

STATE OF OKLAHOMA
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED
INTERSTATE HIGHWAY

FEDERAL AID PROJECT NO. J3-3788(09)
INTERCHANGE

US-75 / I-44 INTERCHANGE

TULSA COUNTY

CONTROL SECTION NO. 44-72-18, 75-72-18

STATE JOB NO. 33788(09)

FOR INDEX OF SHEETS
SEE SHEET 0002

BRIDGE 'O'	BEGIN STA. 161+79.00
RAMP N-E	LENGTH = 483.00'
	END STA. 166+62.00
BRIDGE 'R1'	BEGIN STA. 317+18.47
I-44 WB	LENGTH = 216.23'
	END STA. 319+34.75
BRIDGE 'R2'	BEGIN STA. 317+28.94
I-44 EB	LENGTH = 216.23'
	END STA. 319+45.22
BRIDGE 'S'	BEGIN STA. 117+65.48
I-44 EB RAMP	LENGTH = 212.65'
	END STA. 119+78.19
BRIDGE 'T1'	BEGIN STA. 326+28.13
I-44 WB	LENGTH = 2,506.42'
	END STA. 351+34.55
BRIDGE 'T2'	BEGIN STA. 326+28.13
I-44 EB	LENGTH = 2,506.42'
	END STA. 351+34.55
BRIDGE 'U'	BEGIN STA. 199+98.80
FRONTAGE	LENGTH = 34'
	END STA. 200+32.80

BRIDGE "O" LOCATION NO. 7218 0982XR, EXISTING NBIS NO. 15838, NEW NBIS NO. XXXXX
BRIDGE "U" LOCATION NO. 72N3934E064001
BRIDGE 'R1' LOCATION NO. 7278 0253NX, EXISTING NBIS NO. 20294; NEW NBI NO. XXXXX
BRIDGE 'R2' LOCATION NO. 7278 0253SX, EXISTING NBIS NO. 12827; NEW NBI NO. XXXXX
BRIDGE 'S' LOCATION NO. 7278 0253SXR, EXISTING NBIS NO. 15769; NEW NBI NO. XXXXX
BRIDGE 'T1' LOCATION NO. 7278 0269NX, EXISTING NBIS NO. 20580; NEW NBI NO. XXXXX
BRIDGE 'T2' LOCATION NO. 7278 0269SX, EXISTING NBIS NO. 20326; NEW NBI NO. XXXXX

DESIGN DATA		
	I-44	US-75
ADT 2020	81,673	68,315
ADT 2040	99,535	89,887
DHV (2-WAY)	9,954	8,989
K (DHV/ADT)	10%	10%
D	56%	60%
T (% DHV)	14%	6%
T (% ADT)	17%	8%
T ³ (% ADT)	12%	4%
V	65MPH	65MPH
20 YR RIGID ESALS	108.43M	33.81M
20 YR FLEX ESALS	63.42M	19.77M

SCALES 1" = 50'
PLAN 1" = 50'
PROFILE HOR. 1" = 50'
VER. 1" = 5'
LAYOUT MAP 1" = 1,500'

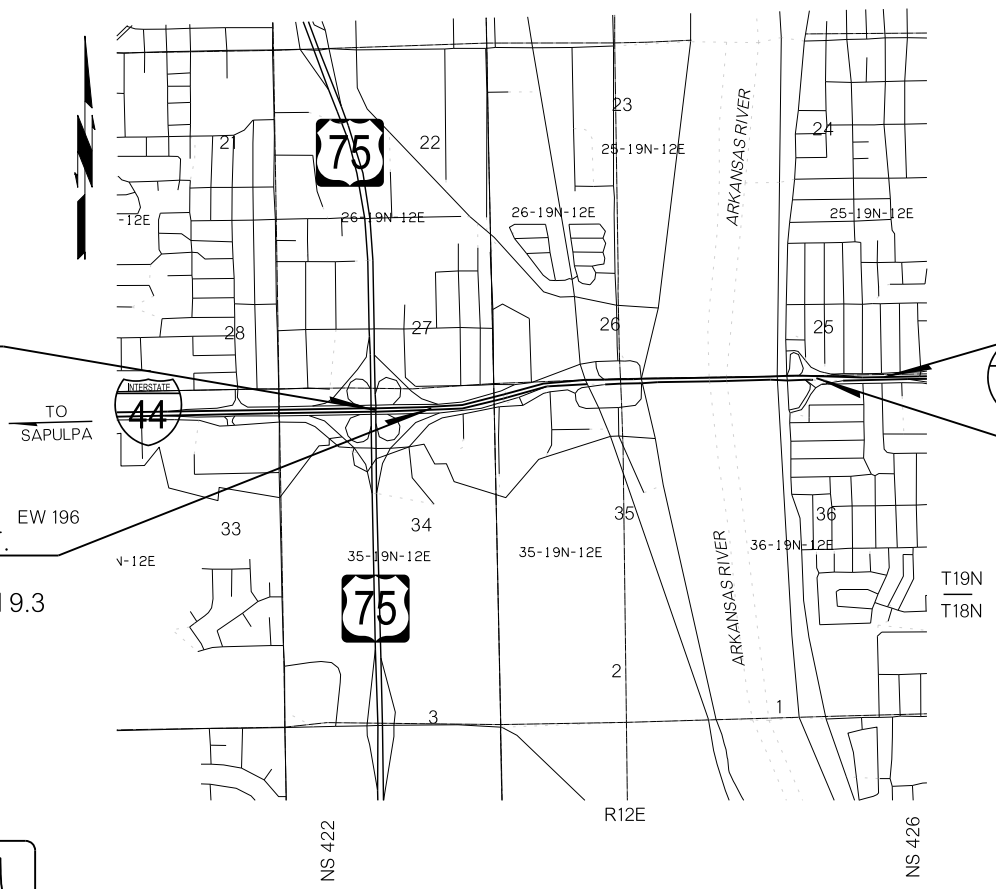
- CONVENTIONAL SYMBOLS
- PROPOSED ROAD
 - RAILROADS
 - - - RANGE & TOWNSHIP
 - - - SECTION LINES
 - - - QUARTER SECTION LINES
 - x - FENCES
 - - - GROUND LINE
 - - - EXISTING ROADS
 - - - BASE LINE
 - - - GRADE LINES
 - o - TELEPHONE & TELEGRAPH
 - o - POWER LINES
 - BUILDINGS
 - OILWELL
 - - - DRAINAGE STRUCTURES - IN PLACE
 - - - DRAINAGE STRUCTURES - NEW
 - - - PRES. R/W
 - - - RIGHT-OF-WAY LINES - EXISTING
 - - - RIGHT-OF-WAY LINES - NEW
 - - - CONTROLLED ACCESS
 - - - RIGHT-OF-WAY FENCE

CRL I-44 STA. 305+00.00
BEGIN INCIDENTAL CONST.

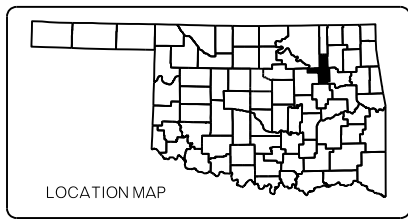
CRL I-44 STA. 310+00.00
END INCIDENTAL CONST. & BEGIN PROJECT
CONTROL SUB-SECTION 9.3

CRL I-44 STA. 350+00.00
END INCIDENTAL CONST.

CRL I-44 STA. 355+08.86
END PROJECT & BEGIN
INCIDENTAL CONST.



FOR SURVEY CONTROL DATA,
SEE SURVEY DATA SHEETS



NOTE: PROJECT LENGTH BASED UPON I-44 CRL STATIONING

ROADWAY LENGTH	1,786.21	FT.	0.338	MI.
BRIDGE LENGTH	2,722.65	FT.	0.516	MI.
PROJECT LENGTH			0.854	MI.

EQUATIONS : NONE
EXCEPTIONS : NONE

PREPARED AND SUBMITTED BY:

POE & ASSOCIATES INC.
C.A. No. 541

WILLIAM E. WEATHERFORD, P.E.
OKLA. REG. NO. 13834

DATE _____



OKLAHOMA DEPARTMENT OF TRANSPORTATION	DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION
DATE APPROVED _____	DATE APPROVED _____
BY _____ CHIEF ENGINEER	BY _____ DIVISION ADMINISTRATOR
SWO 5443(3)	PROJECT NO. J3-3788(09)
COUNTY TULSA	HIGHWAY I-44 / US-75 SHEET NO. 0001


INDEX OF SHEETS

GENERAL	
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0003	- 0011 TYPICAL SECTION SHEETS
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B006	GENERAL PLAN AND ELEVATION (BRIDGE R1)
B007	GENERAL PLAN AND ELEVATION (BRIDGE R2)
B008	BRIDGE CONSTRUCTION SEQUENCE
B009	GENERAL PLAN AND ELEVATION (BRIDGE S)
B010	- B014 GENERAL PLAN AND ELEVATION (BRIDGE T1)
B015	PIER DETAILS (BRIDGE T1)
B016	TYPICAL SECTION (BRIDGE T1)
B017	- B021 GENERAL PLAN AND ELEVATION (BRIDGE T2)
B022	- B023 PIER DETAILS (BRIDGE T2)
B024	TYPICAL SECTION (BRIDGE T2)
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R013	- R014 PLAN & PROFILE - US-75
R015	- R022 PLAN & PROFILE - N-E RAMP (1-8)
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R035	- R040 PLAN & PROFILE - FRONTAGE RD. (1-6)
R041	PLAN & PROFILE - 51ST ST.
R042	PLAN & PROFILE - ELWOOD & LAWTON AVE.
R043	PLAN & PROFILE - STORM SEWER
R044	DRIVEWAY DETAIL
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X014	- X028 CROSS SECTIONS - US-75
X029	- X074 CROSS SECTIONS - N-E RAMP
X075	- X077 CROSS SECTIONS - I44 WB OFF RAMP
X078	- X085 CROSS SECTIONS - I44 EB ON RAMP
X086	- X160 CROSS SECTIONS - SKELLY DR.
X161	- X208 CROSS SECTIONS - FRONTAGE RD.
X209	- X224 CROSS SECTIONS - 51ST ST

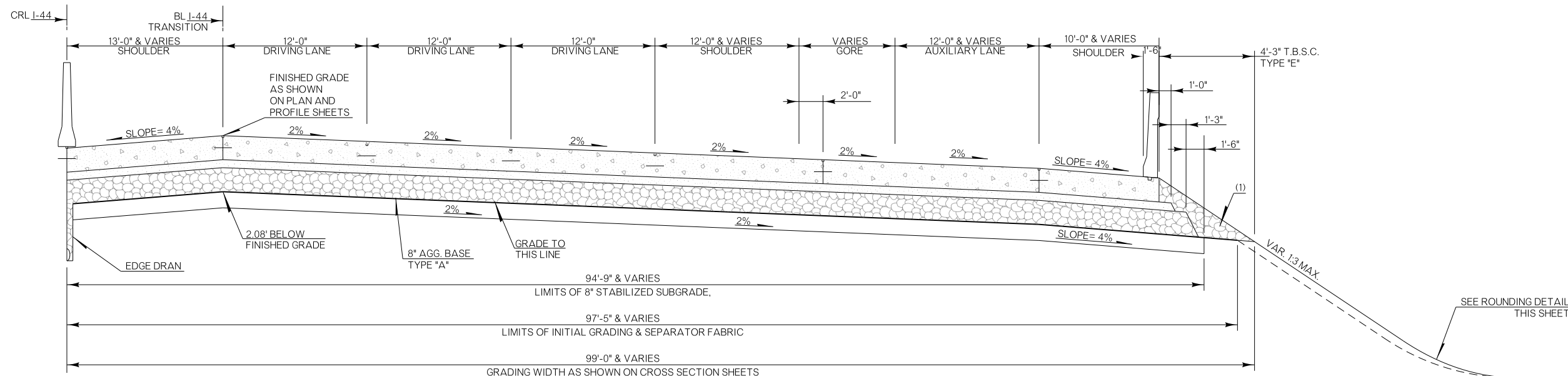
THE FOLLOWING ODOT STANDARDS WILL BE REQUIRED

ROADWAY TRAFFIC CONTROL TRAFFIC LIGHTING TRAFFIC SIGNAL TRAFFIC SIGNING TRAFFIC SAFETY BRIDGE

TO BE ADDED AT A LATER DATE

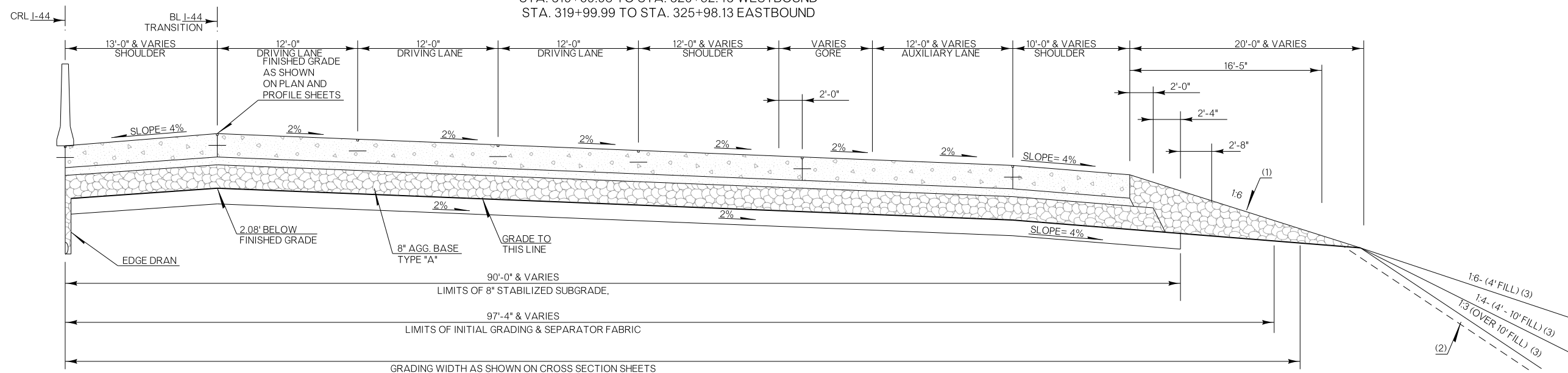
DESIGN			OKLAHOMA DEPARTMENT OF TRANSPORTATION POE AND ASSOCIATES
DRAWN			
CHECKED			
APPROVED			
SQUAD			
COUNTY - TULSA			HIGHWAY - US75/144 STATE JOB NO. - JP33788(09) SHEET NO. 0002

**INDEX OF SHEETS
AND STANDARDS**



TYPICAL SECTION NO. 1: HALF SECTION I-44

STA. 310+00.00 TO STA. 316+64.51 WESTBOUND
 STA. 310+00.00 TO STA. 316+74.51 EASTBOUND
 STA. 319+69.98 TO STA. 320+52.43 WESTBOUND
 STA. 319+99.99 TO STA. 325+98.13 EASTBOUND



TYPICAL SECTION NO. 2: HALF SECTION I-44

STA. 320+14.80 TO STA. 325+98.13 WESTBOUND

PAVEMENT DESIGN HAS NOT BEEN COMPLETED.
 SECTION USED FOR COST ESTIMATING PURPOSES.

(1) BACKFILL NOTE:
 TO BE BACKFILLED AS PART OF THE FINISHING OPERATIONS.
 QUANTITY IS MEASURED IN T.B.S.C. TYPE E.

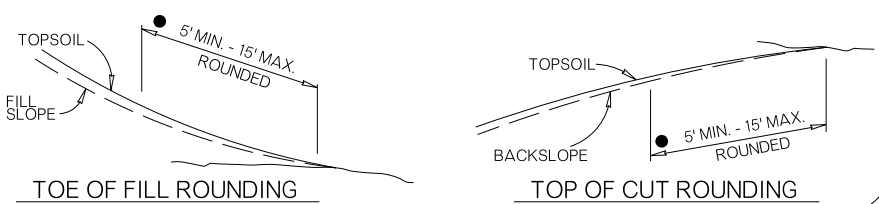
(2) TOPSOIL NOTE:
 THE CONTRACTOR SHALL STRIP ALL OF THE AVAILABLE TOPSOIL, STOCKPILE IT,
 AND PLACE IT BACK ON THE SECTION IN ACCORDANCE WITH SECTION 205 OF THE
 STANDARD SPECIFICATIONS. RESERVED TOPSOIL SHALL BE SPREAD FIRST ON THE
 COMPLETED SLOPES OF THE CUT SECTIONS AND THE REMAINDER ON COMPLETED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

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

(3) DISTANCE MEASURED VERTICALLY FROM EDGE OF FINISHED GRADE SHOULDER.

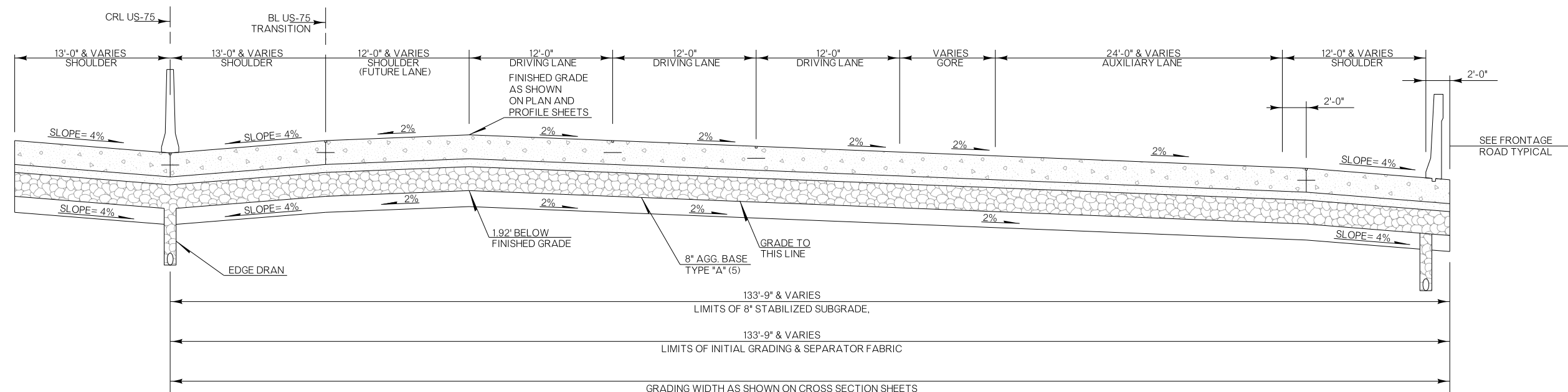
ROUNDING DETAIL

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



DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION POE AND ASSOCIATES
DRAWN		
CHECKED		
APPROVED		
SQUAD		
COUNTY	TULSA	HIGHWAY US75/I44 STATE JOB NO. JP33788(09) SHEET NO. 0003

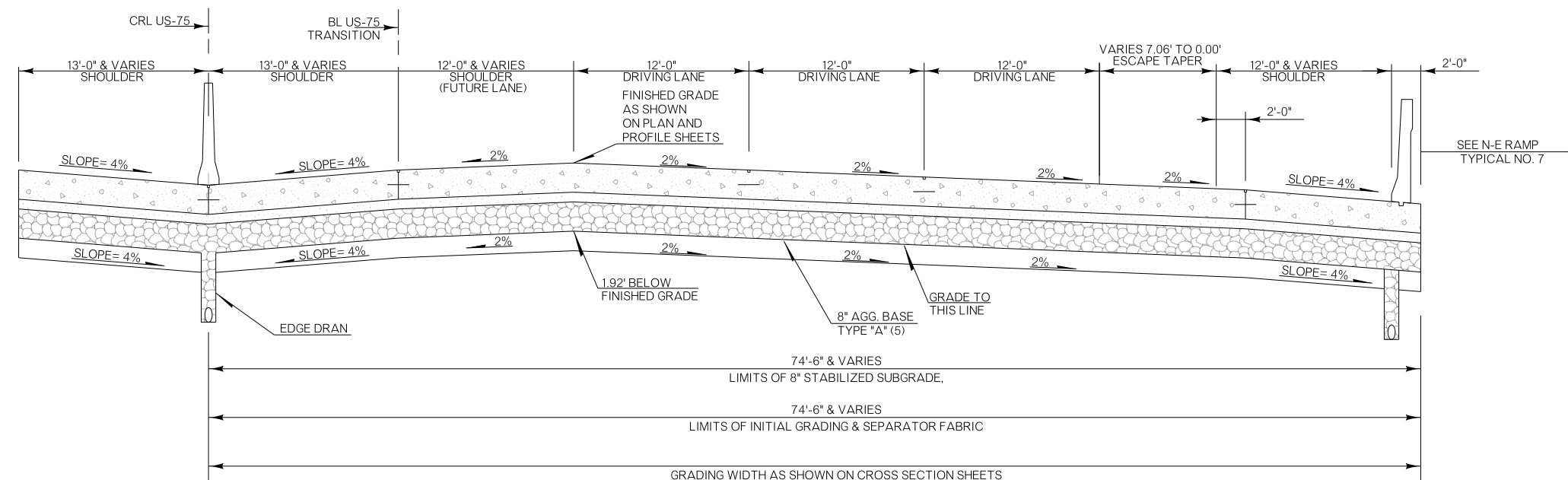
TYPICAL SECTION (1)



TYPICAL SECTION NO. 3 : US-75

STA. 547+00.00 TO STA. 556+23.25

PAVEMENT DESIGN HAS NOT BEEN COMPLETED.
SECTION USED FOR COST ESTIMATING PURPOSES.



TYPICAL SECTION NO. 4 : US-75

STA. 556+23.25 TO STA. 561+25.00

PAVEMENT DESIGN HAS NOT BEEN COMPLETED.
SECTION USED FOR COST ESTIMATING PURPOSES.

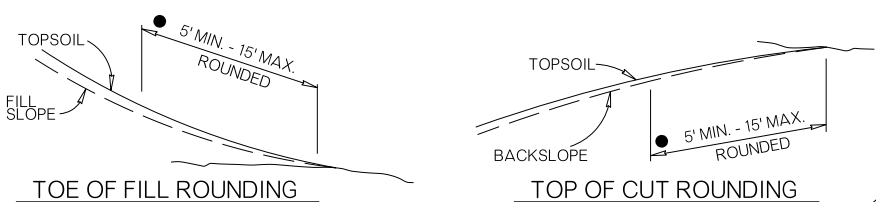
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QUANTITY IS MEASURED IN TBSC TYPE E.

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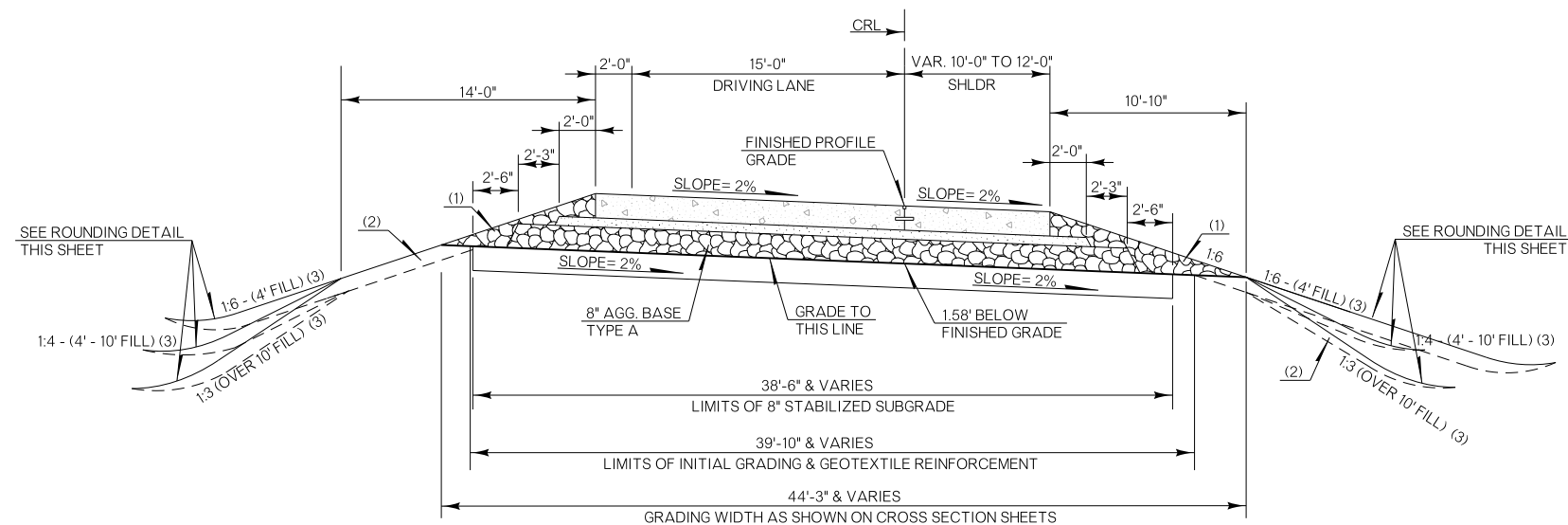
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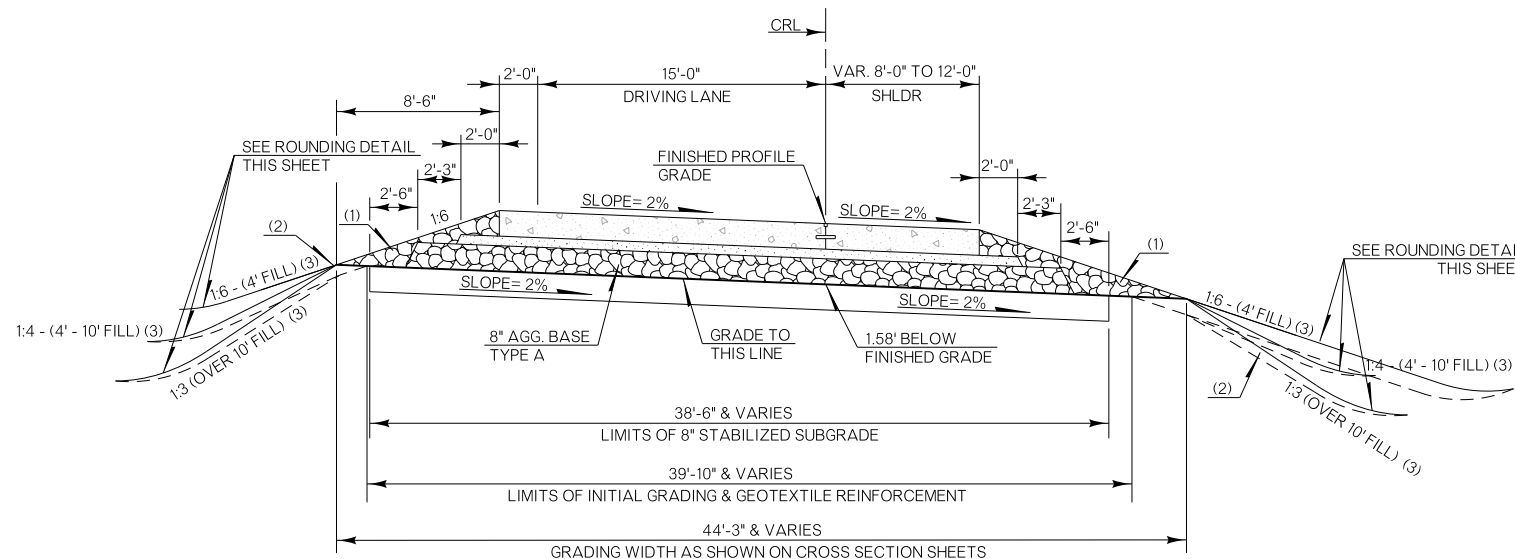
DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION POE AND ASSOCIATES
DRAWN		TYPICAL SECTION (2)
CHECKED		
APPROVED		
SQUAD		
COUNTY	TULSA	



TYPICAL SECTION NO. 5 : I-44 WESTBOUND OFF RAMP

STA. 18+34.06 TO STA. 20+57.08

PAVEMENT DESIGN HAS NOT BEEN COMPLETED.
SECTION USED FOR COST ESTIMATING PURPOSES.



TYPICAL SECTION NO. 6 : I-44 EASTBOUND ON RAMP

STA. 116+20.01 TO STA. 117+32.03

PAVEMENT DESIGN HAS NOT BEEN COMPLETED.
SECTION USED FOR COST ESTIMATING PURPOSES.

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

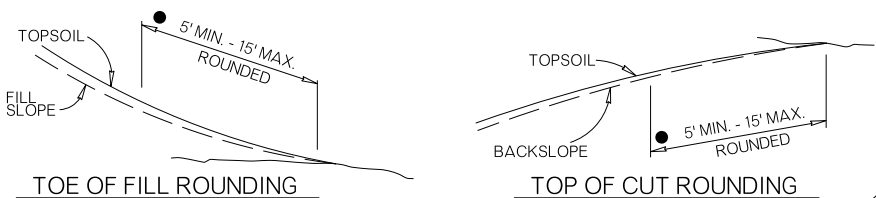
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(3) DISTANCE MEASURED VERTICALLY FROM EDGE OF FINISHED GRADE SHOULDER.

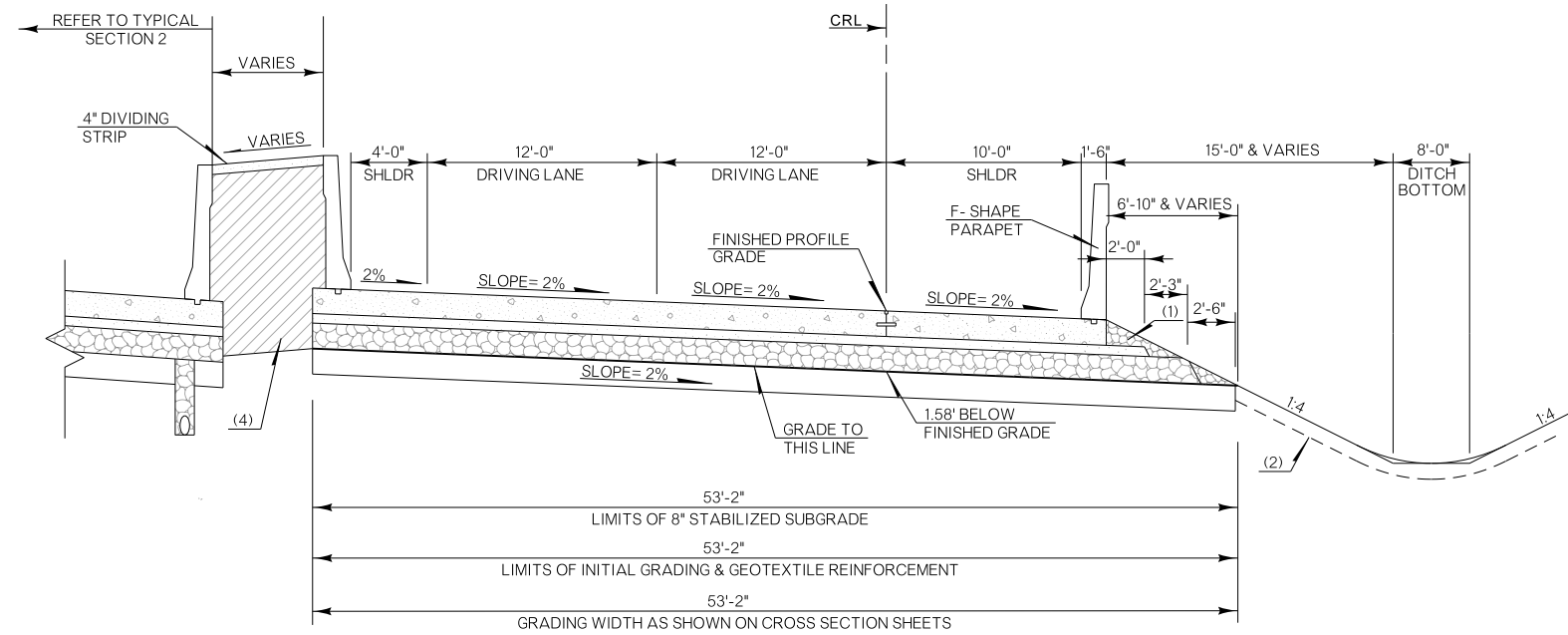
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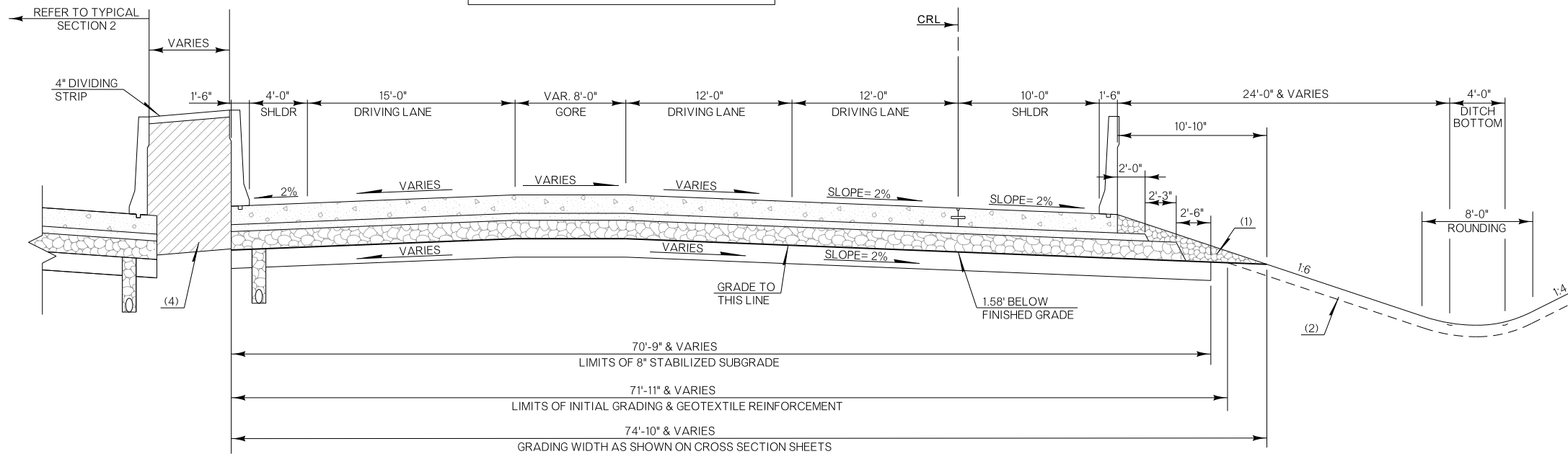
DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION POE AND ASSOCIATES
DRAWN		
CHECKED		
APPROVED		
SQUAD		
COUNTY	TULSA	HIGHWAY US75/I44 STATE JOB NO. JP33788(09) SHEET NO. 0005

TYPICAL SECTION (3)



TYPICAL SECTION NO. 7 : RAMP FROM NORTHBOUND US-75 TO EASTBOUND I-44
STA. 156+22.56 TO STA. 157+45.89

PAVEMENT DESIGN HAS NOT BEEN COMPLETED.
SECTION USED FOR COST ESTIMATING PURPOSES.



TYPICAL SECTION NO. 8 : RAMP FROM NORTHBOUND US-75 TO EASTBOUND I-44
STA. 158+30.49 TO STA. 161+43.63

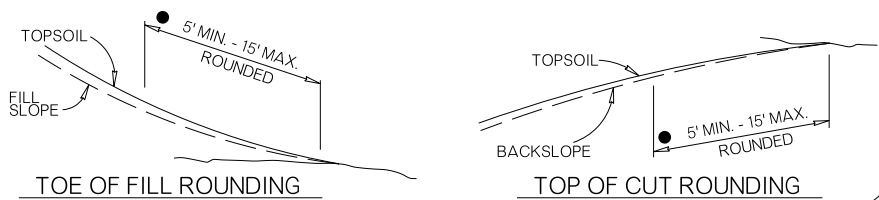
PAVEMENT DESIGN HAS NOT BEEN COMPLETED.
SECTION USED FOR COST ESTIMATING PURPOSES.

- (1) BACKFILL NOTE:
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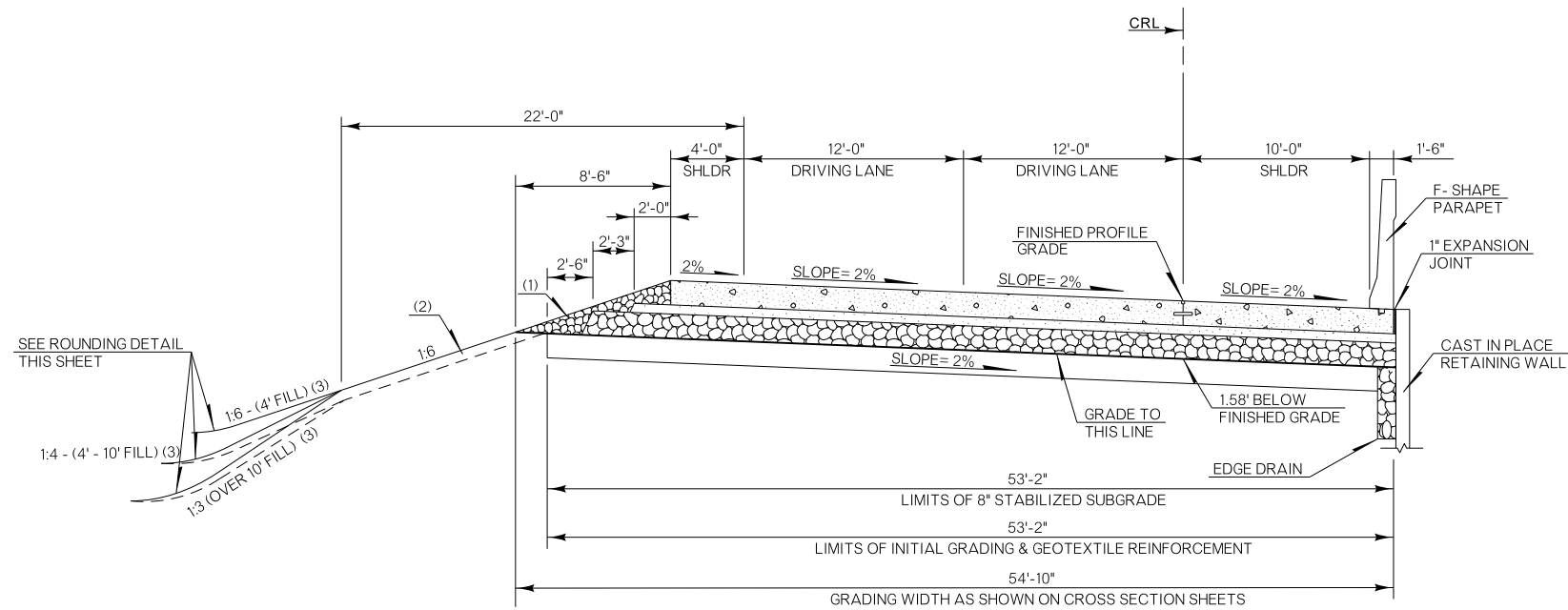
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- (3) DISTANCE MEASURED VERTICALLY FROM EDGE OF FINISHED GRADE SHOULDER.
- (4) TO BE BACKFILLED AND COMPACTED AS PART OF THE FINISHING OPERATIONS. QUANTITY IS MEASURED IN UNCLASSIFIED BORROW.

ROUNDING DETAIL

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

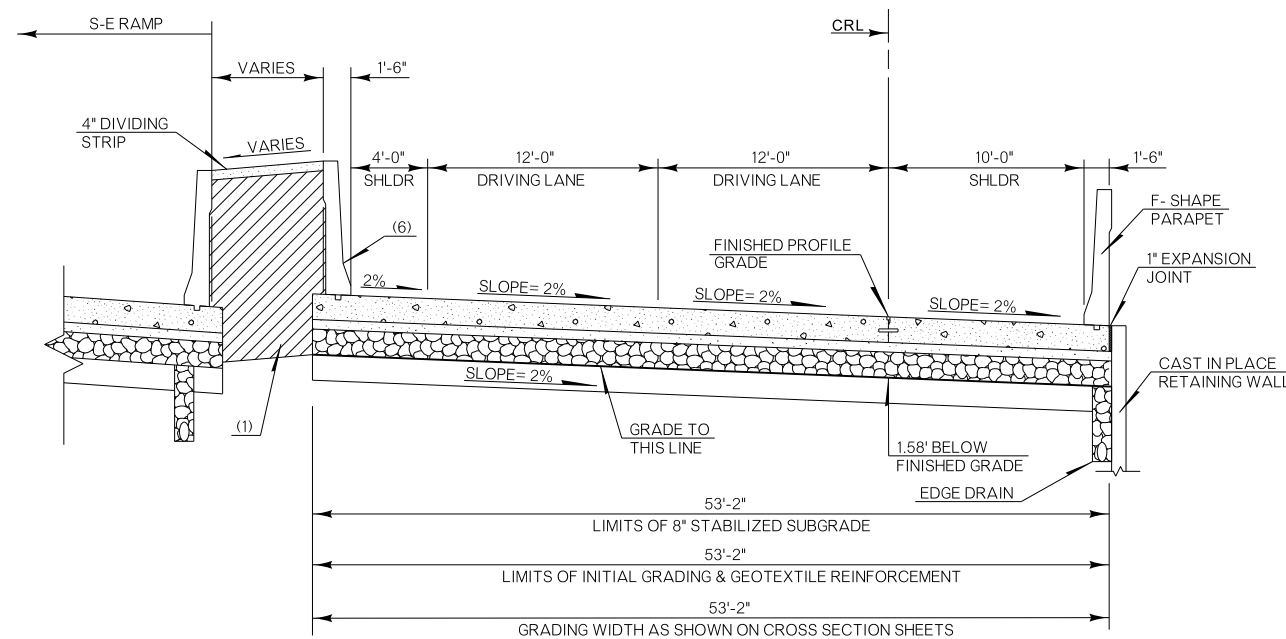


DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION POE AND ASSOCIATES					
DRAWN		TYPICAL SECTION (4)					
CHECKED							
APPROVED							
SQUAD							
COUNTY	TULSA	HIGHWAY	US75/I44	STATE JOB NO.	JP33788(09)	SHEET NO.	0006



TYPICAL SECTION NO. 9 : RAMP FROM NORTHBOUND US-75 TO EASTBOUND I-44
STA. 166+97.38 TO STA. 172+86.08

PAVEMENT DESIGN HAS NOT BEEN COMPLETED.
SECTION USED FOR COST ESTIMATING PURPOSES.



TYPICAL SECTION NO. 10 : RAMP FROM NORTHBOUND US-75 TO EASTBOUND I-44
STA. 172+86.08 TO STA. 182+64.93

PAVEMENT DESIGN HAS NOT BEEN COMPLETED.
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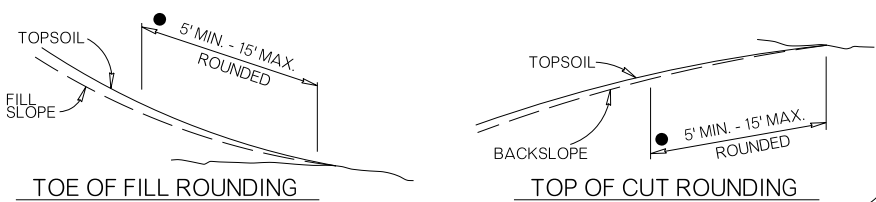
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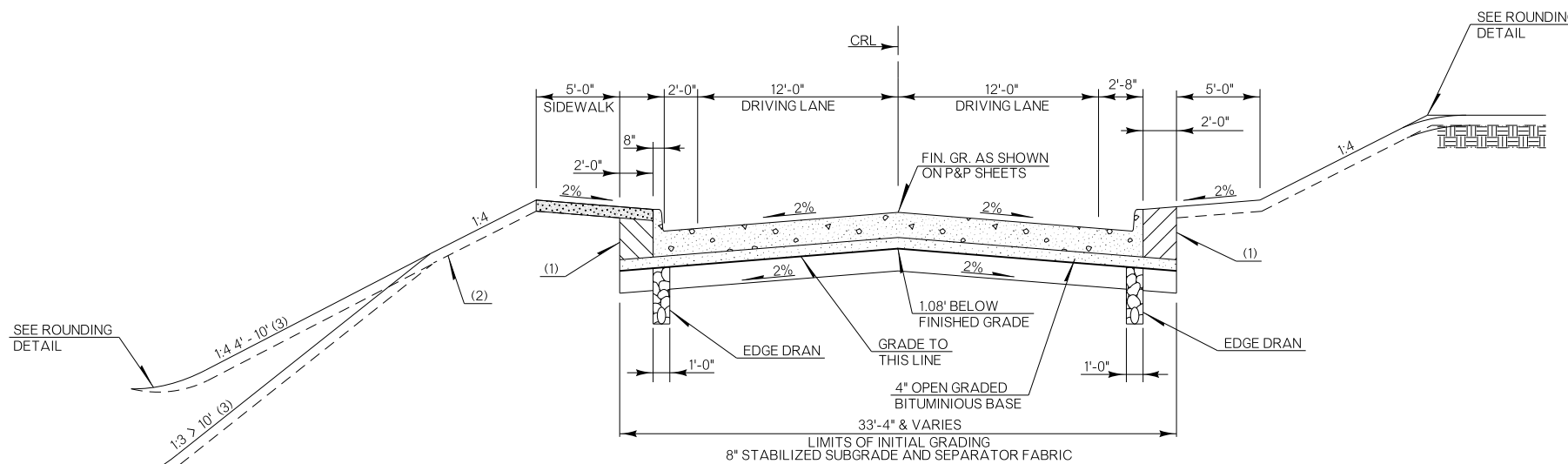
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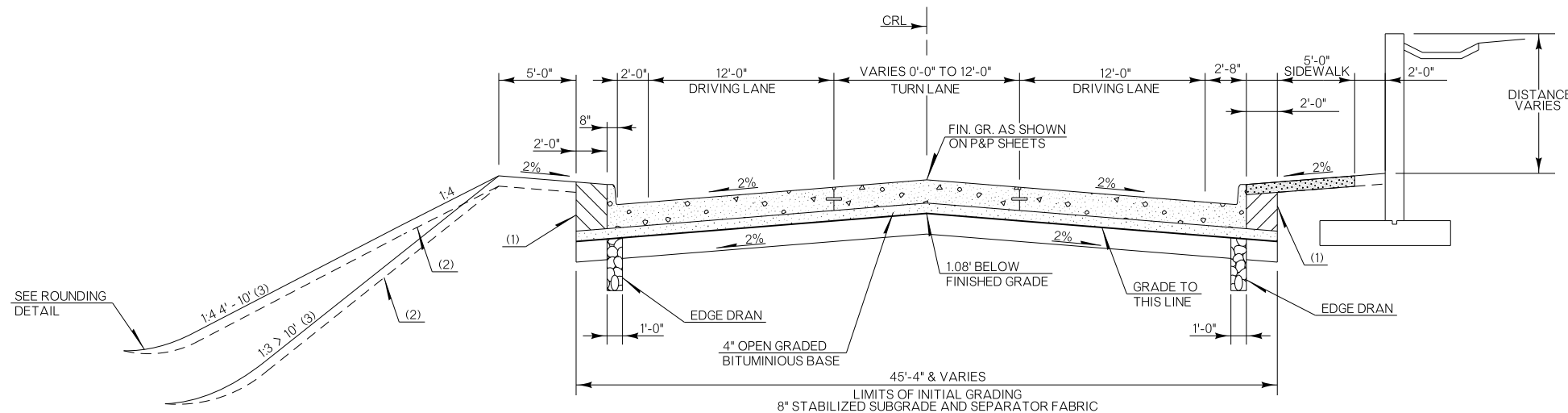
DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION POE AND ASSOCIATES	
DRAWN		TYPICAL SECTION (5)	
CHECKED			
APPROVED			
SQUAD			
COUNTY	TULSA	HIGHWAY	US75/I44
		STATE JOB NO.	JP33788(09)
			SHEET NO. 0007



TYPICAL SECTION NO. 11 : 51ST STREET

STA. 552+01.26 TO STA. 556+70.90
STA. 558+39.08 TO STA. 566+40.88

PAVEMENT DESIGN HAS NOT BEEN COMPLETED.
SECTION USED FOR COST ESTIMATING PURPOSES.



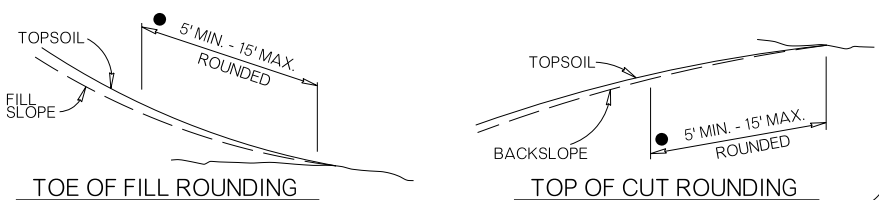
TYPICAL SECTION NO. 12 : FRONTAGE ROAD

STA. 155+85.71 TO STA. 163+30.00

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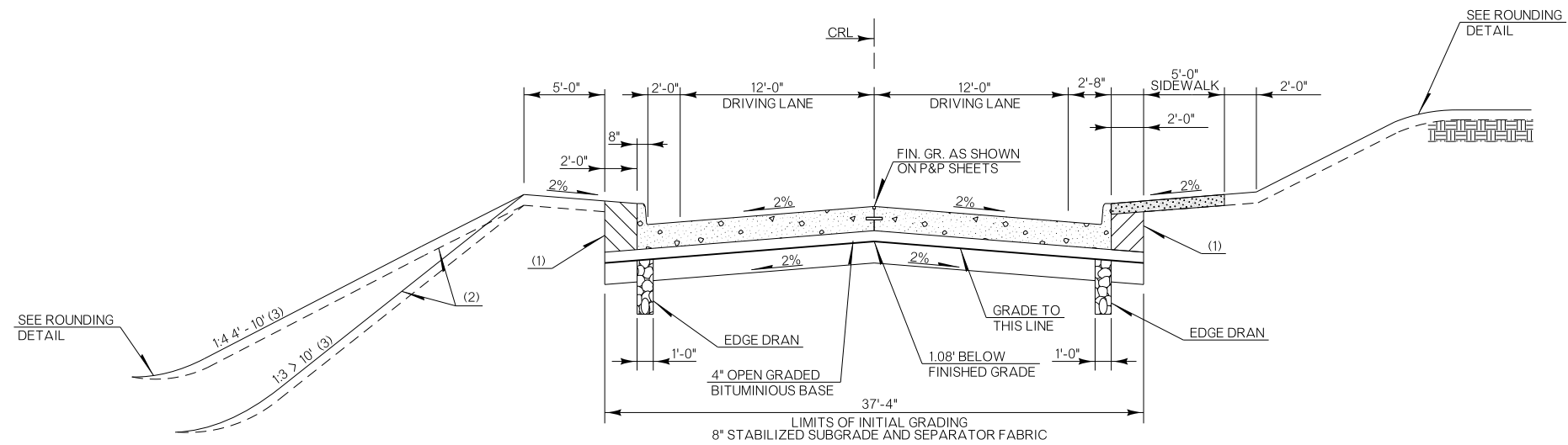
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THE GRADING LINE AS SHOWN ON THE TYPICAL AND CROSS SECTIONS IS TO THE TOP OF THE TOPSOIL. EARTHWORK QUANTITIES WERE NOT ADJUSTED FOR SALVAGE AND THE TOPSOIL QUANTITY IS INCLUDED IN THE MASS LINE BALANCE.

(3) DISTANCE MEASURED VERTICALLY FROM EDGE OF FINISHED GRADE SHOULDER.

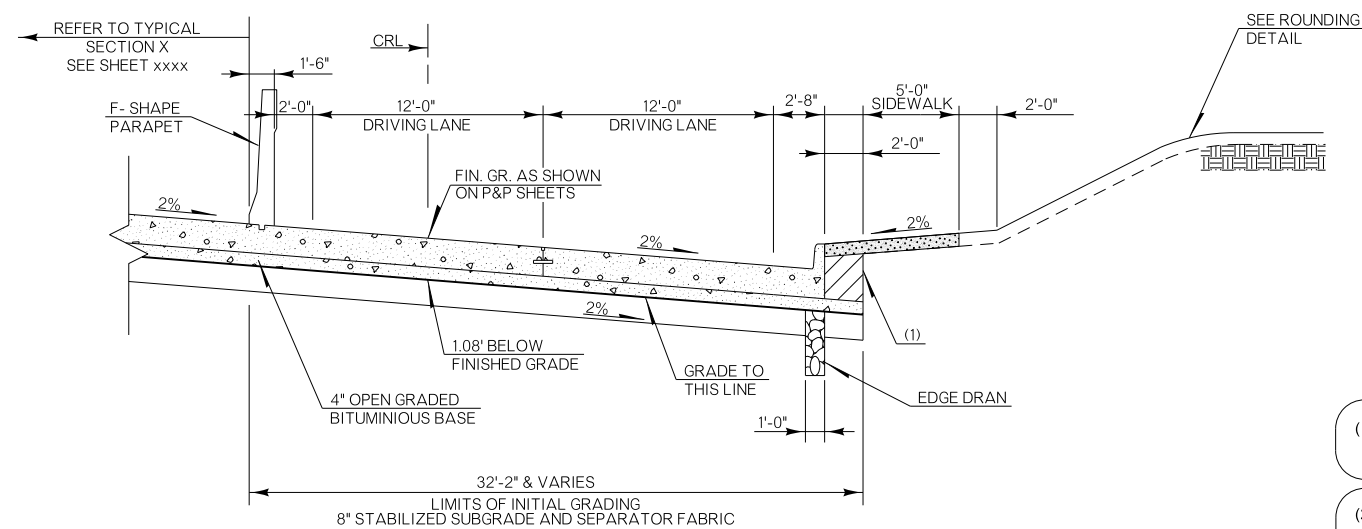
DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION POE AND ASSOCIATES					
DRAWN		TYPICAL SECTION (6)					
CHECKED							
APPROVED							
SQUAD							
COUNTY	TULSA	HIGHWAY	US75/I44	STATE JOB NO.	JP33788(09)	SHEET NO.	0008



TYPICAL SECTION NO. 13 : FRONTAGE ROAD

STA. 163+30.00 TO STA. 165+00.00
STA. 184+25.92 TO STA. 192+66.60

PAVEMENT DESIGN HAS NOT BEEN COMPLETED.
SECTION USED FOR COST ESTIMATING PURPOSES.



TYPICAL SECTION NO. 14 : FRONTAGE ROAD

STA. 165+00.00 TO STA. 184+25.92

PAVEMENT DESIGN HAS NOT BEEN COMPLETED.
SECTION USED FOR COST ESTIMATING PURPOSES.

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

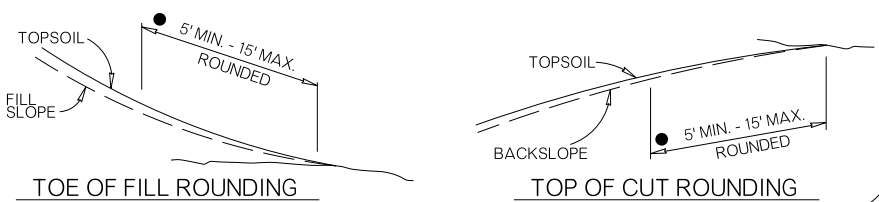
(2) THE CONTRACTOR SHALL STRIP ALL OF THE AVAILABLE TOPSOIL, STOCKPILE IT, AND PLACE IT BACK ON THE SECTION IN ACCORDANCE WITH SECTION 205 OF THE STANDARD SPECIFICATIONS. RESERVED TOPSOIL SHALL BE SPREAD FIRST ON THE COMPLETED SLOPES OF THE CUT SECTIONS AND THE REMAINDER ON COMPLETED FILL SLOPES OR OTHER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

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

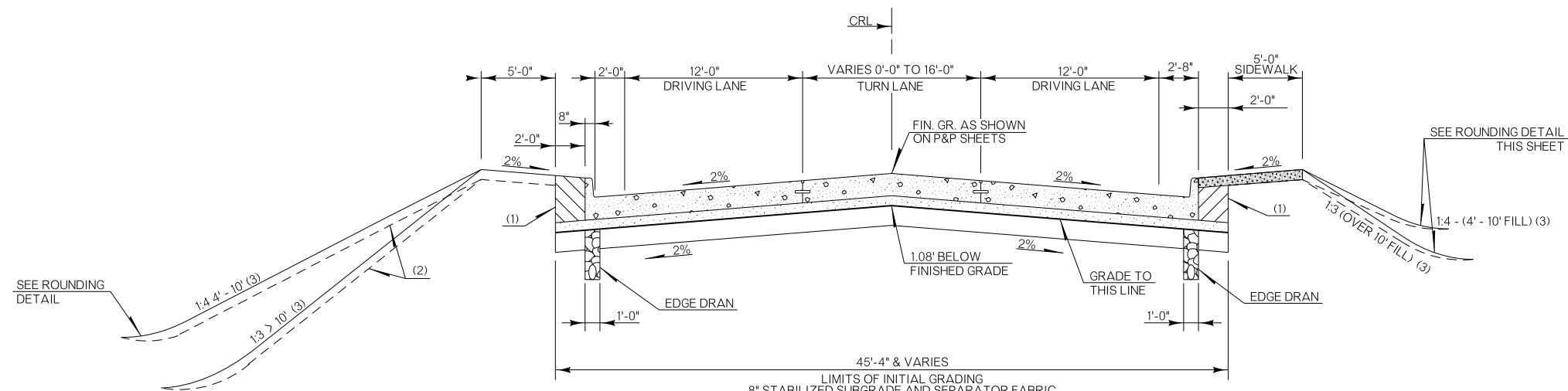
(3) DISTANCE MEASURED VERTICALLY FROM EDGE OF FINISHED GRADE SHOULDER.

ROUNDING DETAIL

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



DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION POE AND ASSOCIATES	
DRAWN		TYPICAL SECTION (7)	
CHECKED			
APPROVED			
SQUAD			
COUNTY	TULSA	HIGHWAY	US75/I44
		STATE JOB NO.	JP33788(09)
		SHEET NO.	0009

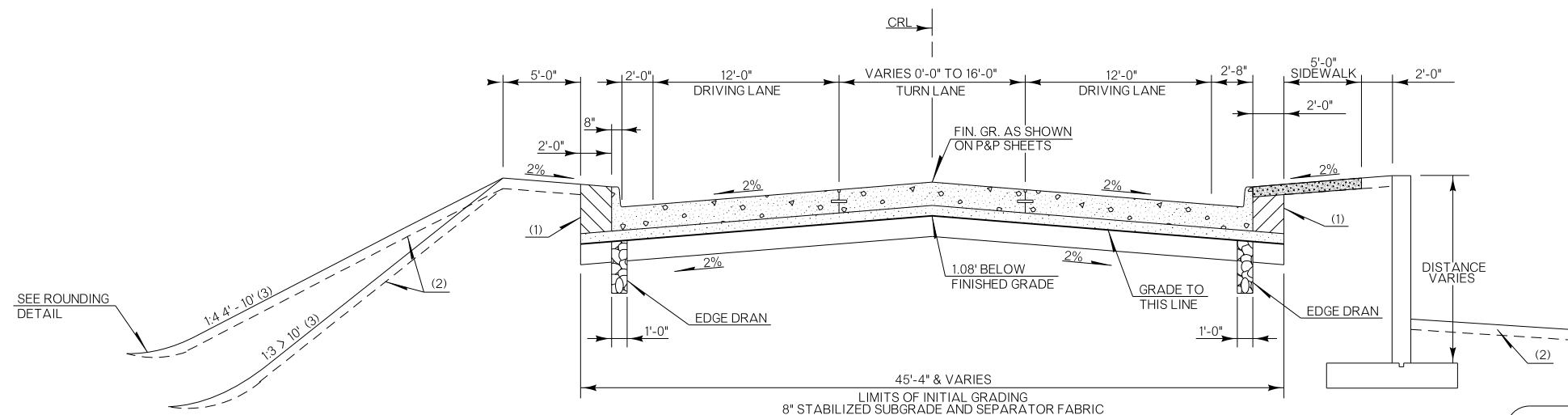


TYPICAL SECTION NO. 15 : SKELLY DRIVE

STA. 586+00.00 TO STA. 599+50.00
 STA. 603+10.00 TO STA. 606+56.11 *
 STA. 608+55.40 TO STA. 617+93.09 *
 STA. 635+00 TO STA. 638+00.00 *

* SIDEWALK OMITTED FROM STA. 617+35.92 TO STA. 638+39.00

PAVEMENT DESIGN HAS NOT BEEN COMPLETED.
 SECTION USED FOR COST ESTIMATING PURPOSES.



TYPICAL SECTION NO. 16 : SKELLY DRIVE

STA. 599+50.00 TO STA. 603+10.00
 STA. 606+56.11 TO 608+55.40
 STA. 617+93.09 TO STA. 623+25.37

PAVEMENT DESIGN HAS NOT BEEN COMPLETED.
 SECTION USED FOR COST ESTIMATING PURPOSES.

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

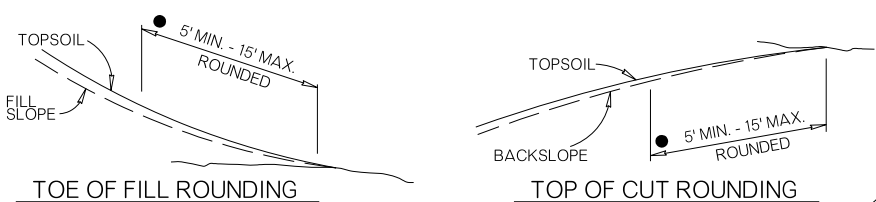
(2) THE CONTRACTOR SHALL STRIP ALL OF THE AVAILABLE TOPSOIL, STOCKPILE IT, AND PLACE IT BACK ON THE SECTION IN ACCORDANCE WITH SECTION 205 OF THE STANDARD SPECIFICATIONS. RESERVED TOPSOIL SHALL BE SPREAD FIRST ON THE COMPLETED SLOPES OF THE CUT SECTIONS AND THE REMAINDER ON COMPLETED FILL SLOPES OR OTHER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

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

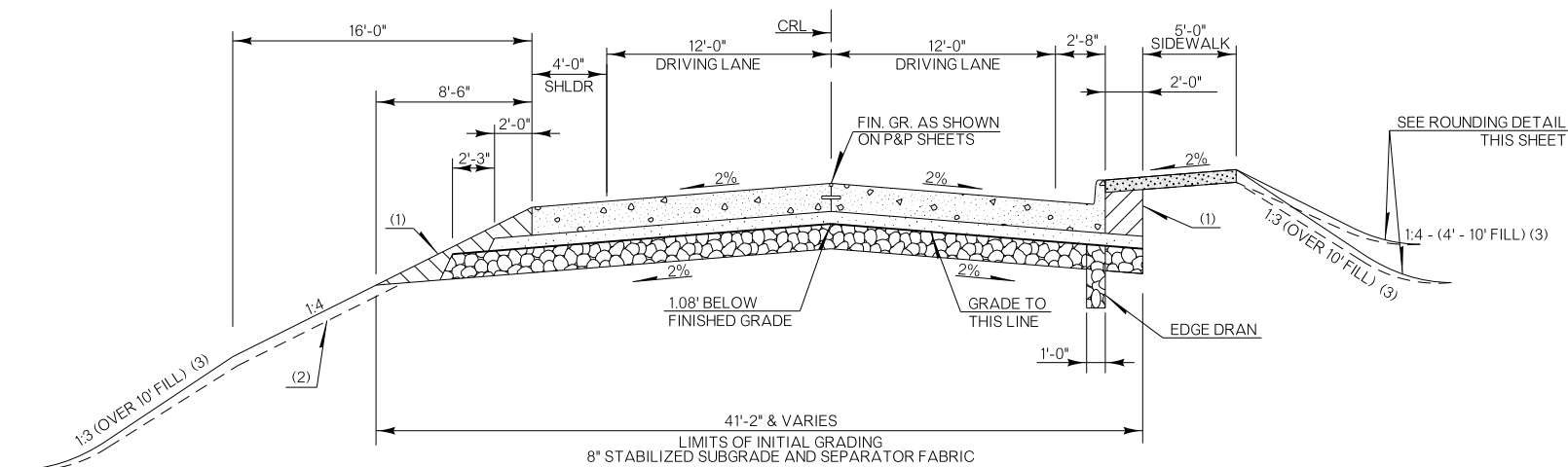
(3) DISTANCE MEASURED VERTICALLY FROM EDGE OF FINISHED GRADE SHOULDER.

ROUNDING DETAIL

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



DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION POE AND ASSOCIATES
DRAWN		TYPICAL SECTION (8)
CHECKED		
APPROVED		
SQUAD		
COUNTY	TULSA	



TYPICAL SECTION NO. 17 : SKELLY DRIVE

STA. 623+25.37 TO STA. 625+81.45 *
 STA. 627+58.91 TO STA. 635+00.00 *
 STA. 638+00.00 TO STA. 640+66.55 * * SIDEWALK OMITTED FROM STA. 617+35.92 TO STA. 638+39.00

PAVEMENT DESIGN HAS NOT BEEN COMPLETED.
 SECTION USED FOR COST ESTIMATING PURPOSES.

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

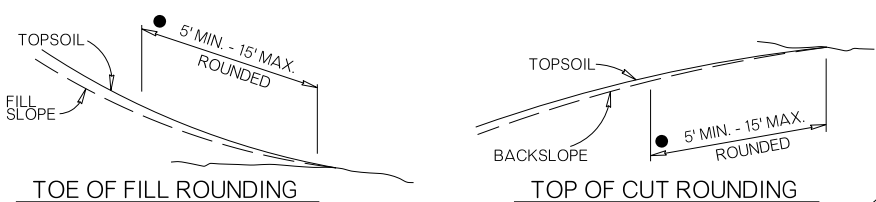
(2) THE CONTRACTOR SHALL STRIP ALL OF THE AVAILABLE TOPSOIL, STOCKPILE IT, AND PLACE IT BACK ON THE SECTION IN ACCORDANCE WITH SECTION 205 OF THE STANDARD SPECIFICATIONS. RESERVED TOPSOIL SHALL BE SPREAD FIRST ON THE COMPLETED SLOPES OF THE CUT SECTIONS AND THE REMAINDER ON COMPLETED FILL SLOPES OR OTHER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

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

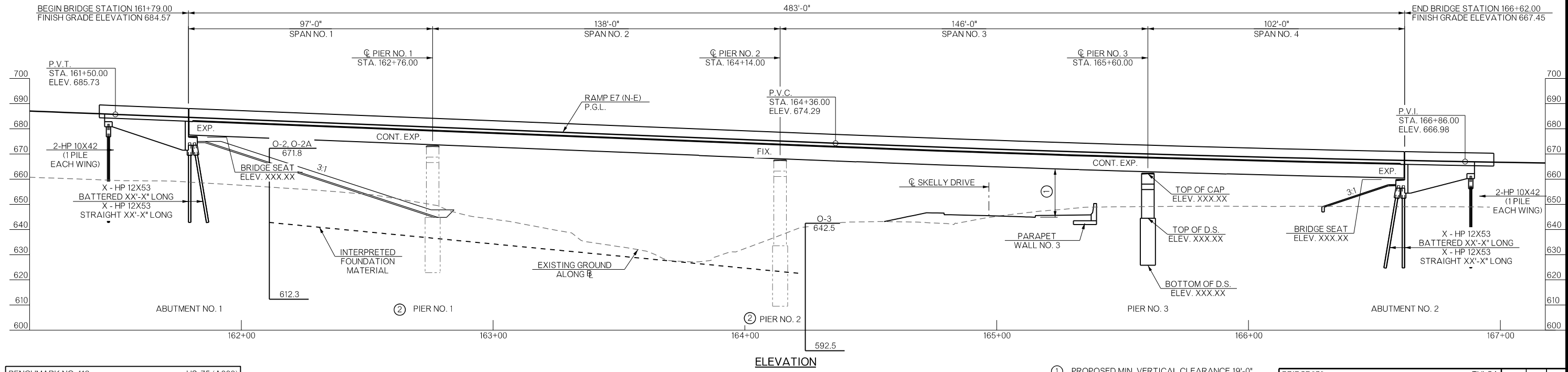
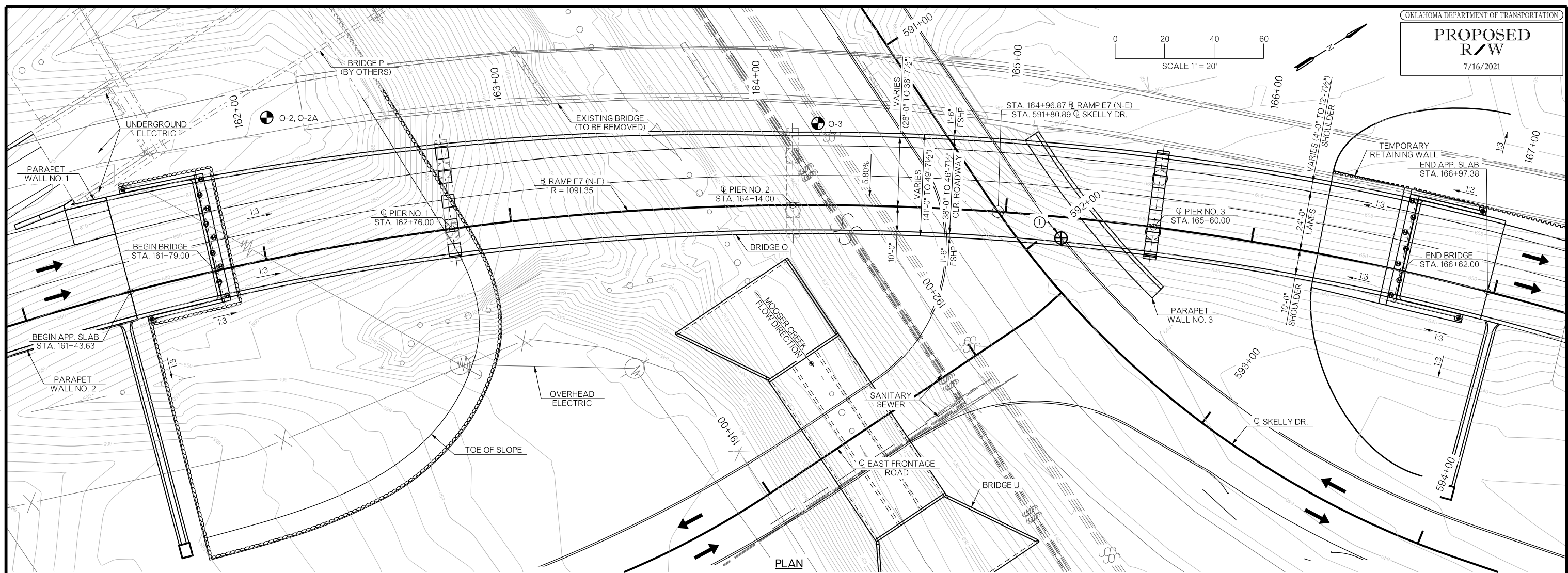
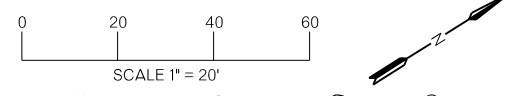
(3) DISTANCE MEASURED VERTICALLY FROM EDGE OF FINISHED GRADE SHOULDER.

ROUNDING DETAIL

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



DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION POE AND ASSOCIATES
DRAWN		TYPICAL SECTION (9)
CHECKED		
APPROVED		
SQUAD	DE	
COUNTY	TULSA	
HIGHWAY US75/I44 STATE JOB NO. JP33788(09) SHEET NO. 0011		



BENCHMARK NO. 112 CUT BOX AT WEST EDGE OF CONCRETE BASE FOR LIGHT POLE OFFSET 78.24' LT. STA. 252+33.25	US-75 (A003) EL. 674.92
BENCHMARK NO. 1270 CUT X AT CENTER OF HEADWALL OFFSET 103.87' RT. STA. 121+96.83	I-44 (A001) EL. 649.57

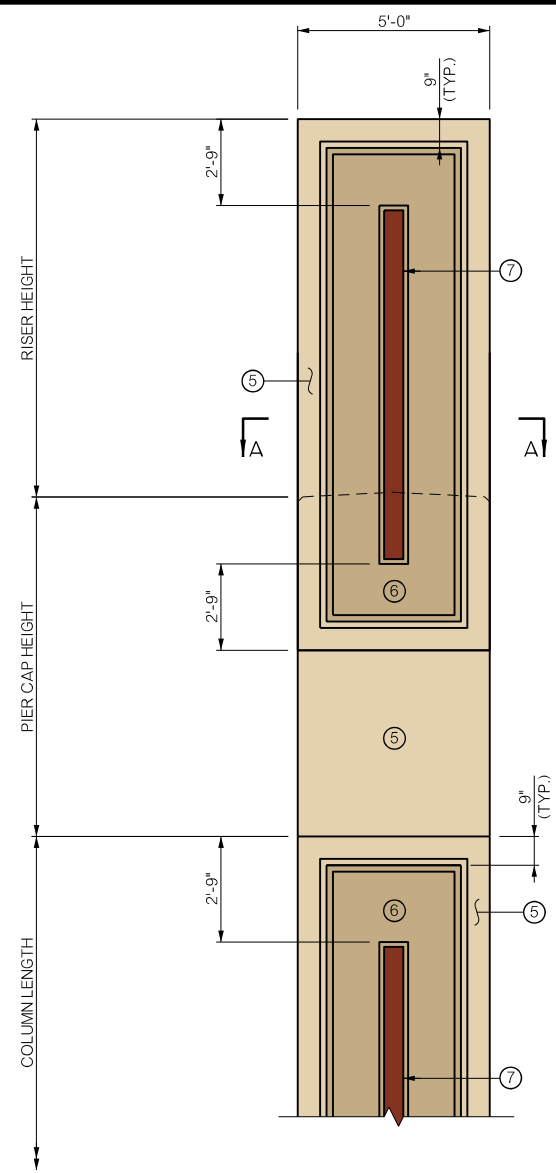
FOR FOUNDATION REPORT, SEE SHEET
 NOS. XXX-XXX AND JP 33788(04)

NOTES:
 FOR DESIGN DATA, HYDRAULIC DATA, VERTICAL PROFILE DATA,
 & FOUNDATION DATA SEE SHEET NO. B002.
 TOP OF CAP ELEVATION IS TAKEN AT THE WORKING POINT OF
 THE PIER.

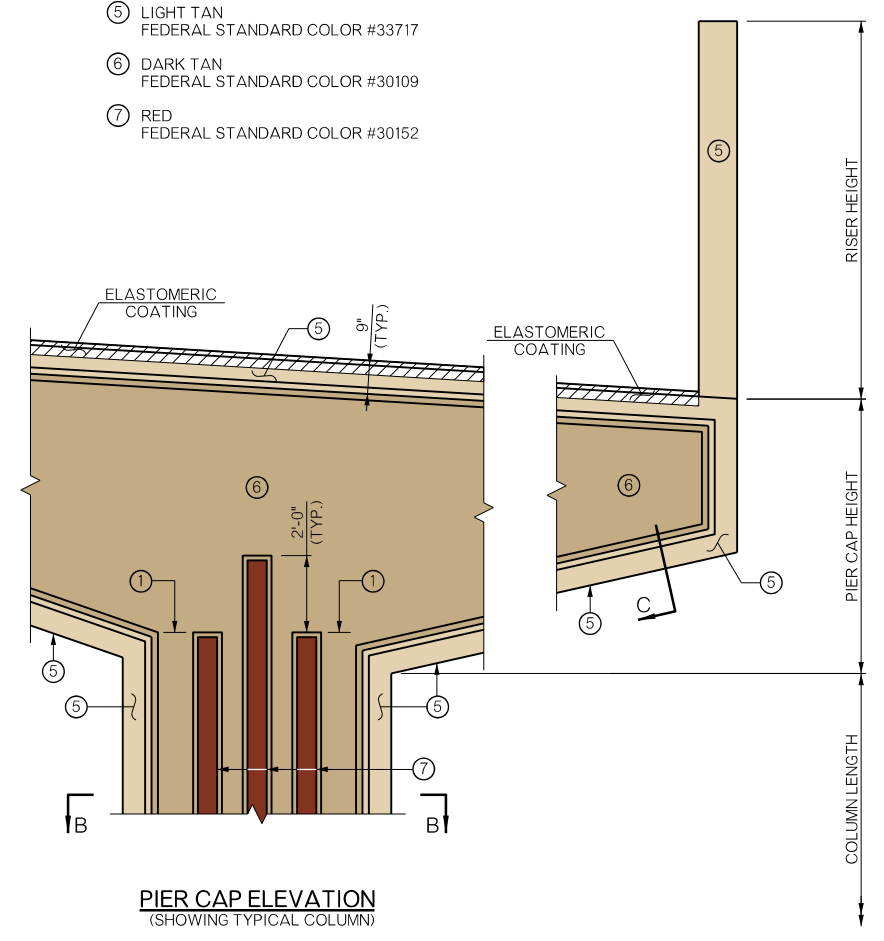
- ① PROPOSED MIN. VERTICAL CLEARANCE 19'-0"
 RAMP E7 STA. 165+23.16
 OFFSET 8'-6" RT.
 LOW CHORD ELEV. 663.89
- ② PIER NOS. 1 & 2 CONSTRUCTED AS PART
 OF CONTRACT JP33788(04).

BRIDGE "O" RAMP E7 OVER MOUSER CRK. & SKELLY DR.		TULSA COUNTY
GENERAL PLAN AND ELEVATION		
(SHEET 1 OF 2)		
CONSTRUCT 97'-138'-146'-102' STEEL P.G. SPAN W/ 42' PARAPETS W/ 38'-0" CLEAR ROADWAY AT CENTERLINE STA. 164+20.50		
DESIGN	DPE	7/20
DETAIL	SJL	7/20
CHECK	DPE	8/20
STATE OF OKLAHOMA		DEPARTMENT OF TRANSPORTATION
JOB PIECE NO. 33788(09)		SHEET NO. B001

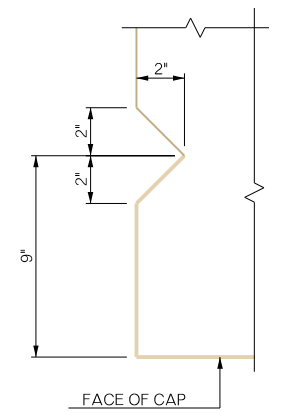
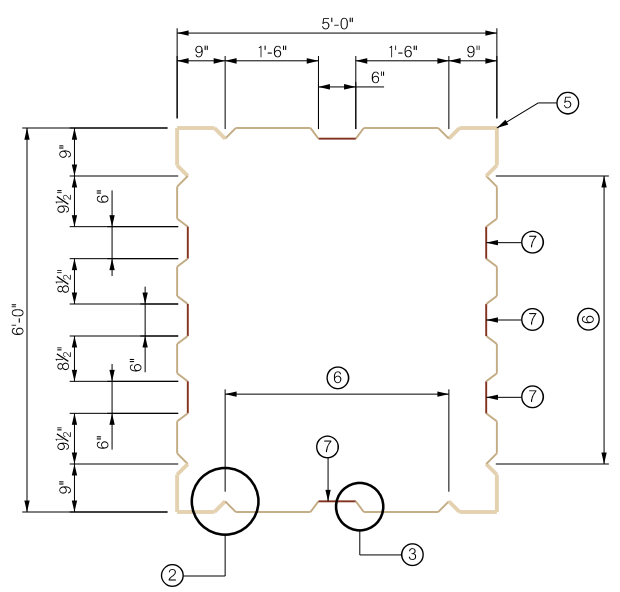
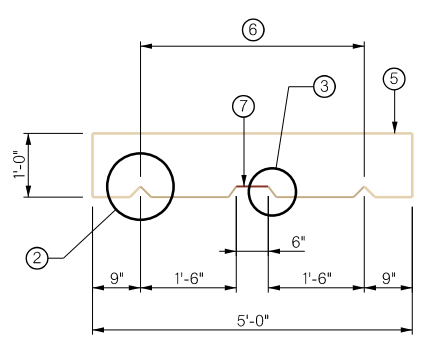
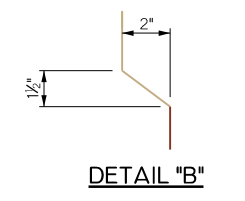
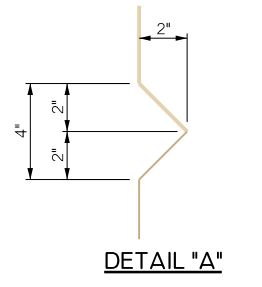
7/16/2021 9:31:47 AM L:\2019\9103080 - 000T Cl-2123 I-44 and US-75 Final\WP-POE Drawings\Bridges\03378809-0-GENERAL PLAN AND ELEVATION I.dgn



- ⑤ LIGHT TAN
FEDERAL STANDARD COLOR #33717
- ⑥ DARK TAN
FEDERAL STANDARD COLOR #30109
- ⑦ RED
FEDERAL STANDARD COLOR #30152

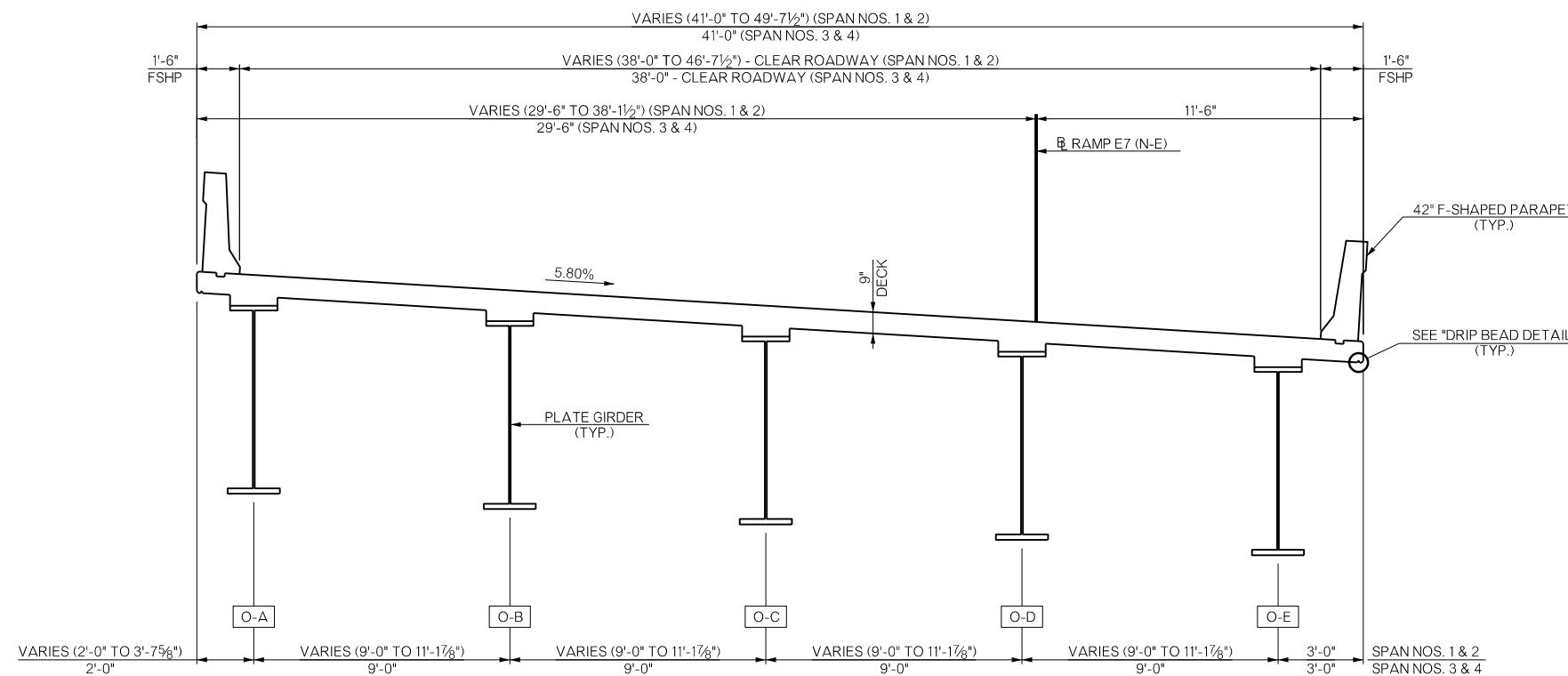


- ① TOP OF OUTSIDE VERTICAL BARS TO MATCH INSIDE CORNER OF V-NOTCH ON HIGH SIDE OF PIER CAP.
- ② 2" x 4" V-NOTCH. TYPICAL. SEE DETAIL "A".
- ③ 1½" x 2" CHAMFER TYPICAL AT ALL EDGES OF VERTICAL BARS ON RISER AND COLUMN. SEE DETAIL "B".
- ④ V-NOTCHES AND VERTICAL BARS ON COLUMNS SHALL EXTEND TO BOTTOM OF COLUMN.

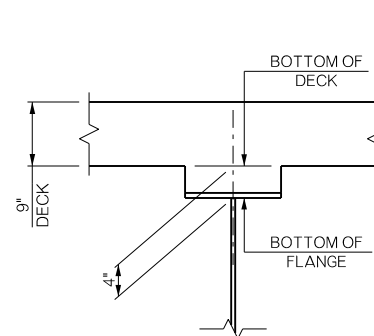


BRIDGE "O" RAMP E7 OVER MOOSER CRK. & SKELLY DR.		TULSA COUNTY	DESIGN	DPE	7/20
			DETAIL	SJL	8/20
			CHECK	DPE	8/20
PIER AESTHETICS DETAILS		GARVER			
STATE OF OKLAHOMA	DEPARTMENT OF TRANSPORTATION		JOB PIECE NO. 33788(09) SHEET NO. B004		

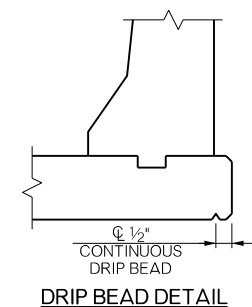
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TYPICAL SECTION
(LOOKING FORWARD STATION)



BEAM HAUNCH DETAIL



DRIP BEAD DETAIL

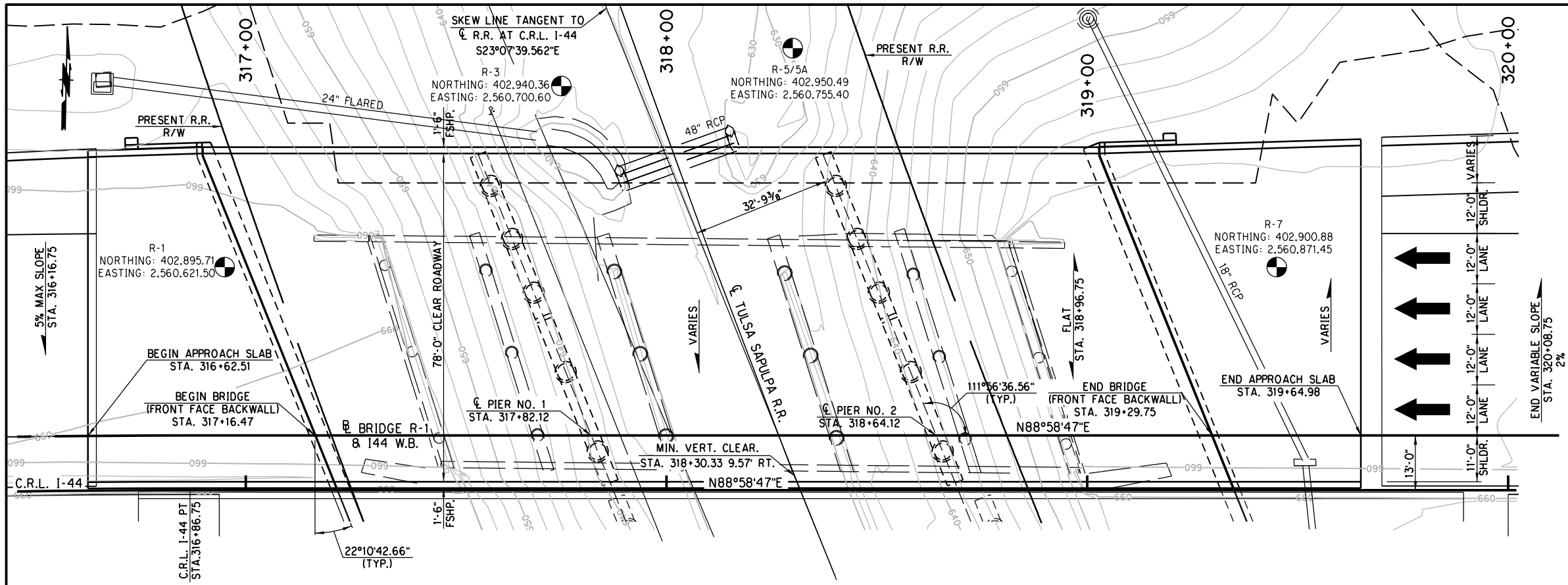
NOTE:
PLAN QUANTITIES FOR CLASS AA CONCRETE INCLUDE GIRDER HAUNCHES. THE HAUNCH HEIGHT SHOWN IS THE THEORETICAL HAUNCH HEIGHT AT THE CENTERLINE BEARING ONLY, MEASURED FROM BOTTOM OF DECK SLAB TO BOTTOM OF TOP FLANGE, AND VARIES ACROSS THE SPAN. DETERMINE THE ACTUAL HAUNCH HEIGHT (ACCOUNTING FOR BEAM 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.

7/16/2021 9:31:55 AM L:\2019\19103080 - 000T Cl-2123 I-44 and US-75 Final\WP_P0E\Drawings\Bridges_0\3378809-0-TYPICAL_SECTION.dgn

BRIDGE "O" RAMP E7 OVER MOOSER CRK. & SKELLY DR.		TULSA COUNTY	DESIGN	DPE	7/20
TYPICAL SECTION			DETAIL	SJL	7/20
			CHECK	DPE	8/20
STATE OF OKLAHOMA		DEPARTMENT OF TRANSPORTATION			
		JOB PIECE NO. 33788(09)		SHEET NO. _B005	

GARVER

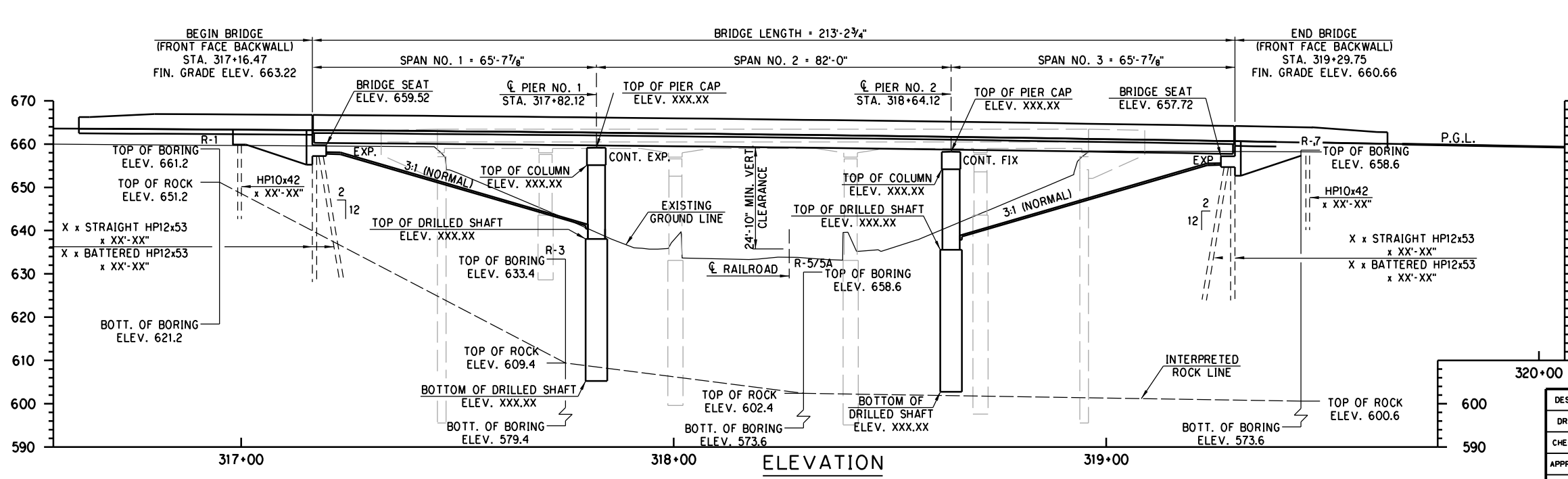
CURVE #1
 PI STA = 313+44.95
 X = 2560264.1908
 Y = 402834.6142
 Δ = 13°44'17.06" RT
 D = 02°00'00.00"
 T = 345.11'
 L = 686.90'
 R = 2864.79'
 E = 20.71'
 ed SUPER = 0.0601'
 V = 25 mph



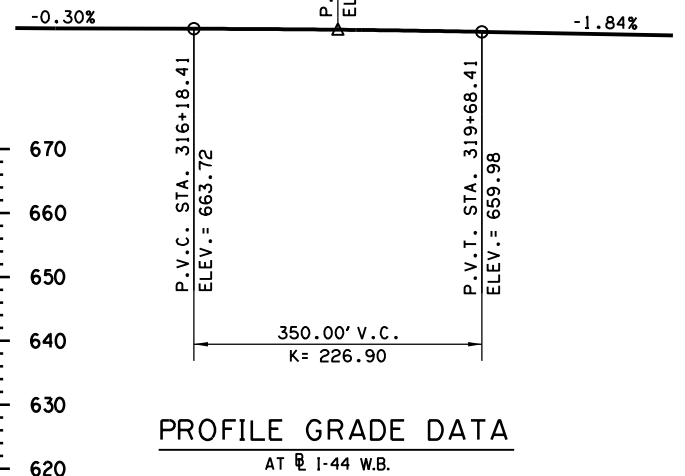
PLAN
 SCALE: 1"=15'

BM #131 STA. 151+28.13
 CUT X ON TOP OF CURB
 98.39' R CLS 144

BM #132 STA. 155+66.54
 CUT X ON EAST END OF HEADWALL
 124.62' R CLS 144



ELEVATION
 SCALE: 1"=15'

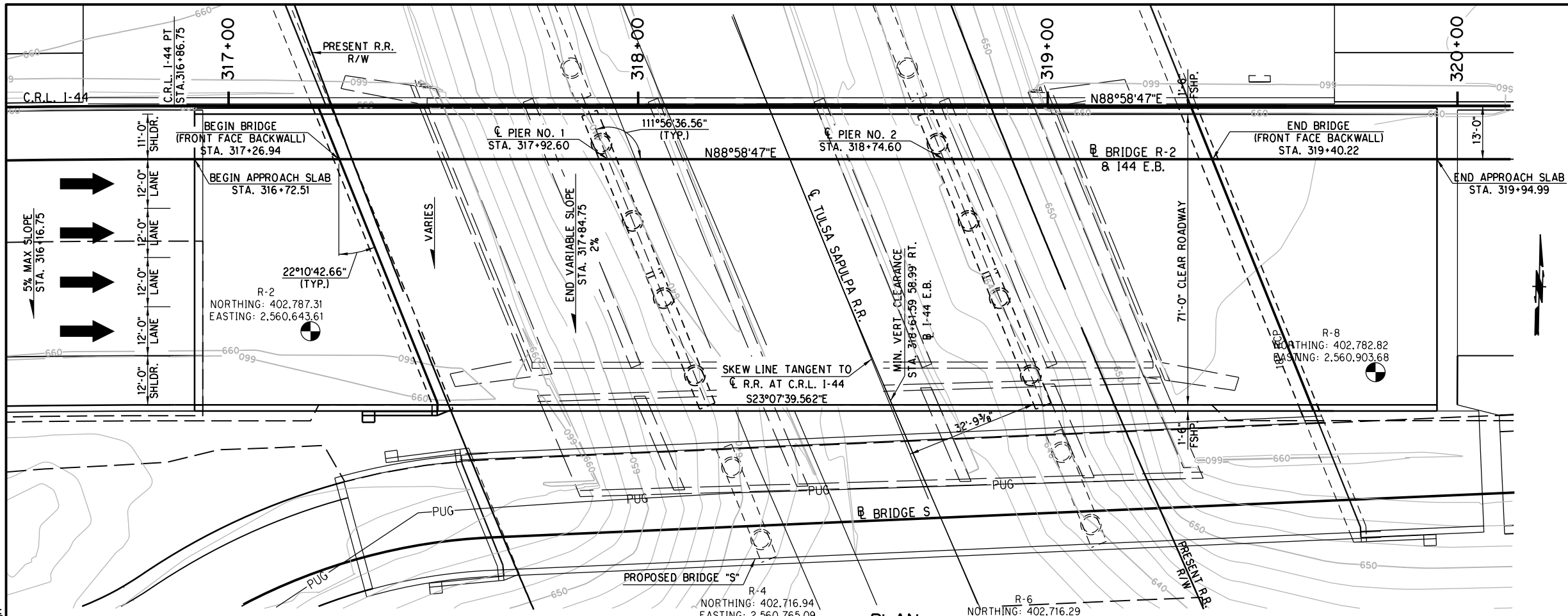


PROFILE GRADE DATA
 AT I-44 W.B.

DESIGN		BRIDGE "R-1"	I-44 OVER TULSA-SAPULPA R.R.
DRAWN		GENERAL PLAN AND ELEVATION	
CHECKED		CONST. 65'-82'-65' CONTINUOUS R GIRDER	
APPROVED		SKEW 22.18° R.F. 71' CLR. RDWY. W/ 42" FSHP PARAPET	
SQUAD	POE	STATE JOB NO. 337881091	SHEET NO. B006

7/16/2021 9:27:26 AM H:\PROJECTS\203192 - ODOT CI-2123 I-44-USTS\Admin\Submittals\2021-07-16 Final R/W Bridge\DCM\3378809-Bridge R/Proposed GP&E.dgn

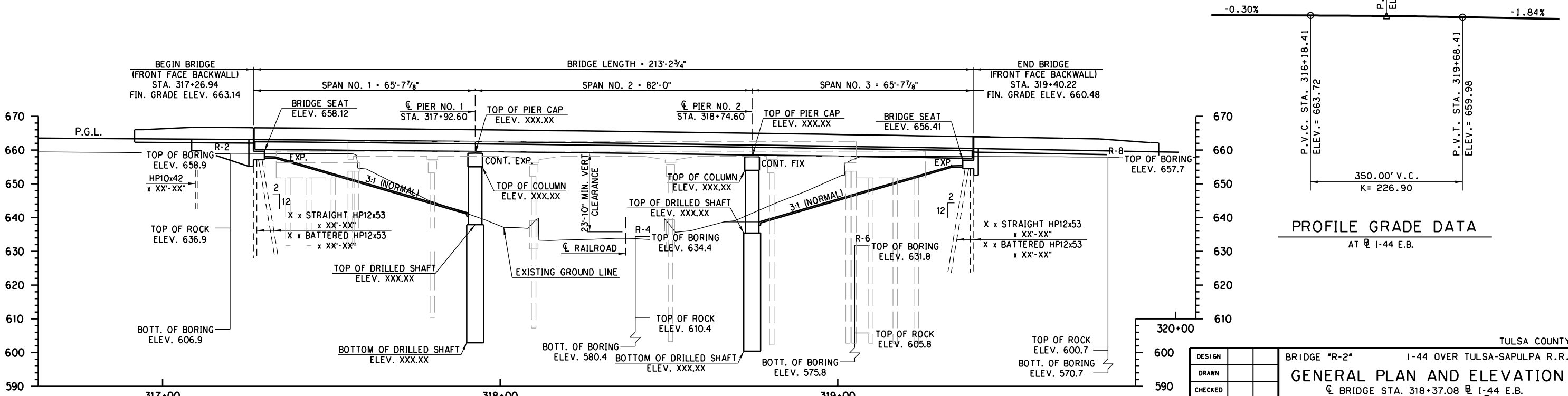
CURVE #1
 PI STA= 313+44.95
 X= 2560264.1908
 Y= 402834.6142
 Δ= 13°44'17.06" RT
 D= 02°00'00.00"
 T= 345.11'
 L= 686.90'
 R= 2864.79'
 E= 20.71'
 ed SUPER= 0.060'/'
 V= 25 mph



PLAN
 SCALE: 1" = 15'-0"

BM #131 STA. 151+28.13
 CUT X ON TOP OF CURB
 98.39' R CLS 144

BM #132 STA. 155+66.54
 CUT X ON EAST END OF HEADWALL
 124.62' R CLS 144

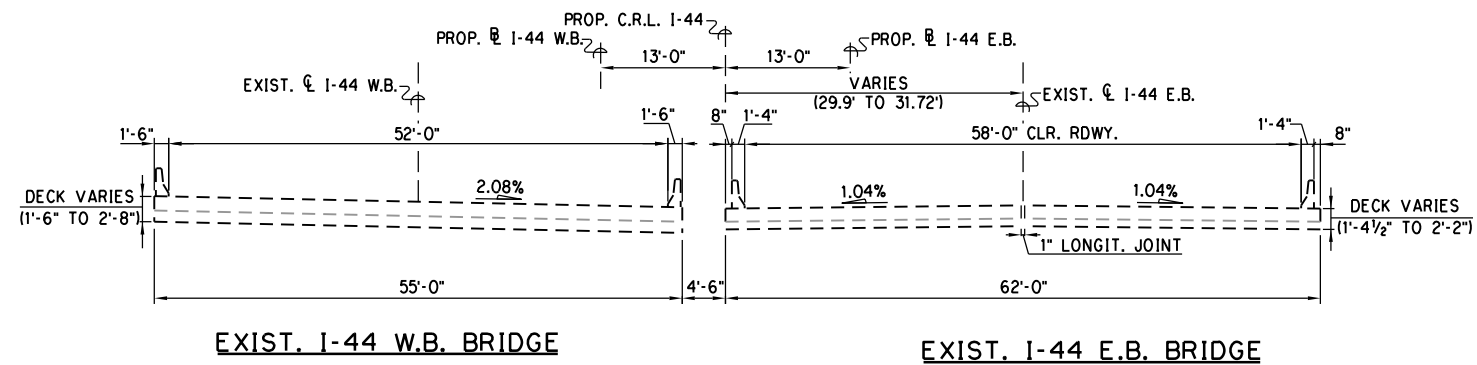


PROFILE GRADE DATA
 AT 1-44 E.B.

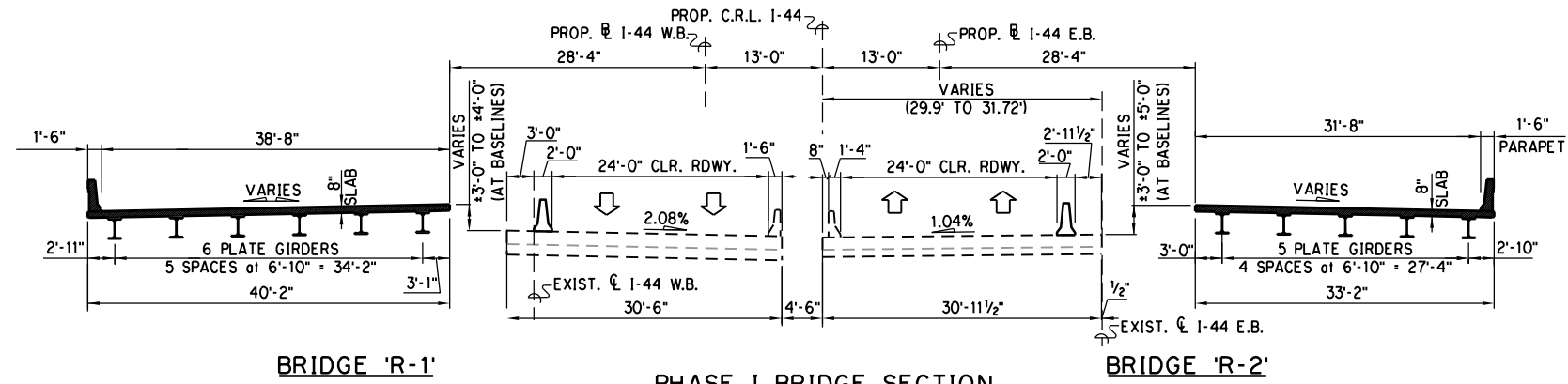
ELEVATION
 SCALE: 1" = 15'

DESIGN		BRIDGE "R-2"	1-44 OVER TULSA-SAPULPA R.R.
DRAWN		GENERAL PLAN AND ELEVATION	
CHECKED		CL BRIDGE STA. 318+37.08 CL 1-44 E.B.	
APPROVED		CONST. 65'-85'-65' CONTINUOUS CL GIRDER	
SQUAD	POE	SKEW 22.18° R.F. 71' CLR. RDWY. W/ 42" FSHP PARAPET	
		STATE JOB NO. 33788(13) SHEET NO. 007	

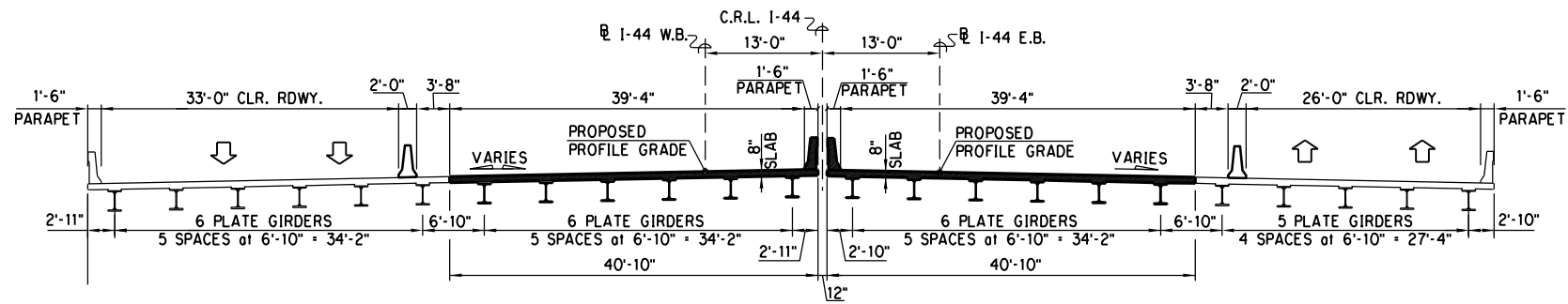
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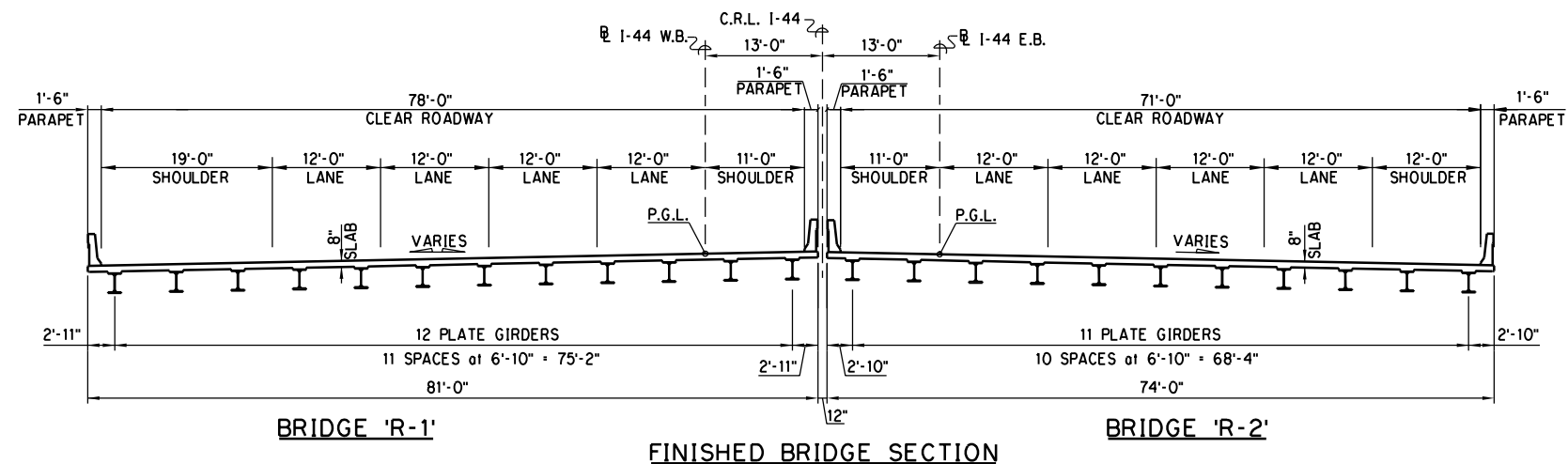
EXISTING BRIDGE SECTION



PHASE I BRIDGE SECTION



PHASE II BRIDGE SECTION



FINISHED BRIDGE SECTION

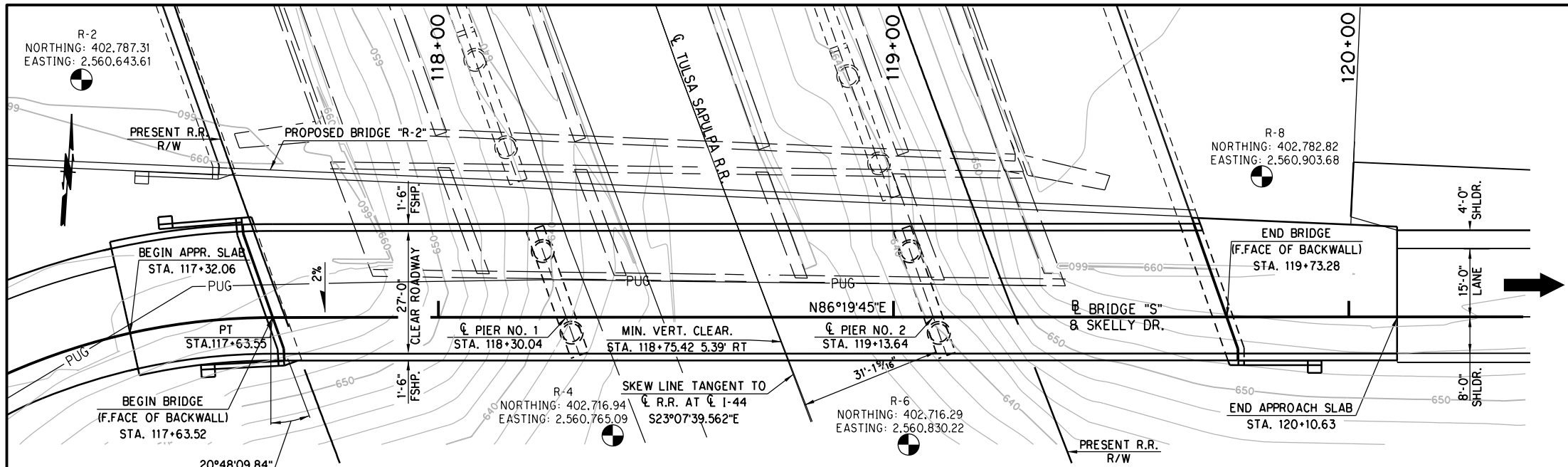
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DESIGN	
DRAWN	
CHECKED	
APPROVED	
SQUAD	POE

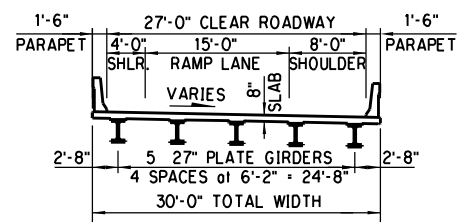
BRIDGE "R-1" & "R-2"	I-44 OVER TULSA SAPULPA R.R.
BRIDGE CONSTRUCTION SEQUENCE	
STATE JOB NO. 33788(13)	SHEET NO. 0008

TULSA COUNTY

CURVE #1
PI STA= 117+22.60
X= 2560645.4769
Y= 402735.2353
Δ= 33°35'00.71" RT
D= 39°47'19.45"
T= 43.45'
L= 84.40'
R= 144.00'
E= 6.41'
ed SUPER= 0.0001'
V= xx mph



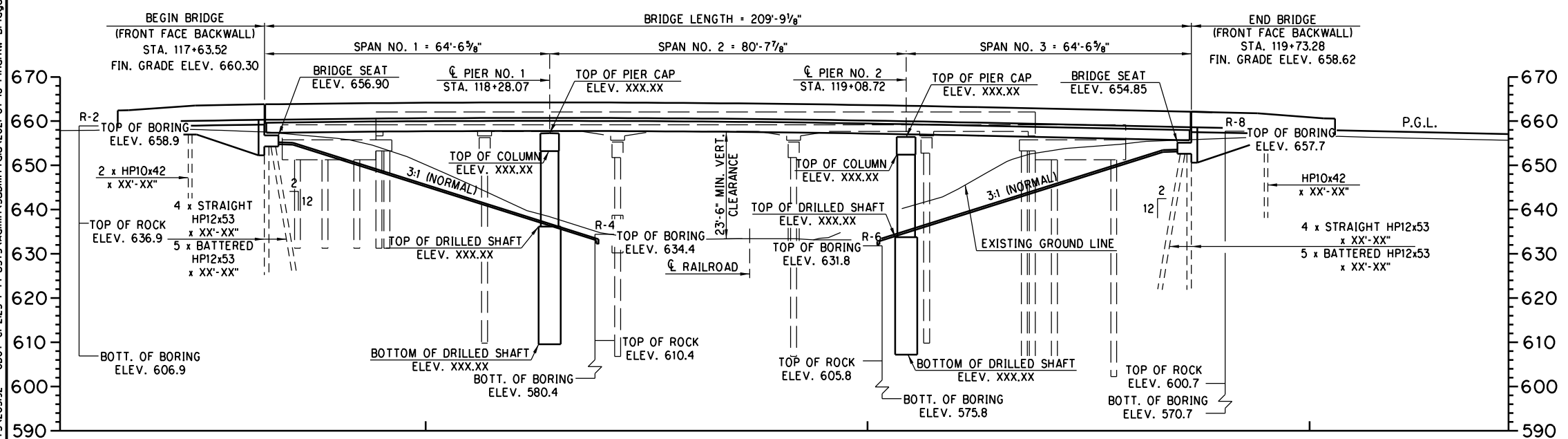
PLAN
SCALE: 1" = 15'-0"



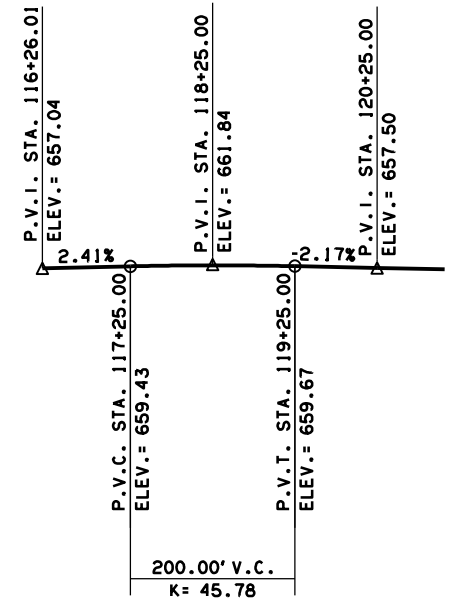
TYPICAL SECTION

BM #131 STA. 151+28.13
CUT X ON TOP OF CURB
98.39' R CLS 144

BM #132 STA. 155+66.54
CUT X ON EAST END OF HEADWALL
124.62' R CLS 144



ELEVATION
SCALE: 1" = 15'

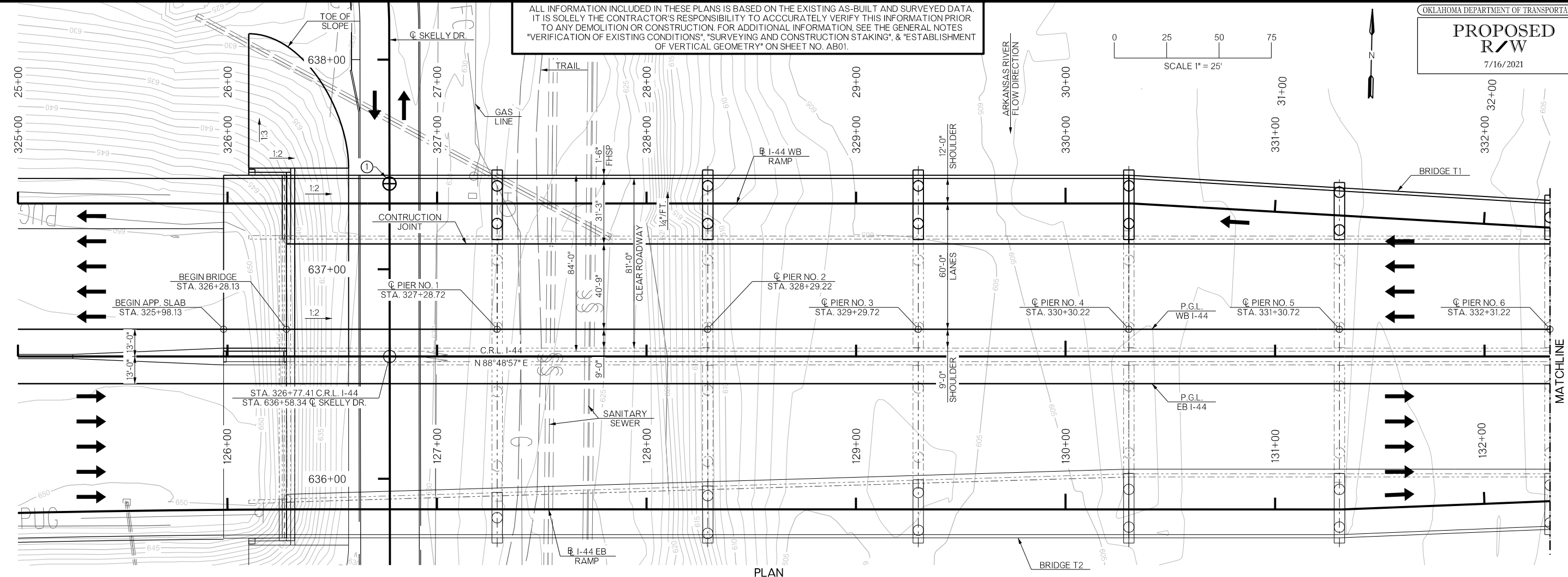
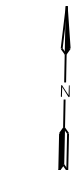
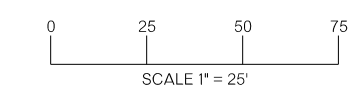


PROFILE GRADE DATA
AT SKELLY DR.

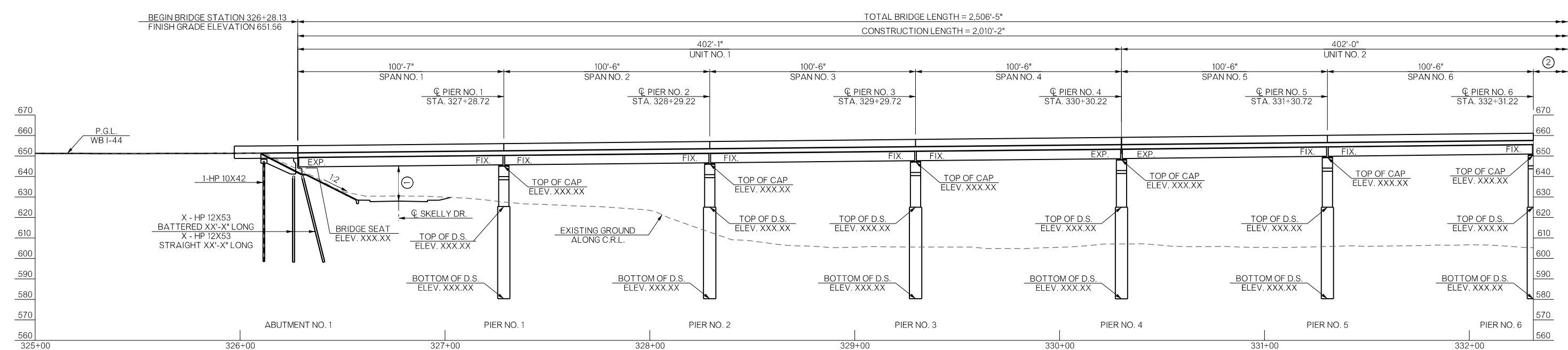
DESIGN		BRIDGE "S" SKELLY DR. OVER TULSA-SAPULPA R.R.
DRAWN		GENERAL PLAN AND ELEVATION
CHECKED		CONST. 65'-85'-65' CONTINUOUS PLATE GIRDER
APPROVED		SKIEW 20.82° R.F. 27' CLR. RDWY. W/ 42" FSHP PARAPET
SQUAD	POE	STATE JOB NO. 33788(1.3) SHEET NO. 009

7/16/2021 9:48:53 AM H:\PROJECTS\203192 - ODOT CI-2123 I-44-USTS\Admin\Submittals\2021-07-16 Final\RW Bridge\DCN\3378809-Bridge S Proposed GP&E.dgn

ALL INFORMATION INCLUDED IN THESE PLANS IS BASED ON THE EXISTING AS-BUILT AND SURVEYED DATA. IT IS SOLELY THE CONTRACTOR'S RESPONSIBILITY TO ACCURATELY VERIFY THIS INFORMATION PRIOR TO ANY DEMOLITION OR CONSTRUCTION. FOR ADDITIONAL INFORMATION, SEE THE GENERAL NOTES "VERIFICATION OF EXISTING CONDITIONS", "SURVEYING AND CONSTRUCTION STAKING", & "ESTABLISHMENT OF VERTICAL GEOMETRY" ON SHEET NO. AB01.



PLAN



ELEVATION

- 1 PROPOSED MIN. VERTICAL CLEARANCE 16'-11" C.R.L I-44 STA. 326+77.29 OFFSET 69'-6" LT. LOW CHORD ELEV. 645.18 NOTE: LOW CLEARANCE BASED OFF OF PROPOSED GEOMETRY.
2 100'-6" (SPAN NO. 7)

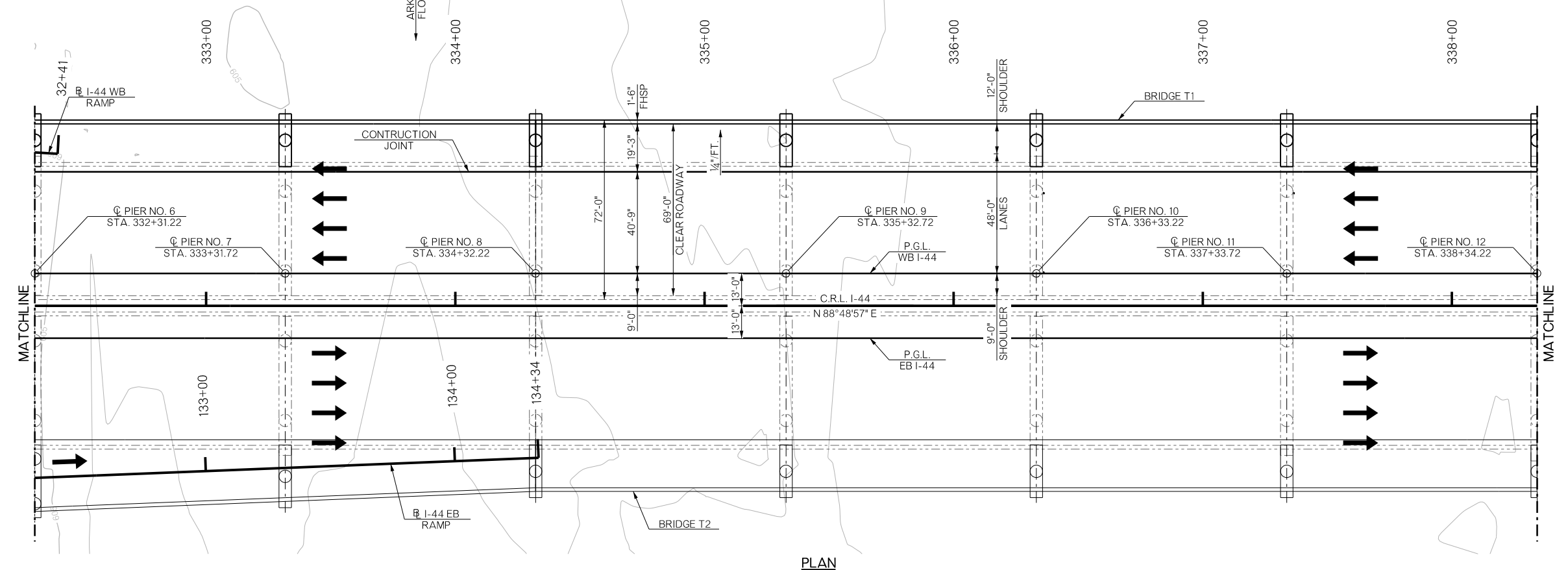
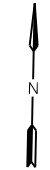
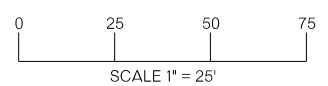
NOTE: FOR DESIGN DATA, VERTICAL PROFILE DATA, & FOUNDATION DATA SEE SHEET NO. B014.

Table with 3 columns: Benchmark description, Station, Elevation. Includes Benchmark No. 132 and 133.

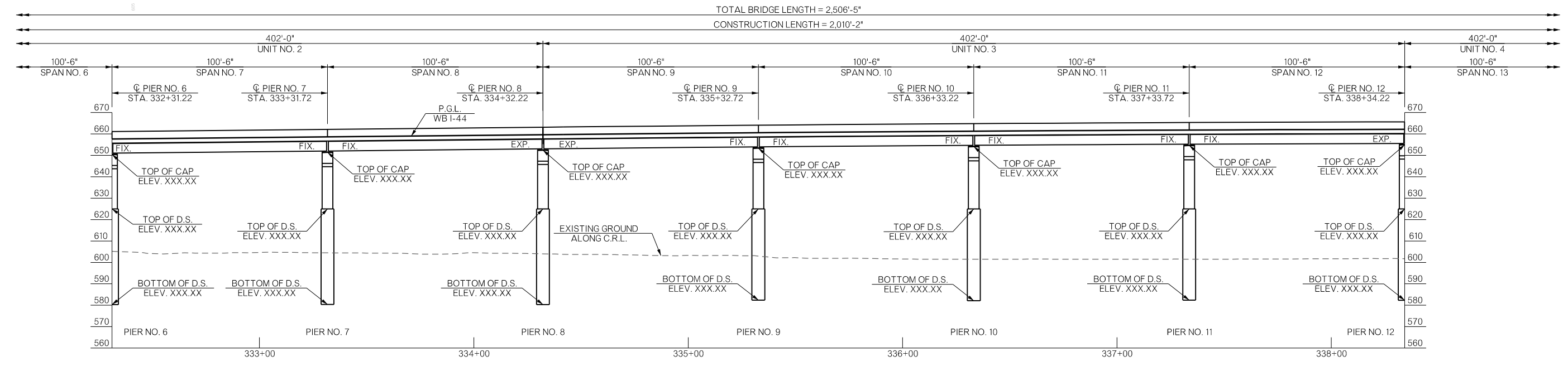
Project information block including: BRIDGE "T1" I-44 WB OVER ARKANSAS RIVER, TULSA COUNTY, DESIGN/DETAIL/CHECK, DPE/SJL/DPE, DATE 8/20/2021, SHEET NO. B010, and GARVER logo.

7/16/2021 9:31:58 AM L:\2019\19103080 - ODOT CI-2123 I-44 and US-75 Final WP_P0E Drawings\Bridges\I\3378809-T1-GENERAL PLAN AND ELEVATION I.dgn

ALL INFORMATION INCLUDED IN THESE PLANS IS BASED ON THE EXISTING AS-BUILT AND SURVEYED DATA. IT IS SOLELY THE CONTRACTOR'S RESPONSIBILITY TO ACCURATELY VERIFY THIS INFORMATION PRIOR TO ANY DEMOLITION OR CONSTRUCTION. FOR ADDITIONAL INFORMATION, SEE THE GENERAL NOTES "VERIFICATION OF EXISTING CONDITIONS", "SURVEYING AND CONSTRUCTION STAKING", & "ESTABLISHMENT OF VERTICAL GEOMETRY" ON SHEET NO. AB01.



PLAN



ELEVATION

BENCHMARK NO. 132 I-44 (A002)
CUT X ON EAST END OF HEADWALL
OFFSET 124.62' RT. STA. 155+66.54 EL. 631.35

BENCHMARK NO. 133 I-44 (A002)
CUT X ON NORTH EDGE OF LAMP POST
OFFSET 171.91' RT. STA. 163+22.25 EL. 628.16

NOTE:
FOR DESIGN DATA, VERTICAL PROFILE DATA, & FOUNDATION
DATA SEE SHEET NO. B014.

BRIDGE "T1"
I-44 WB OVER ARKANSAS RIVER
GENERAL PLAN AND ELEVATION
(SHEET 2 OF 5)

WIDEN (20) 100'-6" TYPE J.P.C.B. SPANS
W/ 42" PARAPETS W/ VARYING CLEAR
ROADWAY AT CENTERLINE STA. 336+33.21

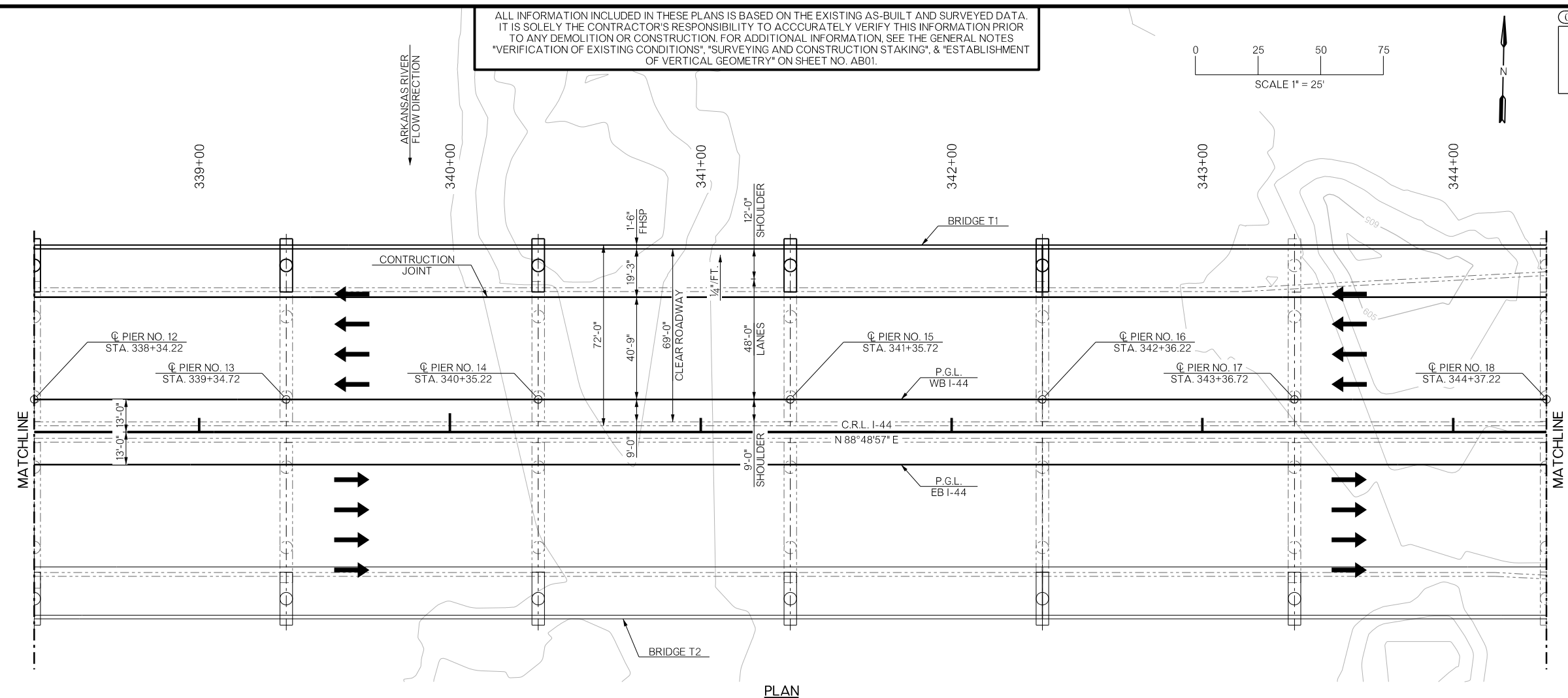
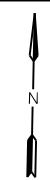
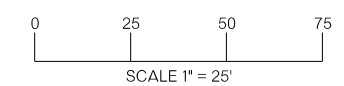
DESIGN	DPE	8/20
DETAIL	S.J.	8/20
CHECK	DPE	8/20

GARVER

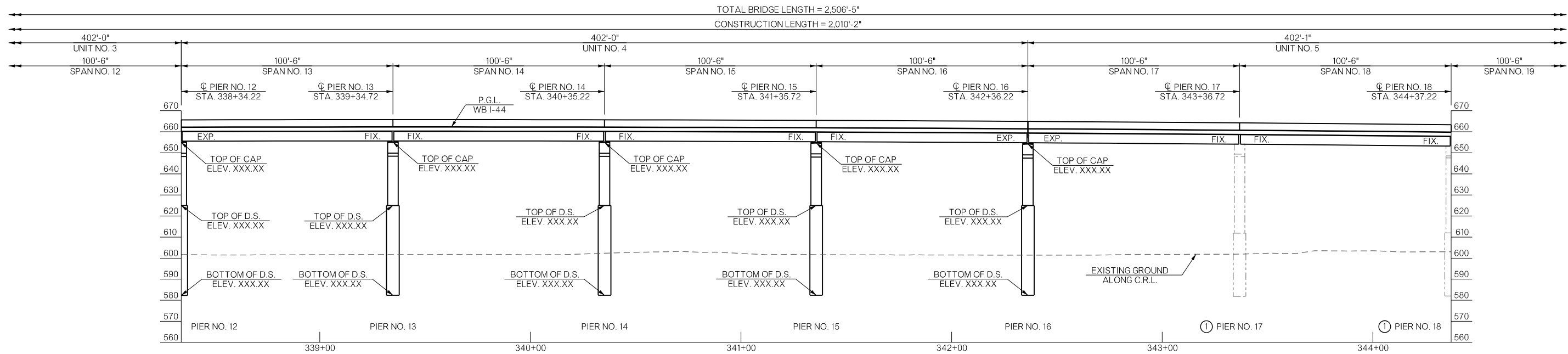
STATE OF OKLAHOMA DEPARTMENT OF TRANSPORTATION
JOB PIECE NO. 33788(09) SHEET NO. B011

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ALL INFORMATION INCLUDED IN THESE PLANS IS BASED ON THE EXISTING AS-BUILT AND SURVEYED DATA. IT IS SOLELY THE CONTRACTOR'S RESPONSIBILITY TO ACCURATELY VERIFY THIS INFORMATION PRIOR TO ANY DEMOLITION OR CONSTRUCTION. FOR ADDITIONAL INFORMATION, SEE THE GENERAL NOTES "VERIFICATION OF EXISTING CONDITIONS", "SURVEYING AND CONSTRUCTION STAKING", & "ESTABLISHMENT OF VERTICAL GEOMETRY" ON SHEET NO. AB01.



PLAN



ELEVATION

① EXISTING PIERS CONSTRUCTED AS PART OF CONTRACT JP06374(44).

NOTE: FOR DESIGN DATA, VERTICAL PROFILE DATA, & FOUNDATION DATA SEE SHEET NO. B014.

BENCHMARK NO. 132 I-44 (A002)
CUT X ON EAST END OF HEADWALL
OFFSET 124.62' RT. STA. 155+66.54 EL. 631.35

BENCHMARK NO. 133 I-44 (A002)
CUT X ON NORTH EDGE OF LAMP POST
OFFSET 171.91' RT. STA. 163+22.25 EL. 628.16

BRIDGE "T1"
I-44 WB OVER ARKANSAS RIVER
GENERAL PLAN AND ELEVATION
(SHEET 3 OF 5)

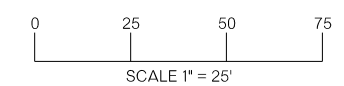
WIDEN (20) 100'-6" TYPE J.P.C.B. SPANS
W/ 42" PARAPETS W/ VARYING CLEAR
ROADWAY AT CENTERLINE STA. 336+33.21

STATE OF OKLAHOMA DEPARTMENT OF TRANSPORTATION
JOB PIECE NO. 33788(09) SHEET NO. B012

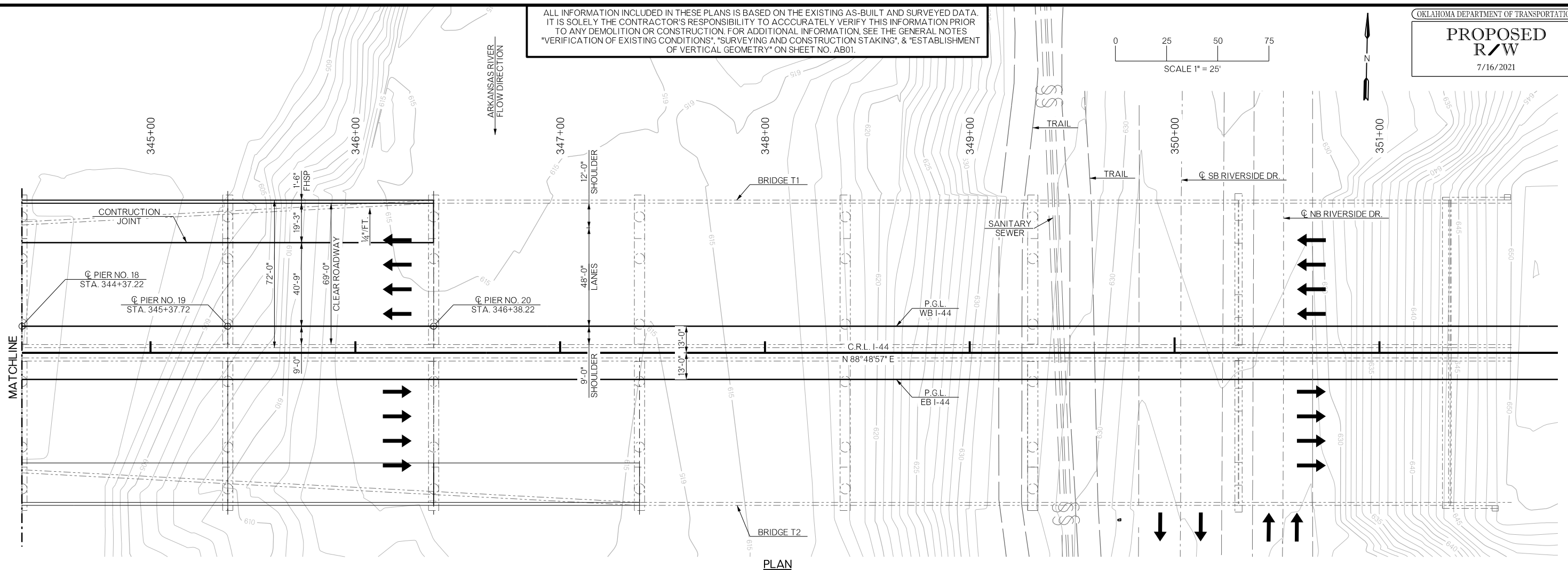
DESIGN	DPE	8/20
DETAIL	S.J.L.	8/20
CHECK	DPE	8/20

GARVER

L:\2019\9103080 - 000T Cl-2123 I-44 and US-75 Final\WP_P06\Drawings\Brdge T1\3378809-T1-GENERAL PLAN AND ELEVATION 3.dgn 9:32:01 AM 7/16/2021

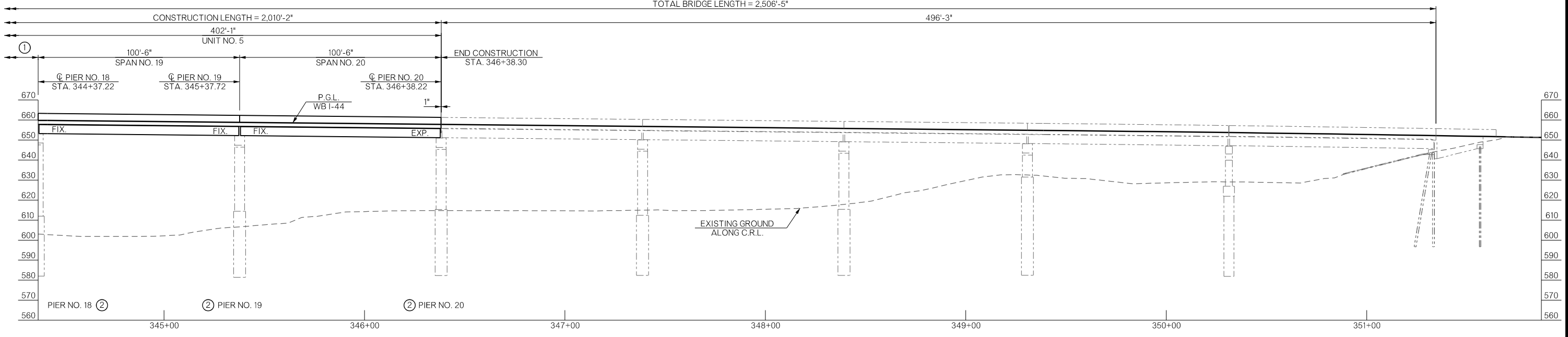


ALL INFORMATION INCLUDED IN THESE PLANS IS BASED ON THE EXISTING AS-BUILT AND SURVEYED DATA. IT IS SOLELY THE CONTRACTOR'S RESPONSIBILITY TO ACCURATELY VERIFY THIS INFORMATION PRIOR TO ANY DEMOLITION OR CONSTRUCTION. FOR ADDITIONAL INFORMATION, SEE THE GENERAL NOTES "VERIFICATION OF EXISTING CONDITIONS", "SURVEYING AND CONSTRUCTION STAKING", & "ESTABLISHMENT OF VERTICAL GEOMETRY" ON SHEET NO. AB01.



PLAN

TOTAL BRIDGE LENGTH = 2,506'-5"



ELEVATION

- ① 100'-6" (SPAN NO. 18)
- ② EXISTING PIERS CONSTRUCTED AS PART OF CONTRACT JP06374(44).

BENCHMARK NO. 132 I-44 (A002)
CUT X ON EAST END OF HEADWALL
OFFSET 124.62' RT. STA. 155+66.54 EL. 631.35

BENCHMARK NO. 133 I-44 (A002)
CUT X ON NORTH EDGE OF LAMP POST
OFFSET 171.91' RT. STA. 163+22.25 EL. 628.16

NOTE:
FOR DESIGN DATA, VERTICAL PROFILE DATA, & FOUNDATION DATA SEE SHEET NO. B014.

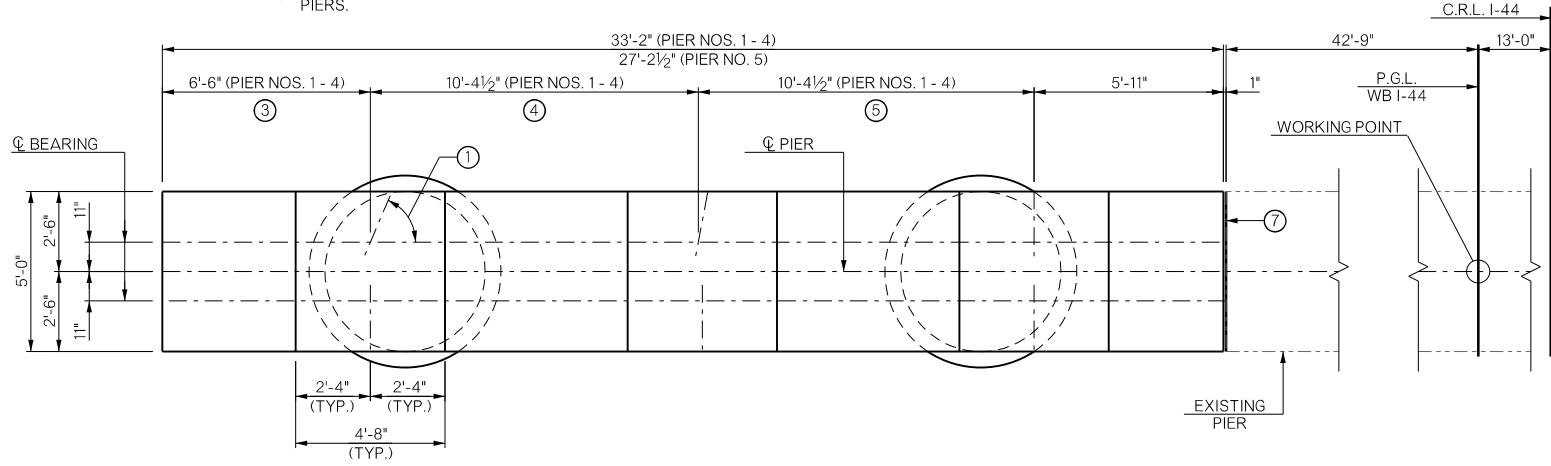
BRIDGE "T1" I-44 WB OVER ARKANSAS RIVER		TULSA COUNTY	DESIGN	DPE	8/20
GENERAL PLAN AND ELEVATION			DETAIL	S.J.L.	8/20
(SHEET 4 OF 5)			CHECK	DPE	8/20
WIDEN (20) 100'-6" TYPE J.P.C.B. SPANS W/ 42" PARAPETS W/ VARYING CLEAR ROADWAY AT CENTERLINE STA. 336+33.21			GARVER		

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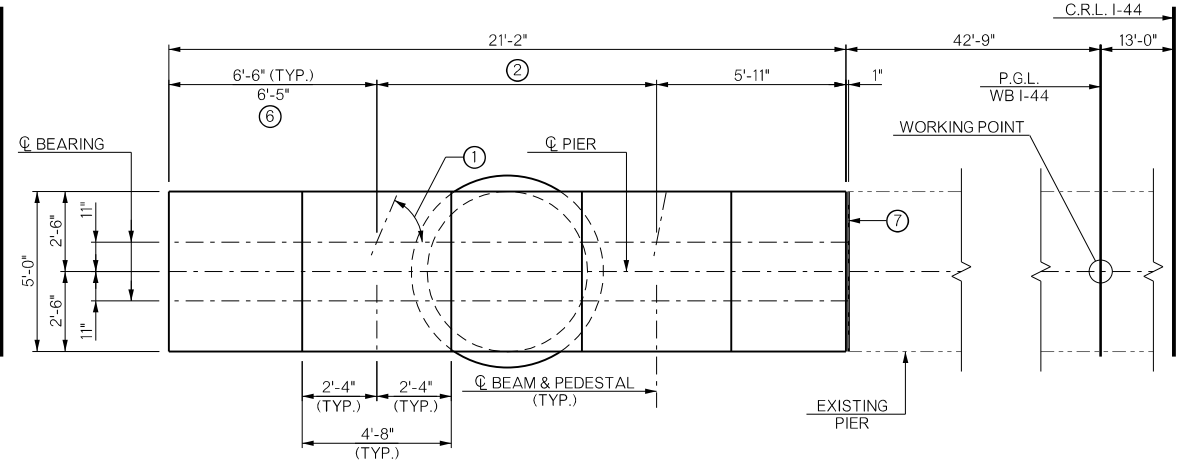
ALL INFORMATION INCLUDED IN THESE PLANS IS BASED ON THE EXISTING AS-BUILT AND SURVEYED DATA. IT IS SOLELY THE CONTRACTOR'S RESPONSIBILITY TO ACCURATELY VERIFY THIS INFORMATION PRIOR TO ANY DEMOLITION OR CONSTRUCTION. FOR ADDITIONAL INFORMATION, SEE THE GENERAL NOTES "VERIFICATION OF EXISTING CONDITIONS", "SURVEYING AND CONSTRUCTION STAKING", & "ESTABLISHMENT OF VERTICAL GEOMETRY" ON SHEET NO. AB01.

NOTE:
ALL EDGES OF PIER CAP SHALL HAVE A 1/2" CHAMFER EXCEPT FOR PEDESTAL EDGES WHICH SHALL HAVE A 3/4" CHAMFER.

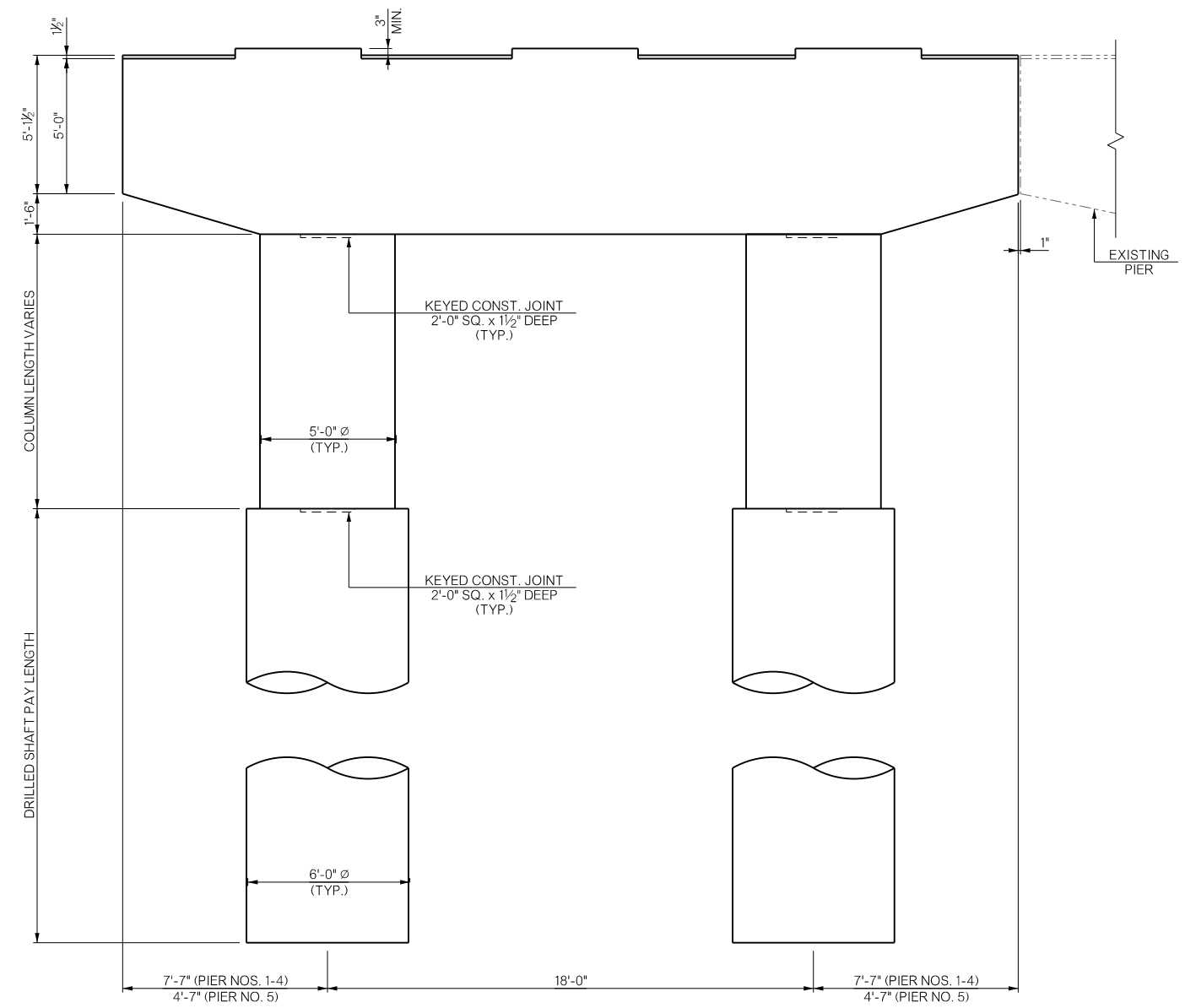
- ① ANGLE SHOWN EXAGGERATED FOR CLARITY, AND MAY VARY BETWEEN PIERS AND BEAMS.
- ② NUMBER AND SPACING OF BEAMS MAY VARY BETWEEN PIERS.
- ③ PIER NO.5: 6'-6 5/8" F.S. 6'-5" B.S
- ④ PIER NO.5: 7'-3 3/8" F.S. 7'-4 1/8" B.S
- ⑤ PIER NO.5: 7'-4 7/8" F.S. 7'-5 7/8" B.S
- ⑥ AT PIER NO. 6 B.S. BEARING LINE.



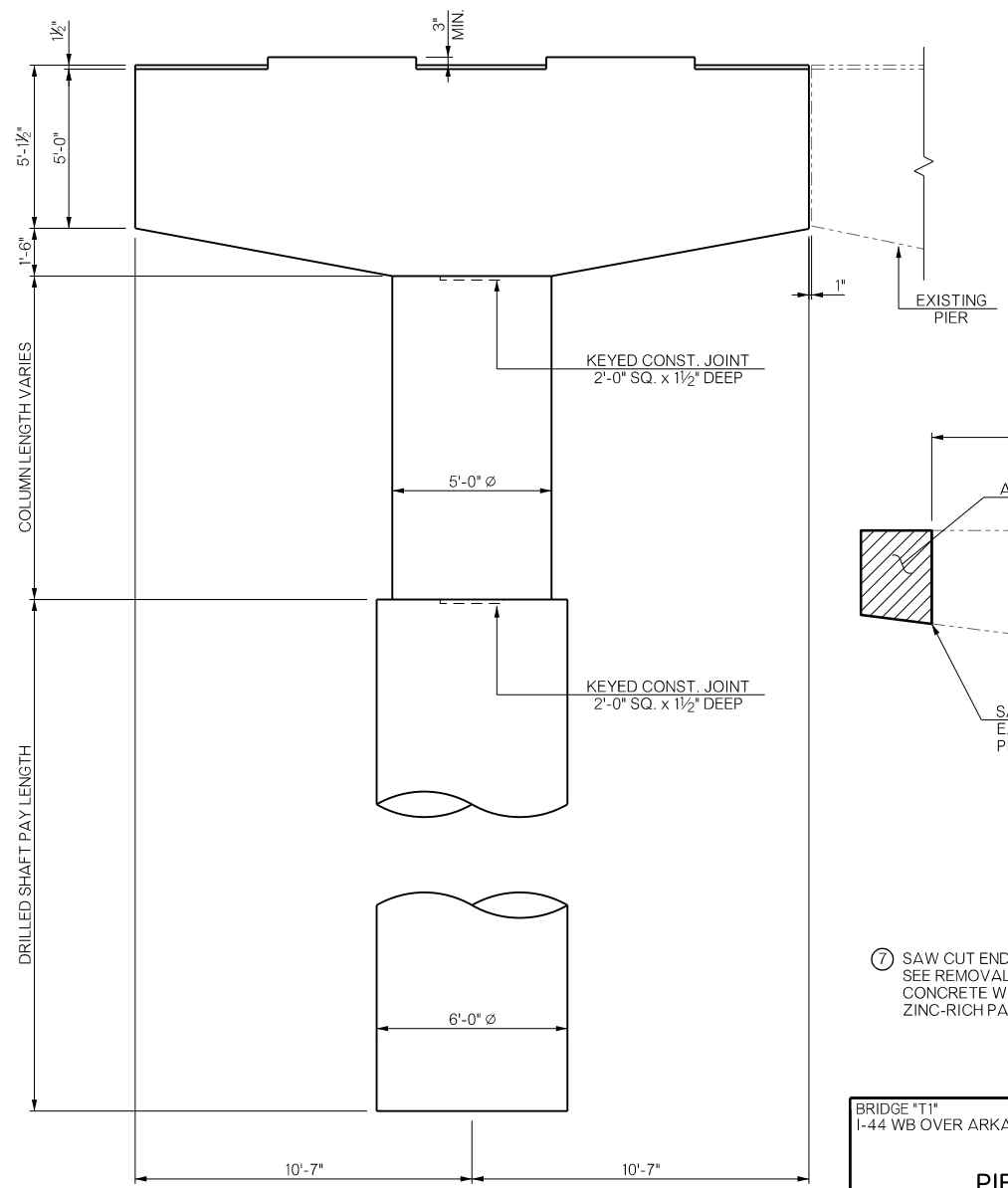
PLAN (PIER NOS. 1 - 5)



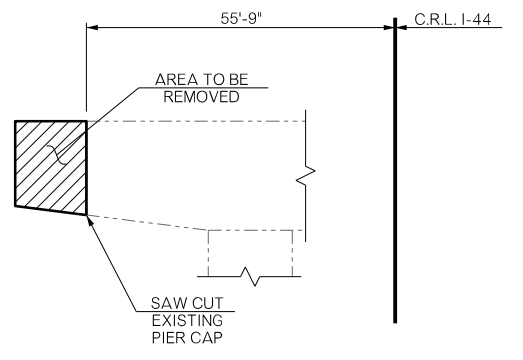
PLAN (PIER NOS. 6 - 16)



ELEVATION (PIER NOS. 1 - 5)
(LOOKING FORWARD STATION)



ELEVATION (PIER NOS. 6 - 16)
(LOOKING FORWARD STATION)



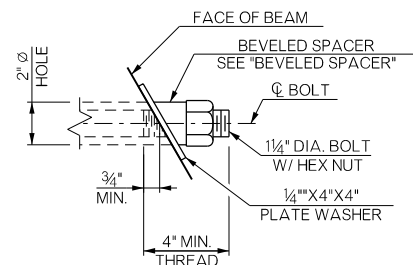
REMOVAL DETAIL

⑦ SAW CUT END OF CAP ON PIER NOS. 2, 4, 6, 8, 10, 12, 14, & 16. SEE REMOVAL DETAIL. PAINT CUT REBAR AND ADJOINING CONCRETE WITHIN 1" OF REBAR WITH TWO COATS OF ZINC-RICH PAINT (6 MIL. MINIMUM THICKNESS).

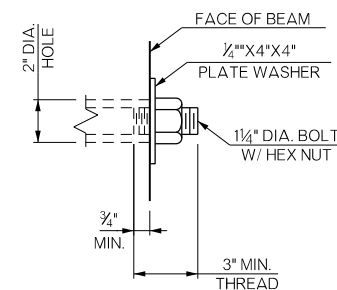
BRIDGE "T1" I-44 WB OVER ARKANSAS RIVER		TULSA COUNTY		DESIGN	DPE	8/20
				DETAIL	SJL	8/20
				CHECK	DPE	8/20
PIER DETAILS				GARVER		

9:32:04 AM L:\2019\103080 - 000T C1-2123 I-44 and US-75 Final\WP_P0E Drawings\Bridges\T\3378809-T1-PIER DETAIL.s.dgn 7/16/2021

ALL INFORMATION INCLUDED IN THESE PLANS IS BASED ON THE EXISTING AS-BUILT AND SURVEYED DATA. IT IS SOLELY THE CONTRACTOR'S RESPONSIBILITY TO ACCURATELY VERIFY THIS INFORMATION PRIOR TO ANY DEMOLITION OR CONSTRUCTION. FOR ADDITIONAL INFORMATION, SEE THE GENERAL NOTES "VERIFICATION OF EXISTING CONDITIONS", "SURVEYING AND CONSTRUCTION STAKING", & "ESTABLISHMENT OF VERTICAL GEOMETRY" ON SHEET NO. AB01.



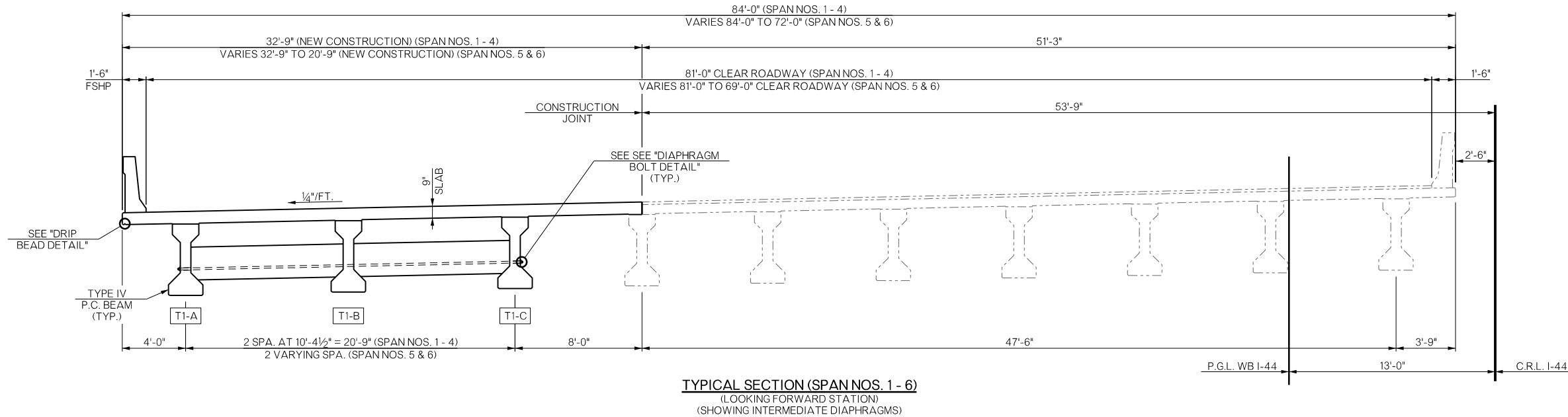
DIAPHRAGM BOLT ASSEMBLY DETAIL
(SPAN NOS. 5 & 6 ONLY)



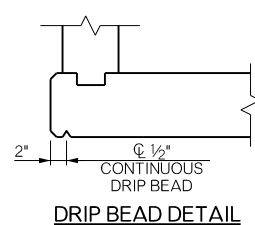
DIAPHRAGM BOLT ASSEMBLY DETAIL

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

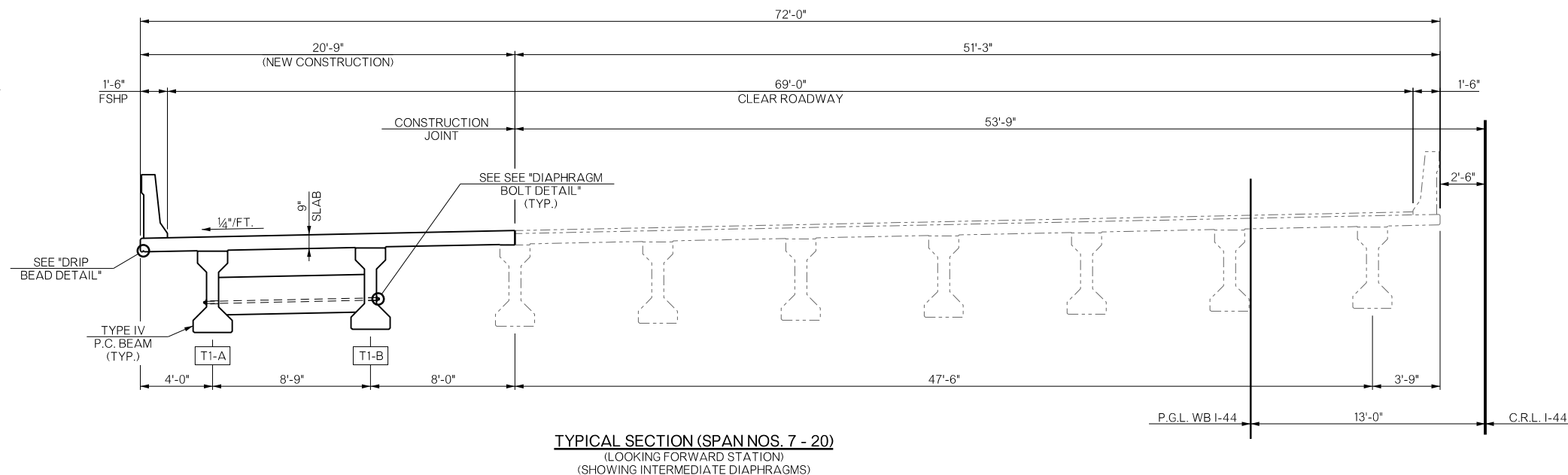
PAINT EXPOSED DIAPHRAGM BOLT, BEVELED SPACER, PLATE WASHER AND HEX NUT WITH TWO (2) COATS OF ZINC-RICH PAINT (6 MIL. MINIMUM THICKNESS) AFTER ASSEMBLY. INCLUDE ALL COST OF DIAPHRAGM BOLT, PLATE WASHER AND HEX NUT IN THE CONTRACT UNIT PRICE FOR "STRUCTURAL STEEL".



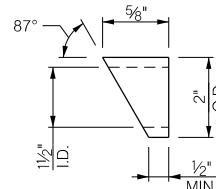
TYPICAL SECTION (SPAN NOS. 1 - 6)
(LOOKING FORWARD STATION)
(SHOWING INTERMEDIATE DIAPHRAGMS)



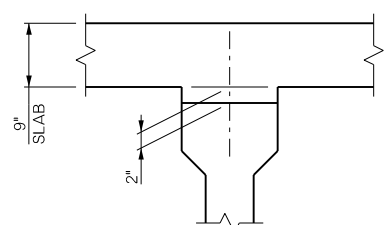
DRIP BEAD DETAIL



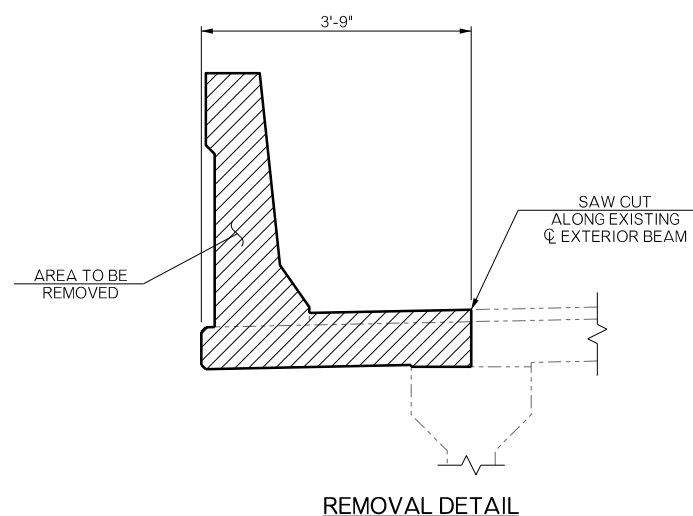
TYPICAL SECTION (SPAN NOS. 7 - 20)
(LOOKING FORWARD STATION)
(SHOWING INTERMEDIATE DIAPHRAGMS)



BEVELED SPACER
(SPAN NOS. 5 & 6 ONLY)



BEAM HAUNCH DETAIL



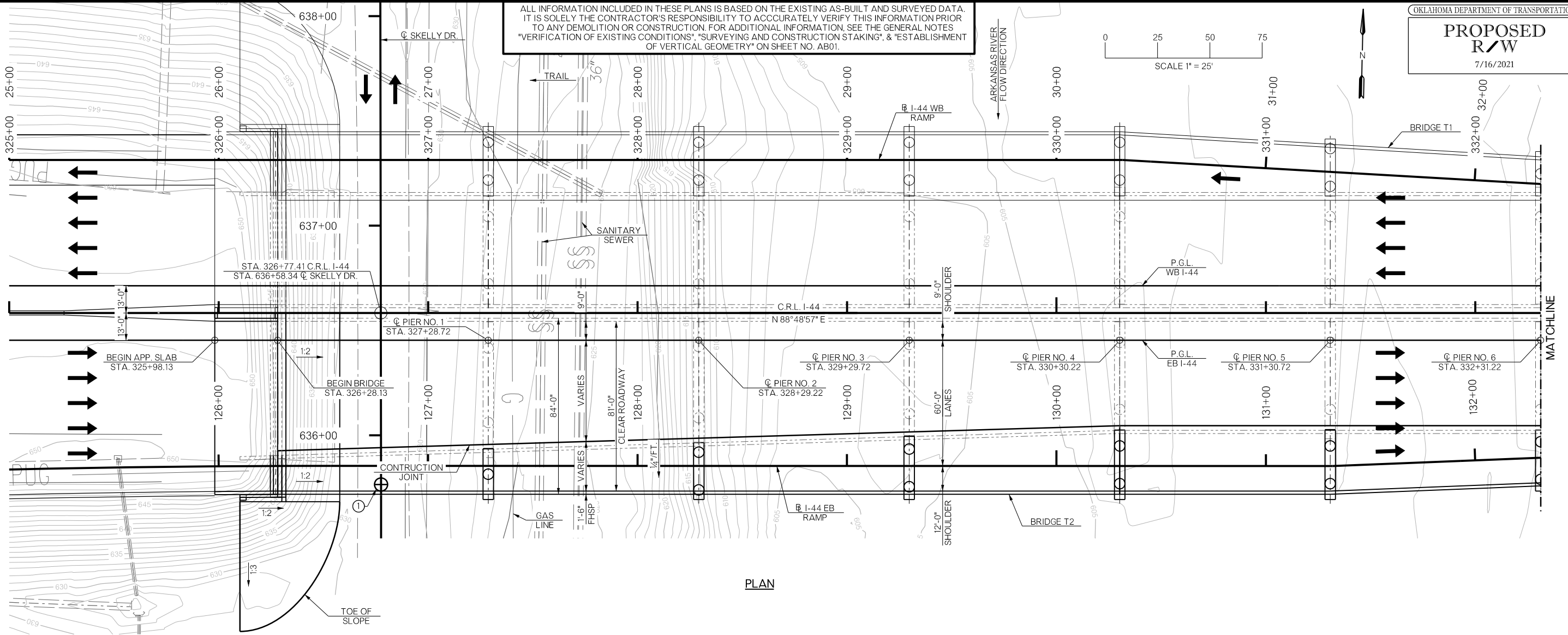
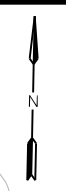
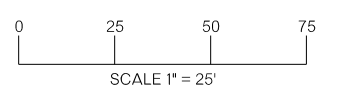
REMOVAL DETAIL

NOTE:
EXTRA STRONG PIPE SLEEVE.

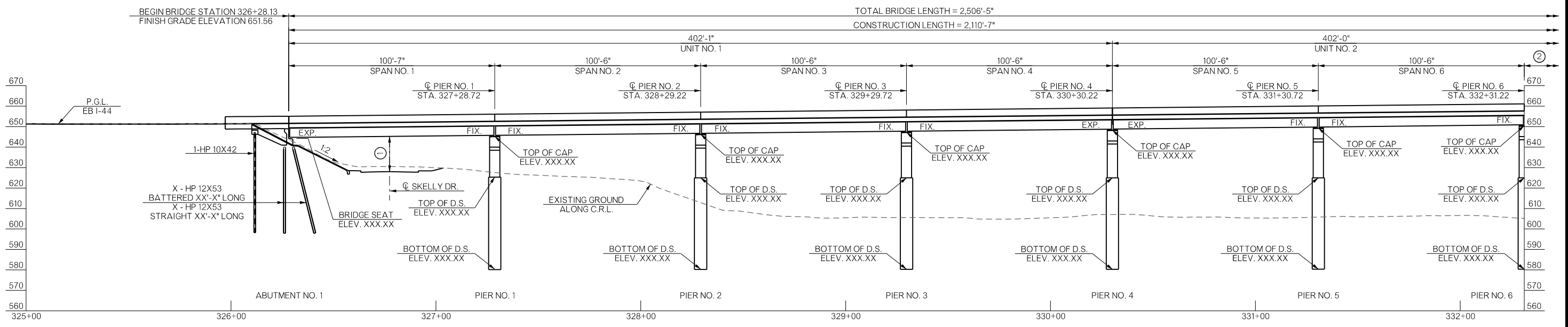
NOTE:
PLAN QUANTITIES FOR CLASS AA CONCRETE INCLUDE BEAM HAUNCHES. THE HAUNCH HEIGHT SHOWN IS THE THEORETICAL HAUNCH HEIGHT AT THE CENTERLINE BEARING ONLY, MEASURED FROM BOTTOM OF DECK SLAB TO TOP OF BEAM, AND VARIES ACROSS THE SPAN. DETERMINE THE ACTUAL HAUNCH HEIGHT (ACCOUNTING FOR BEAM CAMBER, DEAD 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.

BRIDGE "T1" I-44 WB OVER ARKANSAS RIVER		TULSA COUNTY	DESIGN	DPE	8/20
			DETAIL	SJL	8/20
			CHECK	DPE	8/20
TYPICAL SECTION					
STATE OF OKLAHOMA		DEPARTMENT OF TRANSPORTATION			
JOB PIECE NO. 33788(09)		SHEET NO. _B016			

ALL INFORMATION INCLUDED IN THESE PLANS IS BASED ON THE EXISTING AS-BUILT AND SURVEYED DATA. IT IS SOLELY THE CONTRACTOR'S RESPONSIBILITY TO ACCURATELY VERIFY THIS INFORMATION PRIOR TO ANY DEMOLITION OR CONSTRUCTION. FOR ADDITIONAL INFORMATION, SEE THE GENERAL NOTES "VERIFICATION OF EXISTING CONDITIONS", "SURVEYING AND CONSTRUCTION STAKING", & "ESTABLISHMENT OF VERTICAL GEOMETRY" ON SHEET NO. AB01.



PLAN



ELEVATION

BENCHMARK NO. 132 CUT X ON EAST END OF HEADWALL OFFSET 124.62' RT. STA. 155+66.54	I-44 (A002) EL. 631.35
BENCHMARK NO. 133 CUT X ON NORTH EDGE OF LAMP POST OFFSET 171.91' RT. STA. 163+22.25	I-44 (A002) EL. 628.16

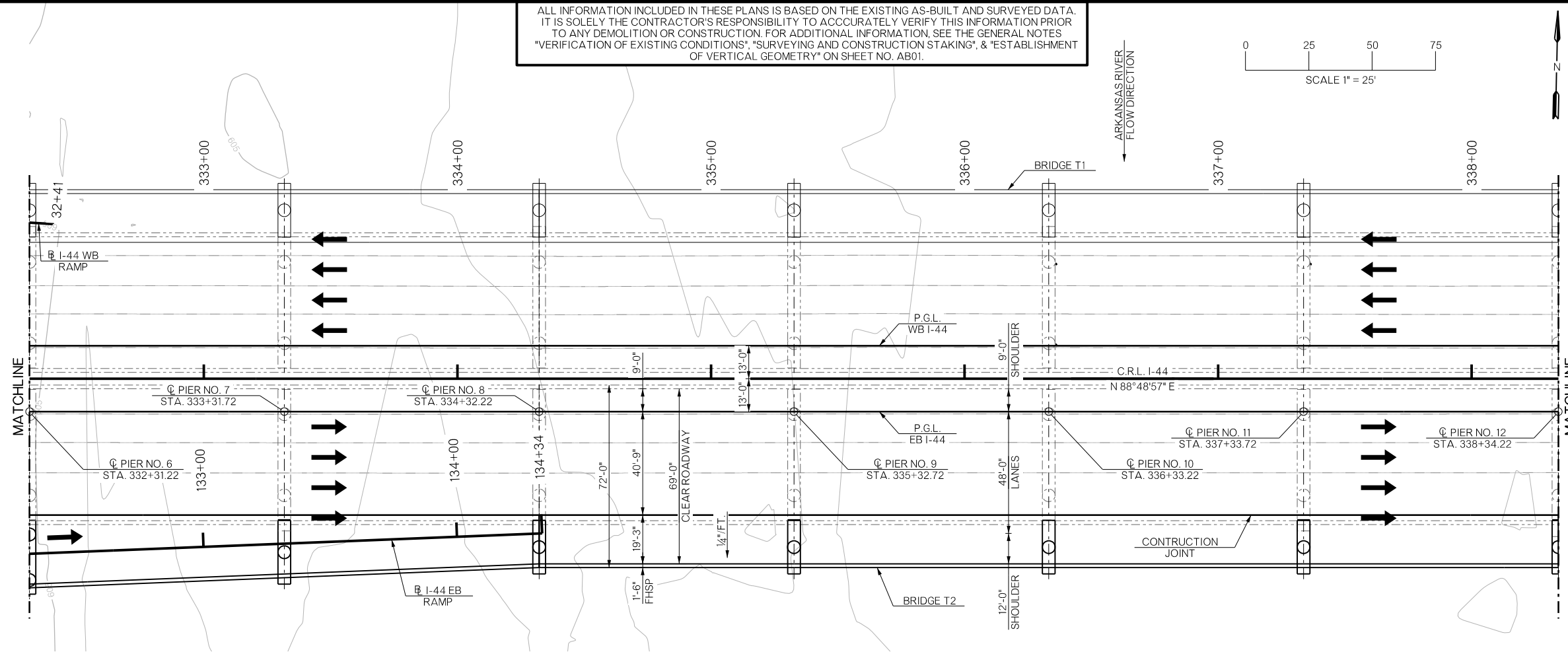
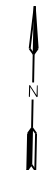
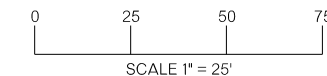
- ① PROPOSED MIN. VERTICAL CLEARANCE 17'-5"
C.R.L I-44 STA. 326+77.52
OFFSET 69'-6" RT.
LOW CHORD ELEV. 645.22
NOTE: LOW CLEARANCE BASED OFF OF PROPOSED GEOMETRY.
- ② 100'-6" (SPAN NO. 7)

NOTE:
FOR DESIGN DATA, VERTICAL PROFILE DATA, & FOUNDATION DATA SEE SHEET NO. B021.

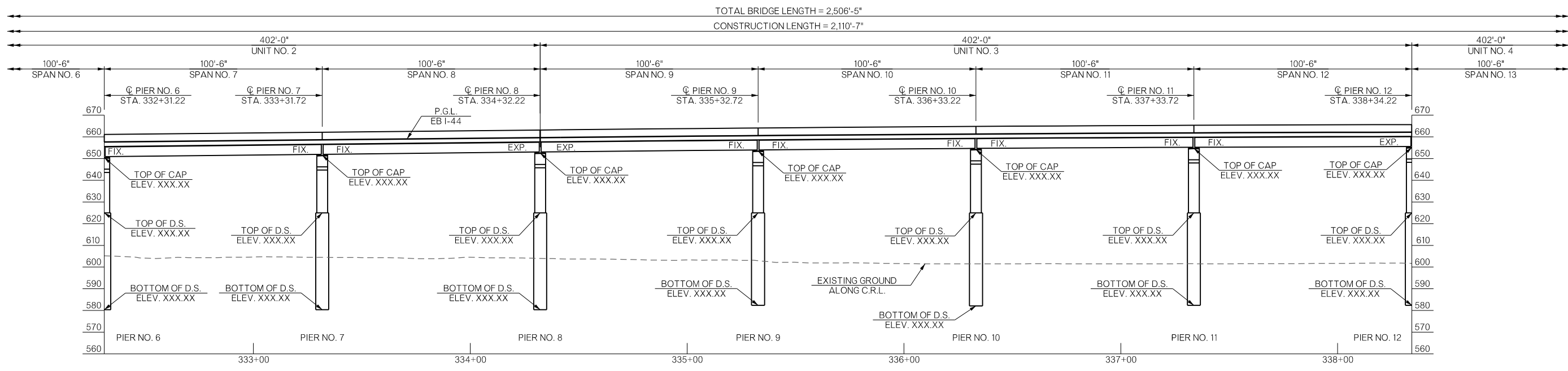
BRIDGE "T2" I-44 EB OVER ARKANSAS RIVER		TULSA COUNTY	DESIGN	DPE	8/20
GENERAL PLAN AND ELEVATION			DETAIL	SJL	8/20
(SHEET 1 OF 5)			CHECK	DPE	8/20
WIDEN (21) 100'-6" TYPE J.P.C.B. SPANS W/ 42" PARAPETS W/ VARYING CLEAR ROADWAY AT CENTERLINE STA. 336+83.43			GARVER		
STATE OF OKLAHOMA	DEPARTMENT OF TRANSPORTATION	JOB PIECE NO. 33788(09)	SHEET NO. B017		

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ALL INFORMATION INCLUDED IN THESE PLANS IS BASED ON THE EXISTING AS-BUILT AND SURVEYED DATA. IT IS SOLELY THE CONTRACTOR'S RESPONSIBILITY TO ACCURATELY VERIFY THIS INFORMATION PRIOR TO ANY DEMOLITION OR CONSTRUCTION. FOR ADDITIONAL INFORMATION, SEE THE GENERAL NOTES "VERIFICATION OF EXISTING CONDITIONS", "SURVEYING AND CONSTRUCTION STAKING", & "ESTABLISHMENT OF VERTICAL GEOMETRY" ON SHEET NO. AB01.



PLAN



ELEVATION

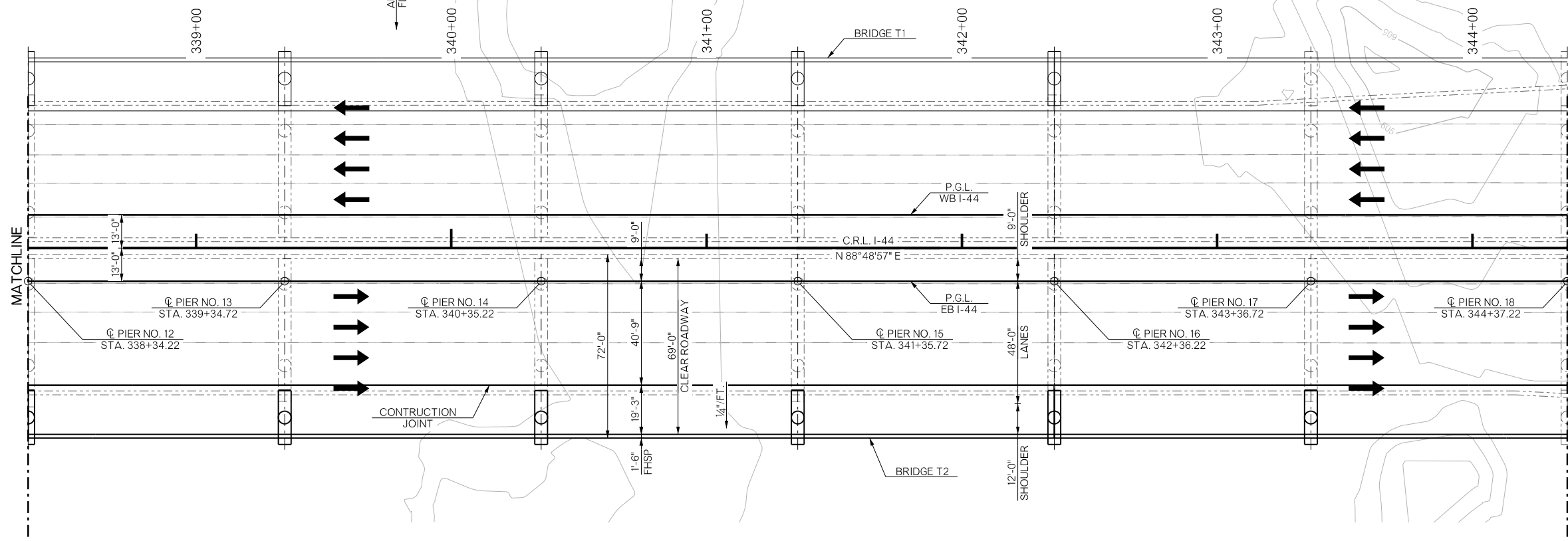
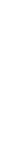
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BENCHMARK NO. 132 CUT X ON EAST END OF HEADWALL OFFSET 124.62' RT. STA. 155+66.54	I-44 (A002) EL. 631.35
BENCHMARK NO. 133 CUT X ON NORTH EDGE OF LAMP POST OFFSET 171.91' RT. STA. 163+22.25	I-44 (A002) EL. 628.16

NOTE:
FOR DESIGN DATA, VERTICAL PROFILE DATA, & FOUNDATION
DATA SEE SHEET NO. B021.

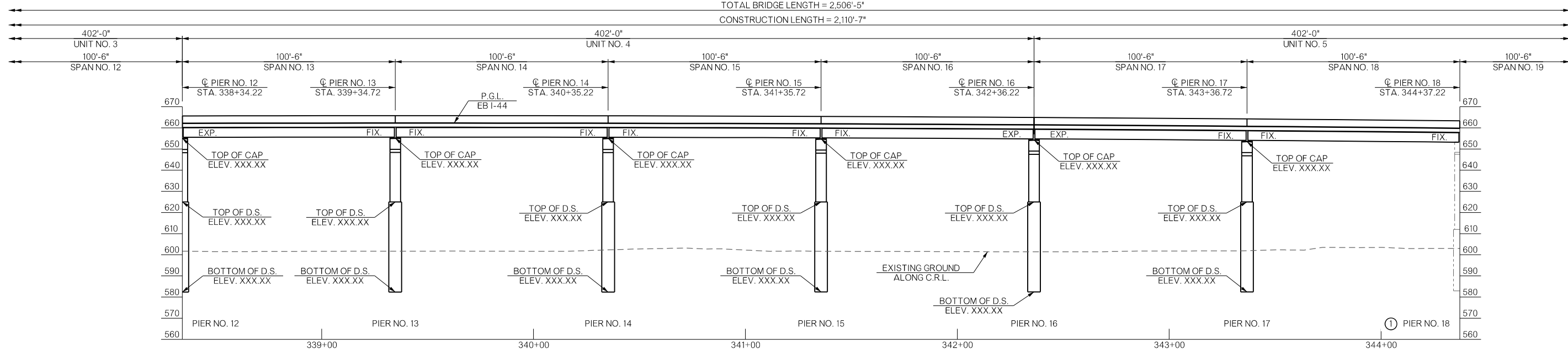
BRIDGE "T2" I-44 EB OVER ARKANSAS RIVER		TULSA COUNTY	DESIGN	DPE	8/20
GENERAL PLAN AND ELEVATION (SHEET 2 OF 5)			DETAIL	SJL	8/20
WIDEN (2) 100'-6" TYPE J.P.C.B. SPANS W/ 42" PARAPETS W/ VARYING CLEAR ROADWAY AT CENTERLINE STA. 336+83.43			CHECK	DPE	8/20
STATE OF OKLAHOMA		DEPARTMENT OF TRANSPORTATION	GARVER		
JOB PIECE NO. 33788(09)		SHEET NO. _B018			

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PLAN

TOTAL BRIDGE LENGTH = 2,506'-5"
CONSTRUCTION LENGTH = 2,110'-7"



ELEVATION

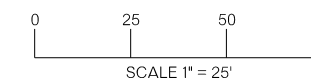
BENCHMARK NO. 132 CUT X ON EAST END OF HEADWALL OFFSET 124.62' RT. STA. 155+66.54	I-44 (A002) EL. 631.35
BENCHMARK NO. 133 CUT X ON NORTH EDGE OF LAMP POST OFFSET 171.91' RT. STA. 163+22.25	I-44 (A002) EL. 628.16

Ⓢ EXISTING PIERS CONSTRUCTED AS PART OF CONTRACT JP06374(44).

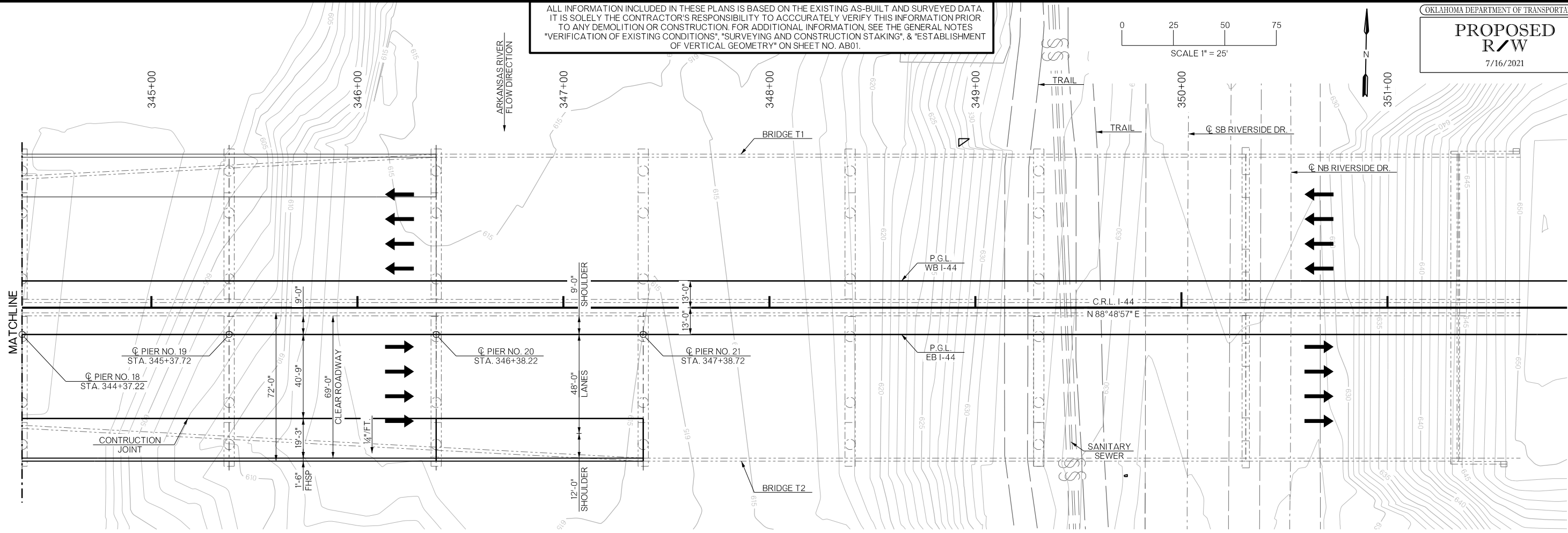
NOTE:
FOR DESIGN DATA, VERTICAL PROFILE DATA, & FOUNDATION DATA SEE SHEET NO. B021.

BRIDGE "T2" I-44 EB OVER ARKANSAS RIVER		TULSA COUNTY	DESIGN	DPE	8/20
GENERAL PLAN AND ELEVATION (SHEET 3 OF 5)			DETAIL	SJL	8/20
WIDEN (21) 100'-6" TYPE J P.C.B. SPANS W/ 42" PARAPETS W/ VARYING CLEAR ROADWAY AT CENTERLINE STA. 336+83.43			CHECK	DPE	8/20
STATE OF OKLAHOMA		DEPARTMENT OF TRANSPORTATION	GARVER		
JOB PIECE NO. 33788(09)		SHEET NO. B019			

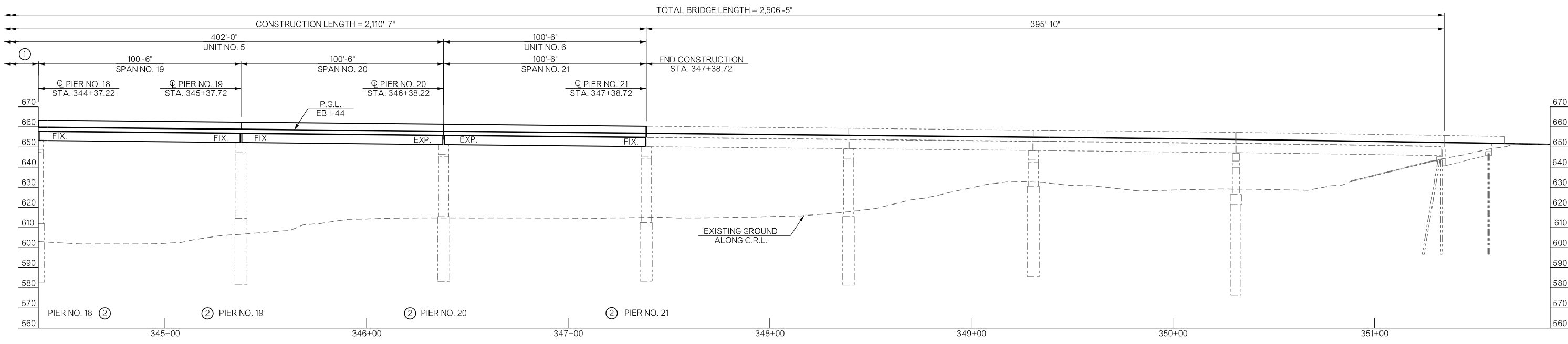
7/16/2021 9:32:10 AM L:\2019\9103080 - 000T Cl-2123 I-44 and US-75 Final\WP_P0E\Drawings\Bridges T2\3378809-T2-GENERAL PLAN AND ELEVATION 3.dgn



ALL INFORMATION INCLUDED IN THESE PLANS IS BASED ON THE EXISTING AS-BUILT AND SURVEYED DATA. IT IS SOLELY THE CONTRACTOR'S RESPONSIBILITY TO ACCURATELY VERIFY THIS INFORMATION PRIOR TO ANY DEMOLITION OR CONSTRUCTION. FOR ADDITIONAL INFORMATION, SEE THE GENERAL NOTES "VERIFICATION OF EXISTING CONDITIONS", "SURVEYING AND CONSTRUCTION STAKING", & "ESTABLISHMENT OF VERTICAL GEOMETRY" ON SHEET NO. AB01.



PLAN



ELEVATION

- ① 100'-6" (SPAN NO. 18)
- ② EXISTING PIERS CONSTRUCTED AS PART OF CONTRACT JP06374(44).

NOTE:
FOR DESIGN DATA, VERTICAL PROFILE DATA, & FOUNDATION DATA SEE SHEET NO. B021.

BENCHMARK NO. 132 I-44 (A002)
CUT X ON EAST END OF HEADWALL
OFFSET 124.62' RT. STA. 155+66.54 EL. 631.35

BENCHMARK NO. 133 I-44 (A002)
CUT X ON NORTH EDGE OF LAMP POST
OFFSET 171.91' RT. STA. 163+22.25 EL. 628.16

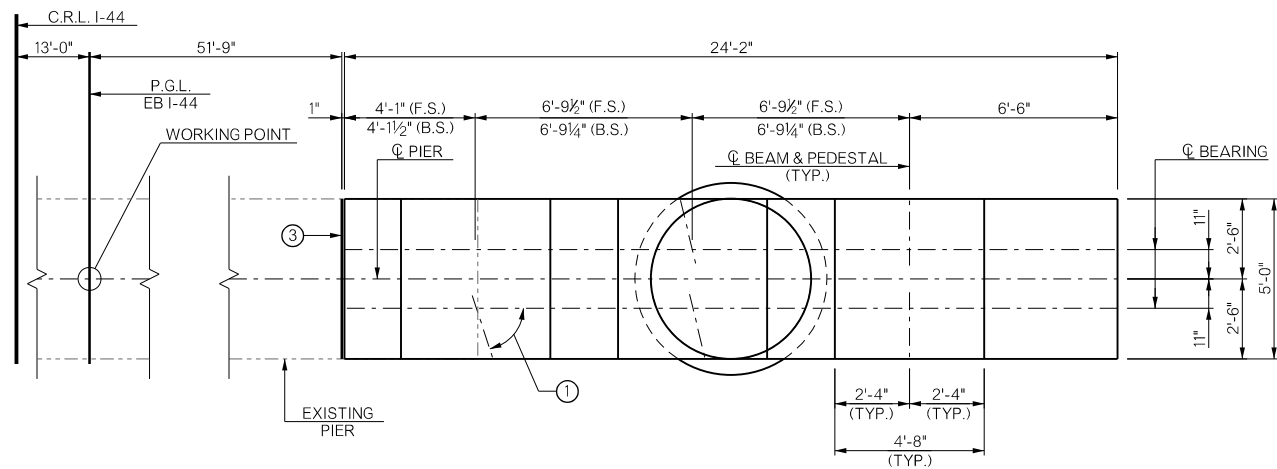
BRIDGE "T2" I-44 EB OVER ARKANSAS RIVER		TULSA COUNTY	DESIGN	DPE	8/20
GENERAL PLAN AND ELEVATION (SHEET 4 OF 5)			DETAIL	SJL	8/20
WIDEN (2) 100'-6" TYPE J P.C.B. SPANS W/ 42" PARAPETS W/ VARYING CLEAR ROADWAY AT CENTERLINE STA. 336+83.43			CHECK	DPE	8/20
STATE OF OKLAHOMA		DEPARTMENT OF TRANSPORTATION	GARVER		
JOB PIECE NO. 33788(09)		SHEET NO. B020			

L:\2019\9103080 - 000T Cl-2123 I-44 and US-75 Final\WP_P0E Drawings\Bridges T2\3378809-T2-GENERAL PLAN AND ELEVATION 4.dgn 9:32:11 AM 7/16/2021

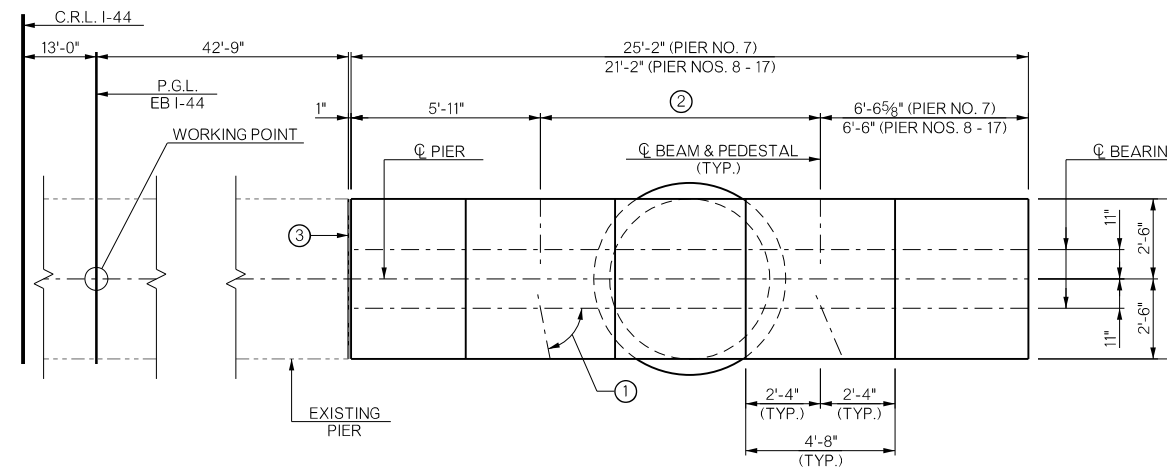
- ① ANGLE SHOWN EXAGGERATED FOR CLARITY, AND MAY VARY BETWEEN PIERS AND BEAMS.
- ② NUMBER AND SPACING OF BEAMS MAY VARY BETWEEN PIERS.

ALL INFORMATION INCLUDED IN THESE PLANS IS BASED ON THE EXISTING AS-BUILT AND SURVEYED DATA. IT IS SOLELY THE CONTRACTOR'S RESPONSIBILITY TO ACCURATELY VERIFY THIS INFORMATION PRIOR TO ANY DEMOLITION OR CONSTRUCTION. FOR ADDITIONAL INFORMATION, SEE THE GENERAL NOTES "VERIFICATION OF EXISTING CONDITIONS", "SURVEYING AND CONSTRUCTION STAKING", & "ESTABLISHMENT OF VERTICAL GEOMETRY" ON SHEET NO. AB01.

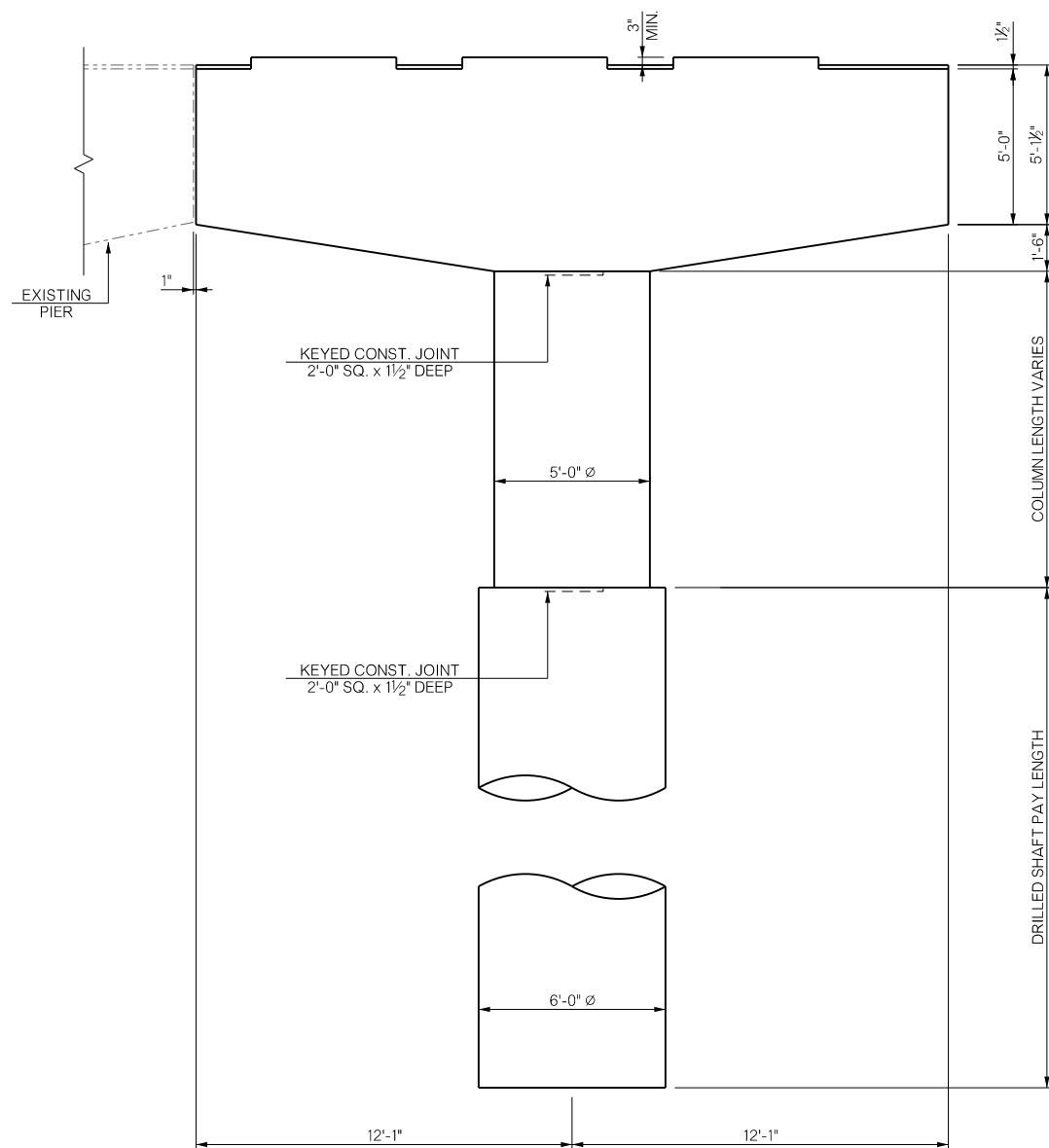
- ③ SAW CUT END OF CAP ON PIER NOS. 1, 7, 9, 11, 12, 13, 15, & 17. SEE REMOVAL DETAIL ON SHEET NUMBER B023. PAINT CUT REBAR AND ADJOINING CONCRETE WITHIN 1" OF REBAR WITH TWO COATS OF ZINC-RICH PAINT (6 MIL. MINIMUM THICKNESS).



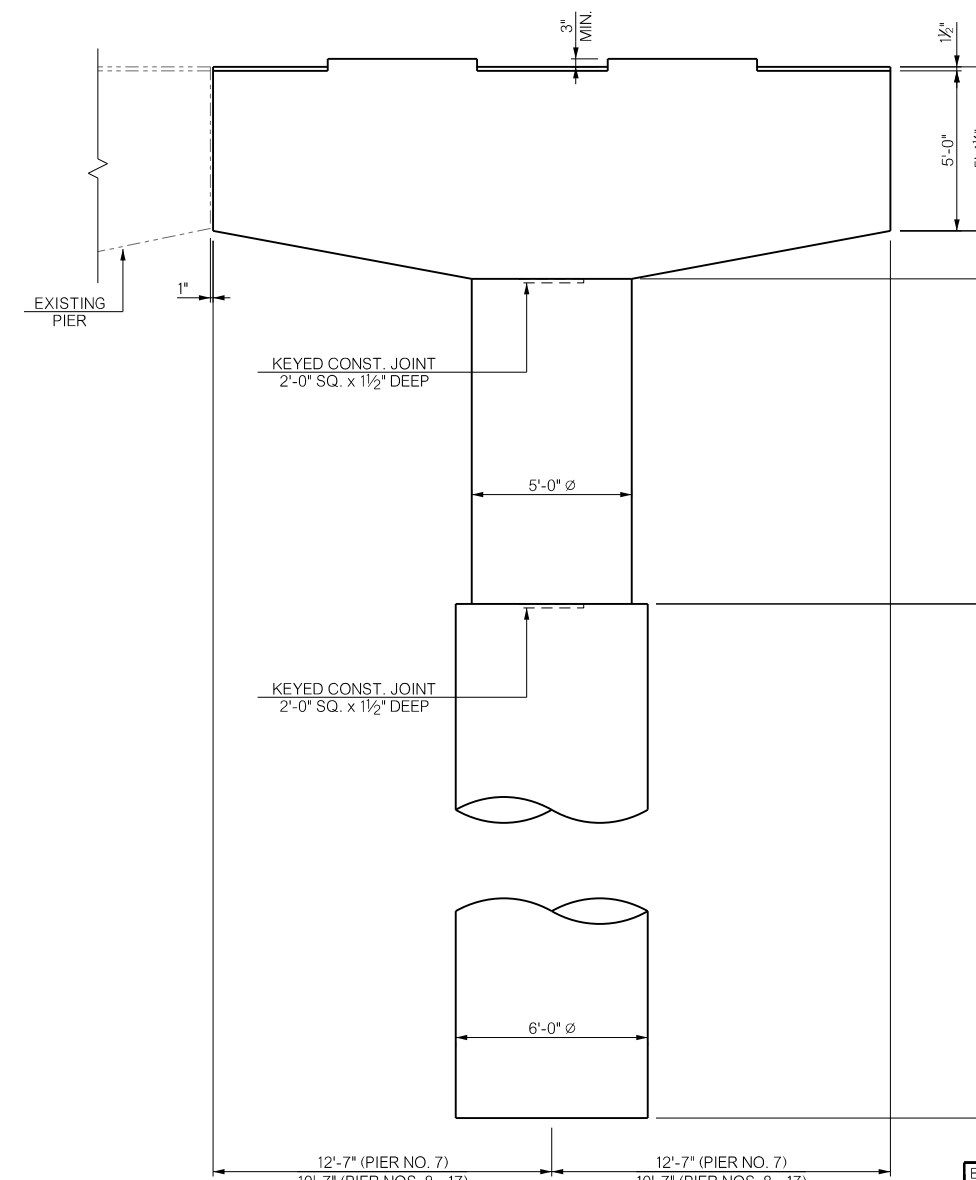
PLAN (PIER NO. 1)



PLAN (PIER NOS. 7 - 17)

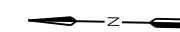


ELEVATION (PIER NO. 1)
(LOOKING FORWARD STATION)



ELEVATION (PIER NOS. 7 - 17)
(LOOKING FORWARD STATION)

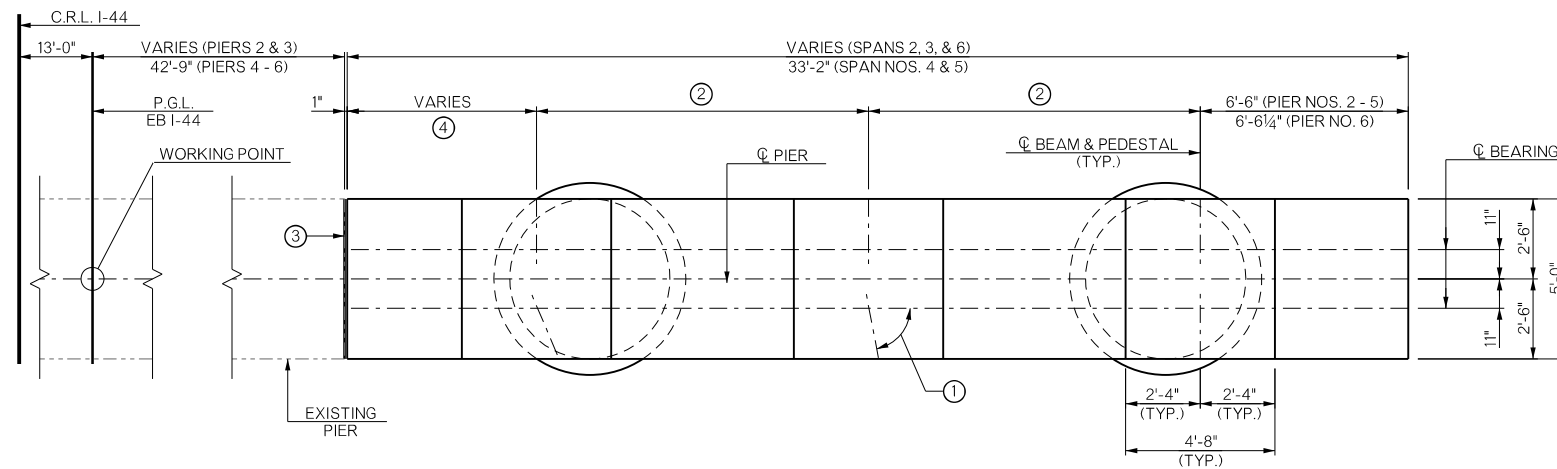
NOTE:
ALL EDGES OF PIER CAP SHALL HAVE A 1/2" CHAMFER EXCEPT FOR PEDESTAL EDGES WHICH SHALL HAVE A 3/4" CHAMFER.



7/16/2021 9:32:44 AM L:\2019\19103080 - 000T CI-2123 I-44 and US-75 Final\WP_P0E\Drawings\Bridges T2\3378809-T2-PIER DETAILS I.dgn

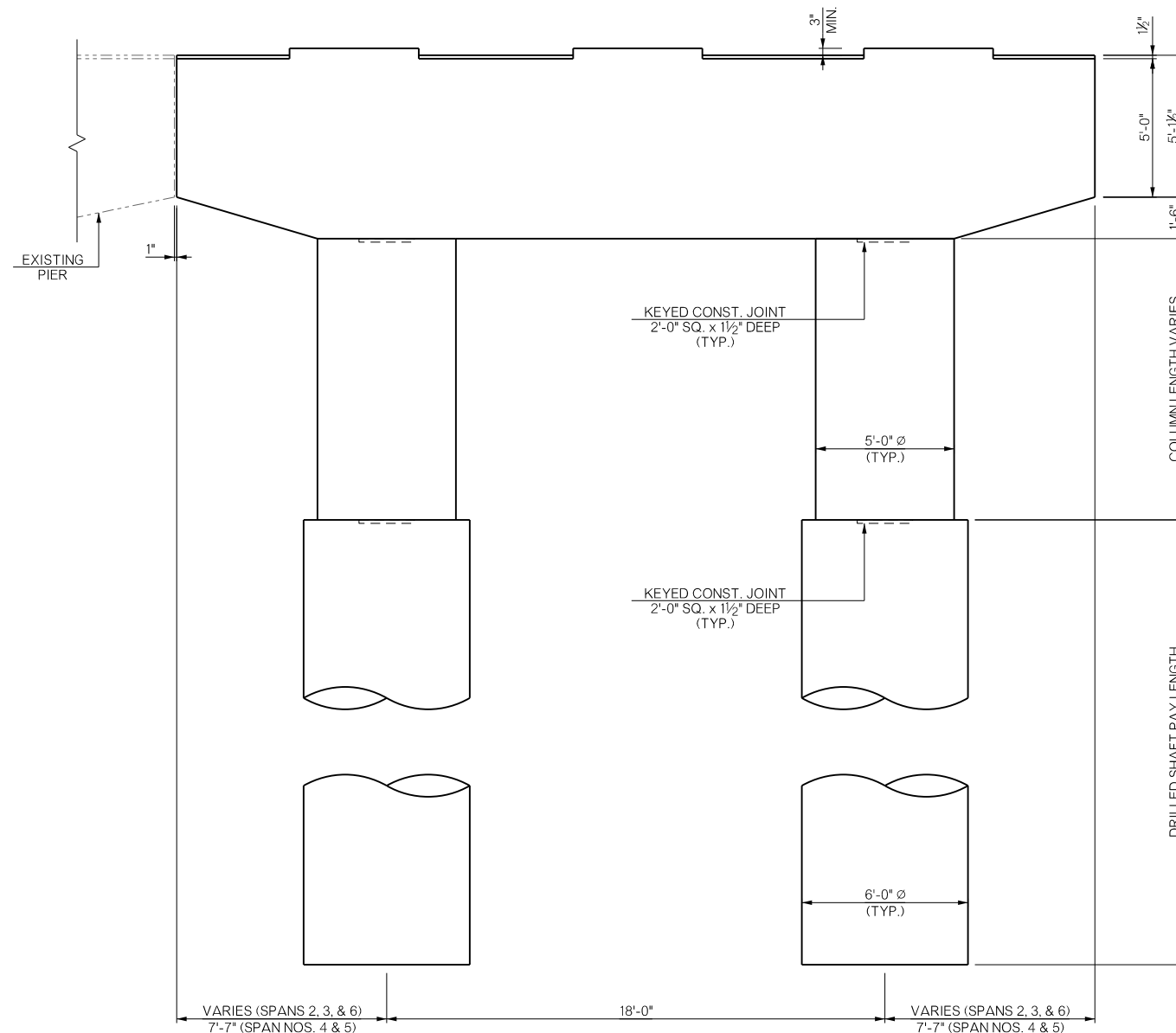
BRIDGE "T2" I-44 EB OVER ARKANSAS RIVER		TULSA COUNTY	DESIGN	DPE	8/20
PIER DETAILS (SHEET 1 OF 2)			DETAIL	SJL	8/20
			CHECK	DPE	8/20
			GARVER		
STATE OF OKLAHOMA	DEPARTMENT OF TRANSPORTATION				
	JOB PIECE NO. 33788(09)		SHEET NO. B022		

ALL INFORMATION INCLUDED IN THESE PLANS IS BASED ON THE EXISTING AS-BUILT AND SURVEYED DATA. IT IS SOLELY THE CONTRACTOR'S RESPONSIBILITY TO ACCURATELY VERIFY THIS INFORMATION PRIOR TO ANY DEMOLITION OR CONSTRUCTION. FOR ADDITIONAL INFORMATION, SEE THE GENERAL NOTES "VERIFICATION OF EXISTING CONDITIONS", "SURVEYING AND CONSTRUCTION STAKING", & "ESTABLISHMENT OF VERTICAL GEOMETRY" ON SHEET NO. AB01.

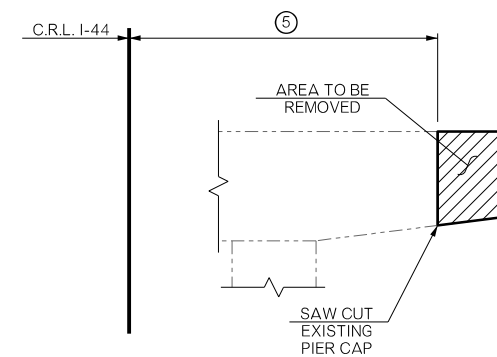


PLAN (PIER NOS. 2 - 6)

- ① ANGLE SHOWN EXAGGERATED FOR CLARITY, AND MAY VARY BETWEEN PIERS AND BEAMS.
- ② VARIES AT ALL LOCATIONS EXCEPT: 10'-4 1/2" (PIER NO. 4 F.S. & PIER NO. 5 B.S. BEARING LINES)
- ③ SAW CUT END OF CAP ON PIER NOS. 3 & 5. SEE REMOVAL DETAIL. PAINT CUT REBAR AND ADJOINING CONCRETE WITHIN 1" OF REBAR WITH TWO COATS OF ZINC-RICH PAINT (6 MIL. MINIMUM THICKNESS).
- ④ 5'-11" (PIER NO 4 F.S. BEARING LINE, & PIER NOS. 5 & 6) 5'-11 3/8" (PIER NO 4 B.S. BEARING LINE)
- ⑤ 64'-9" (PIER NO. 2)
58'-9" (PIER NO. 2)
55'-9" (TYP.)



ELEVATION (PIER NOS. 2 - 6)
(LOOKING FORWARD STATION)



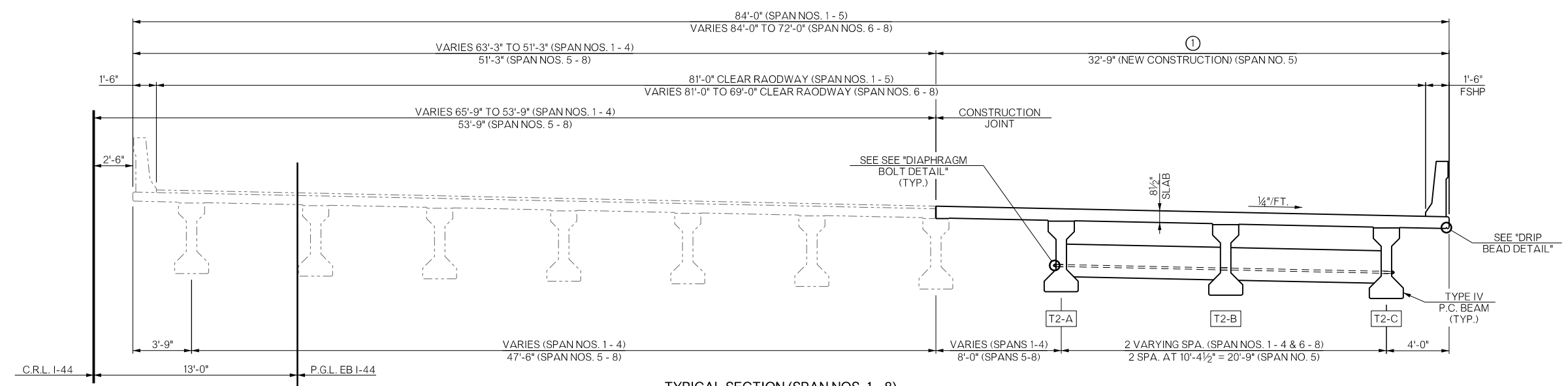
REMOVAL DETAIL

NOTE:
ALL EDGES OF PIER CAP SHALL HAVE A 1/2" CHAMFER EXCEPT FOR PEDESTAL EDGES WHICH SHALL HAVE A 3/4" CHAMFER.

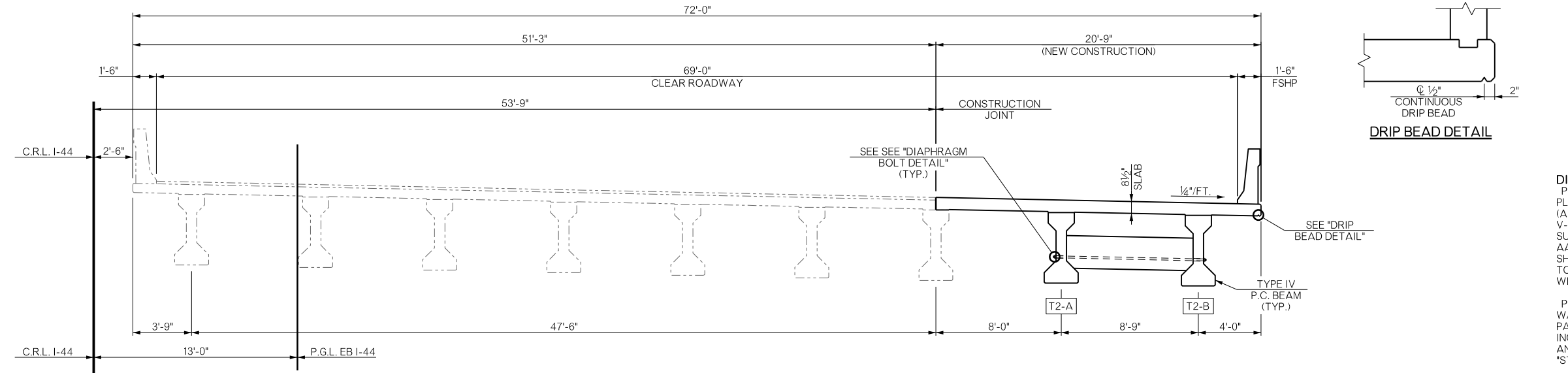
BRIDGE "T2" I-44 EB OVER ARKANSAS RIVER		TULSA COUNTY		DESIGN	DPE	8/20
				DETAIL	SJL	8/20
				CHECK	DPE	8/20
PIER DETAILS (SHEET 2 OF 2)		GARVER				
STATE OF OKLAHOMA		DEPARTMENT OF TRANSPORTATION				
JOB PIECE NO. 33788(09)		SHEET NO. _B023				

ALL INFORMATION INCLUDED IN THESE PLANS IS BASED ON THE EXISTING AS-BUILT AND SURVEYED DATA. IT IS SOLELY THE CONTRACTOR'S RESPONSIBILITY TO ACCURATELY VERIFY THIS INFORMATION PRIOR TO ANY DEMOLITION OR CONSTRUCTION. FOR ADDITIONAL INFORMATION, SEE THE GENERAL NOTES "VERIFICATION OF EXISTING CONDITIONS", "SURVEYING AND CONSTRUCTION STAKING", & "ESTABLISHMENT OF VERTICAL GEOMETRY" ON SHEET NO. AB01.

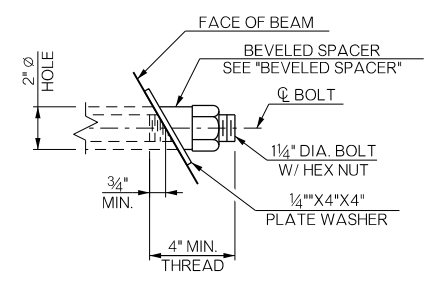
① 20'-9" TO 32'-9" (NEW CONSTRUCTION) (SPAN NOS. 1 - 4)
 32'-9" TO 20'-9" (NEW CONSTRUCTION) (SPAN NOS. 6 - 8)



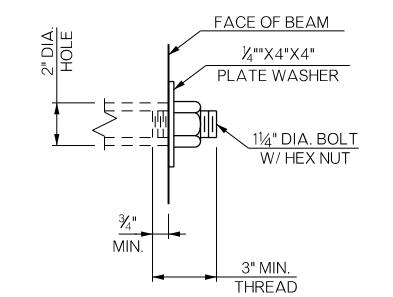
TYPICAL SECTION (SPAN NOS. 1 - 8)
 (LOOKING FORWARD STATION)
 (SHOWING INTERMEDIATE DIAPHRAGMS)



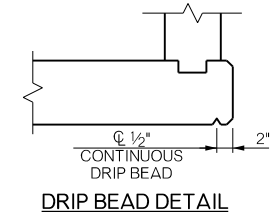
TYPICAL SECTION (SPAN NOS. 9 - 21)
 (LOOKING FORWARD STATION)
 (SHOWING INTERMEDIATE DIAPHRAGMS)



DIAPHRAGM BOLT ASSEMBLY DETAIL
 (SPAN NOS. 1 - 4 & 6 - 8 ONLY)



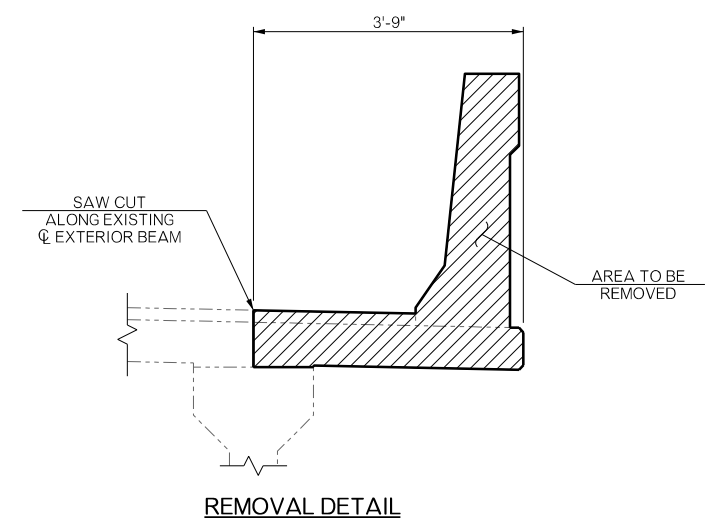
DIAPHRAGM BOLT ASSEMBLY DETAIL



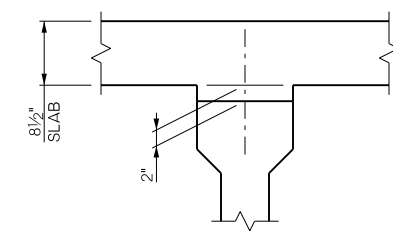
DRIP BEAD DETAIL

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

PAINT EXPOSED DIAPHRAGM BOLT, BEVELED SPACER, 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".

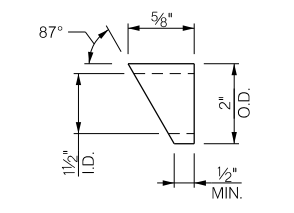


REMOVAL DETAIL



BEAM HAUNCH DETAIL

NOTE:
 PLAN QUANTITIES FOR CLASS AA CONCRETE INCLUDE BEAM HAUNCHES. THE HAUNCH HEIGHT SHOWN IS THE THEORETICAL HAUNCH HEIGHT AT THE CENTERLINE BEARING ONLY, MEASURED FROM BOTTOM OF DECK SLAB TO TOP OF 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.



BEVELED SPACER
 (SPAN NOS. 1 - 4 & 6 - 8 ONLY)

NOTE:
 EXTRA STRONG PIPE SLEEVE.

BRIDGE "T2" I-44 EB OVER ARKANSAS RIVER		TULSA COUNTY		DESIGN	DPE	8/20
				DETAIL	S.J.L.	8/20
				CHECK	DPE	8/20
TYPICAL SECTION				GARVER		
STATE OF OKLAHOMA		DEPARTMENT OF TRANSPORTATION				
		JOB PIECE NO. 33788(09)		SHEET NO. B024		

7/16/2021 9:32:45 AM L:\2019\9103080 - 000T C1-2123 I-44 and US-75 Final\WP_P0E Drawings\Bridges T2\3378809-T2-TYPICAL SECTION.dgn

PROPOSED

R/W

07/16/2021

DESIGN DATA

DESIGNED IN ACCORDANCE WITH 2007 AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS AND INTERIM SPECIFICATIONS FROM 2008.

DESIGNED FOR HL-93 AND ODOT OVERLOAD TRUCK

MATERIALS:
 CONCRETE (CLASS AA): $f'_c = 4$ KSI
 REINFORCING STEEL: $f_y = 60$ KSI

ODOT STANDARDS

SBI-5-0

GENERAL NOTES:

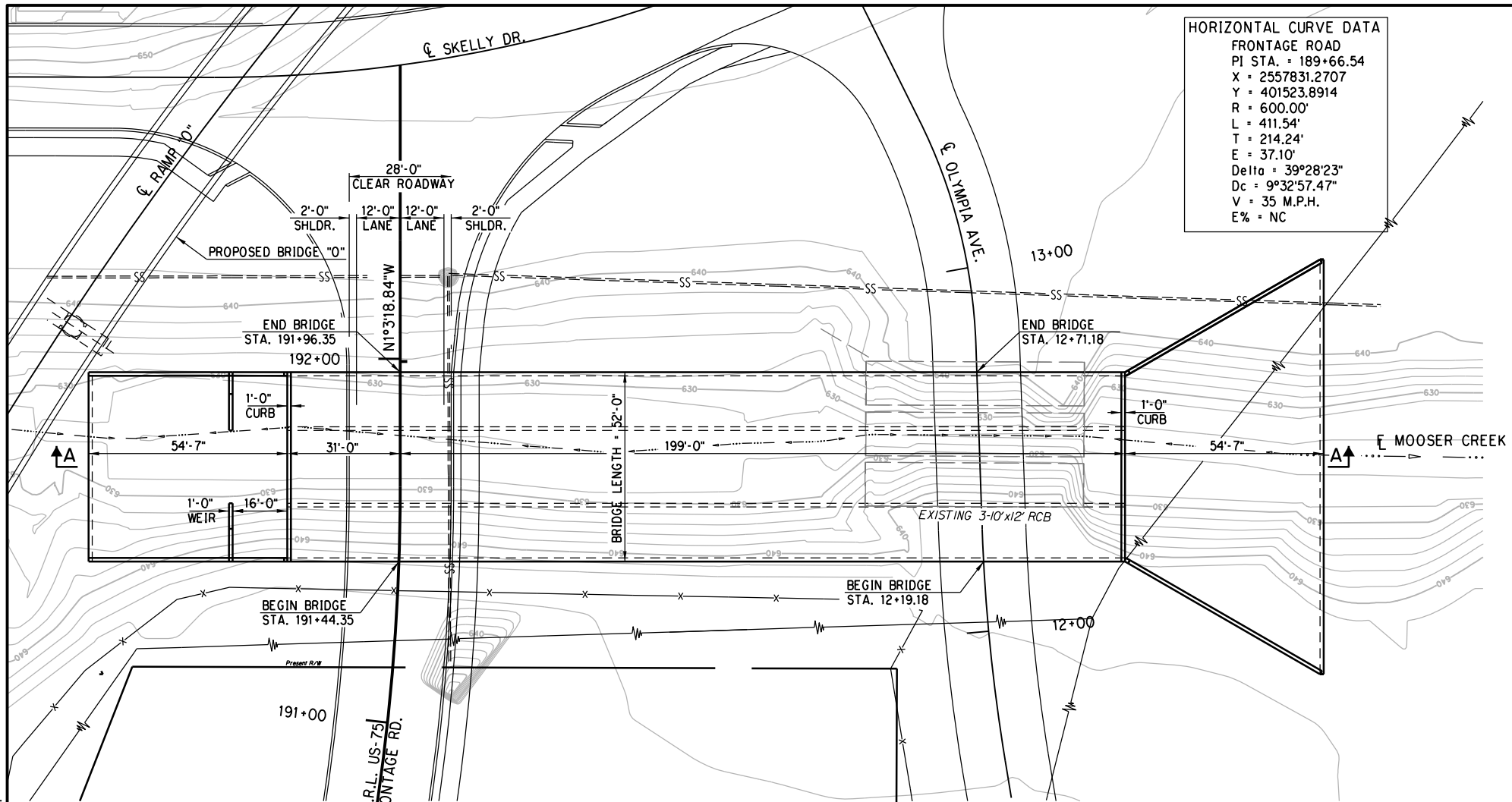
- ALL CONSTRUCTION AND MATERIAL REQUIREMENTS SHALL BE IN ACCORDANCE WITH THE 2019 OKLAHOMA STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION.
- ALL CONCRETE EDGES SHALL HAVE A 1/2" CHAMFER UNLESS OTHERWISE SHOWN OR NOTED. ALL CHAMFER STRIPS SHALL BE SIZED LUMBER.
- ALL REINFORCING STEEL SHALL HAVE A 2" MINIMUM CLEAR COVER UNLESS OTHERWISE SHOWN.

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.

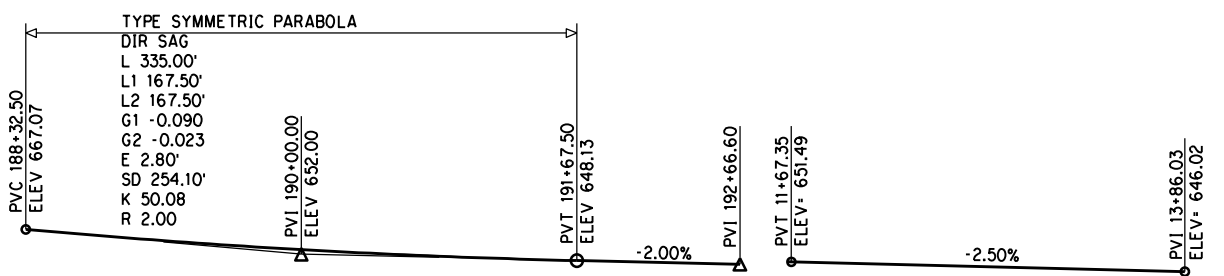
OKLAHOMA ONE-CALL SYSTEM:
 IN ACCORDANCE WITH THE OKLAHOMA UNDERGROUND FACILITIES DAMAGE PREVENTION ACT THE CONTRACTOR SHALL NOTIFY THE OKLAHOMA ONE-CALL SYSTEM, INC. 48 HOURS PRIOR TO BEGINNING EXCAVATION. OKLAHOMA ONE-CALL SYSTEM, INC. "CALL OKIE" 1-800-522-6543 OR 811.

HORIZONTAL CURVE DATA
 FRONTAGE ROAD
 PI STA. = 189+66.54
 X = 2557831.2707
 Y = 401523.8914
 R = 600.00'
 L = 411.54'
 T = 214.24'
 E = 37.10'
 Delta = 39°28'23"
 Dc = 9°32'57.47"
 V = 35 M.P.H.
 E% = NC

HORIZONTAL CURVE DATA
 OLYMPIA AVE.
 PI STA. = X
 X = X
 Y = X
 R = X
 L = X
 T = X
 E = X
 Delta = X
 Dc = X
 V = X
 E% = X



BM 112
 CUT BOX AT WEST EDGE CONCRETE
 BASE FOR LIGHT POLE
 STA. 252+32.25 78.24' LT. C.R.L. US-75



HYDRAULIC DATA

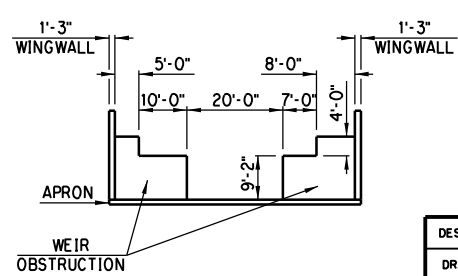
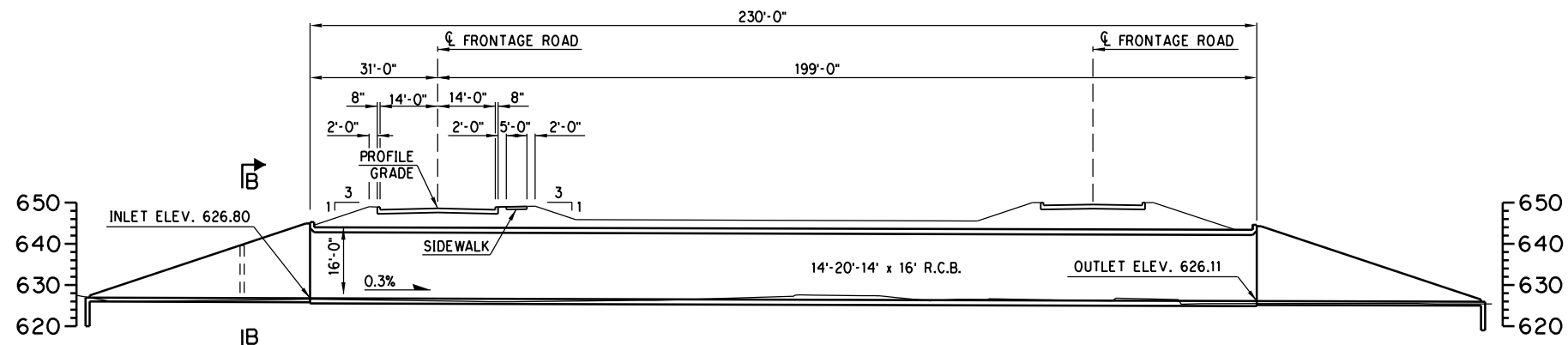
D.A. = SQ. MILES

$Q_{0.1}$ (EFFECTIVE) =

Q_{160} = cfs	$V_{0.1}$ = fps	O.T. ELEV. =
Q_2 = cfs	V_2 = fps	CHW ₂ =
Q_5 = cfs	V_5 = fps	CHW ₅ =
Q_{10} = cfs	V_{10} = fps	CHW ₁₀ =
Q_{25} = cfs	V_{25} = fps	CHW ₂₅ =
Q_{50} = cfs	V_{50} = fps	CHW ₅₀ =
Q_{100} = cfs	V_{100} = fps	CHW ₁₀₀ =

QUANTITIES - BRIDGE "U" (R.C.B.)

ITEM NO.	ITEM	UNIT	TOTAL
202(A) 2210	UNCLASSIFIED EXCAVATION	C.Y.	
501(A) 1210	STRUCTURAL EXCAVATION UNCLASSIFIED	C.Y.	
509(A) 0210	CLASS AA CONCRETE	C.Y.	
511(A) 2210	REINFORCING STEEL	LB.	
619(D) 6700	REMOVAL OF EXISTING BRIDGE STRUCTURE	LSUM.	1



TULSA COUNTY

BRIDGE "U" U.S. 75 FRONTAGE ROAD AND OLYMPIA AVE. OVER MOOSER CREEK

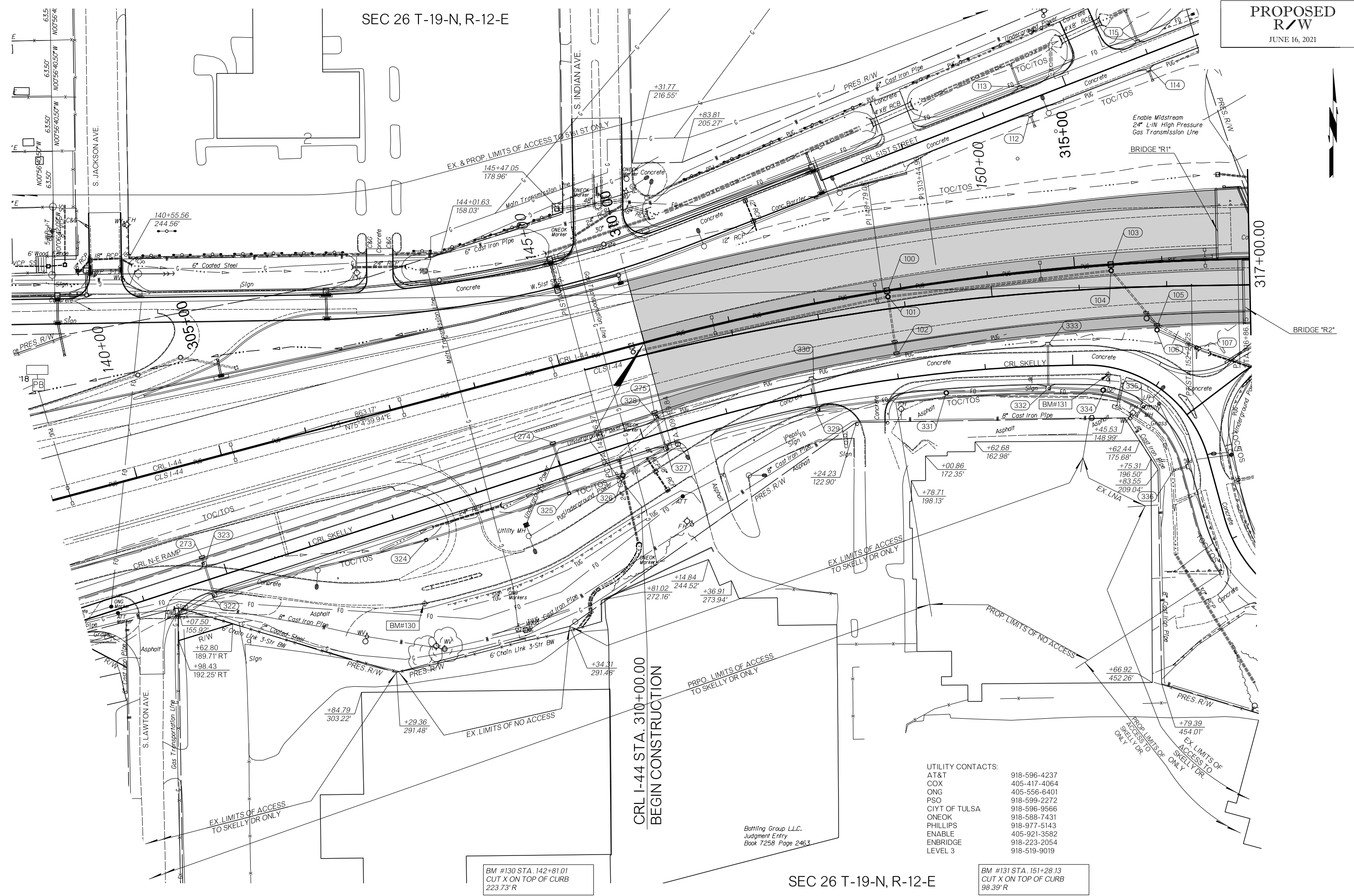
GENERAL PLAN AND ELEVATION
 BRIDGE STA. 191+70.35 C.R.L. US-75 FRNTG. RD.
 CONST. 14'-20'-14' x 16' SPAN R.C.B. SKEW 0°

STATE JOB NO. 33788109 SHEET NO. B025

DESIGN	
DRAWN	
CHECKED	
APPROVED	
SQUAD	POE

7/16/2021 9:40:31 AM H:\PROJECTS\203192 - ODOT CI-2123 I-44-UST5\Admin\Submittals\2021-07-16 Final\RW Bridge\DCN\3378809-Bridge U GPE.dgn

SEC 26 T-19-N, R-12-E



CRL I-44 STA. 310+00.00
BEGIN CONSTRUCTION

Bottling Group LLC.
Judgment Entry
Book 7258 Page 2463

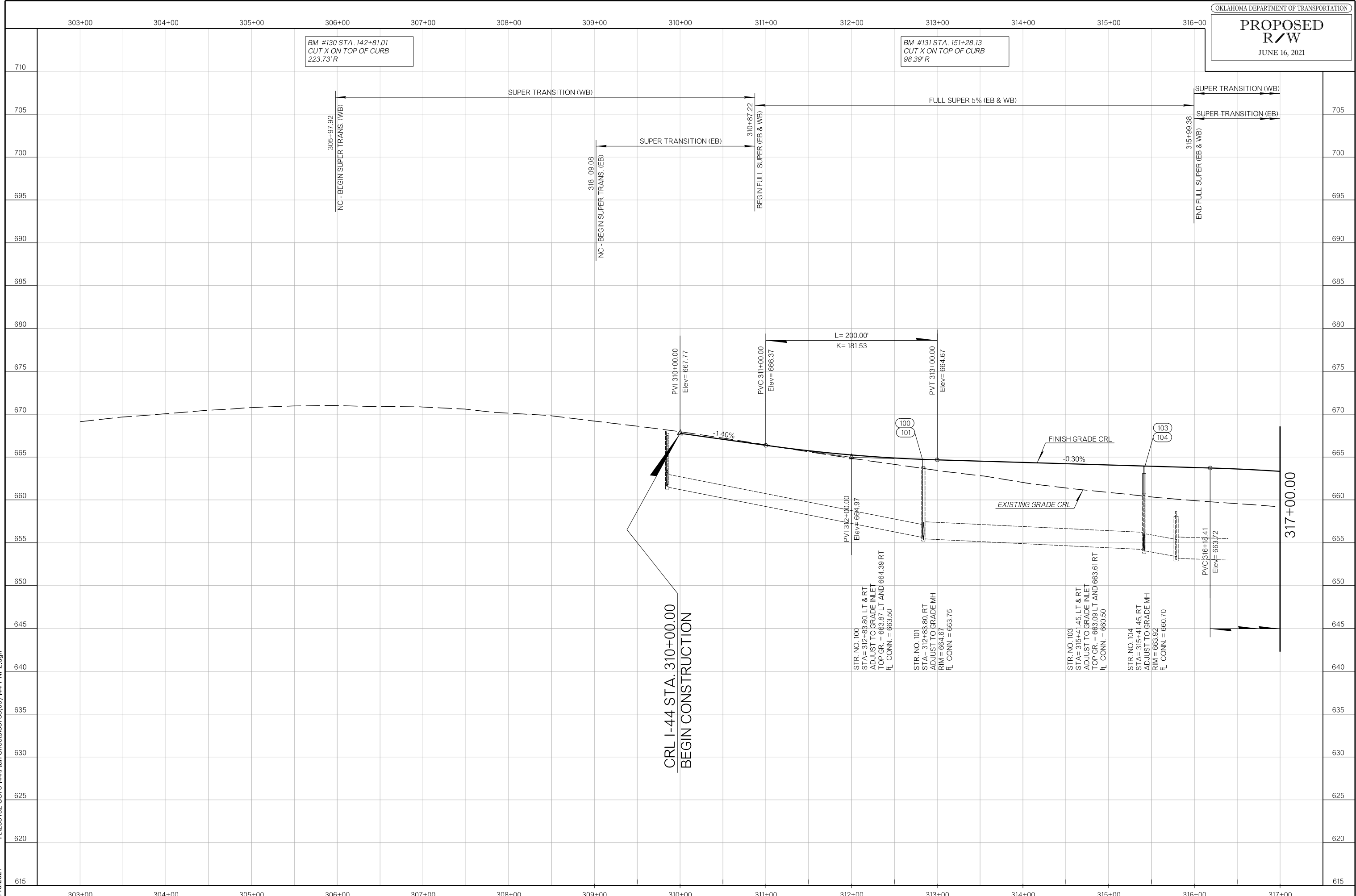
- UTILITY CONTACTS:
- AT&T 918-596-4237
 - COX 405-417-4064
 - ONG 405-556-6401
 - PSO 918-599-2272
 - CIYT OF TULSA 918-596-9566
 - ONEOK 918-588-7431
 - PHILLIPS 918-977-5143
 - ENABLE 405-921-3582
 - ENBRIDGE 918-223-2054
 - LEVEL 3 918-519-9019

BM #130 STA. 142+81.01
CUT X ON TOP OF CURB
223.73'R

BM #131 STA. 151+28.13
CUT X ON TOP OF CURB
98.39'R

SEC 26 T-19-N, R-12-E

7/16/2021 H:\203192 US75-144\Plan Sheets\33788(09)-144-PNP1.dgn



BM #130 STA. 142+81.01
 CUT X ON TOP OF CURB
 223.73' R

BM #131 STA. 151+28.13
 CUT X ON TOP OF CURB
 98.39' R

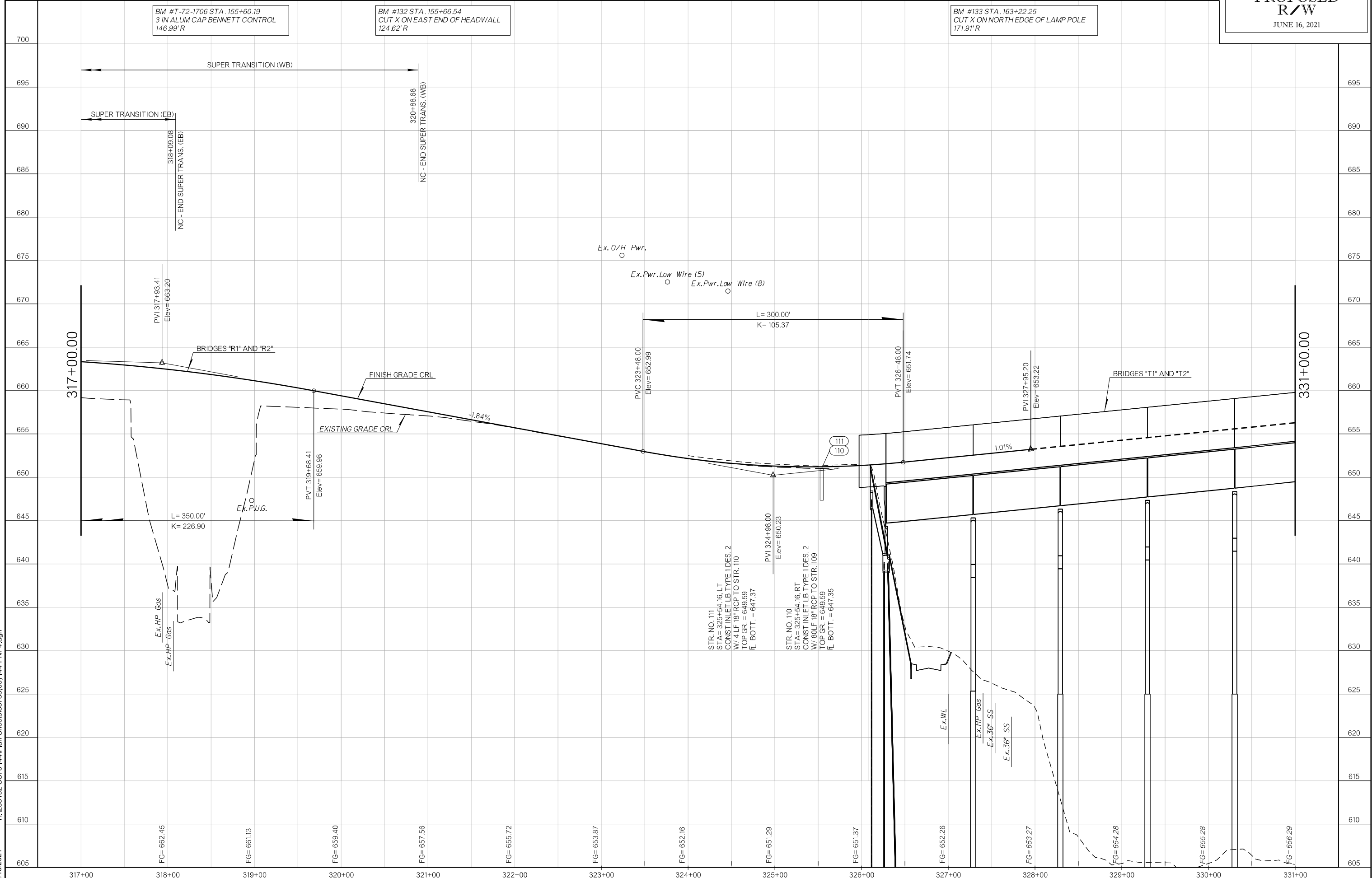
7/16/2021 H:\203192 US75-I44\Plan Sheets\3788(09)-I44-PNP2.dgn

317+00 318+00 319+00 320+00 321+00 322+00 323+00 324+00 325+00 326+00 327+00 328+00 329+00 330+00

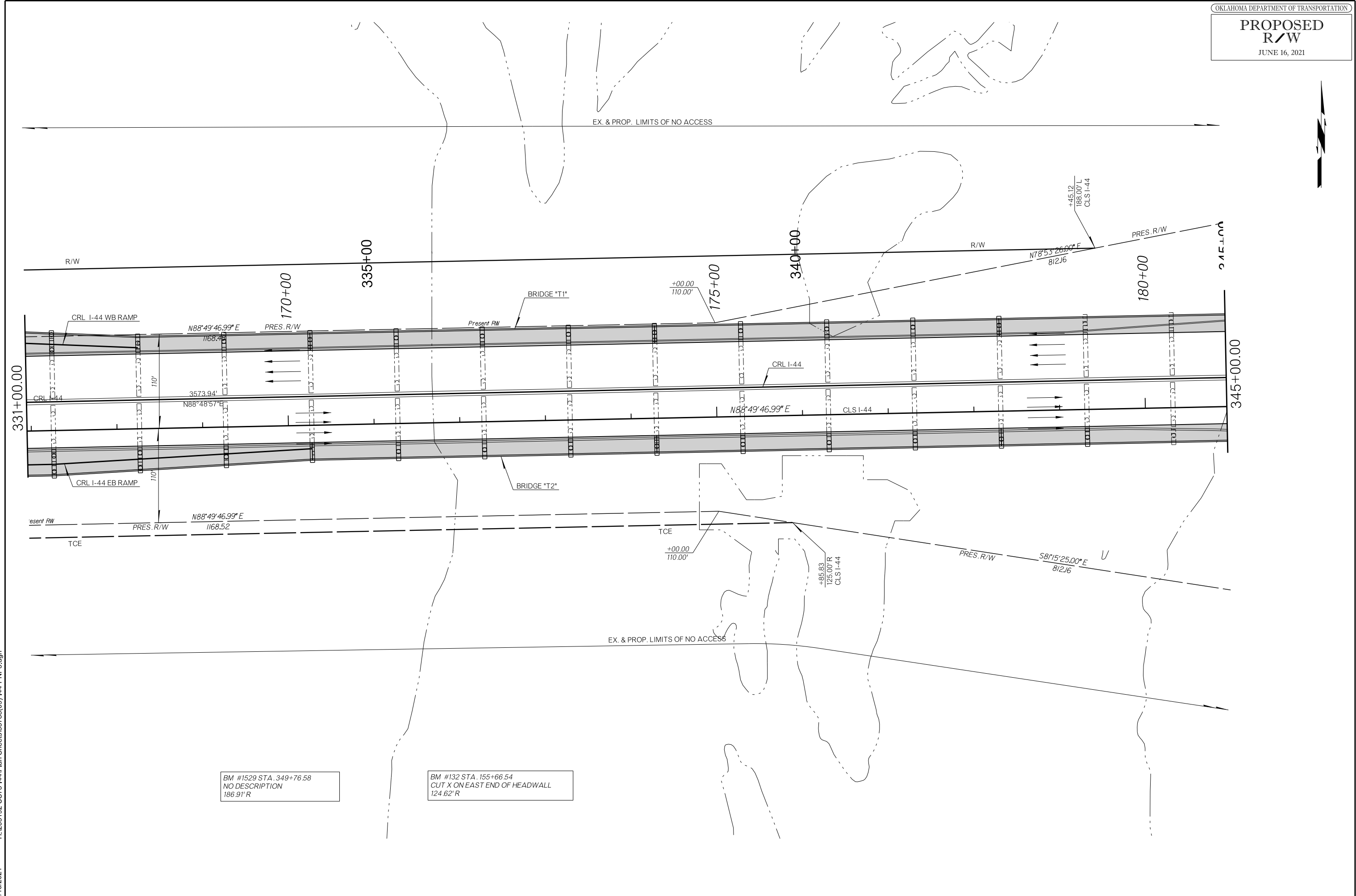
BM #72-1706 STA. 155+60.19
3 IN ALUM CAP BENNETT CONTROL
146.99' R

BM #132 STA. 155+66.54
CUT X ON EAST END OF HEADWALL
124.62' R

BM #133 STA. 163+22.25
CUT X ON NORTH EDGE OF LAMP POLE
171.91' R



7/16/2021 H:\203192 US75-144\Plan Sheets\3788(09)\44-PNP4.dgn



BM #1529 STA. 349+76.58
 NO DESCRIPTION
 186.91' R

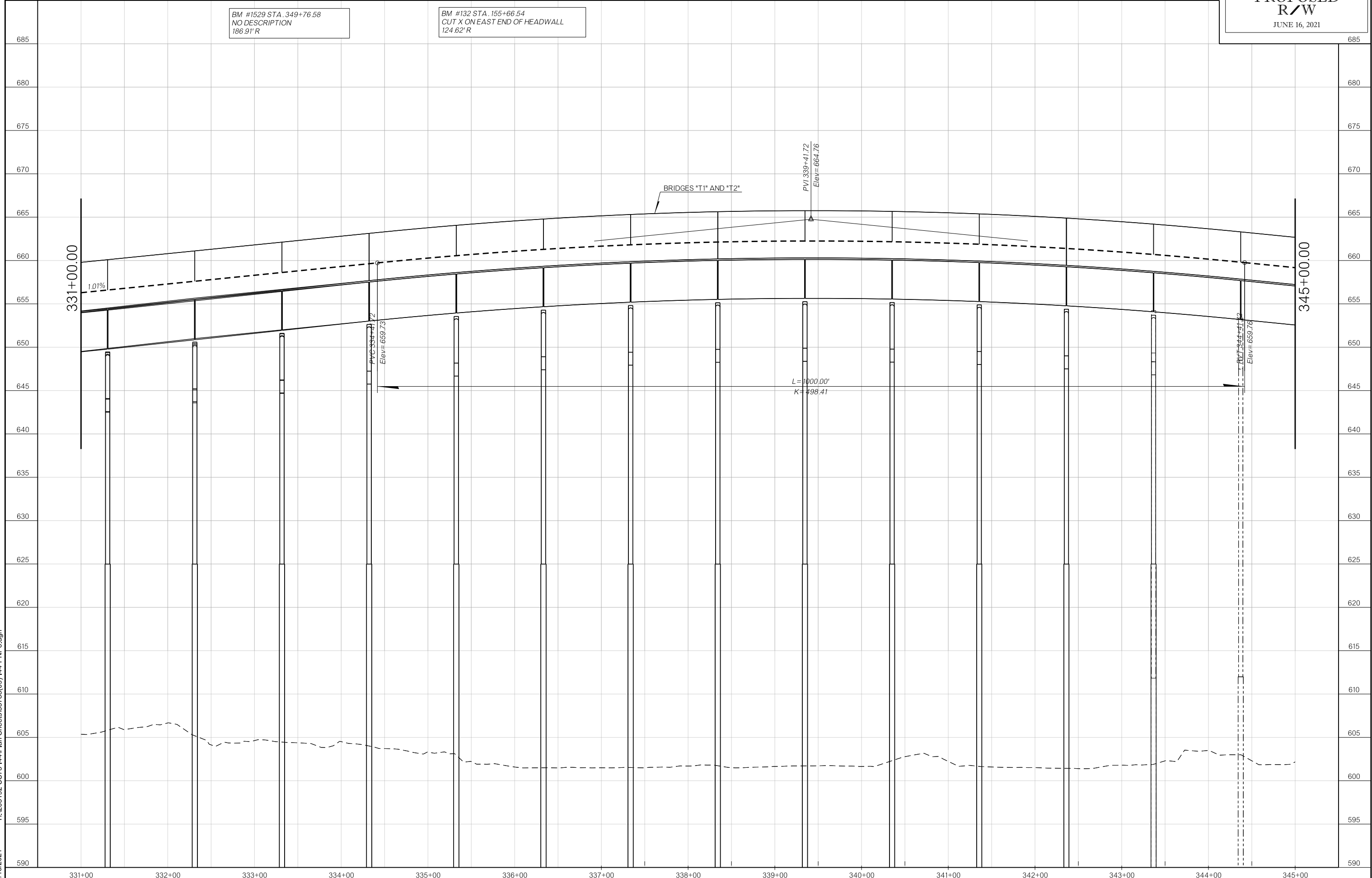
BM #132 STA. 155+66.54
 CUT X ON EAST END OF HEADWALL
 124.62' R

7/16/2021 H:\203192 US75-144\Plan Sheets\33788(09)-144-PNP5.dgn

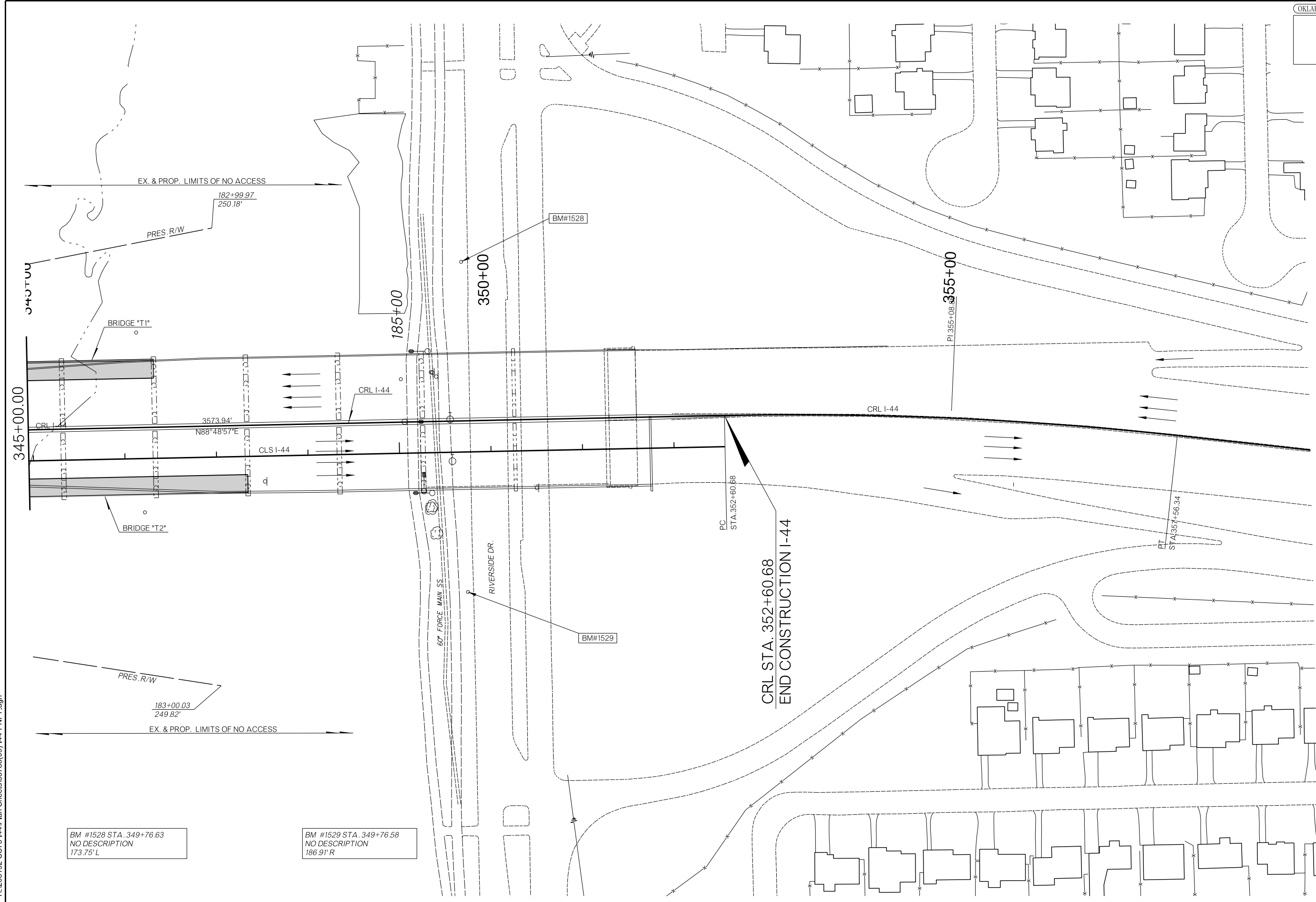
331+00 332+00 333+00 334+00 335+00 336+00 337+00 338+00 339+00 340+00 341+00 342+00 343+00 344+00

BM #1529 STA. 349+76.58
NO DESCRIPTION
186.91' R

BM #132 STA. 155+66.54
CUT X ON EAST END OF HEADWALL
124.62' R



H:\203192_US75-I44\Plan Sheets\3788(09)-I44-PNP6.dgn
7/16/2021



BM #1528 STA. 349+76.63
NO DESCRIPTION
173.75'L

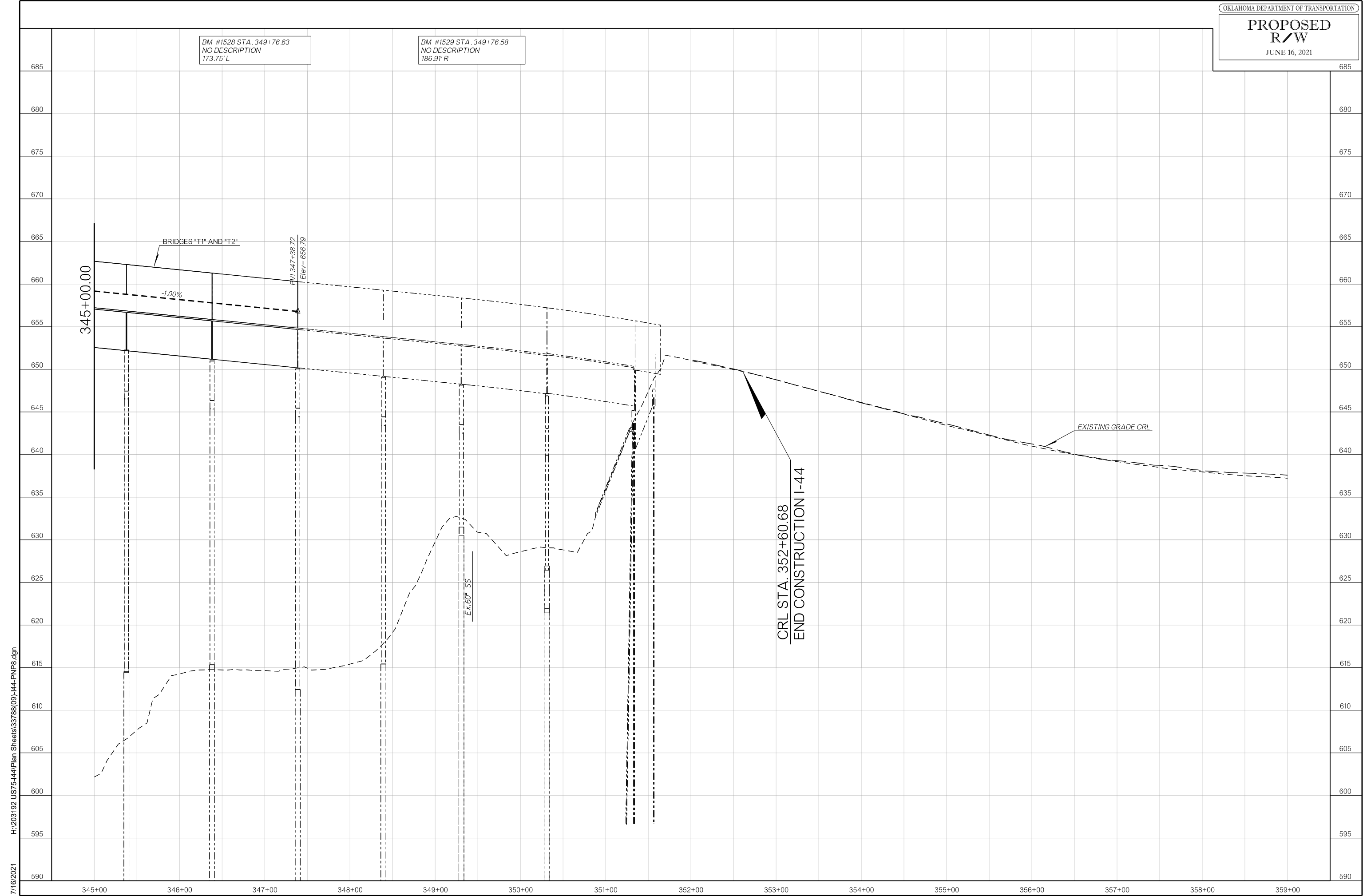
BM #1529 STA. 349+76.58
NO DESCRIPTION
186.91'R

H:\203192 US75-144\Plan Sheets\33788(09)-144-PNP7.dgn

7/16/2021

BM #1528 STA. 349+76.63
NO DESCRIPTION
173.75' L

BM #1529 STA. 349+76.58
NO DESCRIPTION
186.91' R



7/16/2021 H:\203192 US75-I44\Plan Sheets\3788(09)-I44-PNP8.dgn

SEC 35 T-19-N, R-12-E

CRL US-75 STA. 547+00.00
BEGIN CONSTRUCTION

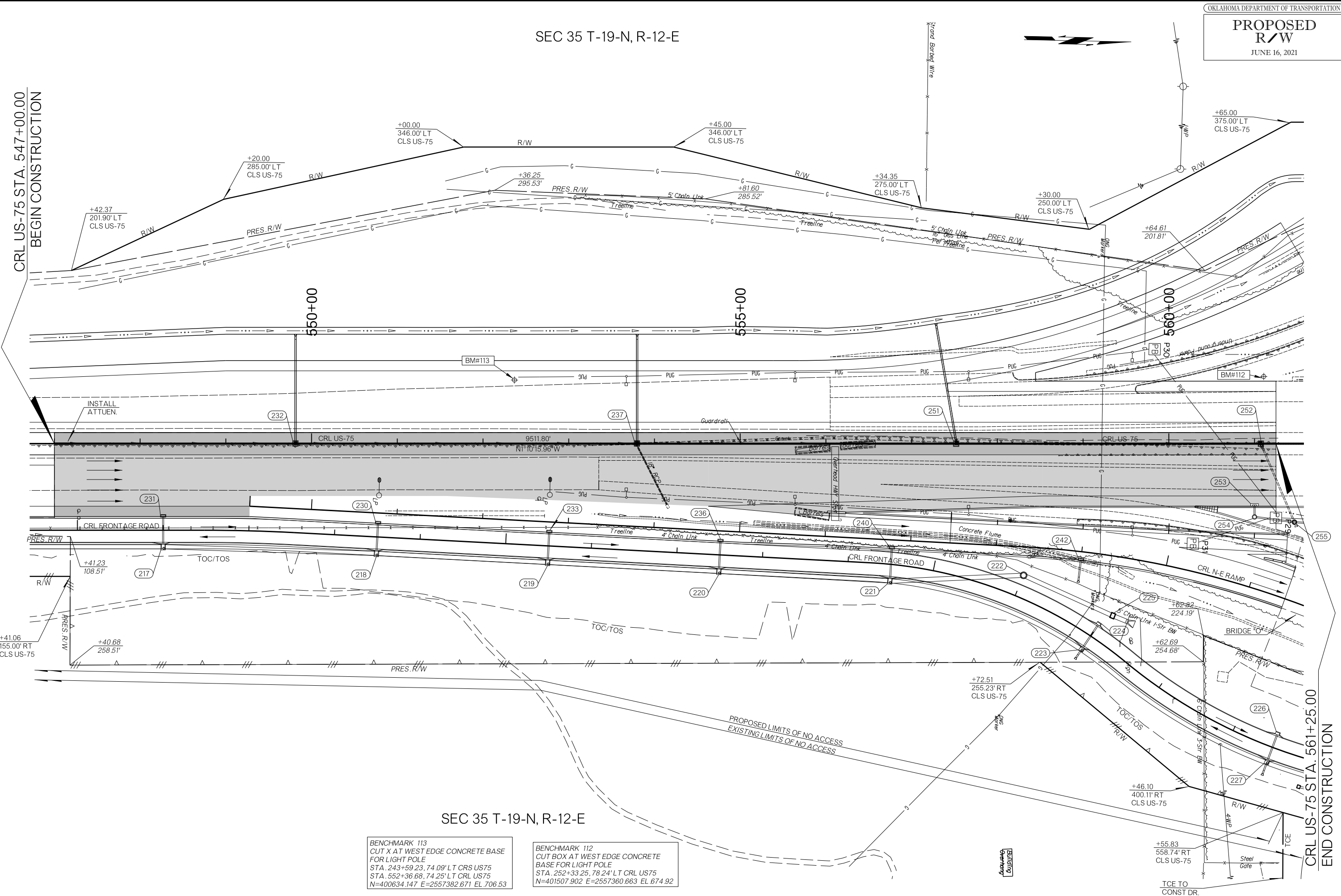
CRL US-75 STA. 561+25.00
END CONSTRUCTION

SEC 35 T-19-N, R-12-E

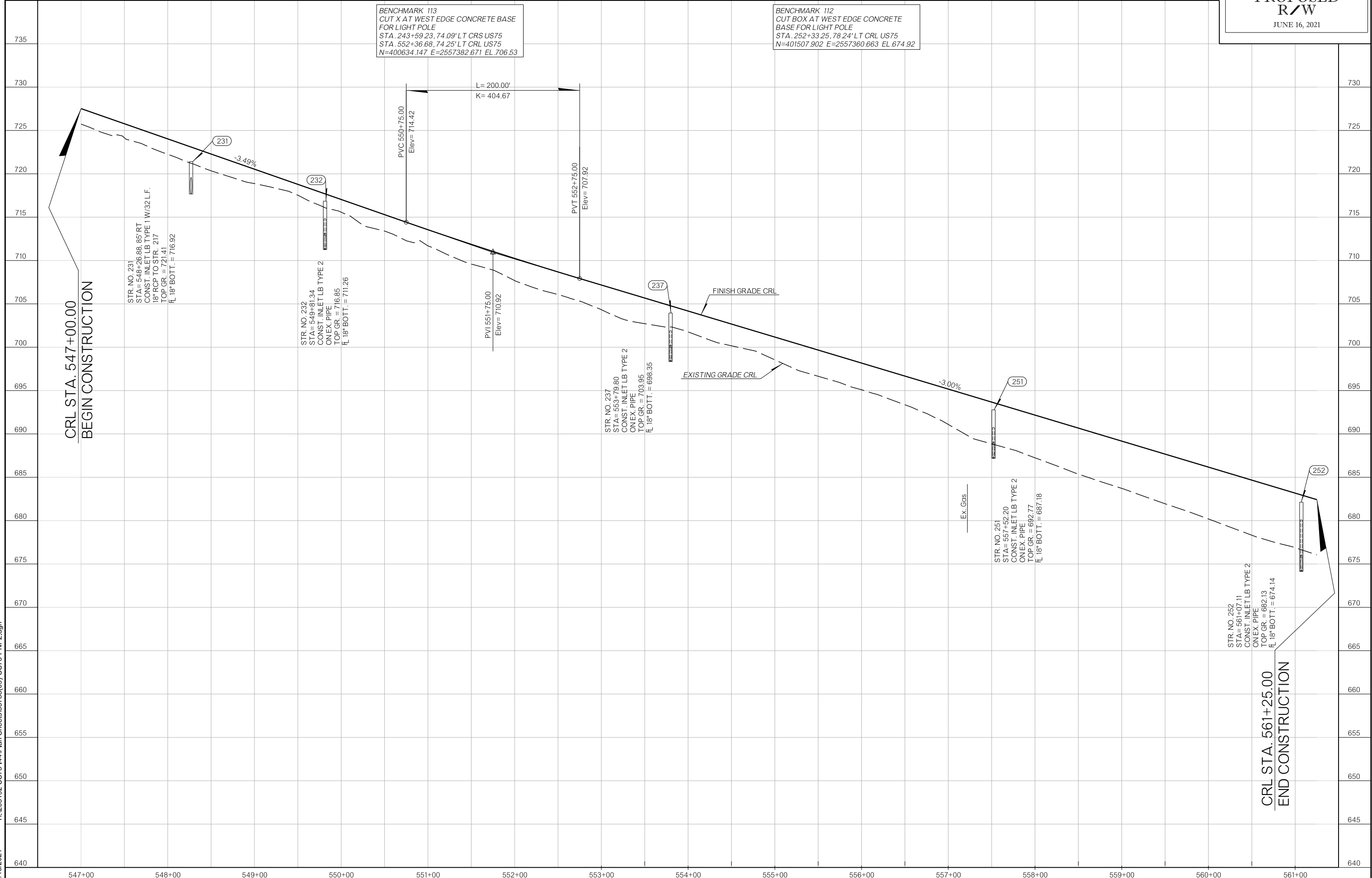
BENCHMARK 113
CUT X AT WEST EDGE CONCRETE BASE
FOR LIGHT POLE
STA. 243+59.23, 74.09' LT CRS US75
STA. 552+36.68, 74.25' LT CRL US75
N=400634.147 E=2557382.671 EL.706.53

BENCHMARK 112
CUT BOX AT WEST EDGE CONCRETE
BASE FOR LIGHT POLE
STA. 252+33.25, 78.24' LT CRL US75
N=401507.902 E=2557360.663 EL.674.92

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547+00 548+00 549+00 550+00 551+00 552+00 553+00 554+00 555+00 556+00 557+00 558+00 559+00 560+00

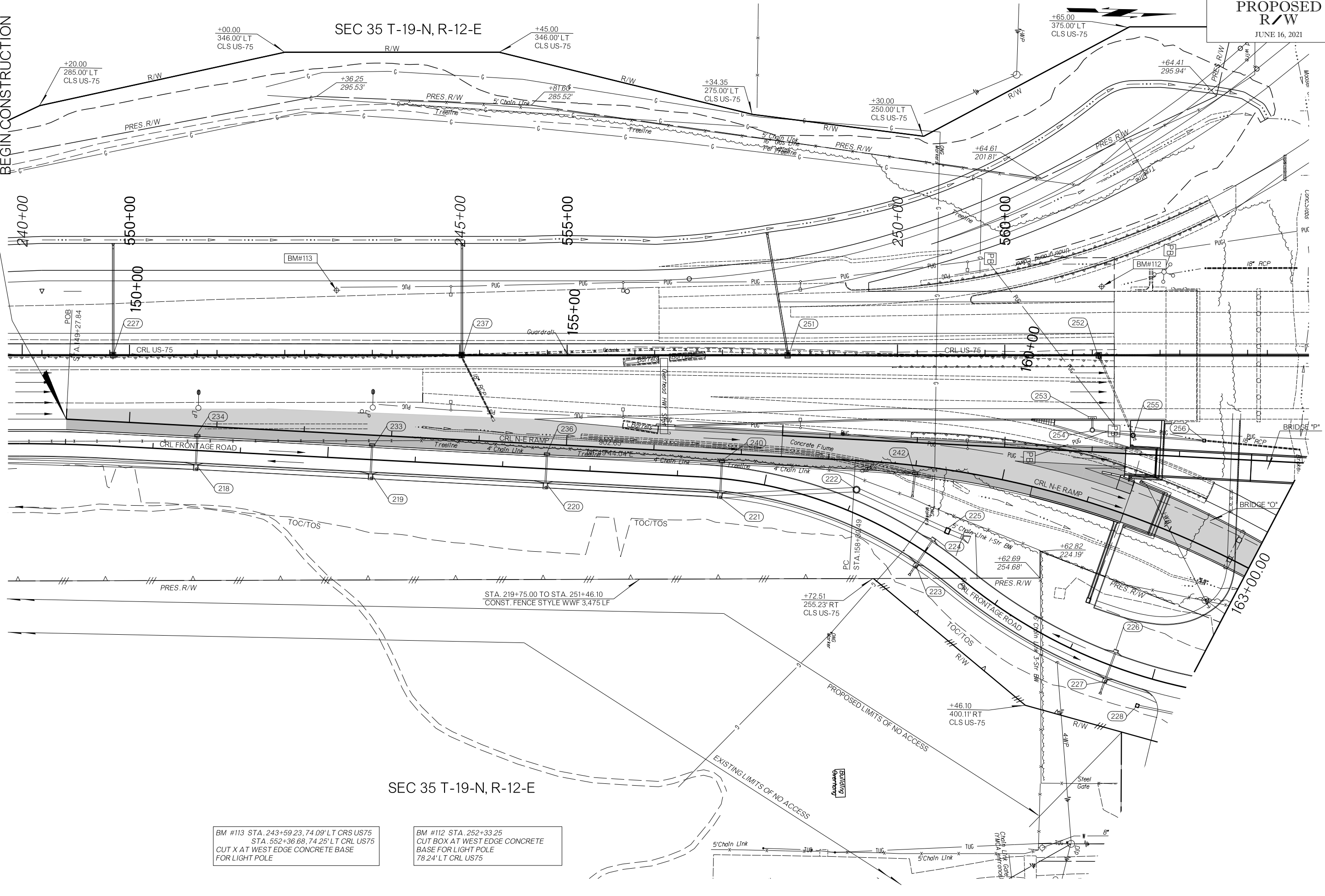


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CRL N-E RAMP STA. 547+00.00
BEGIN CONSTRUCTION

SEC 35 T-19-N, R-12-E

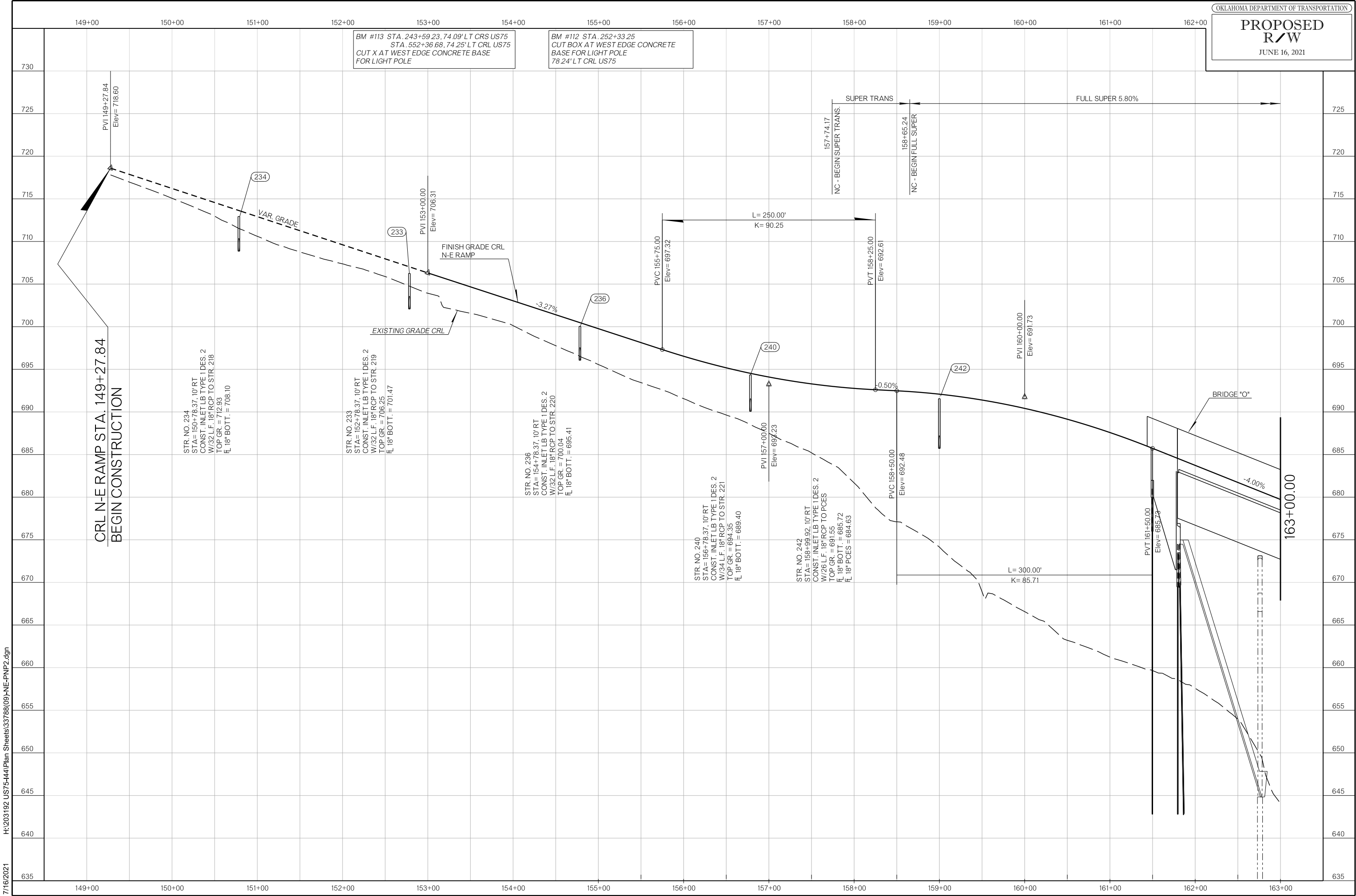


SEC 35 T-19-N, R-12-E

BM #113 STA. 243+59.23, 74.09' LT CRS US75
 STA. 552+36.68, 74.25' LT CRL US75
 CUT X AT WEST EDGE CONCRETE BASE
 FOR LIGHT POLE

BM #112 STA. 252+33.25
 CUT BOX AT WEST EDGE CONCRETE
 BASE FOR LIGHT POLE
 78.24' LT CRL US75

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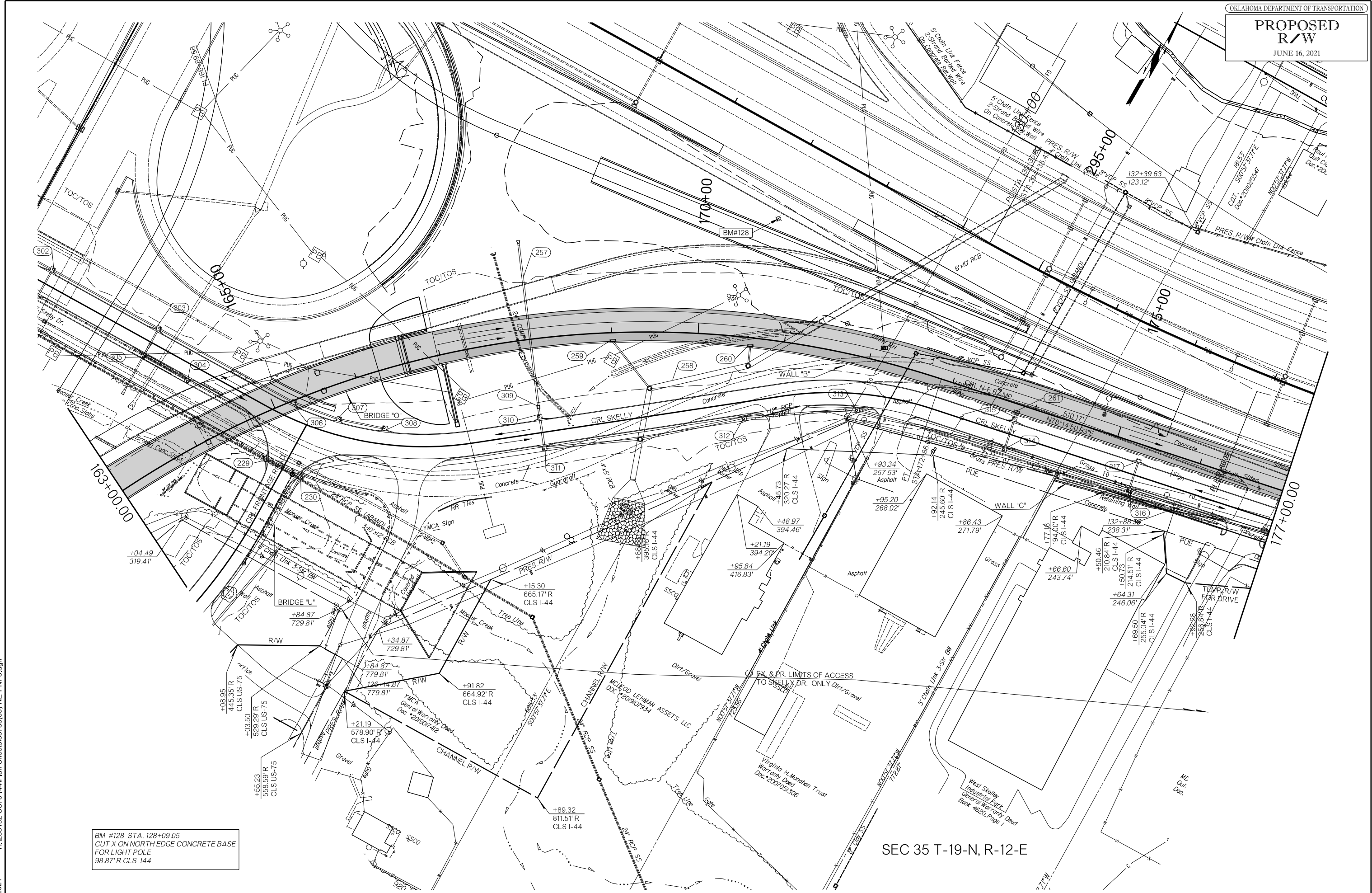


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PROPOSED R/W

JUNE 16, 2021



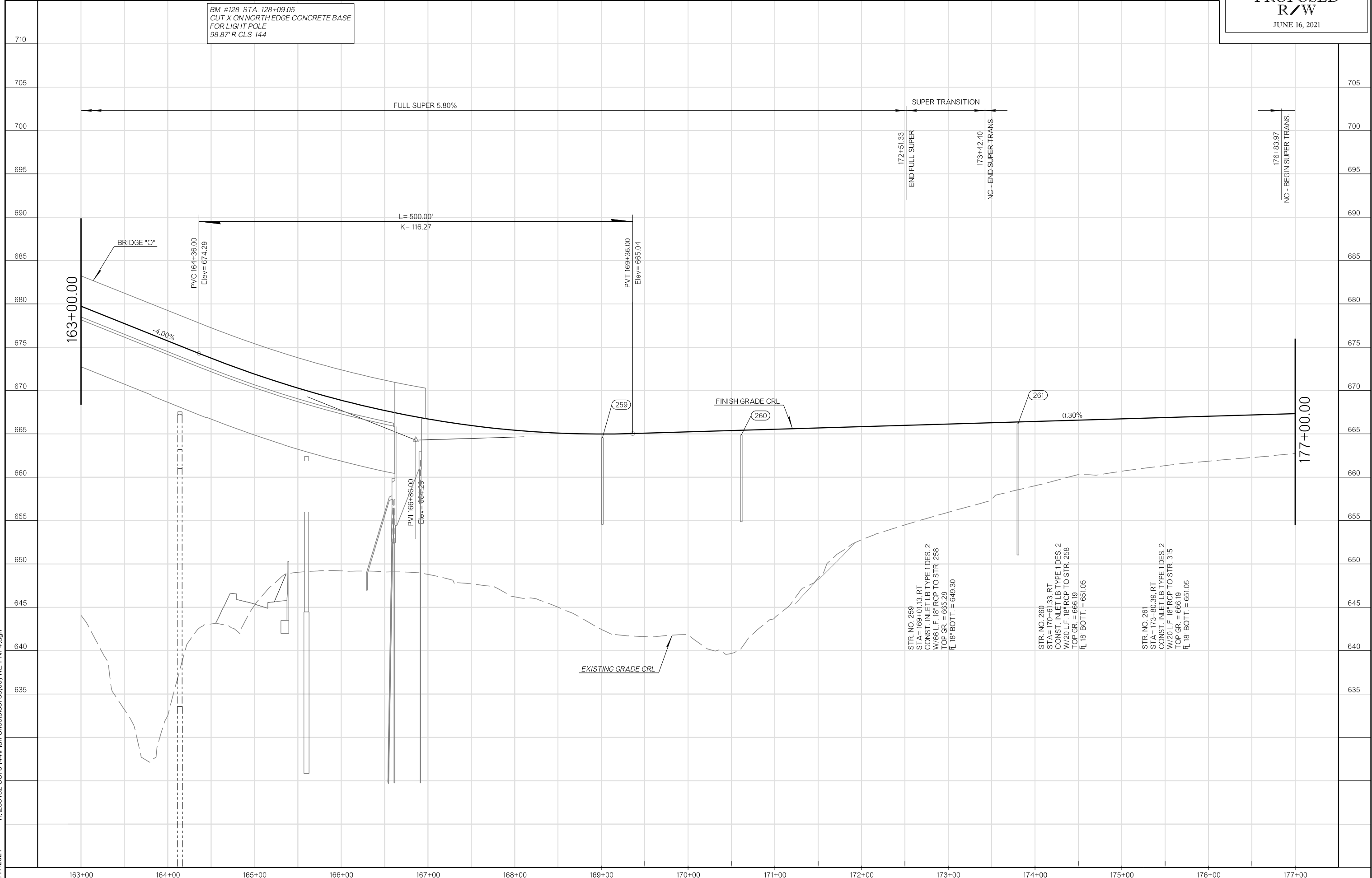
BM #128 STA. 128+09.05
 CUT X ON NORTH EDGE CONCRETE BASE
 FOR LIGHT POLE
 98.87' R CLS 144

SEC 35 T-19-N, R-12-E

7/16/2021 H:\203192 US75-I44\Plan Sheets\33788(09)-NE-PNP3.dgn

163+00 164+00 165+00 166+00 167+00 168+00 169+00 170+00 171+00 172+00 173+00 174+00 175+00 176+00

BM #128 STA. 128+09.05
CUT X ON NORTH EDGE CONCRETE BASE
FOR LIGHT POLE
98.87' R CLS 144



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7/17/2021

163+00 164+00 165+00 166+00 167+00 168+00 169+00 170+00 171+00 172+00 173+00 174+00 175+00 176+00 177+00

177+00 178+00 179+00 180+00 181+00 182+00 183+00 184+00 185+00 186+00 187+00 188+00 189+00 190+00

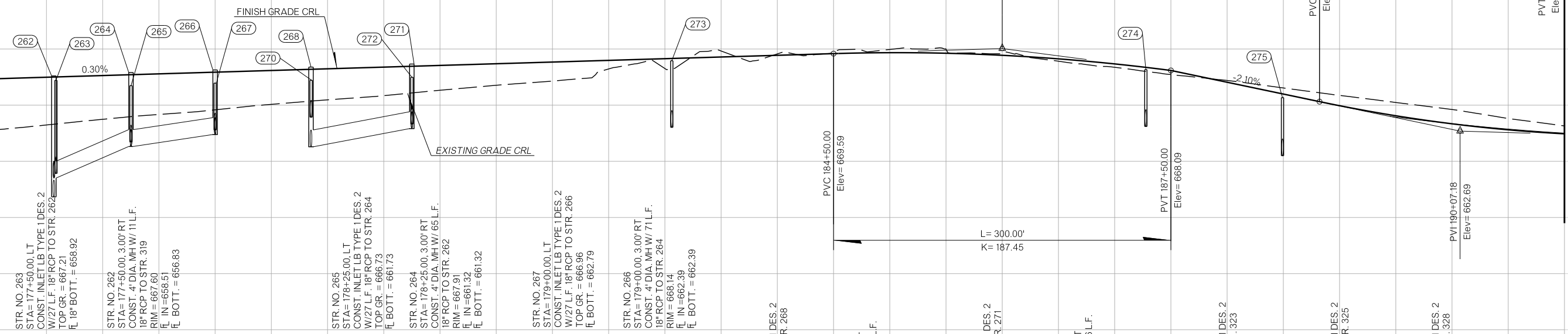
BM #129 STA. 134+96.86
RR SPIKE IN NORTH FACE PP
161' R CLS 144

BM #130 STA. 142+81.01
CUT X ON TOP OF CURB
223.73' R CLS 144

SUPER TRANS 177+31.75 NO SL 0.00%
178+17.75
FULL SUPER -3.60%
180+86.86 END FULL SUPER
181+72.86 NO SL 0.00%
182+20.64 NC - END SUPER TRANS.

177+00.00

191+00.00



STR. NO. 263
STA=177+50.00, LT
CONST. INLET LB TYPE 1 DES. 2
W/27 L.F. 18" RCP TO STR. 262
TOP GR. = 667.21
FL BOTT. = 658.92

STR. NO. 262
STA=177+50.00, 3.00' RT
CONST. 4" DIA. MH W/ 11 L.F.
18" RCP TO STR. 319
RIM = 667.60
FL IN = 658.51
FL BOTT. = 656.83

STR. NO. 265
STA=178+25.00, LT
CONST. INLET LB TYPE 1 DES. 2
W/27 L.F. 18" RCP TO STR. 264
TOP GR. = 666.73
FL BOTT. = 661.73

STR. NO. 264
STA=178+25.00, 3.00' RT
CONST. 4" DIA. MH W/ 65 L.F.
18" RCP TO STR. 262
RIM = 667.91
FL IN = 661.32
FL BOTT. = 661.32

STR. NO. 267
STA=179+00.00, LT
CONST. INLET LB TYPE 1 DES. 2
W/27 L.F. 18" RCP TO STR. 266
TOP GR. = 666.96
FL BOTT. = 662.79

STR. NO. 266
STA=179+00.00, 3.00' RT
CONST. 4" DIA. MH W/ 71 L.F.
18" RCP TO STR. 264
RIM = 668.14
FL IN = 662.39
FL BOTT. = 662.39

STR. NO. 270
STA=178+85.00, LT
CONST. INLET LB TYPE 1 DES. 2
W/27 L.F. 18" RCP TO STR. 268
TOP GR. = 667.22
FL BOTT. = 663.93

STR. NO. 268
STA=178+85.00, 3.00' RT
CONST. 4" DIA. MH W/ 4 L.F.
18" RCP TO STR. 269
RIM = 668.39
FL IN = 663.39
FL BOTT. = 661.29

STR. NO. 272
STA=180+75.00, LT
CONST. INLET LB TYPE 1 DES. 2
W/27 L.F. 18" RCP TO STR. 271
TOP GR. = 667.49
FL BOTT. = 663.32

STR. NO. 271
STA=180+75.00, 3.00' RT
CONST. 4" DIA. MH W/ 86 L.F.
18" RCP TO STR. 268
RIM = 668.66
FL IN = 662.91
FL BOTT. = 662.91

STR. NO. 273
STA=183+06.09, RT
CONST. INLET LB TYPE 1 DES. 2
W/6 L.F. 18" RCP TO STR. 323
TOP GR. = 668.96
FL BOTT. = 663.03

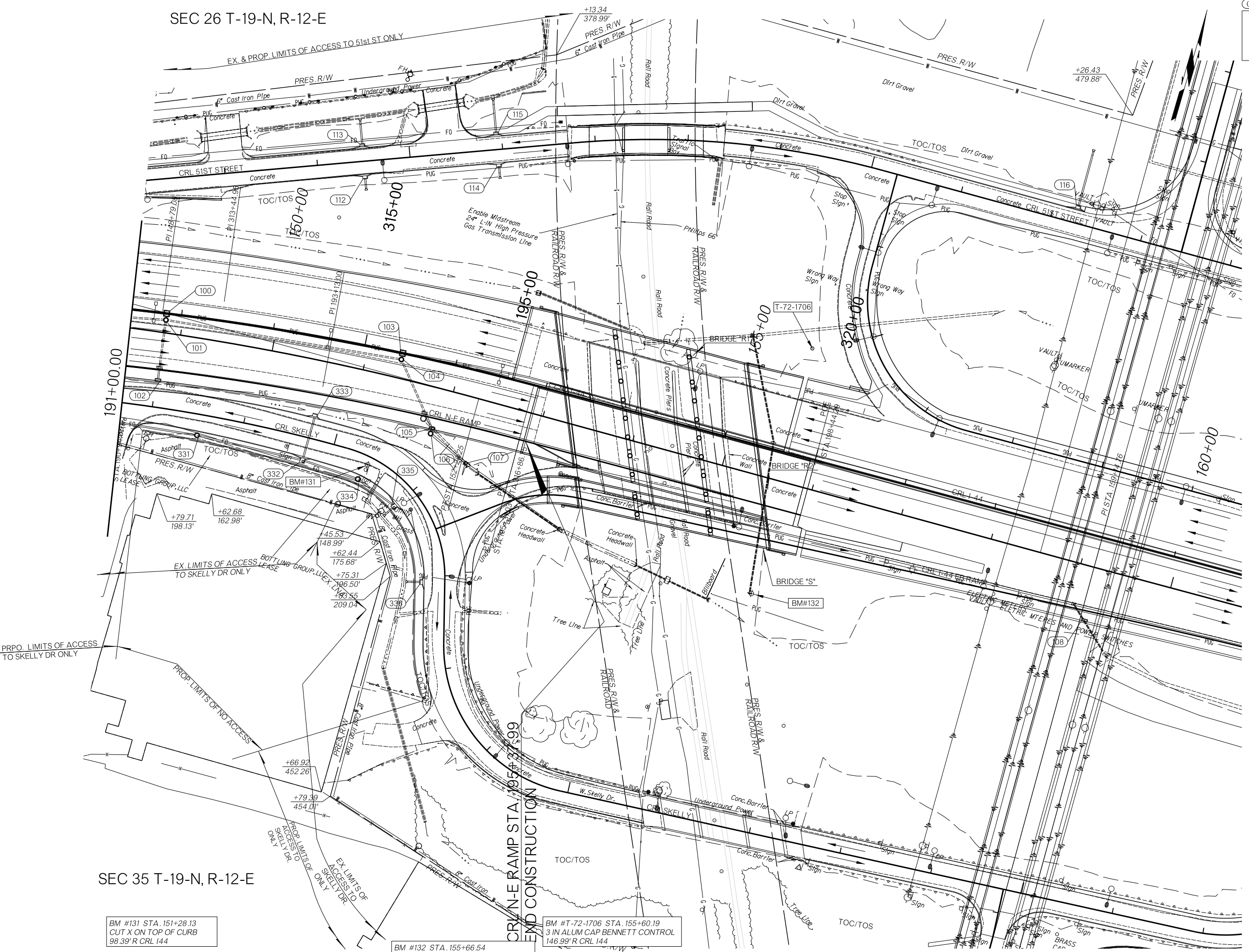
STR. NO. 274
STA=187+27.20, RT
CONST. INLET LB TYPE 1 DES. 2
W/58 L.F. 18" RCP TO STR. 325
TOP GR. = 668.16
FL BOTT. = 663.10

STR. NO. 275
STA=188+49.26, RT
CONST. INLET LB TYPE 1 DES. 2
W/3 L.F. 18" RCP TO STR. 328
TOP GR. = 665.67
FL BOTT. = 660.50

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SEC 26 T-19-N, R-12-E

SEC 35 T-19-N, R-12-E

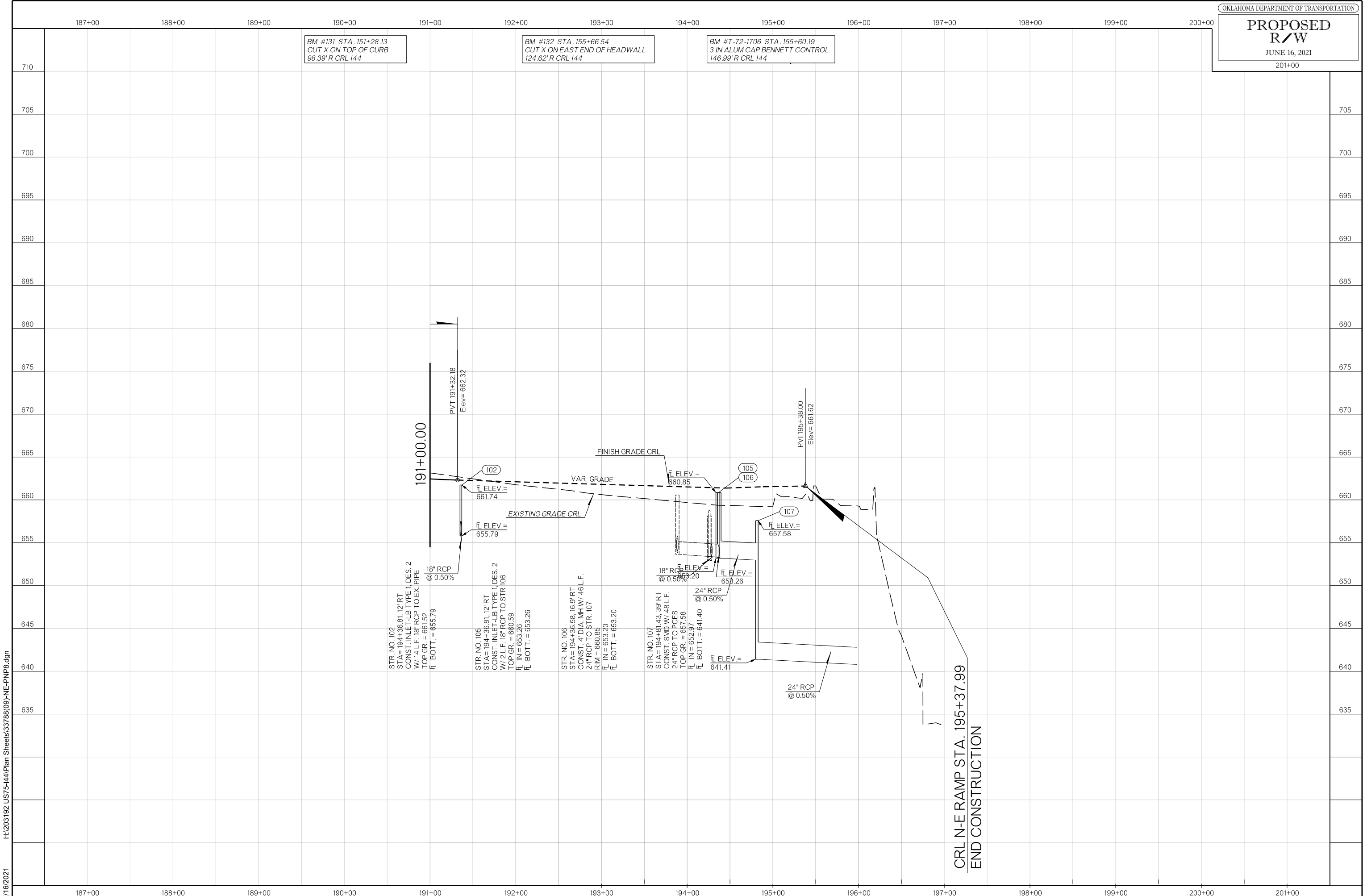


BM #131 STA. 151+28.13
CUT X ON TOP OF CURB
98.39' R CRL 144

BM #132 STA. 155+66.54
CUT X ON EAST END OF HEADWALL
124.62' R CRL 144

BM #T-72-1706 STA. 155+60.19
3 IN ALUM CAP BENNETT CONTROL
146.99' R CRL 144

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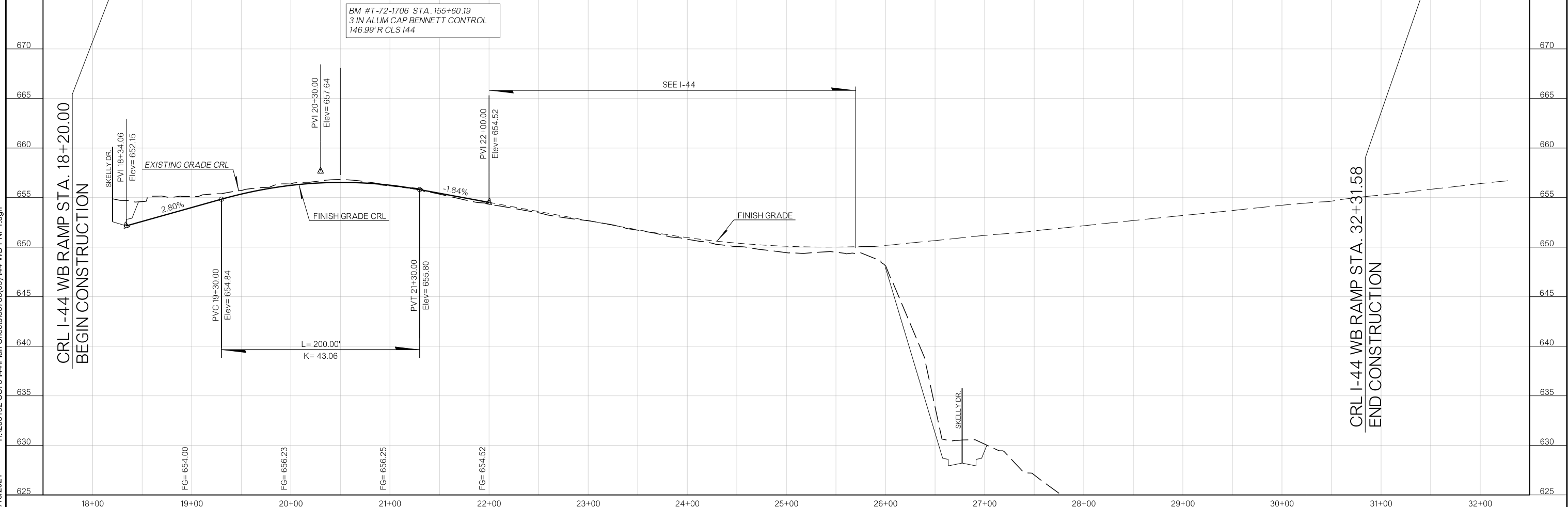
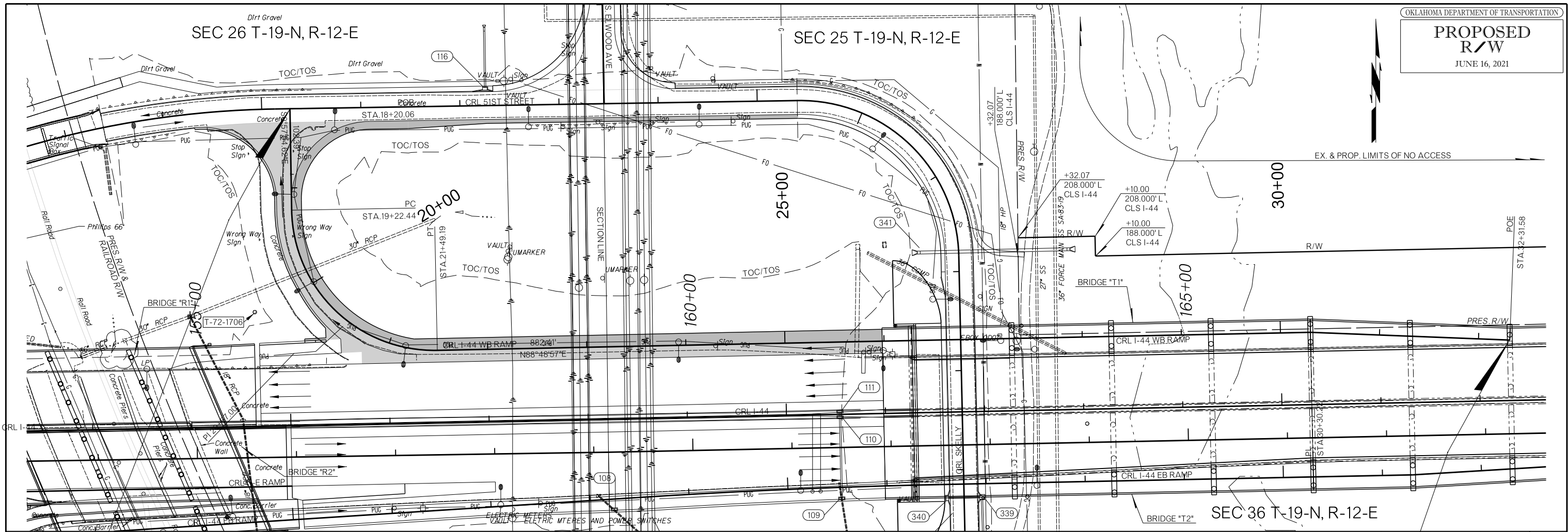
7/16/2021

CRL N-E RAMP STA. 195+37.99
 END CONSTRUCTION

SEC 26 T-19-N, R-12-E

SEC 25 T-19-N, R-12-E

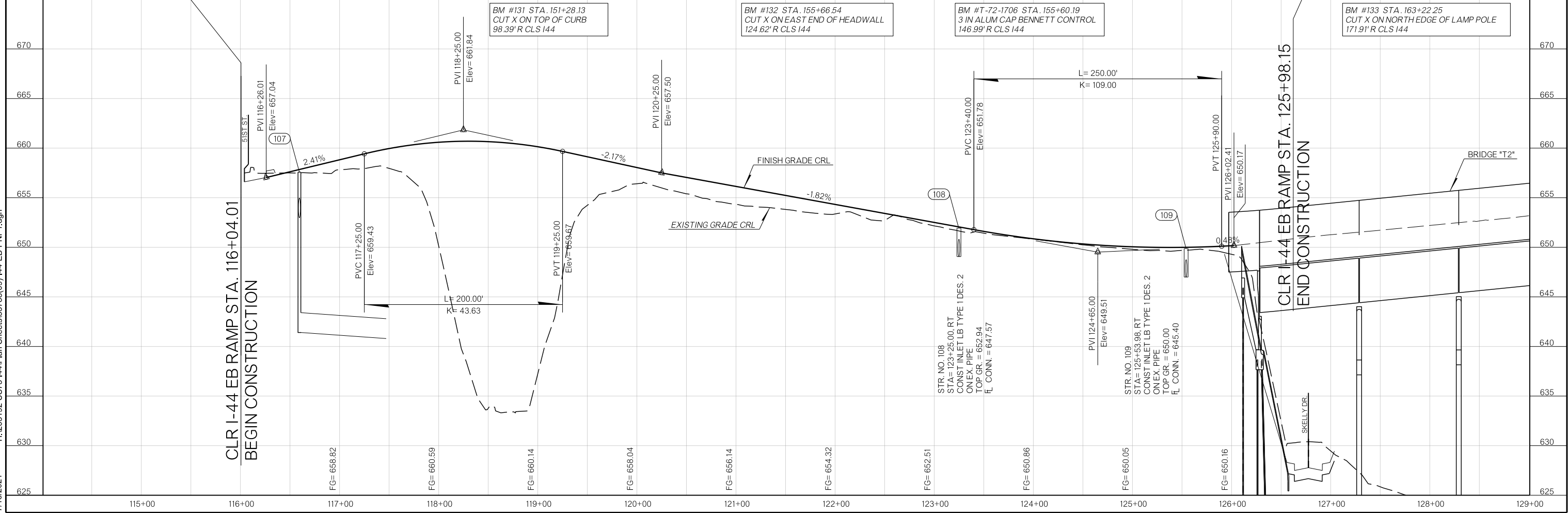
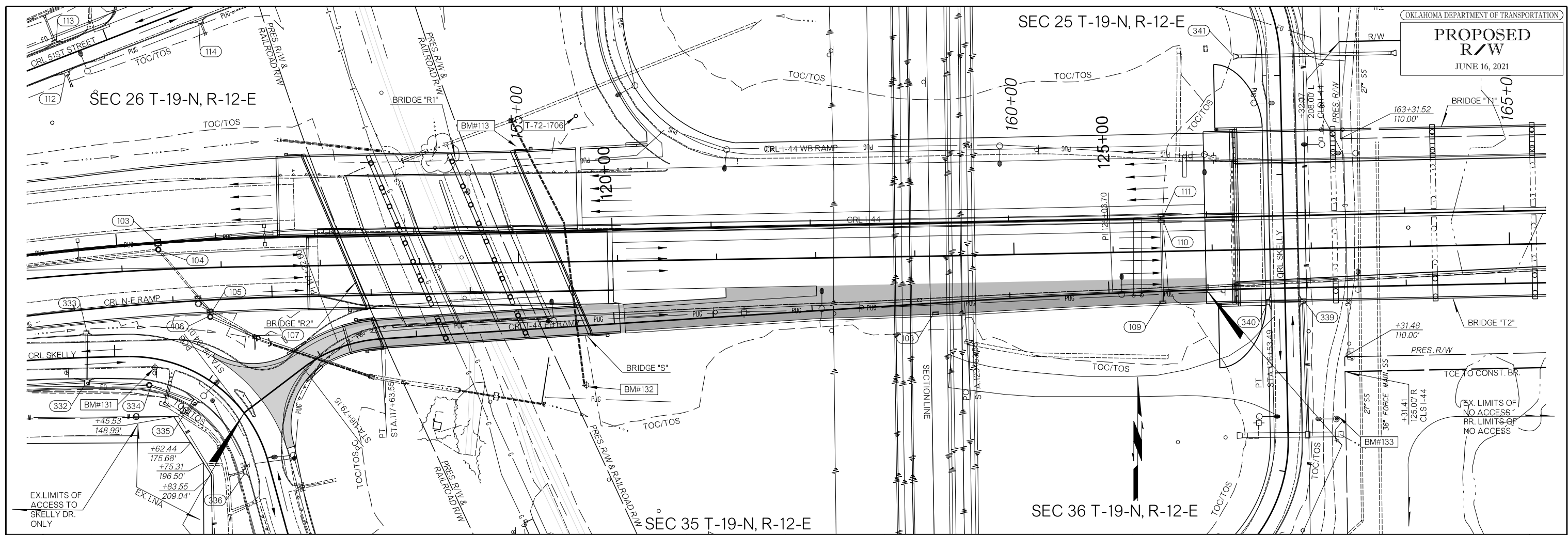
SEC 36 T-19-N, R-12-E



BM #T-72-1706 STA. 155+60.19
 3 IN ALUM CAP BENNETT CONTROL
 146.99' R CLS 144

CRL I-44 WB RAMP STA. 18+20.00
 BEGIN CONSTRUCTION

CRL I-44 WB RAMP STA. 32+31.58
 END CONSTRUCTION



CLR I-44 EB RAMP STA. 116+04.01
 BEGIN CONSTRUCTION

CLR I-44 EB RAMP STA. 125+98.15
 END CONSTRUCTION

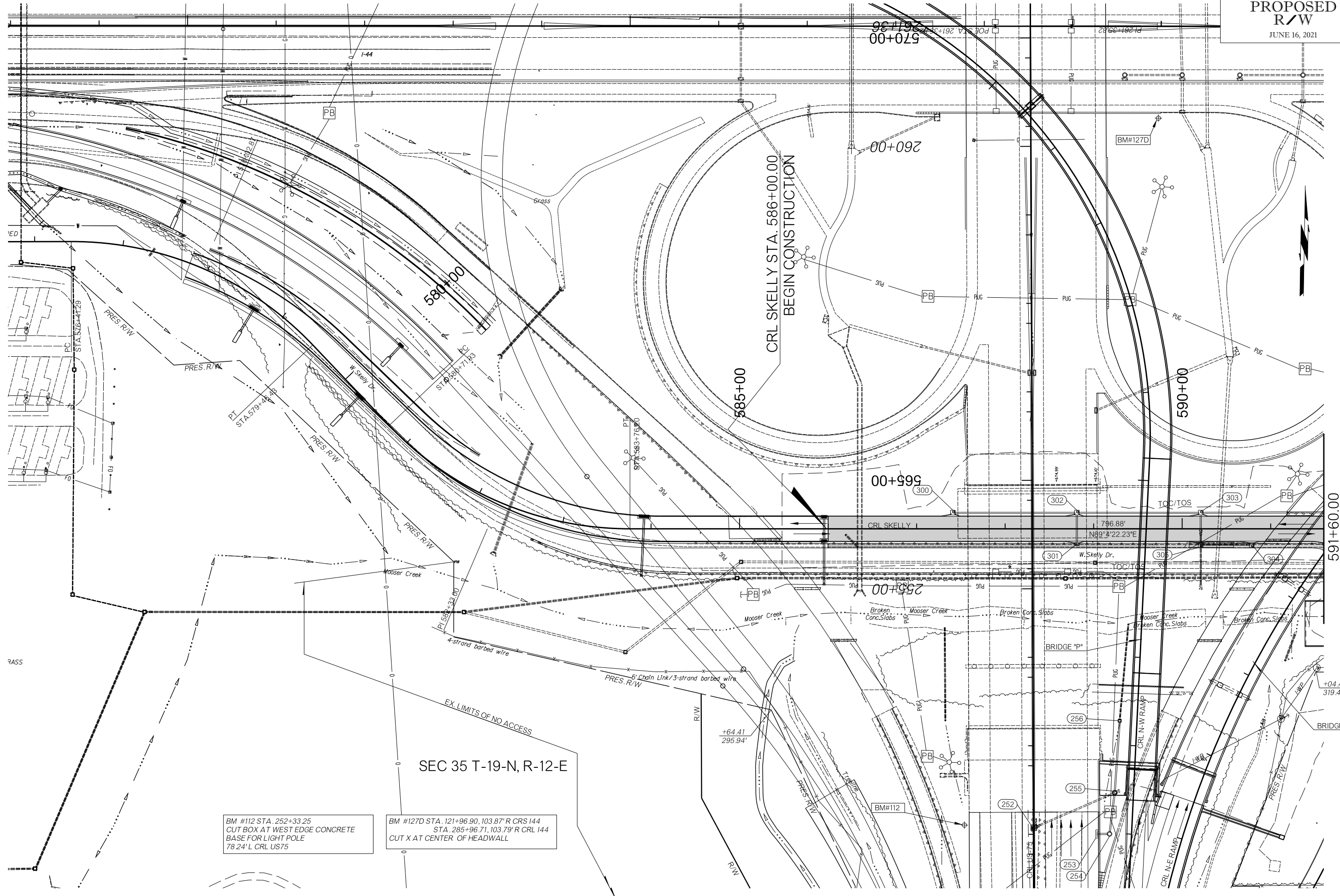
BM #131 STA. 151+28.13
 CUT X ON TOP OF CURB
 98.39' R CLS 144

BM #132 STA. 155+66.54
 CUT X ON EAST END OF HEADWALL
 124.62' R CLS 144

BM #T-72-1706 STA. 155+60.19
 3 IN ALUM CAP BENNETT CONTROL
 146.99' R CLS 144

BM #133 STA. 163+22.25
 CUT X ON NORTH EDGE OF LAMP POLE
 171.91' R CLS 144

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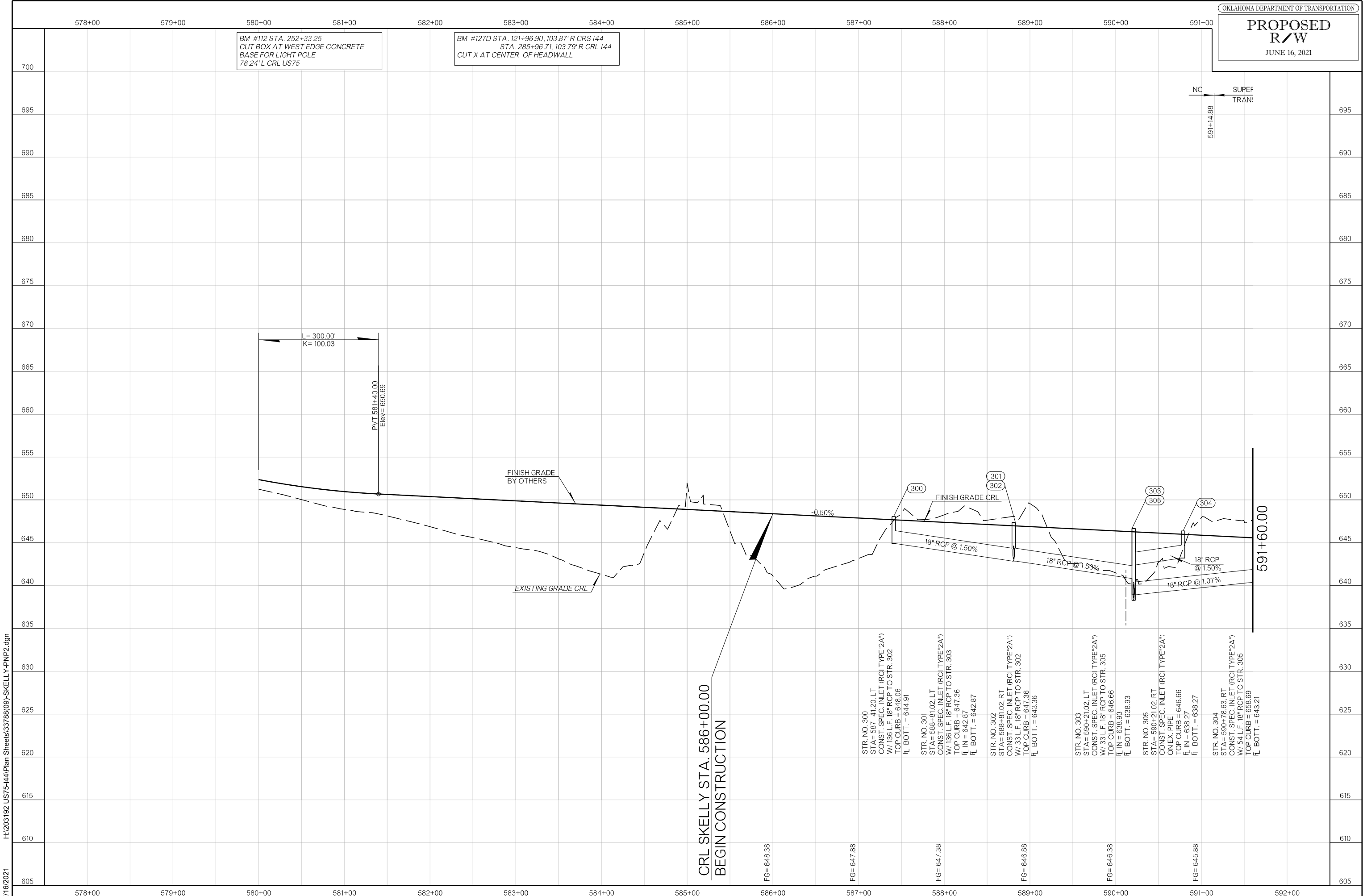


BM #112 STA. 252+33.25
CUT BOX AT WEST EDGE CONCRETE
BASE FOR LIGHT POLE
78.24' L CRL US75

BM #127D STA. 121+96.90, 103.87' R CRS I44
STA. 285+96.71, 103.79' R CRL I44
CUT X AT CENTER OF HEADWALL

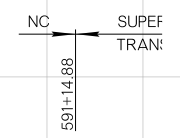
SEC 35 T-19-N, R-12-E

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BM #112 STA. 252+33.25
 CUT BOX AT WEST EDGE CONCRETE
 BASE FOR LIGHT POLE
 78.24' L CRL US75

BM #127D STA. 121+96.90, 103.87' R CRS 144
 STA. 285+96.71, 103.79' R CRL 144
 CUT X AT CENTER OF HEADWALL



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CRL SKELLY STA. 586+00.00
 BEGIN CONSTRUCTION

STR. NO. 300
 STA=587+41.20, LT
 CONST. SPEC. INLET (RCI TYPE*2A*)
 W/ 136 L.F. 18" RCP TO STR. 302
 TOP CURB = 648.06
 I.L. BOTTL. = 644.91

STR. NO. 301
 STA=588+81.02, LT
 CONST. SPEC. INLET (RCI TYPE*2A*)
 W/ 136 L.F. 18" RCP TO STR. 303
 TOP CURB = 647.36
 I.L. IN = 642.87
 I.L. BOTTL. = 642.87

STR. NO. 302
 STA=588+81.02, RT
 CONST. SPEC. INLET (RCI TYPE*2A*)
 W/ 33 L.F. 18" RCP TO STR. 302
 TOP CURB = 647.36
 I.L. BOTTL. = 643.36

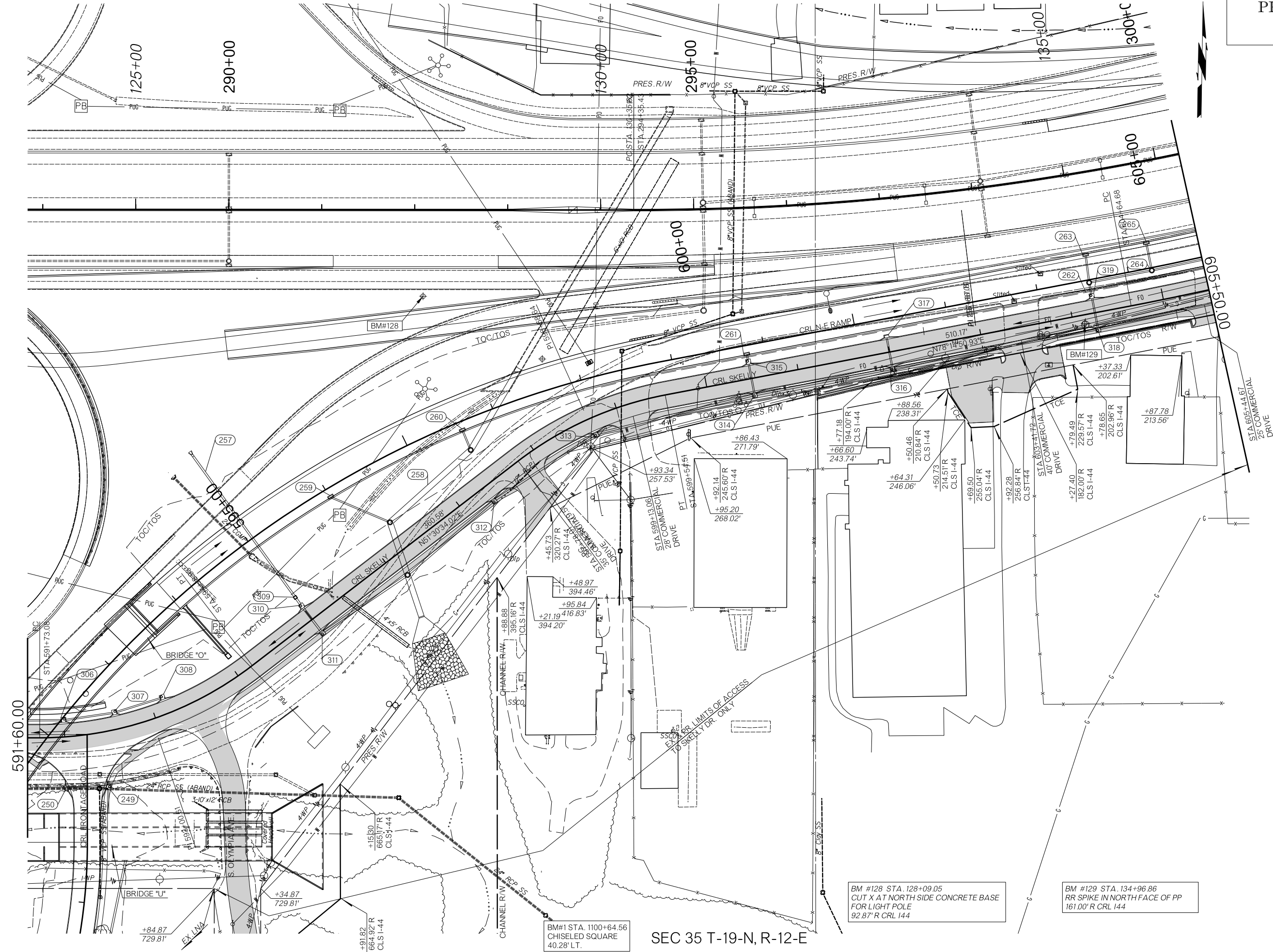
STR. NO. 303
 STA=590+21.02, LT
 CONST. SPEC. INLET (RCI TYPE*2A*)
 W/ 33 L.F. 18" RCP TO STR. 305
 TOP CURB = 646.66
 I.L. IN = 638.93
 I.L. BOTTL. = 638.93

STR. NO. 305
 STA=590+21.02, RT
 CONST. SPEC. INLET (RCI TYPE*2A*)
 ON EX. PIPE
 TOP CURB = 646.66
 I.L. IN = 638.27
 I.L. BOTTL. = 638.27

STR. NO. 304
 STA=590+78.63, RT
 CONST. SPEC. INLET (RCI TYPE*2A*)
 W/ 54 L.F. 18" RCP TO STR. 305
 TOP CURB = 658.69
 I.L. BOTTL. = 643.21

SEC 26 T-19-N, R-12-E

SEC 35 T-19-N, R-12-E

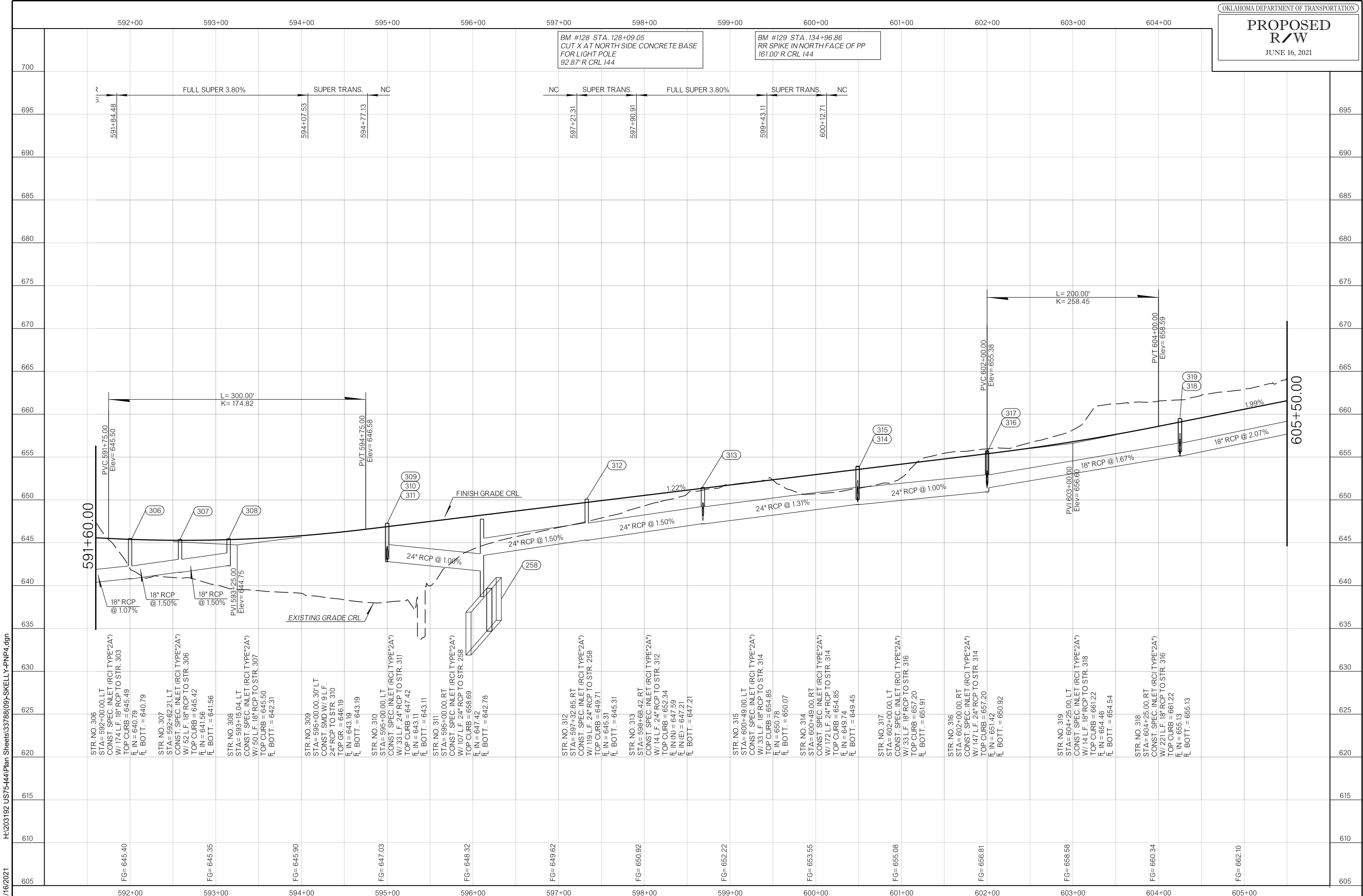


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BM #128 STA. 128+09.05
CUT X AT NORTH SIDE CONCRETE BASE
FOR LIGHT POLE
92.87' R CRL 144

BM #129 STA. 134+96.86
RR SPIKE IN NORTH FACE OF PP
161.00' R CRL 144

BM#1 STA. 1100+64.56
CHISELED SQUARE
40.28' LT.

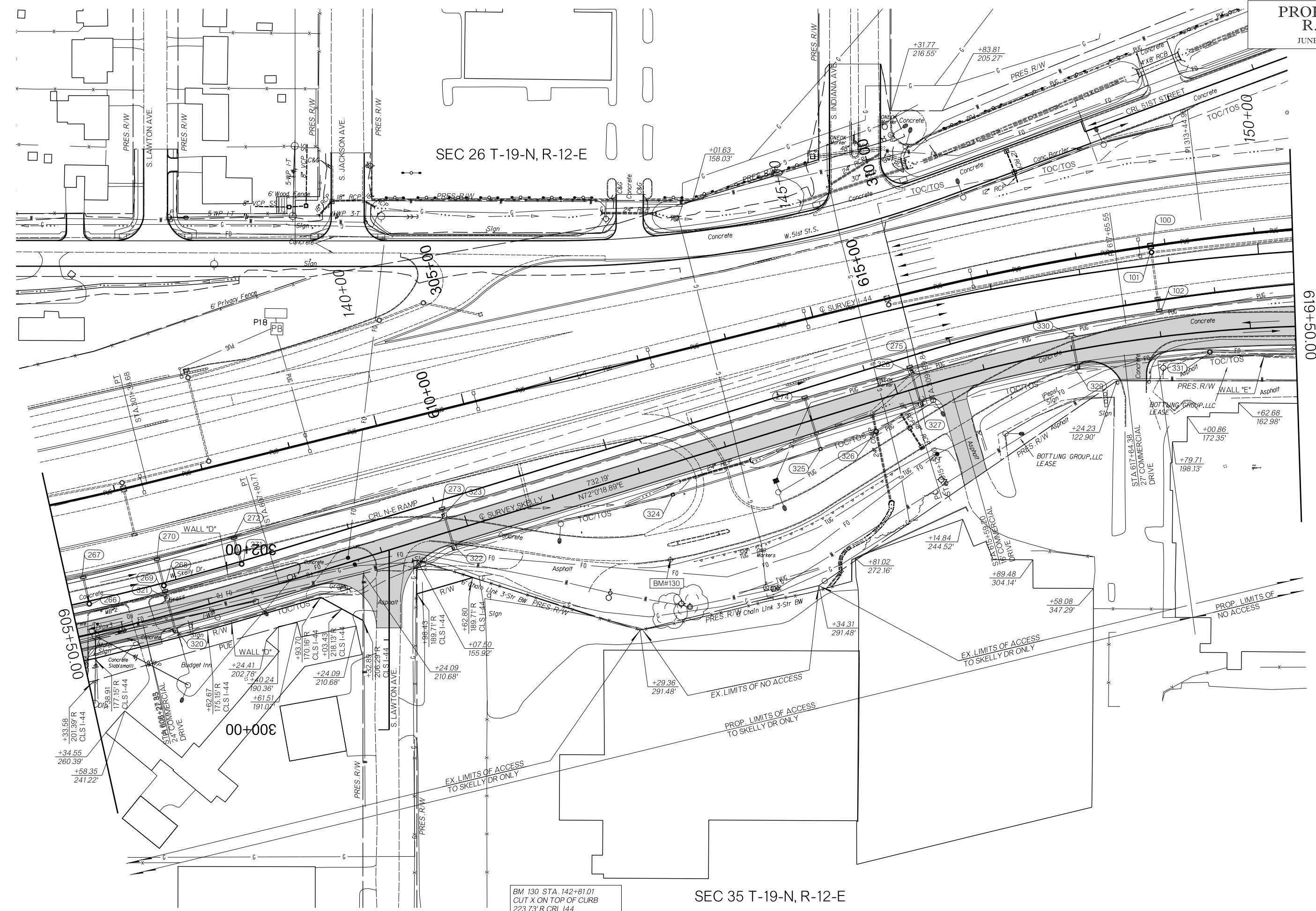


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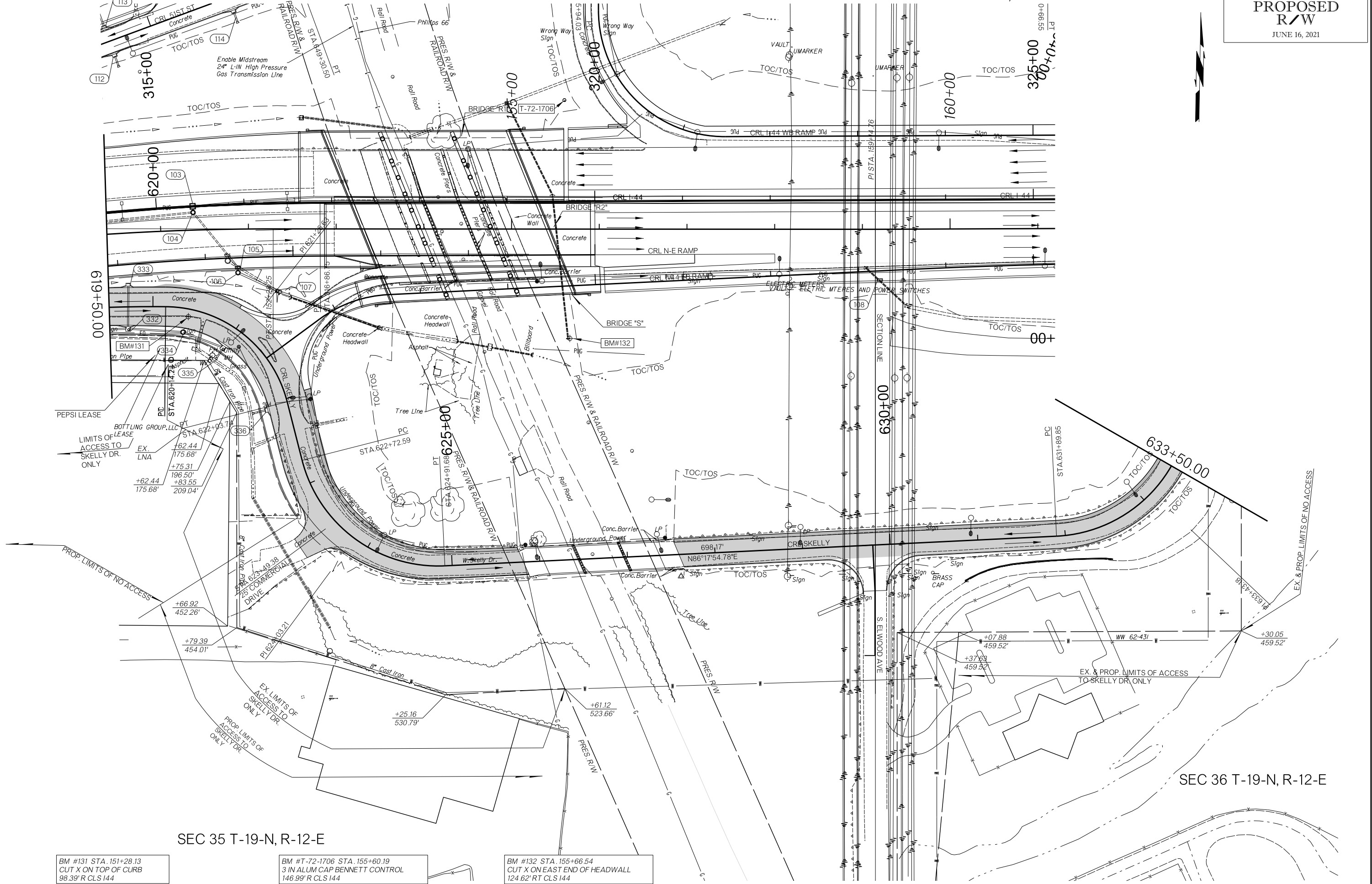
SEC 26 T-19-N, R-12-E

SEC 35 T-19-N, R-12-E

BM 130 STA. 142+81.01
CUT X ON TOP OF CURB
223.73' R CRL 144



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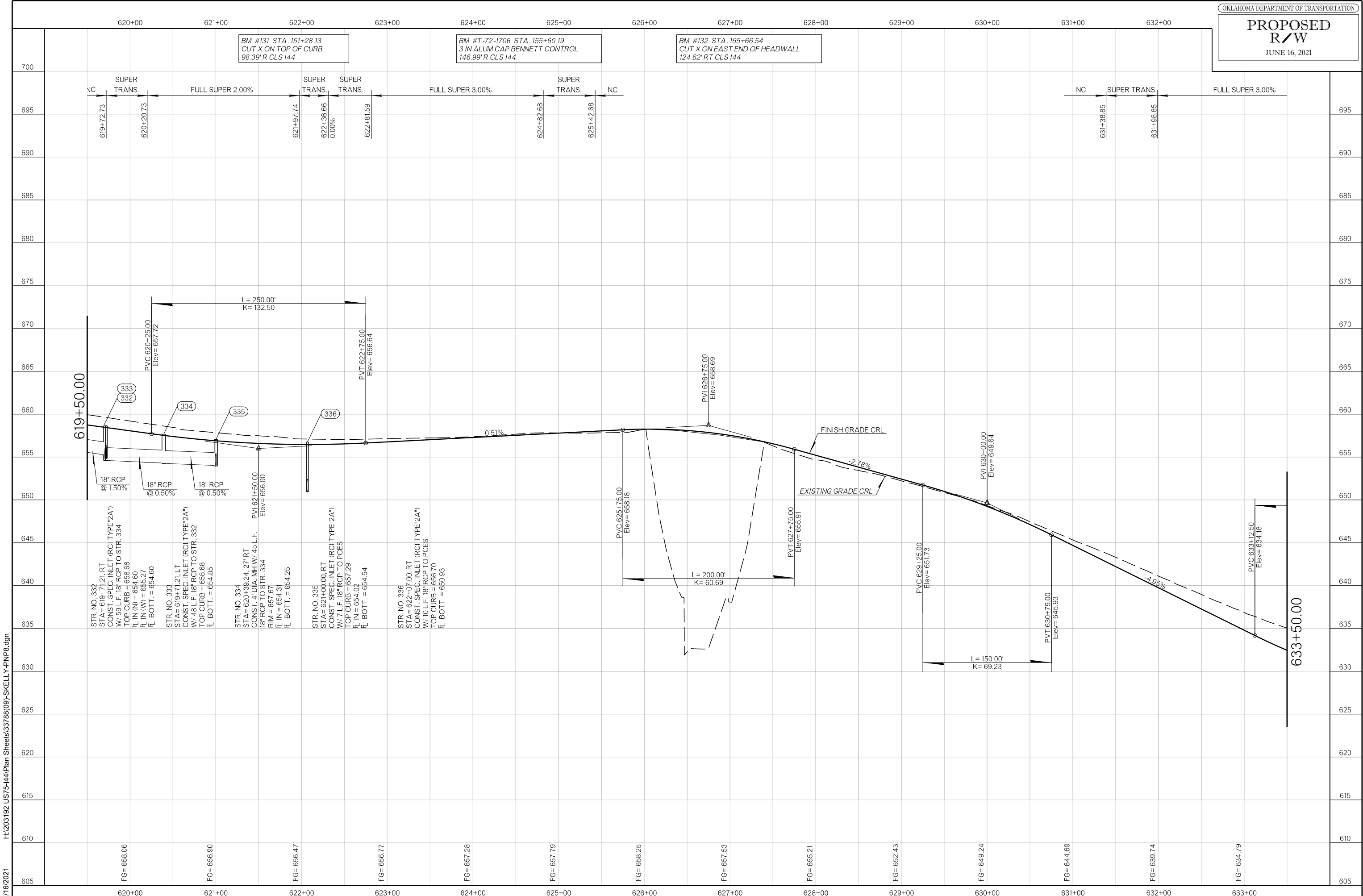


BM #131 STA. 151+28.13
CUT X ON TOP OF CURB
98.39' R CLS 144

BM #T-72-1706 STA. 155+60.19
3 IN ALUM CAP BENNETT CONTROL
146.99' R CLS 144

BM #132 STA. 155+66.54
CUT X ON EAST END OF HEADWALL
124.62' RT CLS 144

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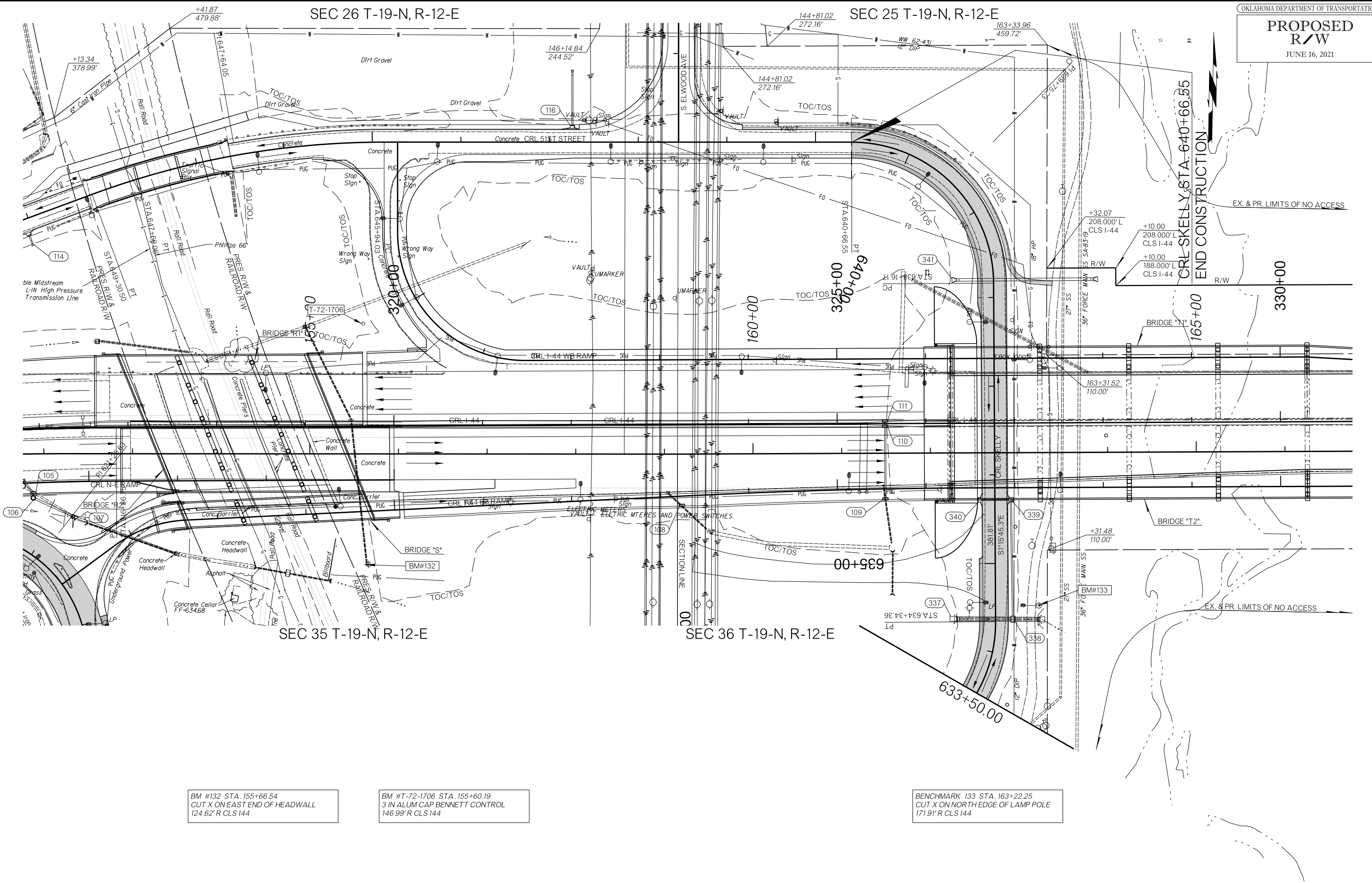
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SEC 26 T-19-N, R-12-E

SEC 25 T-19-N, R-12-E

SEC 35 T-19-N, R-12-E

SEC 36 T-19-N, R-12-E



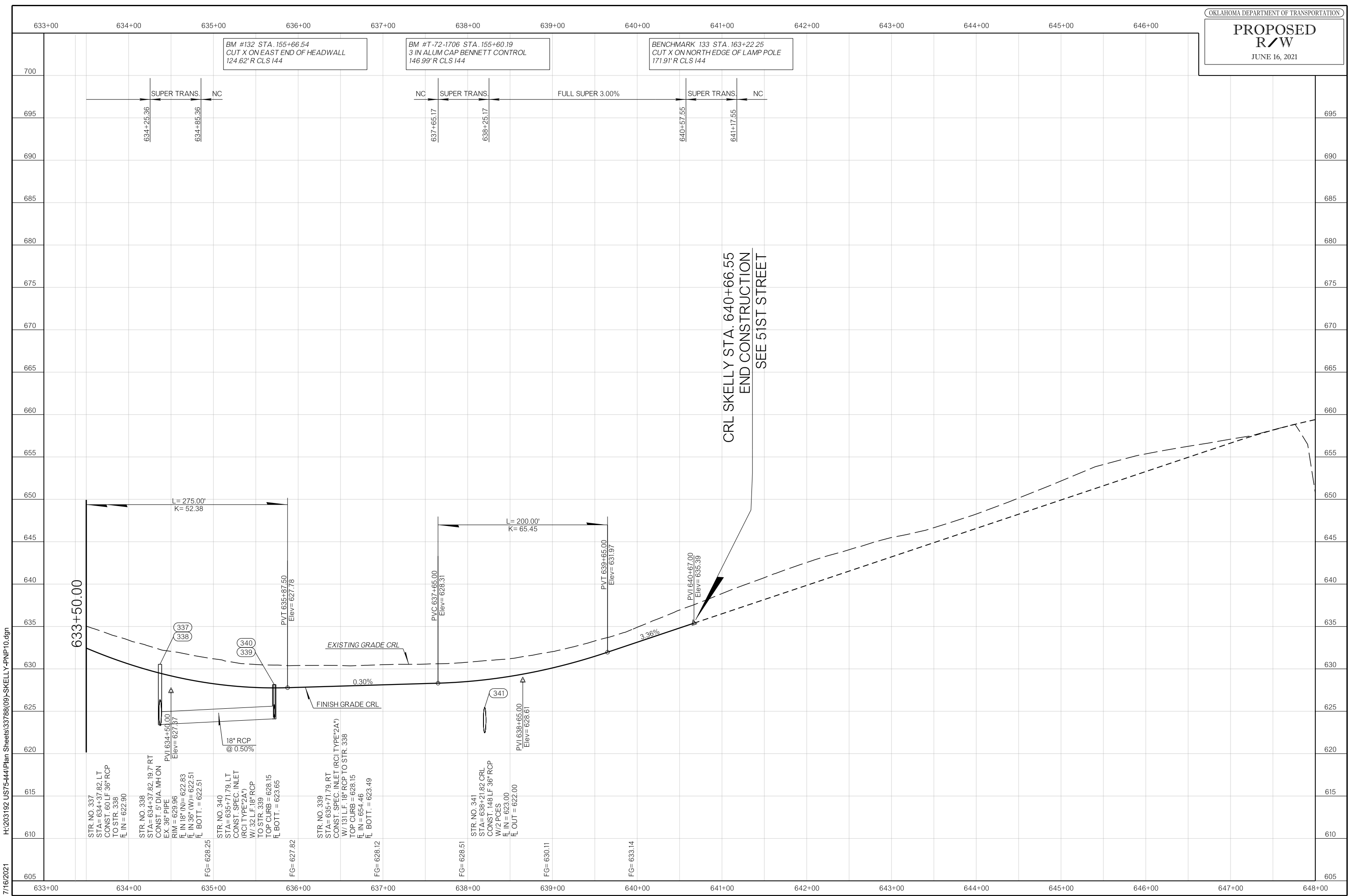
BM #132 STA. 155+66.54
CUT X ON EAST END OF HEADWALL
124.62' R CLS 144

BM #T-72-1706 STA. 155+60.19
3 IN ALUM CAP BENNETT CONTROL
146.99' R CLS 144

BENCHMARK 133 STA. 163+22.25
CUT X ON NORTH EDGE OF LAMP POLE
171.91' R CLS 144

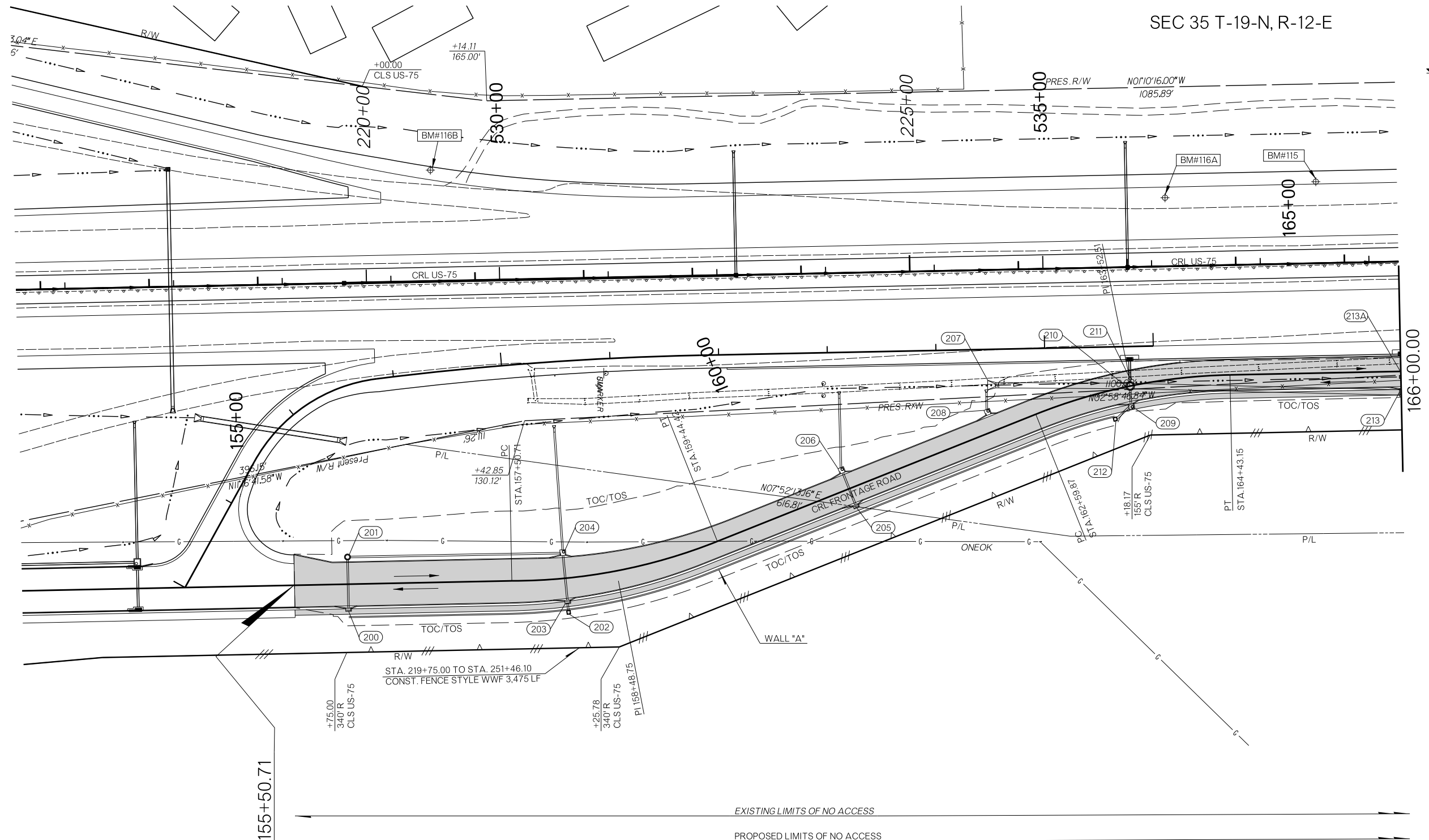
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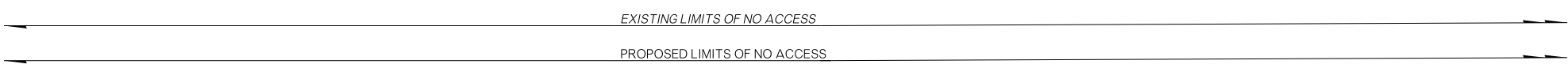


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SEC 35 T-19-N, R-12-E



CRL FRONTAGE ROAD STA. 155+50.71
BEGIN CONSTRUCTION



SEC 35 T-19-N, R-12-E

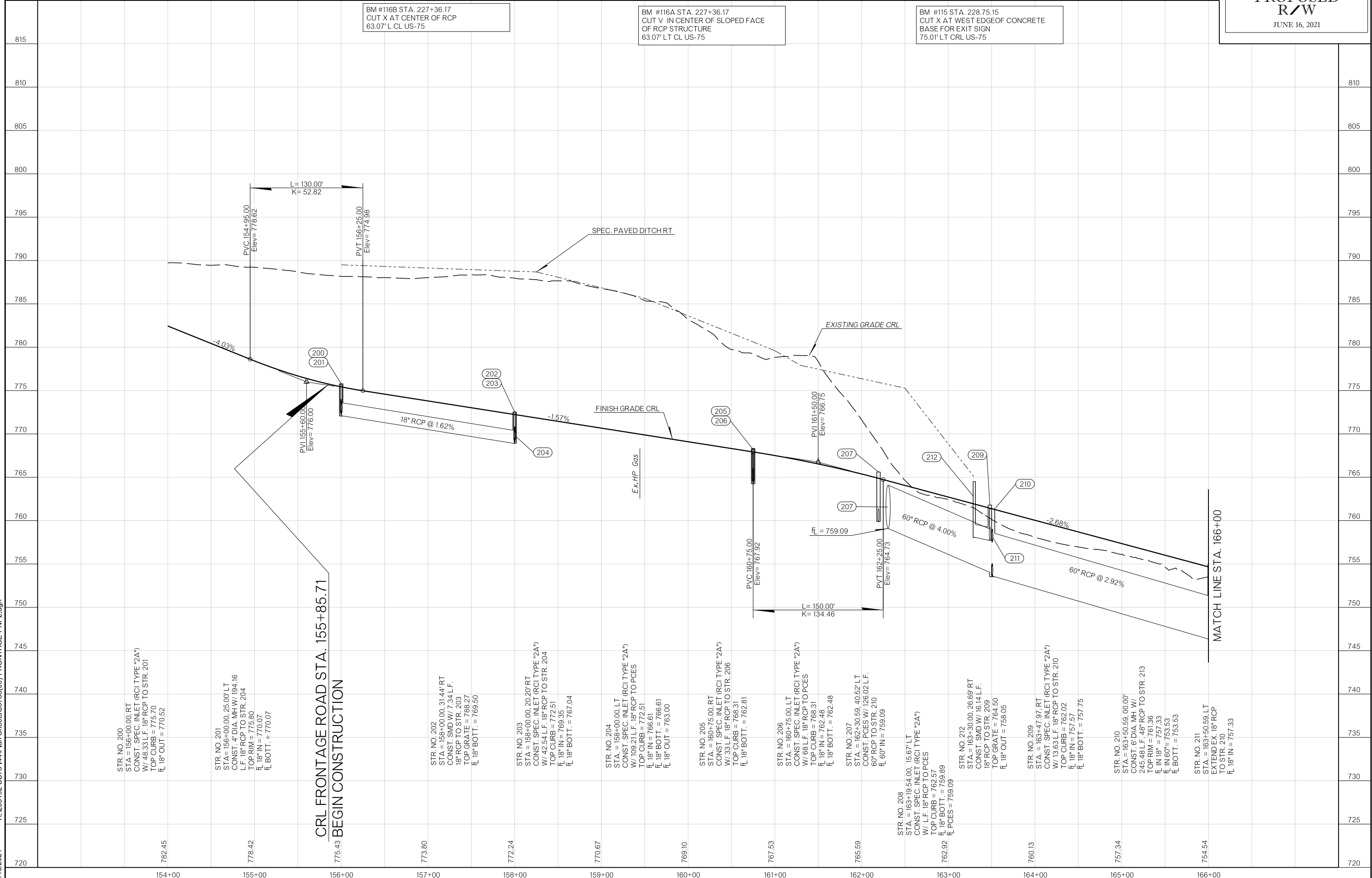
BENCHMARK 116B
CUT X AT CENTER OF RCP
STA. 227+36.17, 63.07' LT CL US-75
N=398335.748 E=2557401.431 EL. 771.43

BENCHMARK 116A
CUT V IN CENTER OF SLOPED FACE
OF RCP STRUCTURE
STA. 227+36.17, 63.07' LT CL US-75
N=399011.652 E=2557426.859 EL. 760.24

BENCHMARK 115
CUT X AT WEST EDGE OF CONCRETE
BASE FOR EXIT SIGN
STA. 228.75.15, 75.01' LT CL US-75
N=399150.361 E=2557412.085 EL. 755.55

PLACED BY
ONE
DOC # 20160020

154+00 155+00 156+00 157+00 158+00 159+00 160+00 161+00 162+00 163+00 164+00 165+00 166+00



BM #116B STA. 227+36.17
CUT X AT CENTER OF RCP
63.07' LT CL US-75

BM #116A STA. 227+36.17
CUT V IN CENTER OF SLOPED FACE
OF RCP STRUCTURE
63.07' LT CL US-75

BM #115 STA. 228.75.15
CUT X AT WEST EDGE OF CONCRETE
BASE FOR EXIT SIGN
75.01' LT CRL US-75

STR. NO. 200
STA = 156+00.00, RT
CONST. SPEC. INLET (RCI TYPE "2A")
W/ 48.33' L.F. 18" RCP TO STR. 201
TOP CURB = 775.70
F_L 18" OUT = 770.52

STR. NO. 201
STA = 156+00.00, 25.00' LT
CONST. 4" DIA. MH W/ 194.16
L.F. 18" RCP TO STR. 204
TOP RIM = 775.80
F_L 18" IN = 770.07
F_L BOTT. = 770.07

CRL FRONTAGE ROAD STA. 155+85.71
BEGIN CONSTRUCTION

STR. NO. 202
STA = 158+00.00, 31.44' RT
CONST. SMD W/ 7.34' L.F.
18" RCP TO STR. 203
TOP GRATE = 788.27
F_L 18" BOTT. = 769.50

STR. NO. 203
STA = 158+00.00, 20.20' RT
CONST. SPEC. INLET (RCI TYPE "2A")
W/ 42.54' L.F. 18" RCP TO STR. 204
TOP CURB = 772.51
F_L 18" IN = 769.35
F_L 18" BOTT. = 767.04

STR. NO. 204
STA = 158+00.00, LT
CONST. SPEC. INLET (RCI TYPE "2A")
W/ 109.21' L.F. 18" RCP TO PCES
TOP CURB = 772.51
F_L 18" IN = 766.61
F_L 18" BOTT. = 766.61
F_L 18" OUT = 763.00

STR. NO. 205
STA = 160+75.00, RT
CONST. SPEC. INLET (RCI TYPE "2A")
W/ 33' L.F. 18" RCP TO STR. 206
TOP CURB = 768.31
F_L 18" BOTT. = 762.81

STR. NO. 206
STA = 160+75.00, LT
CONST. SPEC. INLET (RCI TYPE "2A")
W/ 68' L.F. 18" RCP TO PCES
TOP CURB = 768.31
F_L 18" IN = 762.48
F_L 18" BOTT. = 762.48

STR. NO. 207
STA = 162+30.59, 40.52' LT
CONST. PCES W/ 126.02' L.F.
60" RCP TO STR. 210
F_L 60" IN = 759.09

STR. NO. 208
STA = 163+19.54, 00. 15.67' LT
CONST. SPEC. INLET (RCI TYPE "2A")
W/ L.F. 18" RCP TO PCES
TOP CURB = 762.57
F_L 18" BOTT. = 759.89
F_L PCES = 759.09

STR. NO. 212
STA = 163+30.00, 26.69' RT
CONST. SMD W/ 16.14' L.F.
18" RCP TO STR. 209
TOP GRATE = 764.50
F_L 18" OUT = 758.05

STR. NO. 209
STA = 163+47.97, RT
CONST. SPEC. INLET (RCI TYPE "2A")
W/ 13.63' L.F. 18" RCP TO STR. 210
TOP CURB = 762.02
F_L 18" IN = 757.57
F_L 18" BOTT. = 757.75

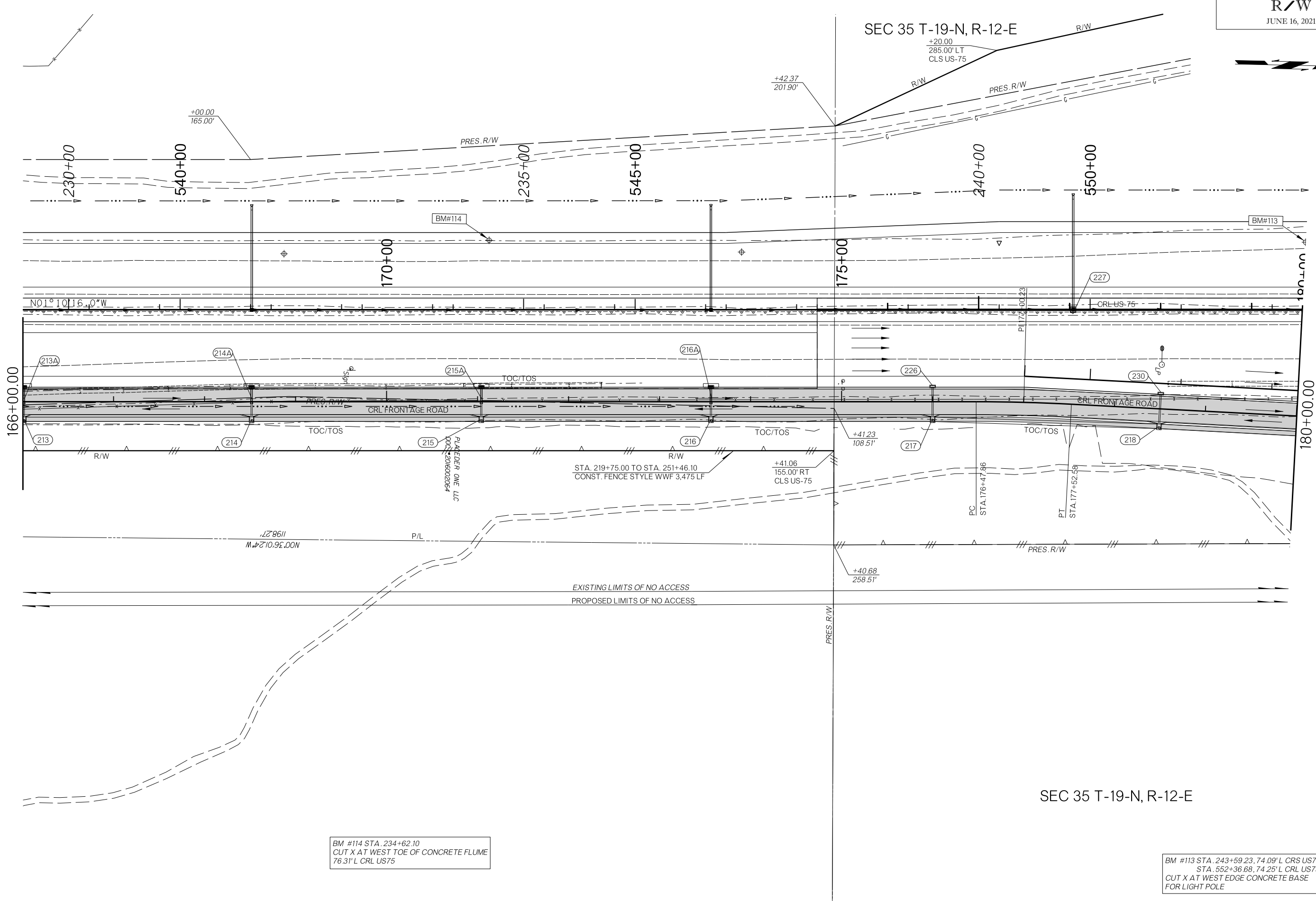
STR. NO. 210
STA = 163+50.59, 00.00'
CONST. 6" DIA. MH W/
245.48' L.F. 48" RCP TO STR. 213
TOP RIM = 761.26
F_L IN 18" = 757.33
F_L IN 60" = 753.53
F_L BOTT. = 753.53

STR. NO. 211
STA = 163+50.59, LT
EXTEND EX. 18" RCP
TO STR. 210
F_L 18" IN = 757.33

MATCH LINE STA. 166+00

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154+00 155+00 156+00 157+00 158+00 159+00 160+00 161+00 162+00 163+00 164+00 165+00 166+00



SEC 35 T-19-N, R-12-E

+20.00
285.00' LT
CLS US-75

+42.37
201.90'

+00.00
165.00'

230+00

540+00

235+00

545+00

240+00

550+00

PRES. R/W

R/W

PRES. R/W

BM#114

BM#113

170+00

175+00

N01°10'16.0"W

227

CRL US-75

166+00.00

213A

214A

215A

216A

226

230

CRL FRONTAGE ROAD

CRL FRONTAGE ROAD

213

214

215

216

217

218

R/W

R/W

PRES. R/W

180+00.00

STA. 219+75.00 TO STA. 251+46.10
CONST. FENCE STYLE WWF 3,475 LF

+41.06
155.00' RT
CLS US-75

PC
STA. 176+47.86

PT
STA. 177+52.58

N00°36'01.24"W
1198.27'

P/L

+40.68
258.51'

EXISTING LIMITS OF NO ACCESS
PROPOSED LIMITS OF NO ACCESS

PRES. R/W

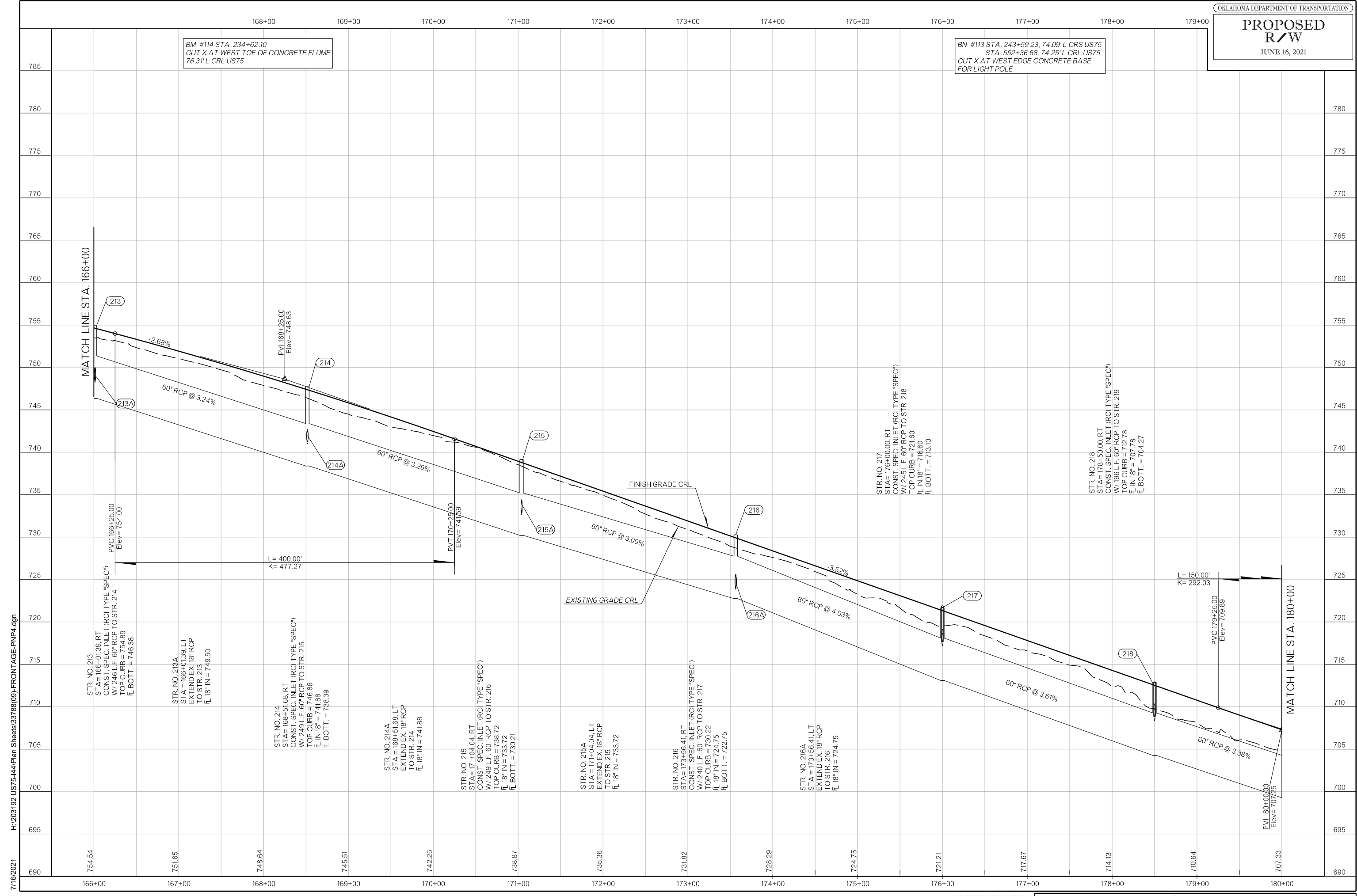
SEC 35 T-19-N, R-12-E

BM #114 STA. 234+62.10
CUT X AT WEST TOE OF CONCRETE FLUME
76.31' L CRL US75

BM #113 STA. 243+59.23, 74.09' L CRS US75
STA. 552+36.68, 74.25' L CRL US75
CUT X AT WEST EDGE CONCRETE BASE
FOR LIGHT POLE

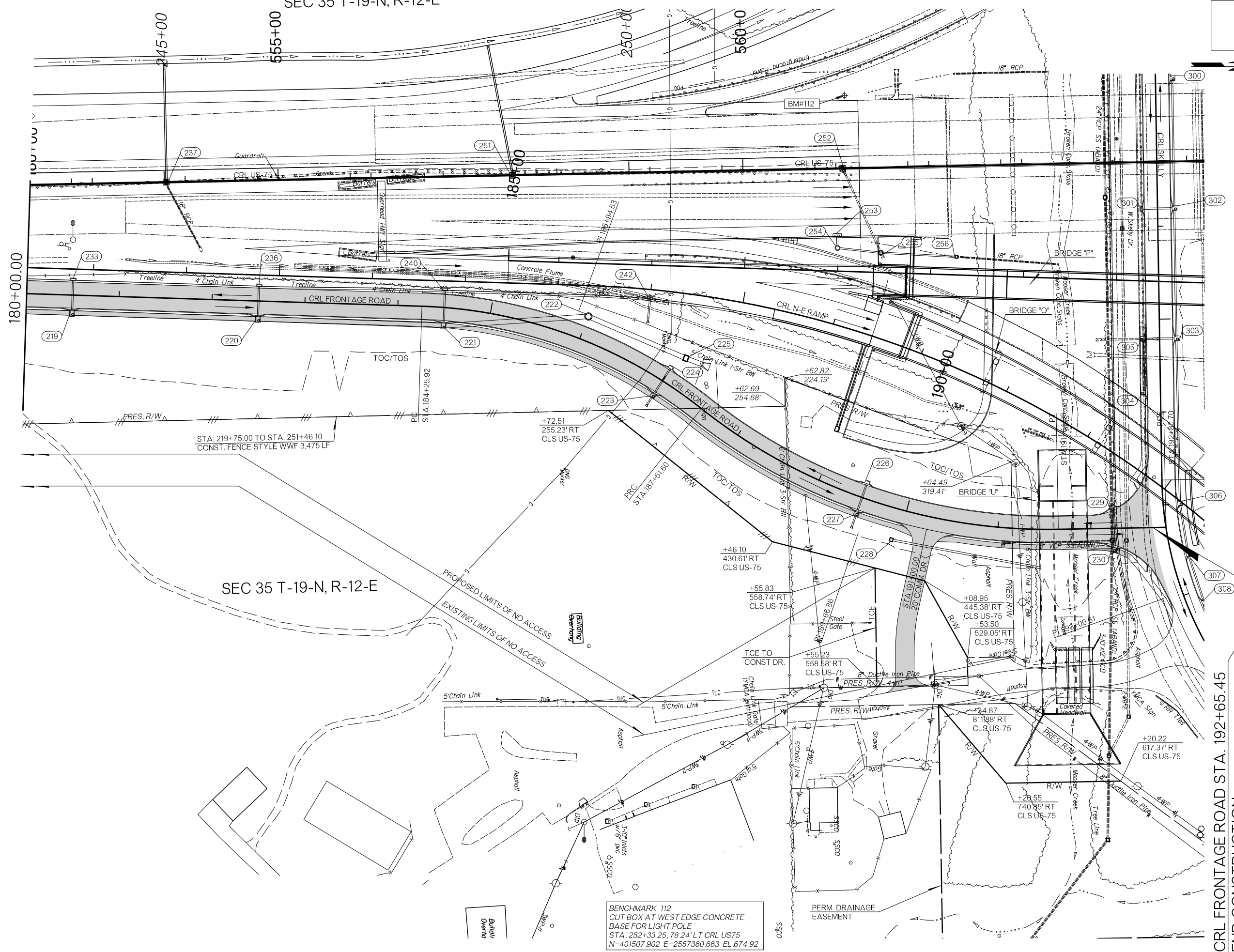
BM #114 STA. 234+62.10
CUT X AT WEST TOE OF CONCRETE FLUME
76.31' L CRL US75

BN #113 STA. 243+59.23, 74.09' L CRS US75
STA. 552+36.68, 74.25' L CRL US75
CUT X AT WEST EDGE CONCRETE BASE
FOR LIGHT POLE



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SEC 35 T-19-N, R-12-E

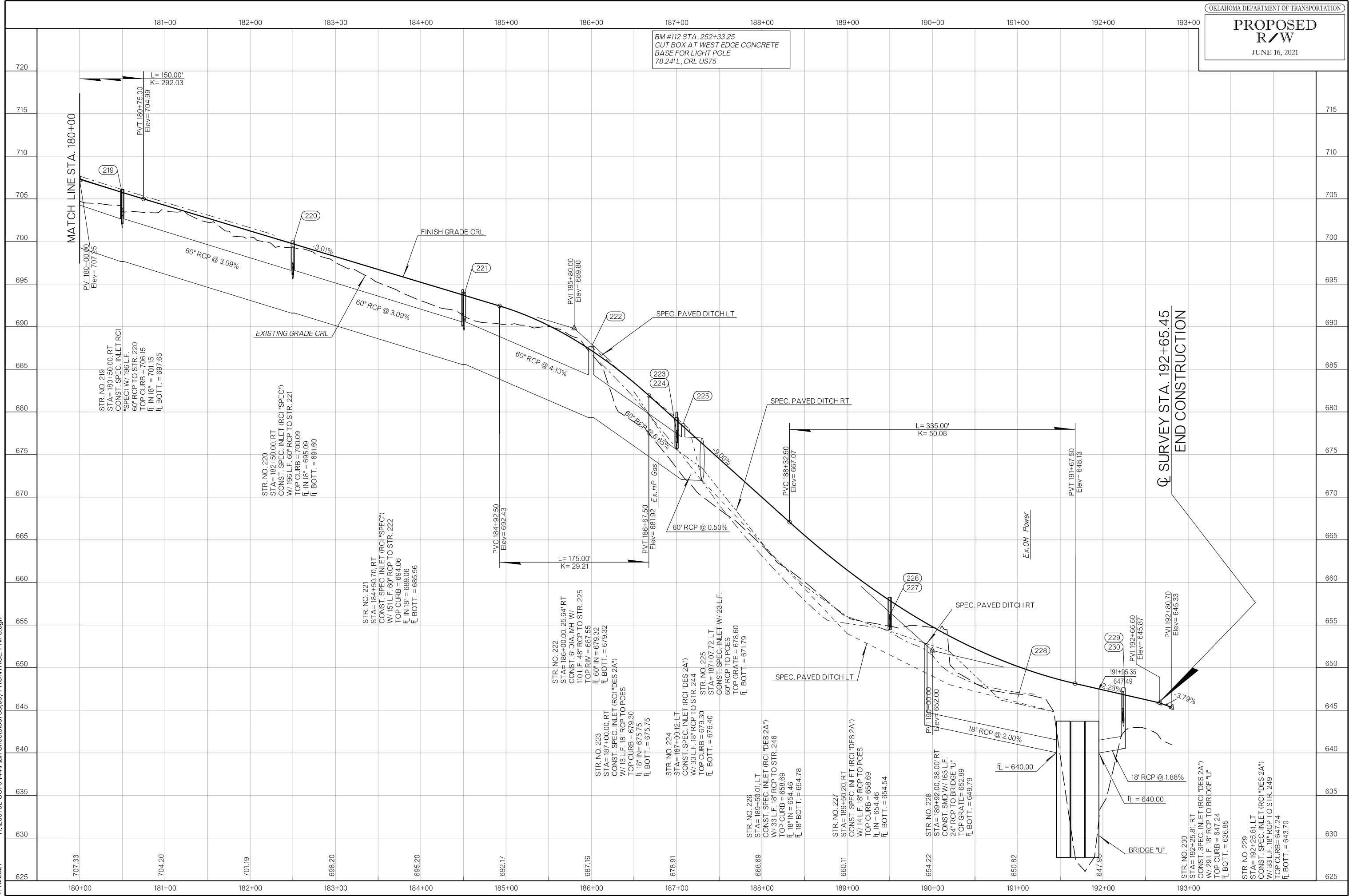


SEC 35 T-19-N, R-12-E

BENCHMARK 112
 CUT BOX AT WEST EDGE CONCRETE
 BASE FOR LIGHT POLE
 STA. 252+33.25, 78.24' LT CRL US-75
 N=401507.902 E=2557360.663 EL. 674.92

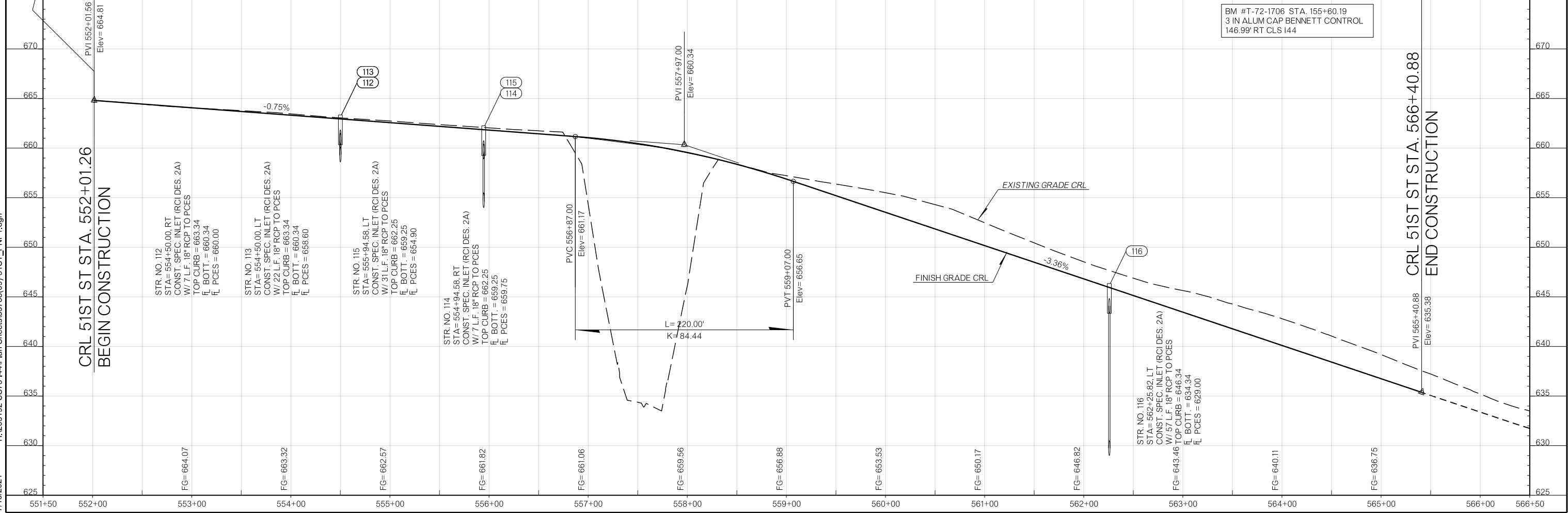
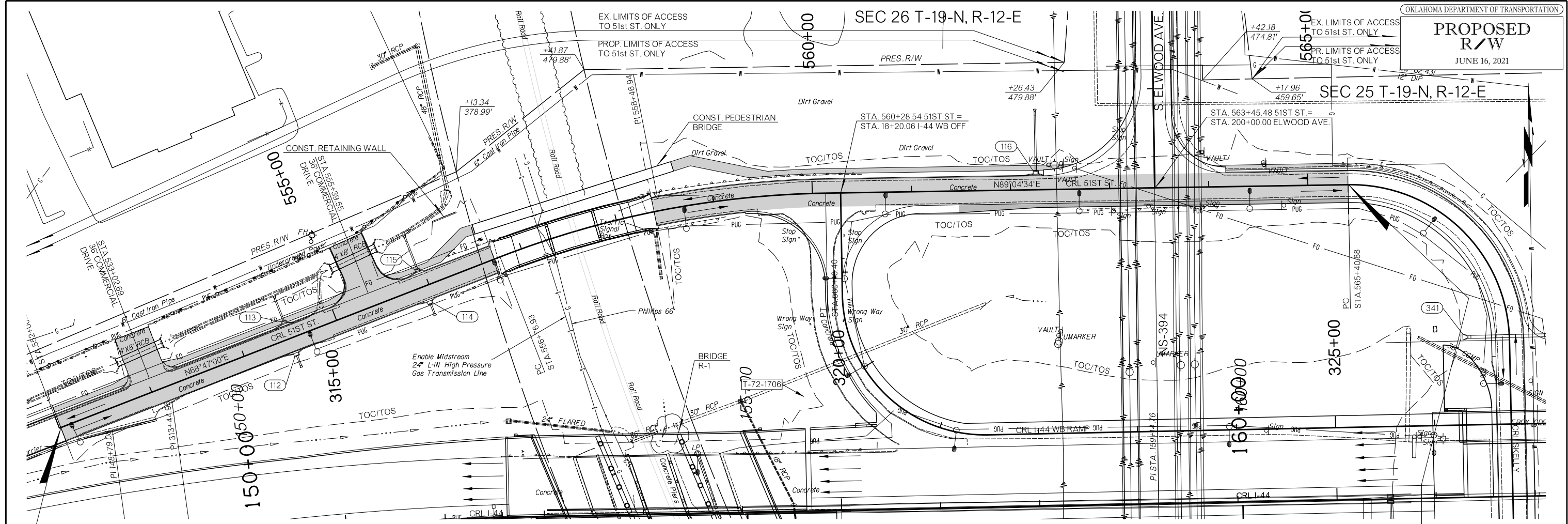
CRL FRONTAGE ROAD STA. 192+65.45
 END CONSTRUCTION

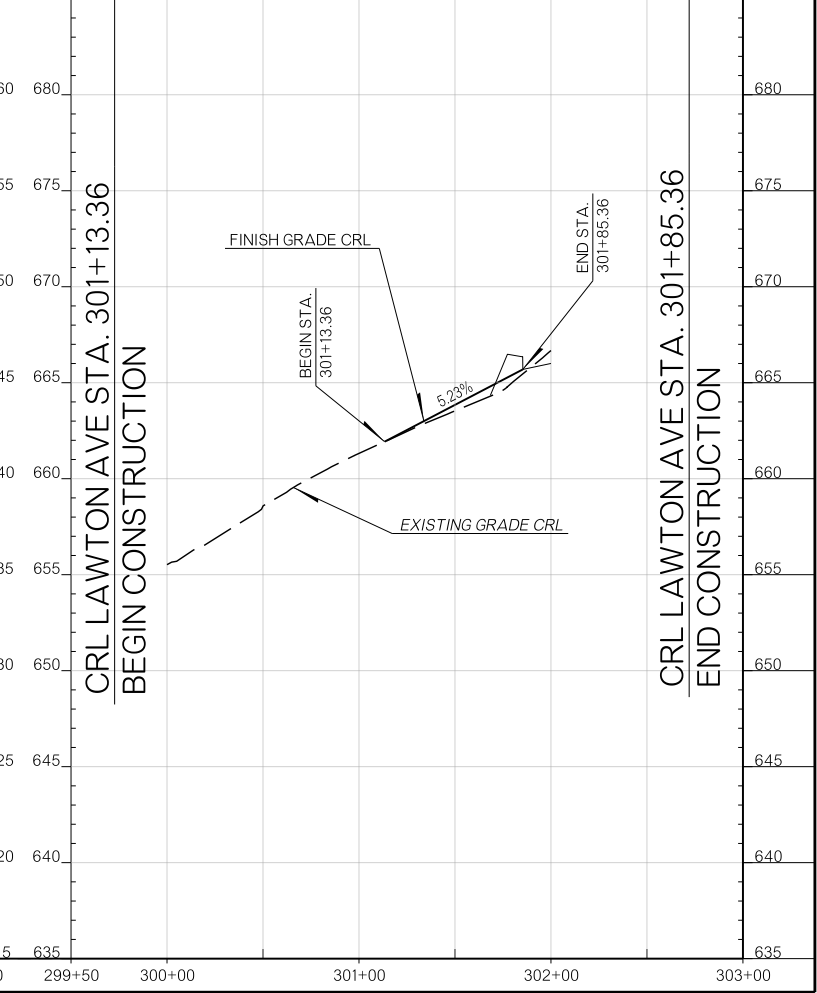
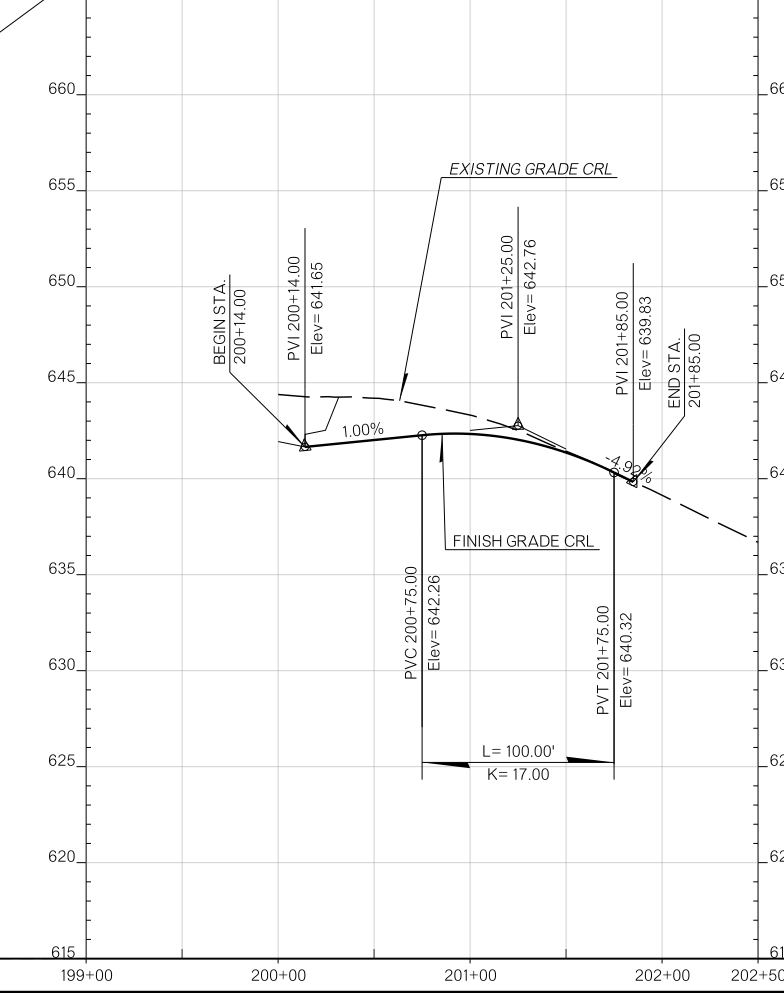
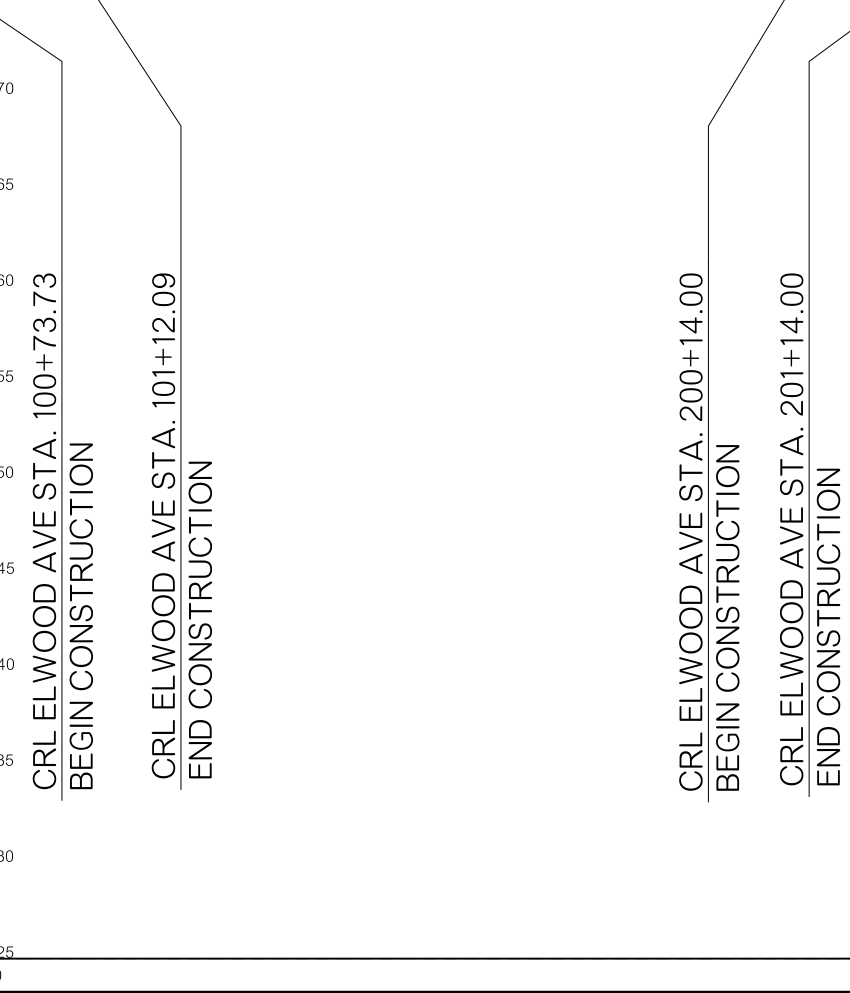
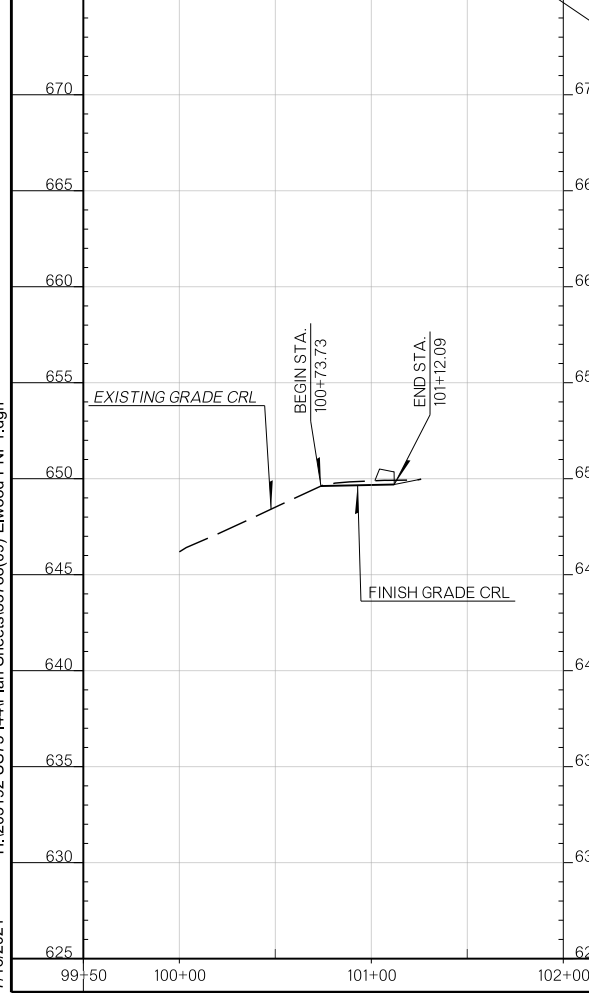
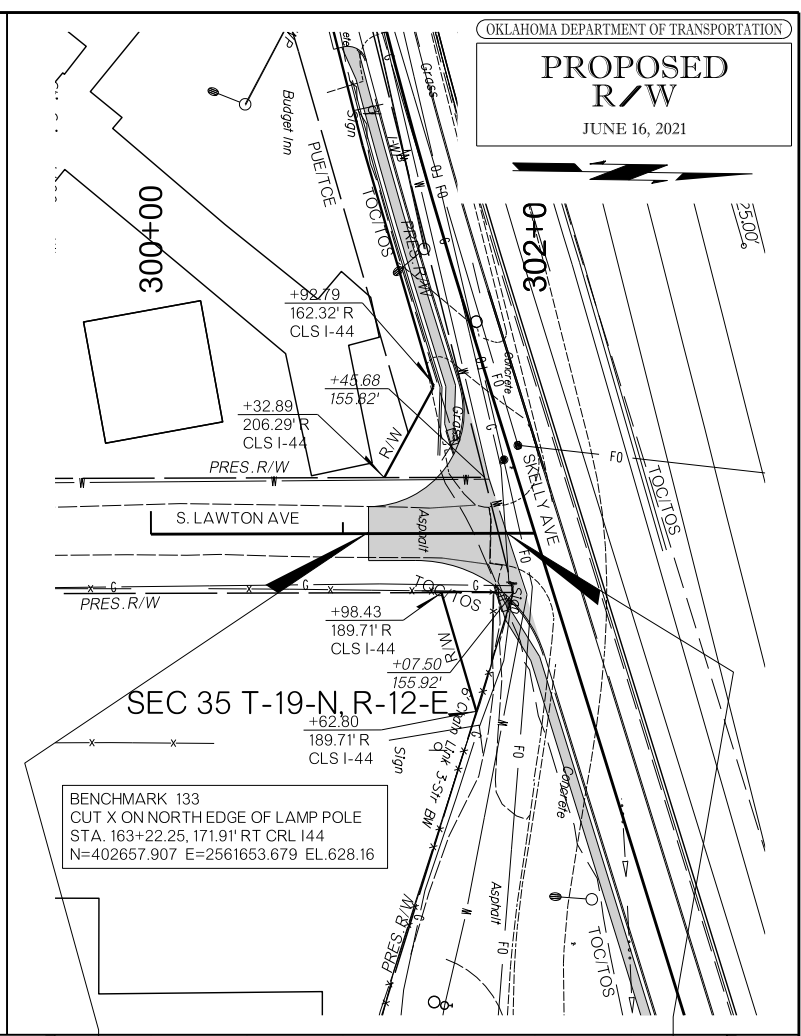
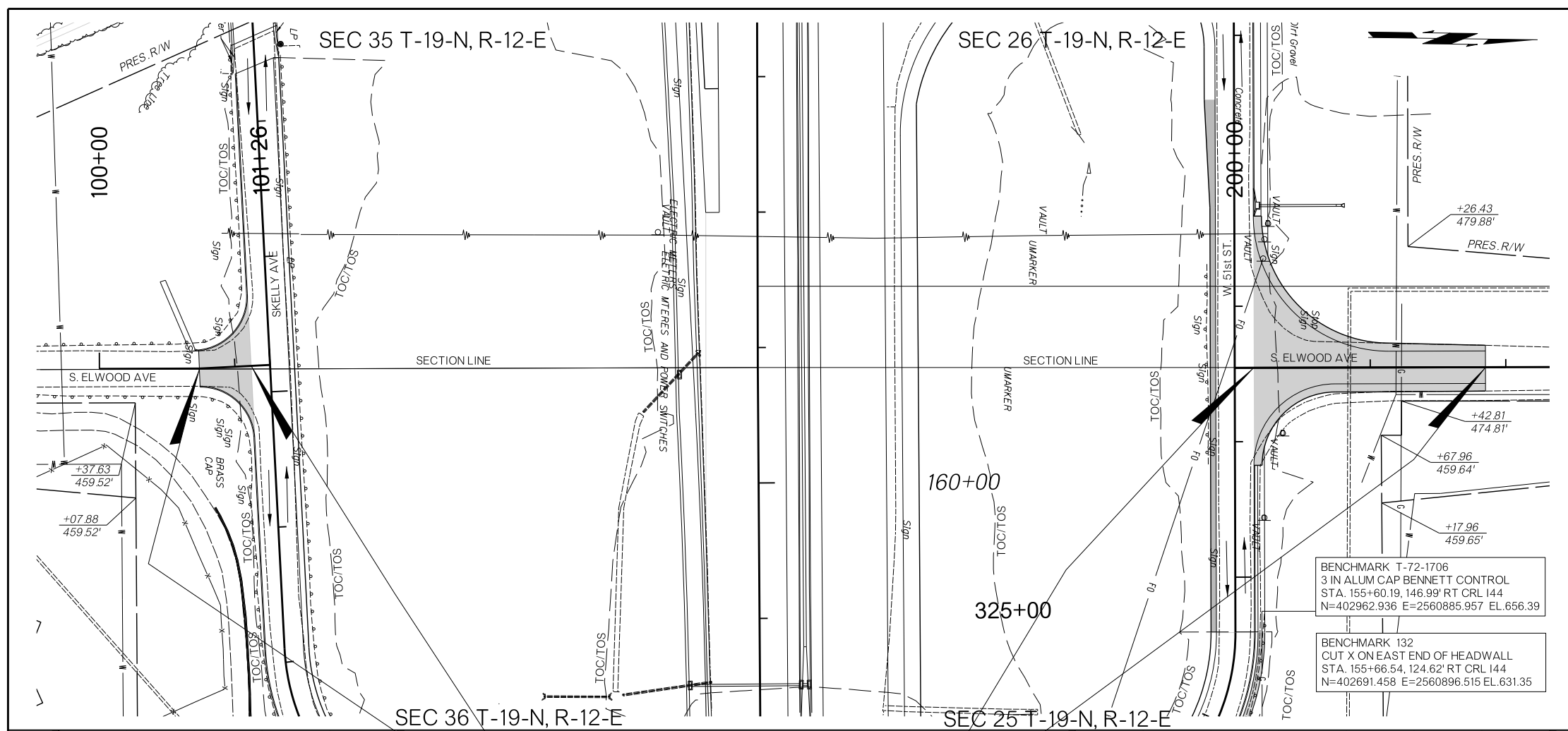
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BM #112 STA. 252+33.25
CUT BOX AT WEST EDGE CONCRETE
BASE FOR LIGHT POLE
78.24'L, CRL US75

Q SURVEY STA. 192+65.45
END CONSTRUCTION





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