		
P.T. STA.	3572	91+26.59	142,632.4447	2,153,116.4421
P.C. STA.	1044	97+33.78	142,332.6187	2,153,644.4423
TANGENTIAL DIRECTION:		S 60°24'35.40" E		
TANGENTIAL LENGTH:		607.19'		
CURVE SE-4		FULL SUPER = N.A.		
P.C. STA.	1044	97+33.78	142,332.6187	2,153,644.4423
P.I. STA.	1045	98+39.63	142,280.3501	2,153,736.4884
C.C. STA.	1046		142,202.1817	2,153,570.3734
P.T. STA./ P.O.E. STA.	1047	99+18.14 C/L E.N.E. SERV. RD.=	142,176.1100	2,153,718.0902
P.O.T. STA		457+08.89 C.R.L. I-240, 744.15' LT.		
RADIUS:		150.00'		
DELTA:		70°25'09.54" RT.		
DEGREE OF CURVATURE (ARC):		38°11'49.87"		
LENGTH:		184.36'		
TANGENT:		105.85'		
CHORD:		172.97'		
MIDDLE ORDINATE:		27.44'		
EXTERNAL:		33.59'		
TANGENT DIRECTION:		S 60°24'35.40" E		
RADIAL DIRECTION:		S 29°35'24.60" W		
CHORD DIRECTION:		S 25°12'00.63" E		
RADIAL DIRECTION:		N 79°59'25.86" W		
TANGENT DIRECTION:		S 10°00'34.14" W		

C/L POLE RD.

V= N.A. M.P.H., e Max= N.A.

	POINT	STATION	NORTHING	EASTING
P.O.B. STA.	13968	63+23.14 C/L POLE RD.=	142,671.6803	2,153,040.9512
P.O.C. STA.		90+41.49 C/L S.E. SERV. RD.		
P.O.C. STA.		63+91.25 C/L E.N.E SERV. RD.=		
P.O.E. STA.	13969	68+42.40 C/L POLE RD.	143,190.9261	2,153,037.2370
TANGENTIAL DIRECTION:		N 00°24'35.40" W		
TANGENTIAL LENGTH:		519.26'		

Preliminary Plans

DESIGN	-	-
DRAWN	-	-
CHECKED	-	-
APPROVED	-	-
SQUAD	POE	

PHASE 4 — OKLAHOMA COUNTY

GEOMETRIC COORDINATE POINT TABLES

(SHEET 10 OF 12)

STATE JOB NO. 09032(08) SHEET NO. R042

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POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

3/4/2024

C/L S.W. SERV. RD.

V= 40 M.P.H., e Max= 8.00%

	POINT	STATION	NORTHING	EASTING
P.O.B. STA.	9712	54+39.73 C/L S.W. SERV. RD.=	140,458.9682	2,150,690.7987
P.O.T. STA.		54+41.03 C/L I-35, 156.09' RT.		
P.C. STA.	18339	59+68.56	140,986.9378	2,150,721.0382
TANGENTIAL DIRECTION:		N 03°16'40.93" E		
TANGENTIAL LENGTH:		528.83'		
CURVE SW-1		FULL SUPER = 2.70%		
P.C. STA.	18339	59+68.56	140,986.9378	2,150,721.0382
P.I. STA.	9918	60+63.09	141,081.3058	2,150,726.4431
C.C. STA.	18336		141,150.7502	2,147,860.9365
P.T. STA.	18338	61+57.54	141,175.8249	2,150,725.6158
RADIUS:		2,864.79'		
DELTA:		03°46'46.33" LT.		
DEGREE OF CURVATURE (ARC):		02°00'00.00"		
LENGTH:		188.98'		
TANGENT:		94.52'		
CHORD:		188.94'		
MIDDLE ORDINATE:		1.56'		
EXTERNAL:		1.56'		
TANGENT DIRECTION:		N 03°16'40.93" E		
RADIAL DIRECTION:		S 86°43'19.07" E		
CHORD DIRECTION:		N 01°23'17.77" E		
RADIAL DIRECTION:		N 89°29'54.60" E		
TANGENT DIRECTION:		N 00°30'05.40" W		
P.T. STA.	18338	61+57.54	141,175.8249	2,150,725.6158
P.I. STA.	8744	63+83.28	141,401.5586	2,150,723.6399
TANGENTIAL DIRECTION:		N 00°30'05.40" W		
TANGENTIAL LENGTH:		225.74'		
P.I. STA.	8744	63+83.28	141,401.5586	2,150,723.6399
P.C. STA.	18745	66+92.82	141,710.9637	2,150,714.7420
TANGENTIAL DIRECTION:		N 01°38'50.15" W		
TANGENTIAL LENGTH:		309.53'		
CURVE SW-2		FULL SUPER = 8.00%		
P.C. STA.	18745	66+92.82	141,710.9637	2,150,714.742
P.I. STA.	9919	68+40.42	141,858.5099	2,150,710.4989
C.C. STA.	18799		141,697.2384	2,150,237.4745
P.T. STA.	18089	69+79.13	141,977.9191	2,150,6
RADIUS:		477.46'		
DELTA:		34°21'27.96" LT.		
DEGREE OF CURVATURE (ARC):		12°00'00.00"		
LENGTH:		286.31'		
TANGENT:		147.61'		
CHORD:		282.04'		
MIDDLE ORDINATE:		21.30'		
EXTERNAL:		22.30'		
TANGENT DIRECTION:		N 01°38'50.15" W		
RADIAL DIRECTION:		N 88°21'09.85" E		
CHORD DIRECTION:		N 18°49'34.13" W		
RADIAL DIRECTION:		N 53°59'41.90" E		
TANGENT DIRECTION:		N 36°00'18.10" W		
P.T. STA.	18089	69+79.13	141,977.9191	2,150,623.7270
P.C. STA.	8697	76+14.77	142,492.1321	2,150,250.0605
TANGENTIAL DIRECTION:		N 36°00'18.10" W		
TANGENTIAL LENGTH:		635.64'		
CURVE SW-3		FULL SUPER = 7.00%		
P.C. STA.	8697	76+14.77	142,492.1321	2,150,250.0605
P.I. STA.	9920	79+10.37	142,731.2623	2,150,076.2901
C.C. STA.	8693		142,071.1111	2,149,670.6817
P.T. STA.	8689	81+75.47	142,778.2156	2,149,784.4430

C/L S.W. SERV. RD. (CONT'D.)

V= 40 M.P.H., e Max= 8.00%

	POINT	STATION	NORTHING	EASTING
RADIUS:		716.20'		
DELTA:		44°51'19.28" LT.		
DEGREE OF CURVATURE (ARC):		08°00'00.00"		
LENGTH:		560.69'		
TANGENT:		295.60'		
CHORD:		546.48'		
MIDDLE ORDINATE:		54.17'		
EXTERNAL:		58.6'		
TANGENT DIRECTION:		N 36°00'18.10" W		
RADIAL DIRECTION:		N 53°59'41.90" E		
CHORD DIRECTION:		N 58°25'57.74" W		
RADIAL DIRECTION:		N 09°08'22.62" E		
TANGENT DIRECTION:		N 80°51'37.38" W		
P.T. STA.	8689	81+75.47	142,778.2156	2,149,784.443
P.C. STA.	8688	84+26.68	142,818.1188	2,149,536.4175
TANGENTIAL DIRECTION:		N 80°51'37.38" W		
TANGENTIAL LENGTH:		251.21'		
CURVE SW-4		FULL SUPER = 2.70%		
P.C. STA.	8688	84+26.68	142,8 1188	2,149,5 4175
P.I. STA.	9921	85+06.30	1 030.7654	2, 9,457.8102
C.C. STA.	8687		39,989.7005	2,149,081.3722
P.T. STA.	8658	85+85.88	2,839.0265	2,149,378.6219
RADIUS:		2,86 79'		
DELTA:		03° 2.0 LT.		
DEGREE OF CURVATURE (ARC):		00'00.00		
LENGTH:		59.20'		
TANGENT:		9.62'		
CHORD:		1 17'		
MIDDLE ORDINATE:		1.11'		
EXTERNAL:		1.11'		
TANGENT DIRECTION:		N 80°51'37.38" W		
RADIAL DIRECTION:		N 09°08'22.62" E		
CHORD DIRECTION:		N 82°27'08.41" W		
RADIAL DIRECTION:		N 05°57'20.57" E		
TANGENT DIRECTION:		N 84°02'39.43" W		
P.T. STA.	8658	85+85.88	142,839.0265	2,149,378.6219
P.C. STA.	6698	95+82.78	142,942.4647	2,148,387.1017
TANGENTIAL DIRECTION:		N 84°02'39.43" W		
TANGENTIAL LENGTH:		996.90'		
CURVE SW-5		FULL SUPER = 3.70%		
P.C. STA.	6698	95+82.78	142,942.4647	2,148,387.1017
P.I. STA.	9024	97+21.32	142,956.8398	2,148,249.3069
C.C. STA.	6699		141,042.9141	2,148,188.9352
P.T. STA.	6700	98+59.38	142,951.1777	2,148,110.8801
RADIUS:		1,909.86'		
DELTA:		08°17'52.86" LT.		
DEGREE OF CURVATURE (ARC):		03°00'00.00"		
LENGTH:		276.60'		
TANGENT:		138.54'		
CHORD:		276.36'		
MIDDLE ORDINATE:		5.01'		
EXTERNAL:		5.02'		
TANGENT DIRECTION:		N 84°02'39.43" W		
RADIAL DIRECTION:		N 05°57'20.57" E		
CHORD DIRECTION:		N 88°11'35.86" W		
RADIAL DIRECTION:		N 02°20'32.30" W		
TANGENT DIRECTION:		S 87°39'27.70" W		
P.T. STA.	6700	98+59.38	142,951.1777	2,148,110.8801
P.O.E. STA.	6761	105+73.65 C/L S.W. SERV. RD.=	142,921.9857	2,147,397.2056
P.O.T. STA.		146+15.65 C/L S. SHIELDS BLVD.=		
P.O.T. STA.		393+87.93 C.R.L. I-240, 138.88' RT.		
TANGENTIAL DIRECTION:		S 87°39'27.70" W		
TANGENTIAL LENGTH:		714.27'		

C/L CROSSROADS MALL DR.

V= N.A., e Max= N.A.

	POINT	STATION	NORTHING	EASTING
P.O.B. STA.	13205	30+00.00	143,795.7702	2,152,133.9465
P.O.T. STA.		31+66.03 C/L CROSSROADS MALL DR.=	143,820.4960	2,151,969.6620
P.O.E. STA.	13910	58+17.52 C/L ACCESS RD. "A"	143,821.4233	2,151,969.8495
P.C. STA.	13906	32+48.06	143,832.3536	2,151,888.5546
TANGENTIAL DIRECTION		N 82°20'32.56" W		
TANGENTIAL LENGTH		248.16'		
CURVE CMD-1				
P.C. STA.	13906	32+48.06	143,832.3536	2,151,888.5546
P.I. STA.	13917	35+08.88	143,867.1091	2,151,630.0573
C.C. STA.	13907		144,476.5569	2,151,975.1692
P.T. STA.	13911	37+44.14	144,070.9067	2,151,467.2835
RADIUS		650.00'		
DELTA:		43°43'40.38" RT.		
DEGREE OF CURVATURE (ARC):		08°48'53.05"		
LENGTH		496.08'		
TANGENT		260.82'		
CHORD:		484.12"		
MIDDLE ORDINATE:		46.75'		
EXTERNAL:		50.38'		
TANGENT DIRECTION:		N 82°20'32.56" W		
RADIAL DIRECTION:		N 07°39'27.44" E		
CHORD DIRECTION:		N 60°28'42.37" W		
RADIAL DIRECTION:		N 51°23'07.82" E		
TANGENT DIRECTION:		N 38°36'52.18" W		
P.O.C. STA.		36+84.16 C/L CROSSROADS MALL DR.=		
P.O.B. STA.	13908	9+99.13 C/L ACCESS RD. "B"	144,025.8367	2,151,506.8196
P.T. STA.	13911	37+44.14 C/L CROSSROADS MALL DR.	144,070.9067	2,151,467.2835
P.O.E. STA.	13912	38+08.19	144,120.9594	2,151,427.3062
TANGENTIAL DIRECTION:		N 38°36'52.18" W		
TANGENTIAL LENGTH:		64.06'		

Preliminary Plans

DESIGN	-	-
DRAWN	-	-
CHECKED	-	-
APPROVED	-	-
SQUAD	POE	

PHASE 4 — OKLAHOMA COUNTY

GEOMETRIC COORDINATE POINT TABLES

(SHEET 11 OF 12)

STATE JOB NO. 09032(08) SHEET NO. R043

3/4/2024 2:37:36 PM
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POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

3/4/2024

C/L ACCESS RD. "A"

V= N.A., e Max= N.A.

	POINT	STATION	NORTHING	EASTING
P.O.B. STA.	13217	52+09.13 C/L ACCESS RD. "A"=	143,218.9877	2,151,942.1291
P.O.T. STA.		76+18.47 C/L E.N.E. SERV. RD., 0.94' LT.		
P.C. STA.	13902	52+11.90	143,221.7076	2,151,941.5790
TANGENTIAL DIRECTION:		N 11°26'00.85" W		
TANGENTIAL LENGTH:		2.77'		
CURVE ARA-1				
P.C. STA.	13902	52+11.90	143,221.7076	2,151,941.5790
P.I. STA.	13916	54+46.48	143,451.6274	2,151,895.0788
C.C. STA.	13903		143,451.6563	2,153,078.5591
P.T. STA.	13904	56+74.81	143,681.5495	2,151,941.5678
RADIUS:		1160.00'		
DELTA:		22°51'51.64" RT.		
DEGREE OF CURVATURE (ARC):		04°56'21.45"		
LENGTH:		462.91'		
TANGENT:		234.57'		
CHORD:		459.84'		
MIDDLE ORDINATE:		23.01'		
EXTERNAL:		23.48'		
TANGENT DIRECTION:		N 11°26'00.85" W		
RADIAL DIRECTION:		N 78°33'59.15" E		
CHORD DIRECTION:		N 00°00'05.03" W		
RADIAL DIRECTION:		S 78°34'09.21" E		
TANGENT DIRECTION:		N 11°25'50.79" E		
P.T. STA.	13904	56+74.81	143,681.5495	2,151,941.5678
P.O.E. STA.	13910	58+17.52 C/L ACCESS RD. "A"=	143,821.4233	2,151,969.8495
P.O.T. STA.		31+66.03 C/L CROSSROADS MALL DR.		
TANGENTIAL DIRECTION:		N 11°25'50.79" E		
TANGENTIAL LENGTH:		142.70'		

C/L LT. SERV. RD. AT S.E. 59TH ST.

V= N.A., e Max= N.A.

	POINT	STATION	NORTHING	EASTING
P.O.B. STA.	6537	468+38.38 C/L LT. SERV. RD.=	147,688.3138	2,150,843.8834
P.O.C STA.		126+55.33 C/L I-35, 111.05' RT.		
P.C. STA.	6538	469+05.70	147,753.7085	2,150,859.8681
TANGENTIAL DIRECTION:		N 13°44'08.51" E		
TANGENTIAL LENGTH:		67.32'		
CURVE LSR-1				
P.C. STA.	6538	469+05.70	147,753.7085	2,150,859.8681
P.I. STA.	7403	469+76.46	147,822.4416	2,150,876.6688
C.C. STA.	6412		147,889.7540	2,150,303.2960
P.T. STA.	6539	470+46.50	147,893.1966	2,150,876.2437
RADIUS:		572.96'		
DELTA:		14°04'48.00" LT.		
DEGREE OF CURVATURE (ARC):		09°59'59.99"		
LENGTH:		140.80'		
TANGENT:		70.76'		
CHORD:		140.45'		
MIDDLE ORDINATE:		4.32'		
EXTERNAL:		4.35'		
TANGENT DIRECTION:		N 13°44'08.67" E		
RADIAL DIRECTION:		S 76°15'51.33" E		
CHORD DIRECTION:		N 06°41'44.75" E		
RADIAL DIRECTION:		N 89°39'20.67" E		
TANGENT DIRECTION:		N 00°20'39.33" W		
P.T. STA.	6539	470+46.50	147,893.1966	2,150,876.2437
P.O.E. STA.	6540	474+37.89 C/L LT. SERV. RD.=	148,281.5745	2,150,873.8921
P.O.T. STA.		97+44.86 C/L S.E. 59TH. ST.		
TANGENTIAL DIRECTION:		N 00°20'39.33" W		
TANGENTIAL LENGTH:		391.39'		

C/L SANTA FE AVE. (N.B. & S.B.)

V= N.A., e Max= N.A.

	POINT	STATION	NORTHING	EASTING
P.O.B. STA.	6661	95+96.72	142,544.2397	2,145,645.6763
P.I. STA.	3120	100+00.00	142,947.5057	2,145,642.3196
TANGENTIAL DIRECTION:		N 00°28'36.86" W		
TANGENTIAL LENGTH:		403.28'		
P.I. STA.	3120	100+00.00	142,947.5057	2,145,642.3196
P.I. STA.	6002	100+96.72 C/L SANTA FE AVE.=	143,044.2256	2,145,641.4636
P.O.T. STA.		376+33.43 C/L I-240=		
P.O.T. STA.		376+33.43 C.R.L. I-240		
TANGENTIAL DIRECTION:		N 00°30'25.42" W		
TANGENTIAL LENGTH:		96.72'		
P.I. STA.	6002	100+96.72	143,044.2256	2,145,641.4636
P.C. STA.	6402	105+96.72	143,544.2060	2,145,637.0388
TANGENTIAL DIRECTION:		N 00°30'25.39" W		
TANGENTIAL LENGTH:		500.00'		

C/L S. SHIELDS BLVD. (N.B. & S.B.)

V= N.A., e Max= N.A.

	POINT	STATION	NORTHING	EASTING
P.O.B. STA.	6419	142+61.38	142,585.3894	2,147,507.7199
P.O.T. STA.	6761	146+15.65 C/L S. SHIELDS BLVD.=	142,921.9857	2,147,397.2056
P.O.E. STA.		105+73.65 S.W. SERV. RD.		
P.O.T. STA.	6001	147+61.38 C/L S. SHIELDS BLVD.=	143,060.4395	2,147,351.7473
P.O.T. STA.		393+43.79 C/L I-240		
P.O.T. STA.		393+43.79 C.R.L. I-240		
P.O.T. STA.	6728	149+12.90 C/L S. SHIELDS BLVD.=	143,204.3943	2,147,304.4828
P.O.B. STA.		55+27.59 N.W. SERV. RD.		
P.O.E. STA.	6418	152+61.38	143,535.4895	2,147,195.7747
TANGENTIAL DIRECTION:		N 18°10'35.39" W		
TANGENTIAL LENGTH:		1000.00'		

C/L ACCESS RD. "B"

V= N.A., e Max= N.A.

	POINT	STATION	NORTHING	EASTING
P.O.B. STA.	13908	9+99.13 C/L ACCESS RD. "B"	144,025.8367	2,151,506.8196
P.O.C. STA.		36+84.16 C/L CROSSROADS MALL DR.		
P.C. STA.	13909	10+74.06	143,981.8716	2,151,446.1508
TANGENTIAL DIRECTION:		S 54°04'12.46" W		
TANGENTIAL LENGTH:		74.92'		
CURVE ARB-1				
P.C. STA.	13909	10+74.06	143,981.8716	2,151,446.1508
P.I. STA.	13918	11+53.11	143,935.4840	2,151,382.1275
C.C. STA.	13913		143,906.1621	2,151,406.0087
P.T. STA.	13914	12+28.07	143,929.8682	2,151,303.2863
RADIUS:		277.00'		
DELTA:		31°51'22.51" RT.		
DEGREE OF CURVATURE (ARC):		20°41'03.83"		
LENGTH:		154.01'		
TANGENT:		79.05'		
CHORD:		152.03'		
MIDDLE ORDINATE:		10.63'		
EXTERNAL:		11.06'		
TANGENT DIRECTION:		S 54°04'12.46" W		
RADIAL DIRECTION:		N 35°55'47.54" W		
CHORD DIRECTION:		S 69°59'53.71" W		
RADIAL DIRECTION:		N 04°04'25.03" W		
TANGENT DIRECTION:		S 85°55'34.97" W		
P.T. STA.	13914	12+28.07	143,929.8682	2,151,303.2863
P.O.E. STA.	13915	14+16.83 C/L ACCESS RD. "B"=	143,916.4591	2,151,115.0039
P.O.T. STA.		87+ 60.55 C/L N.N.E. SERV. RD., 16.05' RT.		
TANGENTIAL DIRECTION:		S 85°55'34.97" W		
TANGENTIAL LENGTH:		188.76'		

C/L RT. SERV. RD. AT S.E. 59TH. ST.

V= N.A., e Max= N.A.

	POINT	STATION	NORTHING	EASTING
P.O.B. STA.	6544	123+64.74 C/L S.E. 59TH. ST.=	147,377.2992	2,151,009.1314
P.O.C. STA.		123+84.10 C/L I-35, 113.78' LT.		
P.C. STA.	6543	128+04.00	147,804.6215	2,151,110.8596
TANGENTIAL DIRECTION:		N 13°23'26.05" E		
TANGENTIAL LENGTH:		439.26'		
CURVE RSR-1				
P.C. STA.	6543	128+04.00	147,804.6215	2,151,110.8596
P.I. STA.	7404	130+02.51	147,997.8232	2,151,156.4507
C.C. STA.	6410		147,475.6452	2,152,504.9640
P.T. STA.	6542	131+98.51	148,171.3450	2,151,252.8640
RADIUS:		1,432.39'		
DELTA:		15°46'48.46" RT.		
DEGREE OF CURVATURE (ARC):		04°00'00.00"		
LENGTH:		394.50'		
TANGENT:		198.51'		
CHORD:		393.26'		
MIDDLE ORDINATE:		13.56'		
EXTERNAL:		13.69'		
TANGENT DIRECTION:		N 13°16'39.28" E		
RADIAL DIRECTION:		S 76°43'20.72" E		
CHORD DIRECTION:		N 21°10'03.48" E		
RADIAL DIRECTION:		S 60°56'32.26" E		
TANGENT DIRECTION:		N 29°03'27.74" E		
P.T. STA.	6542	131+98.51	148,171.3450	2,151,252.8640
P.O.E. STA.	6541	133+30.53 C/L RT. SERV. RD.=	148,286.6956	2,151,317.0767
P.O.T. STA.		101+88.05 C/L S.E. 59TH. ST.		
TANGENTIAL DIRECTION:		N 29°06'12.80" E		
TANGENTIAL LENGTH:		132.02'		

C/L S.E. 59TH ST. (E.B. & W.B.)

V= N.A., e Max= N.A.

	POINT	STATION	NORTHING	EASTING
P.O.B. STA.	6432	95+00.00	148,281.8565	2,150,629.0492
P.O.T. STA.	6540	97+44.86 C/L S.E. 59TH. ST.=	148,284.5745	2,150,873.8921
P.O.E. STA.		474+37.89 C/L LT. SERV. RD.		
P.I. STA.	3169	97+60.93	148,284.7529	2,150,889.9611
TANGENTIAL DIRECTION:		N 89°21'50.34" E		
TANGENTIAL LENGTH:		260.93'		
P.I. STA.	3169	97+60.93	148,284.7529	2,150,889.9611
P.I. STA.	1076	100+00.01 C/L S.E. 59TH. ST.=	148,285.8404	2,151,129.0452
P.O.E. STA.		133+02.75 C/L I-35		
TANGENTIAL DIRECTION:		N 89°44'21.83" E		
TANGENTIAL LENGTH:		239.09		
P.I. STA.	1076	100+00.01	148,285.8404	2,151,129.0452
P.O.T. STA.	6541	101+88.05 C/L S.E. 59TH. ST.=	148,286.6956	2,151,317.0767
P.O.E. STA.		133+30.53 C/L RT. SERV. RD.		
P.O.E. STA.	6433	105+00.01	148,288.1146	2,151,629.0400
TANGENTIAL DIRECTION:		N 89°44'21.80" E		
TANGENTIAL LENGTH:		500.00		

Preliminary Plans

DESIGN	-	-
DRAWN	-	-
CHECKED	-	-
APPROVED	-	-
SQUAD	POE	

PHASE 4 — OKLAHOMA COUNTY

GEOMETRIC COORDINATE POINT TABLES

(SHEET 12 OF 12)

STATE JOB NO. 09032(08) SHEET NO. R044

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POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

3/11/2024

SEC. 27, T-11-N, R-3-W

SEC. 34, T-11-N, R-3-W

Preliminary Plans

P.O.B. STA. 55+27.59 ~ ℄ N.W. SERV. RD.=
P.O.T. STA. 392+97.89 ~ ℄ I-240, 144.40' RT.=
P.O.T. STA. 149+12.90 ~ ℄ SHIELDS BLVD.

P.O.T. STA. 55+79.84 ~ ℄ N.W. SERV. RD.

P.I.Sta.393+43.79 ~ ℄ I-240=
P.O.T.Sta.147+61.38 ~ ℄ S.Shields Blvd.

P.O.T. STA. 397+24.67 ~ C.R.L. I-240
BEG. CONSTRUCTION

P.O.T. STA. 398+40.00 ~ C.R.L. I-240
BEG. RETAINING WALL "D2" 72.50' LT.

P.O.C. STA. 401+00.00 ~ C.R.L. I-240
END RETAINING WALL "D2" 72.50' LT.

P.O.C. STA. 401+41.63 ~ C.R.L. I-240
73.00' LT. BEG. SHLDR. TAPER

P.O.C. STA. 402+[illegible] ~ C.R.L. I-240
96.00' LT. END [illegible] TAPER

P.O.C. STA. 403+49.63 ~
C.R.L. I-240 47.00' LT.

P.O.C. STA. 403+49.63 ~
C.R.L. I-240 69.00' LT.

P.O.E. STA. 114+86.64 ~ ℄ RAMP "A"=
P.O.T. STA. 403+56.90 ~ ℄ I-240, 47.99' LT.=
P.O.C. STA. 403+49.63 ~ C.R.L. I-240, 59.00' LT.

P.T. STA. 66+46.67 ~
℄ N.W. SERV. RD.

P.C. STA. 65+52.04 ~
℄ N.W. SERV. RD.

PJ.Sta.400+00.00 ~ ℄ I-240 BK.=
P.C. STA. 399+96.14 ~
CRL I-240 AHD.
STATION EQUATION

E-W 1/2 S
N89°27'41.44E

N-S 308.5 1/4 S
N00°25'42.38"W

N-S 336.5
N00°21'42.12"W

R/W PURCHASED UNDER JP 09032(09)

S88°39'01.99"E
N89°27'24.62"E
S84°02'39.43"E
N84°02'39.43"W
N85°17'58.39"W

BM#9 ~ "X" ON CURB @ INLET SOUTH PARKING LOT OF HOME DEPOT
STA.399+94.10 ℄ I-240, 175.60' LT.
ELEV.= 1270.91

BM#10

BM#20 ~ "X" ON CONC.BASE OF LIGHT POLE NORTH OF ENTERPRISE RENT A CAR
STA.395+58.73 ℄ I-240, 155.12' RT.
ELEV.= 1280.90

BM#21 ~ "X" ON CURB @ PJ.OF WEST ENTRANCE TO CAR DEALERSHIP
STA.402+17.71 ℄ I-240, 157.12' RT.
ELEV.= 1276.79

SCALE 50' 0 50' 100'

SP. DITCH
SP. DITCH PAVED

300.00' V.C.
K= 351.75

281.54' V.C.
K= 183.64

600.00' V.C.
K= 419.08

LOW POINT STA. 391+09.30
C.R.L. I-240
ELEV.= 1258.15

P.V.I. STA. 391+00.00 ~
C.R.L. I-240
ELEV.= 1257.83

P.V.T. STA. 392+50.00
C.R.L. I-240
ELEV.= 1258.43

P.V.C. STA. 397+18.46
C.R.L. I-240
ELEV.= 1260.31

P.V.I. STA. 398+59.23 ~
C.R.L. I-240
ELEV.= 1260.87

P.V.T. STA. 399+96.14
C.R.L. I-240
ELEV.= 1263.59

P.V.C. STA. 402+00.00 ~
C.R.L. I-240
ELEV.= 1267.53

P.V.I. STA. 405+00.00 ~
C.R.L. I-240
ELEV.= 1273.33

PROFILE GRADE LINE
C.R.L. I-240

EXIST. GROUND @ C.R.L. I-240

-0.45% 0.40% 0.40% 1.93% 1.93%

Ex.C.J. Ex.T.G.= 1257.76 Ex.FL= 1255.35
Ex.C.J. Ex.T.G.= 1258.51 Ex.FL= 1255.87
Ex.J/B Ex.T.C.= 1258.88 Ex.FL= 1256.00
Ex.C.J. Ex.T.G.= 1260.00 Ex.FL= 1256.44
Ex.C.J. Ex.T.G.= 1262.61 Ex.FL= 1259.79
Ex.C.J. Ex.T.G.= 1268.14 Ex.FL= 1265.93
Ex.4' Diam.M/H Ex.T.C.= 1268.81 Ex.FL= 1265.52
Ex.4' Diam.M/H Ex.T.C.= 1271.77 Ex.FL= 1267.27
Ex.S.M.D. Ex.T.G.= 1268.16 Ex.FL= 1265.51

Ex.18" R.C.P.
Ex.4' x 4' R.C.B.
18" R.C.P. @ 0.56%
18" R.C.P. @ 0.60%
18" R.C.P. @ 0.50%

Ex.Pwr.Line "X"-Ing C.R.L.
Ex.Gas "X"-Ing C.R.L.
Ex.8" S.S."X"-Ing C.R.L.
Ex.Wtr."X"-Ing C.R.L.

PROFILE GRADE ELEVATIONS SHOWN ARE TOP OF FUTURE PERMEABLE FRICTION COURSE

VERT. SCALE: 1" = 5'

C.R.L. I-240

1258.32 1258.15 1258.27 1258.63 1259.03 1259.43 1259.83 1260.23 1260.81 1261.93 1263.59 1263.66 1265.60 1267.53 1269.34 1270.92 1272.26

390+00 391 392 393 394 395+00 396 397 398 399 400+00 401 402 403 404 PHASE 4 405+00

STATE JOB NO. 09032(08) SHEET NO. R045

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POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

3/11/2024

SEC. 27, T-11-N, R-3-W

SEC. 34, T-11-N, R-3-W

Preliminary Plans

RETAINING WALL "G"
RETAINING WALL "F"
RETAINING WALL "H"
R/W PURCHASED UNDER JP 09032(09)
PRESENT R/W
PLATTED 20' U/E
℄ N.W. SERV. RD.
N89°27'24.62"E
P.T. STA. 108+38.64 ~ ℄ RAMP "A"
℄ RAMP "L"
P.C. STA. 111+86.64 ~ ℄ RAMP "A"
N84°02'39.43"W ℄ RAMP "A"
P.O.T. STA. 108+88.66 ~ ℄ RAMP "A"=
P.O.T. STA. 409+52.59 ~ ℄ I-240
P.O.C. STA. 105+35.72 ~ ℄ RAMP "A"=
P.O.T. STA. 413+04.28 ~ ℄ I-240
P.O.T. STA. 413+80.99 ~ ℄ RAMP "L"=
P.O.C. STA. 104+52.54 ~ ℄ RAMP "A"
P.T. STA. 419+58.05 ~ ℄ RAMP "F"
P.C. STA. 101+77.63 ~ ℄ RAMP "A"
P.O.E. STA. 101+77.63 ~ ℄ RAMP "A"
PJ. Sta. 415+00.00 ~ ℄ I-240
STATION EQUATION
PJ. Sta. 415+08.92, ℄ I-240 BK.
PJ. Sta. 415+00.00, ℄ I-240 AHD.
S79°36'49.00"E
P.O.T. STA. 414+62.62 ~ ℄ RAMP "L"=
P.O.T. STA. 414+66.13 ~ ℄ I-240
C.R.L. I-240
P.T. STA. 406+46.03
P.O.T. STA. 409+94.03 ~ C.R.L. I-240 47.00' LT.
E-W 112 $
N89°27'29.39"E
S84°02'39.43"E
P.C. STA. 416+97.59
℄ RAMP "G"
S80°51'37.38"E
℄ S.W. SERV. RD.
N84°02'39.43"W
N80°51'37.38"W
P.O.T. STA. 412+30.70 ~ C.R.L. I-240 47.00' LT.
P.O.T. STA. 411+46.67 ~ C.R.L. I-240 47.00' LT.
P.O.C. STA. 106+89.97 ~ ℄ RAMP "A" 33.92' LT.
GORE PT.
BM#22
BM#23
BUILDING
405+00
420+00
50' 0 50' 100'
SCALE

SP. DITCH
SP. DITCH PAVED

BM 22 ~ "X" ON HEADWALL DRAINAGE STRUCTURE
STA. 408+36.59 ℄ I-240, 271.68' RT.
ELEV.= 1275.45

BM 23 ~ "X" ON CURB OF SIDEWALK ON NORTH SIDE OF BUILDING
STA. 415+98.14 ℄ I-240, 115.36' RT.
ELEV.= 1281.84

Ex.Pwr.Line "X"-Ing C.R.L.

P.V.I. STA. 405+00.00 ~
C.R.L. I-240
ELEV.= 1273.33

0.50%

Ex.S.M.D.
Ex.T.G.= 1270.80
Ex.FL= 1266.74

Ex.C.I.
Ex.T.G.= 1269.20
Ex.FL= 1265.63

Ex. 24" R.C.P.

Ex. 18" R.C.P.

Ex. 2- 8' X 4' R.C.B.

Ex.FL Out= 1263.06

Ex.FL In= 1264.07

P.V.T. STA. 408+00.00 ~
C.R.L. I-240
ELEV.= 1274.83

600.00' V.C.
K= 419.08

Ex.C.I.
Ex.T.G.= 1269.47
Ex.FL= 1266.80

Ex.FL In= 1273.67

Ex. 18" R.C.P.

Ex. 4' Diam. M/H
Ex.T.C.= 1270.65
Ex.FL= 1268.49

PROFILE GRADE LINE
C.R.L. I-240

P.V.C. STA. 416+00.00 ~
C.R.L. I-240
ELEV.= 1278.85

600.00' V.C.
K= 210.63

0.50%

Ex.Gas "X"-Ing C.R.L.

18" R.C.P. @ 0.40%

18" R.C.P. @ 0.40%

P.V.I. STA. 419+00.00
C.R.L. I-240
ELEV.= 1280.35

24" R.C.P. @ 0.39%

FL= 1268.85

3.35%

0.50%

Ex.C.I.
Ex.T.G.= 1273.27
Ex.FL= 1269.86

18" R.C.P. @ 4.84%

FL= 1271.59

Ex. 16" R.C.P.

Ex. 8' X 4' R.C.B.

Ex.FL Out= 1264.45

Ex.FL In= 1265.02

Ex. 10" S.S."X"-Ing C.R.L.

VERT. SCALE: 1" = 5'

PROFILE GRADE ELEVATIONS SHOWN ARE TOP OF FUTURE PERMEABLE FRICTION COURSE

C.R.L. I-240

1272.26 1273.35 1274.21 1274.83 1275.34 1275.84 1276.34 1276.84 1277.34 1277.84 1278.34 1278.85 1279.58 1280.80 1282.49 1284.65

405+00 406 407 408 409 410+00 411 412 413 414 415+00 416 417 418 419 PHASE 4 420+00

STATE JOB NO. 09032(08) SHEET NO. R046

3/11/2024 7:15:02 PM
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POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

3/11/2024

SEC. 27, T–11–N, R–3–W

SEC. 26, T–11–N, R–3–W

SEC. 34, T–11–N, R–3–W

SEC. 35, T–11–N, R–3–W

CHANNEL C-3

CHANNEL C

CHANNEL C-2

CHANNEL C-1

P.C.Sta.420+07.57 ~ ℄ I-240

P.O.C. STA. 417+39.09 ~ ℄ RAMP "B"=
P.O.C. STA. 422+27.68 ~ ℄ I-240

P.O.C. STA. 73+10.14 ℄ RAMP "C"=
P.O.C. STA. 423+57.74 ℄ I-240

P.T.Sta.425+09.66 ~ ℄ I-240

P.O.T. STA. 427+74.67 ~ ℄ RAMP "I"=
P.O.T. STA. 427+66.80 ~ ℄ I-240

P.O.T. STA. 84+42.65 ~ ℄ RAMP "C"=
P.O.T. STA. 427+54.38 ~ ℄ I-240

P.O.T. STA. 427+62.43 ~ ℄ RAMP "I"=
P.O.T. STA. 84+44.78 ~ ℄ RAMP "C"

P.O.C. STA. 417+41.76 ~ ℄ RAMP "M"=
P.O.C. STA. 421+92.66 ~ ℄ I-240

P.O.C. STA. 422+18.37 ~ ℄ RAMP "L"=
P.O.C. STA. 418+46.11 ~ ℄ RAMP "M"

P.O.C. STA. 422+60.92 ~ ℄ RAMP "L"=
P.O.C. STA. 418+43.36 ~ ℄ RAMP "B"

P.O.T. STA. 428+21.43 ~ ℄ RAMP "I"=
P.O.T. STA. 79+85.37 ~ ℄ I-35

P.I.Sta.79+79.44 ~ ℄ I-35

P.O.T. STA. 428+80.43 ~ ℄ RAMP "I"=
P.O.T. STA. 79+85.28 ~ ℄ RAMP "D"
P.O.T. STA. 79+66.74 ~ ℄ RAMP "D"=
P.O.T. STA. 428+74.19 ~ ℄ I-240

P.O.T. STA. 434+57.61 ~ ℄ RAMP "I"=
P.O.C. STA. 80+87.37 ~ ℄ RAMP "J"

RIP RAP

P.I.Sta.429+12.77 ~ ℄ I-240

P.O.T. STA. 434+15.00 ~ ℄ RAMP "I"=
P.O.C. STA. 80+86.20 ~ ℄ RAMP "A"

P.O.T. STA. 430+05.83 ~
C.R.L. I-240 57.00'
BEG. SHLDR. TAPER

P.O.T. STA. 434+59.79 ~
C.R.L. I-240 66.00' LT.
END SHLDR. TAPER

P.I.Sta.428+14.28 ℄ I-240=
P.O.T.Sta.79+77.15 ℄ I-35

P.C.Sta.431+28.35 ~ ℄ I-240

P.T. STA. 423+34.15

P.O.T. STA. 426+37.33 ~
C.R.L. I-240 BEG. APPR. SLAB

P.O.C. STA. 422+36.66 ~ C.R.L. I-240=
P.O.C. STA. 419+30.06 ~ ℄ RAMP "M"

P.O.C. STA. 422+85.90 ~ C.R.L. I-240=
P.O.C. STA. 419+28.51 ~ ℄ RAMP "B"

P.O.T. STA. 430+05.83 ~
C.R.L. I-240 END APPR. SLAB

P.O.T. STA. 434+64.79 ~
C.R.L. I-240 62.00' LT. 5'R

P.O.T. STA. 434+64.79 ~
C.R.L. I-240 57.00' LT.

P.O.T. STA. 428+80.58 ~ C.R.L. I-240=
P.O.T. STA. 78+80.28 ~ ℄ RAMP "D"

P.O.T. STA. 79+83.78 ~ ℄ RAMP "A"=
P.O.C. STA. 434+40.34 ~ ℄ I-240

P.O.T. STA. 434+41.56 ~ C.R.L. I-240=
P.O.T. STA. 79+77.81 ~ ℄ RAMP "A"

P.O.T. STA. 79+84.85 ~ ℄ RAMP "J"=
P.O.C. STA. 434+74.28 ~ ℄ I-240

P.O.T. STA. 434+74.79 ~ C.R.L. I-240=
P.O.T. STA. 79+80.92 ~ ℄ RAMP "J"

C.R.L. I-240 N89°35'24.60"E

E-W 1/2 ℄ ℄ RAMP "L" N89°35'24.60"E

E-W 1/2 ℄ N89°35'25.09"E

N89°35'24.60"E ℄ RAMP "I"

N89°21'29.39"E

S80°30'05.40"E

S80°30'05.26"E

S21°21'15.40"E

N00°20'39.33"W

N00°30'37"W

N00°21'50"W

WB15 WB16 WB20 WB21 WB23 WB24 WB25 WB26 WB27 WB28 WB29

RAMP "A" RAMP "B" RAMP "C" RAMP "D" RAMP "H" RAMP "J" RAMP "M"

RL-1 RL-2 RA-3 RC-1 RG-2 RH-1 RD-1 C-1 C-2

ASPHALT CONCRETE TALL GRASS PRESENT R/W

FO ODOT TOC/TOS

24" RCP 6'x3' RCB DBL 6'x3' RCB

S.W. SERV. RD. SW-3

SCALE 50' 0 50' 100'

BM 25 ~ "6 REBAR EAST OF CREEK BEND
STA.421+26.09 ℄ I-240, 620.62' RT.
ELEV.= 1278.24

BM 26 ~ "6 X 30" LG. REBAR
STA.423+82.37 ℄ I-240, 774.34' RT.
ELEV.= 1283.54

BRIDGE LENGTH = 320'-6"

P.V.I. STA. 428+00.00 ~
C.R.L. I-240
ELEV.= 1310.50

STA. 426+61.3[illegible] C.R.[illegible]240
BEG. BRIDGE "D" ELEV.=[illegible]00.99

STA. 429+81.83 ~ C.R.L. I-240
END. BRIDGE "D" ELEV.=1302.61

SP. DITCH
SP. DITCH PAVED

600.00' V.C.
K= 210.63

400.00' V.C.
K= 146.05

1200.00' V.C.
K= 218.63

P.V.R.C. STA. 422+00.00 ~
C.R.L. I-240
ELEV.= 1290.40

P.V.R.C. STA. 434+00.00 ~
C.R.L. I-240
ELEV.= 1297.67

3.35%

-2.14

18" R.C.P. @ 3.04%

18" R.C.P. @ 2.38%

18" R.C.P. @ 6.37%

18" R.C.P. @ 0.50%

EXIST.GROUND @ C.R.L.I-240

BRIDGE D

IDENTICAL POINT

PROFILE GRADE LINE
C.R.L. I-240

HIGH POINT STA. 429+32.41
C.R.L. I-240
ELEV.= 1302.67

FL= 1293.73

FL= 1285.48

Ex.C.I.
Ex.T.G.= 1271.41
Ex.FL= 1268.12

Ex.18" R.C.P.

Ex.FL Out= 1266.24

Ex.4' Diam.M/H
Ex.T.C.= 1277.83
Ex.FL= 1272.38

Ex.C.I.
Ex.T.G.= 1277.34
Ex.FL= 1272.47

Ex.C.I.
Ex.T.G.= 1276.65
Ex.FL= 1272.65

Ex.C.I.
Ex.T.G.= 1276.65
Ex.FL= 1272.65

C4 C5 C6

PROFILE GRADE ELEVATIONS SHOWN ARE TOP OF FUTURE PERMEABLE FRICTION COURSE

VERT. SCALE: 1" = 5'

C.R.L. I-240

1284.65 1287.29 1290.40 1293.52 1296.19 1298.39 1300.14 1301.43 1302.27 1302.64 1302.56 1302.03 1301.03 1299.58 1297.67 1295.87

420+00 421 422 423 424 425+00 426 427 428 429 430+00 431 432 433 434 PHASE 4 435+00

STATE JOB NO. 09032(08) SHEET NO. R047

Preliminary Plans

3/11/2024 7:15:06 PM
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POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

3/11/2024

SEC. 26, T–11–N, R–3–W

SEC. 35, T–11–N, R–3–W

P.T. STA. 438+35.00 ~ ℄ RAMP "H"=
P.O.E. STA. 438+36.46 ~ ℄ RAMP "I"=
P.O.T. STA. 438+36.45 ~ C.R.L. I-240
105.00' RT.

RETAINING WALL "I"

℄ RAMP "I"
N89°35'24.60"E

P.C. STA. 441+38.54 ~ ℄ RAMP "H"
N89°35'24.60"E

P.T. STA. 443+27.51 ~ ℄ RAMP "H"

℄ E.N.E. SERV. RD.
N89°35'24.60"E

R/W PURCHASED UNDER JP 09032(05)

U/E PURCHASED UNDER JP 09032(05)

PSE PURCHASED UNDER JP09032(05)

PRESENT R/W

PSE PURCHASED UNDER JP09032(05)

P.T. STA. 443+42.25
C.R.L. I-240 67.74' LT.

NOSE 2'R

P.O.T. STA. 443+80.21 ~ C.R.L. I-240 70.28' LT.
P.O.T. STA. 443+80.66 ~ ℄ RAMP "H" 25.04' RT.

P.O.T. STA. 443+80.70 ~
C.R.L. I-240 58.29' LT.

P.O.E. STA. 449+30.83 ~ ℄ RAMP "H"=
P.O.T. STA. 449+30.83 ~ C.R.L. I-240
59.00' RT.

P.O.T. STA. 449+30.83 ~
C.R.L. I-240 69.00' LT.
BEG. BARRIER WALL
W/ PAV. DITCH

P.O.T. STA. 446+42.59 ~
C.R.L. I-240 59.00' LT.

E-W 112 $

℄ RAMP "H" S86°37'49.10"E

P.I. Sta. 445+14.61 ~ ℄ I-240

C.R.L. I-240
S89°35'24.60"E.

P.J. STA. 436+23.77 ~ ℄ I-240

P.J. STA. 441+00.00 ~ ℄ I-240

GORE PT.

P.O.T. STA. 444+30.67 ~ C.R.L. I-240 59.00' LT.
P.O.T. STA. 444+31.76 ~ ℄ RAMP "H" 32.97' RT.

P.O.T. STA. 449+95.41 ~
C.R.L. I-240 END PAV. DITCH

P.O.T. STA. 435+90.60 ~
C.R.L. I-240 47.00' LT.

N89°35'24.60"E

N56°23'00.54"E

℄ RAMP "B"

N38°01'09.18"E

S60°24'35.40"E

PRESENT R/W

R/W PURCHASED UNDER JP 09032(05)

SE-2

SE-3

WB30 WB31 WB32 EB6* H14 H15 H16 H17 H18 H19 H20 H21 H22 RH-1 RH-2 RB-4 ENE-4 SE-5

50' 0 50' 100'
SCALE

BM 54 ~ "X" ON TOP OF CURB IN EAST PARKING LOT TEXAS ROADHOUSE
STA. 439+22.55 ℄ I-240, 209.30' RT.
ELEV.= 1300.07

BM 38 ~ "6 [illegible] 6' WEST OF OG&E FENCE, 3RD LIGHT POLE FROM NORTH
STA. 43[illegible] ℄ I-240, 69[illegible] RT.
ELEV.= 1306.05

BM 52 ~ "X" ON TOP OF CURB SOUTH OF LIGHT POLE SOUTHEAST OF THEATRE
STA. 445+56.60 ℄ I-240, 308.74' RT.
ELEV.= 1308.81

SP. DITCH
SP. DITCH PAVED

400.00' V.C.
K= 146.05

HIGH POINT STA. 439+81.82 ~
C.R.L. I-240
ELEV.= 1295.14

P.V.I. STA. 436+00.00 ~
C.R.L. I-240
ELEV.= 1293.39

LOW POINT STA. 437+12.37 ~
C.R.L. I-240
ELEV.= 1294.33

P.V.R.C. STA. 438+00.00 ~
C.R.L. I-240
ELEV.= 1294.59

P.V.I. STA. 443+00.00 ~
C.R.L. I-240
ELEV.= 1297.59

1000.00' V.C.
K= 303.03

P.V.T. STA. 448+00.00 ~
C.R.L. I-240
ELEV.= 1284.09

PROFILE GRADE LINE
C.R.L. I-240

EXIST. GROUND @ C.R.L. I-240

0.60% -2.14 0.60% -2.70% -2.70%

Ex.C.J. Ex.T.G.= 1293.85 Ex.FL= 1290.44
Ex.C.D.J. Ex.T.G.= 1293.01 Ex.FL= 1290.01
Ex.C.J. Ex.T.G.= 1294.84 Ex.FL= 1292.14
Ex.C.J. Ex.T.G.= 1290.88 Ex.FL= 1287.39
Ex.FL Out= 1287.26
FL= 1286.37*
Ex.C.J. Ex.T.G.= 1297.19 Ex.FL= 1294.61
Ex.C.J. Ex.T.G.= 1301.48 Ex.FL= 1298.24
Ex.C.J. Ex.T.G.= 1298.35 Ex.FL= 1295.30
Ex.C.J. Ex.T.G.= 1293.44 Ex.FL= 1289.74
Ex.C.J. Ex.T.G.= 1293.50 Ex.FL= 1289.82
Ex.C.J. Ex.T.G.= 1284.71 Ex.FL= 1282.07
Ex.C.J. Ex.T.G.= 1284.80 Ex.FL= 1282.38

Ex. 18" R.C.P.
Ex. 24" R.C.P.
Ex. 30" R.C.P.
24" R.C.P. @ 2.84%

Ex. Wtr. "X"-ing C.R.L.
Ex. Gas "X"-ing C.R.L.
Ex. 4' Diam. M/H Ex.T.C.= 1292.86 Ex.FL= 1288.75
Ex. 4' Diam. M/H Ex.T.C.= 1284.15 Ex.FL= 1278.04

1295.87 1294.76 1294.33 1294.59 1295.03 1295.13 1294.91 1294.35 1293.46 1292.25 1290.70 1288.83 1286.63 1284.09 1281.39 1278.69

435+00 436 437 438 439 440+00 441 442 443 444 445+00 446 447 448 449 PHASE 4 450+00

VERT. SCALE: 1" = 5'

PROFILE GRADE ELEVATIONS SHOWN ARE TOP OF FUTURE PERMEABLE FRICTION COURSE

C.R.L. I-240

STATE JOB NO. 09032(08) SHEET NO. R048

Preliminary Plans

3/11/2024 7:15:10 PM
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POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

3/11/2024

SEC. 26, T-11-N, R-3-W

P.O.T. STA. 450+76.71 ~ C.R.L. I-240 BEG. PAV. DITCH

P.O.T. STA. 452+00.00 ~ C.R.L. I-240 69.00' LT. END BARRIER WALL W/ PAV. DITCH

℄ E.N.E. SERV. RD. N73°35'38.51"W

ENE-3

ENE-2

C.S.Sta.20562+83.38 ~ Ex.R.R.

P.O.C. STA. 54+56.04 ~ ℄ E.N.E. SERV. RD.= P.O.T. STA. 20563+49.27 ~ CRL R.R.

P.O.C. STA. 53+20.81 ~ ℄ E.N.E. SERV. RD.= P.O.T. STA. 15+98.31 ~ CRL R.R.

R/W PURCHASED UNDER JP 09032105

BNSF RAILWAY

GAS LINE JOVE

HEAVY TREES

SOONER UTILITIES

LEVEL 3 COMMUNICATIONS

TUG

FO

CDIO*

CDII*

WB33

WB34

WB35*

WB36*

E-W 112 ℄ N89°35'25.09"E

E-W 112 ℄ N89°35'37.30"E

℄ E.N.E. SERV. RD. S89°35'24.60"W

TOC/TOS

POLE RD.

450+00

455

460

N-S 309.5 1/4 ℄ N00°19'38.84"W

N-S 309.5 1/4 ℄ N00°22'22.54"W

P.J.Sta.452+00.00 ~ ℄ I-240

P.J.Sta.450+50.00 ~ ℄ I-240

P.J.Sta.455+00.00 ~ ℄ I-240

℄ I-240 N89°35'24.60"E

S89°35'24.60"E. C.R.L. I-240

N89°35'24.60"E

C-3

S.T.Sta.20564+23.38 ~ Ex.R.R.

P.O.T. STA. 14+95.63 ~ C.R.L. R.R.= P.O.T. STA. 460+75.37 ~ C.R.L. I-240

P.J.Sta.460+00.00 ~ ℄ I-240

P.C. STA. 463+07.98 P.C.Sta.463+07.99 ~ ℄ I-240

P.O.T. STA. 452+00.00 ~ W.B. I-240 END CONSTRUCTION MEET AND MATCH PREVIOUSLY CONSTRUCTED PAVEMENT

P.O.T.Sta.20564+56.42 ~ C.R.R.= P.O.T.Sta.459+55.22 ~ ℄ I-240

NEW BRIDGE

BRIDGE 'G'

BRIDGE 'H'

20565

C.R.L. R.R.

BM*42

BM*50

PRESENT R/W

R/W PURCHASED UNDER JP 09032105

CONCRETE

ASPHALT

24" RCP

30" RCP

36" RCP

42" RCP

48" RCP

18" RCP

WIDNI & WALLS

4 WIRE

OG&E

SCALE 50' 0 50' 100'

SEC. 35, T-11-N, R-3-W

70.00' V.C. = 202.67

142.18' V.C. K= 591.19

SP. DITCH

SP. DITCH PAVED

BM 42 ~ "6 REBAR @ NORTHWEST FENCE CORNER OF BUDWEISER PROPERTY STA.460+94.99 ℄ I-240, 196.39' RT. ELEV.= 1270.98

BM 50 ~ "□" ON TOP OF SANITARY SEWER MANHOLE STA.464+13.38 ℄ I-240, 147.47' LT. ELEV.= 1269.73

P.V.I. STA. 454+10.00 ~ C.R.L. I-240 ELEV.= 1267.62

P.V.I. STA. 457+60.00 ~ C.R.L. I-240 ELEV.= 1258.17

P.V.I. STA. 461+10.00 ~ C.R.L. I-240 ELEV.= 1260.81

P.V.C. STA. 464+91.41 ~ C.R.L. I-240 ELEV.= 1263.68

LOW POINT STA. 459+57.21 ~ C.R.L. I-240 ELEV.= 1260.23

PROFILE GRADE LINE C.R.L. I-240

PROFILE GRADE ELEVATIONS SHOWN ARE TOP OF FUTURE PERMEABLE FRICTION COURSE

-2.70%

0.75%

24" R.C.P. @ 2.84%

24" R.C.P. @ 2.77%

Ex.4' Diam.M/H Ex.T.C.= 1275.75 Ex.FL= 1268.83

Ex.C.I. Ex.T.G.= 1275.44 Ex.FL= 1272.41

Ex.C.I. Ex.T.G.= 1276.11 Ex.FL= 1273.44

Ex.30" R.C.P.

Ex.C.D.I. Ex.T.G.= 1271.90 Ex.FL= 1268.50

Ex.C.I. Ex.T.G.= 1270.98 Ex.FL= 1267.48

Ex.C.I. Ex.T.G.= 1272.19 Ex.FL= 1267.11

Ex.4' Diam.M/H Ex.T.C.= 1268.79 Ex.FL= 1264.09

Ex.C.I. Ex.T.G.= 1266.81 Ex.FL= 1264.10

Ex.C.I. Ex.T.G.= 1267.23 Ex.FL= 1263.29

Ex.15" R.C.P.

Ex.42" R.C.P.

Ex.C.D.I. Ex.T.G.= 1264.74 Ex.FL= 1260.73

Ex.4' Diam.M/H Ex.T.C.= 1266.28 Ex.FL= 1259.04

Ex.C.I. Ex.T.G.= 1260.28 Ex.FL= 1257.28

Ex.C.I. Ex.T.G.= 1260.23 Ex.FL= 1256.39

Ex.4' X 4' R.C.B. FL In= 1257.79 FL Out= 1254.22

Ex.T.U.G.? "X"-Ing C.R.L.

Ex.FL In= 1256.04

Ex.Pwr.Line "X"-Ing C.R.L.

Ex.C.I. Ex.T.G.= 1260.57 Ex.FL= 1254.29

Ex.5' Diam.M/H Ex.T.C.= 1261.30 Ex.FL= 1254.10

Ex.C.I. Ex.T.G.= 1260.46 Ex.FL= 1255.21

Ex.S.M.D. Ex.T.G.= 1259.19 Ex.FL= 1254.76

Ex.5' X 5' R.C.B. Ex.C.I. Ex.T.G.= 1261.44 Ex.FL= 1256.39

Ex.FL Out= 1252.56

EXIST.GROUND @ C.R.L.I-240

VERT. SCALE: 1" = 5'

C.R.L. I-240

1278.69 1275.99 1273.29 1270.59 1267.89 1265.39 1263.38 1261.86 1260.84 1260.31 1260.28 1260.74 1261.49 1262.24 1262.99 1263.75

450+00 451 452 453 454 455+00 456 457 458 459 460+00 461 462 463 464 PHASE 4 465+00

1290 1285 1280 1275 1270 1265 1260 1255 1250 1245

STATE JOB NO. 09032(08) SHEET NO. R049

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Preliminary Plans

POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

3/11/2024

SEC. 27, T11N, R3W

SCALE 50' 0 50' 100'

CHANNEL C

P.O.T. STA. 83+24.97 ~ ℄ I-35 70.04' LT.

P.O.T. STA. 82+93.82 ~ ℄ I-35 57.00' LT.

P.O.T. STA. 82+53.28 ~ ℄ I-35 47.00' LT.=
P.O.C. STA. 81+79.00 ~ ℄ RAMP "C" 15.00' LT.
BEG. CONSTRUCTION

S00°20'39.33"E

P.T. STA. 82+15.04 ~ ℄ RAMP "C"

℄ RAMP "C"

C2

C1

7

8

9

10

P.O.T. STA. 83+29.02 ~ ℄ I-35 62.00' LT.
P.O.C. STA. 81+08.01 ~ ℄ RAMP "C" 24.00' LT.

NOSE 5'R

GORE PT.

P.O.T. STA. 82+93.82 ~ ℄ I-35 47.00' LT.
P.O.C. STA. 81+42.66 ~ ℄ RAMP "C" 24.49' LT.

P.O.T. STA. 85+29.75 ~ ℄ I-35=
P.O.C. STA. 89+27.71 ~ ℄ RAMP "A"

P.O.C. STA. 88+70.07 ~ ℄ RAMP "A"=
P.O.T. STA. 85+14.69 ~ ℄ RAMP "D"

℄ RAMP "D" N00°20'39.33"W

N02°38'05.53"W

N-S 309 ℄
N00°20'38.20"W

P.O.C. STA. 87+26.09 ~ ℄ RAMP "A"=
P.O.C. STA. 428+37.77 ~ ℄ RAMP "H"

℄ RAMP "A"

RA-3

RJ-3

TOC/TOS

BM*58

CHANNEL C-1 CHANNEL C-2 CHANNEL C

P.T. STA. 406+84.52 ~ ℄ RAMP "B"

℄ RAMP "F"

RB-2

℄ RAMP "B"

P.C. STA. 406+00.00 ~ ℄ RAMP "F" =
P.O.C. STA. 406+00.00 ~ ℄ RAMP "B"

P.O.C. STA. 406+00.00 ~ ℄ RAMP "B" BK=
P.C. STA. 405+98.58 ~ ℄ RAMP "B" AHD
SHIFT ℄ 24.00' LT.

℄ RAMP "B"

RB-1

N.W. SERV. RD.

NW-3

P.O.T. STA. 95+64.51 ~ ℄ I-35 64.15' LT.

P.O.T. STA. 87+83.85 ~ ℄ I-35 47.00' LT.
BEG. SHLDR. & ESCAPE TAPER

P.O.T. STA. 90+63.80 ~ ℄ I-35
51.00' LT. END SHLDR. TAPER

P.O.T. STA. 95+64.51 ~ ℄ I-35 58.15' LT.

N00°20'39.33"W
℄ I-35

P.O.T. STA. 95+64.51 ~ ℄ I-35
47.00' LT. END CONSTRUCTION

℄ RAMP "H" S00°20'39.33"E

TOC/TOS

℄ RAMP "J"
N00°10'52.85"W

℄ N.N.E. SERV. RD.
N02°23'38.57"W

NNE-2

BM*59
RAWADA

PRESENT R/W

10' ODOT U/E

SEE DRAINAGE AREA MAP SHEETS FOR DRAINAGE SYMBOLOGY.

SEC. 26, T11N, R3W

BM 58 ~ X ON CURB OF PARKING LOT AT BEST BUY ENTRANCE RT. ℄ I-35 STA.88+21.03 ELEV.= 1289.46

BM 59 ~ SQUARE ON TOP OF HEADWALL 131.47' RT. ℄ I-35 STA.94+25.50 ELEV.= 1285.62

Preliminary Plans

Ex.4' Diam.M/H
Ex.T.C.= 1278.14
Ex.FL= 1272.00

Ex.Inlet
Ex.T.G.= 1277.72
Ex.FL= 1273.53

Ex.4' Diam.M/H
Ex.T.C.= 1278.10
Ex.FL= 1273.03

Ex.Inlet
Ex.T.G.= 1277.60
Ex.FL= 1273.81

Ex.Inlet
Ex.T.G.= 1278.36
Ex.FL= 1272.62

Ex. 30" X 19" R.C.P.E.

Ex.18" R.C.P.

18" R.C.P. @ 0.44%

28" X 18" R.C.P.A. @ 0.43%

FL= 1269.98

Ex.Inlet
Ex.T.G.= 1279.57
Ex.FL= 1275.78

Ex.4' Diam.M/H
Ex.T.C.= 1280.06
Ex.FL= 1274.99

Ex.4' Diam.M/H
Ex.T.C.= 1280.80
Ex.FL= 1275.73

Ex.C.I.
Ex.T.G.= 1280.75
Ex.FL= 1277.78

Ex.18" R.C.P.

18" R.C.P. @ 0.95%

Ex.4' Diam.M/H
Ex.T.C.= 1283.61
Ex.FL= 1278.54

Ex.C.I.
Ex.T.G.= 1283.20
Ex.FL= 1279.24

Ex.4' Diam.M/H
Ex.T.C.= 1285.92
Ex.FL= 1280.82

Ex.C.I.
Ex.T.G.= 1283.69
Ex.FL= 1281.38

Exist.Ground @ ℄ I-35

Ex.C.I.
Ex.T.G.= 1285.98
Ex.FL= 1283.23

Ex.C.I.
Ex.T.G.= 1285.13
Ex.FL= 1281.86

Ex. 30" R.C.P.

Ex. 5' X 3' R.C.B.
Ex.FL In= 1280.88
Ex.FL Out= 1278.53

1305 1300 1295 1290 1285 1280 1275 1270 1265 1260

81 82 83 84 85+00 86 87 88 89 90+00 91 92 93 94 95+00 96

PHASE 4

VERT. SCALE: 1" = 5'

I-35

STATE JOB NO. 09032(08) SHEET NO. R050

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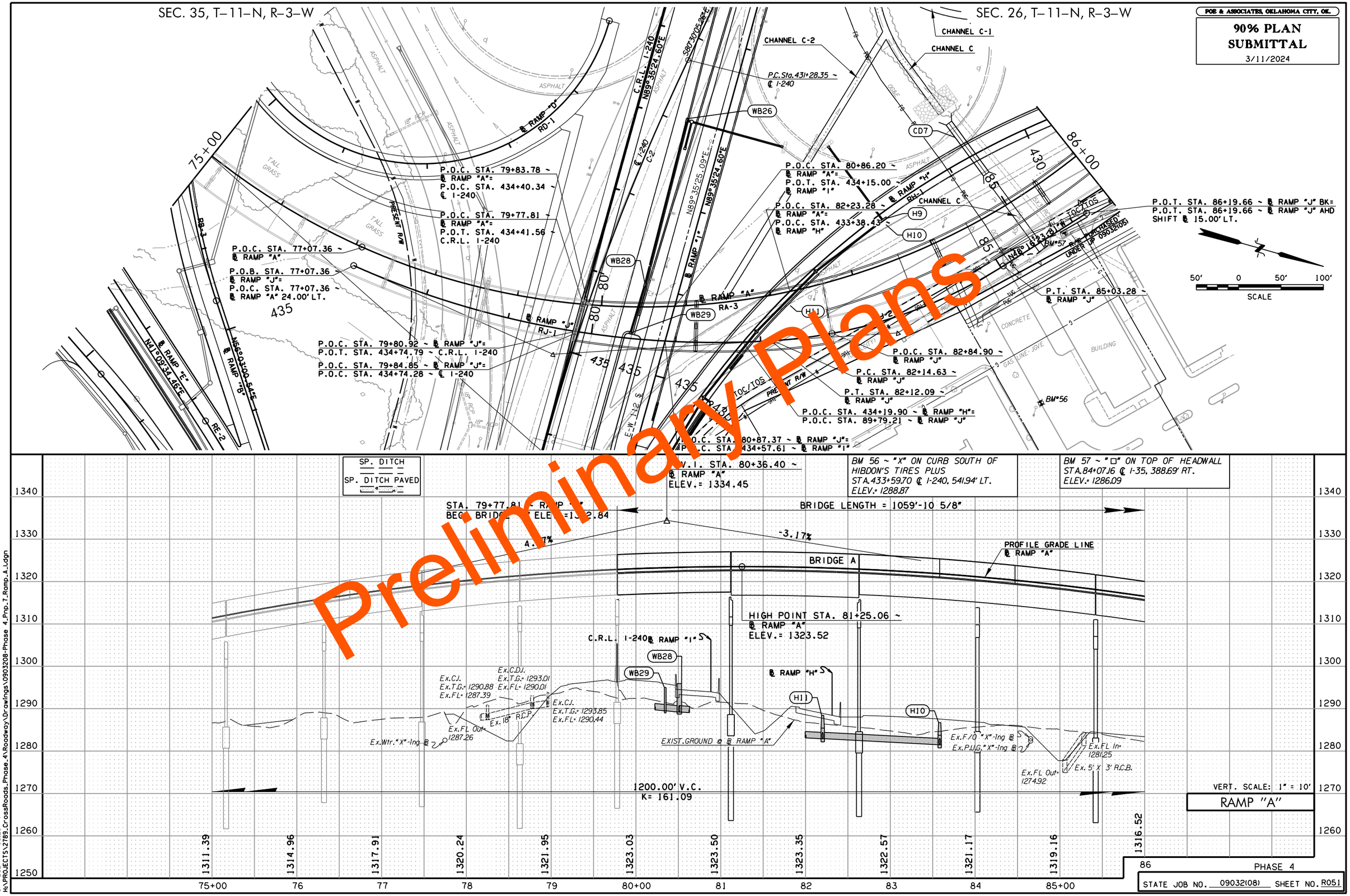


SEC. 35, T-11-N, R-3-W
SEC. 26, T-11-N, R-3-W
POE & ASSOCIATES, OKLAHOMA CITY, OK.
90% PLAN SUBMITTAL
3/11/2024
CHANNEL C-1
CHANNEL C-2
CHANNEL C
P.C. Sta. 431+28.35 ~ ℄ I-240
WB26
CD7
P.O.C. STA. 79+83.78 ~ ℄ RAMP "A"= P.O.C. STA. 434+40.34 ~ ℄ I-240
P.O.C. STA. 79+77.81 ~ ℄ RAMP "A"= P.O.T. STA. 434+41.56 ~ C.R.L. I-240
P.O.C. STA. 77+07.36 ~ ℄ RAMP "A"
P.O.B. STA. 77+07.36 ~ ℄ RAMP "J"= P.O.C. STA. 77+07.36 ~ ℄ RAMP "A" 24.00' LT.
P.O.C. STA. 80+86.20 ~ ℄ RAMP "A"= P.O.T. STA. 434+15.00 ~ ℄ RAMP "I"
P.O.C. STA. 82+23.28 ~ ℄ RAMP "A"= P.O.C. STA. 433+38.43 ~ ℄ RAMP "H"
P.O.T. STA. 86+19.66 ~ ℄ RAMP "J" BK= P.O.T. STA. 86+19.66 ~ ℄ RAMP "J" AHD SHIFT ℄ 15.00' LT.
P.T. STA. 85+03.28 ~ ℄ RAMP "J"
P.O.C. STA. 79+80.92 ~ ℄ RAMP "J"= P.O.T. STA. 434+74.79 ~ C.R.L. I-240
P.O.C. STA. 79+84.85 ~ ℄ RAMP "J"= P.O.C. STA. 434+74.28 ~ ℄ I-240
P.O.C. STA. 82+84.90 ~ ℄ RAMP "J"
P.C. STA. 82+14.63 ~ ℄ RAMP "J"
P.T. STA. 82+12.09 ~ ℄ RAMP "J"
P.O.C. STA. 434+19.90 ~ ℄ RAMP "H"= P.O.C. STA. 89+79.21 ~ ℄ RAMP "J"
P.O.C. STA. 80+87.37 ~ ℄ RAMP "J"= P.O.C. STA. 434+57.61 ~ ℄ RAMP "I"
℄ RAMP "D" RD-1
℄ RAMP "H" RH-1
℄ RAMP "A" RA-3
℄ RAMP "J" RJ-1
℄ RAMP "E" N41°09'34.46"E
℄ RAMP "B" N56°03'00.54"E
RE-2
RB-3
WB28
WB29
H9
H10
H11
BM 56
BM 57
BM 56 ~ "X" ON CURB SOUTH OF HIBDON'S TIRES PLUS STA. 433+59.70 ℄ I-240, 541.94' LT. ELEV.= 1288.87
BM 57 ~ "□" ON TOP OF HEADWALL STA. 84+07.16 ℄ I-35, 388.69' RT. ELEV.= 1286.09
SP. DITCH
SP. DITCH PAVED
V.I. STA. 80+36.40 ~ ℄ RAMP "A" ELEV.= 1334.45
BRIDGE LENGTH = 1059'-10 5/8"
-3.17%
PROFILE GRADE LINE ℄ RAMP "A"
BRIDGE A
HIGH POINT STA. 81+25.06 ~ ℄ RAMP "A" ELEV.= 1323.52
C.R.L. I-240 ℄ RAMP "I"
℄ RAMP "H"
EXIST. GROUND @ ℄ RAMP "A"
1200.00' V.C. K= 161.09
VERT. SCALE: 1" = 10'
RAMP "A"
PHASE 4
STATE JOB NO. 09032(08) SHEET NO. R051
Preliminary Plans

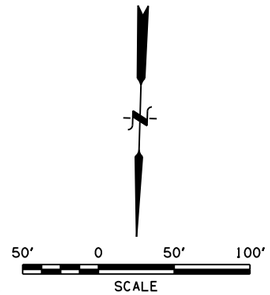
SEC. 26, T–11–N, R–3–W

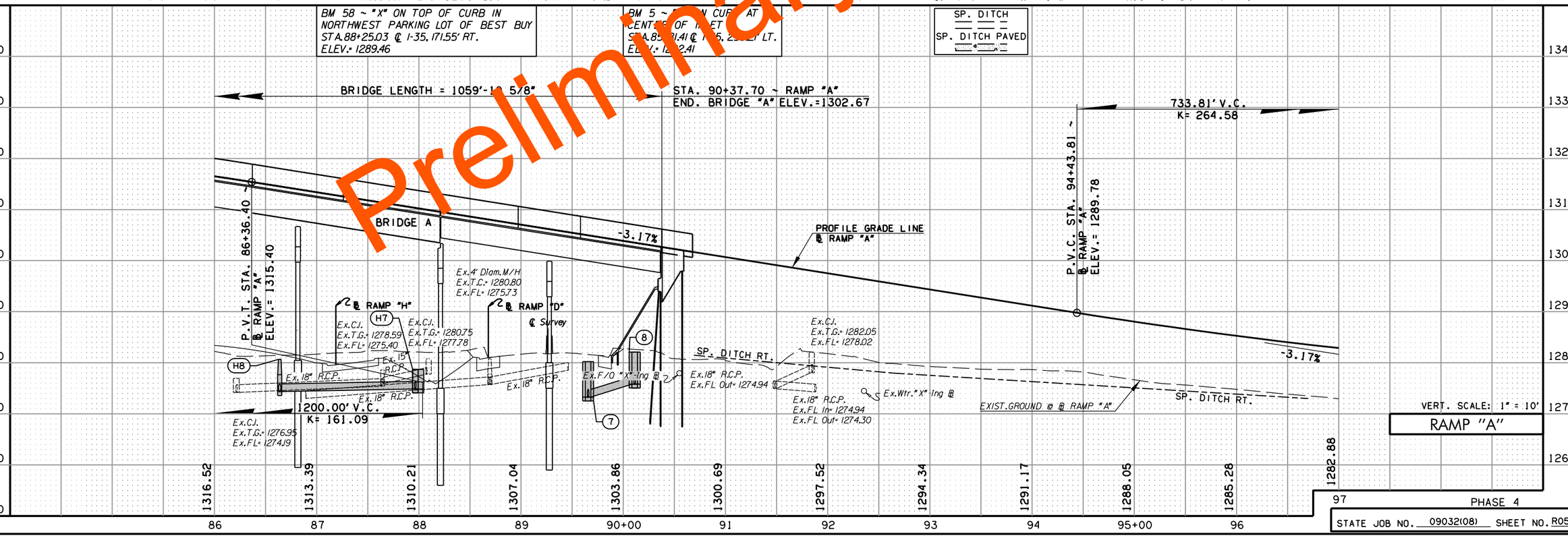
SEC. 27, T–11–N, R–3–W

POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

3/11/2024





VERT. SCALE: 1" = 10'

RAMP "A"

PHASE 4

STATE JOB NO. 09032(08) SHEET NO. R052

Preliminary Plans

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POE & ASSOCIATES, OKLAHOMA CITY, OK.

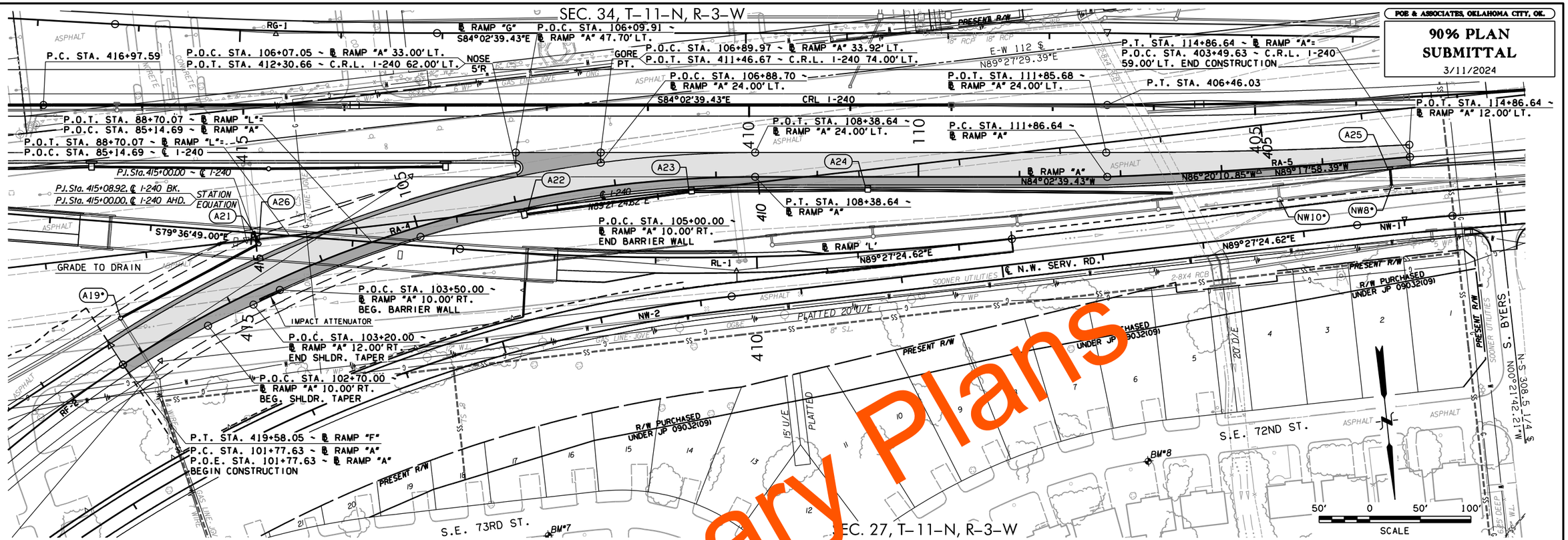
90% PLAN SUBMITTAL

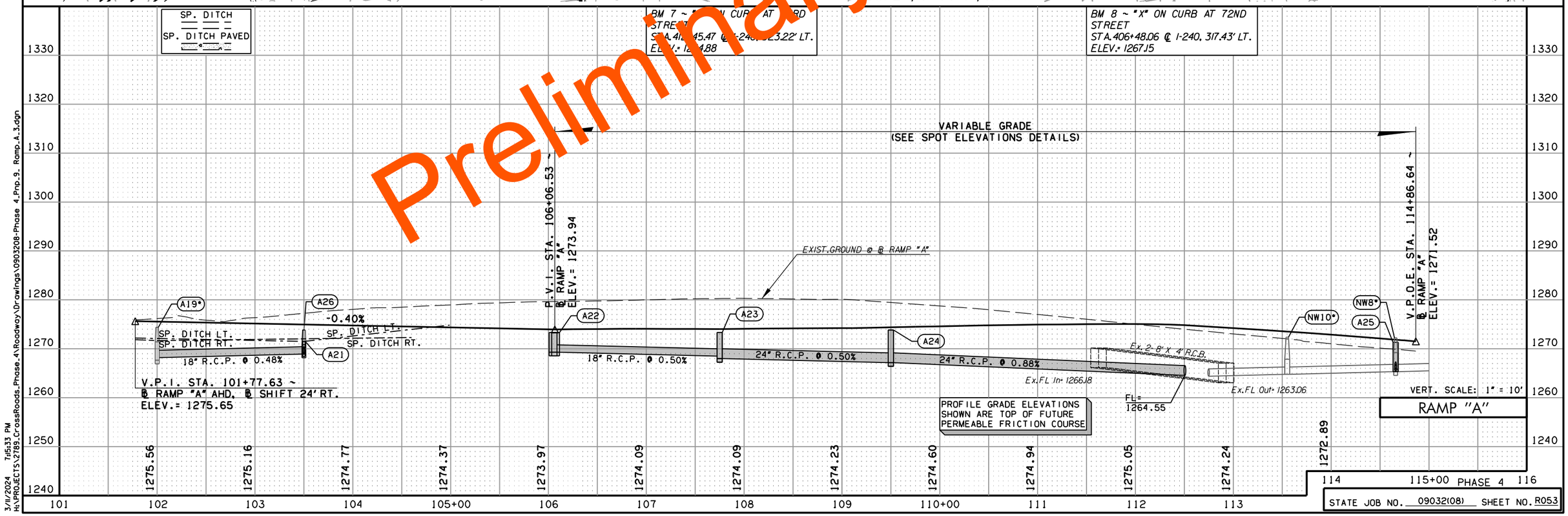
3/11/2024

SEC. 34, T-11-N, R-3-W

SEC. 27, T-11-N, R-3-W

Preliminary Plans





STATE JOB NO. 09032(08) SHEET NO. R053

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SEC. 27, T–11–N, R–3–W

SEC. 26, T–11–N, R–3–W

SEC. 34, T–11–N, R–3–W

SEC. 35, T–11–N, R–3–W

POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

3/11/2024

Preliminary Plans

P.O.C. STA. 94+70.80 ~ ℄ RAMP "A"=
P.O.C. STA. 413+21.31 ~ ℄ RAMP "B"

℄ RAMP "F"
S46°13'08.62"W

S62°54'18.27"W

RIP RAP

CHANNEL C

℄ RAMP "A"

℄ RAMP "B"

CHANNEL C-3

P.O.C. STA. 417+39.09 ~ ℄ RAMP "B"=
P.O.C. STA. 422+27.68 ~ ℄ I-35

P.O.C. STA. 417+41.76 ~ ℄ RAMP "M"=
P.O.C. STA. 421+92.66 ~ ℄ I-35

P.C.Sta.420+07.57 ~ ℄ I-240

℄ I-240
N89°27'24.62"E

P.O.C. STA. 422+18.37 ~ ℄ RAMP "L"=
P.O.C. STA. 418+46.11 ~ ℄ RAMP "M"

P.O.C. STA. 73+10.69 ~
℄ RAMP "C" 15.00' LT.

P.O.C. STA. 72+64.85 ~
℄ RAMP "C" 18.06' LT.

℄ RAMP "W"

℄ RAMP "B"

RC-1

RB-3

RA-3

RF-2

RL-2

RM-1

CD2

CD5

CD8

CD9

P.O.C. STA. 89+27.71 ~ ℄ RAMP "A"=
P.O.T. STA. 85+29.75 ~ ℄ I-35

P.O.C. STA. 89+70.07 ~ ℄ RAMP "A"=
P.O.T. STA. 85+14.69 ~ ℄ RAMP "D"

P.O.C. STA. 87+26.09 ~ ℄ RAMP "A"=
P.O.C. STA. 428+37.77 ~ ℄ RAMP "H"

P.O.C. STA. 81+08.03 ~
℄ RAMP "C" 15.00' LT.

P.O.C. STA. 81+83.68 ~
℄ RAMP "C" 8.00' RT.
BEG. SHLDR. TAPER

P.T. STA. 82+15.04 ~
℄ RAMP "C"

P.O.C. STA. 82+15.00 ~
℄ RAMP "C" 10.00' RT.
END SHLDR. TAPER

P.O.C. STA. 73+10.14 ~ ℄ RAMP "C"=
P.O.C. STA. 423+57.74 ~ ℄ I-240

GORE PT.

P.O.C. STA. 72+50.69 ~ ℄ RAMP "C" 19.00' LT.
P.O.T. STA. 424+08.81 ~ ℄ RAMP "L" 38.00' LT.

P.O.C. STA. 72+21.36 ~
℄ RAMP "C" 19.00' LT.

P.O.C. STA. 71+81.83 ~ ℄ RAMP "C"
8.00' RT. END SHLDR. TAPER

P.T.Sta.425+09.66 ~ ℄ I-240

P.O.C. STA. 70+30.93 ~ ℄ RAMP "C"
10.00' RT. BEG. SHLDR. TAPER

P.O.B. STA. 71+30.93 ~ ℄ RAMP "C"=
P.O.T. STA. 425+32.69 ~ ℄ RAMP "I"
BEG. CONSTRUCTION

S80°30'05.40"E

℄ RAMP "I"

E-W 112 ℄ N89°27'29.[illegible]

℄ RAMP "L" N89°35'24.[illegible]"E

P.I. STA. 84+50.73 ~ ℄ RAMP "C"

P.O.C. STA. 423+18.42 ~ ℄ RAMP "L"=
P.O.C. STA. 418+43.36 ~ ℄ RAMP "B"

P.I. STA. 423+18.42 ~
℄ RAMP "L"

P.O.E. STA. 425+32.69 ~
℄ RAMP "L"

P.O.C. STA. 81+39.75 ~ ℄ RAMP "C" 15.00' LT.
P.O.T. STA. 82+93.82 ~ ℄ I-35 57.00' LT.

GORE PT.

P.O.C. STA. 81+79.00 ~
℄ RAMP "C" 15.00' LT.

℄ I-35
N00°20'39.33"W

℄ RAMP "D"
N00°20'39.33"W

N-S-309
N00°20'38.20"W

℄ RAMP "J"
N48°16'23.81"W

℄ RAMP "A"

℄ RAMP "H"

PRESENT R/W

R/W PURCHASED
BY DEED 2005

CHANNEL C-2

CHANNEL C

CHANNEL C-1

P.O.T. STA. 84+42.70 ~ ℄ RAMP "C"=
P.O.T. STA. 427+54.39 ~ ℄ I-240

P.O.T. STA. 428+21.43 ~ ℄ RAMP "I"=
P.O.T. STA. 79+85.37 ~ ℄ I-35

P.O.T. STA. 84+44.78 ~ ℄ RAMP "C"=
P.O.T. STA. 427+62.43 ~ ℄ RAMP "I"

P.O.T. STA. 428+80.43 ~ ℄ RAMP "I"=
P.O.T. STA. 79+85.28 ~ ℄ RAMP "D"

P.O.T. STA. 427+74.34 ~ ℄ RAMP "I"=
P.O.T. STA. 427+66.47 ~ ℄ I-240

P.I.Sta.79+79.44 ~
℄ I-35

P.I.Sta.428+14.28 ~ ℄ I-240 ·
P.O.T.Sta.79+77.15 ~ ℄ I-35

P.I.Sta.429+12.77 ~ ℄ I-240

S80°30'05.26"E

E-W 112 ℄ N89°35'25.09"E

CD7

50' 0 50' 100'
SCALE
N89°35'24.60"E

BM 6 ~ "□" ON TOP OF EAST SIDE OF DRAINAGE CANAL
STA.418+82.24 ℄ I240, 406.3' LT.
ELEV.= 1265.30

BM 57 ~ "□" ON TOP OF HEADWALL
STA.84+07.6 ℄ I-35, 388.69' RT.
ELEV.= 1286.09

SP. DITCH
SP. DITCH PAVED

V.P.O.B. STA. 71+30.93 ~
℄ RAMP "C"
ELEV.= 1298.76

P.V.I. STA. 72+[illegible].97 ~
℄ RAMP "C"
ELEV.= 1293.65

-3.80%

VARIABLE GRADE
(SEE SPOT ELEVATIONS DETAILS)

500.00' V.C.
K= 97.38

P.V.C. STA. 75+42.48
℄ RAMP "C"
ELEV.= 1283.10

P.V.I. STA. 77+92.48 ~ ℄ RAMP "C"
ELEV.= 1273.60

P.V.T. STA. 80+42.48
℄ RAMP "C"
ELEV.= 1276.93

P.V.I. STA. 81+06.94 ~
℄ RAMP "C"
ELEV.= 1277.79

PROFILE GRADE LINE
℄ RAMP "C"

EXIST.GROUND @ ℄ RAMP "C"

LOW POINT STA. 79+12.63 ~ ℄ RAMP "C"
ELEV.= 1276.07

VARIABLE GRADE
(SEE SPOT ELEVATIONS DETAILS)

Ex.S.M.D.
Ex.T.G.= 1282.12
Ex.FL= 1274.56

Ex.C.I.
Ex.T.G.= 1274.18
Ex.FL= 1270.45

Ex.18" R.C.P.

Ex.36" R.C.P.
Ex.FL In= 1271.04
Ex.FL Out= 1268.80

Ex. 5' X 3' R.C.B.
Ex.FL In= 1270.97
Ex.FL Out= 1269.15

-3.80%

SP. DITCH LT

Ex.18" R.C.P.
Ex.FL Out= 1271.51

Ex.18" R.C.P.
Ex.FL In= 1274.94

1.33%

Ex.FL Out= 1274.30
Ex.FL In= 1274.30

18" R.C.P. @ 0.44%
FL= 1269.98

28" X 18" R.C.P.A. @ 0.43%

1.33%

Ex.18" R.C.P.

Ex.18" R.C.P.

18" R.C.P. @ 0.32%
FL= 1271.76

Ex.18" R.C.P.
Ex.FL Out= 1274.08

30" X 19"
Ex. R.C.P.E.

Ex.4' Diam.M/H
Ex.T.C.= 1278.14
Ex.FL= 1272.00

Ex.C.I.
Ex.T.G.= 1277.72
Ex.FL= 1273.53

Ex. 2- 6' X 3' R.C.B.
Ex.FL In= 1272.16
Ex.FL Out= 1271.55

Ex.4' Diam.M/H
Ex.T.C.= 1279.40
Ex.FL= 1274.26

Ex.C.I.
Ex.T.G.= 1279.22
Ex.FL= 1276.92

Ex.4' Diam.M/H
Ex.T.C.= 1277.83
Ex.FL= 1272.38

Ex.C.I.
Ex.T.G.= 1276.65
Ex.FL= 1272.65

VERT. SCALE: 1" = 5'

RAMP "C"

1300 1295 1290 1285 1280 1275 1270 1265

71 72 73 74 75+00 76 77 78 79 80+00 81 82 83 84 85+00

1296.40 1292.32 1288.52 1284.72 1281.08 1278.39 1276.72 1276.07 1276.46 1277.70 1278.32 1277.90 1277.23 1276.93

PHASE 4

STATE JOB NO. 09032(08) SHEET NO. R054

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POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL
3/11/2024

SEC. 35, T-11-N, R-3-W

P.O.T. STA. 428+80.58 ~ C.R.L. I-240=
P.O.T. STA. 78+80.28 ~ ℄ RAMP "D"

N00°30'05.37"W ℄ RAMP "D"

P.I. STA. 428+21.58 ~ C.R.L. I-240=
P.O.T. STA. 78+80.37 ~ ℄ I-35

℄ I-35
N00°30'05.37"W

P.O.T. STA. 85+49.78 ~ ℄ RAMP "C"=
P.O.T. STA. 427+62.58 ~ C.R.L. I-240

℄ RAMP "C"
S00°30'05.37"E

P.O.C. STA. 427+00.74 ~ ℄ RAMP "B"=
P.O.T. STA. 73+62.41 ~ ℄ I-35
P.O.T. STA. 90+46.18 ~ ℄ RAMP "C"=
P.O.C. STA. 426+37.88 ~ ℄ RAMP "B"

P.I. STA. 91+13.23 ~
℄ RAMP "C"

S02°47'31.57"E

P.O.E. STA. 94+13.47 ~ ℄ RAMP "C"=
P.O.T. STA. 70+17.02 ~ ℄ I-35, 47.00' LT.

P.O.T. STA. 88+89.63 ~ ℄ RAMP "C"=
P.O.T. STA. 75+40.62 ~ ℄ I-35
END CONSTRUCTION

N89°35'24.60"E C.R.L. I-240

N-S 309 ℄
N00°30'21.50"W

℄ RAMP "G"
S00°30'05.37"E

℄ RAMP "M"
S00°30'05.40"E

℄ RAMP "B"

℄ RAMP "M"
S36°19'59.04"E

℄ S.W. SERV. R
N36°00'18.10"W

SEC. 34, T-11-N, R-3-W

50' 0 50' 100'
SCALE

Preliminary Plans

BM 27 ~ "X" IN DRIVEWAY EAST OF FRONT DOOR BODYWORKS INC.
STA.68+21.51 ℄ I-35, 177.72' LT.
ELEV.= 1289.27

BM 28 ~ "X" ON CURB, EAST OF DEPARTMENT OF CORRECTIONS OFFICE
STA.65+16.94 ℄ I-35, 136.00' LT.
ELEV.= 1290.76

VARIABLE GRADE
(SEE SPOT ELEVATIONS DETAILS)

SP. DITCH
SP. DITCH PAVED

EXIST. GROUND ℄ RAMP "C"
PROFILE GRADE LINE ℄ RAMP "C"

P.V.I. STA. 94+13.47 ~ ℄ RAMP "C"
ELEV.= 1282.10

Ex.C.I. Ex.T.G.= 1276.86 Ex.FL= 1273.08
Ex.C.I. Ex.T.G.= 1276.92 Ex.FL= 1273.13
Ex.C.I. Ex.T.G.= 1278.99 Ex.FL= 1275.15
Ex.4' Diam.M/H Ex.T.C.= 1280.5 Ex.FL= 1273.87
Ex.F/O "X"-ing ℄
Ex.18" R.C.P.
Ex.18" R.C.P. Ex.FL Out= 1273.51
Ex.10' X 3' R.C.B. Ex.FL In= 1272.10 Ex.FL Out= 1270.18
Ex.4' Diam.M/H Ex.T.C.= 1278.25 Ex.FL= 1272.87
Ex.6' Diam.M/H Ex.T.C.= 1283.03 Ex.FL= 1270.14
Ex.6' Diam.M/H Ex.T.C.= 1283.36 Ex.FL= 1270.33
Ex.C.I. Ex.T.G.= 1282.56 Ex.FL= 1280.40
Ex.18" R.C.P. Ex.FL Out= 1278.08
Ex.60" R.C.P.
Ex.60" R.C.P.
Ex.60" R.C.P.

18" R.C.P. @ 0.55%
18" R.C.P. @ 0.54%
FL= 1269.83
18" R.C.P. @ 0.56%

VERT. SCALE: 1" = 5'

RAMP "C"

STATE JOB NO. 09032(08) SHEET NO. R055

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POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

3/11/2024

SCALE 50' 0 50' 100'

SEC. 27, T-11-N, R-3-W

SEC. 26, T-11-N, R-3-W

Preliminary Plans

P.O.B. STA. 407+32.25 ~ ℄ RAMP "H"=
P.O.T. STA. 105+43.03 ~ ℄ I-35, 47.00' RT.

P.O.T. STA. 414+32.34 ~ ℄ RAMP "H"=
P.O.T. STA. 98+43.02 ~ ℄ I-35 57.00' RT.

P.I. STA. 415+72.34 ~ ℄ RAMP "H"

℄ RAMP "H"
S01°09'45.76"E

℄ RAMP "B"
S00°20'39.33"E

℄ I-35
N00°20'39.33"W

℄ N.E. SERV. RD.
N00°20'39.30"W

℄ N.W. SERV. RD.
N00°20'39.33"W

℄ RAMP "J"
N00°10'52.85"W

N-S 309 ℄
N00°20'36.57" W

N-S 309 ℄
N00°20'38.20"W

N03°28'38.97"E

N02°23'38.57"W

N03°26'06.67"W

N89°40'09.86"E E-W 1111.5 1/4 ℄

N89°24'51.81"E E-W 1111.5 1/4 ℄

BM 1 ~ "X" ON CURB NORTHEAST OF ARBY'S
STA.105+35.58 ℄ I-35, 155.87' LT.
ELEV.= 1290.09

BM 59 ~ "□" ON TOP OF HEADWALL
STA.94+25.50 ℄ I-35, 131.47' RT.
ELEV.= 1285.62

SP. DITCH
SP. DITCH PAVED

VARIABLE GRADE
(SEE SPOT ELEVATIONS DETAILS)

V.P.O.B. STA. 414+32.34 ~ ℄ RAMP "H"
ELEV.= 1285.83

PROFILE GRADE LINE ℄ RAMP "H"

EXIST.GROUND @ ℄ RAMP "H"

Ex.6' Diam.M/H
Ex.T.G.= 1273.11
Ex.FL= 1264.97

Ex.C.J.
Ex.T.G.= 1272.06
Ex.FL= 1267.00

Ex. 53" X 34" R.C.P.E.

Ex.C.D.J.
Ex.T.G.= 1273.22
Ex.FL= 1265.00

Ex.FL= 1266.00

Ex. 18" R.C.P.

Ex.4' Diam.M/H
Ex.T.G.= 1273.75
Ex.FL= 1268.39

Ex.C.J.
Ex.T.G.= 1271.97
Ex.FL= 1268.85

Ex.4' Diam.M/H
Ex.T.G.= 1283.69
Ex.FL= 1276.94

Ex.C.J.
Ex.T.G.= 1281.83
Ex.FL= 1278.32

Ex.FL= 1277.20

Ex.4' Diam.M/H
Ex.T.C.= 1286.16
Ex.FL= 1279.06

FL= 1279.06

18" R.C.P. @ 1.77%

Ex.FL= 1279.91

Ex.C.J.
Ex.T.G.= 1286.57
Ex.FL= 1281.22

Ex.C.J.
Ex.T.G.= 1286.78
Ex.FL= 1283.39

18" R.C.P. @ 1.96%

Ex. 5' X 3' R.C.B.
Ex.FL In= 1280.88
Ex.FL Out= 1278.53

VERT. SCALE: 1" = 5'

RAMP "H"

1286.60 1287.40 1287.77 1287.86 1287.28 1286.72

PHASE 4

STATE JOB NO. 09032(08) SHEET NO. R056

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3/11/2024

SEC. 27, T–11–N, R–3–W

P.O.T. STA. 421+66.23 ~ ℄ RAMP "H"
16.12' LT. END SHLDR. TAPER

P.O.T. STA. 421+71.30 ~ ℄ RAMP "H"
16.12' LT. BEG. BARRIER WALL

P.O.C. STA. 426+00.00 ~ ℄ RAMP "H"
20.29' LT. END BARRIER WALL

P.O.C. STA. 426+10.19 ~
℄ RAMP "H" 18.00' LT. 10'R

P.O.C. STA. 425+51.82 ~
℄ RAMP "H" 26.98' RT.

P.O.T. STA. 421+17.04 ~
℄ RAMP "H" 8.00' LT.
BEG. SHLDR. TAPER

P.O.T. STA. 421+17.04 ~
℄ RAMP "H" 12.00' RT.

PC. STA. 423+33.91 ~
RAMP "H"

P.O.T. STA. 423+33.91 ~
℄ RAMP "H" 12.00' RT.

P.O.C. STA. 424+09.03 ~
℄ RAMP "H" 15.00' RT.

P.O.C. STA. 424+90.43 ~ ℄ RAMP "H" 15.00' RT.
P.O.T. STA. 87+83.20 ~ ℄ I-35 57.00' RT.

P.O.C. STA. 424+88.84 ~
℄ RAMP "H" 24.87' RT.

P.O.E. STA. 87+31.15 ~ ℄ RAMP "D"=
P.O.C. STA. 425+38.47 ~ ℄ RAMP "H" 34.46' RT.

P.O.T. STA. 85+14.69 ~ ℄ RAMP "D"=
P.O.C. STA. 88+70.07 ~ ℄ RAMP "A"

P.O.C. STA. 425+40.19 ~
℄ RAMP "H" 24.78' RT.

P.O.C. STA. 428+37.77 ~ ℄ RAMP "H"=
P.O.C. STA. 87+26.09 ~ ℄ RAMP "A"

P.O.C. STA. 425+52.4 ~ ℄ RAMP "H" 24.00' RT.
P.O.T. STA. 87+19.3 ~ ℄ RAMP "D" 3.00' RT.

P.C. Sta. 431+28.35 ~
℄ I-240

℄ I-35 N00°20'39.33"W

℄ RAMP "H" S00°20'39.33"E

℄ RAMP "H" N48°16'23.81"W

℄ RAMP "J" N48°16'23.81"W

℄ RAMP "A" N89°35'24.60"E

℄ RAMP "B"

℄ N.W. SERV. RD. NW-3

N-S 309 ℄ N00°26'38.20"W

NOSE 5'R

GORE PT.

RIP RAP

RIP RAP

CHANNEL C

CHANNEL C-1

CHANNEL C-2

℄ I-240 C-2

C.R.L. ℄ I-240

BM 58 ~ "X" ON TOP OF CURB IN NORTHWEST PARKING LOT OF BEST BUY
STA. 88+25.03 ℄ I-35, 71.55' RT.
ELEV.= 1289.46

BM 57 ~ "□" ON TOP OF HEADWALL
STA. 84+07.16 ℄ I-35, 388.69' RT.
ELEV.= 1286.09

SP. DITCH
SP. DITCH PAVED

Ex.Pwr.Line "X"-ing ℄

VARIABLE GRADE
(SEE SPOT ELEVATIONS DETAILS)

400.00' V.C.
K= 100.15

PROFILE GRADE LINE
℄ RAMP "H"

EXIST. GROUND @ ℄ RAMP "H"

P.V.C. STA. 425+50.96 ~
℄ RAMP "H"
ELEV.= 1280.90

LOW POINT STA. 427+34.09 ~
℄ RAMP "H"
ELEV.= 1279.22

P.V.I. STA. 427+50.96 ~
℄ RAMP "H"
ELEV.= 1277.24

P.V.I. STA. 429+50.96 ~
℄ RAMP "H"
ELEV.= 1281.57

P.V.I. STA. 431+00.00 ~
℄ RAMP "H"
ELEV.= 1284.80

P.V.I. STA. 433+00.00 ~
℄ RAMP "H"
ELEV.= 1289.13

400.00' V.C.
K= 238.33

Ex.C.J.
Ex.T.G.= 1285.98
Ex.FL= 1283.23

Ex.4' Diam. M/H
Ex.T.C.= 1283.82
Ex.FL= 1278.52

Ex.C.J.
Ex.T.G.= 1280.75
Ex.FL= 1277.78

Ex.C.J.
Ex.T.G.= 1283.96
Ex.FL= 1280.00

Ex.C.J.
Ex.T.G.= 1278.59
Ex.FL= 1275.40

Ex.C.J.
Ex.T.G.= 1276.95
Ex.FL= 1274.19

Ex.FL In= 1281.25

Ex.FL Out= 1274.92

Ex.F/O ℄ "X"-ing ℄

Ex.P.U.G. "X"-ing ℄

Ex.5' X 3' R.C.B.

Ex.18" R.C.P.

Ex.15" R.C.P.

18" R.C.P. @ 0.77%

18" R.C.P. @ 0.78%

18" R.C.P. @ 0.39%

18" R.C.P. @ 0.33%

28" X 18" R.C.P.A. @ 0.33%

28" X 18" R.C.P.A. @ 0.34%

18" R.C.P. @ 1.06%

2.17%

-1.83%

FL= 1280.31

FL= 1273.72

VERT. SCALE: 1" = 5'

RAMP "H"

1286.72 | 1286.11 | 1285.34 | 1284.45 | 1283.13 | 1281.73 | 1280.12 | 1279.28 | 1279.44 | 1280.60 | 1282.63 | 1284.80 | 1286.75 | 1288.29

420+00 | 421 | 422 | 423 | 424 | 425+00 | 426 | 427 | 428 | 429 | 430+00 | 431 | 432 | 433

PHASE 4

STATE JOB NO. 09032(08) SHEET NO. R057

Preliminary Plans

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POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

3/11/2024

SEC. 26, T-11-N, R-3-W

P.O.C. STA. 433+00.00 ~ ℄ RAMP "H" 8.00' LT.
BEG. BARRIER WALL

P.O.C. STA. 433+38.43 ~ ℄ RAMP "H"=
P.O.C. STA. 82+23.28 ~ ℄ RAMP "A"

P.O.C. STA. 434+32.00 ~ ℄ RAMP "H" 8.00' LT.
END BARRIER WALL

P.O.C. STA. 435+13.00 ~ ℄ RAMP "H" 10.00' LT.
BEG. RET. WALL "I" & BARRIER WALL

P.O.C. STA. 435+60.83 ~ ℄ RAMP "H" 19.00' RT.

P.O.T. STA. 439+15.07 ~ ℄ RAMP "H" 18.72' LT.
END. BARRIER WALL & SHLDR. TAPER

P.O.T. STA. 438+35.00 ~ ℄ RAMP "H" 10.00' LT.
BEG. SHLDR. TAPER

P.O.C. STA. 434+19.90 ~ ℄ RAMP "H"=
P.O.C. STA. 81+79.21 ~ ℄ RAMP "J"

P.O.T. STA. 434+15.00 ~ ℄ RAMP "I"=
P.O.C. STA. 80+86.20 ~ ℄ RAMP "A"

P.O.C. STA. 434+85.71 ~ ℄ RAMP "H" 15.00' RT.

P.O.T. STA. 438+35.00 ~ ℄ RAMP "H" 15.00' RT.

P.O.T. STA. 434+57.61 ~ ℄ RAMP "I"=
P.O.C. STA. 80+87.37 ~ ℄ RAMP "J"

P.O.C. STA. 436+46.07 ~ ℄ RAMP "H" 19.00' RT.

P.O.T. STA. 434+41.56 ~ C.R.L. I-240=
P.O.C. STA. 79+77.81 ~ ℄ RAMP "A"

P.O.T. STA. 434+74.79 ~ C.R.L. I-240=
P.O.C. STA. 79+80.92 ~ ℄ RAMP "J"

P.J.Sta.436+23.77 ~ ℄ I-240

GORE PT. P.O.C. STA. 435+85.71 ~ ℄ RAMP "H" 19.00' RT.
P.O.T. STA. 435+85.08 ~ ℄ RAMP "I" 14.00' LT.

P.T. STA. 438+35.00 ~ ℄ RAMP "H"
P.O.E. STA. 438+36.46 ~ ℄ RAMP "I"

P.J.STA.441+00.00 ~ ℄ I-240
C.R.L. I-240

P.O.T. STA. 443+[illegible] ~ ℄ RAMP "H" 25.04' RT.
P.O.T. STA. 443+8[illegible] C.R.L. I-240 70.28' LT. NOSE 2'R

P.O.T. STA. 443+81.94 ~ ℄ RAMP "H" 36.98' RT.

P.O.T. STA. 444+30.84 ~ ℄ RAMP "H" 19.00' RT.
P.O.T. STA. 444+30.68 ~ C.R.L. I-240 73.00' LT. GORE PT.

P.O.T. STA. 444+31.76 ~ ℄ RAMP "H" 32.97' RT.

P.J.Sta.445+14.61 ~ ℄ I-240

P.O.T. STA. 444+92.49 ~ ℄ RAMP "H" 72.59' LT.
END. RET. WALL "I"

P.O.T. STA. 443+81.26 ~ ℄ RAMP "H" 17.08' RT.

P.T. STA. 443+27.51 ~ ℄ RAMP "H"

P.O.C. STA. 439+25.07 ~ ℄ RAMP "H" 18.00' LT. 10'R

℄ E.N.E. SERV. RD.
N89°35'24.60"E

S76°38'59.89"W

S86°37'49.18"E

IMPACT ATTENUATOR
PAV. DITCH
CHANNEL C-1
RH-1 ℄ RAMP "H"
℄ RAMP "I"
℄ RAMP "A"
RJ-1
RF-1
RH-2
RB-4
RB-5
C-2
RD-1
℄ RAMP "D"
℄ RAMP "B"
℄ RAMP "H"
℄ RAMP "J"
℄ I-240
E-W 112 S
N-S 1056+22.62
U/E PURCHASED UNDER JP 09032(05)
PSE PURCHASED UNDER JP09032(05)
R/W PURCHASED UNDER JP 09032(05)
PRESENT R/W
TOC/TOS
IOC/TOS
H10 H11 H12 H13 H14 H15 H16 H17 H18 H23 H24 H25 H26 H27 T31 WB31 ENE22 ENE29 ENE-4 SE-2 SE-3
BM 52 BM 53 BM 54
SOONER UTILITIES
CONCRETE ASPHALT BUILDING
433+00 434 435 436 437 438 439 440 441 442 443 444 445 446+00
80 180
N89°35'24.60"E N89°35'25.09"E

SEC. 35, T-11-N, R-3-W

SP. DITCH
SP. DITCH PAVED

BM 54 ~ [illegible] ON TOP OF CURB IN EAST [illegible] PARKING LOT OF [illegible] EXACALIBUR ROADHOUSE
STA. 43[illegible]22.55 [illegible]-240, 209.30' RT.
ELEV.= 1310.07

BM 53 ~ BAR & CAP (CONTROL POINT "0-55-1841")
STA. 444+45.20 ℄ I-240, 286.71' LT.
ELEV.= 1308.47

BM 52 ~ "X" ON TOP OF CURB SOUTH OF LIGHT POLE SOUTHEAST OF THEATRE
STA. 445+56.60 ℄ I-240, 308.74' RT.
ELEV.= 1308.81

P.V.I. STA. 433+00.00 ~ ℄ RAMP "H"
ELEV.= 1289.13

0.49%

P.V.T. STA. 435+00.00 ~ ℄ RAMP "H"
ELEV.= 1290.10

400.00' V.C.
K= 238.33

PROFILE GRADE LINE ℄ RAMP "H"

435+60.53 ~ P.V.I. STA. 435+[illegible].40 ℄ RAMP "H" ELEV.= [illegible]

0.49%

18" R.C.P. ℄ 7.42%
18" R.C.P. ℄ 0.67%
18" R.C.P. ℄ 0.73%
18" R.C.P. ℄ 1.16%

VARIABLE GRADE (SEE SPOT ELEVATIONS DETAILS)

P.V.I. STA. 438+35.00 ~ ℄ RAMP "H" ELEV.= 1292.93

P.V.C. STA. 439+46.72 ~ ℄ RAMP "H" ELEV.= 1293.46

400.00' V.C.
K= 213.82

0.48%
18" R.C.P. ℄ 0.12%

P.V.I. STA. 441+46.72 ~ ℄ RAMP "H"
ELEV.= 1294.42

0.48%
-1.39%
18" R.C.P. ℄ 4.69%

HIGH POINT STA. 440+48.92 ~ ℄ RAMP "H"
ELEV.= 1293.71

Ex.C.I.
Ex.T.G.= 1301.48
Ex.F.L.= 1298.24
Ex. 18" R.C.P.
Ex.C.I.
Ex.T.G.= 1293.44
Ex.F.L.= 1289.74
Ex.Gas "X"-Ing ℄
Ex.Wtr."X"-Ing ℄
Ex.4' Diam.M/H
Ex.T.C.= 1292.86
Ex.F.L.= 1288.75

P.V.T. STA. 443+46.72 ~ ℄ RAMP "H"
ELEV.= 1291.63

24" R.C.P. ℄ 1.13%
24" R.C.P. ℄ 2.15%

PROFILE GRADE ELEVATIONS SHOWN ARE TOP OF FUTURE PERMEABLE FRICTION COURSE

VERT. SCALE: 1" = 5'

RAMP "H"

1288.29 1289.41 1290.10 1290.67 1291.71 1292.74 1293.24 1293.65 1293.65 1293.17 1292.23 1290.84 1289.14 1287.45

1310 1305 1300 1295 1290 1285 1280 1275 1270 1265

445+00 446 PHASE 4

STATE JOB NO. 09032(08) SHEET NO. R058

50' 0 50' 100'
SCALE

N

Preliminary Plans

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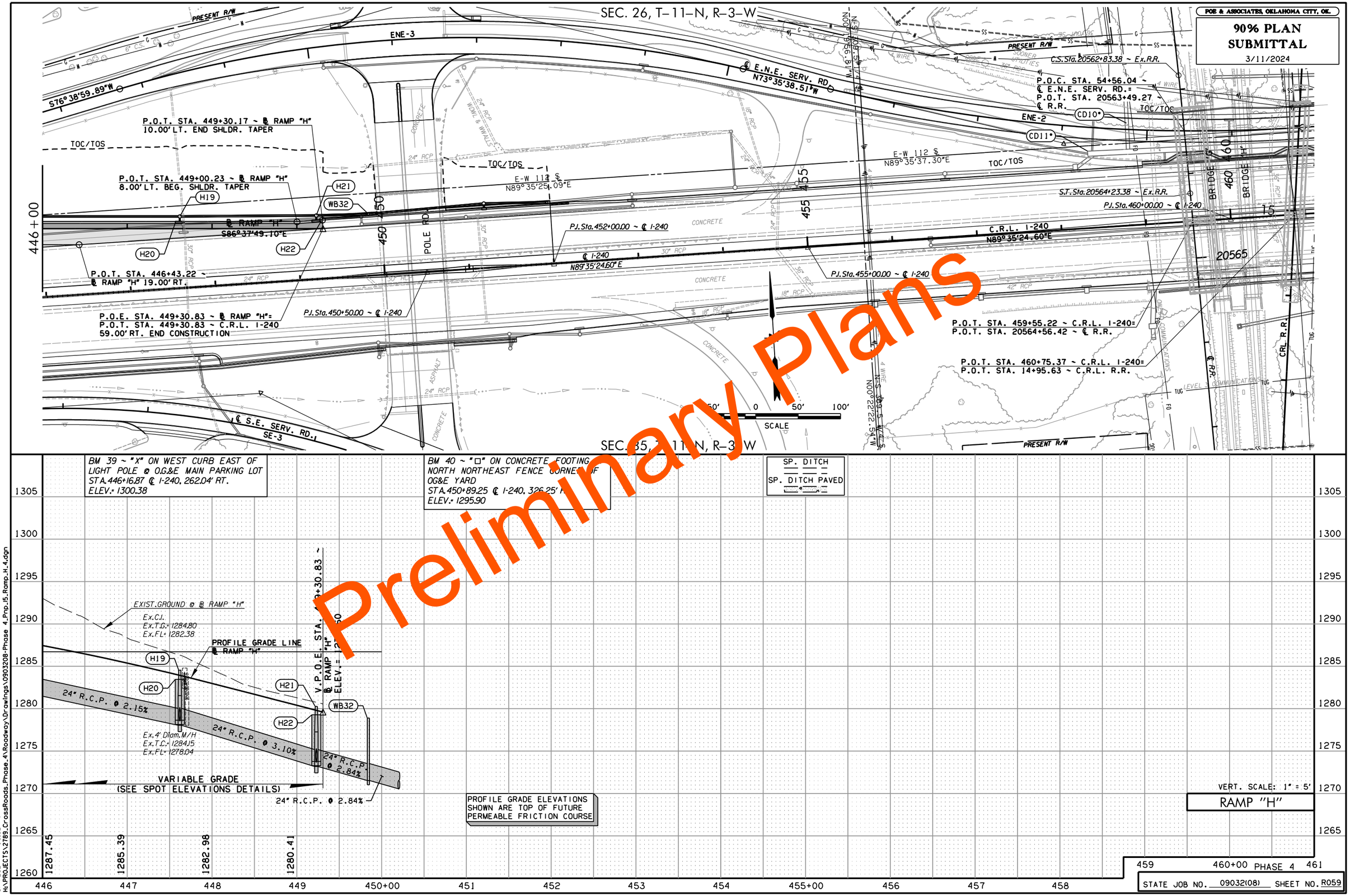

POE & ASSOCIATES, OKLAHOMA CITY, OK.
90% PLAN SUBMITTAL
3/11/2024
SEC. 26, T-11-N, R-3-W
SEC. 35, T-11-N, R-3-W
Preliminary Plans
PRESENT R/W
ENE-3
ENE-2
S76°38'59.89"W
℄ E.N.E. SERV. RD.
N73°35'38.51"W
C.S.Sta.20562+83.38 ~ Ex.R.R.
P.O.C. STA. 54+56.04 ~
℄ E.N.E. SERV. RD.=
P.O.T. STA. 20563+49.27 ~
℄ R.R.
CD10°
CD11°
P.O.T. STA. 449+30.17 ~ ℄ RAMP "H"
10.00' LT. END SHLDR. TAPER
TOC/TOS
P.O.T. STA. 449+00.23 ~ ℄ RAMP "H"
8.00' LT. BEG. SHLDR. TAPER
H19
H20
H21
H22
WB32
℄ RAMP "H"
S86°37'49.10"E
E-W 112 ℄
N89°35'25.09"E
E-W 112 ℄
N89°35'37.30"E
S.T.Sta.20564+23.38 ~ Ex.R.R.
P.J.Sta.460+00.00 ~ ℄ I-240
P.J.Sta.452+00.00 ~ ℄ I-240
℄ I-240
N89°35'24.60"E
C.R.L. I-240
N89°35'24.60"E
P.O.T. STA. 446+43.22 ~
℄ RAMP "H" 19.00' RT.
P.J.Sta.455+00.00 ~ ℄ I-240
P.O.E. STA. 449+30.83 ~ ℄ RAMP "H"=
P.O.T. STA. 449+30.83 ~ C.R.L. I-240
59.00' RT. END CONSTRUCTION
P.J.Sta.450+50.00 ~ ℄ I-240
P.O.T. STA. 459+55.22 ~ C.R.L. I-240=
P.O.T. STA. 20564+56.42 ~ ℄ R.R.
P.O.T. STA. 460+75.37 ~ C.R.L. I-240=
P.O.T. STA. 14+95.63 ~ C.R.L. R.R.
446+00
450
455
460
BRIDGE "G"
BRIDGE "H"
20565
POLE RD.
CONCRETE
ASPHALT
℄ S.E. SERV. RD.
SE-3
CRL R.R.
SCALE
BM 39 ~ "X" ON WEST CURB EAST OF LIGHT POLE @ O.G.&E MAIN PARKING LOT
STA.446+16.87 ℄ I-240, 262.04' RT.
ELEV.= 1300.38
BM 40 ~ "□" ON CONCRETE FOOTING NORTH NORTHEAST FENCE CORNER OF OG&E YARD
STA.450+89.25 ℄ I-240, 326.25' RT.
ELEV.= 1295.90
SP. DITCH
SP. DITCH PAVED
EXIST.GROUND @ ℄ RAMP "H"
Ex.C.I.
Ex.T.G.= 1284.80
Ex.FL= 1282.38
PROFILE GRADE LINE
℄ RAMP "H"
V.P.O.E. STA. 449+30.83 ~
℄ RAMP "H"
ELEV.= 1280.50
24" R.C.P. @ 2.15%
24" R.C.P. @ 3.10%
24" R.C.P. @ 2.84%
Ex.4' Diam.M/H
Ex.T.C.= 1284.15
Ex.FL= 1278.04
VARIABLE GRADE
(SEE SPOT ELEVATIONS DETAILS)
24" R.C.P. @ 2.84%
PROFILE GRADE ELEVATIONS SHOWN ARE TOP OF FUTURE PERMEABLE FRICTION COURSE
VERT. SCALE: 1" = 5'
RAMP "H"
1305
1300
1295
1290
1285
1280
1275
1270
1265
1260
1287.45
1285.39
1282.98
1280.41
446
447
448
449
450+00
451
452
453
454
455+00
456
457
458
459
460+00
461
PHASE 4
STATE JOB NO. 09032(08)
SHEET NO. R059
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POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

3/11/2024

SEC. 27, T-11-N, R-3-W | SEC. 26, T-11-N, R-3-W

SEC. 34, T-11-N, R-3-W | SEC. 35, T-11-N, R-3-W

CHANNEL C | CHANNEL C-2 | CHANNEL C-1 | CD7 | RIP RAP

℄ RAMP "C" | ℄ RAMP "D" | ℄ RAMP "I" | ℄ RAMP "J" | ℄ RAMP "L"

℄ I-240 | ℄ I-35 | E-W 112 ℄ | C.R.L. I-240 N89°35'24.60"E

P.O.B. STA. 425+32.69 ~ ℄ RAMP "I"
P.C. STA. 71+30.93 ~ ℄ RAMP "C"
BEG. CONSTRUCTION

P.O.T. STA. 427+74.34 ~ ℄ RAMP "I"=
P.O.T. STA. 427+66.47 ~ ℄ I-240

P.O.T. STA. 84+42.70 ~ ℄ RAMP "C"=
P.O.T. STA. 427+54.39 ~ ℄ I-240

P.T. Sta. 425+09.66 ~ ℄ I-240

P.O.T. STA. 428+21.43 ~ ℄ RAMP "I"=
P.O.T. STA. 79+85.37 ~ ℄ I-35

P.I. Sta. 79+79.44 ~ ℄ I-35

P.O.T. STA. 428+80.43 ~ ℄ RAMP "I"=
P.O.T. STA. 79+85.28 ~ ℄ RAMP "D"

P.I. STA. 79+79.34 ~ ℄ RAMP "D"

P.O.T. STA. 430+05.68 ~
℄ RAMP "I" 10.00' LT.
BEGIN BARRIER WALL

P.O.T. STA. 430+05.68 ~
℄ RAMP "I" 0.00' LT.
END APPR. SLAB

P.O.T. STA. 426+37.18 ~
℄ RAMP "I" 0.00' LT.
BEG. APPR. SLAB

P.O.T. STA. 427+62.43 ~ ℄ RAMP "I"=
P.O.T. STA. 84+44.78 ~ ℄ RAMP "C"

P.O.E. STA. 425+32.69 ~ ℄ RAMP "L"=
P.O.T. STA. 425+32.69 ~ C.R.L. I-240
81.00' RT.

P.I. Sta. 429+12.77 ~ ℄ I-240

P.J. Sta. 428+14.28 ~ ℄ I-240 •
P.O.T. Sta. 79+77.15 ~ ℄ I-35

P.C. Sta. 431+28.35 ~ ℄ I-240

P.O.T. STA. 430+05.68 ~ ℄ RAMP "I"
28.00' RT. BEG. SHLDR. TAPER
& BARRIER WALL

P.O.T. STA. 434+59.79 ~ ℄ RAMP "I"
37.00' RT. END SHLDR. TAPER
& BARRIER WALL

P.O.T. STA. 428+80.58 ~ C.R.L. I-240=
P.O.T. STA. 78+80.28 ~ ℄ RAMP "D"

P.I. STA. 428+21.58 ~ C.R.L. I-240=
P.O.T. STA. 78+80.37 ~ ℄ I-35

P.O.T. STA. 427+62.58 ~ C.R.L. I-240=
P.O.T. STA. 85+49.78 ~ ℄ RAMP "C"

P.O.T. STA. 434+64.79 ~
℄ RAMP "I" 33.00' RT. 5'R

P.O.T. STA. 435+30.08 ~
℄ RAMP "I" 10.00' LT.
END BARRIER WALL

P.O.T. STA. 435+60.65 ~
℄ RAMP "I" 20.87' LT.

P.O.T. STA. 435+60.08 ~
℄ RAMP "I" 12.00' LT.

P.O.T. STA. 435+85.08 ~
℄ RAMP "I" 14.00' LT.

GORE PT.

P.O.T. STA. 435+85.08 ~ ℄ RAMP "I" 0.00' LT.
P.O.C. STA. 435+89.20 ~ ℄ RAMP "H" 32.53' RT.

P.O.T. STA. 436+45.02 ~
℄ RAMP "I" 0.00' LT.

P.O.T. STA. 435+85.08 ~
℄ RAMP "I" 24.00' LT.

P.O.T. STA. 438+36.46 ~
℄ RAMP "I" 15.00' RT.

P.T. Sta. 436+23.77 ~ ℄ I-240

P.O.E. STA. 438+36.46 ~ ℄ RAMP "H"=
P.T. STA. 438+35.00 ~ ℄ RAMP "I"=
P.O.T. STA. 438+36.45 ~ C.R.L. I-240
105.00' RT. END CONSTRUCTION

RETAINING WALL "I" | IMPACT ATTENUATOR | BUILDING | CONCRETE | ASPHALT | TOC/TOS | FO | ODOT | PWE | RCP | DBL 6X3 RCBC

R/W PURCHASED UNDER JP09032105(I) | U/E PURCHASED UNDER JP 09032105(I) | PRESENT R/W | PSE PURCHASED UNDER JP09032105(I)

WB25 | WB26 | WB27 | WB28 | WB29 | H12

BM 26 ~ "6 X 30" LG. REBAR
STA. 423+82.37 ℄ I-240, 774.34' RT.
ELEV.= 1283.54

BM 38 ~ "6 REBAR 6' WEST OF OG&E
FENCE, 3RD LIGHT POLE FROM NORTH
STA. 437+77.03 ℄ I-240, 693.64' RT.
ELEV.= 1296.05

STA. 426+61.18 ~ RAMP "I"
BEG. BRIDGE "C" ELEV.=1301.96

BRIDGE LENGTH = 320'-6"

STA. 429+[illegible] ~ RAMP "I"
END BRIDGE "C" ELEV.=1302.72

P.V.I. STA. 425+32.69 ~
℄ RAMP "I"
ELEV.= 1298.76

P.V.C. STA. 425+69.07 ~
℄ RAMP "I"
ELEV.= 1299.79

HIGH POINT STA. 428+44.62 ~
℄ RAMP "I"
ELEV.= 1303.69

P.V.T. STA. 430+48.55 ~
℄ RAMP "I"
ELEV.= 1301.55

P.V.C. STA. 433+55.40 ~
℄ RAMP "I"
ELEV.= 1295.12

LOW POINT STA. 436+40.10 ~
℄ RAMP "I"
ELEV.= 1292.14

P.V.T. STA. 437+05.40 ~
℄ RAMP "I"
ELEV.= 1292.30

P.V.I. STA. 438+36.46 ~
℄ RAMP "I"
ELEV.= 1292.93

P.V.I. STA. 435+30.40 ~
℄ RAMP "I"
ELEV.= 1291.46

350.00' V.C.
K= 135.96

479.49' V.C.
K= 97.39

PROFILE GRADE LINE ℄ RAMP "I"

EXIST. GROUND @ ℄ RAMP "I"

2.83% | -2.09% | 0.48%

FL= 1285.48

Ex. 4' Diam. M/H
Ex. T.C.= 1277.83
Ex. F.L.= 1272.38

Ex. C.I.
Ex. T.G.= 1277.34
Ex. F.L.= 1272.47

Ex. C.I.
Ex. T.G.= 1276.65
Ex. F.L.= 1272.65

Ex. C.I.
Ex. T.G.= 1276.65
Ex. F.L.= 1272.65

Ex. 18" R.C.P.

Ex. 18" R.C.P.

1300.61 | 1302.61 | 1303.58 | 1303.53 | 1302.45 | 1300.47 | 1298.38 | 1296.28 | 1294.26 | 1292.87 | 1292.20 | 1292.28 | 1292.75

424 | 425+00 | 426 | 427 | 428 | 429 | 430+00 | 431 | 432 | 433 | 434 | 435+00 | 436 | 437 | 438 | PHASE 4 | 439

1315 | 1310 | 1305 | 1300 | 1295 | 1290 | 1285 | 1280 | 1275 | 1270

VERT. SCALE: 1" = 5'

RAMP "I"

STATE JOB NO. 09032(08) SHEET NO. R060

50' 0 50' 100' SCALE

Preliminary Plans

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POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

3/11/2024

SEC. 27, T-11-N, R-3-W

SEC. 34, T-11-N, R-3-W

Preliminary Plans

S.E. 72ND ST.

SCALE 50' 0 50' 100'

BM*8

P.O.C. STA. 408+22.69 ~ ℄ RAMP "L" 14.00' LT.

P.O.T. STA. 407+47.18 ~ ℄ RAMP "L" 13.00' LT.

P.O.C. STA. 409+82.11 ~ ℄ RAMP "L" 15.00' LT.

P.O.C. STA. 409+32.13 ~ ℄ RAMP "L" 19.00' LT.

P.C. STA. 72+69.02 ~ ℄ N.W. SERV. RD.

P.O.C. STA. 410+20.00 ~ ℄ RAMP "L" 24.41' LT.

P.O.C. STA. 410+20.00 ~ ℄ RAMP "L" 15.67' LT.

P.O.C. STA. 411+00.00 ~ ℄ RAMP "L" 15.00' LT. BEG. SHLDR. TAPER

P.J. Sta. 415+08.92, ℄ I-240 BK.

P.J. Sta. 415+00.00, ℄ I-240 AHD.

STATION EQUATION

P.J. Sta. 415+00.00 ~ ℄ I-240

P.O.C. STA. 411+50.00 ~ ℄ RAMP "L" 25.00' RT. END SHLDR. TAPER

P.O.T. STA. 416+70.42 ~ ℄ RAMP "L" 25.00' LT. BEGIN BARRIER WALL

P.O.T. STA. 416+70.42 ~ ℄ RAMP "L" 0.00' LT. END APPR. SLAB

P.O.T. STA. 417+64.18 ~ ℄ RAMP "L" 25.00' LT. END BARRIER WALL

P.O.C. STA. 417+94.18 ~ ℄ RAMP "L" 27.00' LT. BEG. SHLDR. TAPER

P.O.C. STA. 418+44.18 ~ ℄ RAMP "L" 25.00' LT. END SHLDR. TAPER

RETAINING WALL "G"

P.O.C. STA. 411+96.92 ~ ℄ RAMP "L" 0.00' RT. BEG. APPR. SLAB

℄ N.W. SERV. RD.

℄ RAMP "L"

P.O.C. STA. 411+99.92 ~ ℄ RAMP "L" 5.50' RT. END RET. WALL "F"

P.T. STA. 412+93.66 ~ ℄ RAMP "L"

P.O.C. STA. 409+32.13 ~ ℄ RAMP "L" 0.00' RT. BEG. SHLDR. TAPER

P.O.C. STA. 409+59.61 ~ ℄ RAMP "L" 4.00' RT. END SHLDR. TAPER

P.O.C. STA. 410+20.00 ~ ℄ RAMP "L" 4.00' RT. BEG. BARRIER WALL

P.O.C. STA. 410+20.00 ~ ℄ RAMP "L" 5.50' RT. BEG. RET. WALL "F"

P.O.T. STA. 416+67.42 ~ ℄ RAMP "L" 5.50' LT. BEG. RET. WALL "H"

P.O.C. STA. 419+56.98 ~ ℄ RAMP "L" 15.00' LT.

P.C. STA. 417+75.78 ~ ℄ RAMP "L"

P.O.B. STA. 407+47.18 ~ ℄ RAMP "L"= P.O.T. STA. 69+87.34 ~ ℄ N.W. SERV. RD. 25.00' LT. BEG. CONSTRUCTION

P.T. STA. 406+46.03

P.O.T. STA. 414+62.62 ~ ℄ RAMP "L"=

P.O.T. STA. 414+66.13 ~ ℄ I-240

P.O.T. STA. 413+80.99 ~ ℄ RAMP "L"=

P.O.C. STA. 104+52.54 ~ ℄ RAMP "A"

P.O.C. STA. 105+35.72 ~ ℄ RAMP "A"=

P.O.T. STA. 413+04.28 ~ ℄ I-240

P.O.T. STA. 108+88.66 ~ ℄ RAMP "A"=

P.O.T. STA. 409+52.59 ~ ℄ I-240

P.C. STA. 416+97.59 ℄ RAMP "G" S80°51'37.38"E

℄ S.W. SERV. RD. N80°51'37.38"W

BM 8 ~ "X" ON CURB @ 521 S.E. 72ND STREET STA. 406+48.06 ℄ I-240, 317.43' LT. ELEV.= 1267.15

BM 22 ~ "X" ON HEADWALL DRAINAGE STRUCTURE STA. 408+36.59 ℄ I-240, 271.68' RT. ELEV.= 1275.45

BM 23 ~ "X" ON CURB OF SIDEWALK ON NORTH SIDE BUILDING STA. 413+98.14 ℄ I-240, 319.36' RT. ELEV.= 1281.84

VARIABLE GRADE (SEE SPOT ELEVATIONS DETAILS)

BRIDGE LENGTH = 320'-6"

V.P.O.B. STA. 407+47.18 ~ ℄ RAMP "L" ELEV.= 1277.62

P.V.I. STA. 409+32.11 ~ ℄ RAMP "L" ELEV.= 1285.

STA. 412+27.17 ~ RAMP "L" BEG. BRIDGE "L" ELEV.=1297.28

P.V.I. STA. 413+97.17 ~ ℄ RAMP "L" ELEV.= 1307.60

STA. 416+40.18 ~ RAMP "L" END. BRIDGE "L" ELEV.=1299.58

P.V.C. STA. 418+02.72 ~ ℄ RAMP "L" ELEV.= 1295.72

PROFILE GRADE LINE ℄ RAMP "L"

4.80%

-2.93%

BRIDGE L

HIGH POINT STA. 414+87.81 ℄ RAMP "L" ELEV.= 1300.78

EXIST.GROUND @ ℄ RAMP "L"

℄ RAMP "A"

P.V.C. STA. 410+22.17 ~ ℄ RAMP "L" ELEV.= 1289.61

P.V.T. STA. 417+72.17 ~ ℄ RAMP "L" ELEV.= 1296.61

750.00' V.C. K= 97.04

500.00' V.C. K= 95.59

VERT. SCALE: 1" = 10'

Ex.C.I. Ex.T.G.= 1269.20 Ex.FL= 1265.63

Ex.S.M.D. Ex.T.G.= 1270.80 Ex.FL= 1266.74

Ex.24" R.C.P.

Ex.18" R.C.P.

Ex. 2- 8' X 4' R.C.B. Ex.FL In= 1266.18 Ex.FL Out= 1263.06

Ex.C.I. Ex.T.G.= 1269.47 Ex.FL= 1266.80

Ex.18" R.C.P. Ex.FL In= 1268.49

Ex.Gas "X"-Ing ℄

18" R.C.P. @ 0.48%

Ex.C.I. Ex.T.G.= 1273.27 Ex.FL= 1269.86

Ex. 8' X 4' R.C.B. Ex.FL In= 1265.02 Ex.FL Out= 1254.45

Ex.18" R.C.P.

Ex.10" SS "Y"-Ing ℄

RAMP "L"

1279.46 1283.73 1288.54 1293.03 1296.51 1298.96 1300.38 1300.77 1300.13 1298.46 1295.80 1293.36 1291.97

405+00 406 407 408 409 410+00 411 412 413 414 415+00 416 417 418 419 PHASE 4 420+00

STATE JOB NO. 09032(08) SHEET NO. R061

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POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

3/11/2024

SEC. 27, T-11-N, R-3-W

SEC. 26, T-11-N, R-3-W

SEC. 34, T-11-N, R-3-W

SEC. 35, T-11-N, R-3-W

P.O.C. STA. 417+41.76 ~ ℄ RAMP "M"=
P.O.C. STA. 421+92.66 ~ ℄ I-240

P.C. Sta. 420+07.57 ~ ℄ I-240

CHANNEL C-3

P.O.C. STA. 422+18.37 ~
℄ RAMP "L"=
P.O.C. STA. 418+46.11 ~
℄ RAMP "M"

P.O.C. STA. 422+00.00 ~
℄ RAMP "L" 29.84' LT.
BEG. BARRIER WALL

P.O.C. STA. 417+39.09 ~ ℄ RAMP "B"=
P.O.C. STA. 422+27.68 ~ ℄ I-240

P.O.C. STA. 73+10.14 ~ ℄ RAMP "C"
P.O.C. STA. 423+57.74 ~ ℄ I-240

P.T. STA. 82+15.04 ~
℄ RAMP "C"

CHANNEL C

P.O.T. STA. 423+96.28 ~
℄ RAMP "L" 46.82' LT.

GORE PT.

P.O.T. STA. 424+08.81 ~ ℄ RAMP "L" 38.00' LT.
P.O.C. STA. 72+50.70 ~ ℄ RAMP "C" 19.00' LT.

P.O.T. STA. 424+08.81 ~
℄ RAMP "L" 24.00' LT.

P.O.T. STA. 424+37.29 ~
℄ RAMP "L" 24.00' LT.

P.O.T. STA. 423+94.08 ~
℄ RAMP "L" 70.04' LT.

P.O.C. STA. 423+33.00 ~
℄ RAMP "L" 32.49' LT.
END BARRIER WALL

P.T. Sta. 425+09.66 ~ ℄ I-240

P.I. STA. 425+32.69 ~ ℄ RAMP "I"
P.C. STA. 71+30.93 ~ ℄ RAMP "C"

S80°30'05.40"E

N89°27'29.39"E

℄ RAMP "L" N89°35'24.60"E

E-W 112 ℄

IMPACT ATTENUATOR

P.O.C. STA. 422+09.18 ~
℄ RAMP "L" 5.50' LT.
END RET. WALL "H"

P.T. STA. 423+18.42 ~ ℄ RAMP "L"

P.O.C. STA. 422+60.92 ~ ℄ RAMP "L"=
P.O.C. STA. 418+43.36 ~ ℄ RAMP "B"

N89°35'24.60"E

P.T. STA. 423+34.15

P.O.C. STA. 422+36.66 ~ C.R.L. I-240=
P.O.C. STA. 419+30.06 ~ ℄ RAMP "M"

P.O.E. STA. 425+32.69 ~ ℄ RAMP "L"=
P.O.T. STA. 425+32.69 ~ C.R.L. I-240
81.00' RT. END CONSTRUCTION

P.O.T. STA. 84+42.70 ~ ℄ RAMP "C"
P.O.T. STA. 427+54.39 ~ ℄ I-240

P.O.T. STA. 427+74.34 ~ ℄ RAMP "I"=
P.O.T. STA. 427+66.47 ~ ℄ I-240

P.O.C. STA. 419+28.51 ~ ℄ RAMP "B"=
P.O.C. STA. 422+85.90 ~ C.R.L. I-240

P.O.T. STA. 85+49.78 ~ ℄ RAMP "C"=
P.O.T. STA. 427+62.58 ~ C.R.L. I-240

P.T. STA. 82+15.04 ~
℄ RAMP "C"

℄ RAMP "C" N00°20'39.33"E

℄ I-35 N00°20'39.33"W

℄ RAMP "D" N00°20'39.33"W

N-S 309 ℄ N00°20'38.20"

CHANNEL C-2

CHANNEL C

P.O.T. STA. 427+74.34 ~ ℄ RAMP "I"=
P.O.T. STA. 427+66.47 ~ ℄ I-240

P.O.C. STA. 82+23.28 ~ ℄ RAMP "A"=
P.O.C. STA. 433+38.43 ~ ℄ RAMP "H"

CHANNEL C-1

P.O.T. STA. 428+21.43 ~ ℄ RAMP "I"=
P.O.T. STA. 79+85.37 ~ ℄ I-35
P.O.T. STA. 428+80.43 ~ ℄ RAMP "I"=
P.O.T. STA. 79+85.28 ~ ℄ RAMP "D"

P.O.C. STA. 81+79.21 ~ ℄ RAMP "J"=
P.O.C. STA. 434+19.90 ~ ℄ RAMP "H"

P.O.C. STA. 80+87.37 ~ ℄ RAMP "J"=
P.O.C. STA. 434+57.61 ~ ℄ RAMP "I"

P.O.T. STA. 428+80.43 ~ ℄ RAMP "I"=
P.O.T. STA. 79+85.28 ~ ℄ RAMP "D"

P.I. Sta. 429+12.77 ~ ℄ I-240

℄ RAMP "I" N89°35'24.60"E

E-W 112 ℄ N89°35'25.09"E

P.C. Sta. 431+28.35 ~ ℄ I-240

P.I. Sta. 79+79.44 ~ ℄ I-35

P.I. Sta. 428+14.28 ~ ℄ I-240
P.O.T. Sta. 79+77.15 ℄ I-35

P.O.C. STA. 79+83.78 ~ ℄ RAMP "A"=
P.O.C. STA. 434+40.34 ~ ℄ I-35

N89°35'24.60"E

P.O.C. STA. 79+77.81 ~ ℄ RAMP "A"=
P.O.C. STA. 434+41.56 ~ C.R.L. I-240

P.O.C. STA. 79+84.85 ~ ℄ RAMP "J"=
P.O.C. STA. 434+74.28 ~ ℄ I-240

P.O.C. STA. 79+80.92 ~ ℄ RAMP "J"=
P.O.C. STA. 434+74.79 ~ C.R.L. I-240

P.O.T. STA. 78+80.37 ~ ℄ I-35

50' 0 50' 100'
SCALE

℄ RAMP "G" RG-3

PRESENT R/W

℄ RAMP "B"

℄ RAMP "C" RC-1

℄ RAMP "M" RM-1

℄ RAMP "A" RA-1

℄ RAMP "H" RH-1

℄ RAMP "D" RD-1

℄ RAMP "I" RI-1

PRESENT R/W

N-S 309 ℄ N00°30'21.50"W

N00°30'05.37"W

BM 25 ~ "6 REBAR EAST OF CREEK BEND
STA. 421+26.09 ℄ I-240, 620.62' RT.
ELEV.= 1278.24

BM 26 ~ "30" C. REBAR
STA. 432+82.31 ℄ I-240, 772.34' RT.
ELEV.= 1283.54

SP. DITCH
SP. DITCH PAVED

500.00' V.C.
K= 95.59

LOW POINT STA. 420+82.84 ~
℄ RAMP "L"
ELEV.= 1291.61

P.V.I. STA. 423+02.72 ~
℄ RAMP "L"
ELEV.= 1294.14

V.P.O.T. STA. 425+32.69 ~
℄ RAMP "L"
ELEV.= 1298.43

2.93%

2.30%

2.30%

P.V.I. STA. 420+52.72 ~
℄ RAMP "L"
ELEV.= 1288.39

PROFILE GRADE LINE
℄ RAMP "L"

EXIST. GROUND @ ℄ RAMP "L"

Ex. C.I.
Ex. T.G.= 1271.14
Ex. F.L.= 1268.12

Ex. 18" R.C.P.

Ex. 18" R.C.P.

Ex. 18" R.C.P.
F.L. Out= 1266.24

1291.97 1291.63 1292.33 1294.08 1296.38 1298.68

1330 1320 1310 1300 1290 1280 1270 1260 1250 1240

420+00 421 422 423 424 425+00 426 427 428 429 430+00 431 432 433 434 435+00

VERT. SCALE: 1" = 10'

RAMP "L"

PHASE 4

STATE JOB NO. 09032(08) SHEET NO. R062

Preliminary Plans

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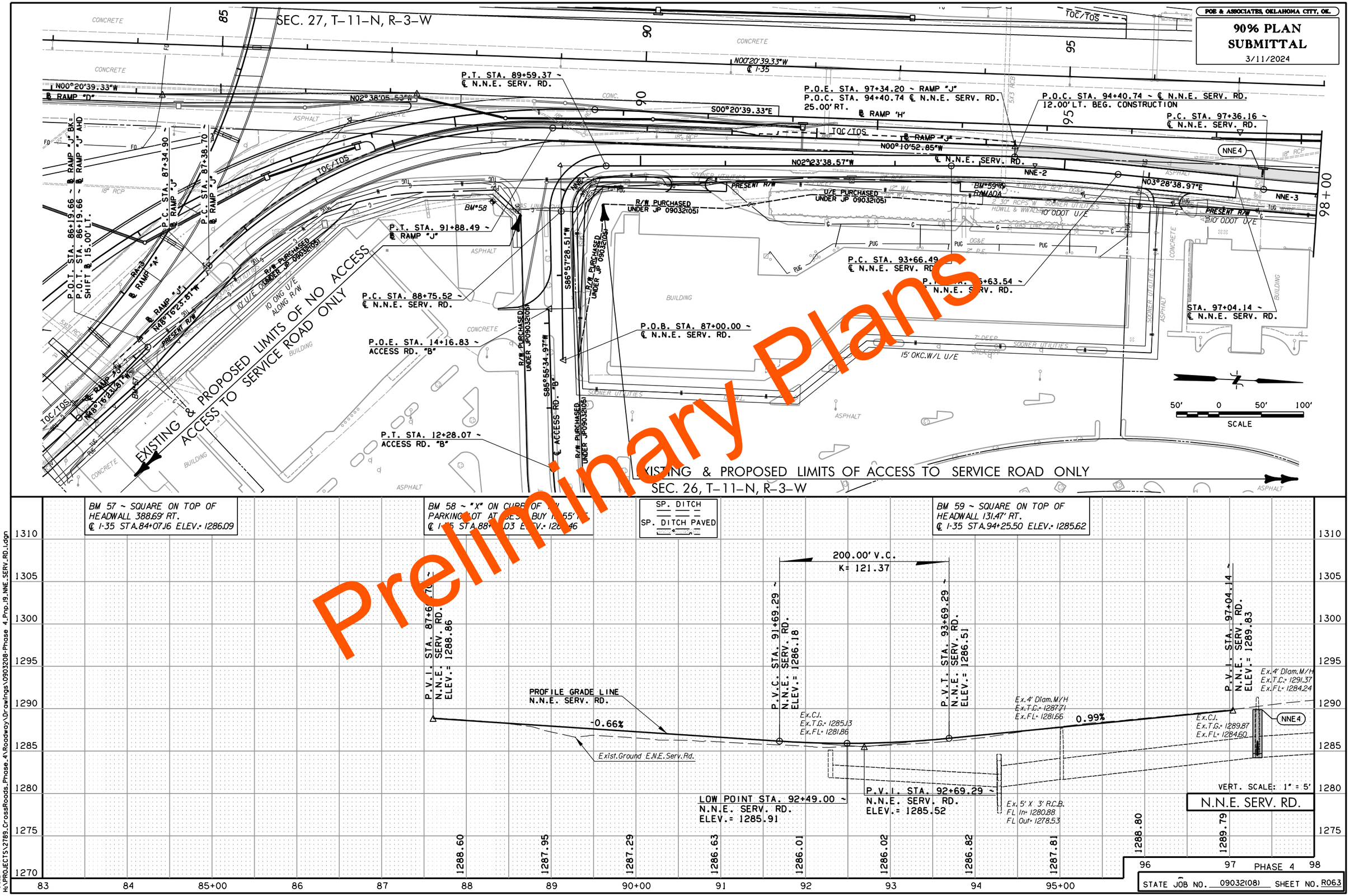

POE & ASSOCIATES, OKLAHOMA CITY, OK.
90% PLAN SUBMITTAL
3/11/2024
SEC. 27, T-11-N, R-3-W
SEC. 26, T-11-N, R-3-W
EXISTING & PROPOSED LIMITS OF NO ACCESS ACCESS TO SERVICE ROAD ONLY
EXISTING & PROPOSED LIMITS OF ACCESS TO SERVICE ROAD ONLY
P.T. STA. 89+59.37 ~ ℄ N.N.E. SERV. RD.
P.O.E. STA. 97+34.20 ~ RAMP "J"
P.O.C. STA. 94+40.74 ℄ N.N.E. SERV. RD. 25.00' RT.
P.O.C. STA. 94+40.74 ~ ℄ N.N.E. SERV. RD. 12.00' LT. BEG. CONSTRUCTION
P.C. STA. 97+36.16 ~ ℄ N.N.E. SERV. RD.
P.T. STA. 91+88.49 ~ ℄ RAMP "J"
P.C. STA. 88+75.52 ~ ℄ N.N.E. SERV. RD.
P.O.E. STA. 14+16.83 ~ ACCESS RD. "B"
P.T. STA. 12+28.07 ~ ACCESS RD. "B"
P.O.B. STA. 87+00.00 ~ ℄ N.N.E. SERV. RD.
P.C. STA. 93+66.49 ~ ℄ N.N.E. SERV. RD.
STA. 97+04.14 ~ ℄ N.N.E. SERV. RD.
P.O.T. STA. 86+19.66 ~ ℄ RAMP "J" BK= P.O.T. STA. 86+19.66 ~ ℄ RAMP "J" AHD SHIFT ℄ 15.00' LT.
P.C. STA. 87+34.90 ~ ℄ RAMP "J"
P.C. STA. 87+38.70 ~ ℄ RAMP "J"
N00°20'39.33"W ℄ I-35
N00°20'39.33"W ℄ RAMP "D"
N02°38'05.53"W
S00°20'39.33"E
N00°10'52.85"W ℄ N.N.E. SERV. RD.
N02°23'38.57"W
N03°28'38.97"E
N48°16'23.81"W
S86°57'28.51"W
S86°55'34.97"W ℄ ACCESS RD. "B"
R/W PURCHASED UNDER JP 09032(05)
U/E PURCHASED UNDER JP 09032(05)
PRESENT R/W
10' ODOT U/E
15' OKC.W/L U/E
BM 57 ~ SQUARE ON TOP OF HEADWALL 388.69' RT. ℄ I-35 STA.84+07.16 ELEV.= 1286.09
BM 58 ~ "X" ON CURB OF PARKING LOT AT BEST BUY
SP. DITCH
SP. DITCH PAVED
BM 59 ~ SQUARE ON TOP OF HEADWALL 131.47' RT. ℄ I-35 STA.94+25.50 ELEV.= 1285.62
200.00' V.C. K= 121.37
P.V.I. STA. 87+6 N.N.E. SERV. RD. ELEV.= 1288.86
P.V.C. STA. 91+69.29 ~ N.N.E. SERV. RD. ELEV.= 1286.18
P.V.T. STA. 93+69.29 ~ N.N.E. SERV. RD. ELEV.= 1286.51
P.V.I. STA. 97+04.14 ~ N.N.E. SERV. RD. ELEV.= 1289.83
PROFILE GRADE LINE N.N.E. SERV. RD.
-0.66%
0.99%
Exist.Ground E.N.E.Serv.Rd.
Ex.C.I. Ex.T.G.= 1285.13 Ex.FL= 1281.86
Ex.4' Diam.M/H Ex.T.C.= 1287.71 Ex.FL= 1281.66
Ex.4' Diam.M/H Ex.T.C.= 1291.37 Ex.FL= 1284.24
Ex.C.I. Ex.T.G.= 1289.87 Ex.FL= 1284.60
LOW POINT STA. 92+49.00 ~ N.N.E. SERV. RD. ELEV.= 1285.91
P.V.I. STA. 92+69.29 ~ N.N.E. SERV. RD. ELEV.= 1285.52
Ex. 5' X 3' R.C.B. FL In= 1280.88 FL Out= 1278.53
VERT. SCALE: 1" = 5'
N.N.E. SERV. RD.
PHASE 4
STATE JOB NO. 09032(08) SHEET NO. R063
Preliminary Plans

POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL
3/11/2024

N00°20'39.33"W
℄ N.W. SERV. RD.

S03°26'06.67"W
℄ RAMP "B"

N00°20'39.33"W
℄ I-35

P.O.T. STA. 103+56.13 ~ ℄ N.N.E. SERV. RD.
12.00' LT. END CONSTRUCTION

S01°09'45.76"E ℄ RAMP "H"

TOC/TOS

NNE-3

℄ N.N.E. SERV. RD.
N00°20'39.30"W

NNE-4

98+00

100

105

110

EXIST. BRIDGE E-W 111.5 1/4 S
N89°24'51.81"E

S.E. 66th ST.

N-S 309 ℄
N00°20'38.20"W

N-S 309 ℄
N00°20'36.57"W

PRESENT R/W

10' ONG R/W

20' ODOT U/E

5' OG&E U/E

BM#60

P.C. STA. 102+48.85 ~
℄ N.N.E. SERV. RD.

P.T. STA. 98+62.68 ~
℄ N.N.E. SERV. RD.

P.T. STA. 103+68.69 ~ ℄ N.N.E. SERV. RD.=
P.O.T. STA. 103+65.55 ℄ I-35, 132.76' LT.

10' EASEMENT

E-W 111.5 1/4 S
N89°40'09.86"E

"X" IN 6" LOW WIRE ELEV.=1321.38
STA.106+35.06 ℄ POWER O/H.

AREA UNDER CONSTRUCTION

50' 0 50' 100'
SCALE

EXISTING & PROPOSED LIMITED ACCESS TO SERVICE ROAD ONLY
SEC. 26, T-11-N, R-3-W

BM 60 ~ "X" ON CURB WEST PARKING LOT
AT RAMADA INN 176.35' RT.
℄ I-35 STA.101+09.27 ELEV.= 1295.75

SPECIAL DITCH
DITCH PAVED

BM FIRESTONE ~ SQUARE ON
SIDEWALK AT FIRESTONE 204.35' RT.
℄ I-35 STA.107+92.56 ELEV.= 1300.28

Ex.4' Diam.M/H
Ex.T.C.= 1293.19
Ex.FL= 1285.69

Exist.Ground E.N.E.Serv.Rd.

1310 1305 1300 1295 1290 1285 1280 1275 1270 1265

98 99 100+00 101 102 103 104 105+00 106 107 108 109 110+00

VERT. SCALE: 1" = 5'

N.N.E. SERV. RD.

111 112 PHASE 4 113

STATE JOB NO. 09032(08) SHEET NO. R064

Preliminary Plans

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POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

3/11/2024

SEC. 35, T-11-N, R-3-W

SEC. 34, T-11-N, R-3-W

SEC. 26, T-11-N, R-3-W

SEC. 27, T-11-N, R-3-W

Preliminary Plans

CURVE DATA
CHANNEL "C"
C-1
P.I. STA. 3+80.23
N: 143120.4742
E: 2151013.0790
Δ= 51°39'51.97" RT.
T= 87.14'
L= 162.31'
R= 180.00'

CURVE DATA
CHANNEL "C"
C-2
P.I. STA. 7+16.23
N: 143117.4326
E: 2150665.1202
Δ= 40°44'40.20" RT.
T= 37.13'
L= 71.11'
R= 100.00'

CURVE DATA
CHANNEL "C"
C-3
P.I. STA. 9+20.09
N: 143111.1750
E: 2150507.1019
Δ= 33°06'46.32" LT.
T= 59.46'
L= 115.59'
R= 200.00'

CURVE DATA
CHANNEL "C"
C-4
P.I. STA. 12+85.77
N: 143296.9817
E: 2150140.9489
Δ= 20°52'57.09" LT.
T= 36.86'
L= 72.89'
R= 200.00'

BM 56 ~ X ON CURB, SOUTH OF HIBDON TIRES PLUS 541.94' LT. ℄ I-240 STA. 433+59.70 ELEV.= 1288.87

BM 57 ~ "□" ON TOP OF HEADWALL STA. 84+07.16 ℄ I-35, 388.69' RT. ELEV.= 1286.09

BM 6 ~ "□" ON TOP OF EAST SIDE OF DRAINAGE CANAL STA. 418+82.24 ℄ I-240, 406.13' LT. ELEV.= 1265.30

P.V.I. STA. 0+16.89 ~ CHANNEL "C"
ELEV.= 1281.15

P.V.I. STA. 1+15.91 ~ CHANNEL "C"
ELEV.= 1276.20

P.V.I. STA. 4+52.32 ~ CHANNEL "C"
ELEV.= 1272.20

P.V.I. STA. 6+67.01 ~ CHANNEL "C"
ELEV.= 1271.55

P.V.I. STA. 14+84.64 ~ CHANNEL "C"
ELEV.= 1263.31

-5.00%
-1.19%
-0.30%
-1.01%

Ex. 6' X 3' R.C.B.
Ex. FL In= 1272.16
Ex. FL Out= 1271.55
EXIST. GROUND @ CHANNEL "C"
℄ OF CHANNEL "C"

VERT. SCALE: 1" = 10'

CHANNEL "C"

PHASE 4

STATE JOB NO. 09032(08) SHEET NO. R065

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POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

3/11/2024

SEC. 35, T-11-N, R-3-W

SEC. 34, T-11-N, R-3-W

SEC. 26, T-11-N, R-3-W

SEC. 27, T-11-N, R-3-W

Preliminary Plans

P.O.B. STA. 1+00.00 ~ CHANNEL "C-1"

P.O.E. STA. 4+67.67 ~ CHANNEL "C-1"

P.O.E. STA. 13+92.79 ~ CHANNEL "C-2"

P.T. STA. 13+52.62 ~ CHANNEL "C-2"

P.C. STA. 12+56.71 ~ CHANNEL "C-2"

P.O.B. STA. 10+00.00 ~ CHANNEL "C-2"

P.T.Sta.425+09.66 ~ ℄ I-240

CURVE DATA
CHANNEL "C-2"
C-2-1
P.I. STA. 13+05.60
N: 143215.8974
E: 2151003.0291
Δ= 27°28'30.03" RT.
T= 48.89'
L= 95.91'
R= 200.00'

CURVE DTAT
CHANNEL "C-3"
C-3-1
P.I. STA. 10+79.11
N: 143121.2843
E: 2150184.8484
Δ= 25°11'48.63" RT.
T= 44.70'
L= 87.95'
R= 200.00'

P.O.B. STA. 10+00.00 ~ CHANNEL "C-3"

P.C. STA. 10+34.41 ~ CHANNEL "C-3"

P.T. STA. 11+22.36 ~ CHANNEL "C-3"

P.C. STA. 11+82.05 ~ CHANNEL "C-3"

P.T. STA. 12+76.91 ~ CHANNEL "C-3"

P.O.E. STA. 12+91.56 ~ CHANNEL "C-3"

CURVE DTAT
CHANNEL "C-3"
C-3-2
P.I. STA. 12+31.13
N: 143250.0732
E: 2150101.3867
Δ= 36°13'59.73" LT.
T= 94.86'
L= 94.86'
R= 150.00'

BM 56 ~ X ON CURB, SOUTH OF HIBDON TIRES PLUS 541.94' LT. ℄ I-240 STA. 433+59.70 ELEV.= 1288.87

BM 57 ~ "□" ON TOP OF HEADWALL STA. 84+07.16 ℄ I-35, 388.69' RT. ELEV.= 1286.09

BM 6 ~ "□" ON TOP OF EAST SIDE OF DRAINAGE CANAL STA. 418+82.24 ℄ I240, 406.13' LT. ELEV.= 1265.30

SP. DITCH
SP. DITCH PAVED

P.V.I. STA. 1+00.00 ~ CHANNEL "C-1"
ELEV.= 1283.68

EXIST. GROUND @ CHANNEL "C-1"

-2.76%

℄ OF CHANNEL "C-1"

P.V.I. STA. 4+62.82 ~ CHANNEL "C-1"
ELEV.= 1273.65

P.V.I. STA. 4+65.60 ~ CHANNEL "C-2"
ELEV.= 1273.59

-2.16%

CHANNEL "C-1"

P.V.I. STA. 10+00.00 ~ CHANNEL "C-2"
ELEV.= 1275.81

EXIST. GROUND @ CHANNEL "C-2"

-0.77%

℄ OF CHANNEL "C-2"

P.V.I. STA. 13+90.57 ~ CHANNEL "C-2"
ELEV.= 1272.82

CHANNEL "C-2"

EXIST. GROUND @ CHANNEL "C-3"

P.V.I. STA. 10+00.00 ~ CHANNEL "C-3"
ELEV.= 1274.36

-3.47%

℄ OF CHANNEL "C-3"

P.V.I. STA. 12+90.31 ~ CHANNEL "C-3"
ELEV.= 1264.29

VERT. SCALE: 1" = 5'

CHANNEL "C-1,2,3"

CHANNEL "C-3"

PHASE 4

STATE JOB NO. 09032(08) SHEET NO. R066

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POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

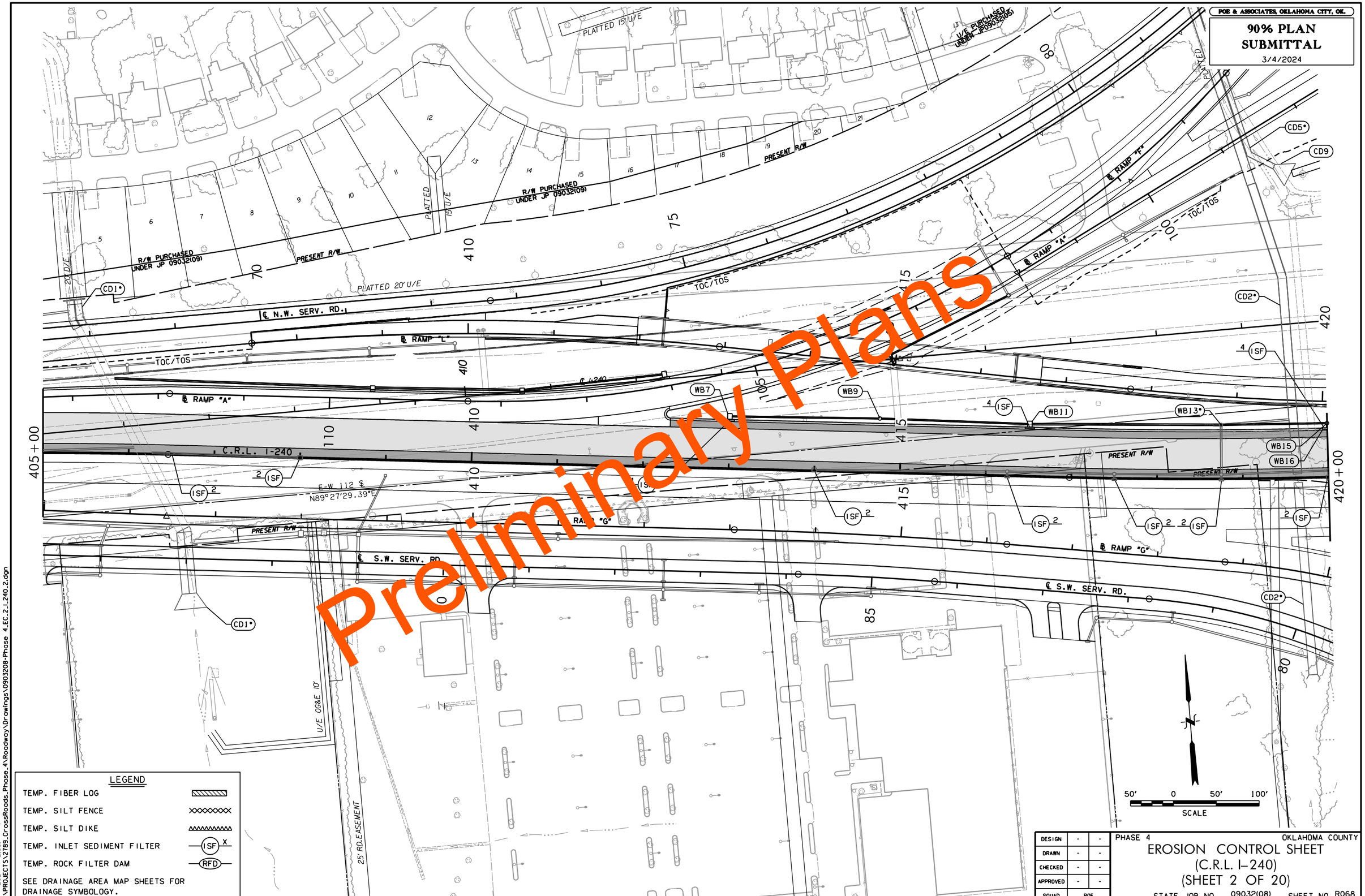
3/4/2024

Preliminary Plans

PRESENT R/W

PRESENT R/W

PRESENT R/W



POE & ASSOCIATES, OKLAHOMA CITY, OK.
90% PLAN SUBMITTAL
3/4/2024
Preliminary Plans
PLATTED 15' U/E
U/E PURCHASED UNDER JP09032(05)
R/W PURCHASED UNDER JP 09032(09)
PRESENT R/W
PLATTED 20' U/E
℄ N.W. SERV. RD.
℄ RAMP "L"
℄ RAMP "A"
℄ RAMP "F"
℄ RAMP "G"
℄ S.W. SERV. RD.
TOC/TOS
C.R.L. I-240
E-W 112 ℄
N89°27'29.39"E
U/E OG&E 10'
25' RD.EASEMENT
CD1*
CD2*
CD5*
CD9
WB7
WB9
WB11
WB13*
WB15
WB16
ISF
405+00
420+00
50' 0 50' 100'
SCALE
LEGEND
TEMP. FIBER LOG
TEMP. SILT FENCE
TEMP. SILT DIKE
TEMP. INLET SEDIMENT FILTER
TEMP. ROCK FILTER DAM
SEE DRAINAGE AREA MAP SHEETS FOR DRAINAGE SYMBOLOGY.
DESIGN
DRAWN
CHECKED
APPROVED
SQUAD
POE
PHASE 4
OKLAHOMA COUNTY
EROSION CONTROL SHEET
(C.R.L. I-240)
(SHEET 2 OF 20)
STATE JOB NO. 09032(08)
SHEET NO. R068
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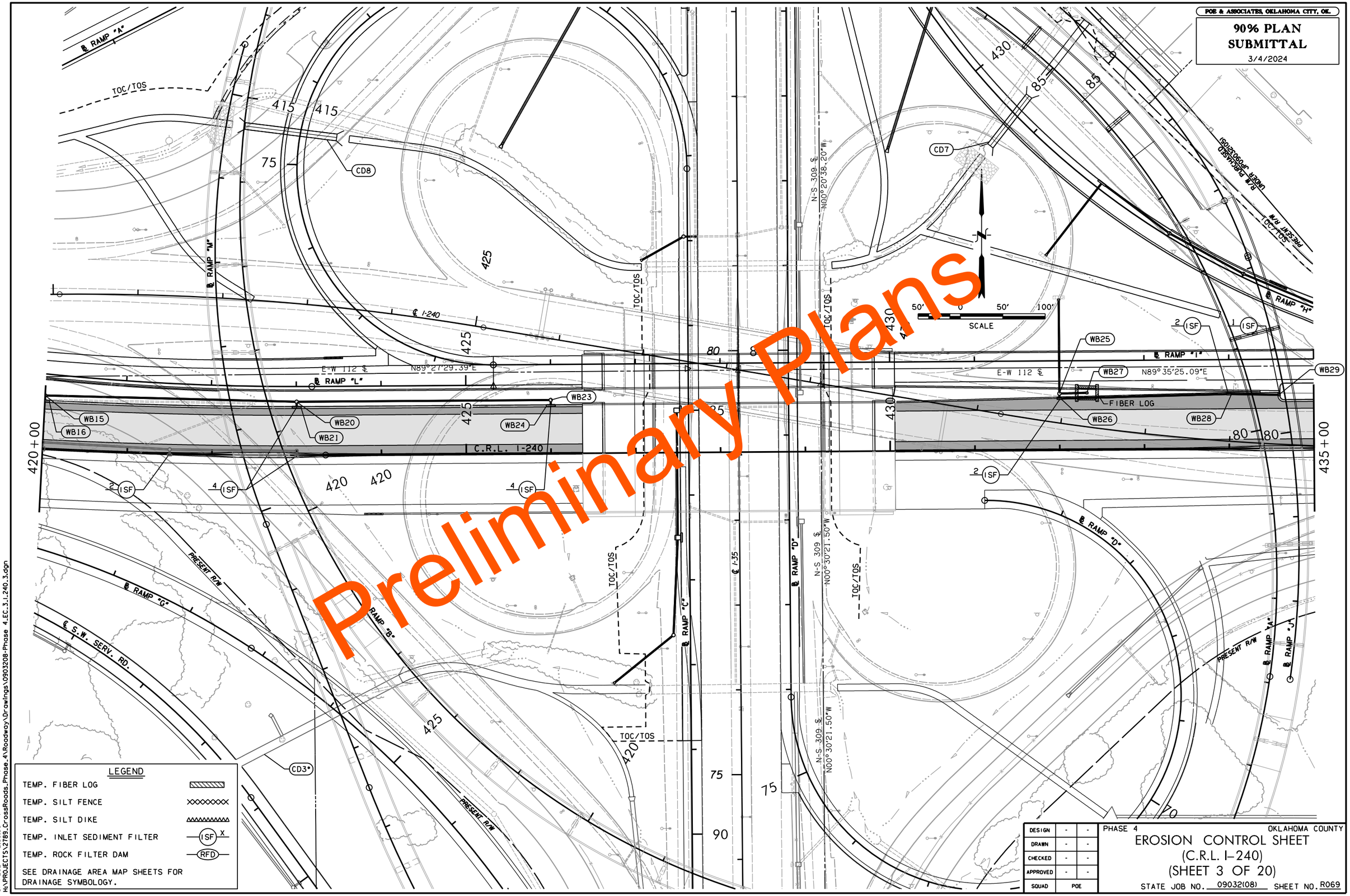
POE & ASSOCIATES, OKLAHOMA CITY, OK.
90% PLAN SUBMITTAL
3/4/2024
Preliminary Plans
℄ RAMP "A"
TOC/TOS
415
75
CD8
425
℄ RAMP "M"
℄ I-240
E-W 112 ℄
N89°27'29.39"E
℄ RAMP "L"
80
WB15
WB16
WB20
WB21
WB23
WB24
C.R.L. I-240
420+00
435+00
420
2 ISF
4 ISF
PRESENT R/W
℄ RAMP "G"
℄ S.W. SERV. RD.
RAMP "B"
CD3*
℄ RAMP "C"
℄ I-35
℄ RAMP "D"
N-S 309 ℄
N00°20'38.20"W
N00°30'21.50"W
430
85
CD7
R/W PURCHASED UNDER JP0903210S1
SOL/COL
PRESENT R/W
℄ RAMP "H"
50' 0 50' 100'
SCALE
2 ISF
1 ISF
WB25
WB27
N89°35'25.09"E
WB29
FIBER LOG
WB26
WB28
℄ RAMP "I"
℄ RAMP "D"
℄ RAMP "A"
℄ RAMP "J"
90
70
LEGEND
TEMP. FIBER LOG
TEMP. SILT FENCE
TEMP. SILT DIKE
TEMP. INLET SEDIMENT FILTER
TEMP. ROCK FILTER DAM
SEE DRAINAGE AREA MAP SHEETS FOR DRAINAGE SYMBOLOGY.
DESIGN
DRAWN
CHECKED
APPROVED
SQUAD
POE
PHASE 4
OKLAHOMA COUNTY
EROSION CONTROL SHEET
(C.R.L. I-240)
(SHEET 3 OF 20)
STATE JOB NO. 09032(08)
SHEET NO. R069
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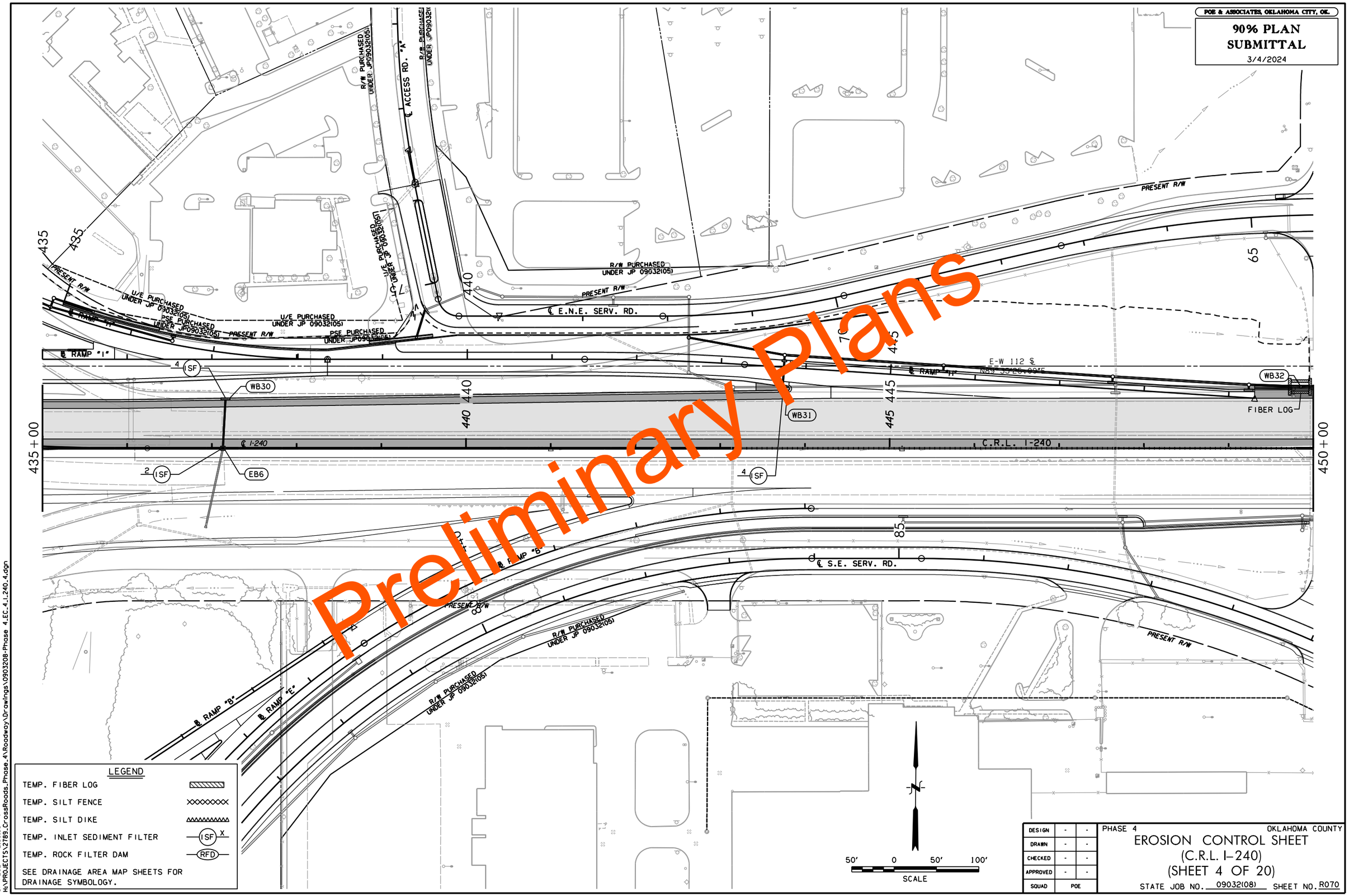

POE & ASSOCIATES, OKLAHOMA CITY, OK.
90% PLAN SUBMITTAL
3/4/2024
Preliminary Plans
℄ ACCESS RD. "A"
R/W PURCHASED UNDER JP09032(05)
U/E PURCHASED UNDER JP 09032(05)
PSE PURCHASED UNDER JP09032(05)
PRESENT R/W
℄ E.N.E. SERV. RD.
℄ RAMP "I"
℄ RAMP "H"
℄ RAMP "B"
℄ RAMP "E"
℄ I-240
C.R.L. I-240
E-W 112 ℄
WB30
WB31
WB32
EB6
FIBER LOG
℄ S.E. SERV. RD.
435+00
450+00
LEGEND
TEMP. FIBER LOG
TEMP. SILT FENCE
TEMP. SILT DIKE
TEMP. INLET SEDIMENT FILTER
TEMP. ROCK FILTER DAM
SEE DRAINAGE AREA MAP SHEETS FOR DRAINAGE SYMBOLOGY.
50' 0 50' 100'
SCALE
DESIGN
DRAWN
CHECKED
APPROVED
SQUAD
POE
PHASE 4
OKLAHOMA COUNTY
EROSION CONTROL SHEET
(C.R.L. I-240)
(SHEET 4 OF 20)
STATE JOB NO. 09032(08)
SHEET NO. R070
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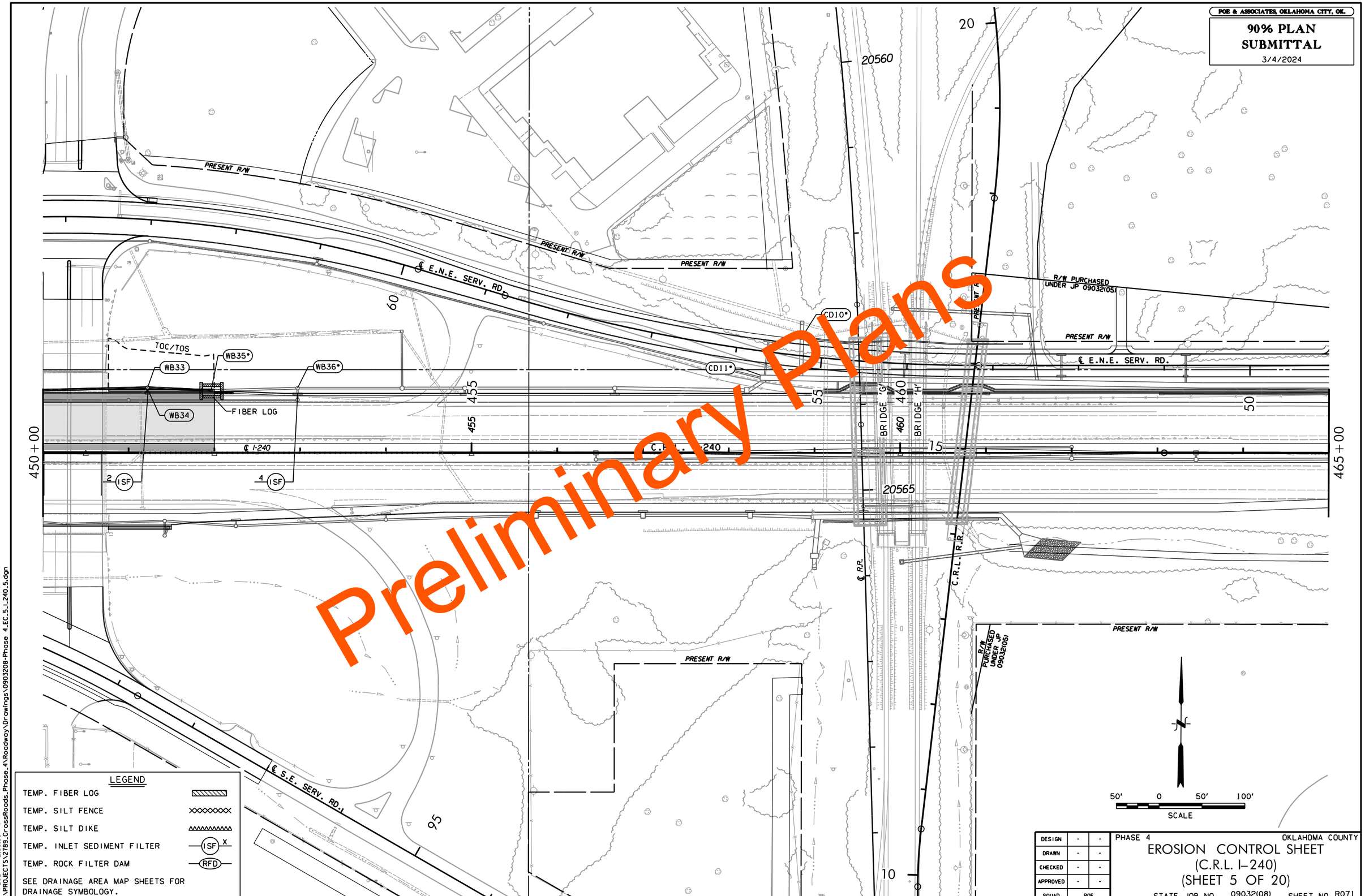
POE & ASSOCIATES, OKLAHOMA CITY, OK.
90% PLAN SUBMITTAL
3/4/2024
Preliminary Plans
PRESENT R/W
℄ E.N.E. SERV. RD.
R/W PURCHASED UNDER JP 09032(05)
TOC/TOS
WB33
WB34
WB35*
WB36*
FIBER LOG
CD10*
CD11*
℄ I-240
C.R.L. I-240
BRIDGE 'G'
BRIDGE 'H'
℄ R.R.
C.R.L. R.R.
℄ S.E. SERV. RD.
450+00
465+00
20560
20565
20
15
10
50
55
60
95
455
460
2 ISF
4 ISF
LEGEND
TEMP. FIBER LOG
TEMP. SILT FENCE
TEMP. SILT DIKE
TEMP. INLET SEDIMENT FILTER
TEMP. ROCK FILTER DAM
SEE DRAINAGE AREA MAP SHEETS FOR DRAINAGE SYMBOLOGY.
50' 0 50' 100'
SCALE
DESIGN
DRAWN
CHECKED
APPROVED
SQUAD
POE
PHASE 4
OKLAHOMA COUNTY
EROSION CONTROL SHEET
(C.R.L. I-240)
(SHEET 5 OF 20)
STATE JOB NO. 09032(08)
SHEET NO. R071
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POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

3/4/2024

Preliminary Plans

CD8

CD6*

CD7

℄ RAMP "C"

℄ RAMP "F"

℄ RAMP "B"

℄ RAMP "B"

℄ N.W. SERV. RD.

℄ I-35

℄ RAMP "D"

℄ RAMP "H"

℄ RAMP "J"

℄ N.N.E. SERV. RD.

℄ RAMP "A"

℄ RAMP "J"

℄ RAMP "J"

TOC/TOS

PRESENT R/W

R/W PURCHASED UNDER JP 09032(05)

U/E PURCHASED UNDER JP 09032(05)

4 ISF 7

8 ISF 4

9 ISF 4

2 ISF 10

50′ 0 50′ 100′

SCALE

LEGEND

TEMP. FIBER LOG	
TEMP. SILT FENCE	
TEMP. SILT DIKE	
TEMP. INLET SEDIMENT FILTER	ISF X
TEMP. ROCK FILTER DAM	RFD

SEE DRAINAGE AREA MAP SHEETS FOR DRAINAGE SYMBOLOGY.

DESIGN	-	-
DRAWN	-	-
CHECKED	-	-
APPROVED	-	-
SQUAD	POE	

PHASE 4 OKLAHOMA COUNTY

EROSION CONTROL SHEET (I-35)

(SHEET 6 OF 20)

STATE JOB NO. 09032(08) SHEET NO. R072

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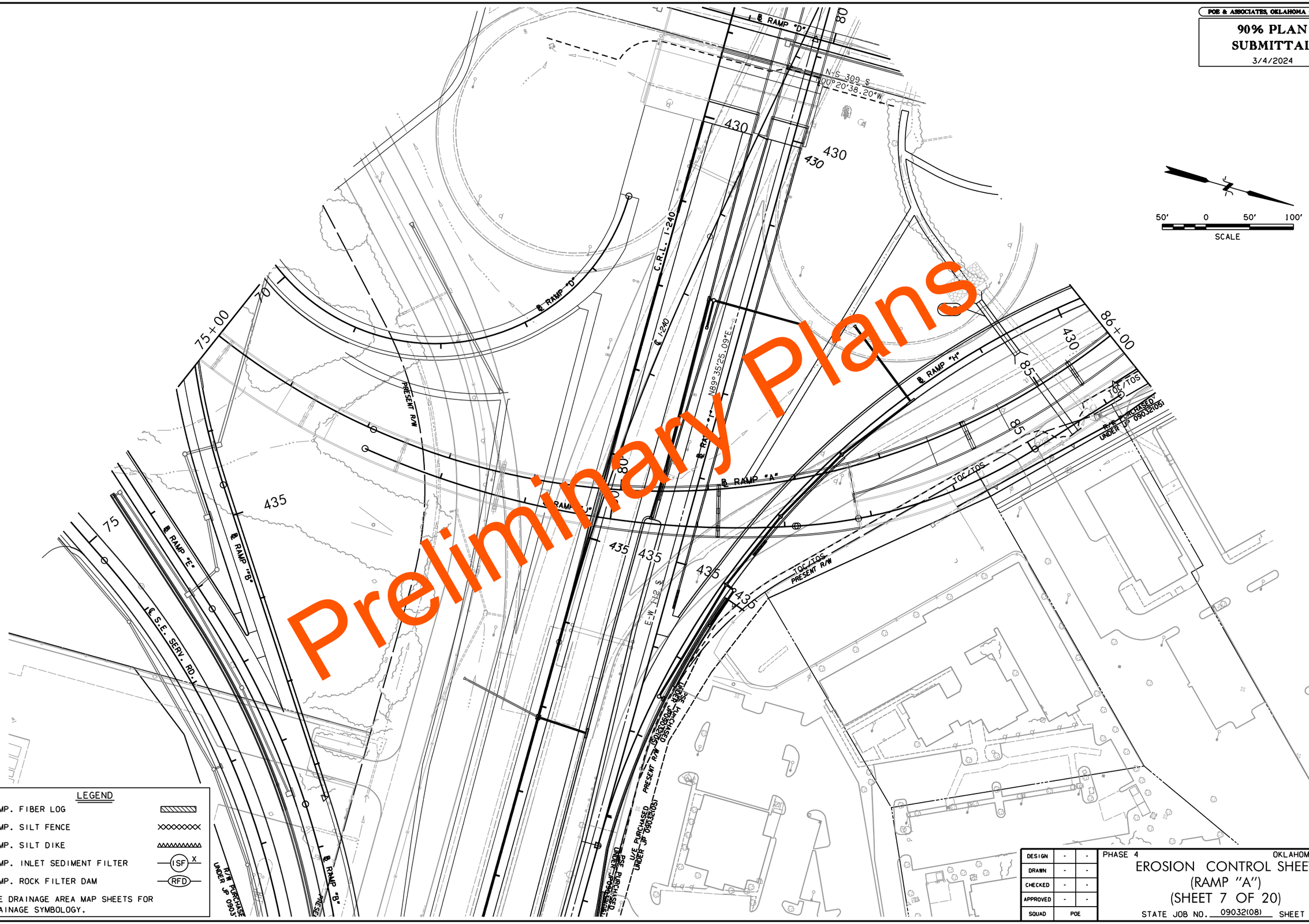
POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

3/4/2024

Preliminary Plans



50' 0 50' 100'

SCALE

LEGEND

- TEMP. FIBER LOG
- TEMP. SILT FENCE
- TEMP. SILT DIKE
- TEMP. INLET SEDIMENT FILTER (ISF X)
- TEMP. ROCK FILTER DAM (RFD)

SEE DRAINAGE AREA MAP SHEETS FOR DRAINAGE SYMBOLOGY.

DESIGN	-	-
DRAWN	-	-
CHECKED	-	-
APPROVED	-	-
SQUAD	POE	

PHASE 4 — OKLAHOMA COUNTY

EROSION CONTROL SHEET (RAMP "A")

(SHEET 7 OF 20)

STATE JOB NO. 09032(08) SHEET NO. R073

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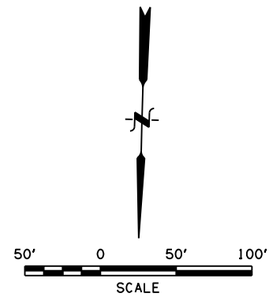
POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

3/4/2024



Preliminary Plans

LEGEND

- TEMP. FIBER LOG
- TEMP. SILT FENCE
- TEMP. SILT DIKE
- TEMP. INLET SEDIMENT FILTER (ISF X)
- TEMP. ROCK FILTER DAM (RFD)

SEE DRAINAGE AREA MAP SHEETS FOR DRAINAGE SYMBOLOGY.

DESIGN	-	-
DRAWN	-	-
CHECKED	-	-
APPROVED	-	-
SQUAD	POE	

PHASE 4 — OKLAHOMA COUNTY

EROSION CONTROL SHEET (RAMP "A") (SHEET 8 OF 20)

STATE JOB NO. 09032(08) SHEET NO. R074

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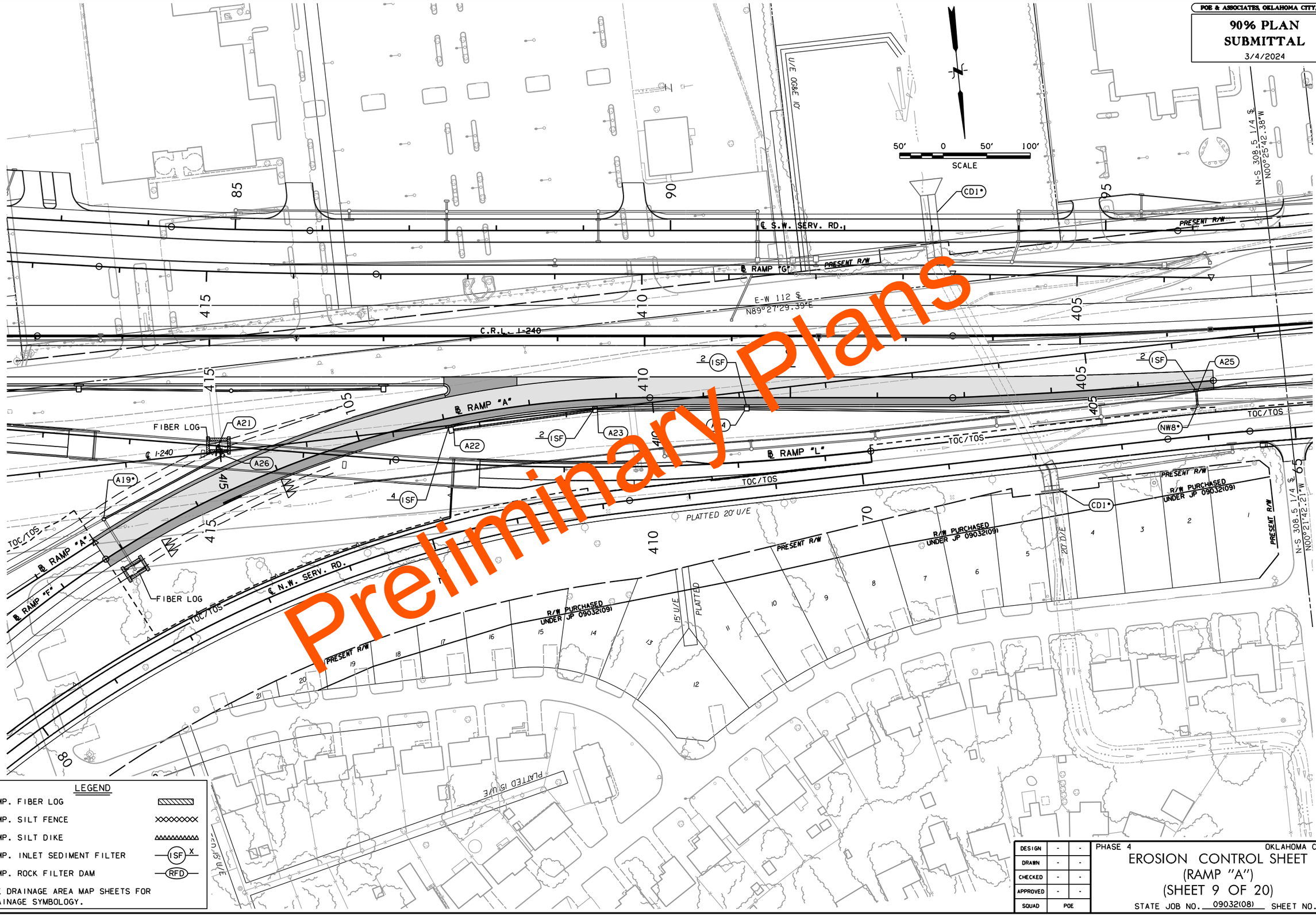
POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

3/4/2024



LEGEND

TEMP. FIBER LOG	
TEMP. SILT FENCE	
TEMP. SILT DIKE	
TEMP. INLET SEDIMENT FILTER	ISF X
TEMP. ROCK FILTER DAM	RFD

SEE DRAINAGE AREA MAP SHEETS FOR DRAINAGE SYMBOLOGY.

DESIGN	-	-
DRAWN	-	-
CHECKED	-	-
APPROVED	-	-
SQUAD	POE	

PHASE 4 — OKLAHOMA COUNTY

EROSION CONTROL SHEET (RAMP "A") (SHEET 9 OF 20)

STATE JOB NO. 09032(08) SHEET NO. R075

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POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

3/4/2024

50' 0 50' 100'

SCALE

Preliminary Plans

LEGEND

- TEMP. FIBER LOG
- TEMP. SILT FENCE
- TEMP. SILT DIKE
- TEMP. INLET SEDIMENT FILTER — ISF X
- TEMP. ROCK FILTER DAM — RFD

SEE DRAINAGE AREA MAP SHEETS FOR DRAINAGE SYMBOLOGY.

DESIGN	-	-
DRAWN	-	-
CHECKED	-	-
APPROVED	-	-
SQUAD	POE	

PHASE 4 OKLAHOMA COUNTY

EROSION CONTROL SHEET (RAMP "C")

(SHEET 10 OF 20)

STATE JOB NO. 09032(08) SHEET NO. R076

3/4/2024 2:40:06 PM
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POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

3/4/2024

Preliminary Plans

℄ I-240

℄ RAMP "D"

CD4*

430

PRESENT R/W

℄ RAMP "A"

℄ RAMP "E"

70

℄ S.E. SERV. RD.

65

℄ RAMP "A"

N-S 309 ℄
N00°30'21.50"W

℄ RAMP "D"

75

℄ I-35

90

435

ISF 4

ISF 4

℄ RAMP "C"

85+00

C5

C6

C7

TOC/TOS

TOC/TOS

C.R.L. I-240

425

CHANNEL 'A'
PRE. BUILT

℄ RAMP "G"

℄ RAMP "M"

℄ S.W. SERV. RD.

CD3*

50' 0 50' 100'

SCALE

LEGEND

TEMP. FIBER LOG	
TEMP. SILT FENCE	
TEMP. SILT DIKE	
TEMP. INLET SEDIMENT FILTER	ISF X
TEMP. ROCK FILTER DAM	RFD

SEE DRAINAGE AREA MAP SHEETS FOR DRAINAGE SYMBOLOGY.

DESIGN	-	-
DRAWN	-	-
CHECKED	-	-
APPROVED	-	-
SQUAD	POE	

PHASE 4 OKLAHOMA COUNTY

EROSION CONTROL SHEET (RAMP "C")

(SHEET 11 OF 20)

STATE JOB NO. 09032(08) SHEET NO. R077

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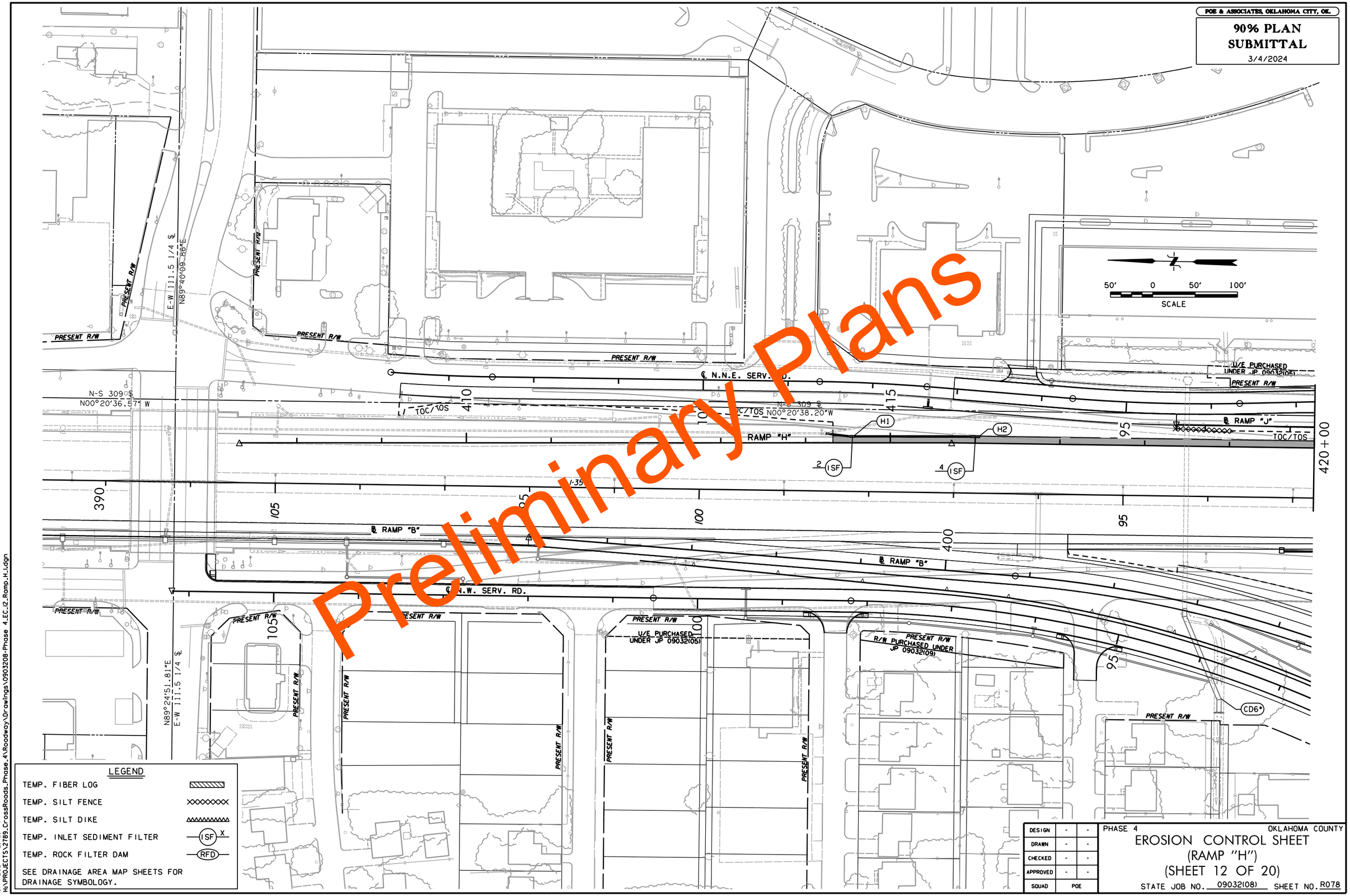
POE & ASSOCIATES, OKLAHOMA CITY, OK.
90% PLAN SUBMITTAL
3/4/2024
Preliminary Plans
50' 0 50' 100'
SCALE
PRESENT R/W
℄ N.N.E. SERV. RD.
℄ N.W. SERV. RD.
℄ RAMP "H"
℄ RAMP "J"
℄ RAMP "B"
N-S 309 ℄
N00°20'36.57" W
N00°20'38.20"W
N89°40'09.86"E
N89°24'51.81"E
E-W 111.5 1/4 ℄
TOC/TOS
U/E PURCHASED UNDER JP 09032(05)
R/W PURCHASED UNDER JP 09032(09)
H1
H2
ISF
CD6*
390
410
415
420+00
105
100
95
400
LEGEND
TEMP. FIBER LOG
TEMP. SILT FENCE
TEMP. SILT DIKE
TEMP. INLET SEDIMENT FILTER
TEMP. ROCK FILTER DAM
SEE DRAINAGE AREA MAP SHEETS FOR DRAINAGE SYMBOLOGY.
DESIGN
DRAWN
CHECKED
APPROVED
SQUAD
POE
PHASE 4
OKLAHOMA COUNTY
EROSION CONTROL SHEET
(RAMP "H")
(SHEET 12 OF 20)
STATE JOB NO. 09032(08)
SHEET NO. R078
3/4/2024 2:40:11 PM
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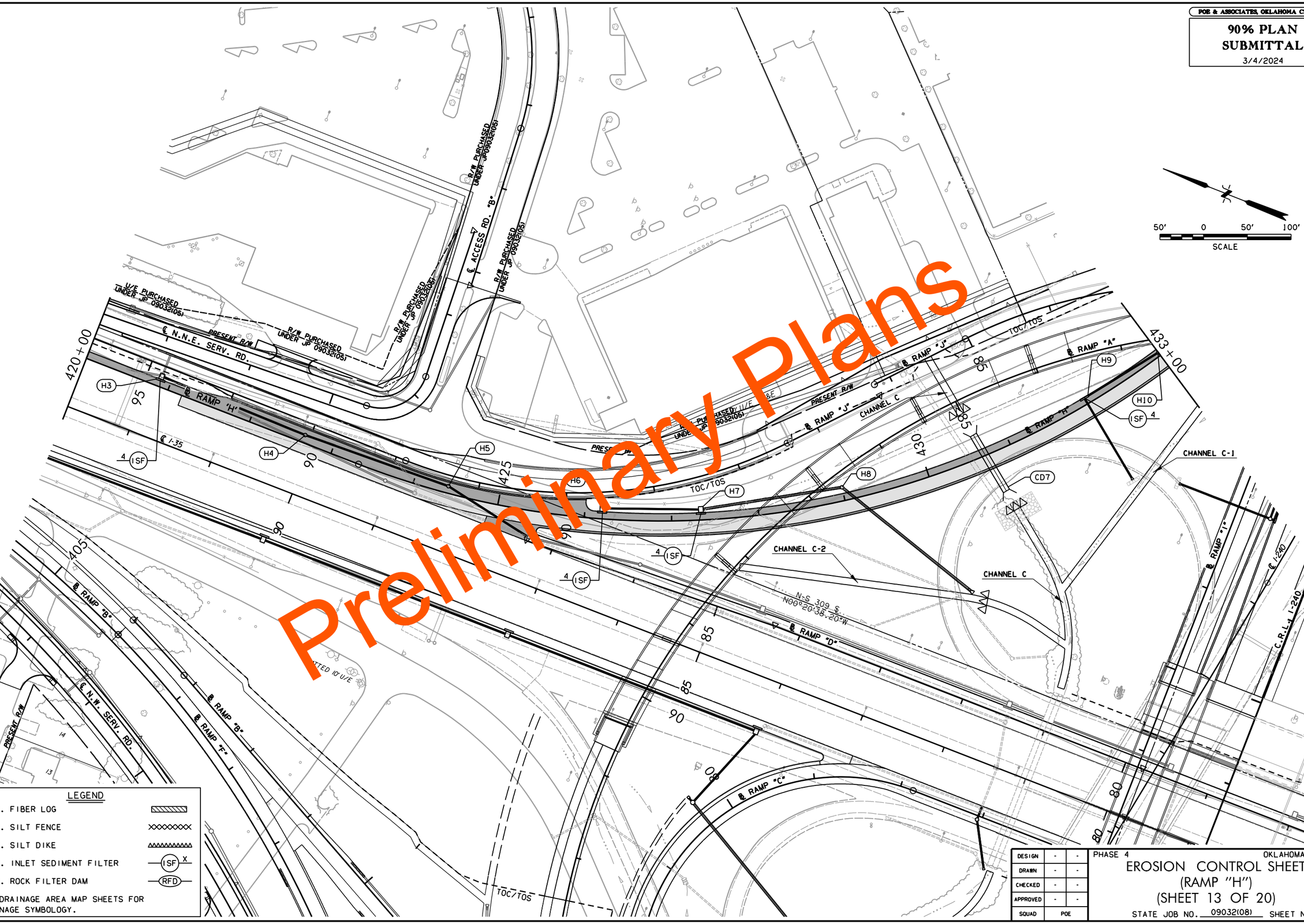
POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

3/4/2024



Preliminary Plans

LEGEND

TEMP. FIBER LOG	
TEMP. SILT FENCE	
TEMP. SILT DIKE	
TEMP. INLET SEDIMENT FILTER	(ISF) X
TEMP. ROCK FILTER DAM	(RFD)

SEE DRAINAGE AREA MAP SHEETS FOR DRAINAGE SYMBOLOGY.

DESIGN	-	-
DRAWN	-	-
CHECKED	-	-
APPROVED	-	-
SQUAD	POE	

PHASE 4 OKLAHOMA COUNTY

EROSION CONTROL SHEET (RAMP "H")

(SHEET 13 OF 20)

STATE JOB NO. 09032(08) SHEET NO. R079

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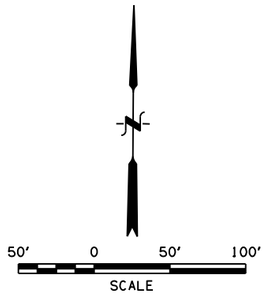
POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

3/4/2024



Preliminary Plans

LEGEND

TEMP. FIBER LOG	
TEMP. SILT FENCE	
TEMP. SILT DIKE	
TEMP. INLET SEDIMENT FILTER	ISF X
TEMP. ROCK FILTER DAM	RFD

SEE DRAINAGE AREA MAP SHEETS FOR DRAINAGE SYMBOLOGY.

DESIGN	-	-
DRAWN	-	-
CHECKED	-	-
APPROVED	-	-
SQUAD	POE	

PHASE 4 — OKLAHOMA COUNTY

EROSION CONTROL SHEET (RAMP "H")

(SHEET 14 OF 20)

STATE JOB NO. 09032(08) SHEET NO. R080

3/4/2024 2:40:19 PM
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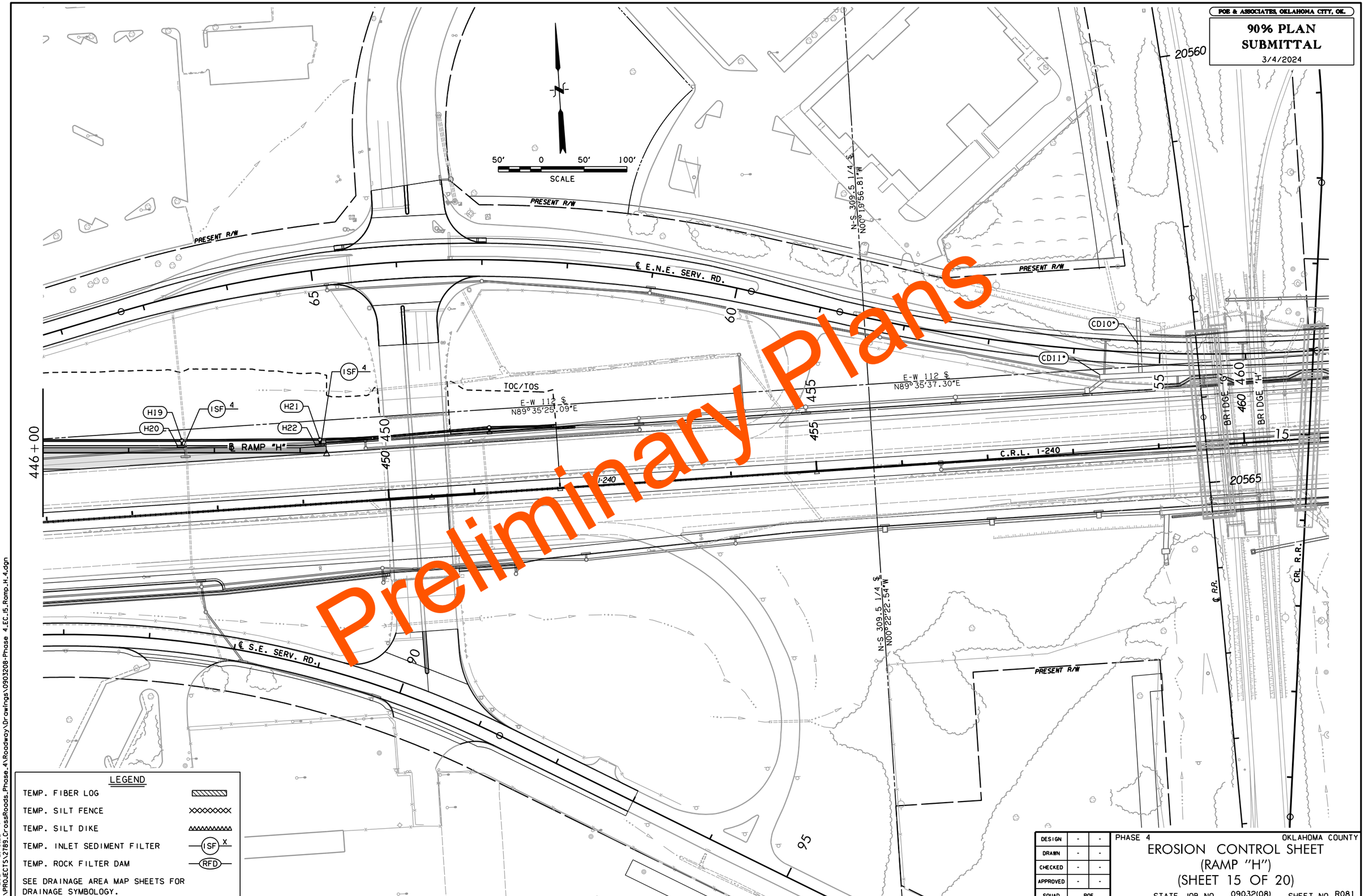

POE & ASSOCIATES, OKLAHOMA CITY, OK.
90% PLAN SUBMITTAL
3/4/2024
Preliminary Plans
50' 0 50' 100'
SCALE
PRESENT R/W
℄ E.N.E. SERV. RD.
℄ S.E. SERV. RD.
℄ RAMP "H"
C.R.L. I-240
I-240
TOC/TOS
E-W 112 ℄
N89°35'25.09"E
E-W 112 ℄
N89°35'37.30"E
N-S 309.5 1/4 ℄
N00°19'56.81"W
N-S 309.5 1/4 ℄
N00°22'22.54"W
BRIDGE 'G'
BRIDGE 'H'
℄ R.R.
CRL R.R.
20560
20565
446+00
450
455
460
65
60
55
90
95
15
H19
H20
H21
H22
ISF 4
CD10*
CD11*
LEGEND
TEMP. FIBER LOG
TEMP. SILT FENCE
TEMP. SILT DIKE
TEMP. INLET SEDIMENT FILTER
TEMP. ROCK FILTER DAM
SEE DRAINAGE AREA MAP SHEETS FOR DRAINAGE SYMBOLOGY.
DESIGN
DRAWN
CHECKED
APPROVED
SQUAD
POE
PHASE 4
OKLAHOMA COUNTY
EROSION CONTROL SHEET
(RAMP "H")
(SHEET 15 OF 20)
STATE JOB NO. 09032(08)
SHEET NO. R081
3/4/2024 2:40:22 PM
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POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

3/4/2024

Preliminary Plans

CHANNEL C-2

CHANNEL C

CHANNEL C

CHANNEL C-1

℄ RAMP "J"

℄ RAMP "H"

℄ RAMP "A"

℄ RAMP "C"

℄ RAMP "D"

℄ RAMP "L"

℄ RAMP "I"

℄ RAMP "B"

℄ RAMP "E"

℄ S.E. SERV. RD.

℄ I-240

C.R.L. I-240

℄ I-35

CD7

CD3

WB25

WB27

TOC/TOS

PRESENT R/W

R/W PURCHASED UNDER JP09032(05)

U/E PURCHASED UNDER JP 09032(05)

PSE PURCHASED UNDER JP09032(05)

N89°27'29.39"E

N89°35'25.09"E

N-S 309 ℄

N00°20'38.20"W

N00°30'21.50"W

425

430

435

80

85

50' 0 50' 100'

SCALE

LEGEND

TEMP. FIBER LOG	
TEMP. SILT FENCE	
TEMP. SILT DIKE	
TEMP. INLET SEDIMENT FILTER	(ISF) X
TEMP. ROCK FILTER DAM	(RFD)

SEE DRAINAGE AREA MAP SHEETS FOR DRAINAGE SYMBOLOGY.

DESIGN	-	-
DRAWN	-	-
CHECKED	-	-
APPROVED	-	-
SQUAD	POE	

PHASE 4 OKLAHOMA COUNTY

EROSION CONTROL SHEET
(RAMP "I")
(SHEET 16 OF 20)

STATE JOB NO. 09032(08) SHEET NO. R082

3/4/2024 2:40:26 PM
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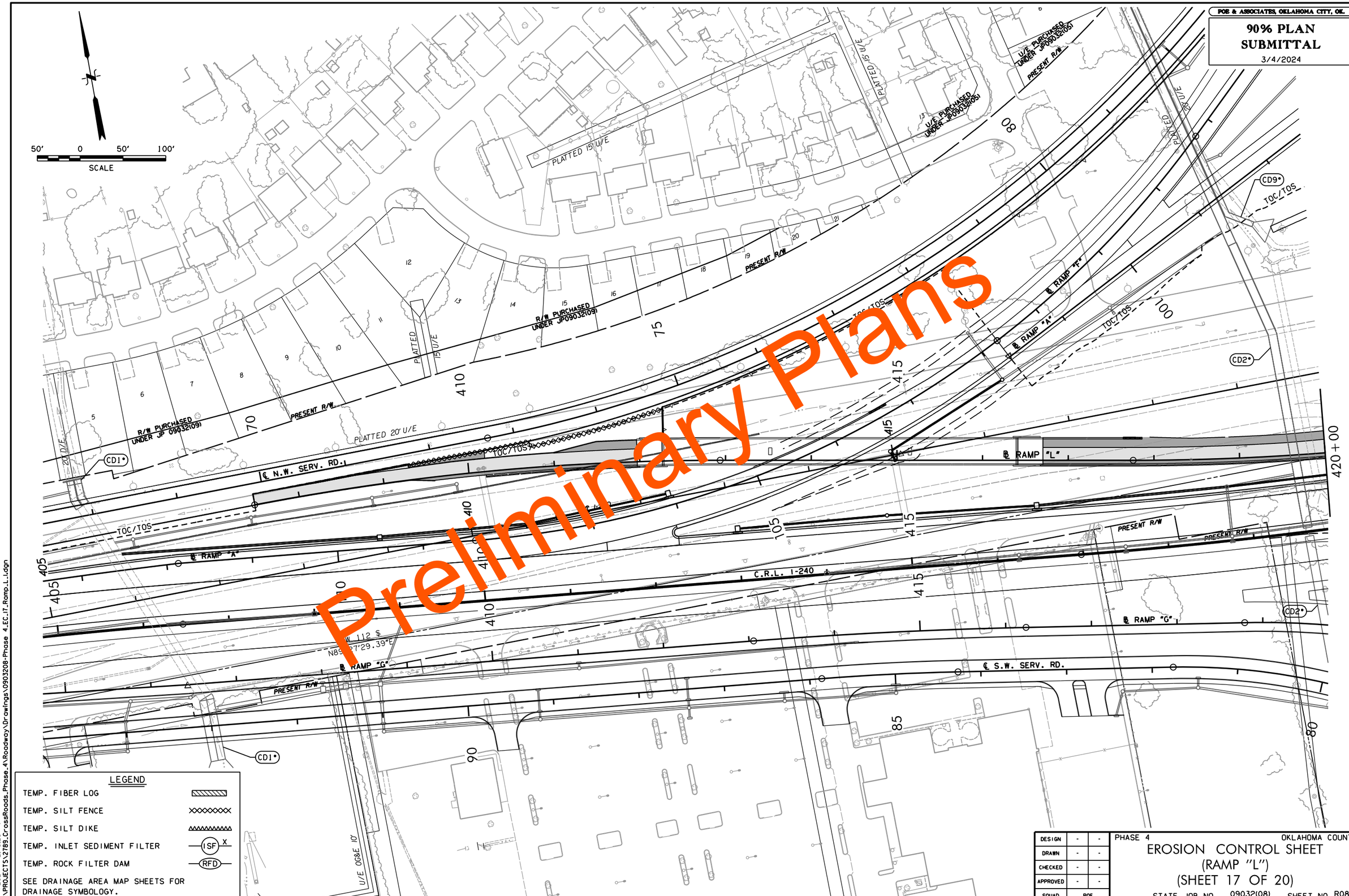
POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

3/4/2024



Preliminary Plans

LEGEND

TEMP. FIBER LOG	
TEMP. SILT FENCE	
TEMP. SILT DIKE	
TEMP. INLET SEDIMENT FILTER	ISF X
TEMP. ROCK FILTER DAM	RFD

SEE DRAINAGE AREA MAP SHEETS FOR DRAINAGE SYMBOLOGY.

DESIGN	-	-
DRAWN	-	-
CHECKED	-	-
APPROVED	-	-
SQUAD	POE	

PHASE 4 OKLAHOMA COUNTY

EROSION CONTROL SHEET
(RAMP "L")
(SHEET 17 OF 20)

STATE JOB NO. 09032(08) SHEET NO. R083

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POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

3/4/2024

Preliminary Plans

50' 0 50' 100'
SCALE

℄ RAMP "A"
℄ RAMP "C"
℄ RAMP "D"
℄ RAMP "G"
℄ RAMP "H"
℄ RAMP "I"
℄ RAMP "J"
℄ RAMP "L"
℄ RAMP "N"
℄ I-35
℄ I-240
C.R.L. I-240

TOC/TOS
PRESENT R/W
R/W PURCHASED UNDER JP0903(210)
CHANNEL C
CHANNEL C-3
CD3
CD7
CD8
S.W. SERV. RD.
N-S 309 ℄ N00°20'38.20"W
N-S 309 ℄ N00°30'21.50"W
E-W 112 ℄ N89°27'29.39"E
E-W 112 ℄ N89°35'25.09"E

LEGEND

TEMP. FIBER LOG	
TEMP. SILT FENCE	
TEMP. SILT DIKE	
TEMP. INLET SEDIMENT FILTER	ISF X
TEMP. ROCK FILTER DAM	RFD

SEE DRAINAGE AREA MAP SHEETS FOR DRAINAGE SYMBOLOGY.

DESIGN	-	-
DRAWN	-	-
CHECKED	-	-
APPROVED	-	-
SQUAD	POE	

PHASE 4 OKLAHOMA COUNTY

EROSION CONTROL SHEET (RAMP "L")

(SHEET 18 OF 20)

STATE JOB NO. 09032(08) SHEET NO. R084

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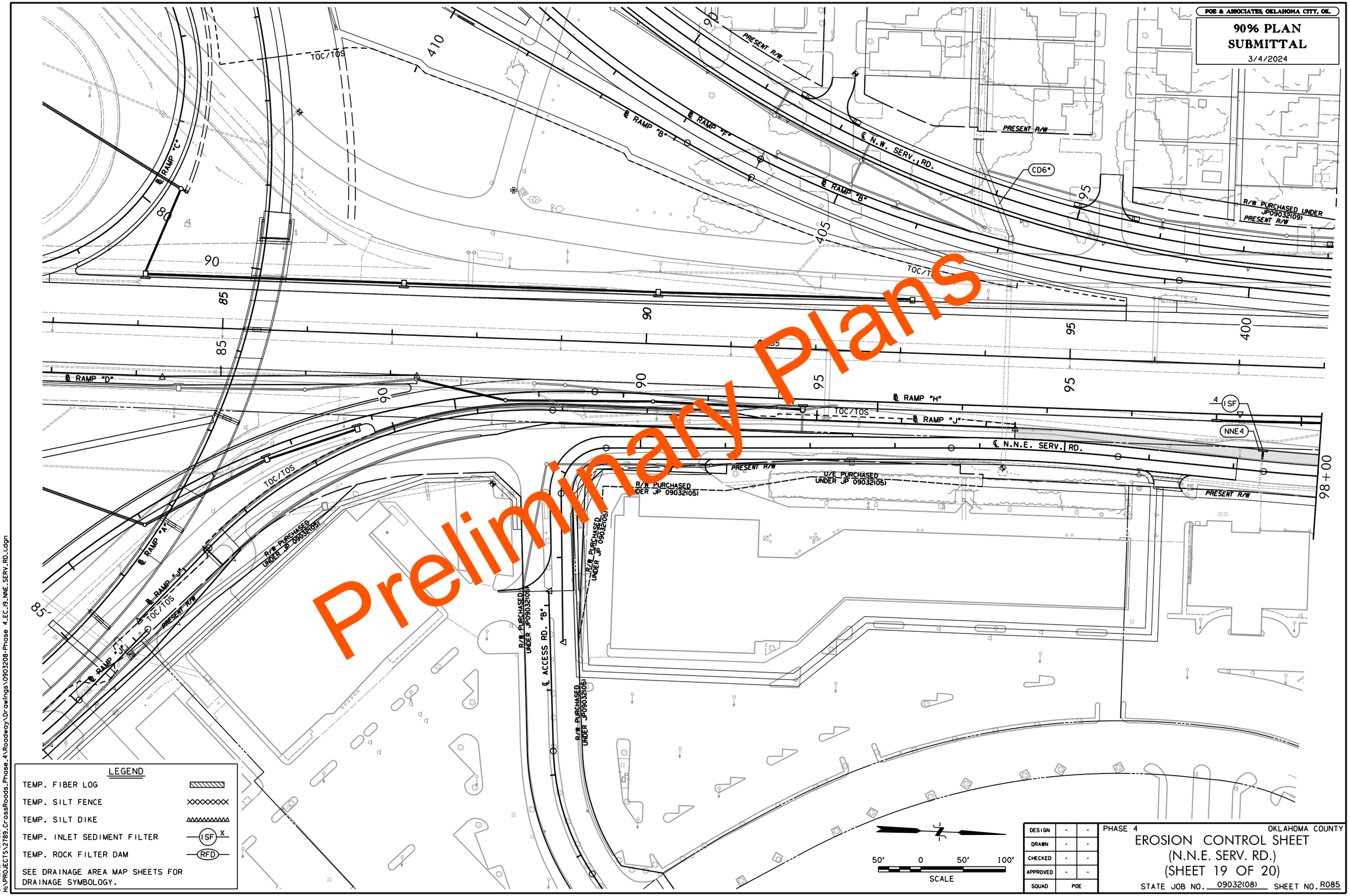
POE & ASSOCIATES, OKLAHOMA CITY, OK.
90% PLAN SUBMITTAL
3/4/2024
Preliminary Plans
℄ RAMP "C"
℄ RAMP "B"
℄ RAMP "F"
℄ RAMP "B"
℄ N.W. SERV. RD.
℄ RAMP "D"
℄ RAMP "H"
℄ RAMP "J"
℄ N.N.E. SERV. RD.
℄ RAMP "A"
℄ RAMP "J"
℄ ACCESS RD. "B"
TOC/TOS
PRESENT R/W
R/W PURCHASED UNDER JP09032(09)
R/W PURCHASED UNDER JP 09032(05)
U/E PURCHASED UNDER JP 09032(05)
R/W PURCHASED UNDER JP09032(05)
CD6*
ISF
NNE4
410
405
400
98+00
85
90
95
LEGEND
TEMP. FIBER LOG
TEMP. SILT FENCE
TEMP. SILT DIKE
TEMP. INLET SEDIMENT FILTER
TEMP. ROCK FILTER DAM
SEE DRAINAGE AREA MAP SHEETS FOR DRAINAGE SYMBOLOGY.
50' 0 50' 100'
SCALE
DESIGN
DRAWN
CHECKED
APPROVED
SQUAD
POE
PHASE 4
OKLAHOMA COUNTY
EROSION CONTROL SHEET
(N.N.E. SERV. RD.)
(SHEET 19 OF 20)
STATE JOB NO. 09032(08)
SHEET NO. R085
3/4/2024 2:40:34 PM
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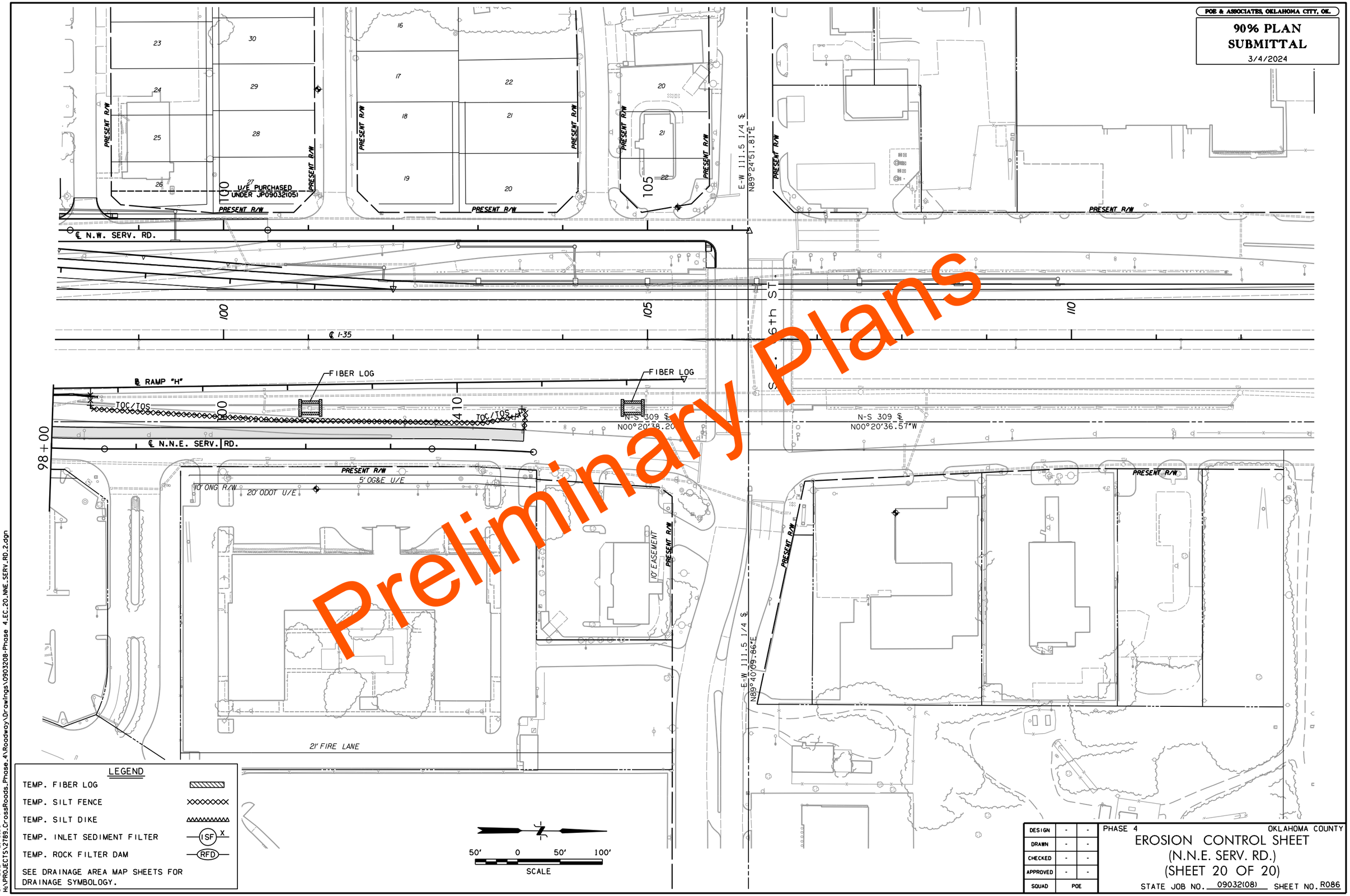
POE & ASSOCIATES, OKLAHOMA CITY, OK.
90% PLAN SUBMITTAL
3/4/2024
Preliminary Plans
℄ N.W. SERV. RD.
℄ I-35
℄ RAMP "H"
℄ N.N.E. SERV. RD.
FIBER LOG
TOC/TOS
N-S 309 ℄
N00°20'38.20"
N00°20'36.57"W
E-W 111.5 1/4 ℄
N89°24'51.81"E
N89°40'09.86"E
PRESENT R/W
U/E PURCHASED UNDER JP09032(05)
5' OG&E U/E
10' ONG R/W
20' ODOT U/E
10' EASEMENT
21' FIRE LANE
98+00
100
105
110
410
LEGEND
TEMP. FIBER LOG
TEMP. SILT FENCE
TEMP. SILT DIKE
TEMP. INLET SEDIMENT FILTER
TEMP. ROCK FILTER DAM
SEE DRAINAGE AREA MAP SHEETS FOR DRAINAGE SYMBOLOGY.
50' 0 50' 100'
SCALE
DESIGN
DRAWN
CHECKED
APPROVED
SQUAD
POE
PHASE 4
OKLAHOMA COUNTY
EROSION CONTROL SHEET
(N.N.E. SERV. RD.)
(SHEET 20 OF 20)
STATE JOB NO. 09032(08)
SHEET NO. R086
3/4/2024 2:40:36 PM
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POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

3/4/2024

ADJUST CONTRACTION JOINTS TO MATCH EXISTING CONTRACTION JOINTS

TIE LONGITUDINAL JOINT

N.W. SERV. RD.

℄ RAMP "L"

RET. WALL 'G'

RET. WALL 'F'

2'MIN

13.3'

RAMP "L" 414+00

RAMP "A" 104+00

℄ RAMP "A"

CRL I-240

RAMP "G"

S.W. SERV. RD.

410

110

105

Preliminary Plans

SCALE 30' 0 30' 60'

NOTE: DIMENSIONS ARE TO THE FACE OF CURB WHERE CURB IS PRESENT.
JOINTS ARE CUT TO THE BACK OF CURB.
CONTRACTOR MAY ADJUST JOINTS TO LINE UP WITH DESIGN ELEMENTS AS DIRECTED BY THE ENGINEER.
CONTRACTION JOINTS SHALL BE PLACED AT 15 FOOT SPACING
SEE ODOT STD. LECS-4 (LATEST REVISION) FOR JOINT DETAILS
FOR ADDITIONAL INFORMATION SEE ODOT STD. ASCD-5, CSCD-5, LTU-4, CRCP1-3, PCPR-3 (LATEST REVISIONS)

LEGEND

LONGITUDINAL JOINT - - - - - -

CONTRACTION JOINT .....

DESIGN	-	-
DRAWN	-	-
CHECKED	-	-
APPROVED	-	-
SQUAD	POE	

PHASE 4 OKLAHOMA COUNTY

JOINT LAYOUT (SHEET 1 OF 9)

STATE JOB NO. 09032(08) SHEET NO. R087

3/4/2024 2:40:38 PM
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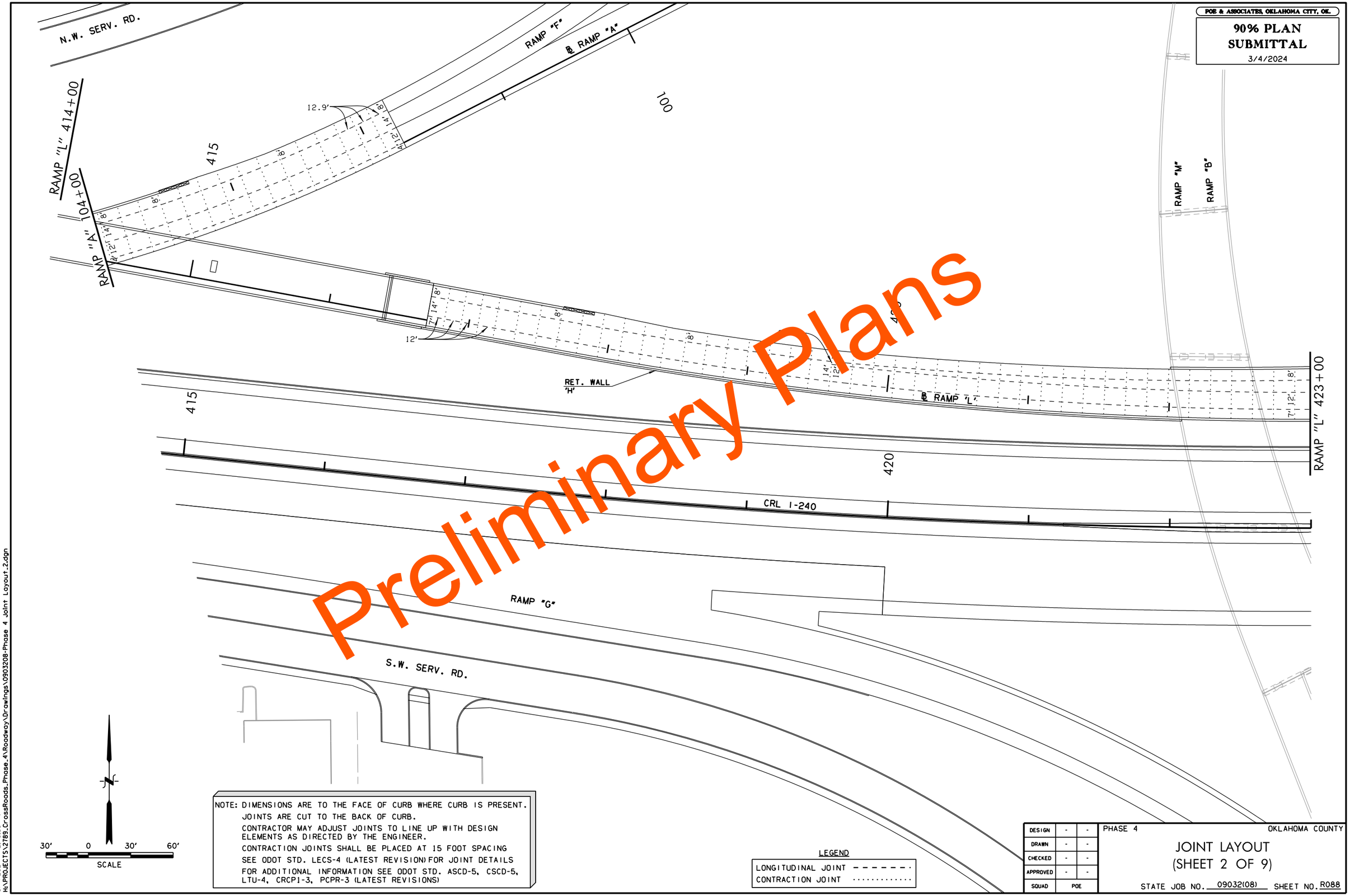
POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

3/4/2024



Preliminary Plans

NOTE: DIMENSIONS ARE TO THE FACE OF CURB WHERE CURB IS PRESENT.
JOINTS ARE CUT TO THE BACK OF CURB.
CONTRACTOR MAY ADJUST JOINTS TO LINE UP WITH DESIGN ELEMENTS AS DIRECTED BY THE ENGINEER.
CONTRACTION JOINTS SHALL BE PLACED AT 15 FOOT SPACING
SEE ODOT STD. LECS-4 (LATEST REVISION) FOR JOINT DETAILS
FOR ADDITIONAL INFORMATION SEE ODOT STD. ASCD-5, CSCD-5, LTU-4, CRCP1-3, PCPR-3 (LATEST REVISIONS)

LEGEND

LONGITUDINAL JOINT - - - - - - -
CONTRACTION JOINT .....

DESIGN	-	-
DRAWN	-	-
CHECKED	-	-
APPROVED	-	-
SQUAD	POE	

PHASE 4 OKLAHOMA COUNTY

JOINT LAYOUT
(SHEET 2 OF 9)

STATE JOB NO. 09032(08) SHEET NO. R088

3/4/2024 2:40:38 PM
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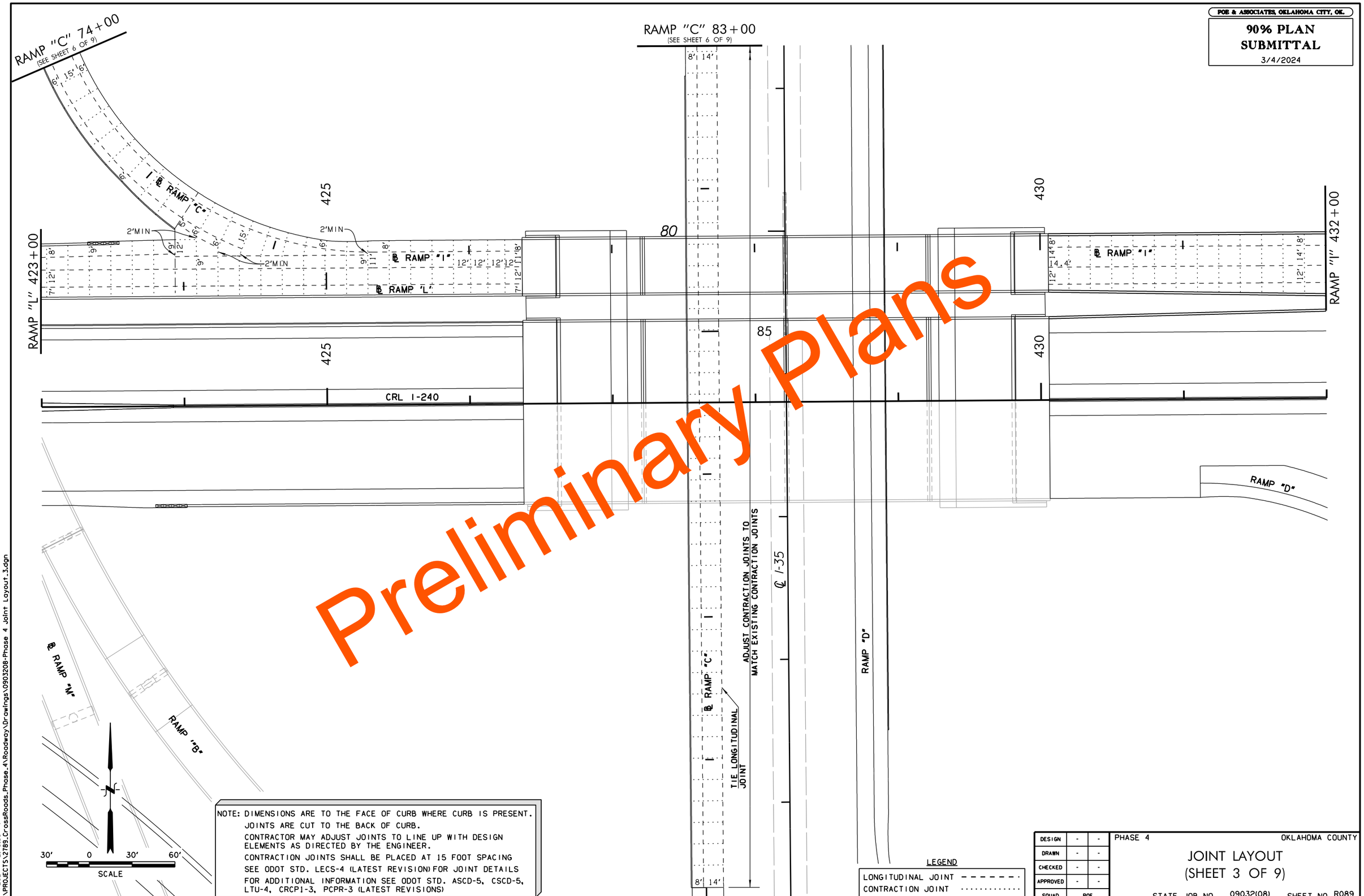

NOTE: DIMENSIONS ARE TO THE FACE OF CURB WHERE CURB IS PRESENT.
JOINTS ARE CUT TO THE BACK OF CURB.
CONTRACTOR MAY ADJUST JOINTS TO LINE UP WITH DESIGN ELEMENTS AS DIRECTED BY THE ENGINEER.
CONTRACTION JOINTS SHALL BE PLACED AT 15 FOOT SPACING
SEE ODOT STD. LECS-4 (LATEST REVISION) FOR JOINT DETAILS
FOR ADDITIONAL INFORMATION SEE ODOT STD. ASCD-5, CSCD-5, LTU-4, CRCP1-3, PCPR-3 (LATEST REVISIONS)

DESIGN	-	-
DRAWN	-	-
CHECKED	-	-
APPROVED	-	-
SQUAD	POE	

PHASE 4 OKLAHOMA COUNTY

JOINT LAYOUT
(SHEET 3 OF 9)

STATE JOB NO. 09032(08) SHEET NO. R089

3/4/2024 2:40:39 PM
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POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

3/4/2024

Preliminary Plans

RAMP "H" 432+00 (SEE SHEET 9 OF 9)

℄ RAMP "A"

℄ RAMP "H"

RAMP "J"

435

75

℄ E.N.E. SERV. RD.

440

RAMP "I" 432+00

℄ RAMP "I"

2'MIN

R.C. WALL "I"

℄ RAMP "H"

RAMP "H" 441+00

80

℄ I-240

RAMP "D"

℄ RAMP "A"

RAMP "B"

S.E. SERV. RD.

RAMP "E"

30' 0 30' 60'

SCALE

NOTE: DIMENSIONS ARE TO THE FACE OF CURB WHERE CURB IS PRESENT.
JOINTS ARE CUT TO THE BACK OF CURB.
CONTRACTOR MAY ADJUST JOINTS TO LINE UP WITH DESIGN ELEMENTS AS DIRECTED BY THE ENGINEER.
CONTRACTION JOINTS SHALL BE PLACED AT 15 FOOT SPACING
SEE ODOT STD. LECS-4 (LATEST REVISION) FOR JOINT DETAILS
FOR ADDITIONAL INFORMATION SEE ODOT STD. ASCD-5, CSCD-5, LTU-4, CRCP1-3, PCPR-3 (LATEST REVISIONS)

LEGEND

LONGITUDINAL JOINT - - - - - -

CONTRACTION JOINT .....

DESIGN	-	-
DRAWN	-	-
CHECKED	-	-
APPROVED	-	-
SQUAD	POE	

PHASE 4 OKLAHOMA COUNTY

JOINT LAYOUT (SHEET 4 OF 9)

STATE JOB NO. 09032(08) SHEET NO. R090

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POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

3/4/2024

Preliminary Plans

℄ E.N.E. SERV. RD.

65

RET. WALL

70

445

RAMP "H" 441+00

7' 14'6"

7'

12

14'6"

℄ RAMP "H"

445

450

℄ I-240

RAMP "L

S.E. SERV. RD.

N

30' 0 30' 60'

SCALE

NOTE: DIMENSIONS ARE TO THE FACE OF CURB WHERE CURB IS PRESENT.
JOINTS ARE CUT TO THE BACK OF CURB.
CONTRACTOR MAY ADJUST JOINTS TO LINE UP WITH DESIGN ELEMENTS AS DIRECTED BY THE ENGINEER.
CONTRACTION JOINTS SHALL BE PLACED AT 15 FOOT SPACING
SEE ODOT STD. LECS-4 (LATEST REVISION) FOR JOINT DETAILS
FOR ADDITIONAL INFORMATION SEE ODOT STD. ASCD-5, CSCD-5, LTU-4, CRCP1-3, PCPR-3 (LATEST REVISIONS)

LEGEND

LONGITUDINAL JOINT - - - - - -

CONTRACTION JOINT .....

DESIGN	-	-
DRAWN	-	-
CHECKED	-	-
APPROVED	-	-
SQUAD	POE	

PHASE 4 OKLAHOMA COUNTY

JOINT LAYOUT (SHEET 5 OF 9)

STATE JOB NO. 09032(08) SHEET NO. R091

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POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

3/4/2024

Preliminary Plans

CL I-35 86+00
(SEE SHEET 6 OF 9)

℄ RAMP "A"

RAMP "F"

RAMP "B"

RAMP "D"

℄ I-35

℄ RAMP "C"

RAMP "M"

RAMP "B"

RAMP "C" 74+00
(SEE SHEET 3 OF 9)

RAMP "C" 83+00
(SEE SHEET 3 OF 9)

TIE LONGITUDINAL JOINT

ADJUST CONTRACTION JOINTS TO MATCH EXISTING CONTRACTION JOINTS

12.2'

10'

2'MIN

2'MIN

2'MIN

8' 14'

8' 14'

6' 15' 6'

6' 12' 12' 12

POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

3/4/2024

Preliminary Plans

ADJUST CONTRACTION JOINTS TO MATCH EXISTING CONTRACTION JOINTS

TIE LONGITUDINAL JOINT

℄ N.N.E. SERV. RD.

6.9'

13'

410

415

418+00

℄ RAMP "H"

90

12.4'

8'

95

8'

TIE LONGITUDINAL JOINT

ADJUST CONTRACTION JOINTS TO MATCH EXISTING CONTRACTION JOINTS

RAMP "H"

℄ I-35

100

CL I-35 95+00

ADJUST CONTRACTION JOINTS TO MATCH EXISTING CONTRACTION JOINTS

12.6'

6'

11.2'

RAMP "B"

TIE LONGITUDINAL JOINT

N.W. SERV. RD.

30' 0 30' 60'

SCALE

NOTE: DIMENSIONS ARE TO THE FACE OF CURB WHERE CURB IS PRESENT.
JOINTS ARE CUT TO THE BACK OF CURB.
CONTRACTOR MAY ADJUST JOINTS TO LINE UP WITH DESIGN ELEMENTS AS DIRECTED BY THE ENGINEER.
CONTRACTION JOINTS SHALL BE PLACED AT 15 FOOT SPACING
SEE ODOT STD. LECS-4 (LATEST REVISION) FOR JOINT DETAILS
FOR ADDITIONAL INFORMATION SEE ODOT STD. ASCD-5, CSCD-5, LTU-4, CRCP1-3, PCPR-3 (LATEST REVISIONS)

LEGEND

LONGITUDINAL JOINT - - - - - -

CONTRACTION JOINT .....

DESIGN	-	-
DRAWN	-	-
CHECKED	-	-
APPROVED	-	-
SQUAD	POE	

PHASE 4 OKLAHOMA COUNTY

JOINT LAYOUT (SHEET 7 OF 9)

STATE JOB NO. 09032(08) SHEET NO. R093

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POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

3/4/2024

Preliminary Plans

ADJUST CONTRACTION JOINTS TO MATCH EXISTING CONTRACTION JOINTS

TIE LONGITUDINAL JOINT

℄ N.N.E. SERV. RD.

420

425

RAMP "H" 418+00

℄ RAMP "J"

℄ RAMP 'H'

TIE LONGITUDINAL JOINT

RET. WALL 'C'

RAMP "J"

RAMP "H" 427+00

℄ RAMP 'H'

2'MIN

3'

12.2'

ADJUST CONTRACTION JOINTS TO MATCH EXISTING CONTRACTION JOINTS

CL I-35 95+00

℄ I-35

ADJUST CONTRACTION JOINTS TO MATCH EXISTING CONTRACTION JOINTS

TIE LONGITUDINAL JOINT

CL I-35 86+00 (SEE SHEET 6 OF 9)

90

RAMP "B"

RAMP "B"

RAMP "F"

30' 0 30' 60'

SCALE

NOTE: DIMENSIONS ARE TO THE FACE OF CURB WHERE CURB IS PRESENT.
JOINTS ARE CUT TO THE BACK OF CURB.
CONTRACTOR MAY ADJUST JOINTS TO LINE UP WITH DESIGN ELEMENTS AS DIRECTED BY THE ENGINEER.
CONTRACTION JOINTS SHALL BE PLACED AT 15 FOOT SPACING
SEE ODOT STD. LECS-4 (LATEST REVISION) FOR JOINT DETAILS
FOR ADDITIONAL INFORMATION SEE ODOT STD. ASCD-5, CSCD-5, LTU-4, CRCP1-3, PCPR-3 (LATEST REVISIONS)

LEGEND

LONGITUDINAL JOINT - - - - - -

CONTRACTION JOINT .....

DESIGN	-	-
DRAWN	-	-
CHECKED	-	-
APPROVED	-	-
SQUAD	POE	

PHASE 4 OKLAHOMA COUNTY

JOINT LAYOUT (SHEET 8 OF 9)

STATE JOB NO. 09032(08) SHEET NO. R094

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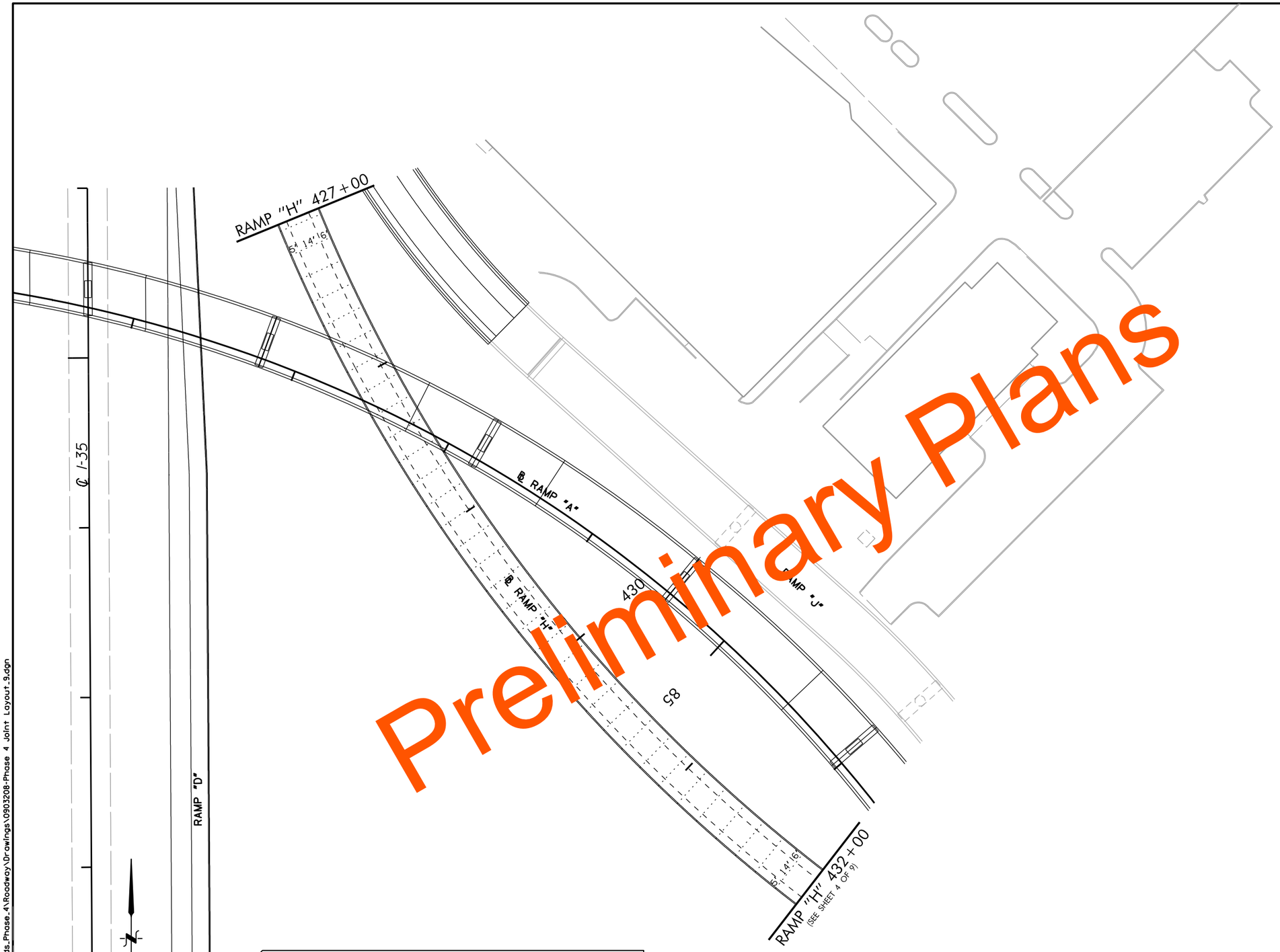
POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

3/4/2024



Preliminary Plans

NOTE: DIMENSIONS ARE TO THE FACE OF CURB WHERE CURB IS PRESENT.
JOINTS ARE CUT TO THE BACK OF CURB.
CONTRACTOR MAY ADJUST JOINTS TO LINE UP WITH DESIGN ELEMENTS AS DIRECTED BY THE ENGINEER.
CONTRACTION JOINTS SHALL BE PLACED AT 15 FOOT SPACING
SEE ODOT STD. LECS-4 (LATEST REVISION) FOR JOINT DETAILS
FOR ADDITIONAL INFORMATION SEE ODOT STD. ASCD-5, CSCD-5, LTU-4, CRCP1-3, PCPR-3 (LATEST REVISIONS)

LEGEND

LONGITUDINAL JOINT - - - - - -
CONTRACTION JOINT .....

DESIGN	-	-
DRAWN	-	-
CHECKED	-	-
APPROVED	-	-
SQUAD	POE	

PHASE 4 OKLAHOMA COUNTY

JOINT LAYOUT (SHEET 9 OF 9)

STATE JOB NO. 09032(08) SHEET NO. R095

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POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

3/4/2024

SEC. 27, T11N, R3W

BM#11
0-55-1838

BM#10

REMOVE 28.63 L.F.
OF CURB & GUTTER
CONST. IN PREV. PHASE

REMOVE 479.1 L.F.
OF CURB & GUTTER

REMOVE 192.18 L.F.
OF CURB & GUTTER
CONST. IN PREV. PHASE

390

395

400

405

SAWCUT 158.77 L.F.
OF PAVEMENT

REMOVE INLET
& 18" RCP

REMOVE
LIGHTPOLES

REMOVE
LIGHTPOLE

P.C. STA. 400+00 = ℄ I-240 BK.
P.C. STA. 399+96.14 AHD.

STATION EQUATION

REMOVAL OF ASPH.
PAVEMENT= 3,889.46 S.Y.

405+00

BM#20

BM#21

Preliminary Plans

50' 0 50' 100'
SCALE

SEC. 34, T11N, R3W

NOTE:
INTEGRAL CONC. CURB INCLUDED IN S.Y.
QUANTITY OF P.C. CONC. PAVEMENT

REMOVAL LEGEND

- PREVIOUS PHASE REMOVAL
- ASPHALT REMOVAL

REMOVAL TOTALS THIS SHEET

3889.46 S.Y. ASPHALT PAVEMENT
700.62 L.F. CONC. CURB & GUTTER
158.77 L.F. SAWCUT

DESIGN	-	-
DRAWN	-	-
CHECKED	-	-
APPROVED	-	-
SQUAD	POE	

PHASE 4 OKLAHOMA COUNTY

REMOVALS
PHASE 4 CONSTRUCTION
(SHEET 1 OF 6)

STATE JOB NO. 09032(08) SHEET NO. R096

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POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

3/4/2024

SEC. 27, T11N, R3W

BM#8

BM#7

REMOVAL OF ASPH. PAVEMENT= 9,464.63 S.Y.

SAWCUT 199.13 L.F. OF PAVEMENT

REMOVE 199.13 L.F. OF CURB & GUTTER CONST. IN PREV. PHASE

REMOVE 841.89 L.F. OF CURB & GUTTER CONST. IN PREV. PHASE

REMOVE 1,500.55 L.F. OF CONC. MED. BARRIER

REMOVE LIGHTPOLES

REMOVE LIGHTPOLES

REMOVE LIGHTPOLES

REMOVE LIGHTPOLES

REMOVAL OF OVERHEAD SIGN

REMOVE SIGN

REMOVAL OF OVERHEAD SIGN

410

415

405+00

420+00

℄ I-240

CRL I-240

P.I. Sta. 415+08.92, ℄ I-240 BK.
P.I. Sta. 415+00.00, ℄ I-240 AHD.

STATION EQUATION

REMOVAL OF ASPH. PAVEMENT= 6,495.40 S.Y.

BM#22

BM#23

Preliminary Plans

50′ 0 50′ 100′
SCALE

SEC. 34, T11N, R3W

REMOVAL LEGEND

- PREVIOUS PHASE REMOVAL
- ASPHALT REMOVAL

REMOVAL TOTALS THIS SHEET

15960.03 S.Y. ASPHALT PAVEMENT
1041.02 L.F. CONC. CURB & GUTTER
199.13 L.F. SAWCUT
1500.55 L.F. CON. MED. BARRIER

NOTE:
INTEGRAL CONC. CURB INCLUDED IN S.Y. QUANTITY OF P.C. CONC. PAVEMENT

DESIGN	-	-
DRAWN	-	-
CHECKED	-	-
APPROVED	-	-
SQUAD	POE	

PHASE 4 OKLAHOMA COUNTY

REMOVALS
PHASE 4 CONSTRUCTION
(SHEET 2 OF 6)

STATE JOB NO. 09032(08) SHEET NO. R097

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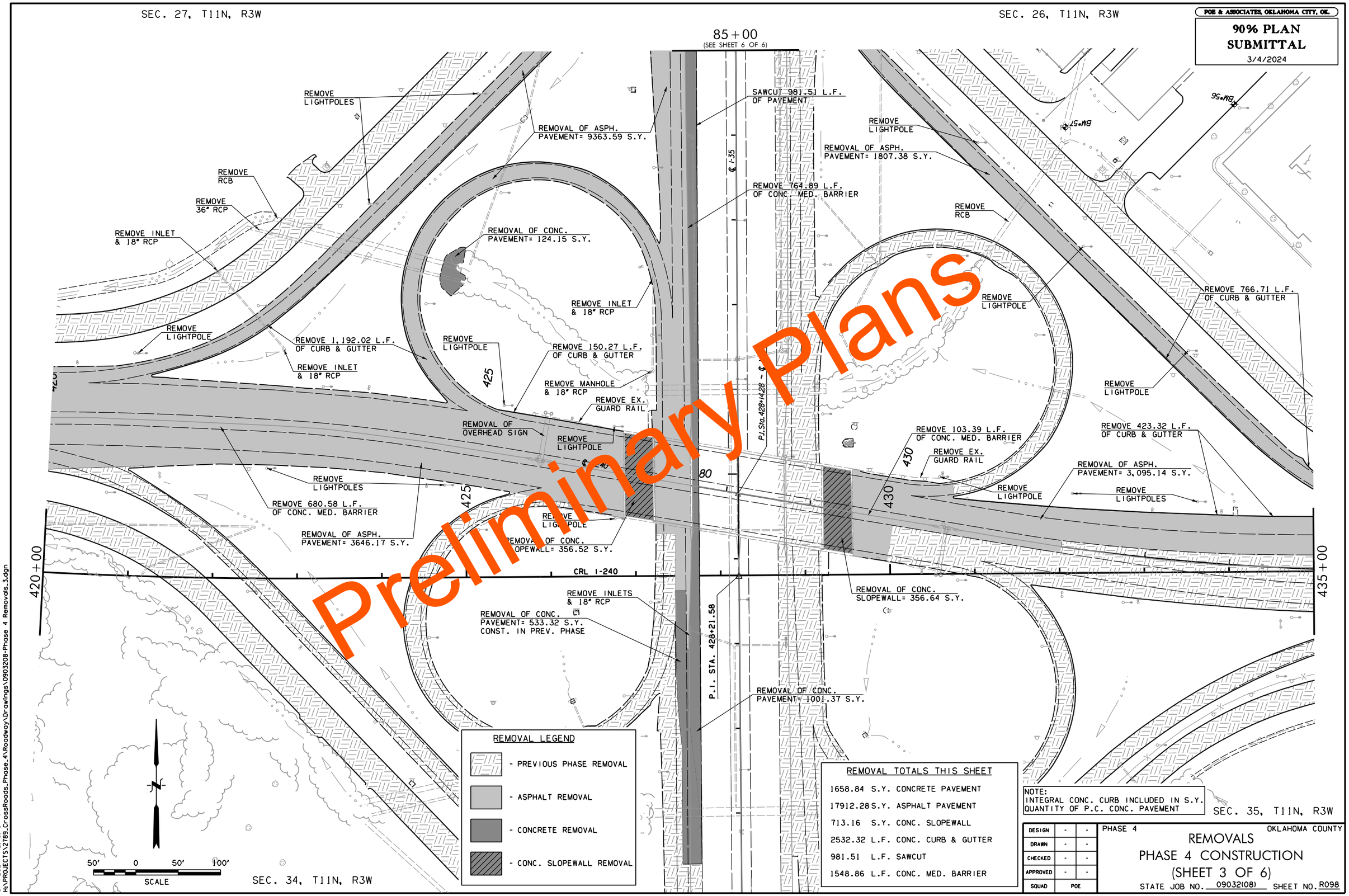

SEC. 27, T11N, R3W
SEC. 26, T11N, R3W
POE & ASSOCIATES, OKLAHOMA CITY, OK.
90% PLAN SUBMITTAL
3/4/2024
85+00
(SEE SHEET 6 OF 6)
REMOVE LIGHTPOLES
REMOVAL OF ASPH. PAVEMENT= 9363.59 S.Y.
SAWCUT 981.51 L.F. OF PAVEMENT
REMOVE LIGHTPOLE
REMOVAL OF ASPH. PAVEMENT= 1807.38 S.Y.
REMOVE RCB
REMOVE 36" RCP
REMOVE 764.89 L.F. OF CONC. MED. BARRIER
REMOVE INLET & 18" RCP
REMOVAL OF CONC. PAVEMENT= 124.15 S.Y.
REMOVE RCB
REMOVE INLET & 18" RCP
REMOVE LIGHTPOLE
REMOVE 766.71 L.F. OF CURB & GUTTER
REMOVE LIGHTPOLE
REMOVE 1,192.02 L.F. OF CURB & GUTTER
REMOVE LIGHTPOLE
REMOVE 150.27 L.F. OF CURB & GUTTER
REMOVE INLET & 18" RCP
REMOVE MANHOLE & 18" RCP
REMOVE EX. GUARD RAIL
REMOVE LIGHTPOLE
REMOVAL OF OVERHEAD SIGN
REMOVE LIGHTPOLE
REMOVE 103.39 L.F. OF CONC. MED. BARRIER
REMOVE 423.32 L.F. OF CURB & GUTTER
REMOVE EX. GUARD RAIL
REMOVAL OF ASPH. PAVEMENT= 3,095.14 S.Y.
REMOVE LIGHTPOLES
REMOVE LIGHTPOLE
REMOVE LIGHTPOLES
REMOVE 680.58 L.F. OF CONC. MED. BARRIER
REMOVAL OF ASPH. PAVEMENT= 3646.17 S.Y.
REMOVAL OF CONC. SLOPEWALL= 356.52 S.Y.
CRL I-240
420+00
435+00
REMOVE INLETS & 18" RCP
REMOVAL OF CONC. PAVEMENT= 533.32 S.Y. CONST. IN PREV. PHASE
REMOVAL OF CONC. SLOPEWALL= 356.64 S.Y.
P.I. STA. 428+21.58
REMOVAL OF CONC. PAVEMENT= 1001.37 S.Y.
Preliminary Plans
REMOVAL LEGEND
- PREVIOUS PHASE REMOVAL
- ASPHALT REMOVAL
- CONCRETE REMOVAL
- CONC. SLOPEWALL REMOVAL
REMOVAL TOTALS THIS SHEET
1658.84 S.Y. CONCRETE PAVEMENT
17912.28 S.Y. ASPHALT PAVEMENT
713.16 S.Y. CONC. SLOPEWALL
2532.32 L.F. CONC. CURB & GUTTER
981.51 L.F. SAWCUT
1548.86 L.F. CONC. MED. BARRIER
NOTE: INTEGRAL CONC. CURB INCLUDED IN S.Y. QUANTITY OF P.C. CONC. PAVEMENT
SEC. 35, T11N, R3W
SEC. 34, T11N, R3W
50' 0 50' 100'
SCALE
DESIGN - -
DRAWN - -
CHECKED - -
APPROVED - -
SQUAD POE
PHASE 4
OKLAHOMA COUNTY
REMOVALS
PHASE 4 CONSTRUCTION
(SHEET 3 OF 6)
STATE JOB NO. 09032(08)
SHEET NO. R098
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SEC. 26, T11N, R3W

POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

3/4/2024

Preliminary Plans

BM*54

REMOVE 275.36 L.F. OF CURB & GUTTER

REMOVE LIGHTPOLE

REMOVE LIGHTPOLE

REMOVE EX. GUARD RAIL

REMOVAL OF OVERHEAD SIGN

435+00

440

445

450+00

℄ I-240

REMOVAL OF ASPH. PAVEMENT= 1,195.75 S.Y.

REMOVAL OF CONC. PAVEMENT= 5,401.24 S.Y.

REMOVAL OF ASPH. PAVEMENT= 2,044.22 S.Y. PREVIOUS PHASE TEMP. CONSTRUCTION

REMOVE 275.36 L.F. OF CURB & GUTTER PREVIOUS PHASE TEMP. CONSTRUCTION

REMOVE EX. GUARD RAIL

BM*39

NOTE:
INTEGRAL CONC. CURB INCLUDED IN S.Y. QUANTITY OF P.C. CONC. PAVEMENT

50′ 0 50′ 100′
SCALE

SEC. 35, T11N, R3W

REMOVAL LEGEND

- PREVIOUS PHASE REMOVAL
- ASPHALT REMOVAL
- CONCRETE REMOVAL

REMOVAL TOTALS THIS SHEET

5401.24 S.Y. CONCRETE PAVEMENT
3239.97 S.Y. ASPHALT PAVEMENT
619.22 L.F. CONC. CURB & GUTTER

DESIGN	-	-
DRAWN	-	-
CHECKED	-	-
APPROVED	-	-
SQUAD	POE	

PHASE 4 OKLAHOMA COUNTY

REMOVALS
PHASE 4 CONSTRUCTION
(SHEET 4 OF 6)

STATE JOB NO. 09032(08) SHEET NO. R099

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SEC. 26, T11N, R3W

POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

3/4/2024

Preliminary Plans

BM*51

REMOVAL OF CONC. SLOPEWALL= 196.49 S.Y.

REMOVE 200.14 L.F. OF CURB & GUTTER

455

460

450+00

℄ I-240

REMOVAL OF ASPH. PAVEMENT= 1,401.11 S.Y.

BM*50

BM*42

BM*40

50' 0 50' 100'

SCALE

SEC. 35, T11N, R3W

REMOVAL LEGEND

- PREVIOUS PHASE REMOVAL
- ASPHALT REMOVAL
- CONC. SLOPEWALL REMOVAL

REMOVAL TOTALS THIS SHEET

1401.11 S.Y. ASPHALT PAVEMENT

424.03 S.Y. CONC. SLOPEWALL

200.14 L.F. CONC. CURB & GUTTER

NOTE:
INTEGRAL CONC. CURB INCLUDED IN S.Y. QUANTITY OF P.C. CONC. PAVEMENT

DESIGN	-	-
DRAWN	-	-
CHECKED	-	-
APPROVED	-	-
SQUAD	POE	

PHASE 4 OKLAHOMA COUNTY

REMOVALS
PHASE 4 CONSTRUCTION
(SHEET 5 OF 6)

STATE JOB NO. 09032(08) SHEET NO. R100

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POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

3/4/2024

SEC. 27, T11N, R3W

REMOVE 182.38 L.F. OF CURB & GUTTER

REMOVAL OF ASPH. PAVEMENT= 1288.11 S.Y.

REMOVE 349.99 L.F. OF CONC. MED. BARRIER

REMOVAL OF CONC. PAVEMENT= 27.43 S.Y.

REMOVE INLET & 18" RCP

REMOVAL OF CONC. PAVEMENT= 3,377.69 S.Y.

REMOVE INLET & 18" RCP

REMOVAL OF CONC. DIVIDING STRIP= 35.85 S.Y.

SAWCUT 1064.5 L.F. OF PAVEMENT

℄ I-35

85+00 (SEE SHEET 3 OF 6)

90

95

100+00

REMOVAL OF CONC. DIVIDING STRIP= 22.8 S.Y.

SAWCUT 1130.55 L.F. OF PAVEMENT

REMOVE LIGHTPOLE

REMOVAL OF CONC. PAVEMENT= 3,361.37 S.Y.

REMOVAL OF CONC. DIVIDING STRIP= 110.81 S.Y.

REMOVE LIGHTPOLE

REMOVE LIGHTPOLE

REMOVE LIGHTPOLE

REMOVE 69.7 L.F. OF CONC. MED. BARRIER

REMOVAL OF ASPH. PAVEMENT= 534.51 S.Y.

BM*58

BM*59 RAMADA

SAWCUT 301.24 L.F. OF PAVEMENT

REMOVE 116.10 L.F. OF CURB & GUTTER

SAWCUT 264.17 L.F. OF PAVEMENT CONST. IN PREV. PHASE

REMOVAL OF CONC. PAVEMENT= 28.84 S.Y.

℄ I-35

REMOVAL OF CONC. PAVEMENT= 677.56 S.Y.

SAWCUT 366.54 L.F. OF PAVEMENT

100+00

50' 0 50' 100'

SCALE

SEC. 26, T11N, R3W

REMOVAL LEGEND

- PREVIOUS PHASE REMOVAL
- ASPHALT REMOVAL
- CONCRETE REMOVAL

REMOVAL TOTALS THIS SHEET

7372.89	S.Y.	CONCRETE PAVEMENT
1822.62	S.Y.	ASPHALT PAVEMENT
169.49	S.Y.	CONC. DIVIDING STRIP
298.48	L.F.	CONC. CURB & GUTTER
3127.01	L.F.	SAWCUT
419.96	L.F.	CONC. MED. BARRIER

NOTE:
INTEGRAL CONC. CURB INCLUDED IN S.Y. QUANTITY OF P.C. CONC. PAVEMENT

DESIGN	-	-
DRAWN	-	-
CHECKED	-	-
APPROVED	-	-
SQUAD	POE	

PHASE 4 OKLAHOMA COUNTY

REMOVALS
PHASE 4 CONSTRUCTION
(SHEET 6 OF 6)

STATE JOB NO. 09032(08) SHEET NO. R101

Preliminary Plans

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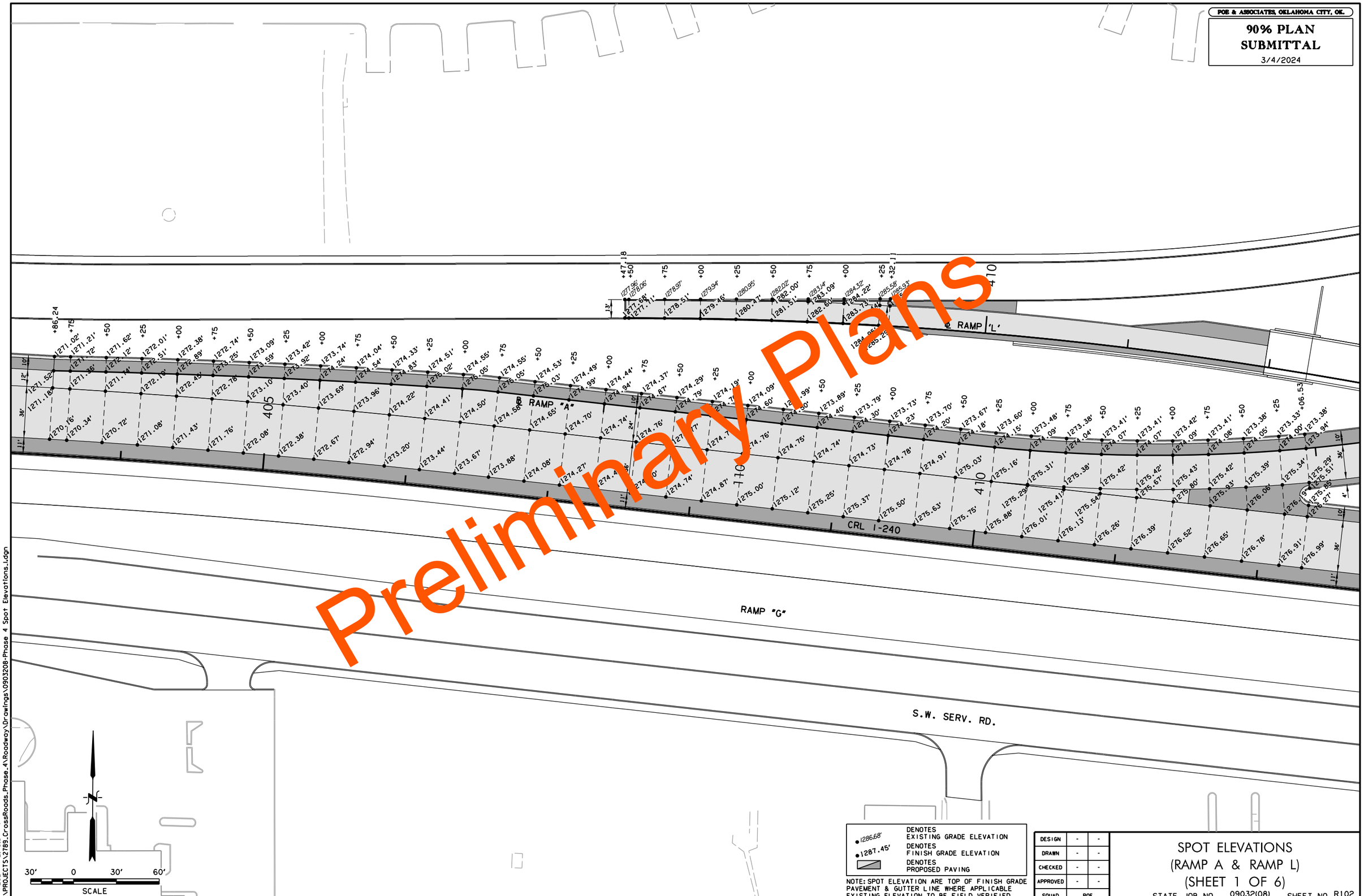
POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

3/4/2024



●1286.68'	DENOTES EXISTING GRADE ELEVATION
●1287.45'	DENOTES FINISH GRADE ELEVATION
	DENOTES PROPOSED PAVING

NOTE: SPOT ELEVATION ARE TOP OF FINISH GRADE PAVEMENT & GUTTER LINE WHERE APPLICABLE EXISTING ELEVATION TO BE FIELD VERIFIED

DESIGN	-	-
DRAWN	-	-
CHECKED	-	-
APPROVED	-	-
SQUAD	POE	

SPOT ELEVATIONS
(RAMP A & RAMP L)
(SHEET 1 OF 6)

STATE JOB NO. 09032(08) SHEET NO. R102

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POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

3/4/2024

Preliminary Plans

℄ I-35

℄ RAMP "C"

℄ RAMP "I"

℄ RAMP "C"

RAMP "B"

RAMP "G"

RAMP "M"

80

85

425

75

DENOTES EXISTING GRADE ELEVATION

DENOTES FINISH GRADE ELEVATION

DENOTES PROPOSED PAVING

NOTE: SPOT ELEVATION ARE TOP OF FINISH GRADE PAVEMENT & GUTTER LINE WHERE APPLICABLE EXISTING ELEVATION TO BE FIELD VERIFIED

DESIGN	-	-
DRAWN	-	-
CHECKED	-	-
APPROVED	-	-
SQUAD	POE	

SCALE 30′ 0 30′ 60′

SPOT ELEVATIONS (RAMP C & RAMP I) (SHEET 2 OF 6)

STATE JOB NO. 09032(08) SHEET NO. R103

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POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

3/4/2024

Preliminary Plans

N.N.E. SERV. RD.

N.N.E. SERV. RD.

RAMP "J"

RAMP "H" 419+00

℄ RAMP 'H'

℄ I-35

RAMP "B"

N.W. SERV. RD.

410	415	100	95

+32.34	+50	+75	+00	+25	+50	+75	+00	+25	+50	+75	+00	+25	+50	+75	+00	+25	+50	+75
1285.54'	1285.76'	1286.05'	1286.32'	1286.60'	1286.78'	1286.96'	1287.12'	1287.21'	1287.31'	1287.39'	1287.49'	1287.60'	1287.71'	1287.64'	1287.58'	1287.51'	1287.34'	1287.17'
1285.43'	1286.05'	1286.13'	1286.50'	1286.68'	1287.06'	1287.24'	1287.40'	1287.50'	1287.59'	1287.67'	1287.77'	1287.88'	1287.99'	1287.92'	1287.86'	1287.79'	1287.62'	1287.45'
		8"																8"

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30' 0 30' 60'
SCALE

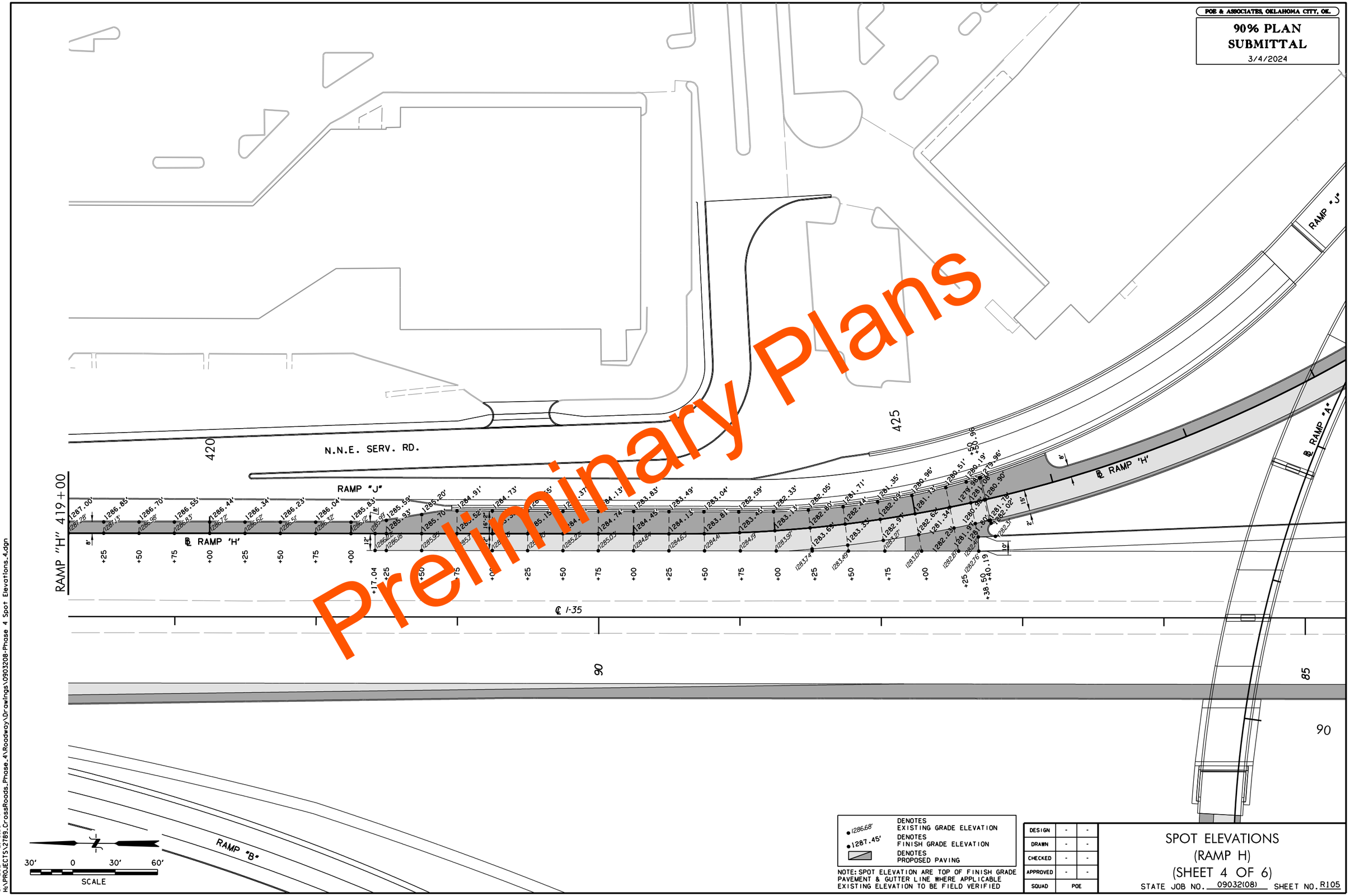
●1286.68' DENOTES EXISTING GRADE ELEVATION
●1287.45' DENOTES FINISH GRADE ELEVATION
DENOTES PROPOSED PAVING

NOTE: SPOT ELEVATION ARE TOP OF FINISH GRADE PAVEMENT & GUTTER LINE WHERE APPLICABLE EXISTING ELEVATION TO BE FIELD VERIFIED

DESIGN	-	-
DRAWN	-	-
CHECKED	-	-
APPROVED	-	-
SQUAD	POE	

SPOT ELEVATIONS (RAMP H) (SHEET 3 OF 6)

STATE JOB NO. 09032(08) SHEET NO. R104


POE & ASSOCIATES, OKLAHOMA CITY, OK.
90% PLAN SUBMITTAL
3/4/2024
Preliminary Plans
N.N.E. SERV. RD.
RAMP "J"
RAMP "H"
RAMP "A"
RAMP "B"
RAMP "H" 419+00
℄ I-35
420
425
90
85
90
30' 0 30' 60'
SCALE
DENOTES EXISTING GRADE ELEVATION
1286.68'
DENOTES FINISH GRADE ELEVATION
1287.45'
DENOTES PROPOSED PAVING
NOTE: SPOT ELEVATION ARE TOP OF FINISH GRADE PAVEMENT & GUTTER LINE WHERE APPLICABLE EXISTING ELEVATION TO BE FIELD VERIFIED
DESIGN
DRAWN
CHECKED
APPROVED
SQUAD
POE
SPOT ELEVATIONS
(RAMP H)
(SHEET 4 OF 6)
STATE JOB NO. 09032(08)
SHEET NO. R105
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POE & ASSOCIATES, OKLAHOMA CITY, OK.

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3/4/2024

Preliminary Plans

℄ RAMP "I"

℄ RAMP "H"

RAMP "J"

℄ RAMP "A"

℄ RAMP "B"

℄ I-240

E.N.E. SERV. RD.

435

440

80

"H" 442+00

RAMP "H"

+60.53 +75 +00 +25 +50 +75 +00 +25 +50 +75 +00 +25 +50 +75 +00

1289.81' 1289.91' 1290.08' 1290.26' 1290.48' 1290.65' 1290.80' 1291.07' 1291.12' 1291.39' 1291.47' 1291.71' 1291.85' 1292.04' 1292.17' 1292.34' 1292.36' 1292.51' 1292.57' 1292.57'

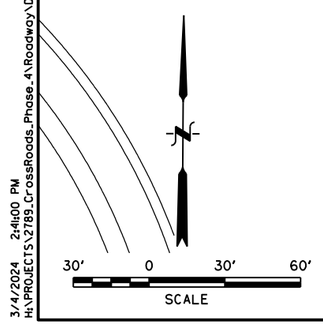
1290.40' 1290.50' 1290.67' 1291.62' 1291.79' 1291.98' 1292.15' 1292.15' 1292.28' 1292.40' 1292.52' 1292.57' 1292.64' 1292.74' 1292.76' 1292.93'

1291.52' 1291.73' 1291.91' 1292.30' 1292.21' 1292.38'

1292.86' 1292.94' 1292.86' 1292.78' 1292.76' 1292.68' 1292.69' 1292.61' 1292.66' 1292.58' 1292.68' 1292.60' 1292.76' 1292.68' 1292.78' 1293.04' 1293.09' 1292.88' 1293.21' 1293.23' 1293.17' 1293.31'

10' 24' 4' 28' 15' 4'

2' 15' 10' 19' 6'-3"



● 1286.68' DENOTES EXISTING GRADE ELEVATION

● 1287.45' DENOTES FINISH GRADE ELEVATION

DENOTES PROPOSED PAVING

NOTE: SPOT ELEVATION ARE TOP OF FINISH GRADE PAVEMENT & GUTTER LINE WHERE APPLICABLE EXISTING ELEVATION TO BE FIELD VERIFIED

DESIGN	-	-
DRAWN	-	-
CHECKED	-	-
APPROVED	-	-
SQUAD	POE	

SPOT ELEVATIONS (RAMP H) (SHEET 5 OF 6)

STATE JOB NO. 09032(08) SHEET NO. R106

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3/4/2024

Preliminary Plans

E.N.E. SERV. RD.

RAMP "H" 442+00

℄ RAMP "H"

445

450

℄ I-240

RAMP "B"

S.E. SERV. RD.

N

30′ 0 30′ 60′

SCALE

1286.58′ DENOTES EXISTING GRADE ELEVATION

1287.45′ DENOTES FINISH GRADE ELEVATION

DENOTES PROPOSED PAVING

NOTE: SPOT ELEVATION ARE TOP OF FINISH GRADE PAVEMENT & GUTTER LINE WHERE APPLICABLE EXISTING ELEVATION TO BE FIELD VERIFIED

DESIGN	-	-
DRAWN	-	-
CHECKED	-	-
APPROVED	-	-
SQUAD	POE	

SPOT ELEVATIONS (RAMP H) (SHEET 6 OF 6)

STATE JOB NO. 09032(08) SHEET NO. R107

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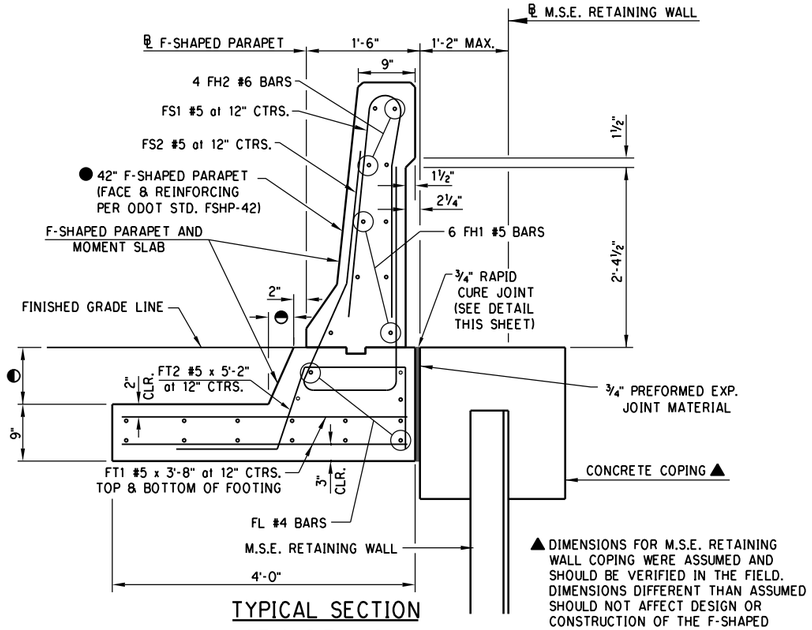
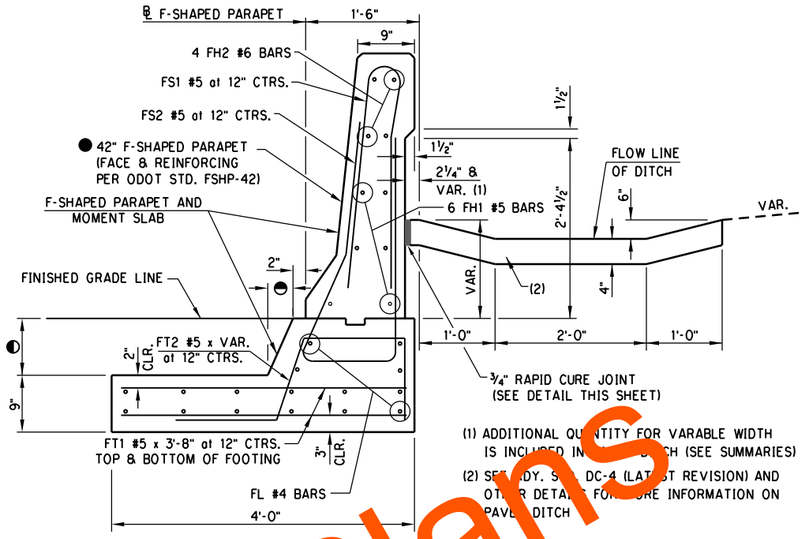
3/4/2024



TYPICAL SECTION AT M.S.E. WALL

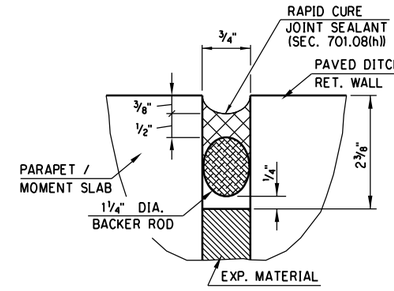
▲ DIMENSIONS FOR M.S.E. RETAINING WALL COPING WERE ASSUMED AND SHOULD BE VERIFIED IN THE FIELD. DIMENSIONS DIFFERENT THAN ASSUMED SHOULD NOT AFFECT DESIGN OR CONSTRUCTION OF THE F-SHAPED PARAPET AND MOMENT SLAB.



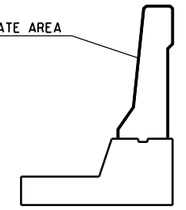
TYPICAL SECTION AT PAVED DITCH

(1) ADDITIONAL QUANTITY FOR VARABLE WIDTH IS INCLUDED IN [illegible] DITCH (SEE SUMMARIES)

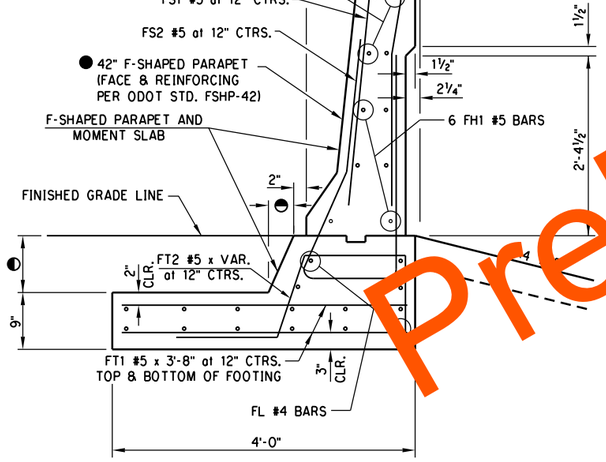
(2) SEE [illegible] DY. STD. DC-4 (LATEST REVISION) AND OTHER DETAILS FOR [illegible] URE INFORMATION ON PAVED DITCH



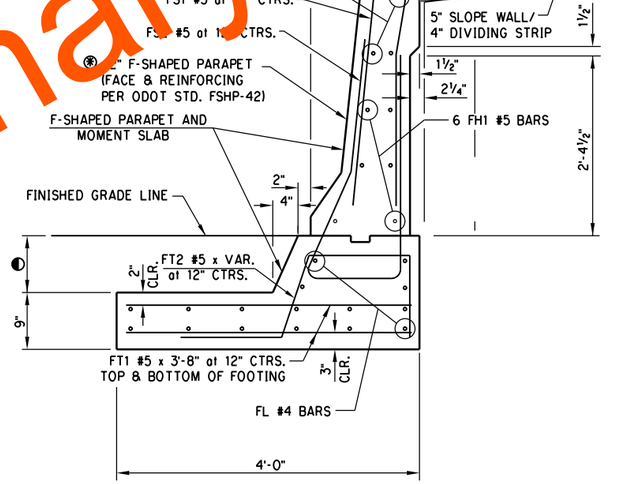
DETAIL OF RAPID CURE JOINT



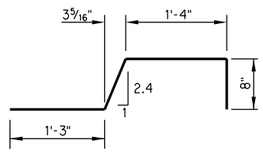
DETAIL OF PENETRATING WATER REPELLANT SURFACE TREATMENT



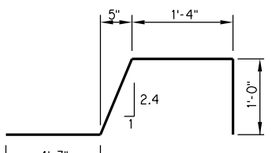
TYPICAL SECTION



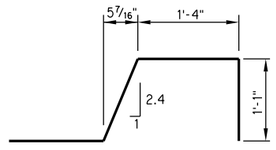
TYPICAL SECTION AT SLOPE WALL/DIVIDING STRIP



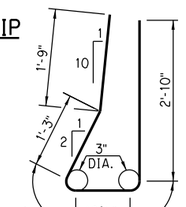
FT2 #5 x 4'-5" 5" PAVEMENT



FT2 #5 x 4'-8" 9" PAVEMENT



FT2 #5 x 4'-10" 10" PAVEMENT



FS2 #5 x 7'-4"

MOMENT SLAB EXTENTS:

WESTBOUND I-240 - STA. 430+05.83 TO STA. 434+59.79 LT.
STA. 449+30.83 TO STA. 452+00.00 LT.

RAMP 'A' - STA. 103+50.00 TO STA. 105+00.00 RT.

RAMP 'H' - STA. 433+00.00 TO STA. 434+32.00 LT.

RAMP 'I' - STA. 425+32.69 TO STA. 426+37.18 RT.
STA. 430+05.68 TO STA. 434+59.79 LT. & RT.
STA. 434+59.79 TO STA. 435+30.08 LT.

RAMP 'L' - STA. 410+20.00 TO STA. 411+96.92 RT.
STA. 416+70.42 TO STA. 417+64.18 LT. & RT.
STA. 417+64.18 TO STA. 422+00.00 RT.
STA. 422+00.00 TO STA. 423+33.00 LT. & RT.
STA. 423+33.00 TO STA. 425+32.69 RT.

● SEE ODOT STANDARD FSHP-42-2-00E FOR EXPANSION, CONSTRUCTION, AND CONTROL CRACK JOINT LOCATIONS.

MOMENT SLAB TO BE PAID FOR AS CLASS A CONCRETE AND EPOXY COATED REINFORCING STEEL. FS2 BARS SHALL BE INCLUDED IN EPOXY COATED REINFORCING STEEL QUANTITY.

VARIABLE TABLE

◐	5"	9"	10"
◓	2¼"	4"	4⁷⁄₁₆"

NOTE:
FS2 BARS INCLUDED IN ENPOXY COATED REINFORCED STEEL

DESIGN		
DRAWN		
CHECKED		
APPROVED		
SQUAD	POE	

PHASE 4 — OKLAHOMA COUNTY

F-SHAPE PARAPET AND MOMENT SLAB DETAIL

STATE JOB NO. 09032(08) SHEET NO. R108

Preliminary Plans

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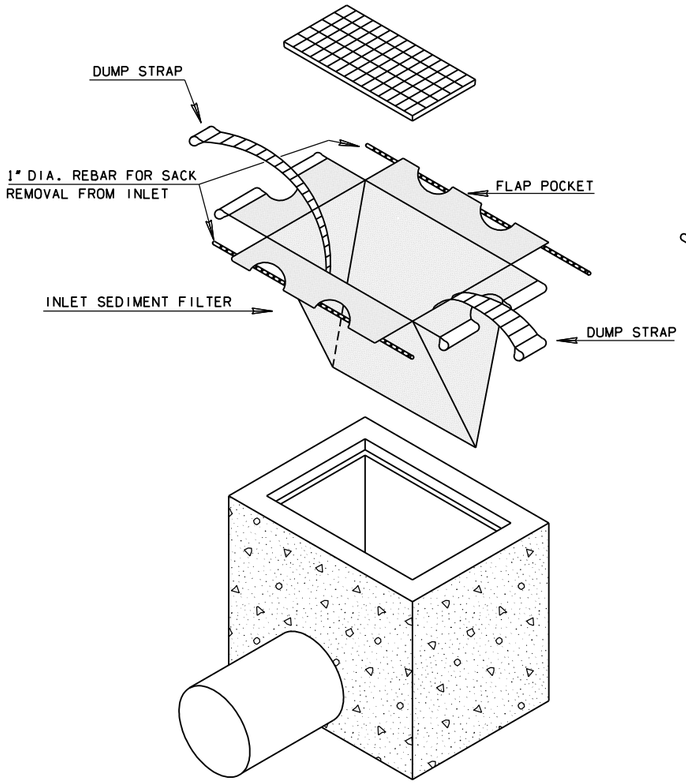
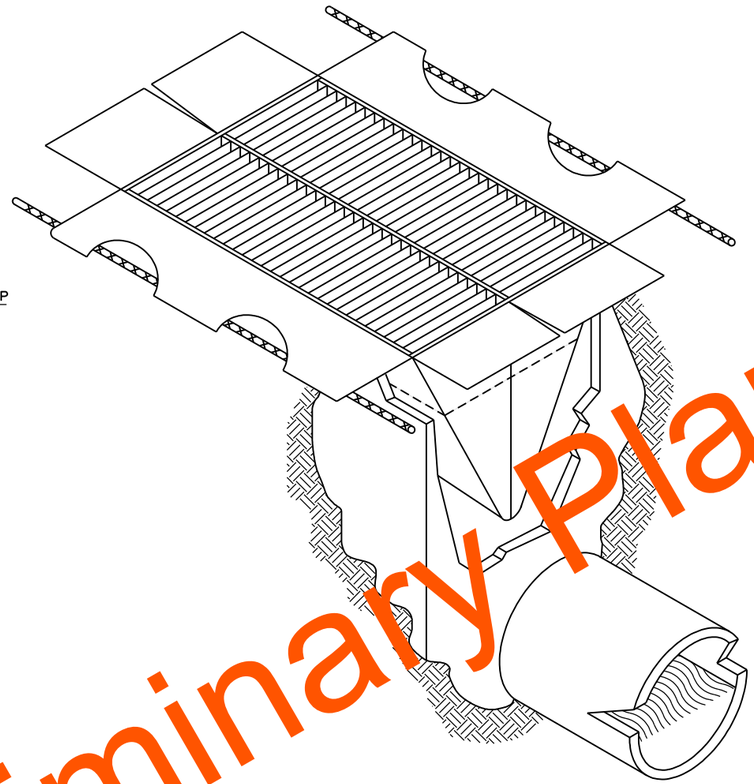
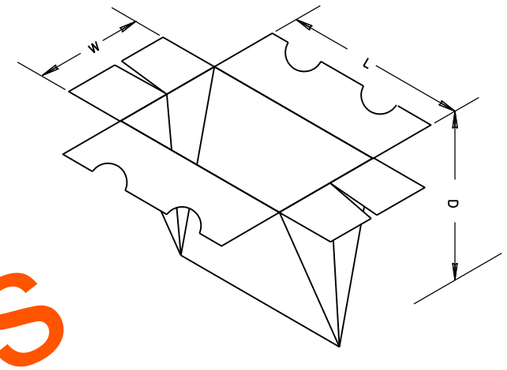
3/4/2024

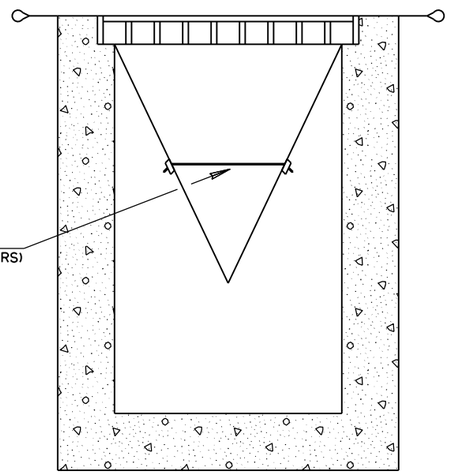


INSTALLATION DETAIL





Preliminary Plans



SIDE VIEW

GERNERAL NOTES

AN INLET SEDIMENT FILTER IS A WOVEN, POLYPROPLENE SACK PLACED INTO UNDERGROUND DRAINS DESIGNED TO TRAP SEDIMENT BEFORE IT ENTERS THE DRAINAGE SYSTEM. THE FILTER HAS FLAP POCKETS ALONG THE TOP EDGES AND DUMP STRAPS ATTACHED TO THE BOTTOM THAT REMAIN ABOVE THE GROUND AND ARE HELD IN PLACE BY THE GRATE. THE FILTER MUST NEVER BE ALLOWED TO BE OVER HALF FULL OF SEDIMENT OR THE DRAINAGE SYSTEM COULD BE POLLUTED, NOT FUNCTION AT ALL OR MAKE IT VERY DIFFICULT TO REMOVE. CONSEQUENTLY, REGULAR MAINTENANCE IS MANDATORY.

WHEN IT IS DETERMINED THAT THE FILTER NEEDS TO BE CLEANED, TWO PIECES OF 1" REBAR ARE INSERTED THROUGH THE FLAP POCKETS. THE GRATE IS REMOVED AND THE LIFTING BARS ARE ATTACHED TO AVAILABLE EQUIPMENT AND THE SEDIMENT FILTER IS REMOVED TO A DUMPING AREA. ONCE THE INLET SEDIMENT FILTER IS ON THE GROUND, REMOVE THE REMOVE THE LIFTING ARS FROM THE FLAT POCKETS AND INSET THE LIFTING BARS THROUGH THE DUMP STRAPS. LIFT THE FILTER OFF THE GROUND BY THE DUMP STRAPS AND THE FILTER WILL TURN INSIDE OUT AND BE EMPTIED. IT MAY THEN BE RINSED AND REUSED OR DISPOSED OF AND REPLACED WITH A NEW INLET SEDIMENT FILTER.

THE GEOTEXTILE FABRIC SHALL BE WOVEN WITH THE FOLLOWING PROPERTIES:

PROPERTY	TEST METHOD	TEST RESULT
GRAB TENSILE	ASTM D-4632	300 lb (Min.)
GRAB ELONGATION	ASTM D-4632	20% (Max.)
PUNCTURE	ASTM D-4833	120 lb (Min.)
MULLEN BURST	ASTM D-3786	800 psi (Min.)
TRAPEZOID TEAR	ASTM D-4533	120 lb (Min.)
UV RESISTANCE	ASTM D-4355	70% @ 150hrs. (Min.)
APPARENT OPENING SIZE	ASTM D-4751	40 US SIEVE (Max.)
FLOW RATE	ASTM D-4491	40 Gal./min./sq.ft. (Max.)
PERMITTIVITY	ASTM D-4491	0.55 sec.$^{-1}$(Max.)

SYMBOLOGY

SYMBOL TO BE USED TO DENOTE DEVICE ON PLANS

ISF

BASIS OF PAYMENT

ITEM NO.	ITEM	UNIT
221(H)	(PL) TEMPORARY INLET SEDIMENT FILTER	EACH

DESIGN	-	-
DRAWN	-	-
CHECKED	-	-
APPROVED	-	-
SQUAD	POE	

PHASE 4 OKLAHOMA COUNTY

TEMPORARY INLET SEDIMENT FILTER

STATE JOB NO. 09032(08) SHEET NO. R109

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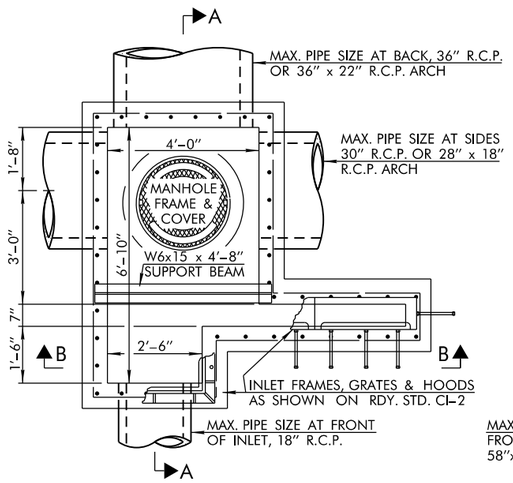
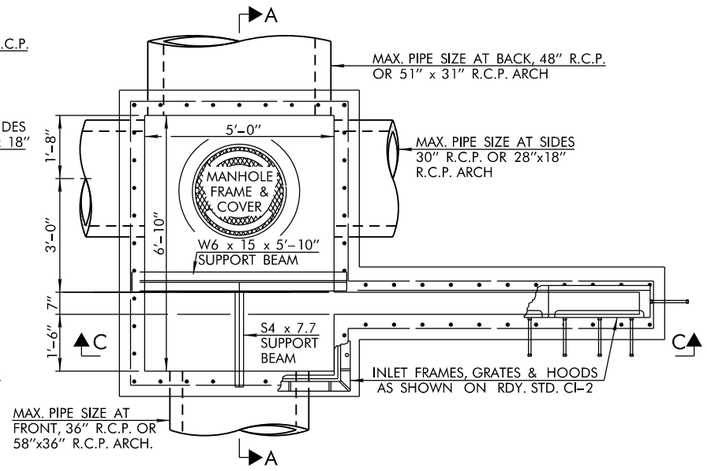
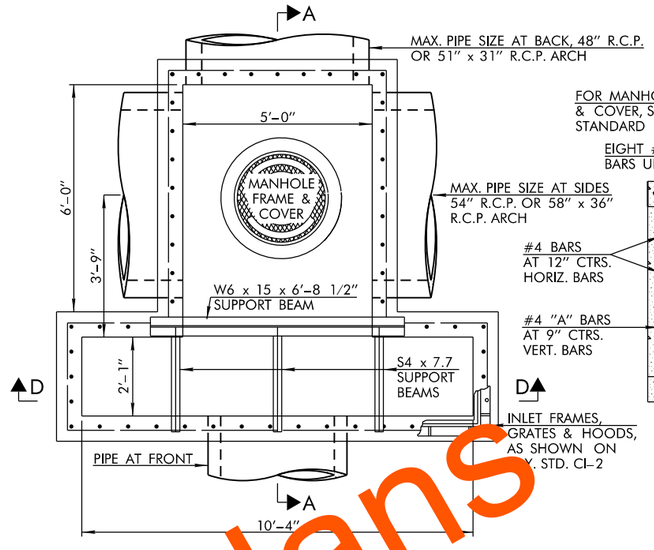
3/4/2024



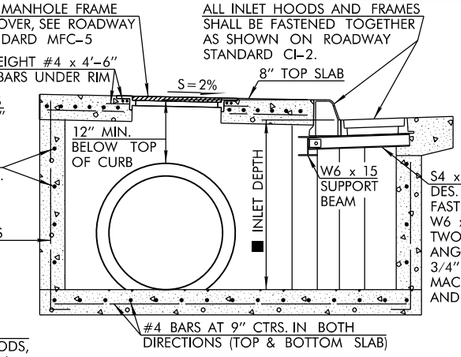
PLAN – DESIGN 1 W/SMALL JCT. BOX
(DESIGN 1B SHOWN)



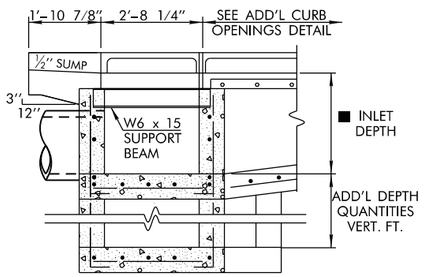
PLAN – DESIGN 2 W/SMALL JCT. BOX
(DESIGN 2C SHOWN)



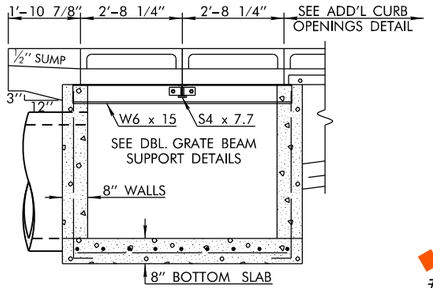
PLAN – DESIGN 3 W/LARGE JCT. BOX
(DESIGN 3 SHOWN)
(MULTIPLE DOUBLE GRATING)



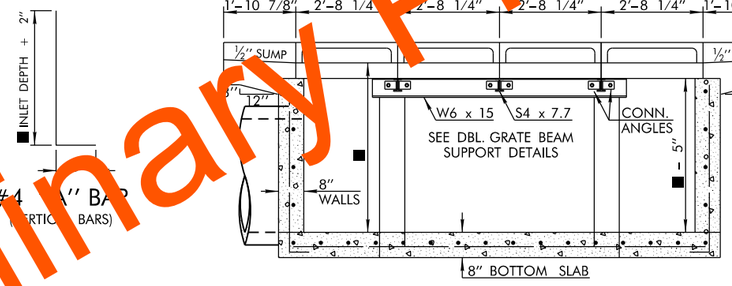
SECTION A–A



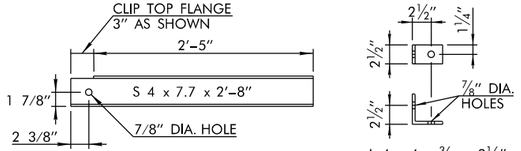
SECTION B–B



SECTION C–C

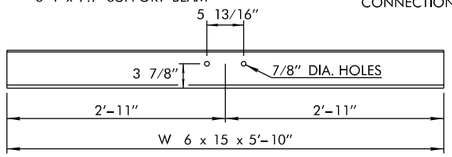


SECTION D–D

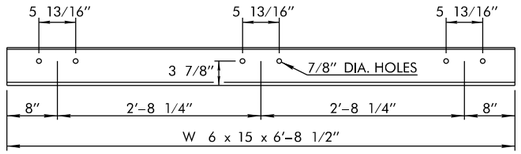


S 4 x 7.7 SUPPORT BEAM

L 4 x 4 x 3/8 x 2 1/2" CONNECTION ANGLE



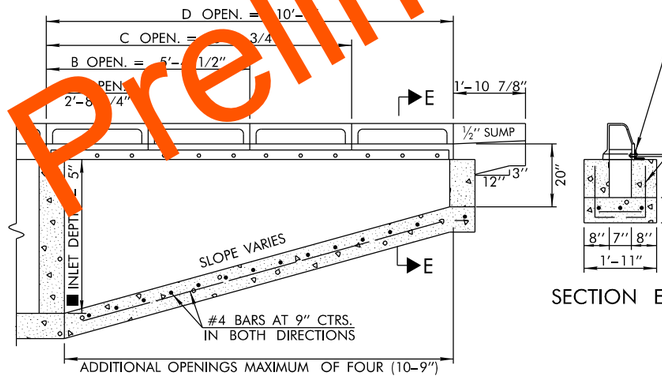
W 6 x 15 SUPPORT BEAM FOR DES. 2 DOUBLE GRATE



W 6 x 15 SUPPORT BEAM FOR DES. 3 DOUBLE GRATE

DOUBLE GRATE SUPPORT BEAM DETAILS

NOTE: S 4 x 7.7 SUPPORT BEAM(S) SHALL BE CONNECTED TO DOUBLE GRATE SUPPORT BEAMS USING CONNECTION ANGLES & 3/4" x 2" MACHINE BOLTS & NUTS AS REQUIRED.



ADDITIONAL CURB OPENINGS

SECTION E–E

■ STANDARD INLET DEPTH

INLET W/SMALL JUNCTION BOX	2'–8" FOR 18" R.C.P. & 28½" x 18" REINF. CONC. ARCH PIPE 3'–2" FOR 24" R.C.P. & 36¼" x 22½" REINF. CONC. ARCH PIPE 3'–8" FOR 30" R.C.P. & 43¾" x 26⅝" REINF. CONC. ARCH PIPE 4'–2" FOR 36" R.C.P. & 58½" x 36" REINF. CONC. ARCH PIPE
W/LARGE JUNC. BOX	4'–8" FOR 42" R.C.P. 5'–2" FOR 48" R.C.P.

STANDARD DEPTH QUANTITIES

INLET DESIGN	CURB OPEN DESIGNATION	CLASS "A" CONCRETE BASE AMOUNT C.Y.	CLASS "A" CONCRETE ADD'L CY PER VERT. FT. C.Y.	REINFORCING STEEL BASE AMOUNT LBS.	REINFORCING STEEL ADD'L CY PER VERT. FT. LBS.	INLET FRAME & GRATE EACH	CAST IRON HOOD EACH	MH FRAME & COVER EACH
1		2.84	0.60	244.74	37.41	1	1	1
1	A	3.09	0.54	262.54	35.40	1	2	1
1	B	3.45	0.54	284.79	35.40	1	3	1
1	C	3.81	0.54	302.94	35.40	1	4	1
1	D	4.17	0.54	325.35	35.40	1	5	1
2		3.57	0.65	304.06	42.08	2	2	1
2	A	3.76	0.60	325.86	40.80	2	3	1
2	B	4.15	0.60	348.99	40.80	2	4	1
2	C	4.55	0.60	371.81	40.80	2	5	1
2	D	4.94	0.60	391.72	40.80	2	6	1
3		4.99	1.01	566.27	65.46	4	4	1
3	A	5.47	1.01	591.13	64.01	4	5	1
3	B	5.96	1.01	617.42	64.01	4	6	1
3	C	6.45	1.01	643.30	64.01	4	7	1
3	D	6.95	1.01	665.86	64.01	4	8	1

GENERAL NOTES

1. ALL CONSTRUCTION AND MATERIAL REQUIREMENTS SHALL BE IN ACCORDANCE WITH THE 2019 ODOT STANDARD SPECIFICATIONS.
2. WHEN THE INLET IS BUILT IN NEW CONCRETE PAVEMENT, THE APRON AROUND THE INLET MAY BE BUILT INTEGRAL WITH PAVEMENT, OR MAY BE SEPARATE AND OF THE SIZE AS SHOWN. THE THICKNESS SHALL BE THE SAME AS THE CONCRETE PAVEMENT OR CURB AND GUTTER. IF CONSTRUCTED IN ANY OTHER AREA OR IN EXISTING PAVEMENT, THE APRON AROUND THE INLET SHALL BE BUILT OF P.C. CONCRETE TO A MINIMUM 8 INCH THICKNESS.
3. THERE WILL BE NO DEDUCTION OF PAYMENT FOR CONCRETE CURB AND GUTTER OR P.C. CONCRETE THROUGH THE EXTENTS OF THE CAST IRON CURB HOODS. DEDUCTION WILL BE MADE FOR PAYMENT ON INTEGRAL CURB THROUGH THE EXTENTS OF THE CAST IRON CURB HOODS.
4. STANDARD SSIF–5 FRAMES AND STANDARD CIG–4 GRATES TO BE USED WITH THESE INLETS UNLESS OTHERWISE SPECIFIED. COST OF THESE ITEMS AND HOODS SHALL BE INCLUDED IN THE COST OF INLET.
5. TYPE B & C FRAMES TO BE USED FOR MULTIPLE DOUBLE GRATES. SEE ROADWAY STANDARD SSIF–5 FOR DETAILS.
6. CASTINGS AS SHOWN HERE SHALL BE CAST STEEL, DUCTILE IRON OR GRAY IRON CONFORMING TO SECTION 725 OF THE SPECIFICATIONS.
7. VARIOUS DETAILS NOT SHOWN ON THIS SHEET, SHALL BE CONSTRUCTED AS SHOWN ON ROADWAY STANDARD CI–2, INCLUDING THE SUMP IN THE ROADWAY PAVING APRON, THE CONNECTION OF CAST IRON HOODS TO ANGLE IRON, AND THE CONNECTION OF CAST IRON HOODS TO THE INLET FRAMES.
8. PRICE BID FOR INLET W/JUNCTION BOX, SHALL INCLUDE ALL COST OF MATERIALS AND LABOR ASSOCIATED WITH UNCLASSIFIED EXCAVATION, STRUCTURAL EXCAVATION, CLASS A CONCRETE, REINFORCING STEEL, MANHOLE FRAME & COVER, INLET FRAMES & GRATES, CURB HOODS, CONNECTION ANGLES, CONNECTION BOLTS AND SUPPORT BEAMS.

BASIS OF PAYMENT

ITEM NO.	ITEM	UNIT
611 (G)	INLET W/SMALL JUNCTION BOX (◹)	EA.
611 (G)	INLET W/LARGE JUNCTION BOX (◹)	EA.
611 (H)	ADD'L DEPTH IN INLET W/SML. JUNCT. BOX (◪)	V.F.
611 (H)	ADD'L DEPTH IN INLET W/LRG. JUNCT. BOX (◪)	V.F.

◹ INLET DESIGN AND CURB DESIGNATION SHALL BE SPECIFIED. I.E. DESIGN 1(B) or 2(STD.)

◪ THE INLET DESIGN NO. SHALL BE SPECIFIED, I.E. DESIGN 1, 2 OR 3.

DESIGN	-	-
DRAWN	-	-
CHECKED	-	-
APPROVED	-	-
SQUAD	POE	

PHASE 4 — OKLAHOMA COUNTY

DETAIL OF CURB INLET W/ JUNCTION BOX

STATE JOB NO. 09032(08) SHEET NO. R110

Preliminary Plans

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POE & ASSOCIATES, OKLAHOMA CITY, OK.

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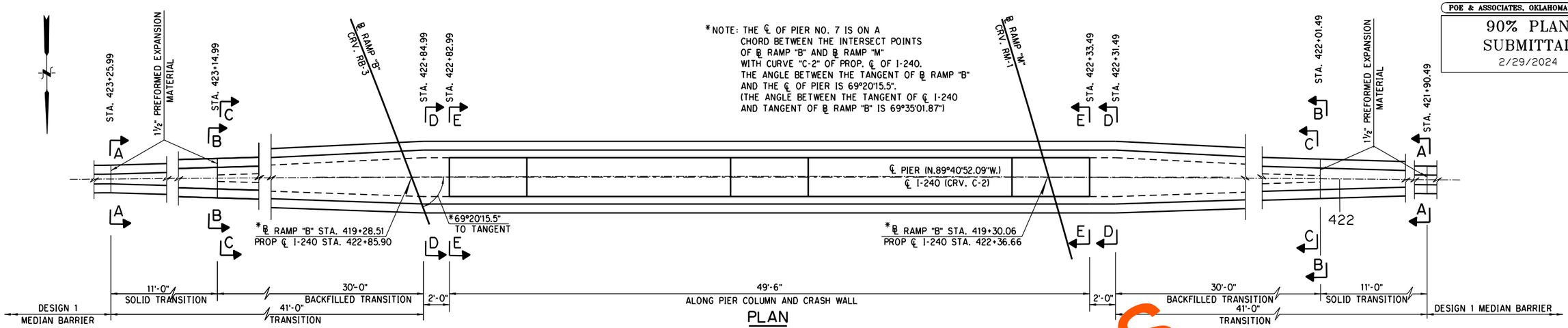
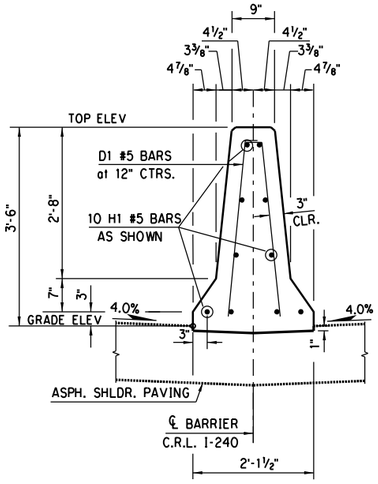
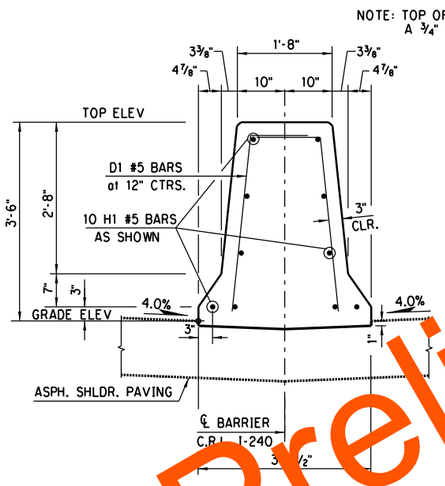
2/29/2024



PLAN
EAST - WEST TRANSITIONS

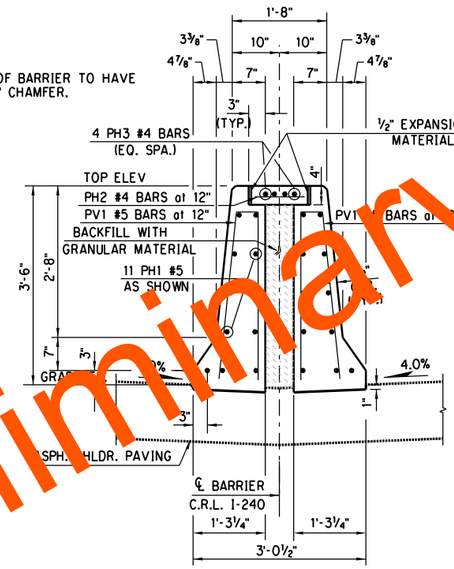


SECTION A-A
AT BEGIN SOLID TRANSITION

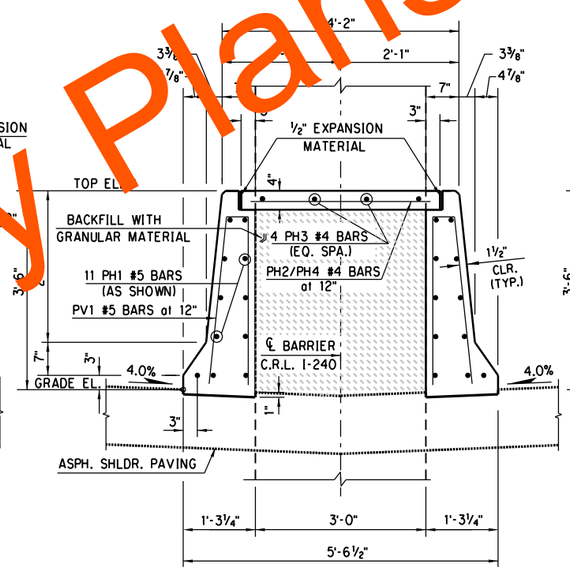


SECTION B-B
AT END SOLID TRANSITION

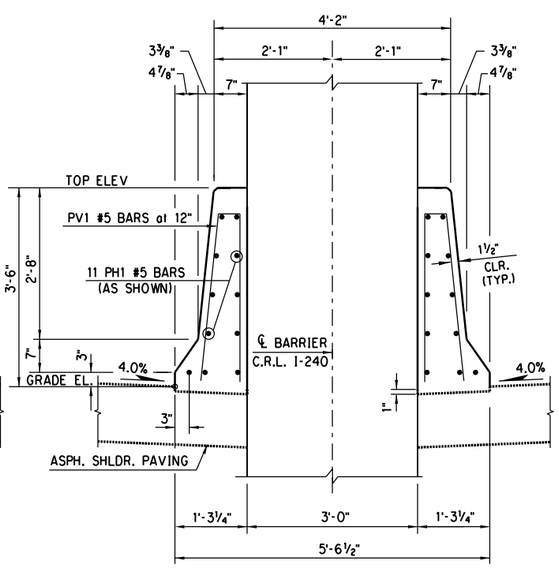
NOTE: TOP OF BARRIER TO HAVE A ¾" CHAMFER.



SECTION C-C
AT BEGIN
GRANULAR BACKFILLED TRANSITION



SECTION D-D
AT END
GRANULAR BACKFILLED TRANSITION



SECTION E-E
AT BEGIN PIER COLUMN FACE

Preliminary Plans

BAR LIST
EPOXY COATED

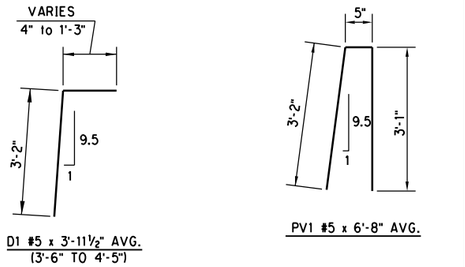
SOLID TRANSITION

MARK	NO.	SIZE	FORM	SPACING	LENGTH	LENGTH VARIATION
D1	48	#5	BNT.	12" C/C	3'-11½" AVG.	3'-6" TO 4'-5"
H1	20	#5	STR.	AS SHOWN	10'-8"	--

GRANULAR BACKFILLED TRANSITION

MARK	NO.	SIZE	FORM	SPACING	LENGTH	LENGTH VARIATION
PV1	228	#5	BNT.	12" c/c	6'-8"	--
① PH1	22	#5	STR.	AS SHOWN	117'-6"	--
PH2	62	#4	STR.	12" C/C	1'-11" AVG.	8" TO 3'-2"
PH3	8	#4	STR.	EQ. SPA.	31'-6"	--
PH4	4	#4	STR.	EQ. SPA.	3'-2"	--

① LENGTH INCLUDES LAP:
PH1 - 2 at 2'-0"
(STAGGER ALL LAPS)



BENT BAR DIMENSIONS ARE OUT TO OUT.

QUANTITIES
(FOR INFORMATION ONLY)

ITEM	UNIT	TOTAL
CLASS A CONCRETE	C.Y.	30.30
EPOXY COATED REINFORCING STEEL	LB.	4,960.00

NOTE: ALL COST OF GRANULAR BACKFILL TO BE INCLUDED IN OTHER ITEMS OF WORK.

BARRIER ELEVATION SCHEDULE

STATION	TOP	GRADE
421+90.49	1293.08	1289.58
422+01.49	1293.47	1289.97
422+31.49	1294.50	1291.00
422+33.49	1294.56	1291.06
422+82.99	1289.09	1292.59
422+84.99	1296.15	1292.65
423+14.99	1296.97	1293.47
423+25.99	1297.26	1293.76

PHASE 4 — OKLAHOMA COUNTY
BRIDGE "B" — RAMP "B" AT I-35 & I-240 INTERCHANGE

DESIGN		
DRAWN		
CHECKED		
APPROVED		
SQUAD	POE	

PIER PROTECTION AND BARRIER TRANSITION DETAILS
(BRIDGE "B" PIER 7)

STATE JOB NO. 09032(08) SHEET NO. R111

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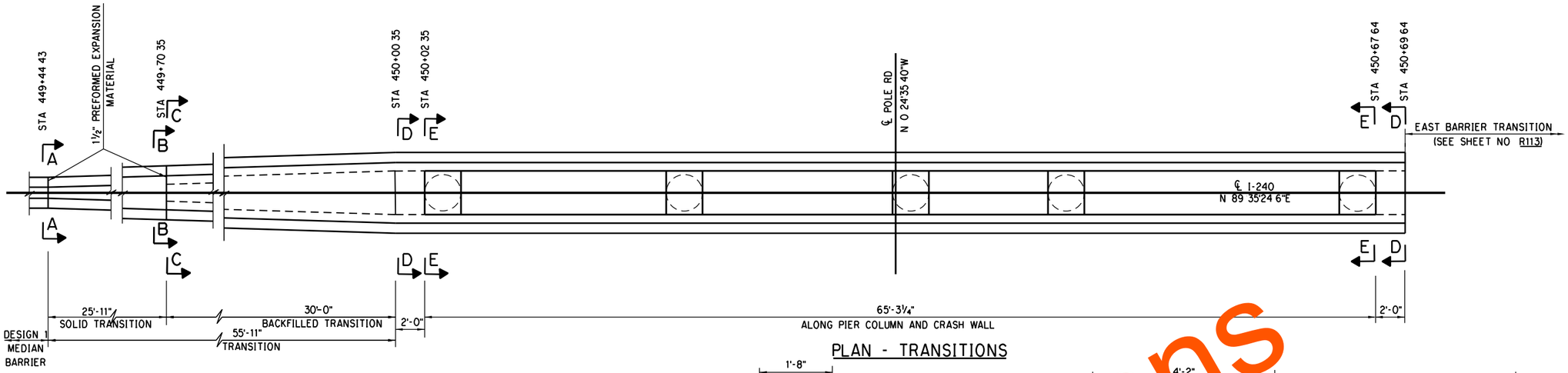
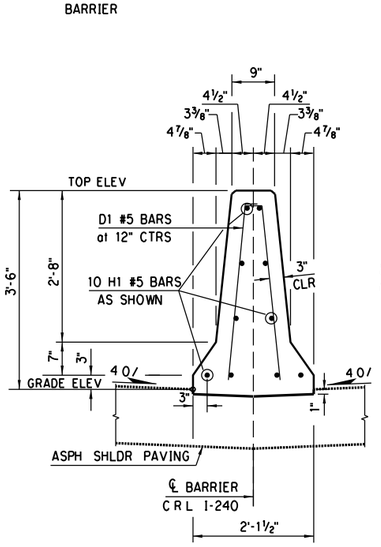
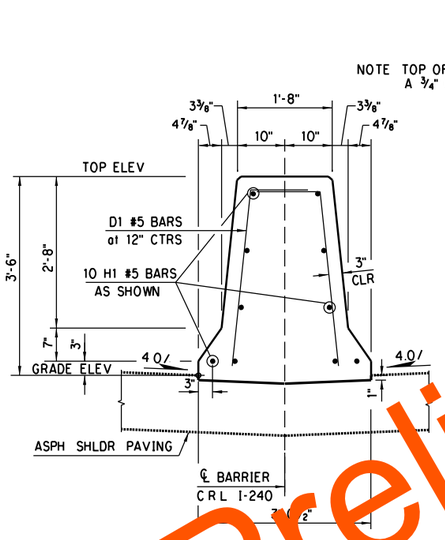
2/29/2024



PLAN - TRANSITIONS

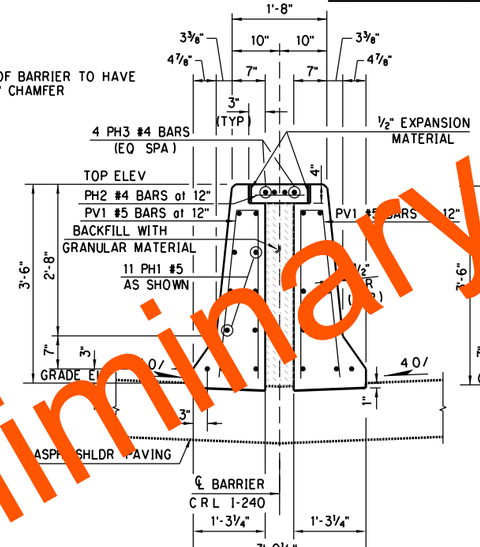


SECTION A-A
AT BEGIN SOLID TRANSITION

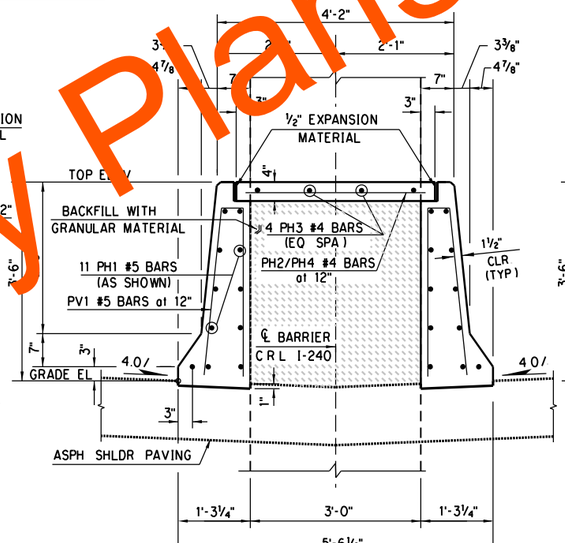


SECTION B-B
AT END SOLID TRANSITION

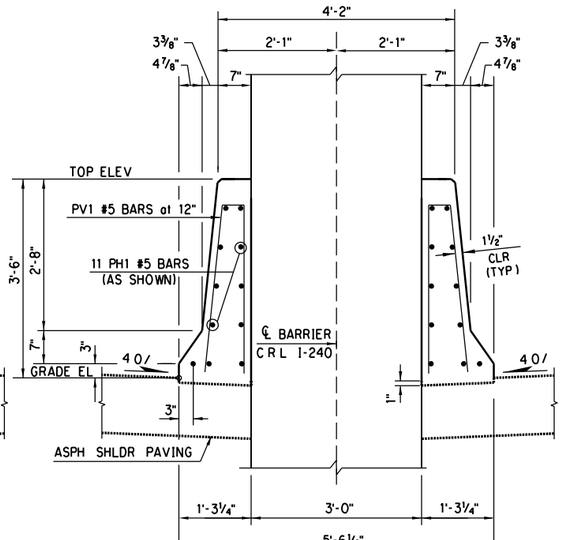
NOTE TOP OF BARRIER TO HAVE A ¾" CHAMFER



SECTION C-C
AT BEGIN
GRANULAR BACKFILLED TRANSITION



SECTION D-D
AT END
GRANULAR BACKFILLED TRANSITION



SECTION E-E
AT BEGIN PIER COLUMN FACE

Preliminary Plans

BAR LIST
EPOXY COATED

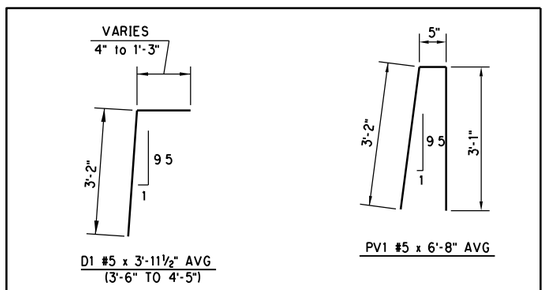
SOLID TRANSITION

MARK	NO.	SIZE	FORM	SPACING	LENGTH	LENGTH VARIATION
D1	48	#5	BNT.	12" C/C	3'-11½" AVG.	3'-6" TO 4'-5"
H1	20	#5	STR.	AS SHOWN	10'-8"	--

GRANULAR BACKFILLED TRANSITION

MARK	NO.	SIZE	FORM	SPACING	LENGTH	LENGTH VARIATION
PV1	260	#5	BNT.	12" c/c	6'-8"	--
① PH1	22	#5	STR.	AS SHOWN	134'-11"	--
PH2	62	#4	STR.	12" C/C	1'-11" AVG.	8" TO 3'-2"
PH3	8	#4	STR.	EQ. SPA.	31'-6"	--
PH4	4	#4	STR.	EQ. SPA.	3'-2"	--

① LENGTH INCLUDES LAP:
PH1 - 3 at 2'-0"
(STAGGER ALL LAPS)



QUANTITIES
(FOR INFORMATION ONLY)

ITEM	UNIT	TOTAL
CLASS A CONCRETE	C.Y.	33.70
EPOXY COATED REINFORCING STEEL	LB.	5,590.00

NOTE: ALL COST OF GRANULAR BACKFILL TO BE INCLUDED IN OTHER ITEMS OF WORK.

BARRIER ELEVATION SCHEDULE

STATION	TOP	GRADE
449+44.43	1283.70	1280.20
449+70.35	1282.99	1279.49
450+00.35	1282.18	1278.68
450+02.35	1282.13	1278.63
450+67.64	1280.36	1276.86
450+69.34	1280.31	1276.81
450+99.64	1279.51	1276.01
451+25.58	1278.80	1275.30

PHASE 4 — OKLAHOMA COUNTY
BRIDGE "F" — POLE ROAD OVER I-240

DESIGN		
DRAWN		
CHECKED		
APPROVED		
SQUAD	POE	

PIER PROTECTION AND BARRIER TRANSITION DETAILS

STATE JOB NO. 09032(108) SHEET NO. R112

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POE & ASSOCIATES, OKLAHOMA CITY, OK.

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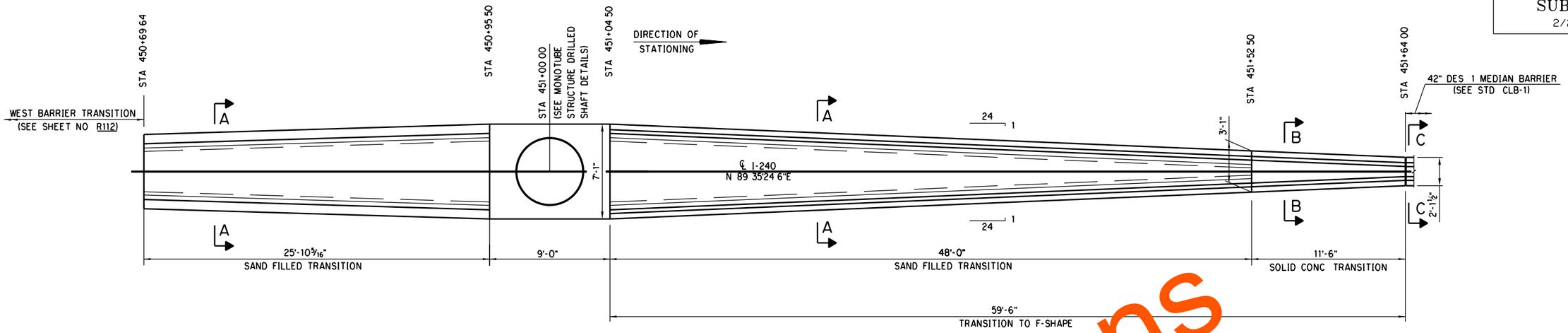
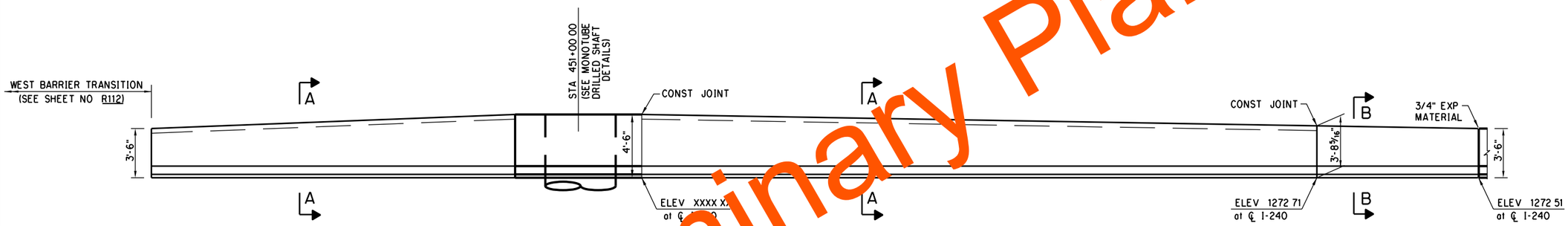
2/29/2024

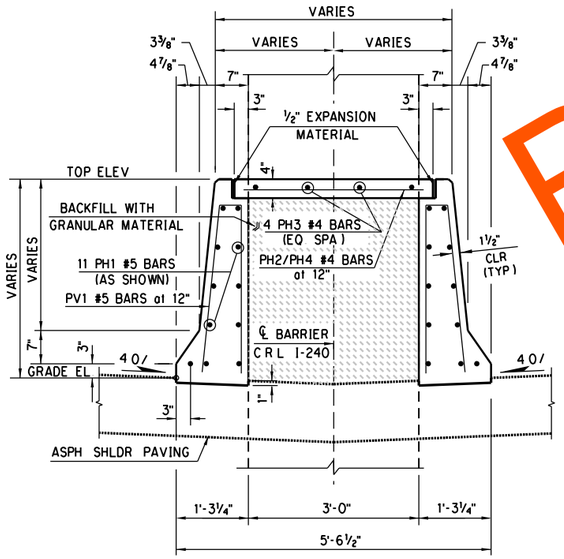


PLAN - TRANSITIONS

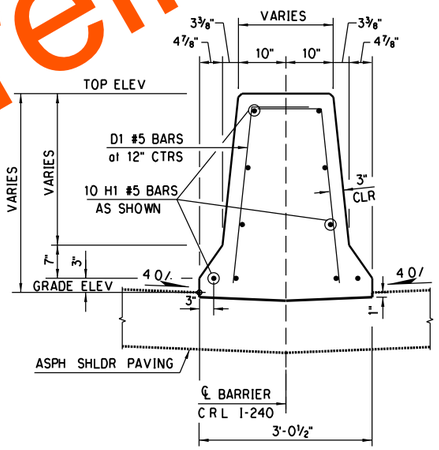


EAST BARRIER TRANSITION

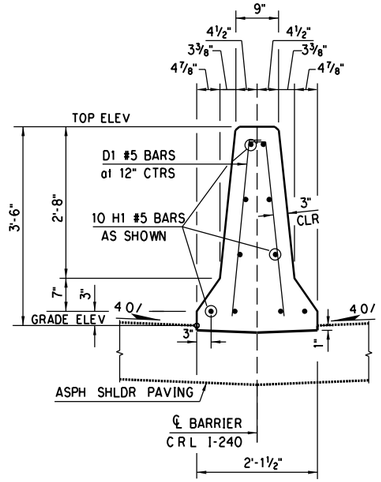
ELEVATION - TRANSITIONS



SECTION A-A
AT END
GRANULAR BACKFILLED TRANSITION



SECTION B-B
AT END SOLID TRANSITION



SECTION C-C
AT BEGIN SOLID TRANSITION

Preliminary Plans

DESIGN		
DRAWN		
CHECKED		
APPROVED		
SQUAD	POE	

PHASE 4 — OKLAHOMA COUNTY
BRIDGE "F" — POLE ROAD OVER I-240

PIER PROTECTION AND BARRIER TRANSITION DETAILS

STATE JOB NO. 09032(108) SHEET NO. R113

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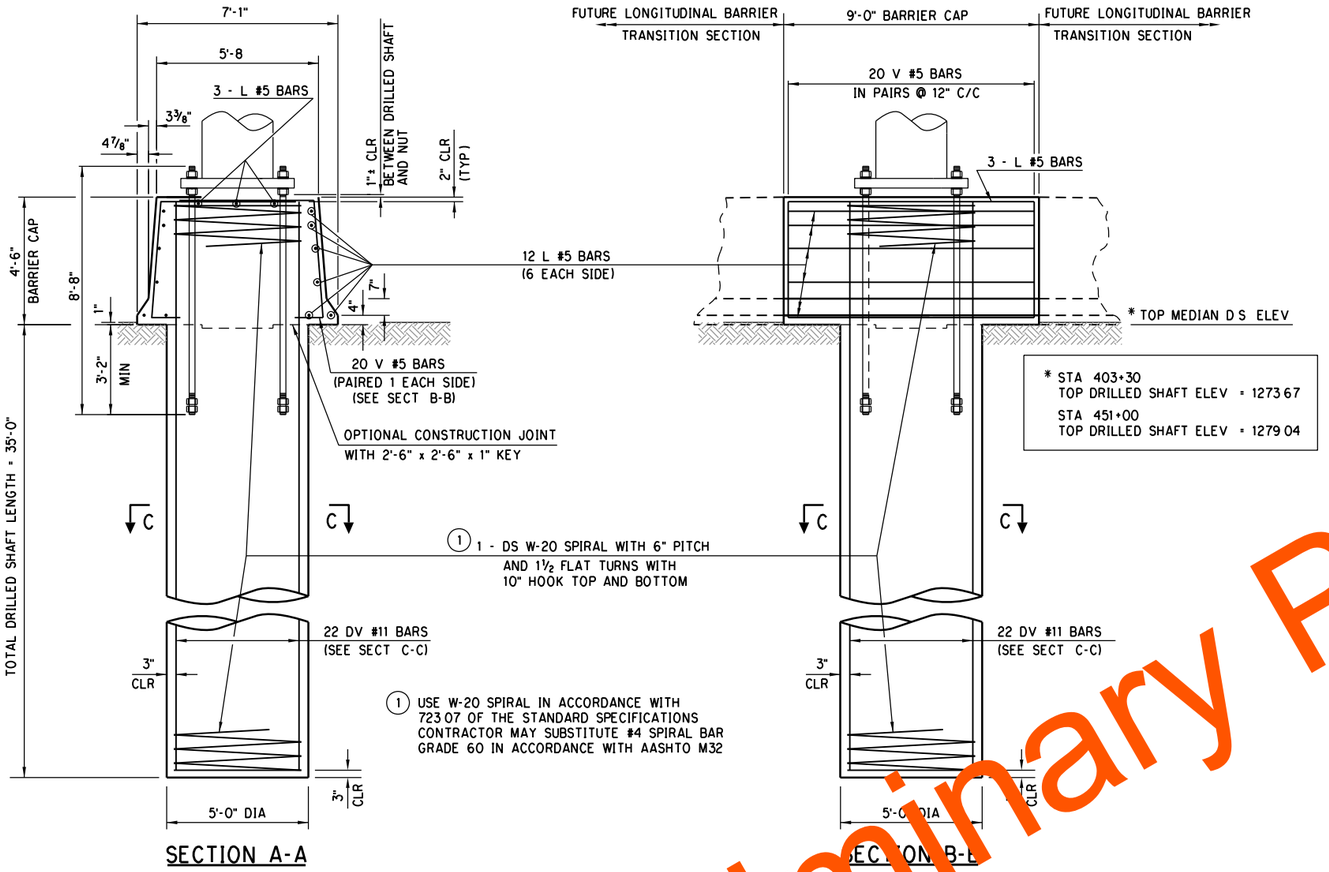
90% PLAN SUBMITTAL
2/29/2024

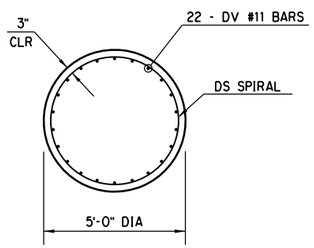


SECTION A-A

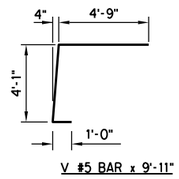
SECTION B-B

* STA 403+30
TOP DRILLED SHAFT ELEV = 1273 67
STA 451+00
TOP DRILLED SHAFT ELEV = 1279 04

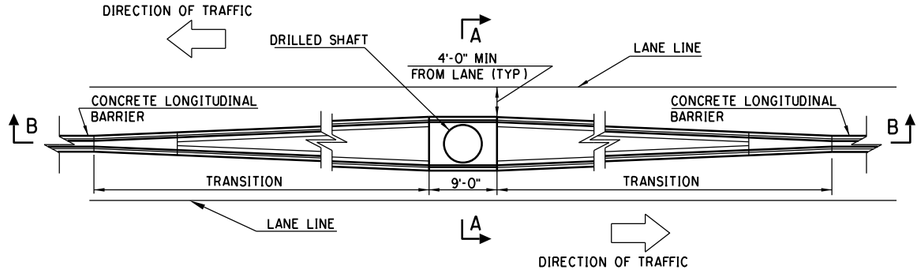
1 USE W-20 SPIRAL IN ACCORDANCE WITH 723 07 OF THE STANDARD SPECIFICATIONS CONTRACTOR MAY SUBSTITUTE #4 SPIRAL BAR GRADE 60 IN ACCORDANCE WITH AASHTO M32



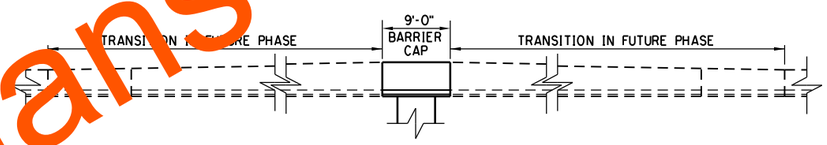
SECTION C-C



V #5 BAR x 9'-11"



CONCRETE LONGITUDINAL BARRIER DETAIL (PLAN VIEW)



CONCRETE LONGITUDINAL BARRIER DETAIL (ELEVATION VIEW)

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 (IF SHALE IS ENCOUNTERED AT LESS THAN 10' FROM TOP OF SHAFTS. USE LENGTH SHOWN ON THIS SHEET)

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

QUANTITIES - BARRIER CAP

ITEM	UNIT	TOTAL
CLASS A CONCRETE	C.Y.	12.5
REINFORCING STEEL	LB.	350

BAR LIST - BARRIER CAP
(INCLUDED IN CONTRACT UNIT PRICE OF DRILLED SHAFT)

MARK	NO.	SIZE	FORM	SPACING	LENGTH
L	15	#5	STR.	AS SHOWN	8'-8"
V	20	#5	BENT	12" C/C	9'-11"

BAR LIST - DRILLED SHAFT
(INCLUDED IN CONTRACT UNIT PRICE OF DRILLED SHAFT)

MARK	NO.	SIZE	FORM	SPACING	LENGTH
DS	1	W-20	BENT	6" PITCH	1156'-6"
DV	22	#11	STR.	EQUAL	39'-1"

BASIS OF PAYMENT

	ITEM NO.	ITEM	UNIT	TOTAL
2	516(A)	DRILLED SHAFTS 60" DIAMETER	L.F.	35

2 ALL COSTS OF CONCRETE AND REINFORCING IN DRILLED SHAFTS SHALL BE INCLUDED IN THE PRICE BID FOR "DRILLED SHAFTS 60" DIAMETER".

Preliminary Plans

PHASE 4

DESIGN		
DRAWN		
CHECKED		
APPROVED		
SQUAD	POE	

MEDIAN BARRIER AND DRILLED SHAFT DETAILS
I-240 MONOTUBE STRUCTURE
(SHEET 1 OF 2)
STATE JOB NO. 09032(07) SHEET NO. R114

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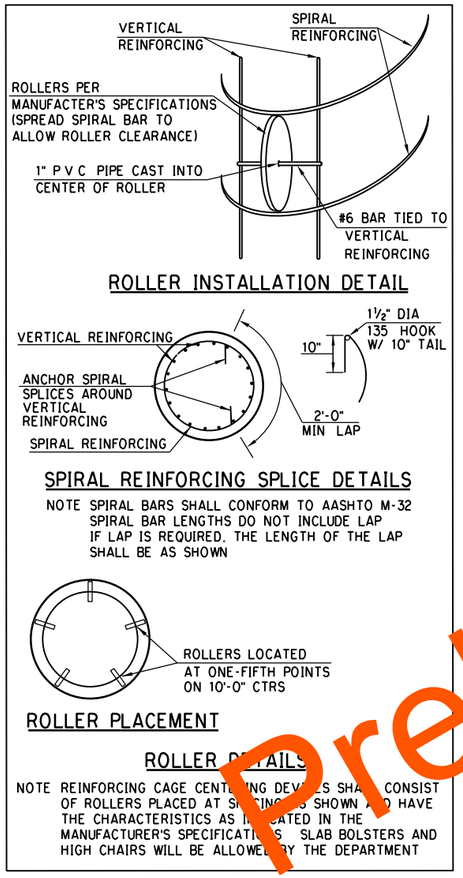
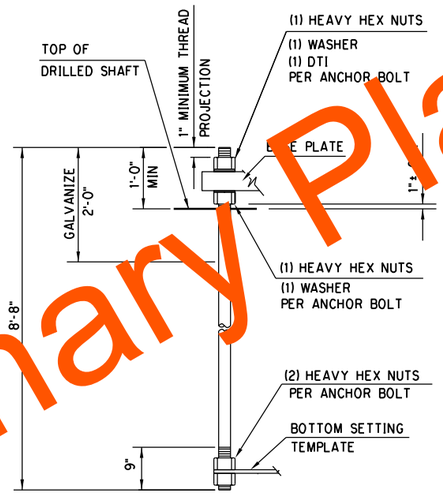
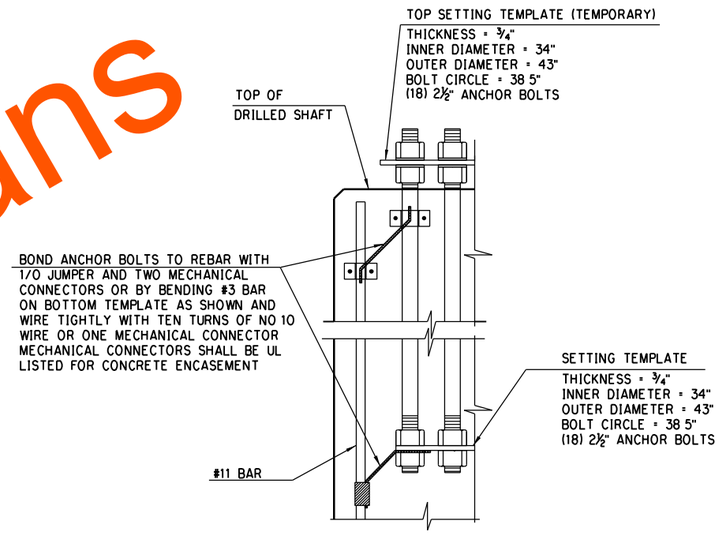
POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL
2/29/2024





2½" DIA ANCHOR BOLT DETAIL
(F1554 GR 55)



ANCHOR BOLT TEMPLATE AND LIGHTING PROTECTION SYSTEM

Preliminary Plans

PHASE 4

DESIGN		
DRAWN		
CHECKED		
APPROVED		
SQUAD	POE	

MEDIAN BARRIER AND DRILLED SHAFT DETAILS I-240 MONOTUBE STRUCTURE

(SHEET 2 OF 2)

STATE JOB NO. 09032(07) SHEET NO. R115

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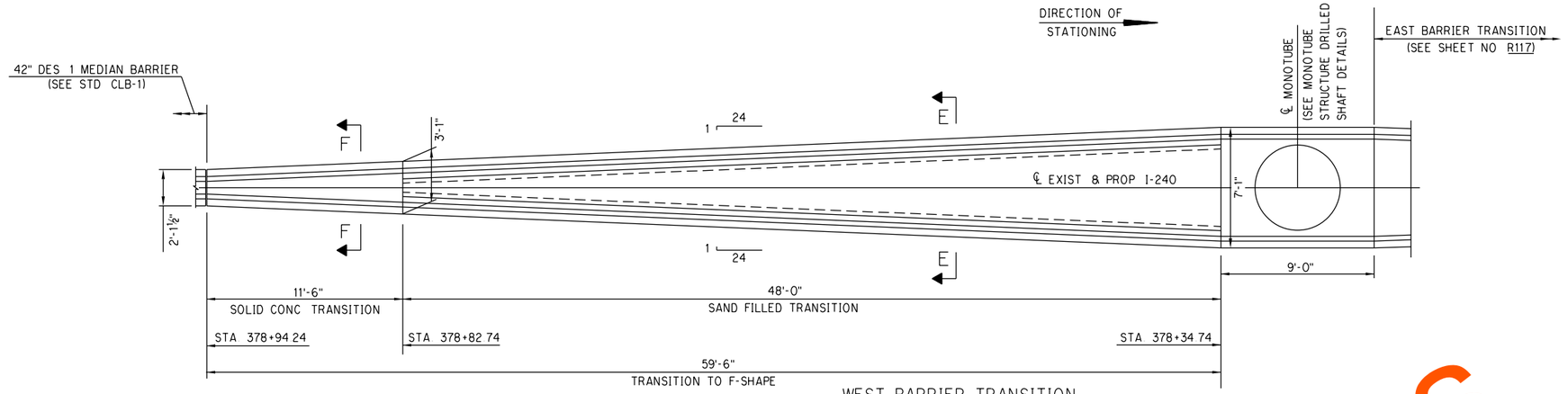
POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL
2/29/2024



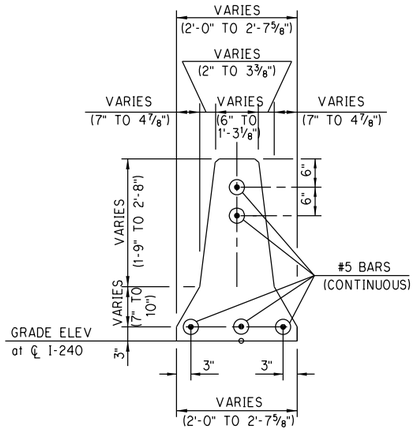
℄ MONOTUBE STATION
403+30 00 ℄ I-240
405+55 00 ℄ I-240
413+90 00 ℄ I-240

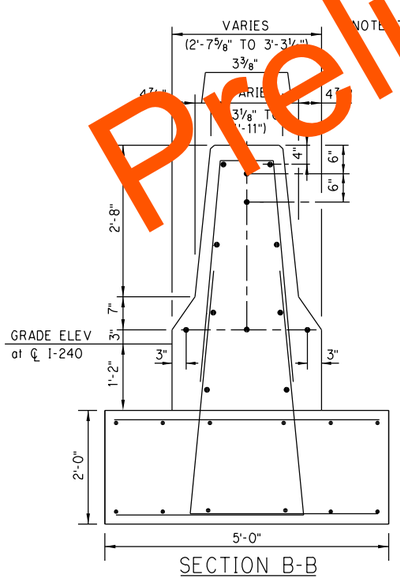
▲QUANTITIES

	ITEM	UNIT	TOTAL
*	CLASS A CONCRETE	C Y	19 40

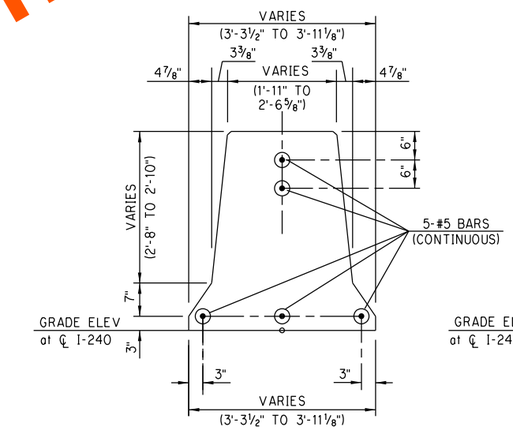
LIGHT POLE FOOTING QUANTITIES NOT INCLUDED HERE SEE SPECIAL MEDIAN BARRIER LIGHT POLE FOOTING AND SUPPORT DETAILS

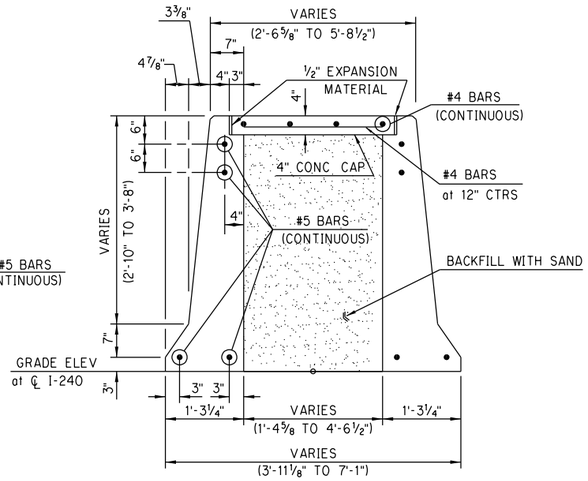
* NOTE THE COST OF REINFORCING STEEL, SAND BACKFILL, PREMOLDED EXPANSION MATERIAL AND ALL OTHER MATERIALS, LABOR AND INCIDENTALS NECESSARY TO COMPLETE THE WORK AS SHOWN SHALL BE INCLUDED IN THE PRICE BID PER C Y OF "CLASS A CONCRETE"



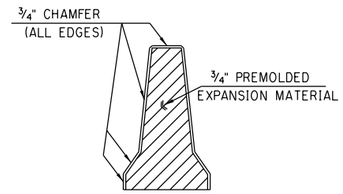


NOTE SEE SHEET 90 FOR LIGHT POLE NO 1 SUPPORT AND REINFORCING DETAILS





(TYPICAL THRU SAND FILLED TRANSITION)



AT EXISTING MEDIAN BARRIER

DETAIL OF EXPANSION JOINT

(NOTE CLEAR ALL REINFORCING STEEL 2" FROM JOINTS)

NOTE FOR GENERAL NOTES AND ADDITIONAL INFORMATION, REFER TO STD CLB-1-2

OKLAHOMA COUNTY

Design		
Drawn		
Checked		
Approved		
Squad	POE	

MEDIAN BARRIER TRANSITION DETAILS
I-240 & SANTA FE AVE
(SHEET 1 OF 2)

State Job No 09032(08) Sheet No R116

Preliminary Plans

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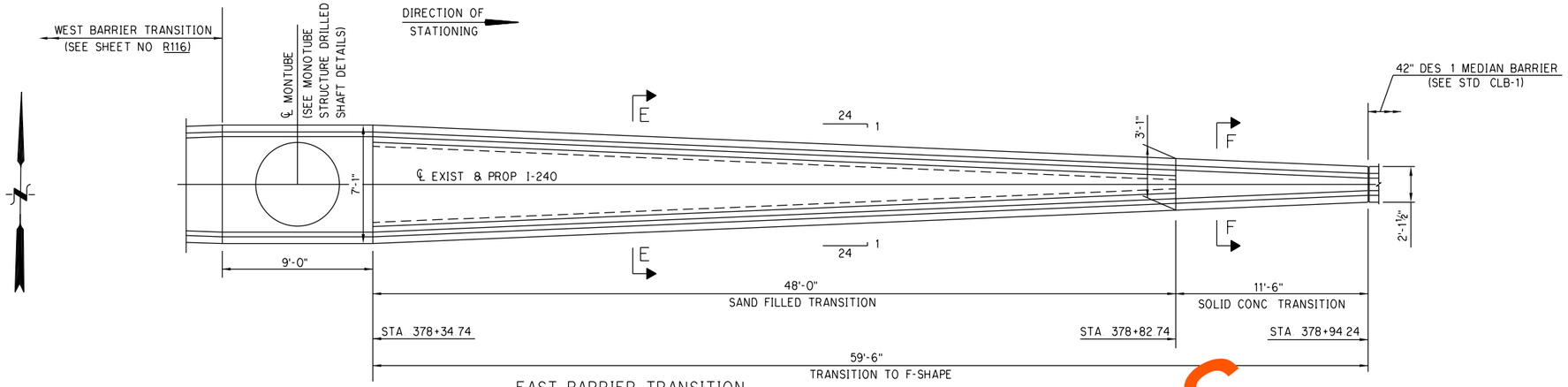
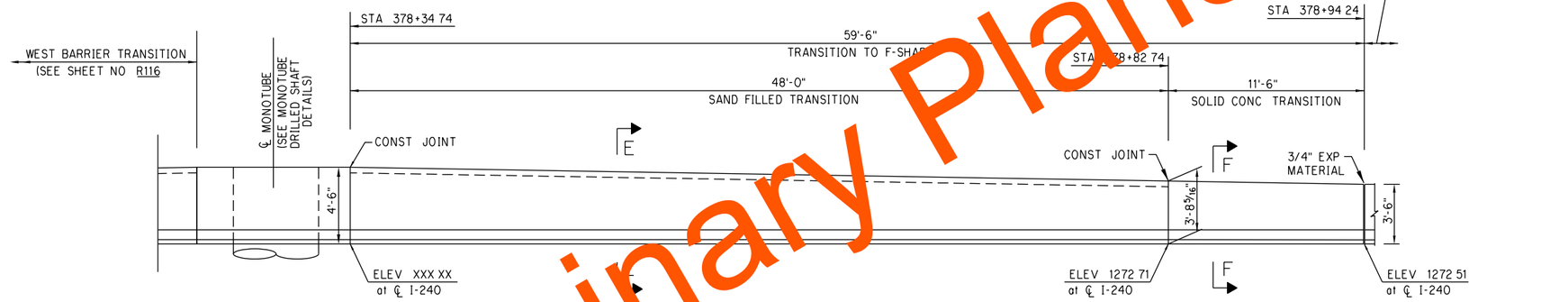
2/29/2024



EAST BARRIER TRANSITION

PLAN - TRANSITIONS

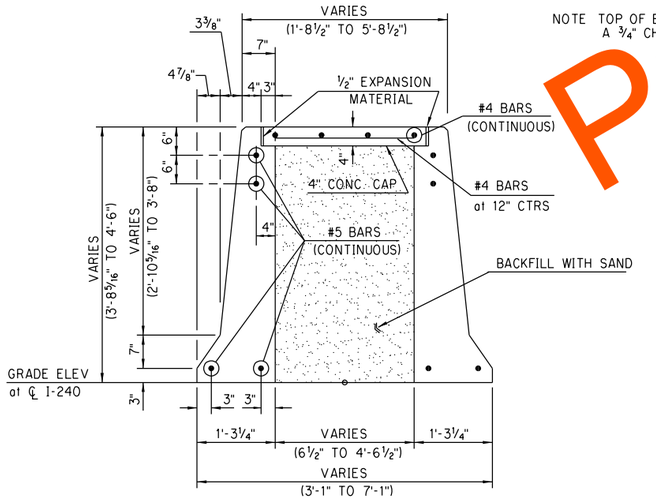
℄ MONOTUBE STATION
403+30 00 ℄ I-240
405+55 00 ℄ I-240
413+90 00 ℄ I-240



EAST BARRIER TRANSITION

ELEVATION - TRANSITIONS

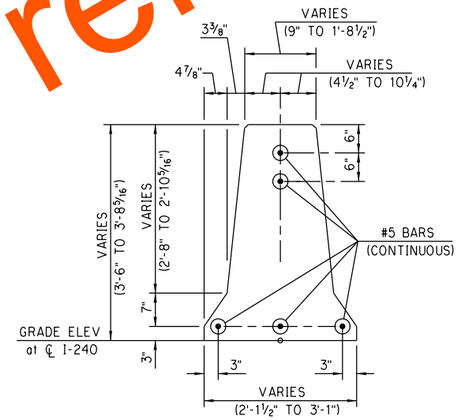
Preliminary



SECTION E-E

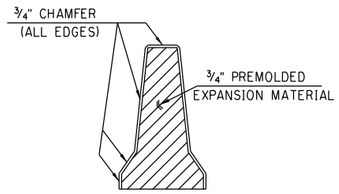
(TYPICAL THRU SAND FILLED TRANSITION)

NOTE TOP OF BARRIER TO HAVE A ¾" CHAMFER



SECTION F-F

(TYPICAL THRU SOLID TRANSITION IN EAST BARRIER)



AT STANDARD MEDIAN BARRIER

DETAIL OF EXPANSION JOINT

(NOTE CLEAR ALL REINFORCING STEEL 2" FROM JOINTS)

QUANTITIES		
ITEM	UNIT	TOTAL
* CLASS A CONCRETE	C Y	15 90

*NOTE THE COST OF REINFORCING STEEL, SAND BACKFILL, PREMOLDED EXPANSION MATERIAL AND ALL OTHER MATERIALS, LABOR AND INCIDENTALS NECESSARY TO COMPLETE THE WORK AS SHOWN SHALL BE INCLUDED IN THE PRICE BID PER C Y OF "CLASS A CONCRETE"

NOTE FOR GENERAL NOTES AND ADDITIONAL INFORMATION, REFER TO STD CLB-1-2

OKLAHOMA COUNTY

Design		
Drawn		
Checked		
Approved		
Squad	POE	

MEDIAN BARRIER TRANSITION DETAILS
I-240 & SANTA FE AVE
(SHEET 2 OF 2)

State Job No 09032(08) Sheet No R117

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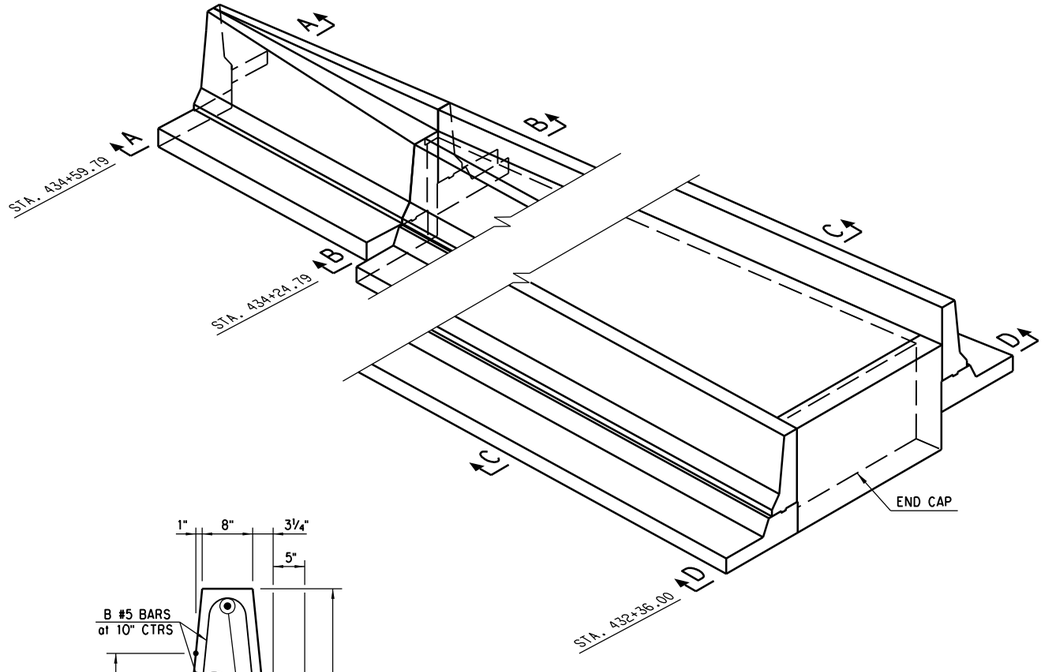
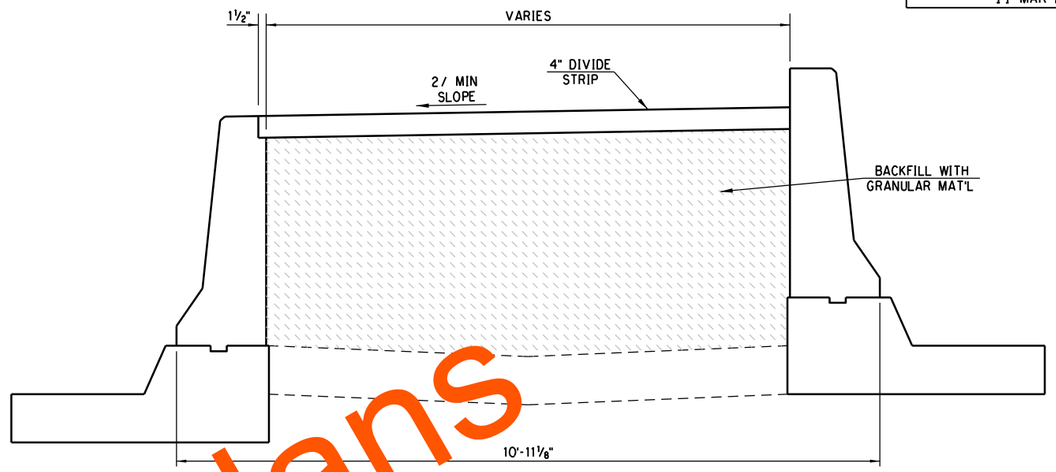
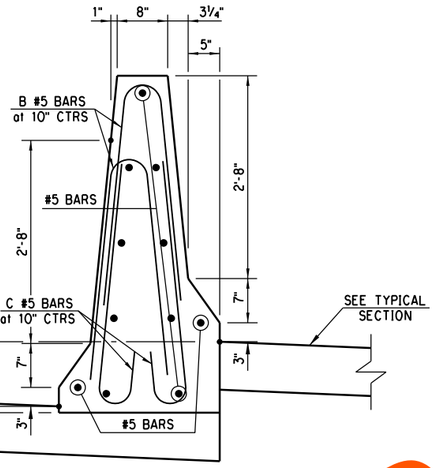
POE & ASSOCIATES, OKLAHOMA CITY, OK.						
FED. DIST.	ROAD NO.	STATE	JOB PIECE NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
6		OKLA.				

REVISIONS	
DESCRIPTION	DATE
	11-MAR-24

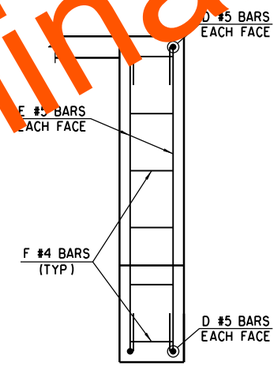




SECTION C-C
GRANULAR BACKFILLED TRANSITION

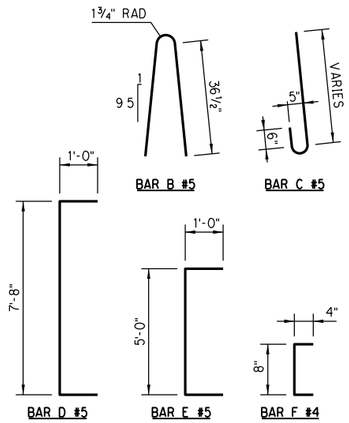


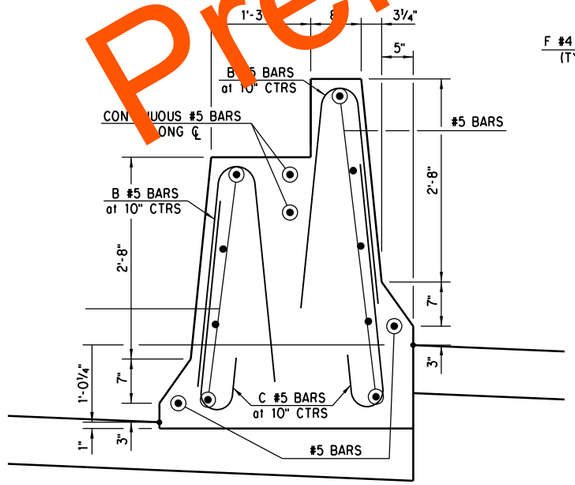
SECTION A-A



SECTION E-E
END WALL

SECTION D-D
END WALL





SECTION B-B

NOTES

1 ALL VERTICAL STIRRUP AND HORIZONTAL REINFORCING STEEL SHALL OVERLAP A MINIMUM OF 24" AT SPLICES AND HAVE 2" CLEARANCE (MIN.) FROM REINFORCING STEELL TO NEAR FACE

2 MEDIAN BARRIER SPECIAL TRANSITION SECTION IS USED TO TRANSITION DESIGN TO F-SHAPED PARAPET WITH MOMENT SLAB REFER TO STANDARD DETAIL CLB-1 DESIGN 1-A FOR ADDITIONAL INFORMATION

QUANTITIES
(FOR INFORMATION ONLY)

ITEM	UNIT	MEDIAN TRANSITION	END WALL
CLASS A CONCRETE	C.Y.	59	1.7
EPOXY COATED REINFORCING STEEL	LB.	1390	70

DESIGN	-	-
DRAWN	-	-
CHECKED	-	-
APPROVED	-	-
SQUAD	POE	

PHASE 4 TULSA COUNTY

MEDIAN BARRIER SPECIAL TRANSITION DETAILS

STATE JOB NO. 12345(04) SHEET NO. R118

Preliminary Plans

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POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL
2/29/2024

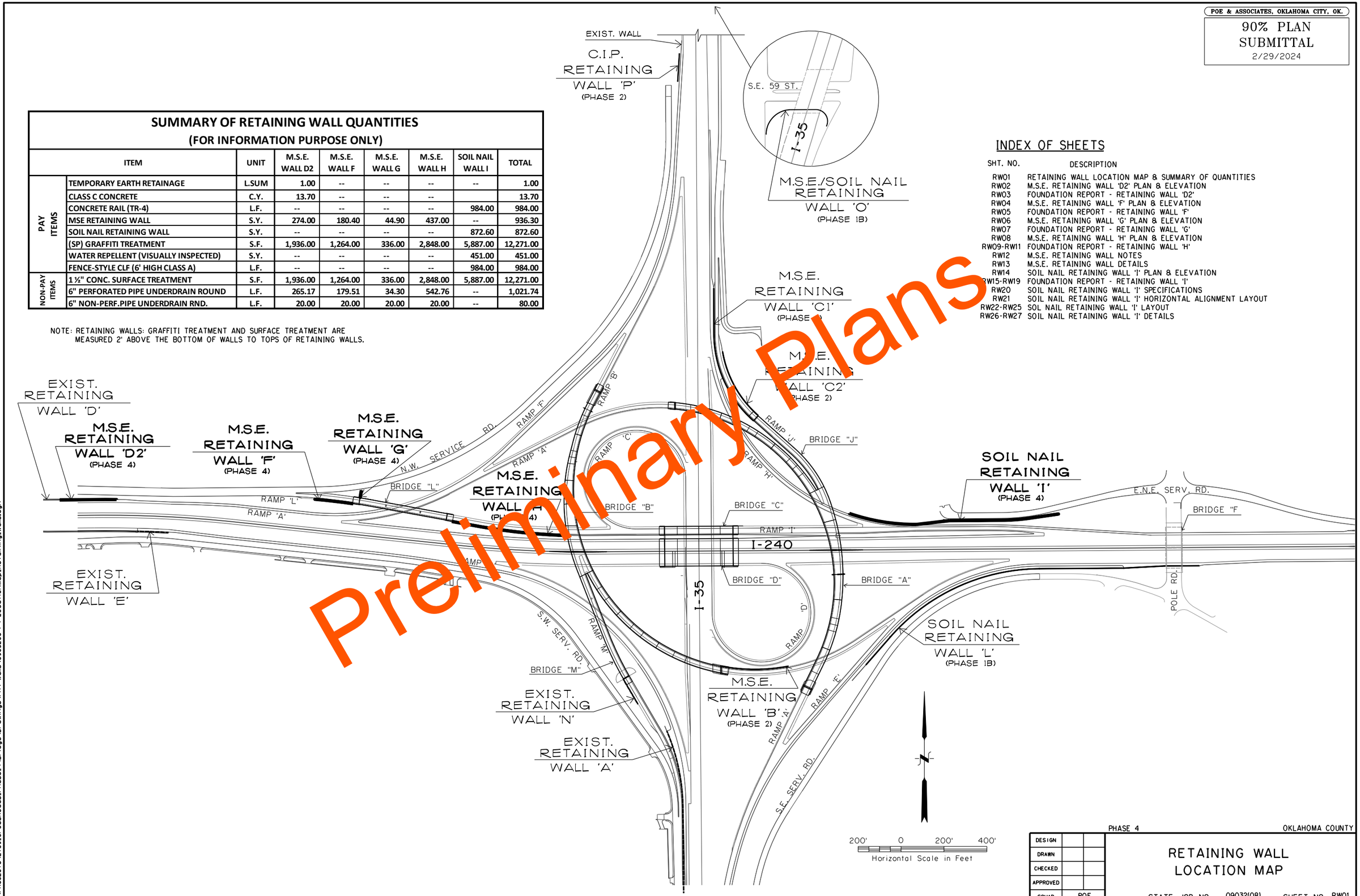
SUMMARY OF RETAINING WALL QUANTITIES
(FOR INFORMATION PURPOSE ONLY)

	ITEM	UNIT	M.S.E. WALL D2	M.S.E. WALL F	M.S.E. WALL G	M.S.E. WALL H	SOIL NAIL WALL I	TOTAL
PAY ITEMS	TEMPORARY EARTH RETAINAGE	L.SUM	1.00	--	--	--	--	1.00
	CLASS C CONCRETE	C.Y.	13.70	--	--	--		13.70
	CONCRETE RAIL (TR-4)	L.F.	--	--	--	--	984.00	984.00
	MSE RETAINING WALL	S.Y.	274.00	180.40	44.90	437.00	--	936.30
	SOIL NAIL RETAINING WALL	S.Y.	--	--	--	--	872.60	872.60
	(SP) GRAFFITI TREATMENT	S.F.	1,936.00	1,264.00	336.00	2,848.00	5,887.00	12,271.00
	WATER REPELLENT (VISUALLY INSPECTED)	S.Y.	--	--	--	--	451.00	451.00
	FENCE-STYLE CLF (6' HIGH CLASS A)	L.F.	--	--	--	--	984.00	984.00
NON-PAY ITEMS	1½" CONC. SURFACE TREATMENT	S.F.	1,936.00	1,264.00	336.00	2,848.00	5,887.00	12,271.00
	6" PERFORATED PIPE UNDERDRAIN ROUND	L.F.	265.17	179.51	34.30	542.76	--	1,021.74
	6" NON-PERF.PIPE UNDERDRAIN RND.	L.F.	20.00	20.00	20.00	20.00	--	80.00

NOTE: RETAINING WALLS: GRAFFITI TREATMENT AND SURFACE TREATMENT ARE MEASURED 2' ABOVE THE BOTTOM OF WALLS TO TOPS OF RETAINING WALLS.

INDEX OF SHEETS

SHT. NO.	DESCRIPTION
RW01	RETAINING WALL LOCATION MAP & SUMMARY OF QUANTITIES
RW02	M.S.E. RETAINING WALL 'D2' PLAN & ELEVATION
RW03	FOUNDATION REPORT - RETAINING WALL 'D2'
RW04	M.S.E. RETAINING WALL 'F' PLAN & ELEVATION
RW05	FOUNDATION REPORT - RETAINING WALL 'F'
RW06	M.S.E. RETAINING WALL 'G' PLAN & ELEVATION
RW07	FOUNDATION REPORT - RETAINING WALL 'G'
RW08	M.S.E. RETAINING WALL 'H' PLAN & ELEVATION
RW09-RW11	FOUNDATION REPORT - RETAINING WALL 'H'
RW12	M.S.E. RETAINING WALL NOTES
RW13	M.S.E. RETAINING WALL DETAILS
RW14	SOIL NAIL RETAINING WALL 'I' PLAN & ELEVATION
RW15-RW19	FOUNDATION REPORT - RETAINING WALL 'I'
RW20	SOIL NAIL RETAINING WALL 'I' SPECIFICATIONS
RW21	SOIL NAIL RETAINING WALL 'I' HORIZONTAL ALIGNMENT LAYOUT
RW22-RW25	SOL NAIL RETAINING WALL 'I' LAYOUT
RW26-RW27	SOIL NAIL RETAINING WALL 'I' DETAILS



Preliminary Plans

DESIGN		
DRAWN		
CHECKED		
APPROVED		
SQUAD	POE	

PHASE 4 OKLAHOMA COUNTY

RETAINING WALL LOCATION MAP

STATE JOB NO. 09032(108) SHEET NO. RW01

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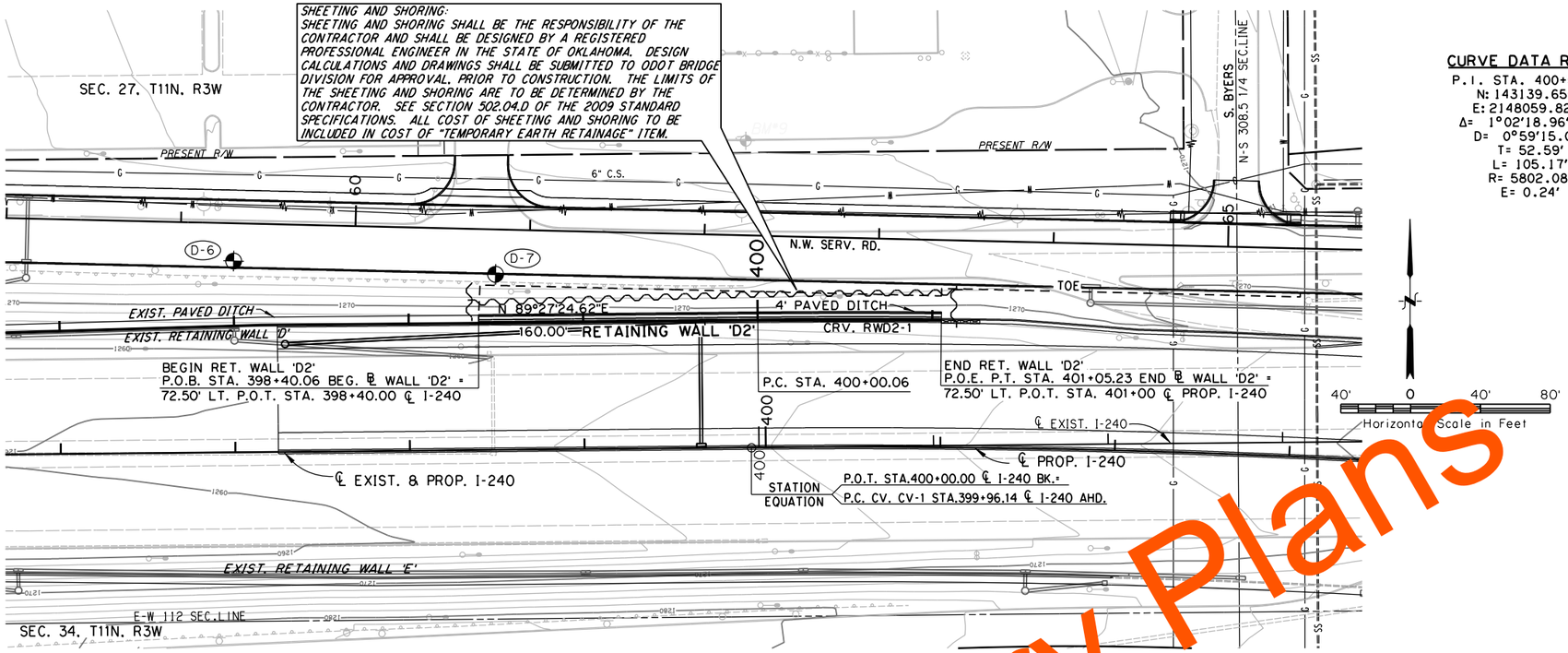
POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL
2/29/2024

SHEETING AND SHORING:
SHEETING AND SHORING SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR AND SHALL BE DESIGNED BY A REGISTERED PROFESSIONAL ENGINEER IN THE STATE OF OKLAHOMA. DESIGN CALCULATIONS AND DRAWINGS SHALL BE SUBMITTED TO ODOT BRIDGE DIVISION FOR APPROVAL, PRIOR TO CONSTRUCTION. THE LIMITS OF THE SHEETING AND SHORING ARE TO BE DETERMINED BY THE CONTRACTOR. SEE SECTION 502.04.D OF THE 2009 STANDARD SPECIFICATIONS. ALL COST OF SHEETING AND SHORING TO BE INCLUDED IN COST OF "TEMPORARY EARTH RETAINAGE" ITEM.



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E: 2148059.8267
Δ= 1°02'18.96" RT.
D= 0°59'15.02"
T= 52.59'
L= 105.17'
R= 5802.08'
E= 0.24'

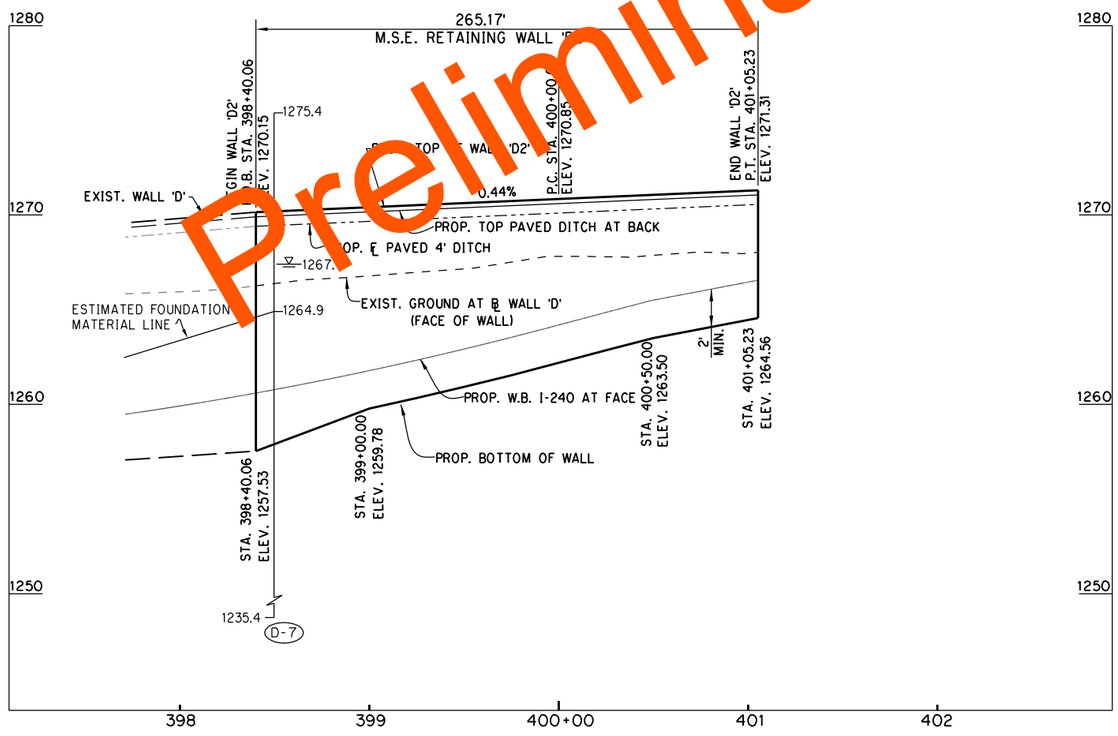
N

40' 0 40' 80'
Horizontal Scale in Feet

BM#10 - "X" ON CURB @ INLET S.PARKING LOT OF HOME DEPOT
175.60' LT. STA. 399+94.10 ℄ I-240
EL=1270.89

BM#11 - "X" ON CURB @ P.I. S.COR. PARKING LOT OF VALERO GAS STA.
176.68' LT. STA. 394+01.73 ℄ I-240
EL=1275.41

NOTE:
TR4 RAIL NOT SHOWN FOR CLARITY.



Preliminary Plans

PHASE 4 OKLAHOMA COUNTY

DESIGN		
DRAWN		
CHECKED		
APPROVED		
SQUAD	POE	

M.S.E. RETAINING WALL 'D2'
PLAN & ELEVATION

STATE JOB NO. 09032(08) SHEET NO. RW02

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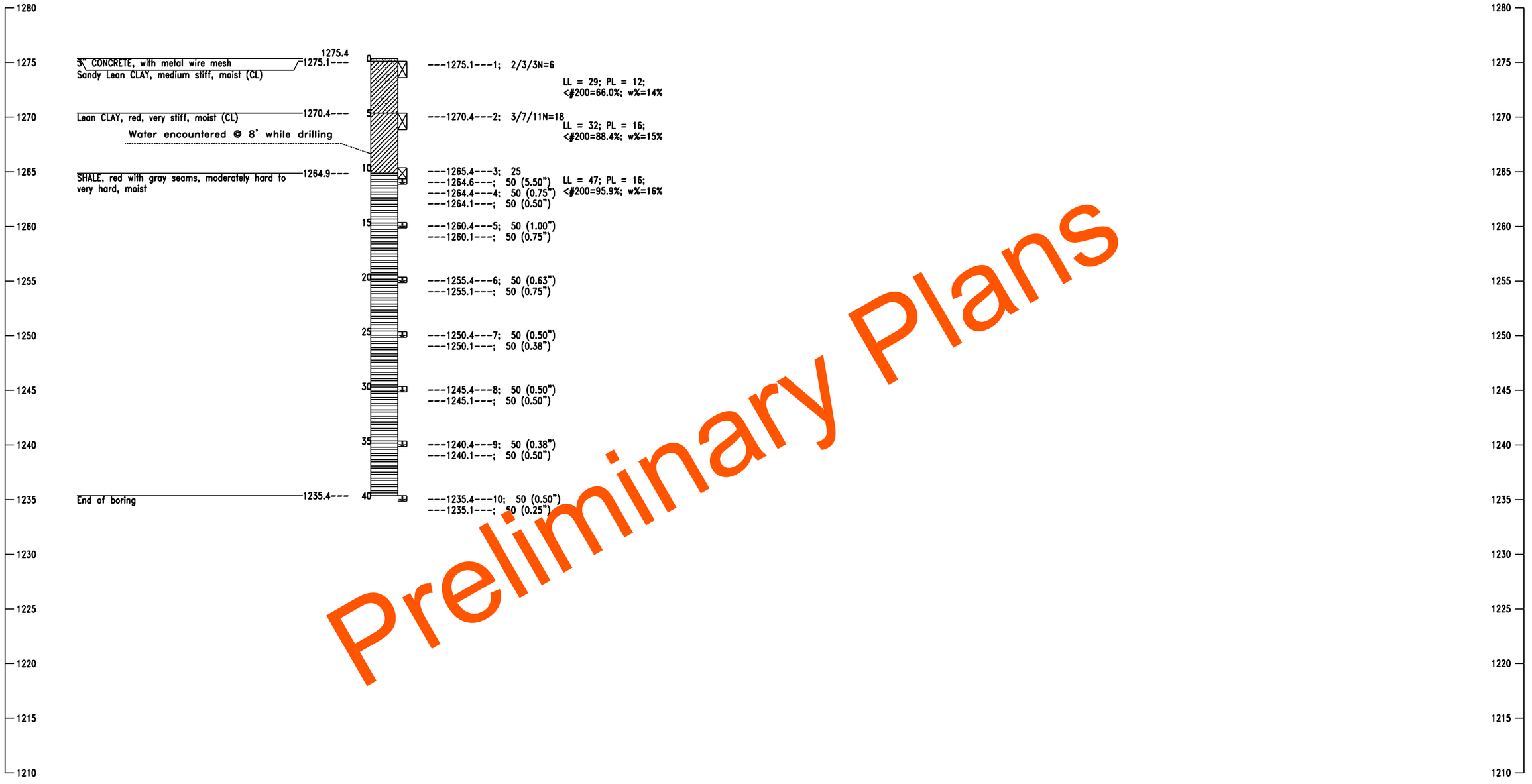
POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL
2/29/2024

Boring Number D-7
Station: 398+50
Offset: 100.5 Ft. Lt. CL I-240



Preliminary Plans

GEOLOGIC STATEMENT

"Division Four" of the "Engineering Classification of Geological Materials", published by the Oklahoma Department of Transportation (ODOT) indicates that the site is underlain by the Hennessey Unit (Phy). The geologic unit is described below.

This unit consists of red platy to blocky clay shales and mudstone. The mudstones are hard and appear blocky. The red clay shale of the Hennessey Unit is characterized by numerous bands of streaks of white or light green color ranging from a few inches to four feet in thickness.

The total thickness of the unit is about 400 feet.

The Hennessey Unit outcrops in a 5- to 15-mile north-south band across Grant, Garfield, Kingfisher, Logan, Canadian, and Oklahoma Counties in Division Four. Topographically, the unit is near level to gently rolling and is generally grass covered or cultivated.

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 level elevations shown were obtained at the time the borings were drilled and may fluctuate throughout the year.

NOTE: SPT - Split Spoon Sampling
TCP - Texas Cone Penetrator Test
AUG - Augur Cutting Sample
LL - Liquid Limit
PL - Plastic Limit

<#200 - Percent passing #200 sieve
w% - Moisture content
N - Number of blows per 12 inches
▼ Denotes depth to observed groundwater

OKLAHOMA COUNTY

DESIGN		
DRAWN		
CHECKED		
APPROVED		
SQUAD	PSI	

FOUNDATION REPORT
RETAINING WALL "D2"

STATE JOB NO. 09032(08) SHEET NO. RW03

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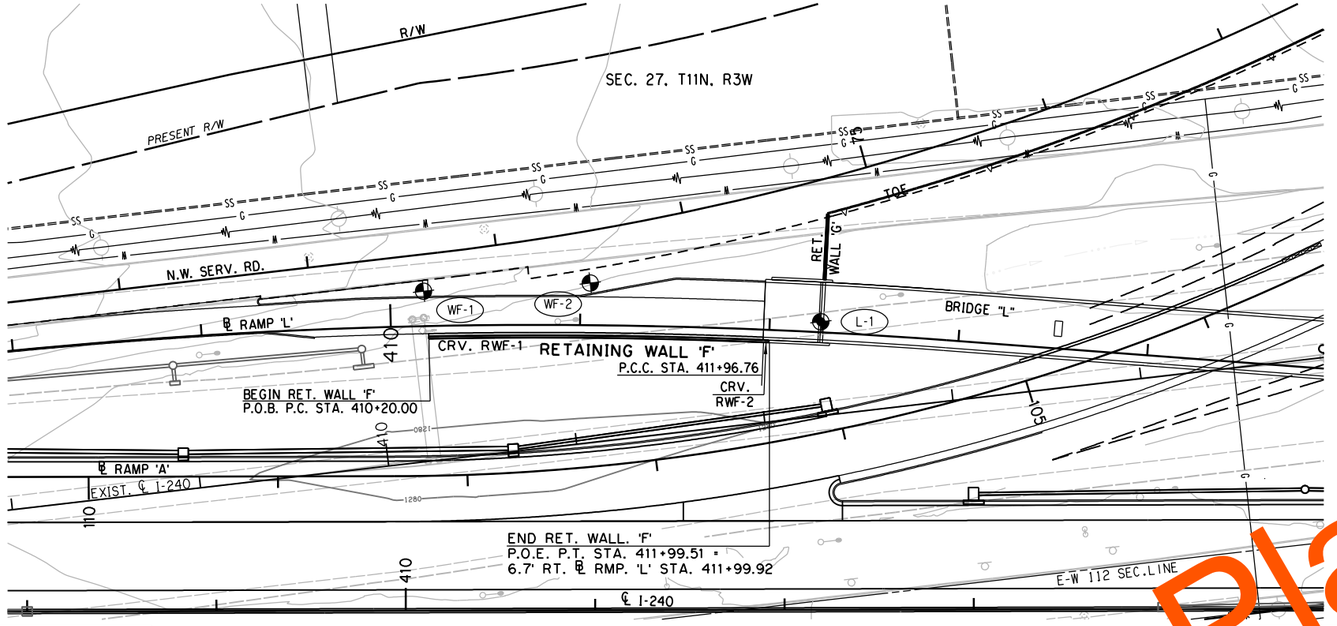
POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL
2/29/2024



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T= 88.41'
L= 176.76'
R= 2858.12'
E= 1.37'

CURVE DATA RWF-2
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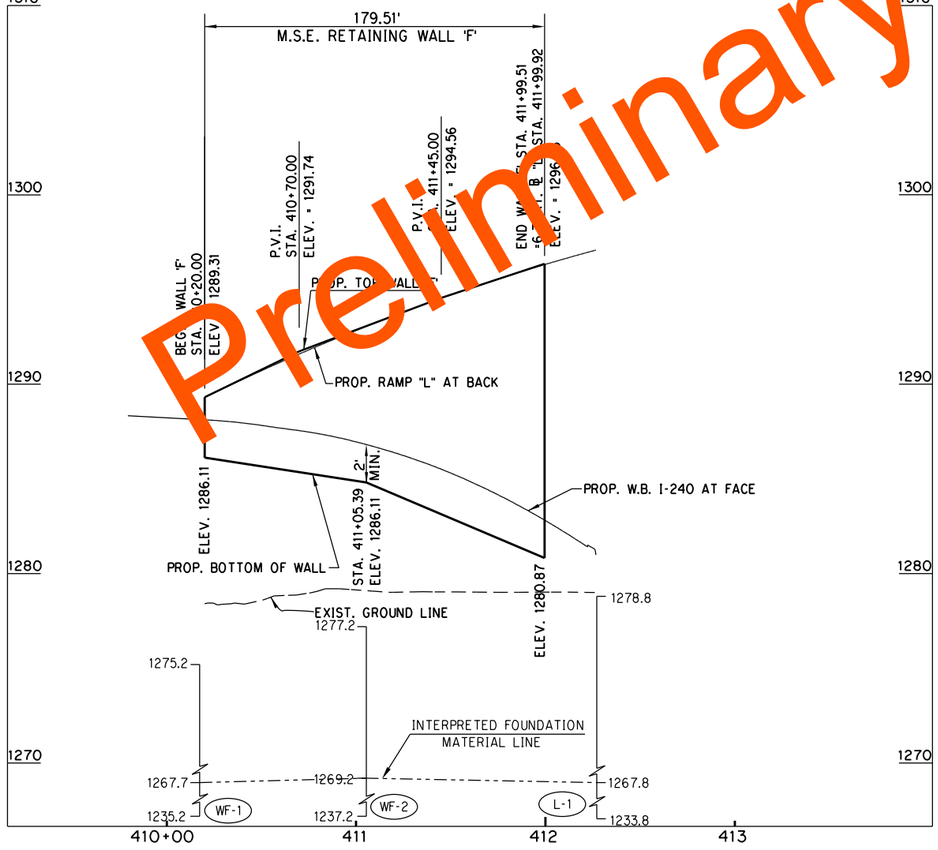
D= 2°00'16.79"
T= 14.97'
L= 29.93'
R= 2858.12'
E= 0.04'

0 40' 80'
Horizontal Scale in Feet

BM 8 ~ "X" ON CURB @ 521 S.E. 72ND STREET
STA. 406+48.06 ℄ I-240, 317.43' LT.
ELEV.= 1267.15

BM 22 ~ "X" ON HEADWALL DRAINAGE STRUCTURE
STA. 408+36.59 ℄ I-240, 271.68' RT.
ELEV.= 1275.45

BM 23 ~ "X" ON CURB OF SIDEWALK ON NORTH SIDE BUILDING
STA. 413+98.14 ℄ I-240, 319.36' RT.
ELEV.= 1281.84



Preliminary Plans

PHASE 4 OKLAHOMA COUNTY

DESIGN		
DRAWN		
CHECKED		
APPROVED		
SQUAD	POE	

M.S.E. RETAINING WALL 'F' PLAN & ELEVATION

STATE JOB NO. 09032(08) SHEET NO. RW04

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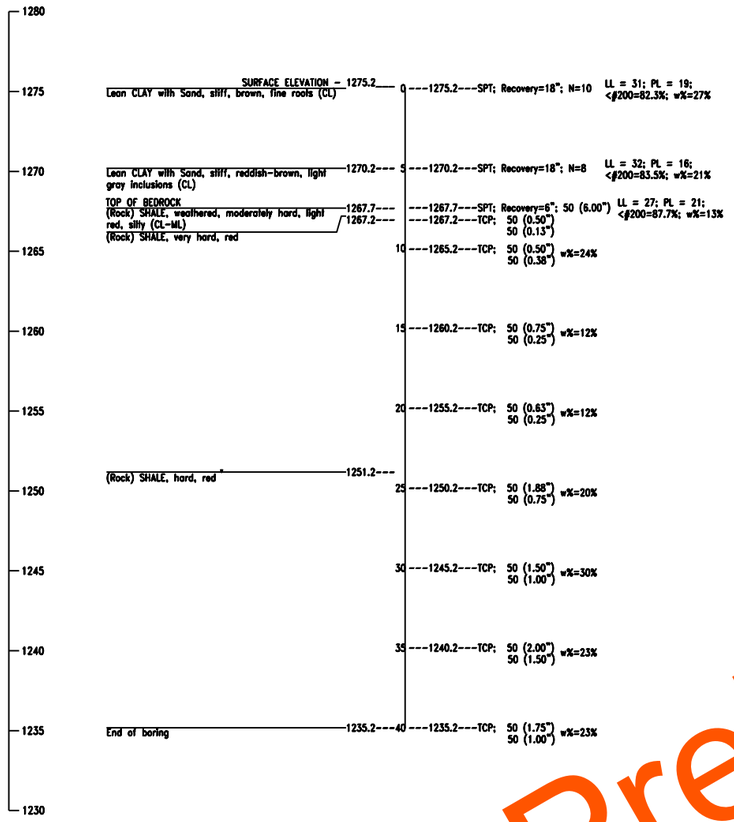
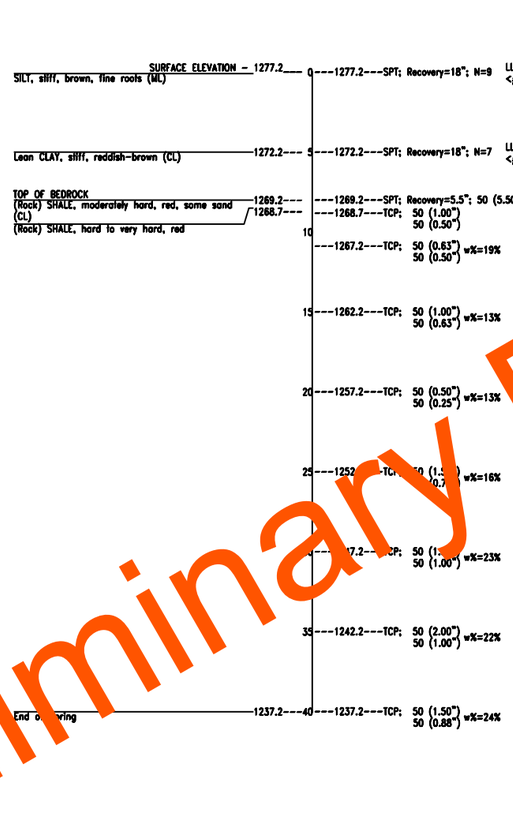
POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL
2/29/2024

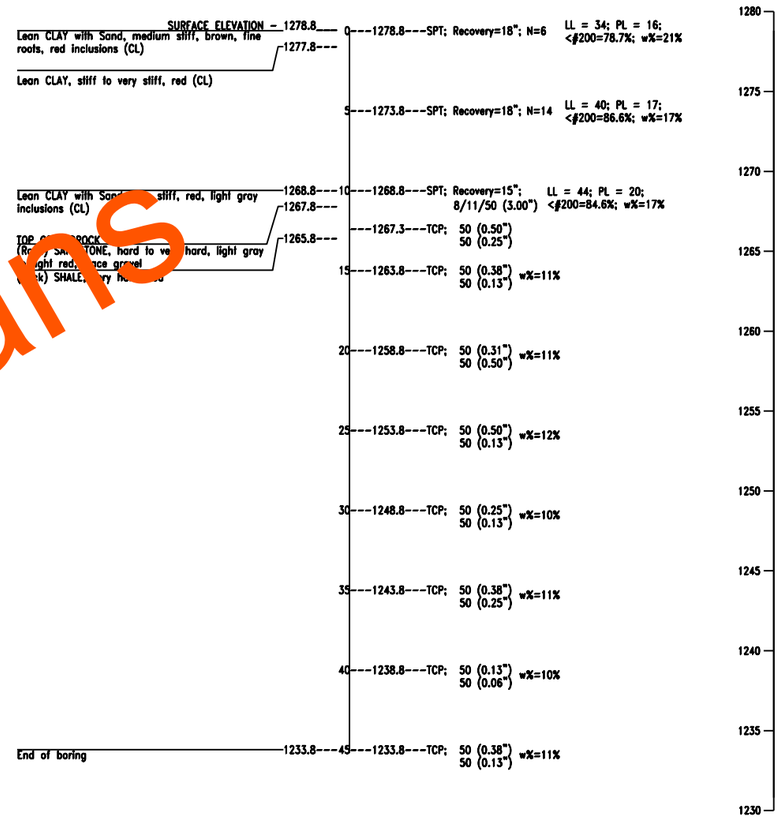
Boring Number WF-1
Northing: 143166
Easting: 2149036
Date Drilled: 04/19/19



Boring Number WF-2
Northing: 143166
Easting: 2149036
Date Drilled: 04/09/19



Boring Number L-1
Northing: 143127.77
Easting: 2149242.89
Date Drilled: 01/30/19



Preliminary Plans

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<#200 - Percent passing #200 sieve
w% - Moisture content
N - Number of blows per 12 inches
▼ Denotes depth to observed groundwater

PHASE 4 OKLAHOMA COUNTY

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APPROVED		
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FOUNDATION REPORT
RETAINING WALL "F"

STATE JOB NO. 09032(08) SHEET NO. RW05

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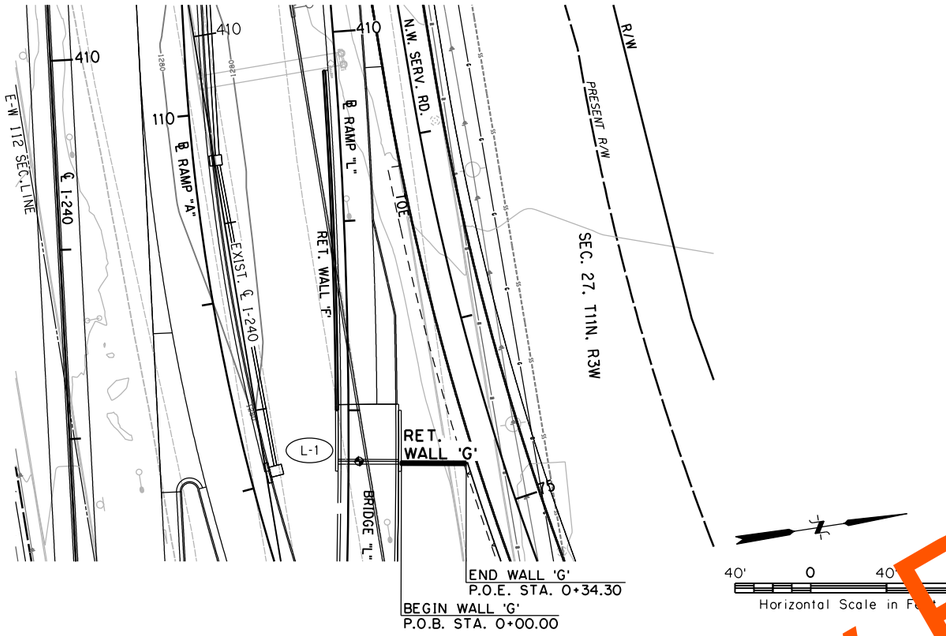
POE & ASSOCIATES, OKLAHOMA CITY, OK.

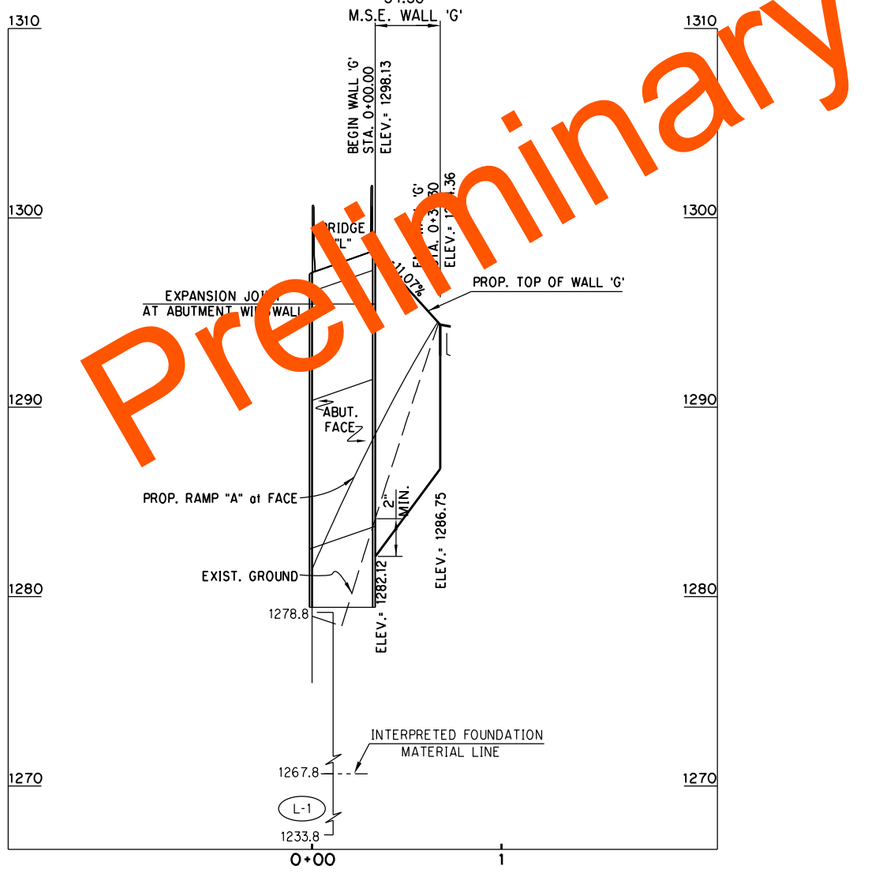
90% PLAN SUBMITTAL
2/29/2024

BM 8 ~ "X" ON CURB @ 521
S.E. 72ND STREET
STA. 406+48.06 ℄ I-240, 317.43' LT.
ELEV.= 1267.15

BM 22 ~ "X" ON HEADWALL DRAINAGE STRUCTURE
STA. 408+36.59 ℄ I-240, 271.68' RT.
ELEV.= 1275.45

BM 23 ~ "X" ON CURB OF SIDEWALK ON NORTH SIDE BUILDING
STA. 413+98.14 ℄ I-240, 319.36' RT.
ELEV.= 1281.84





Preliminary Plans

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PHASE 4 OKLAHOMA COUNTY

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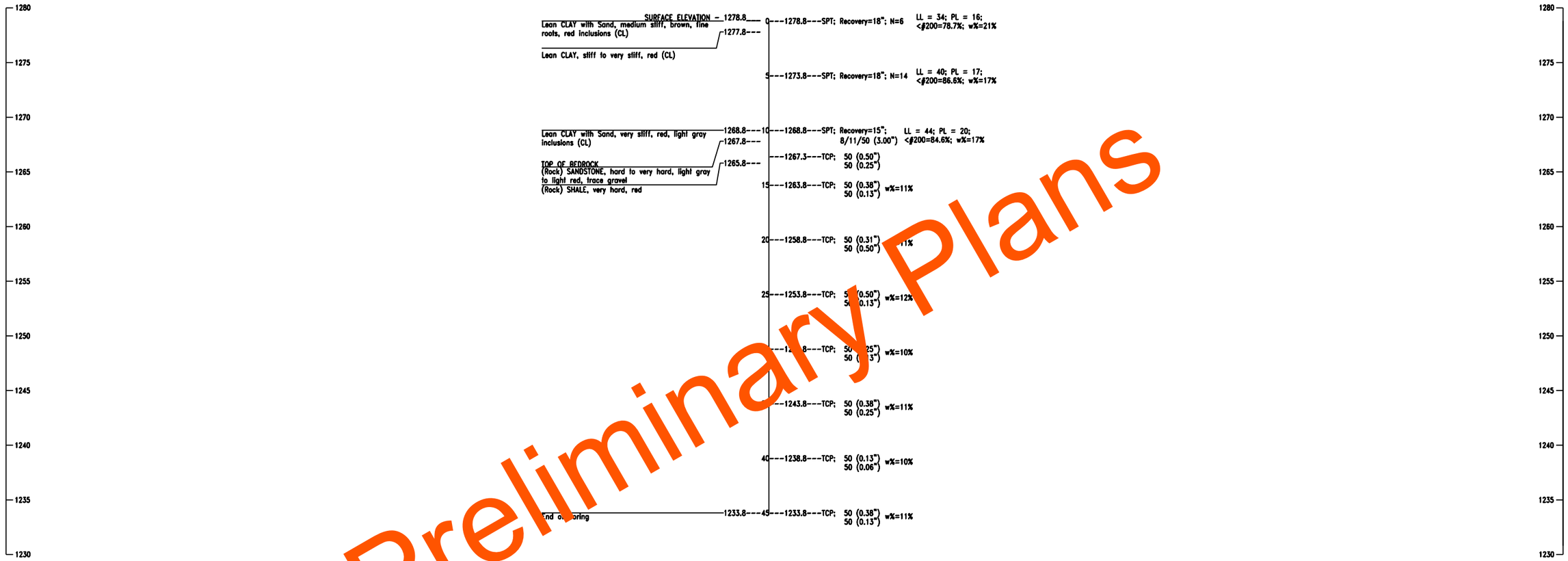
M.S.E. RETAINING WALL 'G' PLAN & ELEVATION

STATE JOB NO. 09032(108) SHEET NO. RW06

POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL
2/29/2024

Boring Number L-1
Northing: 143127.77
Easting: 2149242.89
Date Drilled: 01/30/19



Preliminary Plans

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PHASE 4 OKLAHOMA COUNTY

DESIGN		
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APPROVED		
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FOUNDATION REPORT
RETAINING WALL "G"

STATE JOB NO. 09032(081) SHEET NO. RW07

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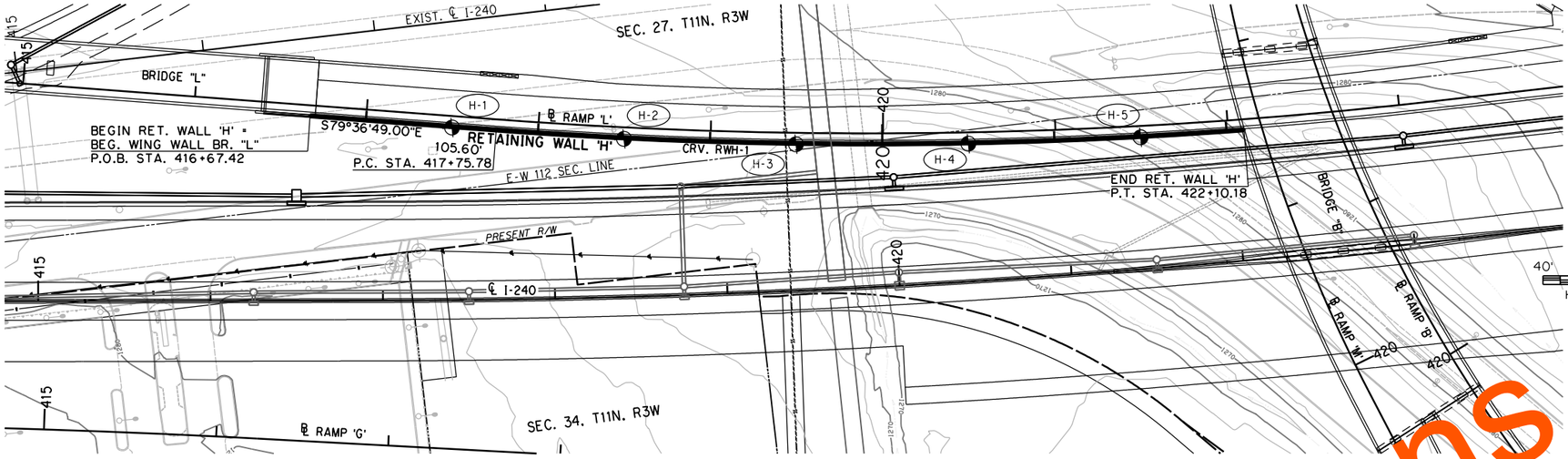
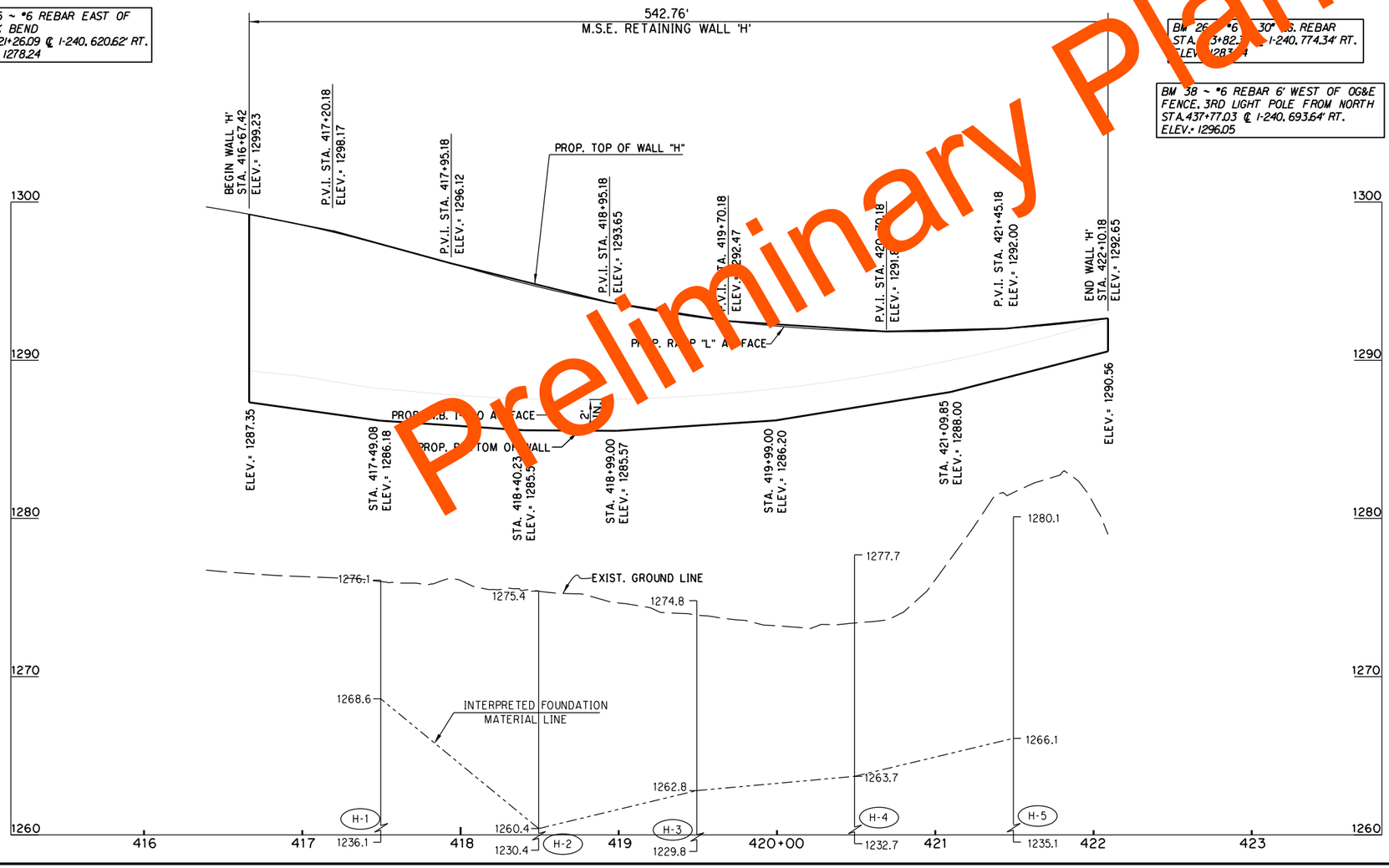
POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL
2/29/2024



CURVE DATA RWH-1
P.I. STA. 419+93.39
N: 142978.3114
E: 2149994.8649
Δ= 8°37'22.15" LT.
D= 1°59'05.95"
T= 217.61'
L= 434.40'
R= 2886.46'
E= 8.19'

40' 0 40' 80'
Horizontal Scale in Feet



Preliminary Plans

PHASE 4 OKLAHOMA COUNTY

DESIGN	
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APPROVED	
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M.S.E. RETAINING WALL 'H'
PLAN & ELEVATION

STATE JOB NO. 09032(08) SHEET NO. RW08

2/22/2024 5:45:06 PM
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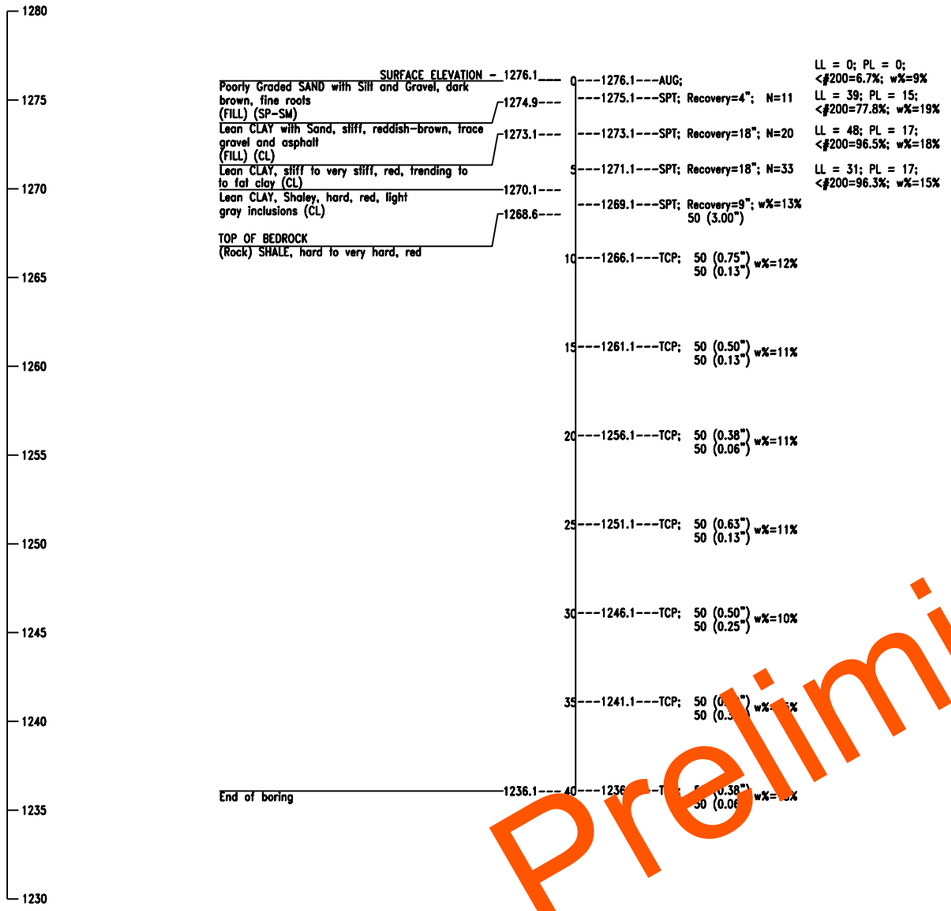
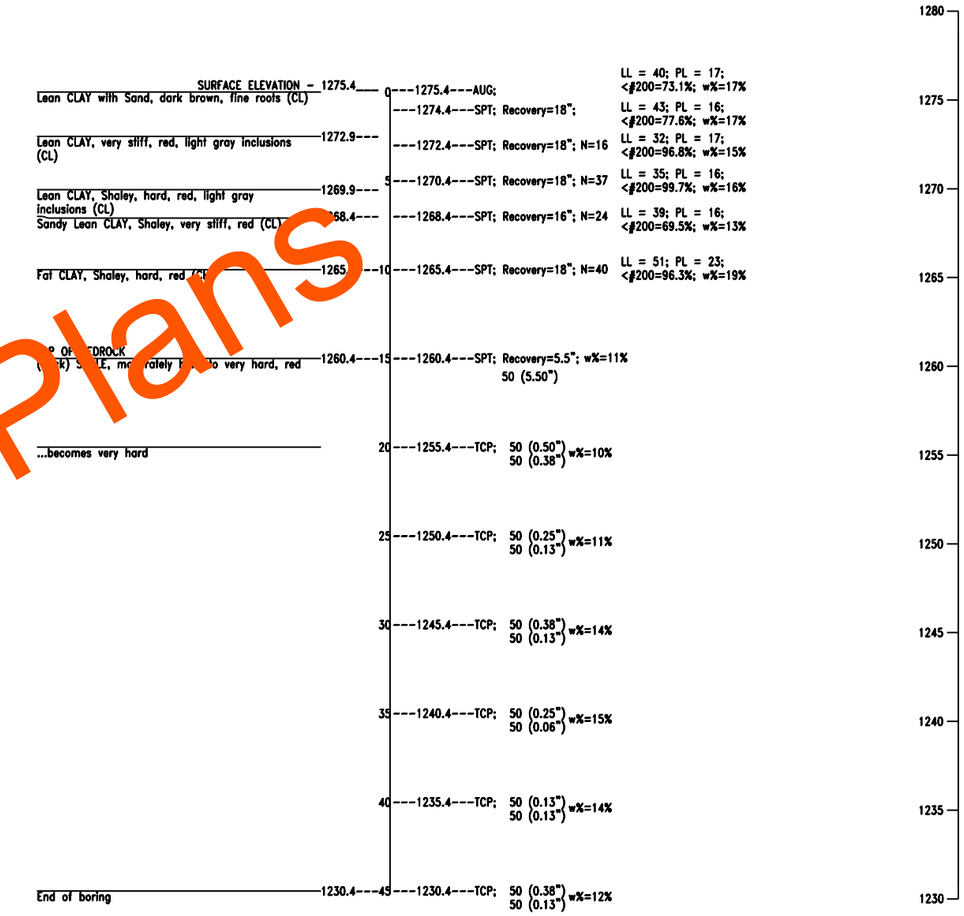
POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL
2/29/2024

Boring Number H-1
Northing: 143022.17
Easting: 2149755.53
Date Drilled: 01/31/19



Boring Number H-2
Northing: 143005.08
Easting: 2149854.04
Date Drilled: 01/31/19



Preliminary Plans

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PHASE 4 OKLAHOMA COUNTY

DESIGN		
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FOUNDATION REPORT
RETAINING WALL "H"
(SHEET 1 OF 3)

STATE JOB NO. 09032(08) SHEET NO. RW09

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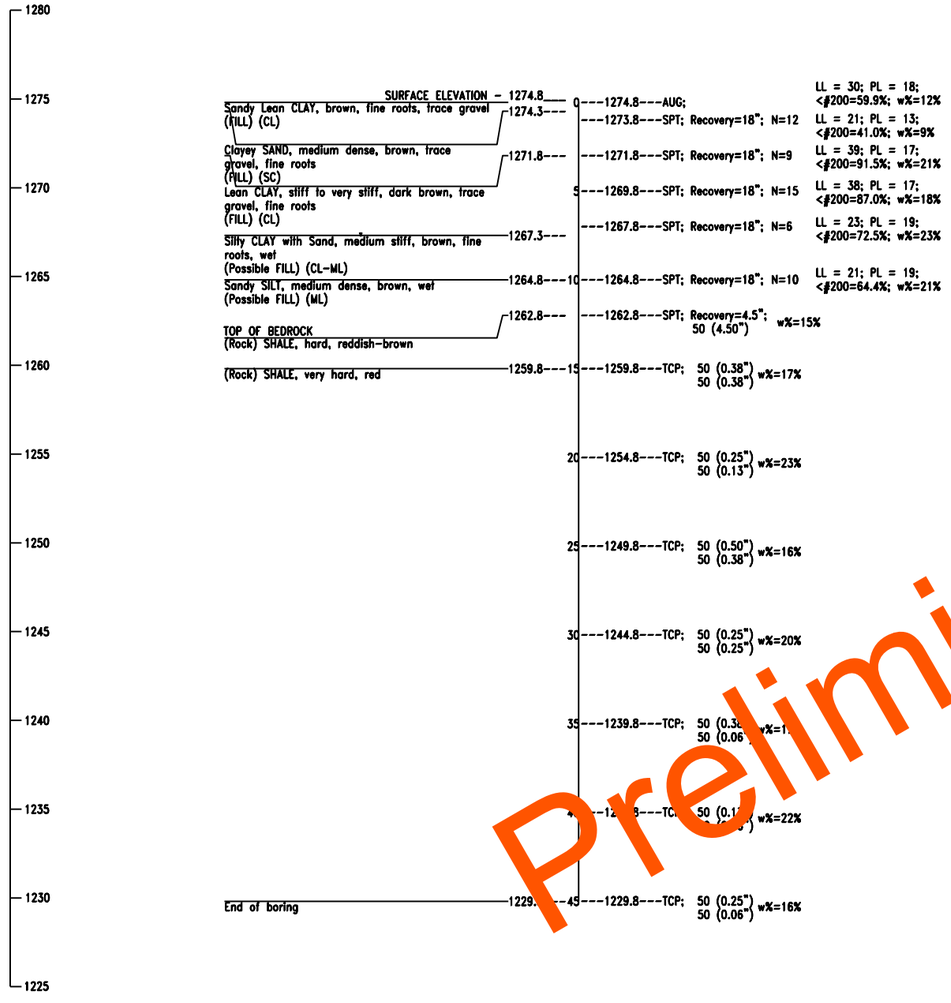
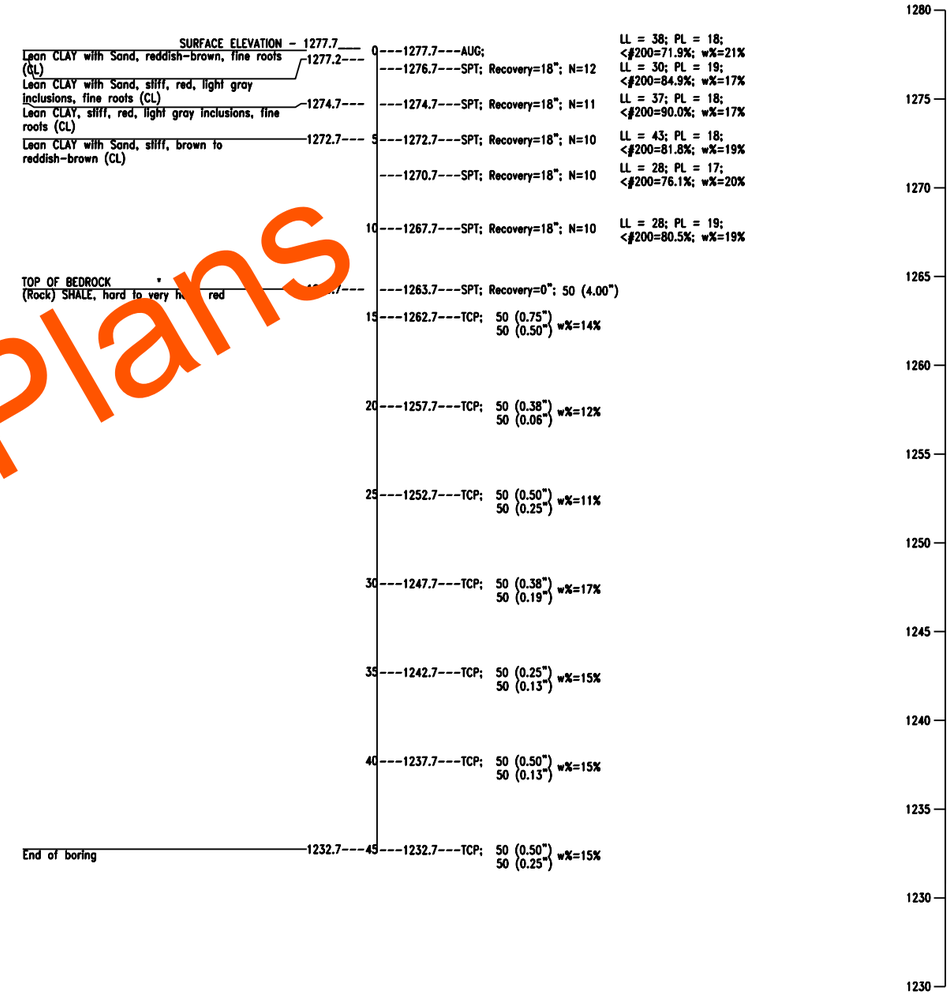
POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL
2/29/2024

Boring Number H-3
Northing: 142991.35
Easting: 2149953.01
Date Drilled: 01/31/19



Boring Number H-4
Northing: 142981.10
Easting: 2150052.50
Date Drilled: 02/01/19



Preliminary Plans

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PHASE 4 OKLAHOMA COUNTY

DESIGN		
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APPROVED		
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FOUNDATION REPORT
RETAINING WALL "H"
(SHEET 2 OF 3)

STATE JOB NO. 09032(08) SHEET NO. RW10

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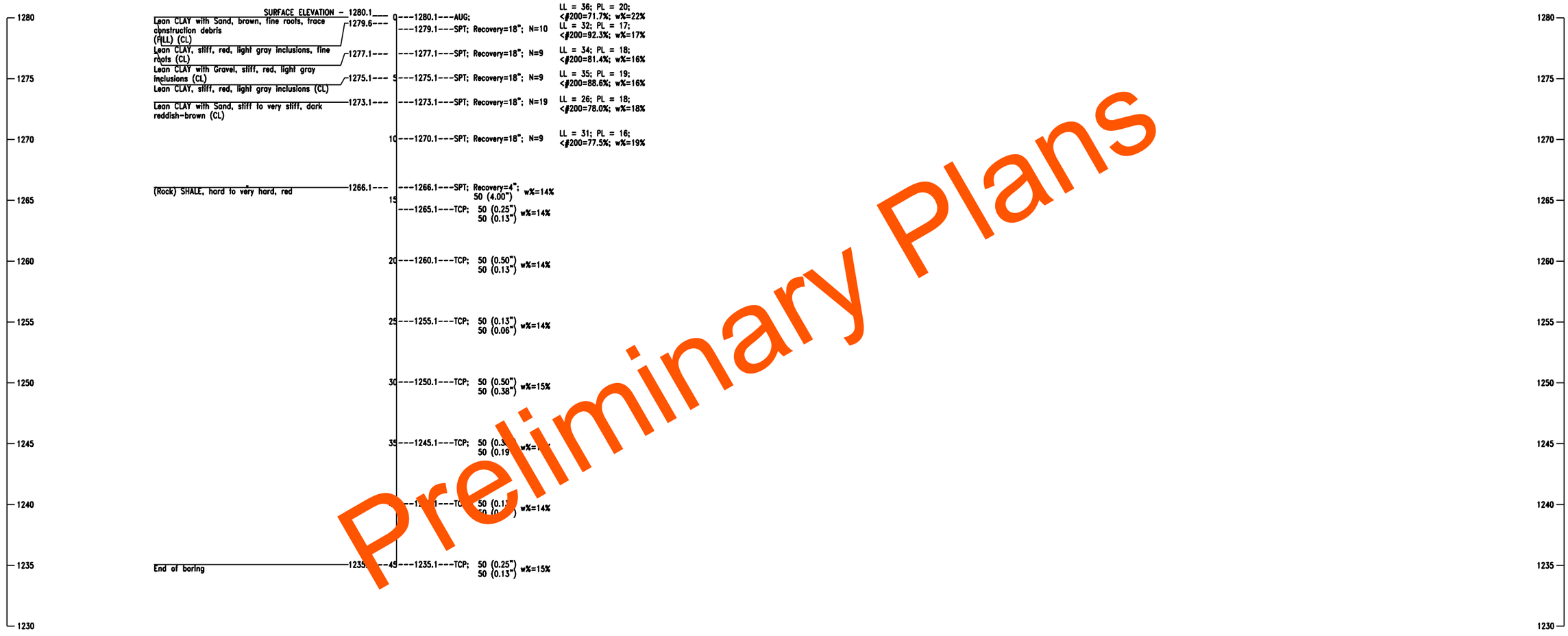
POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL
2/29/2024

Boring Number H-5
Northing: 142974.21
Easting: 2150152.29
Date Drilled: 02/01/19



Preliminary

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PHASE 4 OKLAHOMA COUNTY

DESIGN		
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FOUNDATION REPORT
RETAINING WALL "H"
(SHEET 3 OF 3)

STATE JOB NO. 09032(08) SHEET NO. RW11

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POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL
2/29/2024

M.S.E. NOTES

TYPICAL FORM LINER AND CONCRETE FINISH NOTES:
THE EXPOSED CONCRETE SURFACES OF THE RETAINING WALL SYSTEM SHALL HAVE THE FORM LINER SURFACE TREATMENT THAT HAS BEEN PRE-APPROVED BY THE ENGINEER FOR THE AESTHETIC THEME OF THE PROJECT.

THE CONTRACTOR SHALL SUBMIT THE MANUFACTURER'S INSTALLATION INSTRUCTIONS AND PRODUCT DATA FOR THE TEXTURE SURFACE TREATMENTS. SHOP DRAWINGS SHALL INDICATE FORM LINER LAYOUT, RUSTICATION, REVEAL, AND CHAMFER STRIPS, LOCATION OF JOINTS AND FORM TIES SHALL BE INCLUDED. THE CONTRACTOR SHALL PROVIDE THE ENGINEER, FOR HIS APPROVAL, A SAMPLE PANEL OF THE APPROVED FORM LINER SURFACE TREATMENTS. THE SAMPLE PANEL SHALL BE AN 2' x 2' PANEL WITH SURFACE TREATMENTS. FOLLOWING THE APPROVAL OF THE SMALL SAMPLE PANEL.

THE CONTRACTOR SHALL PROVIDE ONE FULL SCALE MOCK-UP PANEL OF THE SURFACE TREATMENT USING PROPOSED MATERIALS, METHODS AND WORKMANSHIP. THE PANELS SHALL BE APPROVED BY THE ENGINEER ON THE SITE. THE MOCK-UP PANELS SHALL BE A MINIMUM OF 50 SQUARE FEET IN SIZE, AND MAY BE INCORPORATED INTO THE ACTUAL WALLS.

THE MOCK-UP PANEL SHALL INCORPORATE THE PROPOSED CONCRETE MIX, FORM WORK, TIES, FORM LINER, FORM RELEASE AGENTS, PLACEMENT RATE, FORM PRESSURES, JOINT SEALER, VIBRATING, AND FORM STRIPPING PRACTICES.

THE MOCK-UPS SHALL BE ACCEPTED BY THE ENGINEER PRIOR TO BEGINNING FORM WORK FOR THE PROJECT. THE ACCEPTED MOCK-UPS WILL BE THE STANDARD FOR TECHNICAL AND AESTHETIC MERIT.

FORM WORK SHALL BE DESIGNED BY THE CONTRACTOR TO COMPLY WITH ALL REQUIREMENTS BY THE FORM LINER MANUFACTURER. THIS INCLUDES, ALL REQUIREMENTS OF THE FORM LINER MANUFACTURER FOR HANDLING AND INSTALLATION OF THE FORM LINERS AS WELL AS THE APPLICATION OF RELEASE AGENTS, PLACEMENT OF CONCRETE, VIBRATING OF CONCRETE, AND REMOVAL OF FORMS SHALL BE FOLLOWED. FORM LINER BUTT JOINT SHALL BE CAREFULLY LINED UP TO PROVIDE A SURFACE FREE FROM VISIBLE SEAM LINES.

GENERAL NOTES FOR M.S.E. WALLS:
MATERIALS, DESIGN, AND METHODS USED IN CONSTRUCTION OF RETAINING WALLS SHALL BE IN ACCORDANCE WITH 2009 OKLAHOMA DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION, UNLESS OTHERWISE NOTED.

THE REINFORCED ZONE MATERIALS SHALL EXTEND HORIZONTALLY FROM THE BACK OF THE PANELS TO THE END OF THE EARTH REINFORCEMENTS. THE REINFORCED ZONE MATERIAL SHALL EXTEND VERTICALLY FROM THE TOP OF THE LEVELING PAD TO THE PROPOSED GROUND LINE.

MINIMUM EARTH OR PAVEMENT COVER OF 2.0' SHALL BE PROVIDED FROM THE TOP OF THE LEVELING PAD FINISHED GRADE.

STANDARD PRECAST CONCRETE PANELS SHALL HAVE A MAXIMUM PANEL HEIGHT OF SIX (6') FEET AND A MINIMUM PANEL HEIGHT OF FOUR (4') FEET.

AN OPEN JOINT SHALL BE PROVIDED AROUND THE PERIMETER OF THE CONCRETE PANELS. THE NOMINAL JOINT OPENINGS SHALL BE BETWEEN ⅜" AND ¾". THE JOINT CONFIGURATION SHALL BE SUCH THAT THE FILTER FABRIC OR PAD MATERIALS ARE NOT EXPOSED AT THE WALL FACE.

PANELS SHALL FOLLOW THE CURVATURE OF THE WALL AS SHOWN IN THE PLANS. A ONE PIECE CORNER PANEL SHALL BE PROVIDED FOR WALL ANGLE CHANGES OF GREATER THAN 30 DEGREES. BUTTING OF CHAMFERED PANELS WILL BE ALLOWED FOR ANGLE CHANGES OF 30 DEGREES OR LESS.
A CONCRETE COPING SHALL BE PROVIDED ALONG THE TOP OF WALLS. THE JOINTS BETWEEN ALL COPING SEGMENTS SHALL BE SEALED TO PREVENT INFILTRATION OF WATER INTO THE RETAINING WALL BACKFILL. SEALING SHALL BE IN ACCORDANCE WITH SECTION 504 OF THE STANDARD SPECIFICATIONS. ALL COST FOR SEALING COPING SEGMENTS SHALL BE INCLUDED IN THE UNIT PRICE BID PER SQ. YARD OF "(PL) M.S.E. RETAINING WALLS". IF CAST-IN-PLACE COPING IS USED, THEN JOINTS SHALL BE PLACED TO COINCIDE WITH PRECAST PANEL JOINTS. THE WALL FACE PANELS SHALL EXTEND UP INTO THE COPING A MINIMUM OF 2 INCHES.

IF COPING IS PRECAST, A SMOOTH LEVEL-UP STRIP SHALL BE PROVIDED ON TOP OF THE PRECAST PANELS PRIOR TO INSTALLATION OF THE COPING. SHIMS MAY BE USED ON TOP OF THE LEVEL-UP STRIP TO FACILITATE ALIGNMENT.

IF EXISTING OR FUTURE STRUCTURES, PIPES, FOUNDATIONS OR GUARDRAIL POSTS WHICH ARE WITHIN REINFORCED SOIL VOLUME INTERFERE WITH THE NORMAL PLACEMENT OF REINFORCING MESH AND SPECIFIC DIRECTION HAS NOT BEEN PROVIDED ON THE PLANS. THE CONTRACTOR SHALL NOTIFY THE ENGINEER TO DETERMINE WHAT SOURCE OF ACTION SHOULD BE TAKEN.

DESIGN NOTES:
MECHANICALLY STABILIZED EARTH (M.S.E.) WALLS SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR AND SHALL BE DESIGNED BY A REGISTERED PROFESSIONAL ENGINEER IN THE STATE OF OKLAHOMA IN ACCORDANCE WITH THE CURRENT EDITION OF THE AASHTO LRFD DESIGN SPECIFICATIONS AND CURRENT INTERIMS. DESIGN CALCULATIONS AND DRAWINGS SHALL BE SUBMITTED TO ODOT BRIDGE DIVISION FOR APPROVAL PRIOR TO CONSTRUCTION.

THERE SHALL BE NO SURCHARGE WITHIN 25 FEET OF THE CREST OF THE TEMPORARY EXCAVATION SLOPE DURING CONSTRUCTION OF THE RETAINING WALLS.

WHERE RECOMMENDED TEMPORARY EXCAVATION SLOPES WOULD RESULT IN RIGHT-OF-WAY ENCROACHMENT, OR FOR THE PURPOSES OF SOIL STABILITY DURING EXCAVATION, TEMPORARY SHEET PILING SHALL BE REQUIRED. AT THE CONTRACTOR'S OPTION AND WITH APPROVAL OF THE ENGINEER, THE TEMPORARY SHEET PILING MAY BE CUT A MINIMUM OF 2' BELOW THE GROUND LINE AND LEFT IN PLACE.

CARE SHALL BE TAKEN IN THE DESIGN AND DURING CONSTRUCTION TO DEVELOP AND MAINTAIN RAPID, POSITIVE DRAINAGE AWAY FROM THE RETAINING WALL AREA. WATER SHOULD NOT BE ALLOWED TO POND ADJACENT TO EITHER THE UP SLOPE OR DOWN SLOPE SIDES OF THE RETAINING WALL. PROPER SURFACE DRAINAGE IS NEEDED TO PREVENT WATER FROM FLOWING OVER THE FACE OF THE WALL AND SATURATING EITHER THE FILL BEHIND THE WALL OR THE SUBGRADE SOILS AT THE BASE OF THE WALL.

CONVENTIONAL DE-WATERING METHODS SHOULD BE ADEQUATE FOR TEMPORARY REMOVAL OF ANY GROUND WATER ENCOUNTERED DURING THE SHALLOW EXCAVATION PROCESS. MORE EXTENSIVE DE-WATERING MAY BE REQUIRED FOR EXCAVATIONS TO REMOVE SOFT SOILS AND/OR IF CONSTRUCTION OCCURS DURING WET PERIODS OF THE YEAR.

DESIGN PARAMETERS FOR MSE RETAINING WALLS:
DESIGN OF THE MSE RETAINING WALLS BACKFILL SHALL BE BASED ON THE FOLLOWING DESIGN PARAMETERS:

MINIMUM UNIT WEIGHT = 120 PCF
MAXIMUM FRICTION ANGLE = 34°
COHESION = 0 PSF

FOR ANALYSIS OF ULTIMATE AND ALLOWABLE BEARING CAPACITY, IF THE WATER IS LOCATED AT OR ABOVE THE LEVELING PAD, A BUOYANT UNIT WEIGHT OF 65 POUNDS PER CUBIC FOOT SHALL BE USED. SEE GEOTECHNICAL REPORTS FOR GROUND WATER ELEVATIONS.

IN ALL AREAS, IT IS RECOMMENDED THE CONTRACTOR REVIEW THE GEOTECHNICAL REPORT AND STABILITY RESULTS IN THE REPORT THAT IS AVAILABLE FOR THE CONTRACTOR'S USE. GLOBAL STABILITY EVALUATION SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR. GEOTECHNICAL TESTING WAS COMPLETED IN ACCORDANCE WITH THE LATEST EDITION OF THE STATE OF OKLAHOMA DEPARTMENT OF TRANSPORTATION SPECIFICATIONS FOR GEOTECHNICAL INVESTIGATION OF BRIDGES AND RELATED STRUCTURES.

PREPARATION OF THE FOUNDATION MATERIAL FOR THE M.S.E. WALLS, WHETHER IN-SITU MATERIAL OR NEW EMBANKMENT MATERIAL, SHALL BE COMPACTED TO NOT LESS THAN 95% OF THE STANDARD DENSITY.

WHERE NEW EMBANKMENT IS NECESSARY, IT SHALL BE PLACED AND COMPACTED IN 6" LIFTS OF LOOSE MATERIALS TO NOT LESS THAN 95% OF THE STANDARD PROCTOR DENSITY. ALL DENSITY TESTS SHALL BE TESTED IN ACCORDANCE TO SECTION 106.03 OF THE 2009 ODOT STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION.

CONTRACTOR SHALL BE RESPONSIBLE FOR DESIGN OF THE M.S.E. WALLS FOR:

1. INTERNAL STABILITY INCLUDING: TENSILE STRESSES, PULLOUT, FACING CONNECTION, SLIDING ALONG REINFORCEMENT, AND COMPOUND SLOPE STABILITY.

2. LOCAL STABILITY INCLUDING: BULGING AND MAXIMUM UNREINFORCED HEIGHTS.

3. DESIGN THE M.S.E. WALLS TO ACCOUNT FOR DEAD AND LIVE LOADS, SEISMIC LOADS, HORIZONTAL LOADS FROM GUARDRAILS OR BARRIERS, HYDROSTATIC LOADS, AND OTHER LOADS AS APPROPRIATE.

4. DESIGN TOE WALL SUCH THAT THE TOE IS AT A DEPTH THAT NO SCOURING OR UNDERMINING WILL OCCUR.

5. DESIGN THE M.S.E. WALL STRAPS OR TIE-BACKS SHALL BE LOCATED BELOW THE PROPOSED F-SHAPED PARAPET AND MOMENT SLABS TO PREVENT CONFLICT. SEE M.S.E. WALL TYPICAL SECTIONS AND DETAILS.

6. GLOBAL STABILITY EVALUATION.

FOR FURTHER DESIGN INFORMATION NOT PROVIDED IN THE PLANS OR GEOTECHNICAL REPORT, REFER TO THE 2009 OKLAHOMA DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION.

PAYMENT:
THE PAYMENT FOR M.S.E. RETAINING WALL SHALL BE BASED ON THE SURFACE AREA SHOWN ON THE PLAN AND PROFILE SHEETS FROM THE TOP OF THE RETAINING WALLS TO TOP OF LEVELING PAD NOT TO EXCEED 2 FEET BELOW FINISH GRADE AT FACE OF WALL. NO ADDITIONAL PAYMENT WILL BE ALLOWED FOR VARYING OF THE LEVELING PAD ELEVATION. THE ACTUAL TOPS OF LEVELING PADS SHALL BE DETERMINED BY THE CONTRACTOR TO PROVIDE SUPPORT FOR THE PROPOSED WALL SYSTEM AND SUBMITTED TO THE ENGINEER FOR APPROVAL.

ALL COST INCURRED DURING CONSTRUCTION OF THE M.S.E. RETAINING WALLS SHALL BE INCLUDED IN THE UNIT PRICE BID PER SQUARE YARD OF "M.S.E. RETAINING WALL". THE COST SHALL INCLUDE BUT NOT LIMITED TO: EXCAVATION, BACKFILL, BACKFILL MATERIAL, DRAINAGE SYSTEMS, GEOCOMPOSITES, FILTER FABRICS, PERFORATED AND NON-PERFORATED PIPE, CONCRETE, REINFORCING STEEL, SHEETING AND SHORING, DRIVING SHOES, COPING, EARTH REINFORCEMENT, CONCRETE PANELS, CONCRETE SURFACE FORM LINERS, FINISH, LEVELING PADS, CONCRETE MOW STRIPS, AND ENGINEERING AND ASSOCIATED COSTS.

Preliminary Plans

PHASE 4 OKLAHOMA COUNTY

DESIGN		
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APPROVED		
SQUAD	POE	

M.S.E. RETAINING WALL NOTES
RETAINING WALLS 'D2', 'F', 'G' & 'H'

STATE JOB NO. 09032(08) SHEET NO. RW12

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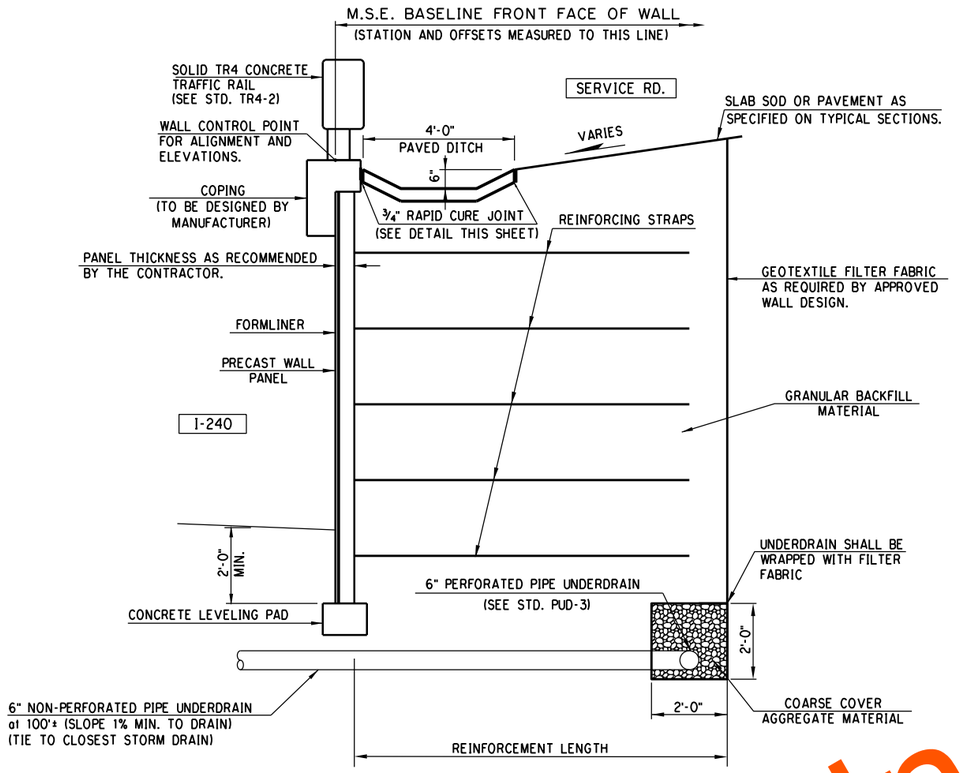
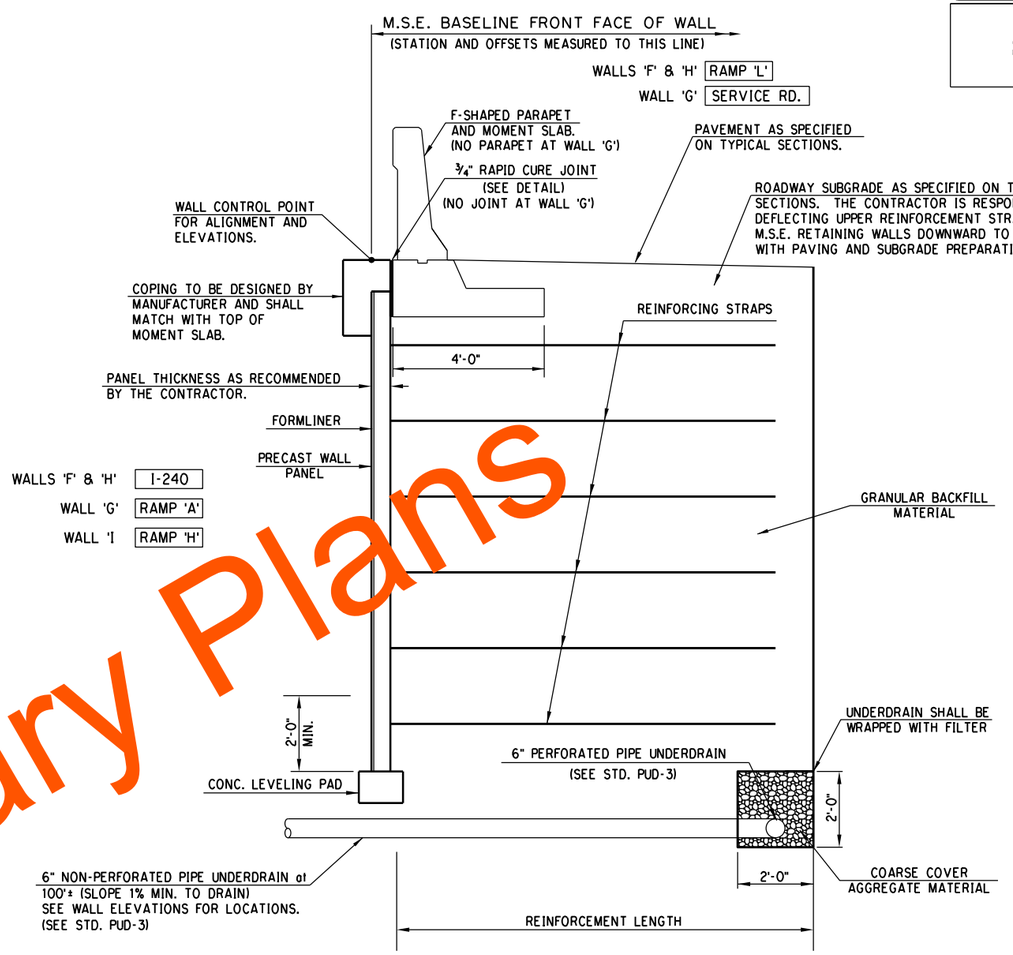
POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL
2/29/2024



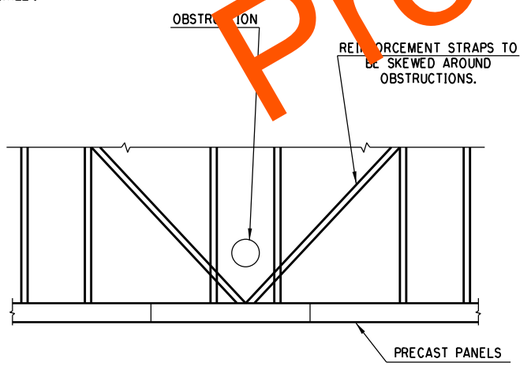
M.S.E. WALL 'D2' SECTION DETAIL



M.S.E. WALL 'F', 'G' & 'H' SECTION DETAILS

NOTE:
THE M.S.E. WALL PANELS SHALL BE STACKED AND MAY BE ERECTED IN A STAGGERED HORIZONTAL JOINT PATTERN.

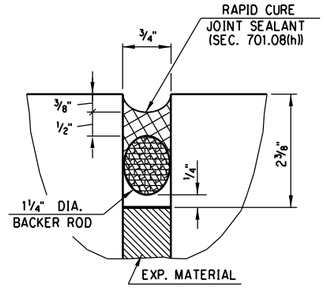
ALL COST FOR WALL DRAINAGE SHALL BE IN PER SQUARE YARD FOR "MSE RETAINING WALL".



STRAP SKEWING PLAN DETAIL AT OBSTRUCTIONS

NOTE:

IF BARMAT OR WIRE MESH SOIL REINFORCEMENT IS USED, THEN A STRUCTURAL YOKE SYSTEM MUST BE ATTACHED TO THE OBSTRUCTED PANEL(S) AND THE OBSTRUCTED SECTIONS OF SOIL REINFORCEMENTS MUST BE ATTACHED TO THE YOKE ON THE BACKSIDE OF THE OBSTRUCTION.



DETAIL OF RAPID CURE JOINT

Preliminary Plans

PHASE 4 OKLAHOMA COUNTY

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CHECKED		
APPROVED		
SQUAD	POE	

M.S.E. RETAINING WALL DETAILS
RETAINING WALL 'D2', 'F', 'G' & 'H'

STATE JOB NO. 09032(108) SHEET NO. RW13

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POE & ASSOCIATES, OKLAHOMA CITY, OK.

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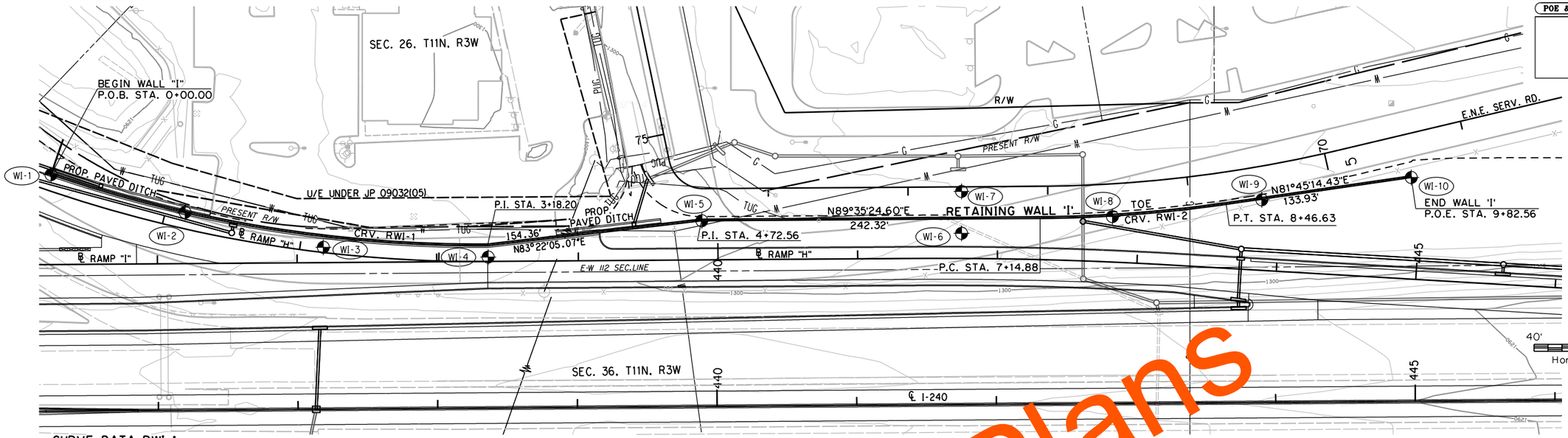
2/29/2024



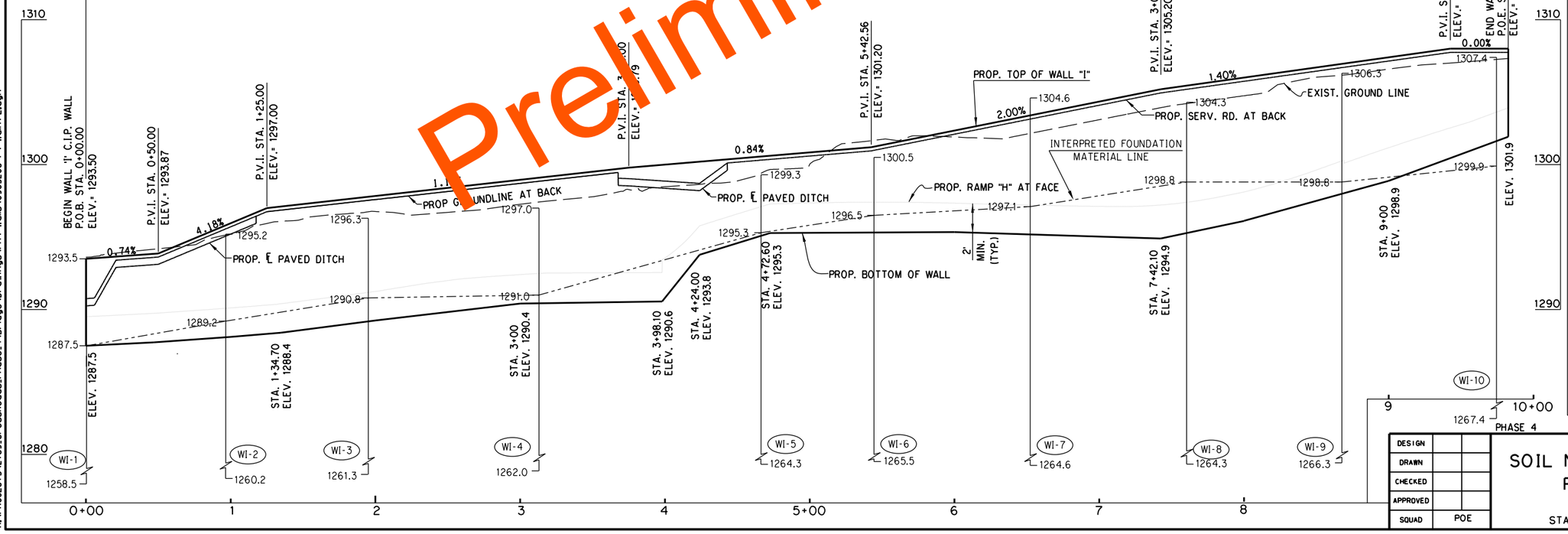
CURVE DATA RWI-1
P.I. STA. 1+60.63
N: 143021.9660
E: 2151678.9262
Δ= 19°19'12.07" LT.
D= 6°04'18.19"
T= 160.62'
L= 318.20'
R= 943.65'
E= 13.57'

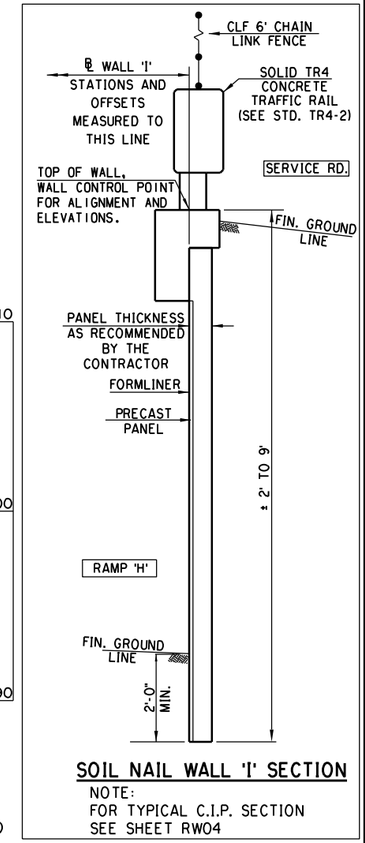
BM 54 ~ "X" ON TOP OF CURB IN EAST PARKING LOT TEXAS ROADHOUSE
STA.439+22.55 ℄ I-240, 209.30' LT.
ELEV.= 1300.07

BM 53 ~ [illegible] CAP CONTROL POINT
[illegible] ℄ I-240, 286.71' LT.
ELEV.= 1308.41

BM 52 ~ "X" ON TOP OF CURB SOUTH OF LIGHT POLE SOUTHEAST OF THEATRE
STA.445+56.60 ℄ I-240, 308.74' LT.
ELEV.= 1308.81

CURVE DATA RWI-2
P.I. STA. 7+81.86
N: 143043.1544
E: 2152302.1616
Δ= 7°50'10.17" LT.
D= 5°51'31.99"
T= 66.98'
L= 133.75'
R= 977.93'
E= 2.29'





SOIL NAIL WALL 'I' SECTION
NOTE:
FOR TYPICAL C.I.P. SECTION SEE SHEET RW04

PHASE 4 OKLAHOMA COUNTY

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SOIL NAIL RETAINING WALL 'I' PLAN & ELEVATION

STATE JOB NO. 09032(08) SHEET NO. RW14

Preliminary Plans

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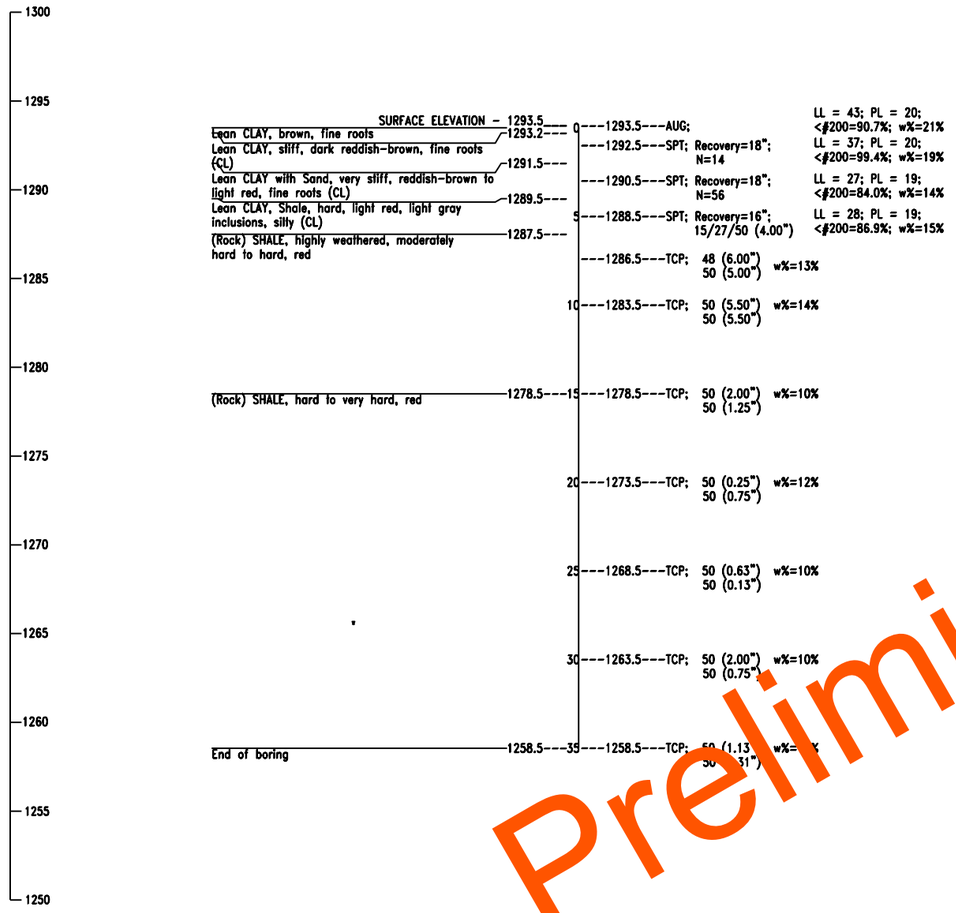
POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL
2/29/2024

Boring Number WI-1
Northing: 143074
Easting: 2151527
Date Drilled: 04/03/19



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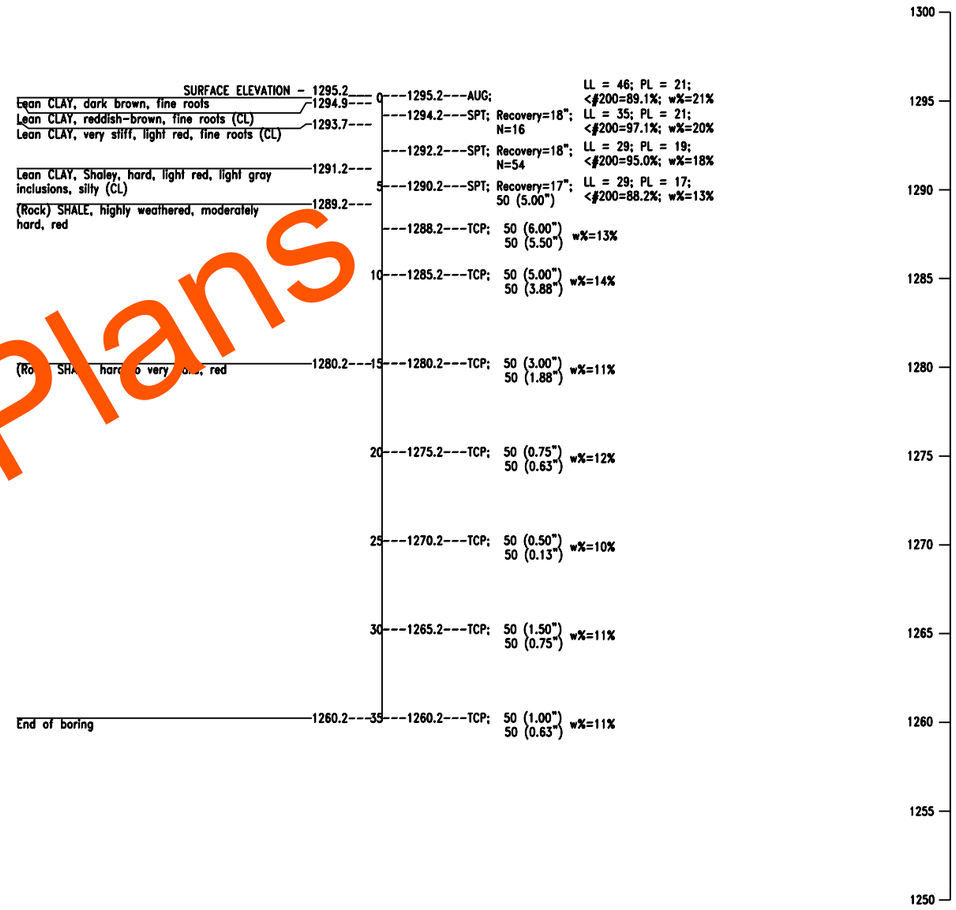
Date Drilled: 04/03/19



Preliminary Plans

GEOLOGIC STATEMENT

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This unit consists of red platy to blocky clay shales and mudstone. The mudstones are hard and appear blocky. The red clay shale of the Hennessey Unit is characterized by numerous bands of streaks of white or light green color ranging from a few inches to four feet in thickness.

The total thickness of the unit is about 400 feet.

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AUG - Augur Cutting Sample
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PL - Plastic Limit
<#200 - Percent passing #200 sieve
w% - Moisture content
N - Number of blows per 12 inches
▾ Denotes depth to observed groundwater

PHASE 4 OKLAHOMA COUNTY

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FOUNDATION REPORT
RETAINING WALL "I"
(SHEET 1 OF 5)

STATE JOB NO. 09032(08) SHEET NO. RW15

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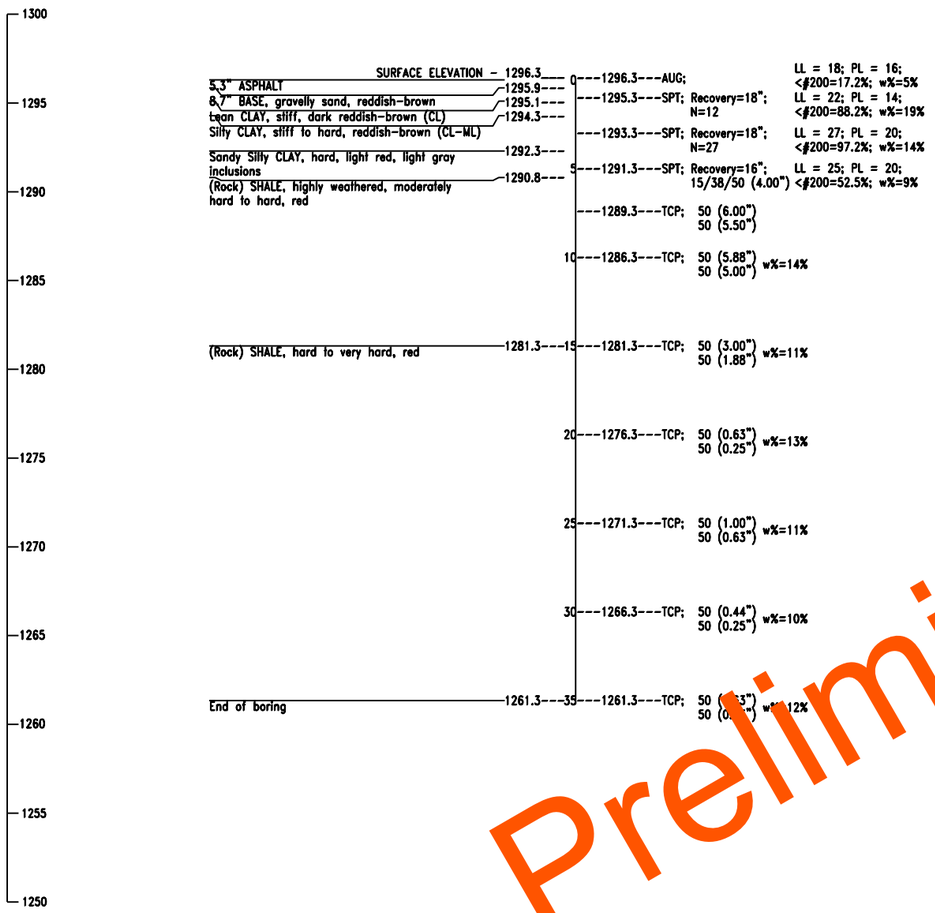
POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL
2/29/2024

Boring Number WI-3
Northing: 143022
Easting: 2151722
Date Drilled: 04/04/19



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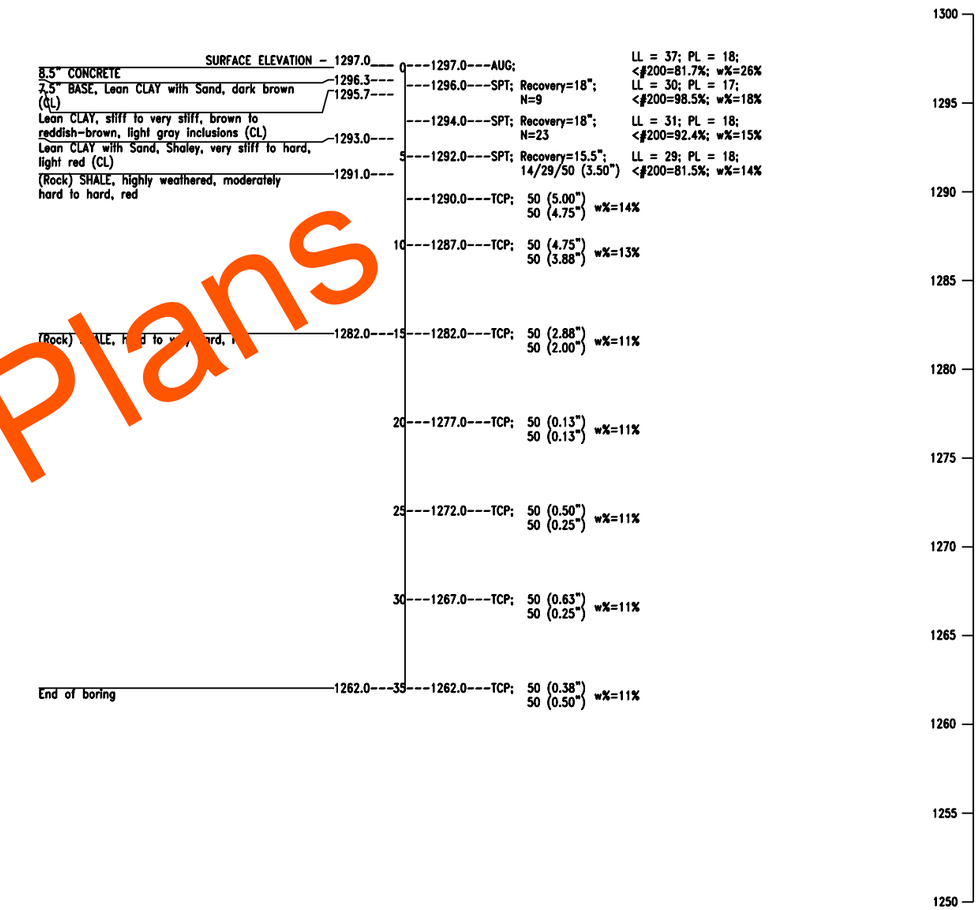
Easting: 2151840
Date Drilled: 04/04/19



Preliminary Plans

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▼ Denotes depth to observed groundwater

PHASE 4 OKLAHOMA COUNTY

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FOUNDATION REPORT
RETAINING WALL "I"
(SHEET 2 OF 5)

STATE JOB NO. 09032(108) SHEET NO. RW16

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POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL
2/29/2024

Boring Number WI-5
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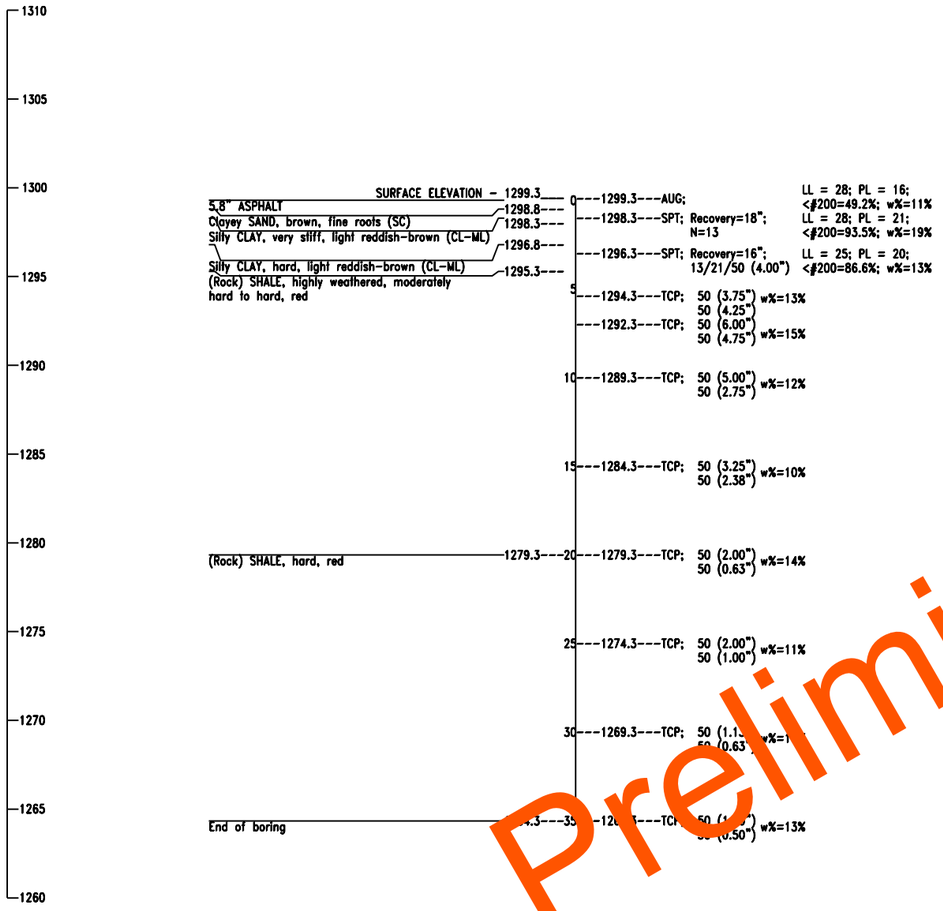
Easting: 2151993
Date Drilled: 03/30/19



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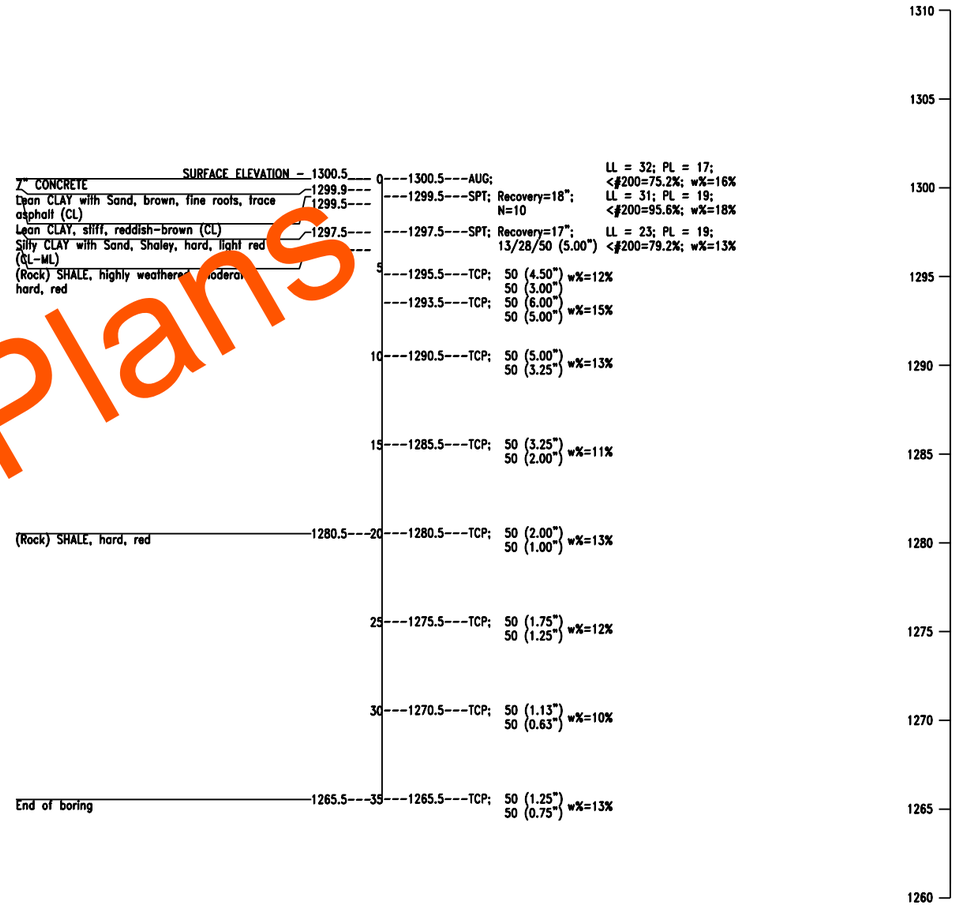
Date Drilled: 03/30/19



Preliminary Plans

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PHASE 4 OKLAHOMA COUNTY

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FOUNDATION REPORT
RETAINING WALL "I"
(SHEET 3 OF 5)

STATE JOB NO. 09032(08) SHEET NO. RW17

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POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL
2/29/2024

Boring Number WI-7
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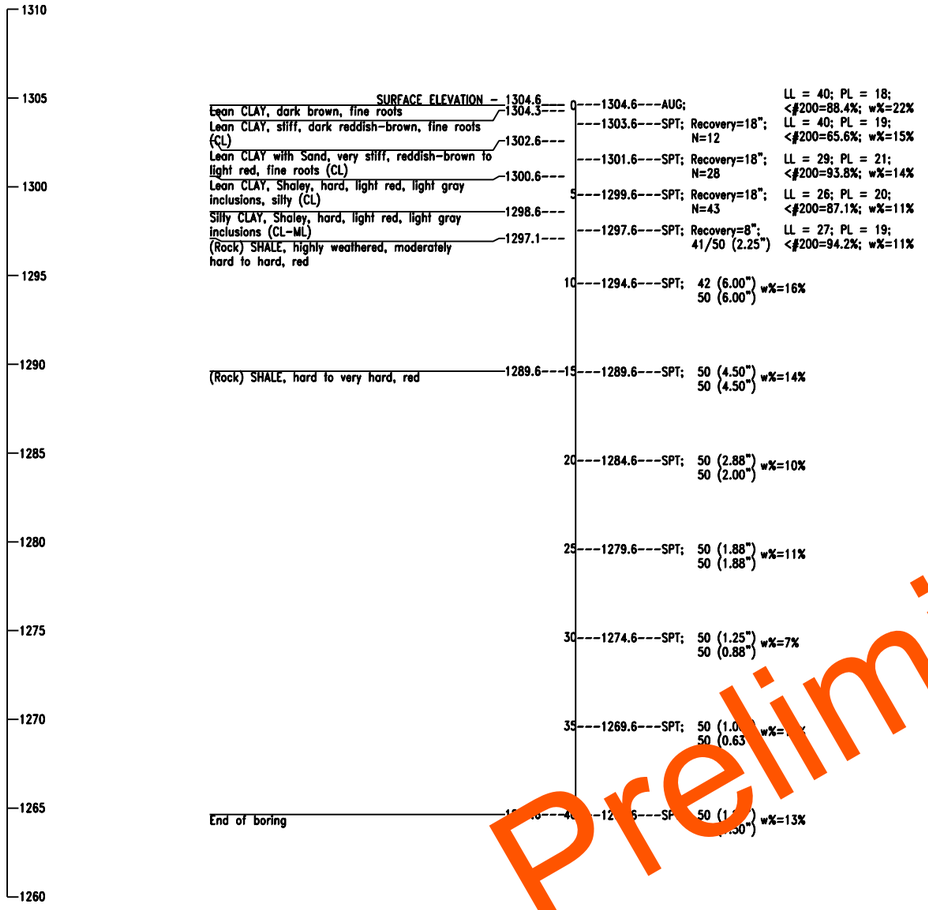
Easting: 2152179
Date Drilled: 04/02/19



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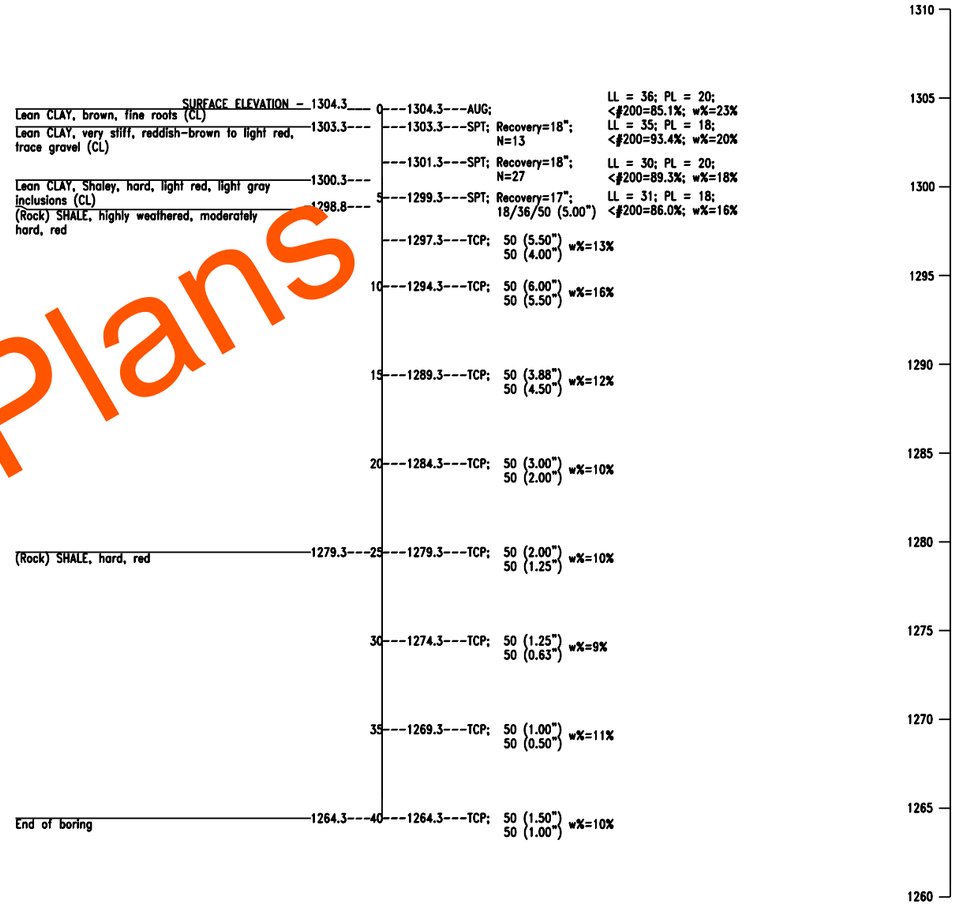
Easting: 2152287
Date Drilled: 04/02/19



Preliminary Plans

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PHASE 4 OKLAHOMA COUNTY

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APPROVED		
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FOUNDATION REPORT
RETAINING WALL "I"
(SHEET 4 OF 5)

STATE JOB NO. 09032(08) SHEET NO. RW18

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POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL
2/29/2024

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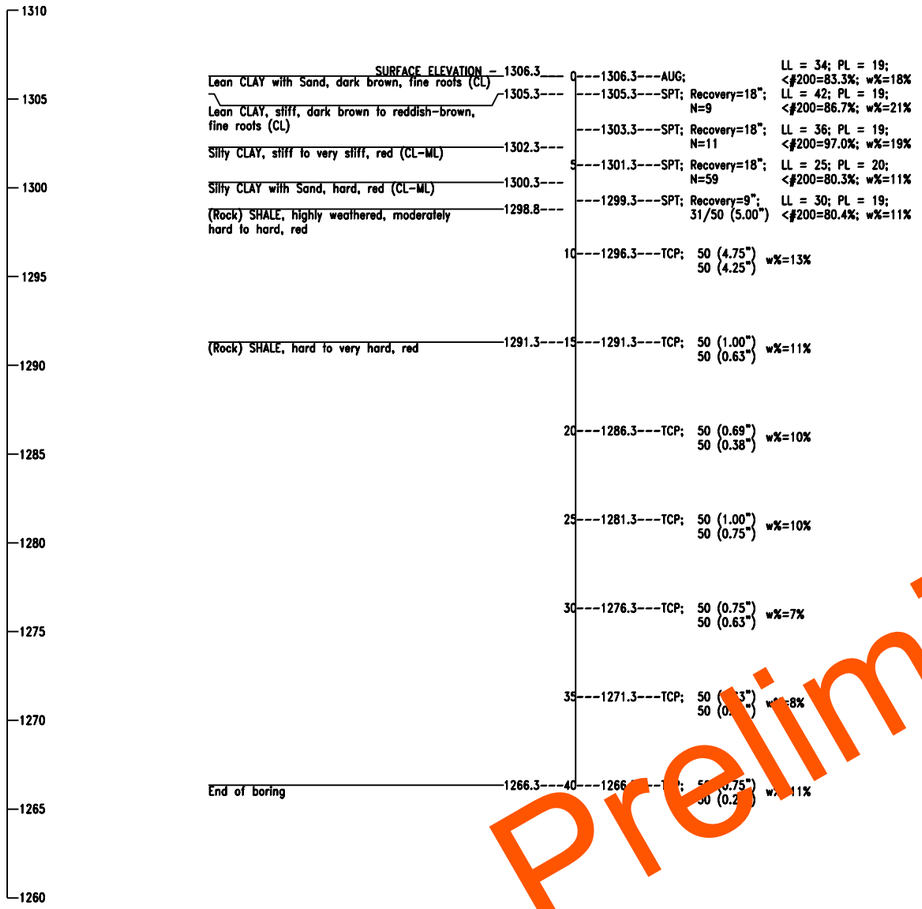
Easting: 2152394
Date Drilled: 04/02/19



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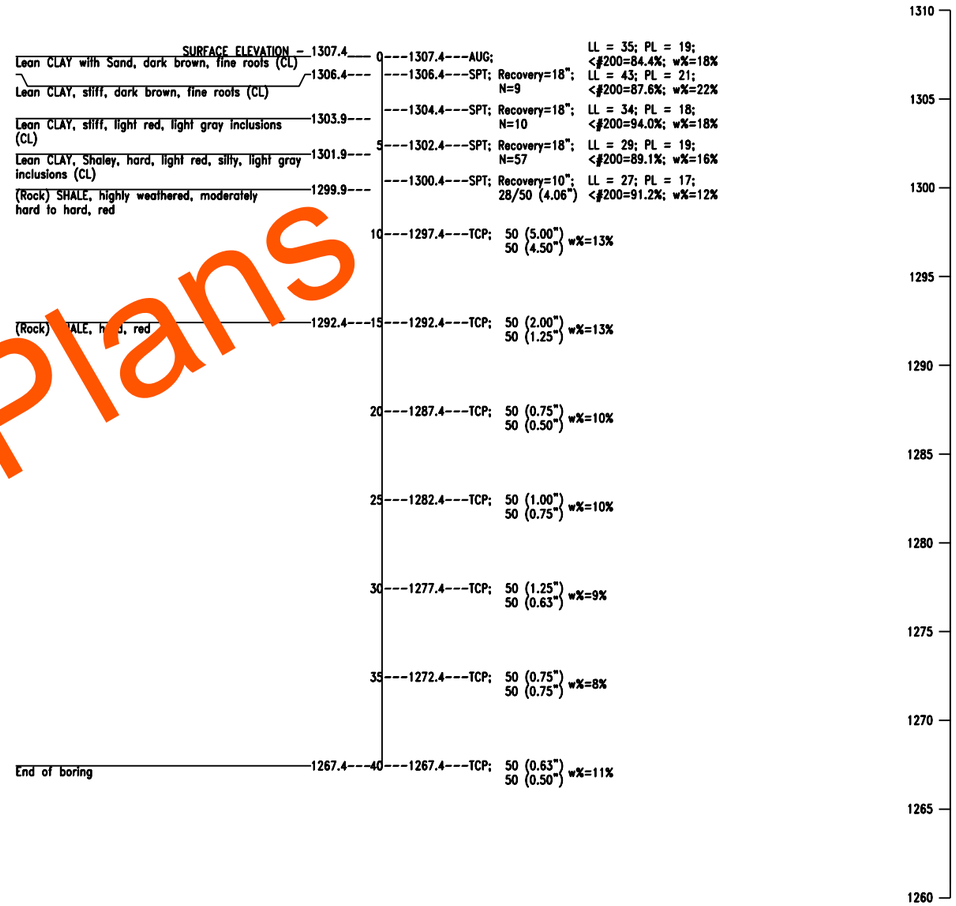
Date Drilled: 04/02/19



Preliminary Plans

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PHASE 4 OKLAHOMA COUNTY

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FOUNDATION REPORT
RETAINING WALL "I"
(SHEET 5 OF 5)

STATE JOB NO. 09032(08) SHEET NO. RW19

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GENERAL NOTES AND SOIL NAIL RETAINING WALL 'I' DESIGN PARAMETERS

1. All design and evaluation procedures are according to the FHWA guidelines available in "The Manual for Design and Construction of Soil Nail Walls, Report No. FHWA–SA–96–069R" and "Geotechnical Engineering Circular No. 7 – Soil Nail Walls Reference Manual, Report No. FHWA–NHI–14–007."

   All material and workmanship shall be in accordance with the requirements of the Oklahoma Department of Transportation 2019 Standard Specifications for Highway Construction and all Special Provisions and the Soil Nail Field Inspector's Manual, FHWA Publication No. SA–93–068.

   This work shall consist of furnishing and constructing a permanent soil nail retaining wall system in accordance with this technical scope of work and in reasonably close conformity with the lines, grades, and dimensions shown on the Wall 'I' Construction Plans for the I–35/I–240 Interchange Reconstruction project.

2. The soil nail wall structures have been designed in accordance with the LRFD (Load and Resistance Factor Design) procedures contained in the FHWA Geotechnical Engineering Circular No. 7 "Soil Nail Walls–Referenced Manual." Structural design of wall elements not covered in the FHWA manual have been designed in accordance with the requirements of the AASHTO Standard Specifications for Highway Bridges, 17th Edition, and latest interim specifications including the Guide Specifications for Seismic Design of Highway Bridges. A pseudo–static seismic acceleration coefficient of 0.10g was used in the design.

3. Reinforced concrete and shotcrete: Reinforcing Steel: fy = 60 ksi; Shotcrete: f'c = 4 ksi; Nail grout: f'c = 4 ksi

4. Cast–in–place (CIP) Concrete Facing: Class AA Concrete (f'c = 4 ksi). In accordance with the requirements of section 701.
5. Reinforcing steel bar bends, hooks, lap splices, and embedment lengths shall conform with the requirements of ACI 318.
6. Structural steel: AASHTO M–183/ASTM A36
7. All construction materials and testing in accordance with the latest AASHTO and ASTM Specifications.
8. Unless otherwise noted on the plans, minimum concrete/shotcrete cover measured from the face of concrete/shotcrete to the face of any reinforcing bar shall be as follows:

   Front side of permanent facings exposed to weather: 2 in.
   Permanent shotcrete facings exposed to soil: 3 in.
   Permanent CIP facings cast against temporary shotcrete: 1.5 in.

9. Unless otherwise noted on the plans, all exterior corners and edges shall have a 3/4 in. fillet.
10. Design Soil Parameters:

Ø WALL 'I' STATION LIMITS	DEPTH (FT.)	SOIL/ROCK TYPE	EFFECTIVE FRICTION ANGLE (DEGREES) ø'	EFFECTIVE COHESION (PSF) c'	EFFECTIVE UNIT WEIGHT (PCF) γ'	NOMINAL PULLOUT RESISTANCE (K/FT.)
0+00.00 TO 9+82.56	0–6	LEAN CLAY	–	2,100	120	2,[illegible]0
	6–8	SHALEY CLAY	–	4,100	125	[illegible],400
	8+	SHALE	–	7,500	135	[illegible],000+

WALL–SOIL INTERFACE FRICTION ANGLE, $\delta = 2/3(\phi)$

11. All nail drilled lengths (L) and bar sizes shall be in accordance with Soil Nail Retaining Wall 'I' Layout Sheets.
12. The Contractor is responsible for field locating all utilities.
13. The Contractor is responsible for providing and maintaining stable slopes above and below the soil nail walls.
14. No general excavation open cuts steeper than 1H:1V shall be made within 15 feet in front of the soil nail walls without approval of the Engineer.
15. Where grade slopes away from the back of the wall, the concrete drainage gutter shall not be required.
16. The contractor shall be responsible for survey control as excavation proceeds from the top–down. See special provisions.
17. At the contractor's option, nails may be drilled and installed through a temporary stabilizing berm (if needed).
18. Excavation in the vicinity of the wall face requires special care and effort compared to general roadway excavation. See special provisions and sheet no. [redacted]
19. Soil nail lengths are drilled lengths, actual total nail bar lengths shall be greater than the drilled lengths, See sheet no. [redacted]

SOIL NAIL WALL QUANTITIES

Quantities shown below are for informational purposes only. The payment for the Soil Nail Wall shall be based on the surface area shown on the Plan and Profile sheets. All associated wall costs incurred during construction of the Soil Nail Wall shall be included in the unit price bid per square yard of "Retaining Wall".

ITEM NO.	ITEM	UNITS	WALL 'I' TOTALS
1	VERIFICATION TEST NAILS	EA.	6
2	NAILS, ENCAPSULATED, 4' LONG	EA.	96
3	NAILS, ENCAPSULATED, 7' LONG	EA.	443
4	NAILS, ENCAPSULATED, 10' LONG	EA.	316
5	SHOTCRETE CONSTRUCTION FACING (4" THICK)	S.F.	7,300
6	CIP CONCRETE FACING FOR SOIL NAIL WALLS (8" THICK)	S.F.	7,870
7	BEARING PLATES (8"x8"x1")	EA.	861

TYPICAL CONSTRUCTION SEQUENCE

1. Walls shall be built from the top down in accordance with the staged excavation lifts shown on Sheet no. [redacted] and the Special Provisions.
2. The following wall construction sequence for each excavation lift shall be complete prior to initiating work on the next excavation lift unless otherwise approved by the Engineer.
   2.1. Install pre–production verification test nails.
   2.2. Excavate to stage 1 rough grade.
   2.3. Trim to final wall face excavation line or to stabilization berm (if used).
   2.4. Drill, install and grout nails. Trim stabilization berm (if used) to final wall face excavation line.
   2.5. Install geocomposite drainage strip.
   2.6. Place reinforcing and apply shotcrete construction facing upon completion of the excavation lift. No excavation shall be left unstabilized (without shotcrete) at the end of the work day unless Engineer approves otherwise.
   2.7. Perform nail pullout tests per specifications after shotcrete and nail grout have attained their specified strengths.
3. Install PVC connector pipes during construction of the final shotcrete lift to provide drainage of the geocomposite drainage strips into the footing drain or wall base as shown on sheet no. [redacted]
4. Following completion of the full height shotcrete construction facing, place reinforcing steel and concrete for cast–in–place concrete wall facing and apply architectural finish. See sheet nos. [redacted] for reference.
5. Special Paved ditch behind finished soil nail walls will be constructed by the Roadway Contractor.
6. If applicable or when present, existing concrete slope wall shall be saw cut along a straight line at the location of the shotcrete or 4' special paved ditch, as applicable. Leave approximately 1.0 foot of reinforcing steel exposed for embedment into shotcrete and CIP, and the special paved ditch, when applicable.

MATERIALS:

1. Proportion nail grout and shotcrete to have minimum 28–day compressive strength of 4 ksi.
2. Use of ASTM A36 steel or AASHTO equivalent for bearing plates. All steel or steel assemblies shall be hot–dipped galvanized for corrosion protection.
3. Use of ASTM A307 steel or AASHTO equivalent.
4. Use deformed or all–thread GR 60, ASTM A615 or AASHTO for nail bars. All nail bars shall be encapsulated or epoxy–coated for corrosion protection.
5. Tolerances for concrete and the fabrication and placing of reinforcement shall conform to AASHTO requirements.
6. Use welded wire mesh fabric per AASHTO M55, ASTM–A185 or A497. Deformed reinforcing bars in construction and shotcrete facing: ASTM A615 GR 60.

SOIL NAIL INSTALLATION:

1. Verification: Dimensions and locations of existing and future structures shall be verified prior to fabrication and installation of the soil nails. Notify the engineer about any discrepancies in dimensions.
2. Soil Nail Tolerances: Plan location < 6 inches, and orientation < 3 degrees.
3. Hole Drilling: Soil Nail holes shall be drilled without loss of ground and without endangering previously installed soil nails. This may involve casing the holes or other methods of protection from caving. The contractor shall select the drilling and grouting methods necessary to meet these requirements.
4. Grouting: Following drilling, the bar shall be placed into the hole and grouted from the bottom of the hole to the surface in one continuous operation. Continuously agitate grout and deliver grout to hole free from lumps and undispersed cement. Control pressure to prevent soil heave.
5. Quality Control: Systematic program of observation shall be conducted during the project execution to determine the effort of construction on adjacent nails in order to protect them from damage. Communication between holes as evidence by grout eruptions shall not be allowed and will require modification of the drilling methods.
6. Special Provisions: A.) The Contractor shall be responsible for the cost of all means of subsoil improvement; cost of additional subsoil exploration; and for all labor, tools, equipment and incidentals necessary to complete the work. Facing stabilization during excavation and any measures necessary for stability of the soil nail during construction are incidental. B.) The Contractor shall be responsible for complying with all Federal, State and Local building inspection and current OSHA excavation regulations. C.) Verify all dimensions and grades prior to wall construction and notify the Engineer of discrepancies.

INSPECTION AND MONITORING:

1. The drilling contractor shall endeavor to cooperate with the inspecting and testing agencies selected by the owner, and shall furnish equipment, tools and labor on site as required to facilitate such tasks.
2. Drilling contractor shall take photographs to document condition of adjacent existing structures, walls, pavements, utilities, etc. prior to commencement of work. One set of such photos shall be submitted to the engineer before starting work.
3. Monitoring of ground settlement and soil nail wall movement shall be surveyed by the general contractor.
4. Should excessive or sudden increase of ground settlement or soil nail wall movement be detected, the shoring contractor shall notify engineer and general contractor immediately.
5. The Soil Nail lengths have been designed for clay soil materials and underlying shale in the cuts. Observations should be made during construction by the Engineer of record to evaluate that nails are embedded in the assumed material. If materials are found to be different than in the design, PSI designers should be advised and asked to reevaluate the designed lengths and patterns before installing nails.

CONCRETE SURFACE TREATMENT:

The textured surfaces will have an average vertical relief of 3/4". Provide "Fracture Granite" or other Engineer specified appearance as produced by using form liners manufactured by Architectural Polymers or Symons Corporation, or other Engineer approved manufacturer.

The form lining material shall be full sized commercial panels and joints shall be lined up, in so far as is practical, no scrap or odd sized pieces will be used. Provisions will be made in adjustment of forms to correct any deformations. Form liners must be sealed at all ends, edges, joints, and tie holes to prevent discoloration, sandstreaking and fins on concrete surfaces. All chamfer strips for V–grooves must be well oiled to facilitate stripping. As soon as forms are removed, all discontinuity of relief pattern, particularly at panel butt joints, shall be dressed in a manner approved by the engineer.

The contractor will furnish the engineer with a 12"x18" sample panel finished in the manner the concrete wall treatment is to be finished for approval.

All costs of concrete wall treatment including finished form liners, labor, materials, tools, and incidentals necessary to complete the work as specified shall be included in other items of work.

Preliminary Plans

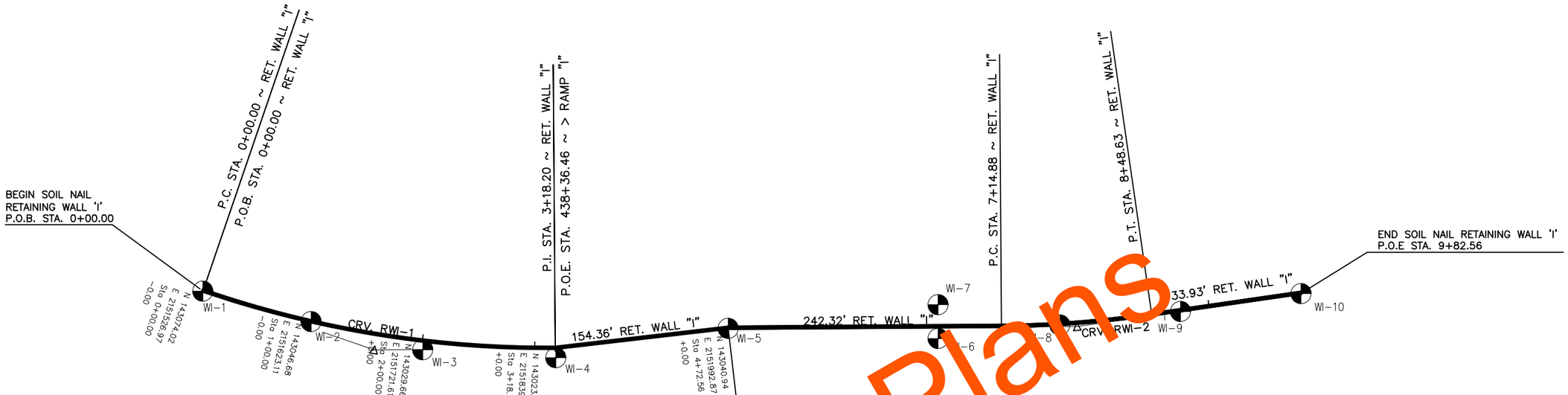
PHASE 4 OKLAHOMA COUNTY

DESIGN	AIO	03/24
DRAWN	UH	03/24
CHECKED		
APPROVED		
SQUAD	GEOCAL	

GEOCAL

SOIL NAIL RETAINING WALL 'I' SPECIFICATIONS

STATE JOB NO. 09032(08) SHEET NO. RW20



CURVE NO. 1 ~ RET. WALL "I"
P.I. STA. 1+60.63
N: 143021.9660
E: 2151678.9262
Δ= 19°19'12.07" LT.
D= 6°04'18.19"
T= 160.62'
L= 318.20'
R= 943.65'
E= 13.57'

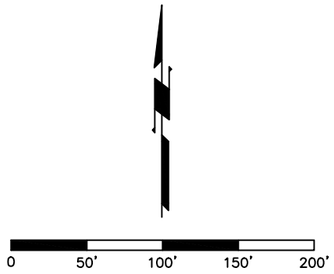
CURVE NO. 2 ~ RET. WALL "I"
P.I. STA. 3+18.20
N: 143023.1149
E: 2151839.5463
Δ= 6°13'19.54" LT.

CURVE NO. 2 ~ RET. WALL "I"
P.I. STA. 4+72.56
N: 143040.9420
E: 2151992.8729
Δ= 6°13'19.54" RT.

CURVE NO. 2 ~ RET. WALL "I"
P.I. STA. 7+81.86
N: 143043.1544
E: 2152302.1616
Δ= 7°50'10.17" LT.
D= 5°51'31.99"
T= 66.98'
L= 133.75'
R= 977.93'
E= 2.29'

Preliminary Plans

APPROXIMATE BORING LOCATIONS		
BORING NO.	NORTHING	EASTING
WI-01	143074	2151[illegible]
WI-02	143047	215162[illegible]
WI-03	143022	2151722
WI-04	143015	2151840
WI-05	143041	2151993
WI-06	143032	2152071
WI-07	143062	2152179
WI-08	143044	2152287
WI-09	143056	2152394
WI-10	143072	2152501



SCALE: 1"=100'

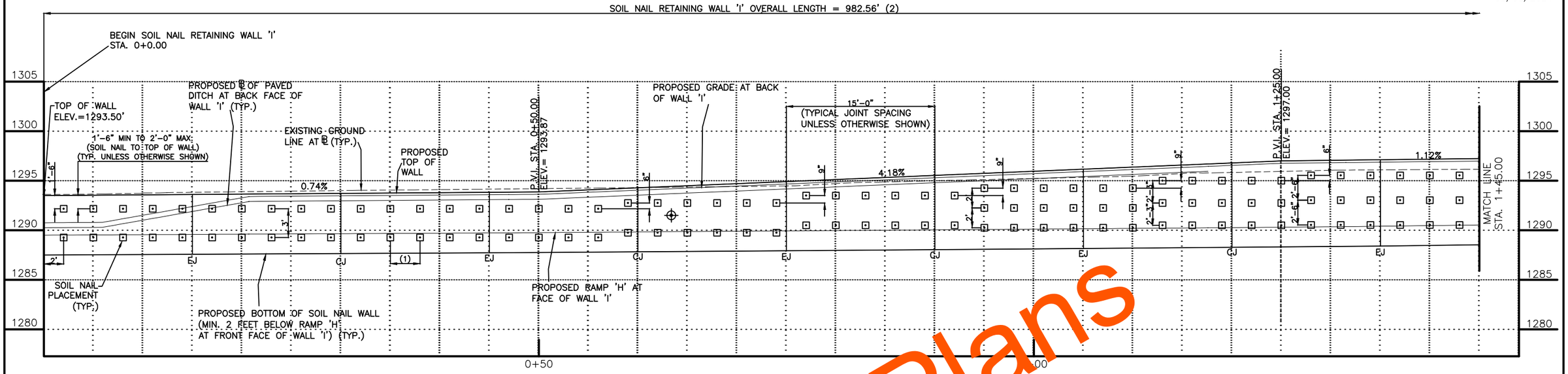
PHASE 4 OKLAHOMA COUNTY

DESIGN	AIO	03/24
DRAWN	UH	03/24
CHECKED		
APPROVED		
SQUAD	GEOCAL	

GEOCAL

SOIL NAIL RETAINING WALL 'I' HORIZONTAL ALIGNMENT LAYOUT

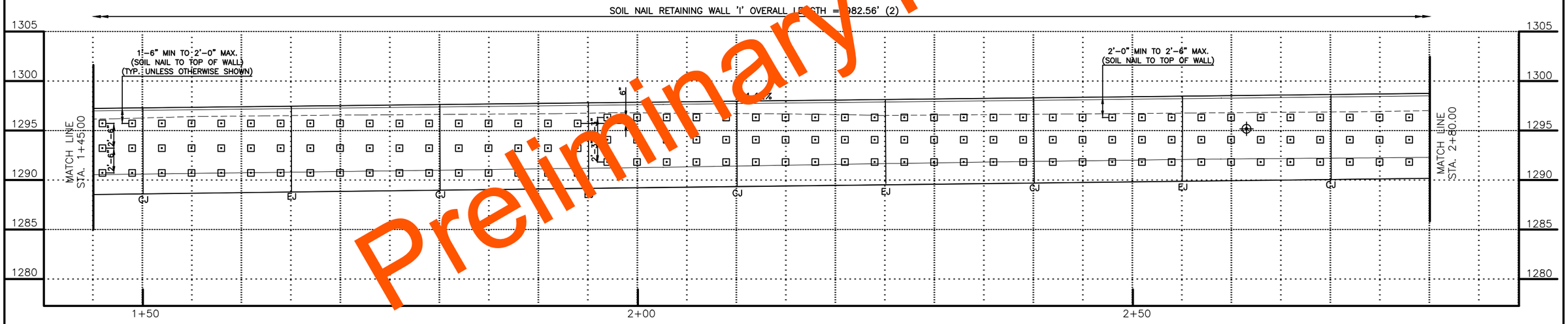
STATE JOB NO. 09032(08) SHEET NO. RW21



(1) 3'–0" SPACING BETWEEN SOIL NAILS, UNLESS OTHERWISE SHOWN (TYP.)

(2) THE LENGTH OF WALL 'L' IS MEASURED ALONG THE ℄ (FRONT FACE OF WALL).

SOIL NAIL RETAINING WALL 'I' ELEVATION



SOIL NAIL RETAINING WALL 'I' ELEVATION

0 5' 10' 15' 20'

SCALE: 1"=10'

LEGEND	
⊡	SOIL NAIL
⊕	VERIFICATION SOIL NAIL
L	DRILLED LENGTH OF NAIL
AD	DESIGN NAIL ADHESION
δ	NAIL INCLINATION FROM HORIZONTAL
D	DRILL HOLE DIAMETER
EJ	EXPANSION JOINT
CJ	CONTRACTION JOINT

SOIL NAIL SCHEDULE

℄ WALL 'I' STATION LIMITS	L	BAR #	AD (PSI)	δ	D
0+00.00 TO 1+25.00	7'	8	8	15°	8"
1+25.00 TO 3+98.00	7'	8	8	15°	8"
3+98.00 TO 5+42.56	4'	8	8	15°	8"
5+42.56 TO 6+42.50	7'	8	8	15°	8"
6+42.50 TO 7+42.10	10'	8	8	15°	8"
7+42.10 TO 9+82.56	10'	8	8	15°	8"

NOTES:

TOP OF WALL ELEVATIONS SHOWN ARE AT THE TOP OF THE SOIL NAIL WALL (PERMANENT FACING).

JOINTS SHALL BE LOCATED PRIOR TO THE INSTALLATION OF THE SOIL NAILS AND SHALL NOT CONFLICT WITH SOIL NAIL LOCATIONS.

Preliminary Plans

PHASE 4 OKLAHOMA COUNTY

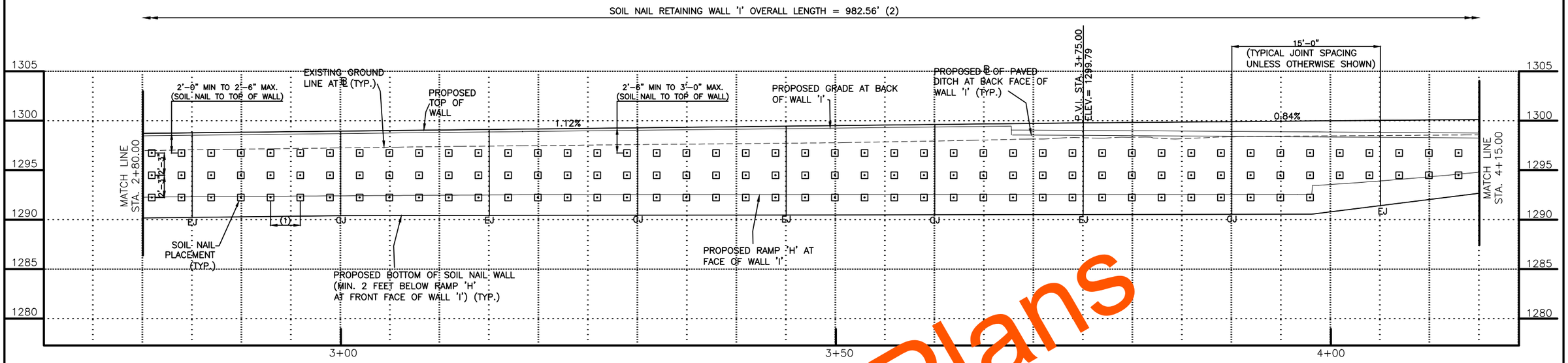
DESIGN	AIO	03/24
DRAWN	UH	03/24
CHECKED		
APPROVED		
SQUAD	GEOCAL	

GEOCAL

SOIL NAIL RETAINING WALL 'I' LAYOUT

(SHEET 1 OF 4)

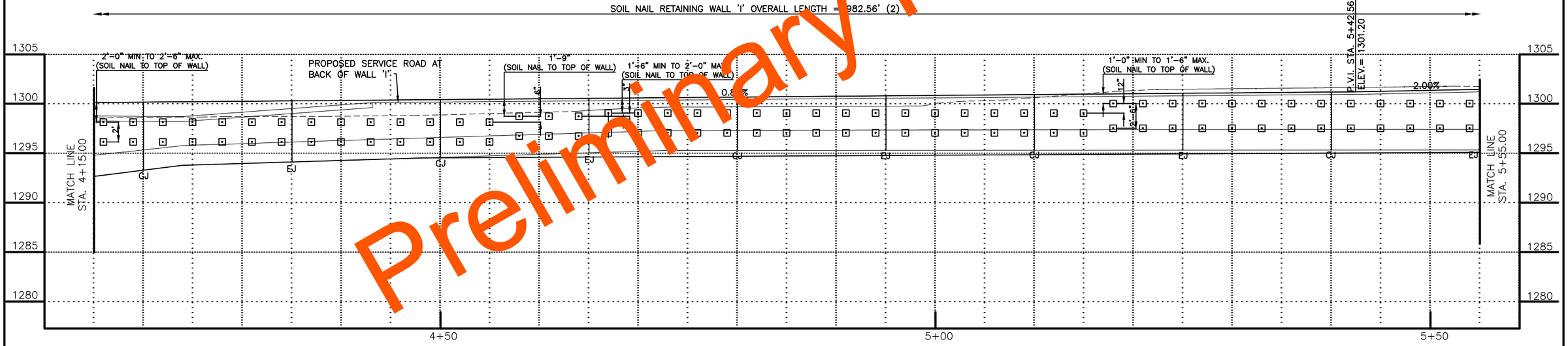
STATE JOB NO. 09032(08) SHEET NO. RW22



(1) 3'-0" SPACING BETWEEN SOIL NAILS, UNLESS OTHERWISE SHOWN (TYP.)

(2) THE LENGTH OF WALL 'L' IS MEASURED ALONG THE ℄ (FRONT FACE OF WALL).

SOIL NAIL RETAINING WALL 'I' ELEVATION



SOIL NAIL RETAINING WALL 'I' ELEVATION

0 5' 10' 15' 20'

SCALE: 1"=10'

LEGEND	
⊡	SOIL NAIL
⊕	VERIFICATION SOIL NAIL
L	DRILLED LENGTH OF NAIL
AD	DESIGN NAIL ADHESION
δ	NAIL INCLINATION FROM HORIZONTAL
D	DRILL HOLE DIAMETER
EJ	EXPANSION JOINT
CJ	CONTRACTION JOINT

SOIL NAIL SCHEDULE

℄ WALL 'I' STATION LIMITS	L	BAR #	AD (PSI)	δ	D
0+00.00 TO 1+25.00	7'	8	8	15°	8"
1+25.00 TO 3+98.00	7'	8	8	15°	8"
3+98.00 TO 5+42.56	4'	8	8	15°	8"
5+42.56 TO 6+42.50	7'	8	8	15°	8"
6+42.50 TO 7+42.10	10'	8	8	15°	8"
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JOINTS SHALL BE LOCATED PRIOR TO THE INSTALLATION OF THE SOIL NAILS AND SHALL NOT CONFLICT WITH SOIL NAIL LOCATIONS.

Preliminary Plans

PHASE 4 OKLAHOMA COUNTY

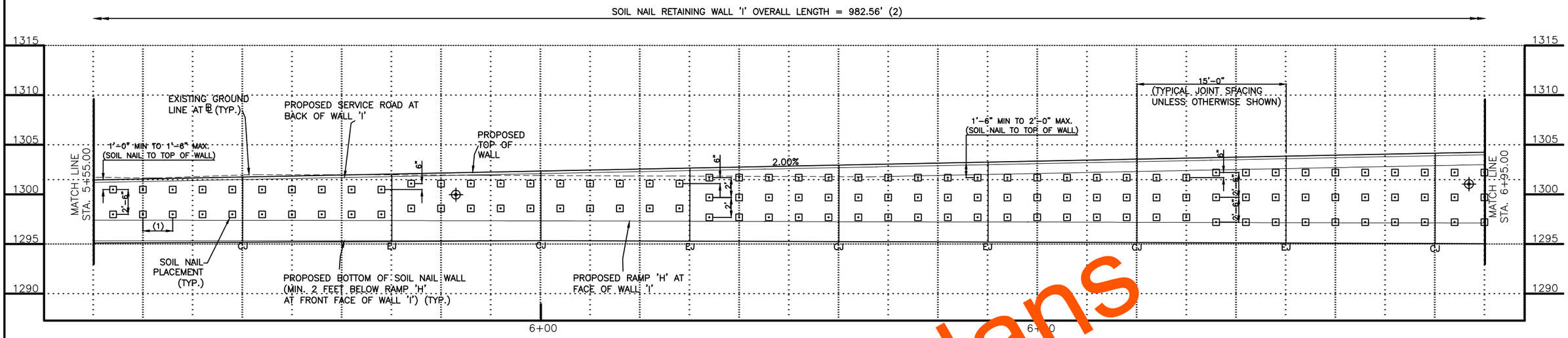
DESIGN	AIO	03/24
DRAWN	UH	03/24
CHECKED		
APPROVED		
SQUAD	GEOCAL	

GEOCAL

SOIL NAIL RETAINING WALL 'I' LAYOUT

(SHEET 2 OF 4)

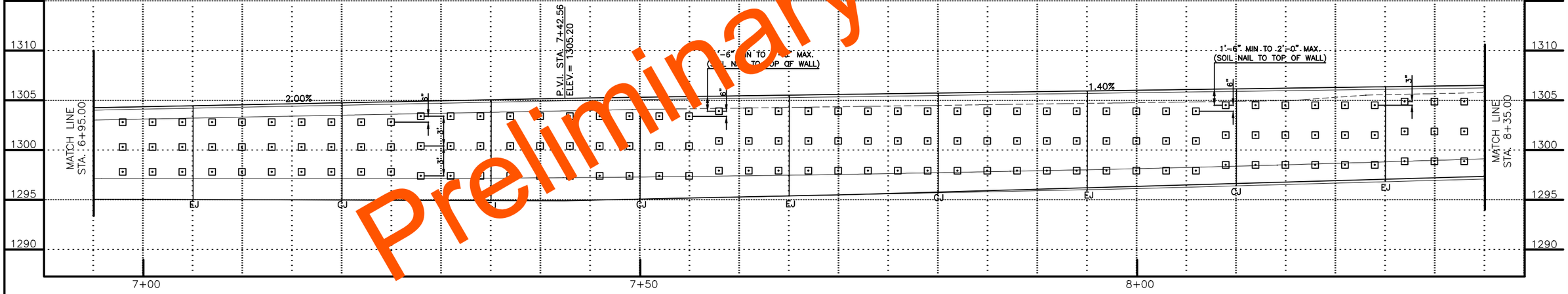
STATE JOB NO. 09032(08) SHEET NO. RW23



(1) 3'-0" SPACING BETWEEN SOIL NAILS, UNLESS OTHERWISE SHOWN (TYP.)

(2) THE LENGTH OF WALL 'L' IS MEASURED ALONG THE ℄ (FRONT FACE OF WALL).

SOIL NAIL RETAINING WALL 'I' ELEVATION



SOIL NAIL RETAINING WALL 'I' ELEVATION

0 5' 10' 15' 20'

SCALE: 1"=10'

LEGEND	
⊡	SOIL NAIL
⊕	VERIFICATION SOIL NAIL
L	DRILLED LENGTH OF NAIL
AD	DESIGN NAIL ADHESION
δ	NAIL INCLINATION FROM HORIZONTAL
D	DRILL HOLE DIAMETER
EJ	EXPANSION JOINT
CJ	CONTRACTION JOINT

SOIL NAIL SCHEDULE					
℄ WALL 'I' STATION LIMITS	L	BAR #	AD (PSI)	δ	D
0+00.00 TO 1+25.00	7'	8	8	15°	8"
1+25.00 TO 3+98.00	7'	8	8	15°	8"
3+98.00 TO 5+42.56	4'	8	8	15°	8"
5+42.56 TO 6+42.50	7'	8	8	15°	8"
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Preliminary Plans

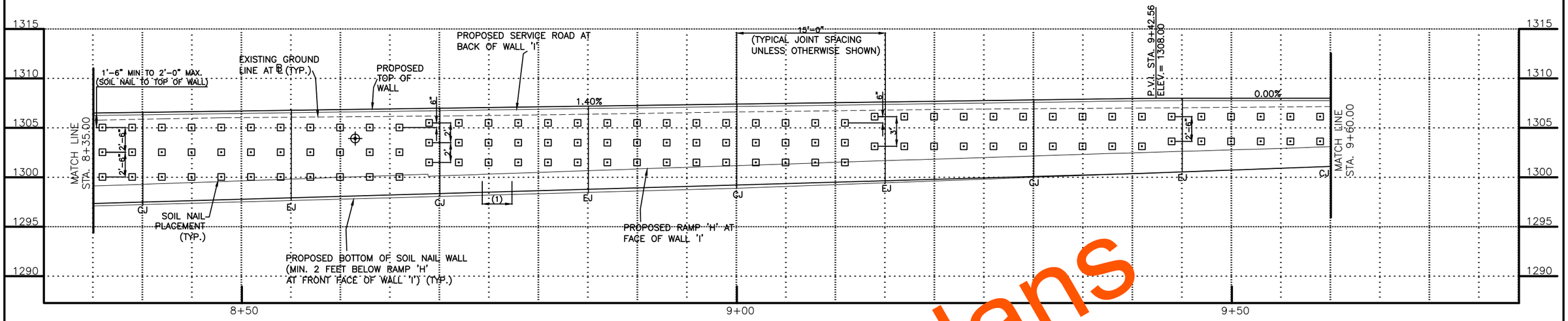
PHASE 4 OKLAHOMA COUNTY

DESIGN	AIO	03/24
DRAWN	UH	03/24
CHECKED		
APPROVED		
SQUAD	GEOCAL	

GEOCAL

SOIL NAIL RETAINING WALL 'I' LAYOUT
(SHEET 3 OF 4)

STATE JOB NO. 09032(08) SHEET NO. RW24



(1) 3'-0" SPACING BETWEEN SOIL NAILS, UNLESS OTHERWISE SHOWN (TYP.)

THE LENGTH OF WALL 'L' IS MEASURED ALONG THE ℄ (FRONT FACE OF WALL).

SOIL NAIL RETAINING WALL 'I' ELEVATION



SOIL NAIL RETAINING WALL 'I' ELEVATION

0 5' 10' 15' 20'

SCALE: 1"=10'

Preliminary Plans

LEGEND	
⊡	SOIL NAIL
⊕	VERIFICATION SOIL NAIL
L	DRILLED LENGTH OF NAIL
AD	DESIGN NAIL ADHESION
δ	NAIL INCLINATION FROM HORIZONTAL
D	DRILL HOLE DIAMETER
EJ	EXPANSION JOINT
CJ	CONTRACTION JOINT

SOIL NAIL SCHEDULE

℄ WALL 'I' STATION LIMITS	L	BAR #	AD (PSI)	δ	D
0+00.00 TO 1+25.00	7'	8	8	15°	8"
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3+98.00 TO 5+42.56	4'	8	8	15°	8"
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PHASE 4 OKLAHOMA COUNTY

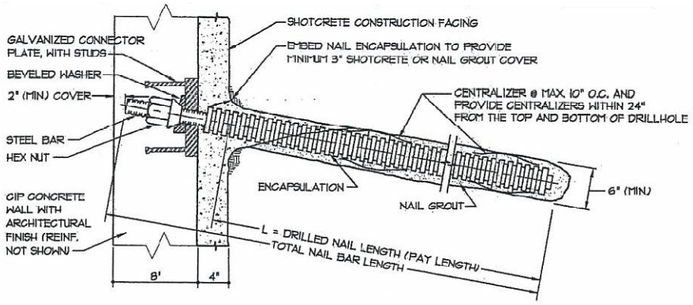
DESIGN	AIO	03/24
DRAWN	UH	03/24
CHECKED		
APPROVED		
SQUAD	GEOCAL	

GEOCAL

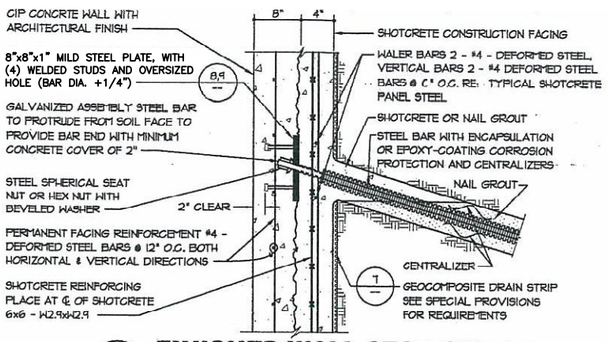
SOIL NAIL RETAINING WALL 'I' LAYOUT

(SHEET 4 OF 4)

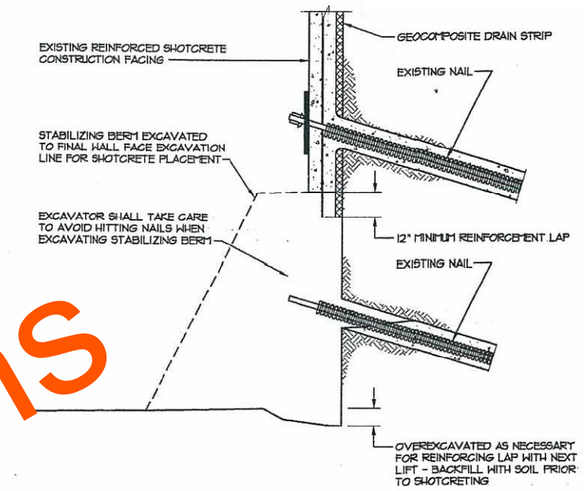
STATE JOB NO. 09032(08) SHEET NO. RW25



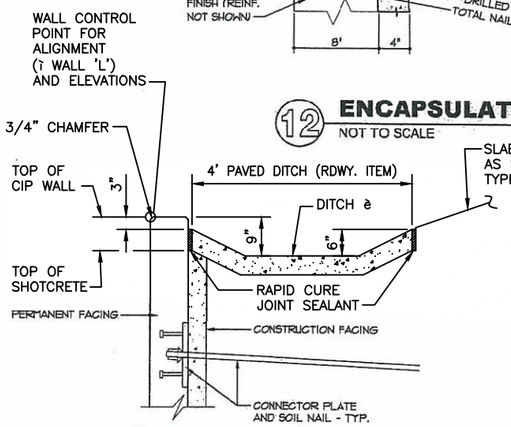
12 ENCAPSULATEDSOIL NAIL DETAIL
NOT TO SCALE



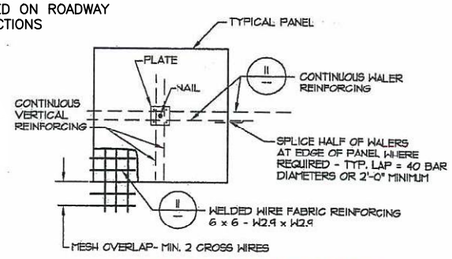
11 FINISHED WALL SECTION
NOT TO SCALE



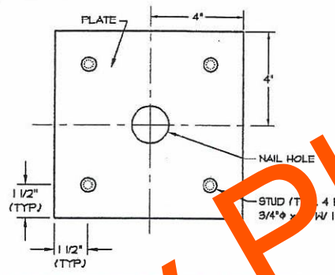
EXCAVATION OF TEMPORARY STABILIZING BERM FOR SHOTCRETE PLACEMENT (CONTRACTOR OPTION)
4
NOT TO SCALE



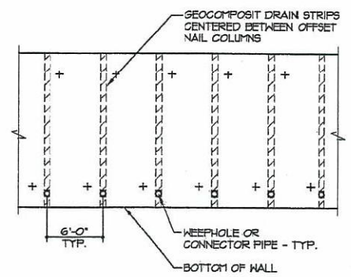
WALL TOP WITHOUT RAIL AND CONCRETE GUTTER DETAIL
10
NOT TO SCALE



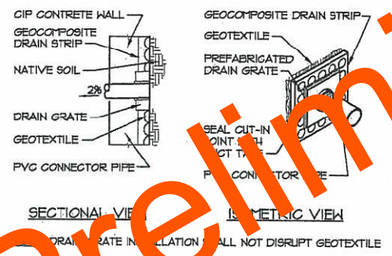
TYPICAL SHOTCRETE PANEL STEEL
9
NOT TO SCALE



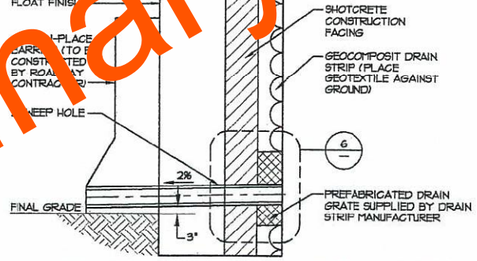
CONNECTOR PLATE WITH STUD DETAIL
8
NOT TO SCALE



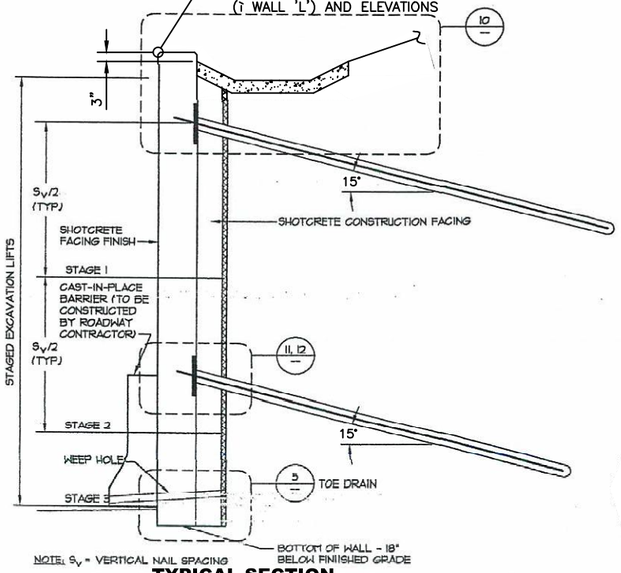
7 TYPICAL WALL TOE DRAIN
NOT TO SCALE



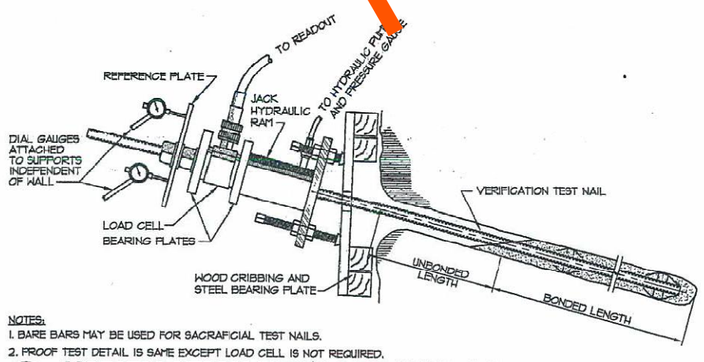
6 DRAIN GRATE DETAILS
NOT TO SCALE



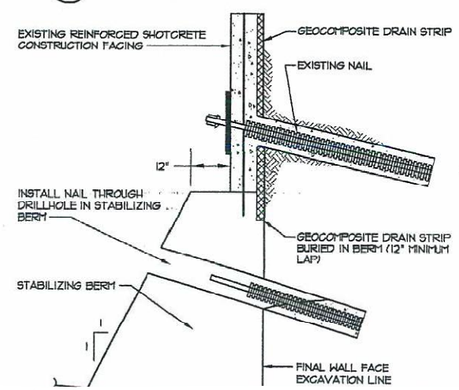
5 TYPICAL WALL TOE DRAIN
NOT TO SCALE



TYPICAL SECTION WITHOUT RAIL
1
NOT TO SCALE



3 VERIFICATION TEST SOIL NAIL DETAIL
NOT TO SCALE



2 NAIL INSTALLATION THROUGH TEMPORARY STABILIZING BERM (CONTRACTOR OPTION)
NOT TO SCALE

Preliminary Plans

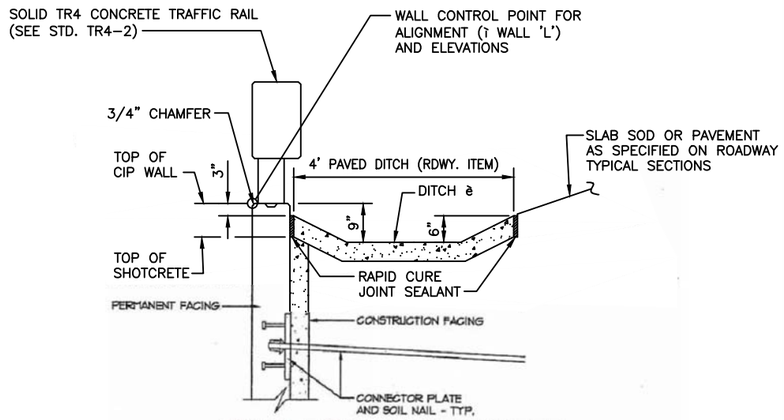
PHASE 4 OKLAHOMA COUNTY

DESIGN	AIO	03/24
DRAWN	UH	03/24
CHECKED		
APPROVED		
SQUAD	GEOCAL	

GEOCAL

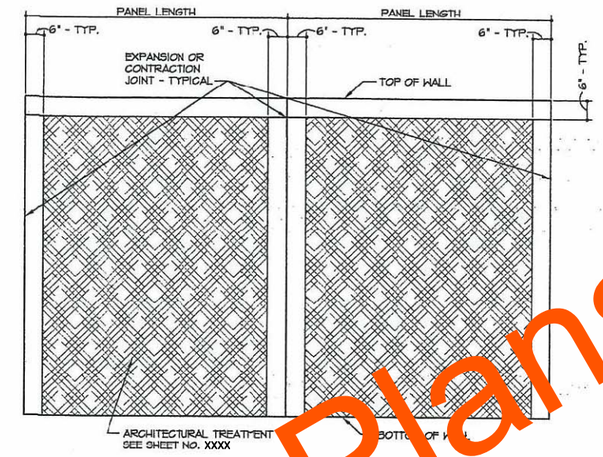
SOIL NAIL RETAINING WALL 'I' DETAILS
(SHEET 1 OF 2)

STATE JOB NO. 09032(08) SHEET NO. RW26



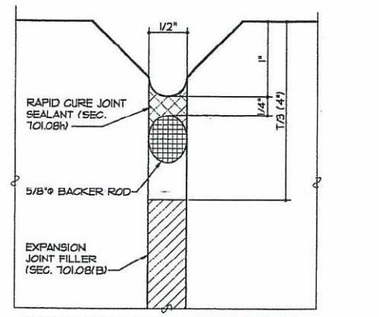
WALL TOP WITH RAIL CONCRETE GUTTER DETAIL

5 NOT TO SCALE



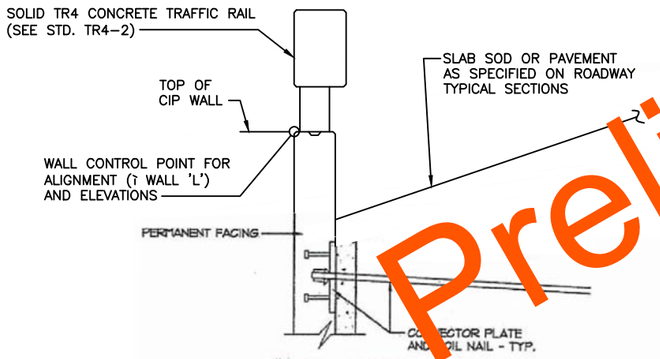
ELEVATION OF ARCHITECTURAL TREATMENT

4 NOT TO SCALE



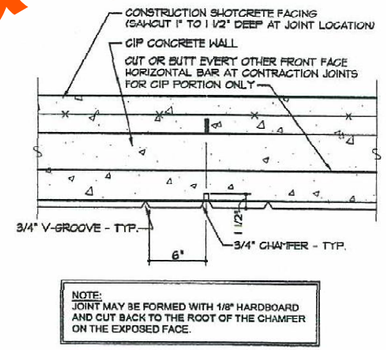
DETAIL FOR RAPID CURE JOINT

3 NOT TO SCALE



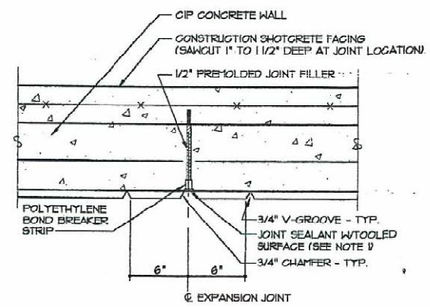
WALL TOP WITH RAIL DETAIL

6 NOT TO SCALE



TYPICAL SOIL NAIL WALL CONTRACTION JOINT

2 NOT TO SCALE



TYPICAL SOIL NAIL WALL EXPANSION JOINT

1 NOT TO SCALE

Preliminary Plans

PHASE 4 OKLAHOMA COUNTY

DESIGN	AIO	03/24
DRAWN	UH	0.3/24
CHECKED		
APPROVED		
SQUAD	GEOCAL	

GEOCAL

SOIL NAIL RETAINING WALL 'I' DETAILS

(SHEET 2 OF 2)

STATE JOB NO. 09032(08) SHEET NO. RW27

POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL
3/4/2024

SURVEY CONTROL DATA

1. HORIZONTAL CONTROL:

   A. HORIZONTAL CONTROL FOR THIS SURVEY IS IN OKLAHOMA DEPARTMENT OF TRANSPORTATION PLANE COORDINATE SYSTEM. LAMBERT PROJECTION (NORTH ZONE). ALL COORDINATES SHOWN ARE ON OKLAHOMA DEPARTMENT OF TRANSPORTATION PLANE COORDINATE SYSTEM WHICH WERE DERIVED BY MULTIPLYING THE USC&GS OKLAHOMA PLANE COORDINATES BY THE COMBINED ADJUSTMENT FACTOR OF 1.00010. THE OKLAHOMA DEPARTMENT OF TRANSPORTATION COORDINATE SYSTEM PLANE IS 2350 FEET ABOVE THE OKLAHOMA USC&GS PLANE.

   B. ACCURACY - 3RD ORDER OR BETTER

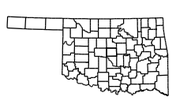
2. BEARINGS:

   THE BEARINGS SHOWN HEREIN OR HEREON ARE GRID BEARINGS DERIVED FROM THE DEPARTMENT OF TRANSPORTATION PLANE COORDINATE SYSTEM AND ARE NOT ASTRONOMICAL. THE ANGLE OF VARIANCE BETWEEN GRID NORTH (GN) AND THE ASTRONOMICAL TRUE NORTH (TN) IS DEPICTED DIAGRAMMATICALLY.

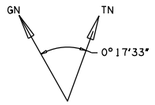
3. VERTICAL CONTROL:

   A. LEVEL DATUM IS MEAN SEA LEVEL (NGS), NGVD29.

   B. ACCURACY - 3RD ORDER OR BETTER



LOCATION MAP



CONVENTIONAL SIGNS

- INTERSTATE HIGHWAY
- U.S. HIGHWAY
- STATE HIGHWAY
- PROPOSED ROAD
- RAILROADS
- RANGE & TOWNSHIP LINES
- SECTION LINES
- QUARTER SECTION LINES
- FENCES
- GROUND LINE
- EXISTING ROADS
- BASE LINE
- GRADE LINES
- TELEPHONE & TELEGRAPH
- POWER LINES
- OIL WELLS
- BUILDINGS
- DRAINAGE STRUCTURES-IN-PLACE
- DRAINAGE STRUCTURES-NEW
- RIGHT-OF-WAY LINES-EXISTING
- RIGHT-OF-WAY LINES-NEW
- RIGHT-OF-WAY MARKERS-IN PLACE
- RIGHT-OF-WAY MARKERS-REMOVE & RESET
- RIGHT-OF-WAY MARKERS-NEW
- CONTROLLED ACCESS
- SS — EXISTING SANITARY SEWERS
- G — EXISTING GAS LINES
- W — EXISTING WATER LINES
- TUG — EXISTING TELEPHONE CABLES UNDERGROUND

UTILITY CONTACT LIST

AT&T	(405)275-8805
COX COMMUNICATIONS	(405)600-6269
LEVEL 3 COMMUNICATIONS	(405)471-3647
OG&E	(800)272-9741
ONG	(800)664-5463
DCP MIDSTREAM LLC/EDMOND	(405)341-1266
MCLEOD USA	[illegible]-25
QWEST COMMUNICATIONS	(800)8[illegible]7780
SOONER UTILITIES (WATE	(4[illegible]21-4700
STEPHENS & JOHNSON OPERATING CO.:	[illegible]05)235-4146
TOWN OF VALLEY BROOK	(4[illegible]677-6948
WHITE OPERATING CO.	(405)239-6001
CITY OF OKLAHOMA CITY	(405)297-2278

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, JUNE 11, 2001.

SPECIFICATIONS FOR SURVEYS FOR PRIMARY AND SECONDARY HIGHWAYS DATED FEB 6, 2006 GOVERN.

SDS 01 OF 46

STATE OF OKLAHOMA
DEPARTMENT OF TRANSPORTATION

SURVEY OF

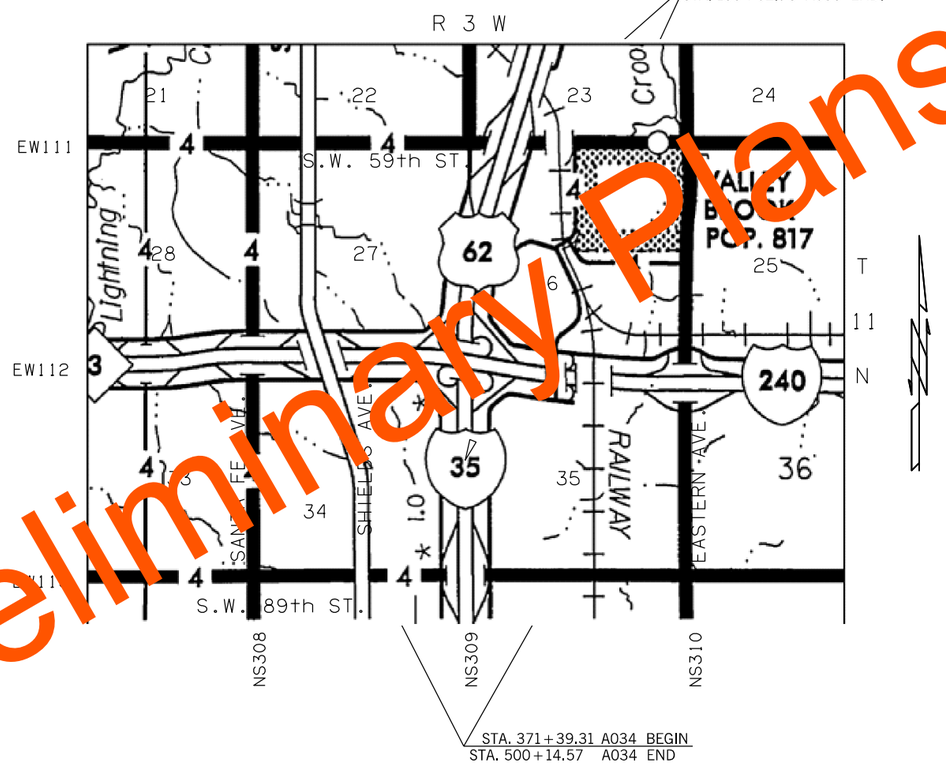
STATE HIGHWAY

SWO 2923(1)
STATE JOB NO. 09032(17)

OKLAHOMA COUNTY

I-35 & I-240 INTERCHANGE

STA. 53+29.93 A035 BEGIN
STA. 133+02.75 A035 END.



PROJECT LENGTH 10,590 Ft. 2.01 MI.

BEGINNING STATION : STA. 371+39.31 A034 BEGIN
ENDING STATION : STA. 500+14.57 A034 END

PROJECT LENGTH 7,973 Ft. 1.51 MI.

BEGINNING STATION : STA. 53+29.93 A035 BEGIN
ENDING STATION : STA. 133+02.75 A035 END

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SURVEY SHEET INDEX

NO.	DESCRIPTION
01 OF 46	TITLE SHEET
02-05 OF 46	HISTORICAL LETTER
06-07 OF 46	BM & CHECKLEVELS LIST
08-11 OF 46	COORDINATE LIST
12-25 OF 46	ALIGNMENT REPORT
26-46 OF 46	SURVEY DATA SHEETS

STATE OF OKLAHOMA
DEPARTMENT OF TRANSPORTATION

SWO 2923(1) Job/Piece 09032(17) Engr. Contract No. 1060

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 through 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 6th *day of* May, 2016.

POE & ASSOCIATES, INC.
OKLAHOMA CITY, OKLAHOMA

Land Surveyor [signature]
Signature

JUSTIN LEE TALCOTT
Printed Name

Oklahoma Registered Land Surveyor No. 1646

Certificate of Authorization No. 541

(SEAL)



Preliminary Plans



PLS			POE & ASSOCIATES, OKLAHOMA CITY, OK SURVEY DIVISION
DRAWN			**SURVEY DATA SHEET**
CHECKED			
APPROVED			
CREW	POE		SWO 2923(1) PROJECT NO. 09032(08) SHEET NO. SD01

OKLAHOMA COUNTY

POE & ASSOCIATES, OKLAHOMA CITY, OK.
90% PLAN SUBMITTAL
3/4/2024

Oklahoma Department of Transportation
Survey Division (405)521-2621 Fax (405)522-0364

Date: September 1, 2015

To: Mr. William Leroy Tackett, Chief of Surveys

From: Justin Lee Talcott, Professional Land Surveyor

Subject: SWO 2923(1), J/P 09032(17) – Oklahoma County
I-35/I-240 Interchange

Historical Letter & Written Report

1. GENERAL:

Survey Began: November 21, 2006
Survey Completed: August 1, 2015

Personnel on this Survey:

Justin Lee Talcott	Professional Land Surveyor, OK #1646
Jack B. Weaver (Retired)	Professional Land Surveyor, OK #955
Robert M. Perez	Assistant Surveyor
Mickey Parsons	Assistant Surveyor
Andrew Moss	Assistant Surveyor
Chad Baker	Assistant Surveyor
Tremetria Williams	CAD Technician

2. PURPOSE:

The purpose of this survey was to furnish sufficient data to develop plans to reconstruct the I-35/I-240 Interchange in Oklahoma City, Oklahoma.

3. SURVEY LIMITS:

I-35: Along I-35 from S.E. 82nd Street, North to S.E. 59th Street (approximate centerline length = 1.50 miles).

I-240: Along I-240 from Santa Fe Avenue, East to Eastern Avenue (approximate centerline length = 2.00 miles).

1. ALIGNMENT:

I-35 MAINLINE (A035): The Centerline of Survey for this mainline is along and identical to the centerline of present I-35 as established and shown on FAP I-381(4) plans.

SE 82ND STREET CONNECTION (A012): The Centerline of Survey for this connection is along and identical to the centerline of present SE 82nd Street as established and shown on FAP IR-35-3(074)121 plans being 8.7 feet south of the quarter section line of Section 34, T11N-R3WIM.

SE 66TH STREET CONNECTION (A031): The Centerline of Survey for this connection is along the quarter section lines of Sections 26 & 27, T11N-R3WIM and identical to the centerline of present SE 66th Street as established and shown on FAP IR-35-3(074)121 plans.

SE 59TH STREET CONNECTION (A030): The Centerline of Survey for this connection is along the north line of Section 26, T11N-R3WIM and identical to the centerline of present SE 59th Street as established and shown on FAP IR-35-3(110)123 plans.

I-240 MAINLINE (A036): The Centerline of Survey for this mainline is along and identical to the centerline of present I-240 as established and shown on FAP IR-240-1(323) west of the interchange and FAP IR-240-4(86)157 east of the interchange. Utilizing FAP F-369(094) for the Shields Blvd. crossing and FAP I-381(4) for the Crossroads interchange. The north I-240 service road alignments at approximately station 438+00.00 do not graphically match, but are calculated from the same I-240 centerline with different offsets from different reference plans. The service road going west from this point using reference plan FAP I-381(4) matches the existing back of curb and the service road going east from this point using reference plan FAP I-240(86)157 and matches the existing centerline.

SANTA FE AVENUE CONNECTION (A011): The Centerline of Survey for this connection is along the west line of Sections 27 & 34, T11N-R3WIM and identical to the centerline of present Santa Fe Avenue as established and shown on FAP IR-240-1(323) plans.

SHIELDS BOULEVARD CONNECTION (A012): The Centerline of Survey for this connection is along and identical to the centerline of present Shields Boulevard as established and shown on FAP IR-240-1(323) and FAP F-369(094) plans.

BNSF RAILROAD MAINLINE (A015): The Centerline of Survey for this mainline is along and identical to the centerline of present BNSF Railroad as established and shown on FAP I-240-4(86)157 plans.

EASTERN AVENUE CONNECTION (A014): The Centerline of Survey for this connection is along the east line of Sections 26 & 35, T11N-R3WIM and identical to the centerline of present Eastern Avenue as established and shown on FAP I-240-4(86)157 and SWO 5030(01) plans.

Preliminary

PLS		
DRAWN		
CHECKED		
APPROVED		
CREW	POE	

POE & ASSOCIATES, OKLAHOMA CITY, OK
SURVEY DIVISION

SURVEY DATA SHEET

SWO 2923(1) PROJECT NO. 09032(08) SHEET NO. SD02
OKLAHOMA COUNTY

POE & ASSOCIATES, OKLAHOMA CITY, OK.
90% PLAN SUBMITTAL
3/4/2024

1. STATIONING:

I-35 MAINLINE: Stationing for this survey is identical to present I-35 and taken from FAP I-381(4) plans. Beginning at SE 82nd Street, the present station 53+29.93 is equal to FAP I-381(4) station 53+36.10, present station 79+77.15 is equal to FAP I-381(4) station 79+75.83 at the centerline of crossroads interchange and present PT station 130+74.84 is equal to FAP I-381(4) station 130+70.85 and ending with present station 133+02.75 being equal to FAP I-IR-33-3(110)123 station 133+02.69.

SE 82ND STREET CONNECTION: Stationing for this survey is identical to present SE 82nd Street taken from FAP I-IR-35-3(074)121 plans with a centerline of I-35 station of 99+02.99 and extending west 500' to station 94+02.99 and east 500' to station 104+02.99.

SE 66TH STREET CONNECTION: Stationing for this survey is identical to present SE 66th Street taken from FAP I-IR-35-3(074)121 plans with a centerline of I-35 station of 209+02.99 and extending west 500' along the section line to station 204+02.99 and east 500' (passing the NW corner of Section 26 at 97.02' for a station of 210+00.01) along the section line to station 214+02.99.

SE 59TH STREET CONNECTION: Stationing for this survey is identical to present SE 59th Street taken from FAP IR-35-3(110)123 plans with a centerline of I-35 station of 100+00.00 and extending west along the section line 500' to station 95+00.00 passing the Northwest corner of Section 26 present station 97+60.928 equal to said plans 97+60.88 and east from the centerline along the section line for 500' to station 105+00.00.

I-240 MAINLINE: Stationing for this survey is identical to present I-240 as established and shown on F IR-240-1(323), FAP I-381(4) and FAP I-240-4(86)157plans. Beginning at the centerline of I-240 and Santa Fe with a station of 376+33.43 being equal to station 376+33.72 FAP IR-240-1(323), running through the station at the centerline of Shields Blvd 393+43.79 being equal to same station 393+43.79 FAP IR-240-1(323), through the station equation at 415+08.92 Back/415+00.00 Ahead equal to same equation from FAP IR-240-1(323), through the centerline of I-35 station 428+14.28 being equal to station 428+14.27 FAP I-381(4) and ending at the centerline of Eastern Avenue station 482+14.5 being equation 482+01.92 FAP I-240-4(86)157 plans.

SANTA FE CONNECTION: Stationing for this survey is identical to present Santa Fe as established and shown on FAP IR-240-1(323) plans with a centerline of I-240 present station of 100+96.72 being equal to station 100+97.00 on same plans and extending north 500' along the section line to station 105+96.72 and south along the section line (through the NW corner of Section 34 at station 100+00.00) for 500' to station 95+96.72.

SHIELDS BOULEVARD CONNECTION: Stationing for this survey is identical to present Shields Boulevard as established and shown on FAP IR-240-1(323) and FAP F-369(094) plans with a centerline of I-240 present station of 147+61.38 being equal to same station 147+61.38 on same plans and extending northwest 500' to station 152+61.38 and southeast for 500' to station 142+61.38.

BNSF RAILROAD MAINLINE: Stationing for this survey is identical to the present BNSF railroad as shown on FAP I-240-4(86)157 plans. Present main line station with centerline of I-240 is 20564+76.90 which began at the PC station 20566+70.42 south of I-240 and extended north through the existing curve to the Plaza Mayor Boulevard crossing.

EASTERN AVENUE CONNECTION: Stationing for this survey is identical to present Eastern Avenue as established and shown on FAP I-240-4(86)157 plans with a centerline of I-240 station of 25+10.87 and extended north along the section line (through the SE corner of Section 26 at station 26+34.64) for 500' to station 30+10.87 and extended south along the section line for 500' to station 20+10.87.

1. HORIZONTAL CONTROL:

Horizontal Control for this survey is the Oklahoma Department of Transportation Plane Coordinate System, Lambert Projection (North zone). All coordinates shown are Oklahoma Department of Transportation Plane coordinates which were derived by multiplying the USC&GS Oklahoma Plane coordinates by the combined adjustment factor of 1.00010. The Oklahoma Department of Transportation Coordinate System Plane is 2350 feet above the Oklahoma USC&GS Plane. We established 5 control points (O-55-1837, O-55-1838, O-55-1839, O-55-1840, O-55-1841) within the survey limits.

2. VERTICAL CONTROL:

Vertical Control for this survey is NGVD29 datum matching the Oklahoma Department of Transportation Plane Coordinate System establishing 49 benchmarks along our project.

3. MEASURMENT UNITS:

The distances, coordinates, and elevations shown on this survey are in US Survey Feet. All angles and grid bearings shown are in degrees, minutes, and seconds derived from the Oklahoma Department of Transportation Plane Coordinate System and are not astronomical.

4. TOPOGRAPHY/DIGITAL TERRAIN MODEL:

Topography and surface features were collected by aerial photogrammetry, performed and processed by ADS, our sub-consultant for this project. Traditional survey methods (RTK and Total Station) were used alongside the aerial photogrammetry to supplement areas needed.

5. LAND TIES:

All land corners that were required on this survey have been researched and verified in the field as existing, set this survey, or calculated. All corners were easily accessible and found within road right of way, a request for certified corners revealed at least one (1) existing monument at every corner.

Preliminary Plans

PLS			POE & ASSOCIATES, OKLAHOMA CITY, OK SURVEY DIVISION
DRAWN			SURVEY DATA SHEET
CHECKED			
APPROVED			
CREW	POE		SWO 2923(1) PROJECT NO. 09032(08) SHEET NO. SD03

OKLAHOMA COUNTY

POE & ASSOCIATES, OKLAHOMA CITY, OK.
90% PLAN SUBMITTAL
3/4/2024

Southwest Corner Section 27, T11N-R3WIM
I found this corner in place, being a ½" iron pin, ODOT monument number O-55-1367 and is in agreement with previous certified corner records. This monument is located just north of the intersection of South Santa Fe and the south service road of Interstate 240.

West Quarter Corner of Section 27, T11N-R3WIM
I found this corner in place, being a P.K. nail, ODOT monument number O-55-1368, and is in agreement with previous certified corner records. This monument is located at the intersection of South Santa Fe and SE 66th Street.

Northwest Corner Section 27, T11N-R3WIM
I found this corner in place, being a 3/8" iron pin with a new ODOT monument number O-55-1850 and is in agreement with previous certified corner records. This monument is located in the intersection of South Santa Fe and SE 59th Street.

North Quarter Corner Section 27, T11N-R3WIM
I found this corner in place, being a ½" iron pin with a new ODOT monument number O-55-1851 and is in agreement with previous certified corner records. This monument is located in the intersection of South Byers Avenue and SE 59th Street.

Northeast Corner Section 27, T11N-R3WIM
I found this corner in place, being a chiseled "X" in the concrete intersection of the I-35 Service Road and SE 59th Street. This monument has an ODOT monument number of O-55-97 and is in agreement with previous certified corner records.

East Quarter Corner Section 27, T11N-R3WIM
I found this corner in place, being a chiseled "X" in concrete west of the intersection of I-35 Service Road and SE 66th Street. This monument has an ODOT monument number of O-55-[illegible] and is in agreement with previous certified corner records.

Southeast Corner Section 27, T11N-R3WIM
I found this corner in place, being a [illegible] iron pin, ODOT monument number O-55-634 and is in agreement with previous certified corner records. We found this monument located on the east edge of the northbound I-35 driving lane approximately a foot west of the bridge support wall.

South Quarter Corner Section 27, T11N-R3WIM
I found this corner in place, being a P.K. nail, ODOT monument number O-55-1313 and is in agreement with previous certified corner records. This monument is located on the north edge of the I-240 Service Road and just west of the east bound I-240 on ramp.

Center Corner Section 27, T11N-R3WIM
I found this corner in place, being a P.K. nail, ODOT monument number O-55-1314 and is in agreement with previous certified corner records. I also found a P.K. nail N 85°12'30"E a distance of 0.66', this P.K. nail was not accepted. Monument is located in the intersection of South Byers Avenue and SE 66th Street.

North Quarter Corner Section 26, T11N-R3WIM
I found this corner in place, being a P.K. nail, ODOT monument number O-55-98 and is in agreement with previous certified corner records. This monument is located NE of the intersection of SE 59th Street and Crossroads Blvd.

Northeast Corner Section 26, T11N-R3WIM
I found this corner in place, being a P.K. nail, ODOT monument number O-55-1766 and is in agreement with previous certified corner records. This monument is located approximately 50 feet west of the intersection of SE 59th Street and South Eastern Avenue.

East Quarter Corner Section 26, T11N-R3WIM
I found this corner in place, being a chiseled "X" in concrete in the approximate centerline of South Eastern Avenue and agrees with previous certified corner records. This monument has as ODOT number of O-55-1767.

Southeast Corner Section 26, T11N-R3WIM
I found this corner in place, being a ½" iron pin, ODOT monument number O-55-628 and is in agreement with previous certified corner records. I also found a 3/8" iron pin approximately 2' south that doesn't match references or certified corner records. This monument is located in the median of South Eastern Avenue and approximately 73' north of the north pier under I-240.

South Quarter Corner Section 26, T11N-R3WIM
I found this corner in place, being an ODOT brass monument with a number of O-55-627 and is in agreement with previous certified corner records. This monument is located south of the I-240 Service Road and east of the west bound I-240 on ramp.

Center Corner Section 26, T11N-R3WIM
I found this corner in place, being a ½" iron pin, ODOT monument number O-55-1315 and is in agreement with previous certified corner records. Monument is located under a chain link fence, northeast of SE 66th Street and northwest of a driveway.

East Quarter Corner Section 35, T11N-R3WIM
I found this corner in place, being a P.K. nail, ODOT monument number O-55-629 and is in agreement with previous certified corner records. This monument is located in the approximate centerline of South Eastern Avenue.

Southeast Corner Section 35, T11N-R3WIM
I found this corner in place, being a mag nail with the head broke off, ODOT monument number O-55-630 and is in agreement with previous certified corner records. This monument is in the approximate center of the concrete intersection of South Eastern Avenue and SE 89th Street.

South Quarter Corner Section 35, T11N-R3WIM
I found this corner in place, being an ODOT brass cap with a monument number of O-55-631 and is in agreement with previous certified corner records. This monument is east of the centerline of the intersection of SE 89th Street and Pole Road.

Preliminary Plans

PLS			POE & ASSOCIATES, OKLAHOMA CITY, OK SURVEY DIVISION
DRAWN			SURVEY DATA SHEET
CHECKED			
APPROVED			
CREW	POE		SWO 2923(1) PROJECT NO. 0903208 SHEET NO. SD04

OKLAHOMA COUNTY

POE & ASSOCIATES, OKLAHOMA CITY, OK.
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3/4/2024

Southwest Corner Section 35, T11N-R3WIM
I found this corner in place, being a chiseled "X" west of the concrete intersection of SE 89th Street and the I-35 Service Road. This monument has an ODOT number of O-55-632 and is in agreement with previous certified corner records.

West Quarter Corner Section 35, T11N-R3WIM
I found this corner in place, being a chiseled "X" west of the concrete intersection of SE 82nd Street and the I-35 Service Road, north of the centerline of SE 82nd Street. This monument has an ODOT number of O-55-633 and is in agreement with previous certified corner records.

Center Corner Section 35, T11N-R3WIM
I found this corner in place, being a 3/8" iron pin, ODOT monument number O-55-635 and is in agreement with previous certified corner records. This monument is located approximately 40' east of Pole Road and is in the bottom of a drainage channel with a t-post set nearby.

South Quarter Corner Section 34, T11N-R3WIM
I found this corner in place, being a mag nail with a Durham washer, ODOT monument number O-55-1306 and is in agreement with previous certified corner records. This monument is in the approximate center of the intersection of SE 89th Street and South Shields Blvd.

Southwest Corner Section 34, T11N-R3WIM
I found this corner in place, being a mag nail with a Hale & Buckley washer, ODOT monument number O-55-1849 and is in agreement with previous certified corner records. This monument is in the approximate center of the intersection of SE 89th Street and South Santa Fe Avenue.

West Quarter Corner Section 34, T11N-R3WIM
I found this corner in place, being a 3/8" iron pin, ODOT monument number O-55-1306 and is in agreement with previous certified corner records. This monument is in the approximate centerline of South Santa Fe Avenue.

Center Corner Section 34, T11N-R3WIM
I found this corner in place, being a 3/8" iron pin, ODOT monument number O-55-1312 and is in agreement with previous certified corner records. This monument is approximately 6' east of the curb of the northbound Shields Blvd and approximately 50' north of the centerline of a driveway.

1. ENVIRONMENTAL CONCERNS:

There are 2 environmental concerns documented and recorded within this survey. At the southwest corner of I-240 and Shields Blvd, approximately Sta. 390+83.00 to 393+94.00 145' Rt. to 397' Rt., Mosley's Texaco (which is now Discount Tire), 7501 S. Shields Blvd, OCC FAC #5508224 Case #064-1702, and at the southeast corner of I-240 and Shields Blvd, approximately Sta. 394+86.00 to 396+25.00 154' Rt. to 335' Rt., Shields Conoco (which is now Enterprise Rent a Car), 7500 S. Shields Blvd, OCC FAC #5508554 Case #064-0831.

1. RIGHT OF WAY:

Right of way within the survey was taken from deeds and plats acquired from the Oklahoma County courthouse, right of way division at Oklahoma Department of Transportation and supplemented with the following plans, F-369(094), FAP I-240-4(86)157, FAP I-IMY-35-(221)(247)120, FAP I-IR-35-3(074)121, FAP I-IR-35-3(108)119, FAP I-IR-35-3(110)23, FAP U-386(1), IR-240-1(323)000, IR-240-1(324)000, IR-240-1(325)000. The railroad right of way along the north and east of the current BNSF Railway was taken from the Crossroads Industrial Park subdivision plat. The south and east side of said railway was taken from a description of an unplatted portion at the County Assessor's office and confirmed with a Quit Claim deed filed in book 1304, page 1571 and matches the physical evidence of the existing rails. The portion of the right-of-way between these north and south descriptions and the "triangle" portion are described at the Oklahoma County courthouse in book 4505, page 1908.

2. UTILITIES:

All utility companies servicing the project extents were contacted, after first contacting OKIE during the course of this survey. Survey crew personnel met with a locator and/or discussed per phone conversation the location of existing utilities during this survey. Utilities shown were collected and/or verified from field data, atlas maps and existing plans. Obvious gaps or omitted areas were either not located by participating utility companies or could not be verified in the field. There are 2 ODOT fiber lines of unknown pair size that cross I-35 at approximate stations 78+39.00 and 84+34.00. There is also a Century Link (formerly Qwest) fiber line of unknown pairs crossing I-240 at approximately station 458+99.00 and a Level 3 Communications Tug line of unknown pairs crossing I-240 at approximately station 460+99.31, several attempts were made to contact these 2 companies with no results.

3. EQUIPMENT USED:

Topcon HIPER V GPS receivers, Topcon GR3 GPS receivers, Topcon PS-103 Robotic Total Station Sokkia SET 330R Total Station and Sokkia B20 automatic level.

4. DATA SUBMITTED:

1. SWO2923_1_V1.dgn
2. SWO2923_1_V1_TOPO.dgn
3. SWO2923_1_V1_TRI.dgn
4. SWO2923_1_V1_SFF.dgn
5. SWO2923_1_V1_DRA.dgn
6. ODOT form SD-1, Transmittal Letter.
7. ODOT form SD-41, Surveyor's Certification.
8. ODOT form SD-11 for 5 monuments
9. ODOT form SD-7 Utility form
10. PDF certified corner records.
11. Cogo Data (Coordinate List with Alignments)
12. Historical Letter.
13. BM's and Check Levels

Justin Lee Talcott
Professional Land Surveyor

Preliminary Plans

PLS			POE & ASSOCIATES, OKLAHOMA CITY, OK. SURVEY DIVISION
DRAWN			SURVEY DATA SHEET
CHECKED			
APPROVED			
CREW	POE		SWO 2923(1) PROJECT NO. 09032(08) SHEET NO. SD05

OKLAHOMA COUNTY

SDS 05 OF 46

BENCHMARKS AND CHECKLEVELS

SWO 2923(1)

I-35 / I-240 INTERCHANGE OKLAHOMA COUNTY

NOTE: LEVEL DATUM FOR THIS SURVEY IS MEAN SEA LEVEL- (NGS), NGVD29-3RD ORDER OR BETTER.

STATION	ELEVATION RUN1	ELEVATION RUN2	ELEVATION RUN3	DIFF	RUN1	RUN2	RUN3	MEAN	UNADJUSTED ELEVATION	ADJUSTED ELEVATION	ELEVATION	DESCRIPTION
B.M. 59											1285.59	Chiseled square on concrete headwall approximately 600' S. of Ramada Inn along frontage road, taken from existing plans CL I-35 STA. 94+25.50 131.47' RT.
FIRESTONE	1300.29	1300.27		-0.02	14.7	14.68		14.69		1300.28	1300.28	Square on sidewalk at Firestone CL I-35 STA. 107+92.56 204.35' RT.
B.M. 1	1290.09	1290.08		-0.01	-10.19	-10.2		-10.195	1290.085	1290.09		X on curb NE of Arby's CL I-35 STA. 105+35.58 155.87' LT.
B.M.2	1284.54	1284.54		0	-5.545	-5.545		-5.545	1284.54	1284.54		#5 rebar at church
CHURCH												CL I-35 STA. 101+11.28 295.24' LT.
O-55-1837												
B.M.3	1279.75	1278.88		-0.87	-4.79	-5.66		-5.225	1279.315	1279.32		X on curb at 71st St. CL I-35 STA. 92+35.03 326.63' LT.
B.M.4	1282.01	1282.01		0	2.695	2.695		2.695	1282.01	1282.01		X on curb at 73rd St. CL I-35 STA.89+03.86 520.15' LT.
B.M.5	1282.4	1282.41		0.01	0.39	0.4		0.395	1282.405	1282.41		X on curb at center of inlet CL I-35 STA. 85+81.41 258.21' LT.
B.M.6	1265.29	1265.3		0.01	-17.115	-17.105		-17.11	1265.295	1265.3		Chiseled square top of east side of drainage canal CL I-240 STA. 418+91.16 406.13' LT.
B.M.7	1274.87	1274.87		0	9.575	9.575		9.575	1274.87	1274.88		X on curb at 73rd street CL I-240 412+45.47 323.22' LT.
B.M.8	1267.14	1267.14		0	-7.73	-7.73		-7.73	1267.14	1267.15		X on curb at 72nd street CL I-240 STA. 406+48.06 317.43' LT.
B.M.9	1270.89	1270.9		0.01	3.75	3.76		3.755	1270.895	1270.91		X on curb at inlet, SE of Home Depot CL I-240 STA. 399+94.[illegible] 175.60' LT.
B.M.10	1275.41	1275.43		0.02	4.515	4.535		4.525	1275.42	1275.43		X on curb at PI E & NW, S. of Valero gas station I-240 STA. 394+01.73 176.68' LT.
B.M.11	1265.35	1265.36		0.01	-10.07	-10.06		-10.065	1265.35	1265.[illegible]		X on curb
CIRCUIT CITY												CL I-240 STA. 391+00.77 453.49' LT.
O-55-1838												
B.M.12	1263.85	1263.86		0.01	-1.505	-1.495		[illegible]	1263.855	[illegible]63.87		Square on curb at PI N & E SE of Payless Shoes CL I-240 STA. 385+73.15 152.24' LT.
B.M.13	1261.56	1261.57		0.01	-2.295	-2.285		-2.29	1261.565	1261.58		Square on traffic box east of Santa Fe CL I-240 STA. 379+06.84 136.04' LT.
B.M.14	1258.45	1258.45		0	-3.115	-3.115		-3.115	1258.45	1258.47		Square at NW corner of water vault, east of Santa Fa CL I-240 STA. 377+02.13 152.94' LT.
B.M.15	1257.84	1257.84		0	-0.61	-0.61		-0.61	1257.84	1257.86		X on curb at PI E & SW, NW of Batteries Plus CL I-240 STA. 377+33.76 157.07' RT.
B.M.16	1265.47	1265.47		0	7.63	763		7.63	1265.47	1265.49		X on curb at North end of Walmart parking lot CL I-240 STA. 383+25.73 148.89' RT.
B.M.17	1269.52											X on lightpole base 4th pole from west, north of Nissan dealership
B.M.18	1270.28	1270.3			0.02	4.81	4.83		4.82	1270.29	1270.31	X on east curb of 39[illegible] entrance from west, north of Nissan dealership CL I-240 STA. 389+27.33 133.51' RT.
B.M.19	1278.59											X on curb at PI E & S at north end of Discount Tire parking lot
B.M.20	1280.87	1280.88			0.01	10.58	10.59		10.585	1280.875	1280.9	X on light pole base NNW of Enterprise CL I-240 STA. 395+58.73 155.12' RT.
B.M.21	1276.76	1276.78			0.02	-4.115	-4.095		-4.105	1276.77	1276.79	X on curb at PI N & W, west curb at west entrance to Saturn CL I-240 STA. 402+17.71 157.12' RT.
B.M.22	1275.43	1275.43			0	-1.34	-1.34		-1.34	1275.43	1275.45	X on headwall west side of Ford dealership CL I-240 STA. 408+36.59 271.68' RT.
B.M.23	1281.815	1281.81			-0.005	6.385	6.38		6.3852	1281.8125	1281.84	X on curb PI N & E at NW corner of Ford dealership building CL I-240 STA. 413+98.14 319.36' RT.
B.M.24	1282.385	1282.37			-0.015	0.5725	0.55[illegible]		0.565	1282.3775	1282.4	X on lightpole base on east side of Ford dealership building CL I-240 STA. 417+08.18 439.75' RT.
B.M.25	1278.[illegible]	1278.21			0.005	-4.1625	-4.1675		-4.165	1278.2125	1278.24	#6 rebar east of creek bend CL I-240 STA. 421+35.01 620.62' RT.
B.M.26	1283.51	[illegible]83.52			0.01	5.2975	5.3075		5.3025	1283.515	1283.54	#6 rebar CL I-35 STA. 72+81.56 526.25' LT.
B.M.27	1289.24	1289.24			0	5.725	5.725		5.725	1289.24	1289.27	X on driveway, east of front door of Bodyworks, Inc. CL I-35 STA. 68+21.51 177.72' LT.
B.M.28	1290.73	1290.73			0	1.49	1.49		1.49	1290.73	1290.76	X on cub, east of Dept. of Corrections office CL I-35 STA. 65+16.94 136.00' LT.
B.M.29	1294.33											X on south curb, NE of Five Star Rig & Supply
B.M.30	1298.27	1298.25			-0.02	7.54	7.52		7.53	1298.26	1298.29	X on curb, east of Marshall Park parking lot CL I-35 STA. 59+00.05 154.01' LT.
B.M.31	1303.53											X on curb, east parking lot of Days Inn
B.M.32	1309.11	1309.1			-0.01	10.85	10.84		10.845	1309.105	1309.14	X on curb PI W & N, SSE of Days Inn CL I-35 STA. 53+66.62 230.16' LT.
B.M.33	1307.67	1307.65			-0.02	-1.435	-1.455		-1.445	1307.66	1307.69	#5 rebar
HOSPICE												CL I-35 STA. 53+30.60 629.22' LT.
O-55-1840												
B.M.34	1308.43	1308.46			0.03	0.77	0.8		0.785	1308.445	1308.48	X on curb, N of SE 82nd St. CL I-35 STA. 53+58.07 148.34' RT.
B.M.35	1297.2	1297.18			-0.02	-11.245	-11.265		-11.255	1297.19	1297.23	X on curb, east side of median on 80th St. Ice Rink CL I-35 STA. 59+58.93 348.75' RT.

Preliminary Plans

POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

3/4/2024

PLS		
DRAWN		
CHECKED		
APPROVED		
CREW	POE	

POE & ASSOCIATES, OKLAHOMA CITY, OK
SURVEY DIVISION

SURVEY DATA SHEET

SWO 2923(1) PROJECT NO. 0903Z(08) SHEET NO. SD06

OKLAHOMA COUNTY

SDS 06 OF 46

POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL
3/4/2024

B.M. 36	1290.6	1290.59		-0.01	-6.59	-6.6		-6.595	1290.595	**1290.63**		Square on south curb
												return at SE 79th, NW of Ice Rink
												CL I-35 STA. 65+79.07 234.04' RT.
B.M.37	1292.93	1292.92		-0.01	2.335	2.325		2.33	1292.925	**1292.96**		X on north headwall at
												SW corner of OG&E yard
												CL I-35 STA . 67+15.69 865.26' RT.
B.M.38	1296.01	1296		-0.01	3.085	3.075		3.08	1296.005	**1296.05**		#6 rebar, 6' west of OG&E
												fence, 3rd light pole from north
												CL I-240 STA. 437+85.95 693.64' RT.
B.M.39	1300.34	1300.33		-0.01	4.335	4.325		4.33	1300.335	**1300.38**		X on west curb, east of
												lightpole at OG&E main parking lot
												CL I-240 STA. 446+25.79 262.04' RT.
B.M.40	1295.87	1295.85		-0.02	-4.465	-4.485		-4.475	1295.86	**1295.9**		Square on concrete
												footing at NNE fence
												corner of OG&E yard
												CL I-240 STA. 450+98.17 326.25' RT.
B.M.41	1280.47	1280.45		-0.02	-15.39	-15.41		-15.4	1280.46	**1280.5**		Square on concrete
												footing at NE fence
												corner of OG&E yard
												CL I-240 STA. 455+77.93 606.19' RT.
B.M.42	1270.94	1270.94		0	-9.52	-9.52		-9.52	1270.94	**1270.98**		#6 rebar at NW corner of
												fence and Budweiser property
												CL I-240 STA. 461+03.91 196.39' RT.
B.M.43	1259.74	1259.73		-0.01	-11.2	-11.21		-11.205	1259.735	**1259.78**		#6 rebar
												CL I-240 STA. 472+71.40 197.10' RT.
B.M.44	1278.31	1278.29		-0.02	18.575	18.555		18.565	1278.3	**1278.35**		#6 rebar
												CL I-240 STA. 478+53.14 372.48' RT.
B.M.45	1286.2	1286.18		-0.02	7.9	7.88		7.89	1286.19	**1286.24**		X on headwall, west of Eastern
												CL I-240 STA. 481+88.67 511.12 RT.

B.M.46	1297.7	1297.7		0	11.51	11.51		11.51	1297.7	**1297.75**		#5 rebar at Diamond Ballroom
DIAMOND												CL I-240 STA. 480+17.65 1980.08' R
O-55-1839												
B.M.45	1286.19	1286.2		0.01	-11.51	-11.5		-11.505	1286.195	**1286.25**		on headwall, west of Eastern
												CL I-240 STA. 481+88.67 511.12 RT.
B.M.48	1268.63	1268.62		-0.01	-17.565	-17.575		-17.57	1268.625	**1268.68**		X on south base, east of Eastern
												CL I-240 STA. 479+00.40 312.21' LT.
B.M.49	1259.74	1259.73		-0.01	-8.885	-8.895		-8.89	9.735	**1259.7**		Square on top curb, SE
												parking lot of "Heartwood"
												CL I-240 STA. 470+91.46 178.33' LT.
B.M.50	1269.68	1269.67		-0.01	9.945	9.935		9.94	1269.675	**1269.73**		Square on manhole
												CL I-240 STA. 464+22.30 147.47 LT.
B.M.51	1290	1290.01		0.01	20.325	20.335		20.33	1290.005	**1290.06**		X on curb PI E & N
												CL I-240 STA. 453+21.36 317.36' LT.
B.M.52	1308.74	1308.77		0.03	18.735	18.765		18.75	1308.755	**1308.81**		X on curb, S. of lightpole
												E. of "MALL"
												CL I-240 STA. 445+65.52 308.74' LT.
B.M.53	1308.4	1308.42		0.02	-0.355	-0.335		-0.345	1308.41	**1308.47**		#5 rebar with cap
MALL												CL I-240 STA. 444+54.12 286.71' LT.
O-55-1841												
B.M.54	1300	1300.02		0.02	-8.41	-8.39		-8.4	1300.01	**1300.07**		X on curb at east parking
												lot of Texas Roadhouse
												CL I-240 STA. 439+31.47 209.30' LT.

B.M.56	1288.8	1288.82		0.02	-11.21	-11.19		-11.2	1288.81	**1288.87**		X on curb, south of
												Hibdon Tires Plus
												CL I-240 STA.433+68.62 541.94' LT.
B.M.57	1286.03	1286.03		0	-2.78	-2.78		-2.78	1286.03	**1286.09**		Square on top of headwall
												CL I-35 STA. 84+07.16 388.69' RT.
B.M.58	1289.4	1289.39		-0.01	3.37	3.36		3.365	1289.395	**1289.46**		X on curb of NW parking
												lot at Best Buy
												CL I-35 STA. 88+25.03 171.55' RT.
B.M.59	1285.56	1285.56		0	-3.835	-3.835		-3.835	1285.56	**1285.62**		Square on top of headwall
												CL I-35 STA. 94+25.50 13147' RT.
B.M.60	1295.68	1295.69		0.01	10.12	10.13		10.125	1295.685	**1295.75**		X on curb of west parking
												lot at Ramada Inn
												CL I-35 STA. 101+09.27 176.35' RT.
FIRESTONE	1300.22	1300.22		0	4.535	4.535		4.535	1300.22	**1300.28**	**1300.28**	Square on sidewalk at Firestone
												CL I-35 STA. 107+92.56 204.35' RT.

Preliminary Plans

PLS			POE & ASSOCIATES, OKLAHOMA CITY, OK SURVEY DIVISION
DRAWN			**SURVEY DATA SHEET**
CHECKED			
APPROVED			
CREW	POE		SWO 2923(I) PROJECT NO. 0903(08) SHEET NO. SD07

OKLAHOMA COUNTY

SDS 07 OF 46

POINT NAME	NORTHING	EASTING	DESCRIPTION
504	145611.9996790	2148266.4140730	COGO
506	142972.3253440	2148283.0792870	COGO
1022	143095.2755021	2149393.7021930	COGO
1044	142332.6186671	2153644.4422758	COGO
1046	142202.1817155	2153570.3733778	COGO
1047	142176.1100374	2153718.0902272	COGO
1060	146336.8429785	2150804.6076882	COGO
1063	146371.2686553	2156534.0822654	COGO
1075	148068.1468087	2151061.5445917	COGO
1076	148285.8404	2151129.0452	COGO
1077	147212.3639	2150866.5764	COGO
1084	142998.6493000	2150824.6653000	COGO
1103	142996.3594000	2150824.6854000	COGO
1106	142997.2789000	2150921.6810000	COGO
1108	143080.9645000	2149516.7800000	COGO
1110	137720.1211000	2150967.8715000	COGO
1113	142908.7329000	2152103.9174000	COGO
1114	137741.7255788	2153604.2529799	COGO
1115	137730.9610749	2152290.6670853	COGO
1157	145654.2614000	2153554.6702000	COGO
1158	140333.2689000	2148302.8137000	COGO
1227	142980.1053000	2150921.8313000	COGO
1234	143085.7762000	2150024.3309000	COGO
1236	140221.1160000	2150051.4885000	COGO
1237	143046.6284000	2150524.2414000	COGO
1238	142944.5298000	2151134.4563000	COGO
1239	145770.0422000	2151607.2092000	COGO
1240	142905.3265000	2151627.7003000	COGO
1323	137519.4209520	2150872.6245422	COGO
1340	139019.3634940	2150859.4955498	COGO
1342	140019.3251888	2150850.7428963	COGO
1343	140164.9396108	2150849.4683349	COGO
1350	141019.2909597	2150841.9904370	COGO
1351	141519.2718074	2150837.6141518	COGO
1354	142019.2526552	2150833.2378665	COGO
1355	142519.2335030	2150828.8615813	COGO
1361	143519.2099033	2150821.5374945	COGO
1362	144019.2008779	2150818.5332824	COGO
1365	144519.1918526	2150815.5290702	COGO
1366	145019.1828272	2150812.5248580	COGO
1367	145519.1738018	2150809.5206458	COGO
1374	146019.1574427	2150806.5164597	COGO
2002	140358.8886930	2150944.9808600	COGO
2008	143016.2160130	2153569.9770520	COGO
2597	139619.3405109	2150854.2439577	COGO
3000	143333.6030708	2153381.4330393	COGO
3002	138270.2873765	2150963.1104757	COGO
3004	142594.6460508	2149933.8181041	COGO
3006	141697.3554499	2153578.5613684	COGO
3008	144693.3829653	2151592.4936368	COGO
3009	142210.8572100	2150291.6937337	COGO
3010	140378.4949950	2153587.1456840	COGO
3011	142688.3840237	2148819.3478677	COGO
3012	141636.0753683	2152550.7221760	COGO
3013	141778.3857108	2151757.3266501	COGO
3014	142687.2019373	2148694.3534571	COGO
3015	142708.7333957	2148681.6492727	COGO
3016	144756.5745657	2151199.1779980	COGO
3017	144630.8938715	2152091.0375352	COGO
3018	144617.8281014	2149032.0175988	COGO
3019	144828.8880584	2149252.2557280	COGO
3020	143377.9615083	2150164.9163007	COGO
3021	143377.4766294	2150166.5498250	COGO
3022	145857.5238094	2151899.6427839	COGO
3023	145448.9557042	2152431.7886520	COGO
3024	143391.0727474	2151726.2178107	COGO
3025	144476.6428873	2151975.8861107	COGO
3026	144214.1607808	2151281.7211066	COGO
3027	143453.6804149	2153064.4800356	COGO
3028	143327.5773890	2153375.2465369	COGO
3029	141757.4090468	2153039.4548281	COGO
3030	143194.6042331	2153522.7895904	COGO
3031	144211.0432632	2153098.0442135	COGO
3032	144261.3905192	2152620.8965659	COGO
3033	142743.8789367	2148261.0120488	COGO
3034	141756.9210286	2153037.4023054	COGO
3035	141646.9307728	2147849.5931637	COGO
3036	143423.5793892	2151128.8379725	COGO
3037	144361.2011329	2154527.8194461	COGO
3038	142735.5361120	2148261.6016704	COGO
3039	147213.8725296	2152980.5023452	COGO
3040	145638.9774980	2150905.8228450	COGO
3041	144386.1938470	2152493.0199174	COGO
3042	145423.6032108	2152791.8014682	COGO
3045	148296.8244480	2153543.9765170	COGO
3046	145669.7401110	2156206.9661630	COGO
3049	143034.9922310	2156217.6965760	COGO
3051	140395.1519620	2156230.2960210	COGO
3105	145578.6212470	2145619.0344230	COGO
3120	142947.5057340	2145642.3195790	COGO
3148	140307.6692360	2145664.2927180	COGO
3153	143788.6399325	2151322.8795422	COGO
3169	148284.7529460	2150889.9611330	COGO
3538	141277.9128020	2150313.7312458	COGO
3544	142161.8229449	2151448.3808990	COGO
3549	142316.8326322	2151611.9565352	COGO

POINT NAME	NORTHING	EASTING	DESCRIPTION
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5001	146961.5832969	2150991.0166781	COGO
5002	146337.8764257	2150976.6045835	COGO
5003	143101.9943726	2155105.3611674	COGO
5004	143350.2731501	2155106.1403233	COGO
5005	143573.9672364	2155116.6321937	COGO
5006	143574.0791720	2155136.6618809	COGO
5007	143349.7757555	2155126.1414312	COGO
5008	143104.6669625	2155125.3722235	COGO
5009	144027.1294398	2150964.5904804	COGO
5010	144732.9205869	2150963.3409986	COGO
5011	144594.8958405	2150962.1367261	COGO
5012	143180.6115900	2146314.5078000	COGO
5013	143183.9295200	2146664.4920800	COGO
5014	143394.9307088	2145688.3618627	COGO
5015	146747.5857953	2150972.3889748	COGO
5016	144628.9181168	2151136.9526915	COGO
5017	144627.9936181	2150962.6834177	COGO
5018	143967.3603024	2150968.9785444	COGO
5019	143349.6794500	2148335.5583700	COGO
5020	146270.4618729	2150977.1597989	COGO
5021	143036.0759000	2151732.4340000	COGO
5022	143042.3243076	2151906.5734240	COGO
5023	143037.3980000	2151917.3293000	COGO
5024	143072.7734000	2151940.7577000	COGO
5025	143846.7771040	2150977.5924912	COGO
5027	143237.6125300	2148251.1910800	COGO
5028	143252.7162779	2145689.6204488	COGO
5029	143200.3044185	2145739.3648413	COGO
5030	143198.5388000	2146921.9101400	COGO
5031	143212.8642000	2147174.3255000	COGO
5032	143263.2360000	2147208.5880000	COGO
5033	146310.4611541	2150976.9199988	COGO
5034	145652.9745916	2153331.6539124	COGO
5037	143231.9324370	2147515.9604216	COGO
5041	143230.6425000	2147515.9731700	COGO
5043	138750.5913776	2150706.8314144	COGO
5044	138270.7950379	2151025.0183942	COGO
5049	138420.8880292	2151014.8062659	COGO
5050	137833.2067237	2151054.7913235	COGO
5051	137781.2292993	2151080.3919278	COGO
5052	137784.4026957	2151467.3789167	COGO
5055	143324.5198000	2148310.6655400	COGO
5057	142665.4932120	2147559.5863536	COGO
5059	140421.0329098	2150658.7724851	COGO
5060	140381.6410965	2150194.8408728	COGO
5061	139255.9471299	2150717.6518224	COGO
5062	143619.6628179	2156140.3157108	COGO
5063	143224.5612300	2148311.2712700	COGO
5064	143214.6379500	2148321.3387200	COGO
5065	141518.1339531	2150707.6189643	COGO
5066	141628.1297395	2150706.6561657	COGO
5067	141634.6155652	2150686.5981391	COGO
5068	141684.6136990	2150686.1605026	COGO
5069	141693.0916995	2150706.0	COGO
5070	141967.2513033	2150688	COGO
5071	142856.751800	2147342	COGO
5072	142679.9849295	2145	COGO
5074	139720.9360939	2150	COGO
5075	144832.9	2150	COGO
5076	145511.2594	2150	COGO
5077	145	215	COGO
5078	142	215	COGO
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508	1	2150643.8485400	COGO
508	14	2150654.3426700	COGO
5	145	2150663.3185800	COGO
5085	144	2150967.0093082	COGO
5088	146335.9417150	2150654.6101588	COGO
5091	143279.2480641	2147355.9760812	COGO
5092	143235.2473592	2147415.2494341	COGO
5093	143872.5807430	2147160.4656652	COGO
5097	143216.4047700	2148507.7075600	COGO
5102	143226.4043200	2148507.6127600	COGO
5120	143226.9121100	2148561.1749700	COGO
5121	143227.3523000	2148607.6082700	COGO
5122	143217.3528200	2148607.7030700	COGO
5123	143220.5996400	2148632.1302100	COGO
5124	143229.1192300	2148696.2264900	COGO
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5126	143246.1008800	2148823.9861400	COGO
5127	143254.9089000	2148890.2524200	COGO
5128	143264.0355700	2148958.9159900	COGO
5129	143268.6813100	2148993.8677600	COGO
5130	143275.5027100	2149045.1878600	COGO
5131	143567.5515500	2149868.0379800	COGO
5132	145591.1178695	2150627.8966295	COGO
5133	143587.0598000	2149863.3581300	COGO
5134	143619.7569800	2149988.4989600	COGO
5135	143819.9845200	2150219.1127300	COGO
5136	143903.9258000	2150299.7017800	COGO
5137	144822.8655600	2150649.6327500	COGO
5138	143954.3085800	2150342.1222100	COGO
5139	144213.9033800	2150507.0432000	COGO
5140	144264.0095100	2150513.9661800	COGO
5141	144346.6531000	2150547.8060000	COGO

POINT NAME	NORTHING	EASTING	DESCRIPTION
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5143	144399.4824900	2150551.9013600	COGO
5144	144534.5711000	2150550.5787100	GOGO
5145	144585.3693300	2150628.2632600	GOGO
5146	145021.4953800	2150662.6075100	COGO
5147	145101.0885300	2150662.1292700	COGO
5148	145125.8610200	2150636.9903500	COGO
5149	145411.3278801	2150660.2009369	COGO
5150	145296.3301015	2150660.9157205	COGO
5151	145201.3319366	2150661.5061940	COGO
5152	145175.8602216	2150636.6640339	COGO
5153	145436.0827929	2150635.0465865	COGO
5154	145486.0821466	2150634.7358091	COGO
5155	142675.5064200	2153890.5436100	COGO
5156	142310.5108400	2153892.3404100	COGO
5157	142311.5131000	2154095.9348500	COGO
5158	143233.5541516	2147812.6229438	COGO
5159	142399.8988945	2156168.0671534	COGO
5160	142399.7204990	2156130.7275795	COGO
5161	142720.2988370	2155473.9501174	COGO
5162	141439.8981672	2154100.2944145	COGO
5163	141455.0006285	2156229.9608659	COGO
5164	142724.5349862	2154315.6837837	COGO
5165	142247.9006257	2156168.7926116	COGO
5166	142722.9622800	2154093.9093600	COGO
5169	143400.2046380	2156141.2094878	COGO
5171	142430.2484253	2153573.7910497	COGO
5172	137757.4036035	2151467.6003165	COGO
5174	142314.8008708	2153574.5424850	COGO
5175	142242.2923576	2153702.2315648	COGO
5176	142329.2503254	2153751.6108301	COGO
5177	142129.2545618	2153752.9	COGO
5178	141927.0890835	2153577.0	COGO
5179	140377.7529610	2	COGO
5180	141926.3470495	2153477	COGO
5181	141926.4583545	2153492	COGO
5182	142295.0218982	2150632	COGO
5183	142807.6954646	2	COGO
5184	141335.1969576	2	COGO
5185	142174.	2	COGO
5188	142673.	2	COGO
5189	1	2	COGO
5190	14	2151207.5278813	COGO
5191	143	2150983.6856448	COGO
5192	143546.	2151084.1652237	COGO
5193	143417.8	2151214.5958745	COGO
5194	143375.6	2151243.1903234	COGO
5195	143136.	2151485.5473406	COGO
5196	142523.2313632	2153573.0221213	COGO
5197	142598.1489710	2153075.5602743	COGO
5198	142681.9785784	2145894.5350981	COGO
5199	142731.7628260	2152528.1469347	COGO
5200	142837.2694814	2145693.2388528	COGO
5202	141213.9877237	2151125.1607396	COGO
5203	142694.9844103	2145694.4231874	COGO
5204	140291.9070096	2151053.0000391	COGO
5205	142527.9901952	2145695.8131928	COGO
5206	139941.5427490	2150692.5337405	COGO
5207	140391.6407066	2150194.7525652	COGO
5208	142725.1883854	2151609.0355502	COGO
5209	142613.2479979	2151331.0635231	COGO
5210	142458.2383106	2151167.4878869	COGO
5211	142158.2486321	2151040.0303418	COGO
5212	141772.1367137	2151043.4099986	COGO
5213	141544.5271730	2151082.7703370	COGO
5214	138720.5128300	2150992.1163052	COGO
5215	143372.9096774	2155922.6774809	COGO
5216	138720.7836565	2151002.2016679	COGO
5217	138620.8730321	2151013.0698385	COGO
5218	139606.6727610	2150984.3599835	COGO
5219	144395.4760149	2150946.2745629	COGO
5220	144395.5360975	2150956.2743824	COGO
5221	141544.5271730	2151082.7703370	COGO
5222	144422.5356101	2150956.1121593	COGO
5223	139722.4848176	2150993.3467132	COGO
5224	140247.6965094	2151034.1018439	COGO
5225	143165.7353009	2155580.5097183	COGO
5226	143057.7117510	2154767.4846624	COGO
5227	143052.8786576	2154086.3461485	COGO
5228	140329.8333791	2151056.3010338	COGO
5229	143845.0725645	2150982.7312754	COGO
5230	143764.2480731	2150988.6723848	COGO
5231	143667.3180307	2151024.9549020	COGO
5232	143876.4486940	2151044.0261426	COGO
5233	142155.4535039	2153490.5778940	COGO
5234	145724.2997557	2150658.2852292	COGO
5235	145714.3476126	2150974.4124357	COGO
5236	144969.2943649	2150962.6651895	COGO
5238	145641.0645490	2151271.5941165	COGO
5239	145704.2611724	2150975.0029544	COGO
5240	145640.8750059	2151238.8028561	COGO
5241	145650.8750690	2151238.7427505	COGO
5242	142156.0842328	2153575.5755539	COGO
5243	142904.7458555	2149934.1661172	COGO
5244	142905.8654051	2149922.4494834	COGO

POINT NAME	NORTHING	EASTING	DESCRIPTION
5245	142634.0688271	2150324.8652622	COGO
5246	142174.8441901	2150668.0938746	COGO
5247	142905.6354699	2147276.5718298	COGO
5248	142895.8657950	2149922.5377908	COGO
5249	142894.7462454	2149934.2544247	COGO
5250	145674.1609169	2150643.5962590	COGO
5251	145661.5789597	2150365.6755357	COGO
5252	145671.5782387	2150365.6154547	COGO
5253	145679.2004848	2150648.5560292	COGO
5254	146269.6134660	2150977.0151749	COGO
5255	146309.6127440	2150976.7748445	COGO
5256	146927.1454571	2150987.2885471	COGO
5257	146929.6383669	2150962.4131496	COGO
5258	146986.0497322	2150993.5079175	COGO
5259	142953.8400002	2149818.0217805	COGO
5260	146943.4114240	2150988.9427243	COGO
5261	146963.4114600	2150991.0427764	COGO
5262	146914.9926572	2150699.7855171	COGO
5264	142923.8411700	2149818.2867029	COGO
5265	146992.3903405	2150678.7295025	COGO
5266	148209.3180116	2150857.3636665	COGO
5267	148234.0243649	2150832.2151752	COGO
5268	148236.7298925	2151337.8561292	COGO
5269	148156.7307107	2151338.2179386	COGO
5270	148159.1041458	2151863.0049411	COGO
5271	148388.5907009	2151748.9577395	COGO
5272	148386.8078804	2151354.7607387	COGO
5273	142924.8246658	2149922.2820524	COGO
5274	147850.6264440	2151823.0362075	COGO
5275	142877.9350822	2149722.6883673	COGO
5276	142878.1242160	2149742.6874730	COGO
5277	147851.7842673	2152015.7327213	COGO
5278	148634.3109753	2150854.7166337	COGO
5279	148317.3173169	2150856.7059827	COGO
5280	142953.1212916	2149742.0251671	COGO
5281	142571.5005869	2150385.6671916	COGO
5282	142538.1585716	2150452.9915988	COGO
5283	142468.1323612	2150529.1374251	COGO
5284	142920.8501628	2146317.5099141	COGO
5285	143352.8750226	2154084.8693206	COGO
5286	142700.1145914	2148049.1937343	COGO
5287	140393.5790442	2150394.6531678	COGO
5288	153639.4262333	2153486.2481954	COGO
5289	142800.9302778	2150151.7801845	COGO
5290	141335.1496742	2150704.3504109	COGO
5291	141631.0905130	2150273.7203256	COGO
5292	141233.8636237	2150705.2448771	COGO
5293	140394.2612927	2150465.9899055	COGO
5294	140680.2153683	2150673.3927638	COGO
5295	141233.7747538	2150695.1219327	COGO
5296	141335.0551073	2150694.3508581	COGO
5297	142917.9884857	2147822.2609349	COGO
5298	142889.9734847	2145742.7466717	COGO
5299	142898.1110913	2145892.7360829	COGO
5300	141035.0346520	2150693.6002337	COGO
5301	142619.4528365	2150324.9943373	COGO
5302	140277.8841816	2151047.0058490	COGO
5303	139606.5423492	2150994.9113802	COGO
5305	141616.2748500	2145860.4074819	COGO
5306	141638.0210248	2145703.2210063	COGO
5307	142126.0314287	2150656.0330675	COGO
5308	141673.2728755	2145859.9330493	COGO
5309	141673.3894028	2145873.9325643	COGO
5310	142166.3723253	2145869.8291384	COGO
5311	142564.3723579	2147438.7516661	COGO
5312	141645.0697105	2146453.1878829	COGO
5313	142912.0843762	2147677.3415860	COGO
5314	142908.3872446	2147587.6677675	COGO
5315	142912.2648860	2147092.6623043	COGO
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5317	142906.0037790	2147529.8568802	COGO
5318	142856.1063857	2147496.0170481	COGO
5319	142919.4549223	2146892.5956441	COGO
5320	142924.5315929	2146709.2071424	COGO
5321	143763.3314694	2147807.7205430	COGO
5322	143763.5396688	2147830.2195797	COGO
5323	143748.5403110	2147830.3583793	COGO
5324	143748.4709112	2147822.8587003	COGO
5325	143483.4822566	2147825.3108261	COGO
5326	143483.5516564	2147832.8105050	COGO
5327	143468.5522986	2147832.9493046	COGO
5328	143468.4828988	2147825.4496257	COGO
5329	143748.4709112	2147822.8587003	COGO
5330	143525.9243113	2148279.5842175	COGO

POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

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Preliminary Plans

SDS 08 OF 46

PLS			POE & ASSOCIATES, OKLAHOMA CITY, OK SURVEY DIVISION
DRAWN			SURVEY DATA SHEET
CHECKED			
APPROVED			
CREW	POE		SWO 2923(1) PROJECT NO. 09032(08) SHEET NO. SD08

OKLAHOMA COUNTY

POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

3/4/2024

POINT NAME	NORTHING	EASTING	DESCRIPTION
5331	145195.9421199	2153557.8049075	COGO
5332	143525.3691130	2148219.5867863	COGO
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5334	144748.3220126	2153781.3588275	COGO
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5339	143808.5055843	2148200.0780707	COGO
5340	143806.7848238	2148018.0862056	COGO
5341	143791.0178505	2148002.6145977	COGO
5342	143789.3277231	2147823.8625653	COGO
5343	143723.2241854	2147515.4675552	COGO
5344	143394.2258402	2147516.5110372	COGO
5345	143182.8040791	2146250.4746093	COGO
5346	144052.3410568	2146242.7792785	COGO
5347	144058.5659490	2146946.1634531	COGO
5348	141190.3998443	2151123.3147864	COGO
5349	141205.4039688	2151124.4889874	COGO
5350	141206.7818375	2151440.6759852	COGO
5351	141597.5781269	2151438.9729867	COGO
5352	141597.6434928	2151453.9728443	COGO
5353	141256.8467286	2151455.4579566	COGO
5354	141257.1408750	2151522.9573157	COGO
5355	141242.1410174	2151523.0226815	COGO
5356	141241.8468710	2151455.5233224	COGO
5357	141191.8473458	2151455.7412086	COGO
5358	141024.6865171	2151110.3463015	COGO
5359	140363.9695484	2151629.6820089	COGO
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5361	141025.8857214	2151641.4038893	COGO
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5371	141682.3260706	2151511.3286399	COGO
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6503	140595.8439	2150729.2354	COGO
6504	145636.5344	2150666.8028	COGO
6505	145053.1750	2150670.3079	COGO
6506	144976.8538	2150672.2925	COGO
6507	146249.7950	2150663.1180	COGO
6508	146410.5411	2150668.9258	COGO
6509	141652.2095	2147849.5462	COGO
6510	142223.0052	2150307.7366	COGO
6511	144561.4456	2150771.7757	COGO
6512	144566.1155	2150771.7476	COGO
6513	144868.2658	2150754.5384	COGO
6514	144984.3001	2150745.5617	COGO
6515	145336.3593	2150711.1190	COGO
6516	145346.5547	2150707.8130	COGO
6517	145359.0769	2150700.4826	COGO
6518	142844.6079	2150590.1194	COGO
6519	145854.8320	2150697.5039	COGO
6520	145867.1285	2150704.5051	COGO
6521	145878.0604	2150707.7383	COGO
6522	146460.7450	2150741.2951	COGO
6523	146623.4523	2150757.6780	COGO
6524	146735.2762	2150773.7989	COGO
6525	142765.5493	2151062.6006	COGO
6526	144879.2844	2150955.3656	COGO
6527	145255.7576	2150953.1036	COGO
6528	142604.7240	2149928.6225	COGO
6529	146065.6982	2150948.2369	COGO
6530	146330.9734	2150946.6430	COGO
6531	146608.2221	2150939.5305	COGO
6532	145375.5421	2150956.1427	COGO
6533	145572.1751	2150967.3119	COGO
6534	145704.0021	2150967.2049	COGO
6535	145965.7557	2150951.9107	COGO
6536	146775.6707	2150697.5511	COGO
6537	147688.3138	2150843.8834	COGO
6538	147753.7085	2150859.8681	COGO
6539	147893.1966	2150876.2437	COGO
6540	148284.5745	2150873.8921	COGO
6541	148286.6956	2151317.0767	COGO
6542	148171.3450	2151252.8640	COGO
6543	147804.6215	2151110.8596	COGO

Preliminary Plans

PLS		
DRAWN		
CHECKED		
APPROVED		
CREW	POE	

POE & ASSOCIATES, OKLAHOMA CITY, OK
SURVEY DIVISION

SURVEY DATA SHEET

SWO 2923(1) PROJECT NO. 09032(08) SHEET NO. SD09

OKLAHOMA COUNTY

SDS 09 OF 46

COORDINATES

POINT NAME	NORTHING	EASTING	DESCRIPTION
6544	147377.2992	2151009.1314	COGO
6545	146697.9714	2150931.5540	COGO
6546	143028.0889	2151733.8449	COGO
6547	147672.0887	2151053.6550	COGO
6548	147544.7967	2151017.2920	COGO
6549	147342.6575	2150949.6074	COGO
6550	147336.6247	2150967.6242	COGO
6551	146912.5656	2150877.5204	COGO
6552	144545.1966	2150685.7864	COGO
6553	141677.2836	2150714.2265	COGO
6554	141973.4268	2150696.2709	COGO
6555	144298.1055	2150688.7962	COGO
6556	144468.7364	2150687.7709	COGO
6557	142263.1581	2150663.5783	COGO
6558	143304.9437	2150276.0760	COGO
6559	143579.4435	2150548.4484	COGO
6560	143787.3969	2150649.6031	COGO
6561	143925.3006	2150666.7851	COGO
6562	144752.2538	2150951.2604	COGO
6563	144579.0617	2150940.7605	COGO
6564	144452.0120	2150937.2948	COGO
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6568	143526.5975	2151068.4955	COGO
6569	143131.1121	2151479.9357	COGO
6570	142915.2749	2153018.4940	COGO
6571	142914.0589	2152848.4984	COGO
6572	142784.0622	2152849.4282	COGO
6573	142865.0040	2153749.7223	COGO
6574	142480.9001	2153383.2928	COGO
6575	142861.2069	2153218.8859	COGO
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6578	142781.8660	2152542.3861	COGO
6579	142681.2611	2153020.1679	COGO
6580	143240.2173	2153074.9912	COGO
6581	143152.3521	2152704.7340	COGO
6582	143040.1733	2153754.4171	COGO
6583	143190.9323	2153016.5222	COGO
6584	143132.7351	2153440.0404	COGO
6585	143040.0327	2152231.4286	COGO
6586	142775.1949	2151609.7699	COGO
6587	143014.2534	2152017.7663	COGO
6588	143012.8229	2151817.7714	COGO
6589	142470.3461	2150566.6923	COGO
6590	143006.8669	2153991.4573	COGO
6591	142973.5321	2153403.7572	COGO
6592	143120.4766	2153424.4063	COGO
6593	142649.5476	2151297.7635	COGO
6594	142493.4960	2151133.0884	COGO
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6596	142641.3389	2151236.7619	COGO
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6598	142156.7775	2150990.0285	COGO
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6601	141217.7631	2151075.3830	COGO
6602	140350.6568	2151008.0977	COGO
6603	140241.2174	2150935.9365	COGO
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6605	142156.4624	2150954.0399	COGO
6606	140720.9889	2150888.1031	COGO
6607	141288.2754	2150936.1789	COGO
6608	141555.2667	2150946.3016	COGO
6609	141145.5900	2151069.7825	COGO
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6611	141321.6579	2150961.3373	COGO
6612	143311.2171	2156216.5716	COGO
6613	143176.6792	2155758.5443	COGO
6614	143042.1412	2155300.5169	COGO
6615	143192.7576	2156664.8885	COGO
6616	143069.3707	2157111.8743	COGO
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6623	142719.2283	2156718.2125	COGO
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6625	142836.2103	2157215.7914	COGO
6626	142842.3215	2158115.9006	COGO
6627	143266.3435	2155957.2135	COGO
6628	143163.4587	2155957.6128	COGO
6629	143043.0271	2155867.7964	COGO
6630	142997.9835	2155714.2468	COGO
6631	142970.7898	2155562.9075	COGO
6632	142964.0988	2155408.0108	COGO
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6634	142948.9806	2154422.0198	COGO
6635	142949.6329	2154192.8546	COGO
6636	142948.3050	2154007.2193	COGO
6637	143279.5837	2156448.1402	COGO
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6640	142976.9285	2157202.0536	COGO
6641	142943.2003	2157603.2082	COGO
6642	143153.4000	2150733.8074	COGO
6643	143298.5751	2150705.4157	COGO
6644	143119.4141	2150495.6564	COGO
6645	143069.7619	2150635.8849	COGO
6646	143073.1298	2150913.5169	COGO
6647	143219.4020	2150937.9175	COGO

COORDINATES

POINT NAME	NORTHING	EASTING	DESCRIPTION
6648	143018.7604	2151109.2906	COGO
6649	143016.5705	2150961.8249	COGO
6650	142837.5489	2150915.5789	COGO
6651	142693.0485	2150943.1327	COGO
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6653	142922.1852	2151013.4926	COGO
6654	142920.1689	2150735.8489	COGO
6655	142774.2084	2150710.8374	COGO
6656	142974.8501	2150539.4644	COGO
6657	142976.7222	2150687.5396	COGO
6658	143028.9631	2149886.0896	COGO
6659	143019.9226	2150035.8169	COGO
6660	142964.3351	2150167.5044	COGO
6661	142544.2397	2145645.6763	COGO
6662	147128.1987	2150795.2068	COGO
6663	147647.8385	2150863.7435	COGO
6664	147565.9896	2150864.0401	COGO
6665	147645.5052	2150878.5574	COGO
6666	147904.0104	2150901.1789	COGO
6667	147964.7893	2150900.8138	COGO
6668	147895.6423	2149508.4761	COGO
6670	142863.3533	2150278.4218	COGO
6671	142529.1846	2150597.9061	COGO
6672	142413.7535	2150693.6957	COGO
6673	142302.6577	2150738.7928	COGO
6674	142153.1201	2150750.5616	COGO
6675	141919.4218	2150768.3633	COGO
6676	141721.9566	2150780.3379	COGO
6677	141542.7016	2150788.5582	COGO
6678	141399.9150	2150795.1572	COGO
6679	141390.5253	2150795.2394	COGO
6680	141560.0507	2150787.1042	COGO
6681	141702.8373	2150780.5052	COGO
6682	142005.1576	2150758.6874	COGO
6683	142136.8008	2150750.7044	COGO
6684	141252.4962	2150791.4558	COGO
6685	143140.8879	2149983.1129	COGO
6686	143152.7655	2150132.6419	COGO
6687	143202.7522	2150251.0751	COGO
6688	143301.6035	2150363.8955	COGO
6689	144411.5434	2150766.3597	COGO
6690	144124.4942	2150743.8557	COGO
6691	143988.0122	2150738.9245	COGO
6692	143941.1131	2150739.2063	COGO
6693	143791.4181	2150729.6460	COGO
6694	143669.9076	2150680.0193	COGO
6695	143556.3197	2150582.0510	COGO
6696	144242.7960	2150872.2870	COGO
6697	144219.3265	2150872.4281	COGO
6698	142942.4647	2148387.1017	COGO
6699	141042.9141	2148188.9352	COGO
6700	142951.1777	2148110.8801	COGO
6701	144021.6216	2150885.2625	COGO
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6703	143832.7631	2150900.7508	COGO
6704	143826.3132	2150900.7895	COGO
6705	143676.7437	2150912.1456	COGO
6706	143556.0621	2150963.0776	COGO
6707	143443.5820	2151062.315	COGO
6708	143117.9174	2151392.7623	COGO
6709	143020.3373	2151506.779	COGO
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6711	142961.8980	2151[illegible].25	COGO
6712	144377.1442	2150[illegible].113	COGO
6713	144392.965[illegible]	2150[illegible].7516	COGO
6714	144527.[illegible]40	2150[illegible]8.775	COGO
6715	144536.[illegible]236	2150[illegible]8.[illegible]981	COGO
6716	144[illegible]33.[illegible]22	2150[illegible]4.8310	COGO
[illegible]	144[illegible]257.[illegible]67	2150910.1806	COGO
6718	144[illegible]267.8[illegible]0	2150913.3720	COGO
6719	144[illegible]280.395[illegible]	2150920.5266	COGO
6720	143[illegible]06.9661	2154005.3222	COGO
[illegible]	142[illegible]51.2397	2145645.6763	COGO
[illegible]722	142[illegible]3.5438	2151066.0258	COGO
6723	142231.4596	2150953.3835	COGO
[illegible]724	142226.1006	2151294.6984	COGO
[illegible]725	142228.6858	2153989.8391	COGO
[illegible]726	143185.7268	2147098.0302	COGO
6728	143204.3943	2147304.4828	COGO
6729	146100.5121	2152997.0312	COGO
6730	143179.6027	2148423.2686	COGO
6731	146044.2629	2148396.1109	COGO
6732	143180.2685	2148328.6447	COGO
8001	146312.2486436	2151234.9138830	COGO
8007	143116.5188223	2151508.9391270	COGO
8013	144704.8474071	2153690.5186116	COGO
8014	144662.5879660	2153599.8867207	COGO
8015	144047.8216716	2153904.8972604	COGO
8016	144028.4956262	2153806.7825114	COGO
8017	145641.3448978	2151316.1160151	COGO
8020	144143.4689371	2146918.1491395	COGO
8021	143315.7506400	2149358.5211200	COGO
8022	142727.4608199	2146596.1836774	COGO
8023	142327.8479439	2149927.5540073	COGO
8024	145550.4635976	2151163.6378551	COGO
8025	145390.4662609	2151164.5610429	COGO
8026	145551.3172213	2151316.6595884	COGO
8028	144883.5389797	2151003.2237650	COGO
8029	144884.7222051	2151198.4001785	COGO
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8031	144871.5179063	2151255.8388393	COGO
8032	142168.7998517	2150028.9624550	COGO
8033	144681.0689459	2151240.4761774	COGO
8034	144596.4973405	2151239.6921058	COGO

COORDINATES

POINT NAME	NORTHING	EASTING	DESCRIPTION
8035	144832.3000188	2151270.6655256	COGO
8036	143125.5663000	2152359.9353000	COGO
8037	144079.7632700	2150431.8785300	COGO
8038	142937.9324199	2148134.6175973	COGO
8039	143920.6542400	2150181.9504000	COGO
8040	141678.8272693	2151050.3583679	COGO
8041	144713.7328719	2151242.5548390	COGO
8042	144101.0815200	2150445.1494800	COGO
8043	143183.1465951	2146240.4711864	COGO
8044	144197.9732057	2151357.1766093	COGO
8045	144133.7143493	2151395.0470347	COGO
8046	144064.7583774	2151441.7085985	COGO
8047	144015.7543487	2151435.3543024	COGO
8048	143939.8912099	2151001.3687401	COGO
8049	143963.8891102	2151299.9519059	COGO
8050	143899.0684582	2151304.2962749	COGO
8051	145563.7769588	2151751.2311822	COGO
8052	145564.6285247	2151901.3047662	COGO
8053	145553.7771476	2151751.2926271	COGO
8054	142726.4567876	2151786.6296248	COGO
8055	144062.2521695	2146232.6911744	COGO
8056	143116.0877000	2151508.5268000	COGO
8058	144636.3287409	2153560.5765975	COGO
8059	142562.4664403	2146597.5570369	COGO
8060	142565.2709445	2146895.9672860	COGO
8061	143271.1564551	2152986.1121737	COGO
8062	143325.8559205	2152985.8703423	COGO
8063	143630.1412026	2153130.1507941	COGO
8064	143676.5229808	2153124.8826783	COGO
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8066	143780.2577760	2152945.771[illegible]887	COGO
8069	146283.0062519	2153552.125[illegible]27	COGO
8070	142712.3455208	2146[illegible]678[illegible]7	COGO
8071	143697.9716963	2[illegible]80.[illegible]611	COGO
8072	142377.2775139	[illegible]46897.5[illegible]528	COGO
8073	142383.0331887	[illegible]47497.[illegible]4926	COGO
8075	143112.4178000	2[illegible]2[illegible]599000	COGO
8076	140939.6764377	2[illegible]03.6935359	COGO
8079	144068.5[illegible]235	2146[illegible]12.8733638	COGO
8080	147279.44[illegible]9627	2152[illegible]9.3023691	COGO
8081	140941.49[illegible]770	2151[illegible].5770452	COGO
8082	[illegible]0[illegible].865[illegible]712	2152194.5029504	COGO
8083	[illegible]4341.[illegible]17400	2147311.3030800	COGO
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[illegible]6	[illegible]43416.75[illegible]00	2147514.1338400	COGO
80[illegible]	[illegible]3853.8758[illegible]25	2148247.5132865	COGO
80[illegible]	[illegible]350.9596[illegible]00	2148560.4692500	COGO
8089	140951.49[illegible]521	2151357.5270655	COGO
8090	143351.3500400	2148629.1925600	COGO
[illegible]	143446.1040100	2148948.5985800	COGO
8093	143310.5000757	2151309.2961095	COGO
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8096	143884.4083828	2151653.5827671	COGO
8097	144191.9676501	2153670.1062603	COGO
8098	142922.4953686	2146492.5567111	COGO
8099	144882.6648700	2150328.9921300	COGO
8100	142907.4960311	2146492.6976848	COGO
8101	142909.0937332	2146662.6901768	COGO
8102	143407.1841588	2151888.3987892	COGO
8104	143262.7686832	2153117.6135829	COGO
8105	145726.9064512	2152200.6800787	COGO
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8107	143204.2987896	2153462.2184181	COGO
8108	143964.5710049	2151475.3644741	COGO
8109	143322.5583408	2151705.9839525	COGO
8110	143770.1434412	2151928.4933627	COGO
8111	143878.8452992	2151005.3762230	COGO
8112	143949.2990343	2148625.5646358	COGO
8113	143351.3638800	2148630.9912300	COGO
8114	143969.5663037	2151531.4825870	COGO
8115	143145.0715561	2153664.9229499	COGO
8116	143860.3613238	2151702.3569750	COGO
8119	143587.5128095	2151581.3445847	COGO
8120	143760.4734119	2152193.8517296	COGO
8121	147279.4739923	2152689.1483024	COGO
8122	145508.0460052	2152448.7629480	COGO
8123	143806.8910391	2151898.0811275	COGO
8126	142924.0930707	2146662.5492031	COGO
8127	143589.6649318	2151342.3124486	COGO
8128	145181.4604232	2152450.4616867	COGO
8129	145796.3851449	2152531.5913280	COGO
8130	145180.6581893	2152296.2307731	COGO
8131	143283.2783661	2153095.5689689	COGO
8136	143787.9879082	2152017.8502937	COGO
8137	143767.4854120	2153459.8111232	COGO
8138	144442.2632857	2153628.2868227	COGO
8139	142555.5119103	2146496.0413383	COGO
8140	146323.0059244	2153551.9639857	COGO
8141	143739.3957627	2152292.1430940	COGO
8142	147249.0010724	2152834.2077196	COGO
8143	143354.2068300	2148683.9974900	COGO
8146	143343.2773308	2153095.2164900	COGO
8147	146951.7507763	2153549.4196384	COGO
8150	143233.6951253	2147827.6222814	COGO
8152	143548.6111839	2153192.2637613	COGO
8153	143553.8865162	2153238.6346549	COGO
8154	143372.2523336	2153386.1643932	COGO

COORDINATES

POINT NAME	NORTHING	EASTING	DESCRIPTION
8155	143231.6450681	2153301.7618350	COGO
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8157	143361.7295000	2148736.5013600	COGO
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8160	143716.2927965	2152358.1996414	COGO
8161	143726.5727522	2152358.1694372	COGO
8162	142622.4273344	2147210.7795734	COGO
8166	142623.5480879	2147350.7750873	COGO
8167	142429.9601161	2147385.7006484	COGO
8168	142909.4553964	2147613.5757577	COGO
8169	143226.8690874	2151972.7925246	COGO
8171	143600.1306322	2151959.1396655	COGO
8172	143673.9171927	2151971.4472083	COGO
8173	143764.8101487	2151989.7630201	COGO
8174	142763.5545285	2147660.2117674	COGO
8175	143373.8369000	2148788.0040800	COGO
8176	143390.5889000	2148838.6072300	COGO
8177	143411.6284400	2148887.2093600	COGO
8178	143436.8949200	2148933.7783000	COGO
8179	143469.7476800	2148985.4055000	COGO
8180	143462.2020400	2149019.9345300	COGO
8181	143457.1141000	2149023.1956800	COGO
8182	143363.1955800	2149196.8072900	COGO
[illegible]	143567.2373827	2149194.9782900	COGO
8184	143414.2418000	2149059.9912400	COGO
[illegible]	143385.7631300	2149101.7346000	COGO
8188	145002.6995100	2150323.3096200	COGO
8190	145002.7436300	2150327.8164400	COGO
[illegible]	143368.7849000	2149147.5823600	COGO
8193	143363.1908000	2149196.1075800	COGO
8194	143363.6818800	2149248.1034800	COGO
8195	143364.2030700	2149303.0801500	COGO
8197	143364.7242500	2149358.0568400	COGO
8198	143365.2454200	2149413.0308800	COGO
8199	143365.2591000	2149414.4734600	COGO
8200	144106.4245355	2149407.3154468	COGO
8202	143787.4200700	2150181.6063500	COGO
8203	143367.8121000	2149469.1697200	COGO
8204	143374.4337100	2149523.8415800	COGO
8205	143378.8141700	2149548.5974200	COGO
8206	143788.5445400	2150182.9014700	COGO
8207	143842.7932100	2150242.3646300	COGO
8208	144904.7909212	2152297.6657000	COGO
8209	143915.4737000	2150241.6756100	COGO
8210	143975.8393000	2150240.8658800	COGO
8211	143369.1139100	2149524.6869500	COGO
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8215	143330.7635100	2149413.4294200	COGO
8218	140363.1907341	2151525.7190900	COGO
8221	143303.2096700	2149303.6583800	COGO
8222	143293.0535900	2149248.7730200	COGO
8223	143285.3782800	2149195.0758700	COGO
8225	143278.7421300	2149126.1422300	COGO
8226	143474.8778400	2149736.0596300	COGO
8227	143552.5268900	2149848.8065300	COGO
8228	144077.8832900	2150239.8667700	COGO
8230	143959.3355300	2150323.7305800	COGO
8231	145122.7782700	2150322.1339300	COGO
8232	142716.6251248	2147679.0405206	COGO
8233	143833.1829300	2149804.3155600	COGO
8234	143786.7217100	2150107.9412800	COGO
8235	146971.7506125	2153549.3387049	COGO
8236	145651.7199216	2153114.2075321	COGO
8237	144079.3569700	2150390.3803800	COGO
8238	144212.7483500	2150389.0743500	COGO
8240	144213.2866200	2150444.0508800	COGO
8241	144213.8249000	2150499.0274100	COGO
8242	144263.7908900	2150491.6378200	COGO
8243	145648.3012417	2152521.7173950	COGO
8244	144398.8795000	2150490.3151700	COGO
8245	144585.1929700	2150610.2507200	COGO
8246	144705.2103400	2150602.8040300	COGO
8247	144705.2717300	2150609.0750400	COGO
8248	144705.6156200	2150644.1976500	COGO
8249	144825.2891000	2150601.6283400	COGO
8250	144834.1612986	2152369.0339261	COGO
8251	145295.4127103	2150590.3700599	COGO
8252	145295.4232841	2150591.4500150	COGO
8253	145294.8252764	2150530.3725522	COGO
8254	145294.8358502	2150531.4525073	COGO
8255	145174.8322189	2150531.6690663	COGO
8256	145175.4196490	2150591.6661906	COGO
8257	145485.1647766	2150541.0403000	COGO
8258	145485.7032542	2150596.0376639	COGO
8259	145435.0547902	2150530.0516189	COGO
8260	145435.6422203	2150590.0487432	COGO
8261	145125.4693999	2150596.9922671	COGO
8262	140333.1911088	2151525.8690289	COGO
8263	145124.9309224	2150541.9949032	COGO

POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

3/4/2024

Preliminary Plans

PLS			POE & ASSOCIATES, OKLAHOMA CITY, OK SURVEY DIVISION
DRAWN			**SURVEY DATA SHEET**
CHECKED			
APPROVED			
CREW	POE		SWO 2923(1) PROJECT NO. 09032(08) SHEET NO. SDI0

SDS 10 OF 46

OKLAHOMA COUNTY

POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

3/4/2024

COORDINATES

POINT NAME	NORTHING	EASTING	DESCRIPTION
8265	142331.4507539	2150308.5169716	COGO
8266	145005.3859794	2150597.6917255	COGO
8269	145004.8475018	2150542.6943616	COGO
8270	145005.4349319	2150602.6914859	COGO
8271	145004.8964543	2150547.6941219	COGO
8272	144885.3559999	2150603.8504571	COGO
8273	144884.8175223	2150548.8530932	COGO
8274	144824.7506224	2150546.6309760	COGO
8275	142172.5358119	2150424.0047897	COGO
8276	144704.6718624	2150547.8066660	COGO
8277	144704.7332524	2150554.0776760	COGO
8278	144584.6544924	2150555.2533560	COGO
8279	144398.9440124	2150496.9039960	COGO
8280	144534.0326224	2150495.5813460	COGO
8281	142555.0381882	2146445.6136018	COGO
8282	142729.7578613	2152247.9537050	COGO
8283	140380.4781887	2153901.8415735	COGO
8284	141696.6233930	2153478.5640565	COGO
8285	141684.2956562	2151794.6231802	COGO
8286	139270.5192614	2150987.3021912	COGO
8287	139281.0736930	2152274.3861573	COGO
8288	139601.0616382	2152271.6085767	COGO
8289	138281.1113644	2152283.0660966	COGO
8291	139590.5070169	2150984.5014754	COGO
8292	140368.6924467	2152266.1444859	COGO
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8294	137731.1320837	2152287.8400633	COGO
8295	137764.1308405	2152287.5536253	COGO
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8297	143669.5969681	2156215.1120513	COGO
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8299	143595.0903374	2155650.2940856	COGO
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8305	145640.9028146	2151239.4987393	COGO
8306	147272.6892203	2152735.0681813	COGO
8307	143796.1057251	2152027.6876269	COGO
8308	145639.1686062	2150938.9437425	COGO
8309	142328.7936130	2150027.5495357	COGO
8310	142717.0979594	2147729.0382849	COGO
8311	143214.2571571	2151912.0888244	COGO
8312	143686.1635427	2151910.6687013	COGO
8313	142661.1435852	2147094.7525562	COGO
8314	142664.0680379	2147405.9088136	COGO
8315	143668.6336794	2156158.1201916	COGO
8316	142314.6123546	2148528.0297330	COGO
8317	142313.1938510	2148378.0364404	COGO
8319	142938.7473108	2148222.1138026	COGO
8320	142791.7538840	2148223.5039362	COGO
8321	142790.9264236	2148136.0078488	COGO
8322	142939.4565626	2148297.1104490	COGO
8324	142748.7558068	2148223.9105739	COGO
8325	142940.1658144	2148372.1070953	COGO
8327	142513.1849079	2148376.1451022	COGO
8328	142511.7664043	2148226.1518096	COGO
8329	142941.5843180	2148522.1003880	COGO
8330	142559.2712094	2146896.0236724	COGO
8331	146270.2572653	2150935.1602972	COGO
8332	146310.2565464	2150934.9204972	COGO
8336	142325.9566058	2149727.5629504	COGO
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8338	142505.9522475	2147611.3593015	COGO
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8355	142757.4284278	2148823.7176665	COGO
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8358	142944.5629867	2148837.0656464	COGO
8360	142935.9328207	2149721.8759368	COGO
8361	142932.4643902	2149355.1223371	COGO
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8363	142453.1412247	2149344.3547009	COGO
8364	142932.3225399	2149340.1230079	COGO
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8368	142945.3668053	2148922.0618322	COGO
8369	142928.3674681	2148922.2119549	COGO
8370	142927.4217991	2148822.2164265	COGO
8371	142944.4211362	2148822.0663038	COGO
8372	146941.3452055	2150931.1370519	COGO
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8374	142349.0642929	2149527.3511249	COGO
8375	145839.7119	2150507.6158	COGO
8376	145784.9172	2150507.9443	COGO
8377	142321.7010949	2149277.5830585	COGO
8378	146961.3448461	2150931.0171519	COGO
8379	142922.0254562	2146442.5589193	COGO
8380	142697.9970639	2147824.2036988	COGO
8381	142699.6417573	2147999.1959700	COGO
8383	142921.7477847	2148222.2432558	COGO
8384	142944.3740418	2148817.0871969	COGO
8387	141633.1378865	2150490.2106447	COGO
8389	141333.1495841	2150492.8598683	COGO

COORDINATES

POINT NAME	NORTHING	EASTING	DESCRIPTION
8390	146942.5377295	2151231.2046823	COGO
8391	142331.6306202	2150327.5361211	COGO
8393	146943.7302535	2151531.2723127	COGO
8394	146943.8892196	2151571.2719968	COGO
8395	146945.0817436	2151871.3396271	COGO
8396	146946.2742676	2152171.4072575	COGO
8397	146946.4332337	2152211.4069416	COGO
8399	141678.8189576	2150033.2895201	COGO
8400	142323.2881027	2146047.6689934	COGO
8401	141331.1022105	2150276.3695492	COGO
8402	141031.1139081	2150279.0187727	COGO
8403	142667.9982337	2147824.4686212	COGO
8404	142667.0998480	2147729.4728692	COGO
8405	142914.1902132	2147727.2907920	COGO
8406	146947.4551076	2152468.5349111	COGO
8407	141641.3117272	2146053.3455425	COGO
8408	146948.3453178	2152692.5331421	COGO
8409	142696.9780588	2145894.4102473	COGO
8410	141032.1541440	2150389.0138540	COGO
8411	140678.2302198	2150463.4821505	COGO
8414	142316.9027220	2149827.6530457	COGO
8415	142326.9022748	2149827.5584788	COGO
8416	142317.9429572	2149937.6481271	COGO
8417	143827.3703429	2153376.0673680	COGO
8418	142319.9974003	2145697.5444571	COGO
8419	143844.9790091	2153396.6071487	COGO
8421	142756.3762961	2147636.2644715	COGO
8422	144335.2205261	2153553.8104603	COGO
8423	144360.4971179	2152953.8693342	COGO
8424	145089.1273987	2153272.1682054	COGO
8425	144836.7802244	2153397.8340180	COGO
8426	144650.7353752	2153468.5886848	COGO
8427	145698.9535234	2152870.8737313	COGO
8428	145551.1670340	2153048.3120693	COGO
8429	140292.7685414	2150314.3676414	COGO
8430	139937.9092567	2150317.8119781	COGO
8431	139629.6159216	2150513.8771896	COGO
8432	139729.6104157	2150512.8278320	COGO
8433	139939.7788433	2150510.6222921	COGO
8434	139429.6269334	2150515.9759049	COGO
8435	139630.9182716	2150714.5220018	COGO
8437	142666.6270135	2147679.4751049	COGO
8438	142650.1165410	2148049.6352715	COGO
8439	142651.7585015	2148224.6482265	COGO
8441	144131.3793738	2145631.8423946	COGO
8442	144836.2151917	2152763.8985844	COGO
8443	144468.3501681	2152765.8120387	COGO
8444	144443.4807808	2152790.9414955	COGO
8445	144359.6519149	2152791.3775323	COGO
8446	144358.5800018	2152585.3003201	COGO
8447	144383.4493891	2152560.1708633	COGO
8448	144413.3989839	2152560.0150801	COGO
8449	144411.7523116	2152243.4393623	COGO
8450	144378.9820215	2152211.0021[illegible]	COGO
8451	144277.5593935	2152211.[illegible]5769[illegible]	COGO
8452	144277.4563686	2152[illegible]91.[illegible]90375	COGO
8453	143438.5681136	2151[illegible]3.58[illegible]9071	COGO
8454	143578.7717508	2[illegible]5135[illegible].42[illegible]535	COGO
8455	139730.9[illegible]	2[illegible]0712[illegible]631[illegible]22	COGO
8456	139430.[illegible]5070	2[illegible]5715.[illegible]716919	COGO
8457	138866.[illegible]5840	2150[illegible]22.3614423	COGO
8458	[illegible]39.[illegible]854	505[illegible]9.9921327	COGO
8459	[illegible]139.6[illegible]2313	2150518.9690075	COGO
8460	[illegible]40.98[illegible]	2150723.6446960	COGO
8461	[illegible]36.5563676	2150220.0082543	COGO
8462	138[illegible].6785037	2150522.3453207	COGO
8463	13874[illegible].2221051	2150478.3036958	COGO
8469	138088.8472662	2150484.3500633	COGO
8471	138086.9357688	2150302.3601015	COGO
8472	137764.4476077	2150305.1234153	COGO
8473	145640.8996	2151238.9387	COGO
8474	145650.8996	2151238.9290	COGO
8475	145692.4858	2151038.9369	COGO
8476	145705.6842	2150975.4646	COGO
8477	145715.7699	2150974.9263	COGO
8478	145716.1392	2151038.9252	COGO
8479	145715.8995	2151238.8656	COGO
8480	145915.8994	2151238.6707	COGO
8481	145914.3155	2150964.1553	COGO
8482	146016.9645	2150958.5855	COGO
8483	146074.2545	2150958.5297	COGO
8484	146075.8700	2151238.5251	COGO
8485	146271.7342	2151238.3240	COGO
8486	146176.4342	2151238.4168	COGO
8487	146174.2544	2150958.4323	COGO
8488	146270.3702	2150958.3386	COGO
8489	146962.5386	2151231.4032	COGO
8490	147387.4650	2150895.3405	COGO
8491	146774.1136	2151230.0265	COGO
8492	146773.1463	2150986.6185	COGO
8493	146794.2588	2150966.8907	COGO
8494	146922.8431	2150987.1749	COGO
8495	146921.8442	2150977.2249	COGO
8496	146707.7387	2150959.8824	COGO
8497	146333.0408	2150969.2307	COGO
8498	146330.4370	2150972.7153	COGO
8499	146310.4411	2150972.8077	COGO

COORDINATES

POINT NAME	NORTHING	EASTING	DESCRIPTION
8500	146311.7207	2151235.4746	COGO
8501	146734.8994	2151232.3827	COGO
8502	146732.9120	2150984.2567	COGO
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8504	146982.6353	2150986.6650	COGO
8505	147111.1165	2151006.4784	COGO
8506	147107.3062	2151031.1863	COGO
8507	146986.6367	2151031.5128	COGO
8508	146988.1378	2151409.2298	COGO
8509	147219.1376	2151408.9509	COGO
8510	147219.0954	2151373.9510	COGO
8511	147331.0953	2151373.8158	COGO
8512	147332.8983	2151827.4822	COGO
8513	147233.5986	2151827.7508	COGO
8514	147235.5747	2152324.9632	COGO
8515	147074.5493	2152405.2031	COGO
8516	147072.2561	2151828.1872	COGO
8517	146964.9115	2151828.4776	COGO
8518	147229.6256	2151024.7540	COGO
8519	147230.4630	2151235.4523	COGO
8520	147330.4629	2151235.3316	COGO
8521	147261.7064	2151029.7013	COGO
8522	147329.6537	2151048.3501	COGO
8523	148234.7538	2150890.2609	COGO
8524	148236.5382	2151339.2573	COGO
8525	148156.5383	2151339.3539	COGO
8526	148157.3570	2151545.3523	COGO
8527	148007.0597	2151546.2534	COGO
8528	148008.6235	2151939.7483	COGO
8529	147848.9586	2152019.3103	COGO
8530	147845.9298	2151206.3500	COGO
8531	148001.6465	2151226.3817	COGO
8532	148156.4344	2151313.2141	COGO
8533	148238.4695	2151825.21[illegible]	COGO
8534	145636.4530	2150658.835[illegible]	COGO
8535	146305.1476	2150[illegible]268	COGO
8536	146335.9470	2150[illegible]54.[illegible]22	COGO
8537	146620.1488	2150678.3[illegible]0	COGO
8538	146729.1399	2150687.4[illegible]8	COGO
8539	145951.2493	2150363.[illegible]58	COGO
8540	145954.2439	2150[illegible].9305	COGO
8541	145841.2459	2150[illegible]57.6079	COGO
8542	145838.25[illegible]3	2150[illegible]4.6233	COGO
8543	145783.45[illegible]7	2150[illegible].9518	COGO
8544	146402.15[illegible]9	2150[illegible].8421	COGO
8545	1[illegible]5.45	2150365.6712	COGO
8546	145667.919	2150508.6637	COGO
8547	145666.7[illegible]7	2150633.6572	COGO
8548	145691.24[illegible]	2150658.5072	COGO
8549	146402.157[illegible]	2150367.7694	COGO
8550	145617.171[illegible]	2150366.1140	COGO
8551	145932.70[illegible]	2150363.6847	COGO
8552	146934.4657	2150592.8079	COGO
8553	146992.6999	2150363.2228	COGO
8554	147112.6964	2150362.2989	COGO
8555	147308.8330	2150421.8233	COGO
8556	147619.7405	2150516.1789	COGO
8557	147622.5393	2150809.9502	COGO
8558	146928.8472	2150690.4625	COGO
8559	146917.6231	2150701.6866	COGO
8560	146988.4522	2150697.3430	COGO
8561	147001.0513	2150709.9420	COGO
8562	146994.4666	2150592.8070	COGO
8563	147311.9728	2150751.4033	COGO
8564	147091.6657	2150720.2779	COGO
8565	147088.2571	2150362.4871	COGO
8566	147090.4006	2150587.4769	COGO
8567	147520.9020	2150486.1829	COGO
8568	147523.7911	2150789.4491	COGO
8569	147828.1286	2150859.2534	COGO
8570	147747.2383	2150515.4145	COGO
8571	147750.3274	2150839.6719	COGO
8572	147874.7360	2150514.6502	COGO
8573	148209.3034	2150856.9682	COGO
8574	147878.0161	2150858.9543	COGO
8575	148230.5604	2150512.5170	COGO
8576	148054.3858	2150857.8969	COGO
8577	148050.5636	2150513.5960	COGO
8578	148234.1088	2150832.1629	COGO
8579	148052.7207	2150707.9062	COGO
8580	148232.7175	2150706.8271	COGO
8581	147445.9900	2151163.6491	COGO
8582	147330.1522	2151163.5487	COGO
8583	147808.0735	2152039.6836	COGO
8584	147805.7355	2151451.3982	COGO
8585	147823.1796	2151433.9961	COGO
8586	147822.4474	2151249.7376	COGO
8587	147846.1122	2151255.3097	COGO
8588	143453.3694	2154086.1635	COGO
8589	143993.8357	2154037.9784	COGO
8590	143461.4263	2151121.3844	COGO
8591	143966.5681	2154074.5025	COGO
8592	144483.1911	2154431.7467	COGO
8593	143735.9393	2154410.7563	COGO
8594	143658.3558	2154549.6650	COGO
8595	143612.9137	2154784.3626	COGO
8596	143090.2197	2154625.8445	COGO
8597	143578.3805	2154850.3092	COGO
8598	144259.4365	2154718.5363	COGO
8599	143613.3796	2154850.0610	COGO
8600	144235.2671	2154791.7995	COGO
8601	143104.3932	2155118.8268	COGO
8602	143078.1188	2154921.0755	COGO
8603	143056.7684	2154634.5347	COGO

COORDINATES

POINT NAME	NORTHING	EASTING	DESCRIPTION
8604	143632.0407	2154630.4528	COGO
8605	143303.6831	2154919.4759	COGO
8606	143305.2014	2155133.5806	COGO
8607	143580.5587	2155157.4708	COGO
8608	143584.0534	2155650.2845	COGO
8609	143585.0903	2155796.4954	COGO
8610	143600.0903	2155796.4954	COGO
8611	143600.0903	2156140.3955	COGO
8612	143763.2838	2154458.7675	COGO
8613	143663.0774	2154785.7725	COGO
8614	143663.5358	2154850.4162	COGO
8615	143698.5355	2154850.2736	COGO
15872	140378.6837730	2150995.9483060	BM
15873	141700.3823620	2151070.0733500	BM
15875	143428.6951520	2151210.7776840	BM
15876	143599.0558960	2150562.8433890	BM
50285	145553.8078560	2150653.4402270	BM
50303	144252.2513510	2150490.5006800	BM
50304	143919.9301930	2150298.9654250	BM
50305	143490.7027260	2149895.1502220	BM
50307	143401.6750190	2149250.2771580	BM
50309	143390.2218670	2148652.9488630	BM
50311	143242.1995770	2148000.3678520	BM
50313	143237.6604340	2147408.0054470	BM
5[illegible]	143205.3644390	2146579.6986950	BM
50317	143182.8490400	2145913.5696550	BM
503[illegible]	143197.8093010	2145708.7094360	BM
503[illegible]	142888.1129440	2145743.2748250	BM
50321	142901.9036360	2146335.1472670	BM
5[illegible]	142916.9876250	2146936.6238090	BM
50325	142907.3605680	2147568.1486410	BM
50327	142911.6066500	2148227.1133380	BM
50329	142802.9275290	2148847.0583200	BM
50331	142760.5652270	2149409.0325230	BM
50332	142643.1187210	2149720.2042730	BM
50333	142464.1441130	2150123.0392650	BM
50334	142296.1946730	2150304.5431320	BM
50335	141839.2050150	2150657.0857100	BM
50336	141535.0147150	2150701.4701360	BM
50338	140917.9882580	2150688.8599450	BM
50340	140383.9186640	2150617.3816870	BM
50341	145812.9439860	2151012.1135020	BM
50343	145129.4986010	2150988.2197760	BM
50344	143845.2559930	2150991.1289140	BM
50345	143455.5868870	2151409.9459730	BM
50346	143116.7567800	2151924.9735110	BM
50347	143220.7316130	2152558.2994020	BM
50348	143234.7555270	2153314.0595330	BM
50349	143103.1601590	2155087.5292970	BM
50350	143227.6751920	2155899.3994280	BM
50351	140981.2726690	2151191.0884400	BM
50352	141742.5192370	2151700.9568670	BM
50355	142212.8005530	2151785.9213220	BM
50356	142650.3998690	2152622.6482410	BM
50357	142589.5668460	2153095.4772350	BM
50358	142313.0682340	2153577.2256960	BM
50359	142726.6169390	2154100.2562350	BM
50360	142726.3158390	2155264.4566610	BM
50361	142543.6667540	2155843.1012460	BM
50362	142400.6015830	2156176.7690840	BM
50363	143072.6477560	2154416.4572460	BM
50364	145128.6796490	2150516.6250320	BAR & CAP O-55-1837 "CHURCH"
50365	143511.6047900	2147104.4432610	'X' ON CURB O-55-1838 "CIRCUIT CITY"
50366	140934.0270660	2155986.3656050	BAR & CAP O-55-1839 "DIAMOND"
50367	140344.4017030	2150218.6566280	BAR & CAP O-55-1840 "HOSPICE"
50368	143197.9033480	2152447.0616600	BAR & CAP O-55-1841 "MALL"
50369	145912.2610280	2152981.6647200	NGS P216-STEELROD "RAILROAD"
50370	144445.4785770	2150947.4412100	BM "RAMADA"

Preliminary Plans

PLS		
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APPROVED		
CREW	POE	

POE & ASSOCIATES, OKLAHOMA CITY, OK
SURVEY DIVISION

SURVEY DATA SHEET

SWO 2923(1) PROJECT NO. 09032(08) SHEET NO. SDI

OKLAHOMA COUNTY

SDS 11 OF 46

8-87

Project Name: EC-1060*Crossroads
Description: survey alg for Crossroads Interchange
Horizontal Alignment Name: CL SURVEY A035
Description:
Style: Default

		STATION	NORTHING	EASTING
Element:	Linear			
	POB (1323)	2500.00	137519.4209520	2150872.6245422
	PI (6009)	4000.00	139019.3634951	2150859.4956665
	Tangent Direction:	N 0°30'05.37" W		
	Tangent Length:	1500.000		
Element:	Linear			
	PI (6009)	4000.00	139019.3634951	2150859.4956665
	PI (6010)	4600.00	139619.3405124	2150854.2441163
	Tangent Direction:	N 0°30'05.37" W		
	Tangent Length:	600.000		
Element:	Linear			
	PI (6010)	4600.00	139619.3405124	2150854.2441163
	PI (6008)	5338.63	140357.9461760	2150847.7791607
	Tangent Direction:	N 0°30'05.37" W		
	Tangent Length:	738.634		
Element:	Linear			
	PI (6008)	5338.63	140357.9461760	2150847.7791607
	PI (1350)	6000.00	141019.2909597	2150841.9904370
	Tangent Direction:	N 0°30'05.38" W		
	Tangent Length:	661.370		
Element:	Linear			
	PI (1350)	6000.00	141019.2909597	2150841.9904370
	PI (1351)	6500.00	141519.2718074	2150837.6141518
	Tangent Direction:	N 0°30'05.37" W		
	Tangent Length:	500.000		
Element:	Linear			
	PI (1351)	6500.00	141519.2718074	2150837.6141518
	PI (1354)	7000.00	142019.2526552	2150833.2378665
	Tangent Direction:	N 0°30'05.37" W		
	Tangent Length:	500.000		
Element:	Linear			
	PI (1354)	7000.00	142019.2526552	2150833.2378665
	PI (1355)	7500.00	142519.2335030	2150828.8615813
	Tangent Direction:	N 0°30'05.37" W		
	Tangent Length:	500.000		
Element:	Linear			
	PI (1355)	7500.00	142519.2335030	2150828.8615813
	PI (1084)	7979.44	142998.6493000	2150824.6653000
	Tangent Direction:	N 0°30'05.37" W		
	Tangent Length:	479.434		
Element:	Linear			
	PI (1084)	7979.44	142998.6493000	2150824.6653000
	PI (1361)	8500.01	143519.2099033	2150821.5374945
	Tangent Direction:	N 0°20'39.33" W		
	Tangent Length:	520.570		
Element:	Linear			
	PI (1361)	8500.01	143519.2099033	2150821.5374945
	PI (1362)	9000.01	144019.2008779	2150818.5332824
	Tangent Direction:	N 0°20'39.33" W		
	Tangent Length:	500.000		
Element:	Linear			
	PI (1362)	9000.01	144019.2008779	2150818.5332824
	PI (1365)	9500.01	144519.1918526	2150815.5290702
	Tangent Direction:	N 0°20'39.33" W		
	Tangent Length:	500.000		
Element:	Linear			
	PI (1365)	9500.01	144519.1918526	2150815.5290702
	PI (1366)	10000.01	145019.1828272	2150812.5248580
	Tangent Direction:	N 0°20'39.33" W		
	Tangent Length:	500.000		
Element:	Linear			
	PI (1366)	10000.01	145019.1828272	2150812.5248580
	PI (6007)	10618.82	145637.9858814	2150808.8067868
	Tangent Direction:	N 0°20'39.32" W		
	Tangent Length:	618.814		
Element:	Linear			
	PI (6007)	10618.82	145637.9858814	2150808.8067868
	PC (1060)	11317.69	146336.8429785	2150804.6076882
	Tangent Direction:	N 0°20'39.34" W		
	Tangent Length:	698.870		
Element:	Circular			
	P.C. STA. (1060)	11317.69	146336.8430	2150804.6077
	P.I. STA. ( )	12203.22	147222.3501	2150799.2871
	C.C. STA. (1063)		146371.2687	2156534.0823
	P.T. STA. (1075)	13074.84	148068.1468	2151061.5446
	Radius:	5729.58		
	Delta:	17°34'17.16" Right		
	Degree of Curvature(Arc):	1°00'00.00"		
	Length:	1757.14		
	Tangent:	885.52		
	Chord:	1750.27		
	Middle Ordinate:	67.23		
	External:	68.03		
	Tangent Direction:	N 0°20'39.33" W		
	Radial Direction:	N 89°39'20.67" E		
	Chord Direction:	N 8°26'29.25" E		
	Radial Direction:	S 72°46'22.17" E		
	Tangent Direction:	N 17°13'37.83" E		

SDS 12 OF 46

Project Name: EC-1060*Crossroads
Description: survey alg for Crossroads Interchange
Horizontal Alignment Name: CL SURVEY A035 *CONTINUED
Description:
Style: Default

		STATION	NORTHING	EASTING
Element:	Linear			
	POB (1075)	13074.84	148068.1468	2151061.5446
	PI (1076)	13302.75	148285.8404	2151129.0452
	Tangent Direction:	N 17°13'37.82" E		
	Tangent Length:	227.92		

Project Name: EC-1060*Crossroads
Description: survey alg for Crossroads Interchange
Horizontal Alignment Name: CL SURVEYA034
Description: PF2-Plan5
Style: Default

		STATION	NORTHING	EASTING
Element:	Linear			
	POB (6417)	37139.31	143039.5414473	2145147.3663457
	PI (6002)	37633.43	143044.2256038	2145641.4636161
	Tangent Direction:	N 89°27'24.62" E		
	Tangent Length:	494.119		
Element:	Linear			
	PI (6002)	37633.43	143044.2256038	2145641.4636161
	PI (6001)	39343.79	143060.4394888	2147351.7472887
	Tangent Direction:	N 89°27'24.62" E		
	Tangent Length:	1710.361		
Element:	Linear			
	PI (6001)	39343.79	143060.4394888	2147351.7472887
	PI (6240)	39500.00	143061.9203292	2147507.9502696
	Tangent Direction:	N 89°27'24.62" E		
	Tangent Length:	156.210		
Element:	Linear			
	PI (6240)	39500.00	143061.9203292	2147507.9502696
	PI (6241)	40000.00	143066.6602320	2148007.9278024
	Tangent Direction:	N 89°27'24.62" E		
	Tangent Length:	500.000		
Element:	Linear			
	PI (6241)	40000.00	143066.6602320	2148007.9278024
	PI (6004)	40274.55	143069.2629298	2148282.4672851
	Tangent Direction:	N 89°27'24.62" E		
	Tangent Length:	274.55		
Element:	Linear			
	PI (6004)	40274.55	143069.2629298	2148282.4672851
	PI (1108)	41508.92	143080.9645000	2149516.7800000
	Tangent Direction:	N 89°27'24.62" E		
	Tangent Length:	1234.368		
Element:	Linear			
	PI (1108)	41508.92	143080.9645000	2149516.7800000
	EQNBK ( )	41508.92	143080.9645000	2149516.7800000
	EQNAHD ( )	41508.92	143080.9645000	2149516.7800000
	PC (1234)	A 42007.57	143085.7762000	2150024.3309000
	Tangent Direction:	N 89°27'24.62" E		
	Tangent Length:	507.574		
Element:	Circular			
	PC (1234)	A 42007.57	143085.7762000	2150024.3309000
	PI ( )	A 42259.26	143088.1621331	2150276.0058464
	CC (1236)		140221.1160000	2150051.4885000
	PT (1237)	A 42509.66	143046.6284000	2150524.2414000
	Radius:	2864.789		
	Delta:	10°02'30.00" Right		
	Degree of Curvature(Arc):	2°00'00.00"		
	Length:	502.083		
	Tangent:	251.686		
	Chord:	501.441		
	Middle Ordinate:	10.992		
	External:	11.035		
	Tangent Direction:	N 89°27'24.62" E		
	Radial Direction:	S 0°32'35.38" E		
	Chord Direction:	S 85°31'20.38" E		
	Radial Direction:	S 9°29'54.62" W		
	Tangent Direction:	S 80°30'05.38" E		
Element:	Linear			
	PT (1237)	A 42509.66	143046.6284000	2150524.2414000
	PI (1103)	A 42814.28	142996.3594000	2150824.6854000
	Tangent Direction:	S 80°30'05.40" E		
	Tangent Length:	304.620		
Element:	Linear			
	PI (1103)	A 42814.28	142996.3594000	2150824.6854000
	PI (1227)	A 42912.77	142980.1053000	2150921.8313000
	Tangent Direction:	S 80°30'05.26" E		
	Tangent Length:	98.496		
Element:	Linear			
	PI (1227)	A 42912.77	142980.1053000	2150921.8313000
	PC (1238)	A 43128.35	142944.5298000	2151134.4563000
	Tangent Direction:	S 80°30'05.40" E		
	Tangent Length:	215.581		
Element:	Circular			
	PC (1238)	A 43128.35	142944.5298000	2151134.4563000
	PI ( )	A 43376.68	142903.5502795	2151379.3794794
	CC (1239)		145770.0422000	2151607.2092000
	PT (1240)	A 43623.77	142905.3265000	2151627.7003000

Project Name: EC-1060*Crossroads
Description: survey alg for Crossroads Interchange
Horizontal Alignment Name: CL SURVEYA034 *CONTINUED
Description: PF2-Plan5
Style: Default

		STATION	NORTHING	EASTING
CURVE DATA CONTINUED:				
	Radius:	2864.789		
	Delta:	9°54'29.99" Left		
	Degree of Curvature(Arc):	2°00'00.00"		
	Length:	495.417		
	Tangent:	248.327		
	Chord:	494.799		
	Middle Ordinate:	10.703		
	External:	10.743		
	Tangent Direction:	S 80°30'05.38" E		
	Radial Direction:	S 9°29'54.62" W		
	Chord Direction:	S 85°27'20.35" E		
	Radial Direction:	S 0°24'35.37" E		
	Tangent Direction:	N 89°35'24.63" E		
Element:	Linear			
	PT (1240)	A 43623.77	142905.3265000	2151627.7003000
	PI (1113)	A 44100.00	142908.7329000	2152103.9174000
	Tangent Direction:	N 89°35'24.60" E		
	Tangent Length:	476.229		
Element:	Linear			
	PI (1113)	A 44100.00	142908.7329000	2152103.9174000
	PC (6247)	A 44514.61	142911.6985623	2152518.5190582
	Tangent Direction:	N 89°35'24.60" E		
	Tangent Length:	414.612		
Element:	Linear			
	PI (6247)	A 44514.61	142911.6985623	2152518.5190582
	PC (6248)	A 45050.00	142915.5281143	2153053.8930971
	Tangent Direction:	N 89°35'24.60" E		
	Tangent Length:	535.388		
Element:	Linear			
	PI (6248)	A 45050.00	142915.5281143	2153053.8930971
	PI (6005)	A 45566.73	142919.2241992	2153570.6083609
	Tangent Direction:	N 89°35'24.60" E		
	Tangent Length:	516.729		
Element:	Linear			
	PI (6005)	A 45566.73	142919.2241992	2153570.6083609
	PI (6329)	A 46000.00	142922.3233285	2154003.8687942
	Tangent Direction:	N 89°35'24.60" E		
	Tangent Length:	433.272		
Element:	Linear			
	PI (6329)	A 46000.00	142922.3233285	2154003.8687942
	PC (6105)	A 46307.99	142924.5263286	2154311.8497422
	Tangent Direction:	N 89°35'24.60" E		
	Tangent Length:	307.989		
Element:	Circular			
	PC (6105)	A 46307.99	142924.5263286	2154311.8497422
	PI ( )	A 46891.34	142928.6989727	2154895.1883068
	CC (6106)		85630.2125697	2154721.6782651
	PT (6107)	A 47474.66	142920.9935309	2155478.4909044
	Radius:	57295.780		
	Delta:	1°10'00.00" Right		
	Degree of Curvature(Arc):	0°06'00.00"		
	Length:	1166.667		
	Tangent:	583.353		
	Chord:	1166.647		
	Middle Ordinate:	2.969		
	External:	2.970		
	Tangent Direction:	N 89°35'24.60" E		
	Radial Direction:	S 0°24'35.40" E		
	Chord Direction:	S 89°49'35.40" E		
	Radial Direction:	S 0°45'24.60" W		
	Tangent Direction:	S 89°14'35.40" E		
Element:	Linear			
	PT (6107)	A 47474.66	142920.9935309	2155478.4909044
	PI (6000)	A 48214.52	142911.2208020	2156218.2873130
	Tangent Direction:	S 89°14'35.40" E		
	Tangent Length:	739.861		
Element:	Linear			
	PI (6000)	A 48214.52	142911.2208020	2156218.2873130
	POE (6052)	A 50014.57	142887.4440979	2158018.1858307
	Tangent Direction:	S 89°14'35.40" E		
	Tangent Length:	1800.056		

POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

3/4/2024

Preliminary Plans

PLS			POE & ASSOCIATES, OKLAHOMA CITY, OK SURVEY DIVISION
DRAWN			**SURVEY DATA SHEET**
CHECKED			
APPROVED			
CREW	POE		SWO 2923(1) PROJECT NO. 09032(08) SHEET NO. SD12

OKLAHOMA COUNTY

Project Name: EC-1060*Crossroads
Description: survey alg for Crossroads Interchange
Horizontal Alignment Name: A001
Description: NW of I-240
Style: Default

	STATION	NORTHING	EASTING
Element: Linear			
P.O.B. STA. (6400)	376+33.52	143186.1800	2145640.2073
PC. STA. (6460)	380+38.84	143172.6818	2146045.3005
Tangent Direction:	S 88°05'29.53" E		
Tangent Length:	405.32		
Element: Circular			
PC. STA. (6460)	380+38.84	143172.6818	2146045.3005
P.I. STA. ( )	381+00.14	143170.6403	2146106.5665
C.C. STA. (6441)		146035.8817	2146140.7062
P.T. STA. (6458)	381+61.42	143171.2215	2146167.8638
Radius:	2864.79		
Delta:	2°27'05.86" Left		
Degree of Curvature(Arc):	2°00'00.00"		
Length:	122.58		
Tangent:	61.30		
Chord:	122.57		
Middle Ordinate:	0.66		
External:	0.66		
Tangent Direction:	S 88°05'29.52" E		
Radial Direction:	S 1°54'30.48" W		
Chord Direction:	S 89°19'02.45" E		
Radial Direction:	S 0°32'35.38" E		
Tangent Direction:	N 89°27'24.62" E		
Element: Linear			
P.T. STA. (6458)	381+61.42	143171.2215	2146167.8638
PC. STA. (6459)	386+28.07	143166.7977	2146634.4928
Tangent Direction:	S 89°27'24.62" E		
Tangent Length:	466.65		
Element: Circular			
PC. STA. (6459)	386+28.07	143166.7977	2146634.4928
P.I. STA. ( )	387+50.12	143167.9547	2146756.5375
C.C. STA. (6446)		148896.1183	2146580.1776
P.T. STA. (6461)	388+72.13	143174.3079	2146878.4222
Radius:	5729.58		
Delta:	2°26'26.28" Left		
Degree of Curvature(Arc):	1°00'00.00"		
Length:	244.06		
Tangent:	122.05		
Chord:	244.04		
Middle Ordinate:	1.30		
External:	1.30		
Tangent Direction:	N 89°27'24.62" E		
Radial Direction:	S 0°32'35.38" E		
Chord Direction:	N 88°14'11.48" E		
Radial Direction:	S 2°59'01.66" E		
Tangent Direction:	N 87°00'58.34" E		
Element: Linear			
P.T. STA. (6461)	388+72.13	143174.3079	2146878.4222
P.I. STA. (6439)	393+01.32	143196.6485	2147307.0260
Tangent Direction:	N 87°00'58.35" E		
Tangent Length:	429.19		
Element: Linear			
P.I. STA. (6439)	393+01.32	143196.6485	2147307.0260
PC. STA. (6468)	399+09.25	143182.2355	2147914.7851
Tangent Direction:	S 88°38'29.38" E		
Tangent Length:	607.93		
Element: Circular			
PC. STA. (6468)	399+09.25	143182.2355	2147914.78
P.I. STA. ( )	400+04.34	143179.9811	2148009.8505
C.C. STA. (6447)		148910.2031	2148050.6230
P.T. STA. (6469)	400+99.42	143180.8825	2148104.9383
Radius:	5729.58		
Delta:	1°54'06.00" Left		
Degree of Curvature(Arc):	1°00'00.00"		
Length:	190.17		
Tangent:	95.09		
Chord:	190.16		
Middle Ordinate:	0.79		
External:	0.79		
Tangent Direction:	S 88°38'29.38" E		
Radial Direction:	S 1°21'30.62" W		
Chord Direction:	S 89°35'32.38" E		
Radial Direction:	S 0°32'35.38" E		
Tangent Direction:	N 89°27'24.62" E		
Element: Linear			
P.T. STA. (6469)	400+99.42	143180.8825	2148104.9383
PC. STA. (6470)	420+19.84	143199.0877	2150025.2720
Tangent Direction:	N 89°27'24.62" E		
Tangent Length:	1920.42		

Project Name: EC-1060*Crossroads
Description: survey alg for Crossroads Interchange
Horizontal Alignment Name: A001 *CONTINUED
Description: NW of I-240
Style: Default

	STATION	NORTHING	EASTING
Element: Circular			
PC. STA. (6470)	420+19.84	143199.0877	2150025.2720
P.I. STA. ( )	421+66.99	143200.4825	2150172.4244
C.C. STA. (6364)		143557.1717	2150021.8780
P.T. STA. (6558)	422+99.09	143304.9437	2150276.0760
Radius:	358.10		
Delta:	44°40'47.38" Left		
Degree of Curvature(Arc):	15°59'59.78"		
Length:	279.25		
Tangent:	147.16		
Chord:	272.23		
Middle Ordinate:	26.88		
External:	29.06		
Tangent Direction:	N 89°27'25.00" E		
Radial Direction:	S 0°32'35.00" E		
Chord Direction:	N 67°07'01.31" E		
Radial Direction:	S 45°13'22.38" E		
Tangent Direction:	N 44°46'37.62" E		
Element: Linear			
P.T. STA. (6558)	422+99.09	143304.9437	2150276.0760
PC. STA. (6559)	426+85.79	143579.4435	2150548.4484
Tangent Direction:	N 44°46'37.62" E		
Tangent Length:	386.70		
Element: Circular			
PC. STA. (6559)	426+85.79	143579.4435	2150548.4484
P.I. STA. ( )	428+07.95	143666.1653	2150634.4983
C.C. STA. (6365)		143831.6717	2150294.2506
P.T. STA. (6560)	429+21.26	143787.3969	2150649.6031
Radius:	358.10		
Delta:	37°40'30.20" Left		
Degree of Curvature(Arc):	15°59'59.78"		
Length:	235.47		
Tangent:	122.17		
Chord:	231.25		
Middle Ordinate:	19.18		
External:	20.27		
Tangent Direction:	N 44°46'37.82" E		
Radial Direction:	S 45°13'22.18" E		
Chord Direction:	N 25°56'22.72" E		
Radial Direction:	S 82°53'[illegible]38" E		
Tangent Direction:	N [illegible]°07'[illegible]2" E		
Element: Linear			
P.T. STA. (6560)	429+21.26	143787.3969	2150649.6031
PC. STA. (6561)	430+60.23	143925.3006	2150666.7851
Tangent Direction:	N [illegible]°06'07.62" E		
Tangent Length:	138.97		
Element: Circular			
PC. STA. (6561)	430+60.23	143925.3006	2150666.7851
P.I. STA. ( )	432+47.35	144110.9869	2150689.9205
C.C. STA. (6556)		144280.8280	2147813.3011
P.T. STA. (6555)	434+33.94	144298.1055	2150688.7962
Radius:	2875.55		
Delta:	7°26'46.96" Left		
Degree of Curvature(Arc):	1°59'33.06"		
Length:	373.72		
Tangent:	187.12		
Chord:	373.45		
Middle Ordinate:	6.07		
External:	6.08		
Tangent Direction:	N 7°06'07.63" E		
Radial Direction:	S 82°53'52.37" E		
Chord Direction:	N 3°22'44.15" E		
Radial Direction:	N 89°39'20.67" E		
Tangent Direction:	N 0°20'39.33" W		
Element: Linear			
P.T. STA. (6555)	434+33.94	144298.1055	2150688.7962
PC. STA. (6556)	436+04.58	144468.7364	2150687.7709
Tangent Direction:	N 0°20'39.33" W		
Tangent Length:	170.63		
Element: Circular			
PC. STA. (6556)	436+04.58	144468.7364	2150687.7709
P.I. STA. ( )	436+42.83	144506.9863	2150687.5429
C.C. STA. (6367)		144457.3315	2148774.4629
P.T. STA. (6552)	436+81.07	144545.1966	2150685.7864
Radius:	1913.34		
Delta:	2°17'26.00" Left		
Degree of Curvature(Arc):	2°59'40.34"		
Length:	76.49		
Tangent:	38.25		
Chord:	76.49		
Middle Ordinate:	0.38		
External:	0.38		
Tangent Direction:	N 0°20'29.49" W		
Radial Direction:	N 89°39'30.51" E		
Chord Direction:	N 1°29'12.49" W		
Radial Direction:	N 87°22'04.51" E		
Tangent Direction:	N 2°37'55.49" W		

Project Name: EC-1060*Crossroads
Description: survey alg for Crossroads Interchange
Horizontal Alignment Name: A001 *CONTINUED
Description: NW of I-240
Style: Default

	STATION	NORTHING	EASTING
Element: Linear			
P.T. STA. (6552)	436+81.07	144545.1966	2150685.7864
PC. STA. (6506)	441+12.94	144976.8538	2150672.2925
Tangent Direction:	N 1°47'25.87" W		
Tangent Length:	431.87		
Element: Circular			
PC. STA. (6506)	441+12.94	144976.8538	2150672.2925
P.I. STA. ( )	441+51.12	145014.9945	2150670.5373
C.C. STA. (6413)		145064.6501	2152580.1324
P.T. STA. (6505)	441+89.29	145053.1750	2150670.3079
Radius:	1909.86		
Delta:	2°17'26.03" Right		
Degree of Curvature(Arc):	3°00'00.00"		
Length:	76.35		
Tangent:	38.18		
Chord:	76.35		
Middle Ordinate:	0.38		
External:	0.38		
Tangent Direction:	N 2°38'05.34" W		
Radial Direction:	N 87°21'54.66" E		
Chord Direction:	N 1°29'22.33" W		
Radial Direction:	N 89°39'20.68" E		
Tangent Direction:	N 0°20'39.32" W		
Element: Linear			
P.T. STA. (6505)	441+89.29	145053.1750	2150670.3079
P.I. STA. (6504)	447+72.66	145636.5344	2150666.8028
Tangent Direction:	N 0°20'39.33" W		
Tangent Length:	583.37		
Element: Linear			
P.I. STA. (6504)	447+72.66	145636.5344	2150666.8028
PC. STA. (6507)	453+85.93	146249.7950	2150663.1180
Tangent Direction:	N 0°20'39.33" W		
Tangent Length:	613.27		
Element: Circular			
PC. STA. (6507)	453+85.93	146249.7950	2150663.1180
P.I. STA. ( )	454+66.43	146330.2904	2150662.6343
C.C. STA. (6414)		146261.2704	2152572.9425
P.T. STA. (6508)	455+46.83	146410.5411	2150668.9258
Radius:	1909.86		
Delta:	4°49'37.05" Right		
Degree of Curvature(Arc):	3°00'00.00"		
Length:	160.90		
Tangent:	80.50		
Chord:	160.85		
Middle Ordinate:	1.69		
External:	1.70		
Tangent Direction:	N 0°20'39.35" W		
Radial Direction:	N 89°39'20.65" E		
Chord Direction:	N 2°04'09.17" E		
Radial Direction:	S 85°31'02.31" E		
Tangent Direction:	N 4°28'57.69" E		
Element: Linear			
P.T. STA. (6508)	455+46.83	146410.5411	2150668.9258
PC. STA. (6536)	459+13.08	146775.6707	2150697.5511
Tangent Direction:	N 4°28'57.67" E		
Tangent Length:	366.25		
Element: Circular			
PC. STA. (6536)	459+13.08	146775.6707	2150697.5511
P.I. STA. ( )	463+76.74	147237.9132	2150733.7898
C.C. STA. (6411)		146327.8591	2156409.6023
P.T. STA. (6537)	468+38.38	147688.3138	2150843.8834
Radius:	5729.58		
Delta:	9°15'10.99" Right		
Degree of Curvature(Arc):	1°00'00.00"		
Length:	925.31		
Tangent:	463.66		
Chord:	924.30		
Middle Ordinate:	18.67		
External:	18.73		
Tangent Direction:	N 4°28'57.68" E		
Radial Direction:	S 85°31'02.32" E		
Chord Direction:	N 9°06'33.17" E		
Radial Direction:	S 76°15'51.34" E		
Tangent Direction:	N 13°44'08.66" E		
Element: Linear			
P.T. STA. (6537)	468+38.38	147688.3138	2150843.8834
PC. STA. (6538)	469+05.70	147753.7085	2150859.8681
Tangent Direction:	N 13°44'08.67" E		
Tangent Length:	67.32		

POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

3/4/2024

Preliminary Plans

PLS			POE & ASSOCIATES, OKLAHOMA CITY, OK SURVEY DIVISION
DRAWN			**SURVEY DATA SHEET**
CHECKED			
APPROVED			
CREW	POE		SWO 2923(1) PROJECT NO. 09032(08) SHEET NO. SD13

OKLAHOMA COUNTY

SDS 13 OF 46

POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

3/4/2024

Project Name: EC-1060*Crossroads
Description: survey alg for Crossroads Interchange
Horizontal Alignment Name: A001 *CONTINUED
Description: NW of I-240
Style: Default

	STATION	NORTHING	EASTING
Element: Circular			
PC. STA. (6538)	469+05.70	147753.7085	2150859.8681
P.I. STA. ( )	469+76.46	147822.4414	2150876.6688
C.C. STA. (6412)		147889.7540	2150303.2960
P.T. STA. (6539)	470+46.50	147893.1966	2150876.2437
Radius:		572.96	
Delta:		14°04'47.99" Left	
Degree of Curvature(Arc):		9°59'59.99"	
Length:		140.80	
Tangent:		70.76	
Chord:		140.45	
Middle Ordinate:		4.32	
External:		4.35	
Tangent Direction:		N 13°44'08.66" E	
Radial Direction:		S 76°15'51.34" E	
Chord Direction:		N 6°41'44.67" E	
Radial Direction:		N 89°39'20.68" E	
Tangent Direction:		N 0°20'39.32" W	
Element: Linear			
P.T. STA. (6539)	470+46.50	147893.1966	2150876.2437
P.O.E. STA. (6540)	474+37.89	148284.5745	2150873.8921
Tangent Direction:		N 0°20'39.33" W	
Tangent Length:		391.39	

Project Name: EC-1060*Crossroads
Description: survey alg for Crossroads Interchange
Horizontal Alignment Name: A002
Description: NE of I-240
Style: Default

	STATION	NORTHING	EASTING
Element: Circular			
PC. STA. (6546)	76+24.53	143028.0889	2151733.8449
P.I. STA. ( )	77+72.82	143027.0285	2151585.5593
C.C. STA. (6372)		143386.1797	2151731.2842
P.T. STA. (6569)	79+05.71	143131.1121	2151479.9357
Radius:		358.10	
Delta:		44°59'20.18" Right	
Degree of Curvature(Arc):		15°59'59.78"	
Length:		281.18	
Tangent:		148.29	
Chord:		274.01	
Middle Ordinate:		27.25	
External:		29.49	
Tangent Direction:		S 89°35'25.04" W	
Radial Direction:		N 0°24'34.96" W	
Chord Direction:		N 67°54'54.87" W	
Radial Direction:		N 44°34'45.22" E	
Tangent Direction:		N 45°25'14.78" W	
Element: Linear			
P.T. STA. (6569)	79+05.71	143131.1121	2151479.9357
PC. STA. (6568)	84+76.40	143526.5975	2151068.4955
Tangent Direction:		N 46°07'57.79" W	
Tangent Length:		570.69	
Element: Circular			
PC. STA. (6568)	84+76.40	143526.5975	2151068.4955
P.I. STA. ( )	86+11.17	143621.1908	2150972.5032
C.C. STA. (6371)		143781.6644	2151319.8448
P.T. STA. (6567)	87+34.20	143755.6014	2150962.6946
Radius:		358.10	
Delta:		41°14'48.62" Right	
Degree of Curvature(Arc):		15°59'59.78"	
Length:		257.79	
Tangent:		134.77	
Chord:		252.26	
Middle Ordinate:		22.95	
External:		24.52	
Tangent Direction:		N 45°25'14.14" W	
Radial Direction:		N 44°34'45.86" E	
Chord Direction:		N 24°47'49.83" W	
Radial Direction:		N 85°49'34.48" E	
Tangent Direction:		N 4°10'25.52" W	
Element: Linear			
P.T. STA. (6567)	87+34.20	143755.6014	2150962.6946
PC. STA. (6566)	89+99.38	144020.0781	2150943.3946
Tangent Direction:		N 4°10'25.33" W	
Tangent Length:		265.18	

Project Name: EC-1060*Crossroads
Description: survey alg for Crossroads Interchange
Horizontal Alignment Name: A002 *CONTINUED
Description: NE of I-240
Style: Default

	STATION	NORTHING	EASTING
Element: Circular			
PC. STA. (6566)	89+99.38	144020.0781	2150943.3946
P.I. STA. ( )	90+95.15	144115.5961	2150936.4243
C.C. STA. (6370)		144228.5790	2153800.5872
P.T. STA. (6565)	91+90.85	144211.3663	2150935.8489
Radius:		2864.79	
Delta:		3°49'46.02" Right	
Degree of Curvature(Arc):		2°00'00.00"	
Length:		191.47	
Tangent:		95.77	
Chord:		191.44	
Middle Ordinate:		1.60	
External:		1.60	
Tangent Direction:		N 4°10'25.34" W	
Radial Direction:		N 85°49'34.66" E	
Chord Direction:		N 2°15'32.33" W	
Radial Direction:		N 89°39'20.68" E	
Tangent Direction:		N 0°20'39.32" W	
Element: Linear			
P.T. STA. (6565)	91+90.85	144211.3663	2150935.8489
PC. STA. (6564)	94+31.50	144452.0120	2150937.2948
Tangent Direction:		N 0°20'39.33" E	
Tangent Length:		240.65	
Element: Circular			
PC. STA. (6564)	94+31.50	144452.0120	2150937.2948
P.I. STA. ( )	94+95.08	144515.5946	2150936.9128
C.C. STA. (6369)		144463.4872	2152847.1203
P.T. STA. (6563)	95+58.62	144579.0617	2150940.7605
Radius:		1909.86	
Delta:		3°48'49.01" Right	
Degree of Curvature(Arc):		3°00'00.00"	
Length:		127.12	
Tangent:		63.58	
Chord:		127.10	
Middle Ordinate:		1.06	
External:		1.06	
Tangent Direction:		N 0°20'39.33" W	
Radial Direction:		N 89°39'20.67" E	
Chord Direction:		N 1°33'45.17" W	
Radial Direction:		S 86°31'03.33" E	
Tangent Direction:		N 3°28'09.67" E	
Element: Linear			
P.T. STA. (6563)	95+58.62	144579.0617	2150940.7605
PC. STA. (6562)	97+32.13	144752.2538	2150951.2604
Tangent Direction:		N 3°28'09.67" E	
Tangent Length:		173.51	
Element: Circular			
PC. STA. (6562)	97+32.13	144752.2538	2150951.2604
P.I. STA. ( )	97+95.71	144815.8374	2150951.1984
C.C. STA. (6368)		144754.1149	2152861.1195
P.T. STA. (6526)	98+59.25	144879.2844	2150955.3656
Radius:		1909.86	
Delta:		3°48'49.01" Right	
Degree of Curvature(Arc):		3°00'00.00"	
Length:		127.12	
Tangent:		63.58	
Chord:		127.10	
Middle Ordinate:		1.06	
External:		1.06	
Tangent Direction:		N 0°03'21.00" W	
Radial Direction:		N 89°56'39.00" E	
Chord Direction:		N 1°51'03.50" E	
Radial Direction:		S 86°14'32.00" E	
Tangent Direction:		N 3°45'28.00" E	
Element: Linear			
P.T. STA. (6526)	98+59.25	144879.2844	2150955.3656
PC. STA. (6527)	102+35.73	145255.7576	2150953.1036
Tangent Direction:		N 0°20'39.33" W	
Tangent Length:		376.48	
Element: Circular			
PC. STA. (6527)	102+35.73	145255.7576	2150953.1036
P.I. STA. ( )	102+95.67	145315.6976	2150952.7434
C.C. STA. (6415)		145267.2329	2152862.9281
P.T. STA. (6532)	103+55.57	145375.5421	2150956.1427
Radius:		1909.86	
Delta:		3°35'43.01" Right	
Degree of Curvature(Arc):		3°00'00.00"	
Length:		119.84	
Tangent:		59.94	
Chord:		119.82	
Middle Ordinate:		0.94	
External:		0.94	
Tangent Direction:		N 0°20'39.33" W	
Radial Direction:		N 89°39'20.67" E	
Chord Direction:		N 1°27'12.17" E	
Radial Direction:		S 86°44'56.33" E	
Tangent Direction:		N 3°15'03.67" E	

Project Name: EC-1060*Crossroads
Description: survey alg for Crossroads Interchange
Horizontal Alignment Name: A002 *CONTINUED
Description: NE of I-240
Style: Default

	STATION	NORTHING	EASTING
Element: Linear			
P.T. STA. (6532)	103+55.57	145375.5421	2150956.1427
PC. STA. (6533)	105+52.52	145572.1751	2150967.3119
Tangent Direction:		N 3°15'03.67" E	
Tangent Length:		196.95	
Element: Circular			
PC. STA. (6533)	105+52.52	145572.1751	2150967.3119
P.I. STA. ( )	106+18.55	145638.0917	2150971.0560
C.C. STA. (6421)		145637.1605	2149823.2400
P.T. STA. (6534)	106+84.42	145704.0021	2150967.2049
Radius:		1145.92	
Delta:		6°35'41.96" Left	
Degree of Curvature(Arc):		4°59'59.99"	
Length:		131.90	
Tangent:		66.02	
Chord:		131.83	
Middle Ordinate:		1.90	
External:		1.90	
Tangent Direction:		N 3°15'03.65" E	
Radial Direction:		S 86°44'56.35" E	
Chord Direction:		N 0°02'47.33" W	
Radial Direction:		N 86°39'21.69" E	
Tangent Direction:		N 3°20'38.31" W	
Element: Linear			
P.T. STA. (6534)	106+84.42	145704.0021	2150967.2049
P.O.E. STA. (6535)	109+46.62	145965.7557	2150951.9107
Tangent Direction:		N 3°20'38.33" W	
Tangent Length:		262.20	
Element: Circular			
PC. STA. (6535)	109+46.62	145965.7557	2150951.9107
P.I. STA. ( )	109+96.64	146015.6788	2150948.7650
C.C. STA. (6420)		146085.8607	2152857.9894
P.T. STA. (6529)	110+46.64	146065.6982	2150948.2369
Radius:		1909.86	
Delta:		3°00'02.32" Right	
Degree of Curvature(Arc):		3°00'00.00"	
Length:		100.02	
Tangent:		50.02	
Chord:		100.01	
Middle Ordinate:		0.65	
External:		0.65	
Tangent Direction:		N 3°36'19.91" W	
Radial Direction:		N 86°23'40.09" E	
Chord Direction:		N 2°06'18.75" W	
Radial Direction:		N 89°23'42.41" E	
Tangent Direction:		N 0°36'17.59" W	
Element: Linear			
P.T. STA. (6529)	110+46.64	146065.6982	2150948.2369
P.I. STA. (6530)	113+11.92	146330.9734	2150946.6430
Tangent Direction:		N 0°20'39.33" W	
Tangent Length:		265.28	
Element: Linear			
P.I. STA. (6530)	113+11.92	146330.9734	2150946.6430
P.I. STA. (6531)	115+89.26	146608.2221	2150939.5305
Tangent Direction:		N 1°28'10.33" W	
Tangent Length:		277.34	
Element: Linear			
P.I. STA. (6531)	115+89.26	146608.2221	2150939.5305
PC. STA. (6545)	116+79.37	146697.9714	2150931.5540
Tangent Direction:		N 5°04'43.68" W	
Tangent Length:		90.10	
Element: Circular			
PC. STA. (6545)	116+79.37	146697.9714	2150931.5540
P.I. STA. ( )	120+23.70	147042.2975	2150929.5169
C.C. STA. (6409)		146714.9196	2153796.2929
P.T. STA. (6544)	123+64.74	147377.2992	2151009.1314
Radius:		2864.79	
Delta:		13°42'27.10" Right	
Degree of Curvature(Arc):		2°00'00.00"	
Length:		685.38	
Tangent:		344.33	
Chord:		683.74	
Middle Ordinate:		20.47	
External:		20.62	
Tangent Direction:		N 0°20'20.28" W	
Radial Direction:		N 89°39'39.72" E	
Chord Direction:		N 6°30'53.27" E	
Radial Direction:		S 76°37'53.18" E	
Tangent Direction:		N 13°22'06.82" E	

Preliminary Plans

SDS 14 OF 46

PLS			POE & ASSOCIATES, OKLAHOMA CITY, OK SURVEY DIVISION
DRAWN			**SURVEY DATA SHEET**
CHECKED			
APPROVED			
CREW	POE		SWO 2923(1) PROJECT NO. 09032(08) SHEET NO. SD14

OKLAHOMA COUNTY

POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

3/4/2024

Project Name: EC-1060*Crossroads
Description: survey alg for Crossroads Interchange
Horizontal Alignment Name: A002 *CONTINUED
Description: NE of I-240
Style: Default

	STATION	NORTHING	EASTING
Element: Linear			
P.T. STA. (6544)	123+64.74	147377.2992	2151009.1314
PC. STA. (6543)	128+04.01	147804.6215	2151110.8596
Tangent Direction:	N 13°23'26.03" E		
Tangent Length:	439.26		
Element: Circular			
PC. STA. (6543)	128+04.01	147804.6215	2151110.8596
P.I. STA. ( )	130+02.52	147997.8231	2151156.4506
C.C. STA. (6410)		147475.6452	2152504.9640
P.T. STA. (6542)	131+98.51	148171.3450	2151252.8640
Radius:	1432.39		
Delta:	15°46'48.47" Right		
Degree of Curvature(Arc):	4°00'00.00"		
Length:	394.50		
Tangent:	198.51		
Chord:	393.26		
Middle Ordinate:	13.56		
External:	13.69		
Tangent Direction:	N 13°16'39.27" E		
Radial Direction:	S 76°43'20.73" E		
Chord Direction:	N 21°10'03.50" E		
Radial Direction:	S 60°56'32.26" E		
Tangent Direction:	N 29°03'27.74" E		
Element: Linear			
P.T. STA. (6542)	131+98.51	148171.3450	2151252.8640
P.O.E. STA. (6541)	133+30.53	148286.6956	2151317.0767
Tangent Direction:	N 29°06'12.80" E		
Tangent Length:	132.02		

Project Name: EC-1060*Crossroads
Description: survey alg for Crossroads Interchange
Horizontal Alignment Name: A003
Description: SW of I-240
Style: Default

	STATION	NORTHING	EASTING
Element: Linear			
P.O.B. STA. (6401)	376+33.30	142892.2896	2145642.7792
PC. STA. (6440)	380+08.81	142919.8975	2146017.2679
Tangent Direction:	N 85°47'01.31" E		
Tangent Length:	375.51		
Element: Circular			
PC. STA. (6440)	380+08.81	142919.8975	2146017.2679
P.I. STA. ( )	381+00.67	142926.6512	2146108.8795
C.C. STA. (6449)		140062.8618	2146227.8930
P.T. STA. (6442)	381+92.46	142927.5220	2146200.7356
Radius:	2864.79		
Delta:	3°40'23.34" Right		
Degree of Curvature(Arc):	2°00'00.00"		
Length:	183.66		
Tangent:	91.86		
Chord:	183.63		
Middle Ordinate:	1.47		
External:	1.47		
Tangent Direction:	N 85°47'01.30" E		
Radial Direction:	S 4°12'58.70" E		
Chord Direction:	N 87°37'12.97" E		
Radial Direction:	S 0°32'35.36" E		
Tangent Direction:	N 89°27'24.64" E		
Element: Linear			
P.T. STA. (6442)	381+92.46	142927.5220	2146200.7356
PC. STA. (6443)	387+15.96	142932.4847	2146724.2120
Tangent Direction:	N 89°27'24.62" E		
Tangent Length:	523.50		
Element: Circular			
PC. STA. (6443)	387+15.96	142932.4847	2146724.2120
P.I. STA. ( )	388+00.60	142933.2871	2146808.8480
C.C. STA. (6448)		139112.9373	2146760.4221
P.T. STA. (6445)	388+85.21	142930.3397	2146893.4365
Radius:	3819.72		
Delta:	2°32'19.60" Right		
Degree of Curvature(Arc):	1°30'00.00"		
Length:	169.25		
Tangent:	84.64		
Chord:	169.24		
Middle Ordinate:	0.94		
External:	0.94		
Tangent Direction:	N 89°27'24.63" E		
Radial Direction:	S 0°32'35.37" E		
Chord Direction:	S 89°16'25.57" E		
Radial Direction:	S 1°59'44.23" W		
Tangent Direction:	S 88°00'15.77" E		
Element: Linear			
P.T. STA. (6445)	388+85.21	142930.3397	2146893.4365
P.I. STA. (6405)	393+92.35	142912.6797	2147400.2609
Tangent Direction:	S 88°00'15.76" E		
Tangent Length:	507.13		

Project Name: EC-1060*Crossroads
Description: survey alg for Crossroads Interchange
Horizontal Alignment Name: A003 *CONTINUED
Description: SW of I-240
Style: Default

	STATION	NORTHING	EASTING
Element: Linear			
P.I. STA. (6405)	393+92.35	142912.6797	2147400.2609
PC. STA. (6471)	401+13.38	142944.0411	2148120.6085
Tangent Direction:	N 87°30'25.62" E		
Tangent Length:	721.03		
Element: Circular			
PC. STA. (6471)	401+13.38	142944.0411	2148120.6085
P.I. STA. ( )	401+62.12	142946.1614	2148169.3099
C.C. STA. (6462)		140081.9633	2148245.2132
P.T. STA. (6472)	402+10.86	142946.6236	2148218.0553
Radius:	2864.79		
Delta:	1°56'58.97" Right		
Degree of Curvature(Arc):	2°00'00.00"		
Length:	97.49		
Tangent:	48.75		
Chord:	97.48		
Middle Ordinate:	0.41		
External:	0.41		
Tangent Direction:	N 87°30'25.63" E		
Radial Direction:	S 2°29'34.37" E		
Chord Direction:	N 88°28'55.12" E		
Radial Direction:	S 0°32'35.39" E		
Tangent Direction:	N 89°27'24.61" E		
Element: Linear			
P.T. STA. (6472)	402+10.86	142946.6236	2148218.0553
PC. STA. (6473)	419+18.11	142962.8080	2149925.2286
Tangent Direction:	N 89°27'24.62" E		
Tangent Length:	1707.25		
Element: Circular			
PC. STA. (6473)	419+18.11	142962.8080	2149925.2286
P.I. STA. ( )	420+73.29	142964.2786	2150080.[illegible]67
C.C. STA. (6528)		142604.7240	2149928.6225
P.T. STA. (6576)	422+10.97	142852.0661	2150187.[illegible]
Radius:	358.10		
Delta:	46°51'25.05" Right		
Degree of Curvature(Arc):	15°59'59.78"		
Length:	292.86		
Tangent:	155.[illegible]		
Chord:	28[illegible]		
Middle Ordinate:	29[illegible]		
External:	32.[illegible]		
Tangent Direction:	N 89°[illegible]25.[illegible]9" E		
Radial Direction:	S [illegible]32'34[illegible]" E		
Chord Direction:	S 67°06'[illegible].3[illegible] E		
Radial Direction:	[illegible]46°1[illegible]50.1[illegible]" W		
Tangent Direction:	S [illegible]3°4[illegible]09.5[illegible]" E		
Element: Linear			
P.T. STA. (6576)	422+10.97	142852.0661	2150187.5772
PC. STA. (6589)	427+48.96	142470.3461	2150566.6923
Tangent Direction:	S 44°48'13.83" E		
Tangent Length:	537.99		
Element: Circular			
PC. STA. (6589)	427+48.96	142470.3461	2150566.6923
P.I. STA. ( )	428+69.64	142383.0775	2150650.0467
C.C. STA. (6510)		142223.0052	2150307.7366
P.T. STA. (6557)	429+81.76	142263.1581	2150663.5783
Radius:	358.10		
Delta:	37°14'52.21" Right		
Degree of Curvature(Arc):	15°59'59.78"		
Length:	232.80		
Tangent:	120.68		
Chord:	228.72		
Middle Ordinate:	18.75		
External:	19.79		
Tangent Direction:	S 43°41'08.98" E		
Radial Direction:	S 46°18'51.02" W		
Chord Direction:	S 25°03'42.87" E		
Radial Direction:	S 83°33'43.24" W		
Tangent Direction:	S 6°26'16.76" E		
Element: Linear			
P.T. STA. (6557)	429+81.76	142263.1581	2150663.5783
PC. STA. (6554)	432+73.33	141973.4268	2150696.2709
Tangent Direction:	S 6°26'16.37" E		
Tangent Length:	291.57		

Project Name: EC-1060*Crossroads
Description: survey alg for Crossroads Interchange
Horizontal Alignment Name: A003 *CONTINUED
Description: SW of I-240
Style: Default

	STATION	NORTHING	EASTING
Element: Linear			
P.O.B. STA. (6401)	376+33.30	142892.2896	2145642.7792
PC. STA. (6440)	380+08.81	142919.8975	2146017.2679
Tangent Direction:	N 85°47'01.31" E		
Tangent Length:	375.51		
Element: Circular			
PC. STA. (6440)	380+08.81	142919.8975	2146017.2679
P.I. STA. ( )	381+00.67	142926.6512	2146108.8795
C.C. STA. (6449)		140062.8618	2146227.8930
P.T. STA. (6442)	381+92.46	142927.5220	2146200.7356
Radius:	2864.79		
Delta:	3°40'23.34" Right		
Degree of Curvature(Arc):	2°00'00.00"		
Length:	183.66		
Tangent:	91.86		
Chord:	183.63		
Middle Ordinate:	1.47		
External:	1.47		
Tangent Direction:	N 85°47'01.30" E		
Radial Direction:	S 4°12'58.70" E		
Chord Direction:	N 87°37'12.97" E		
Radial Direction:	S 0°32'35.36" E		
Tangent Direction:	N 89°27'24.64" E		
Element: Linear			
P.T. STA. (6442)	381+92.46	142927.5220	2146200.7356
P.I. STA. (6443)	387+15.96	142932.4847	2146724.2120
Tangent Direction:	N 89°27'24.62" E		
Tangent Length:	523.50		
Element: Circular			
PC. STA. (6443)	387+15.96	142932.4847	2146724.2120
P.I. STA. ( )	388+00.60	142933.2871	2146808.8480
C.C. STA. (6448)		139112.9373	2146760.4221
P.T. STA. (6445)	388+85.21	142930.3397	2146893.4365
Radius:	3819.72		
Delta:	2°32'19.60" Right		
Degree of Curvature(Arc):	1°30'00.00"		
Length:	169.25		
Tangent:	84.64		
Chord:	169.24		
Middle Ordinate:	0.94		
External:	0.94		
Tangent Direction:	N 89°27'24.63" E		
Radial Direction:	S 0°32'35.37" E		
Chord Direction:	S 89°16'25.57" E		
Radial Direction:	S 1°59'44.23" W		
Tangent Direction:	S 88°00'15.77" E		
Element: Linear			
P.T. STA. (6445)	388+85.21	142930.3397	2146893.4365
P.I. STA. (6405)	393+92.35	142912.6797	2147400.2609
Tangent Direction:	S 88°00'15.76" E		
Tangent Length:	507.13		
Element: Linear			
P.I. STA. (6405)	393+92.35	142912.6797	2147400.2609
PC. STA. (6471)	401+13.38	142944.0411	2148120.6085
Tangent Direction:	N 87°30'25.62" E		
Tangent Length:	721.03		
Element: Circular			
PC. STA. (6471)	401+13.38	142944.0411	2148120.6085
P.I. STA. ( )	401+62.12	142946.1614	2148169.3099
C.C. STA. (6462)		140081.9633	2148245.2132
P.T. STA. (6472)	402+10.86	142946.6236	2148218.0553
Radius:	2864.79		
Delta:	1°56'58.97" Right		
Degree of Curvature(Arc):	2°00'00.00"		
Length:	97.49		
Tangent:	48.75		
Chord:	97.48		
Middle Ordinate:	0.41		
External:	0.41		
Tangent Direction:	N 87°30'25.63" E		
Radial Direction:	S 2°29'34.37" E		
Chord Direction:	N 88°28'55.12" E		
Radial Direction:	S 0°32'35.39" E		
Tangent Direction:	N 89°27'24.61" E		
Element: Linear			
P.T. STA. (6472)	402+10.86	142946.6236	2148218.0553
PC. STA. (6473)	419+18.11	142962.8080	2149925.2286
Tangent Direction:	N 89°27'24.62" E		
Tangent Length:	1707.25		

Preliminary Plans

PLS		
DRAWN		
CHECKED		
APPROVED		
CREW	POE	

POE & ASSOCIATES, OKLAHOMA CITY, OK
SURVEY DIVISION

SURVEY DATA SHEET

SWO 2923(1) PROJECT NO. 09032(08) SHEET NO. SD15

OKLAHOMA COUNTY

SDS 15 OF 46

Project Name: EC-1060*Crossroads
Description: survey alg for Crossroads Interchange
Horizontal Alignment Name: A003 *CONTINUED
Description: SW of I-240
Style: Default

	STATION	NORTHING	EASTING

Element: Circular

PC. STA. (6473)	419+18.11	142962.8080	2149925.2286
P.I. STA. ( )	420+73.29	142964.2786	2150080.3967
C.C. STA. (6528)		142604.7240	2149928.6225
P.T. STA. (6576)	422+10.97	142852.0661	2150187.5772

Radius:	358.10
Delta:	46°51'25.05" Right
Degree of Curvature(Arc):	15°59'59.78"
Length:	292.86
Tangent:	155.18
Chord:	284.76
Middle Ordinate:	29.52
External:	32.18
Tangent Direction:	N 89°27'25.09" E
Radial Direction:	S 0°32'34.91" E
Chord Direction:	S 67°06'52.38" E
Radial Direction:	S 46°18'50.15" W
Tangent Direction:	S 43°41'09.85" E

Element: Linear

P.T. STA. (6576)	422+10.97	142852.0661	2150187.5772
PC. STA. (6589)	427+48.96	142470.3461	2150566.6923

Tangent Direction:	S 44°48'13.83" E
Tangent Length:	537.99

Element: Circular

PC. STA. (6589)	427+48.96	142470.3461	2150566.6923
P.I. STA. ( )	428+69.64	142383.0775	2150650.0467
C.C. STA. (6510)		142223.0052	2150307.7366
P.T. STA. (6557)	429+81.76	142263.1581	2150663.5783

Radius:	358.10
Delta:	37°14'52.21" Right
Degree of Curvature(Arc):	15°59'59.78"
Length:	232.80
Tangent:	120.68
Chord:	228.72
Middle Ordinate:	18.75
External:	19.79
Tangent Direction:	S 43°41'08.98" E
Radial Direction:	S 46°18'51.02" W
Chord Direction:	S 25°03'42.87" E
Radial Direction:	S 83°33'43.24" W
Tangent Direction:	S 6°26'16.76" E

Element: Linear

P.T. STA. (6557)	429+81.76	142263.1581	2150663.5783
PC. STA. (6554)	432+73.33	141973.4268	2150696.2709

Tangent Direction:	S 6°26'16.37" E
Tangent Length:	291.57

Element: Circular

PC. STA. (6554)	432+73.33	141973.4268	2150696.2709
P.I. STA. ( )	434+21.88	141825.8207	2150712.9264
C.C. STA. (6509)		141652.2095	2147849.5462
P.T. STA. (6553)	435+70.15	141677.2836	2150714.2265

Radius:	2864.79
Delta:	5°56'11.01" Right
Degree of Curvature(Arc):	2°00'00.00"
Length:	296.82
Tangent:	148.54
Chord:	296.69
Middle Ordinate:	3.84
External:	3.85
Tangent Direction:	S 6°26'16.38" E
Radial Direction:	S 83°33'43.62" W
Chord Direction:	S 3°28'10.87" E
Radial Direction:	S 89°29'54.64" W
Tangent Direction:	S 0°30'05.36" E

Element: Linear

P.T. STA. (6553)	435+70.15	141677.2836	2150714.2265
PC. STA. (6487)	443+08.82	140938.6419	2150720.6918

Tangent Direction:	S 0°30'05.37" E
Tangent Length:	738.67

Element: Circular

PC. STA. (6487)	443+08.82	140938.6419	2150720.6918
P.I. STA. ( )	444+21.61	140825.8581	2150721.6789
C.C. STA. (6480)		140921.9258	2148810.9059
P.T. STA. (6488)	445+34.14	140713.7420	2150709.3845

Radius:	1909.86
Delta:	6°45'33.99" Right
Degree of Curvature(Arc):	3°00'00.00"
Length:	225.31
Tangent:	112.79
Chord:	225.18
Middle Ordinate:	3.32
External:	3.33
Tangent Direction:	S 0°30'05.36" E
Radial Direction:	S 89°29'54.64" W
Chord Direction:	S 2°52'41.63" W
Radial Direction:	N 83°44'31.38" W
Tangent Direction:	S 6°15'28.62" W

SDS 16 OF 46

Project Name: EC-1060*Crossroads
Description: survey alg for Crossroads Interchange
Horizontal Alignment Name: A003 *CONTINUED
Description: SW of I-240
Style: Default

	STATION	NORTHING	EASTING

Element: Linear

P.T. STA. (6488)	445+34.14	140713.7420	2150709.3845
PC. STA. (6489)	447+71.07	140478.2238	2150683.5580

Tangent Direction:	S 6°15'28.63" W
Tangent Length:	236.93

Element: Circular

PC. STA. (6489)	447+71.07	140478.2238	2150683.5580
P.I. STA. ( )	448+88.50	140361.4928	2150670.7574
C.C. STA. (6474)		140353.3134	2151822.6457
P.T. STA. (6490)	450+05.11	140244.5917	2150681.8990

Radius:	1145.92
Delta:	11°42'08.01" Left
Degree of Curvature(Arc):	4°59'59.99"
Length:	234.04
Tangent:	117.43
Chord:	233.64
Middle Ordinate:	5.97
External:	6.00
Tangent Direction:	S 6°15'28.64" W
Radial Direction:	N 83°44'31.36" W
Chord Direction:	S 0°24'24.63" W
Radial Direction:	S 84°33'20.62" W
Tangent Direction:	S 5°26'39.38" E

Project Name: EC-1060*Crossroads
Description: survey alg for Crossroads Interchange
Horizontal Alignment Name: A004
Description: SE of I-240
Style: Default

	STATION	NORTHING	EASTING

Element: Linear

P.O.B. STA. (6602)	432+87.86	140350.6568	2151008.[illegible]77
PC. STA. (6601)	441+57.57	141217.7631	2151075.3830

Tangent Direction:	N 4°26'13.63" E
Tangent Length:	869.71

Element: Circular

PC. STA. (6601)	441+57.57	141217.7631	2151075.38[illegible]
P.I. STA. ( )	443+16.88	141376.5912	2151087.7076
C.C. STA. (6345)		141276.8667	2150317137
P.R.C. STA. (6600)	444+71.68	141[illegible]	2151035.5257

Radius:	763.96
Delta:	23°37'28.0[illegible] Left
Degree of Curvature(Arc):	7[illegible] 46"
Length:	[illegible]4.1
Tangent:	[illegible]1.31
Chord:	31[illegible]90
Middle [illegible]dinate:	[illegible]5.09
Extern[illegible]	[illegible]6.43
Tangent Dir[illegible]	N [illegible]°26'[illegible]1" E
Radial Dire[illegible]	S 8[illegible]33'46.39" E
Cho[illegible]rection:	N 7°20'30.39" W
Rad[illegible]ect[illegible]n:	N 70°52'45.61" E
[illegible]nt Direct[illegible]n:	N 19°07'14.39" W

Element: Circular

P.R.C. STA. (6600)	444+71.68	141527.1081	2151035.5257
P.I. STA. ( )	445+96.92	141645.4330	2150994.5042
C.C. STA. (6344)		141777.3488	2151757.3359
P.T. STA. (6599)	447+19.94	141770.6623	2150993.4081

Radius:	763.96
Delta:	18°37'09.04" Right
Degree of Curvature(Arc):	7°29'59.53"
Length:	248.26
Tangent:	125.23
Chord:	247.17
Middle Ordinate:	10.06
External:	10.20
Tangent Direction:	N 19°07'14.39" W
Radial Direction:	N 70°52'45.61" E
Chord Direction:	N 9°48'39.87" W
Radial Direction:	N 89°29'54.65" E
Tangent Direction:	N 0°30'05.35" W

Element: Linear

P.T. STA. (6599)	447+19.94	141770.6623	2150993.4081
PC. STA. (6598)	451+06.07	142156.7775	2150990.0285

Tangent Direction:	N 0°30'05.37" W
Tangent Length:	386.13

Element: Circular

PC. STA. (6598)	451+06.07	142156.7775	2150990.0285
P.I. STA. ( )	453+05.57	142356.2692	2150988.2824
C.C. STA. (6341)		142160.7894	2151448.3809
P.T. STA. (6594)	454+82.40	142493.4960	2151133.0884

Radius:	458.37
Delta:	47°02'27.11" Right
Degree of Curvature(Arc):	12°29'59.63"
Length:	376.33
Tangent:	199.50
Chord:	365.85
Middle Ordinate:	38.08
External:	41.53
Tangent Direction:	N 0°30'05.37" W
Radial Direction:	N 89°29'54.63" E
Chord Direction:	N 23°01'08.18" E
Radial Direction:	S 43°27'38.26" E
Tangent Direction:	N 46°32'21.74" E

Project Name: EC-1060*Crossroads
Description: survey alg for Crossroads Interchange
Horizontal Alignment Name: A004 *CONTINUED
Description: SE of I-240
Style: Default

	STATION	NORTHING	EASTING

Element: Linear

P.T. STA. (6594)	454+82.40	142493.4960	2151133.0884
PC. STA. (6593)	457+09.27	142649.5476	2151297.7635

Tangent Direction:	N 46°32'24.60" E
Tangent Length:	226.87

Element: Circular

PC. STA. (6593)	457+09.27	142649.5476	2151297.7635
P.I. STA. ( )	458+90.06	142773.9006	2151428.9884
C.C. STA. (6343)		142316.8366	2151613.0514
P.T. STA. (6586)	460+53.67	142775.1949	2151609.7699

Radius:	458.37
Delta:	43°02'58.73" Right
Degree of Curvature(Arc):	12°29'59.63"
Length:	344.40
Tangent:	180.79
Chord:	336.36
Middle Ordinate:	31.97
External:	34.36
Tangent Direction:	N 46°32'24.60" E
Radial Direction:	S 43°27'35.40" E
[illegible] Direction:	N 68°03'53.96" E
[illegible]dial Direction:	S 0°24'36.67" E
[illegible]gent Direction:	N 89°35'23.33" E

Element: Linear

P.T. STA. (6586)	460+53.67	142775.1949	2151609.7699
PC. STA. (6578)	469+86.31	142781.8660	2152542.3861

Tangent Direction:	N 89°35'24.60" E
Tangent Length:	932.64

Element: Circular

PC. STA. (6578)	469+86.31	142781.8660	2152542.3861
P.I. STA. ( )	472+93.36	142784.0622	2152849.4253
C.C. STA. (6336)		141635.9753	2152550.5827
P.T. STA. (6577)	475+86.31	142632.4452	2153116.4276

Radius:	1145.92
Delta:	29°59'59.58" Right
Degree of Curvature(Arc):	4°59'59.93"
Length:	600.00
Tangent:	307.05
Chord:	593.17
Middle Ordinate:	39.05
External:	40.42
Tangent Direction:	N 89°35'24.60" E
Radial Direction:	S 0°24'35.40" E
Chord Direction:	S 75°24'35.61" E
Radial Direction:	S 29°35'24.18" W
Tangent Direction:	S 60°24'35.82" E

Element: Linear

P.T. STA. (6577)	475+86.31	142632.4452	2153116.4276
P.O.E. STA. (6574)	478+93.21	142480.9001	2153383.2928

Tangent Direction:	S 60°24'32.44" E
Tangent Length:	306.89

Project Name: EC-1060*Crossroads
Description: survey alg for Crossroads Interchange
Horizontal Alignment Name: A005
Description: RAMP NW of I-240
Style: Default

	STATION	NORTHING	EASTING

Element: Clothoid

T.S. STA. (6685)	419+66.88	143140.8879	2149983.1129
S.P.I. STA. (6300)	420+67.31	143141.8263	2150083.5366
S.C. STA. (6686)	421+17.17	143152.7655	2150132.6419

Entrance Radius:	0.00
Exit Radius:	358.10
Length:	150.29
Angle:	12°01'24.23" Left
Constant:	231.99
Long Tangent:	100.43
Short Tangent:	50.31
Long Chord:	150.00
Xs:	149.63
Ys:	10.48
P:	2.62
K:	75.04
Tangent Direction:	N 89°27'52.71" E
Radial Direction:	S 0°32'07.29" E
Chord Direction:	N 85°27'30.03" E
Radial Direction:	S 12°33'31.51" E
Tangent Direction:	N 77°26'28.49" E

POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

3/4/2024

Preliminary Plans

PLS			POE & ASSOCIATES, OKLAHOMA CITY, OK SURVEY DIVISION
DRAWN			SURVEY DATA SHEET
CHECKED			
APPROVED			
CREW	POE		SWO 292311 PROJECT NO. 09032108 SHEET NO. SD16

OKLAHOMA COUNTY

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Project Name: EC-1060*Crossroads
Description: survey alg for Crossroads Interchange
Horizontal Alignment Name: A005 *CONTINUED
Description: RAMP NW of I-240
Style: Default

	STATION	NORTHING	EASTING
Element: Clothoid			
C.S. STA. (6687)	422+46.42	143202.7522	2150251.0751
S.P.I. STA. (6301)	422+96.73	143230.3049	2150293.1685
S.T. STA. (6688)	423+96.72	143301.6035	2150363.8955
Entrance Radius:	358.10		
Exit Radius:	0.00		
Length:	150.29		
Angle:	12°01'24.22" Left		
Constant:	231.99		
Long Tangent:	100.43		
Short Tangent:	50.31		
Long Chord:	150.00		
Xs:	149.63		
Ys:	10.48		
P:	2.62		
K:	75.04		
Tangent Direction:	N 56°47'34.07" E		
Radial Direction:	S 33°12'25.93" E		
Chord Direction:	N 48°46'32.55" E		
Radial Direction:	S 45°13'50.14" E		
Tangent Direction:	N 44°46'09.86" E		
Element: Linear			
S.T. STA. (6688)	423+96.72	143301.6035	2150363.8955
T.S. STA. (6695)	427+32.09	143556.3197	2150582.0510
Tangent Direction:	N 40°34'44.03" E		
Tangent Length:	335.37		
Element: Clothoid			
T.S. STA. (6695)	427+32.09	143556.3197	2150582.0510
S.P.I. STA. (6302)	428+32.51	143627.6006	2150652.7958
S.C. STA. (6694)	428+82.38	143669.9076	2150680.0193
Entrance Radius:	0.00		
Exit Radius:	358.10		
Length:	150.29		
Angle:	12°01'24.18" Left		
Constant:	231.99		
Long Tangent:	100.43		
Short Tangent:	50.31		
Long Chord:	150.00		
Xs:	149.63		
Ys:	10.48		
P:	2.62		
K:	75.04		
Tangent Direction:	N 44°47'01.42" E		
Radial Direction:	S 45°12'58.58" E		
Chord Direction:	N 40°46'38.74" E		
Radial Direction:	S 57°14'22.77" E		
Tangent Direction:	N 32°45'37.23" E		
Element: Circular			
S.C. STA. (6694)	428+82.38	143669.9076	2150680.0193
P.I. STA. ( )	429+49.14	143726.0371	2150716.1588
C.C. STA. (6399)		143863.7661	2150378.9305
C.S. STA. (6693)	430+14.38	143791.4181	2150729.6460
Radius:	358.10		
Delta:	21°07'11.73" Left		
Degree of Curvature(Arc):	15°59'59.78"		
Length:	132.00		
Tangent:	66.76		
Chord:	131.25		
Middle Ordinate:	6.06		
External:	6.17		
Tangent Direction:	N 32°46'32.87" E		
Radial Direction:	S 57°13'27.13" E		
Chord Direction:	N 22°12'57.00" E		
Radial Direction:	S 78°20'38.87" E		
Tangent Direction:	N 11°39'21.13" E		
Element: Clothoid			
C.S. STA. (6693)	430+14.38	143791.4181	2150729.6460
S.P.I. STA. (6303)	430+64.69	143840.6869	2150739.8235
S.T. STA. (6692)	431+64.67	143941.1131	2150739.2063
Entrance Radius:	358.10		
Exit Radius:	0.00		
Length:	150.29		
Angle:	12°01'24.69" Left		
Constant:	231.99		
Long Tangent:	100.43		
Short Tangent:	50.31		
Long Chord:	150.00		
Xs:	149.63		
Ys:	10.48		
P:	2.62		
K:	75.04		
Tangent Direction:	N 11°40'17.11" E		
Radial Direction:	S 78°19'42.89" E		
Chord Direction:	N 3°39'15.26" E		
Radial Direction:	N 89°38'52.42" E		
Tangent Direction:	N 0°21'07.58" W		

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Project Name: EC-1060*Crossroads
Description: survey alg for Crossroads Interchange
Horizontal Alignment Name: A005 *CONTINUED
Description: RAMP NW of I-240
Style: Default

	STATION	NORTHING	EASTING
Element: Linear			
S.T. STA. (6692)	431+64.67	143941.1131	2150739.2063
PC. STA. (6691)	432+11.57	143988.0122	2150738.9245
Tangent Direction:	N 0°20'39.33" W		
Tangent Length:	46.90		
Element: Circular			
PC. STA. (6691)	432+11.57	143988.0122	2150738.9245
P.I. STA. ( )	432+79.92	144056.3571	2150738.5139
C.C. STA. (6398)		143997.7548	2152360.4853
P.T. STA. (6690)	433+48.18	144124.4942	2150743.8557
Radius:	1621.59		
Delta:	4°49'36.85" Right		
Degree of Curvature(Arc):	3°31'59.91"		
Length:	136.61		
Tangent:	68.35		
Chord:	136.57		
Middle Ordinate:	1.44		
External:	1.44		
Tangent Direction:	N 0°20'39.25" W		
Radial Direction:	N 89°39'20.75" E		
Chord Direction:	N 2°04'09.17" E		
Radial Direction:	S 85°31'02.41" E		
Tangent Direction:	N 4°28'57.59" E		
Element: Linear			
P.T. STA. (6690)	433+48.18	144124.4942	2150743.8557
P.I. STA. (6689)	436+36.11	144411.5434	2150766.3597
Tangent Direction:	N 4°28'57.67" E		
Tangent Length:	287.93		
Element: Linear			
P.I. STA. (6689)	436+36.11	144411.5434	2150766.3597
P.I. STA. (6511)	437+86.11	144561.4456	2150771.7757
Tangent Direction:	N 2°04'09.17" E		
Tangent Length:	150.00		
Element: Linear			
P.I. STA. (6511)	437+86.11	144561.4456	2150771.7757
P.I. STA. (6512)	437+90.78	144566.1155	2150771.7476
Tangent Direction:	N 0°20'39.33" W		
Tangent Length:	4.67		
Element: Linear			
P.I. STA. (6512)	437+90.78	144566.1155	2150771.7476
PC. STA. (6513)	440+93.42	144868.2658	2150754.5384
Tangent Direction:	N 3°15'35.33" W		
Tangent Length:	302.64		
Element: Circular			
PC. STA. (6513)	440+93.42	144868.2658	2150754.5384
P.I. STA. ( )	441+51.13	144926.3742	2150751.2287
C.C. STA. (6312)		144705.3631	2147894.3847
P.T. STA. (6514)	442+09.81	144984.3001	2150745.5617
Radius:	2864.79		
Delta:	2°19'40.01" Left		
Degree of Curvature(Arc):	2°00'00.00"		
Length:	116.39		
Tangent:	58.20		
Chord:	116.38		
Middle Ordinate:	0.59		
External:	0.59		
Tangent Direction:	N 3°15'35.33" W		
Radial Direction:	N 86°44'24.67" E		
Chord Direction:	N 4°25'25.33" W		
Radial Direction:	N 84°24'44.67" E		
Tangent Direction:	N 5°35'15.33" W		
Element: Linear			
P.T. STA. (6514)	442+09.81	144984.3001	2150745.5617
PC. STA. (6515)	445+63.55	145336.3593	2150711.1190
Tangent Direction:	N 5°35'15.33" W		
Tangent Length:	353.74		
Element: Circular			
PC. STA. (6515)	445+63.55	145336.3593	2150711.1190
P.I. STA. ( )	445+69.04	145341.8198	2150710.5847
C.C. STA. (6331)		145333.9250	2150686.2378
P.T. STA. (6516)	445+74.35	145346.5547	2150707.8130
Radius:	25.00		
Delta:	24°45'21.47" Left		
Degree of Curvature(Arc):	229°10'59.22"		
Length:	10.80		
Tangent:	5.49		
Chord:	10.72		
Middle Ordinate:	0.58		
External:	0.59		
Tangent Direction:	N 5°35'16.64" W		
Radial Direction:	N 84°24'43.36" E		
Chord Direction:	N 17°57'57.38" W		
Radial Direction:	N 59°39'21.88" E		
Tangent Direction:	N 30°20'38.12" W		
Element: Linear			
P.T. STA. (6516)	445+74.35	145346.5547	2150707.8130
P.O.E. STA. (6517)	445+88.86	145359.0769	2150700.4826
Tangent Direction:	N 30°20'39.33" W		
Tangent Length:	14.51		

Project Name: EC-1060*Crossroads
Description: survey alg for Crossroads Interchange
Horizontal Alignment Name: A006
Description: RAMP NE of I-240
Style: Default

	STATION	NORTHING	EASTING
Element: Clothoid			
T.S. STA. (6711)	79+34.35	142961.8980	2151777.2995
S.P.I. STA. (6312)	80+34.78	142961.1659	2151676.8741
S.C. STA. (6710)	80+84.64	142971.2870	2151627.5936
Entrance Radius:	0.00		
Exit Radius:	358.10		
Length:	150.29		
Angle:	12°01'24.49" Right		
Constant:	231.99		
Long Tangent:	100.43		
Short Tangent:	50.31		
Long Chord:	150.00		
Xs:	149.63		
Ys:	10.48		
P:	2.62		
K:	75.04		
Tangent Direction:	S 89°34'56.41" W		
Radial Direction:	N 0°25'03.59" W		
Chord Direction:	N 86°24'40.81" W		
Radial Direction:	N 11°36'20.90" E		
Tangent Direction:	N 78°23'39.10" W		
Element: Circular			
S.C. STA. (6710)	80+84.64	142971.2870	2151627.5936
P.I. STA. ( )	81+50.98	142984.6150	2151562.6074
C.C. STA. (6304)		143322.0853	2151699.5388
C.S. STA. (6709)	82+15.83	143020.3373	2151506.7079
Radius:	358.10		
Delta:	20°59'25.39" Right		
Degree of Curvature(Arc):	15°59'59.78"		
Length:	131.19		
Tangent:	66.34		
Chord:	130.46		
Middle Ordinate:	5.99		
External:	6.09		
Tangent Direction:	N 78°24'35.76" W		
Radial Direction:	N 11°35'24.24" E		
Chord Direction:	N 67°54'53.07" W		
Radial Direction:	N 32°34'49.62" E		
Tangent Direction:	N 57°25'10.38" W		
Element: Clothoid			
C.S. STA. (6709)	82+15.83	143020.3373	2151506.7079
S.P.I. STA. (6313)	82+66.14	143047.4163	2151464.3082
S.T. STA. (6708)	83+66.13	143117.9174	2151392.7863
Entrance Radius:	358.10		
Exit Radius:	0.00		
Length:	150.29		
Angle:	12°01'24.49" Right		
Constant:	231.99		
Long Tangent:	100.43		
Short Tangent:	50.31		
Long Chord:	150.00		
Xs:	149.63		
Ys:	10.48		
P:	2.62		
K:	75.04		
Tangent Direction:	N 57°26'07.04" W		
Radial Direction:	N 32°33'52.96" E		
Chord Direction:	N 49°25'05.33" W		
Radial Direction:	N 44°35'17.45" E		
Tangent Direction:	N 45°24'42.55" W		
Element: Linear			
S.T. STA. (6708)	83+66.13	143117.9174	2151392.7863
T.S. STA. (6707)	88+30.10	143443.5820	2151062.3159
Tangent Direction:	N 45°25'10.74" W		
Tangent Length:	463.97		

POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

3/4/2024

Preliminary Plans

PLS			POE & ASSOCIATES, OKLAHOMA CITY, OK SURVEY DIVISION
DRAWN			**SURVEY DATA SHEET**
CHECKED			
APPROVED			
CREW	POE		SWO 2923(I) PROJECT NO. 0903(08) SHEET NO. SDI7

OKLAHOMA COUNTY

POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

3/4/2024

Project Name: EC-1060*Crossroads
Description: survey alg for Crossroads Interchange
Horizontal Alignment Name: A006 *CONTINUED
Description: RAMP NE of I-240
Style: Default

	STATION	NORTHING	EASTING

Element: Clothoid

T.S. STA. (6707)	88+30.10	143443.5820	2151062.3159
S.P.I. STA. (6314)	89+30.53	143514.0636	2150990.7747
S.C. STA. (6706)	89+80.39	143556.0621	2150963.0776

Entrance Radius:	0.00
Exit Radius:	358.10
Length:	150.29
Angle:	12°01'24.49" Right
Constant:	231.99
Long Tangent:	100.43
Short Tangent:	50.31
Long Chord:	150.00
Xs:	149.63
Ys:	10.48
P:	2.62
K:	75.04
Tangent Direction:	N 45°25'38.93" W
Radial Direction:	N 44°34'21.07" E
Chord Direction:	N 41°25'16.15" W
Radial Direction:	N 56°35'45.56" E
Tangent Direction:	N 33°24'14.44" W

Element: Circular

S.C. STA. (6706)	89+80.39	143556.0621	2150963.0776
P.I. STA. ( )	90+47.01	143611.6654	2150926.3862
C.C. STA. (6305)		143753.2930	2151261.9681
C.S. STA. (6705)	91+12.12	143676.7437	2150912.1456

Radius:	358.10
Delta:	21°04'36.47" Right
Degree of Curvature(Arc):	15°59'59.78"
Length:	131.73
Tangent:	66.62
Chord:	130.99
Middle Ordinate:	6.04
External:	6.14
Tangent Direction:	N 33°25'11.64" W
Radial Direction:	N 56°34'48.36" E
Chord Direction:	N 22°52'53.41" W
Radial Direction:	N 77°39'24.82" E
Tangent Direction:	N 12°20'35.18" W

Element: Clothoid

C.S. STA. (6705)	91+12.12	143676.7437	2150912.1456
S.P.I. STA. (6315)	91+62.43	143725.8868	2150901.3776
S.T. STA. (6704)	92+62.42	143826.3132	2150900.7895

Entrance Radius:	358.10
Exit Radius:	0.00
Length:	150.29
Angle:	12°01'24.49" Right
Constant:	231.99
Long Tangent:	100.43
Short Tangent:	50.31
Long Chord:	150.00
Xs:	149.63
Ys:	10.48
P:	2.62
K:	75.04
Tangent Direction:	N 12°21'32.38" W
Radial Direction:	N 77°38'27.62" E
Chord Direction:	N 4°20'30.67" W
Radial Direction:	N 89°39'52.11" E
Tangent Direction:	N 0°20'07.89" W

Element: Linear

S.T. STA. (6704)	92+62.42	143826.3132	2150900.7895
PC. STA. (6703)	92+68.87	143832.7631	2150900.7508

Tangent Direction:	N 0°20'36.08" W
Tangent Length:	6.45

Element: Circular

PC. STA. (6703)	92+68.87	143832.7631	2150900.7508
P.I. STA. ( )	93+36.35	143899.7346	2150892.4278
C.C. STA. (6306)		143974.0876	2152037.9228
P.T. STA. (6702)	94+03.68	143967.2201	2150892.0234

Radius:	1145.92
Delta:	6°44'27.10" Right
Degree of Curvature(Arc):	4°59'59.93"
Length:	134.82
Tangent:	67.49
Chord:	134.74
Middle Ordinate:	1.98
External:	1.99
Tangent Direction:	N 7°05'03.26" W
Radial Direction:	N 82°54'56.74" E
Chord Direction:	N 3°42'49.71" W
Radial Direction:	N 89°39'23.84" E
Tangent Direction:	N 0°20'36.16" W

Project Name: EC-1060*Crossroads
Description: survey alg for Crossroads Interchange
Horizontal Alignment Name: A006 *CONTINUED
Description: RAMP NE of I-240
Style: Default

	STATION	NORTHING	EASTING

Element: Linear

P.T. STA. (6702)	94+03.68	143967.2201	2150892.0234
PC. STA. (6701)	94+58.50	144021.6216	2150885.2625

Tangent Direction:	N 7°05'03.33" W
Tangent Length:	54.82

Element: Circular

PC. STA. (6701)	94+58.50	144021.6216	2150885.2625
P.I. STA. ( )	95+57.74	144120.0961	2150873.0243
C.C. STA. (6307)		144229.4516	2152557.5676
P.T. STA. (6697)	96+56.74	144219.3265	2150872.4281

Radius:	1685.17
Delta:	6°44'24.00" Right
Degree of Curvature(Arc):	3°24'00.00"
Length:	198.24
Tangent:	99.23
Chord:	198.12
Middle Ordinate:	2.91
External:	2.92
Tangent Direction:	N 7°05'03.33" W
Radial Direction:	N 82°54'56.67" E
Chord Direction:	N 3°42'51.33" W
Radial Direction:	N 89°39'20.67" E
Tangent Direction:	N 0°20'39.33" W

Element: Linear

P.T. STA. (6697)	96+56.74	144219.3265	2150872.4281
PC. STA. (6696)	96+80.21	144242.7960	2150872.2870

Tangent Direction:	N 0°20'39.33" W
Tangent Length:	23.47

Element: Circular

PC. STA. (6696)	96+80.21	144242.7960	2150872.2870
P.I. STA. ( )	97+47.51	144309.8469	2150866.5[illegible]
C.C. STA. (6308)		144387.2696	2152551.2526
P.T. STA. (6712)	98+14.74	144377.1442	2150866.1[illegible]

Radius:	1685.17
Delta:	4°34'25.95" Right
Degree of Curvature(Arc):	3°24'00.00"
Length:	134.5[illegible]
Tangent:	6[illegible]
Chord:	134.[illegible]
Middle Ordinate:	1.[illegible]
External:	1.[illegible]
Tangent Direction:	N 4°55'05.[illegible]" W
Radial Direction:	N 85°04'[illegible]" E
Chord Direction:	N 2°3[illegible]2.3[illegible]" W
Radial Direction:	N 9°3[illegible]20.6[illegible]" E
Tangent Direction:	N [illegible]°2[illegible]36" W

Element: Linear

P.T. STA. (6712)	98+14.74	144377.1442	2150866.1130
P.I. STA. (6713)	98+30.62	144392.9658	2150864.7516

Tangent Direction:	N 4°55'05.33" W
Tangent Length:	15.88

Element: Circular

PC. STA. (6713)	98+30.62	144392.9658	2150864.7516
P.I. STA. ( )	98+97.91	144460.0166	2150858.9819
C.C. STA. (6309)		144537.4394	2152543.7171
P.T. STA. (6714)	99+65.14	144527.3140	2150858.5775

Radius:	1685.17
Delta:	4°34'25.95" Right
Degree of Curvature(Arc):	3°24'00.00"
Length:	134.53
Tangent:	67.30
Chord:	134.49
Middle Ordinate:	1.34
External:	1.34
Tangent Direction:	N 4°55'05.30" W
Radial Direction:	N 85°04'54.70" E
Chord Direction:	N 2°37'52.33" W
Radial Direction:	N 89°39'20.64" E
Tangent Direction:	N 0°20'39.36" W

Element: Linear

P.T. STA. (6714)	99+65.14	144527.3140	2150858.5775
PC. STA. (6715)	99+74.05	144536.2236	2150858.4981

Tangent Direction:	N 0°30'39.33" W
Tangent Length:	8.91

Project Name: EC-1060*Crossroads
Description: survey alg for Crossroads Interchange
Horizontal Alignment Name: A006 *CONTINUED
Description: RAMP NE of I-240
Style: Default

	STATION	NORTHING	EASTING

Element: Circular

PC. STA. (6715)	99+74.05	144536.2236	2150858.4981
P.I. STA. ( )	100+57.84	144620.0121	2150857.9946
C.C. STA. (6310)		144547.6990	2152768.3236
P.T. STA. (6716)	101+41.52	144703.5228	2150864.8310

Radius:	1909.86
Delta:	5°01'27.04" Right
Degree of Curvature(Arc):	3°00'00.00"
Length:	167.47
Tangent:	83.79
Chord:	167.42
Middle Ordinate:	1.84
External:	1.84
Tangent Direction:	N 0°20'39.35" W
Radial Direction:	N 89°39'20.65" E
Chord Direction:	N 2°10'04.17" E
Radial Direction:	S 85°19'12.31" E
Tangent Direction:	N 4°40'47.69" E

Element: Linear

P.T. STA. (6716)	101+41.52	144703.5228	2150864.8310
PC. STA. (6717)	106+97.35	145257.4997	2150910.1806

Tangent Direction:	N 4°40'47.67" E
Tangent Length:	555.83

Element: Circular

PC. STA. (6717)	106+97.35	145257.4997	2150910.1806
P.I. STA. ( )	107+02.89	145263.0183	2150910.6323
C.C. STA. (6311)		145255.4601	2150935.0973
P.T. STA. (6718)	107+08.25	145267.8300	2150913.3720

Radius:	25.00
Delta:	24°58'35.66" Right
Degree of Curvature(Arc):	229°10'59.22"
Length:	10.90
Tangent:	5.54
Chord:	10.81
Middle Ordinate:	0.59
External:	0.61
Tangent Direction:	N 4°40'46.34" E
Radial Direction:	S 85°19'13.66" E
Chord Direction:	N 17°10'04.17" E
Radial Direction:	S 60°20'38.00" E
Tangent Direction:	N 29°39'22.00" E

Element: Linear

P.T. STA. (6718)	107+08.25	145267.8300	2150913.3720
P.O.E. STA. (6719)	107+22.71	145280.3959	2150920.5266

Tangent Direction:	N 29°39'20.67" E
Tangent Length:	14.46

Project Name: EC-1060*Crossroads
Description: survey alg for Crossroads Interchange
Horizontal Alignment Name: A007
Description: RAMP SW of I-240
Style: Default

	STATION	NORTHING	EASTING

Element: Linear

P.O.B. STA. (6503)	55+77.56	140595.8439	2150729.2354
PC. STA. (6502)	55+90.86	140606.5685	2150737.1013

Tangent Direction:	N 36°15'28.63" E
Tangent Length:	13.30

Element: Circular

PC. STA. (6502)	55+90.86	140606.5685	2150737.1013
P.I. STA. ( )	55+97.56	140611.9701	2150741.0631
C.C. STA. (6491)		140621.3541	2150716.9423
P.T. STA. (6501)	56+03.95	140618.6290	2150741.7933

Radius:	25.00
Delta:	30°00'00.41" Left
Degree of Curvature(Arc):	229°10'59.22"
Length:	13.09
Tangent:	6.70
Chord:	12.94
Middle Ordinate:	0.85
External:	0.88
Tangent Direction:	N 36°15'28.83" E
Radial Direction:	S 53°44'31.17" E
Chord Direction:	N 21°15'28.63" E
Radial Direction:	S 83°44'31.57" E
Tangent Direction:	N 6°15'28.43" E

Element: Linear

P.T. STA. (6501)	56+03.95	140618.6290	2150741.7933
PC. STA. (6500)	57+74.98	140788.6398	2150760.4364

Tangent Direction:	N 6°15'28.63" E
Tangent Length:	171.03

Preliminary Plans

PLS			POE & ASSOCIATES, OKLAHOMA CITY, OK SURVEY DIVISION
DRAWN			SURVEY DATA SHEET
CHECKED			
APPROVED			
CREW	POE		SWO 2923(1) PROJECT NO. 09032(08) SHEET NO. SDI8

OKLAHOMA COUNTY

SDS 18 OF 46

Project Name: EC-1060*Crossroads
Description: survey alg for Crossroads Interchange
Horizontal Alignment Name: A007 *CONTINUED
Description: RAMP SW of I-240
Style: Default

	STATION	NORTHING	EASTING
Element: Circular			
PC. STA. (6500)	57+74.98	140788.6398	2150760.4364
P.I. STA. ( )	58+07.69	140821.1520	2150764.0016
C.C. STA. (6486)		140944.7777	2149336.5777
P.T. STA. (6499)	58+40.38	140853.7929	2150766.0791
Radius:		1432.39	
Delta:		2°36'57.99" Left	
Degree of Curvature(Arc):		4°00'00.00"	
Length:		65.40	
Tangent:		32.71	
Chord:		65.40	
Middle Ordinate:		0.37	
External:		0.37	
Tangent Direction:		N 6°15'28.62" E	
Radial Direction:		S 83°44'31.38" E	
Chord Direction:		N 4°56'59.63" E	
Radial Direction:		S 86°21'29.36" E	
Tangent Direction:		N 3°38'30.64" E	
Element: Linear			
P.T. STA. (6499)	58+40.38	140853.7929	2150766.0791
PC. STA. (6684)	62+39.89	141252.4962	2150791.4558
Tangent Direction:		N 3°38'30.63" E	
Tangent Length:		399.51	
Element: Circular			
PC. STA. (6684)	62+39.89	141252.4962	2150791.4558
P.I. STA. ( )	63+08.98	141321.4423	2150795.8440
C.C. STA. (6386)		141373.8091	2148885.4535
P.T. STA. (6679)	63+78.00	141390.5253	2150795.2394
Radius:		1909.86	
Delta:		4°08'36.00" Left	
Degree of Curvature(Arc):		3°00'00.00"	
Length:		138.11	
Tangent:		69.09	
Chord:		138.08	
Middle Ordinate:		1.25	
External:		1.25	
Tangent Direction:		N 3°38'30.63" E	
Radial Direction:		S 86°21'29.37" E	
Chord Direction:		N 1°34'12.63" E	
Radial Direction:		N 89°29'54.63" E	
Tangent Direction:		N 0°30'05.37" W	
Element: Linear			
P.T. STA. (6679)	63+78.00	141390.5253	2150795.2394
P.I. STA. (6678)	63+87.39	141399.9150	2150795.1572
Tangent Direction:		N 0°30'05.37" W	
Tangent Length:		9.39	
Element: Linear			
P.I. STA. (6678)	63+87.39	141399.9150	2150795.1572
P.I. STA. (6677)	65+30.33	141542.7016	2150788.5582
Tangent Direction:		N 2°38'45.87" W	
Tangent Length:		142.94	
Element: Linear			
P.I. STA. (6677)	65+30.33	141542.7016	2150788.5582
PC. STA. (6680)	65+47.74	141560.0507	2150787.1042
Tangent Direction:		N 4°47'26.37" W	
Tangent Length:		17.41	
Element: Circular			
PC. STA. (6680)	65+47.74	141560.0507	2150787.1042
P.I. STA. ( )	66+19.26	141631.3205	2150781.1312
C.C. STA. (6387)		141719.5534	2152690.2911
P.T. STA. (6681)	66+90.72	141702.8373	2150780.5052
Radius:		1909.86	
Delta:		4°17'21.02" Right	
Degree of Curvature(Arc):		3°00'00.00"	
Length:		142.97	
Tangent:		71.52	
Chord:		142.94	
Middle Ordinate:		1.34	
External:		1.34	
Tangent Direction:		N 4°47'26.38" W	
Radial Direction:		N 85°12'33.62" E	
Chord Direction:		N 2°38'45.87" W	
Radial Direction:		N 89°29'54.64" E	
Tangent Direction:		N 0°30'05.36" W	
Element: Linear			
P.T. STA. (6681)	66+90.72	141702.8373	2150780.5052
P.I. STA. (6676)	67+09.84	141721.9566	2150780.3379
Tangent Direction:		N 0°30'05.37" W	
Tangent Length:		19.12	
Element: Linear			
P.I. STA. (6676)	67+09.84	141721.9566	2150780.3379
P.I. STA. (6675)	69+07.66	141919.4218	2150768.3633
Tangent Direction:		N 3°28'12.87" W	
Tangent Length:		197.83	
Element: Linear			
P.I. STA. (6675)	69+07.66	141919.4218	2150768.3633
PC. STA. (6682)	69+93.94	142005.1576	2150758.6874
Tangent Direction:		N 6°26'20.37" W	
Tangent Length:		86.28	

Project Name: EC-1060*Crossroads
Description: survey alg for Crossroads Interchange
Horizontal Alignment Name: A007 *CONTINUED
Description: RAMP SW of I-240
Style: Default

	STATION	NORTHING	EASTING
Element: Circular			
PC. STA. (6682)	69+93.94	142005.1576	2150758.6874
P.I. STA. ( )	70+59.97	142070.7722	2150751.2824
C.C. STA. (6389)		142147.9451	2152023.8957
P.T. STA. (6683)	71+25.89	142136.8008	2150750.7044
Radius:		1273.24	
Delta:		5°56'14.93" Right	
Degree of Curvature(Arc):		4°29'59.99"	
Length:		131.94	
Tangent:		66.03	
Chord:		131.88	
Middle Ordinate:		1.71	
External:		1.71	
Tangent Direction:		N 6°26'20.33" W	
Radial Direction:		N 83°33'39.67" E	
Chord Direction:		N 3°28'12.87" W	
Radial Direction:		N 89°29'54.59" E	
Tangent Direction:		N 0°30'05.41" W	
Element: Linear			
P.T. STA. (6683)	71+25.89	142136.8008	2150750.7044
T.S. STA. (6674)	71+42.21	142153.1201	2150750.5616
Tangent Direction:		N 0°30'05.37" W	
Tangent Length:		16.32	
Element: Clothoid			
T.S. STA. (6674)	71+42.21	142153.1201	2150750.5616
S.P.I. STA. (6395)	72+42.64	142253.5445	2150749.6963
S.C. STA. (6673)	72+92.50	142302.6577	2150738.7928
Entrance Radius:		0.00	
Exit Radius:		358.10	
Length:		150.29	
Angle:		12°01'24.49" Left	
Constant:		231.99	
Long Tangent:		100.43	
Short Tangent:		50.31	
Long Chord:		150.00	
Xs:		149.63	
Ys:		10.48	
P:		2.62	
K:		75.04	
Tangent Direction:		N 0°29'37.18" W	
Radial Direction:		N 89°30'22.82" E	
Chord Direction:		N 4°28'[illegible]96" W	
Radial Direction:		N 77°[illegible]58.[illegible]3" E	
Tangent Direction:		N 12°31'01.[illegible]" W	
Element: Circular			
S.C. STA. (6673)	72+92.50	142302.6577	2150738.7928
P.I. STA. ( )	73+53.[illegible]	142362.0345	2150725.6767
C.C. STA. (6390)		142225.4172	2150389.1222
C.S. STA. (6672)	74+12.97	142413.7535	2150693.6957
Radius:		358.10	
Delta:		19°16'28.87" Left	
Degree of Curvature(Arc):		15°59'59.78"	
Length:		120.47	
Tangent:		60.81	
Chord:		119.90	
Middle Ordinate:		5.05	
External:		5.13	
Tangent Direction:		N 12°27'22.77" W	
Radial Direction:		N 77°32'37.23" E	
Chord Direction:		N 22°05'37.20" W	
Radial Direction:		N 58°16'08.37" E	
Tangent Direction:		N 31°43'51.63" W	
Element: Clothoid			
C.S. STA. (6672)	74+12.97	142413.7535	2150693.6957
S.P.I. STA. (6394)	74+63.28	142456.5707	2150667.2820
S.T. STA. (6671)	75+63.26	142529.1846	2150597.9061
Entrance Radius:		358.10	
Exit Radius:		0.00	
Length:		150.29	
Angle:		12°01'24.49" Left	
Constant:		231.99	
Long Tangent:		100.43	
Short Tangent:		50.31	
Long Chord:		150.00	
Xs:		149.63	
Ys:		10.48	
P:		2.62	
K:		75.04	
Tangent Direction:		N 31°40'12.73" W	
Radial Direction:		N 58°19'47.27" E	
Chord Direction:		N 39°41'14.44" W	
Radial Direction:		N 46°18'22.78" E	
Tangent Direction:		N 43°41'37.22" W	
Element: Linear			
S.T. STA. (6671)	75+63.26	142529.1846	2150597.9061
T.S. STA. (6670)	80+25.58	142863.3533	2150278.4218
Tangent Direction:		N 43°42'47.01" W	
Tangent Length:		462.32	

Project Name: EC-1060*Crossroads
Description: survey alg for Crossroads Interchange
Horizontal Alignment Name: A007 *CONTINUED
Description: RAMP SW of I-240
Style: Default

	STATION	NORTHING	EASTING
Element: Clothoid			
T.S. STA. (6670)	80+25.58	142863.3533	2150278.4218
S.P.I. STA. (6393)	81+26.01	142935.9859	2150209.0654
S.C. STA. (6660)	81+75.88	142964.3351	2150167.5044
Entrance Radius:		0.00	
Exit Radius:		358.10	
Length:		150.29	
Angle:		12°01'24.49" Left	
Constant:		231.99	
Long Tangent:		100.43	
Short Tangent:		50.31	
Long Chord:		150.00	
Xs:		149.63	
Ys:		10.48	
P:		2.62	
K:		75.04	
Tangent Direction:		N 43°40'41.53" W	
Radial Direction:		N 46°19'18.47" E	
Chord Direction:		N 47°41'04.31" W	
Radial Direction:		N 34°17'53.98" E	
Tangent Direction:		N 55°42'06.02" W	
Element: Circular			
S.C. STA. (6660)	81+75.88	142964.3351	2150167.5044
P.I. STA. ( )	82+48.81	143005.5397	2150107.3216
C.C. STA. (6391)		142668.8542	2149965.2011
C.S. STA. (6659)	83+19.78	143019.9226	2150035.8169
Radius:		358.10	
Delta:		23°01'29.16" Left	
Degree of Curvature(Arc):		15°59'59.78"	
Length:		143.91	
Tangent:		72.94	
Chord:		142.94	
Middle Ordinate:		7.20	
External:		7.35	
Tangent Direction:		N 55°36'07.97" W	
Radial Direction:		N 34°23'52.03" E	
Chord Direction:		N 67°06'52.55" W	
Radial Direction:		N 11°22'22.87" E	
Tangent Direction:		N 78°37'37.13" W	
Element: Clothoid			
C.S. STA. (6659)	83+19.78	143019.9226	2150035.8169
S.P.I. STA. (6392)	83+70.09	143029.9289	2149986.5130
S.T. STA. (6658)	84+70.07	143028.9631	2149886.0896
Entrance Radius:		358.10	
Exit Radius:		0.00	
Length:		150.29	
Angle:		12°01'24.49" Left	
Constant:		231.99	
Long Tangent:		100.43	
Short Tangent:		50.31	
Long Chord:		150.00	
Xs:		149.63	
Ys:		10.48	
P:		2.62	
K:		75.04	
Tangent Direction:		N 78°31'39.08" W	
Radial Direction:		N 11°28'20.92" E	
Chord Direction:		N 86°32'40.79" W	
Radial Direction:		N 0°33'03.57" W	
Tangent Direction:		S 89°26'56.43" W	

Project Name: EC-1060*Crossroads
Description: survey alg for Crossroads Interchange
Horizontal Alignment Name: A008
Description: RAMP SE of I-240
Style: Default

	STATION	NORTHING	EASTING
Element: Linear			
P.O.B. STA. (6606)	57+01.31	140720.9889	2150888.1031
PC. STA. (6607)	62+70.63	141288.2754	2150936.1789
Tangent Direction:		N 4°50'38.63" E	
Tangent Length:		569.32	
Element: Circular			
PC. STA. (6607)	62+70.63	141288.2754	2150936.1789
P.I. STA. ( )	64+04.37	141421.5348	2150947.4722
C.C. STA. (6363)		141530.1914	2148081.6214
P.T. STA. (6608)	65+37.91	141555.2667	2150946.3016
Radius:		2864.79	
Delta:		5°20'44.15" Left	
Degree of Curvature(Arc):		2°00'00.00"	
Length:		267.28	
Tangent:		133.74	
Chord:		267.18	
Middle Ordinate:		3.12	
External:		3.12	
Tangent Direction:		N 4°50'38.71" E	
Radial Direction:		S 85°09'21.29" E	
Chord Direction:		N 2°10'16.63" E	
Radial Direction:		N 89°29'54.55" E	
Tangent Direction:		N 0°30'05.45" W	

POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

3/4/2024

Preliminary Plans

PLS		POE & ASSOCIATES, OKLAHOMA CITY, OK SURVEY DIVISION
DRAWN		**SURVEY DATA SHEET**
CHECKED		
APPROVED		
CREW	POE	SWO 2923(1) PROJECT NO. 09032(08) SHEET NO. SDI9

OKLAHOMA COUNTY

SDS 19 OF 46

Project Name: EC-1060*Crossroads
Description: survey alg for Crossroads Interchange
Horizontal Alignment Name: A008 *CONTINUED
Description: RAMP SE of I-240
Style: Default

	STATION	NORTHING	EASTING

Element: Linear
P.T. STA. (6608) 65+37.91 141555.2667 2150946.3016
P.I. STA. (6604) 65+50.91 141555.3805 2150959.3011
Tangent Direction: N 89°29'54.63" E
Tangent Length: 13.00

Element: Linear
P.I. STA. (6604) 65+50.91 141555.3805 2150959.3011
P.I. STA. (6605) 71+52.02 142156.4624 2150954.0399
Tangent Direction: N 0°30'05.37" W
Tangent Length: 601.11

Element: Linear
P.I. STA. (6605) 71+52.02 142156.4624 2150954.0399
PC. STA. (6723) 72+27.02 142231.4596 2150953.3835
Tangent Direction: N 0°30'05.37" W
Tangent Length: 75.00

Element: Circular
PC. STA. (6723) 72+27.02 142231.4596 2150953.3835
P.I. STA. ( ) 73+75.59 142380.0152 2150955.7160
C.C. STA. (6724) 142226.1006 2151294.6984
P.T. STA. (6722) 75+07.28 142479.5438 2151066.0258
Radius: 341.36
Delta: 47°02'30.05" Right
Degree of Curvature(Arc): 16°47'04.95"
Length: 280.27
Tangent: 148.57
Chord: 272.46
Middle Ordinate: 28.36
External: 30.93
Tangent Direction: N 0°53'58.30" E
Radial Direction: S 89°06'01.70" E
Chord Direction: N 24°25'13.33" E
Radial Direction: S 42°03'31.64" E
Tangent Direction: N 47°56'28.36" E

Element: Linear
P.T. STA. (6722) 75+07.28 142479.5438 2151066.0258
P.I. STA. (6597) 75+82.28 142531.1322 2151120.4651
Tangent Direction: N 46°32'24.60" E
Tangent Length: 75.00

Element: Linear
P.I. STA. (6597) 75+82.28 142531.1322 2151120.4651
PC. STA. (6596) 77+42.50 142641.3389 2151236.7619
Tangent Direction: N 46°32'24.60" E
Tangent Length: 160.22

Element: Circular
PC. STA. (6596) 77+42.50 142641.3389 2151236.7619
P.I. STA. ( ) 80+43.81 142848.5942 2151455.4703
C.C. STA. (6342) 142086.8279 2151762.2348
P.T. STA. (6595) 83+16.50 142850.7483 2151756.7733
Radius: 763.94
Delta: 43°03'00.76" Right
Degree of Curvature(Arc): 7°30'00.13"
Length: 574.00
Tangent: 301.31
Chord: 560.59
Middle Ordinate: 53.28
External: 57.27
Tangent Direction: N 46°32'24.60" E
Radial Direction: S 43°27'35.40" E
Chord Direction: N 68°03'54.98" E
Radial Direction: S 0°24'34.64" E
Tangent Direction: N 89°35'25.36" E

Project Name: EC-1060*Crossroads
Description: survey alg for Crossroads Interchange
Horizontal Alignment Name: A009
Description: N of I-240
Style: Default

	STATION	NORTHING	EASTING

Element: Linear
P.O.B. STA. (6588) 438+14.61 143012.8229 2151817.7714
PC. STA. (6587) 440+14.61 143014.2534 2152017.7663
Tangent Direction: N 89°35'24.60" E
Tangent Length: 200.00

Project Name: EC-1060*Crossroads
Description: survey alg for Crossroads Interchange
Horizontal Alignment Name: A009 *CONTINUED
Description: N of I-240
Style: Default

	STATION	NORTHING	EASTING

Element: Circular
PC. STA. (6587) 440+14.61 143014.2534 2152017.7663
P.I. STA. ( ) 441+22.91 143015.0277 2152126.0592
C.C. STA. (6339) 143969.1590 2152010.9390
P.T. STA. (6585) 442+30.28 143040.0327 2152231.4286
Radius: 954.93
Delta: 12°56'24.70" Left
Degree of Curvature(Arc): 5°59'59.99"
Length: 215.67
Tangent: 108.30
Chord: 215.21
Middle Ordinate: 6.08
External: 6.12
Tangent Direction: N 89°35'25.30" E
Radial Direction: S 0°24'34.70" E
Chord Direction: N 83°07'12.95" E
Radial Direction: S 13°20'59.40" E
Tangent Direction: N 76°39'00.60" E

Element: Linear
P.T. STA. (6585) 442+30.28 143040.0327 2152231.4286
PC. STA. (6581) 447+16.73 143152.3521 2152704.7340
Tangent Direction: N 76°39'00.60" E
Tangent Length: 486.45

Element: Circular
PC. STA. (6581) 447+16.73 143152.3521 2152704.7340
P.I. STA. ( ) 450+97.27 143240.2178 2153074.9930
C.C. STA. (6337) 141758.6676 2153035.4672
P.T. STA. (6584) 454+60.63 143132.7351 2153440.0404
Radius: 1432.39
Delta: 29°45'21.94" Right
Degree of Curvature(Arc): 4°00'00.05"
Length: 743.90
Tangent: 380.54
Chord: 735.57
Middle Ordinate: 48.02
External: 49.69
Tangent Direction: N 76°39'00.60" E
Radial Direction: S 13°20'59.40" E
Chord Direction: S 88°28'18.43" E
Radial Direction: S 16°24'22.54" E
Tangent Direction: S 73°35'37.46" E

Element: Linear
P.T. STA. (6584) 454+60.63 143132.7351 2153440.0404
PC. STA. (6582) 457+88.35 143040.1733 2153754.4171
Tangent Direction: S 73°35'37.46" E
Tangent Length: 327.72

Element: Circular
PC. STA. (6582) 457+88.35 143040.1733 2153754.4171
P.I. STA. ( ) 459+09.33 143006.0015 2153870.4757
C.C. STA. (6340) 143825.3560 2153985.6026
P.T. STA. (6590) 460+28.58 143006.8669 2153991.4573
Radius: 818.51
Delta: 16°48'58.04" Left
Degree of Curvature(Arc): 7°00'00.03"
Length: 240.23
Tangent: 120.98
Chord: 239.37
Middle Ordinate: 8.80
External: 8.89
Tangent Direction: S 73°35'37.36" E
Radial Direction: S 16°24'22.64" W
Chord Direction: S 82°00'06.38" E
Radial Direction: S 0°24'35.40" E
Tangent Direction: N 89°35'24.60" E

Element: Linear
P.T. STA. (6590) 460+28.58 143006.8669 2153991.4573
P.I. STA. (6720) 460+42.45 143006.9661 2154005.3222
Tangent Direction: N 89°35'24.81" E
Tangent Length: 13.87

Element: Linear
P.I. STA. (6720) 460+42.45 143006.9661 2154005.3222
PC. STA. (6614) 473+38.12 143042.1412 2155300.5169
Tangent Direction: N 88°26'39.60" E
Tangent Length: 1295.67

Project Name: EC-1060*Crossroads
Description: survey alg for Crossroads Interchange
Horizontal Alignment Name: A009 *CONTINUED
Description: N of I-240
Style: Default

	STATION	NORTHING	EASTING

Element: Circular
PC. STA. (6614) 473+38.12 143042.1412 2155300.5169
P.I. STA. ( ) 475+84.63 143050.2906 2155546.8960
C.C. STA. (6348) 143996.5493 2155268.9482
P.R.C. STA. (6613) 478+20.61 143176.6792 2155758.5443
Radius: 954.93
Delta: 28°56'58.63" Left
Degree of Curvature(Arc): 5°59'59.99"
Length: 482.49
Tangent: 246.51
Chord: 477.38
Middle Ordinate: 30.31
External: 31.31
Tangent Direction: N 88°06'19.91" E
Radial Direction: S 1°53'40.09" E
Chord Direction: N 73°37'50.60" E
Radial Direction: S 30°50'38.71" E
Tangent Direction: N 59°09'21.29" E

Element: Circular
P.R.C. STA. (6613) 478+20.61 143176.6792 2155758.5443
P.I. STA. ( ) 480+67.13 143303.0677 2155970.1926
C.C. STA. (6349) 142356.8091 2156248.1404
P.C.C. STA. (6612) 483+03.11 143311.2171 2156216.5716
Radius: 954.93
Delta: 28°56'58.62" Right
Degree of Curvature(Arc): 5°59'59.99"
Length: 482.49
Tangent: 246.51
Chord: 477.38
Middle Ordinate: 30.31
External: 31.31
Tangent Direction: N 59°09'21.29" E
Radial Direction: S 30°50'38.71" E
Chord Direction: N 73°37'50.60" E
Radial Direction: S 1°53'40.09" E
Tangent Direction: N 88°06'19.91" E

Element: Circular
P.C.C. STA. (6612) 483+03.11 143311.2171 2156216.5716
P.I. STA. ( ) 485+42.11 143308.0905 2156455.5543
C.C. STA. (6350) 142356.3688 2156204.0793
P.R.C. STA. (6615) 487+71.49 143192.7576 2156664.8885
Radius: 954.93
Delta: 28°06'10.97" Right
Degree of Curvature(Arc): 5°59'59.99"
Length: 468.38
Tangent: 239.00
Chord: 463.70
Middle Ordinate: 28.57
External: 29.45
Tangent Direction: S 89°15'01.57" E
Radial Direction: S 0°44'58.43" W
Chord Direction: S 75°11'56.08" E
Radial Direction: S 28°51'09.40" W
Tangent Direction: S 61°08'50.60" E

Element: Circular
P.R.C. STA. (6615) 487+71.49 143192.7576 2156664.8885
P.I. STA. ( ) 490+10.49 143075.1276 2156872.9406
C.C. STA. (6351) 144024.0236 2157134.8758
P.T. STA. (6616) 492+39.87 143069.3707 2157111.8743
Radius: 954.93
Delta: 28°06'10.97" Left
Degree of Curvature(Arc): 5°59'59.99"
Length: 468.38
Tangent: 239.00
Chord: 463.70
Middle Ordinate: 28.57
External: 29.45
Tangent Direction: S 60°31'00.23" E
Radial Direction: S 29°28'59.77" W
Chord Direction: S 74°34'05.72" E
Radial Direction: S 1°22'48.80" W
Tangent Direction: S 88°37'11.20" E

POE & ASSOCIATES, OKLAHOMA CITY, OK.
90% PLAN SUBMITTAL
3/4/2024

Preliminary Plans

PLS			POE & ASSOCIATES, OKLAHOMA CITY, OK SURVEY DIVISION
DRAWN			SURVEY DATA SHEET
CHECKED			
APPROVED			
CREW	POE		SWO 2923(I) PROJECT NO. 09032(08) SHEET NO. SD20

SDS 20 OF 46

OKLAHOMA COUNTY

Project Name: EC-1060*Crossroads
Description: survey alg for Crossroads Interchange
Horizontal Alignment Name: A010
Description: S of I-240
Style: Default

	STATION	NORTHING	EASTING
Element: Linear			
P.O.B. STA. (6621)	467+13.00	142882.3266	2154716.8604
PC. STA. (6620)	472+12.38	142844.6891	2155214.8201
Tangent Direction:	S 85°40'39.40" E		
Tangent Length:	499.38		
Element: Circular			
PC. STA. (6620)	472+12.38	142844.6891	2155214.8201
P.I. STA. ( )	474+82.01	142824.3679	2155483.6784
C.C. STA. (6352)		141575.0705	2155118.8580
P.T. STA. (6619)	477+43.78	142696.8096	2155721.2213
Radius:	1273.24		
Delta:	23°54'46.77" Right		
Degree of Curvature(Arc):	4°29'59.99"		
Length:	531.40		
Tangent:	269.63		
Chord:	527.55		
Middle Ordinate:	27.62		
External:	28.24		
Tangent Direction:	S 85°40'39.40" E		
Radial Direction:	S 4°19'20.60" W		
Chord Direction:	S 73°43'16.02" E		
Radial Direction:	S 28°14'07.37" W		
Tangent Direction:	S 61°45'52.63" E		
Element: Linear			
P.T. STA. (6619)	477+43.78	142696.8096	2155721.2213
PC. STA. (6618)	479+85.16	142582.6137	2155933.8798
Tangent Direction:	S 61°45'52.40" E		
Tangent Length:	241.38		
Element: Circular			
PC. STA. (6618)	479+85.16	142582.6137	2155933.8798
P.I. STA. ( )	481+37.37	142510.6015	2156067.9828
C.C. STA. (6353)		143111.2203	2156217.7372
P.C.C. STA. (6617)	482+83.30	142511.2254	2156220.1964
Radius:	600.00		
Delta:	28°28'12.98" Left		
Degree of Curvature(Arc):	9°32'57.47"		
Length:	298.14		
Tangent:	152.21		
Chord:	295.08		
Middle Ordinate:	18.42		
External:	19.01		
Tangent Direction:	S 61°45'52.42" E		
Radial Direction:	S 28°14'07.58" W		
Chord Direction:	S 75°59'58.91" E		
Radial Direction:	S 0°14'05.40" E		
Tangent Direction:	N 89°45'54.60" E		
Element: Circular			
P.C.C. STA. (6617)	482+83.30	142511.2254	2156220.1964
P.I. STA. ( )	484+57.61	142511.9399	2156394.5045
C.C. STA. (6354)		143111.2203	2156217.7369
P.T. STA. (6622)	486+22.58	142605.9392	2156541.2968
Radius:	600.00		
Delta:	32°23'55.87" Left		
Degree of Curvature(Arc):	9°32'57.47"		
Length:	339.28		
Tangent:	174.31		
Chord:	334.78		
Middle Ordinate:	23.82		
External:	24.81		
Tangent Direction:	N 89°45'54.47" E		
Radial Direction:	S 0°14'05.53" E		
Chord Direction:	N 73°33'56.54" E		
Radial Direction:	S 32°38'01.40" E		
Tangent Direction:	N 57°21'58.60" E		
Element: Linear			
P.T. STA. (6622)	486+22.58	142605.9392	2156541.2968
PC. STA. (6623)	488+32.66	142719.2283	2156718.2125
Tangent Direction:	N 57°21'58.60" E		
Tangent Length:	210.08		
Element: Circular			
PC. STA. (6623)	488+32.66	142719.2283	2156718.2125
P.I. STA. ( )	490+18.84	142819.6299	2156875.0027
C.C. STA. (6355)		142116.0911	2157104.4352
P.C.C. STA. (6624)	491+96.96	142830.9630	2157060.8391
Radius:	716.20		
Delta:	29°08'38.00" Right		
Degree of Curvature(Arc):	7°59'59.89"		
Length:	364.30		
Tangent:	186.18		
Chord:	360.39		
Middle Ordinate:	23.04		
External:	23.80		
Tangent Direction:	N 57°21'58.60" E		
Radial Direction:	S 32°38'01.40" E		
Chord Direction:	N 71°56'17.60" E		
Radial Direction:	S 3°29'23.40" E		
Tangent Direction:	N 86°30'36.60" E		

Project Name: EC-1060*Crossroads
Description: survey alg for Crossroads Interchange
Horizontal Alignment Name: A010 *CONTINUED
Description: S of I-240
Style: Default

	STATION	NORTHING	EASTING
Element: Circular			
P.C.C. STA. (6624)	491+96.96	142830.9630	2157060.8391
P.I. STA. ( )	492+74.51	142835.6839	2157138.2442
C.C. STA. (6356)		139971.4863	2157235.2368
P.T. STA. (6625)	493+52.02	142836.2103	2157215.7914
Radius:	2864.79		
Delta:	3°06'04.32" Right		
Degree of Curvature(Arc):	2°00'00.00"		
Length:	155.06		
Tangent:	77.55		
Chord:	155.04		
Middle Ordinate:	1.05		
External:	1.05		
Tangent Direction:	N 86°30'35.60" E		
Radial Direction:	S 3°29'24.40" E		
Chord Direction:	N 88°03'37.76" E		
Radial Direction:	S 0°23'20.08" E		
Tangent Direction:	N 89°36'39.92" E		
Element: Linear			
P.T. STA. (6625)	493+52.02	142836.2103	2157215.7914
P.O.E. STA. (6626)	502+52.15	142842.3215	2158115.9006
Tangent Direction:	N 89°36'39.60" E		
Tangent Length:	900.13		

Project Name: EC-1060*Crossroads
Description: survey alg for Crossroads Interchange
Horizontal Alignment Name: A011
Description: SANTA FE. AVE
Style: Default

	STATION	NORTHING	EASTING
Element: Linear			
P.O.B. STA. (6661)	40+07.16	142544.2397	2145645.67[illegible]
P.I. STA. (3120)	44+10.44	142947.5057	2145642.319[illegible]
Tangent Direction:	N 0°28'36.84" W		
Tangent Length:	403.2[illegible]		
Element: Linear			
P.I. STA. (3120)	44+10.44	142947.5057	2145642.3196
P.I. STA. (6002)	45+07.[illegible]6	143044.2256	2145641.4636
Tangent Direction:	N 0°30'25.[illegible]" W		
Tangent Length:	[illegible].72		
Element: Linear			
P.I. STA. (6002)	45+[illegible]7.1[illegible]	143044.2256	2145641.4636
P.O.E. STA. (6[illegible]2)	50+0[illegible].16	143544.2060	2145637.0388
Tangent Direction:	N 0°30'25.38" W		
Tangent Length:	500.00		

Project Name: EC-1060*Crossroads
Description: survey alg for Crossroads Interchange
Horizontal Alignment Name: A012
Description: SHIELDS BLVD.
Style: Default

	STATION	NORTHING	EASTING
Element: Linear			
P.O.B. STA. (6419)	142+61.38	142585.3894	2147507.7199
P.I. STA. (6001)	147+61.38	143060.4395	2147351.7473
Tangent Direction:	N 18°10'35.38" W		
Tangent Length:	500.00		
Element: Linear			
P.I. STA. (6001)	147+61.38	143060.4395	2147351.7473
P.O.E. STA. (6418)	152+61.38	143535.4895	2147195.7747
Tangent Direction:	N 18°10'35.38" W		
Tangent Length:	500.00		

Project Name: EC-1060*Crossroads
Description: survey alg for Crossroads Interchange
Horizontal Alignment Name: A013
Description: POLE RD.
Style: Default

	STATION	NORTHING	EASTING
Element: Linear			
P.O.B. STA. (6579)	447+80.58	142681.2611	2153020.1679
P.I. STA. (6570)	450+14.60	142915.2749	2153018.4940
Tangent Direction:	N 0°24'35.40" W		
Tangent Length:	234.02		
Element: Linear			
P.I. STA. (6570)	450+14.60	142915.2749	2153018.4940
P.O.E. STA. (6583)	452+90.26	143190.9323	2153016.5222
Tangent Direction:	N 0°24'35.40" W		
Tangent Length:	275.66		

Project Name: EC-1060*Crossroads
Description: survey alg for Crossroads Interchange
Horizontal Alignment Name: A014
Description: EASTERN AVE.
Style: Default

	STATION	NORTHING	EASTING
Element: Linear			
P.O.B. STA. (6423)	20+10.87	142411.2265	2156220.6737
P.I. STA. (6000)	25+10.87	142911.2208	2156218.2873
Tangent Direction:	N 0°16'24.45" W		
Tangent Length:	500.00		
Element: Linear			
P.I. STA. (6000)	25+10.87	142911.2208	2156218.2873
P.I. STA. (3049)	26+34.64	143034.9922	2156217.6966
Tangent Direction:	N 0°16'24.41" W		
Tangent Length:	123.77		
Element: Linear			
P.I. STA. (3049)	26+34.64	143034.9922	2156217.6966
P.O.E. STA. (6424)	30+10.87	143411.2163	2156216.1644
Tangent Direction:	N 0°14'00.04" W		
Tangent Length:	376.23		

Project Name: EC-1060*Crossroads
Description: SURVEY ALG FOR CROSSROADS INTERCHANGE
Horizontal Alignment Name: A015
Description: R.R. BNSF
Style: Default

	STATION	NORTHING	EASTING
Element: Linear			
P.O.B. STA. (6725)	20557+83.38	142228.6858	2153989.8391
PC. STA. (6426)	20562+83.38	142728.6774	2153986.9254
Tangent Direction:	N 0°20'01.97" W		
Tangent Length:	500.00		
Element: Circular			
PC. STA. (6426)	20562+83.38	142728.6774	2153986.9254
P.I. STA. ( )	20576+48.20	144093.4798	2153994.2466
C.C. STA. (6430)		142759.4118	2148257.4299
P.T. STA. (6428)	20589+63.08	145315.0154	2153385.4855
Radius:	5729.58		
Delta:	26°47'49.38" Left		
Degree of Curvature(Arc):	1°00'00.00"		
Length:	2679.70		
Tangent:	1364.82		
Chord:	2655.35		
Middle Ordinate:	155.95		
External:	160.31		
Tangent Direction:	N 0°18'26.45" E		
Radial Direction:	S 89°41'33.55" E		
Chord Direction:	N 13°05'28.24" W		
Radial Direction:	N 63°30'37.07" E		
Tangent Direction:	N 26°29'22.93" W		
Element: Linear			
P.T. STA. (6428)	20589+63.08	145315.0154	2153385.4855
P.I. STA. (6429)	20593+39.38	145652.3227	2153218.6758
Tangent Direction:	N 26°18'50.14" W		
Tangent Length:	376.30		
Element: Linear			
P.I. STA. (6429)	20593+39.38	145652.3227	2153218.6758
P.O.E. STA. (6729)	20598+39.38	146100.5121	2152997.0312
Tangent Direction:	N 26°18'50.14" W		
Tangent Length:	500.00		

Preliminary Plans

POE & ASSOCIATES, OKLAHOMA CITY, OK.
90% PLAN SUBMITTAL
3/4/2024

PLS		
DRAWN		
CHECKED		
APPROVED		
CREW	POE	

POE & ASSOCIATES, OKLAHOMA CITY, OK
SURVEY DIVISION

SURVEY DATA SHEET

SWO 2923(1) PROJECT NO. 09032(08) SHEET NO. SD21

OKLAHOMA COUNTY

Project Name: EC-1060*Crossroads
Description: survey alg for Crossroads Interchange
Horizontal Alignment Name: A016
Description: CLOVER1
Style: Default

	STATION	NORTHING	EASTING
Element: Clothoid			
T.S. STA. (6645)	80+51.88	143069.7619	2150635.8849
S.P.I. STA. (6376)	81+53.92	143086.1216	2150535.1661
S.C. STA. (6644)	82+02.58	143119.4141	2150495.6564
Entrance Radius:	0.00		
Exit Radius:	139.75		
Length:	150.70		
Angle:	30°53'34.35" Right		
Constant:	145.12		
Long Tangent:	102.04		
Short Tangent:	51.67		
Long Chord:	148.76		
Xs:	146.37		
Ys:	26.53		
P:	6.70		
K:	74.62		
Tangent Direction:	N 80°46'26.69" W		
Radial Direction:	N 9°13'33.31" E		
Chord Direction:	N 70°30'07.11" W		
Radial Direction:	N 40°07'07.67" E		
Tangent Direction:	N 49°52'52.33" W		
Element: Circular			
S.C. STA. (6644)	82+02.58	143119.4141	2150495.6564
C.C. STA. (6403)		143226.0743	2150585.9477
C.S. STA. (6643)	86+86.72	143298.5751	2150705.4157
Radius:	139.75		
Delta:	198°29'56.22" Right		
Degree of Curvature(Arc):	40°59'59.79"		
Length:	484.14		
Tangent:	-1.00		
Chord:	275.86		
Middle Ordinate:	-1.00		
External:	-1.00		
Tangent Direction:	N 49°45'03.58" W		
Radial Direction:	N 40°14'56.42" E		
Chord Direction:	N 49°29'54.53" E		
Radial Direction:	S 58°44'52.64" W		
Tangent Direction:	S 31°15'07.36" E		
Element: Clothoid			
C.S. STA. (6643)	86+86.72	143298.5751	2150705.4157
S.P.I. STA. (6374)	87+38.07	143254.8219	2150732.2986
S.T. STA. (6642)	88+36.55	143153.4000	2150733.8074
Entrance Radius:	139.75		
Exit Radius:	0.00		
Length:	149.83		
Angle:	30°42'54.74" Right		
Constant:	144.70		
Long Tangent:	101.43		
Short Tangent:	51.35		
Long Chord:	147.93		
Xs:	145.58		
Ys:	26.23		
P:	6.63		
K:	74.20		
Tangent Direction:	S 31°34'03.03" E		
Radial Direction:	S 58°25'56.97" W		
Chord Direction:	S 11°03'56.21" E		
Radial Direction:	S 89°08'51.71" W		
Tangent Direction:	S 0°51'08.29" E		

Project Name: EC-1060*Crossroads
Description: survey alg for Crossroads Interchange
Horizontal Alignment Name: A017
Description: CLOVER2
Style: Default

	STATION	NORTHING	EASTING
Element: Clothoid			
T.S. STA. (6646)	80+53.38	143073.1298	2150913.5169
S.P.I. STA. (6377)	81+55.08	143174.8210	2150912.1527
S.C. STA. (6647)	82+03.59	143219.4020	2150937.9175
Entrance Radius:	0.00		
Exit Radius:	139.75		
Length:	150.21		
Angle:	30°47'36.96" Right		
Constant:	144.88		
Long Tangent:	101.70		
Short Tangent:	51.49		
Long Chord:	148.29		
Xs:	145.93		
Ys:	26.36		
P:	6.66		
K:	74.39		
Tangent Direction:	N 0°46'06.83" W		
Radial Direction:	N 89°13'53.17" E		
Chord Direction:	N 9°28'14.52" E		
Radial Direction:	S 59°58'29.87" E		
Tangent Direction:	N 30°01'30.13" E		

Project Name: EC-1060*Crossroads
Description: survey alg for Crossroads Interchange
Horizontal Alignment Name: A017 *CONTINUED
Description: CLOVER2
Style: Default

	STATION	NORTHING	EASTING
Element: Circular			
S.C. STA. (6647)	82+03.59	143219.4020	2150937.9175
C.C. STA. (6373)		143149.0025	2151058.6356
C.S. STA. (6648)	87+36.52	143018.7604	2151109.2906
Radius:	139.75		
Delta:	218°29'52.52" Right		
Degree of Curvature(Arc):	40°59'59.79"		
Length:	532.92		
Tangent:	-1.00		
Chord:	263.87		
Middle Ordinate:	-1.00		
External:	-1.00		
Tangent Direction:	N 30°14'58.47" E		
Radial Direction:	S 59°45'01.53" E		
Chord Direction:	S 40°30'05.27" E		
Radial Direction:	N 21°15'09.01" W		
Tangent Direction:	S 68°44'50.99" W		
Element: Clothoid			
C.S. STA. (6648)	87+36.52	143018.7604	2151109.2906
S.P.I. STA. (6379)	87+87.70	143000.1760	2151061.5983
S.T. STA. (6649)	88+85.89	143016.5705	2150961.8249
Entrance Radius:	139.75		
Exit Radius:	0.00		
Length:	149.37		
Angle:	30°37'14.80" Right		
Constant:	144.48		
Long Tangent:	101.11		
Short Tangent:	51.19		
Long Chord:	147.48		
Xs:	145.16		
Ys:	26.07		
P:	6.58		
K:	73.98		
Tangent Direction:	S 68°42'37.88" W		
Radial Direction:	N 21°17'22.12" W		
Chord Direction:	S 89°08'57.21" W		
Radial Direction:	N 9°19'52.68" E		
Tangent Direction:	N 80°40'07.32" W		

Project Name: EC-1060*Crossroads
Description: survey alg for Crossroads Interchange
Horizontal Alignment Name: A018
Description: CLOVER3
Style: Default

	STATION	NORTHING	EASTING
Element: Clothoid			
T.S. STA. (6651)	79+01.74	142920.1689	2150735.8489
S.P.I. STA. (6380)	80+03.29	142818.6217	2150736.7371
S.C. STA. (6652)	80+51.74	142774.2084	2150710.8374
Entrance Radius:	0.00		
Exit Radius:	139.75		
Length:	150.00		
Angle:	30°44'59.37" Right		
Constant:	144.78		
Long Tangent:	101.55		
Short Tangent:	51.41		
Long Chord:	148.09		
Xs:	145.74		
Ys:	26.29		
P:	6.64		
K:	74.29		
Tangent Direction:	S 0°30'04.17" E		
Radial Direction:	S 89°29'55.83" W		
Chord Direction:	S 9°43'25.04" W		
Radial Direction:	N 59°45'04.80" W		
Tangent Direction:	S 30°14'55.20" W		
Element: Circular			
S.C. STA. (6655)	80+51.74	142774.2084	2150710.8374
C.C. STA. (6518)		142844.6079	2150590.1194
C.S. STA. (6656)	85+84.66	142974.8501	2150539.4644
Radius:	139.75		
Delta:	218°29'52.52" Right		
Degree of Curvature(Arc):	40°59'59.79"		
Length:	532.92		
Tangent:	-1.00		
Chord:	263.87		
Middle Ordinate:	-1.00		
External:	-1.00		
Tangent Direction:	S 30°14'58.47" W		
Radial Direction:	N 59°45'01.53" W		
Chord Direction:	N 40°30'05.27" W		
Radial Direction:	S 21°15'09.01" E		
Tangent Direction:	N 68°44'50.99" E		

Project Name: EC-1060*Crossroads
Description: survey alg for Crossroads Interchange
Horizontal Alignment Name: A018 *CONTINUED
Description: CLOVER3
Style: Default

	STATION	NORTHING	EASTING
Element: Clothoid			
C.S. STA. (6656)	85+84.66	142974.8501	2150539.4644
S.P.I. STA. (6380)	86+36.07	142993.4835	2150587.3819
S.T. STA. (6657)	87+34.66	142976.7222	2150687.5396
Entrance Radius:	139.75		
Exit Radius:	0.00		
Length:	150.00		
Angle:	30°44'58.69" Right		
Constant:	144.78		
Long Tangent:	101.55		
Short Tangent:	51.41		
Long Chord:	148.09		
Xs:	145.74		
Ys:	26.29		
P:	6.64		
K:	74.28		
Tangent Direction:	N 68°45'02.58" E		
Radial Direction:	S 21°14'57.42" E		
Chord Direction:	N 89°16'32.31" E		
Radial Direction:	S 9°30'01.27" W		
Tangent Direction:	S 80°29'58.73" E		

Project Name: EC-1060*Crossroads
Description: survey alg for Crossroads Interchange
Horizontal Alignment Name: A019
Description: CLOVER4
Style: Default

	STATION	NORTHING	EASTING
Element: Clothoid			
T.S. STA. (6653)	79+01.32	142922.1852	2151013.4926
S.P.I. STA. (6383)	80+02.87	142905.4273	2151113.6508
S.C. STA. (6652)	80+51.32	142872.2095	2151152.8920
Entrance Radius:	0.00		
Exit Radius:	139.75		
Length:	150.00		
Angle:	30°44'58.60" Right		
Constant:	144.78		
Long Tangent:	101.55		
Short Tangent:	51.41		
Long Chord:	148.09		
Xs:	145.74		
Ys:	26.29		
P:	6.64		
K:	74.28		
Tangent Direction:	S 80°30'05.75" E		
Radial Direction:	S 9°29'54.25" W		
Chord Direction:	S 70°16'36.80" E		
Radial Direction:	S 40°14'52.85" W		
Tangent Direction:	S 49°45'07.15" E		
Element: Circular			
S.C. STA. (6652)	80+51.32	142872.2095	2151152.8920
C.C. STA. (6525)		142765.5493	2151062.6006
C.S. STA. (6651)	85+35.46	142693.0485	2150943.1327
Radius:	139.75		
Delta:	198°29'56.22" Right		
Degree of Curvature(Arc):	40°59'59.79"		
Length:	484.14		
Tangent:	-1.00		
Chord:	275.86		
Middle Ordinate:	-1.00		
External:	-1.00		
Tangent Direction:	S 49°45'03.58" E		
Radial Direction:	S 40°14'56.42" W		
Chord Direction:	S 49°29'54.53" W		
Radial Direction:	N 58°44'52.64" E		
Tangent Direction:	N 31°15'07.36" W		
Element: Clothoid			
C.S. STA. (6651)	85+35.46	142693.0485	2150943.1327
S.P.I. STA. (6385)	85+86.51	142736.7179	2150916.7058
S.T. STA. (6650)	86+84.44	142837.5489	2150915.5789
Entrance Radius:	139.75		
Exit Radius:	0.00		
Length:	148.98		
Angle:	30°32'24.85" Right		
Constant:	144.29		
Long Tangent:	100.84		
Short Tangent:	51.04		
Long Chord:	147.10		
Xs:	144.80		
Ys:	25.94		
P:	6.55		
K:	73.79		
Tangent Direction:	N 31°10'50.03" W		
Radial Direction:	N 58°49'09.97" E		
Chord Direction:	N 10°47'44.69" W		
Radial Direction:	N 89°21'34.82" E		
Tangent Direction:	N 0°38'25.18" W		

POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

3/4/2024

Preliminary Plans

PLS		POE & ASSOCIATES, OKLAHOMA CITY, OK SURVEY DIVISION
DRAWN		SURVEY DATA SHEET
CHECKED		
APPROVED		
CREW	POE	SWO 2923(1) PROJECT NO. 0903(08) SHEET NO. SD22

SDS 22 OF 46

OKLAHOMA COUNTY

Project Name: EC-1060*Crossroads
Description: survey alg for Crossroads Interchange
Horizontal Alignment Name: A020
Description: SANTA FE/SHIELDS BLVD
Style: Default

	STATION	NORTHING	EASTING
Element: Circular			
PC. STA. (6463)	381+96.97	143105.0679	2146204.9783
P.I. STA. ( )	382+99.71	143106.0418	2146307.7135
C.C. STA. (6456)		145014.8410	2146186.8730
P.T. STA. (6464)	384+02.25	143118.0314	2146409.7514
Radius:		1909.86	
Delta:		6°09'30.44" Left	
Degree of Curvature(Arc):		3°00'00.00"	
Length:		205.28	
Tangent:		102.74	
Chord:		205.18	
Middle Ordinate:		2.76	
External:		2.76	
Tangent Direction:		N 89°27'24.60" E	
Radial Direction:		S 0°32'35.40" E	
Chord Direction:		N 86°22'39.38" E	
Radial Direction:		S 6°42'05.84" E	
Tangent Direction:		N 83°17'54.16" E	
Element: Linear			
P.T. STA. (6464)	384+02.25	143118.0314	2146409.7514
PC. STA. (6465)	385+46.86	143134.9073	2146553.3733
Tangent Direction:		N 83°17'54.15" E	
Tangent Length:		144.61	
Element: Circular			
PC. STA. (6465)	385+46.86	143134.9073	2146553.3733
P.I. STA. ( )	385+69.31	143137.5272	2146575.6700
C.C. STA. (6457)		143318.5936	2146531.7898
P.T. STA. (6466)	385+91.54	143145.4053	2146596.6924
Radius:		184.95	
Delta:		13°50'30.97" Left	
Degree of Curvature(Arc):		30°58'44.63"	
Length:		44.68	
Tangent:		22.45	
Chord:		44.57	
Middle Ordinate:		1.35	
External:		1.36	
Tangent Direction:		N 83°17'54.13" E	
Radial Direction:		S 6°42'05.87" E	
Chord Direction:		N 76°22'38.65" E	
Radial Direction:		S 20°32'36.83" E	
Tangent Direction:		N 69°27'23.17" E	
Element: Linear			
P.T. STA. (6466)	385+91.54	143145.4053	2146596.6924
P.O.E. STA. (6467)	386+02.88	143149.3848	2146607.3112
Tangent Direction:		N 69°27'23.15" E	
Tangent Length:		11.34	

Project Name: EC-1060*Crossroads
Description: survey alg for Crossroads Interchange
Horizontal Alignment Name: A021
Description: SANTA FE/SHIELDS BLVD
Style: Default

	STATION	NORTHING	EASTING
Element: Circular			
PC. STA. (6444)	379+28.21	143003.5201	2145936.2304
P.I. STA. ( )	380+49.71	143004.6719	2146057.7251
C.C. STA. (6450)		141093.7469	2145954.3356
P.T. STA. (6451)	381+70.88	142990.4184	2146178.3862
Radius:		1909.86	
Delta:		7°16'48.71" Right	
Degree of Curvature(Arc):		3°00'00.00"	
Length:		242.67	
Tangent:		121.50	
Chord:		242.51	
Middle Ordinate:		3.85	
External:		3.86	
Tangent Direction:		N 89°27'24.60" E	
Radial Direction:		S 0°32'35.40" E	
Chord Direction:		S 86°54'11.04" E	
Radial Direction:		S 6°44'13.32" W	
Tangent Direction:		S 83°15'46.68" E	
Element: Linear			
P.T. STA. (6451)	381+70.88	142990.4184	2146178.3862
PC. STA. (6452)	383+45.25	142969.9626	2146351.5522
Tangent Direction:		S 83°15'46.70" E	
Tangent Length:		174.37	
Element: Circular			
PC. STA. (6452)	383+45.25	142969.9626	2146351.5522
P.I. STA. ( )	383+68.99	142967.1776	2146375.1284
C.C. STA. (6453)		142758.4442	2146326.5660
P.T. STA. (6454)	383+92.54	142959.2697	2146397.5127
Radius:		212.99	
Delta:		12°43'12.23" Right	
Degree of Curvature(Arc):		26°54'02.94"	
Length:		47.29	
Tangent:		23.74	
Chord:		47.19	
Middle Ordinate:		1.31	
External:		1.32	
Tangent Direction:		S 83°15'46.81" E	
Radial Direction:		S 6°44'13.19" W	
Chord Direction:		S 76°54'10.70" E	
Radial Direction:		S 19°27'25.41" W	
Tangent Direction:		S 70°32'34.59" E	

SDS 23 OF 46

Project Name: EC-1060*Crossroads
Description: survey alg for Crossroads Interchange
Horizontal Alignment Name: A021 *CONTINUED
Description: SANTA FE/SHIELDS BLVD
Style: Default

	STATION	NORTHING	EASTING
Element: Linear			
P.T. STA. (6454)	383+92.54	142959.2697	2146397.5127
P.O.E. STA. (6455)	384+03.88	142955.4924	2146408.2051
Tangent Direction:		S 70°32'34.70" E	
Tangent Length:		11.34	

Project Name: EC-1060*Crossroads
Description: survey alg for Crossroads Interchange
Horizontal Alignment Name: A022
Description: SHIELDS BLVD/BYERS AVE
Style: Default

	STATION	NORTHING	EASTING
Element: Linear			
P.O.B. STA. (6481)	402+02.75	143155.8771	2148209.8436
PC. STA. (6482)	402+14.09	143152.0997	2148220.5360
Tangent Direction:		S 70°32'35.38" E	
Tangent Length:		11.34	
Element: Circular			
PC. STA. (6482)	402+14.09	143152.0997	2148220.5360
P.I. STA. ( )	402+36.54	143144.6217	2148241.7040
C.C. STA. (6498)		143326.4878	2148282.1422
P.T. STA. (6483)	402+58.77	143142.4251	2148264.0464
Radius:		184.95	
Delta:		13°50'30.97" Left	
Degree of Curvature(Arc):		30°58'44.63"	
Length:		44.68	
Tangent:		22.45	
Chord:		44.57	
Middle Ordinate:		1.35	
External:		1.36	
Tangent Direction:		S 70°32'35.40" E	
Radial Direction:		S 19°27'24.60" W	
Chord Direction:		S 77°27'50.88" E	
Radial Direction:		S 5°36'53.64" W	
Tangent Direction:		S 84°23'06.36" E	
Element: Linear			
P.T. STA. (6483)	402+58.77	143142.4251	2148264.0464
PC. STA. (6484)	404+03.38	143[illegible]	2148407.9626
Tangent Direction:		S 84°23'06.38" E	
Tangent Length:		144.61	
Element: Circular			
PC. STA. (6484)	404+03.38	143[illegible]	2148407.9626
P.I. STA. ( )	405+06.1[illegible]	143[illegible]	2148510.2029
C.C. STA. (6406)		1[illegible]	2148594.8264
P.T. STA. (6485)	40[illegible]	143119.1986	2148612.9316
Radius:		[illegible]09.86	
Delta:		6°09'29.03" Left	
Degree of Curvature(Arc):		3°00'00.00"	
Length:		205.27	
Tangent:		102.73	
Chord:		205.17	
Middle Ordinate:		2.76	
External:		2.76	
Tangent Direction:		S 84°23'06.36" E	
Radial Direction:		S 5°36'53.64" W	
Chord Direction:		S 87°27'50.88" E	
Radial Direction:		S 0°32'35.40" E	
Tangent Direction:		N 89°27'24.60" E	

Project Name: EC-1060*Crossroads
Description: survey alg for Crossroads Interchange
Horizontal Alignment Name: A023
Description: SHIELDS BLVD/BYERS AVE
Style: Default

	STATION	NORTHING	EASTING
Element: Linear			
P.O.B. STA. (6475)	403+50.48	142973.9626	2148359.2990
PC. STA. (6476)	403+61.82	142977.9419	2148369.9178
Tangent Direction:		N 69°27'24.62" E	
Tangent Length:		11.34	
Element: Circular			
PC. STA. (6476)	403+61.82	142977.9419	2148369.9178
P.I. STA. ( )	403+85.80	142986.3566	2148392.3722
C.C. STA. (6408)		142773.4435	2148446.5523
P.T. STA. (6477)	404+09.59	142989.6984	2148416.1175
Radius:		218.39	
Delta:		12°31'55.92" Right	
Degree of Curvature(Arc):		26°14'09.65"	
Length:		47.77	
Tangent:		23.98	
Chord:		47.67	
Middle Ordinate:		1.30	
External:		1.31	
Tangent Direction:		N 69°27'24.66" E	
Radial Direction:		S 20°32'35.34" E	
Chord Direction:		N 75°43'22.62" E	
Radial Direction:		S 8°00'39.42" E	
Tangent Direction:		N 81°59'20.58" E	
Element: Linear			
P.T. STA. (6477)	404+09.59	142989.6984	2148416.1175
P.O.E. STA. (6478)	404+79.63	142999.4593	2148485.4740
Tangent Direction:		N 81°59'20.62" E	
Tangent Length:		70.04	
Element: Circular			
PC. STA. (6478)	404+79.63	142999.4593	2148485.4740
P.I. STA. ( )	406+04.27	143016.8293	2148608.8973
C.C. STA. (6407)		141108.2377	2148751.6362
P.T. STA. (6479)	407+28.55	143018.0109	2148733.5312
Radius:		1909.86	
Delta:		7°28'04.03" Right	
Degree of Curvature(Arc):		3°00'00.00"	
Length:		248.93	
Tangent:		124.64	
Chord:		248.75	
Middle Ordinate:		4.05	
External:		4.06	
Tangent Direction:		N 81°59'20.61" E	
Radial Direction:		S 8°00'39.39" E	
Chord Direction:		N 85°43'22.62" E	
Radial Direction:		S 0°32'35.37" E	
Tangent Direction:		N 89°27'24.63" E	

Project Name: EC-1060*Crossroads
Description: survey alg for Crossroads Interchange
Horizontal Alignment Name: A024
Description: NE of Pole Rd
Style: Default

	STATION	NORTHING	EASTING
Element: Circular			
PC. STA. (6591)	454+00.27	142973.5321	2153403.7572
P.I. STA. ( )	459+07.74	142977.1456	2153911.2149
C.C. STA. (6347)		143048.5302	2153403.2231
P.T. STA. (6592)	456+13.88	143120.4766	2153424.4063
Radius:		75.00	
Delta:		163°11'09.67" Left	
Degree of Curvature(Arc):		76°23'39.74"	
Length:		213.61	
Tangent:		507.47	
Chord:		148.39	
Middle Ordinate:		64.03	
External:		437.98	
Tangent Direction:		N 89°35'31.27" E	
Radial Direction:		S 0°24'28.73" E	
Chord Direction:		N 7°59'56.44" E	
Radial Direction:		N 16°24'21.60" E	
Tangent Direction:		N 73°35'38.40" W	

POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

3/4/2024

Preliminary Plans

PLS			POE & ASSOCIATES, OKLAHOMA CITY, OK SURVEY DIVISION
DRAWN			**SURVEY DATA SHEET**
CHECKED			
APPROVED			
CREW	POE		SWO 2923(1) PROJECT NO. 0903208(08) SHEET NO. SD23

OKLAHOMA COUNTY

Project Name: EC-1060*Crossroads
Description: survey alg for Crossroads Interchange
Horizontal Alignment Name: A025
Description: SE of Pole Rd
Style: Default

	STATION	NORTHING	EASTING
Element: Circular			
PC. STA. (6575)	452+14.60	142861.2069	2153218.8859
P.I. STA. ( )	457+45.46	142865.0042	2153749.7368
C.C. STA. (6338)		142636.2127	2153220.4953
P.T. STA. (6574)	457+41.06	142480.9001	2153383.2928
Radius:		225.00	
Delta:		134°03'43.01" Right	
Degree of Curvature(Arc):		25°27'53.25"	
Length:		526.46	
Tangent:		530.86	
Chord:		414.32	
Middle Ordinate:		137.20	
External:		351.58	
Tangent Direction:		N 89°35'24.58" E	
Radial Direction:		S 0°24'35.42" E	
Chord Direction:		S 23°22'43.92" E	
Radial Direction:		N 46°20'52.41" W	
Tangent Direction:		S 43°39'07.59" W	

Project Name: EC-1060*Crossroads
Description: survey alg for Crossroads Interchange
Horizontal Alignment Name: A026
Description: RAMP E of Eastern Ave
Style: Default

	STATION	NORTHING	EASTING
Element: Linear			
P.O.B. STA. (6637)	484+39.48	143279.5837	2156448.1402
PC. STA. (6638)	485+41.44	143177.6229	2156448.5358
Tangent Direction:		S 0°13'20.40" E	
Tangent Length:		101.96	
Element: Circular			
PC. STA. (6638)	485+41.44	143177.6229	2156448.5358
P.I. STA. ( )	486+78.83	143040.2382	2156449.0646
C.C. STA. (6361)		143178.2003	2156598.5347
P.T. STA. (6639)	487+63.90	143028.7277	2156585.9674
Radius:		150.00	
Delta:		84°58'24.46" Left	
Degree of Curvature(Arc):		38°11'49.87"	
Length:		222.46	
Tangent:		137.39	
Chord:		202.63	
Middle Ordinate:		39.38	
External:		53.41	
Tangent Direction:		S 0°13'13.94" E	
Radial Direction:		S 89°46'46.06" W	
Chord Direction:		S 42°42'26.17" E	
Radial Direction:		S 4°48'21.60" W	
Tangent Direction:		S 85°11'38.40" E	
Element: Linear			
P.T. STA. (6639)	487+63.90	143028.7277	2156585.9674
P.I. STA. (6640)	493+82.16	142976.9285	2157202.0536
Tangent Direction:		S 85°11'38.40" E	
Tangent Length:		618.26	
Element: Linear			
P.I. STA. (6640)	493+82.16	142976.9285	2157202.0536
P.O.E. STA. (6641)	497+84.73	142943.2003	2157603.2082
Tangent Direction:		S 85°11'38.40" E	
Tangent Length:		402.57	

Project Name: EC-1060*Crossroads
Description: survey alg for Crossroads Interchange
Horizontal Alignment Name: A027
Description: RAMP W of Eastern Ave
Style: Default

	STATION	NORTHING	EASTING
Element: Linear			
P.O.B. STA. (6636)	460+03.54	142948.3050	2154002.2193
PC. STA. (6635)	461+89.18	142949.6329	2154192.8546
Tangent Direction:		N 89°35'24.59" E	
Tangent Length:		185.64	
Element: Circular			
PC. STA. (6635)	461+89.18	142949.6329	2154192.8546
P.I. STA. ( )	463+03.77	142948.1609	2154307.4340
C.C. STA. (6360)		154407.8474	2154340.0543
P.T. STA. (6634)	464+18.35	142948.9806	2154422.0198
Radius:		11459.16	
Delta:		1°08'45.06" Left	
Degree of Curvature(Arc):		0°30'00.00"	
Length:		229.17	
Tangent:		114.59	
Chord:		229.17	
Middle Ordinate:		0.57	
External:		0.57	
Tangent Direction:		S 89°15'50.33" E	
Radial Direction:		S 0°44'09.67" W	
Chord Direction:		S 89°50'12.86" E	
Radial Direction:		S 0°24'35.39" E	
Tangent Direction:		N 89°35'24.61" E	

SDS 24 OF 46

Project Name: EC-1060*Crossroads
Description: survey alg for Crossroads Interchange
Horizontal Alignment Name: A027 *CONTINUED
Description: RAMP W of Eastern Ave
Style: Default

	STATION	NORTHING	EASTING
Element: Linear			
P.T. STA. (6634)	464+18.35	142948.9806	2154422.0198
P.I. STA. (6633)	465+03.76	142949.5915	2154507.4277
Tangent Direction:		N 89°35'24.57" E	
Tangent Length:		85.41	
Element: Linear			
P.I. STA. (6633)	465+03.76	142949.5915	2154507.4277
PC. STA. (6632)	474+04.46	142964.0988	2155408.0108
Tangent Direction:		N 89°04'37.61" E	
Tangent Length:		900.70	
Element: Circular			
PC. STA. (6632)	474+04.46	142964.0988	2155408.0108
P.I. STA. ( )	474+82.01	142965.3478	2155485.5497
C.C. STA. (6359)		145828.5173	2155361.8719
P.C.C. STA. (6631)	475+59.52	142970.7898	2155562.9075
Radius:		2864.79	
Delta:		3°06'04.32" Left	
Degree of Curvature(Arc):		2°00'00.00"	
Length:		155.06	
Tangent:		77.55	
Chord:		155.04	
Middle Ordinate:		1.05	
External:		1.05	
Tangent Direction:		N 89°04'37.86" E	
Radial Direction:		S 0°55'22.14" E	
Chord Direction:		N 87°31'35.70" E	
Radial Direction:		S 4°01'26.46" E	
Tangent Direction:		N 85°58'33.54" E	
Element: Circular			
P.C.C. STA. (6631)	475+59.52	142970.7898	2155562.9075
P.I. STA. ( )	476+36.85	142976.2166	2155640.0172
C.C. STA. (6358)		143685.2239	2155512.6455
P.T. STA. (6630)	477+13.58	142997.9835	2155714.2468
Radius:		716.20	
Delta:		12°19'29.11" Left	
Degree of Curvature(Arc):		7°59'59.89"	
Length:		154.0	
Tangent:		77.3	
Chord:		153.6	
Middle Ordinate:		4.1	
External:		4.1	
Tangent Direction:		N 85°58'32	E
Radial Direction:		S 4°01'27.3	E
Chord Direction:		N 79°4[illegible]48.1	E
Radial Direct		S 16°2[illegible]56.[illegible]	E
Tangent Direct		N 7°3[illegible]39"	E
Element: Linear			
P.T. STA. (6630)	477+13.58	142997.9835	2155714.2468
PC. (6629)	478+73.60	143043.0271	2155867.7964
Tangent Direction:		N 73°39'03.67" E	
Tangent Length:		160.02	
Element: Circular			
PC. STA. (6629)	478+73.60	143043.0271	2155867.7964
P.I. STA. ( )	479+67.58	143069.4790	2155957.9775
C.C. STA. (6357)		143162.9737	2155832.6137
P.T. STA. (6628)	480+34.77	143163.4587	2155957.6128
Radius:		125.00	
Delta:		73°52'29.62" Left	
Degree of Curvature(Arc):		45°50'11.84"	
Length:		161.17	
Tangent:		93.98	
Chord:		150.24	
Middle Ordinate:		25.09	
External:		31.39	
Tangent Direction:		N 73°39'09.18" E	
Radial Direction:		S 16°20'50.82" E	
Chord Direction:		N 36°42'54.37" E	
Radial Direction:		N 89°46'39.56" E	
Tangent Direction:		N 0°13'20.44" W	
Element: Linear			
P.T. STA. (6628)	480+34.77	143163.4587	2155957.6128
P.O.E. STA. (6627)	481+37.66	143266.3435	2155957.2135
Tangent Direction:		N 0°13'20.46" W	
Tangent Length:		102.89	

Project Name: EC-1060*Crossroads
Description: survey alg for Crossroads Interchange
Horizontal Alignment Name: A028
Description: RAMP SE of I-35
Style: Default

	STATION	NORTHING	EASTING
Element: Circular			
PC. STA. (6609)	61+24.30	141145.5900	2151069.7825
P.I. STA. ( )	62+45.08	141200.8776	2150962.3940
C.C. STA. (6362)		141323.4077	2151161.3296
P.T. STA. (6611)	63+41.62	141321.6579	2150961.3373
Radius:		200.00	
Delta:		62°15'27.49" Right	
Degree of Curvature(Arc):		28°38'52.40"	
Length:		217.32	
Tangent:		120.78	
Chord:		206.79	
Middle Ordinate:		28.80	
External:		33.64	
Tangent Direction:		N 62°45'32.11" W	
Radial Direction:		N 27°14'27.89" E	
Chord Direction:		N 31°37'48.37" W	
Radial Direction:		N 89°29'55.37" E	
Tangent Direction:		N 0°30'04.63" W	

Project Name: EC-1060*Crossroads
Description: survey alg for Crossroads Interchange
Horizontal Alignment Name: A029
Description: SE 59TH ST
Style: Default

	STATION	NORTHING	EASTING
Element: Linear			
P.O.B. STA. (6432)	95+00.00	148281.8565	2150629.0492
P.I. STA. (3169)	97+60.93	148284.7529	2150889.9611
Tangent Direction:		N 89°21'50.32" E	
Tangent Length:		260.93	
Element: Linear			
P.I. STA. (3169)	97+60.93	148284.7529	2150889.9611
P.I. STA. (1076)	100+00.01	148285.8404	2151129.0452
Tangent Direction:		N 89°44'21.76" E	
Tangent Length:		239.09	
Element: Linear			
P.I. STA. (1076)	100+00.01	148285.8404	2151129.0452
P.O.E. STA. (6433)	105+00.01	148288.1146	2151629.0400
Tangent Direction:		N 89°44'21.83" E	
Tangent Length:		500.00	

Project Name: EC-1060*Crossroads
Description: survey alg for Crossroads Interchange
Horizontal Alignment Name: A030
Description: SE 66TH ST
Style: Default

	STATION	NORTHING	EASTING
Element: Linear			
P.O.B. STA. (6434)	204+02.99	145632.8756	2150308.8319
P.I. STA. (6007)	209+02.99	145637.9859	2150808.8068
Tangent Direction:		N 89°24'51.81" E	
Tangent Length:		500.00	
Element: Linear			
P.I. STA. (6007)	209+02.99	145637.9859	2150808.8068
P.I. STA. (3040)	210+00.01	145638.9775	2150905.8228
Tangent Direction:		N 89°24'51.84" E	
Tangent Length:		97.02	
Element: Linear			
P.I. STA. (3040)	210+00.01	145638.9775	2150905.8228
P.O.E. STA. (6431)	214+02.99	145641.3027	2151308.7961
Tangent Direction:		N 89°40'09.86" E	
Tangent Length:		402.98	

Project Name: EC-1060*Crossroads
Description: survey alg for Crossroads Interchange
Horizontal Alignment Name: A031
Description: SE 82ND ST
Style: Default

	STATION	NORTHING	EASTING
Element: Linear			
P.O.B. STA. (6435)	10+00.00	140344.3985	2150347.8788
P.I. STA. (6436)	15+00.00	140349.2465	2150847.8553
Tangent Direction:		N 89°26'40.01" E	
Tangent Length:		500.00	
Element: Linear			
P.I. STA. (6436)	15+00.00	140349.2465	2150847.8553
P.I. STA. (6437)	15+97.21	140350.1890	2150945.0567
Tangent Direction:		N 89°26'40.00" E	
Tangent Length:		97.21	
Element: Linear			
P.I. STA. (6437)	15+97.21	140350.1890	2150945.0567
P.O.E. STA. (6438)	20+00.00	140353.1779	2151347.8356
Tangent Direction:		N 89°34'29.43" E	
Tangent Length:		402.79	

POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

3/4/2024

Preliminary Plans

PLS			POE & ASSOCIATES, OKLAHOMA CITY, OK SURVEY DIVISION
DRAWN			SURVEY DATA SHEET
CHECKED			
APPROVED			
CREW	POE		SWO 2923(1) PROJECT NO. 09032(08) SHEET NO. SD24

OKLAHOMA COUNTY

POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

3/4/2024

Project Name: EC-1060*Crossroads
Description: survey alg for Crossroads Interchange
Horizontal Alignment Name: A032
Description: RAMP N of 66TH ST
Style: Default

	STATION	NORTHING	EASTING
Element: Linear			
P.O.B. STA. (6519)	108+36.33	145854.8320	2150697.5039
PC. STA. (6520)	108+50.48	145867.1285	2150704.5051
Tangent Direction:	N 29°39'20.67" E		
Tangent Length:	14.15		
Element: Circular			
PC. STA. (6520)	108+50.48	145867.1285	2150704.5051
P.I. STA. ( )	108+56.33	145872.2159	2150707.4017
C.C. STA. (6332)		145879.4980	2150682.7797
P.T. STA. (6521)	108+61.98	145878.0604	2150707.7383
Radius:	25.00		
Delta:	26°21'31.33" Left		
Degree of Curvature(Arc):	229°10'59.22"		
Length:	11.50		
Tangent:	5.85		
Chord:	11.40		
Middle Ordinate:	0.66		
External:	0.68		
Tangent Direction:	N 29°39'18.84" E		
Radial Direction:	S 60°20'41.16" E		
Chord Direction:	N 16°28'33.17" E		
Radial Direction:	S 86°42'12.50" E		
Tangent Direction:	N 3°17'47.50" E		
Element: Linear			
P.T. STA. (6521)	108+61.98	145878.0604	2150707.7383
PC. STA. (6522)	114+45.63	146460.7450	2150741.2951
Tangent Direction:	N 3°17'45.67" E		
Tangent Length:	583.65		
Element: Circular			
PC. STA. (6522)	114+45.63	146460.7450	2150741.2951
P.I. STA. ( )	115+27.47	146542.4496	2150746.0004
C.C. STA. (6333)		146350.9383	2152647.9948
P.T. STA. (6523)	116+09.21	146623.4523	2150757.6780
Radius:	1909.86		
Delta:	4°54'26.64" Right		
Degree of Curvature(Arc):	3°00'00.00"		
Length:	163.58		
Tangent:	81.84		
Chord:	163.53		
Middle Ordinate:	1.75		
External:	1.75		
Tangent Direction:	N 3°17'45.67" E		
Radial Direction:	S 86°42'14.33" E		
Chord Direction:	N 5°44'58.99" E		
Radial Direction:	S 81°47'47.69" E		
Tangent Direction:	N 8°12'12.31" E		
Element: Linear			
P.T. STA. (6523)	116+09.21	146623.4523	2150757.6780
P.O.E. STA. (6524)	117+22.19	146735.2762	2150773.7989
Tangent Direction:	N 8°12'12.31" E		
Tangent Length:	112.98		

Project Name: EC-1060*Crossroads
Description: survey alg for Crossroads Interchange
Horizontal Alignment Name: A033
Description: RAMP SE 59TH ST
Style: Default

	STATION	NORTHING	EASTING
Element: Circular			
PC. STA. (6551)	118+98.74	146912.5656	2150877.5204
P.I. STA. ( )	121+16.91	147129.7417	2150898.3511
C.C. STA. (6334)		146730.2164	2152778.6543
P.T. STA. (6550)	123+33.20	147336.6247	2150967.6242
Radius:	1909.86		
Delta:	13°02'01.92" Right		
Degree of Curvature(Arc):	3°00'00.00"		
Length:	434.46		
Tangent:	218.17		
Chord:	433.53		
Middle Ordinate:	12.34		
External:	12.42		
Tangent Direction:	N 5°28'43.77" E		
Radial Direction:	S 84°31'16.23" E		
Chord Direction:	N 11°59'44.73" E		
Radial Direction:	S 71°29'14.31" E		
Tangent Direction:	N 18°30'45.69" E		
Element: Linear			
P.T. STA. (6550)	123+33.20	147336.6247	2150967.6242
P.I. STA. (6549)	123+52.20	147342.6575	2150949.6074
Tangent Direction:	N 71°29'14.30" W		
Tangent Length:	19.00		
Element: Linear			
P.I. STA. (6549)	123+52.20	147342.6575	2150949.6074
PC. STA. (6548)	125+65.37	147544.7967	2151017.2920
Tangent Direction:	N 18°30'45.70" E		
Tangent Length:	213.17		
Element: Circular			
PC. STA. (6548)	125+65.37	147544.7967	2151017.2920
P.I. STA. ( )	126+31.63	147607.6266	2151038.1201
C.C. STA. (6335)		148013.5352	2149617.4112
P.T. STA. (6547)	126+97.80	147672.0887	2151053.1[illegible]
Radius:	1476.27		
Delta:	5°08'22.89" Left		
Degree of Curvature(Arc):	3°52'52.00"		
Length:	132.43		
Tangent:	66.2[illegible]		
Chord:	132.[illegible]		
Middle Ordinate:	1.[illegible]		
External:	1.[illegible]		
Tangent Direction:	N 18°30'45.[illegible]" E		
Radial Direction:	S 71°29'14.[illegible]" E		
Chord Direction:	N 15°56'1[illegible].2[illegible]" E		
Radial Direction:	76°3[illegible]37.1[illegible]		
Tangent Direct[illegible]	N 3°2[illegible]22.[illegible]" E		

Project Name: EC-1060*Crossroads
Description: survey alg for Crossroads Interchange
Horizontal Alignment Name: A036
Description:
Style: Default

	STATION	NORTHING	EASTING
Element: Linear			
P.O.B. STA. (6662)	121+03.47	147128.1840	2150795.2048
P.O.E. STA. (6663)	126+27.61	147647.8237	2150863.7415
Tangent Direction:	N 7°30'48.72" E		
Tangent Length:	524.14		

Project Name: EC-1060*Crossroads
Description: survey alg for Crossroads Interchange
Horizontal Alignment Name: A036-1
Description:
Style: Default

	STATION	NORTHING	EASTING
Element: Linear			
P.O.B. STA. (6664)	125+41.98	147565.9896	2150864.0401
PC. STA. (6665)	126+22.81	147645.5052	2150878.5574
Tangent Direction:	N 10°20'47.73" E		
Tangent Length:	80.83		
Element: Circular			
PC. STA. (6665)	126+22.81	147645.5052	2150878.5574
P.I. STA. ( )	127+53.12	147773.6995	2150901.9619
C.C. STA. (6668)		147895.6423	2149508.4761
P.T. STA. (6666)	128+82.68	147904.0104	2150901.1789
Radius:	1392.73		
Delta:	10°41'27.07" Left		
Degree of Curvature(Arc):	4°06'50.13"		
Length:	259.87		
Tangent:	130.31		
Chord:	259.49		
Middle Ordinate:	6.06		
External:	6.08		
Tangent Direction:	N 10°20'47.74" E		
Radial Direction:	S 79°39'12.26" E		
Chord Direction:	N 5°00'04.21" E		
Radial Direction:	N 89°39'20.67" E		
Tangent Direction:	N 0°20'39.33" W		
Element: Linear			
P.T. STA. (6666)	128+82.68	147904.0104	2150901.1789
P.O.E. STA. (6667)	129+43.46	147964.7893	2150900.8138
Tangent Direction:	N 0°20'39.33" W		
Tangent Length:	60.78		

Preliminary Plans

SDS 25 OF 46

PLS			POE & ASSOCIATES, OKLAHOMA CITY, OK SURVEY DIVISION
DRAWN			**SURVEY DATA SHEET**
CHECKED			
APPROVED			
CREW	POE		SWO 2923(1) PROJECT NO. 09032(08) SHEET NO. SD25

OKLAHOMA COUNTY

POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

3/4/2024

Preliminary Plans

SEC.28, T-11-N, R-3-W

SEC.27, T-11-N, R-3-W

SEC.33, T-11-N, R-3-W

SEC.34, T-11-N, R-3-W

END.A011
P.O.T.STA.105+96.72 ℄ A011
•STA.105+96.72 FAP IR-240-I(323)
X•2,145,637.0388 Y•143,544.2060

BEG.A034 SURVEY
P.O.T.STA.371+39.31 ℄ A034 SURVEY
•STA.371+39.60 FAP IR-240-I(323)
X•2,145,147.3663 Y•143,039.5414

P.O.T.STA.371+39.31 ℄ A034 SURVEY
(•376+33.72 FAP IR-240-I(323))
376+33.43

P.O.T.STA.376+33.43 ℄ A034 SURVEY
• STA.376+33.72 FAP IR-240-I(323)
P.I.STA.100+96.72 ℄ A011 SURVEY
N-S SEC.LINE 96.72' S.TO SEC.COR.
2736.652' S.TO 1/4 SEC.COR.
2,534.495' N.TO 1/4 SEC.COR.
X•2,145,641.4636 Y•143,044.2256

N-S SEC.LINE NS308

BEG.℄ A001
P.O.T.STA.376+33.52 ℄ A001 142'LT
•STA.376+32.46 FAP IR-240-I(323)
X•2,145,640.2073 Y•143,186.1800

N 0°30'25.38" W 500.00'

N 0°30'25.38" W 1422'

N 0°30'25.38" W 2631.219'

N 0°28'36.84" W 2639.928'

SANTA FE AVE.

MODJESKA DEV.CO.TRUSTEE

BM#14 -"□" ON N.W. COR. WTR. VAULT E. OF SANTA FE 152.94' LT. ℄ A034 A034 STA. 377+02.13

BM#13 -"□" ON CONC. BASE TRAFFIC CONTROL BOX. 136.04' LT. ℄ A034 A034 STA. 379+06.84

BM#12 -"□" ON CURB @ P.I. OF S. SIDE OF PARKING LOT S. OF PAYLESS SHOES. 152.24' LT. ℄ A034 A034 STA. 385+73.15

BM#15 -"X" ON CURB @ P.I. OF PARKING LOT N.W. OF BATTERIES PLUS. 157.07' RT. ℄ A034 A034 STA. 377+33.76

BM#16 -"X" ON N. CURB OF PARKING LOT OF WALMART 148.89' RT. ℄ A034 A034 STA. 383+25.73

CURVE NO. A001-1
P.I. STA. 381+00.14
N: 143170.6403
E: 2146106.5665
Δ= 2°27'05.86" LT.
D= 2°00'00.00"
T= 61.30'
L= 122.58'
R= 2864.79'
LC= 122.5620'
C= S89°19'02.45"E

P.C.STA.380+38.84 ℄ A001
X•2,146,045.3005 Y•143,172.6818

BEG.℄ A020
P.O.T.STA.381+96.97 ℄ A020
•STA.0+00 FAP U-386(I)
X•2,146,204.9783 Y•143,105.0679

P.T.STA.381+61.42 ℄ A001
X•2,146,167.8638 Y•143,171.2215

N 0°30'25.38" W 879.14'

10' ONG U/E

Curve No.A020-1
P.I. Sta. 382+99.71
N: 143106.0418
E: 2146307.7135
Δ= 6°09'30.44" LT.
D= 3°00'00.00"
T= 102.74'
L= 205.28'
R= 1909.86'
LC= 205.1830'
C= N86°22'39.38"E

Curve No.A020-2
P.I. Sta. 385+69.31
N: 143137.5272
E: 2146575.6700
Δ= 13°50'31.24" LT.
D= 30°58'45.23"
T= 22.45'
L= 44.68'
R= 184.95'
LC= 44.573'
C= N76°22'38.65E

P.T.STA.384+02.25 ℄ A020
X•2,146,409.7514 Y•143,118.0314

P.C.STA.385+46.86 ℄ A020
X•2,146,553.3733 Y•143,134.9073

P.C.STA.385+91.54 ℄ A020
X•2,146,596.6924 Y•143,145.4053

END.℄ A020 96'LT.
P.O.T.STA.386+02.88 ℄ A020 96'LT.
•STA.4+06.67 FAP U-386(I)
X•2,146,607.3112 Y•143,149.3848

235.000'

'X' ON CONC.

*4 REBAR

℄ SURVEY A034

CALCULATED POINT

N 89°27'24.62" E 2360.69

N 89°27'24.62" E 466.65 S89°27'24.62"E 350.00'

PRES.R/W ℄ A001

S 43°30'15.31" E 72.26'

S 88°02'20.27" E 405.32 S88°05'29.53"E 501.40'

CURVE NO. A001-1

CURVE NO. A020-1

CURVE NO. A020-2

℄ A020 144.61 N83°17'54.15"E

11.34 N69°27'23.15"E

11.34 S70°32'34.70"E

CURVE NO. A021-1

℄ A021 174.37 S83°15'46.70"E

CURVE NO. A021-2

P.J.STA.100+00.00 ℄ A011
•STA.100+00.00 FAP IR-240-I(323)
X•2,145,642.3196 Y•142,947.5057

S 26°09'06.56" E 100.000'

100.000'

105.000'

150.000'

174.999'

S 17°47'40.92" W 200.00'

N 0°30'25.42" W 96.72'

N 89°27'41.44" E 2,640.876'

E-W SEC.LINE EW112

N 89°27'41.44" E 391.715'

N 89°27'24.62" E 523.50

PRES.R/W

℄ A003

N 86°53'40.16" E 150.21'

N 86°56'08.72" E 425.382'

375.51 N85°47'01.31"E

CURVE NO. A003-1

N 43°12'32.16" E 72.31'

SPFC BUSHELL.INC.

WALMART

403.28'

142.29'

201.14'

℄ A011

℄ A003

15' OKC ESMNT

50' OKC EASEMENT

10' OGE U/E

15' OKC U/E

Curve A003-1
P.I. Sta. 381+00.67
N: 142926.6512
E: 2146108.8795
Δ= 3°40'23.34" RT.
D= 2°00'00.00"
T= 91.86'
L= 183.66'
R= 2864.79'
LC= 183.626'
C= N87°37'12.97E

BEG.℄ A003
P.O.T.STA.376+33.30 ℄ A003 152'RT
•STA.376+31.81 FAP IR-240-I(323)
X•2,145,640.2073 Y•143,186.1800

BEG.℄ A011
P.O.T.STA.95+96.72 ℄ A011
•STA.95+96.72 FAP IR-240-I(323)
X•2,145,645.6762 Y•142,544.2397

CURVE NO. A021-1
P.I. Sta. 380+49.71
N: 143004.6719
E: 2146057.7251
Δ= 7°16'48.71" RT.
D= 3°00'00.00"
T= 121.50'
L= 242.67'
R= 1909.86'
LC= 242.51'
C= S86°54'11.04E.

BEG.℄ A021
P.O.T.STA.379+28.21 ℄ A021
•STA.0+00 FAPU-386(I)
X•2,145,936.2304 Y•143,003.5201

P.C.STA.380+08.81 ℄ A003
X•2,146,017.2679 Y•142,918.9975

P.I.STA.381+70.88 ℄ A021
X•2,146,178.3862 Y•142,990.4184

P.T.STA.381+92.46 ℄ A003
X•2,146,200.7356 Y•142,927.5220

Curve A021-2
P.I. Sta. 383+68.99
N: 142967.1776
E: 2146375.1284
Δ= 12°43'12.23" RT.
D= 26°54'02.94"
T= 23.74'
L= 47.29'
R= 212.99'
LC= 47.188'
C= S76°54'10.7E

P.I.STA.383+45.25 ℄ A021
X•2,146,351.5522 Y•142,963.9626

P.I.STA.383+92.54 ℄ A021
X•2,146,397.5127 Y•142,959.2697

END.℄ A021
P.O.T.STA.384+03.88 ℄ A021 96'LT.
•STA.4+76.39 FAP U-386(I)
X•2,146,408.2051 Y•142,955.4924

N 0°28'36.84" E 367'

SCALE: 1" = 50'

*4 REBAR

℄ A001

℄ A002

℄ A003

℄ A011

℄ A020

℄ A021

CALCULATED POINT

PLS			POE & ASSOCIATES, OKLAHOMA CITY, OK SURVEY DIVISION
DRAWN			**SURVEY DATA SHEET**
CHECKED			
APPROVED			
CREW	POE		SWO 2923(1) PROJECT NO. 09032(08) SHEET NO. SD26

OKLAHOMA COUNTY

SDS 26 OF 46

8-87

POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL
3/4/2024

SEC. 27, T-11-N, R-3-W

BM#11 -"X" ON CURB IN PARKING LOT W. OF SHIELDS 453.49' LT. ℄ A034 (CONTROL PT. "0-55-1838") A034 STA. 391+00.77

BM#10 - "X" ON CURB @ P.I. S. COR. PARKING LOT OF VALERO GAS STA. 176.68' LT. ℄ A034 A034 STA. 394+01.73

BM#9 - "X" ON CURB @ INLET S. PARKING LOT OF HOME DEPOT 175.60' LT. ℄ A034 A034 STA. 399+94.10

CURVE NO. A001-2
P.I. STA. 387+50.12
N: 143167.9547
E: 2146756.5375
Δ= 2°26'26.28" LT.
D= 1°00'00.00"
T= 122.05'
L= 244.06'
R= 5729.58'
LC= 244.045'
C= N88°14'11.48"E

CURVE NO. A001-3
P.I. STA. 400+04.34
N: 143179.9811
E: 2148009.8505
Δ= 1°54'06.00" LT.
D= 1°00'00.00"
T= 95.09'
L= 190.17'
R= 5729.58'
LC= 190.1580'
C= S89°35'32.38"E

Curve NO. A003-2
P.I. Sta. 388+00.60
N: 142933.2871
E: 2146808.8480
Δ= 2°32'19.60" RT.
D= 1°30'00.00"
T= 84.64'
L= 169.25'
R= 3819.72'
LC= 169.238
C= S89°16'25.57'E

BM#18 -"X" ON E. CURB OF 3RD ENTR. FROM W. ON N. SIDE NISSAN DEALERSHIP. 139.51' RT. ℄ A034 A034 STA. 389+27.33

BM#20- "X" ON CONC. BASE OF LIGHT POLE N. OF ENTERPRISE RENTAL. 155.12' RT. ℄ A034 A034 STA. 395+58.73

SCALE: 1" = 50'

SDS 27 OF 46

PLS			POE & ASSOCIATES, OKLAHOMA CITY, OK SURVEY DIVISION
DRAWN			**SURVEY DATA SHEET**
CHECKED			
APPROVED			
CREW	POE	SWO 2923(1)	PROJECT NO. 09032(08) SHEET NO. SD27

OKLAHOMA COUNTY

Preliminary Plans

8-87

POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

3/4/2024

SEC.27, T-11-N, R-3-W

BM8 - "X" ON CURB @ 521 S.E. 72ND STREET 317.43' LT, ℄ A034 A034 STA. 406+48.06

BM#7- "X" ON CURB @ 521 S.E. 73RD STREET 323.22' LT, ℄ A034 A034 STA. 412+45.47

Curve No. A022-2
P.I. Sta. 405+06.11
N: 143118.2247
E: 2148510.2029
Δ= 6°09'29.03" LT.
D= 3°00'00.00"
T= 102.73'
L= 205.27'
R= 1909.86'
LC= 205.170'
C= S87°27'50.88"E

Curve No. A022-1
P.I. Sta. 402+36.54
N: 143144.6217
E: 2148241.7040
Δ= 13°50'30.97" LT.
D= 30°58'44.63"
T= 22.45'
L= 44.68'
R= 184.95'
LC= 44.573'
C= S77°27'50.88"E

CLOVER LEAF MANOR ADDITION

BYERS AVE.

72RD STREET

BLOCKLINE

73RD STREET

PLATTED 15' U/E

PRES.R/W

EQUATION: P.O.T. STA. 415+08.92 BK.= P.O.T. STA. 415+00.00 AHD. FAP 1-240-I(323) X=2,149,516.7800 Y=143,080.9645

A 415

CURVE NO. A022-1

CURVE NO. A022-2

CURVE NO. A023-1

CURVE NO. A003-3

℄ SURVEY A034

℄ A022

℄ A023

℄ A003

CALCULATED POINT

*4 REBAR

N 89° 27' 24.62" E 2016.49

N 89°27'59.02" E 528.248'

N 89°27'29.39" E 1087.763'

N 89°27'19.79" E 1707.25'

17' OKC U/E

15' U/E

5' U/E

E-W SEC. LINE

EW112

LM REAL ESTATE CO.LLC (SATURN DEALERSHIP)

E 50' TRACT 53 & WEST HALF 54

W.W.HIGGINBOTHAM REV.TRUST E HALF TRACT 54 & WEST 200' TRACT 55

STATE OF OKLAHOMA PARCEL 49 09032(109) EAST 100' TRACT 55 & TRACTS 56-59

MTV REAL ESTATE LOT 2-4

LOT 1

N-S 1/4 SEC. LINE N5308.5

BM#21 "X" ON CURB @ P.I. OF W. ENTRANCE TO CAR DEALERSHIP. 157.12' RT. ℄ 240 A034 STA. 402+17.71

BM#22 "X" ON HEADWALL DRAINAGE STRUCTURE 271.68' RT. ℄ 240 A034 STA. 408+36.59

BM#23 "X" ON CURB OF SIDEWALK ON N. SIDE BUILDING. 319.36' RT. ℄ A034A034 STA. 413+98.14

Curve No. A023-1
P.I. Sta. 403+85.80
N: 142986.3566
E: 2148392.3722
Δ= 12°31'55.92" RT.
D= 26°14'09.65"
T= 23.98'
L= 47.77'
R= 218.39'
LC= 47.672'
C= N75°43'22.62"E

Curve No. A023-2
P.I. Sta. 406+04.27
N: 143016.8293
E: 2148608.8973
Δ= 7°28'04.03" RT.
D= 3°00'00.00"
T= 124.64'
L= 248.93'
R= 1909.86'
LC= 248.75'
C= N85°43'22.62"E

Curve No.A003-3
P.I. Sta. 401+62.12
N: 142946.1614
E: 2148169.3099
Δ= 1°56'58.97" RT.
D= 2°00'00.00"
T= 48.75'
L= 97.49'
R= 2864.79'
LC= 97.481'
C= N88°28'55.12"E

SCALE: 1" = 50'

SEC.34, T-11-N, R-3-W

PLS		POE & ASSOCIATES, OKLAHOMA CITY, OK SURVEY DIVISION
DRAWN		SURVEY DATA SHEET
CHECKED		
APPROVED		
CREW	POE	SWO 2923(1) PROJECT NO. 09032(08) SHEET NO. SD28

OKLAHOMA COUNTY

SDS 28 OF 46

Preliminary Plans

8-87

POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

3/4/2024

SEC. 27, T-11-N, R-3-W

SEC. 26, T-11-N, R-3-W

SEC. 34, T-11-N, R-3-W

SEC. 35, T-11-N, R-3-W

Curve No.A005-1
P.I. Sta. A 421+82.51
N: 143166.9547
E: 2150196.4186
Δ= 20°40'47.97" LT.
D= 15°59'59.78"
T= 65.34'
L= 129.25'
R= 358.10'
LC= 128.55'
C= N67°7'1.29"E

CURVE NO. A005-1A
P.I. STA. A 420+67.31
N: 143141.8263
E: 2150083.5366
Δ= 12°01'24.23" LT.
Ts= 150.29'
Sc= 231.99

CURVE NO. A005-1B
P.I. STA. A 422+96.73
N: 143230.3049
E: 2150293.1685
Δ= 12°01'24.22" LT.
St= 150.29'
Cs= 231.99

CURVE NO. A001-4
P.I. STA. A 421+66.99
N: 143200.4825
E: 2150172.4244
Δ= 44°40'47.38" LT.
D= 15°59'59.78"
T= 147.16'
L= 279.25'
R= 358.10'
LC= 272.2280'
C= N67°7'01.3105"E

CURVE NO. A007-7B
P.I. STA. 83+70.09
N: 143029.9289
E: 2149986.5130
Δ= 12°01'24.49" LT.
St= 150.29'
Cs= 231.99

CURVE NO. A007-7
P.I. STA. 82+48.81
N: 143005.5397
E: 2150107.3216
Δ= 23°01'29.16" LT.
D= 15°59'59.78"
T= 72.94'
L= 143.91'
R= 358.10'
LC= 142.9390
C= N67°6'52.55"W

Curve No.A003-4
P.I. Sta. A 420+73.29
N: 142964.2786
E: 2150080.3967
Δ= 46°51'25.05" RT.
D= 15°59'59.78"
T= 155.18'
L= 292.86'
R= 358.10'
LC= 284.7640'
C= S67°6'52.38"E

CURVE NO. A007-7A
P.I. STA. 81+26.01
N: 142935.9859
E: 2150209.0654
Δ= 12°01'24.49" LT.
Ts= 150.29'
Sc= 231.99

BM#6- "□" ON TOP E. SIDE OF CONCRETE DRAINAGE DITCH
406.13' LT. ℄ A034
A034 STA. 418+82.24

BM#24-"X" ON BASE OF LIGHT POLE E. SIDE OF PARKING LOT.
439.75' RT. ℄ A034
A034 STA. 416+99.26

P.O.T. STA. 85+00.00 ℄ A035 SURVEY
X=2,150,821.5375 Y=143,519.2099

SCALE: 1" = 50'

P.O.T. STA. 79+77.15 ℄ A035 SURVEY
= P.O.T. STA. A 428+14.28 ℄ A034 SURVEY
& E-W SEC. LINE 97.000' E. TO SEC. COR.
2,745.363' E. TO 1/4 SEC. COR. 2,541.720
W. TO 1/4 SEC. COR.
X=2,150,824.6854 Y=142,996.3594

P.O.T. STA. 79+44 ℄ A035 SURVEY
Δ= 0°09'33.96" Rt.
X=2,150,824.6653 Y=142,998.6493

P.O.T. STA. 75+00.00 ℄ A035 SURVEY
X=2,150,824.6653 Y=142,998.6493

P.I. STA. A 429+12.77 ℄ A034 SURVEY
& E-W SEC. LINE 17.174' N. TO SEC. COR.
2658.920' N. TO 1/4 SEC. COR. Δ=0°00'00.4" Lt.
S. TO 1/4 SEC. COR. 2,662.319'
X=2,150,921.8313 Y=142,980.053'

P.I. STA. A 428+14.28 ℄ A035 SURVEY
& E-W SEC. LINE 97.000' E. TO SEC. COR.
2,745.363' E. TO 1/4 SEC. COR. 2,541.720
W. TO 1/4 SEC. COR.
X=2,150,824.6854 Y=142,996.3594
P.O.T. STA. ℄ 428+14.28
428+14.27 (AP 1-38(4))

P.C. STA. A 422+10.97 ℄ A003
X=2,150,187.5772 Y=142,852.0661
T.S. STA. 80+25.58 ℄ A007
X=2,150,278.4218 Y=142,863.3533

P.C. STA. A 420+07.57
X=2,150,024.37
Y=143,085.

C.S. STA. 83+19.78 ℄ A007
X=2,150,035.869 Y=143,019.99

S.C. STA. 81+75.88 ℄ A007
X=2,150,167.5044 Y=142,964.3351

END. ℄ A007
S.T. STA. 84+70.07 ℄ A007 55.50'LT
=STA. 418+68.80 FAP I-38(4)
X=2,149,886.0896 Y=143,028.9631

P.C. STA. A 419+18.11 ℄ A003
X=2,149,925.2286 Y=142,962.8080

BEG. ℄ A005
T.S. STA. A 419+66.88 ℄ A005 55.50'LT
=STA. 419+66.88 FAP I-38(4)
X=2,149,983.1129 Y=143,140.8879

P.O.T. STA. A 420+19.84 ℄ A001
X=2,150,025.2720 Y=143,990.0877

S.C. STA. A 421+17.17 ℄ A005
X=2,150,132.6419 Y=143,152.7655

C.S. STA. A 422+46.42 ℄ A005
X=2,150,251.0751 Y=143,202.7522

P.T. STA. A 422+99.09 ℄ A001
X=2,150,276.0760 Y=143,304.9437

S.T. STA. A 423+96.72 ℄ A005
X=2,150,363.8955 Y=143,301.6035

P.J. STA. A 422+59.2614
X=2,150,276.0058
Y=143,088.1621
Δ=10°02'30.00" Rt.
D=2°00'00.00"
R=2,864.789'
T=251.686'
L=502.083'
C=S85°31'20.38"E
LC=501.441'

77+94.32
667.17' TO A035

Preliminary Plans

PLS			POE & ASSOCIATES, OKLAHOMA CITY, OK SURVEY DIVISION
DRAWN			**SURVEY DATA SHEET**
CHECKED			
APPROVED			
CREW	POE		SWO 2923(1) PROJECT NO. 09032(08) SHEET NO. SD29

SDS 29 OF 46

OKLAHOMA COUNTY

8-87

SEC. 26, T-11-N, R-3-W

POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL 3/4/2024

BM#53-BAR & CAP
(CONTROL POINT "0-55-1841")
286.71' LT. ℄ A034
A034 STA. 444+45.20

BM#52 - "X" ON TOP OF CURB S. OF LIGHT POLE S.E. OF THEATRE
308.74' RT. ℄ A034
A034 STA. 445+56.60

BM#54 - "X" ON TOP OF CURB IN E. PARKING LOT OF TEXAS ROADHOUSE
209.30' RT. ℄ A034
A034 STA. 439+22.55

BM#56- "X" ON TOP OF CURB S.E. PARKING LOT OF TIRE REPAIR
541.94' RT. ℄ A034
A034 STA. 433+59.70

BM#57- "□" ON TOP CONCRETE HEADWALL. 490.12' LT. ℄ A034
A034 STA. 431+23.73=
388.69' RT. ℄ A035 STA. 84+07.16

BM#38- #6 REBAR 6' W. OF O.G.&E. FENCE, 3RD LIGHT POLE FROM N.
954.34' RT. ℄ A035
A035 STA. 71+85.21=
693.64' RT. ℄ A034 STA. 437+77.03

HIBDON TIRES PLUS

FAIRFIELD INN
MACERICH OKLAHOMA LIMITED PARTNERSHIP
TRACT C-1

RESIDENCE INN

TEXAS ROADHOUSE
MACERICH OKLAHOMA LIMITED PARTNERSHIP
TRACT C

CRM PROPERTIES GROUP

(REGAL THEATRE)
MACERICH OKLAHOMA LIMITED PARTNERSHIP

TRACT B2

TRACT B1

CC E RR ROW

℄ SURVEY A034

CALCULATED POINT

CURVE 2
℄ EXIST. A034 SURVEY
P.I. STA. A 433+76.68
X=2,151,379.3795
Y=142,903.5503
Δ=9°54'29.99" Lt.
D=2°00'00.00"
R=2,864.789'
T=248.327'
L=495.417'
C=S85°27'20.36"E
LC=494.80'

SCALE: 1" = 50'

CURVE NO. A006-1
P.I. Sta. 81+50.98
N: 142984.6150
E: 2151562.6074
Δ= 20°59'25.39" RT.
D= 15°59'59.78"
T= 66.34'
L= 131.19'
R= 358.10'
LC= 130.46'
C= N67°54'53.07"W

CURVE NO. A006-1A
P.I. STA. 80+34.78
N: 142961.1659
E: 2151676.8741
Δ= 12°01'24.49" RT.
Ts= 150.29'
Sc= 231.99

CURVE NO. A006-1B
P.I. STA. 82+66.14
N: 143047.4163
E: 2151464.3082
Δ= 12°01'24.49" RT.
St= 150.29'
Cs= 231.99

CURVE NO. A002-1
P.I. STA. 77+72.82
N: 143027.0285
E: 2151585.5593
Δ= 44°59'20.18" RT.
D= 15°59'59.78"
T= 148.29'
L= 281.18'
R= 358.10'
LC= 274.014'
C= S67°54'54.87"E

CURVE NO. A009-1
P.I. STA. A 441+22.91
N: 143015.0277
E: 2152126.0592
Δ= 12°56'24.70" LT.
D= 5°59'59"
T= 108.60'
L= 216.67'
R= 955.93'
C= N8[illegible]E

CURVE NO. A008-3
P.I. STA. 80+43.81
N: 142848.5942
E: 2151455.4703
Δ= 43°03'00.76" RT.
D= 7°30'00.13"
T= 301.31'
L= 574.00'
R= 763.94'
LC= 560.59'
C= N68°3'54.978"E

CURVE NO. A004-4
P.I. STA. A 458+90.06
N: 142773.9006
E: 2151428.9884
Δ= 43°02'58.73" RT.
D= 12°29'59.63"
T= 180.79'
L= 344.40'
R= 458.37'
LC= 336.3558'
C= N68°3'53.9637"E

PC. STA. A 457+09.27 ℄ A004
X=2,151,297.7635 Y=142,649.5476

SEC. 35, T-11-N, R-3-W

OKLA. GAS & ELEC. FOUNDATION INC.

OKLA. GAS & ELEC. CO.

PLS			POE & ASSOCIATES, OKLAHOMA CITY, OK
DRAWN			SURVEY DIVISION
CHECKED			**SURVEY DATA SHEET**
APPROVED			
CREW	POE		SWO 2923(1) PROJECT NO. 09032(08) SHEET NO. SD30

SDS 30 OF 46

OKLAHOMA COUNTY

8-87

Preliminary Plans

POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL
3/4/2024

BM#46 - "X" ON CURB @ S.W. COR. PARKING LOT. 317.36' LT. ℄ A034
A034 STA. 453+12.44

SEC.26, T-11-N, R-3-W

SCALE: 1" = 50'

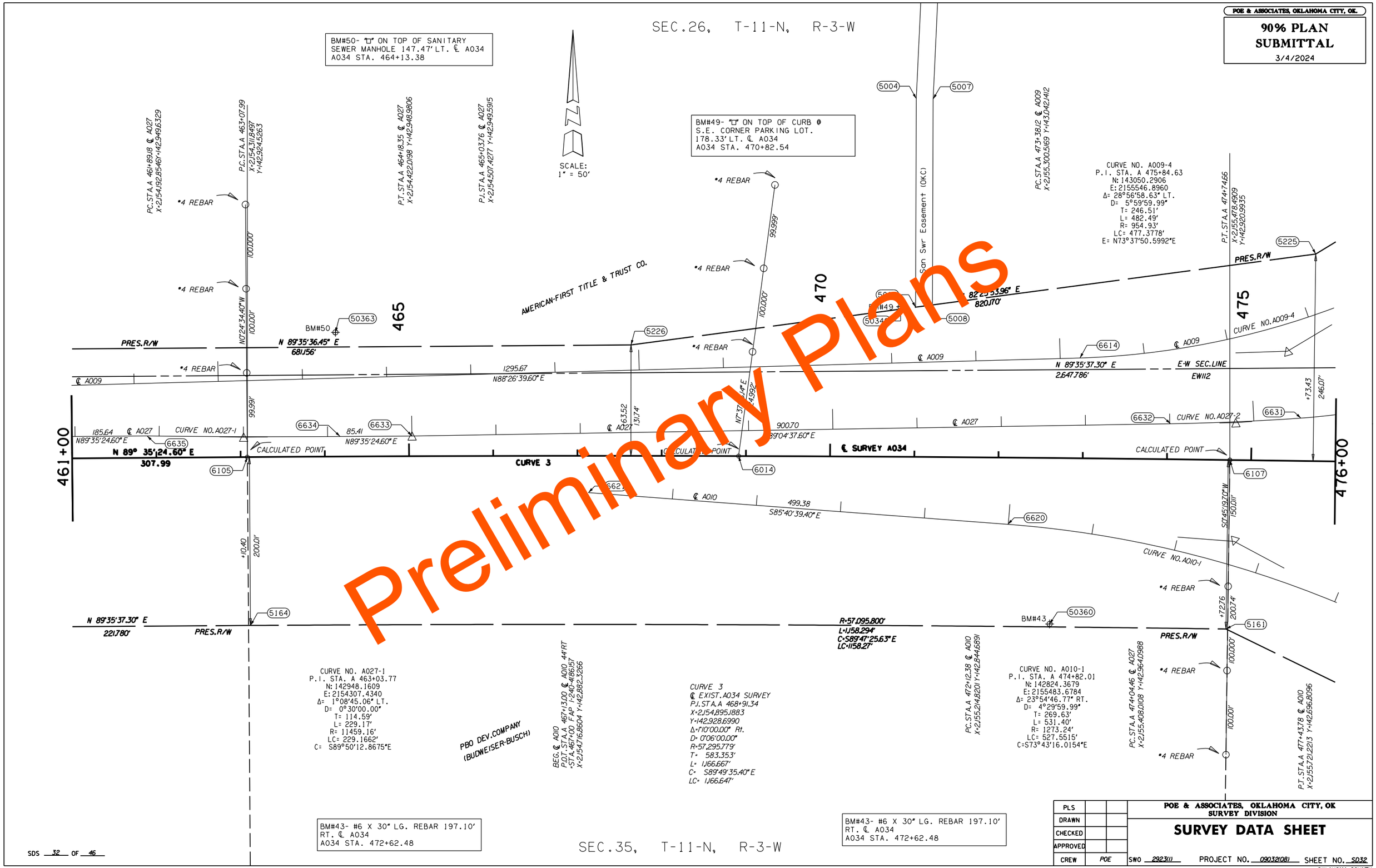
MACERICH OKLAHOMA LIMITED PARTNERSHIP

VACANT LAND GTA INVESTMENTS INC.

(AMC MOVIE 8 THEATRE) CROSSROADS SOUTH LIMITED TRACT 'A'

CC 8169-8172
CC 8311-8312
CC 8146-8152
CC 8062-8063

R=389.38' L=348.250'
R=286.38' L=231.525'
S 39°05'05.03" W 234.00'
N 0°15'11.91" W 54.70'
S 0°20'11.74" E 60.00'
S 47°03'56.74" E 45.75'
N 41°39'51.09" E 39.03'
R=1,487.085' L=268.788' C=N81°50'41.27"E LC=268.42'
R=224.110' L=167.893'
L=174.004'
PRES.R/W
OG&E 10' EASEMENT
BM#46 L=162.00'
R=1,497.39' L=336.004' C=S80°08'26.74"E LC=335.30'
S 7°42'41.60" E 114.209'
N 89°35'25.09" E 213.34'
PRES.R/W
CURVE NO.A009-2
CURVE NO. A009-3
CURVE NO. A024-1
CURVE NO. A025-1
CURVE NO.A004-5
CURVE NO. A009-1
CURVE NO. A009-2
CURVE NO. A009-3
CURVE NO. A015-1
CURVE NO. A015-2
CURVE NO. A004
CURVE NO. A025
CURVE NO. A013
CURVE NO. A015
CURVE NO. A024
CURVE NO. A009
CURVE NO. A004-5
CURVE NO. A025-1
CURVE NO. A013
CURVE NO. A015
CURVE NO. A024-1



POE & ASSOCIATES, OKLAHOMA CITY, OK.
90% PLAN SUBMITTAL
3/4/2024
SEC.26, T-11-N, R-3-W
BM#50- "□" ON TOP OF SANITARY SEWER MANHOLE 147.47' LT. ℄ A034 A034 STA. 464+13.38
BM#49- "□" ON TOP OF CURB @ S.E. CORNER PARKING LOT. 178.33' LT. ℄ A034 A034 STA. 470+82.54
SCALE: 1" = 50'
PC.STA.A 461+89.18 ℄ A027 X=2,154,192.8546 Y=142,949.6329
P.C.STA.A 463+07.99 X=2,154,311.8497 Y=142,924.5263
P.T.STA.A 464+18.35 ℄ A027 X=2,154,422.0198 Y=142,948.9806
P.I.STA.A 465+03.76 ℄ A027 X=2,154,507.4277 Y=142,949.5915
San Swr Easement (OKC)
PC.STA.A 473+38.12 ℄ A009 X=2,155,300.5169 Y=143,042.1412
CURVE NO. A009-4
P.I. STA. A 475+84.63
N: 143050.2906
E: 2155546.8960
Δ= 28°56'58.63" LT.
D= 5°59'59.99"
T= 246.51'
L= 482.49'
R= 954.93'
LC= 477.3778'
E= N73°37'50.5992"E
P.T.STA.A 474+74.66 X=2,155,478.4909 Y=142,920.9935
AMERICAN-FIRST TITLE & TRUST CO.
465
470
475
PRES.R/W
N 89°35'36.45" E 681.156'
N 89°35'37.30" E 2,647.786'
E-W SEC.LINE EW112
CURVE NO. A009-4
℄ A009
1295.67 N88°26'39.60" E
N 89° 35' 24.60" E 307.99
CURVE NO. A027-1
CURVE NO. A027-2
CALCULATED POINT
℄ SURVEY A034
CURVE 3
461+00
476+00
℄ A010
499.38 S85°40'39.40" E
CURVE NO. A010-1
N 89°35'37.30" E 221.780'
R=57,095.800' L=1,158.294' C=S89°47'25.63"E LC=1158.27'
BM#43
CURVE NO. A027-1
P.I. STA. A 463+03.77
N: 142948.1609
E: 2154307.4340
Δ= 1°08'45.06" LT.
D= 0°30'00.00"
T= 114.59'
L= 229.17'
R= 11459.16'
LC= 229.1662'
C= S89°50'12.8675"E
PBO DEV.COMPANY (BUDWEISER-BUSCH)
CURVE 3
℄ EXIST. A034 SURVEY
P.I.STA.A 468+91.34
X=2,154,895.1883
Y=142,928.6990
Δ=1°10'00.00" Rt.
D= 0°06'00.00"
R=57,295.779'
T= 583.353'
L= 1,166.667'
C= S89°49'35.40"E
LC= 1,166.647'
CURVE NO. A010-1
P.I. STA. A 474+82.01
N: 142824.3679
E: 2155483.6784
Δ= 23°54'46.77" RT.
D= 4°29'59.99"
T= 269.63'
L= 531.40'
R= 1273.24'
LC= 527.5515'
C=S73°43'16.0154"E
BM#43- #6 X 30" LG. REBAR 197.10' RT. ℄ A034 A034 STA. 472+62.48
BM#43- #6 X 30" LG. REBAR 197.10' RT. ℄ A034 A034 STA. 472+62.48
SEC.35, T-11-N, R-3-W
Preliminary Plans
SDS 32 OF 46
PLS
DRAWN
CHECKED
APPROVED
CREW POE
POE & ASSOCIATES, OKLAHOMA CITY, OK
SURVEY DIVISION
SURVEY DATA SHEET
SWO 2923(1) PROJECT NO. 09032(08) SHEET NO. SD32
OKLAHOMA COUNTY

8-87

POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

3/4/2024

BM#48- "X" ON SIGN BASE
WEST OF EASTERN AVE.
312.21' LT. ℄ A034
A034 STA. 478+91.48

SEC.26, T-11-N, R-3-W

SEC.25, T-11-N, R-3-W

SEC.35, T-11-N, R-3-W

SEC.36, T-11-N, R-3-W

N-S SEC. LINE NS310

E-W SEC. LINE EW112

℄ SURVEY A034

℄ A009

℄ A010

℄ A026

℄ A027

℄ A031

CURVE NO. A009-4
P.I. STA. A 475+84.63
N: 143050.2906
E: 2155546.8960
Δ= 28°56'58.63" LT.
D= 5°59'59.99"
T= 246.51'
L= 482.49'
R= 954.93'
LC= 477.3778'
E= N73°37'50.5992"E

CURVE NO. A009-5
P.I. STA. A 480+67.13
N: 143303.0677
E: 2155970.1926
Δ= 28°56'58.62" RT.
D= 5°59'59.99"
T= 246.51'
L= 482.49'
R= 954.93'
LC= 477.3777
C= N73°37'50.6008"

CURVE NO. A009-6
P.I. STA. A 485+42.11
N: 143308.0905
E: 2156455.5543
Δ= 28°06'10.97" RT.
D= 5°59'59.99"
T= 239.00'
L= 468.38'
R= 954.93'
LC= 463.7032'
C= S75°11'56.0828"E

CURVE NO. A009-7
P.I. STA. A 490+10.49
N: 143075.1276
E: 2156872.9406
Δ= 28°06'10.97" LT.
D= 5°59'59.99"
T= 239.00'
L= 468.38'
R= 954.93'
LC= 463.7032'
C= S74°34'5.7172"E

CURVE NO. A010-1
P.I. STA. A 474+82.01
N: 142824.3679
E: 2155483.6784
Δ= 23°54'46.77" RT.
D= 4°29'59.99"
T= 269.63'
L= 531.40'
R= 1273.24'
LC= 527.5515'
C=S73°43'16.0154"E

CURVE NO. A010-2
P.I. STA. A 481+37.37
N: 142510.6015
E: 2156067.9828
Δ= 28°28'12.98" LT.
D= 9°32'57.47"
T= 152.21'
L= 298.14'
R= 600.00'
LC= 295.0822'
C= S75°59'58.9089"E

CURVE NO. A010-3
P.I. STA. A 484+57.61
N: 142511.9399
E: 2156394.5045
Δ= 32°23'55.87" LT.
D= 9°32'57.47"
T= 174.31'
L= 339.28'
R= 600.00'
LC= 334.1004'
C= N73°33'56.5362"E

CURVE NO. A010-4
P.I. STA. A 490+18.84
N: 142819.6299
E: 2156875.0027
Δ= 29°08'38.00" RT.
D= 7°59'59.89"
T= 186.18'
L= 364.30'
R= 716.20'
LC= 360.3853'
C= N71°56'17.5981"E

CURVE NO. A010-5
P.I. STA. A 492+74.51
N: 142835.6839
E: 2157138.2442
Δ= 3°06'04.32" RT.
D= 2°00'00.00"
T= 77.55'
L= 155.06'
R= 2864.79'
LC= 155.0411'
C= N88°03'37.758"E

CURVE NO. A027-3
P.I. STA. A 476+36.85
N: 142976.2166
E: 2155640.0452
Δ= 12°19'29.11" LT.
D= 7°59'59.89"
T= 77.33'
L= 154.06'
R= 716.20'
LC= 153.7631'
C= N79°48'48.1546"E

CURVE NO. A027-4
P.I. STA. A 479+67.58
N: 143069.4790
E: 2155957.9775
Δ= 73°52'29.62" LT.
D= 45°50'11.84"
T= 93.98'
L= 161.17'
R= 125.00'
LC= 150.2357'
C= N36°42'54.3953"E

BM#48- #6 X 30" LG.
REBAR 372.48' RT. ℄ A034
A034 STA. 478+44.22

BM#45- "X" ON HEADWALL
W. SIDE OF EASTERN AVE.
511.12' RT. ℄ A034
A034 STA. 481+79.75

SCALE:
1" = 100'

Preliminary Plans

PLS			POE & ASSOCIATES, OKLAHOMA CITY, OK
DRAWN			SURVEY DIVISION
CHECKED			**SURVEY DATA SHEET**
APPROVED			
CREW	POE		SWO 2923(1) PROJECT NO. 09032(08) SHEET NO. SD33

OKLAHOMA COUNTY

SDS 33 OF 46

8-87

POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL
3/4/2024

SCALE:
1" = 50'

BEG.℄ A016
T.S.STA.80+51.88 ℄ A016 41°24'LT.
•TS STA.89+18.19 FAP I-38I(4)
X•2,150,635.8849 Y•143,069.7619

S.C.STA.82+02.58 ℄ A016
X•2,150,495.6564 Y•143,119.4141

C.S.STA.86+86.72 ℄ A016
X•2,150,705.4157 Y•143,298.5751

END.℄ A016
S.T.STA.88+36.55 ℄ A016
•ST STA.81+33.66 FAP I-38I(4)
X•2,150,733.8074 Y•143,153.4000

CURVE NO. A016-1B
P.I. STA. 87+38.07
N: 143254.8219
E: 2150732.2986
Δ= 30°42'54.74" RT.
St= 149.83'
Cs= 144.70

℄ A016
CURVE NO.A016-1
CURVE NO.A016-1B
6643
6642
6644
6645
CURVE NO.A016-1A

Curve No. A016-1
Δ= 198°29'56.22" RT.
D= 40°59'59.79"
T= -1.00'
L= 484.14'
R= 139.75'
LC= 275.86'
C= N 49°29'54.53" E

P.T. STA.A 425+09.66
X•2,150,524.2814
Y•143,046.6284

425

CURVE NO. A016-1A
P.I. STA. 81+53.92
N: 143086.1216
E: 2150535.1661
Δ= 30°53'34.35" RT.
Ts= 150.70'
Sc= 145.12

421+00

CURVE 1
℄ SURVEY A034

1237

85

80

S 80°30'05.40" E 304.62

6656
6657
CURVE NO.A018-1B
℄ A018

CURVE NO. A018-1B
P.I. STA. 86+36.07
N: 142993.4835
E: 2150587.3819
Δ= 30°44'58.69" RT.
St= 150.00'
Cs= 144.78

CURVE 1
℄ EXIST. A034 SURVEY
P.I. STA. A 422+59.2614
X•2,150,276.0058
Y•143,088.1621
Δ•10°02'30.00" Rt.
D• 2°00'00.00"
R•2,864.789'
T• 251.686'
L• 502.083'
C• S85°31'20.38"E
LC• 501.441'

CURVE NO.A018-1
CURVE NO.A018-1A
6655

Curve No. A018-1
Δ= 218°29'52.52" RT.
D= 40°59'59.79"
T= -1.00'
L= 532.92'
R= 139.75'
LC= 263.87'
C= N 40°30'05.27" W

C.S.STA.85+84.66 ℄ A018
X•2,150,539.4644 Y•142,974.8501

S.C.STA.80+51.74 ℄ A018
X•2,150,710.8374 Y•142,774.2084

BEG.℄ A018
T.S.STA.79+01.74 ℄ A018
•TS STA.79+00.42 FAP I-38I(4)
X•2,150,687.5396 Y•142,976.7222

END.℄ A018
S.T. STA.87+34.66 ℄ A018 42°RT
•ST STA.70+67.49 FAP I-38I(4)
X•2,150,735.8489 Y•142,920.1689

CURVE NO. A018-1A
P.I. STA. 80+03.29
N: 142818.6217
E: 2150736.7371
Δ= 30°44'59.37" RT.
Ts= 150.00'
Sc= 144.78

1355

75

SDS 34 OF 46

1361

P.O.T. STA.85+00.00 ℄ A035 SURVEY
X•2,150,821.5375 Y•143,519.2099

℄ SURVEY A035

N 0°20'39.33" W
520.57

BEG.℄ A017
T.S.STA.80+53.38 ℄ A017
F.AP I-38I(4)
X•2,150,913.5169 Y•143,073.1298

S.C.STA.82+03.59 ℄ A017
X•2,150,937.5975 Y•143,219.4020

C.S.STA.87+36.52 ℄ A017
X•2,151,109.2906 Y•143,018.7604

END.℄ A017
S.T.STA.88+85.89 ℄ A017 43°LT
•ST STA.88+84.36 FAP I-38I(4)
X•2,150,961.8249 Y•143,016.5705

CURVE NO. A017-1A
P.I. STA. 81+55.08
N: 143174.8210
E: 2150912.1527
Δ= 30°47'36.96" RT.
Ts= 150.21'
Sc= 144.88

℄ A017
CURVE NO.A017-1
CURVE NO.A017-1B
6647
6646
6649
6648

P.I.STA.A 428+14.28 ℄ A034 SURVEY
•P.O.T.STA.79+77.15 ℄ A035 SURVEY
2745.363' E.TO 1/4 SEC.COR. 2,541.720
X•2,150,824.6854 Y•142,996.3594

P.O.T. STA.428+28.28 ℄ A034 SURVEY
428+75.83 FAP I-38I(4)

P.I.STA.A 431+28.35 ℄ A034 SURVEY
& E-W SEC. LINE (T.) TO SEC.COR. 2,621.319'
S.TO 1/4 SEC.COR. 2,541.14' Lt.
X•2,150,922.831 Y•142,944.5298

P.O.T.STA.A 431+28.35
X•2,151,134.5563
Y• 142,944.5298

Curve No. A017-1
Δ= 218°29'52.52" RT.
D= 40°59'59.79"
T= -1.00'
L= 532.92'
R= 139.75'
LC= 263.87'
C= S 40°30'05.27" E

85

CURVE NO. A017-1B
P.I. STA. 87+87.70
N: 143000.1760
E: 2151061.5983
Δ= 30°37'14.80" RT.
St= 149.37'
Cs= 144.48

435

1227

1238

℄ SURVEY A034

CURVE 2

436+00

6653
℄ A019
CURVE NO.A019-1B
6652
6650
6651
CURVE NO.A019-1A

CURVE NO. A019-1B
P.I. STA. 85+86.51
N: 142736.7179
E: 2150916.7058
Δ= 30°32'24.85" RT.
St= 148.98'
Cs= 144.29

Curve No. A019-1
Δ= 198°29'56.22" RT.
D= 40°059'59.79"
T= -1.00'
L= 484.14'
R= 139.75'
LC= 275.86'
C= S 49°29'54.53" W

BEG.℄ A019
T.S.STA.79+01.32 ℄ A019 42°LT
•TS STA.78+17.23 FAP I-38I(4)
X•2,151,013.4926 Y•142,922.1852

C.S.STA.85+35.46 ℄ A019
X•2,150,943.1327 Y•142,693.0485

S.C.STA.80+51.32 ℄ A019
X•2,151,152.8920 Y•142,872.2095

END.℄ A019
S.T. STA.86+84.44 ℄ A019
•ST STA.70+33.08 FAP I-38I(4)
X•2,150,915.5789 Y•142,837.5489

CURVE 2
℄ EXIST. A034 SURVEY
P.I. STA. A 433+76.68
X•2,151,379.3795
Y•142,903.5503
Δ•9°54'29.99" Lt.
D• 2°00'00.00"
R•2,864.789'
T• 248.327'
L• 495.417'
C• S85°27'20.36"E
LC• 494.80'

N 0°30'05.37" W
479.43

CURVE NO. A019-1A
P.I. STA. 80+02.87
N: 142905.4273
E: 2151113.6508
Δ= 30°44'58.60" RT.
Ts= 150.00'
Sc= 144.78

85

P.O.T. STA.75+00.00 ℄ A035 SURVEY
X•2,150,824.6653 Y•142,998.6493

PLS			POE & ASSOCIATES, OKLAHOMA CITY, OK SURVEY DIVISION
DRAWN			**SURVEY DATA SHEET**
CHECKED			
APPROVED			
CREW	POE		SWO 2923(1) PROJECT NO. 09032(08) SHEET NO. SD34

OKLAHOMA COUNTY

Preliminary Plans

POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

3/4/2024

SCALE:
1" = 50'

SEC. 34, T-11-N, R-3-W

P.O.T. STA. 25+00.00 ℄ A035 SURVEY
BEG. A035
X=2,150,872.6245 Y=137,519.4210

25

*4 REBAR

*4 REBAR

*4 REBAR

*4 REBAR

S84°49'15.54"W
100.00'

52.000'

60.000'

1323

89TH STREET

S 89°23'53.62" W
374.93'

LOVE'S COUNTRY STORES, INC.

S 89°37'41.19" W
395.72'

8469

N 0°33'23.80" W
659.403'

℄

212.72'

DALE BLISS
CLASSIC AUTO PARTS
OF OKLA. INC.

5480

5483

N 33°39'10.06" E
26.615'

5484

PRES. R/W

N 0°25'57.71" E
300.55'

5486

N 0°25'57.71" E
327.472'

PRES. R/W

5485

30

+72.67
175.

190.40'

+73.18
170.56'

+00.60
165.22'

℄ SURVEY A035

N 0°30'05.37" W
1500.00

34+00

+59.98
210.05'

+12.18
184.91'

+50.01
158.96'

+00.60
150.07'

3002

150.44'
N 3°53'32.39" W

5049

438.60'
N 3°53'32.39" W

PRES. R/W

PRES. R/W

5044

5050

5051

N 26°13'18.39" W
57.94'

(FORD DEALERSHIP)

LINDA BROCK NELSON REV. TRUST
ARMOUR REALTY INC & DKH ENTERPRISES INC.

(STAR MANUFACTURING)

TMF II INVESTMENTS, INC.

℄

387.000'

S 89°31'48.61" W

1258.09'

S 89°31'48.61" W

SEC. 35, T-11-N, R-3-W

Preliminary Plans

PLS		
DRAWN		
CHECKED		
APPROVED		
CREW	POE	

POE & ASSOCIATES, OKLAHOMA CITY, OK
SURVEY DIVISION

SURVEY DATA SHEET

SWO 2923(1) PROJECT NO. 09032(08) SHEET NO. SD35

OKLAHOMA COUNTY

SDS 35 OF 46

8-87

POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

3/4/2024

SEC. 34, T-11-N, R-3-W

Preliminary Plans

N 0°33'23.80" W 659.403'

8463 — 5478 — 8462

JUSTIN C.GARDNER DSB LLC

(FED EX EXPRESS SHIP CTR.)

484.14'

DALE BLISS CLASSIC AUTO PARTS OF OKLA.INC.

86TH STREET

S 89°24'21.62" W 228.54'

S 89°24'21.62" W 1360.78'

N 45°26'03.78" E 13.608'

OKC U/E

N 45°57'09.66" W 14.14'

N 0°05'02.49" E 22.053'

N 3°19'24.71" E 300.67'

PRES.R/W

5485 — 5043 — 5481 — 5487 — 5471 — 5472 — 5465 — 5475 — 5476

N 0°29'58.99" W 36.10'

N 13°32'38.45" E 42.259'

N 0°29'58.99" W 142.68'

5474 — 5473

35 — 40

P.O.T. STA.40+00.00 ℄ A035 SURVEY X=2,150,859.4957 Y=139,019.3635

504.52' S 89°37'41.19" W

8458 — 8459 — 5466

100.00' — N 0°35'10.38" W 130.00'

MEGA PROPERTIES INC. LOT 8

ROBERT L & B.H. HAYES LOT 7

204.52' — 204.68'

℄ 84TH STREET

S 89°37'41.19" W 184.90'

5452 — 8434 — 8431 — 8432

100.00' — N 0°36'04.50" W 300.00' — 210.180'

CANADIAN RIVER INVESTMENTS LOT 21

(AJAX KAWASAKI) DENNY W.& MARILYN K. BEITLER LOT 22-24

EDWARE L SCRIBNER LOT 25&26

S 89°37'41.19" W 185.00'

S 89°37'41.19" W 200.00'

S 89°37'18.14" W 199.808'

N 44°29'33.09" E 21.156'

5464 — 10' U/E

5470 — 5469 — 5061 — 5467 — 5060

N 0°29'49.66" W 209.997'

N 45°23'58.18" W 28.301'

5' U/E

PRES.R/W

8460 — 8468

5074 — 8455 — 5426

N 0°29'58.99" W 375.113'

N 5°27'03.05" W 221.521'

P.O.T. STA.46+00.00 ℄ A035 SURVEY X=2,150,854.2441 Y=139,619.3405

8456

+00.60 165.22'

+00.60 145.16'

+22.65 144.93'

+32.57 155.01'

+93.57

+03.04 145.05'

154.83'

+39.14 145.05'

+80.13 134.80'

+22.81 134.79'

+32.81

+52.86

+12.84

+27.80 139.78'

+02.91 139.77'

CALCULATED POINT

6019 — 6009 — 6018 — 6010

34+00

℄ SURVEY A035

N 0°30'05.37" W 1500.00

N 0°30'05.37" W 1400.00

49+00

N89°29'55.88"E 135.00'

+00.60

+00.18 140.09'

+00.00 130.00'

N89°29'55.88"E 125.003'

+86.19 130.00'

+01.92 140.00'

S 88°27'42.42" W 10.089'

N 6°12'29.39" W 100.50'

5214 — 5216 — 5217

10' U/E

886.94'

N 0°30'05.33" W

8286

320.00'

*4 REBAR

8291 — 5218 — 5223

116.16'

N 4°26'13.63" E

526.79'

PRES.R/W

N 4°26'13.63" E

10' U/E

16.166'

5303

'X' ON CONC.

199.993'

N 0°29'50.91" W

PRES.R/W

5049

90.000'

75.000'

100.000'

*4 REBAR

*4 REBAR

*4 REBAR

(STAR MANUFACTURING)

TMF II INVESTMENTS, INC.

1287.127' S 89°31'48.61" W

1287.150' S 89°31'48.61" W

RAPTOR INVESTMENTS LIMITED LIABILITY CO.

LINDA BROCK NELSON REV.TRUST

SCALE: 1" = 50'

SEC. 35, T-11-N, R-3-W

PLS		
DRAWN		
CHECKED		
APPROVED		
CREW	POE	

POE & ASSOCIATES, OKLAHOMA CITY, OK
SURVEY DIVISION

SURVEY DATA SHEET

SWO 2923(1) PROJECT NO. 09032(08) SHEET NO. SD36

OKLAHOMA COUNTY

SDS 36 OF 46

POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

3/4/2024

SEC. 34, T-11-N, R-3-W

BM#33- #5 IRON ROD IN MEDIAN OF 82ND ST. (CONTROL PT. "HOSPICE")
629.22' LT ℄ A035
A035 STA. 53+30.60

BM#32-"X" ON CURB P.I. @ S.E COR. OF S. PARKING LOT OF DAYS INN HOTEL 230.16' LT. ℄ A035
A035 STA. 53+66.62

BM#30-"X" ON EAST CURB OF PARKING LOT. 154.01' LT. ℄ A035
A035 STA. 59+00.05

BEG. ℄ A031
P.O.B. STA. 94+02.99 ℄ A031
•STA. 94+02.99 FAP I-IR-35-3(74)121
X•2,150,347.8788 Y•140,344.3985

P.O.T. STA. 53+38.63 ℄ A035 SURVEY E-W SEC.LINE 97.206' E. TO 1/4 SEC. COR. 2,739,444' E. TO CEN. SEC. 2,545,085' W. TO CEN. SEC. X•2,150,841.7792 Y•140,357.9462
P.I. STA. 99+02.99 ℄ A031
•STA. 99+02.99 FAP I-IR-35-3(74)121
X•2,150,847.8553 Y•140,349.2465
BEG. A035 SURVEY
P.O.T. STA. 53+29.93 ℄ A035 SURVEY
•53+29.75 FAP I-IR-35-3(074)121)
•53+36.0 FAP I-38(14)

END. ℄ A003
P.O.T. STA. 450+05.11 ℄ A003
•P.C. STA. 52+21.61 FAP I-38(14)
X•2,150,681.8990 Y•140,244.5917

P.J. STA. 15+00.00 ℄ A031
X•2,150,847.8553 Y•140,349.2465

END. ℄ A031
P.O.E. STA. 104+02.99 ℄ A031
•STA. 104+02.99 FAP I-IR-35-3(74)121
X•2,151,347.8356 Y•140,353.1779

•STA. 104+02.99 FAP I-IR-35-3(74)121

Curve No. A003-8
P.I. Sta. A 448+88.50
N: 140361.4928
E: 2150670.7574
Δ= 11°42'08.01" LT.
D= 4°59'59.99"
T= 117.43'
L= 234.04'
R= 1145.92'
LC= 233.6380'
C= S0°24'24.63"W

CURVE NO. A007-1
P.I. STA. 55+97.56
N: 140611.9701
E: 2150741.0631
Δ= 30°00'00.41" LT.
D=229°10'59.22"
T= 6.70'
L= 13.09'
R= 25.00'
LC= 12.94'
C= N21°15'28.63"E

CURVE NO. A007-2
P.I. STA. 58+07.69
N: 140821.1520
E: 2150764.0016
Δ= 2°36'57.99" LT.
D= 4°00'00.00"
T= 32.71'
L= 65.40'
R= 1432.39'
LC= 65.40'
C= N4°56'59.63"E

Curve NO. A003-7
P.I. Sta. A 444+21.61
N: 140825.8581
E: 2150721.6789
Δ= 6°45'33.99" RT.
D= 3°00'00.00"
T= 112.79'
L= 225.31'
R= 1909.86'
LC= 225.1840'
C= S2°52'41.6019"W

CURVE NO. A007-3
P.I. STA. 63+08.98
N: 141321.4423
E: 2150795.8440
Δ= 4°08'36.00" LT.
D= 3°00'00.00"
T= 69.09'
L= 138.11'
R= 1909.86'
LC= 138.08'
C= N1°34'12.63"E

CURVE NO. A028-1
P.I. STA. 62+45.08
N: 141200.8776
E: 2150962.3940
Δ= 62°15'27.49" RT.
D= 28°38'52.40"
T= 120.78'
L= 217.32'
R= 200.00'
LC= 206.79'
C= S31°37'48.37"E

CURVE NO. A004-1
P.I. STA. A 443+16.88
N: 141376.5912
E: 2151087.7076
Δ= 23°33'28.00" LT.
D= 7°29'59.46"
T= 159.31'
L= 314.11'
R= 763.96'
LC= 311.9021'
V= S7°20'30.3879"E

CURVE NO. A008-1
P.I. STA. 64+04.37
N: 141421.5348
E: 2150947.4722
Δ= 5°20'44.15" LT.
D= 2°00'00.00"
T= 133.74'
L= 267.28'
R= 2864.79'
LC= 267.18'
C= S2°10'16.63"W

PLS			
DRAWN			
CHECKED			
APPROVED			
CREW	POE		

POE & ASSOCIATES, OKLAHOMA CITY, OK
SURVEY DIVISION

SURVEY DATA SHEET

SWO 2923(1) PROJECT NO. 09032(08) SHEET NO. SD37

OKLAHOMA COUNTY

SDS 37 OF 46

SCALE: 1" = 50'

8-87

Preliminary Plans

POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

3/4/2024

SEC. 34, T-11-N, R-3-W

BM#28-"X" ON EAST CURB OF PARKING LOT. 136.00' LT. ℄ A035 A035 STA. 65+16.94

BM#27-"X" IN DRIVEWAY EAST OF FRONT DOOR BODYWORKS INC. 177.72' LT. ℄ A035 A035 STA. 68+21.51

BM#26- #6 X 30" LG. REBAR 526.25' LT. ℄ A035 A035 STA. 72+81.56

Curve No. A003-6
P.I. Sta. A 434+21.88
N: 141825.8207
E: 2150712.9264
Δ= 5°56'11.01" RT.
D= 2°00'00.00"
T= 148.54'
L= 296.82'
R= 2864.79'
LC= 296.6870'
C= S3°28'10.87"E

CURVE NO. A007-5
P.I. STA. 70+59.97
N: 142070.7722
E: 2150751.2824
Δ= 5°56'14.93" RT.
D= 4°29'59.99"
T= 66.03'
L= 131.94'
R= 1273.24'
LC= 131.89'
C= N3°28'12.87"W

H&H ASSOCIATES OF NORMAN LIMITED PARTNERSHIP

Curve No.A003-5
P.I. Sta. A 428+69.64
N: 142383.0775
E: 2150650.0467
Δ= 37°14'52.21" RT.
D= 15°59'59.78"
T= 120.68'
L= 232.80'
R= 358.10'
LC= 228.7220'
C= S25°03'42.87"E

CURVE NO. A007-4
P.I. STA. 66+19.26
N: 141631.3205
E: 2150781.1312
Δ= 4°17'21.02" RT.
D= 3°00'00.00"
T= 71.52'
L= 142.97'
R= 1909.86'
LC= 142.94'
C= N2°38'45.87"W

W.RAY PELFREY REV.TRUST (DEPT.OF CORRECTIONS)

(BODYWORKS INC.)

MID AMERICA CHRISTIAN UNV.

MVP INVESTMENTS LLC

(BLAZERS ICE CTR)

OKLA.GAS & ELEC.FOUNDATION INC.

79TH STREET

CURVE NO. A004-2
P.I. STA. A 445+96.92
N: 141645.4330
E: 2150994.5042
Δ= 18°37'09.04" RT.
D= 7°29'59.53"
T= 125.23'
L= 248.26'
R= 763.96'
LC= 247.1691'
C= S9°48'39.87"E

CURVE NO. A004-1
P.I. STA. A 443+16.88
N: 141376.5912
E: 2151087.7076
Δ= 23°33'28.00" LT.
D= 7°29'59.46"
T= 159.31'
L= 314.11'
R= 763.96'
LC= 311.9021'
V= S7°20'30.3879"E

CURVE NO. A004-3
P.I. STA. A 453+05.57
N: 142356.2692
E: 2150988.2824
Δ= 47°02'27.11" RT.
D= 12°29'59.63"
T= 199.50'
L= 376.33'
R= 458.37'
LC= 365.8490'
C= S23°1'08.1847"W

CURVE NO. A008-2
P.I. STA. 73+75.59
N: 142380.0152
E: 2150955.7160
Δ= 47°02'30.05" RT.
D= 16°47'04.95"
T= 148.57'
L= 280.27'
R= 341.36'
LC= 272.46'
C= N24°25'13.33"E

CURVE NO. A007-6A
P.I. STA. 72+42.64
N: 142253.5445
E: 2150749.6963
Δ= 12°01'24.49" LT.
Ts= 150.29'
Sc= 231.99

CURVE NO. A007-6B
P.I. STA. 74+63.28
N: 142456.5707
E: 2150667.2820
Δ= 12°01'24.49" LT.
St= 150.29'
Cs= 231.99

CURVE NO. A007-6
P.I. STA. 73+53.31
N: 142362.0345
E: 2150725.6767
Δ= 19°16'28.87" LT.
D= 15°59'59.78"
T= 60.81'
L= 120.47'
R= 358.10'
LC= 119.90'
C= N22°5'37.2"W

CURVE NO. A008-1
P.I. STA. 64+04.37
N: 141421.5348
E: 2150947.4722
Δ= 5°20'44.15" LT.
D= 2°00'00.00"
T= 133.74'
L= 267.28'
R= 2864.79'
LC= 267.18'
C= S2°10'16.63"W

BM#36- "□" ON S. CURB OF S.E. 79TH ST. & S.E. SERVICE ROAD 234.04' RT. ℄ A035 A035 STA. 66+79.07

BM#37- "X" ON N. HEADWALL @ S.W. ENTR. OF O.G.&E. YARD. 865.26' RT. ℄ A035 A035 STA. 67+15.69

BM#38- #6 REBAR 6' W. OF O.G.&E. FENCE, 3RD LIGHT POLE FROM N. 954.34' RT. ℄ A035 A035 STA. 71+85.21= 693.64' RT. ℄ A034 STA. 437+77.03

SCALE: 1" = 50'

CALCULATED POINT

*4 REBAR

SEC. 35, T-11-N, R-3-W

PLS		
DRAWN		
CHECKED		
APPROVED		
CREW	POE	

POE & ASSOCIATES, OKLAHOMA CITY, OK
SURVEY DIVISION

SURVEY DATA SHEET

SWO 2923(1) PROJECT NO. 09032(08) SHEET NO. SD38

OKLAHOMA COUNTY

SDS 38 OF 46

Preliminary Plans

8-87

SEC.27, T-11-N, R-3-W

SEC.34 T-11-N R-3-W

SEC.35 T-11-N R-3-W

SEC.26, T-11-N, R-3-W

POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

3/4/2024

BM#3- "X" ON CURB N. SIDE OF 71ST STREET 326.63' LT. ℄ A035 A035 STA. 92+35.03

BM#4- "X" ON CURB S. SIDE OF 73ST STREET 520.15' LT, ℄ A035 A035 STA. 89+03.86

BM#5- "X" ON CURB @ CNTR. OF STORM INLET 258.21' LT ℄ A035 A035 STA. 85+81.41= 551.64' LT. ℄ A034 STA. 424+65.14

BM#58- "X" ON TOP OF CURB IN N.W. PARKING LOT OF BEST BUY 171.55' RT. ℄ A035 A035 STA. 88+25.03 EL=1289.40

SCALE: 1" = 50'

CURVE NO. A007-7
P.I. STA. 82+48.81
N: 143005.5397
E: 2150107.3216
Δ= 23°01'29.16" LT.
D= 15°59'59.78"
T= 72.94'
L= 143.91'
R= 358.10'
LC= 142.9390
C= N67°6'52.55"W

CURVE NO. A007-7A
P.I. STA. 81+26.01
N: 142935.9859
E: 2150209.0654
Δ= 12°01'24.49" LT.
Ts= 150.29'
Sc= 231.99

Curve No.A003-4
P.I. Sta. A 420+73.29
N: 142964.2786
E: 2150080.3967
Δ= 46°51'25.05" RT.
D= 15°59'59.78"
T= 155.18'
L= 292.86'
R= 358.10'
LC= 284.7640'
C= S67°6'52.38"E

Curve No.A005-1
P.I. Sta. A 421+82.51
N: 143166.9547
E: 2150196.4186
Δ= 20°40'47.97" LT.
D= 15°59'59.78"
T= 65.34'
L= 129.25'
R= 358.10'
LC= 128.55'
C= N67°7'1.29"E

CURVE NO. A005-1B
P.I. STA. A 422+96.73
N: 143230.3049
E: 2150293.1685
Δ= 12°01'24.22" LT.
St= 150.29'
Cs= 231.99

CURVE NO. A001-4
P.I. STA. A 421+66.99
N: 143200.4825
E: 2150172.4244
Δ= 44°40'47.38" LT.
D= 15°59'59.78"
T= 147.16'
L= 279.25'
R= 358.10'
LC= 272.2280'
C= N67°7'01.3105"E

CURVE NO. A001-5
P.I. STA. A 428+07.95
N: 143666.1653
E: 2150634.4983
Δ= 37°40'30.20" LT.
D= 15°59'59.78"
T= 122.17'
L= 235.47'
R= 358.10'
LC= 231.2507'
C= N25°56'22.719"E

Curve No.A005-2A
P.I. STA. A 428+32.51
N: 143627.6006
E: 2150652.7958
Δ= 12°01'24.18" LT.
Ts= 150.29'
Sc= 231.99

Curve No.A005-2B
P.I. STA. A 430+64.69
N: 143840.6869
E: 2150739.8235
Δ= 12°01'24.69" LT.
St= 150.29'
Cs= 231.99

CURVE NO. A001-6
P.I. STA. A 432+47.35
N: 144110.9869
E: 2150689.9205
Δ= 7°26'46.96" LT.
D= 1°59'33.06"
T= 187.12'
L= 373.72'
R= 2875.55'
LC= 373.4540'
C= S3°22'44.1485"W

Curve No.A005-3
P.I. Sta. A 432+79.92
N: 144056.3571
E: 2150738.5139
Δ= 4°49'36.85" RT.
D= 3°31'59.91"
T= 68.35'
L= 136.61'
R= 1621.59'
LC= 373.45'
C= S3°22'44.1485"W

CURVE NO. A002-2
P.I. STA. 86+11.17
N: 143621.1908
E: 2150972.5032
Δ= 41°14'48.62" RT.
D= 15°59'59.78"
T= 134.77'
L= 257.79'
R= 358.10'
LC= 252.2630'
C= S24°47'49.83"E

Curve No.A006-3
P.I. Sta. 93+36.35
N: 143899.7346
E: 2150892.4278
Δ= 6°44'27.10" RT.
D= 4°59'59.93"
T= 67.49'
L= 134.82'
R= 1145.92'
LC= 134.74'
C= N3°42'49.71"W

Curve No.A006-4
P.I. Sta. 95+57.74
N: 144120.0243
E: 2150877.0243
Δ= 6°41'12.00" RT.
D= 4°59'59.93"
T= 99.24'
L= 198.12'
R= 1145.92'
LC= 198.12'
C= N3°42'51.33"W

CURVE NO. A006-5
P.I. Sta. 97+47.51
N: 144309.8469
E: 2150866.5174
Δ= 4°34'25.95" RT.
D= 3°24'00.00"
T= 67.30'
L= 134.53'
R= 1685.17'
LC= 134.49'
C= N2°37'52.33"W

CURVE NO. A002-3
P.I. STA. 90+95.15
N: 144115.5961
E: 2150936.4243
Δ= 3°49'46.02" RT.
D= 2°00'00.00"
T= 95.77'
L= 191.47'
R= 2864.79'
LC= 191.4370'
C= S2°15'32.33"W

Curve No.A006-2A
P.I. Sta. 89+30.53
N: 143514.0636
E: 2150990.7747
Δ= 12°01'24.49" RT.
Ts= 150.29'
Sc= 231.99

Curve No.A006-2B
P.I. STA. 91+62.43
N: 143725.8868
E: 2150901.3776
Δ= 12°01'24.49" RT.
St= 150.29'
Cs= 231.99

Curve No.A006-2
P.I. Sta. 90+47.01
N: 143611.6654
E: 2150926.3862
Δ= 21°04'36.47" RT.
D= 15°59'59.78"
T= 66.62'
L= 131.73'
R= 358.10'
LC= 130.99'
C= N22°52'53.41"W

P.O.T. STA.85+00.00 ℄ A035 SURVEY X+2,150,821.5375 Y+143,519.2099
S.C. STA.A 421+17.17 ℄ A005 X+2,150,132.6419 Y+143,527.7655
C.S. STA.A 422+46.42 ℄ A005 X+2,150,251.0751 Y+143,202.7522
P.T. STA.A 422+99.09 ℄ A001 X+2,150,276.0760 Y+143,304.9437
S.T. STA.A 423+96.72 ℄ A005 X+2,150,363.8955 Y+143,301.6035
PC. STA.A 426+85.79 ℄ A001 X+2,150,548.4484 Y+143,579.4435
T.S. STA.A 427+32.09 ℄ A005 X+2,150,582.0510 Y+143,556.3197
S.C. STA.A 428+82.38 ℄ A005 X+2,150,680.0193 Y+143,669.9076
P.T. STA.A 429+21.26 ℄ A001 X+2,150,649.6031 Y+143,787.3969
C.S. STA.A 430+14.38 ℄ A005 X+2,150,729.6460 Y+143,791.4181
S.T. STA.A 431+64.67 ℄ A005 X+2,150,739.2063 Y+143,941.1131
PC. STA.A 430+60.23 ℄ A001 X+2,150,666.7851 Y+143,925.3006
P.C. STA.A 432+11.57 ℄ A005 X+2,150,738.9245 Y+143,988.0122
P.O.T. STA.90+00.00 ℄ A035 SURVEY X+2,150,818.5333 Y+144,019.2000
P.T. STA.A 433+48.18 ℄ A005 X+2,150,743.8557 Y+144,124.4942
P.T. STA.A 434+33.94 ℄ A001 X+2,150,688.7962 Y+144,298.1055

P.O.T. STA.79+77.14 ℄ A035 SURVEY
• P.I. STA.428+14.28 ℄ A034 SURVEY
& E-W SEC.LINE 97.000' E.TO SEC.COR.,
2,745.363' E.TO I/4 SEC.COR.,2,541.720
W.TO I/4 SEC.COR.
X+2,150,824.6854 Y+142,996.3594

P.I. STA.79+79.44 ℄ A035 SURVEY
Δ= 0°09'33.96" Rt.
X+2,150,824.6854 Y+142,996.3594

P.O.T. STA.79+77.15 ℄ A035 SURVEY
•79+75.83 FAP I-38(14)
P.I. STA.79+79.44 ℄ A035 SURVEY
= 0°09'33.96" Rt.
X+2,150,824.6653 Y+142,998.6493

P.I. STA.A 428+14.28 ℄ A034 SURVEY
• P.O.T. STA.79+77.15 I/4 A035 SURVEY
& E-W SEC.LINE 97.000' E.TO SEC.COR.,
2,745.363' E.TO I/4 SEC.COR.,2,541.720
W.TO I/4 SEC.COR. Δ=0°00'00.14" Rt.
X+2,150,824.6854 Y+142,996.3594

P.I. STA.A 429+12.77 ℄ A034 SURVEY
& E-W SEC.LINE 17.17'4' N.TO SEC.COR.,
2,658.920' N.TO I/4 SEC.COR.,2,621.319'
S.TO I/4 SEC.COR. Δ=0°00'00.14" Lt.
X+2,150,921.8313 Y+142,980.1053

P.T. STA.A 425+09.66
X+2,150,524.2414
Y+143,046.6284

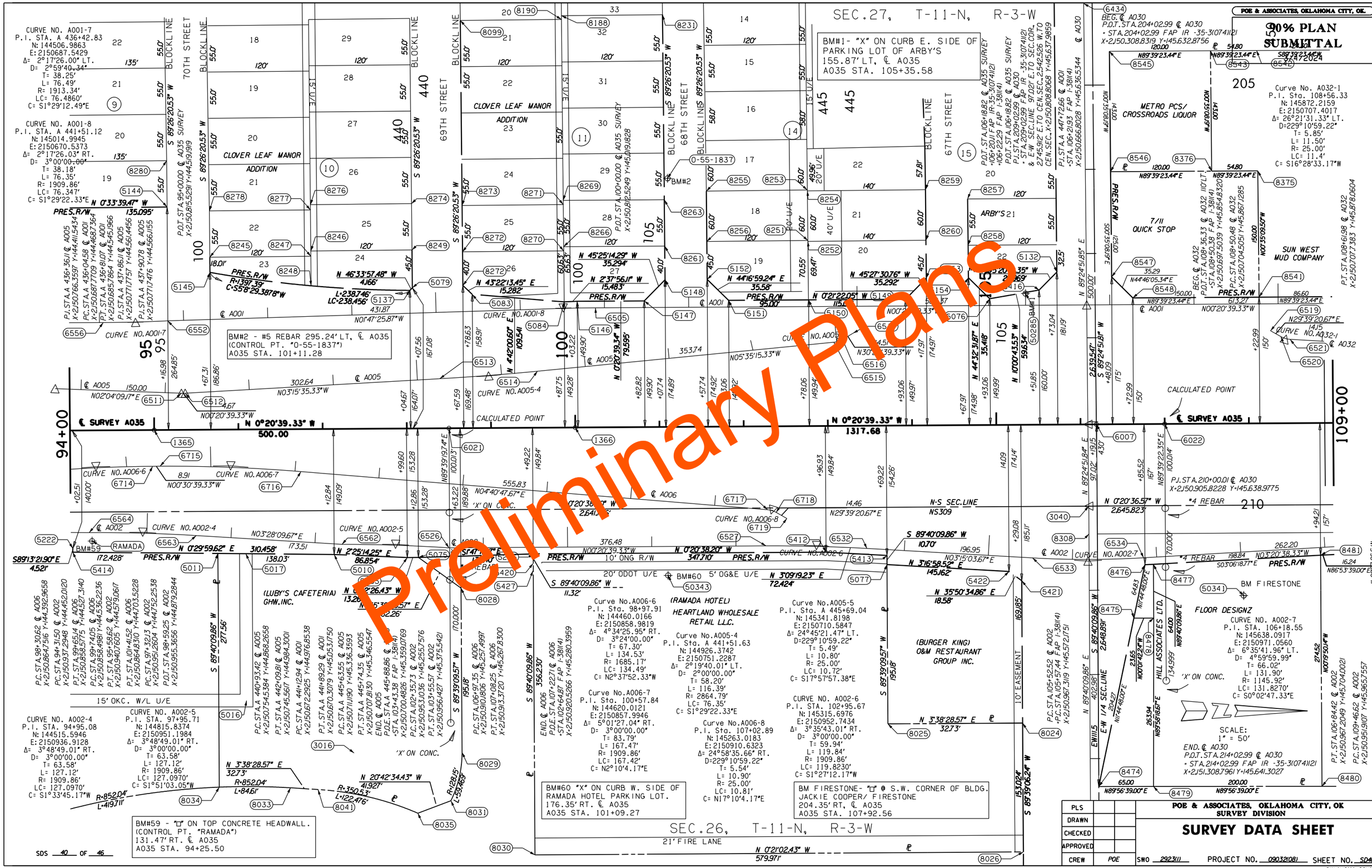
T.S. STA.88+30.10 ℄ A006 X+2,151,062.3159 Y+143,443.5820
PC. STA.84+76.40 ℄ A002 X+2,151,088.4955 Y+143,526.5975
S.C. STA.89+80.39 ℄ A006 X+2,150,963.0776 Y+143,556.0621
C.S. STA.91+12.12 ℄ A006 X+2,150,912.1456 Y+143,676.7437
P.T. STA.87+34.20 ℄ A002 X+2,150,962.6946 Y+143,755.6014
S.T. STA.92+62.42 ℄ A006 X+2,150,900.7895 Y+143,826.3132
P.C. STA.92+68.87 ℄ A006 X+2,150,900.7508 Y+143,832.7631
P.T. STA.94+03.68 ℄ A006 X+2,150,892.0234 Y+143,967.2201
PC. STA.89+99.38 ℄ A002 X+2,150,943.3946 Y+144,020.0781
P.C. STA.94+58.50 ℄ A006 X+2,150,885.2625 Y+144,021.6216
P.T. STA.91+90.85 ℄ A002 X+2,150,935.8489 Y+144,211.3663
P.C. STA.96+56.74 ℄ A006 X+2,150,872.4281 Y+144,219.3265
P.C. STA.96+80.21 ℄ A006 X+2,150,872.2870 Y+144,242.7960
P.T. STA.98+14.74 ℄ A006 X+2,150,866.1301 Y+144,377.1442
P.C. STA.98+30.62 ℄ A006 X+2,150,864.7516 Y+144,392.9658
P.C. STA.94+31.50 ℄ A002 X+2,150,937.2948 Y+144,452.0120
P.T. STA.99+65.14 ℄ A006 X+2,150,858.5775 Y+144,527.3140

S.C. STA.81+75.88 ℄ A007 X+2,150,167.5044 Y+142,964.3351
P.T. STA.A 422+10.97 ℄ A003 X+2,150,087.5772 Y+142,852.0661
T.S. STA.80+25.58 ℄ A007 X+2,150,278.4218 Y+142,863.3533

CURVE NO. A005-4
CURVE NO. A007-7
CURVE NO. A007-7A
CURVE NO. A005-1
CURVE NO. A005-1B
CURVE NO. A001-4
CURVE NO. A001-5
CURVE NO. A005-2A
CURVE NO. A005-2B
CURVE NO. A005-2
CURVE NO. A001-6
CURVE NO. A005-3
CURVE NO. A006-4
CURVE NO. A006-5
CURVE NO. A006-3
CURVE NO. A006-2B
CURVE NO. A006-2
CURVE NO. A002-2
CURVE NO. A002-3
CURVE NO. A006-2A

CC BL ASHBY TERR.
ASHBY TERR.
CLOVER LEAF MANOR ADDITION
PLATTED 15' U/E
71ST STREET BLOCKLINE
BLOCKLINE
PRES. R/W
PRES. S.R/W
TO ONG U/E
16' U/E OG&E
15' OKC. W/L U/E
HERITAGE COLLEGE WESTON GROUP, LLC.
BEST BUY REALTY INCOME CORP
CROSSROADS SOUTH LIMITED TRACT D
CALCULATED POINT
℄ SURVEY A035
℄ A005
℄ A001
℄ A006
℄ A002
*4 REBAR

N 49°02'03.37" E 305.40'
422+27.52 826.38' TO A034
N 44°46'37.62"E 386.70'
N 40°34'44.03"E 335.37'
N 0°20'39.33" W 500.00
N 0°20'38.20" W 2,641.746'
S 80°30'05.40" E
N 89°27'29.39" E 2,638.720'
E-W SEC.LINE EW112
N-S SEC.LINE NS309
462.32 S43°44'47.01"E
80
90
85
95
425
430
425 425
430 430
79+00
94+00
S 89°26'20.53" W
N 0°20'39.33" W
N 0°33'39.47" W 527.81'
N 89°26'20.43" E 461.2'
N 0°20'39.30" W 173.00'
N 89°39'20.70" E 10.00'
N 0°20'39.30" W 27.00'
N 4°11'56.20" W 59.93'
N 49°41'59.23" W 42.47'
N 40°54'19.80" E 42.43'
N 4°12'14.55" E 83.11'
N 5°03'14.41" E 196.11'
S 32°16'29.9" W LC=85.30' R=1,382.39' L=89.32'
S 27°25'40.30" W LC=307.55' 1087'
N 0°20'39.33" W 2,641.746'
N 89°27'29.39" E 2,638.720'
S 80°30'05.40" E 2,745.363'
S 80°30'05.26" E 2,745.363'
N 0°20'39.33" W 520.57'
N 0°20'39.33" W 500.00
N 0°20'39.33" W 500.00
N 0°20'20.53" W
S 89°26'20.53" W
N 0°20'39.30" W 173.00'
N 0°20'39.33" E
N 89°39'20.70" E 10.00'
N 0°20'39.30" W 27.00'
N 89°26'20.43" E 461.2'
N 0°33'39.47" W 527.81'
N 0°20'39.33" E 2,641.746'
N 0°20'38.20" W 2,641.746'
N 89°27'29.39" E 2,638.720'
S 80°30'05.40" E 2,745.363'
S 80°30'05.26" E 2,745.363'
N 0°20'39.33" W 520.57'
N 0°20'39.33" W 500.00'
N 0°20'39.33" W 500.00'



PLS		
DRAWN		
CHECKED		
APPROVED		
CREW	POE	

POE & ASSOCIATES, OKLAHOMA CITY, OK
SURVEY DIVISION

SURVEY DATA SHEET

SWO 2923(1) PROJECT NO. 09032(08) SHEET NO. SD40

OKLAHOMA COUNTY

SDS 40 OF 46

8-87

SEC. 27, T-11-N, R-3-W

POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

3/4/2024

SCALE: 1" = 50'

Curve No. A032-1
P.I. Sta. 108+56.33
N: 145872.2159
E: 2150707.4017
Δ= 26°21'31.33" LT.
D=229°10'59.22"
T= 5.85'
L= 11.50'
R= 25.00'
LC= 11.4'
C= S16°28'33.17"W

CURVE NO. A001-9
P.I. STA. A 454+66.43
N: 146330.2904
E: 2150662.6343
Δ= 4°49'37.05" RT.
D= 3°00'00.00"
T= 80.50'
L= 160.90'
R= 1909.86'
LC= 160.8510'
C= S2°04'09.17"W

Curve No.A032-2
P.I. Sta. 115+27.47
N: 146542.4496
E: 2150746.0004
Δ= 4°54'26.64" RT.
D= 3°00'00.00"
T= 81.84'
L= 163.58'
R= 1909.86'
LC= 163.53'
C= S5°44'58.99"W

CURVE NO. A001-10
P.I. STA. A 463+76.74
N: 147237.9132
E: 2150733.7898
Δ= 9°15'10.99" RT.
D= 1°00'00.00"
T= 463.66'
L= 925.31'
R= 5729.58'
LC= 924.30'
C= S9°06'33.17"W

LONG TERM PROPERTIES LLC.
FEED THE CHILDREN / SPECIALTY INTERMEDIATE / STORM SAFE

BLUE BELL ICE CREAM
BLUE BELL OPERATING L.P.

BONE RANDALL & BONE GLORIA J.

PIERCE BILLIE JO TRS.
FIRST CASH PAWN

RANDALL PATRICIA TRS.
COLOR CREATION / PRIME TIME MOTOR SPORTS

GARY OWENS CONSTRUCTION LLC.

NAJAFABADI MOHAMMADALI
EAGLE CARS

PKK HOLDINGS LLC.

TIO CHUYS AUTO SALES LLC.

TIO CHUYS AUTO SALES INC.

JHS HOMES & HOLDINGS INC.

CURVE 4
℄ EXIST. A035 SURVEY
P.I. STA. 122+03.22
X=2,150,799.2871
Y=147,222.3501
Δ=17°34'17.16" RT.
D= 1°00'00.00"
R=57,29.58'
T= 885.52'
L= 1,757.14'
C= N8°26'29.25"E
LC= 1,750.27'

CURVE NO. A002-8
P.I. STA. 109+96.64
N: 146015.6788
E: 2150948.7650
Δ= 3°00'02.32" RT.
D= 3°00'00.00"
T= 50.02'
L= 100.02'
R= 1909.86'
LC= 100.010'
C= S2°06'18.75"E

CURVE NO. A002-9
P.I. STA. 120+23.70
N: 147042.2975
E: 2150929.5169
Δ= 13°42'27.10" RT.
D= 2°00'00.00"
T= 344.33'
L= 685.38'
R= 2864.79'
LC= 683.7430'
C= N6°30'53.2723"E

Curve No.A033-1
P.I. Sta. A 121+16.91
N: 147129.7417
E: 2150898.3511
Δ= 13°02'01.92" RT.
D= 3°00'00.00"
T= 218.17'
L= 434.46'
R= 1909.86'
LC= 433.5260'
C= S11°59'44.73"W

CURVE NO. A002-10
P.I. STA. 124+00.00
N: 147,427.2
E: 2150,733.8
Δ= 0°00'00.00"
D= 0°00'00.00"
T= 0.00'
L= 0.00'
R= 5729.58'
LC= 0.00'
C= N0°00'00.00"E

POE & ASSOCIATES, OKLAHOMA CITY, OK
SURVEY DIVISION

SURVEY DATA SHEET

PLS		
DRAWN		
CHECKED		
APPROVED		
CREW	POE	

SWO 2923(1) PROJECT NO. 09032(08) SHEET NO. S041

OKLAHOMA COUNTY

SDS 41 OF 46

SEC. 26, T-11-N, R-3-W

Preliminary Plans

POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL
3/4/2024

SEC.27, T-11-N, R-3-W

95

EXCEL FOOD MART INC.
CITY MART / VALERO

MIKE & NANCY JOHNSON
A035 PICKUP & TRUCK SALES

CITY OF OKLAHOMA CITY

BLOUGH MARY R.
HARD HAT SAFETY & GLOVE

U HAUL
AREC I LLC.
U HAUL INTERNATIONAL INC.

BRISCOE'S TEXACO
FOOD MART & RV PARK
JAYS 66 STOP LLC.

CARLIE'S
BRISCOE FAMILY
C/O BERNERD K
& NITA JO BRISCOE

CARLIE'S
BRISCOE FAMILY

PRES.R/W

CHISELED X IN CONC

"X" ON CURB

"4 REBAR

CURVE 4

CURVE NO. A001-11
P.I. STA. A 469+76.46
N: 147822.4414
E: 2150876.6688
Δ= 14°04'47.99" LT.
D= 9°59'59.99"
T= 70.76'
L= 140.80'
R= 572.96'
LC= 140.446'
C= S6°41'44.67"W

CURVE NO. A036-1-1
P.I. STA. 127+53.12
N: 147773.6995
E: 2150901.9619
Δ= 10°41'27.07" LT.
D= 4°06'50.13"
T= 130.31'
L= 259.87'
R= 1392.73'
LC= 259.49'
C= N5°0'4.205"E

100

CURVE 4
℄ EXIST.A035 SURVEY
P.I.STA.122+03.22
X=2,150,799.2871
Y=147,222.3501
Δ=17°34'17.16" RT.
D= 1°00'00.00"
R=57,29.58'
T= 885.52'
L= 1757.14'
C= N8°26'29.25"E
LC= 1,750.27'

Curve No.A033-2
P.I. Sta. 126+31.63
N: 147607.6266
E: 2151038.3301
Δ= 5°08'22.89" LT.
D= 3°52'52.00"
T= 66.26'
L= 132.43'
R= 1476.27'
LC= 132.3840'
C= S15°56'34.26"W

CURVE NO. A002-10
P.I. STA. 130+02.52
N: 147997.8231
E: 2151156.4506
Δ= 15°46'48.47" RT.
D= 4°00'00.00"
T= 198.51'
L= 394.50'
R= 1432.39'
LC= 393.2575'
C= S21°10'03.5045"W

105

PLS			POE & ASSOCIATES, OKLAHOMA CITY, OK SURVEY DIVISION
DRAWN			**SURVEY DATA SHEET**
CHECKED			
APPROVED			
CREW	POE		SWO 2923(1) PROJECT NO. 09032(08) SHEET NO. SD42

OKLAHOMA COUNTY

SDS 42 OF 46

SCALE:
1" = 50'

SEC.26, T-11-N, R-3-W

Preliminary Plans

POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

3/4/2024

SECTION CORNER
ODOT# O-55-97
SET SANDSTONE 14 X 12 X 3
G.L.O. NOTES APPROVED 09-23-1873
OKLAHOMA CERTIFIED CORNER RECORD DATED 07-30-2002
FOUND CHISELED X IN CONC
X=2150889.9611 Y= 148284.7529

1/4 SECTION CORNER
ODOT# O-55-1368
SET 14 X 10 X 4 SANDSTONE
GLO NOTES APPROVED 09-23-1873
OKLAHOMA CERTIFIED CORNER RECORD 01-13-1997
FOUND PK NAIL
X=2145619.0344 Y= 145578.6212

CENTER 1/4 SECTION CORNER
ODOT# O-55-1314
OKLAHOMA CERTIFIED CORNER RECORD 07-30-2002
FOUND PK NAIL
X=2148266.4141 Y= 145611.9997

1/4 SECTION CORNER
ODOT# O-55-99
SET SANDSTONE 15 X 4
G.L.O NOTES APPROVED 09-23-1873
OKLAHOMA CERTIFIED CORNER RECORD 07-30-2002
FOUND CHISELED X IN PAVEMENT FROM EXISTING REFERENCE POINTS
X=2150905.8228 Y= 145638.9775

SECTION CORNER
ODOT# O-55-634
SET 16 X 12 X 5 SANDSTONE
FOUND 1/2" IRON PIN
X=2150921.6810 Y= 142997.2789

SECTION CORNER
ODOT# O-55-1367
SET 16 X 12 X 3 SANDSTONE
G.L.O. NOTES APPROVED 09-23-1873
OKLAHOMA CERTIFIED CORNER RECORD 02-12-1985
FOUND 1/2" I.P.
X=2145642.3196 Y= 142947.5057

1/4 SECTION CORNER
ODOT# O-55-1313
SET 14 X 12 X 3 SANDSTONE
OKLAHOMA CERTIFIED CORNER RECORD 03-22-2006
FOUND PK NAIL
X=2148283.0793 Y= 142972.3253

SCALE:
1" = 400'

NOTE: REFERENCE'S SHOWN ARE NOT TO SCALE.

Preliminary Plans

PLS			POE & ASSOCIATES, OKLAHOMA CITY, OK SURVEY DIVISION
DRAWN			SURVEY DATA SHEET
CHECKED			
APPROVED			
CREW	POE		SWO 2923(1) PROJECT NO. 09032(08) SHEET NO. SD43

SDS 43 OF 46

POE & ASSOCIATES, OKLAHOMA CITY, OK.

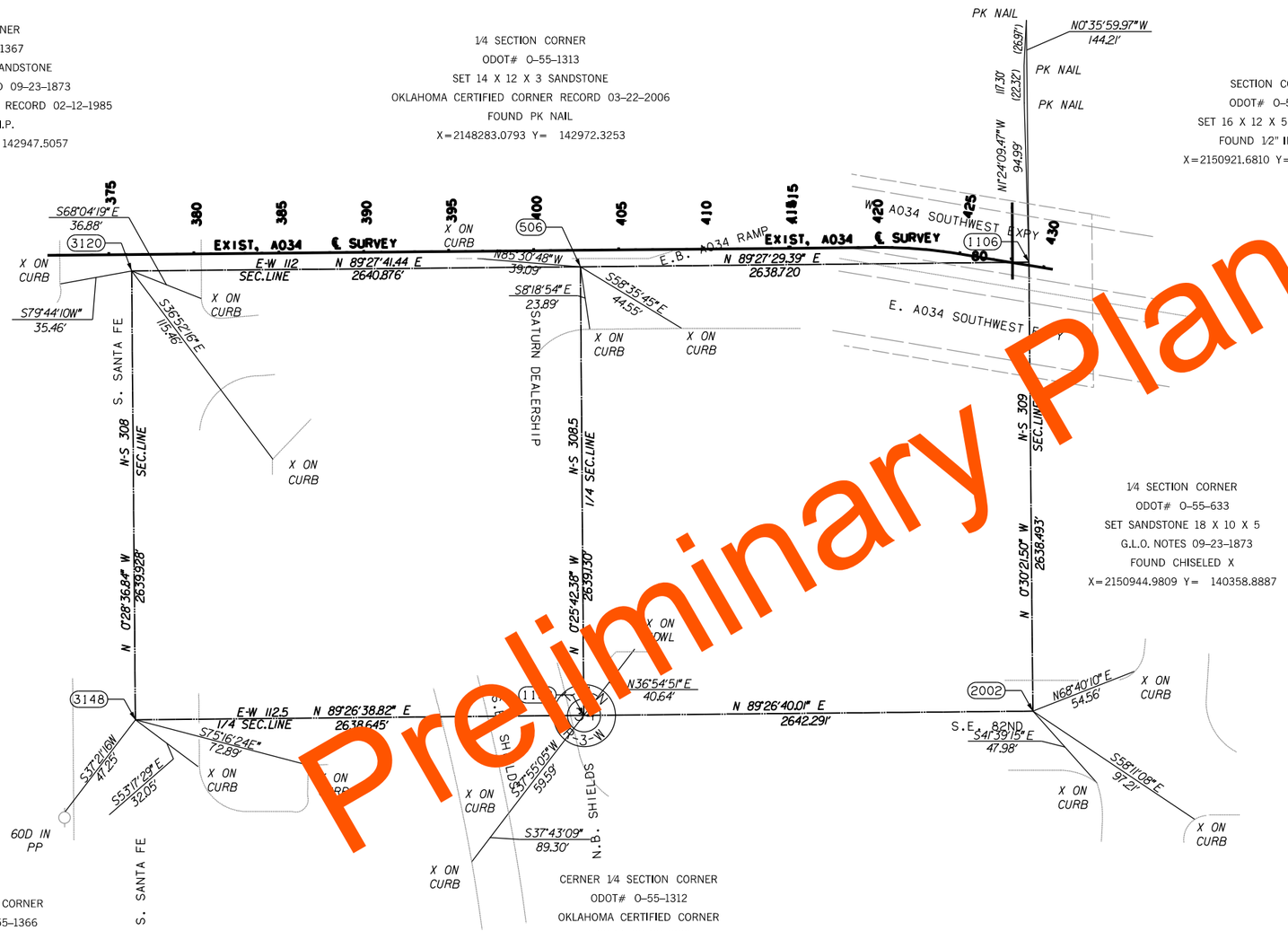
90% PLAN SUBMITTAL

3/4/2024

SECTION CORNER
ODOT# 0-55-1367
SET 16 X 12 X 3 SANDSTONE
G.L.O. NOTES APPROVED 09-23-1873
OKLAHOMA CERTIFIED CORNER RECORD 02-12-1985
FOUND 1/2" I.P.
X=2145642.3196 Y= 142947.5057

1/4 SECTION CORNER
ODOT# 0-55-1313
SET 14 X 12 X 3 SANDSTONE
OKLAHOMA CERTIFIED CORNER RECORD 03-22-2006
FOUND PK NAIL
X=2148283.0793 Y= 142972.3253

SECTION CORNER
ODOT# 0-55-634
SET 16 X 12 X 5 SANDSTONE
FOUND 1/2" IRON PIN
X=2150921.6810 Y= 142997.2789



1/4 SECTION CORNER
ODOT# 0-55-633
SET SANDSTONE 18 X 10 X 5
G.L.O. NOTES 09-23-1873
FOUND CHISELED X
X=2150944.9809 Y= 140358.8887

1/4 SECTION CORNER
ODOT# 0-55-1366
SET SANDSTONE 14 X 12 X 4
G.L.O. NOTES 09-23-1873
OKLAHOMA CERTIFIED CORNER RECORD 02-12-1985
FOUND 3/8" IP
X=2145664.2927 Y= 140307.6692

CERNER 1/4 SECTION CORNER
ODOT# 0-55-1312
OKLAHOMA CERTIFIED CORNER
RECORD 03-22-2006
FOUND 1/2" I.P.
X=2148302.8137 Y= 140333.2689

Preliminary Plans

N

SCALE:
1" = 400'

NOTE: REFERENCE'S SHOWN ARE NOT TO SCALE.

PLS		
DRAWN		
CHECKED		
APPROVED		
CREW	POE	

POE & ASSOCIATES, OKLAHOMA CITY, OK
SURVEY DIVISION

SURVEY DATA SHEET

SWO 2923(1) PROJECT NO. 09032(08) SHEET NO. SD41

SDS 44 OF 46

POE & ASSOCIATES, OKLAHOMA CITY, OK.

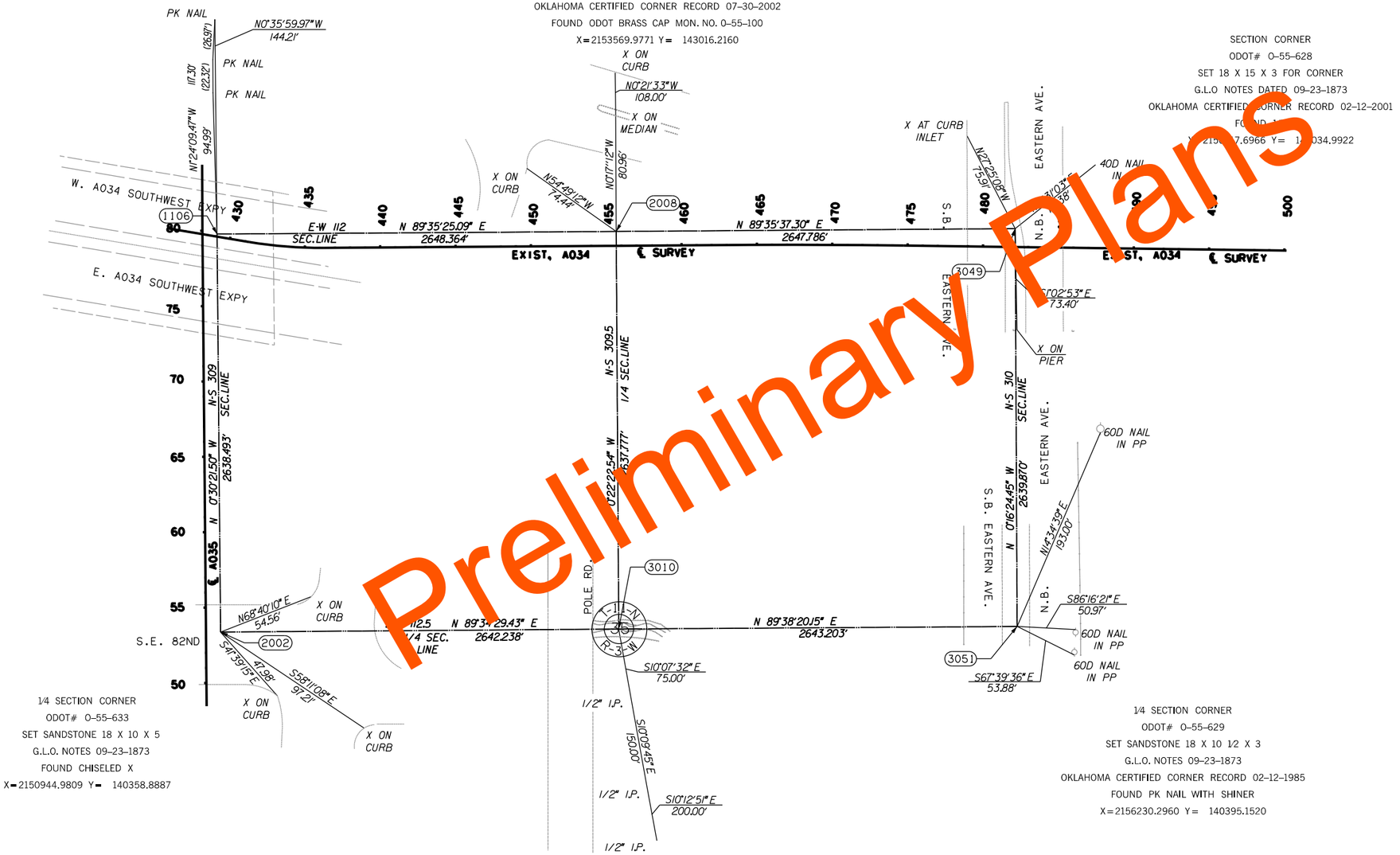
90% PLAN SUBMITTAL

3/4/2024

SECTION CORNER
ODOT# 0-55-634
SET 16 X 12 X 5 SANDSTONE
FOUND 1/2" IRON PIN
X=2150921.6810 Y= 142997.2789

1/4 SECTION CORNER
ODOT# 0-55-627
SET SANDSTONE 14 X 12 X 3
G.L.O NOTES APPROVED 09-23-1873
OKLAHOMA CERTIFIED CORNER RECORD 07-30-2002
FOUND ODOT BRASS CAP MON. NO. 0-55-100
X=2153569.9771 Y= 143016.2160

SECTION CORNER
ODOT# 0-55-628
SET 18 X 15 X 3 FOR CORNER
G.L.O NOTES DATED 09-23-1873
OKLAHOMA CERTIFIED CORNER RECORD 02-12-2001
FOUND [illegible]
X=215[illegible]7.6966 Y= 1[illegible]034.9922



1/4 SECTION CORNER
ODOT# 0-55-633
SET SANDSTONE 18 X 10 X 5
G.L.O. NOTES 09-23-1873
FOUND CHISELED X
X=2150944.9809 Y= 140358.8887

CENTER 1/4 SECTION CORNER
ODOT# 0-55-635
OKLAHOMA CERTIFIED CORNER RECORD 07-30-2002
FOUND 3/8" I.P.
X=2153587.1457 Y= 140378.4950

1/4 SECTION CORNER
ODOT# 0-55-629
SET SANDSTONE 18 X 10 1/2 X 3
G.L.O. NOTES 09-23-1873
OKLAHOMA CERTIFIED CORNER RECORD 02-12-1985
FOUND PK NAIL WITH SHINER
X=2156230.2960 Y= 140395.1520

N

SCALE:
1" = 400'

NOTE:REFERENCE'S SHOWN ARE NOT TO SCALE.

Preliminary Plans

PLS			POE & ASSOCIATES, OKLAHOMA CITY, OK SURVEY DIVISION
DRAWN			**SURVEY DATA SHEET**
CHECKED			
APPROVED			
CREW	POE		SWO 29231(1) PROJECT NO. 09032108) SHEET NO. SD45

SDS 45 OF 46

POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

3/4/2024

SECTION CORNER
ODOT# O-55-97
SET SANDSTONE 14 X 12 X 3
G.L.O. NOTES APPROVED 09-23-1873
OKLAHOMA CERTIFIED CORNER RECORD DATED 07-30-2002
FOUND CHISELED X IN CONC
X=2150889.9611 Y= 148284.7529

1/4 SECTION CORNER
ODOT# O-55-98
SET SANDSTONE 14 X 10 X 5
G.L.O. NOTES APPROVED 09-23-1873
OKLAHOMA CERTIFIED CORNER RECORD
DATED 08-30-2002
FOUND PK NAIL
X=2153543.9765 Y= 148296.8244

1/4 SECTION CORNER
ODOT# O-55-99
SET SANDSTONE 15 X 13 X 4
G.L.O NOTES APPROVED 09-23-1873
OKLAHOMA CERTIFIED CORNER RECORD 07-30-2002
SET CHISELED X IN PAVEMENT FROM EXISTING REFERENCE POINTS
X=2150905.8228 Y= 145638.9775

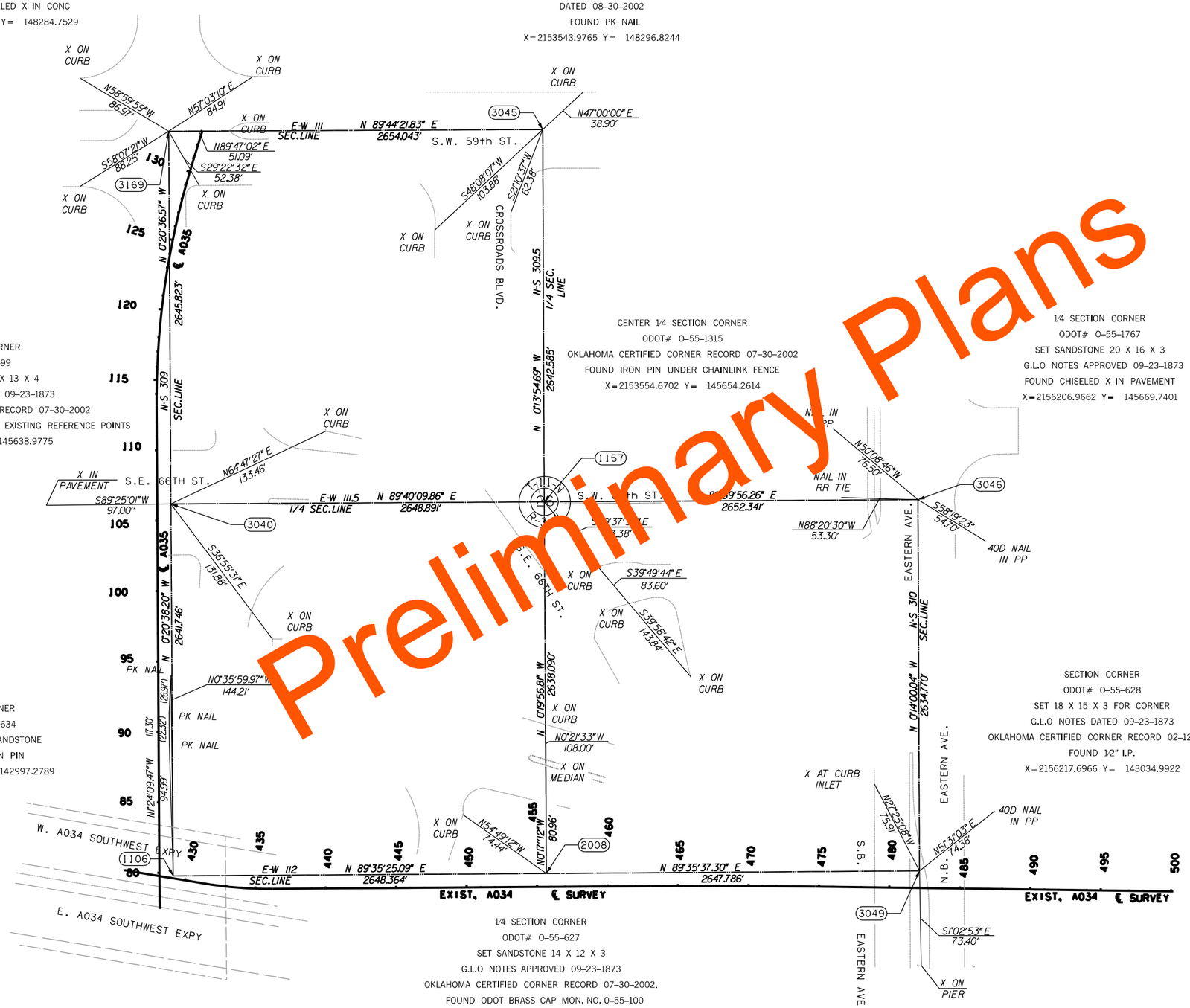
CENTER 1/4 SECTION CORNER
ODOT# O-55-1315
OKLAHOMA CERTIFIED CORNER RECORD 07-30-2002
FOUND IRON PIN UNDER CHAINLINK FENCE
X=2153554.6702 Y= 145654.2614

1/4 SECTION CORNER
ODOT# O-55-1767
SET SANDSTONE 20 X 16 X 3
G.L.O NOTES APPROVED 09-23-1873
FOUND CHISELED X IN PAVEMENT
X=2156206.9662 Y= 145669.7401

SECTION CORNER
ODOT# O-55-634
SET 16 X 12 X 5 SANDSTONE
FOUND 1/2" IRON PIN
X=2150921.6810 Y= 142997.2789

SECTION CORNER
ODOT# O-55-628
SET 18 X 15 X 3 FOR CORNER
G.L.O NOTES DATED 09-23-1873
OKLAHOMA CERTIFIED CORNER RECORD 02-12-2001
FOUND 1/2" I.P.
X=2156217.9966 Y= 143034.9922

1/4 SECTION CORNER
ODOT# O-55-627
SET SANDSTONE 14 X 12 X 3
G.L.O NOTES APPROVED 09-23-1873
OKLAHOMA CERTIFIED CORNER RECORD 07-30-2002.
FOUND ODOT BRASS CAP MON. NO. 0-55-100
X=2153569.9771 Y= 143016.2160



Preliminary Plans

SCALE: 1" = 400'

NOTE: REFERENCE'S SHOWN ARE NOT TO SCALE.

PLS			POE & ASSOCIATES, OKLAHOMA CITY, OK SURVEY DIVISION
DRAWN			**SURVEY DATA SHEET**
CHECKED			
APPROVED			
CREW	POE		SWO 2923(1) PROJECT NO. 09032(08) SHEET NO. SD46

SDS 46 OF 46

POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL
2/27/2024

Preliminary Plans

SPEED LIMIT 65
MINIMUM SPEED 40
R2-1
R2-4

250'

END ROAD WORK
G20-2a

320'
9 DRUMS @ 35' C/C

6" DOTTED WHITE LANE LINE

6" SOLID WHITE EDGE LINE

6" DASHED WHITE LANE LINE

6" SOLID YELLOW EDGE LINE

6300 L.F. TOTAL PORT. LONG. BARRIER

390

400

℄ I-240
N89°27'24.62" E

℄ I-240
N89°27'24.62" E

STA. 401+00.00

SHIELDS BLVD.

N

50' 0 50' 100'
SCALE

DESIGN	-	-
DRAWN	-	-
CHECKED	-	-
APPROVED	-	-
SQUAD	POE	

TRAFFIC CONTROL PHASE 1
(SHEET 1 OF 9)

STATE JOB NO. 09032(08) SHEET NO. T001

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POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

2/27/2024

Preliminary Plans

6" SOLID YELLOW EDGE LINE

6300 L.F. TOTAL PORT. LONG. BARRIER

6" DASHED W... LANE LINE

6" SOLID WHITE EDGE LINE

6" DOTTED WHITE LANE LINE

405

410

415

STA. 401+00.00

STA. 416+00.00

℄ I-240

N

50' 0 50' 100'

SCALE

DESIGN	-	-
DRAWN	-	-
CHECKED	-	-
APPROVED	-	-
SQUAD	POE	

TRAFFIC CONTROL PHASE 1
(SHEET 2 OF 9)

STATE JOB NO. 09032(08) SHEET NO. T002

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POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

2/27/2024

Preliminary Plans

6" SOLID YELLOW EDGE LINE

6" SOLID WHITE EDGE LINE

6" DOTTED WHITE LANE LINE

6300 L.F. TOTAL PO[illegible]. LONG. BARRIE[illegible]

6" DASHED WHITE LANE LINE

STA. 416+00.00

STA. 431+00.00

420

425

430

℄ I-35

℄ I-240

50' 0 50' 100'

SCALE

DESIGN	-	-
DRAWN	-	-
CHECKED	-	-
APPROVED	-	-
SQUAD	POE	

TRAFFIC CONTROL PHASE 1
(SHEET 3 OF 9)

STATE JOB NO. 09032(08) SHEET NO. T003

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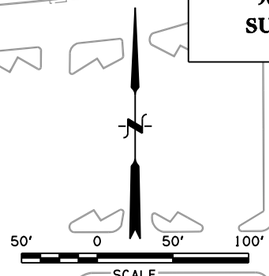
POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

2/27/2024



Preliminary Plans

435

440

445

6" SOLID YELLOW EDGE LINE

6" DASHED WHITE LANE LINE

6" SOLID WHITE EDGE LINE

6" DOTTED WHITE LANE LINE

6300 L.F. TOTAL PORT. LONG. BARRIER

STA. 431+00.00

STA. 446+00.00

℄ I-240

N89°35'24.60"E

DESIGN	-	-
DRAWN	-	-
CHECKED	-	-
APPROVED	-	-
SQUAD	POE	

TRAFFIC CONTROL PHASE 1 (SHEET 4 OF 9)

STATE JOB NO. 09032(08) SHEET NO. T004

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POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

2/27/2024

Preliminary Plans

50′ 0 50′ 100′

SCALE

STA. 446+00.00

STA. 461+00.00

450

455

460

490′ SHIFTING TAPER
28 DRUMS @ 35′ C/C

615′ TANGENT

6″ SOLID YELLOW EDGE LINE

6″ SOLID WHITE EDGE LINE

6300 L.F. TOTAL PORT. LONG. BARRIER

6″ DASHED WHITE LANE LINE

℄ I-240

POLE RD.

DESIGN	-	-
DRAWN	-	-
CHECKED	-	-
APPROVED	-	-
SQUAD	POE	

TRAFFIC CONTROL PHASE 1
(SHEET 5 OF 9)

STATE JOB NO. 09032(08) SHEET NO. T005

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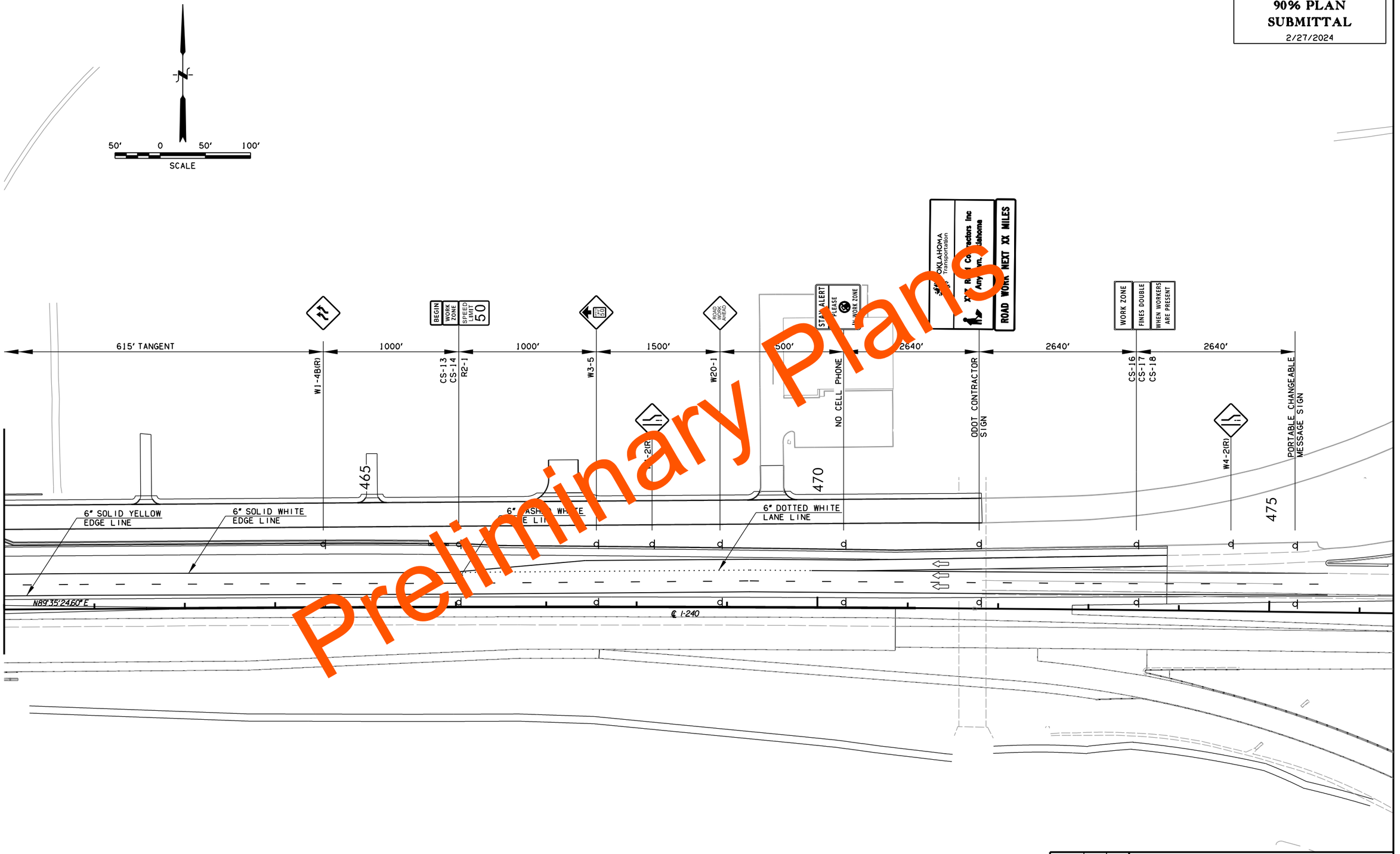
POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL
2/27/2024



Preliminary Plans

DESIGN	-	-
DRAWN	-	-
CHECKED	-	-
APPROVED	-	-
SQUAD	POE	

TRAFFIC CONTROL PHASE 1
(SHEET 6 OF 9)

STATE JOB NO. 09032(08) SHEET NO. T006

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POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

2/27/2024

Preliminary Plans

SPEED LIMIT 65
MINIMUM SPEED 40
R2-1
R2-4
250'
END ROAD WORK
G20-2a
60
65
70
STA. 74+00.00
6" DASHED WHITE LANE LINE
6" DOTTED WHITE LANE LINE
6" SOLID YELLOW EDGE LINE
6" SOLID WHITE EDGE LINE
105' SHIFTING TAPER
PORTABLE CHANGEABLE MESSAGE SIGN
2640'
CS-18
CS-17
CS-16
WORK ZONE
FINES DOUBLE WHEN WORKERS ARE PRESENT
2640'
ODOT CONTRACTOR SIGN
ROAD WORK NEXT XX MILES
OKLAHOMA Transportation
XYZ Road Contractor Inc
Anytown, Oklahoma
2640'
NO CELL PHONE
STAY ALERT
PLEASE
IN WORK ZONE
1500'
W20-1
ROAD WORK AHEAD
1500'
W3-5
1000'
CS-13
CS-14
R2-1
SPEED LIMIT 50
BEGIN WORK ZONE
1000'
W24-1B(R)
615'

DESIGN	-	-
DRAWN	-	-
CHECKED	-	-
APPROVED	-	-
SQUAD	POE	

TRAFFIC CONTROL PHASE 1
(SHEET 7 OF 9)

STATE JOB NO. 09032(08) SHEET NO. T007

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POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

2/27/2024

Preliminary Plans

STA. 74+00.00

STA. 89+00.00

425

80

75

85

615'

105' SHIFTING TAPER

105' SHIFTING TAPER

6" DOTTED WHITE LANE LINE

6" SOLID YELLOW EDGE LINE

6" SOLID WHITE EDGE LINE

732 L.F. TOTAL PORT. LONG. BARRIER

6" DASHED WHITE LANE LINE

744 L.F. TOTAL PORT. LONG. BARRIER

430

105' SHIFTING TAPER

DESIGN	-	-
DRAWN	-	-
CHECKED	-	-
APPROVED	-	-
SQUAD	POE	

TRAFFIC CONTROL PHASE 1
(SHEET 8 OF 9)

STATE JOB NO. 09032(08) SHEET NO. T008

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POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL
2/27/2024

Preliminary Plans

STA. 89+00.00

615′ | 1000′ | 1000′ | 1500′ | 1500′ | 2640′ | 2640′ | 2640′

W24-1B(R) — BEGIN ROAD WORK ZONE — SPEED LIMIT 50 — CS-13 CS-14 R2-1 — W3-5 — W20-1 ROAD WORK AHEAD — STAY ALERT PLEASE IN WORK ZONE — NO CELL PHONE — OKLAHOMA Transportation — XYZ Road Contractors Inc Anytown, Oklahoma — ROAD WORK NEXT XX MILES — ODOT CONTRACTOR SIGN — WORK ZONE FINES DOUBLE WHEN WORKERS ARE PRESENT — CS-16 CS-17 CS-18 — PORTABLE CHANGEABLE MESSAGE SIGN

95 — 100

6" SOLID YELLOW EDGE LINE
6" SOLID WHITE EDGE LINE
6" DASHED WHITE LANE LINE
N00°20'39.33"W ℄ I-35
N00°20'39.33"W ℄ I-35

G20-2a — END ROAD WORK

250′

R2-1 R2-4 — SPEED LIMIT 65 — MINIMUM SPEED 40

DESIGN	-	-
DRAWN	-	-
CHECKED	-	-
APPROVED	-	-
SQUAD	POE	

TRAFFIC CONTROL PHASE 1
(SHEET 9 OF 9)

STATE JOB NO. 09032(08) SHEET NO. T009

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POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL
2/27/2024

Preliminary Plans

SPEED LIMIT 65
MINIMUM SPEED 40
R2-1
R2-4
250'
END ROAD WORK
G20-2
230'
7 DRUMS @ 35' C/C
390
395
400
6" SOLID YELLOW EDGE LINE
6" SOLID WHITE EDGE LINE
6" SOLID WHITE EDGE LINE
3372 L.F. TOTAL PORT. LONG. BARRIER
℄ I-240
N89°27'24.62"E
6" DASHED WHITE LANE LINE
℄ I-240
N89°27'24.62"E
STA. 402+00.00
SHIELDS BLVD.
50' 0 50' 100'
SCALE

DESIGN	-	-
DRAWN	-	-
CHECKED	-	-
APPROVED	-	-
SQUAD	POE	

TRAFFIC CONTROL PHASE 2
(SHEET 1 OF 10)

STATE JOB NO. 09032(08) SHEET NO. T010

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POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

2/27/2024

Preliminary Plans

STA. 402+00.00

STA. 417+00.00

405

415

6" SOLID YELLOW EDGE LINE

6" SOLID WHITE EDGE LINE

6372 L.F. TOTAL PORT. LONG. BARRIER

6" DASHED WHITE LANE LINE

℄ I-240

N

50′ 0 50′ 100′

SCALE

DESIGN	-	-
DRAWN	-	-
CHECKED	-	-
APPROVED	-	-
SQUAD	POE	

TRAFFIC CONTROL PHASE 2
(SHEET 2 OF 10)

STATE JOB NO. 09032(08) SHEET NO. T011

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POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

2/27/2024

Preliminary Plans

50′ 0 50′ 100′

SCALE

420 425 430

STA. 417+00.00

STA. 432+00.00

℄ I-35

℄ I-240

6" SOLID YELLOW EDGE LINE

6" SOLID WHITE EDGE LINE

6" DASHED WHITE LANE LINE

6372 L.F. TOTAL PORT. LONG. BARRIER

DESIGN	-	-
DRAWN	-	-
CHECKED	-	-
APPROVED	-	-
SQUAD	POE	

TRAFFIC CONTROL PHASE 2
(SHEET 3 OF 10)

STATE JOB NO. 09032(08) SHEET NO. T012

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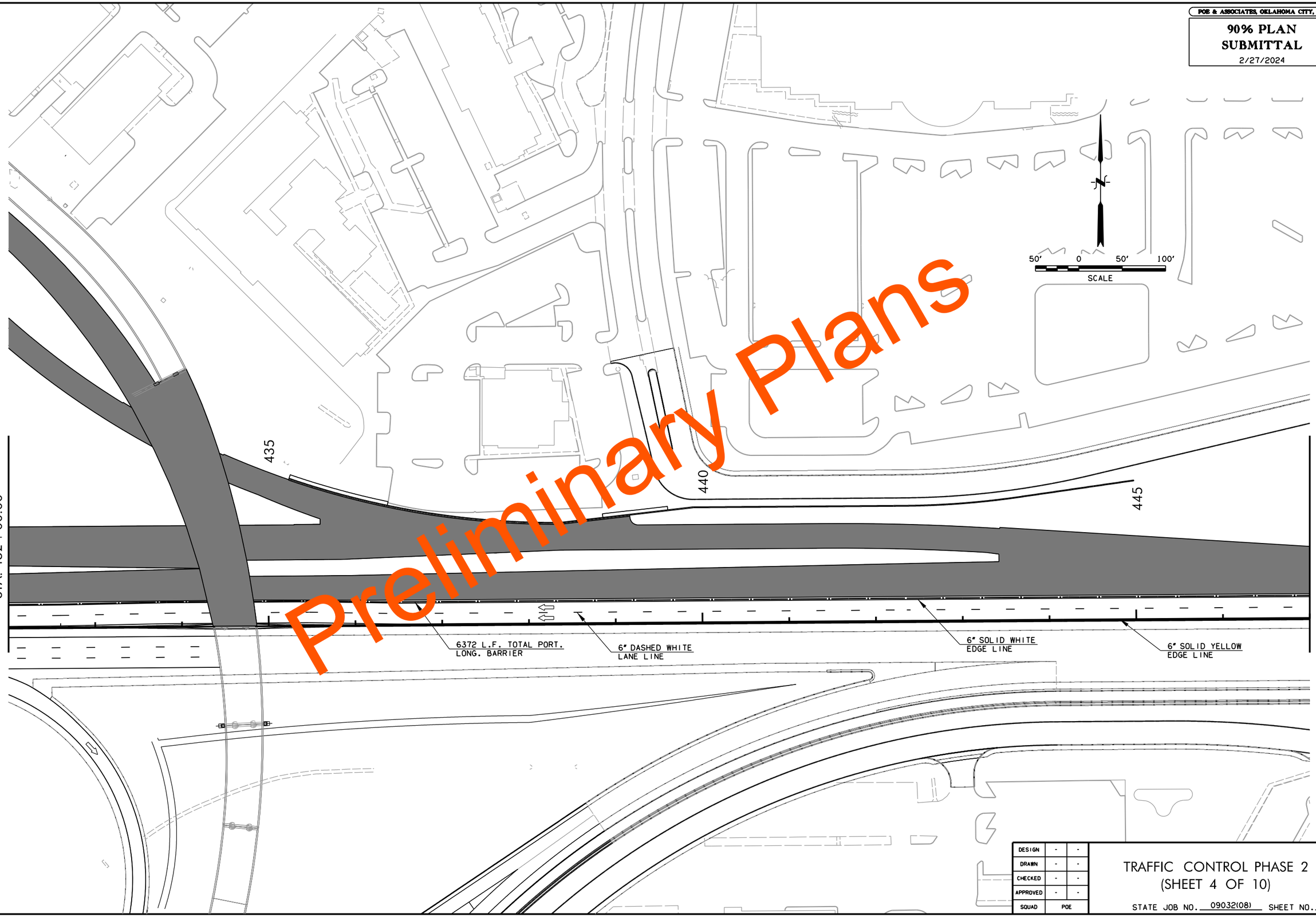
POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

2/27/2024

Preliminary Plans



DESIGN	-	-
DRAWN	-	-
CHECKED	-	-
APPROVED	-	-
SQUAD	POE	

TRAFFIC CONTROL PHASE 2
(SHEET 4 OF 10)

STATE JOB NO. 09032(08) SHEET NO. T013

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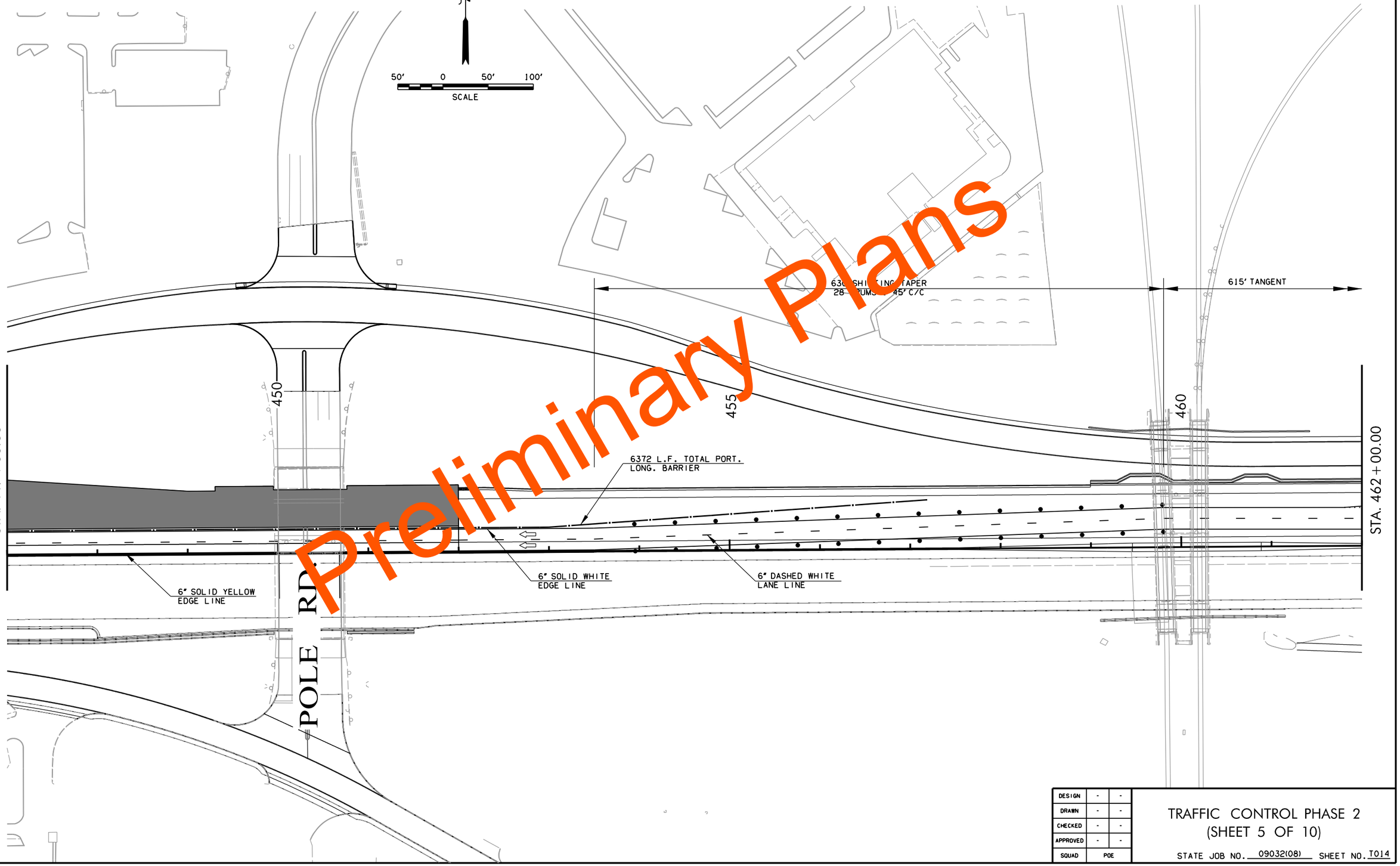
POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

2/27/2024



Preliminary Plans

DESIGN	-	-
DRAWN	-	-
CHECKED	-	-
APPROVED	-	-
SQUAD	POE	

TRAFFIC CONTROL PHASE 2
(SHEET 5 OF 10)

STATE JOB NO. 09032(08) SHEET NO. T014

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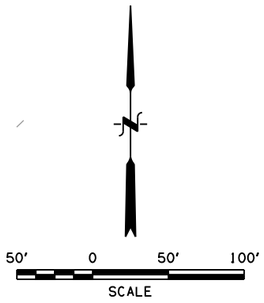
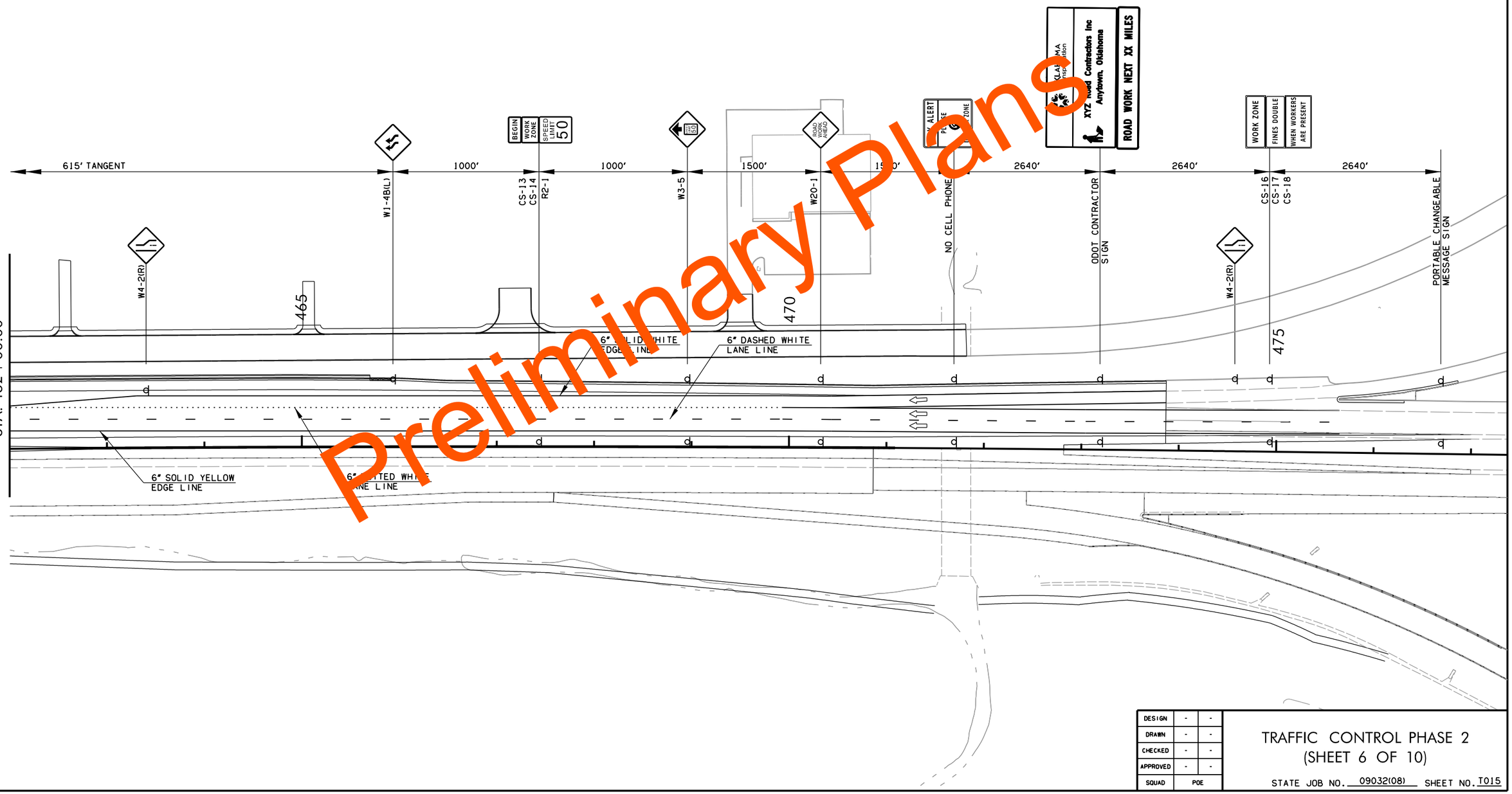
POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL
2/27/2024





Preliminary Plans

DESIGN	-	-
DRAWN	-	-
CHECKED	-	-
APPROVED	-	-
SQUAD	POE	

TRAFFIC CONTROL PHASE 2
(SHEET 6 OF 10)

STATE JOB NO. 09032(08) SHEET NO. T015

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POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL
2/27/2024

Preliminary Plans

SPEED LIMIT 65
MINIMUM SPEED 40
R2-1
R2-4
250'
END ROAD WORK
G20-2a
60
65
70
6" SOLID WHITE EDGE LINE
6" SOLID YELLOW EDGE LINE
6" DASHED WHITE LANE LINE
STA. 71+00.00
℄ I-35
N00°30'05.37"W
PORTABLE CHANGEABLE MESSAGE SIGN
CS-18
CS-17
CS-16
2640'
2640'
ODOT CONTRACTOR SIGN
2640'
NO CELL PHONE
1500'
W20-1
1500'
W4-5
1000'
CS-13
CS-14
R2-1
1000'
W24-1B(R)
615'
WORK ZONE
FINES DOUBLE
WHEN WORKERS ARE PRESENT
ROAD WORK NEXT XX MILES
OKLAHOMA Transportation
XYZ Road Contractors Inc
Anytown, Oklahoma
PLEASE
IN WORK ZONE
STAY ALERT
ROAD WORK AHEAD
END ROAD WORK
SPEED LIMIT 50
WORK ZONE
BEGIN

DESIGN	-	-
DRAWN	-	-
CHECKED	-	-
APPROVED	-	-
SQUAD	POE	

TRAFFIC CONTROL PHASE 2
(SHEET 7 OF 10)

STATE JOB NO. 09032(08) SHEET NO. T016

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POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

2/27/2024

Preliminary Plans

STA. 71+00.00

STA. 86+00.00

℄ I-35

140' SHIFTING TAPER

105' SHIFTING TAPER

615'

6" SOLID YELLOW EDGE LINE

6" SOLID WHITE EDGE LINE

2544 L.F. TOTAL PORT. LONG. BARRIER

672 L.F. TOTAL PORT. LONG. BARRIER

6" DOTTED WHITE LANE LINE

6" DASHED WHITE LANE LINE

648 L.F. TOTAL PORT. LONG. BARRIER

1932 L.F. TOTAL PORT. LONG. BARRIER

350' SHIFTING TAPER

N89°35'24.60"E

N89°35'24.60"E

425

430

75

80

85

DESIGN	-	-
DRAWN	-	-
CHECKED	-	-
APPROVED	-	-
SQUAD	POE	

TRAFFIC CONTROL PHASE 2
(SHEET 8 OF 10)

STATE JOB NO. 09032(08) SHEET NO. T017

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POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

2/27/2024

Preliminary Plans

STA. 86+00.00

STA. 101+00.00

6" SOLID YELLOW EDGE LINE

6" DASHED WHITE LANE LINE

2544 L.F. TOTAL PORT. LONG. BARRIER

N00°20'39.33"W
℄ I-35

95

100

210' SHIFTING TAPER

6" SOLID WHITE EDGE LINE

1932 L.F. TOTAL PORT. LONG. BARRIER

W1-4B(R)

615'

105' SHIFTING TAPER

24

DESIGN	-	-
DRAWN	-	-
CHECKED	-	-
APPROVED	-	-
SQUAD	POE	

TRAFFIC CONTROL PHSAE 2
(SHEET 9 OF 10)

STATE JOB NO. 09032(08) SHEET NO. T018

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POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL
2/27/2024

615' | 1000' | 1000' | 1500' | 1500' | 2640' | 2640' | 2640'

W24-1B(R) — BEGIN WORK ZONE / SPEED LIMIT 50 — CS-13 / CS-14 / R2-1 — W3-5 — W20-1 ROAD WORK NEXT — STAY ALERT PLEASE IN WORK ZONE — NO CELL PHONE — OKLAHOMA Transportation / XYZ Road Contractors Inc Anytown, Oklahoma / ROAD WORK NEXT XX MILES — ODOT CONTRACTOR SIGN — WORK ZONE FINES DOUBLE WHEN WORKERS ARE PRESENT — CS-16 / CS-17 / CS-18 — PORTABLE CHANGEABLE MESSAGE SIGN

STA. 101+00.00

6" SOLID YELLOW EDGE LINE

6" DASHED WHITE LANE LINE

N00°20'39.33"W

℄ I-35

6" SOLID WHITE EDGE LINE

105 | 110 | 115

G20-2a — 250' — R2-1 — SPEED LIMIT 65 / MINIMUM SPEED 0 — END ROAD WORK

Preliminary Plans

DESIGN	-	-
DRAWN	-	-
CHECKED	-	-
APPROVED	-	-
SQUAD	POE	

TRAFFIC CONTROL PHASE 2
(SHEET 10 OF 10)

STATE JOB NO. 09032(08) SHEET NO. T019

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REVISIONS		
NO.	DESCRIPTION	DATE

SIGN SCHEDULE

SHEET NO.	ITEM NO.	APPROXIMATE STATION & LOCATION		SIGN TYPE	POSTS				FOOTINGS					SIGN AREA			REMARKS
					TYPE	A L.F.	B L.F.	SPACING	DESIGN NO.	STEEL 511(A) LBS.	60" DRILLED SHAFT L.F.	STRUCTURAL CONCRETE C.Y.	STEEL 804(B) LBS.	SHEET S.F.	PANEL S.F.	PANEL OVERHEAD S.F.	
T037	1	397+25	WB I-240	ROUTE ASSEMBLY NO. 1	2" SQ. TUBE POST	16	16	2'-4"						29.25			
T037	2	403+30	WB I-240	SIGN STR. NO. 1							70.00					518.25	NEW 75' TYPE B MONOTUBE
T038	3	108+00	WB I-240	W4-2E(R)	2" SQ. TUBE POST	15	15	2'-4"						16.00			
T038	4	104+00	WB I-240	W9-1	2" PIPE POST	12			A-2			0.06		5.25			
T038	5	410+51	WB I-240	W4-3(L)	2-1/2" PIPE POST	13			A-3			0.20	24.00	9.00			
T039	6	72+00	RAMP C	W1-8E(R)	2-1/2" PIPE POST	12			A-3			0.20	24.00	7.50			
T040	7	425+40	WB I-240	SIGN STR. NO. 2							70.00					235.00	NEW 55' TYPE B MONOTUBE
T041	8	435+50	RAMP H	SPECIAL SIGN NO. 5	6" WF @ 20	27.9	30	9'-1"	KC-1			1.52	258.0		121.00		
T041	9	439+54	WB I-240	SIGN STR. NO. 3							70.00					348.50	NEW 55' TYPE B MONOTUBE
T042	10	443+30	WB I-240	SPECIAL SIGN NO. 8	4" WF @ 13	21.6	22.9	6'-5"	KC-0			0.72	1 .00		32.50		
T042	11	451+00	WB I-240	SIGN STR. NO. 4							70.00					581.25	NEW 75' TYPE B MONOTUBE
T043	12	456+00	WB I-240	SPECIAL SIGN NO. 10	8" WF @ 31	27.1	31.3	15'-1"	KC-3			1.	632.		179.51		
T044	13	496+00	WB I-240	SIGN STR. NO. 5							70.0					412.25	NEW 60' TYPE B MONOTUBE
T044	14	AS SHOWN	WB I-240	SIGN STR. NO. 6							70.00					580.25	NEW 60' TYPE B MONOTUBE
T044	15	AS SHOWN	WB I-240	W13-2(25)	2" PIPE POST	12			A-2			0.06		5.00			
T045	16	AS SHOWN	NB I-35	EXISTING SIGN STR. (540' N. OF 2												204.00	EXISTING TYPE C MONOTUBE
T046	17	30+17	NB I-35	SIGN STR. NO. 7							.00					287.75	NEW TYPE C MONOTUBE
T047	18	47+00	NB I-35	SPECIAL SIGN NO. 18	8" WF @ 31	27	30.9	14'-2"	KC-3			1.98	632.00		164.01		
T047	19	48+00	SB I-35	ROUTE ASSEMBLY NO. 3	2" SQ. TUBE POST	16								18.00			
T048	20	52+70	NB I-35	EXISTING SIGN STR. (52+70)												884.75	EXISTING TYPE B MONOTUBE INSTALLED IN PHASE 1B
T049	21	61+50	NB I-35	SPECIAL SIGN NO. 26	6" WF @ 20	27.8	29.8	8'-6"	KC-1			1.52	258.00		110.00		
T049	22	65+65	RAMP A	SIGN STR. NO. 8							70.00					346.50	NEW 55' TYPE B MONOTUBE
T050	23	70+00	NB I-35	W4-1E(R)	2" SQ. TUBE POST	15	15	2'-4"						16.00			
T050	24	75+00	SB I-35	W4-2E(R)	2" SQ. TUBE POST	15	15	2'-4"						16.00			
T051	25	83+00	NB I-35	W4-2E(R)	2" SQ. TUBE POST	15	15	2'-4"						16.00			
T051	26	87+00	SB I-35	W4-1E(R)	2" SQ. TUBE POST	15	15	2'-4"						16.00			
T052	27	406+33	RAMP B	EXISTING SIGN STR. (406+33)												331.25	EXISTING TYPE B MONOTUBE
T052	28	402+95	SB I-35	SPECIAL SIGN NO. 20	4" WF @ 13	21.6	9	6'-4""	KC-0			0.72	130.00		32.50		
T053	29	395+08	SB I-35	EXISTING SIGN STR. (395+08)												884.75	EXISTING TYPE B MONOTUBE
T053	30	104+00	NB I-35	ROUTE ASSEMBLY NO. 4	2" SQ. TUBE POST	16	16	2'-4"						27.00			
T054	31	108+00	SB I-35	SPECIAL SIGN NO. 30	8" WF @ 31	27	31	14'-6"	KC-3			1.98	632.00		167.51		
T054	32	70+73	RAMP A/E	SPECIAL SIGN NO. 26	6" WF @ 2	7.8	29.8	8'-6"	KC-1			1.52	258.00		110.00		
T054	33	72+85	RAMP A	SIGN STR. NO. 9							70.00					266.25	NEW 55' TYPE B MONOTUBE
T056	34	93+00	SB I-35	W4-1E(R)	2" SQ. TUBE POST	15	15	2'-4"						16.00			
T056	35	94+00	RAMP A	W4-3E(R)	2" SQ. TUBE POST	15	15	2'-4"						16.00			
T057	36	409.2	RAMP B/F	SPECIAL SIGN NO. 29	6" WF @ 2	27.8	29.8	8'-6"	KC-1			1.52	258.00		110.00		
T057	37	74+00	RAMP C	W1-8E(R)	2-1/2" PIPE POST	12			A-3			0.20	24.00	7.50			
T057	38	75+00	RAMP C	W1-8E(R)	2-1/2" PIPE POST	12			A-3			0.20	24.00	7.50			
T057	39	76+00	RAMP C	W1-8E(R)	2-1/2" PIPE POST	12			A-3			0.20	24.00	7.50			
T057	40	77+00	RAMP C	W1-8E(R)	2-1/2" PIPE POST	12			A-3			0.20	24.00	7.50			
T057	41	78+00	RAMP C	W1-8E(R)	2-1/2" PIPE POST	12			A-3			0.20	24.00	7.50			
T057	42	79+00	RAMP C	W1-8E(R)	2-1/2" PIPE POST	12			A-3			0.20	24.00	7.50			
T057	43	80+00	RAMP C	W1-8E(R)	2-1/2" PIPE POST	12			A-3			0.20	24.00	7.50			
				TOTALS	**2" SQ. TUBE POST**	**290.00**					**595.00**	**15.38**	**3404.00**	**265.50**	**1027.03**	**5880.75**	**TYPE B - 55' 4**
					2" PIPE POST	**24.00**											**TYPE B - 60' 2**
					2-1/2" PIPE POST	**109.00**											**TYPE B 75' 2**
					3" PIPE POST												**TYPE C - 1**
					4" WF @ 13	**89.00**											
					6" WF @ 20	**230.70**											
					6" WF @ 25												
					8" WF @ 31	**174.30**											

Preliminary Plans

Design	MSH	03-12-24
Drawn	SB	03-12-24

TEC A CLEAR DIRECTION

SIGNING SCHEDULE

State Job No. 09032(08) Sheet No. T020

OKLAHOMA COUNTY

03-12-24 G:\OI\Projects\17-2451E Design,I-240-I-35 Phase IV - OKC\CAD\T020-090320B-SIGNING SCHEDULE.dgn



SPECIAL SIGN NO.	1			
WIDTH x HGHT.	24'-0" x 13'-0"			
BORDER WIDTH	2"			
CORNER RADIUS	12"			
MOUNTING	Overhead			
SIGN AREA	318.25 Sq.Ft.			
BACKGROUND	TYPE: Reflective			
	COLOR: Green			
LEGEND&BORDER	TYPE: Reflective			
	COLOR: White			

SYMBOL	X	Y	WID	HT
I-5	0	0	29.99	30
M1_1	74.94	87.04	60	48
ARDOWN	9.02	16.46	29.99	20.58
ARDOWN	129.02	16.46	29.99	20.58
ARDOWN	249.02	16.46	29.99	20.58

Dimensions are in: Inches.tenths

Letter locations are panel edge to lower left corner

LETTER POSITIONS (X)																									LENGTH	SERIES / SIZE
W	E	S	T																							E 2000
152.94	174.69	188.04	201.84																						60.15	
L	a	w	t	o	n																					EM 2000
89.71	107.11	126.11	150.31	165.31	185.11																				108.6	



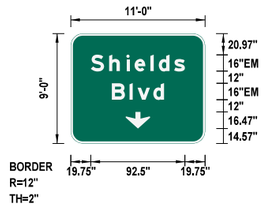
SPECIAL SIGN NO.	2			
WIDTH x HGHT.	22'-6" x 11'-0"			
BORDER WIDTH	2"			
CORNER RADIUS	12"			
MOUNTING	Overhead			
SIGN AREA	271.26 Sq.Ft.			
BACKGROUND	TYPE: Reflective			
	COLOR: Green			
LEGEND&BORDER	TYPE: Reflective			
	COLOR: White			

SYMBOL	X	Y	WID	HT
ARDOWN	118	8.02	32	21.96

Dimensions are in: Inches.tenths

Letter locations are panel edge to lower left corner

LETTER POSITIONS (X)																									LENGTH	SERIES / SIZE
E	X	I	T	3																						E 2000
26.64	36.53	48.22	52.72	75.22																						
S	a	n	t	a		F	e		A	v	e															EM 2000
22	42.6	63.8	83	98	115.2	138	156.4	171.8	192.6	215.4	234.8														226	
1/4	M	I	L	E																						E 2000
95.96	134.33	148.73	154.01	165.05																					78.09	
E	X	I	T																							EM 2000
63.48	74.72	88.69	94.12																						39.52	
O	N	L	Y																							EM 2000
162	174.97	188.06	197.67																						47.79	



SPECIAL SIGN NO.	3			
WIDTH x HGHT.	11'-0" x 9'-0"			
BORDER WIDTH	2"			
CORNER RADIUS				
MOUNTING	Overhead			
SIGN AREA	99 Sq.Ft.			
BACKGROUND	TYPE: Reflective			
	COLOR: Green			
LEGEND&BORDER	TYPE: Reflective			
	COLOR: White			

SYMBOL	X	Y	WID	HT
ARDOWN	54	14.57	23.99	16.47

Dimensions are in: Inches.tenths

Letter locations are panel edge to lower left corner

LETTER POSITIONS (X)																									LENGTH	SERIES / SIZE
S	h	i	e	l	d	s																				EM 2000
19.76	37.68	54.64	62.8	78.32	86.48	101.68																			92.48	
B	l	v	d																							EM 2000
40.32	57.76	65.6	81.12																						51.36	



SPECIAL SIGN NO.	4			
WIDTH x HGHT.	16'-0" x 8'-6"			
BORDER WIDTH	2"			
CORNER RADIUS	12"			
MOUNTING	Overhead			
SIGN AREA	136 Sq.Ft.			
BACKGROUND	TYPE: Reflective			
	COLOR: Green			
LEGEND&BORDER	TYPE: Reflective			
	COLOR: White			

SYMBOL	X	Y	WID	HT
M1_1	18.84	48.25	36	36
AR_Type A	145.6	38.47	22.23	35.01

Dimensions are in: Inches.tenths

Letter locations are panel edge to lower left corner

LETTER POSITIONS (X)																									LENGTH	SERIES / SIZE
S	O	U	T	H																						E 2000
69.84	84.24	97.08	108.84	119.88																					59.76	
D	a	l	l	a	s																					EM 2000
35.82	52.14	69.1	78.7	86.86	102.06																				76.8	

REVISIONS		
NO.	DESCRIPTION	DATE

Preliminary Plans

Design	MSH	03-12-24
Drawn	CCC	03-12-24

TEC A CLEAR DIRECTION

SPECIAL SIGN DETAILS
1 OF 11

State Job No. 09032(08) Sheet No. T021

OKLAHOMA COUNTY

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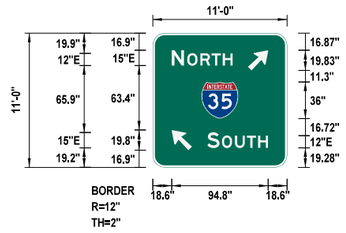


SPECIAL SIGN NO.	5
WIDTH x HGHT.	11'-0" x 11'-0"
BORDER WIDTH	2"
CORNER RADIUS	12"
MOUNTING	Ground
SIGN AREA	121 Sq.Ft.
BACKGROUND	TYPE: Reflective
	COLOR: Green
LEGEND&BORDER	TYPE: Reflective
	COLOR: White

SYMBOL	X	Y	WID	HT
AR_Type A	93.55	95.3	15.99	25.19
M1_1	48	48	36	36
AR_Type A	18.7	16.87	15.99	25.19

Dimensions are in: Inches.tenths

Letter locations are panel edge to lower left corner

LETTER POSITIONS (X)																									LENGTH	SERIES / SIZE
N	O	R	T	H																						E 2000
18.61	33.91	46.75	57.79	68.83																					59.94	
S	O	U	T	H																						E 2000
53.54	67.94	80.78	92.54	103.58																					59.76	



SPECIAL SIGN NO.	6
WIDTH x HGHT.	17'-0" x 12'-6"
BORDER WIDTH	2"
CORNER RADIUS	12"
MOUNTING	Overhead
SIGN AREA	212.5 Sq.Ft.
BACKGROUND	TYPE: Reflective
	COLOR: Green
LEGEND&BORDER	TYPE: Reflective
	COLOR: White

SYMBOL	X	Y	WID	HT
M1_1	46.62	97.28	36	36
ARDOWN	90	12.82	23.99	16.47

Dimensions are in: Inches.tenths

Letter locations are panel edge to lower left corner

LETTER POSITIONS (X)																									LENGTH	SERIES / SIZE
S	O	U	T	H																						E 2000
97.62	112.02	124.86	136.62	147.66																						
D	a	l	l	a	s																					EM 2000
63.6	79.92	96.88	106.48	114.64	129.84																				76.8	
S	h	l	e	l	d	s		B	l	v	d															EM 2000
20.08	38	54.96	63.12	78.64	86.8	102	114.32	132.56	150	157.84	173.36														163.84	



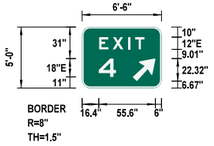
SPECIAL SIGN NO.	7
WIDTH x HGHT.	16'-0" x 8'-6"
BORDER WIDTH	2"
CORNER RADIUS	12"
MOUNTING	Overhead
SIGN AREA	136 Sq.Ft.
BACKGROUND	TYPE: Reflective
	COLOR: Green
LEGEND&BORDER	TYPE: Reflective
	COLOR: White

SYMBOL	X	Y	WID	HT
M1_1	18.75	48.25	36	36
AR_Type A	145.69	38.47	22.23	35.01

Dimensions are in: Inches.tenths

Letter locations are panel edge to lower left corner

LETTER POSITIONS (X)																									LENGTH	SERIES / SIZE
N	O	R	T	H																						E 2000
69.75	85.05	97.89	108.93	119.97																					59.94	
W	l	c	h	l	t	a																				EM 2000
28.22	49.02	57.18	72.7	89.66	97.66	109.66																			92	



SPECIAL SIGN NO.	8 (E5-1a)
WIDTH x HGHT.	6'-6" x 5'-0"
BORDER WIDTH	1.5"
CORNER RADIUS	8"
MOUNTING	Ground
SIGN AREA	32.5 Sq.Ft.
BACKGROUND	TYPE: Reflective
	COLOR: Green
LEGEND&BORDER	TYPE: Reflective
	COLOR: White

SYMBOL	X	Y	WID	HT
AR_Type A	49.67	6.67	17.99	28.35

Dimensions are in: Inches.tenths

Letter locations are panel edge to lower left corner

LETTER POSITIONS (X)																									LENGTH	SERIES / SIZE
E	X	I	T																							E 2000
16.81	30.05	45.44	52.19																						44.38	
4																										E 2000
16.38																									16.92	

Preliminary Plans

REVISIONS		
NO.	DESCRIPTION	DATE

Design	MSH	03-12-24
Drawn	CCC	03-12-24

TEC A CLEAR DIRECTION

SPECIAL SIGN DETAILS
2 OF 11

State Job No. 09032(08) Sheet No. T022

OKLAHOMA COUNTY

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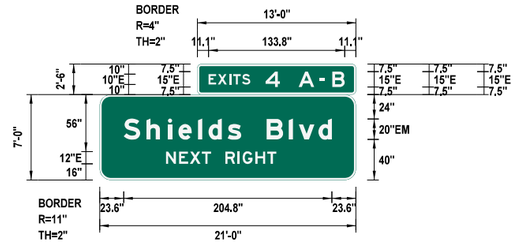
SPECIAL SIGN NO.	9			
WIDTH x HGHT.	14'-6" x 16'-6"			
BORDER WIDTH	2"			
CORNER RADIUS	12"			
MOUNTING	Overhead			
SIGN AREA	263 Sq.Ft.			
BACKGROUND	TYPE: Reflective			
	COLOR: Green			
LEGEND&BORDER	TYPE: Reflective			
	COLOR: White			

SYMBOL	X	Y	WID	HT
M1_1	63	127	48	48
AR_Type A	71	5	22.58	35.56

Dimensions are in: Inches.tenths

Letter locations are panel edge to lower left corner

LETTER POSITIONS (X)																							LENGTH	SERIES / SIZE
E	X	I	T	4																				E 2000
26.64	35.88	46.92	50.77	73.27																			60.73	
W	I	c	h	I	t	a																		EM 2000
29.5	55.5	65.7	85.1	106.3	116.3	131.3																	115	
D	a	I	I	a	s																			EM 2000
39	59.4	80.6	92.6	102.8	121.8																		96	
E	X	I	T																					EM 2000
19.48	30.71	44.69	50.12																				39.52	
O	N	L	Y																					EM 2000
111	123.97	137.06	146.67																				47.79	



SPECIAL SIGN NO.	10			
WIDTH x HGHT.	21'-0" x 7'-0"			
BORDER WIDTH	2"			
CORNER RADIUS	11"			
MOUNTING	Ground			
SIGN AREA	179.51 Sq.Ft.			
BACKGROUND	TYPE: Reflective			
	COLOR: Green			
LEGEND&BORDER	TYPE: Reflective			
	COLOR: White			

SYMBOL	X	Y	WID	HT

Dimensions are in: Inches.tenths

Letter locations are panel edge to lower left corner

LETTER POSITIONS (X)																							LENGTH	SERIES / SIZE
E	X	I	T	S																				E 2000
11.09	20.27	31.37	35.21	44.03																				
4																								E 2000
67.13																							14.1	
A	-	B																						E 2000
99.73	120.03	132.78																					45.2	
S	h	i	e	l	d	s		B	l	v	d													EM 2000
23.6	46	67.2	77.4	96.8	107	126	141.4	164.2	186	195.8	215.2												204.8	
N	E	X	T		R	I	G	H	T															E 2000
65.2	78.04	88.72	100.48	109.96	123.52	135.64	140.56	153.04	164.8														108.6	



SPECIAL SIGN NO.	11			
WIDTH x HGHT.	13'-6" x 16'-0"			
BORDER WIDTH	2"			
CORNER RADIUS	12"			
MOUNTING	Overhead			
SIGN AREA	239.25 Sq.Ft.			
BACKGROUND	TYPE: Reflective			
	COLOR: Green			
LEGEND&BORDER	TYPE: Reflective			
	COLOR: White			

SYMBOL	X	Y	WID	HT
M1_1	57	120.65	48	48

Dimensions are in: Inches.tenths

Letter locations are panel edge to lower left corner

LETTER POSITIONS (X)																							LENGTH	SERIES / SIZE
E	X	I	T	4																				E 2000
26.64	35.88	46.92	50.77	73.27																			60.73	
W	I	c	h	I	t	a																		EM 2000
23.5	49.5	59.7	79.1	100.3	110.3	125.3																	115	
D	a	I	I	a	s																			EM 2000
33	53.4	74.6	86.6	96.8	115.8																		96	
1	M	I	L	E																				E 2000
49.44	72.84	87.24	92.52	103.56																			63.12	



SPECIAL SIGN NO.	12			
WIDTH x HGHT.	17'-6" x 8'-6"			
BORDER WIDTH	2"			
CORNER RADIUS	12"			
MOUNTING	Overhead			
SIGN AREA	172.5 Sq.Ft.			
BACKGROUND	TYPE: Reflective			
	COLOR: Green			
LEGEND&BORDER	TYPE: Reflective			
	COLOR: White			

SYMBOL	X	Y	WID	HT
AR_Type A	161.2	38.61	19.99	31.49

Dimensions are in: Inches.tenths

Letter locations are panel edge to lower left corner

LETTER POSITIONS (X)																							LENGTH	SERIES / SIZE
E	X	I	T	5																				E 2000
26.63	36.53	48.22	52.72	75.22																			60.73	
E	a	s	t	e	r	n																		EM 2000
24	42.4	61.4	78.8	93.8	113.2	128																	117.2	
A	v	e																						EM 2000
54.9	77.7	97.1																					55.4	

Preliminary Plans

REVISIONS		
NO.	DESCRIPTION	DATE

Design	MSH	03-12-24
Drawn	CCC	03-12-24

TEC
A CLEAR DIRECTION

SPECIAL SIGN DETAILS
3 OF 11

State Job No. 09032(08) Sheet No. T023

OKLAHOMA COUNTY

03-12-24 G:\DP\Projects\T-2457E Design\I-240-I-35 Phase IV - OKC\CAD\T023-090320B-SPECIAL SIGN DETAILS 3 OF 11.dgn



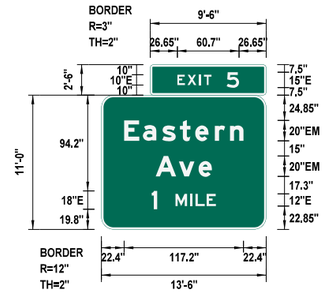
SPECIAL SIGN NO.	13
WIDTH x HGHT.	13'-6" x 16'-0"
BORDER WIDTH	2"
CORNER RADIUS	12"
MOUNTING	Overhead
SIGN AREA	239.75 Sq.Ft.
BACKGROUND	TYPE: Reflective
	COLOR: Green
LEGEND&BORDER	TYPE: Reflective
	COLOR: White

SYMBOL	X	Y	WID	HT
M1_1	57	120.65	48	48

Dimensions are in: Inches.tenths

Letter locations are panel edge to lower left corner

LETTER POSITIONS (X)																								LENGTH	SERIES / SIZE
E	X	I	T	4																					E 2000
26.64	35.88	46.92	50.77	73.27																				60.73	
W	I	c	h	I	t	a																			EM 2000
23.5	49.5	59.7	79.1	100.3	110.3	125.3																		115	
D	a	I	I	a	s																				EM 2000
33	53.4	74.6	86.6	96.8	115.8																			96	
2	M	I	L	E	S																				E 2000
39.15	71.73	86.13	91.41	102.45	113.13																			83.7	



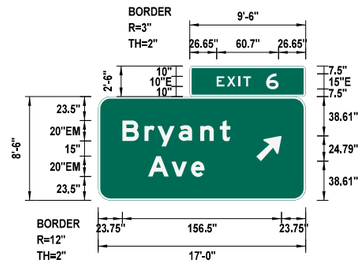
SPECIAL SIGN NO.	14
WIDTH x HGHT.	13'-6" x 11'-0"
BORDER WIDTH	2"
CORNER RADIUS	12"
MOUNTING	Overhead
SIGN AREA	172.25 Sq.Ft.
BACKGROUND	TYPE: Reflective
	COLOR: Green
LEGEND&BORDER	TYPE: Reflective
	COLOR: White

SYMBOL	X	Y	WID	HT

Dimensions are in: Inches.tenths

Letter locations are panel edge to lower left corner

LETTER POSITIONS (X)																								LENGTH	SERIES / SIZE
E	X	I	T	5																					E 2000
26.63	36.53	48.22	52.72	75.22																					
E	a	s	t	e	r	n																		117.2	EM 2000
22.4	40.8	59.8	77.2	92.2	111.6	126.4																			
A	v	e																							EM 2000
53.3	76.1	95.5																						55.4	
1	M	I	L	E																					E 2000
49.44	72.84	87.24	92.52	103.56																				63.12	



SPECIAL SIGN NO.	15
WIDTH x HGHT.	17'-0" x 8'-6"
BORDER WIDTH	2"
CORNER RADIUS	12"
MOUNTING	Overhead
SIGN AREA	168.75 Sq.Ft.
BACKGROUND	TYPE: Reflective
	COLOR: Green
LEGEND&BORDER	TYPE: Reflective
	COLOR: White

SYMBOL	X	Y	WID	HT
Arrow Type A	155.46	38.61	19.99	31.49

Dimensions are in: Inches.tenths

Letter locations are panel edge to lower left corner

LETTER POSITIONS (X)																								LENGTH	SERIES / SIZE
E	X	I	T	6																					E 2000
26.63	36.53	48.22	52.72	75.22																				60.73	
B	r	y	a	n	t																				EM 2000
23.76	45.56	58.16	79.16	100.36	119.56																			106.2	
A	v	e																							EM 2000
49.15	71.95	91.35																						55.4	

LETTER POSITIONS (X)	LENGTH	SERIES / SIZE

REVISIONS		
NO.	DESCRIPTION	DATE

Preliminary Plans

Design	MSH	03-12-24
Drawn	CCC	03-12-24

TEC A CLEAR DIRECTION

SPECIAL SIGN DETAILS
4 OF 11

State Job No. 09032(08) Sheet No. T024

OKLAHOMA COUNTY

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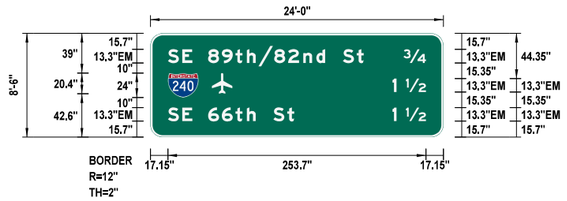
03-12-24



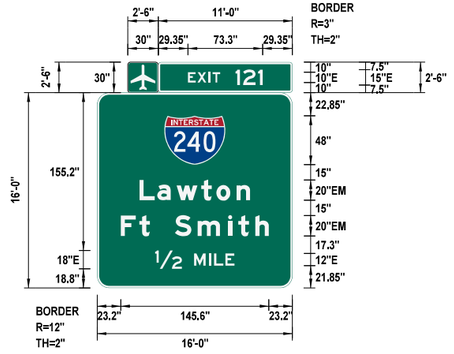
SPECIAL SIGN NO.	16			
WIDTH x HGHT.	24'-0" x 8'-6"			
BORDER WIDTH	2"			
CORNER RADIUS	12"			
MOUNTING	Overhead			
SIGN AREA	204 Sq.Ft.			
BACKGROUND	TYPE: Reflective			
	COLOR: Green			
LEGEND&BORDER	TYPE: Reflective			
	COLOR: White			

SYMBOL	X	Y	WID	HT
Airport	60.47	42.6	19.94	20.4
M1_1	17.17	39	30	24

Dimensions are in: Inches.tenths

Letter locations are panel edge to lower left corner

LETTER POSITIONS (X)																							LENGTH	SERIES / SIZE
S	E		8	9	t	h	/	8	2	n	d		S	t	3/4									EM 2000
17.17	31.26	42.04	56.67	70.1	83.53	94.71	106.14	121.7	135.27	150.17	163.07	174.51	189.27	202.83	248.69								253.67	
1	1/2																							EM 2000
238.04	251.35																						32.79	
S	E		6	6	t	h		S	t	1	1/2													EM 2000
17.17	31.26	42.04	56.67	70.1	83.53	94.71	106.14	120.91	134.47	238.04	251.35												253.67	



SPECIAL SIGN NO.	17			
WIDTH x HGHT.	16'-0" x 16'-0"			
BORDER WIDTH	2"			
CORNER RADIUS	12"			
MOUNTING	Overhead			
SIGN AREA	289.75 Sq.Ft.			
BACKGROUND	TYPE: Reflective			
	COLOR: Green			
LEGEND&BORDER	TYPE: Reflective			
	COLOR: White			

SYMBOL	X	Y	WID	HT
I-5	0	0	29.99	30
M1_1	66	121.15	60	48

Dimensions are in: Inches.tenths

Letter locations are panel edge to lower left corner

LETTER POSITIONS (X)																							LENGTH	SERIES / SIZE
E	X	I	T																					E 2000
29.34	38.58	49.62	53.47																					
1	2	1																						E 2000
75.97	83.47	98.17																					26.7	
L	a	w	t	o	n																			EM 2000
41.7	59.1	78.1	102.3	117.3	137.1																		108.6	
F	t		S	m	i	t	h																	EM 2000
23.2	41.4	54.2	76.4	98.8	128.8	138.8	155.6																145.6	
1/2	M	I	L	E																				E 2000
56.96	95.33	109.73	115.01	126.05																			78.09	



SPECIAL SIGN NO.	18			
WIDTH x HGHT.	19'-6" x 7'-0"			
BORDER WIDTH	2"			
CORNER RADIUS	[illegible]			
MOUNTING	Ground			
SIGN AREA	164.[illegible] Sq.Ft.			
BACKGROUND	TYPE: Reflective			
	COLOR: [illegible]en			
LEGEND&BORDER	TYPE: Reflective			
	COLOR: White			

SYMBOL	X	Y	WID	HT

Dimensions are in: Inches.tenths

Letter locations are panel edge to lower left corner

LETTER POSITIONS (X)																							LENGTH	SERIES / SIZE
E	X	I	T																					E 2000
29.34	38.58	49.62	53.47																				31.63	
1	2	1																						E 2000
75.97	83.47	98.17																					26.7	
S	E		6	6	t	h		S	t															EM 2000
23.6	44.8	61	83	103.2	123.4	140.2	157.4	179.6	200														186.8	
N	E	X	T		R	I	G	H	T															E 2000
65.2	78.04	88.72	100.48	109.96	123.52	135.64	140.56	153.04	164.8														108.6	

REVISIONS		
NO.	DESCRIPTION	DATE

Preliminary Plans

Design	MSH	03-12-24
Drawn	CCC	03-12-24

TEC A CLEAR DIRECTION

SPECIAL SIGN DETAILS
5 OF 11

State Job No. 09032(08) Sheet No. T025

OKLAHOMA COUNTY

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03-12-24



SPECIAL SIGN NO.	19
WIDTH x HGHT.	46'-0" x 18'-6"
BORDER WIDTH	2"
CORNER RADIUS	12"
MOUNTING	Overhead
SIGN AREA	884.75 Sq.Ft.
BACKGROUND	TYPE: Reflective
	COLOR: Green
LEGEND/BORDER	TYPE: Reflective
	COLOR: White

SYMBOL	X	Y	WID	HT
I-5	0	0	29.99	30
M1_1	101.57	153.85	48	48
M1_1	411.69	153.85	60	48
AR_THRU	16.89	16.15	19.99	72
AR_THRU	160.89	16.15	19.99	72
AR_THRU_RIGHT	304.89	16.15	53.32	72
AR_RIGHT_ONLY	454.78	16.15	38.34	47.59

Dimensions are in: inches.tenths

Letter locations are panel edge to lower left corner

LETTER POSITIONS (X)																																		LENGTH	SERIES / SIZE
E	X	I	T																																E 2000
29.34	38.58	49.62	53.47																															31.63	
1	2	1																																	E 2000
75.97	83.47	98.17																																26.7	
N	O	R	T	H																															E 2000
167.57	184.4	200.45	214.25	228.05																														72.63	
D	a	l	l	a	s																														EM 2000
122.88	143.28	164.48	176.48	186.68	205.68																													96	
L	a	w	t	o	n																														EM 2000
387.39	404.79	423.79	447.99	462.99	482.79																													108.6	
F	t		S	m	l	t	h																												EM 2000
368.89	387.09	399.89	422.09	444.49	474.49	484.49	501.29																											145.6	
E	X	I	T																																E 2000
394.42	405.1	417.94	422.14																															36.72	
O	N	L	Y																																E 2000
481.04	493.88	506.72	516.68																															47.88	

Preliminary Plans

REVISIONS		
NO.	DESCRIPTION	DATE

Design	MSH	03-12-24
Drawn	CCC	03-12-24

TEC A CLEAR DIRECTION

SPECIAL SIGN DETAILS
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State Job No. 09032(08) Sheet No. T026

OKLAHOMA COUNTY

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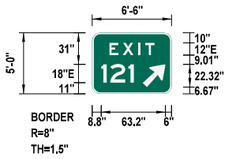
REVISIONS		
NO.	DESCRIPTION	DATE



SPECIAL SIGN NO.	20			
WIDTH x HGHT.	6'-6" x 5'-0"			
BORDER WIDTH	1.5"			
CORNER RADIUS	8"			
MOUNTING	Ground			
SIGN AREA	32.5 Sq.Ft.			
BACKGROUND	TYPE: Reflective			
	COLOR: Green			
LEGEND&BORDER	TYPE: Reflective			
	COLOR: White			

SYMBOL	X	Y	WID	HT
AR_Type A	49.66	6.67	17.99	28.35

Dimensions are in: Inches.tenths — Letter locations are panel edge to lower left corner

LETTER POSITIONS (X)																								LENGTH	SERIES / SIZE
E	X	I	T																						E 2000
16.81	30.04	45.44	52.19																					44.38	
1	2	1																							E 2000
8.81	17.81	35.45																						32.04	

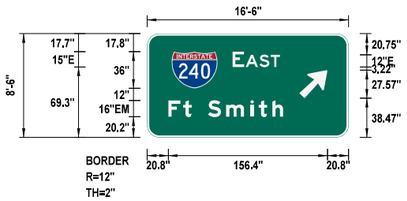


SPECIAL SIGN NO.	21			
WIDTH x HGHT.	16'-0" x 12'-6"			
BORDER WIDTH	2"			
CORNER RADIUS	12"			
MOUNTING	Overhead			
SIGN AREA	206.25 Sq.Ft.			
BACKGROUND	TYPE: Reflective			
	COLOR: Green			
LEGEND&BORDER	TYPE: Reflective			
	COLOR: White			

SYMBOL	X	Y	WID	HT
I-5	0	0	29.99	30
M1_1	41.61	97.28	45	36
ARDOWN	19.51	12.82	23.99	16.47
ARDOWN	148.5	12.82	23.99	16.47

Dimensions are in: Inches.tenths — Letter locations are panel edge to lower left corner

LETTER POSITIONS (X)																								LENGTH	SERIES / SIZE
W	E	S	T																						E 2000
101.61	119.67	130.35	141.39																						
L	a	w	t	o	n																				EM 2000
52.56	66.48	81.68	101.04	113.04	128.88																			86.88	
S	E		6	6	t	h		S	t																EM 2000
21.28	38.24	51.2	68.8	84.96	101.12	114.56	128.32	146.08	162.4															149.44	



SPECIAL SIGN NO.	22			
WIDTH x HGHT.	16'-6" x 8'-6"			
BORDER WIDTH	2"			
CORNER RADIUS	12"			
MOUNTING	Overhead			
SIGN AREA	140.25 Sq.Ft.			
BACKGROUND	TYPE: Reflective			
	COLOR: Green			
LEGEND&BORDER	TYPE: Reflective			
	COLOR: White			

SYMBOL	X	Y	WID	HT
M1_1	24.03	48.25	45	36
AR_Type A	149.62	38.47	22.23	35.01

Dimensions are in: Inches.tenths — Letter locations are panel edge to lower left corner

LETTER POSITIONS (X)																								LENGTH	SERIES / SIZE
E	A	S	T																						E 2000
84.03	96.81	110.37	121.41																					46.38	
F	t		S	m	l	t	h																		EM 2000
20.82	35.38	43.7	59.7	77.62	101.62	109.62	123.06																	112.8	



SPECIAL SIGN NO.	23			
WIDTH x HGHT.	18'-0" x 10'-6"			
BORDER WIDTH	2"			
CORNER RADIUS	12"			
MOUNTING	Overhead			
SIGN AREA	189 Sq.Ft.			
BACKGROUND	TYPE: Reflective			
	COLOR: Green			
LEGEND&BORDER	TYPE: Reflective			
	COLOR: White			

SYMBOL	X	Y	WID	HT
M1_1	66.76	74.25	45	36
AR_Type A	18.46	46.25	22.23	35.02

Dimensions are in: Inches.tenths — Letter locations are panel edge to lower left corner

LETTER POSITIONS (X)																								LENGTH	SERIES / SIZE
E	A	S	T																						E 2000
126.76	140.17	153.73	164.77																					47.01	
F	t		S	m	l	t	h																		EM 2000
62.02	76.58	86.82	104.58	122.5	146.5	154.5	167.94																	116.48	
S	E		8	2	n	d		S	t																EM 2000
44.1	61.06	74.02	91.62	107.94	125.86	141.38	155.14	172.9	189.22															153.44	

Preliminary Plans

Design	MSH	03-12-24
Drawn	CCC	03-12-24

TEC — A CLEAR DIRECTION

SPECIAL SIGN DETAILS
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State Job No. 09032(08) Sheet No. T027

OKLAHOMA COUNTY

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03-12-24



SPECIAL SIGN NO.	24			
WIDTH x HGHT.	16'-0" x 8'-6"			
BORDER WIDTH	2"			
CORNER RADIUS	12"			
MOUNTING	Overhead			
SIGN AREA	142.25 Sq.Ft.			
BACKGROUND	TYPE: Reflective			
	COLOR: Green			
LEGEND&BORDER	TYPE: Reflective			
	COLOR: White			

SYMBOL	X	Y	WID	HT
I-5	0	0	29.99	30
M1_1	19.42	48.25	45	36
AR_Type A	145.01	38.47	22.23	35.01

Dimensions are in: Inches.tenths

Letter locations are panel edge to lower left corner

LETTER POSITIONS (X)																						LENGTH	SERIES / SIZE
W	E	S	T																				E 2000
79.42	96.85	107.53	118.57																			48.15	
L	a	w	t	o	n																		EM 2000
30.06	43.98	59.18	78.54	90.54	106.38																	86.88	

SPECIAL SIGN NO.	
WIDTH x HGHT.	
BORDER WIDTH	
CORNER RADIUS	
MOUNTING	
SIGN AREA	
BACKGROUND	TYPE:
	COLOR:
LEGEND&BORDER	TYPE:
	COLOR:

SYMBOL	X	Y	WID	HT

LETTER POSITIONS (X)	LENGTH	SERIES / SIZE

SPECIAL SIGN NO.	
WIDTH x HGHT.	
BORDER WIDTH	
CORNER RADIUS	
MOUNTING	
SIGN AREA	
BACKGROUND	TYPE:
	COLOR:
LEGEND&BORDER	TYPE:
	COLOR:

SYMBOL	X	Y	WID	HT

LETTER POSITIONS (X)	LENGTH	SERIES / SIZE

SPECIAL SIGN NO.	
WIDTH x HGHT.	
BORDER WIDTH	
CORNER RADIUS	
MOUNTING	
SIGN AREA	
BACKGROUND	TYPE:
	COLOR:
LEGEND&BORDER	TYPE:
	COLOR:

SYMBOL	X	Y	WID	HT

Preliminary Plans

REVISIONS		
NO.	DESCRIPTION	DATE

Design	MSH	03-12-24
Drawn	CCC	03-12-24

TEC
A CLEAR DIRECTION

SPECIAL SIGN DETAILS
8 OF 11

State Job No. 09032(08) Sheet No. T028

OKLAHOMA COUNTY

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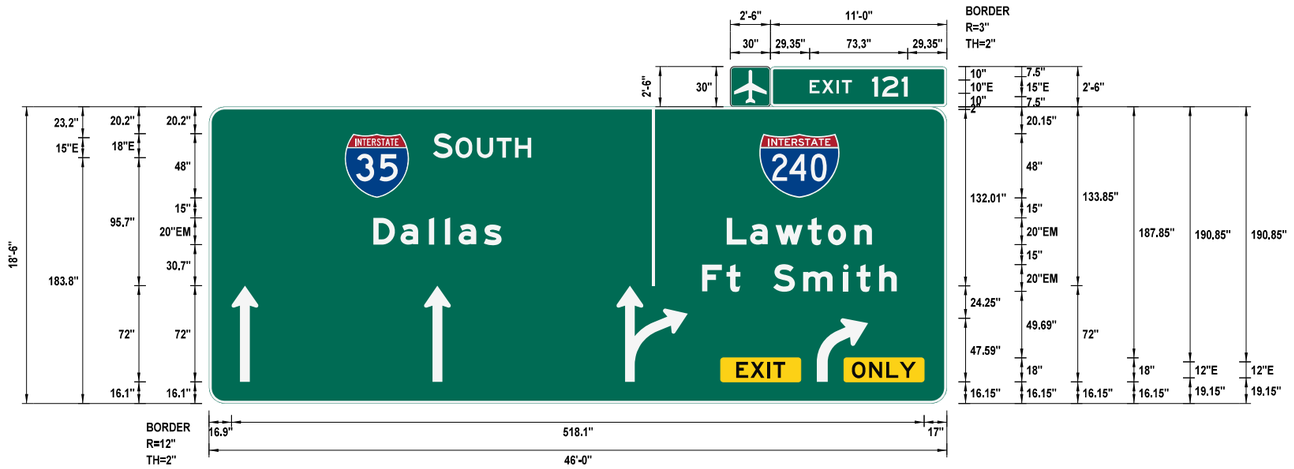


SPECIAL SIGN NO.	25
WIDTH x HGHT.	46'-0" x 18'-6"
BORDER WIDTH	2"
CORNER RADIUS	12"
MOUNTING	Overhead
SIGN AREA	884.76 Sq.Ft.
BACKGROUND	TYPE: Reflective
	COLOR: Green
LEGEND/BORDER	TYPE: Reflective
	COLOR: White

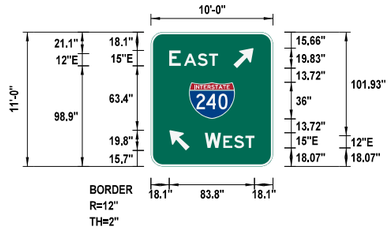
SYMBOL	X	Y	WID	HT
I-5	0	0	29.99	30
M1_1	101.57	153.85	48	48
M1_1	411.69	153.85	60	48
AR_THRU	16.89	16.15	19.99	72
AR_THRU	160.89	16.15	19.99	72
AR_THRU_RIGHT	304.89	16.15	53.32	72
AR_RIGHT_ONLY	454.78	16.15	38.34	47.59

Dimensions are in: inches.tenths

Letter locations are panel edge to lower left corner

| LETTER POSITIONS (X) | | |

REVISIONS		
NO.	DESCRIPTION	DATE



SPECIAL SIGN NO.	26			
WIDTH x HGHT.	10'-0" x 11'-0"			
BORDER WIDTH	2"			
CORNER RADIUS	12"			
MOUNTING	Ground			
SIGN AREA	110 Sq.Ft.			
BACKGROUND	TYPE: Reflective			
	COLOR: Green			
LEGEND&BORDER	TYPE: Reflective			
	COLOR: White			

SYMBOL	X	Y	WID	HT
AR_Type A	81.1	96.51	15.99	25.19
M1_1	37.55	46.79	45	36
AR_Type A	18.19	15.66	15.99	25.19

Dimensions are in: Inches.tenths

Letter locations are panel edge to lower left corner

LETTER POSITIONS (X)				LENGTH	SERIES / SIZE
E	A	S	T		E 2000
18.1	32.5	46.06	57.1	48	
W	E	S	T		E 2000
53.03	71.18	81.86	92.9	48.87	



SPECIAL SIGN NO.	27			
WIDTH x HGHT.	16'-0" x 8'-6"			
BORDER WIDTH	2"			
CORNER RADIUS	12"			
MOUNTING	Overhead			
SIGN AREA	142.25 Sq.Ft.			
BACKGROUND	TYPE: Reflective			
	COLOR: Green			
LEGEND&BORDER	TYPE: Reflective			
	COLOR: White			

SYMBOL	X	Y	WID	HT
I-5	0	0	29.99	30
M1_1	63.39	48.25	45	36
AR_Type A	19.83	38.47	22.23	35.01

Dimensions are in: Inches.tenths

Letter locations are panel edge to lower left corner

LETTER POSITIONS (X)										LENGTH	SERIES / SIZE
W	E	S	T								E 2000
123.39	141.45	152.13	163.17								
L	a	w	t	o	n						EM 2000
74.34	88.26	103.46	122.82	134.82	150.66					86.88	



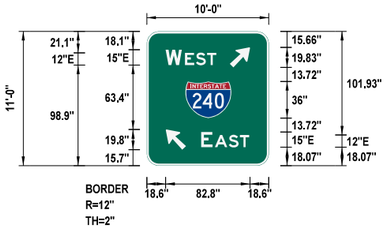
SPECIAL SIGN NO.	28			
WIDTH x HGHT.	15'-6" x 8'-0"			
BORDER WIDTH	2"			
CORNER RADIUS	12"			
MOUNTING	Overhead			
SIGN AREA	124 Ft.			
BACKGROUND	TYPE: Reflect			
	COLOR: en			
LEGEND&BORDER	TYPE: Reflective			
	COLOR: White			

SYMBOL	X	Y	WID	HT
AR_Type A	78.66	20.22	22.23	35.02

Dimensions are in: Inches.tenths

Letter locations are panel edge to lower left corner

LETTER POSITIONS (X)										LENGTH	SERIES / SIZE
S	E		6	6	t	h		S	t		EM 2000
18.28	35.24	48.2	65.8	81.96	98.12	111.56	125.32	143.08	159.4	149.44	



SPECIAL SIGN NO.	29			
WIDTH x HGHT.	10'-0" x 11'-0"			
BORDER WIDTH	2"			
CORNER RADIUS	12"			
MOUNTING	Ground			
SIGN AREA	110 Sq.Ft.			
BACKGROUND	TYPE: Reflective			
	COLOR: Green			
LEGEND&BORDER	TYPE: Reflective			
	COLOR: White			

SYMBOL	X	Y	WID	HT
AR_Type A	81.58	96.51	15.99	25.19
M1_1	38.03	46.79	45	36
AR_Type A	18.67	15.66	15.99	25.19

Dimensions are in: Inches.tenths

Letter locations are panel edge to lower left corner

LETTER POSITIONS (X)				LENGTH	SERIES / SIZE
W	E	S	T		E 2000
18.58	37.63	48.31	59.35	49.77	
E	A	S	T		E 2000
53.51	67.01	80.57	91.61	47.1	

Preliminary Plans

Design	MSH	03-12-24
Drawn	CCC	03-12-24

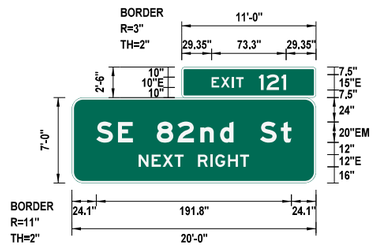
TEC A CLEAR DIRECTION

SPECIAL SIGN DETAILS
10 OF 11

State Job No. 09032(08) Sheet No. T030

OKLAHOMA COUNTY

03-12-24 G:\OP\Projects\T-2457E Design\I-240-I-35 Phase IV - OKC\CAD\T030-090320B-SPECIAL SIGN DETAILS 10 OF 11.dgn



SPECIAL SIGN NO.	30
WIDTH x HGHT.	20'-0" x 7'-0"
BORDER WIDTH	2"
CORNER RADIUS	11"
MOUNTING	Ground
SIGN AREA	167.51 Sq.Ft.
BACKGROUND	TYPE: Reflective
	COLOR: Green
LEGEND&BORDER	TYPE: Reflective
	COLOR: White

SYMBOL	X	Y	WID	HT

SPECIAL SIGN NO.	
WIDTH x HGHT.	
BORDER WIDTH	
CORNER RADIUS	
MOUNTING	
SIGN AREA	
BACKGROUND	TYPE:
	COLOR:
LEGEND&BORDER	TYPE:
	COLOR:

SYMBOL	X	Y	WID	HT

Dimensions are in: Inches.tenths

Letter locations are panel edge to lower left corner

LETTER POSITIONS (X)																						LENGTH	SERIES / SIZE
E	X	I	T																				E 2000
29.34	38.58	49.62	53.47																			31.63	
1	2	1																					E 2000
75.97	83.47	98.17																				26.7	
S	E		8	2	n	d		S	t														EM 2000
24.1	45.3	61.5	83.5	103.9	126.3	145.7	162.9	185.1	205.5													191.8	
N	E	X	T		R	I	G	H	T														E 2000
65.7	78.54	89.22	100.98	110.46	124.02	136.14	141.06	153.54	165.3													108.6	

LETTER POSITIONS (X)	LENGTH	SERIES / SIZE

SPECIAL SIGN NO.	
WIDTH x HGHT.	
BORDER WIDTH	
CORNER RADIUS	
MOUNTING	
SIGN AREA	
BACKGROUND	TYPE:
	COLOR:
LEGEND&BORDER	TYPE:
	COLOR:

SYMBOL	X	Y	WID	HT

SPECIAL SIGN NO.	
WIDTH x HGHT.	
BORDER WIDTH	
CORNER RADIUS	
MOUNTING	
SIGN AREA	
BACKGROUND	TYPE:
	COLOR:
LEGEND&BORDER	TYPE:
	COLOR:

SYMBOL	X	Y	WID	HT

LETTER POSITIONS (X)	LENGTH	SERIES / SIZE

LETTER POSITIONS (X)	LENGTH	SERIES / SIZE

Preliminary Plans

REVISIONS		
NO.	DESCRIPTION	DATE

Design	MSH	03-12-24
Drawn	CCC	03-12-24

TEC A CLEAR DIRECTION

SPECIAL SIGN DETAILS
11 OF 11

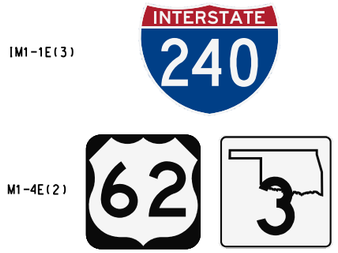
State Job No. 09032(08) Sheet No. T031

OKLAHOMA COUNTY

03-12-24 G:\DP\Projects\T-2457E Design\I-240\I-35 Phase IV - OKC\CAD\T031-0903208-SPECIAL SIGN DETAILS 11OF 11.dgn

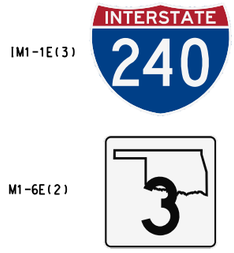
REVISIONS		
NO.	DESCRIPTION	DATE

M1-1E(3) M1-4E(2) M1-6E(2)



ROUTE ASSEMBLY NO. 1
29.25 S.F.

M1-1E(3) M1-6E(2)



ROUTE ASSEMBLY NO. 2
20.25 S.F.

M1-1E(3) M1-4E(2)

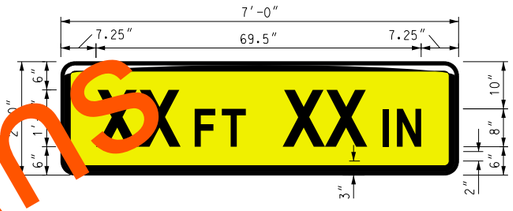


ROUTE ASSEMBLY NO. 3
18.00 S.F.

M1-1E(3) M1-41E(2)

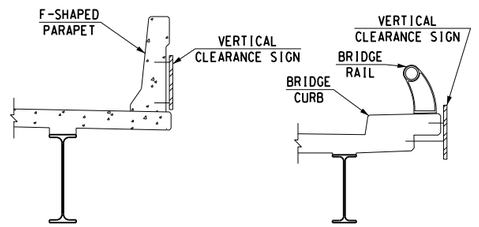


ROUTE ASSEMBLY NO. 4
27.00 S.F.



DETAIL OF VERTICAL CLEARANCE SIGN

W12-2a



TYPICAL MOUNTING DETAIL

CONTRACTOR TO PROVIDE DETAIL FOR ATTACHMENT TO BRIDGE PARAPET OR CURB AND DECK TO ODOT FOR APPROVAL. SIGN SHALL BE ATTACHED AT A MINIMUM OF SIX LOCATIONS. COST SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE OF "SHEET ALUMINUM SIGNS".

BRIDGE CLEARANCE SHALL BE FIELD VERIFIED BY THE CONTRACTOR. BRIDGE NUMBER SHALL ALSO BE VERIFIED BY THE CONTRACTOR.

Preliminary Plans

Design	MSH	03-12-24
Drawn	SB	03-12-24

TEC A CLEAR DIRECTION

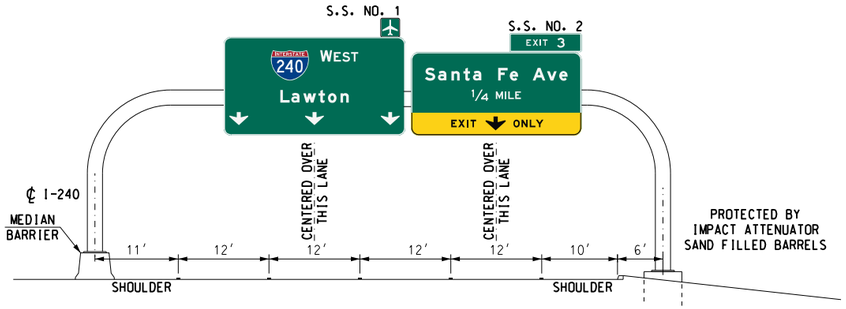
ROUTE ASSEMBLY AND VERTICAL CLEARANCE SIGNS

State Job No. 09032(08) Sheet No. T032

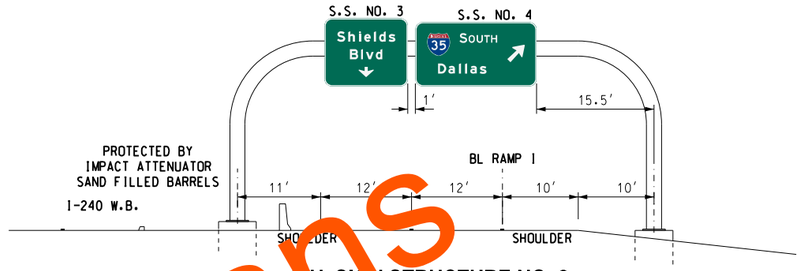
OKLAHOMA COUNTY

03-12-24 G:\O\Projects\T-245TE Design,I-240-I-35 Phase IV - OKC\CAD\T032-0903208-ROUTE ASSEMBLY AND VERTICAL CLEARANCE SIGNS.dgn

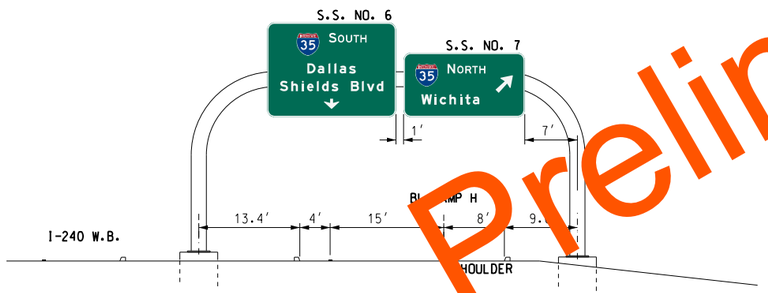
REVISIONS		
NO.	DESCRIPTION	DATE



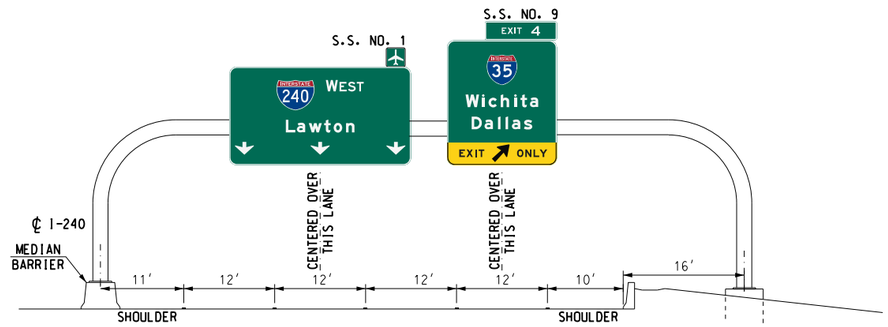
O.H. SIGN STRUCTURE NO. 1
75' TYPE "B" MONOTUBE
℄ I-240 WEST BOUND
STA. 403+30
(518.25 S.F.)



O.H. SIGN STRUCTURE NO. 2
55' TYPE "B" MONOTUBE
BL RAMP L WEST BOUND
STA. 425+40
(235.00 S.F.)



O.H. SIGN STRUCTURE NO. 3
55' TYPE "B" MONOTUBE
BL RAMP H WEST BOUND
STA. 439+54
(348.50 S.F.)



O.H. SIGN STRUCTURE NO. 4
75' TYPE "B" MONOTUBE
℄ I-240 WEST BOUND
STA. 451+00
(581.25 S.F.)

Preliminary Plans

Design	MSH	03-12-24
Drawn	SB	03-12-24

TEC A CLEAR DIRECTION

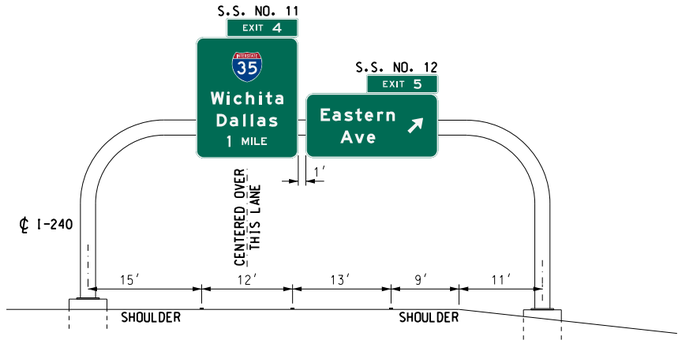
SIGN STRUCTURE DETAILS
(1 OF 3)

State Job No. 09032(08) Sheet No. T033

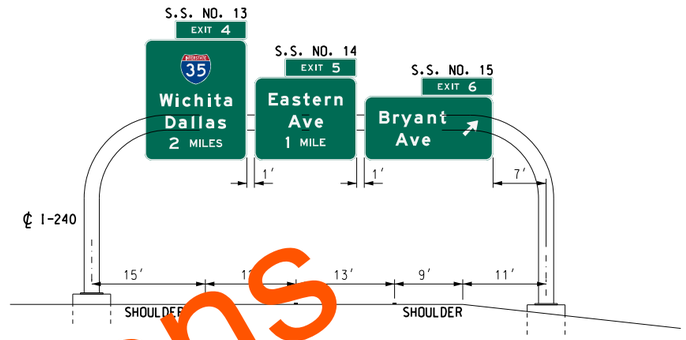
OKLAHOMA COUNTY

03-12-24 G:\O\Projects\I-245TE Design,I-240-I-35 Phase IV - OKC\CAD\T033-0903208-SIGN STRUCTURE DETAILS 1OF 3.dgn

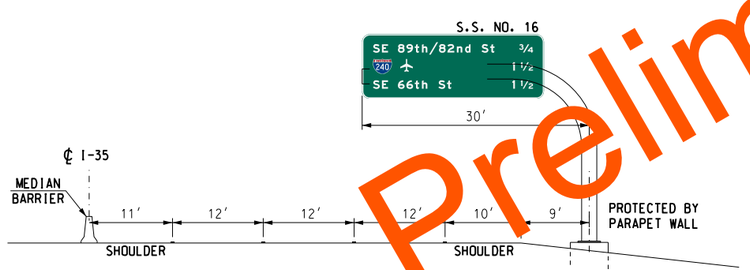
REVISIONS		
NO.	DESCRIPTION	DATE



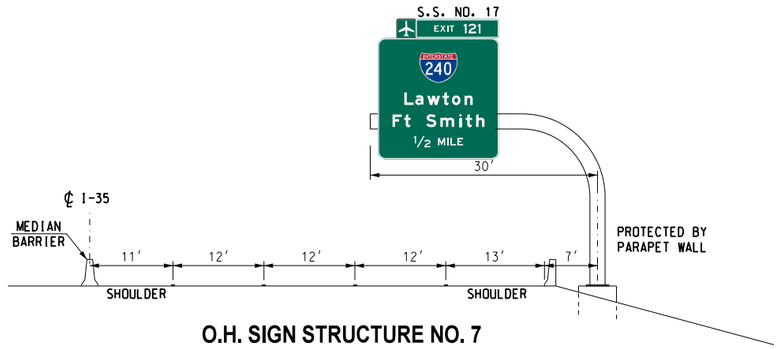
O.H. SIGN STRUCTURE NO. 5
60' TYPE "B" MONOTUBE
℄ I-240 WEST BOUND
STA. 496+00
(412.25 S.F.)



O.H. SIGN STRUCTURE NO. 6
60' TYPE "B" MONOTUBE
℄ I-240 WEST BOUND
STA. 496+00
(580.25 S.F.)



O.H. SIGN STRUCTURE
EXIST. TYPE "C" MONOTUBE
℄ I-35 NORTH BOUND
APPROX. 540' N. OF N.W. 27th ST.
(204.00 S.F.)



O.H. SIGN STRUCTURE NO. 7
TYPE "C" MONOTUBE
℄ I-35 NORTH BOUND
STA. 30+17
(287.75 S.F.)

Preliminary

Design	MSH	03-12-24
Drawn	SB	03-12-24

TEC A CLEAR DIRECTION

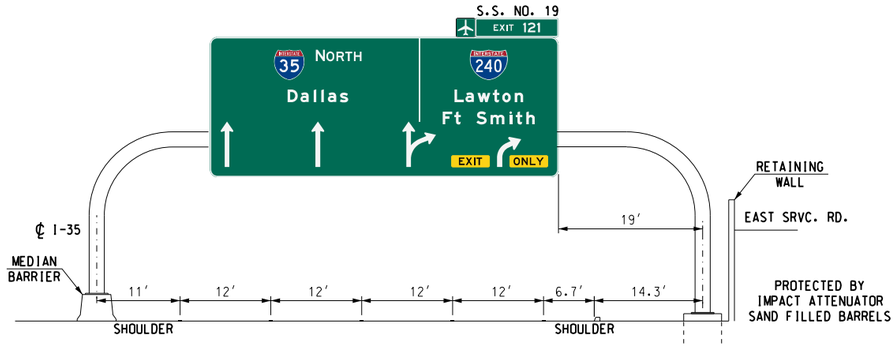
SIGN STRUCTURE DETAILS
(2 OF 3)

State Job No. 09032(08) Sheet No. T034

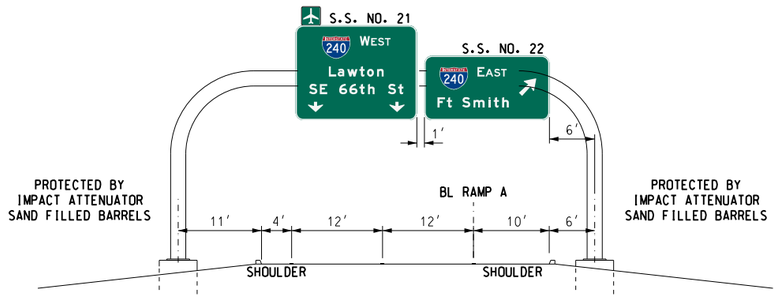
OKLAHOMA COUNTY

03-12-24 G:\O\Projects\I-245TE Design,I-240-I-35 Phase IV - OKC\CAD\T034-0903208-SIGN STRUCTURE DETAILS 2 OF 3.dgn

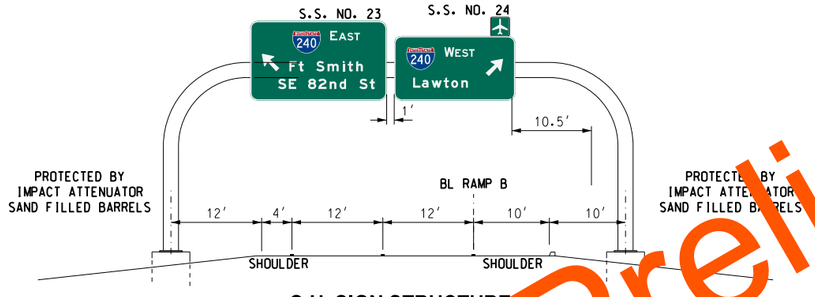
REVISIONS		
NO.	DESCRIPTION	DATE



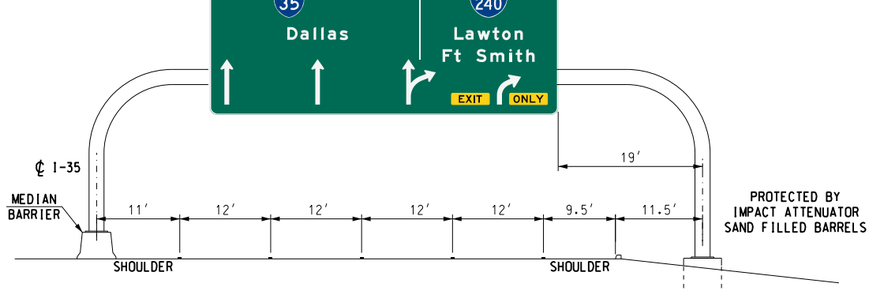
O.H. SIGN STRUCTURE
EXIST. 80' TYPE "B" MONOTUBE
℄ I-35 NORTH BOUND
STA. 52+70
(884.75 S.F.)



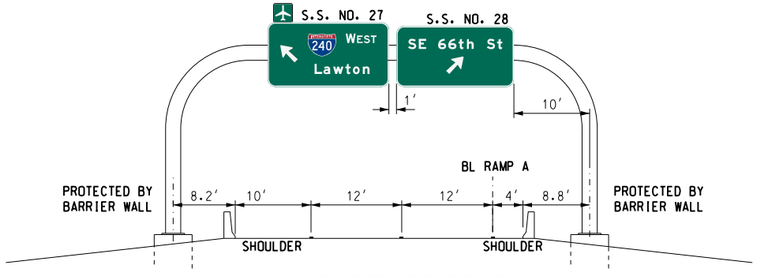
O.H. SIGN STRUCTURE NO. 8
55' TYPE "B" MONOTUBE
BL RAMP A NORTH BOUND
STA. 65+65
(346.50 S.F.)



O.H. SIGN STRUCTURE
EXIST. 60' TYPE "B" MONOTUBE
BL RAMP B SOUTH BOUND
STA. 406+33
(331.25 S.F.)



O.H. SIGN STRUCTURE
EXIST. 80' TYPE "B" MONOTUBE
℄ I-35 SOUTH BOUND
STA. 395+08
(884.75 S.F.)



O.H. SIGN STRUCTURE NO. 9
55' TYPE "B" MONOTUBE
BL RAMP A SOUTH BOUND
STA. 72+85
(266.25 S.F.)

Preliminary Plans

Design	MSH	03-12-24
Drawn	SB	03-12-24

TEC A CLEAR DIRECTION

SIGN STRUCTURE DETAILS
(3 OF 3)

State Job No. 09032(08) Sheet No. T035

OKLAHOMA COUNTY

03-12-24 G:\OP Projects\T-2457E Design\I-240-I-35 Phase IV - OKC\CAD\T035-0903208-SIGN STRUCTURE DETAILS 3 OF 3.dgn

REVISIONS		
NO.	DESCRIPTION	DATE

S.E. 66th ST.

BRYANT AVE.

MATCH LINE I-240

0 300' 600'

8 OF 8

POLE ROAD

EASTERN AVE.

MATCH LINE I-240

SHIELDS BLVD.

1 OF 8

2 OF 8

3 OF 8

4 OF 8

5 OF 8

6 OF 8

7 OF 8

1 OF 4

2 OF 4

3 OF 4

4 OF 4

1 OF 10

2 OF 10

3 OF 10

4 OF 10

5 OF 10

6 OF 10

7 OF 10

8 OF 10

9 OF 10

10 OF 10

Preliminary Plans

MATCH LINE I-35

S.E. 82nd ST.

MATCH LINE I-35

S.E. 89th ST.

I-35 SHEET CONTINUES SOUTH TO N.W. 27th ST.

LEGEND

I-240 SHEETS

I-35 SHEETS

RAMP A SHEETS

Design	MSH	03-12-24
Drawn	SB	03-12-24

TEC A CLEAR DIRECTION

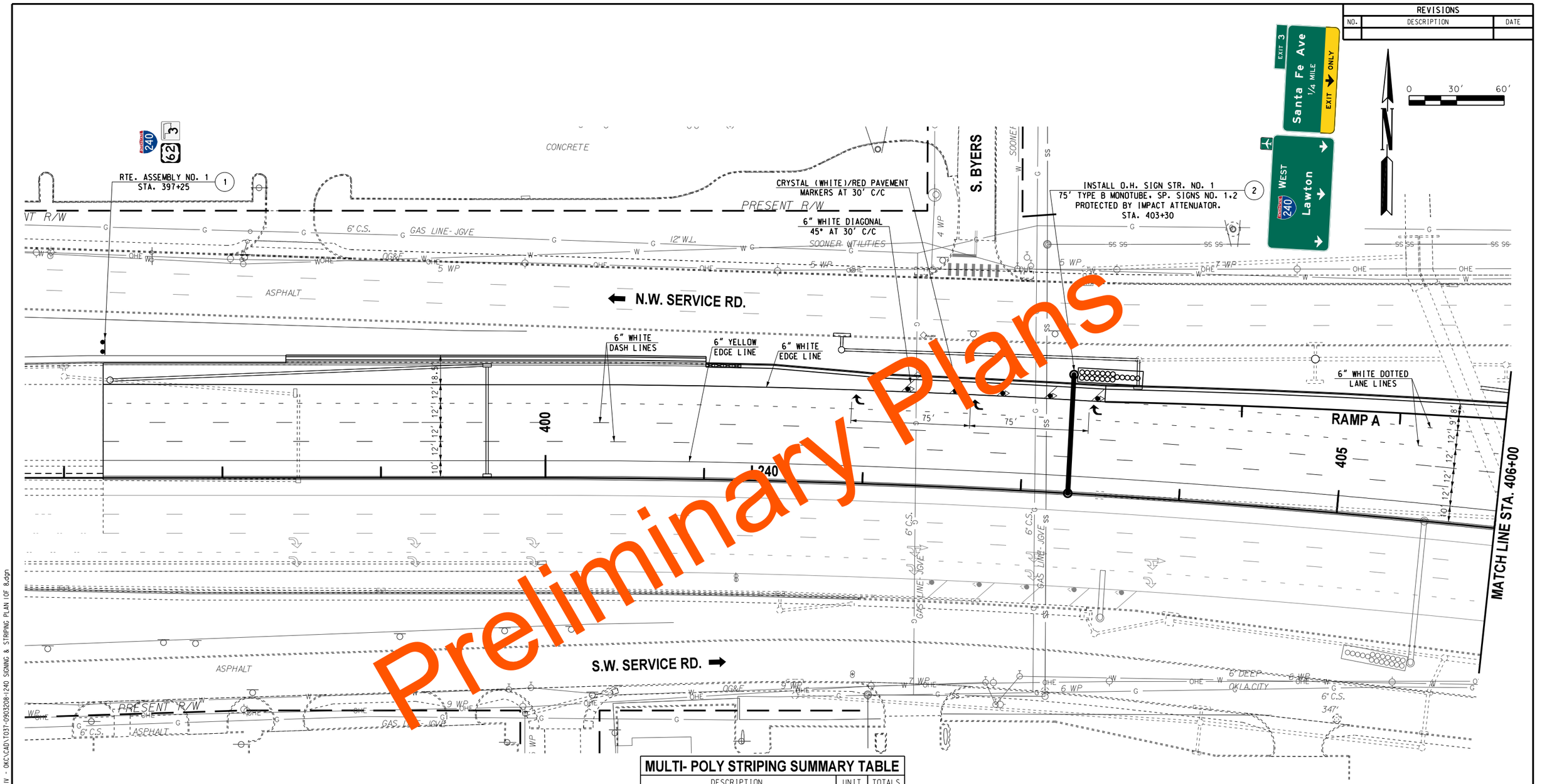
SIGNING & STRIPING
SHEET LAYOUT MAP

State Job No. 09032(08) Sheet No. T036

OKLAHOMA COUNTY

03-12-24 G:\O\Projects\T-2457E Design\I-240-I-35 Phase IV - OKC\CAD\T036-0903208-SIGNING & STRIPING SHEET LAYOUT MAP.dgn

REVISIONS		
NO.	DESCRIPTION	DATE



Preliminary Plans

MULTI- POLY STRIPING SUMMARY TABLE

DESCRIPTION	UNIT	TOTALS
TRAFFIC STRIPE (MULTI-POLY) 4" WHITE	L.F.	0
TRAFFIC STRIPE (MULTI-POLY) 4" YELLOW	L.F.	0
TRAFFIC STRIPE (MULTI-POLY) 4" BLACK	L.F.	0
TRAFFIC STRIPE (MULTI-POLY) 6" WHITE	L.F.	1166
TRAFFIC STRIPE (MULTI-POLY) 6" YELLOW	L.F.	875
TRAFFIC STRIPE (MULTI-POLY) 6" BLACK	L.F.	0
TRAFFIC STRIPE (MULTI-POLY) 8" WHITE	L.F.	0
TRAFFIC STRIPE (MULTI-POLY) 8" YELLOW	L.F.	0
TRAFFIC STRIPE (MULTI-POLY) 8" BLACK	L.F.	0
TRAFFIC STRIPE (MULTI-POLY) 12" WHITE	L.F.	0
TRAFFIC STRIPE (MULTI-POLY) 12" YELLOW	L.F.	0
TRAFFIC STRIPE (MULTI-POLY) 12" BLACK	L.F.	0
TRAFFIC STRIPE (MULTI-POLY) 24" WHITE	L.F.	0
TRAFFIC STRIPE (MULTI-POLY) ARROWS	EA.	0
TRAFFIC STRIPE (MULTI-POLY) WORDS	EA.	0
TRAFFIC STRIPE (MULTI-POLY) SYMBOLS	EA.	0

CLASS A, TYPE 2 PAVEMENT MARKER / DELINEATOR SUMMARY TABLE

DESCRIPTION	UNIT	TOTALS
COLOR A - CRYSTAL/CRYSTAL (WHITE/WHITE)	EA.	0
COLOR C - CRYSTAL/RED (WHITE/RED)	EA.	5
COLOR D - AMBER/AMBER (YELLOW/YELLOW)	EA.	0
COLOR E - AMBER/RED (YELLOW/RED)	EA.	0
TYPE 1 - FLEXIBLE DRIVEABLE DELINEATOR	EA.	0

BEFORE YOU DIG 811 1-800-522-OKIE CALL OKIE

FOR MORE INFORMATION ON RAISED PAVEMENT MARKERS AND DELINEATORS, SEE TYPICAL DETAIL SHEETS.

CONTRACTOR TO REMOVE ALL CONFLICTING STRIPING.

Design	MSH	03-12-24
Drawn	SB	03-12-24

TEC A CLEAR DIRECTION

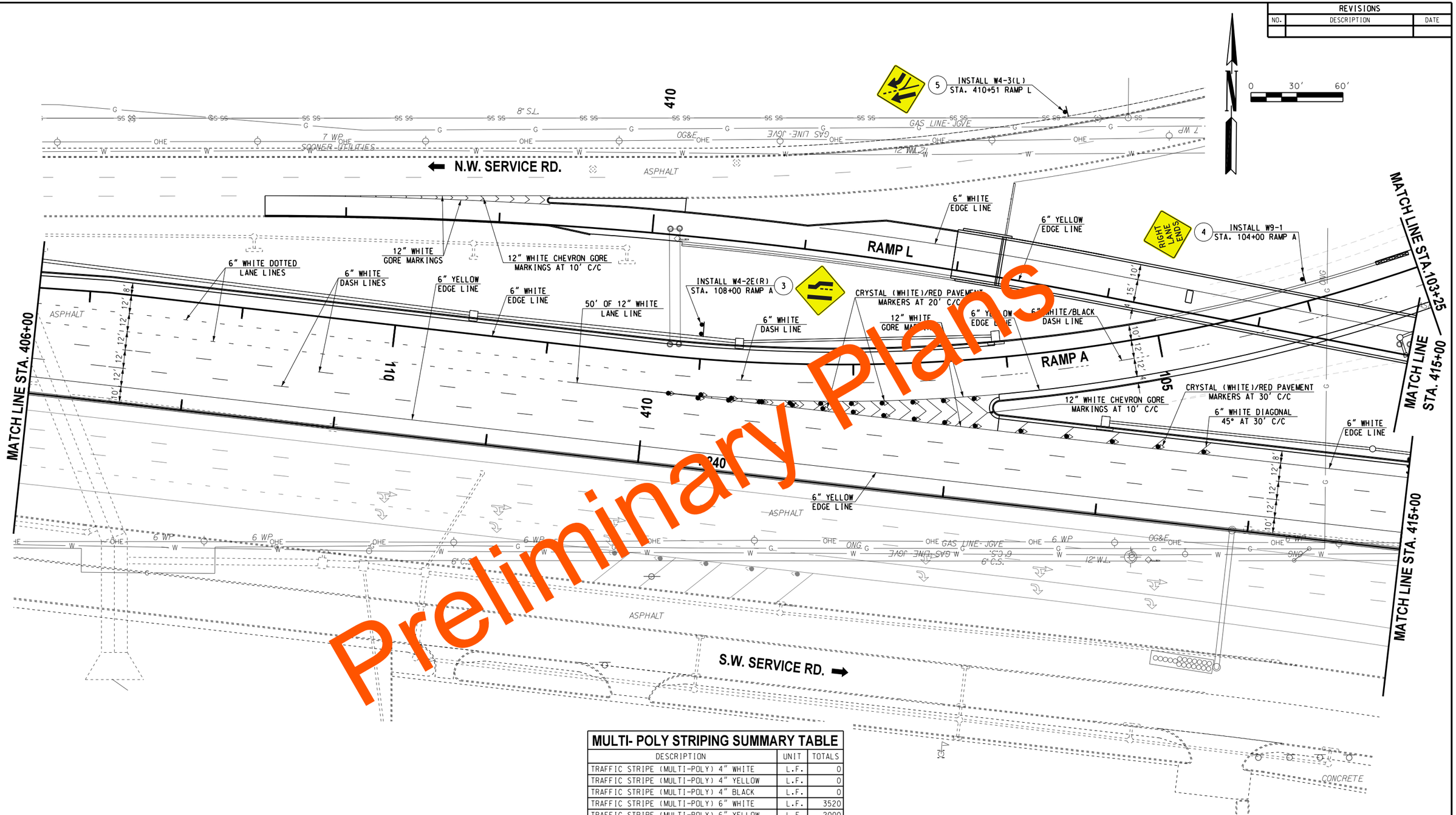
I-240 SIGNING & STRIPING 1 OF 8

State Job No. 09032(08) Sheet No. T037

OKLAHOMA COUNTY

03-12-24 G:\OPProjects\T-2457E Design\I-240-I-35 Phase IV - OKC\CAD\T037-090320B-I240 SIGNING & STRIPING PLAN 1OF 8.dgn

REVISIONS		
NO.	DESCRIPTION	DATE



Preliminary Plans

CLASS A, TYPE 2 PAVEMENT MARKER / DELINEATOR SUMMARY TABLE

DESCRIPTION	UNIT	TOTALS
COLOR A - CRYSTAL/CRYSTAL (WHITE/WHITE)	EA.	0
COLOR C - CRYSTAL/RED (WHITE/RED)	EA.	30
COLOR D - AMBER/AMBER (YELLOW/YELLOW)	EA.	0
COLOR E - AMBER/RED (YELLOW/RED)	EA.	0
TYPE 1 - FLEXIBLE DRIVEABLE DELINEATOR	EA.	0

MULTI- POLY STRIPING SUMMARY TABLE

DESCRIPTION	UNIT	TOTALS
TRAFFIC STRIPE (MULTI-POLY) 4" WHITE	L.F.	0
TRAFFIC STRIPE (MULTI-POLY) 4" YELLOW	L.F.	0
TRAFFIC STRIPE (MULTI-POLY) 4" BLACK	L.F.	0
TRAFFIC STRIPE (MULTI-POLY) 6" WHITE	L.F.	3520
TRAFFIC STRIPE (MULTI-POLY) 6" YELLOW	L.F.	2000
TRAFFIC STRIPE (MULTI-POLY) 6" BLACK	L.F.	100
TRAFFIC STRIPE (MULTI-POLY) 8" WHITE	L.F.	0
TRAFFIC STRIPE (MULTI-POLY) 8" YELLOW	L.F.	0
TRAFFIC STRIPE (MULTI-POLY) 8" BLACK	L.F.	0
TRAFFIC STRIPE (MULTI-POLY) 12" WHITE	L.F.	3000
TRAFFIC STRIPE (MULTI-POLY) 12" YELLOW	L.F.	0
TRAFFIC STRIPE (MULTI-POLY) 12" BLACK	L.F.	0
TRAFFIC STRIPE (MULTI-POLY) 24" WHITE	L.F.	0
TRAFFIC STRIPE (MULTI-POLY) ARROWS	EA.	0
TRAFFIC STRIPE (MULTI-POLY) WORDS	EA.	0
TRAFFIC STRIPE (MULTI-POLY) SYMBOLS	EA.	0

BEFORE YOU DIG 811 1-800-522-OKIE CALL OKIE

FOR MORE INFORMATION ON RAISED PAVEMENT MARKERS AND DELINEATORS, SEE TYPICAL DETAIL SHEETS.

CONTRACTOR TO REMOVE ALL CONFLICTING STRIPING.

Design	MSH	03-12-24
Drawn	SB	03-12-24

TEC A CLEAR DIRECTION

I-240 SIGNING & STRIPING 2 OF 8

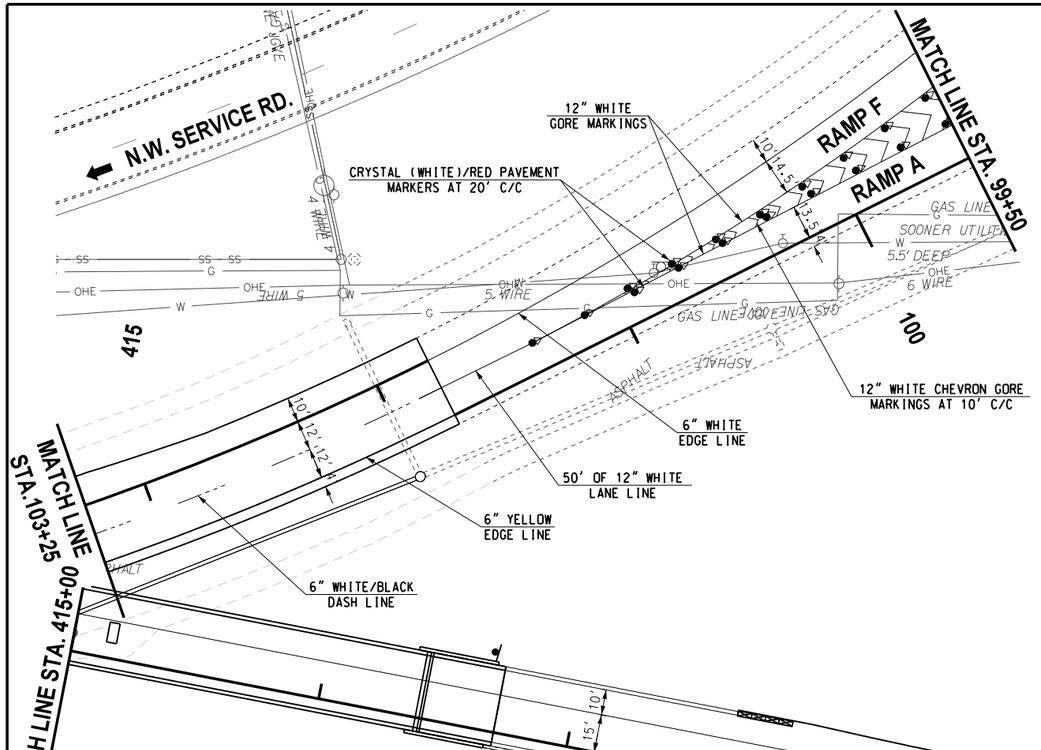
State Job No. 09032(08) Sheet No. T038

OKLAHOMA COUNTY

03-12-24 G:\O\Projects\T-245\TE Design\I-240-I-35 Phase IV - OKC\CAD\T038-0903208-I240 SIGNING & STRIPING PLAN 2 OF 8.dgn

Preliminary Plans

REVISIONS		
NO.	DESCRIPTION	DATE



MULTI- POLY STRIPING SUMMARY TABLE

DESCRIPTION	UNIT	TOTALS
TRAFFIC STRIPE (MULTI-POLY) 4" WHITE	L.F.	0
TRAFFIC STRIPE (MULTI-POLY) 4" YELLOW	L.F.	0
TRAFFIC STRIPE (MULTI-POLY) 4" BLACK	L.F.	0
TRAFFIC STRIPE (MULTI-POLY) 6" WHITE	L.F.	2500
TRAFFIC STRIPE (MULTI-POLY) 6" YELLOW	L.F.	2205
TRAFFIC STRIPE (MULTI-POLY) 6" BLACK	L.F.	0
TRAFFIC STRIPE (MULTI-POLY) 8" WHITE	L.F.	0
TRAFFIC STRIPE (MULTI-POLY) 8" YELLOW	L.F.	0
TRAFFIC STRIPE (MULTI-POLY) 8" BLACK	L.F.	0
TRAFFIC STRIPE (MULTI-POLY) 12" WHITE	L.F.	800
TRAFFIC STRIPE (MULTI-POLY) 12" YELLOW	L.F.	0
TRAFFIC STRIPE (MULTI-POLY) 12" BLACK	L.F.	0
TRAFFIC STRIPE (MULTI-POLY) 24" WHITE	L.F.	0
TRAFFIC STRIPE (MULTI-POLY) ARROWS	EA.	0
TRAFFIC STRIPE (MULTI-POLY) WORDS	EA.	0
TRAFFIC STRIPE (MULTI-POLY) SYMBOLS	EA.	0

CLASS A, TYPE 2 PAVEMENT MARKER / DELINEATOR SUMMARY TABLE

DESCRIPTION	UNIT	TOTALS
COLOR A - CRYSTAL/CRYSTAL (WHITE/WHITE)	EA.	0
COLOR C - CRYSTAL/RED (WHITE/RED)	EA.	30
COLOR D - AMBER/AMBER (YELLOW/YELLOW)	EA.	0
COLOR E - AMBER/RED (YELLOW/RED)	EA.	0
TYPE 1 - FLEXIBLE DRIVEABLE DELINEATOR	EA.	0

FOR MORE INFORMATION ON RAISED PAVEMENT MARKERS AND DELINEATORS, SEE TYPICAL DETAIL SHEETS.

CONTRACTOR TO REMOVE ALL CONFLICTING STRIPING.

Design	MSH	03-12-24
Drawn	SB	03-12-24

TEC A CLEAR DIRECTION

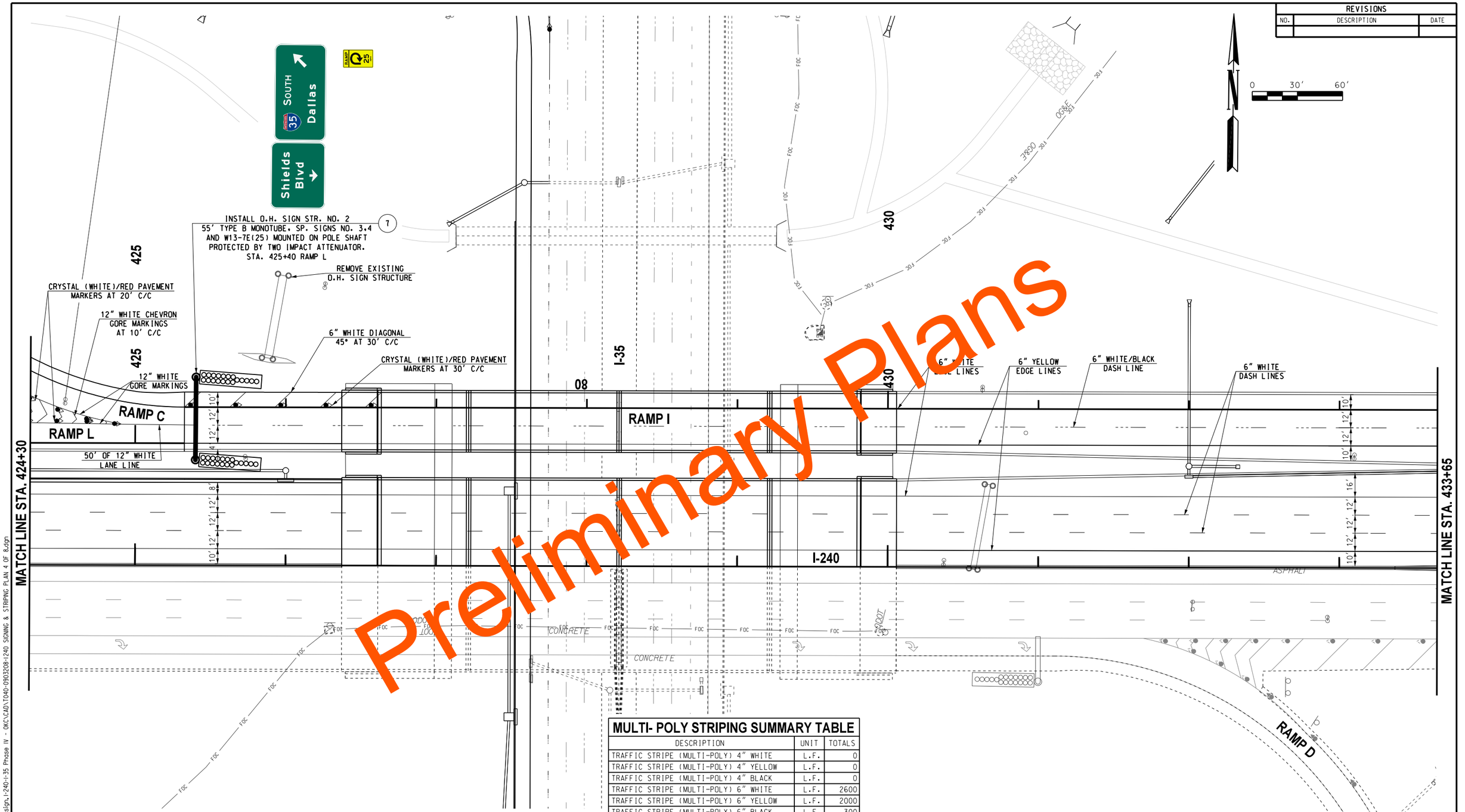
I-240 SIGNING & STRIPING
3 OF 8

State Job No. 09032(08) Sheet No. T039

OKLAHOMA COUNTY

03-12-24 G:\OP\Projects\T-2457E Design\I-240-I-35 Phase IV - OKC\CAD\T039-0903208-I240 SIGNING & STRIPING PLAN 3 OF 8.dgn

REVISIONS		
NO.	DESCRIPTION	DATE



Preliminary Plans

MULTI- POLY STRIPING SUMMARY TABLE

DESCRIPTION	UNIT	TOTALS
TRAFFIC STRIPE (MULTI-POLY) 4" WHITE	L.F.	0
TRAFFIC STRIPE (MULTI-POLY) 4" YELLOW	L.F.	0
TRAFFIC STRIPE (MULTI-POLY) 4" BLACK	L.F.	0
TRAFFIC STRIPE (MULTI-POLY) 6" WHITE	L.F.	2600
TRAFFIC STRIPE (MULTI-POLY) 6" YELLOW	L.F.	2000
TRAFFIC STRIPE (MULTI-POLY) 6" BLACK	L.F.	300
TRAFFIC STRIPE (MULTI-POLY) 8" WHITE	L.F.	0
TRAFFIC STRIPE (MULTI-POLY) 8" YELLOW	L.F.	0
TRAFFIC STRIPE (MULTI-POLY) 8" BLACK	L.F.	0
TRAFFIC STRIPE (MULTI-POLY) 12" WHITE	L.F.	0
TRAFFIC STRIPE (MULTI-POLY) 12" YELLOW	L.F.	500
TRAFFIC STRIPE (MULTI-POLY) 12" BLACK	L.F.	0
TRAFFIC STRIPE (MULTI-POLY) 24" WHITE	L.F.	0
TRAFFIC STRIPE (MULTI-POLY) ARROWS	EA.	0
TRAFFIC STRIPE (MULTI-POLY) WORDS	EA.	0
TRAFFIC STRIPE (MULTI-POLY) SYMBOLS	EA.	0

CLASS A, TYPE 2 PAVEMENT MARKER / DELINEATOR SUMMARY TABLE

DESCRIPTION	UNIT	TOTALS
COLOR A - CRYSTAL/CRYSTAL (WHITE/WHITE)	EA.	0
COLOR C - CRYSTAL/RED (WHITE/RED)	EA.	11
COLOR D - AMBER/AMBER (YELLOW/YELLOW)	EA.	0
COLOR E - AMBER/RED (YELLOW/RED)	EA.	0
TYPE 1 - FLEXIBLE DRIVEABLE DELINEATOR	EA.	0

BEFORE YOU DIG CALL OKIE 811 1-800-522-OKIE

FOR MORE INFORMATION ON RAISED PAVEMENT MARKERS AND DELINEATORS, SEE TYPICAL DETAIL SHEETS.

CONTRACTOR TO REMOVE ALL CONFLICTING STRIPING.

Design	MSH	03-12-24
Drawn	SB	03-12-24

TEC A CLEAR DIRECTION

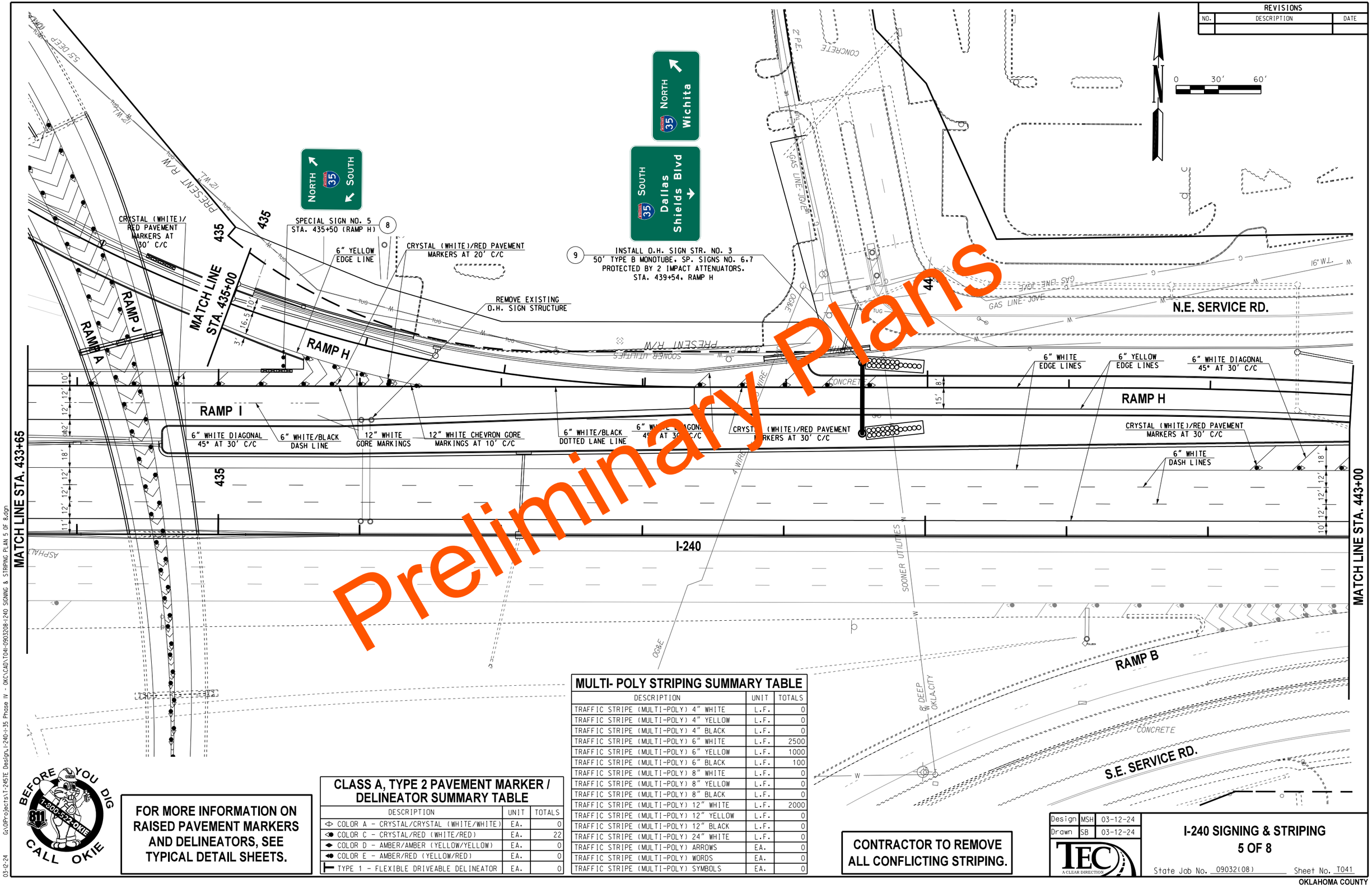
I-240 SIGNING & STRIPING 4 OF 8

State Job No. 09032(08) Sheet No. T040

OKLAHOMA COUNTY

03-12-24 G:\OI\Projects\T-2451E Design,I-240-I-35 Phase IV - OKC\CAD\T040-0903208-I240 SIGNING & STRIPING PLAN 4 OF 8.dgn

REVISIONS		
NO.	DESCRIPTION	DATE



Preliminary Plans

BEFORE YOU DIG 811 1-800-522-OKIE CALL OKIE

FOR MORE INFORMATION ON RAISED PAVEMENT MARKERS AND DELINEATORS, SEE TYPICAL DETAIL SHEETS.

CLASS A, TYPE 2 PAVEMENT MARKER / DELINEATOR SUMMARY TABLE

DESCRIPTION	UNIT	TOTALS
COLOR A - CRYSTAL/CRYSTAL (WHITE/WHITE)	EA.	0
COLOR C - CRYSTAL/RED (WHITE/RED)	EA.	22
COLOR D - AMBER/AMBER (YELLOW/YELLOW)	EA.	0
COLOR E - AMBER/RED (YELLOW/RED)	EA.	0
TYPE 1 - FLEXIBLE DRIVEABLE DELINEATOR	EA.	0

MULTI- POLY STRIPING SUMMARY TABLE

DESCRIPTION	UNIT	TOTALS
TRAFFIC STRIPE (MULTI-POLY) 4" WHITE	L.F.	0
TRAFFIC STRIPE (MULTI-POLY) 4" YELLOW	L.F.	0
TRAFFIC STRIPE (MULTI-POLY) 4" BLACK	L.F.	0
TRAFFIC STRIPE (MULTI-POLY) 6" WHITE	L.F.	2500
TRAFFIC STRIPE (MULTI-POLY) 6" YELLOW	L.F.	1000
TRAFFIC STRIPE (MULTI-POLY) 6" BLACK	L.F.	100
TRAFFIC STRIPE (MULTI-POLY) 8" WHITE	L.F.	0
TRAFFIC STRIPE (MULTI-POLY) 8" YELLOW	L.F.	0
TRAFFIC STRIPE (MULTI-POLY) 8" BLACK	L.F.	0
TRAFFIC STRIPE (MULTI-POLY) 12" WHITE	L.F.	2000
TRAFFIC STRIPE (MULTI-POLY) 12" YELLOW	L.F.	0
TRAFFIC STRIPE (MULTI-POLY) 12" BLACK	L.F.	0
TRAFFIC STRIPE (MULTI-POLY) 24" WHITE	L.F.	0
TRAFFIC STRIPE (MULTI-POLY) ARROWS	EA.	0
TRAFFIC STRIPE (MULTI-POLY) WORDS	EA.	0
TRAFFIC STRIPE (MULTI-POLY) SYMBOLS	EA.	0

CONTRACTOR TO REMOVE ALL CONFLICTING STRIPING.

Design	MSH	03-12-24
Drawn	SB	03-12-24

TEC A CLEAR DIRECTION

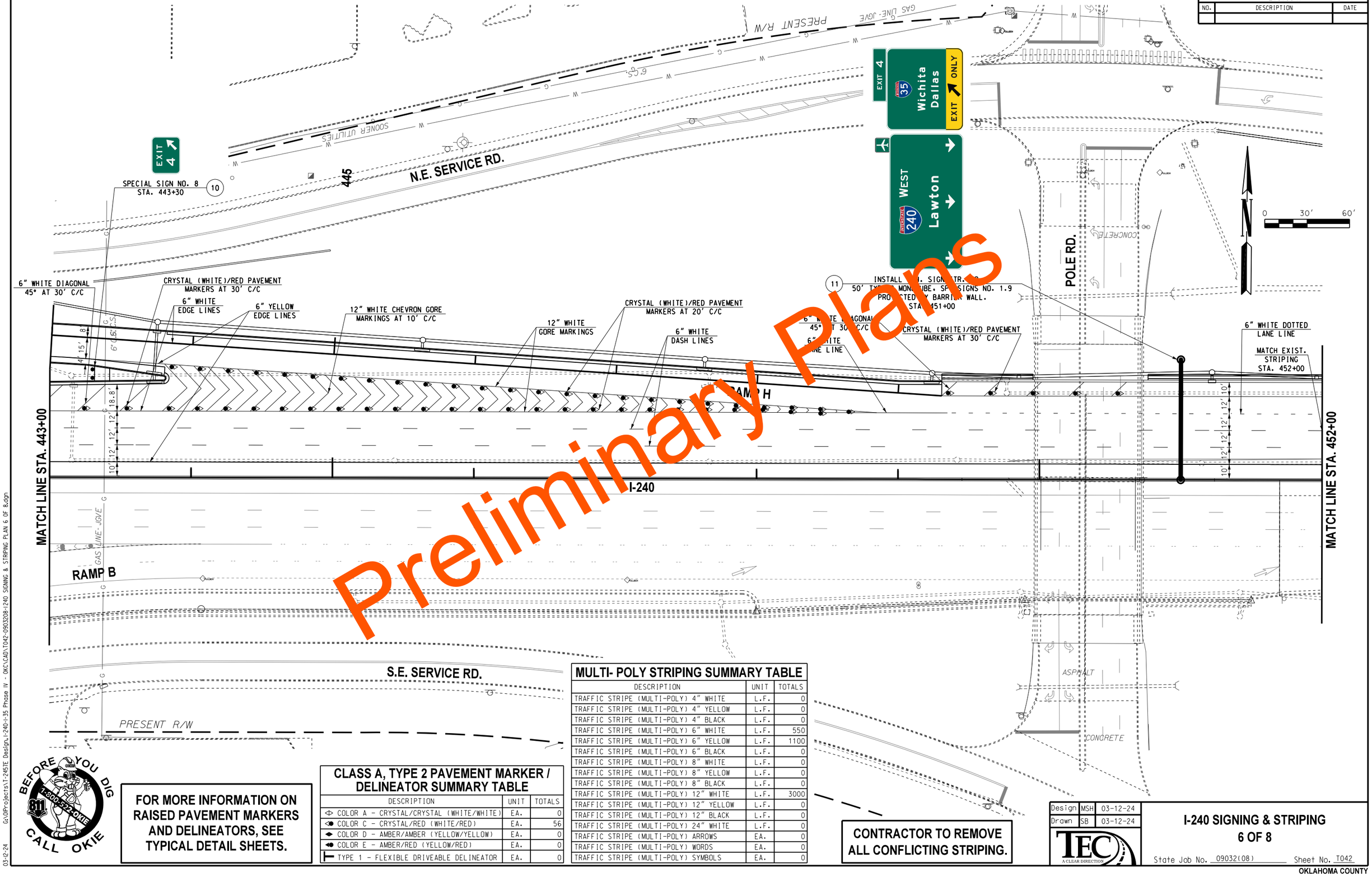
I-240 SIGNING & STRIPING 5 OF 8

State Job No. 09032(08) Sheet No. T041

OKLAHOMA COUNTY

03-12-24 G:\OIProjects\T-2457E Design\I-240-I-35 Phase IV - OKC\CAD\T04-0903208-I240 SIGNING & STRIPING PLAN 5 OF 8.dgn

REVISIONS		
NO.	DESCRIPTION	DATE



Preliminary Plans

BEFORE YOU DIG 811 1-800-522-OKIE CALL OKIE

FOR MORE INFORMATION ON RAISED PAVEMENT MARKERS AND DELINEATORS, SEE TYPICAL DETAIL SHEETS.

CLASS A, TYPE 2 PAVEMENT MARKER / DELINEATOR SUMMARY TABLE

DESCRIPTION	UNIT	TOTALS
COLOR A - CRYSTAL/CRYSTAL (WHITE/WHITE)	EA.	0
COLOR C - CRYSTAL/RED (WHITE/RED)	EA.	56
COLOR D - AMBER/AMBER (YELLOW/YELLOW)	EA.	0
COLOR E - AMBER/RED (YELLOW/RED)	EA.	0
TYPE 1 - FLEXIBLE DRIVEABLE DELINEATOR	EA.	0

MULTI- POLY STRIPING SUMMARY TABLE

DESCRIPTION	UNIT	TOTALS
TRAFFIC STRIPE (MULTI-POLY) 4" WHITE	L.F.	0
TRAFFIC STRIPE (MULTI-POLY) 4" YELLOW	L.F.	0
TRAFFIC STRIPE (MULTI-POLY) 4" BLACK	L.F.	0
TRAFFIC STRIPE (MULTI-POLY) 6" WHITE	L.F.	550
TRAFFIC STRIPE (MULTI-POLY) 6" YELLOW	L.F.	1100
TRAFFIC STRIPE (MULTI-POLY) 6" BLACK	L.F.	0
TRAFFIC STRIPE (MULTI-POLY) 8" WHITE	L.F.	0
TRAFFIC STRIPE (MULTI-POLY) 8" YELLOW	L.F.	0
TRAFFIC STRIPE (MULTI-POLY) 8" BLACK	L.F.	0
TRAFFIC STRIPE (MULTI-POLY) 12" WHITE	L.F.	3000
TRAFFIC STRIPE (MULTI-POLY) 12" YELLOW	L.F.	0
TRAFFIC STRIPE (MULTI-POLY) 12" BLACK	L.F.	0
TRAFFIC STRIPE (MULTI-POLY) 24" WHITE	L.F.	0
TRAFFIC STRIPE (MULTI-POLY) ARROWS	EA.	0
TRAFFIC STRIPE (MULTI-POLY) WORDS	EA.	0
TRAFFIC STRIPE (MULTI-POLY) SYMBOLS	EA.	0

CONTRACTOR TO REMOVE ALL CONFLICTING STRIPING.

Design	MSH	03-12-24
Drawn	SB	03-12-24

TEC A CLEAR DIRECTION

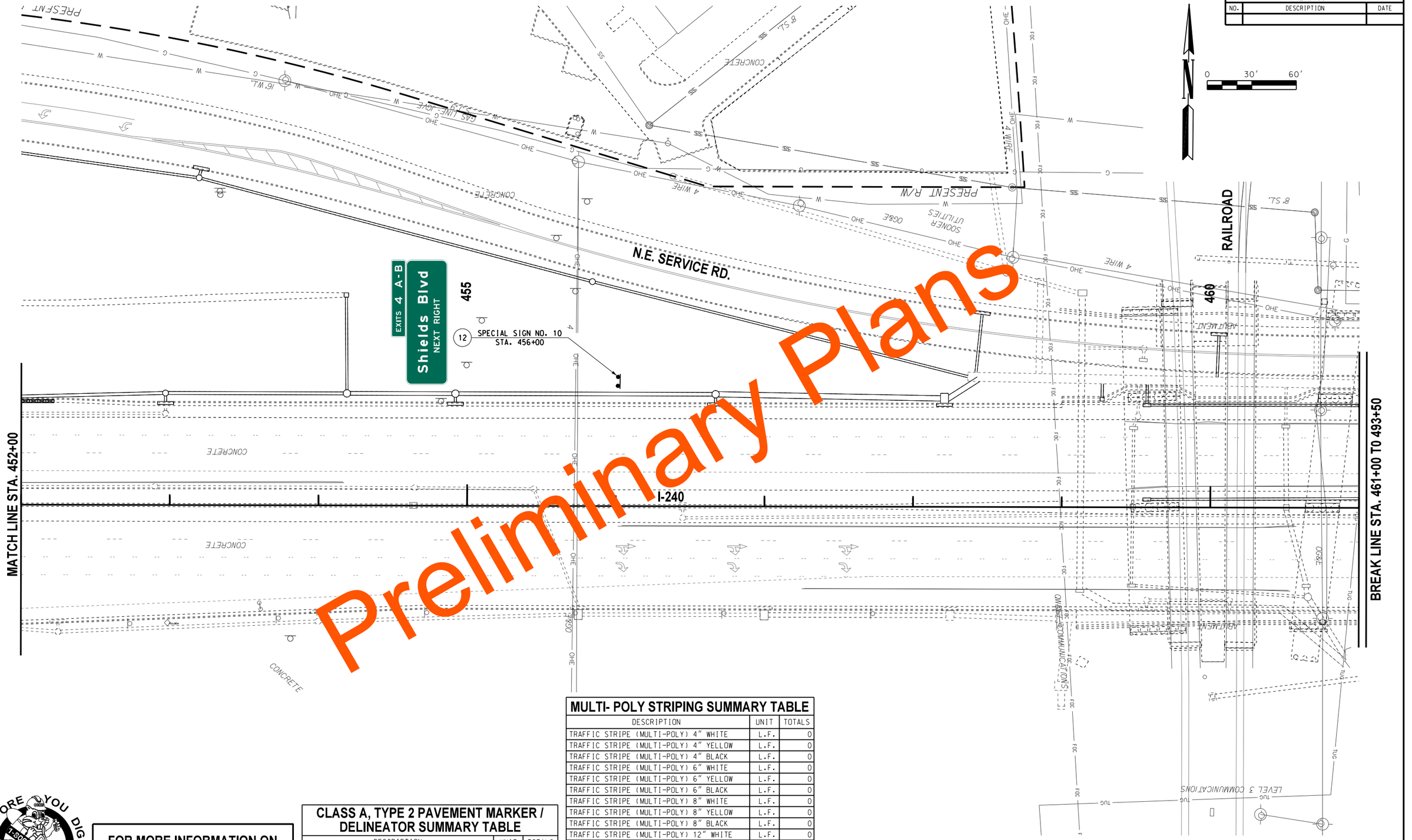
I-240 SIGNING & STRIPING 6 OF 8

State Job No. 09032(08) Sheet No. T042

OKLAHOMA COUNTY

03-12-24 G:\OPProjects\T-245TE Design\I-240-I-35 Phase IV - OKC\CAD\T042-090320B-I240 SIGNING & STRIPING PLAN 6 OF 8.dgn

REVISIONS		
NO.	DESCRIPTION	DATE



MULTI- POLY STRIPING SUMMARY TABLE

DESCRIPTION	UNIT	TOTALS
TRAFFIC STRIPE (MULTI-POLY) 4" WHITE	L.F.	0
TRAFFIC STRIPE (MULTI-POLY) 4" YELLOW	L.F.	0
TRAFFIC STRIPE (MULTI-POLY) 4" BLACK	L.F.	0
TRAFFIC STRIPE (MULTI-POLY) 6" WHITE	L.F.	0
TRAFFIC STRIPE (MULTI-POLY) 6" YELLOW	L.F.	0
TRAFFIC STRIPE (MULTI-POLY) 6" BLACK	L.F.	0
TRAFFIC STRIPE (MULTI-POLY) 8" WHITE	L.F.	0
TRAFFIC STRIPE (MULTI-POLY) 8" YELLOW	L.F.	0
TRAFFIC STRIPE (MULTI-POLY) 8" BLACK	L.F.	0
TRAFFIC STRIPE (MULTI-POLY) 12" WHITE	L.F.	0
TRAFFIC STRIPE (MULTI-POLY) 12" YELLOW	L.F.	0
TRAFFIC STRIPE (MULTI-POLY) 12" BLACK	L.F.	0
TRAFFIC STRIPE (MULTI-POLY) 24" WHITE	L.F.	0
TRAFFIC STRIPE (MULTI-POLY) ARROWS	EA.	0
TRAFFIC STRIPE (MULTI-POLY) WORDS	EA.	0
TRAFFIC STRIPE (MULTI-POLY) SYMBOLS	EA.	0

CLASS A, TYPE 2 PAVEMENT MARKER / DELINEATOR SUMMARY TABLE

DESCRIPTION	UNIT	TOTALS
COLOR A - CRYSTAL/CRYSTAL (WHITE/WHITE)	EA.	0
COLOR C - CRYSTAL/RED (WHITE/RED)	EA.	0
COLOR D - AMBER/AMBER (YELLOW/YELLOW)	EA.	0
COLOR E - AMBER/RED (YELLOW/RED)	EA.	0
TYPE 1 - FLEXIBLE DRIVEABLE DELINEATOR	EA.	0

FOR MORE INFORMATION ON RAISED PAVEMENT MARKERS AND DELINEATORS, SEE TYPICAL DETAIL SHEETS.

CONTRACTOR TO REMOVE ALL CONFLICTING STRIPING.

BEFORE YOU DIG 811 1-800-522-OKIE CALL OKIE

Design	MSH	03-12-24
Drawn	SB	03-12-24

TEC A CLEAR DIRECTION

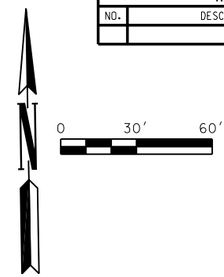
I-240 SIGNING & STRIPING 7 OF 8

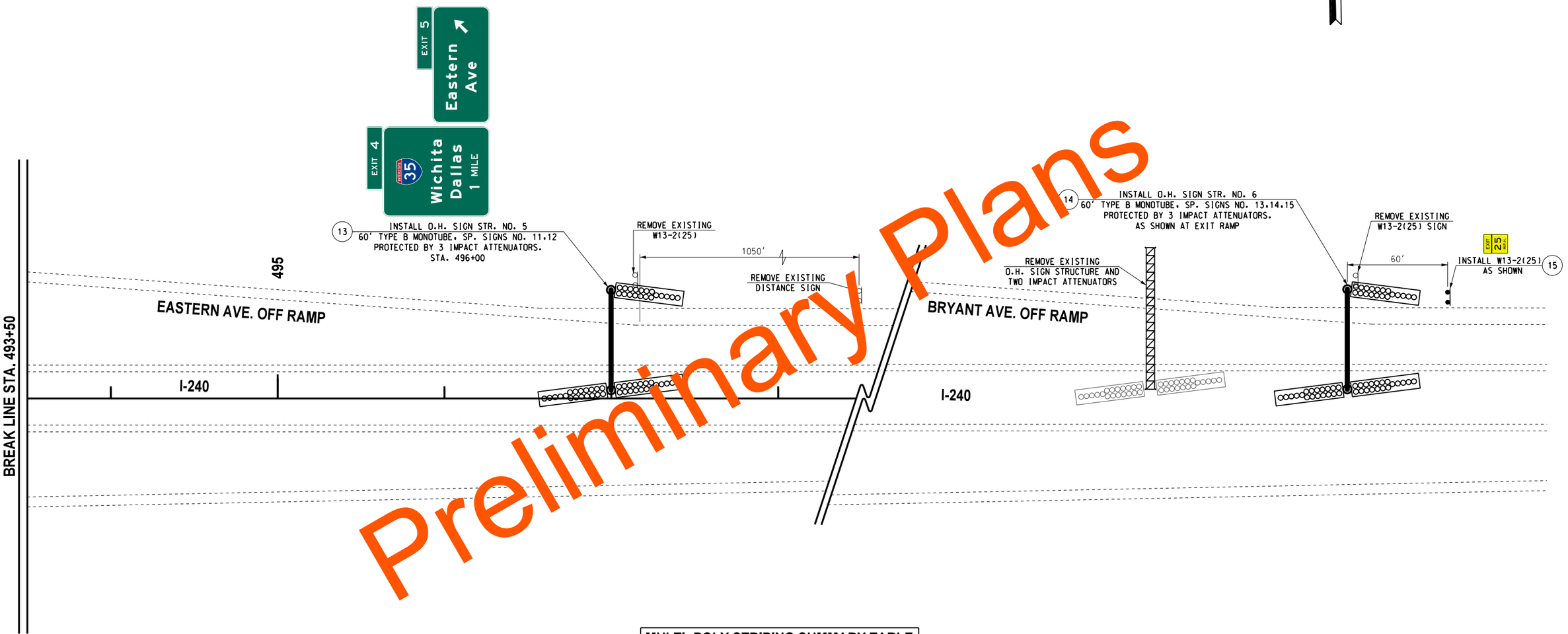
State Job No. 09032(08) Sheet No. T043

OKLAHOMA COUNTY

03-12-24 G:\0Projects\T-2457E Design_I-240-I-35 Phase IV - OKC\CAD\T043-0903208-I240 SIGNING & STRIPING PLAN 7 OF 8.dgn

REVISIONS		
NO.	DESCRIPTION	DATE





Preliminary Plans

BEFORE YOU DIG CALL OKIE 811 1-800-522-OKIE

FOR MORE INFORMATION ON RAISED PAVEMENT MARKERS AND DELINEATORS, SEE TYPICAL DETAIL SHEETS.

CLASS A, TYPE 2 PAVEMENT MARKER / DELINEATOR SUMMARY TABLE

DESCRIPTION	UNIT	TOTALS
◁▷ COLOR A - CRYSTAL/CRYSTAL (WHITE/WHITE)	EA.	0
◁● COLOR C - CRYSTAL/RED (WHITE/RED)	EA.	0
◆▷ COLOR D - AMBER/AMBER (YELLOW/YELLOW)	EA.	0
◆● COLOR E - AMBER/RED (YELLOW/RED)	EA.	0
⊢ TYPE 1 - FLEXIBLE DRIVEABLE DELINEATOR	EA.	0

MULTI- POLY STRIPING SUMMARY TABLE

DESCRIPTION	UNIT	TOTALS
TRAFFIC STRIPE (MULTI-POLY) 4" WHITE	L.F.	0
TRAFFIC STRIPE (MULTI-POLY) 4" YELLOW	L.F.	0
TRAFFIC STRIPE (MULTI-POLY) 4" BLACK	L.F.	0
TRAFFIC STRIPE (MULTI-POLY) 6" WHITE	L.F.	0
TRAFFIC STRIPE (MULTI-POLY) 6" YELLOW	L.F.	0
TRAFFIC STRIPE (MULTI-POLY) 6" BLACK	L.F.	0
TRAFFIC STRIPE (MULTI-POLY) 8" WHITE	L.F.	0
TRAFFIC STRIPE (MULTI-POLY) 8" YELLOW	L.F.	0
TRAFFIC STRIPE (MULTI-POLY) 8" BLACK	L.F.	0
TRAFFIC STRIPE (MULTI-POLY) 12" WHITE	L.F.	0
TRAFFIC STRIPE (MULTI-POLY) 12" YELLOW	L.F.	0
TRAFFIC STRIPE (MULTI-POLY) 12" BLACK	L.F.	0
TRAFFIC STRIPE (MULTI-POLY) 24" WHITE	L.F.	0
TRAFFIC STRIPE (MULTI-POLY) ARROWS	EA.	0
TRAFFIC STRIPE (MULTI-POLY) WORDS	EA.	0
TRAFFIC STRIPE (MULTI-POLY) SYMBOLS	EA.	0

CONTRACTOR TO REMOVE ALL CONFLICTING STRIPING.

Design	MSH	03-12-24
Drawn	SB	03-12-24

TEC A CLEAR DIRECTION

I-240 SIGNING & STRIPING
8 OF 8

State Job No. 09032(08) Sheet No. T044

OKLAHOMA COUNTY

03-12-24 G:\OProjects\T-245TE Design,I-240-I-35 Phase IV - OKC\CAD\T044-0903208-I240 SIGNING & STRIPING PLAN 8 OF 8.dgn

REVISIONS		
NO.	DESCRIPTION	DATE

0 30' 60'

N.W. 27th ST.

I-35 SERVICE RD.

S.E. 89TH ST.

MATCH LINE STA. 27+00

I-35

REMOVE EXISTING E-1
O.H. SIGN STRUCTURE

REMOVE EXISTING SP. SIGN
"PLAZA MAYOR BLVD.
USE I-240 EAST
TO POLE ROAD"

6 REMOVE EXISTING E-1 SIGN STRUCTURE NO. 6
TYPE C MOUNTUBE AND IMPACT ATTENUATOR.
APPROX 540' NORTH OF N.W. 27th ST.
INSTALL NEW SPECIAL SIGN NO.16.

I-35 SERVICE RD.

SE 89th/82nd St 3/4
SE 66th St 1 1/2
1 1/2

Preliminary Plans

BEFORE YOU DIG CALL OKIE 811 1-800-522-6543

FOR MORE INFORMATION ON RAISED PAVEMENT MARKERS AND DELINEATORS, SEE TYPICAL DETAIL SHEETS.

CLASS A, TYPE 2 PAVEMENT MARKER / DELINEATOR SUMMARY TABLE

DESCRIPTION	UNIT	TOTALS
COLOR A - CRYSTAL/CRYSTAL (WHITE/WHITE)	EA.	0
COLOR C - CRYSTAL/RED (WHITE/RED)	EA.	0
COLOR D - AMBER/AMBER (YELLOW/YELLOW)	EA.	0
COLOR E - AMBER/RED (YELLOW/RED)	EA.	0
TYPE 1 - FLEXIBLE DRIVEABLE DELINEATOR	EA.	0

MULTI- POLY STRIPING SUMMARY TABLE

DESCRIPTION	UNIT	TOTALS
TRAFFIC STRIPE (MULTI-POLY) 4" WHITE	L.F.	0
TRAFFIC STRIPE (MULTI-POLY) 4" YELLOW	L.F.	0
TRAFFIC STRIPE (MULTI-POLY) 4" BLACK	L.F.	0
TRAFFIC STRIPE (MULTI-POLY) 6" WHITE	L.F.	0
TRAFFIC STRIPE (MULTI-POLY) 6" YELLOW	L.F.	0
TRAFFIC STRIPE (MULTI-POLY) 6" BLACK	L.F.	0
TRAFFIC STRIPE (MULTI-POLY) 8" WHITE	L.F.	0
TRAFFIC STRIPE (MULTI-POLY) 8" YELLOW	L.F.	0
TRAFFIC STRIPE (MULTI-POLY) 8" BLACK	L.F.	0
TRAFFIC STRIPE (MULTI-POLY) 12" WHITE	L.F.	0
TRAFFIC STRIPE (MULTI-POLY) 12" YELLOW	L.F.	0
TRAFFIC STRIPE (MULTI-POLY) 12" BLACK	L.F.	0
TRAFFIC STRIPE (MULTI-POLY) 24" WHITE	L.F.	0
TRAFFIC STRIPE (MULTI-POLY) ARROWS	EA.	0
TRAFFIC STRIPE (MULTI-POLY) WORDS	EA.	0
TRAFFIC STRIPE (MULTI-POLY) SYMBOLS	EA.	0

CONTRACTOR TO REMOVE ALL CONFLICTING STRIPING.

Design	MSH	03-12-24
Drawn	SB	03-12-24

TEC A CLEAR DIRECTION

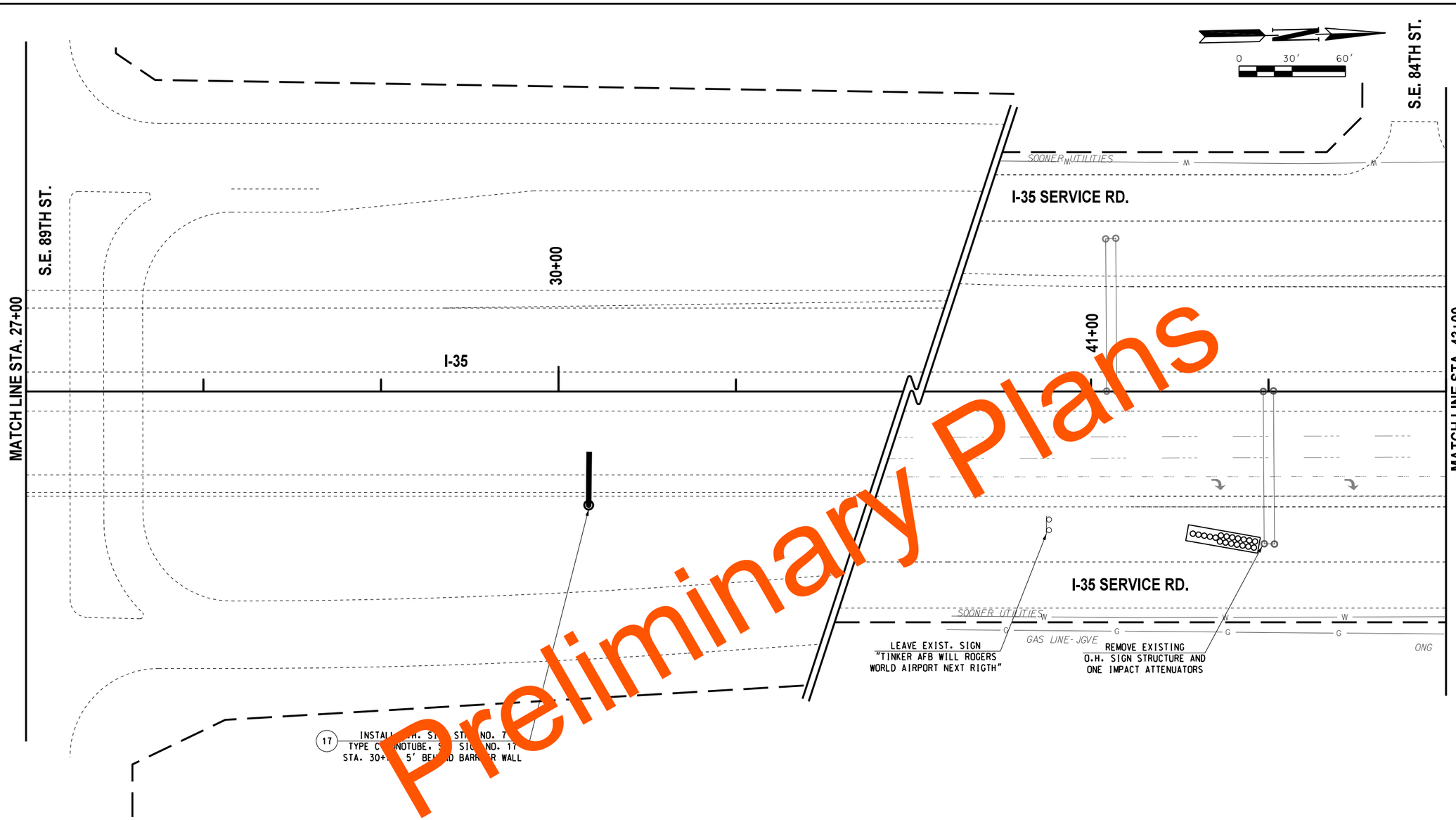
I-35 SIGNING & STRIPING
1 OF 10

State Job No. 09032(08) Sheet No. T045

OKLAHOMA COUNTY

03-12-24 G:\O\Projects\T-245\TE Design\I-240-I-35 Phase IV - OKC\CAD\T045-0903208-I-35 SIGNING & STRIPING PLAN 1OF 10.dgn

REVISIONS		
NO.	DESCRIPTION	DATE



MULTI- POLY STRIPING SUMMARY TABLE

DESCRIPTION	UNIT	TOTALS
TRAFFIC STRIPE (MULTI-POLY) 4" WHITE	L.F.	0
TRAFFIC STRIPE (MULTI-POLY) 4" YELLOW	L.F.	0
TRAFFIC STRIPE (MULTI-POLY) 4" BLACK	L.F.	0
TRAFFIC STRIPE (MULTI-POLY) 6" WHITE	L.F.	0
TRAFFIC STRIPE (MULTI-POLY) 6" YELLOW	L.F.	0
TRAFFIC STRIPE (MULTI-POLY) 6" BLACK	L.F.	0
TRAFFIC STRIPE (MULTI-POLY) 8" WHITE	L.F.	0
TRAFFIC STRIPE (MULTI-POLY) 8" YELLOW	L.F.	0
TRAFFIC STRIPE (MULTI-POLY) 8" BLACK	L.F.	0
TRAFFIC STRIPE (MULTI-POLY) 12" WHITE	L.F.	0
TRAFFIC STRIPE (MULTI-POLY) 12" YELLOW	L.F.	0
TRAFFIC STRIPE (MULTI-POLY) 12" BLACK	L.F.	0
TRAFFIC STRIPE (MULTI-POLY) 24" WHITE	L.F.	0
TRAFFIC STRIPE (MULTI-POLY) ARROWS	EA.	0
TRAFFIC STRIPE (MULTI-POLY) WORDS	EA.	0
TRAFFIC STRIPE (MULTI-POLY) SYMBOLS	EA.	0

CLASS A, TYPE 2 PAVEMENT MARKER / DELINEATOR SUMMARY TABLE

DESCRIPTION	UNIT	TOTALS
COLOR A - CRYSTAL/CRYSTAL (WHITE/WHITE)	EA.	0
COLOR C - CRYSTAL/RED (WHITE/RED)	EA.	0
COLOR D - AMBER/AMBER (YELLOW/YELLOW)	EA.	0
COLOR E - AMBER/RED (YELLOW/RED)	EA.	0
TYPE 1 - FLEXIBLE DRIVEABLE DELINEATOR	EA.	0

FOR MORE INFORMATION ON RAISED PAVEMENT MARKERS AND DELINEATORS, SEE TYPICAL DETAIL SHEETS.

CONTRACTOR TO REMOVE ALL CONFLICTING STRIPING.

BEFORE YOU DIG 811 1-800-522-OKIE CALL OKIE

Design	MSH	03-12-24
Drawn	SB	03-12-24

TEC A CLEAR DIRECTION

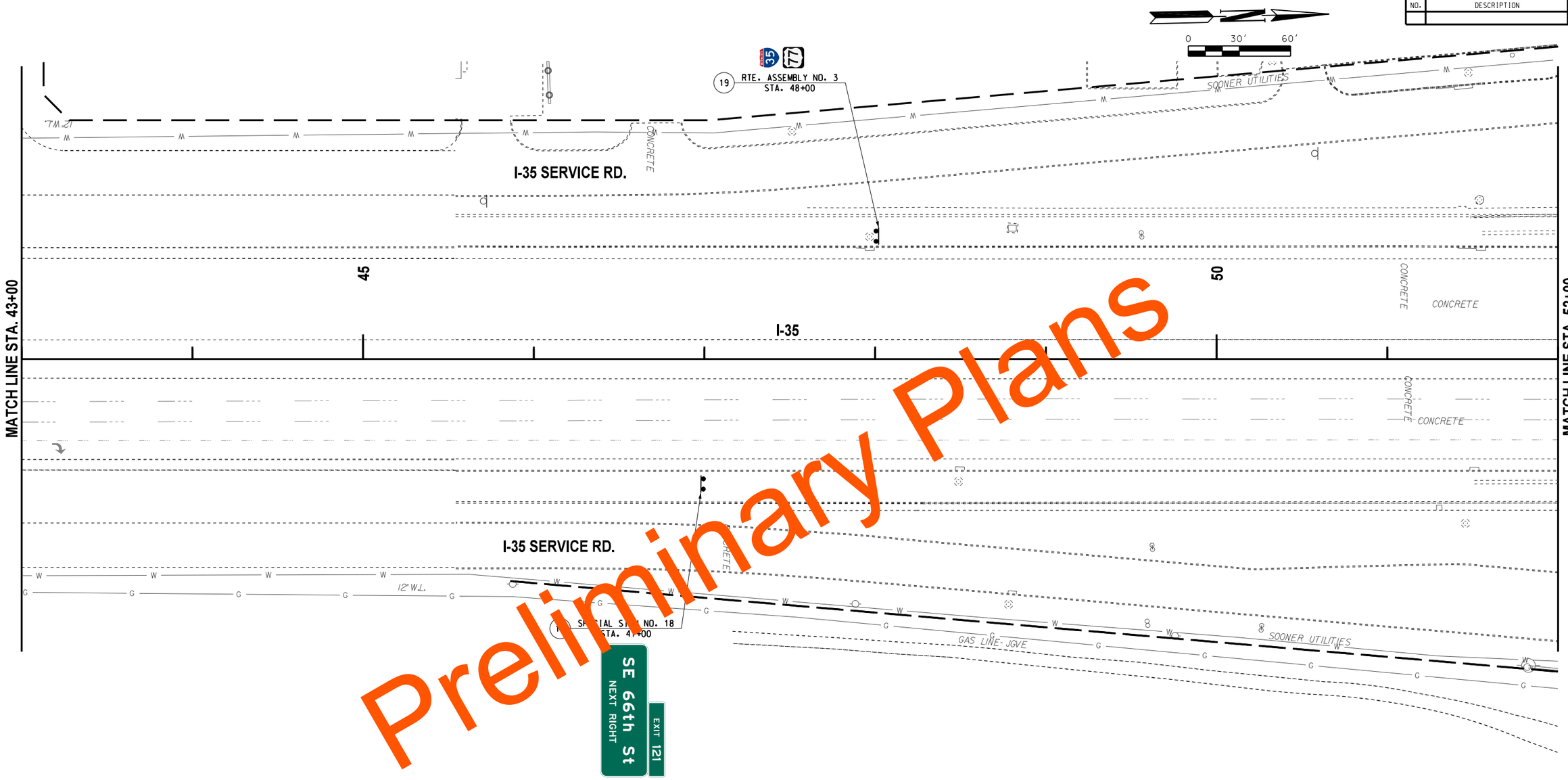
I-35 SIGNING & STRIPING 2 OF 10

State Job No. 09032(08) Sheet No. T046

OKLAHOMA COUNTY

03-12-24 G:\OP\Projects\T-2457E Design\I-240-I-35 Phase IV - OKC\CAD\T046-0903208-135 SIGNING & STRIPING PLAN 2 OF 10.dgn

REVISIONS		
NO.	DESCRIPTION	DATE



Preliminary Plans

MULTI- POLY STRIPING SUMMARY TABLE

DESCRIPTION	UNIT	TOTALS
TRAFFIC STRIPE (MULTI-POLY) 4" WHITE	L.F.	0
TRAFFIC STRIPE (MULTI-POLY) 4" YELLOW	L.F.	0
TRAFFIC STRIPE (MULTI-POLY) 4" BLACK	L.F.	0
TRAFFIC STRIPE (MULTI-POLY) 6" WHITE	L.F.	0
TRAFFIC STRIPE (MULTI-POLY) 6" YELLOW	L.F.	0
TRAFFIC STRIPE (MULTI-POLY) 6" BLACK	L.F.	0
TRAFFIC STRIPE (MULTI-POLY) 8" WHITE	L.F.	0
TRAFFIC STRIPE (MULTI-POLY) 8" YELLOW	L.F.	0
TRAFFIC STRIPE (MULTI-POLY) 8" BLACK	L.F.	0
TRAFFIC STRIPE (MULTI-POLY) 12" WHITE	L.F.	0
TRAFFIC STRIPE (MULTI-POLY) 12" YELLOW	L.F.	0
TRAFFIC STRIPE (MULTI-POLY) 12" BLACK	L.F.	0
TRAFFIC STRIPE (MULTI-POLY) 24" WHITE	L.F.	0
TRAFFIC STRIPE (MULTI-POLY) ARROWS	EA.	0
TRAFFIC STRIPE (MULTI-POLY) WORDS	EA.	0
TRAFFIC STRIPE (MULTI-POLY) SYMBOLS	EA.	0

BEFORE YOU DIG CALL OKIE 811 1-800-522-OKIE

FOR MORE INFORMATION ON RAISED PAVEMENT MARKERS AND DELINEATORS, SEE TYPICAL DETAIL SHEETS.

CLASS A, TYPE 2 PAVEMENT MARKER / DELINEATOR SUMMARY TABLE

DESCRIPTION	UNIT	TOTALS
COLOR A - CRYSTAL/CRYSTAL (WHITE/WHITE)	EA.	0
COLOR C - CRYSTAL/RED (WHITE/RED)	EA.	0
COLOR D - AMBER/AMBER (YELLOW/YELLOW)	EA.	0
COLOR E - AMBER/RED (YELLOW/RED)	EA.	0
TYPE 1 - FLEXIBLE DRIVEABLE DELINEATOR	EA.	0

CONTRACTOR TO REMOVE ALL CONFLICTING STRIPING.

Design	MSH	03-12-24
Drawn	SB	03-12-24

TEC A CLEAR DIRECTION

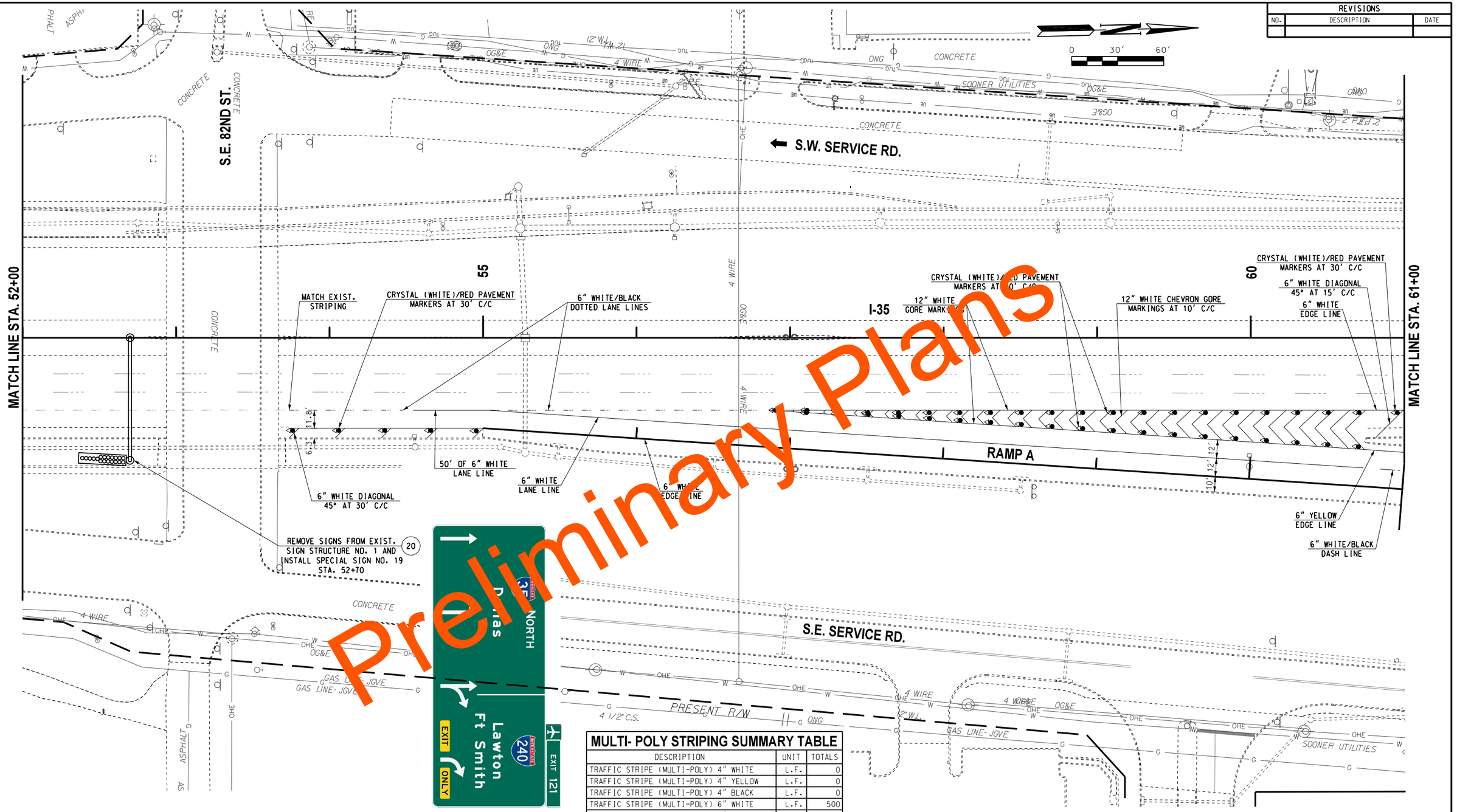
I-35 SIGNING & STRIPING 3 OF 9

State Job No. 09032(08) Sheet No. T047

OKLAHOMA COUNTY

03-12-24 G:\0\Projects\T-2457E Design\I-240-I-35 Phase IV - OKC\CAD\T047-0903208-135 SIGNING & STRIPING PLAN 3 OF 10.dgn

REVISIONS		
NO.	DESCRIPTION	DATE



Preliminary Plans

MULTI- POLY STRIPING SUMMARY TABLE

DESCRIPTION	UNIT	TOTALS
TRAFFIC STRIPE (MULTI-POLY) 4" WHITE	L.F.	0
TRAFFIC STRIPE (MULTI-POLY) 4" YELLOW	L.F.	0
TRAFFIC STRIPE (MULTI-POLY) 4" BLACK	L.F.	0
TRAFFIC STRIPE (MULTI-POLY) 6" WHITE	L.F.	500
TRAFFIC STRIPE (MULTI-POLY) 6" YELLOW	L.F.	500
TRAFFIC STRIPE (MULTI-POLY) 6" BLACK	L.F.	0
TRAFFIC STRIPE (MULTI-POLY) 8" WHITE	L.F.	0
TRAFFIC STRIPE (MULTI-POLY) 8" YELLOW	L.F.	0
TRAFFIC STRIPE (MULTI-POLY) 8" BLACK	L.F.	0
TRAFFIC STRIPE (MULTI-POLY) 12" WHITE	L.F.	1000
TRAFFIC STRIPE (MULTI-POLY) 12" YELLOW	L.F.	0
TRAFFIC STRIPE (MULTI-POLY) 12" BLACK	L.F.	0
TRAFFIC STRIPE (MULTI-POLY) 24" WHITE	L.F.	0
TRAFFIC STRIPE (MULTI-POLY) ARROWS	EA.	0
TRAFFIC STRIPE (MULTI-POLY) WORDS	EA.	0
TRAFFIC STRIPE (MULTI-POLY) SYMBOLS	EA.	0

CLASS A, TYPE 2 PAVEMENT MARKER / DELINEATOR SUMMARY TABLE

DESCRIPTION	UNIT	TOTALS
COLOR A - CRYSTAL/CRYSTAL (WHITE/WHITE)	EA.	0
COLOR C - CRYSTAL/RED (WHITE/RED)	EA.	41
COLOR D - AMBER/AMBER (YELLOW/YELLOW)	EA.	0
COLOR E - AMBER/RED (YELLOW/RED)	EA.	0
TYPE 1 - FLEXIBLE DRIVEABLE DELINEATOR	EA.	0

FOR MORE INFORMATION ON RAISED PAVEMENT MARKERS AND DELINEATORS, SEE TYPICAL DETAIL SHEETS.

CONTRACTOR TO REMOVE ALL CONFLICTING STRIPING.

BEFORE YOU DIG 811 1-800-522-OKIE CALL OKIE

Design	MSH	03-12-24
Drawn	SB	03-12-24

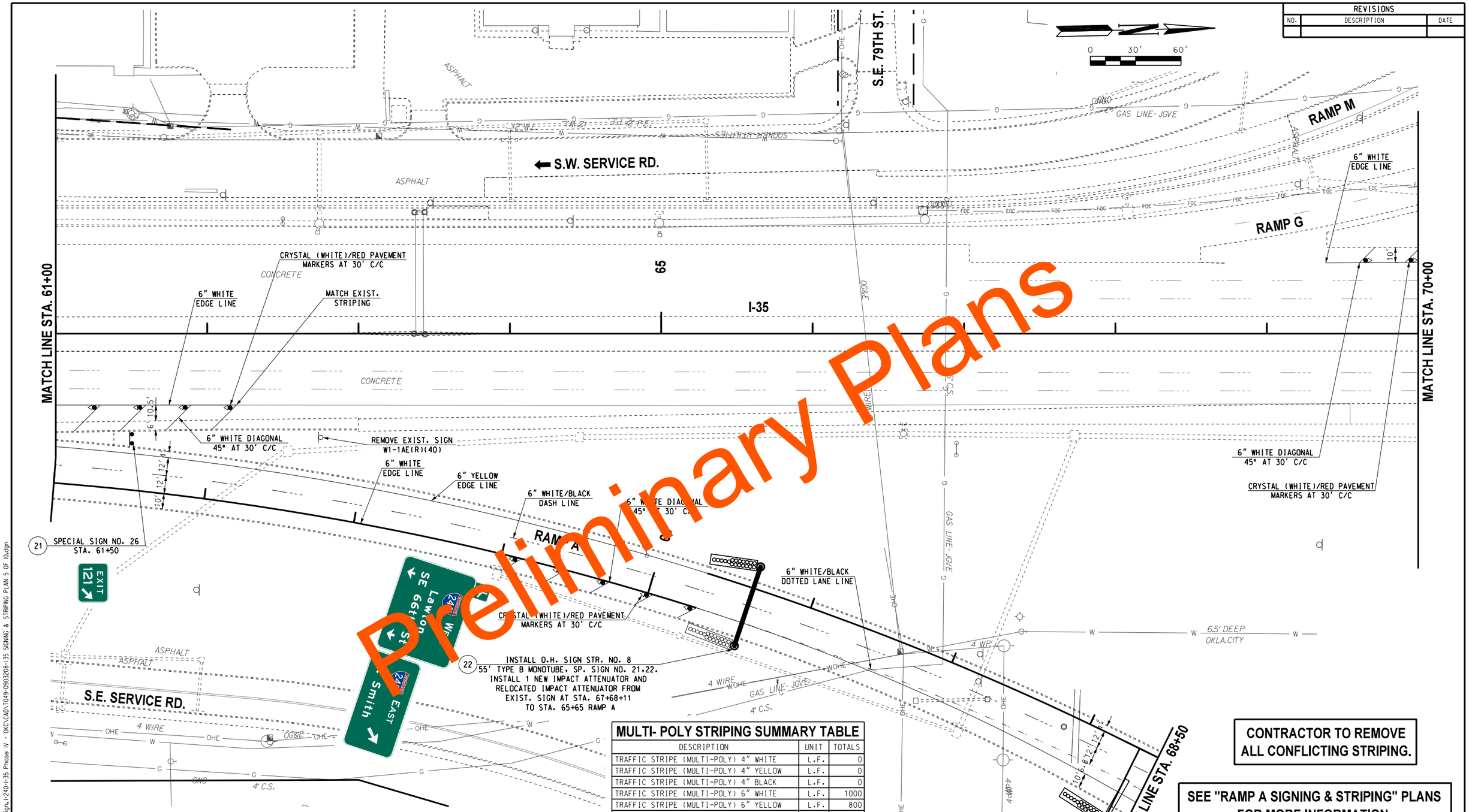
TEC A CLEAR DIRECTION

I-35 SIGNING & STRIPING 4 OF 10

State Job No. 09032(08) Sheet No. T048

OKLAHOMA COUNTY

03-12-24 G:\OP\Projects\T-2457E Design\I-240-I-35 Phase IV - OKC\CAD\T048-0903208-I-35 SIGNING & STRIPING PLAN 4 OF 10.dgn



Preliminary Plans

REVISIONS		
NO.	DESCRIPTION	DATE

CONTRACTOR TO REMOVE ALL CONFLICTING STRIPING.

SEE "RAMP A SIGNING & STRIPING" PLANS FOR MORE INFORMATION.

MULTI- POLY STRIPING SUMMARY TABLE

DESCRIPTION	UNIT	TOTALS
TRAFFIC STRIPE (MULTI-POLY) 4" WHITE	L.F.	0
TRAFFIC STRIPE (MULTI-POLY) 4" YELLOW	L.F.	0
TRAFFIC STRIPE (MULTI-POLY) 4" BLACK	L.F.	0
TRAFFIC STRIPE (MULTI-POLY) 6" WHITE	L.F.	1000
TRAFFIC STRIPE (MULTI-POLY) 6" YELLOW	L.F.	800
TRAFFIC STRIPE (MULTI-POLY) 6" BLACK	L.F.	200
TRAFFIC STRIPE (MULTI-POLY) 8" WHITE	L.F.	0
TRAFFIC STRIPE (MULTI-POLY) 8" YELLOW	L.F.	0
TRAFFIC STRIPE (MULTI-POLY) 8" BLACK	L.F.	0
TRAFFIC STRIPE (MULTI-POLY) 12" WHITE	L.F.	200
TRAFFIC STRIPE (MULTI-POLY) 12" YELLOW	L.F.	0
TRAFFIC STRIPE (MULTI-POLY) 12" BLACK	L.F.	0
TRAFFIC STRIPE (MULTI-POLY) 24" WHITE	L.F.	0
TRAFFIC STRIPE (MULTI-POLY) ARROWS	EA.	0
TRAFFIC STRIPE (MULTI-POLY) WORDS	EA.	0
TRAFFIC STRIPE (MULTI-POLY) SYMBOLS	EA.	0

CLASS A, TYPE 2 PAVEMENT MARKER / DELINEATOR SUMMARY TABLE

DESCRIPTION	UNIT	TOTALS
COLOR A - CRYSTAL/CRYSTAL (WHITE/WHITE)	EA.	0
COLOR C - CRYSTAL/RED (WHITE/RED)	EA.	11
COLOR D - AMBER/AMBER (YELLOW/YELLOW)	EA.	0
COLOR E - AMBER/RED (YELLOW/RED)	EA.	0
TYPE 1 - FLEXIBLE DRIVEABLE DELINEATOR	EA.	0

FOR MORE INFORMATION ON RAISED PAVEMENT MARKERS AND DELINEATORS, SEE TYPICAL DETAIL SHEETS.

BEFORE YOU DIG CALL OKIE 811 1-800-522-OKIE

Design	MSH	03-12-24
Drawn	SB	03-12-24

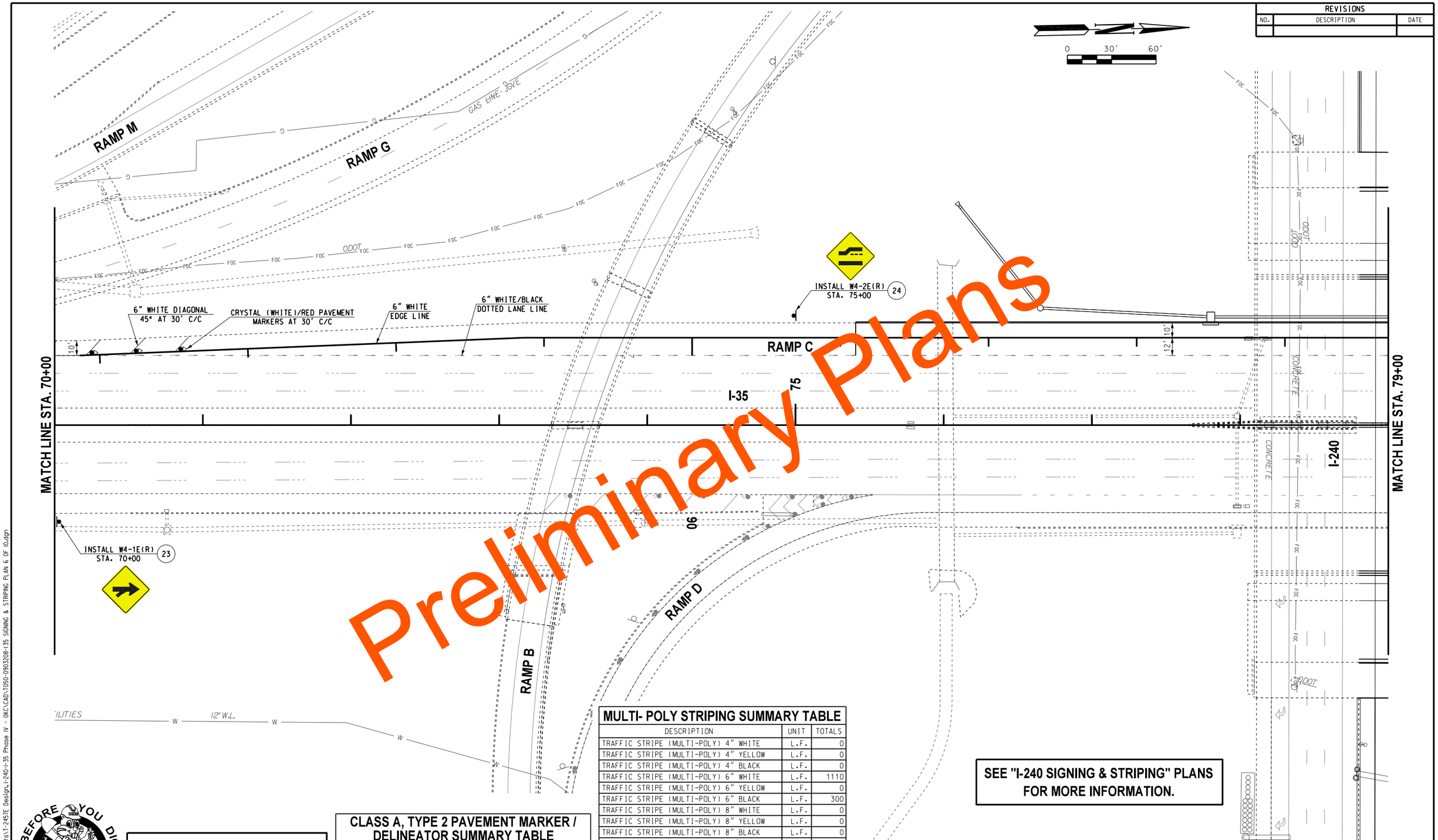
TEC A CLEAR DIRECTION

I-35 SIGNING & STRIPING
5 OF 10

State Job No. 09032(08) Sheet No. T049

OKLAHOMA COUNTY

03-12-24 G:\OIProjects\T-245TE Design,I-240-I-35 Phase IV - OKC\CAD\T049-0903208-I35 SIGNING & STRIPING PLAN 5 OF 10.dgn



Preliminary Plans

REVISIONS		
NO.	DESCRIPTION	DATE

SEE "I-240 SIGNING & STRIPING" PLANS FOR MORE INFORMATION.

MULTI- POLY STRIPING SUMMARY TABLE

DESCRIPTION	UNIT	TOTALS
TRAFFIC STRIPE (MULTI-POLY) 4" WHITE	L.F.	0
TRAFFIC STRIPE (MULTI-POLY) 4" YELLOW	L.F.	0
TRAFFIC STRIPE (MULTI-POLY) 4" BLACK	L.F.	0
TRAFFIC STRIPE (MULTI-POLY) 6" WHITE	L.F.	1110
TRAFFIC STRIPE (MULTI-POLY) 6" YELLOW	L.F.	0
TRAFFIC STRIPE (MULTI-POLY) 6" BLACK	L.F.	300
TRAFFIC STRIPE (MULTI-POLY) 8" WHITE	L.F.	0
TRAFFIC STRIPE (MULTI-POLY) 8" YELLOW	L.F.	0
TRAFFIC STRIPE (MULTI-POLY) 8" BLACK	L.F.	0
TRAFFIC STRIPE (MULTI-POLY) 12" WHITE	L.F.	0
TRAFFIC STRIPE (MULTI-POLY) 12" YELLOW	L.F.	0
TRAFFIC STRIPE (MULTI-POLY) 12" BLACK	L.F.	0
TRAFFIC STRIPE (MULTI-POLY) 24" WHITE	L.F.	0
TRAFFIC STRIPE (MULTI-POLY) ARROWS	EA.	0
TRAFFIC STRIPE (MULTI-POLY) WORDS	EA.	0
TRAFFIC STRIPE (MULTI-POLY) SYMBOLS	EA.	0

CLASS A, TYPE 2 PAVEMENT MARKER / DELINEATOR SUMMARY TABLE

DESCRIPTION	UNIT	TOTALS
COLOR A - CRYSTAL/CRYSTAL (WHITE/WHITE)	EA.	0
COLOR C - CRYSTAL/RED (WHITE/RED)	EA.	3
COLOR D - AMBER/AMBER (YELLOW/YELLOW)	EA.	0
COLOR E - AMBER/RED (YELLOW/RED)	EA.	0
TYPE 1 - FLEXIBLE DRIVEABLE DELINEATOR	EA.	0

FOR MORE INFORMATION ON RAISED PAVEMENT MARKERS AND DELINEATORS, SEE TYPICAL DETAIL SHEETS.

BEFORE YOU DIG CALL OKIE 811 1-800-522-OKIE

CONTRACTOR TO REMOVE ALL CONFLICTING STRIPING.

Design	MSH	03-12-24
Drawn	SB	03-12-24

TEC A CLEAR DIRECTION

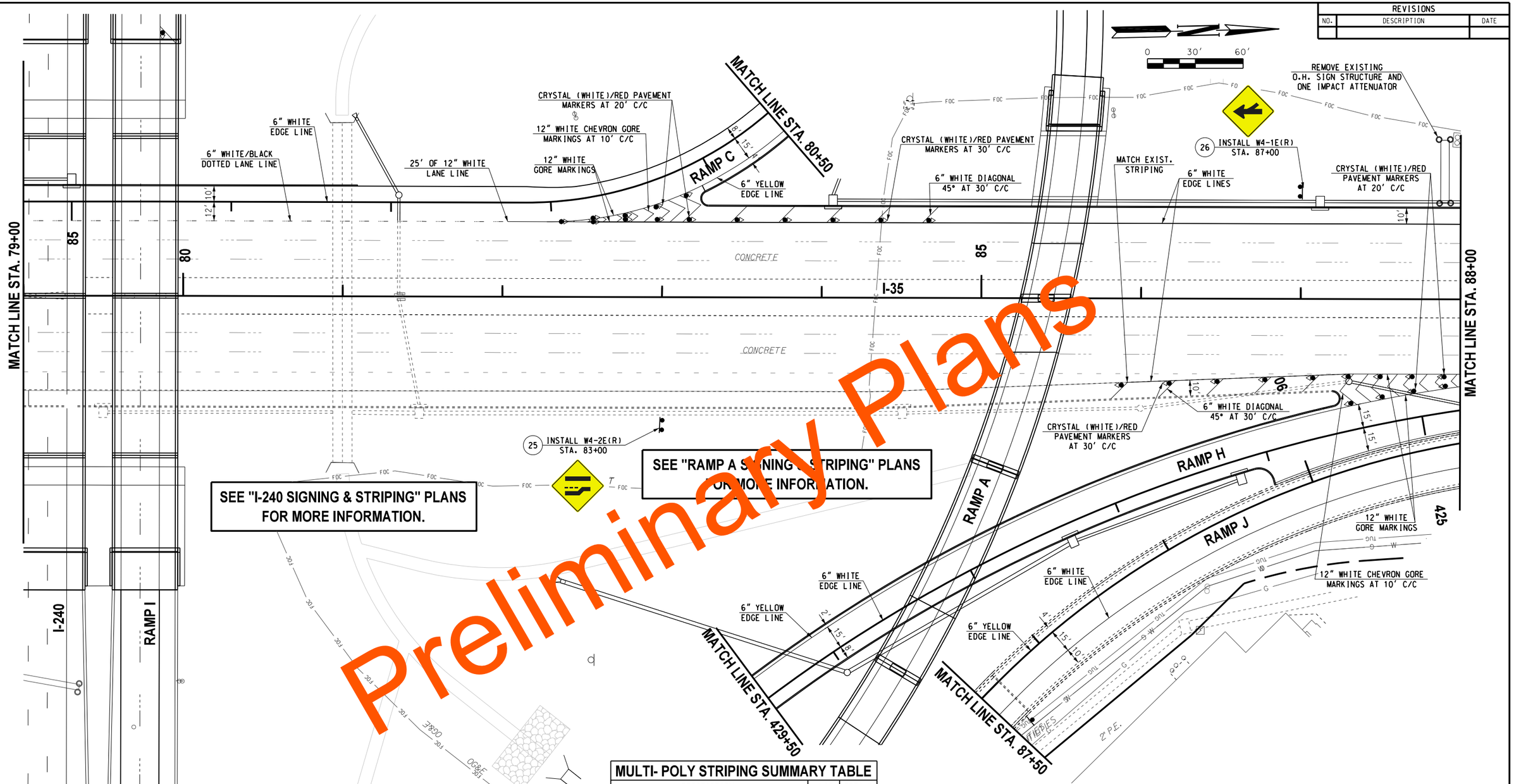
I-35 SIGNING & STRIPING
6 OF 10

State Job No. 09032(08) Sheet No. T050

OKLAHOMA COUNTY

03-12-24 G:\OIProjects\T-245TE Design,I-240-I-35 Phase IV - OKC\CAD\T050-0903208-I35 SIGNING & STRIPING PLAN 6 OF 10.dgn

REVISIONS		
NO.	DESCRIPTION	DATE



Preliminary Plans

MULTI- POLY STRIPING SUMMARY TABLE

DESCRIPTION	UNIT	TOTALS
TRAFFIC STRIPE (MULTI-POLY) 4" WHITE	L.F.	0
TRAFFIC STRIPE (MULTI-POLY) 4" YELLOW	L.F.	0
TRAFFIC STRIPE (MULTI-POLY) 4" BLACK	L.F.	0
TRAFFIC STRIPE (MULTI-POLY) 6" WHITE	L.F.	1800
TRAFFIC STRIPE (MULTI-POLY) 6" YELLOW	L.F.	1100
TRAFFIC STRIPE (MULTI-POLY) 6" BLACK	L.F.	100
TRAFFIC STRIPE (MULTI-POLY) 8" WHITE	L.F.	0
TRAFFIC STRIPE (MULTI-POLY) 8" YELLOW	L.F.	0
TRAFFIC STRIPE (MULTI-POLY) 8" BLACK	L.F.	0
TRAFFIC STRIPE (MULTI-POLY) 12" WHITE	L.F.	250
TRAFFIC STRIPE (MULTI-POLY) 12" YELLOW	L.F.	0
TRAFFIC STRIPE (MULTI-POLY) 12" BLACK	L.F.	0
TRAFFIC STRIPE (MULTI-POLY) 24" WHITE	L.F.	0
TRAFFIC STRIPE (MULTI-POLY) ARROWS	EA.	0
TRAFFIC STRIPE (MULTI-POLY) WORDS	EA.	0
TRAFFIC STRIPE (MULTI-POLY) SYMBOLS	EA.	0

CLASS A, TYPE 2 PAVEMENT MARKER / DELINEATOR SUMMARY TABLE

DESCRIPTION	UNIT	TOTALS
COLOR A - CRYSTAL/CRYSTAL (WHITE/WHITE)	EA.	0
COLOR C - CRYSTAL/RED (WHITE/RED)	EA.	30
COLOR D - AMBER/AMBER (YELLOW/YELLOW)	EA.	0
COLOR E - AMBER/RED (YELLOW/RED)	EA.	0
TYPE 1 - FLEXIBLE DRIVEABLE DELINEATOR	EA.	0

FOR MORE INFORMATION ON RAISED PAVEMENT MARKERS AND DELINEATORS, SEE TYPICAL DETAIL SHEETS.

CONTRACTOR TO REMOVE ALL CONFLICTING STRIPING.

BEFORE YOU DIG 811 1-800-522-OKIE CALL OKIE

Design	MSH	03-12-24
Drawn	SB	03-12-24

TEC A CLEAR DIRECTION

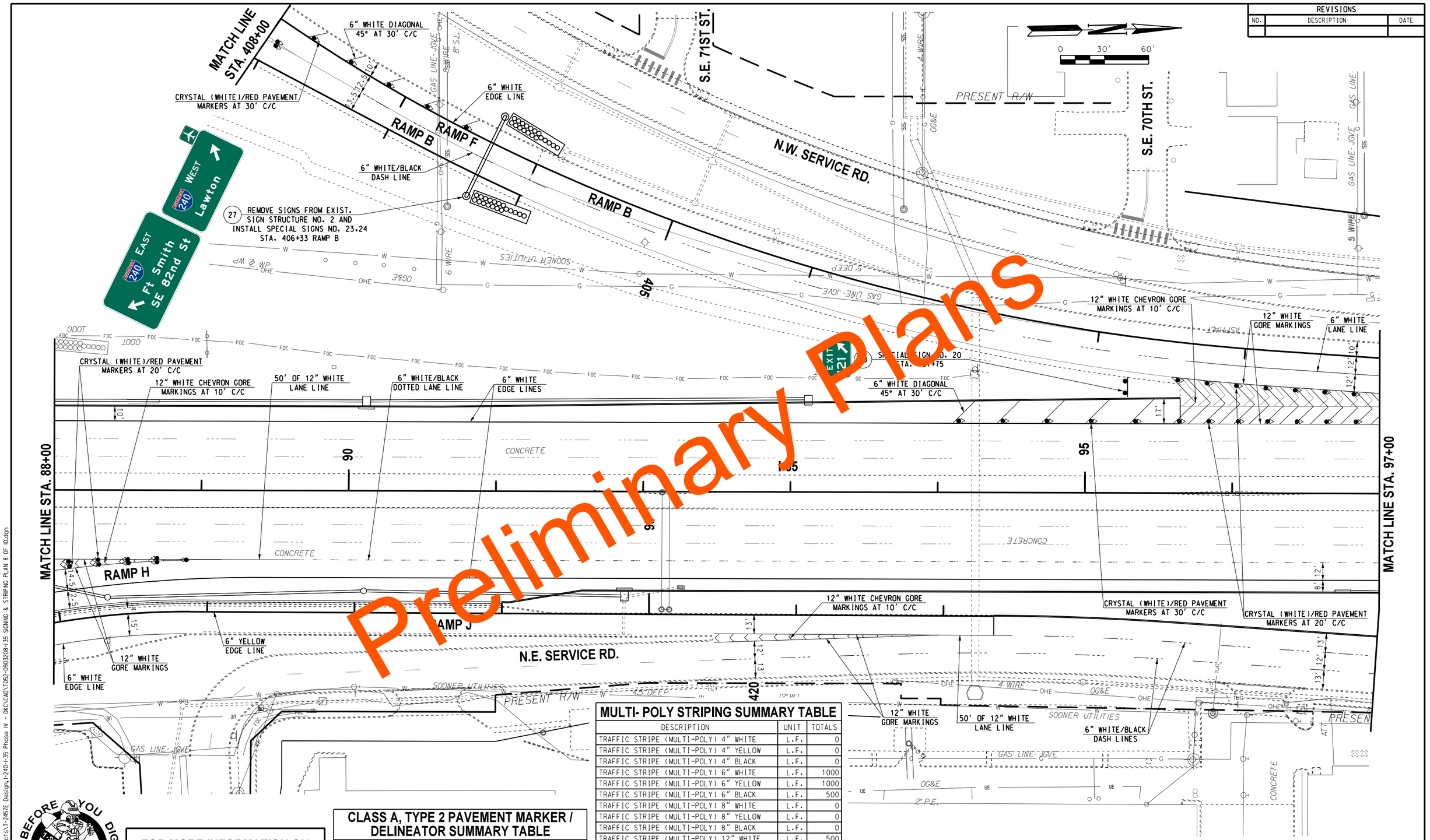
I-35 SIGNING & STRIPING
7 OF 10

State Job No. 09032(08) Sheet No. T051

OKLAHOMA COUNTY

03-12-24 G:\OIProjects\T-2457E Design\I-240-I-35 Phase IV - OKC\CAD\T05\09032(08)-I35 SIGNING & STRIPING PLAN 7 OF 10.dgn

REVISIONS		
NO.	DESCRIPTION	DATE



Preliminary Plans

MULTI- POLY STRIPING SUMMARY TABLE

DESCRIPTION	UNIT	TOTALS
TRAFFIC STRIPE (MULTI-POLY) 4" WHITE	L.F.	0
TRAFFIC STRIPE (MULTI-POLY) 4" YELLOW	L.F.	0
TRAFFIC STRIPE (MULTI-POLY) 4" BLACK	L.F.	0
TRAFFIC STRIPE (MULTI-POLY) 6" WHITE	L.F.	1000
TRAFFIC STRIPE (MULTI-POLY) 6" YELLOW	L.F.	1000
TRAFFIC STRIPE (MULTI-POLY) 6" BLACK	L.F.	500
TRAFFIC STRIPE (MULTI-POLY) 8" WHITE	L.F.	0
TRAFFIC STRIPE (MULTI-POLY) 8" YELLOW	L.F.	0
TRAFFIC STRIPE (MULTI-POLY) 8" BLACK	L.F.	0
TRAFFIC STRIPE (MULTI-POLY) 12" WHITE	L.F.	500
TRAFFIC STRIPE (MULTI-POLY) 12" YELLOW	L.F.	0
TRAFFIC STRIPE (MULTI-POLY) 12" BLACK	L.F.	0
TRAFFIC STRIPE (MULTI-POLY) 24" WHITE	L.F.	0
TRAFFIC STRIPE (MULTI-POLY) ARROWS	EA.	0
TRAFFIC STRIPE (MULTI-POLY) WORDS	EA.	0
TRAFFIC STRIPE (MULTI-POLY) SYMBOLS	EA.	0

CLASS A, TYPE 2 PAVEMENT MARKER / DELINEATOR SUMMARY TABLE

DESCRIPTION	UNIT	TOTALS
COLOR A - CRYSTAL/CRYSTAL (WHITE/WHITE)	EA.	0
COLOR C - CRYSTAL/RED (WHITE/RED)	EA.	33
COLOR D - AMBER/AMBER (YELLOW/YELLOW)	EA.	0
COLOR E - AMBER/RED (YELLOW/RED)	EA.	0
TYPE 1 - FLEXIBLE DRIVEABLE DELINEATOR	EA.	0

BEFORE YOU DIG CALL OKIE 811 1-800-522-OKIE

FOR MORE INFORMATION ON RAISED PAVEMENT MARKERS AND DELINEATORS, SEE TYPICAL DETAIL SHEETS.

CONTRACTOR TO REMOVE ALL CONFLICTING STRIPING.

Design	MSH	03-12-24
Drawn	SB	03-12-24

TEC A CLEAR DIRECTION

I-35 SIGNING & STRIPING 8 OF 10

State Job No. 09032(08) Sheet No. T052

OKLAHOMA COUNTY

03-12-24 G:\0Projects\T-245TE Design,I-240-I-35 Phase IV - OKC\CAD\T052-0903208-I35 SIGNING & STRIPING PLAN 8 OF 10.dgn

Preliminary Plans

REVISIONS		
NO.	DESCRIPTION	DATE

0 30' 60'

S.E. 69TH ST.

S.E. 68TH ST.

S.E. 67TH ST.

S.E. 66TH ST.

EXIT 121

Lawton
Ft Smith
EXIT ONLY
240

SOUTH
Dallas
35

REMOVE SIGNS FROM EXIST. SIGN STRUCTURE NO. 3 AND INSTALL SPECIAL SIGN NO. 24 STA. 395+08

29

PRESENT R/W

N.W. SERVICE RD.

RAMP B

12" WHITE GORE MARKINGS

12" WHITE CHEVRON GORE MARKINGS AT 10' C/C

6" WHITE LANE LINE

6" WHITE EDGE LINE

6" WHITE/BLACK DOTTED LANE LINE

50' OF 6" WHITE LANE LINE

MATCH EXIST. STRIPING

6" WHITE/BLACK DOTTED LANE LINE

MATCH LINE STA. 97+00

400

100

395

105

I-35

415

6" WHITE/BLACK DOTTED LANE LINE

6" WHITE EDGE LINE

CRYSTAL (WHITE)/RED PAVEMENT MARKERS AT 30' C/C

6" WHITE DIAGONAL 45° AT 30' C/C

N.E. SERVICE RD.

RTE. ASSEMBLY NO. 4 STA. 104+00

30

29

77

50' OF 6" WHITE LANE LINE

6" WHITE LANE LINE

62'

30

6" WHITE/BLACK DASH LINES

24" WHITE STOP LINE

CONTINENTAL CROSSWALK 2'x8' WHITE AT 5' C/C

100' OF 6" WHITE LANE LINE

6" WHITE/BLACK DASH LINES

PRESENT R/W

5.5' DEEP

12' W.L.

ASPHALT

CONCRETE

BUILDING

GAS LINE- JGVE

SOONER UTILITIES

6" P.E.

FH

OHE

OGE

TUG

3 WIRE

4 WIRE

5 WIRE

6 WIRE

2" C.S.S.

MULTI- POLY STRIPING SUMMARY TABLE

DESCRIPTION	UNIT	TOTALS
TRAFFIC STRIPE (MULTI-POLY) 4" WHITE	L.F.	0
TRAFFIC STRIPE (MULTI-POLY) 4" YELLOW	L.F.	0
TRAFFIC STRIPE (MULTI-POLY) 4" BLACK	L.F.	0
TRAFFIC STRIPE (MULTI-POLY) 6" WHITE	L.F.	2500
TRAFFIC STRIPE (MULTI-POLY) 6" YELLOW	L.F.	0
TRAFFIC STRIPE (MULTI-POLY) 6" BLACK	L.F.	500
TRAFFIC STRIPE (MULTI-POLY) 8" WHITE	L.F.	0
TRAFFIC STRIPE (MULTI-POLY) 8" YELLOW	L.F.	0
TRAFFIC STRIPE (MULTI-POLY) 8" BLACK	L.F.	0
TRAFFIC STRIPE (MULTI-POLY) 12" WHITE	L.F.	1500
TRAFFIC STRIPE (MULTI-POLY) 12" YELLOW	L.F.	0
TRAFFIC STRIPE (MULTI-POLY) 12" BLACK	L.F.	0
TRAFFIC STRIPE (MULTI-POLY) 24" WHITE	L.F.	500
TRAFFIC STRIPE (MULTI-POLY) ARROWS	EA.	2
TRAFFIC STRIPE (MULTI-POLY) WORDS	EA.	0
TRAFFIC STRIPE (MULTI-POLY) SYMBOLS	EA.	0

CLASS A, TYPE 2 PAVEMENT MARKER / DELINEATOR SUMMARY TABLE

DESCRIPTION	UNIT	TOTALS
COLOR A - CRYSTAL/CRYSTAL (WHITE/WHITE)	EA.	0
COLOR C - CRYSTAL/RED (WHITE/RED)	EA.	45
COLOR D - AMBER/AMBER (YELLOW/YELLOW)	EA.	0
COLOR E - AMBER/RED (YELLOW/RED)	EA.	0
TYPE 1 - FLEXIBLE DRIVEABLE DELINEATOR	EA.	0

BEFORE YOU DIG CALL OKIE 811 1-800-522-OKIE

FOR MORE INFORMATION ON RAISED PAVEMENT MARKERS AND DELINEATORS, SEE TYPICAL DETAIL SHEETS.

CONTRACTOR TO REMOVE ALL CONFLICTING STRIPING.

Design	MSH	03-12-24
Drawn	SB	03-12-24

TEC A CLEAR DIRECTION

I-35 SIGNING & STRIPING
9 OF 10

State Job No. 09032(08) Sheet No. T053

OKLAHOMA COUNTY

03-12-24 G:\OIProjects\T-245TE Design\I-240-I-35 Phase IV - OKC\CAD\T053-090320B-I35 SIGNING & STRIPING PLAN 9 OF 10.dgn

REVISIONS		
NO.	DESCRIPTION	DATE

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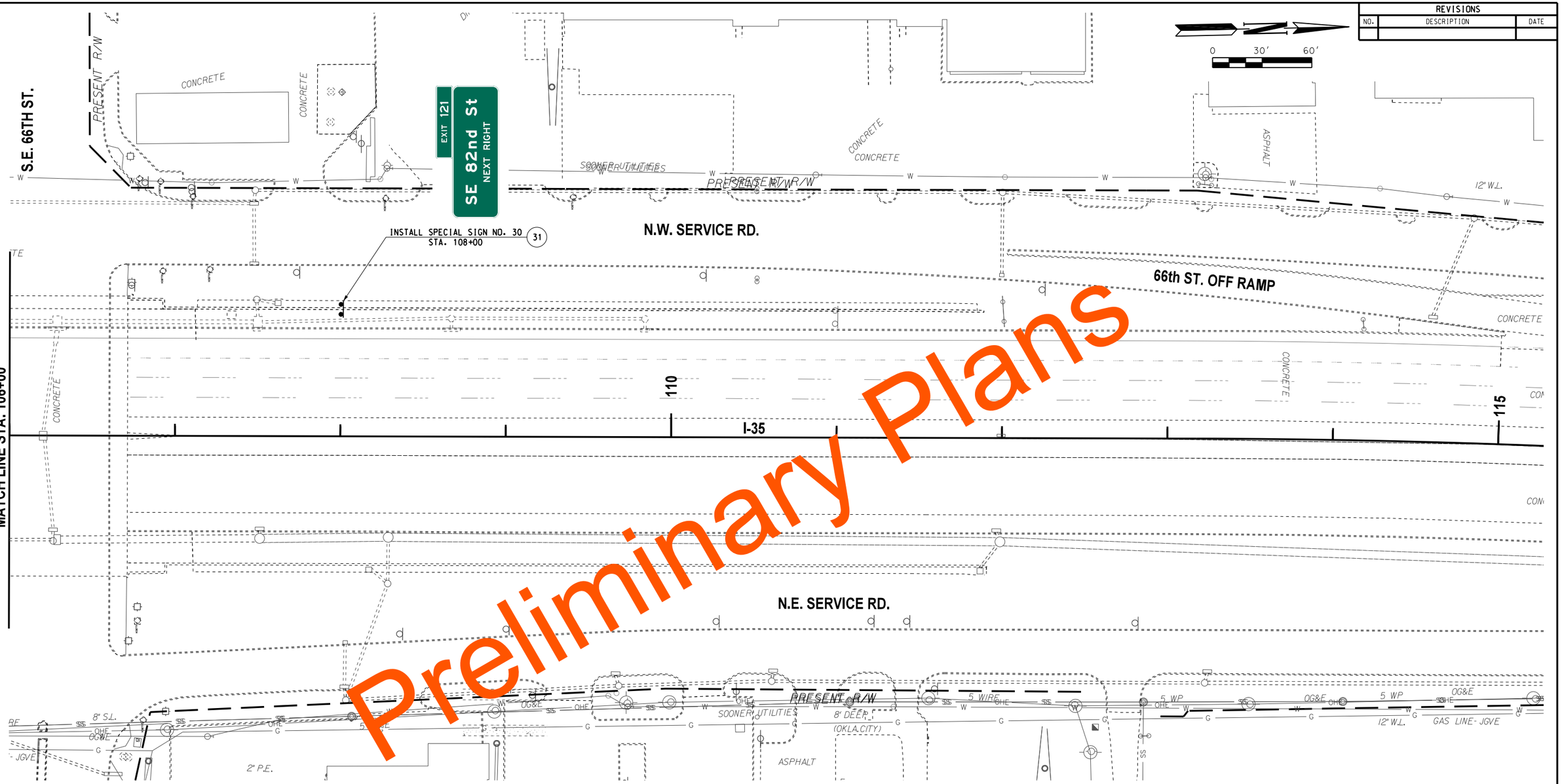


Preliminary Plans

MULTI- POLY STRIPING SUMMARY TABLE

DESCRIPTION	UNIT	TOTALS
TRAFFIC STRIPE (MULTI-POLY) 4" WHITE	L.F.	0
TRAFFIC STRIPE (MULTI-POLY) 4" YELLOW	L.F.	0
TRAFFIC STRIPE (MULTI-POLY) 4" BLACK	L.F.	0
TRAFFIC STRIPE (MULTI-POLY) 6" WHITE	L.F.	0
TRAFFIC STRIPE (MULTI-POLY) 6" YELLOW	L.F.	0
TRAFFIC STRIPE (MULTI-POLY) 6" BLACK	L.F.	0
TRAFFIC STRIPE (MULTI-POLY) 8" WHITE	L.F.	0
TRAFFIC STRIPE (MULTI-POLY) 8" YELLOW	L.F.	0
TRAFFIC STRIPE (MULTI-POLY) 8" BLACK	L.F.	0
TRAFFIC STRIPE (MULTI-POLY) 12" WHITE	L.F.	0
TRAFFIC STRIPE (MULTI-POLY) 12" YELLOW	L.F.	0
TRAFFIC STRIPE (MULTI-POLY) 12" BLACK	L.F.	0
TRAFFIC STRIPE (MULTI-POLY) 24" WHITE	L.F.	0
TRAFFIC STRIPE (MULTI-POLY) ARROWS	EA.	0
TRAFFIC STRIPE (MULTI-POLY) WORDS	EA.	0
TRAFFIC STRIPE (MULTI-POLY) SYMBOLS	EA.	0

BEFORE YOU DIG 811 1-800-522-OKIE CALL OKIE

FOR MORE INFORMATION ON RAISED PAVEMENT MARKERS AND DELINEATORS, SEE TYPICAL DETAIL SHEETS.

CLASS A, TYPE 2 PAVEMENT MARKER / DELINEATOR SUMMARY TABLE

DESCRIPTION	UNIT	TOTALS
COLOR A - CRYSTAL/CRYSTAL (WHITE/WHITE)	EA.	0
COLOR C - CRYSTAL/RED (WHITE/RED)	EA.	0
COLOR D - AMBER/AMBER (YELLOW/YELLOW)	EA.	0
COLOR E - AMBER/RED (YELLOW/RED)	EA.	0
TYPE 1 - FLEXIBLE DRIVEABLE DELINEATOR	EA.	0

CONTRACTOR TO REMOVE ALL CONFLICTING STRIPING.

Design	MSH	03-12-24
Drawn	SB	03-12-24

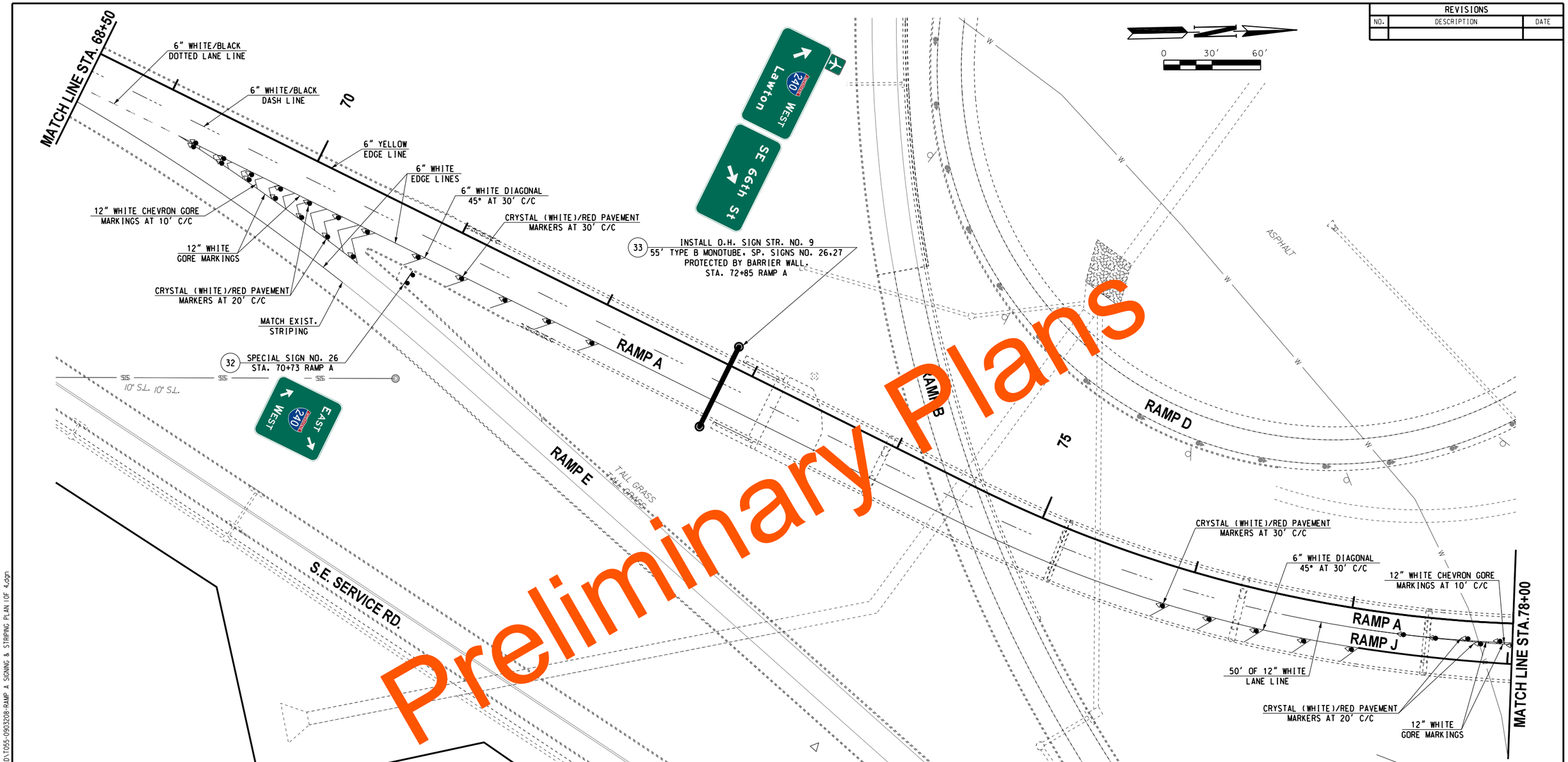
TEC A CLEAR DIRECTION

I-35 SIGNING & STRIPING
10 OF 10

State Job No. 09032(08) Sheet No. T054

OKLAHOMA COUNTY

03-12-24 G:\OIProjects\T-2457E Design\I-240-I-35 Phase IV - OKC\CAD\T054-090320B-135 SIGNING & STRIPING PLAN 10 OF 10.dgn



Preliminary Plans

REVISIONS		
NO.	DESCRIPTION	DATE

MULTI- POLY STRIPING SUMMARY TABLE

DESCRIPTION	UNIT	TOTALS
TRAFFIC STRIPE (MULTI-POLY) 4" WHITE	L.F.	0
TRAFFIC STRIPE (MULTI-POLY) 4" YELLOW	L.F.	0
TRAFFIC STRIPE (MULTI-POLY) 4" BLACK	L.F.	0
TRAFFIC STRIPE (MULTI-POLY) 6" WHITE	L.F.	2000
TRAFFIC STRIPE (MULTI-POLY) 6" YELLOW	L.F.	1000
TRAFFIC STRIPE (MULTI-POLY) 6" BLACK	L.F.	0
TRAFFIC STRIPE (MULTI-POLY) 8" WHITE	L.F.	0
TRAFFIC STRIPE (MULTI-POLY) 8" YELLOW	L.F.	0
TRAFFIC STRIPE (MULTI-POLY) 8" BLACK	L.F.	0
TRAFFIC STRIPE (MULTI-POLY) 12" WHITE	L.F.	500
TRAFFIC STRIPE (MULTI-POLY) 12" YELLOW	L.F.	0
TRAFFIC STRIPE (MULTI-POLY) 12" BLACK	L.F.	0
TRAFFIC STRIPE (MULTI-POLY) 24" WHITE	L.F.	0
TRAFFIC STRIPE (MULTI-POLY) ARROWS	EA.	0
TRAFFIC STRIPE (MULTI-POLY) WORDS	EA.	0
TRAFFIC STRIPE (MULTI-POLY) SYMBOLS	EA.	0

CLASS A, TYPE 2 PAVEMENT MARKER / DELINEATOR SUMMARY TABLE

DESCRIPTION	UNIT	TOTALS
COLOR A - CRYSTAL/CRYSTAL (WHITE/WHITE)	EA.	0
COLOR C - CRYSTAL/RED (WHITE/RED)	EA.	30
COLOR D - AMBER/AMBER (YELLOW/YELLOW)	EA.	0
COLOR E - AMBER/RED (YELLOW/RED)	EA.	0
TYPE 1 - FLEXIBLE DRIVEABLE DELINEATOR	EA.	0

BEFORE YOU DIG CALL OKIE 811 1-800-522-OKIE

FOR MORE INFORMATION ON RAISED PAVEMENT MARKERS AND DELINEATORS, SEE TYPICAL DETAIL SHEETS.

CONTRACTOR TO REMOVE ALL CONFLICTING STRIPING.

Design	MSH	03-12-24
Drawn	SB	03-12-24

TEC A CLEAR DIRECTION

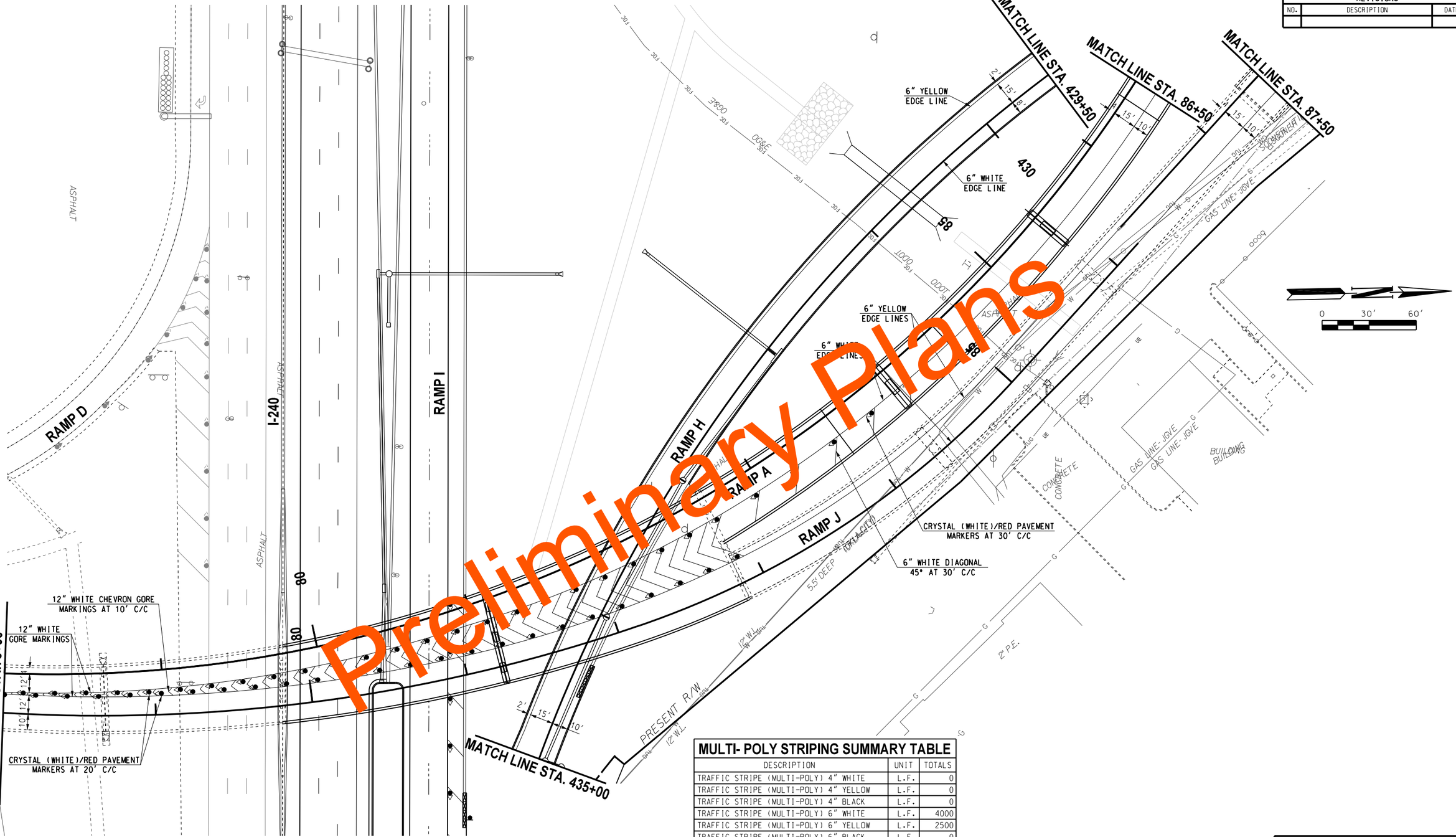
RAMP A SIGNING & STRIPING
1 OF 4

State Job No. 09032(08) Sheet No. T055

OKLAHOMA COUNTY

03-12-24 G:\OIProjects\T-245TE Design,I-240-I-35 Phase IV - OKC\CAD\T055-0903208-RAMP A SIGNING & STRIPING PLAN 1OF 4.dgn

REVISIONS		
NO.	DESCRIPTION	DATE



Preliminary Plans

BEFORE YOU DIG 811 1-800-522-OKIE CALL OKIE

FOR MORE INFORMATION ON RAISED PAVEMENT MARKERS AND DELINEATORS, SEE TYPICAL DETAIL SHEETS.

CLASS A, TYPE 2 PAVEMENT MARKER / DELINEATOR SUMMARY TABLE

DESCRIPTION	UNIT	TOTALS
COLOR A - CRYSTAL/CRYSTAL (WHITE/WHITE)	EA.	0
COLOR C - CRYSTAL/RED (WHITE/RED)	EA.	60
COLOR D - AMBER/AMBER (YELLOW/YELLOW)	EA.	0
COLOR E - AMBER/RED (YELLOW/RED)	EA.	0
TYPE 1 - FLEXIBLE DRIVEABLE DELINEATOR	EA.	0

MULTI- POLY STRIPING SUMMARY TABLE

DESCRIPTION	UNIT	TOTALS
TRAFFIC STRIPE (MULTI-POLY) 4" WHITE	L.F.	0
TRAFFIC STRIPE (MULTI-POLY) 4" YELLOW	L.F.	0
TRAFFIC STRIPE (MULTI-POLY) 4" BLACK	L.F.	0
TRAFFIC STRIPE (MULTI-POLY) 6" WHITE	L.F.	4000
TRAFFIC STRIPE (MULTI-POLY) 6" YELLOW	L.F.	2500
TRAFFIC STRIPE (MULTI-POLY) 6" BLACK	L.F.	0
TRAFFIC STRIPE (MULTI-POLY) 8" WHITE	L.F.	0
TRAFFIC STRIPE (MULTI-POLY) 8" YELLOW	L.F.	0
TRAFFIC STRIPE (MULTI-POLY) 8" BLACK	L.F.	0
TRAFFIC STRIPE (MULTI-POLY) 12" WHITE	L.F.	1500
TRAFFIC STRIPE (MULTI-POLY) 12" YELLOW	L.F.	0
TRAFFIC STRIPE (MULTI-POLY) 12" BLACK	L.F.	0
TRAFFIC STRIPE (MULTI-POLY) 24" WHITE	L.F.	0
TRAFFIC STRIPE (MULTI-POLY) ARROWS	EA.	0
TRAFFIC STRIPE (MULTI-POLY) WORDS	EA.	0
TRAFFIC STRIPE (MULTI-POLY) SYMBOLS	EA.	0

CONTRACTOR TO REMOVE ALL CONFLICTING STRIPING.

Design	MSH	03-12-24
Drawn	SB	03-12-24

TEC A CLEAR DIRECTION

RAMP A SIGNING & STRIPING 2 OF 4

State Job No. 09032(08) Sheet No. T056

OKLAHOMA COUNTY

G:\0\Projects\T-2457E Design\I-240-I-35 Phase IV - OKC\CAD\T056-0903208-RAMP A SIGNING & STRIPING PLAN 2 OF 4.dgn

03-12-24

REVISIONS		
NO.	DESCRIPTION	DATE

MATCH LINE STA. 86+50

RAMP C

RAMP A

RAMP J

RAMP H

I-35

90

95

MATCH LINE STA. 95+50

6" YELLOW EDGE LINE

6" WHITE EDGE LINE

5' DEEP T.W.

SOONER UTILITIES

WATER VAULT

35 INSTALL W4-3E(R) STA. 94+00 RAMP A

34 INSTALL W4-1E(R) STA. 93+00 I-35

0 30' 60'

425

410

MATCH LINE STA. 412+50

RAMP B

RAMP F

WEST 240 EAST

36 SPECIAL SIGN NO. 29 STA. 409+20

CRYSTAL (WHITE)/RED PAVEMENT MARKERS AT 30' C/C

6" YELLOW EDGE LINE

6" WHITE EDGE LINE

6" WHITE DIAGONAL 45° AT 30' C/C

N.W. SERVICE RD.

MATCH EXIST. STRIPING

CRYSTAL (WHITE)/RED PAVEMENT MARKERS AT 20' C/C

MATCH LINE STA. 408+00

CONTRACTOR TO REMOVE ALL CONFLICTING STRIPING.

ASPHALT

GAS LINE

OHE

WIRE

FOC

CONCRETE

2" P.E.

UNDERGROUND UTILITIES

Preliminary Plans

MULTI- POLY STRIPING SUMMARY TABLE

DESCRIPTION	UNIT	TOTALS
TRAFFIC STRIPE (MULTI-POLY) 4" WHITE	L.F.	0
TRAFFIC STRIPE (MULTI-POLY) 4" YELLOW	L.F.	0
TRAFFIC STRIPE (MULTI-POLY) 4" BLACK	L.F.	0
TRAFFIC STRIPE (MULTI-POLY) 6" WHITE	L.F.	1425
TRAFFIC STRIPE (MULTI-POLY) 6" YELLOW	L.F.	1250
TRAFFIC STRIPE (MULTI-POLY) 6" BLACK	L.F.	0
TRAFFIC STRIPE (MULTI-POLY) 8" WHITE	L.F.	0
TRAFFIC STRIPE (MULTI-POLY) 8" YELLOW	L.F.	0
TRAFFIC STRIPE (MULTI-POLY) 8" BLACK	L.F.	0
TRAFFIC STRIPE (MULTI-POLY) 12" WHITE	L.F.	0
TRAFFIC STRIPE (MULTI-POLY) 12" YELLOW	L.F.	0
TRAFFIC STRIPE (MULTI-POLY) 12" BLACK	L.F.	0
TRAFFIC STRIPE (MULTI-POLY) 24" WHITE	L.F.	0
TRAFFIC STRIPE (MULTI-POLY) ARROWS	EA.	0
TRAFFIC STRIPE (MULTI-POLY) WORDS	EA.	0
TRAFFIC STRIPE (MULTI-POLY) SYMBOLS	EA.	0

BEFORE YOU DIG CALL OKIE 811 1-800-522-OKIE

FOR MORE INFORMATION ON RAISED PAVEMENT MARKERS AND DELINEATORS, SEE TYPICAL DETAIL SHEETS.

CLASS A, TYPE 2 PAVEMENT MARKER / DELINEATOR SUMMARY TABLE

DESCRIPTION	UNIT	TOTALS
COLOR A - CRYSTAL/CRYSTAL (WHITE/WHITE)	EA.	0
COLOR C - CRYSTAL/RED (WHITE/RED)	EA.	17
COLOR D - AMBER/AMBER (YELLOW/YELLOW)	EA.	0
COLOR E - AMBER/RED (YELLOW/RED)	EA.	0
TYPE 1 - FLEXIBLE DRIVEABLE DELINEATOR	EA.	0

Design	MSH	03-12-24
Drawn	SB	03-12-24

TEC A CLEAR DIRECTION

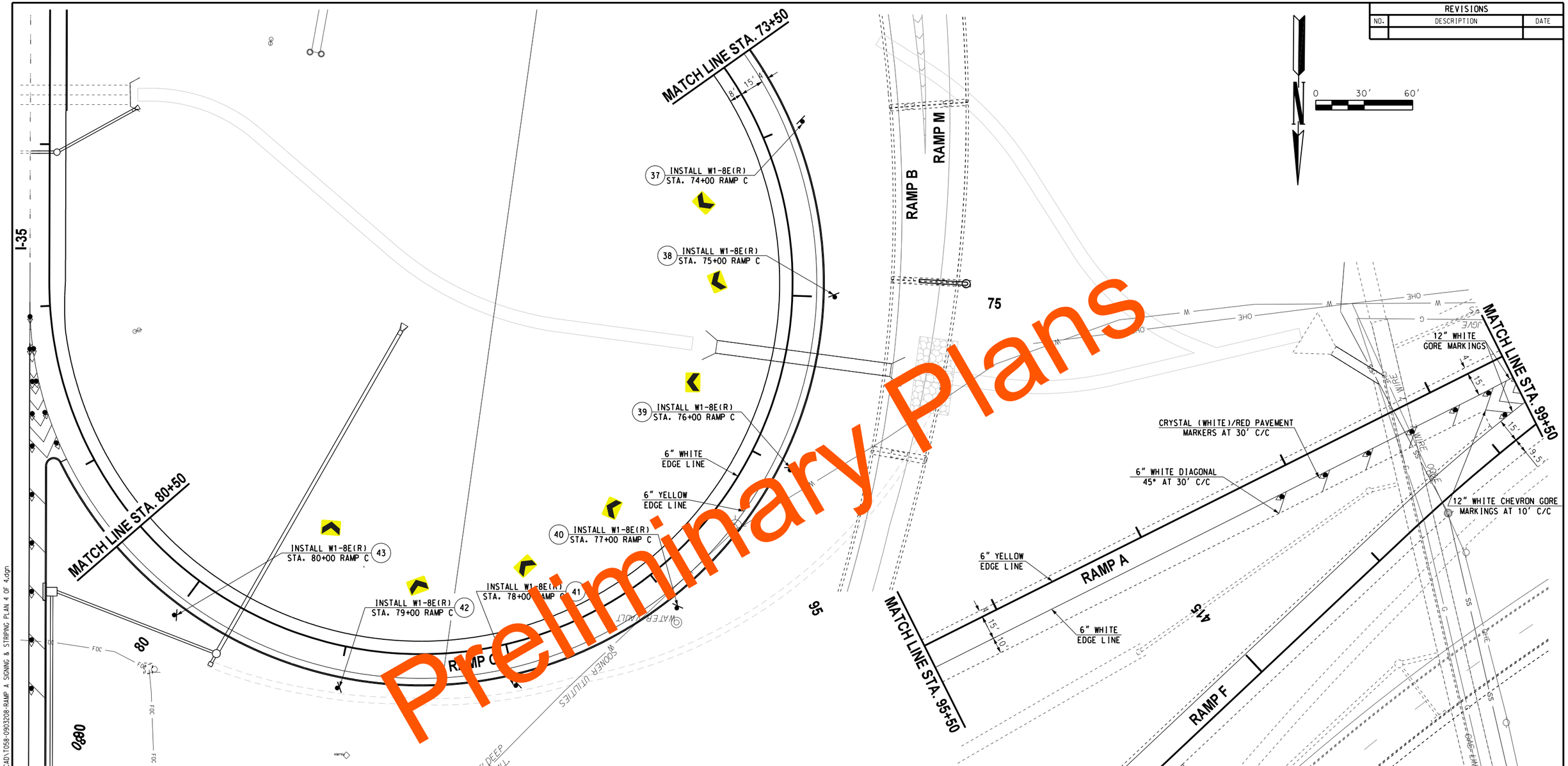
RAMP A SIGNING & STRIPING
3 OF 4

State Job No. 09032(08) Sheet No. T057

OKLAHOMA COUNTY

03-12-24 G:\OP\Projects\T-2457E Design\I-240-I-35 Phase IV - OKC\CAD\T057-090308-RAMP A SIGNING & STRIPING PLAN 3 OF 4.dgn

REVISIONS		
NO.	DESCRIPTION	DATE



FOR MORE INFORMATION ON RAISED PAVEMENT MARKERS AND DELINEATORS, SEE TYPICAL DETAIL SHEETS.

CLASS A, TYPE 2 PAVEMENT MARKER / DELINEATOR SUMMARY TABLE

DESCRIPTION	UNIT	TOTALS
COLOR A - CRYSTAL/CRYSTAL (WHITE/WHITE)	EA.	0
COLOR C - CRYSTAL/RED (WHITE/RED)	EA.	7
COLOR D - AMBER/AMBER (YELLOW/YELLOW)	EA.	0
COLOR E - AMBER/RED (YELLOW/RED)	EA.	0
TYPE 1 - FLEXIBLE DRIVEABLE DELINEATOR	EA.	0

MULTI- POLY STRIPING SUMMARY TABLE

DESCRIPTION	UNIT	TOTALS
TRAFFIC STRIPE (MULTI-POLY) 4" WHITE	L.F.	0
TRAFFIC STRIPE (MULTI-POLY) 4" YELLOW	L.F.	0
TRAFFIC STRIPE (MULTI-POLY) 4" BLACK	L.F.	0
TRAFFIC STRIPE (MULTI-POLY) 6" WHITE	L.F.	1600
TRAFFIC STRIPE (MULTI-POLY) 6" YELLOW	L.F.	1600
TRAFFIC STRIPE (MULTI-POLY) 6" BLACK	L.F.	0
TRAFFIC STRIPE (MULTI-POLY) 8" WHITE	L.F.	0
TRAFFIC STRIPE (MULTI-POLY) 8" YELLOW	L.F.	0
TRAFFIC STRIPE (MULTI-POLY) 8" BLACK	L.F.	0
TRAFFIC STRIPE (MULTI-POLY) 12" WHITE	L.F.	150
TRAFFIC STRIPE (MULTI-POLY) 12" YELLOW	L.F.	0
TRAFFIC STRIPE (MULTI-POLY) 12" BLACK	L.F.	0
TRAFFIC STRIPE (MULTI-POLY) 24" WHITE	L.F.	0
TRAFFIC STRIPE (MULTI-POLY) ARROWS	EA.	0
TRAFFIC STRIPE (MULTI-POLY) WORDS	EA.	0
TRAFFIC STRIPE (MULTI-POLY) SYMBOLS	EA.	0

CONTRACTOR TO REMOVE ALL CONFLICTING STRIPING.

BEFORE YOU DIG 811 1-800-522-OKIE CALL OKIE

Design	MSH	03-12-24
Drawn	SB	03-12-24

TEC A CLEAR DIRECTION

RAMP A SIGNING & STRIPING 4 OF 4

State Job No. 09032(08) Sheet No. T058

OKLAHOMA COUNTY

I-35

03-12-24 G:\OIProjects\T-2457E Design\I-240-I-35 Phase IV - OKC\CAD\T058-0903208-RAMP A SIGNING & STRIPING PLAN 4 OF 4.dgn

REVISIONS		
NO.	DESCRIPTION	DATE

LIGHT POLE SCHEDULE

LOCATION			FOOTINGS				POLE ASSEMBLY								
SHEET NO.	POLE NO.	STATION	TYPE	48"DRILLED SHAFT 516(A) FT	CLASS 'A' CONC. 509(B) CY	REINF. STL. 511(A) LB	B.BASE DESIGN NO.	POLE LENGTH FT	ARM NO. 1 FT	ARM NO. 2 FT	NO. OF LUMINAIRES AND WATTS	IES DIST. TYPE	1/C NO 12 AWG TYPE THW FT	LIGHTNING ARRESTOR EA	ODOT STANDARDS
	1	AS SHOWN CL (MAINLINE I-35)	DRILLED SHAFT	30				140' HIGH MAST POLE	N/A	N/A	6 - 1000	MS4	250	1	
	2	AS SHOWN CL (MAINLINE I-35)	DRILLED SHAFT	30				140' HIGH MAST POLE	N/A	N/A	6 - 1000	MS4	250	1	
	3	AS SHOWN CL (MAINLINE I-35)	DRILLED SHAFT	30				140' HIGH MAST POLE	N/A	N/A	[illegible]	[illegible]	125	1	
	4	AS SHOWN (N SERVICE RD)	DRILLED SHAFT	30				140' HIGH MAST POLE	N/A	N/A	6 - 1	MS3	125	1	
	5	AS SHOWN CL (MAINLINE I-240)	DRILLED SHAFT	30				140' HIGH MAST POLE	N/A		4 - 100	MS4	250	1	
	6	AS SHOWN CL (N SERVICE RD)	DRILLED SHAFT	30				140' HIGH MAST POLE	N/A	N/A	4 - 100	MS3	125	1	
	7	AS SHOWN CL (S SERVICE RD)	DRILLED SHAFT	30				140' HIGH MAST POLE	N/A	N/A	4 - 10	MS3	125	1	
	8	AS SHOWN CL (MAINLINE I-240)	DRILLED SHAFT	30				140' HIGH MAST POLE	N/A	N/A	4 - 1000	MS4	250	1	
	9	AS SHOWN CL (N SERVICE RD)	DRILLED SHAFT	30				140' HIGH MAST POLE	N/A	N/A	4 - 1000	MS3	125	1	
	10	AS SHOWN CL (S SERVICE RD)	DRILLED SHAFT	30				140' HIGH MAST POLE	N/A	N/A	4 - 1000	MS3	125	1	
	11	AS SHOWN CL (MAINLINE I-240)	DRILLED SHAFT	30				140' HIGH MAST POLE	N/A	N/A	4 - 1000	MS4	250	1	
	12	AS SHOWN CL (N SERVICE RD)	DRILLED SHAFT	30				140' HIGH MAST POLE	N/A	N/A	4 - 1000	MS3	125	1	
	13	AS SHOWN CL (MAINLINE I-240)	DRILLED SHAFT	30				140' HIGH MAST POLE	N/A	N/A	6 - 1000	MS4	250	1	
	14	AS SHOWN CL (MAINLINE I-240)	DRILLED SHAFT	30				140' HIGH MAST POLE	N/A	N/A	2 - 1000	MS4	250	1	
	15	AS SHOWN CL (MAINLINE I-240)	DRILLED SHAFT	30				140' HIGH MAST POLE	N/A	N/A	2 - 1000	MS4	250	1	
	16	AS SHOWN CL (MAINLINE I-240)	DRILLED SHAFT	30				140' HIGH MAST POLE	N/A	N/A	4 - 1000	MS4	250	1	
	23	AS SHOWN CL (MAINLINE I-240)	SEE DETAIL	SPREAD	2.81	470		36	N/A	N/A	4 - 1000	MS4	250	1	
	24	AS SHOWN CL (MAINLINE I-240)	SEE DETAIL	SPREAD	2.81	470		36	N/A	N/A	2 - 245	MS4	250	1	
	25	AS SHOWN CL (MAINLINE I-240)	SEE DETAIL	SPREAD	2.81	470		36	N/A	N/A	2 - 245	MS4	250	1	
	26	AS SHOWN CL (MAINLINE I-240)	SEE DETAIL	SPREAD	2.81	470		36	N/A	N/A	2 - 245	MS4	250	1	
	27	AS SHOWN CL (MAINLINE I-240)	SEE DETAIL	SPREAD	2.81	470		36	N/A	N/A	2 - 245	MS4	250	1	
	28	AS SHOWN CL (MAINLINE I-240)	SEE DETAIL	SPREAD	2.81	470		36	N/A	N/A	2 - 245	MS4	250	1	
	29	AS SHOWN CL (MAINLINE I-240)	SEE DETAIL	SPREAD	2.81	470		36	N/A	N/A					
	30	AS SHOWN CL (MAINLINE I-240)	SEE DETAIL	SPREAD	2.81	470		36	N/A	N/A					
	31	AS SHOWN CL (MAINLINE I-240)	SEE DETAIL	SPREAD	2.81	470		36	N/A	N/A					
	32	AS SHOWN CL (MAINLINE I-240)	SEE DETAIL	SPREAD	2.81	470		36	N/A	N/A					
	33	AS SHOWN CL (MAINLINE I-240)	SEE DETAIL	SPREAD	2.81	470		36	N/A	N/A					
	34	AS SHOWN CL (MAINLINE I-240)	SEE DETAIL	SPREAD	2.81	470		36	N/A	N/A					
TOTALS				2[illegible].00	33.72	5640.00		12 - 36' OVAL POLES 16 - 140' HIGH MAST POLES			86 HIGH MAST LUMINAIRES 10 RDY LUMINARES		4625	22	

Preliminary Plans

Design	MSH	03-12-24
Drawn	SB	03-12-24

TEC A CLEAR DIRECTION

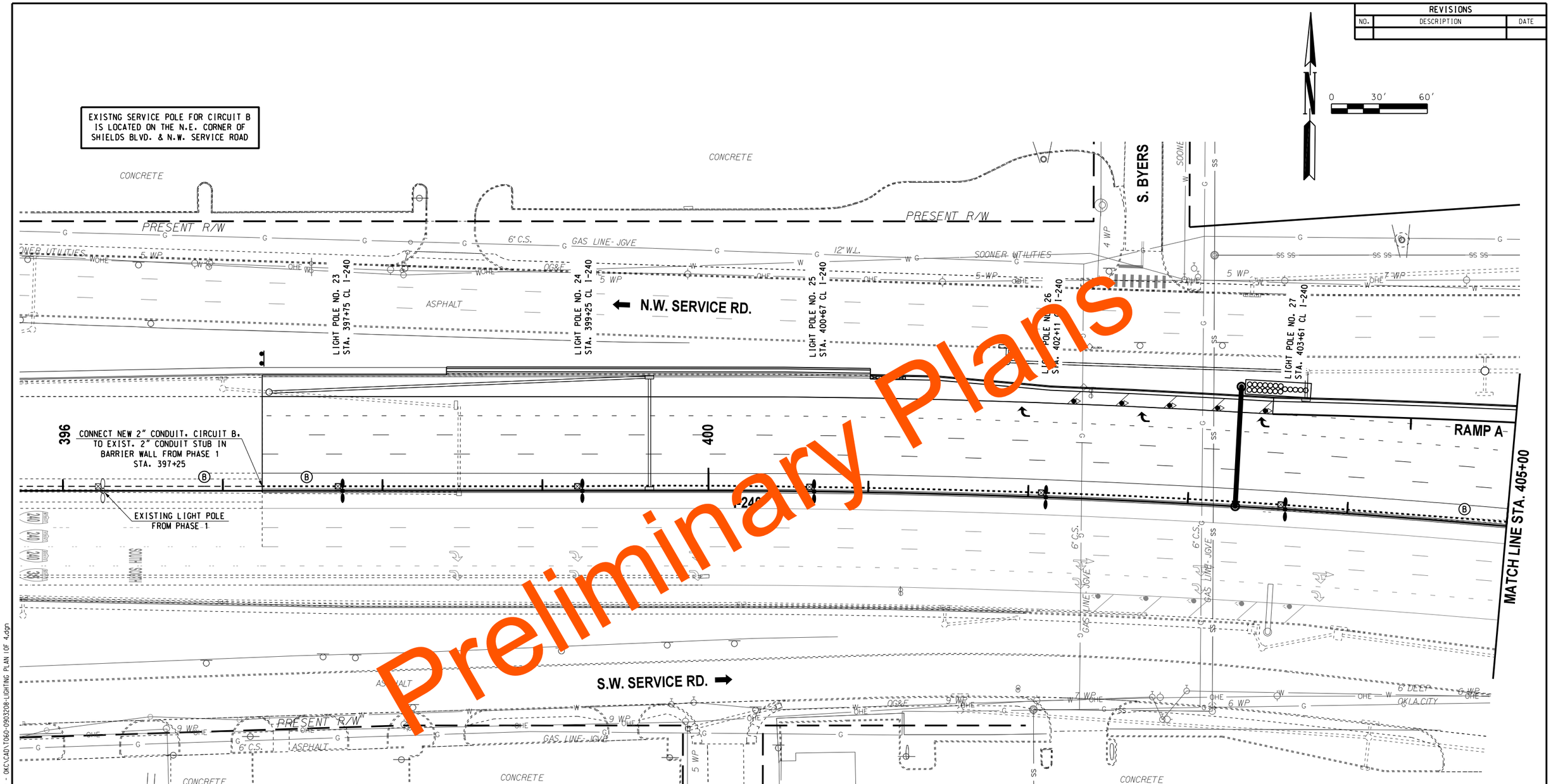
LIGHTING SCHEDULES

State Job No. 09032(08) Sheet No. T059

OKLAHOMA COUNTY

03-12-24 G:\OIProjects\T-2451E Design\I-240-I-35 Phase IV - OKC\CAD\T059-0903208-LIGHTING SCHEDULES.dgn

REVISIONS		
NO.	DESCRIPTION	DATE



Preliminary Plans

LEGEND

- 1¼" ELECT. CONDUIT (EXPOSED)
- 2" ELECT. PVC CONDUIT (TRENCHED)
- 2" ELECT. CONDUIT (BORED)
- EXISTING CONDUIT
- SIZE I PULL BOX
- SPECIAL MED. BARRIER PULL BOX
- ELECTRIC SERVICE LOCATION
- CIRCUIT DESIGNATION
- UNDERPASS LUMINAIRE
- TWIN MAST ARM LIGHT POLES W/ BREAKAWAY BASE
- TWIN MAST ARM LIGHT POLES W/O BREAKAWAY BASE
- LIGHT POLE W/ BREAKAWAY BASE
- LIGHT POLE W/O BREAKAWAY BASE
- HIGH MAST TOWER LIGHT POLE

BEFORE YOU DIG CALL OKIE 811 1-800-522-OKIE

Design	MSH	03-12-24
Drawn	SB	03-12-24

TEC A CLEAR DIRECTION

LIGHTING PLAN
1 OF 4

State Job No. 09032(08) Sheet No. T060

OKLAHOMA COUNTY

03-12-24 G:\OIProjects\T-245TE Design,I-240-I-35 Phase IV - OKC\CAD\T060-0903208-LIGHTING PLAN 1OF 4.dgn

REVISIONS		
NO.	DESCRIPTION	DATE

0 30′ 60′

MATCH LINE STA. 405+00

N.W. SERVICE RD.

S.W. SERVICE RD.

RAMP A

RAMP L

ASPHALT

LIGHT POLE NO. 28 STA. 405+11 CL I-240

LIGHT POLE NO. 29 STA. 406+60 CL I-240

LIGHT POLE NO. 30 STA. 408+10 CL I-240

LIGHT POLE NO. 31 STA. 409+60 CL I-240

LIGHT POLE NO. 32 STA. 411+10 CL I-240

LIGHT POLE NO. 33 STA. 412+60 CL I-240

110

405

410

240

8" S.L.

7 WP

SOONER UTILITIES

OG&E

GAS LINE- JGVE

12 WL

6 WP

6" C.S.

347'

Preliminary Plans

LEGEND

- $1\frac{1}{4}$" ELECT. CONDUIT (EXPOSED)
- 2" ELECT. PVC CONDUIT (TRENCHED)
- 2" ELECT. CONDUIT (BORED)
- EXISTING CONDUIT
- SIZE I PULL BOX
- SPECIAL MED. BARRIER PULL BOX
- ELECTRIC SERVICE LOCATION
- CIRCUIT DESIGNATION
- UNDERPASS LUMINAIRE
- TWIN MAST ARM LIGHT POLES W/ BREAKAWAY BASE
- TWIN MAST ARM LIGHT POLES W/O BREAKAWAY BASE
- LIGHT POLE W/ BREAKAWAY BASE
- LIGHT POLE W/O BREAKAWAY BASE
- HIGH MAST TOWER LIGHT POLE

BEFORE YOU DIG 811 1-800-522-OKIE CALL OKIE

Design	MSH	03-12-24
Drawn	SB	03-12-24

TEC A CLEAR DIRECTION

LIGHTING PLAN
2 OF 4

State Job No. 09032(08) Sheet No. T061

OKLAHOMA COUNTY

03-12-24 G:\OIProjects\1-245TE Design,I-240-I-35 Phase IV - OKC\CAD\T061-0903208-LIGHTING PLAN 2 OF 4.dgn

REVISIONS		
NO.	DESCRIPTION	DATE

0 100' 200'

LEGEND

- $1\frac{1}{4}$" ELECT. CONDUIT (EXPOSED)
- 2" ELECT. PVC CONDUIT (TRENCHED)
- 2" ELECT. CONDUIT (BORED)
- EXISTING CONDUIT
- SIZE I PULL BOX
- SPECIAL MED. BARRIER PULL BOX
- ELECTRIC SERVICE LOCATION
- (B) CIRCUIT DESIGNATION
- UNDERPASS LUMINAIRE
- TWIN MAST ARM LIGHT POLES W/ BREAKAWAY BASE
- TWIN MAST ARM LIGHT POLES W/O BREAKAWAY BASE
- LIGHT POLE W/ BREAKAWAY BASE
- LIGHT POLE W/O BREAKAWAY BASE
- HIGH MAST TOWER LIGHT POLE
- EXISTING LIGHT POLE REMOVAL

S.E. 70TH ST.

S.E. 71ST ST.

ASHBY TERR.

N.W. SERVICE RD.

RAMP B

RAMP F

RAMP A

RAMP C

RAMP L

120' HIGHMAST POLE NO. 5
WITH 4-1000W FIXTURES

140' HIGHMAST POLE NO. 4
WITH 6-1000W FIXTURES

140' HIGHMAST POLE NO.
WITH 6-1000W FIXTURES

140' HIGHMAST POLE NO. 3
WITH 6-1000W FIXTURES

140' HIGHMAST POLE NO. 1
WITH 6-1000W FIXTURES

N.E. SERVICE RD.

RAMP J

RAMP H

RAMP I

140' HIGHMAST POLE NO. 6
WITH 4-1000W FIXTURES

140' HIGHMAST POLE NO. 7
WITH 6-1000W FIXTURES

I-35

I-240 W.B

MATCH LINE "A"

MATCH LINE "A"

Preliminary Plans

BEFORE YOU DIG 811 1-800-522-OKIE CALL OKIE

Design	MSH	03-12-24
Drawn	SB	03-12-24

TEC A CLEAR DIRECTION

LIGHTING PLAN
3 OF 4

State Job No. 09032(08) Sheet No. T062

OKLAHOMA COUNTY

03-12-24 G:\OP\Projects\17-2451E Design\I-240-I-35 Phase IV - OKC\CAD\T062-0903208-LIGHTING PLAN 3 OF 4.dgn

REVISIONS		
NO.	DESCRIPTION	DATE

MATCH LINE "A"

MATCH LINE "A"

I-240 E.B

I-35

140' HIGHMAST POLE NO. 8
WITH 4-1000W FIXTURES

140' HIGHMAST POLE NO. 9
WITH 4-1000W FIXTURES

140' HIGHMAST POLE NO. 10
WITH 4-1000W FIXTURES

140' HIGHMAST POLE NO. 13
WITH 6-1000W FIXTURES

140' HIGHMAST POLE NO. 15
WITH 6-1000W FIXTURES

120' HIGHMAST POLE NO. 16
WITH 4-1000W FIXTURES

120' HIGHMAST POLE NO. 14
WITH 2-1000W FIXTURES

120' HIGHMAST POLE NO. 12
WITH 4-1000W FIXTURES

140' HIGHMAST POLE NO. 11
WITH 4-1000W FIXTURES

RAMP D

RAMP B

RAMP G

RAMP M

RAMP F

RAMP A

S.W. SERVICE RD.

S.E. SERVICE RD.

S.E. 79TH ST.

Preliminary Plans

0 100' 200'

LEGEND

- $1\frac{1}{4}$" ELECT. CONDUIT (EXPOSED)
- 2" ELECT. PVC CONDUIT (TRENCHED)
- 2" ELECT. CONDUIT (BORED)
- EXISTING CONDUIT
- SIZE I PULL BOX
- SPECIAL MED. BARRIER PULL BOX
- ELECTRIC SERVICE LOCATION
- (B) CIRCUIT DESIGNATION
- UNDERPASS LUMINAIRE
- TWIN MAST ARM LIGHT POLES W/ BREAKAWAY BASE
- TWIN MAST ARM LIGHT POLES W/O BREAKAWAY BASE
- LIGHT POLE W/ BREAKAWAY BASE
- LIGHT POLE W/O BREAKAWAY BASE
- HIGH MAST TOWER LIGHT POLE
- EXISTING LIGHT POLE REMOVAL

BEFORE YOU DIG 811 1-800-522-OKIE CALL OKIE

Design	MSH	03-12-24
Drawn	SB	03-12-24

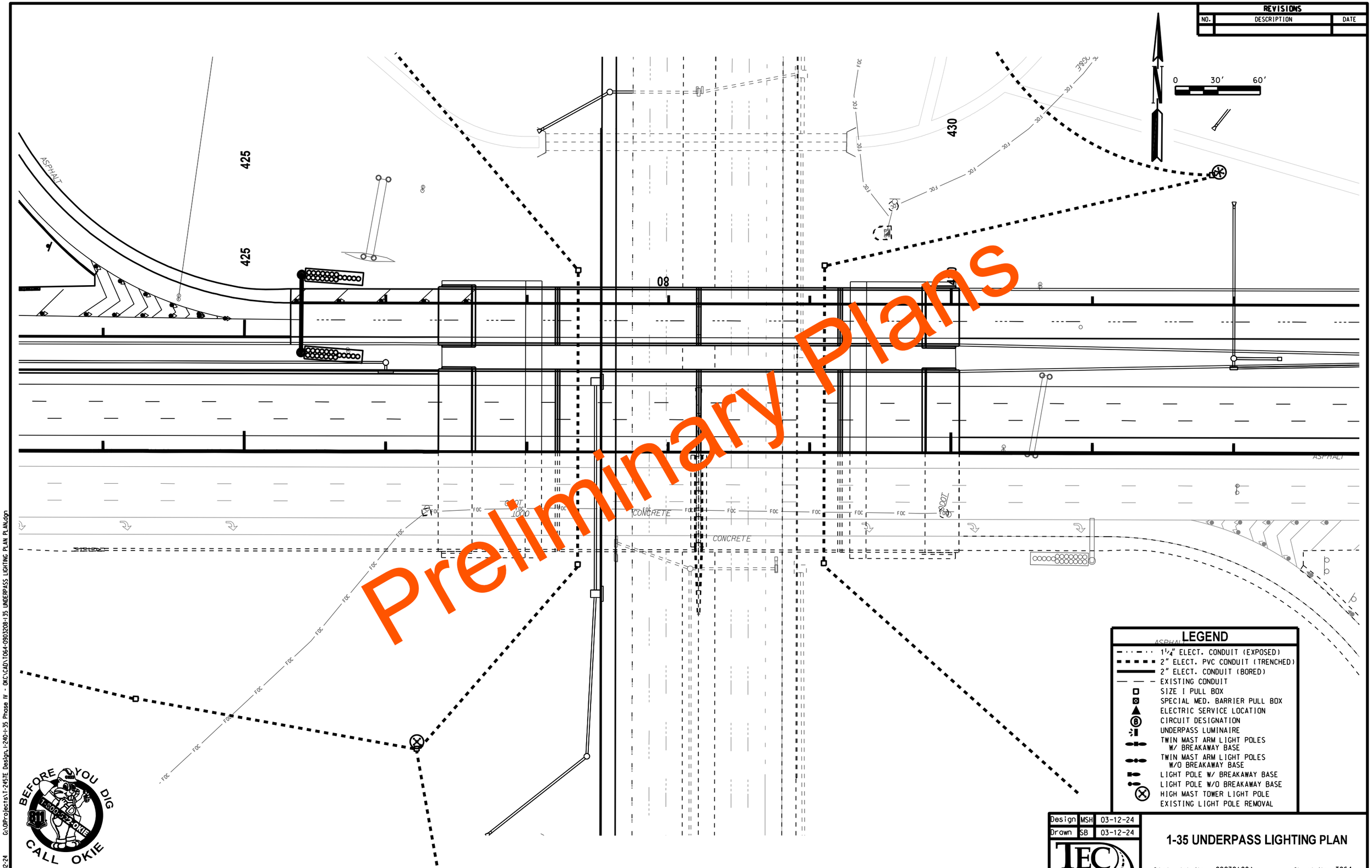
TEC A CLEAR DIRECTION

LIGHTING PLAN
4 OF 4

State Job No. 09032(08) Sheet No. T063

OKLAHOMA COUNTY

03-12-24 G:\OIProjects\T-2455E Design\I-240-I-35 Phase IV - OKC\CAD\T063-0903208-LIGHTING PLAN 4 OF 4.dgn



Preliminary Plans
G:\OIProjects\T-2457E Design,I-240-I-35 Phase IV - OKC\CAD\T064-0903208-I35 UNDERPASS LIGHTING PLAN PLAN.dgn
03-12-24

(CAUTION) THE LOCATION OF ALL UTILITIES AS SHOWN ARE APPROXIMATE. DUE TO RELOCATION'S PLANNED OR PRESENTLY UNDER CONSTRUCTION THERE ARE SOME UTILITIES THAT WILL BE RELOCATED AND NOT SHOWN ON THESE PLANS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE TO ALL UTILITIES.

DEPTH & LOCATION OF EXISTING UTILITIES SHALL BE FIELD VERIFIED BY THE CONTRACTOR PRIOR TO CONSTRUCTION.

SEE DRAINAGE AREA MAP SHEETS FOR DRAINAGE SYMBOLOGY.

R/W & U/E PURCHASED UNDER JP 09032(05)

POE & ASSOCIATES, OKLAHOMA CITY, OK.

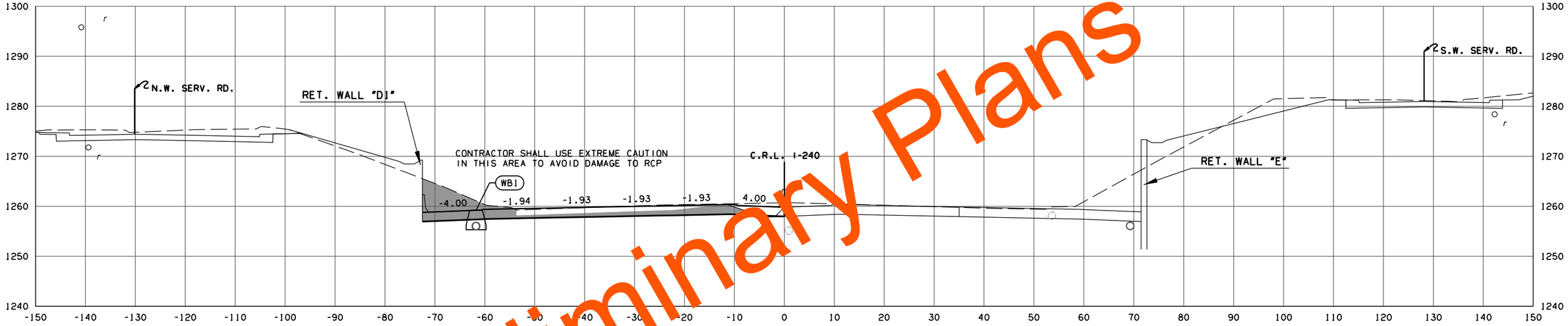
90% PLAN SUBMITTAL

3/4/2024

AREA
CUT FILL

VOLUME
CUT FILL

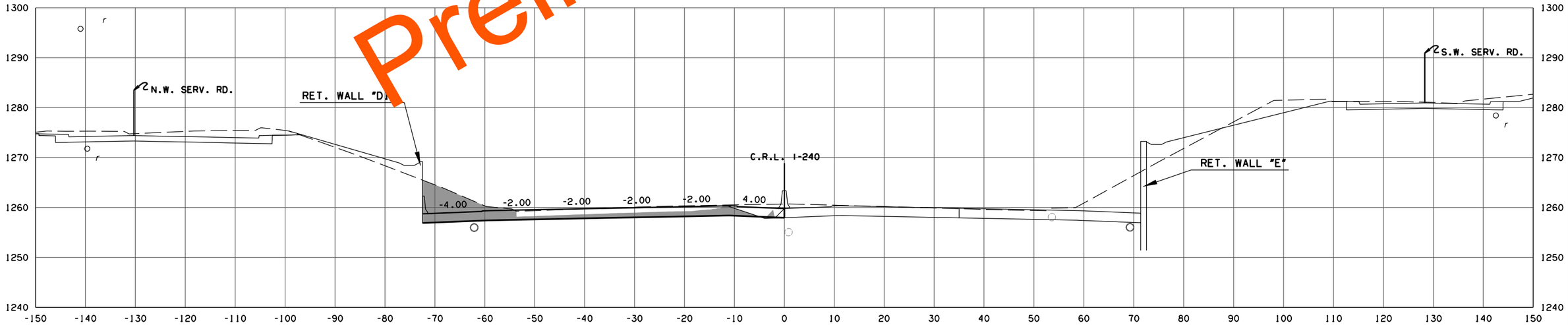
144 1



F.G. ELEV. = 1260.35
397 + 29.00

143 0

0 0



F.G. ELEV. = 1260.33
397 + 24.67

EGIN SU ER ROT TION EGIN CONSTRUCTION

CRL I-240 W.B.

PHASE 4

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X001

Preliminary Plans

3/4/2024 3:53:58 PM
H:\PROJECTS\2789_CrossRoads_Phase_4\Roadway\Drawings\XSections\0903208-XSEC_CRL_-240.dgn

(CAUTION) THE LOCATION OF ALL UTILITIES AS SHOWN ARE APPROXIMATE. DUE TO RELOCATION'S PLANNED OR PRESENTLY UNDER CONSTRUCTION THERE ARE SOME UTILITIES THAT WILL BE RELOCATED AND NOT SHOWN ON THESE PLANS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE TO ALL UTILITIES.

DEPTH & LOCATION OF EXISTING UTILITIES SHALL BE FIELD VERIFIED BY THE CONTRACTOR PRIOR TO CONSTRUCTION.

SEE DRAINAGE AREA MAP SHEETS FOR DRAINAGE SYMBOLOGY.

R/W & U/E PURCHASED UNDER JP 09032(05)

POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

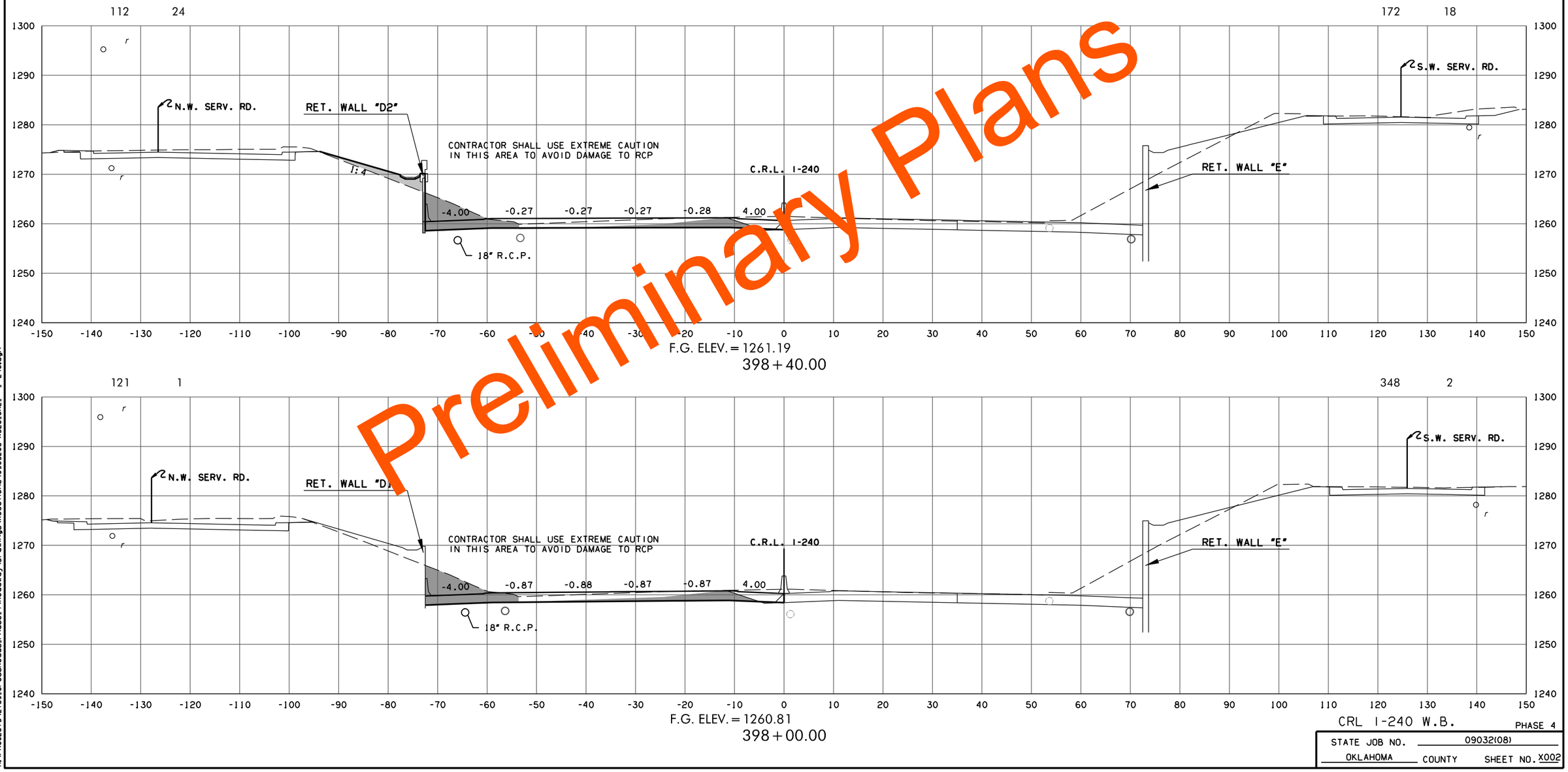
3/4/2024

AREA

CUT FILL

VOLUME

CUT FILL



Preliminary Plans

CRL I-240 W.B.

PHASE 4

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X002

3/4/2024 3:54:00 PM
H:\PROJECTS\2789_CrossRoads_Phase_4\Roadway\Drawings\XSections\0903208-XSEC_CRL_-240.dgn

(CAUTION) THE LOCATION OF ALL UTILITIES AS SHOWN ARE APPROXIMATE. DUE TO RELOCATION'S PLANNED OR PRESENTLY UNDER CONSTRUCTION THERE ARE SOME UTILITIES THAT WILL BE RELOCATED AND NOT SHOWN ON THESE PLANS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE TO ALL UTILITIES.

DEPTH & LOCATION OF EXISTING UTILITIES SHALL BE FIELD VERIFIED BY THE CONTRACTOR PRIOR TO CONSTRUCTION.

SEE DRAINAGE AREA MAP SHEETS FOR DRAINAGE SYMBOLOGY.

R/W & U/E PURCHASED UNDER JP 09032(05)

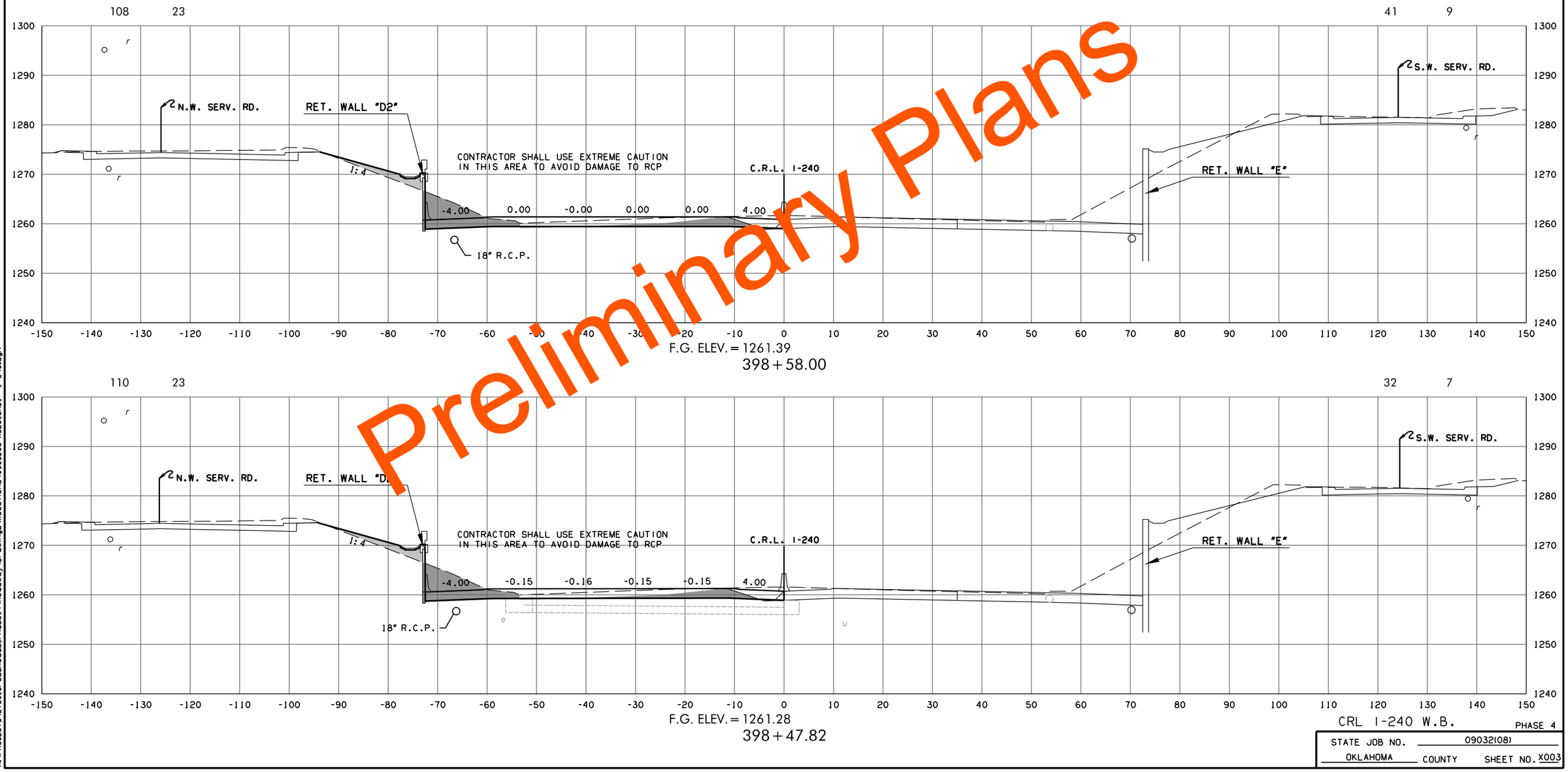
POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

3/4/2024

AREA
CUT FILL

VOLUME
CUT FILL



Preliminary Plans

PHASE 4

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X003

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(CAUTION) THE LOCATION OF ALL UTILITIES AS SHOWN ARE APPROXIMATE. DUE TO RELOCATION'S PLANNED OR PRESENTLY UNDER CONSTRUCTION THERE ARE SOME UTILITIES THAT WILL BE RELOCATED AND NOT SHOWN ON THESE PLANS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE TO ALL UTILITIES.

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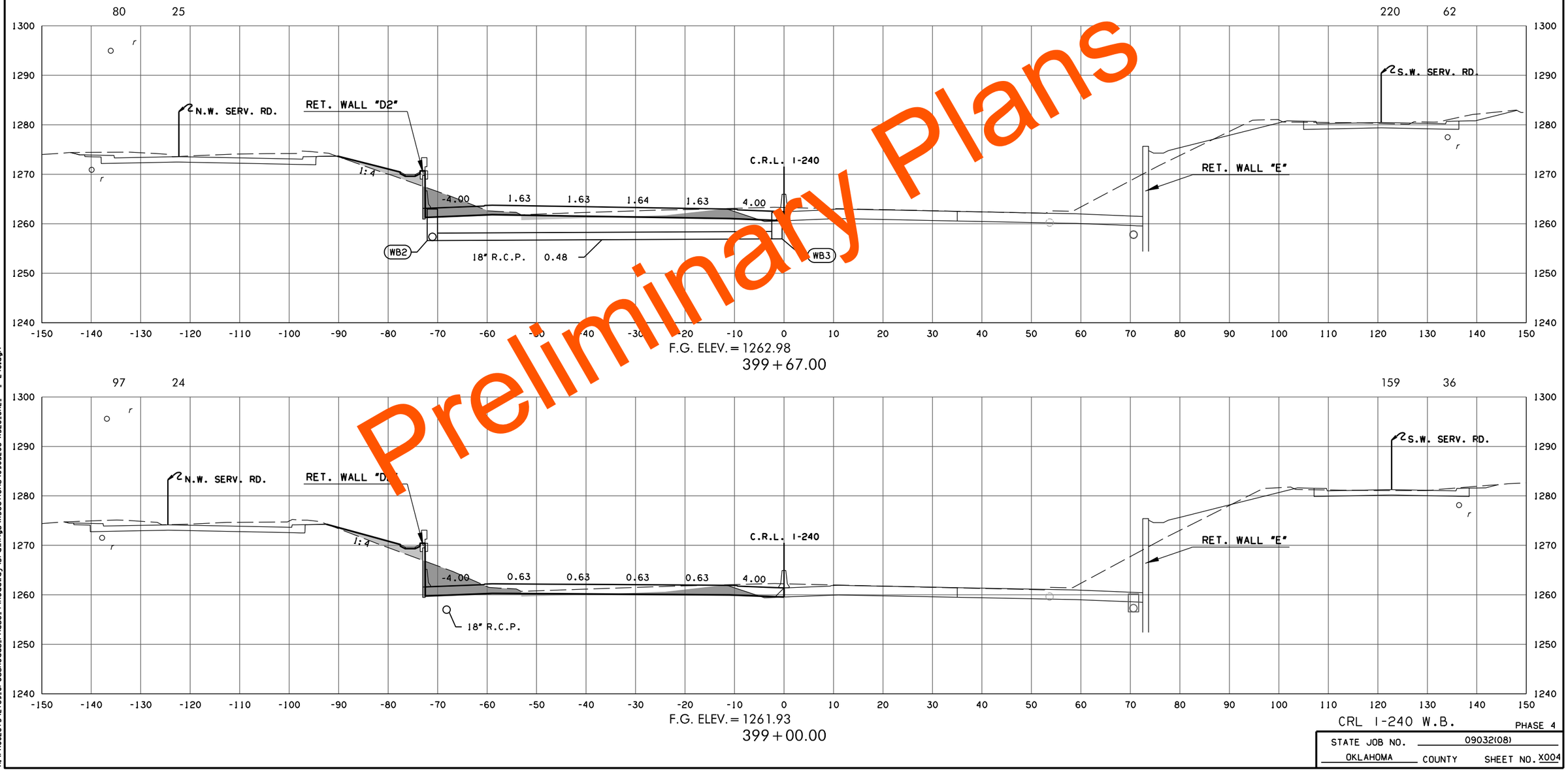
POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

3/4/2024

AREA
CUT FILL

VOLUME
CUT FILL



Preliminary Plans

CRL I-240 W.B.

PHASE 4

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X004

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(CAUTION) THE LOCATION OF ALL UTILITIES AS SHOWN ARE APPROXIMATE. DUE TO RELOCATION'S PLANNED OR PRESENTLY UNDER CONSTRUCTION THERE ARE SOME UTILITIES THAT WILL BE RELOCATED AND NOT SHOWN ON THESE PLANS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE TO ALL UTILITIES.

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R/W & U/E PURCHASED UNDER JP 09032(05)

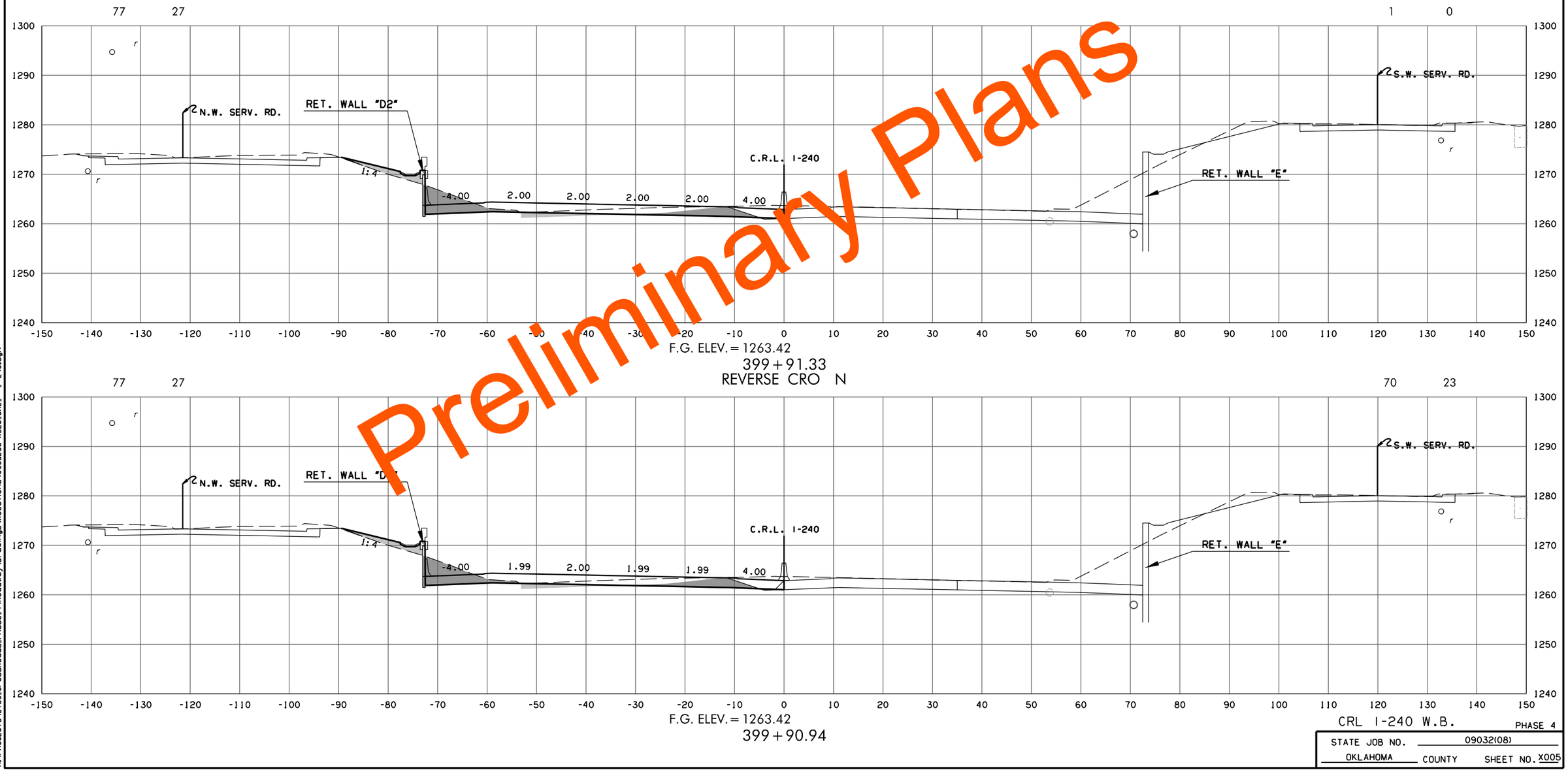
POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

3/4/2024

AREA
CUT FILL

VOLUME
CUT FILL



Preliminary Plans

PHASE 4

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X005

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R/W & U/E PURCHASED UNDER JP 09032(05)

POE & ASSOCIATES, OKLAHOMA CITY, OK.

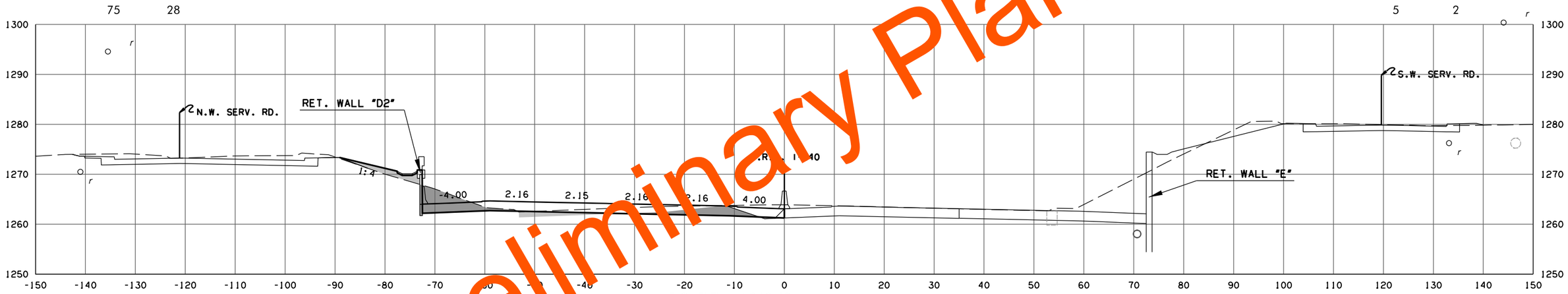
90% PLAN SUBMITTAL

3/4/2024

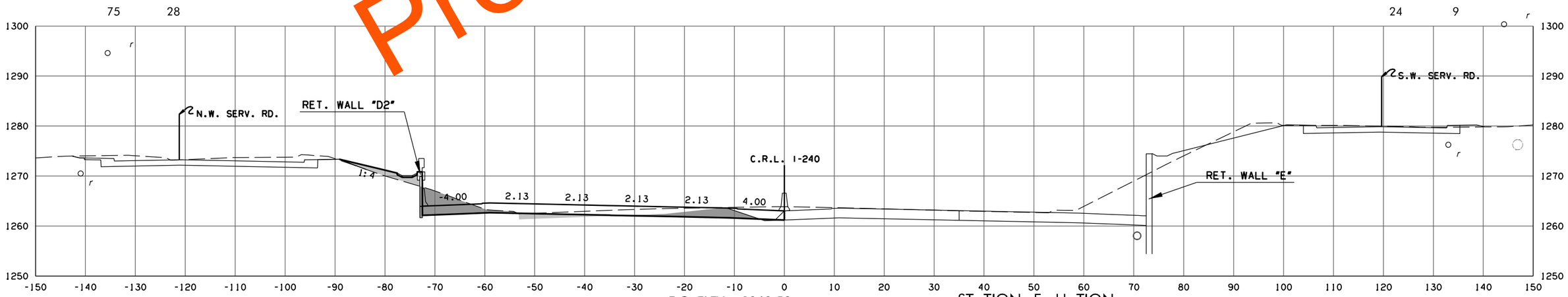
AREA
CUT FILL

VOLUME
CUT FILL

Preliminary Plans



F.G. ELEV. = 1263.62
399 + 97.79



F.G. ELEV. = 1263.59
399 + 96.14

STATION EQUATION
STA. 400 + 00.00 CL I 240 =
STA. 399 + 96.14 C.R.L. I 240 D.

CRL I-240 W.B.

PHASE 4

STATE JOB NO. 09032(08)
OKLAHOMA COUNTY SHEET NO. X006

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(CAUTION) THE LOCATION OF ALL UTILITIES AS SHOWN ARE APPROXIMATE. DUE TO RELOCATION'S PLANNED OR PRESENTLY UNDER CONSTRUCTION THERE ARE SOME UTILITIES THAT WILL BE RELOCATED AND NOT SHOWN ON THESE PLANS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE TO ALL UTILITIES.

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R/W & U/E PURCHASED UNDER JP 09032(05)

POE & ASSOCIATES, OKLAHOMA CITY, OK.

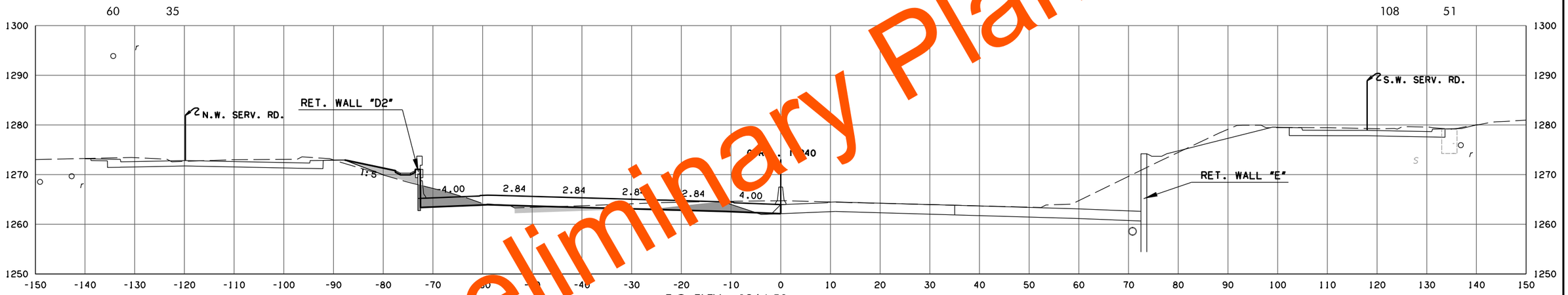
90% PLAN SUBMITTAL

3/4/2024

AREA
CUT FILL

VOLUME
CUT FILL

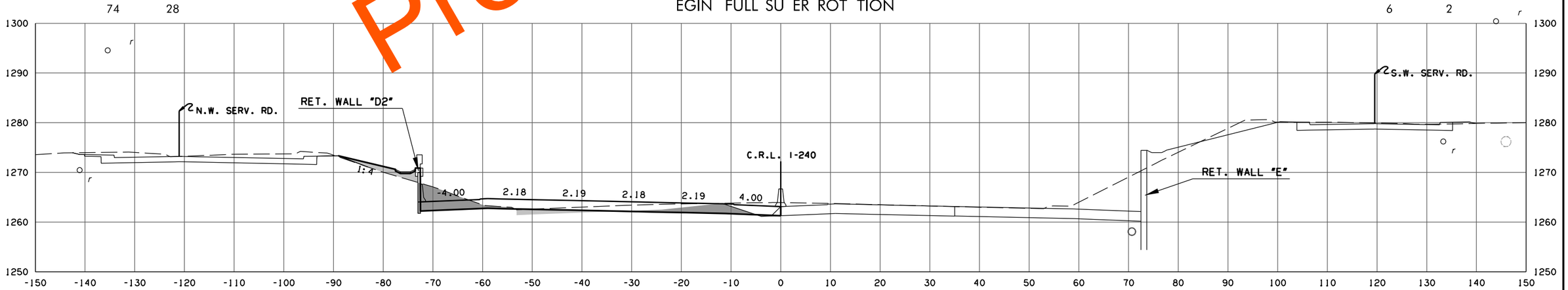
Preliminary Plans



F.G. ELEV. = 1264.50

400 + 43.47

EGIN FULL SU ER ROT TION



F.G. ELEV. = 1263.66

400 + 00.00

CRL I-240 W.B.

PHASE 4

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X007

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(CAUTION) THE LOCATION OF ALL UTILITIES AS SHOWN ARE APPROXIMATE. DUE TO RELOCATION'S PLANNED OR PRESENTLY UNDER CONSTRUCTION THERE ARE SOME UTILITIES THAT WILL BE RELOCATED AND NOT SHOWN ON THESE PLANS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE TO ALL UTILITIES.

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SEE DRAINAGE AREA MAP SHEETS FOR DRAINAGE SYMBOLOGY.

R/W & U/E PURCHASED UNDER JP 09032(05)

POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

3/4/2024

Preliminary Plans

CRL I-240 W.B.

PHASE 4

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X008

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SEE DRAINAGE AREA MAP SHEETS FOR DRAINAGE SYMBOLOGY.

R/W & U/E PURCHASED UNDER JP 09032(05)

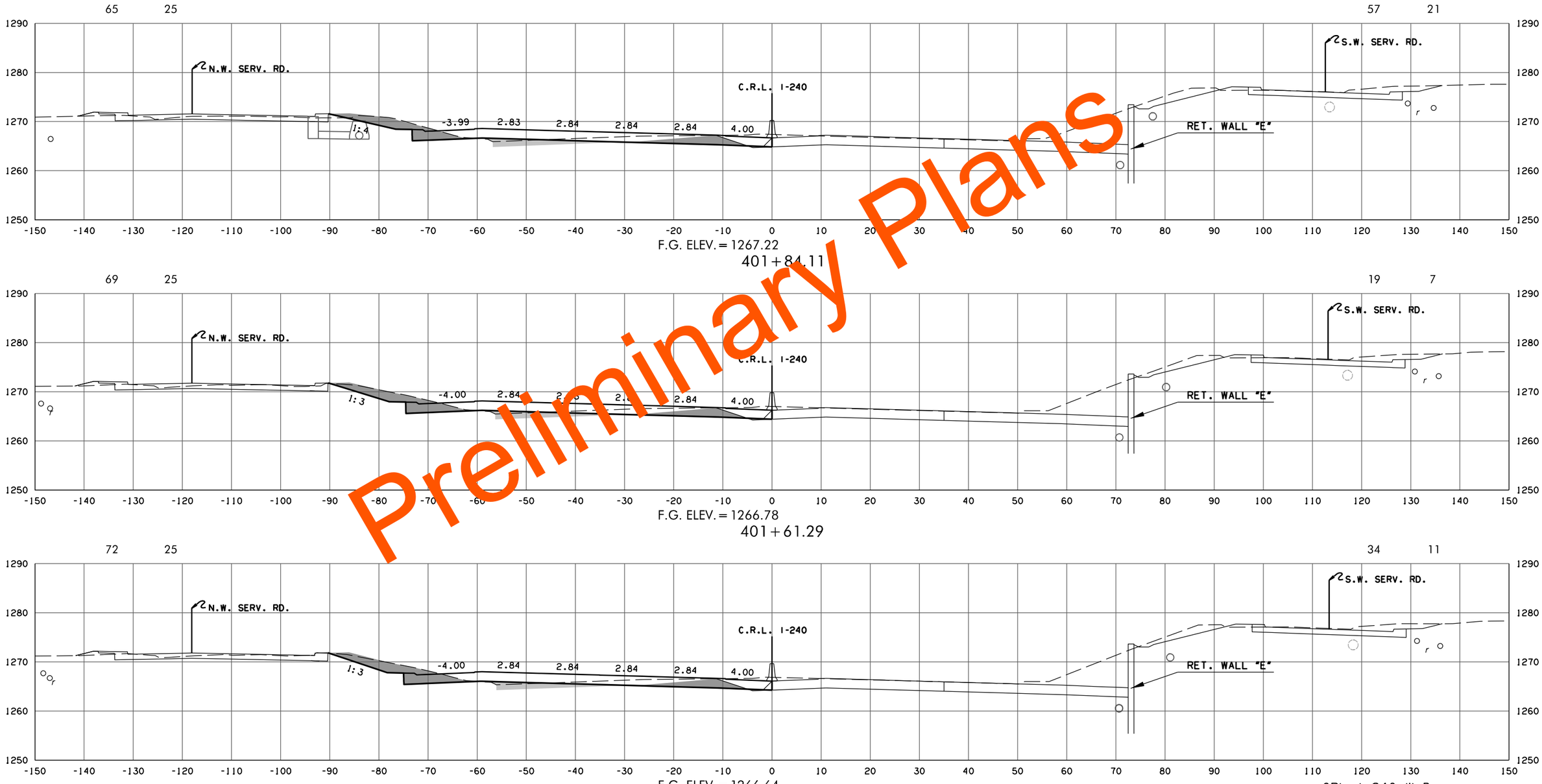
POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

3/4/2024

AREA
CUT FILL

VOLUME
CUT FILL



Preliminary Plans

CRL I-240 W.B.

PHASE 4

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X009

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R/W & U/E PURCHASED UNDER JP 09032(05)

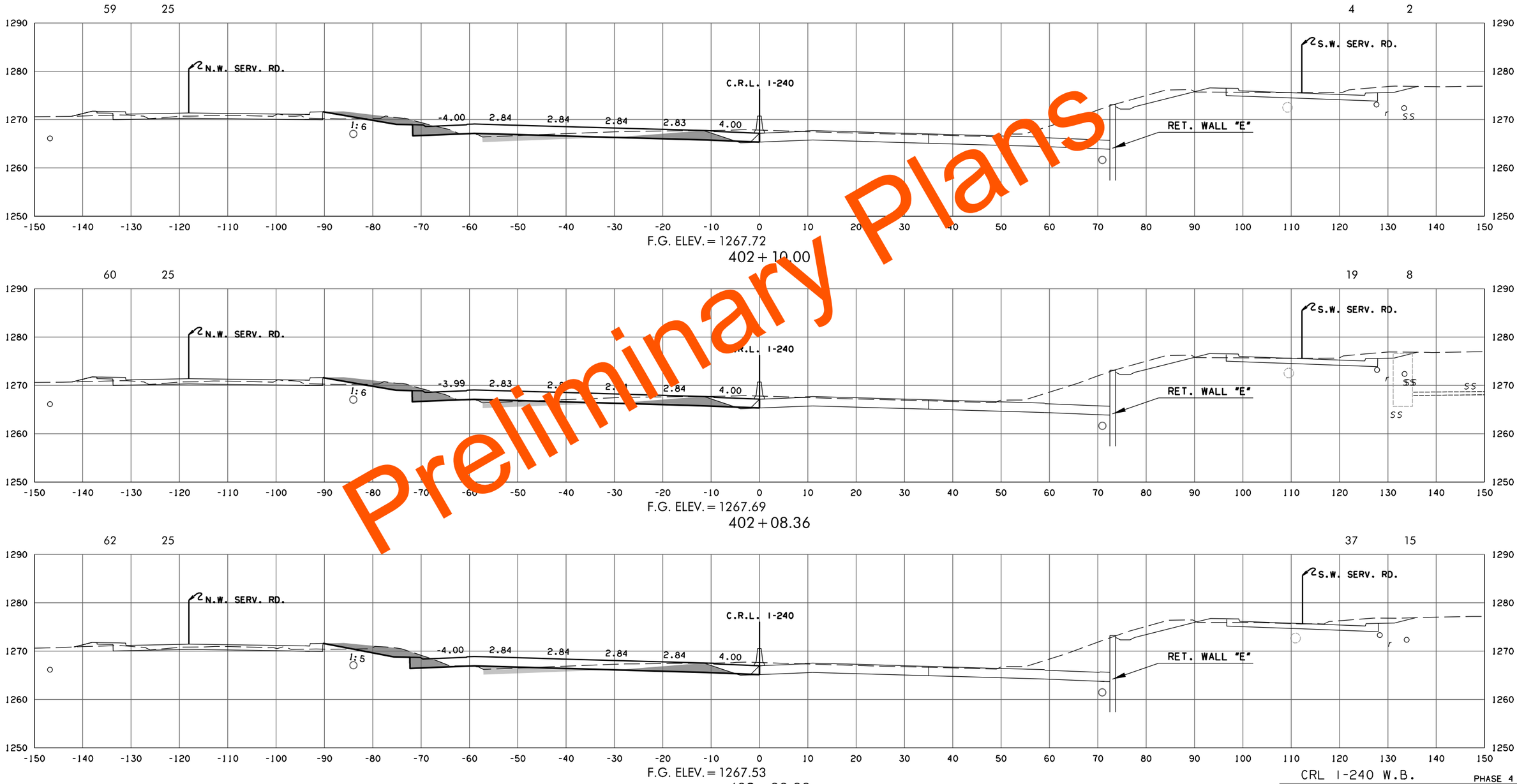
POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

3/4/2024

AREA
CUT FILL

VOLUME
CUT FILL



Preliminary Plans

CRL I-240 W.B.

PHASE 4

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X010

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R/W & U/E PURCHASED UNDER JP 09032(05)

POE & ASSOCIATES, OKLAHOMA CITY, OK.

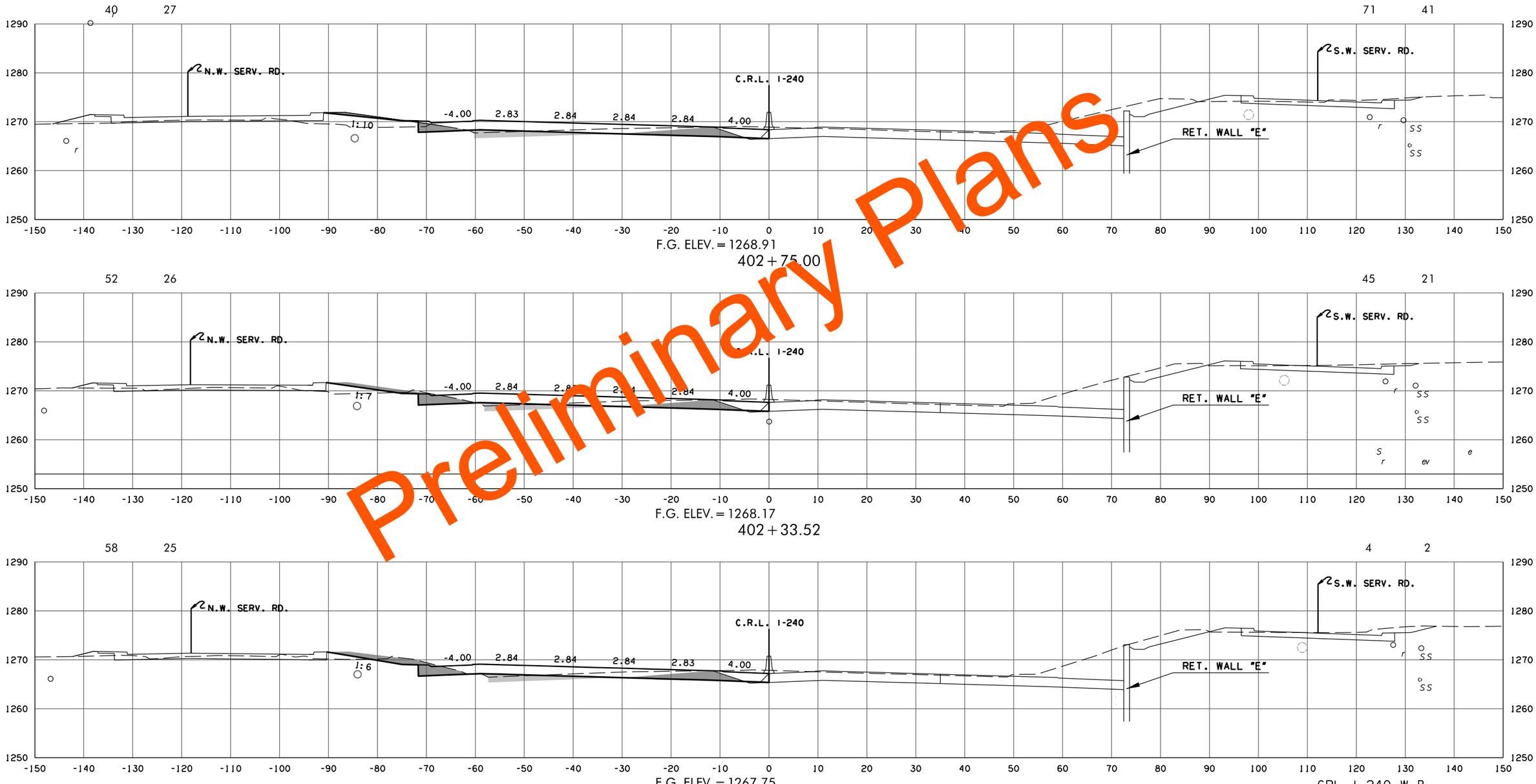
90% PLAN SUBMITTAL

3/4/2024

Preliminary Plans

AREA
CUT FILL

VOLUME
CUT FILL



CRL I-240 W.B.

PHASE 4

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X011

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R/W & U/E PURCHASED UNDER JP 09032(05)

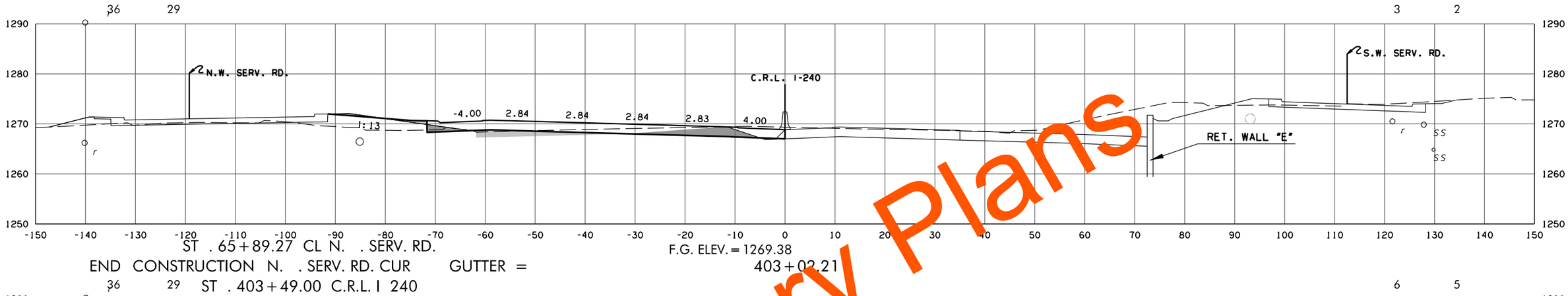
POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

3/4/2024

AREA
CUT FILL

VOLUME
CUT FILL



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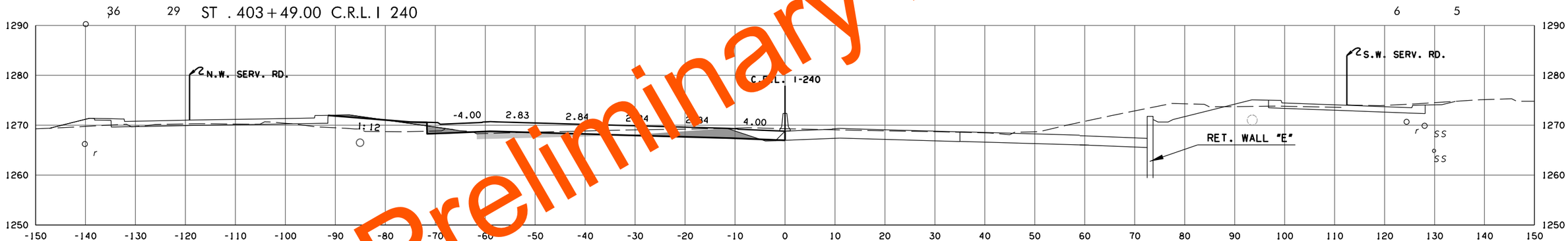
END CONSTRUCTION N. . SERV. RD. CUR GUTTER = F.G. ELEV. = 1269.38

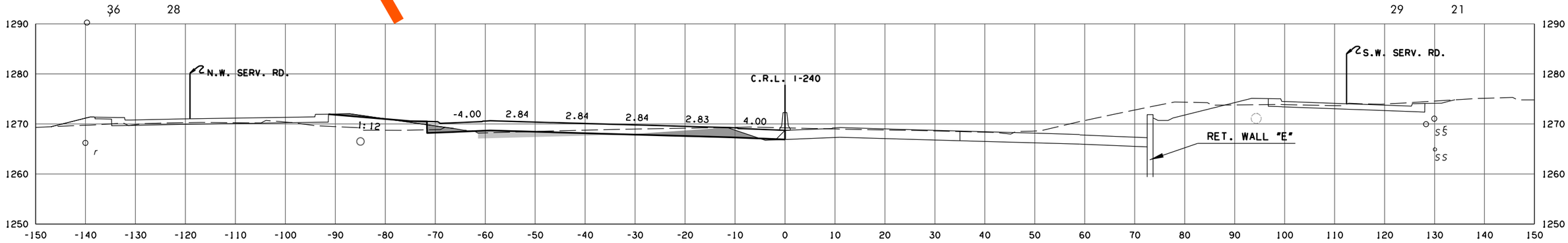
403+02.21



ST . 403+49.00 C.R.L. I 240

F.G. ELEV. = 1269.34

403+00.00



F.G. ELEV. = 1269.27

402+95.67

CRL I-240 W.B.

PHASE 4

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X012

Preliminary Plans

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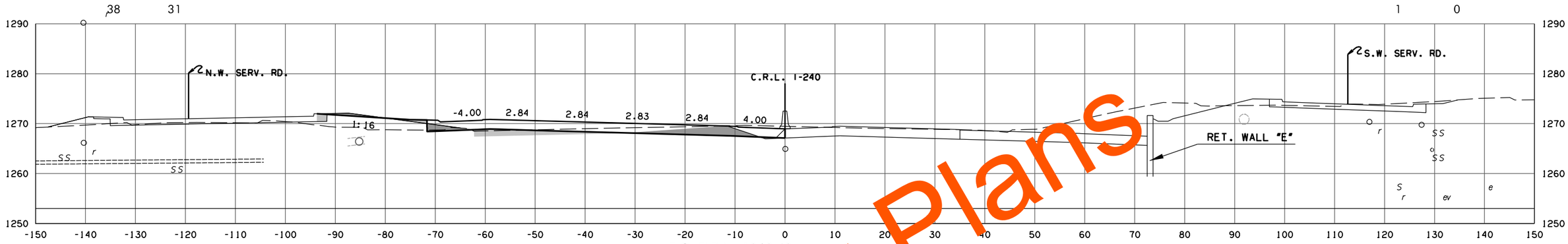
POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

3/4/2024

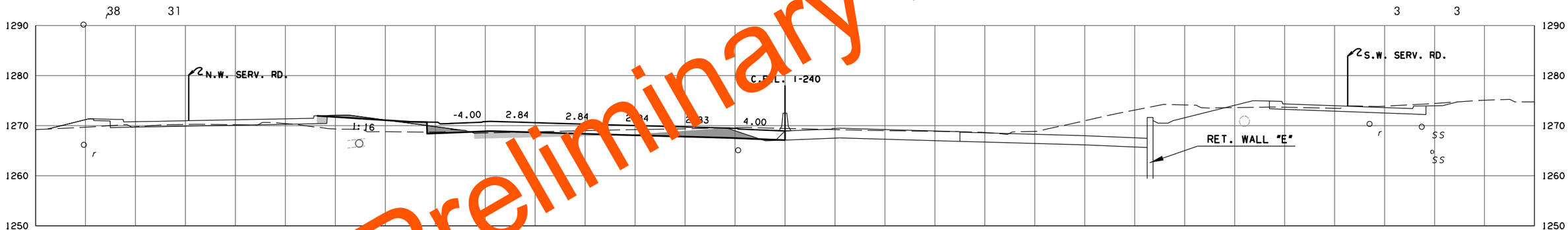
AREA
CUT FILL

VOLUME
CUT FILL



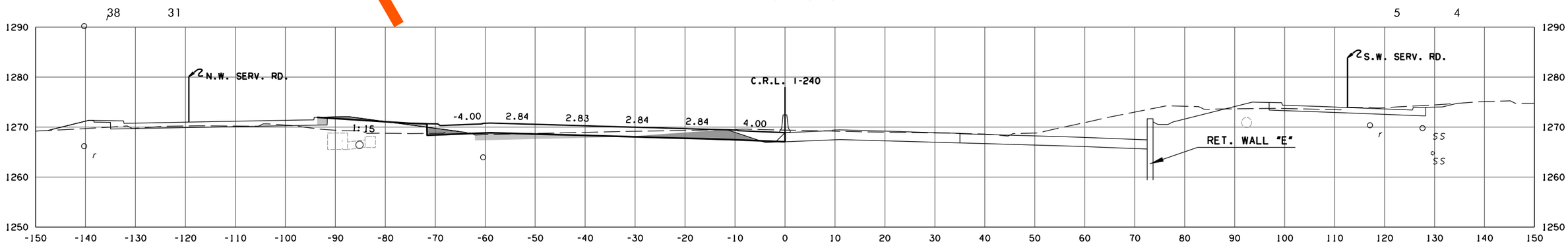
F.G. ELEV. = 1269.49

403 + 08.88



F.G. ELEV. = 1269.49

403 + 08.45



F.G. ELEV. = 1269.45

403 + 06.15

CRL I-240 W.B.

PHASE 4

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X013

Preliminary Plans

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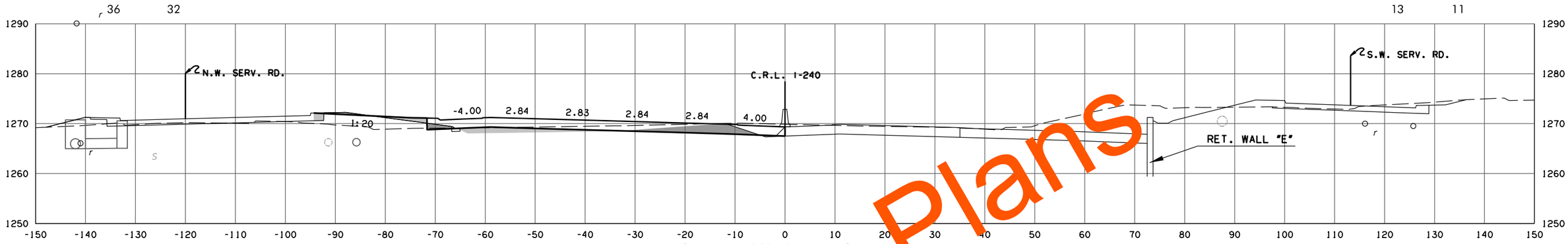
POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

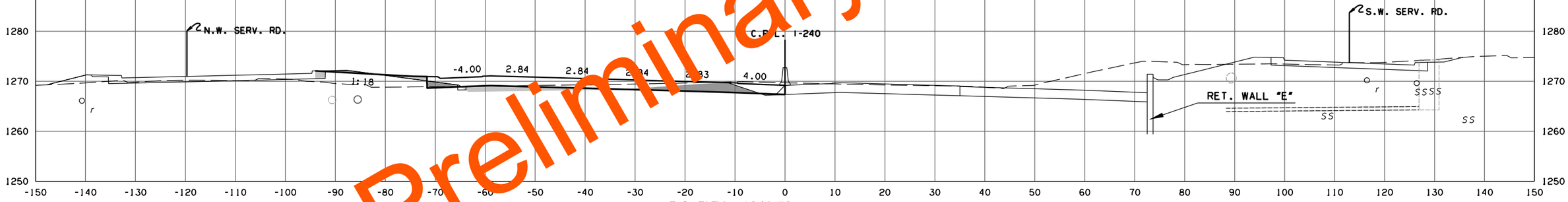
3/4/2024

AREA
CUT FILL

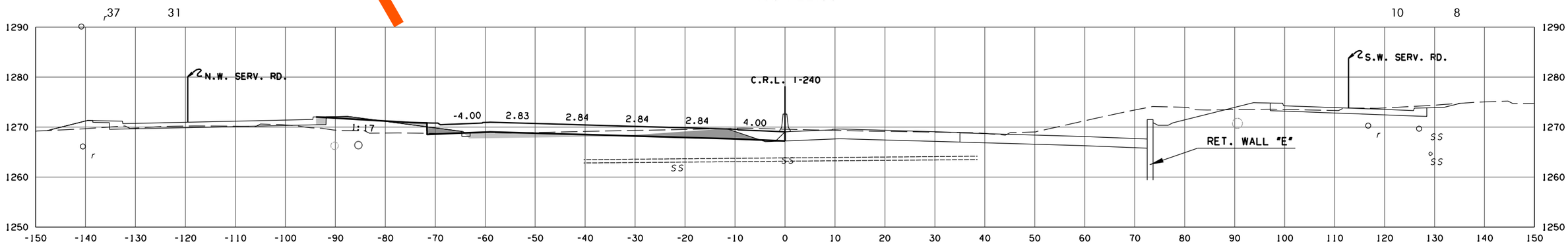
VOLUME
CUT FILL



F.G. ELEV. = 1269.88
403 + 32.29



F.G. ELEV. = 1269.72
403 + 22.63



F.G. ELEV. = 1269.61
403 + 16.05

CRL I-240 W.B.

PHASE 4

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X014

Preliminary Plans

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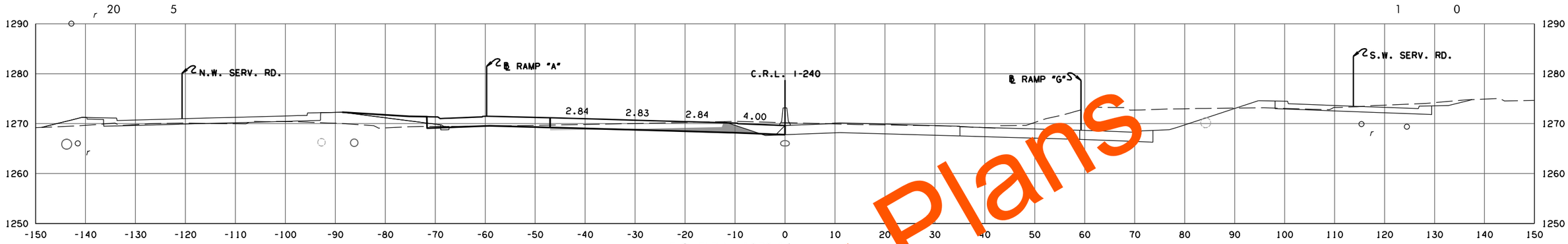
POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

3/4/2024

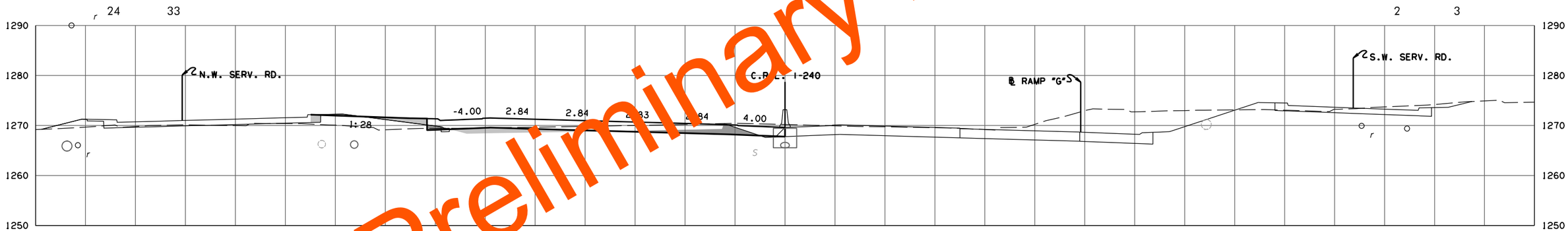
AREA
CUT FILL

VOLUME
CUT FILL



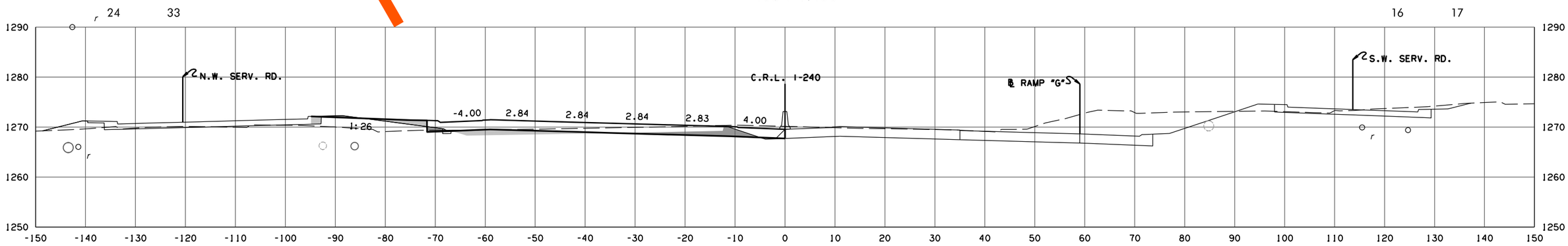
F.G. ELEV. = 1270.16

403 + 49.63



F.G. ELEV. = 1270.15

403 + 49.00



F.G. ELEV. = 1270.11

403 + 46.45

CRL I-240 W.B.

PHASE 4

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X015

Preliminary Plans

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R/W & U/E PURCHASED UNDER JP 09032(05)

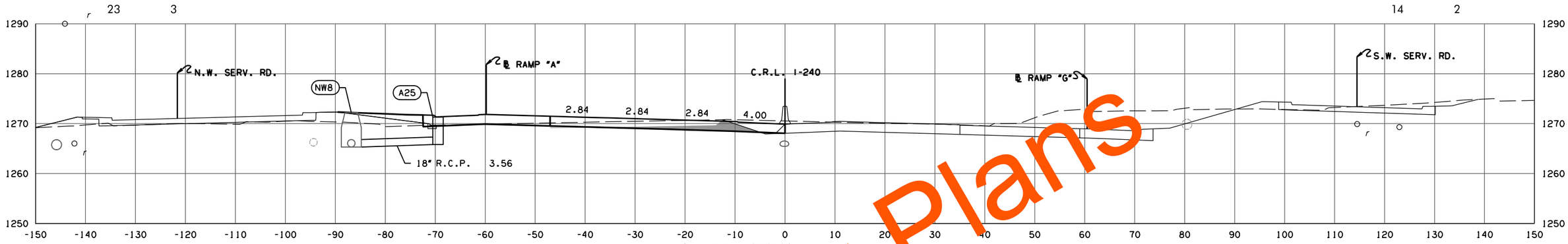
POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

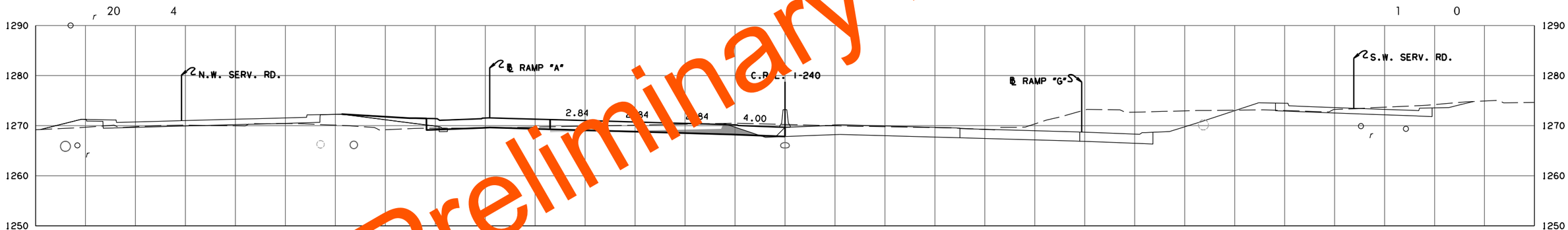
3/4/2024

AREA
CUT FILL

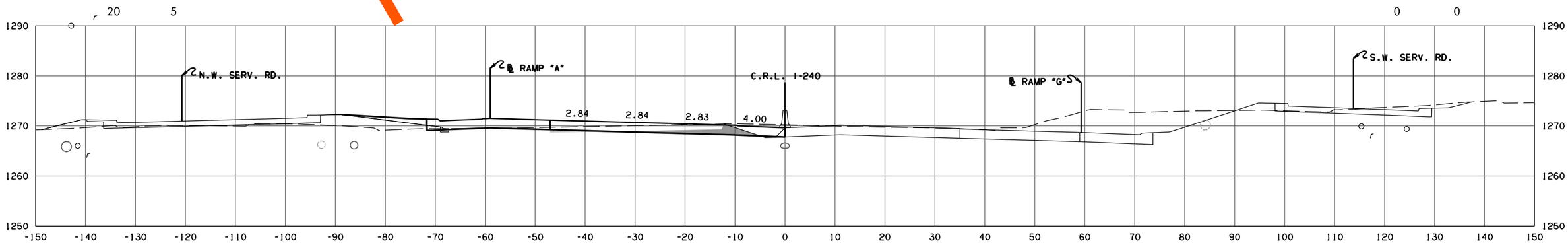
VOLUME
CUT FILL



F.G. ELEV. = 1270.46
403 + 68.98



F.G. ELEV. = 1270.19
403 + 52.00



F.G. ELEV. = 1270.16
403 + 50.00

CRL I-240 W.B.

PHASE 4

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY

SHEET NO. X016

Preliminary Plans

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(CAUTION) THE LOCATION OF ALL UTILITIES AS SHOWN ARE APPROXIMATE. DUE TO RELOCATION'S PLANNED OR PRESENTLY UNDER CONSTRUCTION THERE ARE SOME UTILITIES THAT WILL BE RELOCATED AND NOT SHOWN ON THESE PLANS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE TO ALL UTILITIES.

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SEE DRAINAGE AREA MAP SHEETS FOR DRAINAGE SYMBOLOGY.

R/W & U/E PURCHASED UNDER JP 09032(05)

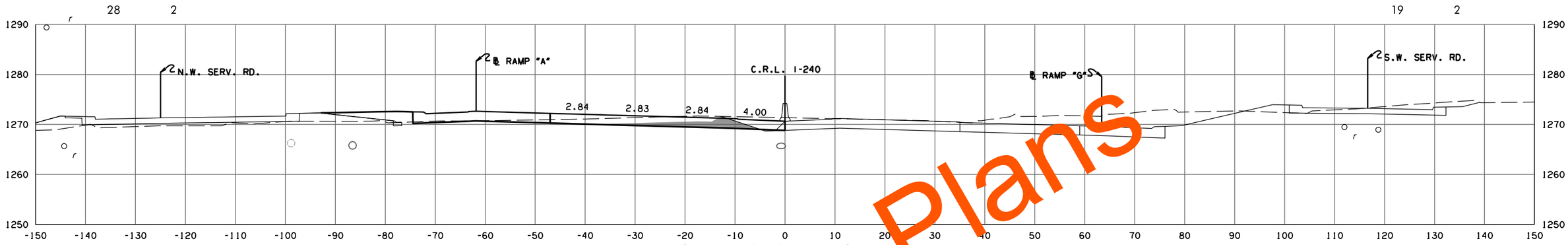
POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

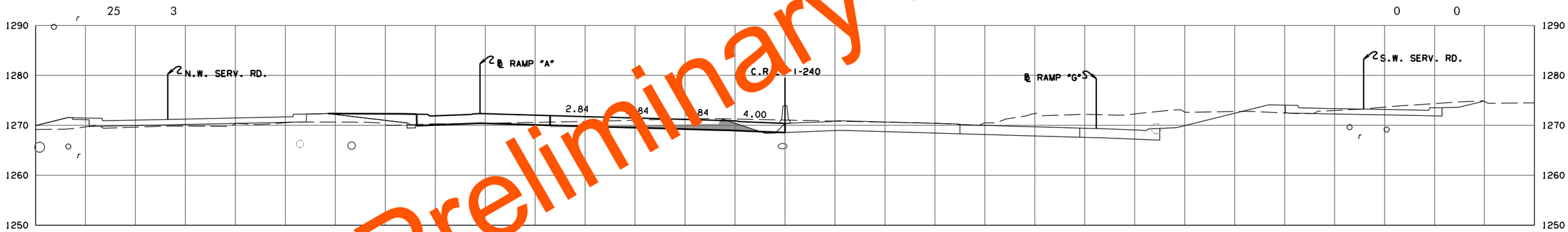
3/4/2024

AREA
CUT FILL

VOLUME
CUT FILL



F.G. ELEV. = 1271.20
404 + 19.43



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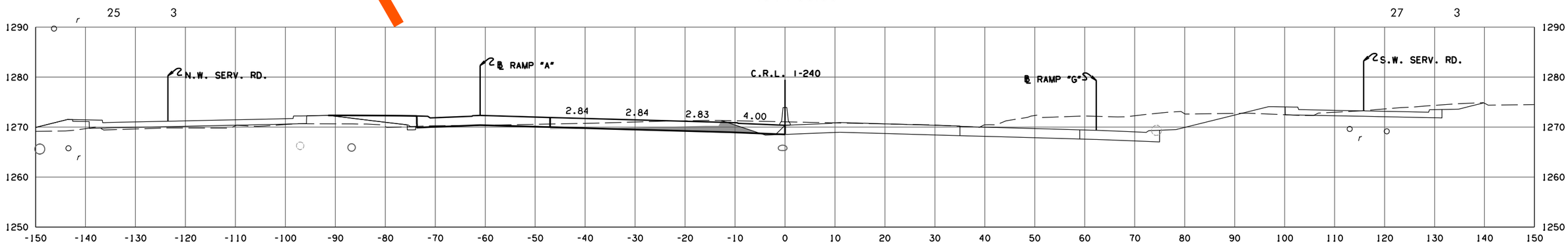

F.G. ELEV. = 1270.91
403 + 99.67

CRL I-240 W.B.

PHASE 4

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X017

Preliminary Plans

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R/W & U/E PURCHASED UNDER JP 09032(05)

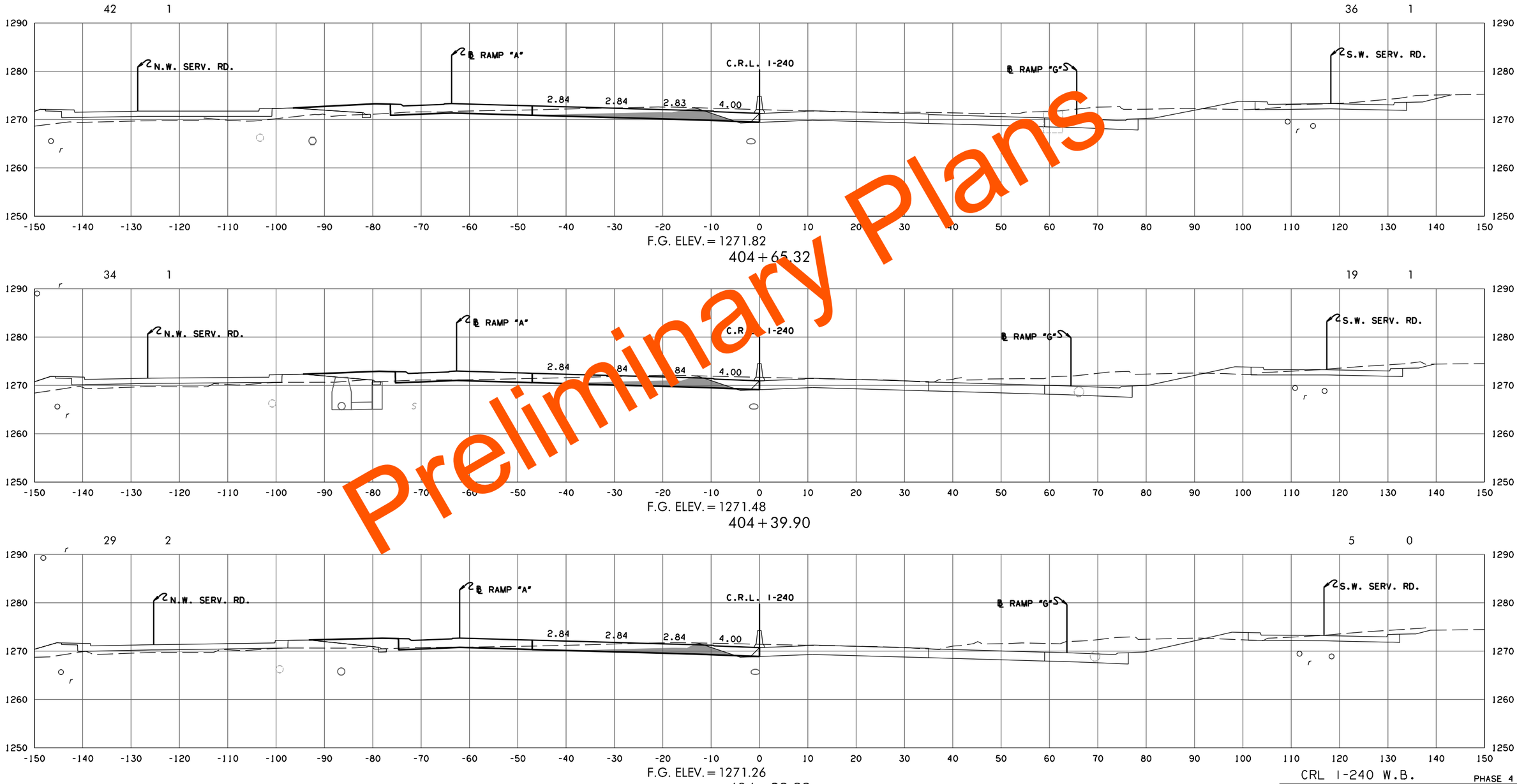
POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

3/4/2024

AREA
CUT FILL

VOLUME
CUT FILL



F.G. ELEV. = 1271.82
404 + 65.32

F.G. ELEV. = 1271.48
404 + 39.90

F.G. ELEV. = 1271.26
404 + 23.89

Preliminary Plans

CRL I-240 W.B.

PHASE 4

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X018

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(CAUTION) THE LOCATION OF ALL UTILITIES AS SHOWN ARE APPROXIMATE. DUE TO RELOCATION'S PLANNED OR PRESENTLY UNDER CONSTRUCTION THERE ARE SOME UTILITIES THAT WILL BE RELOCATED AND NOT SHOWN ON THESE PLANS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE TO ALL UTILITIES.

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R/W & U/E PURCHASED UNDER JP 09032(05)

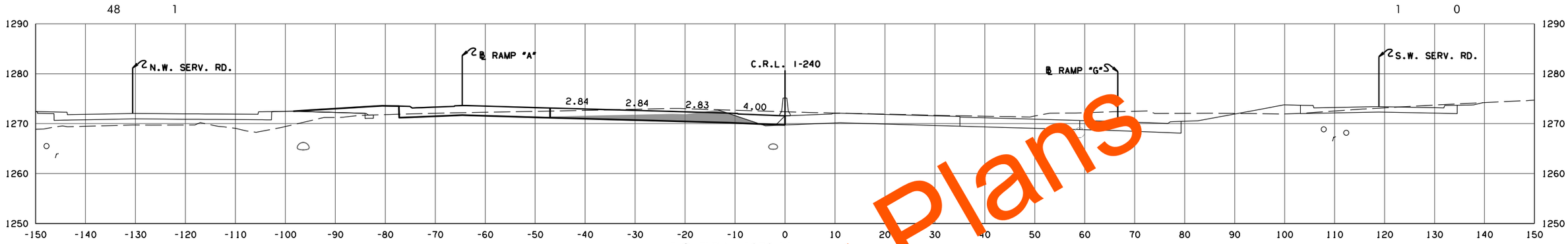
POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

3/4/2024

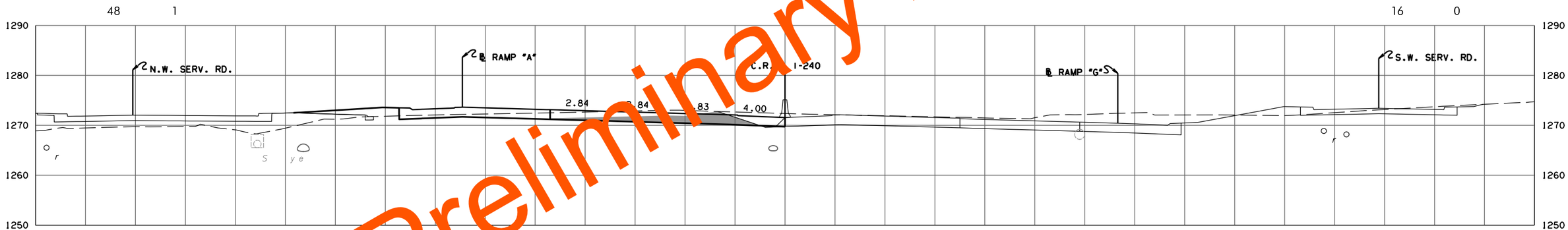
AREA
CUT FILL

VOLUME
CUT FILL



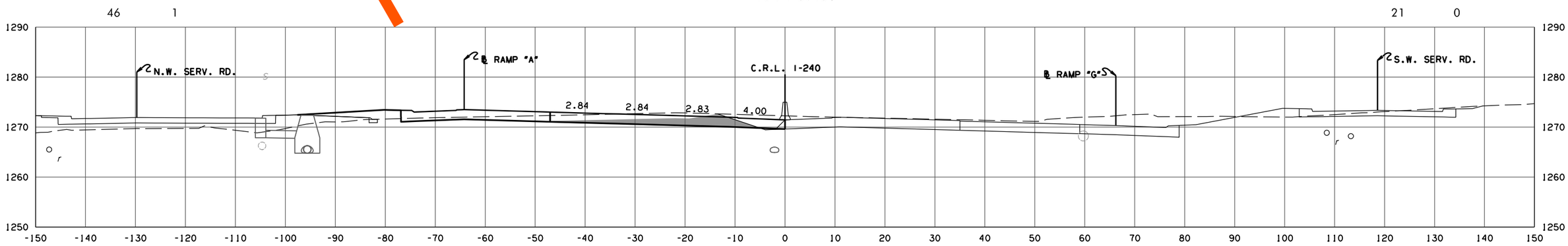
F.G. ELEV. = 1272.11

404 + 87.70



F.G. ELEV. = 1272.10

404 + 87.39



F.G. ELEV. = 1271.99

404 + 78.40

CRL I-240 W.B.

PHASE 4

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X019

Preliminary Plans

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R/W & U/E PURCHASED UNDER JP 09032(05)

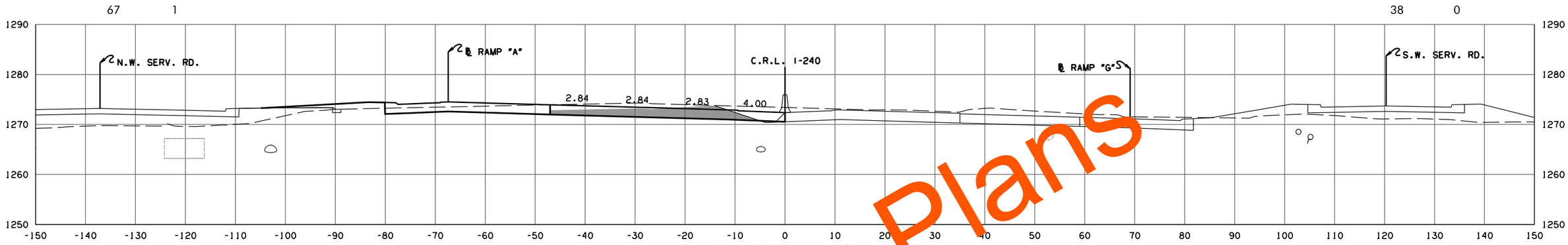
POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

3/4/2024

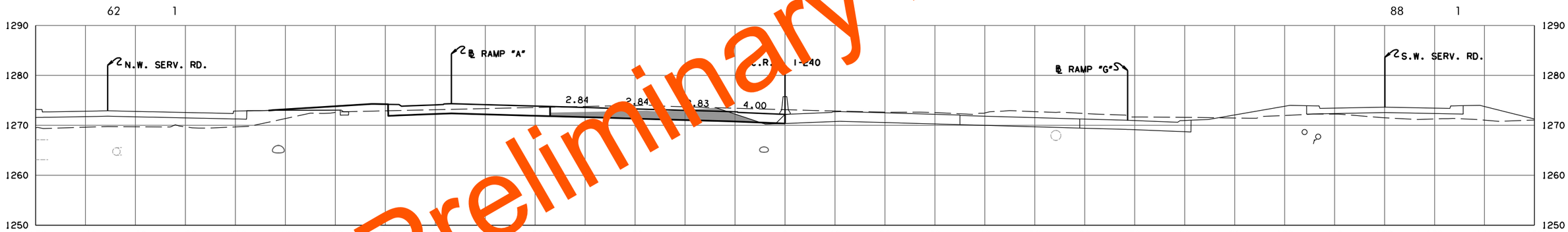
AREA
CUT FILL

VOLUME
CUT FILL



F.G. ELEV. = 1272.91

405 + 57.23



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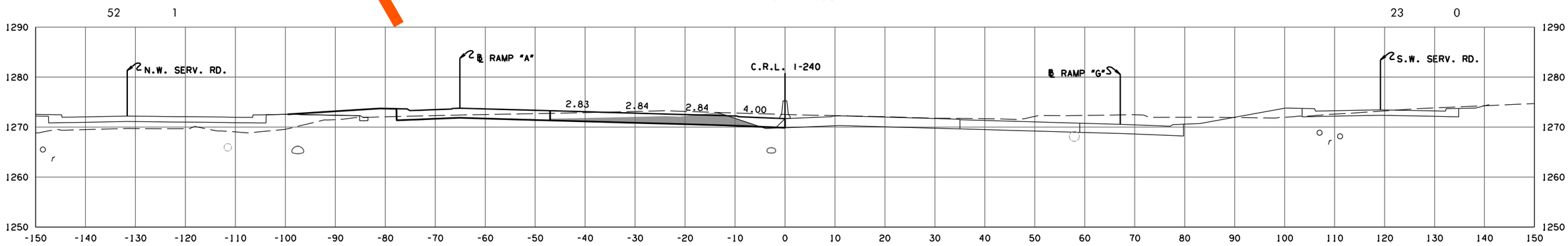
405 + 41.59



F.G. ELEV. = 1272.26

405 + 00.00

CRL I-240 W.B.

PHASE 4

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X020

Preliminary Plans

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R/W & U/E PURCHASED UNDER JP 09032(05)

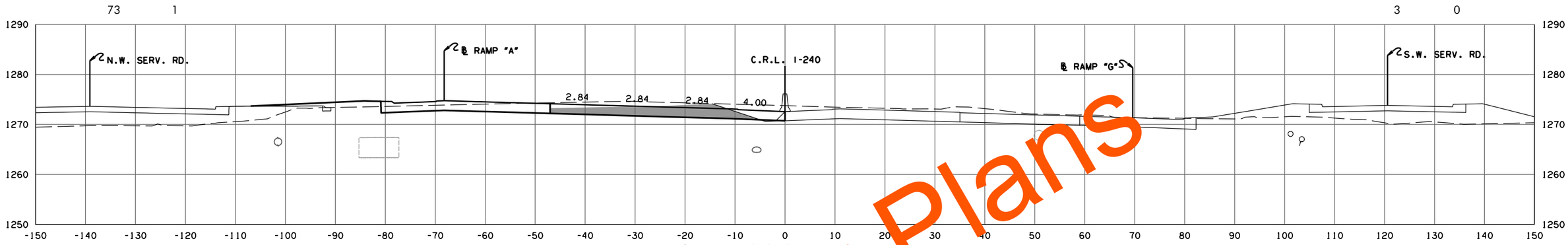
POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

3/4/2024

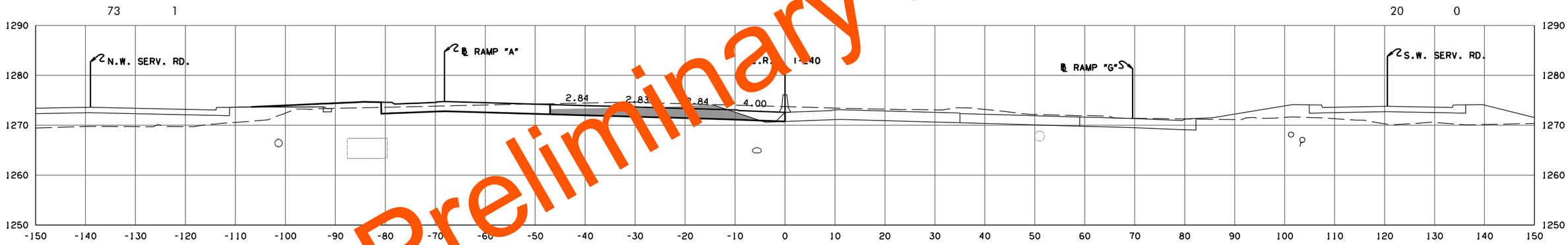
AREA
CUT FILL

VOLUME
CUT FILL



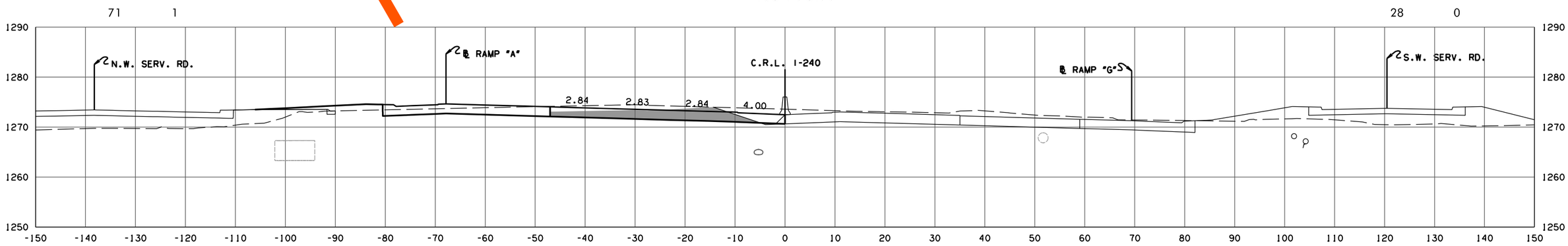
F.G. ELEV. = 1273.12

405 + 76.96



F.G. ELEV. = 1273.11

405 + 75.77



F.G. ELEV. = 1273.03

405 + 68.39

Preliminary Plans

CRL I-240 W.B.

PHASE 4

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X021

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R/W & U/E PURCHASED UNDER JP 09032(05)

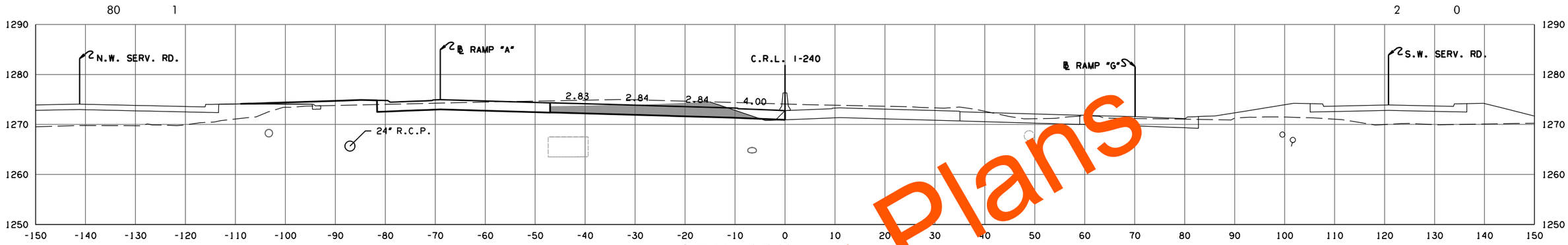
POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

3/4/2024

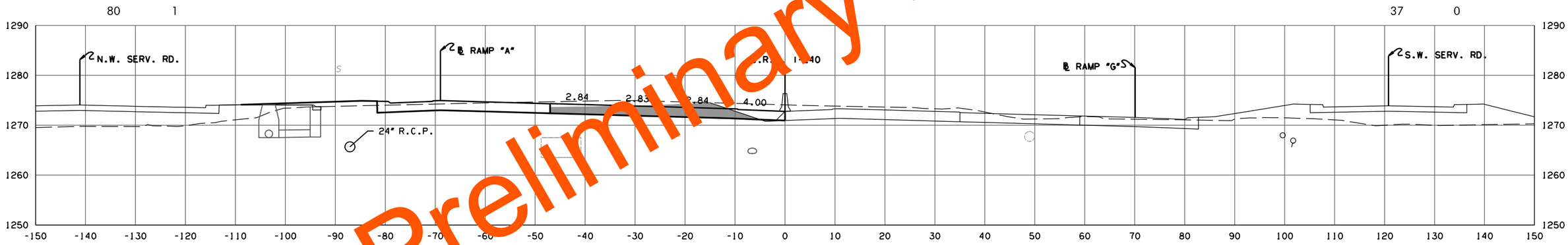
AREA
CUT FILL

VOLUME
CUT FILL



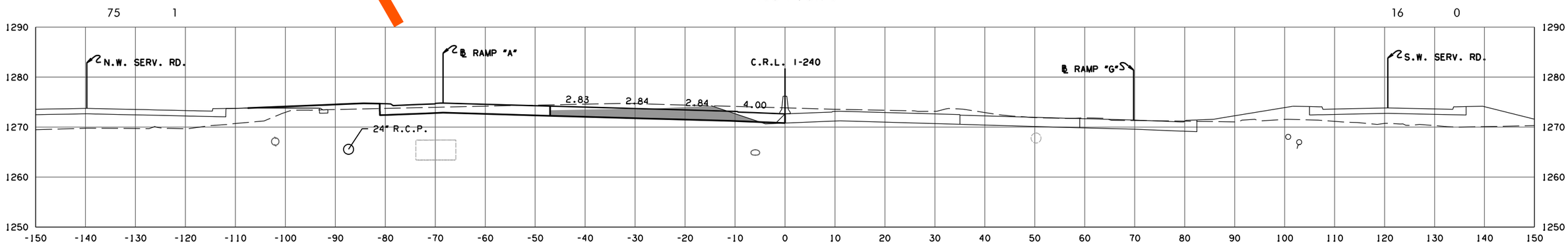
F.G. ELEV. = 1273.32

405 + 96.43



F.G. ELEV. = 1273.31

405 + 95.70



F.G. ELEV. = 1273.18

405 + 82.79

Preliminary Plans

CRL I-240 W.B.

PHASE 4

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X022

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R/W & U/E PURCHASED UNDER JP 09032(05)

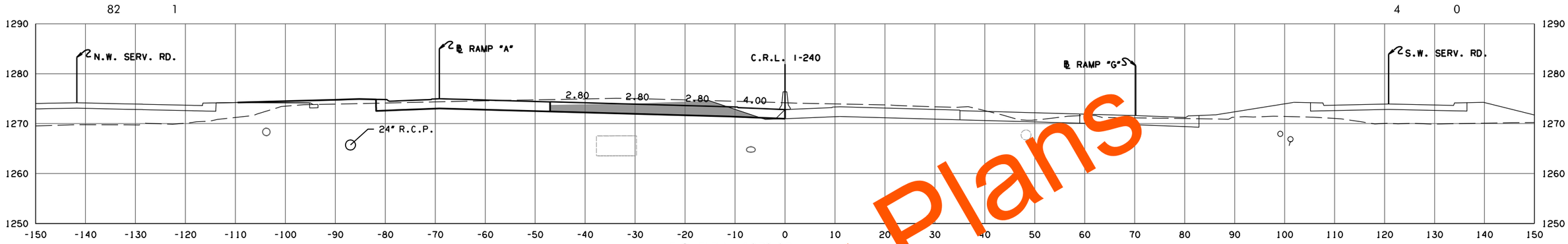
POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

3/4/2024

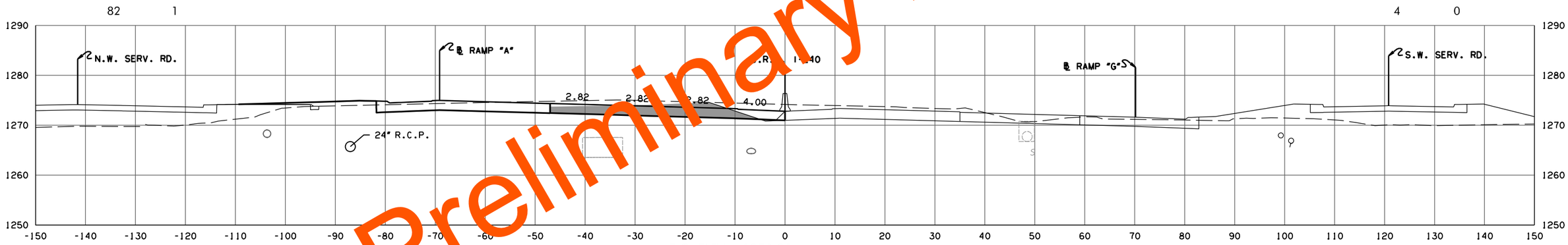
AREA
CUT FILL

VOLUME
CUT FILL



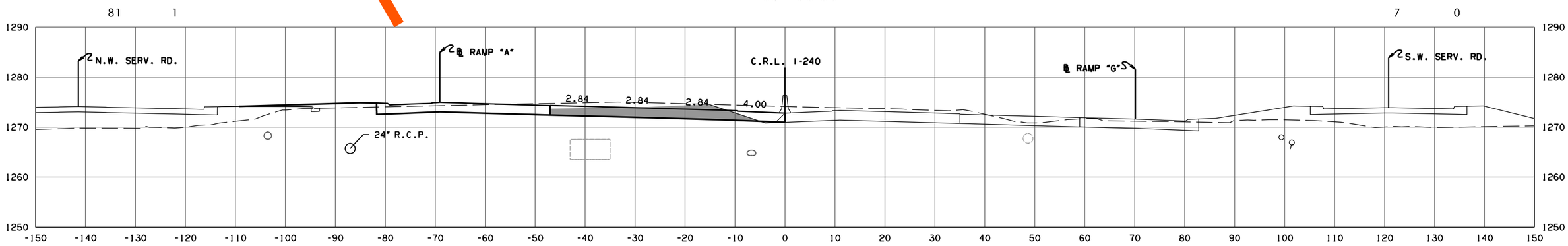
F.G. ELEV. = 1273.37

406 + 01.45



F.G. ELEV. = 1273.35

406 + 00.00



F.G. ELEV. = 1273.34

405 + 98.70

END FULL SU ER ROT TION

CRL I-240 W.B.

PHASE 4

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X023

Preliminary Plans

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R/W & U/E PURCHASED UNDER JP 09032(05)

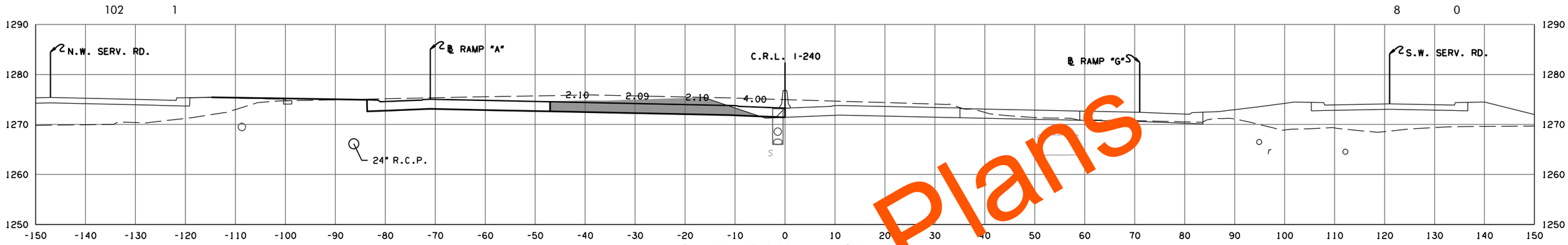
POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

3/4/2024

AREA
CUT FILL

VOLUME
CUT FILL



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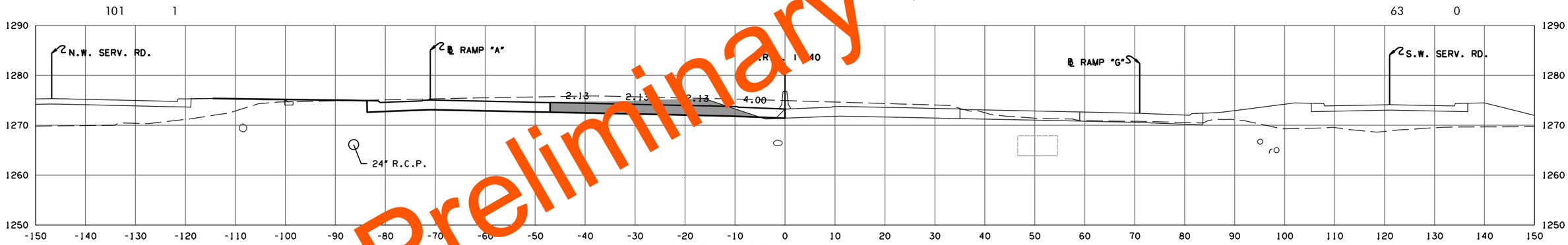
406 + 48.18



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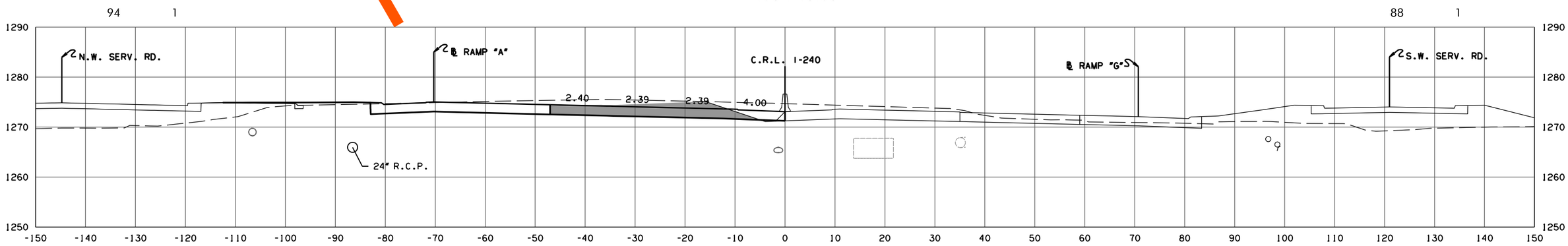

F.G. ELEV. = 1273.62

406 + 28.46

CRL I-240 W.B.

PHASE 4

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X024

Preliminary Plans

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R/W & U/E PURCHASED UNDER JP 09032(05)

POE & ASSOCIATES, OKLAHOMA CITY, OK.

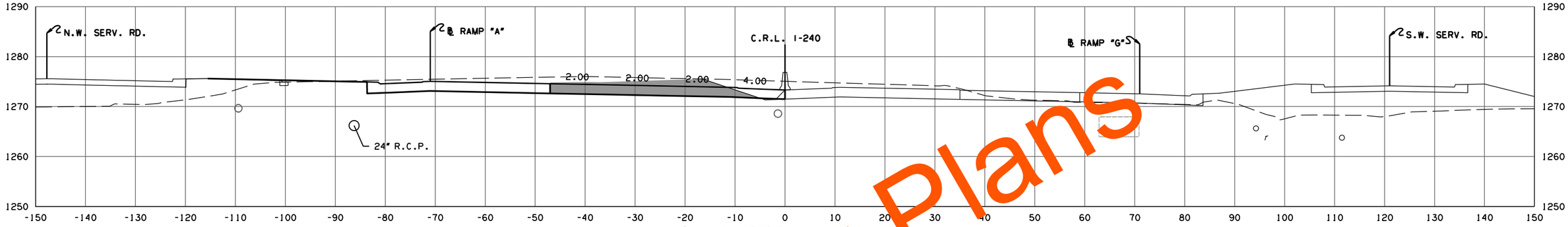
90% PLAN SUBMITTAL

3/4/2024

AREA
CUT FILL

VOLUME
CUT FILL

104 1 3 0

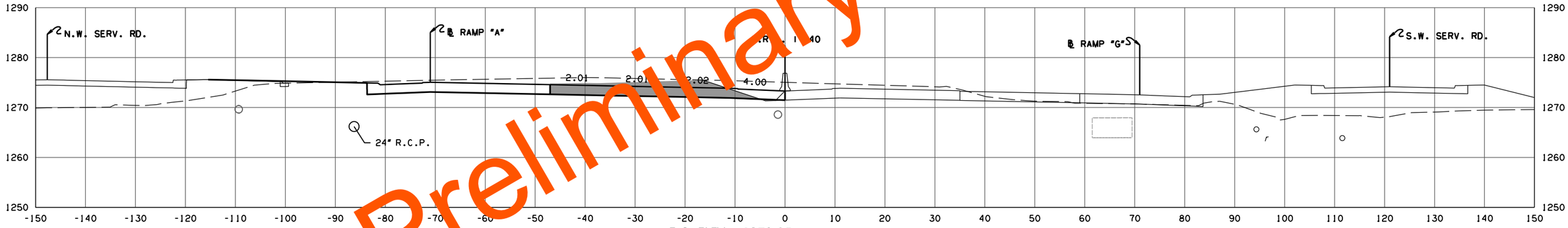


F.G. ELEV. = 1273.85

406 + 54.70

REVERSE CURVE N

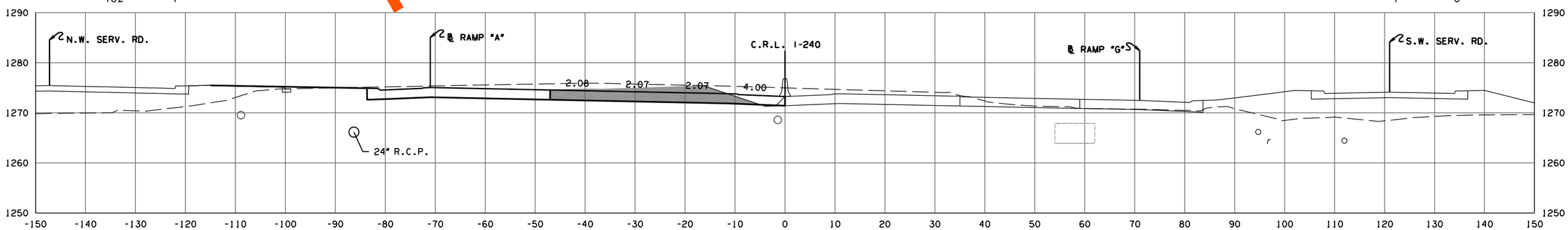
104 1 15 0



F.G. ELEV. = 1273.85

406 + 53.97

102 1 7 0



F.G. ELEV. = 1273.81

406 + 50.00

Preliminary Plans

CRL I-240 W.B.

PHASE 4

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X025

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R/W & U/E PURCHASED UNDER JP 09032(05)

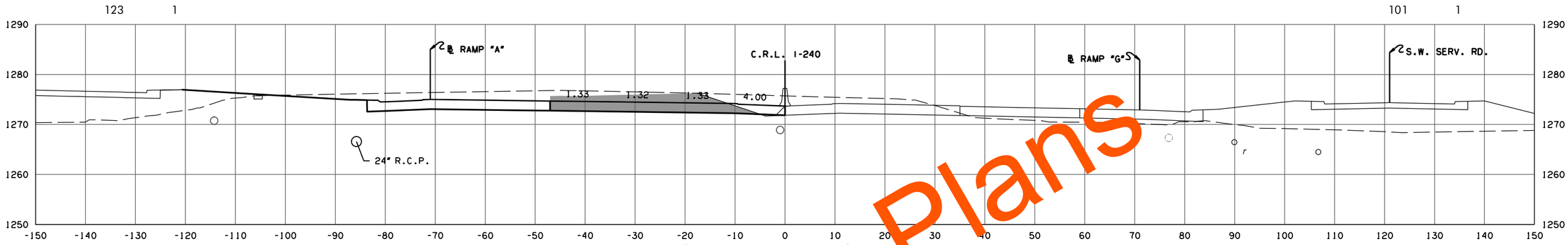
POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

3/4/2024

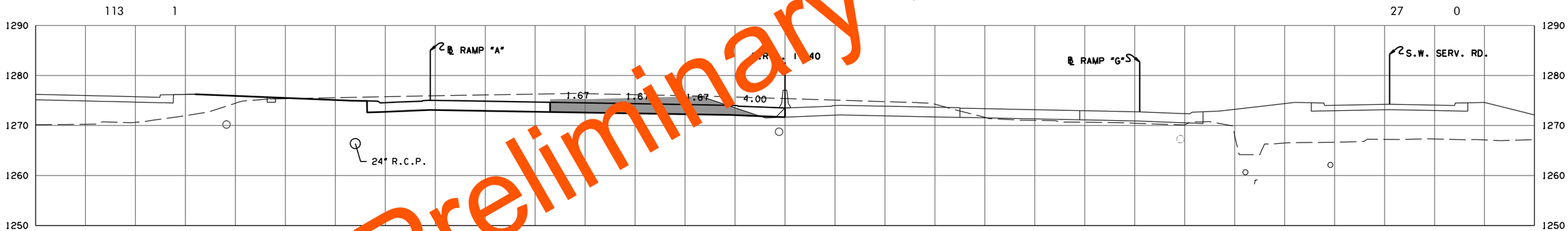
AREA
CUT FILL

VOLUME
CUT FILL



F.G. ELEV. = 1274.21

407 + 00.00



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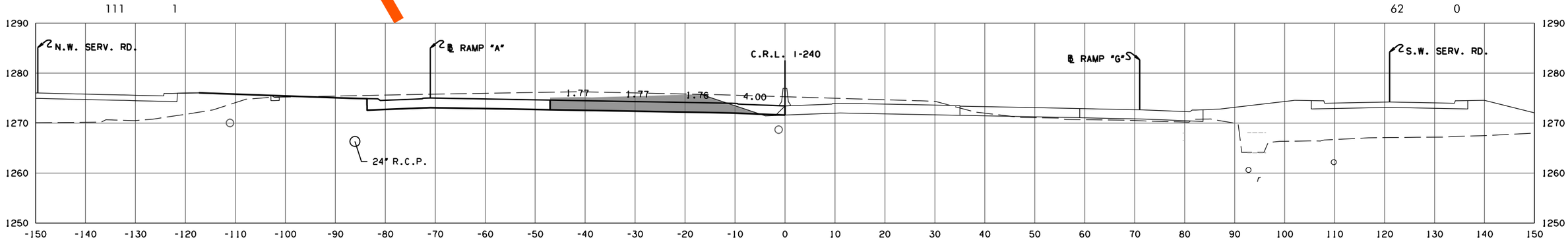
406 + 76.93



F.G. ELEV. = 1273.98

406 + 70.38

CRL I-240 W.B.

PHASE 4

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X026

Preliminary Plans

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SEE DRAINAGE AREA MAP SHEETS FOR DRAINAGE SYMBOLOGY.

R/W & U/E PURCHASED UNDER JP 09032(05)

POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

3/4/2024

Preliminary Plans

CRL I-240 W.B.

PHASE 4

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X027

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(CAUTION) THE LOCATION OF ALL UTILITIES AS SHOWN ARE APPROXIMATE. DUE TO RELOCATION'S PLANNED OR PRESENTLY UNDER CONSTRUCTION THERE ARE SOME UTILITIES THAT WILL BE RELOCATED AND NOT SHOWN ON THESE PLANS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE TO ALL UTILITIES.

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R/W & U/E PURCHASED UNDER JP 09032(05)

POE & ASSOCIATES, OKLAHOMA CITY, OK.

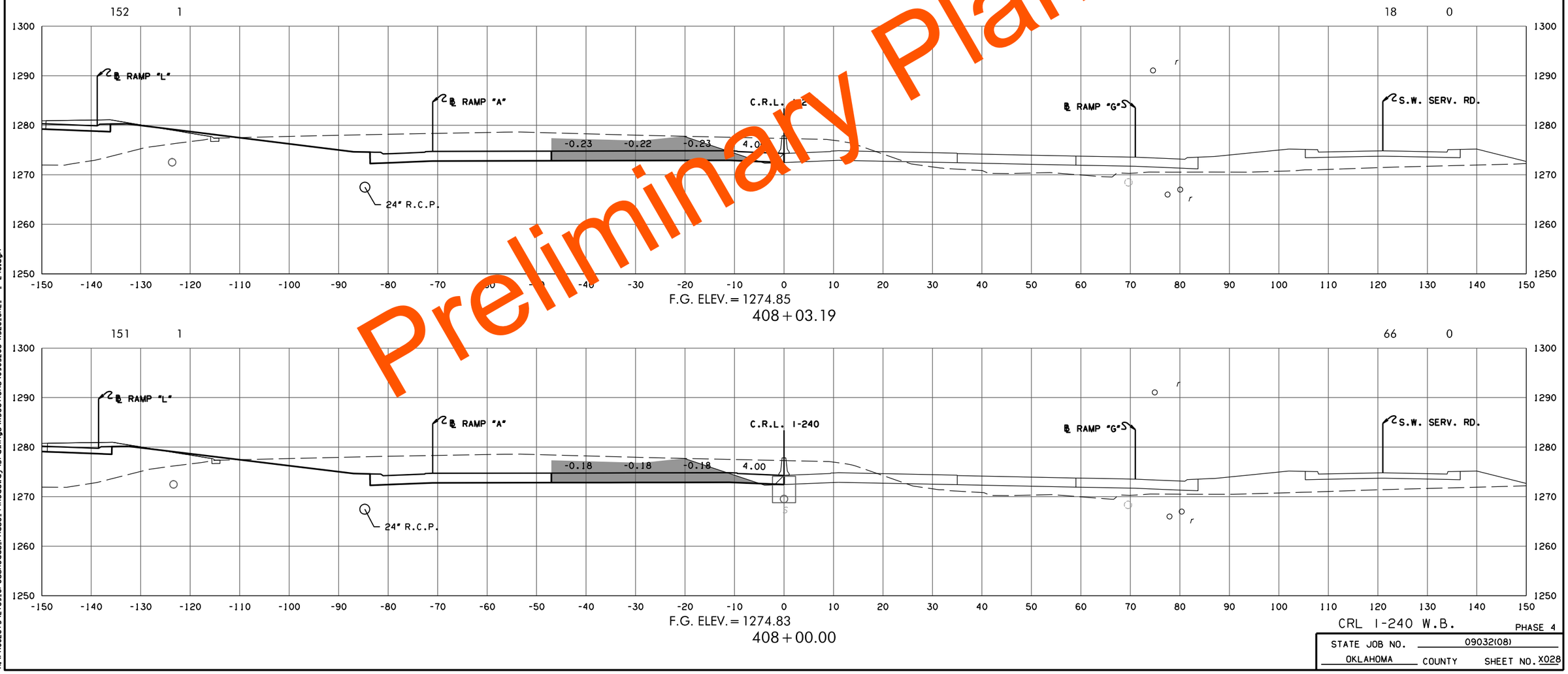
90% PLAN SUBMITTAL

3/4/2024

AREA
CUT FILL

VOLUME
CUT FILL

Preliminary Plans



F.G. ELEV. = 1274.85
408 + 03.19

F.G. ELEV. = 1274.83
408 + 00.00

CRL I-240 W.B.

PHASE 4

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X028

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(CAUTION) THE LOCATION OF ALL UTILITIES AS SHOWN ARE APPROXIMATE. DUE TO RELOCATION'S PLANNED OR PRESENTLY UNDER CONSTRUCTION THERE ARE SOME UTILITIES THAT WILL BE RELOCATED AND NOT SHOWN ON THESE PLANS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE TO ALL UTILITIES.

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SEE DRAINAGE AREA MAP SHEETS FOR DRAINAGE SYMBOLOGY.

R/W & U/E PURCHASED UNDER JP 09032(05)

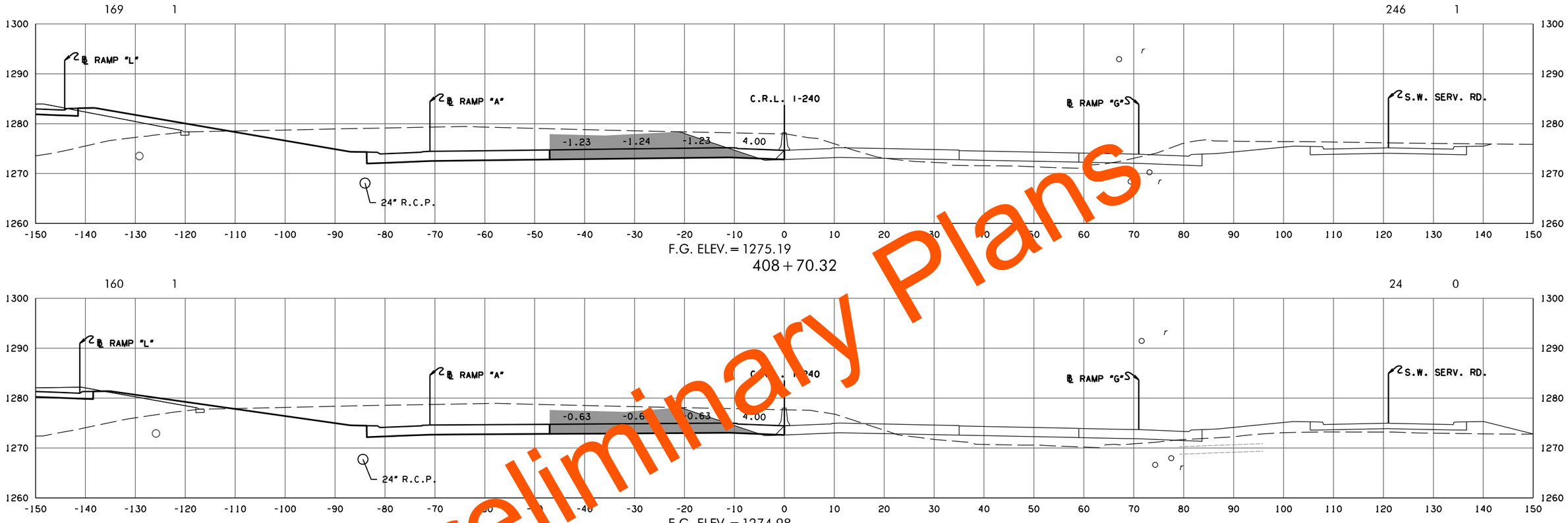
POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

3/4/2024

AREA
CUT FILL

VOLUME
CUT FILL



F.G. ELEV. = 1275.19
408 + 70.32

F.G. ELEV. = 1274.98
408 + 29.91

F.G. ELEV. = 1274.96
408 + 25.92

Preliminary Plans

CRL I-240 W.B.

PHASE 4

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X029

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SEE DRAINAGE AREA MAP SHEETS FOR DRAINAGE SYMBOLOGY.

R/W & U/E PURCHASED UNDER JP 09032(05)

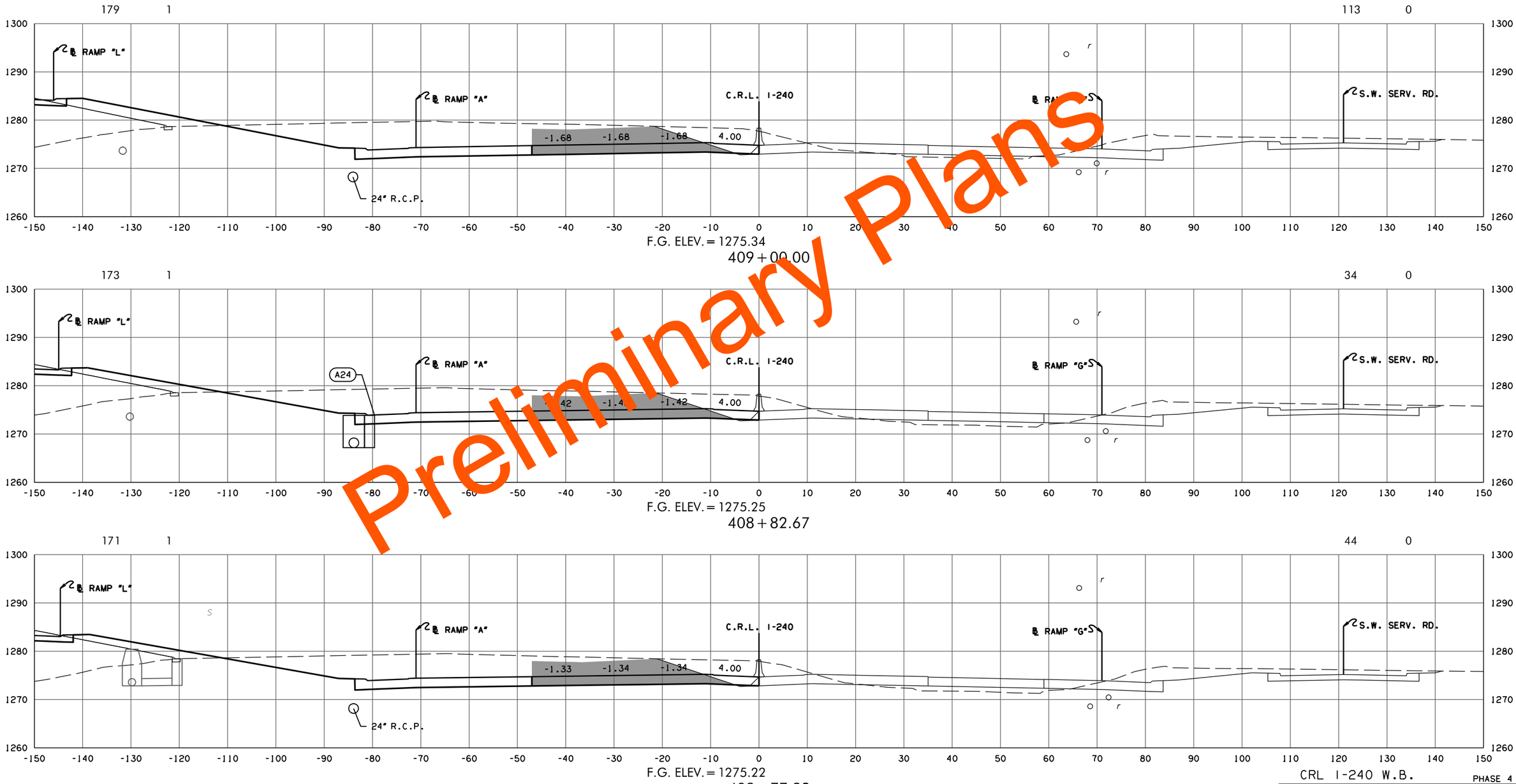
POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

3/4/2024

AREA
CUT FILL

VOLUME
CUT FILL



Preliminary Plans

CRL I-240 W.B.

PHASE 4

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X030

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(CAUTION) THE LOCATION OF ALL UTILITIES AS SHOWN ARE APPROXIMATE. DUE TO RELOCATION'S PLANNED OR PRESENTLY UNDER CONSTRUCTION THERE ARE SOME UTILITIES THAT WILL BE RELOCATED AND NOT SHOWN ON THESE PLANS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE TO ALL UTILITIES.

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SEE DRAINAGE AREA MAP SHEETS FOR DRAINAGE SYMBOLOGY.

R/W & U/E PURCHASED UNDER JP 09032(05)

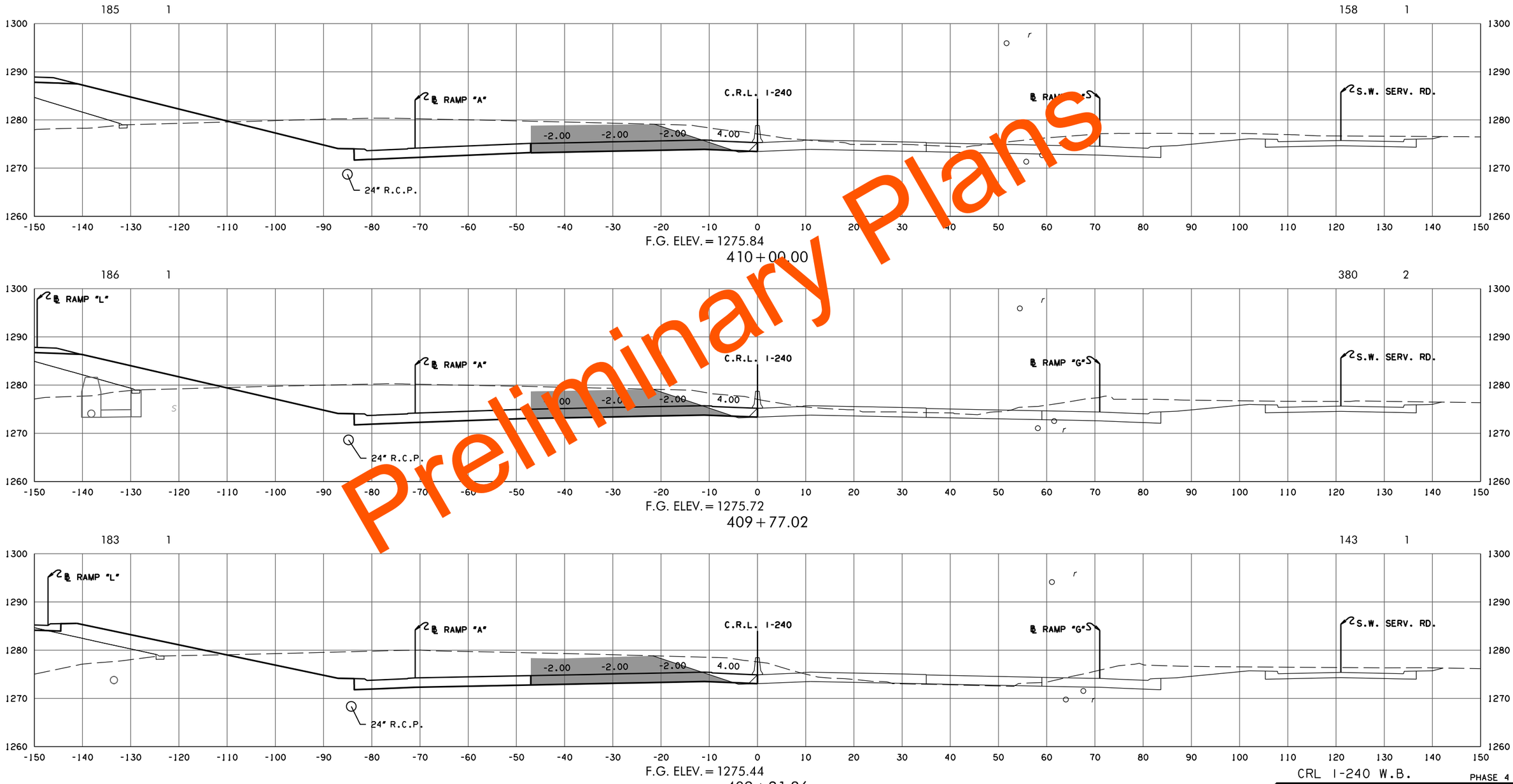
POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

3/4/2024

AREA
CUT FILL

VOLUME
CUT FILL



Preliminary Plans

CRL I-240 W.B.

PHASE 4

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X031

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(CAUTION) THE LOCATION OF ALL UTILITIES AS SHOWN ARE APPROXIMATE. DUE TO RELOCATION'S PLANNED OR PRESENTLY UNDER CONSTRUCTION THERE ARE SOME UTILITIES THAT WILL BE RELOCATED AND NOT SHOWN ON THESE PLANS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE TO ALL UTILITIES.

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SEE DRAINAGE AREA MAP SHEETS FOR DRAINAGE SYMBOLOGY.

R/W & U/E PURCHASED UNDER JP 09032(05)

POE & ASSOCIATES, OKLAHOMA CITY, OK.

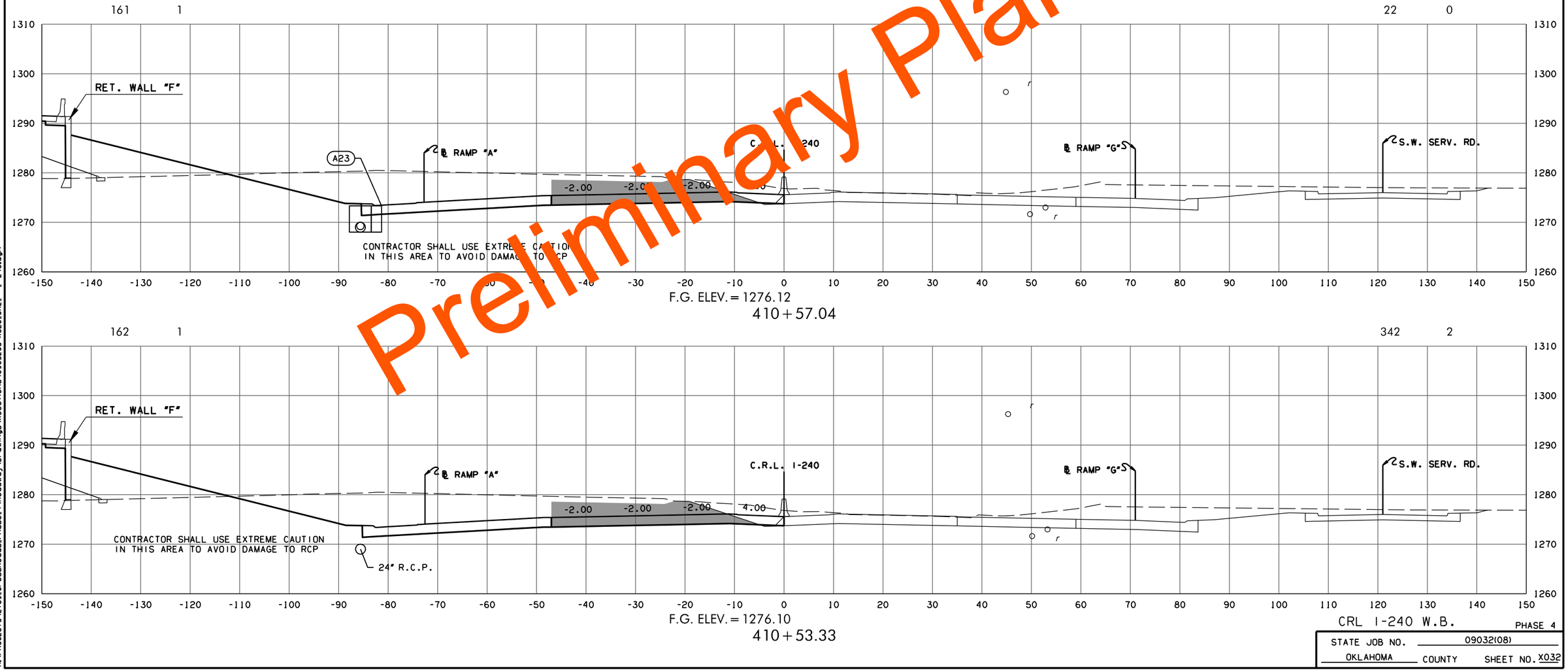
90% PLAN SUBMITTAL

3/4/2024

AREA
CUT FILL

VOLUME
CUT FILL

Preliminary Plans



F.G. ELEV. = 1276.12
410+57.04

F.G. ELEV. = 1276.10
410+53.33

CRL I-240 W.B.

PHASE 4

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X032

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SEE DRAINAGE AREA MAP SHEETS FOR DRAINAGE SYMBOLOGY.

R/W & U/E PURCHASED UNDER JP 09032(05)

POE & ASSOCIATES, OKLAHOMA CITY, OK.

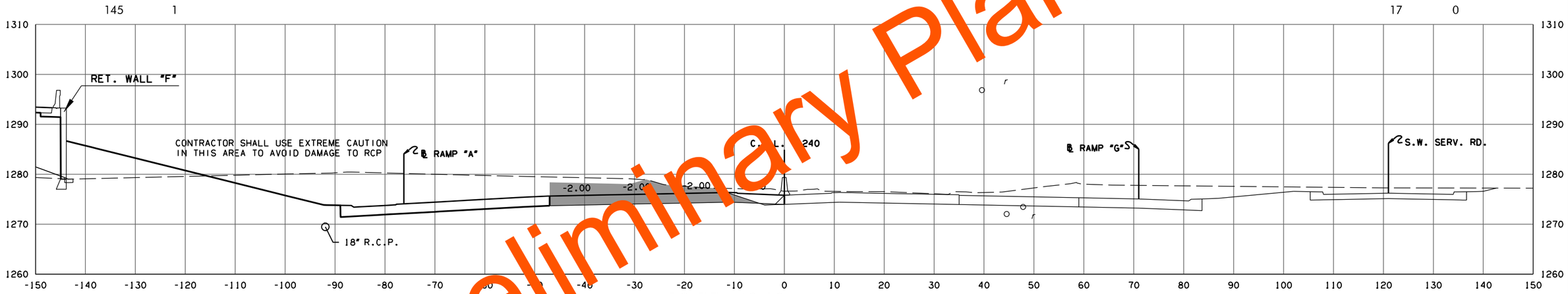
90% PLAN SUBMITTAL

3/4/2024

AREA
CUT FILL

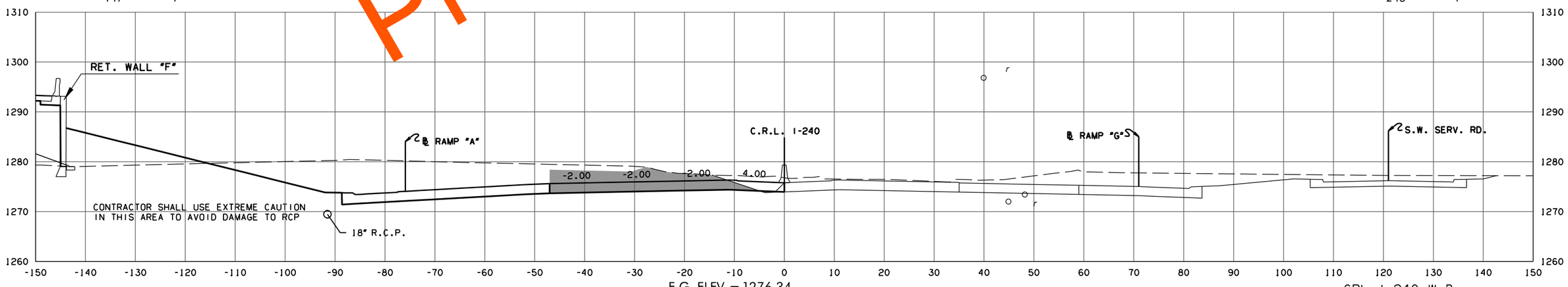
VOLUME
CUT FILL

Preliminary Plans



F.G. ELEV. = 1276.35

411+03.19



F.G. ELEV. = 1276.34

411+00.00

CRL I-240 W.B.

PHASE 4

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X033

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(CAUTION) THE LOCATION OF ALL UTILITIES AS SHOWN ARE APPROXIMATE. DUE TO RELOCATION'S PLANNED OR PRESENTLY UNDER CONSTRUCTION THERE ARE SOME UTILITIES THAT WILL BE RELOCATED AND NOT SHOWN ON THESE PLANS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE TO ALL UTILITIES.

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SEE DRAINAGE AREA MAP SHEETS FOR DRAINAGE SYMBOLOGY.

R/W & U/E PURCHASED UNDER JP 09032(05)

POE & ASSOCIATES, OKLAHOMA CITY, OK.

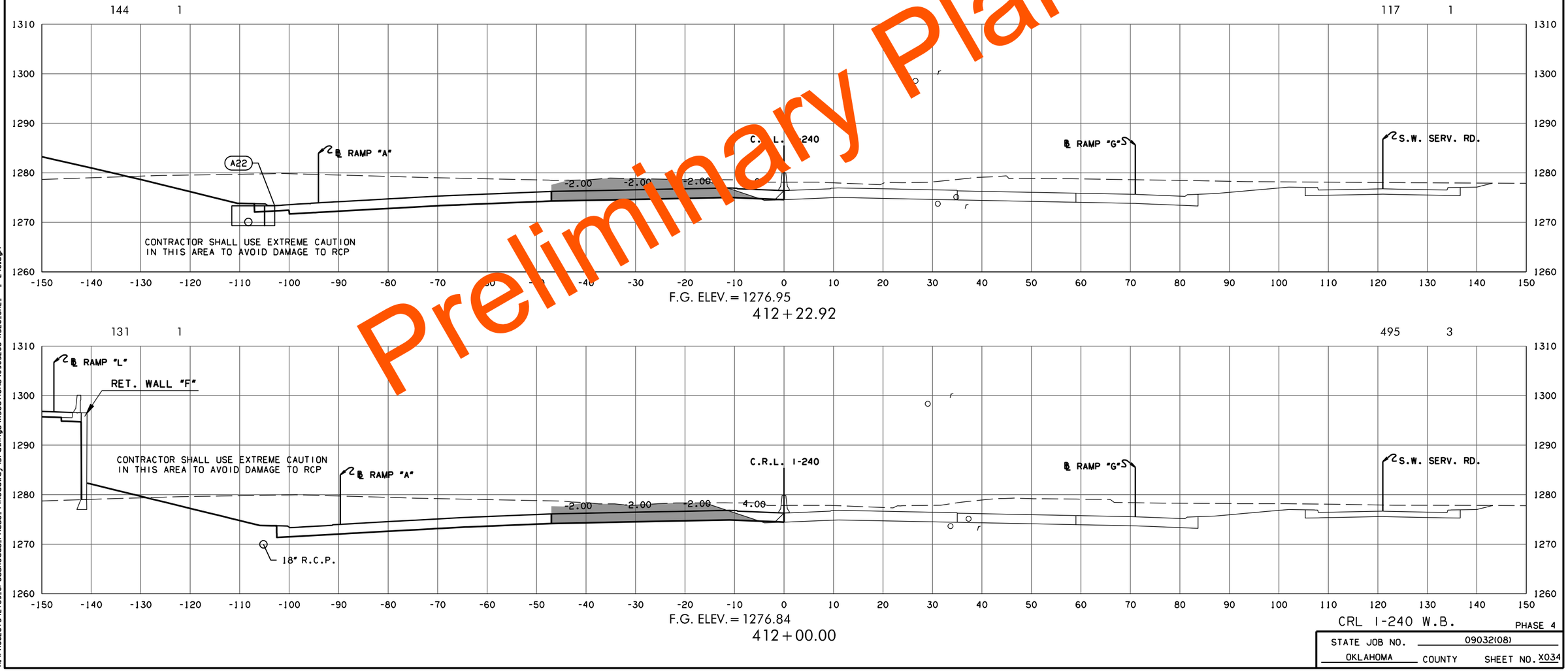
90% PLAN SUBMITTAL

3/4/2024

AREA
CUT FILL

VOLUME
CUT FILL

Preliminary Plans



CRL I-240 W.B.

PHASE 4

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X034

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(CAUTION) THE LOCATION OF ALL UTILITIES AS SHOWN ARE APPROXIMATE. DUE TO RELOCATION'S PLANNED OR PRESENTLY UNDER CONSTRUCTION THERE ARE SOME UTILITIES THAT WILL BE RELOCATED AND NOT SHOWN ON THESE PLANS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE TO ALL UTILITIES.

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SEE DRAINAGE AREA MAP SHEETS FOR DRAINAGE SYMBOLOGY.

R/W & U/E PURCHASED UNDER JP 09032(05)

POE & ASSOCIATES, OKLAHOMA CITY, OK.

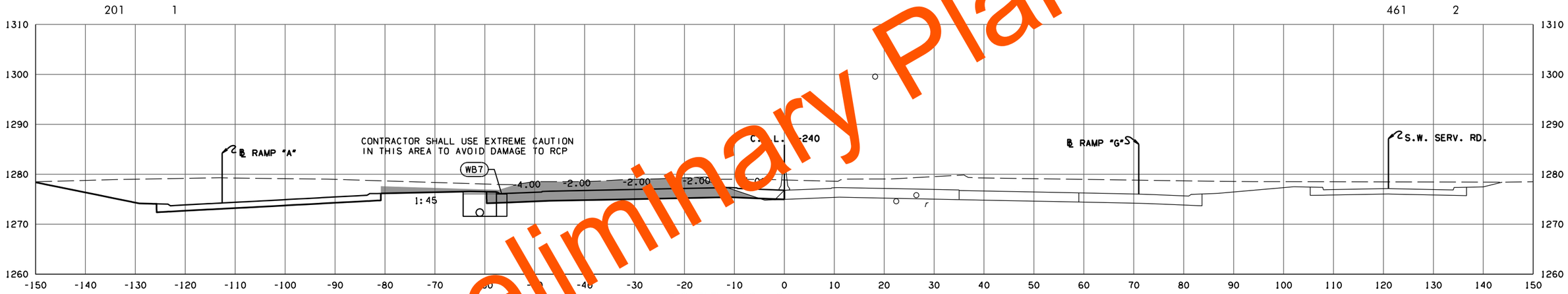
90% PLAN SUBMITTAL

3/4/2024

AREA
CUT FILL

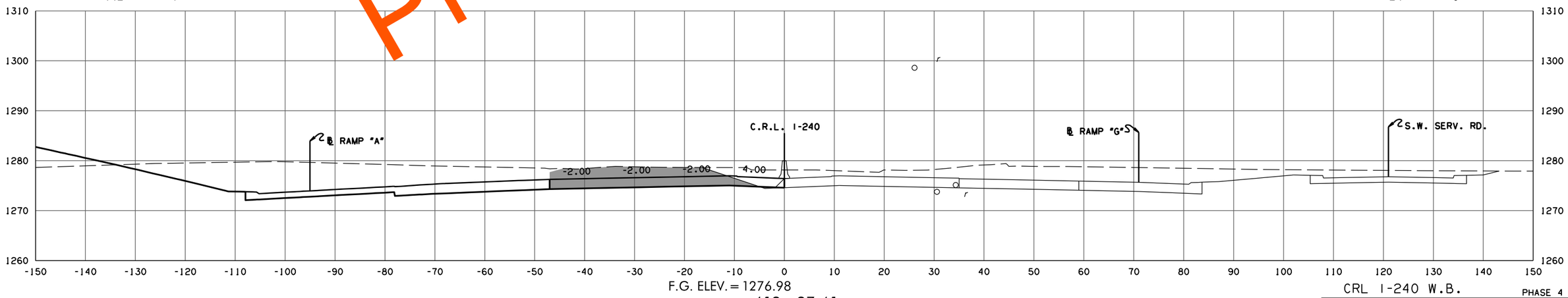
VOLUME
CUT FILL

Preliminary Plans



F.G. ELEV. = 1277.34

413 + 00.00



F.G. ELEV. = 1276.98

412 + 27.41

CRL I-240 W.B.

PHASE 4

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X035

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(CAUTION) THE LOCATION OF ALL UTILITIES AS SHOWN ARE APPROXIMATE. DUE TO RELOCATION'S PLANNED OR PRESENTLY UNDER CONSTRUCTION THERE ARE SOME UTILITIES THAT WILL BE RELOCATED AND NOT SHOWN ON THESE PLANS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE TO ALL UTILITIES.

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R/W & U/E PURCHASED UNDER JP 09032(05)

POE & ASSOCIATES, OKLAHOMA CITY, OK.

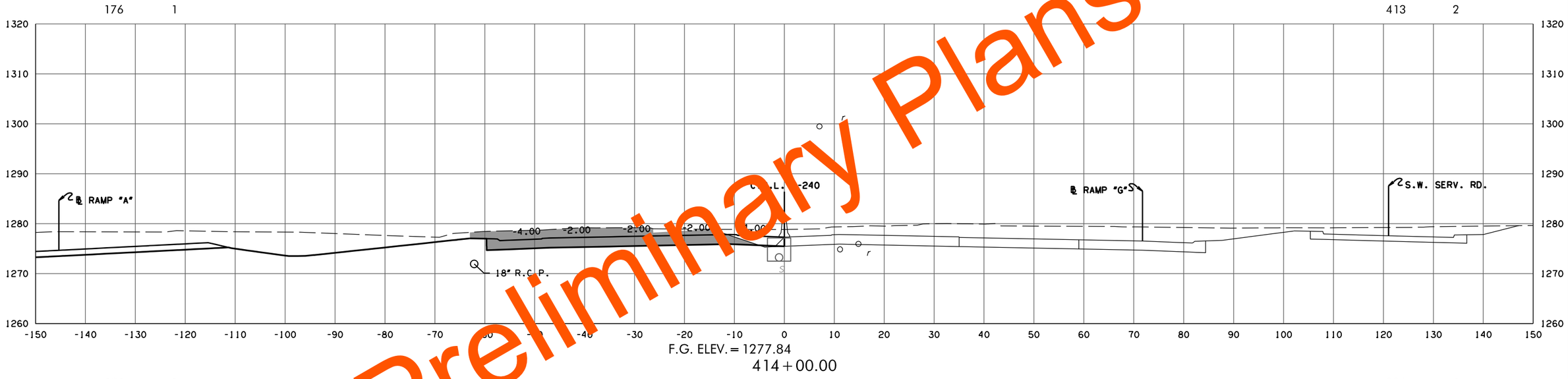
90% PLAN SUBMITTAL

3/4/2024

AREA
CUT FILL

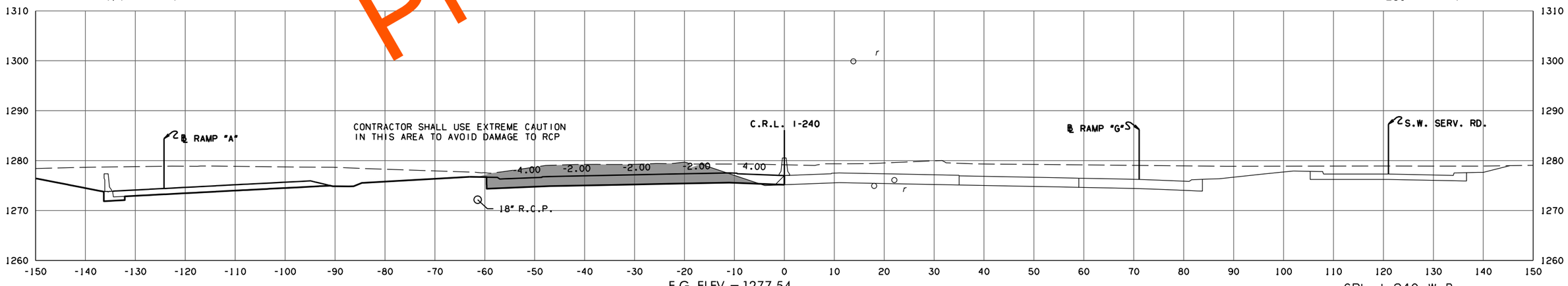
VOLUME
CUT FILL

Preliminary Plans



F.G. ELEV. = 1277.84

414 + 00.00



F.G. ELEV. = 1277.54

413 + 39.31

CRL I-240 W.B.

PHASE 4

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X036

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(CAUTION) THE LOCATION OF ALL UTILITIES AS SHOWN ARE APPROXIMATE. DUE TO RELOCATION'S PLANNED OR PRESENTLY UNDER CONSTRUCTION THERE ARE SOME UTILITIES THAT WILL BE RELOCATED AND NOT SHOWN ON THESE PLANS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE TO ALL UTILITIES.

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SEE DRAINAGE AREA MAP SHEETS FOR DRAINAGE SYMBOLOGY.

R/W & U/E PURCHASED UNDER JP 09032(05)

POE & ASSOCIATES, OKLAHOMA CITY, OK.

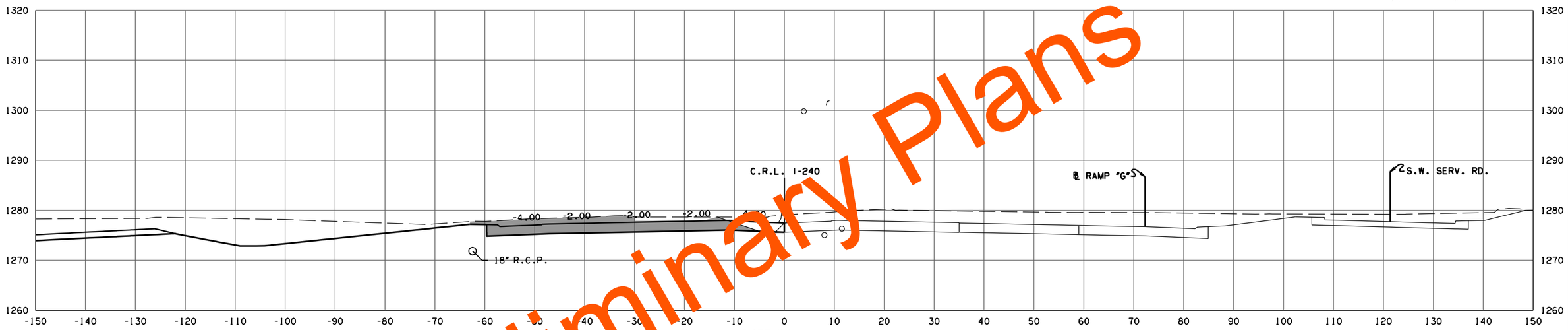
90% PLAN SUBMITTAL

3/4/2024

AREA
CUT FILL

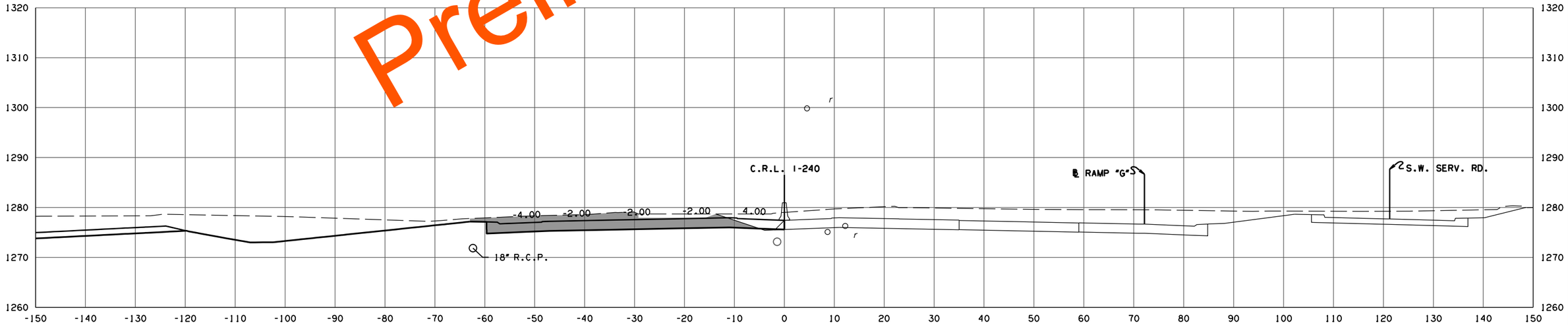
VOLUME
CUT FILL

141 1 30 0



F.G. ELEV. = 1277.98
414 + 27.96

146 1 132 1



F.G. ELEV. = 1277.95
414 + 22.26

CRL I-240 W.B.

PHASE 4

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X037

Preliminary Plans

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(CAUTION) THE LOCATION OF ALL UTILITIES AS SHOWN ARE APPROXIMATE. DUE TO RELOCATION'S PLANNED OR PRESENTLY UNDER CONSTRUCTION THERE ARE SOME UTILITIES THAT WILL BE RELOCATED AND NOT SHOWN ON THESE PLANS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE TO ALL UTILITIES.

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R/W & U/E PURCHASED UNDER JP 09032(05)

POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

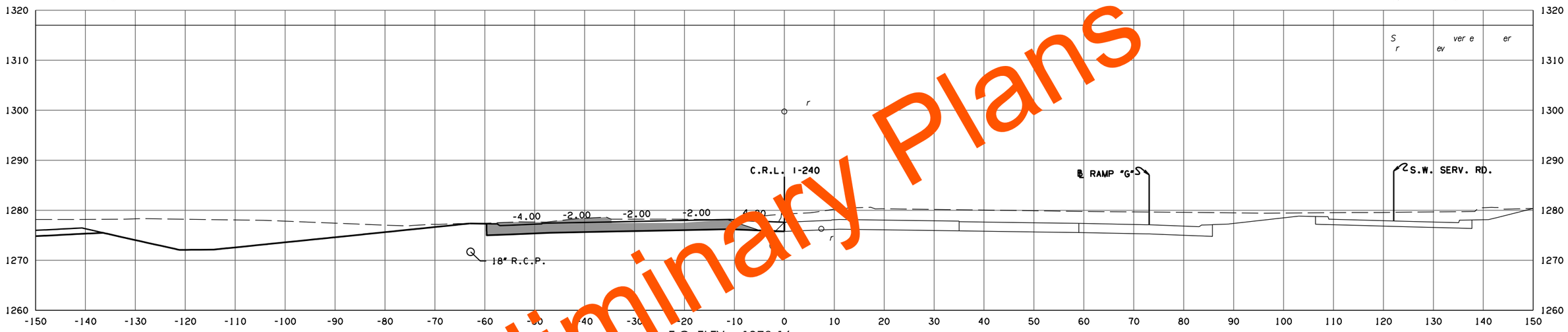
3/4/2024

AREA
CUT FILL

VOLUME
CUT FILL

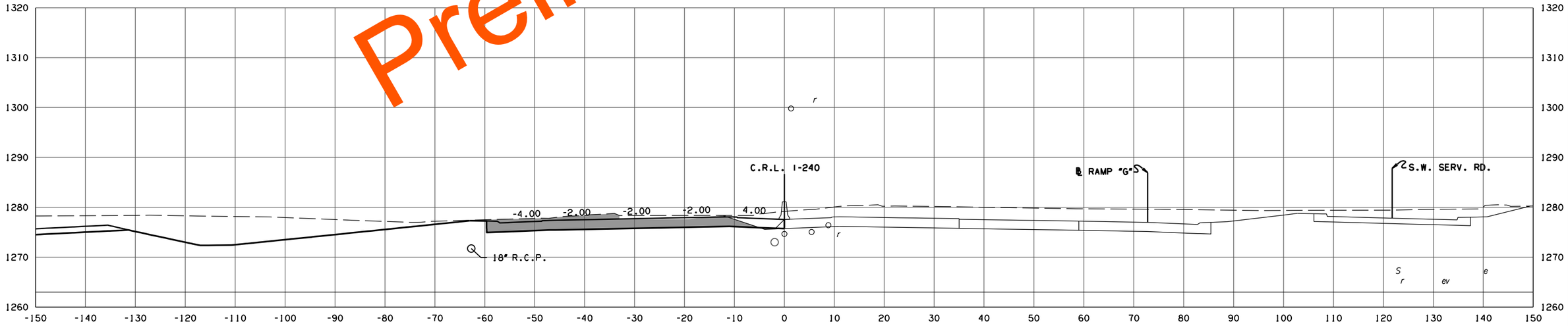
Preliminary Plans

107 1 49 0



F.G. ELEV. = 1278.16
414 + 62.74

116 1 109 1



F.G. ELEV. = 1278.10
414 + 50.78

CRL I-240 W.B.

PHASE 4

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X038

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(CAUTION) THE LOCATION OF ALL UTILITIES AS SHOWN ARE APPROXIMATE. DUE TO RELOCATION'S PLANNED OR PRESENTLY UNDER CONSTRUCTION THERE ARE SOME UTILITIES THAT WILL BE RELOCATED AND NOT SHOWN ON THESE PLANS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE TO ALL UTILITIES.

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R/W & U/E PURCHASED UNDER JP 09032(05)

POE & ASSOCIATES, OKLAHOMA CITY, OK.

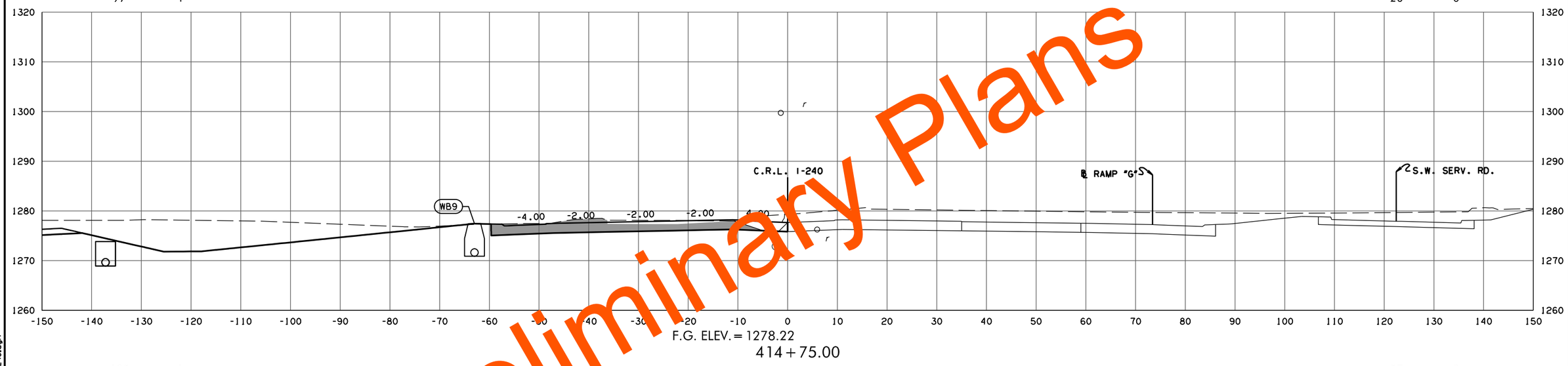
90% PLAN SUBMITTAL

3/4/2024

AREA
CUT FILL

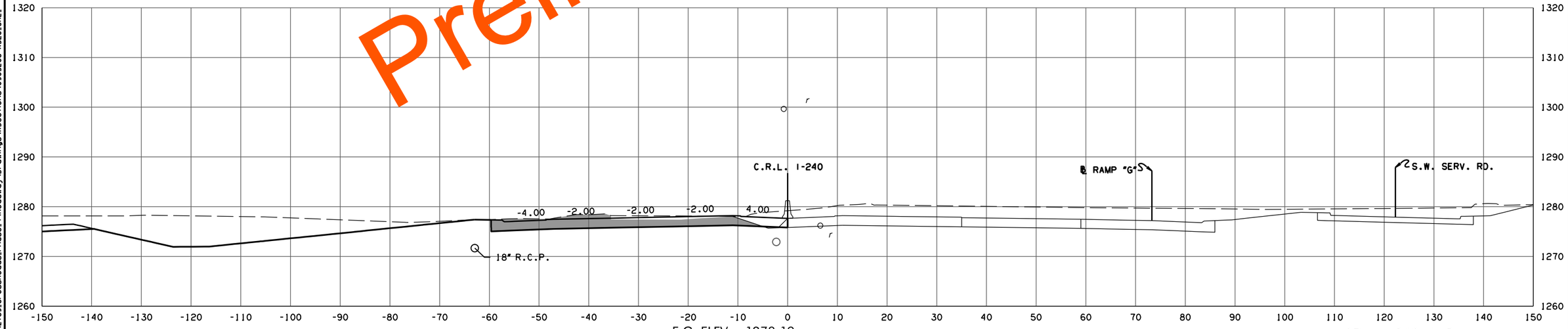
VOLUME
CUT FILL

97 1 20 0



F.G. ELEV. = 1278.22
414 + 75.00

102 1 27 0



F.G. ELEV. = 1278.19
414 + 69.65

Preliminary Plans

CRL I-240 W.B.

PHASE 4

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X039

3/4/2024 3:55:03 PM
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(CAUTION) THE LOCATION OF ALL UTILITIES AS SHOWN ARE APPROXIMATE. DUE TO RELOCATION'S PLANNED OR PRESENTLY UNDER CONSTRUCTION THERE ARE SOME UTILITIES THAT WILL BE RELOCATED AND NOT SHOWN ON THESE PLANS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE TO ALL UTILITIES.

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R/W & U/E PURCHASED UNDER JP 09032(05)

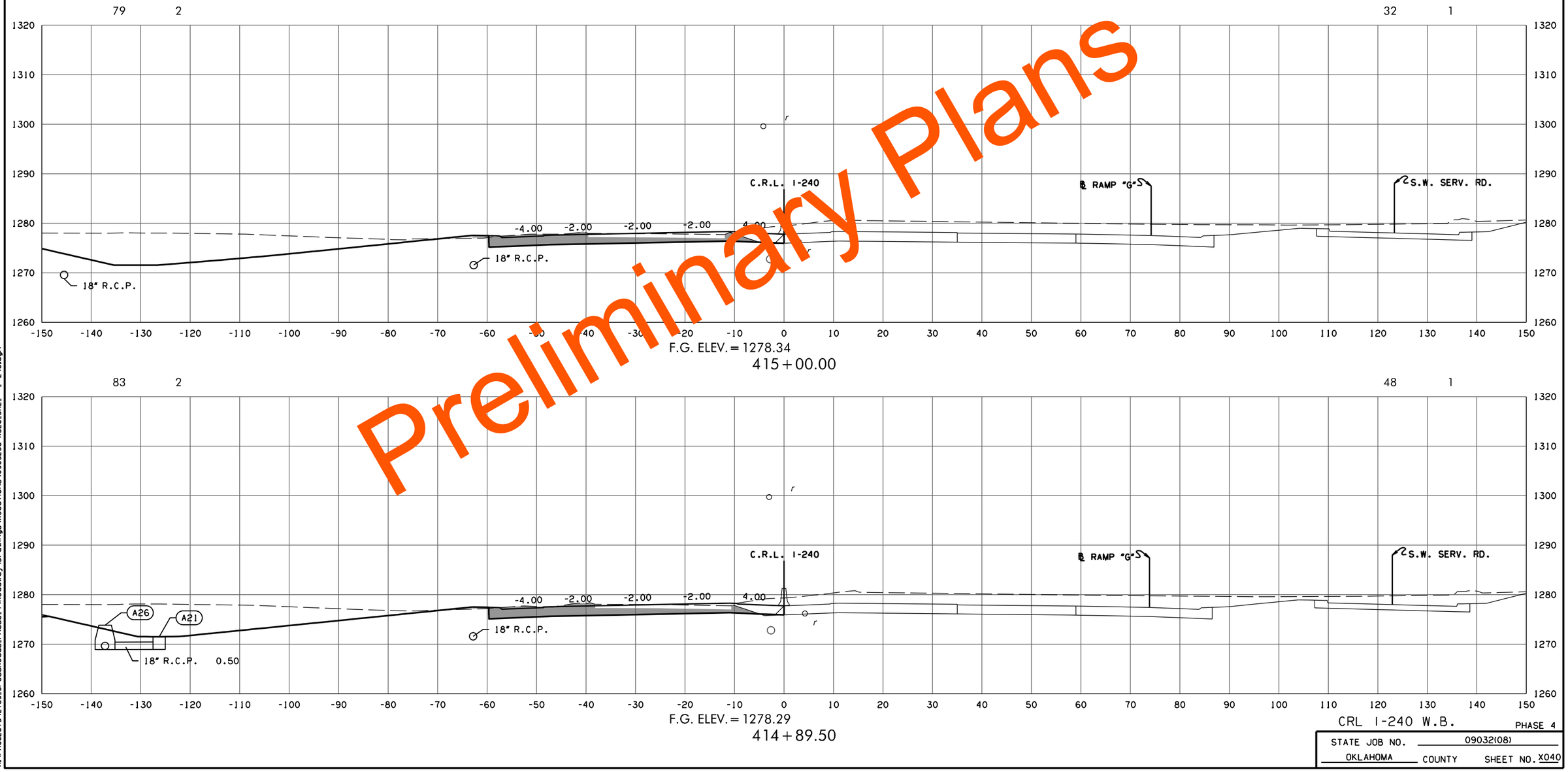
POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

3/4/2024

AREA
CUT FILL

VOLUME
CUT FILL



Preliminary Plans

CRL I-240 W.B.

PHASE 4

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X040

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(CAUTION) THE LOCATION OF ALL UTILITIES AS SHOWN ARE APPROXIMATE. DUE TO RELOCATION'S PLANNED OR PRESENTLY UNDER CONSTRUCTION THERE ARE SOME UTILITIES THAT WILL BE RELOCATED AND NOT SHOWN ON THESE PLANS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE TO ALL UTILITIES.

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R/W & U/E PURCHASED UNDER JP 09032(05)

POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

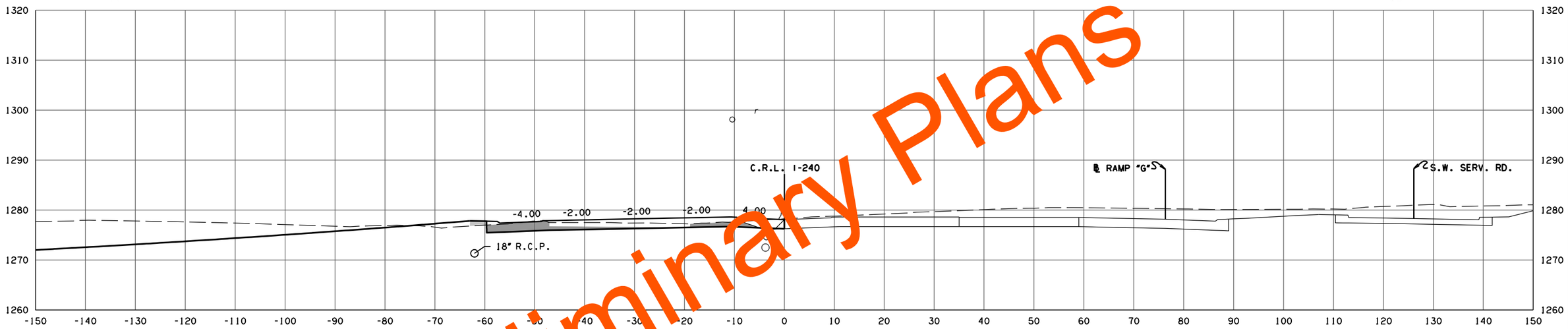
3/4/2024

AREA
CUT FILL

VOLUME
CUT FILL

Preliminary Plans

44 4

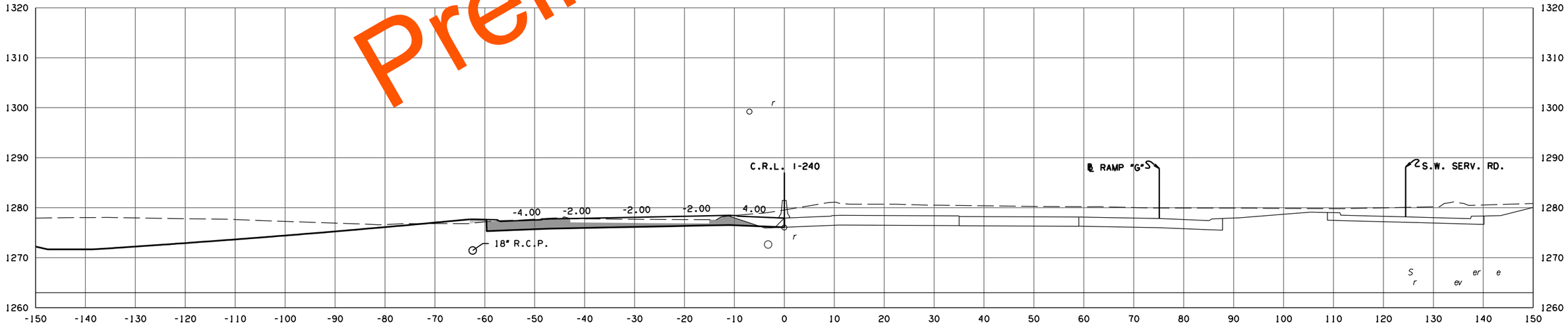


F.G. ELEV. = 1278.62

415+55.59

67 3

68 2



F.G. ELEV. = 1278.47

415+25.11

CRL I-240 W.B.

PHASE 4

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X041

3/4/2024 3:55:07 PM
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(CAUTION) THE LOCATION OF ALL UTILITIES AS SHOWN ARE APPROXIMATE. DUE TO RELOCATION'S PLANNED OR PRESENTLY UNDER CONSTRUCTION THERE ARE SOME UTILITIES THAT WILL BE RELOCATED AND NOT SHOWN ON THESE PLANS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE TO ALL UTILITIES.

DEPTH & LOCATION OF EXISTING UTILITIES SHALL BE FIELD VERIFIED BY THE CONTRACTOR PRIOR TO CONSTRUCTION.

SEE DRAINAGE AREA MAP SHEETS FOR DRAINAGE SYMBOLOGY.

R/W & U/E PURCHASED UNDER JP 09032(05)

POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

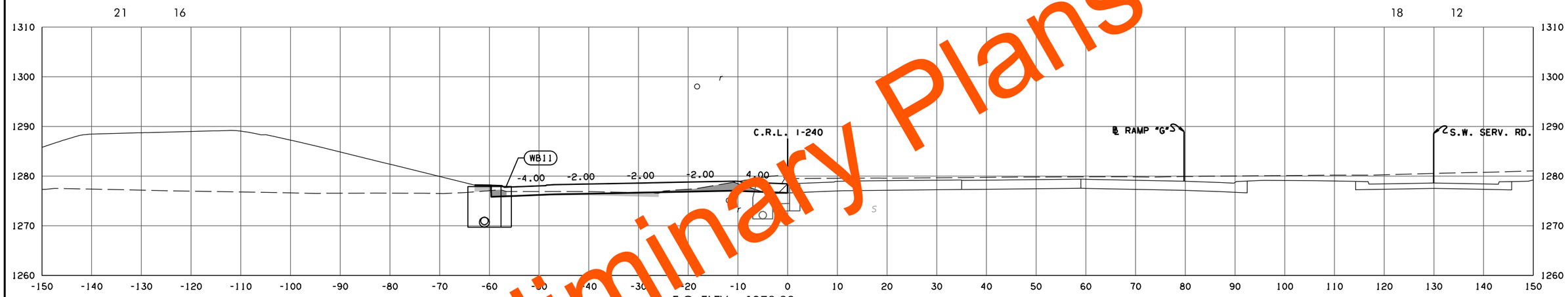
3/4/2024

AREA

CUT FILL

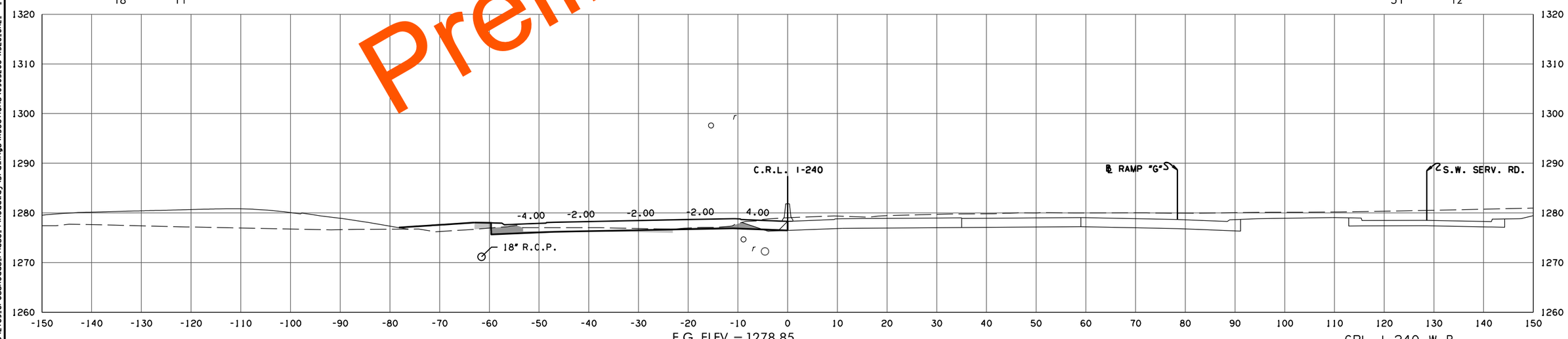
VOLUME

CUT FILL



F.G. ELEV. = 1278.99

416 + 25.00



F.G. ELEV. = 1278.85

416 + 00.00

Preliminary Plans

CRL I-240 W.B.

PHASE 4

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X042

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(CAUTION) THE LOCATION OF ALL UTILITIES AS SHOWN ARE APPROXIMATE. DUE TO RELOCATION'S PLANNED OR PRESENTLY UNDER CONSTRUCTION THERE ARE SOME UTILITIES THAT WILL BE RELOCATED AND NOT SHOWN ON THESE PLANS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE TO ALL UTILITIES.

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SEE DRAINAGE AREA MAP SHEETS FOR DRAINAGE SYMBOLOGY.

R/W & U/E PURCHASED UNDER JP 09032(05)

POE & ASSOCIATES, OKLAHOMA CITY, OK.

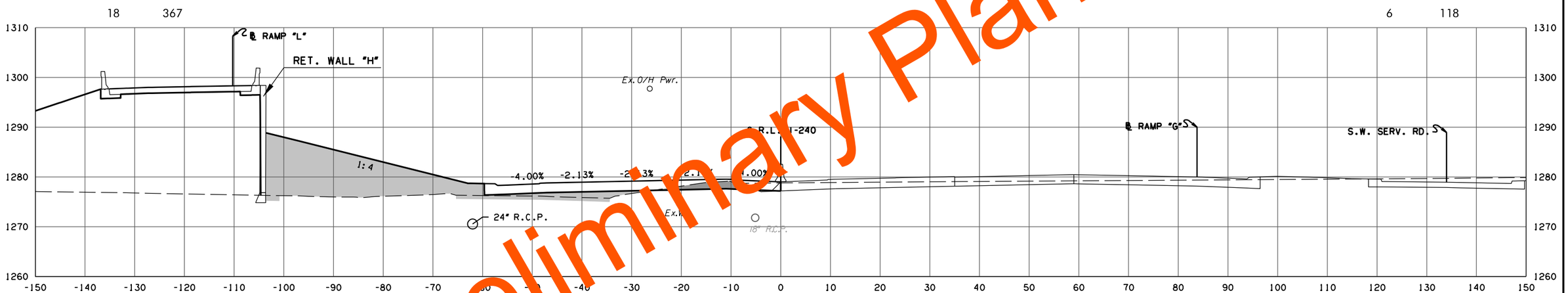
90% PLAN SUBMITTAL

3/4/2024

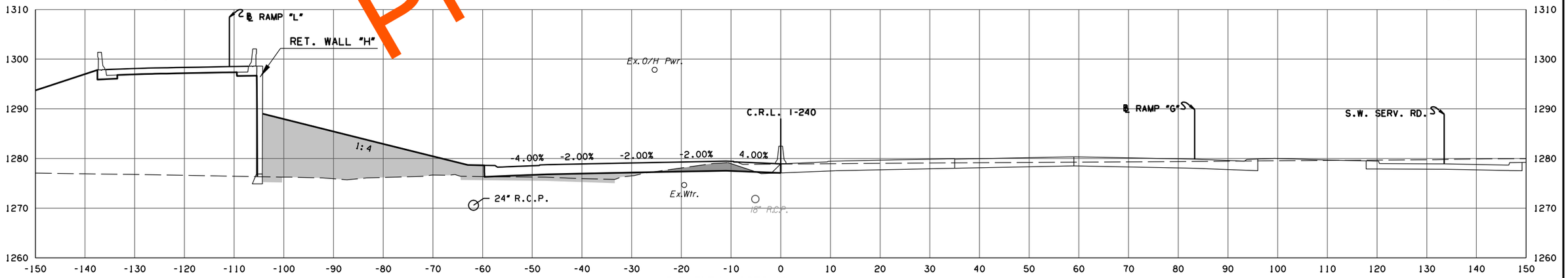
AREA
CUT FILL

VOLUME
CUT FILL

Preliminary Plans



F.G. ELEV. = 1279.56
A 416+97.59



F.G. ELEV. = 1279.48
A 416+88.92

CRL I-240 W.B.

PHASE 4

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X043

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(CAUTION) THE LOCATION OF ALL UTILITIES AS SHOWN ARE APPROXIMATE. DUE TO RELOCATION'S PLANNED OR PRESENTLY UNDER CONSTRUCTION THERE ARE SOME UTILITIES THAT WILL BE RELOCATED AND NOT SHOWN ON THESE PLANS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE TO ALL UTILITIES.

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SEE DRAINAGE AREA MAP SHEETS FOR DRAINAGE SYMBOLOGY.

R/W & U/E PURCHASED UNDER JP 09032(05)

POE & ASSOCIATES, OKLAHOMA CITY, OK.

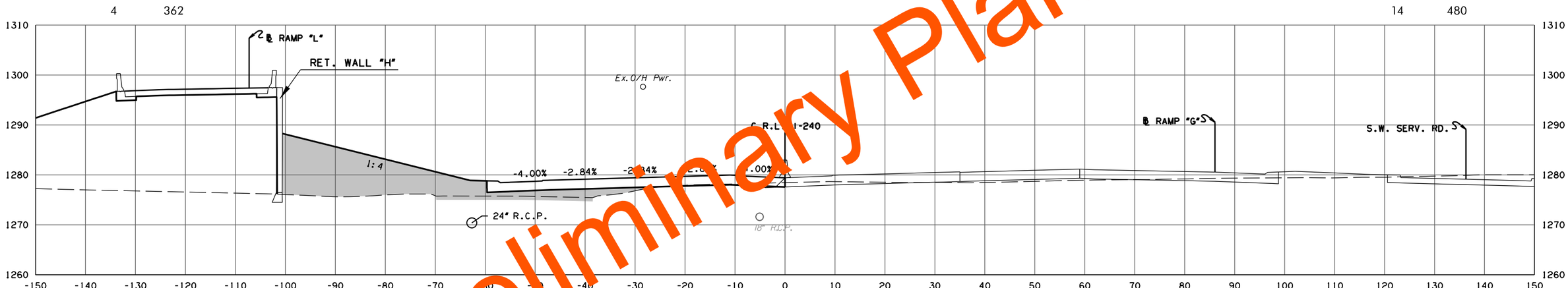
90% PLAN SUBMITTAL

3/4/2024

AREA
CUT FILL

VOLUME
CUT FILL

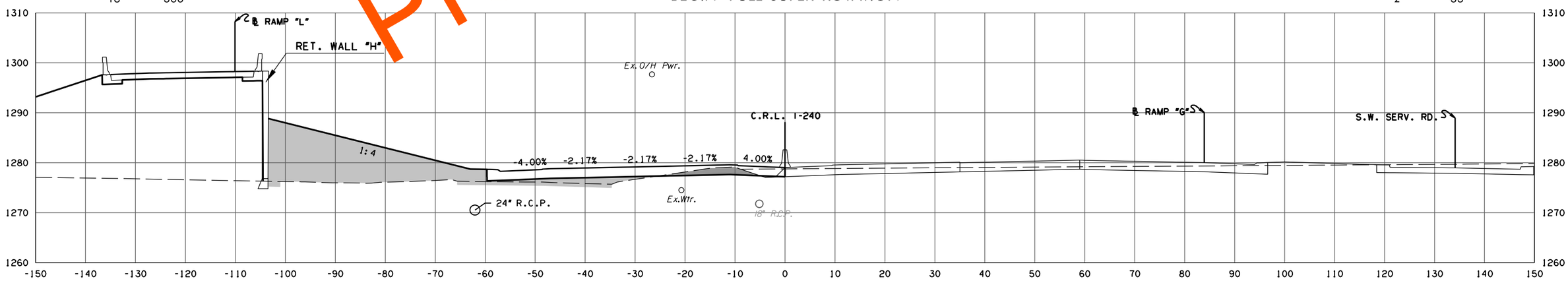
Preliminary Plans



F.G. ELEV. = 1279.96

A 417+35.64

BEGIN FULL SUPER ROTATION



F.G. ELEV. = 1279.58

A 417+00.00

CRL I-240 W.B.

PHASE 4

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X044

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(CAUTION) THE LOCATION OF ALL UTILITIES AS SHOWN ARE APPROXIMATE. DUE TO RELOCATION'S PLANNED OR PRESENTLY UNDER CONSTRUCTION THERE ARE SOME UTILITIES THAT WILL BE RELOCATED AND NOT SHOWN ON THESE PLANS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE TO ALL UTILITIES.

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SEE DRAINAGE AREA MAP SHEETS FOR DRAINAGE SYMBOLOGY.

R/W & U/E PURCHASED UNDER JP 09032(05)

POE & ASSOCIATES, OKLAHOMA CITY, OK.

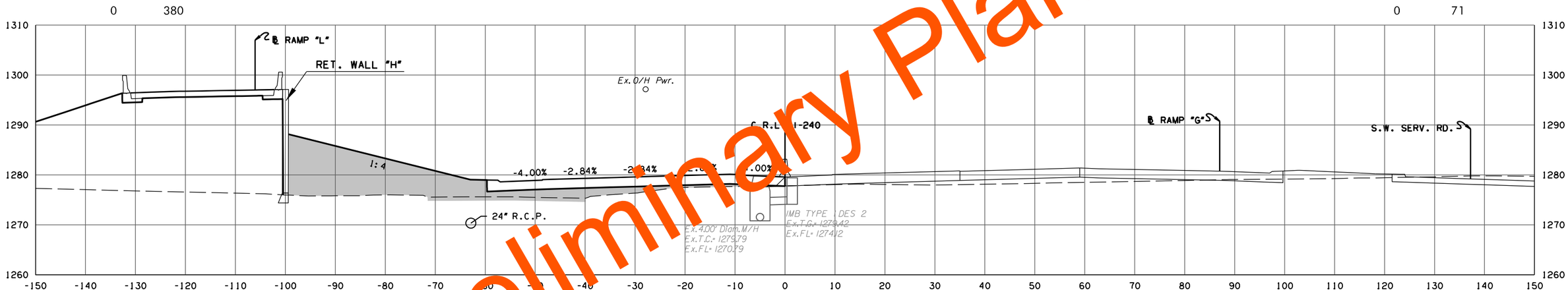
90% PLAN SUBMITTAL

3/4/2024

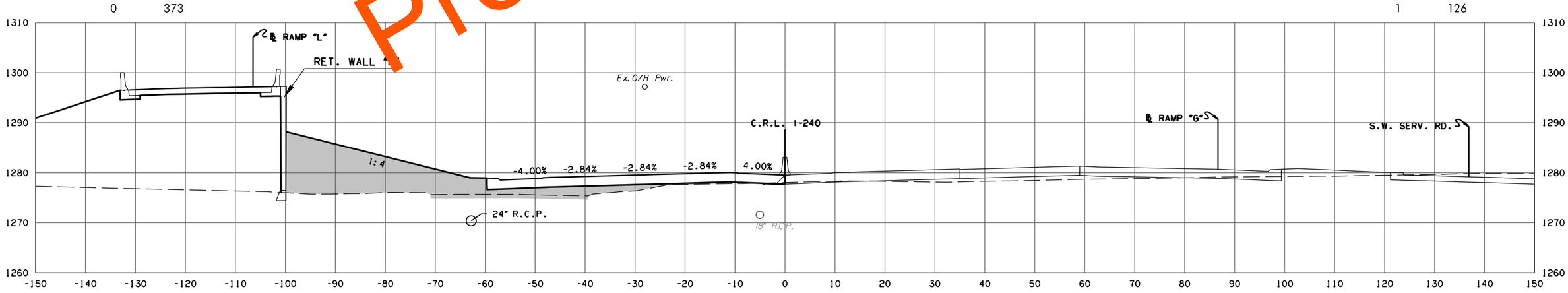
AREA
CUT FILL

VOLUME
CUT FILL

Preliminary Plans



F.G. ELEV. = 1280.13
A 417+50.00



F.G. ELEV. = 1280.07
A 417+44.90

CRL I-240 W.B.

PHASE 4

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X045

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SEE DRAINAGE AREA MAP SHEETS FOR DRAINAGE SYMBOLOGY.

R/W & U/E PURCHASED UNDER JP 09032(05)

POE & ASSOCIATES, OKLAHOMA CITY, OK.

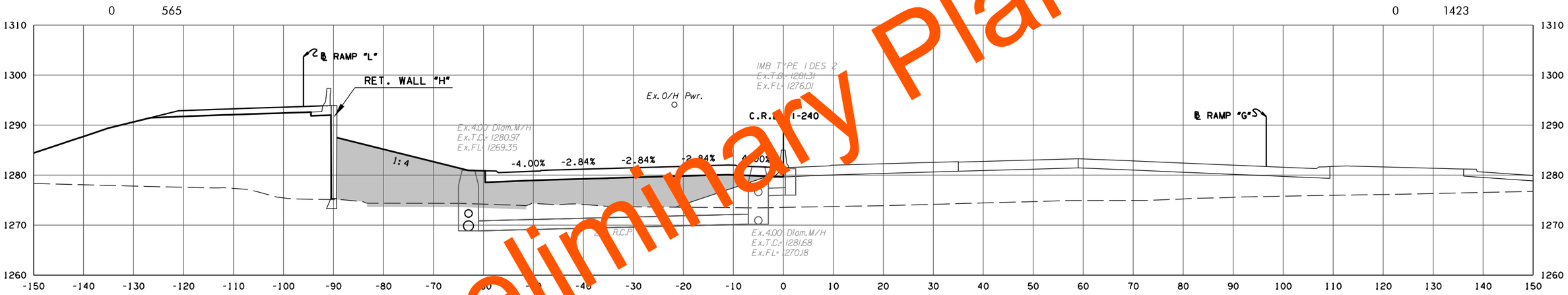
90% PLAN SUBMITTAL

3/4/2024

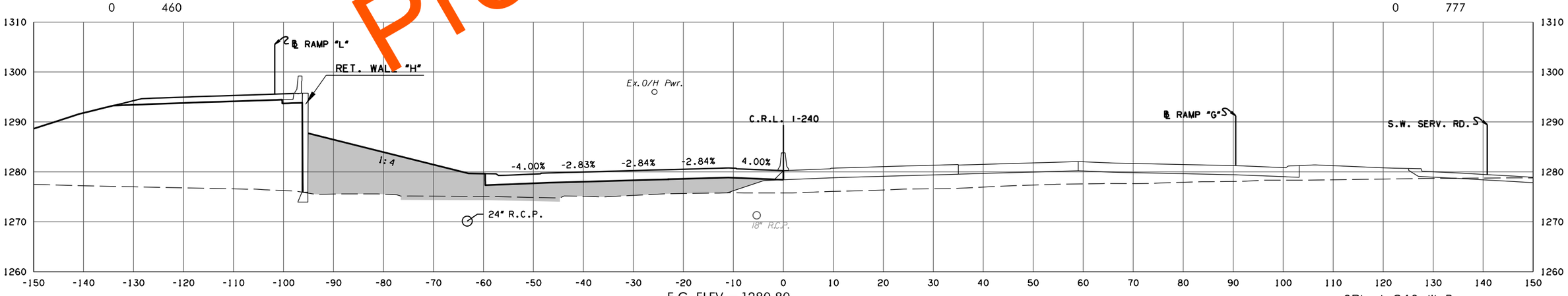
AREA
CUT FILL

VOLUME
CUT FILL

Preliminary Plans



F.G. ELEV. = 1282.02
A 418+75.00



F.G. ELEV. = 1280.80
A 418+00.00

CRL I-240 W.B.

PHASE 4

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X046

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SEE DRAINAGE AREA MAP SHEETS FOR DRAINAGE SYMBOLOGY.

R/W & U/E PURCHASED UNDER JP 09032(05)

POE & ASSOCIATES, OKLAHOMA CITY, OK.

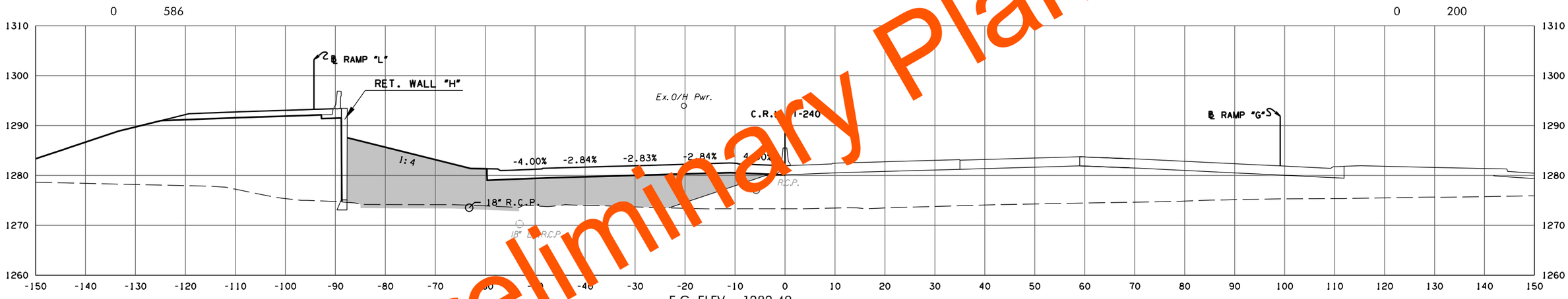
90% PLAN SUBMITTAL

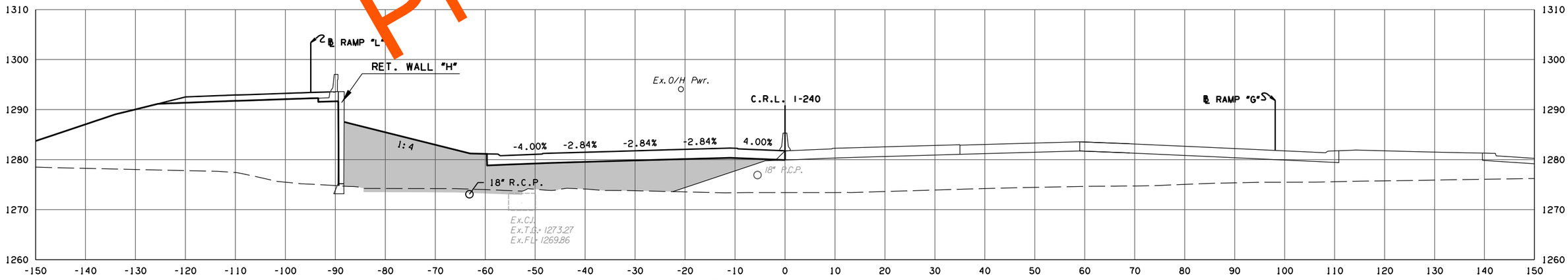
3/4/2024

AREA
CUT FILL

VOLUME
CUT FILL

Preliminary Plans





CRL I-240 W.B. PHASE 4

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X047

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R/W & U/E PURCHASED UNDER JP 09032(05)

POE & ASSOCIATES, OKLAHOMA CITY, OK.

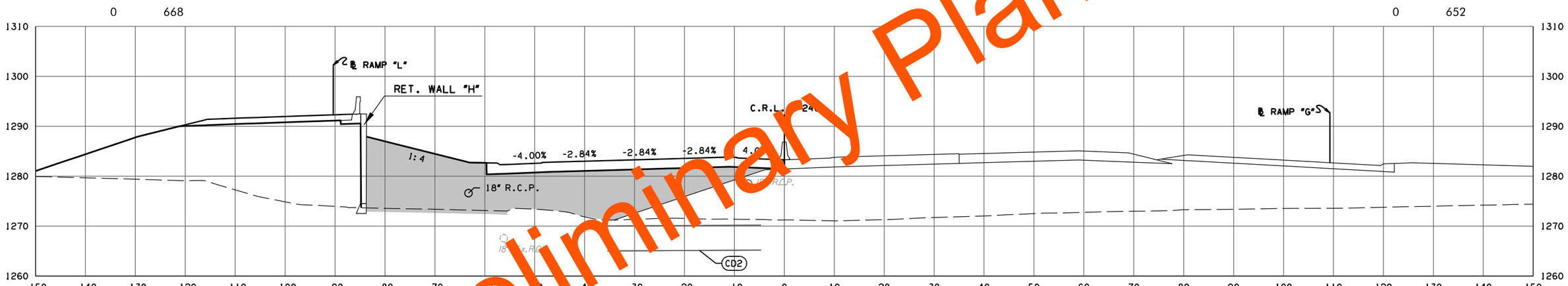
90% PLAN SUBMITTAL

3/4/2024

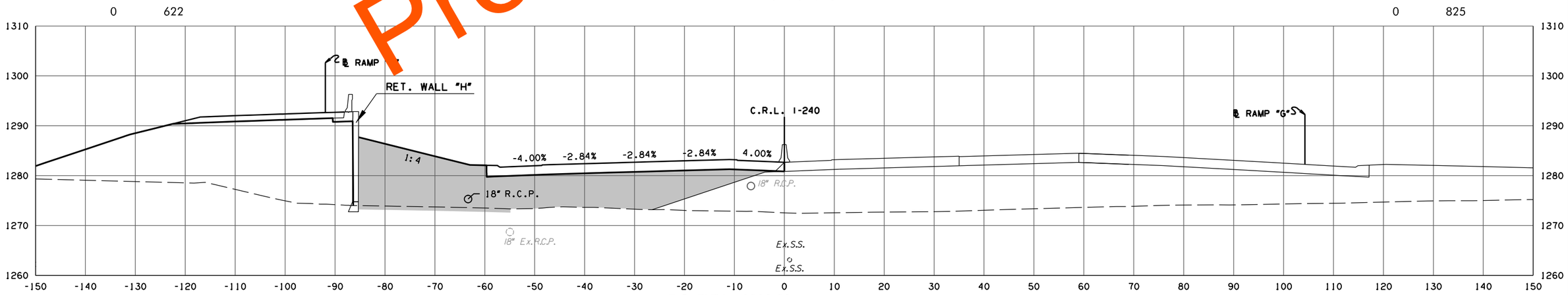
AREA
CUT FILL

VOLUME
CUT FILL

Preliminary Plans



F.G. ELEV. = 1283.82
A 419+64.16



F.G. ELEV. = 1283.23
A 419+36.87

CRL I-240 W.B.

PHASE 4

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X048

3/4/2024 3:55:27 PM
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SEE DRAINAGE AREA MAP SHEETS FOR DRAINAGE SYMBOLOGY.

R/W & U/E PURCHASED UNDER JP 09032(05)

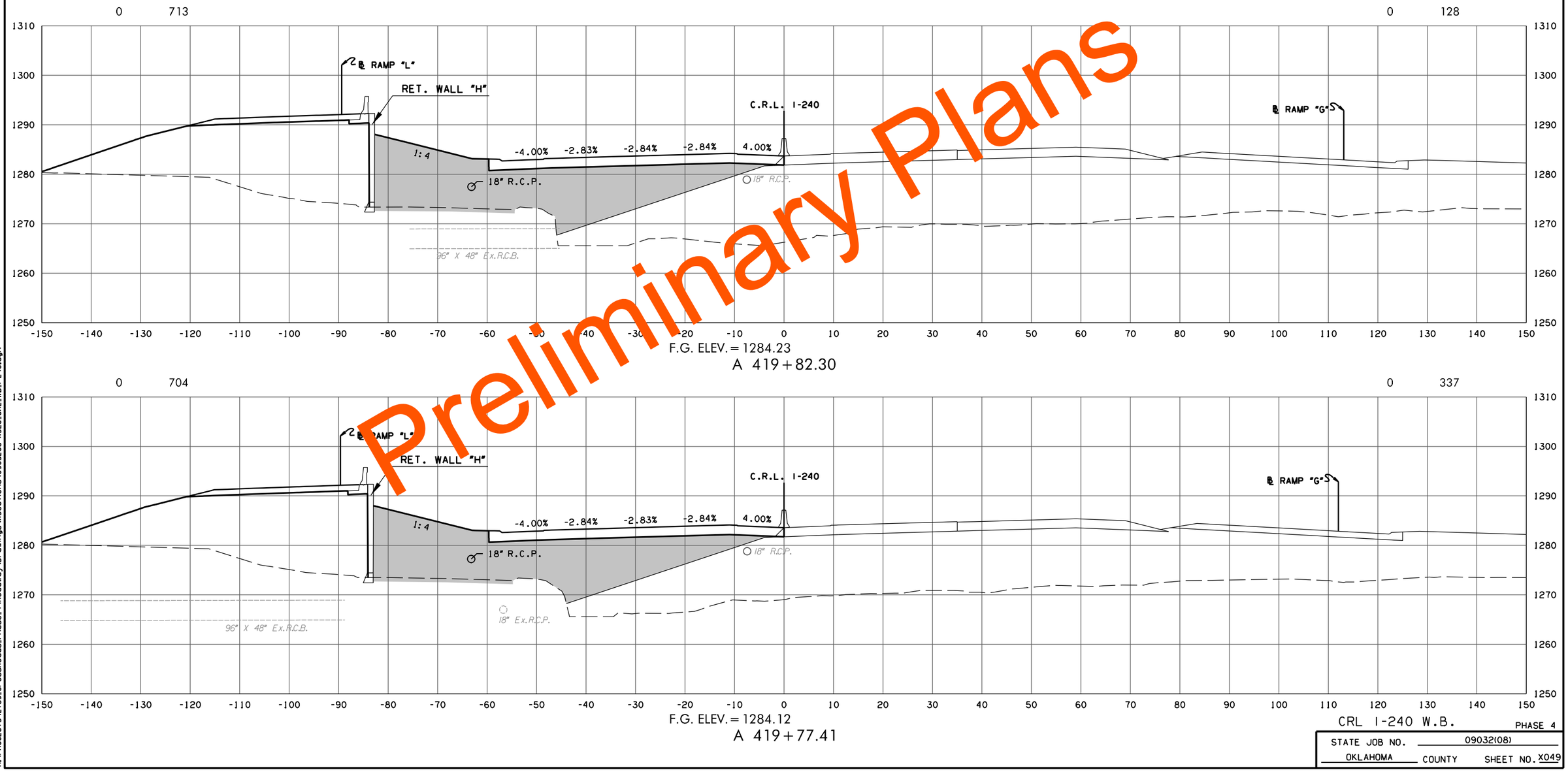
POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

3/4/2024

AREA
CUT FILL

VOLUME
CUT FILL



F.G. ELEV. = 1284.23
A 419+82.30

F.G. ELEV. = 1284.12
A 419+77.41

Preliminary Plans

CRL I-240 W.B.

PHASE 4

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY

SHEET NO. X049

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SEE DRAINAGE AREA MAP SHEETS FOR DRAINAGE SYMBOLOGY.

R/W & U/E PURCHASED UNDER JP 09032(05)

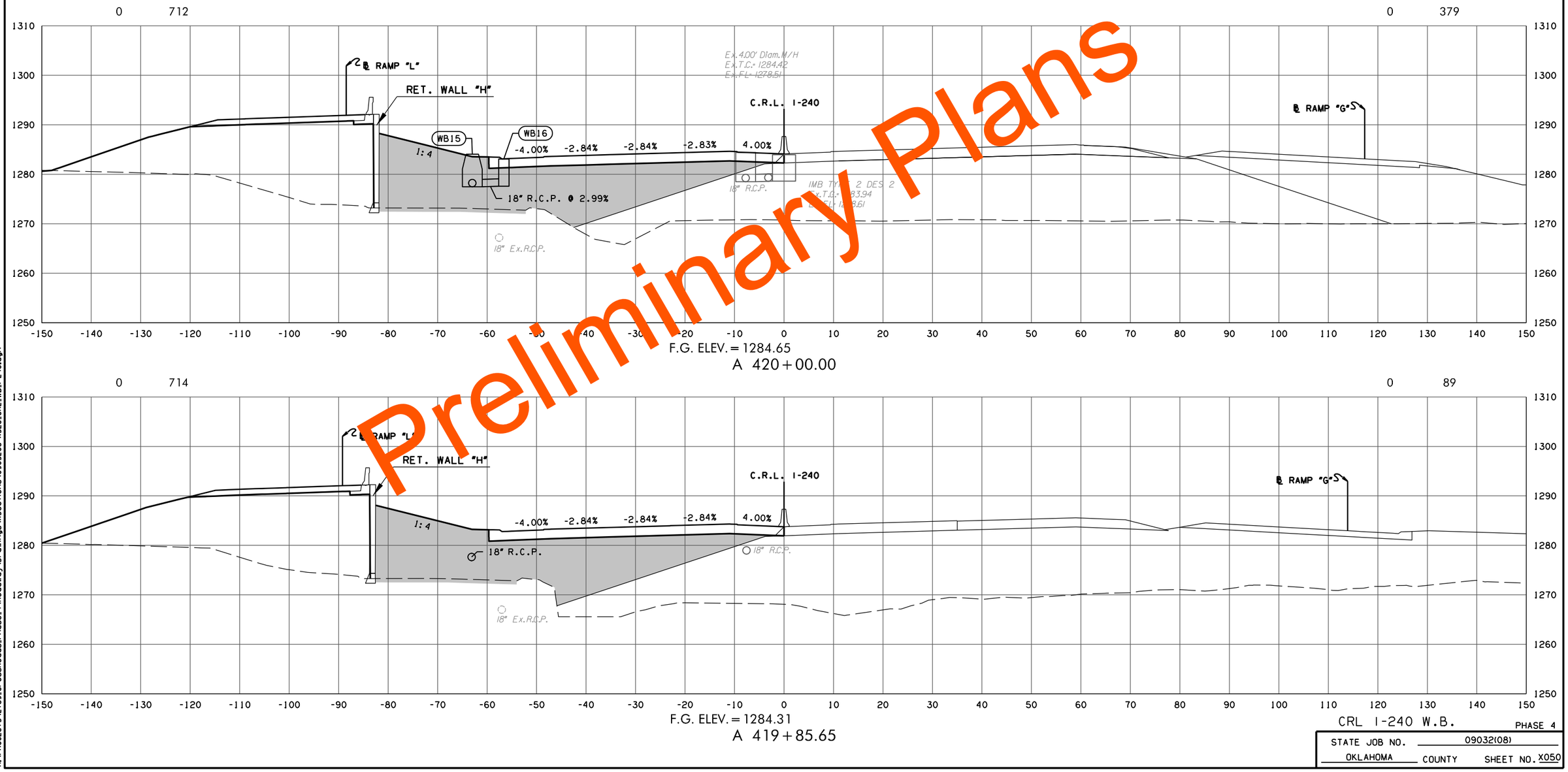
POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

3/4/2024

AREA
CUT FILL

VOLUME
CUT FILL



F.G. ELEV. = 1284.65
A 420+00.00

F.G. ELEV. = 1284.31
A 419+85.65

Preliminary Plans

CRL I-240 W.B.

PHASE 4

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X050

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R/W & U/E PURCHASED UNDER JP 09032(05)

POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

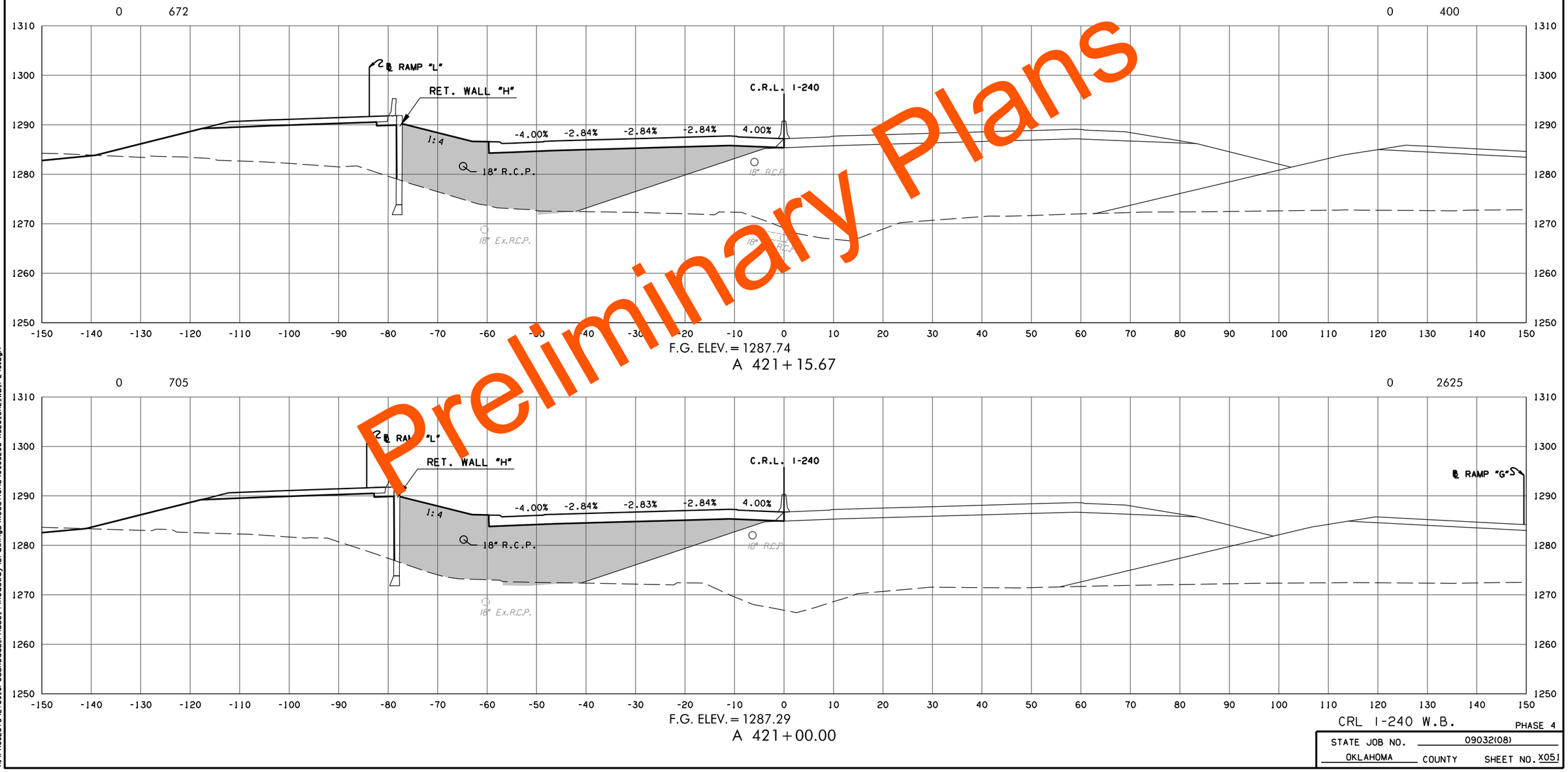
3/4/2024

AREA

CUT FILL

VOLUME

CUT FILL



Preliminary Plans

CRL I-240 W.B.

PHASE 4

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X051

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R/W & U/E PURCHASED UNDER JP 09032(05)

POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

3/4/2024

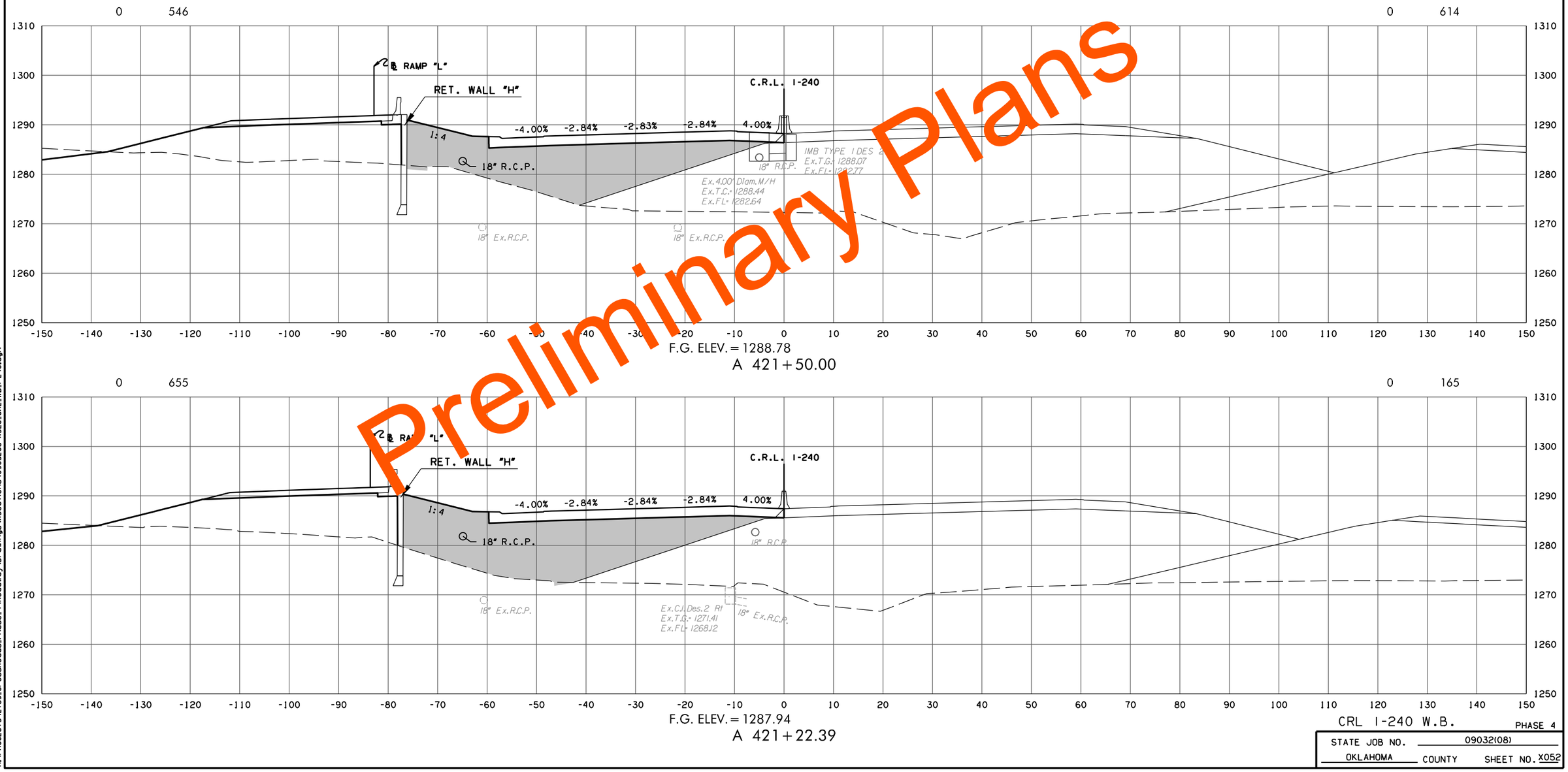
AREA

CUT FILL

VOLUME

CUT FILL

Preliminary Plans



F.G. ELEV. = 1288.78

A 421+50.00

F.G. ELEV. = 1287.94

A 421+22.39

CRL I-240 W.B.

PHASE 4

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X052

3/4/2024 3:55:34 PM
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R/W & U/E PURCHASED UNDER JP 09032(05)

POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

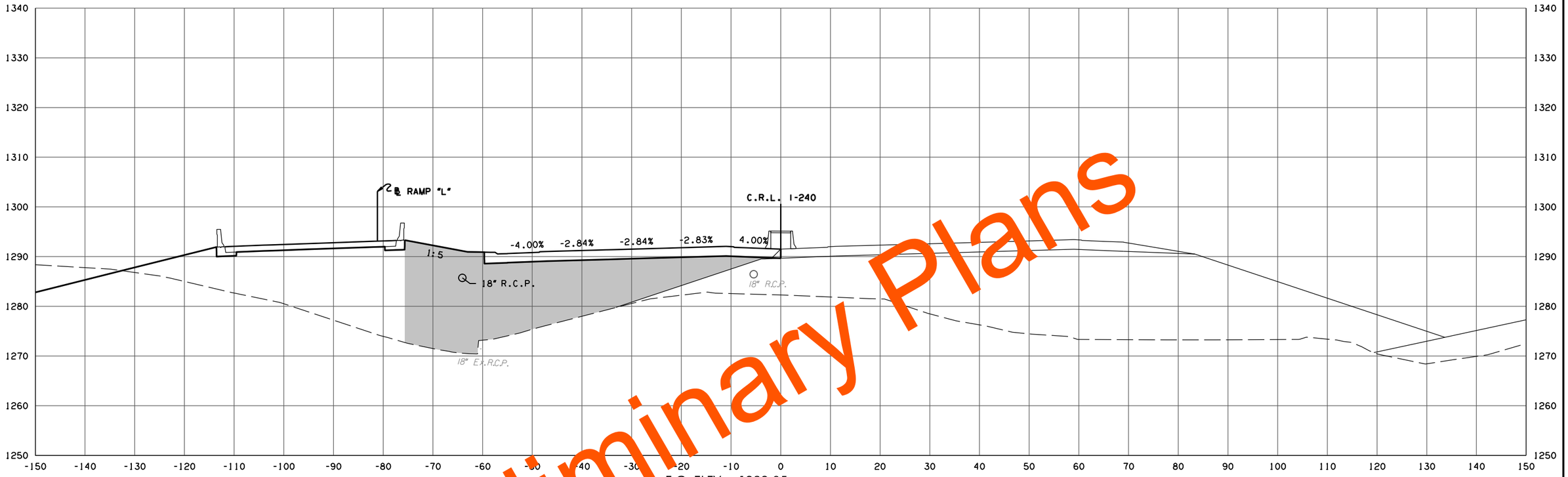
3/4/2024

AREA

CUT	FILL
0	817

VOLUME

CUT	FILL
0	1179

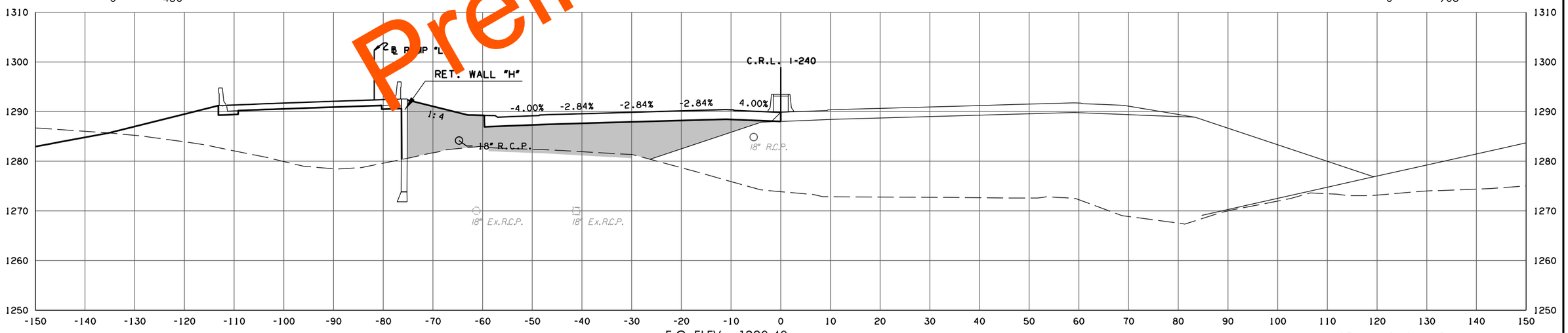


F.G. ELEV. = 1292.05

A 422+51.08

0	430

0	903



F.G. ELEV. = 1290.40

A 422+00.00

CRL I-240 W.B.

PHASE 4

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X053

Preliminary Plans

3/4/2024 3:55:36 PM
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R/W & U/E PURCHASED UNDER JP 09032(05)

POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

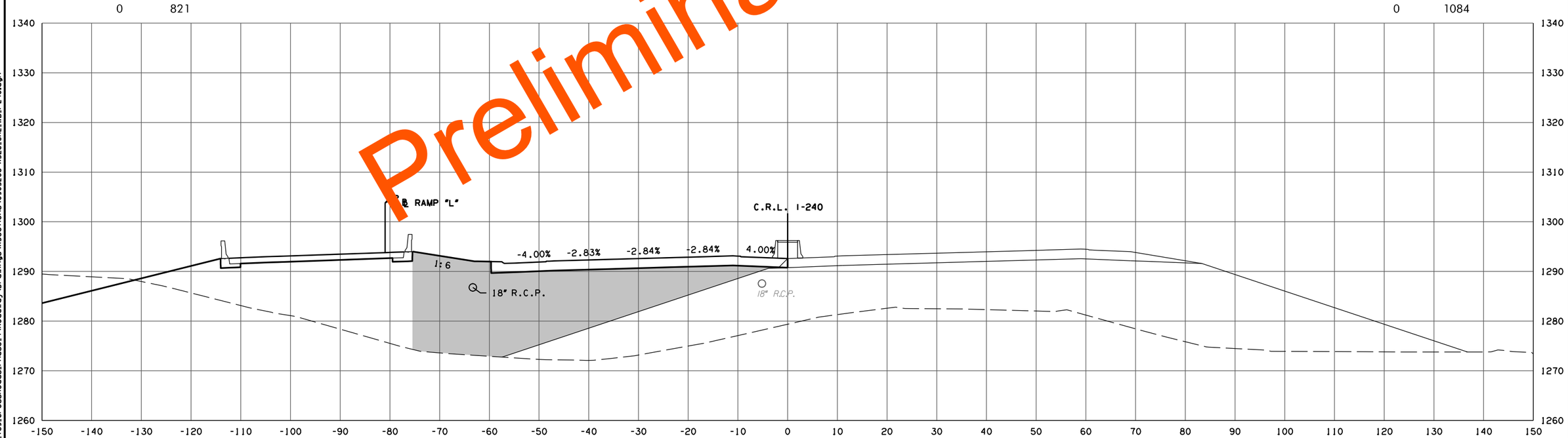
3/4/2024

AREA
CUT FILL

VOLUME
CUT FILL

Preliminary Plans

0 821 0 1084



F.G. ELEV. = 1293.14

A 422+86.82

CRL I-240 W.B.

PHASE 4

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X054

3/4/2024 3:55:38 PM
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R/W & U/E PURCHASED UNDER JP 09032(05)

POE & ASSOCIATES, OKLAHOMA CITY, OK.

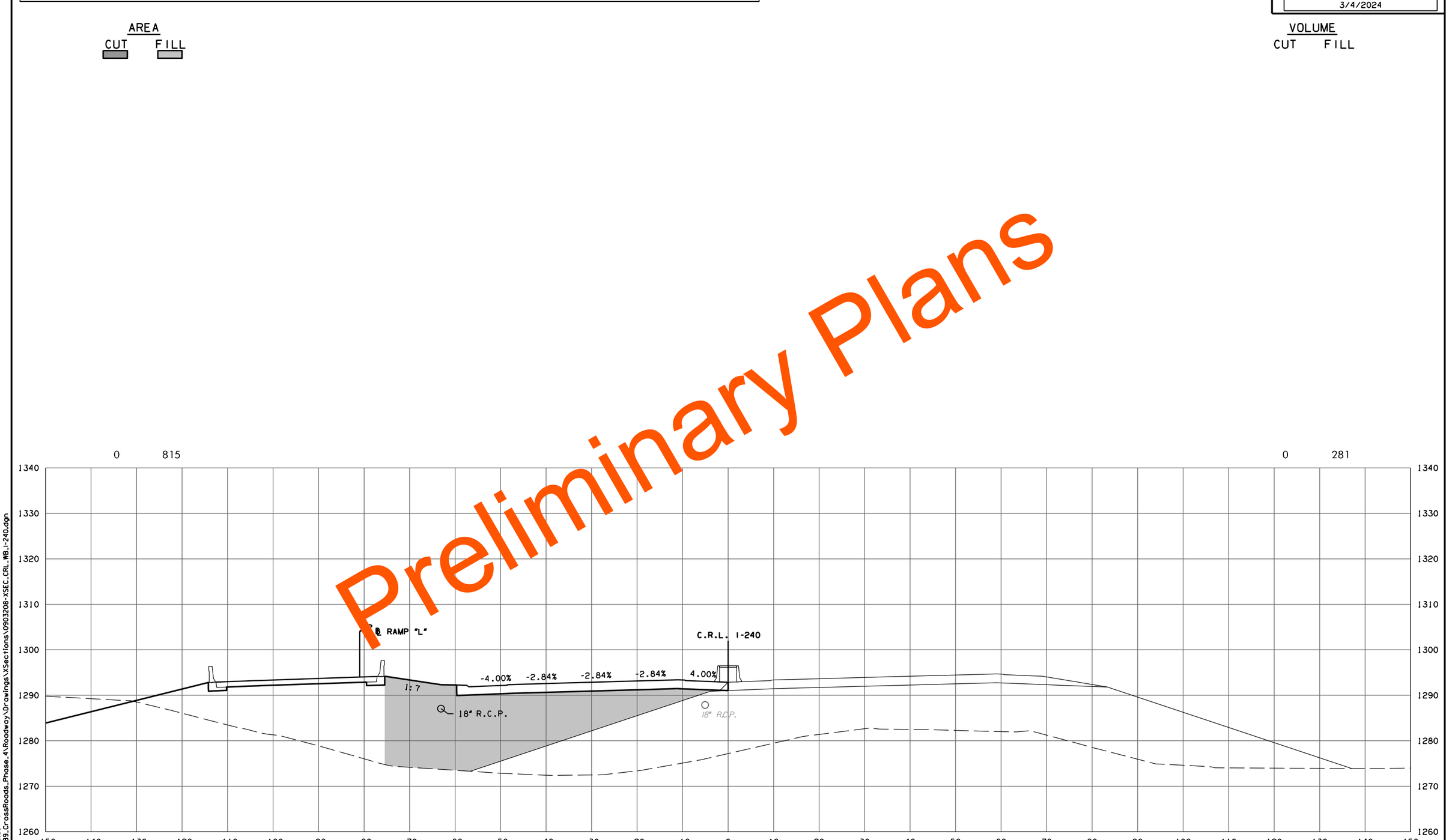
90% PLAN SUBMITTAL

3/4/2024

AREA
CUT FILL

VOLUME
CUT FILL

Preliminary Plans



F.G. ELEV. = 1293.41
A 422+96.09
END FULL SUPER ROTATION

CRL I-240 W.B.

PHASE 4

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X055

3/4/2024 3:55:39 PM
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(CAUTION) THE LOCATION OF ALL UTILITIES AS SHOWN ARE APPROXIMATE. DUE TO RELOCATION'S PLANNED OR PRESENTLY UNDER CONSTRUCTION THERE ARE SOME UTILITIES THAT WILL BE RELOCATED AND NOT SHOWN ON THESE PLANS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE TO ALL UTILITIES.

DEPTH & LOCATION OF EXISTING UTILITIES SHALL BE FIELD VERIFIED BY THE CONTRACTOR PRIOR TO CONSTRUCTION.

SEE DRAINAGE AREA MAP SHEETS FOR DRAINAGE SYMBOLOGY.

R/W & U/E PURCHASED UNDER JP 09032(05)

POE & ASSOCIATES, OKLAHOMA CITY, OK.

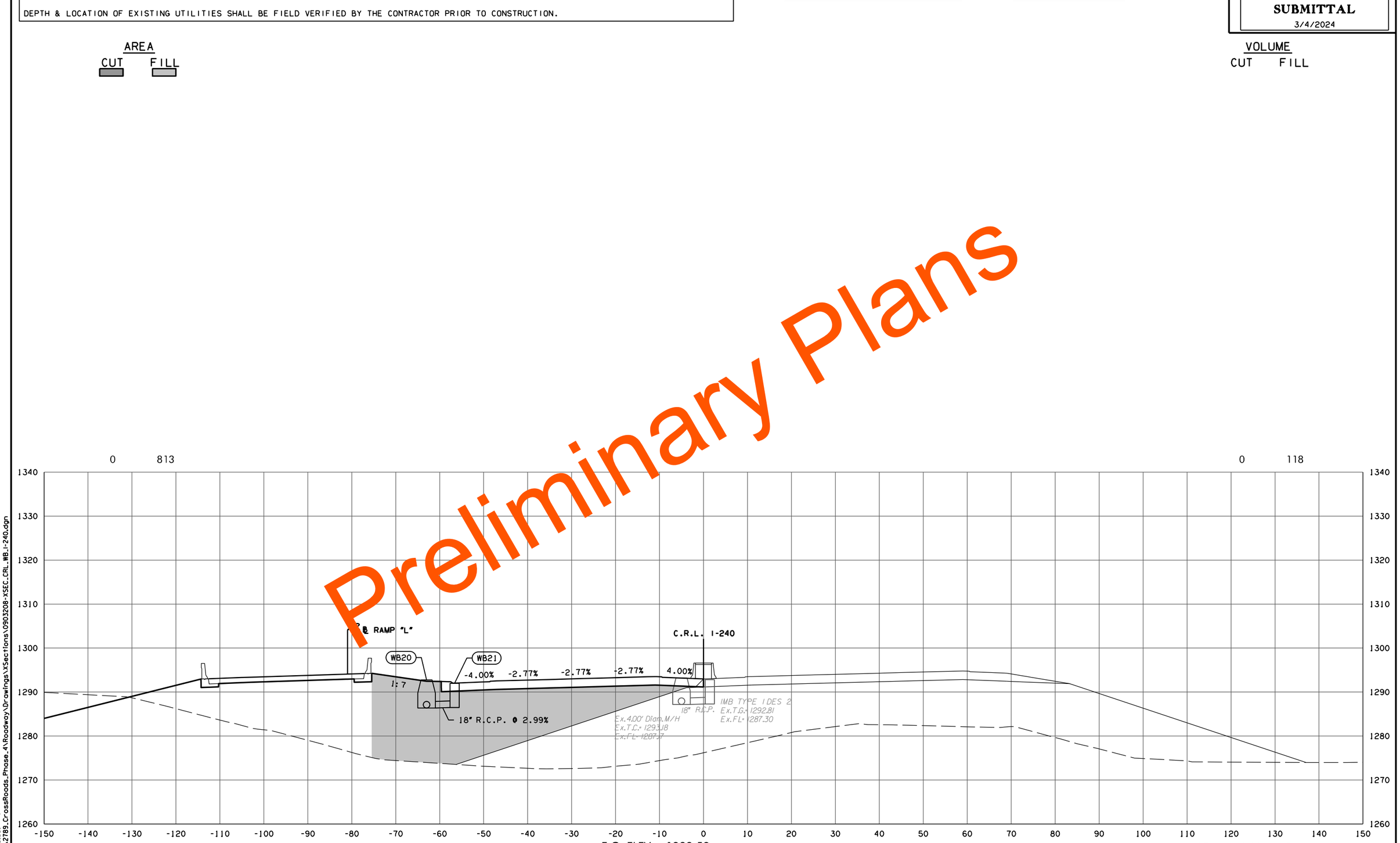
90% PLAN SUBMITTAL

3/4/2024

AREA
CUT FILL

VOLUME
CUT FILL

Preliminary Plans



F.G. ELEV. = 1293.52

A 423+00.00

CRL I-240 W.B.

PHASE 4

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X056

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R/W & U/E PURCHASED UNDER JP 09032(05)

POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

3/4/2024

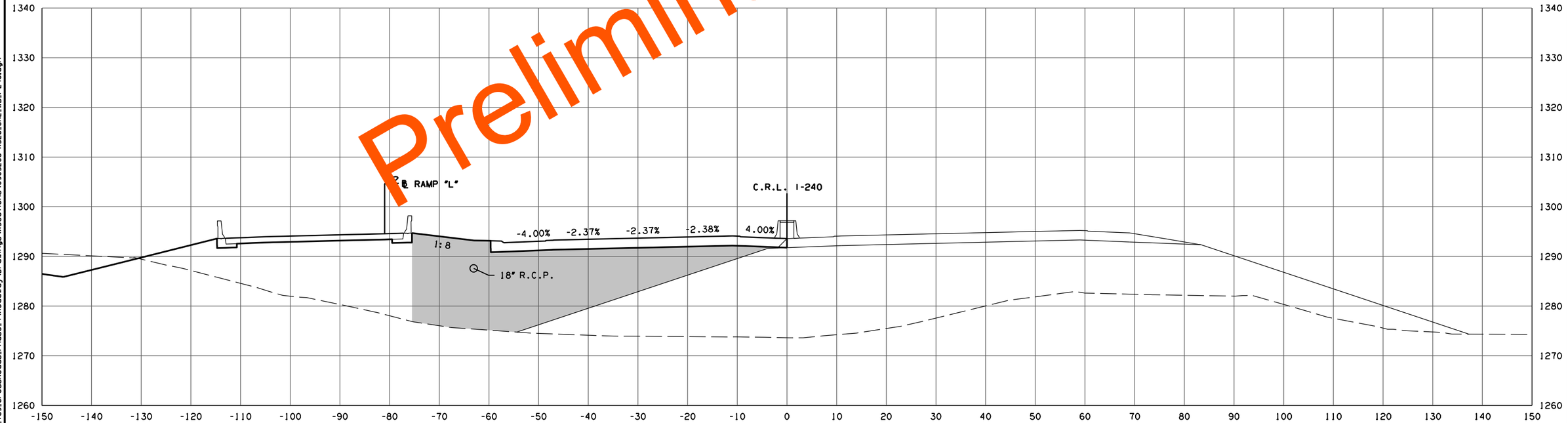
AREA
CUT FILL

VOLUME
CUT FILL

Preliminary Plans

0 800

0 637



F.G. ELEV. = 1294.13

A 423+21.33

CRL I-240 W.B.

PHASE 4

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X057

3/4/2024 3:55:43 PM
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(CAUTION) THE LOCATION OF ALL UTILITIES AS SHOWN ARE APPROXIMATE. DUE TO RELOCATION'S PLANNED OR PRESENTLY UNDER CONSTRUCTION THERE ARE SOME UTILITIES THAT WILL BE RELOCATED AND NOT SHOWN ON THESE PLANS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE TO ALL UTILITIES.

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SEE DRAINAGE AREA MAP SHEETS FOR DRAINAGE SYMBOLOGY.

R/W & U/E PURCHASED UNDER JP 09032(05)

POE & ASSOCIATES, OKLAHOMA CITY, OK.

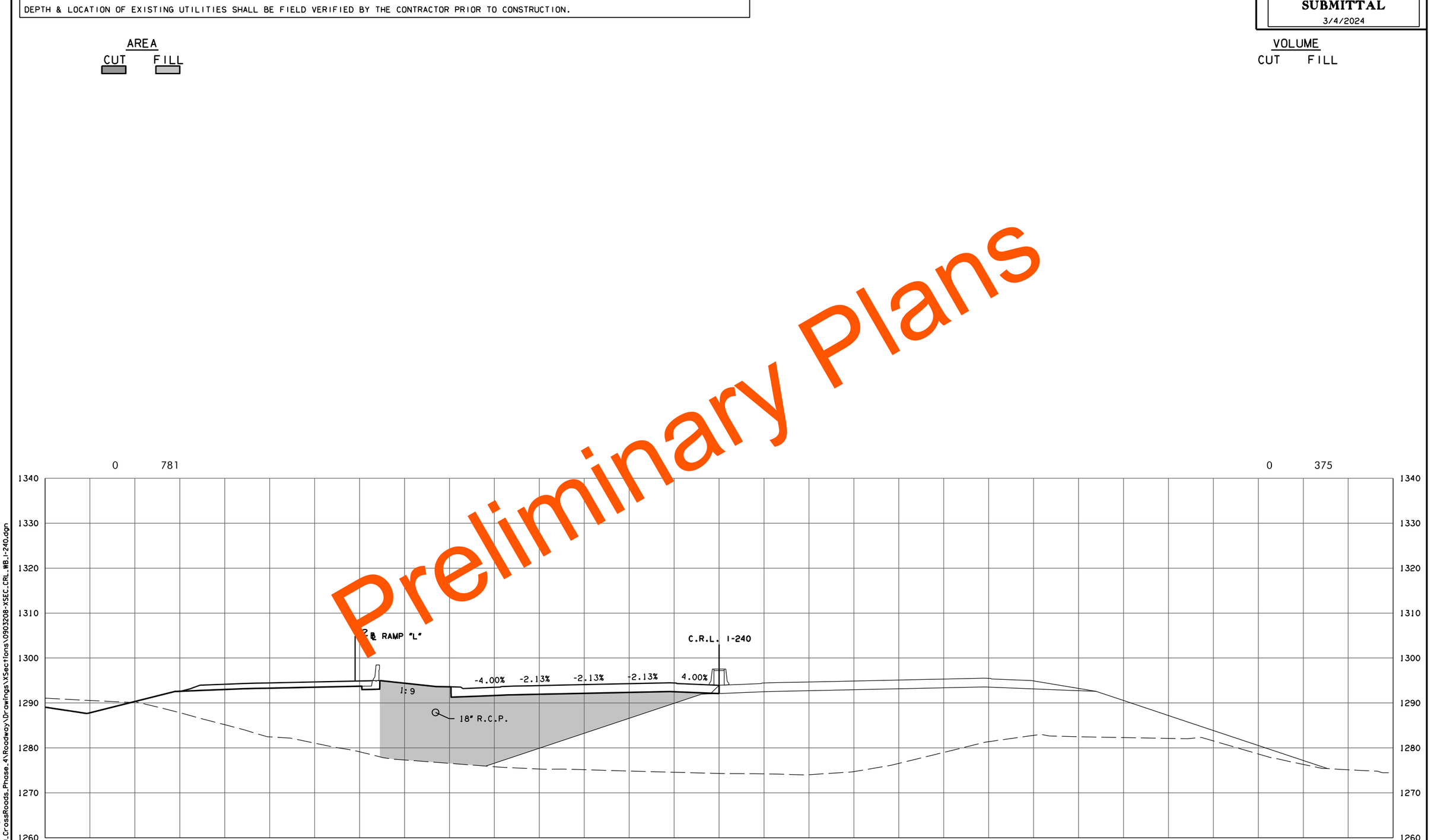
90% PLAN SUBMITTAL

3/4/2024

AREA
CUT FILL

VOLUME
CUT FILL

Preliminary Plans



F.G. ELEV. = 1294.48

A 423+34.15

CRL I-240 W.B.

PHASE 4

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X058

3/4/2024 3:55:44 PM
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R/W & U/E PURCHASED UNDER JP 09032(05)

POE & ASSOCIATES, OKLAHOMA CITY, OK.

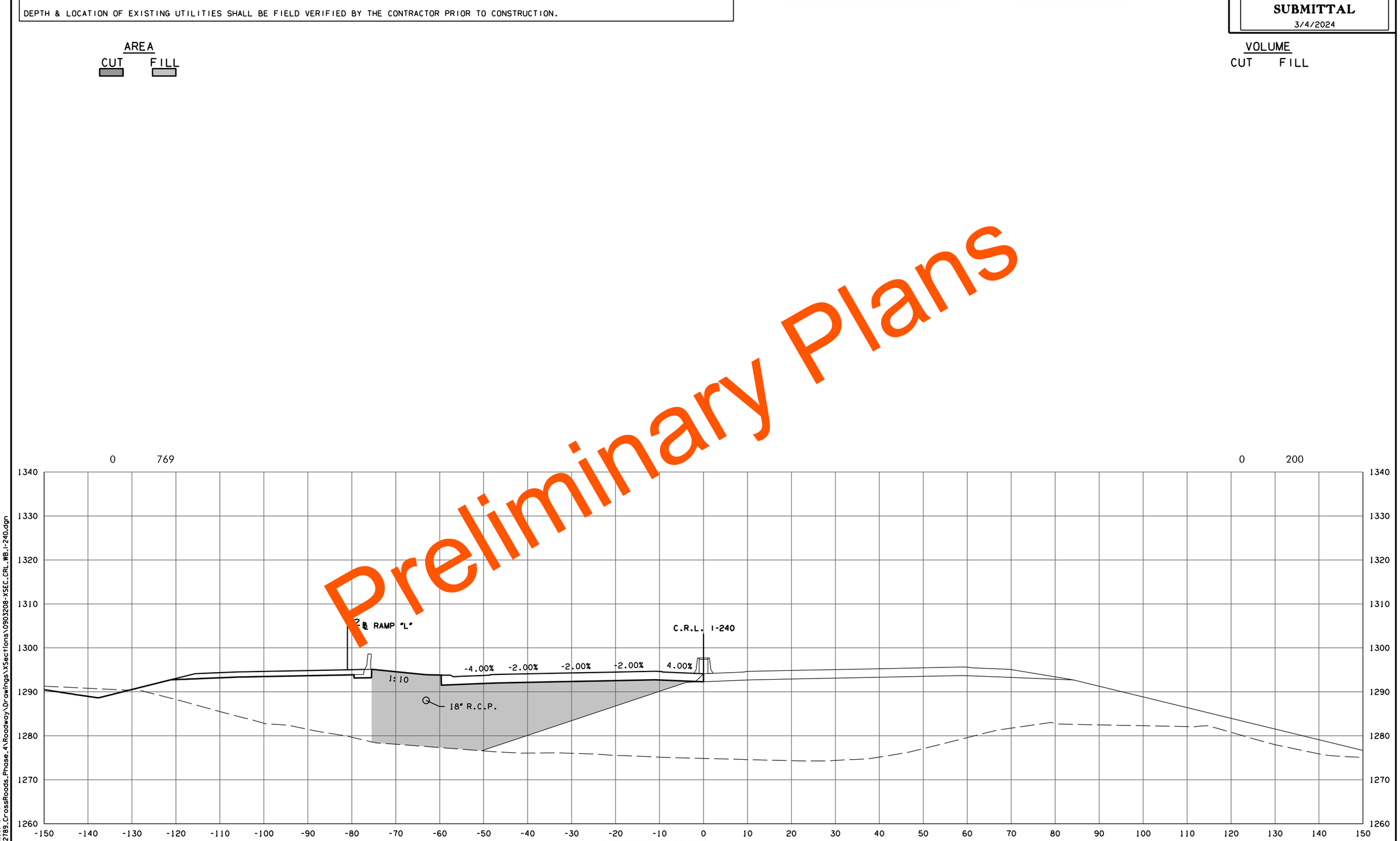
90% PLAN SUBMITTAL

3/4/2024

AREA
CUT FILL

VOLUME
CUT FILL

Preliminary Plans



F.G. ELEV. = 1294.67

A 423+41.11

END SUPER ROTATION

CRL I-240 W.B.

PHASE 4

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X059

3/4/2024 3:55:46 PM
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R/W & U/E PURCHASED UNDER JP 09032(05)

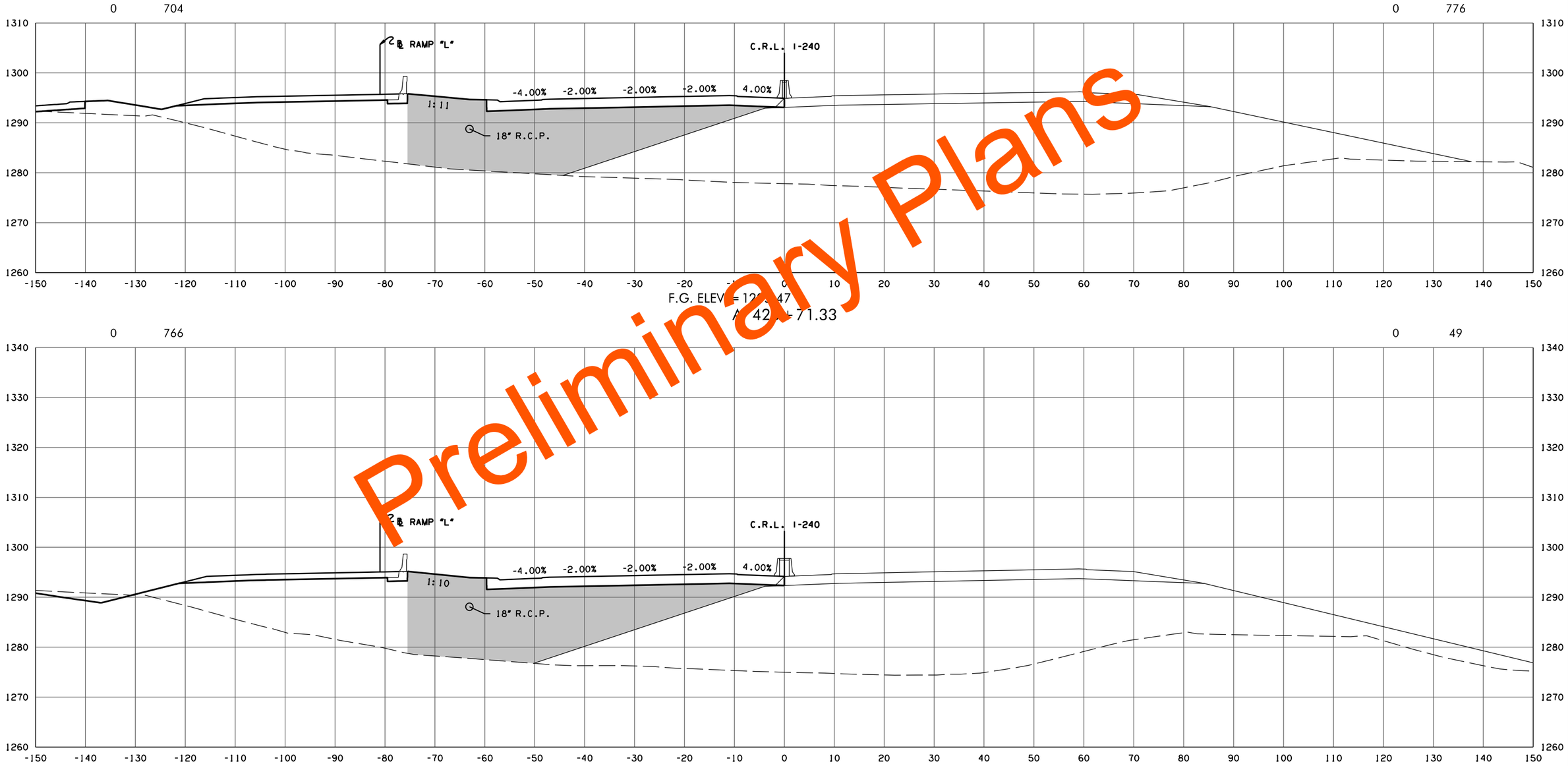
POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

3/4/2024

AREA
CUT FILL

VOLUME
CUT FILL



F.G. ELEV. = 12[illegible].47
A 42[illegible]+71.33

F.G. ELEV. = 1294.72
A 423+42.82

Preliminary Plans

CRL I-240 W.B. PHASE 4

STATE JOB NO. 09032(08)
OKLAHOMA COUNTY SHEET NO. X060

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R/W & U/E PURCHASED UNDER JP 09032(05)

POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

3/4/2024

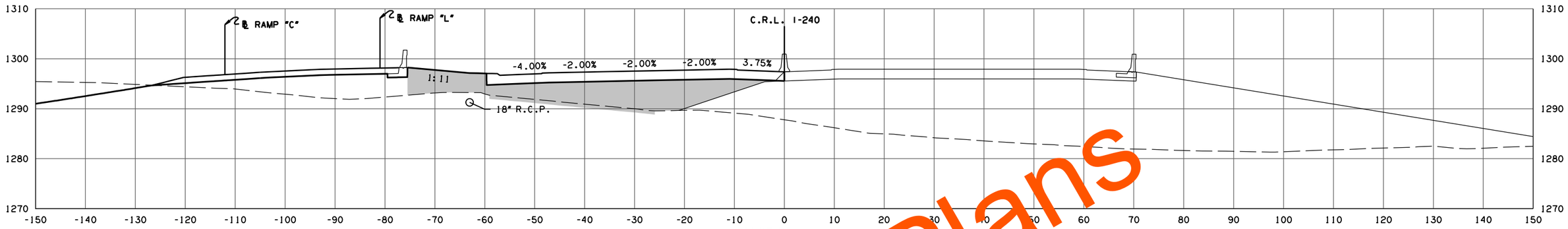
AREA

CUT FILL

VOLUME

CUT FILL

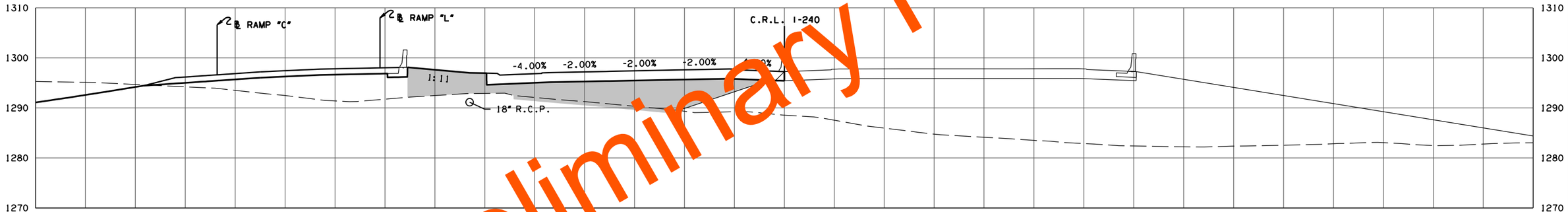
0 320 0 68



F.G. ELEV. = 1297.91

A 424+76.15

0 311 0 1240

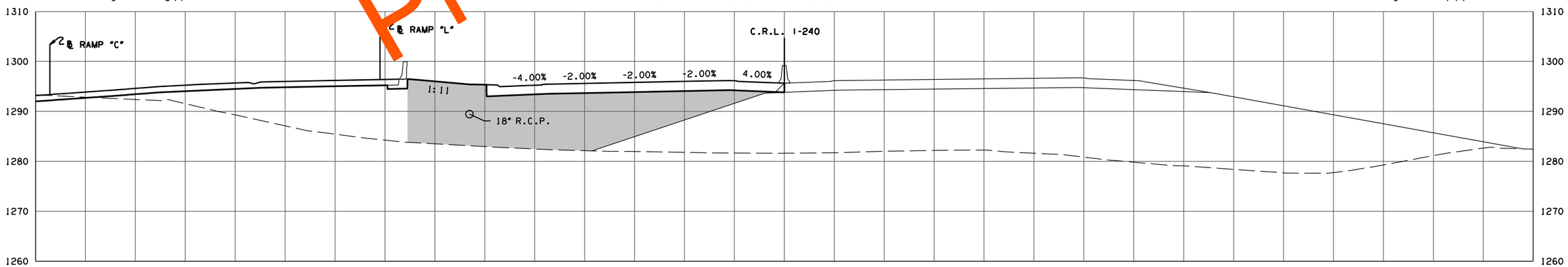


F.G. ELEV. = 1297.78

A 424+70.33

BEGIN INSIDE SHOULDER ROTATION

0 641 0 714



F.G. ELEV. = 1296.19

A 424+00.00

CRL I-240 W.B.

PHASE 4

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X061

Preliminary Plans

3/4/2024 3:55:50 PM
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R/W & U/E PURCHASED UNDER JP 09032(05)

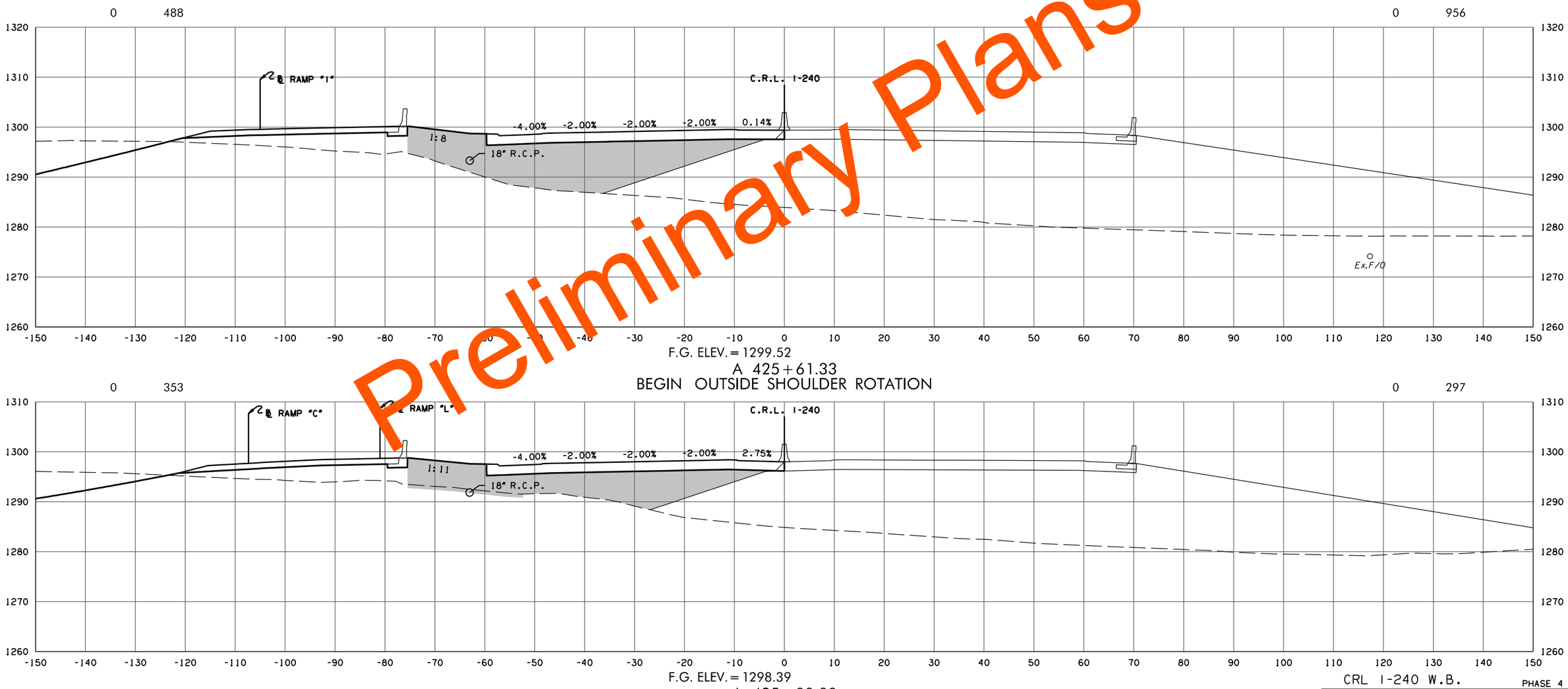
POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

3/4/2024

AREA
CUT FILL

VOLUME
CUT FILL



Preliminary Plans

CRL I-240 W.B. PHASE 4

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X062

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R/W & U/E PURCHASED UNDER JP 09032(05)

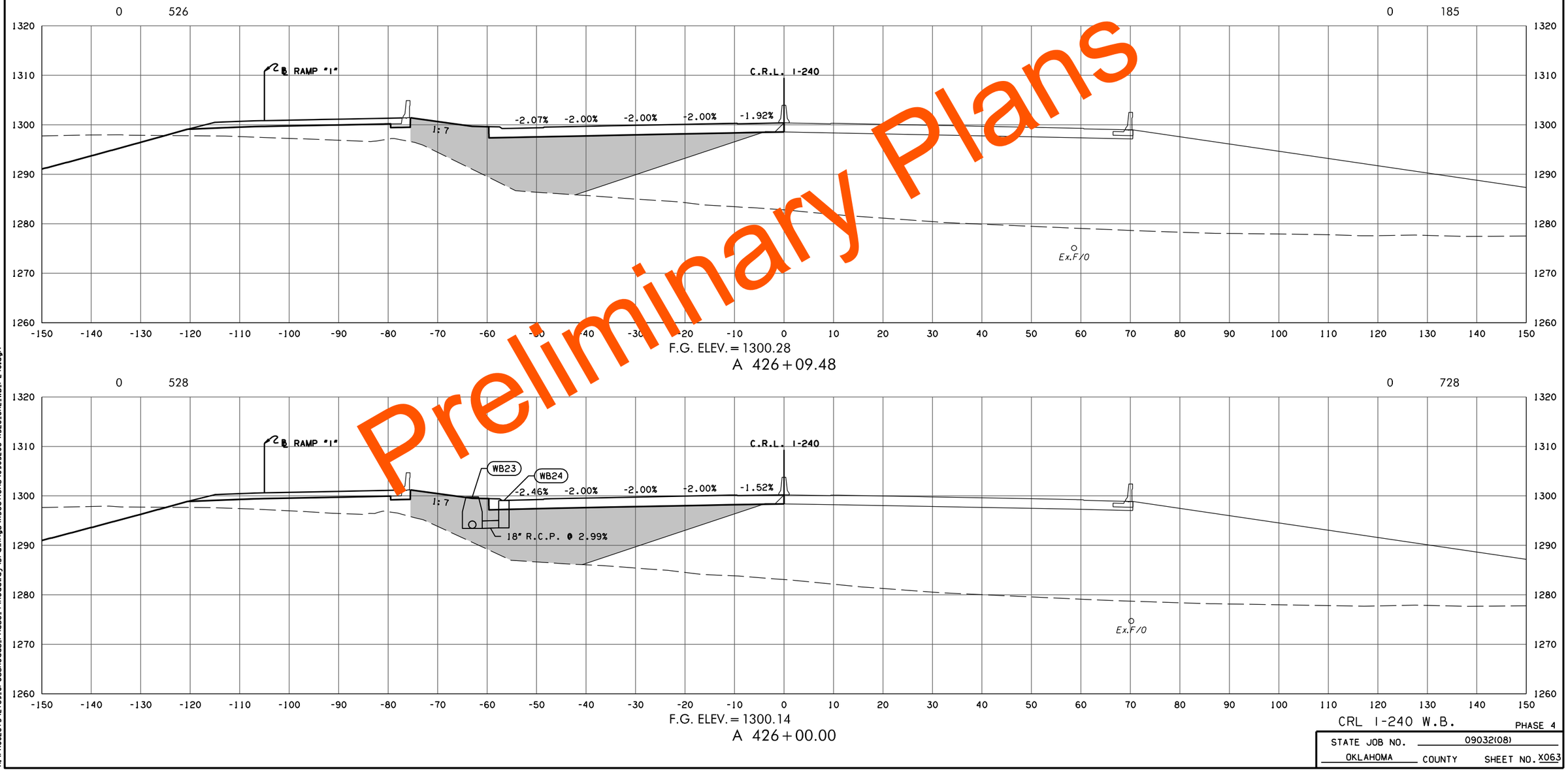
POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

3/4/2024

AREA
CUT FILL

VOLUME
CUT FILL



Preliminary Plans

CRL I-240 W.B.

PHASE 4

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X063

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SEE DRAINAGE AREA MAP SHEETS FOR DRAINAGE SYMBOLOGY.

R/W & U/E PURCHASED UNDER JP 09032(05)

POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

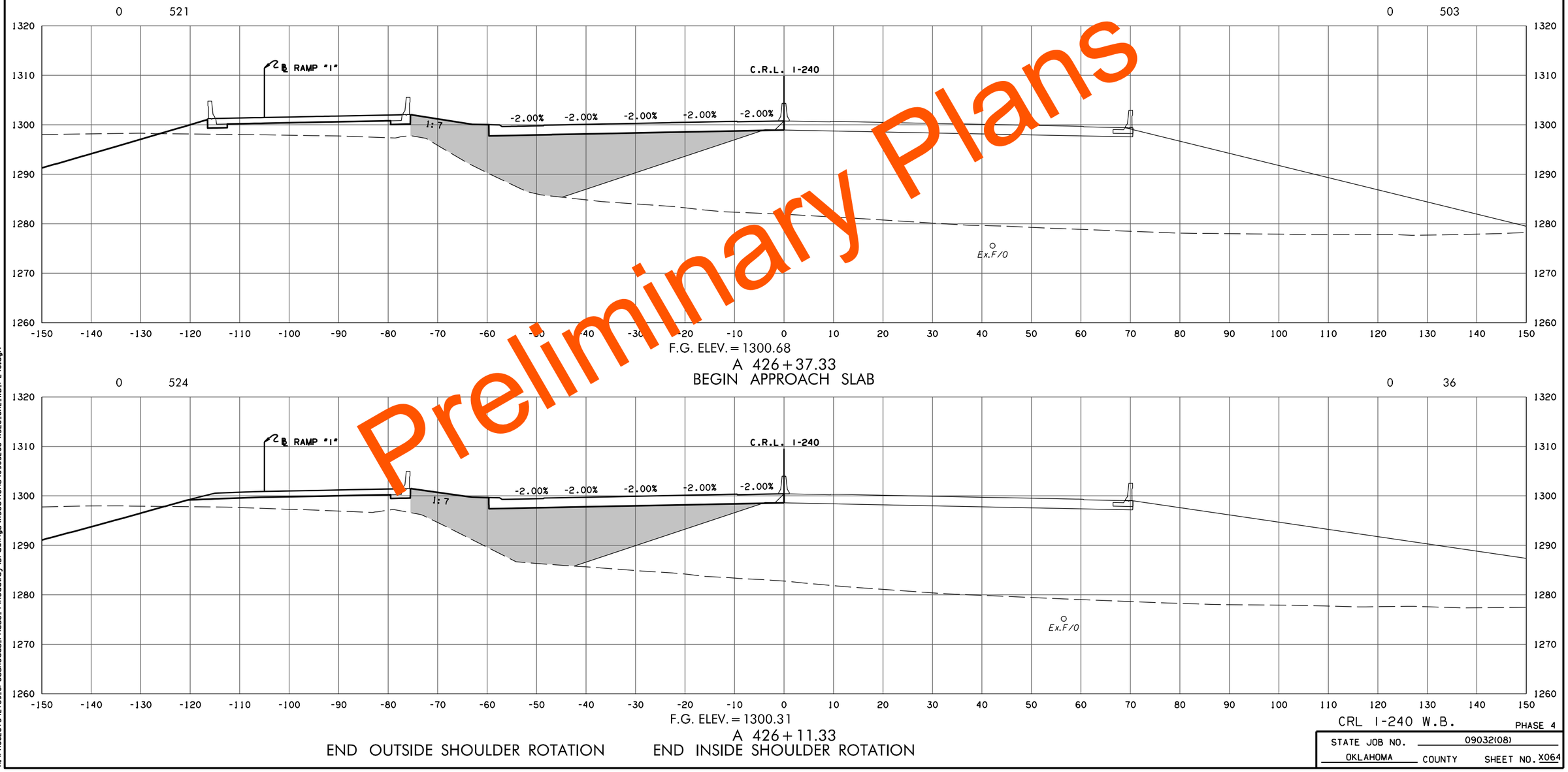
3/4/2024

AREA

CUT FILL

VOLUME

CUT FILL



Preliminary Plans

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X064

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SEE DRAINAGE AREA MAP SHEETS FOR DRAINAGE SYMBOLOGY.

R/W & U/E PURCHASED UNDER JP 09032(05)

POE & ASSOCIATES, OKLAHOMA CITY, OK.

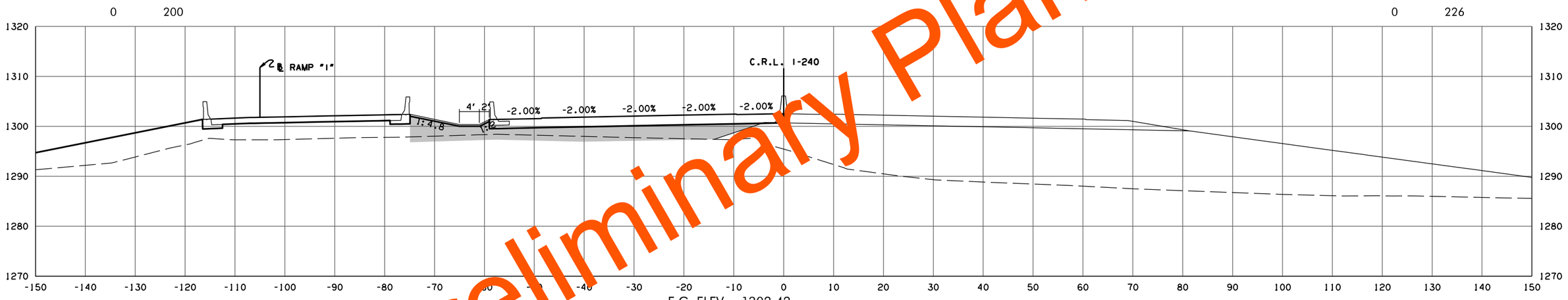
90% PLAN SUBMITTAL

3/4/2024

AREA
CUT FILL

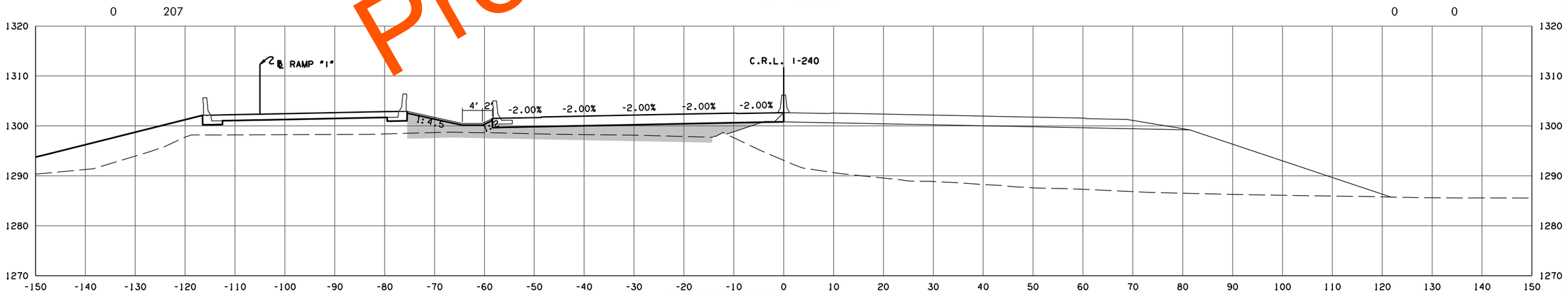
VOLUME
CUT FILL

Preliminary Plans



F.G. ELEV. = 1302.42

A 430+35.83



F.G. ELEV. = 1302.54

A 430+05.83

END APPROACH SLAB

CRL I-240 W.B.

PHASE 4

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X065

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R/W & U/E PURCHASED UNDER JP 09032(05)

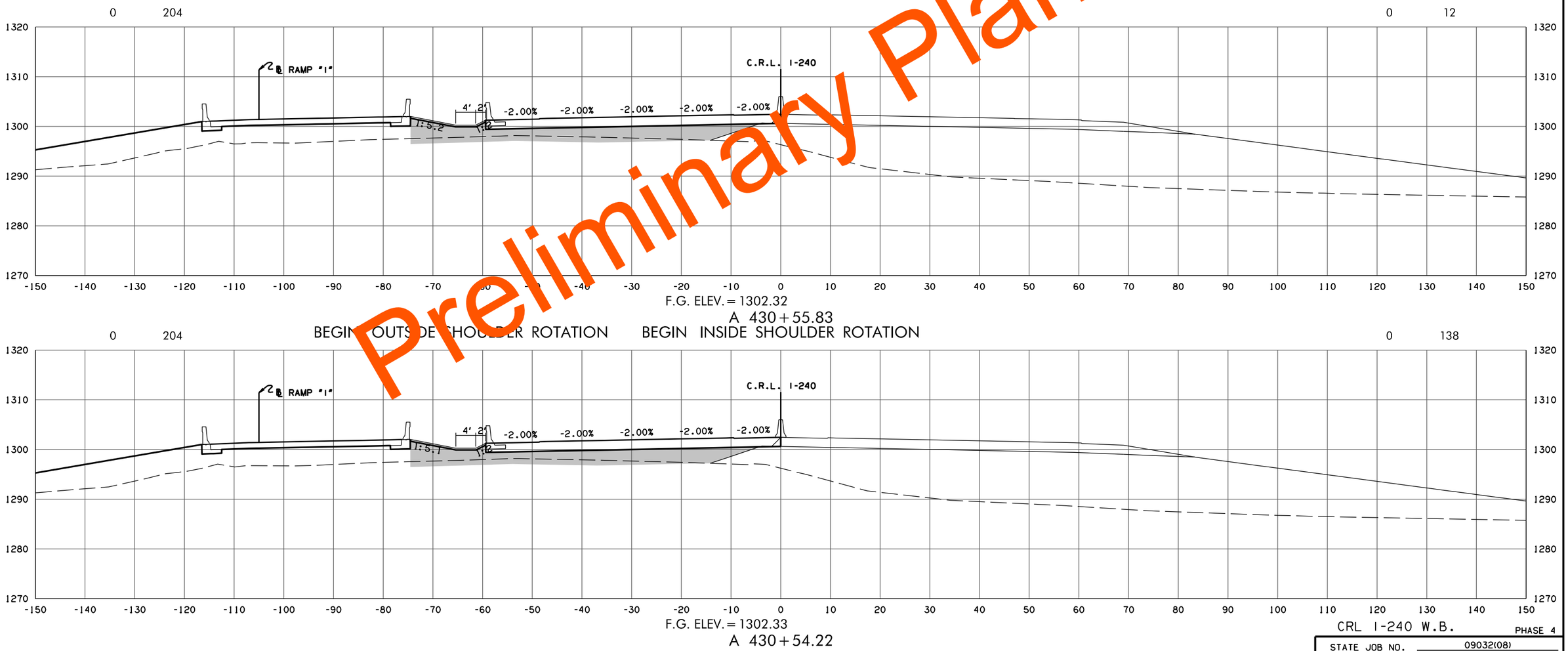
POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

3/4/2024

AREA
CUT FILL

VOLUME
CUT FILL



F.G. ELEV. = 1302.32

A 430+55.83

BEGIN OUTSIDE SHOULDER ROTATION

F.G. ELEV. = 1302.33

A 430+54.22

BEGIN INSIDE SHOULDER ROTATION

0 12

0 138

Preliminary Plans

CRL I-240 W.B.

PHASE 4

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X066

3/4/2024 3:55:58 PM
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R/W & U/E PURCHASED UNDER JP 09032(05)

POE & ASSOCIATES, OKLAHOMA CITY, OK.

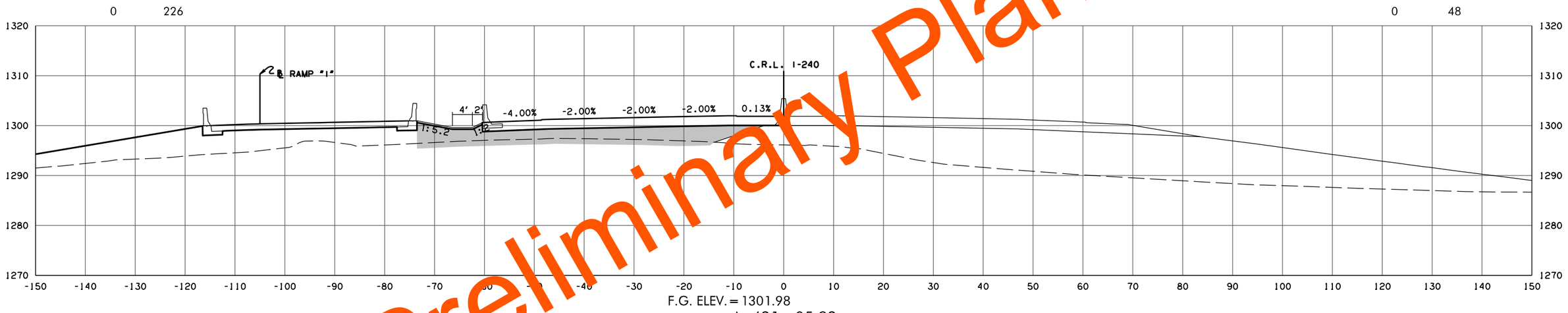
90% PLAN SUBMITTAL

3/4/2024

AREA
CUT FILL

VOLUME
CUT FILL

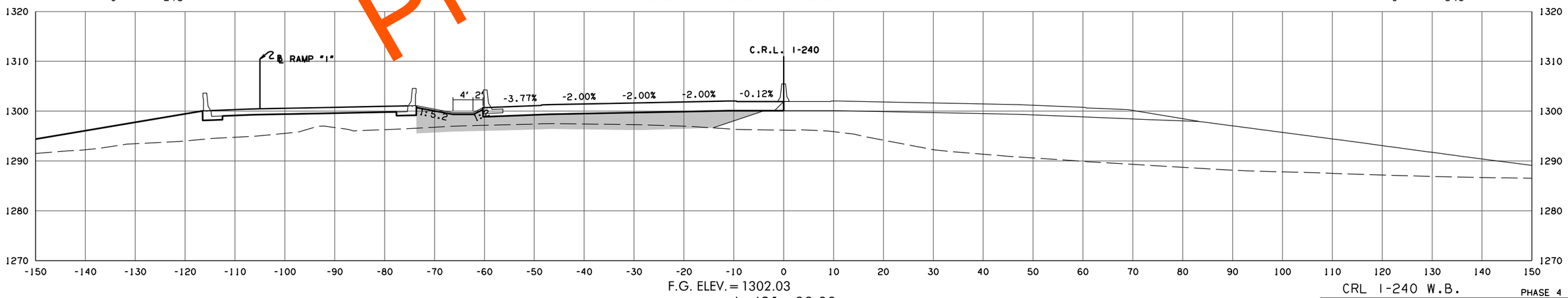
Preliminary Plans



F.G. ELEV. = 1301.98

A 431+05.83

END OUTSIDE SHOULDER ROTATION



F.G. ELEV. = 1302.03

A 431+00.00

CRL I-240 W.B.

PHASE 4

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X067

3/4/2024 3:56:00 PM
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R/W & U/E PURCHASED UNDER JP 09032(05)

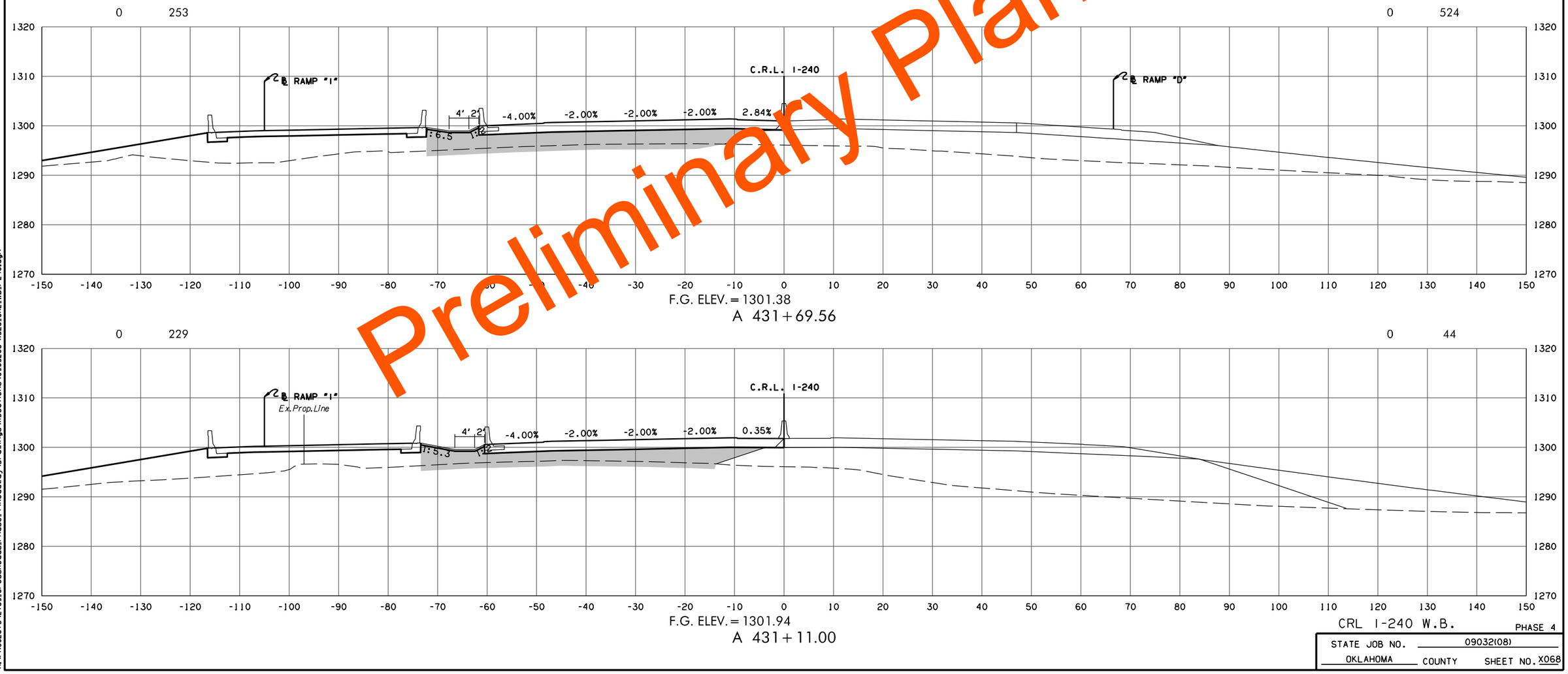
POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

3/4/2024

AREA
CUT FILL

VOLUME
CUT FILL



Preliminary Plans

CRL I-240 W.B.

PHASE 4

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X068

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SEE DRAINAGE AREA MAP SHEETS FOR DRAINAGE SYMBOLOGY.

R/W & U/E PURCHASED UNDER JP 09032(05)

POE & ASSOCIATES, OKLAHOMA CITY, OK.

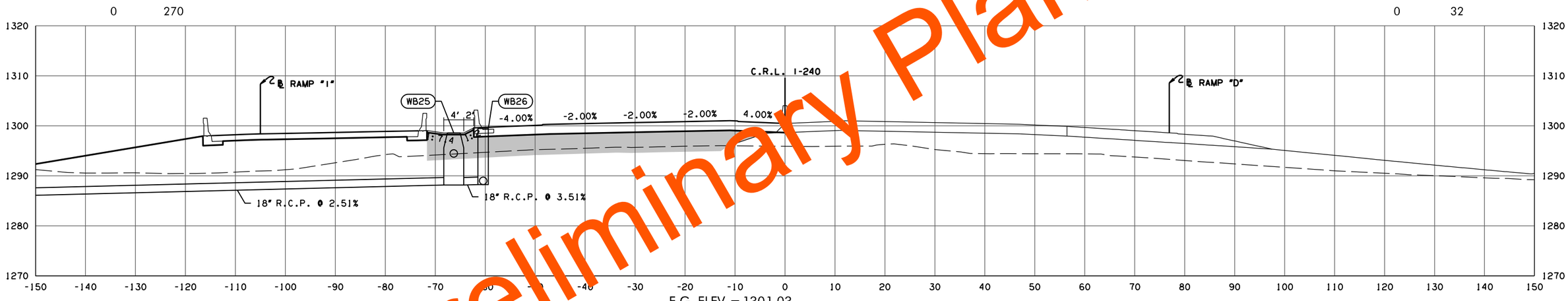
90% PLAN SUBMITTAL

3/4/2024

AREA
CUT FILL

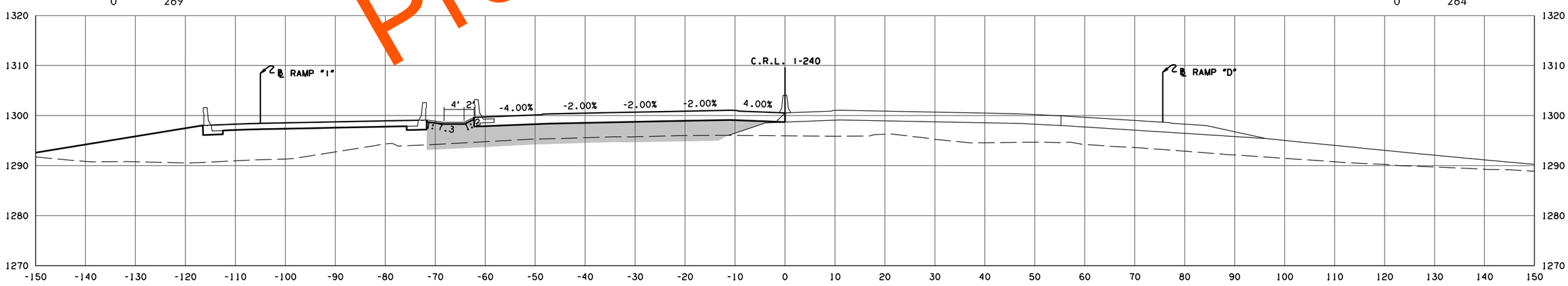
VOLUME
CUT FILL

Preliminary Plans



F.G. ELEV. = 1301.03

A 432+00.00



F.G. ELEV. = 1301.07

A 431+96.83

END INSIDE SHOULDER ROTATION

CRL I-240 W.B.

PHASE 4

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X069

3/4/2024 3:56:04 PM
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R/W & U/E PURCHASED UNDER JP 09032(05)

POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

3/4/2024

Preliminary Plans

CRL I-240 W.B.

PHASE 4

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X070

3/4/2024 3:56:05 PM
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DEPTH & LOCATION OF EXISTING UTILITIES SHALL BE FIELD VERIFIED BY THE CONTRACTOR PRIOR TO CONSTRUCTION.

SEE DRAINAGE AREA MAP SHEETS FOR DRAINAGE SYMBOLOGY.

R/W & U/E PURCHASED UNDER JP 09032(05)

POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

3/4/2024

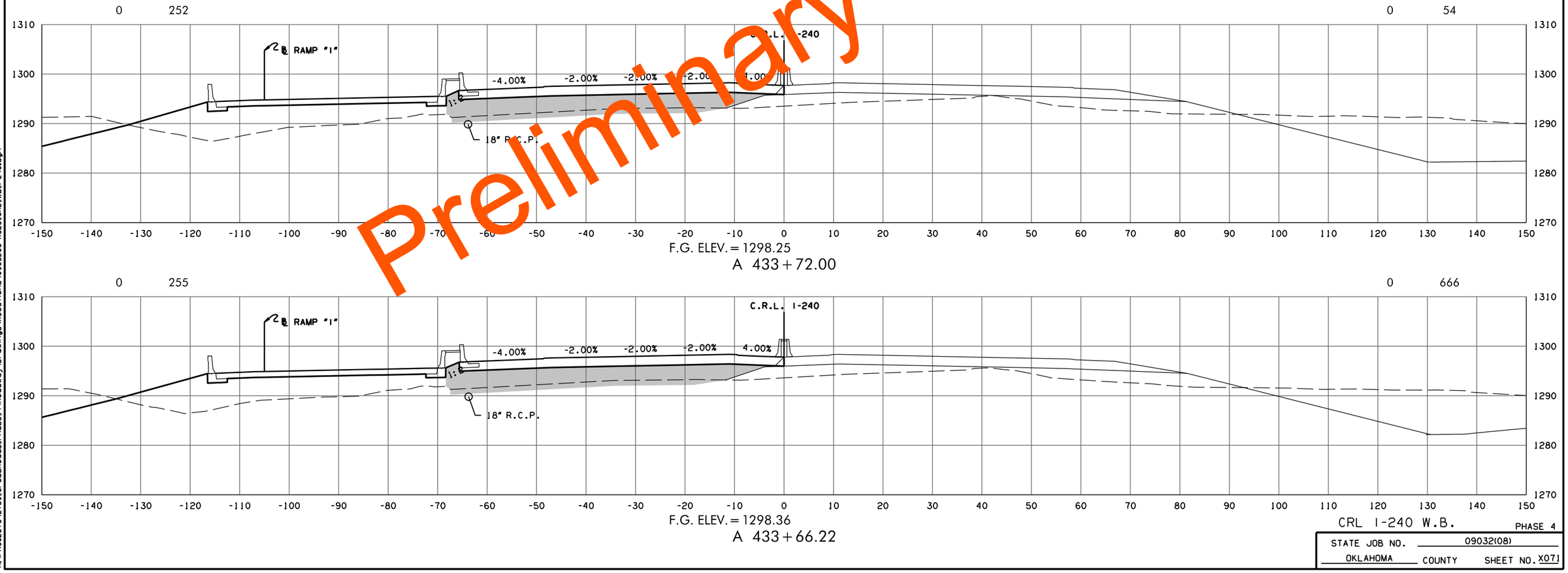
AREA

CUT FILL

VOLUME

CUT FILL

Preliminary Plans



CRL I-240 W.B.

PHASE 4

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X071

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(CAUTION) THE LOCATION OF ALL UTILITIES AS SHOWN ARE APPROXIMATE. DUE TO RELOCATION'S PLANNED OR PRESENTLY UNDER CONSTRUCTION THERE ARE SOME UTILITIES THAT WILL BE RELOCATED AND NOT SHOWN ON THESE PLANS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE TO ALL UTILITIES.

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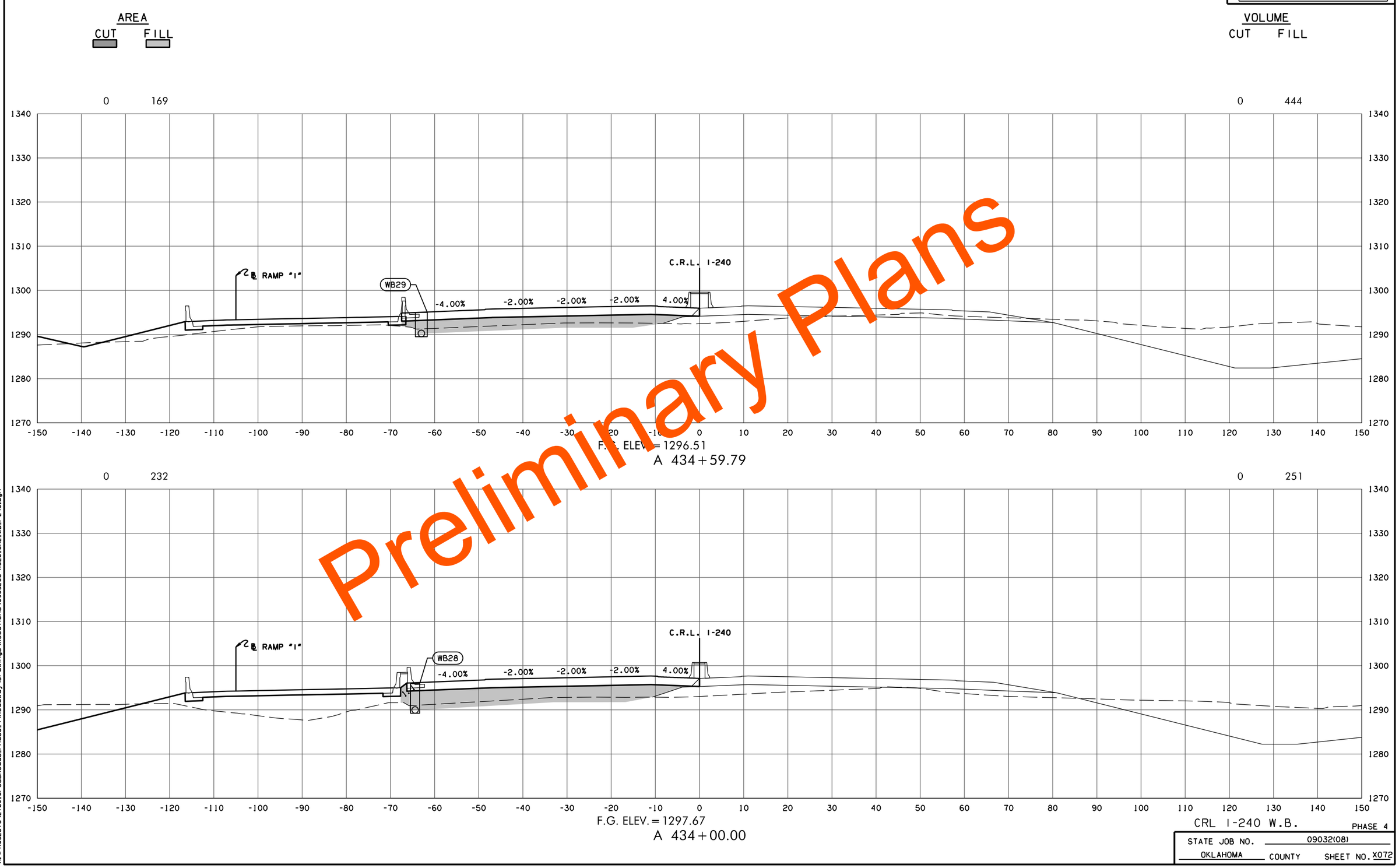
R/W & U/E PURCHASED UNDER JP 09032(05)

POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

3/4/2024



Preliminary Plans

CRL I-240 W.B.

PHASE 4

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X072

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(CAUTION) THE LOCATION OF ALL UTILITIES AS SHOWN ARE APPROXIMATE. DUE TO RELOCATION'S PLANNED OR PRESENTLY UNDER CONSTRUCTION THERE ARE SOME UTILITIES THAT WILL BE RELOCATED AND NOT SHOWN ON THESE PLANS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE TO ALL UTILITIES.

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R/W & U/E PURCHASED UNDER JP 09032(05)

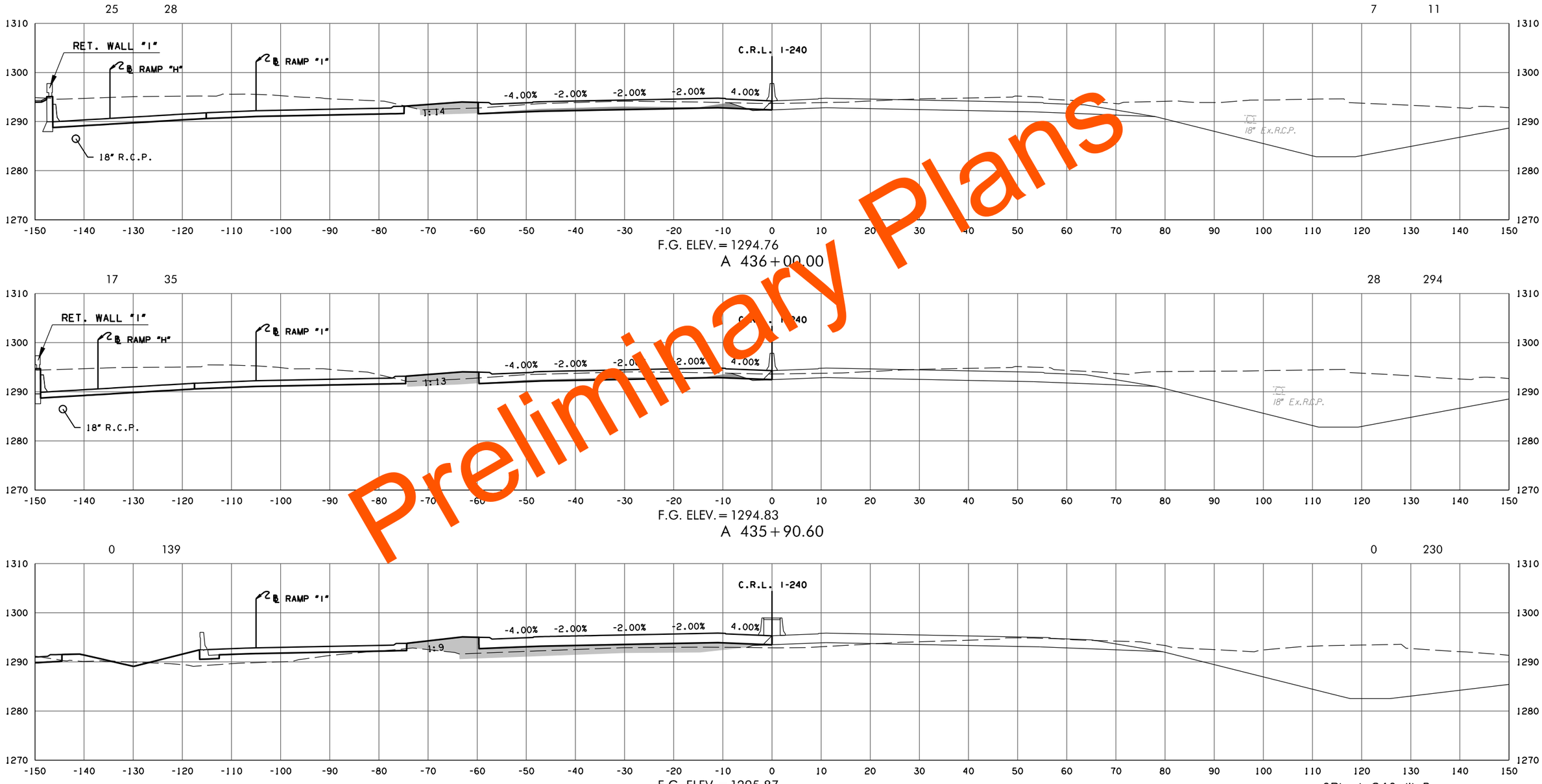
POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

3/4/2024

AREA
CUT FILL

VOLUME
CUT FILL



Preliminary Plans

CRL I-240 W.B.

PHASE 4

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X073

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(CAUTION) THE LOCATION OF ALL UTILITIES AS SHOWN ARE APPROXIMATE. DUE TO RELOCATION'S PLANNED OR PRESENTLY UNDER CONSTRUCTION THERE ARE SOME UTILITIES THAT WILL BE RELOCATED AND NOT SHOWN ON THESE PLANS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE TO ALL UTILITIES.

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SEE DRAINAGE AREA MAP SHEETS FOR DRAINAGE SYMBOLOGY.

R/W & U/E PURCHASED UNDER JP 09032(05)

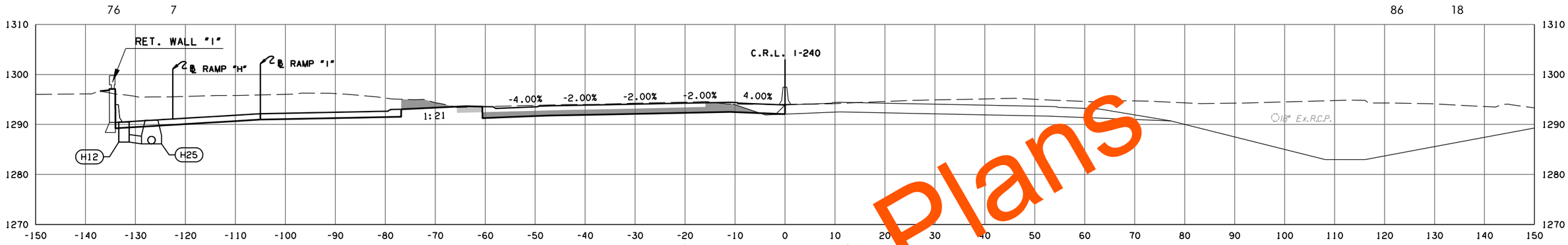
POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

3/4/2024

AREA
CUT FILL

VOLUME
CUT FILL



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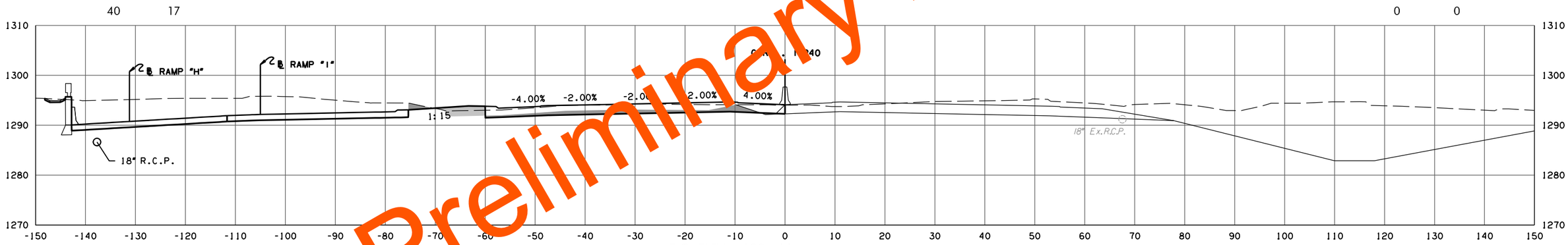
A 436+54.27



F.G. ELEV. = 1294.66
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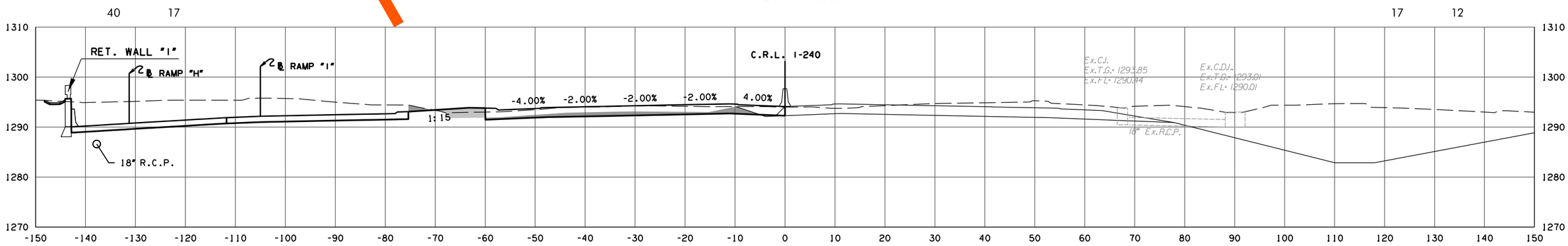

F.G. ELEV. = 1294.66
A 436+14.08

CRL I-240 W.B.

PHASE 4

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X074

Preliminary Plans

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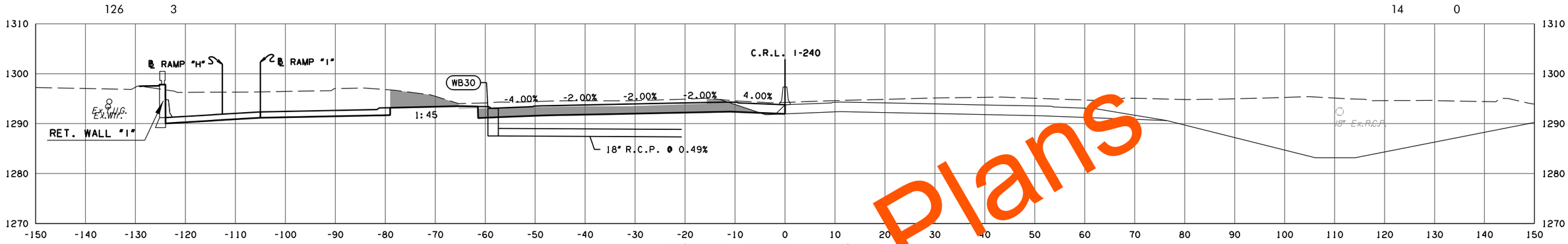
POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

3/4/2024

AREA
CUT FILL

VOLUME
CUT FILL



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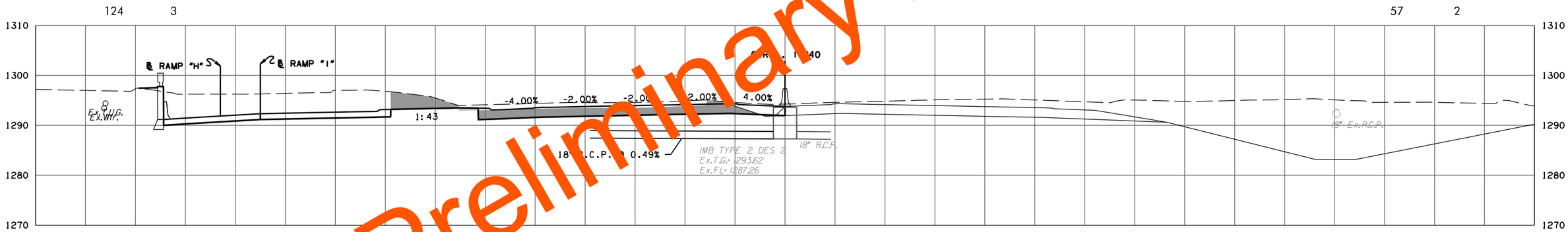
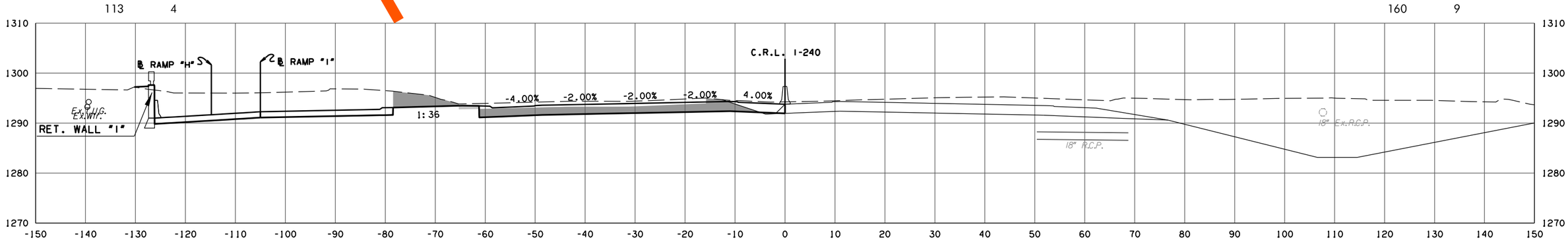
A 437+16.00



F.G. ELEV. = 1294.33
A 437+13.00



F.G. ELEV. = 1294.33
A 437+00.00

CRL I-240 W.B.

PHASE 4

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X075

Preliminary Plans

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R/W & U/E PURCHASED UNDER JP 09032(05)

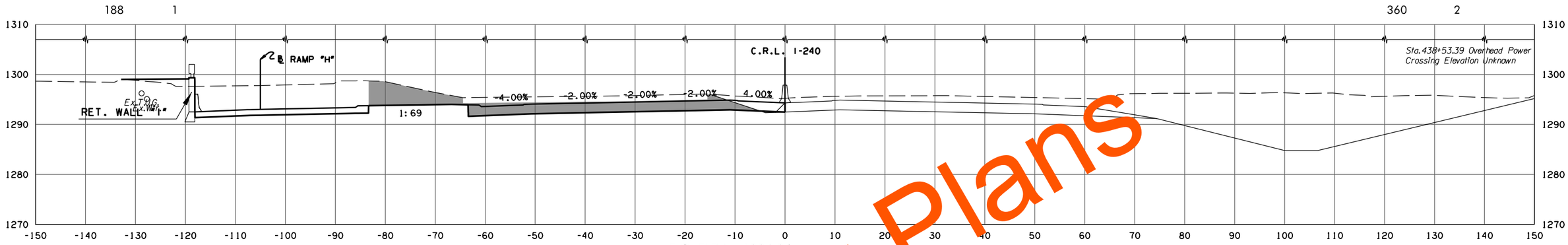
POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

3/4/2024

AREA
CUT FILL

VOLUME
CUT FILL



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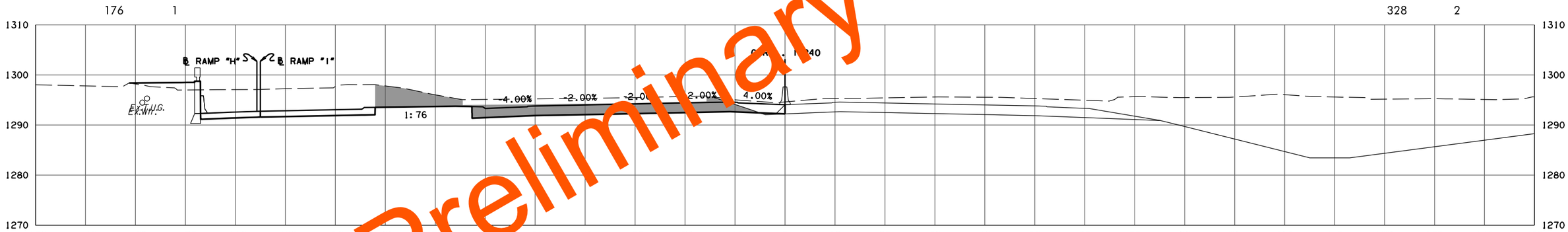
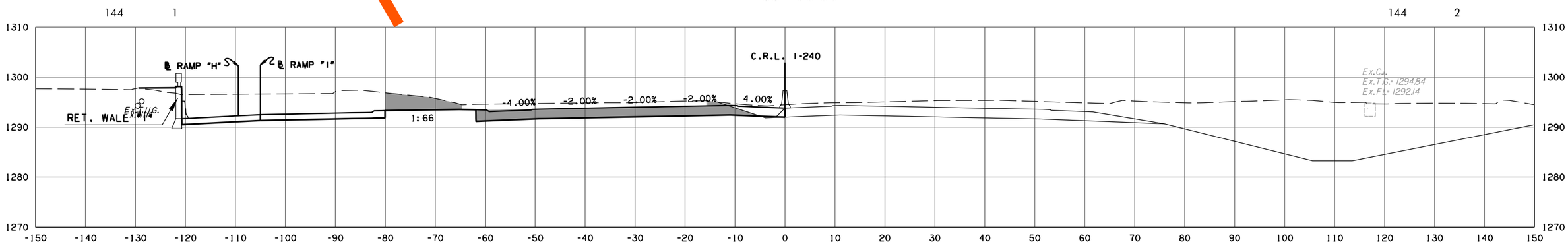


F.G. ELEV. = 1294.59
A 438+00.00



F.G. ELEV. = 1294.36
A 437+44.66

CRL I-240 W.B.

PHASE 4

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X076

Preliminary Plans

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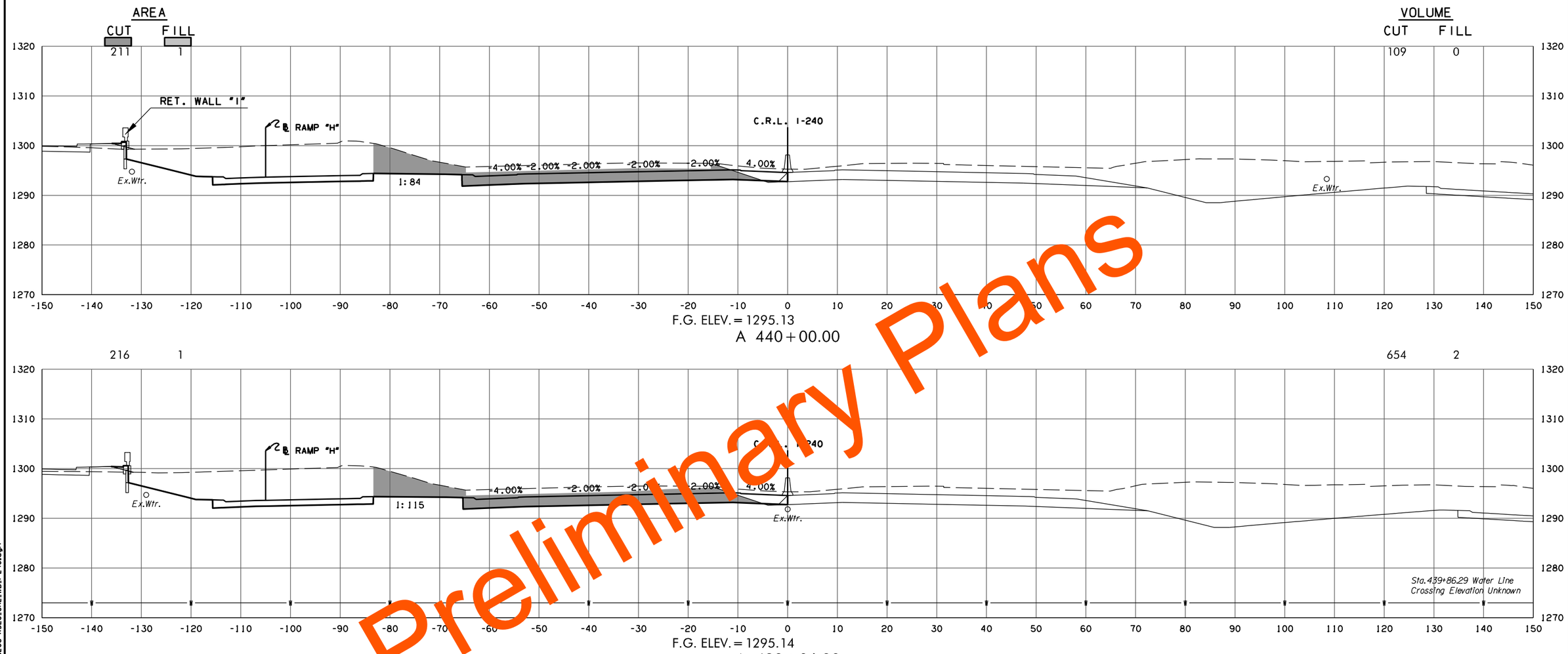
R/W & U/E PURCHASED UNDER JP 09032(05)

POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

3/4/2024

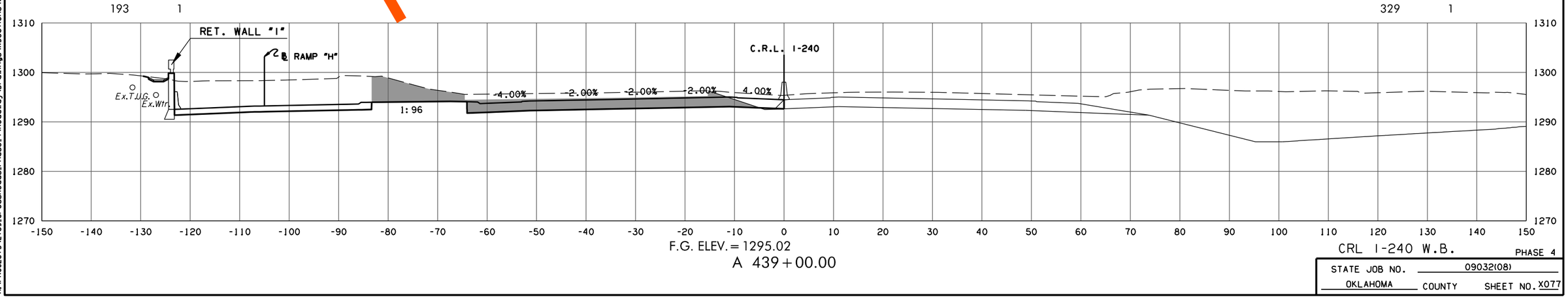


F.G. ELEV. = 1295.13

A 440+00.00

F.G. ELEV. = 1295.14

A 439+86.29



F.G. ELEV. = 1295.02

A 439+00.00

Preliminary Plans

CRL I-240 W.B.

PHASE 4

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X077

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R/W & U/E PURCHASED UNDER JP 09032(05)

POE & ASSOCIATES, OKLAHOMA CITY, OK.

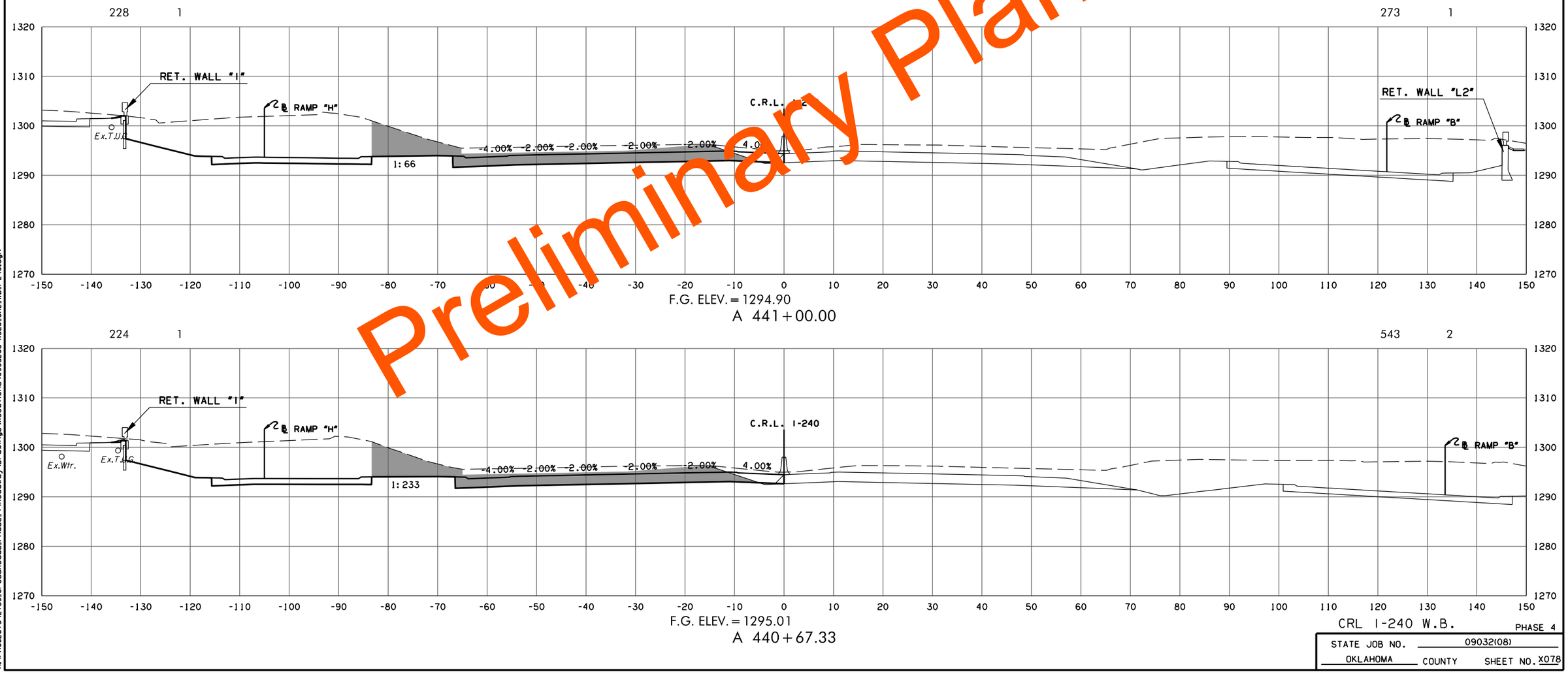
90% PLAN SUBMITTAL

3/4/2024

AREA
CUT FILL

VOLUME
CUT FILL

Preliminary Plans



F.G. ELEV. = 1294.90
A 441+00.00

F.G. ELEV. = 1295.01
A 440+67.33

CRL I-240 W.B.

PHASE 4

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X078

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R/W & U/E PURCHASED UNDER JP 09032(05)

POE & ASSOCIATES, OKLAHOMA CITY, OK.

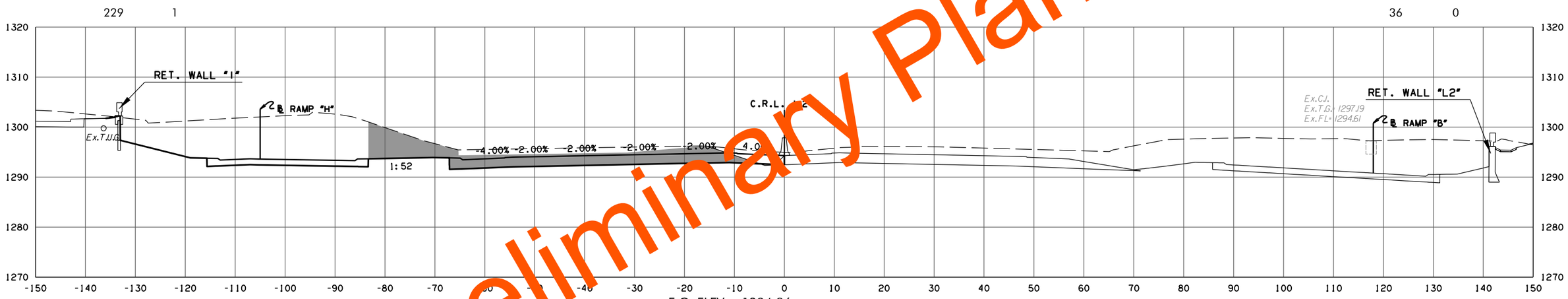
90% PLAN SUBMITTAL

3/4/2024

AREA
CUT FILL

VOLUME
CUT FILL

Preliminary Plans



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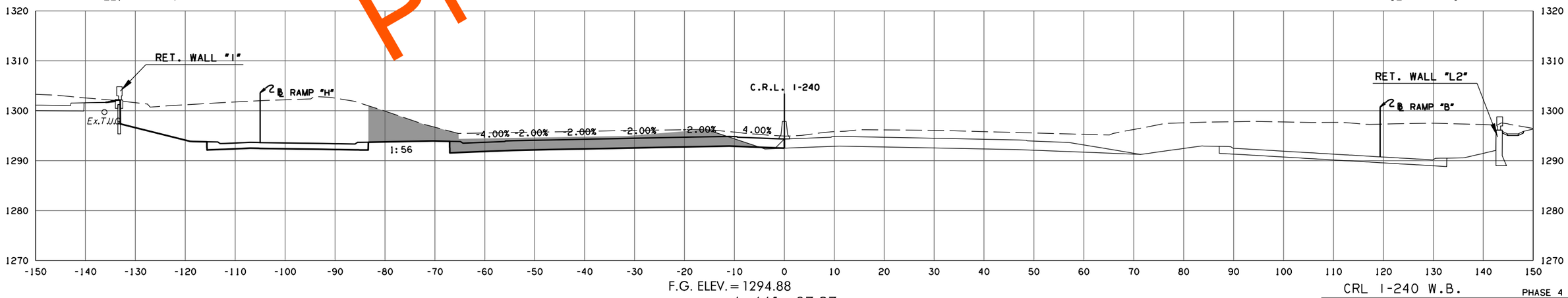
A 441+11.56



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A 441+07.37

CRL I-240 W.B.

PHASE 4

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X079

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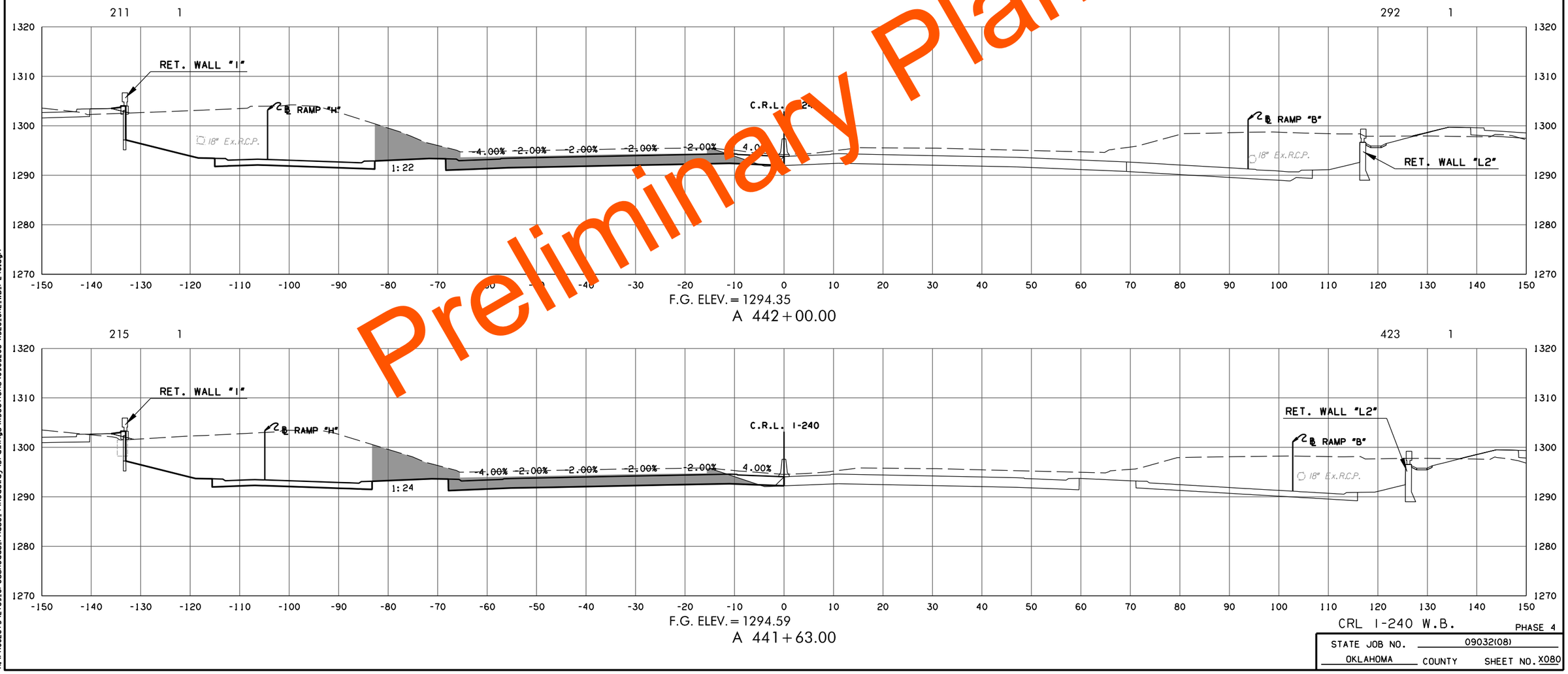
POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

3/4/2024

AREA
CUT FILL

VOLUME
CUT FILL



F.G. ELEV. = 1294.35
A 442+00.00

F.G. ELEV. = 1294.59
A 441+63.00

Preliminary Plans

CRL I-240 W.B.

PHASE 4

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X080

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POE & ASSOCIATES, OKLAHOMA CITY, OK.

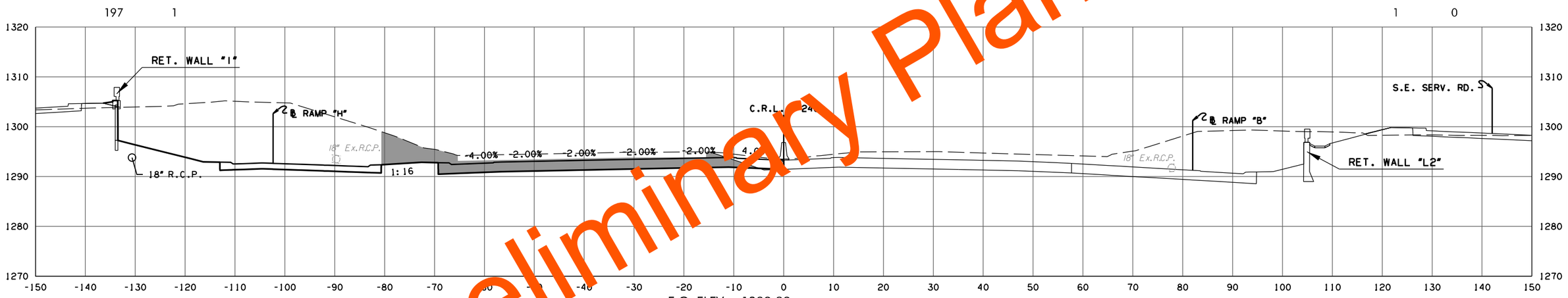
90% PLAN SUBMITTAL

3/4/2024

AREA
CUT FILL

VOLUME
CUT FILL

Preliminary Plans



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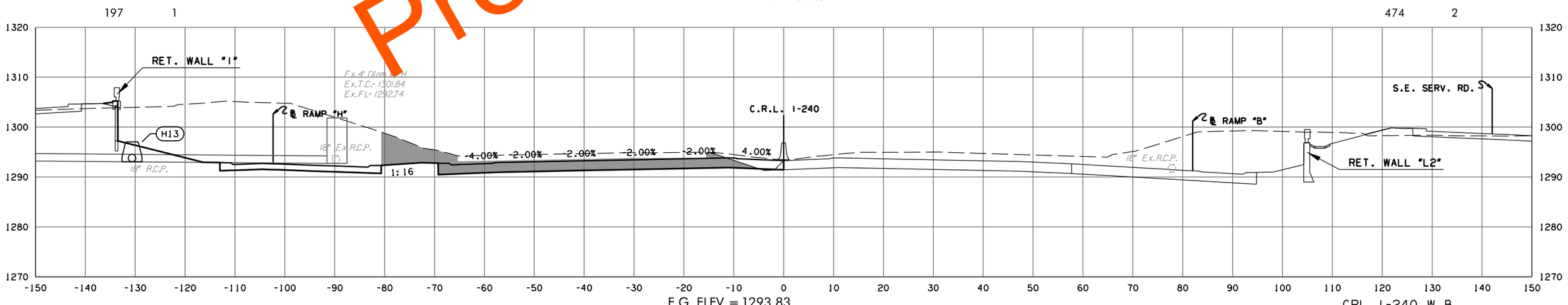
A 442+62.94



F.G. ELEV. = 1293.83

A 442+62.82

CRL I-240 W.B.

PHASE 4

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X081

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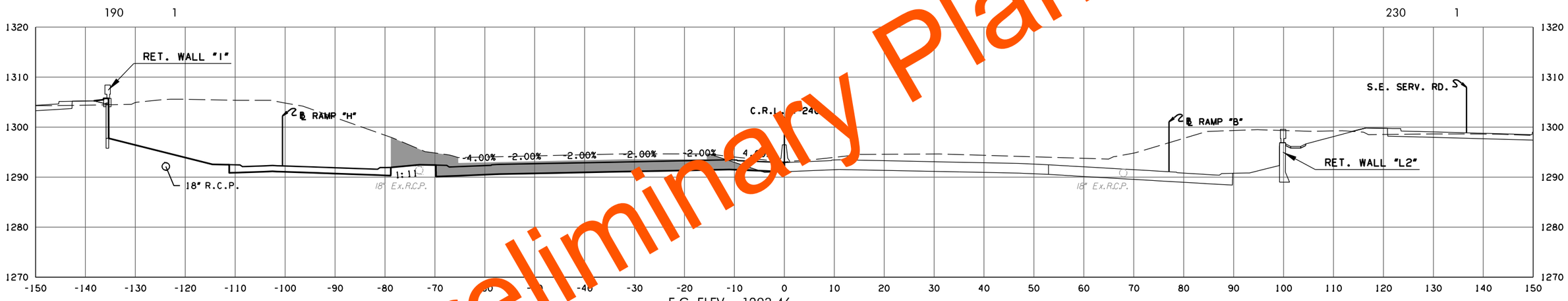
POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

3/4/2024

AREA
CUT FILL

VOLUME
CUT FILL



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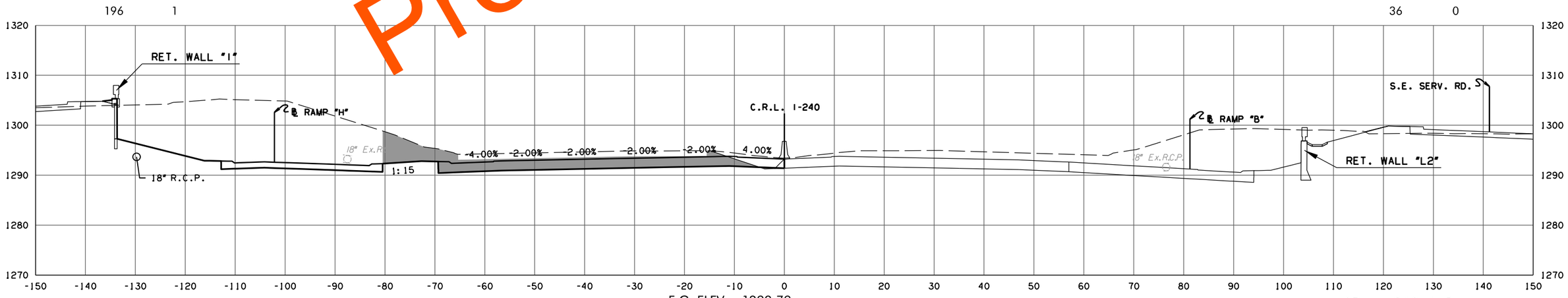

F.G. ELEV. = 1293.79
A 442+67.82

Preliminary Plans

CRL I-240 W.B. PHASE 4

STATE JOB NO. 09032(08)
OKLAHOMA COUNTY SHEET NO. X082

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POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

3/4/2024

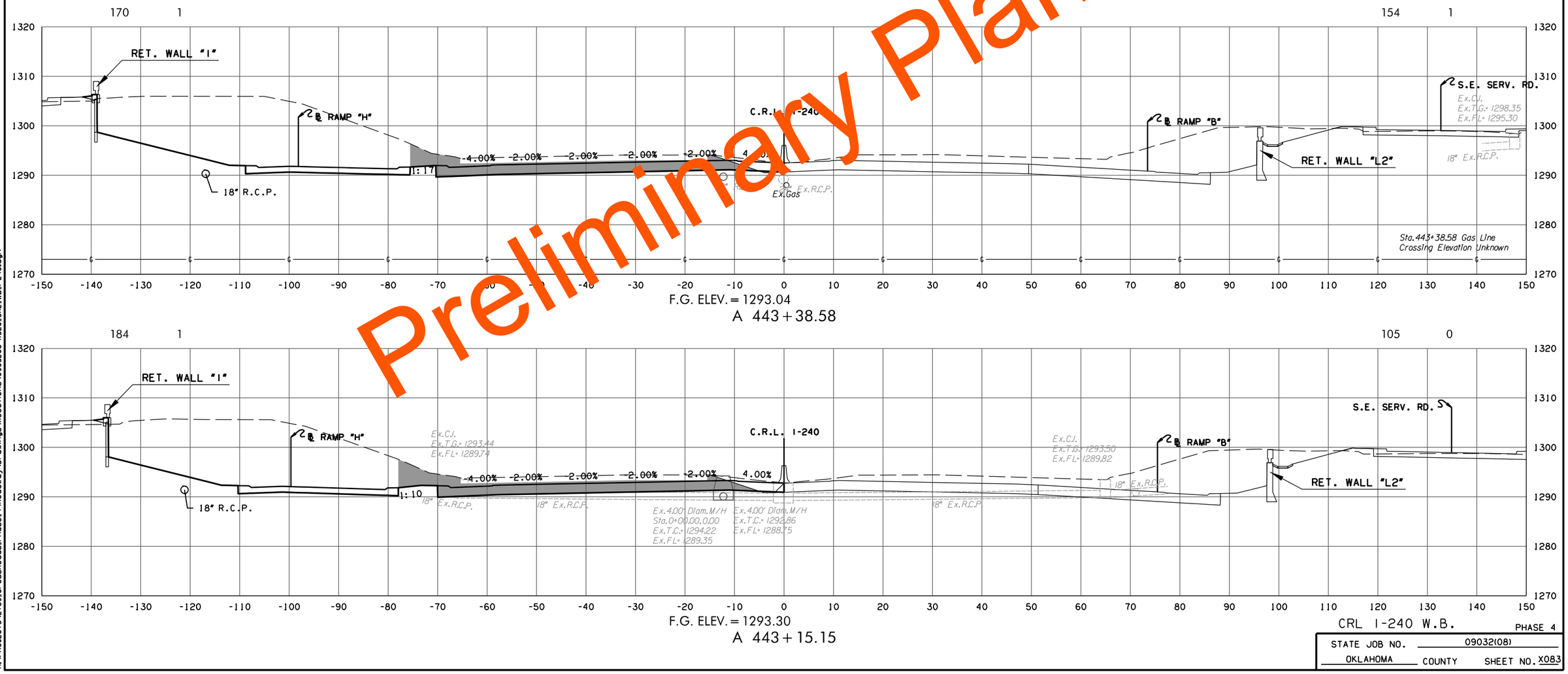
AREA

CUT FILL

VOLUME

CUT FILL

Preliminary Plans



F.G. ELEV. = 1293.04

A 443+38.58

F.G. ELEV. = 1293.30

A 443+15.15

CRL I-240 W.B.

PHASE 4

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X083

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POE & ASSOCIATES, OKLAHOMA CITY, OK.

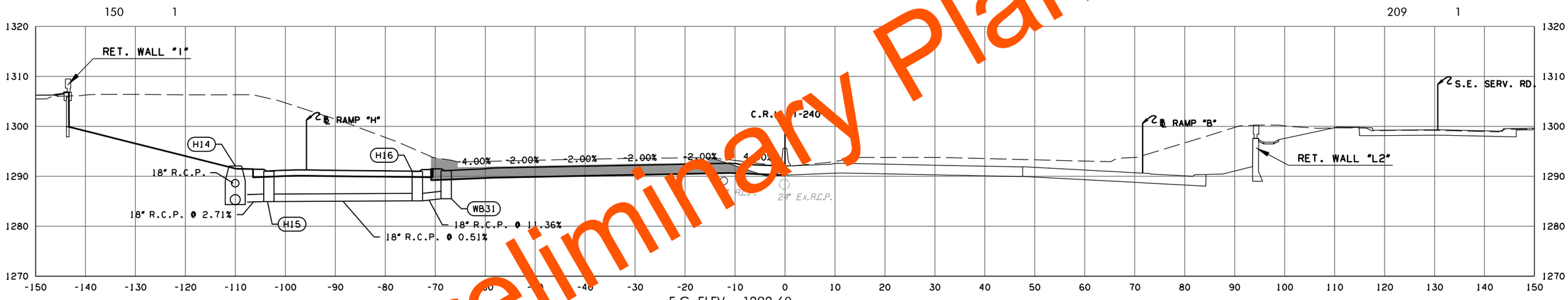
90% PLAN SUBMITTAL

3/4/2024

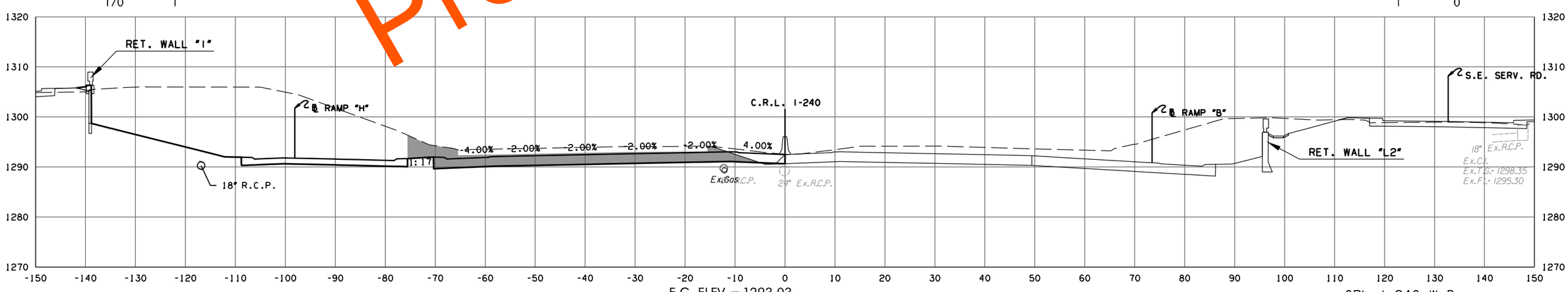
AREA
CUT FILL

VOLUME
CUT FILL

Preliminary Plans



F.G. ELEV. = 1292.60
A 443+74.00



F.G. ELEV. = 1293.03
A 443+38.67

CRL I-240 W.B.

PHASE 4

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X084

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(CAUTION) THE LOCATION OF ALL UTILITIES AS SHOWN ARE APPROXIMATE. DUE TO RELOCATION'S PLANNED OR PRESENTLY UNDER CONSTRUCTION THERE ARE SOME UTILITIES THAT WILL BE RELOCATED AND NOT SHOWN ON THESE PLANS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE TO ALL UTILITIES.

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SEE DRAINAGE AREA MAP SHEETS FOR DRAINAGE SYMBOLOGY.

R/W & U/E PURCHASED UNDER JP 09032(05)

POE & ASSOCIATES, OKLAHOMA CITY, OK.

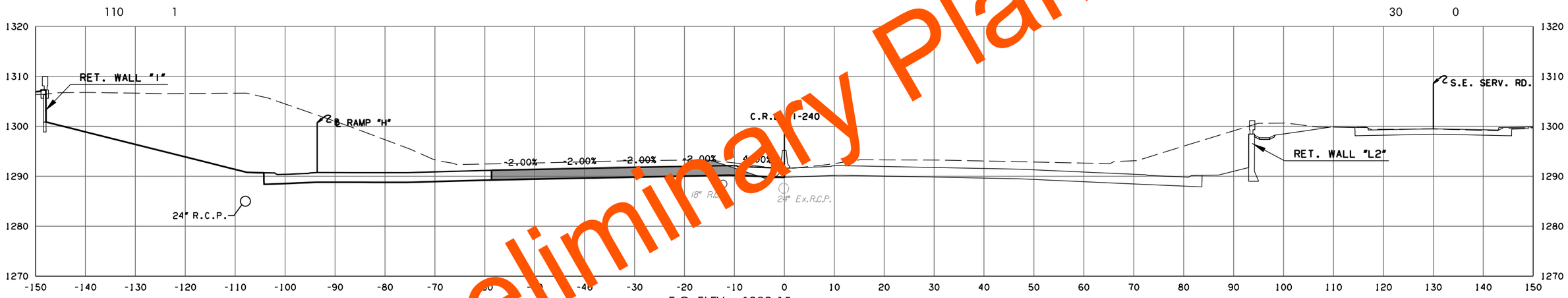
90% PLAN SUBMITTAL

3/4/2024

AREA
CUT FILL

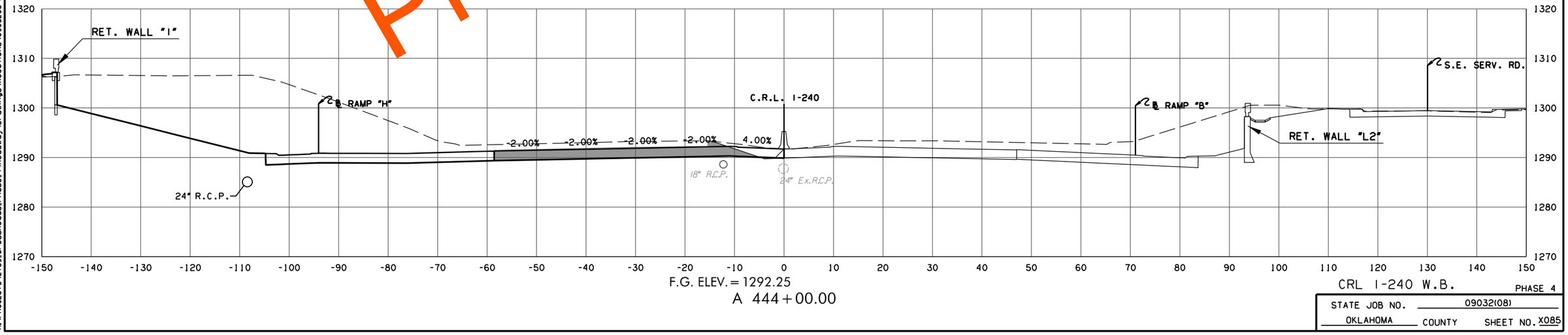
VOLUME
CUT FILL

Preliminary Plans



F.G. ELEV. = 1292.15

A 444+07.39



F.G. ELEV. = 1292.25

A 444+00.00

CRL I-240 W.B.

PHASE 4

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X085

3/4/2024 3:56:31 PM
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R/W & U/E PURCHASED UNDER JP 09032(05)

POE & ASSOCIATES, OKLAHOMA CITY, OK.

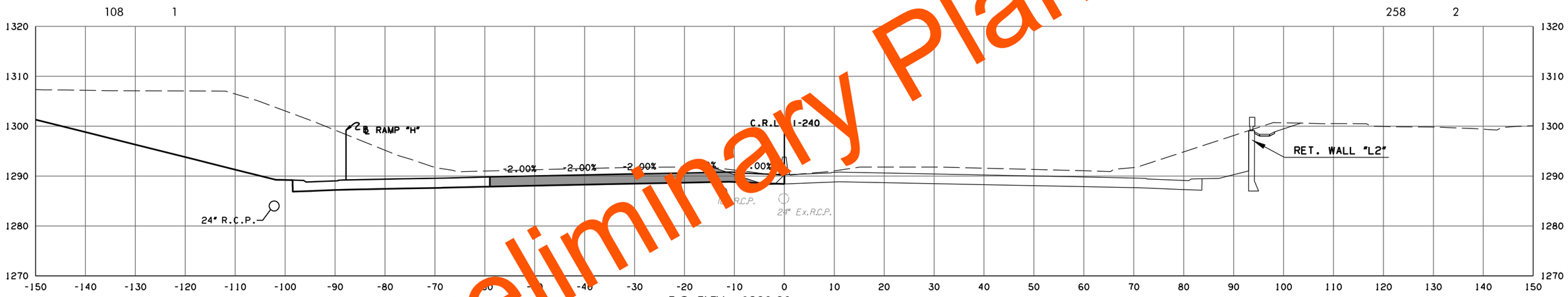
90% PLAN SUBMITTAL

3/4/2024

AREA
CUT FILL

VOLUME
CUT FILL

Preliminary Plans



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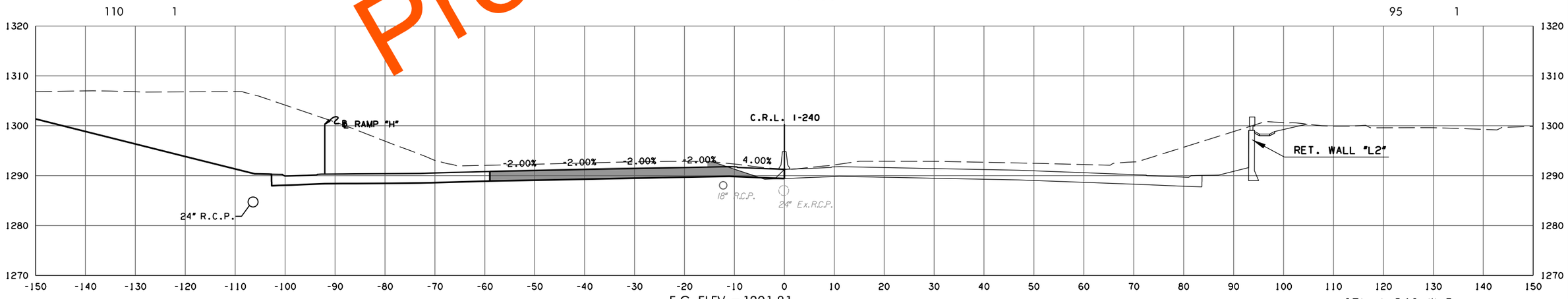
A 444+94.68



F.G. ELEV. = 1291.81
A 444+30.67

CRL I-240 W.B.

PHASE 4

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X086

3/4/2024 3:56:33 PM
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R/W & U/E PURCHASED UNDER JP 09032(05)

POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

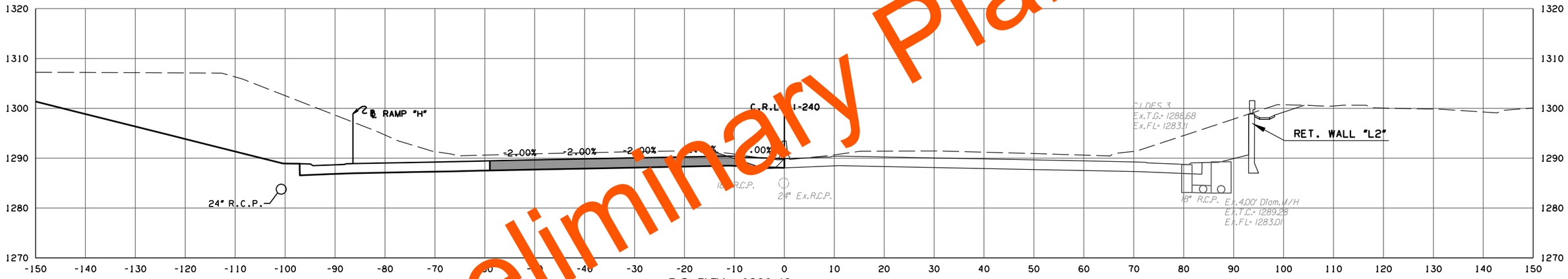
3/4/2024

AREA
CUT FILL

VOLUME
CUT FILL

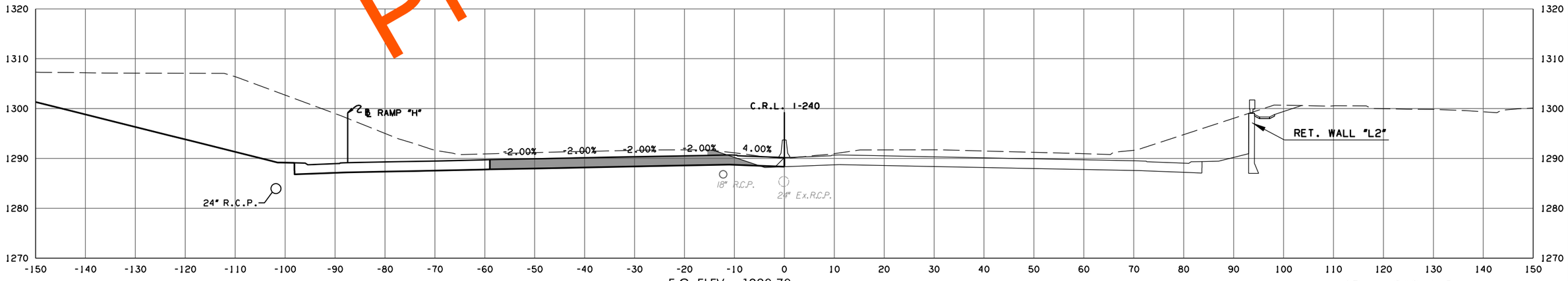
Preliminary Plans

106 1 63 0



F.G. ELEV. = 1290.43
A 445+16.00

107 1 21 0



F.G. ELEV. = 1290.70
A 445+00.00

CRL I-240 W.B.

PHASE 4

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X087

3/4/2024 3:56:34 PM
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R/W & U/E PURCHASED UNDER JP 09032(05)

POE & ASSOCIATES, OKLAHOMA CITY, OK.

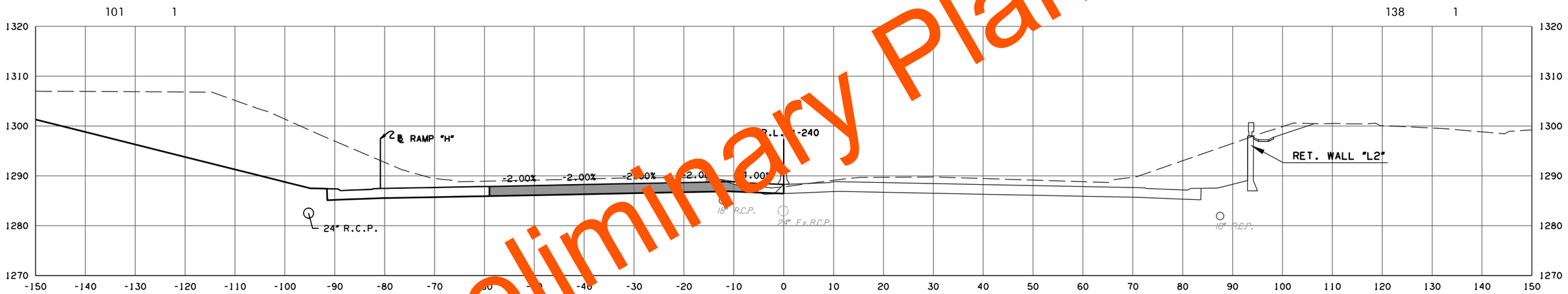
90% PLAN SUBMITTAL

3/4/2024

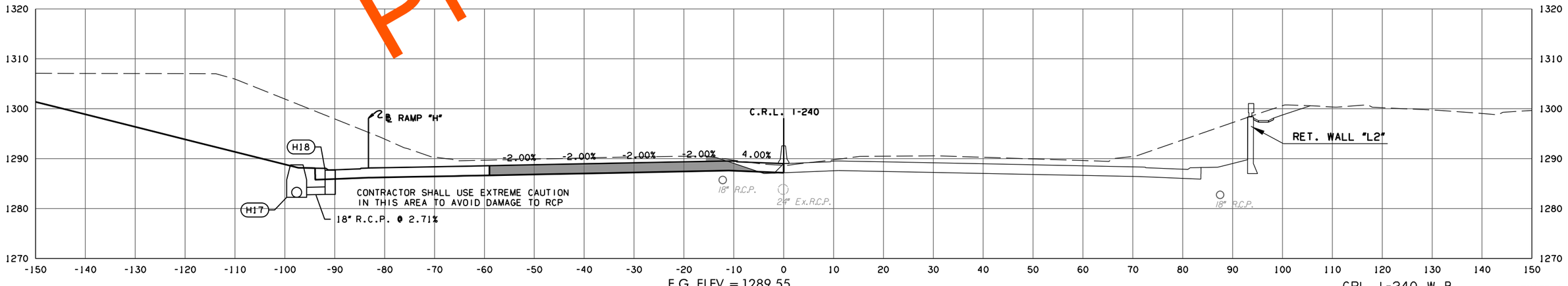
AREA
CUT FILL

VOLUME
CUT FILL

Preliminary Plans



F.G. ELEV. = 1288.83
A 446+00.00



F.G. ELEV. = 1289.55
A 445+63.75

CRL I-240 W.B. PHASE 4

STATE JOB NO. 09032(08)
OKLAHOMA COUNTY SHEET NO. X088

3/4/2024 3:56:35 PM
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R/W & U/E PURCHASED UNDER JP 09032(05)

POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

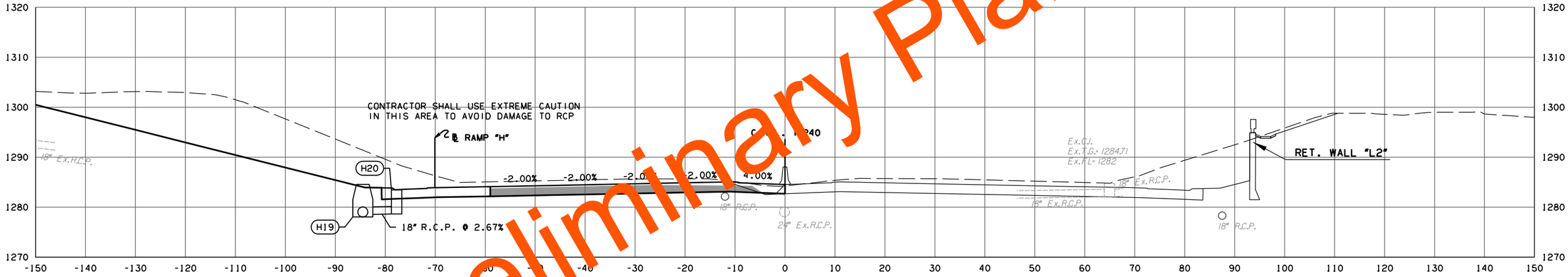
3/4/2024

AREA
CUT FILL

VOLUME
CUT FILL

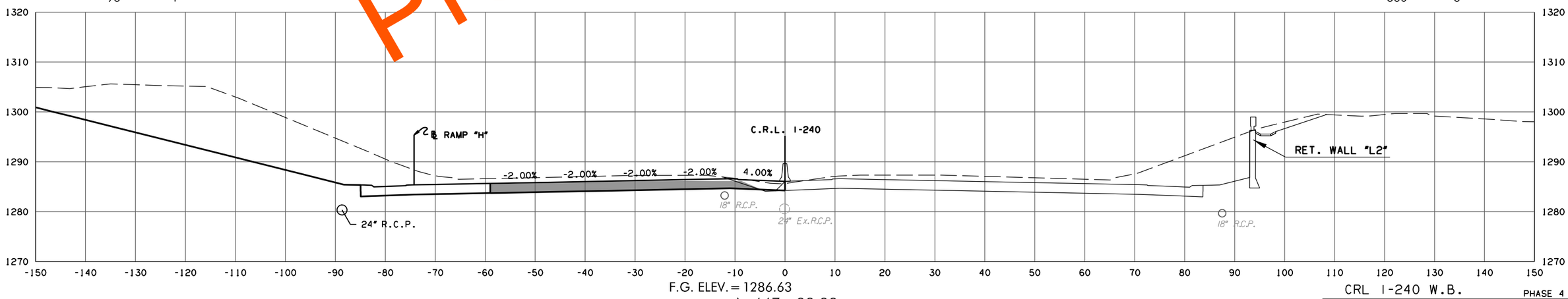
Preliminary Plans

82 1 204 2



F.G. ELEV. = 1285.06
A 447+63.32

93 1 360 3



F.G. ELEV. = 1286.63
A 447+00.00

CRL I-240 W.B.

PHASE 4

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X089

3/4/2024 3:56:38 PM
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POE & ASSOCIATES, OKLAHOMA CITY, OK.

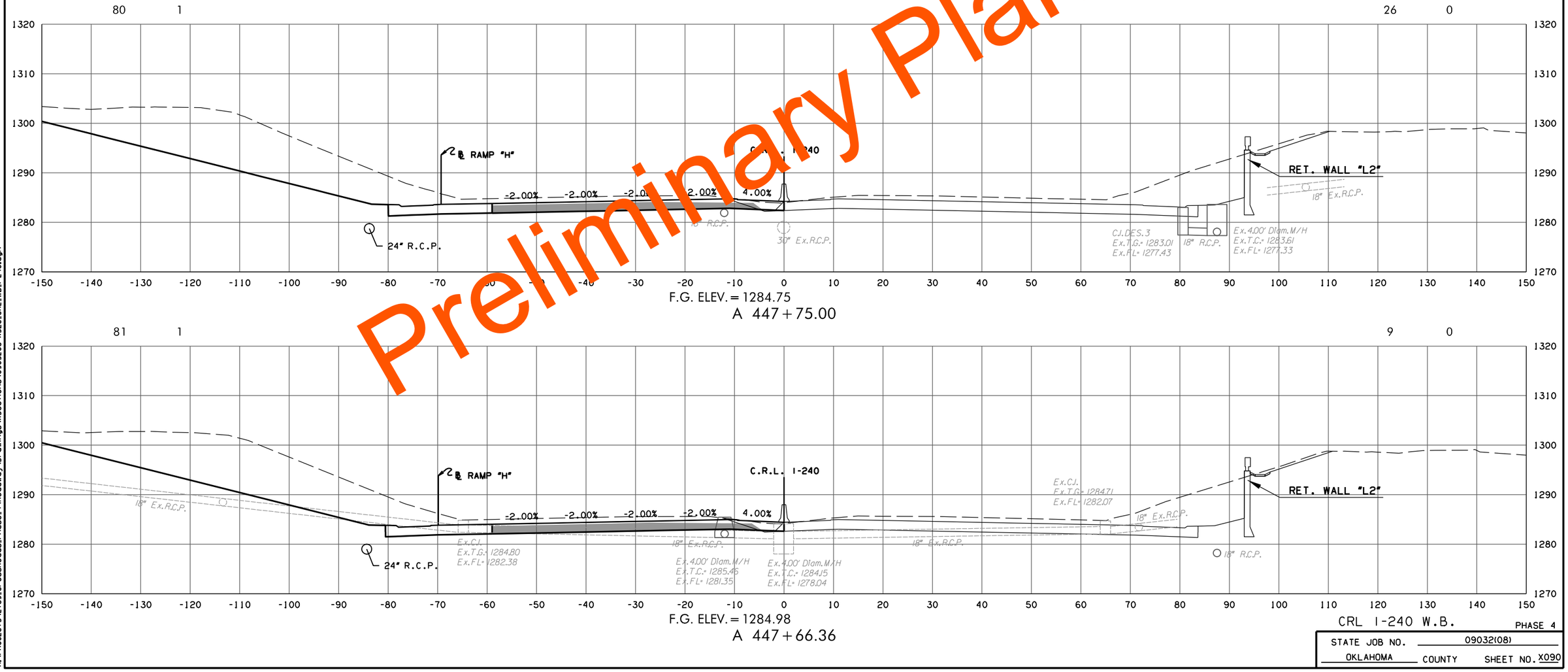
90% PLAN SUBMITTAL

3/4/2024

AREA
CUT FILL

VOLUME
CUT FILL

Preliminary Plans



F.G. ELEV. = 1284.75
A 447+75.00

F.G. ELEV. = 1284.98
A 447+66.36

CRL I-240 W.B.

PHASE 4

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X090

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POE & ASSOCIATES, OKLAHOMA CITY, OK.

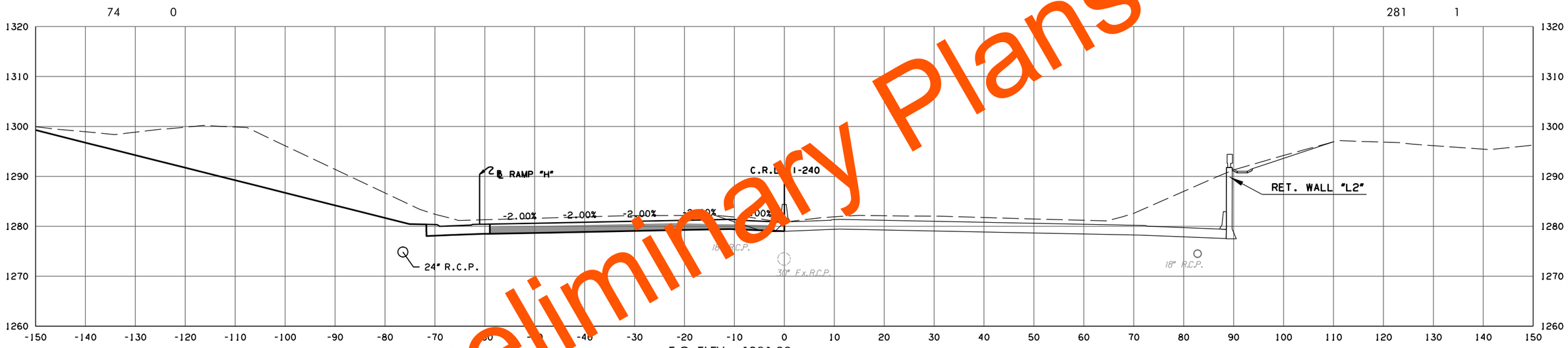
90% PLAN SUBMITTAL

3/4/2024

AREA
CUT FILL

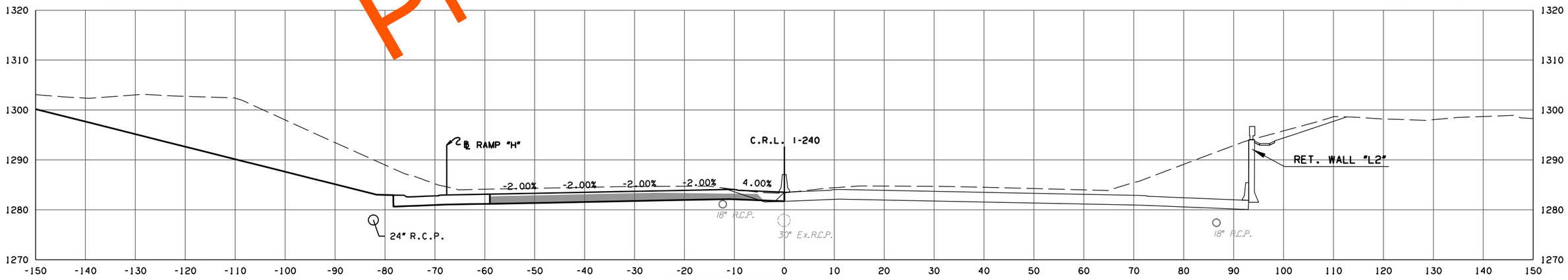
VOLUME
CUT FILL

Preliminary Plans



F.G. ELEV. = 1281.39

A 449+00.00



F.G. ELEV. = 1284.09

A 448+00.00

CRL I-240 W.B.

PHASE 4

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X091

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R/W & U/E PURCHASED UNDER JP 09032(05)

POE & ASSOCIATES, OKLAHOMA CITY, OK.

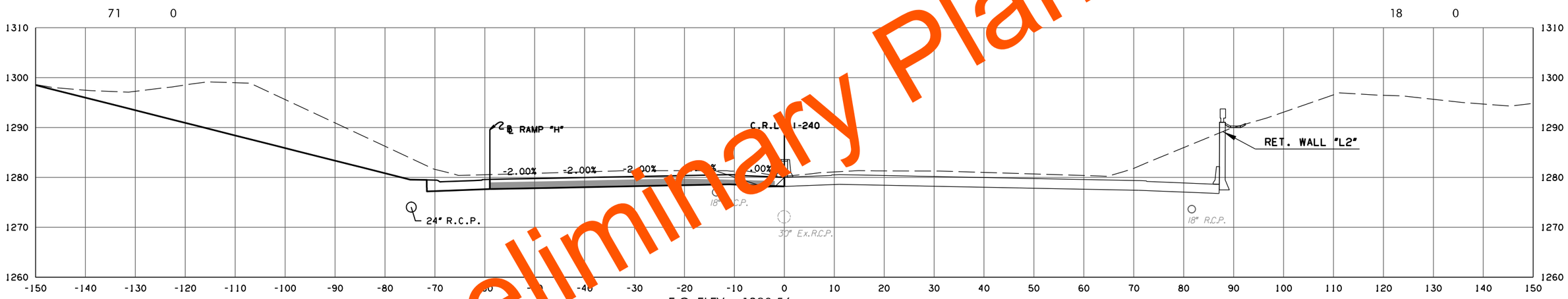
90% PLAN SUBMITTAL

3/4/2024

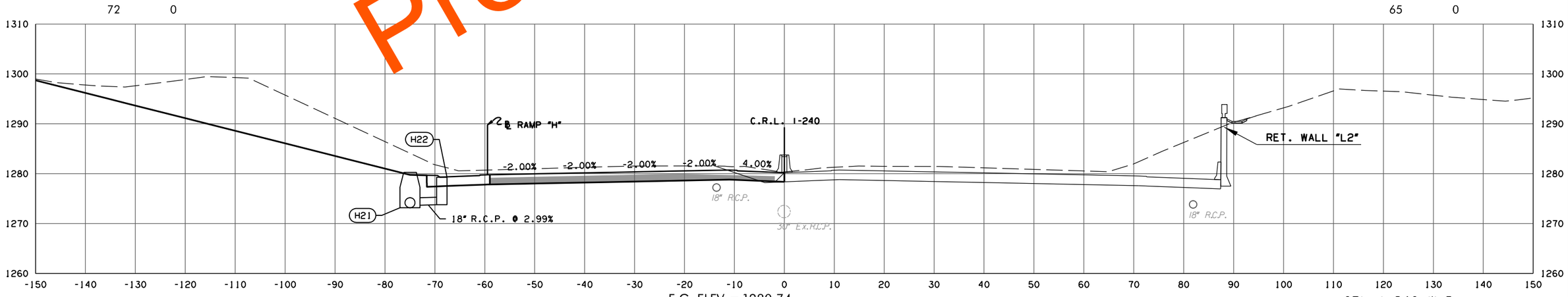
AREA
CUT FILL

VOLUME
CUT FILL

Preliminary Plans



F.G. ELEV. = 1280.56
A 449+30.83



F.G. ELEV. = 1280.74
A 449+24.04

CRL I-240 W.B.

PHASE 4

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X092

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POE & ASSOCIATES, OKLAHOMA CITY, OK.

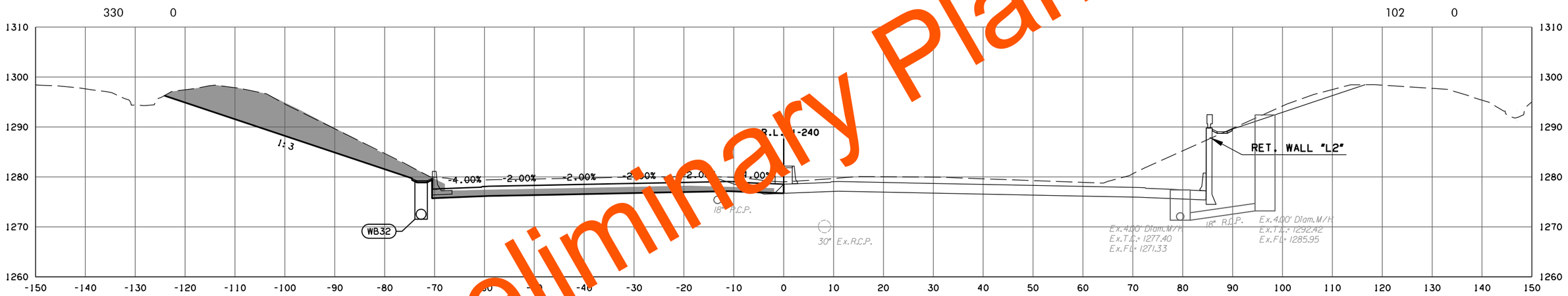
90% PLAN SUBMITTAL

3/4/2024

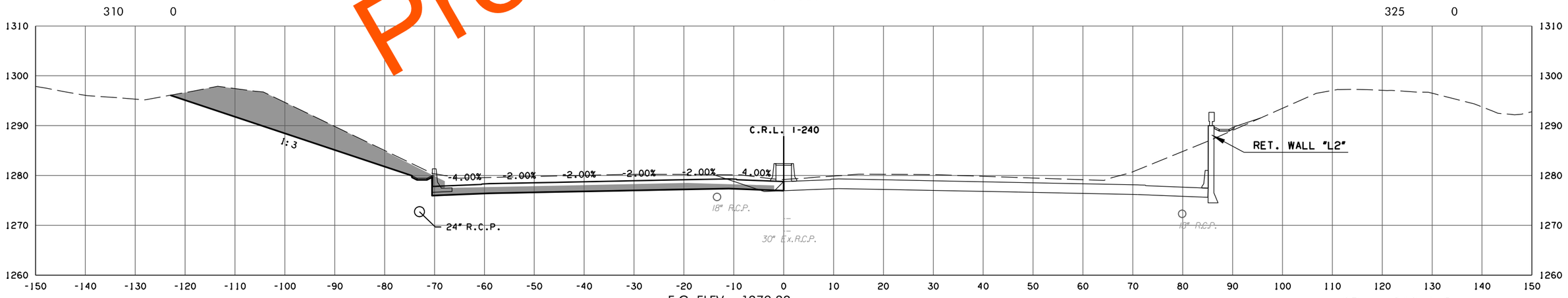
AREA
CUT FILL

VOLUME
CUT FILL

Preliminary Plans



F.G. ELEV. = 1279.08
A 449+85.41



F.G. ELEV. = 1279.32
A 449+76.79

CRL I-240 W.B.

PHASE 4

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X093

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R/W & U/E PURCHASED UNDER JP 09032(05)

POE & ASSOCIATES, OKLAHOMA CITY, OK.

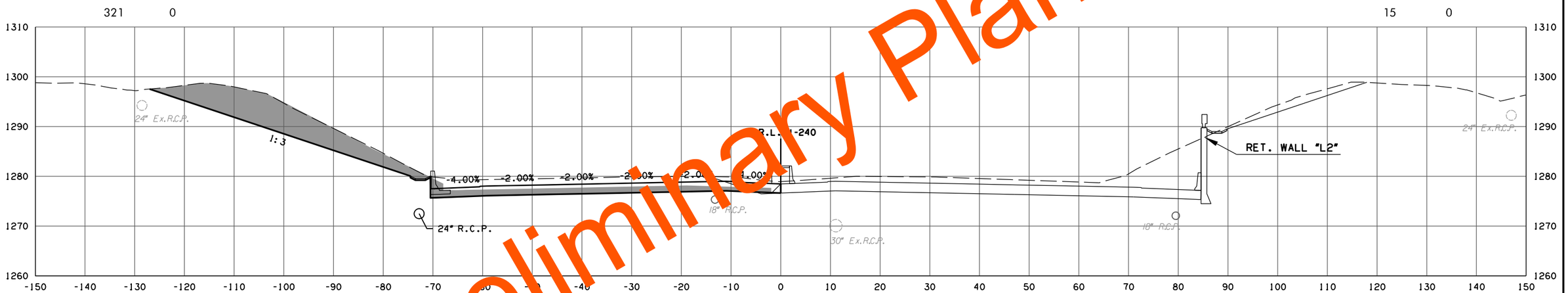
90% PLAN SUBMITTAL

3/4/2024

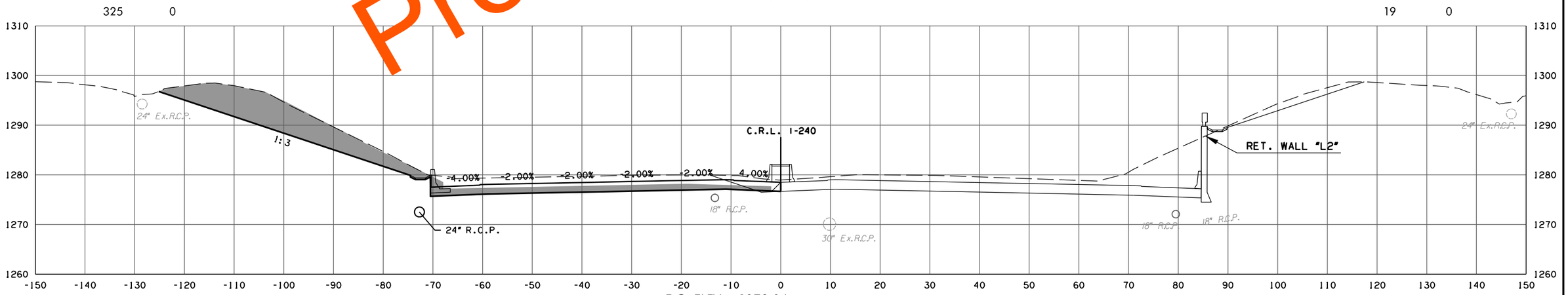
AREA
CUT FILL

VOLUME
CUT FILL

Preliminary Plans



F.G. ELEV. = 1279.01
A 449+88.23



F.G. ELEV. = 1279.04
A 449+87.00

CRL I-240 W.B.

PHASE 4

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X094

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R/W & U/E PURCHASED UNDER JP 09032(05)

POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

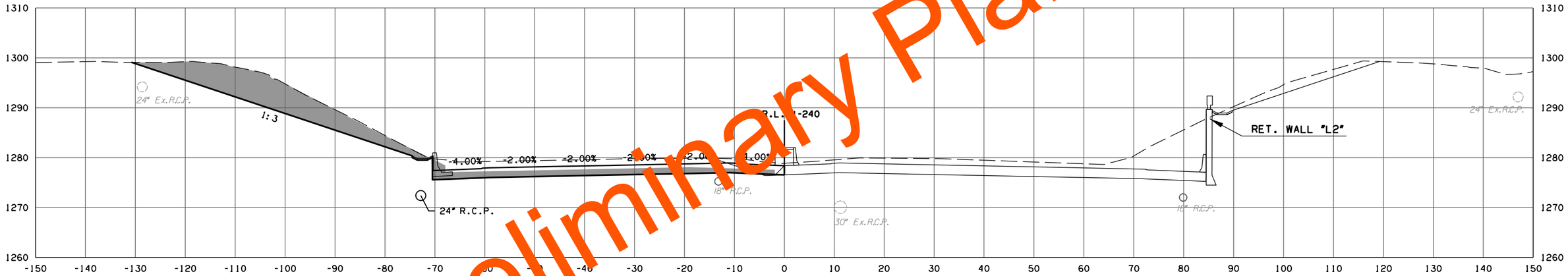
3/4/2024

AREA
CUT FILL

VOLUME
CUT FILL

Preliminary Plans

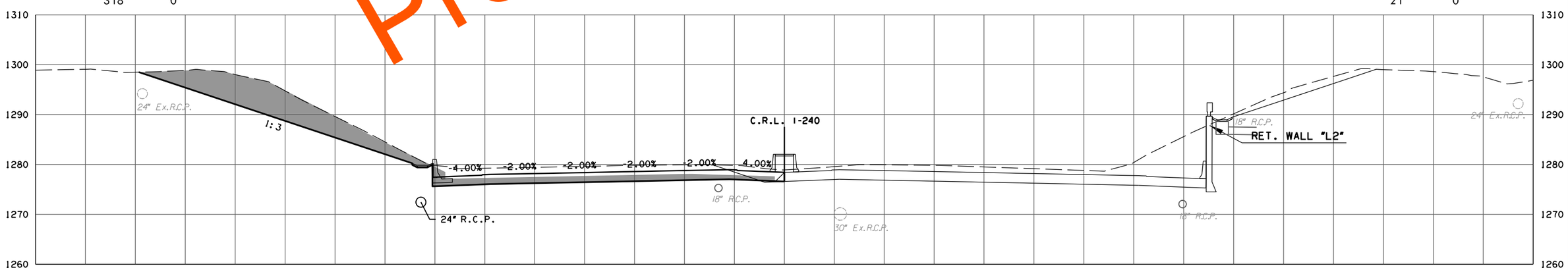
317 0



F.G. ELEV. = 1278.93
A 449+91.00

12 0

318 0



F.G. ELEV. = 1278.96
A 449+90.00

21 0

CRL I-240 W.B.

PHASE 4

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X095

3/4/2024 3:56:48 PM
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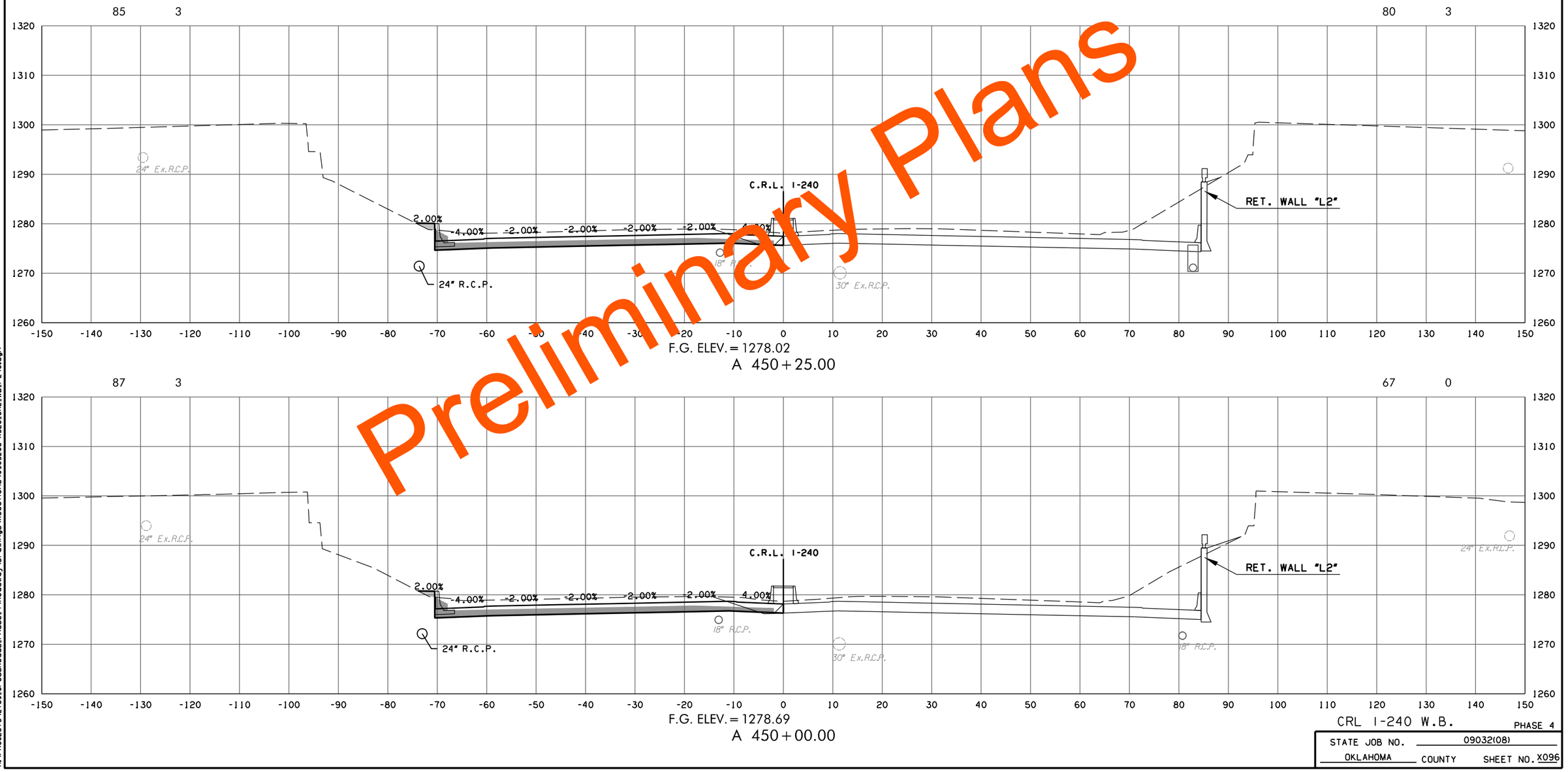
POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

3/4/2024

AREA
CUT FILL

VOLUME
CUT FILL



F.G. ELEV. = 1278.02
A 450+25.00

F.G. ELEV. = 1278.69
A 450+00.00

Preliminary Plans

CRL I-240 W.B.

PHASE 4

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X096

3/4/2024 3:56:50 PM
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POE & ASSOCIATES, OKLAHOMA CITY, OK.

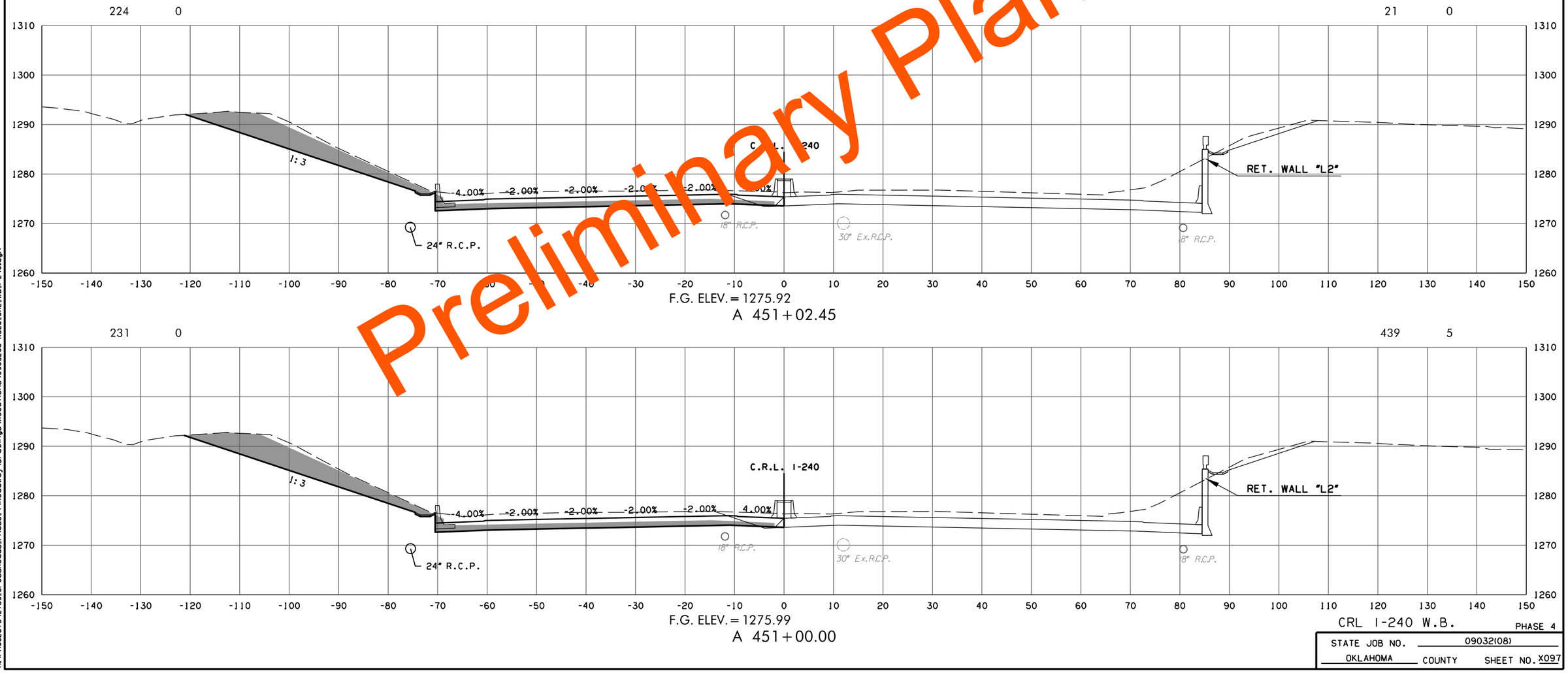
90% PLAN SUBMITTAL

3/4/2024

AREA
CUT FILL

VOLUME
CUT FILL

Preliminary Plans



CRL I-240 W.B.

PHASE 4

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X097

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(CAUTION) THE LOCATION OF ALL UTILITIES AS SHOWN ARE APPROXIMATE. DUE TO RELOCATION'S PLANNED OR PRESENTLY UNDER CONSTRUCTION THERE ARE SOME UTILITIES THAT WILL BE RELOCATED AND NOT SHOWN ON THESE PLANS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE TO ALL UTILITIES.

DEPTH & LOCATION OF EXISTING UTILITIES SHALL BE FIELD VERIFIED BY THE CONTRACTOR PRIOR TO CONSTRUCTION.

SEE DRAINAGE AREA MAP SHEETS FOR DRAINAGE SYMBOLOGY.

R/W & U/E PURCHASED UNDER JP 09032(05)

POE & ASSOCIATES, OKLAHOMA CITY, OK.

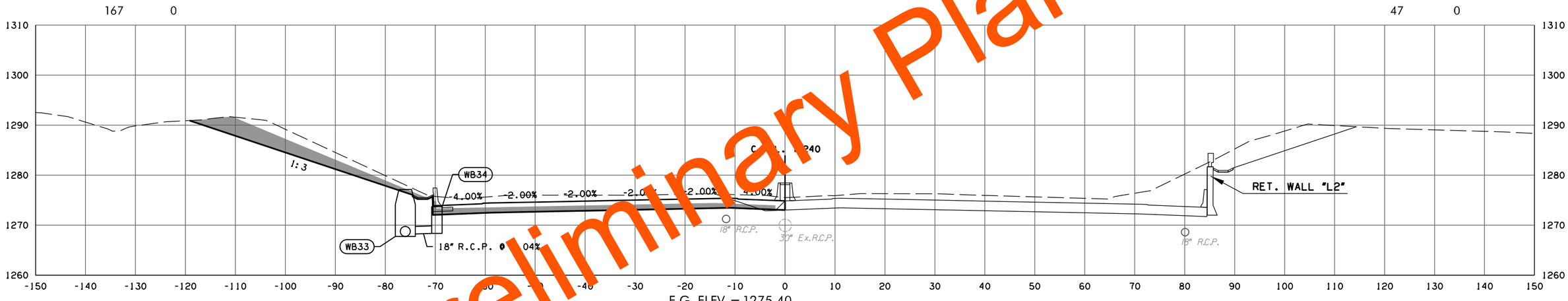
90% PLAN SUBMITTAL

3/4/2024

AREA
CUT FILL

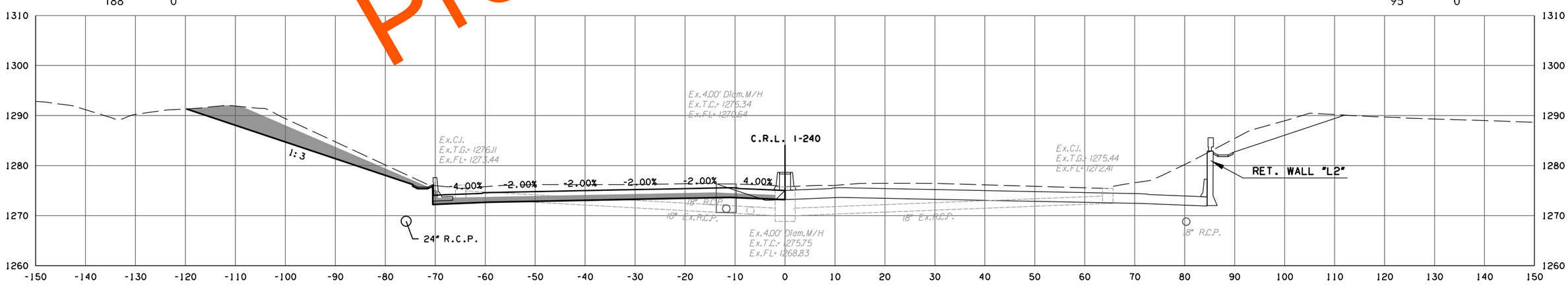
VOLUME
CUT FILL

Preliminary Plans



F.G. ELEV. = 1275.40

A 451+22.00



F.G. ELEV. = 1275.59

A 451+14.87

CRL I-240 W.B.

PHASE 4

STATE JOB NO. 09032(08)

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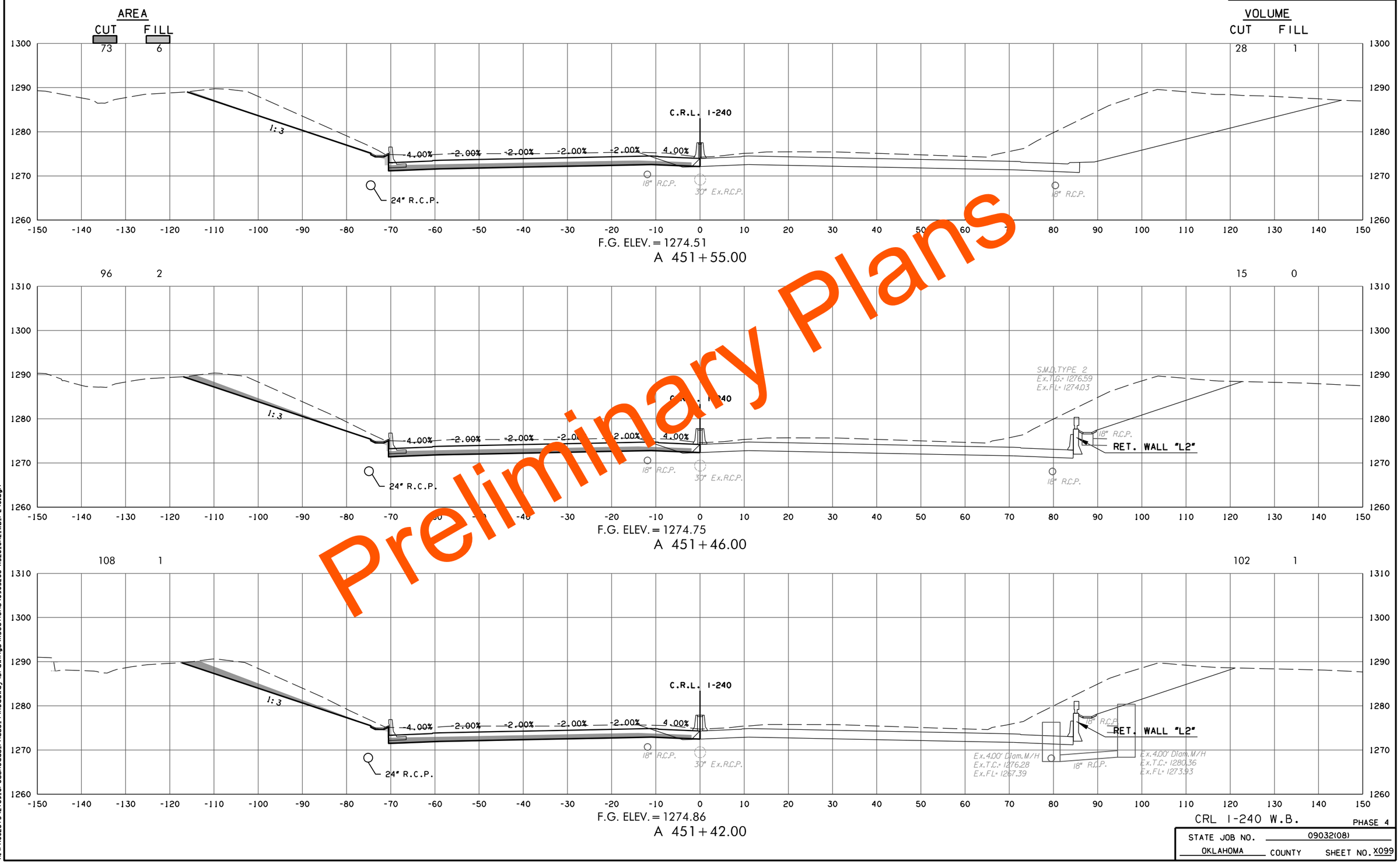
R/W & U/E PURCHASED UNDER JP 09032(05)

POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

3/4/2024



Preliminary Plans

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X099

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POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

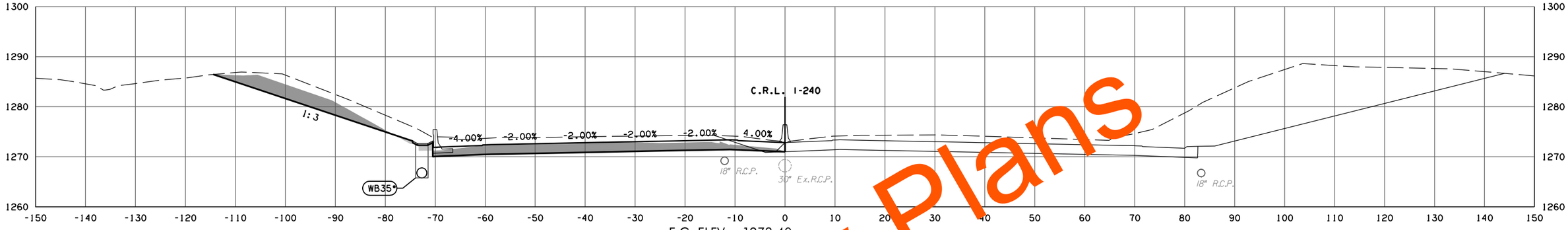
3/4/2024

Preliminary Plans

AREA
CUT FILL

VOLUME
CUT FILL

179 5 106 27



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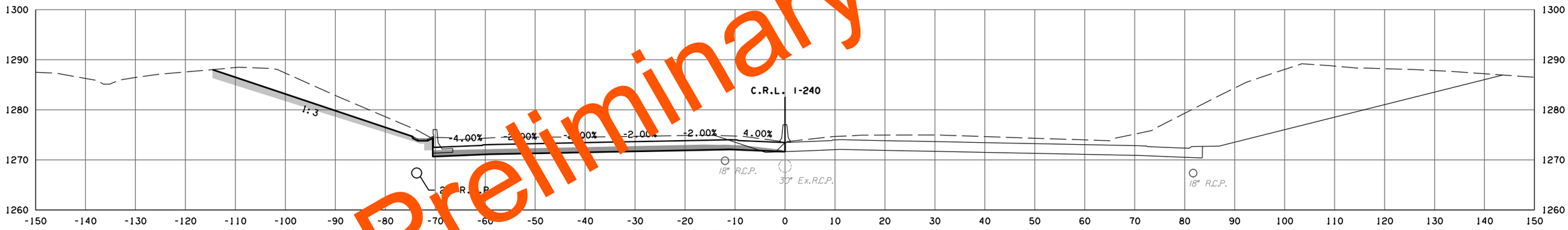
A 451+96.00

71 58 8 6



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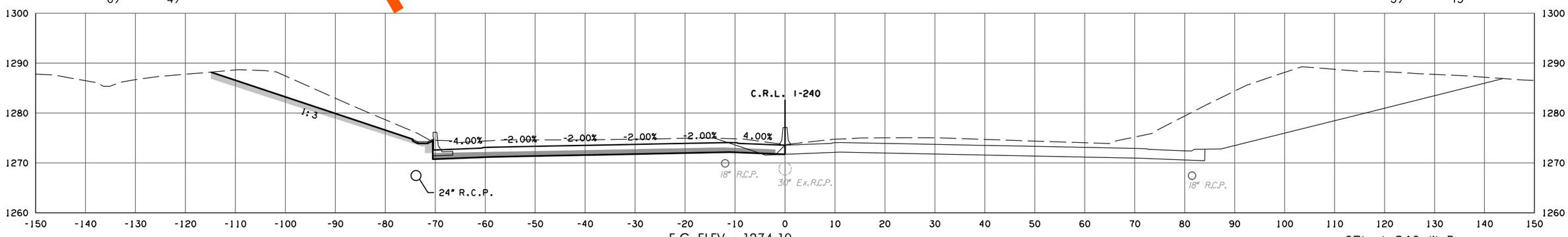
69 49 39 15



F.G. ELEV. = 1274.10
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CRL I-240 W.B.

PHASE 4

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY

SHEET NO. X100

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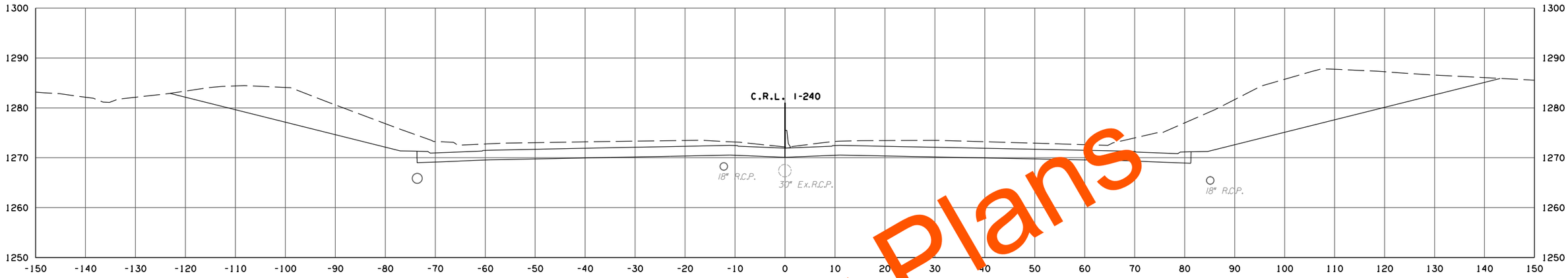
90% PLAN SUBMITTAL

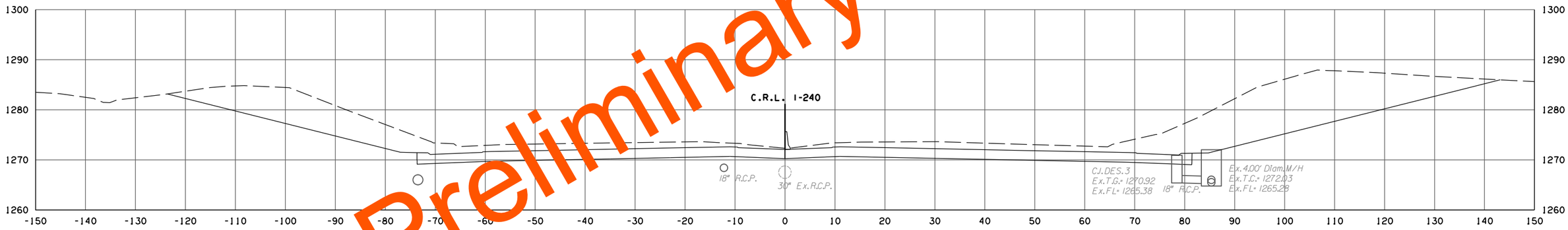
3/4/2024

AREA
CUT FILL

VOLUME
CUT FILL



A 452+30.00



A 452+25.00

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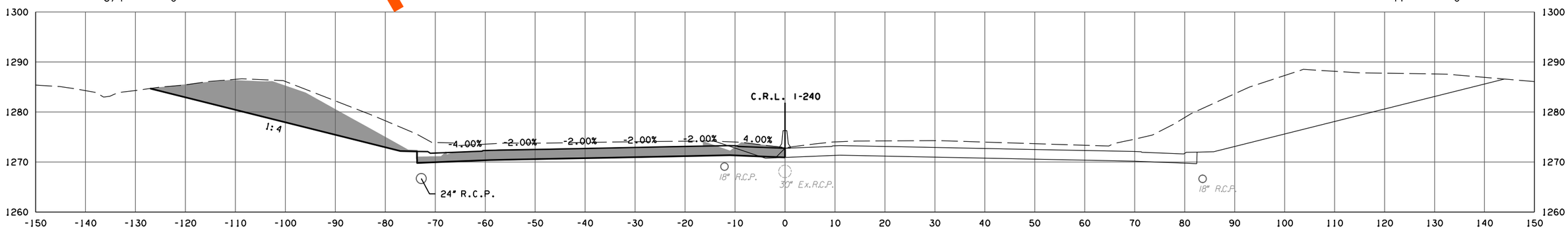

F.G. ELEV. = 1273.29

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Preliminary Plans

CRL I-240 W.B.

PHASE 4

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X101

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POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

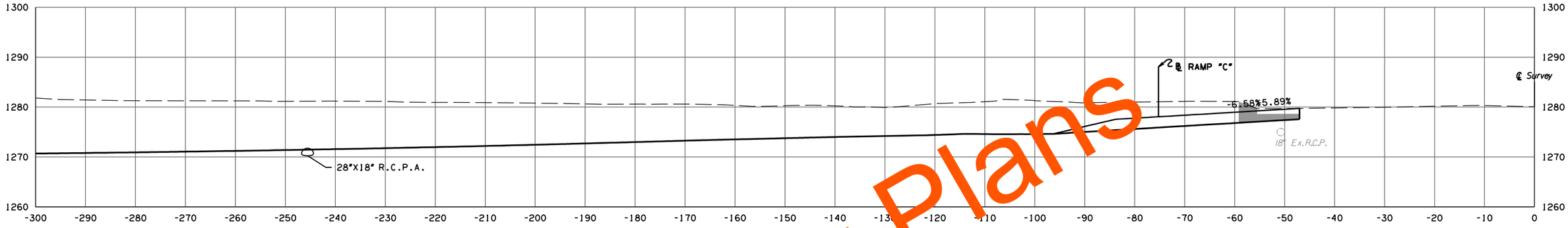
3/4/2024

Preliminary Plans

AREA
CUT FILL

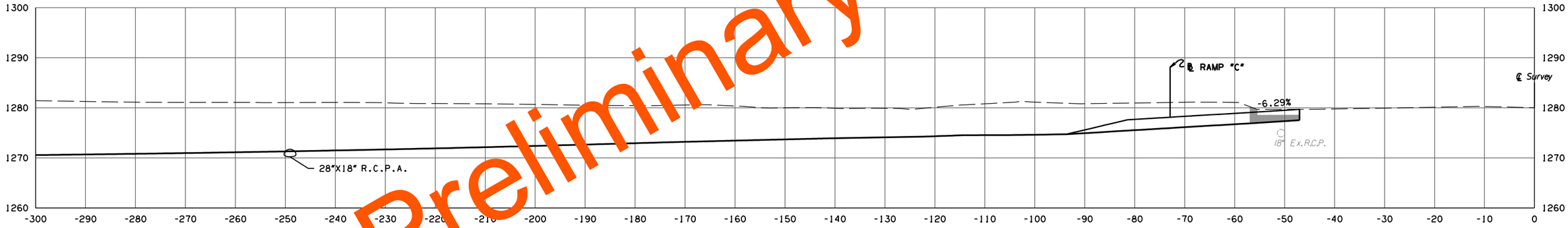
VOLUME
CUT FILL

24 0 5 0



83+00.00

16 0 12 0



82+93.82

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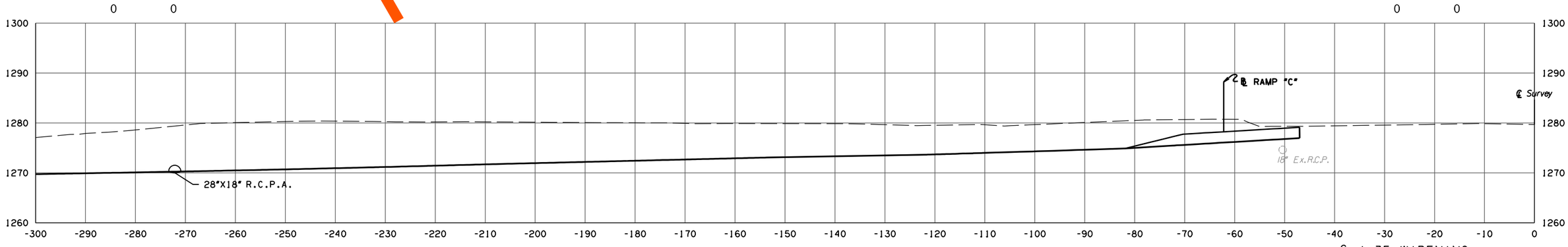

82+53.28
BEGIN CONSTRUCTION

℄ I-35 WIDENING PHASE 4

STATE JOB NO. 09032(08)
OKLAHOMA COUNTY SHEET NO. X102

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R/W & U/E PURCHASED UNDER JP 09032(05)

POE & ASSOCIATES, OKLAHOMA CITY, OK.

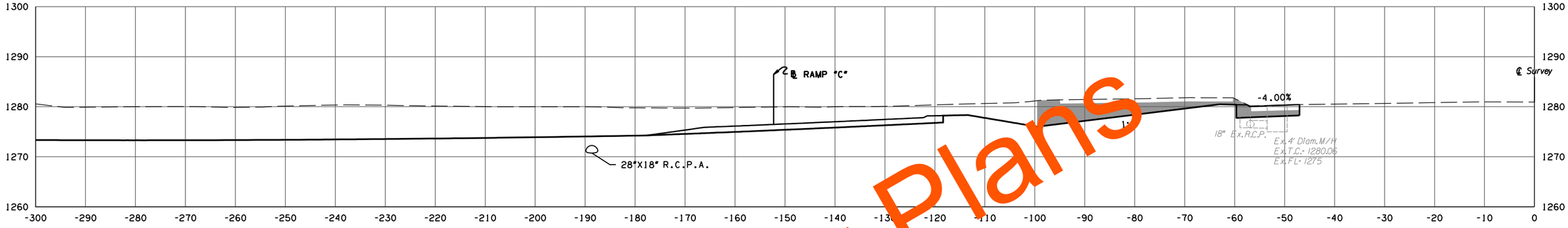
90% PLAN SUBMITTAL

3/4/2024

AREA
CUT FILL

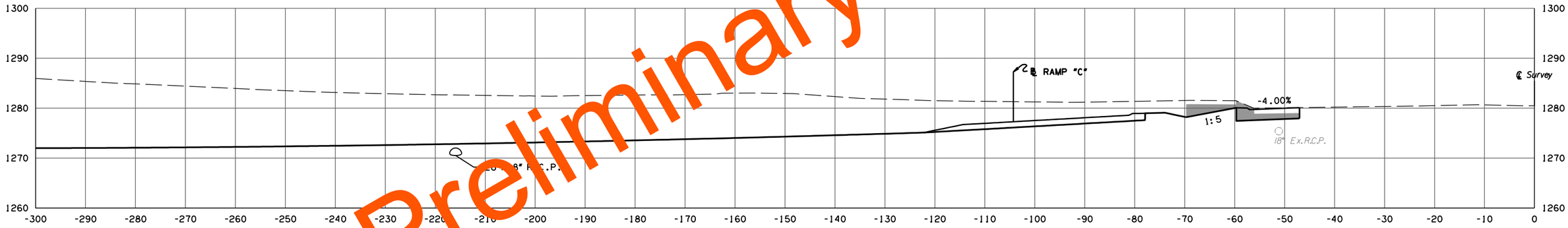
VOLUME
CUT FILL

120 0 141 0



84+00.00

39 0 50 0



83+52.09

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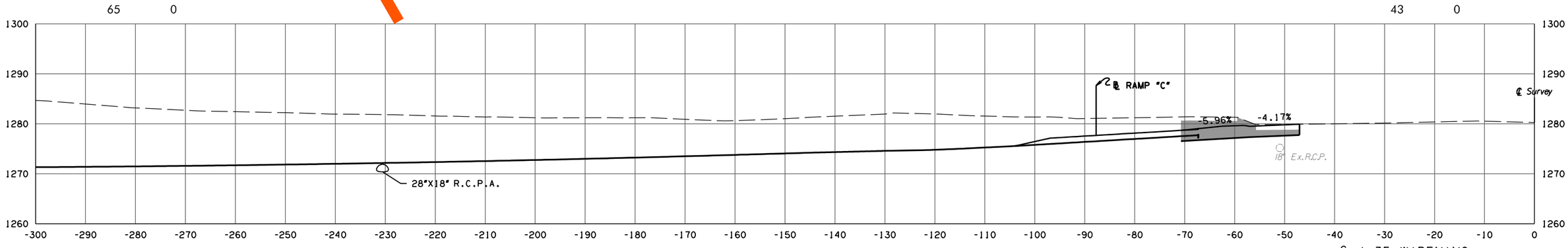

83+26.37

Preliminary Plans

℄ I-35 WIDENING PHASE 4

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X103

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POE & ASSOCIATES, OKLAHOMA CITY, OK.

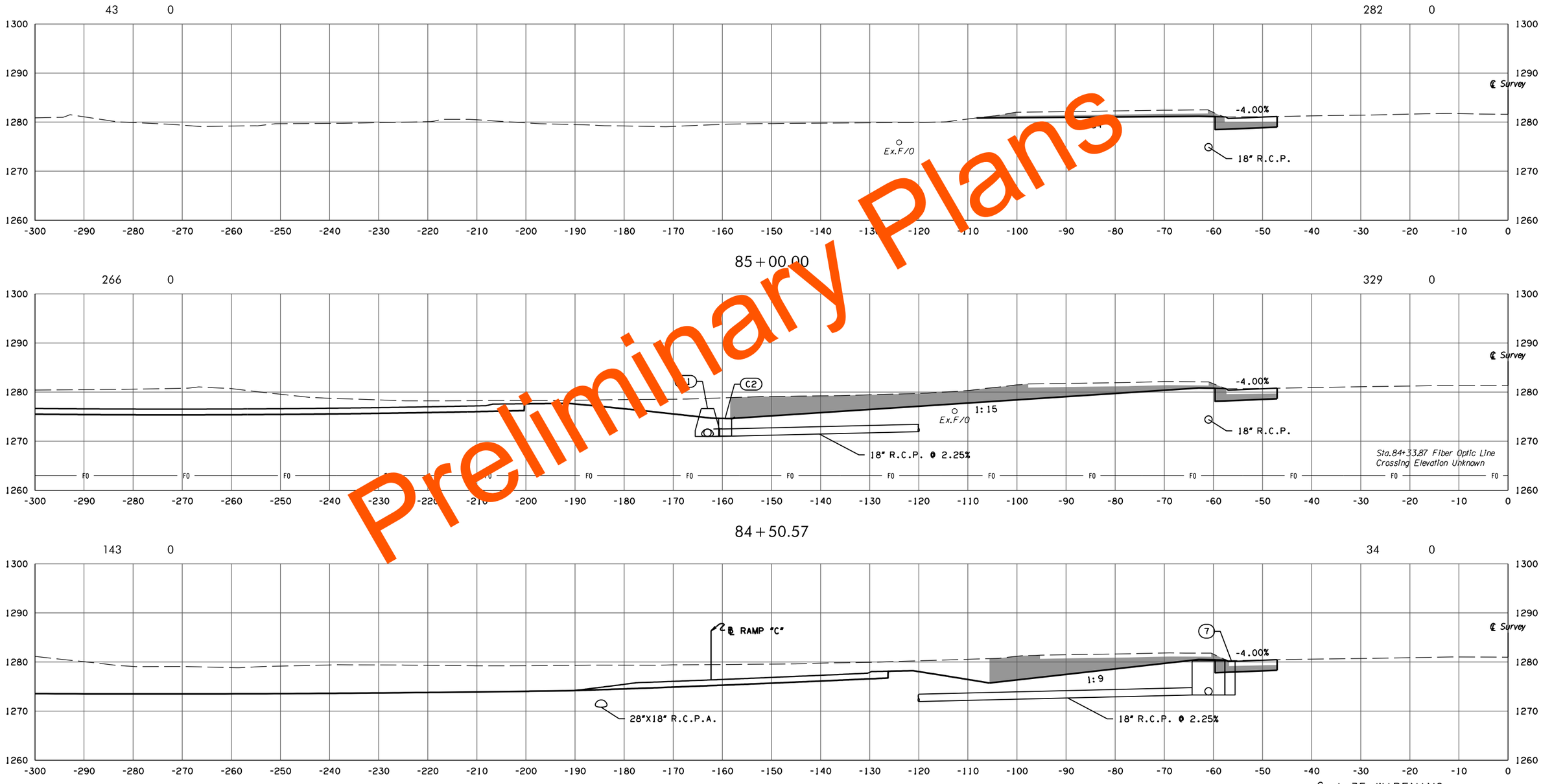
90% PLAN SUBMITTAL

3/4/2024

Preliminary Plans

AREA
CUT FILL

VOLUME
CUT FILL



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℄ I-35 WIDENING PHASE 4

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X104

(CAUTION) THE LOCATION OF ALL UTILITIES AS SHOWN ARE APPROXIMATE. DUE TO RELOCATION'S PLANNED OR PRESENTLY UNDER CONSTRUCTION THERE ARE SOME UTILITIES THAT WILL BE RELOCATED AND NOT SHOWN ON THESE PLANS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE TO ALL UTILITIES.

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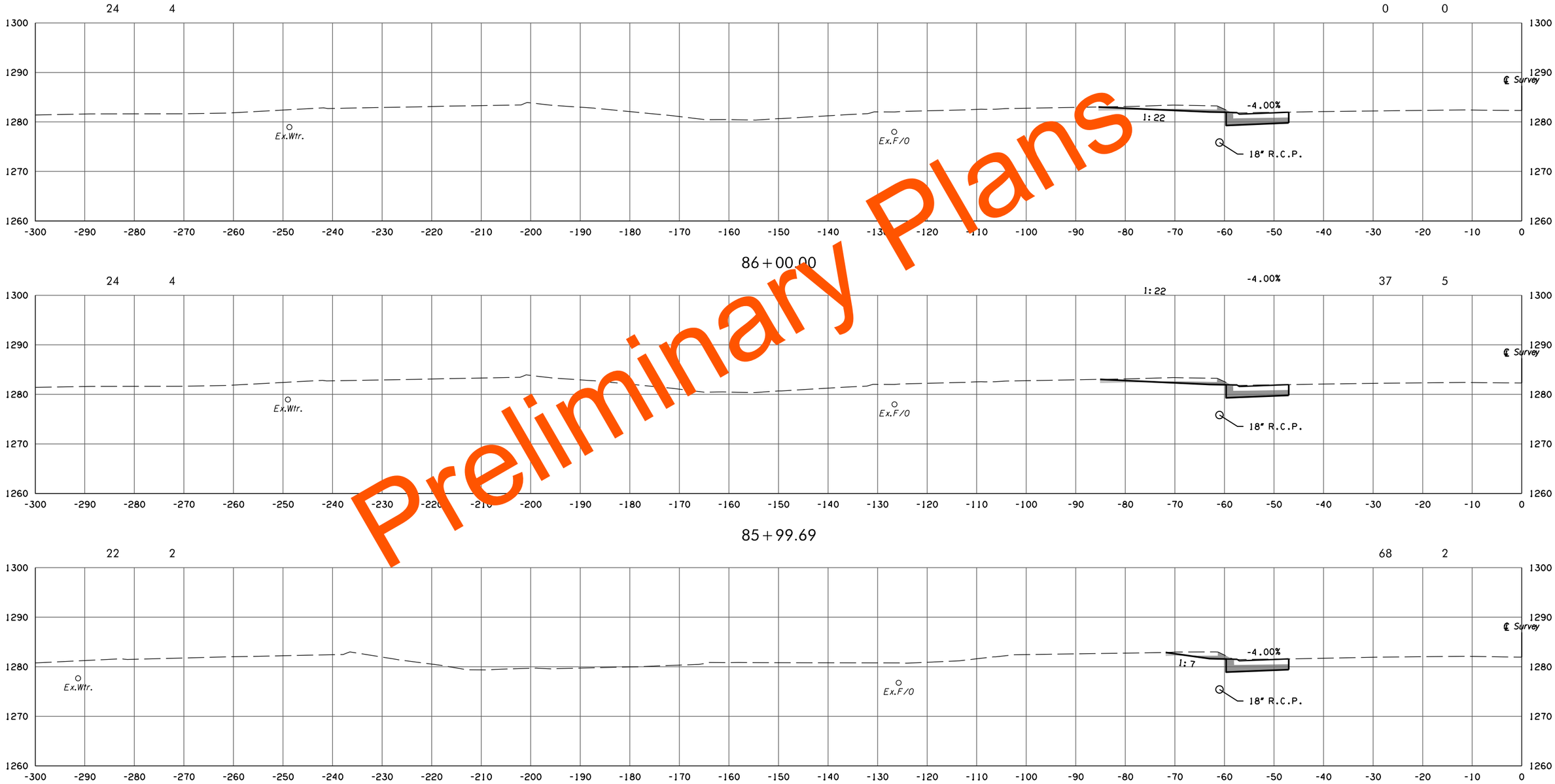
POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

3/4/2024

AREA
CUT FILL

VOLUME
CUT FILL



Preliminary Plans

℄ I-35 WIDENING PHASE 4

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X105

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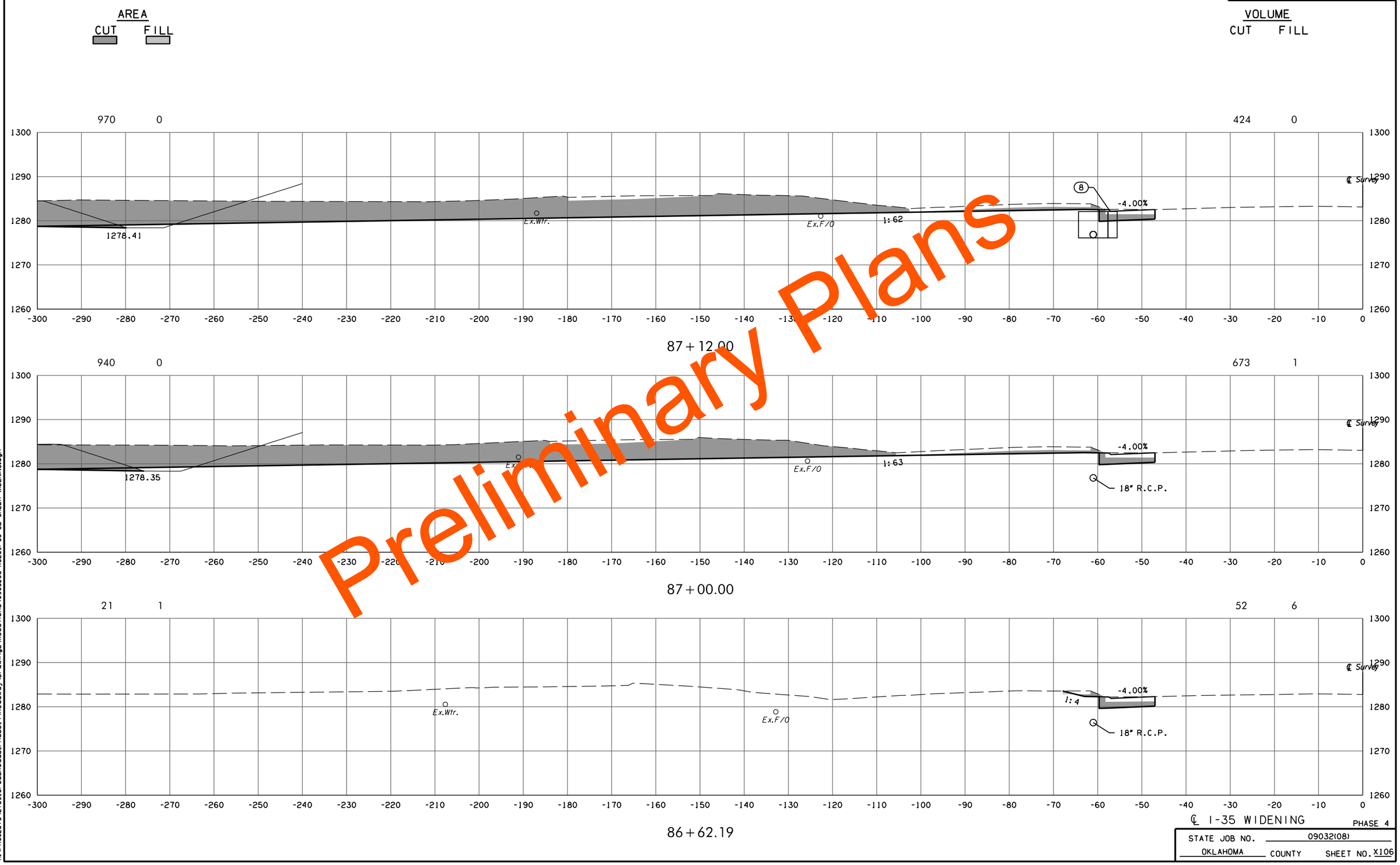
POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

3/4/2024



Preliminary Plans

℄ I-35 WIDENING PHASE 4

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X106

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POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

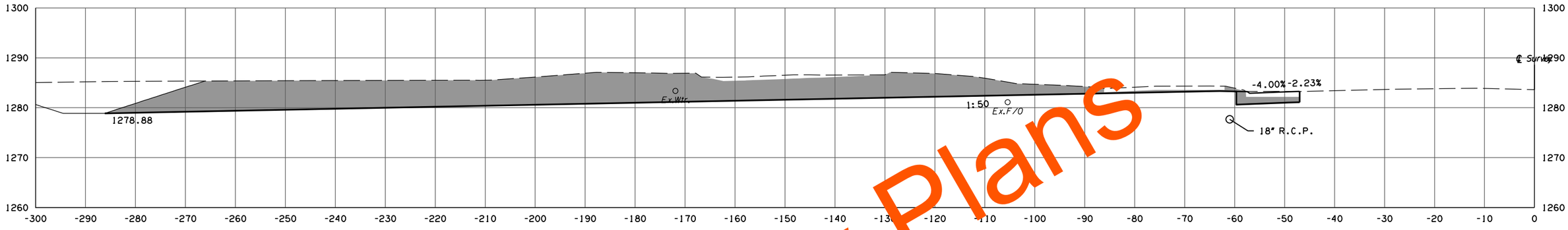
3/4/2024

Preliminary Plans

AREA
CUT FILL

VOLUME
CUT FILL

950 0 577 0



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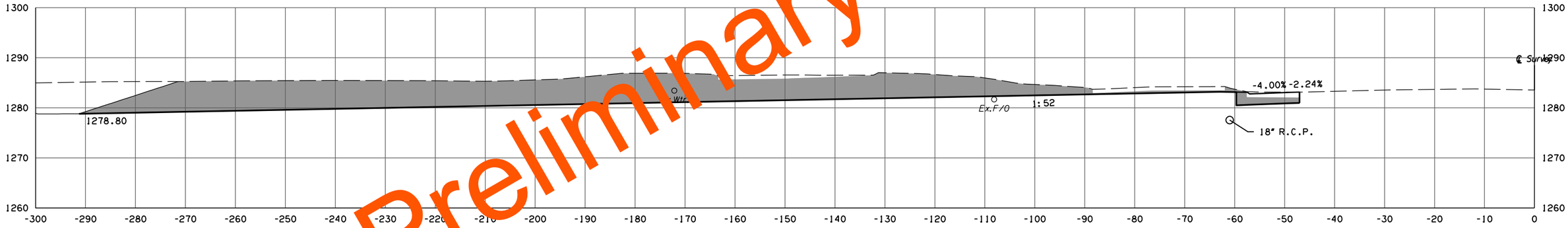

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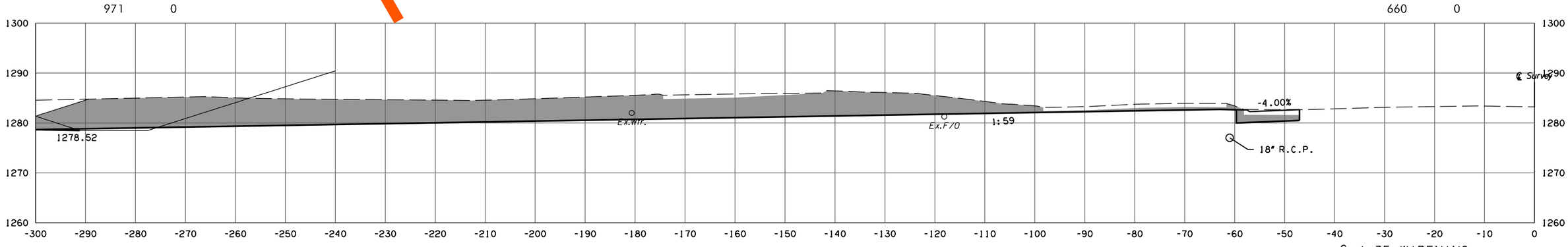

87+30.36

℄ I-35 WIDENING PHASE 4

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OKLAHOMA COUNTY SHEET NO. X107

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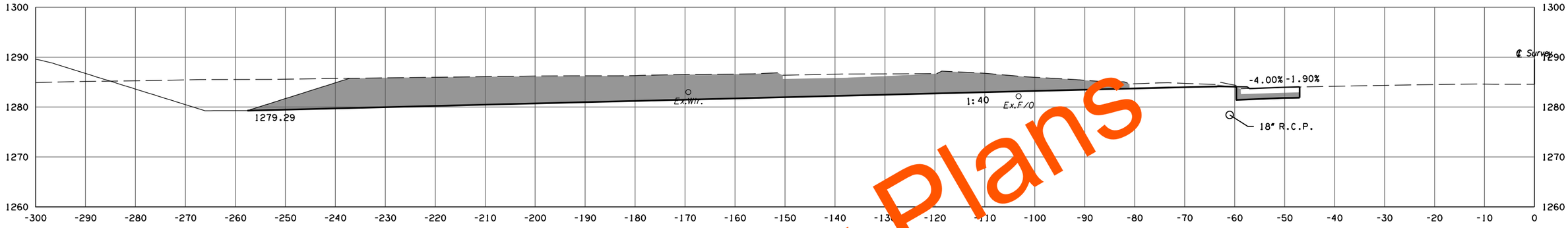
90% PLAN SUBMITTAL

3/4/2024

AREA
CUT FILL

VOLUME
CUT FILL

767 1 250 0



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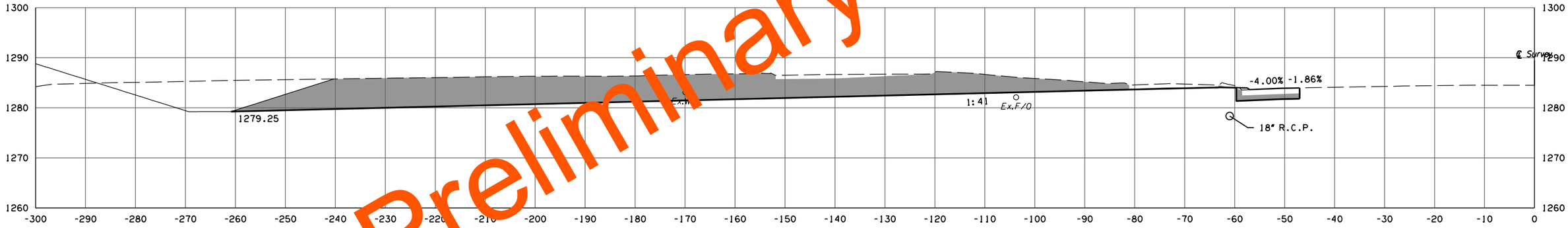

88+69.66

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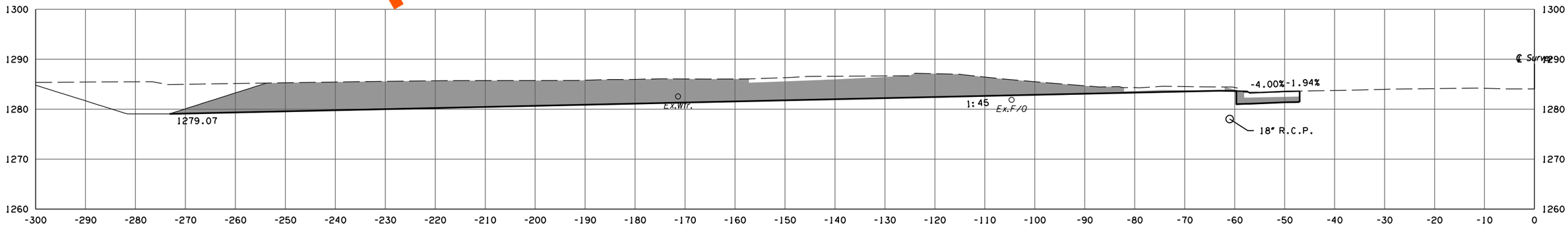

88+36.48

℄ I-35 WIDENING PHASE 4

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X108

Preliminary Plans

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POE & ASSOCIATES, OKLAHOMA CITY, OK.

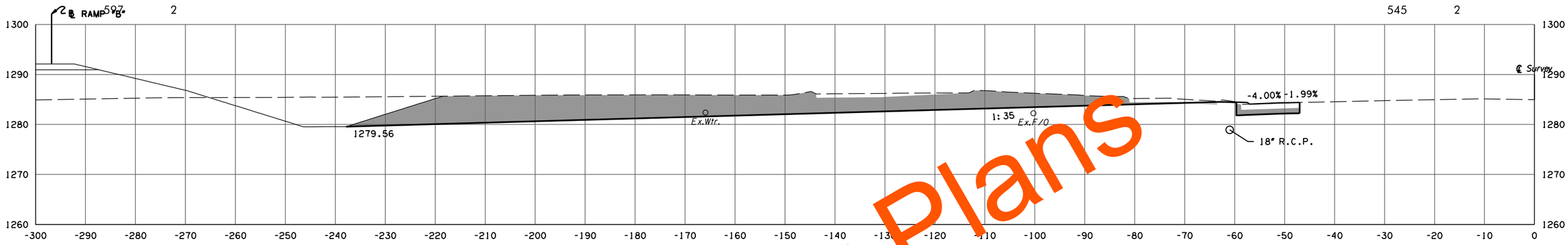
90% PLAN SUBMITTAL

3/4/2024

Preliminary Plans

AREA
CUT FILL

VOLUME
CUT FILL



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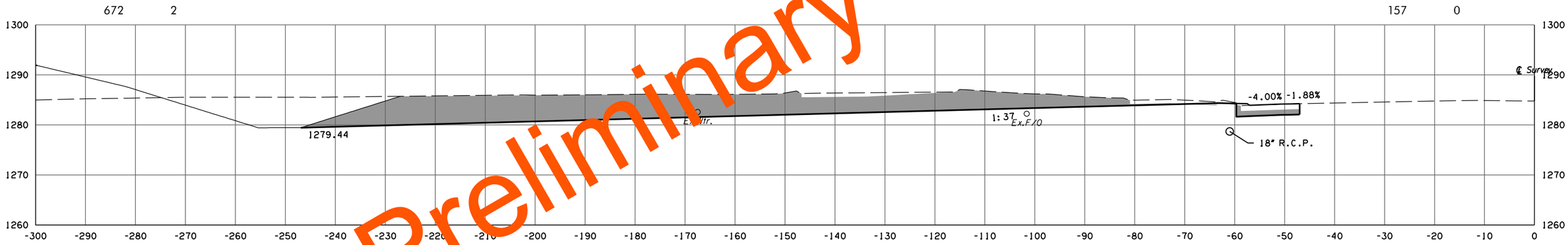

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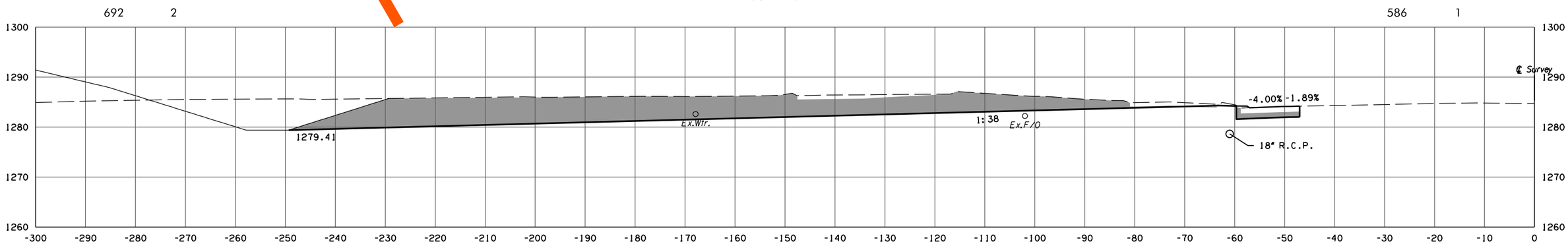

89+00.00

℄ I-35 WIDENING PHASE 4

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X109

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(CAUTION) THE LOCATION OF ALL UTILITIES AS SHOWN ARE APPROXIMATE. DUE TO RELOCATION'S PLANNED OR PRESENTLY UNDER CONSTRUCTION THERE ARE SOME UTILITIES THAT WILL BE RELOCATED AND NOT SHOWN ON THESE PLANS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE TO ALL UTILITIES.

DEPTH & LOCATION OF EXISTING UTILITIES SHALL BE FIELD VERIFIED BY THE CONTRACTOR PRIOR TO CONSTRUCTION.

SEE DRAINAGE AREA MAP SHEETS FOR DRAINAGE SYMBOLOGY.

R/W & U/E PURCHASED UNDER JP 09032(05)

POE & ASSOCIATES, OKLAHOMA CITY, OK.

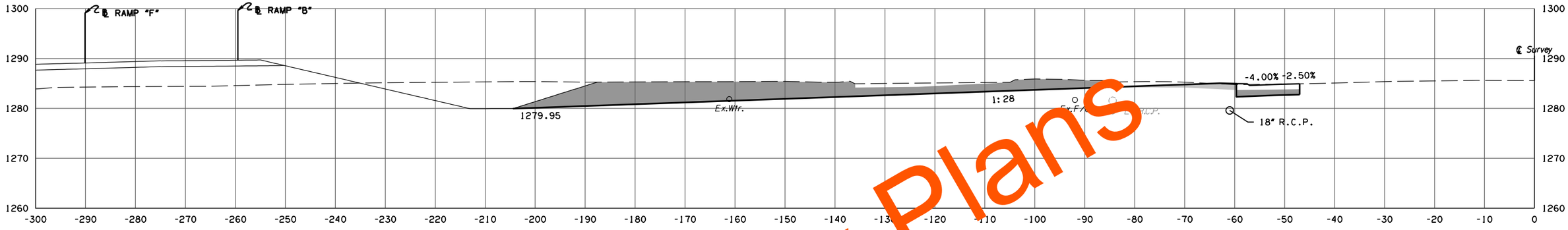
90% PLAN SUBMITTAL

3/4/2024

AREA
CUT FILL

VOLUME
CUT FILL

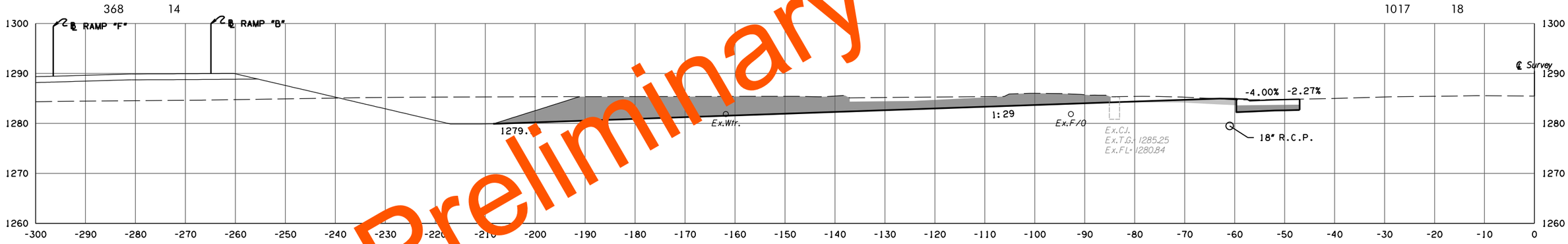
340 15



134 6

90+00.00

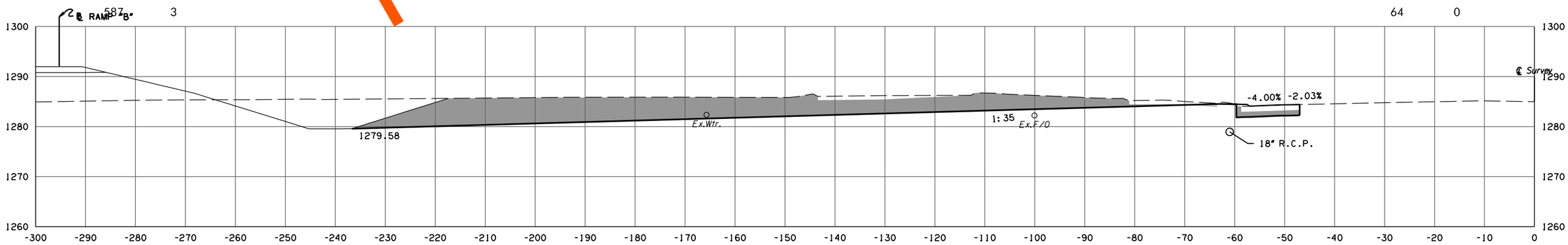
368 14



1017 18

89+89.81

587 3



64 0

89+32.30

℄ I-35 WIDENING PHASE 4

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X110

Preliminary Plans

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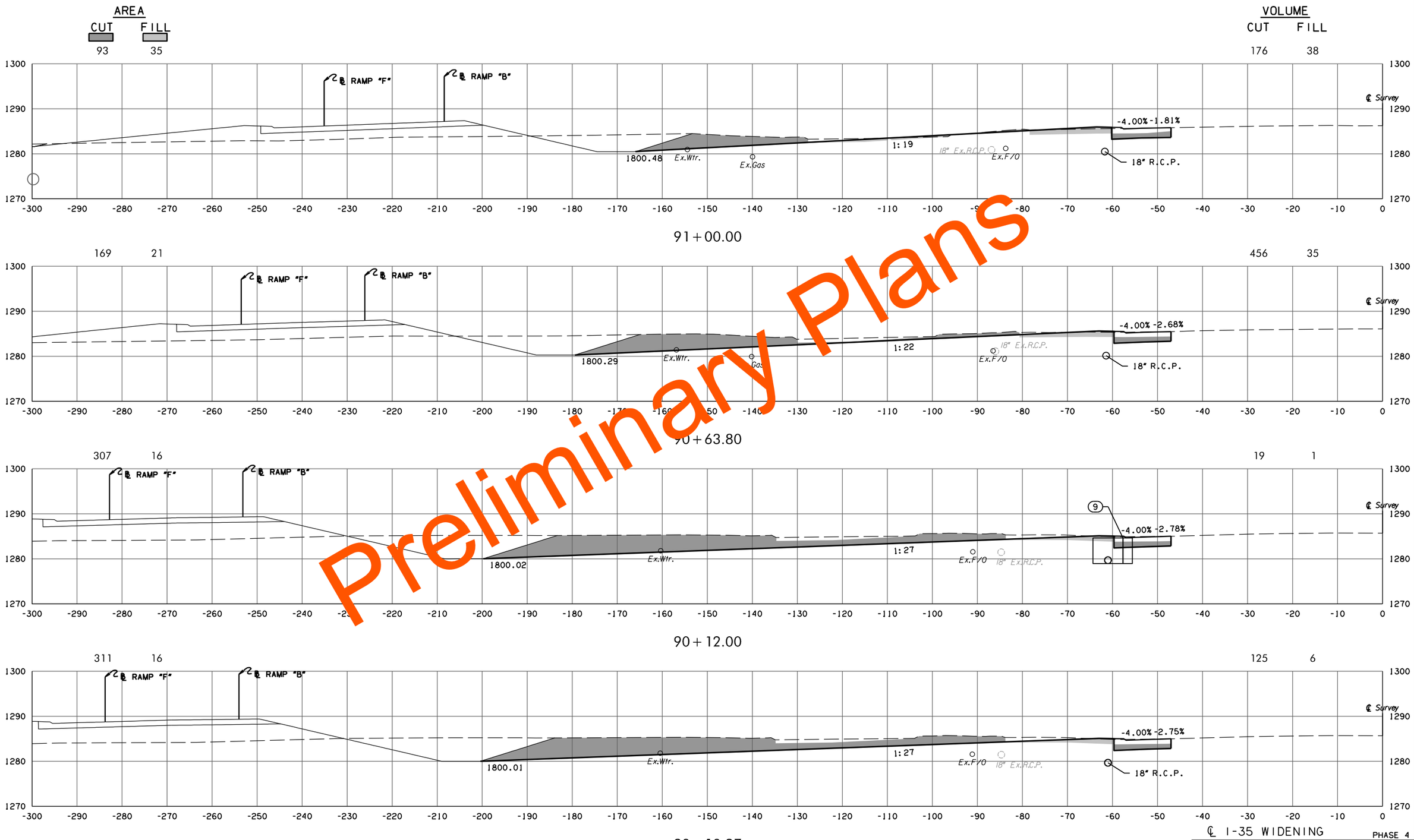
POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

3/4/2024



Preliminary Plans

℄ I-35 WIDENING PHASE 4

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. XIII

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POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

3/4/2024

AREA

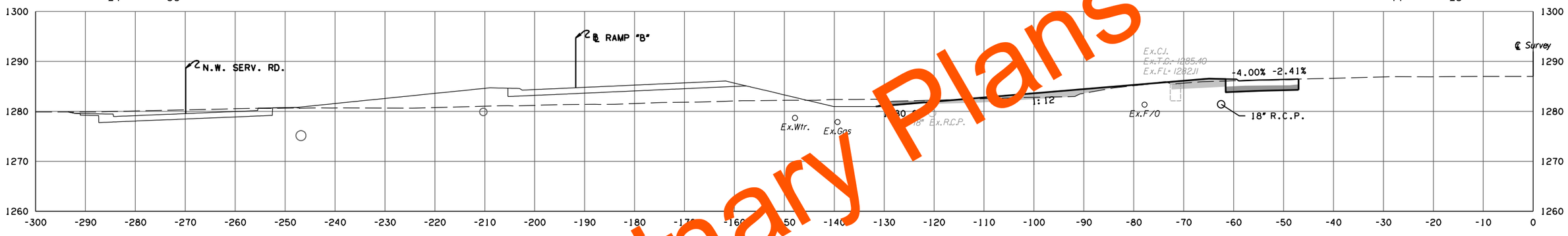
CUT FILL

VOLUME

CUT FILL

Preliminary Plans

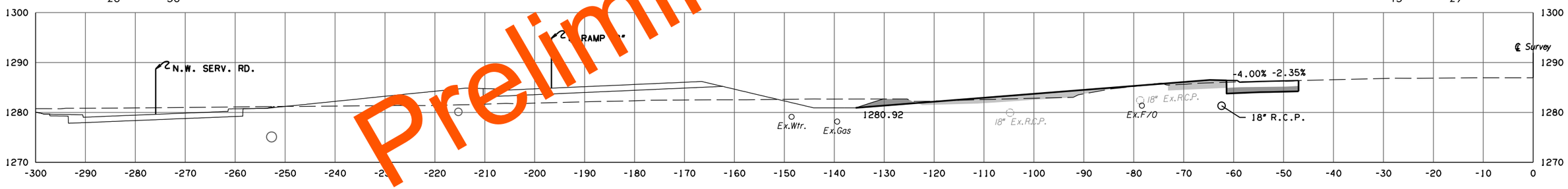
21 53



11 25

91+99.52

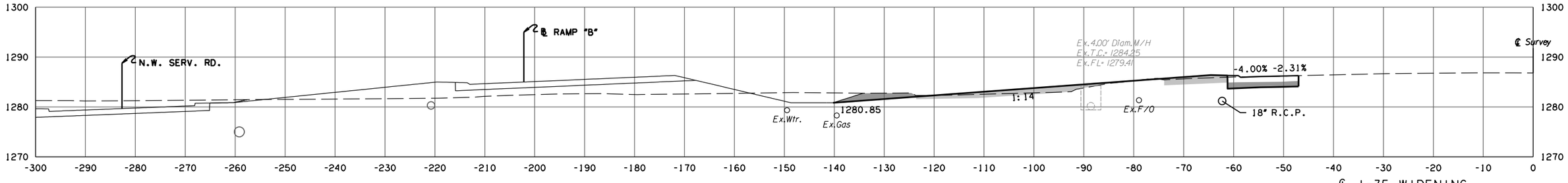
26 56



15 29

91+87.16

32 58



171 127

91+73.59

℄ I-35 WIDENING PHASE 4

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X112

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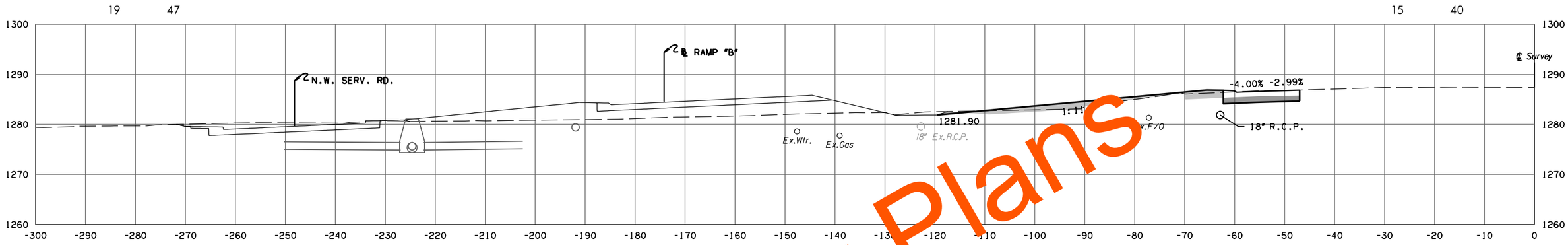
POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

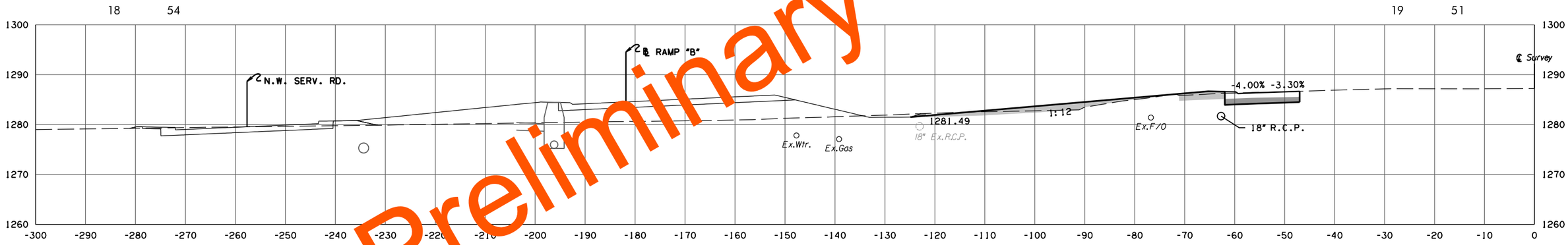
3/4/2024

AREA
CUT FILL

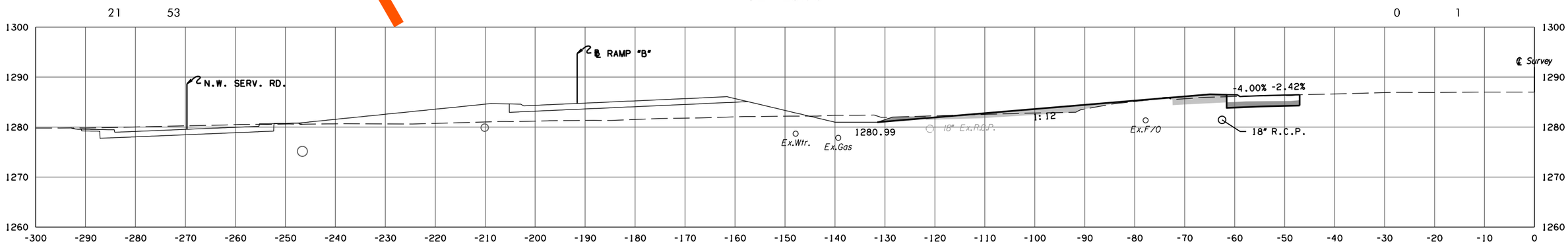
VOLUME
CUT FILL



92+47.05



92+25.73



92+00.00

℄ I-35 WIDENING PHASE 4

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X113

Preliminary Plans

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R/W & U/E PURCHASED UNDER JP 09032(05)

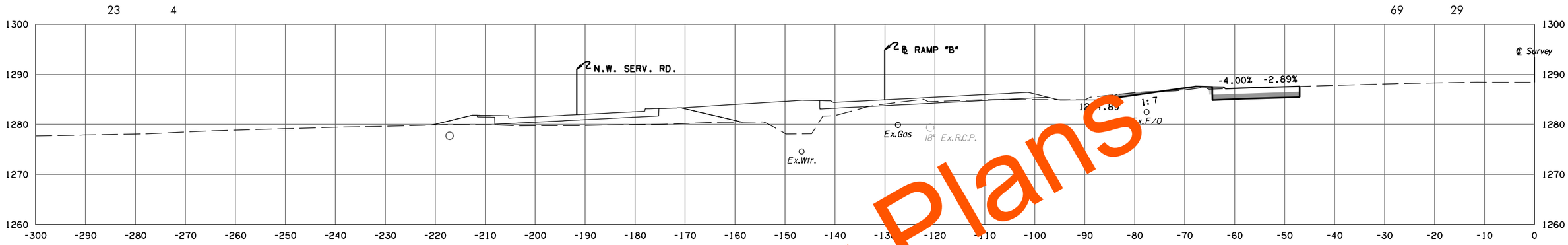
POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

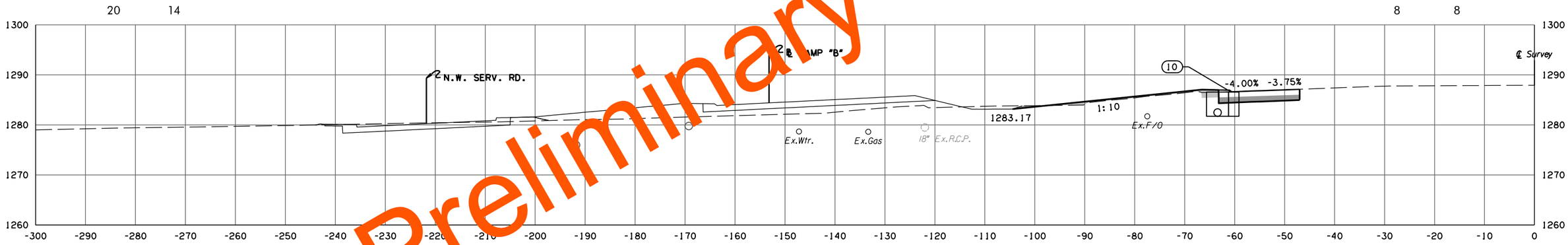
3/4/2024

AREA
CUT FILL

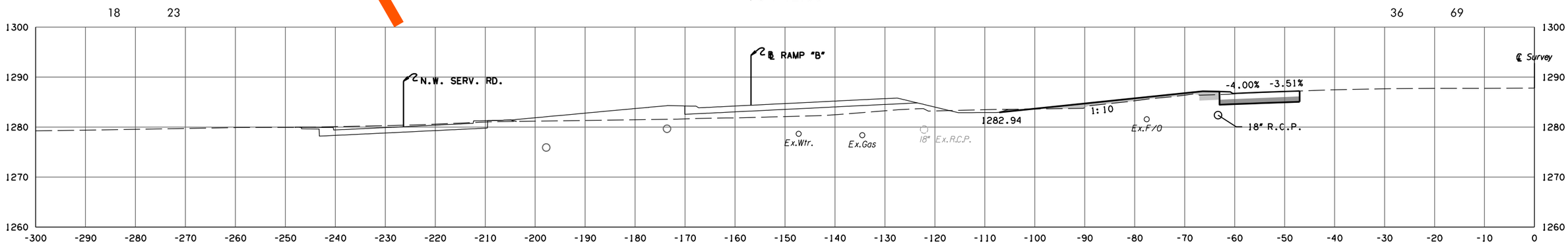
VOLUME
CUT FILL



94+00.00



93+12.00



93+00.00

Preliminary Plans

℄ I-35 WIDENING PHASE 4

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X114

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R/W & U/E PURCHASED UNDER JP 09032(05)

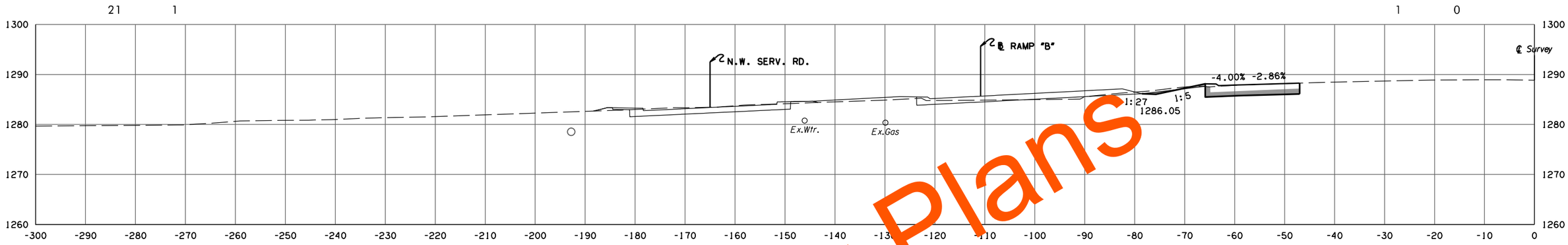
POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

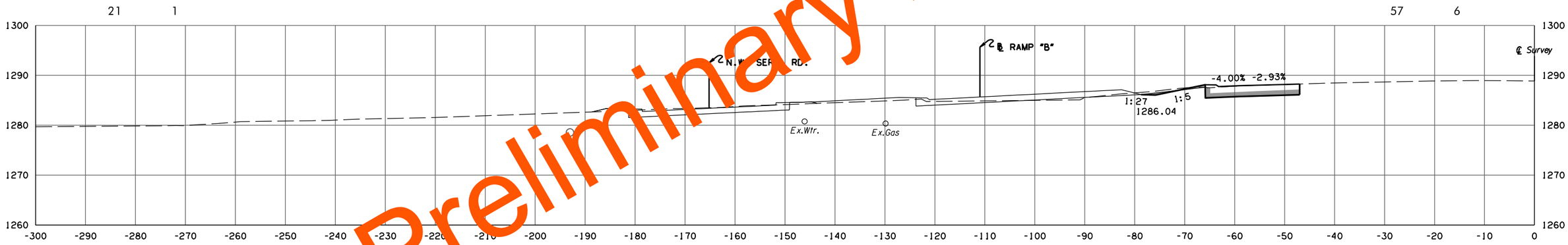
3/4/2024

AREA
CUT FILL

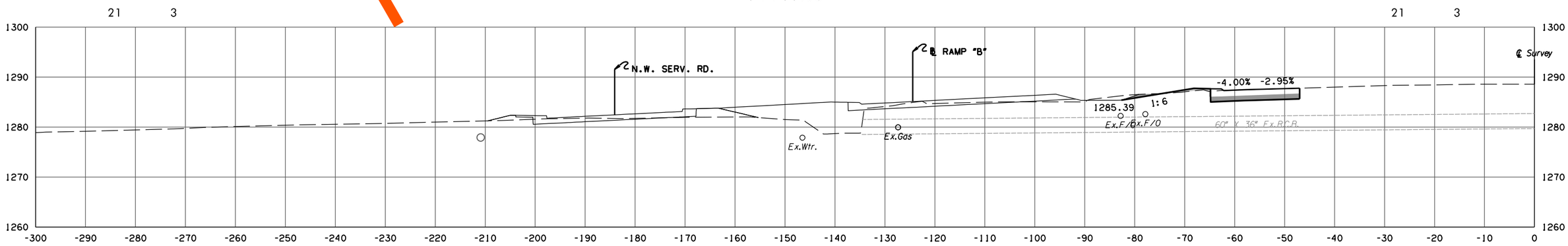
VOLUME
CUT FILL



95+00.00



94+99.08



94+25.60

Preliminary Plans

℄ I-35 WIDENING PHASE 4

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X115

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SEE DRAINAGE AREA MAP SHEETS FOR DRAINAGE SYMBOLOGY.

R/W & U/E PURCHASED UNDER JP 09032(05)

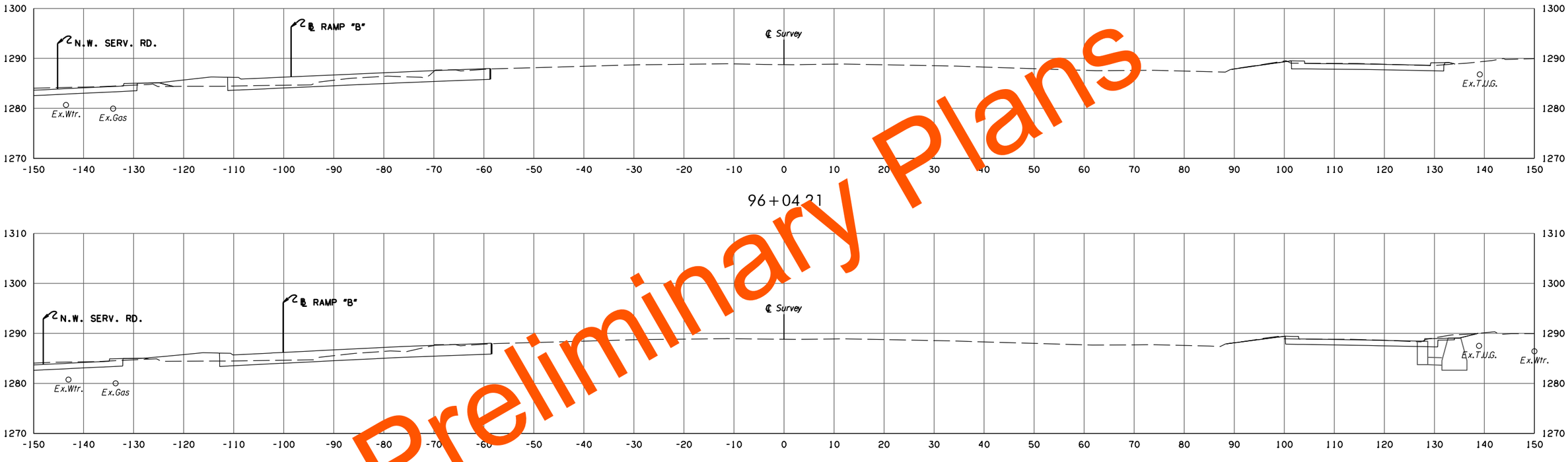
POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

3/4/2024

AREA
CUT FILL

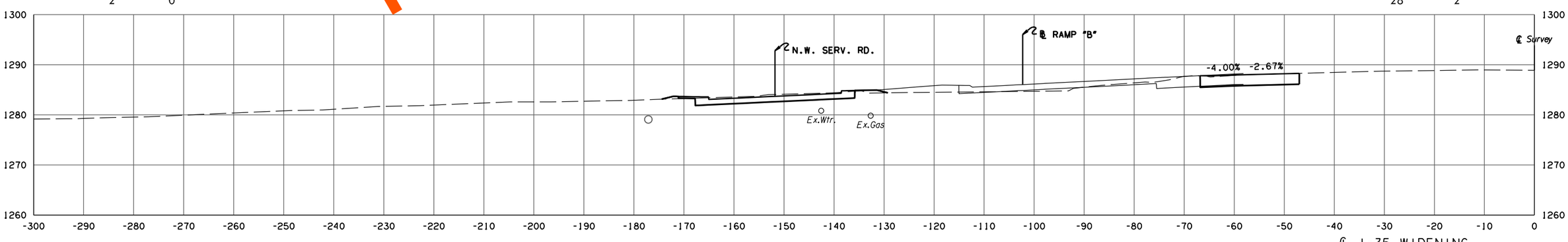
VOLUME
CUT FILL



96+04.21

95+86.09

2 0 28 2



95+64.51
END CONSTRUCTION

℄ I-35 WIDENING PHASE 4

STATE JOB NO. 09032(08)
OKLAHOMA COUNTY SHEET NO. X116

Preliminary Plans

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SEE DRAINAGE AREA MAP SHEETS FOR DRAINAGE SYMBOLOGY.

R/W & U/E PURCHASED UNDER JP 09032(05)

POE & ASSOCIATES, OKLAHOMA CITY, OK.

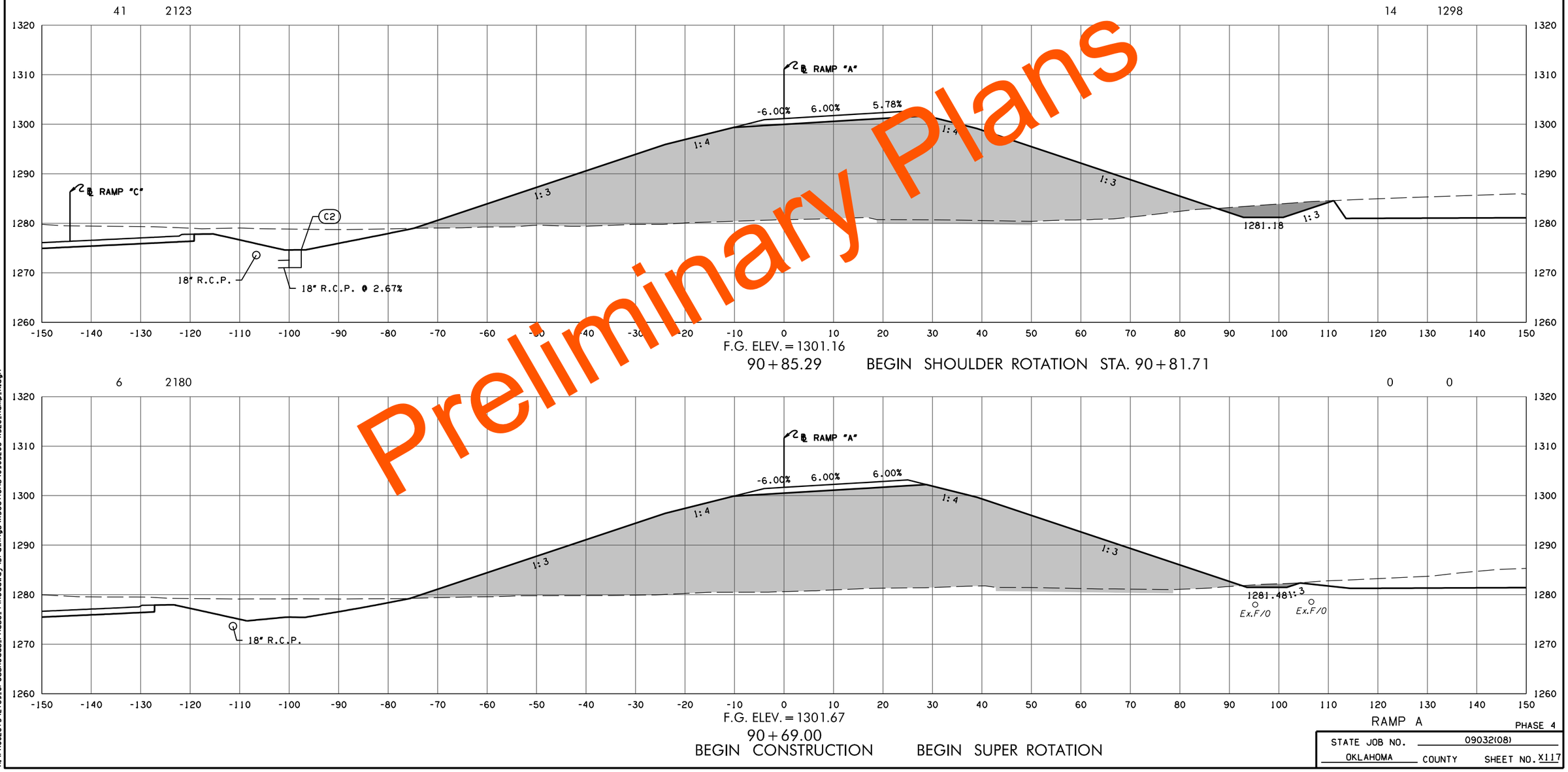
90% PLAN SUBMITTAL

3/4/2024

AREA
CUT FILL

VOLUME
CUT FILL

Preliminary Plans



STATE JOB NO. 09032(08)
OKLAHOMA COUNTY SHEET NO. X117

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R/W & U/E PURCHASED UNDER JP 09032(05)

POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

3/4/2024

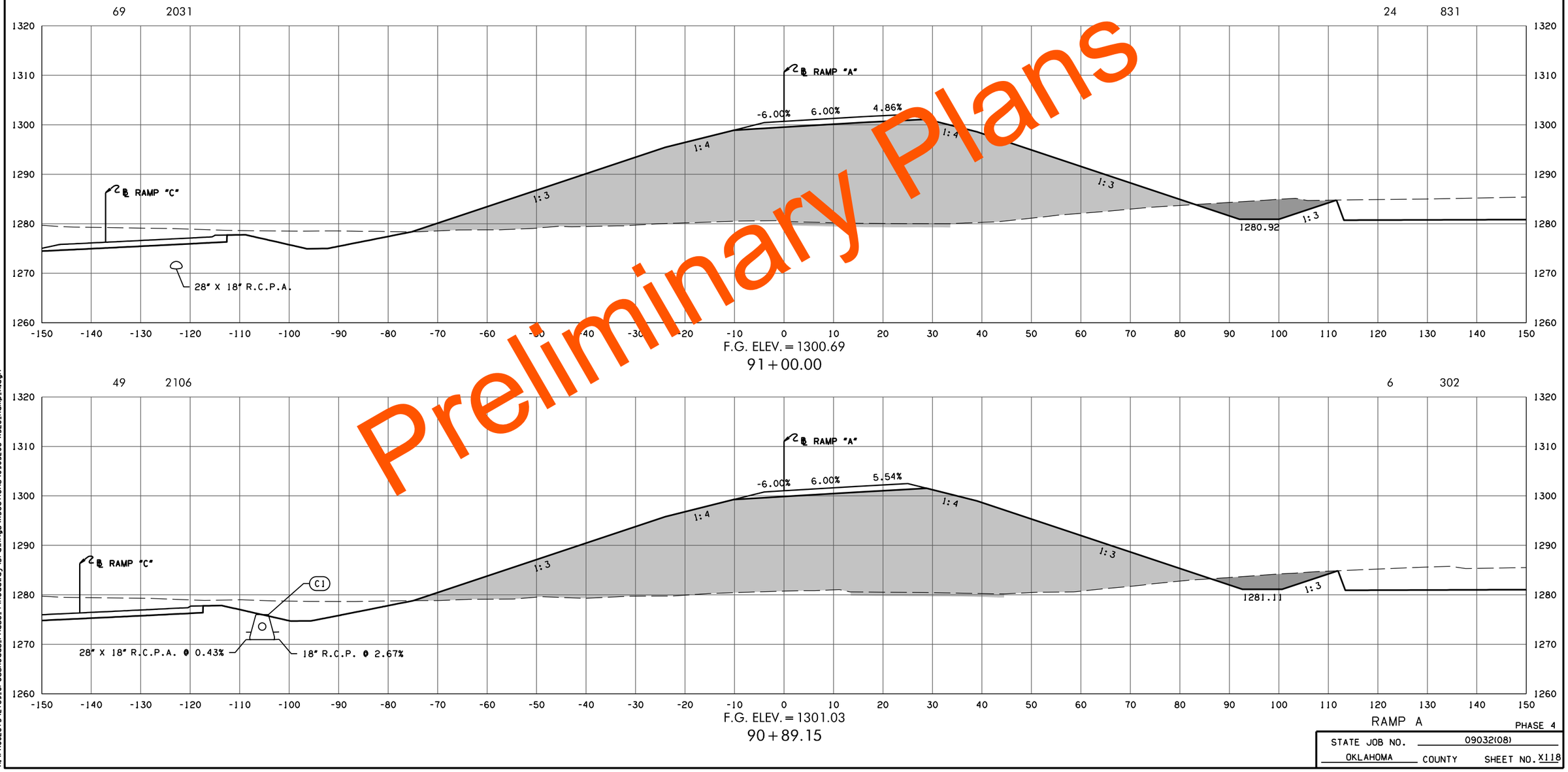
AREA

CUT FILL

VOLUME

CUT FILL

Preliminary Plans



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PHASE 4

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X118

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POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

3/4/2024

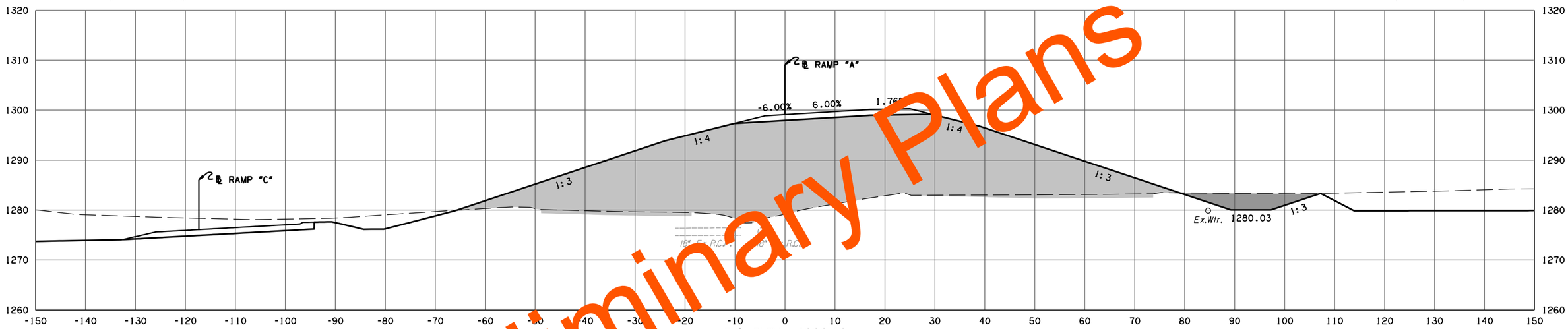
AREA

CUT FILL

VOLUME

CUT FILL

60 1680



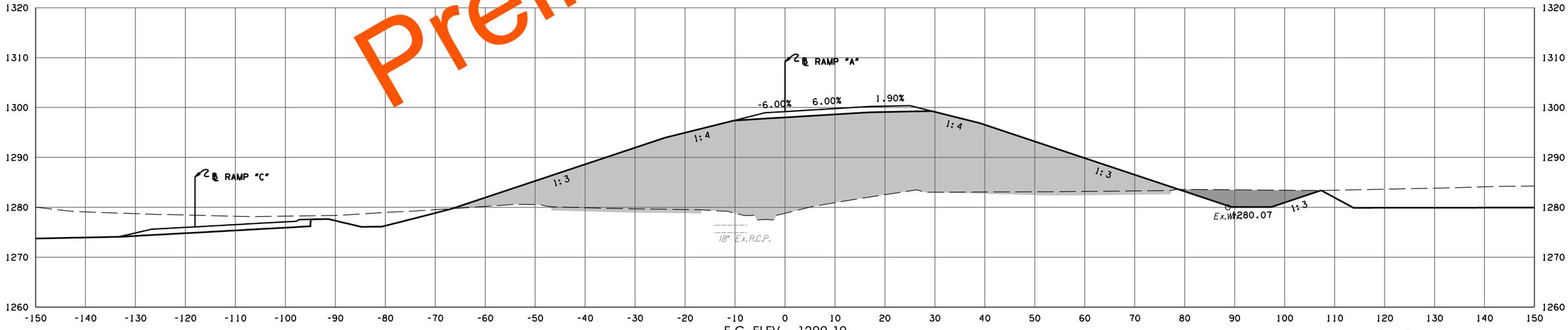
F.G. ELEV. = 1299.12

91+49.58

5 146

62 1695

115 3260



F.G. ELEV. = 1299.19

91+47.25

RAMP A

PHASE 4

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X119

Preliminary Plans

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POE & ASSOCIATES, OKLAHOMA CITY, OK.

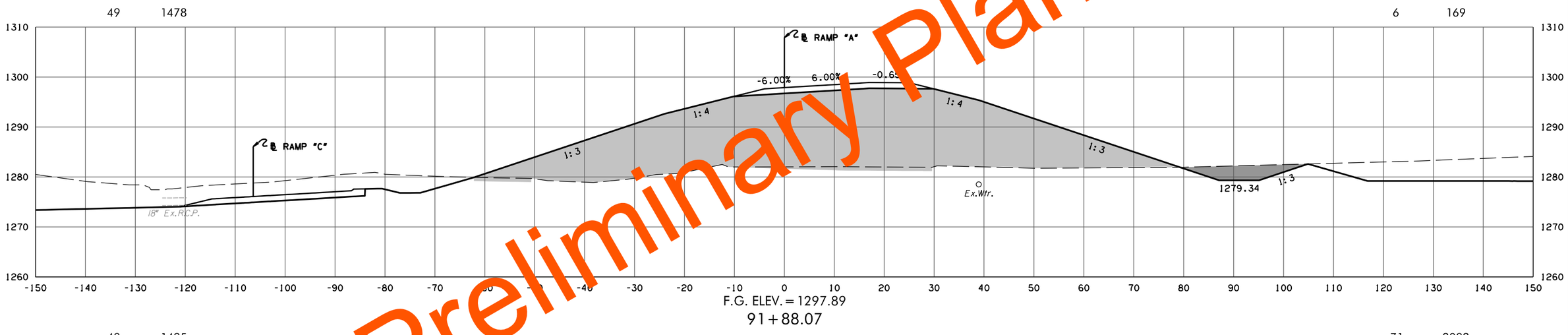
90% PLAN SUBMITTAL

3/4/2024

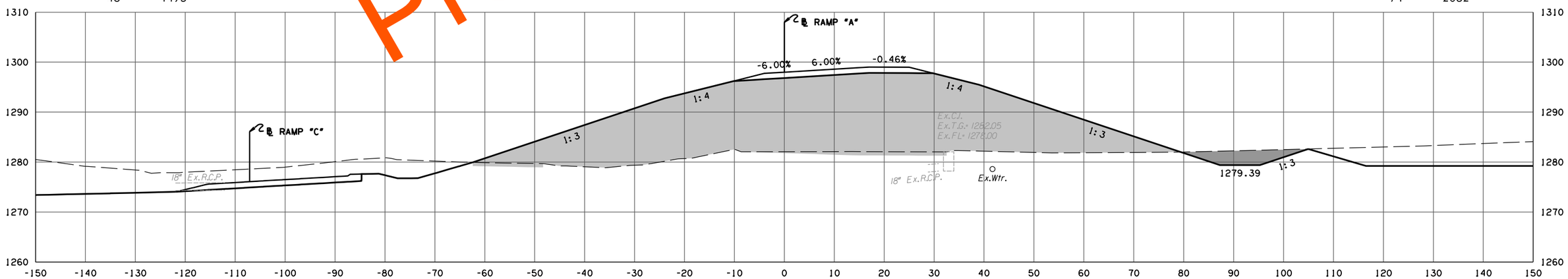
AREA
CUT FILL

VOLUME
CUT FILL

Preliminary Plans



F.G. ELEV. = 1297.89
91+88.07



F.G. ELEV. = 1297.99
91+85.00

RAMP A

PHASE 4

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X120

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POE & ASSOCIATES, OKLAHOMA CITY, OK.

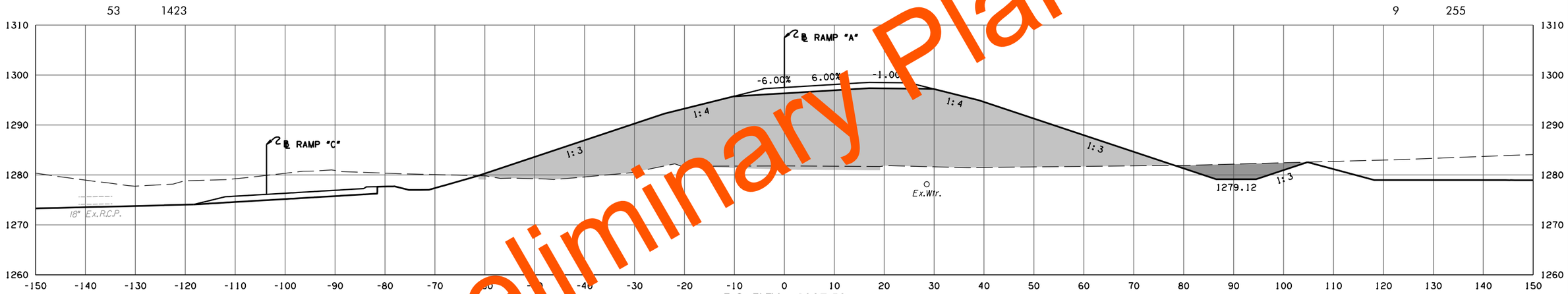
90% PLAN SUBMITTAL

3/4/2024

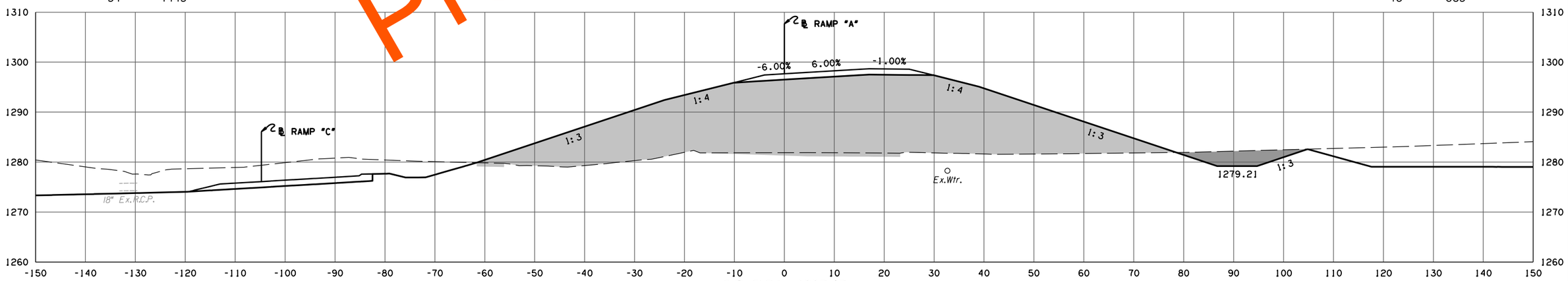
AREA
CUT FILL

VOLUME
CUT FILL

Preliminary Plans



F.G. ELEV. = 1297.52
92 + 00.00



F.G. ELEV. = 1297.67
91 + 95.19 END SHOULDER ROTATION STA. 91 + 93.71

RAMP A PHASE 4

STATE JOB NO. 09032(08)
OKLAHOMA COUNTY SHEET NO. X121

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R/W & U/E PURCHASED UNDER JP 09032(05)

POE & ASSOCIATES, OKLAHOMA CITY, OK.

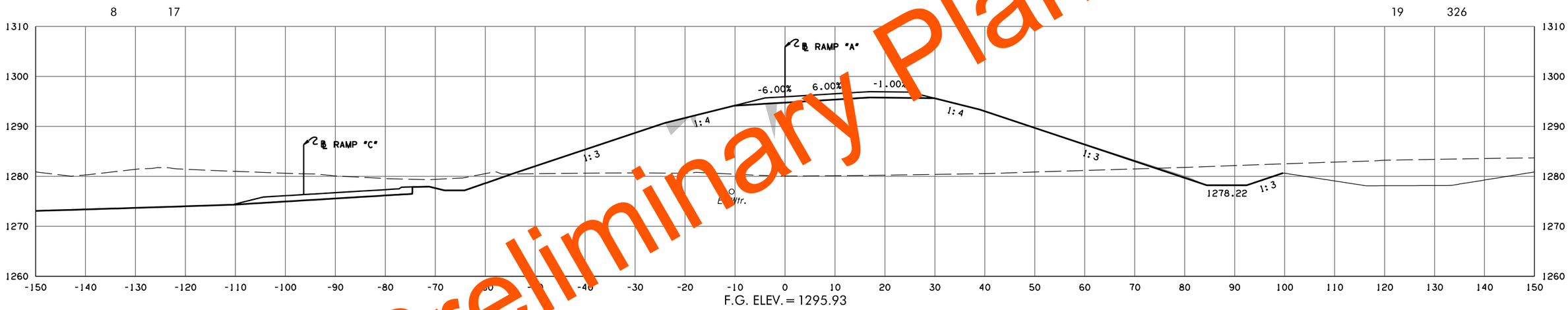
90% PLAN SUBMITTAL

3/4/2024

AREA
CUT FILL

VOLUME
CUT FILL

Preliminary Plans



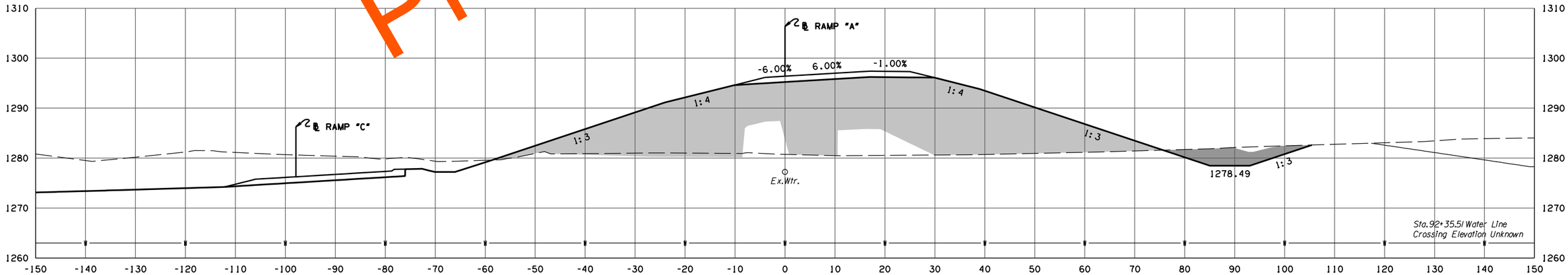
F.G. ELEV. = 1295.93

92 + 50.00 END CONSTRUCTION

END FULL SUPER ROTATION

63 1196

76 1722



F.G. ELEV. = 1296.39

92 + 35.51

RAMP A

PHASE 4

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X122

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(CAUTION) THE LOCATION OF ALL UTILITIES AS SHOWN ARE APPROXIMATE. DUE TO RELOCATION'S PLANNED OR PRESENTLY UNDER CONSTRUCTION THERE ARE SOME UTILITIES THAT WILL BE RELOCATED AND NOT SHOWN ON THESE PLANS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE TO ALL UTILITIES.

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POE & ASSOCIATES, OKLAHOMA CITY, OK.

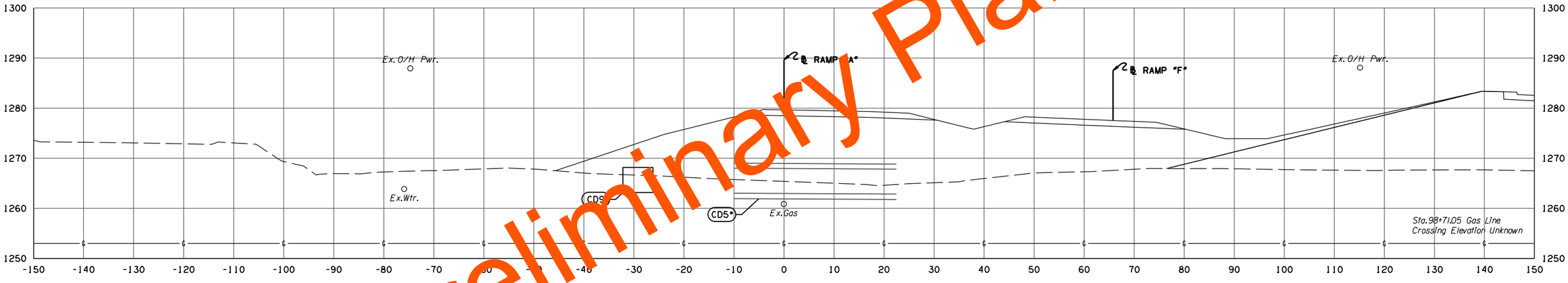
90% PLAN SUBMITTAL

3/4/2024

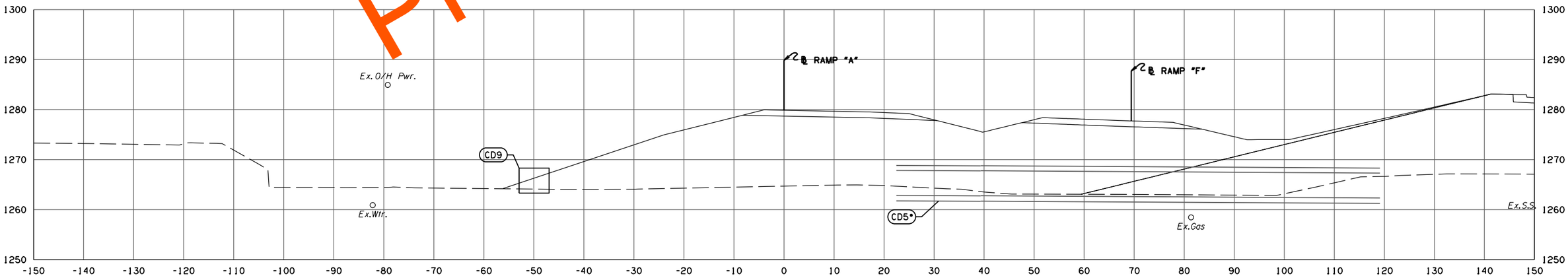
AREA
CUT FILL

VOLUME
CUT FILL

Preliminary Plans



98+71.05



98+58.26

RAMP A

PHASE 4

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X123

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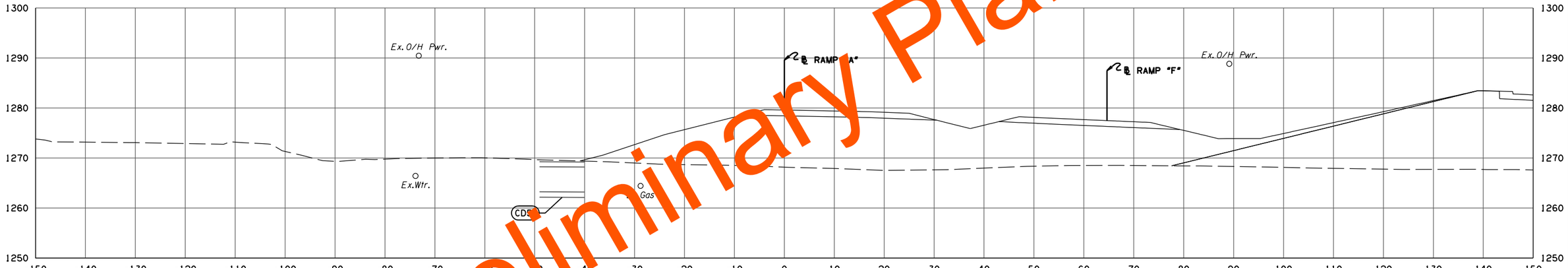
POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

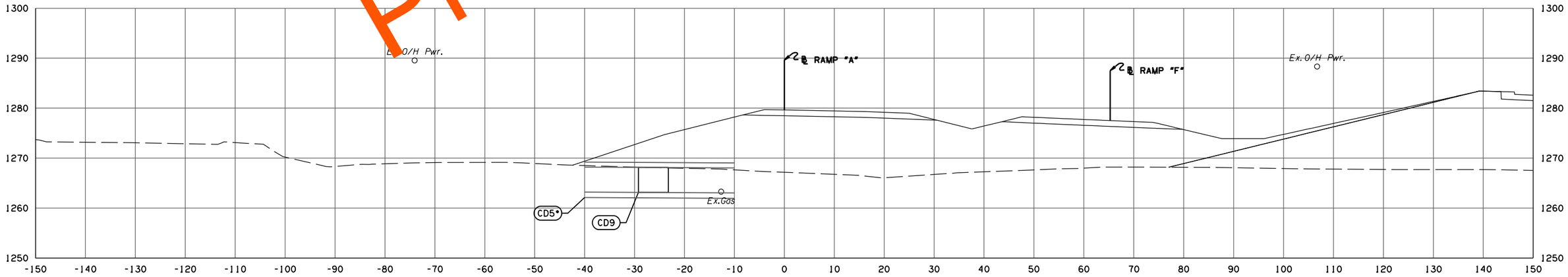
3/4/2024

AREA
CUT FILL

VOLUME
CUT FILL



98+75.22



98+72.88

RAMP A

PHASE 4

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X124

Preliminary Plans

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POE & ASSOCIATES, OKLAHOMA CITY, OK.

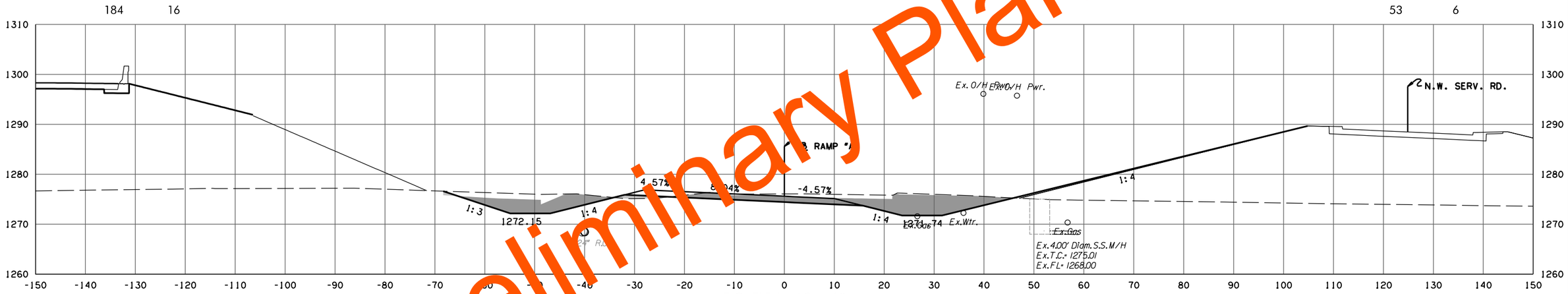
90% PLAN SUBMITTAL

3/4/2024

AREA
CUT FILL

VOLUME
CUT FILL

Preliminary Plans



RAMP A

PHASE 4

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X125

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(CAUTION) THE LOCATION OF ALL UTILITIES AS SHOWN ARE APPROXIMATE. DUE TO RELOCATION'S PLANNED OR PRESENTLY UNDER CONSTRUCTION THERE ARE SOME UTILITIES THAT WILL BE RELOCATED AND NOT SHOWN ON THESE PLANS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE TO ALL UTILITIES.

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POE & ASSOCIATES, OKLAHOMA CITY, OK.

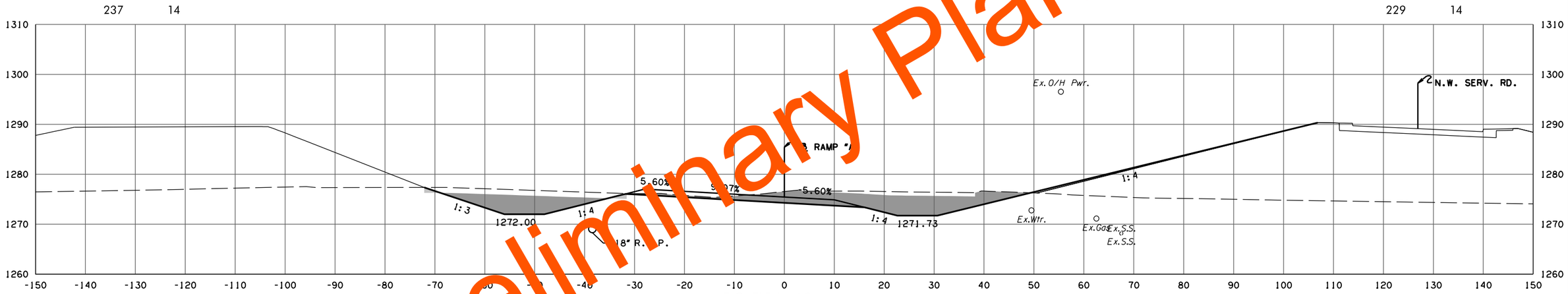
90% PLAN SUBMITTAL

3/4/2024

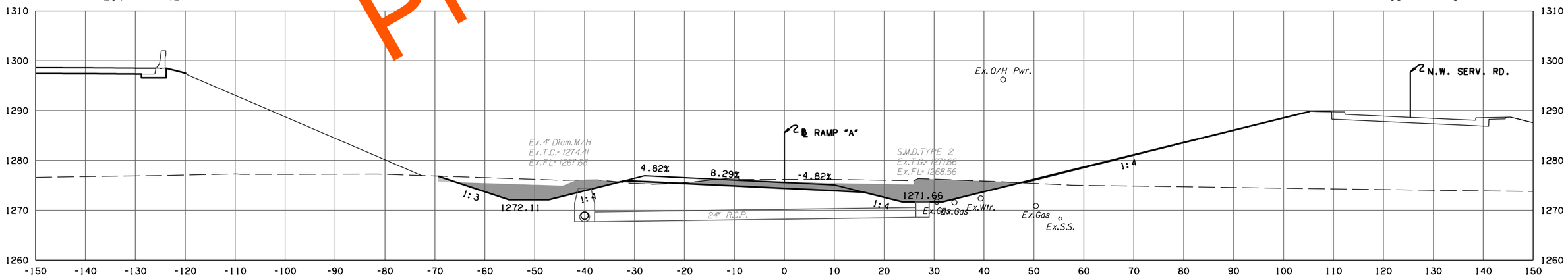
AREA
CUT FILL

VOLUME
CUT FILL

Preliminary Plans



F.G. ELEV. = 1275.45
102 + 28.03
BEGIN FULL SUPER ROTATION



F.G. ELEV. = 1275.56
102 + 00.00

RAMP A

PHASE 4

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X126

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(CAUTION) THE LOCATION OF ALL UTILITIES AS SHOWN ARE APPROXIMATE. DUE TO RELOCATION'S PLANNED OR PRESENTLY UNDER CONSTRUCTION THERE ARE SOME UTILITIES THAT WILL BE RELOCATED AND NOT SHOWN ON THESE PLANS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE TO ALL UTILITIES.

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SEE DRAINAGE AREA MAP SHEETS FOR DRAINAGE SYMBOLOGY.

R/W & U/E PURCHASED UNDER JP 09032(05)

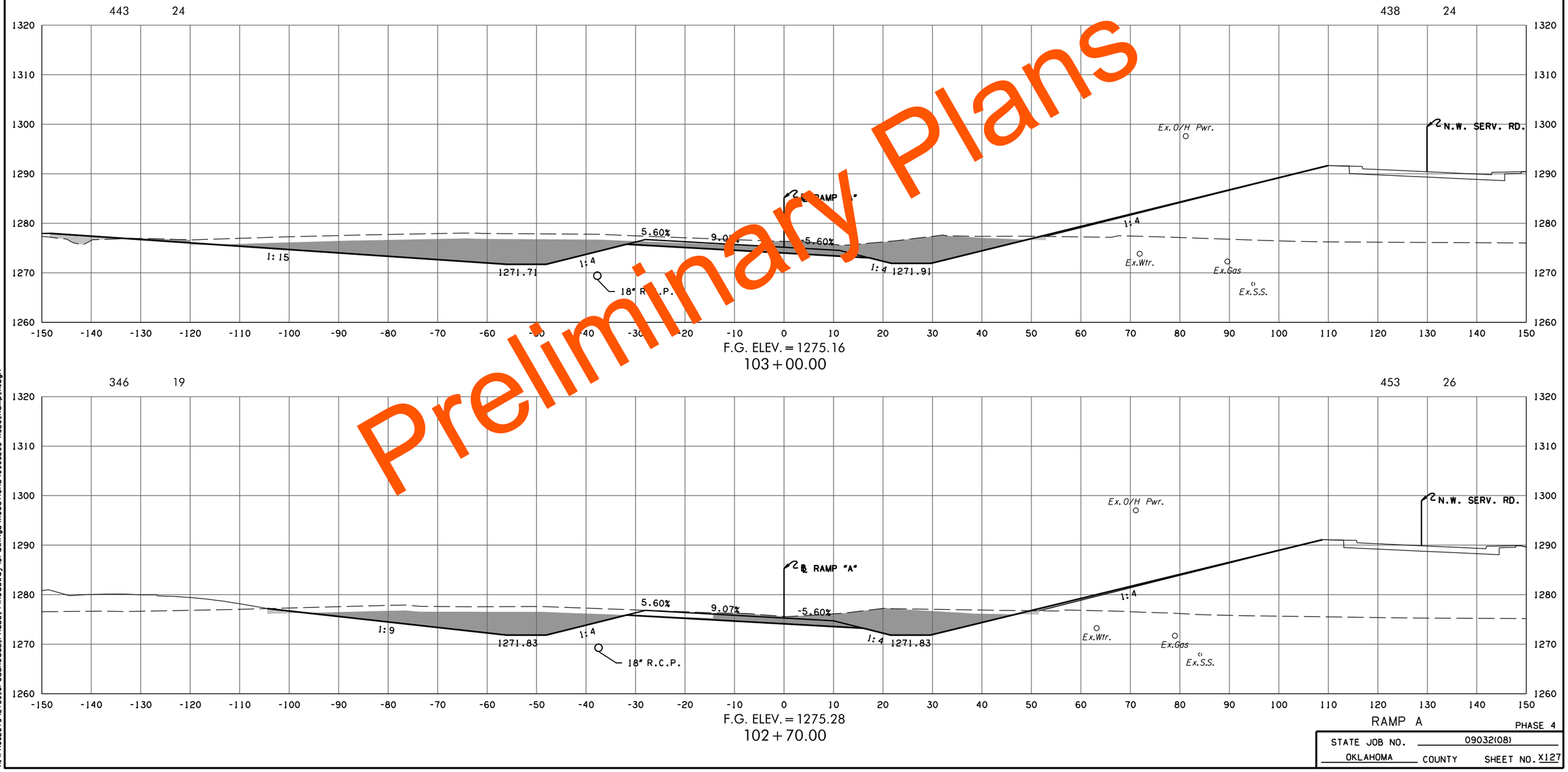
POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

3/4/2024

AREA
CUT FILL

VOLUME
CUT FILL



Preliminary Plans

RAMP A

PHASE 4

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X127

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(CAUTION) THE LOCATION OF ALL UTILITIES AS SHOWN ARE APPROXIMATE. DUE TO RELOCATION'S PLANNED OR PRESENTLY UNDER CONSTRUCTION THERE ARE SOME UTILITIES THAT WILL BE RELOCATED AND NOT SHOWN ON THESE PLANS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE TO ALL UTILITIES.

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R/W & U/E PURCHASED UNDER JP 09032(05)

POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

3/4/2024

AREA

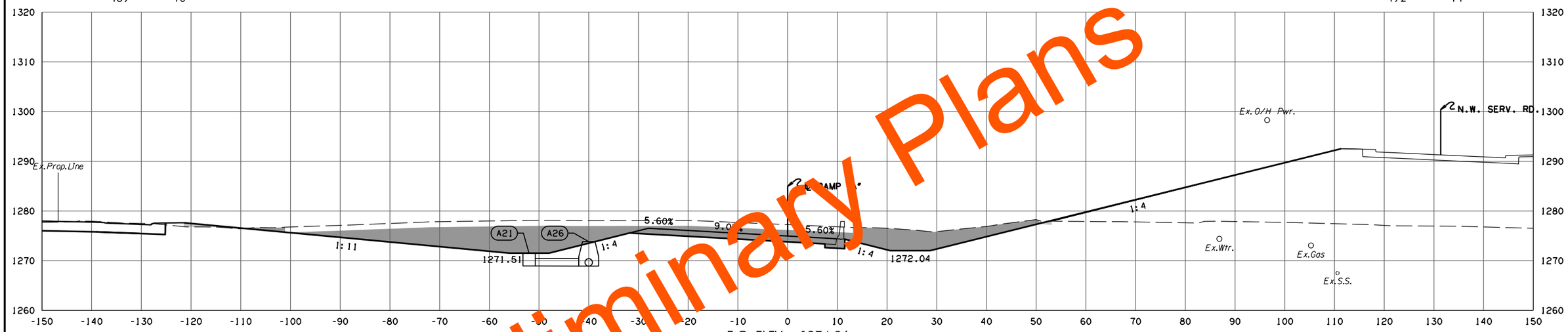
CUT FILL

VOLUME

CUT FILL

439 10

492 14

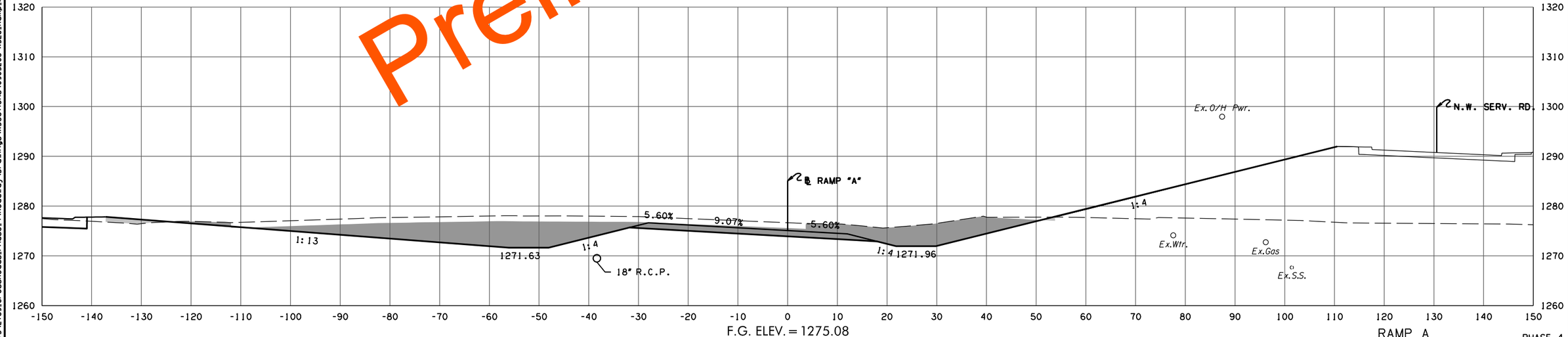


F.G. ELEV. = 1274.96

103 + 50.00

447 15

330 14



F.G. ELEV. = 1275.08

103 + 20.00

RAMP A

PHASE 4

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X128

Preliminary Plans

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R/W & U/E PURCHASED UNDER JP 09032(05)

POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

3/4/2024

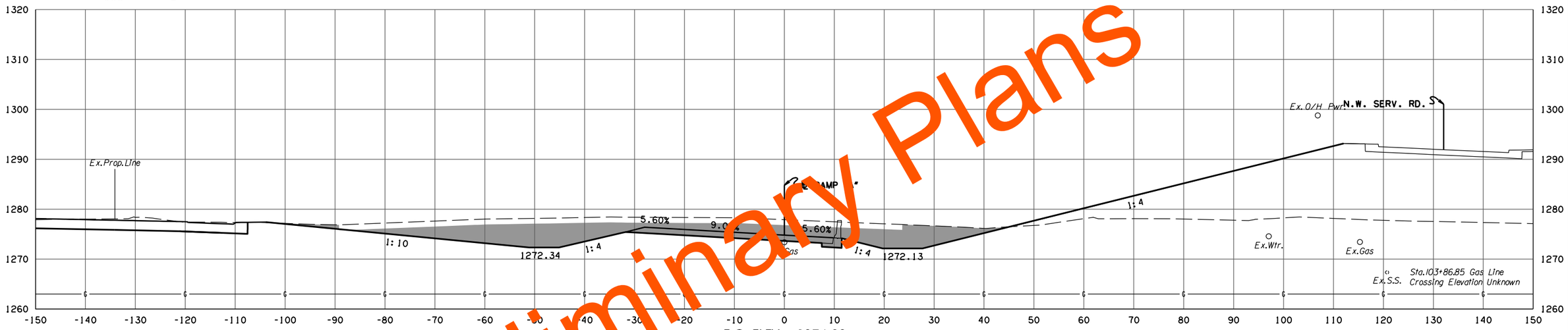
AREA

CUT FILL

VOLUME

CUT FILL

388 2



F.G. ELEV. = 1274.82

103 + 86.85

388 2

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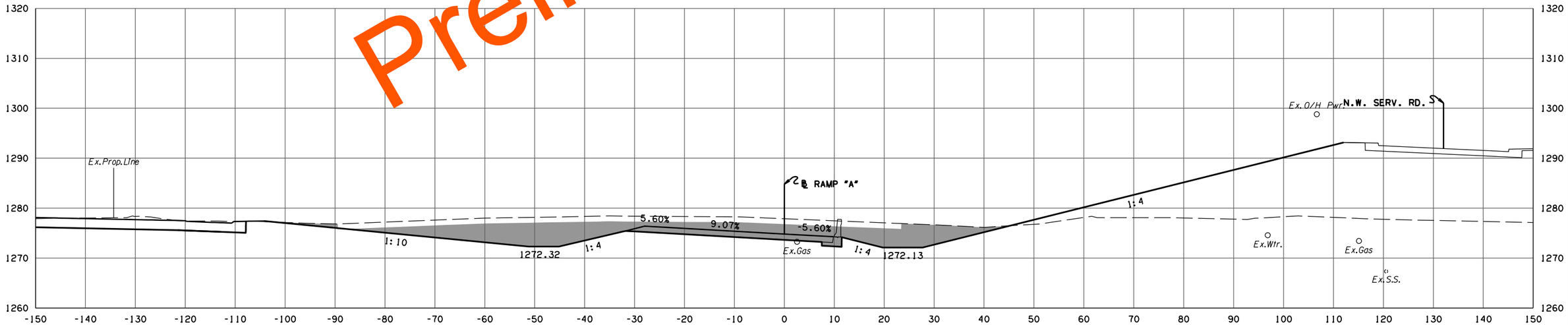

F.G. ELEV. = 1274.82

103 + 86.09

RAMP A

PHASE 4

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X129

Preliminary Plans

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R/W & U/E PURCHASED UNDER JP 09032(05)

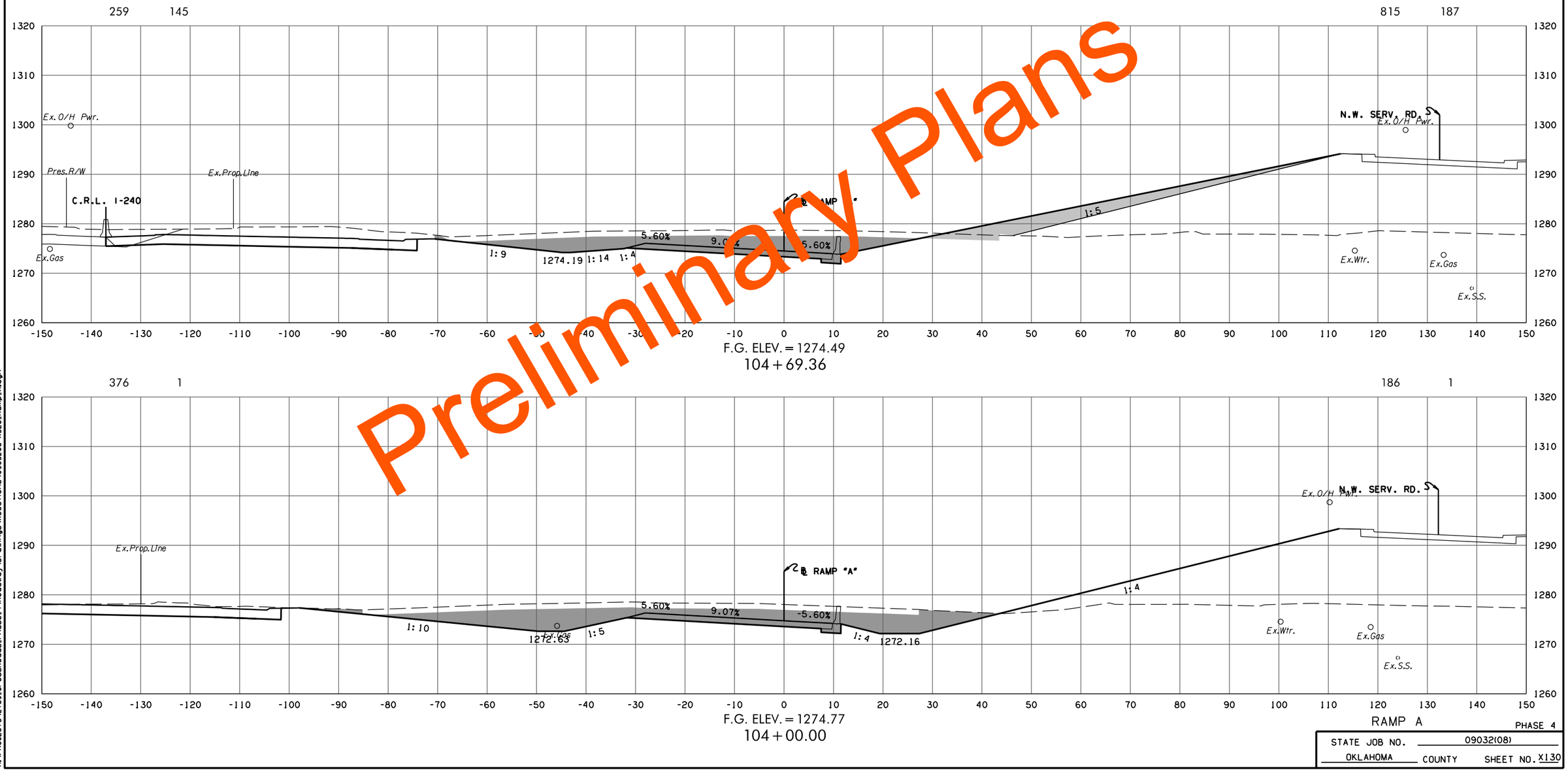
POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

3/4/2024

AREA
CUT FILL

VOLUME
CUT FILL



Preliminary Plans

PHASE 4

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X130

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POE & ASSOCIATES, OKLAHOMA CITY, OK.

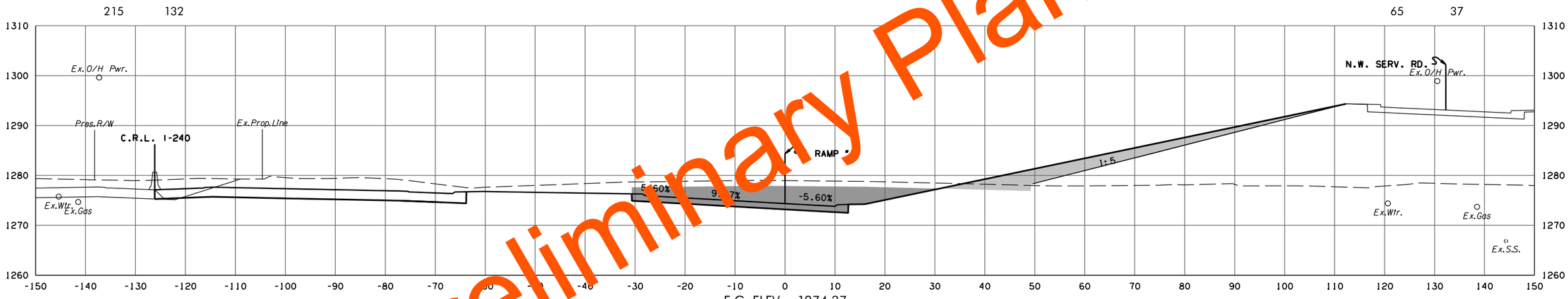
90% PLAN SUBMITTAL

3/4/2024

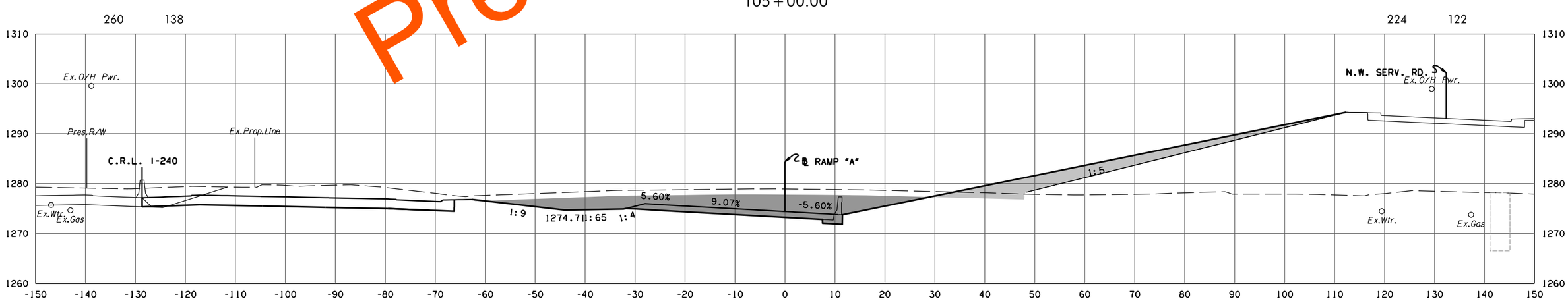
AREA
CUT FILL

VOLUME
CUT FILL

Preliminary Plans



F.G. ELEV. = 1274.37
105 + 00.00



F.G. ELEV. = 1274.40
104 + 92.62

RAMP A

PHASE 4

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X131

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POE & ASSOCIATES, OKLAHOMA CITY, OK.

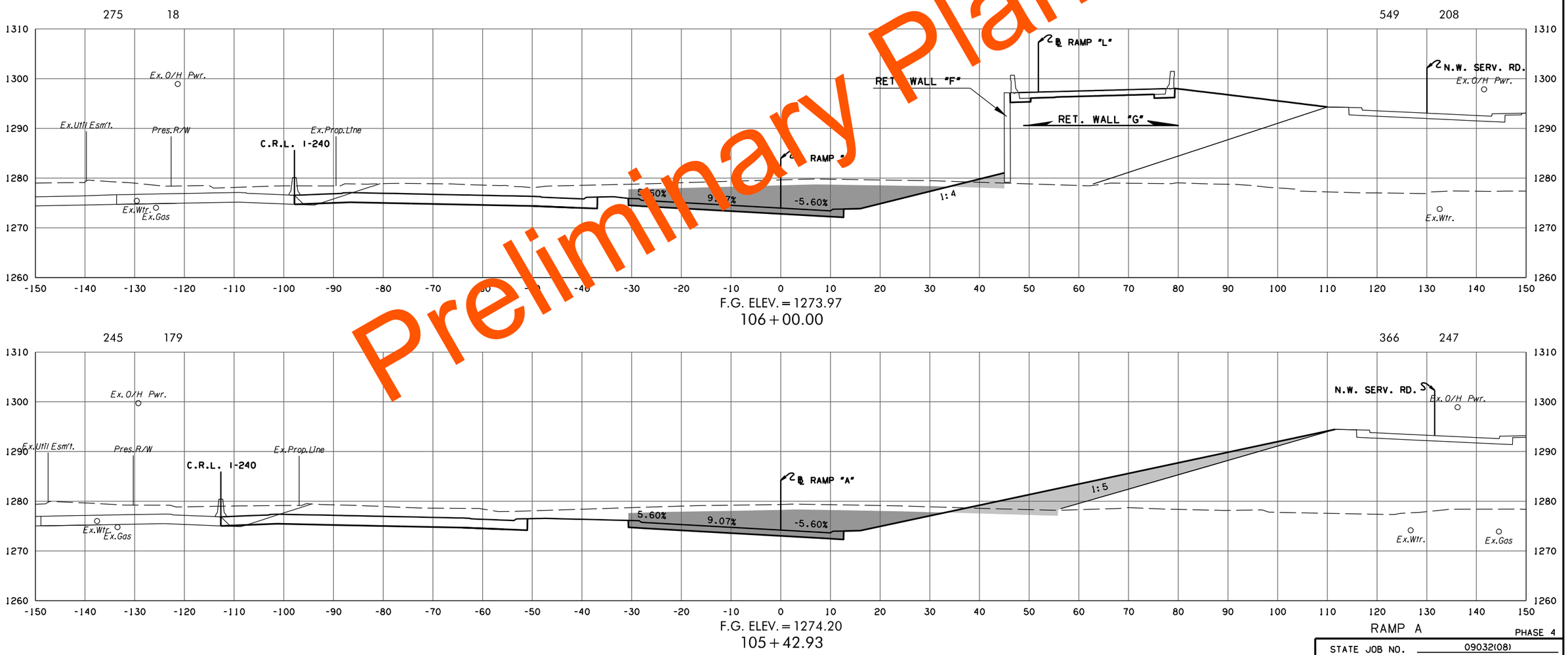
90% PLAN SUBMITTAL

3/4/2024

AREA
CUT FILL

VOLUME
CUT FILL

Preliminary Plans



F.G. ELEV. = 1273.97
106 + 00.00

F.G. ELEV. = 1274.20
105 + 42.93

RAMP A

PHASE 4

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X132

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POE & ASSOCIATES, OKLAHOMA CITY, OK.

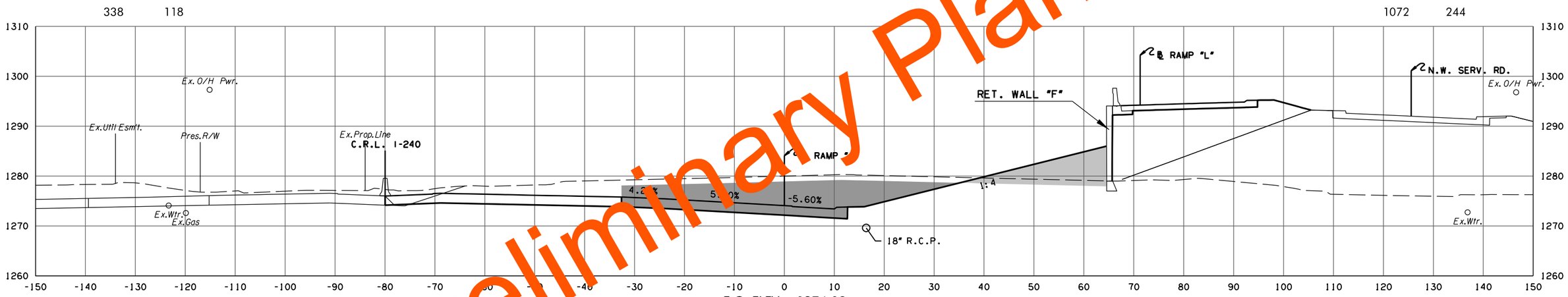
90% PLAN SUBMITTAL

3/4/2024

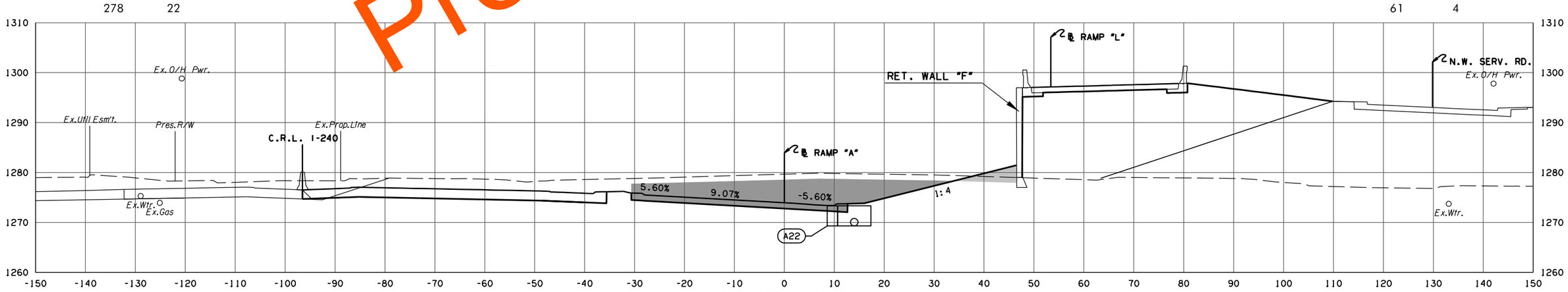
AREA
CUT FILL

VOLUME
CUT FILL

Preliminary Plans



F.G. ELEV. = 1274.09
107 + 00.00



F.G. ELEV. = 1273.95
106 + 06.00

RAMP A

PHASE 4

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X133

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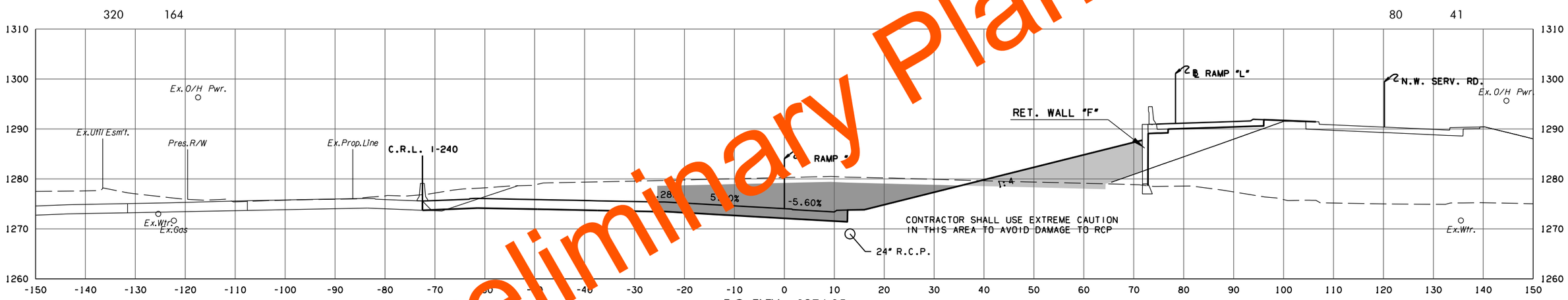
90% PLAN SUBMITTAL

3/4/2024

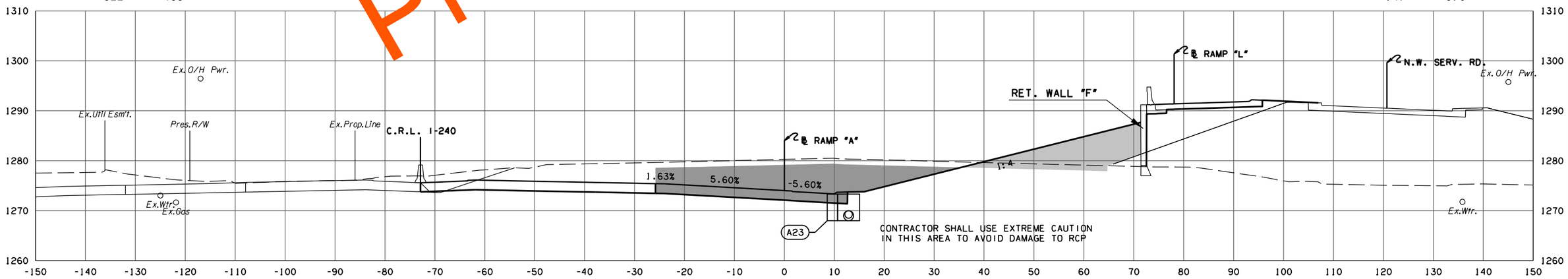
AREA
CUT FILL

VOLUME
CUT FILL

Preliminary Plans



F.G. ELEV. = 1274.05
107 + 81.71
END FULL SUPER ROTATION



F.G. ELEV. = 1274.04
107 + 75.00

RAMP A

PHASE 4

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X134

3/4/2024 3:57:23 PM
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R/W & U/E PURCHASED UNDER JP 09032(05)

POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

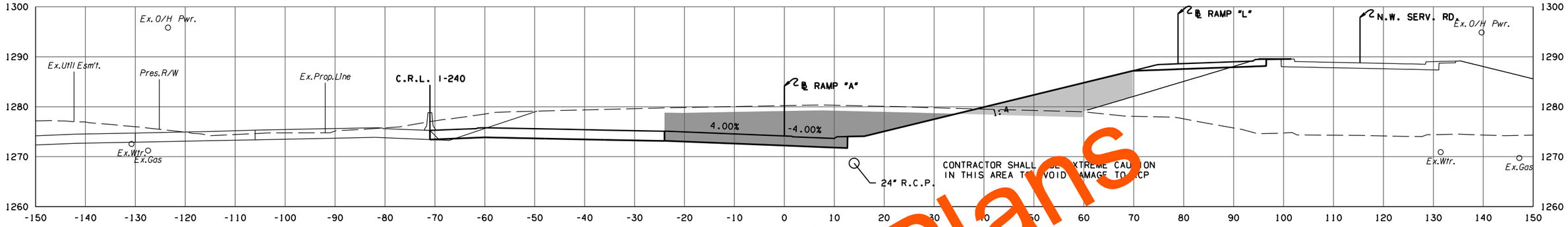
3/4/2024

Preliminary Plans

AREA
CUT FILL

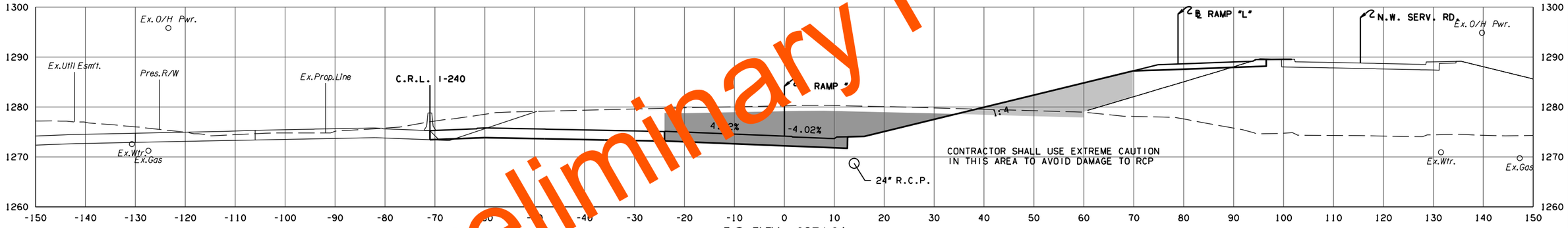
VOLUME
CUT FILL

304 141 7 3



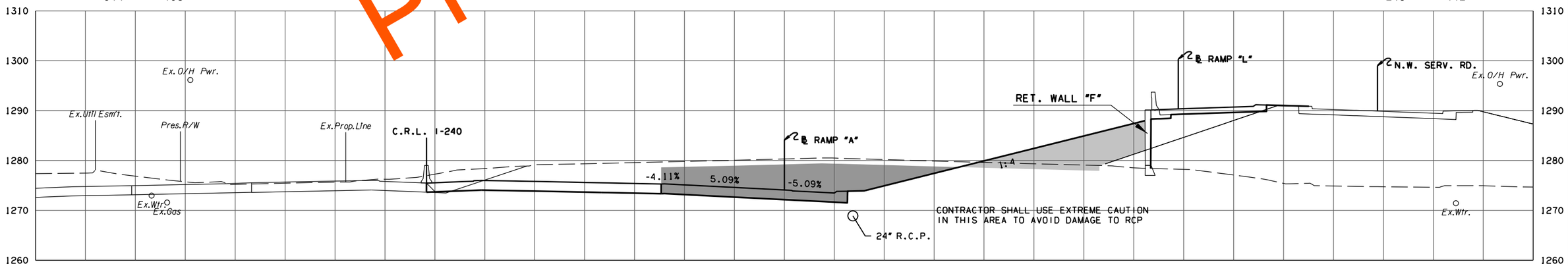
F.G. ELEV. = 1274.16
108 + 39.30

304 142 442 222



F.G. ELEV. = 1274.16
108 + 38.64

314 168 215 112



F.G. ELEV. = 1274.09
108 + 00.00

RAMP A

PHASE 4

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X135

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(CAUTION) THE LOCATION OF ALL UTILITIES AS SHOWN ARE APPROXIMATE. DUE TO RELOCATION'S PLANNED OR PRESENTLY UNDER CONSTRUCTION THERE ARE SOME UTILITIES THAT WILL BE RELOCATED AND NOT SHOWN ON THESE PLANS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE TO ALL UTILITIES.

DEPTH & LOCATION OF EXISTING UTILITIES SHALL BE FIELD VERIFIED BY THE CONTRACTOR PRIOR TO CONSTRUCTION.

SEE DRAINAGE AREA MAP SHEETS FOR DRAINAGE SYMBOLOGY.

R/W & U/E PURCHASED UNDER JP 09032(05)

POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

3/4/2024

AREA
CUT FILL

VOLUME
CUT FILL

Preliminary Plans

RAMP A

PHASE 4

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X136

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R/W & U/E PURCHASED UNDER JP 09032(05)

POE & ASSOCIATES, OKLAHOMA CITY, OK.

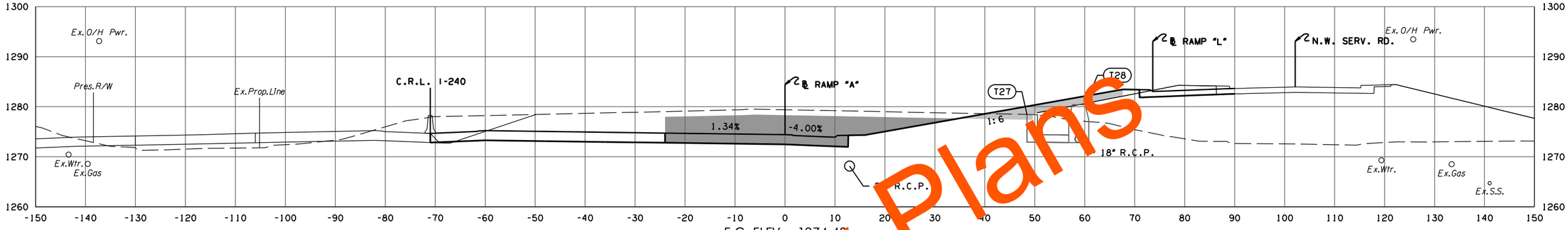
90% PLAN SUBMITTAL

3/4/2024

AREA
CUT FILL

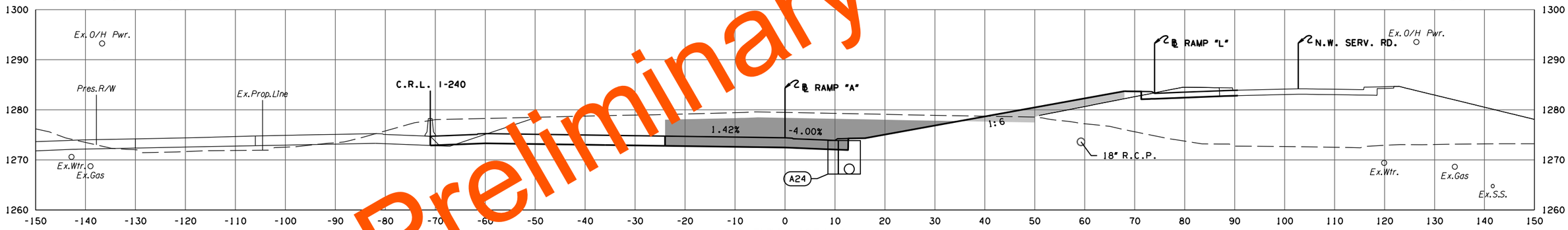
VOLUME
CUT FILL

256 49 51 10



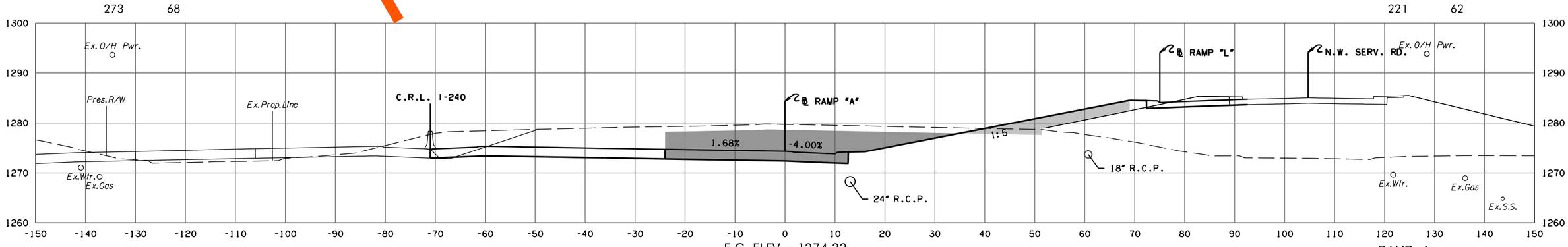
F.G. ELEV. = 1274.4[illegible]
109 + 55.34

261 52 171 38



F.G. ELEV. = 1274.40
109 + 50.00

273 68 221 62



F.G. ELEV. = 1274.33
109 + 32.67

RAMP A

PHASE 4

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X137

Preliminary Plans

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(CAUTION) THE LOCATION OF ALL UTILITIES AS SHOWN ARE APPROXIMATE. DUE TO RELOCATION'S PLANNED OR PRESENTLY UNDER CONSTRUCTION THERE ARE SOME UTILITIES THAT WILL BE RELOCATED AND NOT SHOWN ON THESE PLANS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE TO ALL UTILITIES.

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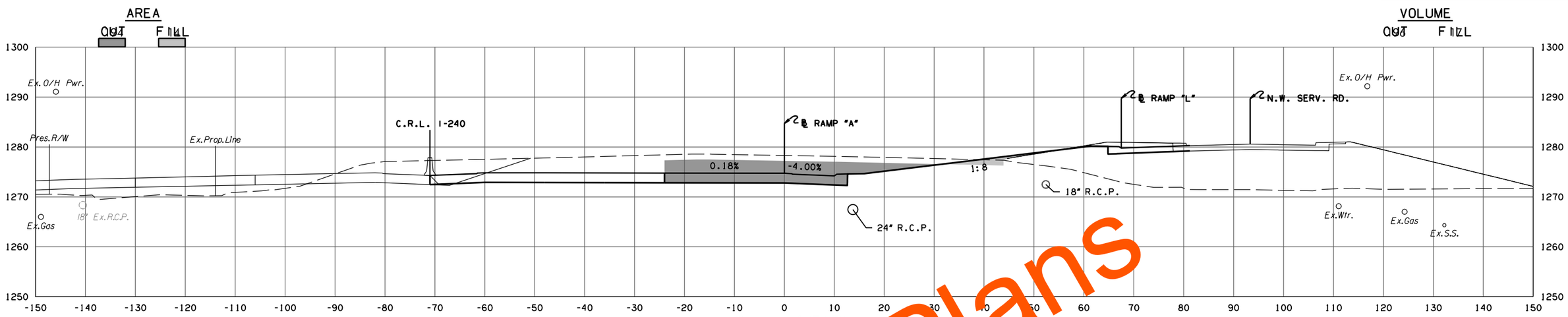
R/W & U/E PURCHASED UNDER JP 09032(05)

POE & ASSOCIATES, OKLAHOMA CITY, OK.

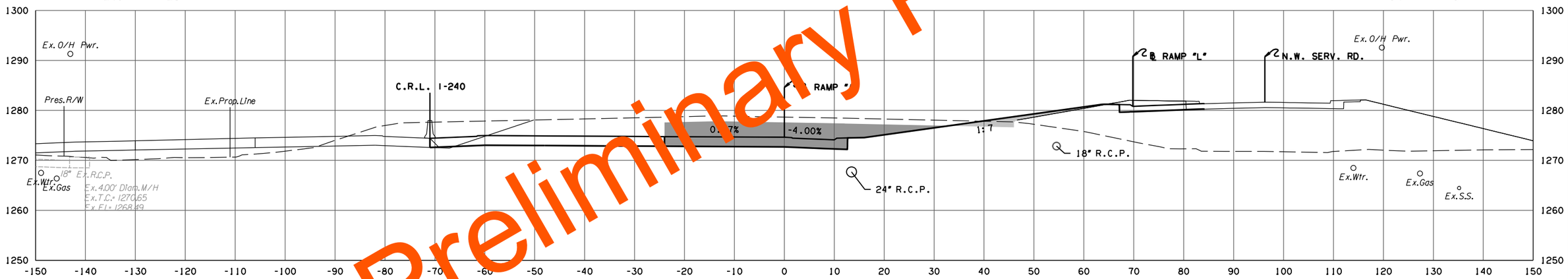
90% PLAN SUBMITTAL

3/4/2024



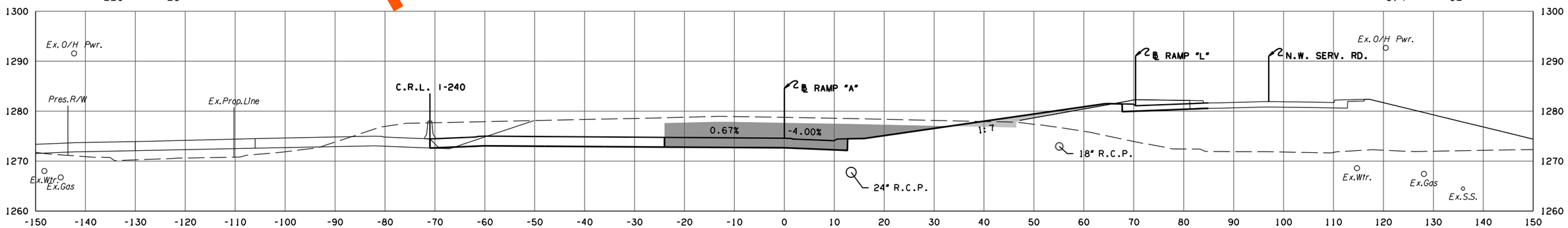
F.G. ELEV. = 1274.73
110 + 32.67

215 23 54 6



F.G. ELEV. = 1274.62
110 + 06.75

220 26 394 62



F.G. ELEV. = 1274.60
110 + 00.00

RAMP A

PHASE 4

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X138

Preliminary Plans

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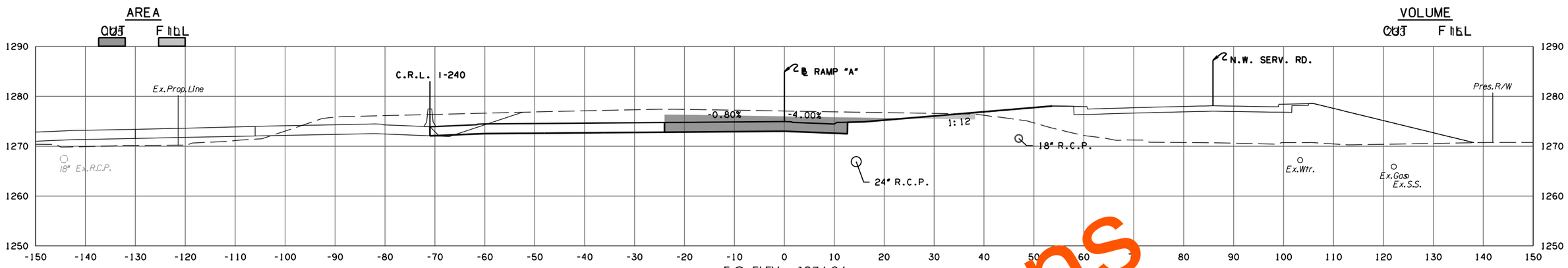
R/W & U/E PURCHASED UNDER JP 09032(05)

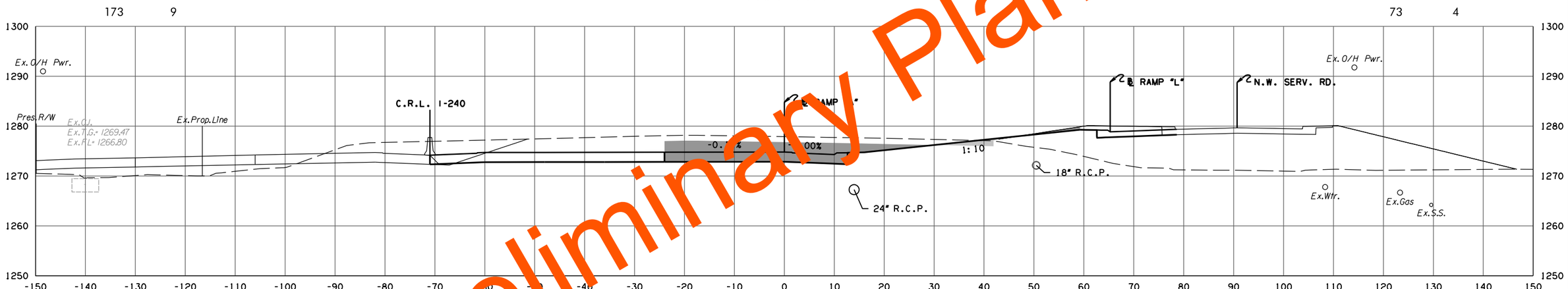
POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

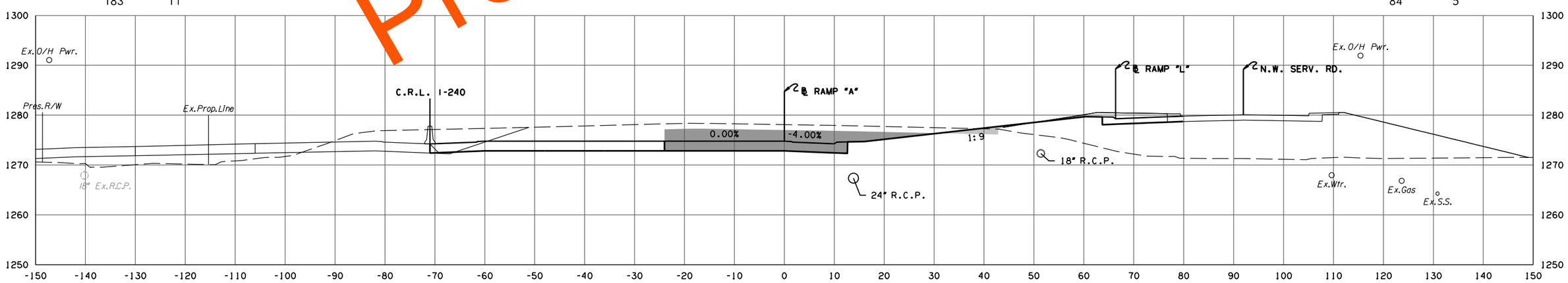
3/4/2024



F.G. ELEV. = 1274.94
110 + 97.91



F.G. ELEV. = 1274.81
110 + 55.65



F.G. ELEV. = 1274.77
110 + 44.64
FLAT

RAMP A

PHASE 4

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X139

Preliminary Plans

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(CAUTION) THE LOCATION OF ALL UTILITIES AS SHOWN ARE APPROXIMATE. DUE TO RELOCATION'S PLANNED OR PRESENTLY UNDER CONSTRUCTION THERE ARE SOME UTILITIES THAT WILL BE RELOCATED AND NOT SHOWN ON THESE PLANS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE TO ALL UTILITIES.

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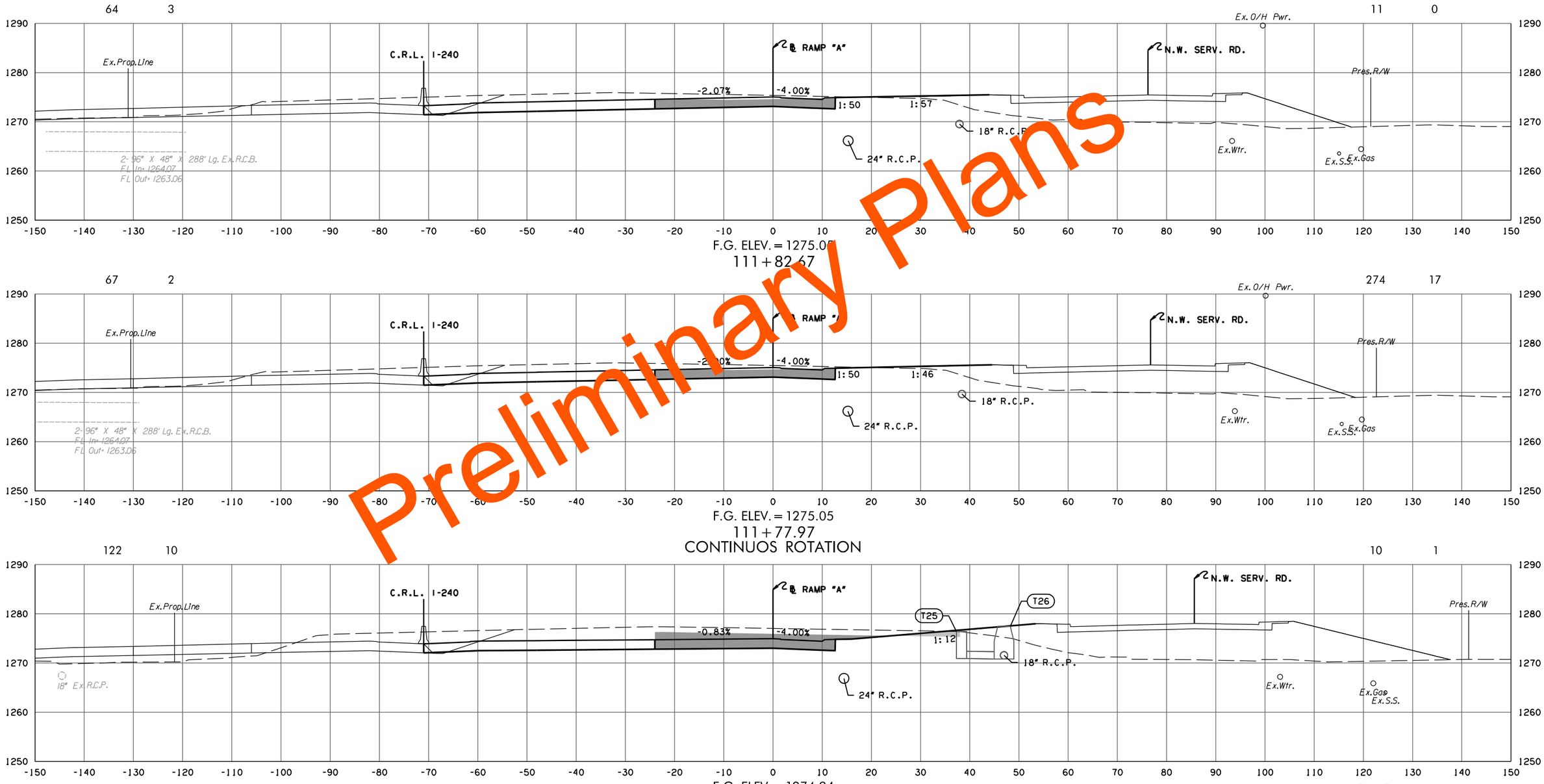
POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

3/4/2024

AREA
CUT FILL

VOLUME
CUT FILL



Preliminary Plans

RAMP A

PHASE 4

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X140

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R/W & U/E PURCHASED UNDER JP 09032(05)

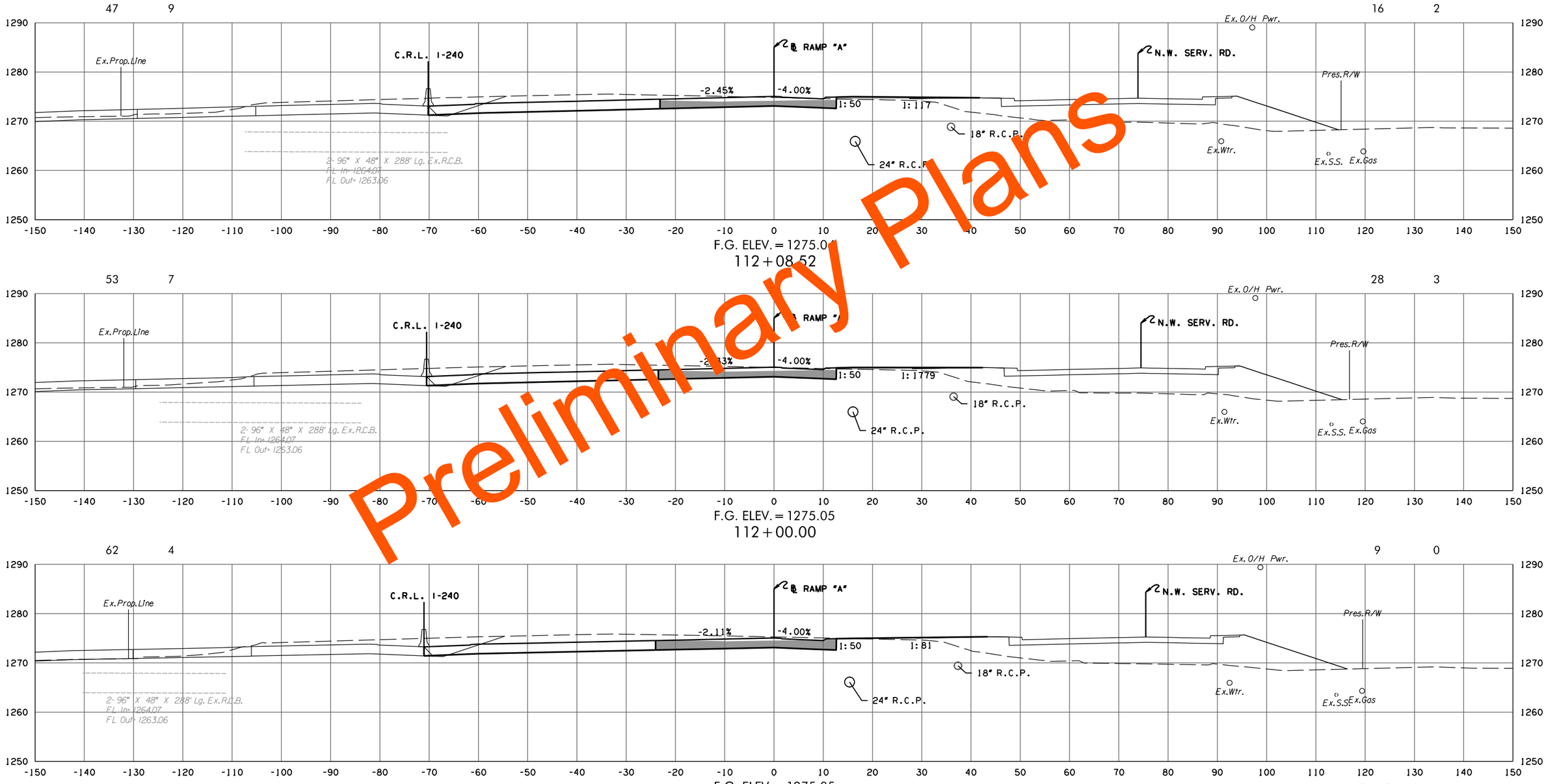
POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

3/4/2024

AREA
CUT FILL

VOLUME
CUT FILL



Preliminary Plans

RAMP A

PHASE 4

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X141

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R/W & U/E PURCHASED UNDER JP 09032(05)

POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

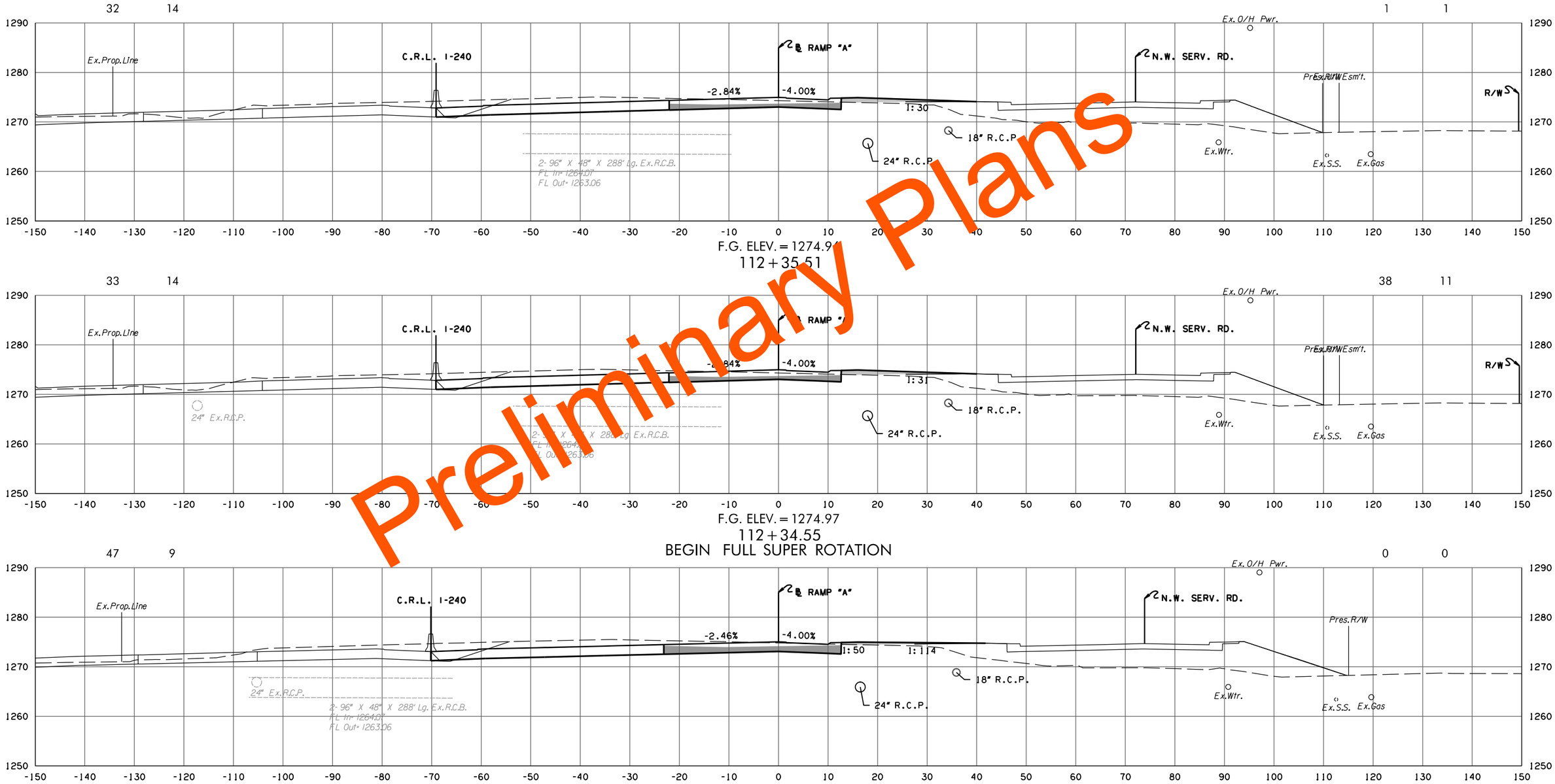
3/4/2024

AREA

CUT FILL

VOLUME

CUT FILL



F.G. ELEV. = 1274.9(illegible)

112 + 35.51

F.G. ELEV. = 1274.97

112 + 34.55

BEGIN FULL SUPER ROTATION

F.G. ELEV. = 1275.04

112 + 08.76

RAMP A

PHASE 4

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X142

Preliminary Plans

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(CAUTION) THE LOCATION OF ALL UTILITIES AS SHOWN ARE APPROXIMATE. DUE TO RELOCATION'S PLANNED OR PRESENTLY UNDER CONSTRUCTION THERE ARE SOME UTILITIES THAT WILL BE RELOCATED AND NOT SHOWN ON THESE PLANS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE TO ALL UTILITIES.

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R/W & U/E PURCHASED UNDER JP 09032(05)

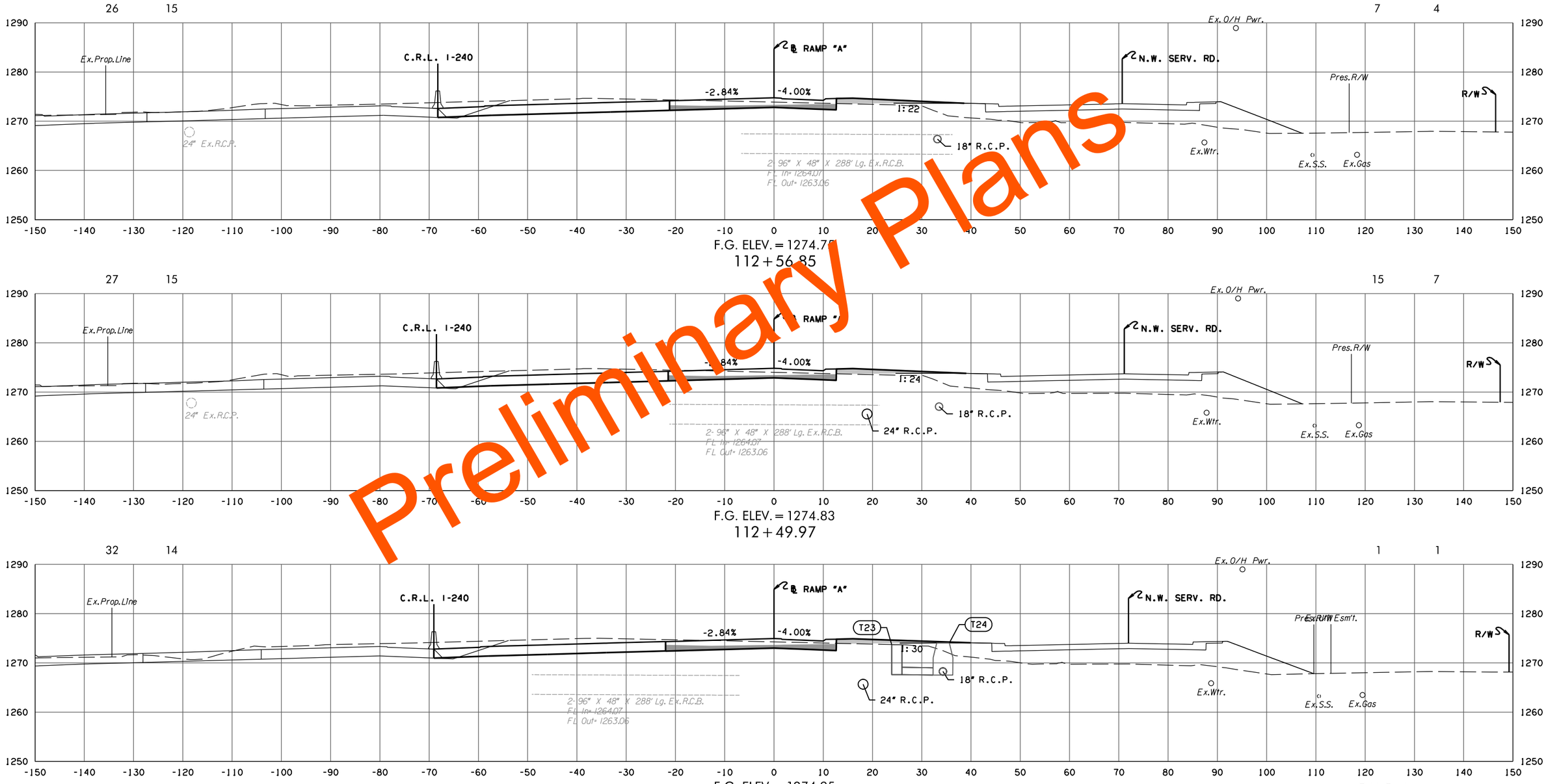
POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

3/4/2024

AREA
CUT FILL

VOLUME
CUT FILL



Preliminary Plans

RAMP A

PHASE 4

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X143

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R/W & U/E PURCHASED UNDER JP 09032(05)

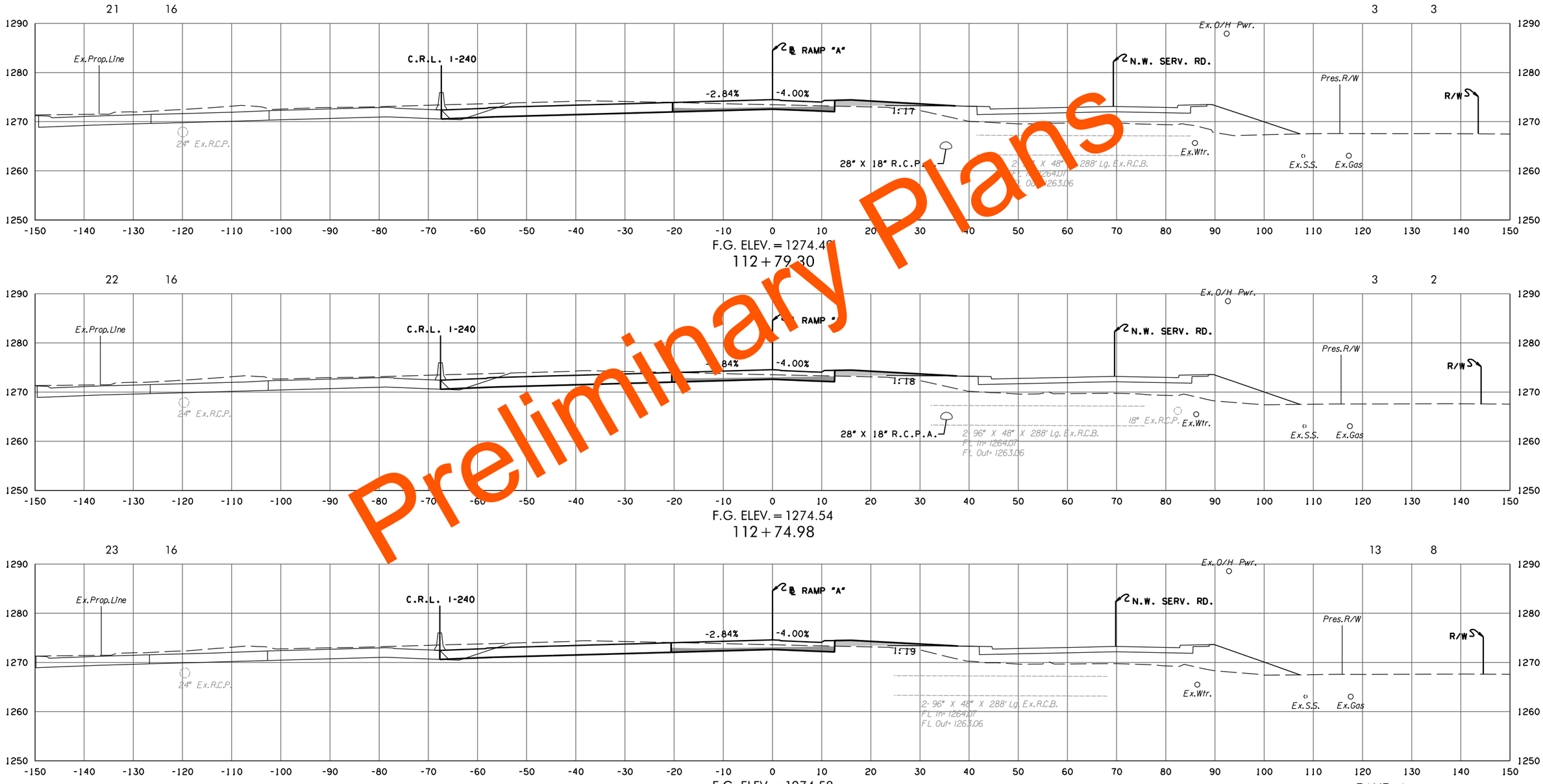
POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

3/4/2024

AREA
CUT FILL

VOLUME
CUT FILL



Preliminary Plans

RAMP A

PHASE 4

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X144

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R/W & U/E PURCHASED UNDER JP 09032(05)

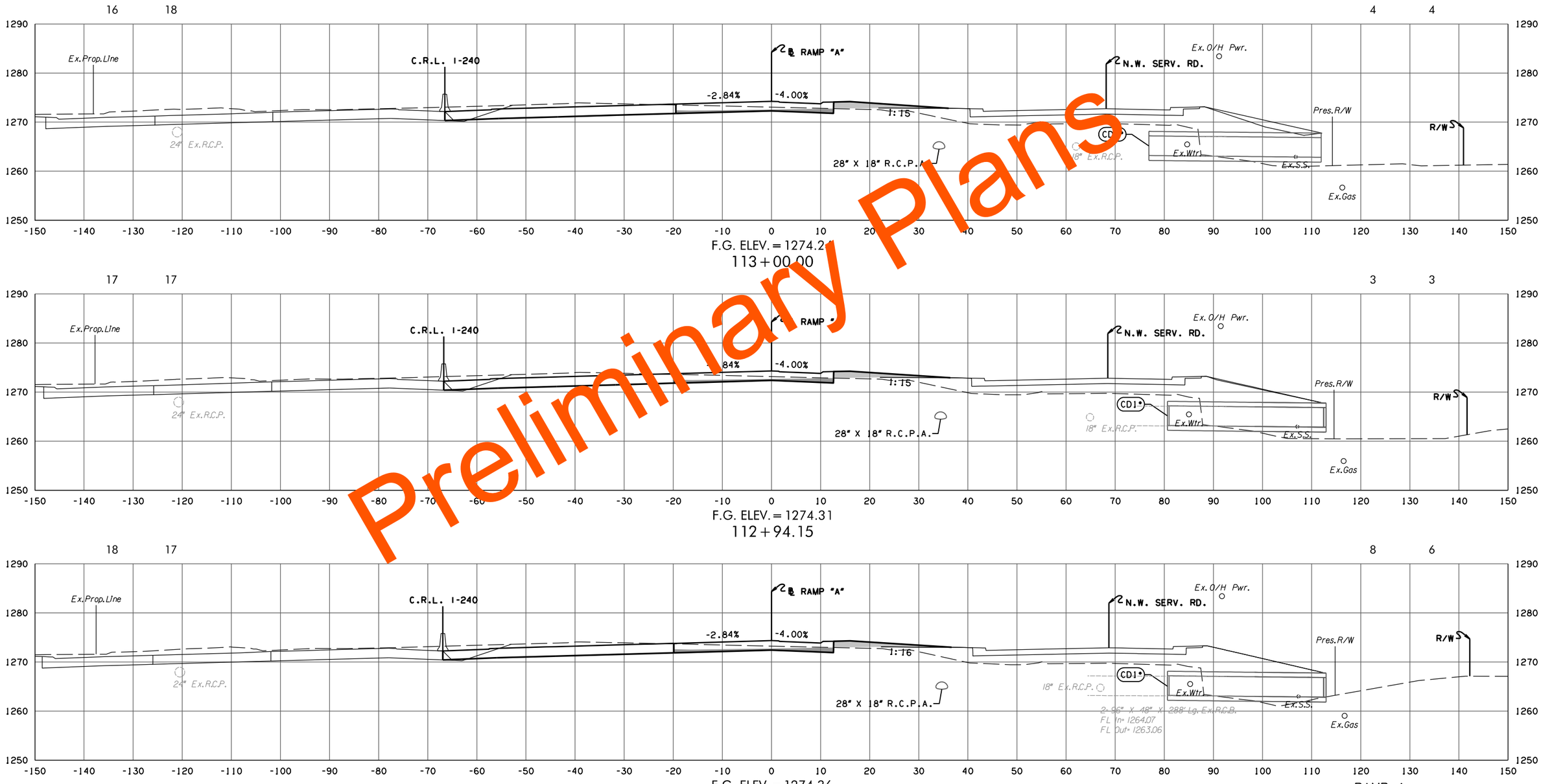
POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

3/4/2024

AREA
CUT FILL

VOLUME
CUT FILL



Preliminary Plans

RAMP A

PHASE 4

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X145

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R/W & U/E PURCHASED UNDER JP 09032(05)

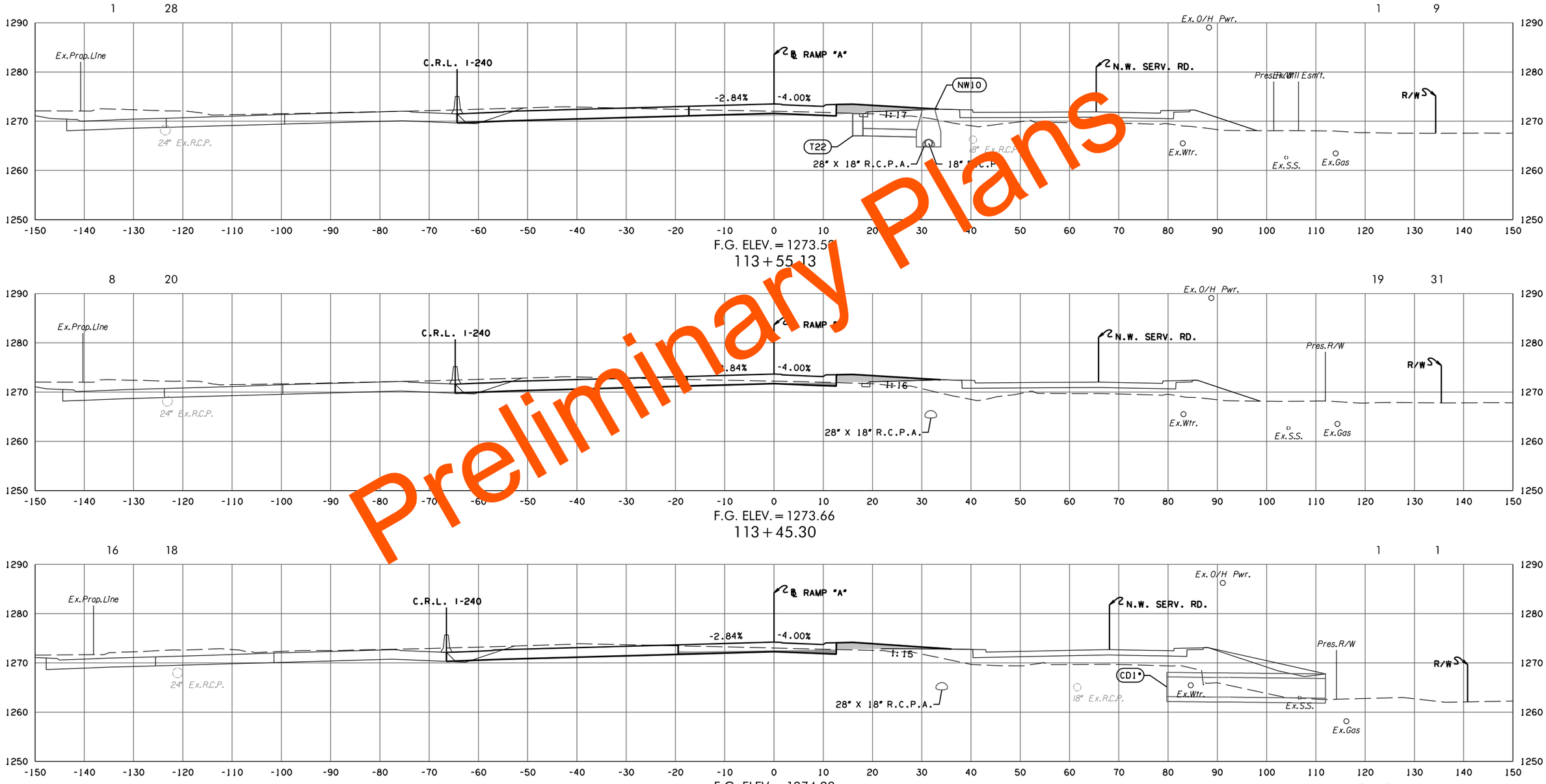
POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

3/4/2024

AREA
CUT FILL

VOLUME
CUT FILL



Preliminary Plans

RAMP A

PHASE 4

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X146

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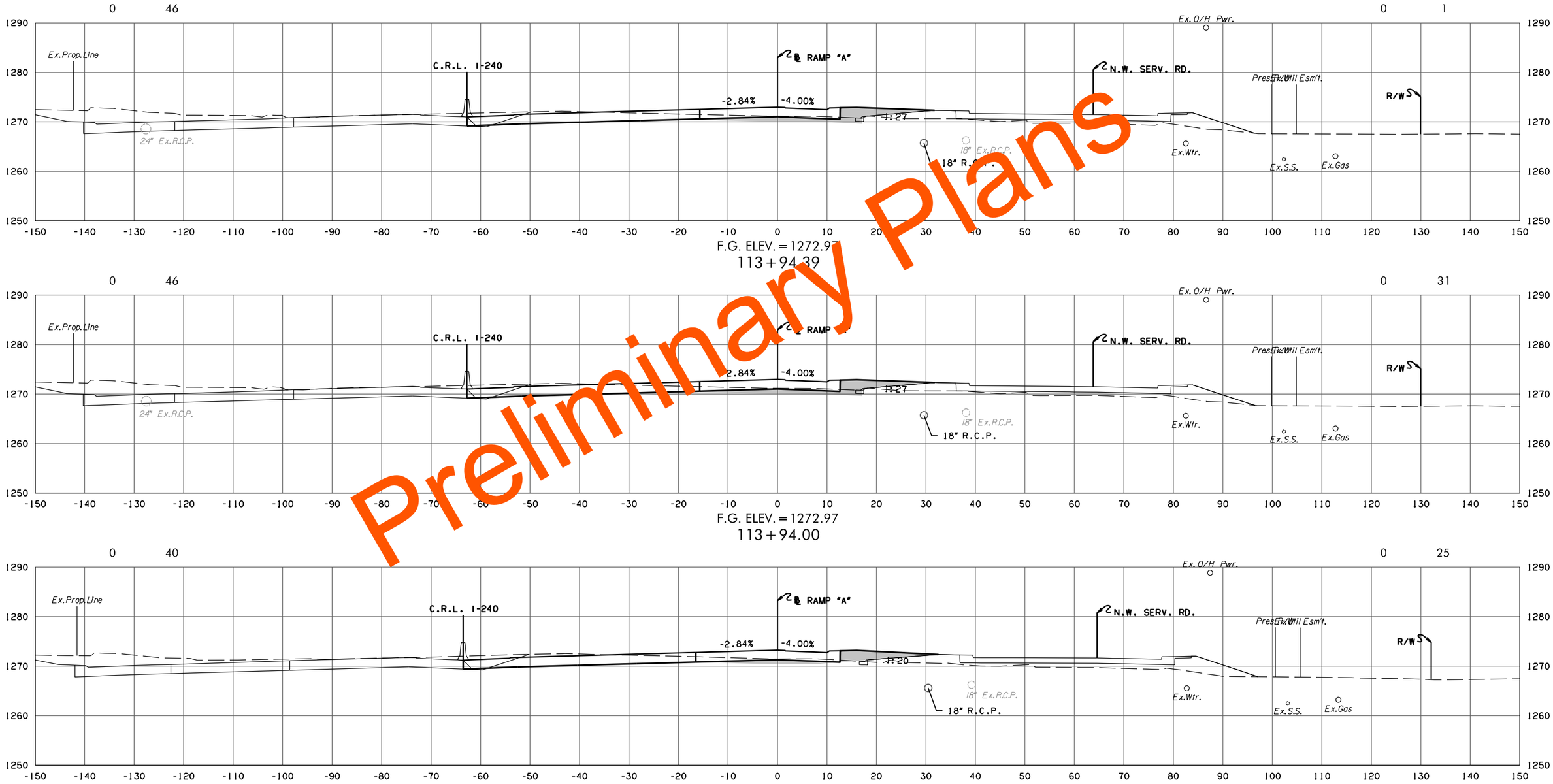
POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

3/4/2024

AREA
CUT FILL

VOLUME
CUT FILL



F.G. ELEV. = 1272.97
113+94.39

F.G. ELEV. = 1272.97
113+94.00

F.G. ELEV. = 1273.25
113+74.70

RAMP A

PHASE 4

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X147

Preliminary Plans

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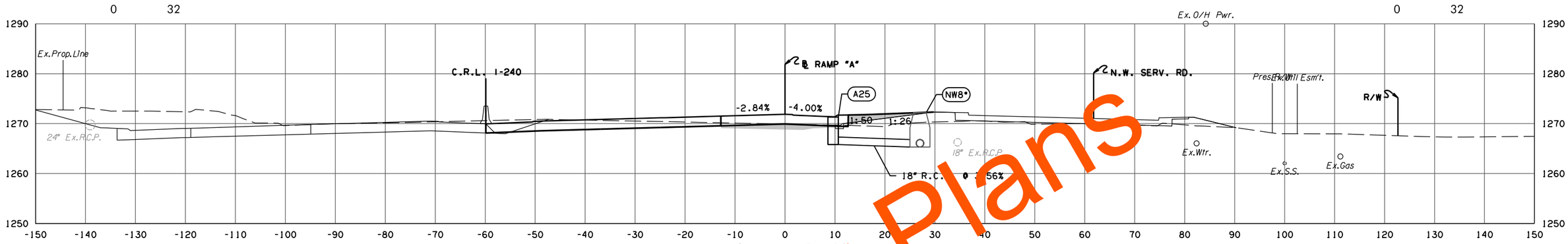
POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

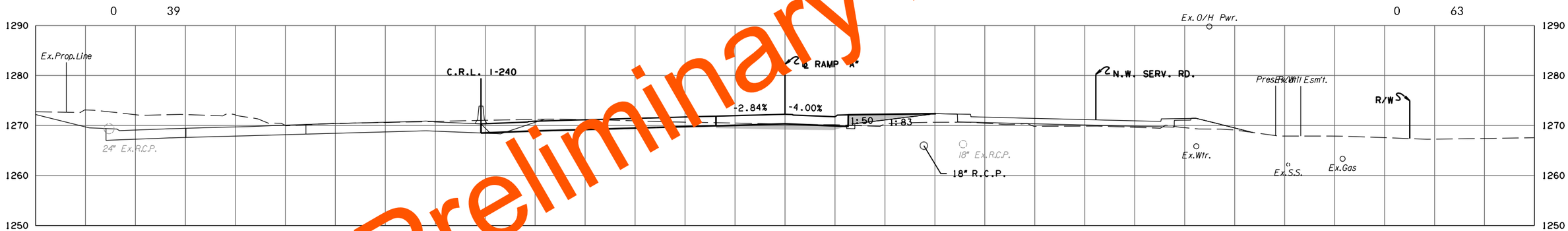
3/4/2024

AREA
CUT FILL

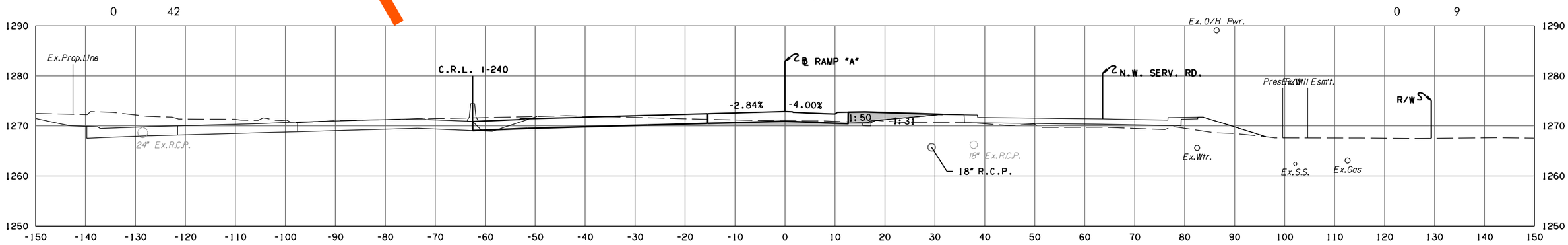
VOLUME
CUT FILL



F.G. ELEV. = 1271.8(illegible)
114 + 66.00



F.G. ELEV. = 1272.25
114 + 41.65



F.G. ELEV. = 1272.89
114 + 00.00

RAMP A

PHASE 4

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X148

Preliminary Plans

3/4/2024 3:57:42 PM
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R/W & U/E PURCHASED UNDER JP 09032(05)

POE & ASSOCIATES, OKLAHOMA CITY, OK.

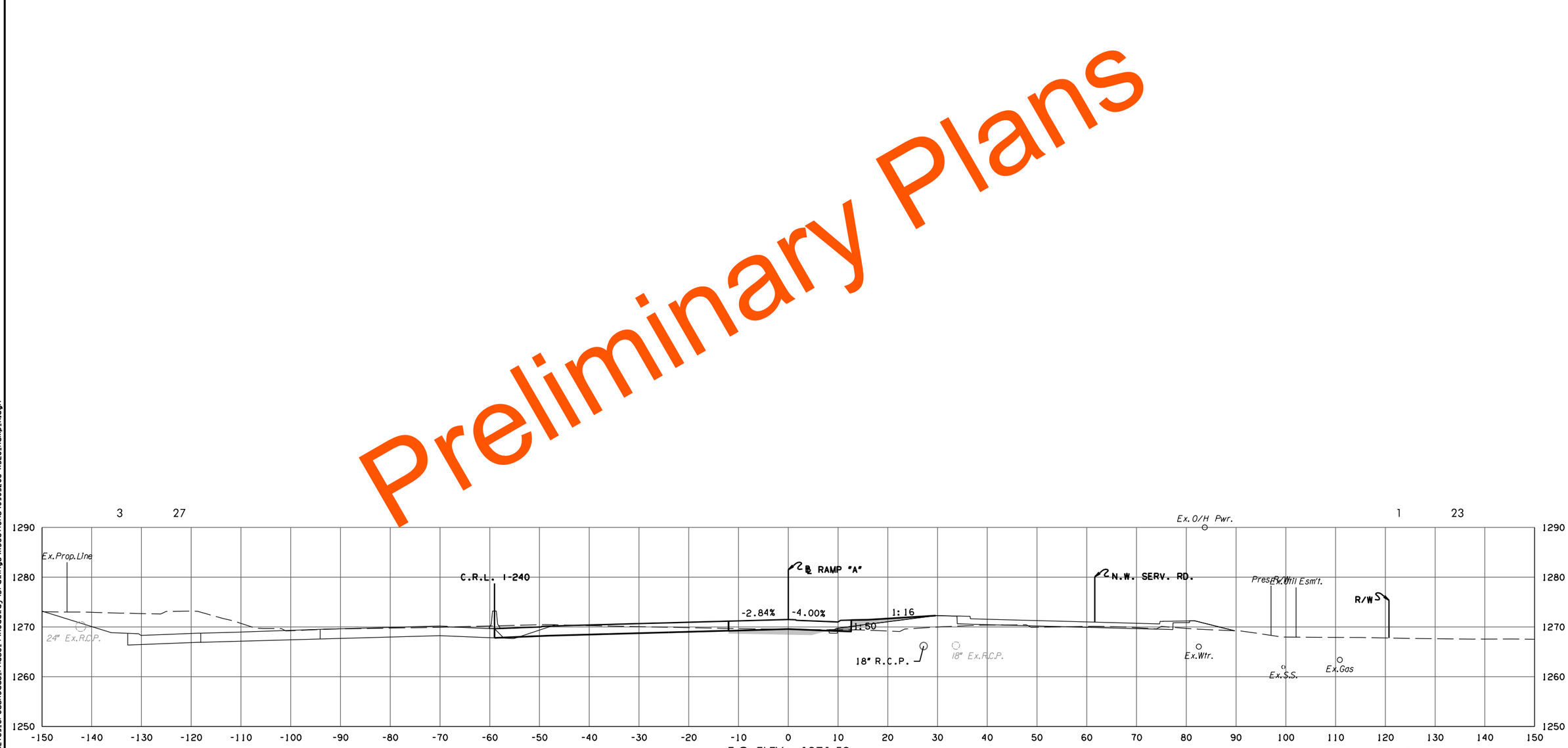
90% PLAN SUBMITTAL

3/4/2024

AREA
CUT FILL

VOLUME
CUT FILL

Preliminary Plans



F.G. ELEV. = 1271.52
114+86.64
END CONSTRUCTION END SUPER ROTATION

RAMP A PHASE 4

STATE JOB NO. 09032(08)
OKLAHOMA COUNTY SHEET NO. X149

3/4/2024 3:57:43 PM
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R/W & U/E PURCHASED UNDER JP 09032(05)

POE & ASSOCIATES, OKLAHOMA CITY, OK.

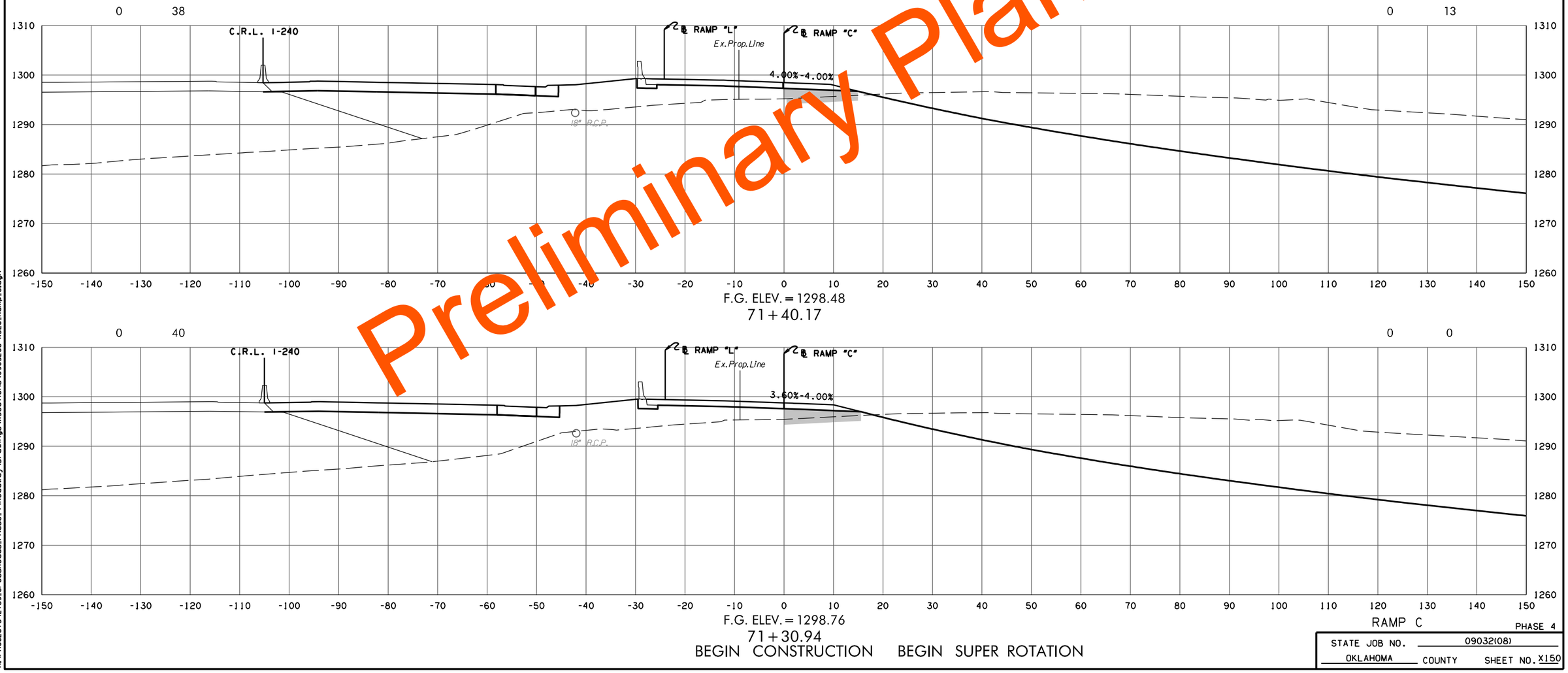
90% PLAN SUBMITTAL

3/4/2024

AREA
CUT FILL

VOLUME
CUT FILL

Preliminary Plans



RAMP C

PHASE 4

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X150

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(CAUTION) THE LOCATION OF ALL UTILITIES AS SHOWN ARE APPROXIMATE. DUE TO RELOCATION'S PLANNED OR PRESENTLY UNDER CONSTRUCTION THERE ARE SOME UTILITIES THAT WILL BE RELOCATED AND NOT SHOWN ON THESE PLANS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE TO ALL UTILITIES.

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R/W & U/E PURCHASED UNDER JP 09032(05)

POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

3/4/2024

AREA
CUT FILL

VOLUME
CUT FILL



Preliminary Plans

RAMP C

PHASE 4

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X151

3/4/2024 3:57:45 PM
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(CAUTION) THE LOCATION OF ALL UTILITIES AS SHOWN ARE APPROXIMATE. DUE TO RELOCATION'S PLANNED OR PRESENTLY UNDER CONSTRUCTION THERE ARE SOME UTILITIES THAT WILL BE RELOCATED AND NOT SHOWN ON THESE PLANS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE TO ALL UTILITIES.

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R/W & U/E PURCHASED UNDER JP 09032(05)

POE & ASSOCIATES, OKLAHOMA CITY, OK.

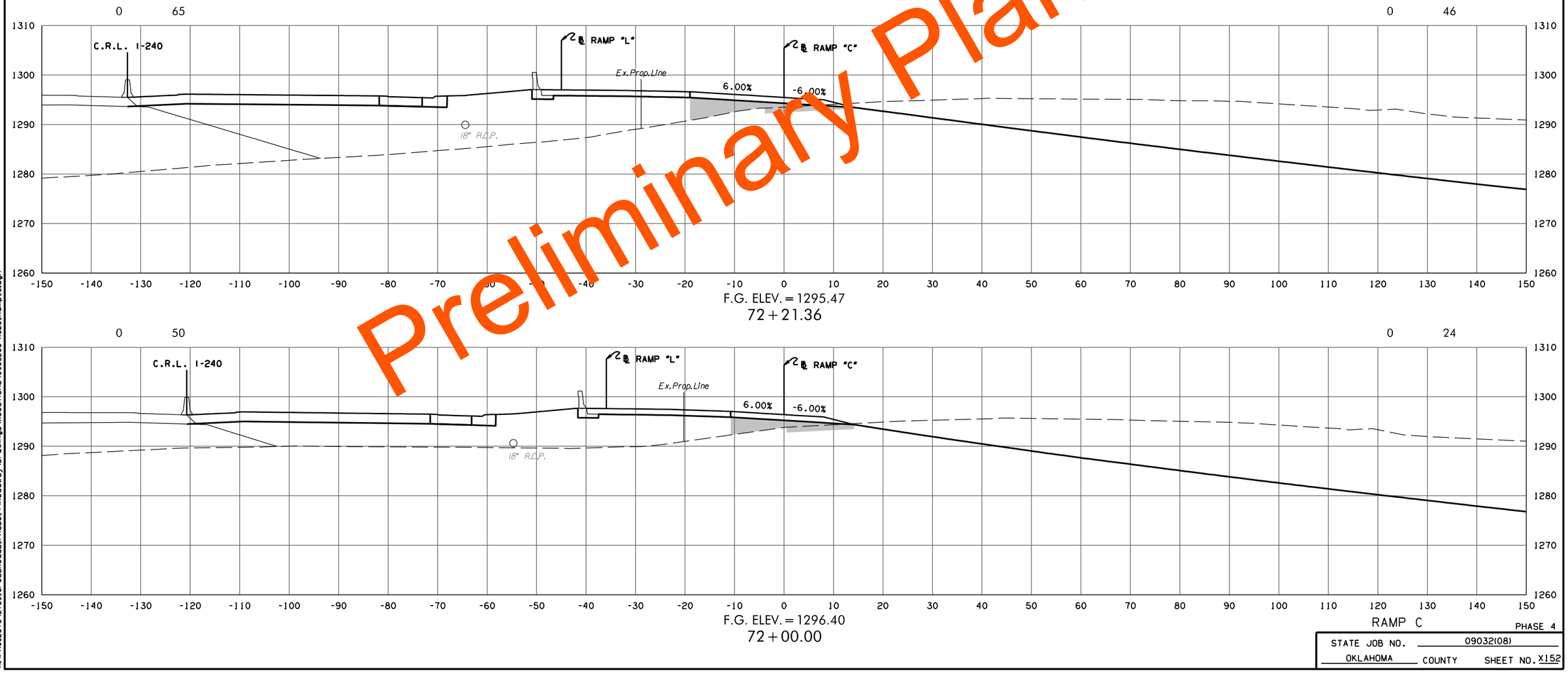
90% PLAN SUBMITTAL

3/4/2024

AREA
CUT FILL

VOLUME
CUT FILL

Preliminary Plans



F.G. ELEV. = 1295.47
72 + 21.36

F.G. ELEV. = 1296.40
72 + 00.00

RAMP C

PHASE 4

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X152

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(CAUTION) THE LOCATION OF ALL UTILITIES AS SHOWN ARE APPROXIMATE. DUE TO RELOCATION'S PLANNED OR PRESENTLY UNDER CONSTRUCTION THERE ARE SOME UTILITIES THAT WILL BE RELOCATED AND NOT SHOWN ON THESE PLANS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE TO ALL UTILITIES.

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R/W & U/E PURCHASED UNDER JP 09032(05)

POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

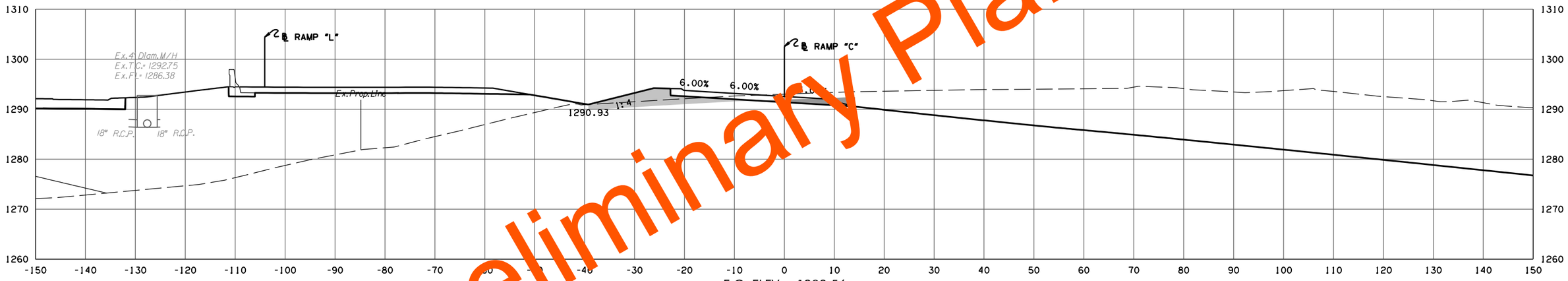
3/4/2024

AREA
CUT FILL

VOLUME
CUT FILL

Preliminary Plans

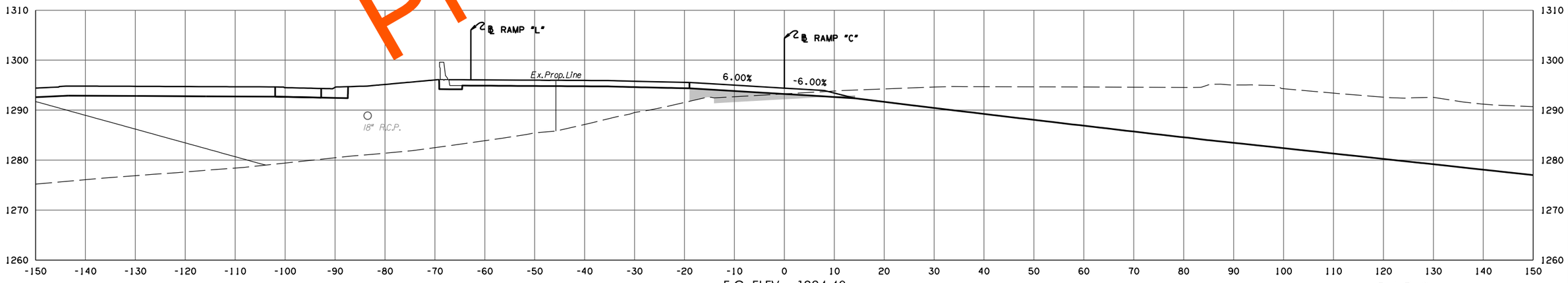
19 58



F.G. ELEV. = 1292.56
72 + 93.55

16 78

1 41



F.G. ELEV. = 1294.40
72 + 50.69

1 57

RAMP C

PHASE 4

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X153

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(CAUTION) THE LOCATION OF ALL UTILITIES AS SHOWN ARE APPROXIMATE. DUE TO RELOCATION'S PLANNED OR PRESENTLY UNDER CONSTRUCTION THERE ARE SOME UTILITIES THAT WILL BE RELOCATED AND NOT SHOWN ON THESE PLANS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE TO ALL UTILITIES.

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R/W & U/E PURCHASED UNDER JP 09032(05)

POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

3/4/2024

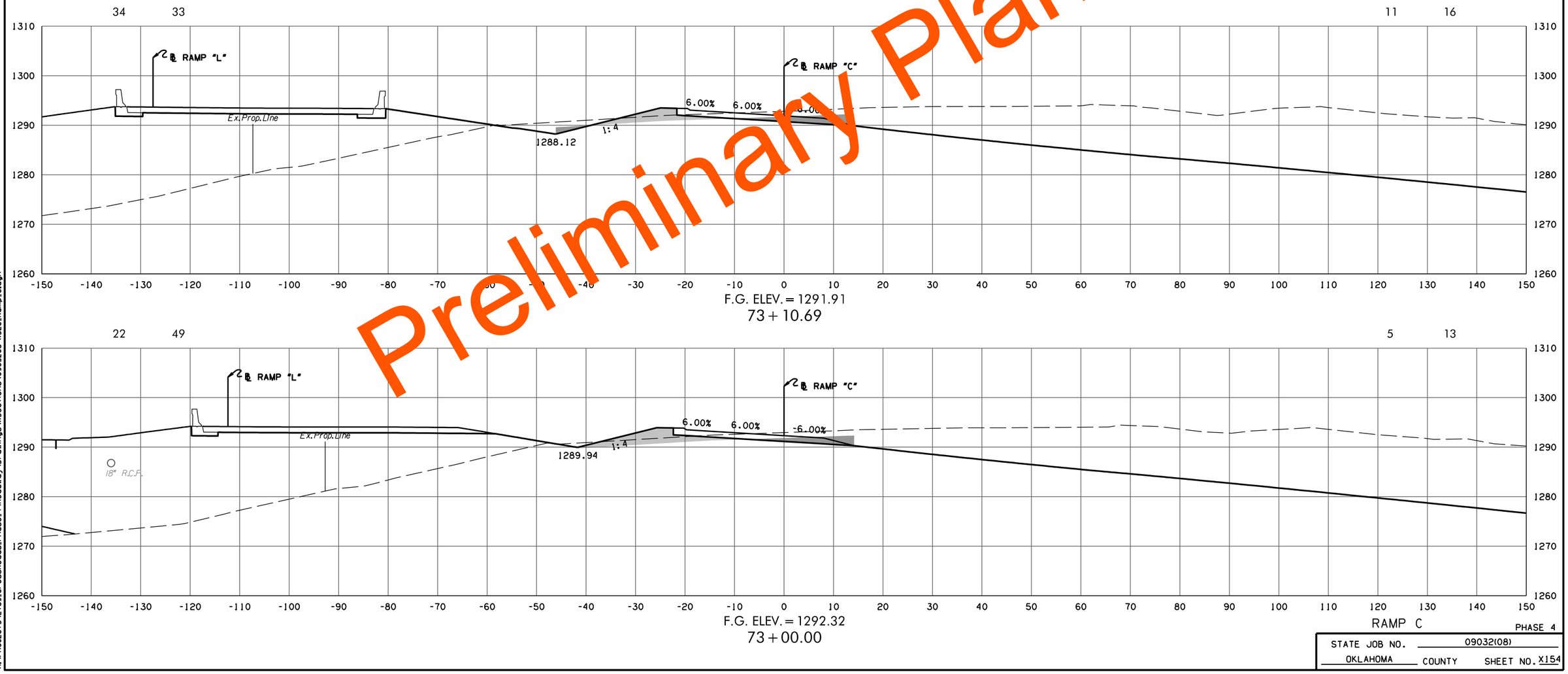
AREA

CUT FILL

VOLUME

CUT FILL

Preliminary Plans



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PHASE 4

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X154

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(CAUTION) THE LOCATION OF ALL UTILITIES AS SHOWN ARE APPROXIMATE. DUE TO RELOCATION'S PLANNED OR PRESENTLY UNDER CONSTRUCTION THERE ARE SOME UTILITIES THAT WILL BE RELOCATED AND NOT SHOWN ON THESE PLANS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE TO ALL UTILITIES.

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SEE DRAINAGE AREA MAP SHEETS FOR DRAINAGE SYMBOLOGY.

R/W & U/E PURCHASED UNDER JP 09032(05)

POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

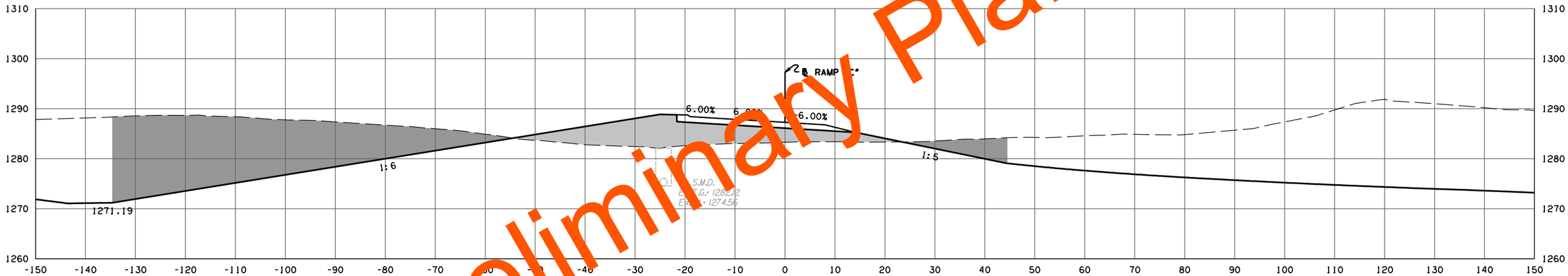
3/4/2024

AREA
CUT FILL

VOLUME
CUT FILL

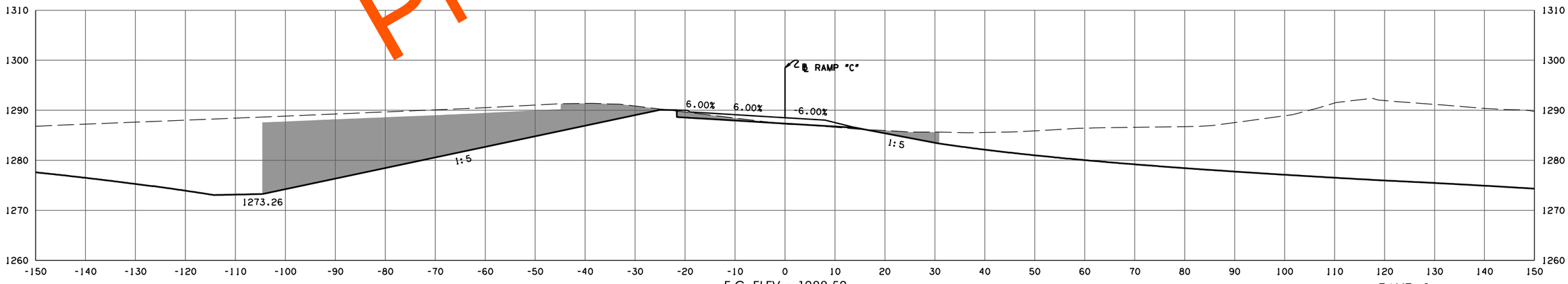
Preliminary Plans

825 250 891 153



F.G. ELEV. = 1287.27
74 + 32.76

643 2 1120 58



F.G. ELEV. = 1288.52
74 + 00.00

RAMP C

PHASE 4

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X155

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(CAUTION) THE LOCATION OF ALL UTILITIES AS SHOWN ARE APPROXIMATE. DUE TO RELOCATION'S PLANNED OR PRESENTLY UNDER CONSTRUCTION THERE ARE SOME UTILITIES THAT WILL BE RELOCATED AND NOT SHOWN ON THESE PLANS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE TO ALL UTILITIES.

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R/W & U/E PURCHASED UNDER JP 09032(05)

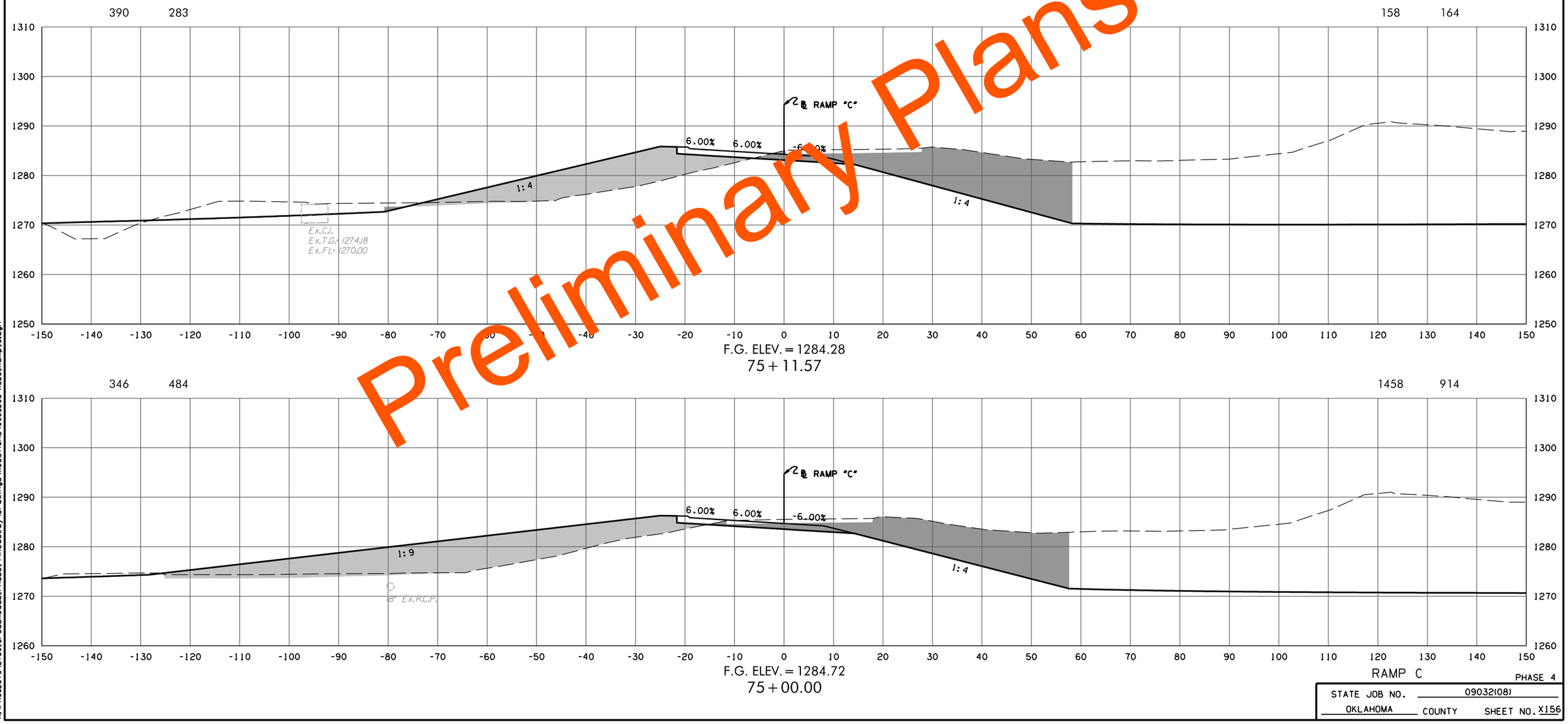
POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

3/4/2024

AREA
CUT FILL

VOLUME
CUT FILL



Preliminary Plans

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PHASE 4

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X156

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(CAUTION) THE LOCATION OF ALL UTILITIES AS SHOWN ARE APPROXIMATE. DUE TO RELOCATION'S PLANNED OR PRESENTLY UNDER CONSTRUCTION THERE ARE SOME UTILITIES THAT WILL BE RELOCATED AND NOT SHOWN ON THESE PLANS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE TO ALL UTILITIES.

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R/W & U/E PURCHASED UNDER JP 09032(05)

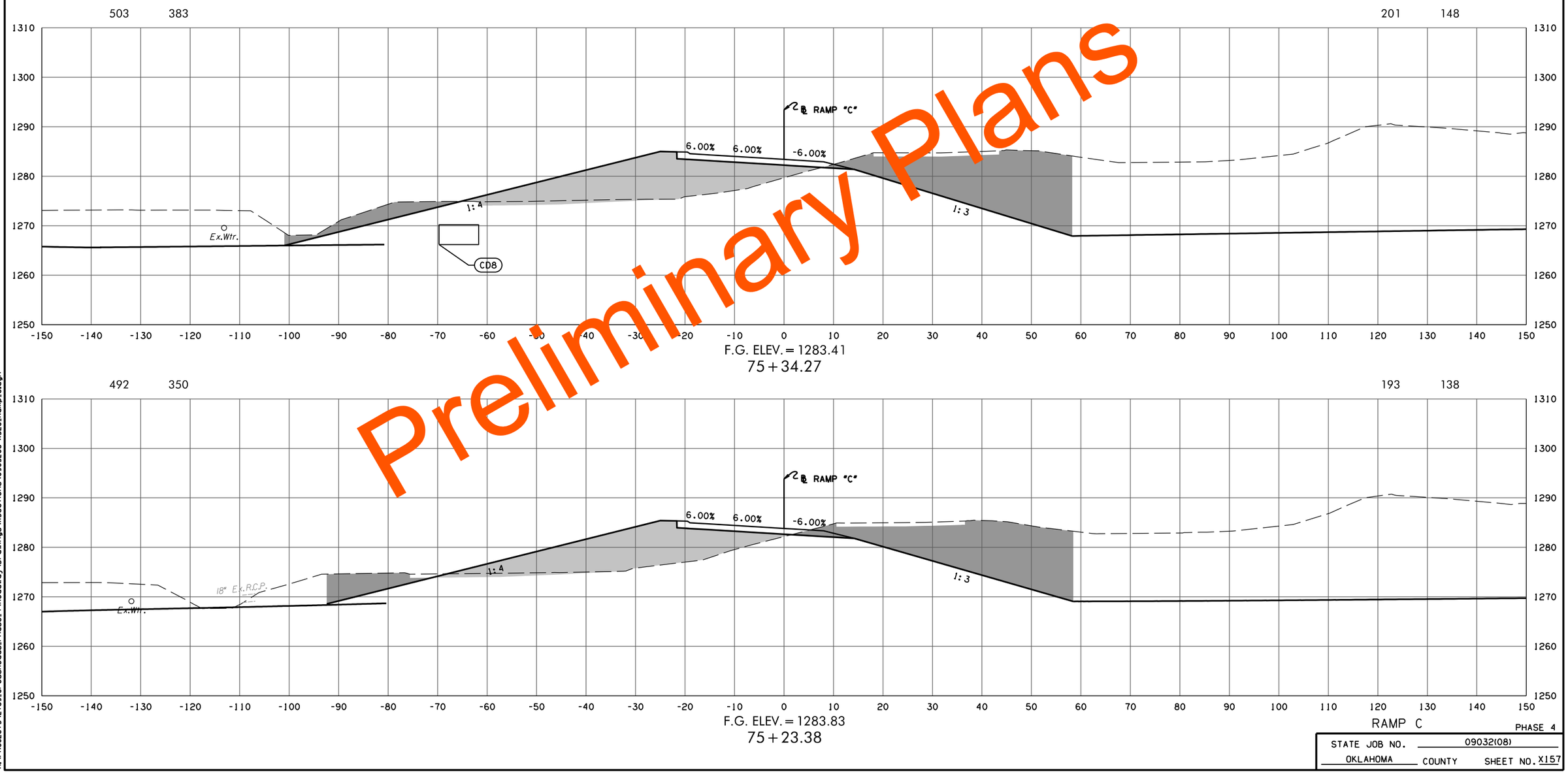
POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

3/4/2024

AREA
CUT FILL

VOLUME
CUT FILL



Preliminary Plans

RAMP C

PHASE 4

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X157

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R/W & U/E PURCHASED UNDER JP 09032(05)

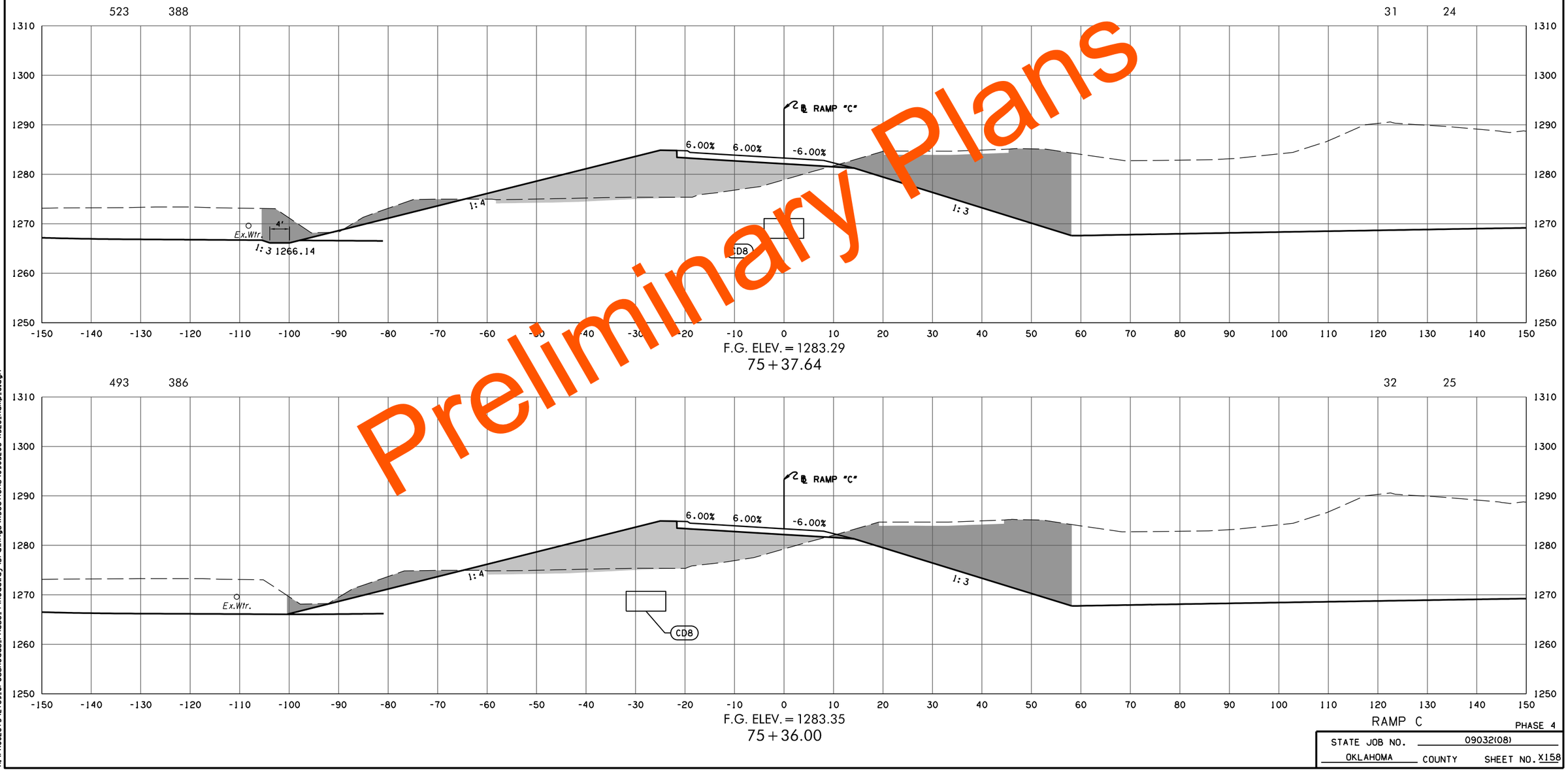
POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

3/4/2024

AREA
CUT FILL

VOLUME
CUT FILL



F.G. ELEV. = 1283.29
75 + 37.64

F.G. ELEV. = 1283.35
75 + 36.00

RAMP C

PHASE 4

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X158

Preliminary Plans

3/4/2024 3:57:50 PM
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(CAUTION) THE LOCATION OF ALL UTILITIES AS SHOWN ARE APPROXIMATE. DUE TO RELOCATION'S PLANNED OR PRESENTLY UNDER CONSTRUCTION THERE ARE SOME UTILITIES THAT WILL BE RELOCATED AND NOT SHOWN ON THESE PLANS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE TO ALL UTILITIES.

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R/W & U/E PURCHASED UNDER JP 09032(05)

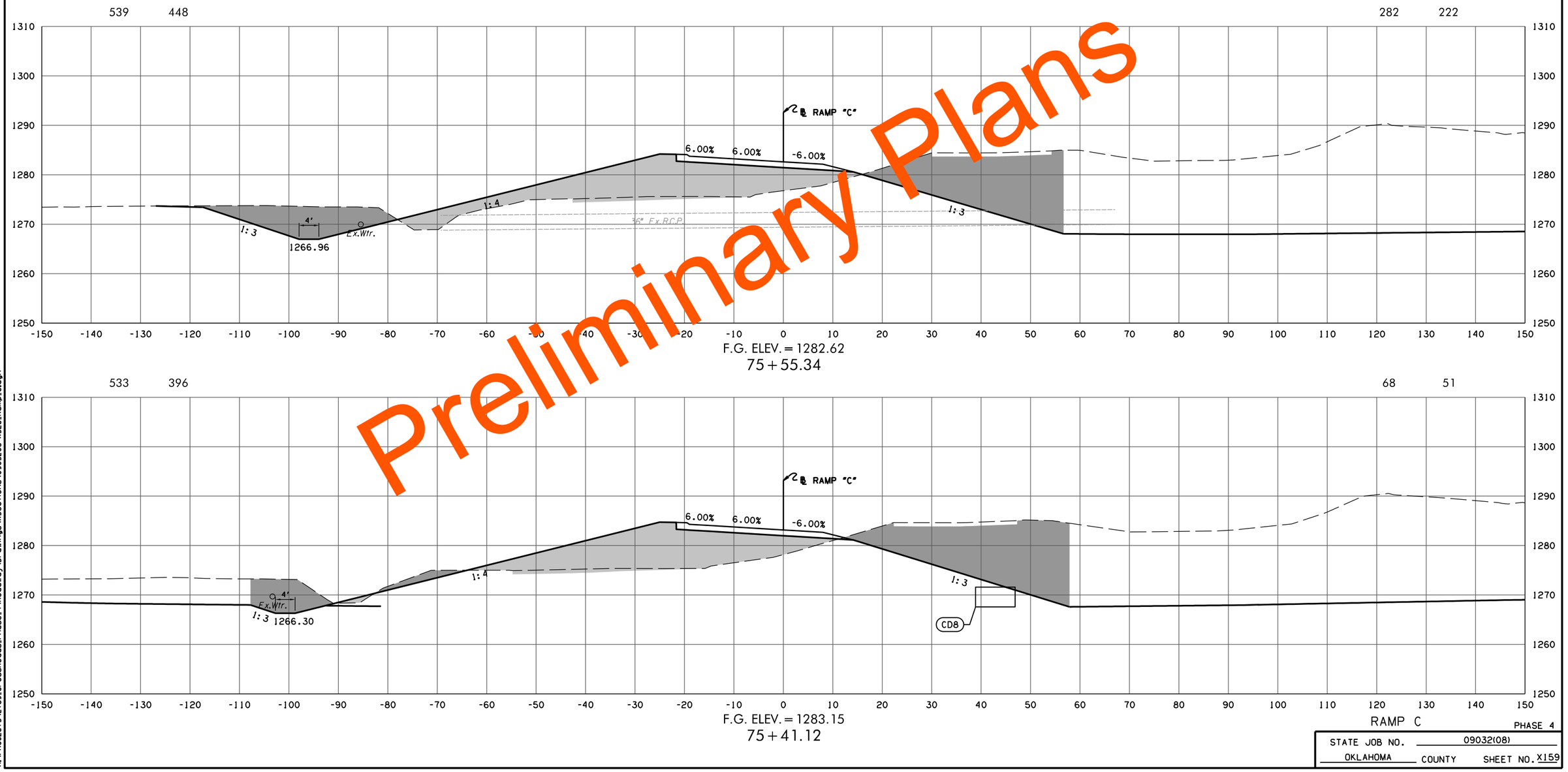
POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

3/4/2024

AREA
CUT FILL

VOLUME
CUT FILL



Preliminary Plans

RAMP C

PHASE 4

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X159

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R/W & U/E PURCHASED UNDER JP 09032(05)

POE & ASSOCIATES, OKLAHOMA CITY, OK.

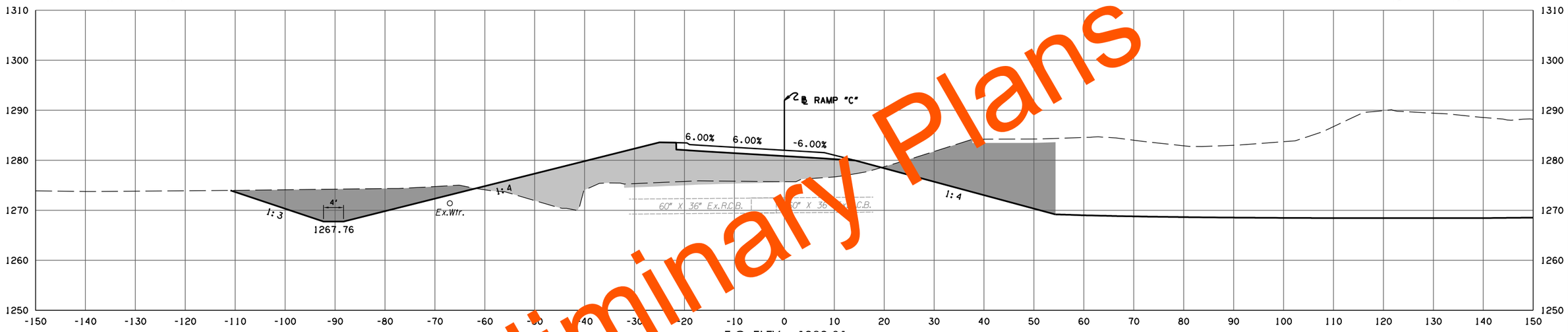
90% PLAN SUBMITTAL

3/4/2024

AREA
CUT FILL

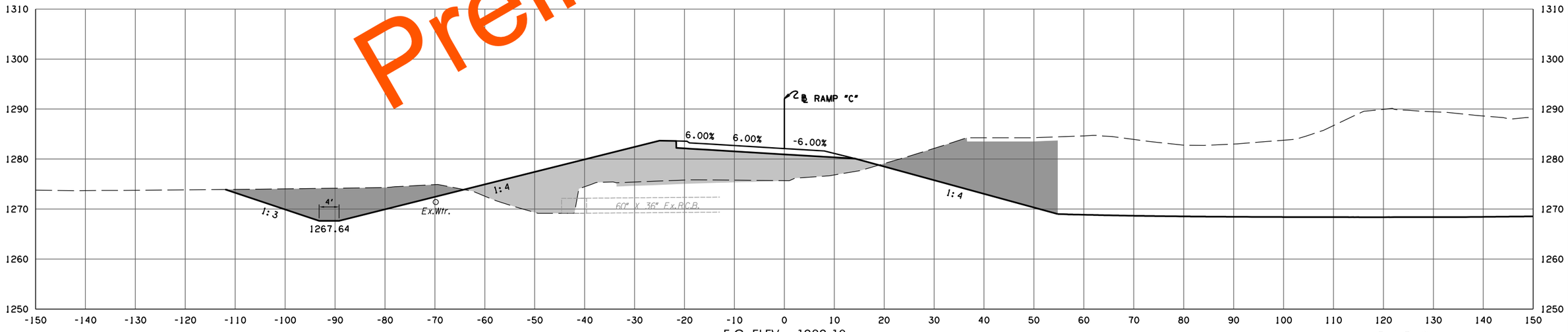
VOLUME
CUT FILL

474 434 48 45



F.G. ELEV. = 1282.01
75+72.47

488 476 275 247



F.G. ELEV. = 1282.10
75+69.77

Preliminary Plans

RAMP C

PHASE 4

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X160

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R/W & U/E PURCHASED UNDER JP 09032(05)

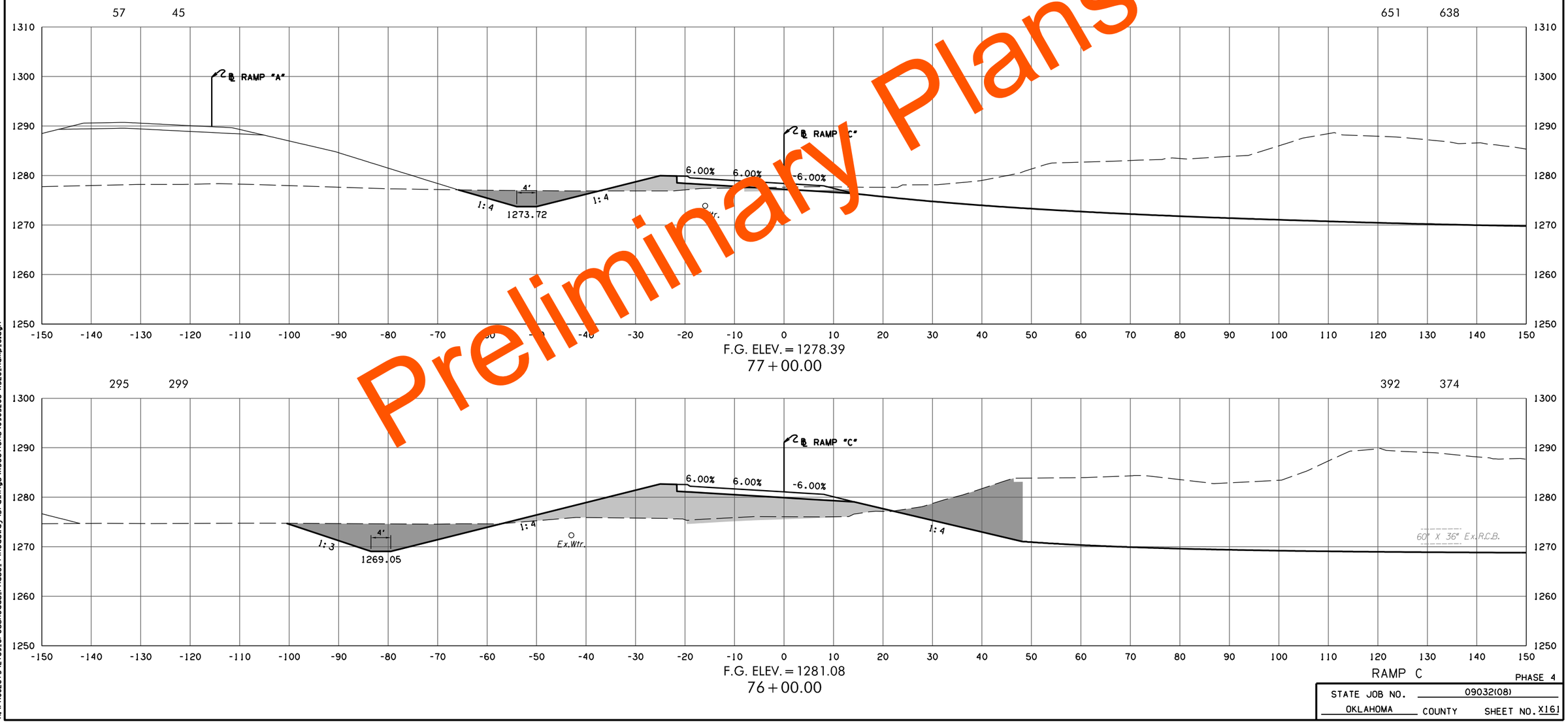
POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

3/4/2024

AREA
CUT FILL

VOLUME
CUT FILL



Preliminary Plans

RAMP C

PHASE 4

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X161

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R/W & U/E PURCHASED UNDER JP 09032(05)

POE & ASSOCIATES, OKLAHOMA CITY, OK.

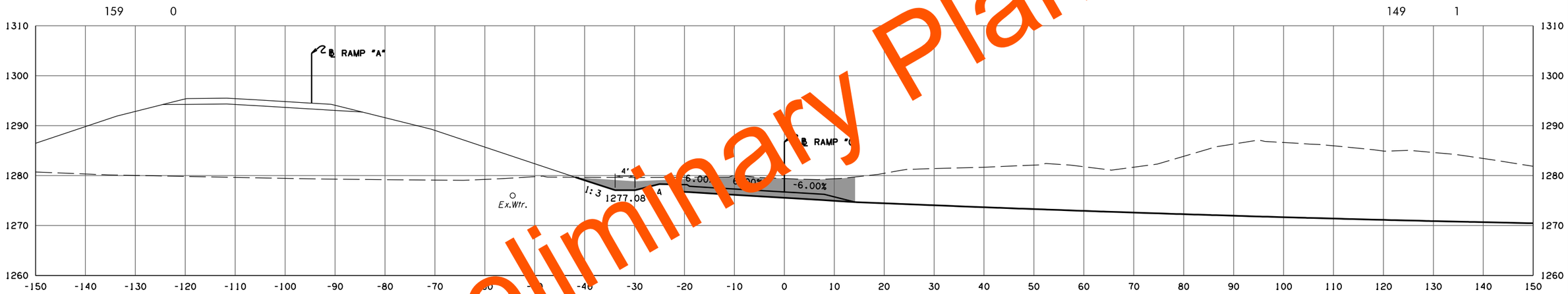
90% PLAN SUBMITTAL

3/4/2024

AREA
CUT FILL

VOLUME
CUT FILL

Preliminary Plans



F.G. ELEV. = 1276.72
78 + 00.00

109 2
214 61

F.G. ELEV. = 1277.11
77 + 70.00

RAMP C

PHASE 4

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X162

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R/W & U/E PURCHASED UNDER JP 09032(05)

POE & ASSOCIATES, OKLAHOMA CITY, OK.

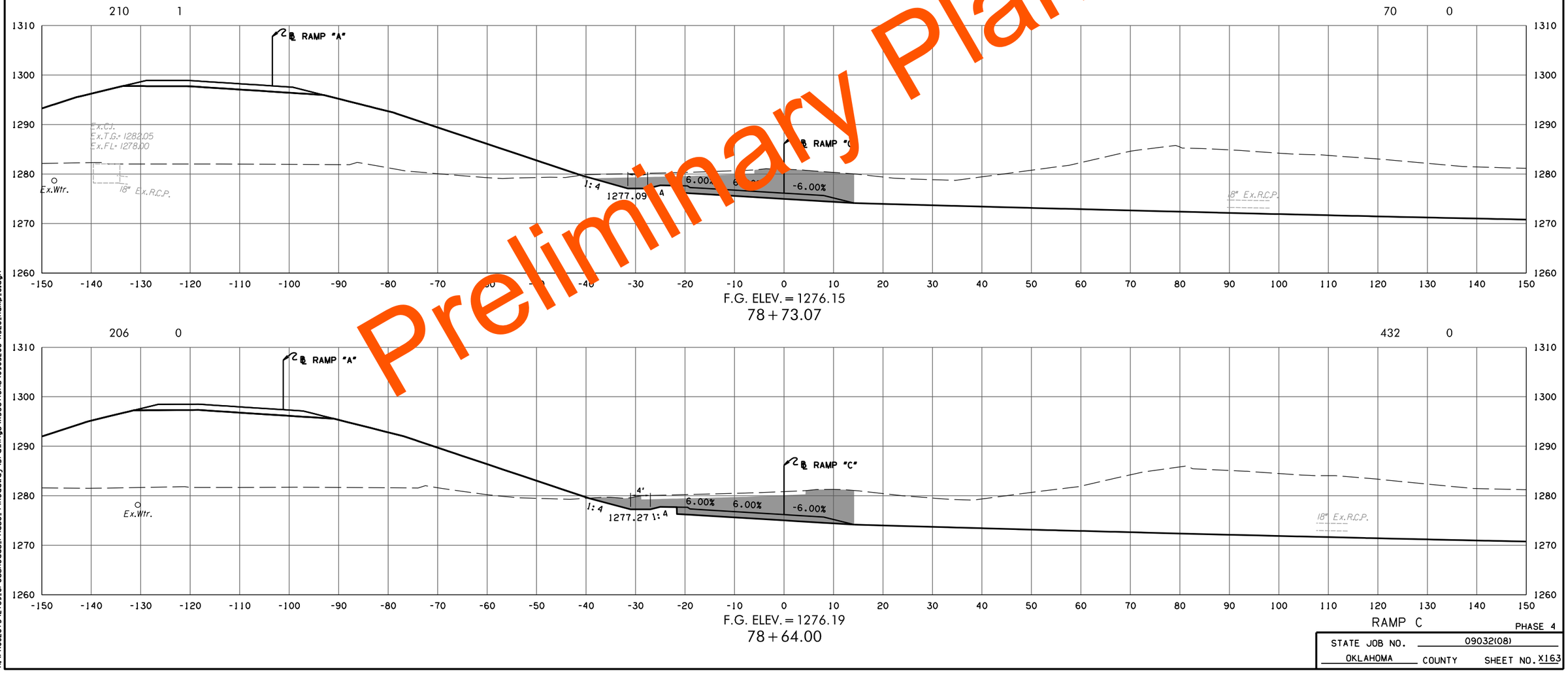
90% PLAN SUBMITTAL

3/4/2024

AREA
CUT FILL

VOLUME
CUT FILL

Preliminary Plans



RAMP C

PHASE 4

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X163

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R/W & U/E PURCHASED UNDER JP 09032(05)

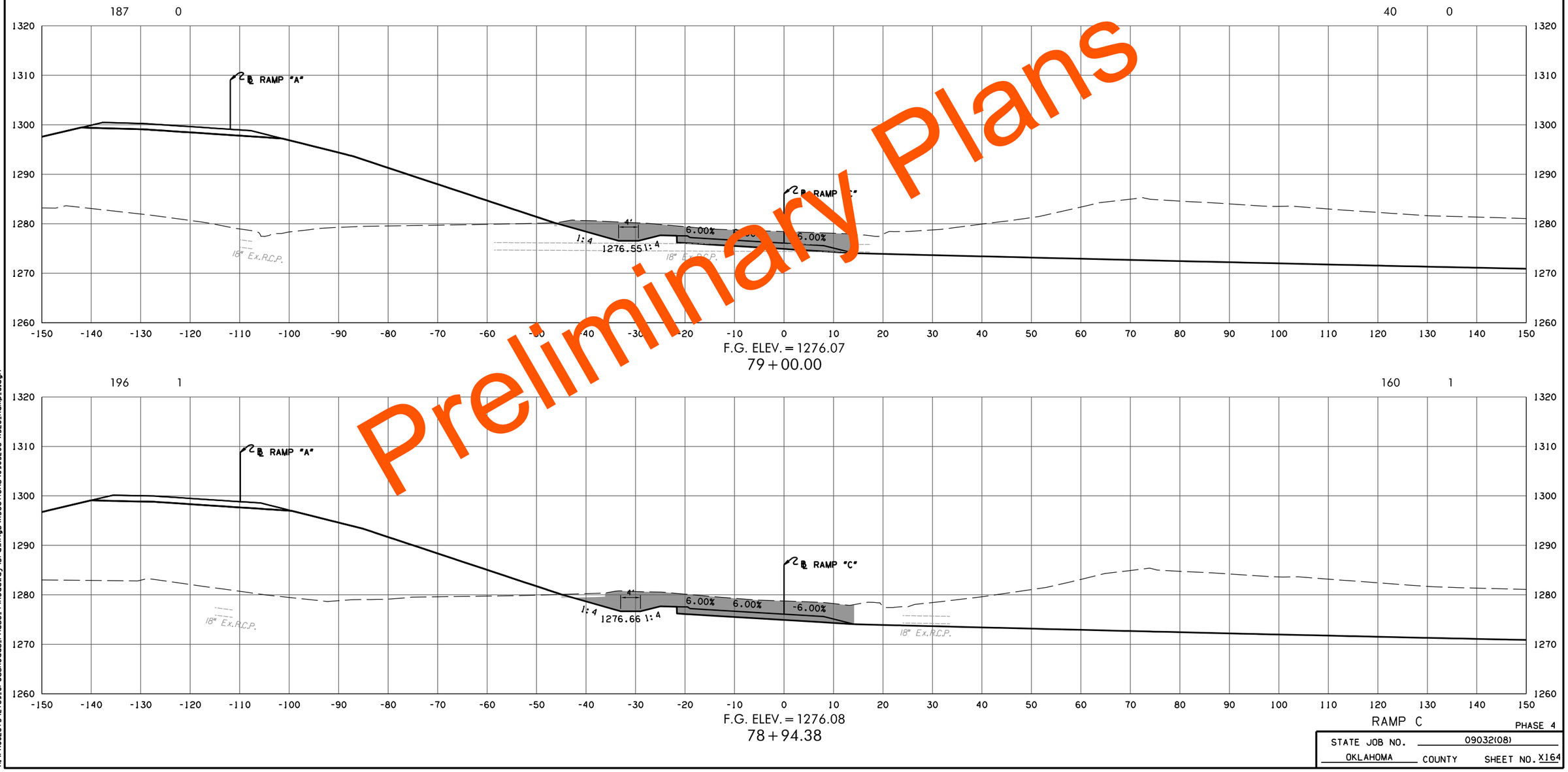
POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

3/4/2024

AREA
CUT FILL

VOLUME
CUT FILL



Preliminary Plans

RAMP C

PHASE 4

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X164

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R/W & U/E PURCHASED UNDER JP 09032(05)

POE & ASSOCIATES, OKLAHOMA CITY, OK.

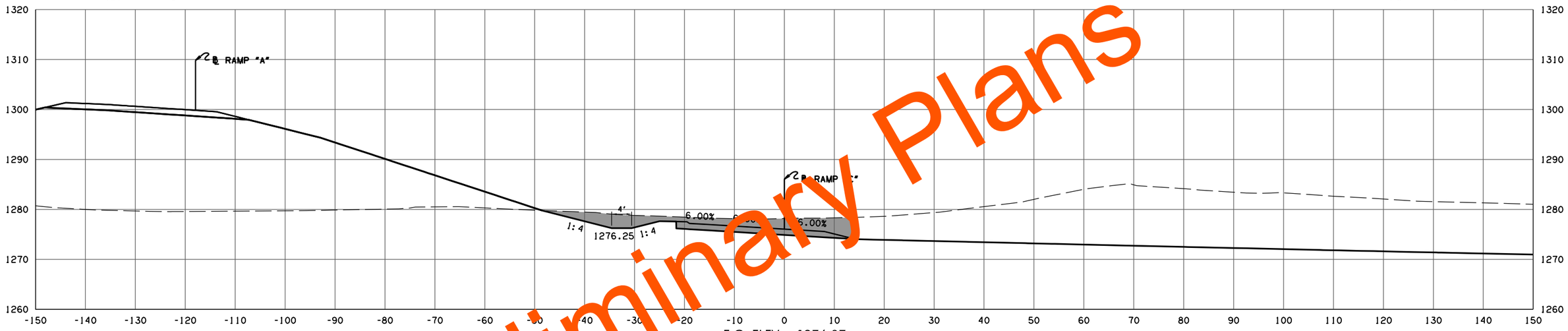
90% PLAN SUBMITTAL

3/4/2024

AREA
CUT FILL

VOLUME
CUT FILL

157 0

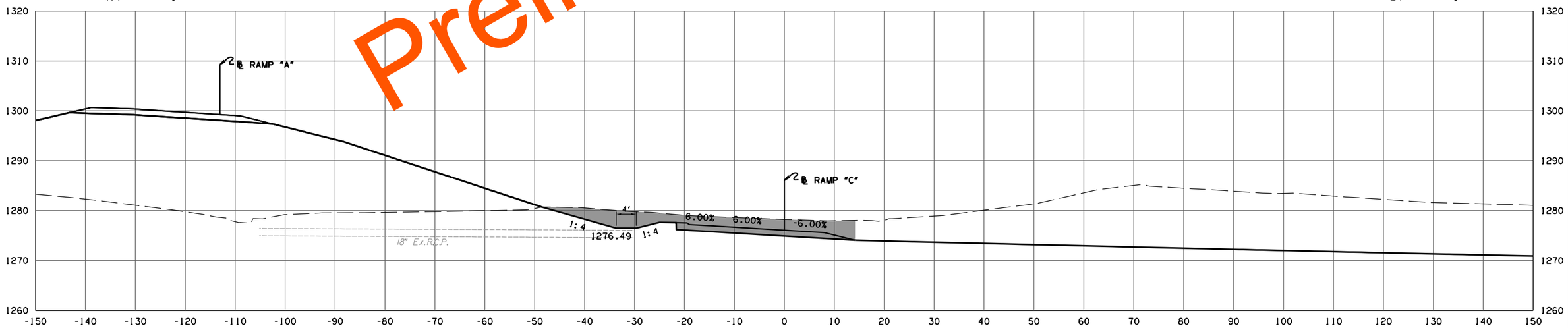


F.G. ELEV. = 1276.07
79 + 15.00

73 0

177 0

21 0



F.G. ELEV. = 1276.07
79 + 03.12

RAMP C

PHASE 4

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X165

Preliminary Plans

3/4/2024 3:57:55 PM
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R/W & U/E PURCHASED UNDER JP 09032(05)

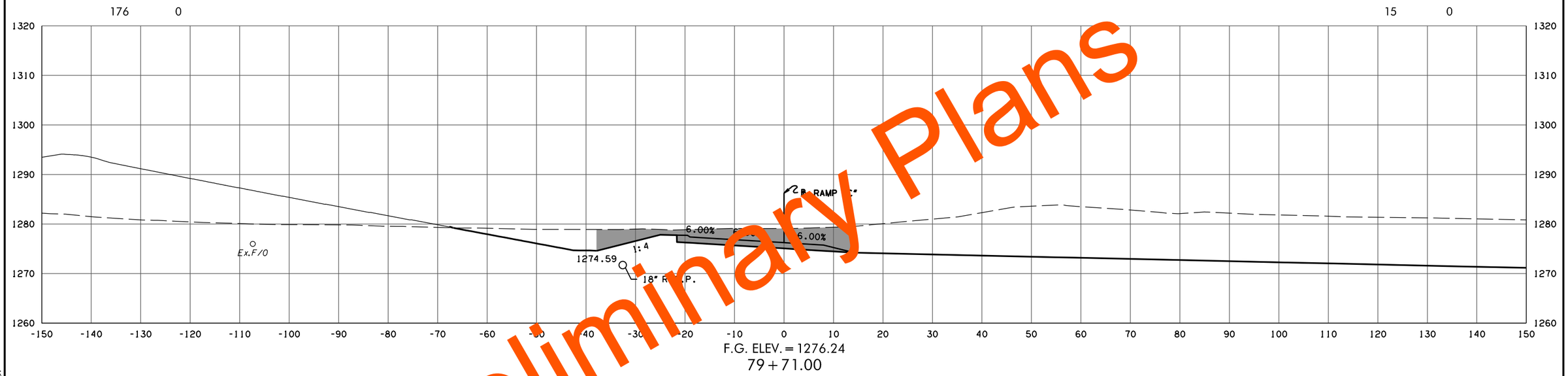
POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

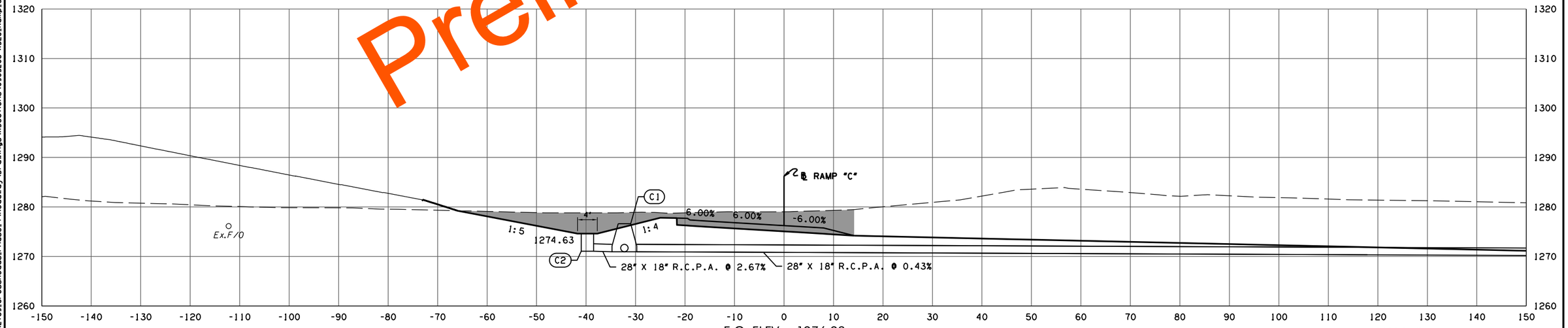
3/4/2024

AREA
CUT FILL

VOLUME
CUT FILL



F.G. ELEV. = 1276.24
79+71.00



F.G. ELEV. = 1276.23
79+69.00

RAMP C

PHASE 4

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X166

Preliminary Plans

3/4/2024 3:57:56 PM
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(CAUTION) THE LOCATION OF ALL UTILITIES AS SHOWN ARE APPROXIMATE. DUE TO RELOCATION'S PLANNED OR PRESENTLY UNDER CONSTRUCTION THERE ARE SOME UTILITIES THAT WILL BE RELOCATED AND NOT SHOWN ON THESE PLANS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE TO ALL UTILITIES.

DEPTH & LOCATION OF EXISTING UTILITIES SHALL BE FIELD VERIFIED BY THE CONTRACTOR PRIOR TO CONSTRUCTION.

SEE DRAINAGE AREA MAP SHEETS FOR DRAINAGE SYMBOLOGY.

R/W & U/E PURCHASED UNDER JP 09032(05)

POE & ASSOCIATES, OKLAHOMA CITY, OK.

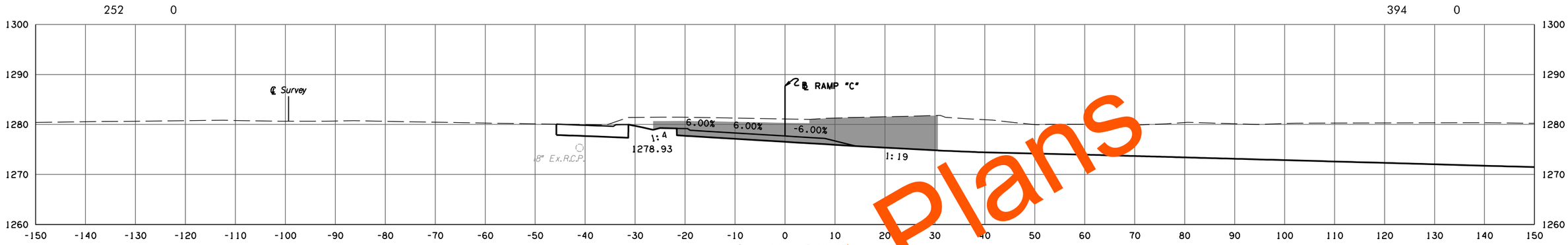
90% PLAN SUBMITTAL

3/4/2024

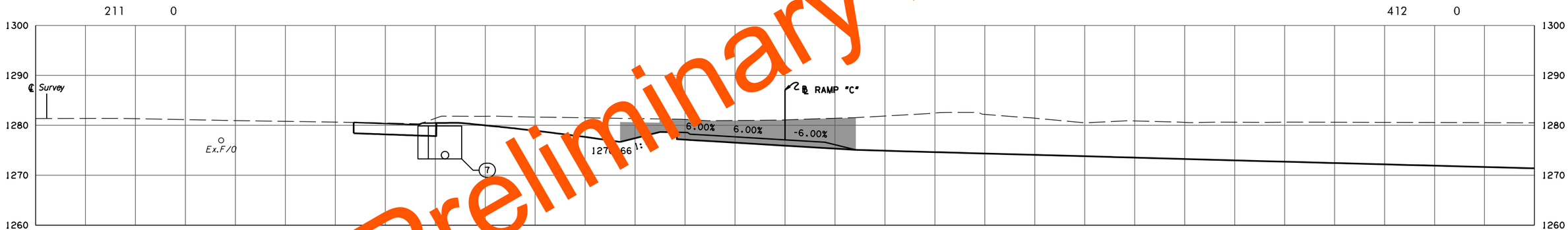
Preliminary Plans

AREA
CUT FILL

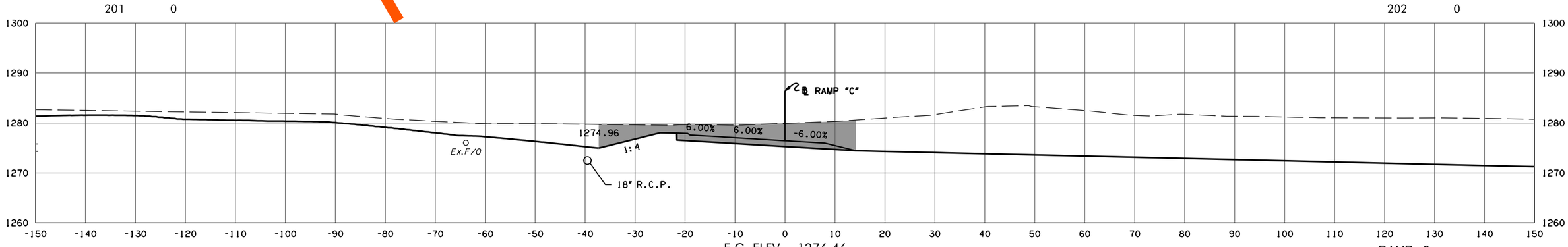
VOLUME
CUT FILL



F.G. ELEV. = 1277.7[illegible]
81+00.00



F.G. ELEV. = 1277.09
80+54.10



F.G. ELEV. = 1276.46
80+00.00

RAMP C

PHASE 4

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X167

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(CAUTION) THE LOCATION OF ALL UTILITIES AS SHOWN ARE APPROXIMATE. DUE TO RELOCATION'S PLANNED OR PRESENTLY UNDER CONSTRUCTION THERE ARE SOME UTILITIES THAT WILL BE RELOCATED AND NOT SHOWN ON THESE PLANS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE TO ALL UTILITIES.

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SEE DRAINAGE AREA MAP SHEETS FOR DRAINAGE SYMBOLOGY.

R/W & U/E PURCHASED UNDER JP 09032(05)

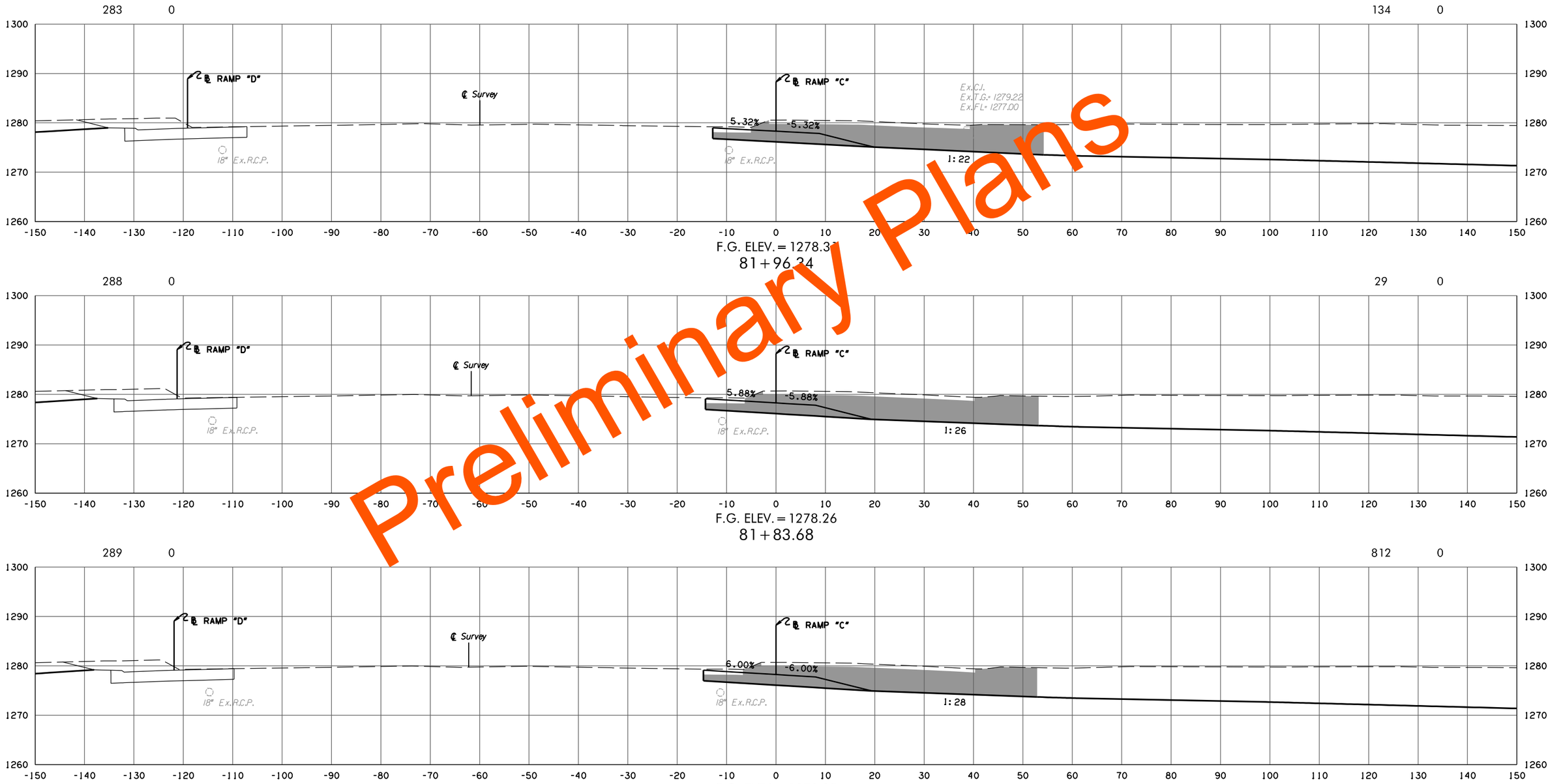
POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

3/4/2024

AREA
CUT FILL

VOLUME
CUT FILL



Preliminary Plans

RAMP C

PHASE 4

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X168

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(CAUTION) THE LOCATION OF ALL UTILITIES AS SHOWN ARE APPROXIMATE. DUE TO RELOCATION'S PLANNED OR PRESENTLY UNDER CONSTRUCTION THERE ARE SOME UTILITIES THAT WILL BE RELOCATED AND NOT SHOWN ON THESE PLANS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE TO ALL UTILITIES.

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R/W & U/E PURCHASED UNDER JP 09032(05)

POE & ASSOCIATES, OKLAHOMA CITY, OK.

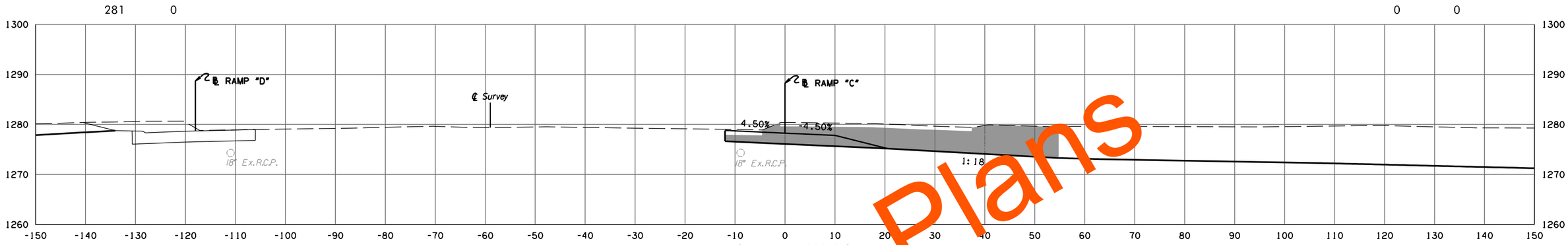
90% PLAN SUBMITTAL

3/4/2024

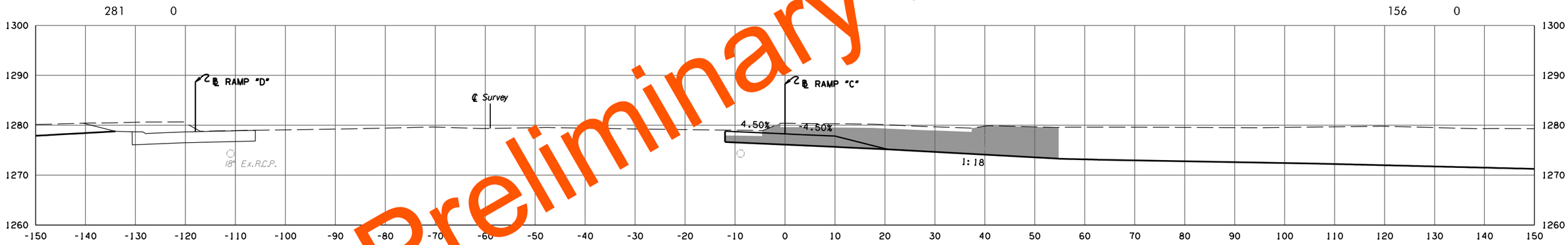
Preliminary Plans

AREA
CUT FILL

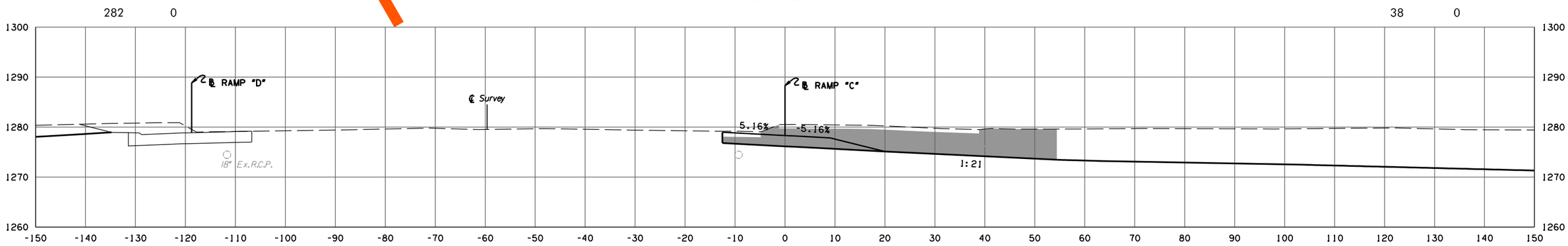
VOLUME
CUT FILL



F.G. ELEV. = 1278.27
82 + 15.04



F.G. ELEV. = 1278.27
82 + 15.00



F.G. ELEV. = 1278.32
82 + 00.00

RAMP C

PHASE 4

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X169

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(CAUTION) THE LOCATION OF ALL UTILITIES AS SHOWN ARE APPROXIMATE. DUE TO RELOCATION'S PLANNED OR PRESENTLY UNDER CONSTRUCTION THERE ARE SOME UTILITIES THAT WILL BE RELOCATED AND NOT SHOWN ON THESE PLANS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE TO ALL UTILITIES.

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SEE DRAINAGE AREA MAP SHEETS FOR DRAINAGE SYMBOLOGY.

R/W & U/E PURCHASED UNDER JP 09032(05)

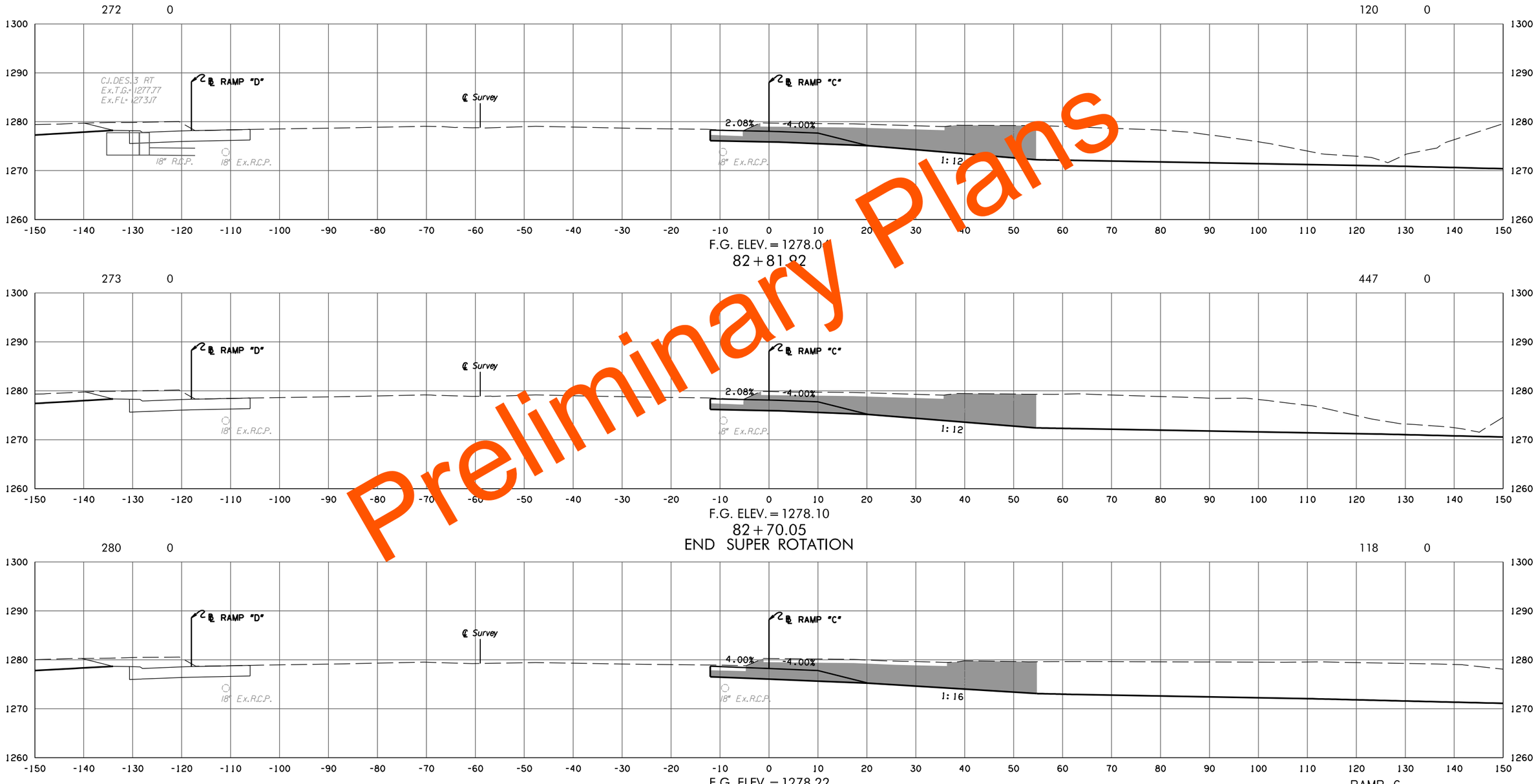
POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

3/4/2024

AREA
CUT FILL

VOLUME
CUT FILL



Preliminary Plans

RAMP C

PHASE 4

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X170

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(CAUTION) THE LOCATION OF ALL UTILITIES AS SHOWN ARE APPROXIMATE. DUE TO RELOCATION'S PLANNED OR PRESENTLY UNDER CONSTRUCTION THERE ARE SOME UTILITIES THAT WILL BE RELOCATED AND NOT SHOWN ON THESE PLANS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE TO ALL UTILITIES.

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SEE DRAINAGE AREA MAP SHEETS FOR DRAINAGE SYMBOLOGY.

R/W & U/E PURCHASED UNDER JP 09032(05)

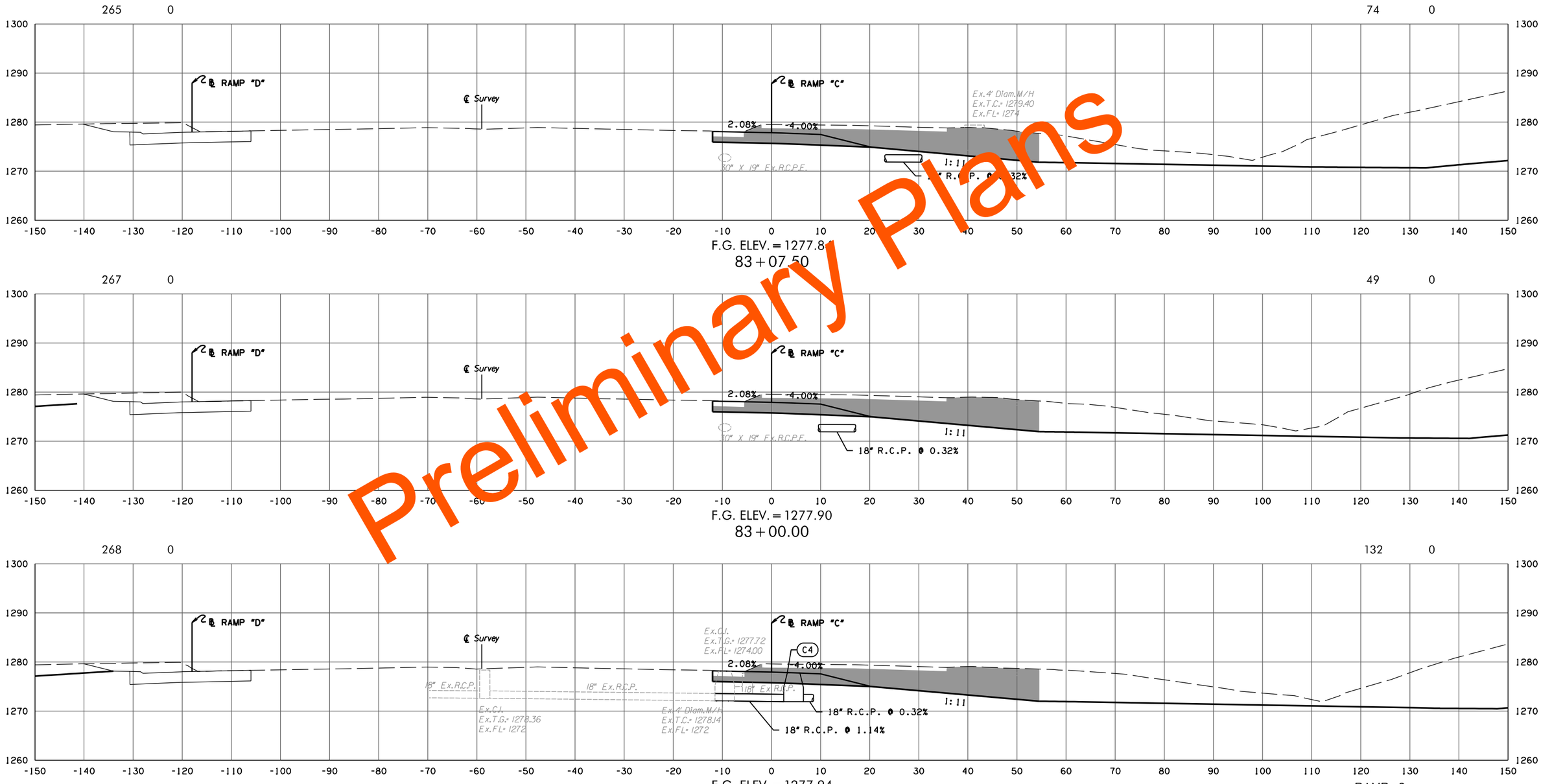
POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

3/4/2024

AREA
CUT FILL

VOLUME
CUT FILL



Preliminary Plans

STATE JOB NO. 09032(08)
OKLAHOMA COUNTY SHEET NO. X171

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(CAUTION) THE LOCATION OF ALL UTILITIES AS SHOWN ARE APPROXIMATE. DUE TO RELOCATION'S PLANNED OR PRESENTLY UNDER CONSTRUCTION THERE ARE SOME UTILITIES THAT WILL BE RELOCATED AND NOT SHOWN ON THESE PLANS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE TO ALL UTILITIES.

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SEE DRAINAGE AREA MAP SHEETS FOR DRAINAGE SYMBOLOGY.

R/W & U/E PURCHASED UNDER JP 09032(05)

POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

3/4/2024

Preliminary Plans

RAMP C

PHASE 4

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X172

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(CAUTION) THE LOCATION OF ALL UTILITIES AS SHOWN ARE APPROXIMATE. DUE TO RELOCATION'S PLANNED OR PRESENTLY UNDER CONSTRUCTION THERE ARE SOME UTILITIES THAT WILL BE RELOCATED AND NOT SHOWN ON THESE PLANS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE TO ALL UTILITIES.

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SEE DRAINAGE AREA MAP SHEETS FOR DRAINAGE SYMBOLOGY.

R/W & U/E PURCHASED UNDER JP 09032(05)

POE & ASSOCIATES, OKLAHOMA CITY, OK.

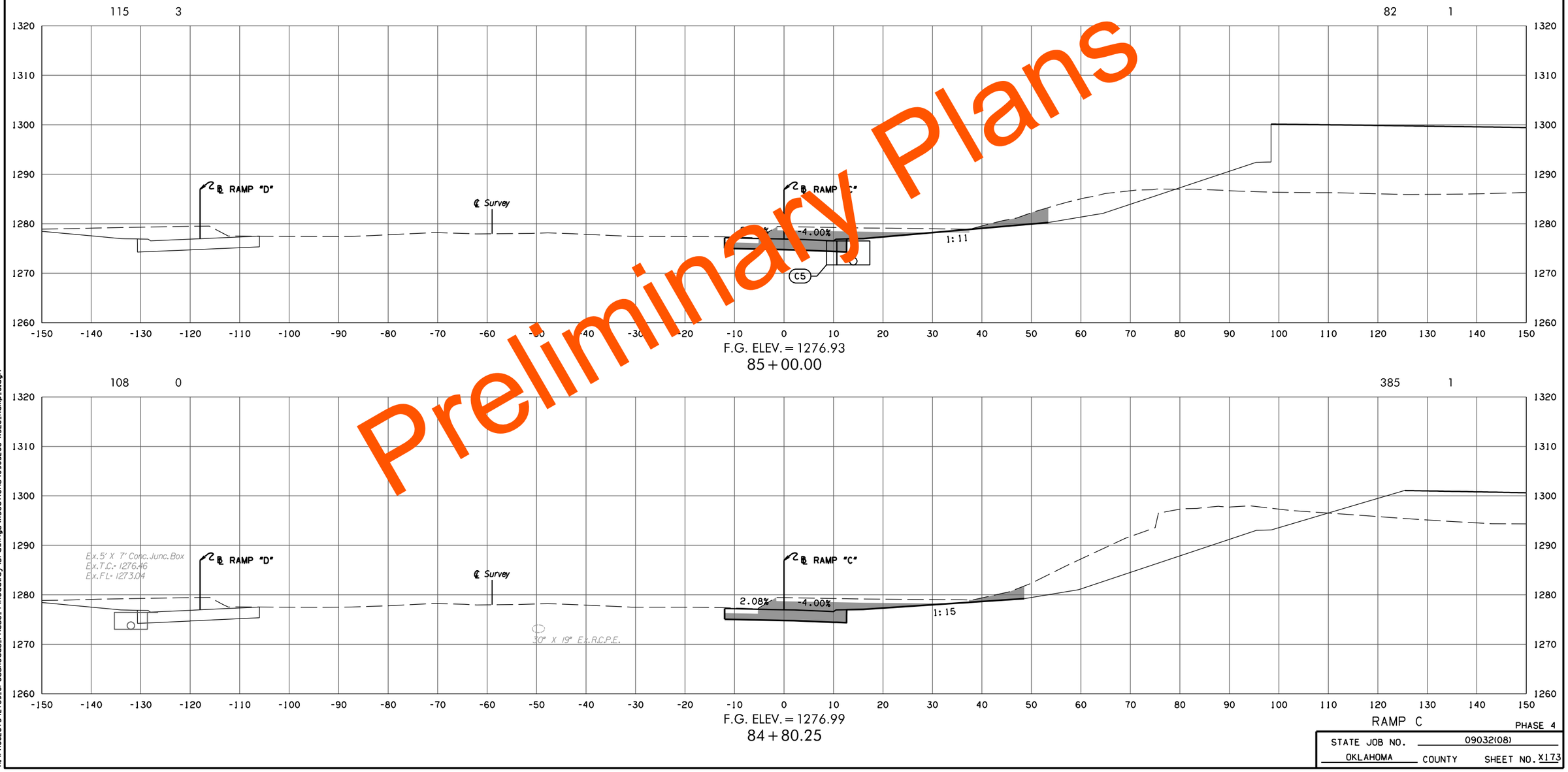
90% PLAN SUBMITTAL

3/4/2024

AREA
CUT FILL

VOLUME
CUT FILL

Preliminary Plans



F.G. ELEV. = 1276.93
85 + 00.00

F.G. ELEV. = 1276.99
84 + 80.25

RAMP C

PHASE 4

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X173

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(CAUTION) THE LOCATION OF ALL UTILITIES AS SHOWN ARE APPROXIMATE. DUE TO RELOCATION'S PLANNED OR PRESENTLY UNDER CONSTRUCTION THERE ARE SOME UTILITIES THAT WILL BE RELOCATED AND NOT SHOWN ON THESE PLANS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE TO ALL UTILITIES.

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R/W & U/E PURCHASED UNDER JP 09032(05)

POE & ASSOCIATES, OKLAHOMA CITY, OK.

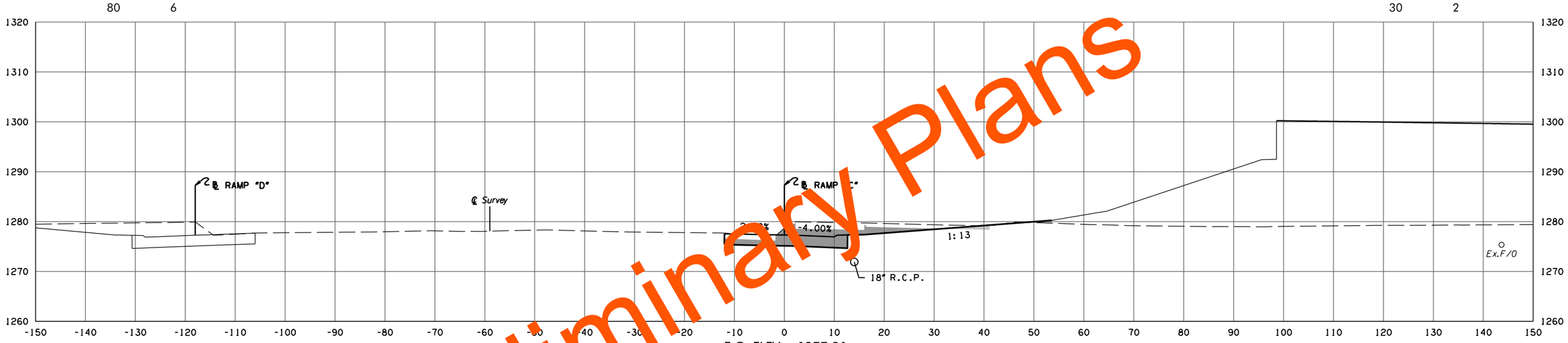
90% PLAN SUBMITTAL

3/4/2024

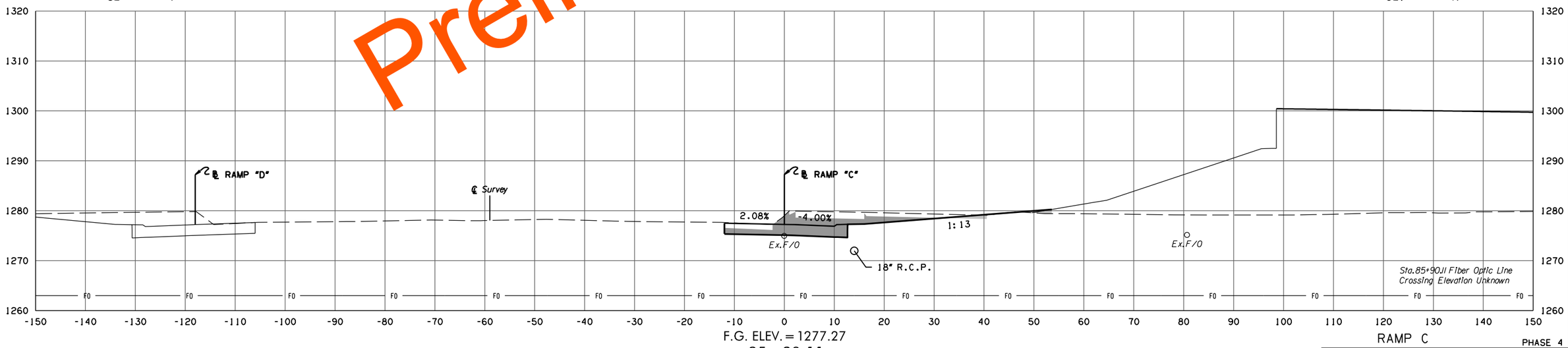
AREA
CUT FILL

VOLUME
CUT FILL

Preliminary Plans



F.G. ELEV. = 1277.31
86 + 00.00



F.G. ELEV. = 1277.27
85 + 90.11

RAMP C

PHASE 4

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X174

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(CAUTION) THE LOCATION OF ALL UTILITIES AS SHOWN ARE APPROXIMATE. DUE TO RELOCATION'S PLANNED OR PRESENTLY UNDER CONSTRUCTION THERE ARE SOME UTILITIES THAT WILL BE RELOCATED AND NOT SHOWN ON THESE PLANS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE TO ALL UTILITIES.

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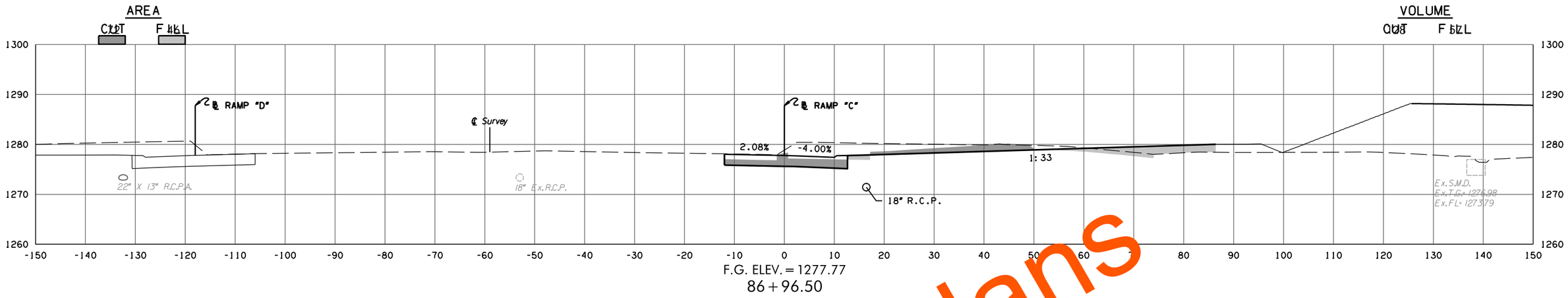
SEE DRAINAGE AREA MAP SHEETS FOR DRAINAGE SYMBOLOGY.

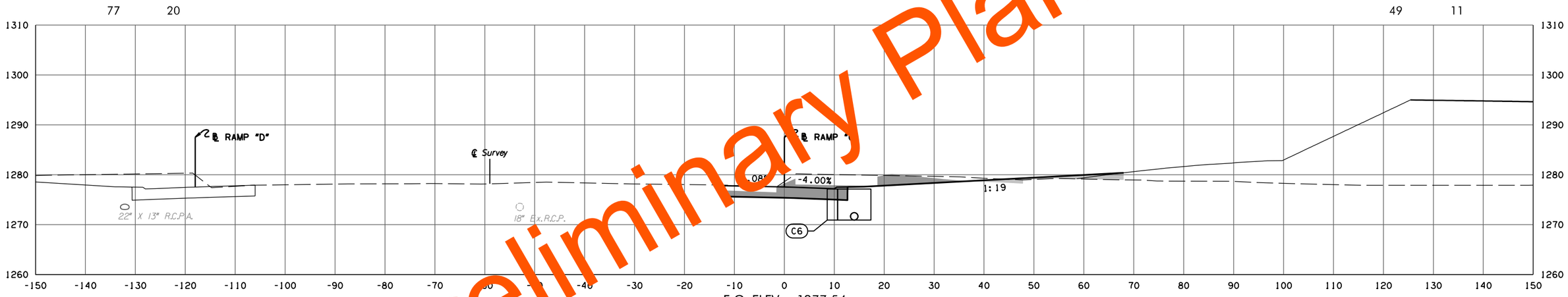
R/W & U/E PURCHASED UNDER JP 09032(05)

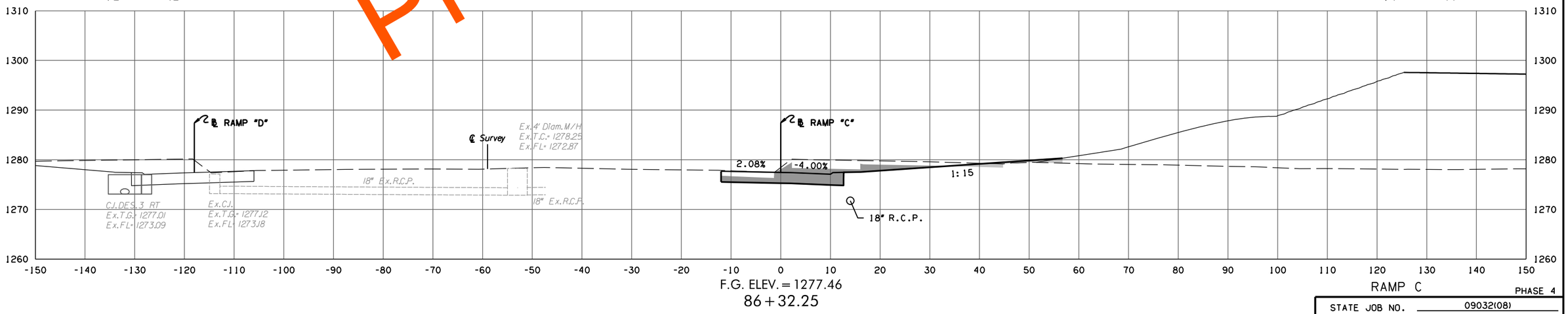
POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

3/4/2024







Preliminary Plans

RAMP C

PHASE 4

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X175

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(CAUTION) THE LOCATION OF ALL UTILITIES AS SHOWN ARE APPROXIMATE. DUE TO RELOCATION'S PLANNED OR PRESENTLY UNDER CONSTRUCTION THERE ARE SOME UTILITIES THAT WILL BE RELOCATED AND NOT SHOWN ON THESE PLANS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE TO ALL UTILITIES.

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R/W & U/E PURCHASED UNDER JP 09032(05)

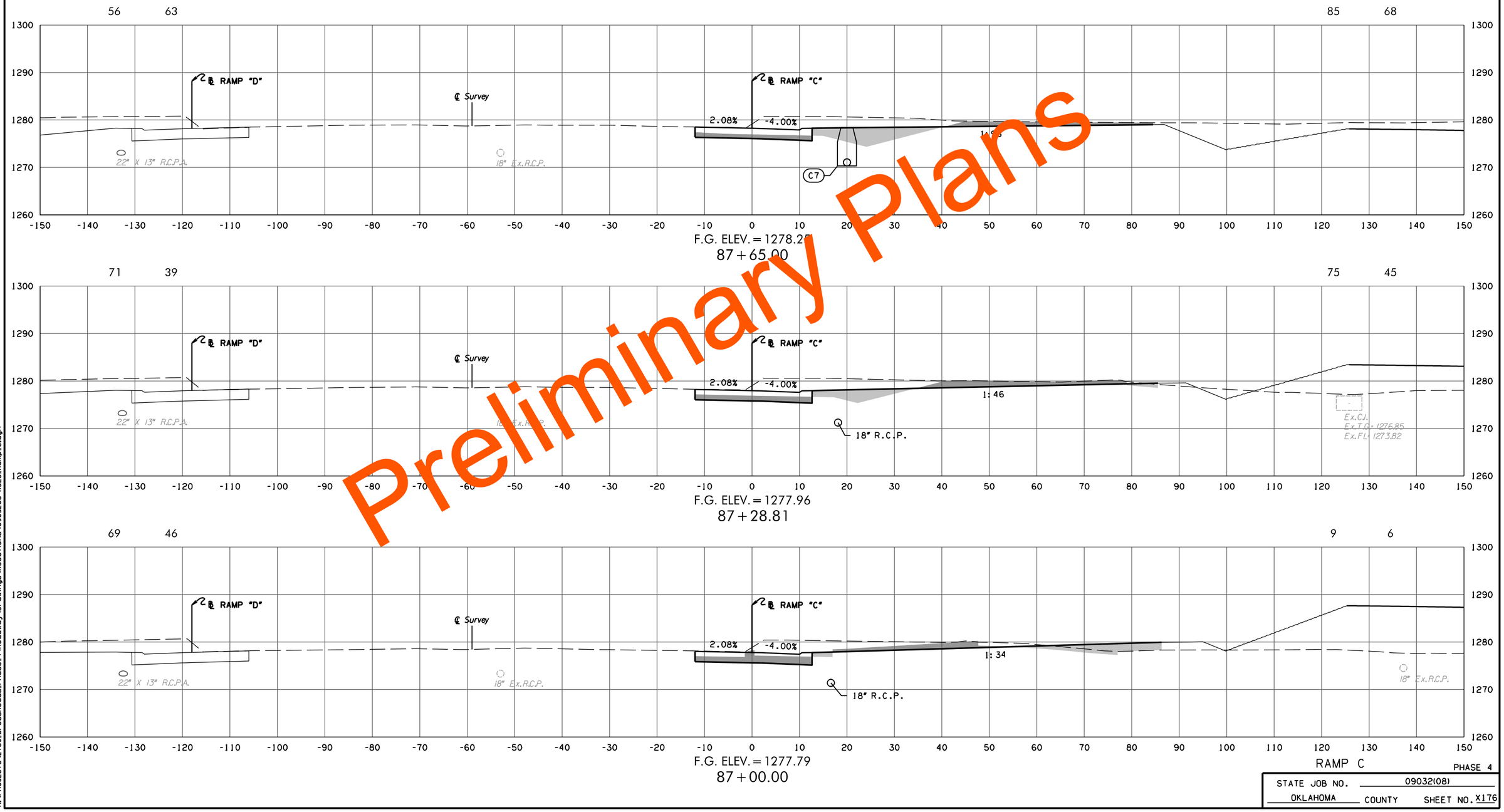
POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

3/4/2024

AREA
CUT FILL

VOLUME
CUT FILL



Preliminary Plans

RAMP C

PHASE 4

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X176

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(CAUTION) THE LOCATION OF ALL UTILITIES AS SHOWN ARE APPROXIMATE. DUE TO RELOCATION'S PLANNED OR PRESENTLY UNDER CONSTRUCTION THERE ARE SOME UTILITIES THAT WILL BE RELOCATED AND NOT SHOWN ON THESE PLANS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE TO ALL UTILITIES.

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R/W & U/E PURCHASED UNDER JP 09032(05)

POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

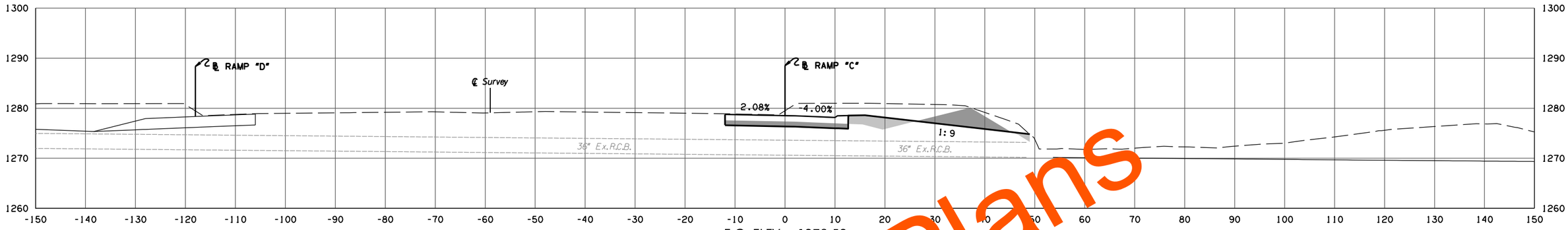
3/4/2024

Preliminary Plans

AREA
CUT FILL

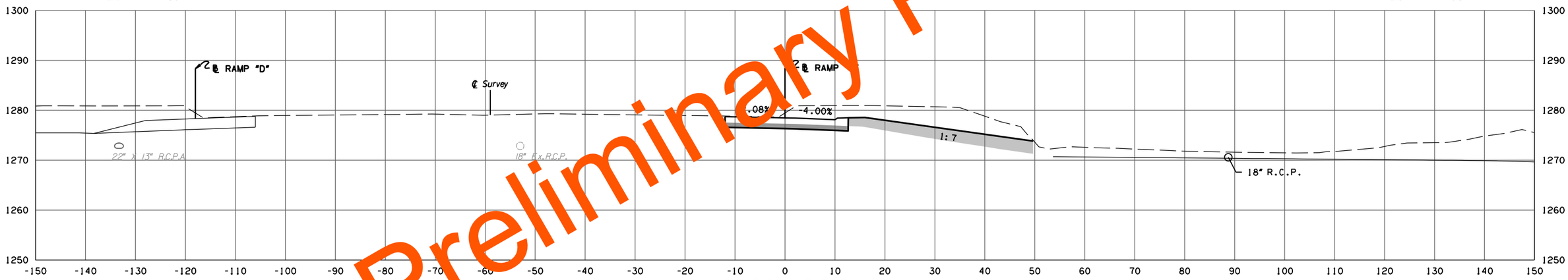
VOLUME
CUT FILL

62 24 12 15



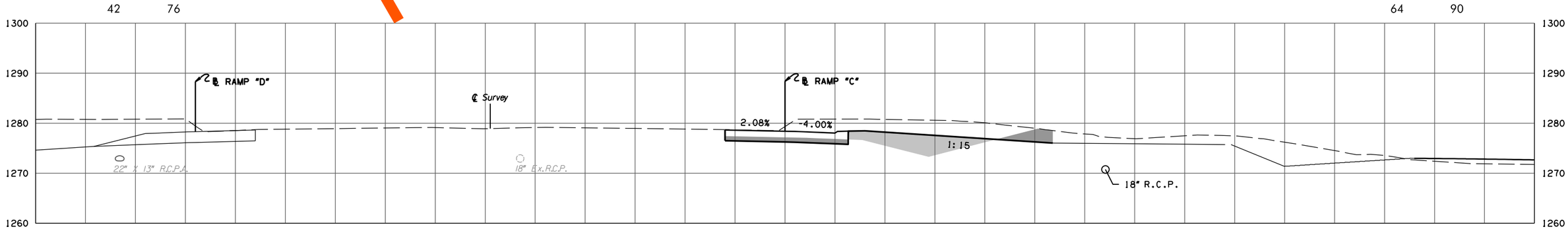
F.G. ELEV. = 1278.52
88 + 29.00

24 85 26 63



F.G. ELEV. = 1278.48
88 + 21.36

42 76 64 90



F.G. ELEV. = 1278.41
88 + 00.00

RAMP C

PHASE 4

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X177

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SEE DRAINAGE AREA MAP SHEETS FOR DRAINAGE SYMBOLOGY.

R/W & U/E PURCHASED UNDER JP 09032(05)

POE & ASSOCIATES, OKLAHOMA CITY, OK.

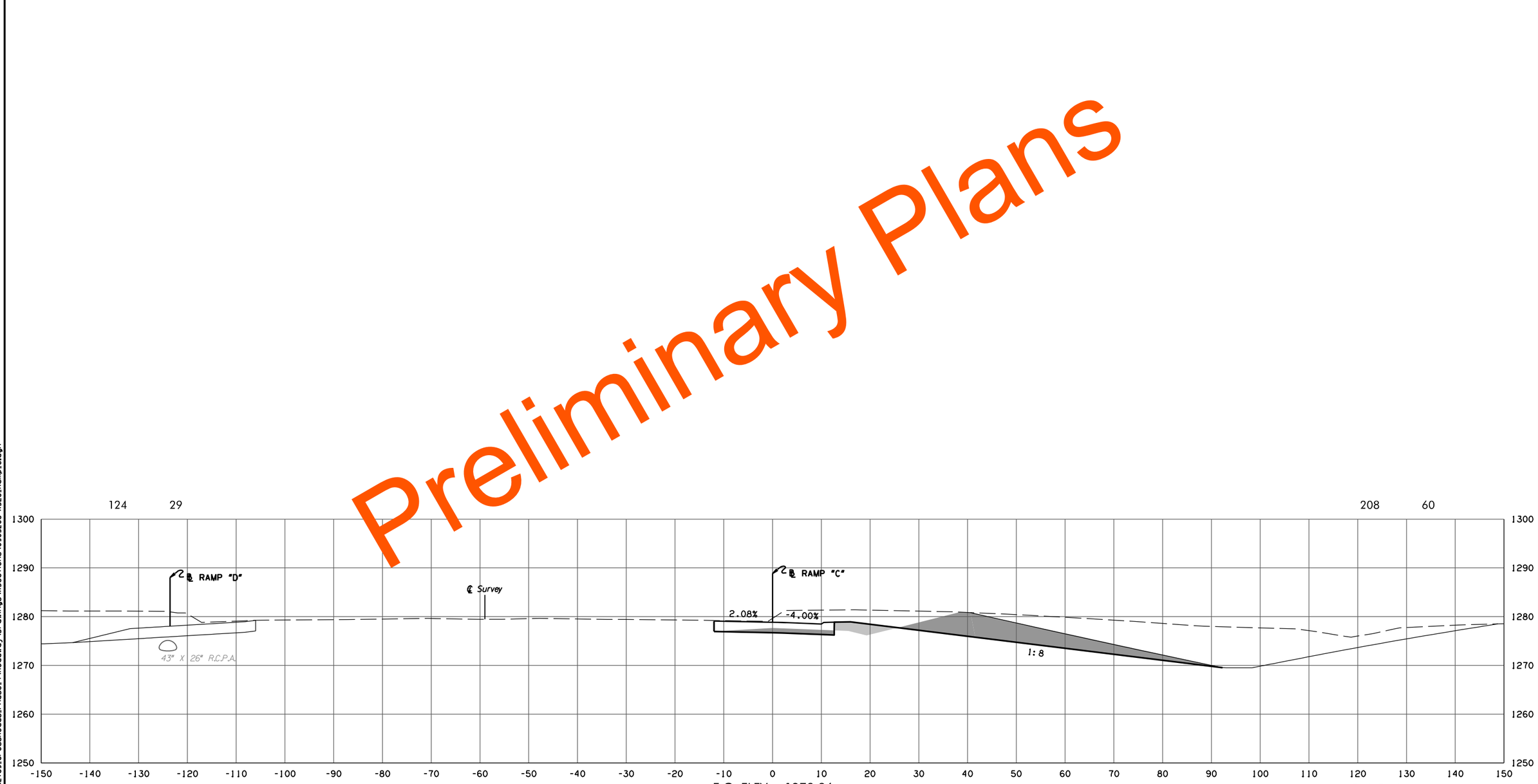
90% PLAN SUBMITTAL

3/4/2024

AREA
CUT FILL

VOLUME
CUT FILL

Preliminary Plans



F.G. ELEV. = 1278.86
88 + 89.63
END CONSTRUCTION

RAMP C

PHASE 4

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X178

3/4/2024 3:58:05 PM
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(CAUTION) THE LOCATION OF ALL UTILITIES AS SHOWN ARE APPROXIMATE. DUE TO RELOCATION'S PLANNED OR PRESENTLY UNDER CONSTRUCTION THERE ARE SOME UTILITIES THAT WILL BE RELOCATED AND NOT SHOWN ON THESE PLANS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE TO ALL UTILITIES.

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SEE DRAINAGE AREA MAP SHEETS FOR DRAINAGE SYMBOLOGY.

R/W & U/E PURCHASED UNDER JP 09032(05)

POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

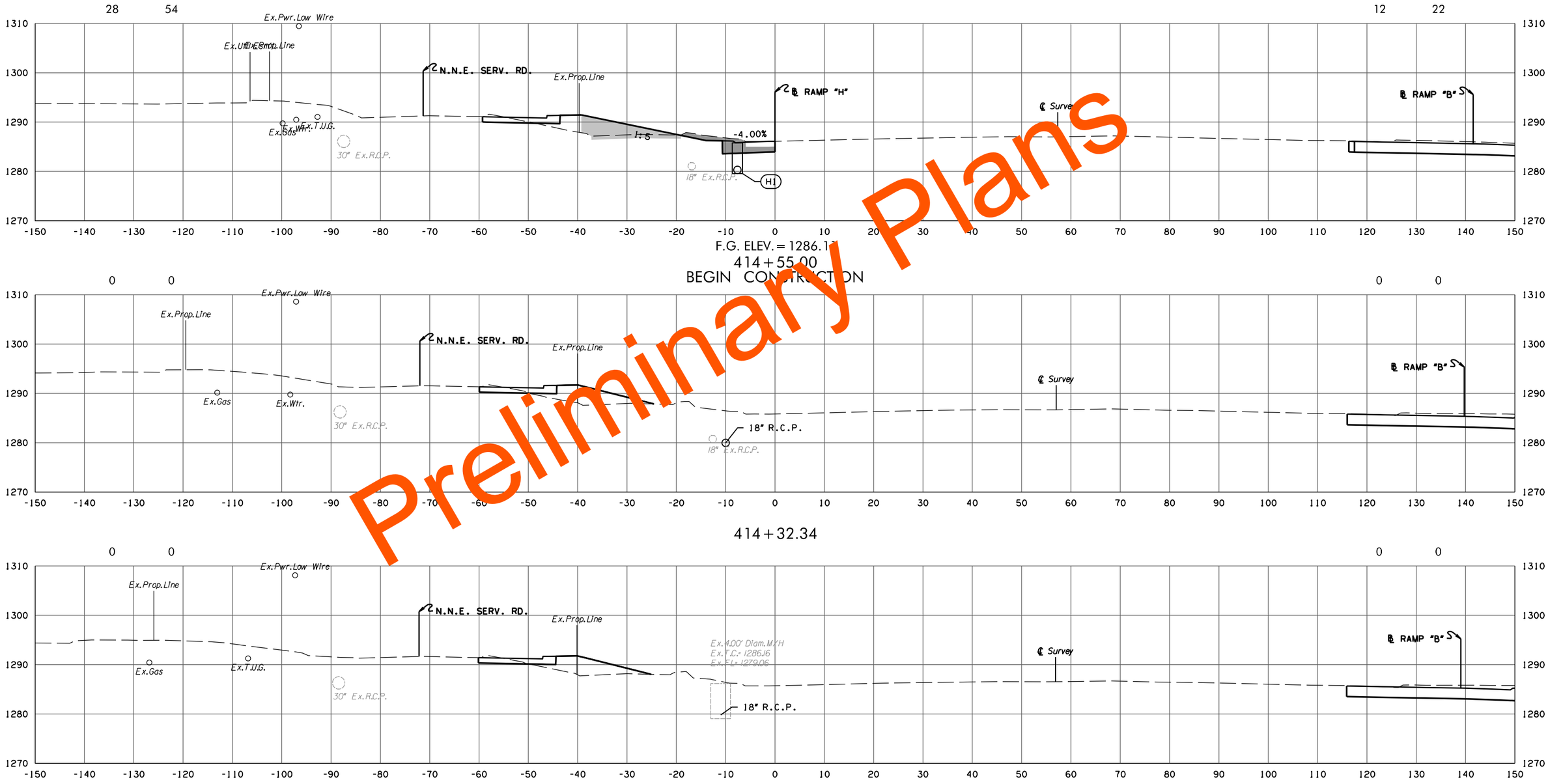
3/4/2024

AREA

CUT FILL

VOLUME

CUT FILL



Preliminary Plans

RAMP H

PHASE 4

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X179

3/4/2024 3:58:07 PM
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(CAUTION) THE LOCATION OF ALL UTILITIES AS SHOWN ARE APPROXIMATE. DUE TO RELOCATION'S PLANNED OR PRESENTLY UNDER CONSTRUCTION THERE ARE SOME UTILITIES THAT WILL BE RELOCATED AND NOT SHOWN ON THESE PLANS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE TO ALL UTILITIES.

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R/W & U/E PURCHASED UNDER JP 09032(05)

POE & ASSOCIATES, OKLAHOMA CITY, OK.

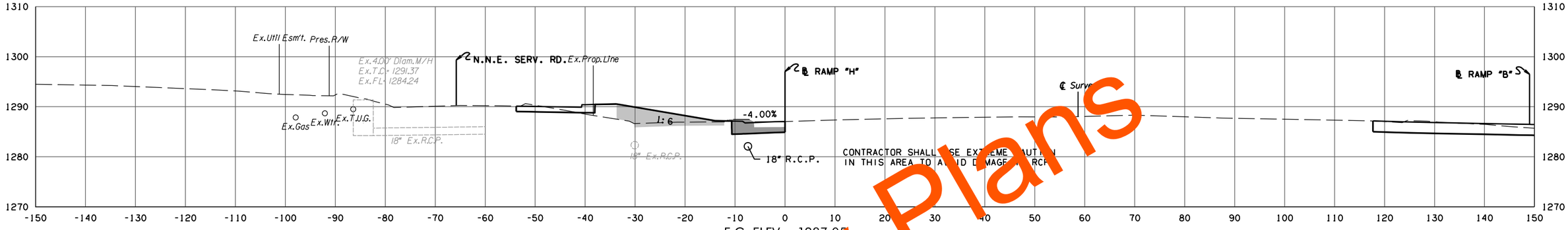
90% PLAN SUBMITTAL

3/4/2024

AREA
CUT FILL

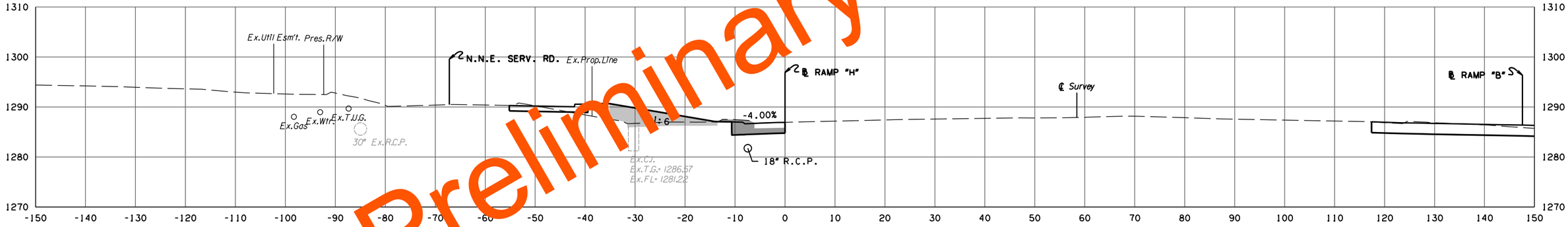
VOLUME
CUT FILL

20 52 13 35



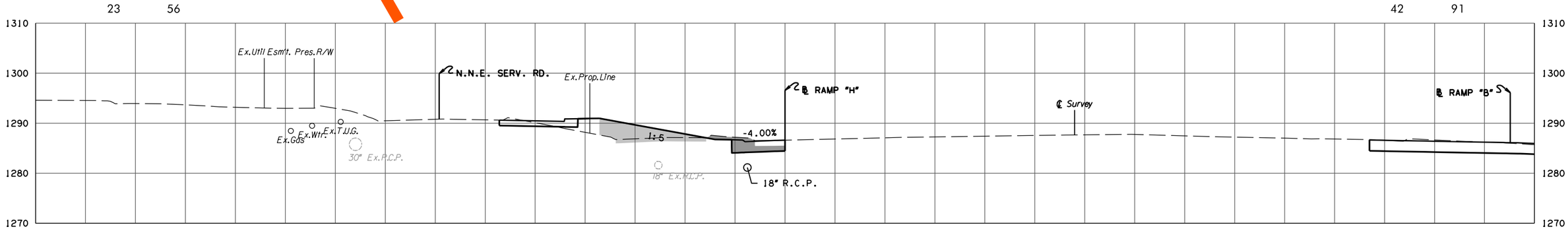
F.G. ELEV. = 1287.0
415+47.91

21 54 25 61



F.G. ELEV. = 1286.93
415+30.24

23 56 42 91



F.G. ELEV. = 1286.61
415+00.00

RAMP H

PHASE 4

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X180

Preliminary Plans

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(CAUTION) THE LOCATION OF ALL UTILITIES AS SHOWN ARE APPROXIMATE. DUE TO RELOCATION'S PLANNED OR PRESENTLY UNDER CONSTRUCTION THERE ARE SOME UTILITIES THAT WILL BE RELOCATED AND NOT SHOWN ON THESE PLANS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE TO ALL UTILITIES.

DEPTH & LOCATION OF EXISTING UTILITIES SHALL BE FIELD VERIFIED BY THE CONTRACTOR PRIOR TO CONSTRUCTION.

SEE DRAINAGE AREA MAP SHEETS FOR DRAINAGE SYMBOLOGY.

R/W & U/E PURCHASED UNDER JP 09032(05)

POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

3/4/2024

AREA
CUT FILL

VOLUME
CUT FILL



Preliminary Plans

RAMP H

PHASE 4

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X181

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(CAUTION) THE LOCATION OF ALL UTILITIES AS SHOWN ARE APPROXIMATE. DUE TO RELOCATION'S PLANNED OR PRESENTLY UNDER CONSTRUCTION THERE ARE SOME UTILITIES THAT WILL BE RELOCATED AND NOT SHOWN ON THESE PLANS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE TO ALL UTILITIES.

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R/W & U/E PURCHASED UNDER JP 09032(05)

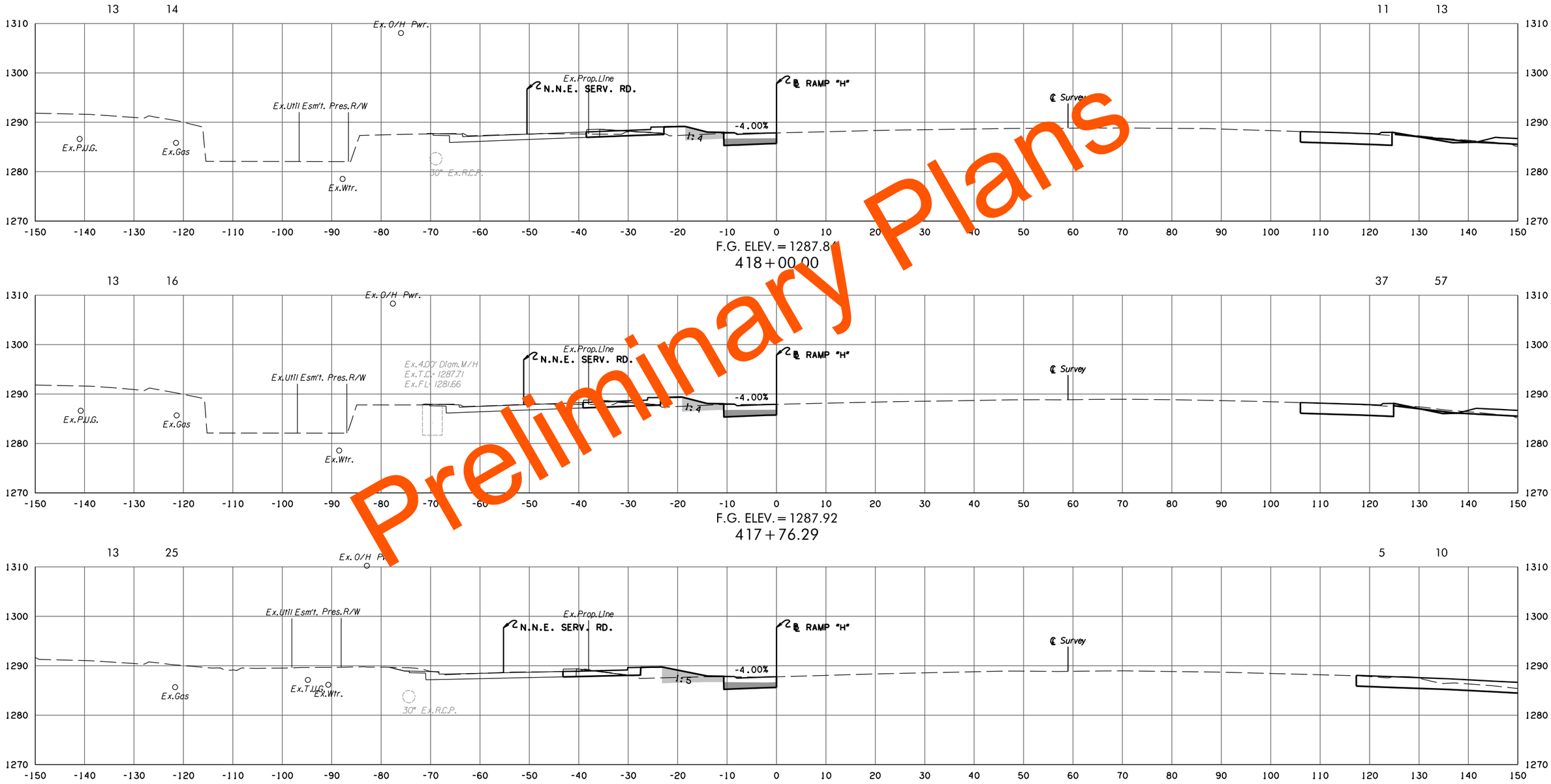
POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

3/4/2024

AREA
CUT FILL

VOLUME
CUT FILL



Preliminary Plans

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PHASE 4

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X182

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(CAUTION) THE LOCATION OF ALL UTILITIES AS SHOWN ARE APPROXIMATE. DUE TO RELOCATION'S PLANNED OR PRESENTLY UNDER CONSTRUCTION THERE ARE SOME UTILITIES THAT WILL BE RELOCATED AND NOT SHOWN ON THESE PLANS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE TO ALL UTILITIES.

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R/W & U/E PURCHASED UNDER JP 09032(05)

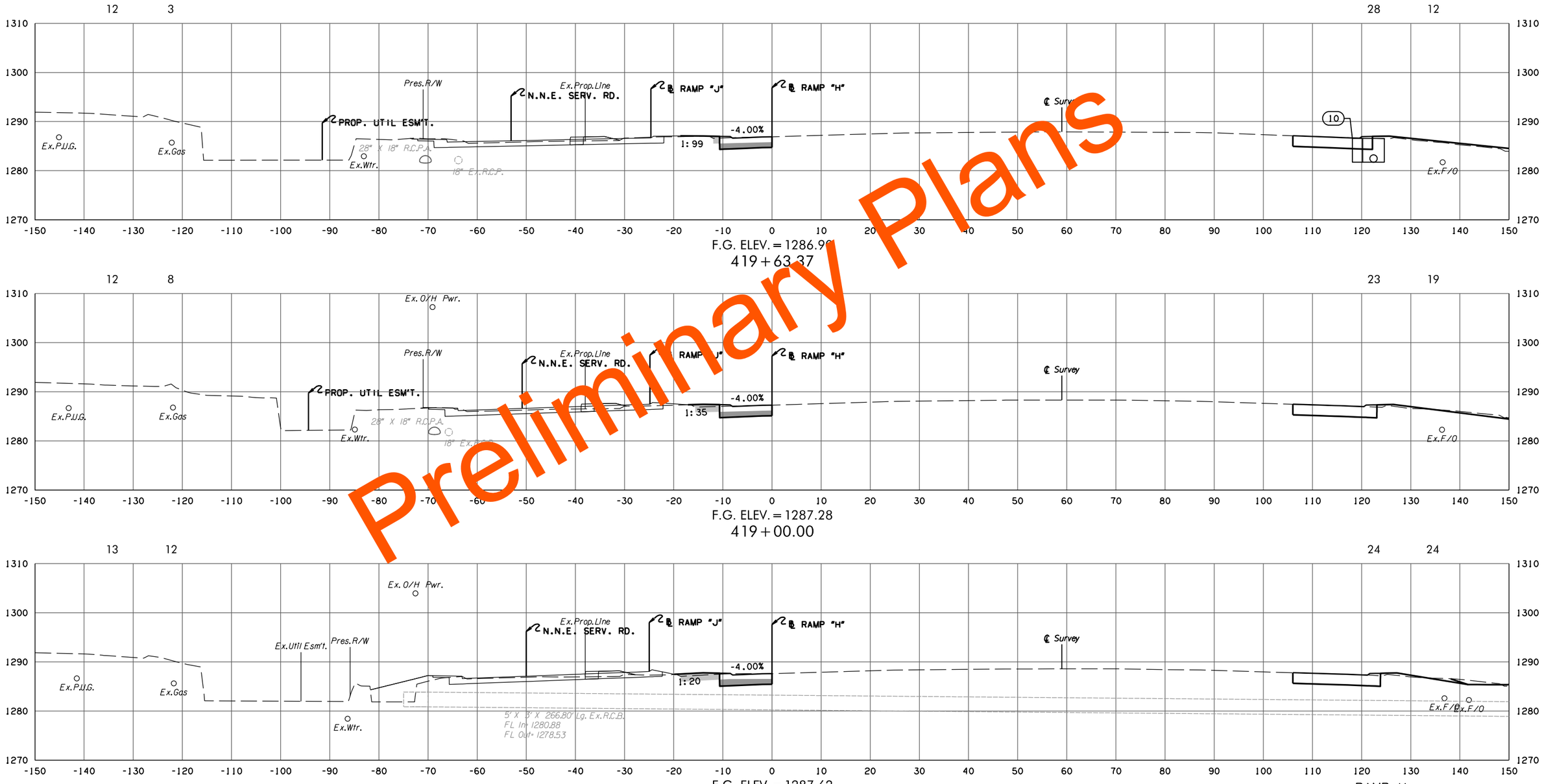
POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

3/4/2024

AREA
CUT FILL

VOLUME
CUT FILL



Preliminary Plans

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PHASE 4

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X183

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R/W & U/E PURCHASED UNDER JP 09032(05)

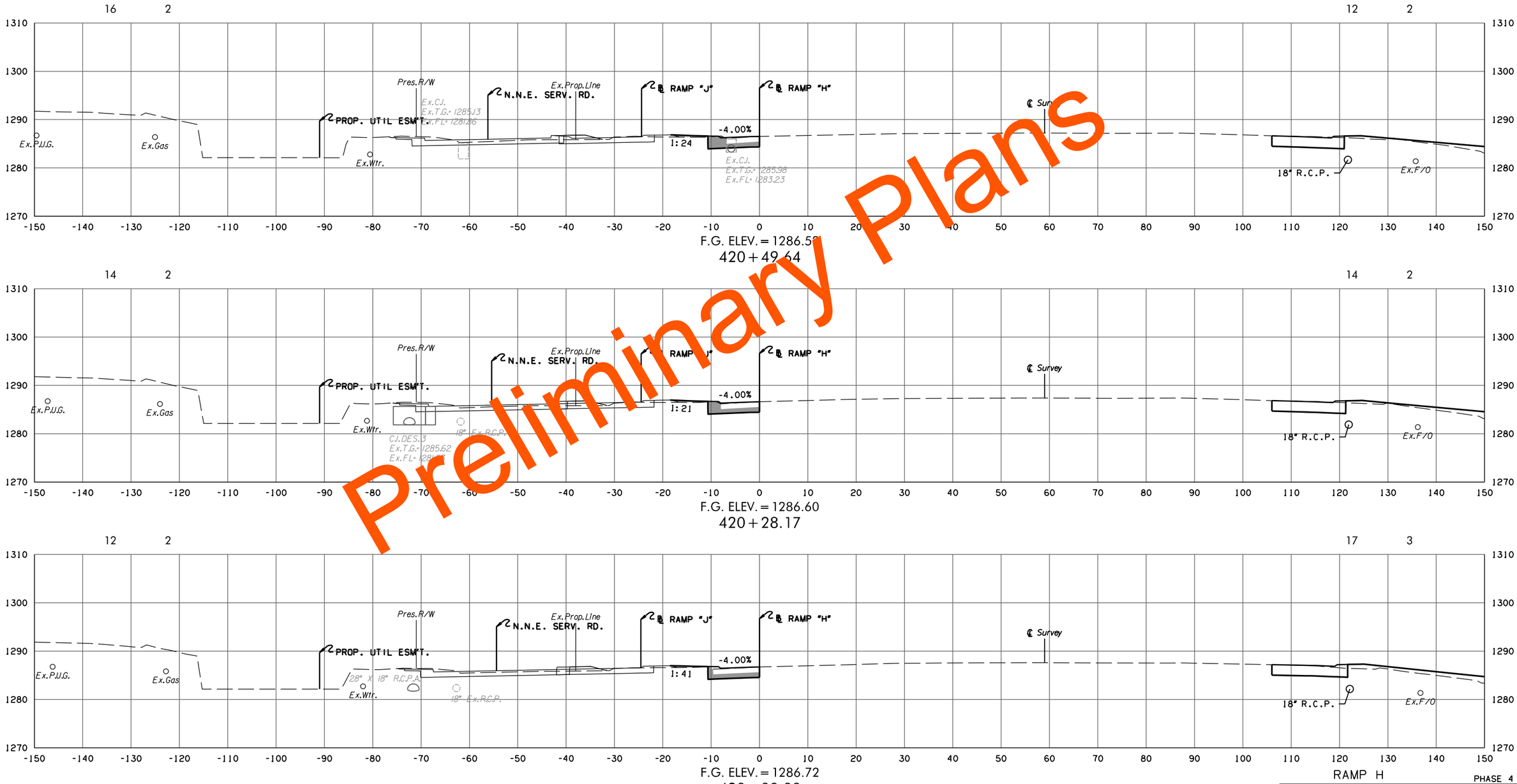
POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

3/4/2024

AREA
CUT FILL

VOLUME
CUT FILL



Preliminary Plans

RAMP H

PHASE 4

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X184

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R/W & U/E PURCHASED UNDER JP 09032(05)

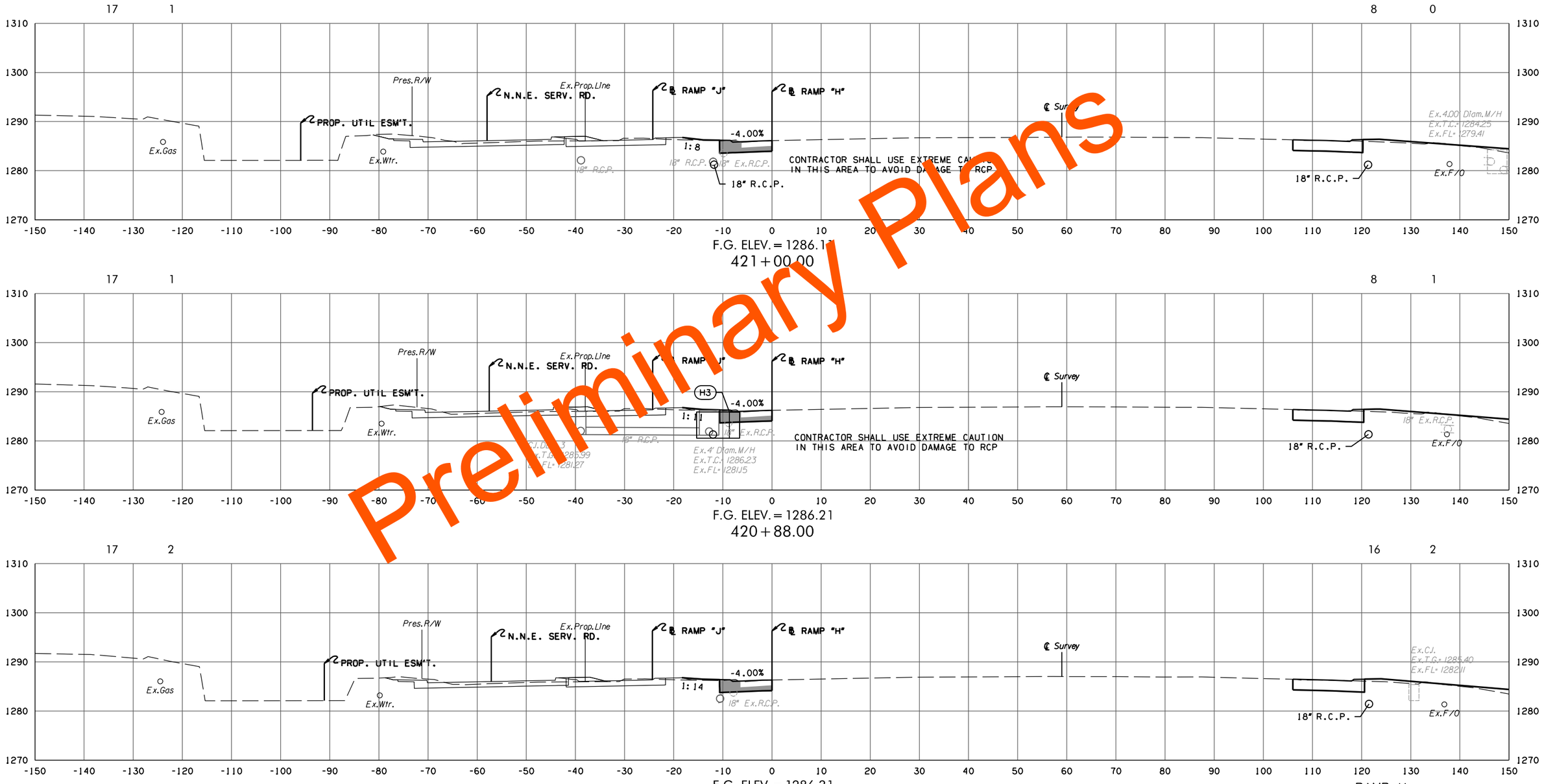
POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

3/4/2024

AREA
CUT FILL

VOLUME
CUT FILL



Preliminary Plans

RAMP H

PHASE 4

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X185

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R/W & U/E PURCHASED UNDER JP 09032(05)

POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

3/4/2024

AREA
CUT FILL

VOLUME
CUT FILL

Preliminary Plans

RAMP H

PHASE 4

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X186

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(CAUTION) THE LOCATION OF ALL UTILITIES AS SHOWN ARE APPROXIMATE. DUE TO RELOCATION'S PLANNED OR PRESENTLY UNDER CONSTRUCTION THERE ARE SOME UTILITIES THAT WILL BE RELOCATED AND NOT SHOWN ON THESE PLANS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE TO ALL UTILITIES.

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R/W & U/E PURCHASED UNDER JP 09032(05)

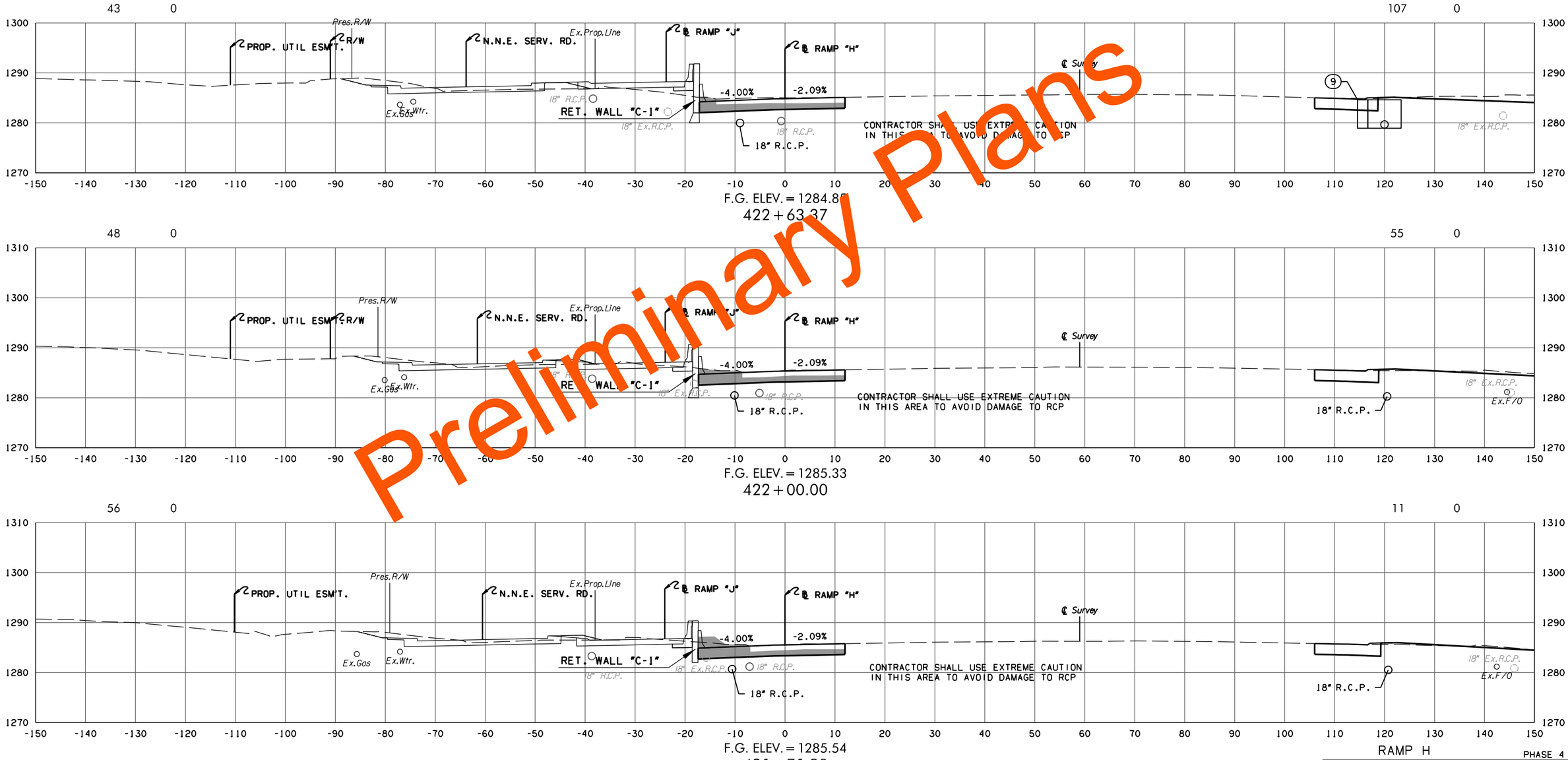
POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

3/4/2024

AREA
CUT FILL

VOLUME
CUT FILL



Preliminary Plans

RAMP H

PHASE 4

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X187

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(CAUTION) THE LOCATION OF ALL UTILITIES AS SHOWN ARE APPROXIMATE. DUE TO RELOCATION'S PLANNED OR PRESENTLY UNDER CONSTRUCTION THERE ARE SOME UTILITIES THAT WILL BE RELOCATED AND NOT SHOWN ON THESE PLANS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE TO ALL UTILITIES.

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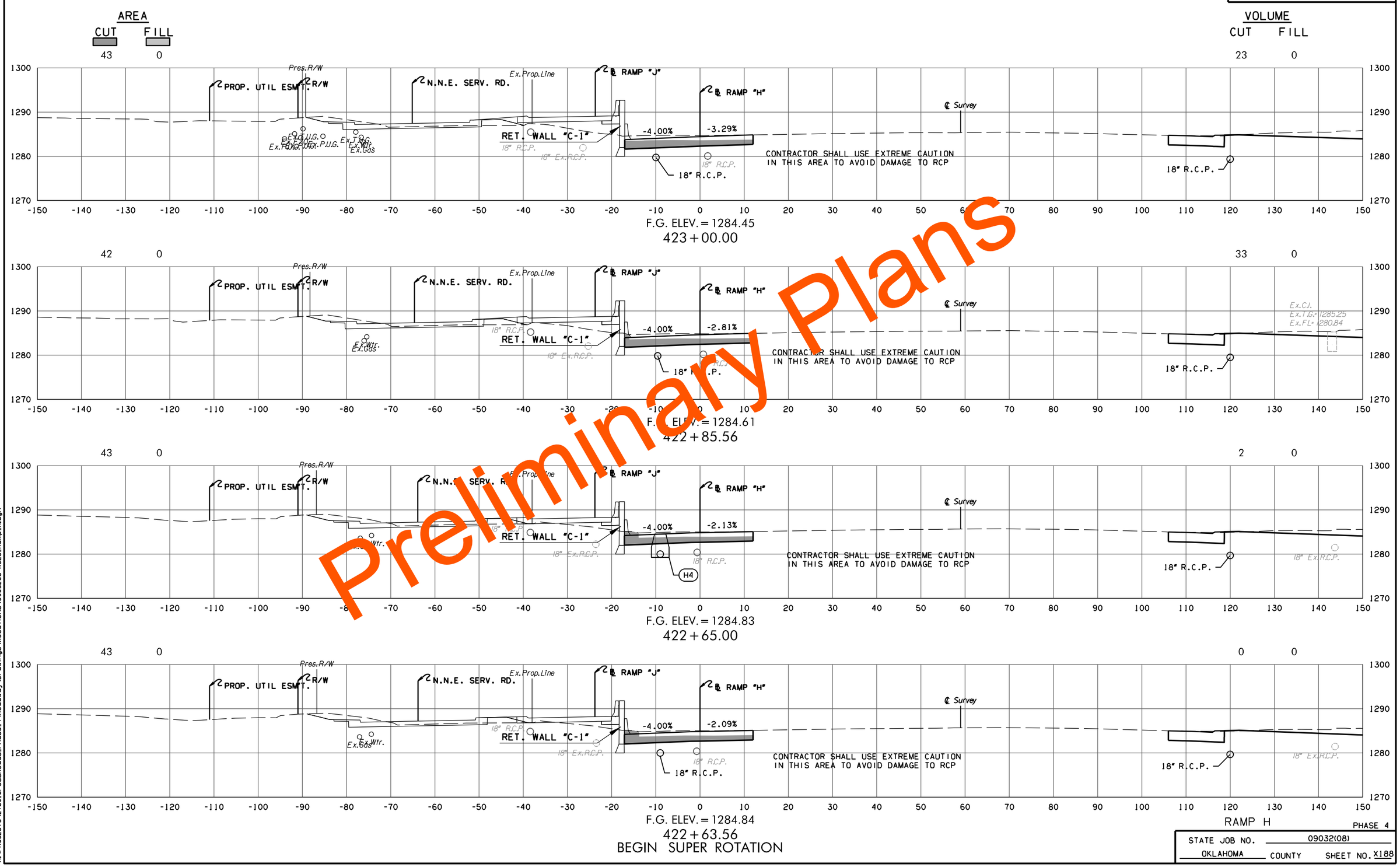
R/W & U/E PURCHASED UNDER JP 09032(05)

POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

3/4/2024



Preliminary Plans

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POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

3/4/2024

AREA
CUT FILL

VOLUME
CUT FILL

Preliminary Plans

RAMP H

PHASE 4

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X189

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R/W & U/E PURCHASED UNDER JP 09032(05)

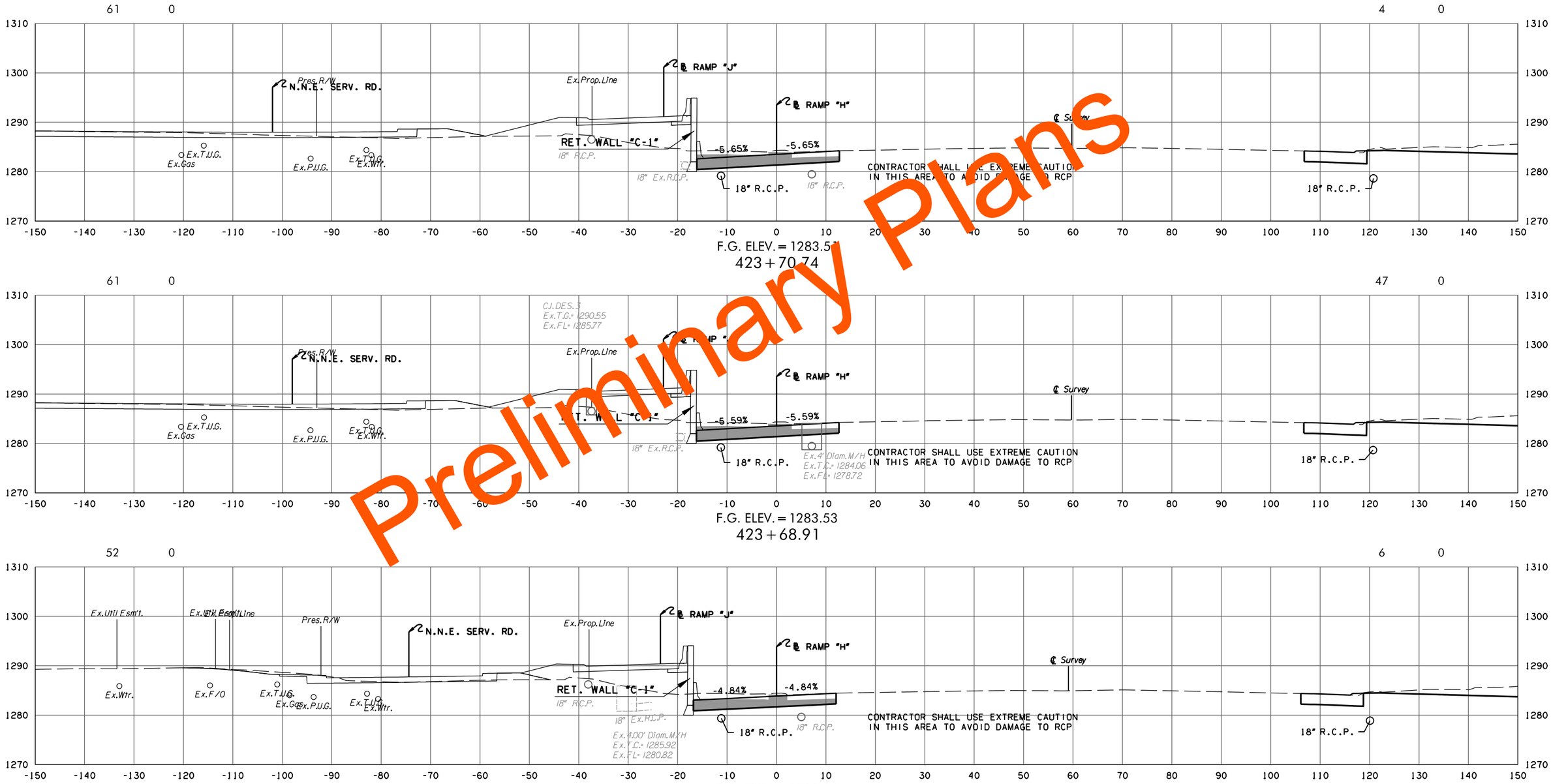
POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

3/4/2024

AREA
CUT FILL

VOLUME
CUT FILL



Preliminary Plans

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PHASE 4

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X190

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R/W & U/E PURCHASED UNDER JP 09032(05)

POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

3/4/2024

AREA
CUT FILL

VOLUME
CUT FILL

Preliminary Plans

RAMP H

PHASE 4

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X191

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(CAUTION) THE LOCATION OF ALL UTILITIES AS SHOWN ARE APPROXIMATE. DUE TO RELOCATION'S PLANNED OR PRESENTLY UNDER CONSTRUCTION THERE ARE SOME UTILITIES THAT WILL BE RELOCATED AND NOT SHOWN ON THESE PLANS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE TO ALL UTILITIES.

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SEE DRAINAGE AREA MAP SHEETS FOR DRAINAGE SYMBOLOGY.

R/W & U/E PURCHASED UNDER JP 09032(05)

POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

3/4/2024

Preliminary Plans

RAMP H

PHASE 4

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X192

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R/W & U/E PURCHASED UNDER JP 09032(05)

POE & ASSOCIATES, OKLAHOMA CITY, OK.

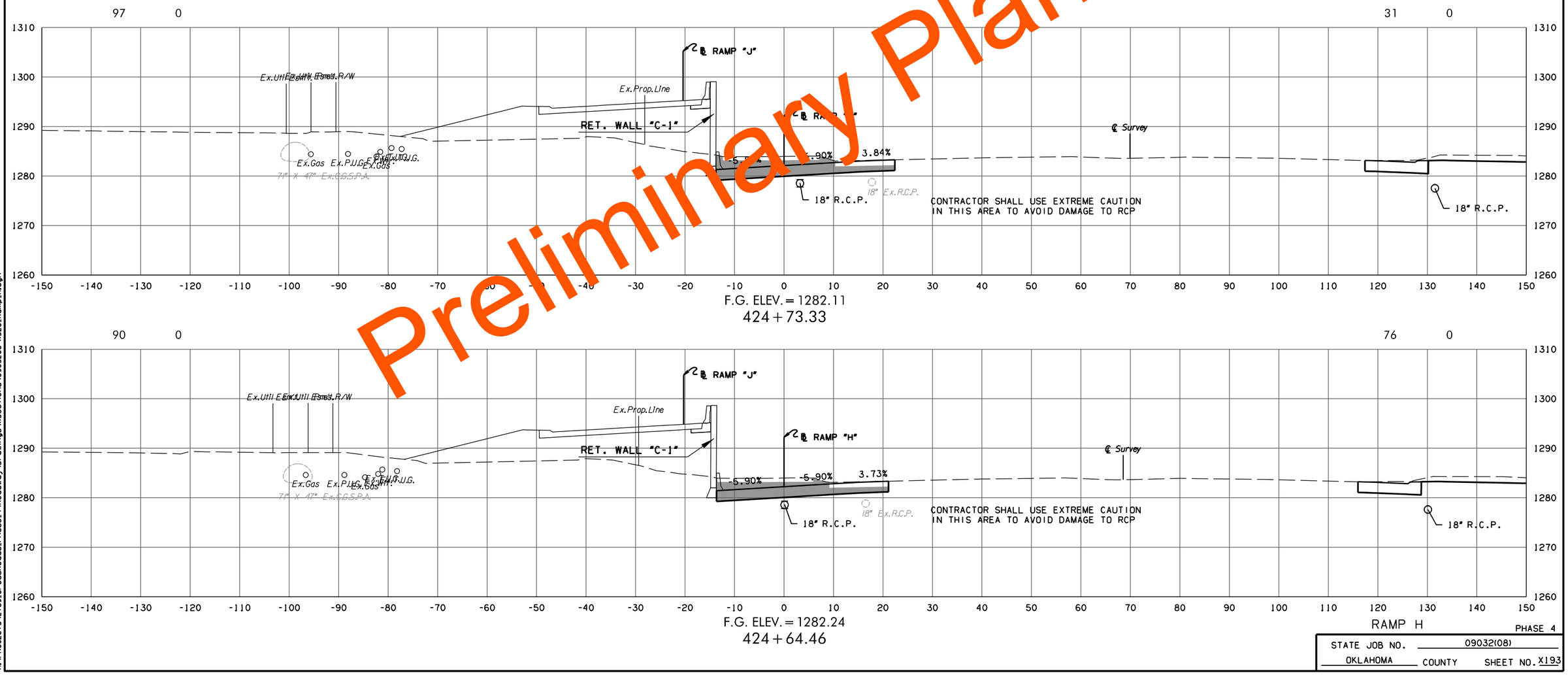
90% PLAN SUBMITTAL

3/4/2024

AREA
CUT FILL

VOLUME
CUT FILL

Preliminary Plans



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PHASE 4

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X193

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R/W & U/E PURCHASED UNDER JP 09032(05)

POE & ASSOCIATES, OKLAHOMA CITY, OK.

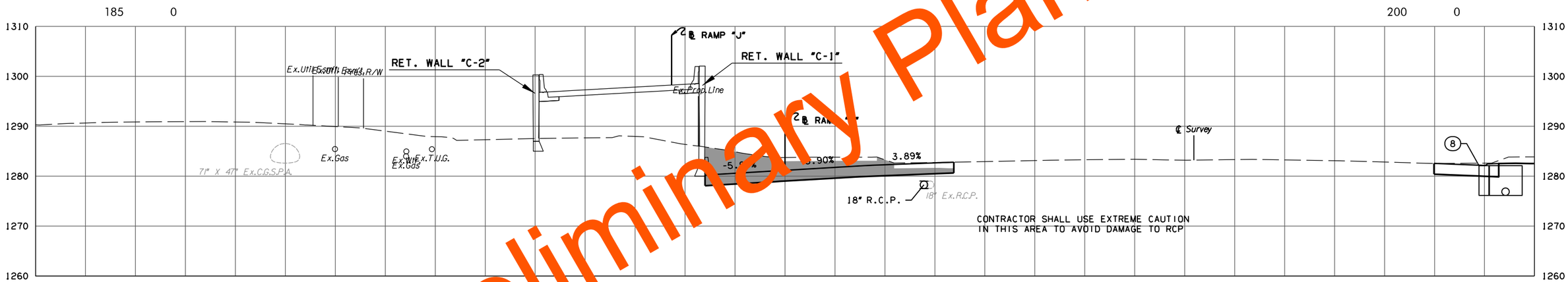
90% PLAN SUBMITTAL

3/4/2024

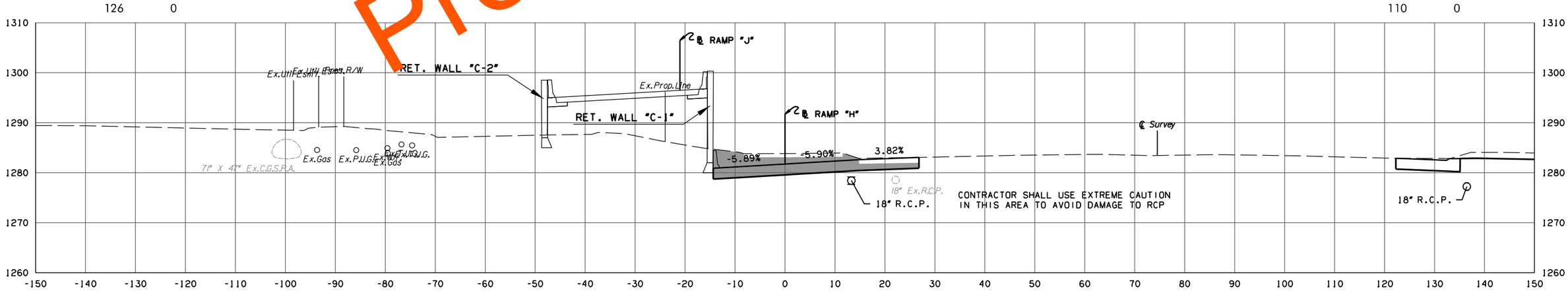
AREA
CUT FILL

VOLUME
CUT FILL

Preliminary Plans



F.G. ELEV. = 1281.18
425 + 34.72



F.G. ELEV. = 1281.73
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RAMP H

PHASE 4

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X194

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R/W & U/E PURCHASED UNDER JP 09032(05)

POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

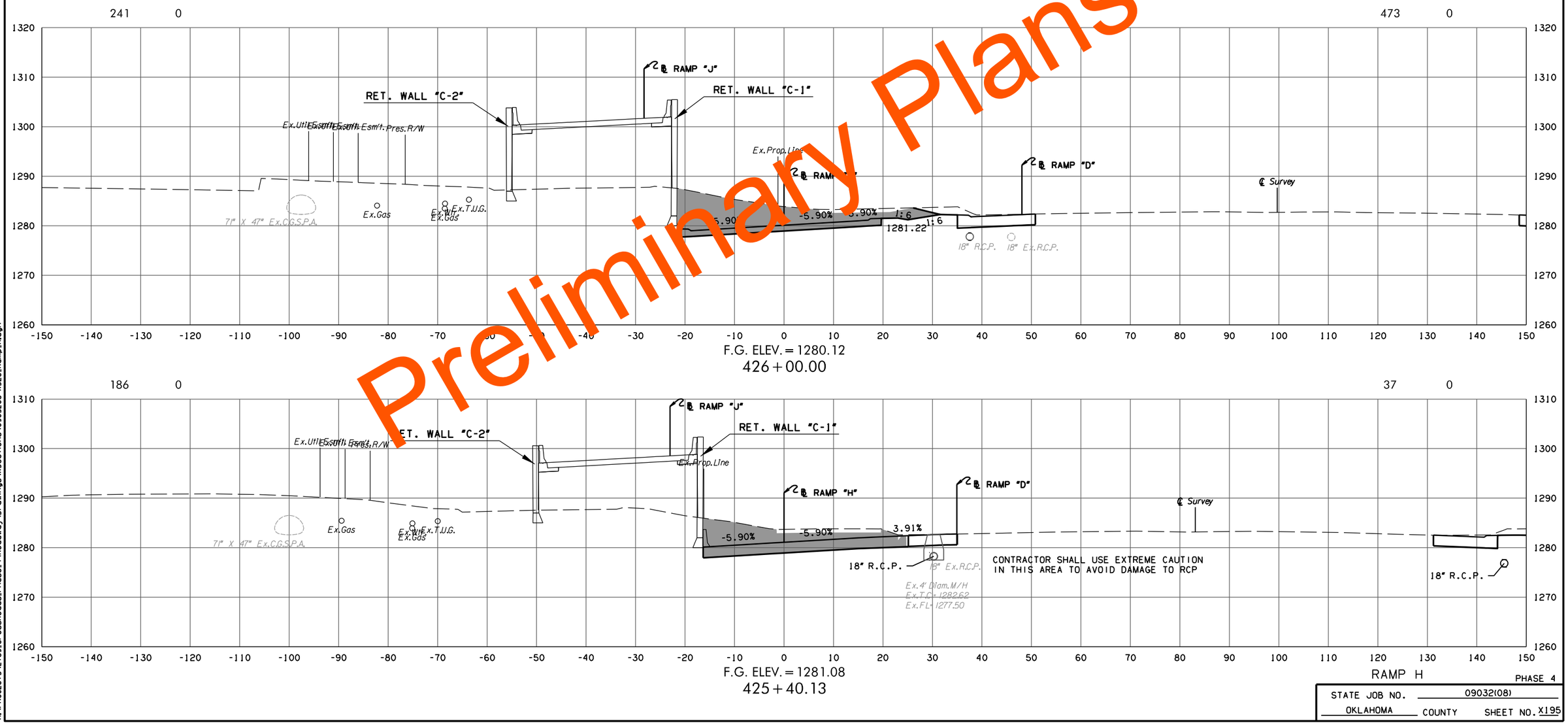
3/4/2024

AREA

CUT FILL

VOLUME

CUT FILL



Preliminary Plans

RAMP H

PHASE 4

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X195

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R/W & U/E PURCHASED UNDER JP 09032(05)

POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

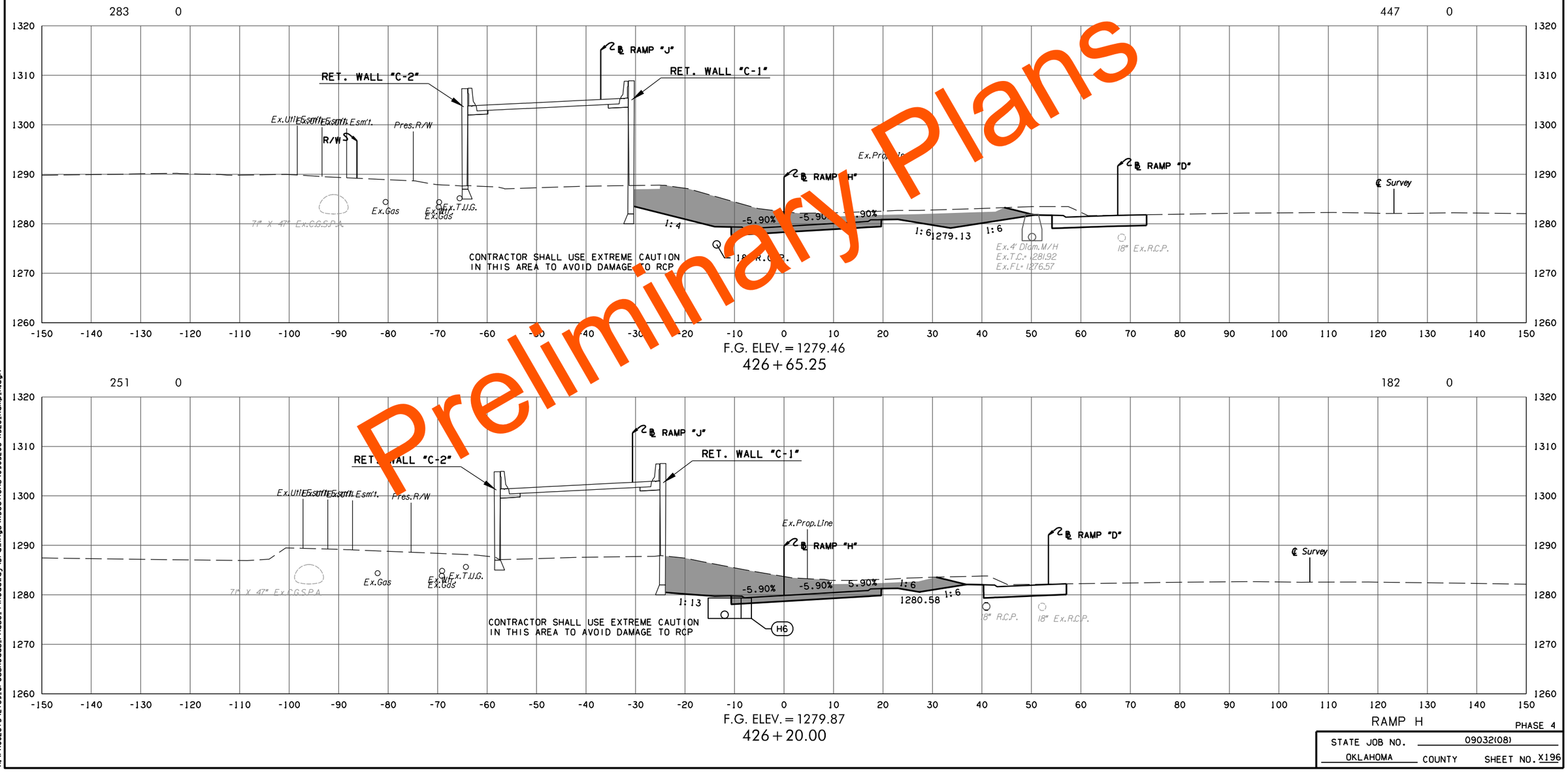
3/4/2024

AREA

CUT FILL

VOLUME

CUT FILL



Preliminary Plans

RAMP H

PHASE 4

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X196

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R/W & U/E PURCHASED UNDER JP 09032(05)

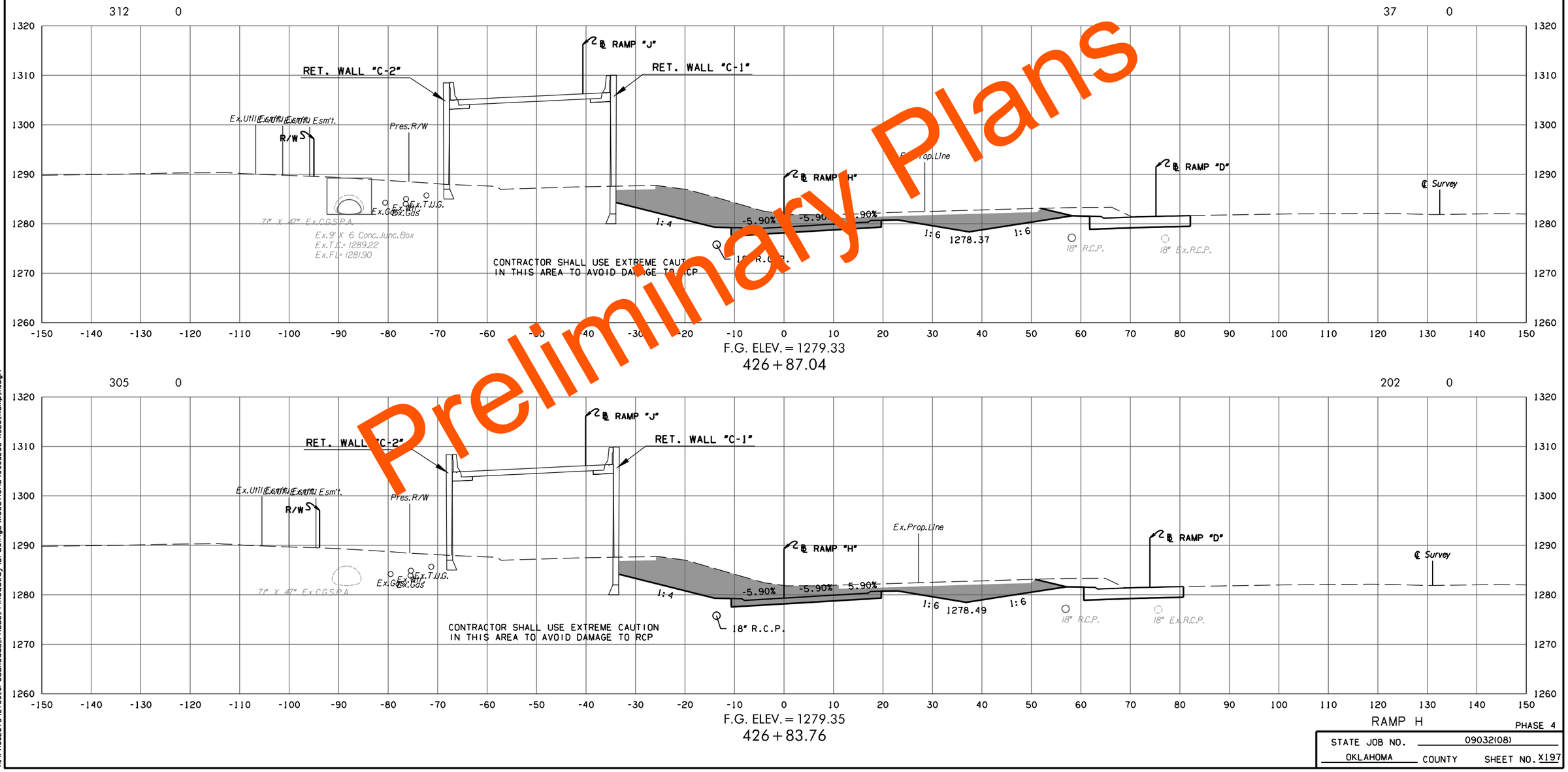
POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

3/4/2024

AREA
CUT FILL

VOLUME
CUT FILL



Preliminary Plans

RAMP H

PHASE 4

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X197

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R/W & U/E PURCHASED UNDER JP 09032(05)

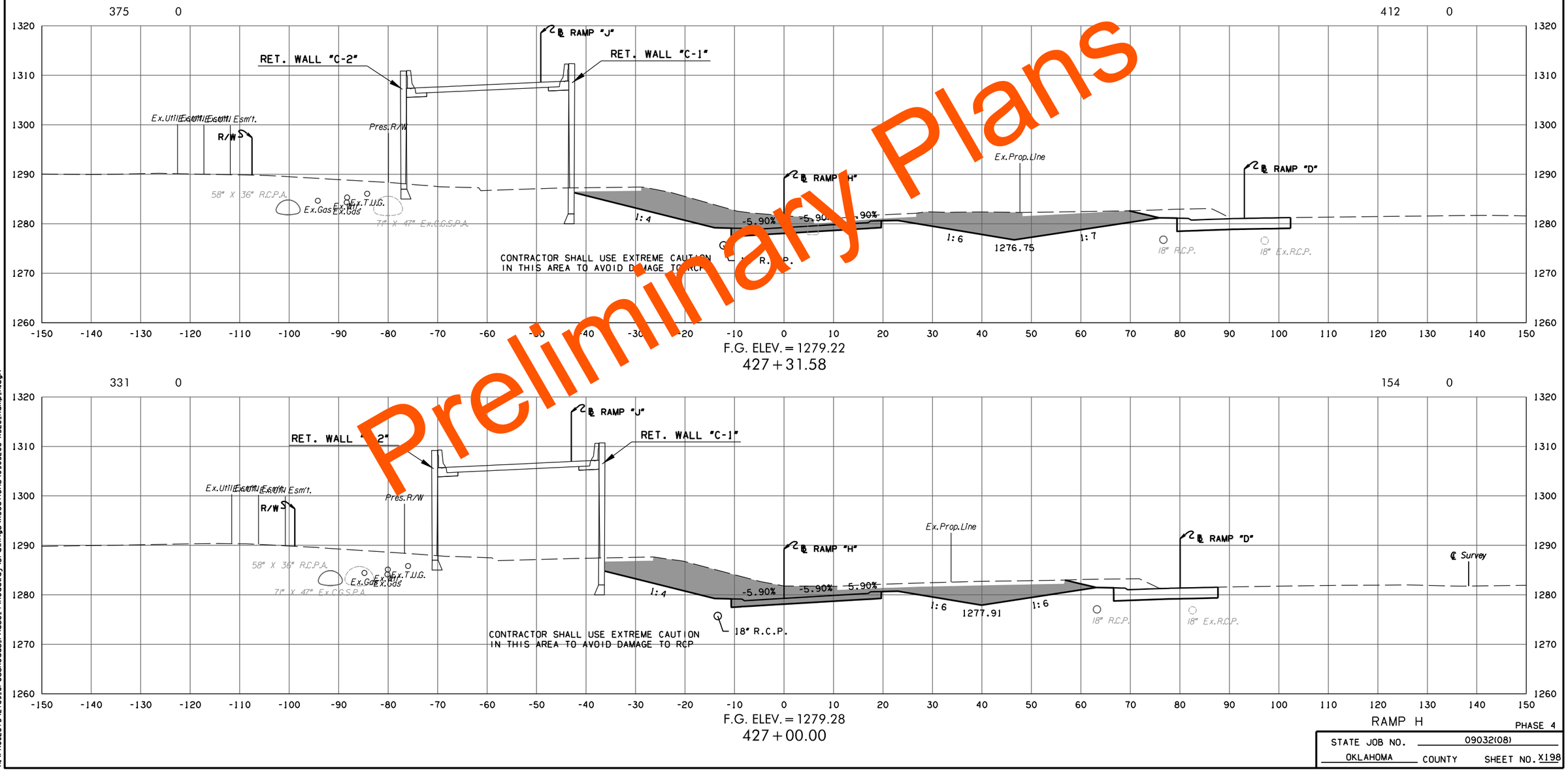
POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

3/4/2024

AREA
CUT FILL

VOLUME
CUT FILL



Preliminary Plans

RAMP H

PHASE 4

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X198

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(CAUTION) THE LOCATION OF ALL UTILITIES AS SHOWN ARE APPROXIMATE. DUE TO RELOCATION'S PLANNED OR PRESENTLY UNDER CONSTRUCTION THERE ARE SOME UTILITIES THAT WILL BE RELOCATED AND NOT SHOWN ON THESE PLANS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE TO ALL UTILITIES.

DEPTH & LOCATION OF EXISTING UTILITIES SHALL BE FIELD VERIFIED BY THE CONTRACTOR PRIOR TO CONSTRUCTION.

SEE DRAINAGE AREA MAP SHEETS FOR DRAINAGE SYMBOLOGY.

R/W & U/E PURCHASED UNDER JP 09032(05)

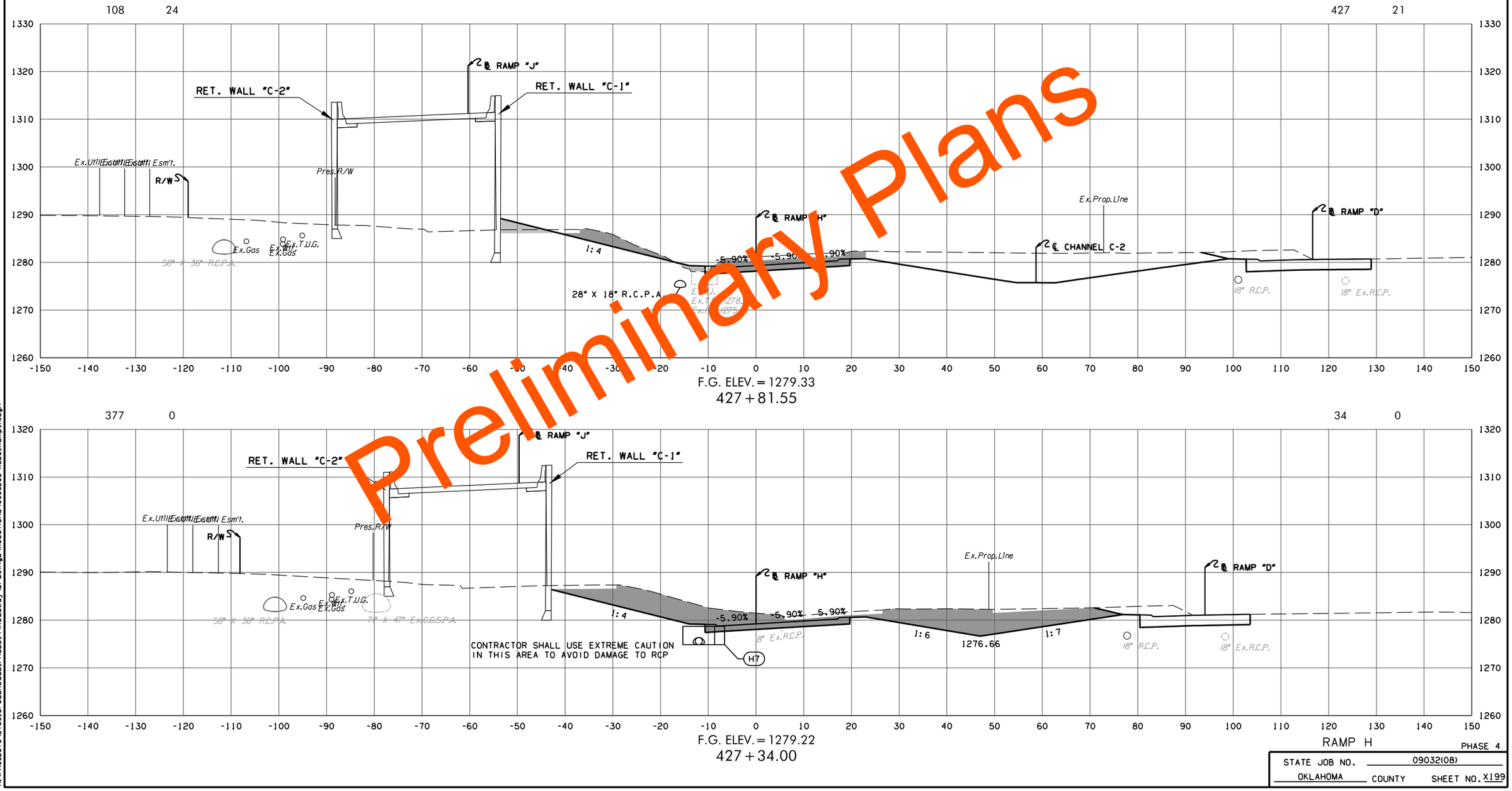
POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

3/4/2024

AREA
CUT FILL

VOLUME
CUT FILL



Preliminary Plans

RAMP H

PHASE 4

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X199

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(CAUTION) THE LOCATION OF ALL UTILITIES AS SHOWN ARE APPROXIMATE. DUE TO RELOCATION'S PLANNED OR PRESENTLY UNDER CONSTRUCTION THERE ARE SOME UTILITIES THAT WILL BE RELOCATED AND NOT SHOWN ON THESE PLANS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE TO ALL UTILITIES.

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R/W & U/E PURCHASED UNDER JP 09032(05)

POE & ASSOCIATES, OKLAHOMA CITY, OK.

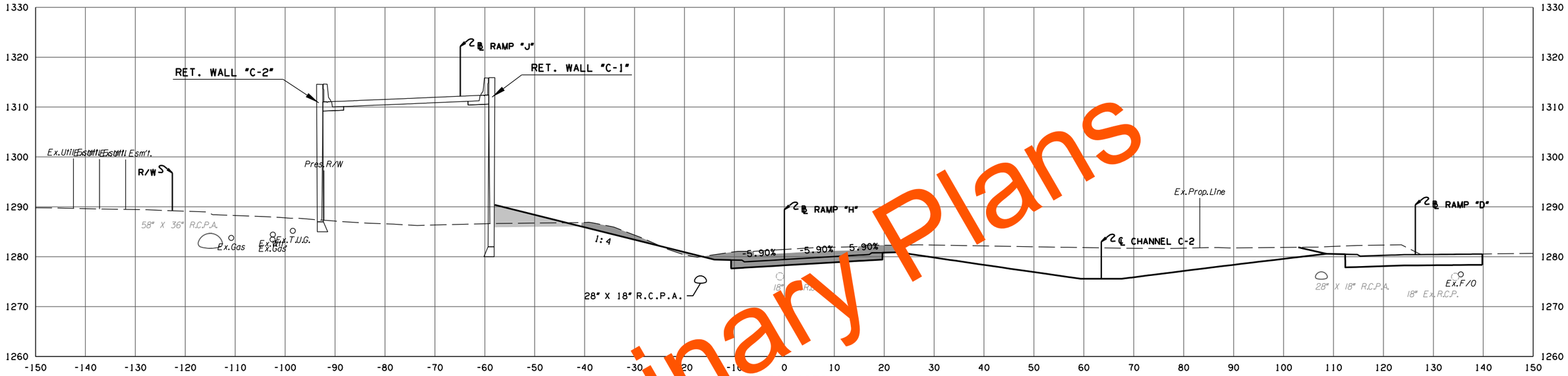
90% PLAN SUBMITTAL

3/4/2024

AREA
CUT FILL

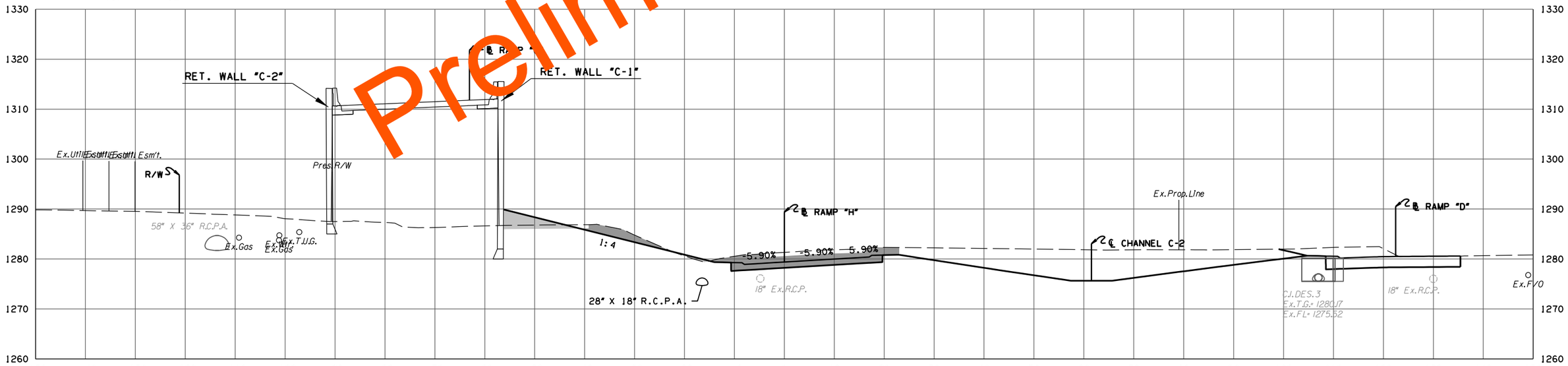
VOLUME
CUT FILL

106 42 29 10



F.G. ELEV. = 1279.44
428 + 00.00

107 32 44 12



F.G. ELEV. = 1279.39
427 + 92.67

RAMP H

PHASE 4

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X200

Preliminary Plans

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(CAUTION) THE LOCATION OF ALL UTILITIES AS SHOWN ARE APPROXIMATE. DUE TO RELOCATION'S PLANNED OR PRESENTLY UNDER CONSTRUCTION THERE ARE SOME UTILITIES THAT WILL BE RELOCATED AND NOT SHOWN ON THESE PLANS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE TO ALL UTILITIES.

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R/W & U/E PURCHASED UNDER JP 09032(05)

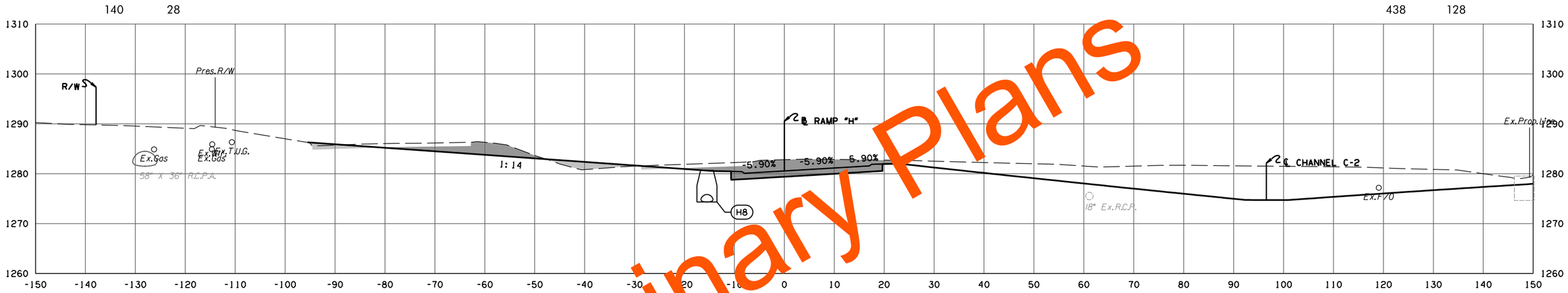
POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

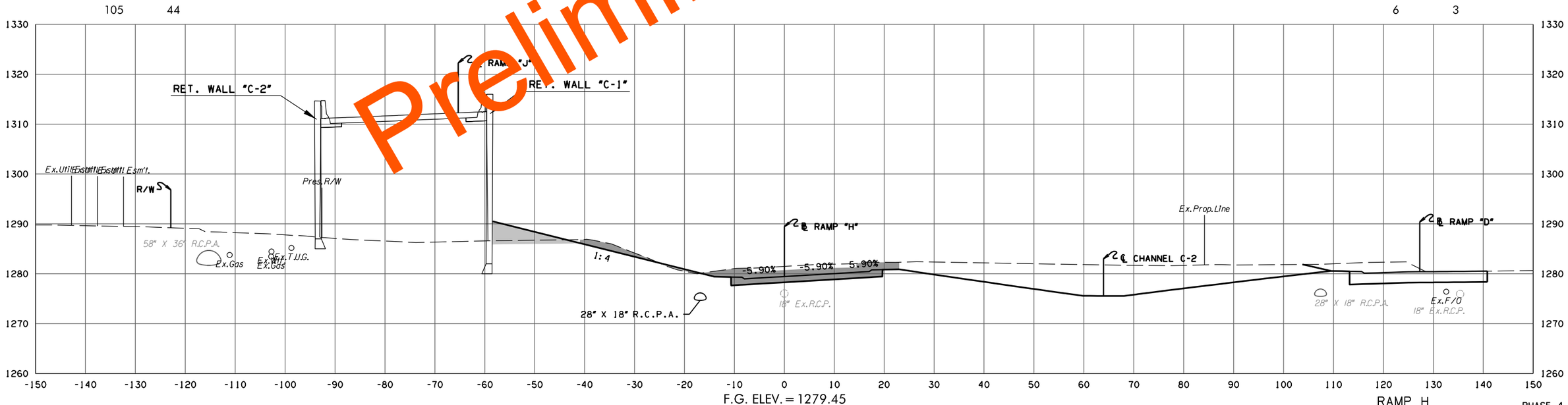
3/4/2024

AREA
CUT FILL

VOLUME
CUT FILL



F.G. ELEV. = 1280.57
428+98.24



F.G. ELEV. = 1279.45
428+01.62

RAMP H

PHASE 4

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X201

Preliminary Plans

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(CAUTION) THE LOCATION OF ALL UTILITIES AS SHOWN ARE APPROXIMATE. DUE TO RELOCATION'S PLANNED OR PRESENTLY UNDER CONSTRUCTION THERE ARE SOME UTILITIES THAT WILL BE RELOCATED AND NOT SHOWN ON THESE PLANS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE TO ALL UTILITIES.

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R/W & U/E PURCHASED UNDER JP 09032(05)

POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

3/4/2024

Preliminary Plans

RAMP H

PHASE 4

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X202

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(CAUTION) THE LOCATION OF ALL UTILITIES AS SHOWN ARE APPROXIMATE. DUE TO RELOCATION'S PLANNED OR PRESENTLY UNDER CONSTRUCTION THERE ARE SOME UTILITIES THAT WILL BE RELOCATED AND NOT SHOWN ON THESE PLANS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE TO ALL UTILITIES.

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R/W & U/E PURCHASED UNDER JP 09032(05)

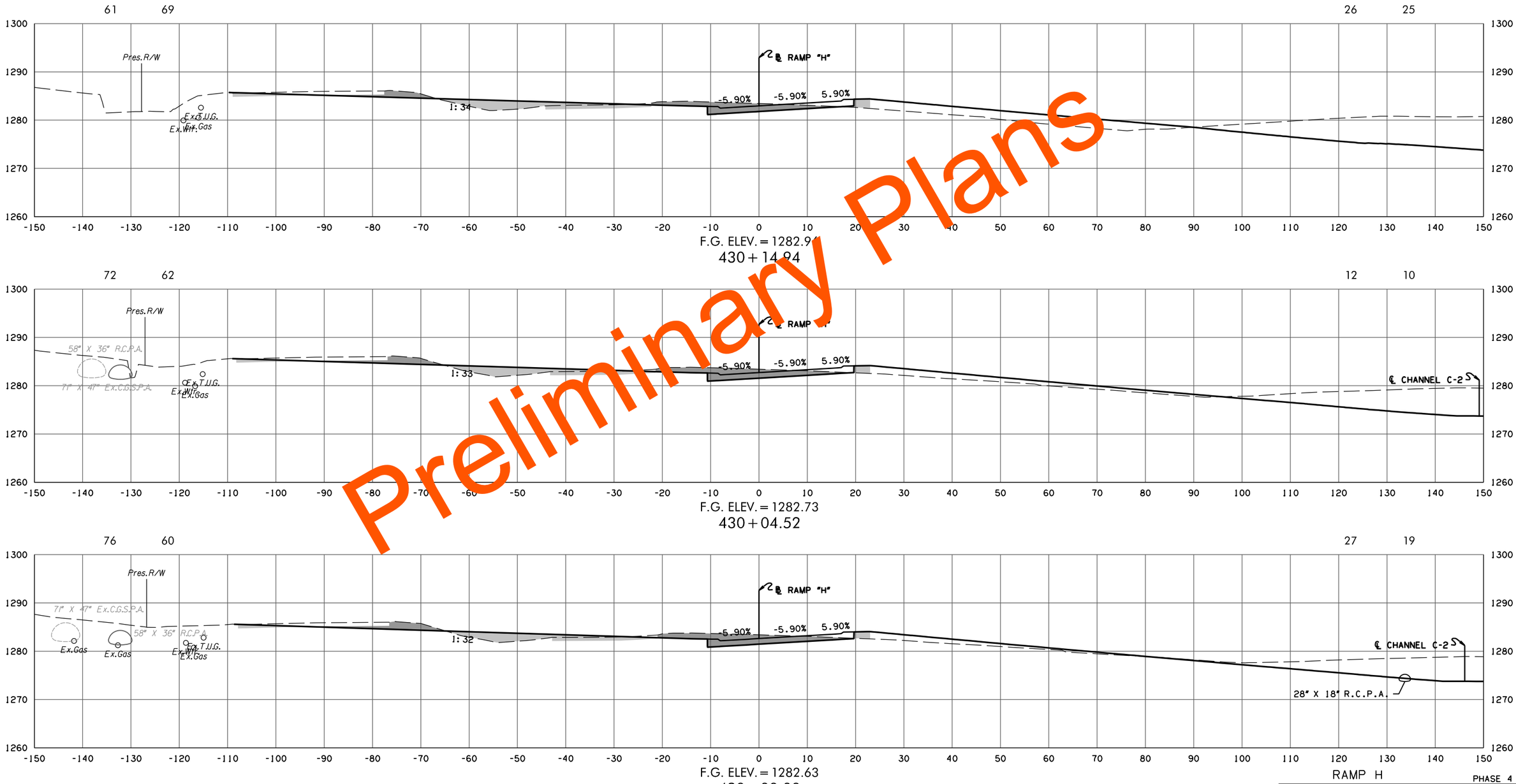
POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

3/4/2024

AREA
CUT FILL

VOLUME
CUT FILL



Preliminary Plans

RAMP H

PHASE 4

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X203

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(CAUTION) THE LOCATION OF ALL UTILITIES AS SHOWN ARE APPROXIMATE. DUE TO RELOCATION'S PLANNED OR PRESENTLY UNDER CONSTRUCTION THERE ARE SOME UTILITIES THAT WILL BE RELOCATED AND NOT SHOWN ON THESE PLANS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE TO ALL UTILITIES.

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SEE DRAINAGE AREA MAP SHEETS FOR DRAINAGE SYMBOLOGY.

R/W & U/E PURCHASED UNDER JP 09032(05)

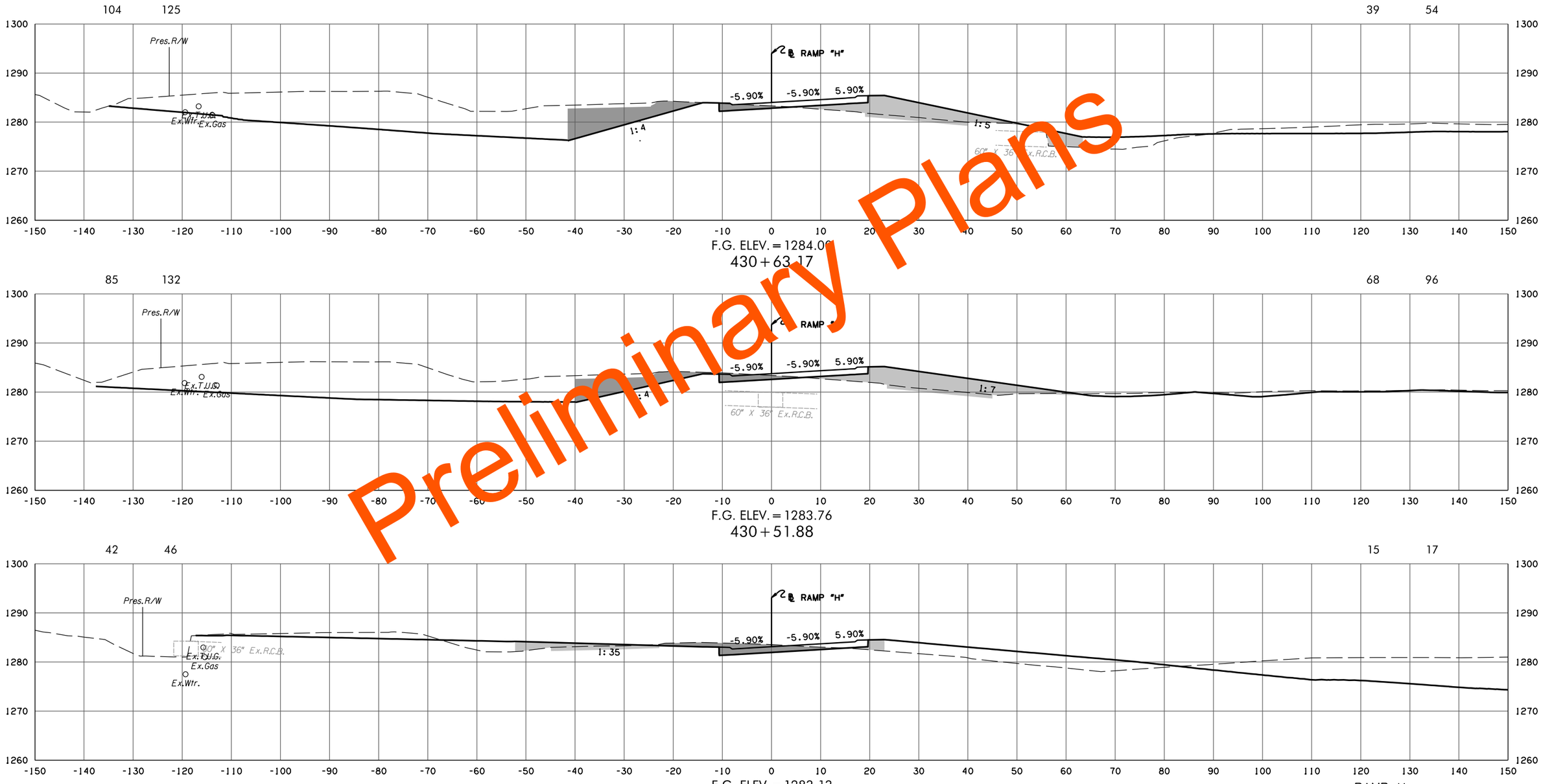
POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

3/4/2024

AREA
CUT FILL

VOLUME
CUT FILL



Preliminary Plans

RAMP H

PHASE 4

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY

SHEET NO. X204

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(CAUTION) THE LOCATION OF ALL UTILITIES AS SHOWN ARE APPROXIMATE. DUE TO RELOCATION'S PLANNED OR PRESENTLY UNDER CONSTRUCTION THERE ARE SOME UTILITIES THAT WILL BE RELOCATED AND NOT SHOWN ON THESE PLANS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE TO ALL UTILITIES.

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SEE DRAINAGE AREA MAP SHEETS FOR DRAINAGE SYMBOLOGY.

R/W & U/E PURCHASED UNDER JP 09032(05)

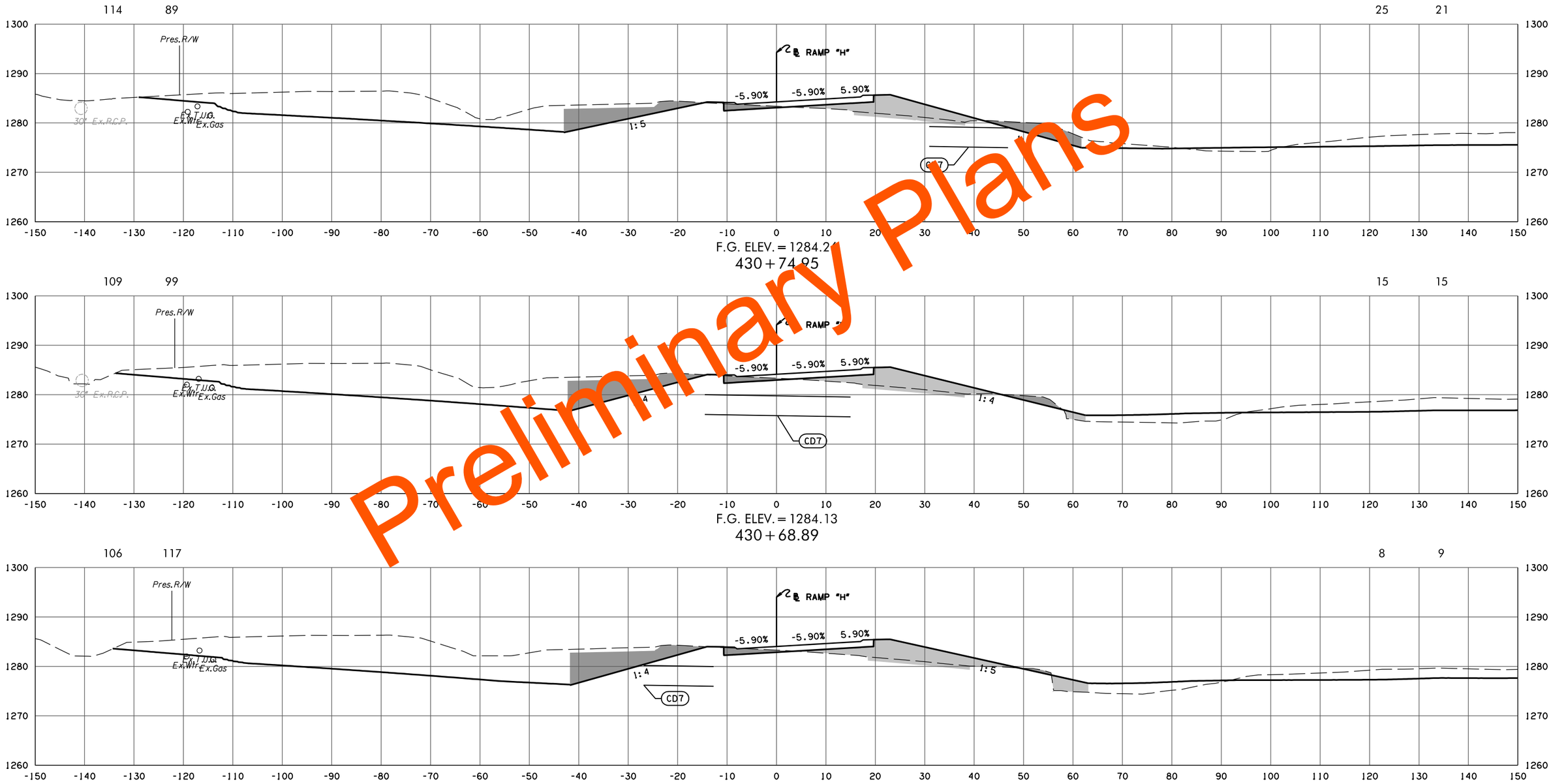
POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

3/4/2024

AREA
CUT FILL

VOLUME
CUT FILL



Preliminary Plans

RAMP H

PHASE 4

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X205

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(CAUTION) THE LOCATION OF ALL UTILITIES AS SHOWN ARE APPROXIMATE. DUE TO RELOCATION'S PLANNED OR PRESENTLY UNDER CONSTRUCTION THERE ARE SOME UTILITIES THAT WILL BE RELOCATED AND NOT SHOWN ON THESE PLANS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE TO ALL UTILITIES.

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SEE DRAINAGE AREA MAP SHEETS FOR DRAINAGE SYMBOLOGY.

R/W & U/E PURCHASED UNDER JP 09032(05)

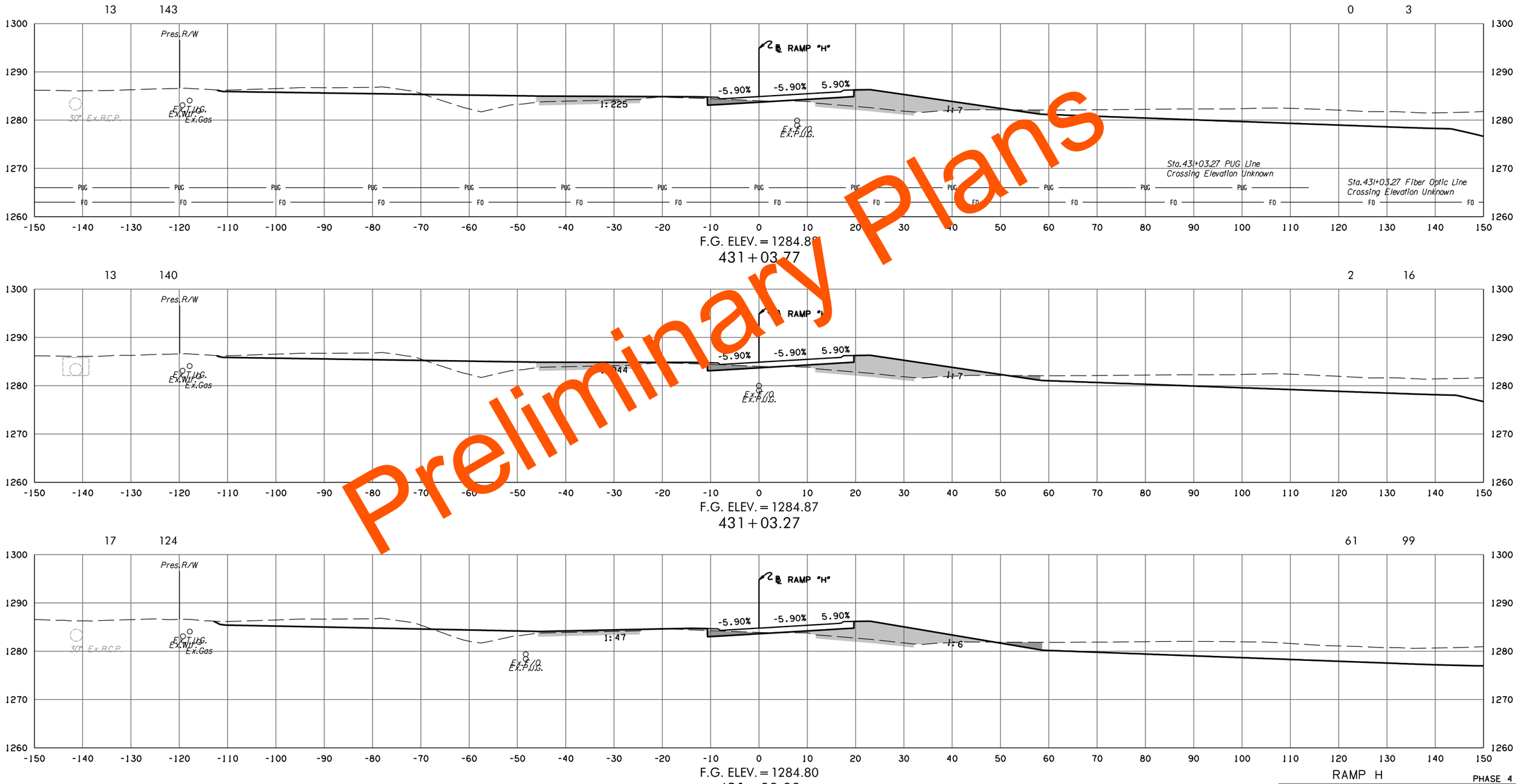
POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

3/4/2024

AREA
CUT FILL

VOLUME
CUT FILL



Preliminary Plans

RAMP H

PHASE 4

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X206

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(CAUTION) THE LOCATION OF ALL UTILITIES AS SHOWN ARE APPROXIMATE. DUE TO RELOCATION'S PLANNED OR PRESENTLY UNDER CONSTRUCTION THERE ARE SOME UTILITIES THAT WILL BE RELOCATED AND NOT SHOWN ON THESE PLANS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE TO ALL UTILITIES.

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R/W & U/E PURCHASED UNDER JP 09032(05)

POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

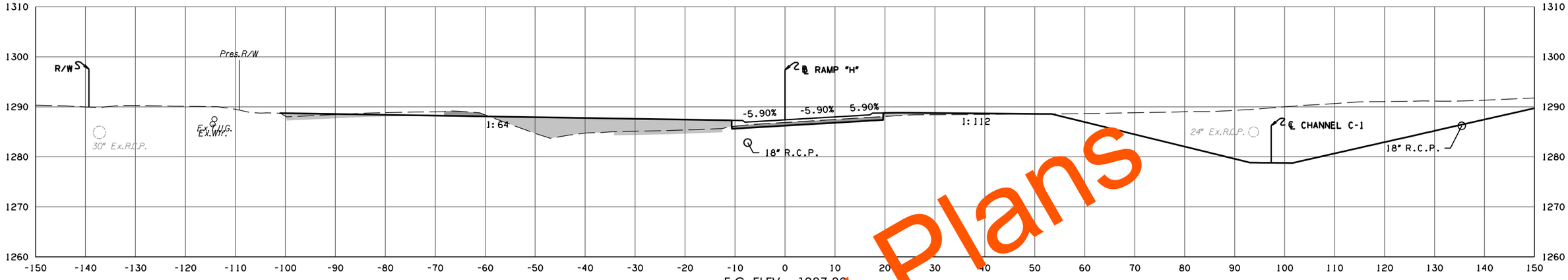
3/4/2024

Preliminary Plans

AREA
CUT FILL

VOLUME
CUT FILL

26 162 44 235



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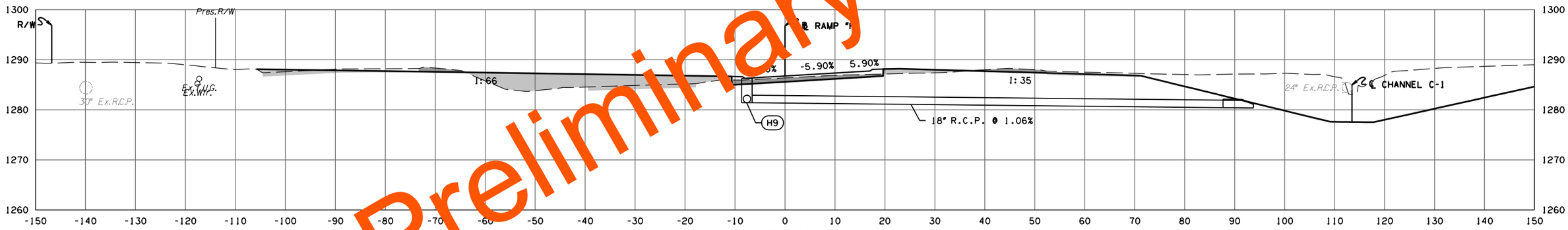
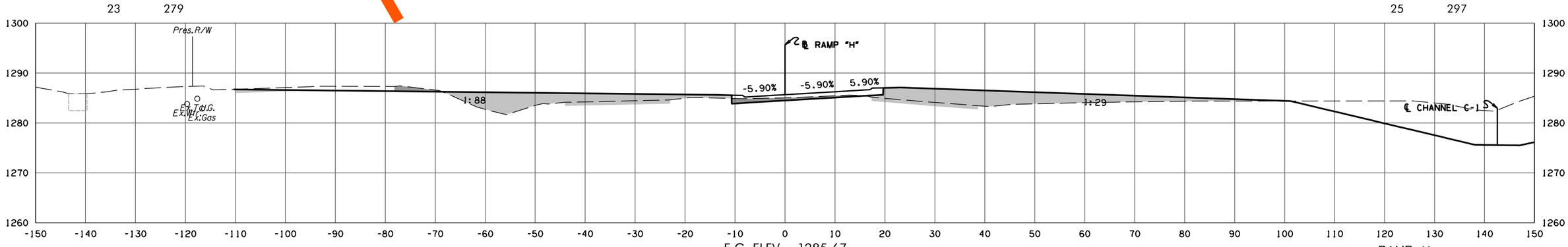
432 + 38.13

35 170 63 484



F.G. ELEV. = 1286.75
432 + 00.00

23 279 25 297



F.G. ELEV. = 1285.67
431 + 41.82

RAMP H

PHASE 4

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X207

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(CAUTION) THE LOCATION OF ALL UTILITIES AS SHOWN ARE APPROXIMATE. DUE TO RELOCATION'S PLANNED OR PRESENTLY UNDER CONSTRUCTION THERE ARE SOME UTILITIES THAT WILL BE RELOCATED AND NOT SHOWN ON THESE PLANS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE TO ALL UTILITIES.

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SEE DRAINAGE AREA MAP SHEETS FOR DRAINAGE SYMBOLOGY.

R/W & U/E PURCHASED UNDER JP 09032(05)

POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

3/4/2024

Preliminary Plans

RAMP H

PHASE 4

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X208

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R/W & U/E PURCHASED UNDER JP 09032(05)

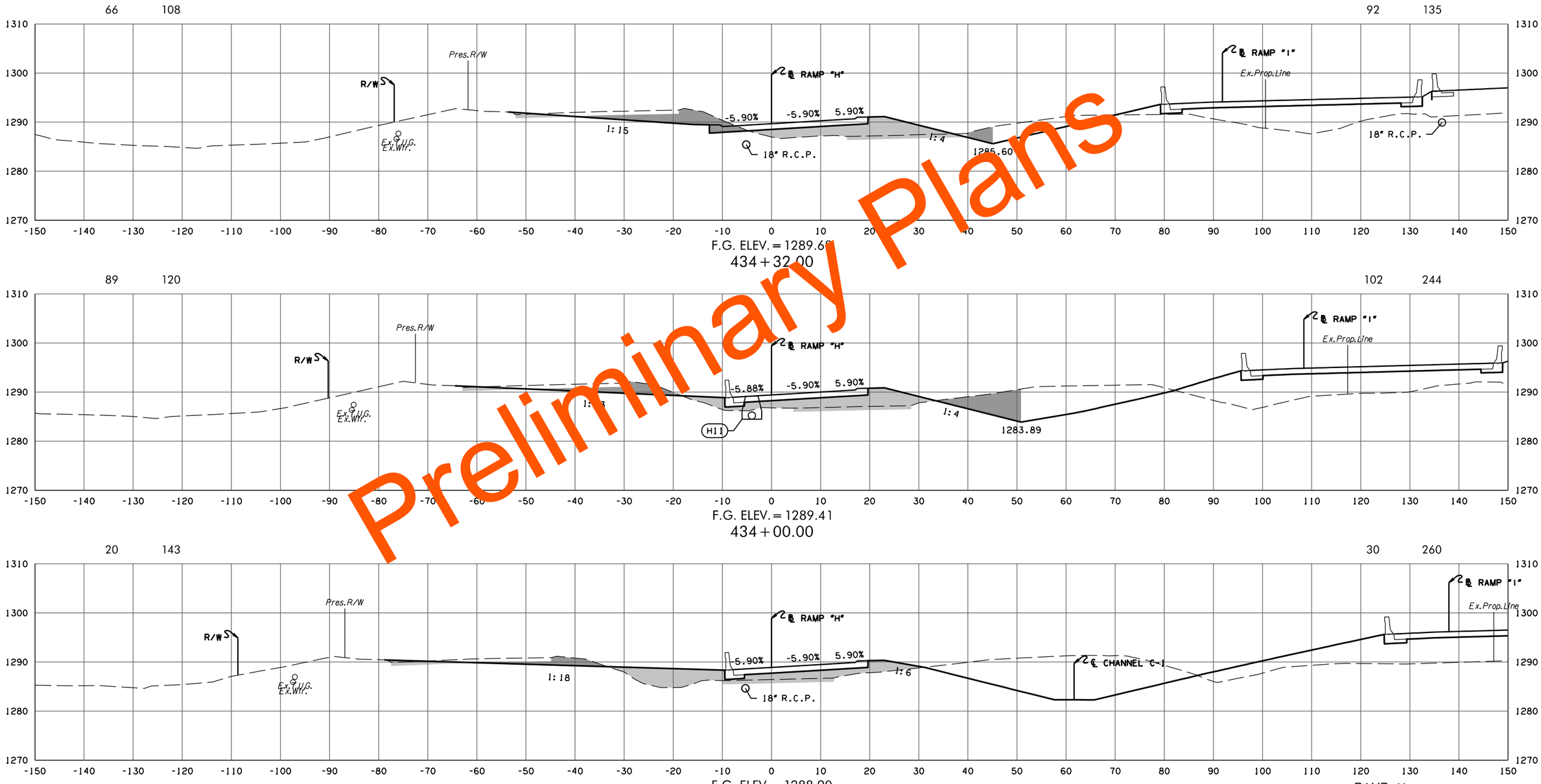
POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

3/4/2024

AREA
CUT FILL

VOLUME
CUT FILL



Preliminary Plans

RAMP H

PHASE 4

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X209

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R/W & U/E PURCHASED UNDER JP 09032(05)

POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

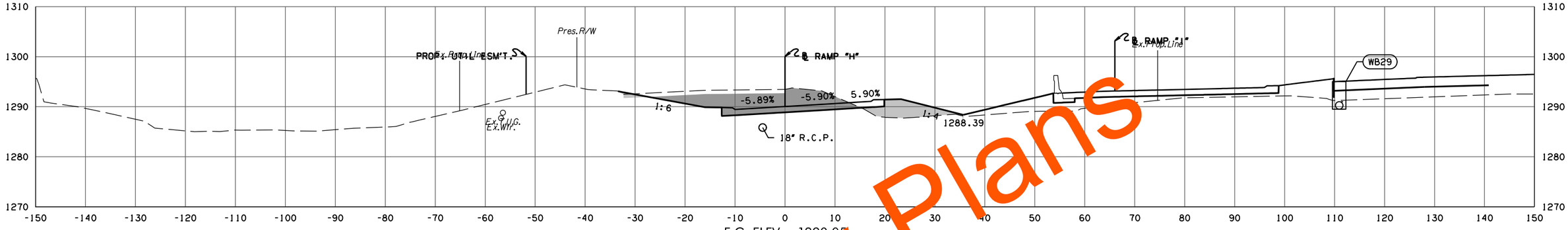
3/4/2024

Preliminary Plans

AREA
CUT FILL

VOLUME
CUT FILL

124 44



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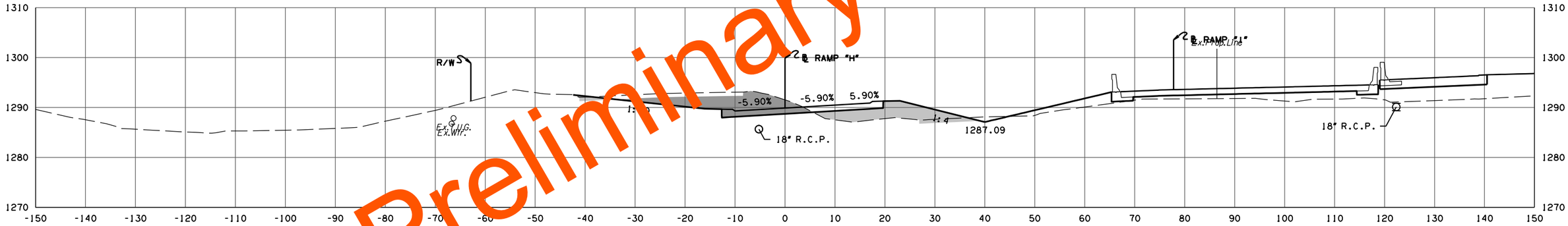
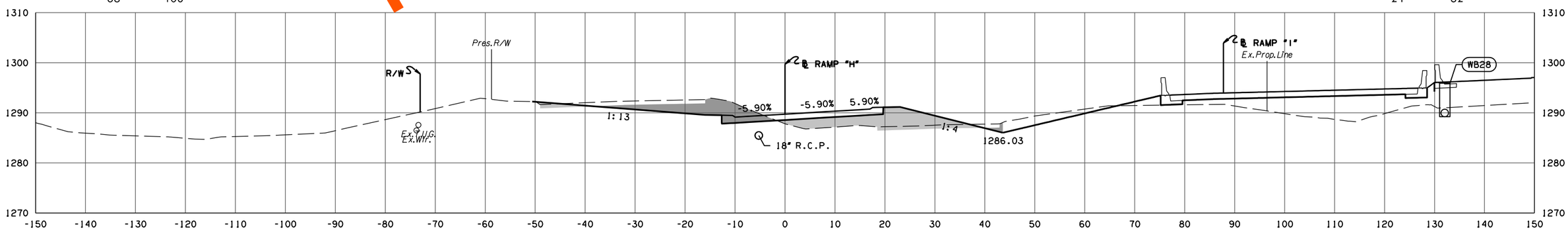
434 + 89.72

93 77 64 71



F.G. ELEV. = 1289.89
434 + 62.00

68 100 21 32



F.G. ELEV. = 1289.74
434 + 40.44

RAMP H

PHASE 4

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X210

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R/W & U/E PURCHASED UNDER JP 09032(05)

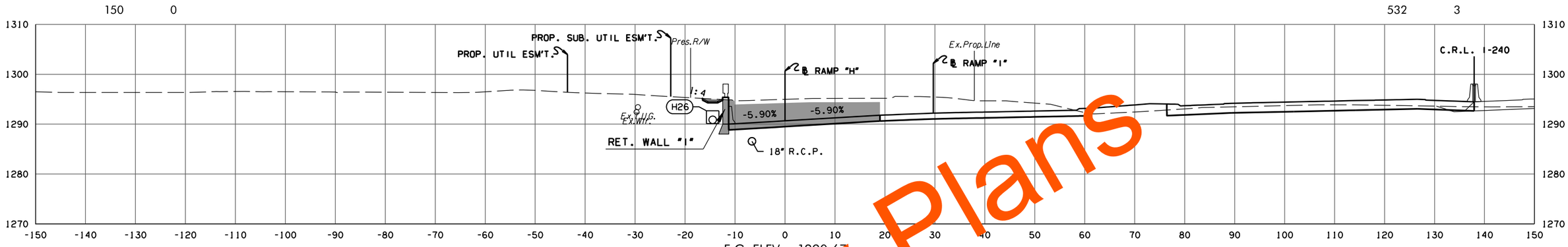
POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

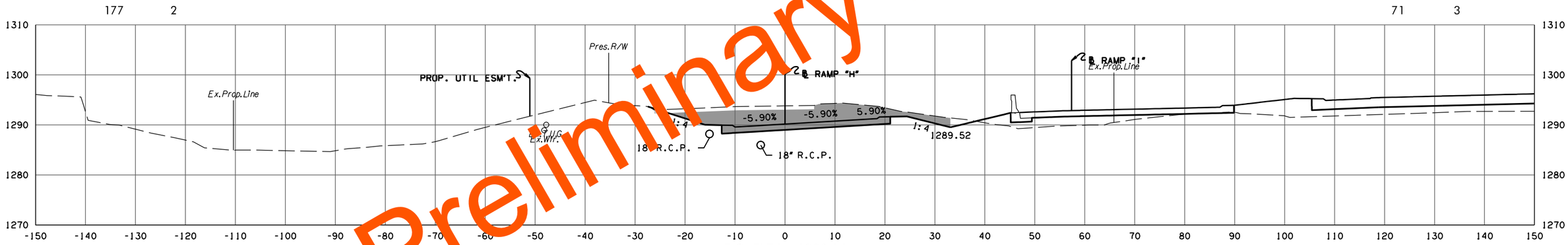
3/4/2024

AREA
CUT FILL

VOLUME
CUT FILL



F.G. ELEV. = 1290.67
436 + 00.00



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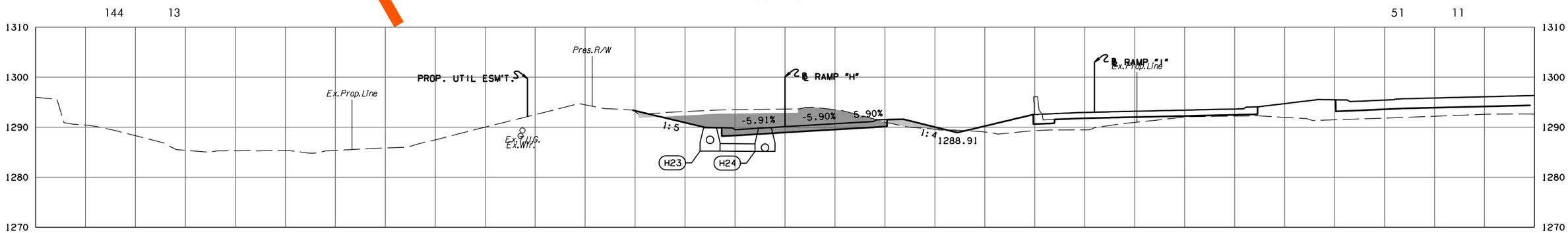

F.G. ELEV. = 1290.11
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RAMP H

PHASE 4

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X211

Preliminary Plans

3/4/2024 3:58:42 PM
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R/W & U/E PURCHASED UNDER JP 09032(05)

POE & ASSOCIATES, OKLAHOMA CITY, OK.
90% PLAN SUBMITTAL
3/4/2024

AREA
CUT FILL

VOLUME
CUT FILL

Preliminary Plans

RAMP H

PHASE 4

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X212

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R/W & U/E PURCHASED UNDER JP 09032(05)

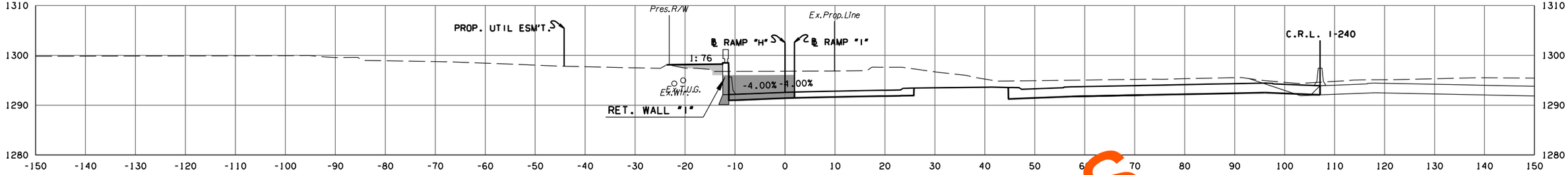
POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

3/4/2024

Preliminary Plans

AREA CUT 71 FILL 10 — VOLUME CUT 159 FILL 12



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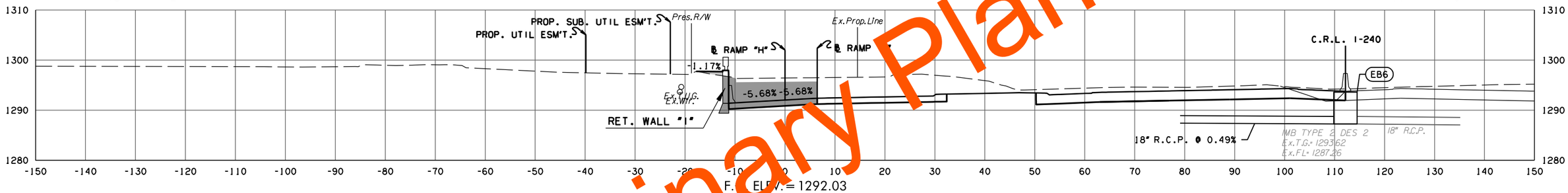
437 + 75.00

98 2 — 14 0



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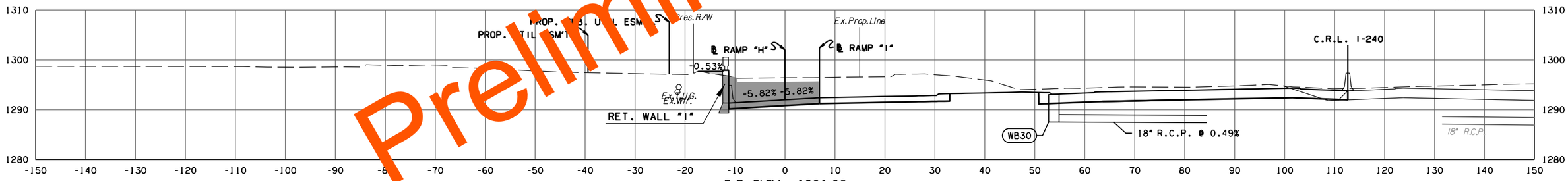
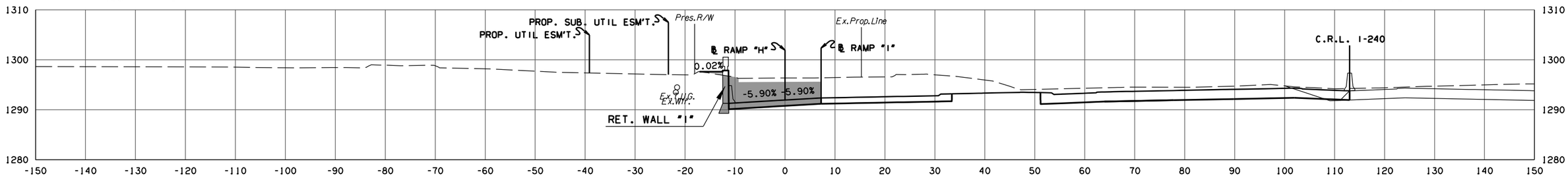
437 + 24.28

101 2 — 10 0



F.G. ELEV. = 1291.98
437 + 20.59

103 2 — 72 1



F.G. ELEV. = 1291.95
437 + 18.00
END FULL SUPER ROTATION

RAMP H — PHASE 4

STATE JOB NO. 09032(08)
OKLAHOMA COUNTY — SHEET NO. X213

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(CAUTION) THE LOCATION OF ALL UTILITIES AS SHOWN ARE APPROXIMATE. DUE TO RELOCATION'S PLANNED OR PRESENTLY UNDER CONSTRUCTION THERE ARE SOME UTILITIES THAT WILL BE RELOCATED AND NOT SHOWN ON THESE PLANS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE TO ALL UTILITIES.

DEPTH & LOCATION OF EXISTING UTILITIES SHALL BE FIELD VERIFIED BY THE CONTRACTOR PRIOR TO CONSTRUCTION.

SEE DRAINAGE AREA MAP SHEETS FOR DRAINAGE SYMBOLOGY.

R/W & U/E PURCHASED UNDER JP 09032(05)

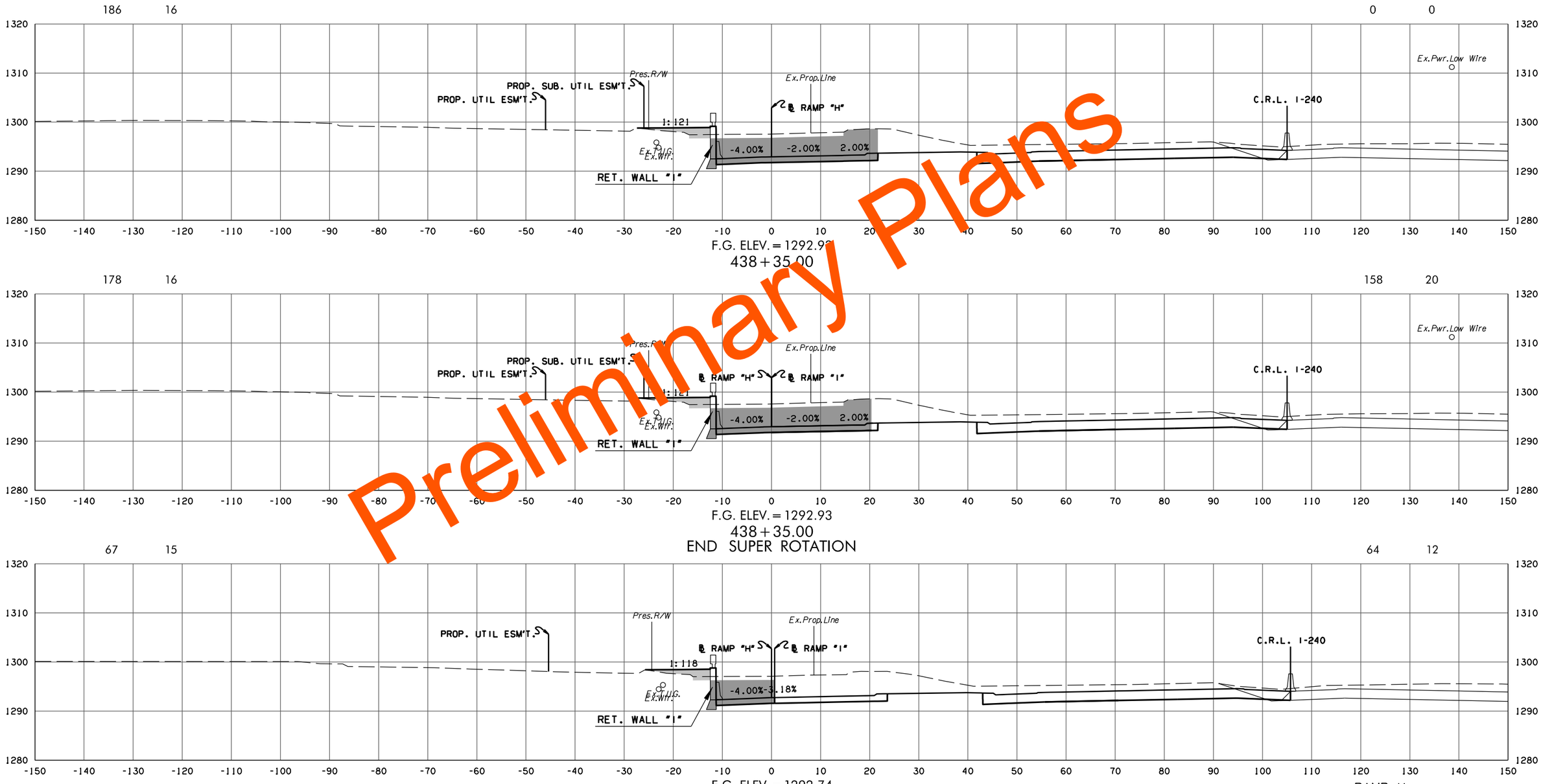
POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

3/4/2024

AREA
CUT FILL

VOLUME
CUT FILL



Preliminary Plans

PHASE 4

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X214

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(CAUTION) THE LOCATION OF ALL UTILITIES AS SHOWN ARE APPROXIMATE. DUE TO RELOCATION'S PLANNED OR PRESENTLY UNDER CONSTRUCTION THERE ARE SOME UTILITIES THAT WILL BE RELOCATED AND NOT SHOWN ON THESE PLANS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE TO ALL UTILITIES.

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SEE DRAINAGE AREA MAP SHEETS FOR DRAINAGE SYMBOLOGY.

R/W & U/E PURCHASED UNDER JP 09032(05)

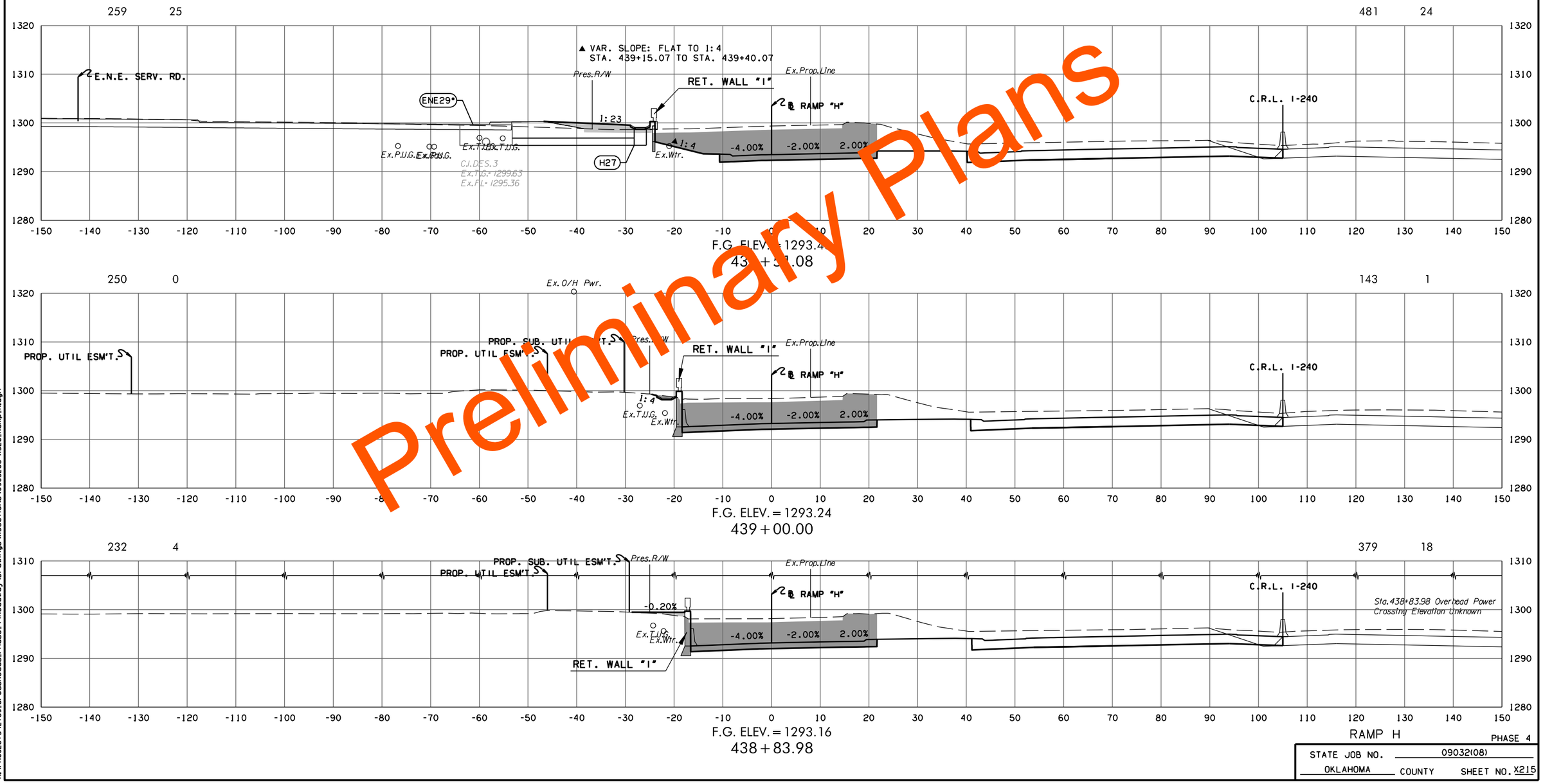
POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

3/4/2024

AREA
CUT FILL

VOLUME
CUT FILL



Preliminary Plans

RAMP H

PHASE 4

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X215

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(CAUTION) THE LOCATION OF ALL UTILITIES AS SHOWN ARE APPROXIMATE. DUE TO RELOCATION'S PLANNED OR PRESENTLY UNDER CONSTRUCTION THERE ARE SOME UTILITIES THAT WILL BE RELOCATED AND NOT SHOWN ON THESE PLANS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE TO ALL UTILITIES.

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SEE DRAINAGE AREA MAP SHEETS FOR DRAINAGE SYMBOLOGY.

R/W & U/E PURCHASED UNDER JP 09032(05)

POE & ASSOCIATES, OKLAHOMA CITY, OK.

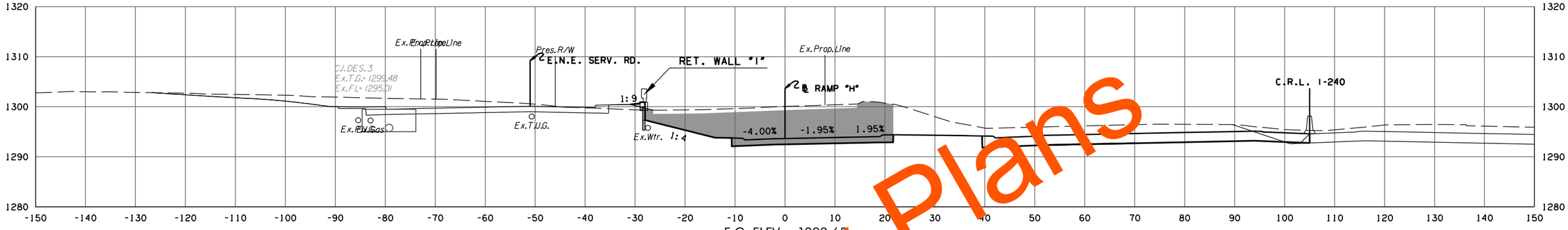
90% PLAN SUBMITTAL

3/4/2024

AREA
CUT FILL

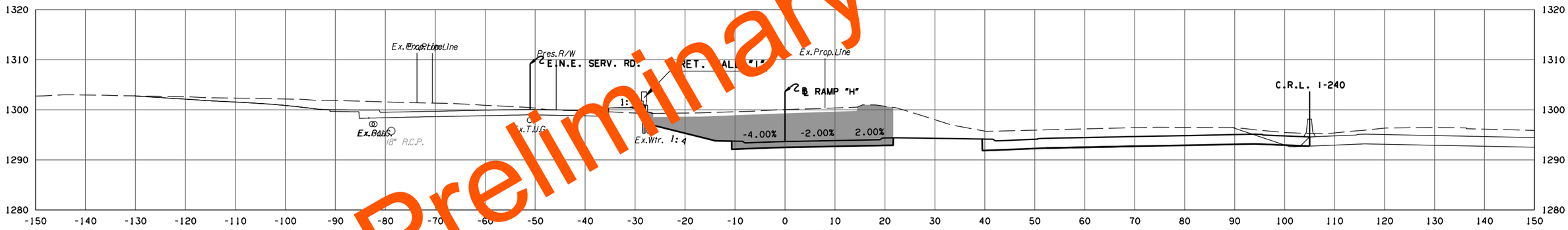
VOLUME
CUT FILL

294 1 12 0



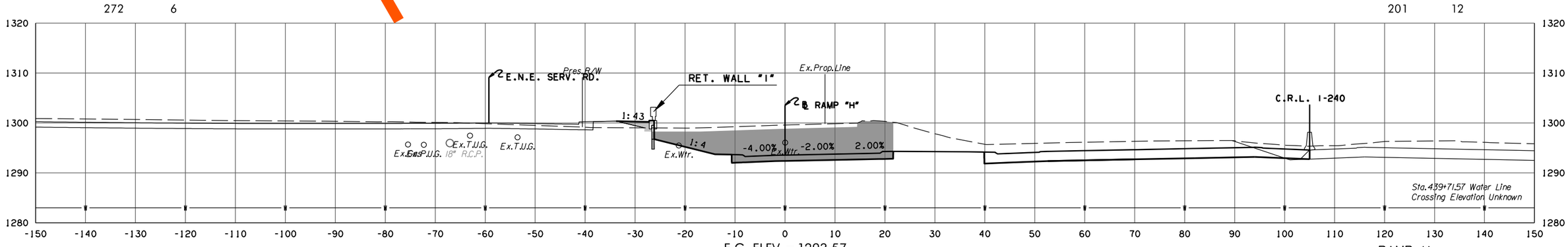
F.G. ELEV. = 1293.65
440+01.10

293 1 297 3



F.G. ELEV. = 1293.65
440+00.00 BEGIN SUPER ROTATION STA. 439+99.79

272 6 201 12



F.G. ELEV. = 1293.57
439+71.57

RAMP H

PHASE 4

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X216

Preliminary Plans

3/4/2024 3:58:48 PM
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(CAUTION) THE LOCATION OF ALL UTILITIES AS SHOWN ARE APPROXIMATE. DUE TO RELOCATION'S PLANNED OR PRESENTLY UNDER CONSTRUCTION THERE ARE SOME UTILITIES THAT WILL BE RELOCATED AND NOT SHOWN ON THESE PLANS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE TO ALL UTILITIES.

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SEE DRAINAGE AREA MAP SHEETS FOR DRAINAGE SYMBOLOGY.

R/W & U/E PURCHASED UNDER JP 09032(05)

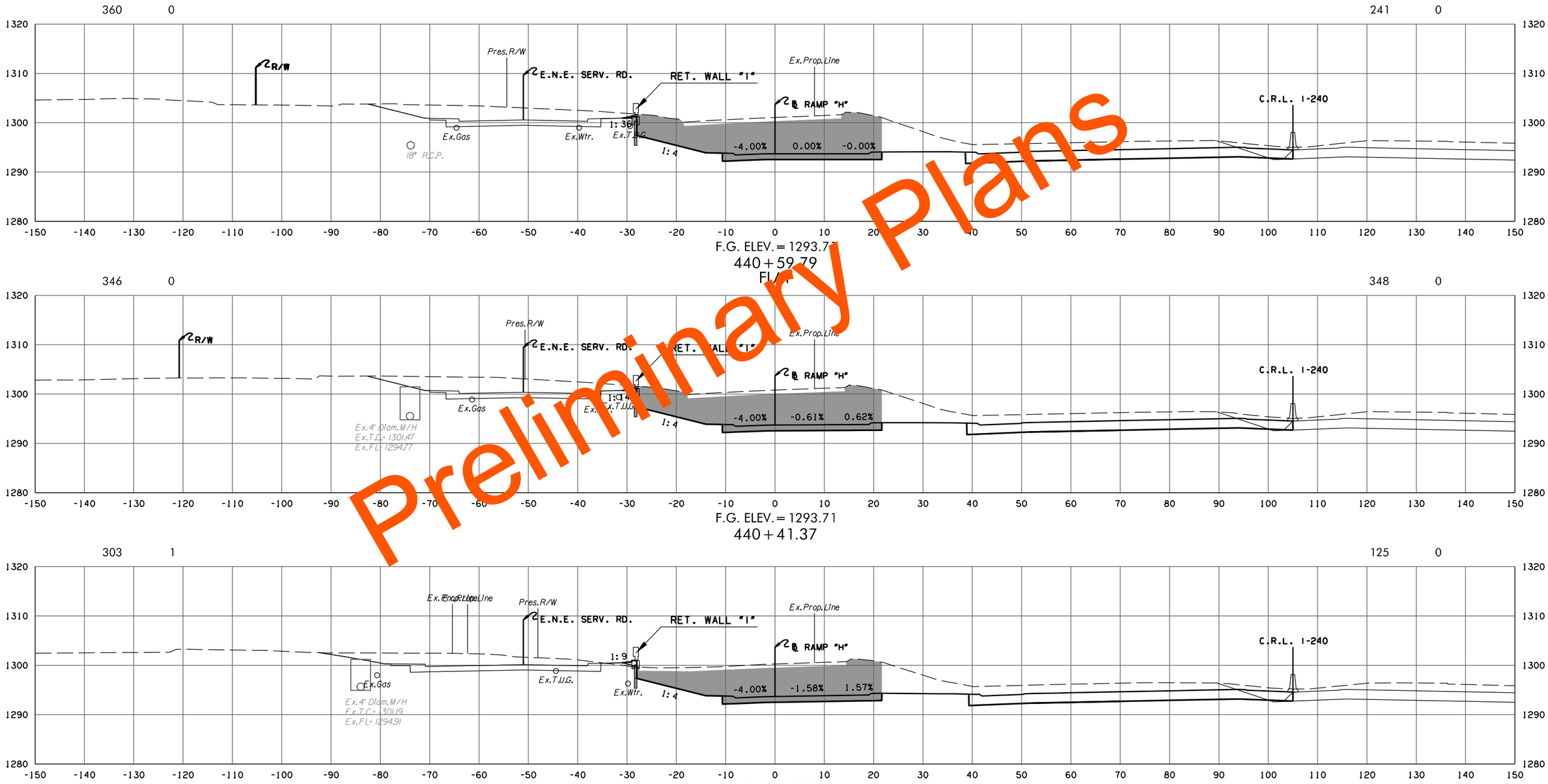
POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

3/4/2024

AREA
CUT FILL

VOLUME
CUT FILL



Preliminary Plans

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X217

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(CAUTION) THE LOCATION OF ALL UTILITIES AS SHOWN ARE APPROXIMATE. DUE TO RELOCATION'S PLANNED OR PRESENTLY UNDER CONSTRUCTION THERE ARE SOME UTILITIES THAT WILL BE RELOCATED AND NOT SHOWN ON THESE PLANS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE TO ALL UTILITIES.

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R/W & U/E PURCHASED UNDER JP 09032(05)

POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

3/4/2024

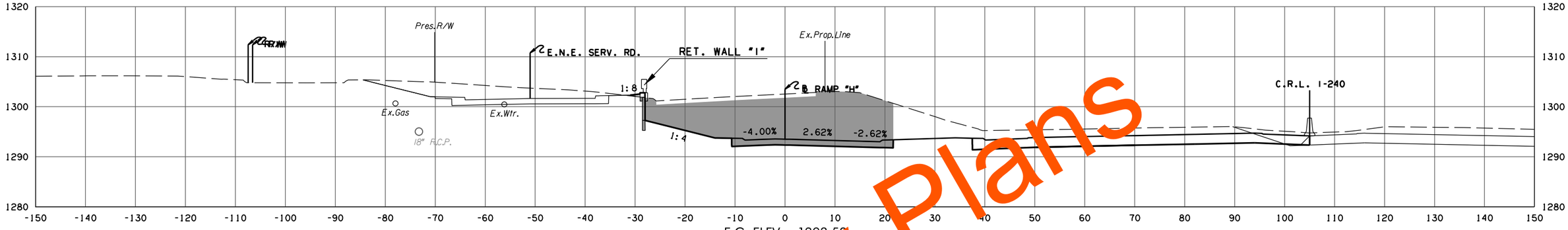
AREA

CUT FILL

VOLUME

CUT FILL

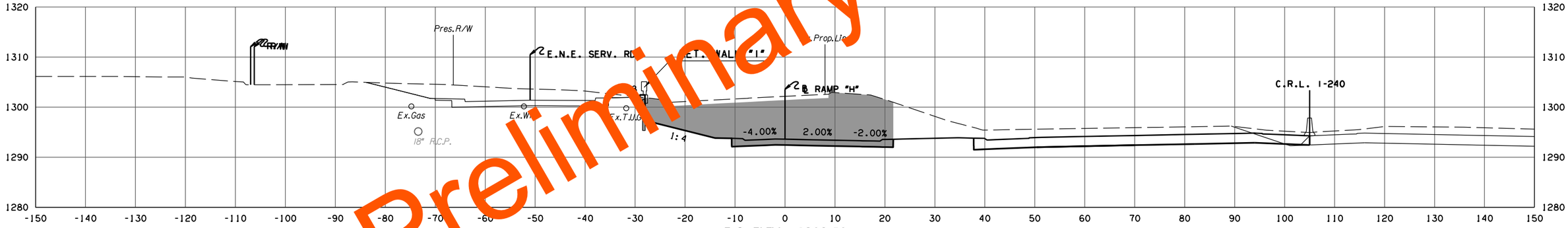
425 1 289 0



F.G. ELEV. = 1293.5[illegible]

441+38.54

408 0 294 0

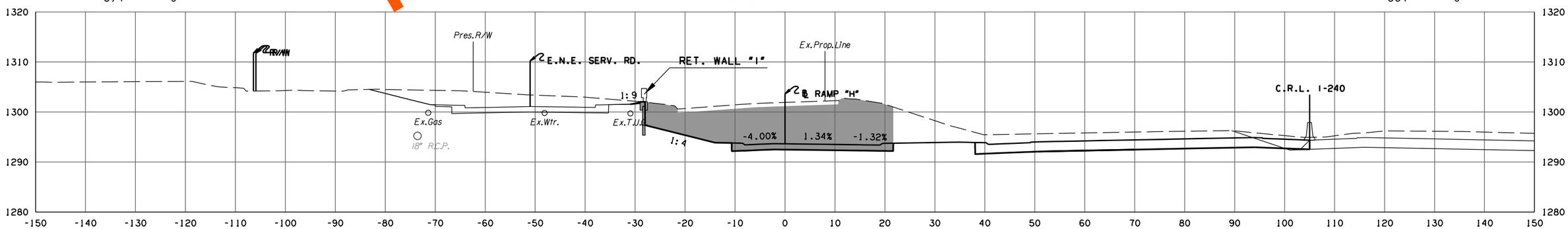


F.G. ELEV. = 1293.59

441+19.79

REVERSE CROWN

394 0 561 0



F.G. ELEV. = 1293.65

441+00.00

RAMP H

PHASE 4

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X218

Preliminary Plans

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(CAUTION) THE LOCATION OF ALL UTILITIES AS SHOWN ARE APPROXIMATE. DUE TO RELOCATION'S PLANNED OR PRESENTLY UNDER CONSTRUCTION THERE ARE SOME UTILITIES THAT WILL BE RELOCATED AND NOT SHOWN ON THESE PLANS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE TO ALL UTILITIES.

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SEE DRAINAGE AREA MAP SHEETS FOR DRAINAGE SYMBOLOGY.

R/W & U/E PURCHASED UNDER JP 09032(05)

POE & ASSOCIATES, OKLAHOMA CITY, OK.

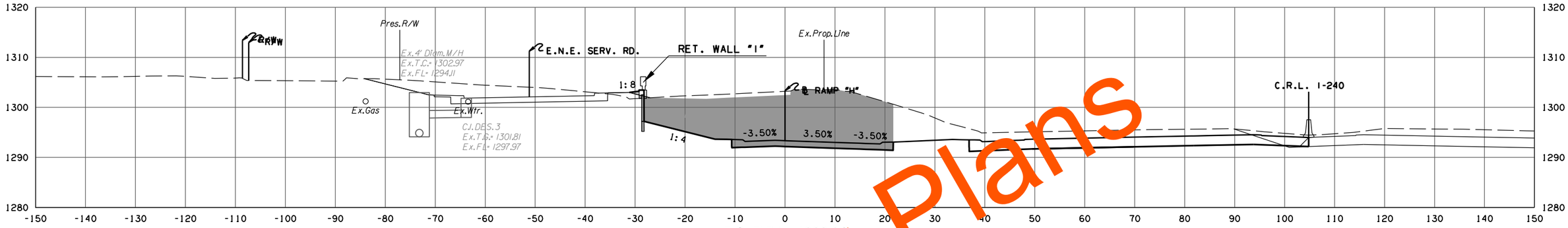
90% PLAN SUBMITTAL

3/4/2024

AREA
CUT FILL

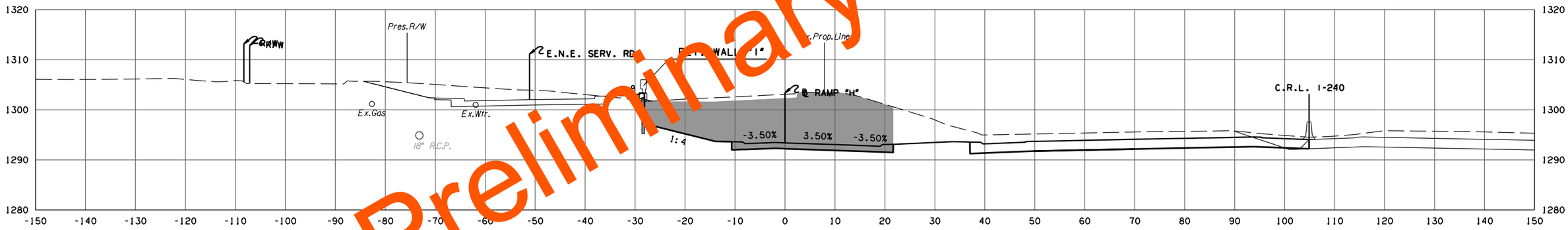
VOLUME
CUT FILL

468 1 116 0



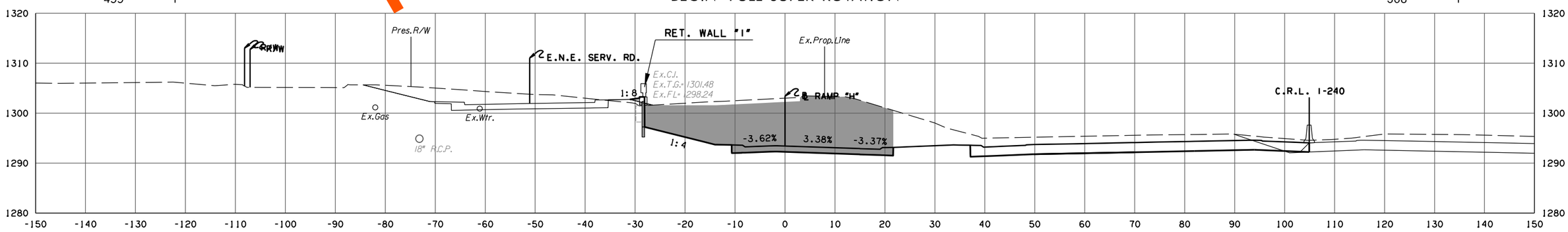
F.G. ELEV. = 1293.31
441+71.53

459 1 62 0



F.G. ELEV. = 1293.39
441+64.79
BEGIN FULL SUPER ROTATION

455 1 368 1



F.G. ELEV. = 1293.41
441+61.14

RAMP H

PHASE 4

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X219

Preliminary Plans

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(CAUTION) THE LOCATION OF ALL UTILITIES AS SHOWN ARE APPROXIMATE. DUE TO RELOCATION'S PLANNED OR PRESENTLY UNDER CONSTRUCTION THERE ARE SOME UTILITIES THAT WILL BE RELOCATED AND NOT SHOWN ON THESE PLANS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE TO ALL UTILITIES.

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SEE DRAINAGE AREA MAP SHEETS FOR DRAINAGE SYMBOLOGY.

R/W & U/E PURCHASED UNDER JP 09032(05)

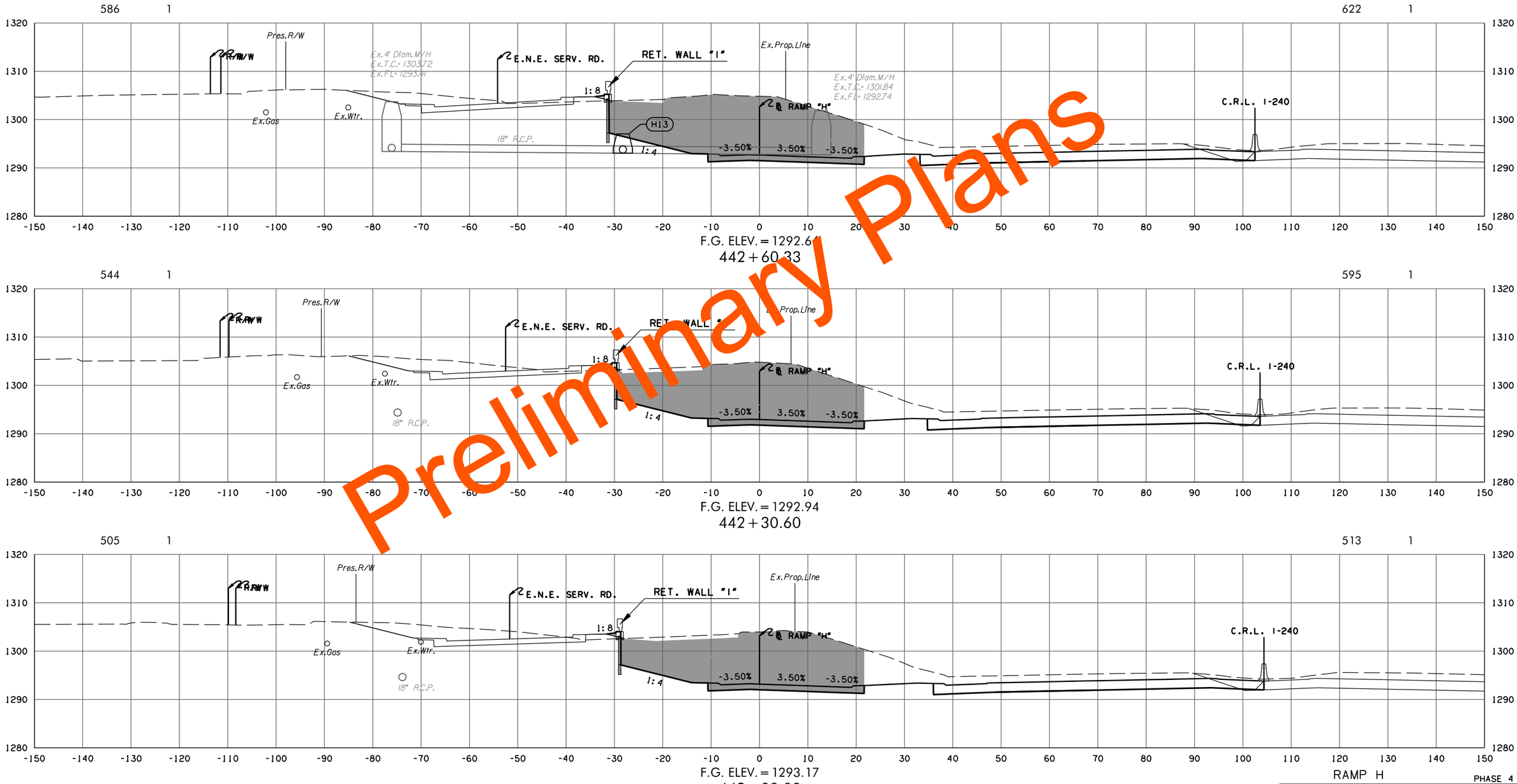
POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

3/4/2024

AREA
CUT FILL

VOLUME
CUT FILL



Preliminary Plans

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RAMP H

PHASE 4

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY

SHEET NO. X220

(CAUTION) THE LOCATION OF ALL UTILITIES AS SHOWN ARE APPROXIMATE. DUE TO RELOCATION'S PLANNED OR PRESENTLY UNDER CONSTRUCTION THERE ARE SOME UTILITIES THAT WILL BE RELOCATED AND NOT SHOWN ON THESE PLANS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE TO ALL UTILITIES.

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SEE DRAINAGE AREA MAP SHEETS FOR DRAINAGE SYMBOLOGY.

R/W & U/E PURCHASED UNDER JP 09032(05)

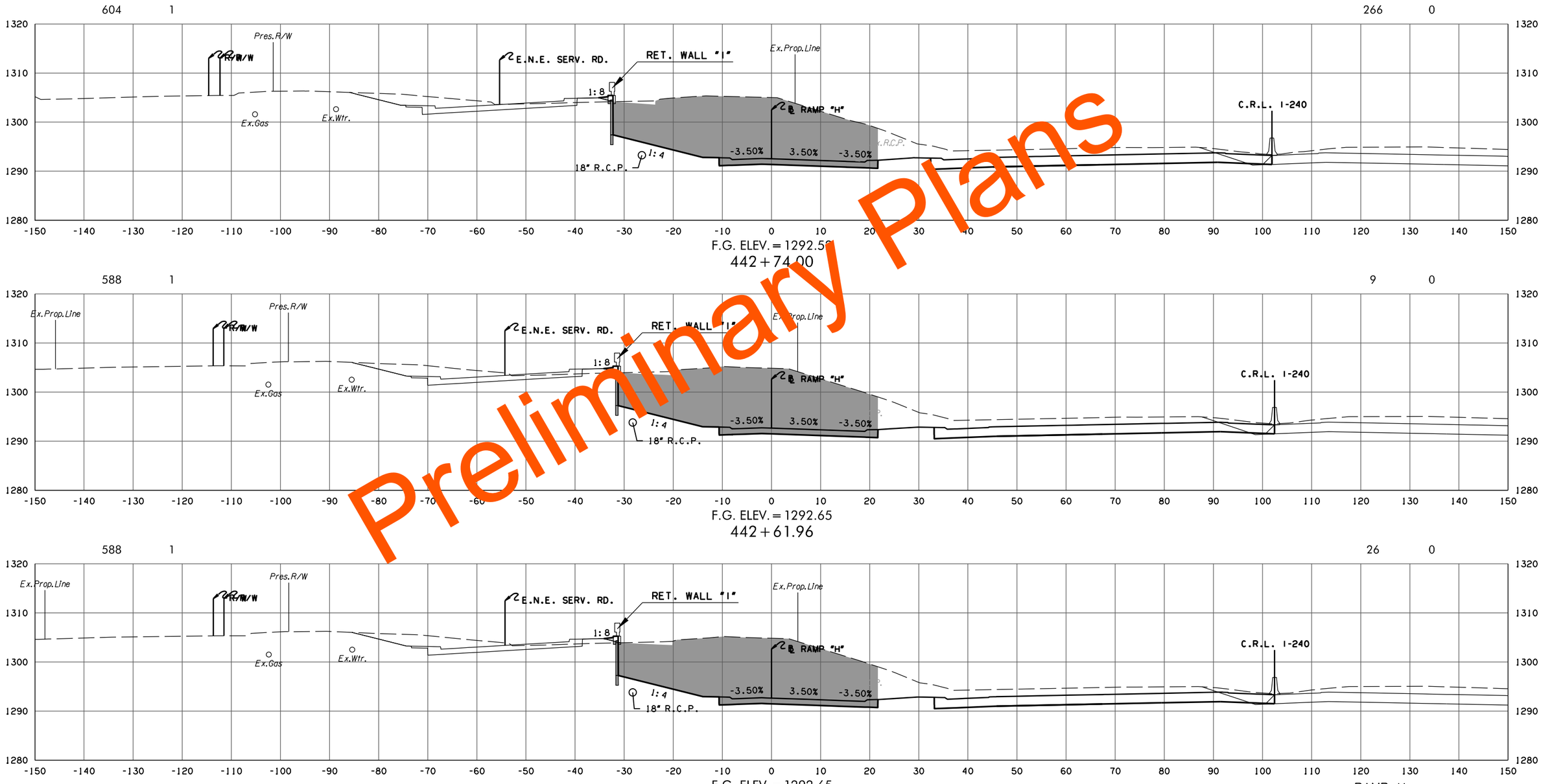
POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

3/4/2024

AREA
CUT FILL

VOLUME
CUT FILL



Preliminary Plans

RAMP H

PHASE 4

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X221

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(CAUTION) THE LOCATION OF ALL UTILITIES AS SHOWN ARE APPROXIMATE. DUE TO RELOCATION'S PLANNED OR PRESENTLY UNDER CONSTRUCTION THERE ARE SOME UTILITIES THAT WILL BE RELOCATED AND NOT SHOWN ON THESE PLANS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE TO ALL UTILITIES.

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SEE DRAINAGE AREA MAP SHEETS FOR DRAINAGE SYMBOLOGY.

R/W & U/E PURCHASED UNDER JP 09032(05)

POE & ASSOCIATES, OKLAHOMA CITY, OK.

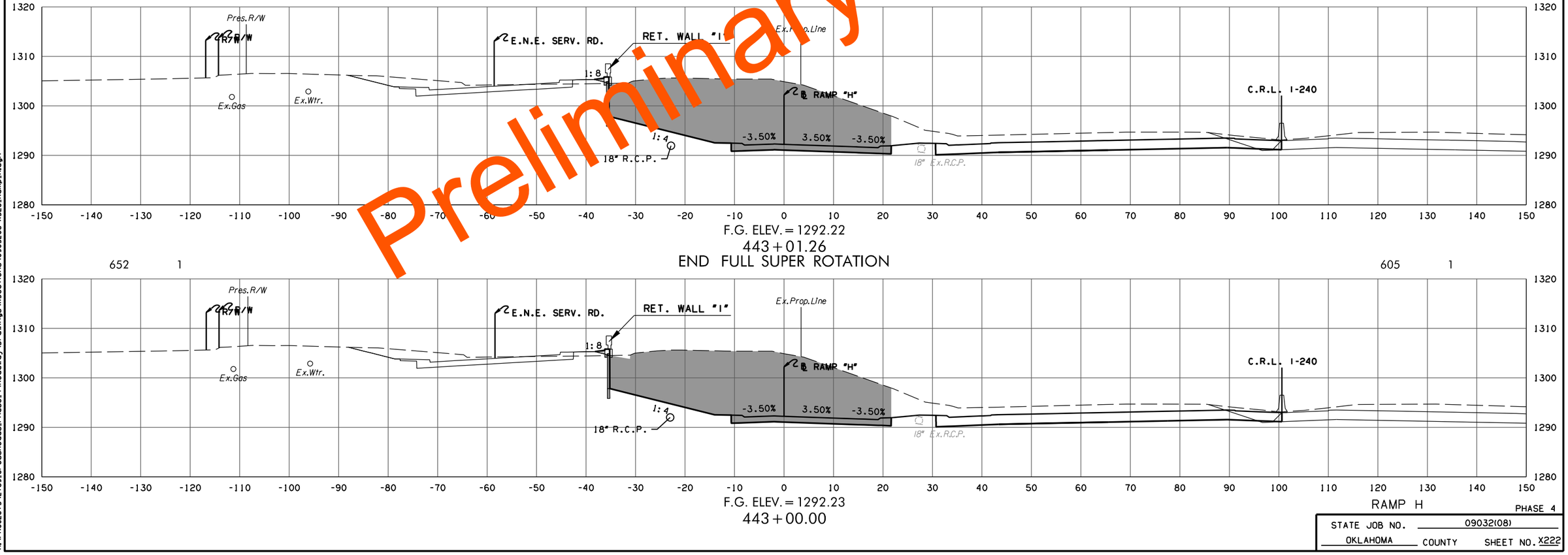
90% PLAN SUBMITTAL

3/4/2024

AREA
CUT FILL

VOLUME
CUT FILL

F.G. ELEV. = 1292.0
443 + 19.63



F.G. ELEV. = 1292.22
443 + 01.26
END FULL SUPER ROTATION

F.G. ELEV. = 1292.23
443 + 00.00

RAMP H

PHASE 4

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X222

Preliminary Plans

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(CAUTION) THE LOCATION OF ALL UTILITIES AS SHOWN ARE APPROXIMATE. DUE TO RELOCATION'S PLANNED OR PRESENTLY UNDER CONSTRUCTION THERE ARE SOME UTILITIES THAT WILL BE RELOCATED AND NOT SHOWN ON THESE PLANS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE TO ALL UTILITIES.

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R/W & U/E PURCHASED UNDER JP 09032(05)

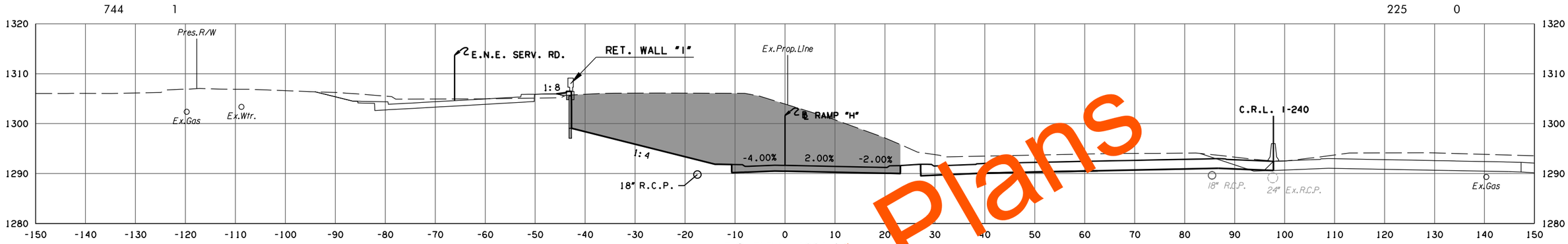
POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

3/4/2024

AREA
CUT FILL

VOLUME
CUT FILL



F.G. ELEV. = 1291.6
443+46.26
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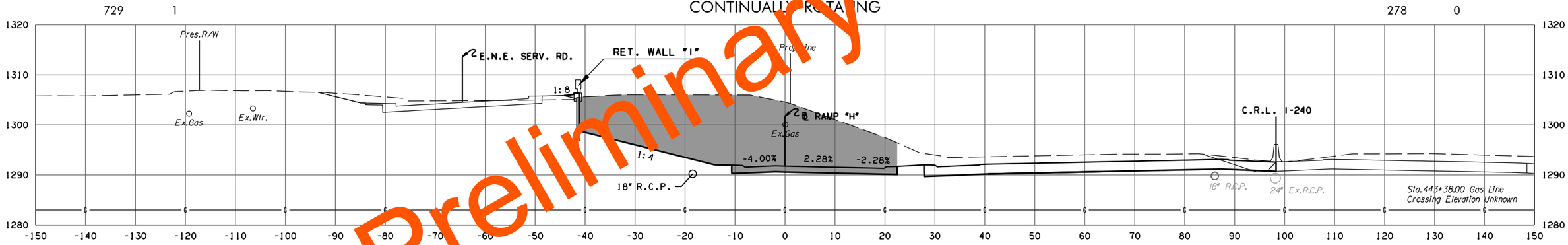
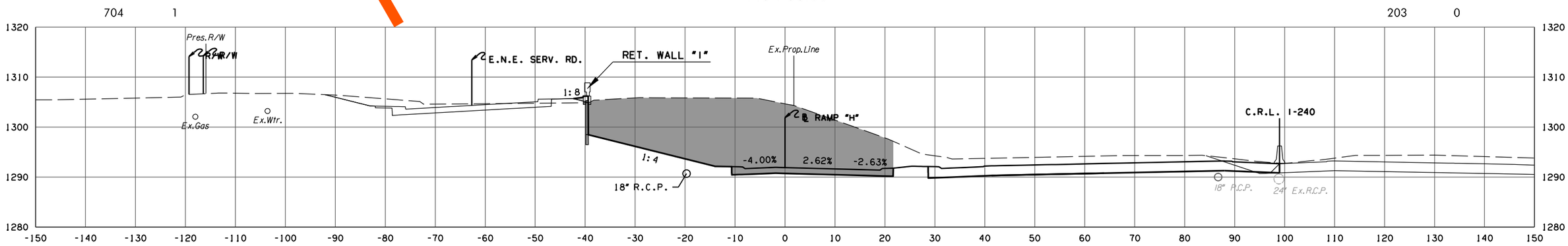


F.G. ELEV. = 1291.75
443+38.00



F.G. ELEV. = 1291.89
443+27.51

RAMP H

PHASE 4

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X223

Preliminary Plans

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(CAUTION) THE LOCATION OF ALL UTILITIES AS SHOWN ARE APPROXIMATE. DUE TO RELOCATION'S PLANNED OR PRESENTLY UNDER CONSTRUCTION THERE ARE SOME UTILITIES THAT WILL BE RELOCATED AND NOT SHOWN ON THESE PLANS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE TO ALL UTILITIES.

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SEE DRAINAGE AREA MAP SHEETS FOR DRAINAGE SYMBOLOGY.

R/W & U/E PURCHASED UNDER JP 09032(05)

POE & ASSOCIATES, OKLAHOMA CITY, OK.

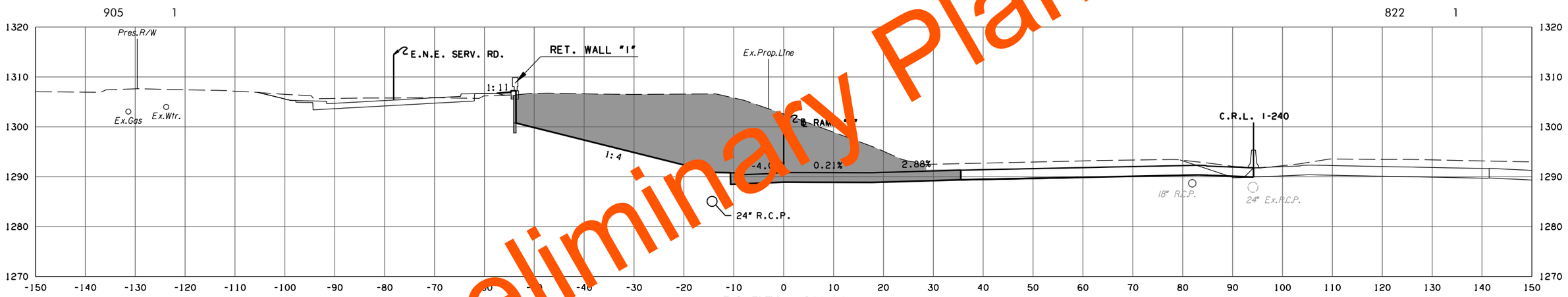
90% PLAN SUBMITTAL

3/4/2024

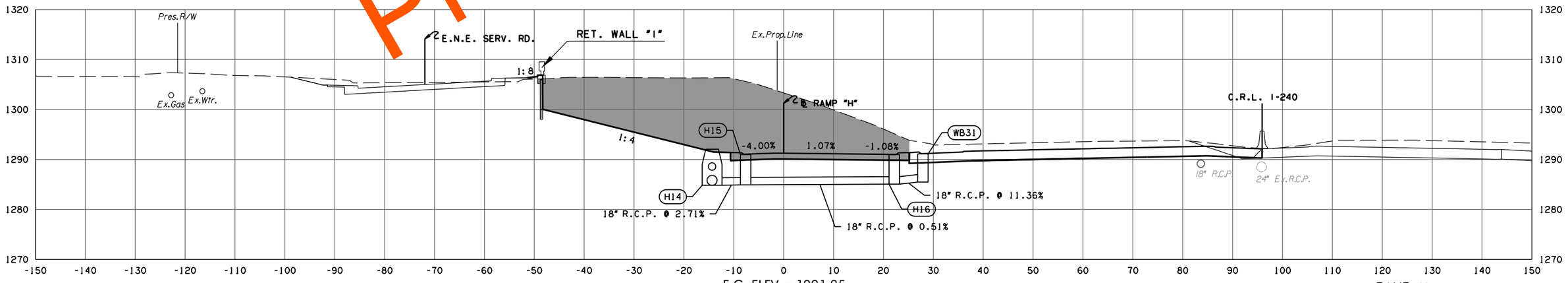
AREA
CUT FILL

VOLUME
CUT FILL

Preliminary Plans



F.G. ELEV. = 1290.84
444 + 00.00



F.G. ELEV. = 1291.25
443 + 74.00

RAMP H

PHASE 4

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X224

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SEE DRAINAGE AREA MAP SHEETS FOR DRAINAGE SYMBOLOGY.

R/W & U/E PURCHASED UNDER JP 09032(05)

POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

3/4/2024

AREA

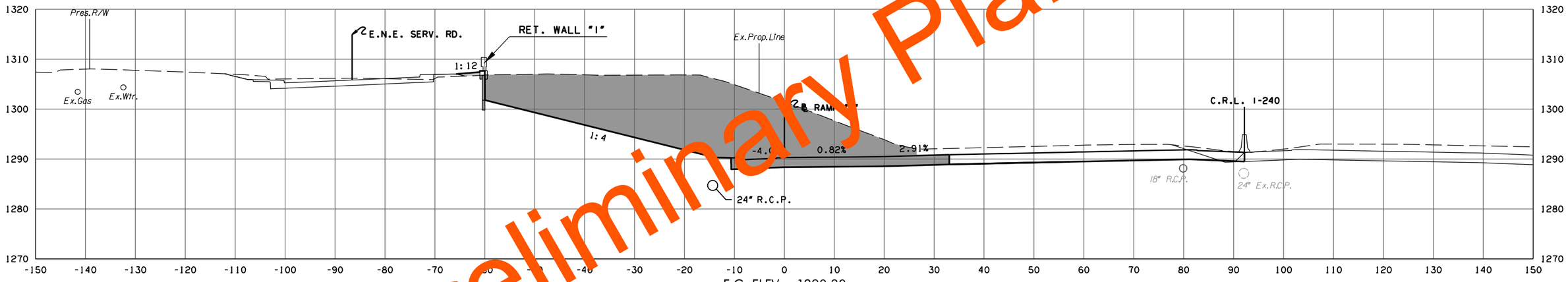
CUT FILL

VOLUME

CUT FILL

939 2

842 2

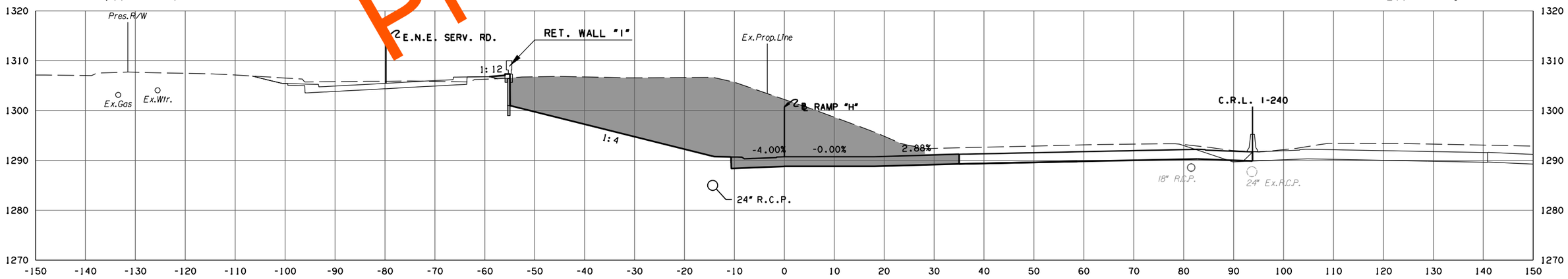


F.G. ELEV. = 1290.30

444 + 30.84

911 1

211 0



F.G. ELEV. = 1290.74

444 + 06.26

FLAT

RAMP H

PHASE 4

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X225

Preliminary Plans

3/4/2024 3:58:58 PM
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(CAUTION) THE LOCATION OF ALL UTILITIES AS SHOWN ARE APPROXIMATE. DUE TO RELOCATION'S PLANNED OR PRESENTLY UNDER CONSTRUCTION THERE ARE SOME UTILITIES THAT WILL BE RELOCATED AND NOT SHOWN ON THESE PLANS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE TO ALL UTILITIES.

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R/W & U/E PURCHASED UNDER JP 09032(05)

POE & ASSOCIATES, OKLAHOMA CITY, OK.

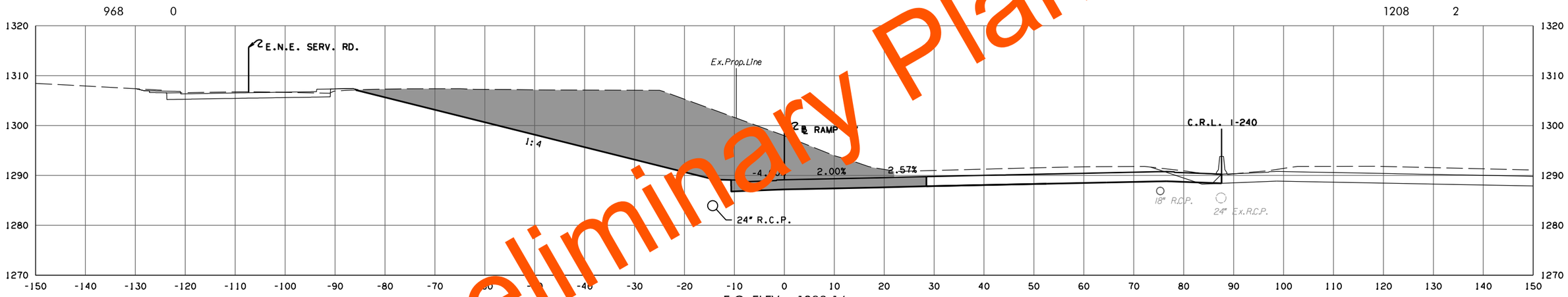
90% PLAN SUBMITTAL

3/4/2024

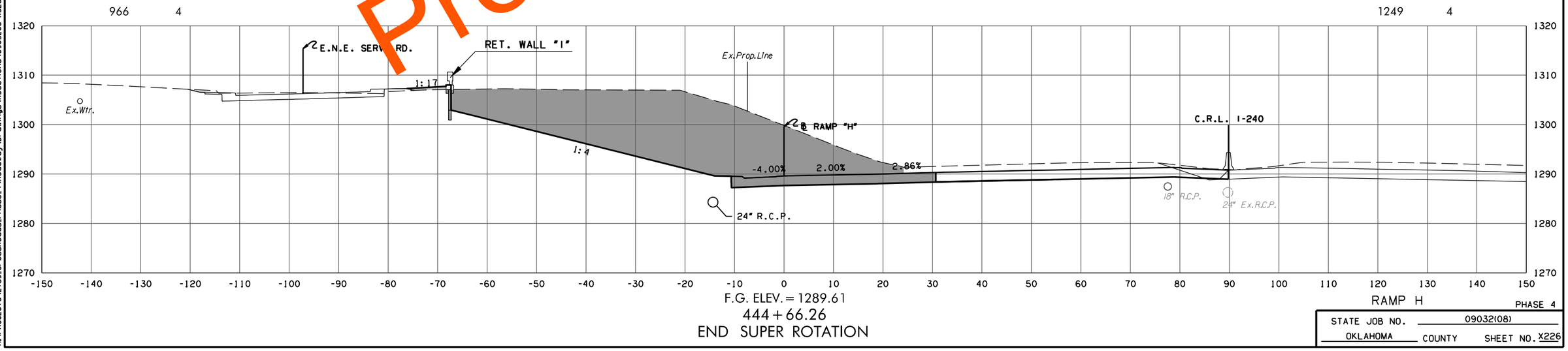
AREA
CUT FILL

VOLUME
CUT FILL

Preliminary Plans



F.G. ELEV. = 1289.14
445 + 00.00



F.G. ELEV. = 1289.61
444 + 66.26
END SUPER ROTATION

RAMP H

PHASE 4

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X226

3/4/2024 3:58:59 PM
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(CAUTION) THE LOCATION OF ALL UTILITIES AS SHOWN ARE APPROXIMATE. DUE TO RELOCATION'S PLANNED OR PRESENTLY UNDER CONSTRUCTION THERE ARE SOME UTILITIES THAT WILL BE RELOCATED AND NOT SHOWN ON THESE PLANS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE TO ALL UTILITIES.

DEPTH & LOCATION OF EXISTING UTILITIES SHALL BE FIELD VERIFIED BY THE CONTRACTOR PRIOR TO CONSTRUCTION.

SEE DRAINAGE AREA MAP SHEETS FOR DRAINAGE SYMBOLOGY.

R/W & U/E PURCHASED UNDER JP 09032(05)

POE & ASSOCIATES, OKLAHOMA CITY, OK.

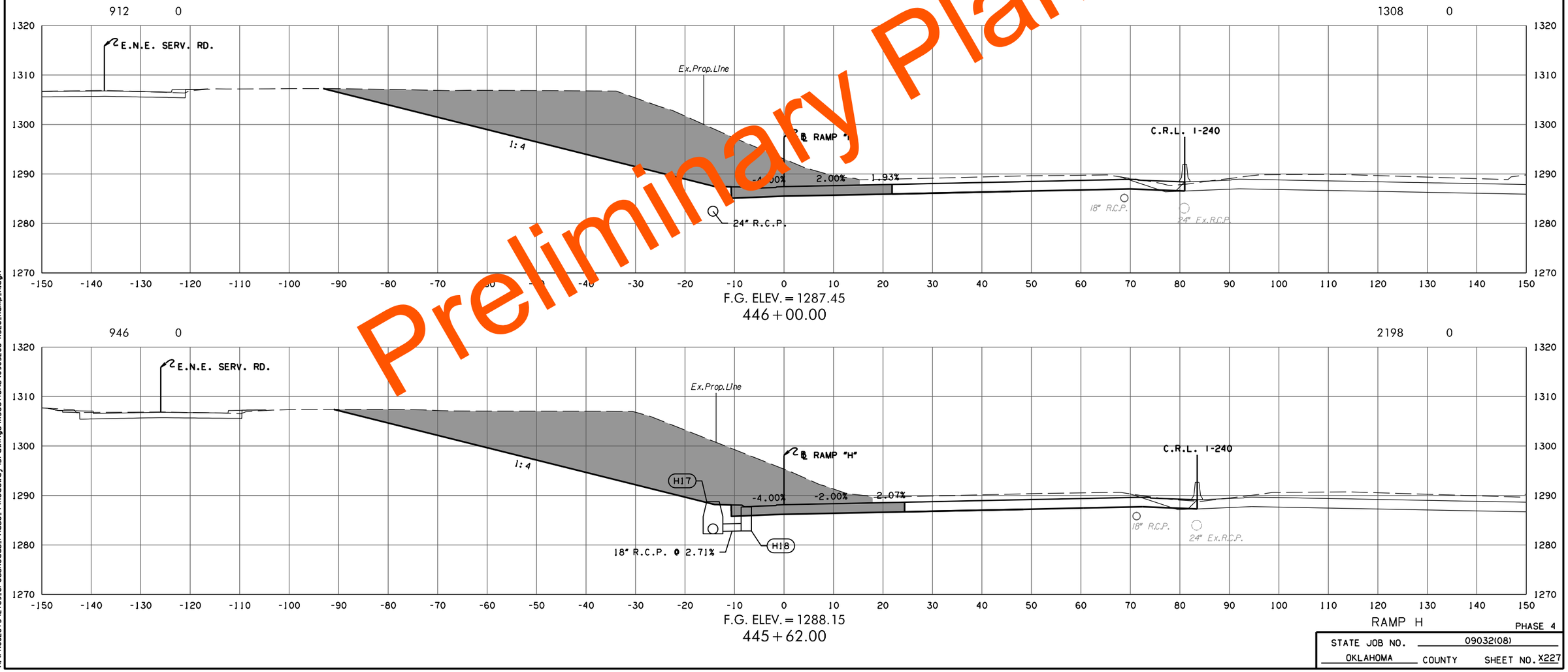
90% PLAN SUBMITTAL

3/4/2024

AREA
CUT FILL

VOLUME
CUT FILL

Preliminary Plans



F.G. ELEV. = 1287.45
446 + 00.00

F.G. ELEV. = 1288.15
445 + 62.00

RAMP H

PHASE 4

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X227

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(CAUTION) THE LOCATION OF ALL UTILITIES AS SHOWN ARE APPROXIMATE. DUE TO RELOCATION'S PLANNED OR PRESENTLY UNDER CONSTRUCTION THERE ARE SOME UTILITIES THAT WILL BE RELOCATED AND NOT SHOWN ON THESE PLANS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE TO ALL UTILITIES.

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SEE DRAINAGE AREA MAP SHEETS FOR DRAINAGE SYMBOLOGY.

R/W & U/E PURCHASED UNDER JP 09032(05)

POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

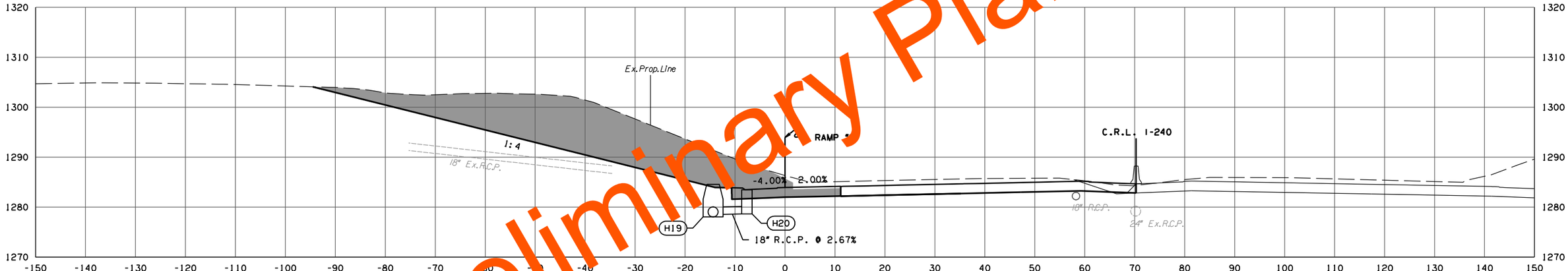
3/4/2024

AREA
CUT FILL

VOLUME
CUT FILL

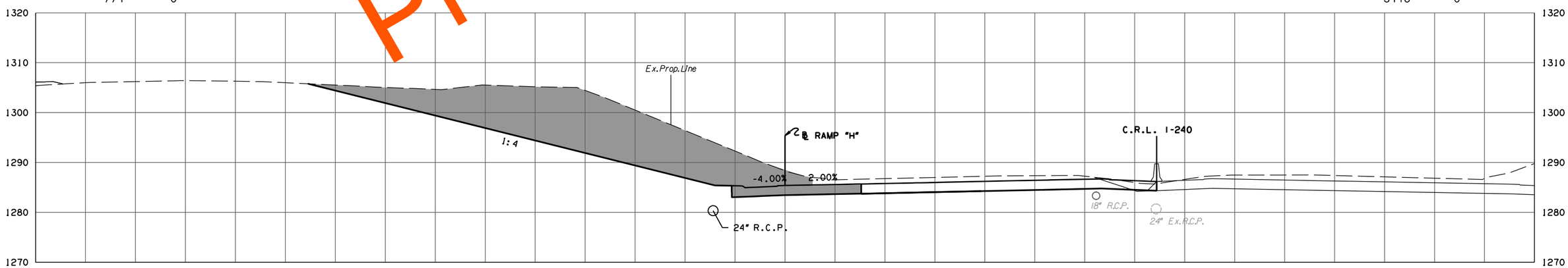
Preliminary Plans

654 0



F.G. ELEV. = 1283.93
447 + 62.00

771 0



F.G. ELEV. = 1285.39
447 + 00.00

1635 0

3116 0

RAMP H

PHASE 4

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X228

3/4/2024 3:59:01 PM
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(CAUTION) THE LOCATION OF ALL UTILITIES AS SHOWN ARE APPROXIMATE. DUE TO RELOCATION'S PLANNED OR PRESENTLY UNDER CONSTRUCTION THERE ARE SOME UTILITIES THAT WILL BE RELOCATED AND NOT SHOWN ON THESE PLANS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE TO ALL UTILITIES.

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R/W & U/E PURCHASED UNDER JP 09032(05)

POE & ASSOCIATES, OKLAHOMA CITY, OK.

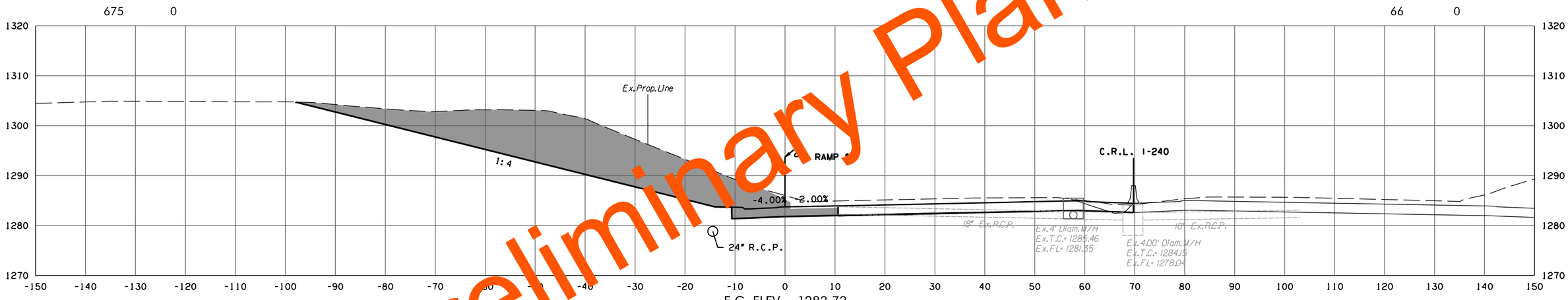
90% PLAN SUBMITTAL

3/4/2024

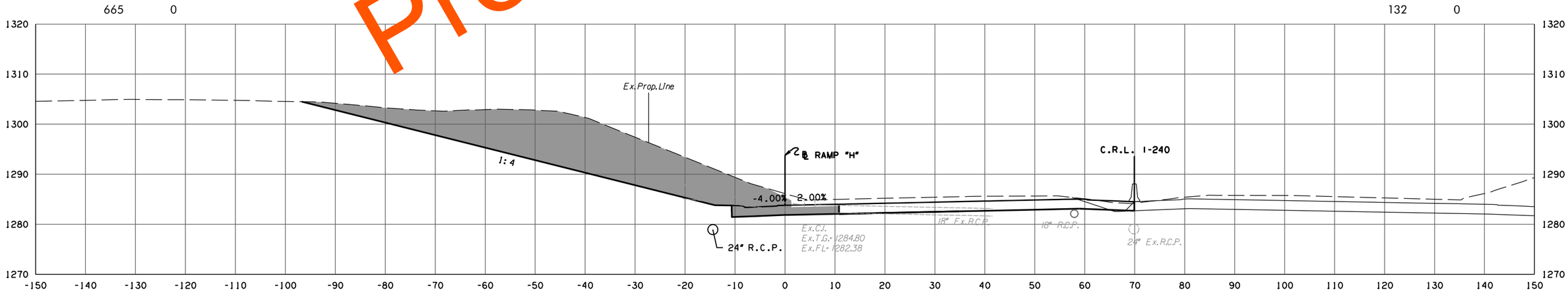
AREA
CUT FILL

VOLUME
CUT FILL

Preliminary Plans



F.G. ELEV. = 1283.73
447 + 70.07



F.G. ELEV. = 1283.80
447 + 67.39

RAMP H

PHASE 4

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X229

3/4/2024 3:59:02 PM
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(CAUTION) THE LOCATION OF ALL UTILITIES AS SHOWN ARE APPROXIMATE. DUE TO RELOCATION'S PLANNED OR PRESENTLY UNDER CONSTRUCTION THERE ARE SOME UTILITIES THAT WILL BE RELOCATED AND NOT SHOWN ON THESE PLANS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE TO ALL UTILITIES.

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R/W & U/E PURCHASED UNDER JP 09032(05)

POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

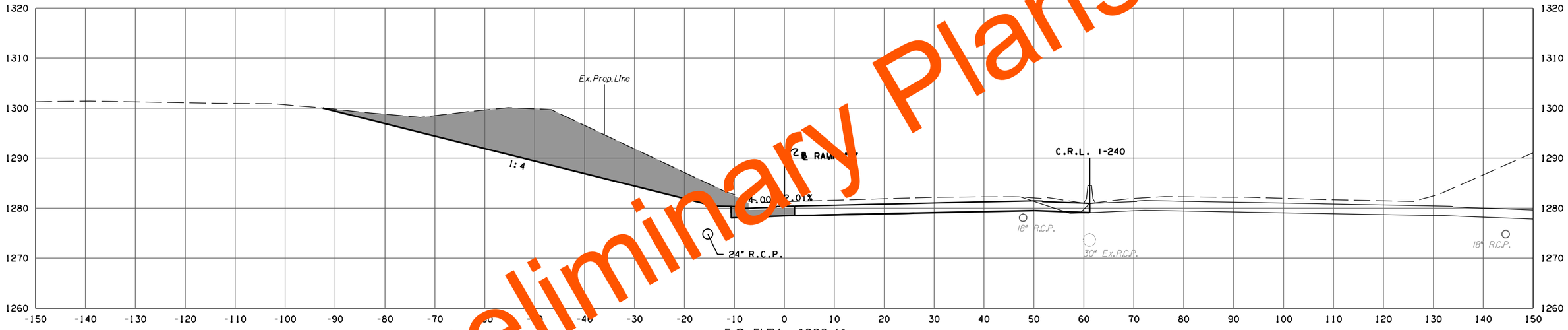
3/4/2024

AREA
CUT FILL

VOLUME
CUT FILL

Preliminary Plans

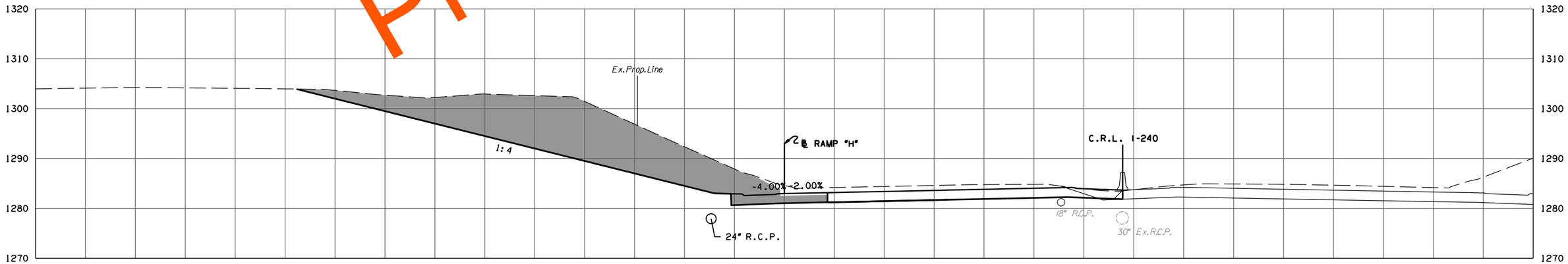
510 0



F.G. ELEV. = 1280.41
449 + 00.00

680 0

751 0



F.G. ELEV. = 1282.98
448 + 00.00

RAMP H

PHASE 4

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X230

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(CAUTION) THE LOCATION OF ALL UTILITIES AS SHOWN ARE APPROXIMATE. DUE TO RELOCATION'S PLANNED OR PRESENTLY UNDER CONSTRUCTION THERE ARE SOME UTILITIES THAT WILL BE RELOCATED AND NOT SHOWN ON THESE PLANS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE TO ALL UTILITIES.

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SEE DRAINAGE AREA MAP SHEETS FOR DRAINAGE SYMBOLOGY.

R/W & U/E PURCHASED UNDER JP 09032(05)

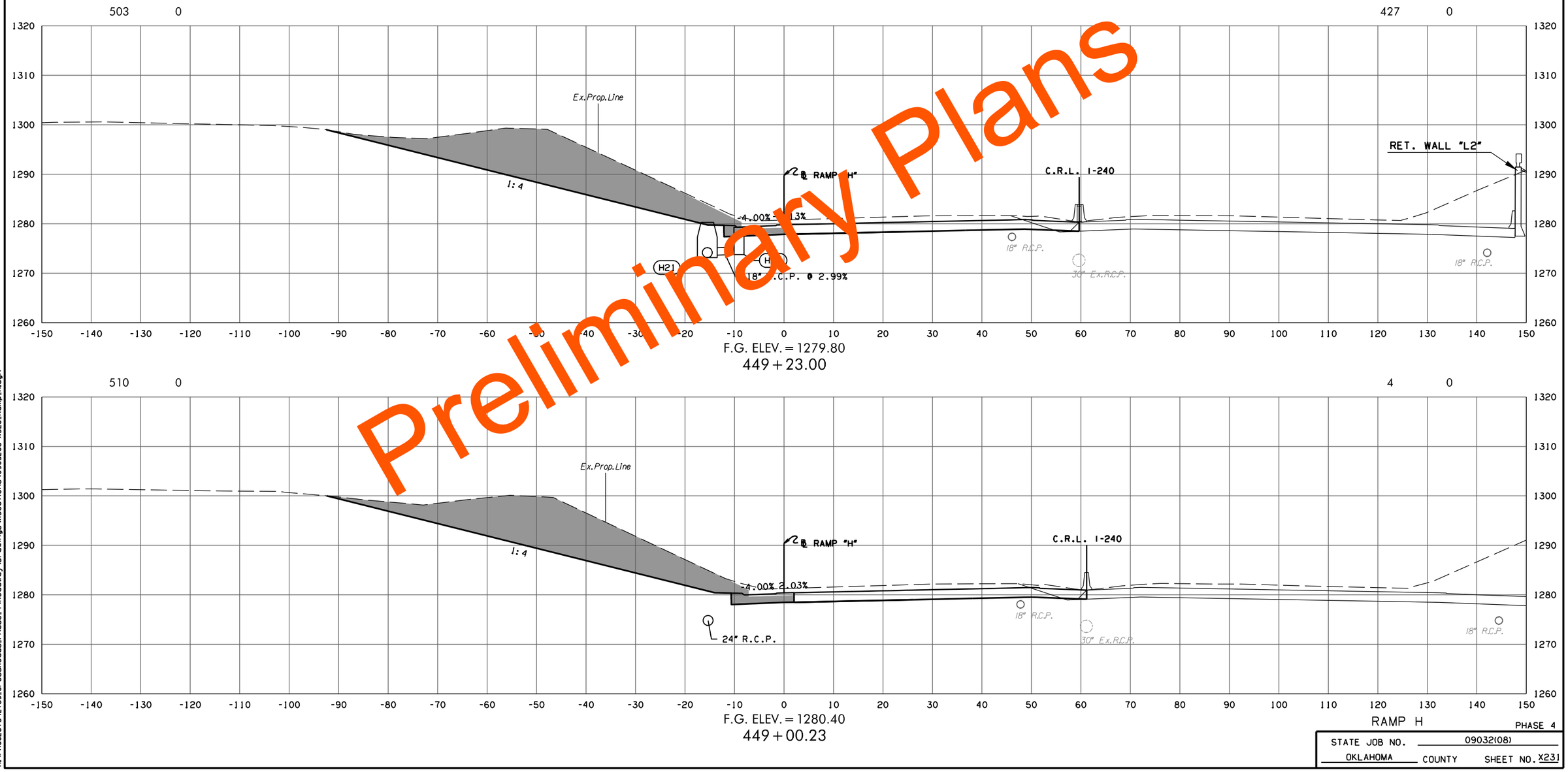
POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

3/4/2024

AREA
CUT FILL

VOLUME
CUT FILL



Preliminary Plans

RAMP H

PHASE 4

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X231

3/4/2024 3:59:04 PM
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(CAUTION) THE LOCATION OF ALL UTILITIES AS SHOWN ARE APPROXIMATE. DUE TO RELOCATION'S PLANNED OR PRESENTLY UNDER CONSTRUCTION THERE ARE SOME UTILITIES THAT WILL BE RELOCATED AND NOT SHOWN ON THESE PLANS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE TO ALL UTILITIES.

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SEE DRAINAGE AREA MAP SHEETS FOR DRAINAGE SYMBOLOGY.

R/W & U/E PURCHASED UNDER JP 09032(05)

POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

3/4/2024

AREA
CUT FILL

VOLUME
CUT FILL

Preliminary Plans



F.G. ELEV. = 1279.60
449 + 30.83
END CONSTRUCTION

RAMP H

PHASE 4

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X232

3/4/2024 3:59:05 PM
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(CAUTION) THE LOCATION OF ALL UTILITIES AS SHOWN ARE APPROXIMATE. DUE TO RELOCATION'S PLANNED OR PRESENTLY UNDER CONSTRUCTION THERE ARE SOME UTILITIES THAT WILL BE RELOCATED AND NOT SHOWN ON THESE PLANS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE TO ALL UTILITIES.

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SEE DRAINAGE AREA MAP SHEETS FOR DRAINAGE SYMBOLOGY.

R/W & U/E PURCHASED UNDER JP 09032(05)

POE & ASSOCIATES, OKLAHOMA CITY, OK.

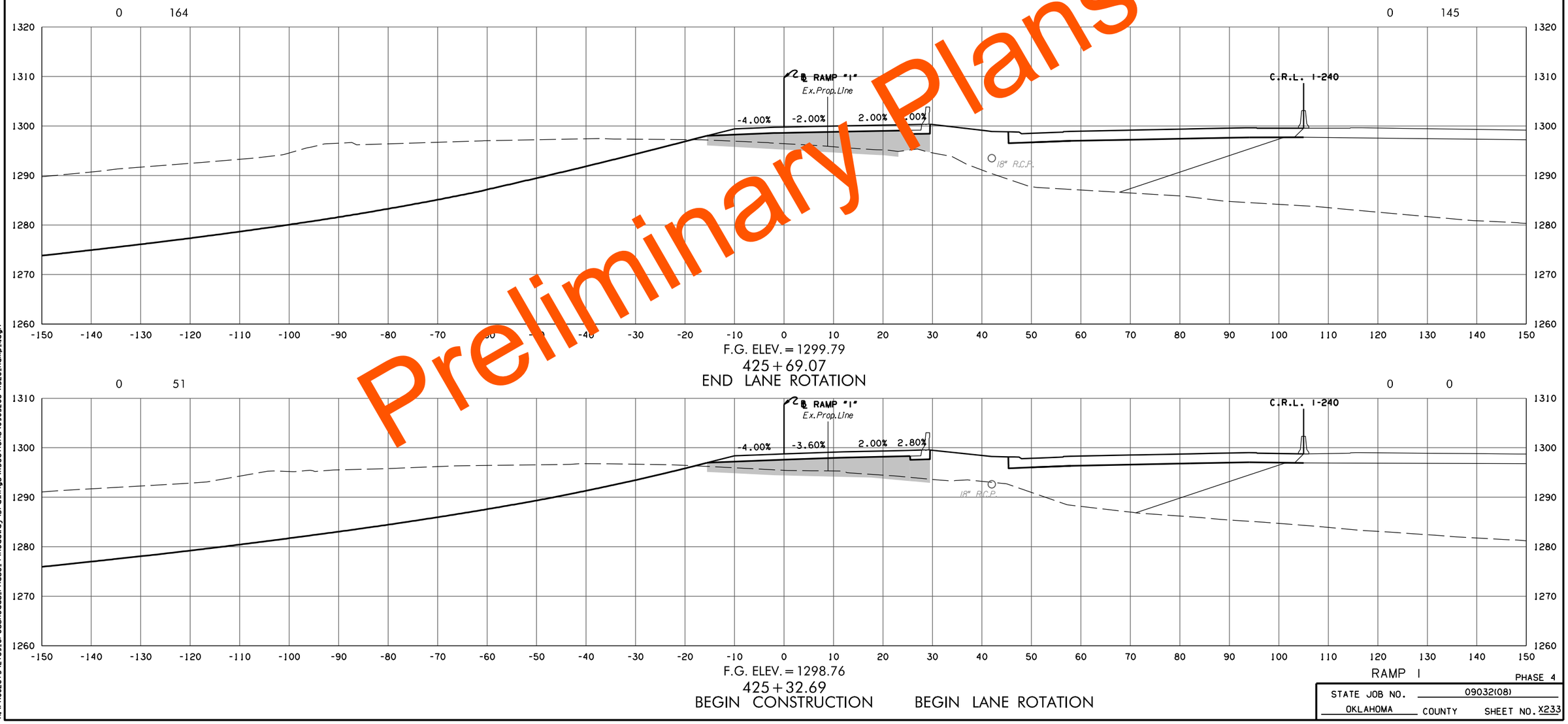
90% PLAN SUBMITTAL

3/4/2024

AREA
CUT FILL

VOLUME
CUT FILL

Preliminary Plans



F.G. ELEV. = 1299.79
425 + 69.07
END LANE ROTATION

F.G. ELEV. = 1298.76
425 + 32.69
BEGIN CONSTRUCTION BEGIN LANE ROTATION

RAMP I

PHASE 4

STATE JOB NO. 09032(08)
OKLAHOMA COUNTY SHEET NO. X233

3/4/2024 3:59:06 PM
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(CAUTION) THE LOCATION OF ALL UTILITIES AS SHOWN ARE APPROXIMATE. DUE TO RELOCATION'S PLANNED OR PRESENTLY UNDER CONSTRUCTION THERE ARE SOME UTILITIES THAT WILL BE RELOCATED AND NOT SHOWN ON THESE PLANS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE TO ALL UTILITIES.

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R/W & U/E PURCHASED UNDER JP 09032(05)

POE & ASSOCIATES, OKLAHOMA CITY, OK.

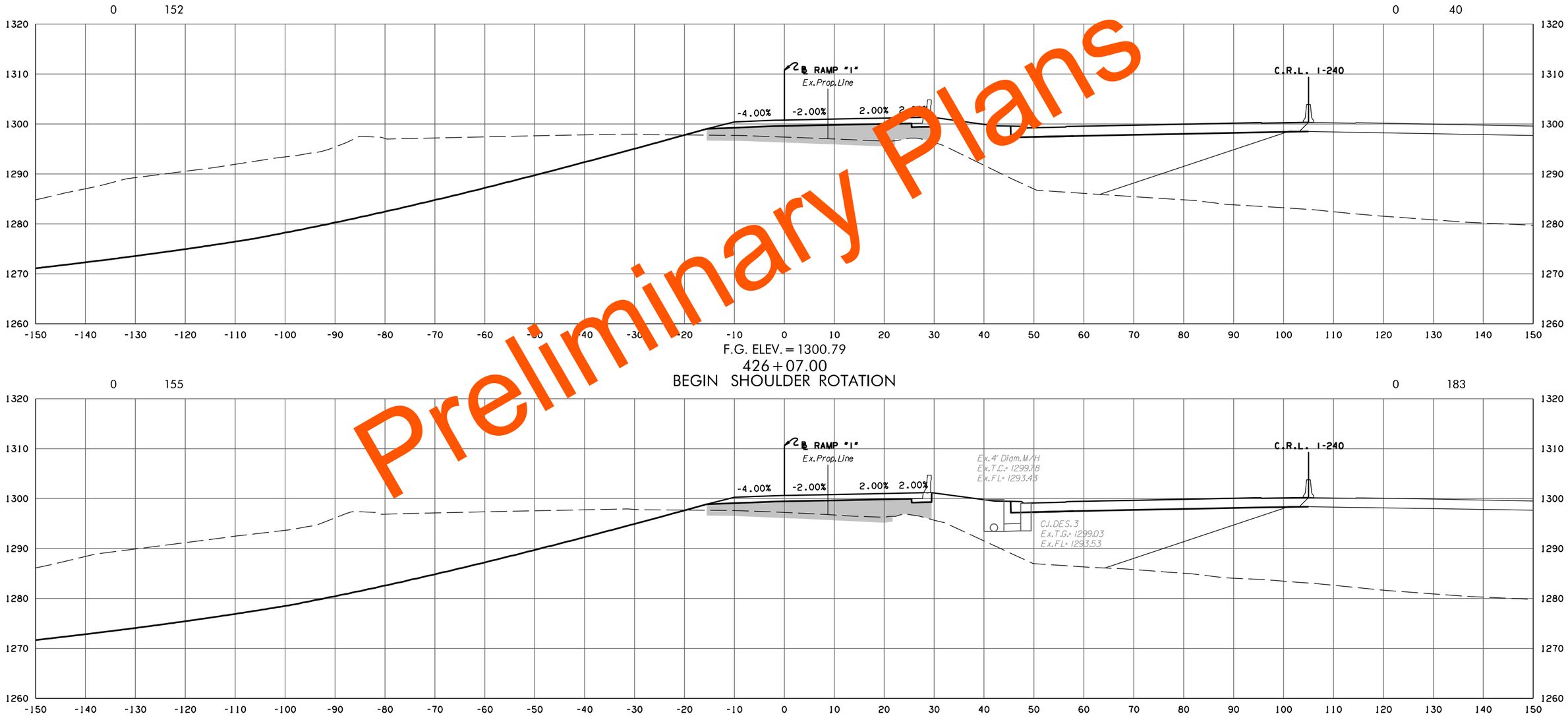
90% PLAN SUBMITTAL

3/4/2024

AREA
CUT FILL

VOLUME
CUT FILL

Preliminary Plans



RAMP I

PHASE 4

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X234

3/4/2024 3:59:07 PM
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(CAUTION) THE LOCATION OF ALL UTILITIES AS SHOWN ARE APPROXIMATE. DUE TO RELOCATION'S PLANNED OR PRESENTLY UNDER CONSTRUCTION THERE ARE SOME UTILITIES THAT WILL BE RELOCATED AND NOT SHOWN ON THESE PLANS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE TO ALL UTILITIES.

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SEE DRAINAGE AREA MAP SHEETS FOR DRAINAGE SYMBOLOGY.

R/W & U/E PURCHASED UNDER JP 09032(05)

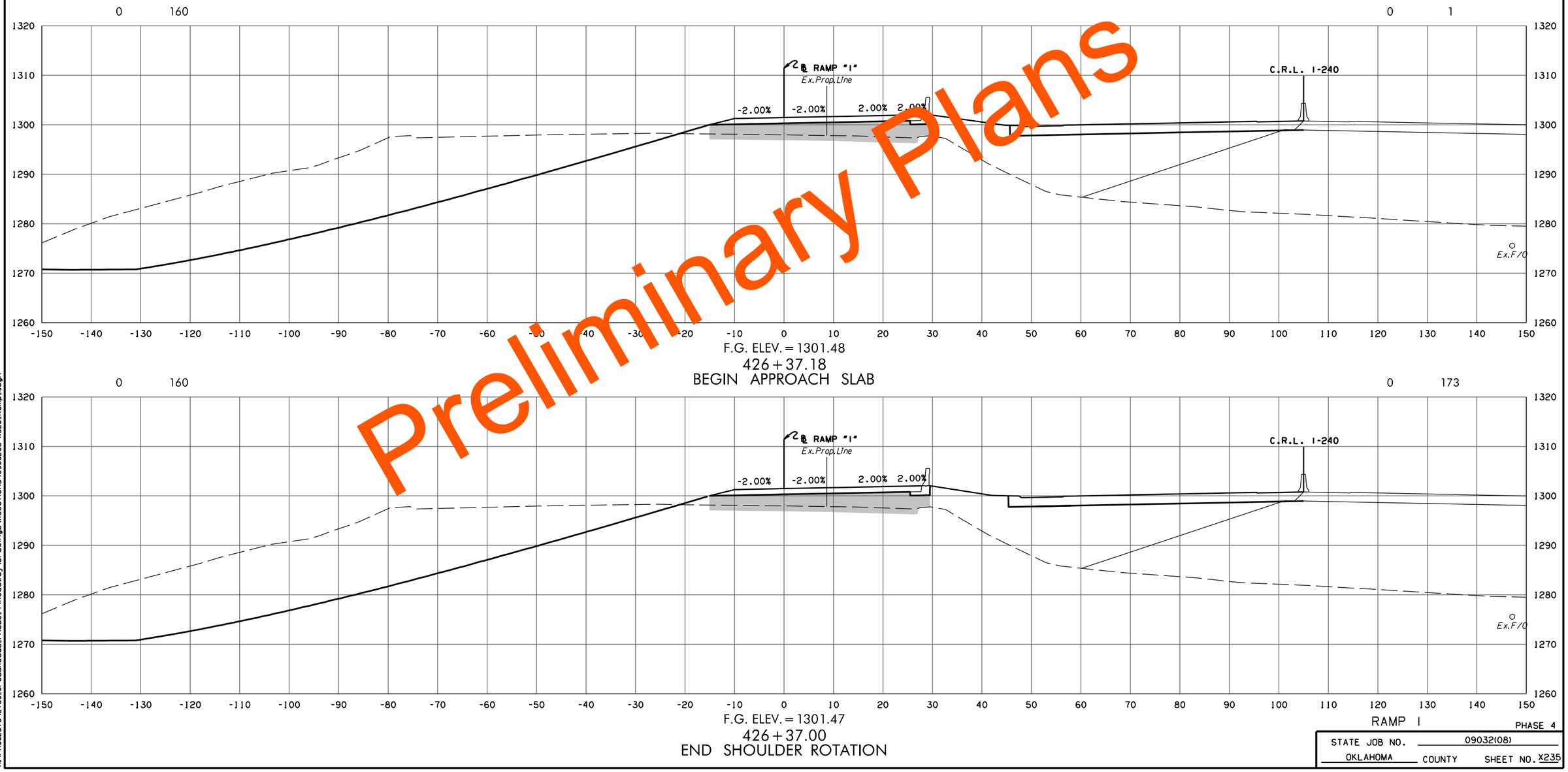
POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

3/4/2024

AREA
CUT FILL

VOLUME
CUT FILL



F.G. ELEV. = 1301.48
426 + 37.18
BEGIN APPROACH SLAB

F.G. ELEV. = 1301.47
426 + 37.00
END SHOULDER ROTATION

Preliminary Plans

RAMP I

PHASE 4

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X235

3/4/2024 3:59:07 PM
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SEE DRAINAGE AREA MAP SHEETS FOR DRAINAGE SYMBOLOGY.

R/W & U/E PURCHASED UNDER JP 09032(05)

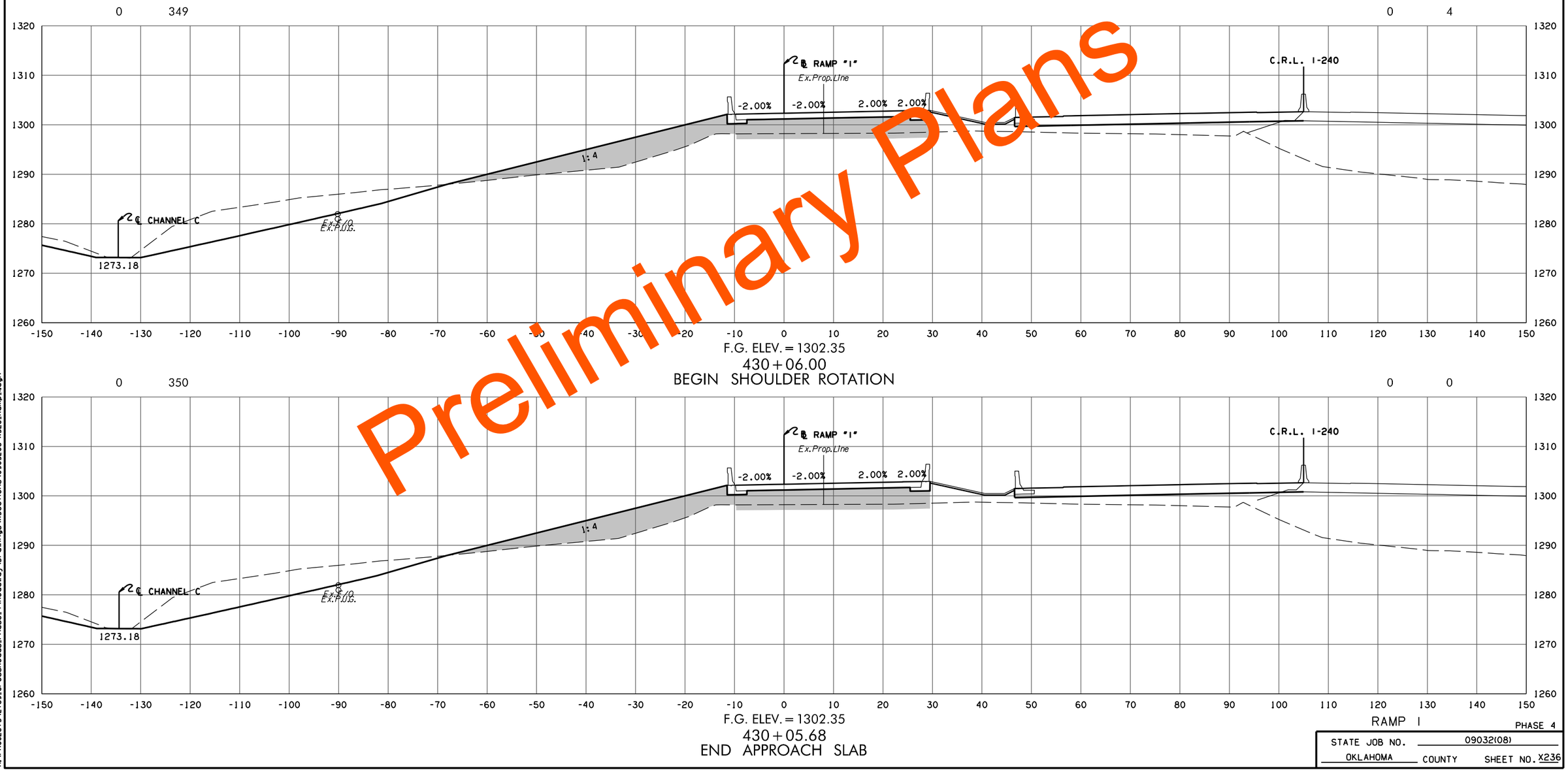
POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

3/4/2024

AREA
CUT FILL

VOLUME
CUT FILL



F.G. ELEV. = 1302.35
430 + 06.00
BEGIN SHOULDER ROTATION

F.G. ELEV. = 1302.35
430 + 05.68
END APPROACH SLAB

Preliminary Plans

RAMP I

PHASE 4

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X236

3/4/2024 3:59:08 PM
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R/W & U/E PURCHASED UNDER JP 09032(05)

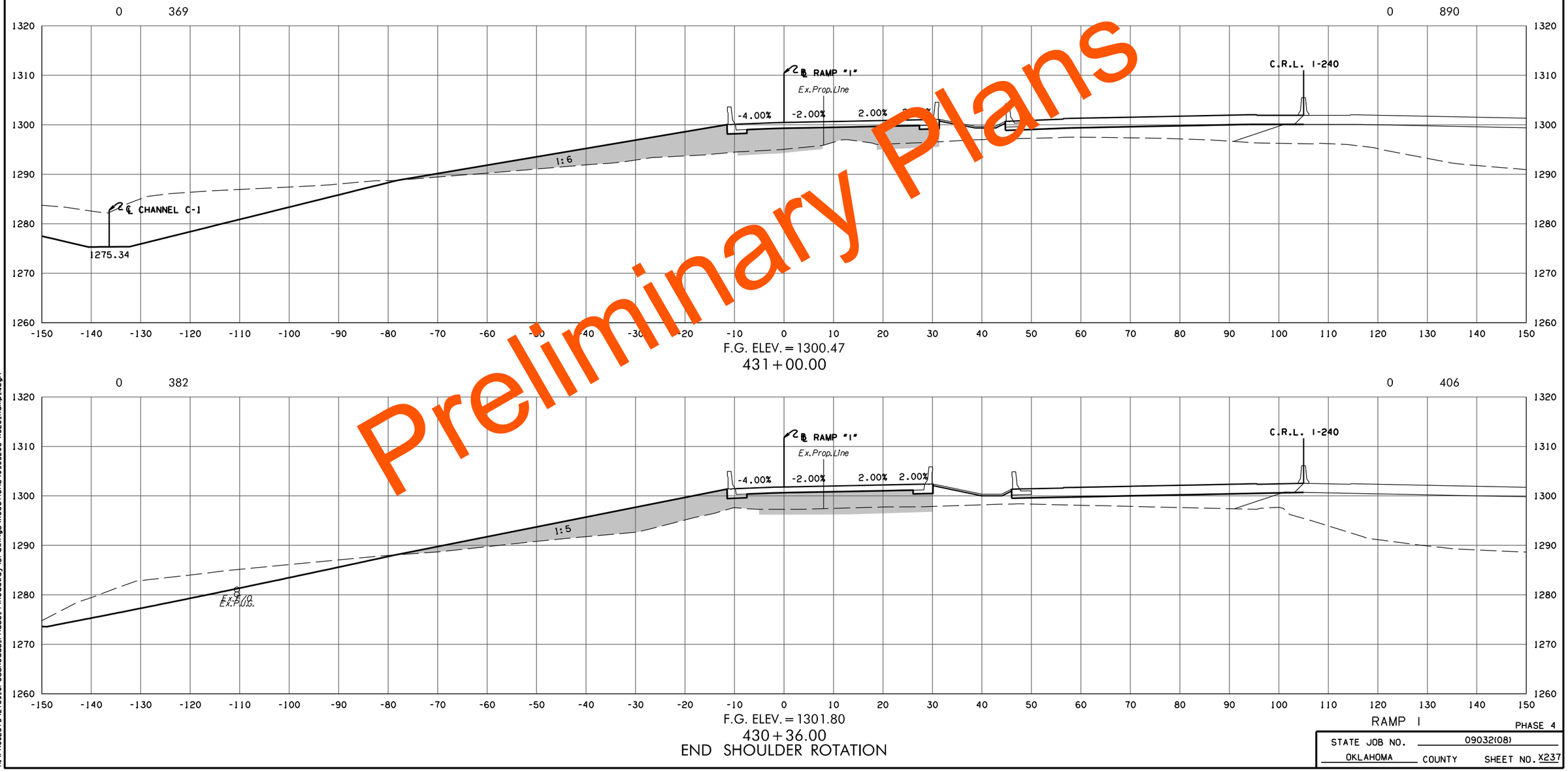
POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

3/4/2024

AREA
CUT FILL

VOLUME
CUT FILL



Preliminary Plans

RAMP I

PHASE 4

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X237

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R/W & U/E PURCHASED UNDER JP 09032(05)

POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

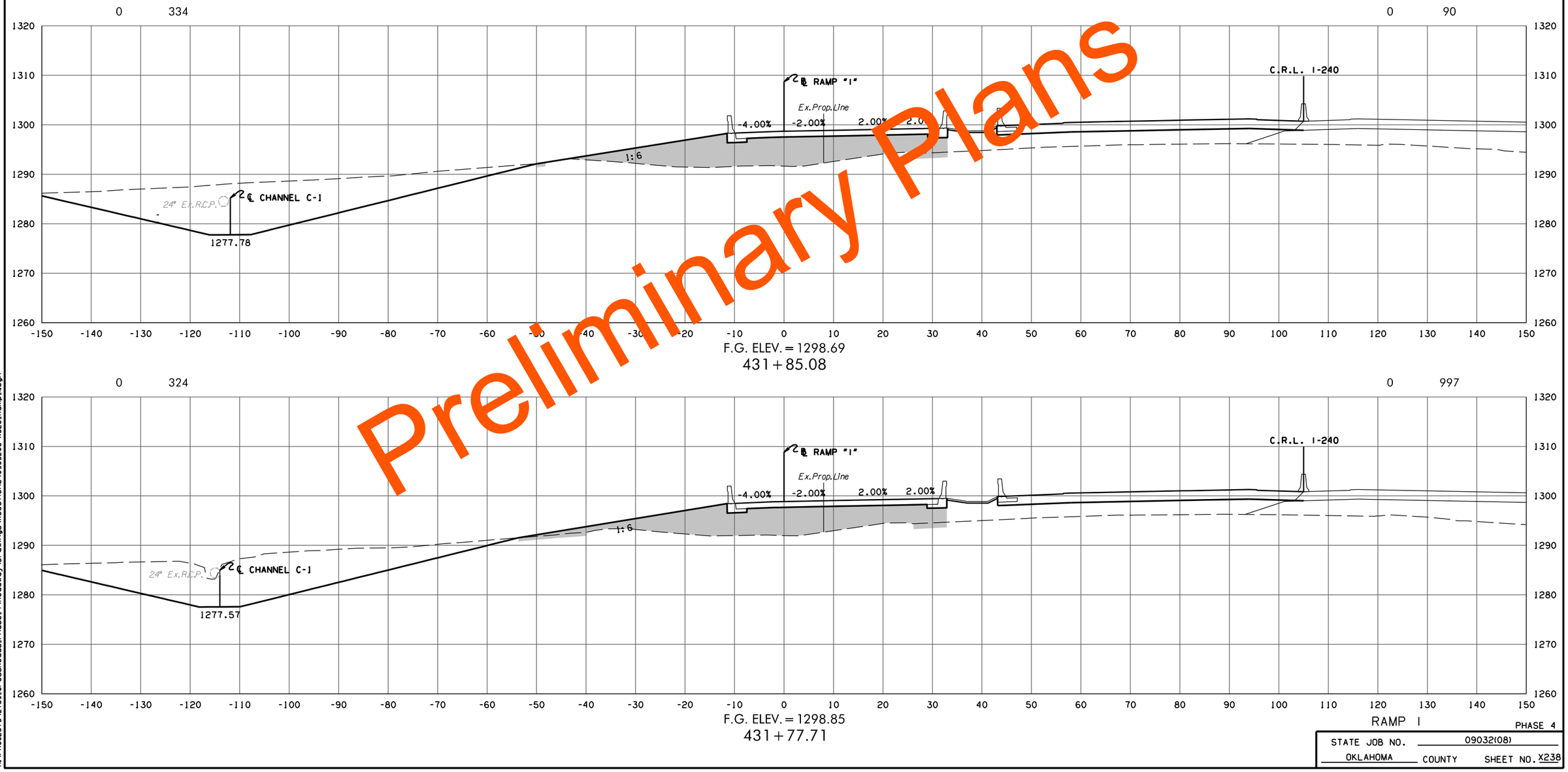
3/4/2024

AREA

CUT FILL

VOLUME

CUT FILL



Preliminary Plans

RAMP I

PHASE 4

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X238

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R/W & U/E PURCHASED UNDER JP 09032(05)

POE & ASSOCIATES, OKLAHOMA CITY, OK.

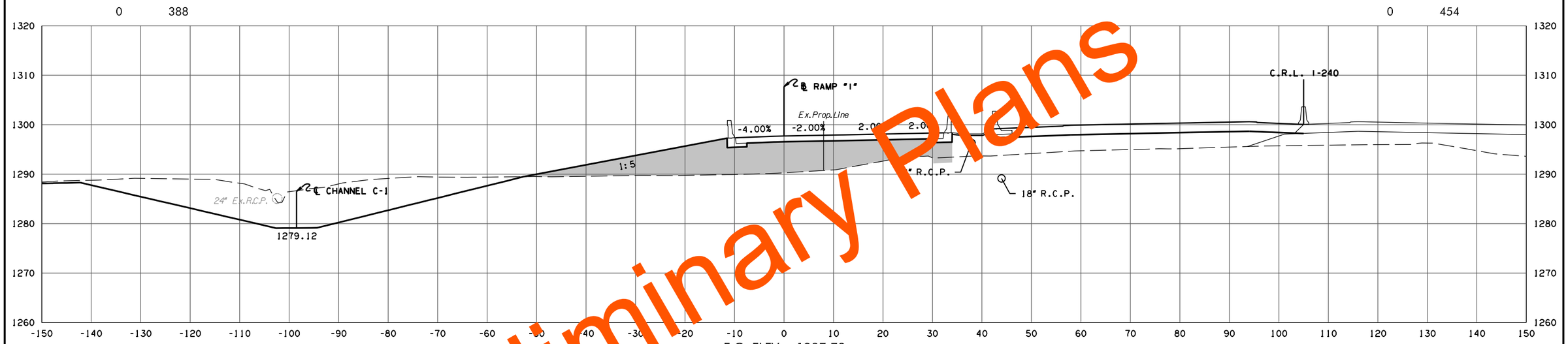
90% PLAN SUBMITTAL

3/4/2024

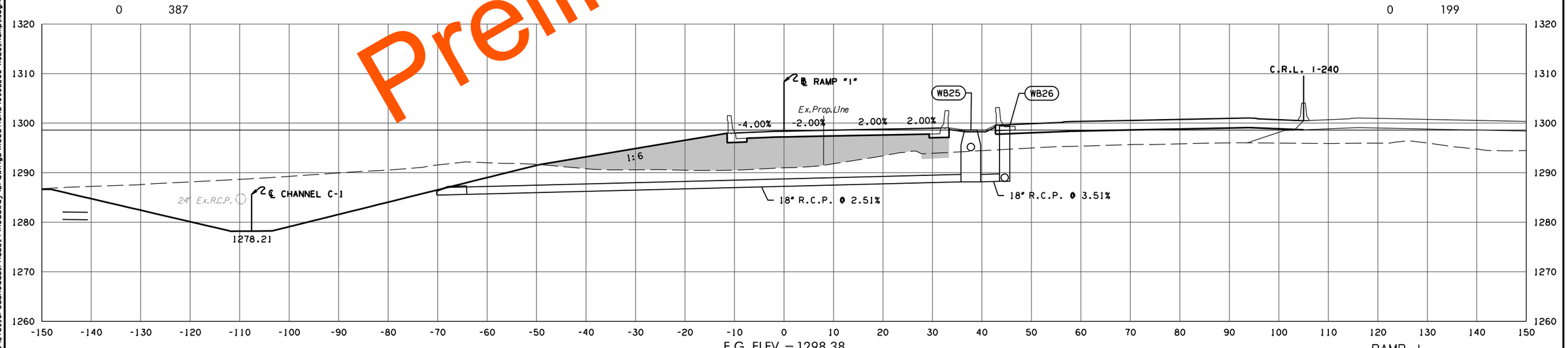
AREA
CUT FILL

VOLUME
CUT FILL

Preliminary Plans



F.G. ELEV. = 1297.72
432 + 31.62



F.G. ELEV. = 1298.38
432 + 00.00

RAMP I

PHASE 4

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X239

3/4/2024 3:59:10 PM
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R/W & U/E PURCHASED UNDER JP 09032(05)

POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

3/4/2024

Preliminary Plans

3/4/2024 3:59:10 PM
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R/W & U/E PURCHASED UNDER JP 09032(05)

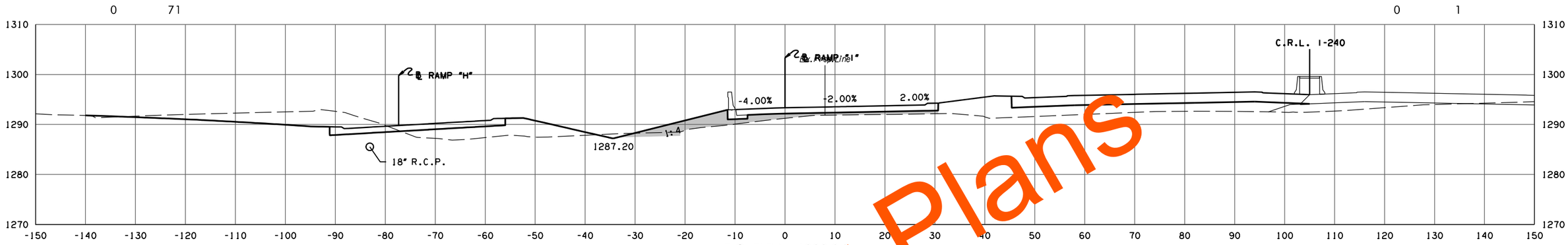
POE & ASSOCIATES, OKLAHOMA CITY, OK.

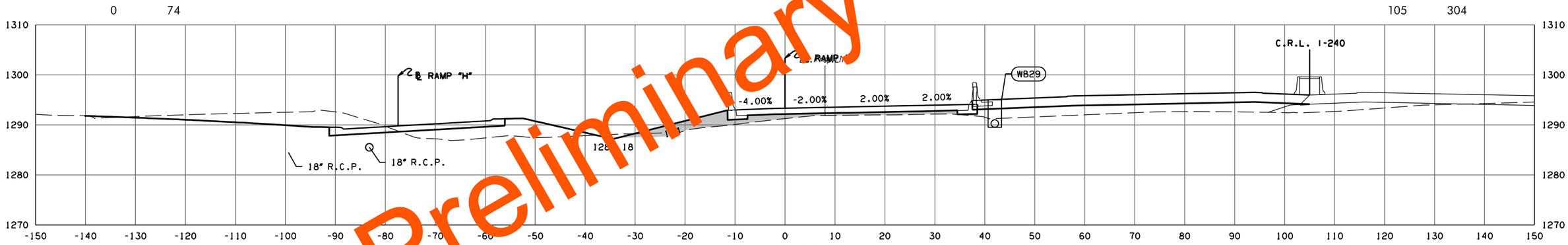
90% PLAN SUBMITTAL

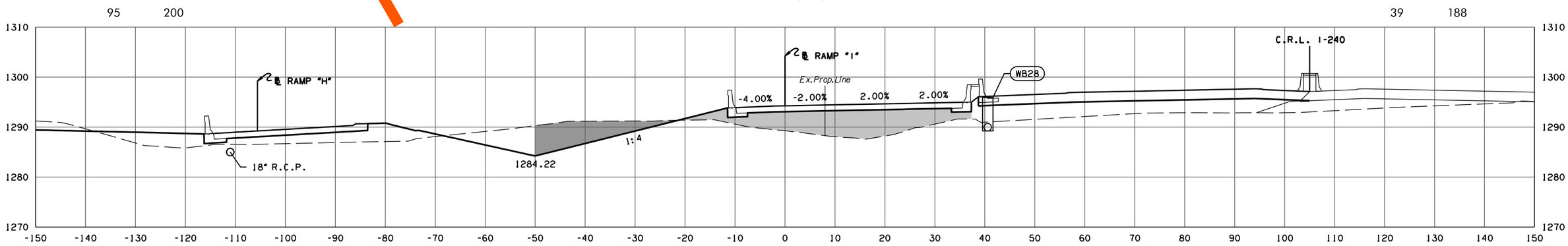
3/4/2024

AREA
CUT FILL

VOLUME
CUT FILL







Preliminary Plans

RAMP I

PHASE 4

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X241

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R/W & U/E PURCHASED UNDER JP 09032(05)

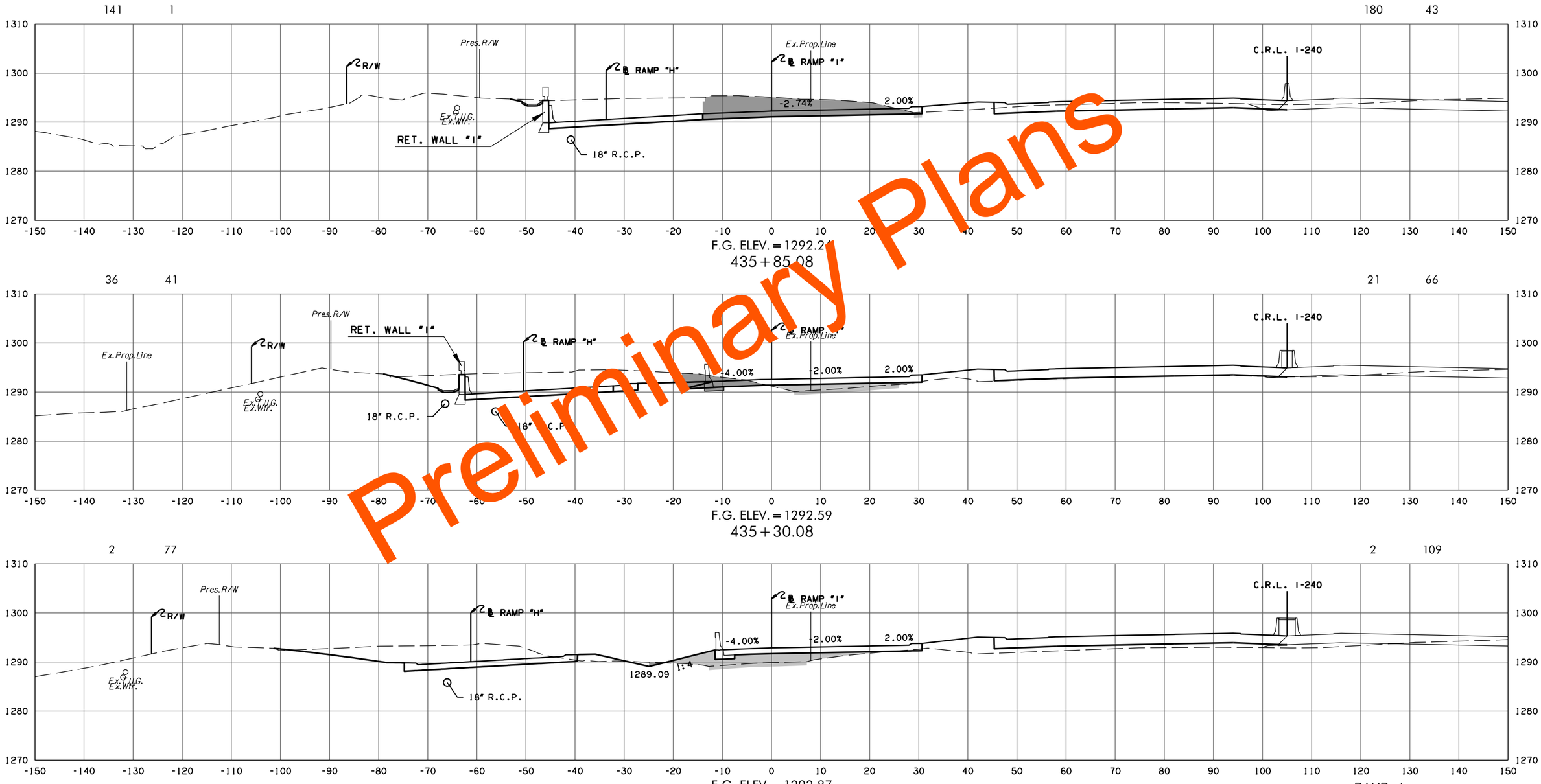
POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

3/4/2024

AREA
CUT FILL

VOLUME
CUT FILL



Preliminary Plans

RAMP I

PHASE 4

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X242

3/4/2024 3:59:11 PM
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(CAUTION) THE LOCATION OF ALL UTILITIES AS SHOWN ARE APPROXIMATE. DUE TO RELOCATION'S PLANNED OR PRESENTLY UNDER CONSTRUCTION THERE ARE SOME UTILITIES THAT WILL BE RELOCATED AND NOT SHOWN ON THESE PLANS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE TO ALL UTILITIES.

DEPTH & LOCATION OF EXISTING UTILITIES SHALL BE FIELD VERIFIED BY THE CONTRACTOR PRIOR TO CONSTRUCTION.

SEE DRAINAGE AREA MAP SHEETS FOR DRAINAGE SYMBOLOGY.

R/W & U/E PURCHASED UNDER JP 09032(05)

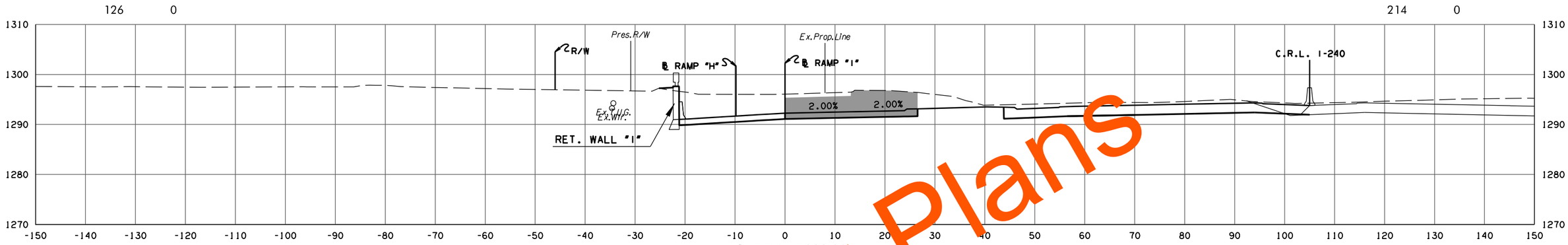
POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

3/4/2024

AREA
CUT FILL

VOLUME
CUT FILL



F.G. ELEV. = 1292.2[illegible]
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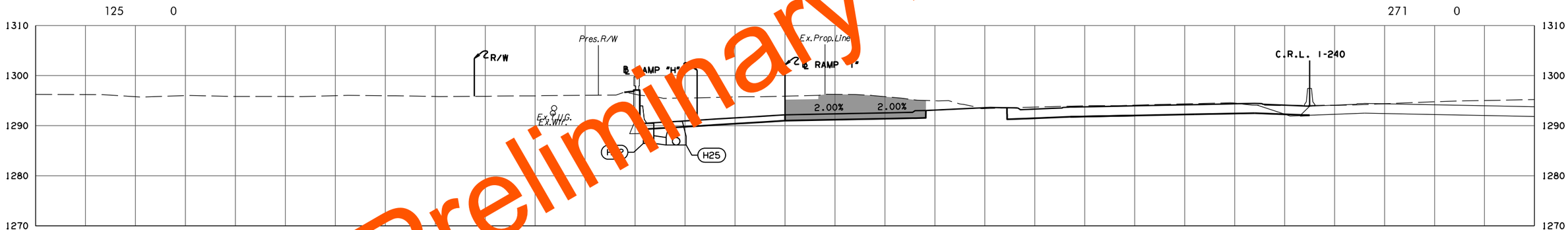

F.G. ELEV. = 1292.15
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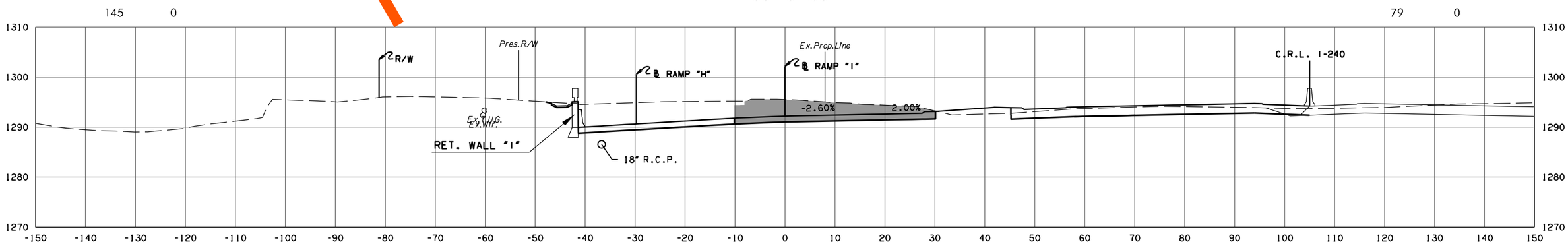

F.G. ELEV. = 1292.20
436 + 00.00

RAMP I

PHASE 4

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X243

Preliminary Plans

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R/W & U/E PURCHASED UNDER JP 09032(05)

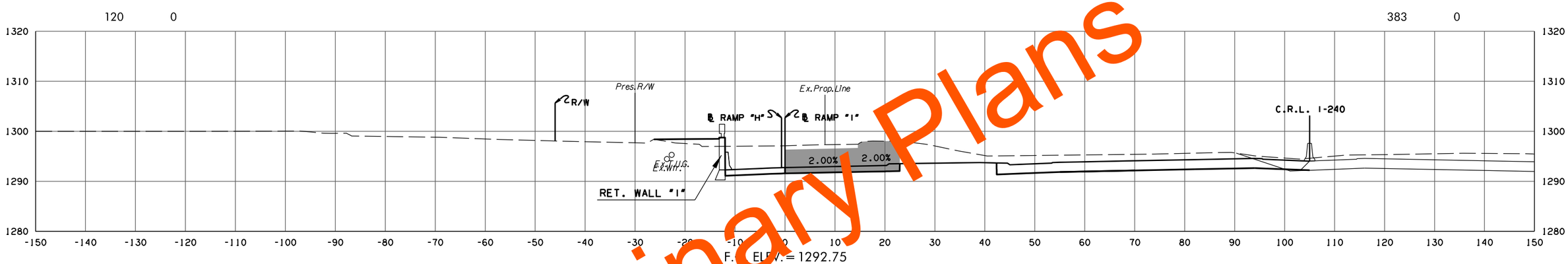
POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

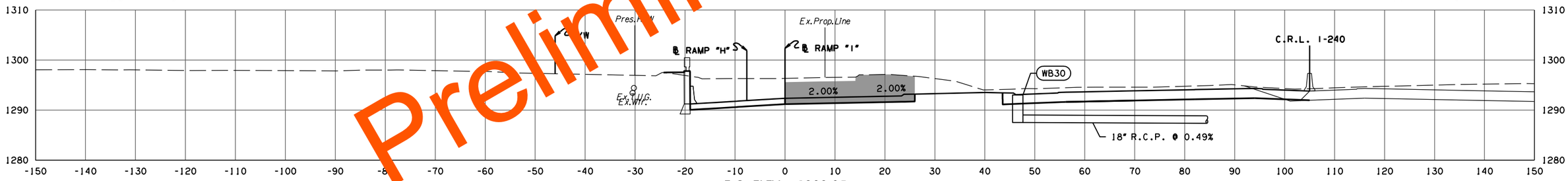
3/4/2024

AREA
CUT FILL

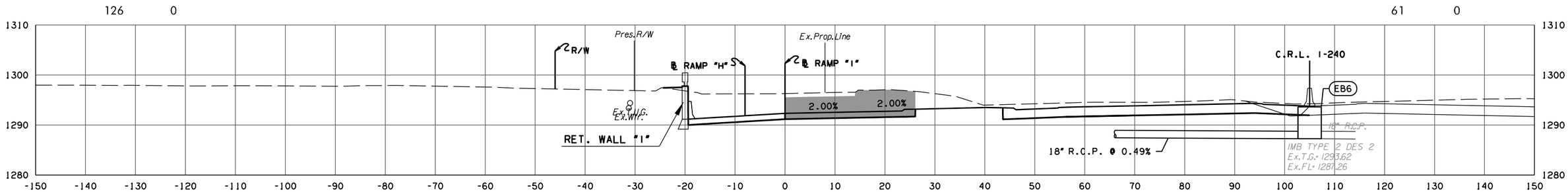
VOLUME
CUT FILL



F.G. ELEV. = 1292.75
438 + 00.00



F.G. ELEV. = 1292.35
437 + 16.00



F.G. ELEV. = 1292.34
437 + 13.00

RAMP I

PHASE 4

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY

SHEET NO. X244

Preliminary Plans

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R/W & U/E PURCHASED UNDER JP 09032(05)

POE & ASSOCIATES, OKLAHOMA CITY, OK.

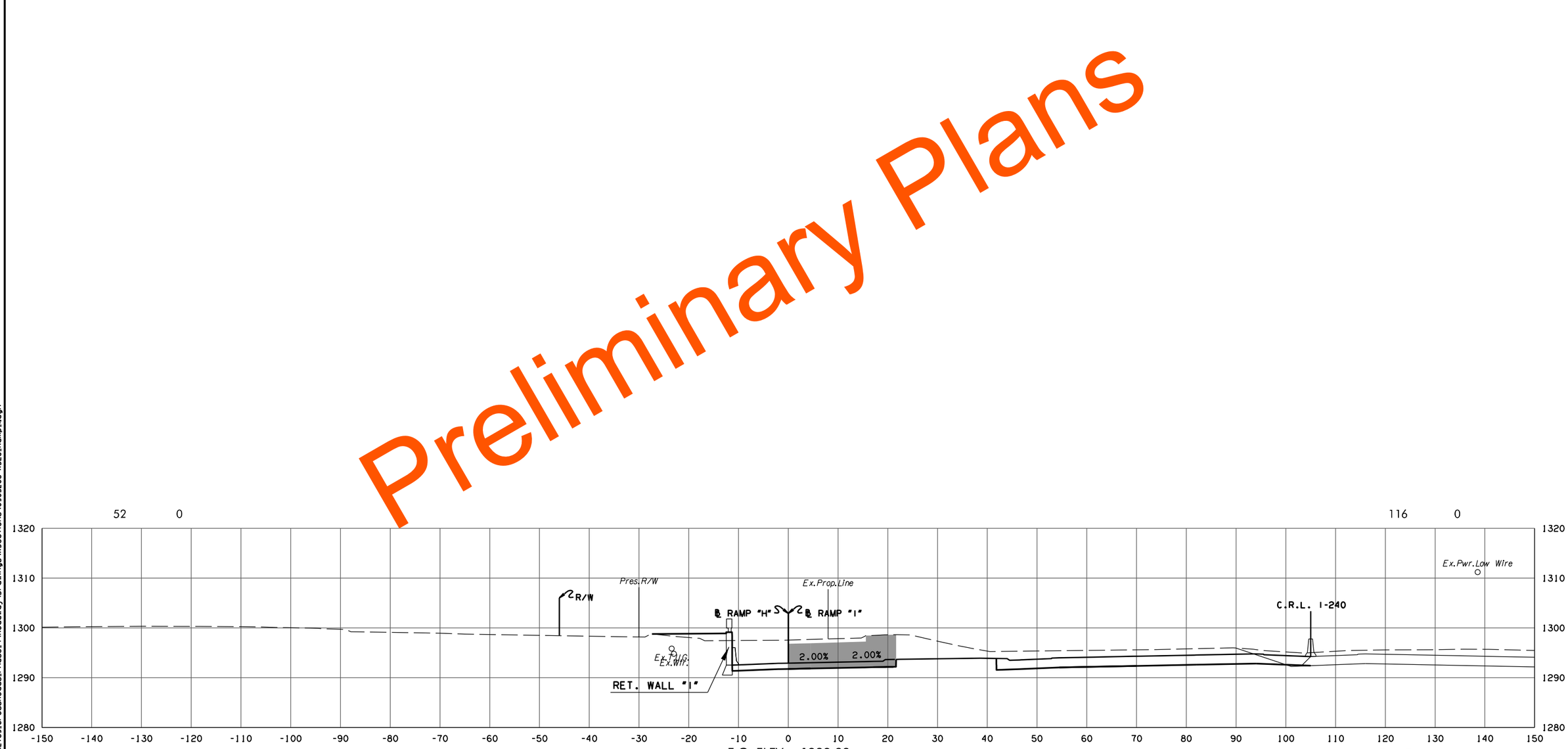
90% PLAN SUBMITTAL

3/4/2024

AREA
CUT FILL

VOLUME
CUT FILL

Preliminary Plans



F.G. ELEV. = 1292.93
438 + 36.46
END CONSTRUCTION

RAMP I

PHASE 4

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X245

3/4/2024 3:59:20 PM
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R/W & U/E PURCHASED UNDER JP 09032(05)

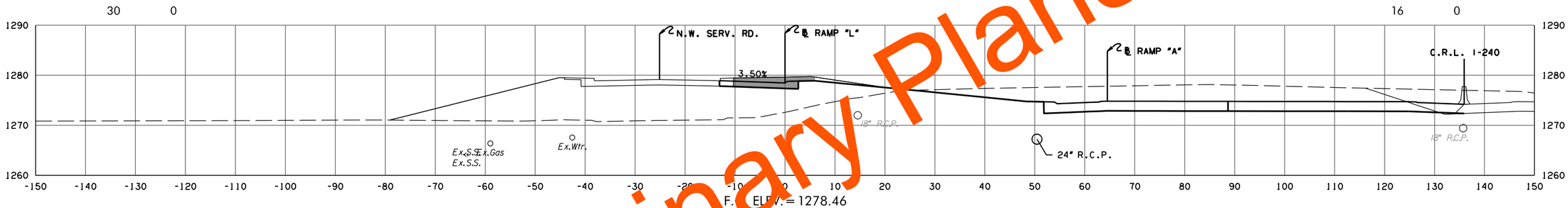
POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

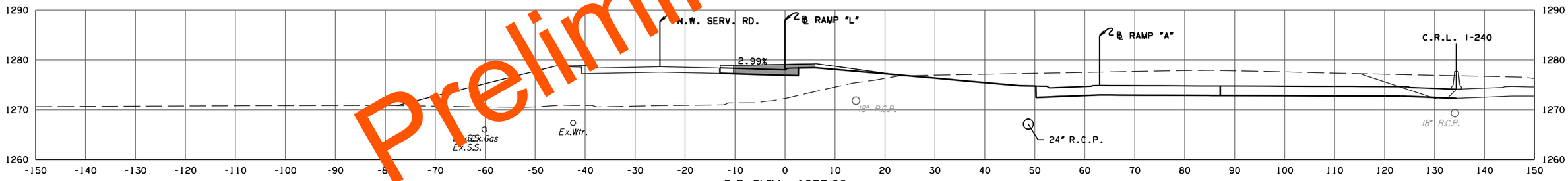
3/4/2024

AREA
CUT FILL

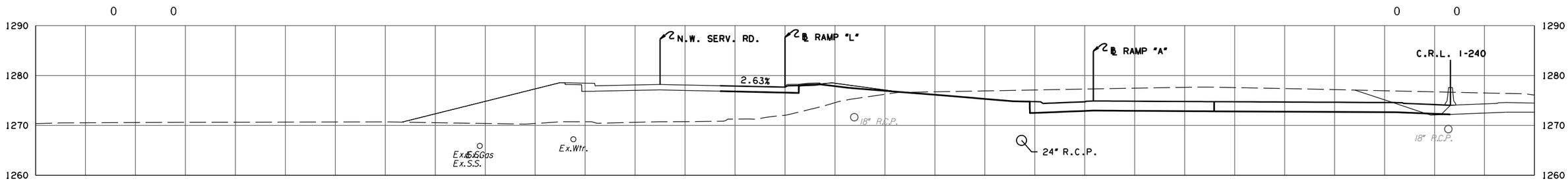
VOLUME
CUT FILL



F.G. ELEV. = 1278.46
407 + 73.43
BEGIN FULL SUPER ROTATION



F.G. ELEV. = 1277.98
407 + 58.43



F.G. ELEV. = 1277.62
407 + 47.18
BEGIN CONSTRUCTION BEGIN SUPER ROTATION

RAMP L

PHASE 4

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X246

Preliminary Plans

3/4/2024 3:59:21 PM
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(CAUTION) THE LOCATION OF ALL UTILITIES AS SHOWN ARE APPROXIMATE. DUE TO RELOCATION'S PLANNED OR PRESENTLY UNDER CONSTRUCTION THERE ARE SOME UTILITIES THAT WILL BE RELOCATED AND NOT SHOWN ON THESE PLANS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE TO ALL UTILITIES.

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R/W & U/E PURCHASED UNDER JP 09032(05)

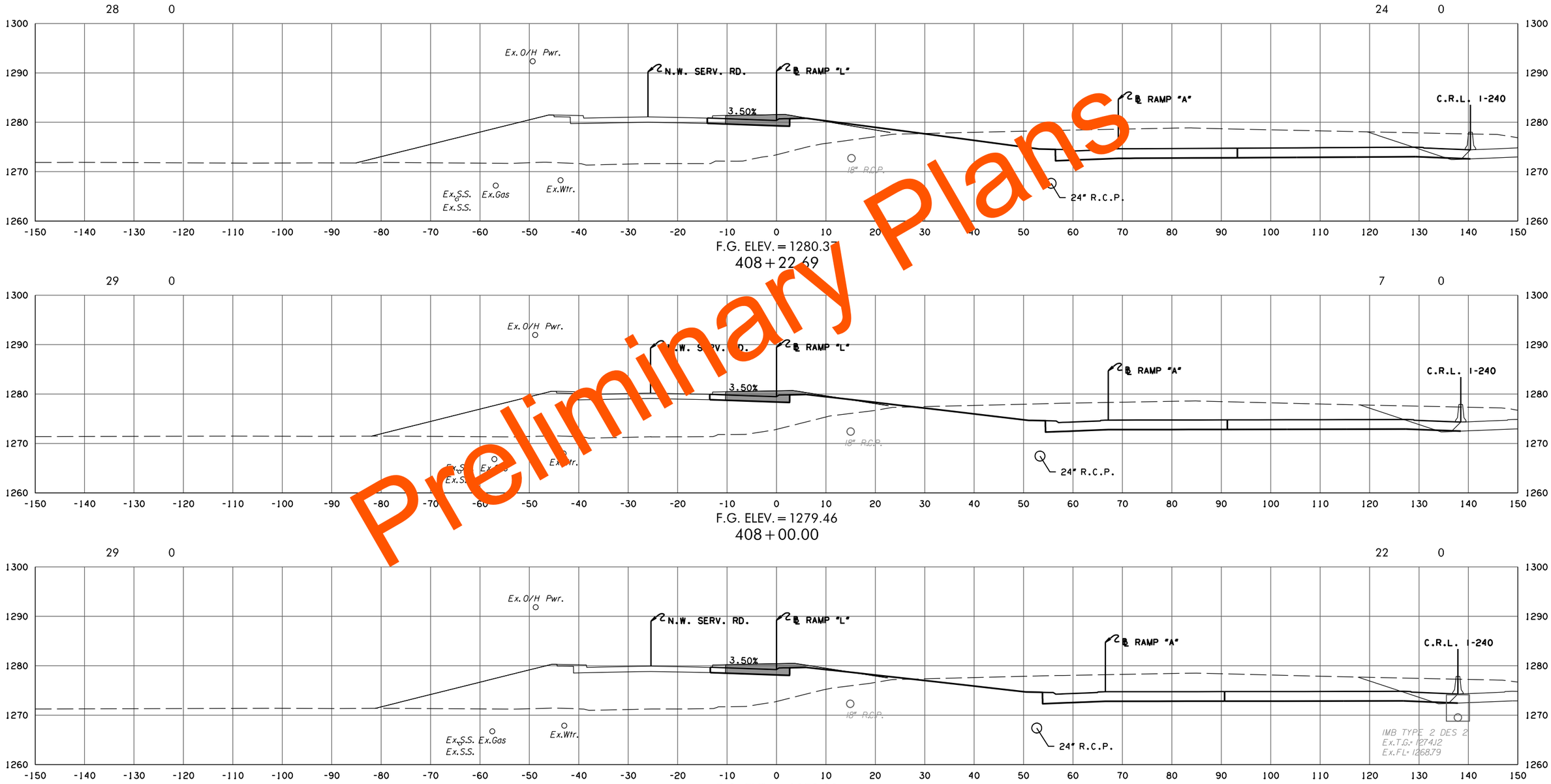
POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

3/4/2024

AREA
CUT FILL

VOLUME
CUT FILL



Preliminary Plans

RAMP L

PHASE 4

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X247

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R/W & U/E PURCHASED UNDER JP 09032(05)

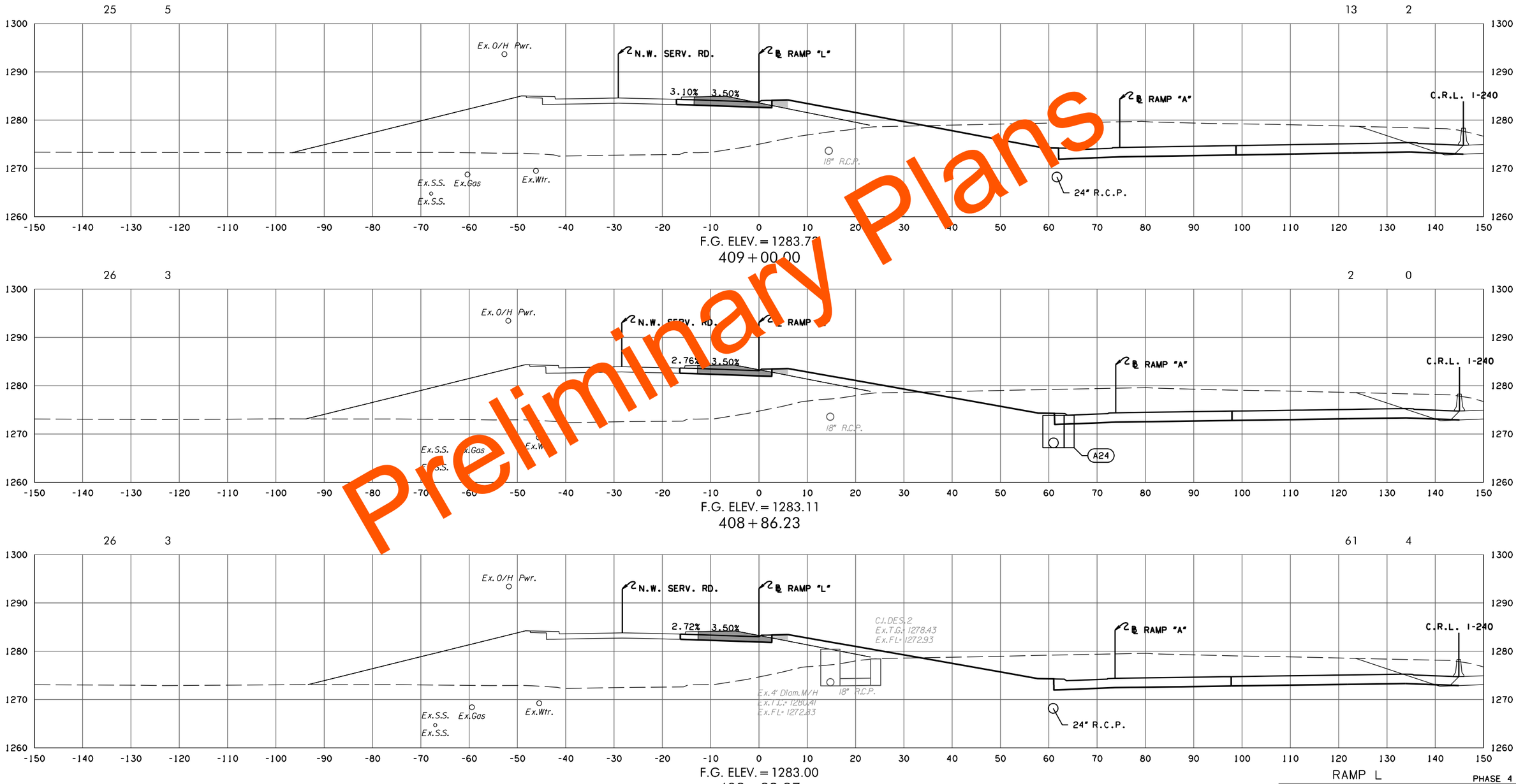
POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

3/4/2024

AREA
CUT FILL

VOLUME
CUT FILL



F.G. ELEV. = 1283.72
409 + 00.00

F.G. ELEV. = 1283.11
408 + 86.23

F.G. ELEV. = 1283.00
408 + 83.87

Preliminary Plans

RAMP L

PHASE 4

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X248

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POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

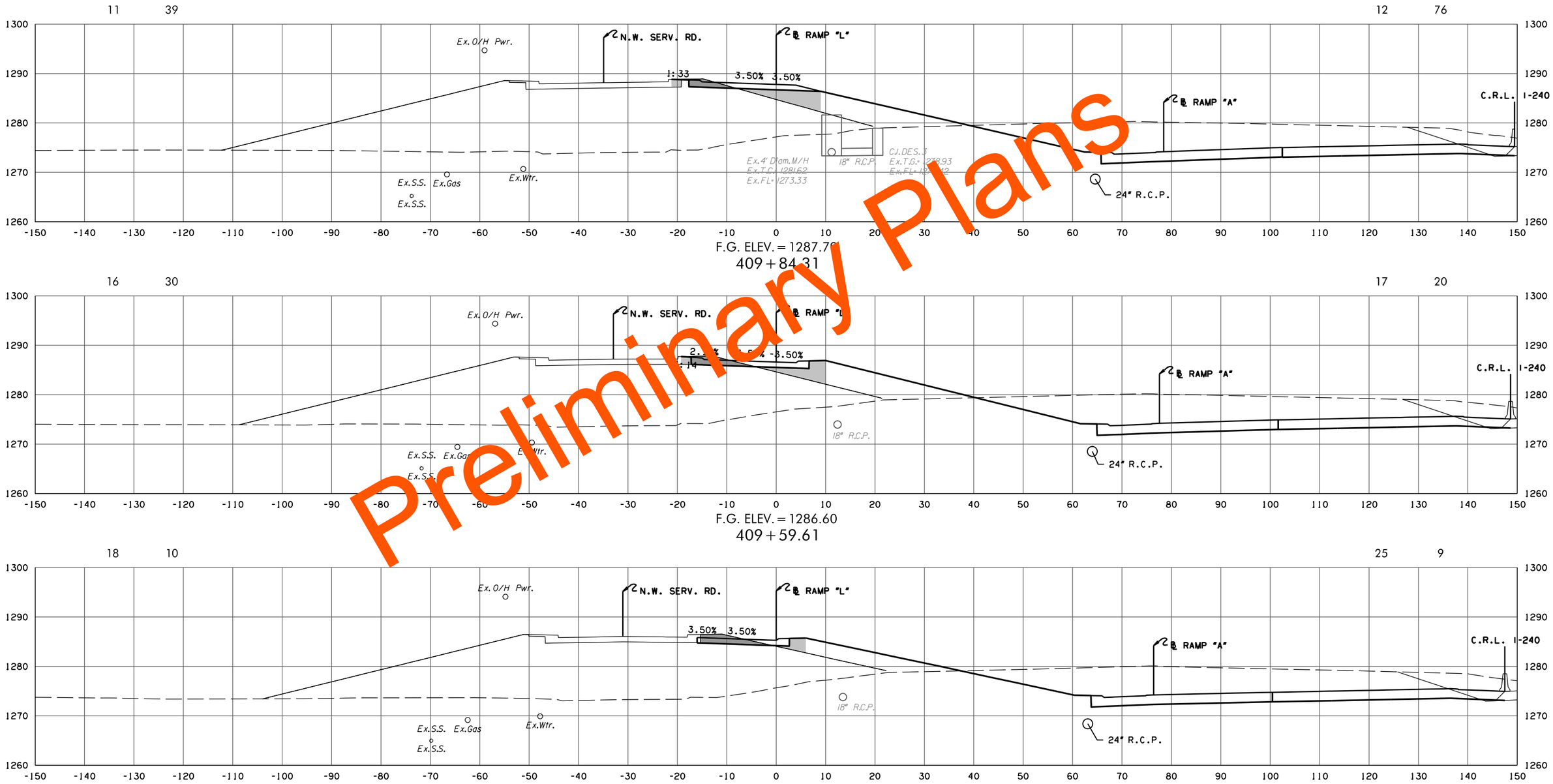
3/4/2024

AREA

CUT FILL

VOLUME

CUT FILL



F.G. ELEV. = 1287.7[illegible]
409 + 84.31

F.G. ELEV. = 1286.60
409 + 59.61

F.G. ELEV. = 1285.29
409 + 32.13

RAMP L

PHASE 4

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X249

Preliminary Plans

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POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

3/4/2024

Preliminary Plans

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X250

3/4/2024 3:59:25 PM
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POE & ASSOCIATES, OKLAHOMA CITY, OK.

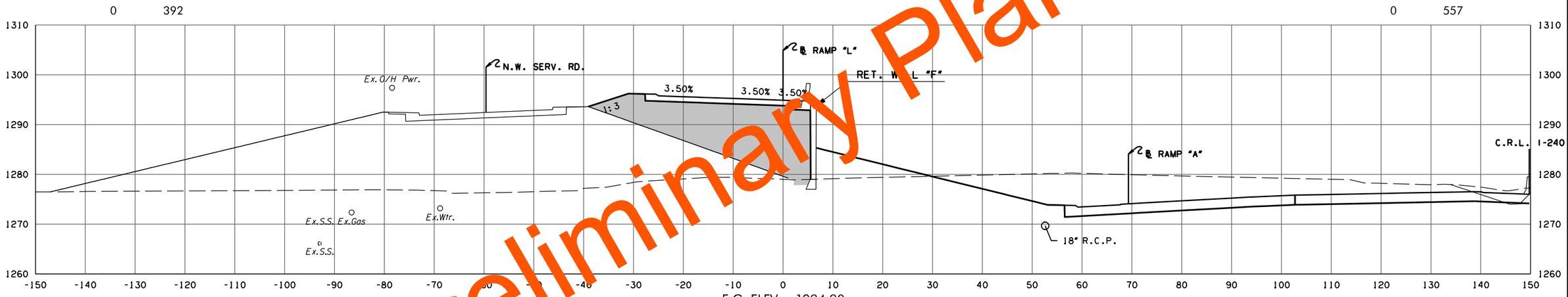
90% PLAN SUBMITTAL

3/4/2024

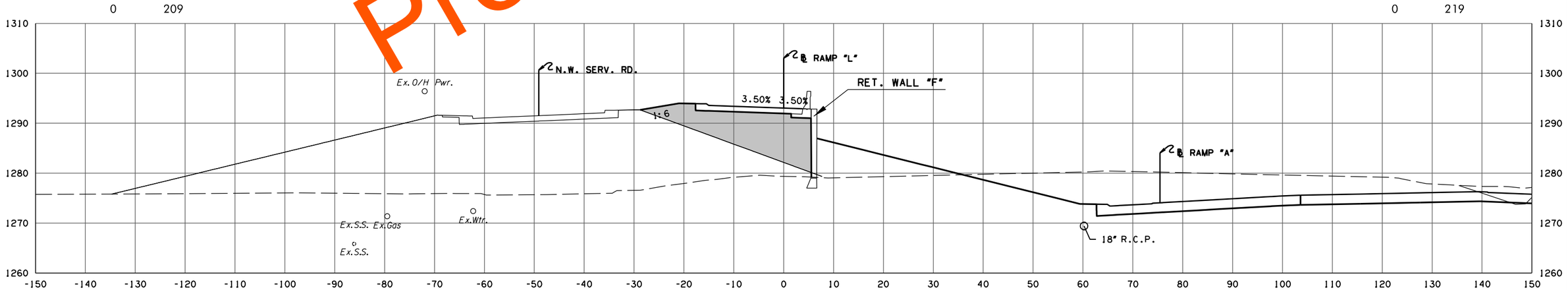
AREA
CUT FILL

VOLUME
CUT FILL

Preliminary Plans



F.G. ELEV. = 1294.90
411+50.00



F.G. ELEV. = 1293.03
411+00.00

RAMP L

PHASE 4

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X251

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POE & ASSOCIATES, OKLAHOMA CITY, OK.

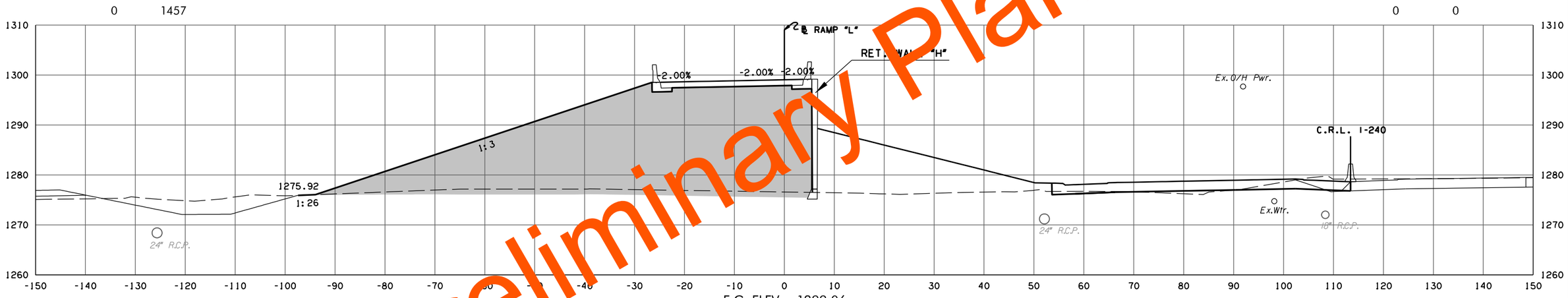
90% PLAN SUBMITTAL

3/4/2024

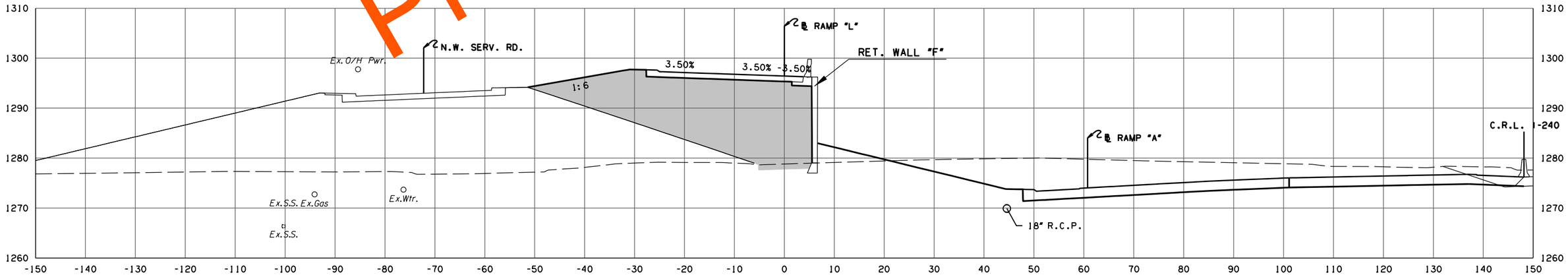
AREA
CUT FILL

VOLUME
CUT FILL

Preliminary Plans



F.G. ELEV. = 1299.06
416+70.42
BEGIN SHOULDER ROTATION END APPROACH SLAB



F.G. ELEV. = 1296.42
411+96.92
BEGIN APPROACH SLAB END FULL SUPER ROTATION STA. 412+67.41

RAMP L

PHASE 4

STATE JOB NO. 09032(08)
OKLAHOMA COUNTY SHEET NO. X252

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R/W & U/E PURCHASED UNDER JP 09032(05)

POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

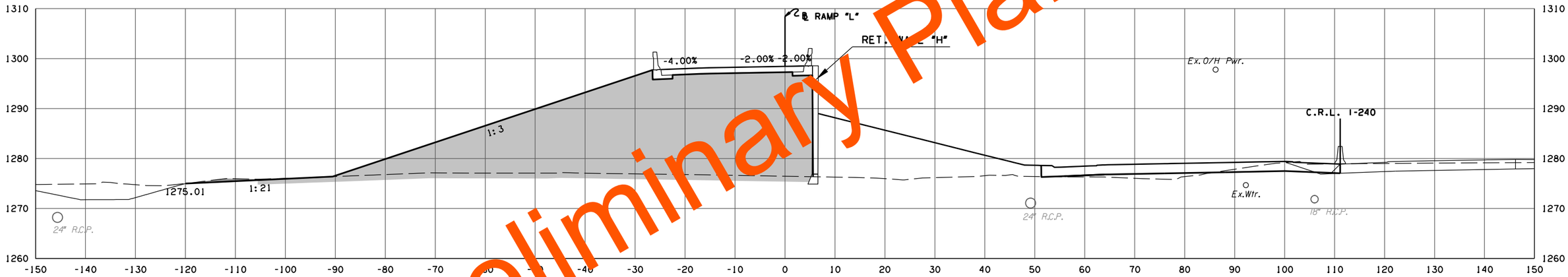
3/4/2024

AREA
CUT FILL

VOLUME
CUT FILL

Preliminary Plans

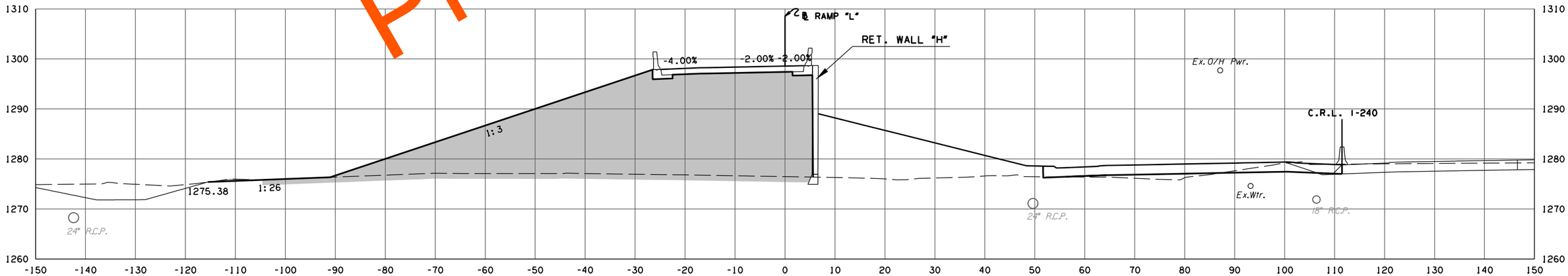
5 1413



F.G. ELEV. = 1298.46
417 + 00.00

2 1423

1 1333



F.G. ELEV. = 1298.56
416 + 95.18

END SHOULDER ROTATION

RAMP L

PHASE 4

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X253

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R/W & U/E PURCHASED UNDER JP 09032(05)

POE & ASSOCIATES, OKLAHOMA CITY, OK.

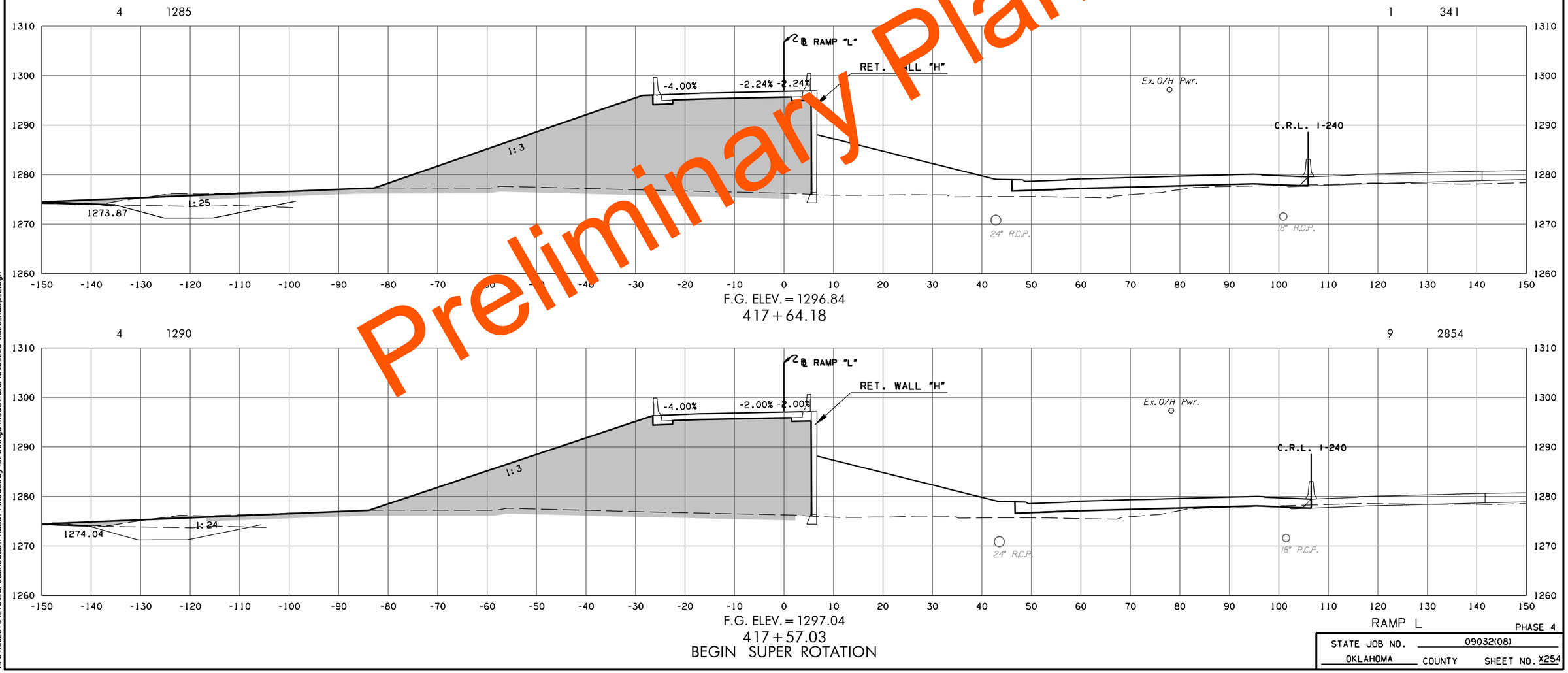
90% PLAN SUBMITTAL

3/4/2024

AREA
CUT FILL

VOLUME
CUT FILL

Preliminary Plans



F.G. ELEV. = 1296.84
417 + 64.18

F.G. ELEV. = 1297.04
417 + 57.03
BEGIN SUPER ROTATION

RAMP L

PHASE 4

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X254

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POE & ASSOCIATES, OKLAHOMA CITY, OK.

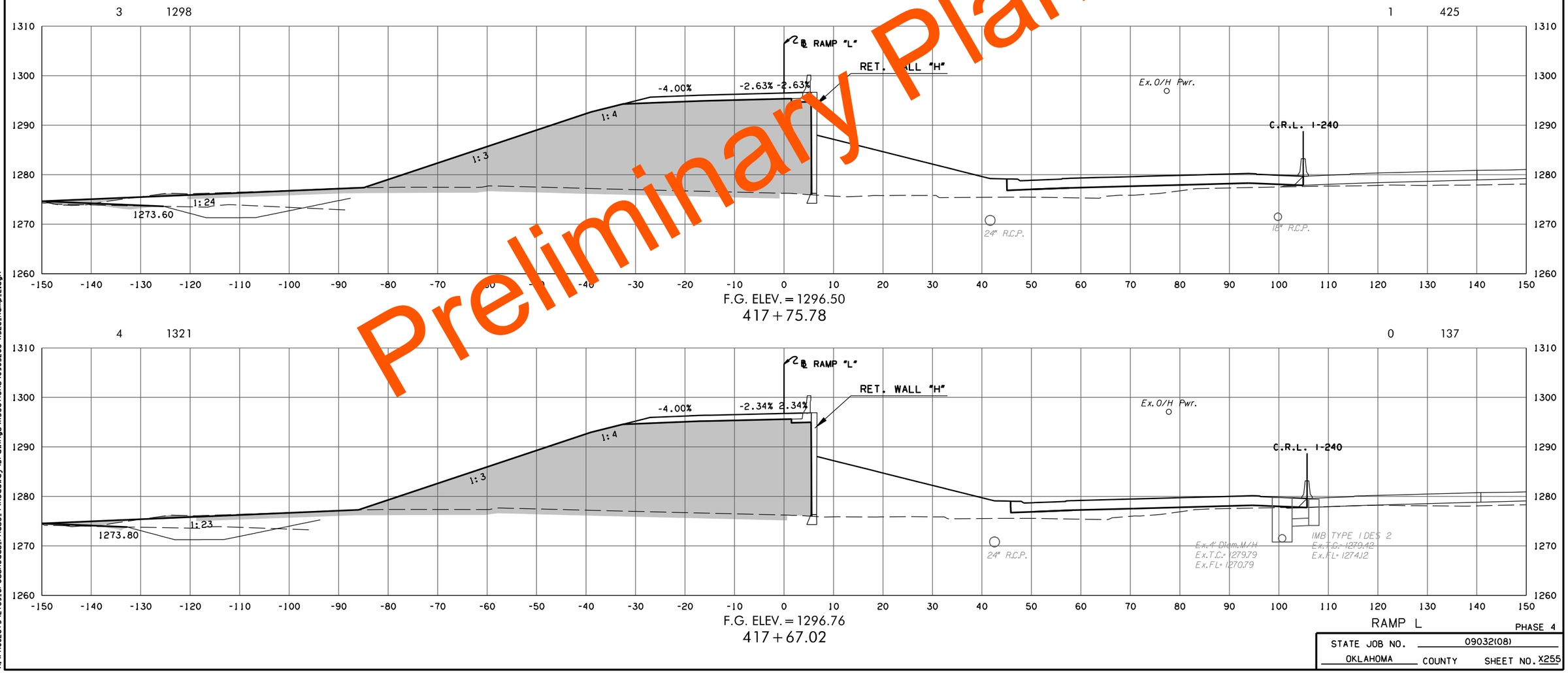
90% PLAN SUBMITTAL

3/4/2024

AREA
CUT FILL

VOLUME
CUT FILL

Preliminary Plans



F.G. ELEV. = 1296.50
417 + 75.78

F.G. ELEV. = 1296.76
417 + 67.02

RAMP L

PHASE 4

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X255

3/4/2024 3:59:29 PM
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POE & ASSOCIATES, OKLAHOMA CITY, OK.

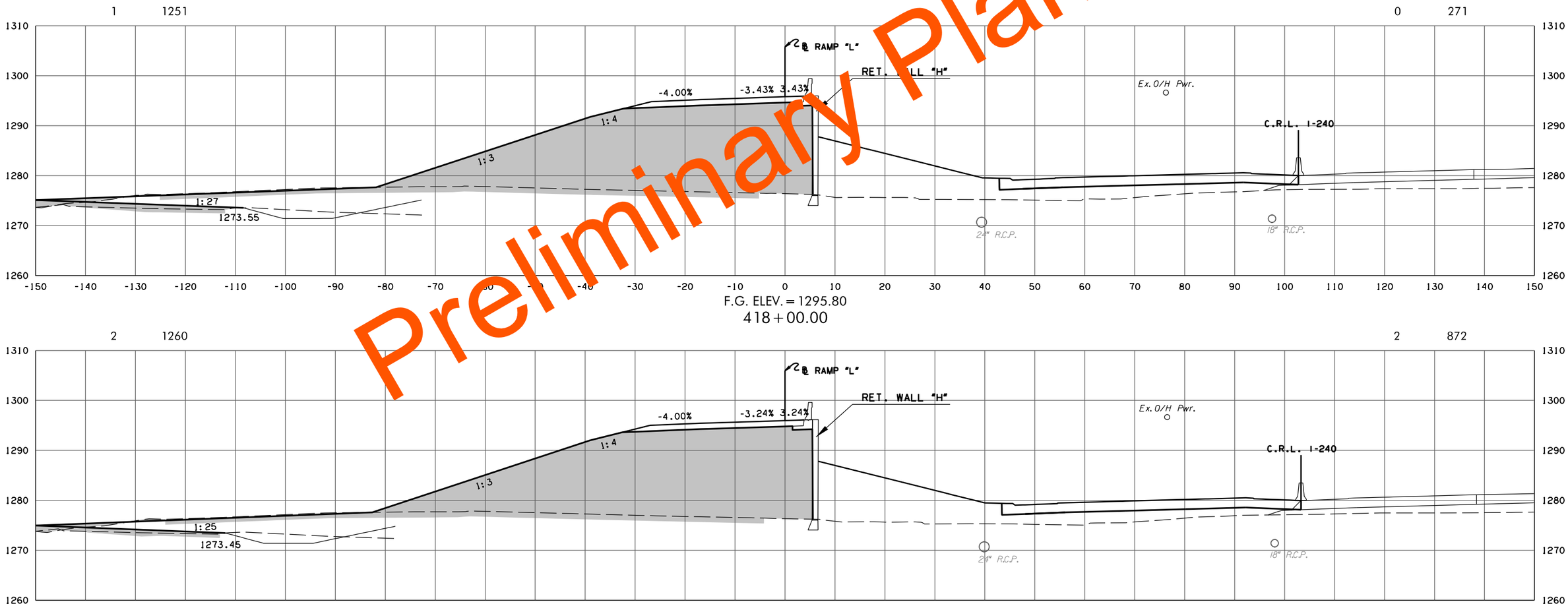
90% PLAN SUBMITTAL

3/4/2024

AREA
CUT FILL

VOLUME
CUT FILL

Preliminary Plans



RAMP L

PHASE 4

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X256

3/4/2024 3:59:29 PM
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(CAUTION) THE LOCATION OF ALL UTILITIES AS SHOWN ARE APPROXIMATE. DUE TO RELOCATION'S PLANNED OR PRESENTLY UNDER CONSTRUCTION THERE ARE SOME UTILITIES THAT WILL BE RELOCATED AND NOT SHOWN ON THESE PLANS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE TO ALL UTILITIES.

DEPTH & LOCATION OF EXISTING UTILITIES SHALL BE FIELD VERIFIED BY THE CONTRACTOR PRIOR TO CONSTRUCTION.

SEE DRAINAGE AREA MAP SHEETS FOR DRAINAGE SYMBOLOGY.

R/W & U/E PURCHASED UNDER JP 09032(05)

POE & ASSOCIATES, OKLAHOMA CITY, OK.

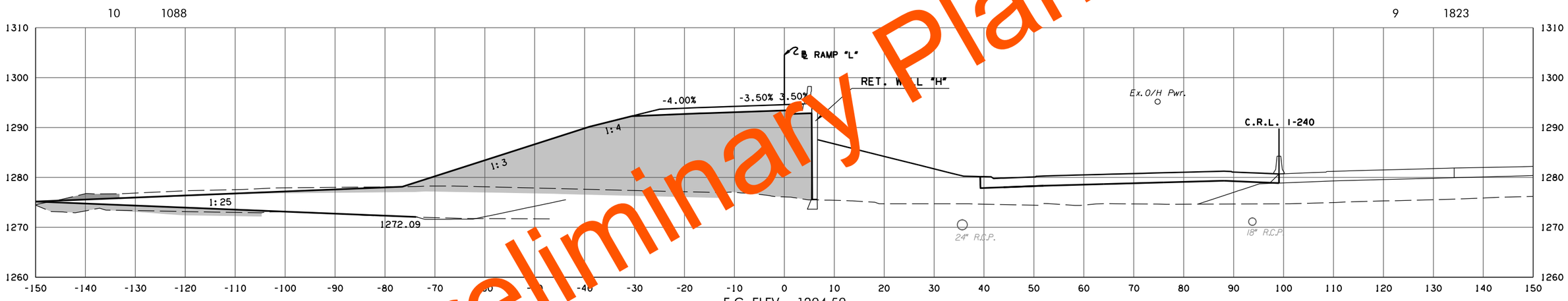
90% PLAN SUBMITTAL

3/4/2024

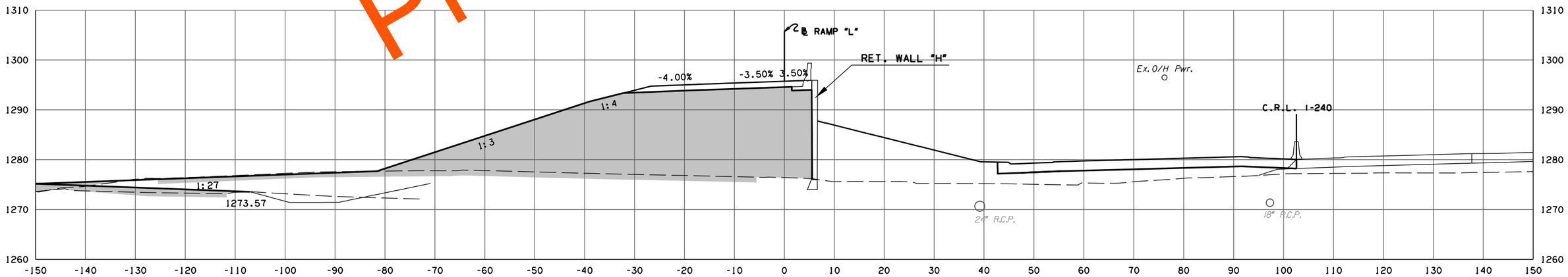
AREA
CUT FILL

VOLUME
CUT FILL

Preliminary Plans



F.G. ELEV. = 1294.59
418 + 44.18



F.G. ELEV. = 1295.74
418 + 02.03
BEGIN FULL SUPER ROTATION

RAMP L

PHASE 4

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X257

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(CAUTION) THE LOCATION OF ALL UTILITIES AS SHOWN ARE APPROXIMATE. DUE TO RELOCATION'S PLANNED OR PRESENTLY UNDER CONSTRUCTION THERE ARE SOME UTILITIES THAT WILL BE RELOCATED AND NOT SHOWN ON THESE PLANS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE TO ALL UTILITIES.

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R/W & U/E PURCHASED UNDER JP 09032(05)

POE & ASSOCIATES, OKLAHOMA CITY, OK.

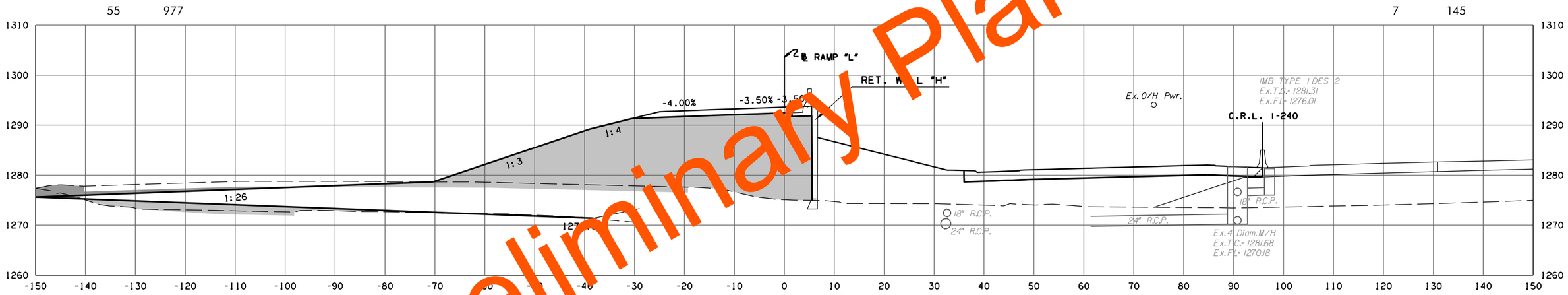
90% PLAN SUBMITTAL

3/4/2024

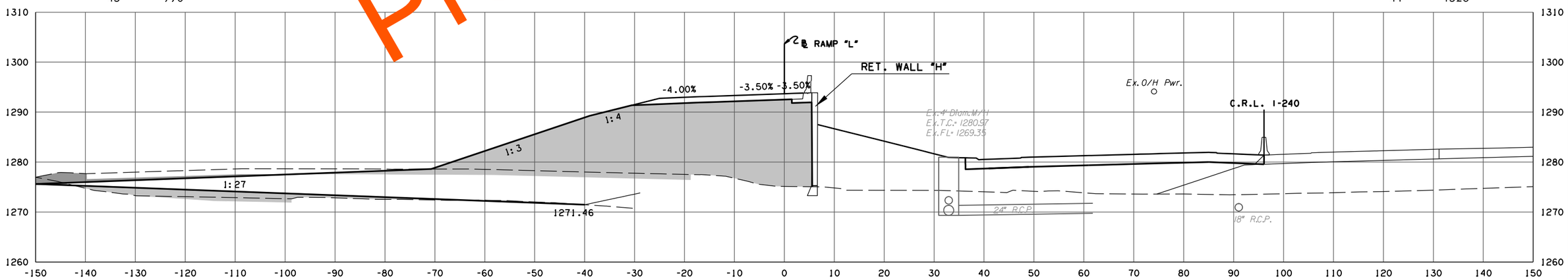
AREA
CUT FILL

VOLUME
CUT FILL

Preliminary Plans



F.G. ELEV. = 1293.60
418+87.81



F.G. ELEV. = 1293.68
418+83.84

RAMP L

PHASE 4

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X258

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(CAUTION) THE LOCATION OF ALL UTILITIES AS SHOWN ARE APPROXIMATE. DUE TO RELOCATION'S PLANNED OR PRESENTLY UNDER CONSTRUCTION THERE ARE SOME UTILITIES THAT WILL BE RELOCATED AND NOT SHOWN ON THESE PLANS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE TO ALL UTILITIES.

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SEE DRAINAGE AREA MAP SHEETS FOR DRAINAGE SYMBOLOGY.

R/W & U/E PURCHASED UNDER JP 09032(05)

POE & ASSOCIATES, OKLAHOMA CITY, OK.

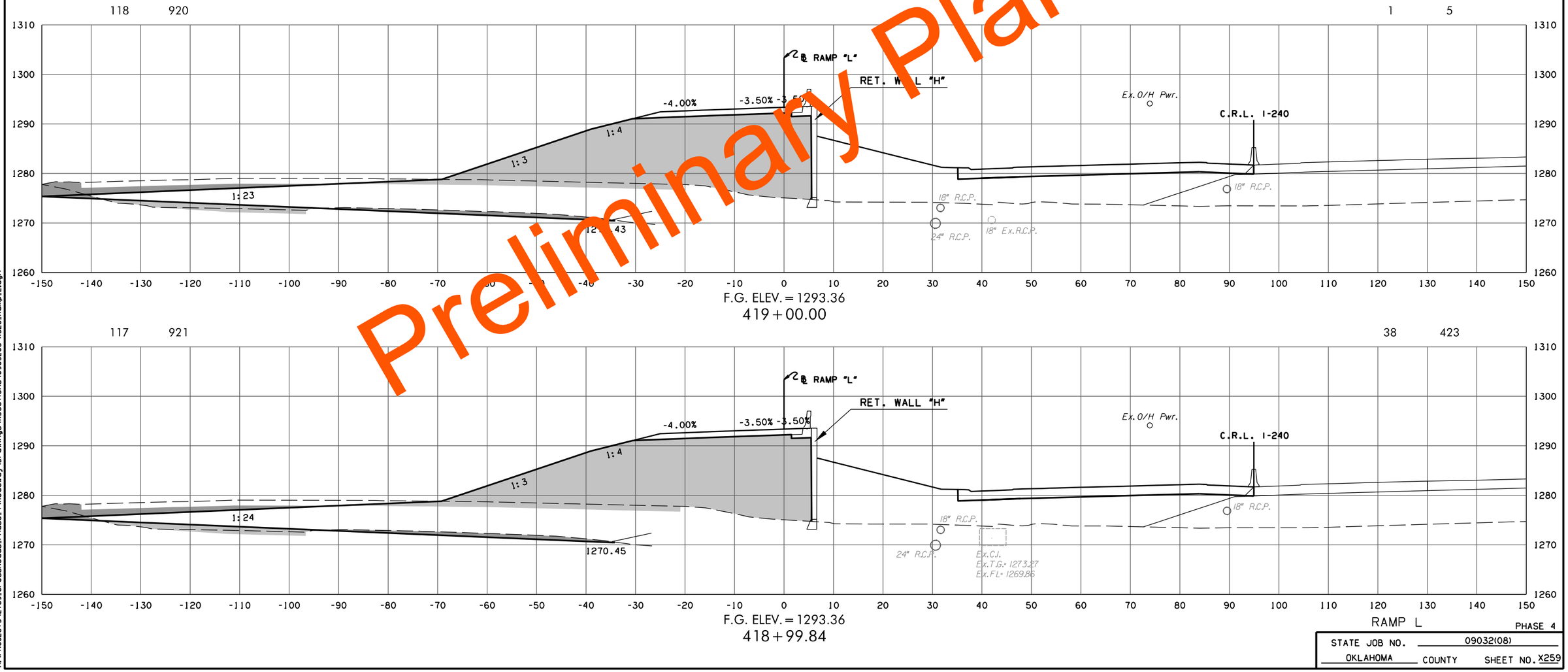
90% PLAN SUBMITTAL

3/4/2024

AREA
CUT FILL

VOLUME
CUT FILL

Preliminary Plans



RAMP L

PHASE 4

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X259

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(CAUTION) THE LOCATION OF ALL UTILITIES AS SHOWN ARE APPROXIMATE. DUE TO RELOCATION'S PLANNED OR PRESENTLY UNDER CONSTRUCTION THERE ARE SOME UTILITIES THAT WILL BE RELOCATED AND NOT SHOWN ON THESE PLANS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE TO ALL UTILITIES.

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SEE DRAINAGE AREA MAP SHEETS FOR DRAINAGE SYMBOLOGY.

R/W & U/E PURCHASED UNDER JP 09032(05)

POE & ASSOCIATES, OKLAHOMA CITY, OK.

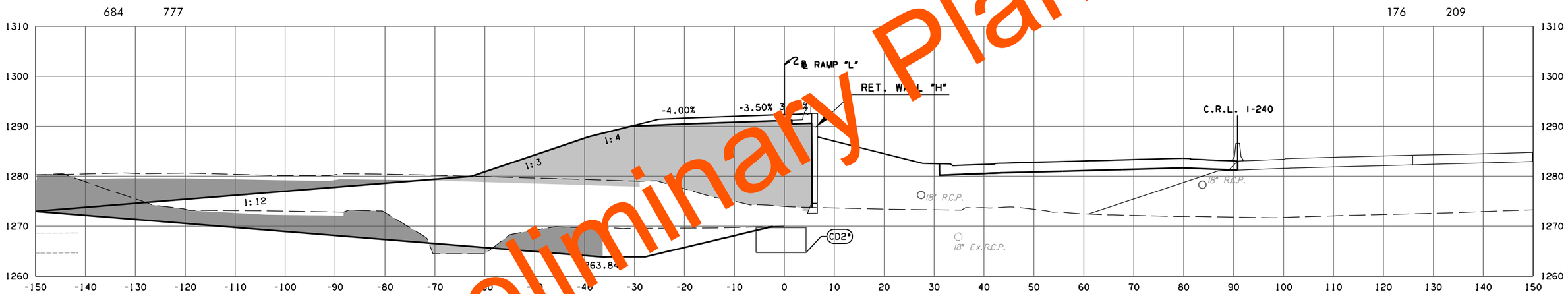
90% PLAN SUBMITTAL

3/4/2024

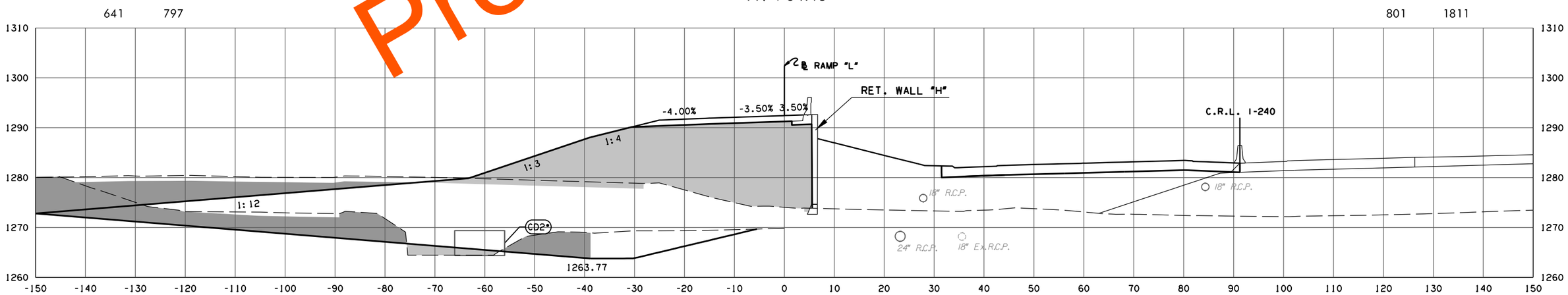
AREA
CUT FILL

VOLUME
CUT FILL

Preliminary Plans



F.G. ELEV. = 1292.35
419+64.15



F.G. ELEV. = 1292.44
419+56.98

RAMP L

PHASE 4

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X260

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R/W & U/E PURCHASED UNDER JP 09032(05)

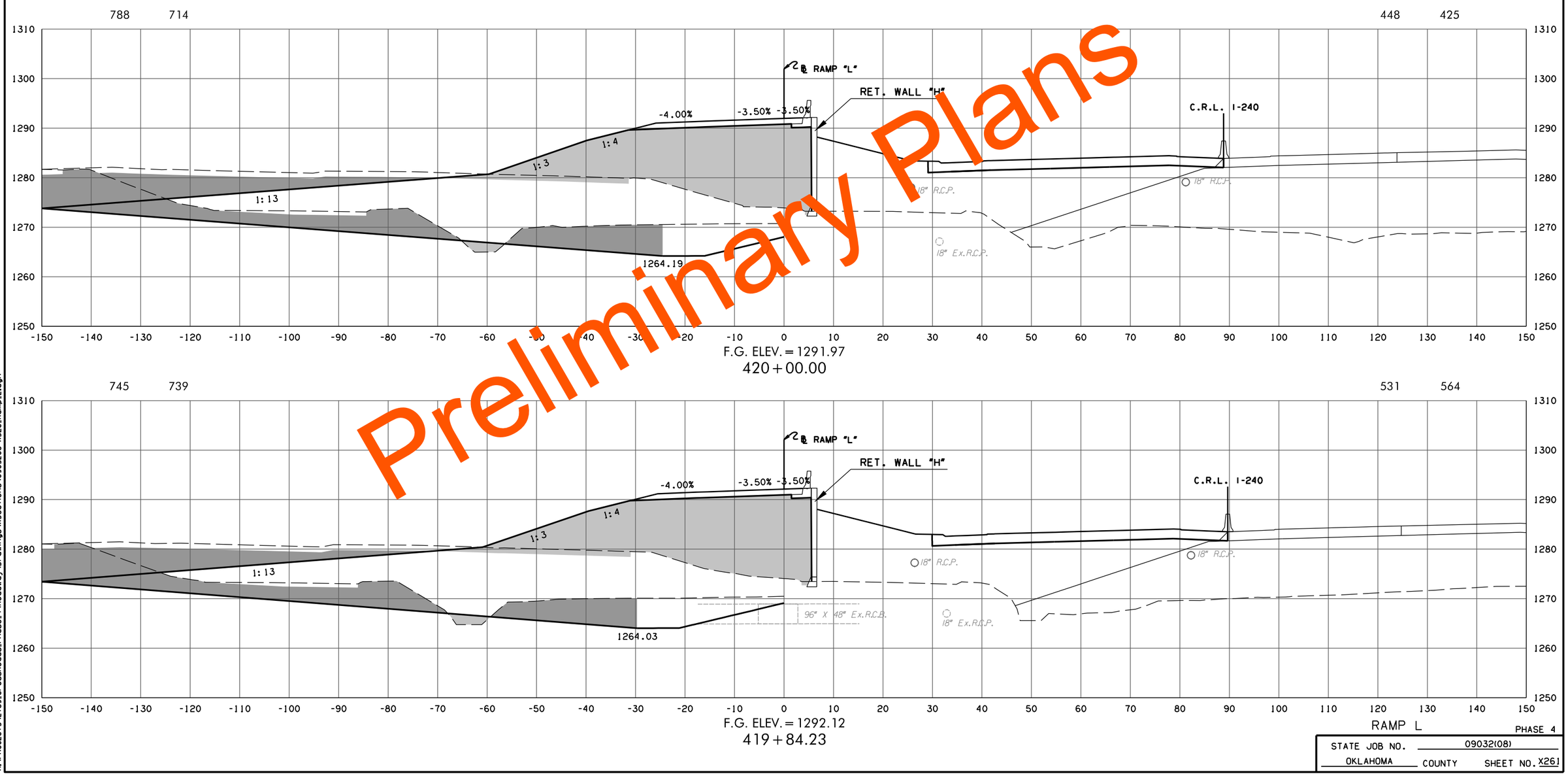
POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

3/4/2024

AREA
CUT FILL

VOLUME
CUT FILL



F.G. ELEV. = 1291.97
420 + 00.00

F.G. ELEV. = 1292.12
419 + 84.23

RAMP L

PHASE 4

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X261

Preliminary Plans

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(CAUTION) THE LOCATION OF ALL UTILITIES AS SHOWN ARE APPROXIMATE. DUE TO RELOCATION'S PLANNED OR PRESENTLY UNDER CONSTRUCTION THERE ARE SOME UTILITIES THAT WILL BE RELOCATED AND NOT SHOWN ON THESE PLANS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE TO ALL UTILITIES.

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SEE DRAINAGE AREA MAP SHEETS FOR DRAINAGE SYMBOLOGY.

R/W & U/E PURCHASED UNDER JP 09032(05)

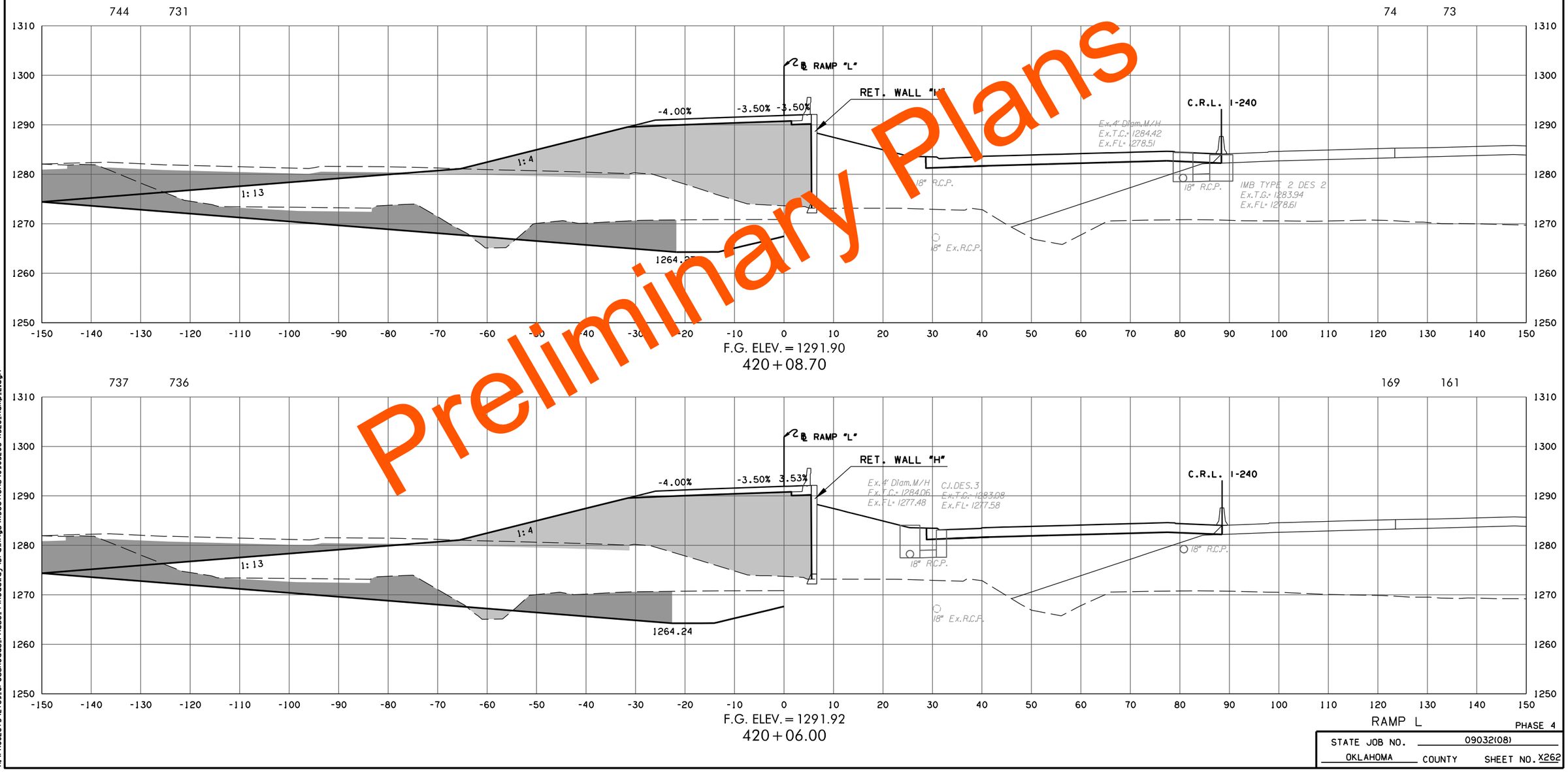
POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

3/4/2024

AREA
CUT FILL

VOLUME
CUT FILL



F.G. ELEV. = 1291.90
420 + 08.70

F.G. ELEV. = 1291.92
420 + 06.00

RAMP L

PHASE 4

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X262

Preliminary Plans

3/4/2024 3:59:34 PM
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(CAUTION) THE LOCATION OF ALL UTILITIES AS SHOWN ARE APPROXIMATE. DUE TO RELOCATION'S PLANNED OR PRESENTLY UNDER CONSTRUCTION THERE ARE SOME UTILITIES THAT WILL BE RELOCATED AND NOT SHOWN ON THESE PLANS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE TO ALL UTILITIES.

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R/W & U/E PURCHASED UNDER JP 09032(05)

POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

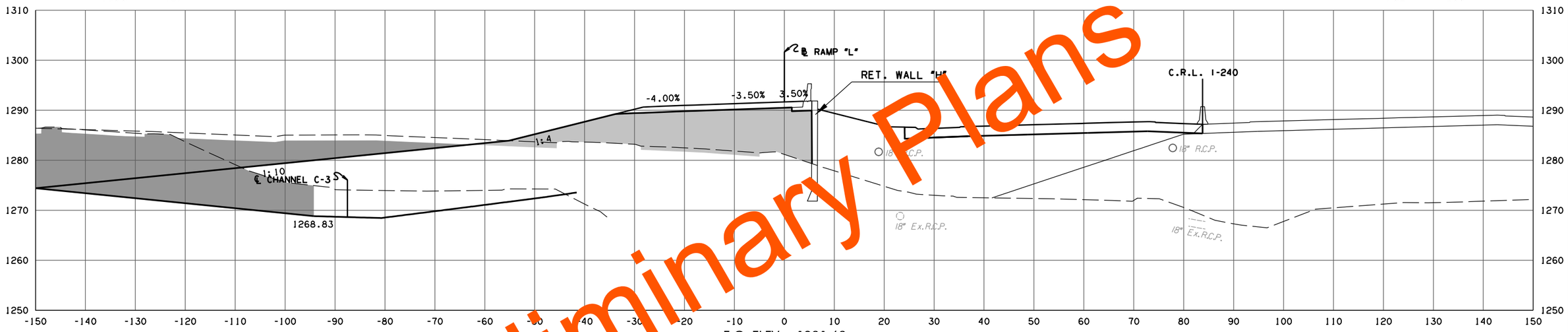
3/4/2024

AREA
CUT FILL

VOLUME
CUT FILL

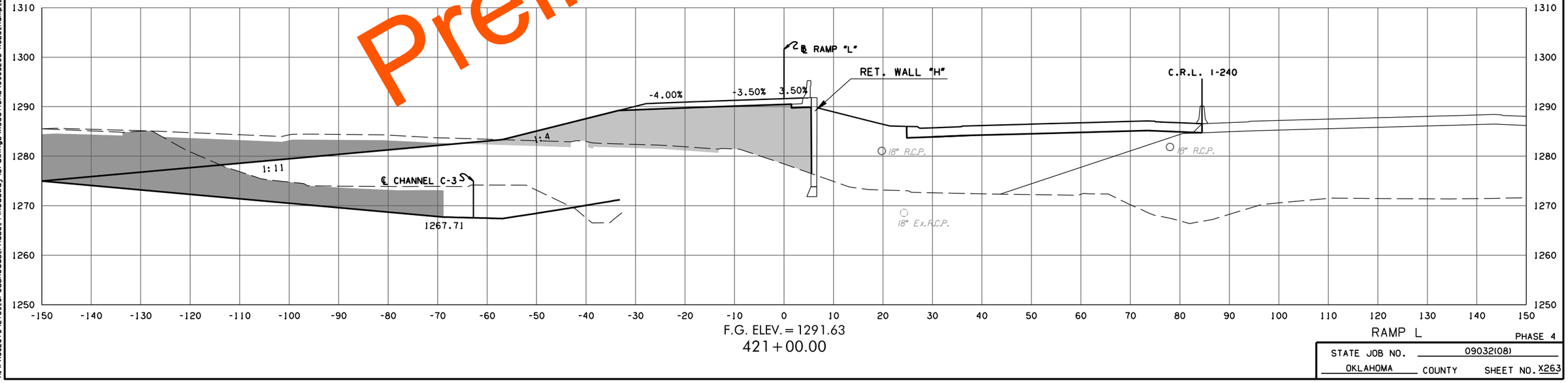
Preliminary Plans

1056 407 782 339



F.G. ELEV. = 1291.69
421+20.90

964 469 2887 2029



F.G. ELEV. = 1291.63
421+00.00

RAMP L

PHASE 4

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X263

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(CAUTION) THE LOCATION OF ALL UTILITIES AS SHOWN ARE APPROXIMATE. DUE TO RELOCATION'S PLANNED OR PRESENTLY UNDER CONSTRUCTION THERE ARE SOME UTILITIES THAT WILL BE RELOCATED AND NOT SHOWN ON THESE PLANS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE TO ALL UTILITIES.

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R/W & U/E PURCHASED UNDER JP 09032(05)

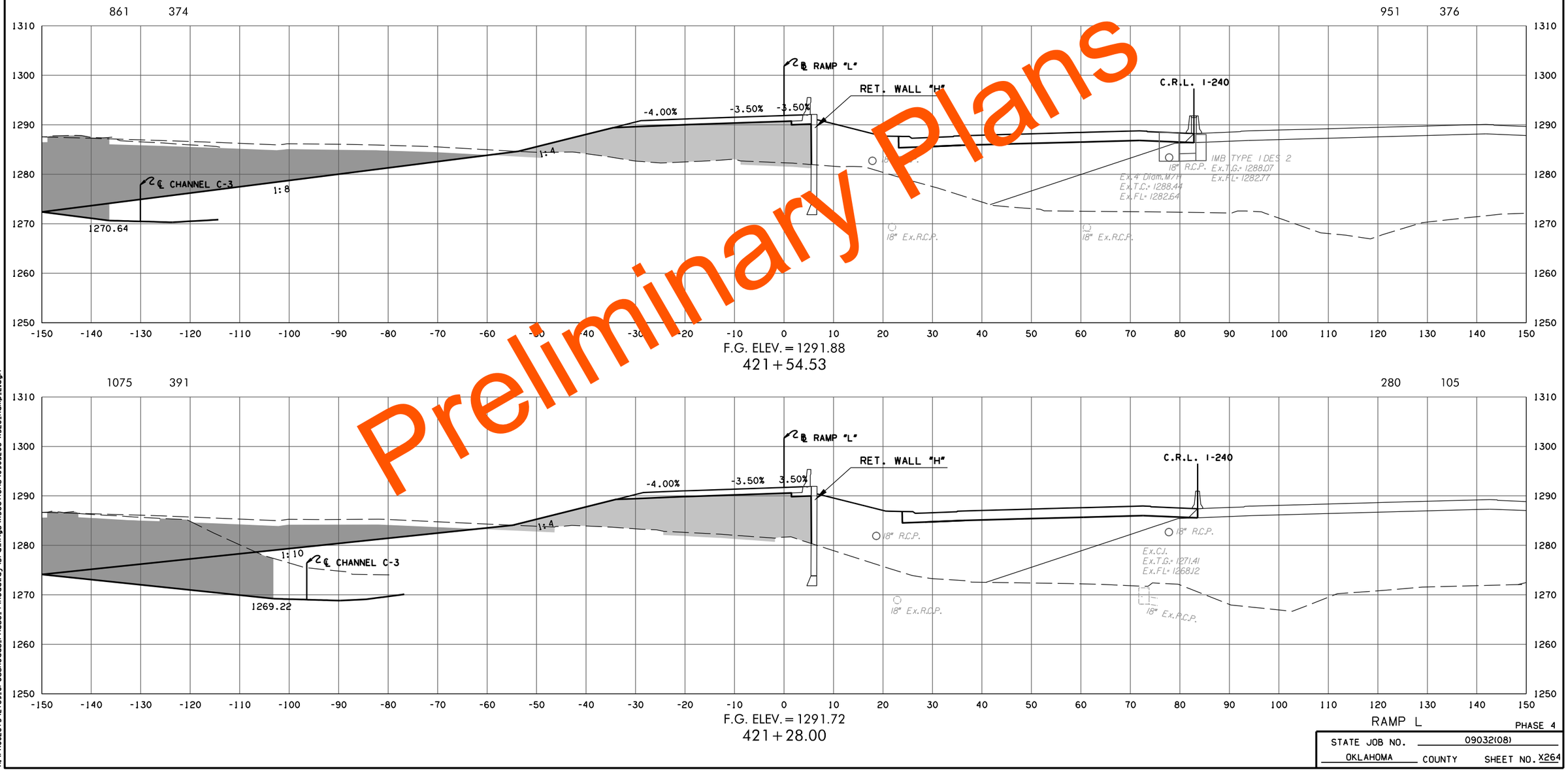
POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

3/4/2024

AREA
CUT FILL

VOLUME
CUT FILL



Preliminary Plans

RAMP L

PHASE 4

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X264

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SEE DRAINAGE AREA MAP SHEETS FOR DRAINAGE SYMBOLOGY.

R/W & U/E PURCHASED UNDER JP 09032(05)

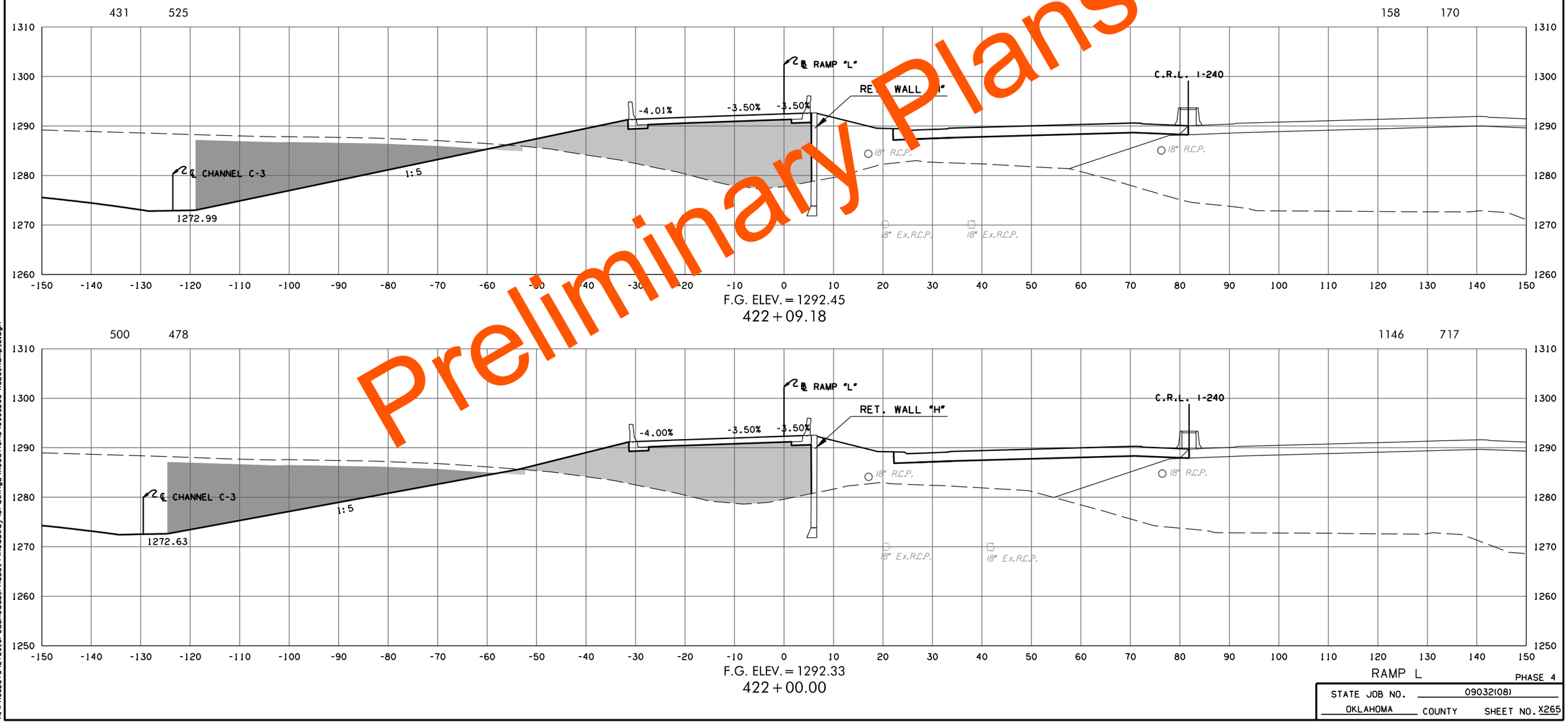
POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

3/4/2024

AREA
CUT FILL

VOLUME
CUT FILL



Preliminary Plans

RAMP L

PHASE 4

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X265

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R/W & U/E PURCHASED UNDER JP 09032(05)

POE & ASSOCIATES, OKLAHOMA CITY, OK.

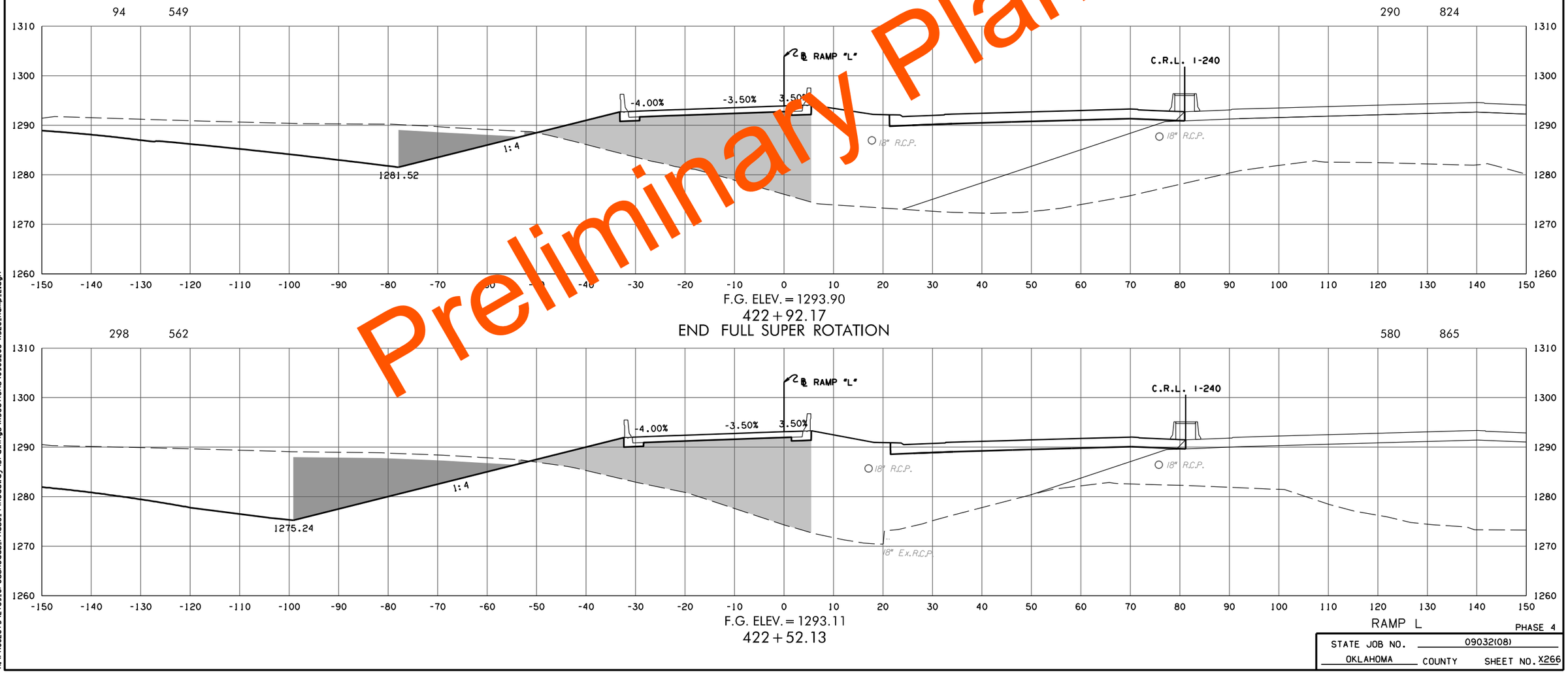
90% PLAN SUBMITTAL

3/4/2024

AREA
CUT FILL

VOLUME
CUT FILL

Preliminary Plans



F.G. ELEV. = 1293.90
422 + 92.17
END FULL SUPER ROTATION

F.G. ELEV. = 1293.11
422 + 52.13

RAMP L

PHASE 4

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X266

3/4/2024 3:59:37 PM
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R/W & U/E PURCHASED UNDER JP 09032(05)

POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

3/4/2024

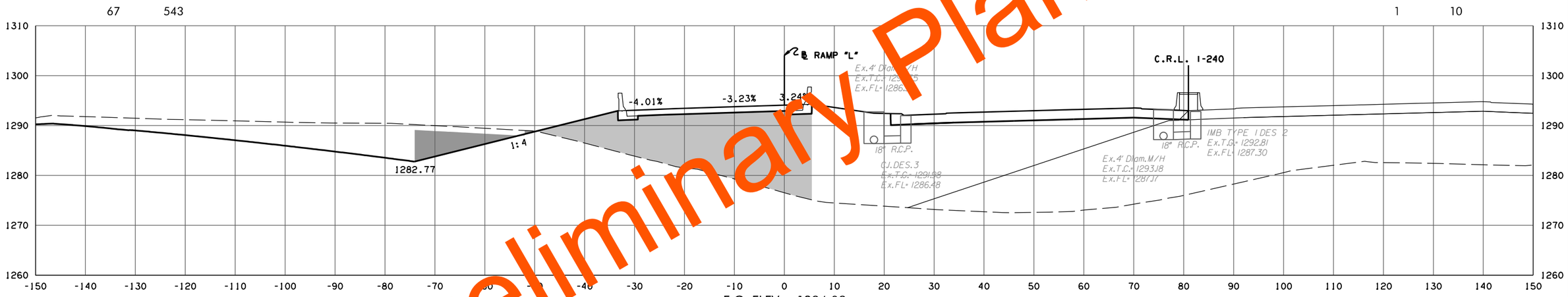
AREA

CUT FILL

VOLUME

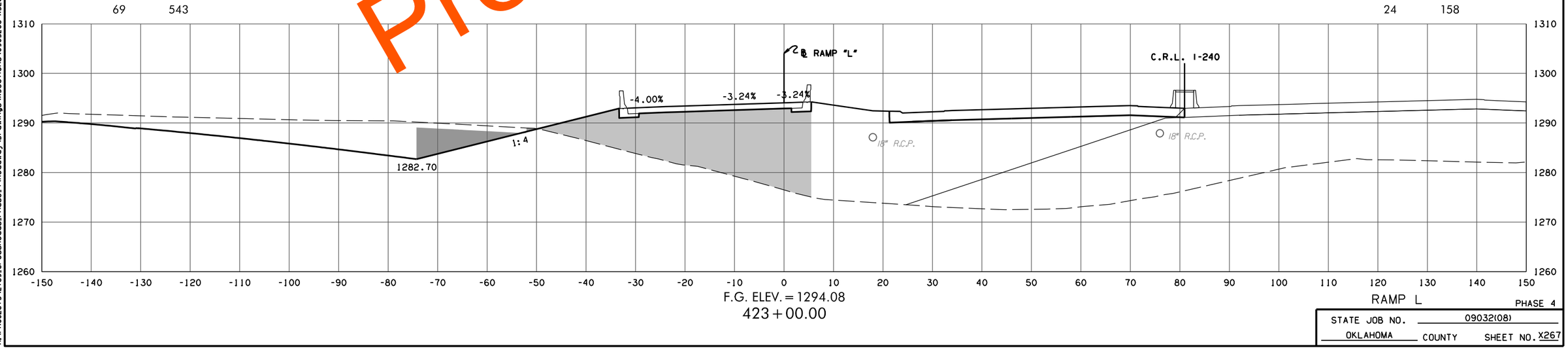
CUT FILL

Preliminary Plans



F.G. ELEV. = 1294.09

423 + 00.49



F.G. ELEV. = 1294.08

423 + 00.00

RAMP L

PHASE 4

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X267

3/4/2024 3:59:38 PM
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R/W & U/E PURCHASED UNDER JP 09032(05)

POE & ASSOCIATES, OKLAHOMA CITY, OK.

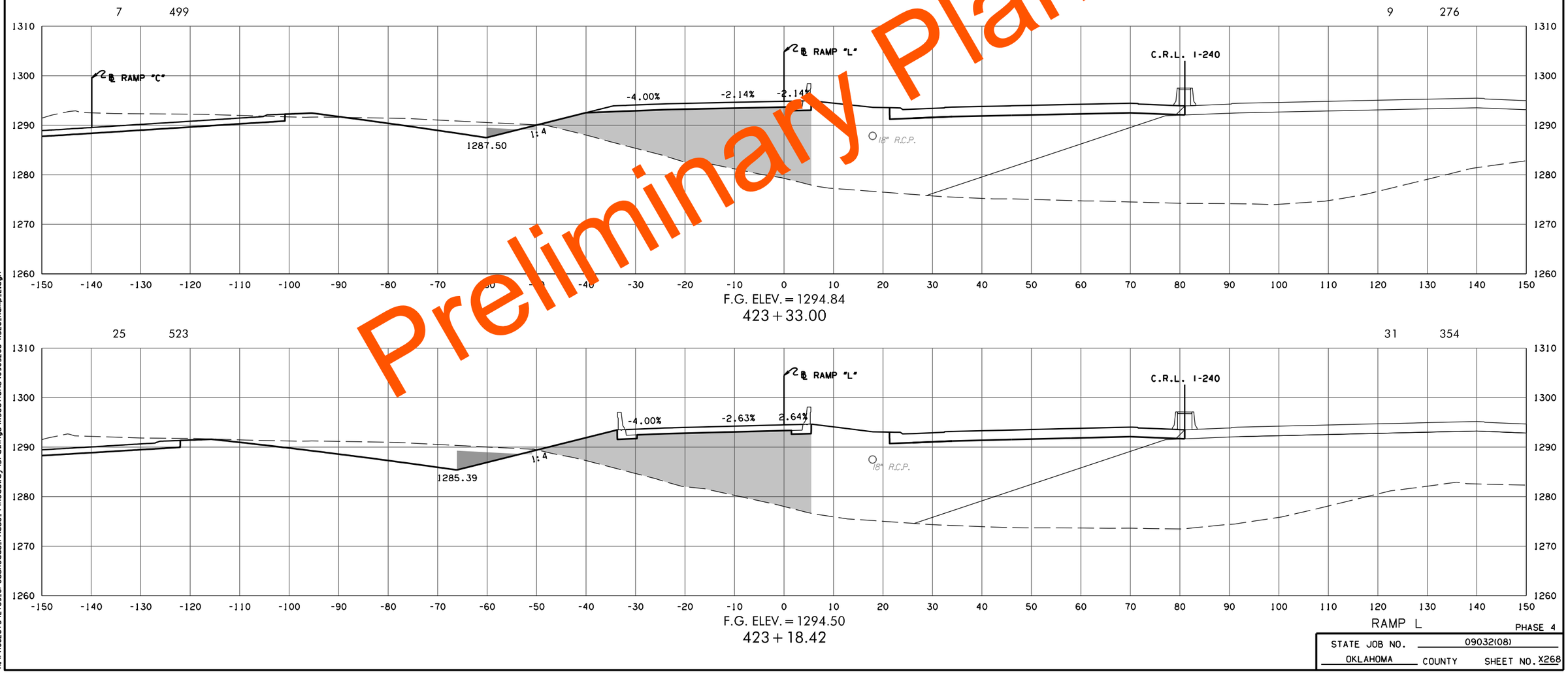
90% PLAN SUBMITTAL

3/4/2024

AREA
CUT FILL

VOLUME
CUT FILL

Preliminary Plans



F.G. ELEV. = 1294.84
423 + 33.00

F.G. ELEV. = 1294.50
423 + 18.42

RAMP L

PHASE 4

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X268

3/4/2024 3:59:39 PM
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R/W & U/E PURCHASED UNDER JP 09032(05)

POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

3/4/2024

Preliminary Plans

3/4/2024 3:59:40 PM
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RAMP L

PHASE 4

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X269

(CAUTION) THE LOCATION OF ALL UTILITIES AS SHOWN ARE APPROXIMATE. DUE TO RELOCATION'S PLANNED OR PRESENTLY UNDER CONSTRUCTION THERE ARE SOME UTILITIES THAT WILL BE RELOCATED AND NOT SHOWN ON THESE PLANS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE TO ALL UTILITIES.

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SEE DRAINAGE AREA MAP SHEETS FOR DRAINAGE SYMBOLOGY.

R/W & U/E PURCHASED UNDER JP 09032(05)

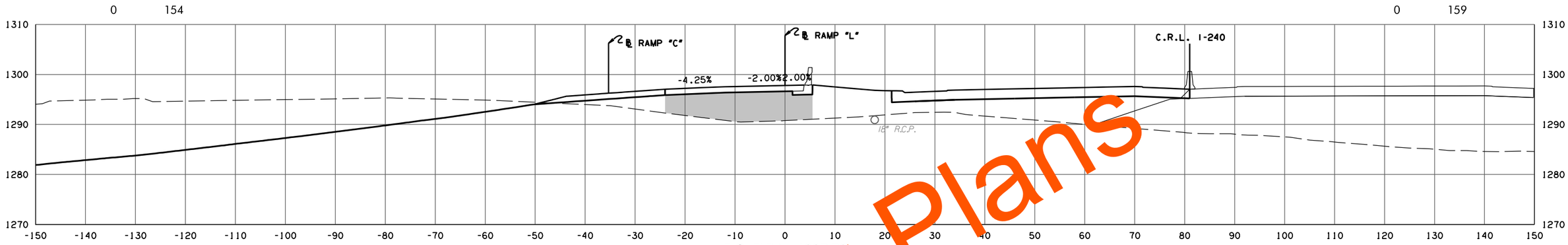
POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

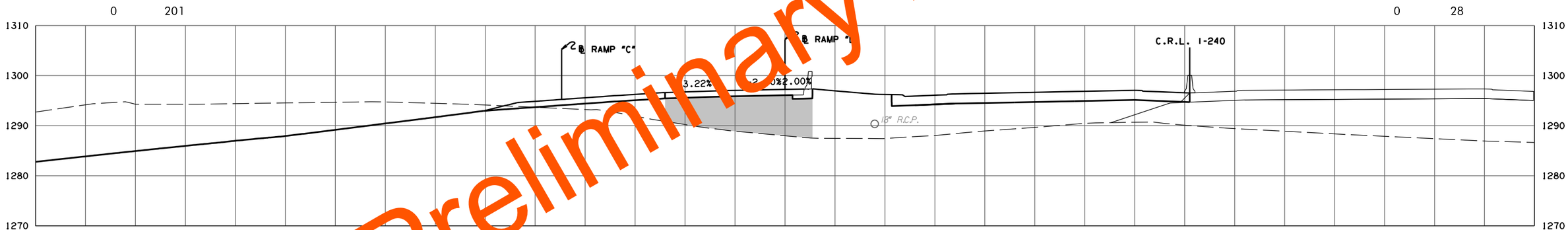
3/4/2024

AREA
CUT FILL

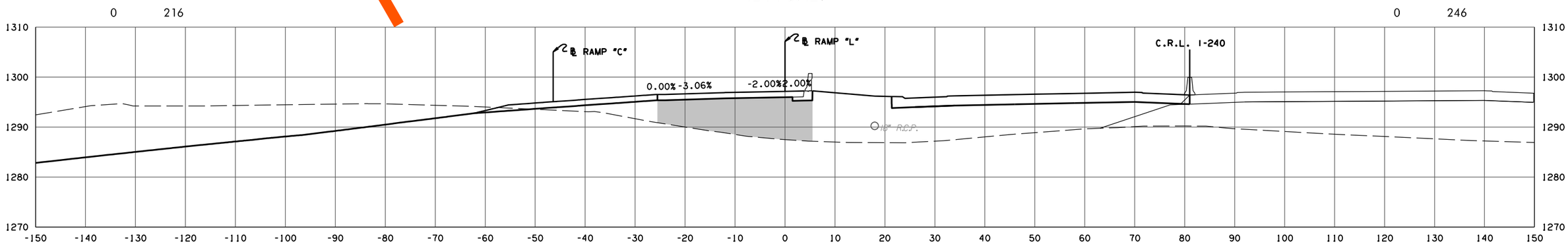
VOLUME
CUT FILL



F.G. ELEV. = 1297.7[illegible]
424 + 61.47



F.G. ELEV. = 1297.24
424 + 37.29



F.G. ELEV. = 1297.15
424 + 33.66

RAMP L

PHASE 4

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X270

Preliminary Plans

3/4/2024 3:59:41 PM
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R/W & U/E PURCHASED UNDER JP 09032(05)

POE & ASSOCIATES, OKLAHOMA CITY, OK.

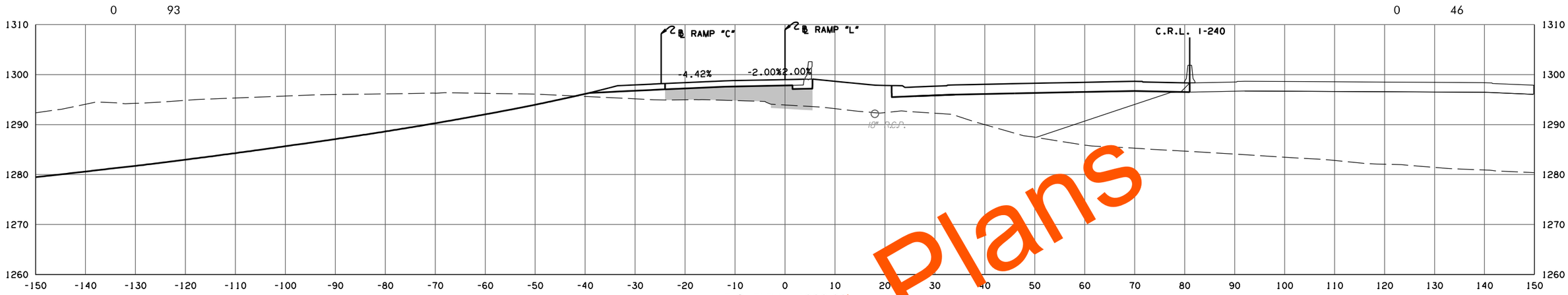
90% PLAN SUBMITTAL

3/4/2024

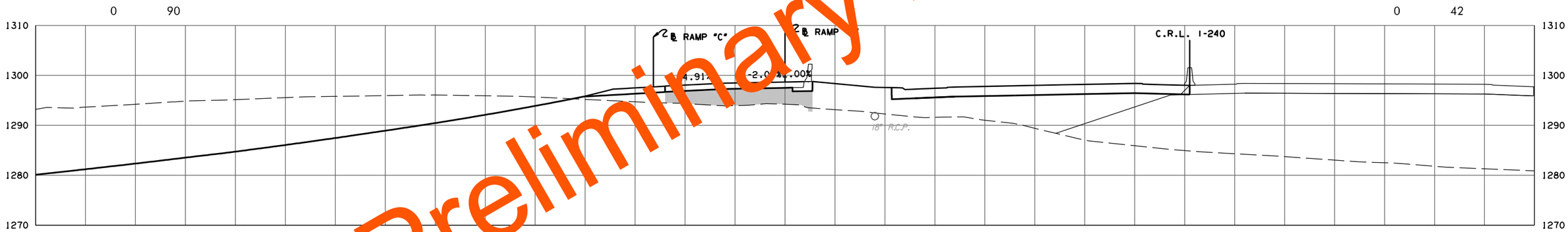
Preliminary Plans

AREA
CUT FILL

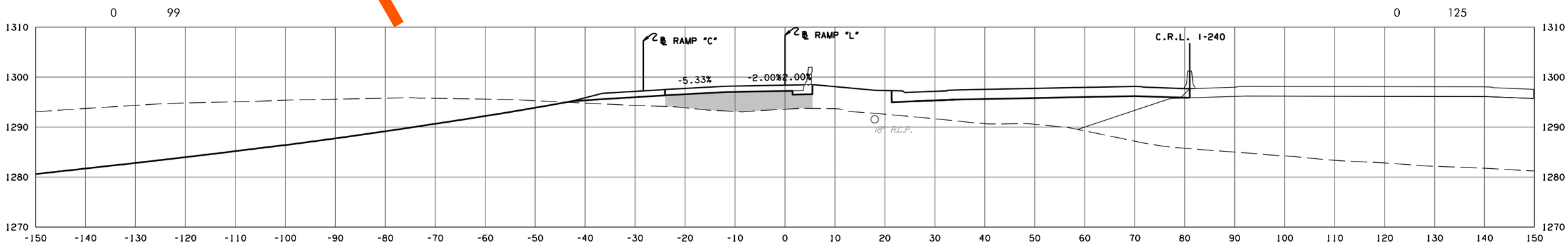
VOLUME
CUT FILL



F.G. ELEV. = 1298.9[illegible]
425 + 13.58



F.G. ELEV. = 1298.68
425 + 00.00



F.G. ELEV. = 1298.40
424 + 88.07
FULL SUPER ROTATION

RAMP L

PHASE 4

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X271

3/4/2024 3:59:41 PM
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(CAUTION) THE LOCATION OF ALL UTILITIES AS SHOWN ARE APPROXIMATE. DUE TO RELOCATION'S PLANNED OR PRESENTLY UNDER CONSTRUCTION THERE ARE SOME UTILITIES THAT WILL BE RELOCATED AND NOT SHOWN ON THESE PLANS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE TO ALL UTILITIES.

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SEE DRAINAGE AREA MAP SHEETS FOR DRAINAGE SYMBOLOGY.

R/W & U/E PURCHASED UNDER JP 09032(05)

POE & ASSOCIATES, OKLAHOMA CITY, OK.

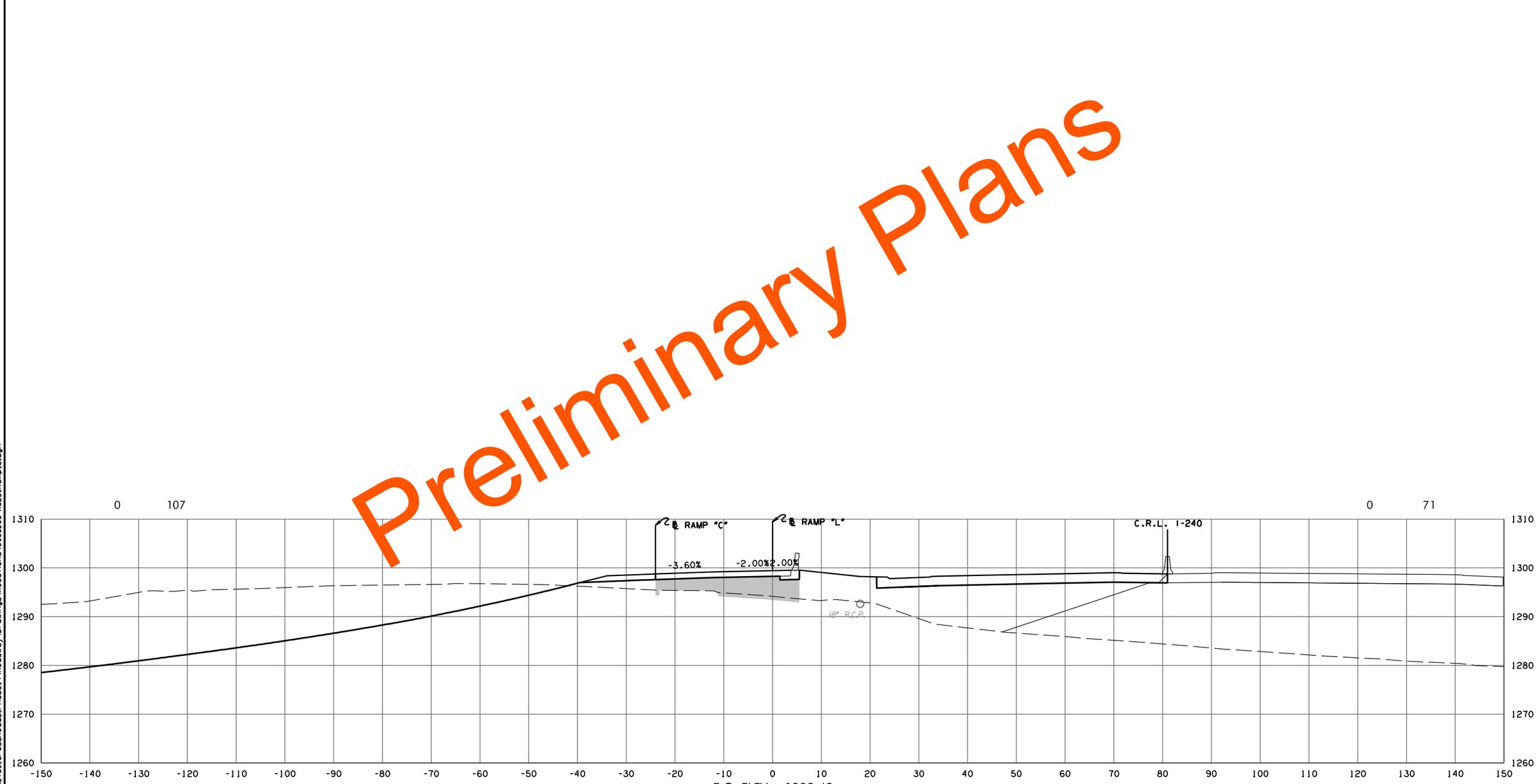
90% PLAN SUBMITTAL

3/4/2024

AREA
CUT FILL

VOLUME
CUT FILL

Preliminary Plans



F.G. ELEV. = 1299.43

425+32.68

END CONSTRUCTION END SUPER ROTATION

RAMP L

PHASE 4

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X272

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POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

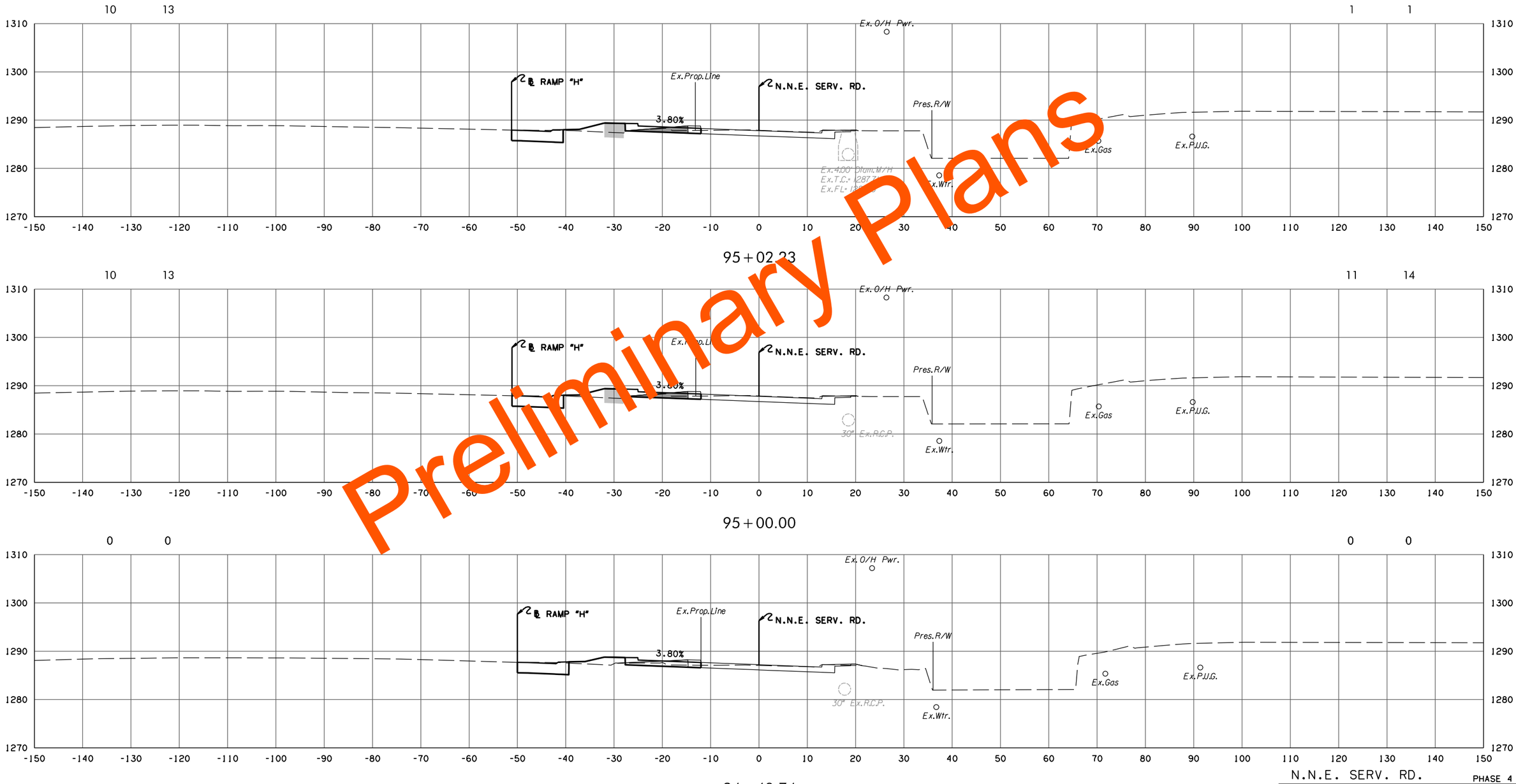
3/4/2024

AREA

CUT FILL

VOLUME

CUT FILL



Preliminary Plans

94+40.74

BEGIN FULL SUPER ROTATION BEGIN CONSTRUCTION

N.N.E. SERV. RD. PHASE 4

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X273

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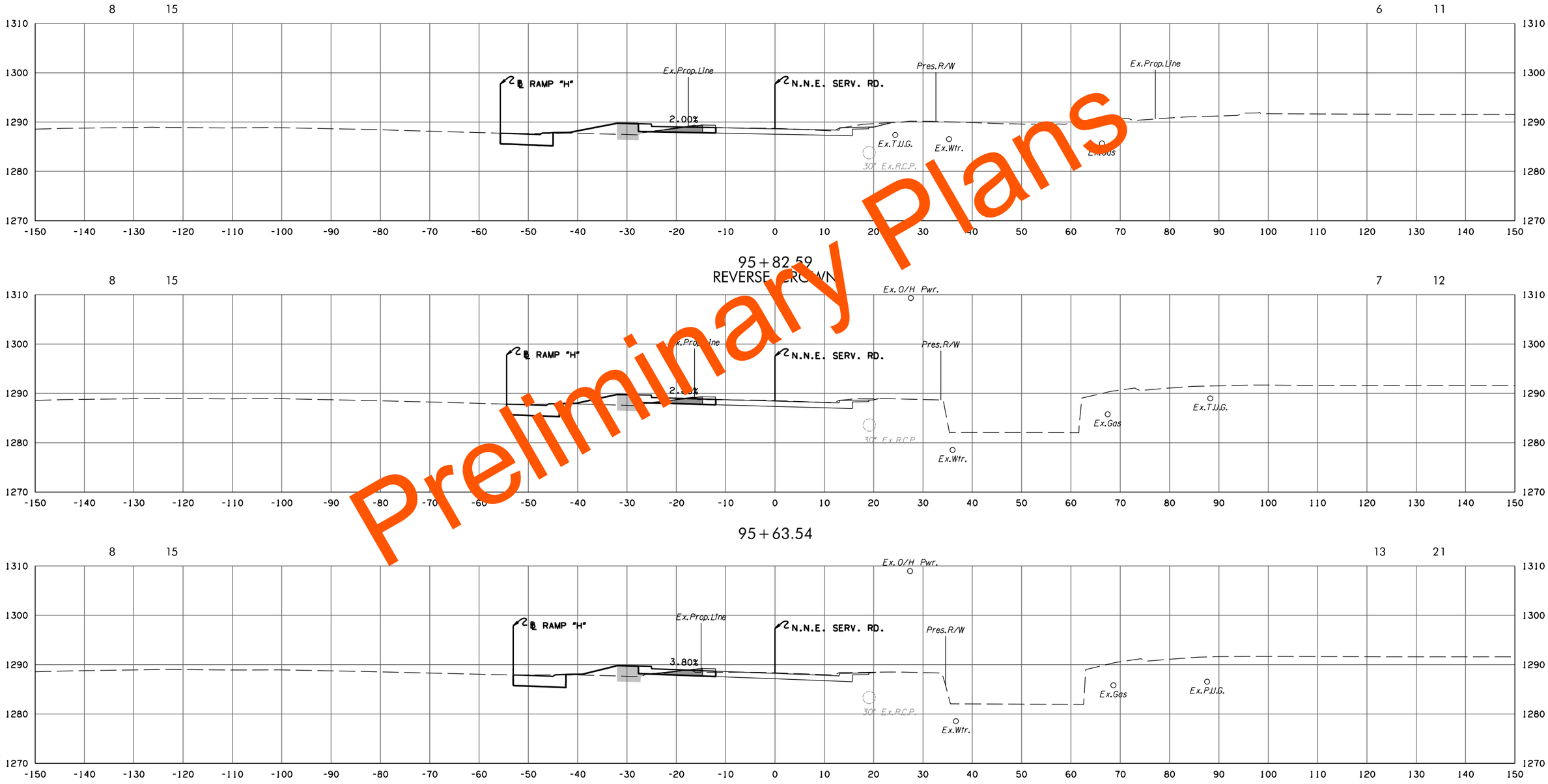
POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

3/4/2024

AREA
CUT FILL

VOLUME
CUT FILL



Preliminary Plans

N.N.E. SERV. RD. PHASE 4

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X274

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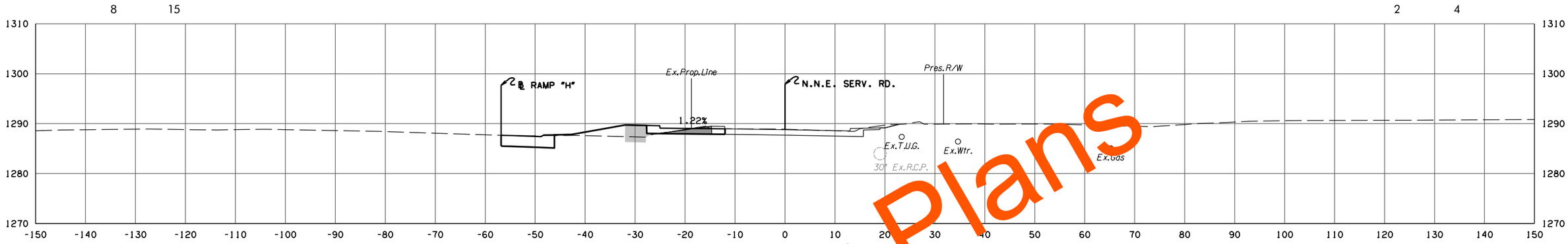
POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

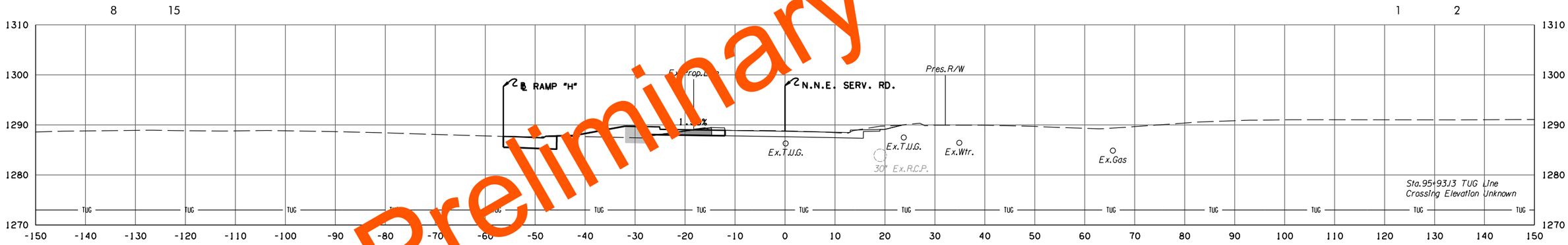
3/4/2024

AREA
CUT FILL

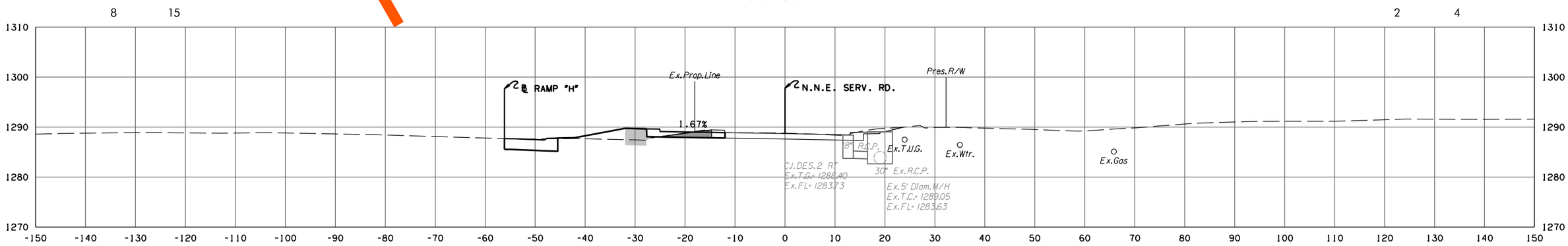
VOLUME
CUT FILL



96+00.00



95+93.13



95+90.00

N.N.E. SERV. RD. PHASE 4

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X275

Preliminary Plans

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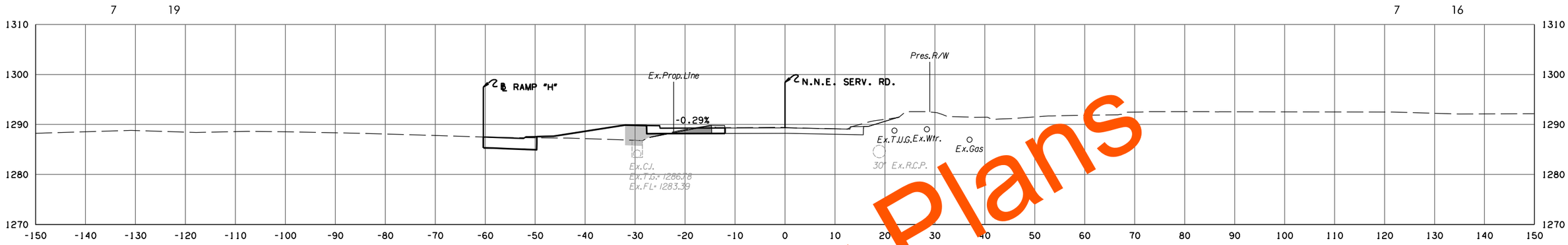
90% PLAN SUBMITTAL

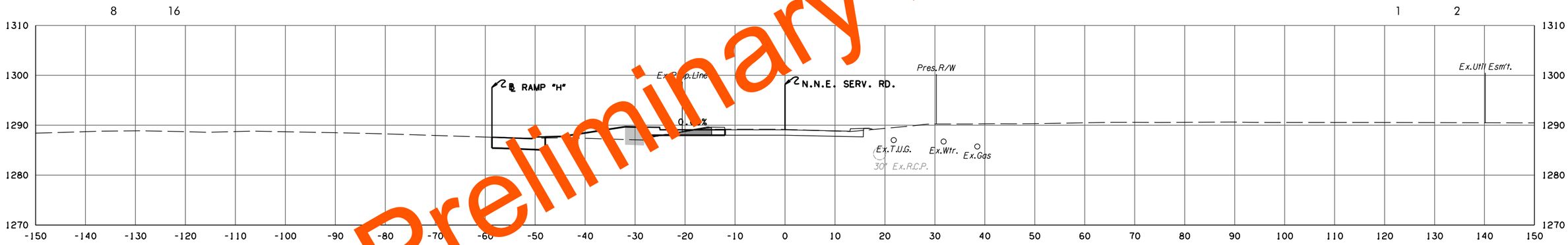
3/4/2024

AREA
CUT FILL

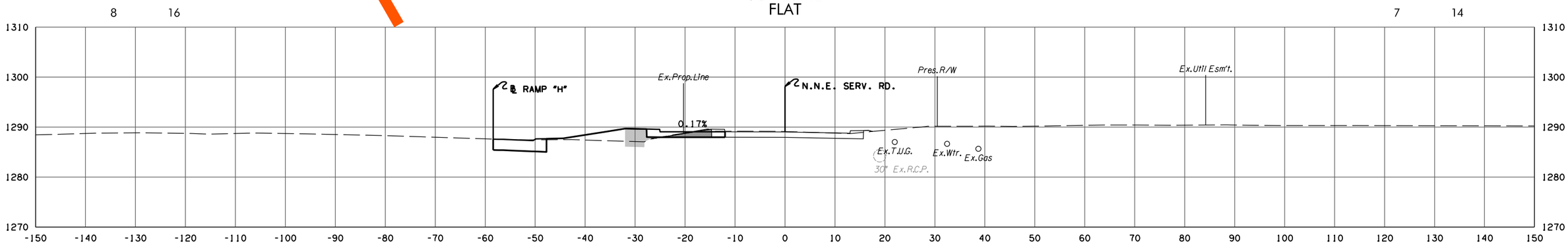
VOLUME
CUT FILL



96+52.96



96+27.42
FLAT



96+23.72

N.N.E. SERV. RD. PHASE 4

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X276

Preliminary Plans

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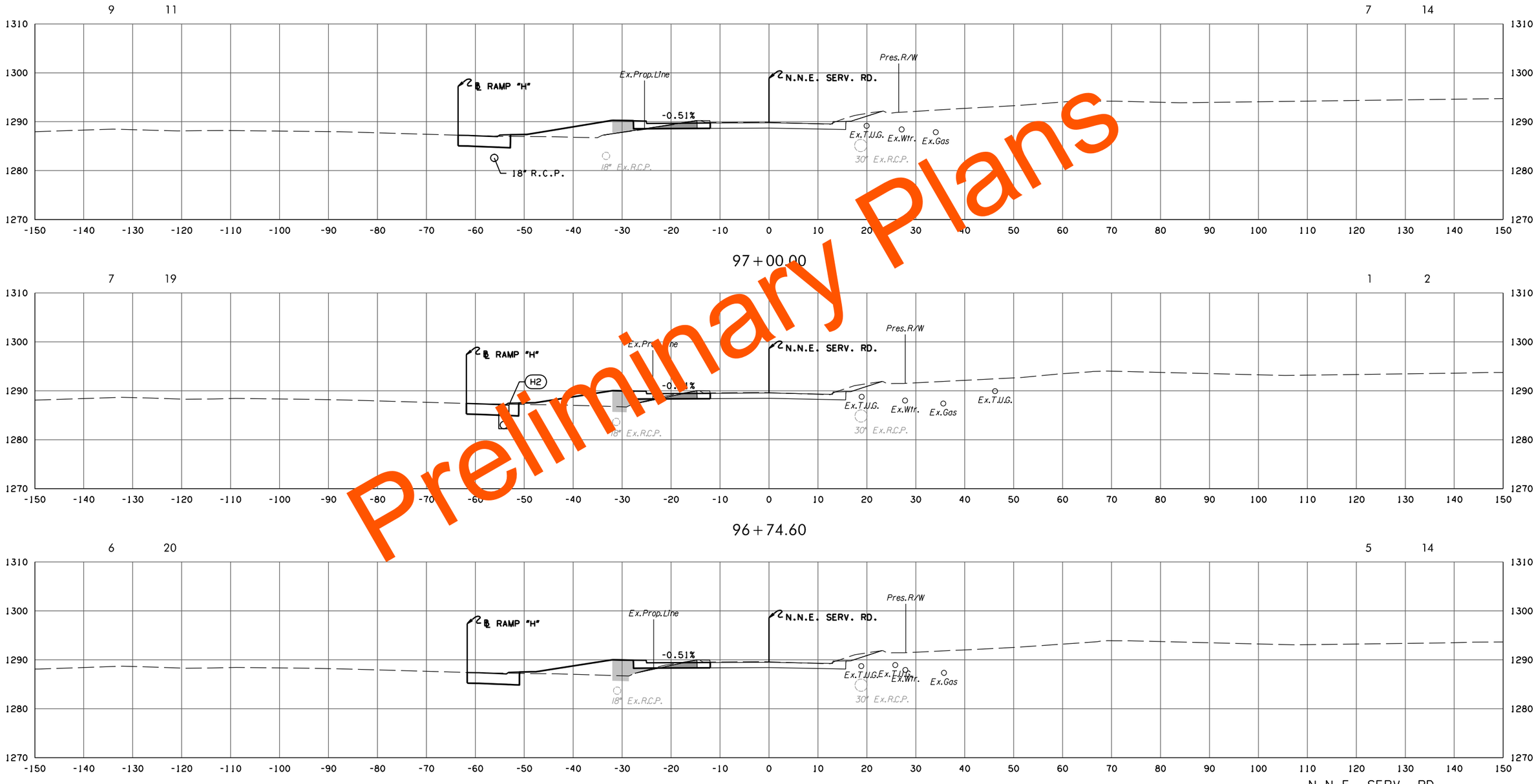
POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

3/4/2024

AREA
CUT FILL

VOLUME
CUT FILL



Preliminary Plans

N.N.E. SERV. RD. PHASE 4

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X277

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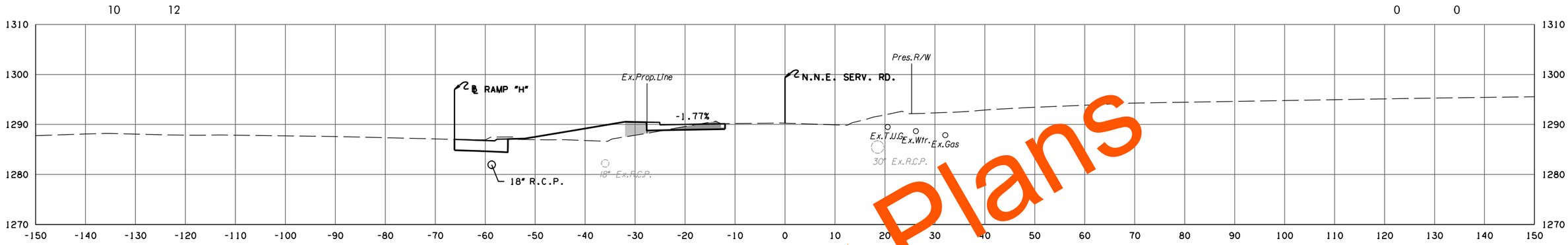
POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

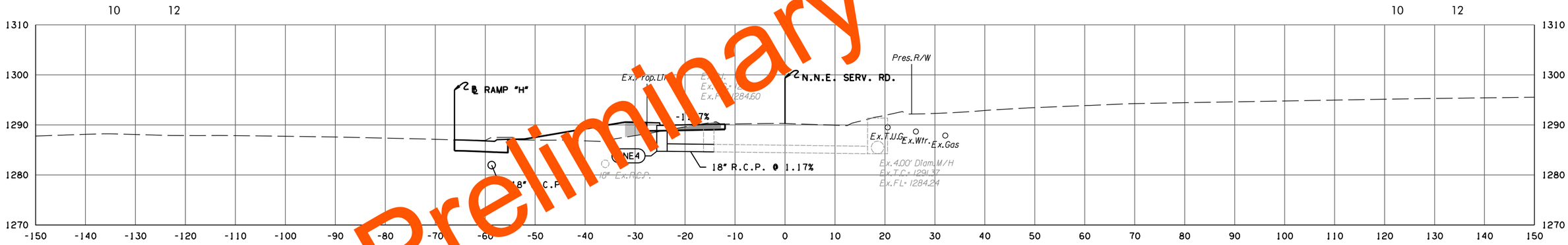
3/4/2024

AREA
CUT FILL

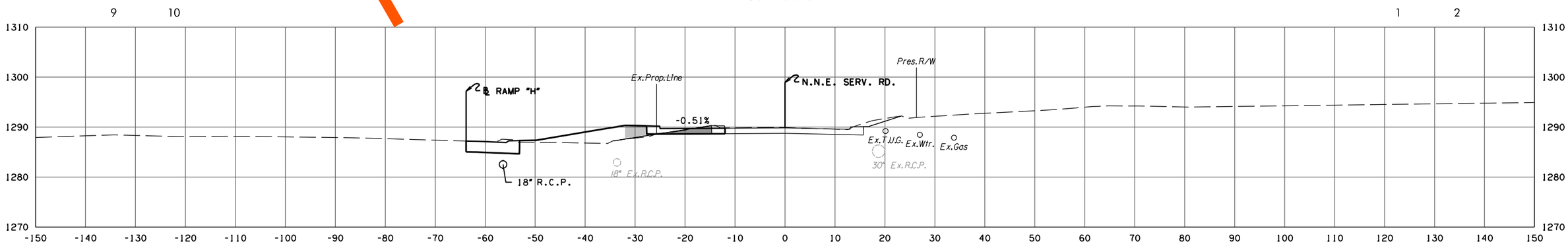
VOLUME
CUT FILL



97+32.86



97+32.84



97+04.14
END FULL SUPER ROTATION

N.N.E. SERV. RD. PHASE 4

STATE JOB NO. 09032(08)
OKLAHOMA COUNTY SHEET NO. X278

Preliminary Plans

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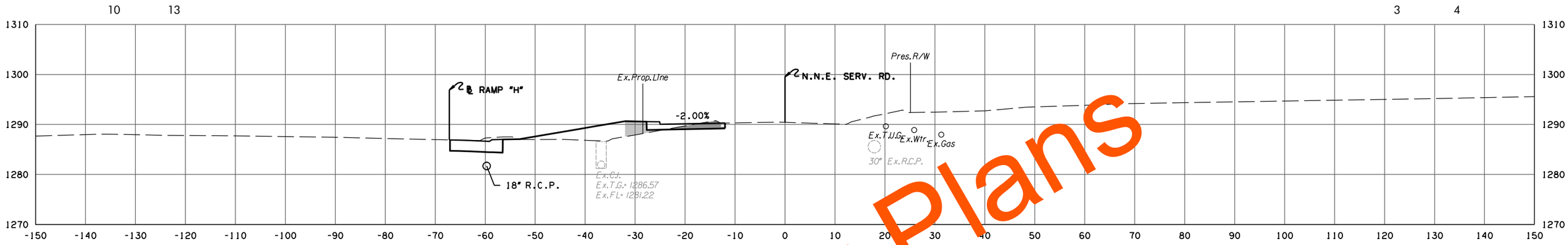
POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

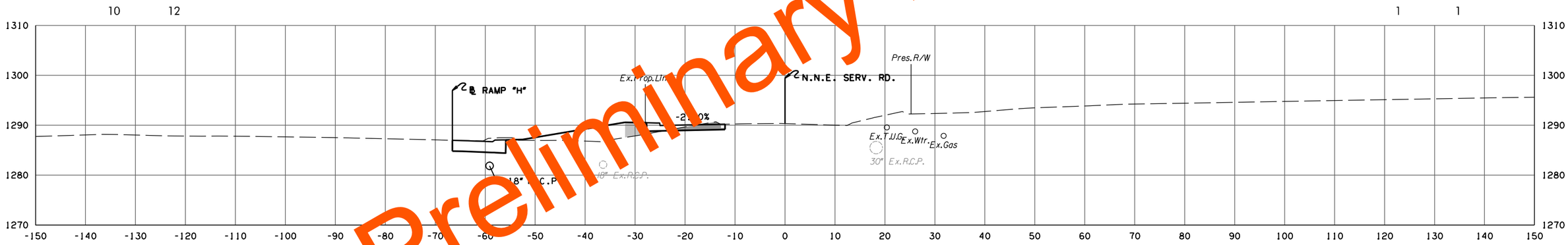
3/4/2024

AREA
CUT FILL

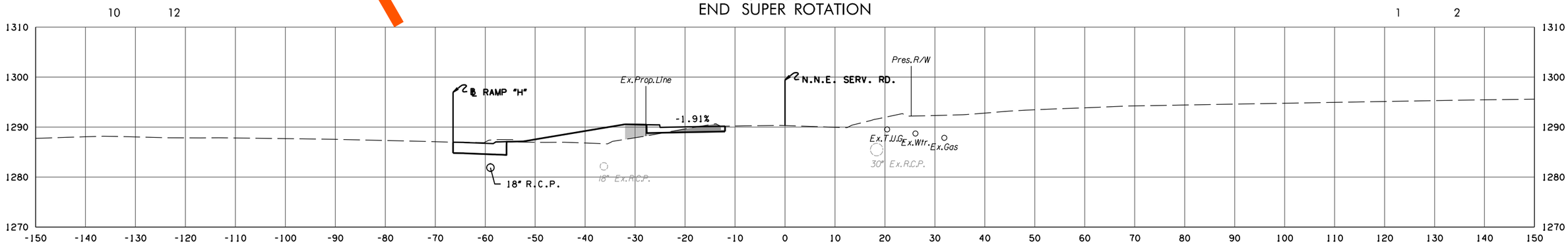
VOLUME
CUT FILL



97+46.18



97+38.14
END SUPER ROTATION



97+36.16

N.N.E. SERV. RD. PHASE 4

STATE JOB NO. 09032(08)
OKLAHOMA COUNTY SHEET NO. X279

Preliminary Plans

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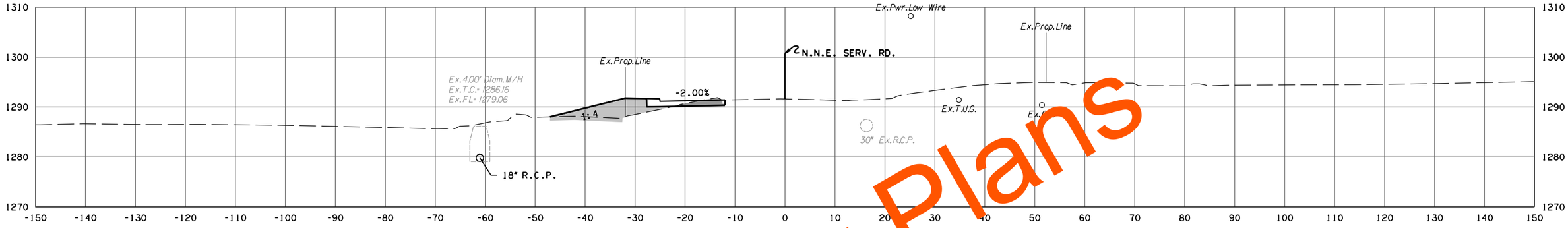
90% PLAN SUBMITTAL

3/4/2024

AREA
CUT FILL

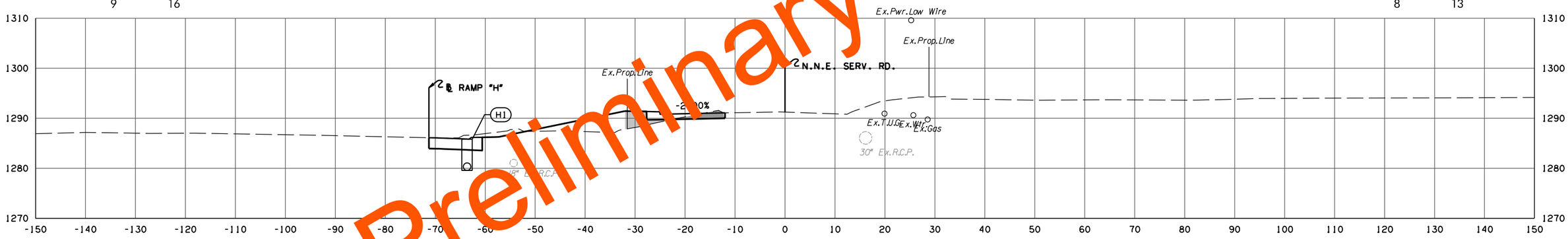
VOLUME
CUT FILL

9 56 11 44



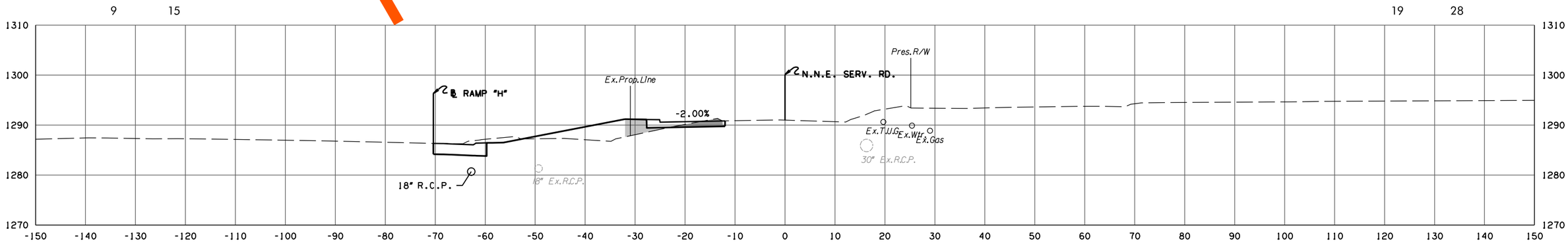
98+54.61

9 16 8 13



98+22.17

9 15 19 28



98+00.00

N.N.E. SERV. RD. PHASE 4

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X280

Preliminary Plans

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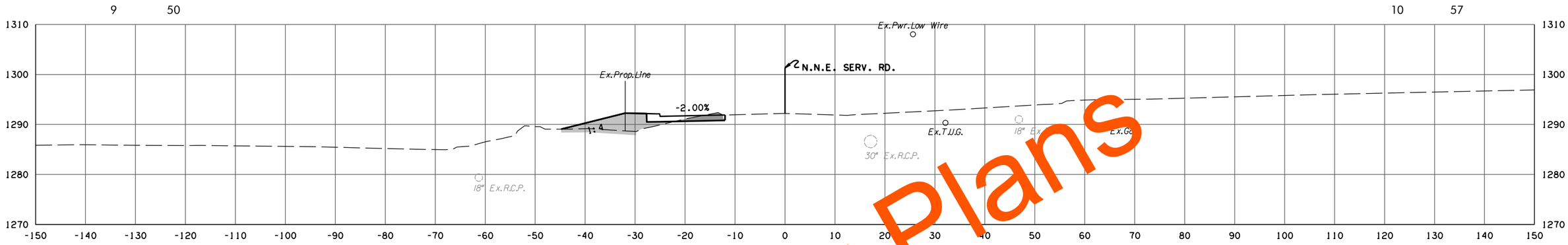
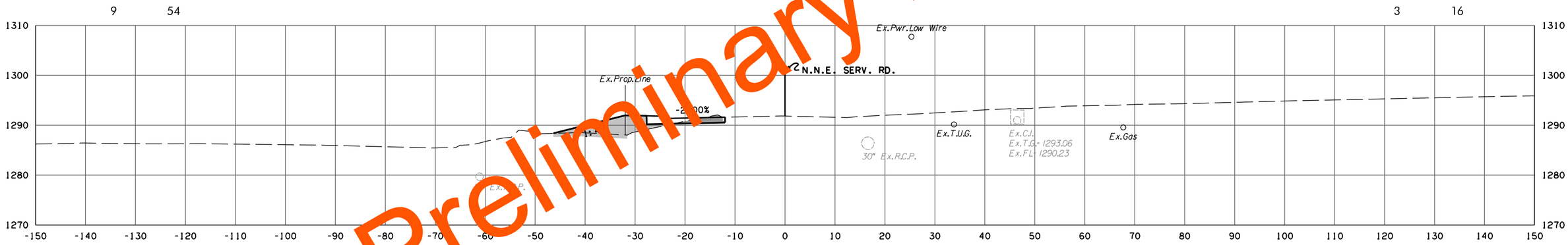
3/4/2024

AREA
CUT FILL

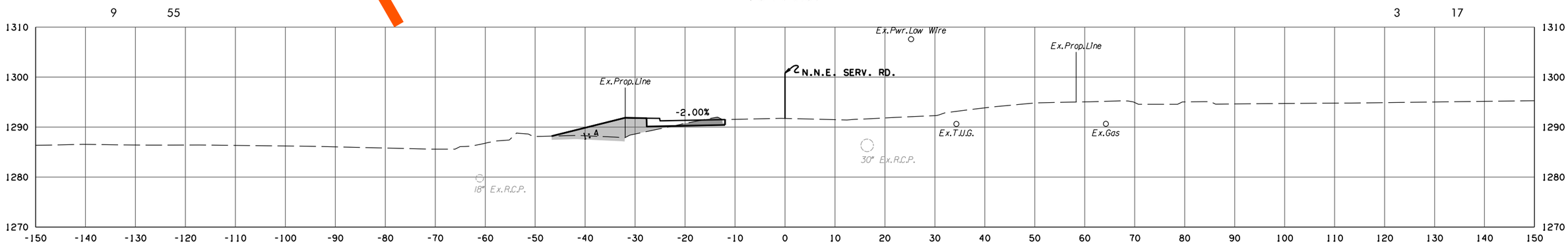
VOLUME
CUT FILL



99+00.00



98+70.57



98+62.68

N.N.E. SERV. RD. PHASE 4

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X281

Preliminary Plans

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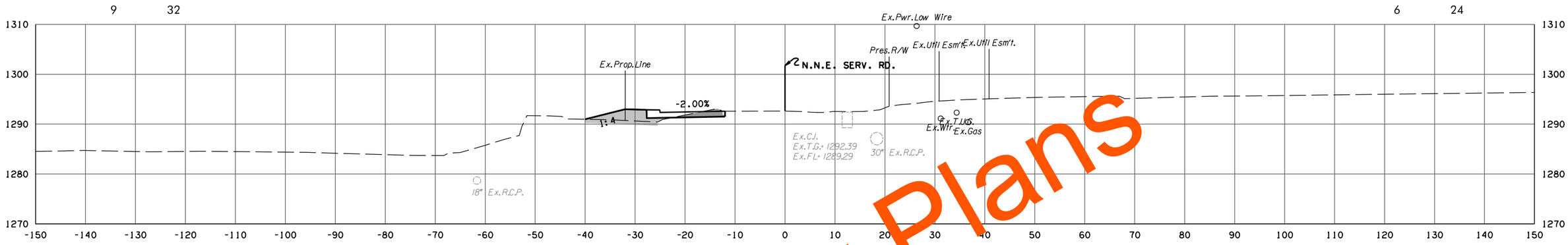
90% PLAN SUBMITTAL

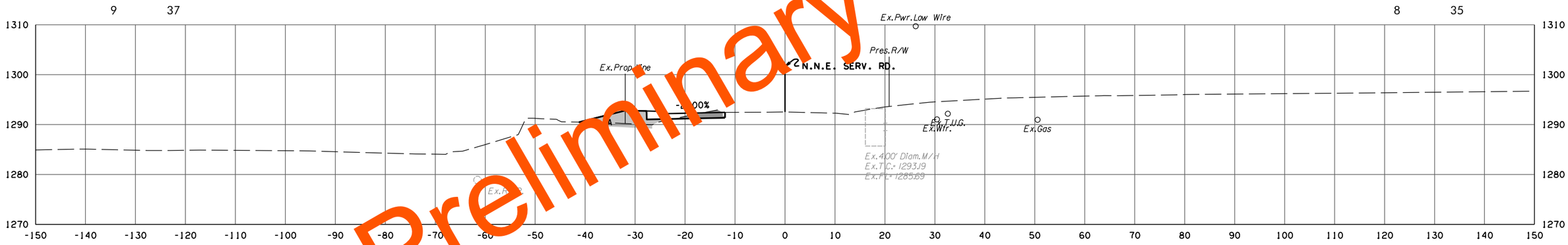
3/4/2024

AREA
CUT FILL

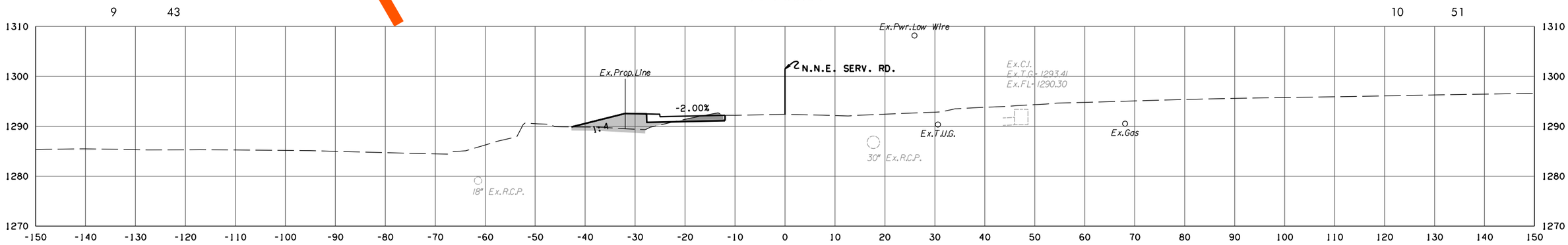
VOLUME
CUT FILL



99+72.56



99+53.61



99+29.86

Preliminary Plans

N.N.E. SERV. RD. PHASE 4

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X282

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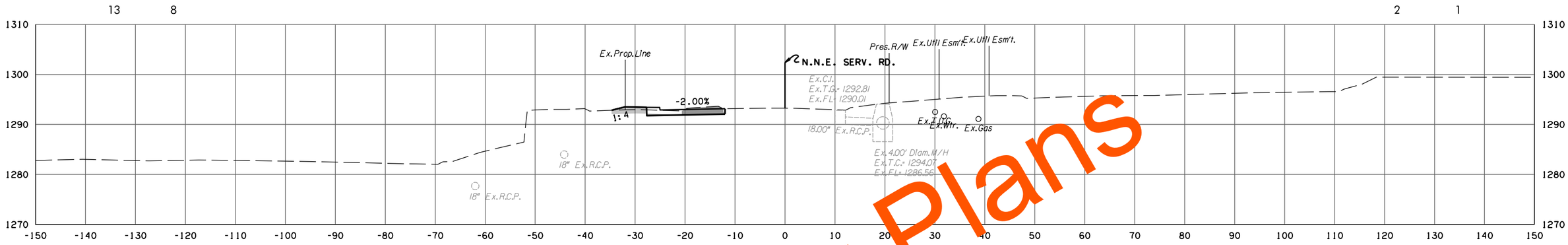
90% PLAN SUBMITTAL

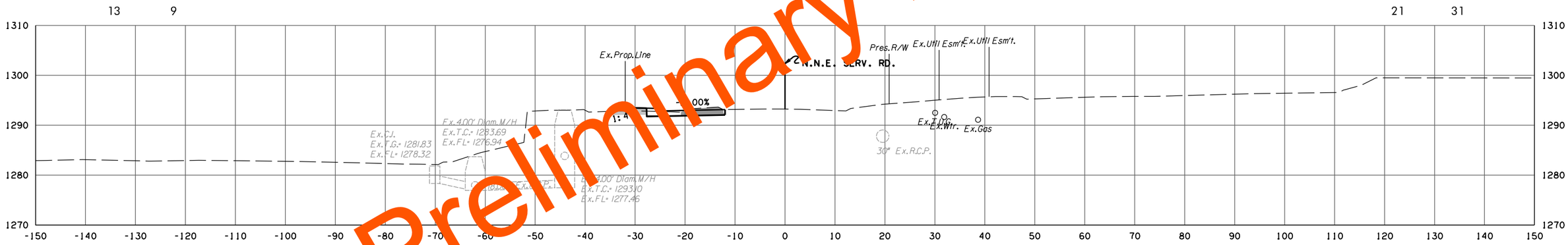
3/4/2024

AREA
CUT FILL

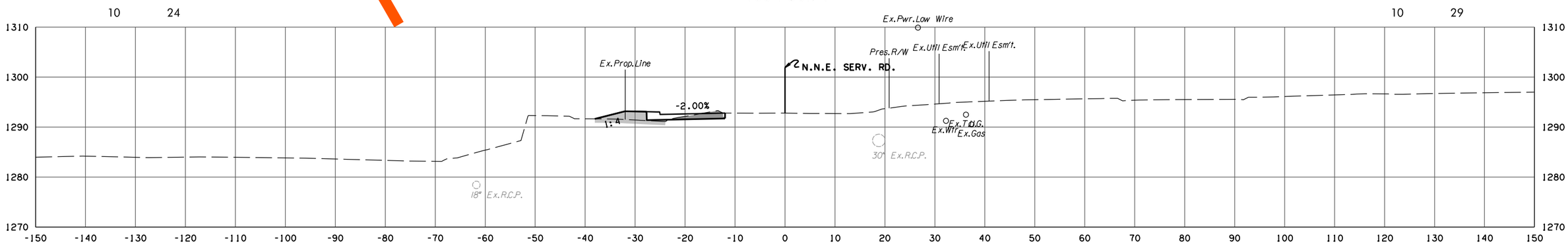
VOLUME
CUT FILL



100+53.90



100+50.71



100+00.00

N.N.E. SERV. RD. PHASE 4

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X283

Preliminary Plans

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(CAUTION) THE LOCATION OF ALL UTILITIES AS SHOWN ARE APPROXIMATE. DUE TO RELOCATION'S PLANNED OR PRESENTLY UNDER CONSTRUCTION THERE ARE SOME UTILITIES THAT WILL BE RELOCATED AND NOT SHOWN ON THESE PLANS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE TO ALL UTILITIES.

DEPTH & LOCATION OF EXISTING UTILITIES SHALL BE FIELD VERIFIED BY THE CONTRACTOR PRIOR TO CONSTRUCTION.

SEE DRAINAGE AREA MAP SHEETS FOR DRAINAGE SYMBOLOGY.

R/W & U/E PURCHASED UNDER JP 09032(05)

POE & ASSOCIATES, OKLAHOMA CITY, OK.

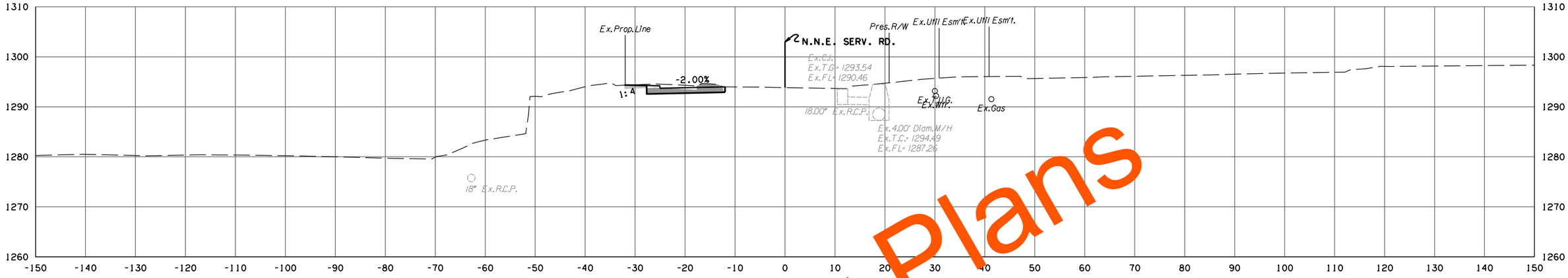
90% PLAN SUBMITTAL

3/4/2024

Preliminary Plans

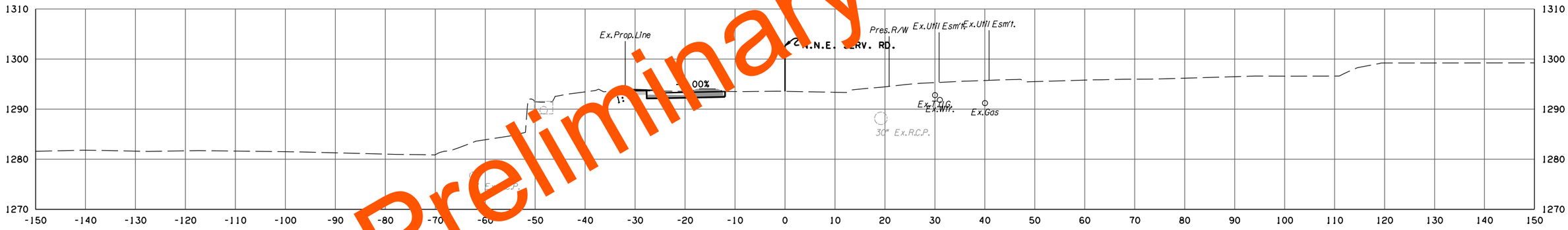
AREA CUT FILL — VOLUME CUT FILL

18 3 — 31 8



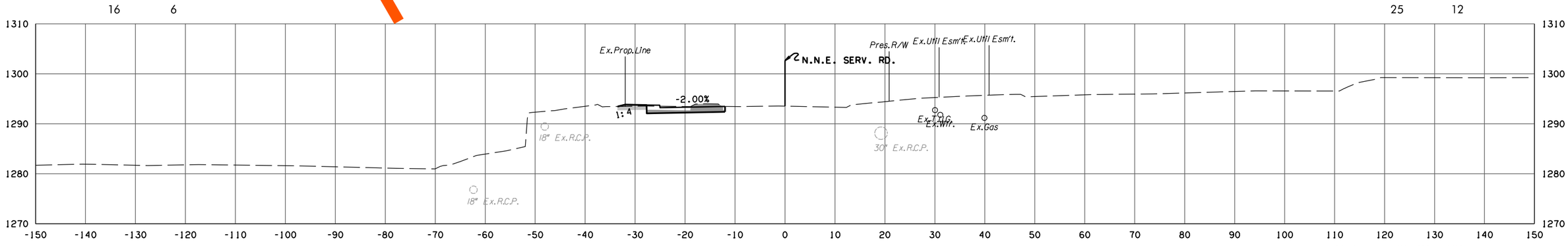
101+54.47

16 6 — 3 1



101+04.57

16 6 — 25 12



101+00.00

N.N.E. SERV. RD. PHASE 4

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X284

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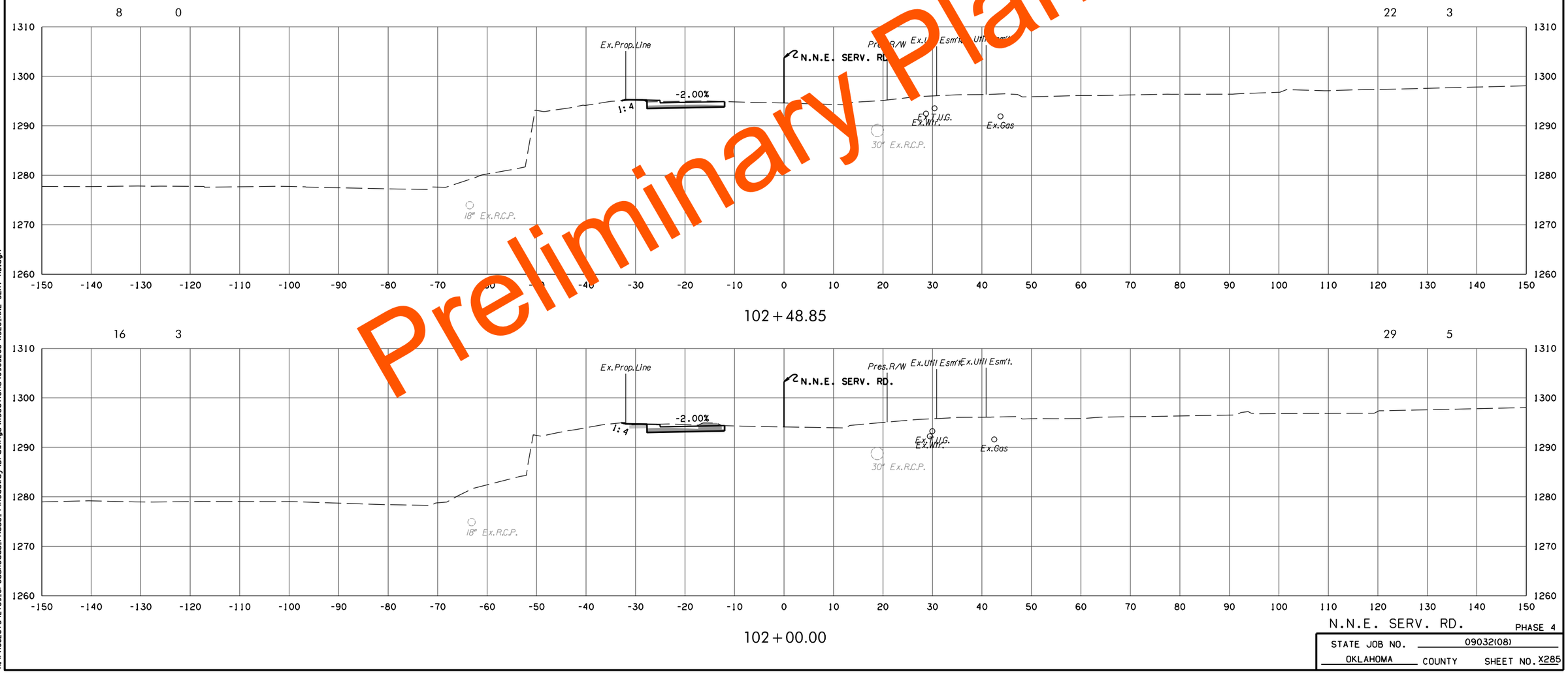
POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

3/4/2024

AREA
CUT FILL

VOLUME
CUT FILL



Preliminary Plans

N.N.E. SERV. RD. PHASE 4

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X285

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POE & ASSOCIATES, OKLAHOMA CITY, OK.

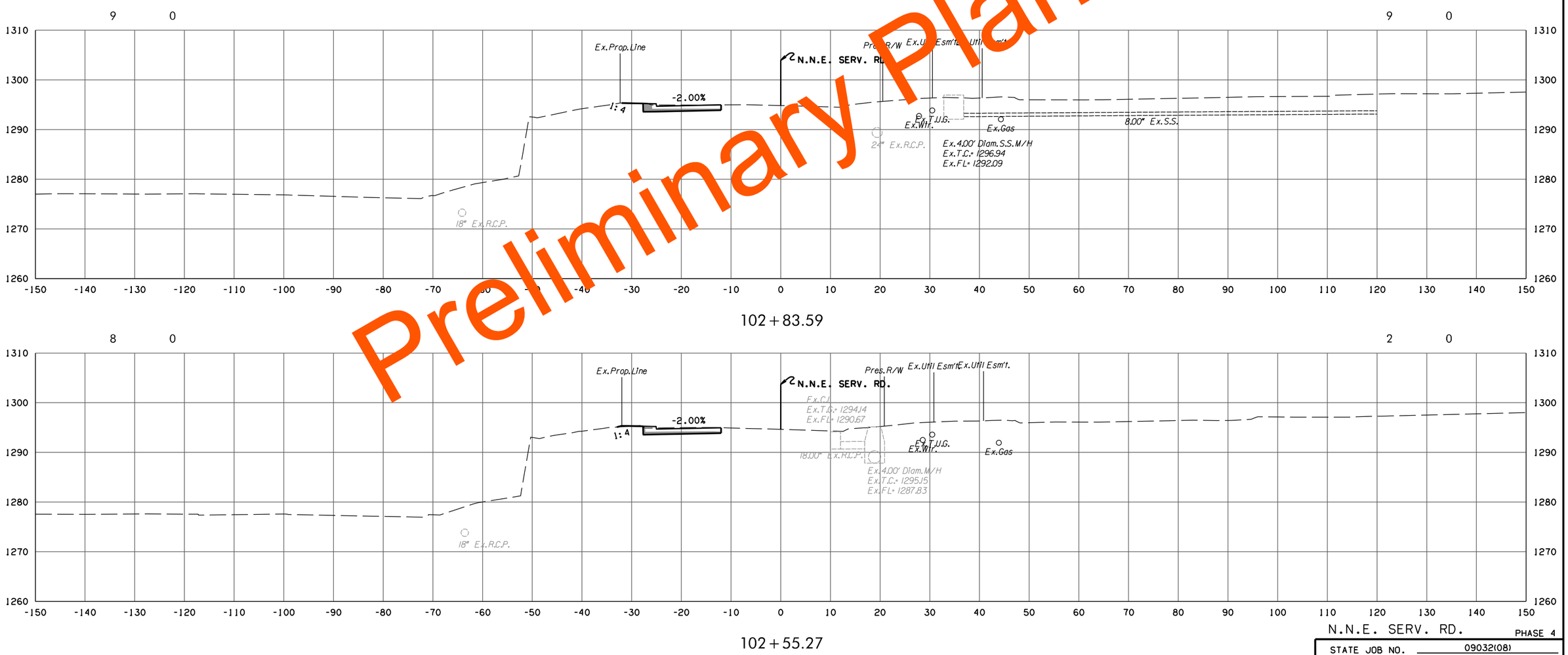
90% PLAN SUBMITTAL

3/4/2024

AREA
CUT FILL

VOLUME
CUT FILL

Preliminary Plans



N.N.E. SERV. RD. PHASE 4

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X286

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POE & ASSOCIATES, OKLAHOMA CITY, OK.

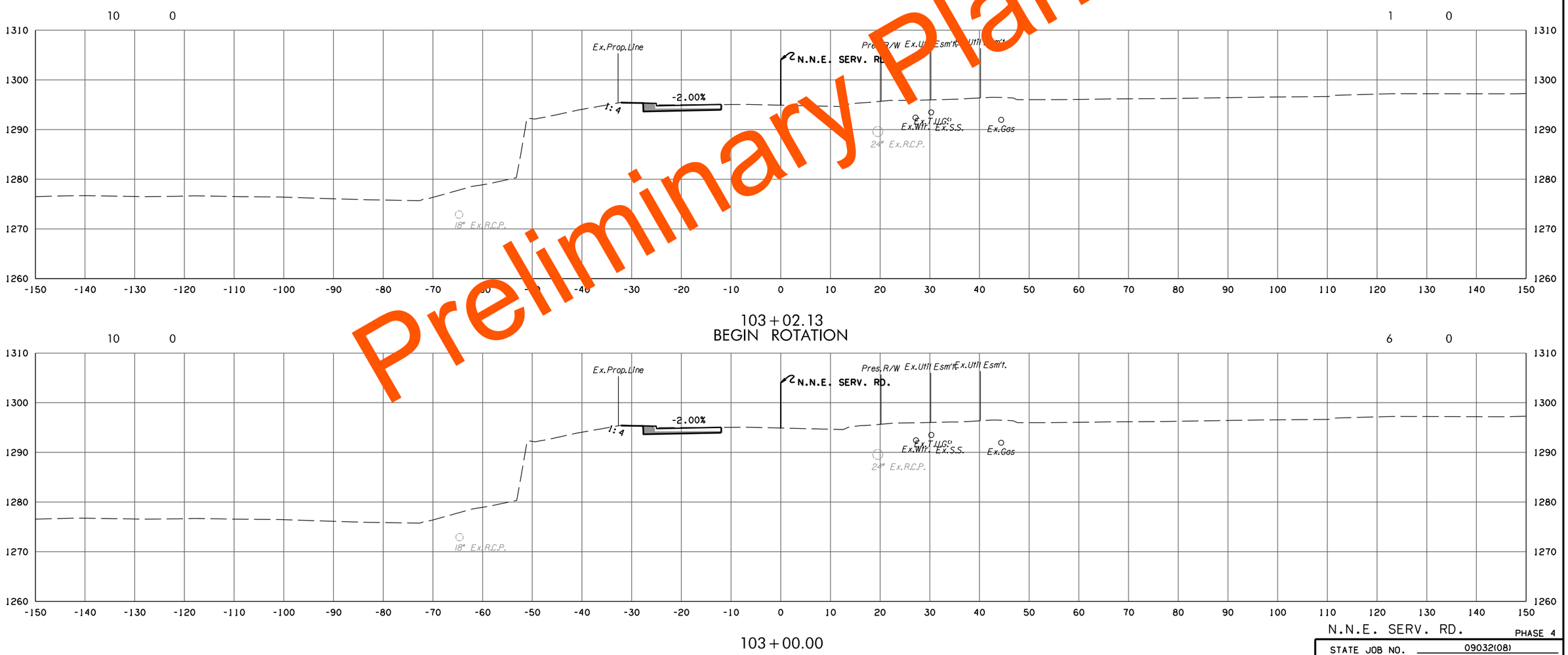
90% PLAN SUBMITTAL

3/4/2024

AREA
CUT FILL

VOLUME
CUT FILL

Preliminary Plans



PHASE 4

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X287

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R/W & U/E PURCHASED UNDER JP 09032(05)

POE & ASSOCIATES, OKLAHOMA CITY, OK.

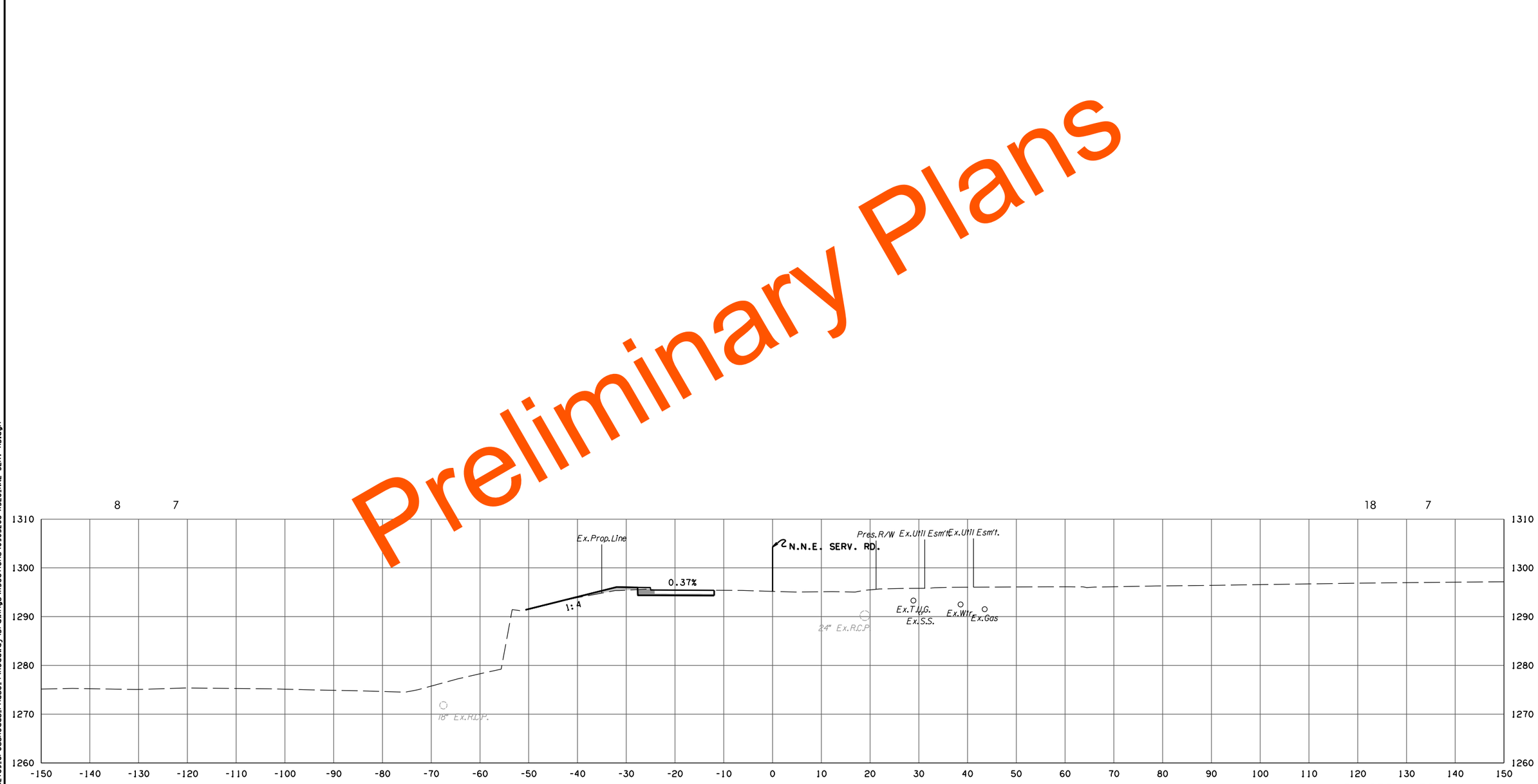
90% PLAN SUBMITTAL

3/4/2024

AREA
CUT FILL

VOLUME
CUT FILL

Preliminary Plans



N.N.E. SERV. RD. PHASE 4

103+56.13

END ROTATION END CONSTRUCTION

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X288

3/4/2024 3:59:52 PM
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POE & ASSOCIATES, OKLAHOMA CITY, OK.

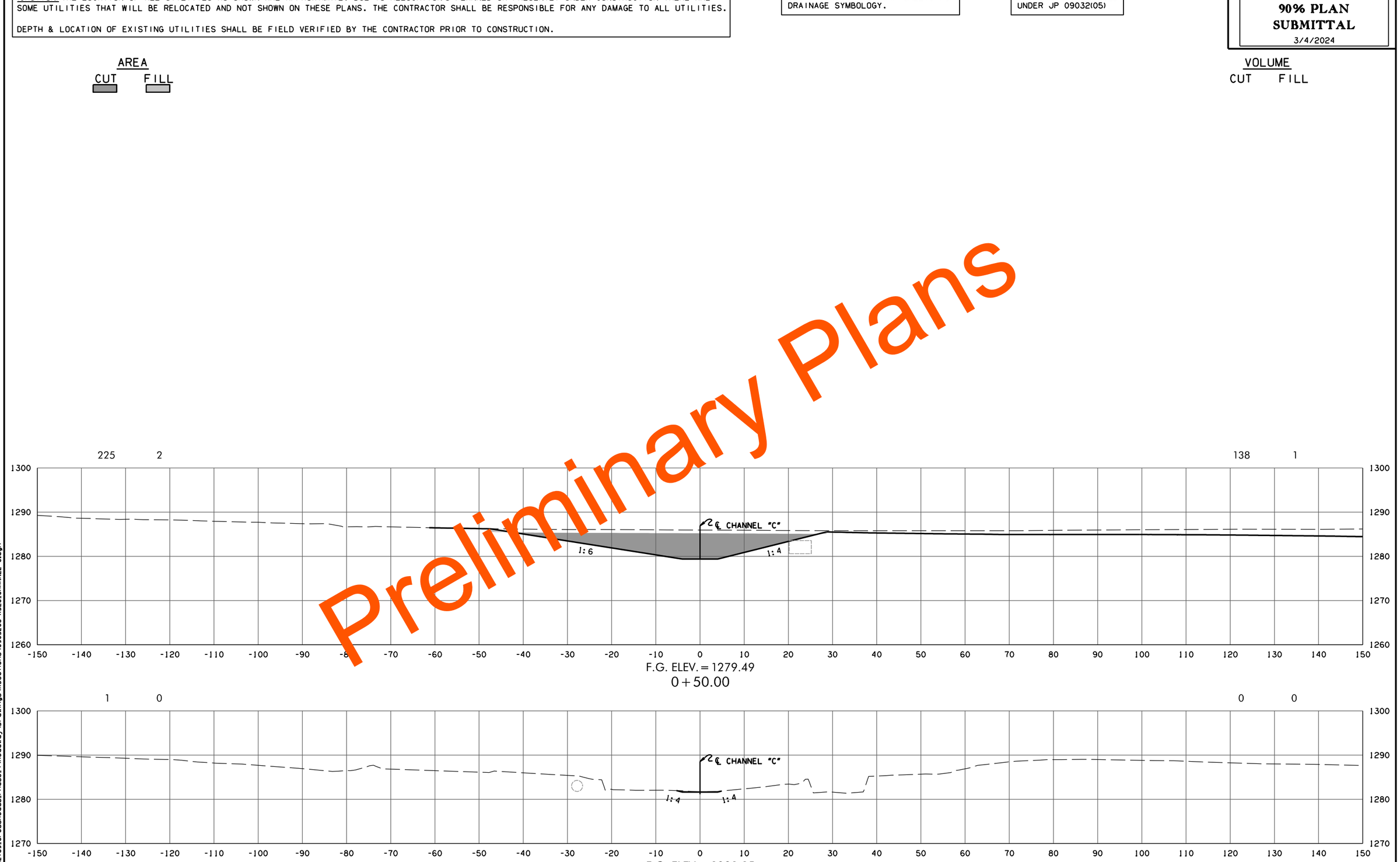
90% PLAN SUBMITTAL

3/4/2024

AREA
CUT FILL

VOLUME
CUT FILL

Preliminary Plans



F.G. ELEV. = 1279.49
0 + 50.00

F.G. ELEV. = 1281.15
0 + 16.89
BEGIN CONSTRUCTION

CHANNEL C

STATE JOB NO. 09032(08)
OKLAHOMA COUNTY SHEET NO. X289

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R/W & U/E PURCHASED UNDER JP 09032(05)

POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

3/4/2024

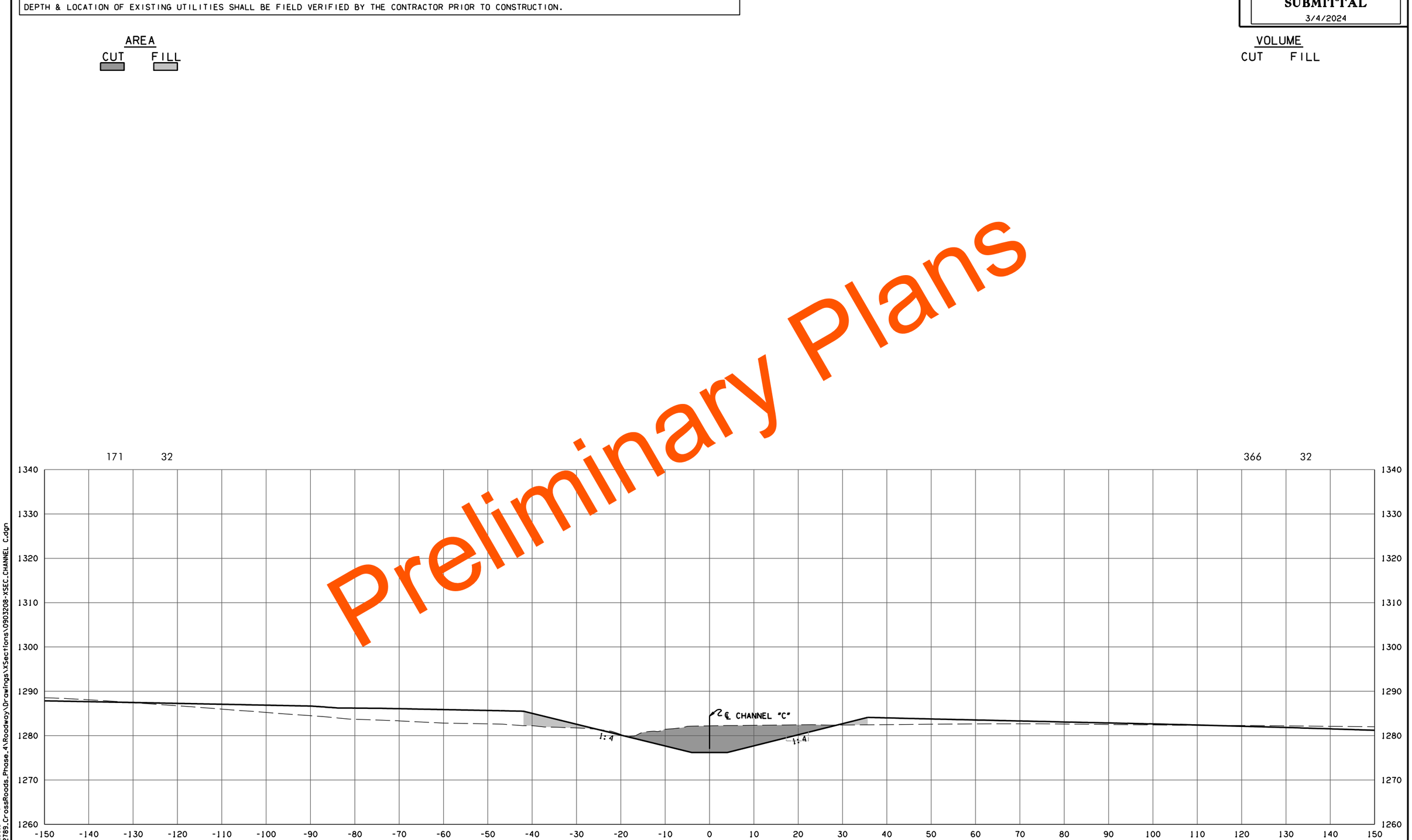
AREA

CUT FILL

VOLUME

CUT FILL

Preliminary Plans



F.G. ELEV. = 1277.00

1+00.00

CHANNEL C

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X290

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R/W & U/E PURCHASED UNDER JP 09032(05)

POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

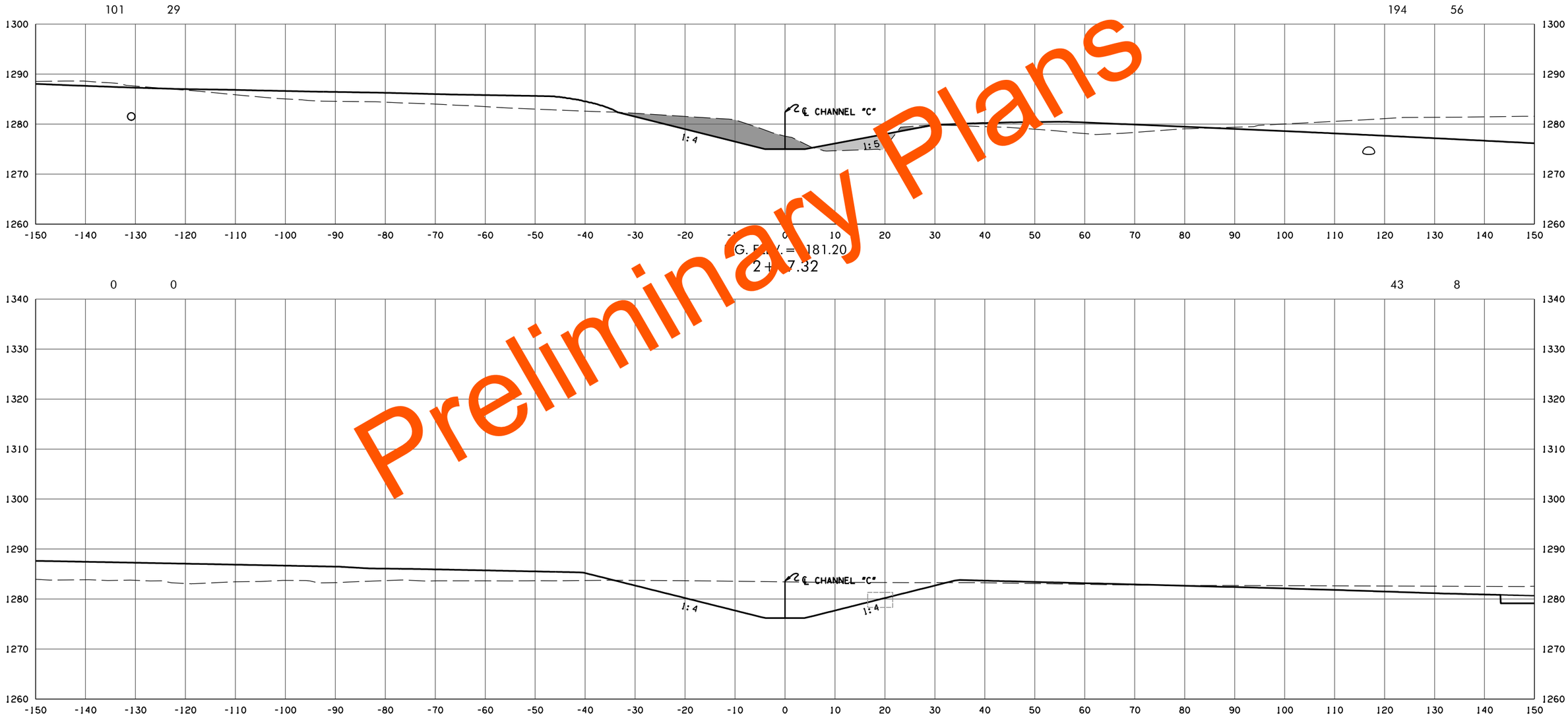
3/4/2024

AREA

CUT FILL

VOLUME

CUT FILL



Preliminary Plans

CHANNEL C

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X291

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R/W & U/E PURCHASED UNDER JP 09032(05)

POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

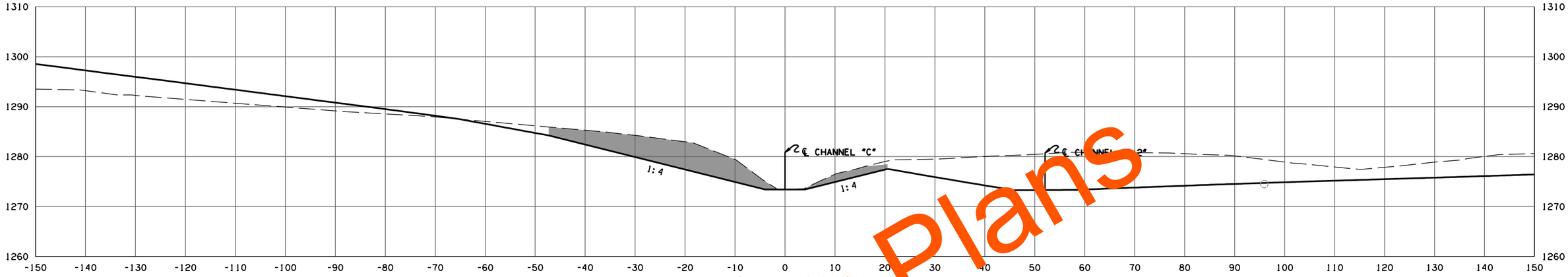
3/4/2024

Preliminary Plans

AREA
CUT FILL

VOLUME
CUT FILL

197 0 280 1



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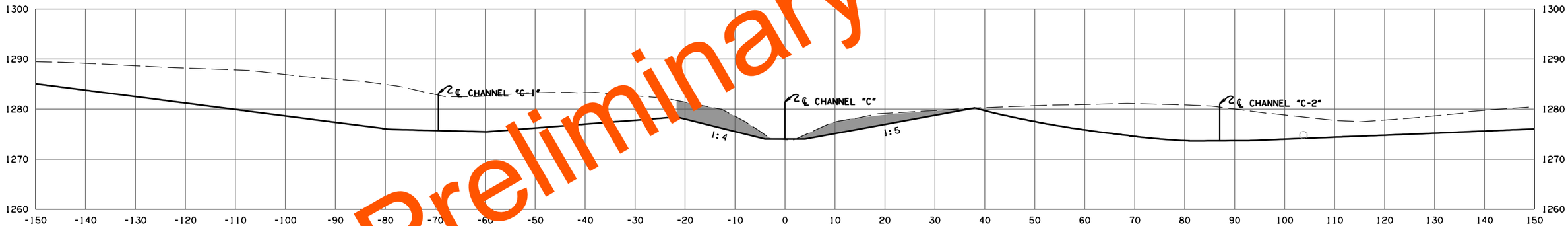
105 1 187 6



F.G. ELEV. = 1274.01
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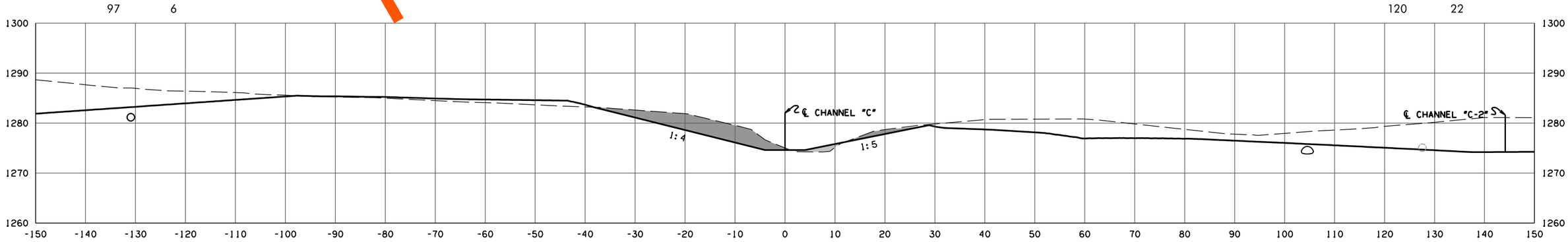
97 6 120 22



F.G. ELEV. = 1274.61
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CHANNEL C

STATE JOB NO. 09032(08)
OKLAHOMA COUNTY SHEET NO. X292

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SEE DRAINAGE AREA MAP SHEETS FOR DRAINAGE SYMBOLOGY.

R/W & U/E PURCHASED UNDER JP 09032(05)

POE & ASSOCIATES, OKLAHOMA CITY, OK.

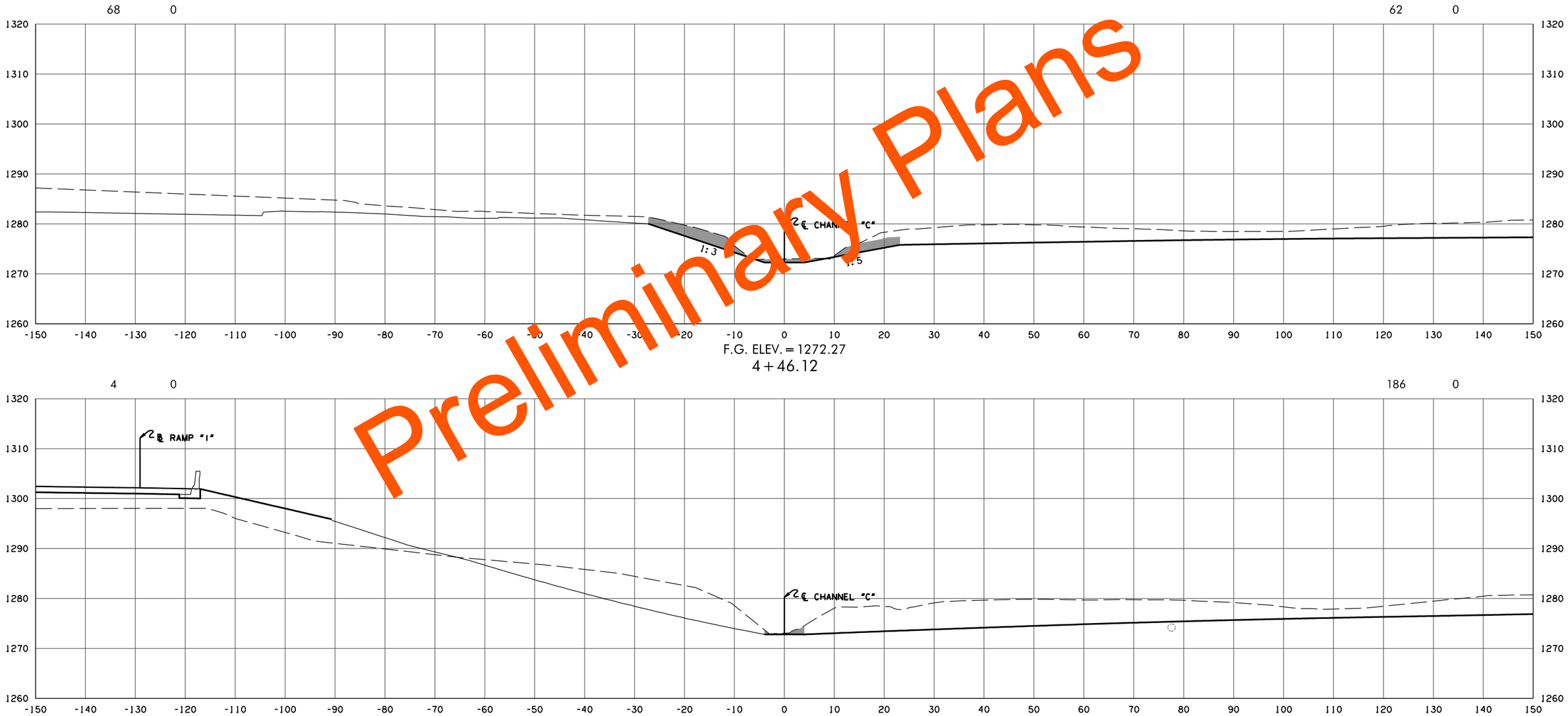
90% PLAN SUBMITTAL

3/4/2024

AREA
CUT FILL

VOLUME
CUT FILL

Preliminary Plans



CHANNEL C

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X293

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R/W & U/E PURCHASED UNDER JP 09032(05)

POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

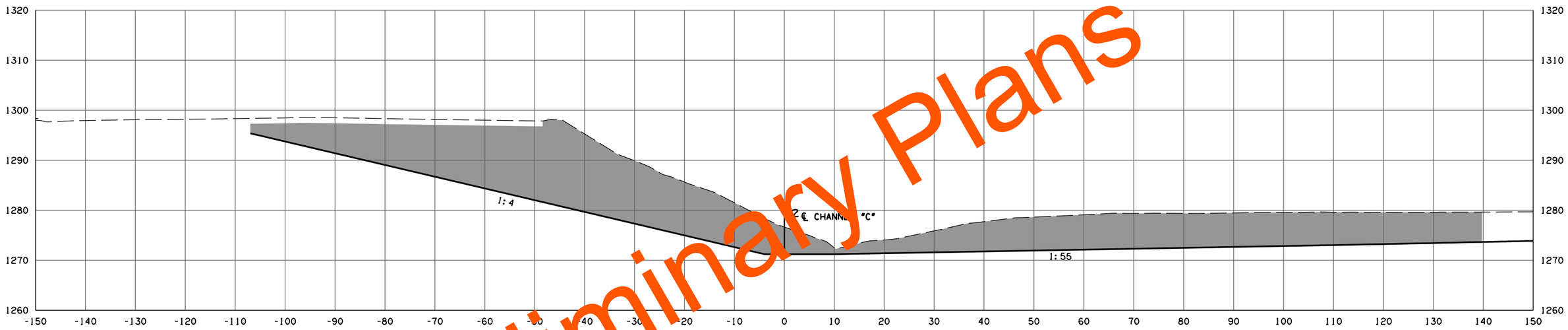
3/4/2024

AREA
CUT FILL

VOLUME
CUT FILL

Preliminary Plans

1880 0

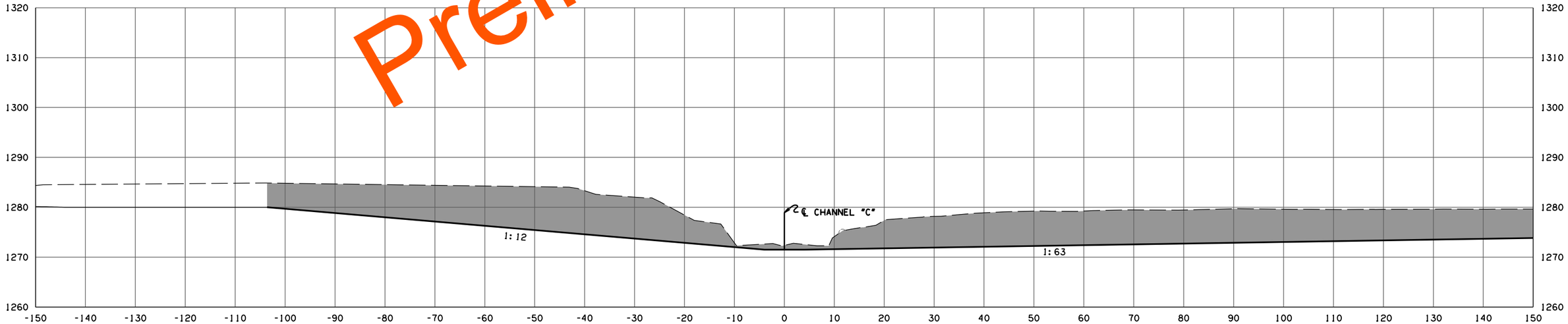


F.G. ELEV. = 1271.22
7+00.00

2138 0

2079 0

8937 2



F.G. ELEV. = 1271.51
6+70.85

CHANNEL C

STATE JOB NO. 09032(08)
OKLAHOMA COUNTY SHEET NO. X294

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POE & ASSOCIATES, OKLAHOMA CITY, OK.

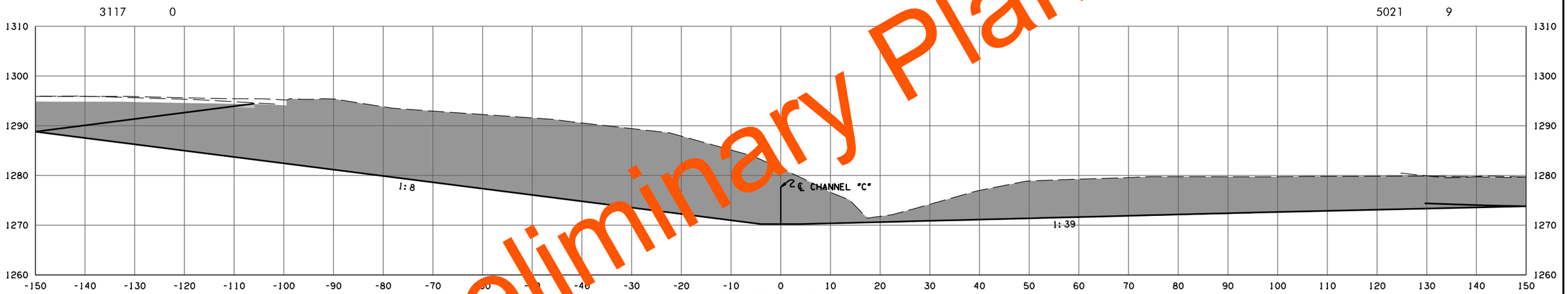
90% PLAN SUBMITTAL

3/4/2024

AREA
CUT FILL

VOLUME
CUT FILL

Preliminary Plans



F.G. ELEV. = 1270.21
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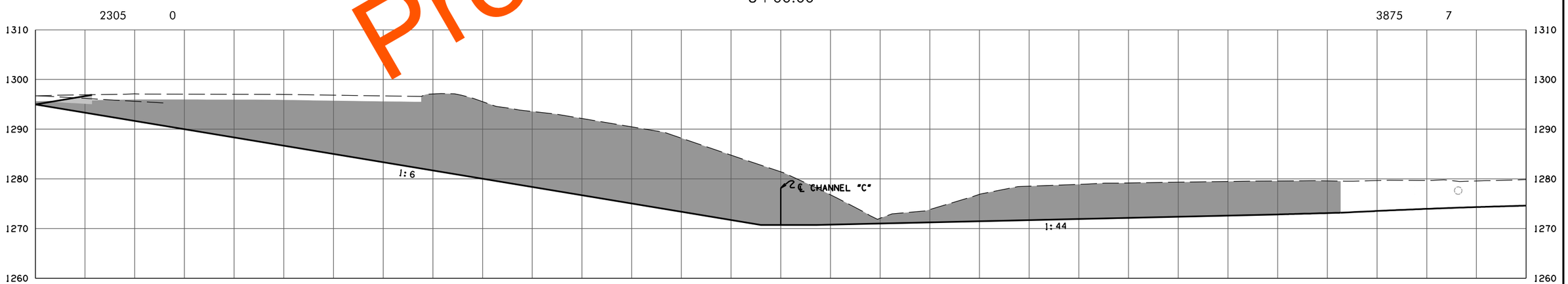

F.G. ELEV. = 1270.71
7 + 50.00

CHANNEL C

STATE JOB NO. 09032(08)
OKLAHOMA COUNTY SHEET NO. X295

3/4/2024 3:59:57 PM
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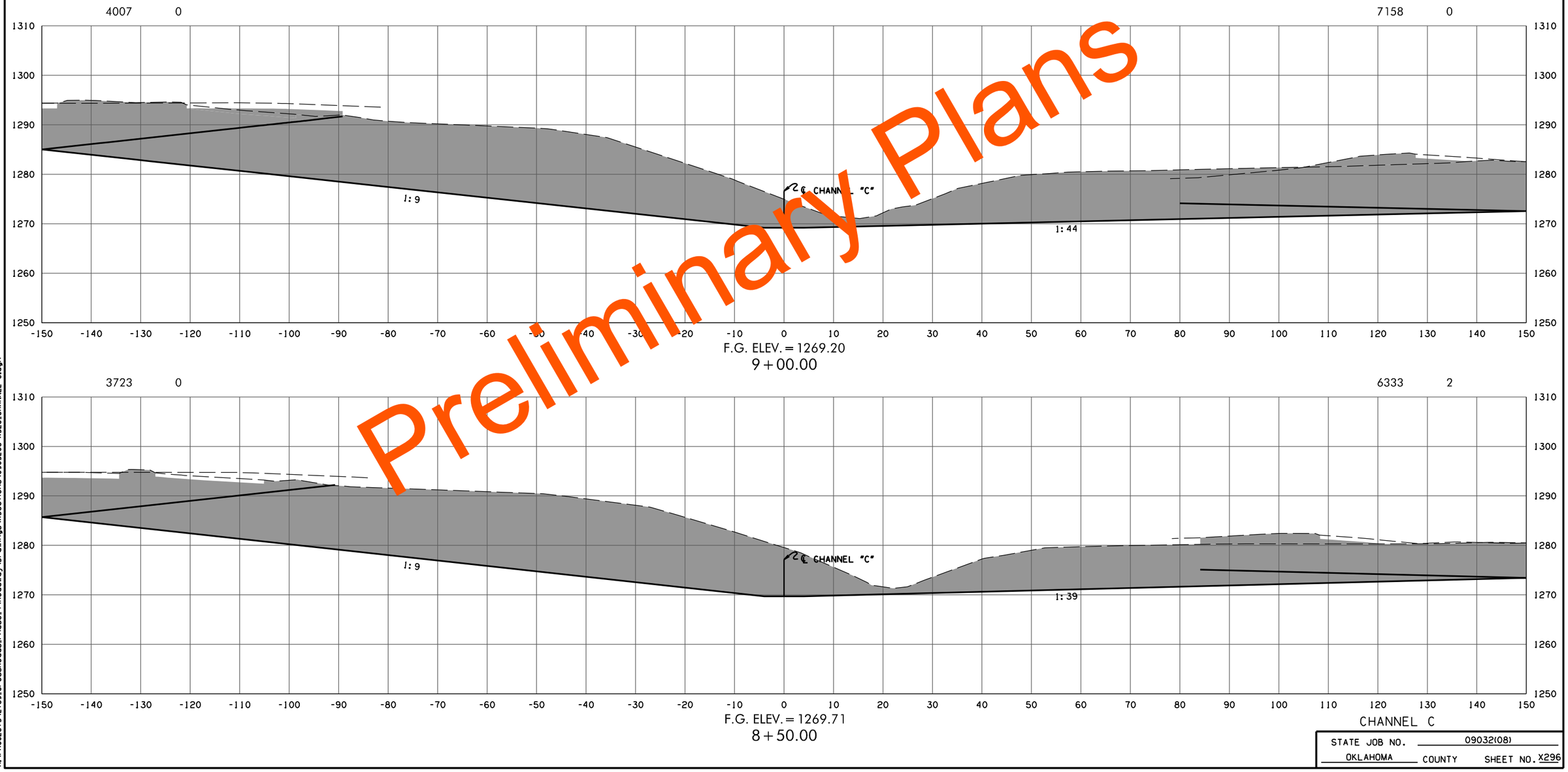
POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

3/4/2024

AREA
CUT FILL

VOLUME
CUT FILL



Preliminary Plans

CHANNEL C

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X296

3/4/2024 3:59:57 PM
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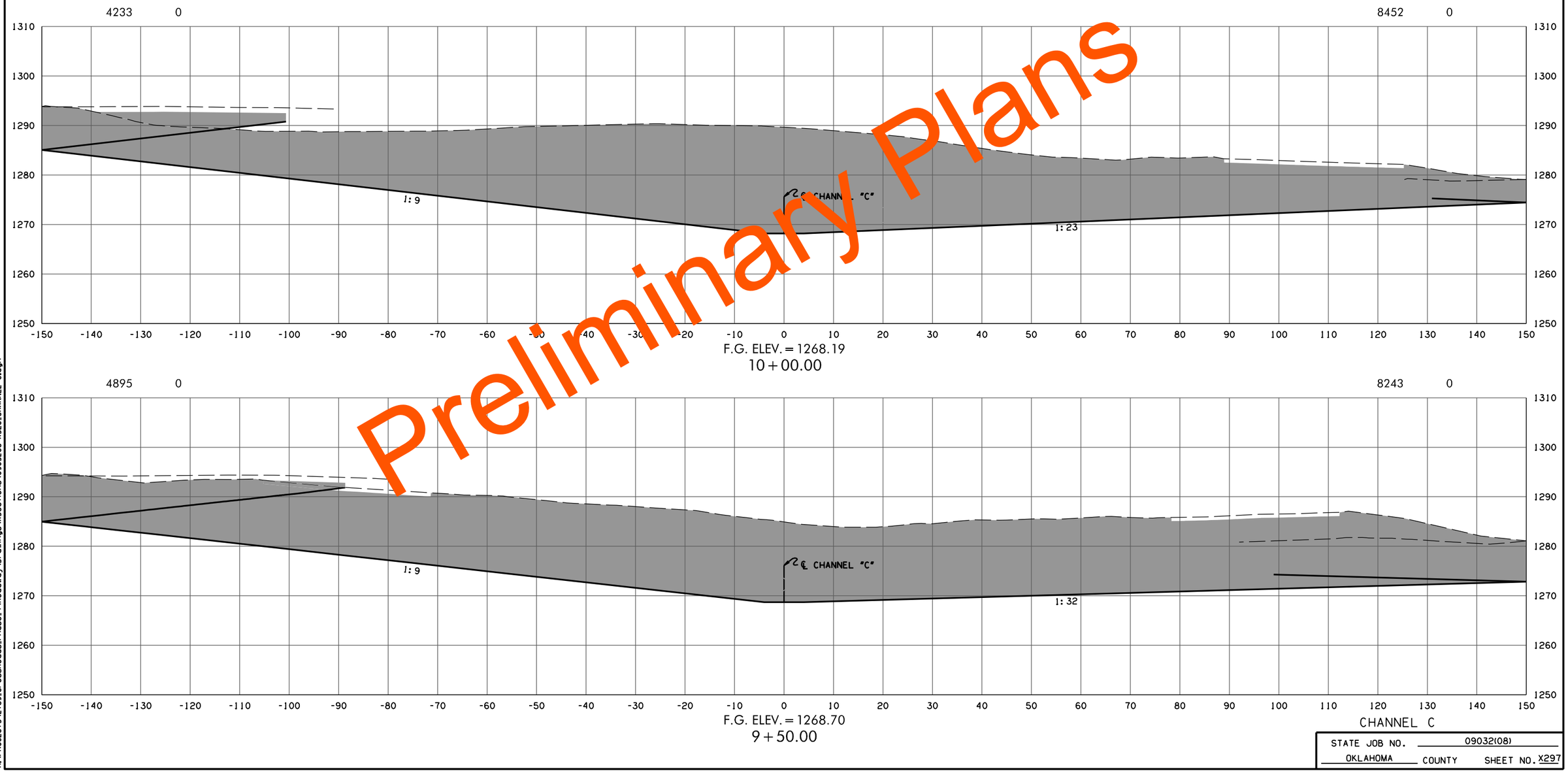
POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

3/4/2024

AREA
CUT FILL

VOLUME
CUT FILL



Preliminary Plans

CHANNEL C

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X297

3/4/2024 3:59:58 PM
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SEE DRAINAGE AREA MAP SHEETS FOR DRAINAGE SYMBOLOGY.

R/W & U/E PURCHASED UNDER JP 09032(05)

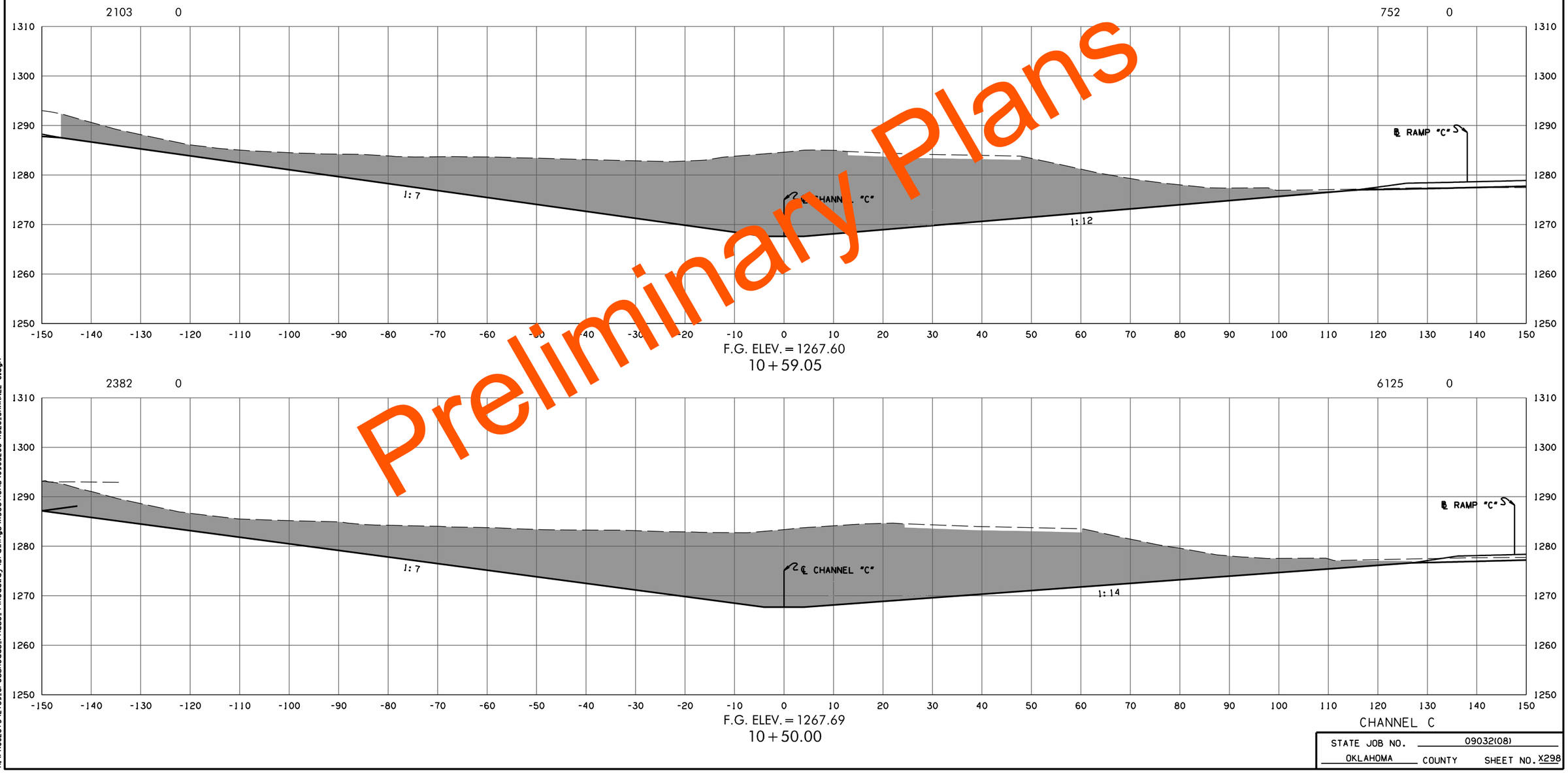
POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

3/4/2024

AREA
CUT FILL

VOLUME
CUT FILL



Preliminary Plans

CHANNEL C

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X298

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(CAUTION) THE LOCATION OF ALL UTILITIES AS SHOWN ARE APPROXIMATE. DUE TO RELOCATION'S PLANNED OR PRESENTLY UNDER CONSTRUCTION THERE ARE SOME UTILITIES THAT WILL BE RELOCATED AND NOT SHOWN ON THESE PLANS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE TO ALL UTILITIES.

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POE & ASSOCIATES, OKLAHOMA CITY, OK.

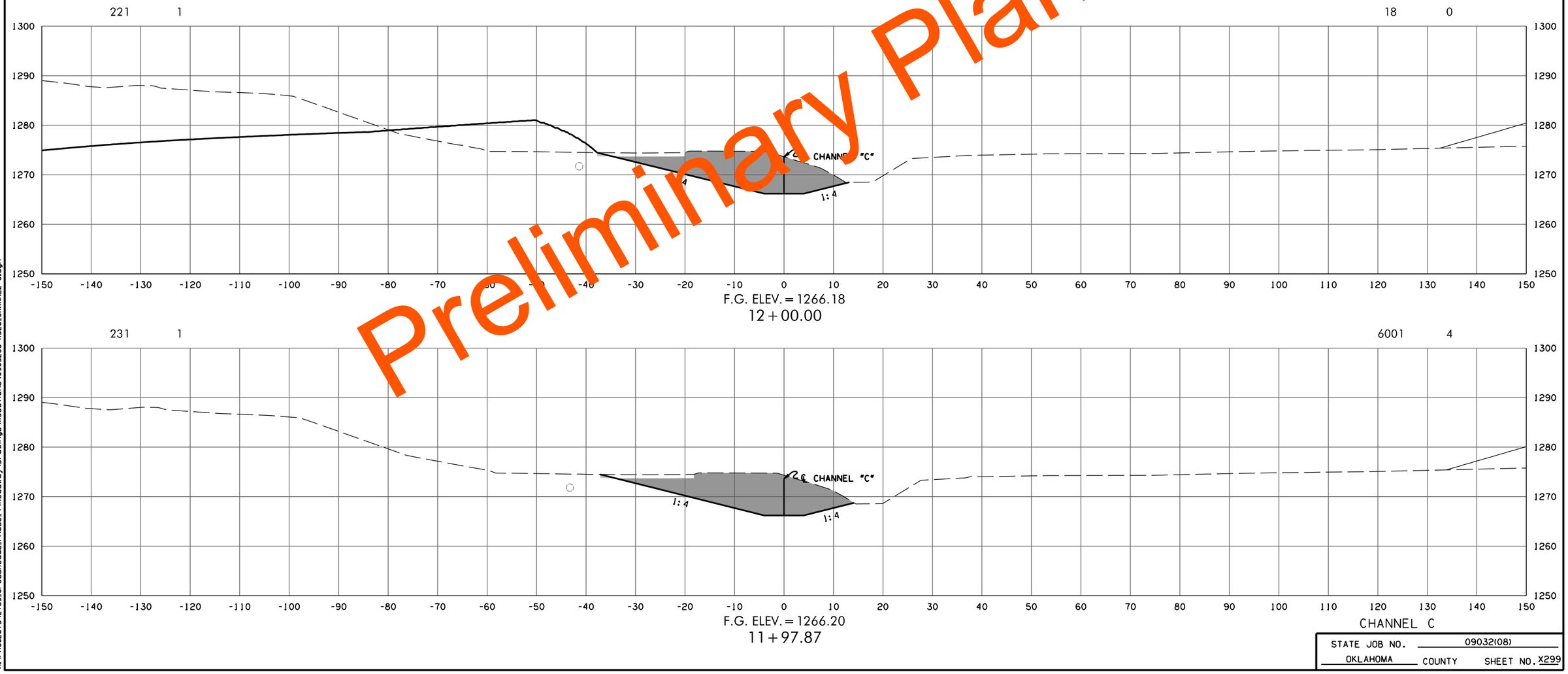
90% PLAN SUBMITTAL

3/4/2024

AREA
CUT FILL

VOLUME
CUT FILL

Preliminary Plans



CHANNEL C

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X299

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POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

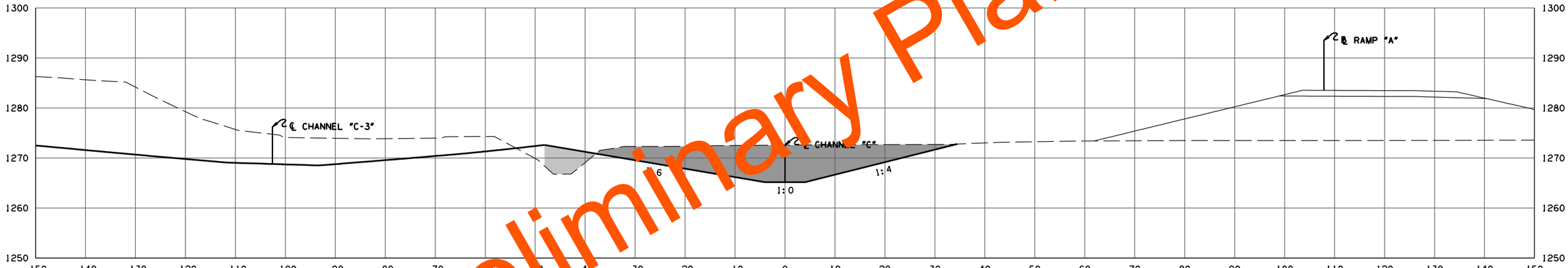
3/4/2024

AREA
CUT FILL

VOLUME
CUT FILL

Preliminary Plans

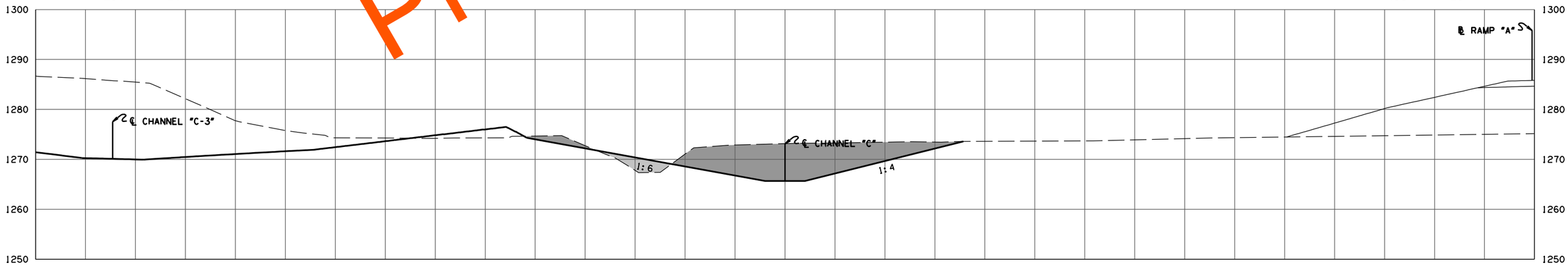
317 40



F.G. ELEV. = 1265.17
13 + 00.00

556 58

284 24



F.G. ELEV. = 1265.68
12 + 50.00

468 23

CHANNEL C

STATE JOB NO. 09032(08)
OKLAHOMA COUNTY SHEET NO. X300

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POE & ASSOCIATES, OKLAHOMA CITY, OK.

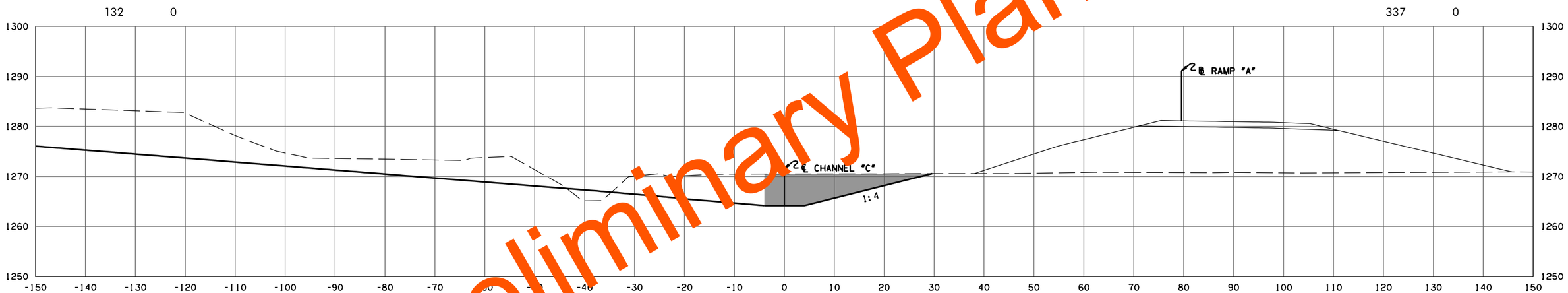
90% PLAN SUBMITTAL

3/4/2024

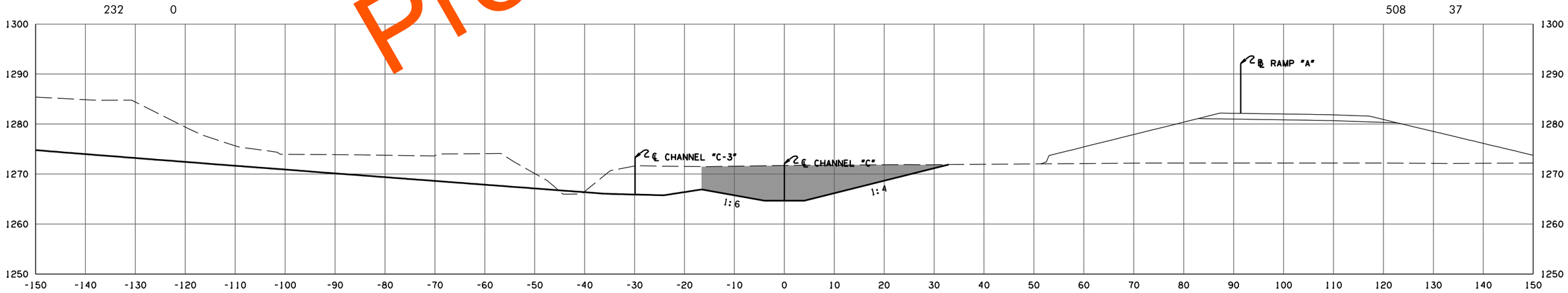
AREA
CUT FILL

VOLUME
CUT FILL

Preliminary Plans



F.G. ELEV. = 1264.16
14 + 00.00



F.G. ELEV. = 1264.67
13 + 50.00

CHANNEL C

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X301

3/4/2024 4:00:01 PM
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R/W & U/E PURCHASED UNDER JP 09032(05)

POE & ASSOCIATES, OKLAHOMA CITY, OK.

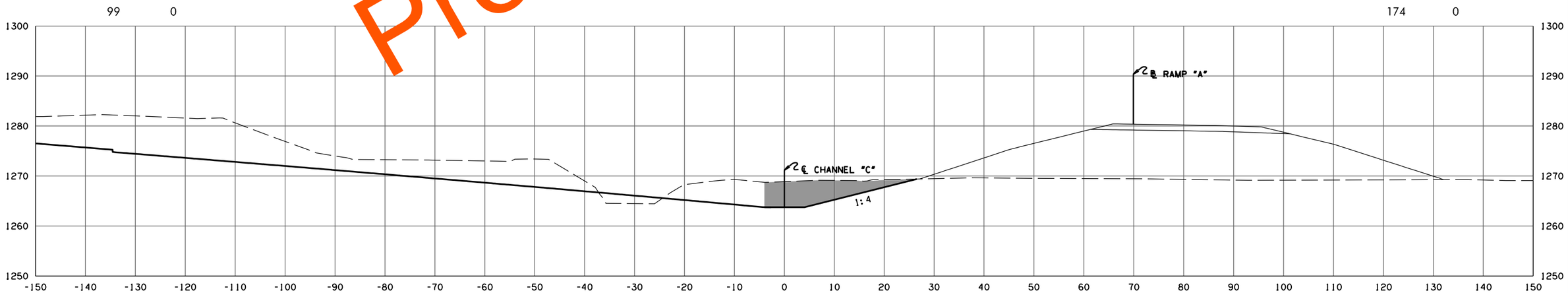
90% PLAN SUBMITTAL

3/4/2024

AREA
CUT FILL

VOLUME
CUT FILL

Preliminary Plans



F.G. ELEV. = 1263.75
14 + 40.68
END CONSTRUCTION

CHANNEL C

STATE JOB NO. 09032(08)
OKLAHOMA COUNTY SHEET NO. X302

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R/W & U/E PURCHASED UNDER JP 09032(05)

POE & ASSOCIATES, OKLAHOMA CITY, OK.

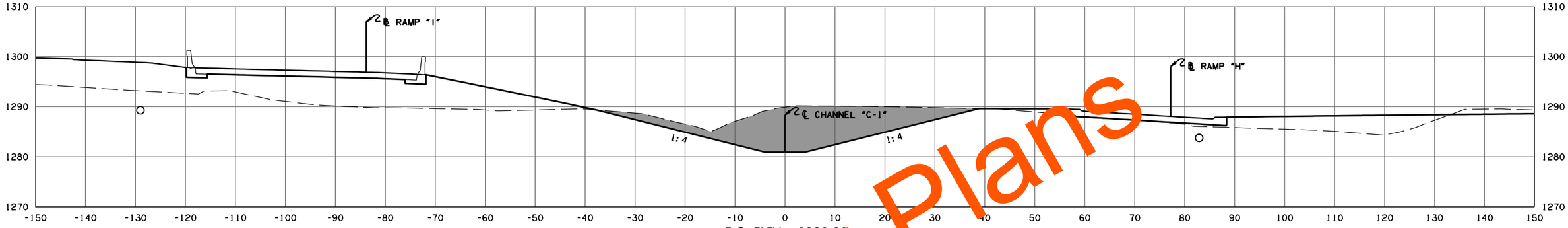
90% PLAN SUBMITTAL

3/4/2024

AREA
CUT FILL

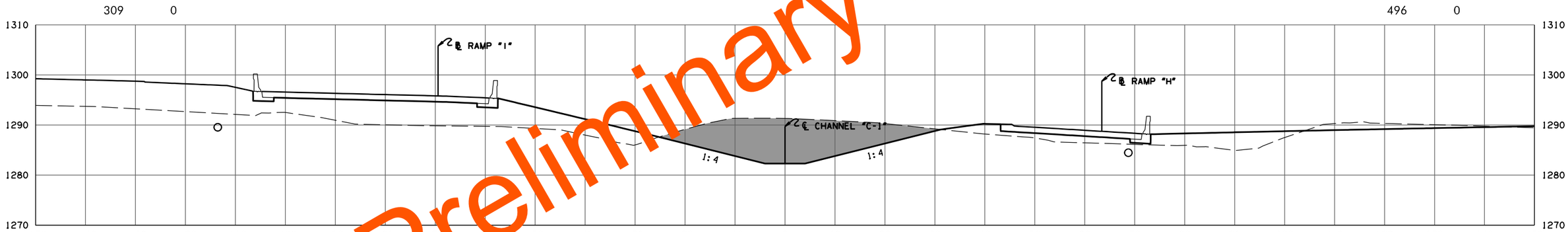
VOLUME
CUT FILL

317 0 579 0



F.G. ELEV. = 1280.9
2 + 00.00

309 0 496 0



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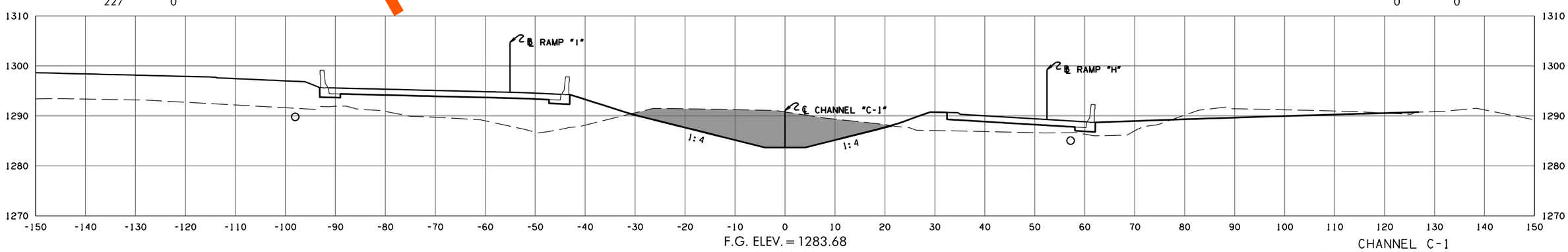

F.G. ELEV. = 1283.68
1 + 00.00

CHANNEL C-1

STATE JOB NO. 09032(08)
OKLAHOMA COUNTY SHEET NO. X303

Preliminary Plans

3/4/2024 4:00:02 PM
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R/W & U/E PURCHASED UNDER JP 09032(05)

POE & ASSOCIATES, OKLAHOMA CITY, OK.

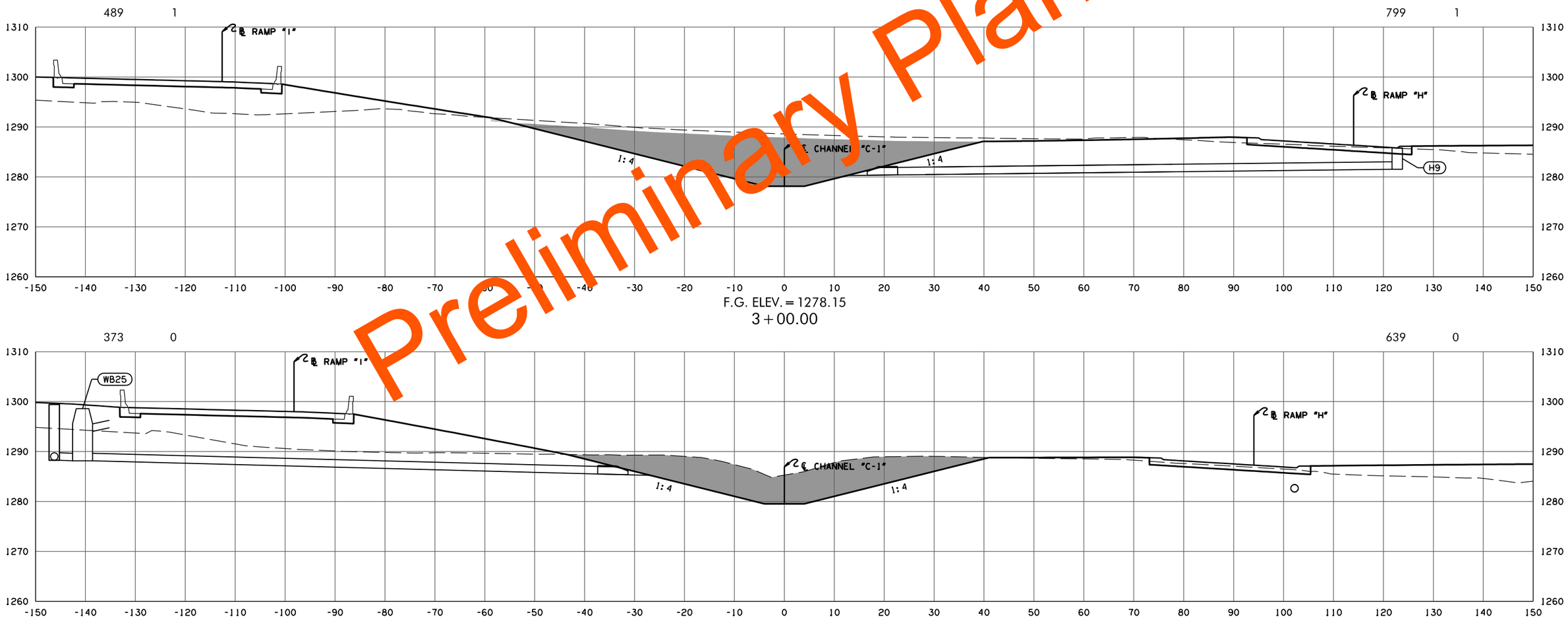
90% PLAN SUBMITTAL

3/4/2024

AREA
CUT FILL

VOLUME
CUT FILL

Preliminary Plans



F.G. ELEV. = 1278.15
3 + 00.00

F.G. ELEV. = 1279.53
2 + 50.00

CHANNEL C-1

STATE JOB NO. 09032(08)
OKLAHOMA COUNTY SHEET NO. X304

3/4/2024 4:00:02 PM
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R/W & U/E PURCHASED UNDER JP 09032(05)

POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

3/4/2024

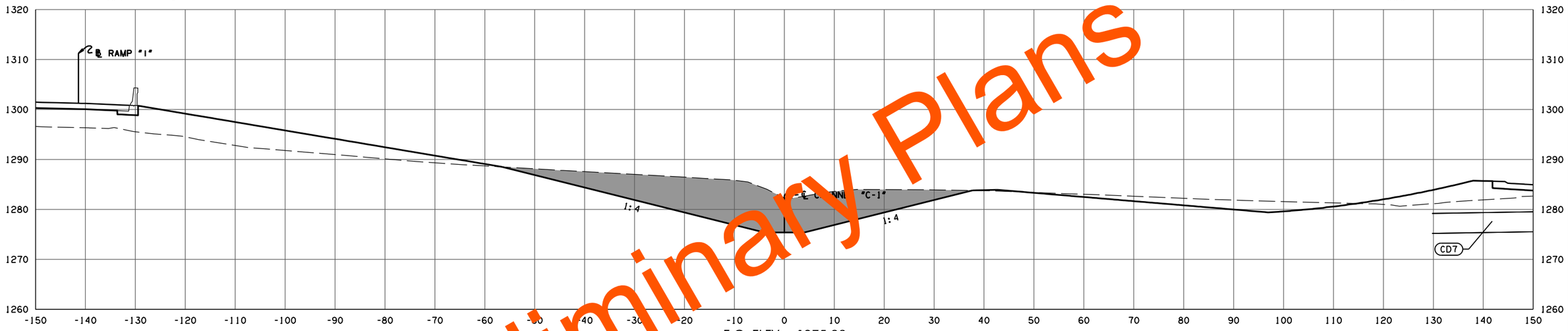
AREA

CUT FILL

VOLUME

CUT FILL

464 0

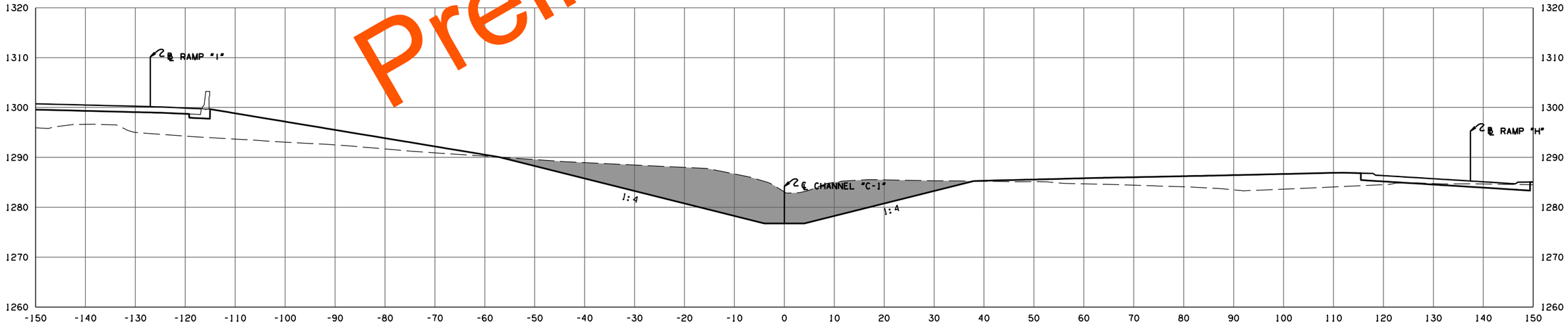


F.G. ELEV. = 1275.39

4 + 00.00

853 0

457 0



F.G. ELEV. = 1276.77

3 + 50.00

876 1

CHANNEL C-1

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X305

Preliminary Plans

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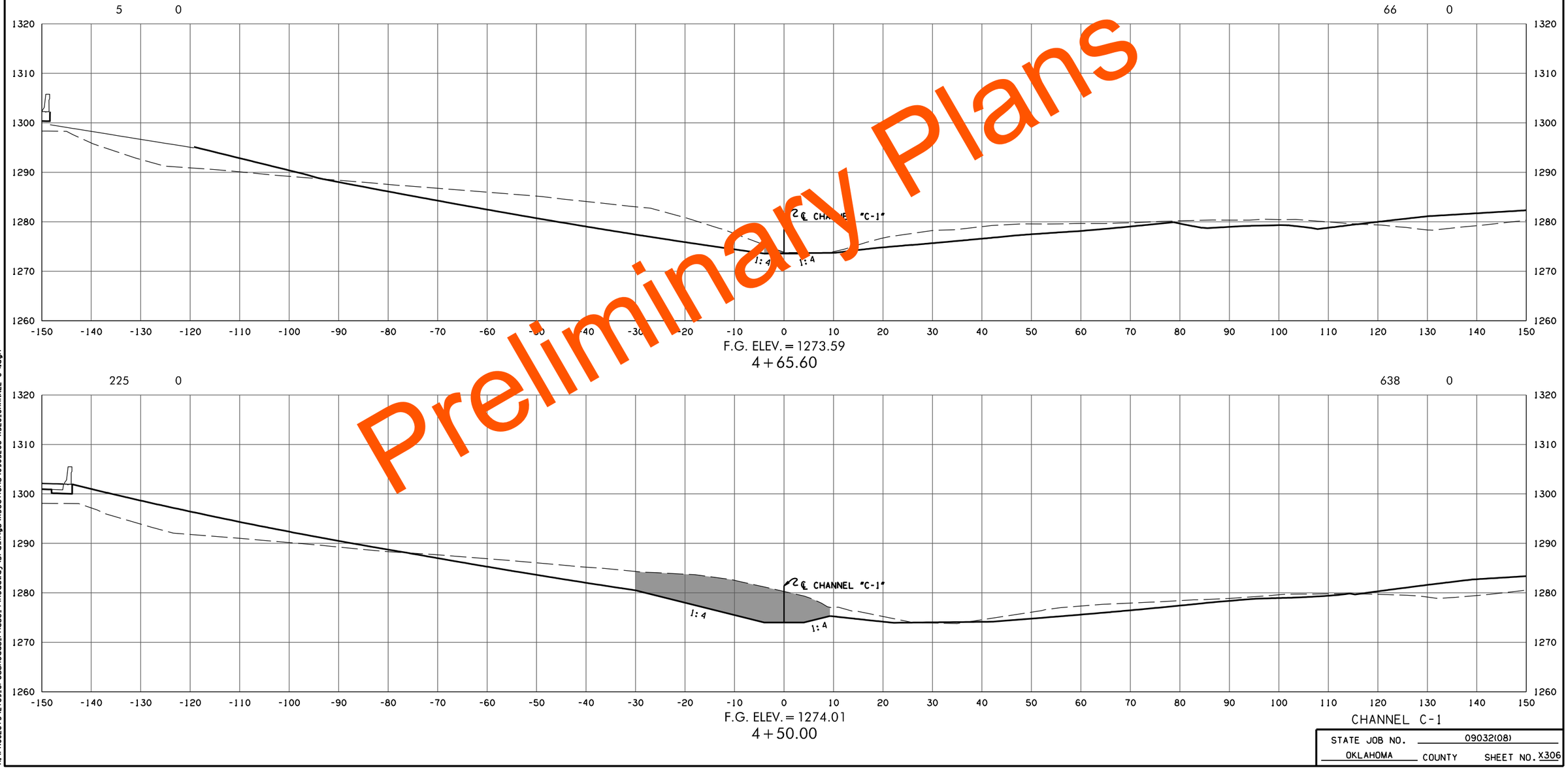
POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

3/4/2024

AREA
CUT FILL

VOLUME
CUT FILL



Preliminary Plans

CHANNEL C-1

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X306

3/4/2024 4:00:03 PM
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R/W & U/E PURCHASED UNDER JP 09032(05)

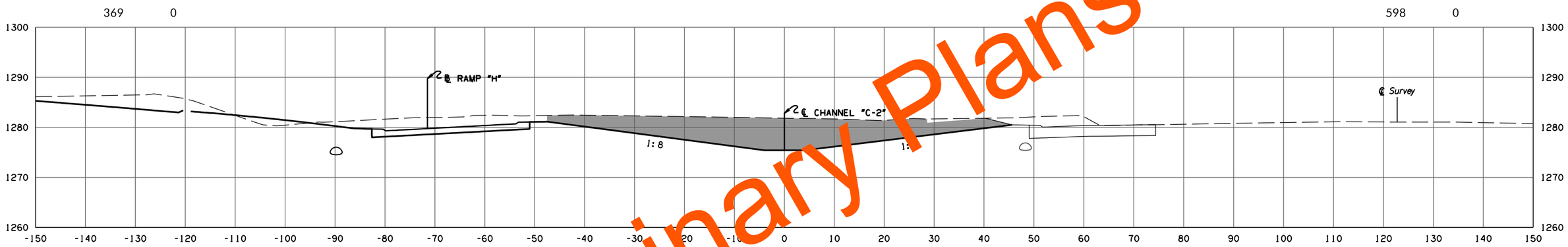
POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

3/4/2024

AREA
CUT FILL

VOLUME
CUT FILL



F.G. ELEV. = 1275.43
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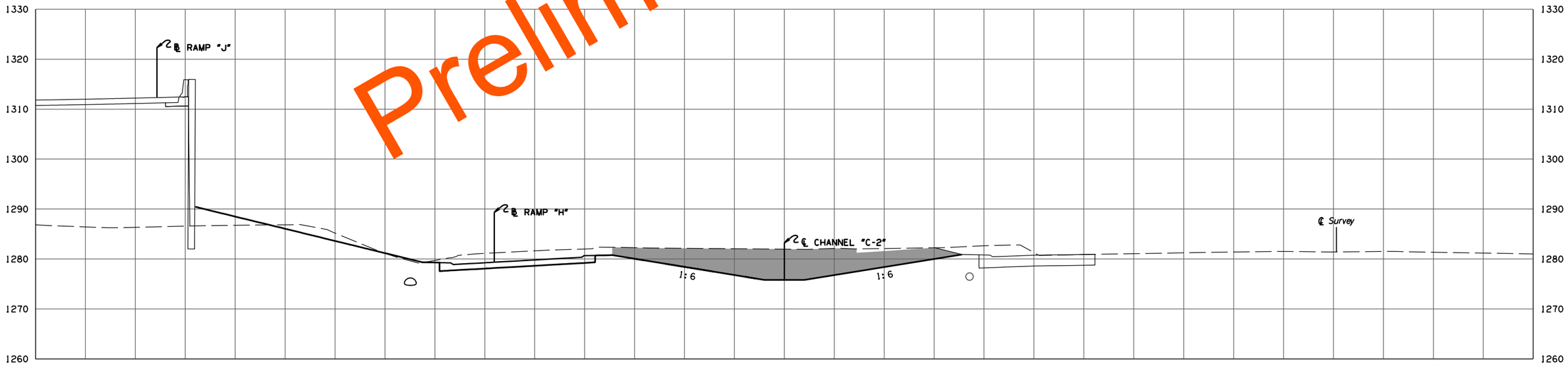

F.G. ELEV. = 1275.81
10+00.00

CHANNEL C-2

STATE JOB NO. 09032(08)
OKLAHOMA COUNTY SHEET NO. X307

Preliminary Plans

3/4/2024 4:00:04 PM
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POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

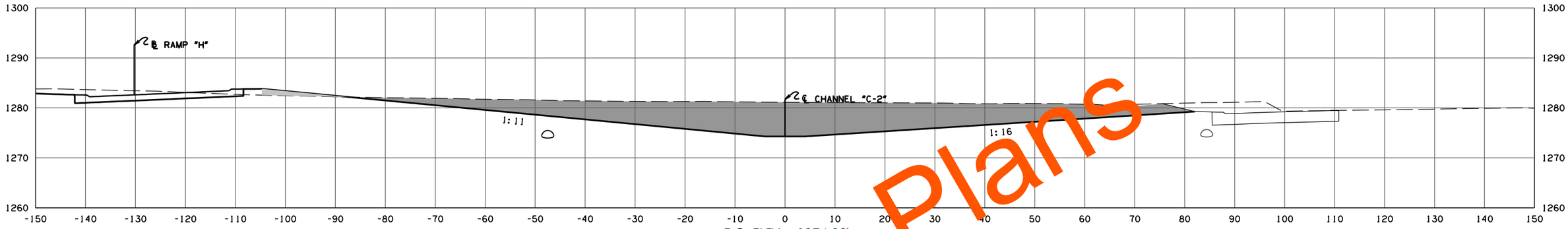
3/4/2024

Preliminary Plans

AREA
CUT FILL

VOLUME
CUT FILL

646 11 1109 10



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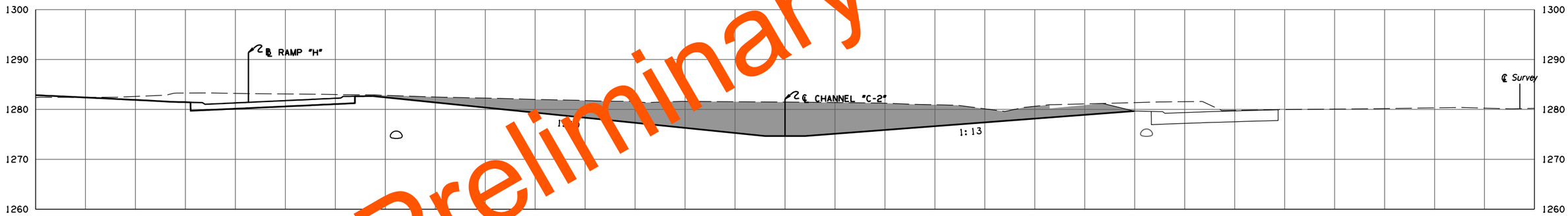
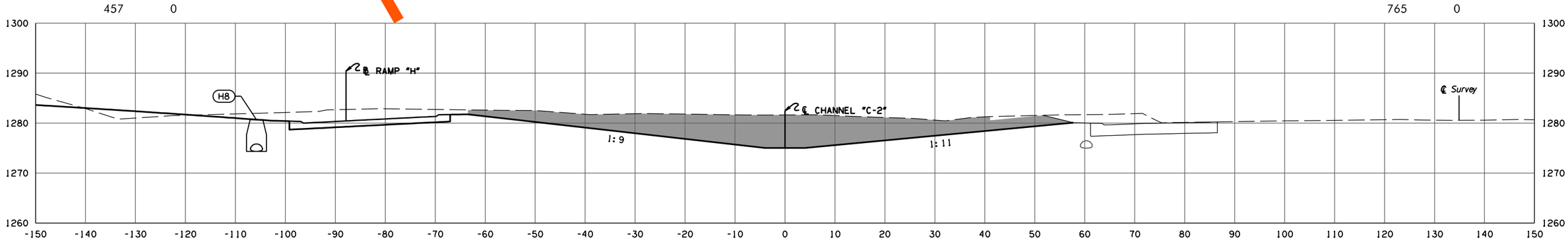


F.G. ELEV. = 1274.66
11 + 50.00

457 0 765 0



F.G. ELEV. = 1275.04
11 + 00.00

CHANNEL C-2

STATE JOB NO. 09032(08)
OKLAHOMA COUNTY SHEET NO. X308

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POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

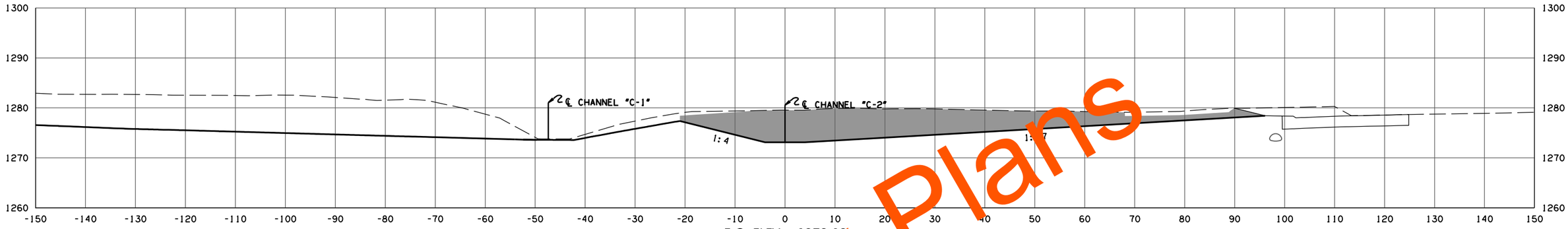
3/4/2024

Preliminary Plans

AREA
CUT FILL

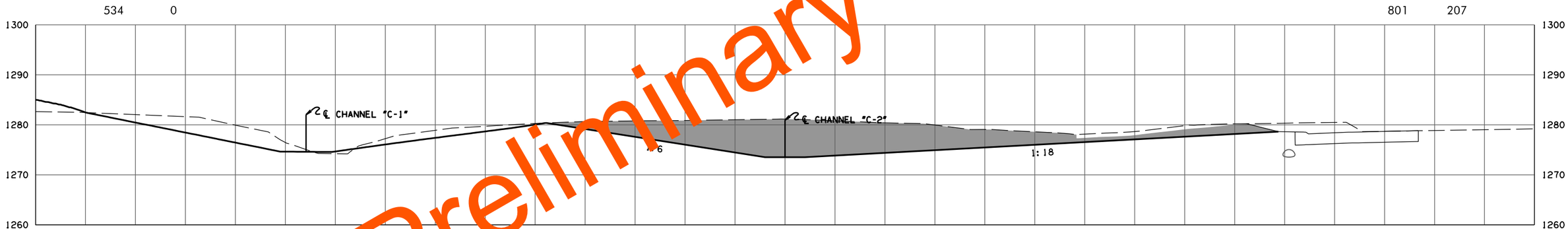
VOLUME
CUT FILL

443 0 905 0



F.G. ELEV. = 1273.1[illegible]
13 + 50.00

534 0 801 207



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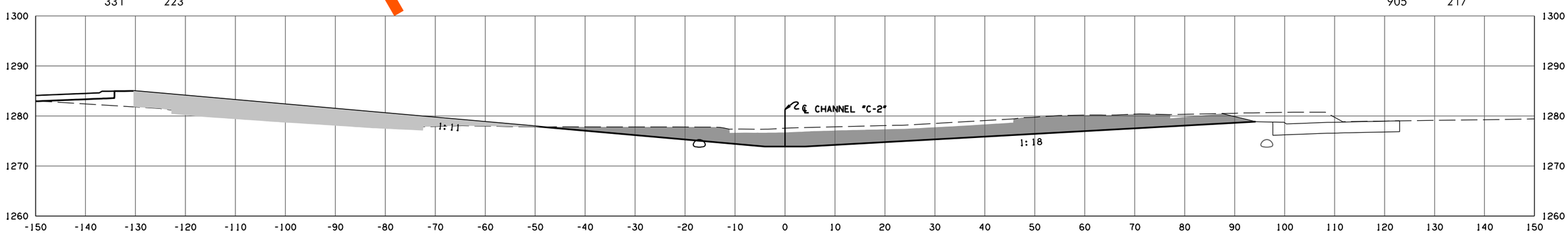
13 + 00.00

331 223 905 217



F.G. ELEV. = 1273.90
12 + 50.00

CHANNEL C-2

STATE JOB NO. 09032(08)
OKLAHOMA COUNTY SHEET NO. X309

3/4/2024 4:00:05 PM
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POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

3/4/2024

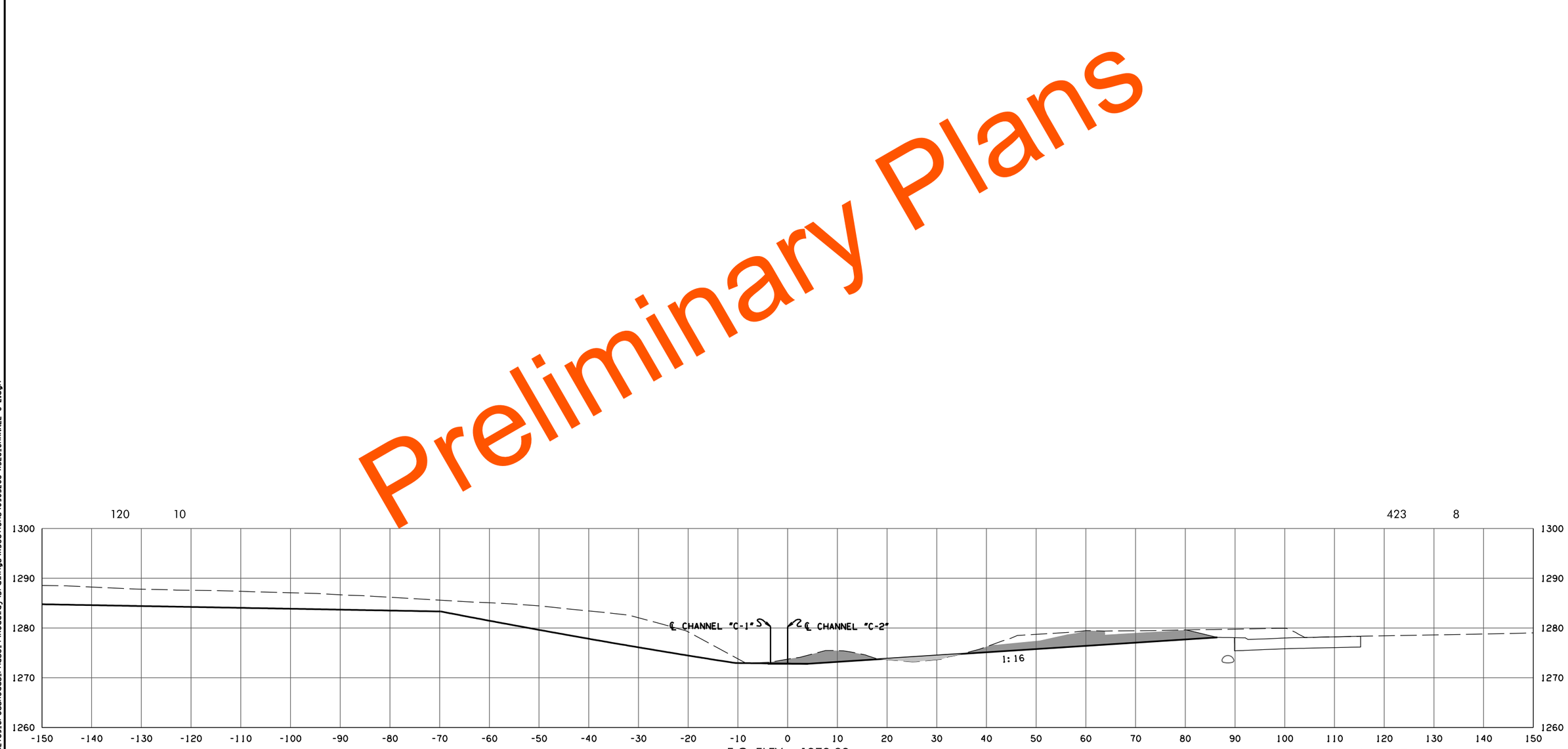
AREA

CUT FILL

VOLUME

CUT FILL

Preliminary Plans



F.G. ELEV. = 1272.82

13 + 90.57

CHANNEL C-2

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X310

3/4/2024 4:00:05 PM
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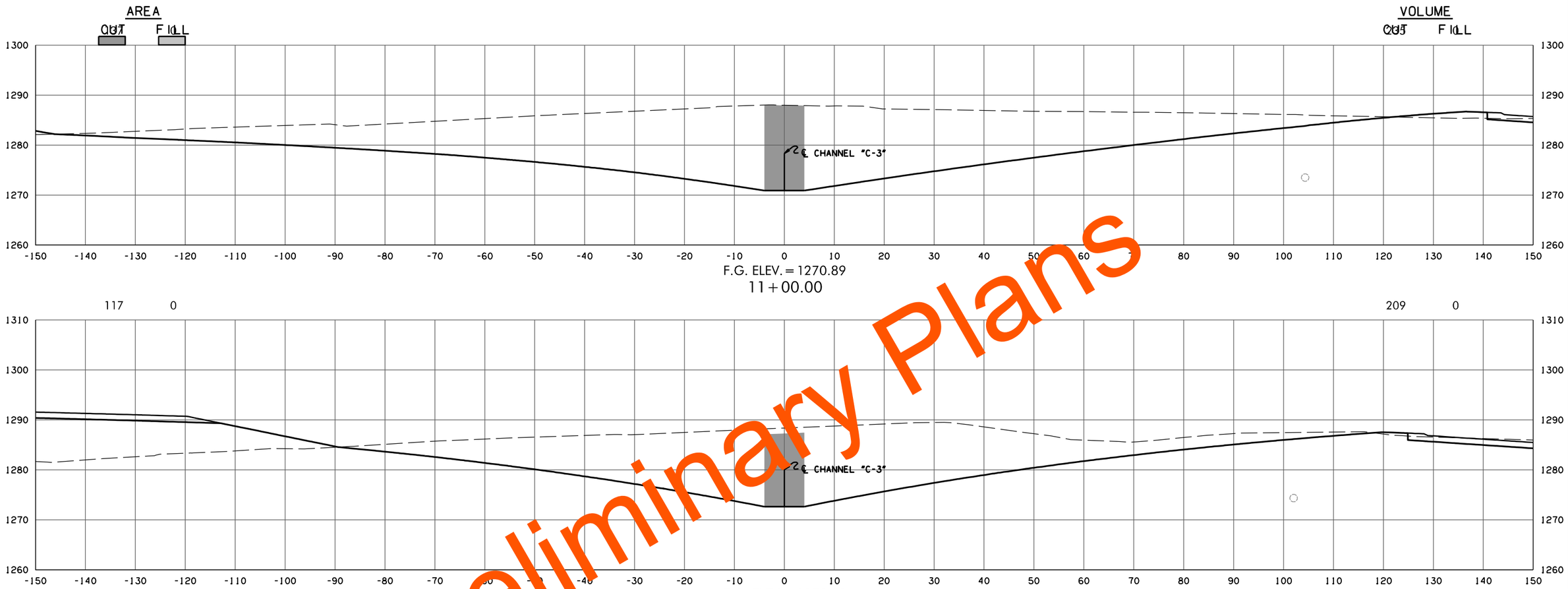
POE & ASSOCIATES, OKLAHOMA CITY, OK.

90% PLAN SUBMITTAL

3/4/2024



Preliminary Plans

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X311

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(CAUTION) THE LOCATION OF ALL UTILITIES AS SHOWN ARE APPROXIMATE. DUE TO RELOCATION'S PLANNED OR PRESENTLY UNDER CONSTRUCTION THERE ARE SOME UTILITIES THAT WILL BE RELOCATED AND NOT SHOWN ON THESE PLANS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE TO ALL UTILITIES.

DEPTH & LOCATION OF EXISTING UTILITIES SHALL BE FIELD VERIFIED BY THE CONTRACTOR PRIOR TO CONSTRUCTION.

SEE DRAINAGE AREA MAP SHEETS FOR DRAINAGE SYMBOLOGY.

R/W & U/E PURCHASED UNDER JP 09032(05)

POE & ASSOCIATES, OKLAHOMA CITY, OK.

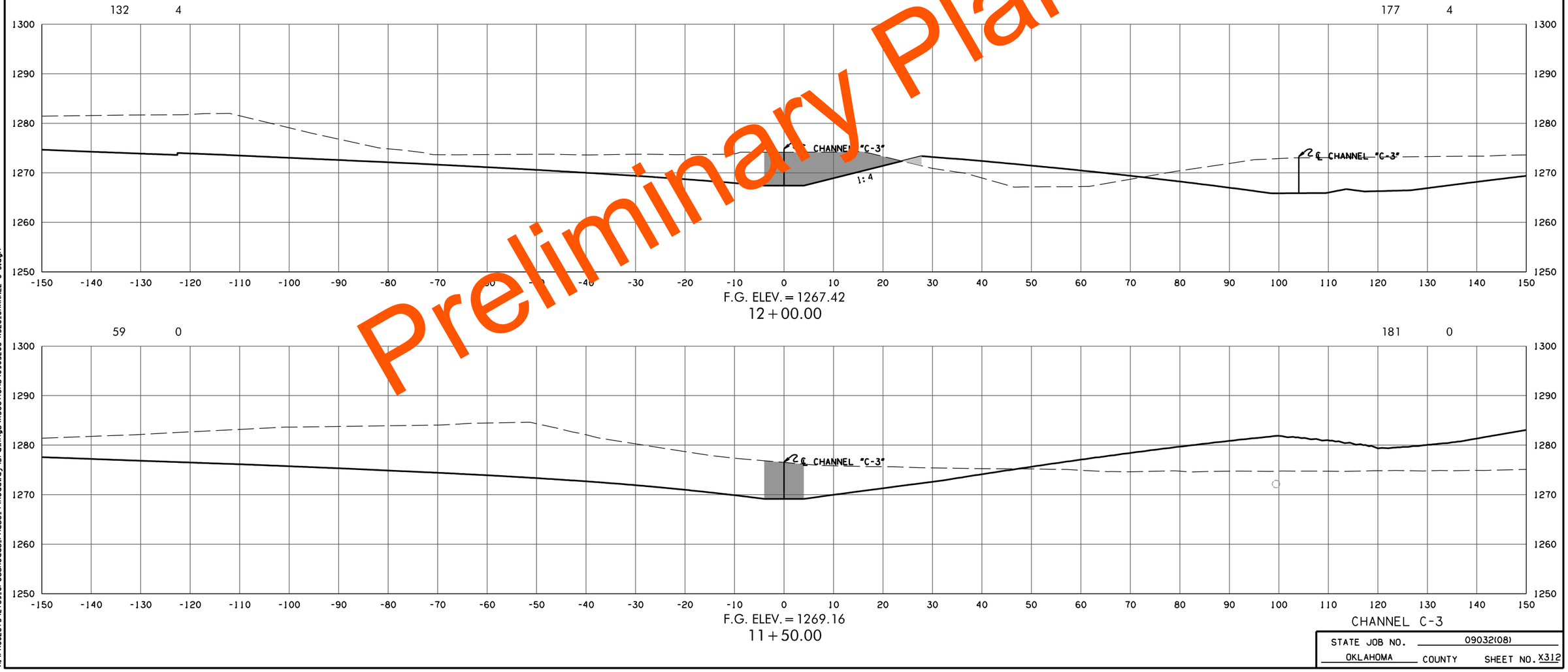
90% PLAN SUBMITTAL

3/4/2024

AREA
CUT FILL

VOLUME
CUT FILL

Preliminary Plans



CHANNEL C-3

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X312

3/4/2024 4:00:06 PM
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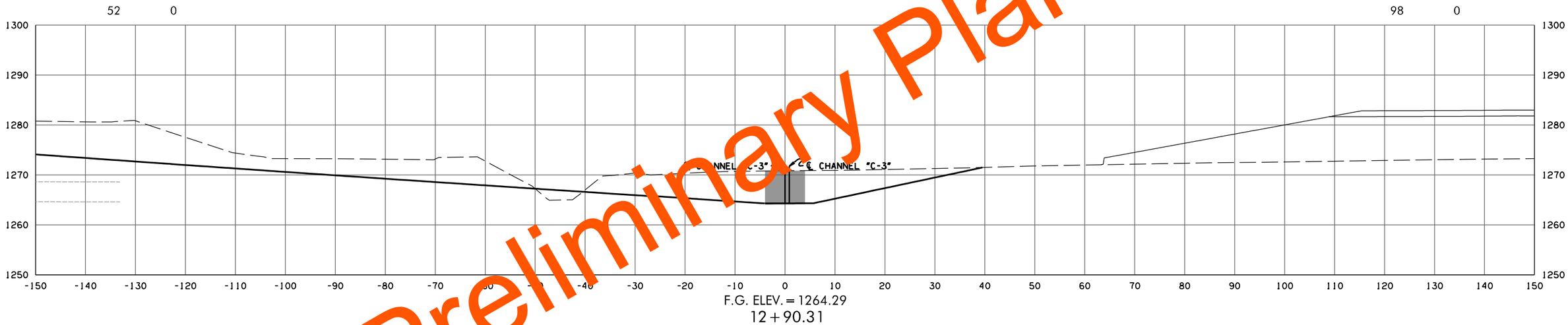
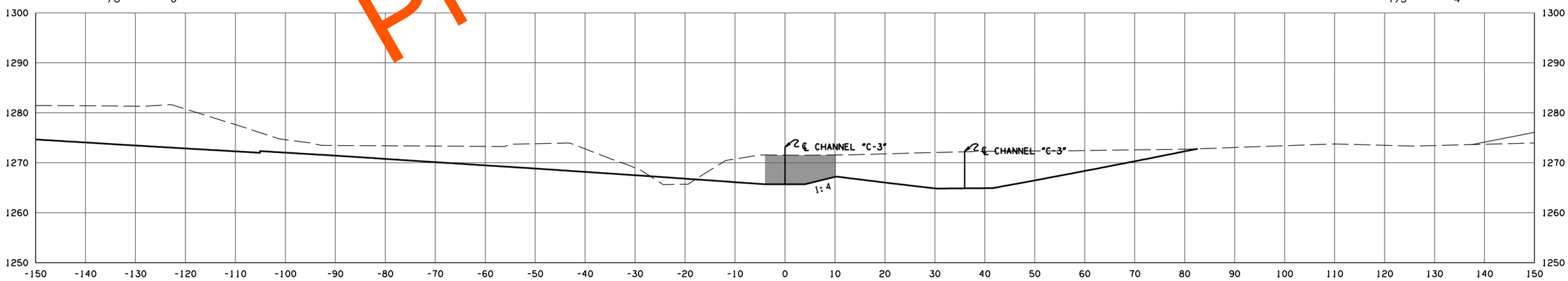


F.G. ELEV. = 1264.29
12 + 90.31



F.G. ELEV. = 1265.69
12 + 50.00

CHANNEL C-3

STATE JOB NO. 09032(08)

OKLAHOMA COUNTY SHEET NO. X313

3/4/2024 4:00:07 PM
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