

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

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US 75 SB DETOUR BRIDGE

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US 75 NB DETOUR BRIDGE

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X016 - X039	CROSS SECTIONS - US-75 NORTHBOUND
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THE FOLLOWING ODOT STANDARDS WILL BE REQUIRED

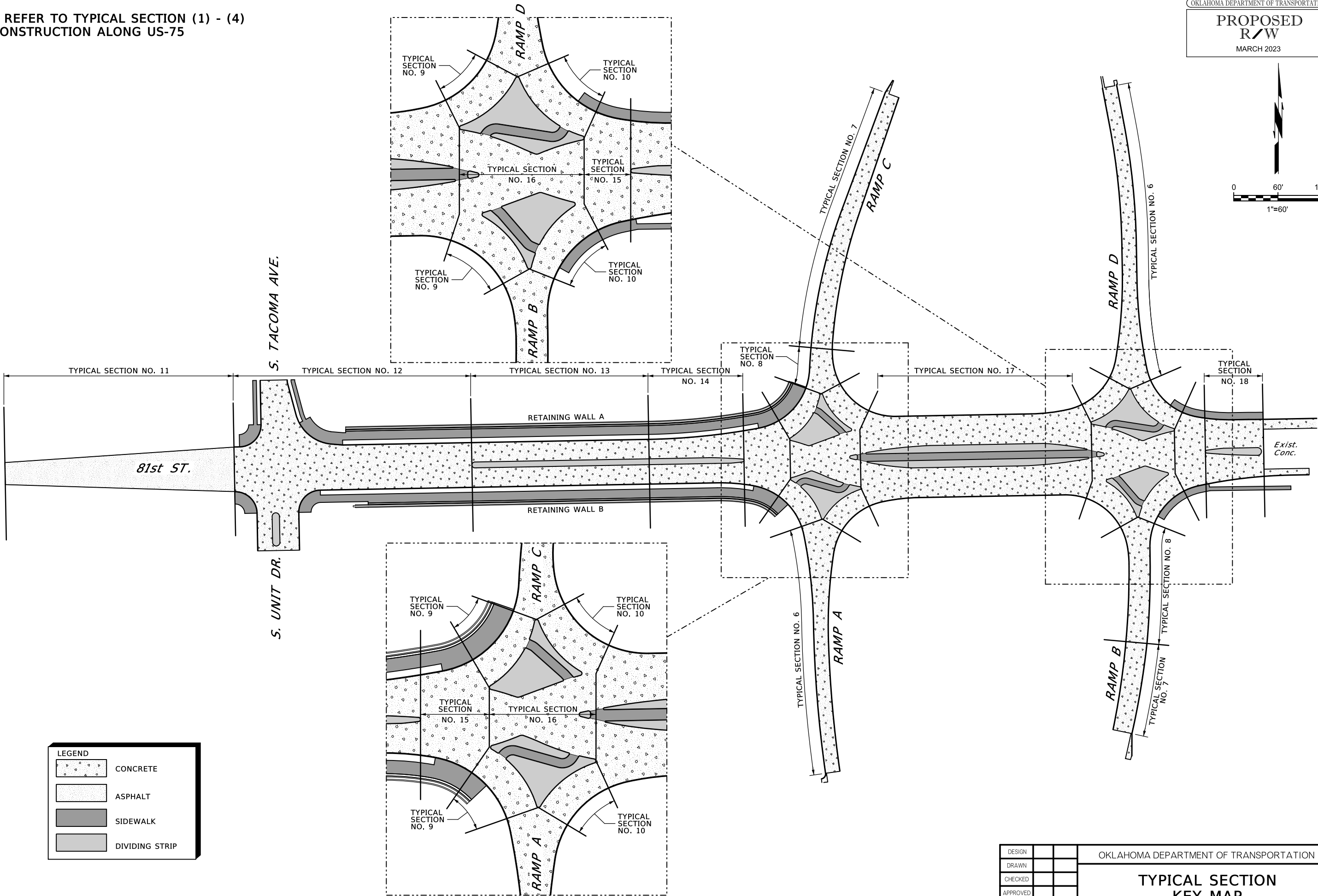
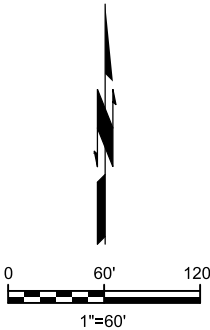
ROADWAY	TRAFFIC CONTROL	TRAFFIC SIGNAL	TRAFFIC SIGNING	BRIDGE
(TO BE ADDED AT LATER DATE)				

DESIGN			OKLAHOMA DEPARTMENT OF TRANSPORTATION						
DRAWN			INDEX OF SHEETS						
CHECKED									
APPROVED									
SQUAD									
COUNTY			TULSA	HIGHWAY	US-75	STATE JOB NO.	30374(04)	SHEET NO.	0002

NOTE: REFER TO TYPICAL SECTION (1) - (4)
FOR CONSTRUCTION ALONG US-75

PROPOSED
R/W

MARCH 2023

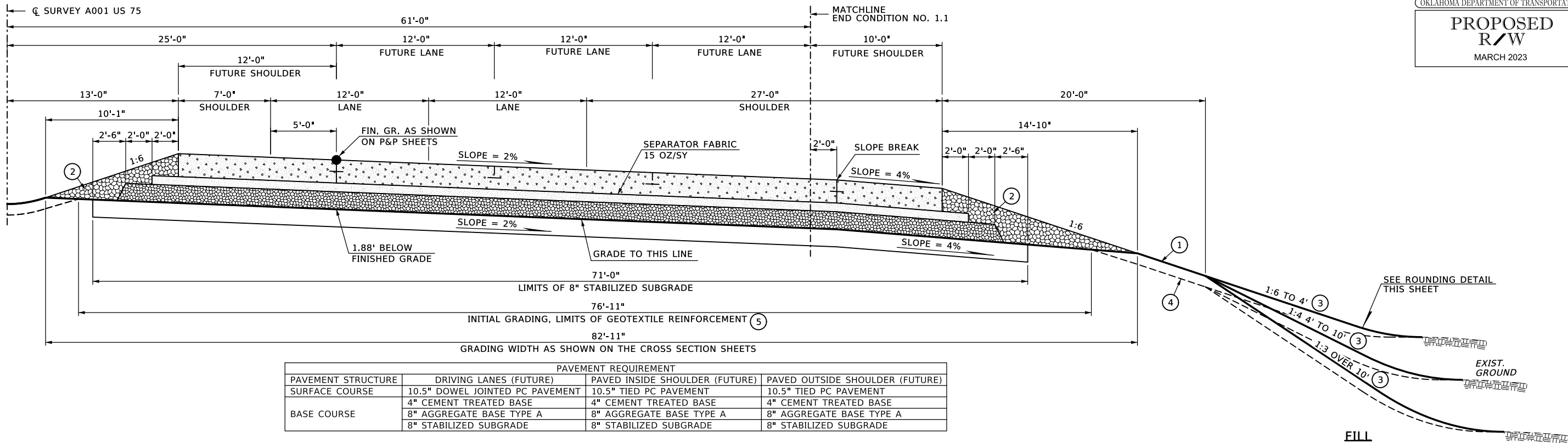


LEGEND	
	CONCRETE
	ASPHALT
	SIDEWALK
	DIVIDING STRIP

DESIGN	
DRAWN	
CHECKED	
APPROVED	
SQUAD	

OKLAHOMA DEPARTMENT OF TRANSPORTATION

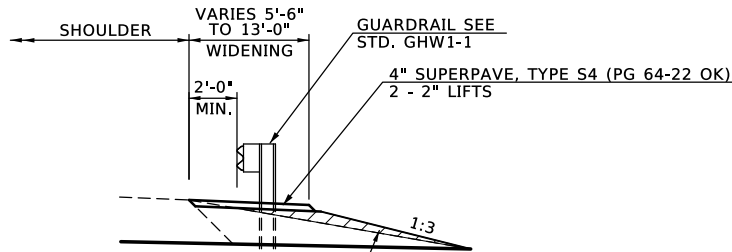
TYPICAL SECTION
KEY MAP



1 TYPICAL HALF SECTION - US 75

N.T.S.

NORTHBOUND STA. 99+88.96 TO STA. 105+49.75
NORTHBOUND STA. 108+85.14 TO STA. 114+56.98
SOUTHBOUND STA. 99+88.96 TO STA. 105+43.54 (OPPOSITE HAND)
SOUTHBOUND STA. 108+79.42 TO STA. 114+56.98 (OPPOSITE HAND)



ADDITIONAL BACKFILL MATERIAL NECESSARY FOR WIDENING SHALL BE THE SAME AS THAT SHOWN IN THE TYPICAL SECTION AND SHALL BE INCLUDED IN OTHER ITEMS OF WORK.

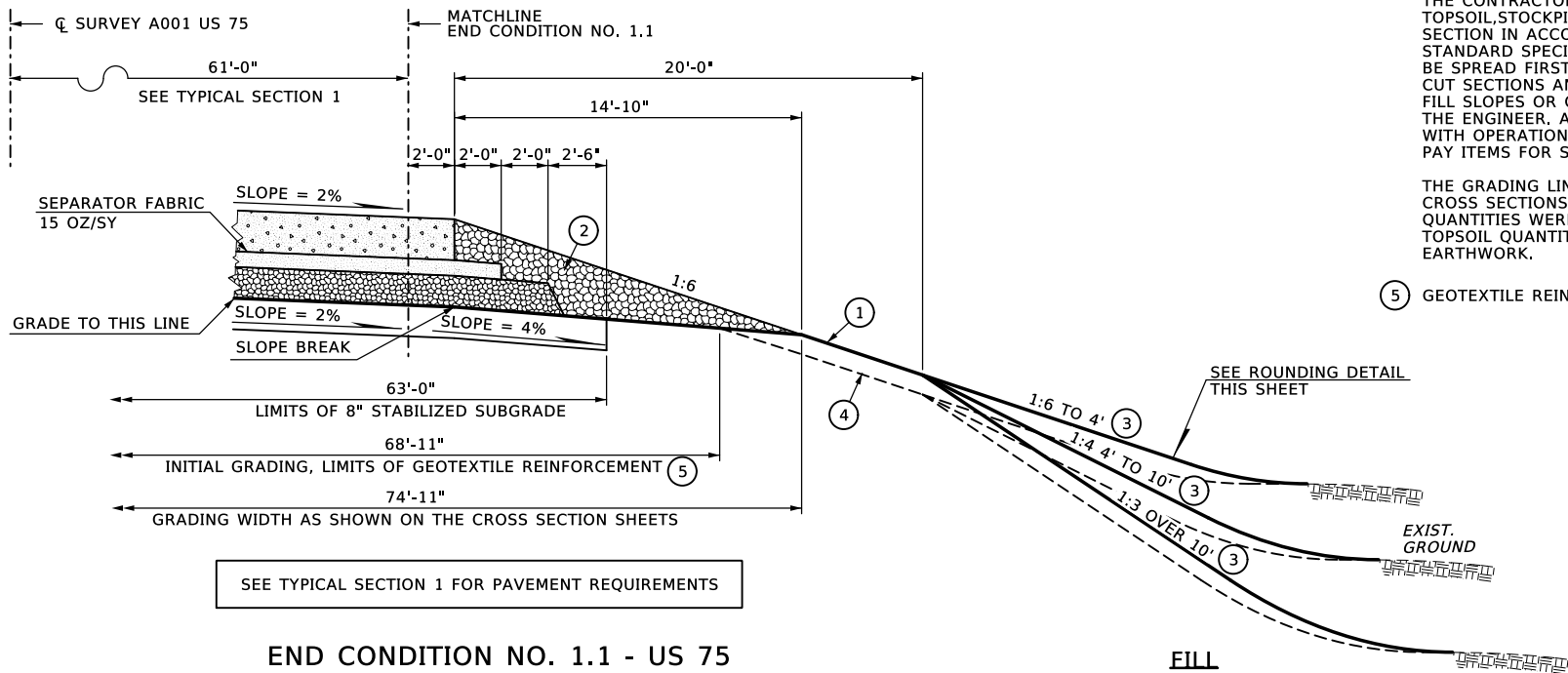
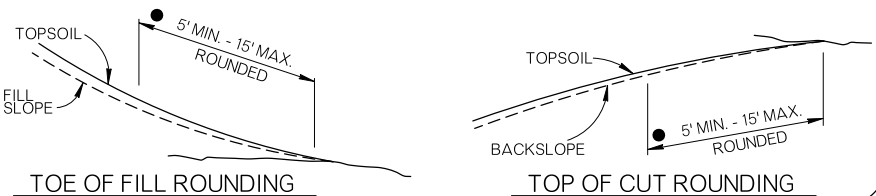
GUARDRAIL WIDENING DETAIL

N.T.S.

NORTHBOUND US-75 STA. 101+59.54 TO STA. 105+49.64 (OPPOSITE HAND)
NORTHBOUND US-75 STA. 101+97.32 TO STA. 105+49.97
SOUTHBOUND US-75 STA. 108+79.64 TO STA. 112+32.29 (OPPOSITE HAND)
SOUTHBOUND US-75 STA. 108+79.31 TO STA. 112+69.51

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.



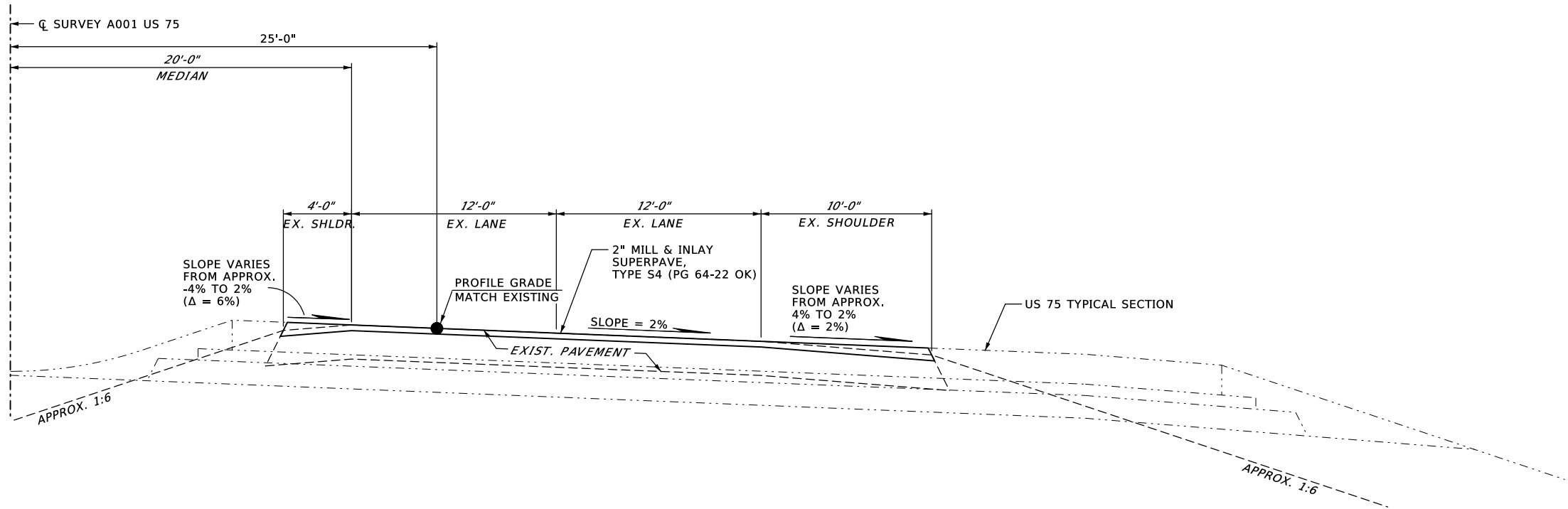
END CONDITION NO. 1.1 - US 75

NORTHBOUND STA. 113+00.00 TO STA. 114+56.98 N.T.S.

- PERMANENT SLOPE PROTECTION REFER TO DETAIL SHEET R034.
- TO BE BACKFILLED & COMPACTED AS PART OF THE FINISHING OPERATIONS. COST TO BE INCLUDED IN TBSC TYPE E.
- DISTANCE MEASURED VERTICALLY FROM EDGE OF FINISHED GRADE SHOULDER
- 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 COMPLETE SLOPES OF THE CUT SECTIONS AND THE REMAINDER ON COMPLETED FILL SLOPES OR OTHER PRIORITY AREAS LOCATED BY THE ENGINEER. ALL ADDITIONAL COSTS ASSOCIATED WITH OPERATION SHALL BE INCLUDED IN THE PAY ITEMS FOR SALVAGED TOPSOIL, LUMP SUM.

THE GRADING LINE AS SHOWN ON THE TYPICAL AND CROSS SECTIONS IS TO TOP OF THE SOIL. EARTHWORK QUANTITIES WERE NOT ADJUSTED FOR SALVAGE AND TOPSOIL QUANTITY IS INCLUDED IN THE SUMMARIZED EARTHWORK.
- GEOTEXTILE REINFORCEMENT SHALL BE RS380I.

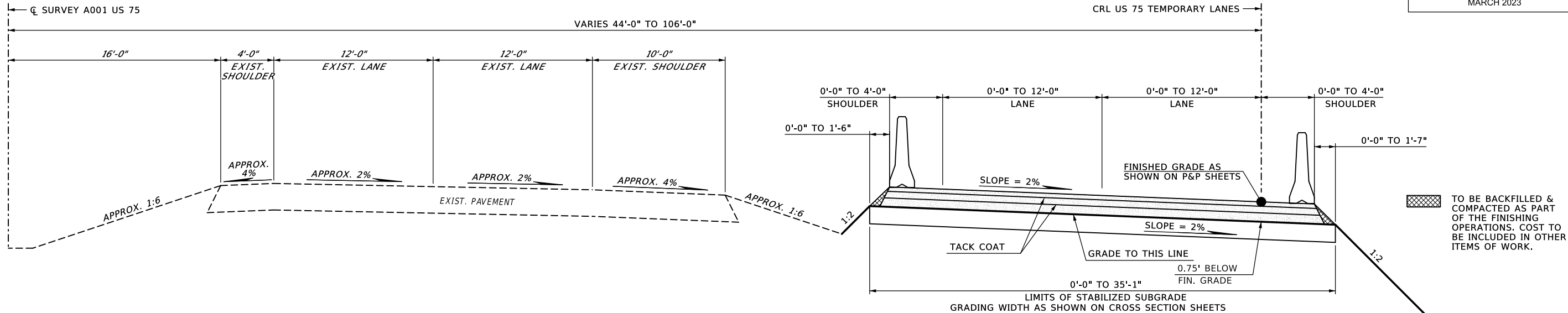
DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		
CHECKED		
APPROVED		
SQUAD		
COUNTY - TULSA	HIGHWAY - US-75	STATE JOB NO. 30374(04) SHEET NO. 0004



2 **US 75 CONNECTION**

NORTHBOUND STA. 99+28.96 TO STA. 99+88.96 N.T.S.
NORTHBOUND STA. 114+56.98 TO STA. 115+16.98
SOUTHBOUND STA. 99+28.96 TO STA. 99+88.96 (OPPOSITE HAND)
SOUTHBOUND STA. 114+56.98 TO STA. 115+16.98 (OPPOSITE HAND)

DESIGN			OKLAHOMA DEPARTMENT OF TRANSPORTATION	
DRAWN			TYPICAL SECTION (2)	
CHECKED				
APPROVED				
SQUAD				
COUNTY <u>TULSA</u>			HIGHWAY <u>US-75</u>	STATE JOB NO. <u>30374(04)</u> SHEET NO. <u>0005</u>



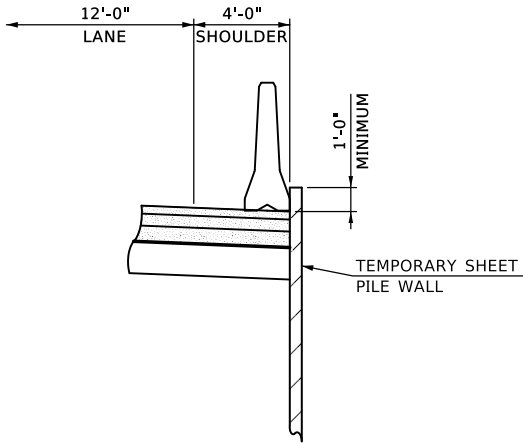
PAVEMENT REQUIREMENT		
PAVEMENT STRUCTURE	DRIVING LANES	PAVED SHOULDER
SURFACE COURSE	2" SUPERPAVE TYPE S4 (PG 64-22 OK)	2" SUPERPAVE TYPE S4 (PG 64-22 OK)
	3" SUPERPAVE TYPE S3 (PG 64-22 OK)	3" SUPERPAVE TYPE S3 (PG 64-22 OK)
BASE COURSE	4" SUPERPAVE TYPE S3 (PG 64-22 OK)	4" SUPERPAVE TYPE S3 (PG 64-22 OK)
	8" STABILIZED SUBGRADE	8" STABILIZED SUBGRADE

3 TYPICAL SECTION - US 75 TEMPORARY LANES

CRL US 75 NB TEMPORARY LANES STA. 97+50.00 TO STA. 106+83.77 N.T.S.
CRL US 75 NB TEMPORARY LANES STA. 107+63.77 TO STA. 116+76.20

CRL US 75 SB TEMPORARY LANES STA. 98+68.48 TO STA. 106+65.23 (OPPOSITE HAND)
CRL US 75 SB TEMPORARY LANES STA. 107+45.23 TO STA. 115+65.00 (OPPOSITE HAND)

DETOUR DESIGN BASED ON 65 MPH

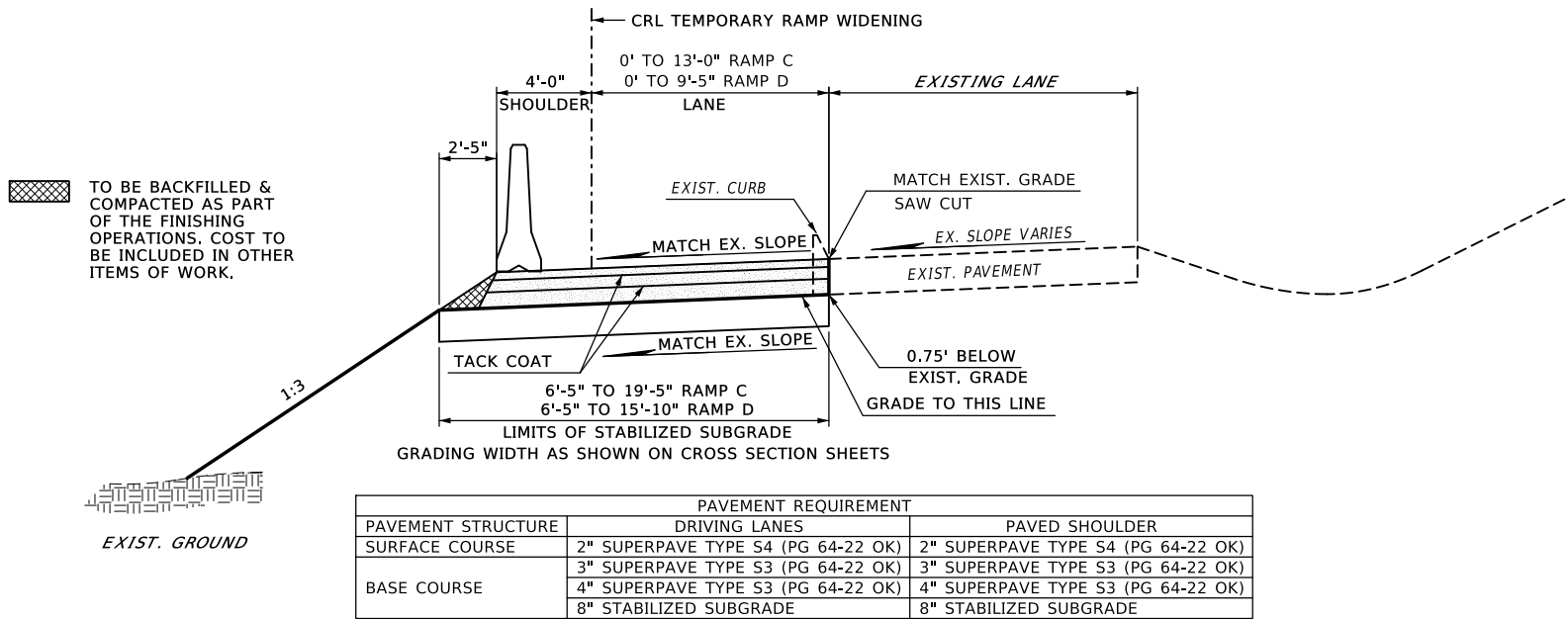


TEMPORARY SHEET PILE WALL

N.T.S.

CRL US 75 NB TEMPORARY LANES STA. 105+32.16 TO STA. 106+83.65 LEFT (OPPOSITE HAND)
CRL US 75 NB TEMPORARY LANES STA. 106+41.20 TO STA. 106+83.65 RIGHT
CRL US 75 NB TEMPORARY LANES STA. 107+61.94 TO STA. 108+69.17 LEFT (OPPOSITE HAND)
CRL US 75 NB TEMPORARY LANES STA. 107+61.94 TO STA. 107+96.21 RIGHT

CRL US 75 SB TEMPORARY LANES STA. 101+42.07 TO STA. 103+82.07 LEFT (OPPOSITE HAND)
CRL US 75 SB TEMPORARY LANES STA. 105+53.85 TO STA. 106+67.09 RIGHT
CRL US 75 SB TEMPORARY LANES STA. 106+32.07 TO STA. 106+67.09 LEFT (OPPOSITE HAND)
CRL US 75 SB TEMPORARY LANES STA. 107+45.32 TO STA. 107+72.07 LEFT (OPPOSITE HAND)
CRL US 75 SB TEMPORARY LANES STA. 107+45.32 TO STA. 108+66.16 RIGHT



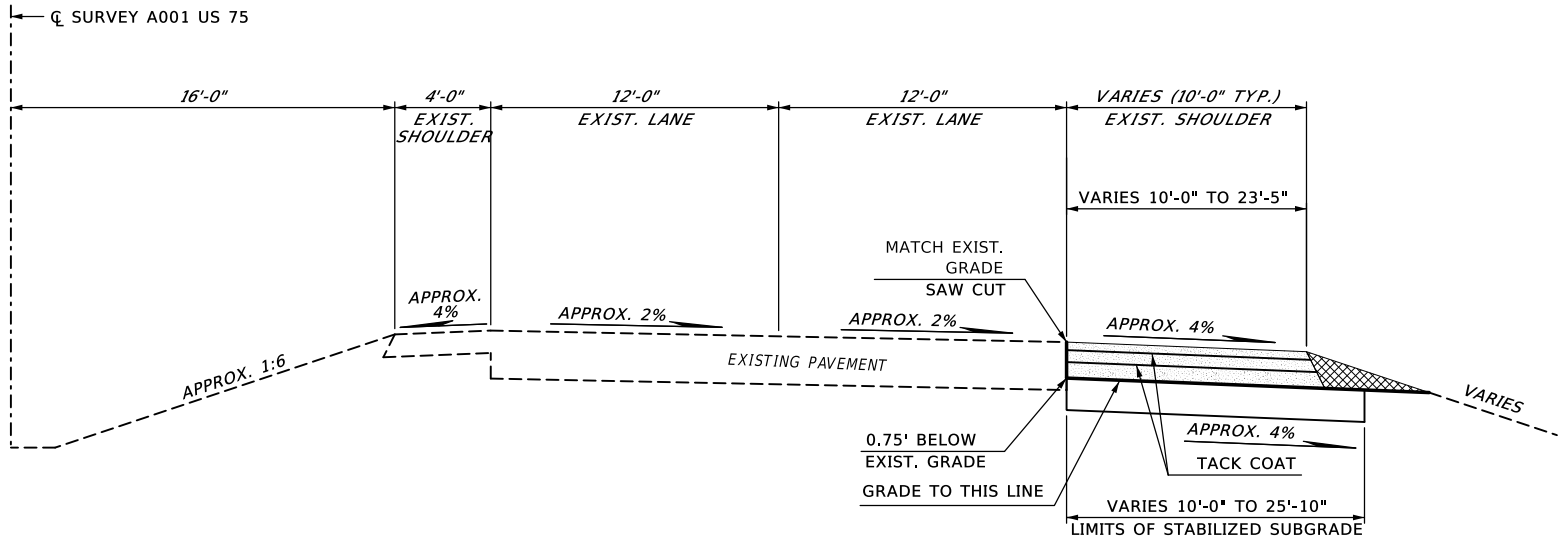
PAVEMENT REQUIREMENT		
PAVEMENT STRUCTURE	DRIVING LANES	PAVED SHOULDER
SURFACE COURSE	2" SUPERPAVE TYPE S4 (PG 64-22 OK)	2" SUPERPAVE TYPE S4 (PG 64-22 OK)
	3" SUPERPAVE TYPE S3 (PG 64-22 OK)	3" SUPERPAVE TYPE S3 (PG 64-22 OK)
BASE COURSE	4" SUPERPAVE TYPE S3 (PG 64-22 OK)	4" SUPERPAVE TYPE S3 (PG 64-22 OK)
	8" STABILIZED SUBGRADE	8" STABILIZED SUBGRADE

4 TYPICAL SECTION - TEMPORARY RAMP WIDENING

CRL TEMPORARY RAMP C WIDENING STA. 112+00.00 TO STA. 115+82.00 N.T.S.
CRL TEMPORARY RAMP D WIDENING STA. 113+65.00 TO STA. 116+89.00 (OPPOSITE HAND)

DETOUR DESIGN BASED ON 55 MPH

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION	
DRAWN			
CHECKED			
APPROVED			
SQUAD			
COUNTY	TULSA	HIGHWAY	US-75
STATE JOB NO.	30374(04)	SHEET NO.	0006



TO BE BACKFILLED & COMPACTED AS PART OF THE FINISHING OPERATIONS. COST TO BE INCLUDED IN OTHER ITEMS OF WORK.

PAVEMENT REQUIREMENT	
PAVEMENT STRUCTURE	SHOULDER RECONSTRUCTION
SURFACE COURSE	2" SUPERPAVE TYPE S4 (PG 64-22 OK)
	3" SUPERPAVE TYPE S3 (PG 64-22 OK)
BASE COURSE	4" SUPERPAVE TYPE S3 (PG 64-22 OK)
	8" STABILIZED SUBGRADE

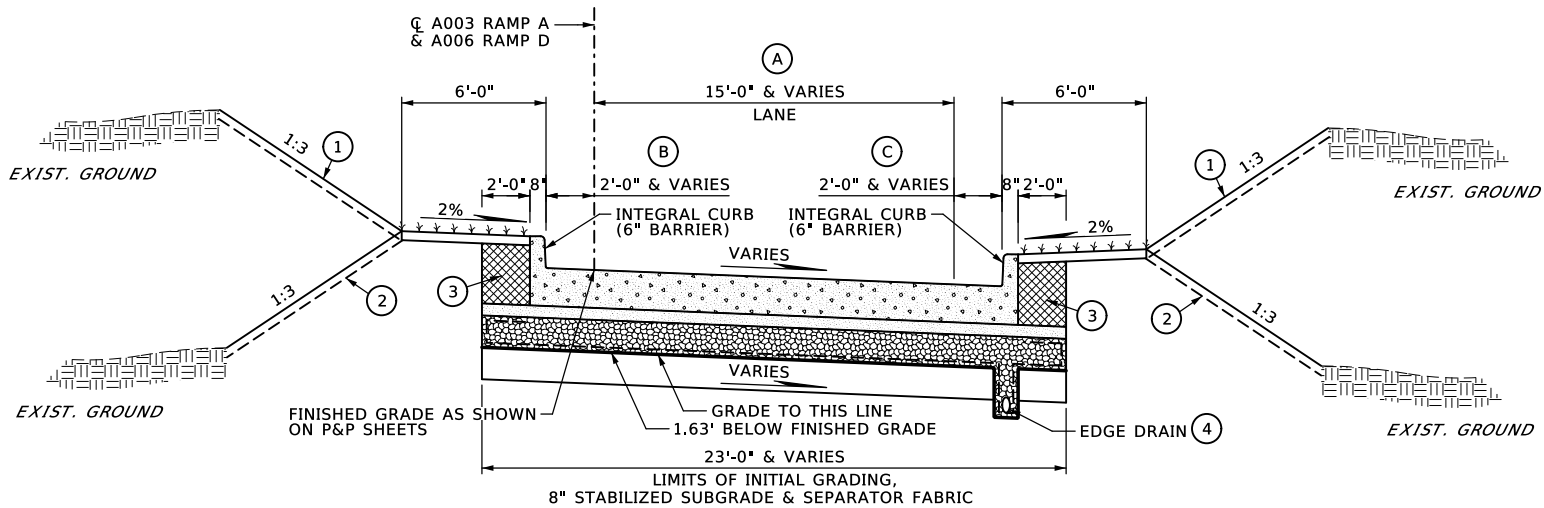
5 TYPICAL SECTION - SHOULDER RECONSTRUCTION

- CL SURVEY A001 US 75 STA. 97+07.58 TO STA. 99+71.48 N.T.S.
CL SURVEY A001 US 75 STA. 97+43.67 TO STA. 100+04.56 (OPPOSITE HAND)
CL SURVEY A001 US 75 STA. 114+17.33 TO STA. 116+91.33 (OPPOSITE HAND)
CL SURVEY A001 US 75 STA. 114+55.39 TO STA. 117+78.58

DESIGN			OKLAHOMA DEPARTMENT OF TRANSPORTATION	
DRAWN			TYPICAL SECTION (4)	
CHECKED				
APPROVED				
SQUAD				
COUNTY -TULSA		HIGHWAY -US-75		STATE JOB NO. -30374(04)
				SHEET NO. 0007

VARIABLE WIDTH TABLE				
SECTION		WIDTH	ALIGNMENT	STATION LIMITS
6	A	15'-0" TO 30'-6"	RAMP A	105+76.28 TO 106+21.96
6	A	30'-5" TO 15'-0"	RAMP D	107+98.78 TO 108+40.16
6	B	2'-0" TO 14'-7"	RAMP A	104+82.02 TO 106+21.96
6	B	14'-11" TO 2'-0"	RAMP D	107+98.78 TO 109+46.27
6	C	2'-0" TO 15'-0"	RAMP A	104+55.38 TO 106+21.96
6	C	16'-3" TO 2'-0"	RAMP D	107+98.78 TO 109+59.16

PAVEMENT REQUIREMENT		DRIVING LANES
PAVEMENT STRUCTURE		
SURFACE COURSE	8.5" DOWEL JOINTED P.C. CONCRETE	
	3" SUPERPAVE TYPE S3 (PG 64-22 OK)	
BASE COURSE	8" AGGREGATE BASE TYPE A	
	8" STABILIZED SUBGRADE	

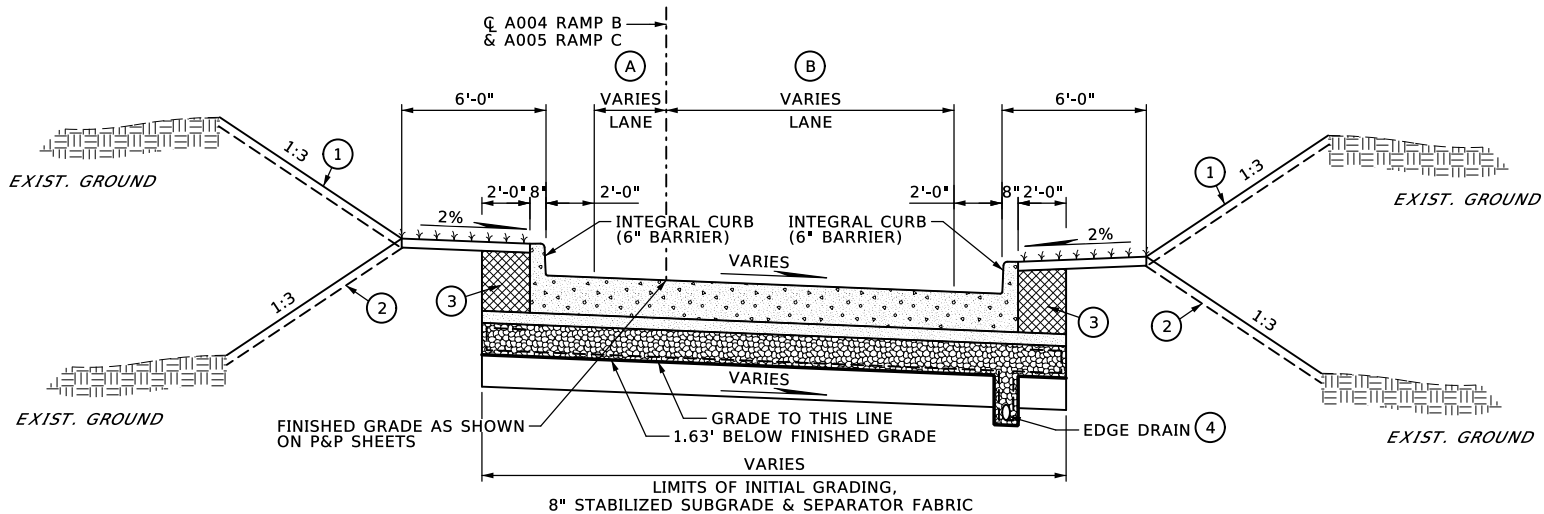


TYPICAL SECTION - RAMP

CL RAMP A: STA. 102+77.00 TO STA. 106+21.96 N.T.S.
CL RAMP D: STA. 107+98.78 TO STA. 112+12.00 (OPPOSITE HAND)

VARIABLE WIDTH TABLE				
SECTION		WIDTH	ALIGNMENT	STATION LIMITS
7	A	4'-6" TO 7'-0"	RAMP B	103+77.00 TO 105+00.00
7	A	3'-0" TO 3'-0"	RAMP C	108+31.87 TO 111+92.00
7	B	17'-0" TO 17'-0"	RAMP B	103+77.00 TO 105+00.00
7	B	21'-00" TO 12'-0"	RAMP C	108+31.87 TO 111+92.00

PAVEMENT REQUIREMENT		DRIVING LANES
PAVEMENT STRUCTURE		
SURFACE COURSE	8.5" DOWEL JOINTED P.C. CONCRETE	
	3" SUPERPAVE TYPE S3 (PG 64-22 OK)	
BASE COURSE	8" AGGREGATE BASE TYPE A	
	8" STABILIZED SUBGRADE	

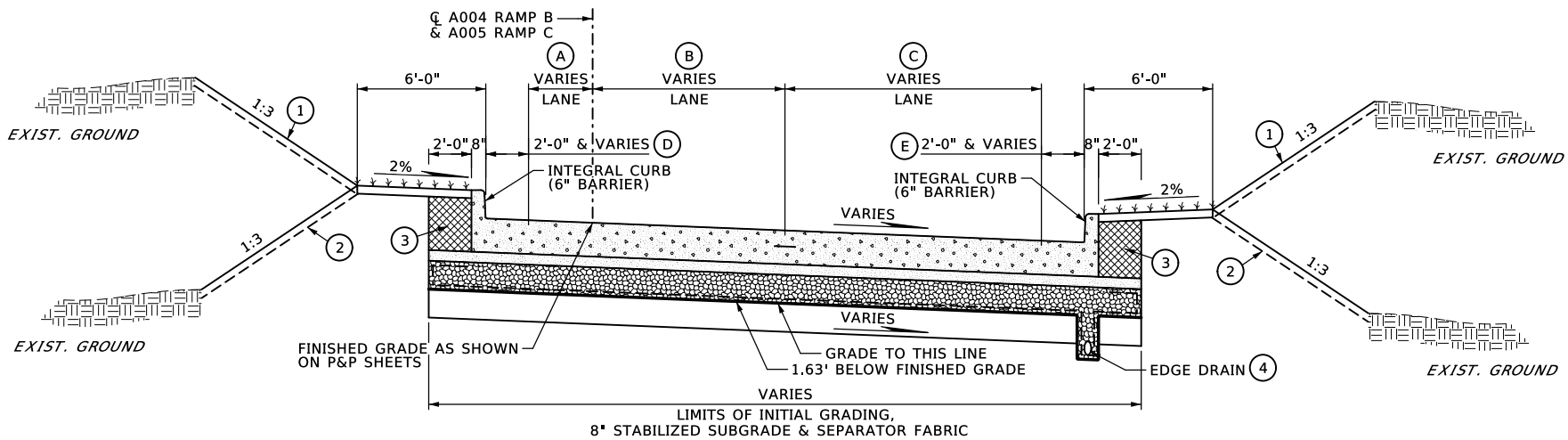


TYPICAL SECTION - RAMP

CL RAMP B: STA. 103+77.00 TO STA. 105+00.00 (OPPOSITE HAND) N.T.S.
CL RAMP C: STA. 108+31.87 TO STA. 111+92.00

VARIABLE WIDTH TABLE				
SECTION		WIDTH	ALIGNMENT	STATION LIMITS
8	A	7'-0" TO 7'-0"	RAMP B	105+00.00 TO 106+51.23
8	A	7'-0" TO 8'-11"	RAMP B	106+51.23 TO 106+70.78
8	A	3'-9" TO 3'-0"	RAMP C	107+69.63 TO 107+83.62
8	A	3'-0" TO 3'-0"	RAMP C	107+83.62 TO 108+31.87
8	B	5'-0" TO 5'-0"	RAMP B	105+00.00 TO 106+41.87
8	B	5'-0" TO 6'-11"	RAMP B	106+41.87 TO 106+70.78
8	B	12'-2" TO 9'-0"	RAMP C	107+69.63 TO 108+04.04
8	B	9'-0" TO 9'-0"	RAMP C	108+04.04 TO 108+31.87
8	C	12'-0" TO 12'-0"	RAMP B	105+00.00 TO 106+41.87
8	C	12'-0" TO 15'-7"	RAMP B	106+41.87 TO 106+70.78
8	C	15'-7" TO 12'-0"	RAMP C	107+69.63 TO 108+04.04
8	C	12'-0" TO 12'-0"	RAMP C	108+04.04 TO 108+31.87
8	D	2'-0" TO 7'-11"	RAMP B	106+29.04 TO 106+70.78
8	D	6'-2" TO 2'-0"	RAMP C	107+69.63 TO 108+02.16
8	E	2'-0" TO 11'-2"	RAMP B	106+07.33 TO 106+70.78
8	E	12'-11" TO 2'-0"	RAMP C	107+69.63 TO 108+31.87

PAVEMENT REQUIREMENT		DRIVING LANES
PAVEMENT STRUCTURE		
SURFACE COURSE	8.5" DOWEL JOINTED P.C. CONCRETE	
	3" SUPERPAVE TYPE S3 (PG 64-22 OK)	
BASE COURSE	8" AGGREGATE BASE TYPE A	
	8" STABILIZED SUBGRADE	



TYPICAL SECTION - RAMP

CL RAMP B: STA. 105+00.00 TO STA. 106+70.78 (OPPOSITE HAND) N.T.S.
CL RAMP C: STA. 107+69.63 TO STA. 108+31.87

1 PERMANENT SLOPE PROTECTION
REFER TO DETAIL SHEET R034.

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 COMPLETE SLOPES OF THE CUT SECTIONS AND THE REMAINDER ON COMPLETED FILL SLOPES OR OTHER PRIORITY AREAS LOCATED BY THE ENGINEER. ALL ADDITIONAL COSTS ASSOCIATED WITH OPERATION SHALL BE INCLUDED IN THE PAY ITEMS FOR SALVAGED TOPSOIL, LUMP SUM.

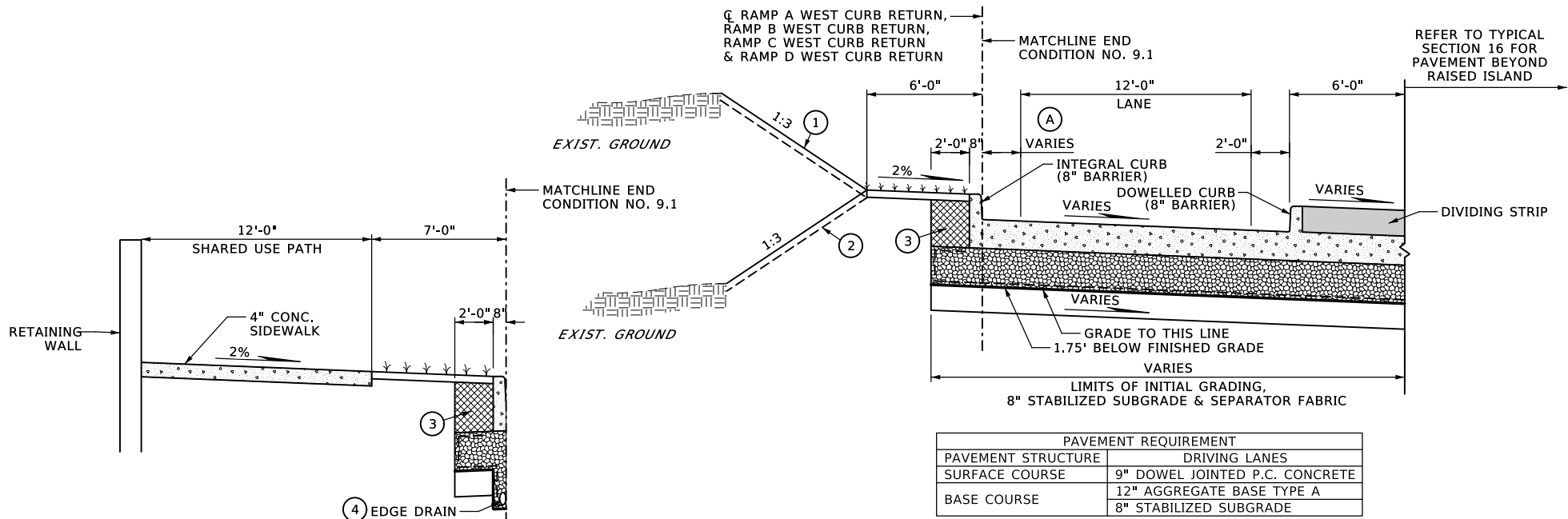
THE GRADING LINE AS SHOWN ON THE TYPICAL AND CROSS SECTIONS IS TO TOP OF THE SOIL. EARTHWORK QUANTITIES WERE NOT ADJUSTED FOR SALVAGE AND TOPSOIL QUANTITY IS INCLUDED IN THE SUMMARIZED EARTHWORK.

3 BACKFILL NOTE :
TO BE BACKFILLED AS PART OF THE FINISHING OPERATIONS. MATERIAL TO BE STANDARD FILL MATERIAL AND COST INCLUDED IN OTHER ITEMS.

4 OUTLET EDGE DRAIN INTO STORM SEWER INLETS,
COST TO BE INCLUDED IN OTHER ITEMS OF WORK.

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION	
DRAWN			
CHECKED			
APPROVED			
SQUAD			
COUNTY - TULSA	HIGHWAY - US-75	STATE JOB NO. - 30374(04)	SHEET NO. 0008

TYPICAL SECTION (5)

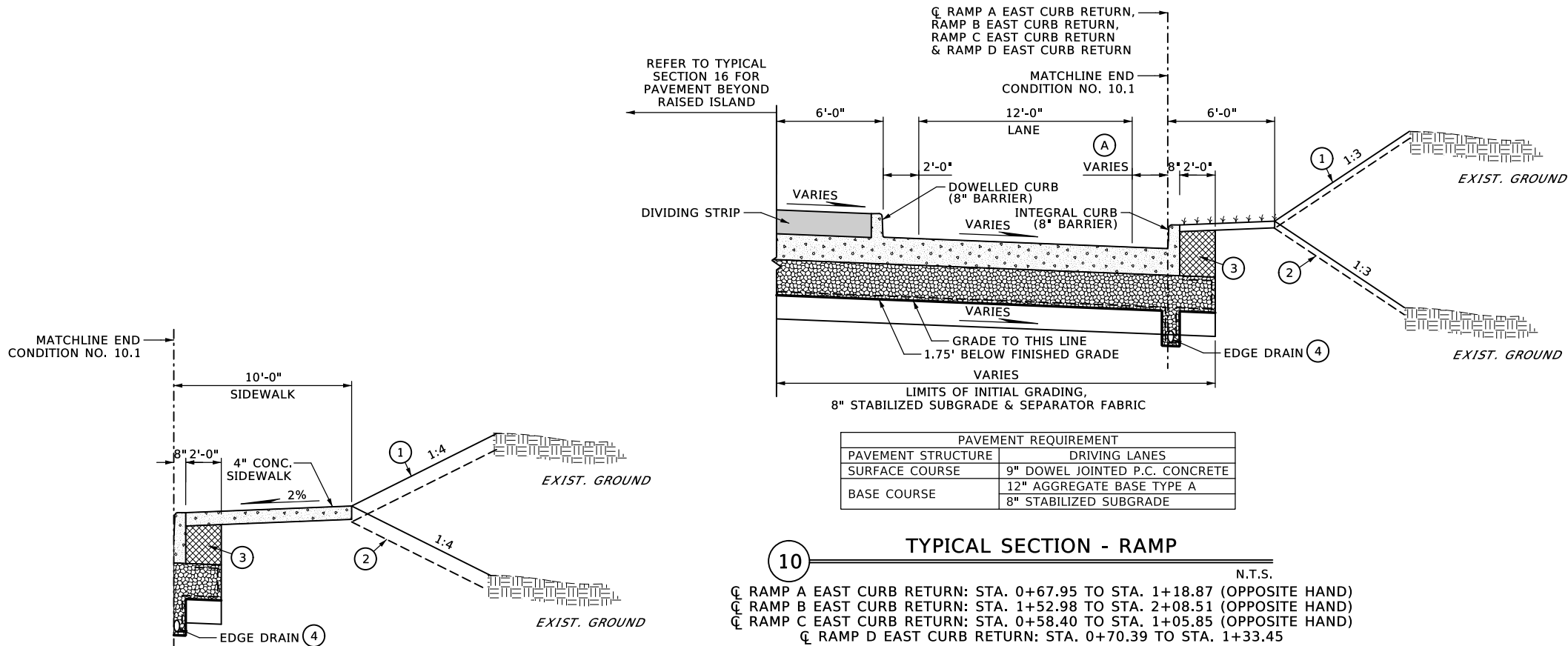


VARIABLE WIDTH TABLE			
SECTION		WIDTH	ALIGNMENT STATION LIMITS
9	A	12'-11" TO 14'-7"	RAMP A 0+86.43 TO 1+39.38
9	A	11'-2" TO 17'-3"	RAMP B 0+52.37 TO 1+01.46
9	A	6'-2" TO 13'-11"	RAMP C 0+25.80 TO 0+84.54
9	A	11'-11" TO 16'-3"	RAMP D 0+70.55 TO 1+23.23

- 1 PERMANENT SLOPE PROTECTION
REFER TO DETAIL SHEET R034.
- 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 COMPLETE SLOPES OF THE CUT SECTIONS AND THE REMAINDER ON COMPLETED FILL SLOPES OR OTHER PRIORITY AREAS LOCATED BY THE ENGINEER. ALL ADDITIONAL COSTS ASSOCIATED WITH OPERATION SHALL BE INCLUDED IN THE PAY ITEMS FOR SALVAGED TOPSOIL, LUMP SUM.

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

- 3 BACKFILL NOTE :
TO BE BACKFILLED AS PART OF THE FINISHING OPERATIONS. MATERIAL TO BE STANDARD FILL MATERIAL AND COST INCLUDED IN OTHER ITEMS.
- 4 OUTLET EDGE DRAIN INTO STORM SEWER INLETS.
COST TO BE INCLUDED IN OTHER ITEMS OF WORK.

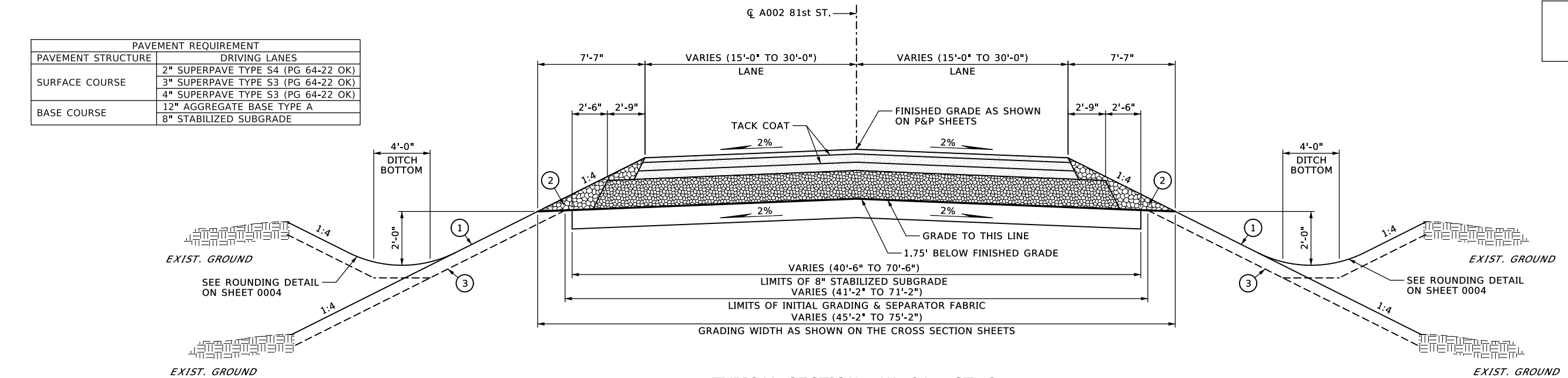


VARIABLE WIDTH TABLE			
SECTION		WIDTH	ALIGNMENT STATION LIMITS
10	A	11'-0" TO 15'-0"	RAMP A 0+67.95 TO 1+18.87
10	A	15'-3" TO 7'-11"	RAMP B 1+52.98 TO 2+08.51
10	A	12'-11" TO 18'-3"	RAMP C 0+58.40 TO 1+05.85
10	A	9'-11" TO 14'-11"	RAMP D 0+70.39 TO 1+33.45

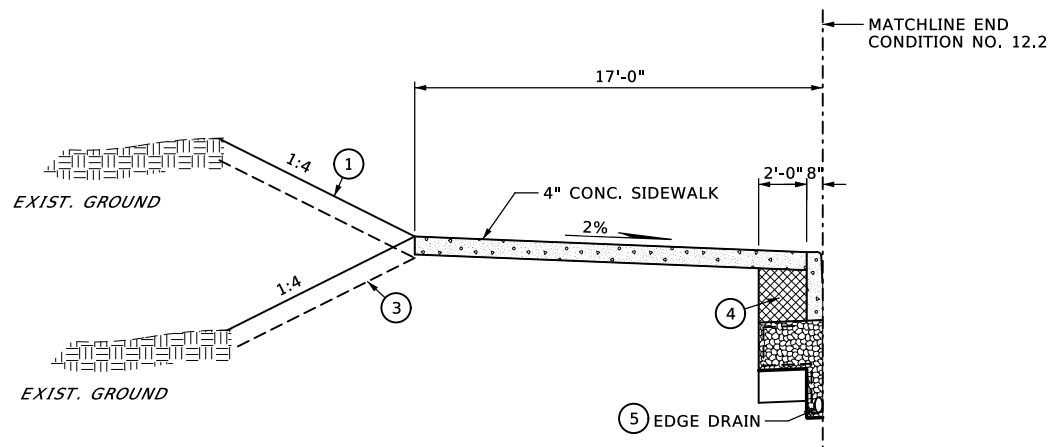
DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION	
DRAWN			
CHECKED			
APPROVED			
SQUAD			
COUNTY	TULSA	HIGHWAY	US-75
STATE JOB NO.	30374(04)	SHEET NO.	0009

TYPICAL SECTION (6)

PAVEMENT REQUIREMENT	
PAVEMENT STRUCTURE	DRIVING LANES
SURFACE COURSE	2" SUPERPAVE TYPE S4 (PG 64-22 OK)
	3" SUPERPAVE TYPE S3 (PG 64-22 OK)
BASE COURSE	4" SUPERPAVE TYPE S3 (PG 64-22 OK)
	12" AGGREGATE BASE TYPE A
	8" STABILIZED SUBGRADE

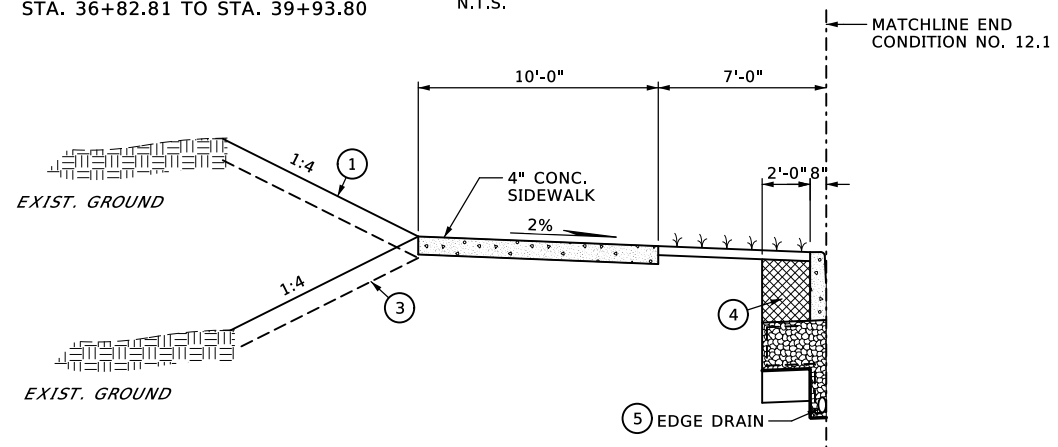


11 TYPICAL SECTION - W. 81st ST. S.
STA. 36+82.81 TO STA. 39+93.80 N.T.S.



END CONDITION NO. 12.1: NO SIDEWALK BUFFER

STA. 39+93.80 TO STA. 41+41.26 LT	N.T.S.
STA. 39+93.80 TO STA. 41+09.80 RT (OPPOSITE HAND)	

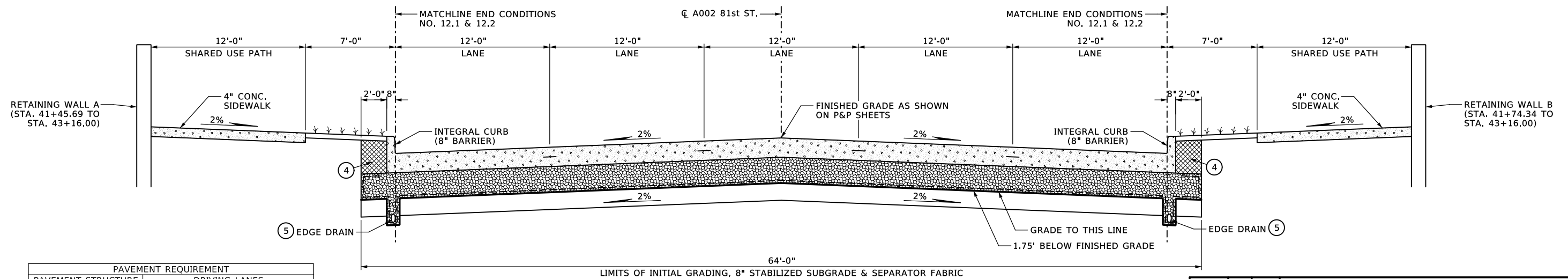


END CONDITION NO. 12.2: NO RETAINING WALL

STA. 41+41.26 TO STA. 41+45.69 LT	N.T.S.
STA. 41+09.80 TO STA. 41+74.34 RT (OPPOSITE HAND)	

- 1 PERMANENT SLOPE PROTECTION
REFER TO DETAIL SHEET R034.
- 2 TO BE BACKFILLED & COMPACTED AS
PART OF THE FINISHING OPERATIONS.
COST TO BE INCLUDED IN TBSC TYPE E.
- 3 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 COMPLETE SLOPES OF THE
CUT SECTIONS AND THE REMAINDER ON COMPLETED
FILL SLOPES OR OTHER PRIORITY AREAS LOCATED BY
THE ENGINEER. ALL ADDITIONAL COSTS ASSOCIATED
WITH OPERATION SHALL BE INCLUDED IN THE
PAY ITEMS FOR SALVAGED TOPSOIL, LUMP SUM.

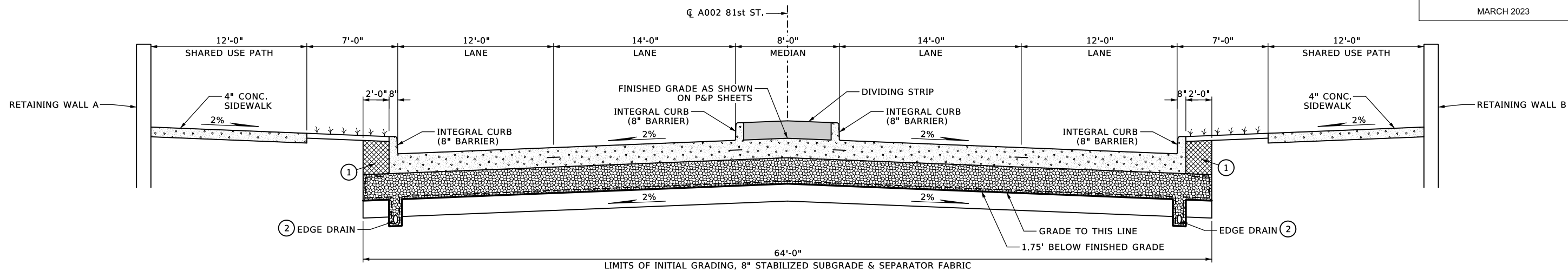
THE GRADING LINE AS SHOWN ON THE TYPICAL AND
CROSS SECTIONS IS TO TOP OF THE SOIL. EARTHWORK
QUANTITIES WERE NOT ADJUSTED FOR SALVAGE AND
TOPSOIL QUANTITY IS INCLUDED IN THE SUMMARIZED
EARTHWORK.
- 4 BACKFILL NOTE :
TO BE BACKFILLED AS PART OF THE FINISHING
OPERATIONS. MATERIAL TO BE STANDARD FILL
MATERIAL AND COST INCLUDED IN OTHER ITEMS.
- 5 OUTLET EDGE DRAIN INTO STORM SEWER INLETS.
COST TO BE INCLUDED IN OTHER ITEMS OF WORK.



12 TYPICAL SECTION - W. 81st ST. S.
STA. 39+93.80 TO STA. 43+16.00 N.T.S.

PAVEMENT REQUIREMENT	
PAVEMENT STRUCTURE	DRIVING LANES
SURFACE COURSE	9" DOWEL JOINTED P.C. CONCRETE
BASE COURSE	12" AGGREGATE BASE TYPE A 8" STABILIZED SUBGRADE

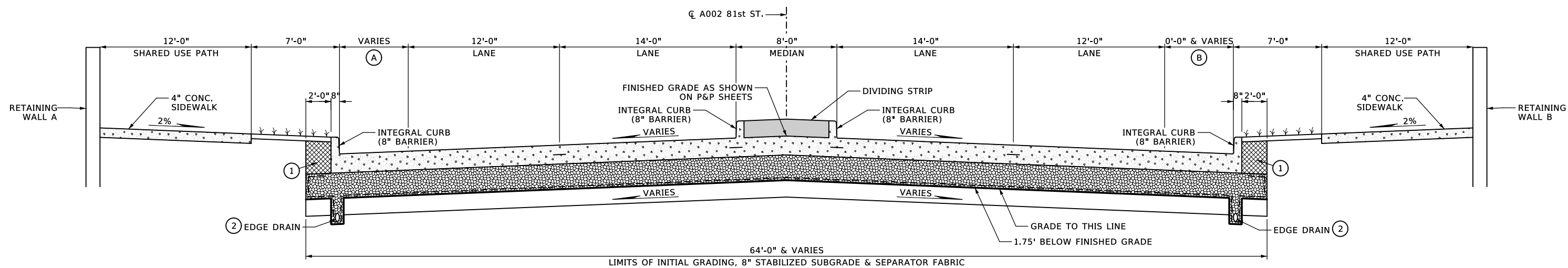
DESIGN			OKLAHOMA DEPARTMENT OF TRANSPORTATION					
DRAWN			TYPICAL SECTION (7)					
CHECKED								
APPROVED								
SQUAD								
COUNTY	TULSA		HIGHWAY	US-75	STATE JOB NO.	30374(04)	SHEET NO.	0010



PAVEMENT REQUIREMENT	
PAVEMENT STRUCTURE	DRIVING LANES
SURFACE COURSE	9" DOWEL JOINTED P.C. CONCRETE
BASE COURSE	12" AGGREGATE BASE TYPE A
	8" STABILIZED SUBGRADE

13 TYPICAL SECTION - W. 81st ST. S.
STA. 43+16.00 TO STA. 45+56.49 N.T.S.

- 1 BACKFILL NOTE :
TO BE BACKFILLED AS PART OF THE FINISHING
OPERATIONS. MATERIAL TO BE STANDARD FILL
MATERIAL AND COST INCLUDED IN OTHER ITEMS.
- 2 OUTLET EDGE DRAIN INTO STORM SEWER INLETS.
COST TO BE INCLUDED IN OTHER ITEMS OF WORK.



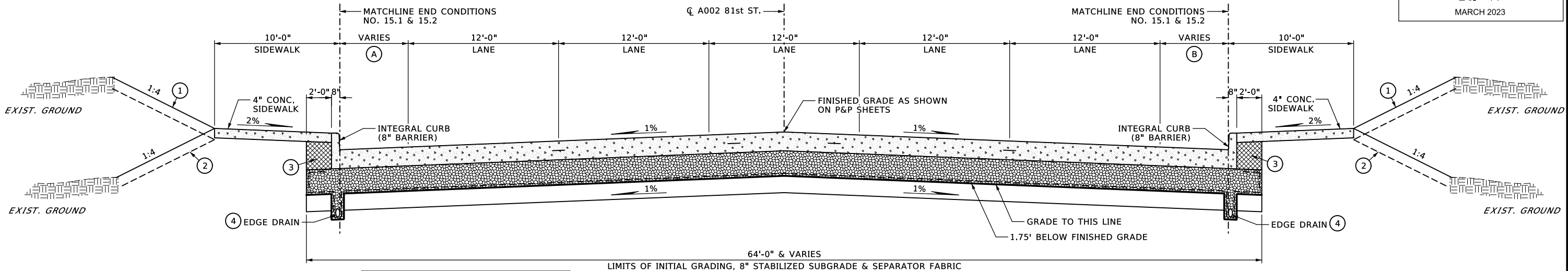
VARIABLE WIDTH TABLE		
SECTION	WIDTH	STATION LIMITS
14	A	0'-0" TO 9'-3"
14	B	0'-0" TO 2'-9"

PAVEMENT REQUIREMENT	
PAVEMENT STRUCTURE	DRIVING LANES
SURFACE COURSE	9" DOWEL JOINTED P.C. CONCRETE
BASE COURSE	12" AGGREGATE BASE TYPE A
	8" STABILIZED SUBGRADE

14 TYPICAL SECTION - W. 81st ST. S.
STA. 45+56.49 TO STA. 46+85.05 N.T.S.

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION	
DRAWN			
CHECKED			
APPROVED			
SQUAD			
COUNTY - TULSA	HIGHWAY - US-75	STATE JOB NO. - 30374(04)	SHEET NO. 0011

TYPICAL SECTION (8)



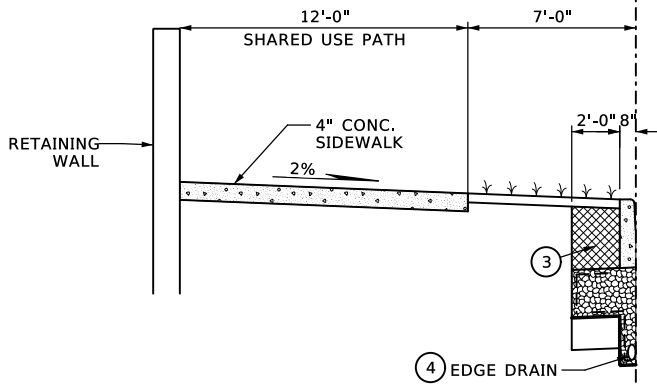
PAVEMENT REQUIREMENT	
PAVEMENT STRUCTURE	DRIVING LANES
SURFACE COURSE	9" DOWEL JOINTED P.C. CONCRETE
BASE COURSE	12" AGGREGATE BASE TYPE A
	8" STABILIZED SUBGRADE

VARIABLE WIDTH TABLE			
SECTION		WIDTH	STATION LIMITS
15	A	9'-3" TO 32'-5"	46+85.05 TO 47+47.73
15	A	29'-8" TO 15'-3"	52+69.40 TO 53+10.97
15	B	2'-9" TO 35'-7"	46+85.05 TO 47+47.73
15	B	29'-6" TO 14'-1"	52+69.40 TO 53+10.97

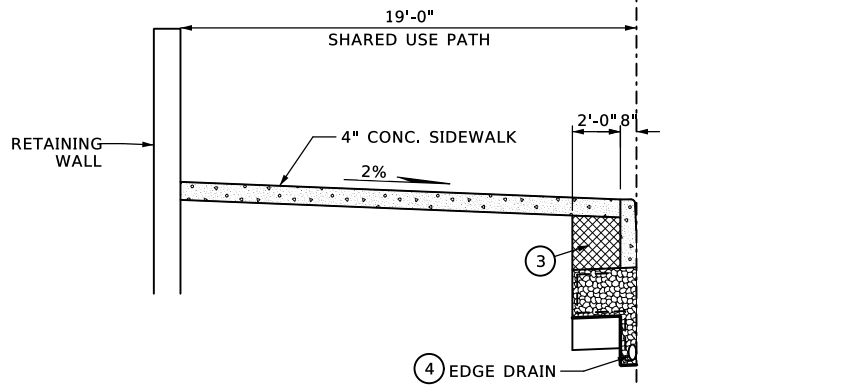
15 **TYPICAL SECTION - W. 81st ST. S.**
STA. 46+85.05 TO STA. 47+47.73 N.T.S.
STA. 52+69.40 TO STA. 53+10.97

- 1 **PERMANENT SLOPE PROTECTION**
REFER TO DETAIL SHEET R034.
- 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 COMPLETE SLOPES OF THE CUT SECTIONS AND THE REMAINDER ON COMPLETED FILL SLOPES OR OTHER PRIORITY AREAS LOCATED BY THE ENGINEER. ALL ADDITIONAL COSTS ASSOCIATED WITH OPERATION SHALL BE INCLUDED IN THE PAY ITEMS FOR SALVAGED TOPSOIL, LUMP SUM.

THE GRADING LINE AS SHOWN ON THE TYPICAL AND CROSS SECTIONS IS TO TOP OF THE SOIL. EARTHWORK QUANTITIES WERE NOT ADJUSTED FOR SALVAGE AND TOPSOIL QUANTITY IS INCLUDED IN THE SUMMARIZED EARTHWORK.
- 3 **BACKFILL NOTE :**
TO BE BACKFILLED AS PART OF THE FINISHING OPERATIONS. MATERIAL TO BE STANDARD FILL MATERIAL AND COST INCLUDED IN OTHER ITEMS.
- 4 **OUTLET EDGE DRAIN INTO STORM SEWER INLETS.**
COST TO BE INCLUDED IN OTHER ITEMS OF WORK.



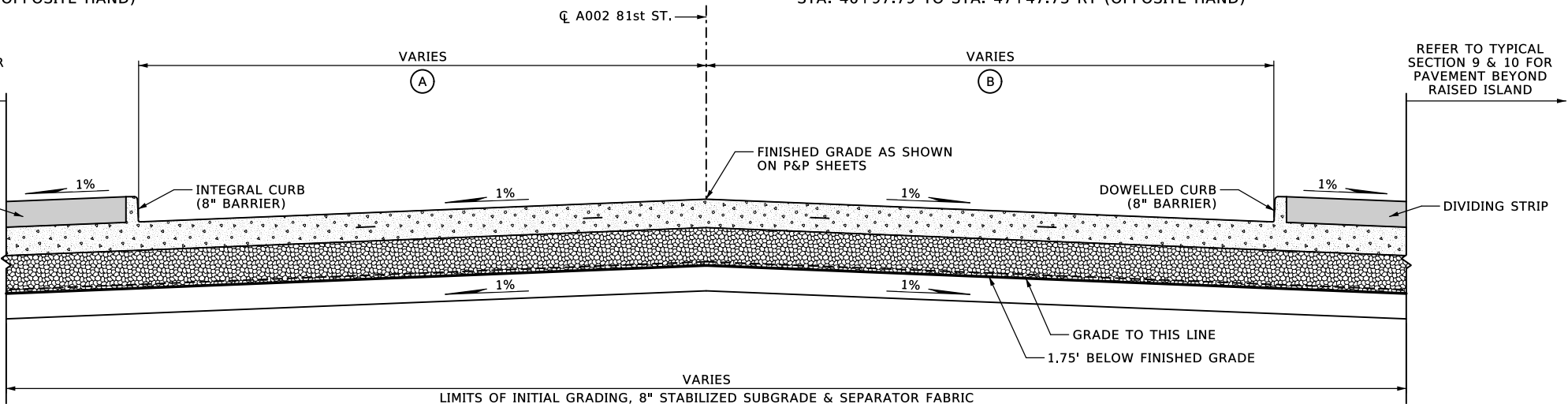
END CONDITION NO. 15.1: RETAINING WALL
STA. 46+85.05 TO STA. 47+05.69 LT N.T.S.
STA. 46+85.05 TO STA. 46+97.79 RT (OPPOSITE HAND)



END CONDITION NO. 15.2: NO SIDEWALK BUFFER
STA. 47+05.69 TO STA. 47+47.73 LT N.T.S.
STA. 46+97.79 TO STA. 47+47.73 RT (OPPOSITE HAND)

VARIABLE WIDTH TABLE		
SECTION		WIDTH
16	A	27'-2" TO 17'-9"
16	A	17'-9" TO 38'-5"
16	A	41'-6" TO 16'-3"
16	A	16'-3" TO 30'-2"
16	B	27'-1" TO 16'-5"
16	B	16'-5" TO 41'-0"
16	B	37'-4" TO 18'-2"
16	B	18'-2" TO 29'-6"

PAVEMENT REQUIREMENT	
PAVEMENT STRUCTURE	DRIVING LANES
SURFACE COURSE	9" DOWEL JOINTED P.C. CONCRETE
BASE COURSE	12" AGGREGATE BASE TYPE A
	8" STABILIZED SUBGRADE



NO RAISED ISLAND LEFT:
STA. 48+31.88 TO STA. 48+42.99

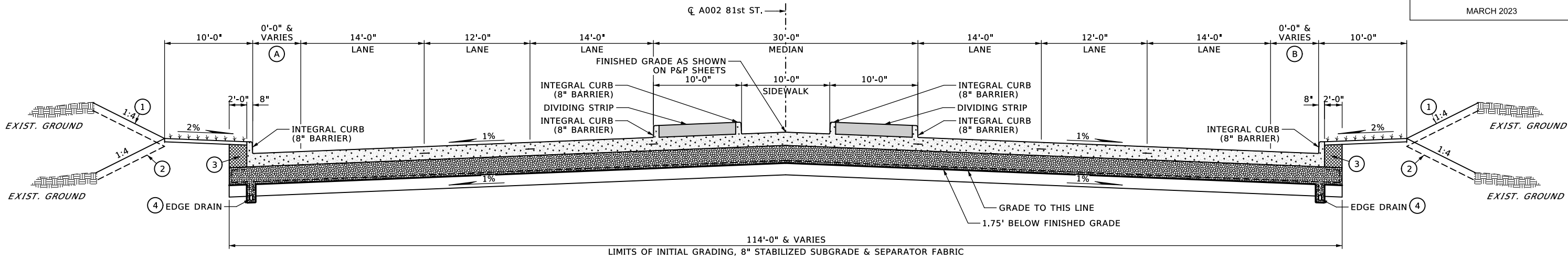
NO RAISED ISLAND RIGHT:
STA. 47+47.73 TO STA. 47+47.82
STA. 51+56.76 TO STA. 51+75.74
STA. 52+60.37 TO STA. 52+69.40

16 **TYPICAL SECTION - W. 81st ST. S.**
STA. 47+47.73 TO STA. 48+42.99 N.T.S.
STA. 51+56.76 TO STA. 52+69.40

DESIGN	
DRAWN	
CHECKED	
APPROVED	
SQUAD	

OKLAHOMA DEPARTMENT OF TRANSPORTATION

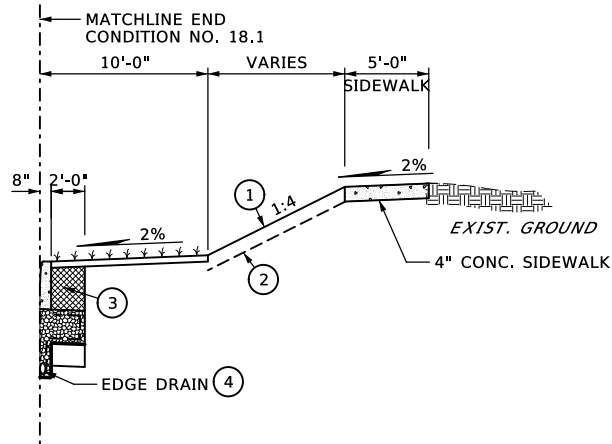
TYPICAL SECTION (9)



VARIABLE WIDTH TABLE		
SECTION	WIDTH	STATION LIMITS
17 A	15'-10" TO 0'-0"	48+42.99 TO 48+92.37
17 A	0'-0" TO 18'-5"	50+75.69 TO 51+56.76
17 B	16'-0" TO 0'-0"	48+42.99 TO 49+20.53
17 B	0'-0" TO 8'-9"	51+19.12 TO 51+56.76

PAVEMENT REQUIREMENT	
PAVEMENT STRUCTURE	DRIVING LANES
SURFACE COURSE	9" DOWEL JOINTED P.C. CONCRETE
BASE COURSE	12" AGGREGATE BASE TYPE A
	8" STABILIZED SUBGRADE

17 TYPICAL SECTION - W. 81st ST. S.
STA. 48+42.99 TO STA. 51+56.76 N.T.S.

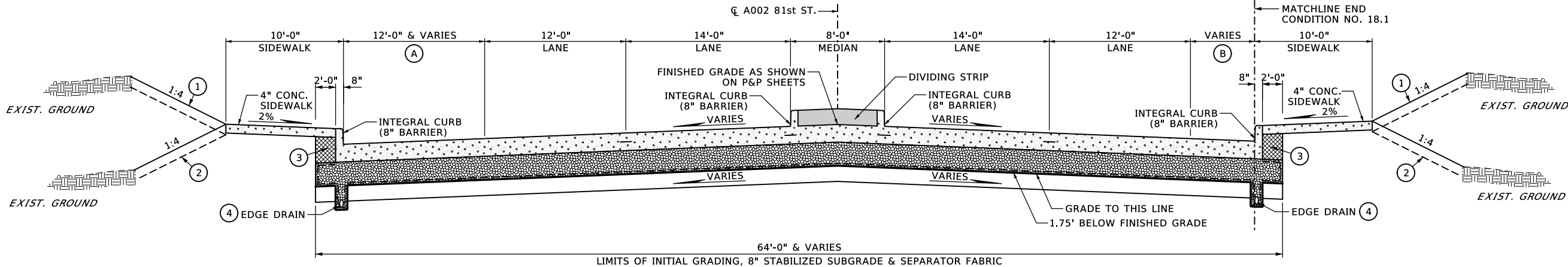


- 1 PERMANENT SLOPE PROTECTION
REFER TO DETAIL SHEET R034.
- 2 TOPSOIL NOTE :
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- 3 BACKFILL NOTE :
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COST TO BE INCLUDED IN OTHER ITEMS OF WORK.

END CONDITION NO. 18.1: OFFSET SIDEWALK

STA. 53+14.87 TO STA. 53+90.00 N.T.S.



VARIABLE WIDTH TABLE		
SECTION	WIDTH	STATION LIMITS
18 A	15'-3" TO 12'-0"	53+10.97 TO 53+49.45
18 B	14'-1" TO 4'-10"	53+10.97 TO 53+90.00

PAVEMENT REQUIREMENT	
PAVEMENT STRUCTURE	DRIVING LANES
SURFACE COURSE	9" DOWEL JOINTED P.C. CONCRETE
BASE COURSE	12" AGGREGATE BASE TYPE A
	8" STABILIZED SUBGRADE

18 TYPICAL SECTION - W. 81st ST. S.
STA. 53+10.97 TO STA. 53+90.00 N.T.S.

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION	
DRAWN			
CHECKED			
APPROVED			
SQUAD			
COUNTY - TULSA		HIGHWAY - US-75	
		STATE JOB NO. - 30374(04)	
		SHEET NO. 0013	

TYPICAL SECTION (10)

SECTION 11, T18N, R12E

W. 80th ST. S.

NICKEL CREEK PHASE IV

BLOCK 1
3

45+00

S. TACOMA AVE.

W. 81st ST. S.

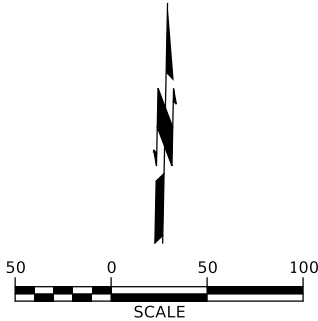
UNIT CORPORATION

BLOCK 1
2

S. UNIT DR.

RESERVE A

SECTION 14, T18N, R12E



LEGEND

- F/E FENCE EASEMENT
- FL/E FENCING AND LANDSCAPE EASEMENT
- U/E UTILITY EASEMENT
- D/E DRAINAGE EASEMENT
- RES. W/E RESTRICTIVE WATER EASEMENT
- GTE GENERAL TELEPHONE EASEMENT
- WL/E WATERLINE EASEMENT
- B/L BUILDING LINE
- RES. D.E. RESTRICTIVE DRAINAGEWAY EASEMENT
- MA/E MUTUAL ACCESS EASEMENT
- P.M.A.E. PERPETUAL MUTUAL ACCESS EASEMENT
- SD/E STORM SEWER EASEMENT
- SS/E SANITARY SEWER EASEMENT

- 1 LOT NUMBER
- [X] PARCEL NUMBER
- [Cross-hatched] TEMP. CONSTRUCTION ESMT. [X.1]
- [Diagonal lines] GENERAL UTILITY EASEMENT [X.A]
- [Solid grey] PERMANENT RIGHT OF WAY [X.0]

DESIGN				OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN				
CHECKED				
APPROVED				
SQUAD				
COUNTY	TULSA	HIGHWAY	US-75	STATE JOB NO. 30374(04) SHEET NO. 0014

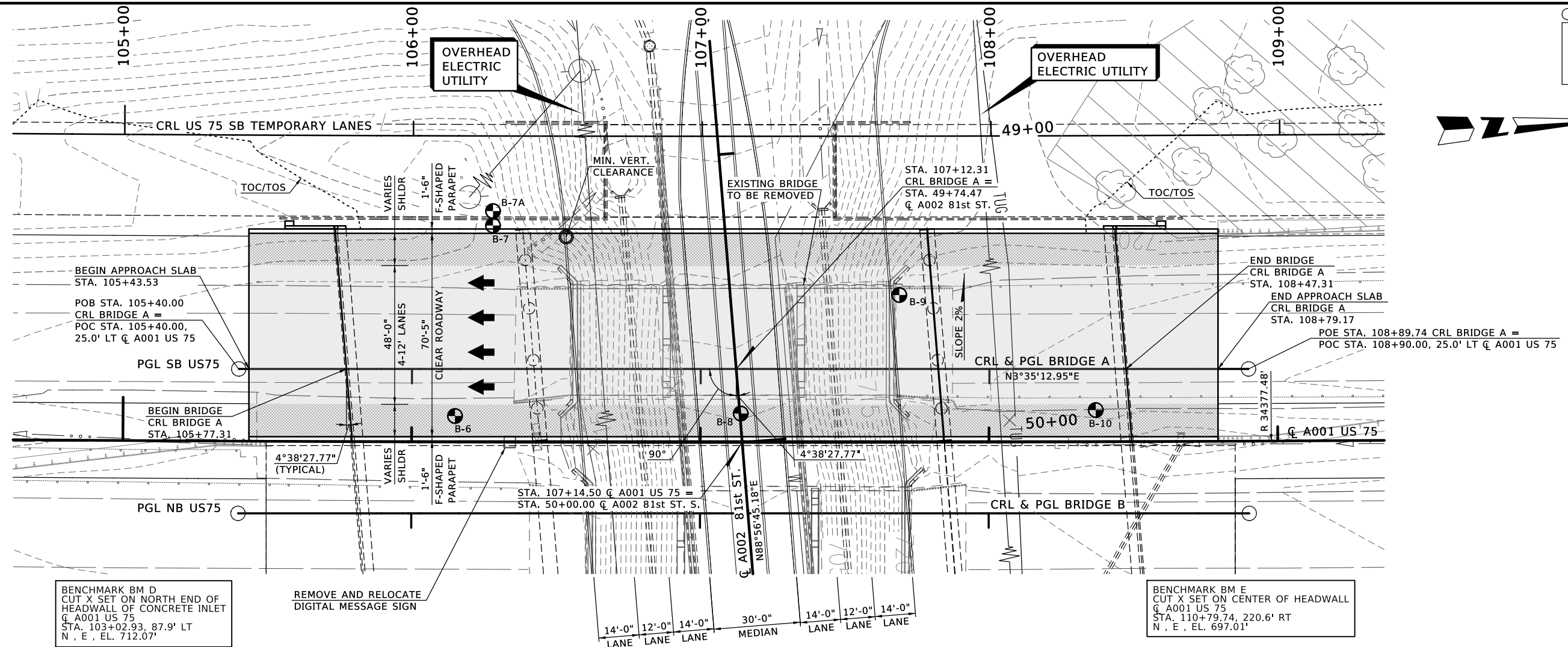
RIGHT OF WAY (1)

PROPOSED
R/W
MARCH 2023

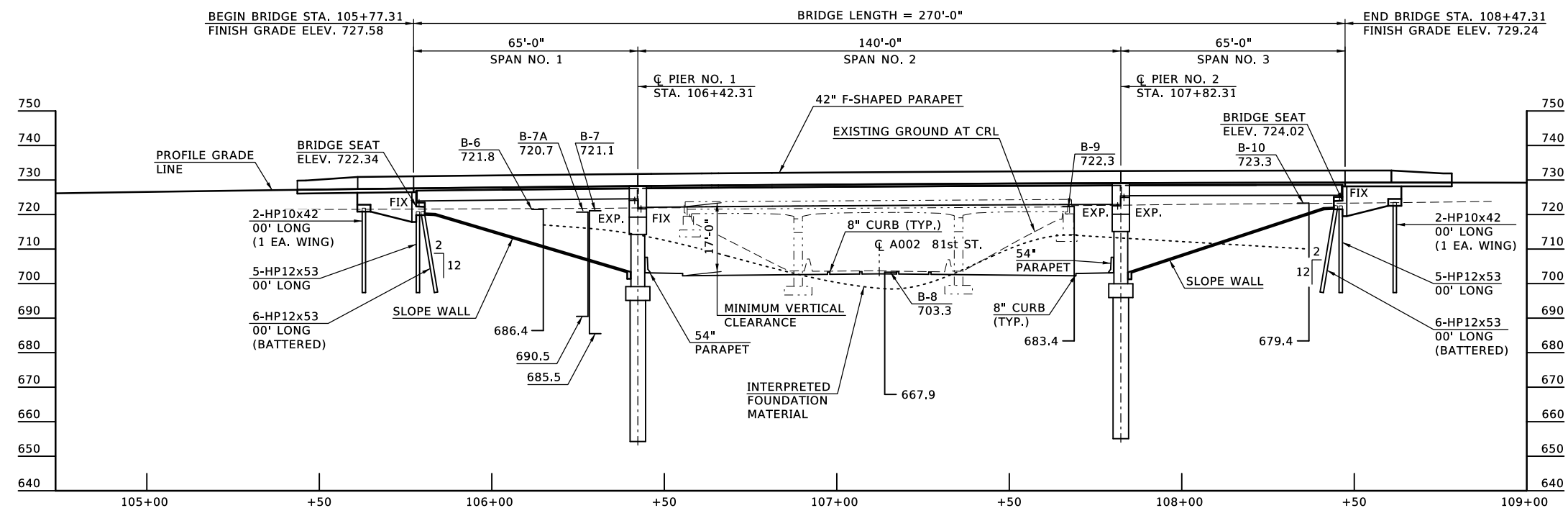
Parcel No.	ROW Plan	Owner Name	Owner Mailing Address	Plat	Description	Tax Assessor Account No.	Permanent ROW (SF)	General & Utility Easement (SF)	Temporary Construction Easement (SF)
East 81st Street South									
1	1	HWT INVESTMENTS LLC	8201 E 6TH AVE DENVER, CO 80230	Nickel Creek Phase IV	PRT LT 1 COMM MOST ELY SECR LT 1 TH W333.37 CRV RT 39.27 TO POB TH W60 S312 CRV RT 47.12 W232.22 NW97.95 N1307.31 SE140.84 E24.53 SE40.93 SW23.99 SE125.85 E178.52 SE91.07 E92.59 SE53.99 SE149.29 SE90.89 SE46.61 SW230.39 NW53.18 W116.10 S262.51 SE32.13 POB BLK 1	71412-82-11-65600	3,120.36	6,755.85	
2	1	TNCO-ONE LLC	105 REYNOLDS RD FRANKLIN, TN 37064	Nickel Creek Phase IV	Lot 3 Block 1	71412-82-11-65620	634.03	406.15	
3	1	TRANSFORMATION GROUP HOLDINGS CORPORATION	8200 S UNIT DR TULSA, OK 74132	Unit Corporation	Lot 2 Block 2	73755-82-14-40360	415.35	4,276.59	
4	1	TRANSFORMATION GROUP HOLDINGS CORPORATION	8200 S UNIT DR TULSA, OK 74132	Unit Corporation	Reserve A	73755-82-14-40370	2,927.61	4,100.27	3,404.38
5	1	TRANSFORMATION GROUP HOLDINGS CORPORATION	8200 S UNIT DR TULSA, OK 74132	Unit Corporation	Lot 2 Block 1	73755-82-14-40340	11,114.22	9,069.87	

PROPOSED
R/W

MARCH 2023



PLAN

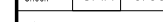


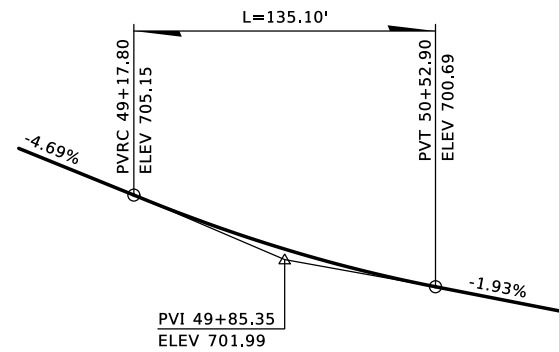
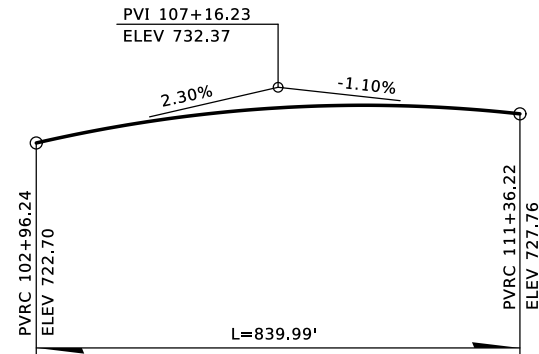
ELEVATION

NOTES:

1. ALL STATIONING FOLLOWS CRL BRIDGE A UNLESS OTHERWISE NOTED.
2. FOR DESIGN DATA, VERTICAL PROFILE DATA, AND FOUNDATION DATA SEE SHEET NO. B002.

REMOVAL:
STRUCTURE NO. 38 LT., 32'-46.5'-32' C.C.S., 37' CLR. RDY.,
0'-6" Cs., Q A001 US 75 STA. 107+11.68 32.0' LT.

BRIDGE "A"		TULSA COUNTY		Design	KSJ	N/A
US-75 OVER 81st STREET		GENERAL PLAN AND ELEVATION (SHEET 1 OF 2)		Detail	TBG	0/00
				Check	SAK	0/00
						
CONSTRUCT: 65'-140'-65' ROLLED BEAM AND STEEL PLATE GIRDER SPANS, 70'-5" CLEAR ROADWAY, 42" F-SHP PARAPETS, @ STA. 107+12.31 CRL BRIDGE A						
STATE OF OKLAHOMA		DEPARTMENT OF TRANSPORTATION				
JOB PIECE NO.		30374(04)		SHEET NO.		B001

PROPOSED
R/W

DESIGN DATA
(LOAD RESISTANCE FACTOR DESIGN)

CLASS AA CONCRETE	$f'_c = 4,000$ PSI
CLASS A CONCRETE	$f'_c = 3,000$ PSI
REINFORCING STEEL (GRADE 60)	$F_y = 60,000$ PSI
STRUCTURAL STEEL M270 (GRADE 50W)	$F_y = 50,000$ PSI
STAINLESS STEEL A240 (TYPE 316)	$F_y = 30,000$ PSI

f'c = 4,000 PSI
f'c = 3,000 PSI
Fy = 60,000 PSI
Fy = 50,000 PSI
Fy = 30,000 PSI

LOADING: HL-93 AND OKLAHOMA OVERLOAD TRUCK OR 315 OVERLOAD TRUCK
20 P.S.F. FUTURE WEARING SURFACE

DESIGN AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, 7TH EDITION.

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

LRFR OPERATING RATING X.XX

FOUNDATION DATA
ABUTMENTS (HP 12 X 53 PILING)

	ABUTMENT 1	ABUTMENT 2
FACTORED PILE REACTION	= XX TONS	= XX TONS
PILE LENGTHS	= XX FT	= XX FT

ABUTMENT 2
= XX TONS
= XX FT

ABUTMENT 2
= XX TONS
= XX FT

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

BRIDGE STANDARDS

(TO BE ADDED AT A LATER DATE)

[illegible]

PIERS (XX" DIAMETER DRILLED SHAFTS)

	PIER 1	PIER 2
FACTORED REACTION (TONS/SHAFT)	= XX.X	= XX.X
NOMINAL UNIT BEARING RESISTANCE (TSF)	= XX.X	= XX.X
BEARING RESISTANCE FACTOR	= XX.X	= XX.X
FACTORED BEARING RESISTANCE (TON/SHAFT)	= XX.X	= XX.X
NOMINAL UNIT FRICTION RESISTANCE (TSF)	= XX.X	= XX.X
FRICTION RESISTANCE FACTOR	= XX.X	= XX.X
FACTORED FRICTION RESISTANCE (TON/SHAFT)	= XX.X	= XX.X
FRICTION DEPTH OF ROCK NEGLECTED (FT)	= XX.X	= XX.X
MINIMUM DEPTH INTO FOUNDATION MATERIAL (FT)	= XX.X	= XX.X
TOTAL FACTORED RESISTANCE (TONS/SHAFT)	= XX.X	= XX.X

BRIDGE "A"
US-75 OVER 81st STREET

TULSA COUNTY

GENERAL PLAN AND ELEVATION
(SHEET 2 OF 2)

CONSTRUCT: 65'-140'-65' ROLLED BEAM AND STEEL
PLATE GIRDER SPANS, 70'-5" CLEAR ROADWAY,
42" F-SHP PARAPETS, C STA. 107+12.31 CRL BRIDGE A

Design	K.S.J	N/A
Detail	TBG	0/00
Check	SAK	0/00

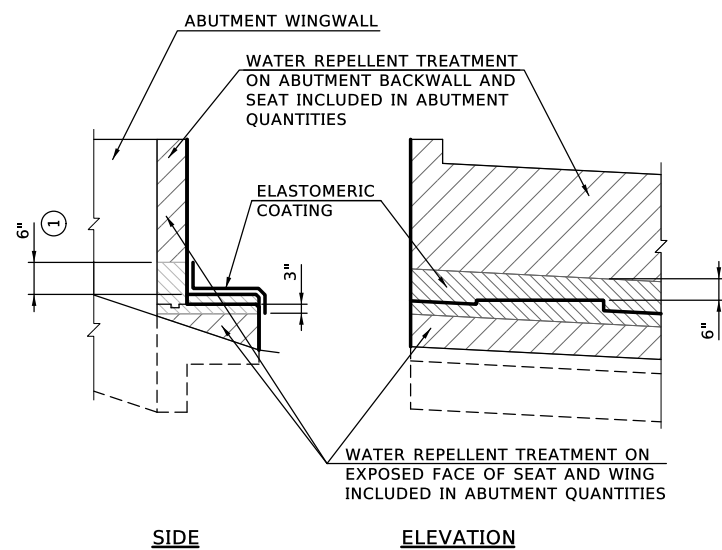
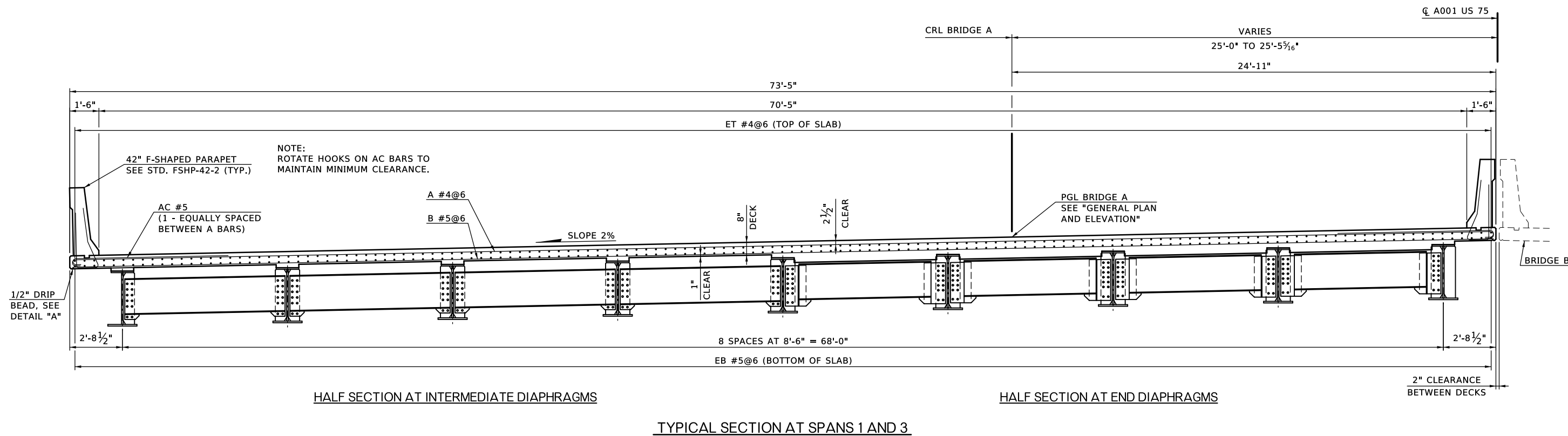
BENHAM
a harsco company

STATE OF
OKLAHOMA

DEPARTMENT OF TRANSPORTATION

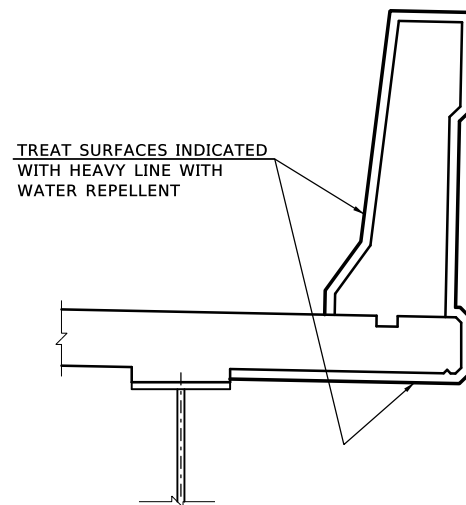
JOB/PIECE NO. 30374(04)

SHEET NO. B002

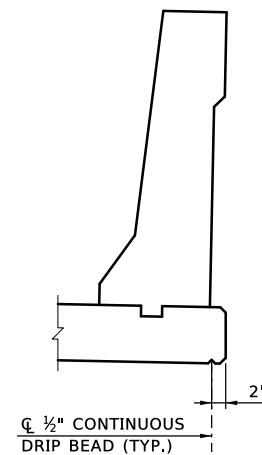


① EXTEND 6" ABOVE TALLEST PEDESTAL.

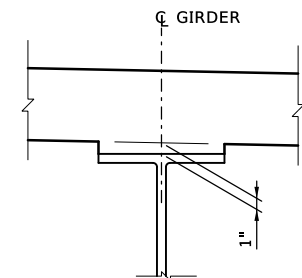
WATER REPELLENT TREATMENT DETAILS



WATER REPELLENT TREATMENT



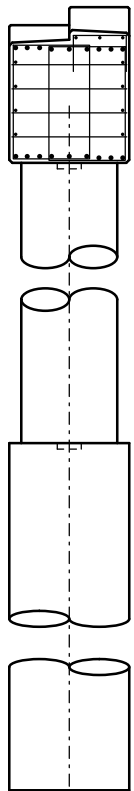
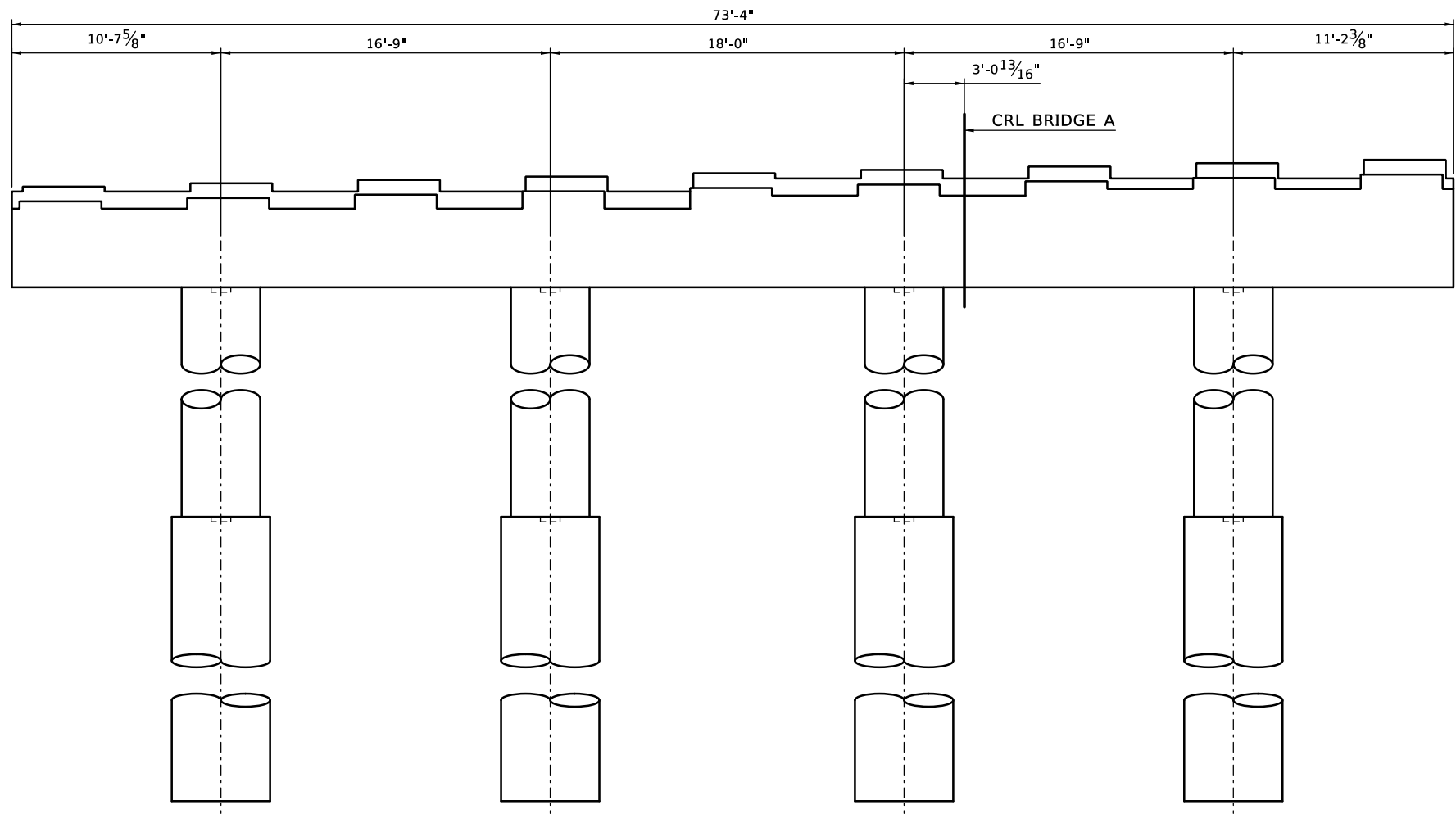
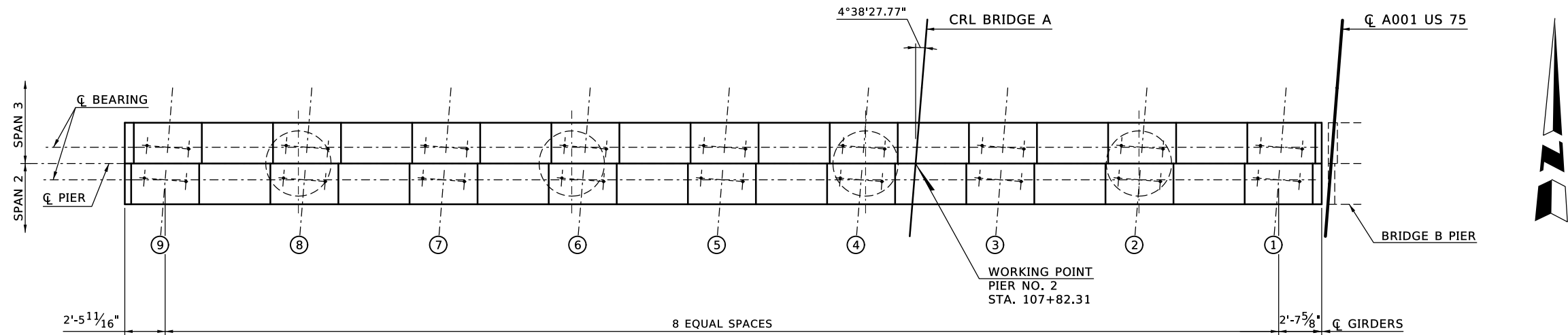
DETAIL A



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 THE BOTTOM OF THE DECK SLAB TO THE TOP OF THE BEAM, AND VARIES ACROSS THE SPAN. DETERMINE THE ACTUAL HAUNCH HEIGHT (ACCOUNTING FOR BEAM CAMBER, DEAD LOAD DEFLECTION AND ROADWAY GRADE) AFTER ERECTION OF THE BEAMS AND SUBMIT TO THE ENGINEER FOR APPROVAL. THE ENGINEER WILL NOT MEASURE DIFFERENCES BETWEEN THE THEORETICAL AND THE ACTUAL HAUNCH HEIGHTS FOR PAYMENT.

BEAM HAUNCH DETAIL

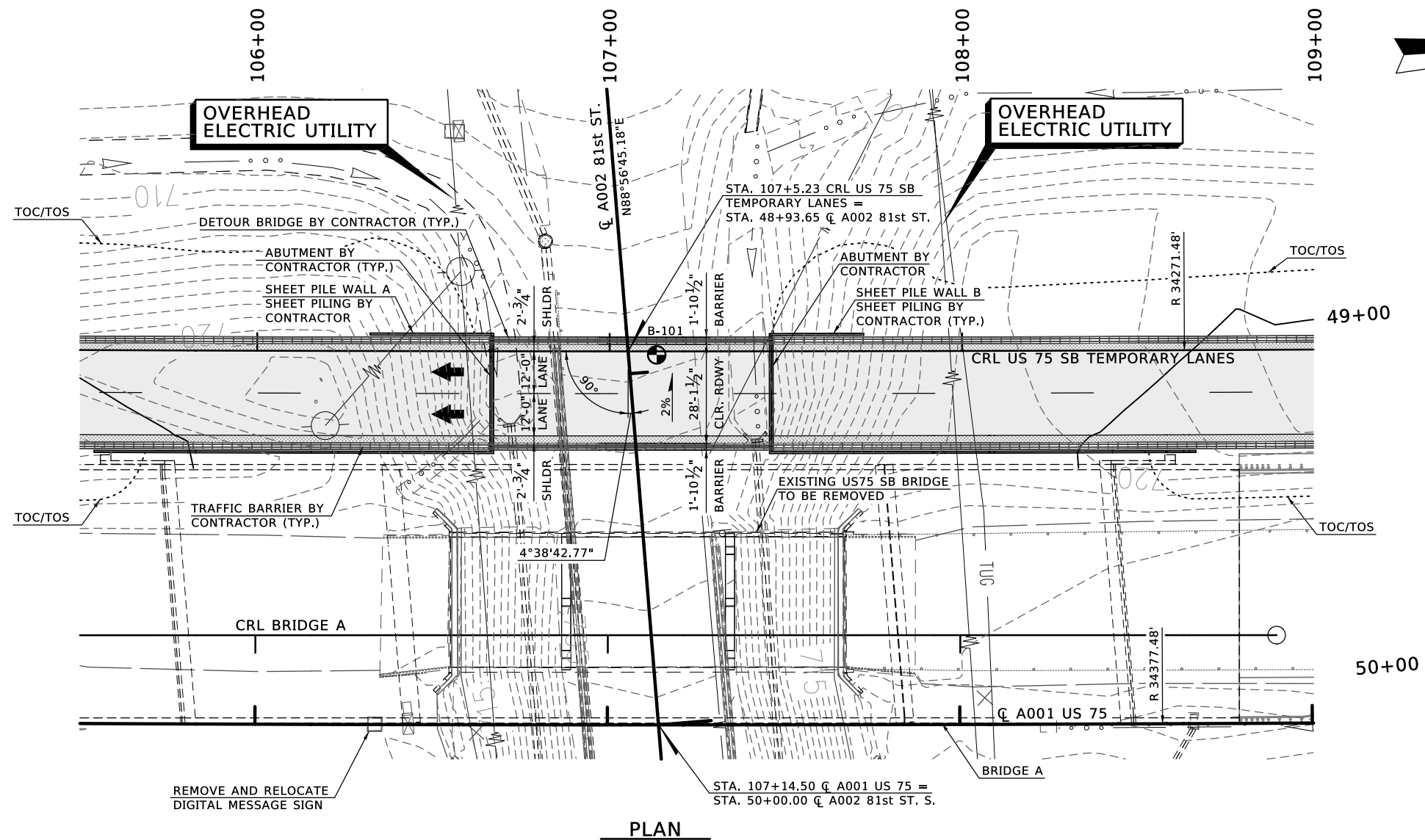
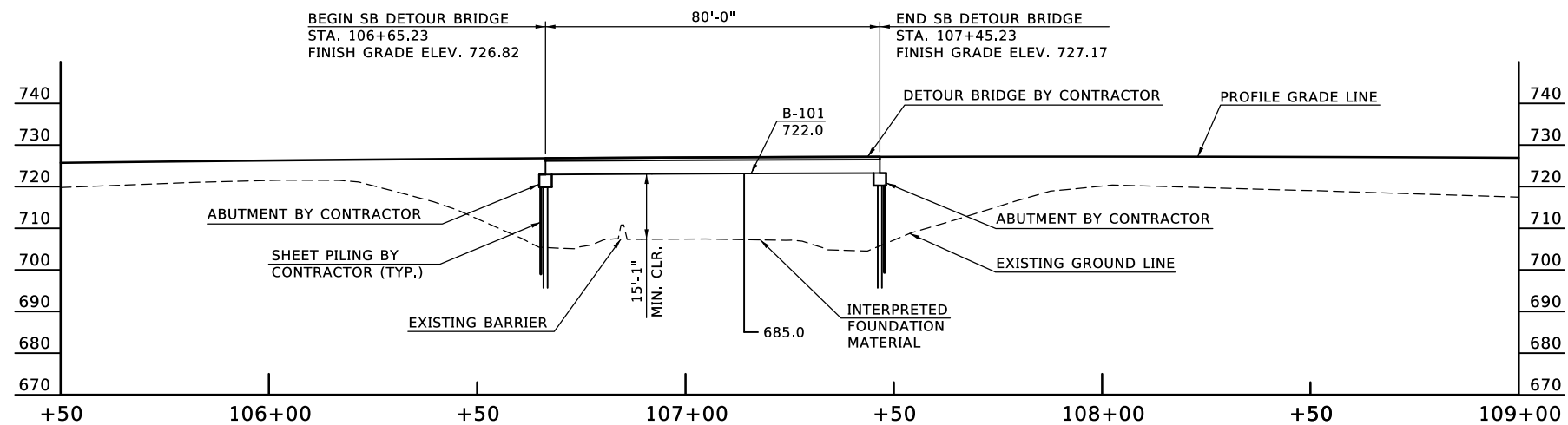
BRIDGE "A"		TULSA COUNTY		Design	KSJ	N/A
US-75 OVER 81st STREET				Detail	TBG	0/00
				Check	SAK	0/00
				BENHAM		
STATE OF OKLAHOMA		DEPARTMENT OF TRANSPORTATION				
JOB/PIECE NO.		30374(04)		SHEET NO. B003		



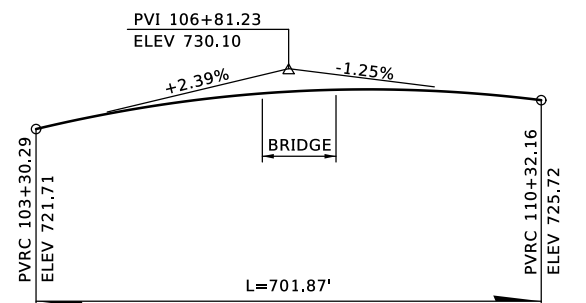
BRIDGE "A"		TULSA COUNTY		Design	KSJ	N/A
US-75 OVER 81st STREET				Detail	TBG	0/00
				Check	SAK	0/00
STATE OF OKLAHOMA		DEPARTMENT OF TRANSPORTATION		JOB/PIECE NO.	30374(04)	SHEET NO. B005

NOTES:

1. SEE SPECIAL PROVISION SP 502-1 FOR DETOUR BRIDGE REQUIREMENTS.
2. DETOUR BRIDGE SPAN LENGTH SHOWN IS FOR INFORMATION ONLY. VARIABLE SPAN LENGTH IS ALLOWED, PROVIDED THAT THE TEMPORARY BRIDGE CONFORMS TO THE REQUIREMENTS OF SPECIAL PROVISION SP 502-1.
3. SEE SHEETS R037 AND R038 FOR SHEET PILE WALL DETAILS.

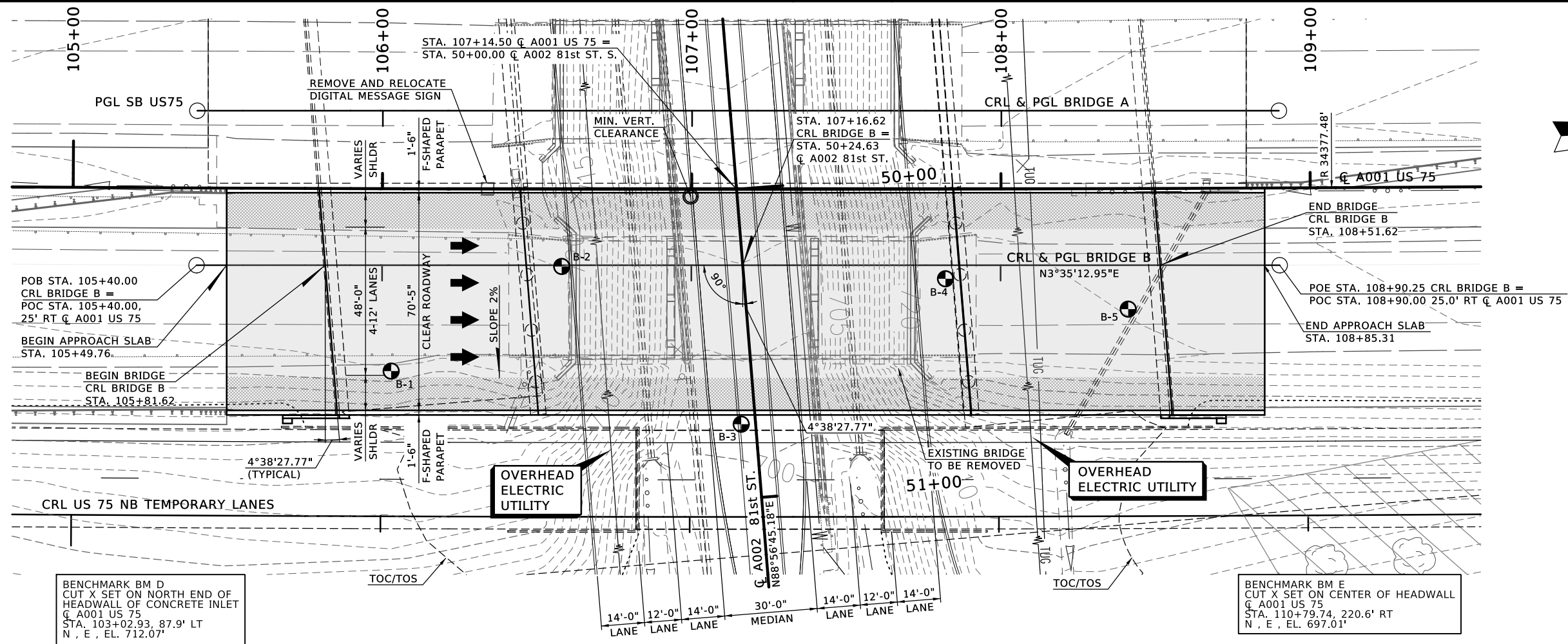
**PLAN****ELEVATION**

SCALE HORIZ. 1" = 20'
VERT. 1" = 20'



**CRL US 75 SB
TEMPORARY LANES
VERTICAL CURVE DATA**

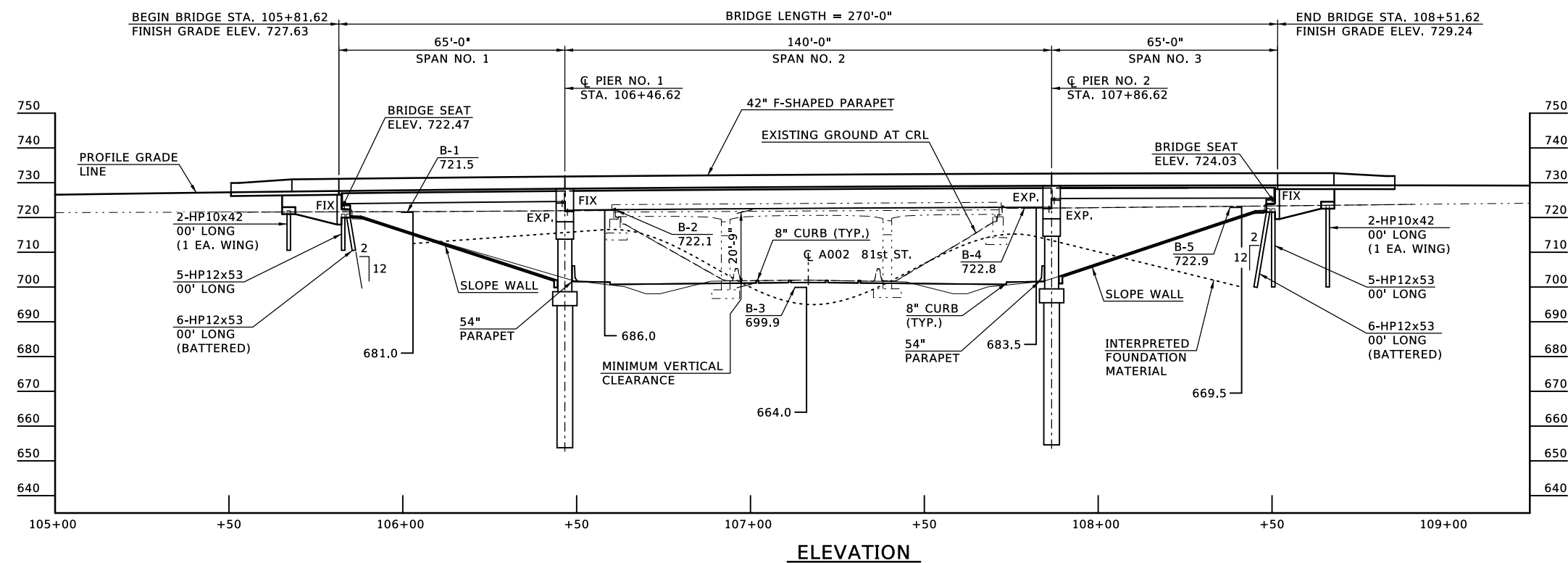
US 75 SB DETOUR BRIDGE US-75 OVER 81st STREET		TULSA COUNTY		Design	KSJ	N/A
GENERAL PLAN AND ELEVATION CONSTRUCT NEW 80' SPAN, 30' CLEAR ROADWAY AT CRL US 75 SB TEMPORARY LANES STA. 107+5.23				Detail	TBG	0/00
				Check	SAK	0/00
STATE OF OKLAHOMA		DEPARTMENT OF TRANSPORTATION		JOB/PIECE NO.	30374(04)	SHEET NO. B006



PLAN

NOTES:

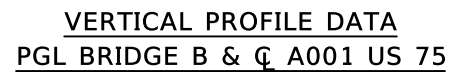
1. ALL STATIONING FOLLOWS CRL BRIDGE B UNLESS OTHERWISE NOTED.
2. FOR DESIGN DATA, VERTICAL PROFILE DATA, AND FOUNDATION DATA SEE SHEET NO. B011.

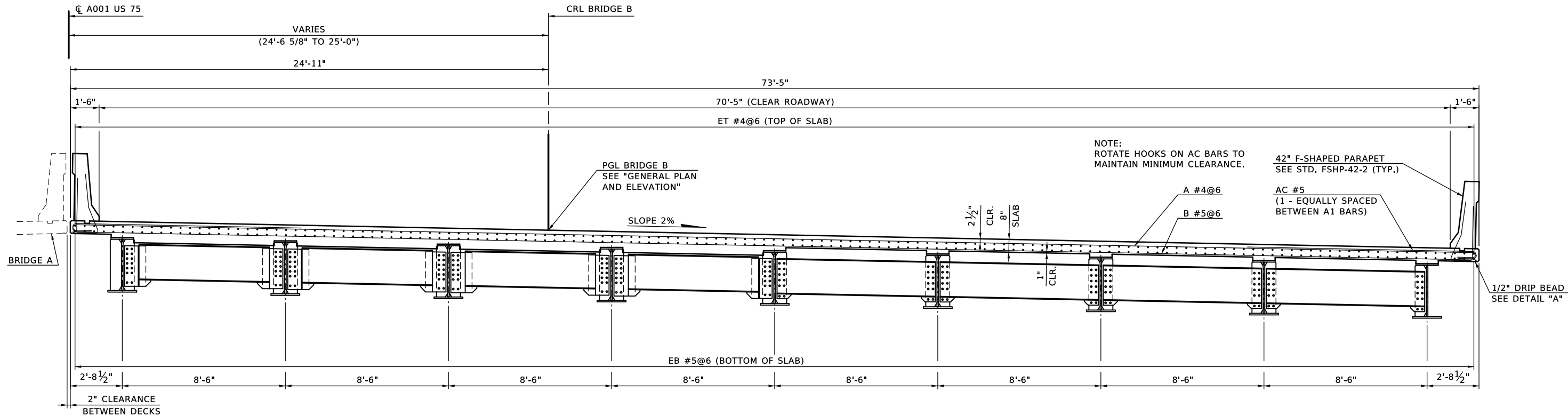


ELEVATION

REMOVAL:
STRUCTURE NO. 39 RT., 32'-46.5'-32' C.C.S., CLR. 37' RDY.,
0'-6" Cs., C A001 US 75 STA. 107+17.32, 32.0' RT.

BRIDGE "B"		TULSA COUNTY		Design	KSJ	N/A
US-75 OVER 81st STREET				Detail	TBG	0/00
GENERAL PLAN AND ELEVATION				Check	SAK	0/00
(SHEET 1 OF 2)						
CONSTRUCT: 65'-140'-65' ROLLED BEAM AND STEEL						
PLATE GIRDER SPANS, 70'-5" CLEAR ROADWAY,						
42" F-SHP PARAPETS, C STA. 107+16.62 CRL BRIDGE B						
STATE OF OKLAHOMA		DEPARTMENT OF TRANSPORTATION				
JOB/PROJECT NO. 30374(04)						
				SHEET NO. B007		

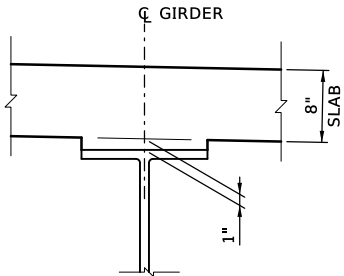




HALF SECTION AT END DIAPHRAGMS

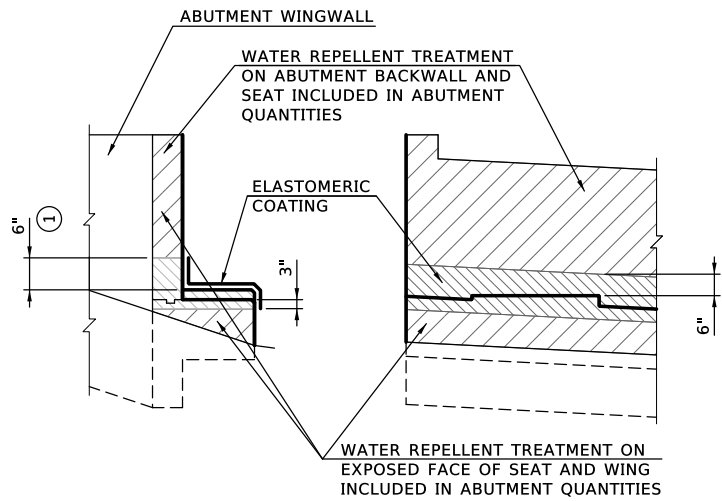
HALF SECTION AT INTERMEDIATE DIAPHRAGMS

TYPICAL SECTION AT SPANS 1 AND 3



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 THE BOTTOM OF THE DECK SLAB TO THE TOP OF THE BEAM, AND VARIES ACROSS THE SPAN. DETERMINE THE ACTUAL HAUNCH HEIGHT (ACCOUNTING FOR BEAM CAMBER, DEAD LOAD DEFLECTION AND ROADWAY GRADE) AFTER ERECTION OF THE BEAMS AND SUBMIT TO THE ENGINEER FOR APPROVAL. THE ENGINEER WILL NOT MEASURE DIFFERENCES BETWEEN THE THEORETICAL AND THE ACTUAL HAUNCH HEIGHTS FOR PAYMENT.

BEAM HAUNCH DETAIL

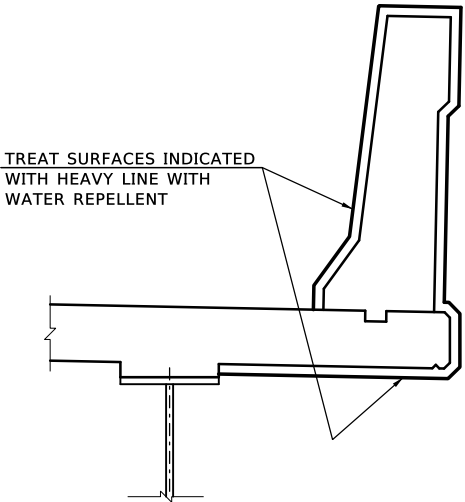


SIDE

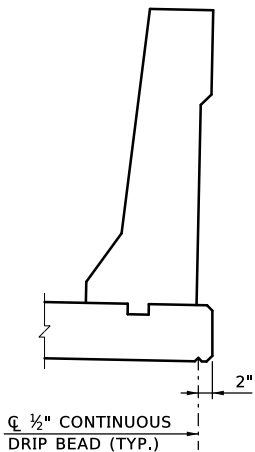
ELEVATION

① EXTEND 6" ABOVE TALLEST PEDESTAL.

WATER REPELLENT TREATMENT DETAILS

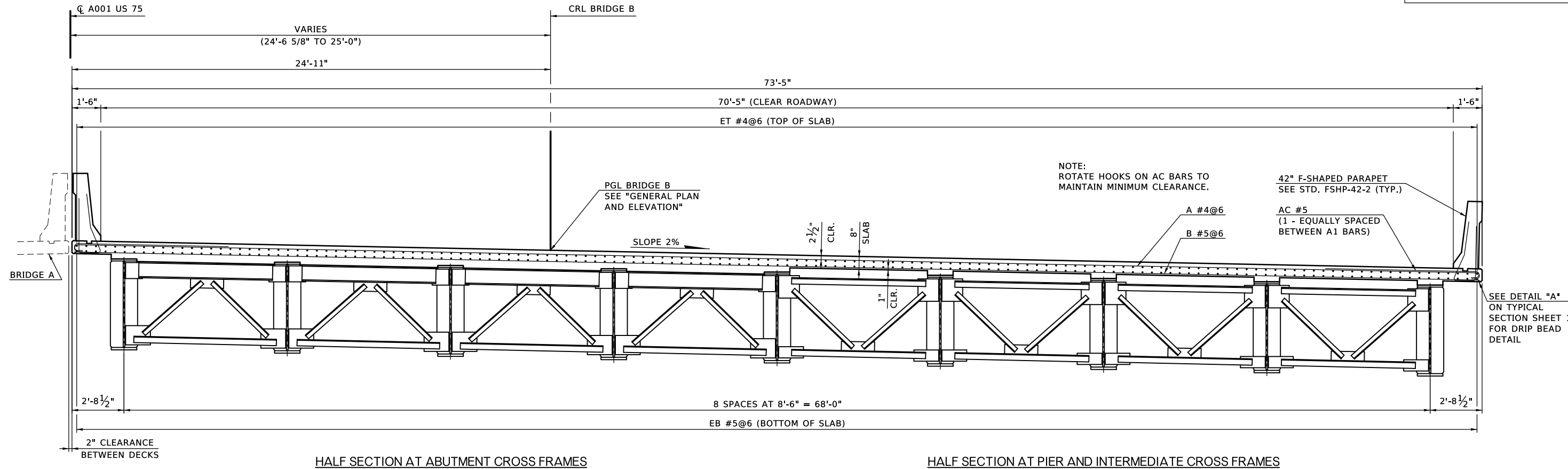


WATER REPELLENT TREATMENT

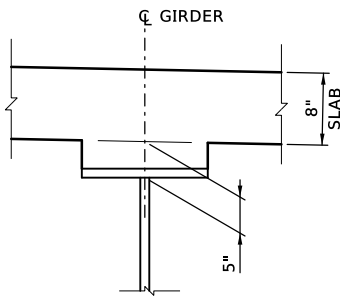


DETAIL A

BRIDGE "B"		TULSA COUNTY		Design	KSJ	N/A
US-75 OVER 81st STREET				Detail	TBG	0/00
				Check	SAK	0/00
				BENHAM a harsco company		
STATE OF OKLAHOMA		DEPARTMENT OF TRANSPORTATION				
JOB/PROJECT NO. 30374(04)				SHEET NO. B009		



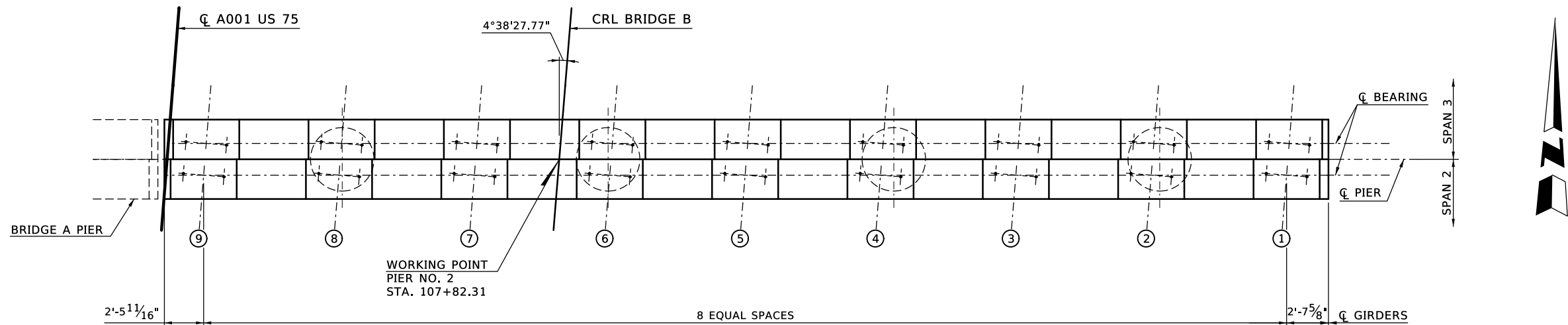
TYPICAL SECTION AT SPAN 2



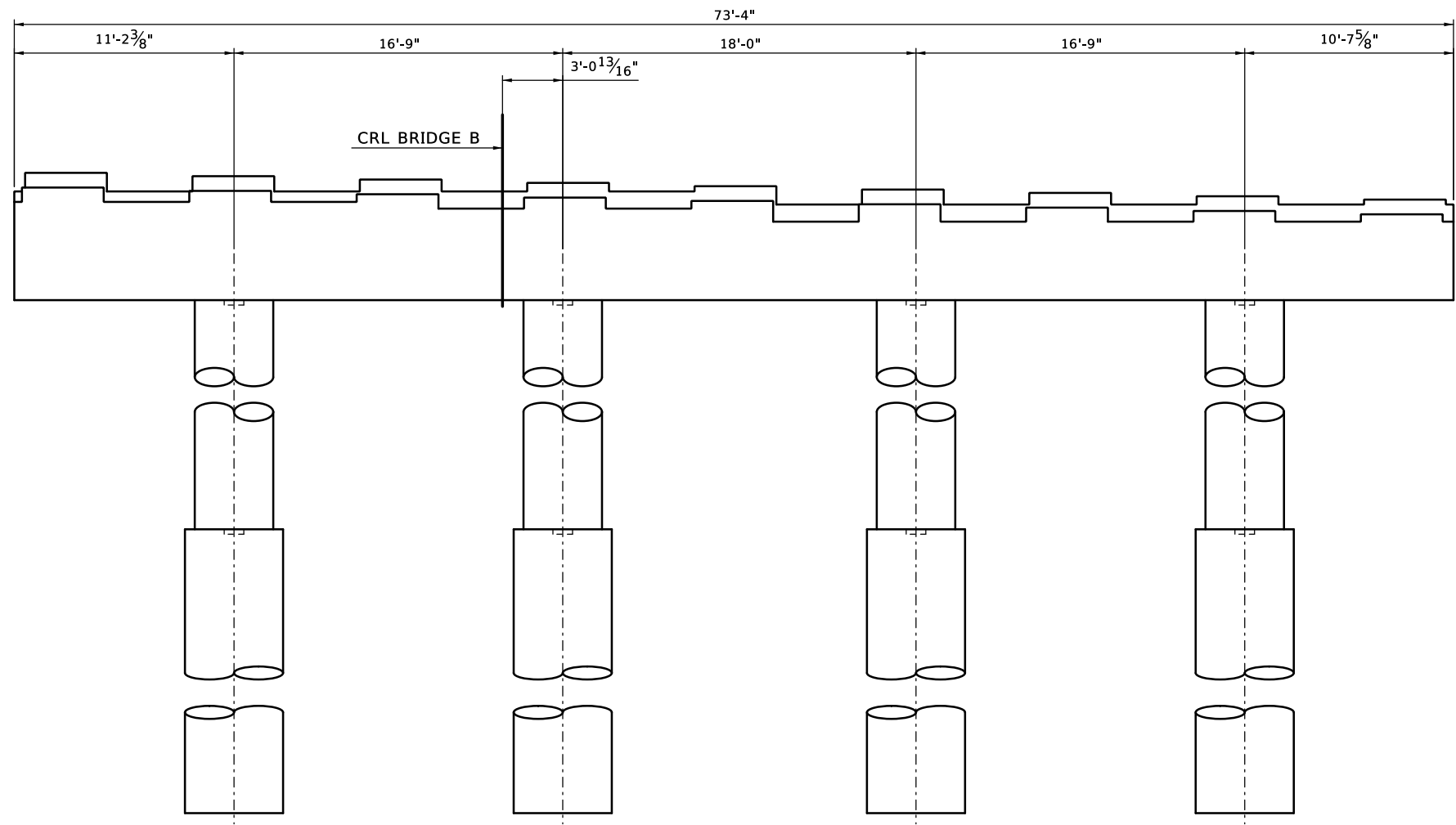
NOTE:
PLAN QUANTITIES FOR CLASS AA CONCRETE INCLUDE BEAM
HAUNCHES. THE HAUNCH HEIGHT SHOWN IS THE THEORETICAL
HAUNCH HEIGHT AT THE CENTERLINE BEARING ONLY, MEASURED
FROM THE BOTTOM OF THE DECK SLAB TO THE TOP OF THE WEB,
AND VARIES ACROSS THE SPAN. DETERMINE THE ACTUAL HAUNCH
HEIGHT (ACCOUNTING FOR BEAM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

PLATE GIRDER HAUNCH DETAIL

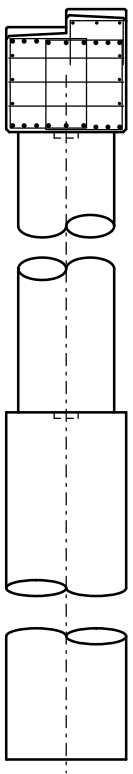
BRIDGE "B"		TULSA COUNTY		Design	KSJ	N/A
US-75 OVER 81st STREET				Detail	TBG	0/00
				Check	SAK	0/00
STATE OF OKLAHOMA		DEPARTMENT OF TRANSPORTATION				
JOB/PIECE NO.		30374(04)		SHEET NO. B010		



PLAN - PIER NO. 2

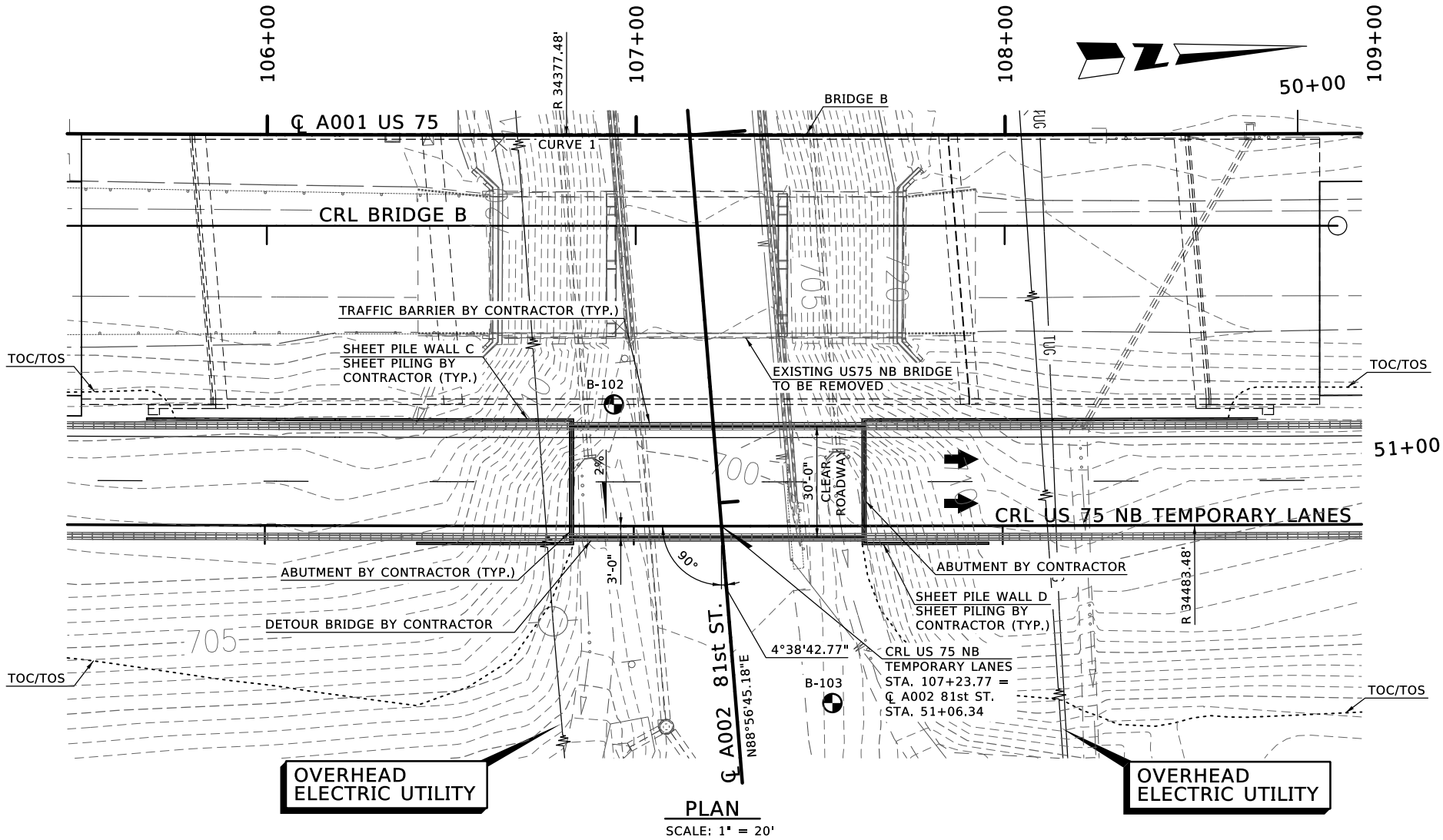


ELEVATION - PIER NO. 2



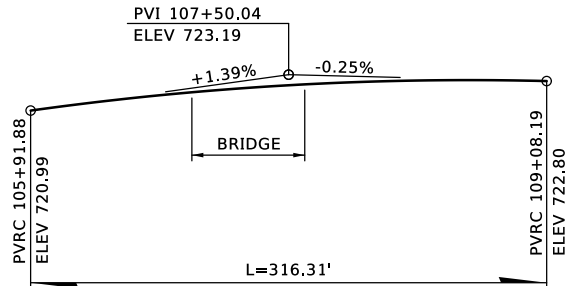
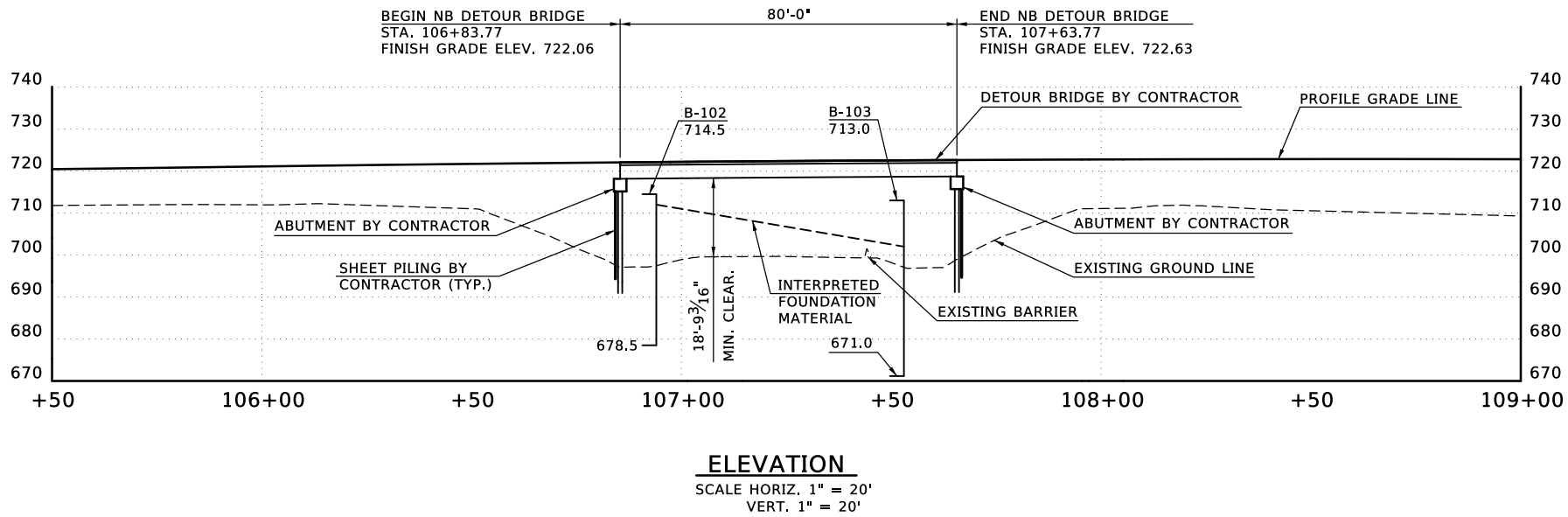
END VIEW

BRIDGE "B"		TULSA COUNTY		Design	KSJ	N/A
US-75 OVER 81st STREET				Detail	TBG	0/00
				Check	SAK	0/00
						
STATE OF OKLAHOMA		DEPARTMENT OF TRANSPORTATION		JOB/PIECE NO.	30374(04)	SHEET NO. B011



NOTES:

1. SEE SPECIAL PROVISION SP 502-1 FOR DETOUR BRIDGE REQUIREMENTS.
2. DETOUR BRIDGE SPAN LENGTH SHOWN IS FOR INFORMATION ONLY. VARIABLE SPAN LENGTH IS ALLOWED, PROVIDED THAT THE TEMPORARY BRIDGE CONFORMS TO THE REQUIREMENTS OF SPECIAL PROVISION SP 502-1.
3. SEE SHEETS R039 AND R040 FOR SHEET PILE WALL DETAILS.

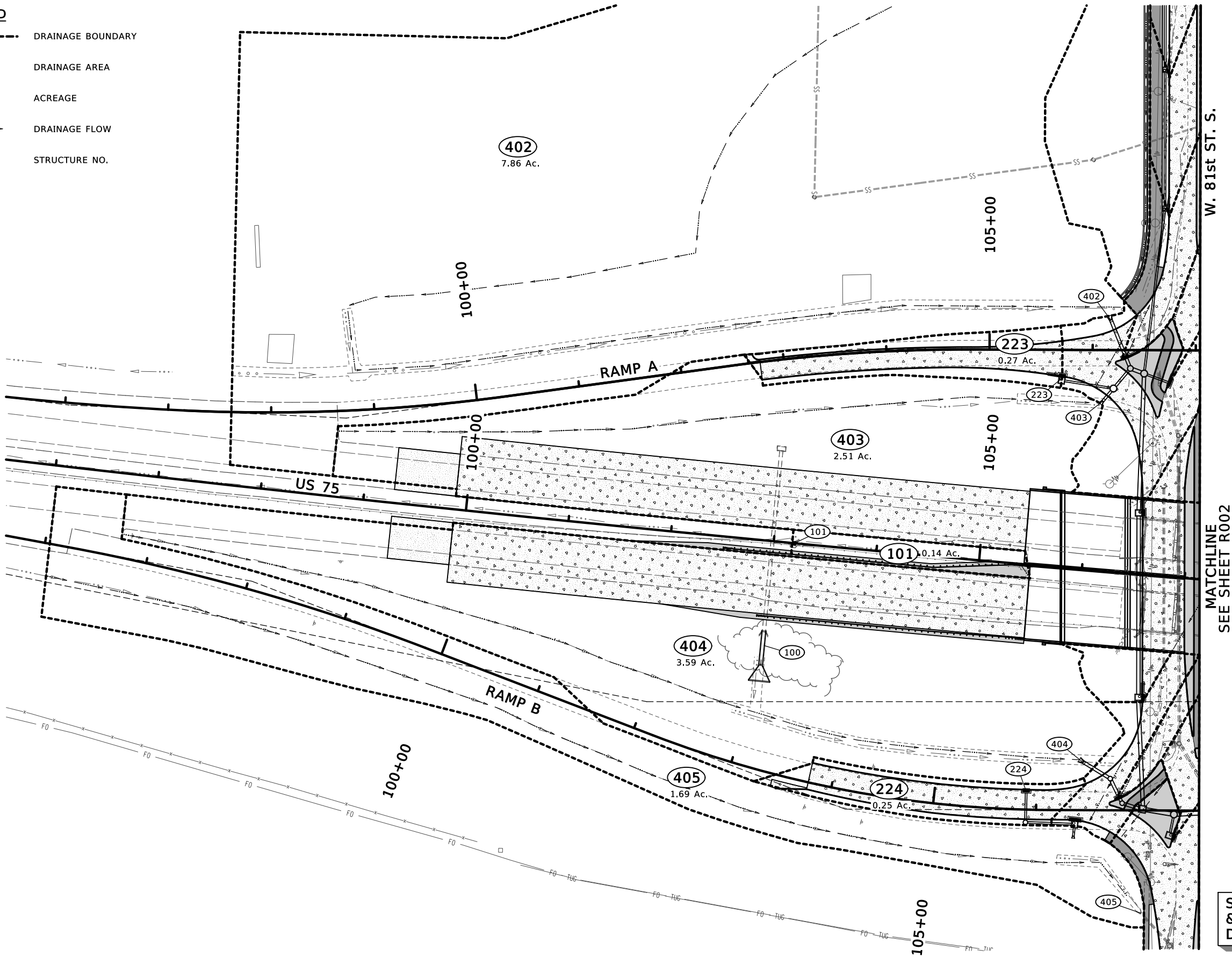
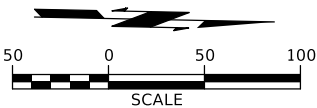


CRL US 75 NB
TEMPORARY LANES
VERTICAL CURVE DATA

US 75 NB DETOUR BRIDGE US-75 OVER 81st STREET		TULSA COUNTY		Design	KSJ	N/A
GENERAL PLAN AND ELEVATION CONSTRUCT NEW 80' SPAN, 30' CLEAR ROADWAY AT CRL US 75 NB TEMPORARY LANES, STA. 107+23.77		Detail	TBG	0/00		
		Check	SAK	0/00		
STATE OF OKLAHOMA		DEPARTMENT OF TRANSPORTATION		JOB/PIECE NO.	30374(04)	
				SHEET NO.	B012	

LEGEND

- DRAINAGE BOUNDARY
- (277) DRAINAGE AREA
- 0.34 Ac. ACREAGE
- DRAINAGE FLOW
- (277) STRUCTURE NO.



MATCHLINE
SEE SHEET R002

SEE SHEETS R003
& R004 FOR 81st ST.
DRAINAGE MAP

DESIGN	
DRAWN	
CHECKED	
APPROVED	
SQUAD	

OKLAHOMA DEPARTMENT OF TRANSPORTATION

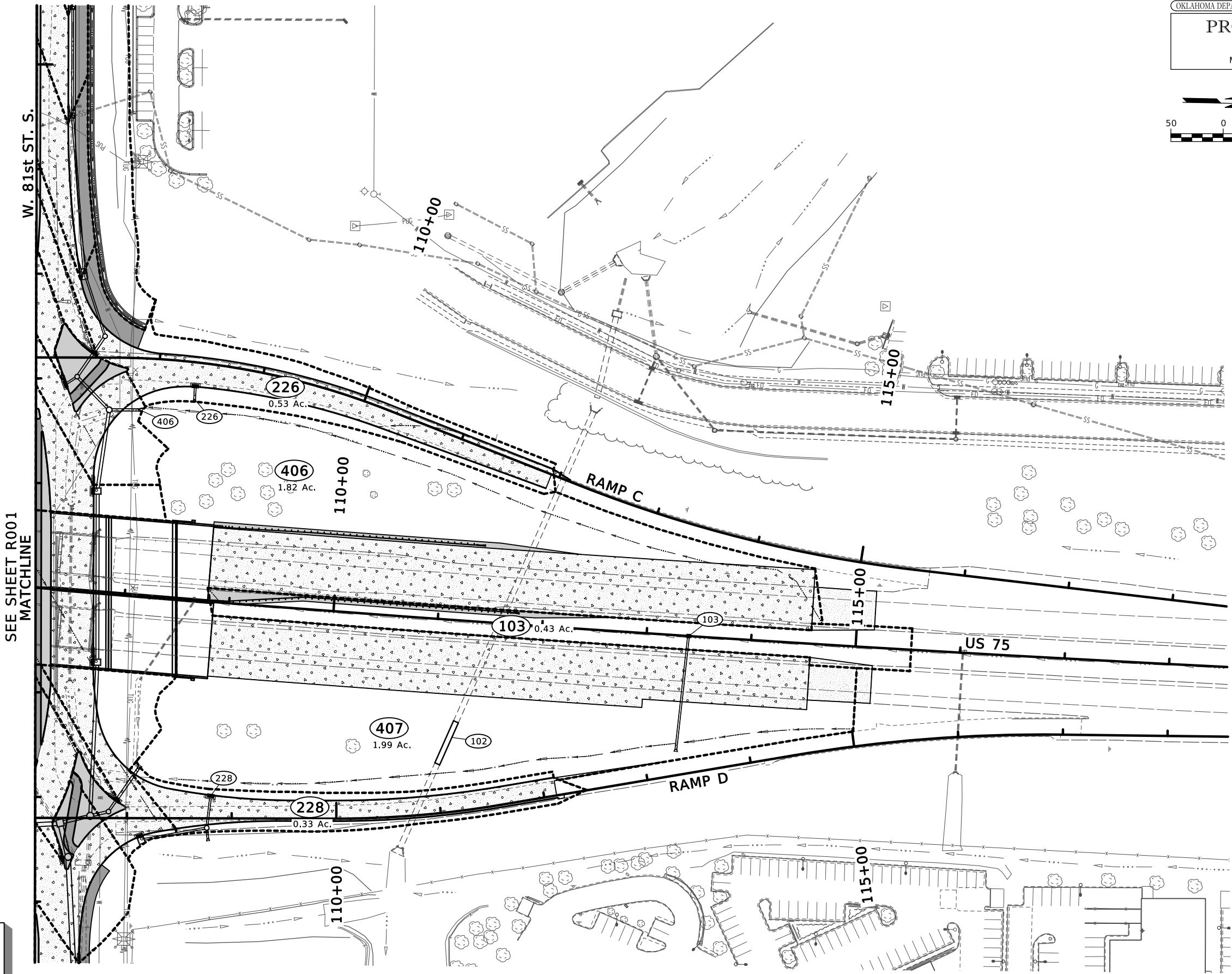
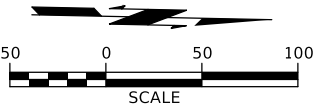
DRAINAGE AREA MAP (1)

LEGEND

- DRAINAGE BOUNDARY
- (277) DRAINAGE AREA
- 0.34 Ac. ACREAGE
- DRAINAGE FLOW
- (277) STRUCTURE NO.

PROPOSED
R/W

MARCH 2023



DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION	
DRAWN			
CHECKED			
APPROVED			
SQUAD			
COUNTY - TULSA		HIGHWAY - US-75	
		STATE JOB NO. - 30374(04)	
		SHEET NO. R002	

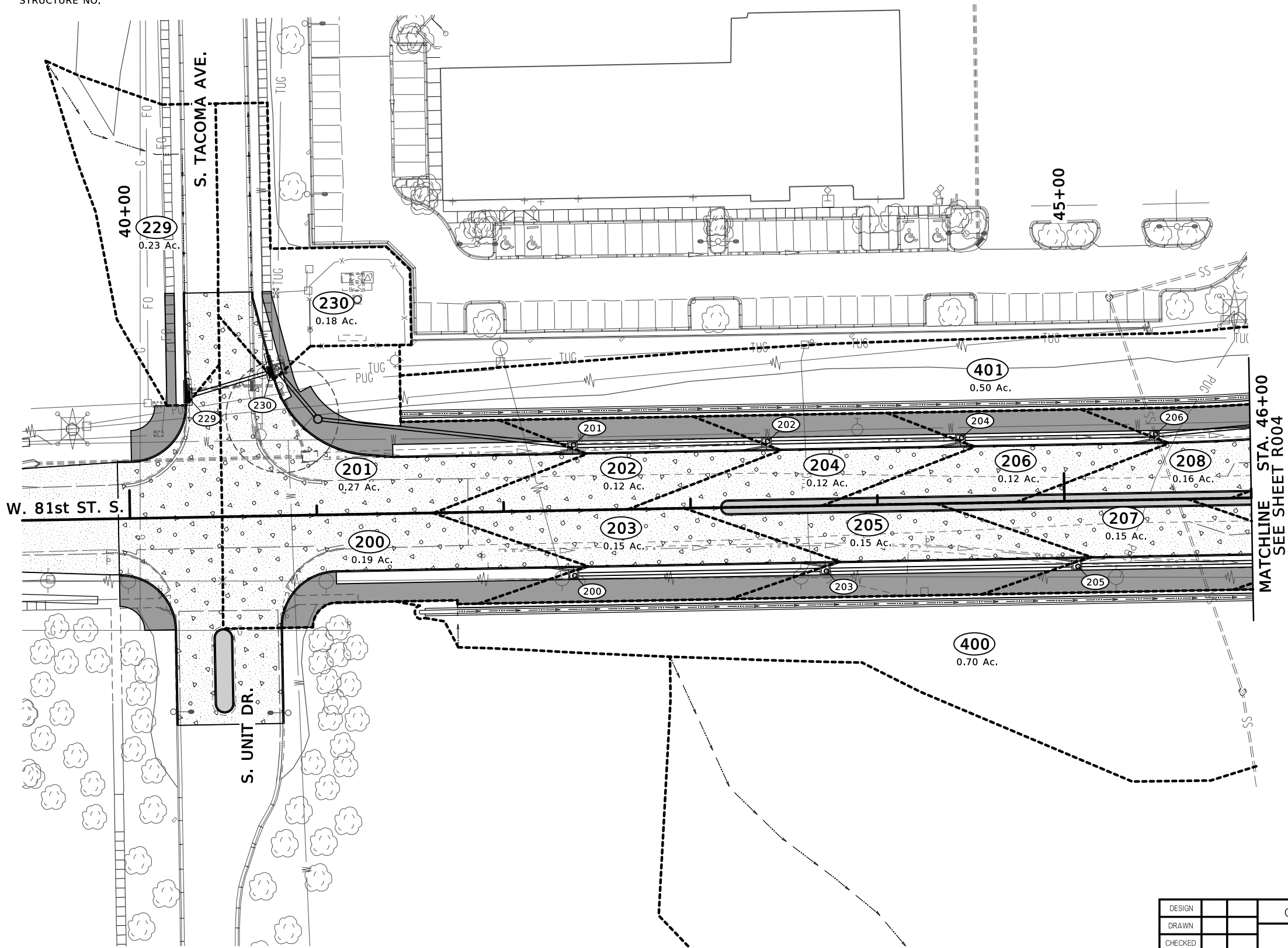
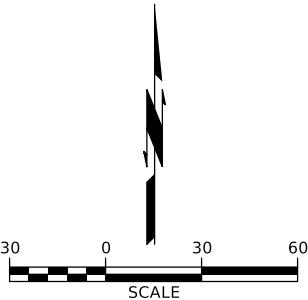
DRAINAGE AREA MAP (2)

LEGEND

- DRAINAGE BOUNDARY
- 277 DRAINAGE AREA
- 0.34 Ac. ACREAGE
- DRAINAGE FLOW
- 277 STRUCTURE NO.

PROPOSED
R/W

MARCH 2023



DESIGN	
DRAWN	
CHECKED	
APPROVED	
SQUAD	

OKLAHOMA DEPARTMENT OF TRANSPORTATION

DRAINAGE AREA MAP (3)

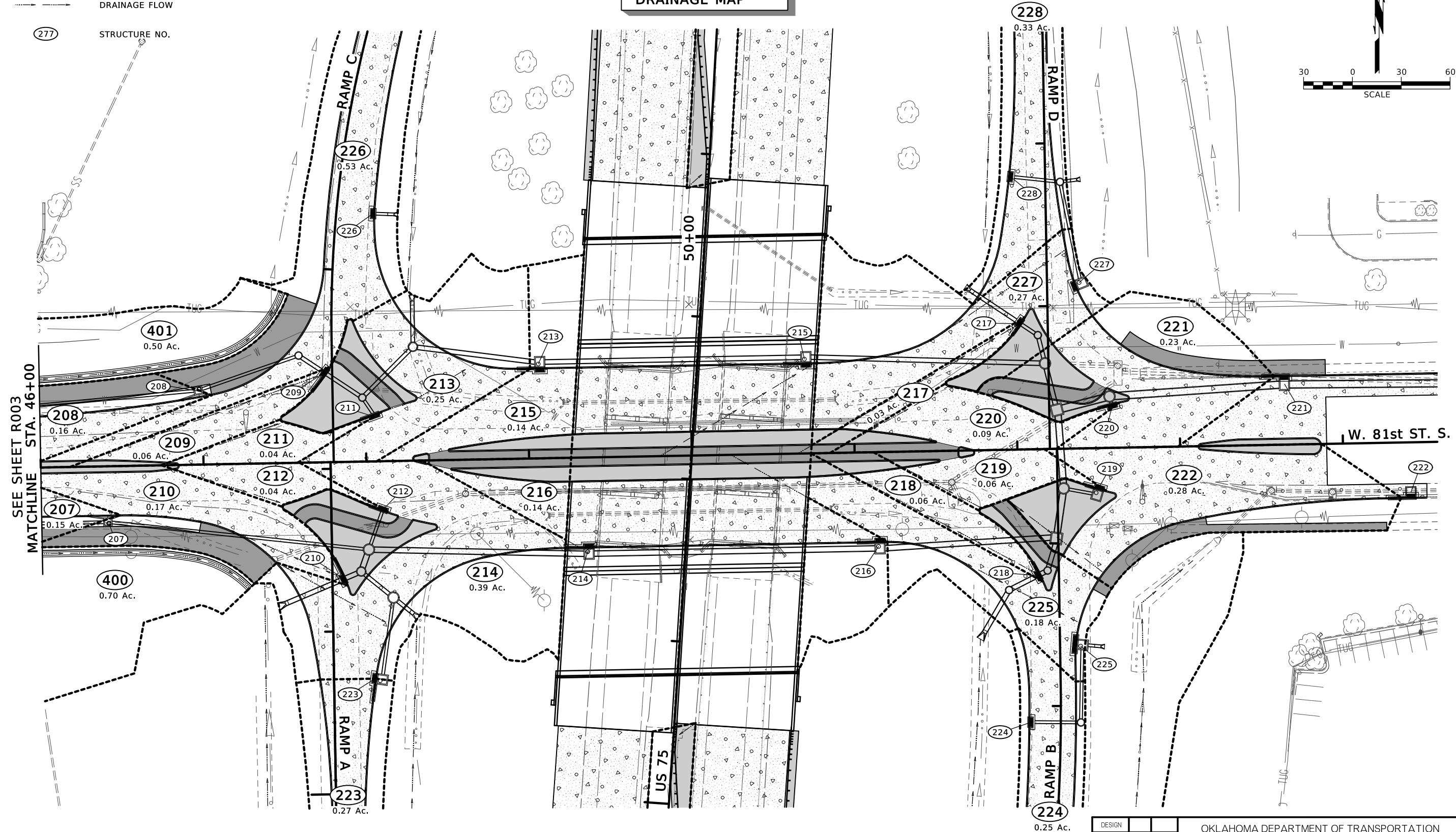
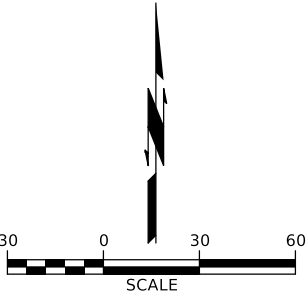
LEGEND

- DRAINAGE BOUNDARY
- (277) DRAINAGE AREA
- 0.34 Ac. ACREAGE
- DRAINAGE FLOW
- (277) STRUCTURE NO.

SEE SHEETS R001
& R002 FOR US 75
DRAINAGE MAP

PROPOSED
R/W

MARCH 2023



DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		
CHECKED		
APPROVED		
SQUAD		
COUNTY - TULSA	HIGHWAY - US-75	STATE JOB NO. - 30374(04) SHEET NO. R004

DRAINAGE AREA MAP (4)

DRAINAGE AREA SUMMARY														
DRAINAGE AREA	DRAINS TO STR.	ACRES	COMPOSITE RUNOFF COEFFICIENT	OVERLAND FLOW			GUTTER FLOW			TIME OF CONCENTRATION			RAINFALL INTENSITY (INCHES/HOUR)	FLOW (Q) (CFS)
				LENGTH	SLOPE	VELOCITY	LENGTH	SLOPE	VELOCITY	OVERLAND FLOW	GUTTER FLOW	TOTAL		
			100 YEAR											100 YEAR
101	101	0.14	0.63	16.83	9.74%	2.17	218.39	1.78%	2.15	0.13	1.70	1.82	12.13	1.05
103	103	0.43	0.63	18.45	8.24%	2.00	446.60	0.57%	1.22	0.15	6.11	6.26	10.05	2.74
200	200	0.19	1.00	31.00	0.16%	0.81	174.07	3.39%	3.74	0.64	0.78	1.41	12.37	2.32
201	201	0.27	1.00	45.12	2.97%	3.50	178.66	3.60%	3.86	0.22	0.77	0.99	12.63	3.40
202	202	0.12	1.00	87.71	5.56%	4.79	96.15	5.48%	4.76	0.30	0.34	0.64	12.85	1.50
203	203	0.15	1.00	87.71	5.55%	4.79	126.95	5.49%	4.76	0.31	0.44	0.75	12.78	1.94
204	204	0.12	1.00	87.71	5.84%	4.91	96.15	5.49%	4.76	0.30	0.34	0.63	12.86	1.50
205	205	0.15	1.00	87.71	5.84%	4.91	126.95	5.48%	4.76	0.30	0.44	0.74	12.79	1.94
206	206	0.12	1.00	87.71	5.84%	4.91	96.15	5.48%	4.76	0.30	0.34	0.63	12.86	1.50
207	207	0.15	1.00	87.71	5.84%	4.91	126.95	5.13%	4.60	0.30	0.46	0.76	12.78	1.93
208	208	0.16	1.00	87.71	5.85%	4.91	142.34	4.55%	4.34	0.30	0.55	0.84	12.72	1.99
209	209	0.06	1.00	166.99	3.53%	3.82	0.00	0.00%	0.00	0.73	0.00	0.73	12.80	0.72
210	210	0.17	1.00	87.71	5.16%	4.62	144.84	3.11%	3.58	0.32	0.67	0.99	12.63	2.15
211	211	0.04	1.00	79.37	3.25%	3.66	59.12	1.86%	2.77	0.36	0.36	0.72	12.80	0.48
212	212	0.04	1.00	79.20	3.26%	3.66	64.34	1.83%	2.75	0.36	0.39	0.75	12.78	0.48
213	213	0.25	0.95	125.29	2.08%	2.92	29.79	3.63%	3.87	0.71	0.13	0.84	12.72	2.98
214	214	0.39	0.95	80.67	2.17%	2.99	126.98	2.32%	3.09	0.45	0.68	1.14	12.54	4.67
215	215	0.14	0.96	110.00	2.73%	3.35	169.54	3.29%	3.69	0.55	0.77	1.31	12.43	1.69
216	216	0.14	0.88	110.00	3.60%	3.86	184.81	2.77%	3.38	0.48	0.91	1.39	12.38	1.50
217	217	0.03	1.00	158.29	1.54%	2.52	0.00	0.00%	0.00	1.05	0.00	1.05	12.59	0.40
218	218	0.06	1.00	158.81	2.04%	2.90	0.00	0.00%	0.00	0.91	0.00	0.91	12.68	0.71
219	219	0.06	1.00	74.60	2.06%	2.92	76.34	1.30%	2.31	0.43	0.55	0.98	12.64	0.78
220	220	0.09	1.00	83.55	2.13%	2.97	105.80	0.39%	1.25	0.47	1.41	1.88	12.10	1.07
221	221	0.23	1.00	66.31	2.29%	3.08	118.75	1.06%	2.09	0.36	0.95	1.30	12.43	2.92
222	222	0.28	1.00	73.77	1.78%	2.70	189.88	1.36%	2.37	0.45	1.33	1.79	12.15	3.43
223	223	0.27	0.91	29.80	1.81%	2.73	291.97	2.02%	2.88	0.18	1.69	1.87	12.10	2.96
224	224	0.25	1.00	59.63	2.92%	3.47	209.29	2.43%	3.17	0.29	1.10	1.39	12.38	3.06
225	225	0.18	1.00	110.00	2.25%	3.04	142.61	1.70%	2.64	0.60	0.90	1.50	12.31	2.25
226	226	0.53	0.96	21.42	3.50%	3.80	354.13	3.73%	3.92	0.09	1.51	1.60	12.26	6.27
227	227	0.27	0.91	110.00	2.65%	3.31	196.73	1.14%	2.16	0.55	1.52	2.07	11.99	2.91
228	228	0.33	0.95	33.41	4.76%	4.43	329.31	4.24%	4.18	0.13	1.31	1.44	12.35	3.82
229	229	0.23	0.80	96.20	5.63%	1.65	129.87	1.66%	2.62	0.97	0.83	1.80	12.14	2.24
230	230	0.18	0.82	17.22	2.21%	3.02	144.93	1.43%	2.42	0.10	1.00	1.09	12.56	1.82
400	400	0.70	0.63	19.16	4.70%	1.51	558.54	5.27%	4.66	0.21	2.00	2.21	11.91	5.28
401	401	0.50	0.63	20.80	9.57%	2.15	622.30	4.56%	4.34	0.16	2.39	2.55	11.72	3.69
402	402	7.68	0.65	601.04	2.12%	1.01	1154.55	1.70%	2.10	9.91	9.17	10.00	8.83	44.08
403	403	2.51	0.90	43.67	3.98%	4.06	740.47	1.03%	1.63	0.18	7.57	7.75	9.52	21.53
404	404	3.59	0.86	38.58	3.16%	3.61	958.03	2.35%	2.47	0.18	6.46	6.63	9.92	30.58
405	405	1.69	0.73	87.20	5.72%	4.86	1106.66	1.60%	2.04	0.30	9.04	9.34	9.03	11.12
406	406	1.82	0.86	69.23	3.37%	3.73	627.02	2.47%	2.54	0.31	4.12	4.43	10.81	16.93
407	407	1.99	0.83	58.18	7.91%	5.71	648.36	4.19%	3.30	0.17	3.27	3.44	11.27	18.57

INLET DESIGN SUMMARY																						
STR NO.	D.A.	100 YR FLOW @ INLET	UPSTREAM BYPASS	UPSTREAM BYPASS INLET NUMBER(S)	LOCAL FLOW + UPSTREAM BYPASS @ INLET	ON GRADE OR IN SUMP	CLOGGING FACTOR	STREET GRADE IN PERCENT (S)	CROSS SLOPE AT INLET (Sx)	INTERCEPT D FLOW BY INLET (Q)	INLET EFFICIENCY (E)	FLOW SPREAD (T)	ALLOWABLE FLOW SPREAD	DEPTH @ INLET (d)	BYPASSED FLOW (Qb)	BYPASSED TO INLET NUMBER	INLET DESIGN	GUTTER ELEV.	GRATE ELEV.	RIM ELEV.	FLOWLINE OUT ELEV.	STR. DEPTH
		CFS	CFS		CFS			%	%	CFS	%	FT	FT	FT	CFS			FT	FT	FT	FT	FT
101	101	1.05	0.00	---	1.05	SUMP	0.60	---	16.67	1.05	100.00	2.22	11.00	0.37	---	---	INLET, SMD-TYPE 2	---	721.97	---	714.82	7.15
103	103	2.74	0.00	---	2.74	SUMP	0.60	---	16.67	2.74	100.00	4.26	11.00	0.71	---	---	INLET, SMD-TYPE 2	---	725.41	---	721.85	3.56
200	200	2.32	0.00	---	2.32	GRADE	1.00	5.49	2.00	2.32	100.00	10.26	12.00	0.21	0.00	---	SPECIAL INLET, DES. 1	734.52	---	735.26	732.26	3.00
201	201	3.40	0.44	230	3.84	GRADE	1.00	5.49	2.00	3.84	100.00	12.39	12.00	0.25	0.00	---	SPECIAL INLET, DES. 1	734.48	---	735.22	732.22	3.00
202	202	1.50	0.00	---	1.50	GRADE	1.00	5.49	2.00	1.50	100.00	8.71	12.00	0.17	0.00	---	SPECIAL INLET, DES. 1	728.79	---	729.53	726.53	3.00
203	203	1.94	0.00	---	1.94	GRADE	1.00	5.49	2.00	1.94	100.00	9.59	12.00	0.19	0.00	---	SPECIAL INLET, DES. 1	727.13	---	727.87	724.87	3.00
204	204	1.50	0.00	---	1.50	GRADE	1.00	5.49	2.00	1.50	100.00	8.72	12.00	0.17	0.00	---	SPECIAL INLET, DES. 1	723.09	---	723.83	720.83	3.00
205	205	1.94	0.00	---	1.94	GRADE	1.00	5.49	2.00	1.94	100.00	9.59	12.00	0.19	0.00	---	SPECIAL INLET, DES. 1	719.75	---	720.49	717.49	3.00
206	206	1.50	0.00	---	1.50	GRADE	1.00	5.49	2.00	1.50	100.00	8.72	12.00	0.17	0.00	---	SPECIAL INLET, DES. 1	717.40	---	718.14	715.14	3.00
207	207	1.93	0.00	---	1.93	GRADE	1.00	3.93	1.20	1.93	100.00	17.58	12.00	0.21	0.00	---	SPECIAL INLET, DES. 1	712.82	---	713.56	708.06	5.50
208	208	1.99	0.00	---	1.99	GRADE	1.00	3.47	1.00	1.99	100.00	22.07	23.00	0.22	0.00	---	SPECIAL INLET, DES. 1	710.49	---	711.23	705.73	5.50
209	209	0.72	0.00	---	0.72	GRADE	1.00	1.54	0.81	0.61	84.35	6.51	10.00	0.05	0.11	226	INLET, CI DES. 2 (D)	---	708.35	---	702.35	6.00
210	210	2.15	0.00	---	2.15	GRADE	1.00	1.54	1.37	1.68	78.24	7.69	17.00	0.11	0.47	214	INLET, CI DES. 2 (D)	---	708.02	---	701.02	7.00
211	211	0.48	0.00	---	0.48	GRADE	1.00	1.99	1.00	0.40	82.68	5.20	14.00	0.05	0.08	213	INLET, CI DES. 2 (B)	---	708.10	---	702.60	5.50
212	212	0.48	0.00	---	0.48	GRADE	1.00	1.99	1.00	0.39	82.74	5.19	14.00	0.05	0.08	214	INLET, CI DES. 2 (B)	---	708.01	---	702.51	5.50
213	213	2.98	0.08	211	3.06	GRADE	1.00	4.69	1.00	1.69	55.11	10.76	14.00	0.11	1.37	215	INLET W/ LRG. JCT. BOX, CI DES. 2 (D)	---	705.08	---	698.58	6.50
214	214	4.67	0.58	210, 212, 223	5.25	GRADE	1.00	4.51	1.00	2.44	46.42	13.76	14.00	0.14	2.81	216	INLET W/ LRG. JCT. BOX, CI DES. 2 (D)	---	703.80	---	696.80	7.00
215	215	1.69	1.37	213	3.06	GRADE	1.00	1.93	1.00	1.85	60.37	11.96	14.00	0.12	1.21	227	INLET W/ LRG. JCT. BOX, CI DES. 2 (D)	---	699.79	---	693.29	6.50
216	216	1.50	2.81	214	4.32	GRADE	1.00	1.93	1.00	2.34	54.17	14.10	14.00	0.14	1.98	225	INLET W/ LRG. JCT. BOX, CI DES. 2 (D)	---	698.95	---	691.95	7.00
217	217	0.40	0.00	---	0.40	GRADE	1.00	1.68	2.02	0.40	99.47	1.98	18.00	0.04	0.00	---	INLET, CI DES. 2 (B)	---	697.18	---	691.18	6.00
218	218	0.71	0.00	---	0.71	GRADE	1.00	1.56	0.85	0.51	72.14	7.52	15.00	0.06	0.20	225	INLET, CI DES. 2 (B)	---	697.05	---	690.55	6.50
219	219	0.78	0.00	---	0.78	GRADE	1.00	1.67	1.00	0.58	74.43	6.89	14.00	0.07	0.20	222	INLET W/ LRG. JCT. BOX, CI DES. 2 (B)	---	697.03	---	691.53	5.50
220	220	1.07	0.00	---	1.07	GRADE	1.00	1.63	1.00	0.73	68.61	8.10	14.00	0.08	0.33	221	INLET, CI DES. 2 (B)	---	696.89	---	691.39	5.50
221	221	2.92	0.33	220	3.26	GRADE	1.00	2.28	1.25	2.09	64.31	10.14	12.00	0.13	1.16	EX	SPECIAL INLET, DES. 2	---	695.00	---	685.50	9.50
222	222	3.43	0.20	219	3.63	GRADE	1.00	1.50	2.00	2.87	79.16	7.38	12.00	0.15	0.76	EX	SPECIAL INLET, DES. 2	---	693.66	---	689.29	4.37
223	223	2.96	0.00	---	2.96	GRADE	1.00	0.17	1.78	2.93	98.81	4.43	21.00	0.08	0.04	214	INLET W/ LRG. JCT. BOX, CI DES. 2 (D)	---	707.22	---	702.22	5.00
224	224	3.06	0.00	---	3.06	SUMP	0.70	---	1.24	3.06	100.00	6.45	14.00	0.08	---	---	INLET, CI DES. 2 (STD)	---	696.35	---	690.85	5.50
225	225	2.25	2.18	216, 218	4.42	SUMP	0.70	---	0.67	4.42	100.00	7.46	14.00	0.05	---	---	INLET W/ LRG. JCT. BOX, CI DES. 3 (STD)	---	696.44	---	689.94	6.50
226	226	6.27	0.11	209	6.38	SUMP	0.70	---	4.20	6.38	100.00	5.95	14.00	0.25	---	---	INLET, CI DES. 2 (STD)	---	706.72	---	701.72	5.00
227	227	2.91	1.22	215	4.13	SUMP	0.70	---	1.43	4.13	100.00	9.09	16.00	0.13	---	---	INLET W/ LRG. JCT. BOX, CI DES. 2 (STD)	---	696.46	---	690.96	5.50
228	228	3.82	0.00	---	3.82	SUMP	0.70	---	1.58	3.82	100.00	7.59	15.00	0.12	---	---	INLET, CI DES. 2 (STD)	---	696.30	---	690.80	5.50
229	229	2.24	0.00	---	2.24	GRADE	1.00	2.21	2.00	1.63	72.68	6.53	9.00	0.13	0.61	---	INLET, CI DES. 2 (B)	---	740.96	---	735.46	5.50
230	230	1.82	0.00	---	1.82	GRADE	1.00	2.63	2.00	1.38	75.85	5.77	9.00	0.12	0.44	201	INLET W/ LRG. JCT. BOX, CI DES. 2 (B)	---	741.04	---	735.04	6.00

DESIGN			OKLAHOMA DEPARTMENT OF TRANSPORTATION					
DRAWN			INLET DESIGN SUMMARY					
CHECKED								
APPROVED								
SQUAD								
COUNTY	TULSA		HIGHWAY	US-75	STATE JOB NO.	30374(04)	SHEET NO.	R006

SUMMARY OF DRAINAGE STRUCTURES											STORMWATER DESIGN CRITERIA										
STR. NO.	ALIGNMENT	STATION		DESCRIPTION							DRAINAGE AREA	INTERCEPTED FLOW BY STR.	FLOW DOWNSTREAM	TOP OF GRATE / TOP OF RIM	FLOWLINE IN OF EXITING PIPE	FLOWLINE OUT OF EXITING PIPE	SLOPE OF EXITING PIPE	CAPACITY OF EXITING PIPE	VELOCITY OF EXITING PIPE	HYDRAULIC GRADELINE	ENERGY GRADELINE
ACRE	100 YEAR		FT	FT	FT	%	100 YR														
	CFS	CFS					CFS	FPS	FT	FT											
200	81st ST.	42+36.75	31.67' RT	CONST. SPECIAL INLET, DES. 1	W/	131	L.F.	18" RCP	STUB INTO STR. 203	0.19	2.32	2.32	735.26	732.26	724.97	5.58	24.82	8.80	732.57	733.77	
201	81st ST.	42+37.37	31.67' LT	CONST. SPECIAL INLET, DES. 1	W/	100	L.F.	18" RCP	STUB INTO STR. 202	0.27	3.84	6.85	735.22	732.22	726.63	5.60	24.86	11.99	732.76	734.99	
202	81st ST.	43+41.19	31.67' LT	CONST. SPECIAL INLET, DES. 1	W/	100	L.F.	18" RCP	STUB INTO STR. 204	0.12	1.50	8.35	729.53	726.53	720.93	5.61	24.88	12.68	727.13	729.63	
203	81st ST.	43+71.36	31.67' RT	CONST. SPECIAL INLET, DES. 1	W/	131	L.F.	18" RCP	STUB INTO STR. 205	0.15	1.94	4.26	727.87	724.87	717.59	5.57	24.80	10.48	725.29	727.00	
204	81st ST.	44+45.01	31.67' LT	CONST. SPECIAL INLET, DES. 1	W/	100	L.F.	18" RCP	STUB INTO STR. 206	0.12	1.50	9.85	723.83	720.83	715.24	5.60	24.86	13.23	721.49	724.21	
205	81st ST.	45+05.98	31.67' RT	CONST. SPECIAL INLET, DES. 1	W/	131	L.F.	18" RCP	STUB INTO STR. 207	0.15	1.94	6.20	720.49	717.49	708.16	7.14	28.07	12.75	717.97	720.50	
206	81st ST.	45+48.82	31.67' LT	CONST. SPECIAL INLET, DES. 1	W/	146	L.F.	18" RCP	STUB INTO STR. 208	0.12	1.50	11.35	718.14	715.14	705.83	6.41	26.60	14.44	715.82	719.06	
207	81st ST.	46+40.59	31.67' RT	CONST. SPECIAL INLET, DES. 1	W/	157	L.F.	18" RCP	STUB INTO STR. 304	0.15	1.93	8.13	713.56	708.06	700.69	4.72	22.82	11.82	708.68	710.85	
229	TACOMA AVE.	10+64.56	18.00' LT	CONST. INLET, CIDES. 2 (B)	W/	45	L.F.	18" RCP	STUB INTO STR. 230	0.23	1.63	1.63	740.96	735.46	735.14	0.71	8.88	3.82	735.89	736.12	
230	TACOMA AVE.	10+77.32	27.89' RT	CONST. INLET W/LRG. JCT. BOX, CIDES. 2 (B)	W/	31	L.F.	18" RCP	STUB INTO STR. 300	0.18	1.38	3.01	741.04	735.04	734.58	1.53	12.99	5.97	735.53	736.08	
100	US-75	102+98.74	87.08' RT	EXT. EX. 3'X3' RCB	W/	33	L.F.	3'X3' RCB (33' LG RT.)		—	—	1.05	—	706.24	705.28	2.82	81.97	3.76	705.37	705.59	
101	US-75	103+19.78	CRL	CONST. INLET, SMD-TYPE 2	TIE ONTO EX. 18" RCP					0.14	1.05	1.05	721.97	714.82	706.95	43.44	69.23	14.25	714.95	718.10	
102	US-75	111+24.24	96.84' RT	REPLACE EX. 5'X4' RCB	W/	46	L.F.	5'X4' RCB (46' LG RT.)		—	—	—	—	692.55	692.08	0.88	—	—	—	—	
103	US-75	113+40.00	CRL	CONST. INLET, SMD-TYPE 2	W/	104	L.F.	18" RCP AND 18" PCES		0.43	2.74	2.74	725.41	721.85	716.87	4.54	22.38	8.57	722.20	723.35	
208	81st ST.	46+97.96	42.93' LT	CONST. SPECIAL INLET, DES. 1	W/	62	L.F.	18" RCP	STUB INTO STR. 301	0.16	1.99	13.34	711.23	705.73	703.06	4.36	21.94	13.01	706.57	709.20	
209	81st ST.	47+75.96	54.59' LT	CONST. INLET, CIDES. 2 (D)	W/	25	L.F.	24" RCP	STUB INTO STR. 303	0.06	0.61	17.64	708.35	702.35	701.87	1.94	31.50	10.30	704.19	704.65	
210	81st ST.	47+85.33	71.64' RT	CONST. INLET, CIDES. 2 (D)	W/	9	L.F.	30" RCP	STUB INTO STR. 302	0.17	1.68	51.04	708.02	701.02	700.04	11.76	140.65	26.35	702.06	712.85	
211	81st ST.	48+05.37	28.53' LT	CONST. INLET, CIDES. 2 (B)	W/	11	L.F.	18" RCP	STUB INTO STR. 303	0.04	0.40	0.40	708.10	702.60	702.37	2.26	15.78	3.78	702.76	702.99	
212	81st ST.	48+09.48	30.09' RT	CONST. INLET, CIDES. 2 (B)	W/	23	L.F.	18" RCP	STUB INTO STR. 304	0.04	0.39	0.39	708.01	702.51	700.69	8.25	30.17	5.89	702.63	703.17	
213	81st ST.	49+07.61	55.00' LT	CONST. INLET W/LRG. JCT. BOX, CIDES. 2 (D)	W/	160	L.F.	30" RCP	STUB INTO STR. 215	0.25	1.69	43.04	705.08	698.58	693.39	3.25	73.99	15.63	699.95	703.74	
214	81st ST.	49+35.77	55.00' RT	CONST. INLET W/LRG. JCT. BOX, CIDES. 2 (D)	W/	175	L.F.	36" RCP	STUB INTO STR. 216	0.39	2.44	86.46	703.80	696.80	692.05	2.72	109.95	17.22	698.80	703.41	
215	81st ST.	50+71.13	55.00' LT	CONST. INLET W/LRG. JCT. BOX, CIDES. 2 (D)	W/	142	L.F.	30" RCP	STUB INTO STR. 310	0.14	1.85	44.89	699.79	693.29	689.98	2.33	62.65	13.87	694.86	697.85	
216	81st ST.	51+14.56	55.00' RT	CONST. INLET W/LRG. JCT. BOX, CIDES. 2 (D)	W/	104	L.F.	36" RCP	STUB INTO STR. 311	0.14	2.34	88.80	698.95	691.95	689.88	2.00	94.38	15.18	694.26	697.84	
217	81st ST.	52+03.27	77.38' LT	CONST. INLET, CIDES. 2 (B)	W/	11	L.F.	24" RCP	STUB INTO STR. 308	0.03	0.40	18.97	697.18	691.18	690.86	3.07	39.63	12.47	693.05	693.60	
218	81st ST.	52+12.07	77.12' RT	CONST. INLET, CIDES. 2 (B)	W/	4	L.F.	30" RCP	STUB INTO STR. 309	0.06	0.51	31.09	697.05	690.55	690.27	8.53	119.82	6.33	697.66	698.28	
219	81st ST.	52+49.65	24.96' RT	CONST. INLET W/LRG. JCT. BOX, CIDES. 2 (B)	W/	17	L.F.	18" RCP	STUB INTO STR. 313	0.06	0.58	0.58	697.03	691.53	691.12	2.56	16.80	4.43	691.72	692.02	
220	81st ST.	52+58.42	26.34' LT	CONST. INLET, CIDES. 2 (B)	W/	2	L.F.	18" RCP	STUB INTO STR. 314	0.09	0.73	0.73	696.89	691.39	691.02	19.78	46.72	9.69	691.52	692.98	
221	81st ST.	53+64.69	42.00' LT	CONST. SPECIAL INLET, DES. 2	W/	124	L.F.	48" RCP	STUB INTO EX. JCT. BOX	0.23	2.09	187.15	695.00	685.50	682.67	2.29	217.20	19.44	688.36	694.23	
222	81st ST.	54+41.21	34.00' RT	CONST. SPECIAL INLET, DES. 2	TIE ONTO EX. 24" RCP					0.28	2.87	2.87	693.66	689.29	683.44	2.15	33.18	6.46	689.69	690.34	
223	Ramp A	105+70.67	25.46' RT	CONST. INLET W/LRG. JCT. BOX, CIDES. 2 (D)	W/	46	L.F.	18" RCP	STUB INTO STR. 305	0.27	2.93	2.93	707.22	702.22	701.97	0.55	7.75	4.07	702.86	703.12	
224	Ramp B	105+90.00	19.00' LT	CONST. INLET, CIDES. 2 (STD)	W/	28	L.F.	18" RCP	STUB INTO STR. 315	0.25	3.06	3.06	696.35	690.85	690.52	1.18	11.42	5.47	691.38	691.84	
225	Ramp B	106+37.90	9.46' RT	CONST. INLET W/LRG. JCT. BOX, CIDES. 3 (STD)	W/	4	L.F.	18" RCP AND 18" PCES		0.18	4.42	7.48	696.44	689.94	689.89	0.50	8.05	4.23	691.12	691.49	
226	Ramp C	108+36.55	22.98' RT	CONST. INLET, CIDES. 2 (STD)	W/	8	L.F.	18" RCP AND 18" PCES		0.53	6.38	6.38	706.72	701.22	701.18	0.40	6.86	3.61	702.92	703.42	
227	Ramp D	108+12.21	17.20' RT	CONST. INLET W/LRG. JCT. BOX, CIDES. 2 (STD)	W/	60	L.F.	18" RCP	STUB INTO STR. 316	0.27	4.13	4.13	696.46	690.96	690.52	0.74	9.01	4.98	692.10	692.48	
228	Ramp D	108+80.00	21.84' LT	CONST. INLET, CIDES. 2 (STD)	W/	28	L.F.	18" RCP	STUB INTO STR. 316	0.33	3.82	3.82	696.30	690.80	690.52	1.01	10.54	5.48	691.92	692.39	
300	81st ST.	41+01.51	51.30' LT	CONST. MANHOLE, 4' DIAMETER	W/	133	L.F.	18" RCP	STUB INTO STR. 201	—	—	3.01	740.98	734.48	732.32	1.63	13.39	6.10	734.96	735.54	
301	81st ST.	47+59.57	65.88' LT	CONST. MANHOLE, 4' DIAMETER	W/	17	L.F.	24" RCP	STUB INTO STR. 209	—	—	17.03	708.56	702.56	702.45	0.68	18.69	5.42	704.41	704.87	
302	81st ST.	47+95.64	67.50' RT	CONST. MANHOLE, 5' DIAMETER	W/	9	L.F.	36" RCP	STUB INTO STR. 304	—	—	75.50	708.54	699.54	699.19	3.99	133.27	19.43	701.16	707.03	
303	81st ST.	47+98.26	39.30' LT	CONST. MANHOLE, 4' DIAMETER	W/	40	L.F.	24" RCP	STUB INTO STR. 306	—	—	18.04	708.77	701.77	701.25	1.31	25.93	8.92	703.00	704.23	
304	81st ST.	48+00.59	54.12' RT	CONST. MANHOLE, 6' DIAMETER	W/	131	L.F.	36" RCP	STUB INTO STR. 214	—	—	84.02	708.59	699.09	696.90	1.68	86.49	13.94	701.48	704.49	
305	81st ST.	48+15.15	83.87' RT	CONST. MANHOLE, 6' DIAMETER	W/	20	L.F.	24" RCP	STUB INTO STR. 302	—	—	24.46	707.37	701.37	700.54	4.16	46.13	14.89	702.40	705.85	
306	81st ST.	48+29.92	69.97' LT	CONST. MANHOLE, 5' DIAMETER	W/	75	L.F.	30" RCP	STUB INTO STR. 213	—	—	41.35	707.25	700.75	698.68	2.79	68.55	14.61	702.15	705.47	
307	81st ST.	51+93.37	86.21' RT	CONST. MANHOLE, 4' DIAMETER	W/	18	L.F.	30" RCP	STUB INTO STR. 218	—	—	30.58	697.25	690.75	690.65	0.58	31.34	6.23	698.29	698.89	
308	81st ST.	52+13.84	70.08' LT	CONST. MANHOLE, 4' DIAMETER	W/	13	L.F.	24" RCP	STUB INTO STR. 310	—	—	18.97	697.76	690.76	690.48	2.17	33.33	10.95	691.84	693.70	
309	81st ST.	52+17.19	74.64' RT	CONST. MANHOLE, 4' DIAMETER	W/	16	L.F.	30" RCP	STUB INTO STR. 311	—	—	31.09	697.67	690.17	689.88	1.87	56.12	6.33	697.50	698.13</	

DESIGN			OKLAHOMA DEPARTMENT OF TRANSPORTATION					
DRAWN			SUMMARY OF DRAINAGE STRUCTURES (2)					
CHECKED								
APPROVED								
SQUAD								
COUNTY	TULSA		HIGHWAY	US-75	STATE JOB NO.	30374(04)	SHEET NO.	R008

3/10/2023

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STORM WATER MANAGEMENT PLAN

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PROPOSED
R/W

MARCH 2023

SITE DESCRIPTION

PROJECT LIMITS: US-75 FROM APPROXIMATELY 775 FEET SOUTH AND 800 FEET NORTH OF W. 81st ST. S. AND W. 81st ST. S. FROM UNION AVE. TO EAST OF US-75.

PROJECT DESCRIPTION: US-75 AND W. 81st ST. S. INTERCHANGE

SUGGESTED SEQUENCE OF EROSION CONTROL ACTIVITIES: _____

1) PLACE TEMPORARY SEDIMENT CONTROL DEVICES AT ALL OFF SITE DRAINAGE LOCATIONS.

2) PERFORM CLEARING & GRUBBING OPERATIONS, PRESERVING ANY EXISTING

VEGETATION NOT IMPEDING CONSTRUCTION.

3) SALVAGE ALL AVAILABLE TOPSOIL IN THE AREA OF OPERATION AND

STABILIZE THE STOCKPILED AREA.

4) AS GRADING OPERATIONS PROCEED, INSTALL TEMPORARY SEDIMENT CONTROL DEVICES AS SHOWN ON

THE PLANS, AND AS DIRECTED BY THE ENGINEER. THESE DEVICES SHALL BE MAINTAINED AS REQUIRED BY

THE O.D.O.T. STANDARD SPECIFICATIONS AND THE WEEKLY INSPECTION REPORTS.

5) PLACE TEMPORARY SEEDING AND/OR MULCHING OR PERMANENT GRASSING DEPENDING ON ULTIMATE

SLOPES.

6) THE PERMANENT SEDIMENT CONTROL DEVICES SHALL BE MAINTAINED AS DESCRIBED IN SECTIONS

230, 232, 233, & 234 OF THE O.D.O.T. STANDARD SPECIFICATIONS OR AS DIRECTED BY THE ENGINEER.

7) IN AREAS WHERE PERMANENT SEDIMENT CONTROL DEVICES HAVE BEEN INSTALLED, THE TEMPORARY

SEDIMENT CONTROL DEVICES SHALL BE REMOVED AS DIRECTED BY THE ENGINEER.

SOIL TYPE: SILTY LOAM & SANDY LOAM

TOTAL AREA OF THE
CONSTRUCTION SITE: 15.17 ACRES

ESTIMATED AREA TO BE DISTURBED: 9.05 ACRES

OFFSITE AREA TO BE DISTURBED:
(FOR CONTRACTOR USE)

TOTAL IMPERVIOUS AREA
PRE-CONSTRUCTION: 6.12 ACRES

TOTAL IMPERVIOUS AREA
POST-CONSTRUCTION: 8.72 ACRES

POST-CONSTRUCTION RUNOFF
COEFFICIENT OF THE SITE: 0.63

LATITUDE & LONGITUDE
OF CENTER OF PROJECT: 36°02'47"N; 96°00'25"W

PROJECT WILL DISCHARGE TO:

NAME OF RECEIVING WATERS: HAGER CREEK

SENSITIVE WATERS OR WATERSHEDS: YES ☐ NO ☒

303(d) IMPAIRED WATERS: YES ☐ NO ☒

IF YES, LIST IMPAIRMENT: _____

LOCATED IN A TMDL: YES ☐ NO ☒

LAKE THUNDERBIRD TMDL: YES ☐ NO ☒

MS4 ENTITY YES ☒ NO ☐

IF YES, LOCATION: TULSA

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

EROSION AND SEDIMENT CONTROLS

SOIL STABILIZATION PRACTICES:

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

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

STRUCTURAL PRACTICES:

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

OFFSITE VEHICLE TRACKING:

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

NOTES:

NO DISTURBED AREA TO ONE PROJECT OUTFALL EXCEEDS 5 ACRES.

THE CONTRACTOR SHALL ALSO BE RESPONSIBLE FOR THE FOLLOWING:

MAINTENANCE AND INSPECTION:

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

WASTE MATERIALS:

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

HAZARDOUS MATERIALS:

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

GENERAL NOTES:

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

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

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

IN ADDITION:

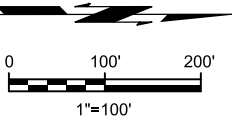
"ODEQ GENERAL PERMIT (OKR10) FOR STORM WATER DISCHARGES FROM CONSTRUCTION ACTIVITIES WITHIN THE STATE OF OKLAHOMA." ODEQ, WATER QUALITY DIVISION, OCTOBER 18, 2022.

ADDITIONAL PERMITS REQUIRED FROM OKLAHOMA WATER RESOURCES BOARD

DESIGN			OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN			
CHECKED			
APPROVED			
SQUAD			
COUNTY <u>TULSA</u> HIGHWAY <u>US-75</u> STATE JOB NO. <u>30374(04)</u> SHEET NO. <u>R009</u>			

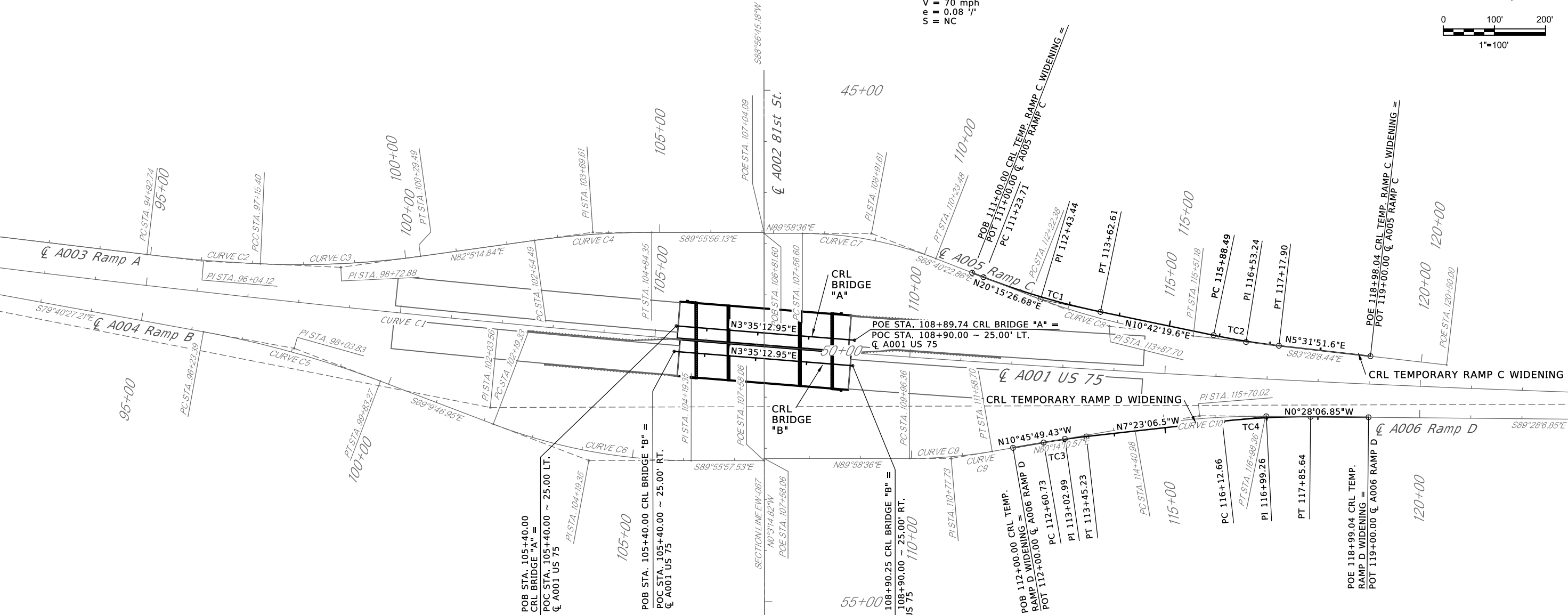
STORM WATER
MANAGEMENT PLAN

SEE SURVEY DATA SHEETS S001-S016
FOR EXISTING ALIGNMENT DATA



A001 US 75 (CURVE C1)

P.I. STA = 102+03.56
N = 386461.6397
E = 2557747.9402
DELTA = 11°15'38.00"
R = 34377.48'
L = 6756.336'
T = 3389.084'
D = 0°10'00.00"
CH = 6745.467'
C = N 4°27'27.06" E
V = 70 mph
e = 0.08 'l'
S = NC



CRL Temporary Ramp C Widening

CURVE NO	CARDINAL POINTS				CURVE DATA							SUPERELEVATION (1)		
	STATION		X (EASTING)	Y (NORTHING)	DELTA	DEGREE	RADIUS	TANGENT	ARC LENGTH	EXTERNAL	V	E	S	
			(feet)	(feet)			(feet)	(feet)	(feet)	(feet)	(mph)	(ft/ft)	(ft/ft)	
TC 1	POB	111+00.00	2557468.1666	387399.4315	9°33'07.08" LT	3°59'53.92"	1433.000	119.727	238.900	4.993	55	N/A	NC	
	PC	111+23.71	2557476.3767	387421.6771										
	PI	112+43.44	2557517.8310	387533.9991										
	PT	113+62.61	2557540.0716	387651.6427										
TC 2	PC	115+88.49	2557582.0301	387873.5863	5°10'28.04" LT	3°59'53.92"	1433.000	64.752	129.416	1.462	55	N/A	NC	
	PI	116+53.24	2557594.0584	387937.2114										
	PT	117+17.90	2557600.2995	388001.6620										
	POE	118+98.04	2557617.6619	388180.9609										

CRL Temporary Ramp D Widening

CURVE NO	CARDINAL POINTS				CURVE DATA							SUPERELEVATION (1)		
	STATION		X (EASTING)	Y (NORTHING)	DELTA	DEGREE	RADIUS	TANGENT	ARC LENGTH	EXTERNAL	V	E	S	
			(feet)	(feet)			(feet)	(feet)	(feet)	(feet)	(mph)	(ft/ft)	(ft/ft)	
TC 3	POB	112+00.00	2557808.9265	387485.1662	3°22'42.92" RT	3°59'53.92"	1433.000	42.262	84.500	0.623	55	N/A	NC	
	PC	112+60.73	2557797.5846	387544.8276										
	PI	113+02.99	2557789.6917	387586.3465										
	PT	113+45.23	2557784.2594	387628.2584										
TC 4	PC	116+12.66	2557749.8848	387893.4659	6°54'59.65" RT	3°59'53.92"	1433.000	86.599	172.987	2.614	55	N/A	NC	
	PI	116+99.26	2557738.7536	387979.3464										
	PT	117+85.64	2557738.0454	388065.9424										
	POE	118+99.04	2557737.1180	388179.3397										

(1) Superelevation is based on AASHTO Method 2

CRL Bridge A

CURVE NO	CARDINAL POINTS				CURVE DATA						SUPERELEVATION		
	STATION	X (EASTING) (feet)	Y (NORTHING) (feet)	DELTA	DEGREE	RADIUS (feet)	TANGENT (feet)	ARC LENGTH (feet)	EXTERNAL (feet)	V	E	S	
		(mph)	(ft/ft)							(ft/ft)			
	POB	105+40.00	2557582.0963	386822.7149									
	POE	108+89.74	2557603.9773	387171.7737									

CRL Bridge B

CURVE NO	CARDINAL POINTS			CURVE DATA						SUPERELEVATION		
	STATION	X (EASTING)	Y (NORTHING)	DELTA	DEGREE	RADIUS	TANGENT	ARC LENGTH	EXTERNAL	V	E	S
		(feet)	(feet)			(feet)	(feet)	(feet)	(feet)	(mph)	(ft/ft)	(ft/ft)
	POB	105+40.00	2557631.9818	386819.3328								
	POE	108+90.25	2557653.8946	387168.8996								

DESIGN				OKLAHOMA DEPARTMENT OF TRANSPORTATION						
DRAWN				GEOMETRIC DATA (1)						
CHECKED										
APPROVED										
SQUAD										
COUNTY	TULSA			HIGHWAY	US-75		STATE JOB NO.	30374(04)	SHEET NO.	R010

CRL US 75 Southbound Temporary Lanes													
CURVE NO	CARDINAL POINTS			CURVE DATA					SUPERELEVATION (1)				
	STATION		X (EASTING) (feet)	Y (NORTHING) (feet)	DELTA	DEGREE	RADIUS (feet)	TANGENT (feet)	ARC LENGTH (feet)	EXTERNAL (feet)	V (mph)	E (ft/ft)	S (ft/ft)
S1	PC	95+62.07	2557483.3187	385851.6046	9°22'32.73" LT	2°29'59.34"	2292.000	187.949	375.058	7.693	65	N/A	NC
	PI	97+50.02	2557501.3551	386038.6857									
S2	PRC	99+37.13	2557488.6735	386226.2059	8°01'21.03" RT	1°49'49.93"	3130.000	219.489	438.260	7.686	65	N/A	NC
	PI	101+56.61	2557473.8637	386445.1945									
S3	PRC	103+75.39	2557489.7614	386664.1068	1°07'30.00" LT	0°10'01.86"	34271.480	336.470	672.919	1.652	65	N/A	NC
	PI	107+11.86	2557514.1321	386999.6932									
S4	PRC	110+48.30	2557531.9093	387335.6934	8°01'21.03" RT	1°49'49.93"	3130.000	219.489	438.260	7.686	65	N/A	NC
	PI	112+67.79	2557543.5058	387554.8756									
S5	PRC	114+86.56	2557585.5784	387770.2943	9°22'32.73" LT	2°29'59.34"	2292.000	187.949	375.058	7.693	65	N/A	NC
	PI	116+74.51	2557621.6052	387954.7577									
	PT	118+61.62	2557627.1001	388142.6259									

(1) Superelevation is based on AASHTO Method 2

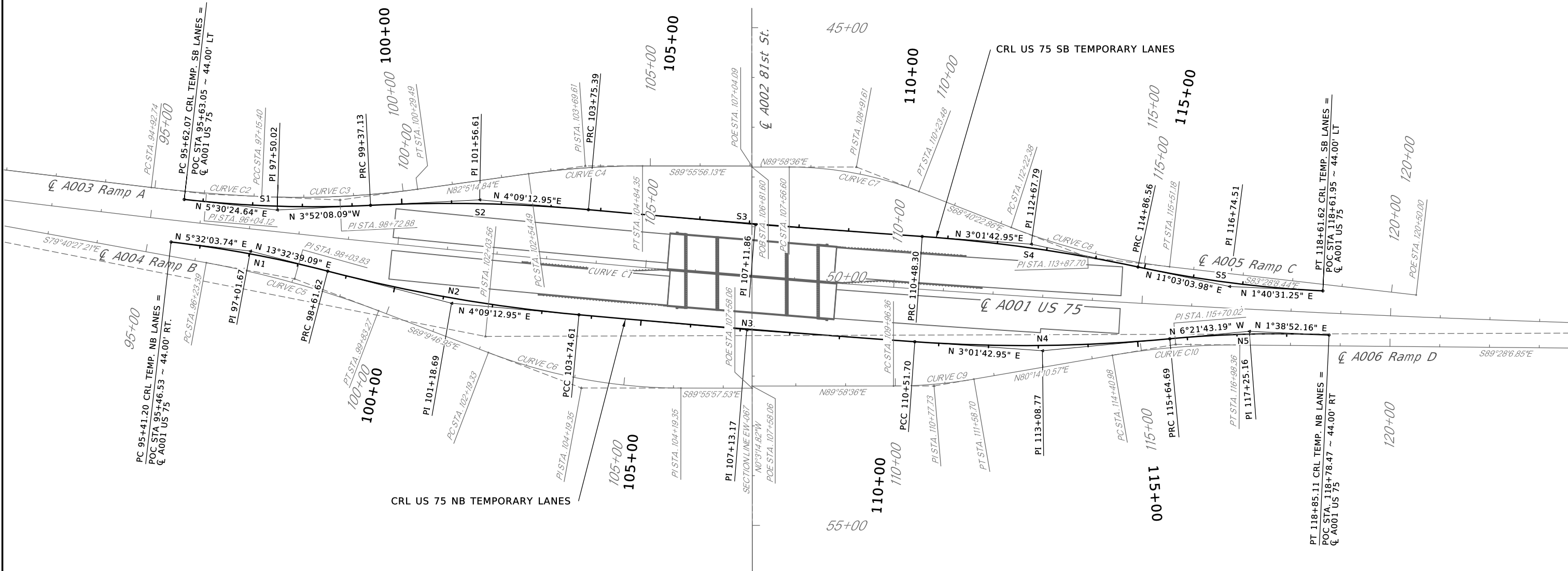
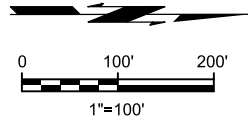
A001 US 75 (CURVE C1)

P.I. STA = 102+03.56
N = 386461.6397
E = 2557747.9402
DELTA = 11°15'38.00"
R = 34377.48'
L = 6756.336'
T = 3389.084'
D = 0°10'00.00"
CH = 6745.467'
C = N 4°27'27.06" E
V = 70 mph
e = 0.08 'l'
S = NC

SEE SURVEY DATA SHEETS S001-S016
FOR EXISTING ALIGNMENT DATA

PROPOSED
R/W

MARCH 2023



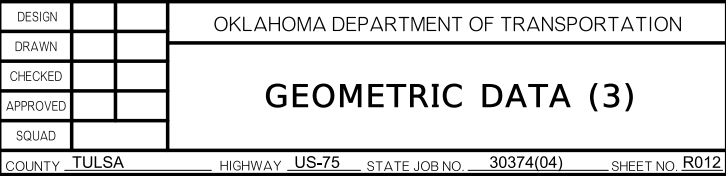
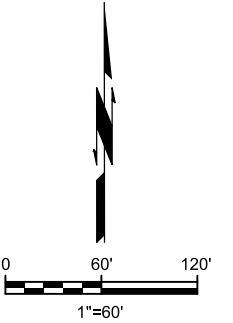
CRL US 75 Northbound Temporary Lanes													
CURVE NO	CARDINAL POINTS			CURVE DATA						SUPERELEVATION (1)			
	STATION	X (EASTING) (feet)	Y (NORTHING) (feet)	DELTA	DEGREE	RADIUS (feet)	TANGENT (feet)	ARC LENGTH (feet)	EXTERNAL (feet)	V (mph)	E (ft/ft)	S (ft/ft)	
N1	PC	95+41.20	2557569.3216	385826.6992	8°00'35.35" RT	2°29'59.34"	2292.000	160.470	320.416	5.611	65	N/A	NC
	PI	97+01.67	2557584.7978	385986.4208									
N2	PRC	98+61.62	2557622.3790	386142.4277	9°23'26.14" LT	1°49'49.93"	3130.000	257.074	512.997	10.539	65	N/A	NC
	PI	101+18.69	2557682.5846	386392.3525									
N3	PCC	103+74.61	2557701.2046	386648.7515	1°07'30.00" LT	0°09'58.16"	34483.480	338.552	677.081	1.662	65	N/A	NC
	PI	107+13.17	2557725.7260	386986.4138									
N4	PCC	110+51.70	2557743.6132	387324.4925	9°23'26.14" LT	1°49'49.93"	3130.000	257.074	512.997	10.539	65	N/A	NC
	PI	113+08.77	2557757.1955	387581.2077									
N5	PRC	115+64.69	2557728.7092	387836.6987	8°00'35.35" RT	2°29'59.34"	2292.000	160.470	320.416	5.611	65	N/A	NC
	PI	117+25.16	2557710.9276	387996.1801									
	PT	118+85.11	2557715.5420	388156.5834									

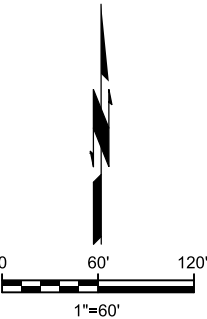
(1) Superelevation is based on AASHTO Method 2

DESIGN			OKLAHOMA DEPARTMENT OF TRANSPORTATION		
DRAWN					
CHECKED					
APPROVED					
SQUAD					
COUNTY - TULSA			HIGHWAY - US-75	STATE JOB NO. - 30374(04)	SHEET NO. R011

GEOMETRIC DATA (2)

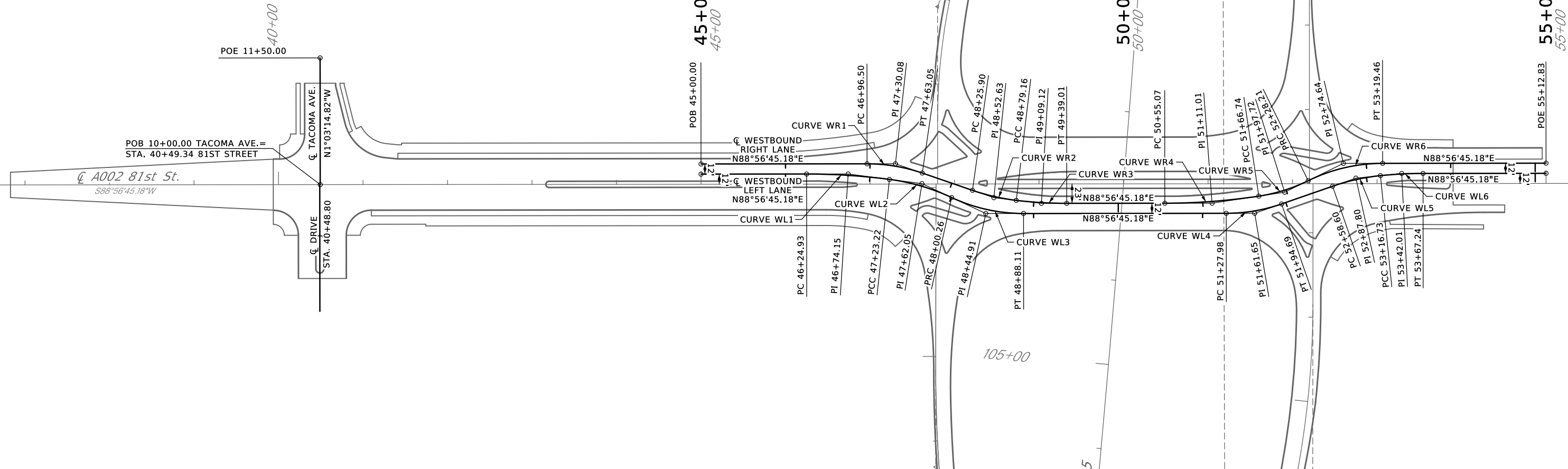
SEE SURVEY DATA SHEETS S001-S016
FOR EXISTING ALIGNMENT DATA





SEE SURVEY DATA SHEETS S001-S016
FOR EXISTING ALIGNMENT DATA

81st STREET DDI CENTERLINE WESTBOUND LEFT LANE												
CURVE NO	STATION	CARDINAL POINTS		DELTA	DEGREE	CURVE DATA				SUPERELEVATION		
		X (EASTING) (feet)	Y (NORTHING) (feet)			RADIUS (feet)	TANGENT (feet)	ARC LENGTH (feet)	EXTERNAL (feet)	V (mph)	E (ft/ft)	S (ft/ft)
WL1	POB 45+00.00	2,557,118.2672	386,997.9530	7°30'30.0" RT	7°38'22.0"	750.000	49.212	98.284	1.613	25	N/A	N/A
	PC 46+24.93	2,557,243.1804	387,000.2514									
	PI 46+74.15	2,557,292.3845	387,001.1567									
	PCC 47+23.22	2,557,341.2851	386,995.6248									
WL2	PI 47+62.05	2,557,379.8690	386,991.2599	17°39'26.2" RT	22°55'05.9"	250.000	38.830	77.044	2.998	25	N/A	N/A
	PRC 48+00.26	2,557,415.3111	386,975.3974									
WL3	PI 48+44.91	2,557,456.0585	386,957.1604	25°09'56.2" LT	28°38'52.4"	200.000	44.642	87.845	4.922	25	N/A	N/A
	PT 48+88.11	2,557,500.6932	386,957.9816									
WL4	PI 51+61.65	2,557,774.1873	386,963.0139	19°06'38.9" LT	28°38'52.4"	200.000	33.667	66.709	2.814	25	N/A	N/A
	PT 51+94.69	2,557,805.7910	386,974.6198									
WL5	PI 52+87.80	2,557,893.1924	387,006.7165	13°19'20.5" RT	22°55'05.9"	250.000	29.197	58.130	1.699	25	N/A	N/A
	PCC 53+16.73	2,557,922.1810	387,010.1950									
WL6	PI 53+42.01	2,557,947.2792	387,013.2067	5°47'18.3" RT	11°27'33.0"	500.000	25.278	50.514	0.639	25	N/A	N/A
	PT 53+67.24	2,557,972.5533	387,013.6718									
	POE 55+12.81	2,558,118.0980	387,016.3498									



81st STREET DDI CENTERLINE WESTBOUND RIGHT LANE												
CURVE NO	STATION	CARDINAL POINTS		DELTA	DEGREE	CURVE DATA				SUPERELEVATION		
		X (EASTING) (feet)	Y (NORTHING) (feet)			RADIUS (feet)	TANGENT (feet)	ARC LENGTH (feet)	EXTERNAL (feet)	V (mph)	E (ft/ft)	S (ft/ft)
WR1	POB 45+00.00	2,557,118.0464	387,009.9510	19°03'52.1" RT	28°38'52.4"	200.000	33.584	66.548	2.800	25	N/A	N/A
	PC 46+96.50	2,557,314.5122	387,013.5659									
	PI 47+30.08	2,557,348.0907	387,014.1838									
	PT 47+63.05	2,557,380.0293	387,003.7999									
WR2	PI 48+52.63	2,557,465.2208	386,976.1025	12°12'20.7" LT	22°55'05.9"	250.000	26.730	53.258	1.425	25	N/A	N/A
	PCC 48+79.16	2,557,491.8137	386,973.3991									
WR3	PI 49+09.12	2,557,521.6227	386,970.3688	6°51'31.5" LT	11°27'33.0"	500.000	29.963	59.854	0.897	25	N/A	N/A
	PT 49+39.01	2,557,551.5804	386,970.9200									
WR4	PI 51+11.01	2,557,723.5519	386,974.0842	8°31'51.9" LT	7°38'22.0"	750.000	55.939	111.672	2.083	25	N/A	N/A
	PCC 51+66.74	2,557,778.7101	386,983.3989									
WR5	PI 51+97.72	2,557,809.2567	386,988.5574	17°36'35.1" LT	28°38'52.4"	200.000	30.979	61.470	2.385	25	N/A	N/A
	PRC 52+28.21	2,557,836.8113	387,002.7154									
WR6	PI 52+74.64	2,557,878.1111	387,023.9361	26°08'27.1" RT	28°38'52.4"	200.000	46.433	91.249	5.319	25	N/A	N/A
	PT 53+19.46	2,557,924.5359	387,024.7903									
	POE 55+12.83	2,558,117.8772	387,028.3477									

DESIGN				OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN				
CHECKED				
APPROVED				
SQUAD				
COUNTY	TULSA	HIGHWAY	US-75	STATE JOB NO. 30374(04) SHEET NO. R013

3/10/2023

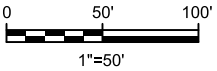
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OKLAHOMA DEPARTMENT OF TRANSPORTATION

PROPOSED
R/W

MARCH 2023

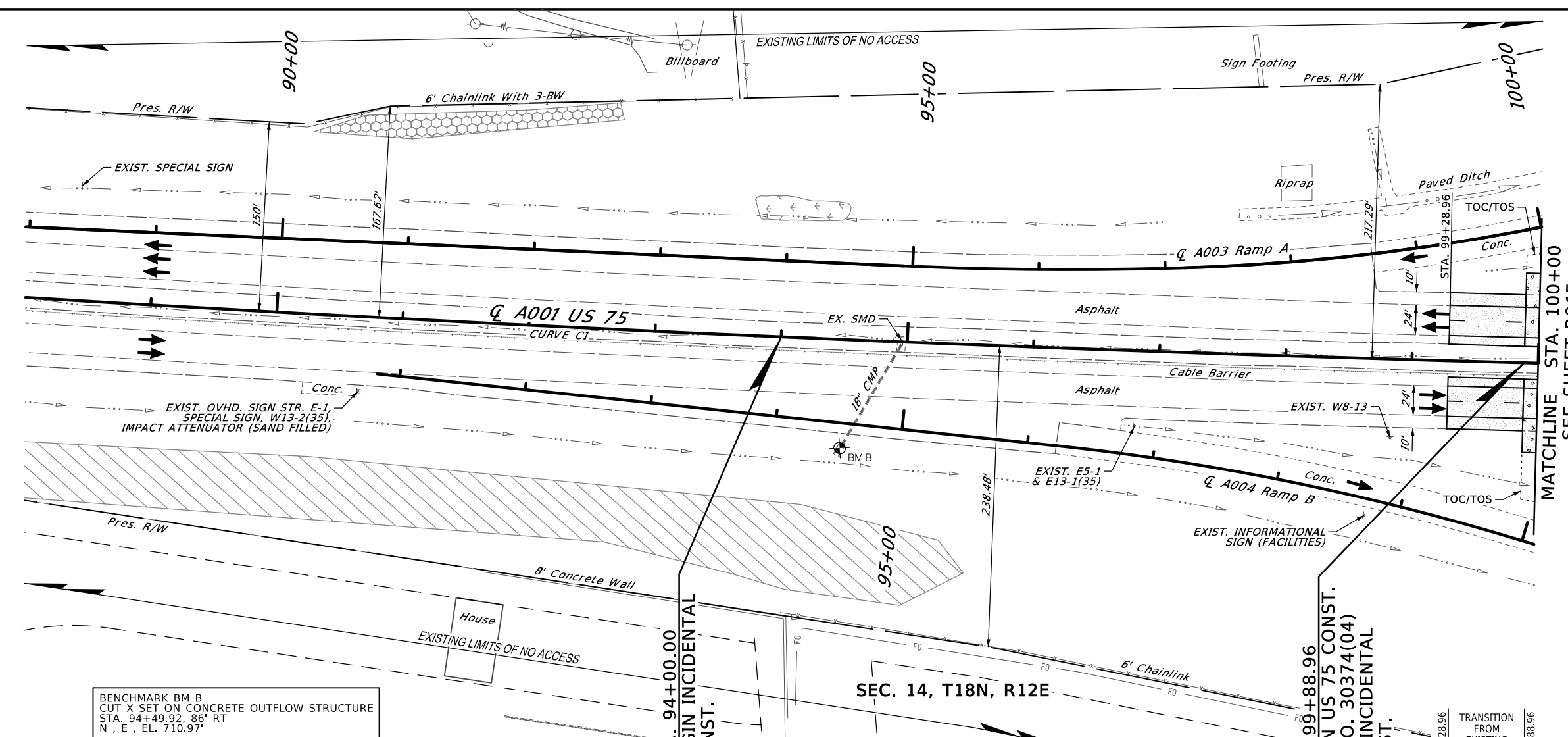


LEGEND

	CONCRETE
	ASPHALT
	SIDEWALK/ DIVIDING STRIP

	WETLANDS
	OPEN WATER
	AMERICAN BURYING BEETLE HABITAT
	NORTHERN LONG-EARED BAT HABITAT

UTILITY COMPANIES	PHONE NUMBERS
CITY OF TULSA (WATER)	918-596-9566
CITY OF TULSA (SEWER)	918-596-9573
AT&T	918-596-4237
COX COMMUNICATIONS	405-417-4064
AEP/PSO (TRANSMISSION)	918-599-2362
AEP/PSO (DISTRIBUTION)	918-250-6211
ONG	918-831-8215

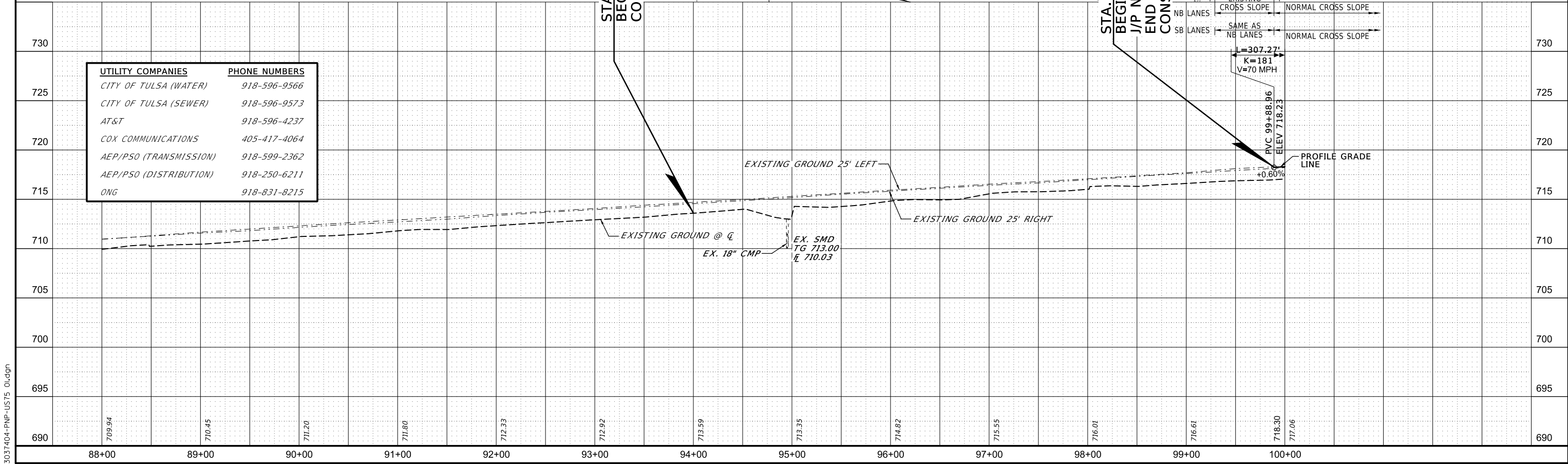
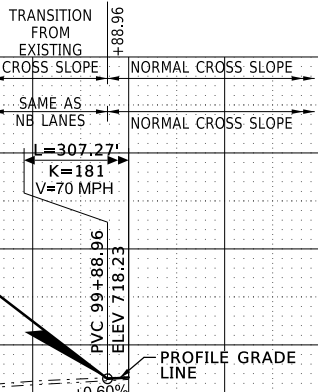


BENCHMARK BM B
CUT X SET ON CONCRETE OUTFLOW STRUCTURE
STA. 94+49.92, 86' RT
N, E, EL. 710.97'

STA. 94+00.00
BEGIN INCIDENTAL
CONST.

SEC. 14, T18N, R12E

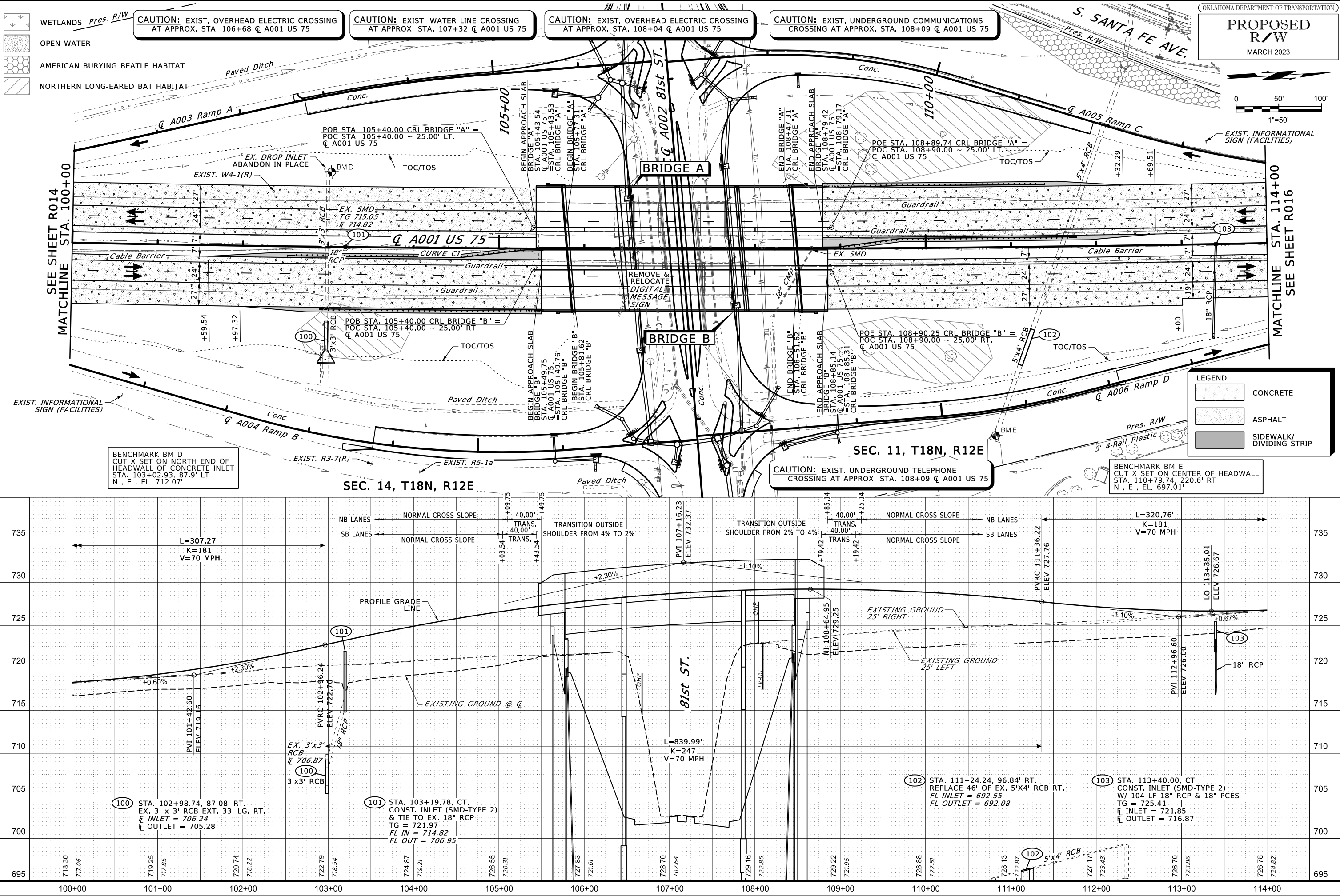
STA. 99+88.96
BEGIN US 75 CONST.
J/P NO. 30374(04)
END INCIDENTAL
CONST.



3/10/2023

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3037404-PNP-US75 02.dgn



3/10/2023

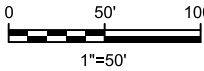
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OKLAHOMA DEPARTMENT OF TRANSPORTATION

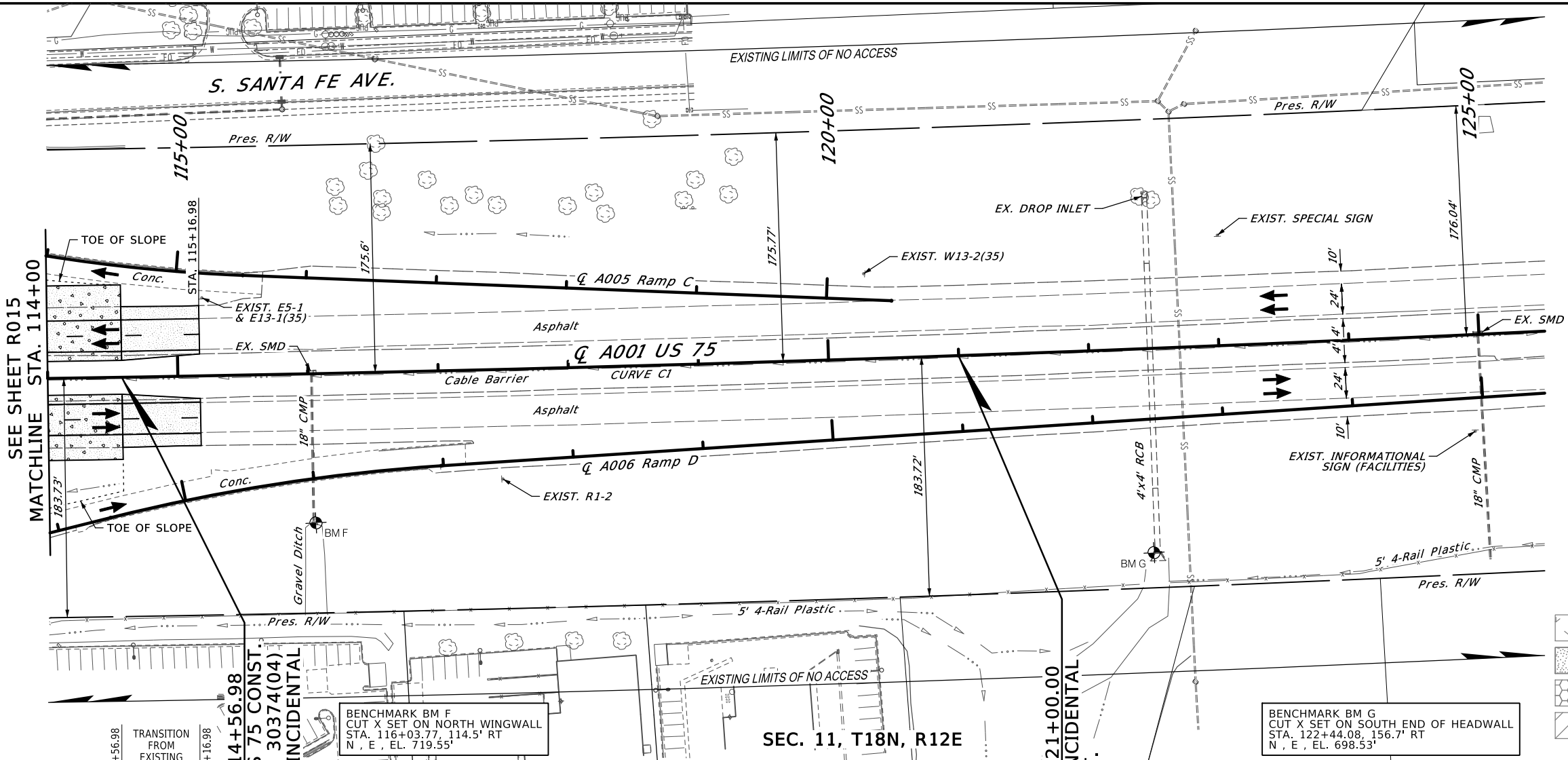
PROPOSED
R/W

MARCH 2023



LEGEND	
	CONCRETE
	ASPHALT
	SIDEWALK/ DIVIDING STRIP

	WETLANDS
	OPEN WATER
	AMERICAN BURYING BEETLE HABITAT
	NORTHERN LONG-EARED BAT HABITAT



NB LANES
SB LANES
NORMAL CROSS SLOPE
NORMAL CROSS SLOPE
TRANSITION FROM EXISTING CROSS SLOPE
SAME AS NB LANES

STA. 114+56.98
END US 75 CONST.
J/P NO. 30374(04)
BEGIN INCIDENTAL
CONST.

BENCHMARK BM F
CUT X SET ON NORTH WINGWALL
STA. 116+03.77, 114.5' RT
N, E, EL. 719.55'

SEC. 11, T18N, R12E

STA. 121+00.00
END INCIDENTAL
CONST.

BENCHMARK BM G
CUT X SET ON SOUTH END OF HEADWALL
STA. 122+44.08, 156.7' RT
N, E, EL. 698.53'

L=320.76
K=181
V=70 MPH

PVT 114+56.98
ELEV 727.08

+0.67%

PROFILE GRADE
LINE

EX. SMD
TG 725.96
E 722.75

EXISTING GROUND 25' RIGHT

EXISTING GROUND 25' LEFT

EXISTING GROUND @ Q

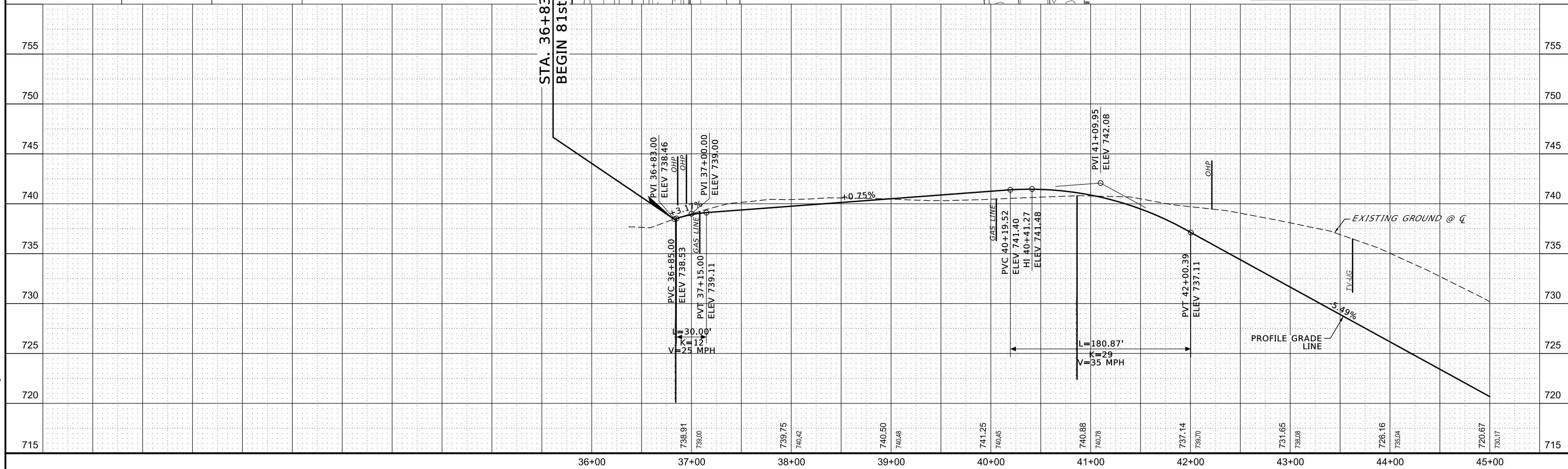
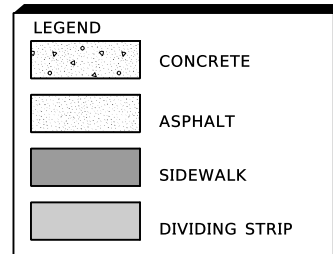
SAN. SEWER

EX. 18" CMP

EX. SMD
TG 732.89
E 729.36

726.78 724.82 725.62 725.88 726.59 727.32 727.78 728.26 728.85 729.97 730.74 731.98 732.89

114+00 115+00 116+00 117+00 118+00 119+00 120+00 121+00 122+00 123+00 124+00 125+00



3/10/2023

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3037404-PNP-81ST 02.dgn

CAUTION: EXIST. POWER UNDERGROUND CROSSING
AT APPROX. STA. 45+45 @ A002 81st ST.

CAUTION: EXIST. SANITARY SEWER CROSSING AT
APPROX. STA. 45+60 @ A002 81st ST.

SEC. 11, T18N, R12E

SEC. 14, T18N, R12E

OKLAHOMA DEPARTMENT OF TRANSPORTATION

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MARCH 2023

NICKEL CREEK PHASE IV
BLOCK 1
LOT 3

TULSA HILLS

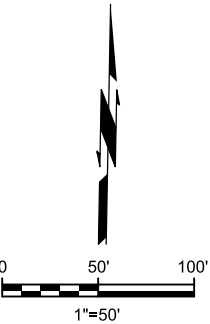
BLOCK 1
LOT 2

UNIT CORPORATION
BLOCK 2
LOT 2

THE WALK AT
TULSA HILLS
BLOCK 1
LOT 1

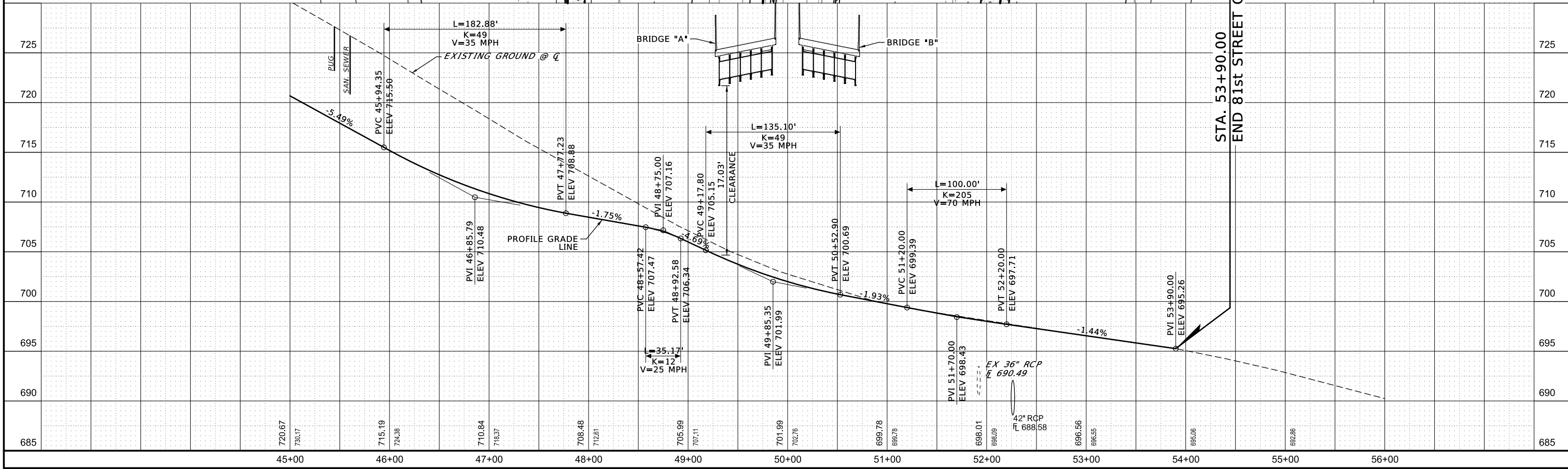
LEGEND

	CONCRETE
	ASPHALT
	SIDEWALK
	DIVIDING STRIP



SEE SHEET R017
MATCHLINE STA. 45+00

STA. 53+90.00
END 81st STREET CONSTRUCTION



3/10/2023

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3037404-PNP-RAMP A.dgn

LEGEND

	CONCRETE
	ASPHALT
	SIDEWALK
	DIVIDING STRIP

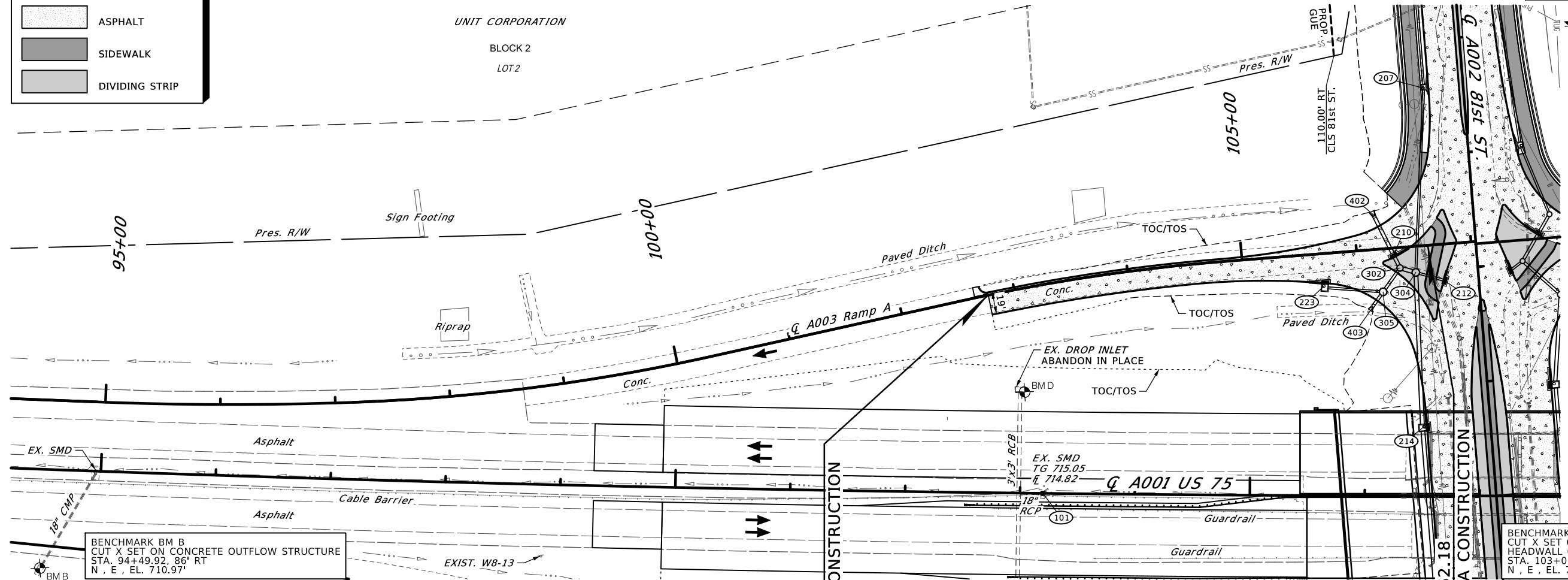
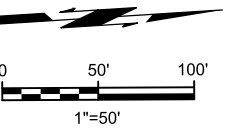
CAUTION: EXIST. OVERHEAD ELECTRIC CROSSING
AT APPROX. STA. 106+59 @ A003 RAMP A

SEC. 14, T18N, R12E

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MARCH 2023

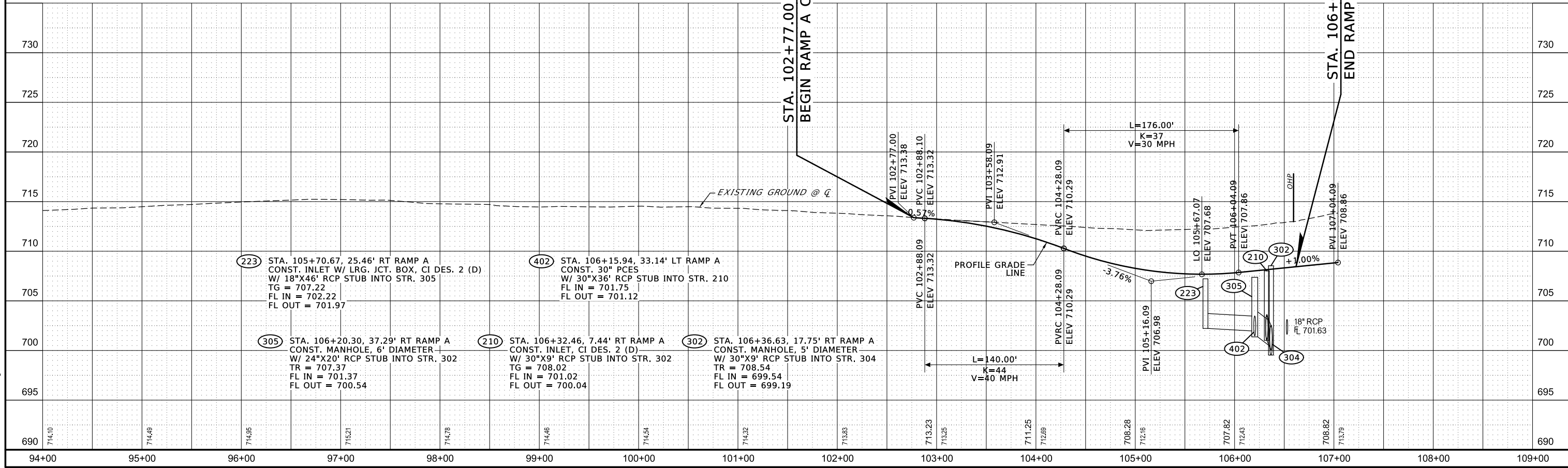


BENCHMARK BM B
CUT X SET ON CONCRETE OUTFLOW STRUCTURE
STA. 94+49.92, 86' RT
N, E, EL. 710.97'

BENCHMARK BM D
CUT X SET ON NORTH END OF
HEADWALL OF CONCRETE INLET
STA. 103+02.93, 87.9' LT
N, E, EL. 712.07'

STA. 102+77.00
BEGIN RAMP A CONSTRUCTION

STA. 106+62.18
END RAMP A CONSTRUCTION



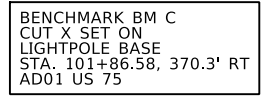
223 STA. 105+70.67, 25.46' RT RAMP A
CONST. INLET W/ LRG. JCT. BOX, CI DES. 2 (D)
W/ 18"X46' RCP STUB INTO STR. 305
TG = 707.22
FL IN = 702.22
FL OUT = 701.97

402 STA. 106+15.94, 33.14' LT RAMP A
CONST. 30" PCES
W/ 30"X36' RCP STUB INTO STR. 210
FL IN = 701.75
FL OUT = 701.12

305 STA. 106+20.30, 37.29' RT RAMP A
CONST. MANHOLE, 6' DIAMETER
W/ 24"X20' RCP STUB INTO STR. 302
TR = 707.37
FL IN = 701.37
FL OUT = 700.54

210 STA. 106+32.46, 7.44' RT RAMP A
CONST. INLET, CI DES. 2 (D)
W/ 30"X9' RCP STUB INTO STR. 302
TG = 708.02
FL IN = 701.02
FL OUT = 700.04

302 STA. 106+36.63, 17.75' RT RAMP A
CONST. MANHOLE, 5' DIAMETER
W/ 30"X9' RCP STUB INTO STR. 304
TR = 708.54
FL IN = 699.54
FL OUT = 699.19



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3037404-PNP-RAMP C.dgn

CAUTION: EXIST. WATER LINE CROSSING
AT APPROX. STA. 107+62 Q A005 RAMP C

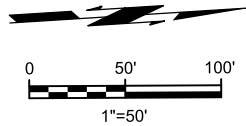
CAUTION: EXIST. OVERHEAD ELECTRIC CROSSING
AT APPROX. STA. 107+74 Q A005 RAMP C

CAUTION: EXIST. UNDERGROUND TELEPHONE
CROSSING AT APPROX. STA. 107+72 Q A005 RAMP C

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PROPOSED
R/W

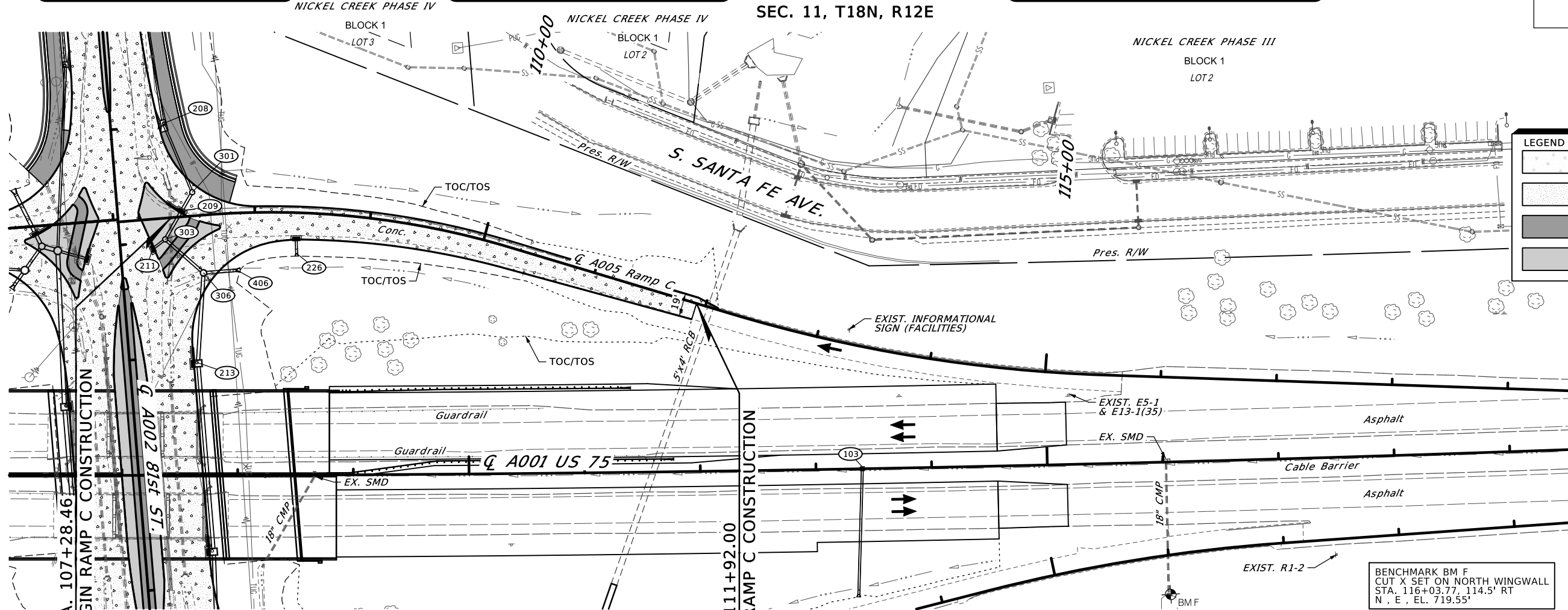
MARCH 2023



LEGEND

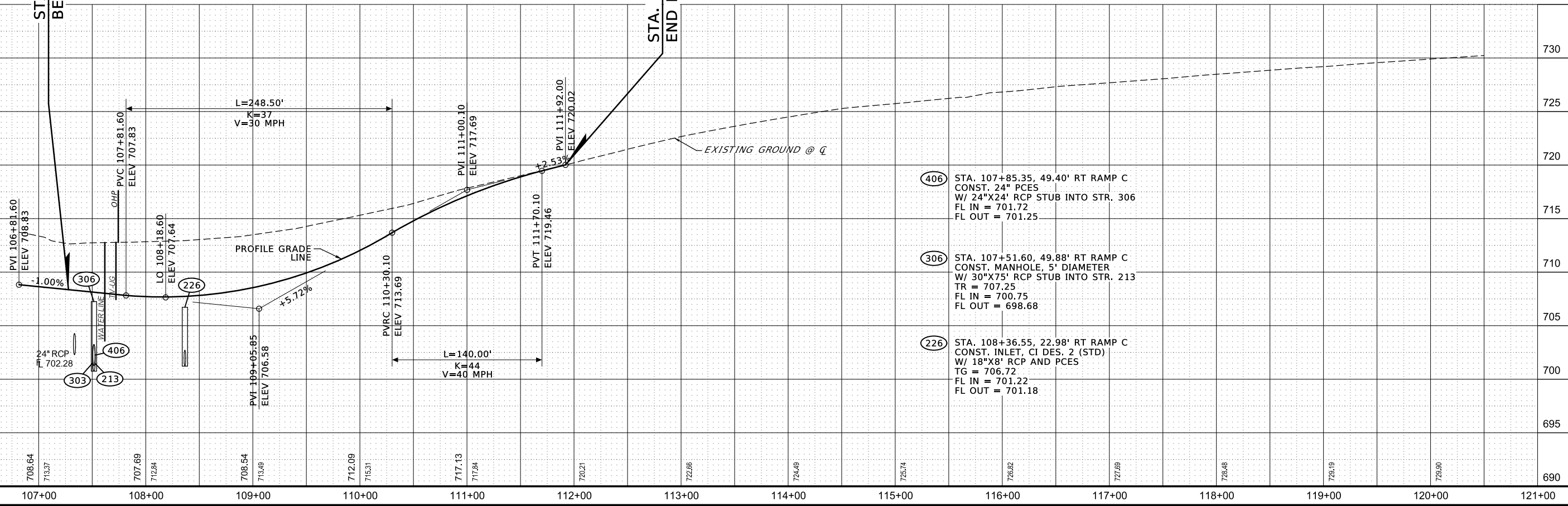
- CONCRETE
- ASPHALT
- SIDEWALK
- DIVIDING STRIP

SEC. 11, T18N, R12E



STA. 107+28.46
BEGIN RAMP C CONSTRUCTION

STA. 111+92.00
END RAMP C CONSTRUCTION



406 STA. 107+85.35, 49.40' RT RAMP C
CONST. 24" PCES
W/ 24"x24' RCP STUB INTO STR. 306
FL IN = 701.72
FL OUT = 701.25

306 STA. 107+51.60, 49.88' RT RAMP C
CONST. MANHOLE, 5' DIAMETER
W/ 30"x75' RCP STUB INTO STR. 213
TR = 707.25
FL IN = 700.75
FL OUT = 698.68

226 STA. 108+36.55, 22.98' RT RAMP C
CONST. INLET, CI DES. 2 (STD)
W/ 18"x8' RCP AND PCES
TG = 706.72
FL IN = 701.22
FL OUT = 701.18

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3037404-PNP-RAMP D.dgn

CAUTION: EXIST. WATER LINE CROSSING
AT APPROX. STA. 107+75 Q A006 RAMP D

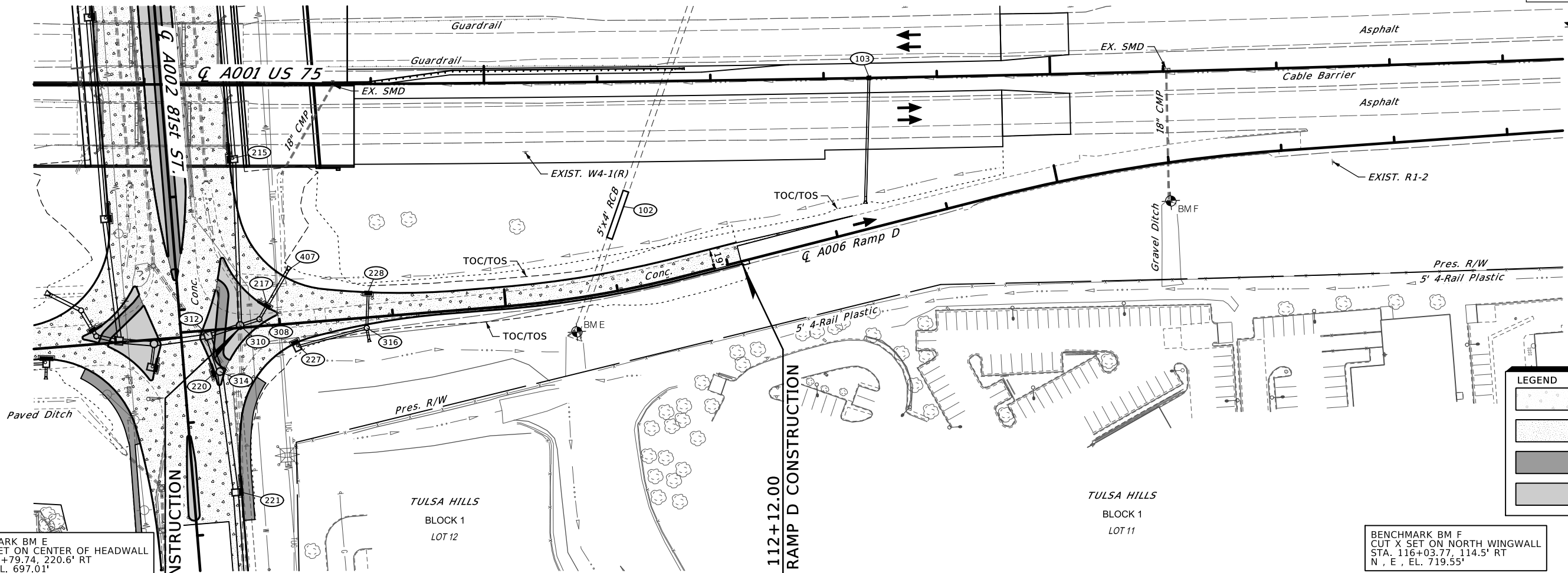
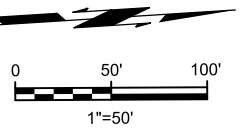
CAUTION: EXIST. OVERHEAD ELECTRIC CROSSING
AT APPROX. STA. 107+99 Q A006 RAMP D

CAUTION: EXIST. UNDERGROUND TELEPHONE
CROSSING AT APPROX. STA. 108+00 Q A006 RAMP D

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PROPOSED
R/W
MARCH 2023

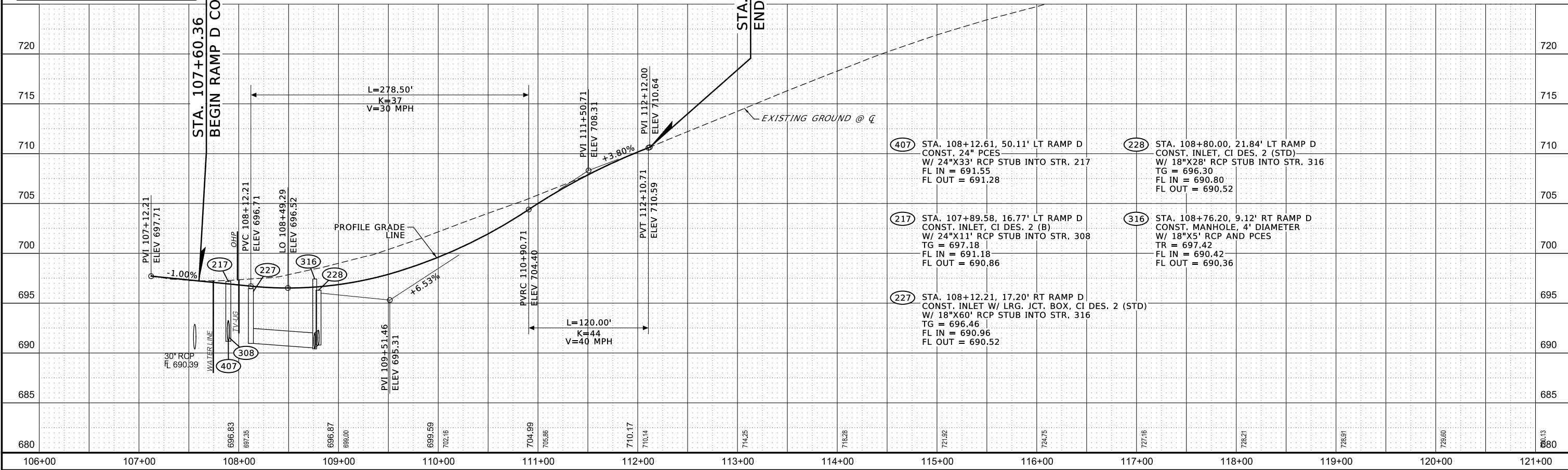
SEC. 11, T18N, R12E



BENCHMARK BM E
CUT X SET ON CENTER OF HEADWALL
STA. 110+79.74, 220.6' RT
N, E, EL. 697.01'

BENCHMARK BM F
CUT X SET ON NORTH WINGWALL
STA. 116+03.77, 114.5' RT
N, E, EL. 719.55'

LEGEND	
	CONCRETE
	ASPHALT
	SIDEWALK
	DIVIDING STRIP



(407) STA. 108+12.61, 50.11' LT RAMP D
CONST. 24" PCES
W/ 24"x33' RCP STUB INTO STR. 217
TG = 691.55
FL IN = 691.55
FL OUT = 691.28

(228) STA. 108+80.00, 21.84' LT RAMP D
CONST. INLET, CI DES. 2 (STD)
W/ 18"x28' RCP STUB INTO STR. 316
TG = 696.30
FL IN = 690.80
FL OUT = 690.52

(217) STA. 107+89.58, 16.77' LT RAMP D
CONST. INLET, CI DES. 2 (B)
W/ 24"x11' RCP STUB INTO STR. 308
TG = 697.18
FL IN = 691.18
FL OUT = 690.86

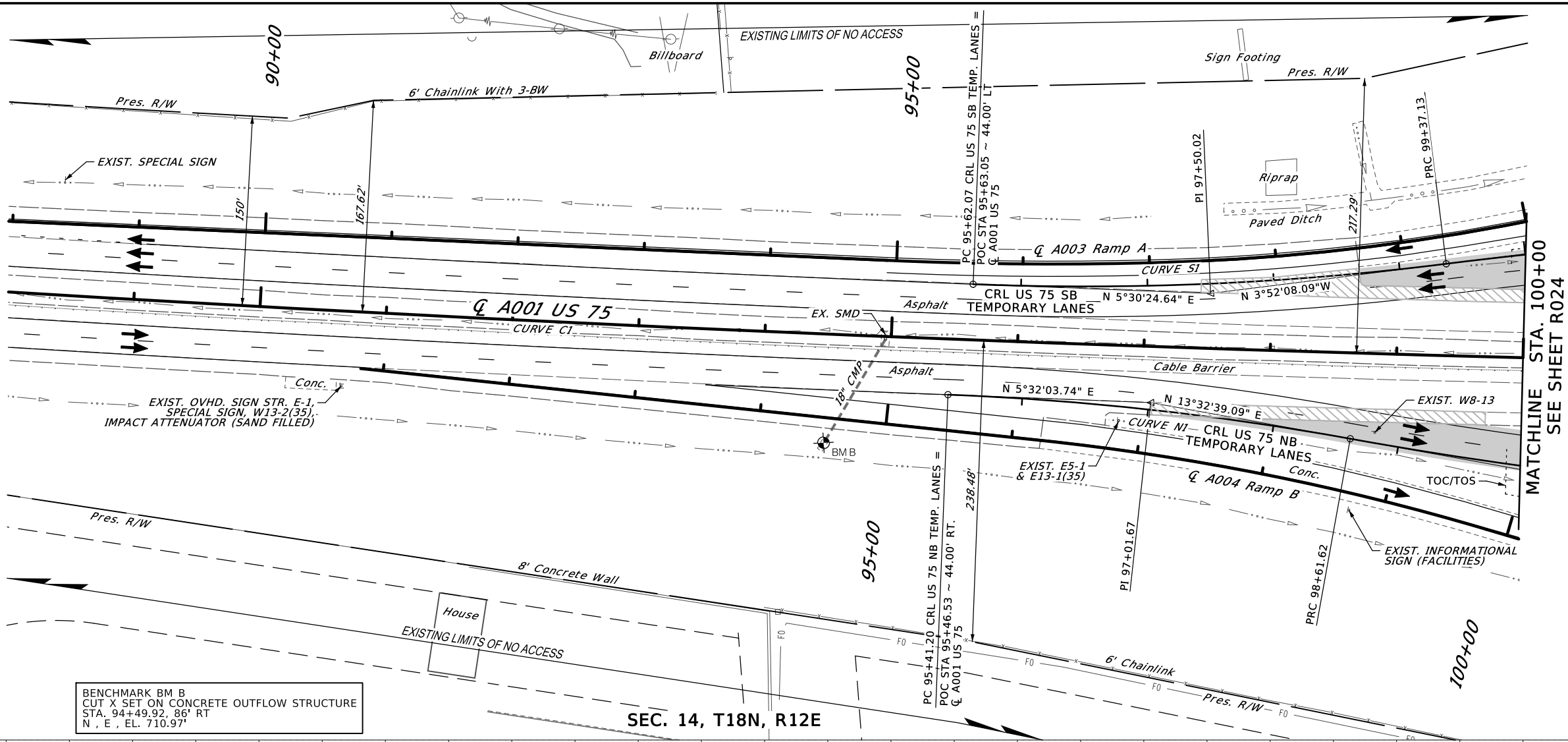
(316) STA. 108+76.20, 9.12' RT RAMP D
CONST. MANHOLE, 4' DIAMETER
W/ 18"x5' RCP AND PCES
TR = 697.42
FL IN = 690.42
FL OUT = 690.36

(227) STA. 108+12.21, 17.20' RT RAMP D
CONST. INLET W/ LRG. JCT. BOX, CI DES. 2 (STD)
W/ 18"x60' RCP STUB INTO STR. 316
TG = 696.46
FL IN = 690.96
FL OUT = 690.52

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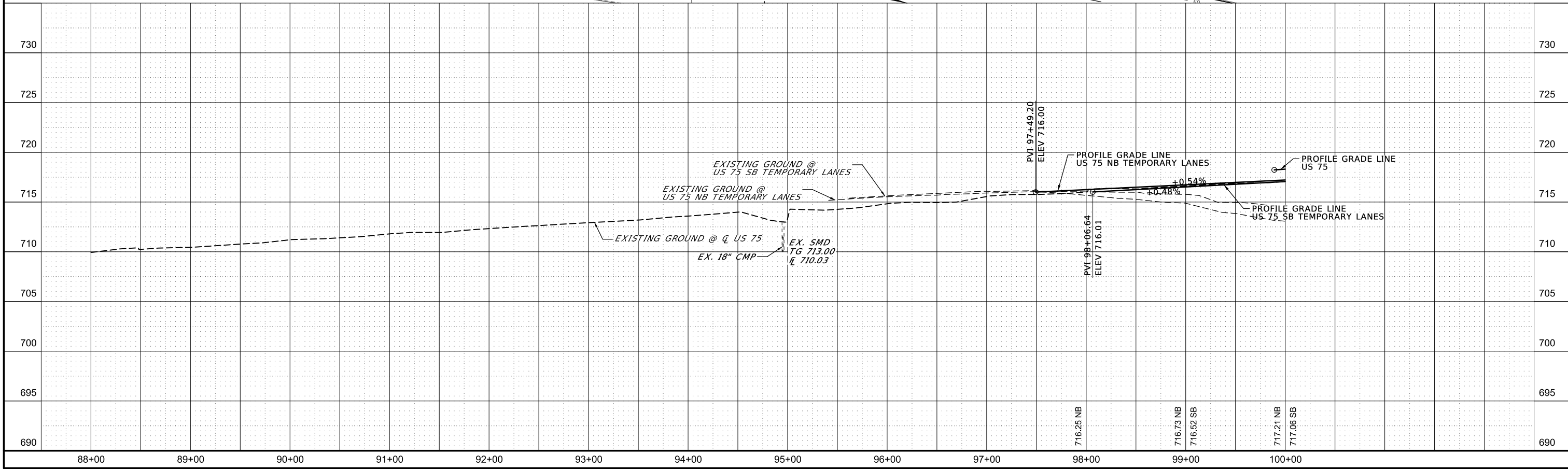
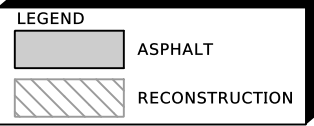
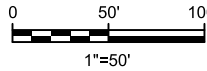
3037404-PNP-US75 TEMPLATES 01.dgn



OKLAHOMA DEPARTMENT OF TRANSPORTATION

PROPOSED
R/W

MARCH 2023



SEE SHEET R023
MATCHLINE STA. 100+00

MATCHLINE STA. 114+00
SEE SHEET R025

CAUTION: EXIST. OVERHEAD ELECTRIC CROSSING
AT APPROX. STA. 106+68 Q A001 US 75

CAUTION: EXIST. WATER LINE CROSSING
AT APPROX. STA. 107+32 Q A001 US 75

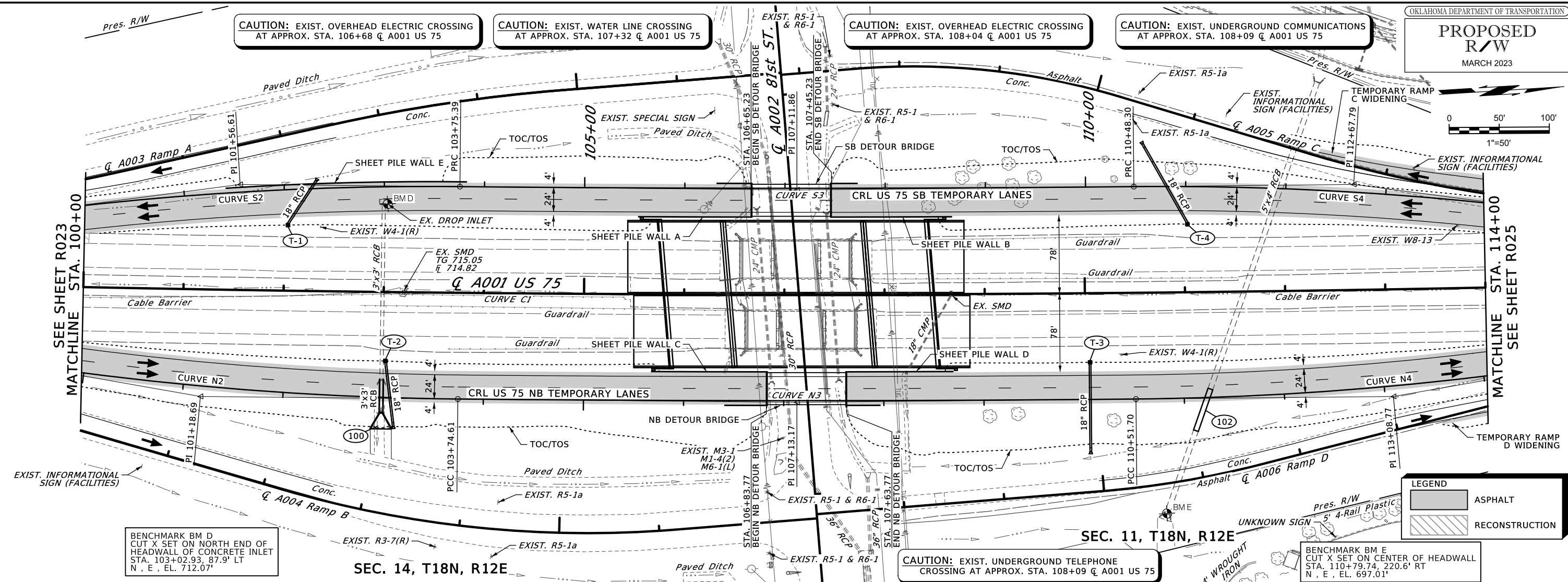
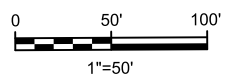
CAUTION: EXIST. OVERHEAD ELECTRIC CROSSING
AT APPROX. STA. 108+04 Q A001 US 75

CAUTION: EXIST. UNDERGROUND COMMUNICATIONS
AT APPROX. STA. 108+09 Q A001 US 75

OKLAHOMA DEPARTMENT OF TRANSPORTATION

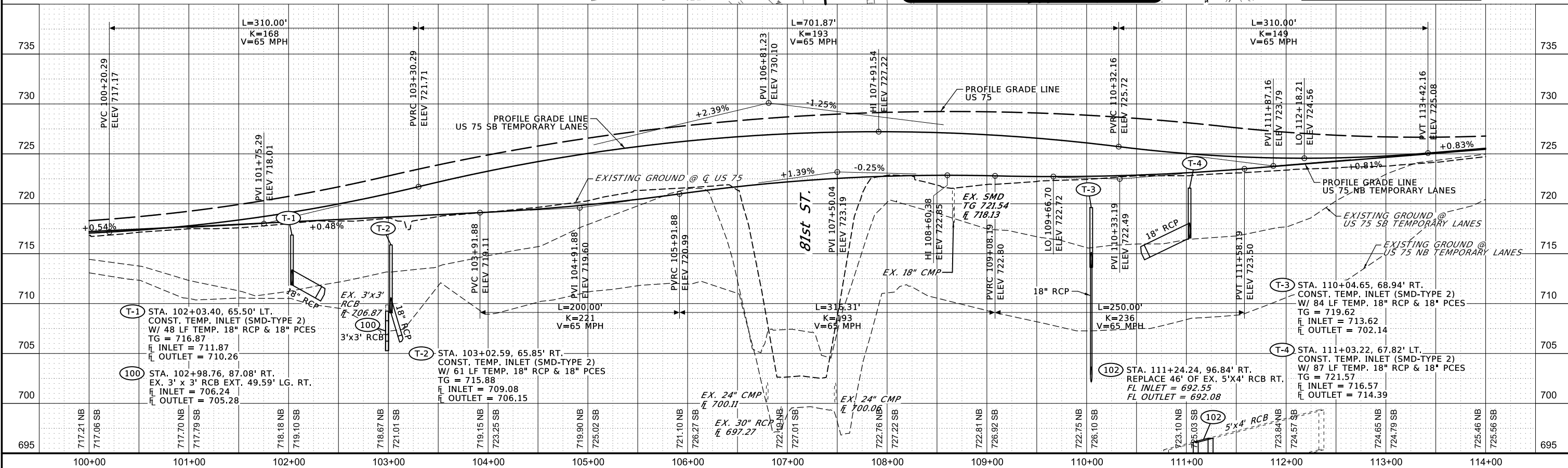
**PROPOSED
R/W**

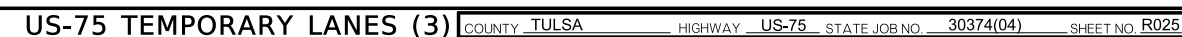
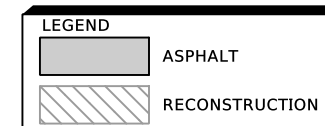
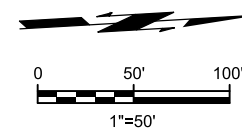
MARCH 2023



BENCHMARK BM D
CUT X SET ON NORTH END OF
HEADWALL OF CONCRETE INLET
STA. 103+02.93, 87.9' LT
N, E, EL. 712.07'

BENCHMARK BM E
CUT X SET ON CENTER OF HEADWALL
STA. 110+79.74, 220.6' RT
N, E, EL. 697.01'





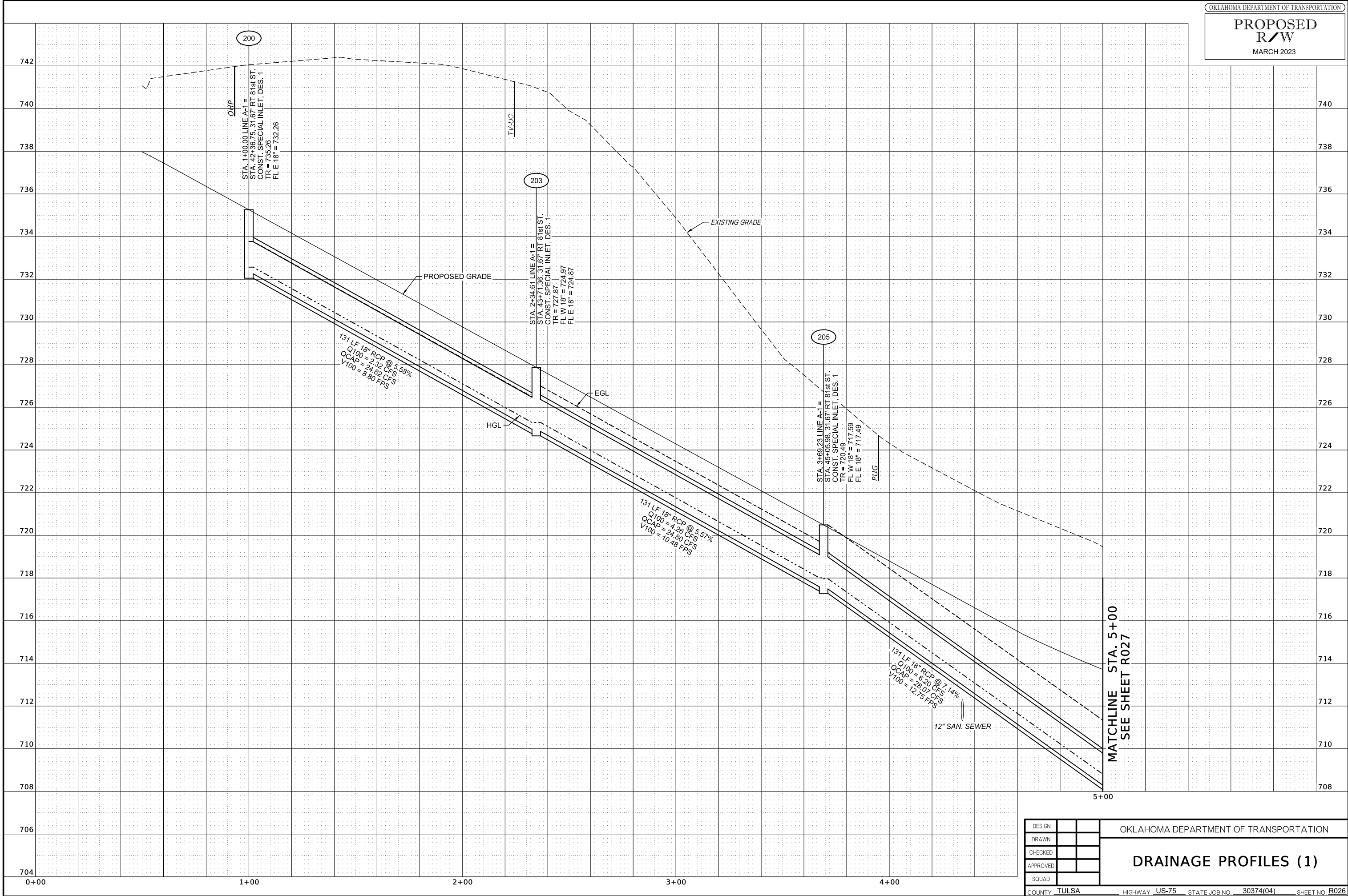
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3037404-DRAIN PROFILE 01.dgn

PROPOSED
R/W

MARCH 2023



3/10/2023

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3037404-DRAIN PROFILE 02.dgn

PROPOSED
R/W

MARCH 2023

SEE SHEET R026
MATCHLINE STA. 5+00

STA. 5+03.84 LINE A-1 =
STA. 46+40.59 RT 81st ST.
CONST. SPECIAL INLET, DES. 1
TR = 713.56
FL W 18" = 708.16
FL E 18" = 708.06

157 LF 18" RCP @ 4.72%
Q100 = 8.13 CFS
QCAP = 22.82 CFS
V100 = 11.82 FPS

STA. 6+65.06 LINE A-1 =
STA. 48+00.59 54.12' RT 81st ST.
CONST. MANHOLE, 6' DIAMETER
TR = 708.59
FL S 36" = 699.19
FL W 18" = 700.69
FL N 18" = 700.69
FL E 36" = 699.09

STA. 8+00.22 LINE A-1 =
STA. 49+35.77 55.00' RT 81st ST.
CONST. INLET W/ LRG. JCT. BOX, C/DES. 2 (D)
TG = 703.80
FL W 36" = 696.90
FL E 36" = 696.80

MATCHLINE STA. 9+00
SEE SHEET R028

175 LF 36" RCP @ 2.72%
Q100 = 86.46 CFS
QCAP = 109.95 CFS
V100 = 17.22 FPS

131 LF 36" RCP @ 1.68%
Q100 = 84.02 CFS
QCAP = 86.49 CFS
V100 = 13.94 FPS

DESIGN		
DRAWN		
CHECKED		
APPROVED		
SQUAD		

OKLAHOMA DEPARTMENT OF TRANSPORTATION

DRAINAGE PROFILES (2)

3/10/2023

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3037404-DRAIN PROFILE 03.dgn

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R/W

MARCH 2023

SEE SHEET R027
MATCHLINE STA. 9+00

9+00

10+00

11+00

12+00

175 LF 36" RCP @ 2.72%
Q100 = 86.46 CFS
QCAP = 109.95 CFS
V100 = 17.22 FPS

104 LF 36" RCP @ 2.00%
Q100 = 88.80 CFS
QCAP = 94.38 CFS
V100 = 15.18 FPS

25 LF 42" RCP @ 2.64%
Q100 = 119.89 CFS
QCAP = 163.51 CFS
V100 = 18.56 FPS

43 LF 42" RCP @ 2.01%
Q100 = 120.47 CFS
QCAP = 142.56 CFS
V100 = 16.61 FPS

216
STA. 9+79.16 LINE A-1 =
STA. 51+14.96 RT 81st ST.
CONST. INLET W/LRG. JCT. BOX, CI DES. 2 (D)
TG = 698.95
FL W 36" = 692.05
FL E 36" = 691.95

311
STA. 10+87.51 LINE A-1 =
STA. 52+22.95 RT 81st ST.
CONST. SQUARE MANHOLE, 6' WIDE
TR = 697.78
FL S 30" = 689.88
FL W 36" = 689.88
FL N 42" = 689.78

313
STA. 11+18.50 LINE A-1 =
STA. 52+28.00 RT 81st ST.
CONST. MANHOLE, 6' DIAMETER
TR = 698.02
FL E 18" = 691.12
FL S 42" = 689.12
FL N 42" = 689.02

312
STA. 11+66.88 LINE A-1 =
STA. 52+24.67 RT 81st ST.
CONST. SQUARE MANHOLE, 6' WIDE
TR = 698.07
FL S 42" = 688.17
FL N 30" = 689.17
FL E 48" = 688.07

EXISTING GRADE

PROPOSED GRADE

EGL

HGL

OHP

WATER LINE

309

30" RCP

219

18" RCP

310

30" RCP

314

48" RCP

DESIGN		
DRAWN		
CHECKED		
APPROVED		
SQUAD		

OKLAHOMA DEPARTMENT OF TRANSPORTATION

DRAINAGE PROFILES (3)

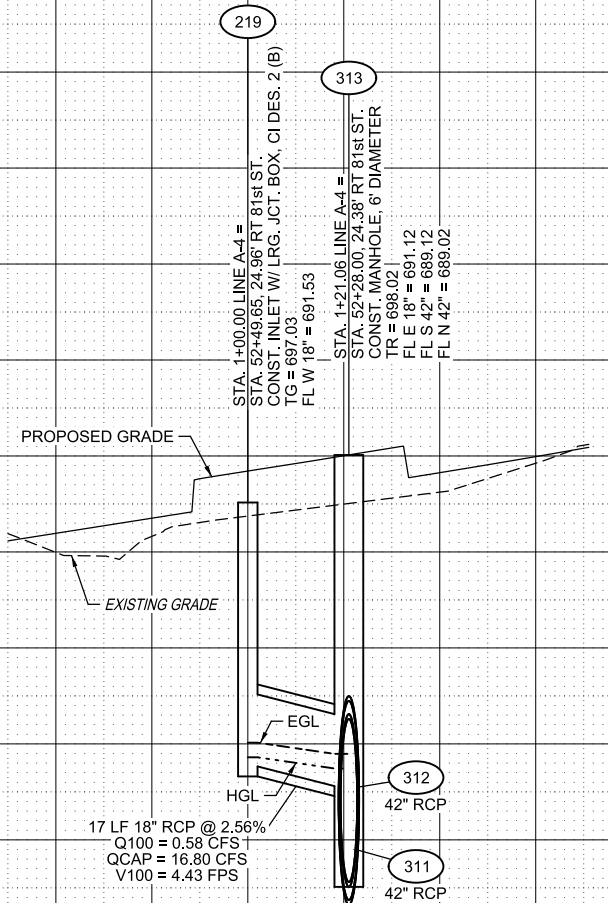
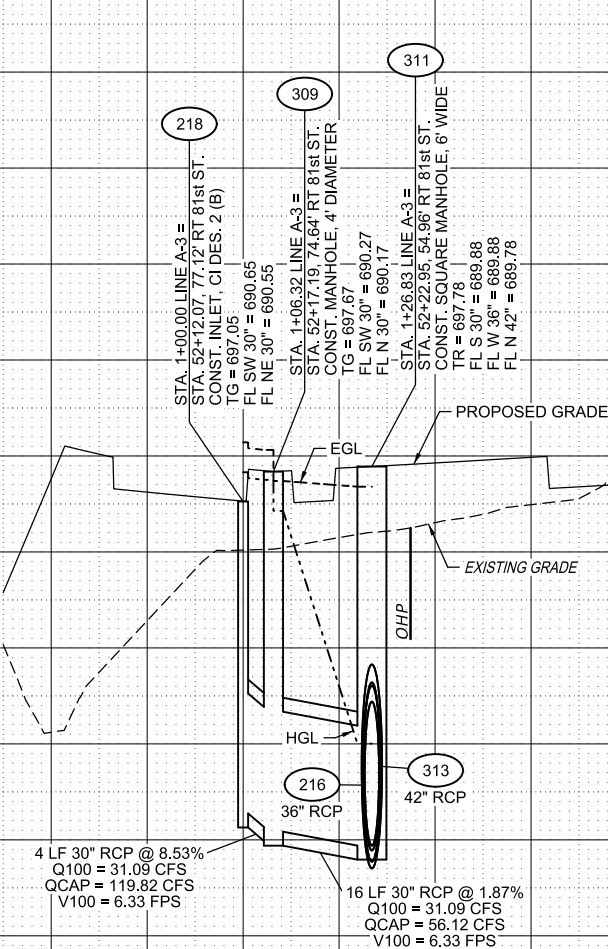
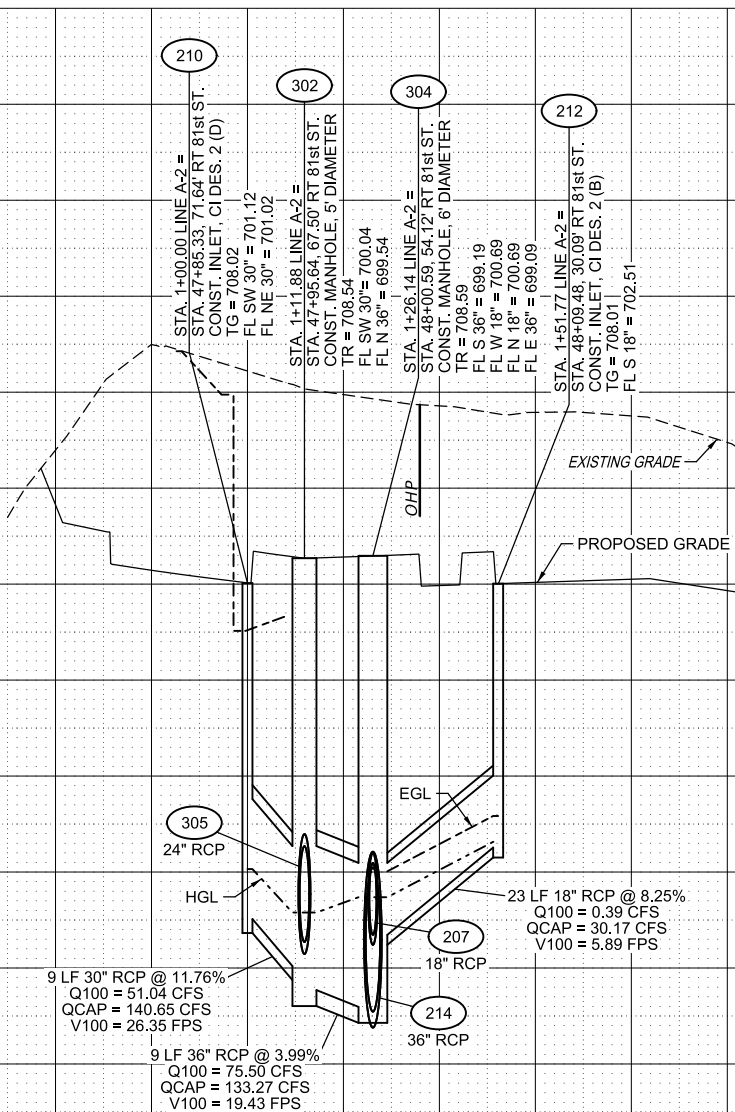
3/10/2023

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3037404-DRAIN PROFILE 04.dgn

PROPOSED
R/W

MARCH 2023



DESIGN	
DRAWN	
CHECKED	
APPROVED	
SQUAD	

OKLAHOMA DEPARTMENT OF TRANSPORTATION

DRAINAGE PROFILES (4)

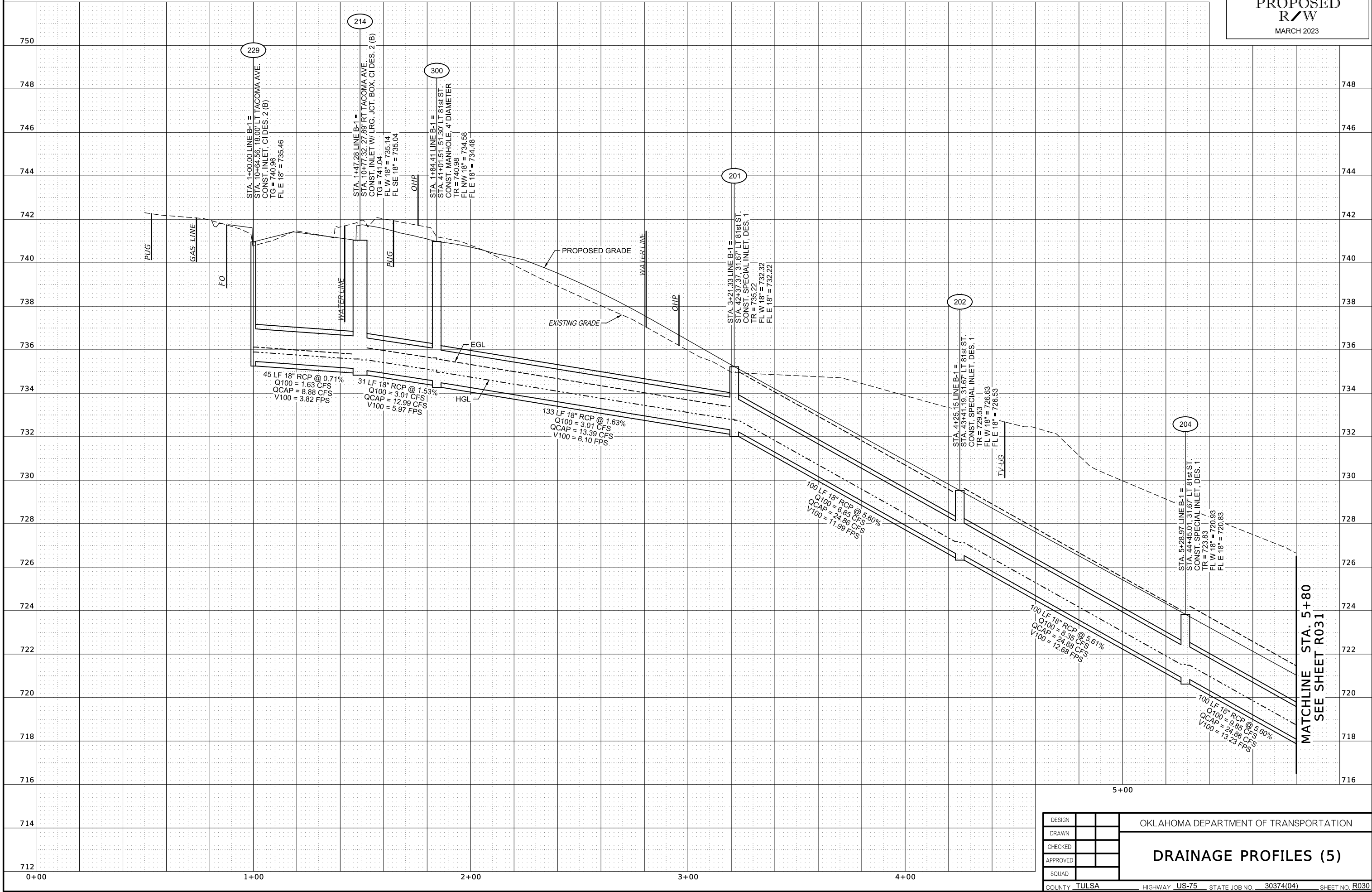
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3037404-DRAIN PROFILE 05.dgn

PROPOSED
R/W

MARCH 2023



DESIGN	
DRAWN	
CHECKED	
APPROVED	
SQUAD	

OKLAHOMA DEPARTMENT OF TRANSPORTATION

DRAINAGE PROFILES (5)

3/10/2023

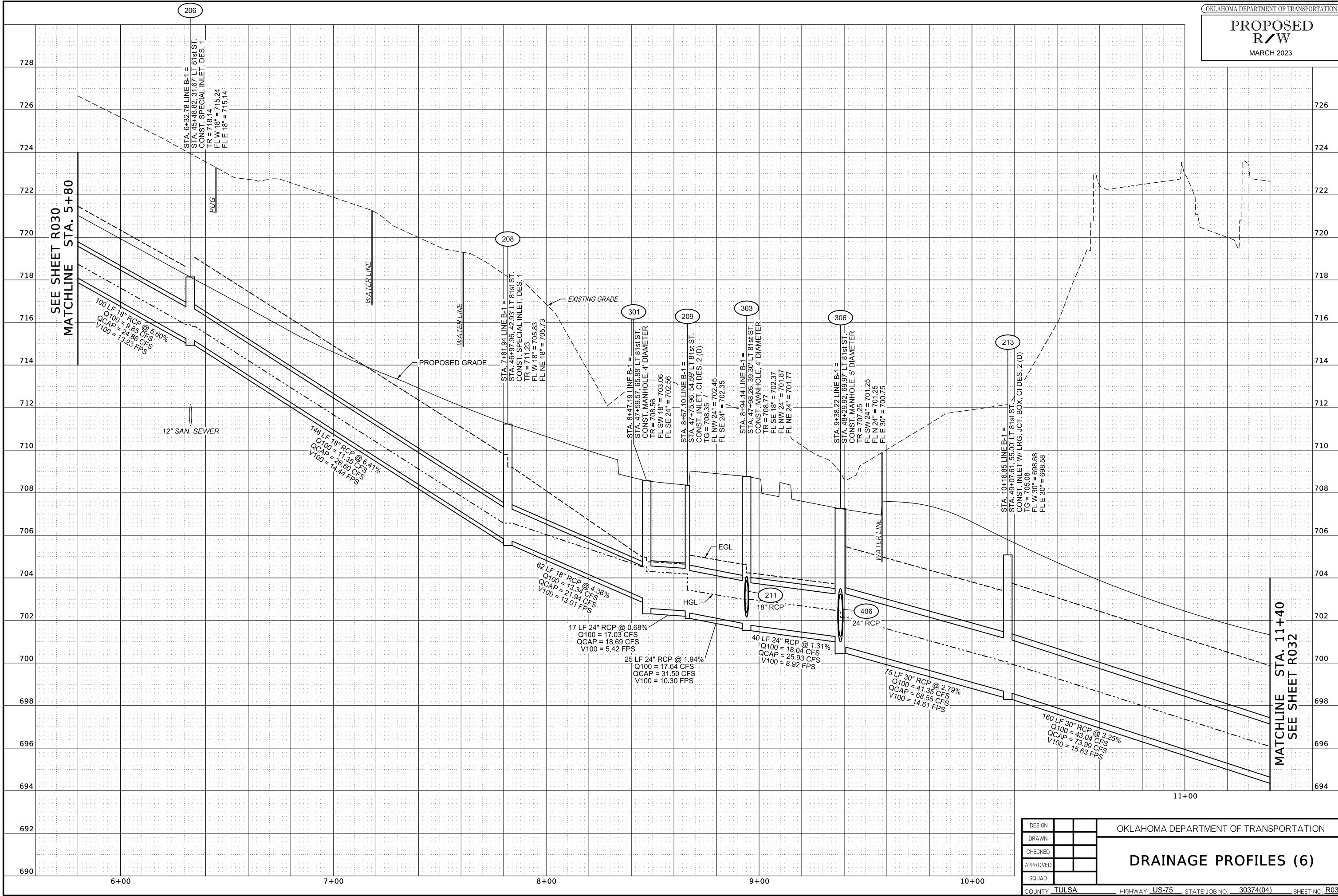
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3037404-DRAIN PROFILE 06.dgn

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PROPOSED
R/W

MARCH 2023



DESIGN	
DRAWN	
CHECKED	
APPROVED	
SQUAD	

OKLAHOMA DEPARTMENT OF TRANSPORTATION

DRAINAGE PROFILES (6)

COUNTY - TULSA HIGHWAY - US-75 STATE JOB NO. - 30374(04) SHEET NO. R031

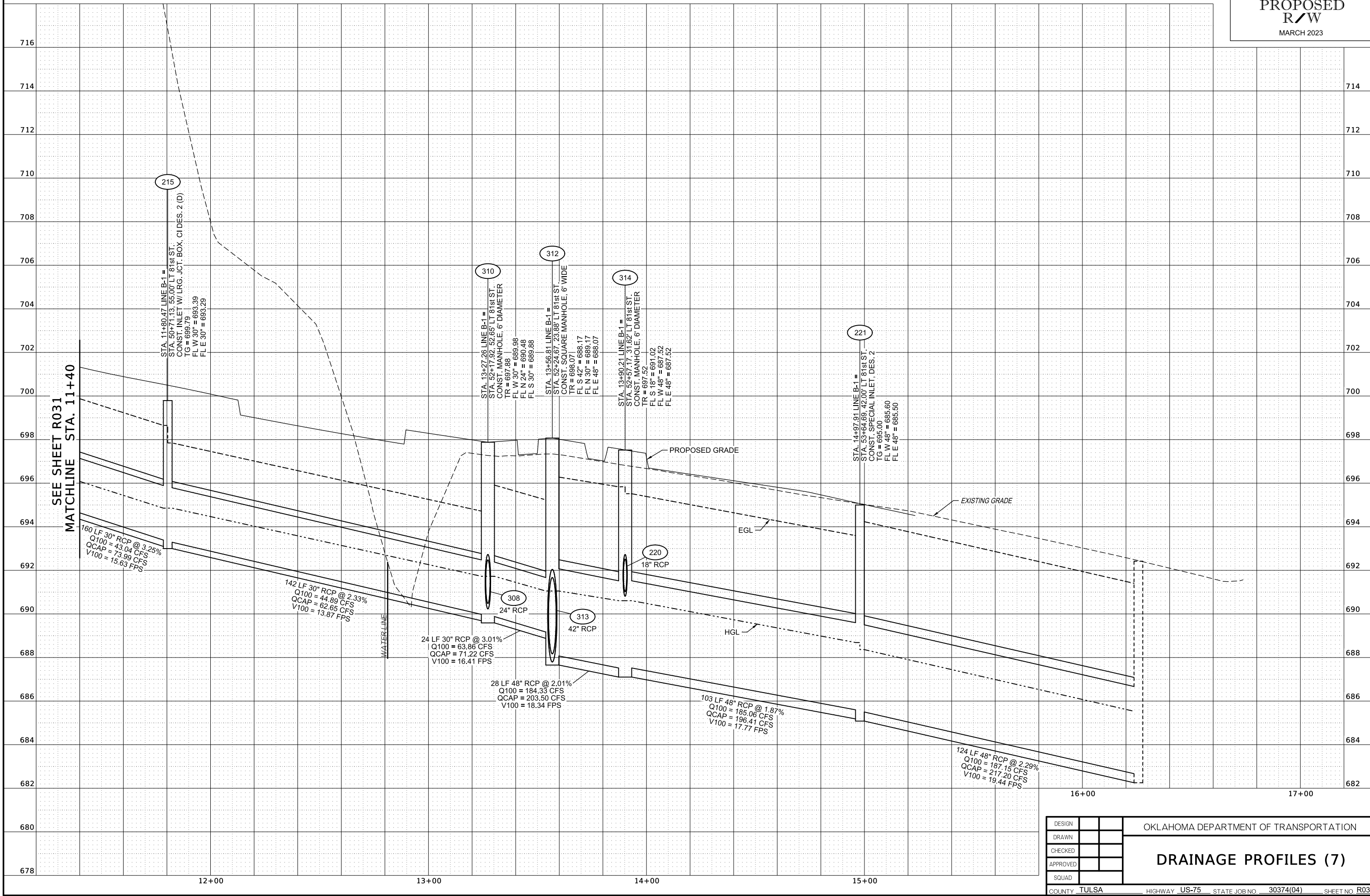
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3037404-DRAIN PROFILE 07.dgn

PROPOSED
R/W

MARCH 2023



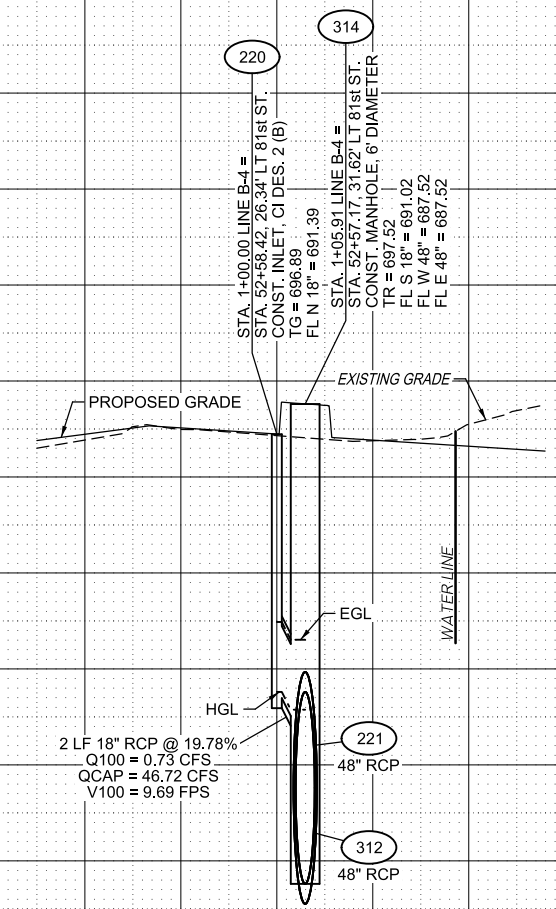
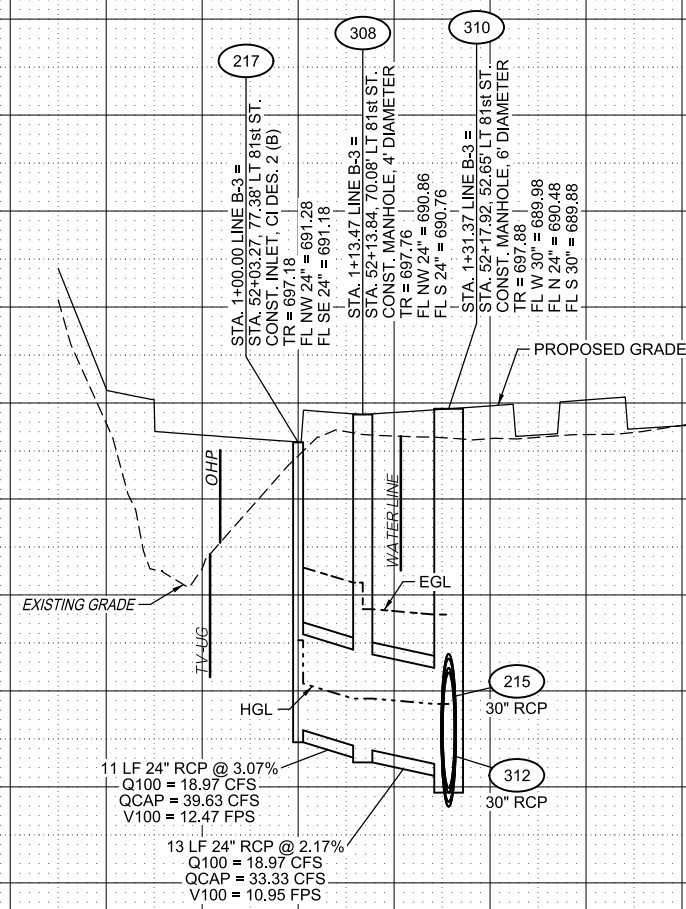
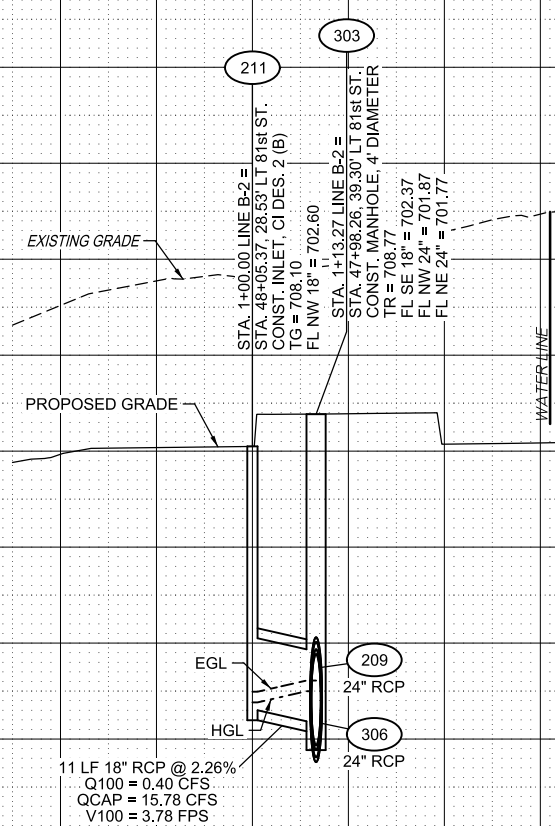
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3037404-DRAIN PROFILE 08.dgn

PROPOSED
R/W

MARCH 2023

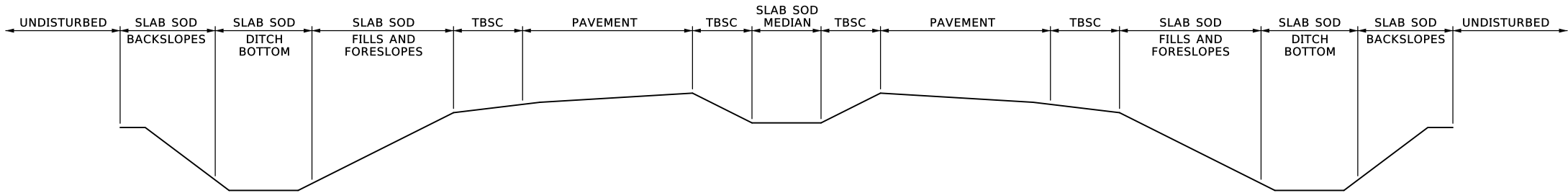


DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		
CHECKED		
APPROVED		
SQUAD		
COUNTY - TULSA	HIGHWAY - US-75	STATE JOB NO. - 30374(04) SHEET NO. R033

3/10/2023

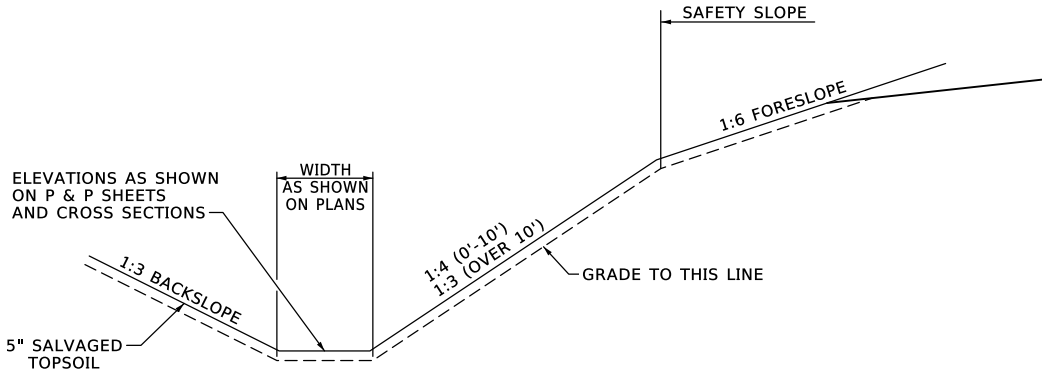
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3037404-MISC DETAIL 01.dgn



PERMANENT SLOPE PROTECTION

N.T.S.



SPECIAL ROADWAY DITCH

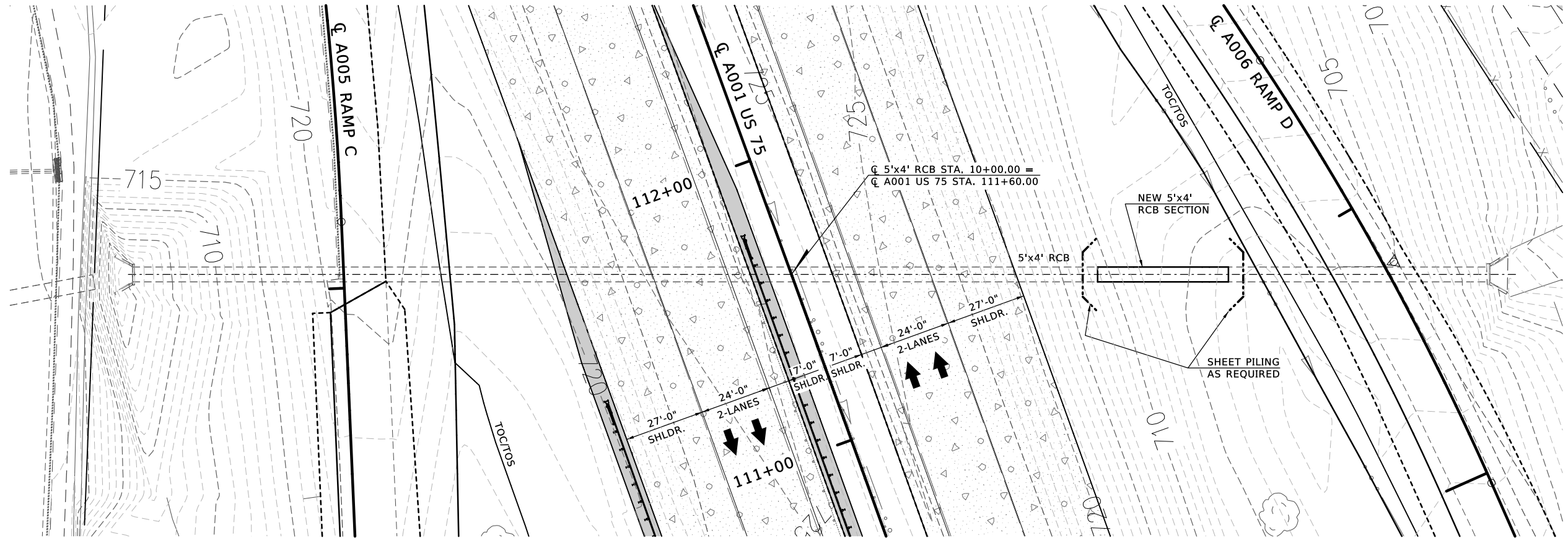
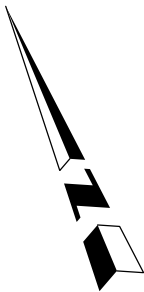
(FILL)

N.T.S.

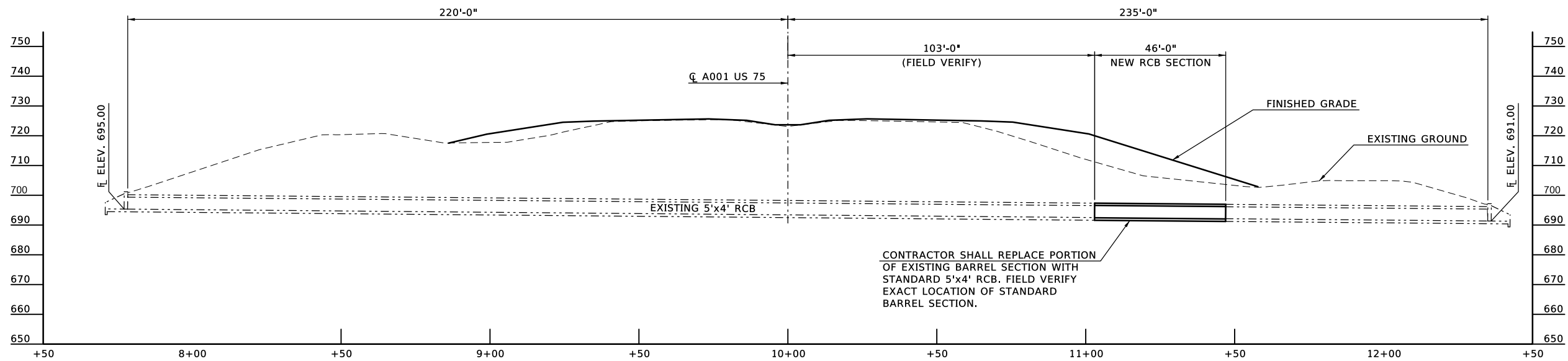
DESIGN		
DRAWN		
CHECKED		
APPROVED		
SQUAD		

OKLAHOMA DEPARTMENT OF TRANSPORTATION

MISCELLANEOUS DETAILS



PLAN
SCALE: 1" = 20'



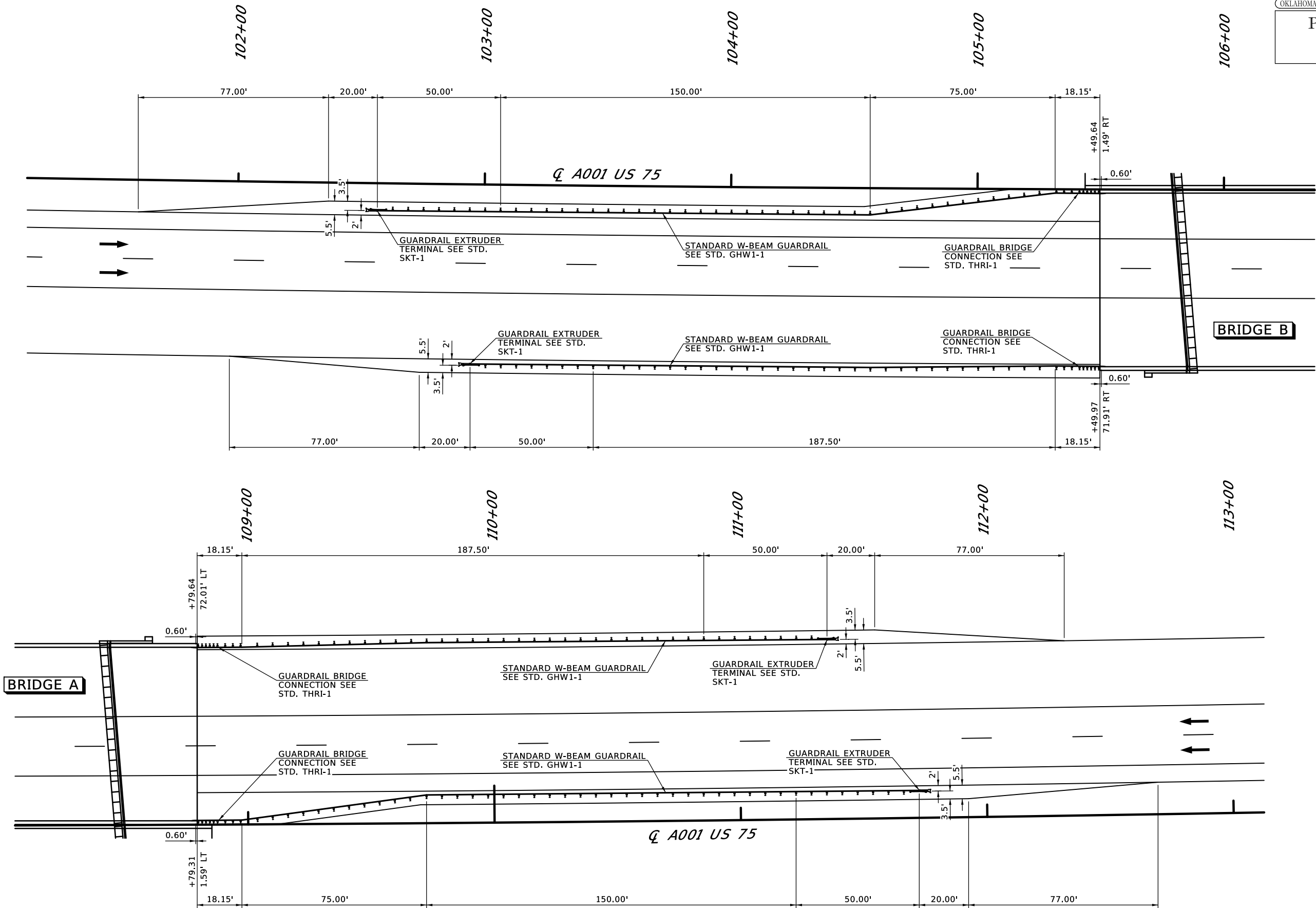
PROFILE
SCALE HORIZ. 1" = 20'
VERT. 1" = 20'

EXISTING 5'x4' RCB US-75 OVER 81st STREET		TULSA COUNTY		Design	KSJ	N/A
				Detail	TBG	0/00
				Check	SAK	0/00
				BENHAM a harsco company		
STATE OF OKLAHOMA		DEPARTMENT OF TRANSPORTATION		JOB/PIECE NO.	30374(04)	SHEET NO. R035

3/10/2023

4:44:13 PM

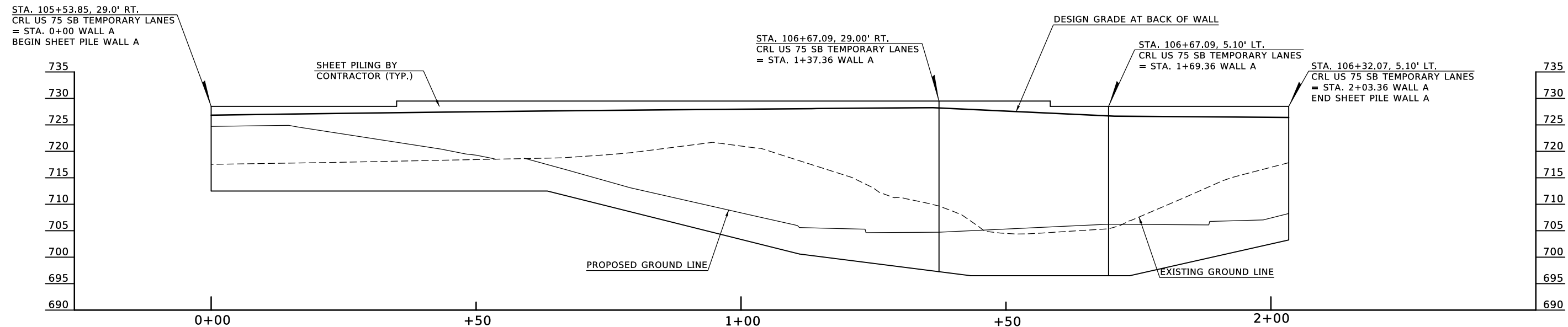
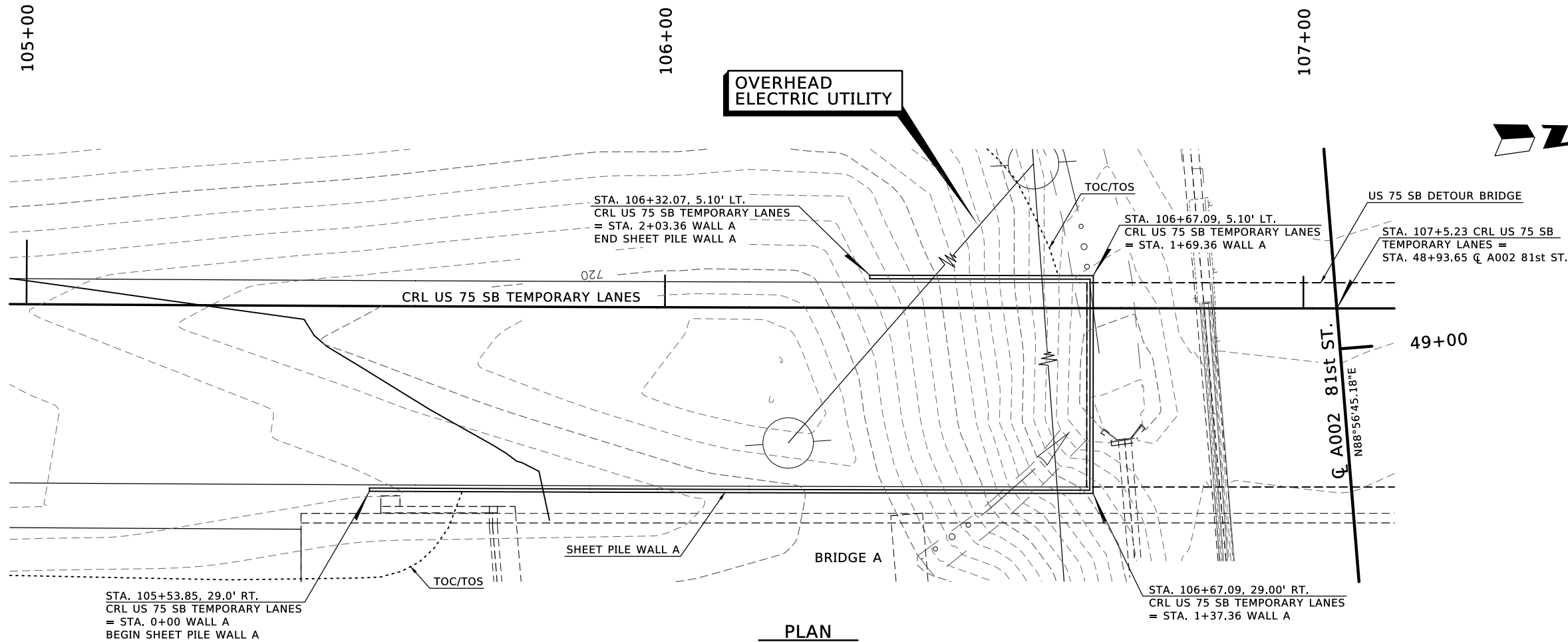
3037404-GUARDRAIL 01.dgn



DESIGN		
DRAWN		
CHECKED		
APPROVED		
SQUAD		

OKLAHOMA DEPARTMENT OF TRANSPORTATION

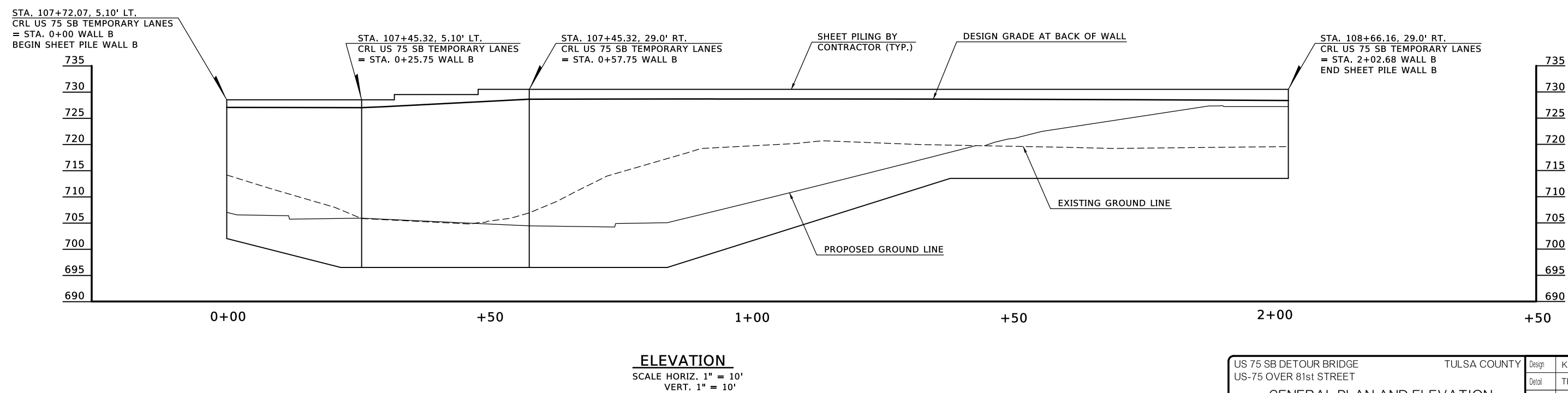
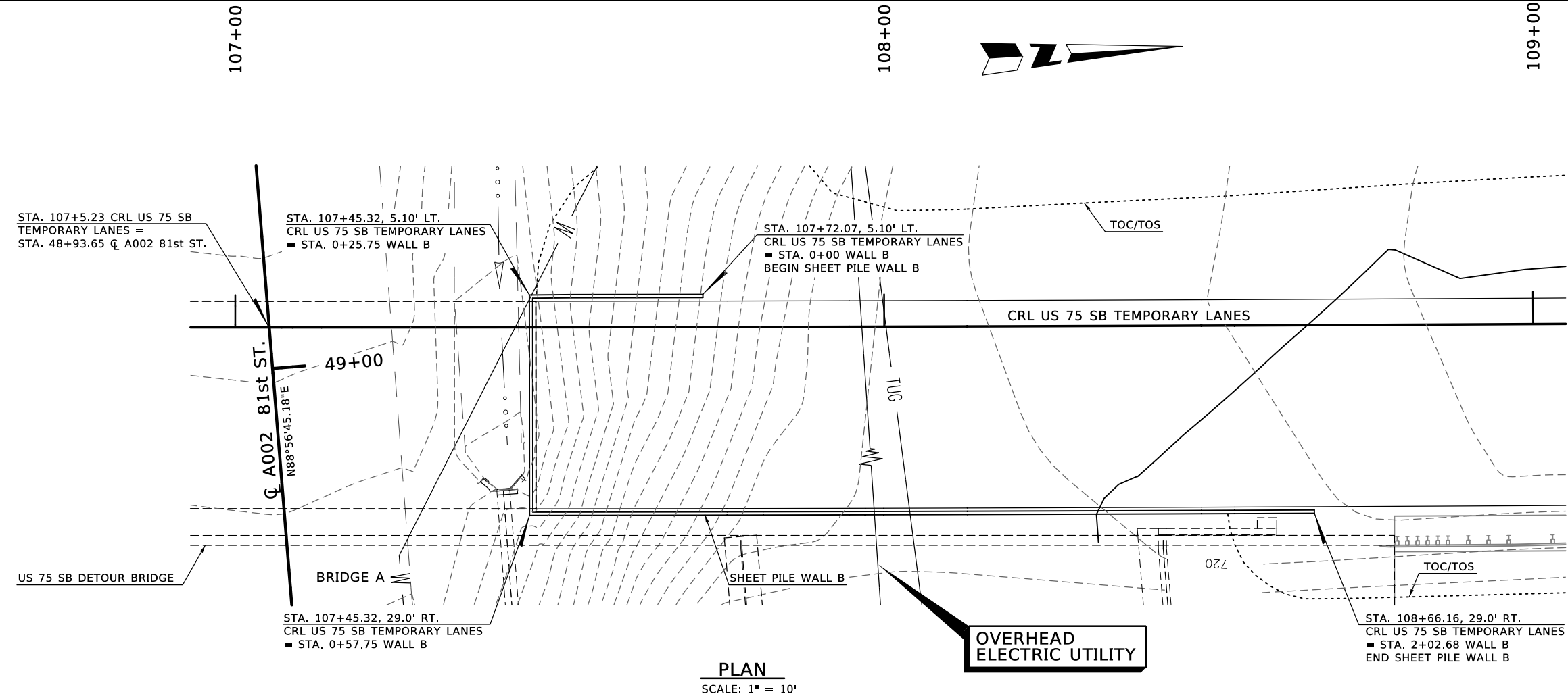
GUARDRAIL LAYOUT



ELEVATION
SCALE HORIZ. 1" = 10'
VERT. 1" = 10'

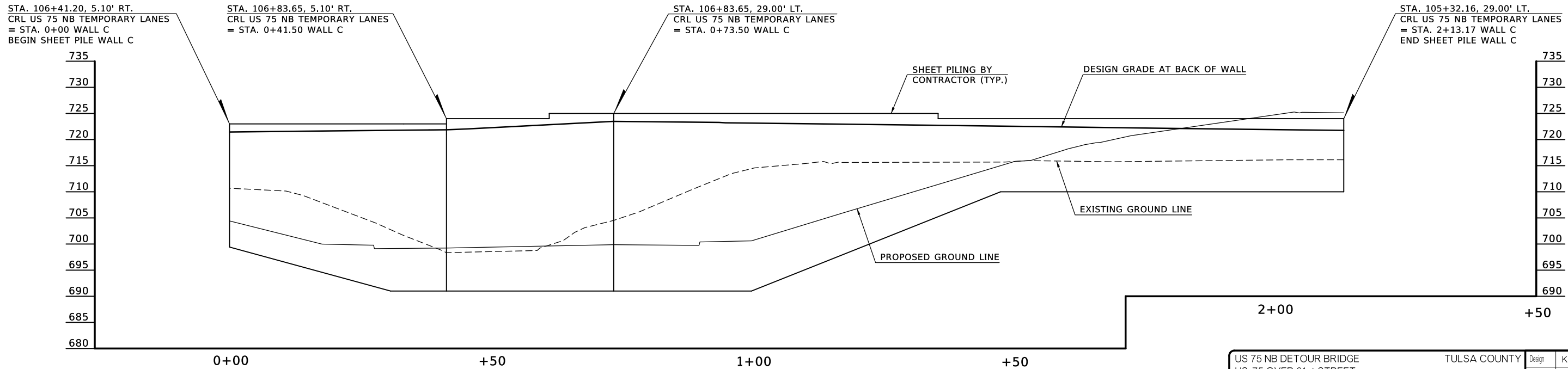
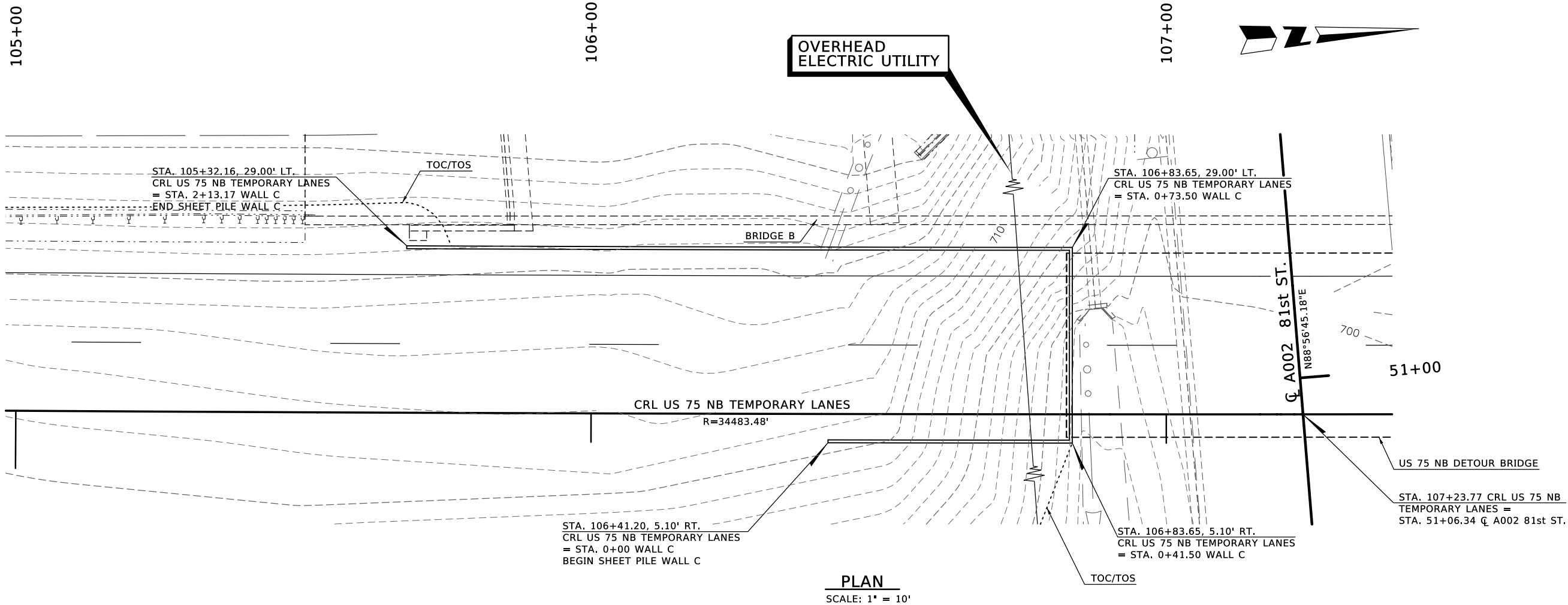
NOTE:
BOTTOM OF SHEET PILE WALL SHOWN FOR ILLUSTRATION PURPOSES ONLY. SHEET PILE WALL DESIGN AND EMBEDMENT DEPTH IS THE RESPONSIBILITY OF THE CONTRACTOR.

US 75 SB DETOUR BRIDGE US-75 OVER 81st STREET		TULSA COUNTY		Design	KSJ	N/A
GENERAL PLAN AND ELEVATION SHEET PILE WALL A		Detail	TBG	0/00		
		Check	SAK	0/00		
STATE OF OKLAHOMA		DEPARTMENT OF TRANSPORTATION		JOB/PIECE NO.	30374(04)	
				SHEET NO.	R037	



NOTE:
BOTTOM OF SHEET PILE WALL SHOWN FOR ILLUSTRATION PURPOSES ONLY. SHEET PILE WALL DESIGN AND EMBEDMENT DEPTH IS THE RESPONSIBILITY OF THE CONTRACTOR.

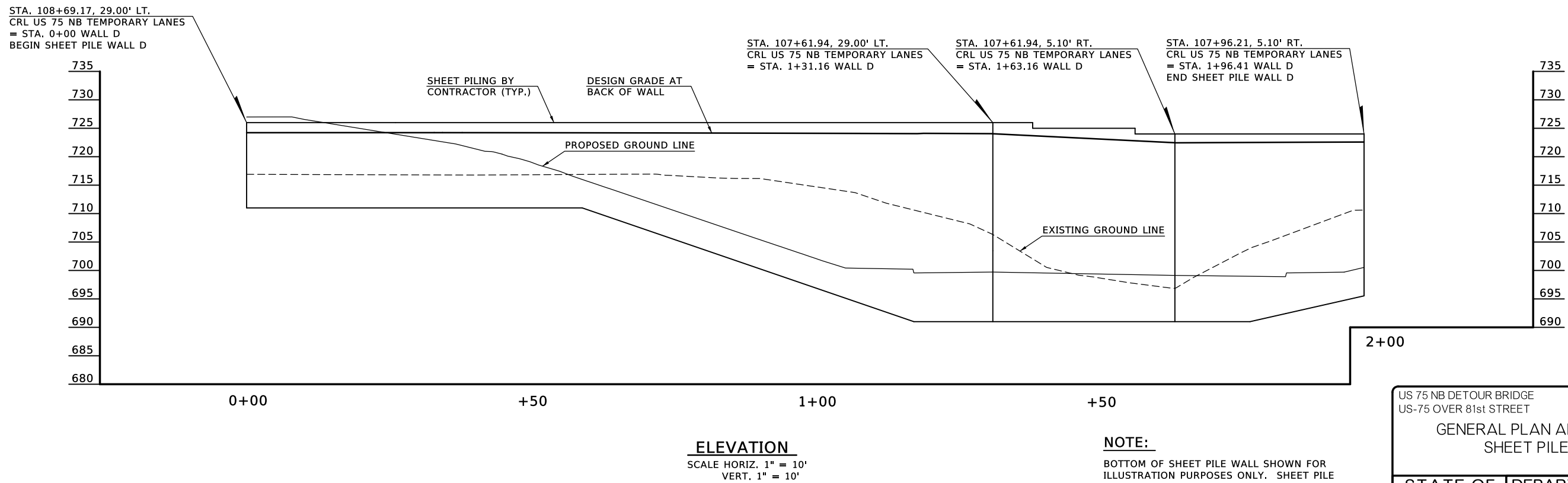
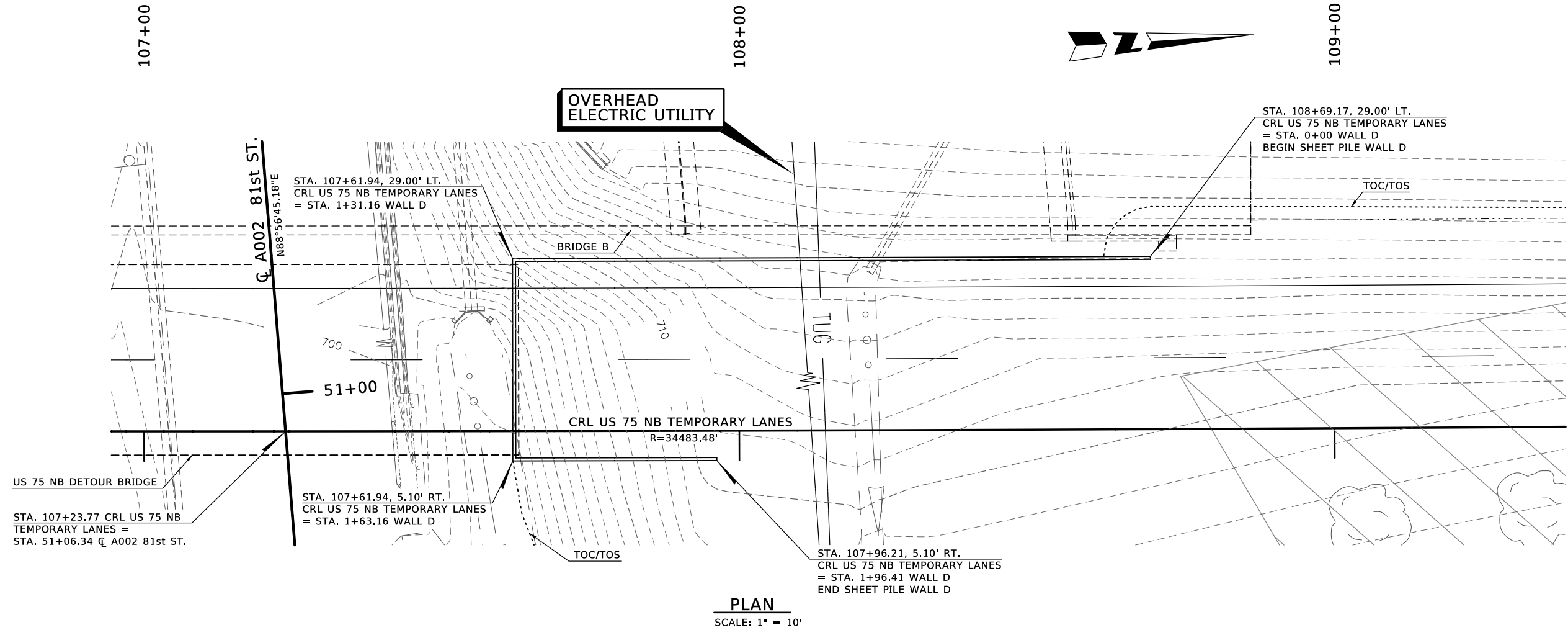
US 75 SB DETOUR BRIDGE US-75 OVER 81st STREET		TULSA COUNTY		Design	KSJ	N/A
GENERAL PLAN AND ELEVATION SHEET PILE WALL B				Detail	TBG	0/00
				Check	SAK	0/00
						
STATE OF OKLAHOMA		DEPARTMENT OF TRANSPORTATION				
JOB/PIECE NO.		30374(04)				SHEET NO. R038



NOTE:

BOTTOM OF SHEET PILE WALL SHOWN FOR
ILLUSTRATION PURPOSES ONLY. SHEET PILE
WALL DESIGN AND EMBEDMENT DEPTH IS
THE RESPONSIBILITY OF THE CONTRACTOR.

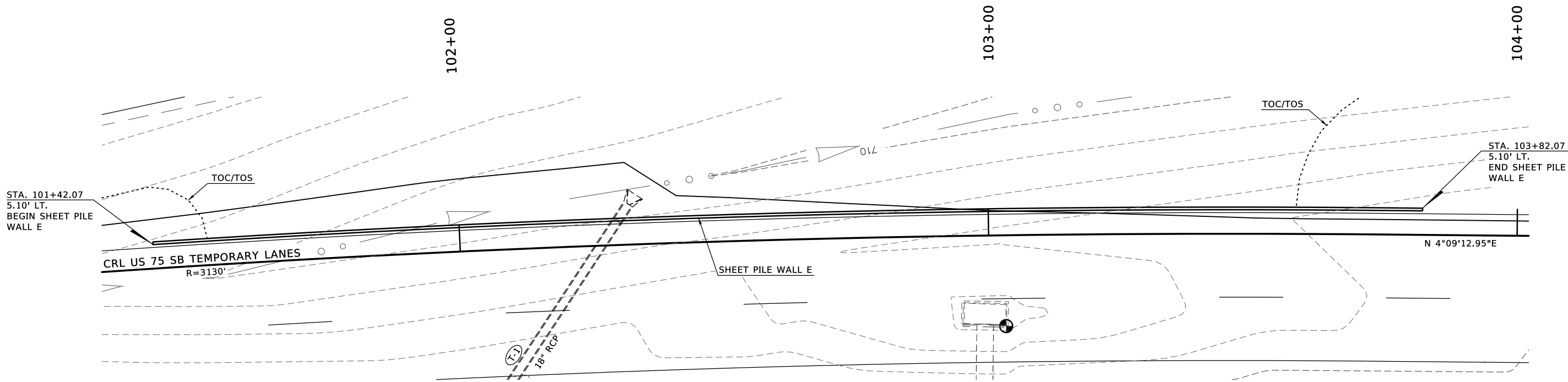
US 75 NB DETOUR BRIDGE US-75 OVER 81st STREET		TULSA COUNTY		Design	KSJ	N/A
GENERAL PLAN AND ELEVATION SHEET PILE WALL C		Detail	TBG	0/00		
		Check	SAK	0/00		
STATE OF OKLAHOMA		DEPARTMENT OF TRANSPORTATION		JOB/PIECE NO.	30374(04)	
				SHEET NO.	R039	



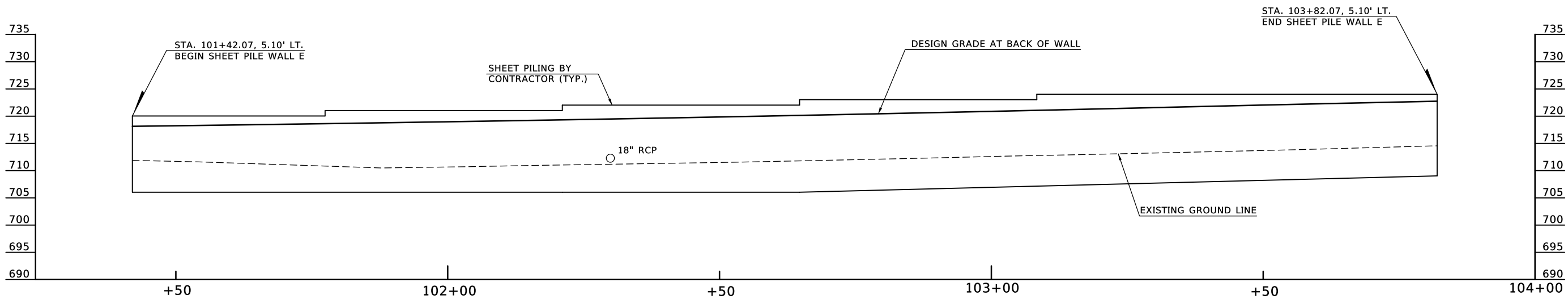
NOTE:

BOTTOM OF SHEET PILE WALL SHOWN FOR
ILLUSTRATION PURPOSES ONLY. SHEET PILE
WALL DESIGN AND EMBEDMENT DEPTH IS
THE RESPONSIBILITY OF THE CONTRACTOR.

US 75 NB DETOUR BRIDGE US-75 OVER 81st STREET		TULSA COUNTY		Design	KSJ	N/A
GENERAL PLAN AND ELEVATION SHEET PILE WALL D		Detail	TBG	0/00		
		Check	SAK	0/00		
STATE OF OKLAHOMA		DEPARTMENT OF TRANSPORTATION		JOB/PIECE NO.	30374(04)	
				SHEET NO.	R040	



PLAN



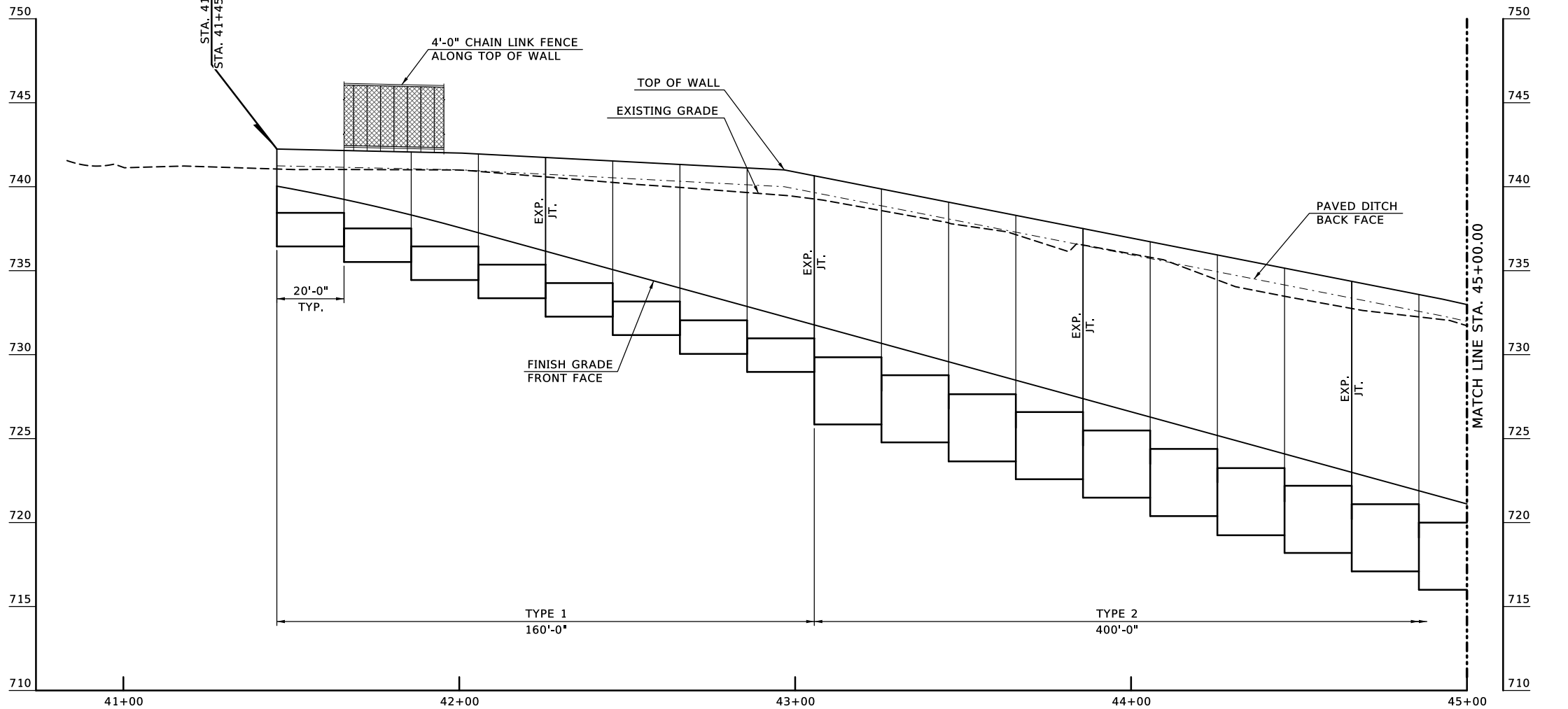
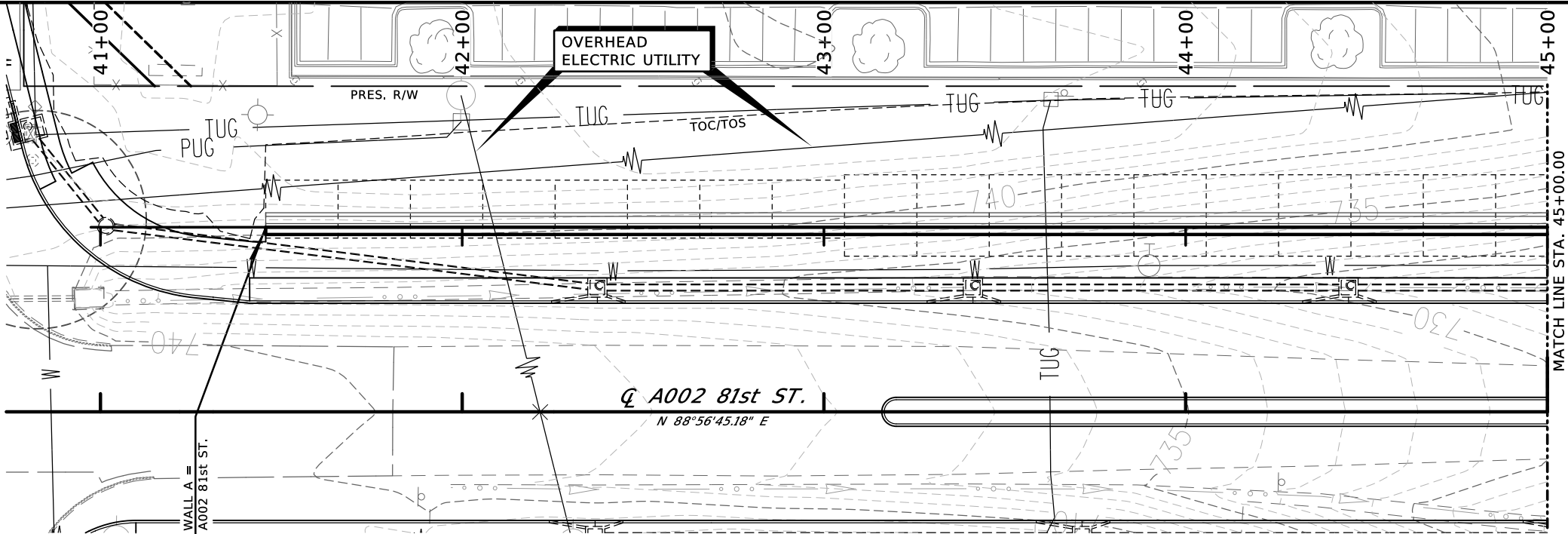
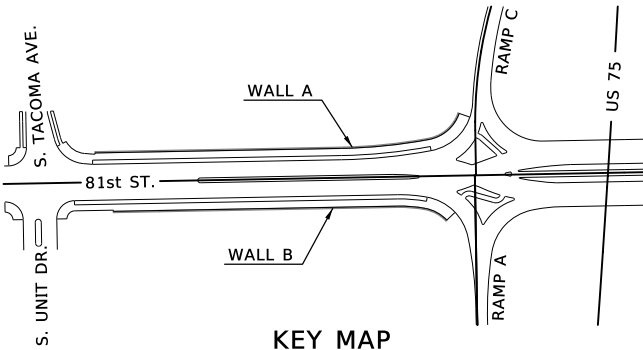
ELEVATION

SCALE HORIZ. 1" = 10'
VERT. 1" = 10'

NOTE:

BOTTOM OF SHEET PILE WALL SHOWN FOR ILLUSTRATION PURPOSES ONLY. SHEET PILE WALL DESIGN AND EMBEDMENT DEPTH IS THE RESPONSIBILITY OF THE CONTRACTOR.

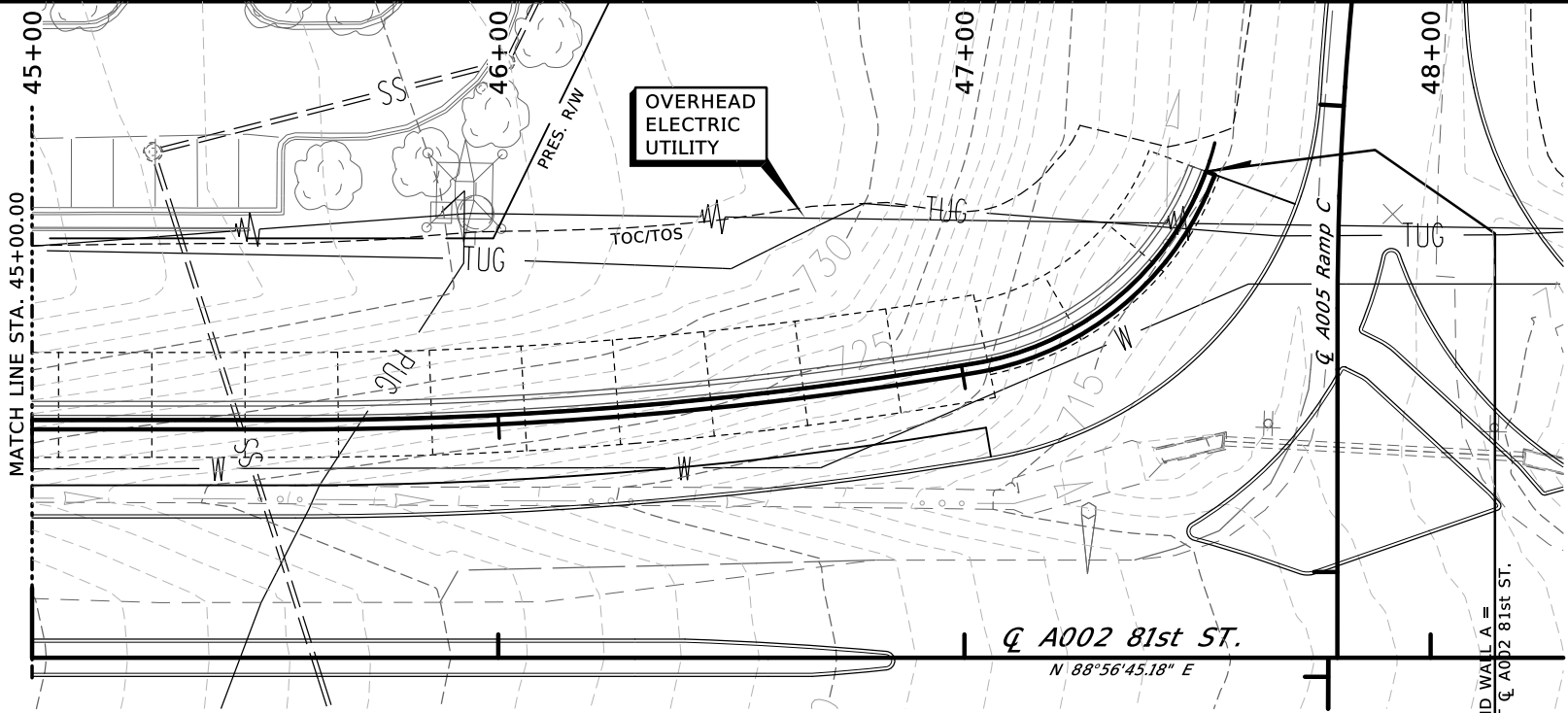
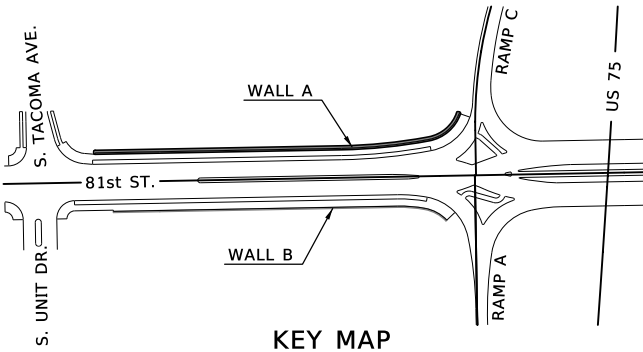
US 75 SB DETOUR BRIDGE		TULSA COUNTY		Design	KSJ	N/A
US-75 OVER 81st STREET				Detail	TBG	0/00
				Check	SAK	0/00
STATE OF OKLAHOMA		DEPARTMENT OF TRANSPORTATION		JOB/PIECE NO.	30374(04)	SHEET NO. R041



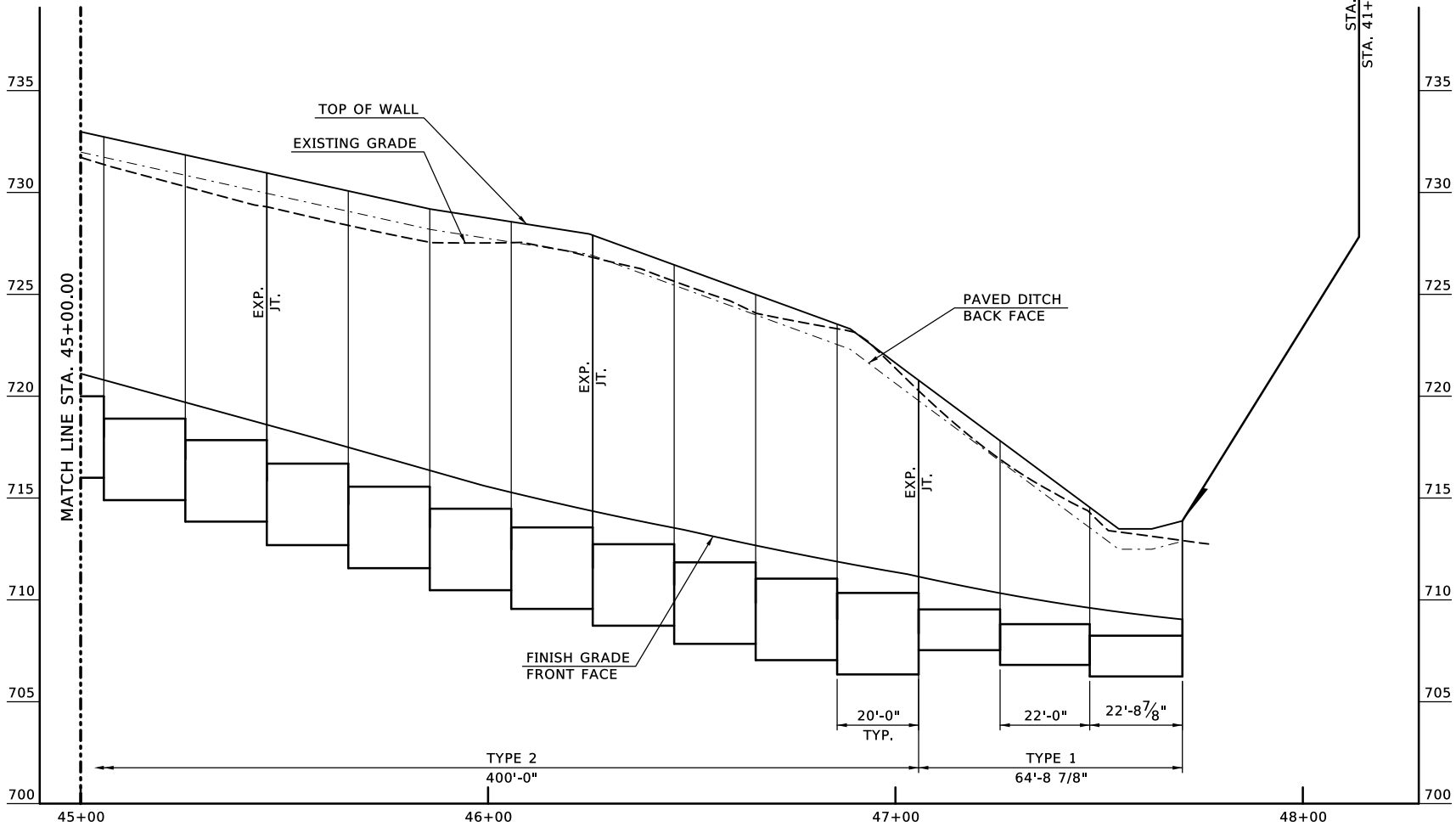
RETAINING WALL A US-75 OVER 81st STREET		TULSA COUNTY		Design	KSJ	N/A
				Detail	TBG	0/00
				Check	SAK	0/00
STATE OF OKLAHOMA		DEPARTMENT OF TRANSPORTATION		JOB/PIECE NO.	30374(04)	SHEET NO. R042

PROPOSED
R/W

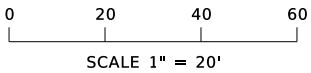
MARCH 2023



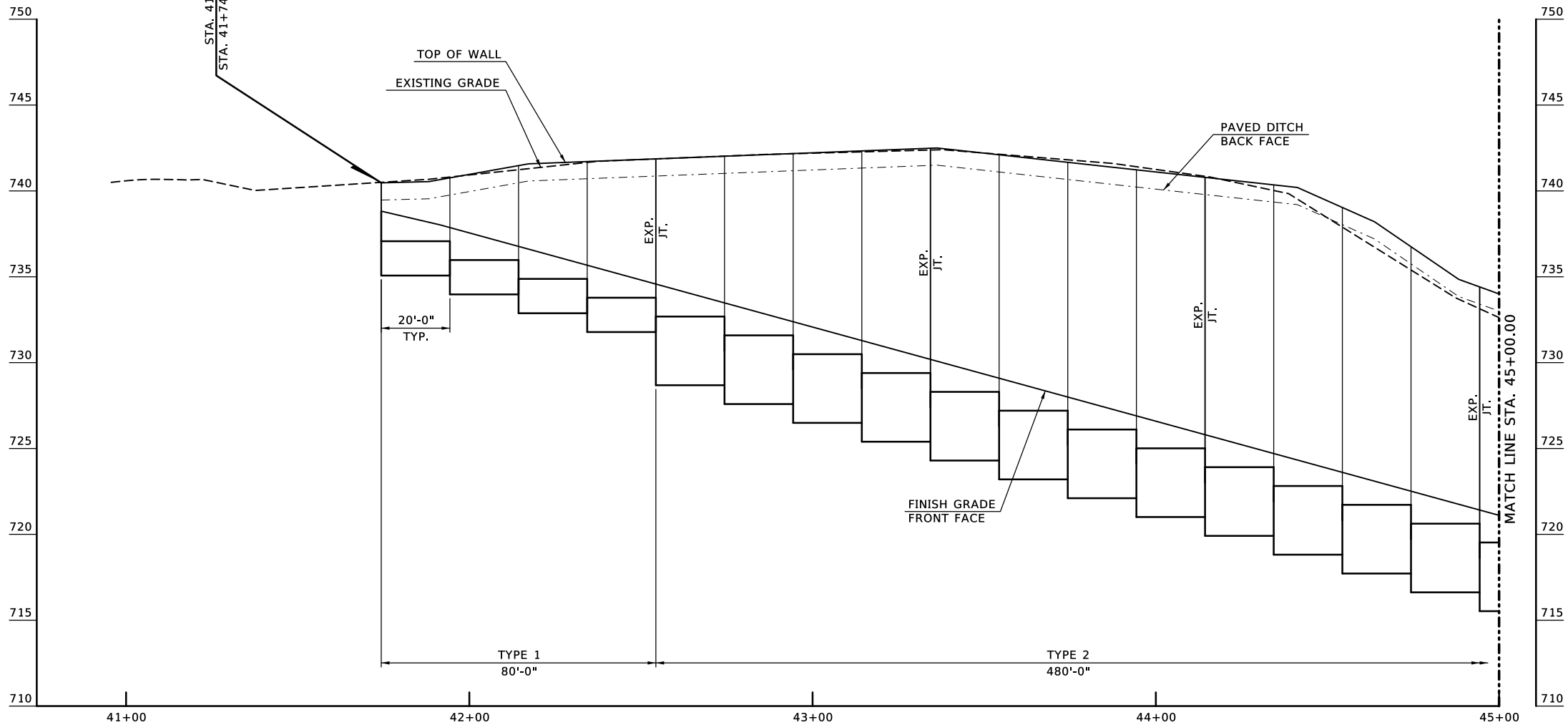
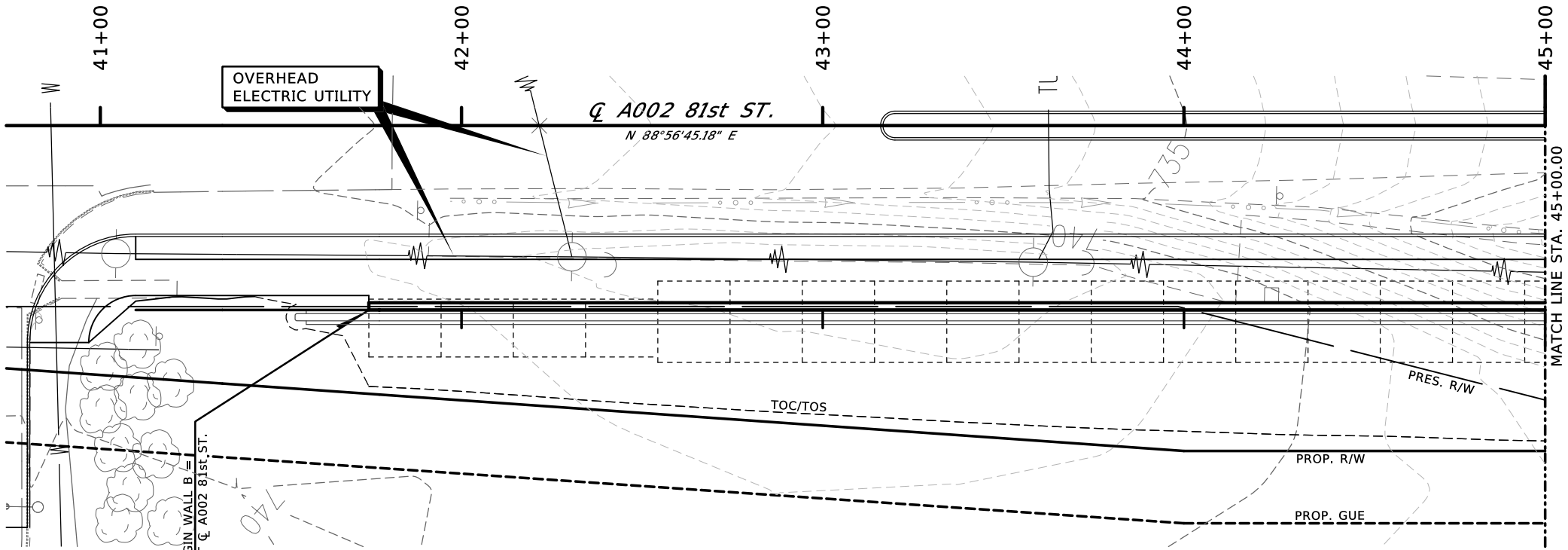
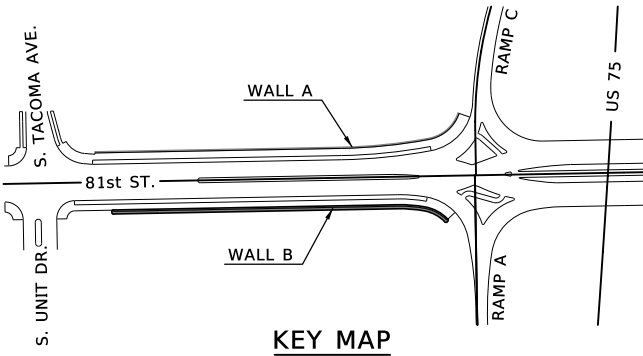
PLAN - WALL A



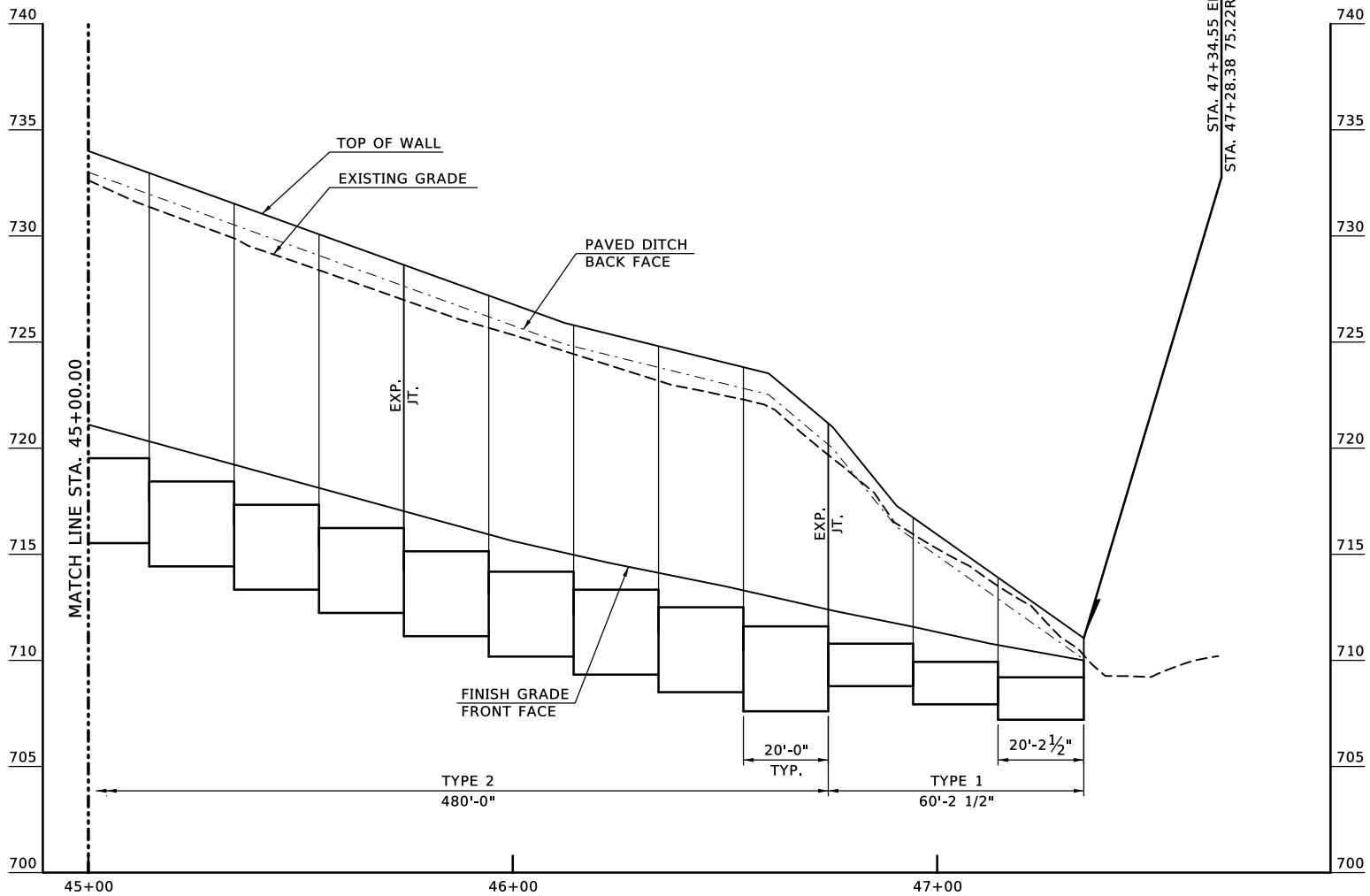
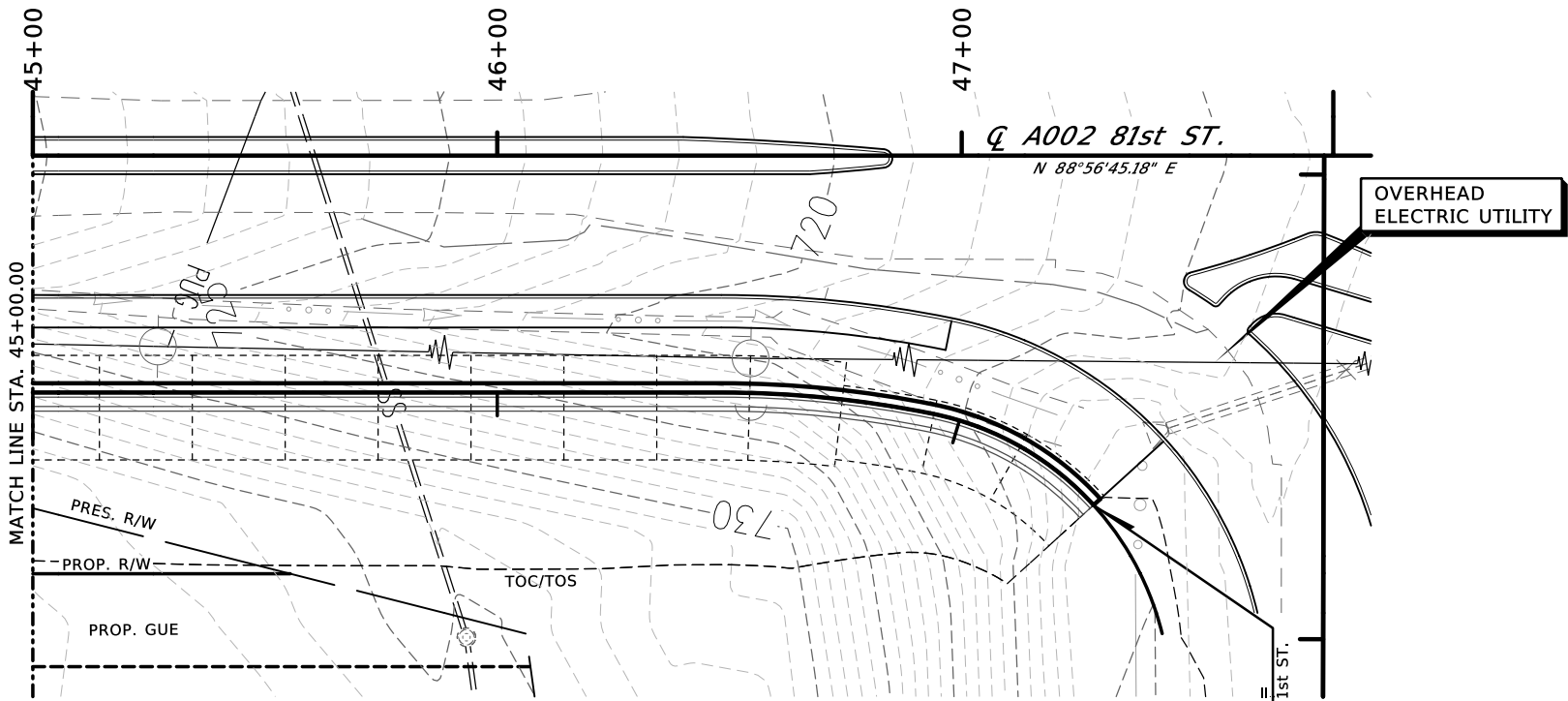
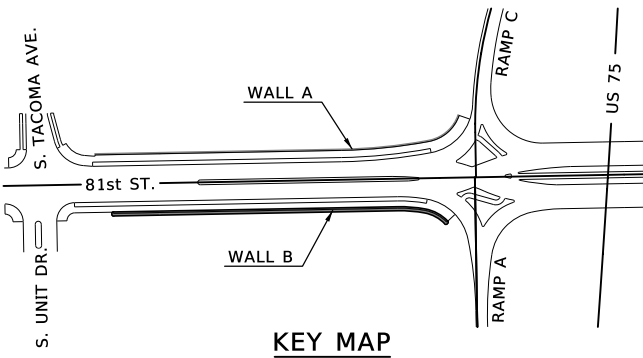
PROFILE
SCALE HORIZ. 1" = 20'
VERT. 1" = 10'



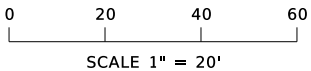
RETAINING WALL A		TULSA COUNTY		Design	KSJ	N/A
US-75 OVER 81st STREET				Detail	TBG	0/00
				Check	SAK	0/00
STATE OF OKLAHOMA		DEPARTMENT OF TRANSPORTATION		JOB/PIECE NO.	30374(04)	SHEET NO. R043



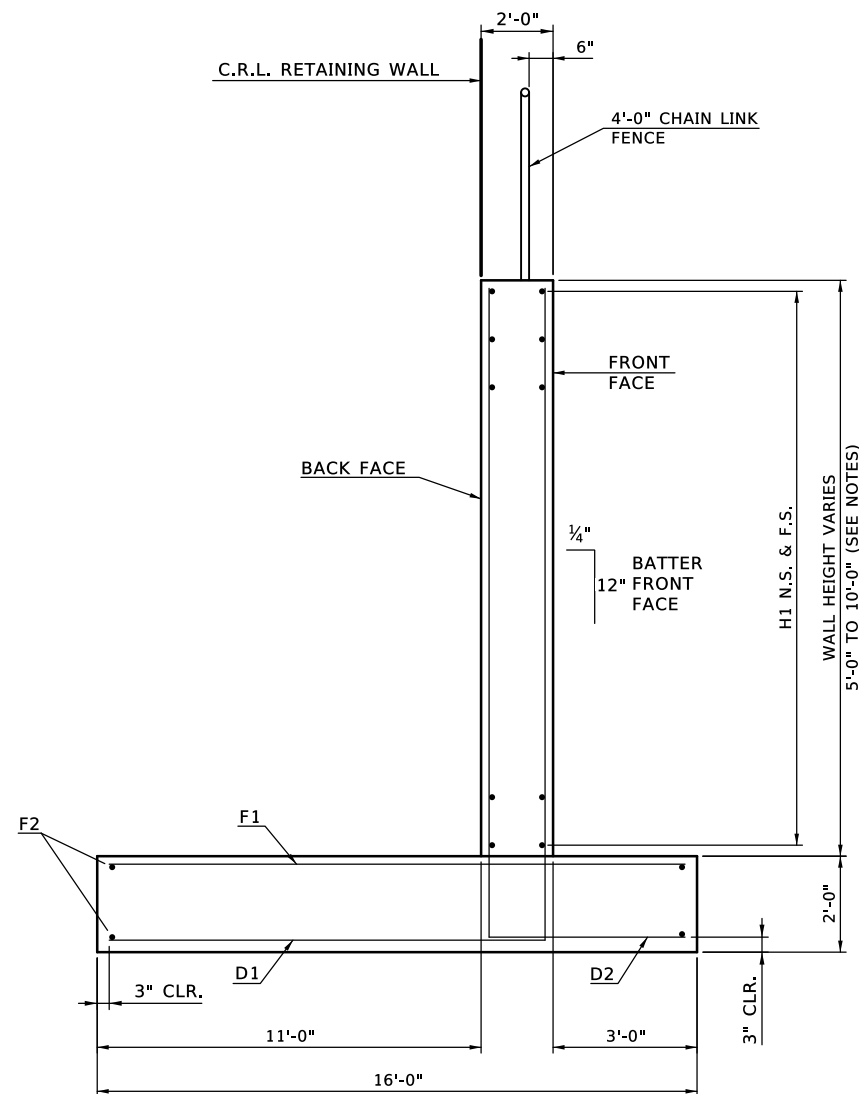
RETAINING WALL B		TULSA COUNTY		Design	KSJ	N/A
US-75 OVER 81st STREET				Detail	TBG	0/00
				Check	SAK	0/00
STATE OF OKLAHOMA		DEPARTMENT OF TRANSPORTATION		BENHAM		
JOB/PIECE NO. 30374(04)				SHEET NO. R044		



PROFILE
SCALE HORIZ. 1" = 20'
VERT. 1" = 10'



RETAINING WALL B		TULSA COUNTY		Design	KSJ	N/A
US-75 OVER 81st STREET				Detail	TBG	0/00
				Check	SAK	0/00
STATE OF OKLAHOMA		DEPARTMENT OF TRANSPORTATION		JOB/PIECE NO.	30374(04)	SHEET NO. R045



RETAINING WALL (TYPE 1) TYPICAL SECTION

SCALE: NONE

RETAINING WALL TYPE 1 LOCATIONS

RETAINING WALL A

STA. 41+45.69 TO 43+05.69

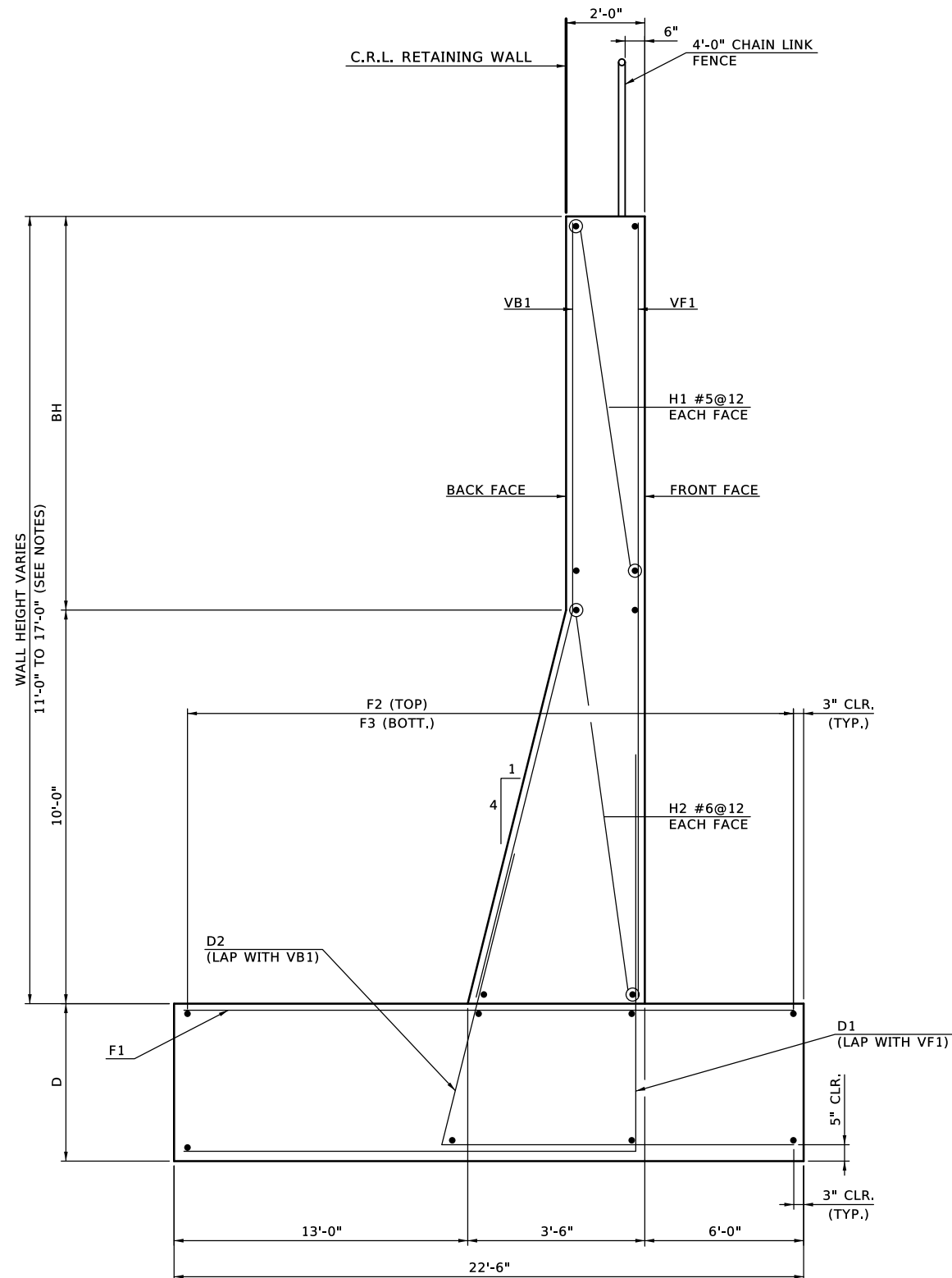
STA. 47+05.69 TO 47+70.43

RETAINING WALL B

STA. 41+74.34 TO 42+54.34

STA. 46+74.34 TO 47+34.55

(SEE NOTES)



RETAINING WALL (TYPE 2) TYPICAL SECTION

SCALE: NONE

RETAINING WALL TYPE 2 LOCATIONS

RETAINING WALL A

STA. 43+05.69 TO 47+05.69

RETAINING WALL B

STA. 42+54.34 TO 46+74.34

(SEE NOTES)

NOTES:

1. GEOTECHNICAL INVESTIGATION PENDING.
2. WALL DIMENSIONS ARE PRELIMINARY ESTIMATES USED TO DETERMINE RIGHT OF WAY NEEDS.
3. WALL DIMENSIONS BASED ON PRELIMINARY DESIGN USING SELECT FILL BACKFILL.

RETAINING WALLS
US-75 OVER 81st STREET

TULSA COUNTY

Design KSJ N/A

Detail TBG 0/00

Check SAK 0/00

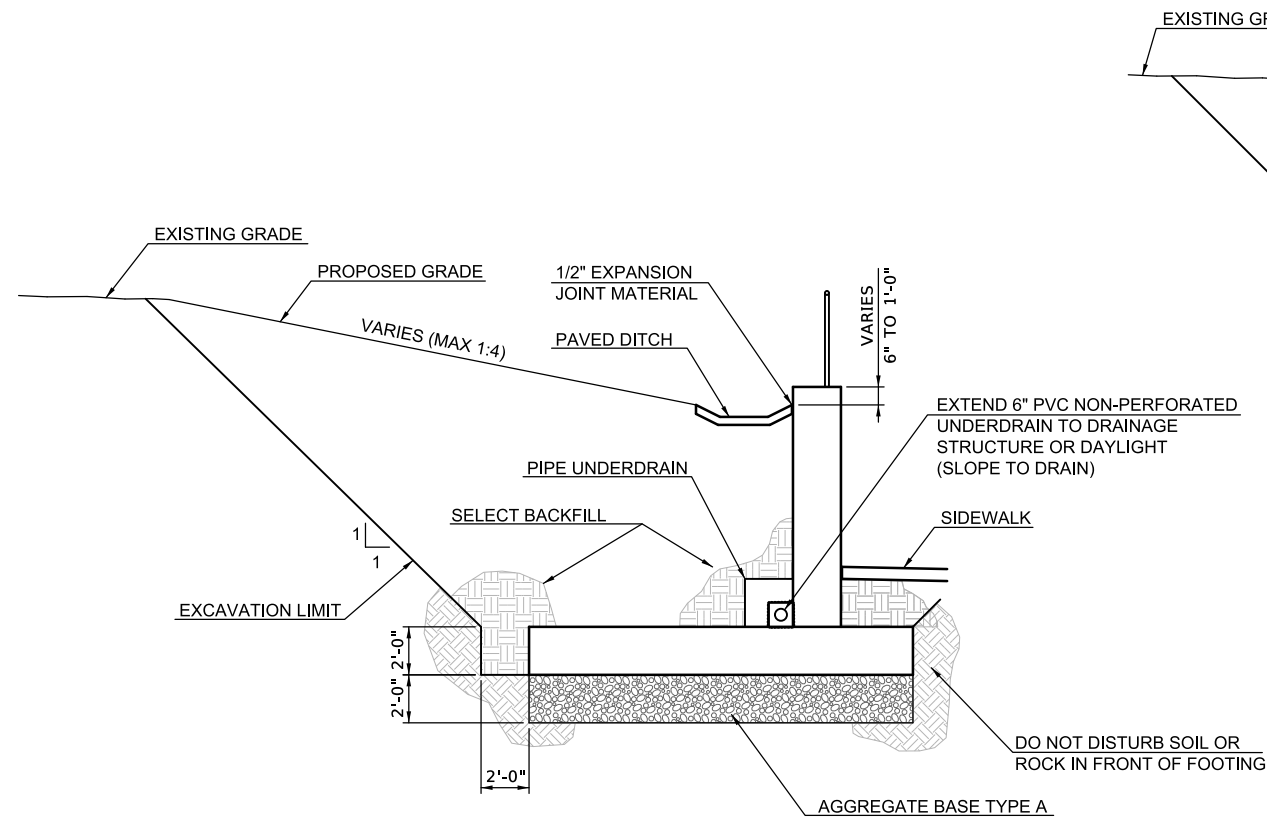
RETAINING WALL DETAILS (1)

BENHAM
a harsco companySTATE OF
OKLAHOMA

DEPARTMENT OF TRANSPORTATION

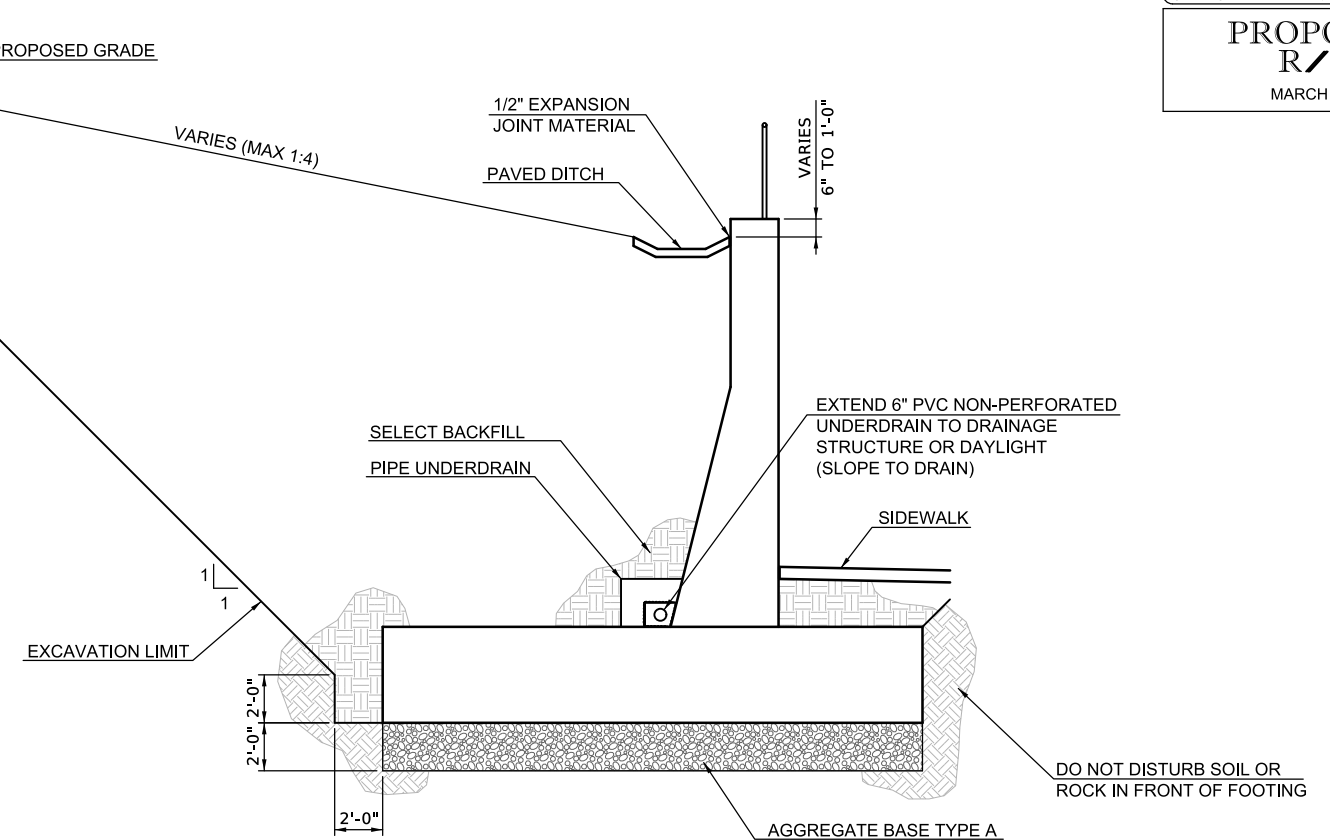
JOB/PIECE NO. 30374(04)

SHEET NO. R046



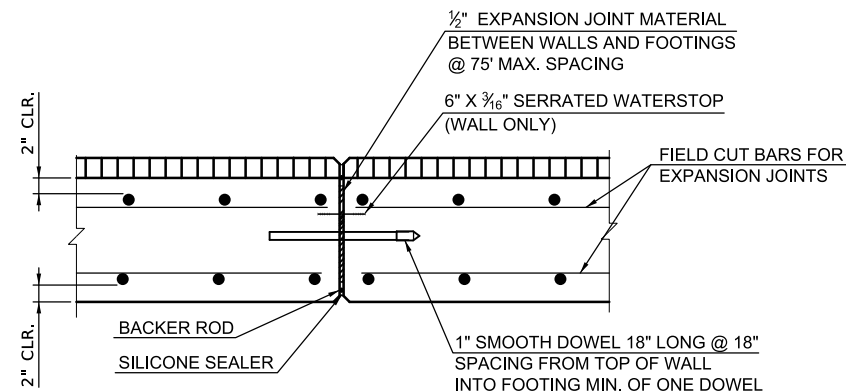
RETAINING WALL (TYPE 1) EXCAVATION

SCALE: NONE

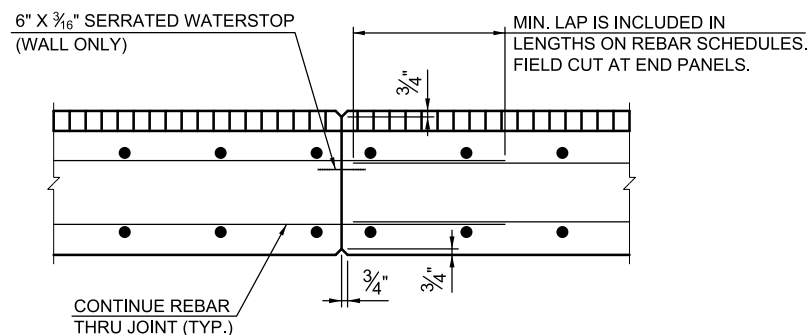


RETAINING WALL (TYPE 2) EXCAVATION

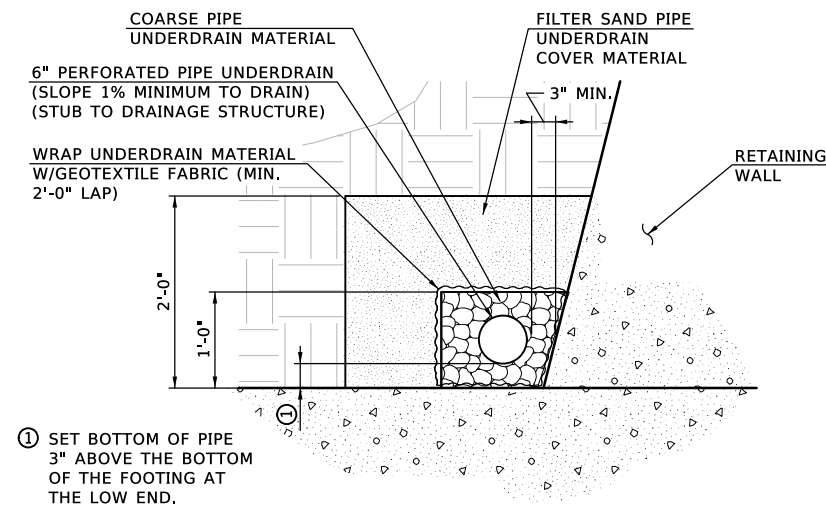
SCALE: NONE

TYPICAL EXPANSION JOINT
RETAINING WALL @ 75' MAX.

SCALE: NONE

TYPICAL CONSTRUCTION JOINT
RETAINING WALL

SCALE: NONE



PIPE UNDERDRAIN ASSEMBLY

SCALE: NONE
(SEE ODOT STD. PUD-4)

NOTES:

1. GEOTECHNICAL INVESTIGATION PENDING.
2. WALL DIMENSIONS ARE PRELIMINARY ESTIMATES USED TO DETERMINE RIGHT OF WAY NEEDS.
3. WALL DIMENSIONS BASED ON PRELIMINARY DESIGN USING SELECT FILL BACKFILL.
4. SEE ODOT STD LECS-4 FOR SEALED EXPANSION JOINT DETAIL, DOWEL DETAILS, DIMENSIONS AND NOTES, EXCEPT AS SHOWN OTHERWISE. BACKER ROD & SEALER TYP. BOTH SIDES OF WALL AND TOP SIDE OF FOOTING.
5. DOWEL, WATERSTOP, EXPANSION JOINT MATERIAL, BACKER ROD, SEALER, WATERLINE PENETRATION SEAL, AND ALL COST OF LABOR, MATERIALS, TOOLS, AND OTHER INCIDENTALS SHALL BE INCLUDED IN THE PRICE FOR SQ. YD. OF RETAINING WALL.

RETAINING WALLS		TULSA COUNTY		Design	KSJ	N/A
US-75 OVER 81st STREET				Detail	TBG	0/00
				Check	SAK	0/00
				BENHAM a harsco company		
STATE OF OKLAHOMA		DEPARTMENT OF TRANSPORTATION				
JOB/PIECE NO. 30374(04)				SHEET NO. R047		

3/10/2023

4:41:29 PM

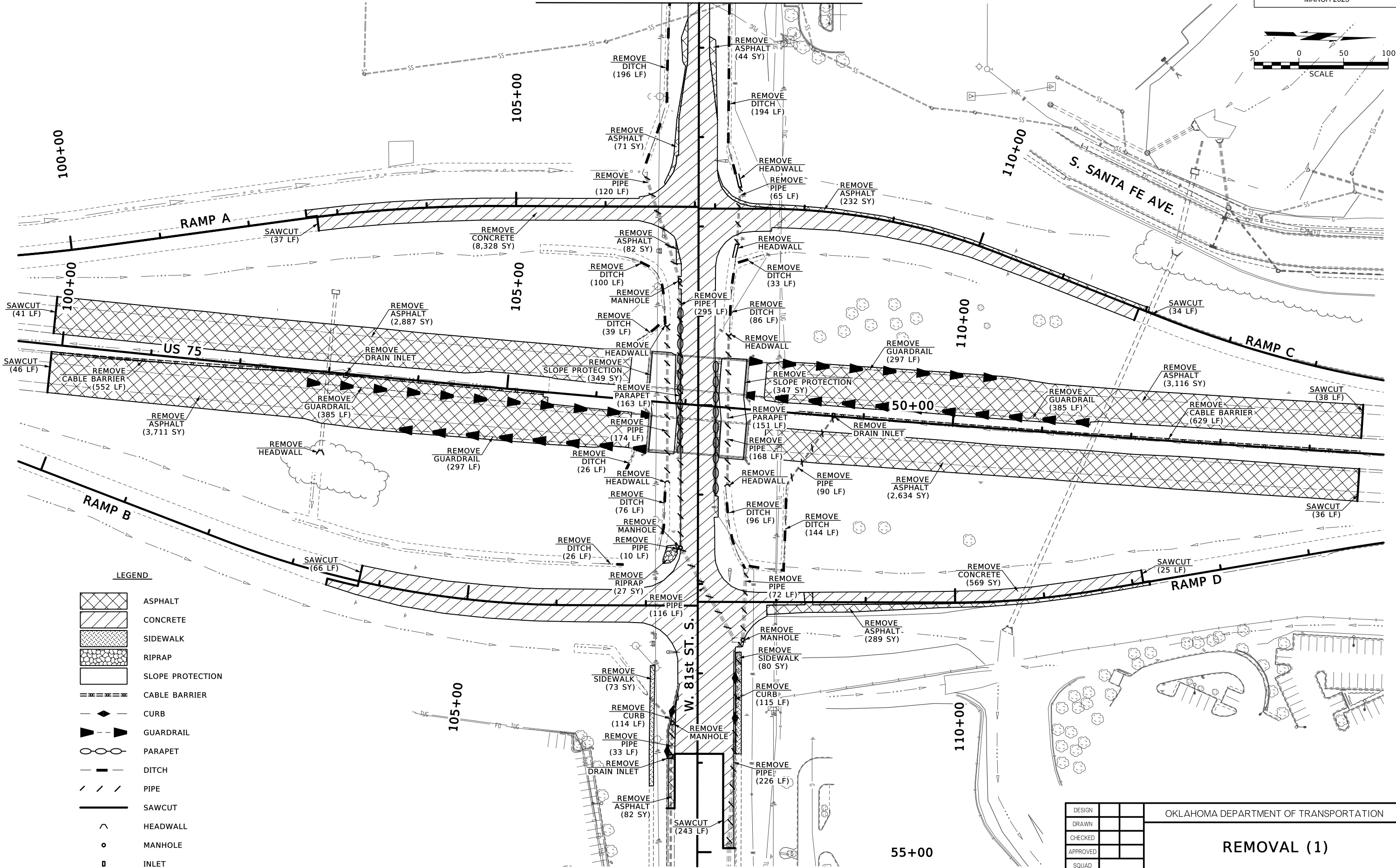
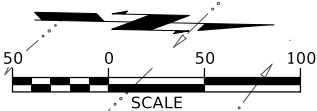
3037404-REMOVALS 01.dgn

SEE SHEET R049
MATCHLINE STA. 45+50

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PROPOSED
R/W

MARCH 2023



LEGEND

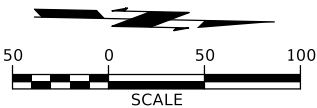
- ASPHALT
- CONCRETE
- SIDEWALK
- RIPRAP
- SLOPE PROTECTION
- CABLE BARRIER
- CURB
- GUARDRAIL
- PARAPET
- DITCH
- PIPE
- SAWCUT
- HEADWALL
- MANHOLE
- INLET

DESIGN	
DRAWN	
CHECKED	
APPROVED	
SQUAD	

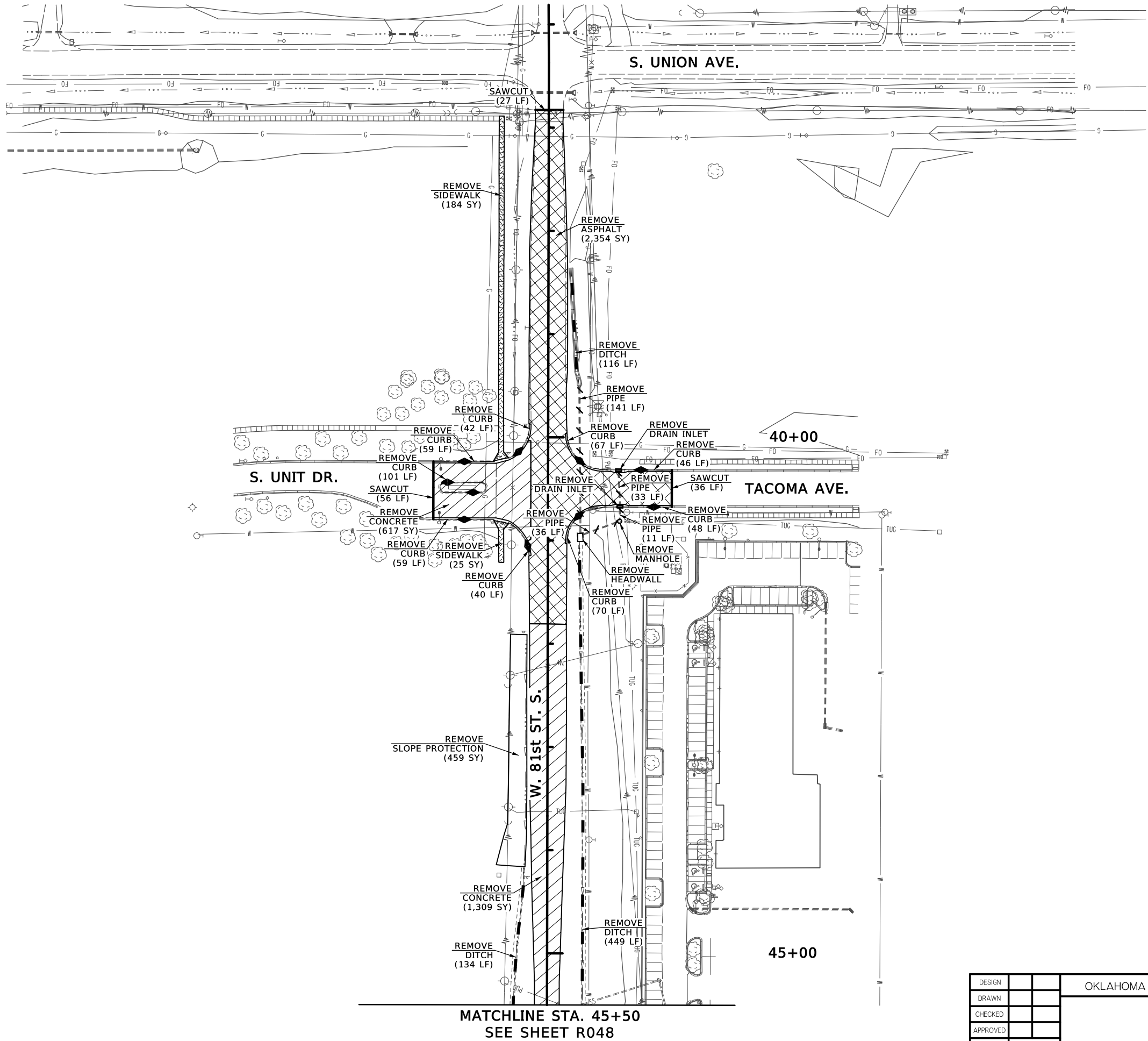
OKLAHOMA DEPARTMENT OF TRANSPORTATION

REMOVAL (1)

COUNTY - TULSA HIGHWAY - US-75 STATE JOB NO. - 30374(04) SHEET NO. R048



LEGEND	
	ASPHALT
	CONCRETE
	SIDEWALK
	RIPRAP
	SLOPE PROTECTION
	CABLE BARRIER
	CURB
	GUARDRAIL
	PARAPET
	DITCH
	PIPE
	SAWCUT
	HEADWALL
	MANHOLE
	INLET



MATCHLINE STA. 45+50
SEE SHEET R048

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION	
DRAWN		REMOVAL (2)	
CHECKED			
APPROVED			
SQUAD			
COUNTY	TULSA	HIGHWAY	US-75
STATE JOB NO.	30374(04)	SHEET NO.	R049

STATE OF OKLAHOMA
DEPARTMENT OF TRANSPORTATION
SURVEY DIVISION

SWO 5136(1) J/P 30374(04) ; US-75 CO. TULSA

HORIZONTAL CONTROL:

- () Oklahoma Coordinate System of 1927 Zone.
(X) Oklahoma Coordinate System of 1983 North Zone.
() Oklahoma Dept. of Transportation Plane Coordinate System of 1927 Zone.
() Oklahoma Dept. of Transportation Plane Coordinate System of 1983 Zone.
() Arbitrary Coordinate System

HORIZONTAL PLANE DATUM DEFINITION:

Oklahoma Department of Transportation coordinates were derived by multiplying the Oklahoma Coordinate Systems of 1927 or 1983 by the combined adjustment factor of 1.00010. The ODOT Coordinate System is 2350 feet above sea level.

1. Primary Control adjusted to OK SPC NAD 83(1993) (B) Order
Stations OKTU, OKMA, SAL5, OKPR, MOA2, NGS RVS C 1992 & RVS D 1992
A) Closure before adjustment X ; Y Angles
Trav. Length No. Angles ; 1:
B) ; is () Order before adjustment.
C) Method of Distance Measurement:
() Electronic (X) GPS () Triangulation () Chained
D) Instrument used for angles
2. Secondary Control adjusted to Primary Control (B) Order
Stations T-72-1655 & T-72-1656
A) Closure before adjustment X ; Y Angles
B) Secondary Control ; is (3rd) Order, Tied to CORS
C) Method of Distance Measurement:
() Electronic (X) GPS () Triangulation () Chained
D) Instrument used for angles Trimble R10 GPS

VERTICAL CONTROL IS (3rd) order. Level Line taken from T-72-1655
(3rd) order and tied to T-72-1656 (3rd) order.
() NGVD 29 datum
(X) NAVD 88 datum

ACCURACY DEFINITION:

- (1) HORIZONTAL: (3rd Order = Class I = 1 : 10,000')
(3rd Order = Class II = 1 : 5,000')
(2) VERTICAL: (1st Order = 0.017 Ft. x sqrt. of Mi.) (2nd Order = 0.035 Ft. x sqrt. of Mi.)
(3rd Order = 0.050 Ft. x sqrt. of Mi.)

Distribution:

Copy w/survey reports
Copy in each Alignment
and level book

R.D. LAMBILLOTTE
Professional Land Surveyor

4/18/2017

Date

(FORM SD #20)

Rev. 11/03

Utility Companies

Phone Numbers

Electric Lines:

AEP/PSO

888-216-3523

Telephone Lines:

AT&T

800-248-3632

Fiber Optic:

AT&T

800-248-3632

Cox Communications

918-205-0047

Waterline:

City of Tulsa

918-596-9566

Gasline:

Oklahoma Natural Gas

800-664-5463

STATE OF OKLAHOMA
DEPARTMENT OF TRANSPORTATION

SURVEY OF

US-75

SWO 5136(1)

J/P NO. 30374(04)

TULSA COUNTY, OK
BRIDGES OVER 81ST STREET,
7 MILES NORTH OF SH-67PROJECT
EXTENTS

PROJECT LENGTH 8000 Ft. 1.5 Mi.

US-75:

BEGINNING STATION : 75+00.00

ENDING STATION : 135+00.00

81st St:

BEGINNING STATION : 40+00.00

ENDING STATION : 60+00.00

Electronic File Transfer Disclaimer:

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OKLAHOMA DEPARTMENT OF TRANSPORTATION

PROPOSED
R/W

MARCH 2023

OKLAHOMA DEPARTMENT OF TRANSPORTATION

FED. ROAD DIST. NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
OKLA.					
DESCRIPTION		REVISIONS		DATE	

INDEX OF SURVEY SHEETS

- 1 TITLE SHEET & SURVEYORS CERTIFICATION
2-3 HISTORICAL LETTER & WRITTEN REPORT
3-6 ALIGNMENT REPORT & COGO POINTS
7 BENCHMARK LIST
8-16 SURVEY DATA SHEETS

SURVEY BEGAN: JANUARY 1, 2017
SURVEY COMPLETED: APRIL 26, 2017

R.D. LAMBILLOTTE, PROFESSIONAL LAND SURVEYOR, VICE PRESIDENT
J.D. ISAACS, PROJECT MANAGER, CAD TECHNICIAN, PRESIDENT
STEVEN STEELMAN SURVEY CREW CHIEF
J.D. LAUGHTER, SURVEY CREW CHIEF
J.C. ARNETT, SURVEY CREW MEMBER

EQUIPMENT:

TRIMBLE RIO GNSS GPS RTK UNIT
TRIMBLE TSC3 DATA COLLECTORS
TRIMBLE S6 ROBOTIC TOTAL STATION
LEICA AUTOMATIC ELECTRONIC DIGITAL LEVEL
AUTODESK CIVIL3D SOFTWARE IN MICROSTATION ENVIRONMENT

STATE OF OKLAHOMA
DEPARTMENT OF TRANSPORTATION

SWO 5136(1) Job/Piece 30374(04) Engr. Contract No. 1847

LAND SURVEYOR'S CERTIFICATION

I hereby certify that all land and property sub-division distances, angles, corners, and monumentation made or used in conjunction with this survey and depicted or recorded herein or hereon were recovered, established or re-established in substantial conformity with:

- Applicable instructions contained in the U.S. Government Bureau of Land Management publication "Manual of Survey Instruction",
- Its supplement, "Restoration of Lost or Obliterated Corners and Sub-division of Sections";
- "Oklahoma Minimum Standards for the Practice of Land Surveying" as adopted by the State Board of Licensure for Professional Engineers and Land Surveyors; and
- Sound land surveying practices;

including a thorough search, study, analysis and consideration of all existing records and field evidence.

I further certify that all survey monuments depicted exist and that all land survey work was done by me or under my direct supervision.

Dated this: 3rd Day of May, 2017.

Land Surveyor: Russell D. Lambillotte

Russell D. Lambillotte
Printed Name

Oklahoma Licensed Land Surveyor No. 1555

Certificate of Authorization No. CA 7767



THIS SURVEY MEETS THE OKLAHOMA MINIMUM STANDARDS FOR THE PRACTICE OF LAND SURVEYING AS ADOPTED BY THE OKLAHOMA STATE BOARD OF REGISTRATION FOR PROFESSIONAL ENGINEERS AND LAND SURVEYORS, MAY 17, 2010.

SPECIFICATIONS FOR SURVEYS FOR PRIMARY AND SECONDARY HIGHWAYS DATED MAY 1, 1999 GOVERN.

SDS 1 OF 16



PLS	RDL	OKLAHOMA DEPARTMENT OF TRANSPORTATION SURVEY DIVISION	
DRAWN	JDI	SURVEY DATA SHEET	
CHECKED	RDL		
APPROVED	RDL		
CREW	ISAACS	SWO 5136 (1) PROJECT NO. 30374(04) SHEET NO. S001	

3/10/2023

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3037404-SURVEY DATA 02.dgn

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PROPOSED
R/W

MARCH 2023

OKLAHOMA DEPARTMENT OF TRANSPORTATION					
FED. ROAD DIST. NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	OKLA.				
DESCRIPTION			REVISIONS		DATE

Date: April 26, 2017

To: Mr. William Tackett, Chief of Surveys
Oklahoma Department of Transportation
Survey Division

From: Mr. Russell D. Lambillotte
Oklahoma Professional Land Surveyor #1555

RE: SWO 5136(1), J/P 30374(04) US-75, 7 miles North of SH-67.

HISTORICAL LETTER AND WRITTEN REPORT OF SURVEY

- GENERAL
 - Survey began January 1, 2017
Survey completed April 26, 2017
 - The measurement unit for this project will be the U.S. Survey Foot
- ASSIGNMENT

Said survey was assigned to me by Mr. William Tackett, Chief of Surveys, Oklahoma Department of Transportation.
- PURPOSE

The purpose of this survey is to furnish sufficient data to develop plans to for the replacement of the Northbound and Southbound Bridges of US-75 over 81st Street South, 7 miles north of the junction of SH 67.
- LIMITS

-US-75: This survey will begin 2000' North of 91st Street, extending Northerly along the existing US-75 to a point 2700' North of 81st Street. (approximate centerline length = 1.1 miles).
-81st St. (Stub Survey): A stub survey will be completed along 81st Street, extending 1000' East and West of US 75.
- ALIGNMENT

-US-75: The Centerline of Survey for this project will be along and identical to the centerline of present US-75 as established under F-53(08)(1) plans and SWO4314(1) Survey.
-81st St. (Stub Survey): The Centerline of Survey for this project will be along and identical to the centerline of present 81st St. as established under F-53(08)(1) plans and SWO4314(1) Survey.
- STATIONING

-US-75: Stationing for this survey will be taken from F-53(08)(1) plans and SWO4314(1) Survey.

Historical Letter & Written Report
Page 1 of 4

-81st St. (Stub Survey): Stationing for this survey will be taken from F-53(08)(1) plans and SWO4314(1) Survey.

- HORIZONTAL CONTROL
 - This survey is based on control from SWO 4314(1) Survey and is on the NGS Oklahoma State Plane Coordinate System, NAD 83(HPGN), Lambert Projection, North Zone, verified by O.P.U.S. Solution and utilizing NGS Monument: RVS C 1992 & RVS D 1992, along with C.O.R.S. ID: OKTU, SAL5, OKMA, OKPR, MOA2.
 - Primary Horizontal Control on this project was established on two monuments, both being ¾"X36" rebar with 2" aluminum caps stamped T-72-1655 (East of US-75 at the Beginning of Project) & T-72-1656 (on the North end of the project, West of US-75).
 - Secondary Horizontal Control was established along the Centerline of Survey, points were set at the Beginning and at the End of the Centerline of Survey and at 600' intervals, points are referenced as shown on Survey Data sheets.
 - The positional error for any point in the Primary Control Network, Secondary Control Network and all Section Boundaries does not exceed 0.10 foot (Local Accuracy at 95% Confidence). This accuracy will meet or exceed the superseded NGS Second Order, Class II Accuracy Standard (1:20,000).
- VERTICAL CONTROL
 - Level datum for this project is NGS, NAVD88, taken from Primary Control point T-72-1655 and T-72-1656. Check levels were run throughout and Benchmarks were established as shown using a Leica Digital Level and utilizing direct differential leveling techniques.
 - Adjusted levels and vertical differences between benchmarks set are shown.
 - As a minimum, Benchmarks established are within the closure requirements of NGS Third-Order standards.
- PHOTO CONTROLS

No Photo Controls will be performed on this project.
- TOPOGRAPHY

Topographic and/or Surface Features data extends 150' right and left of the Centerline of Survey, from the BOP to a point in line with the South end of the on and off ramps of US-75, then extends to 300' right and left of the Centerline of Survey to a point at the North end of the on and off ramps of US-75, where it returns to 150' right and left, to the EOP. Equipment used to gather this data included Trimble GPS, Trimble Total Station & Trimble Controller.

Historical Letter & Written Report
Page 2 of 4

- DTM

Cross Section data for this survey was collected in the form of a Digital Terrain Model utilizing an S6 Trimble Robotic Total Station system.
- LAND TIES

Land Ties and Property Ties were not completed on this project per Survey Special Provisions
- EXISTING RIGHT OF WAY

Existing right of way, easements and property ownerships for this survey were obtained from deeds on file with the Tulsa County Assessor.
- UTILITIES
 - All utility companies servicing the project area were contacted through "CALL OKIE" and the locations were obtained by conventional field methods.
 - The information was placed in the submitted Microstation Design File and a hardcopy of ODOT form SD-7, List of Public/Private Owned Utilities, was submitted with the completed survey.
- HAZARDOUS WASTE

No areas that could have been used, or that are currently being used to store, or dispose of possible contaminants were found.
- DRAINAGE INFORMATION

Drainage areas for all drains crossing the Survey Centerline were taken from USGS quad maps and have been scanned into a Microstation Design File.
- PERSONNEL

R.D. Lambillotte	Oklahoma Professional Land Surveyor, Vice President
J.D. Isaacs	Project Manager, Survey/Drafting Technician, President
Steve Steelman	Survey Crew Chief
Jon Laughter	Survey Crew Chief
J.C. Arnett	Survey Technician
- SURVEY DATA SHEETS

Survey Data Sheets were submitted in the form of a Microstation Design File, as per ODOT Survey Division Standards, to be incorporated into the set of design drawings.
- SUBMISSION OF SURVEY DATA
 - Historical Letter and Written Report
 - Form SD 1 – Transmittal Letter
 - Form SD 7 – Public and Private Owned Utilities List
 - (2) Form SD 11 – Position and Description of Project Control Monuments

Historical Letter & Written Report
Page 3 of 4

PLS	RDL		OKLAHOMA DEPARTMENT OF TRANSPORTATION SURVEY DIVISION
DRAWN	RDL		
CHECKED	JD I		
APPROVED			
CREW	ISAACS		

SURVEY DATA SHEET

SWO 5136 (1) PROJECT NO. 30374(04) SHEET NO. S002

3/10/2023

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3037404-SURVEY DATA 03.dgn

- E. Form SD 20 – Survey Control Data Statement
- F. Form SD 41 – Surveyors Certificate
- G. Benchmarks and Check Levels List
- H. COGO Data and Alignment Report

DETAILED NARRATIVE OF SECTION CORNER ASSESSMENT

-Property ties, and land ties were not performed on this project, as stated in the Survey Special Provisions “General Survey Instructions” segment.

Horizontal Alignment Report
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SWO 5136(1) Alignments.xlsx
1 of 6

Project: C:\Files\Engineer\benham\16-022\SWO5136_1_V1.dwg
Description: US 75 over 81st Street
File Name: C:\Files\Engineer\benham\16-022\SWO5136_1.alg
Last Revised: russ 4/28/2017 8:57:01 AM
Note: All units in this report are in feet unless specified otherwise.

Alignment Name: A001 US 75				
Alignment Description:				
Alignment Style: Centerline				
Element: Linear		Station	Northing	Easting
POB	(300)	53+43.670	381676.877523	2556896.695858
PC	(302)	66+14.480	383124.949560	2557154.318514
Tangential Direction: N 10°05'16.0592" E				
Tangential Length: 1470.8100				
Element: Circular				
PC	(302)	66+14.480	383124.949560	2557154.318514
PI	(303)	102+03.564	389461.639740	2557747.940215
CC	(301)	389146.405559	2523308.296808	
PT	(304)	135+70.816	389850.013482	2557678.575441
Radius: 34377.4800				
Delta: 11°15'38.0000" Left				
Degree of Curvature (Arc): 0°08'58.8968"				
Length: 6756.3357				
Tangent: 3389.0837				
Chord: 6745.4674				
Middle Ordinate: 165.8475				
External: 166.6515				
Tangent Direction: N 10°05'16.0592" E				
Radial Direction: S 79°54'43.9408" E				
Chord Direction: N 4°27'27.0592" E				
Radial Direction: N 88°49'38.0592" E				
Tangent Direction: N 1°10'21.9408" W				
Element: Linear				
PT	(304)	135+70.816	389850.013482	2557678.575441
POE	(305)	166+00.004	393078.525562	2557612.483261
Tangential Direction: N 1°10'21.9408" W				
Tangential Length: 3229.1885				
Alignment Name: A002 81st St				
Alignment Description:				
Alignment Style: Centerline				
Element: Linear		Station	Northing	Easting
POB	(355)	29+75.450	386953.127000	2555594.263000
PI	(352)	36+37.020	386970.079000	2556255.654000
Tangential Direction: N 88°31'54.3374" E				
Tangential Length: 661.6080				
Element: Linear				
PI	(352)	36+37.020	386970.079000	2556255.654000
POE	(354)	62+98.238	387019.000000	2556814.422000
Tangential Direction: N 88°56'45.1815" E				
Tangential Length: 2659.2180				

Horizontal Alignment Report
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SWO 5136_1 Alignments.xlsx
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Alignment Name: A003 Ramp A				
Alignment Style: Centerline				
Element: Linear		Station	Northing	Easting
POB	(306)	82+52.580	384551.369076	2557334.368036
PC	(308)	94+92.735	385785.088572	2557400.555525
Tangential Direction: N 5°50'24.1121" E				
Tangential Length: 1240.1552				
Element: Circular				
PC	(308)	94+92.735	385785.088572	2557400.555525
PI	(309)	96+04.122	385895.897294	2557471.886288
CC	(307)	97+15.403	386085.534942	2554523.130618
PCC	(311)	97+15.403	386007.244969	2557474.842627
Radius: 2952.7501				
Delta: 4°19'14.5131" Left				
Degree of Curvature (Arc): 1°58'25.5152"				
Length: 222.6681				
Tangent: 111.3688				
Chord: 222.8153				
Middle Ordinate: 2.0087				
External: 2.1002				
Tangent Direction: N 5°50'24.1121" E				
Radial Direction: S 84°09'35.8879" E				
Chord Direction: N 3°40'46.8555" E				
Radial Direction: S 88°28'50.4011" E				
Tangent Direction: N 1°31'09.5989" E				
Element: Circular				
PCC	(311)	97+15.403	386007.244969	2557474.842627
PI	(312)	98+72.881	386164.667156	2557479.018158
CC	(310)	100+29.488	386052.856142	2553790.386917
PT	(313)	100+29.488	386320.243321	2557454.620682
Radius: 1725.0622				
Delta: 10°25'54.9304" Left				
Degree of Curvature (Arc): 3°19'10.9488"				
Length: 314.0848				
Tangent: 157.4776				
Chord: 313.6509				
Middle Ordinate: 7.1433				
External: 7.1730				
Tangent Direction: N 1°31'09.7702" E				
Radial Direction: S 88°28'50.2298" E				
Chord Direction: N 94°14'7.6650" W				
Radial Direction: N 81°05'14.8308" E				
Tangent Direction: N 8°54'45.1602" W				
Element: Linear				
PT	(313)	100+29.488	386320.243321	2557454.620682
PC	(315)	102+54.490	386542.528688	2557419.761859
Tangential Direction: N 8°54'45.1602" W				
Tangential Length: 225.0020				

Horizontal Alignment Report				
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SWO 5136_1 Alignments.xlsx				
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Element: Circular				
PC	(315)	102+54.490	386542.52888	2557419.761859
PI	(316)	103+60.608	386668.257311	2557401.028021
CC	(314)	386798.212320	2559090.187947	
PT	(317)	104+84.355	386771.360641	2557400.053910
Radius:		1650.3524		
Delta:		7°58'40.0281" Right		
Degree of Curvature (Arc):		3°28'18.2281"		
Length:		229.8848		
Tangent:		115.1188		
Chord:		228.6791		
Middle Ordinate:		4.0004		
External:		4.0101		
Tangent Direction:		N 8°54'45.1602" W		
Radial Direction:		N 81°05'14.8388" E		
Chord Direction:		N 4°55'20.6462" W		
Radial Direction:		N 89°04'03.8679" E		
Tangent Direction:		N 0°55'56.1321" W		
Element: Linear				
PT	(317)	104+84.355	386771.360641	2557400.053910
POE	(318)	107+04.093	386991.070032	2557398.478706
Tangent Direction:		N 0°55'56.1321" W		
Tangent Length:		219.7385		

Horizontal Alignment Report				
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SWO 5136_1 Alignments.xlsx				
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Alignment Name: A004 Ramp B				
Alignment Style: Centerline				
Element: Linear		Station	Northing	Easting
POB	(319)	90+82.050	385384.034408	2557522.023054
PC	(321)	96+23.388	385898.217102	2557609.746489
Tangent Direction:		N 9°19'32.7836" E		
Tangent Length:		541.3375		
Element: Circular				
PC	(321)	96+23.388	385898.217102	2557609.746489
PI	(322)	96+03.833	386076.277981	2557638.987336
CC	(320)	385680.331694	2559545.496072	
PT	(323)	99+83.268	386246.016547	2557700.220686
Radius:		1861.6772		
Delta:		10°30'40.2531" Right		
Degree of Curvature (Arc):		2°55'14.7168"		
Length:		359.8790		
Tangent:		180.4458		
Chord:		358.3745		
Middle Ordinate:		8.2469		
External:		8.2817		
Tangent Direction:		N 9°19'32.7836" E		
Radial Direction:		S 80°40'27.2084" E		
Chord Direction:		N 14°34'52.9202" E		
Radial Direction:		S 70°09'46.9532" E		
Tangent Direction:		N 19°50'13.0466" E		
Element: Linear				
PT	(323)	99+83.268	386246.016547	2557700.220686
PC	(325)	102+19.334	386468.075915	2557780.328815
Tangent Direction:		N 19°50'13.0466" E		
Tangent Length:		236.0671		
Element: Circular				
PC	(325)	102+19.334	386468.075915	2557780.328815
PI	(326)	104+19.347	386656.220843	2557848.202279
CC	(324)	386838.442586	2556753.674100	
PT	(327)	106+14.970	386856.207648	2557844.946850
Radius:		1091.4171		
Delta:		20°46'10.5796" Left		
Degree of Curvature (Arc):		5°14'58.8058"		
Length:		365.8365		
Tangent:		200.0133		
Chord:		363.4739		
Middle Ordinate:		17.5782		
External:		18.1759		
Tangent Direction:		N 19°50'13.0466" E		
Radial Direction:		S 70°09'46.9532" E		
Chord Direction:		N 9°27'07.7570" E		
Radial Direction:		N 89°04'02.4671" E		
Tangent Direction:		N 0°55'57.5329" W		
Element: Linear				
PT	(327)	106+14.970	386856.207648	2557844.946850
POE	(328)	107+58.060	386999.278932	2557842.617562
Tangent Direction:		N 0°55'57.5329" W		
Tangent Length:		143.0602		

Horizontal Alignment Report				
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Alignment Name: A005 Ramp C				
Alignment Style: Default				
Element: Linear		Station	Northing	Easting
POB	(320)	106+81.600	386991.108083	2557398.437067
PC	(331)	107+56.600	387066.094120	2557397.069498
Tangent Direction:		N 1°01'24.0000" W		
Tangent Length:		75.0000		
Element: Circular				
PC	(331)	107+56.600	387066.094120	2557397.069498
PI	(332)	108+91.606	387201.079408	2557394.687349
CC	(330)	387078.885156	2556113.184267	
PT	(333)	110+23.480	387327.676799	2557441.585311
Radius:		716.2000		
Delta:		21°21'01.1442" Right		
Degree of Curvature (Arc):		7°50'59.8892"		
Length:		286.8800		
Tangent:		135.0058		
Chord:		265.3386		
Middle Ordinate:		12.3051		
External:		12.6134		
Tangent Direction:		N 1°01'24.0000" W		
Radial Direction:		N 88°58'36.0000" E		
Chord Direction:		N 9°39'06.5721" E		
Radial Direction:		S 69°40'22.8558" E		
Tangent Direction:		N 20°19'37.1442" E		
Element: Linear				
PT	(333)	110+23.480	387327.676799	2557441.585311
PC	(335)	112+22.380	387514.190388	2557510.678662
Tangent Direction:		N 20°19'37.1442" E		
Tangent Length:		188.8000		
Element: Circular				
PC	(335)	112+22.380	387514.190388	2557510.678662
PI	(336)	113+87.700	387669.214923	2557568.106965
CC	(334)	387656.485099	2556316.726129	
PT	(337)	115+51.180	387833.764979	2557584.041194
Radius:		1273.2400		
Delta:		14°47'45.5810" Left		
Degree of Curvature (Arc):		4°29'59.9942"		
Length:		328.8000		
Tangent:		165.3197		
Chord:		327.8671		
Middle Ordinate:		10.5989		
External:		10.6878		
Tangent Direction:		N 20°19'37.1442" E		
Radial Direction:		S 69°40'22.8558" E		
Chord Direction:		N 12°55'44.3537" E		
Radial Direction:		S 84°29'08.4367" E		
Tangent Direction:		N 5°31'51.5633" E		
Element: Linear				
PT	(337)	115+51.180	387833.764979	2557584.041194
POE	(338)	120+50.000	388330.262579	2557632.119522
Tangent Direction:		N 5°31'51.5633" E		
Tangent Length:		498.8200		

Horizontal Alignment Report

SWO 5136_1 Alignments.xls

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		Alignment Name: A008 Ramp D			
		Alignment Description:			
		Alignment Style: Centerline			
		Station	Northing	Easting	
Element: Linear					
POB		(338)	107+12.210	388999.2008580	2567838.3635030
PC		(341)	109+98.380	387283.3053370	2567833.2887020
Tangential Direction:		N 1°0'124.0000" W			
Tangential Length:		284.1500			
Element: Circular					
PC		(341)	109+98.380	387283.3053370	2567833.2887020
PI		(342)	110+77.728	387384.6584150	2567831.8365380
CC		(340)	387286.2508820	2568878.5110080	
PT		(343)	111+58.700	387444.5928900	2567816.6398570
Radius:		954.9300			
Delta:		9°44'25.4275" Left			
Degree of Curvature (Arc):		5°59'59.9923"			
Length:		162.3400			
Tangent:		81.3681			
Chord:		162.1446			
Middle Ordinate:		3.4477			
External:		3.4602			
Tangent Direction:		N 1°0'124.0000" W			
Radial Direction:		N 88°58'36.0000" E			
Chord Direction:		N 5°53'38.7137" W			
Radial Direction:		N 79°14'10.5725" E			
Tangent Direction:		N 10°45'49.4275" W			
Element: Linear					
PT		(343)	111+58.700	387444.5928900	2567816.6398570
PC		(345)	114+40.980	387721.9063630	2567763.9211980
Tangential Direction:		N 10°45'49.4275" W			
Tangential Length:		282.2800			
Element: Circular					
PC		(345)	114+40.980	387721.9063630	2567763.9211980
PI		(346)	115+70.017	387848.6734050	2567738.8222400
CC		(344)	387889.4206080	2569171.1190830	
PT		(347)	116+98.380	387977.7064570	2567738.7869830
Radius:		1432.4000			
Delta:		10°17'42.5774" Right			
Degree of Curvature (Arc):		3°59'59.9446"			
Length:		257.3800			
Tangent:		129.0374			
Chord:		257.0336			
Middle Ordinate:		5.7770			
External:		5.8004			
Tangent Direction:		N 10°45'49.4275" W			
Radial Direction:		N 79°14'10.5725" E			
Chord Direction:		N 5°36'58.1388" W			
Radial Direction:		N 89°3'153.1490" E			
Tangent Direction:		N 0°28'06.8501" W			
Element: Linear					
PT		(347)	116+98.380	387977.7064570	2567738.7869830
POE		(348)	128+00.000	389079.3096180	2567729.7577840
Tangential Direction:		N 0°28'06.8501" W			
Tangential Length:		1101.6400			

PTNO	NORTHING	EASTING	ELEVATION	DESCRIPTION
1	384366.229000	2557413.443000	702.909	SCP\ 3/4IN IP W/2IN ALUM CAP
2	389681.124000	2557591.788000	750.410	SCP\ 3/4IN IP W/2IN ALUM CAP
3	384767.969000	2557338.109000	706.793	SCP\ 3/8IN IPC ISAACS
4	385174.022000	2557579.011000	717.159	SCP\ 3/8IN IPC ISAACS
5	385572.108000	2557421.922000	712.592	SCP\ 3/8IN IPC ISAACS
6	385979.307000	2557694.189000	718.432	SCP\ 3/8IN IPC ISAACS
7	386455.280000	2557521.150000	718.484	SCP\ 3/8IN IPC ISAACS
8	386908.095000	2557672.641000	721.060	SCP\ 3/8IN IPC ISAACS
9	387071.008000	2557563.402000	722.165	SCP\ 3/8IN IPC ISAACS
10	387462.546000	2557702.777000	724.057	SCP\ 3/8IN IPC ISAACS
11	387850.587000	2557573.755000	725.759	SCP\ 3/8IN IPC ISAACS
12	388267.069000	2557746.800000	728.799	SCP\ 3/8IN IPC ISAACS
13	388698.008000	2557625.228000	732.615	SCP\ 3/8IN IPC ISAACS
14	389092.798000	2557744.412000	738.230	SCP\ 3/8IN IPC ISAACS
15	383915.630000	2557225.872000	698.364	SCP\ 3/8IN IPC ISAACS
16	387081.910000	2558683.465000	681.966	SCP\ 3/8IN IPC ISAACS
17	386943.920000	2558188.684000	691.227	SCP\ 3/8IN IPC ISAACS
18	387020.526000	2557712.631000	699.409	SCP\ 3/8IN IPC ISAACS
19	386969.527000	2557540.243000	705.984	SCP\ 3/8IN IPC ISAACS
20	387004.804000	2557044.419000	733.408	SCP\ 3/8IN IPC ISAACS
21	386940.225000	2556524.896000	738.462	SCP\ 3/8IN IPC ISAACS
200	384962.765000	2557574.760000	712.963	BM\ A 3/4IN IP W/2IN ALUM CAP
201	385726.254000	2557601.693000	710.973	BM\ B CUT X ON OUTFALL STR
202	386439.702000	2557950.473000	696.439	BM\ C CUT X ON LP BASE
203	387348.330000	2557859.570000	697.008	BM\ E CUT X ON HEADWALL
204	387879.096000	2557777.004000	719.546	BM\ F CUT X ON WINGWALL
205	388520.525000	2557836.790000	698.530	BM\ G CUT X ON HEADWALL
206	389280.872000	2557684.589000	742.266	BM\ H CUT X ON MEDIAN INLET
207	386591.103000	2557502.531000	712.066	BM\ D CUT X ON HEADWALL

PTNO	NORTHING	EASTING	PTNO	NORTHING	EASTING
300	381676.877523	2556896.695858	319	385364.034498	2557522.023954
301	389146.405559	2523308.296608	320	385580.331684	2559545.496072
302	383124.949560	2557154.318514	321	385898.217102	2557609.746489
303	386461.639740	2557747.940215	322	386076.277981	2557638.987336
304	389850.013482	2557678.575441	323	386246.016547	2557700.220686
305	393078.525552	2557612.483261	324	386838.442586	2556753.674100
306	384551.369976	2557334.368036	325	386468.075915	2557780.328815
307	386085.534942	2554523.130618	326	386656.220843	2557848.202279
308	385785.088572	2557460.555525	327	386856.207648	2557844.946650
309	385895.897294	2557471.889288	328	386999.278932	2557842.617562
310	386052.985142	2555750.386917	329	386991.106083	2557398.437967
311	386007.244969	2557474.842627	330	387078.885156	2558113.184267
312	386164.667156	2557479.018158	331	387066.094120	2557397.098498
313	386320.243321	2557454.620682	332	387201.078408	2557394.687349
314	386798.212320	2559050.187847	333	387327.676799	2557441.585311
315	386542.528688	2557419.761859	334	387956.485099	2556316.729129
316	386656.257311	2557401.926921	335	387514.190388	2557510.678662
317	386771.360641	2557400.053910	336	387669.214923	2557568.106995
318	386991.070032	2557396.478706	337	387833.764979	2557584.041194

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PROPOSED
R/W

MARCH 2023

OKLAHOMA DEPARTMENT OF TRANSPORTATION					
FED. ROAD DIST. NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	OKLA.				
DESCRIPTION				REVISIONS	DATE

PTNO	NORTHING	EASTING	PTNO	NORTHING	EASTING
338	388330.262579	2557632.119522	7637	387087.345386	2558123.395515
339	386999.200658	2557838.363503	7638	387094.836652	2557941.519728
340	387266.250682	2556878.511008	7639	387671.625030	2557838.024962
341	387283.306337	2557833.288702	7640	388877.641235	2557868.453138
342	387364.658415	2557831.835538	7641	388953.132073	2557853.957271
343	387444.592890	2557816.639657	7642	389853.513603	2557847.255755
344	387989.420608	2559171.119083	7643	386923.133800	2555594.921500
345	387721.906363	2557763.921198	7644	386903.137800	2555595.334200
346	387848.673405	2557739.822249	7645	386911.613900	2555926.030300
347	387977.706457	2557738.766983	7646	386931.610000	2555925.619900
348	389079.309618	2557729.757784	7647	386939.059900	2556216.279500
352	386970.079000	2556255.654000	7648	386805.838400	2556219.001800
353	386995.153370	2557618.400735	7649	386805.430200	2556199.006000
354	387019.000000	2558914.422000	7650	386330.739100	2556208.706100
355	386953.126800	2555594.263500	7651	386977.871200	2555593.729400
7600	383004.738748	2556980.576792	7652	386986.347300	2555924.422200
7601	383151.227031	2557006.638134	7653	386990.906700	2556102.309200
7602	385319.089546	2557321.118298	7654	387095.981200	2556202.899600
7603	385386.407403	2557310.895387	7655	387288.887300	2556198.458000
7604	385663.356790	2557320.627164	7656	387631.011700	2556191.245100
7605	386170.228557	2557338.591229	7657	387097.868900	2556303.480400
7606	386885.027166	2557226.526029	7658	388404.865700	2556274.863400
7607	386934.043059	2557017.751416	7659	386921.659400	2556344.722800
7608	386921.660434	2556344.778090	7660	386891.050400	2556315.281000
7609	387030.033219	2556374.138146	7661	386583.172900	2556321.572300
7610	387034.327510	2556606.320978	7662	386583.025700	2556313.573700
7611	387064.877144	2556635.761084	7663	386331.298000	2556318.708600
7612	387068.155546	2556695.710710	8000	384334.955449	2557195.909906
7613	387077.740900	2557215.742378	8001	384319.841878	2556359.783516
7614	387455.384673	2557392.304309	8002	382994.078713	2556386.937600
7615	387636.560921	2557477.010666	8003	385090.488067	2556344.061672
7616	389846.416344	2557501.987220	8004	385101.035400	2556913.964079
7617	383011.691805	2557367.780640	8005	385655.696413	2556902.646998
7618	383021.160588	2557369.465206	8006	386623.827763	2557267.476533
7619	383040.427858	2557261.165750	8007	386623.843718	2556725.471719
7620	383103.930721	2557272.463376	8008	385650.802984	2556635.642308
7621	383881.166278	2557401.600668	8009	385784.879424	2556632.880746
7622	384170.196748	2557505.683460	8010	385880.772721	2556653.519503
7623	384341.038072	2557529.909953	8011	386179.490760	2556632.452357
7624	384419.462978	2557540.775721	8012	386416.969628	2556712.586849
7625	384572.846192	2557531.229405	8013	386562.460156	2556743.227515
7626	384958.736365	2557580.318858	8014	386735.603304	2556711.891006
7627	385670.897747	2557730.769717	8015	386771.962072	2556711.222009
7628	385834.700269	2557765.478420	8016	386860.971263	2556759.584774
7629	386484.187437	2557936.828191	8017	386929.269702	2556758.328091
7630	386884.036168	2557983.729153	8018	387267.951376	2556692.015427
7631	386926.105295	2558218.520017	8019	387293.409405	2556716.548849
7632	386948.453018	2558240.080742	8020	387304.603870	2557321.808907
7633	386952.928717	2558482.101058	8021	388699.338205	2557506.852623
7634	386961.276283	2558500.287359	8022	388743.476908	2557441.403215
7635	386967.384988	2558830.430576	8023	388742.931166	2557738.904798
7636	387101.810081	2558912.612972	8024	388975.894760	2557491.868121

PTNO	NORTHING	EASTING	PTNO	NORTHING	EASTING
8025	389167.289441	2557206.273832	8077	385624.193581	2557833.323021
8026	389018.504697	2557033.591503	8078	385680.450816	2558252.146753
8027	384495.522570	2557536.036480	8079	385929.208108	2558247.537030
8028	384495.735034	2557546.042606	8080	386026.620286	2558265.347976
8029	384543.682259	2557543.058450	8081	386142.121793	2558311.509654
8030	384572.494519	2557541.265223	8082	386251.223432	2558331.457913
8031	384591.706282	2557543.813270	8083	386250.297041	2558281.466496
8032	384639.856109	2557550.151132	8084	386143.497896	2558262.426676
8033	384687.998568	2557556.419125	8085	386162.660018	2558214.488395
8034	384736.141088	2557562.618270	8086	386155.909775	2557850.220934
8035	384738.240640	2557661.498101	8087	386349.602394	2557901.321537
8036	384700.075678	2557662.308472	8088	386318.525327	2558280.202157
8037	384690.244545	2557662.194933	8089	386356.648875	2558281.575031
8038	384677.504291	2557661.084133	8090	386471.437941	2558312.244488
8039	384642.113645	2557656.471296	8091	386569.904449	2558357.599478
8040	384596.430062	2557650.516872	8092	386606.854900	2558371.205298
8041	384593.965421	2557650.208937	8093	386618.474929	2558330.581217
8042	384551.698386	2557649.007685	8094	386611.454921	2557951.756255
8043	384545.939529	2557649.366107	8095	386616.322788	2558214.443929
8044	384497.992304	2557652.350262	8096	386924.352194	2558208.735833
8045	384741.290771	2557805.146034	8097	387087.864161	2558151.700761
8046	384889.057464	2557802.008448	8098	387388.734538	2558151.369140
8047	384966.260727	2557778.682850	8099	387333.513496	2558092.137417
8048	385004.050282	2557754.695205	8100	387314.219710	2558036.786236
8049	385053.066605	2557733.030353	8101	387320.531507	2557952.607443
8050	384957.096625	2557590.187774	8102	387302.678989	2557933.677890
8051	385041.656602	2557608.051872	8103	387298.343140	2557934.365288
8052	385104.930049	2557621.418989	8104	387290.485478	2557934.173593
8053	385103.300914	2557726.685480	8105	387278.546214	2557932.335015
8054	385137.720865	2557730.551037	8106	387278.521089	2557908.560711
8055	385148.747489	2557732.880516	8107	387442.228615	2557879.186208
8056	385169.416718	2557635.042411	8108	387442.261956	2557910.736190
8057	385217.358560	2557645.170580	8109	387411.812149	2557916.050073
8058	385196.689330	2557743.008686	8110	387394.410619	2557940.842629
8059	385244.631172	2557753.136855	8111	387398.119094	2557984.174226
8060	385265.300401	2557655.298750	8112	387466.295422	2558128.932448
8061	385313.242243	2557665.426920	8113	387491.720297	2558163.948924
8062	385292.573013	2557763.265025	8114	387509.230824	2558196.837966
8063	385340.514855	2557773.393194	8115	387536.021139	2558311.089012
8064	385361.184084	2557675.555089	8116	387562.287048	2558348.603336
8065	385409.125926	2557685.683259	8117	387437.731767	2558373.153779
8066	385388.456697	2557783.521364	8118	387421.861775	2558373.170486
8067	385436.398538	2557793.649534	8119	387431.245996	2558248.031856
8068	385457.067768	2557695.811428	8120	387398.867715	2558162.238285
8069	385505.009609	2557705.939598	8121	387611.790618	2557848.761220
8070	385484.340380	2557803.777703	8122	387581.239814	2558340.148255
8071	385552.951451	2557716.067768	8123	387798.756634	2558234.789397
8072	385532.282222	2557813.905873	8124	387887.818923	2558191.650200
8073	385580.224063	2557824.034042	8125	387976.138195	2558160.224918
8074	385600.893293	2557726.195937	8126	387945.840533	2558044.112681
8075	385661.050873	2557738.904798	8127	387942.600859	2558018.859639
8076	385662.920783	2557837.083503	8128	387942.611888	2557848.532347

PTNO	NORTHING	EASTING	PTNO	NORTHING	EASTING
8129	388128.310896	2557854.503529	8183	386323.553900	2555923.097900
8130	388133.373705	2558148.639625	8184	386629.889300	2555916.810000
8131	388075.243705	2558148.642765	8185	386630.270000	2555931.805300
8132	388328.733705	2558148.629073	8186	386909.297600	2555835.658600
8133	388323.760679	2557859.709153	8187	386627.975500	2555841.448800
8134	388550.040246	2557864.354217	8188	386625.681000	2555751.092300
8135	388459.847712	2558139.954599	8189	386906.981200	2555745.286800
8136	388464.514182	2558141.481740	8190	386621.873000	2555601.138900
8137	388464.512174	2558148.621740	8191	386953.126800	2555594.263500
8138	388692.932173	2558148.609402	8192	387284.144400	2555587.120300
8139	388692.870664	2557866.523181	8193	387292.659500	2555917.780100
8140	388892.205163	2557865.656550	8194	387392.636800	2555915.612100
8141	388892.932173	2558148.605616	8195	387395.211100	2556015.579800
8142	389092.913704	2558148.587799	8196	387295.233800	2556017.747700
8143	389092.849567	2557854.455624	8197	387623.735000	2555910.601000
8144	389292.858540	2557854.185615	8198	386925.590500	2556558.371900
8145	389194.133704	2558148.582332	8199	386854.292600	2556559.683800
8146	389292.923800	2558153.468675	8200	386770.127500	2556611.238800
8147	389492.928824	2558194.248138	8201	386733.763600	2556611.907900
8148	389492.854361	2557852.757767	8202	386858.323000	2556631.142900
8149	389692.656559	2557850.175019	8203	386435.227900	2556601.126300
8150	389692.832461	2558145.209032	8204	386127.455700	2556532.700100
8151	389648.521955	2558255.317931	8205	385974.547300	2556546.657600
8152	389587.955203	2558229.372253	8206	385922.677600	2556563.707300
8153	389176.722810	2556514.893219	8207	385875.461600	2556578.717600
8156	389044.930916	2557007.424973	8208	385772.380700	2556446.502300
8157	389164.085762	2556928.768532	8209	385777.931100	2556408.314400
8158	389131.031060	2556878.694720	8210	385776.301800	2556330.041900
8159	389118.512607	2556886.958395	8211	386623.855600	2556320.741000
8160	389083.875726	2556879.867099	8212	386623.846700	2556623.325900
8161	388949.406320	2556676.162469	8200	392267.821000	2556140.150000
8162	388893.238913	2556496.273160	9001	392308.414000	2558795.609000
8163	388888.819600	2556293.837409	9009	396127.764000	2561450.584000
8164	388918.157687	2556263.189791	9013	389618.952000	2556197.879000
8165	389333.058819	2556254.311597	9017	389700.079000	2556255.654000
8166	389339.170371	2556534.064890	9018	387019.000000	2558914.422000
8167	389697.362681	2556806.458483	9022	389708.098000	2561512.227000
8168	389848.640926	2557047.995007	9023	387067.869000	2561573.528000
8169	389891.386552	2557499.511163	9026	384451.510000	2561619.203000
8170	387376.823039	2556629.991552	9032	381761.301000	2561667.003000
8171	387377.932567	2556689.981292	9034	381714.488000	2559015.547000
8172	387353.399145	2556715.439320	9039	381667.544000	2556364.097000
8173	387362.806487	2557224.073550	9042	384318.818000	2556309.794000
8174	387417.560335	2557308.378139	9047	384367.378139	2558964.690000
8175	387564.334147	2557376.988468	9048	381615.905000	2553722.737000
8176	387674.278747	2557402.974615	9049	386902.270000	2553610.092000
8177	388582.543063	2557416.844219	9050	392195.150000	2553498.982000
8178	388742.621601	2557335.365541	9051	389477.269000	2550914.119000
8179	388968.759751	2557000.043919	9052	384192.780000	2551007.768000
8180	389011.876215	2556957.351161			
8181	389038.888530	2557011.762578			
8182	386637.142800	2556202.444800			

Loop #1 - US-75 - CHECK LEVELS (SCP 1 to BM 15)									
SWO 5136(1) J/P 30374(04)									
NAVD 88 DATUM									
BM No.	Run 1	Run 2	Mean Diff.	Unadj. Elev.	Adj. Elev.	Published Elev.	BM Description		
SCP 1				702.899		702.909	3/4 IN. x 3/8 IN. IRON PIN WITH 2 INCH ALUMINUM CAP STAMPED 'SCP 1'		
to	-3.562	-3.568	-3.565				STA 80+80.00 61' RT A001 US 75		
TP 1				706.464			TEMPORARY TURN POINT - LOCATION NOT DESCRIBED		
to	-6.499	-6.498	-6.4985	712.963			3/4 IN. x 3/8 IN. IRON PIN WITH 2 INCH ALUMINUM CAP STAMPED 'BM A'		
BM A							STA 86+90.63 143.4' RT A001 US 75		
to	-4.196	-4.197	-4.1965	717.159			3/8 IN. IRON PIN WITH PLASTIC CAP STAMPED 'ISAACS CONTROL'		
SCP 4							STA 89+00.10 122.7' RT A001 US 75		
to	3.085	3.086	3.0855	714.074			TEMPORARY TURN POINT - LOCATION NOT DESCRIBED		
TP 2							CUT X SET ON CONCRETE OUTFLOW STRUCTURE		
to	3.099	3.102	3.1005	718.973			STA 94+49.92 86' RT A001 US 75		
BM B							3/8 IN. IRON PIN WITH PLASTIC CAP STAMPED 'ISAACS CONTROL'		
to	-7.46	-7.457	-7.4585	718.432			STA 97+09.74 154' RT A001 US 75		
SCP 6							CUT X SET ON LIGHTPOLE BASE		
to	10.342	10.34	10.341	708.091			STA 101+86.58 370.3' RT A001 US 75		
TP 3							TEMPORARY TURN POINT - LOCATION NOT DESCRIBED		
to	11.656	11.648	11.652	696.439			TEMPORARY TURN POINT - LOCATION NOT DESCRIBED		
BM C							TEMPORARY TURN POINT - LOCATION NOT DESCRIBED		
to	-10.579	-10.579	-10.579	707.018			TEMPORARY TURN POINT - LOCATION NOT DESCRIBED		
TP 4							TEMPORARY TURN POINT - LOCATION NOT DESCRIBED		
to	-10.661	-10.659	-10.66	717.678			TEMPORARY TURN POINT - LOCATION NOT DESCRIBED		
TP 5									

Page 1 of 4

Loop #1 - US-75 - CHECK LEVELS (SCP 1 to BM 15)									
SWO 5136(1) J/P 30374(04)									
NAVD 88 DATUM									
BM No.	Run 1	Run 2	Mean Diff.	Unadj. Elev.	Adj. Elev.	Published Elev.	BM Description		
TP 13				720.522			TEMPORARY TURN POINT - LOCATION NOT DESCRIBED		
to	-11.962	-11.962	-11.962	732.484			TEMPORARY TURN POINT - LOCATION NOT DESCRIBED		
TP 14							3/8 IN. IRON PIN WITH PLASTIC CAP STAMPED 'ISAACS CONTROL'		
to	-5.748	-5.743	-5.7455	738.230			STA 128+13.64 58.7' RT A001 US 75		
SCP 14							CUT X SET AT CENTER OF NORTH SIDE OF CONCRETE MEDIAN INLET		
to	-4.038	-4.035	-4.0365	742.266			STA 130+01.63 0.9' LT A001 US 75		
BM H							3/4 IN. x 3/8 IN. IRON PIN WITH 2 INCH ALUMINUM CAP STAMPED 'SCP 2'		
to	-8.143	-8.144	-8.1435	750.410			STA 134+03.30 89.8' LT A001 US 75		
SCP 2							TEMPORARY TURN POINT - LOCATION NOT DESCRIBED		
to	8.841	8.843	8.842	741.568			3/8 IN. IRON PIN WITH PLASTIC CAP STAMPED 'ISAACS CONTROL'		
TP 15							STA 124+18.00 57.6' LT A001 US 75		
to	8.948	8.957	8.9525	732.615			TEMPORARY TURN POINT - LOCATION NOT DESCRIBED		
SCP 13							3/8 IN. IRON PIN WITH PLASTIC CAP STAMPED 'ISAACS CONTROL'		
to	3.627	3.626	3.6265	728.989			STA 115+67.72 87.5' LT A001 US 75		
TP 16							3/8 IN. IRON PIN WITH PLASTIC CAP STAMPED 'ISAACS CONTROL'		
to	3.218	3.241	3.2295	725.759			STA 107+86.89 59.6' LT A001 US 75		
SCP 11							TEMPORARY TURN POINT - LOCATION NOT DESCRIBED		
to	1.498	1.483	1.4905	724.269			TEMPORARY TURN POINT - LOCATION NOT DESCRIBED		
TP 17							3/8 IN. IRON PIN WITH PLASTIC CAP STAMPED 'ISAACS CONTROL'		
to	2.104	2.103	2.1035	722.165			STA 103+02.93 87.9' LT A001 US 75		
SCP 9							TEMPORARY TURN POINT - LOCATION NOT DESCRIBED		
to	-7.088	-7.061	-7.0795	715.086			CUT X SET ON NORTH END OF HEADWALL OF CONCRETE INLET		
TP 18							STA 103+02.93 87.9' LT A001 US 75		
to	3.026	3.014	3.02	712.066			3/8 IN. IRON PIN WITH PLASTIC CAP STAMPED 'ISAACS CONTROL'		
BM D									
to	-6.412	-6.424	-6.418	718.484					
SCP 7									

Page 3 of 4

Loop #1 - US-75 - CHECK LEVELS (SCP 1 to BM 15)									
SWO 5136(1) J/P 30374(04)									
NAVD 88 DATUM									
BM No.	Run 1	Run 2	Mean Diff.	Unadj. Elev.	Adj. Elev.	Published Elev.	BM Description		
to	-3.38	-3.384	-3.382	721.060			3/8 IN. IRON PIN WITH PLASTIC CAP STAMPED 'ISAACS CONTROL'		
SCP 8							STA 106+31.15 59.7' RT A001 US 75		
to	-2.997	-2.998	-2.9975	724.057			3/8 IN. IRON PIN WITH PLASTIC CAP STAMPED 'ISAACS CONTROL'		
SCP 10							STA 111+85.47 58.2' RT A001 US 75		
to	9.726	9.72	9.723	714.334			TEMPORARY TURN POINT - LOCATION NOT DESCRIBED		
TP 6							TEMPORARY TURN POINT - LOCATION NOT DESCRIBED		
to	9.869	9.867	9.868	704.466			CUT X SET ON CENTER OF HEADWALL		
TP 7							STA 110+79.74 220.6' RT A001 US 75		
to	7.457	7.46	7.4585	697.008			TEMPORARY TURN POINT - LOCATION NOT DESCRIBED		
BM E							TEMPORARY TURN POINT - LOCATION NOT DESCRIBED		
to	-9.449	-9.454	-9.4515	706.459			TEMPORARY TURN POINT - LOCATION NOT DESCRIBED		
TP 8							TEMPORARY TURN POINT - LOCATION NOT DESCRIBED		
to	-11.21	-11.205	-11.2075	717.667			CUT X SET ON NORTH WINGWALL		
TP 9							STA 116+03.77 114.5' RT A001 US 75		
to	-1.881	-1.878	-1.8795	719.546			3/8 IN. IRON PIN WITH PLASTIC CAP STAMPED 'ISAACS CONTROL'		
BM F							STA 119+89.57 72.3' RT A001 US 75		
to	-9.268	-9.238	-9.253	728.799			TEMPORARY TURN POINT - LOCATION NOT DESCRIBED		
SCP 12							TEMPORARY TURN POINT - LOCATION NOT DESCRIBED		
to	9.467	9.467	9.467	719.332			CUT X SET ON SOUTH END OF HEADWALL		
TP 10							STA 122+44.08 156.7' RT A001 US 75		
to	10.44	10.434	10.437	708.895			TEMPORARY TURN POINT - LOCATION NOT DESCRIBED		
TP 11							TEMPORARY TURN POINT - LOCATION NOT DESCRIBED		
to	10.364	10.366	10.365	698.530			TEMPORARY TURN POINT - LOCATION NOT DESCRIBED		
BM G							TEMPORARY TURN POINT - LOCATION NOT DESCRIBED		
to	-11.437	-11.459	-11.448	709.978					
TP 12									
to	-10.542	-10.546	-10.544						

Page 2 of 4

Loop #1 - US-75 - CHECK LEVELS (SCP 1 to BM 15)									
SWO 5136(1) J/P 30374(04)									
NAVD 88 DATUM									
BM No.	Run 1	Run 2	Mean Diff.	Unadj. Elev.	Adj. Elev.	Published Elev.	BM Description		
to	3.611	3.618	3.6145				STA 101+68.64 59' LT A001 US 75		
TP 19				714.869			TEMPORARY TURN POINT - LOCATION NOT DESCRIBED		
to	2.28	2.275	2.2775	712.592			3/8 IN. IRON PIN WITH PLASTIC CAP STAMPED 'ISAACS CONTROL'		
SCP 5							STA 92+78.31 77.1' LT A001 US 75		
to	2.28	2.282	2.281	710.311			TEMPORARY TURN POINT - LOCATION NOT DESCRIBED		
TP 20							3/8 IN. IRON PIN WITH PLASTIC CAP STAMPED 'ISAACS CONTROL'		
to	3.52	3.515	3.5175	706.793			STA 84+68.16 67.2' LT A001 US 75		
SCP 3							TEMPORARY TURN POINT - LOCATION NOT DESCRIBED		
to	4.548	4.551	4.5495	702.244			3/8 IN. IRON PIN WITH PLASTIC CAP STAMPED 'ISAACS CONTROL'		
TP 21							STA 78+06.90 58.9' LT A001 US 75		
to	3.92	3.915	3.9175	698.326					
SCP 15									

Page 4 of 4

OKLAHOMA DEPARTMENT OF TRANSPORTATION

FED. ROAD DIST. NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	OKLA.				

DESCRIPTION

REVISIONS

DATE

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PROPOSED
R/W
MARCH 2023

PLS	RDL	
DRAWN	RDL	
CHECKED	JD I	
APPROVED		
CREW	ISAACS	

OKLAHOMA DEPARTMENT OF TRANSPORTATION
SURVEY DIVISION

SURVEY DATA SHEET

SWO 5136 (1) PROJECT NO. 30374(04) SHEET NO. S007

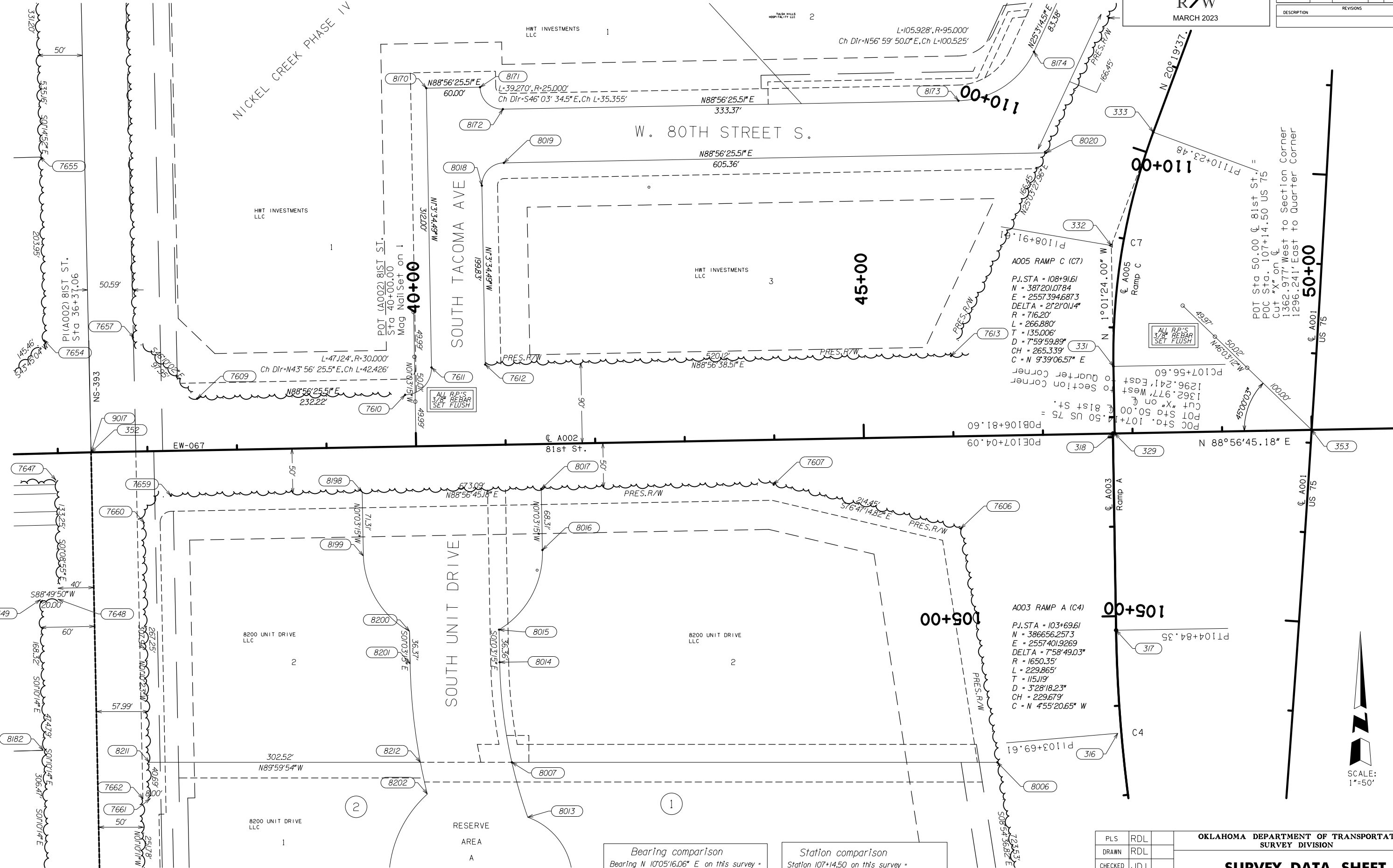


Bearing comparison
Bearing N 10°05'16.06" E on this survey =
Bearing N 10°05'22" E on F-53(08) plans

Station comparison
Station 107+14.50 on this survey =
Station 107+14.50 on F-53(08) plans

PLS	RDL
DRAWN	RDL
CHECKED	JD I
APPROVED	
CREW	ISAACS





PROPOSED
R/W
MARCH 2023

FED. ROAD DIST. NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	OKLA.				

DESCRIPTION	REVISIONS	DATE
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PLS	RDL
DRAWN	RDL
CHECKED	JD I
APPROVED	
CREW	ISAACS

OKLAHOMA DEPARTMENT OF TRANSPORTATION
SURVEY DIVISION

SURVEY DATA SHEET

SWO 5136 (1) PROJECT NO. 30374(04) SHEET NO. S009



OKLAHOMA DEPARTMENT OF TRANSPORTATION SURVEY DIVISION	
SURVEY DATA SHEET	
SWO <u>5136</u> (1) PROJECT NO. <u>30374(04)</u> SHEET NO. <u>S010</u>	

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SECTION 14
T-18-N, R-12-E

SECTION 14
T-18-N, R-12-E

PRT OF NW/4 NW/4
Sec. 14 T-18-N, R-12-E

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PROPOSED
R/W
MARCH 2023

OKLAHOMA DEPARTMENT OF TRANSPORTATION

FED. ROAD DIST. NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	OKLA.				

DESCRIPTION	REVISIONS	DATE

65+00

70+00

75+00

Station comparison
Station 107+14.50 on this survey =
Station 107+14.50 on F-53(08) plans

Bearing comparison
Bearing N 10°05'16.06" E on this survey =
Bearing N 10°05'22" E on F-53(08) plans

A001 US 75 (CI)

P.I. STA = 102+03.56
N = 386461.6397
E = 2557747.9402
DELTA = 1115°38.00"
R = 34377.48'
L = 6756.336'
T = 3389.084'
D = 0°10'00.00"
CH = 6745.467'
C = N 42°27.06" E

PRT OF N/2 SW/4
Sec. 14 T-18-N, R-12-E



SCALE:
1"=50'

SECTION 14
T-18-N, R-12-E

SECTION 14
T-18-N, R-12-E

PLS	RDL		OKLAHOMA DEPARTMENT OF TRANSPORTATION SURVEY DIVISION
DRAWN	RDL		
CHECKED	JD I		SURVEY DATA SHEET
APPROVED			
CREW	ISAACS	SWO 5136 (1) PROJECT NO. 30374(04) SHEET NO. S011	

PROPOSED
R/W

MARCH 2023

FED. ROAD DIST. NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	OKLA.				

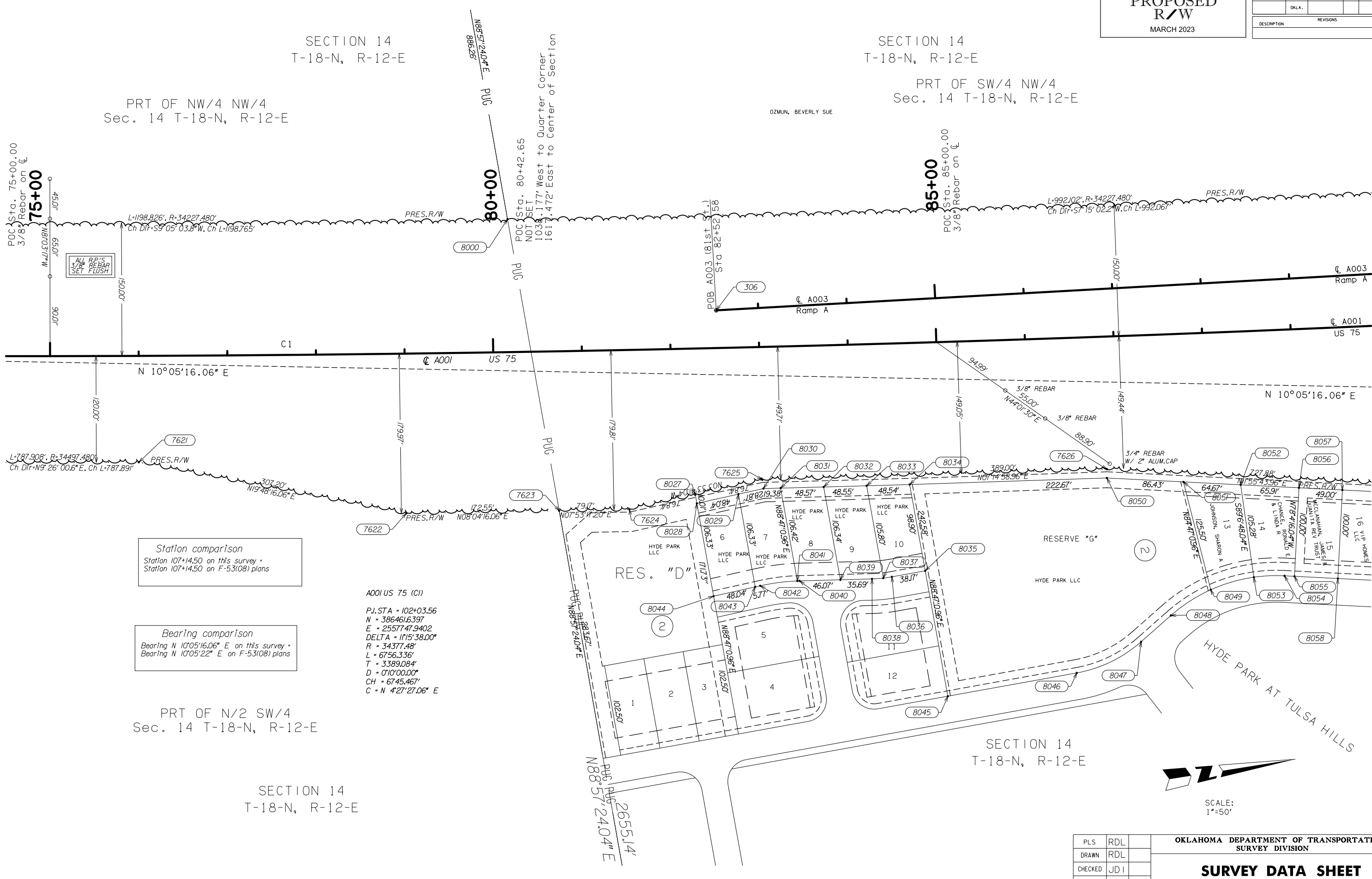
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SECTION 14
T-18-N, R-12-E

PRT OF NW/4 NW/4
Sec. 14 T-18-N, R-12-E

SECTION 14
T-18-N, R-12-E

PRT OF SW/4 NW/4
Sec. 14 T-18-N, R-12-E



Station comparison
Station 107+14.50 on this survey =
Station 107+14.50 on F-53(08) plans

Bearing comparison
Bearing N 10°05'16.06" E on this survey =
Bearing N 10°05'22" E on F-53(08) plans

A001 US 75 (C1)
P.J. STA = 102+03.56
N = 386461.6397
E = 2557747.9402
DELTA = 11°15'38.00"
R = 34377.48'
L = 6756.336'
T = 3389.084'
D = 0°10'00.00"
CH = 6745.467'
C - N 4°27'27.06" E

PRT OF N/2 SW/4
Sec. 14 T-18-N, R-12-E

SECTION 14
T-18-N, R-12-E

SECTION 14
T-18-N, R-12-E



SCALE:
1"=50'

PLS	RDL		OKLAHOMA DEPARTMENT OF TRANSPORTATION SURVEY DIVISION
DRAWN	RDL		
CHECKED	JD I		SURVEY DATA SHEET
APPROVED			
CREW	ISAACS		SWO 5136 (1) PROJECT NO. 30374(04) SHEET NO. S012

MARCH 2023

FED. ROAD DIST. NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEET
	OKLA.				
DESCRIPTION		REVISIONS			DATE

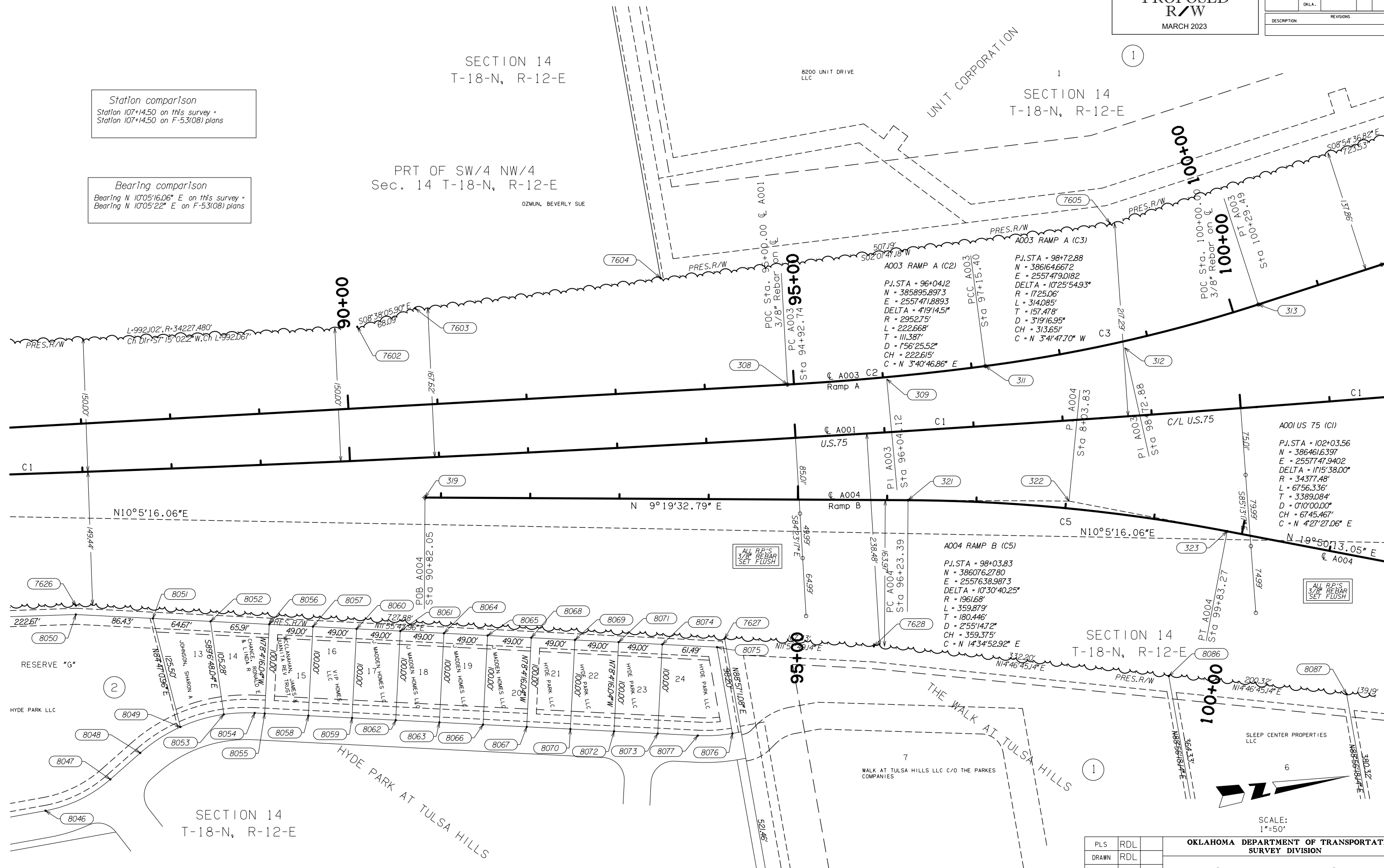
SECTION 14
T-18-N, R-12-E

Station comparison
Station 107+14.50 on this survey =
Station 107+14.50 on F-53(08) plans

Bearing comparison
*Bearing N 10°05'16.06" E on this survey **
Bearing N 10°05'22" E on F-53(08) plans

PRT OF SW/4 NW/4
Sec. 14 T-18-N, R-12-E

OZMUN, BEVERLY SUE



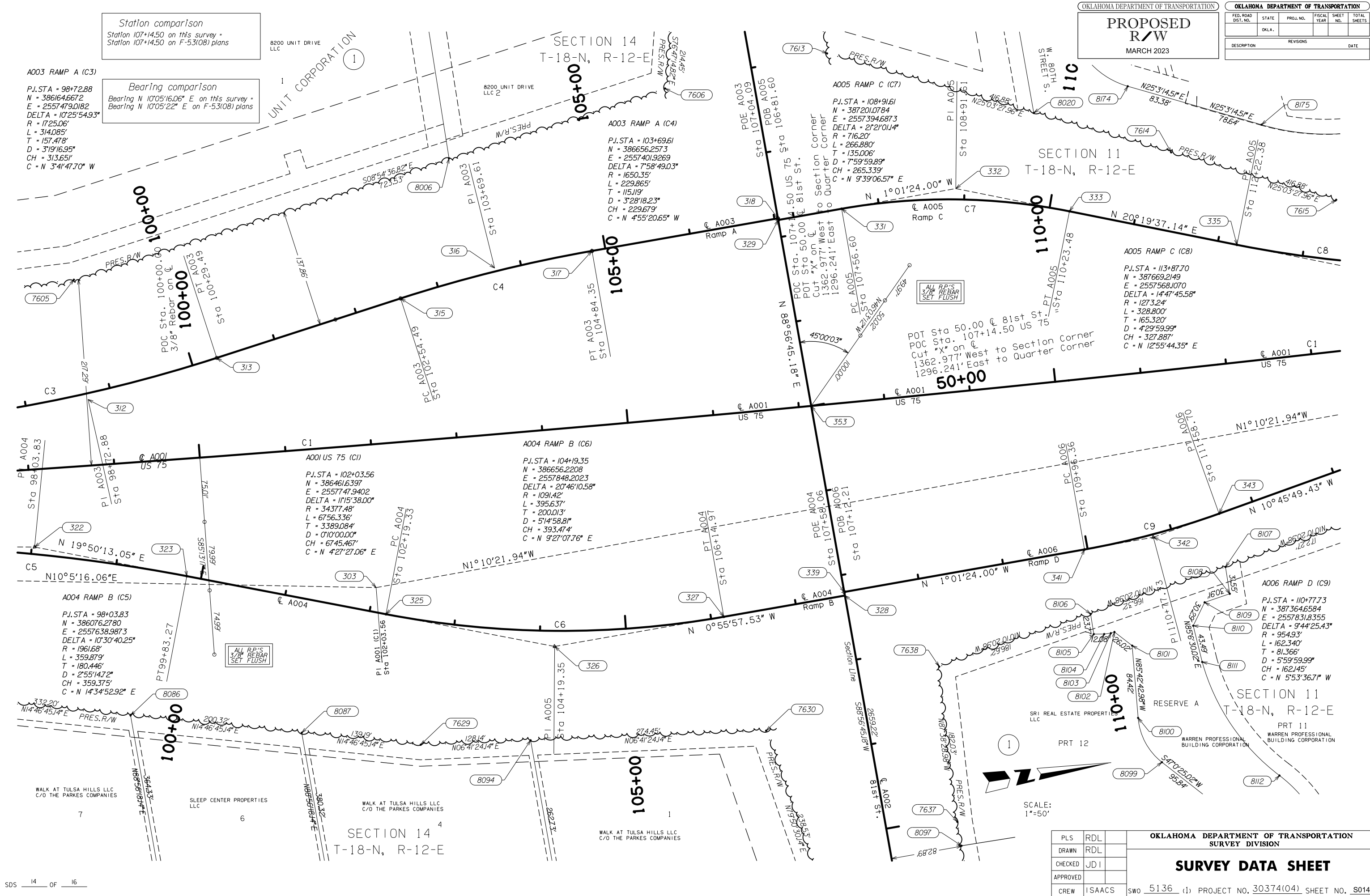
SDS 13 OF 16

PLS	RDL	
DRAWN	RDL	
CHECKED	JD I	
APPROVED		
CREW	ISAACS	

**OKLAHOMA DEPARTMENT OF TRANSPORTATION
SURVEY DIVISION**

SURVEY DATA SHEET

SWO 5136 (1) PROJECT NO. 30374(04) SHEET NO. S013



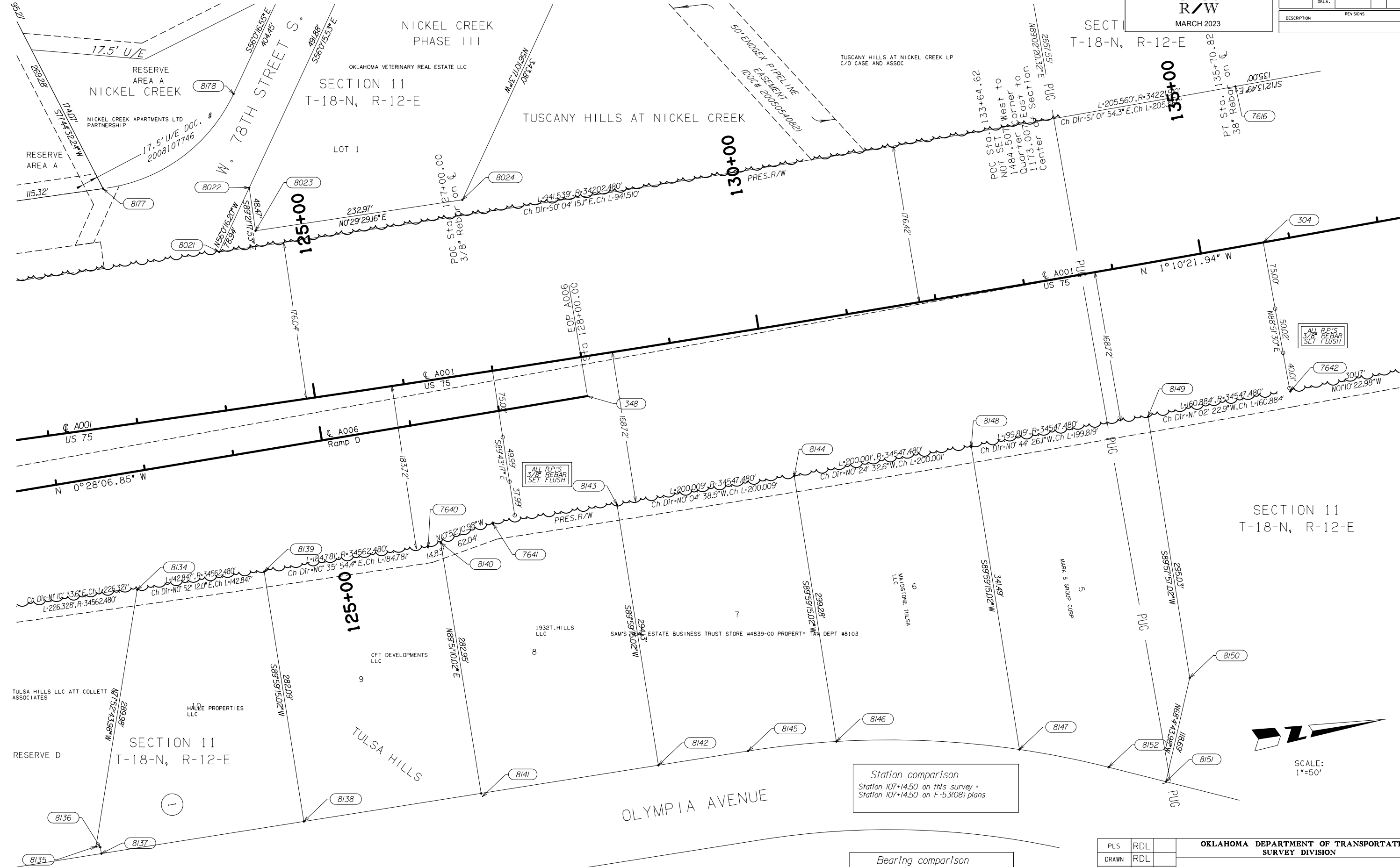
SDS 15 OF 16

PLS	RDL		OKLAHOMA DEPARTMENT OF TRANSPORTATION SURVEY DIVISION
DRAWN	RDL		
CHECKED	JDI		
APPROVED			
CREW	ISAACS		SURVEY DATA SHEET SWO <u>5136</u> (1) PROJECT NO. <u>30374(04)</u> SHEET NO. <u>S015</u>

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OKLAHOMA DEPARTMENT OF TRANSPORTATION

PROPOSED
R/W
MARCH 2023

SECTION 11
T-18-N, R-12-E

OKLAHOMA DEPARTMENT OF TRANSPORTATION

FED. ROAD DIST. NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	OKLA.				

DESCRIPTION REVISIONS DATE

ALL R.P.'S
3/8" REBAR
SET FLUSH

SECTION 11
T-18-N, R-12-E



SCALE:
1"=50'

SDS 16 OF 16

Station comparison
Station 107+14.50 on this survey =
Station 107+14.50 on F-53(08) plans

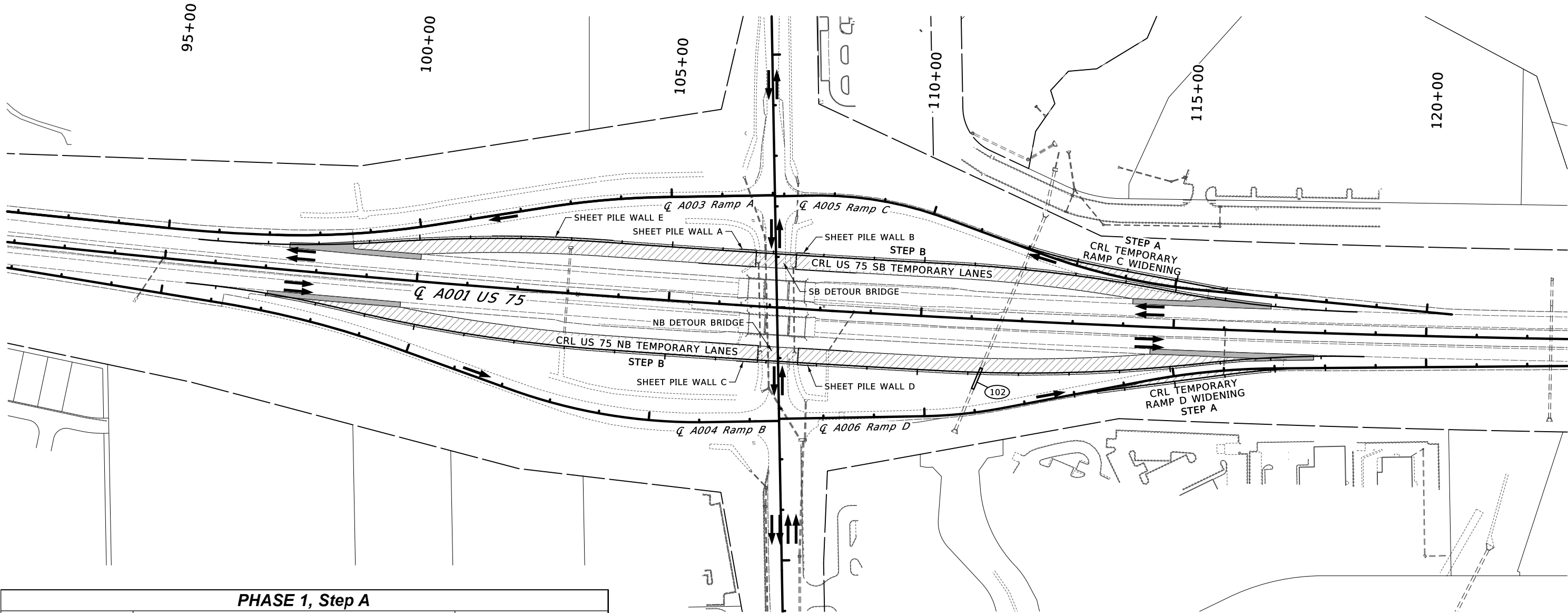
Bearing comparison
Bearing N 10°05'16.06" E on this survey =
Bearing N 10°05'22" E on F-53(08) plans

PLS	RDL
DRAWN	RDL
CHECKED	JD I
APPROVED	
CREW	ISAACS

OKLAHOMA DEPARTMENT OF TRANSPORTATION
SURVEY DIVISION

SURVEY DATA SHEET

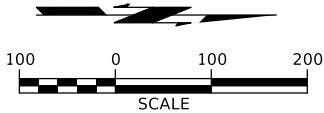
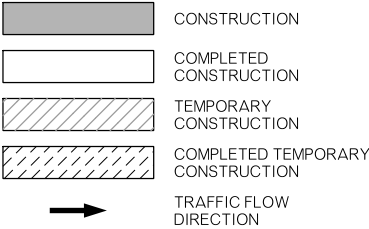
SWO 5136 (1) PROJECT NO. 30374(04) SHEET NO. S016



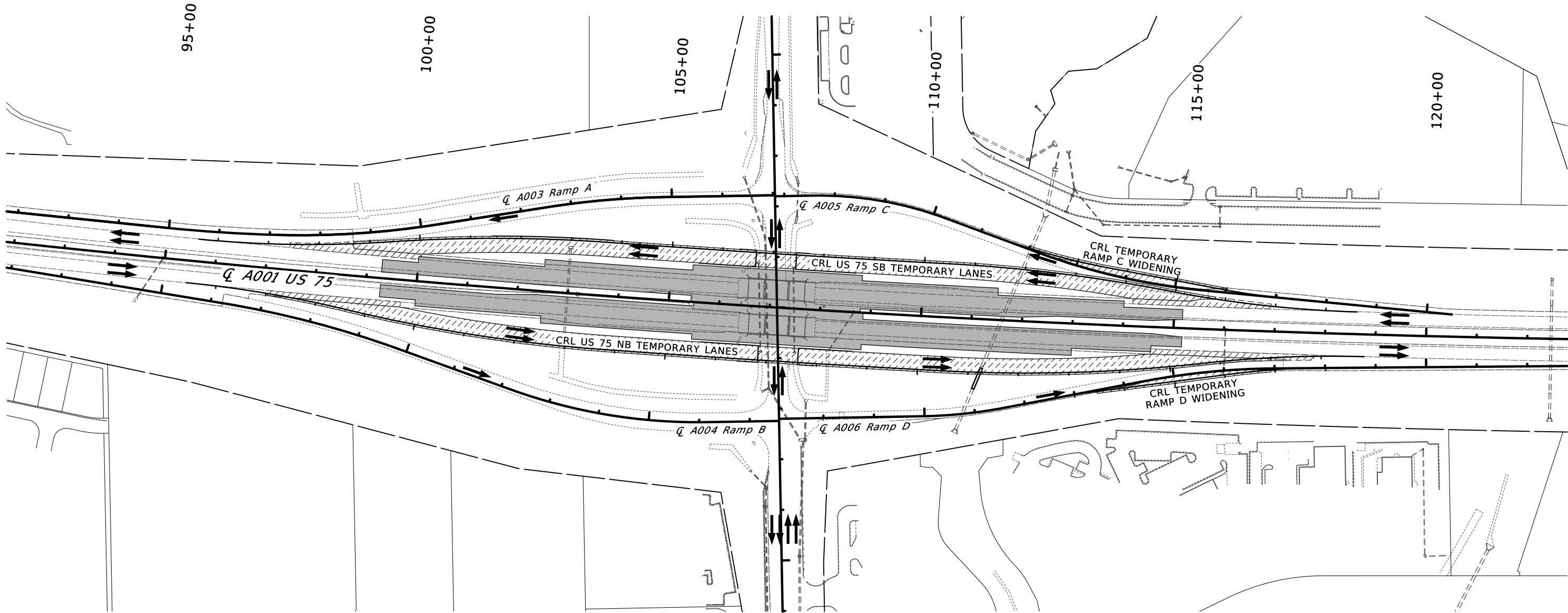
PHASE 1, Step A		
ITEM	CONSTRUCTION	TRAFFIC
US 75 Northbound	No construction	On existing US 75 Northbound
US 75 Southbound	No construction	On existing US 75 Southbound
US 75 Northbound Temporary	Replace part of STR 102 (5'x4' RCB)	On existing US 75 Northbound
US 75 Southbound Temporary	No construction	On existing US 75 Southbound
Ramp A	No construction	On existing Ramp A
Ramp B	No construction	On existing Ramp B
Ramp C	Sta. 112+00 to Sta. 115+82: construct temporary ramp widening	On existing Ramp C
Ramp D	Sta. 113+65 to Sta. 116+89: construct temporary ramp widening	On existing Ramp D
81st Street	No construction	On existing 81st Street
Bridge A	No construction	On existing US 75 Southbound
Bridge B	No construction	On existing US 75 Northbound

PHASE 1, Step B		
ITEM	CONSTRUCTION	TRAFFIC
US 75 Northbound	Sta. 97+07 to Sta. 99+72: reconstruct outside shoulder Sta. 114+55 to Sta. 117+79: reconstruct outside shoulder	On existing US 75 Northbound
US 75 Southbound	Sta. 97+43 to Sta. 100+05: reconstruct outside shoulder Sta. 114+17 to Sta. 116+92: reconstruct outside shoulder	On existing US 75 Southbound
US 75 Northbound Temporary	Sta. 97+50 to Sta. 106+83: construct temporary lanes Sta. 107+63 to Sta. 116+76: construct temporary lanes	On existing US 75 Northbound
US 75 Southbound Temporary	Sta. 98+68 to Sta. 106+65: construct temporary lanes, Sheet Pile Wall E Sta. 107+45 to Sta. 115+65: construct temporary lanes	On existing US 75 Southbound
Ramp A	No construction	On existing Ramp A
Ramp B	No construction	On existing Ramp B
Ramp C	No construction	On temporary Ramp C widening
Ramp D	No construction	On temporary Ramp D widening
81st Street	No construction	On existing 81st Street
Bridge A	Construct Southbound Detour Bridge, Sheet Pile Wall A, Sheet Pile Wall B	On existing US 75 Southbound
Bridge B	Construct Northbound Detour Bridge, Sheet Pile Wall C, Sheet Pile Wall D	On existing US 75 Northbound

LEGEND

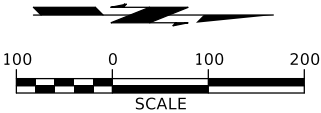
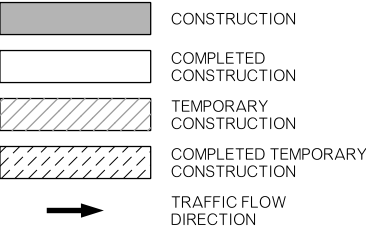


DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION	
DRAWN		SUGGESTED CONSTRUCTION SEQUENCE (1) PHASE 1	
CHECKED			
APPROVED			
SQUAD			
COUNTY - TULSA		HIGHWAY - US-75	STATE JOB NO. - 30374(04) SHEET NO. T001

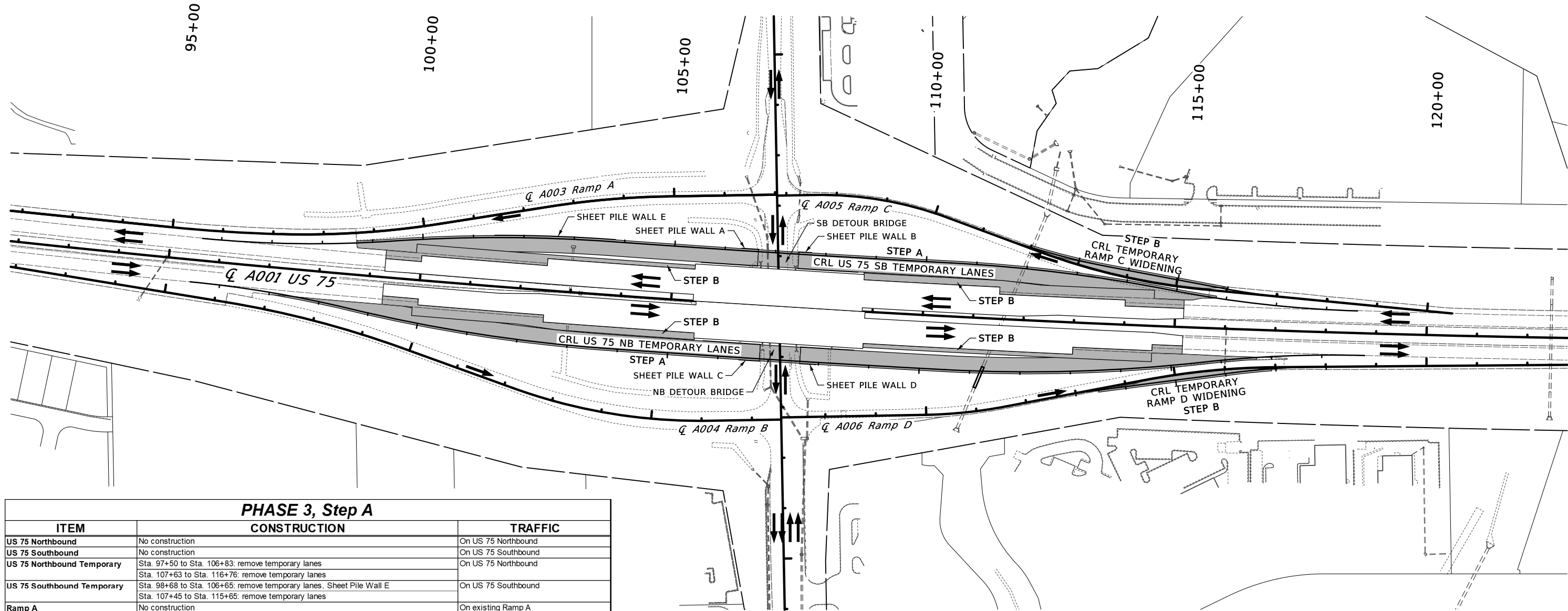


PHASE 2		
ITEM	CONSTRUCTION	TRAFFIC
US 75 Northbound	Sta. 99+28 to Sta. 100+00: construct inside shoulder & lane	On US 75 Northbound temporary lanes
	Sta. 100+00 to Sta. 102+50: construct inside shoulder & 2 lanes	
	Sta. 102+50 to Sta. 105+50: construct inside shoulder & 3 lanes	
	Sta. 108+85 to Sta. 113+00: construct inside shoulder & 3 lanes	
	Sta. 113+00 to Sta. 114+57: construct inside shoulder & 2 lanes	
	Sta. 114+57 to Sta. 115+17: construct inside shoulder & lane	
US 75 Southbound	Sta. 99+28 to Sta. 100+00: construct inside shoulder & lane	On US 75 Southbound temporary lanes
	Sta. 100+00 to Sta. 102+50: construct inside shoulder & 2 lanes	
	Sta. 102+50 to Sta. 105+43: construct inside shoulder & 3 lanes	
	Sta. 108+78 to Sta. 111+50: construct inside shoulder & 3 lanes	
	Sta. 111+50 to Sta. 114+00: construct inside shoulder & 2 lanes	
	Sta. 114+00 to Sta. 115+17: construct inside shoulder & lane	
US 75 Northbound Temporary	No construction	On US 75 Northbound temporary lanes
US 75 Southbound Temporary	No construction	On US 75 Southbound temporary lanes
Ramp A	No construction	On existing Ramp A
Ramp B	No construction	On existing Ramp B
Ramp C	No construction	On temporary Ramp C widening
Ramp D	No construction	On temporary Ramp D widening
81st Street	No construction	On existing 81st Street
Bridge A	Construct	On US 75 Southbound temporary lanes
Bridge B	Construct	On US 75 Northbound temporary lanes

LEGEND



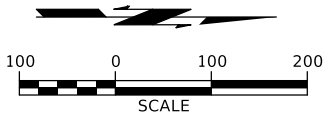
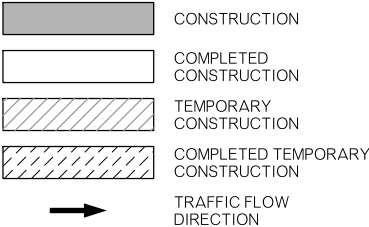
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DRAWN			
CHECKED			
APPROVED			
SQUAD			
COUNTY - TULSA		HIGHWAY - US-75	STATE JOB NO. - 30374(04) SHEET NO. T002



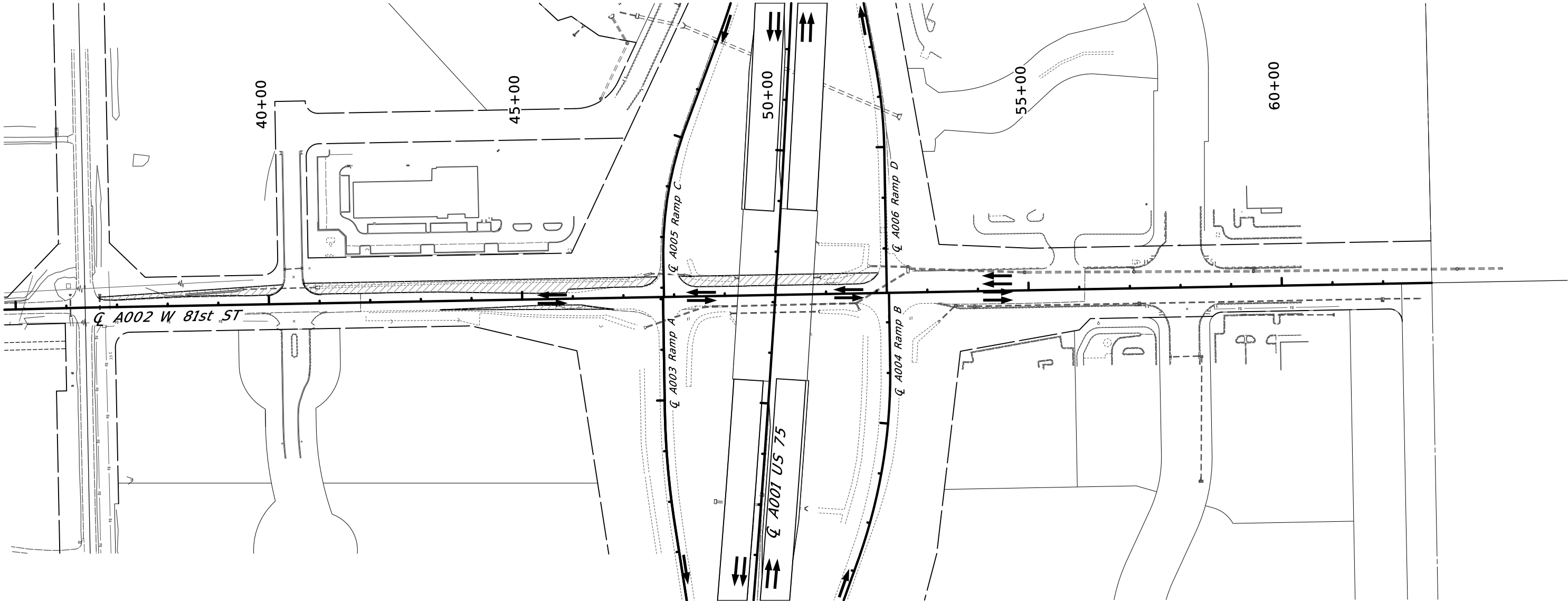
PHASE 3, Step A		
ITEM	CONSTRUCTION	TRAFFIC
US 75 Northbound	No construction	On US 75 Northbound
US 75 Southbound	No construction	On US 75 Southbound
US 75 Northbound Temporary	Sta. 97+50 to Sta. 106+83: remove temporary lanes Sta. 107+63 to Sta. 116+76: remove temporary lanes	On US 75 Northbound
US 75 Southbound Temporary	Sta. 98+68 to Sta. 106+65: remove temporary lanes, Sheet Pile Wall E Sta. 107+45 to Sta. 115+65: remove temporary lanes	On US 75 Southbound
Ramp A	No construction	On existing Ramp A
Ramp B	No construction	On existing Ramp B
Ramp C	No construction	On temporary Ramp C widening
Ramp D	No construction	On temporary Ramp D widening
81st Street	No construction	On 81st Street
Bridge A	Remove Southbound Detour Bridge, Sheet Pile Wall A, Sheet Pile Wall B	On US 75 Southbound
Bridge B	Remove Northbound Detour Bridge, Sheet Pile Wall C, Sheet Pile Wall D	On US 75 Northbound

PHASE 3, Step B		
ITEM	CONSTRUCTION	TRAFFIC
US 75 Northbound	Sta. 99+28 to Sta. 100+00: construct outside shoulder Sta. 100+00 to Sta. 102+50: construct outside lane & shoulder Sta. 102+50 to Sta. 105+50: construct outside shoulder Sta. 108+85 to Sta. 113+00: construct outside shoulder Sta. 113+00 to Sta. 114+57: construct outside lane & shoulder Sta. 114+57 to Sta. 115+17: construct outside shoulder	On US 75 Northbound
US 75 Southbound	Sta. 99+28 to Sta. 100+00: construct outside shoulder Sta. 100+00 to Sta. 102+50: construct outside lane & shoulder Sta. 102+50 to Sta. 105+43: construct outside shoulder Sta. 108+78 to Sta. 111+50: construct outside shoulder Sta. 111+50 to Sta. 114+00: construct outside lane & shoulder Sta. 114+00 to Sta. 115+17: construct outside shoulder	On US 75 Southbound
US 75 Northbound Temporary	Removed in Phase 3, Step A	N/A
US 75 Southbound Temporary	Removed in Phase 3, Step A	N/A
Ramp A	No construction	On existing Ramp A
Ramp B	No construction	On existing Ramp B
Ramp C	Sta. 112+00 to Sta. 115+82: remove temporary ramp widening	On existing Ramp C
Ramp D	Sta. 113+65 to Sta. 116+89: remove temporary ramp widening	On existing Ramp D
81st Street	No construction	On 81st Street
Bridge A	No construction	On US 75 Southbound
Bridge B	No construction	On US 75 Northbound

LEGEND



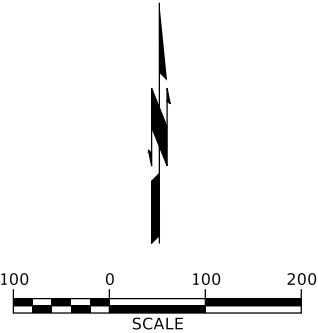
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DRAWN			
CHECKED			
APPROVED			
SQUAD			
COUNTY - TULSA		HIGHWAY - US-75 STATE JOB NO. - 30374(04) SHEET NO. T003	



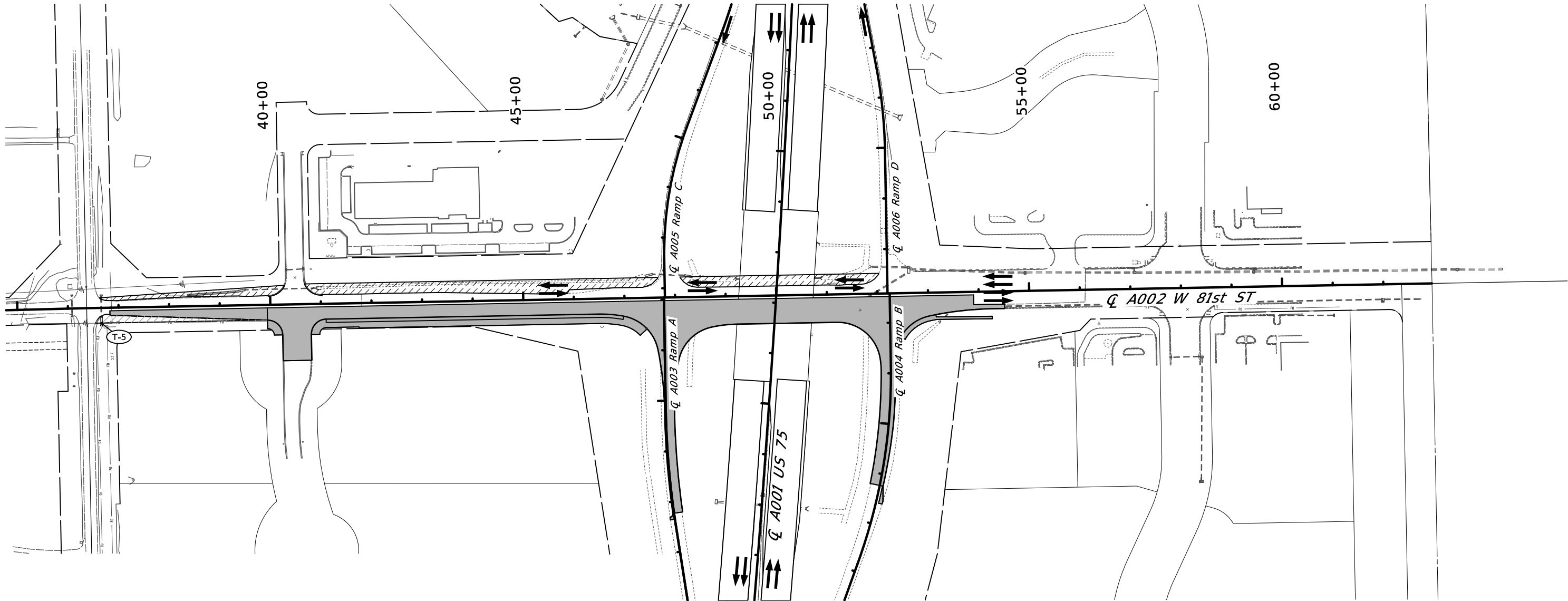
PHASE 4		
ITEM	CONSTRUCTION	TRAFFIC
US 75 Northbound	No construction	On US 75 Northbound
US 75 Southbound	No construction	On US 75 Southbound
US 75 Northbound Temporary	Removed in Phase 3, Step A	N/A
US 75 Southbound Temporary	Removed in Phase 3, Step A	N/A
Ramp A	No construction	On existing Ramp A
Ramp B	No construction	On existing Ramp B
Ramp C	No construction	On existing Ramp C
Ramp D	No construction	On existing Ramp D
81st Street	Sta. 36+62.22 to Sta. 52+03.67: Construct temporary widening	On existing 81st Street
Bridge A	No construction	On US 75 Southbound
Bridge B	No construction	On US 75 Northbound

LEGEND

- CONSTRUCTION
- COMPLETED CONSTRUCTION
- TEMPORARY CONSTRUCTION
- COMPLETED TEMPORARY CONSTRUCTION
- TRAFFIC FLOW DIRECTION



DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION SUGGESTED CONSTRUCTION SEQUENCE (4) PHASE 4	
DRAWN			
CHECKED			
APPROVED			
SQUAD			
COUNTY	TULSA	HIGHWAY	US-75
STATE JOB NO.	30374(04)	SHEET NO.	T004

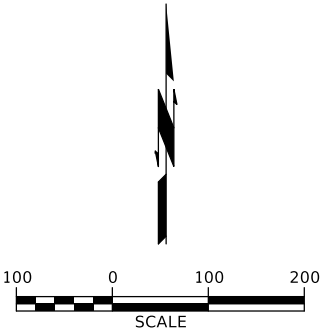


PHASE 5		
ITEM	CONSTRUCTION	TRAFFIC
US 75 Northbound	No construction	On US 75 Northbound
US 75 Southbound	No construction	On US 75 Southbound
US 75 Northbound Temporary	Removed in Phase 3, Step A	N/A
US 75 Southbound Temporary	Removed in Phase 3, Step A	N/A
Ramp A	Sta. 102+77.00 to Sta. 106+62.18: Construct ramp pavement	Ramp closed
Ramp B	Sta. 103+77.00 to Sta. 107+10.32: Construct ramp pavement	Ramp closed
Ramp C	No construction	On existing Ramp C
Ramp D	No construction	On existing Ramp D
81st Street	Sta. 36+83.00 to Sta. 53+90.00: Construct southern lanes and sidewalk; Retaining Wall B Sta. 36+53.87 to Sta. 39+90.00: Construct temporary widening	On 81st Street temporary widening
Bridge A	No construction	On US 75 Southbound
Bridge B	No construction	On US 75 Northbound

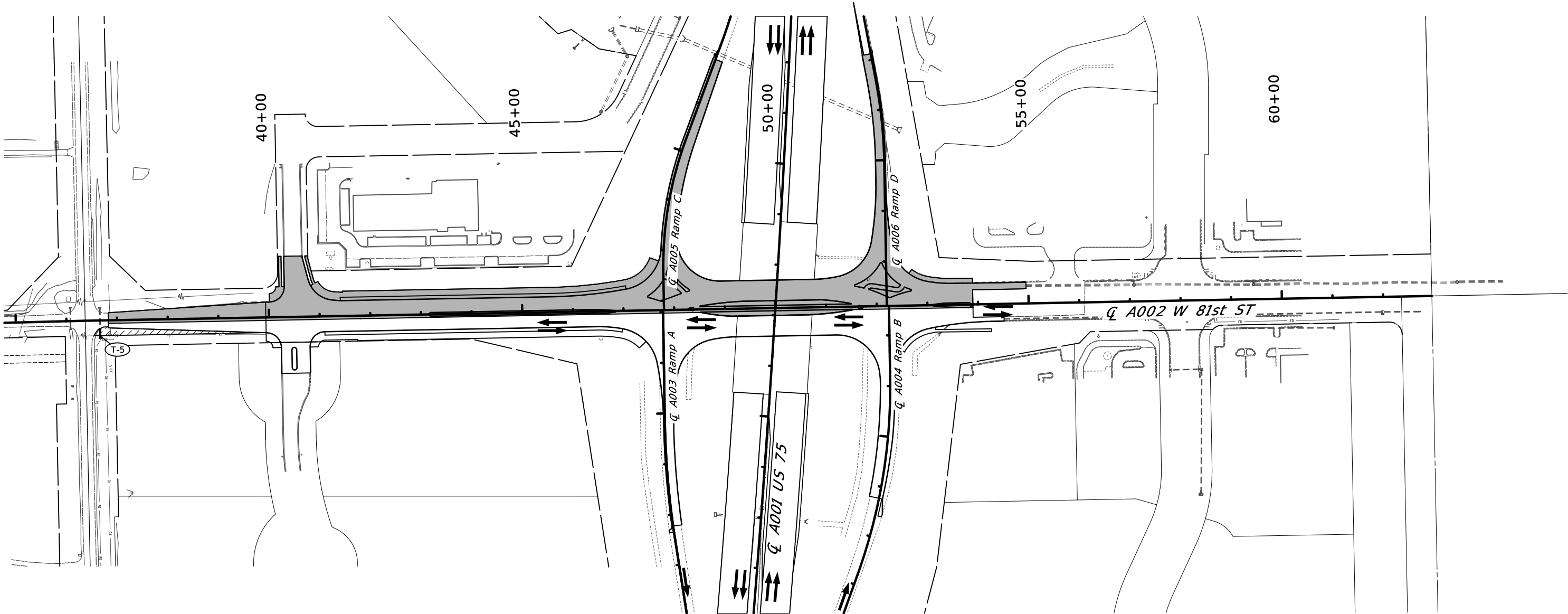
Note: Contractor shall coordinate ramp closures with ODOT.

LEGEND

- CONSTRUCTION
- COMPLETED CONSTRUCTION
- TEMPORARY CONSTRUCTION
- COMPLETED TEMPORARY CONSTRUCTION
- TRAFFIC FLOW DIRECTION



DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION SUGGESTED CONSTRUCTION SEQUENCE (5) PHASE 5	
DRAWN			
CHECKED			
APPROVED			
SQUAD			
COUNTY - TULSA		HIGHWAY - US-75	STATE JOB NO. - 30374(04) SHEET NO. T005

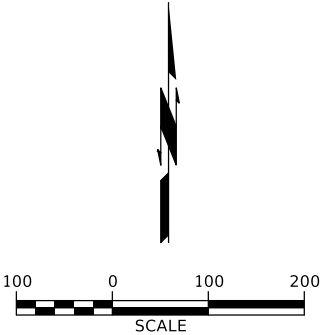


PHASE 6		
ITEM	CONSTRUCTION	TRAFFIC
US 75 Northbound	No construction	On US 75 Northbound
US 75 Southbound	No construction	On US 75 Southbound
US 75 Northbound Temporary	Removed in Phase 3, Step A	N/A
US 75 Southbound Temporary	Removed in Phase 3, Step A	N/A
Ramp A	No construction	On Ramp A
Ramp B	No construction	On Ramp B
Ramp C	Sta. 107+28.46 to Sta. 111+92.00: Construct ramp pavement	Ramp closed
Ramp D	Sta. 107+60.36 to Sta. 112+12.00: Construct ramp pavement	Ramp closed
81st Street	Sta. 36+83.00 to Sta. 53+90.00: Construct northern lanes, sidewalk and median; Retaining Wall A	On Phase 5 81st Street pavement
Bridge A	No construction	On US 75 Southbound
Bridge B	No construction	On US 75 Northbound

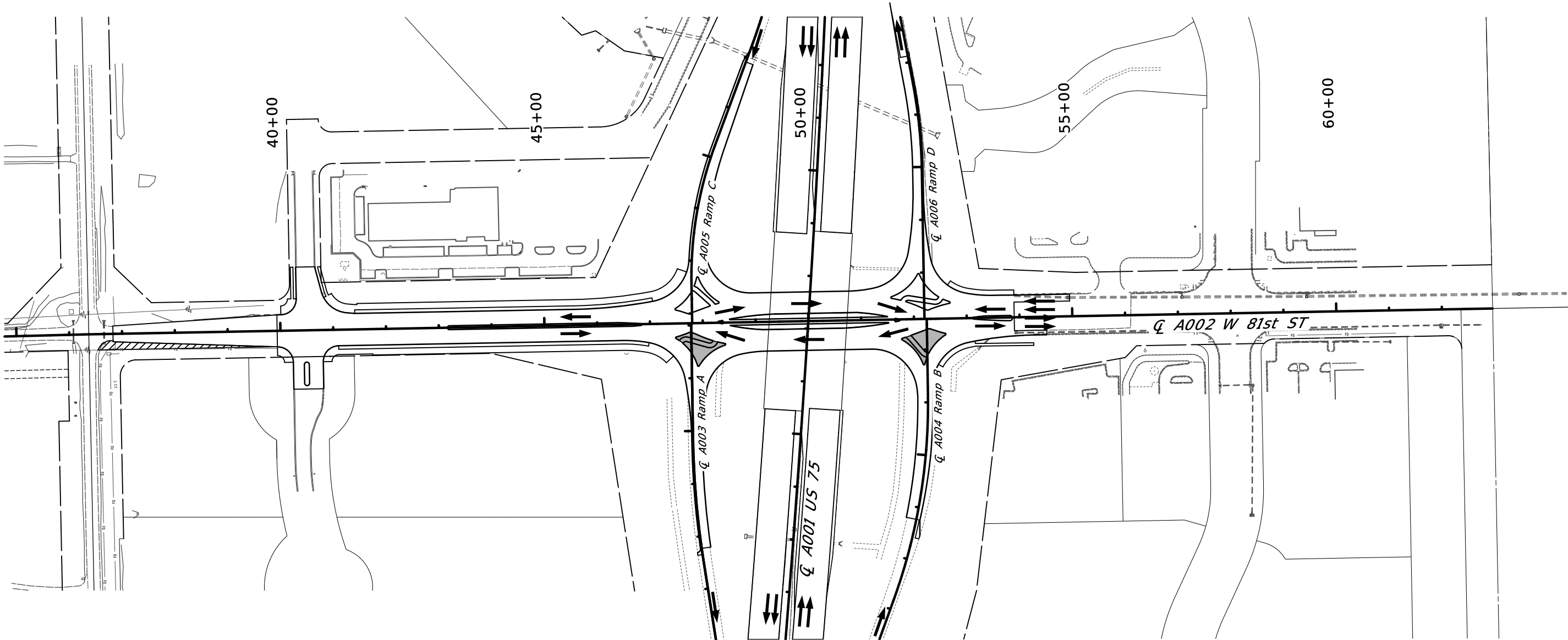
Note: Contractor shall coordinate ramp closures with ODOT.

LEGEND

- CONSTRUCTION
- COMPLETED CONSTRUCTION
- TEMPORARY CONSTRUCTION
- COMPLETED TEMPORARY CONSTRUCTION
- TRAFFIC FLOW DIRECTION



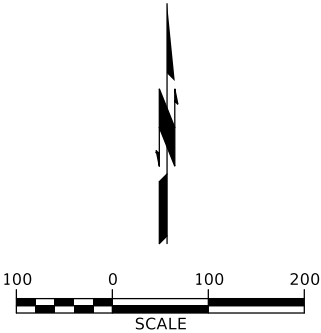
DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION	
DRAWN		SUGGESTED CONSTRUCTION SEQUENCE (6)	
CHECKED		PHASE 6	
APPROVED			
SQUAD			
COUNTY - TULSA		HIGHWAY - US-75	STATE JOB NO. - 30374(04) SHEET NO. T006



PHASE 7		
ITEM	CONSTRUCTION	TRAFFIC
US 75 Northbound	No construction	On US 75 Northbound
US 75 Southbound	No construction	On US 75 Southbound
US 75 Northbound Temporary	Removed in Phase 3, Step A	N/A
US 75 Southbound Temporary	Removed in Phase 3, Step A	N/A
Ramp A	No construction	On Ramp A
Ramp B	No construction	On Ramp B
Ramp C	No construction	On Ramp C
Ramp D	No construction	On Ramp D
81st Street	Sta. 47+47.82 to Sta. 52+60.37: Construct south raised islands Sta. 36+53.87 to Sta. 39+90.00: Remove temporary widening	On 81st Street
Bridge A	No construction	On US 75 Southbound
Bridge B	No construction	On US 75 Northbound

LEGEND

- CONSTRUCTION
- COMPLETED CONSTRUCTION
- TEMPORARY CONSTRUCTION
- COMPLETED TEMPORARY CONSTRUCTION
- TRAFFIC FLOW DIRECTION



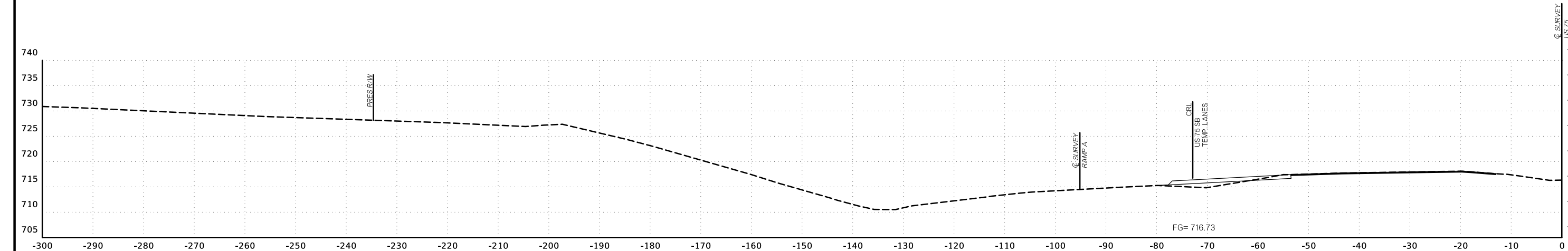
DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION SUGGESTED CONSTRUCTION SEQUENCE (7) PHASE 7	
DRAWN			
CHECKED			
APPROVED			
SQUAD			
COUNTY - TULSA		HIGHWAY - US-75 STATE JOB NO. - 30374(04) SHEET NO. T007	

PROPOSED
R/W

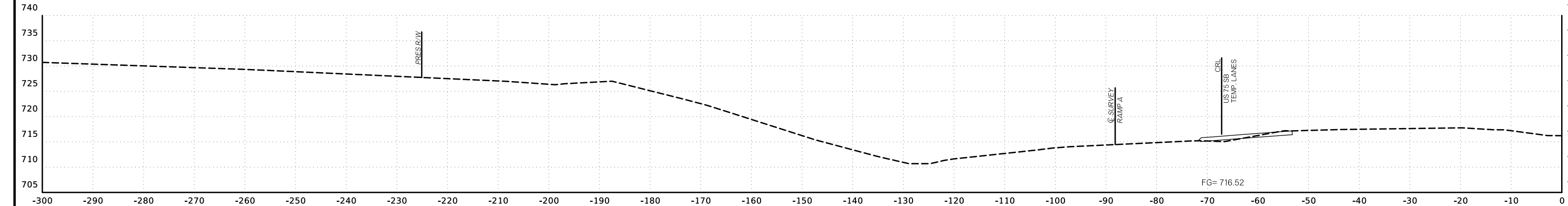
MARCH 2023

END AREAS (SF)

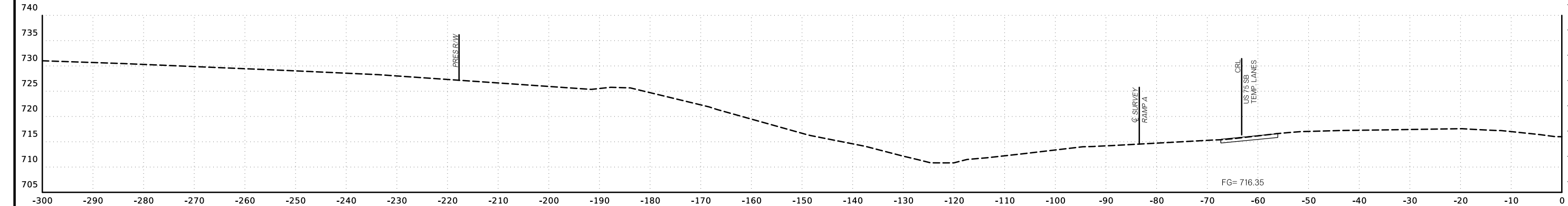
VOLUMES (CY)



99+28.96



99+00.00



98+70.00

94+00.00

BEGIN INCIDENTAL CONSTRUCTION

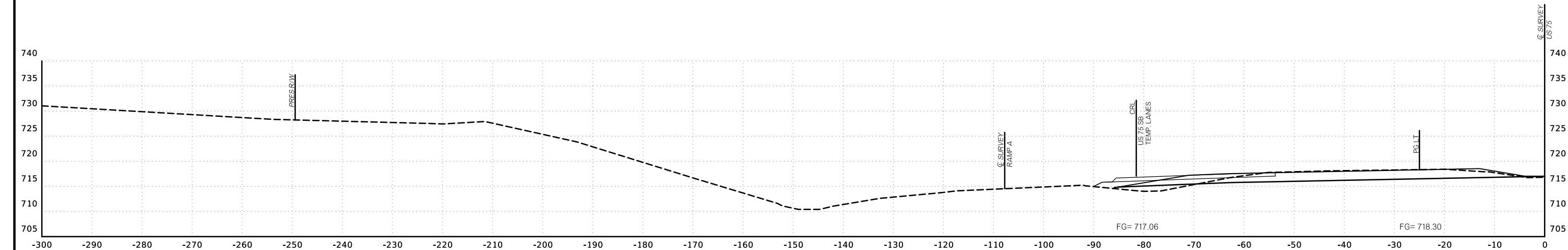
\$\$\$datestamp\$\$\$ \$FILEL\$

PROPOSED
R/W

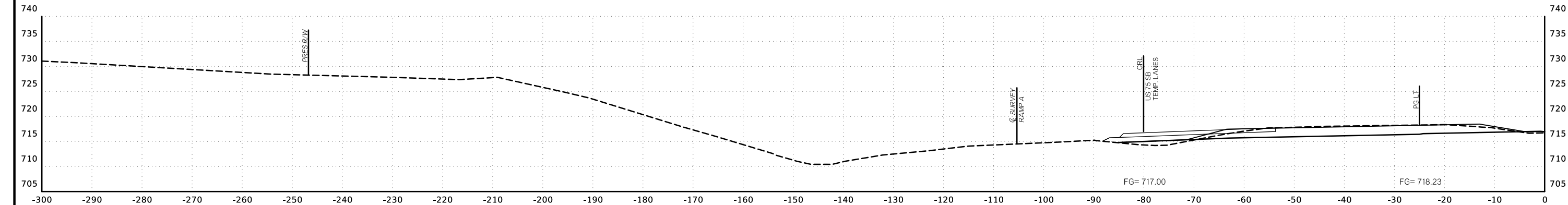
MARCH 2023

VOLUMES (CY)

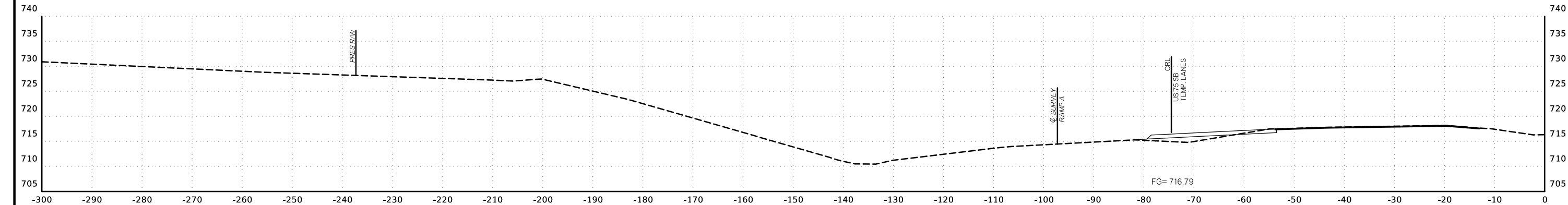
END AREAS (SF)



100+00.00



99+88.96
BEGIN US 75 CONSTRUCTION
END INCIDENTAL CONSTRUCTION



99+50.00

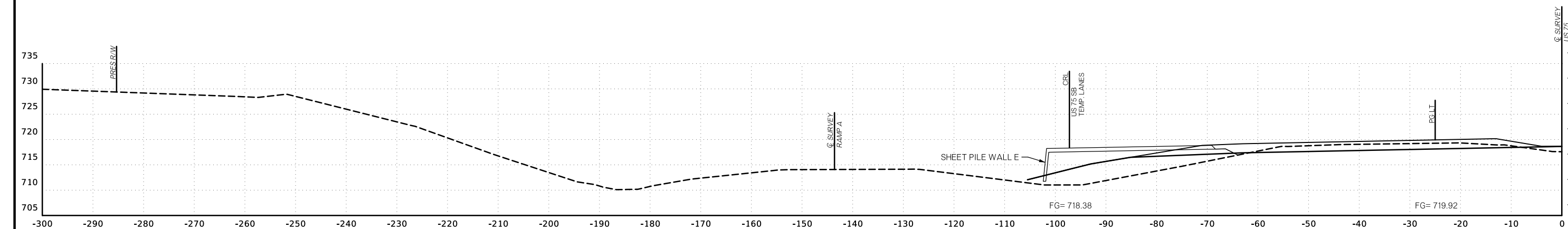
\$\$\$date\$\$\$ \$FILE\$

PROPOSED
R/W

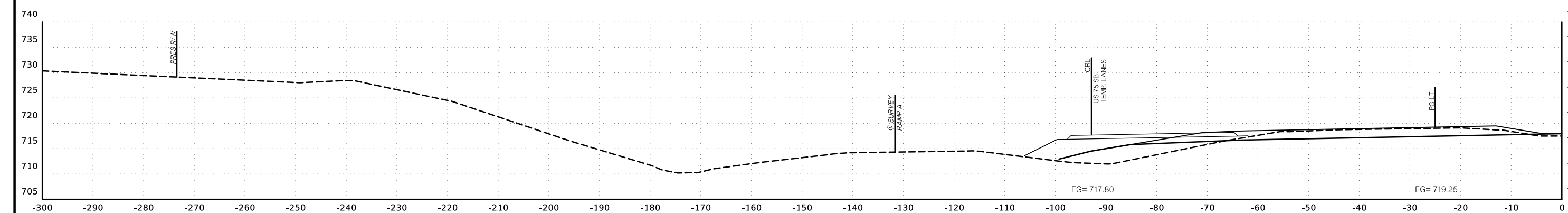
MARCH 2023

VOLUMES (CY)

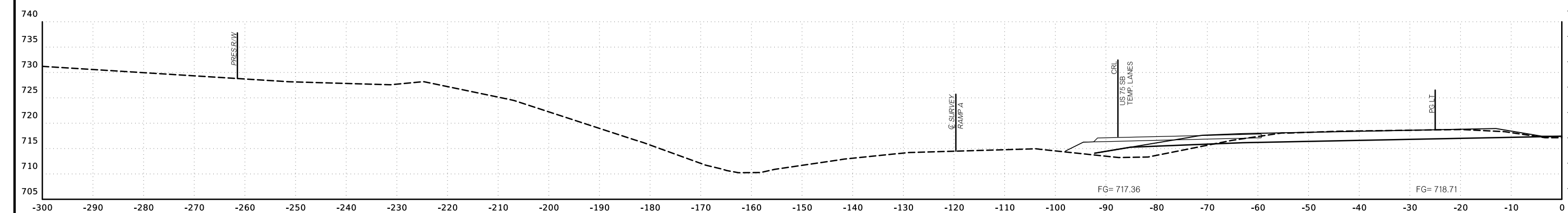
END AREAS (SF)



101+50.00



101+00.00



100+50.00

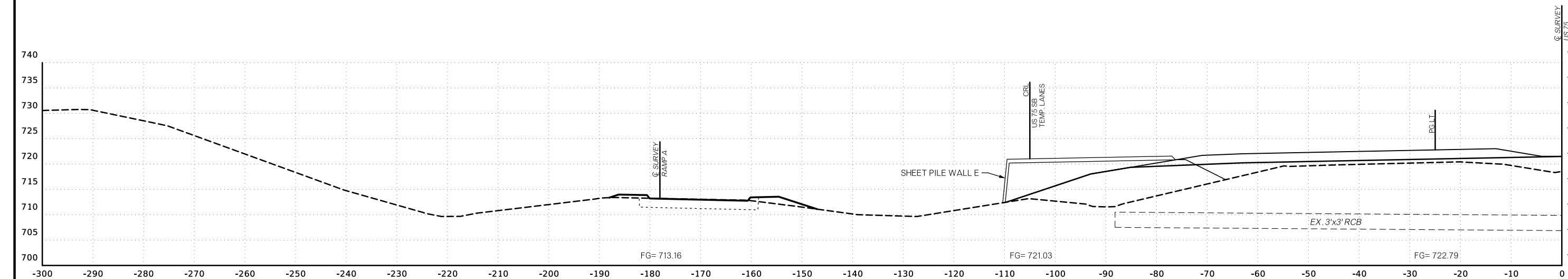
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PROPOSED
R/W

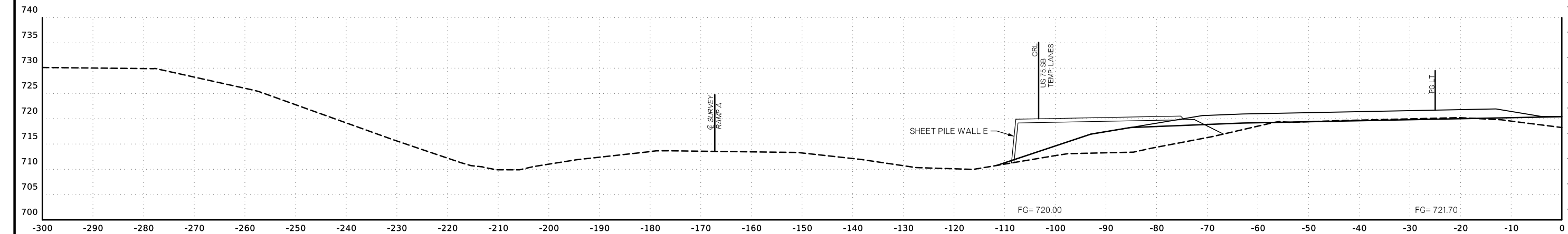
MARCH 2023

END AREAS (SF)

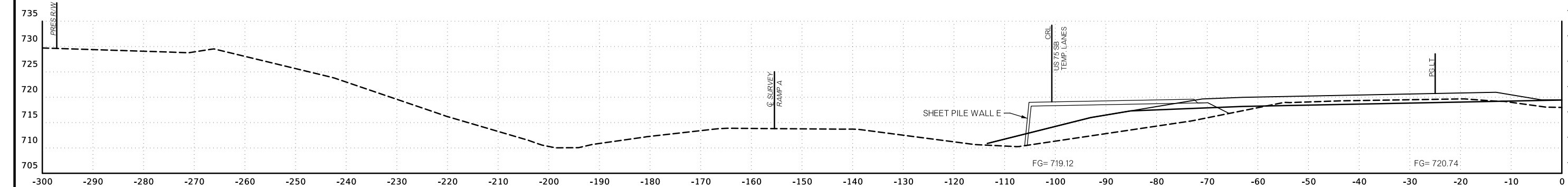
VOLUMES (CY)



103+00.00



102+50.00



102+00.00

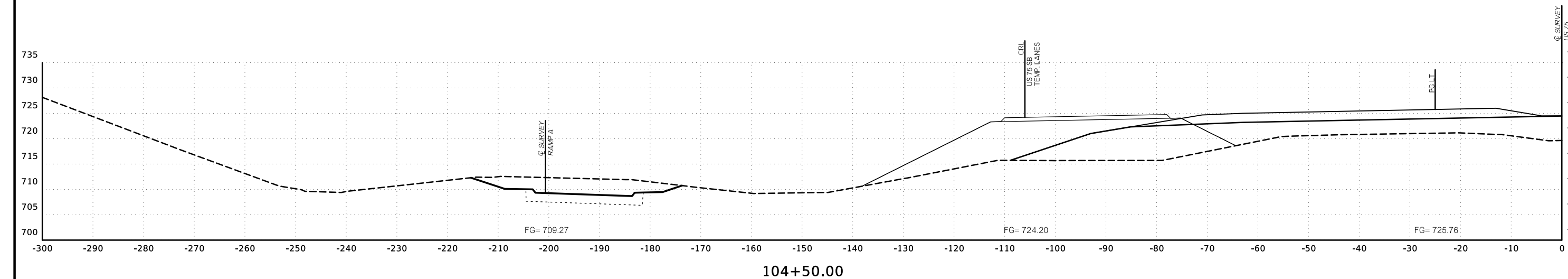
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PROPOSED
R/W

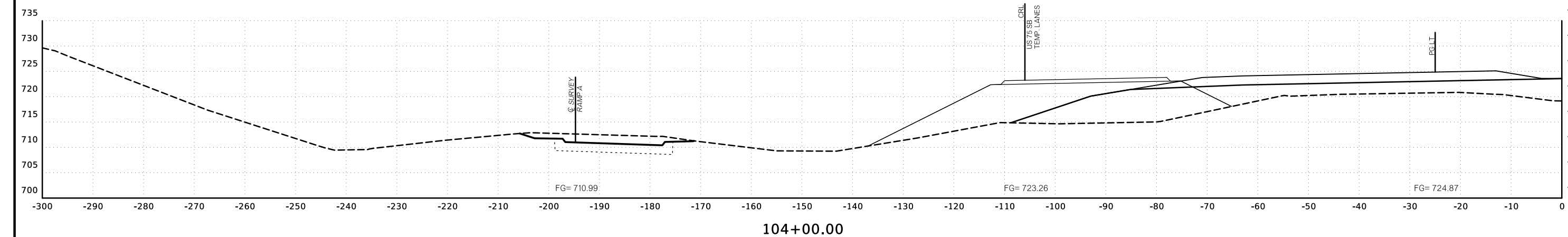
MARCH 2023

END AREAS (SF)

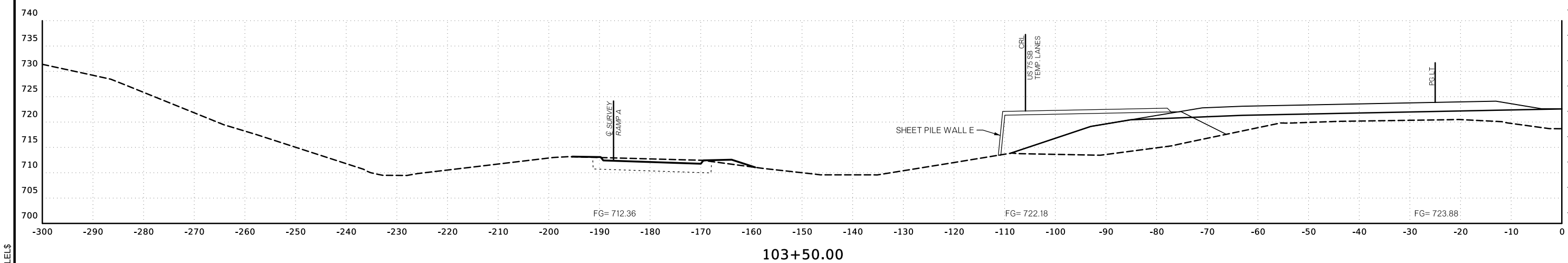
VOLUMES (CY)



104+50.00



104+00.00

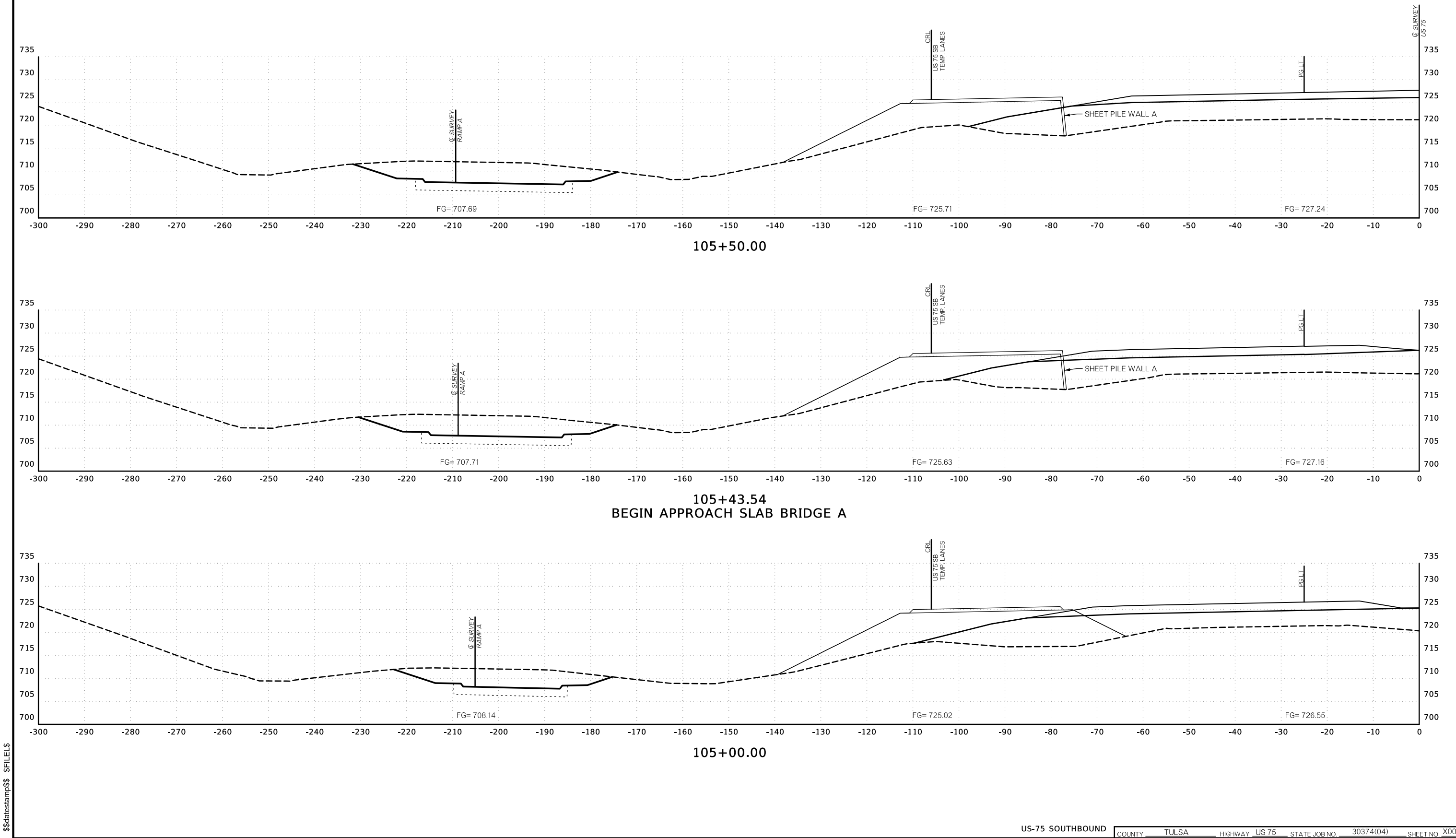


103+50.00

\$\$\$date\$\$\$ \$FILE\$\$\$

END AREAS (SF)

VOLUMES (CY)

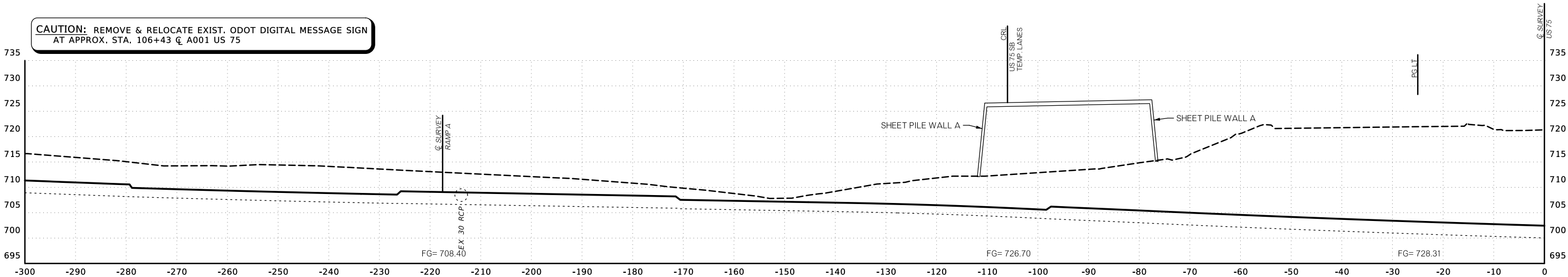


\$\$\$datestamp\$\$\$ \$FILEL\$

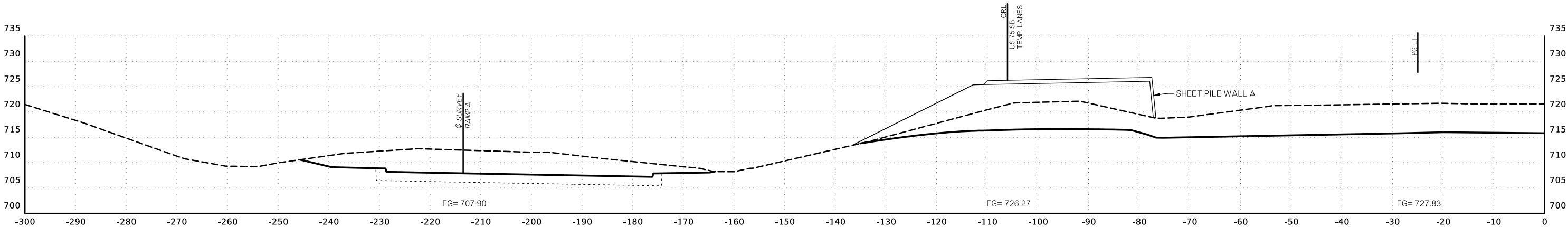
END AREAS (SF)

VOLUMES (CY)

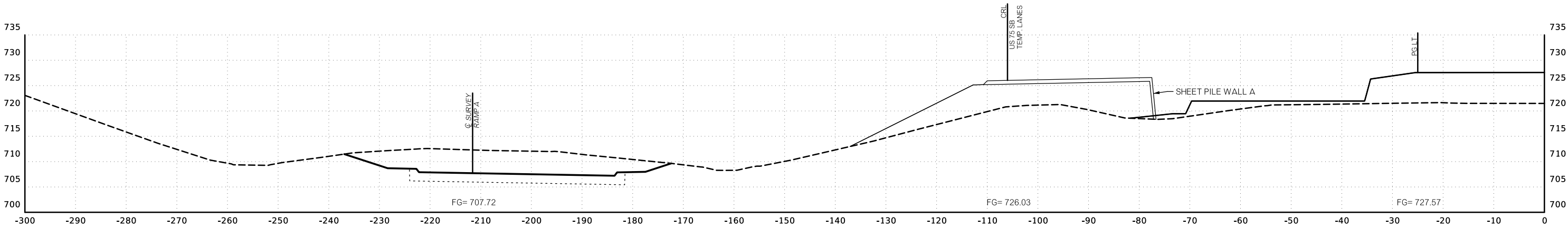
CAUTION: REMOVE & RELOCATE EXIST. ODOT DIGITAL MESSAGE SIGN
AT APPROX. STA. 106+43 Q A001 US 75



106+50.00

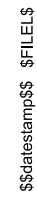


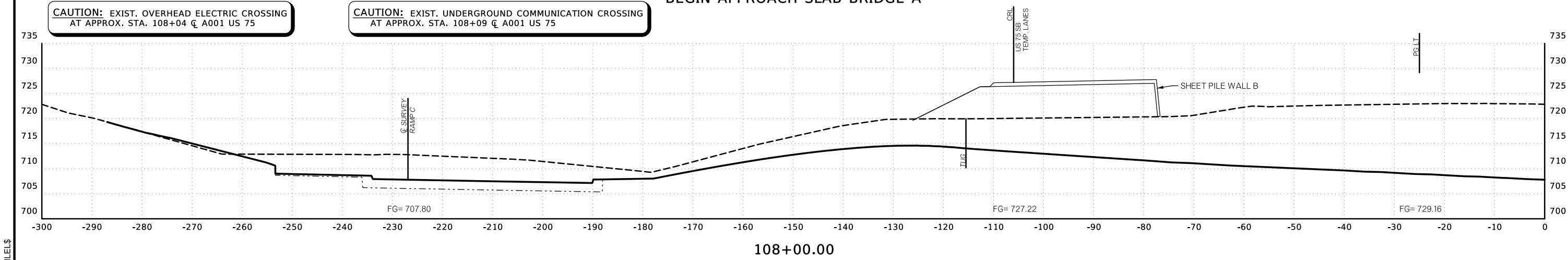
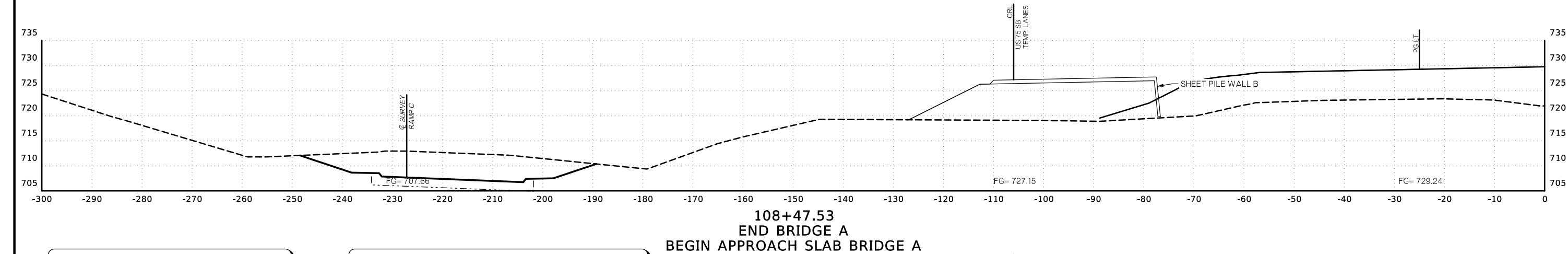
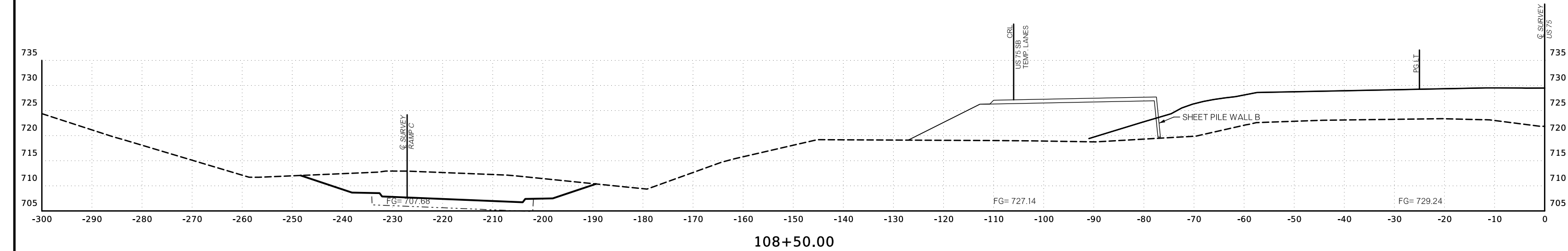
106+00.00



105+77.33
END APPROACH SLAB BRIDGE A
BEGIN BRIDGE A

\$\$\$date\$\$\$ \$FILE\$





CAUTION: EXIST. OVERHEAD ELECTRIC CROSSING
AT APPROX. STA. 108+04 C/A001 US 75

CAUTION: EXIST. UNDERGROUND COMMUNICATION CROSSING
AT APPROX. STA. 108+09 C/A001 US 75

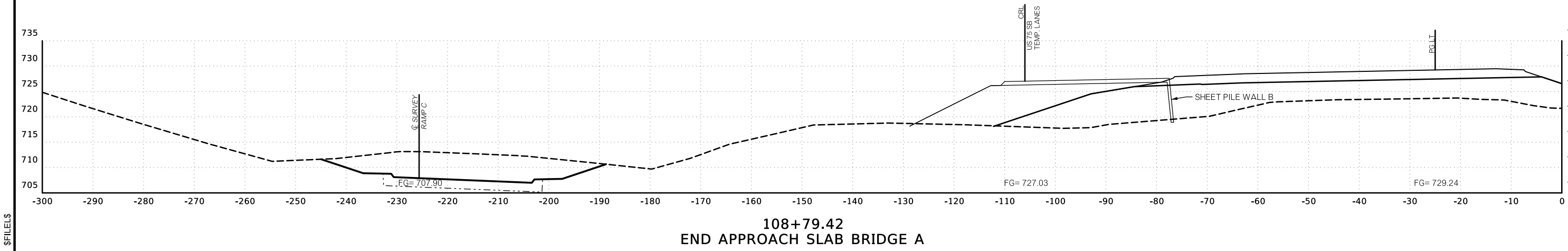
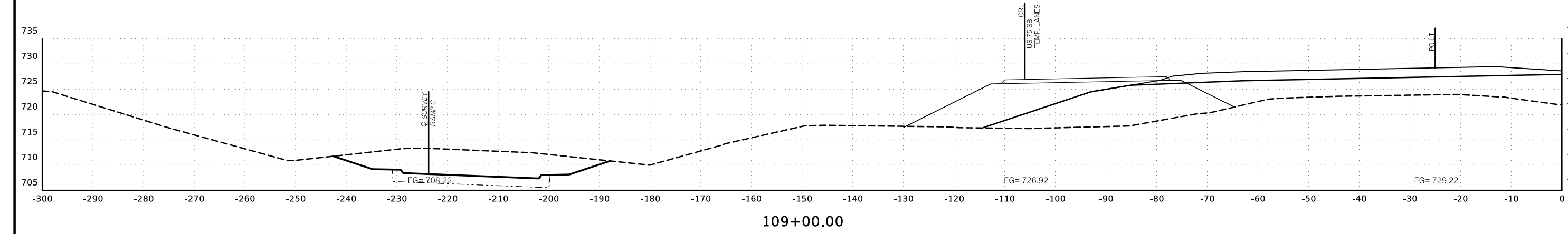
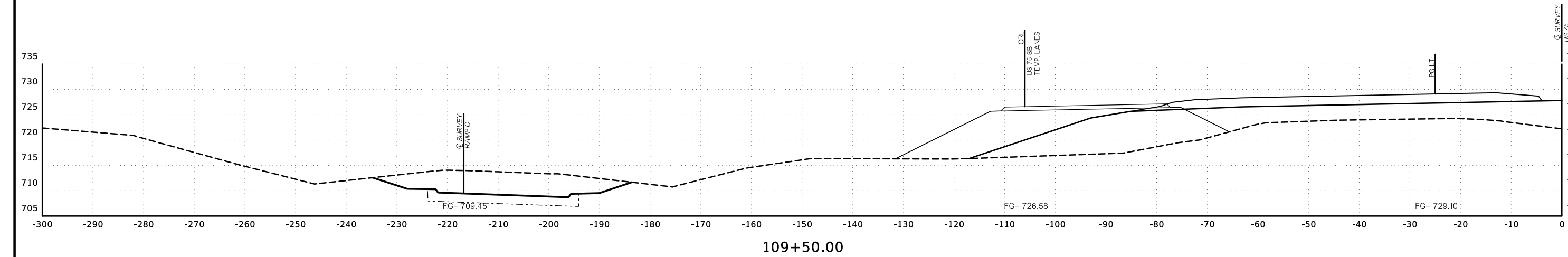
108+47.53
END BRIDGE A
BEGIN APPROACH SLAB BRIDGE A

PROPOSED
R/W

MARCH 2023

VOLUMES (CY)

END AREAS (SF)



108+79.42
END APPROACH SLAB BRIDGE A

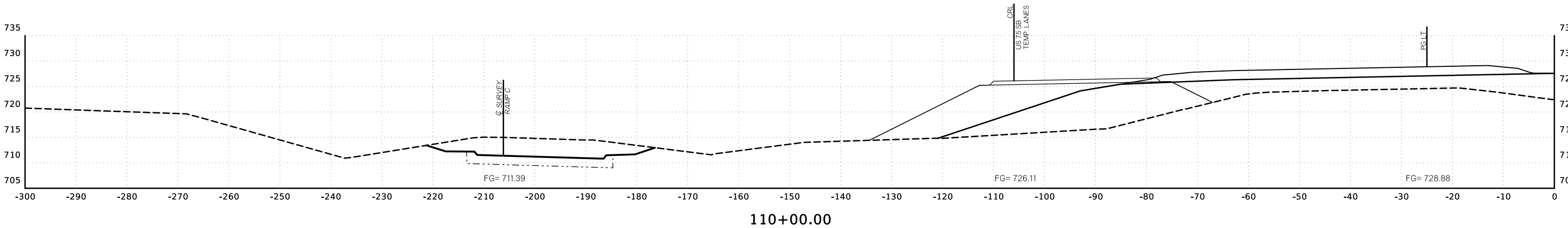
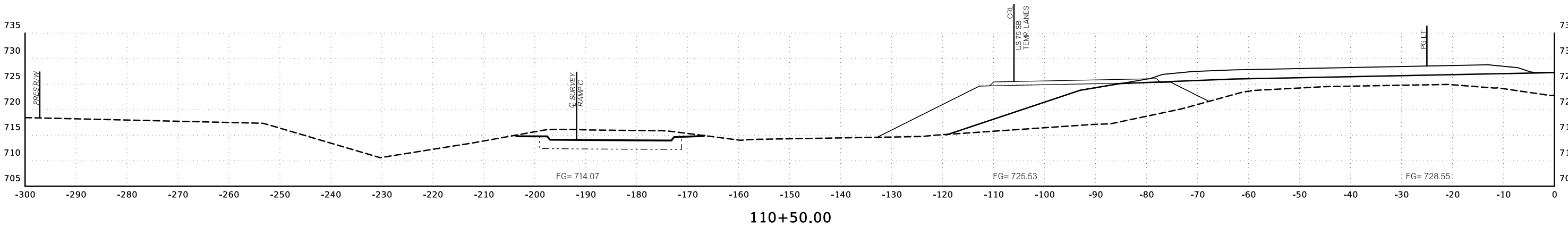
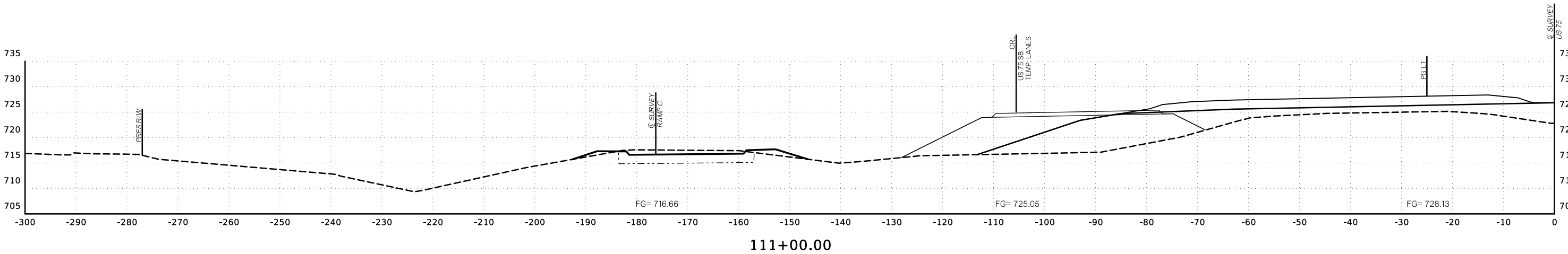
\$\$\$date\$\$\$ \$FILEL\$

PROPOSED
R/W

MARCH 2023

VOLUMES (CY)

END AREAS (SF)



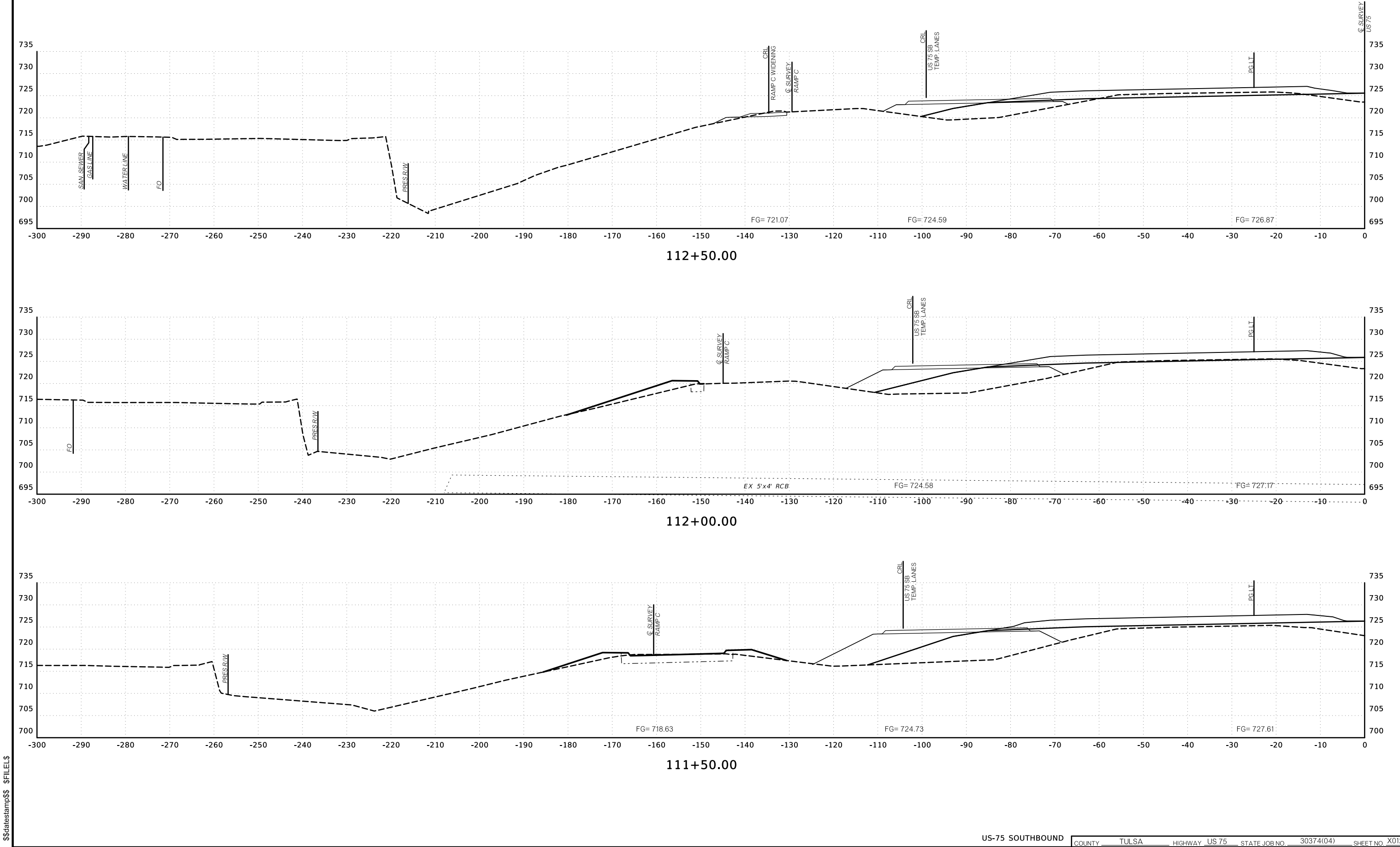
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PROPOSED
R/W

MARCH 2023

END AREAS (SF)

VOLUMES (CY)



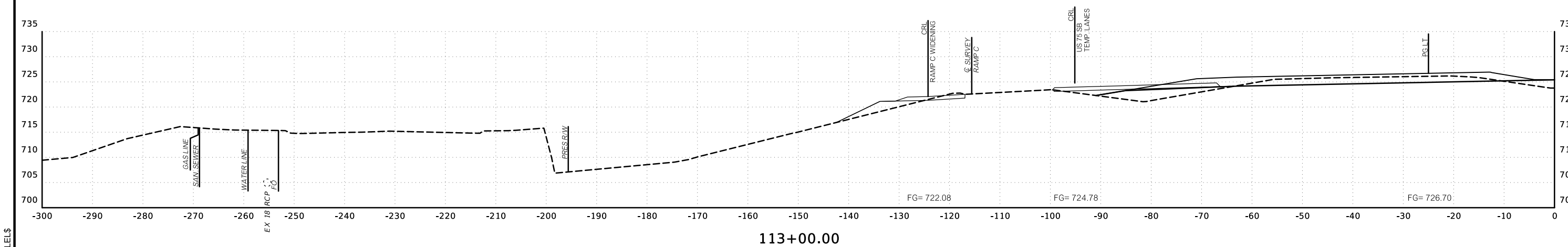
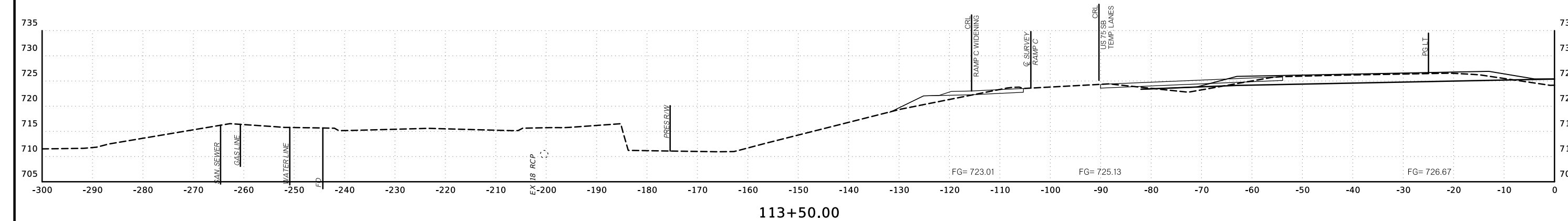
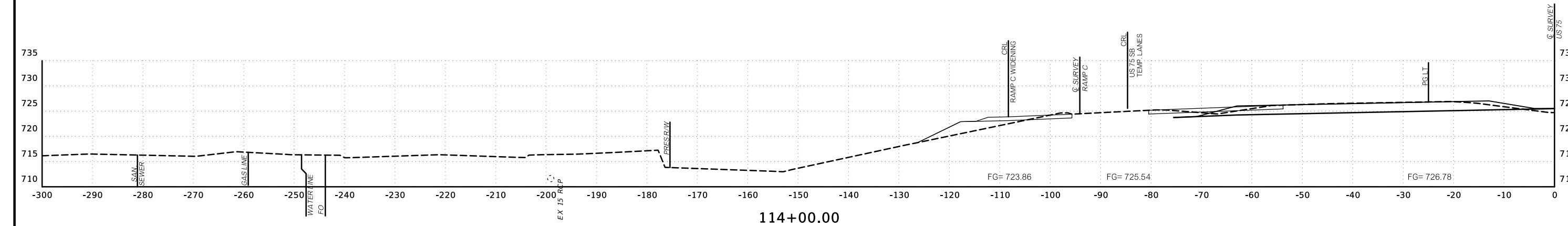
\$\$\$date\$\$\$ FILE

PROPOSED
R/W

MARCH 2023

VOLUMES (CY)

END AREAS (SF)



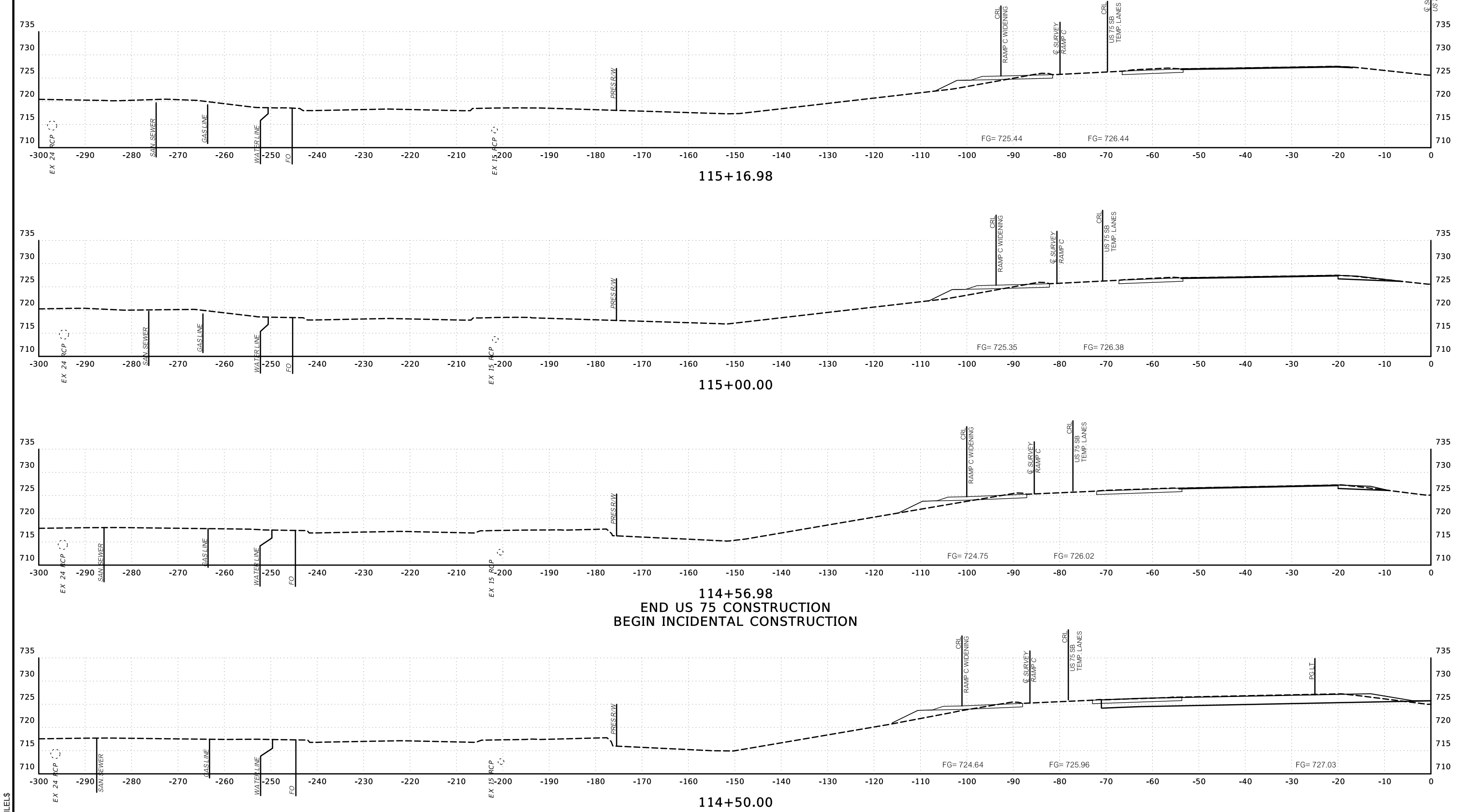
\$\$\$\$datestamp\$\$\$ \$FILEL\$

PROPOSED
R/W

MARCH 2023

VOLUMES (CY)

END AREAS (SF)



114+56.98
END US 75 CONSTRUCTION
BEGIN INCIDENTAL CONSTRUCTION

\$\$\$\$datestamp\$\$\$ \$FILEL\$

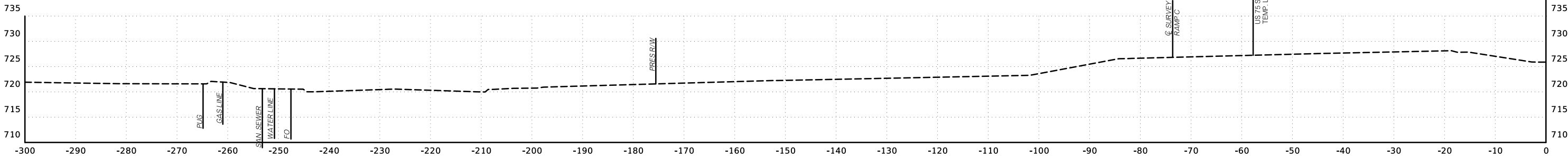
PROPOSED
R/W

MARCH 2023

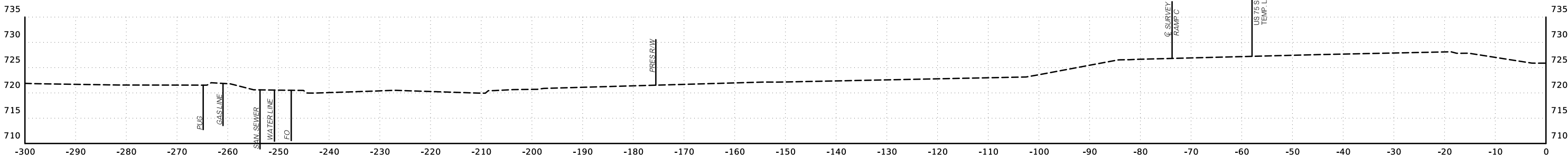
VOLUMES (CY)

121+00.00
END INCIDENTAL CONSTRUCTION

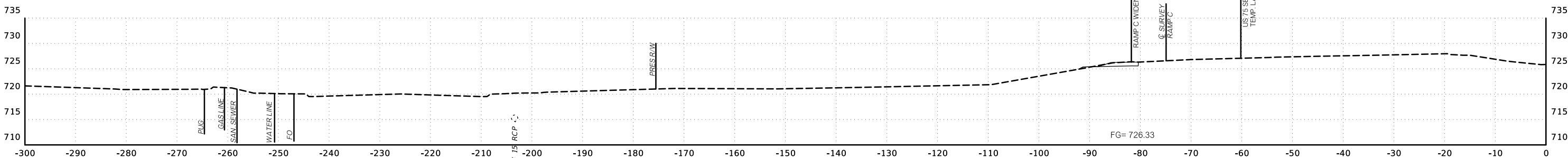
END AREAS (SF)



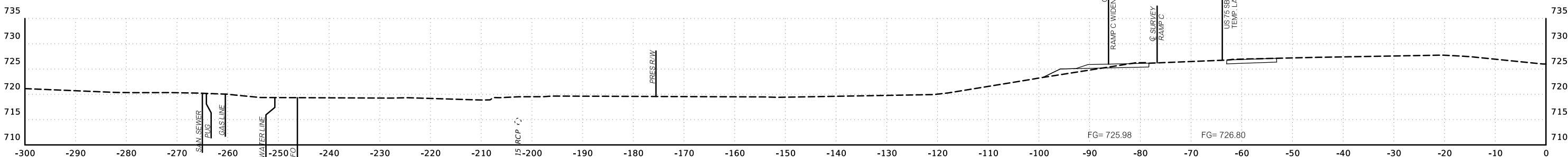
116+02.02



116+00.00



115+80.10

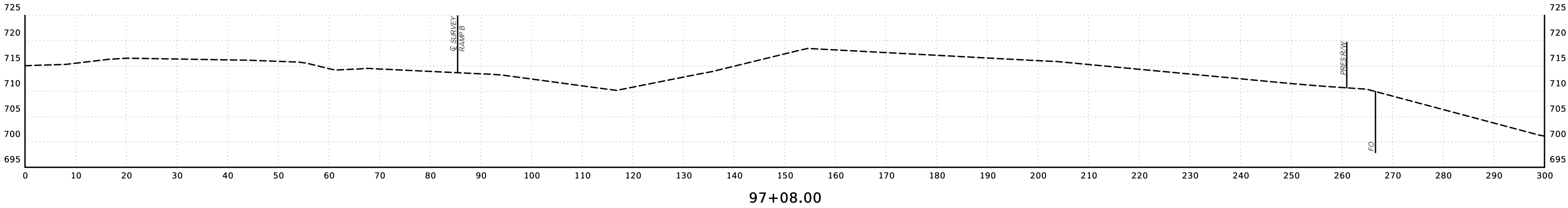
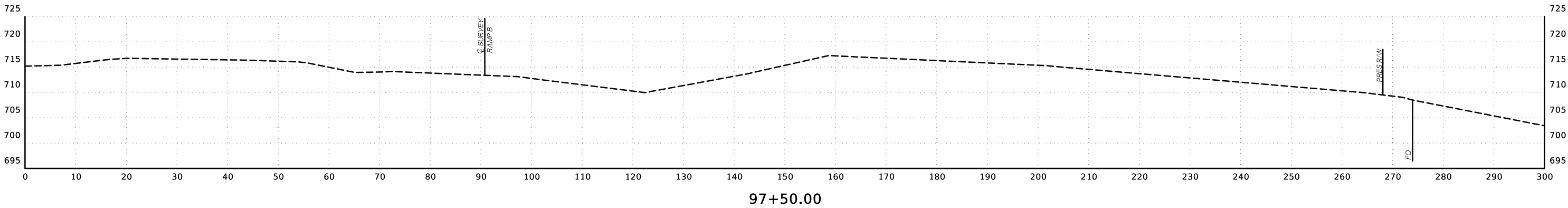
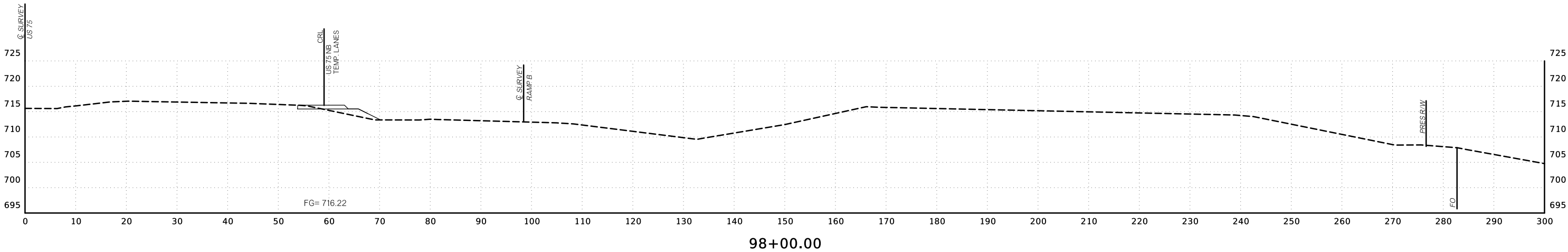


115+50.00

\$\$\$\$datestamp\$\$\$ \$FILEL\$

END AREAS (SF)

VOLUMES (CY)



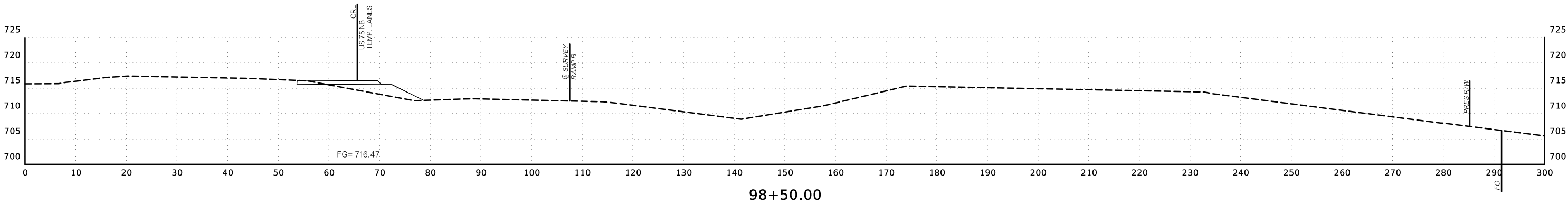
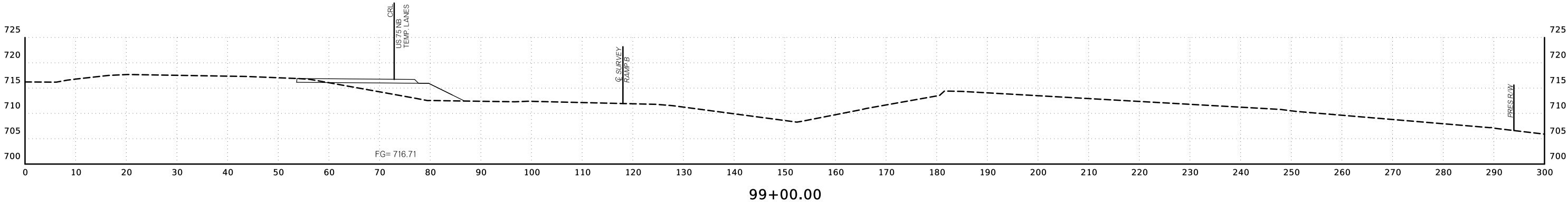
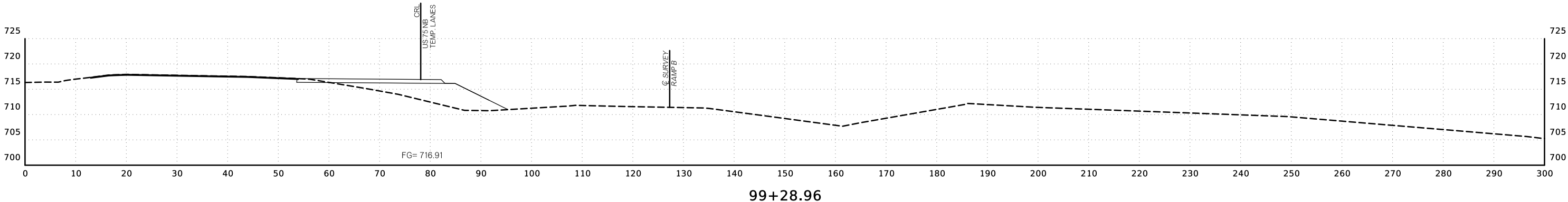
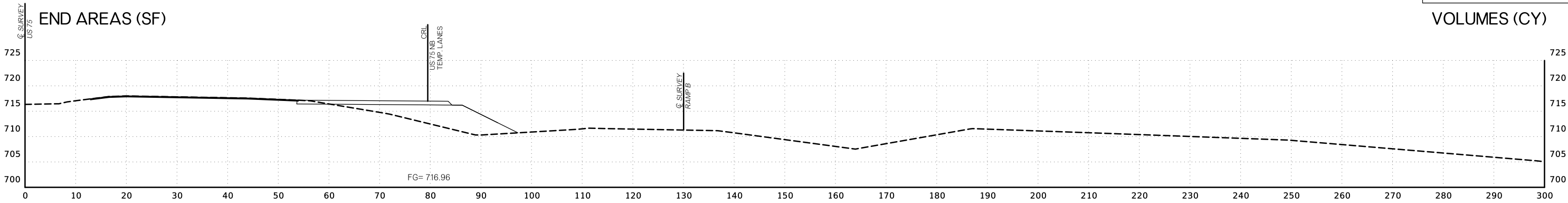
94+00.00
BEGIN INCIDENTAL CONSTRUCTION

\$\$\$datestamp\$\$\$ FILEL\$

PROPOSED
R/W

MARCH 2023

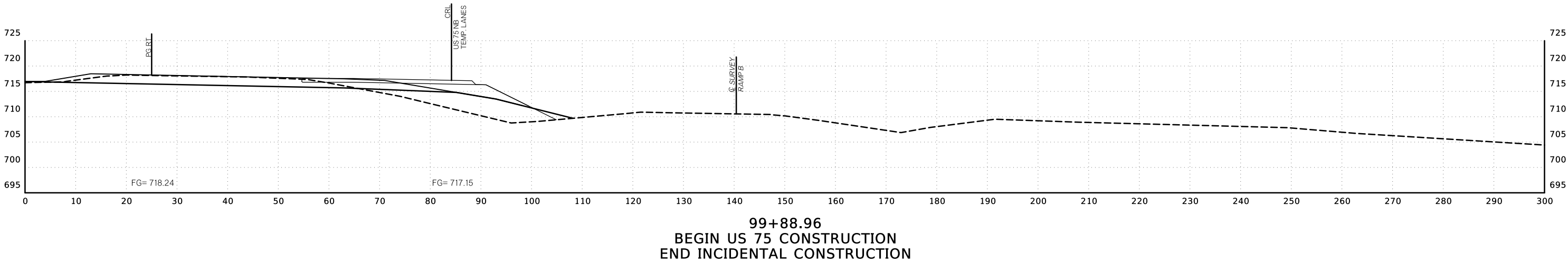
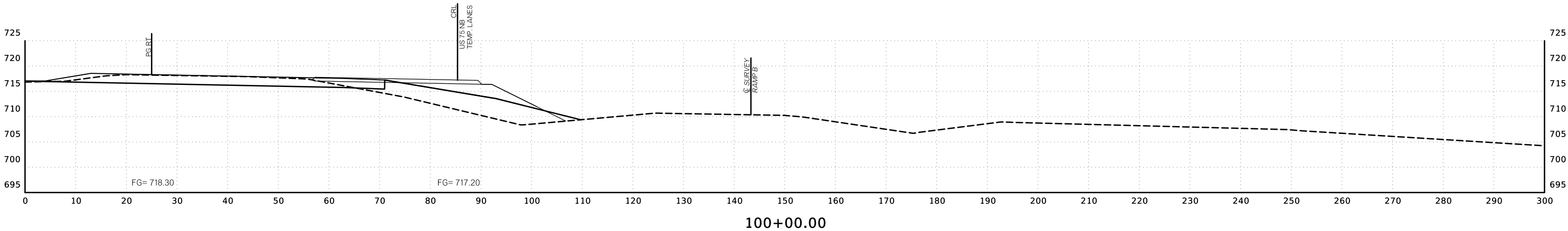
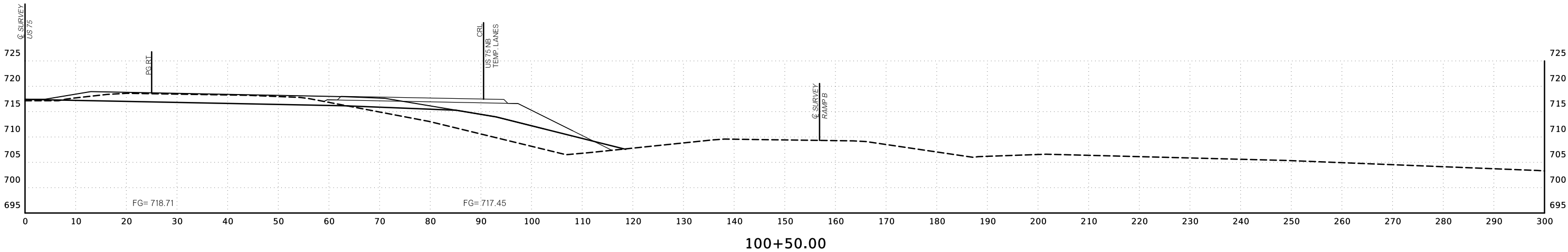
VOLUMES (CY)



\$\$\$date\$\$\$ \$FILEL\$

END AREAS (SF)

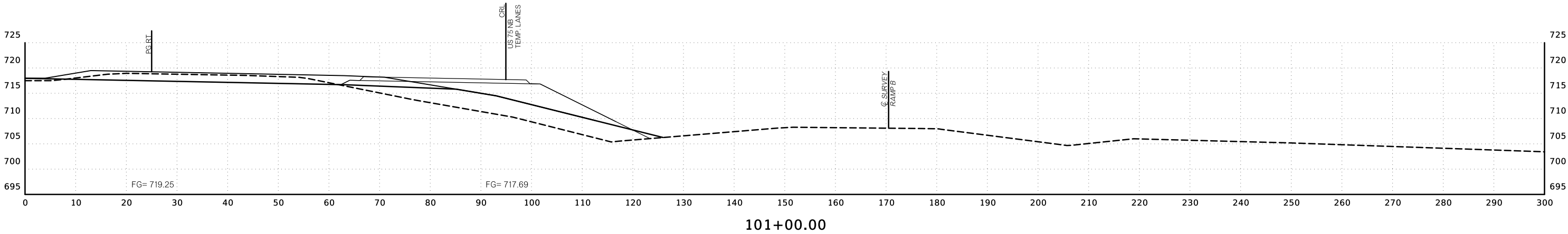
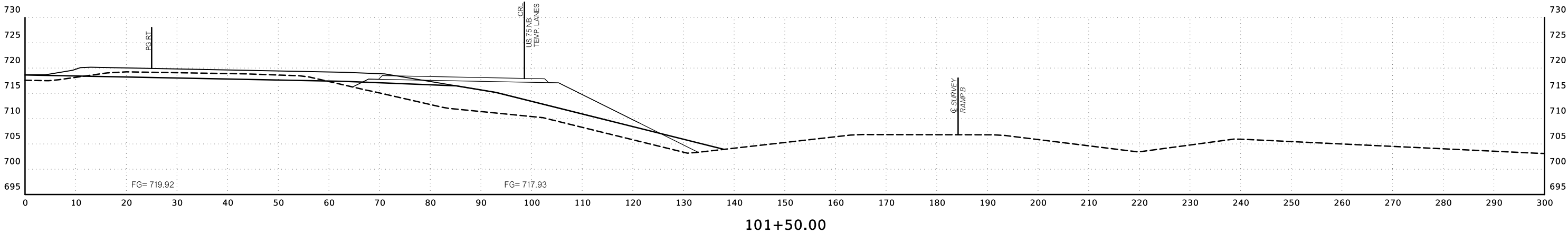
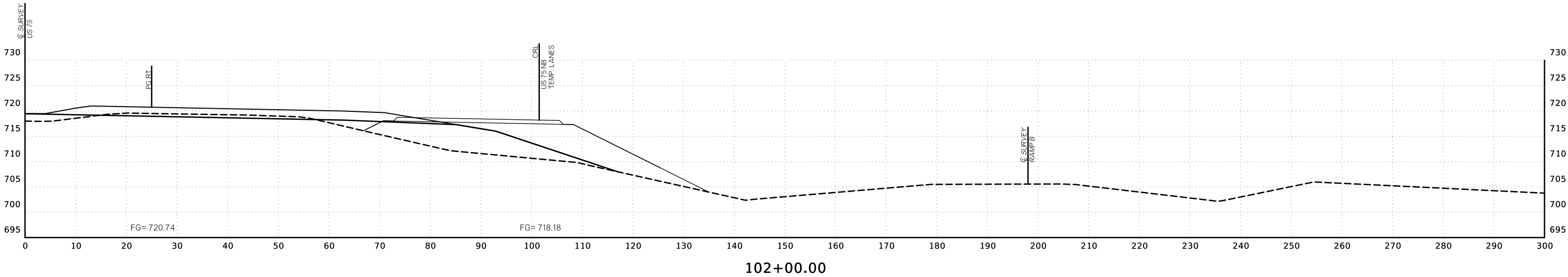
VOLUMES (CY)



\$\$\$date\$\$\$ \$FILEL\$

END AREAS (SF)

VOLUMES (CY)



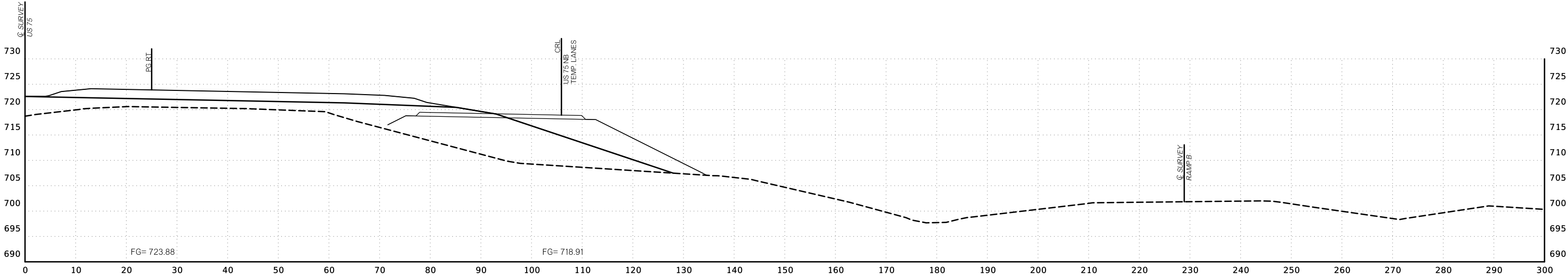
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PROPOSED
R/W

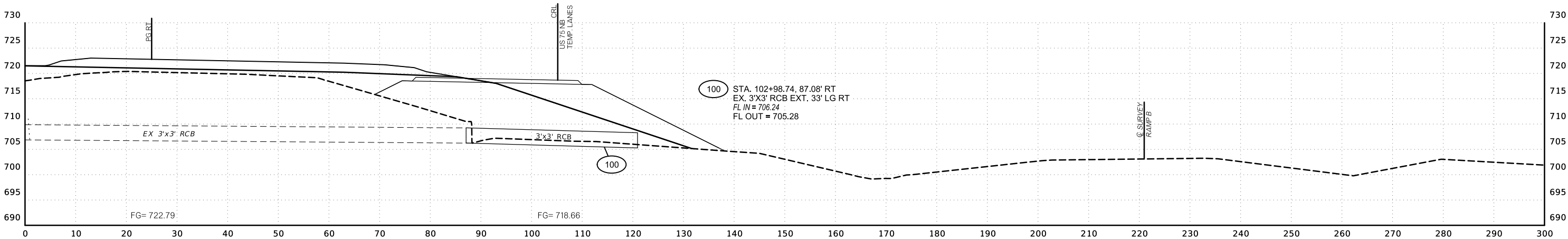
MARCH 2023

VOLUMES (CY)

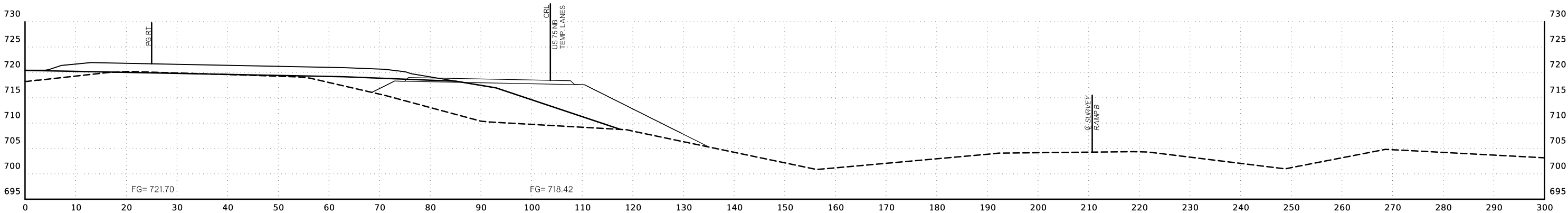
END AREAS (SF)



103+50.00



103+00.00



102+50.00

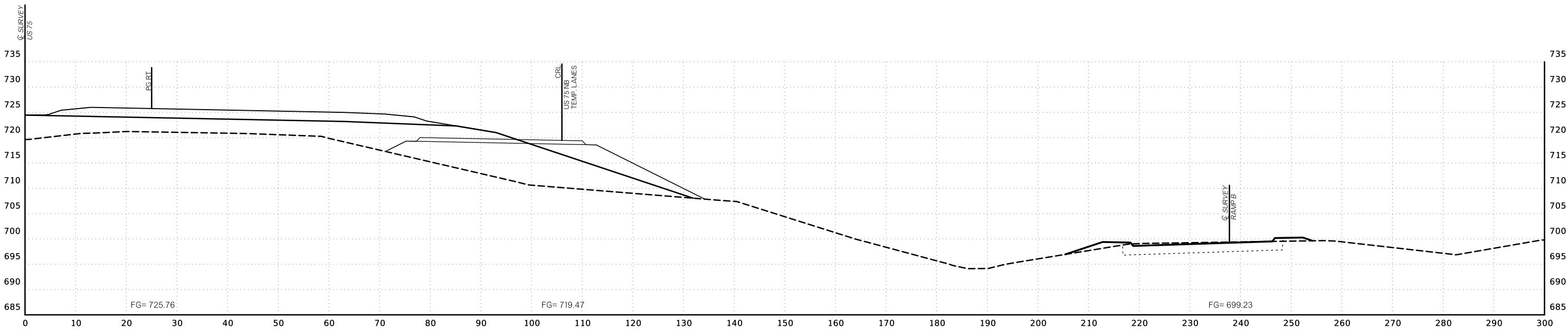
\$\$\$datestamp\$\$\$ \$FILEL\$

PROPOSED
R/W

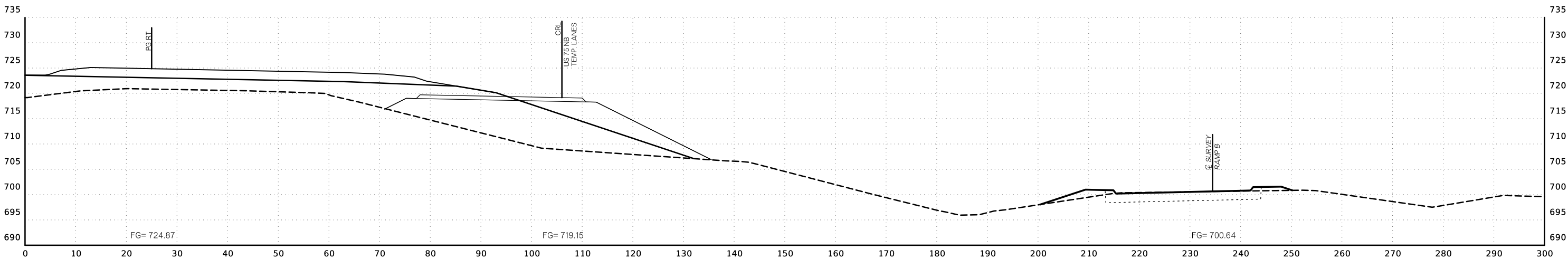
MARCH 2023

END AREAS (SF)

VOLUMES (CY)



104+50.00

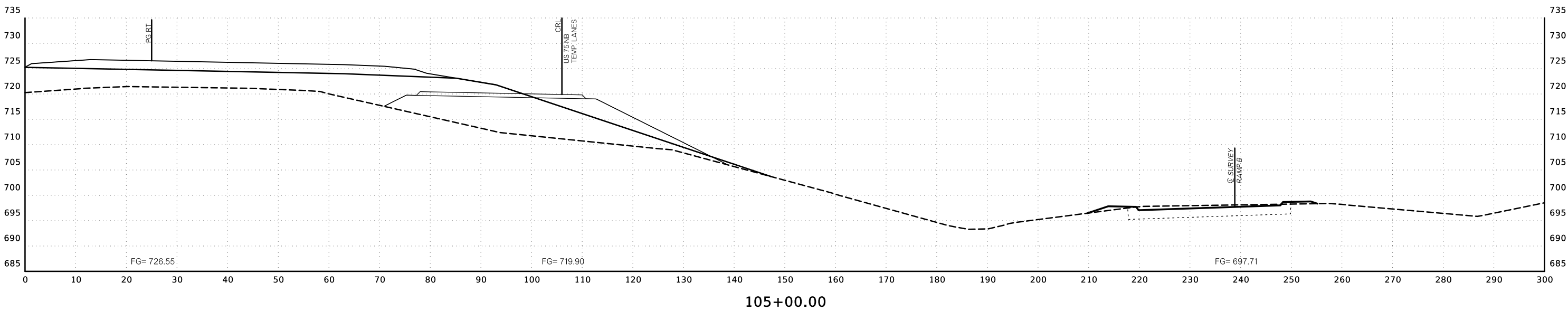
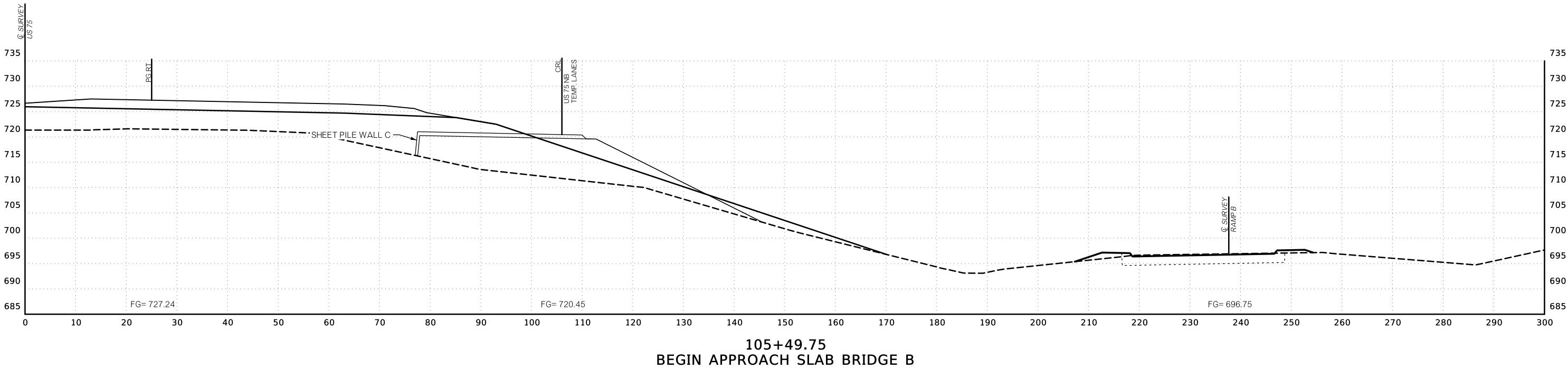


104+00.00

\$\$\$date\$\$\$ \$FILEL\$

END AREAS (SF)

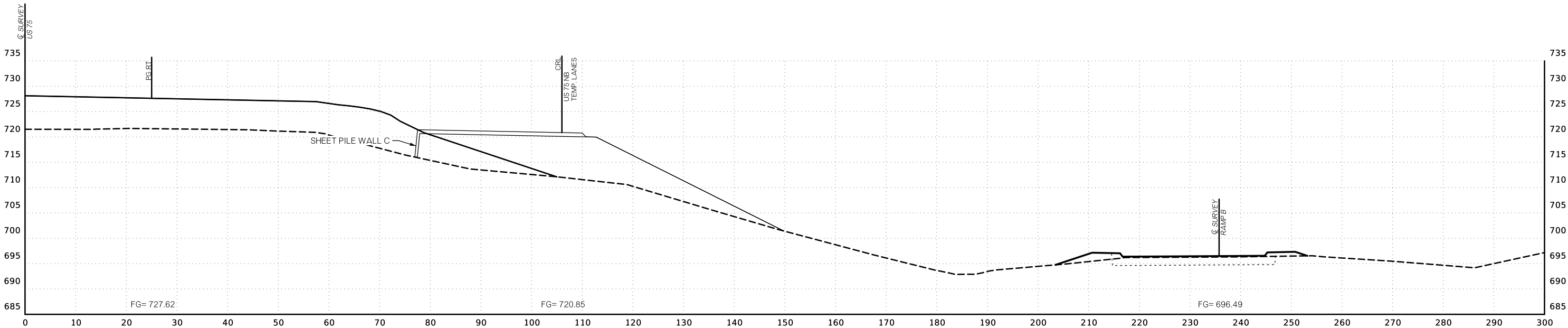
VOLUMES (CY)



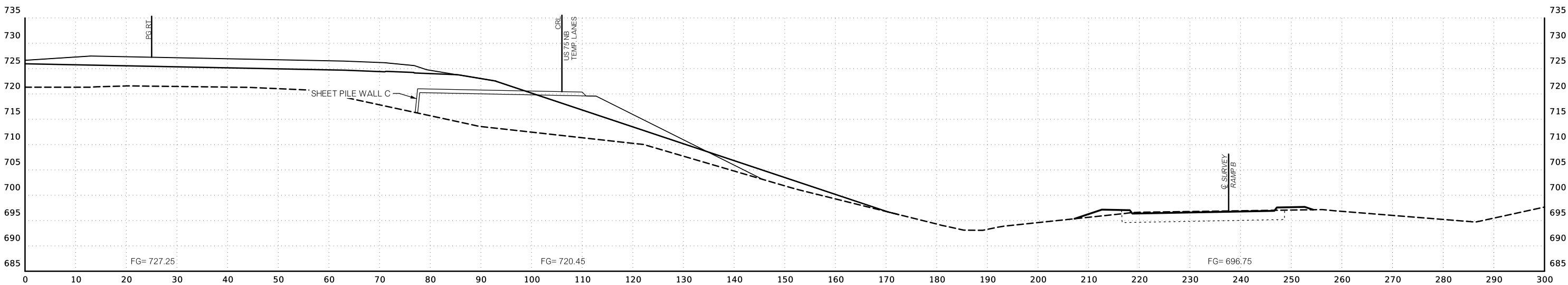
\$\$\$date\$\$\$ \$FILE\$\$\$

END AREAS (SF)

VOLUMES (CY)



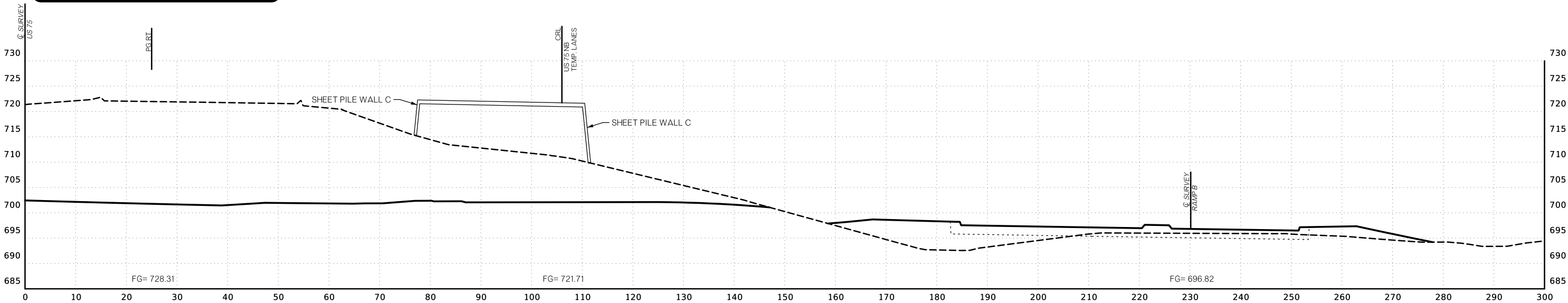
105+81.59
END APPROACH SLAB BRIDGE B
BEGIN BRIDGE B



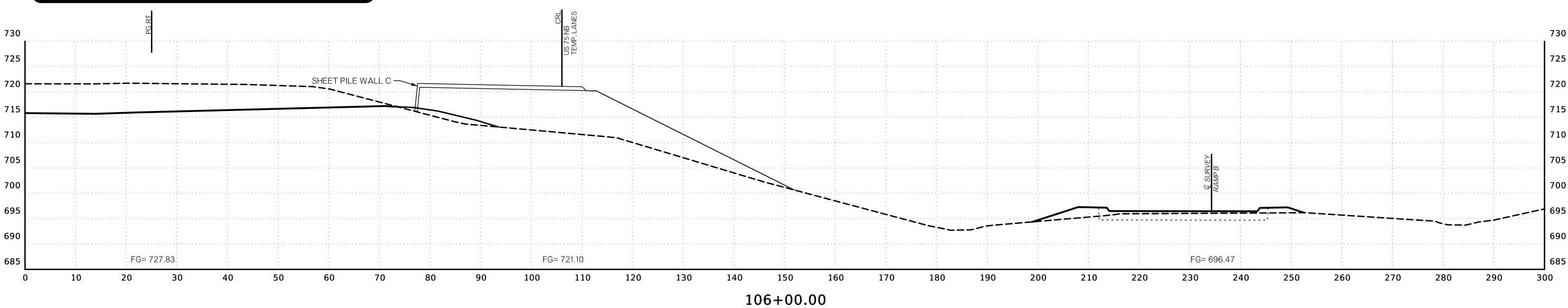
105+50.61

\$\$\$date\$\$\$ \$FILEL\$

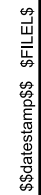
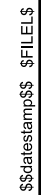
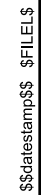
CAUTION: EXIST. OVERHEAD ELECTRIC CROSSING
AT APPROX. STA. 106+68 @ A001 US 75



CAUTION: REMOVE & RELOCATE EXIST. ODOT DIGITAL MESSAGE SIGN
AT APPROX. STA. 106+43 @ A001 US 75

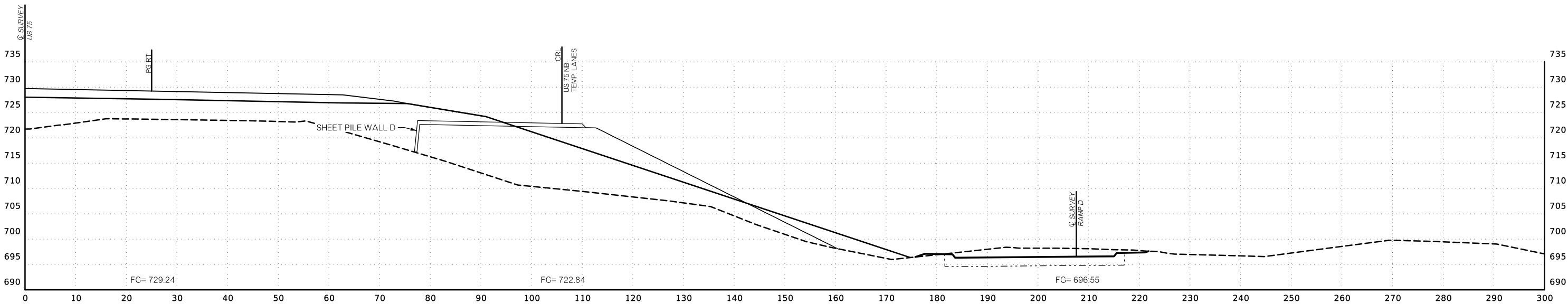


\$\$\$datestamp\$\$\$ FILEL\$

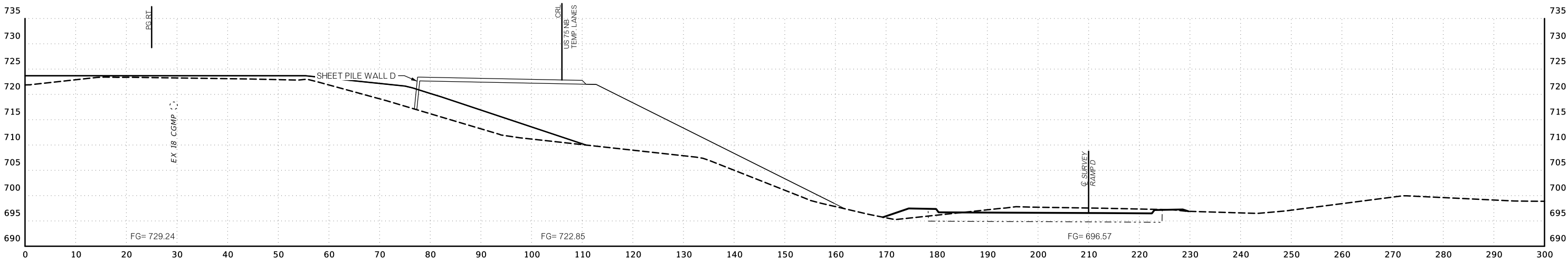


END AREAS (SF)

VOLUMES (CY)

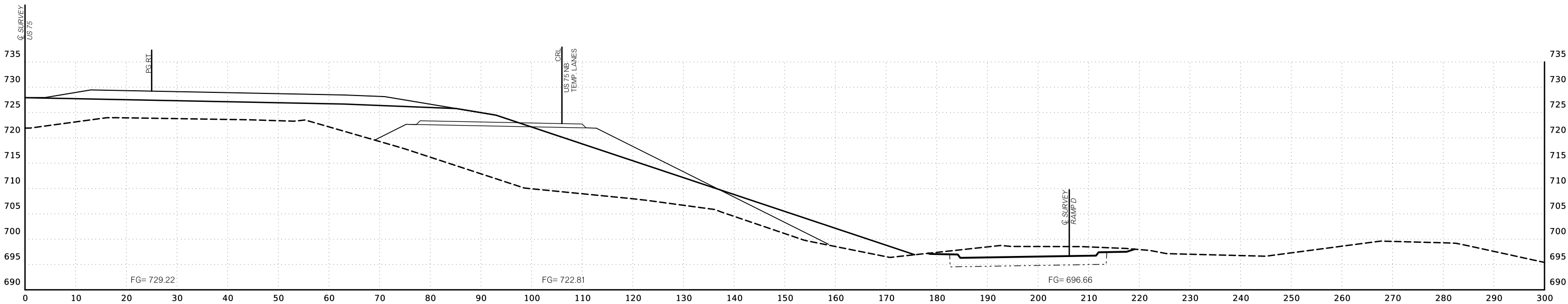


108+81.62

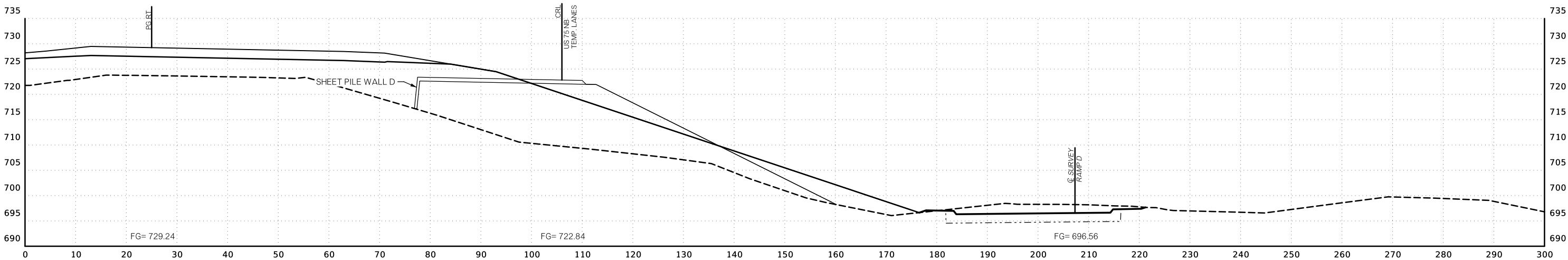


108+51.40
END BRIDGE B
BEGIN APPROACH SLAB BRIDGE B

\$\$\$date\$\$\$ \$FILEL\$



109+00.00

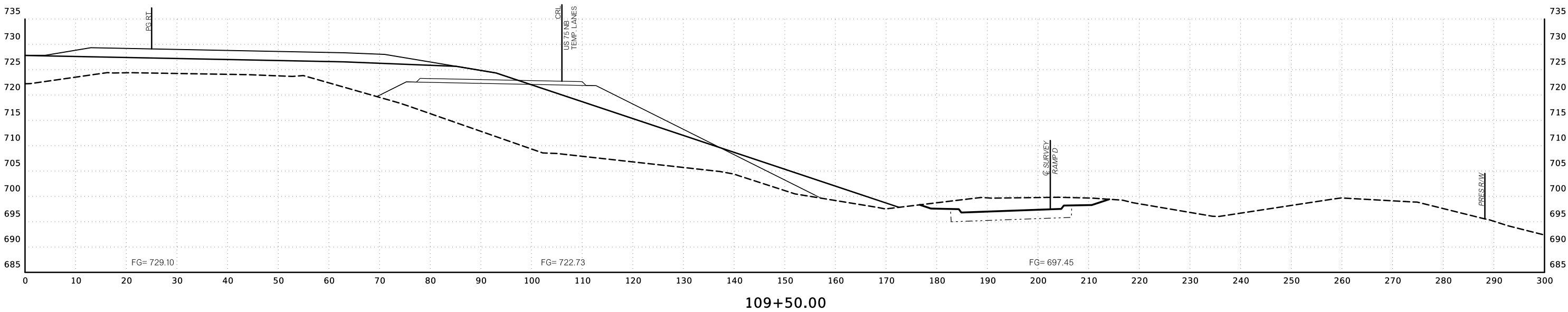
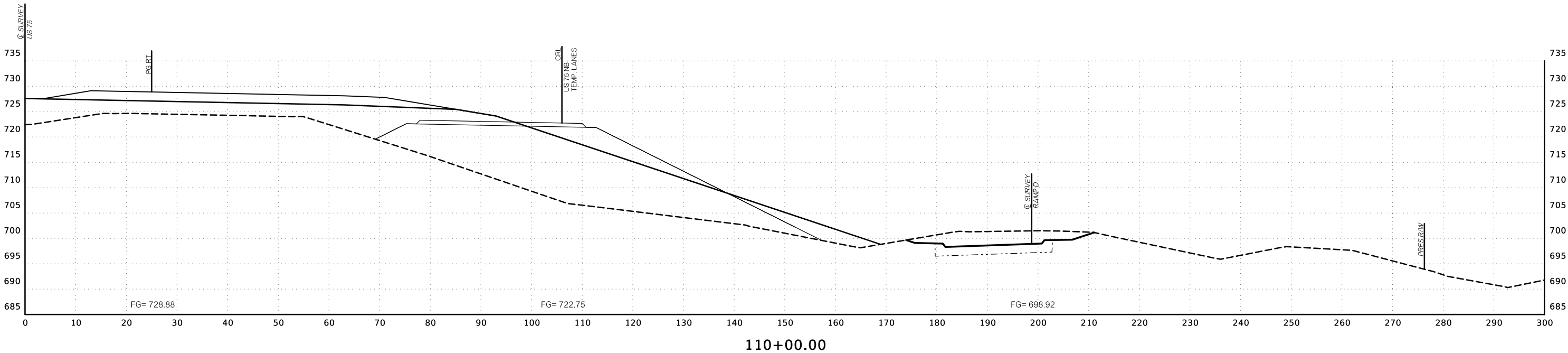


108+85.14
END APPROACH SLAB BRIDGE B

\$\$\$date\$\$\$ \$FILE\$

END AREAS (SF)

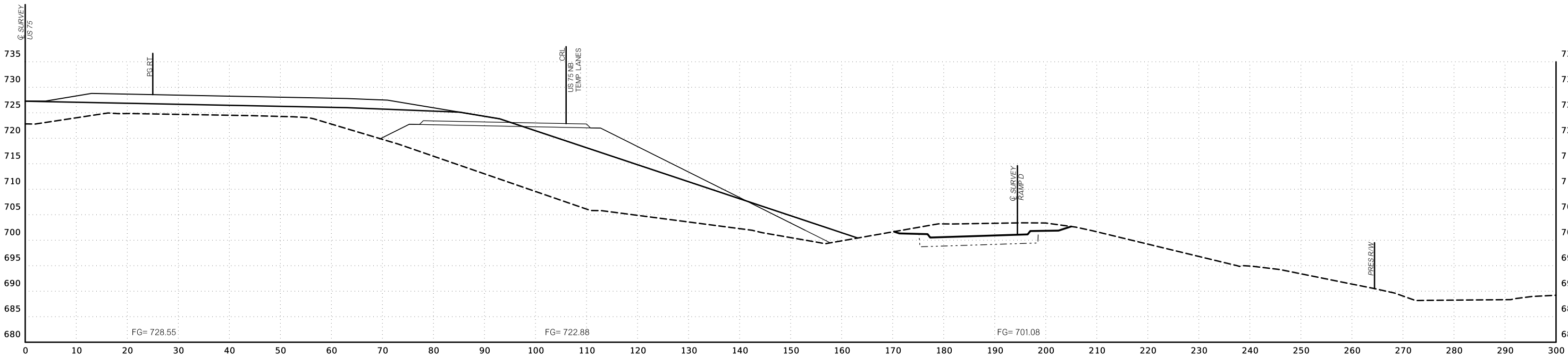
VOLUMES (CY)



\$\$\$date\$\$\$ \$FILEL\$

END AREAS (SF)

VOLUMES (CY)



110+50.00

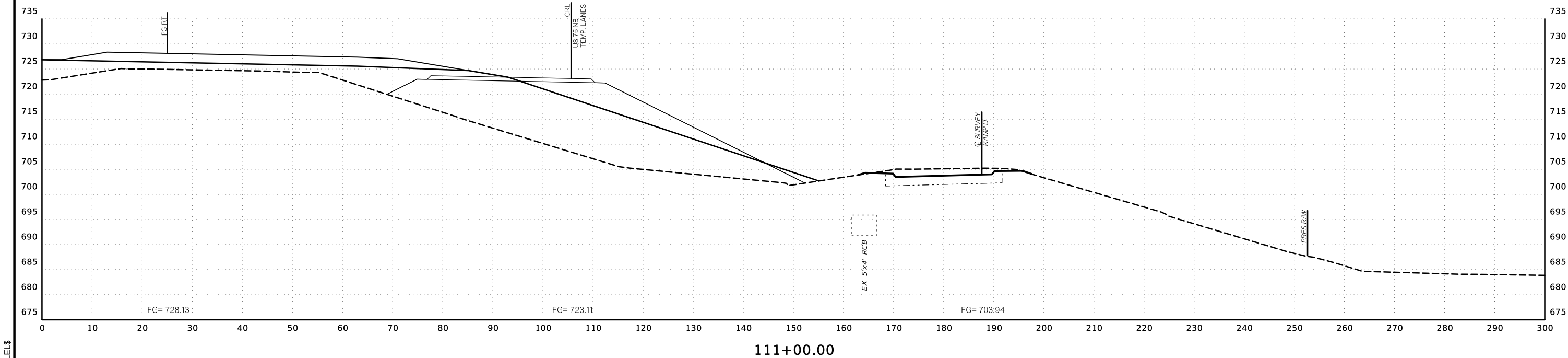
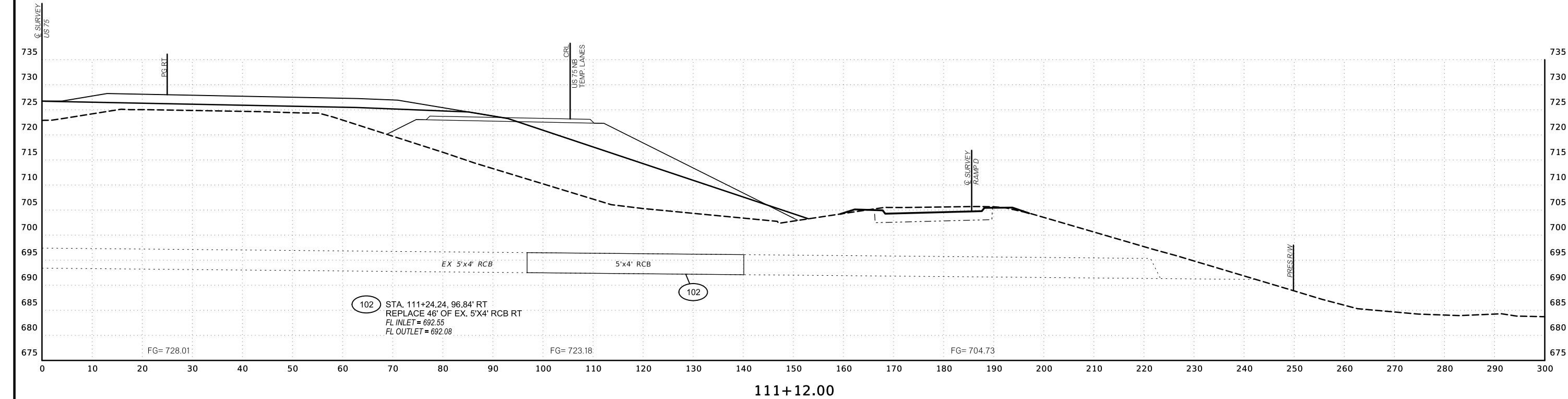


110+05.00

\$\$\$\$datestamp\$\$ \$FILEL\$

END AREAS (SF)

VOLUMES (CY)



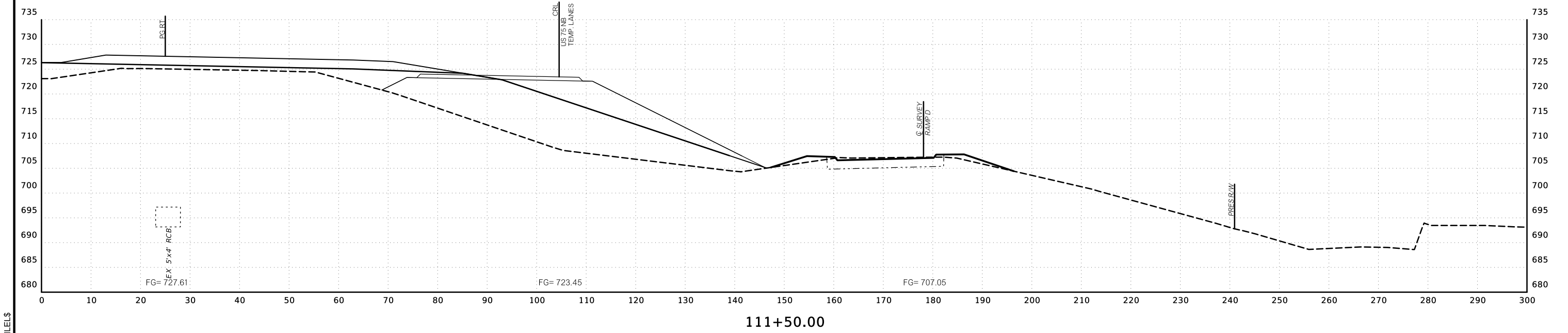
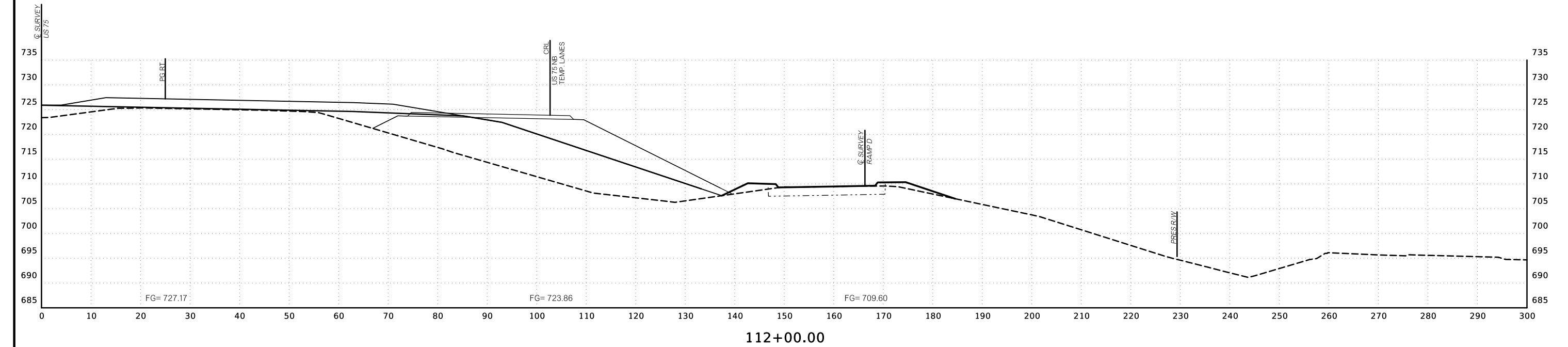
\$\$\$date\$\$\$ \$FILEL\$

PROPOSED
R/W

MARCH 2023

VOLUMES (CY)

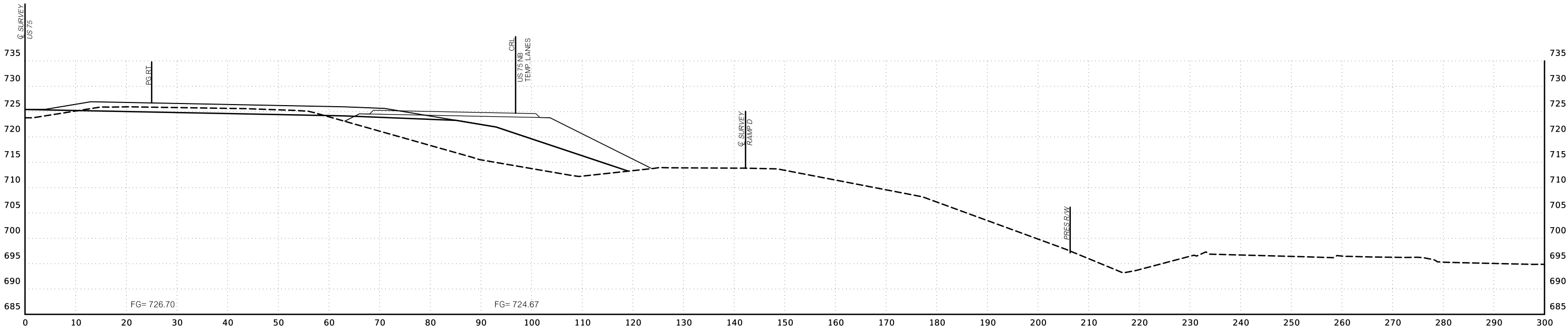
END AREAS (SF)



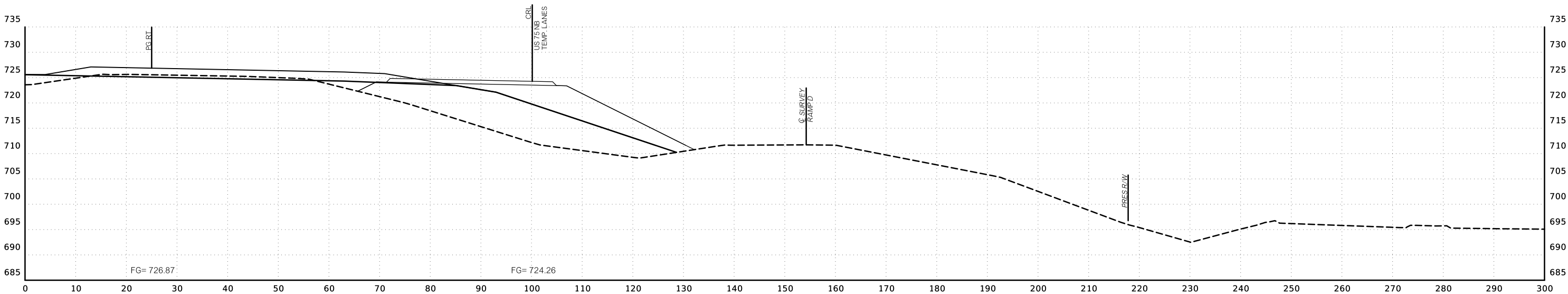
\$\$\$date\$\$\$ \$FILEL\$

END AREAS (SF)

VOLUMES (CY)

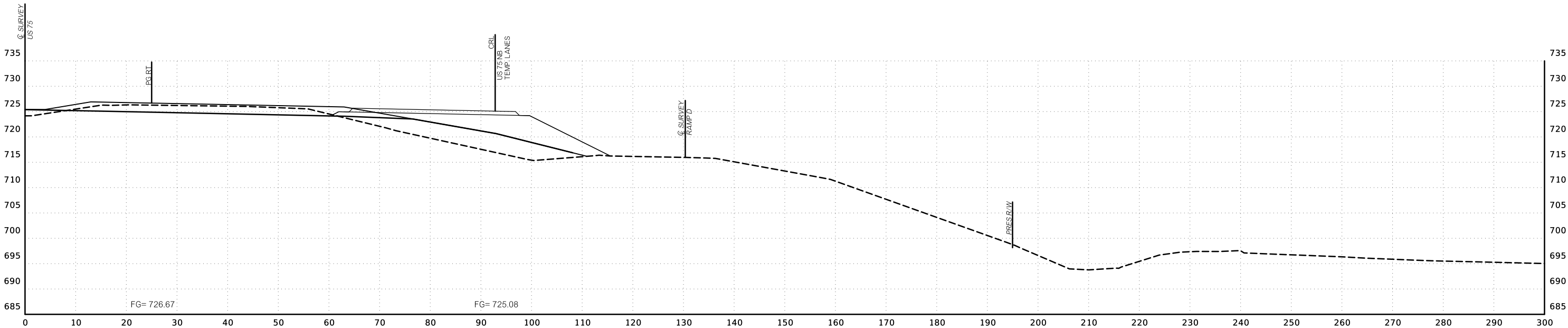


113+00.00

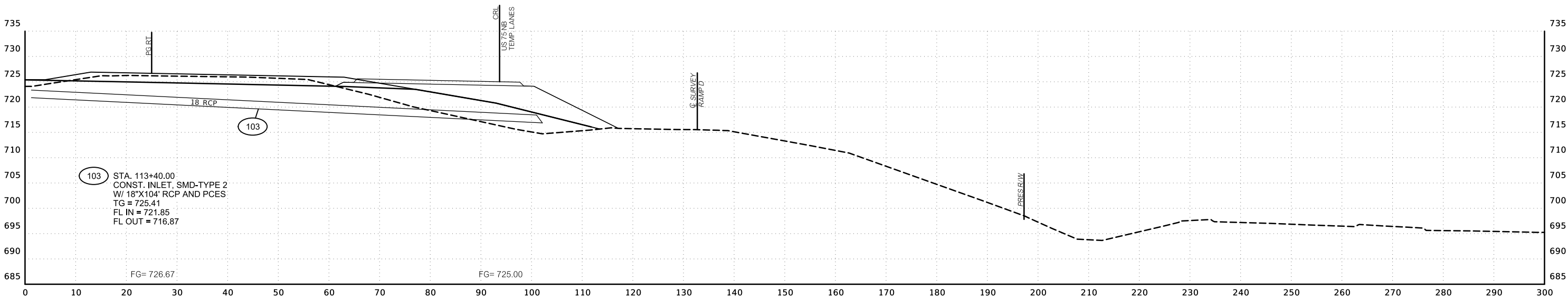


112+50.00

\$\$\$date\$\$\$ \$FILEL\$



113+50.00

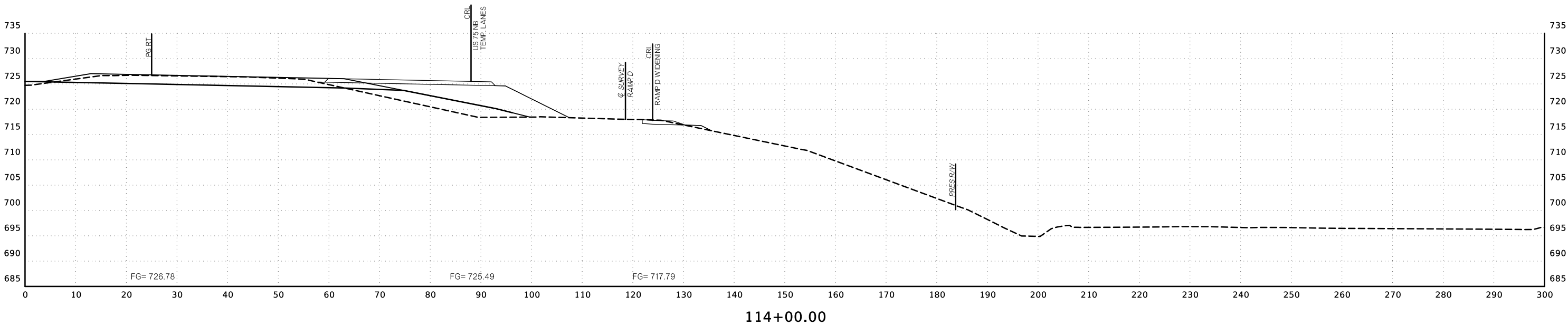
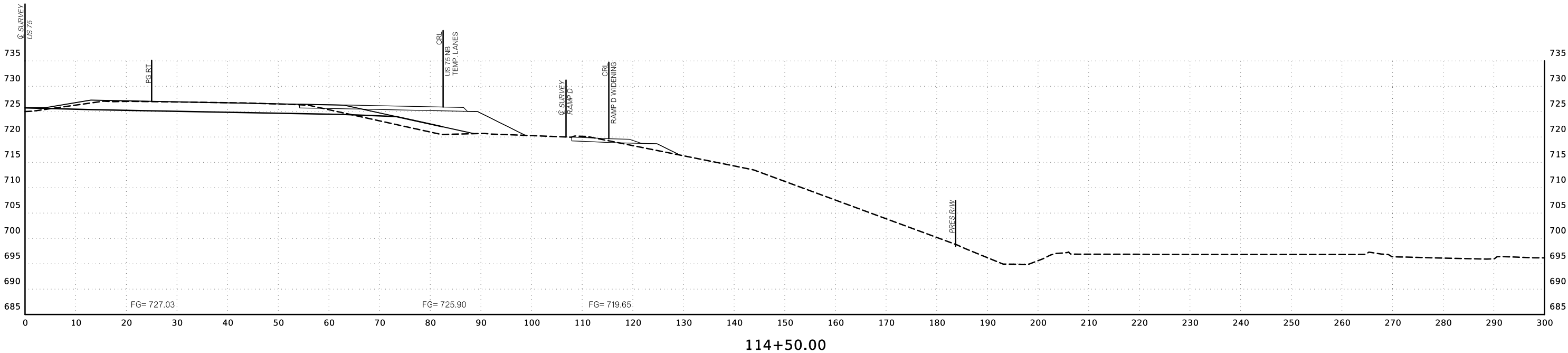


113+40.00

\$\$\$date\$\$\$ \$FILEL\$

END AREAS (SF)

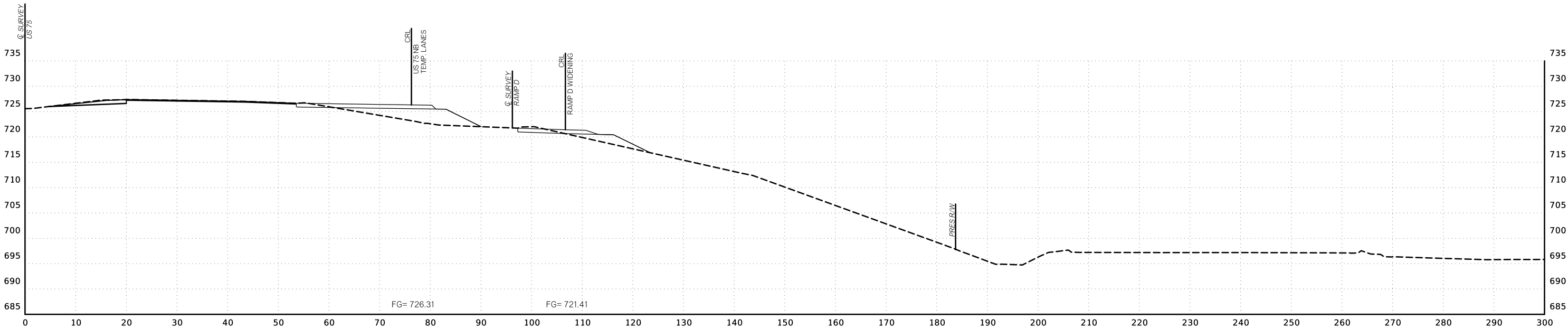
VOLUMES (CY)



\$\$\$date\$\$\$ \$FILEL\$

END AREAS (SF)

VOLUMES (CY)



115+00.00

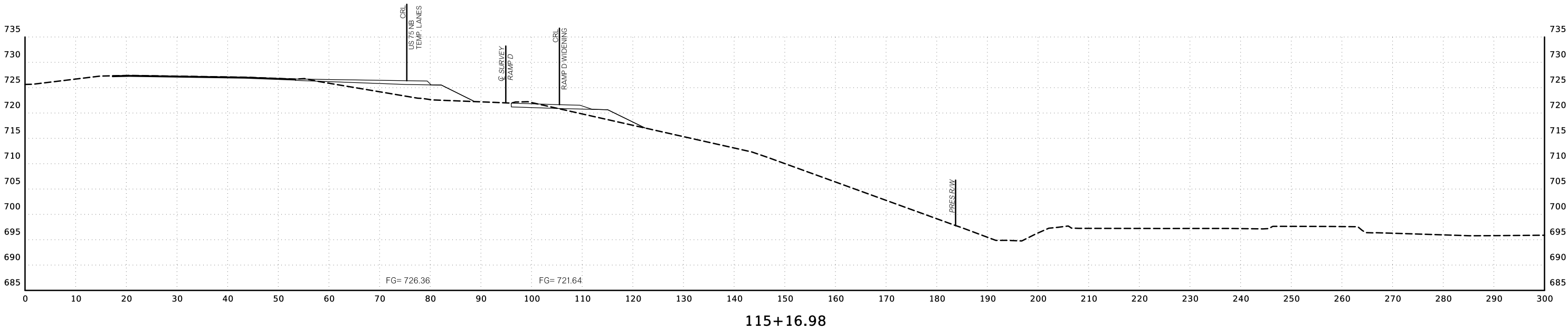
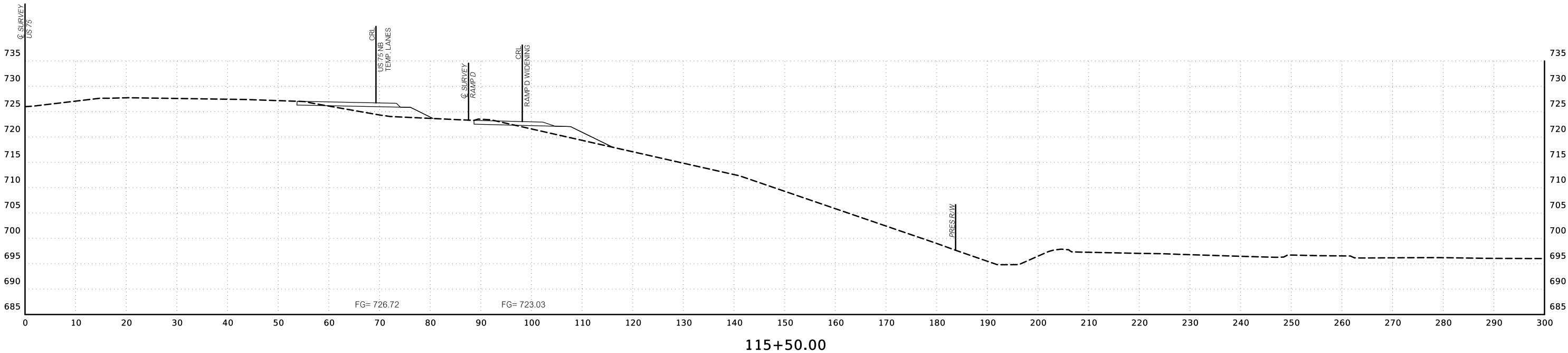


114+56.98
END US 75 CONSTRUCTION
BEGIN INCIDENTAL CONSTRUCTION

\$\$\$date\$\$\$ \$FILEL\$

END AREAS (SF)

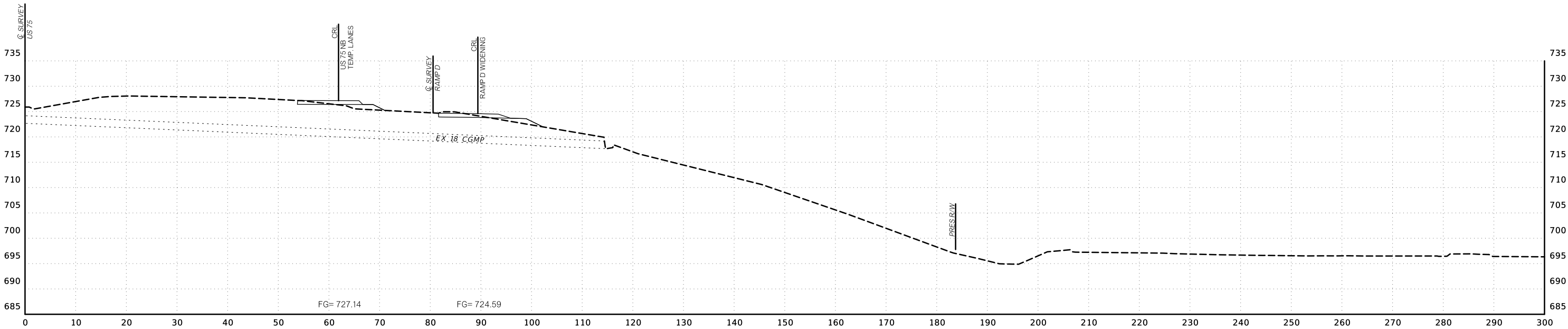
VOLUMES (CY)



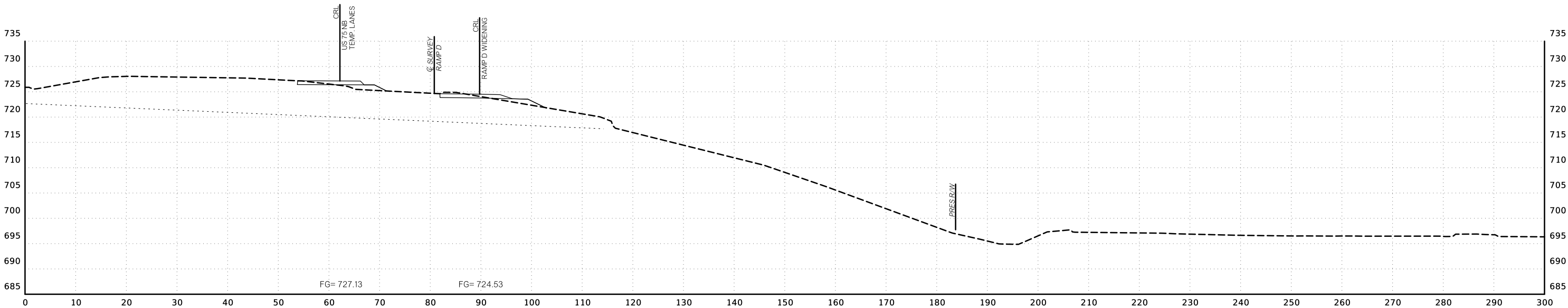
\$\$\$date\$\$\$ \$FILE\$\$\$

END AREAS (SF)

VOLUMES (CY)



116+02.09

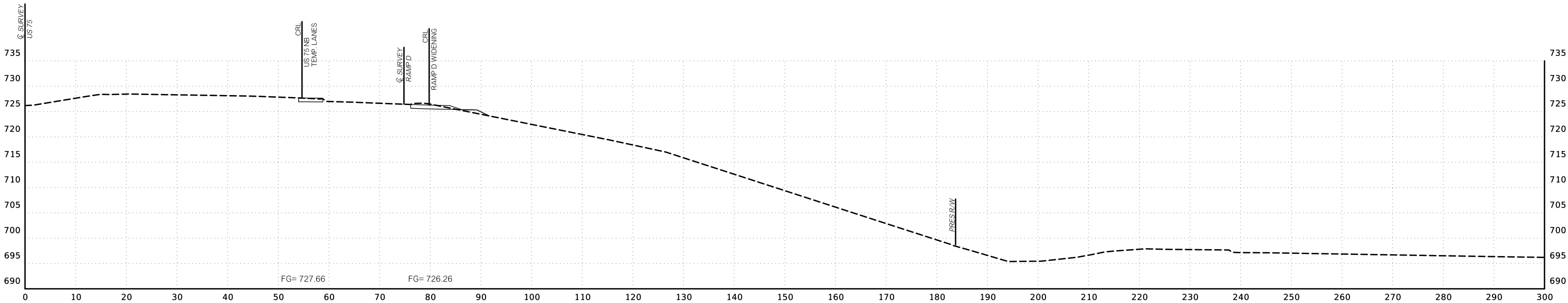


116+00.00

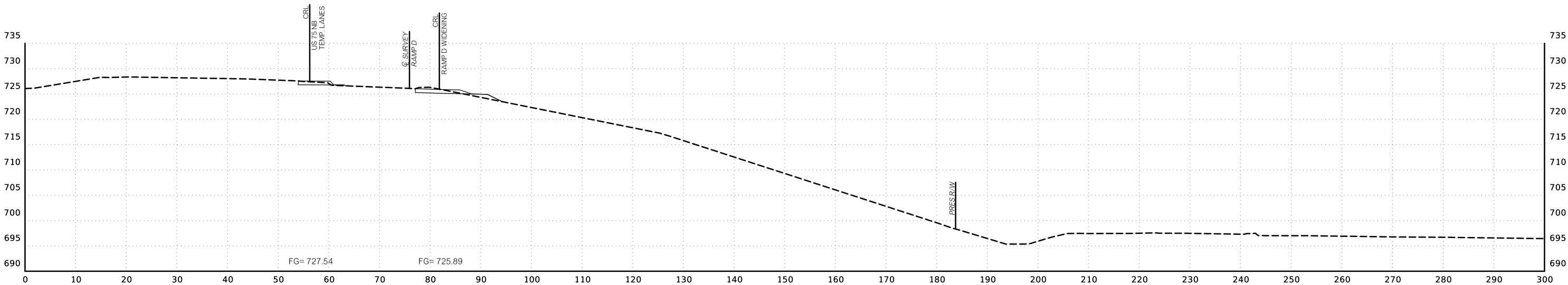
\$\$\$date\$\$\$ \$FILEL\$

END AREAS (SF)

VOLUMES (CY)



116+64.70



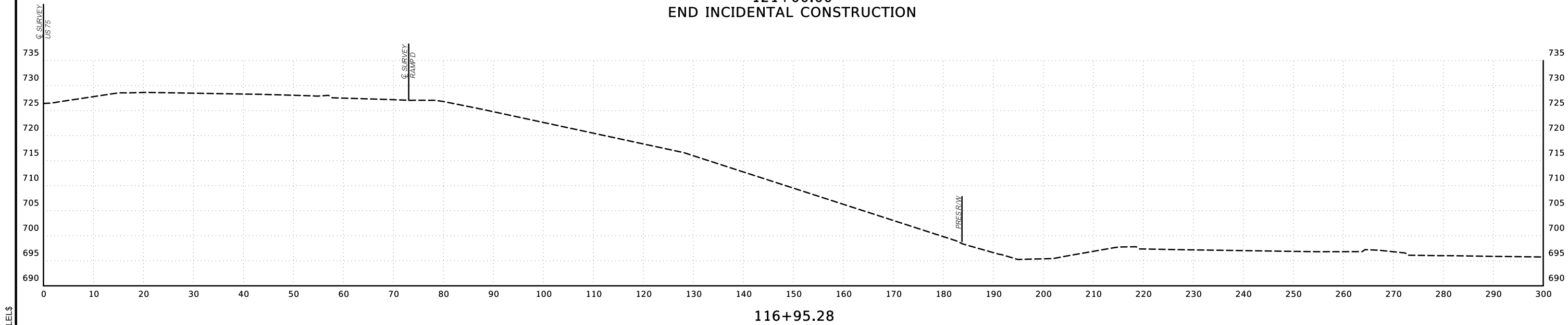
116+50.00

\$\$\$date\$\$\$ \$FILEL\$

END AREAS (SF)

VOLUMES (CY)

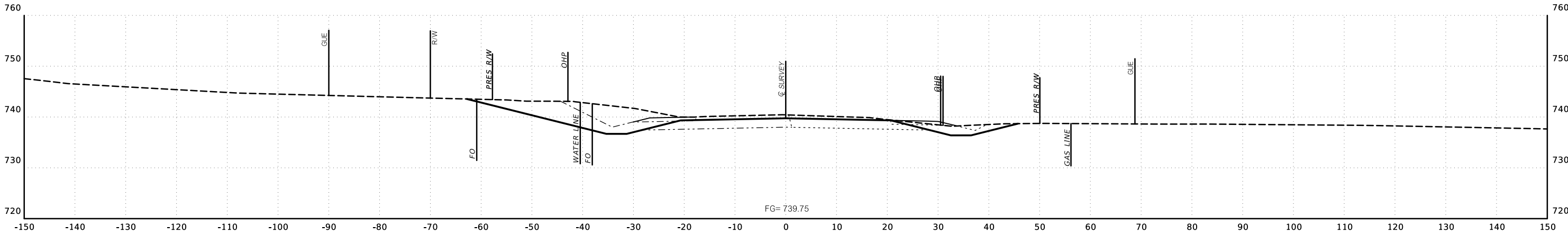
121+00.00
END INCIDENTAL CONSTRUCTION



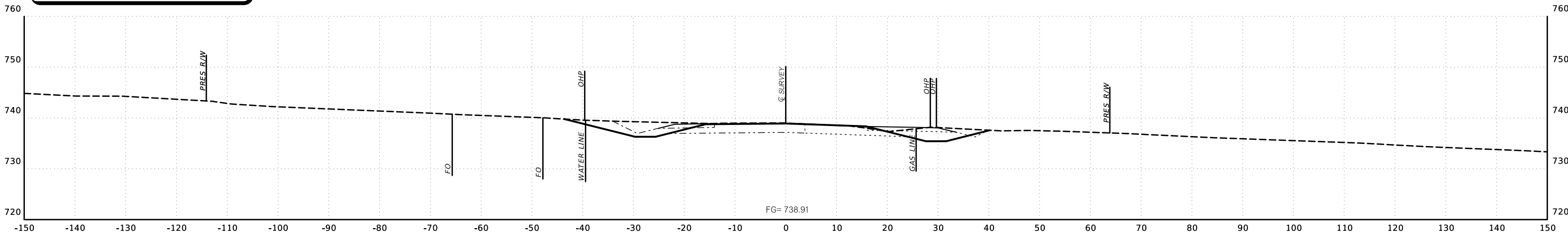
\$\$\$date\$\$\$ \$FILE\$

END AREAS (SF)

VOLUMES (CY)



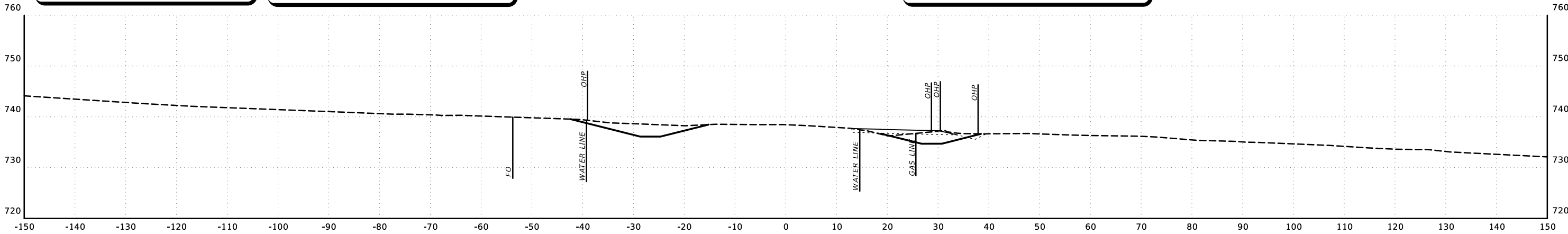
CAUTION: EXIST. GAS LINE CROSSING
AT APPROX. STA. 37+08 ∇ A002 81st ST.



CAUTION: EXIST. WATER LINE CROSSING
AT APPROX. STA. 36+84 ∇ A002 81st ST.

CAUTION: EXIST. OVERHEAD ELECTRIC CROSSING
AT APPROX. STA. 36+86 ∇ A002 81st ST.

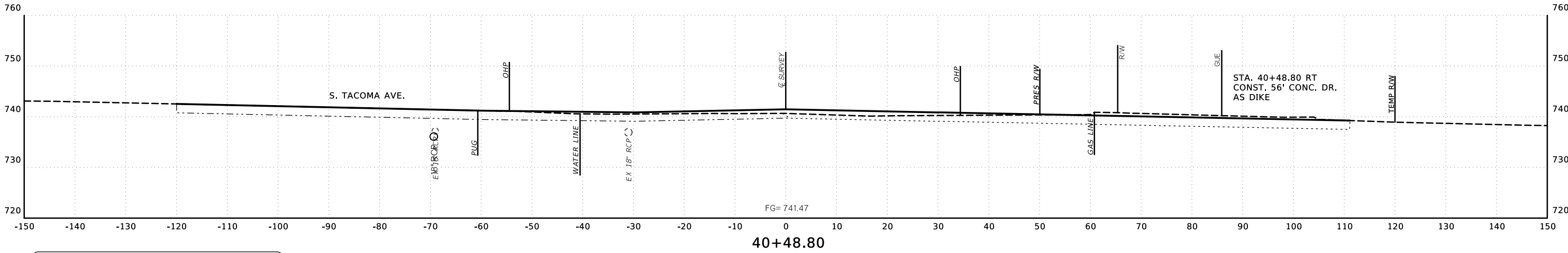
CAUTION: EXIST. OVERHEAD ELECTRIC CROSSING
AT APPROX. STA. 36+92 ∇ A002 81st ST.



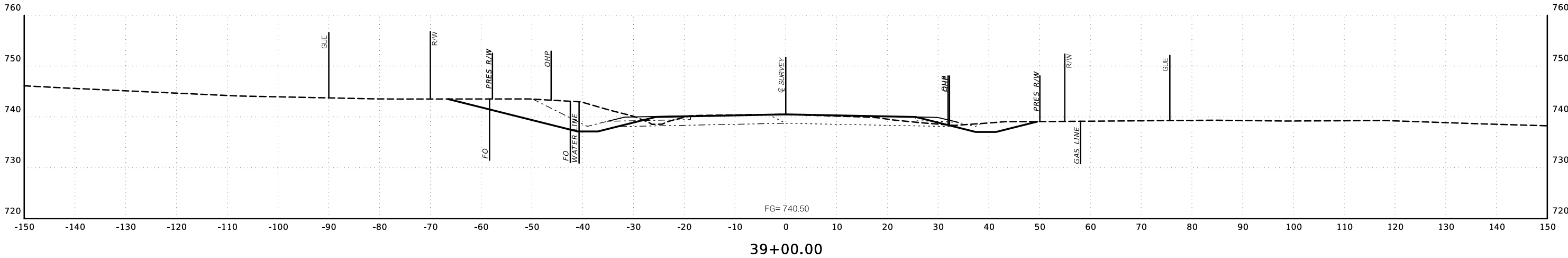
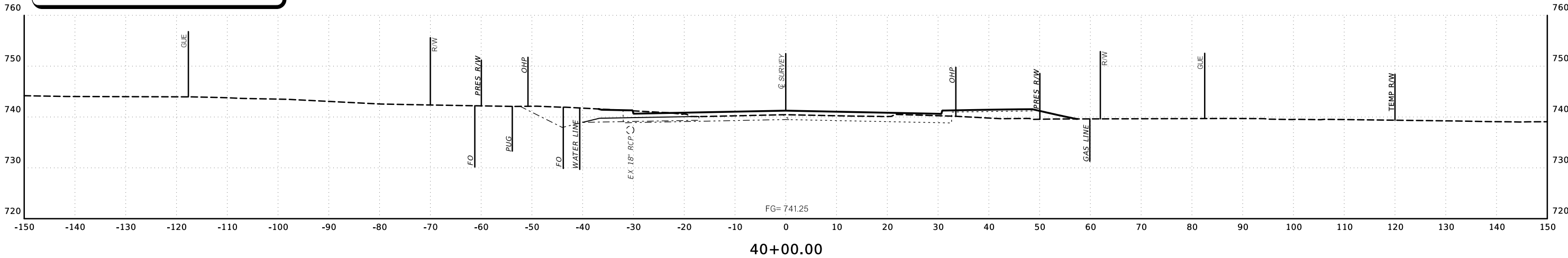
36+83.00
BEGIN 81st STREET CONSTRUCTION

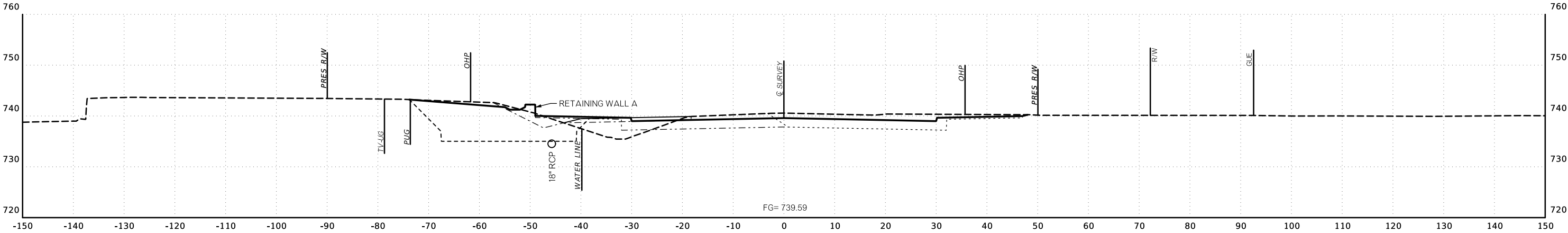
END AREAS (SF)

VOLUMES (CY)

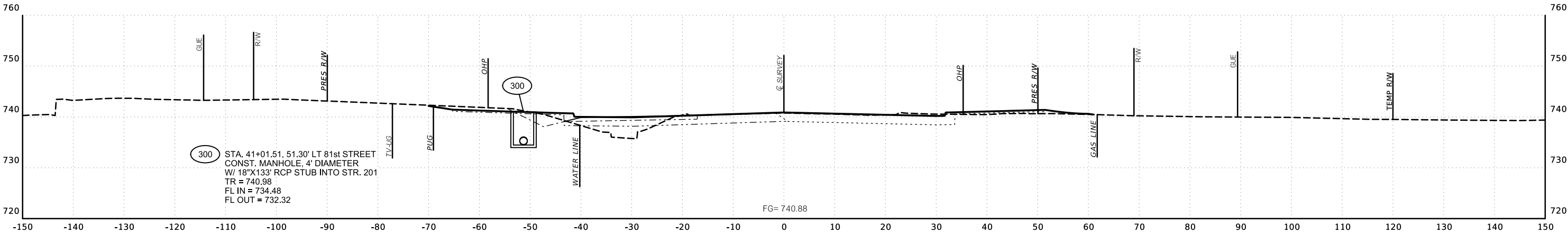


CAUTION: EXIST. GAS LINE CROSSING AT APPROX.
STA 40+05 Q A002 81st ST.



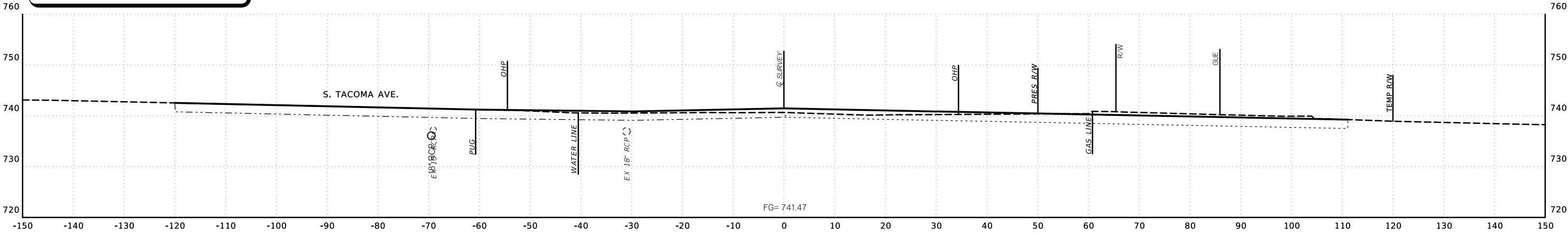


41+45.69



41+00.00

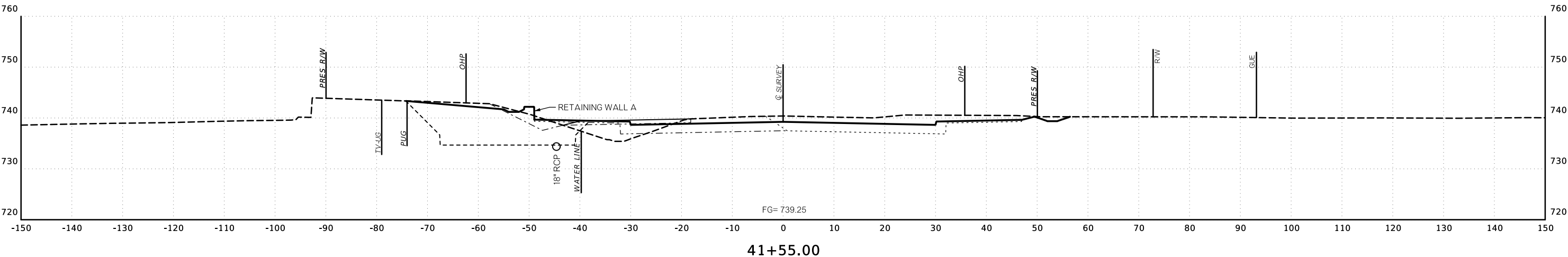
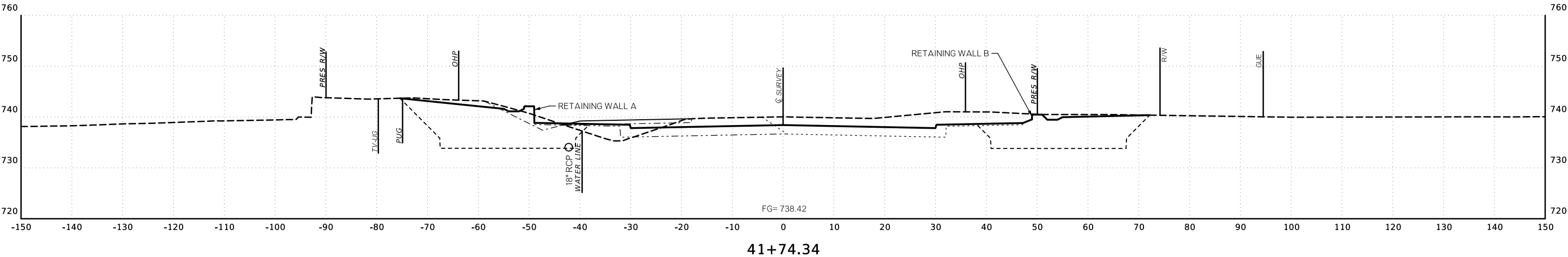
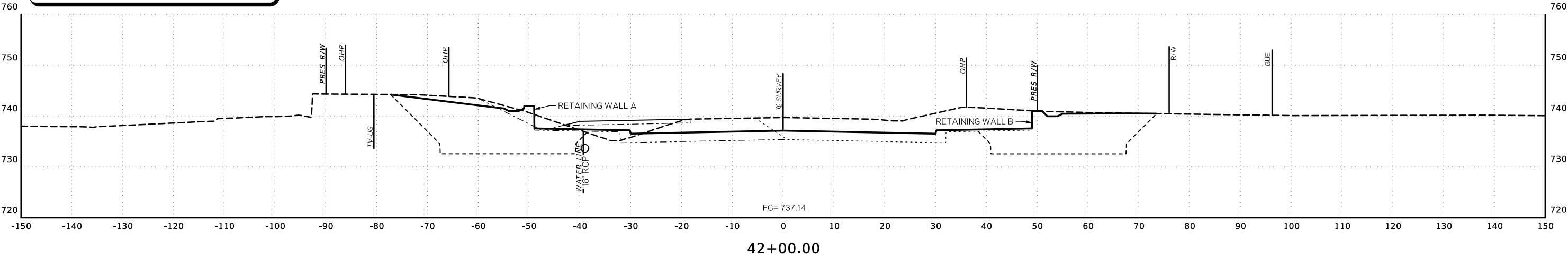
CAUTION: EXIST. WATER LINE CROSSING
AT APPROX. STA. 40+86 Q A002 81st ST.



40+49.34

\$\$\$\$date\$\$\$\$ \$FILEL\$

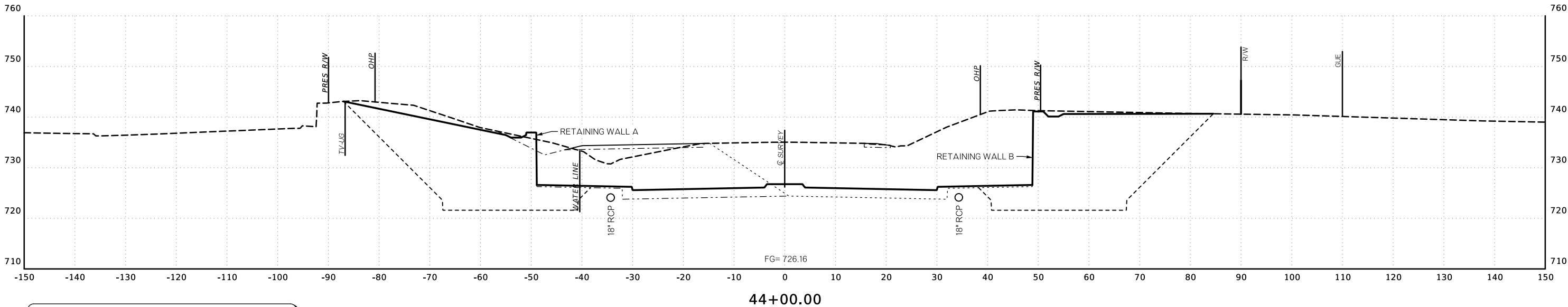
CAUTION: EXIST. OVERHEAD ELECTRIC CROSSING
AT APPROX. STA. 42+22 @ A002 81st ST.



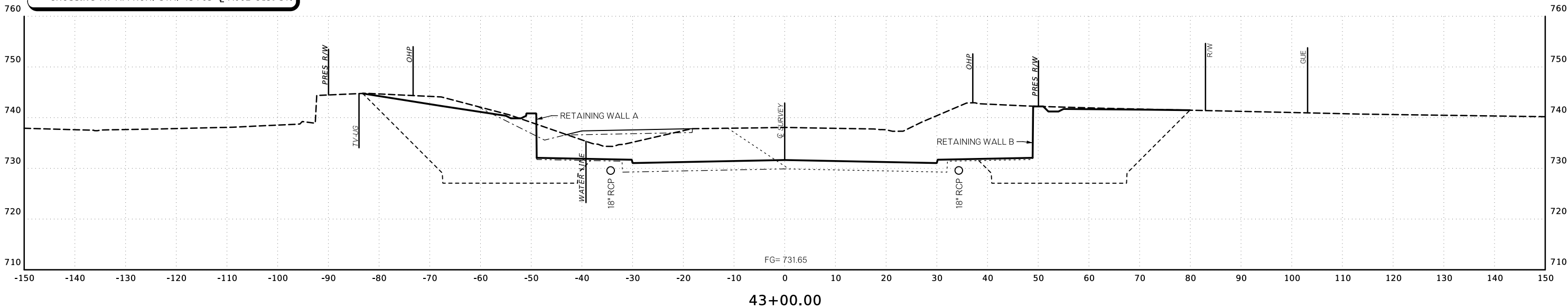
\$\$\$\$date\$\$\$\$ \$FILE\$\$\$\$

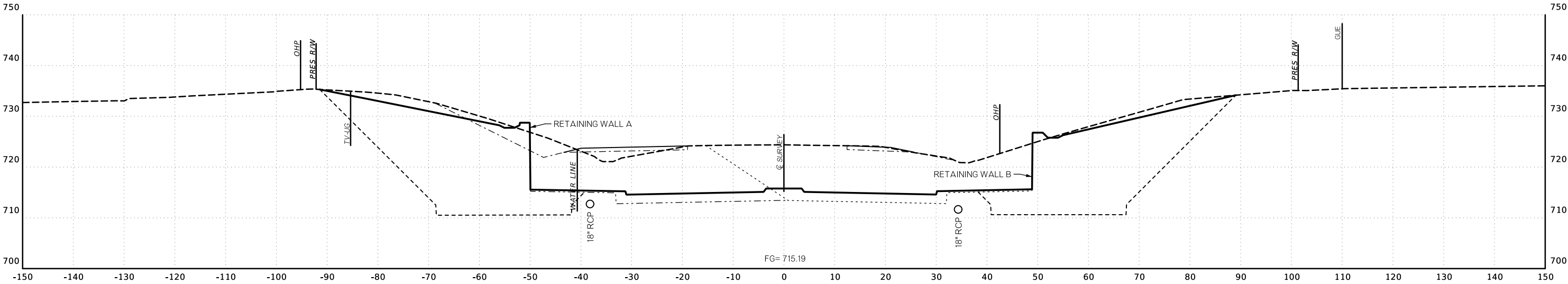
END AREAS (SF)

VOLUMES (CY)



CAUTION: EXIST. UNDERGROUND COMMUNICATIONS
CROSSING AT APPROX. STA. 43+63 CL A002 81st ST.

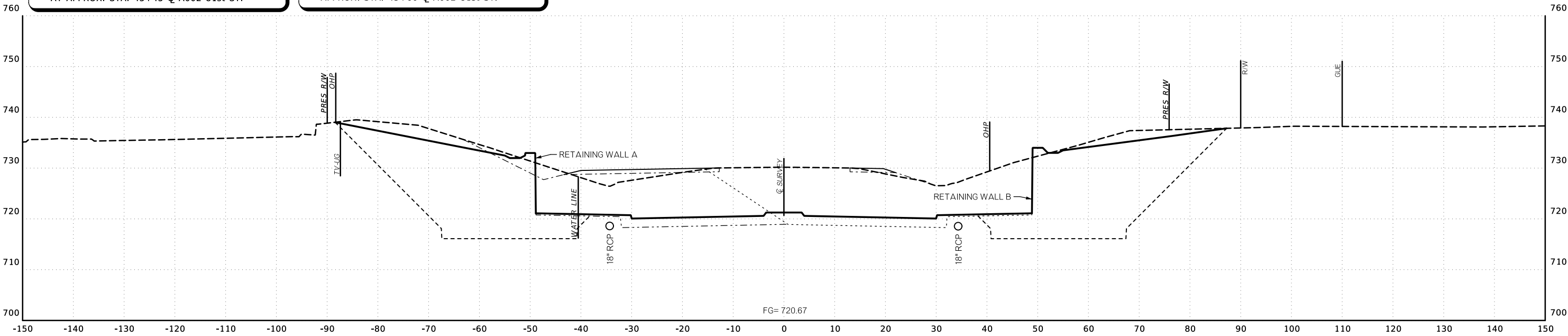




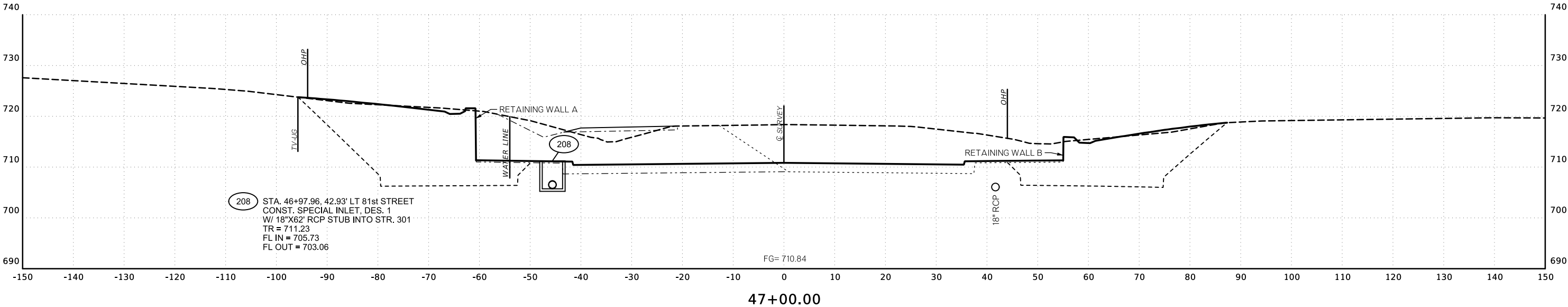
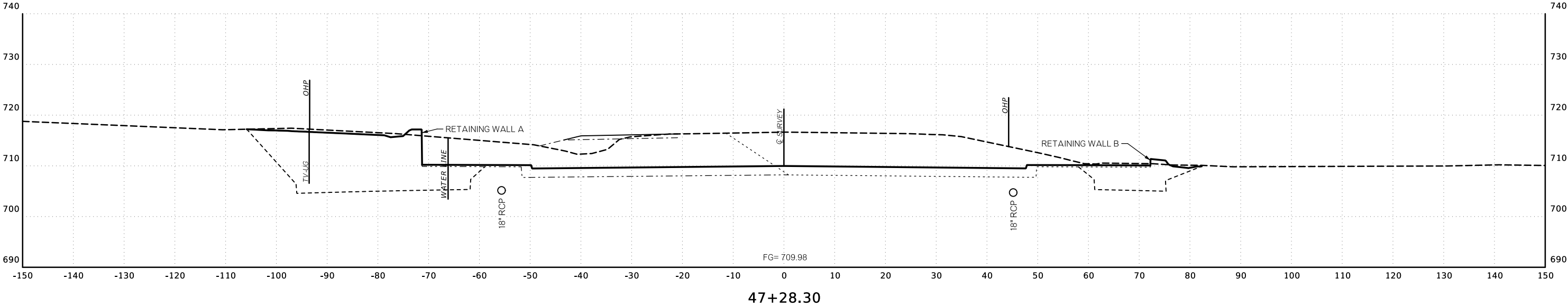
46+00.00

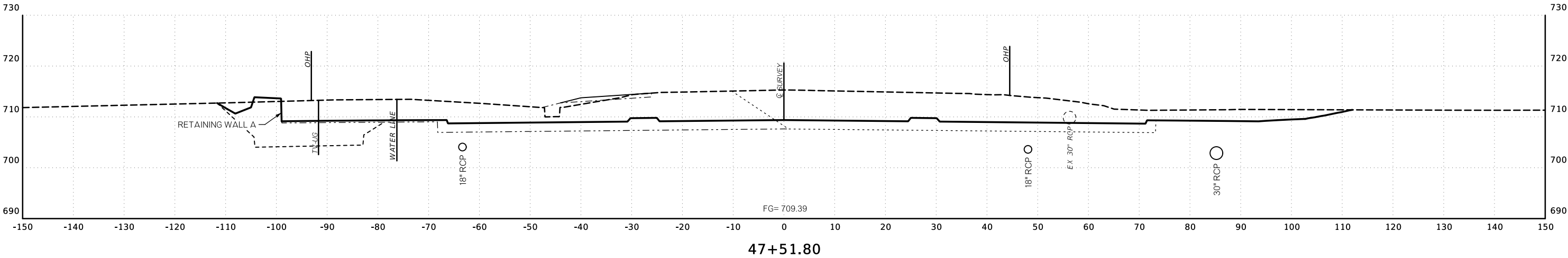
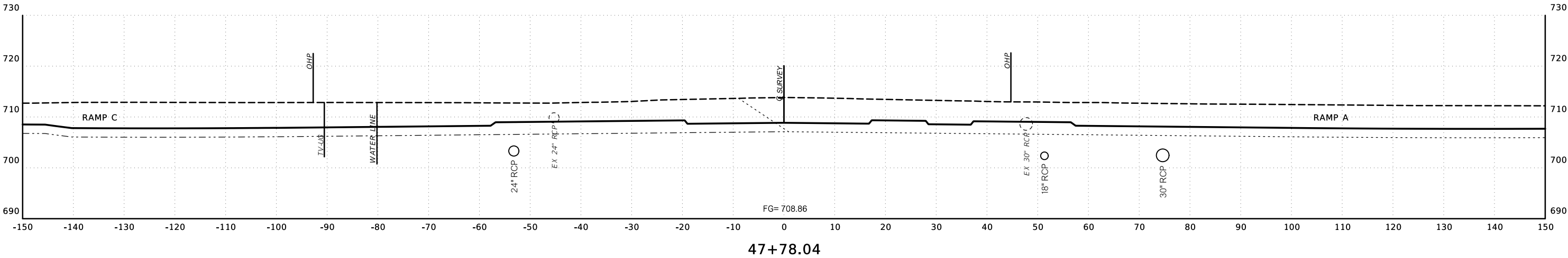
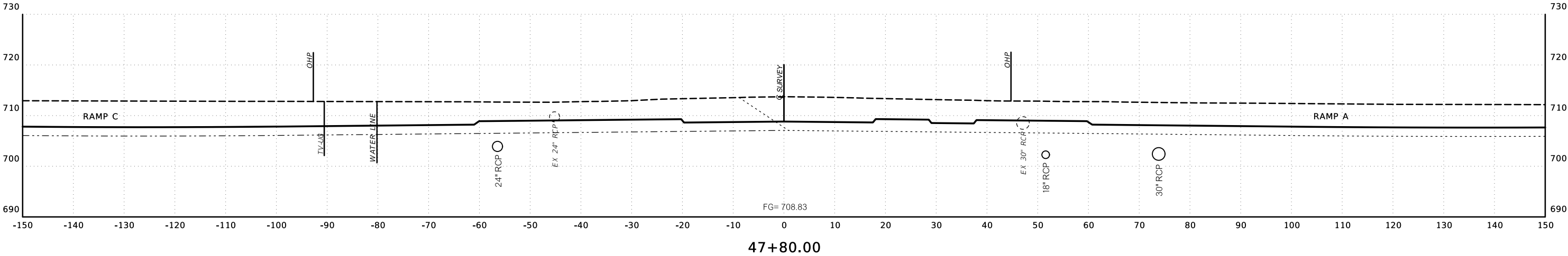
CAUTION: EXIST. POWER UNDERGROUND CROSSING
AT APPROX. STA. 45+45 @ A002 81st ST.

CAUTION: EXIST. SANITARY SEWER CROSSING AT
APPROX. STA. 45+60 @ A002 81st ST.

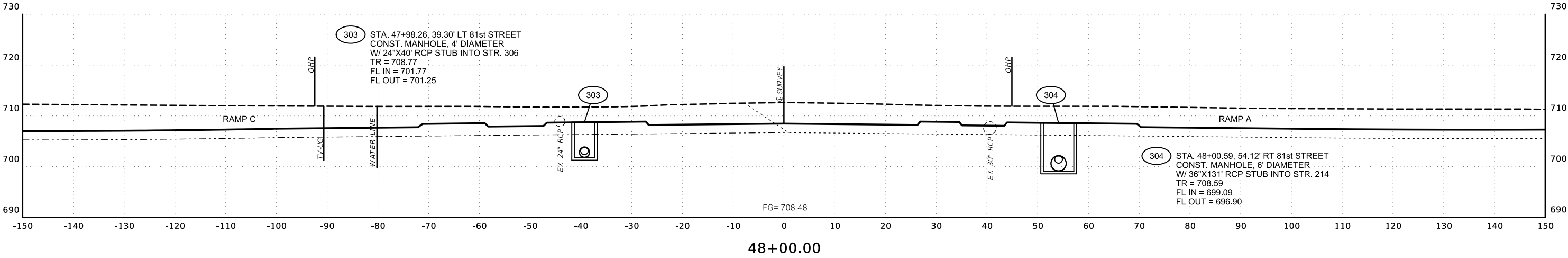
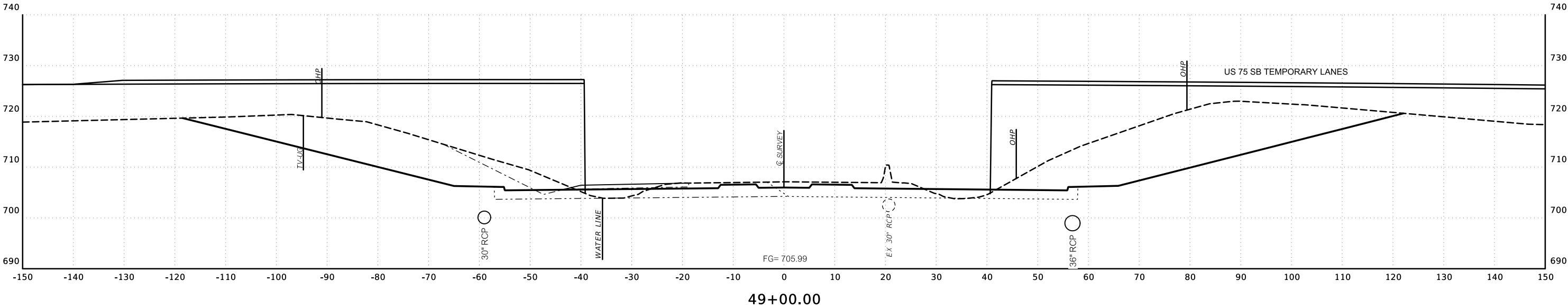


45+00.00

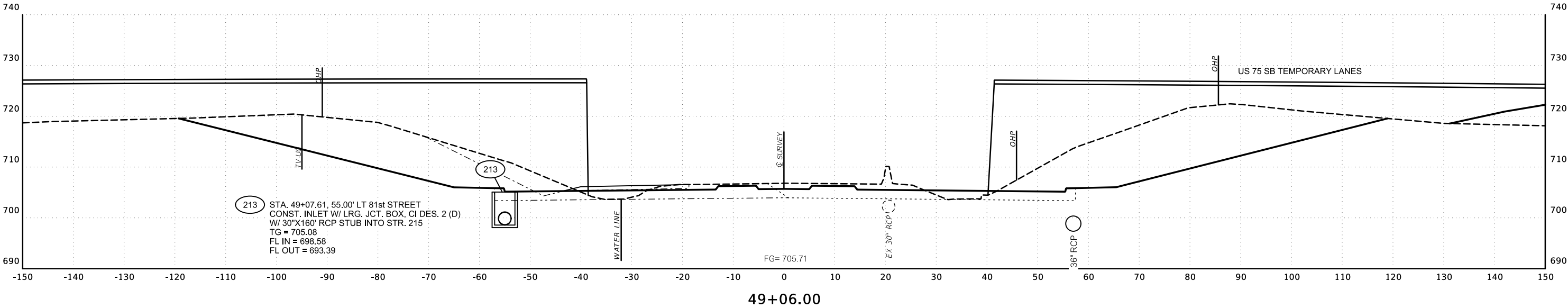
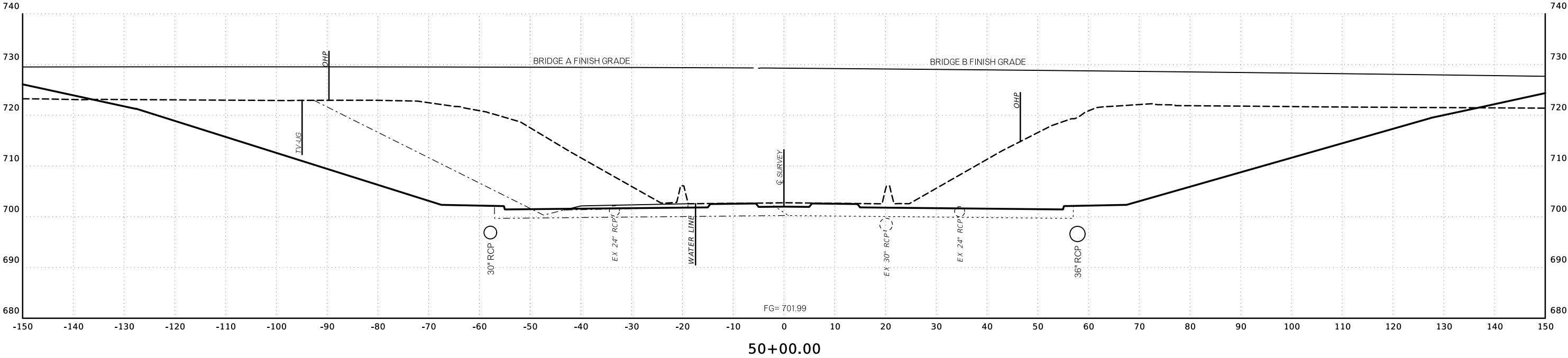




\$\$\$\$date\$\$\$\$ \$FILE\$\$\$\$

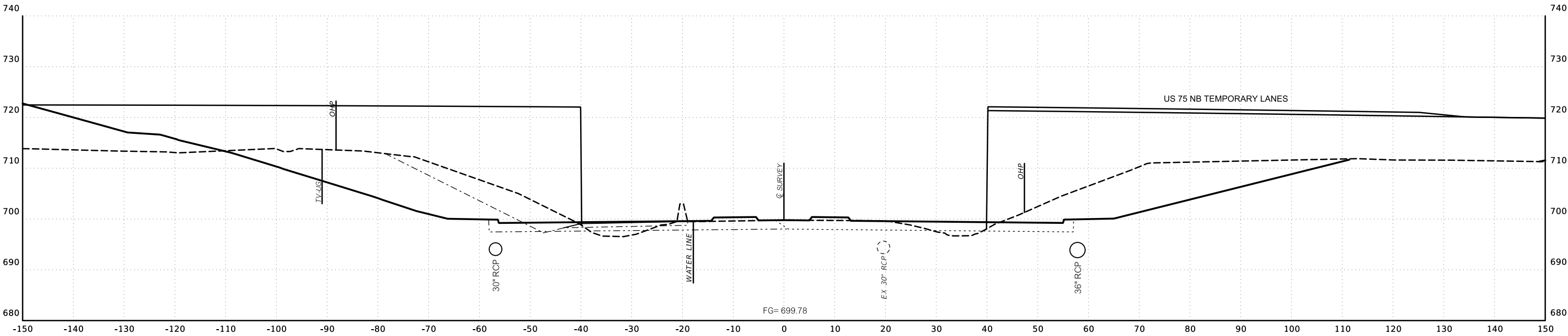


\$\$\$\$date\$\$\$\$ \$FILE\$\$\$\$

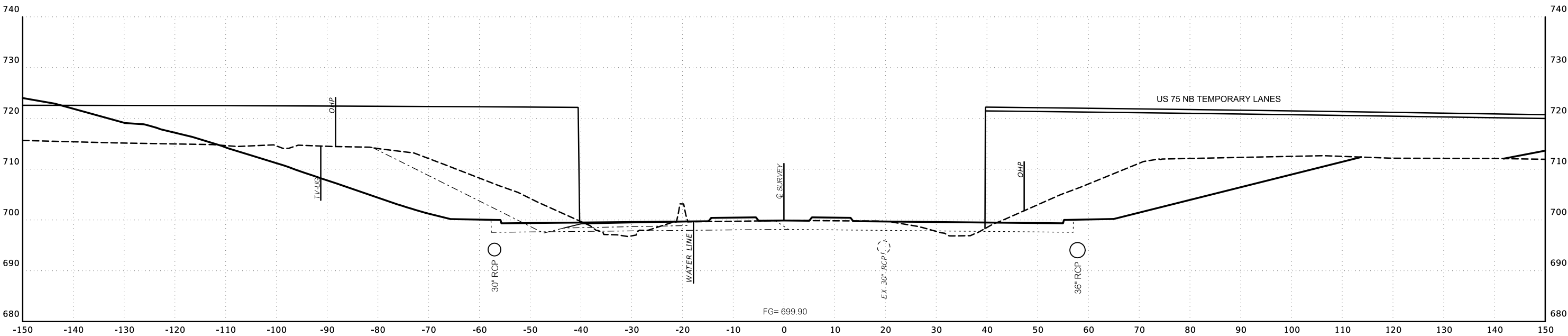


END AREAS (SF)

VOLUMES (CY)

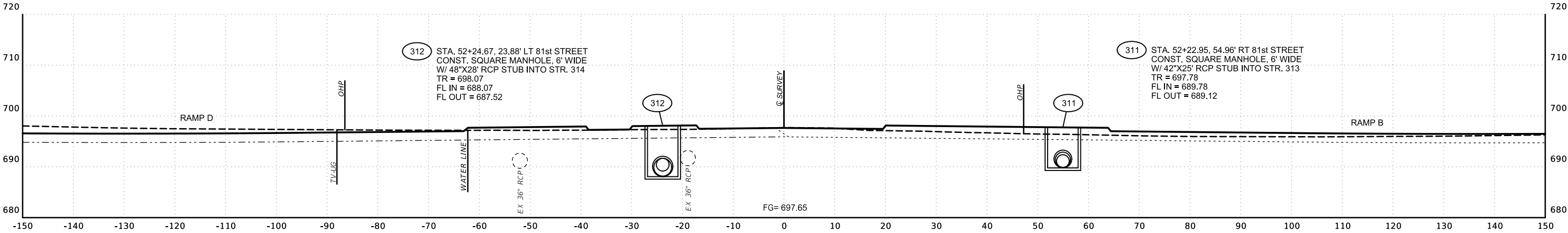


51+00.00

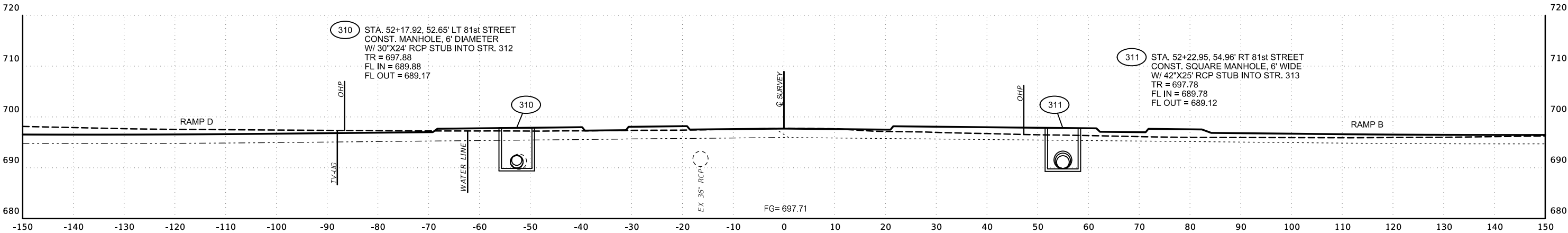


50+94.00

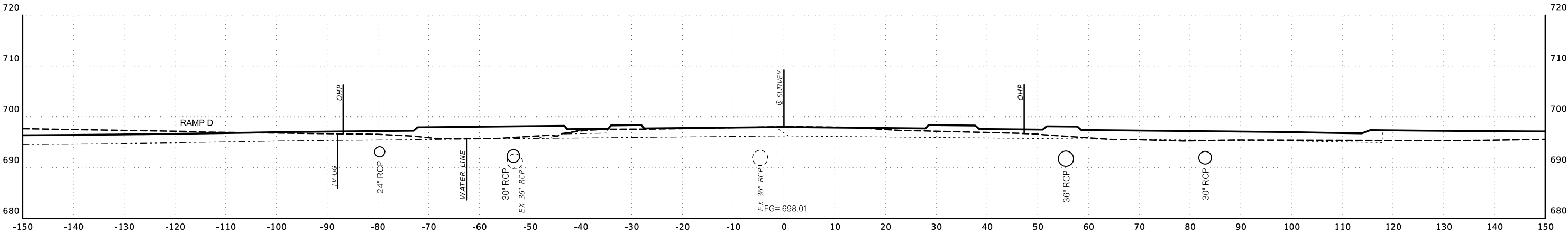
\$\$\$\$timestamp\$ \$FILEL\$



52+24.25

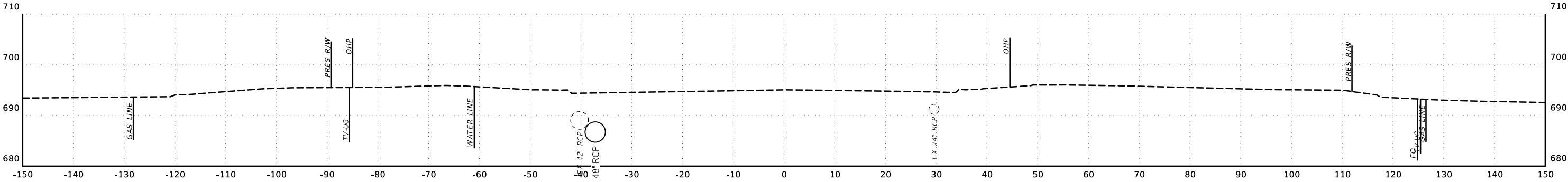


52+20.00

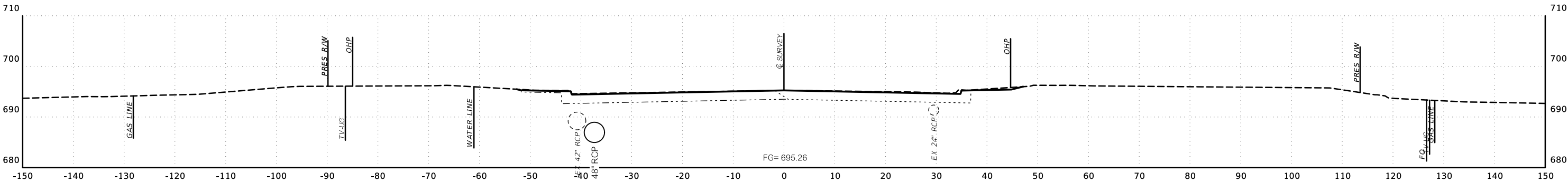


52+00.00

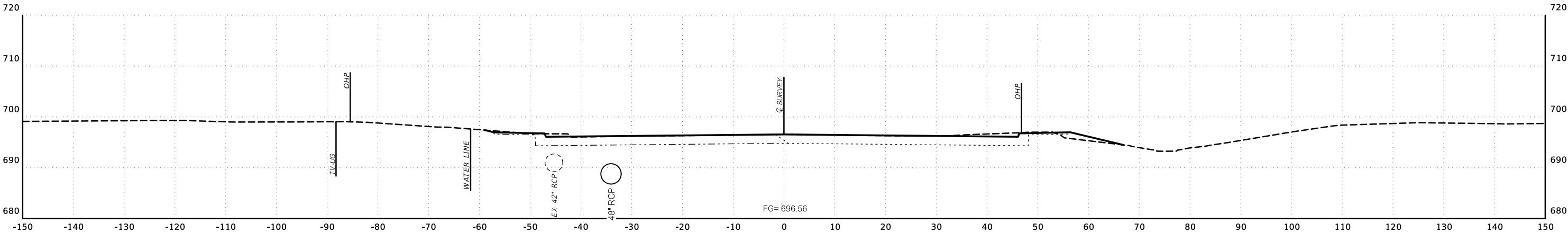
\$\$\$date\$\$\$ \$FILEL\$



54+00.00



53+90.00
END 81st STREET CONSTRUCTION



53+00.00