FOR SURVEY CONTROL DATA,
SEE SURVEY DATA SHEETS

OKLAHOMA DEPARTMENT OF TRANSPORTATION

90%
NOT FOR CONSTRUCTION
SEPTEMBER 2018

STATE OF OKLAHOMA
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED
STATE HIGHWAY

FEDERAL AID PROJECT NO. J2-8992(004)SS
GRADE, DRAIN, BRIDGE & SURFACE
I-40 & DOUGLAS BLVD. INTERCHANGE

OKLAHOMA COUNTY

CONTROL SECTION NO. 40-55-68
STATE JOB NO. 28992(04)
BRIDGE B LOCATION NO. 5568-0634X EXIST. NBI NO. 15573 NEW NBI NO. 32125

SEE SHEET 2 FOR INDEX OF SHEETS AND STANDARDS

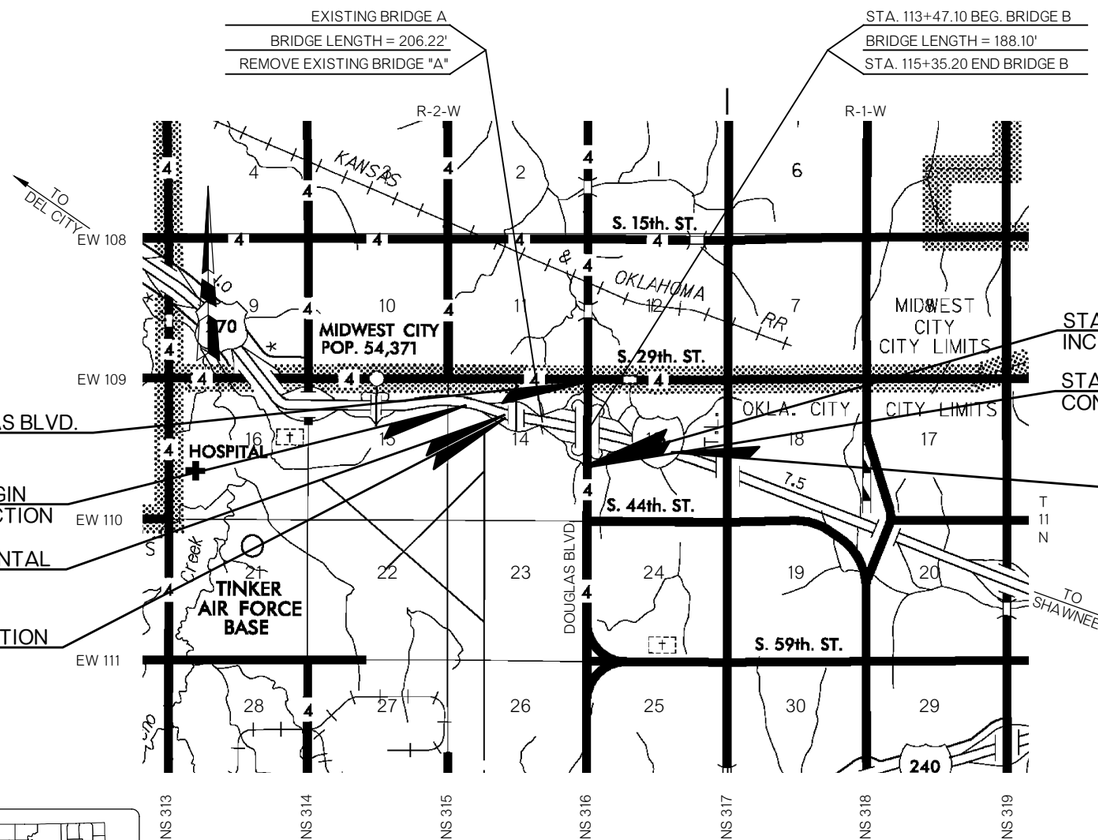
DESIGN DATA I-40	
ADT 2017	= 55,595
ADT 2045	= 84,580
DHV (1-WAY)	= 5,244
K (DHV/ADT)	= 10%
D	= 62%
T (% DHV)	= 13%
T (% ADT)	= 15%
T3 (% ADT)	= 12%
V	= 60 MPH
20YR FLEX. ESALS	= 58.3 M

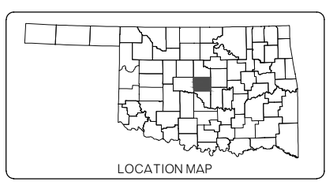
DESIGN DATA DOUGLAS BLVD.	
ADT 2017	= 29,345
ADT 2045	= 49,540
DHV (1-WAY)	= 3,161
K (DHV/ADT)	= 11%
D	= 58%
T (% DHV)	= 5%
T (% ADT)	= 3%
T3 (% ADT)	= 2%
V	= 45 MPH
20YR FLEX. ESALS	= 6.9 M

SCALES (1")
PLAN 1" = 30'
PROFILE HOR. 1" = 30'
VER. 1" = 3'
LAYOUT MAP 1" = 3,000'

CONVENTIONAL SYMBOLS

- PROPOSED ROAD
- RAILROADS
- RANGE & TOWNSHIP
- SECTION LINES
- QUARTER SECTION LINES
- FENCES
- GROUND LINE
- EXISTING ROADS
- BASE LINE
- GRADE LINES (+2% / -2%)
- TELEPHONE & TELEGRAPH
- POWER LINES
- BUILDINGS
- OIL WELLS
- DRAINAGE STRUCTURES - IN PLACE
- DRAINAGE STRUCTURES - NEW
- PRES. R/W — RIGHT-OF-WAY LINES - EXISTING
- R/W — RIGHT-OF-WAY LINES - NEW
- CONTROLLED ACCESS
- R/W — RIGHT-OF-WAY FENCE





NOTE: PROJECT LENGTH BASED ON I-40 STATIONING.

ROADWAY LENGTH	7,710.70 FT.	1.460 MI.
BRIDGE LENGTH	188.10 FT.	0.036 MI.
PROJECT LENGTH		1.460 MI.

EQUATIONS: NONE
EXCEPTION: NONE

2009 OKLAHOMA STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION GOVERN, APPROVED BY THE U.S. DEPARTMENT OF TRANSPORTATION, FEDERAL HIGHWAY ADMINISTRATION, JANUARY 4, 2010.

P.E. NO. XXXXX

THIS DOCUMENT IS PRELIMINARY IN NATURE AND IS NOT A FINAL, SIGNED AND SEALED DOCUMENT.

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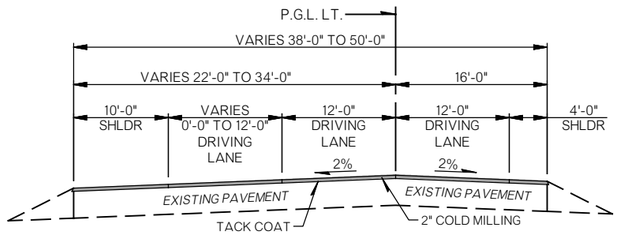
FAX (405) 752-8855
CA# 1759, RENEWAL 06-30-2019

SUSAN LYNN DAVIS
REGISTERED PROFESSIONAL ENGINEER NO. 16026
DATE

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

SWO 4834(1) F.A. PROJECT NO. J2-8992(004)SS
COUNTY OKLAHOMA COUNTY HIGHWAY I-40 SHEET NO. 1

90%
NOT FOR CONSTRUCTION
SEPTEMBER 2018

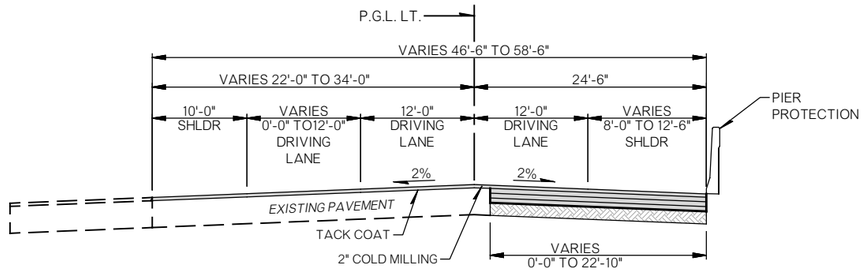


TYPICAL SECTION NO. 1

I-40

STA. 300+58.53 TO STA. 306+16.37

PAVEMENT REQUIREMENTS		
PAVEMENT STRUCTURE	12'-0" DRIVING LANES & 4'-0" (INSIDE) SHOULDER	10'-0" (OUTSIDE) SHOULDER.
SURFACE COURSE	2" SUPERPAVE TYPE S4 (PG76-28OK)	2" SUPERPAVE TYPE S4 (PG64-22OK)

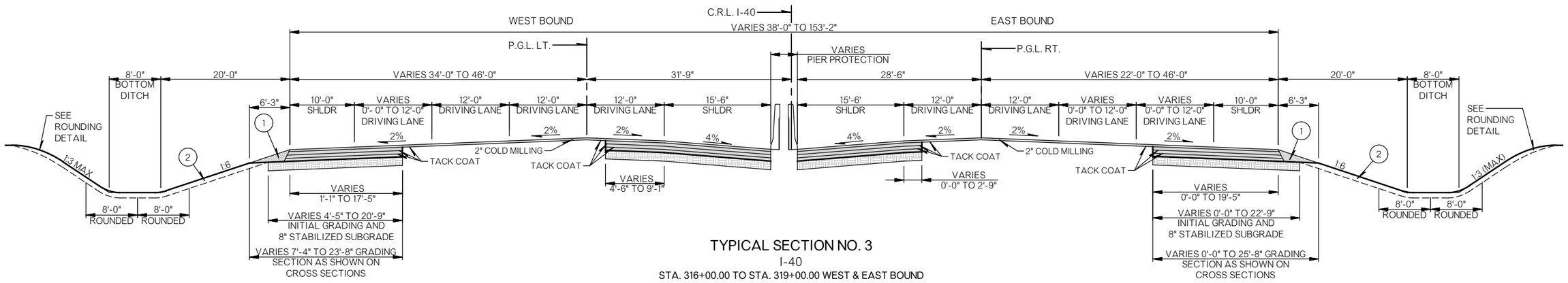


TYPICAL SECTION NO. 2

I-40

STA. 306+16.37 TO STA. 316+00.00

PAVEMENT REQUIREMENTS			
PAVEMENT STRUCTURE	12'-0" DRIVING LANES	OVERLAY	10'-0" (OUTSIDE) & 8'-0" TO 12'-6" (INSIDE) SHOULDER
SURFACE COURSE	2" SUPERPAVE TYPE S4 (PG 76-28 OK)	2" SUPERPAVE TYPE S4 (PG 76-28 OK)	2" SUPERPAVE TYPE S4 (PG 64-22 OK)
BASE COURSE	3" SUPERPAVE TYPE S3 (PG 76-28 OK)		3" SUPERPAVE TYPE S3 (PG 64-22 OK)
	3" SUPERPAVE TYPE S3 (PG 64-22 OK)		3" SUPERPAVE TYPE S3 (PG 64-22 OK)
	3" SUPERPAVE TYPE S3 (PG 64-22 OK)		3" SUPERPAVE TYPE S3 (PG 64-22 OK)



TYPICAL SECTION NO. 3

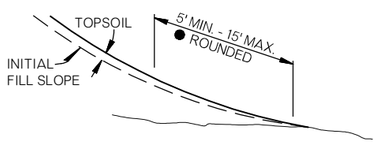
I-40

STA. 316+00.00 TO STA. 319+00.00 WEST & EAST BOUND

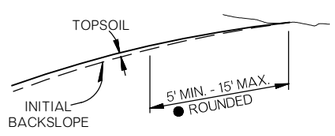
PAVEMENT REQUIREMENTS			
PAVEMENT STRUCTURE	12'-0" DRIVING LANES	OVERLAY	10'-0" (OUTSIDE) & 15'-6" (INSIDE) SHOULDER
SURFACE COURSE	2" SUPERPAVE TYPE S4 (PG 76-28 OK)	2" SUPERPAVE TYPE S4 (PG 76-28 OK)	2" SUPERPAVE TYPE S4 (PG 64-22 OK)
BASE COURSE	3" SUPERPAVE TYPE S3 (PG 76-28 OK)		3" SUPERPAVE TYPE S3 (PG 64-22 OK)
	3" SUPERPAVE TYPE S3 (PG 64-22 OK)		3" SUPERPAVE TYPE S3 (PG 64-22 OK)
	3" SUPERPAVE TYPE S3 (PG 64-22 OK)		3" SUPERPAVE TYPE S3 (PG 64-22 OK)

ROUNDING DETAIL

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



TOE OF FILL ROUNDING



TOP OF CUT ROUNDING

(1) BACKFILL NOTE:
THIS AREA TO BE BACKFILLED & COMPACTED AS PART OF THE FINISHING OPERATIONS. COST TO BE INCLUDED IN PRICE BID FOR OTHER ITEMS OF WORK.

(2) TOPSOIL NOTE:

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

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

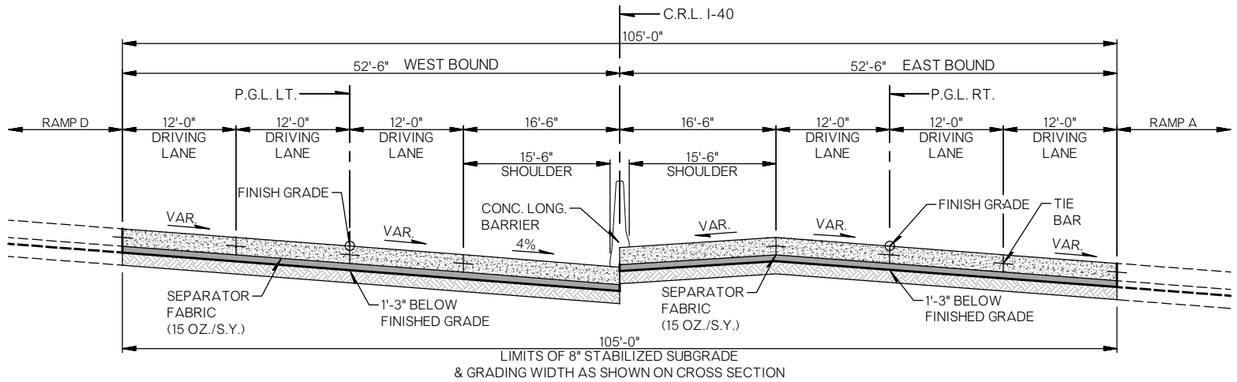
(3) DISTANCE MEASURED VERTICALLY FROM EDGE OF FINISHED GRADE SHOULDER OR SHELF.

(MC) CONCRETE CURB (4" MOUNTABLE-INTEGRAL)

TYPICAL SECTION

State Job No. 28992(04) Sheet No. 0004

I-40 & DOUGLAS BLVD. INTERCHANGE
OKLAHOMA COUNTY

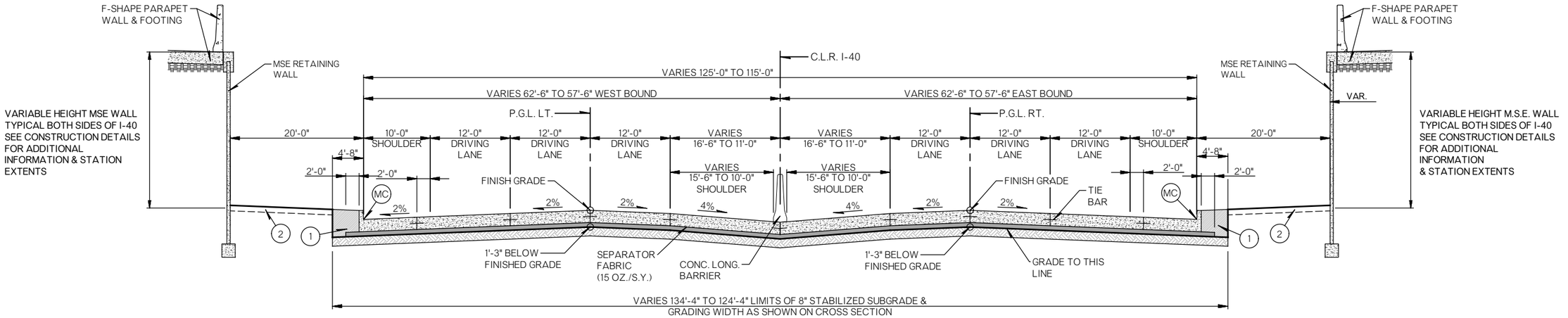


TYPICAL SECTION NO. 4

I-40

STA. 319+00.00 TO STA. 327+06.35 WEST BOUND
STA. 319+00.00 TO STA. 328+66.79 EAST BOUND

PAVEMENT REQUIREMENTS		
PAVEMENT STRUCTURE	12'-0" DRIVING LANES	16'-6" (INSIDE) SHOULDER
SURFACE COURSE	11" DOWEL JOINTED P.C. CONCRETE	11" P.C. CONCRETE
BASE COURSE	4" CEMENT TREATED BASE	4" CEMENT TREATED BASE



TYPICAL SECTION NO. 5

I-40

STA. 327+06.35 TO STA. 352+00.18 WEST BOUND
STA. 328+66.79 TO STA. 357+27.34 EAST BOUND

PAVEMENT REQUIREMENTS		
PAVEMENT STRUCTURE	12'-0" DRIVING LANES	10'-0" & 16'-0" SHOULDER
SURFACE COURSE	11" DOWEL JOINTED P.C. CONCRETE	11" P.C. CONCRETE
BASE COURSE	4" CEMENT TREATED BASE	4" CEMENT TREATED BASE

(1) SEE BACKFILL NOTE SHEET NO. 0004.
(2) SEE TOPSOIL SHEET NO. 0004.
(3) SEE DISTANCE MEASURED NOTE SHEET NO. 0004.

TYPICAL SECTION

State Job No. 28992(04) Sheet No. 0005

I-40 & DOUGLAS BLVD. INTERCHANGE
OKLAHOMA COUNTY

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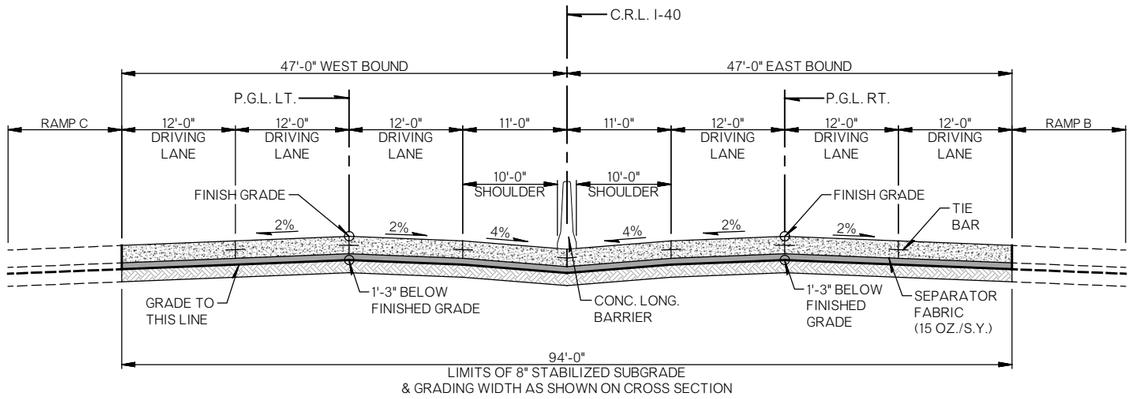
SEPTEMBER 2018

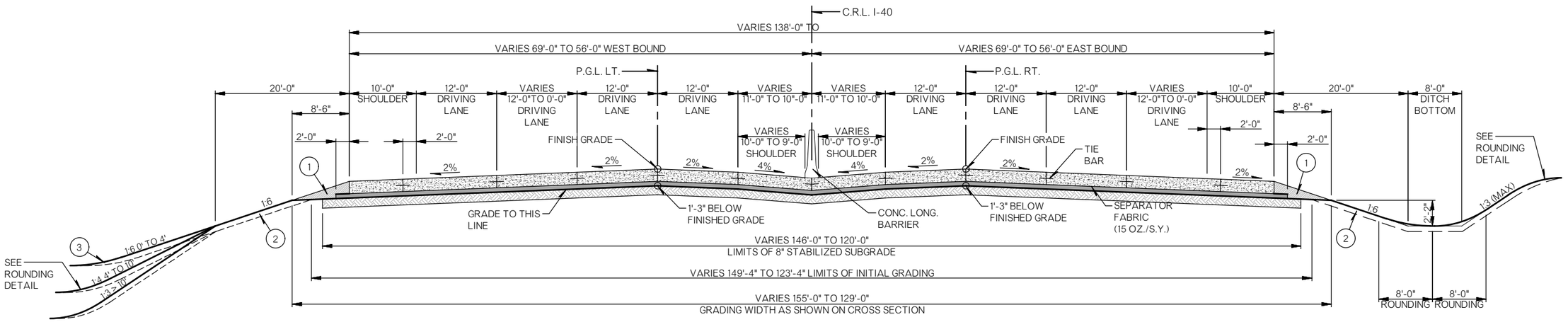


TYPICAL SECTION NO. 6

I-40

STA. 352+00.18 TO STA. 365+00.00 WEST BOUND
STA. 357+27.34 TO STA. 367+00.00 EAST BOUND

PAVEMENT REQUIREMENTS		
PAVEMENT STRUCTURE	12'-0" DRIVING LANES	11'-0" (INSIDE) SHOULDER
SURFACE COURSE	11" DOWEL JOINTED P.C. CONCRETE	11" P.C. CONCRETE
BASE COURSE	4" CEMENT TREATED BASE	4" CEMENT TREATED BASE



TYPICAL SECTION NO. 7

I-40

STA. 365+00.00 TO STA. 370+00.00 WEST BOUND
STA. 367+00.00 TO STA. 370+00.00 EAST BOUND

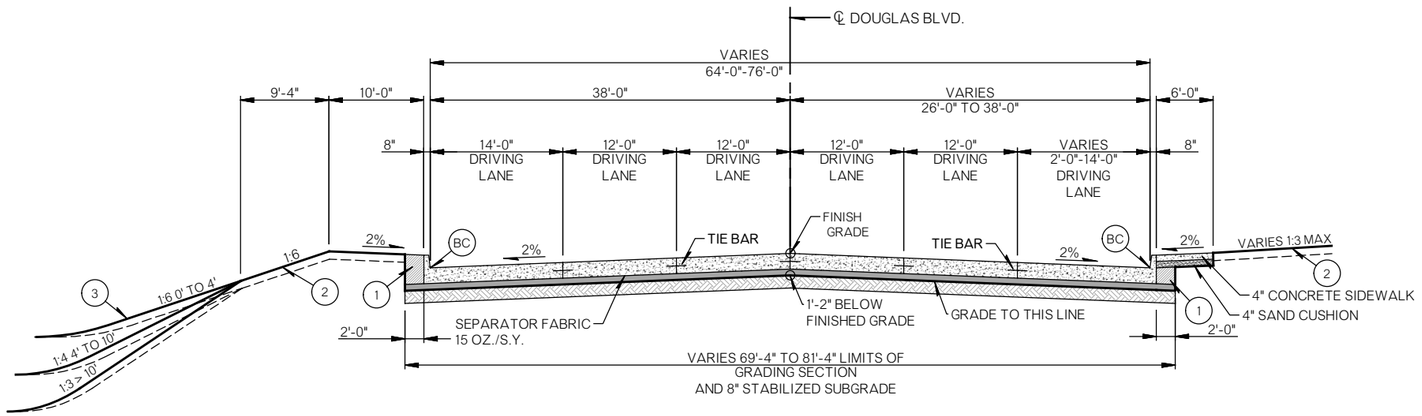
PAVEMENT REQUIREMENTS		
PAVEMENT STRUCTURE	12'-0" DRIVING LANES	10'-0" (OUTSIDE) & 11'-0" TO 10'-6" (INSIDE) SHOULDER
SURFACE COURSE	11" DOWEL JOINTED P.C. CONCRETE	11" P.C. CONCRETE
BASE COURSE	4" CEMENT TREATED BASE	4" CEMENT TREATED BASE

(1) SEE BACKFILL NOTE SHEET NO. 0004.
(2) SEE TOPSOIL SHEET NO. 0004.
(3) SEE DISTANCE MEASURED NOTE SHEET NO. 0004.
(MC) CONCRETE CURB (4" MOUNTABLE-INTEGRAL)

TYPICAL SECTION

State Job No. 28992(04) Sheet No. 0006

I-40 & DOUGLAS BLVD. INTERCHANGE
OKLAHOMA COUNTY

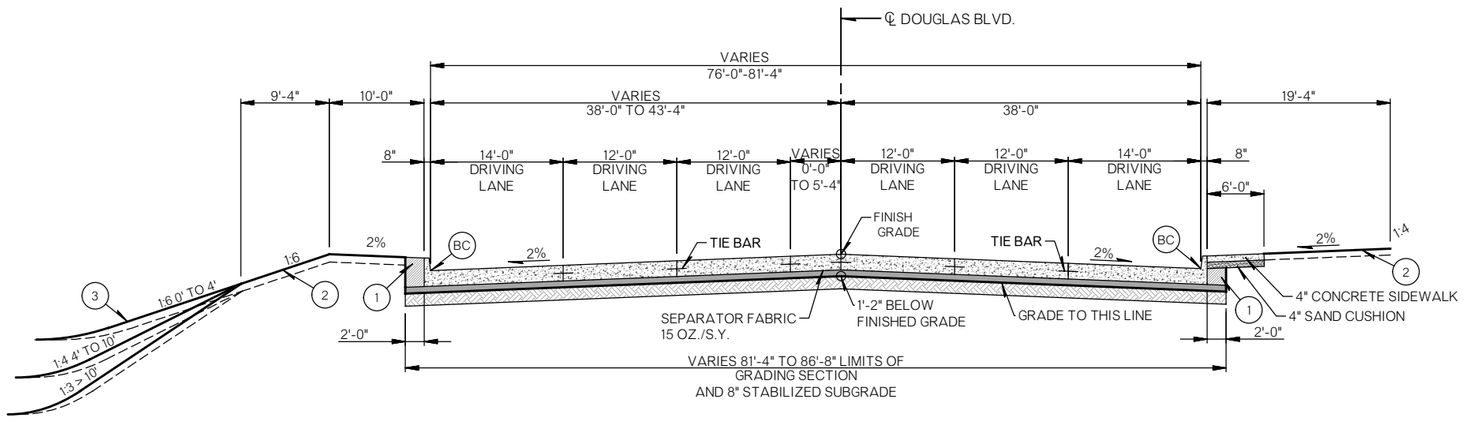


TYPICAL SECTION NO. 8

DOUGLAS BLVD.

STA. 100+00.00 TO STA. 104+28.41

PAVEMENT REQUIREMENTS	
PAVEMENT STRUCTURE	12'-0" & 14'-0" DRIVING LANES
SURFACE COURSE	10" DOWEL JOINTED P.C. CONCRETE
BASE COURSE	4" CEMENT TREATED BASE



TYPICAL SECTION NO. 9

DOUGLAS BLVD.

STA. 104+28.41 TO STA. 105+70.68

PAVEMENT REQUIREMENTS	
PAVEMENT STRUCTURE	12'-0" & 14'-0" DRIVING LANES
SURFACE COURSE	10" DOWEL JOINTED P.C. CONCRETE
BASE COURSE	4" CEMENT TREATED BASE

(1) SEE BACKFILL NOTE SHEET NO. 0004.

(2) SEE TOPSOIL SHEET NO. 0004.

(3) SEE DISTANCE MEASURED NOTE SHEET NO. 0004.

(BC) CONCRETE CURB (8" BARRIER-INTEGRAL)

TYPICAL SECTION

State Job No. 28992(04) Sheet No. 0007

I-40 & DOUGLAS BLVD. INTERCHANGE
OKLAHOMA COUNTY

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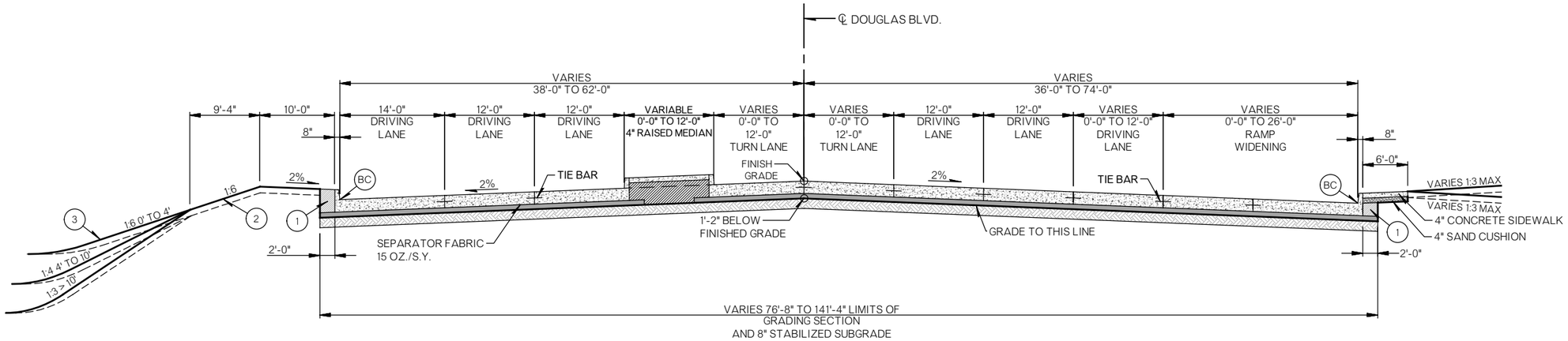
SEPTEMBER 2018

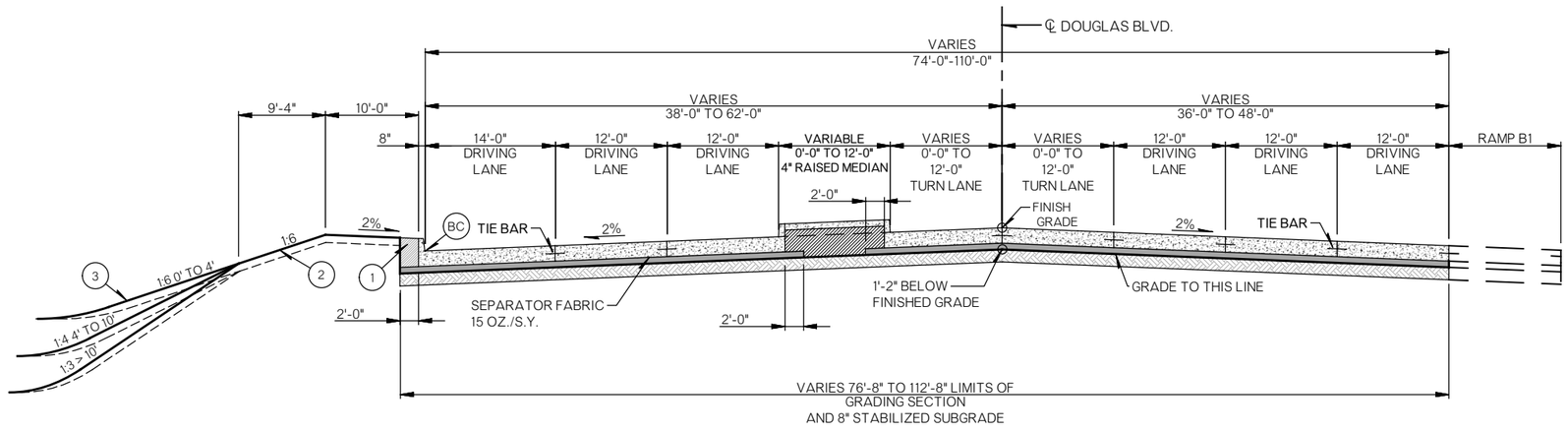


TYPICAL SECTION NO. 10

DOUGLAS BLVD.

STA. 105+70.68 TO STA. 108+27.88

PAVEMENT REQUIREMENTS	
PAVEMENT STRUCTURE	12'-0" & 14'-0" DRIVING LANES
SURFACE COURSE	10" DOWEL JOINTED P.C. CONCRETE
BASE COURSE	4" CEMENT TREATED BASE



TYPICAL SECTION NO. 11

DOUGLAS BLVD.

STA. 108+27.88 TO STA. 110+05.96

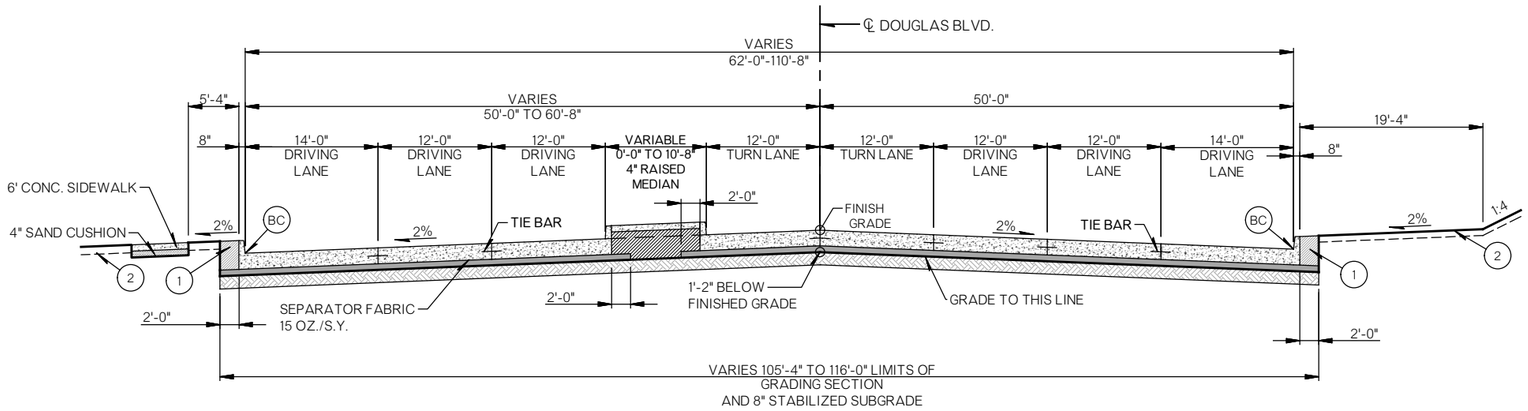
PAVEMENT REQUIREMENTS	
PAVEMENT STRUCTURE	12'-0" & 14'-0" DRIVING LANES
SURFACE COURSE	10" DOWEL JOINTED P.C. CONCRETE
BASE COURSE	4" CEMENT TREATED BASE

(1) SEE BACKFILL NOTE SHEET NO. 0004.
(2) SEE TOPSOIL SHEET NO. 0004.
(3) SEE DISTANCE MEASURED NOTE SHEET NO. 0004.
(BC) CONCRETE CURB (8" BARRIER-INTEGRAL)

TYPICAL SECTION

State Job No. 28992(04) Sheet No. 0008

I-40 & DOUGLAS BLVD. INTERCHANGE
OKLAHOMA COUNTY

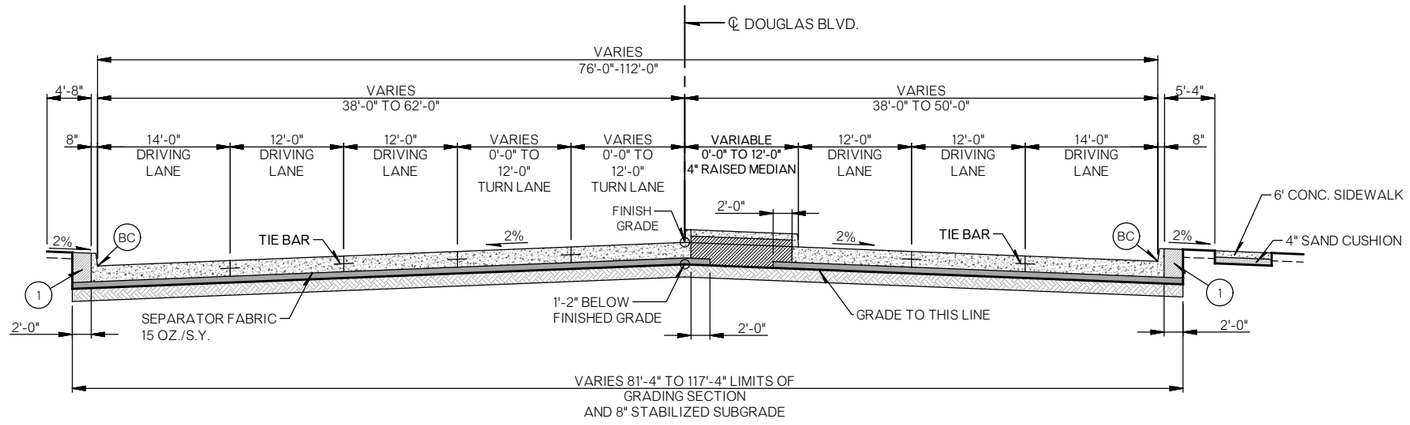


TYPICAL SECTION NO. 12

DOUGLAS BLVD.

STA. 110+05.96 TO STA. 113+11.89

PAVEMENT REQUIREMENTS	
PAVEMENT STRUCTURE	12'-0" & 14'-0" DRIVING LANES
SURFACE COURSE	10" DOWEL JOINTED P.C. CONCRETE
BASE COURSE	4" CEMENT TREATED BASE



TYPICAL SECTION NO. 13

DOUGLAS BLVD.

STA. 115+71.25 TO STA. 116+46.20

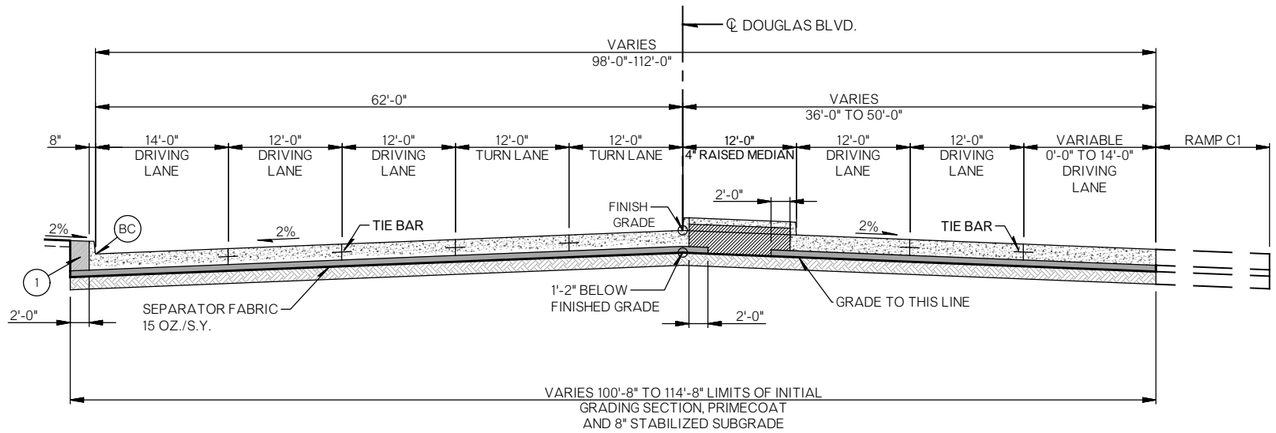
PAVEMENT REQUIREMENTS	
PAVEMENT STRUCTURE	12'-0" & 14'-0" DRIVING LANES
SURFACE COURSE	10" DOWEL JOINTED P.C. CONCRETE
BASE COURSE	4" CEMENT TREATED BASE

(1) SEE BACKFILL NOTE SHEET NO. 0004.
(2) SEE TOPSOIL SHEET NO. 0004.
(3) SEE DISTANCE MEASURED NOTE SHEET NO. 0004.
(BC) CONCRETE CURB (8" BARRIER-INTEGRAL)

TYPICAL SECTION

State Job No. 28992(04) Sheet No. 0009

I-40 & DOUGLAS BLVD. INTERCHANGE
OKLAHOMA COUNTY

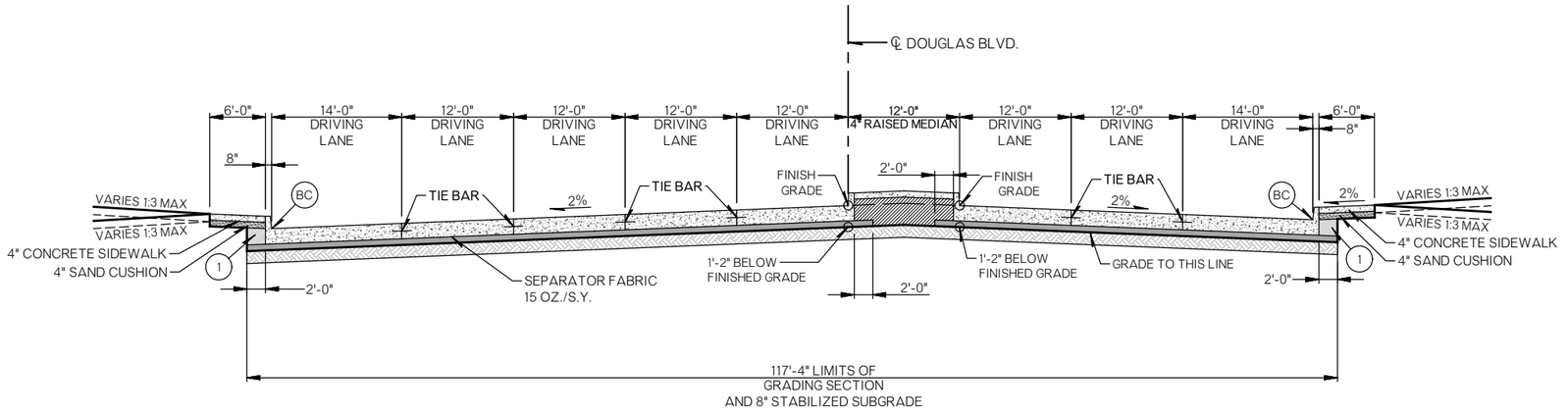


TYPICAL SECTION NO. 14

DOUGLAS BLVD.

STA. 116+46.20 TO STA. 117+45.88

PAVEMENT REQUIREMENTS	
PAVEMENT STRUCTURE	12'-0" & 14'-0" DRIVING LANES
SURFACE COURSE	10" DOWEL JOINTED P.C. CONCRETE
BASE COURSE	4" CEMENT TREATED BASE



TYPICAL SECTION NO. 15

DOUGLAS BLVD.

STA. 117+45.88 TO STA. 118+50.00

PAVEMENT REQUIREMENTS	
PAVEMENT STRUCTURE	12'-0" & 14'-0" DRIVING LANES
SURFACE COURSE	10" DOWEL JOINTED P.C. CONCRETE
BASE COURSE	4" CEMENT TREATED BASE

(1) SEE BACKFILL NOTE SHEET NO. 0004.
(2) SEE TOPSOIL SHEET NO. 0004.
(3) SEE DISTANCE MEASURED NOTE SHEET NO. 0004.
(BC) CONCRETE CURB (8" BARRIER-INTEGRAL)

TYPICAL SECTION

State Job No. 28992(04) Sheet No. 0010

I-40 & DOUGLAS BLVD. INTERCHANGE
OKLAHOMA COUNTY

90%
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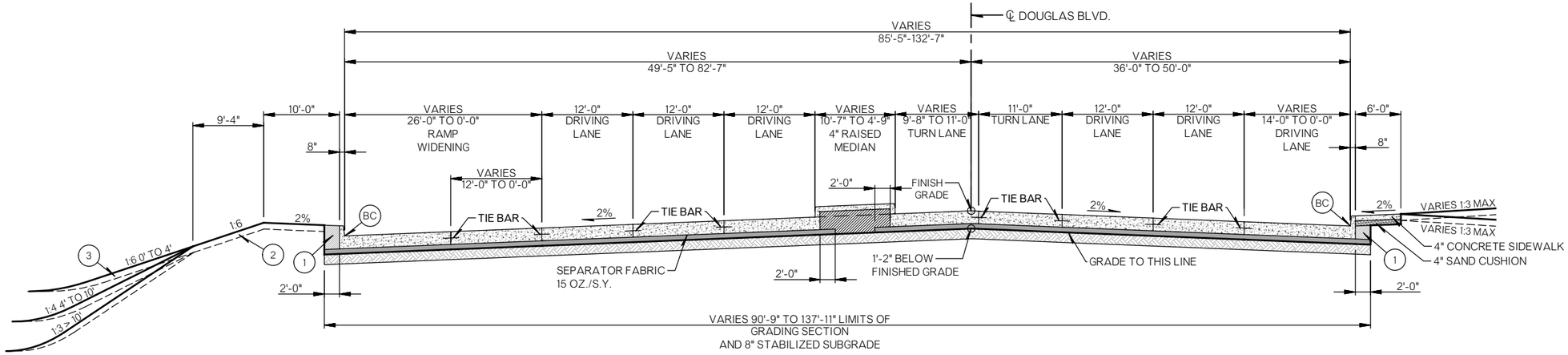
SEPTEMBER 2018

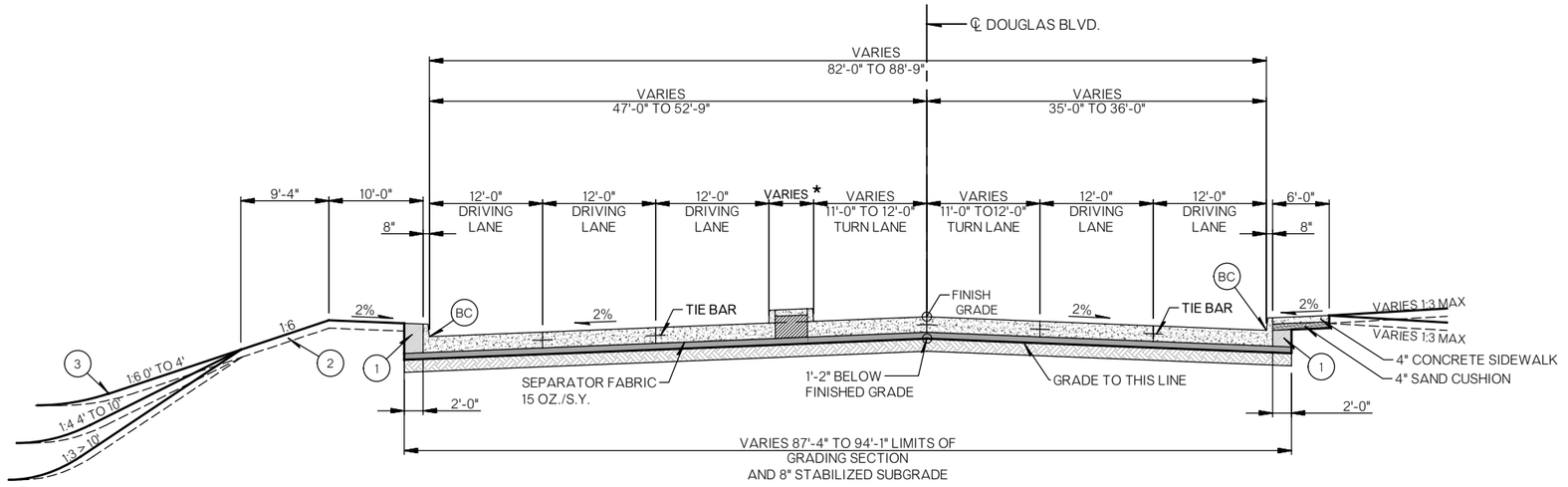


TYPICAL SECTION NO. 16

DOUGLAS BLVD.

STA. 121+04.33 TO STA. 123+44.33

PAVEMENT REQUIREMENTS	
PAVEMENT STRUCTURE	12'-0" & 14'-0" DRIVING LANES
SURFACE COURSE	10" DOWEL JOINTED P.C. CONCRETE
BASE COURSE	4" CEMENT TREATED BASE



* VARIABLE 4'-9" TO 4'-0" 4" RAISED MEDIAN
VARIABLE 4'-0" TO 0'-0" PAVED MEDIAN

TYPICAL SECTION NO. 17

DOUGLAS BLVD.

STA. 123+44.33 TO STA. 124+90.30

PAVEMENT REQUIREMENTS	
PAVEMENT STRUCTURE	12'-0" & 14'-0" DRIVING LANES
SURFACE COURSE	10" DOWEL JOINTED P.C. CONCRETE
BASE COURSE	4" CEMENT TREATED BASE

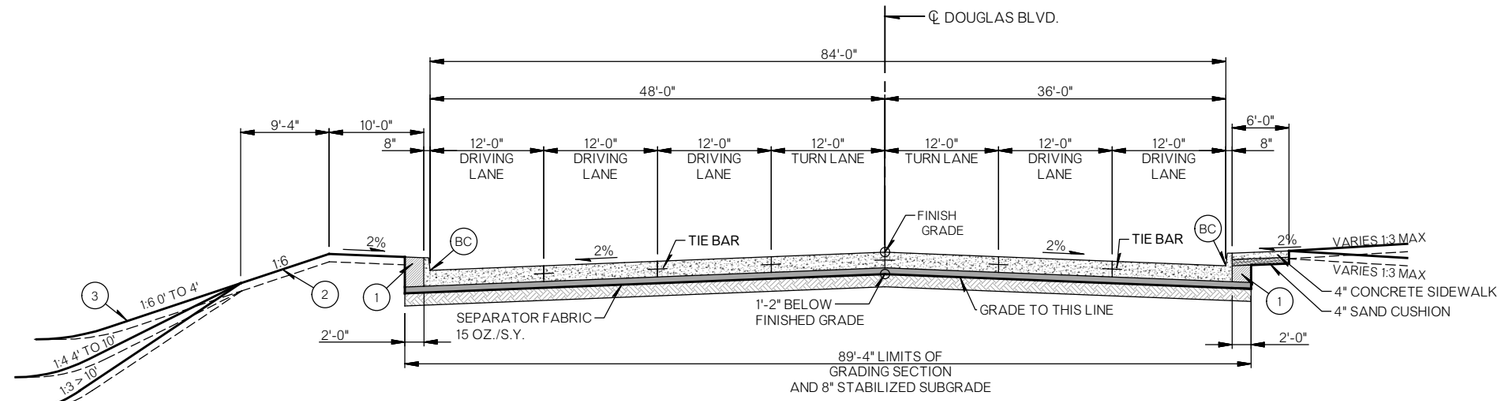
(1) SEE BACKFILL NOTE SHEET NO. 0004.
(2) SEE TOPSOIL SHEET NO. 0004.
(3) SEE DISTANCE MEASURED NOTE SHEET NO. 0004.
(BC) CONCRETE CURB (8" BARRIER-INTEGRAL)

TYPICAL SECTION

State Job No. 28992(04) Sheet No. 0011

I-40 & DOUGLAS BLVD. INTERCHANGE
OKLAHOMA COUNTY

90%
NOT FOR CONSTRUCTION
SEPTEMBER 2018



TYPICAL SECTION NO. 18

DOUGLAS BLVD.

STA. 124+90.30 TO STA. 125+80.60

PAVEMENT REQUIREMENTS	
PAVEMENT STRUCTURE	12'-0" DRIVING LANES
SURFACE COURSE	10" DOWEL JOINTED P.C. CONCRETE
BASE COURSE	4" CEMENT TREATED BASE

(1) SEE BACKFILL NOTE SHEET NO. 0004.

(2) SEE TOPSOIL SHEET NO. 0004.

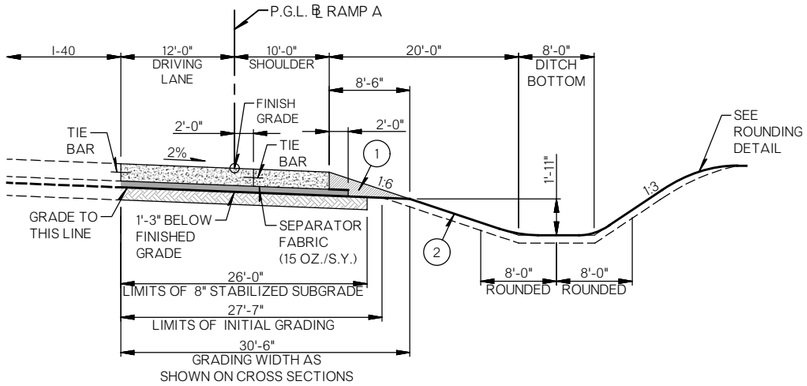
(3) SEE DISTANCE MEASURED NOTE SHEET NO. 0004.

(BC) CONCRETE CURB (8" BARRIER-INTEGRAL)

TYPICAL SECTION

State Job No. 28992(04) Sheet No. 0012

I-40 & DOUGLAS BLVD. INTERCHANGE
OKLAHOMA COUNTY

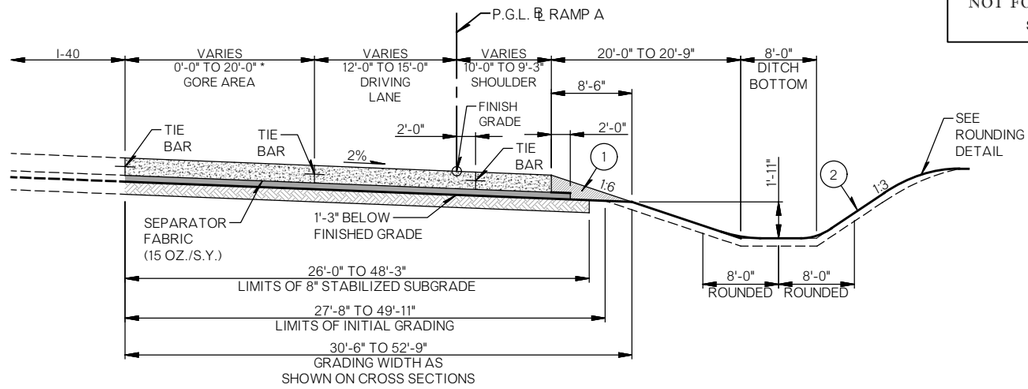


TYPICAL SECTION NO. 19

RAMP A

STA. 318+93.18 TO STA. 322+94.04

PAVEMENT REQUIREMENTS		
PAVEMENT STRUCTURE	12'-0" DRIVING LANE	10'-0" SHOULDER
SURFACE COURSE	11" DOWEL JOINTED P.C. CONCRETE	11" P.C. CONCRETE
BASE COURSE	4" CEMENT TREATED BASE	4" CEMENT TREATED BASE



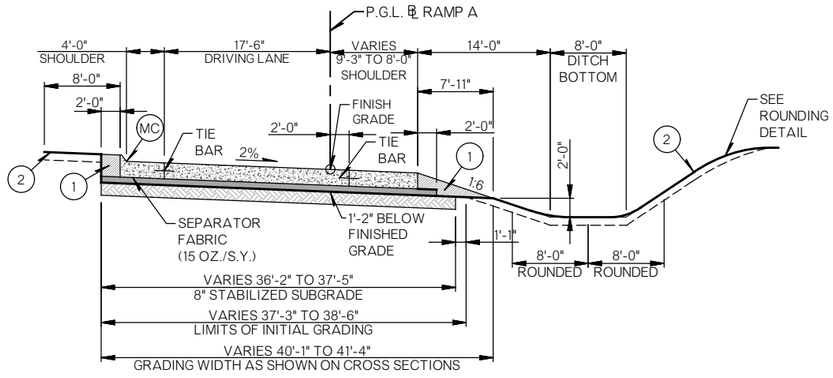
TYPICAL SECTION NO. 20

RAMP A

STA. 322+94.04 TO STA. 328+47.57

* GORE TAPER BEGIN STA. 323+45.57

PAVEMENT REQUIREMENTS		
PAVEMENT STRUCTURE	12'-0" TO 19'-0" DRIVING LANE	10'-0" TO 8'-0" SHOULDER
SURFACE COURSE	11" DOWEL JOINTED P.C. CONCRETE	11" P.C. CONCRETE
BASE COURSE	4" CEMENT TREATED BASE	4" CEMENT TREATED BASE

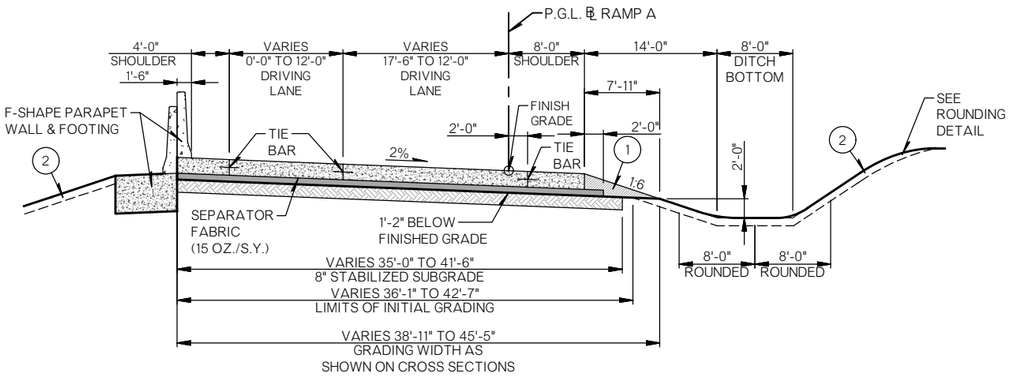


TYPICAL SECTION NO. 21

RAMP A

STA. 328+47.57 TO STA. 329+88.22

PAVEMENT REQUIREMENTS		
PAVEMENT STRUCTURE	15'-0" DRIVING LANE	4'-0" & 8'-0" SHOULDER
SURFACE COURSE	10" DOWEL JOINTED P.C. CONCRETE	10" P.C. CONCRETE
BASE COURSE	4" CEMENT TREATED BASE	4" CEMENT TREATED BASE



TYPICAL SECTION NO. 22

RAMP A

STA. 329+88.22 TO STA. 332+08.90

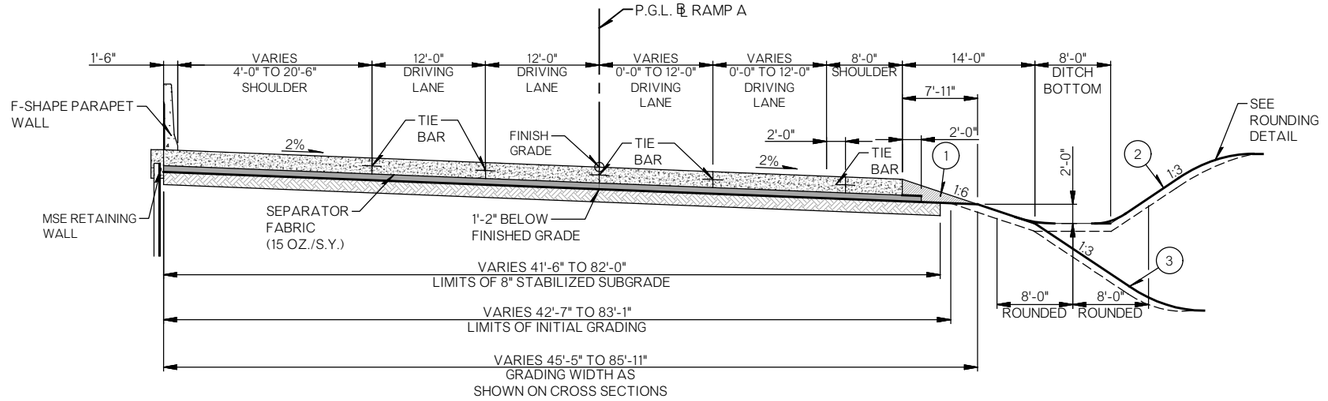
PAVEMENT REQUIREMENTS		
PAVEMENT STRUCTURE	15'-0" & 12'-0" DRIVING LANES	8'-0" SHOULDER
SURFACE COURSE	10" DOWEL JOINTED P.C. CONCRETE	10" P.C. CONCRETE
BASE COURSE	4" CEMENT TREATED BASE	4" CEMENT TREATED BASE

(1) SEE BACKFILL NOTE SHEET NO. 0004.
(2) SEE TOPSOIL SHEET NO. 0004.
(3) SEE DISTANCE MEASURED NOTE SHEET NO. 0004.
(MC) CONCRETE CURB (4" MOUNTABLE-INTEGRAL)

TYPICAL SECTION

State Job No. 28992(04) Sheet No. 0013

I-40 & DOUGLAS BLVD. INTERCHANGE
OKLAHOMA COUNTY

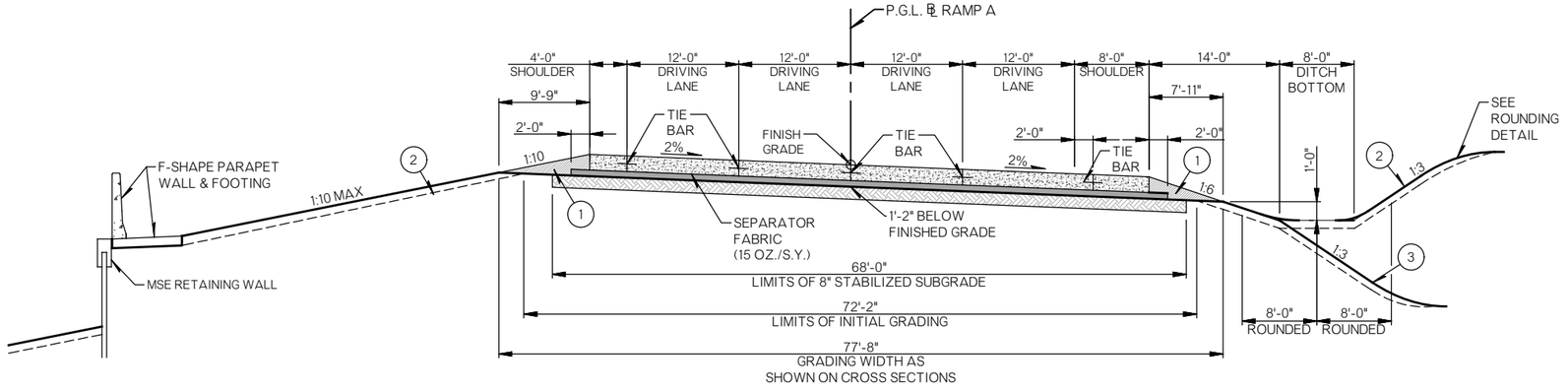


TYPICAL SECTION NO. 23

RAMP A

STA. 332+08.90 TO STA. 334+48.90

PAVEMENT REQUIREMENTS		
PAVEMENT STRUCTURE	12'-0" DRIVING LANES	4'-0" & 8'-0" SHOULDER
SURFACE COURSE	10" DOWEL JOINTED P.C. CONCRETE	10" P.C. CONCRETE
BASE COURSE	4" CEMENT TREATED BASE	4" CEMENT TREATED BASE



TYPICAL SECTION NO. 24

RAMP A

STA. 334+48.90 TO STA. 339+00.70

PAVEMENT REQUIREMENTS		
PAVEMENT STRUCTURE	12'-0" DRIVING LANES	4'-0" & 8'-0" SHOULDER
SURFACE COURSE	10" DOWEL JOINTED P.C. CONCRETE	10" P.C. CONCRETE
BASE COURSE	4" CEMENT TREATED BASE	4" CEMENT TREATED BASE

(1) SEE BACKFILL NOTE SHEET NO. 0004.

(2) SEE TOPSOIL SHEET NO. 0004.

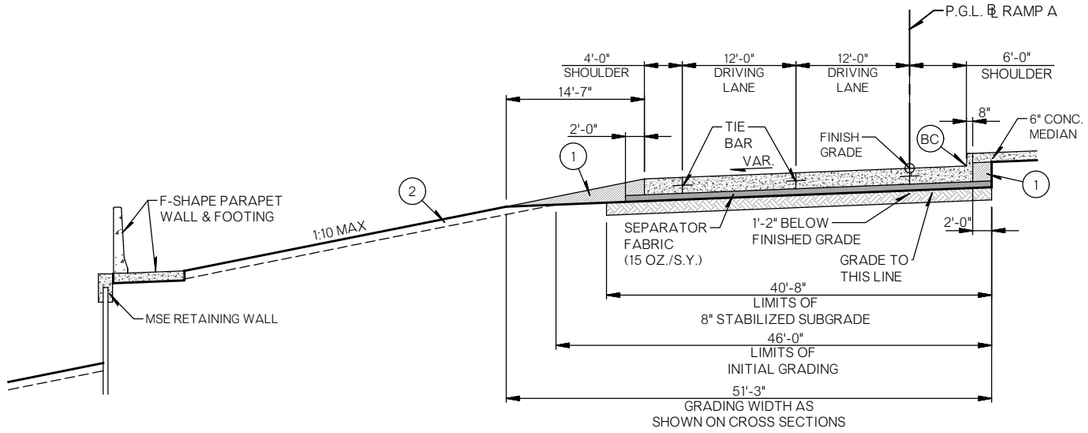
(3) SEE DISTANCE MEASURED NOTE SHEET NO. 0004.

TYPICAL SECTION

State Job No. 28992(04) Sheet No. 0014

I-40 & DOUGLAS BLVD. INTERCHANGE
OKLAHOMA COUNTY

90%
NOT FOR CONSTRUCTION
SEPTEMBER 2018

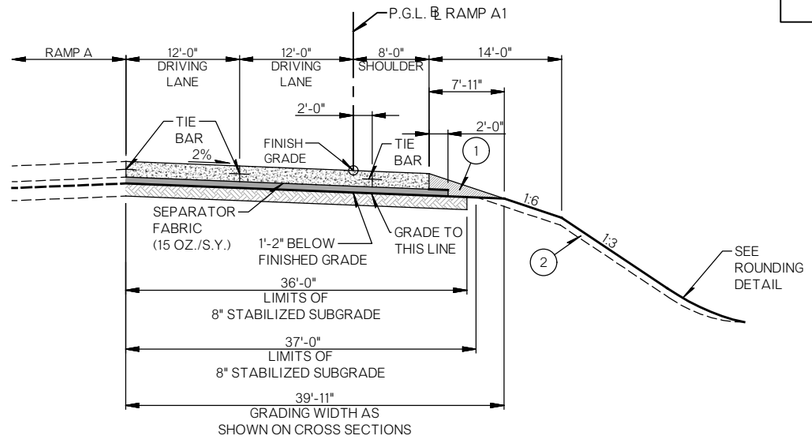


TYPICAL SECTION NO. 25

RAMP A

STA. 339+00.70 TO STA. 340+63.14

PAVEMENT REQUIREMENTS		
PAVEMENT STRUCTURE	12'-0" DRIVING LANES	4'-0" & 6'-0" SHOULDER
SURFACE COURSE	10" DOWEL JOINTED P.C. CONCRETE	10" P.C. CONCRETE
BASE COURSE	4" CEMENT TREATED BASE	4" CEMENT TREATED BASE

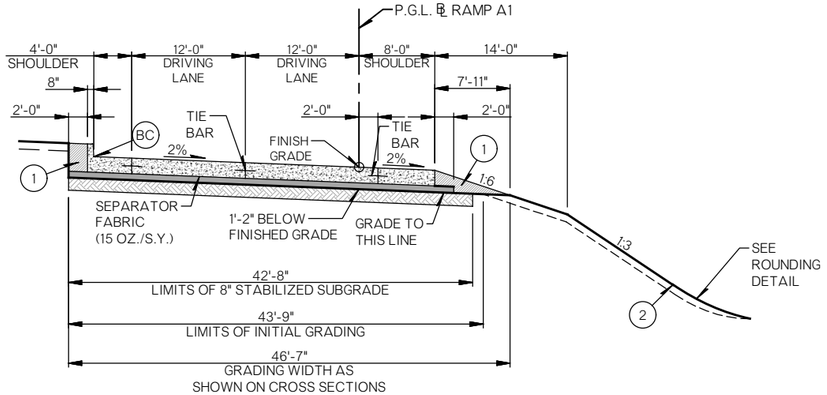


TYPICAL SECTION NO. 26

RAMP A1

STA. 339+02.30 TO STA. 339+85.44

PAVEMENT REQUIREMENTS		
PAVEMENT STRUCTURE	12'-0" DRIVING LANES	8'-0" SHOULDER
SURFACE COURSE	10" DOWEL JOINTED P.C. CONCRETE	10" P.C. CONCRETE
BASE COURSE	4" CEMENT TREATED BASE	4" CEMENT TREATED BASE

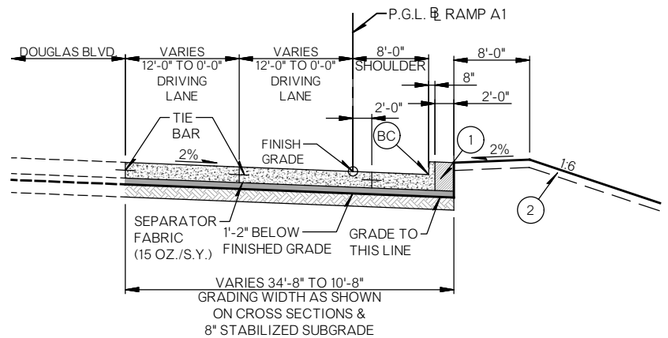


TYPICAL SECTION NO. 27

RAMP A1

STA. 339+85.44 TO STA. 341+34.75

PAVEMENT REQUIREMENTS		
PAVEMENT STRUCTURE	12'-0" DRIVING LANES	4'-0" & 8'-0" SHOULDER
SURFACE COURSE	10" DOWEL JOINTED P.C. CONCRETE	10" P.C. CONCRETE
BASE COURSE	4" CEMENT TREATED BASE	4" CEMENT TREATED BASE



TYPICAL SECTION NO. 28

RAMP A1

STA. 341+34.75 TO STA. 342+21.40

PAVEMENT REQUIREMENTS	
PAVEMENT STRUCTURE	12'-0" & 14'-0" DRIVING LANES & 8'-0" SHOULDER
SURFACE COURSE	10" DOWEL JOINTED P.C. CONCRETE
BASE COURSE	4" CEMENT TREATED BASE

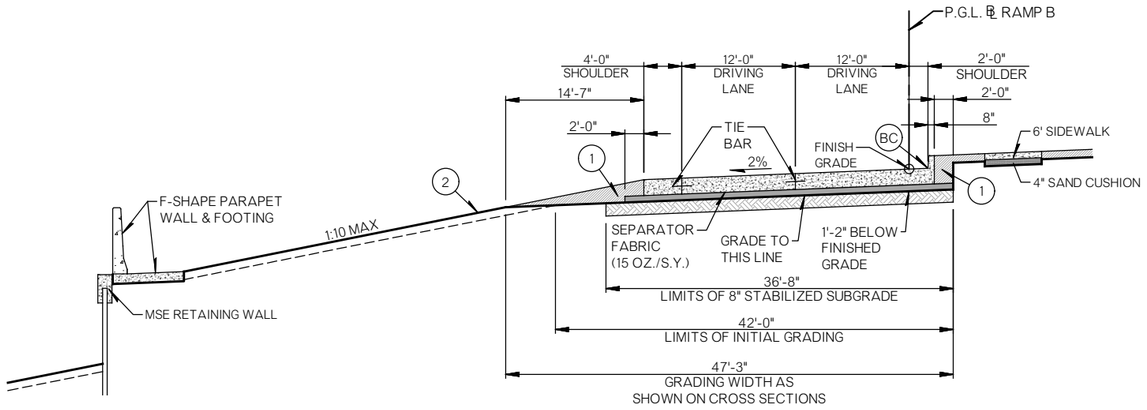
1. SEE BACKFILL NOTE SHEET NO. 0004.
2. SEE TOPSOIL SHEET NO. 0004.
3. SEE DISTANCE MEASURED NOTE SHEET NO. 0004.

TYPICAL SECTION

State Job No. 28992(04) Sheet No. 0015

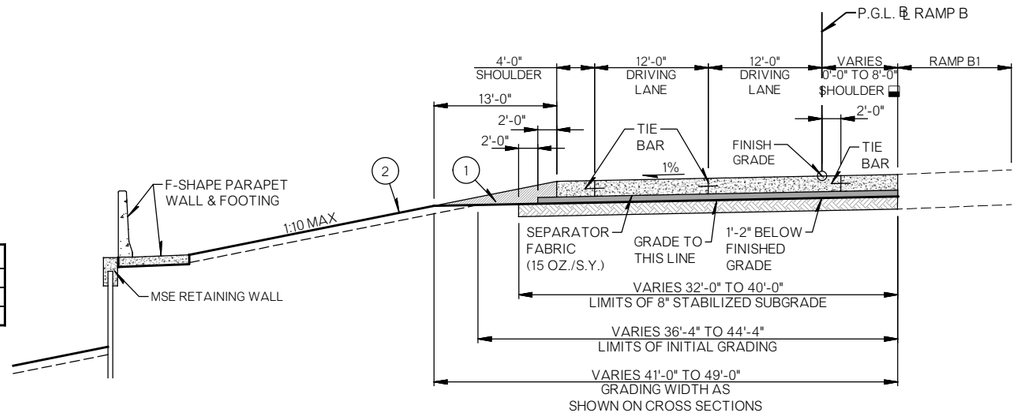
I-40 & DOUGLAS BLVD. INTERCHANGE
OKLAHOMA COUNTY

90%
NOT FOR CONSTRUCTION
SEPTEMBER 2018



TYPICAL SECTION NO. 29
RAMP B
STA. 342+94.02 TO STA. 344+69.12

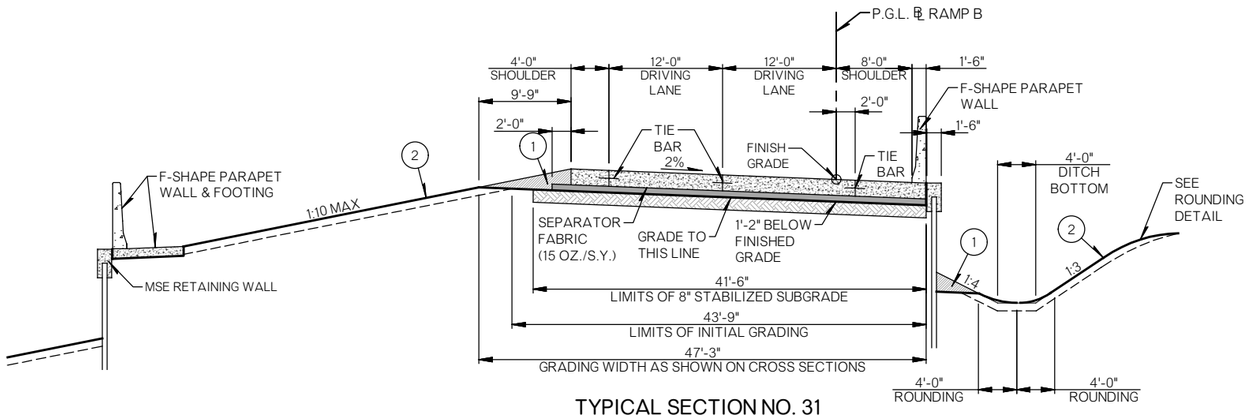
PAVEMENT REQUIREMENTS		
PAVEMENT STRUCTURE	12'-0" DRIVING LANES	2'-0" & 4'-0" SHOULDER
SURFACE COURSE	10" DOWEL JOINTED P.C. CONCRETE	10" P.C. CONCRETE
BASE COURSE	4" CEMENT TREATED BASE	4" CEMENT TREATED BASE



TYPICAL SECTION NO. 30
RAMP B
STA. 344+90.77 TO STA. 345+91.26

▬ NO SHOULDER FROM STA. 344+90.77 TO STA. 345+83.76

PAVEMENT REQUIREMENTS		
PAVEMENT STRUCTURE	12'-0" DRIVING LANES	4'-0" & 8'-0" SHOULDER
SURFACE COURSE	10" DOWEL JOINTED P.C. CONCRETE	10" P.C. CONCRETE
BASE COURSE	4" CEMENT TREATED BASE	4" CEMENT TREATED BASE



TYPICAL SECTION NO. 31
RAMP B
STA. 345+91.26 TO STA. 348+03.91

PAVEMENT REQUIREMENTS		
PAVEMENT STRUCTURE	12'-0" TO 15'-0" DRIVING LANES	4'-0" & 8'-0" SHOULDER
SURFACE COURSE	10" DOWEL JOINTED P.C. CONCRETE	10" P.C. CONCRETE
BASE COURSE	4" CEMENT TREATED BASE	4" CEMENT TREATED BASE

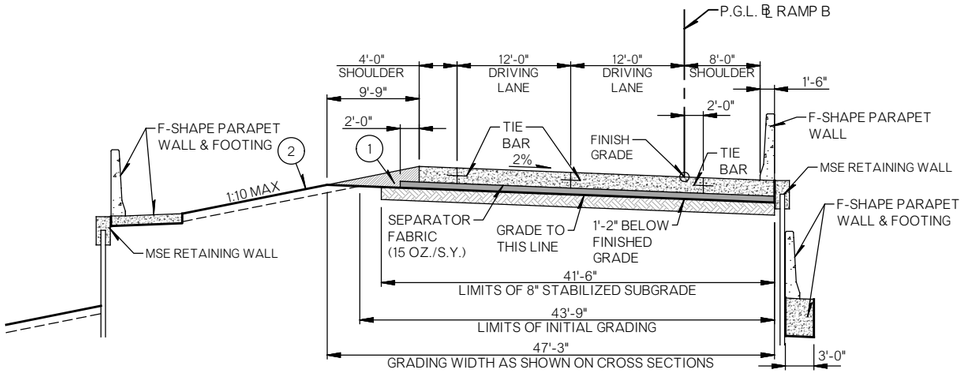
(1) SEE BACKFILL NOTE SHEET NO. 0004.
(2) SEE TOPSOIL SHEET NO. 0004.
(3) SEE DISTANCE MEASURED NOTE SHEET NO. 0004.
(BC) CONCRETE CURB (8" BARRIER-INTEGRAL)

TYPICAL SECTION

State Job No. 28992(04) Sheet No. 0016

I-40 & DOUGLAS BLVD. INTERCHANGE
OKLAHOMA COUNTY

90%
NOT FOR CONSTRUCTION
SEPTEMBER 2018

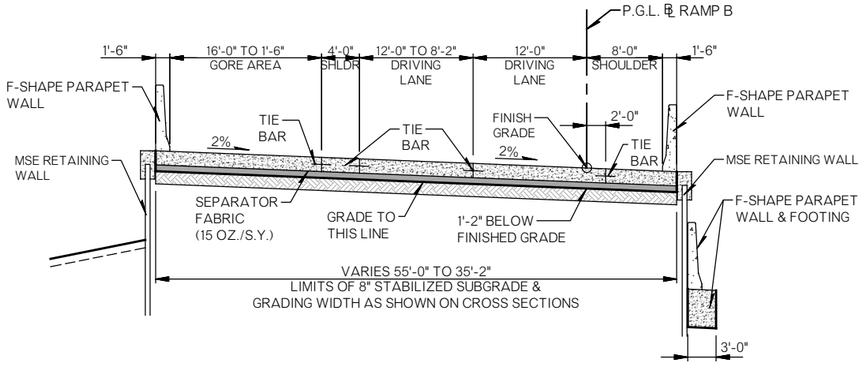


TYPICAL SECTION NO. 32

RAMP B

STA. 348+03.91 TO STA. 350+71.72

PAVEMENT REQUIREMENTS		
PAVEMENT STRUCTURE	12'-0" TO 15'-0" DRIVING LANES	4'-0" & 8'-0" SHOULDER
SURFACE COURSE	10" DOWEL JOINTED P.C. CONCRETE	10" P.C. CONCRETE
BASE COURSE	4" CEMENT TREATED BASE	4" CEMENT TREATED BASE

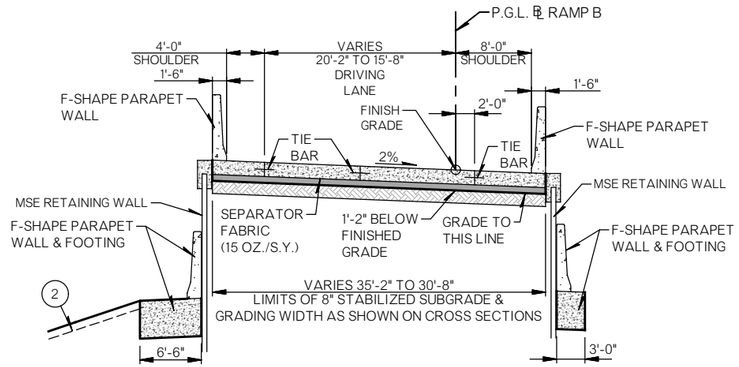


TYPICAL SECTION NO. 33

RAMP B

STA. 350+71.72 TO STA. 353+51.08

PAVEMENT REQUIREMENTS		
PAVEMENT STRUCTURE	15'-0" DRIVING LANE	4'-0" & 8'-0" SHOULDER
SURFACE COURSE	10" DOWEL JOINTED P.C. CONCRETE	10" P.C. CONCRETE
BASE COURSE	4" CEMENT TREATED BASE	4" CEMENT TREATED BASE

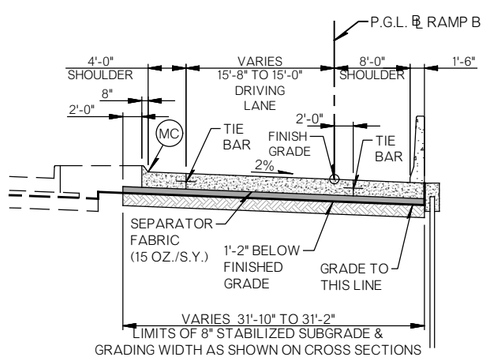


TYPICAL SECTION NO. 34

RAMP B

STA. 353+51.08 TO STA. 355+75.52

PAVEMENT REQUIREMENTS		
PAVEMENT STRUCTURE	15'-0" DRIVING LANE	4'-0" & 8'-0" SHOULDER
SURFACE COURSE	10" DOWEL JOINTED P.C. CONCRETE	10" P.C. CONCRETE
BASE COURSE	4" CEMENT TREATED BASE	4" CEMENT TREATED BASE



TYPICAL SECTION NO. 35

RAMP B

STA. 355+75.52 TO STA. 356+09.54

PAVEMENT REQUIREMENTS		
PAVEMENT STRUCTURE	12'-0" DRIVING LANE	5'-7" & 8'-0" SHOULDER
SURFACE COURSE	10" DOWEL JOINTED P.C. CONCRETE	10" P.C. CONCRETE
BASE COURSE	4" CEMENT TREATED BASE	4" CEMENT TREATED BASE

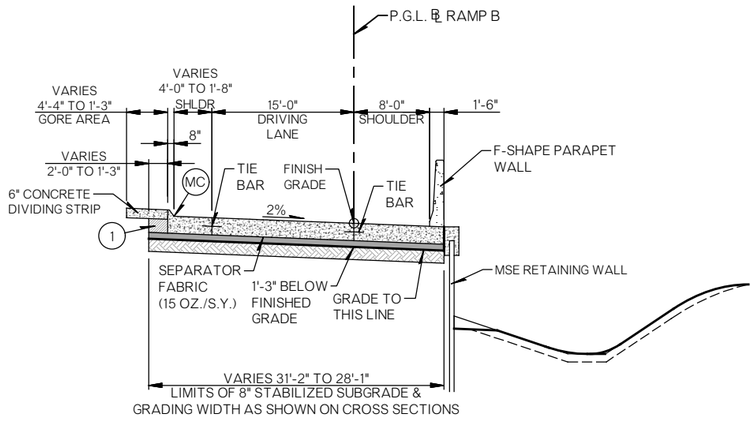
(1) SEE BACKFILL NOTE SHEET NO. 0004.
(2) SEE TOPSOIL SHEET NO. 0004.
(3) SEE DISTANCE MEASURED NOTE SHEET NO. 0004.
(MC) CONCRETE CURB (4" MOUNTABLE-INTEGRAL)

TYPICAL SECTION

State Job No. 28992(04) Sheet No. 0017

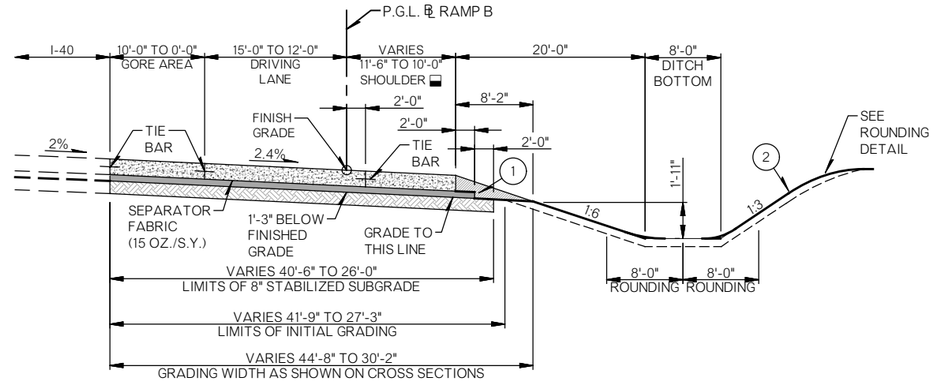
I-40 & DOUGLAS BLVD. INTERCHANGE
OKLAHOMA COUNTY

90%
NOT FOR CONSTRUCTION
SEPTEMBER 2018



TYPICAL SECTION NO. 36
RAMP B
STA. 356+09.54 TO STA. 357+28.16

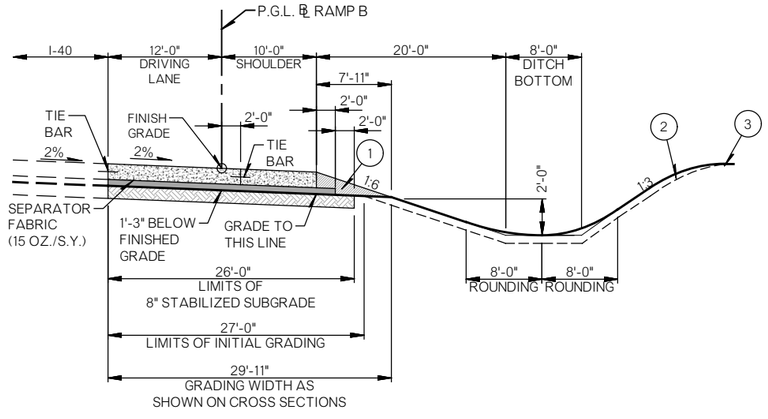
PAVEMENT REQUIREMENTS		
PAVEMENT STRUCTURE	15'-0" DRIVING LANE	4'-0" & 8'-0" SHOULDER
SURFACE COURSE	11" DOWEL JOINTED P.C. CONCRETE	10" P.C. CONCRETE
BASE COURSE	4" CEMENT TREATED BASE	4" CEMENT TREATED BASE



TYPICAL SECTION NO. 37
RAMP B
STA. 358+07.76 TO STA. 361+92.29

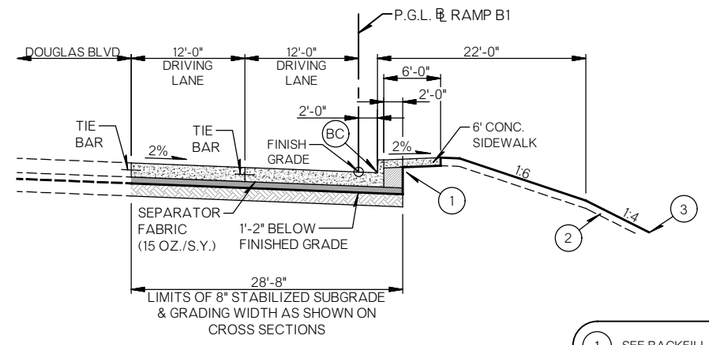
⬓ SHOULDER VARIES FROM 11'-6" TO 10'-0" FROM STA. 358+07.76 TO STA.358+17.76 & 10'-0" TO STA. 361+92.29

PAVEMENT REQUIREMENTS		
PAVEMENT STRUCTURE	15'-0" DRIVING LANE	10'-0" SHOULDER
SURFACE COURSE	11" DOWEL JOINTED P.C. CONCRETE	10" P.C. CONCRETE
BASE COURSE	4" CEMENT TREATED BASE	4" CEMENT TREATED BASE



TYPICAL SECTION NO. 38
RAMP B
STA. 361+92.29 TO STA. 367+00.00

PAVEMENT REQUIREMENTS		
PAVEMENT STRUCTURE	15'-0" DRIVING LANE	10'-0" SHOULDER
SURFACE COURSE	11" DOWEL JOINTED P.C. CONCRETE	10" P.C. CONCRETE
BASE COURSE	4" CEMENT TREATED BASE	4" CEMENT TREATED BASE



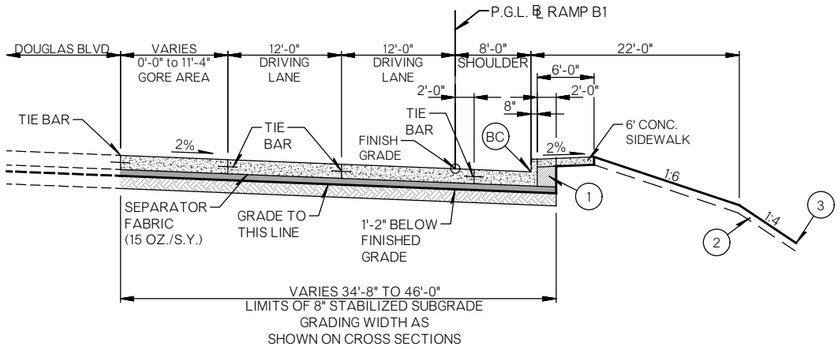
(1) SEE BACKFILL NOTE SHEET NO. 0004.
(2) SEE TOPSOIL SHEET NO. 0004.
(3) SEE DISTANCE MEASURED NOTE SHEET NO. 0004.

(BC) CONCRETE CURB (8" BARRIER-INTEGRAL)
(MC) CONCRETE CURB (4" MOUNTABLE-INTEGRAL)

TYPICAL SECTION

State Job No. 28992(04) Sheet No. 0018

I-40 & DOUGLAS BLVD. INTERCHANGE
OKLAHOMA COUNTY

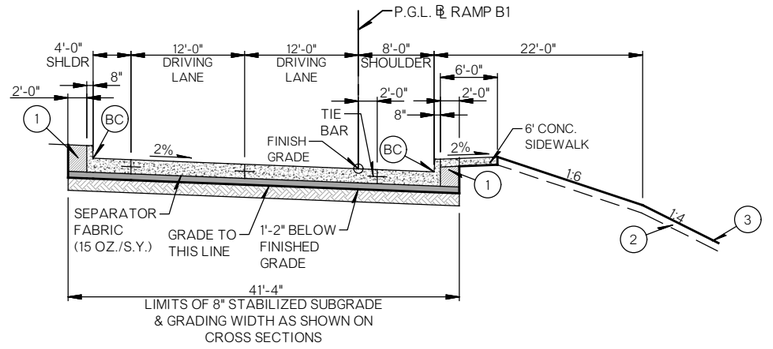


TYPICAL SECTION NO. 40

RAMP B1

STA. 341+90.71 TO STA. 342+66.46

PAVEMENT REQUIREMENTS		
PAVEMENT STRUCTURE	12'-0" DRIVING LANES	8'-0" SHOULDER
SURFACE COURSE	10" DOWEL JOINTED P.C. CONCRETE	10" P.C. CONCRETE
BASE COURSE	4" CEMENT TREATED BASE	4" CEMENT TREATED BASE

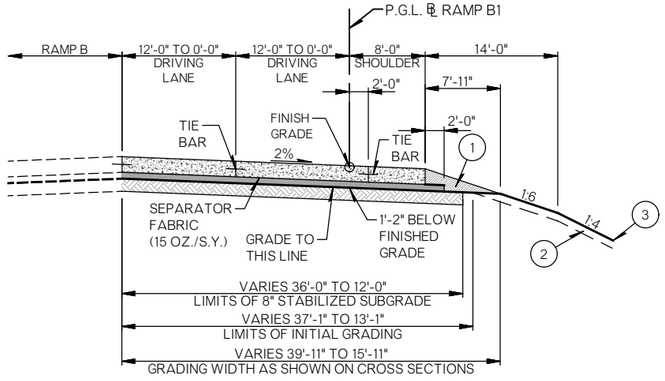


TYPICAL SECTION NO. 41

RAMP B1

STA. 342+66.46 TO STA. 344+79.13

PAVEMENT REQUIREMENTS		
PAVEMENT STRUCTURE	12'-0" DRIVING LANES	4'-0" & 8'-0" SHOULDER
SURFACE COURSE	10" DOWEL JOINTED P.C. CONCRETE	10" P.C. CONCRETE
BASE COURSE	4" CEMENT TREATED BASE	4" CEMENT TREATED BASE



TYPICAL SECTION NO. 42

RAMP B1

STA. 344+98.30 TO STA. 345+83.76

PAVEMENT REQUIREMENTS		
PAVEMENT STRUCTURE	12'-0" DRIVING LANES	8'-0" SHOULDER
SURFACE COURSE	10" DOWEL JOINTED P.C. CONCRETE	10" P.C. CONCRETE
BASE COURSE	4" CEMENT TREATED BASE	4" CEMENT TREATED BASE

(1) SEE BACKFILL NOTE SHEET NO. 0004.

(2) SEE TOPSOIL SHEET NO. 0004.

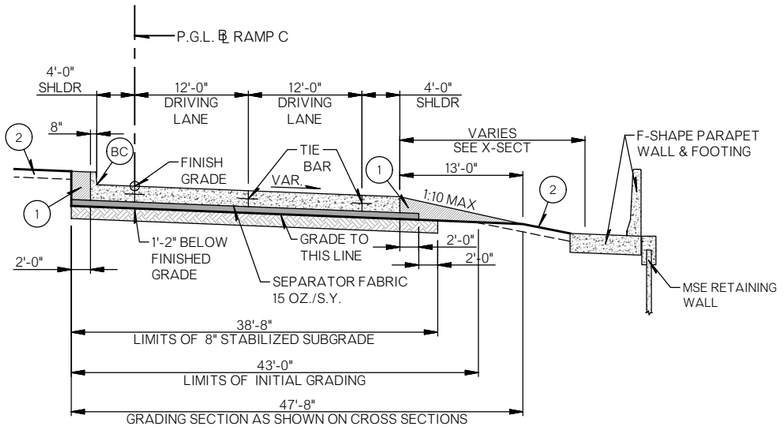
(3) SEE DISTANCE MEASURED NOTE SHEET NO. 0004.

(BC) CONCRETE CURB (8" BARRIER-INTEGRAL)

TYPICAL SECTION

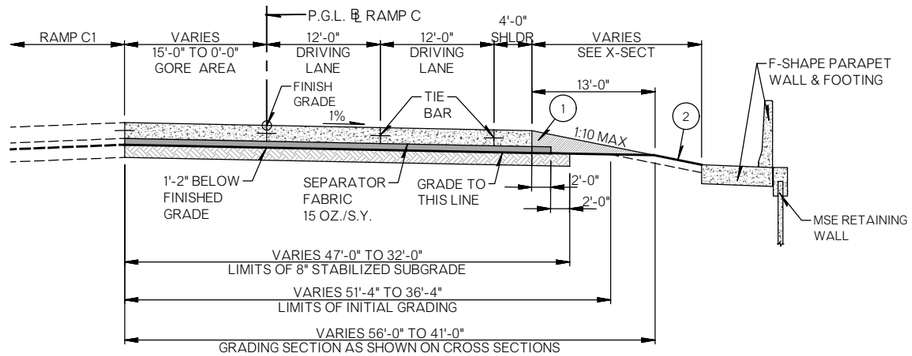
State Job No. 28992(04) Sheet No. 0019

I-40 & DOUGLAS BLVD. INTERCHANGE
OKLAHOMA COUNTY



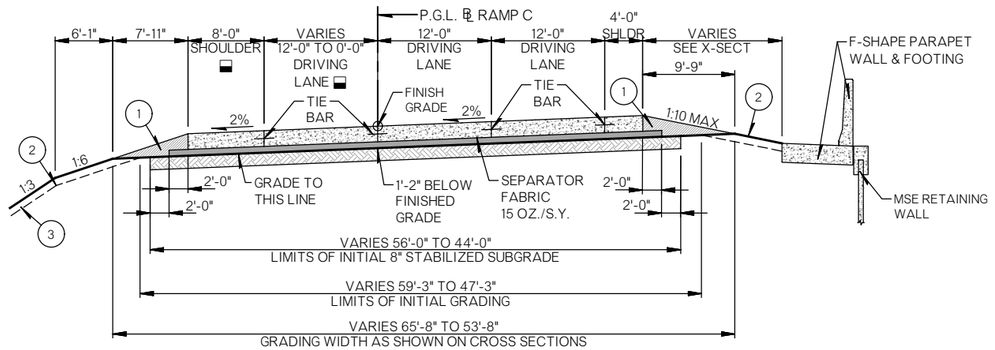
TYPICAL SECTION NO. 43
RAMP C
STA. 342+16.47 TO STA. 342+89.92

PAVEMENT REQUIREMENTS		
PAVEMENT STRUCTURE	12'-0" DRIVING LANES	4'-0" SHOULDER
SURFACE COURSE	10" DOWEL JOINTED P.C. CONCRETE	10" P.C. CONCRETE
BASE COURSE	4" CEMENT TREATED BASE	4" CEMENT TREATED BASE



TYPICAL SECTION NO. 44
RAMP C
STA. 342+89.92 TO STA. 344+71.68

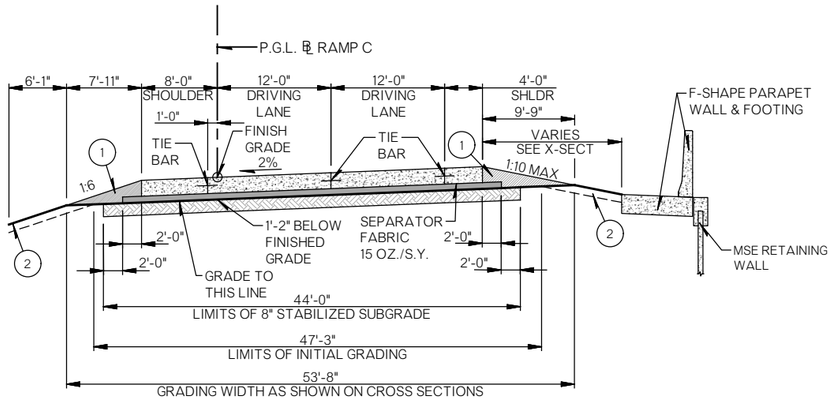
PAVEMENT REQUIREMENTS		
PAVEMENT STRUCTURE	12'-0" DRIVING LANES	4'-0" SHOULDER
SURFACE COURSE	10" DOWEL JOINTED P.C. CONCRETE	10" P.C. CONCRETE
BASE COURSE	4" CEMENT TREATED BASE	4" CEMENT TREATED BASE



TYPICAL SECTION NO. 45
RAMP C
STA. 344+71.68 TO STA. 345+91.68

▬ DRIVING LANE AND SHOULDER BEGIN FULL WIDTH AT STA. 344+72.07. DRIVING LANE TAPERS TO 0'-0" AT STA. 345+91.68, SHOULDER REMAINS 8'-0".

PAVEMENT REQUIREMENTS		
PAVEMENT STRUCTURE	12'-0" DRIVING LANES	4'-0" & 8'-0" SHOULDER
SURFACE COURSE	10" DOWEL JOINTED P.C. CONCRETE	10" P.C. CONCRETE
BASE COURSE	4" CEMENT TREATED BASE	4" CEMENT TREATED BASE



TYPICAL SECTION NO. 46
RAMP C
STA. 345+91.68 TO STA. 347+26.32

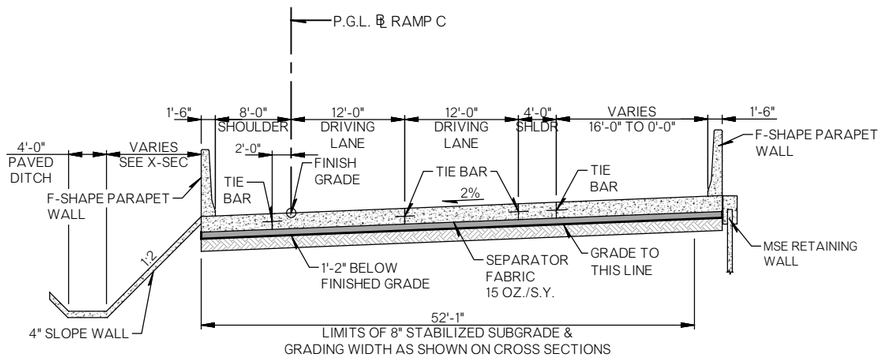
PAVEMENT REQUIREMENTS		
PAVEMENT STRUCTURE	12'-0" DRIVING LANES	4'-0" & 8'-0" SHOULDER
SURFACE COURSE	10" DOWEL JOINTED P.C. CONCRETE	10" P.C. CONCRETE
BASE COURSE	4" CEMENT TREATED BASE	4" CEMENT TREATED BASE

(1) SEE BACKFILL NOTE SHEET NO. 0004.
(2) SEE TOPSOIL SHEET NO. 0004.
(3) SEE DISTANCE MEASURED NOTE SHEET NO. 0004.
(BC) CONCRETE CURB (8" BARRIER-INTEGRAL)

TYPICAL SECTION

State Job No. 28992(04) Sheet No. 0020

I-40 & DOUGLAS BLVD. INTERCHANGE
OKLAHOMA COUNTY

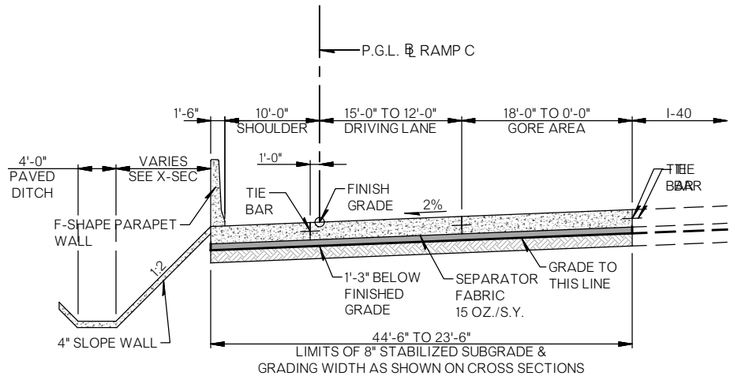


TYPICAL SECTION NO. 47

RAMP C

STA. 347+26.32 TO STA. 349+90.73

PAVEMENT REQUIREMENTS		
PAVEMENT STRUCTURE	12'-0" & 15'-0" DRIVING LANES	8'-0" SHOULDER
SURFACE COURSE	10" DOWEL JOINTED P.C. CONCRETE	10" P.C. CONCRETE
BASE COURSE	4" CEMENT TREATED BASE	4" CEMENT TREATED BASE

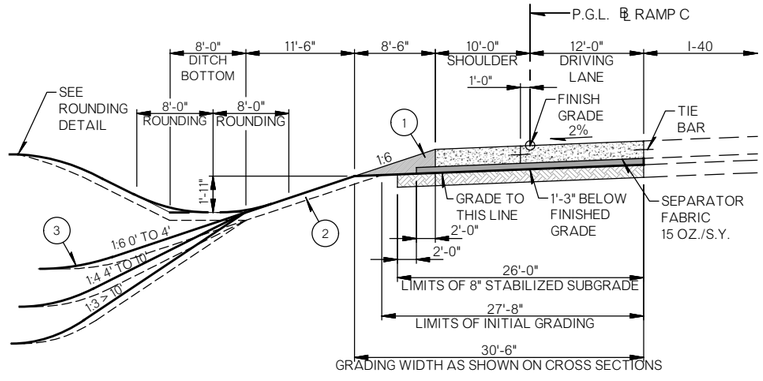


TYPICAL SECTION NO. 48

RAMP C

STA. 349+90.73 TO STA. 357+00.00

PAVEMENT REQUIREMENTS		
PAVEMENT STRUCTURE	15'-0" DRIVING LANE	10'-0" SHOULDER
SURFACE COURSE	11" DOWEL JOINTED P.C. CONCRETE	11" P.C. CONCRETE
BASE COURSE	4" CEMENT TREATED BASE	4" CEMENT TREATED BASE

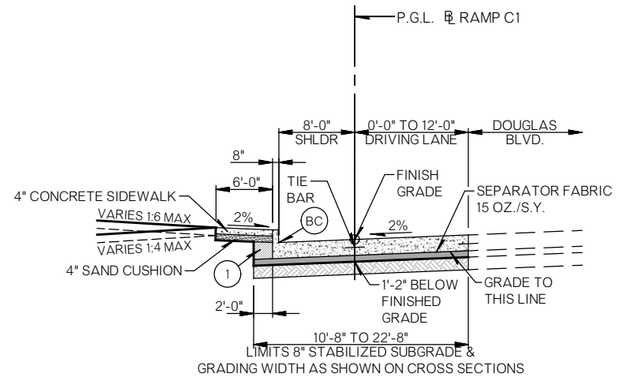


TYPICAL SECTION NO. 49

RAMP C

STA. 357+00.00 TO STA. 365+00.00

PAVEMENT REQUIREMENTS		
PAVEMENT STRUCTURE	12'-0" DRIVING LANE	10'-0" SHOULDER
SURFACE COURSE	11" DOWEL JOINTED P.C. CONCRETE	11" P.C. CONCRETE
BASE COURSE	4" CEMENT TREATED BASE	4" CEMENT TREATED BASE



TYPICAL SECTION NO. 50

RAMP C1

STA. 340+17.31 TO STA. 341+11.82

PAVEMENT REQUIREMENTS		
PAVEMENT STRUCTURE	17'-0" DRIVING LANE	8'-0" SHOULDER
SURFACE COURSE	10" DOWEL JOINTED P.C. CONCRETE	10" P.C. CONCRETE
BASE COURSE	4" CEMENT TREATED BASE	4" CEMENT TREATED BASE

(1) SEE BACKFILL NOTE SHEET NO. 0004.

(2) SEE TOPSOIL SHEET NO. 0004.

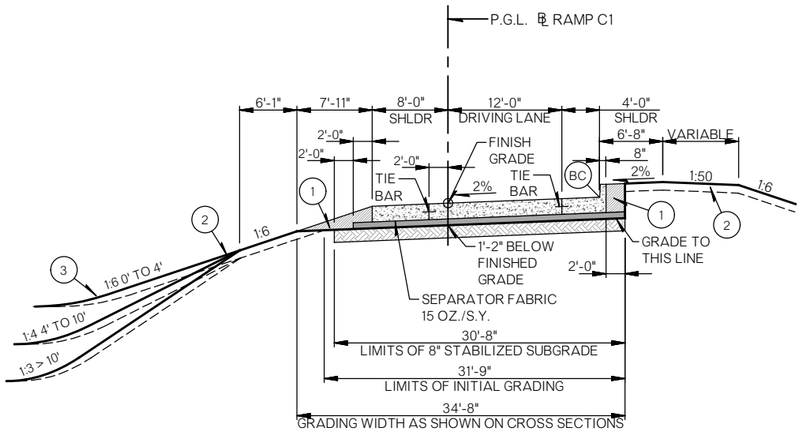
(3) SEE DISTANCE MEASURED NOTE SHEET NO. 0004.

(BC) CONCRETE CURB (8" BARRIER-INTEGRAL)

TYPICAL SECTION

State Job No. 28992(04) Sheet No. 0021

I-40 & DOUGLAS BLVD. INTERCHANGE
OKLAHOMA COUNTY

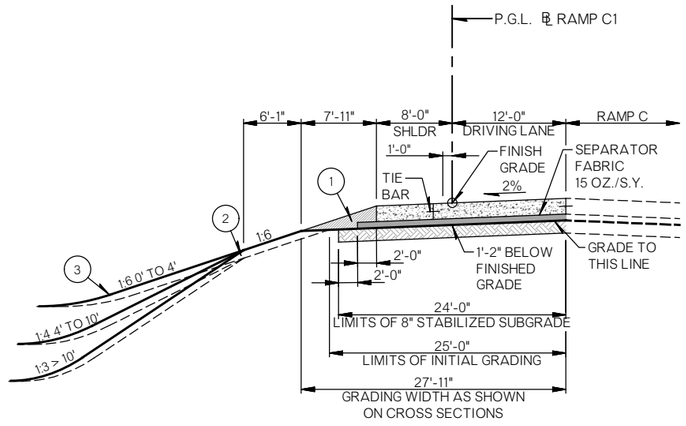


TYPICAL SECTION NO. 51

RAMP C1

STA. 341+11.82 TO STA. 342+88.54

PAVEMENT REQUIREMENTS		
PAVEMENT STRUCTURE	15'-0" DRIVING LANE	4'-0" & 8'-0" SHOULDER
SURFACE COURSE	10" DOWEL JOINTED P.C. CONCRETE	10" P.C. CONCRETE
BASE COURSE	4" CEMENT TREATED BASE	4" CEMENT TREATED BASE



TYPICAL SECTION NO. 52

RAMP C1

STA. 342+88.54 TO STA. 344+71.68

PAVEMENT REQUIREMENTS		
PAVEMENT STRUCTURE	12'-0" DRIVING LANE	8'-0" SHOULDER
SURFACE COURSE	10" DOWEL JOINTED P.C. CONCRETE	10" P.C. CONCRETE
BASE COURSE	4" CEMENT TREATED BASE	4" CEMENT TREATED BASE

(1) SEE BACKFILL NOTE SHEET NO. 0004.

(2) SEE TOPSOIL SHEET NO. 0004.

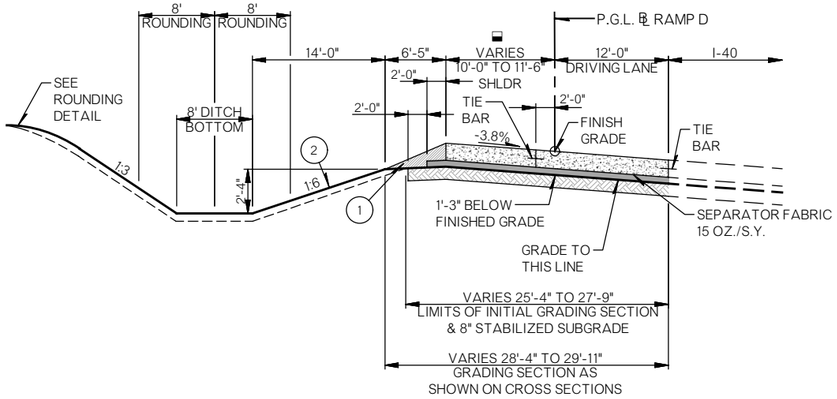
(3) SEE DISTANCE MEASURED NOTE SHEET NO. 0004.

(BC) CONCRETE CURB (8" BARRIER-INTEGRAL)

TYPICAL SECTION

State Job No. 28992(04) Sheet No. 0022

I-40 & DOUGLAS BLVD. INTERCHANGE
OKLAHOMA COUNTY

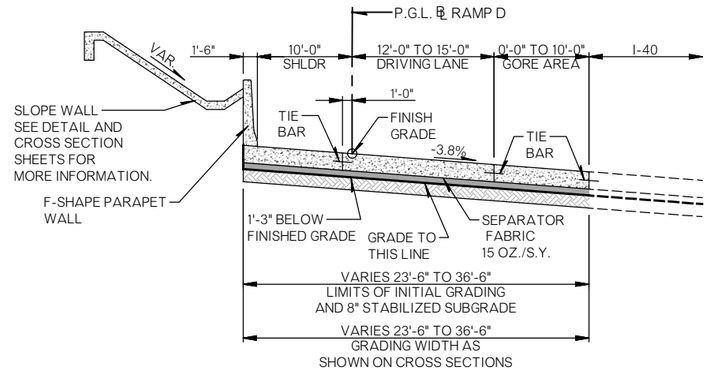


TYPICAL SECTION NO. 53

RAMP D

STA. 319+09.91 TO STA. 323+20.00 ⬓ VARIES FROM STA. 323+10 TO STA. 323+20

PAVEMENT REQUIREMENTS		
PAVEMENT STRUCTURE	12'-0" DRIVING LANE	SHOULDER
SURFACE COURSE	11" DOWEL JOINTED P.C. CONCRETE	11" P.C. CONCRETE
BASE COURSE	4" CEMENT TREATED BASE	4" CEMENT TREATED BASE

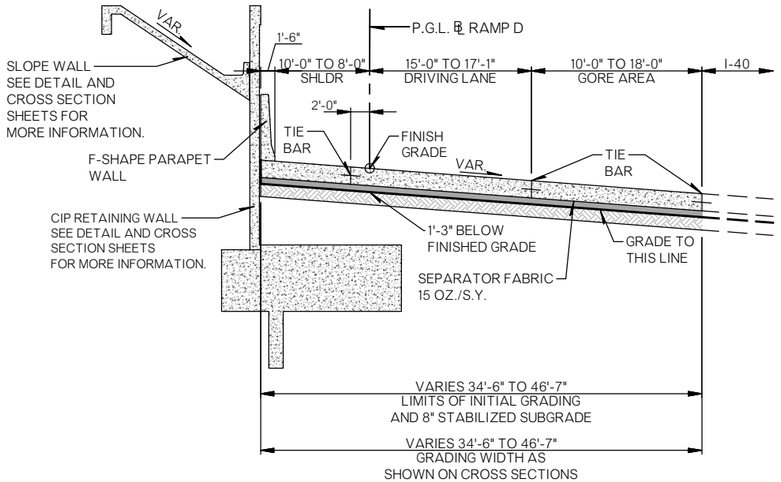


TYPICAL SECTION NO. 54

RAMP D

STA. 323+20.00 TO STA. 326+26.07

PAVEMENT REQUIREMENTS		
PAVEMENT STRUCTURE	12'-0" TO 15'-0" DRIVING LANE	SHOULDER
SURFACE COURSE	11" DOWEL JOINTED P.C. CONCRETE	11" P.C. CONCRETE
BASE COURSE	4" CEMENT TREATED BASE	4" CEMENT TREATED BASE

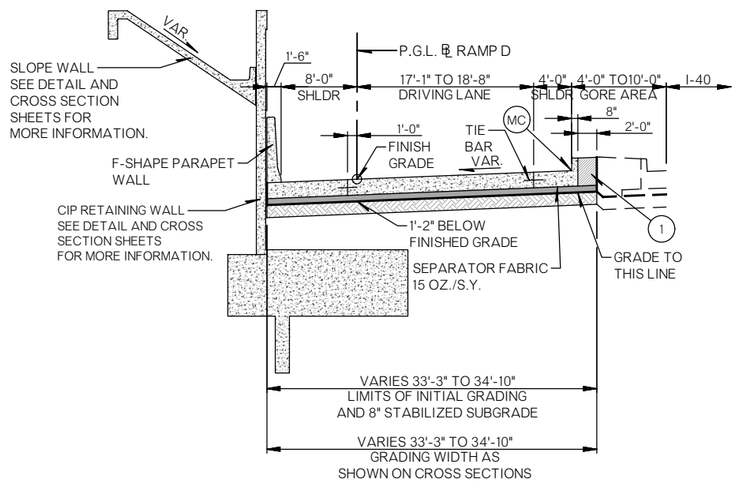


TYPICAL SECTION NO. 55

RAMP D

STA. 326+26.07 TO STA. 327+27.08

PAVEMENT REQUIREMENTS		
PAVEMENT STRUCTURE	2 - 12'-0" DRIVING LANES	SHOULDER
SURFACE COURSE	11" DOWEL JOINTED P.C. CONCRETE	11" P.C. CONCRETE
BASE COURSE	4" CEMENT TREATED BASE	4" CEMENT TREATED BASE



TYPICAL SECTION NO. 56

RAMP D

STA. 327+27.08 TO STA. 328+21.93

PAVEMENT REQUIREMENTS		
PAVEMENT STRUCTURE	18'-8" DRIVING LANE	4'-0" & 8'-0" SHOULDER
SURFACE COURSE	10" DOWEL JOINTED P.C. CONCRETE	10" P.C. CONCRETE
BASE COURSE	4" CEMENT TREATED BASE	4" CEMENT TREATED BASE

(1) SEE BACKFILL NOTE SHEET NO. 0004.

(2) SEE TOPSOIL SHEET NO. 0004.

(3) SEE DISTANCE MEASURED NOTE SHEET NO. 0004.

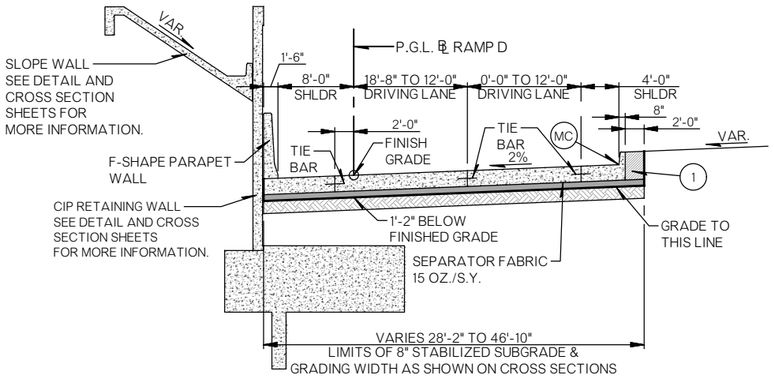
(MC) CONCRETE CURB (4" BARRIER-INTEGRAL)

I-40 & DOUGLAS BLVD. INTERCHANGE

OKLAHOMA COUNTY

TYPICAL SECTION

State Job No. 28992(04) Sheet No. 0023

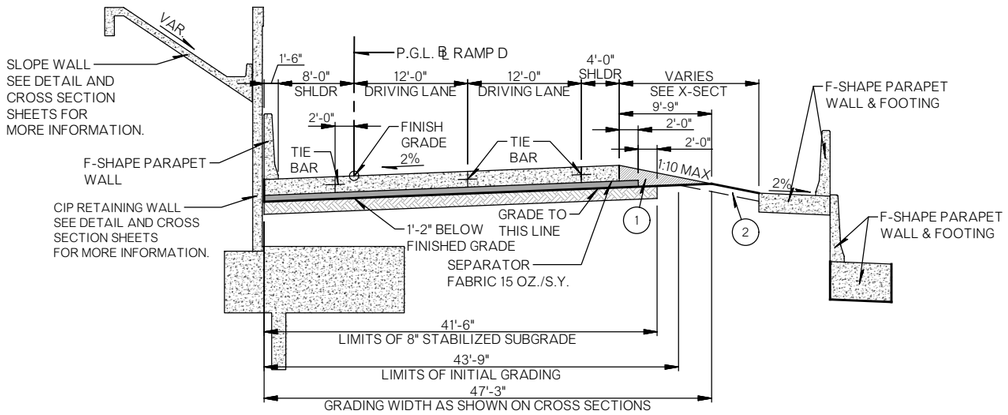


TYPICAL SECTION NO. 57

RAMP D

STA. 328+21.93 TO STA. 331+71.75

PAVEMENT REQUIREMENTS		
PAVEMENT STRUCTURE	18'-8" DRIVING LANE	4'-0" & 8'-0" SHOULDER
SURFACE COURSE	10" DOWEL JOINTED P.C. CONCRETE	10" P.C. CONCRETE
BASE COURSE	4" CEMENT TREATED BASE	4" CEMENT TREATED BASE

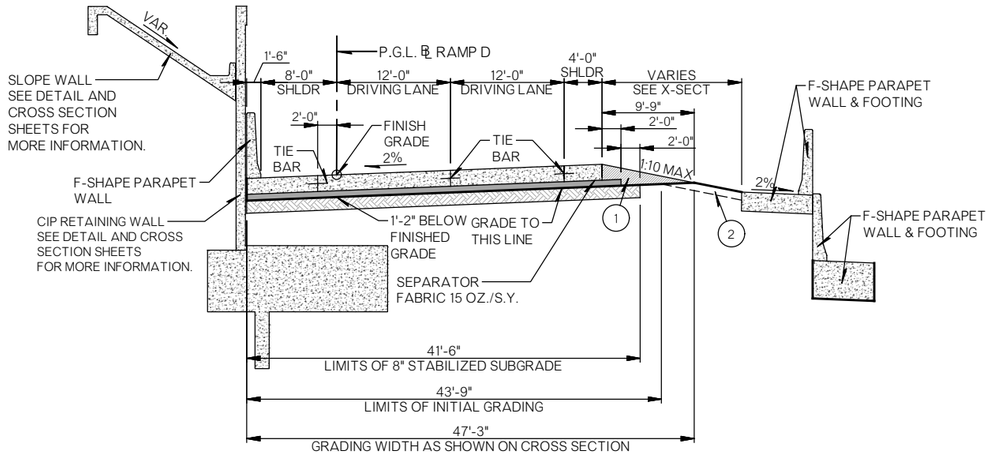


TYPICAL SECTION NO. 58

RAMP D

STA. 331+71.75 TO STA. 334+51.07

PAVEMENT REQUIREMENTS		
PAVEMENT STRUCTURE	18'-8" DRIVING LANE	4'-0" & 8'-0" SHOULDER
SURFACE COURSE	10" DOWEL JOINTED P.C. CONCRETE	10" P.C. CONCRETE
BASE COURSE	4" CEMENT TREATED BASE	4" CEMENT TREATED BASE

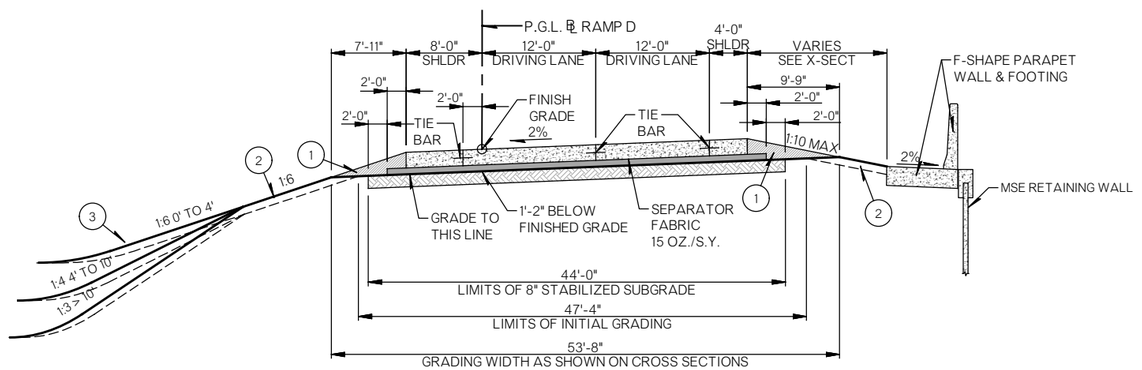


TYPICAL SECTION NO. 59

RAMP D

STA. 334+51.07 TO STA. 335+00.87

PAVEMENT REQUIREMENTS		
PAVEMENT STRUCTURE	18'-8" DRIVING LANE	4'-0" & 8'-0" SHOULDER
SURFACE COURSE	10" DOWEL JOINTED P.C. CONCRETE	10" P.C. CONCRETE
BASE COURSE	4" CEMENT TREATED BASE	4" CEMENT TREATED BASE



TYPICAL SECTION NO. 60

RAMP D

STA. 335+00.87 TO STA. 337+23.89

PAVEMENT REQUIREMENTS		
PAVEMENT STRUCTURE	2 - 12'-0" DRIVING LANES	4'-0" & 8'-0" SHOULDER
SURFACE COURSE	10" DOWEL JOINTED P.C. CONCRETE	10" P.C. CONCRETE
BASE COURSE	4" CEMENT TREATED BASE	4" CEMENT TREATED BASE

(1) SEE BACKFILL NOTE SHEET NO. 0004.

(2) SEE TOPSOIL SHEET NO. 0004.

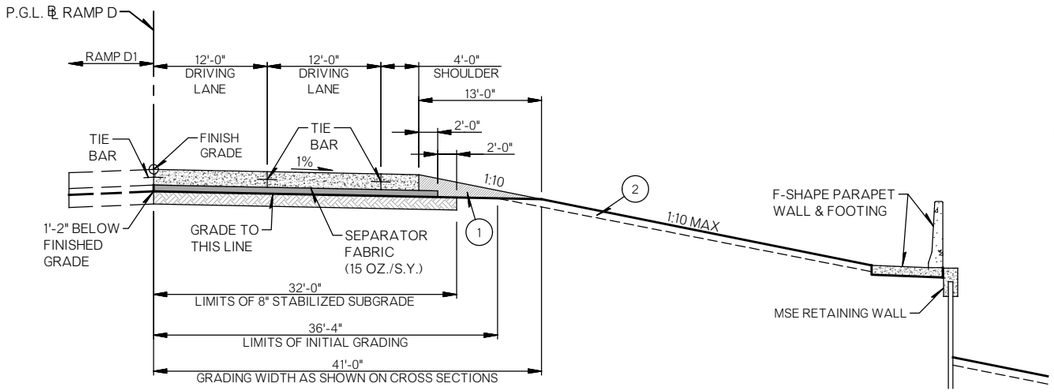
(3) SEE DISTANCE MEASURED NOTE SHEET NO. 0004.

(BC) CONCRETE CURB (8" BARRIER-INTEGRAL)

TYPICAL SECTION

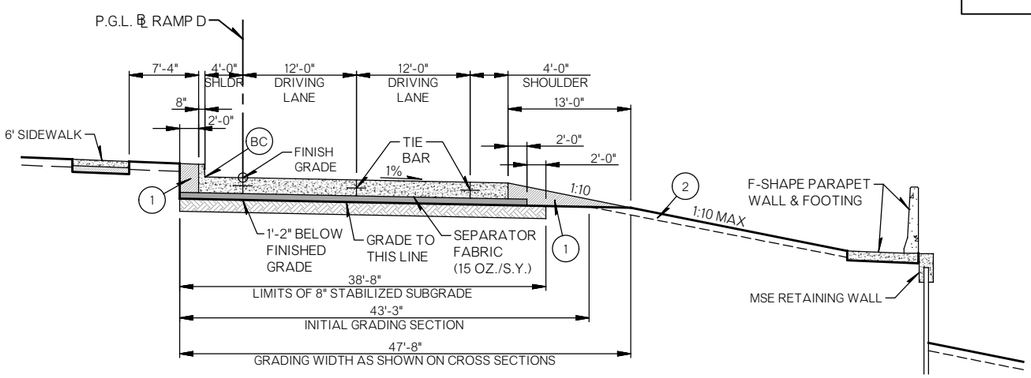
State Job No. 28992(04) Sheet No. 0024

I-40 & DOUGLAS BLVD. INTERCHANGE
OKLAHOMA COUNTY



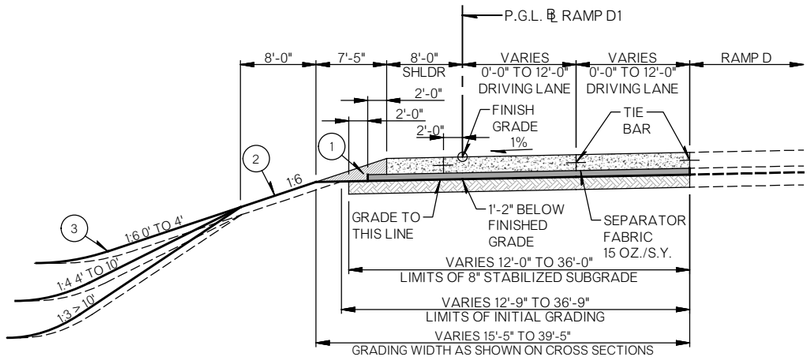
TYPICAL SECTION NO. 61
RAMP D
STA. 337+23.89 TO STA. 338+36.49

PAVEMENT REQUIREMENTS		
PAVEMENT STRUCTURE	2 - 12'-0" DRIVING LANES	4'-0" SHOULDER
SURFACE COURSE	10" DOWEL JOINTED P.C. CONCRETE	10" P.C. CONCRETE
BASE COURSE	4" CEMENT TREATED BASE	4" CEMENT TREATED BASE



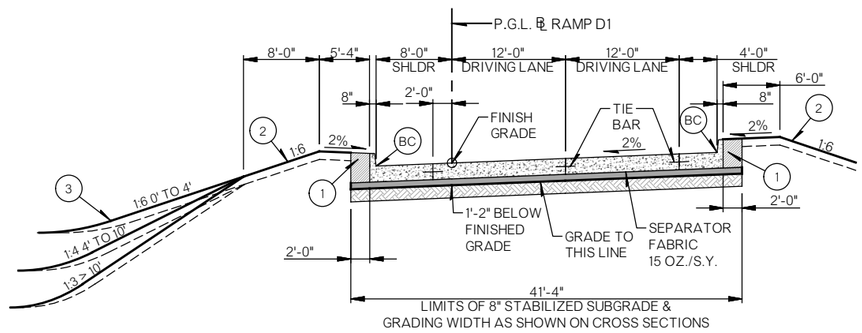
TYPICAL SECTION NO. 62
RAMP D
STA. 338+36.49 TO STA. 340+26.01

PAVEMENT REQUIREMENTS		
PAVEMENT STRUCTURE	2 - 12'-0" DRIVING LANES	4'-0" SHOULDER
SURFACE COURSE	10" DOWEL JOINTED P.C. CONCRETE	10" P.C. CONCRETE
BASE COURSE	4" CEMENT TREATED BASE	4" CEMENT TREATED BASE



TYPICAL SECTION NO. 63
RAMP D1
STA. 337+23.89 TO STA. 338+07.43

PAVEMENT REQUIREMENTS		
PAVEMENT STRUCTURE	2 - 12'-0" DRIVING LANES	8'-0" SHOULDER
SURFACE COURSE	10" DOWEL JOINTED P.C. CONCRETE	10" P.C. CONCRETE
BASE COURSE	4" CEMENT TREATED BASE	4" CEMENT TREATED BASE



TYPICAL SECTION NO. 64
RAMP D1
STA. 338+26.49 TO STA. 340+35.63

PAVEMENT REQUIREMENTS		
PAVEMENT STRUCTURE	12'-0" & 14'-0" DRIVING LANES	4'-0" & 8'-0" SHOULDER
SURFACE COURSE	10" DOWEL JOINTED P.C. CONCRETE	10" P.C. CONCRETE
BASE COURSE	4" CEMENT TREATED BASE	4" CEMENT TREATED BASE

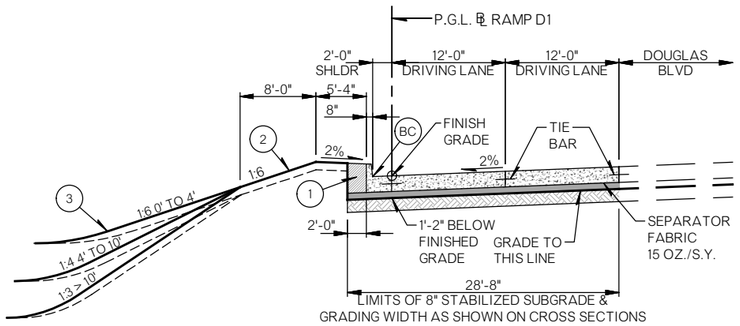
(1) SEE BACKFILL NOTE SHEET NO. 0004.
(2) SEE TOPSOIL SHEET NO. 0004.
(3) SEE DISTANCE MEASURED NOTE SHEET NO. 0004.
(BC) CONCRETE CURB (8" BARRIER-INTEGRAL)

TYPICAL SECTION

State Job No. 28992(04) Sheet No. 0025

I-40 & DOUGLAS BLVD. INTERCHANGE
OKLAHOMA COUNTY

90%
NOT FOR CONSTRUCTION
SEPTEMBER 2018



TYPICAL SECTION NO. 65

RAMP D1

STA. 341+11.37 TO STA. 342+45.40

PAVEMENT REQUIREMENTS		
PAVEMENT STRUCTURE	2 - 12'-0" DRIVING LANES	2'-0" SHOULDER
SURFACE COURSE	10" DOWEL JOINTED P.C. CONCRETE	10" P.C. CONCRETE
BASE COURSE	4" CEMENT TREATED BASE	4" CEMENT TREATED BASE

(1) SEE BACKFILL NOTE SHEET NO. 0004.

(2) SEE TOPSOIL SHEET NO. 0004.

(3) SEE DISTANCE MEASURED NOTE SHEET NO. 0004.

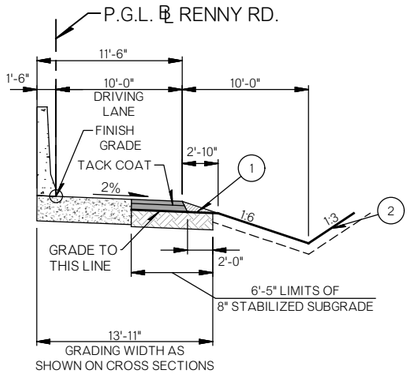
(BC) CONCRETE CURB (8" BARRIER-INTEGRAL)

TYPICAL SECTION

State Job No. 28992(04) Sheet No. 0026

I-40 & DOUGLAS BLVD. INTERCHANGE
OKLAHOMA COUNTY

90%
NOT FOR CONSTRUCTION
SEPTEMBER 2018

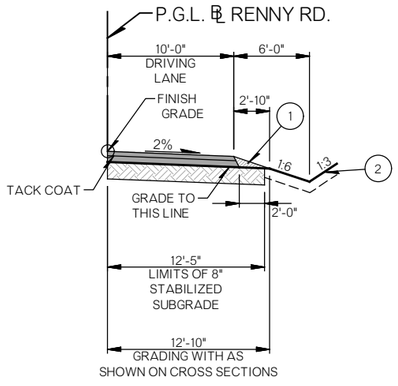


TYPICAL SECTION NO. 66

RENNY RD.

STA. 1+86.61 TO STA. 7+42.96

PAVEMENT REQUIREMENTS	
PAVEMENT STRUCTURE	10'-0" DRIVING LANES
SURFACE COURSE	2" SUPERPAVE TYPE S4 (64-22 OK)
BASE COURSE	3" SUPERPAVE TYPE S3 (62-22 OK)

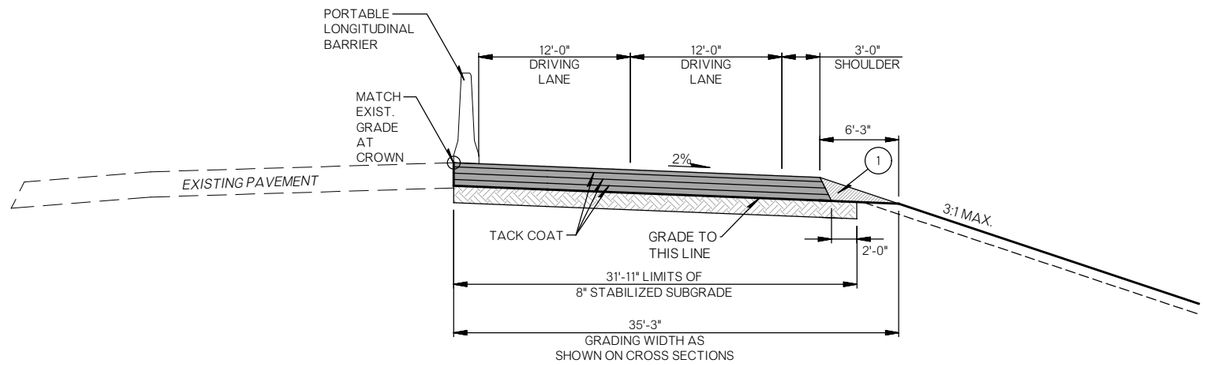


TYPICAL SECTION NO. 67

RENNY RD.

STA. 10+80.94 TO STA. 11+42.97
STA. 12+92.97 TO STA. 19+71.25

PAVEMENT REQUIREMENTS	
PAVEMENT STRUCTURE	10'-0" DRIVING LANES
SURFACE COURSE	2" SUPERPAVE TYPE S4 (64-22 OK)
BASE COURSE	3" SUPERPAVE TYPE S3 (62-22 OK)



TYPICAL SECTION NO. 68

DETOURS

PAVEMENT REQUIREMENTS	
PAVEMENT STRUCTURE	12'-0" DRIVING LANES & 3'-0" SHOULDER
SURFACE COURSE	2" SUPERPAVE TYPE S4 (PG 76-28 OK)
BASE COURSE	3" SUPERPAVE TYPE S3 (PG 76-28 OK)
	3" SUPERPAVE TYPE S3 (PG 64-22 OK)
	3" SUPERPAVE TYPE S3 (PG 64-22 OK)

(1) SEE BACKFILL NOTE SHEET NO. 0004.
(2) SEE TOPSOIL SHEET NO. 0004.
(3) SEE DISTANCE MEASURED NOTE SHEET NO. 0004.

TYPICAL SECTION

State Job No. 28992(04) Sheet No. 0027

OKLAHOMA COUNTY I-40 & DOUGLAS BLVD. INTERCHANGE

M:\W2M Projects\Project Files\M160\GPE 1.dwg 9/13/2018 1:28:19 PM

REVISIONS	
DESCRIPTION	DATE

SEC. 14
T11N R2W

SEC. 13
T11N R2W

TOE OF SLOPE
EXIST. RAMP
112+00
113+00
114+00
115+00
116+00
117+00
℄ RAMP A
BEGIN APPR. SLAB STA. 113+11.89
CRL DETOUR P.R.C. STA. 111+66.72
CRL DETOUR P.T. STA. 113+47.17
END APPR. SLAB & BEGIN BRIDGE STA. 113+47.10
℄ PIER 1 STA. 114+41.15
EXIST. I-40 (E.B.L.)
EXIST. I-40 MEDIAN
EXIST. I-40 (W.B.L.)
EXIST. COLLECTOR ROAD
CRL I-40
S66°42'03.50"E
END BRIDGE & BEGIN APPR. SLAB STA. 115+35.20
END APPR. SLAB STA. 115+71.25
CRL DETOUR P.C. STA. 116+17.17
℄ RAMP D
℄ RAMP B
℄ RAMP C
B-1
B-2
B-3
B-4
B-5
B-6
B-7
B-8
B-9
S49
S50
S56
S55
340+00
341+00
342+00
343+00
1'-6" CONC. PARAPET (FSHP-42)
PT. OF MIN. VERT. CLR. (17'-9") (E.B.L.)
PT. OF MIN. VERT. CLR. (17'-1") (W.B.L.)
5" CONC. SLOPE WALL (BRIDGE LIMITS)
4'-0" ø SIGNAL STRUCTURE PEDESTAL
6'-0" SIDEWALK OPENING (TYP.)
23°30'13.06" (TYP.)
CONC. TRAFFIC RAIL (TR3) (TYP.)
N00°12'16.57"W
CRL DETOUR
S.B.L.
N.B.L.
℄ SURVEY DOUGLAS N00°12'16.57"W
& ℄ NS 316
EXIST DOUGLAS BLVD. (S.B.L.)
EXIST DOUGLAS BLVD. (N.B.L.)
6" PERFORATED PIPE UNDERDRAIN (TYP.)
EXIST. SOUTHBOUND BRIDGE (2)
EXIST. NORTHBOUND BRIDGE (2)
112'-0" CLR. RDWY.
84'-4" (1)
62'-0"
71'-8" (1)
50'-0"
SLOPE 1.5%
66°29'46.94"
℄ SURVEY DOUGLAS STA. 114+41.15 = CRL I-40 STA. 341+48.96
95'-2"
57'-11 1/2"
63'-8 1/2" PHASE 1 BRIDGE CONST.
121'-8"
CONST. JT. IN BRIDGE SLAB AND APPR. SLABS.
176'-8 1/2" PHASE 2 BRIDGE CONST.
118'-9"
240'-5" OUT-TO-OUT
EXIST. DOUGLAS BLVD. MEDIAN
RAISED ISLAND (TYP. EA. CORNER)
OUTSIDE EDGE OF APPR. SLAB (TYP.)
NON-TRAVEL ZONE (TYP.)
EXIST. COLLECTOR ROAD
10'-0" SHLDR.
36'-0" (3 LANES)
16'-6"
1'-6" CONC. PARAPET (FSHP-42)
FO
(1)
(2)
(3)
1250
1255
1260
1265
1270

℄ SURVEY DOUGLAS STA. 114+41.15 TWIN (41'-50'-60'-60'-50'-41') x 43.90' WIDE CONTINUOUS CONCRETE SLAB SPAN BRIDGES, SKEWED 23°30' LF
REMOVE DURING PHASE 2 BRIDGE CONST. (SEE REMOVAL NOTE, SHEET NO. AB03)

BENCHMARK NO. 18
CHISELED BOX IN CONCRETE CURB
SOUTH OF DOUGLAS BRIDGE OVER I-40
OFFSET: 41' RIGHT
℄ SURVEY DOUGLAS STATION: 112+11
ELEVATION: 1271.57

BENCHMARK NO. 19
CHISELED BOX IN CONCRETE CURB
NORTH OF DOUGLAS BRIDGE OVER I-40
OFFSET: 45' RIGHT
℄ SURVEY DOUGLAS STATION: 116+19
ELEVATION: 1269.31

PLAN
SCALE 1"=40'

NOTES: ALL BRIDGE AND APPROACH SLAB STATIONING FOLLOWS ℄ SURVEY DOUGLAS.

FOR BRIDGE ELEVATION, SEE SHEET NO. B002.

SEE SHEET NO. B003 FOR DESIGN DATA, FINISH GRADE DATA, FOUNDATION DATA, VERTICAL CLEARANCE SIGN DETAILS, SUMMARY OF QUANTITIES, INDEX OF SHEETS AND EXIST. BRIDGE NOTE.

FOR FOUNDATION REPORTS, SEE SHEET NOS. B007-B009.

FOR BRIDGE CONSTRUCTION PHASING PLANS AND CROSS-SECTIONS, SEE SHEET NOS. B004-B006.

SEE ROADWAY PLANS FOR PRES. AND NEW R/W, AND GEOMETRIC DATA.

(1) DIMENSION IS FROM ℄ SURVEY DOUGLAS TO ℄ 4'-0" ø SIGNAL STRUCTURE PEDESTAL.

(2) REMOVE DURING PHASE 2 BRIDGE CONSTRUCTION.

(3) 6" NON-PERFORATED PIPE UNDERDRAIN.

Design	.	
Drawn	PKW	01/18
Checked	.	
Approved	.	
Squad		

BRIDGE "B" OKLAHOMA COUNTY
I-40/DOUGLAS BOULEVARD INTERCHANGE

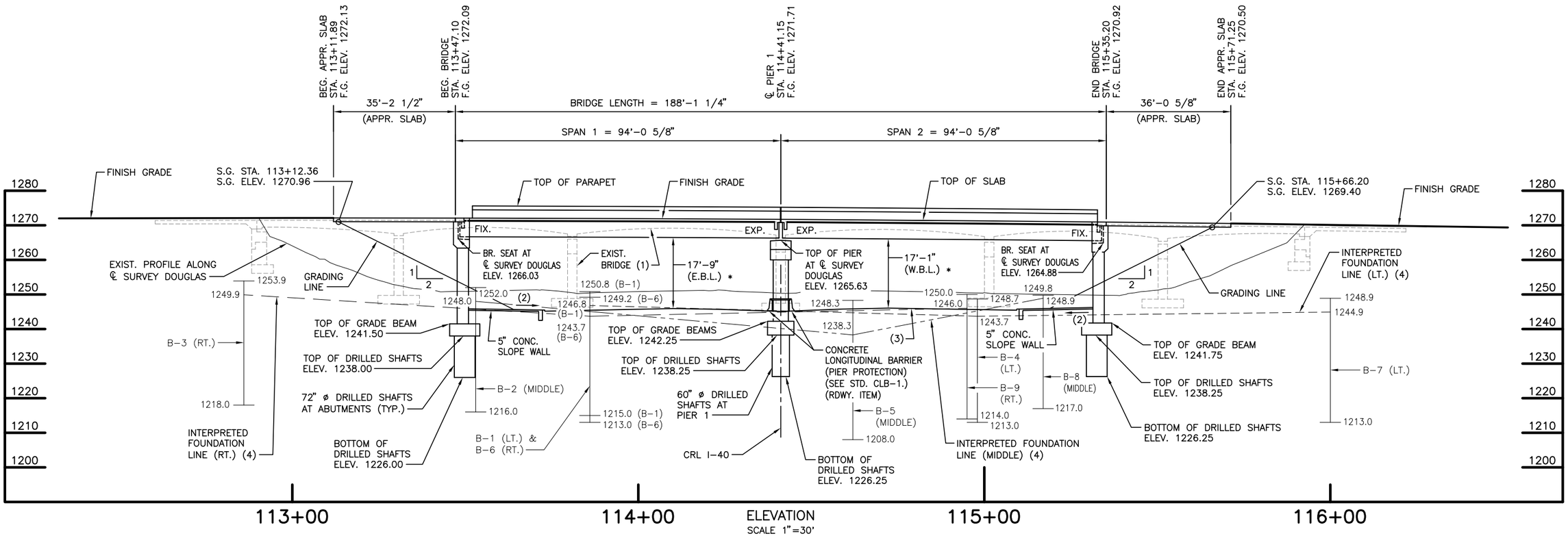
GENERAL PLAN AND ELEVATION (1 OF 3)

CONST. 94'-94' TYPE IV P.C. BEAM W/ 112'-0" CLR. RDWY., CONC. PARAPETS (FSHP-42) AND CONC. TRAFFIC RAILS (TR3), SKEWED 23°30'13.06" LF AT ℄ STA. 114+41.15

Job Piece No. 28992(04) Sheet No. B001

"PRELIMINARY PLANS - NOT FOR CONSTRUCTION"

REVISIONS	
DESCRIPTION	DATE



ELEVATION
SCALE 1"=30'

BENCHMARK NO. 18
CHISELED BOX IN CONCRETE CURB
SOUTH OF DOUGLAS BRIDGE OVER I-40
OFFSET: 41' RIGHT
℄ SURVEY DOUGLAS STATION: 112+11
ELEVATION: 1271.57

BENCHMARK NO. 19
CHISELED BOX IN CONCRETE CURB
NORTH OF DOUGLAS BRIDGE OVER I-40
OFFSET: 45' RIGHT
℄ SURVEY DOUGLAS STATION: 116+19
ELEVATION: 1269.31

* MINIMUM THEORETICAL VERTICAL CLEARANCE. (SEE SHEET NO. B001 FOR LOCATIONS AND SHEET NO. B003 FOR SIGNAGE DETAILS AND NOTES.)

(1) REMOVE DURING PHASE 2 BRIDGE CONSTRUCTION.

(2) SLOPE WALL SLOPE = 2% (PERP. TO ABUTMENTS).

(3) NEW PROFILE ALONG ℄ SURVEY DOUGLAS.

(4) FOR ESTIMATION PURPOSES ONLY.

NOTES: ALL STATIONING FOLLOWS ℄ SURVEY DOUGLAS UNLESS NOTED OR SHOWN OTHERWISE.

FOR PLAN VIEW, SEE SHEET NO. B001.

SEE SHEET NO. B003 FOR DESIGN DATA, FINISH GRADE DATA, FOUNDATION DATA, VERTICAL CLEARANCE SIGN DETAILS, SUMMARY OF QUANTITIES, INDEX OF SHEETS AND EXIST. BRIDGE NOTE.

FOR FOUNDATION REPORTS, SEE SHEET NOS. B007-B009.

FOR BRIDGE CONSTRUCTION PHASING PLANS AND CROSS-SECTIONS, SEE SHEET NOS. B004-B006.

Design	.	
Drawn	PKW	01/18
Checked	.	
Approved	.	
Squad		

BRIDGE "B" OKLAHOMA COUNTY
I-40/DOUGLAS BOULEVARD INTERCHANGE

GENERAL PLAN AND ELEVATION (2 OF 3)

CONST. 94'-94' TYPE IV P.C. BEAM W/ 112'-0" CLR. RDWY., CONC. PARAPETS (FSHP-42) AND CONC. TRAFFIC RAILS (TR3), SKEWED 23°30'13.06" LF AT ℄ STA. 114+41.15

Job Piece No. 28992(04) Sheet No. B002

"PRELIMINARY PLANS - NOT FOR CONSTRUCTION"

DESIGN DATA
(LOAD AND RESISTANCE FACTOR DESIGN)

CLASS "AA" CONCRETE	f'c = 4,000 PSI
CLASS "A" CONCRETE	f'c = 3,000 PSI
REINFORCING STEEL (GRADE 60)	fy = 60,000 PSI
STRUCTURAL STEEL M270 (Gr. 50W)	fy = 50,000 PSI
STAINLESS STEEL A240 (TYPE 316)	fy = 30,000 PSI

LOADING: HL–93 OR OKLAHOMA OVERLOAD TRUCK
20 PSF FUTURE WEARING SURFACE
5 PSF STAY–IN–PLACE FORMS
200 PSF NON–STRUCTURAL ATTACHMENTS (NON–TRAVEL ZONES)

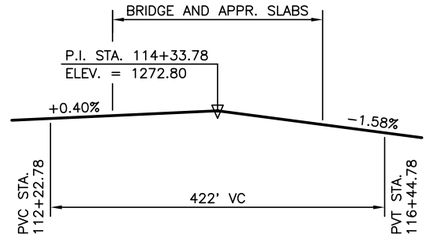
DESIGN: AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, 8TH EDITION.
ANSI/AASHTO/AWS D1.5 BRIDGE WELDING CODE.
STAINLESS STEEL WELDING CODE.

LRFR INVENTORY RATING FACTOR: 1.49
LFD OPERATING RATING: HS 58

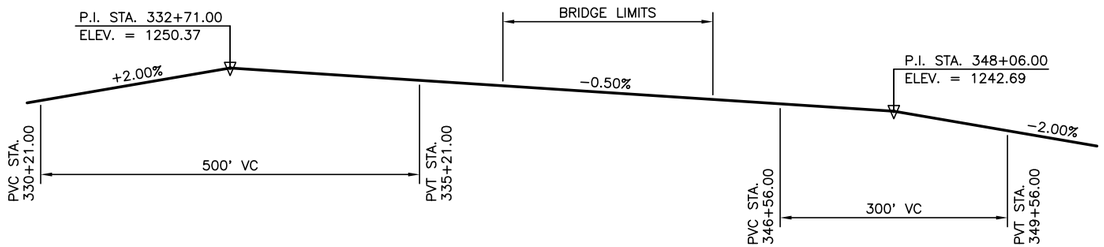
FOUNDATION DATA

ABUTMENTS (72" DIAMETER DRILLED SHAFTS)		ABUT. 1	ABUT. 2
MINIMUM DEPTH INTO ROCK (FT.)	=	12.0	12.0
DEPTH OF ROCK NEGLECTED FOR FRICTION (FT.)	=	6.0	6.0
UNIT BEARING RESISTANCE (TSF)	=	25.4	25.4
BEARING RESISTANCE FACTOR	=	0.7	0.7
FACTORED BEARING RESISTANCE (TONS/SHAFT)	=	502.7	502.7
UNIT FRICTION RESISTANCE (TSF)	=	8.6	8.6
FRICTION RESISTANCE FACTOR	=	0.45	0.45
FACTORED FRICTION RESISTANCE (TONS/SHAFT)	=	437.6	437.6
TOTAL FACTORED RESISTANCE (TONS/SHAFT)	=	940.3	940.3
TOTAL FACTORED REACTION (TONS/SHAFT)	=	484.5	484.5

PIER (60" DIAMETER DRILLED SHAFTS)		PIER 1
MINIMUM DEPTH INTO ROCK (FT.)	=	12.0
DEPTH OF ROCK NEGLECTED FOR FRICTION (FT.)	=	5.0
UNIT BEARING RESISTANCE (TSF)	=	25.4
BEARING RESISTANCE FACTOR	=	0.7
FACTORED BEARING RESISTANCE (TONS/SHAFT)	=	349.1
UNIT FRICTION RESISTANCE (TSF)	=	8.6
FRICTION RESISTANCE FACTOR	=	0.45
FACTORED FRICTION RESISTANCE (TONS/SHAFT)	=	425.5
TOTAL FACTORED RESISTANCE (TONS/SHAFT)	=	774.6
TOTAL FACTORED REACTION (TONS/SHAFT)	=	613.9



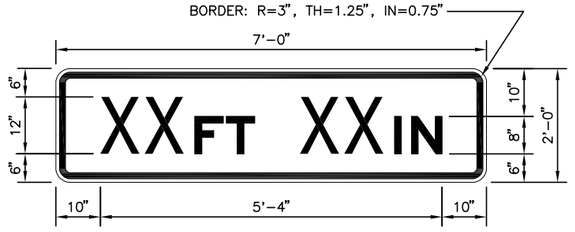
FINISH GRADE DATA
℄ SURVEY DOUGLAS



FINISH GRADE DATA (PGL LT. & PGL RT.)
I–40 MAINLINE

SUMMARY OF QUANTITIES (BRIDGE "B")

DESCRIPTION	UNITS	ABUTS.	PIER	SUPSTR.	APPR. SLABS	SLOPE WALLS	TOTAL
SUBSTRUCTURE EXCAVATION COMMON	CY	1.00	1.00				1.00
SUBSTRUCTURE EXCAVATION ROCK	CY	1.00	1.00				1.00
CLSM BACKFILL	CY	1.00					1.00
PRESTRESSED CONCRETE BEAMS (TYPE IV)	LF			1.00			1.00
APPROACH SLAB	SY				1.00		1.00
SAW–CUT GROOVING	SY			1.00	1.00		1.00
SEALED EXPANSION JOINT	LF			1.00			1.00
CONCRETE RAIL (TR3)	LF			1.00			1.00
42" F–SHAPED PARAPET	LF			1.00			1.00
STRUCTURAL STEEL	LB			1.00			1.00
STAINLESS STEEL FIXED BEARING ASSEMBLY	EA			1.00			1.00
STAINLESS STEEL EXPANSION BEARING ASSEMBLY	EA			1.00			1.00
CLASS AA CONCRETE	CY			1.00			1.00
CLASS A CONCRETE	CY	1.00	1.00				1.00
SLOPE WALL (5")	SY					1.00	1.00
REINFORCING STEEL	LB	1.00	1.00				1.00
EPOXY COATED REINFORCING STEEL	LB	1.00	1.00	1.00			1.00
TEMPORARY SHEET PILING	LSUM						1.00
WATER REPELLENT (VISUALLY INSPECTED)	SY	1.00	1.00	1.00			1.00
DRILLED SHAFTS 60" DIAMETER	LF		1.00				1.00
DRILLED SHAFTS 72" DIAMETER	LF	1.00					1.00
CROSSHOLE SONIC LOGGING	EA	1.00	1.00				1.00
SEALER CRACK PREPARATION	LF			1.00			1.00
SEALER RESIN	GAL			1.00			1.00
6" PERFORATED PIPE UNDERDRAIN ROUND	LF	1.00					1.00
6" NON–PERF. PIPE UNDERDRAIN RND.	LF	1.00					1.00
REMOVAL OF EXISTING BRIDGE STRUCTURE	LSUM						1.00



SIGN NUMBER	W12–2p
WIDTH x HEIGHT	7'–0" x 2'–0"
BORDER WIDTH	1.25"
CORNER RADIUS	3"
MOUNTING	BRIDGE PARAPET
BACKGROUND	TYPE: REFLECTIVE
	COLOR: YELLOW
LEGEND & BORDER	TYPE: REFLECTIVE
	COLOR: BLACK

VERTICAL CLEARANCE SIGN DETAILS

NOTES: INSTALL ONE (1) SIGN ON THE WEST PARAPET IN SPAN 1 OVER THE MIDPOINT OF I–40 (EBL) AND ONE (1) SIGN ON THE EAST PARAPET IN SPAN 2 OVER THE MIDPOINT OF I–40 (WBL).

SIGNS SHOULD INDICATE A VERTICAL CLEARANCE OF 3" MIN. LESS THAN THE FINAL MEASURED CLEARANCE. THE CONTRACTOR SHALL CONTACT ODOT DIV. 4 FOR FINAL MEASUREMENT OF VERTICAL CLEARANCES.

HARDWARE AND CONNECTION DETAILS TO THE PARAPETS SHALL BE SUBMITTED TO THE ENGINEER FOR REVIEW AND APPROVAL PRIOR TO INSTALLATION.

ALL COSTS FOR FABRICATION, LABOR, MATERIALS, HARDWARE, AND INSTALLATION OF THE VERTICAL CLEARANCE SIGNS, COMPLETE–IN–PLACE, SHALL BE INCLUDED IN THE PRICE BID FOR "SHEET ALUMINUM SIGNS", PER SQ. FT. (TRAFFIC ITEM).

THE INSTALLATION OF THE PERMANENT VERTICAL CLEARANCE SIGNS DOES NOT RELIEVE THE CONTRACTOR OF MAINTAINING APPROPRIATE VERTICAL CLEARANCE SIGNS DURING CONSTRUCTION. COSTS TO BE INCLUDED IN OTHER ITEMS OF WORK.

REVISIONS	
DESCRIPTION	DATE

INDEX OF SHEETS (BRIDGE "B")

THE FOLLOWING STANDARDS SHALL BE REQUIRED:

TR3–2–01E
FSHP–42–2–00E
EJ–SK–04E
EJ–DTL–02E
LECS–4–1
LTU–4–0
PUD–3–2

EXISTING BRIDGE NOTE:

℄ SURVEY DOUGLAS STA. 114+41.15, TWIN (41'–50'–60'–60'–50'–41') x 43.90' WIDE CONTINUOUS CONCRETE SLAB SPAN BRIDGES, SKEWED 23°30' LF.

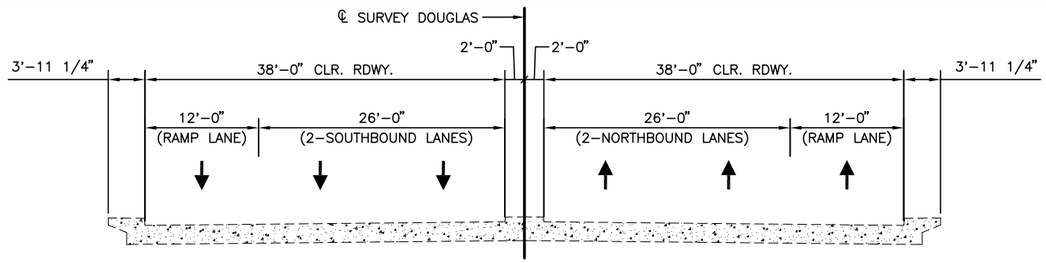
SEE "REMOVAL OF EXISTING BRIDGE STRUCTURE" NOTE, SHEET NO. AB03. REMOVE DURING PHASE 2 BRIDGE CONSTRUCTION.

Design	.	
Drawn	PKW	01/18
Checked	.	
Approved	.	
Squad		

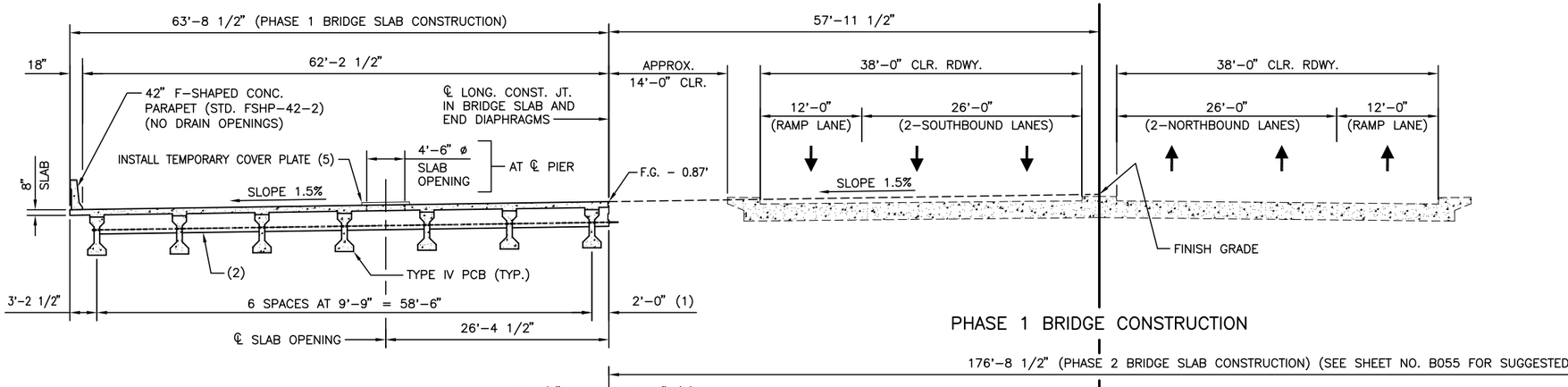
BRIDGE "B" OKLAHOMA COUNTY
I–40/DOUGLAS BOULEVARD INTERCHANGE
GENERAL PLAN AND ELEVATION (3 OF 3)
CONST. 94'–94' TYPE IV P.C. BEAM W/ 112'–0" CLR. RDWY., CONC. PARAPETS (FSHP–42) AND CONC. TRAFFIC RAILS (TR3), SKEWED 23°30'13.06" LF AT ℄ STA. 114+41.15
Job Piece No. 28992(04) Sheet No. B003

"PRELIMINARY PLANS – NOT FOR CONSTRUCTION"

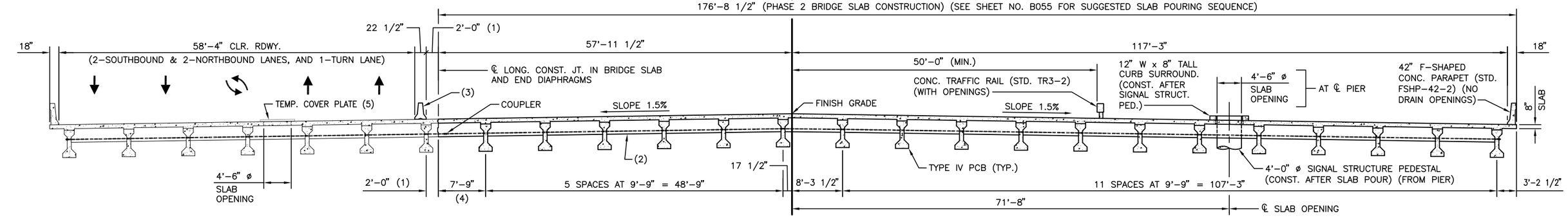
NOTE: EXISTING BRIDGE STRUCTURE SHALL REMAIN OPEN DURING PHASE 1 BRIDGE CONSTRUCTION.



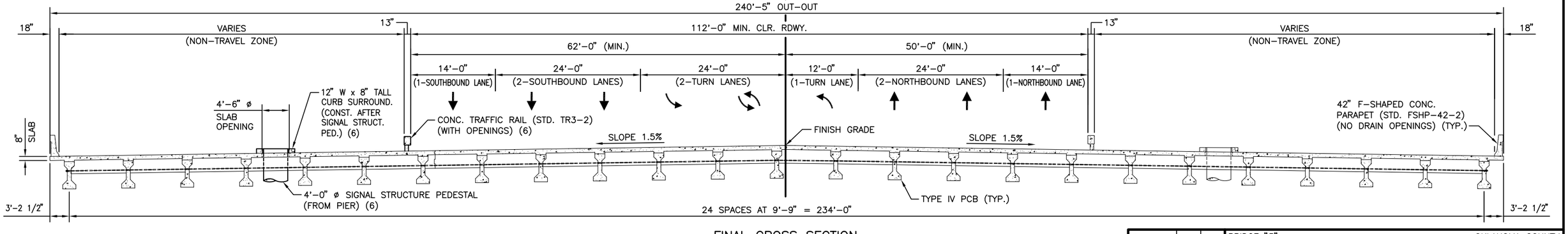
EXISTING CROSS SECTION



PHASE 1 BRIDGE CONSTRUCTION



PHASE 2 BRIDGE CONSTRUCTION



FINAL CROSS SECTION
(OPEN TO TRAFFIC)

NOTE: FOR BRIDGE CONSTRUCTION LAYOUT PLANS AND SHEET PILE LIMITS/LOCATIONS, SEE SHEET NOS. B005 AND B006.

(1) THE FOLLOWING CONDITIONS SHALL APPLY TO THE PHASE 1 SLAB CANTILEVER AND ANY SUBSEQUENT CANTILEVERS DURING PHASE 2 BRIDGE CONSTRUCTION:

- VEHICULAR LIVE LOAD, SLAB FINISHING MACHINE LOADS AND OTHER HEAVY CONSTRUCTION LOADS ARE PROHIBITED ON THE SLAB CANTILEVER UNTIL AFTER THE SLAB IN THE ADJACENT PHASE IS POURED AND CURED.
- IT IS RECOMMENDED THAT THE CANTILEVER FORMWORKS FROM THE FIRST PHASE REMAIN IN PLACE TO SUPPORT THE SECOND PHASE CANTILEVER FORMWORKS ALONG THE CONSTRUCTION JOINT. FINISHING MACHINE RAIL LOADS SHALL BE TRANSFERRED THRU FORMWORKS DIRECTLY TO A BEAM.

(2) CONCRETE END DIAPHRAGMS ARE SHOWN. FOR INTERMEDIATE AND END DIAPHRAGM DETAILS, SEE SHEET NOS. B042 THRU B044.

(3) PORTABLE LONGITUDINAL BARRIER (STD. TCS24–1) (TRAFFIC ITEM). CANTILEVER WAS NOT DESIGNED TO CARRY THE BARRIER LOAD. THE OUTSIDE EDGE OF THE TEMPORARY BARRIER SHALL ALIGN WITH THE ℄ OF THE P.C. BEAM, AS SHOWN. SEE ALSO, NOTES ON SHEET NO. B005.

(4) SLAB CANTILEVER FORMS SHALL BE ENTIRELY SUPPORTED BY THE P.C. BEAMS. DO NOT SUPPORT THESE FORMS FROM THE PHASE 1 CANTILEVER.

(5) CONTRACTOR SHALL PROVIDE TEMPORARY COVER PLATE FOR SLAB OPENING DURING PHASE 2 BRIDGE CONSTRUCTION. COVER PLATE SHALL BE CAPABLE OF SUPPORTING TRAFFIC LOADS AND ALLOW PROPER FUNCTION OF THE EXPANSION JOINT. COVER PLATE DESIGN AND DETAILS SHALL BE SUBMITTED TO THE ENGINEER FOR REVIEW AND APPROVAL PRIOR TO INSTALLATION. COST TO BE INCLUDED IN OTHER ITEMS.

(6) TO BE CONSTRUCTED AFTER TRAFFIC HAS BEEN MOVED ONTO THE PHASE 2 BRIDGE SLAB.

REVISIONS	
DESCRIPTION	DATE

Design	.	
Drawn	PKW	01/18
Checked	.	
Approved	.	
Squad		

BRIDGE "B" OKLAHOMA COUNTY
I–40/DOUGLAS BOULEVARD INTERCHANGE

BRIDGE CONSTRUCTION CROSS SECTIONS

℄ STA. 114+41.15

Job Piece No. 28992(04) Sheet No. B004

"PRELIMINARY PLANS – NOT FOR CONSTRUCTION"

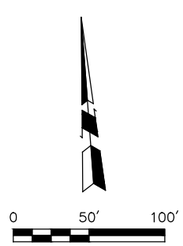
SEC. 11 T11N R2W

90%
NOT FOR CONSTRUCTION
SEPTEMBER 2018

295+00

CRL I-40
S85°46'51.96"E

300+00



SEC. 14 T11N R2W

GEOMETRIC LAYOUT
I-40

State Job No. 28992(04) Sheet No. R018

I-40 & DOUGLAS BLVD. INTERCHANGE
OKLAHOMA COUNTY

SEC. 11 T11N R2W

90%
NOT FOR CONSTRUCTION
SEPTEMBER 2018

CURVE DATA
℄ RAMP D
CURVE NO. D-1
P.I. STA. 317+92.78
Δ= 014°30'15.50"
R = 3894.5000'
D = 001°28'16.31"
T = 495.5917'
L = 985.8845'
Ch = 983.2542'
E = 31.4064'
e = 0.06'/'
S = 0.038'/'
V = 60 mi/h

305+00

310+00

310+00

PC: 312+97.19
N=158823.9646
E=2153281.7312

POT STA: 310+00.00 ℄ RAMP D
= POT STA: 310+00.00 CRL I-40
N=158845.8278
E=2152985.3486

℄ RAMP D
S85°46'51.96"E

D-1

64.5'

300+00

CRL I-40
S85°46'51.96"E

I-40-1

315+00

64.5'

POT STA: 314+95.00 ℄ RAMP A
= POT STA: 314+95.00 CRL I-40
N=158676.0055
E=2153465.7393

CURVE DATA
CRL I-40
CURVE NO. I-40-1
P.I. STA. 319+40.86
Δ= 019°04'48.46"
R = 3830.0000'
D = 001°29'45.50"
T = 643.6756'
L = 1275.4324'
Ch = 1269.5472'
E = 53.7119'
e = 0.06'/'
S = 0.038'/'
V = 60 mi/h

0 50′ 100′

SEC. 14 T11N R2W

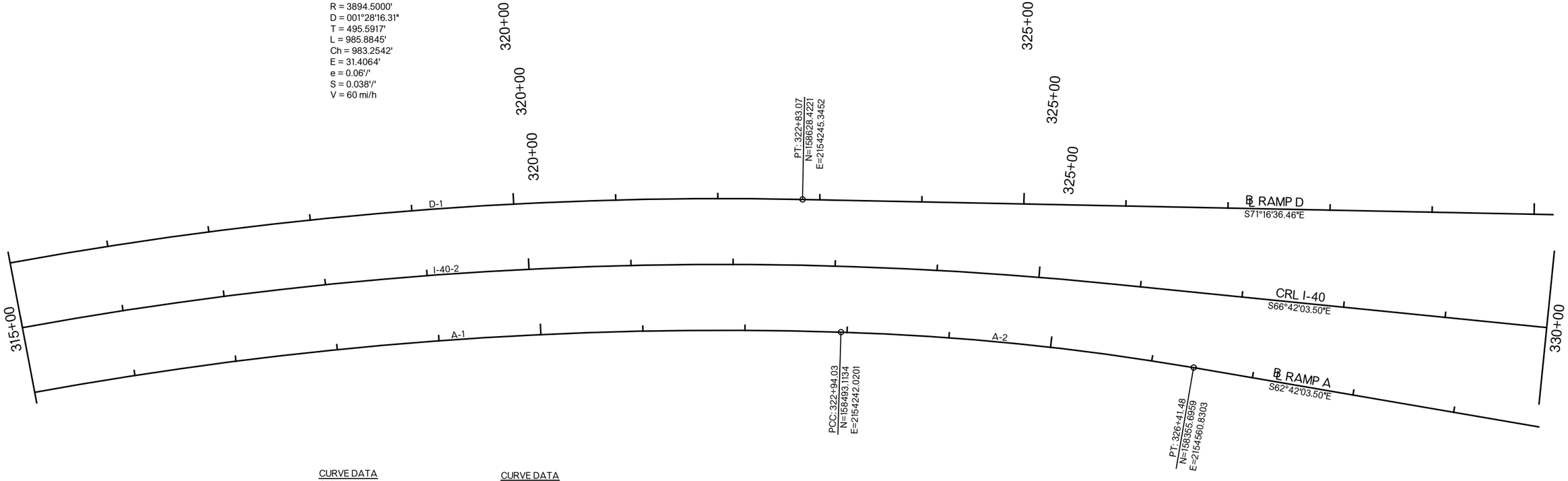
I-40 & DOUGLAS BLVD. INTERCHANGE
OKLAHOMA COUNTY

GEOMETRIC LAYOUT
I-40

State Job No. 28992(04) Sheet No. R019

90%
NOT FOR CONSTRUCTION
SEPTEMBER 2018

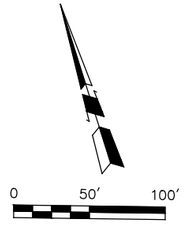
CURVE DATA
℄ RAMP D
CURVE NO. D-1
P.I. STA. 317+92.78
Δ= 014°30'15.50"
R = 3894.5000'
D = 001°28'16.31"
T = 495.5917'
L = 985.8845'
Ch = 983.2542'
E = 31.4064'
e = 0.06'/'
S = 0.038'/'
V = 60 mi/h



CURVE DATA
CRL I-40
CURVE NO. I-40-2
P.I. STA. 319+40.86
Δ= 019°04'48.46"
R = 3830.0000'
D = 001°29'45.50"
T = 643.6756'
L = 1275.4324'
Ch = 1269.5472'
E = 53.7119'
e = 0.06'/'
S = 0.038'/'
V = 60 mi/h

CURVE DATA
℄ RAMP A
CURVE NO. A-1
P.I. STA. 318+96.02
Δ= 012°09'29.05"
R = 3765.5000'
D = 001°31'17.75"
T = 401.0224'
L = 799.0329'
Ch = 797.5346'
E = 21.2941'
e = 0.06'/'
S = 0.038'/'
V = 60 mi/h

CURVE DATA
℄ RAMP A
CURVE NO. A-2
P.I. STA. 324+68.04
Δ= 007°57'46.23"
R = 2500.0000'
D = 002°17'30.59"
T = 174.0024'
L = 347.4445'
Ch = 347.1650'
E = 6.0481'
e = 0.06'/'
S = 0.038'/'
V = 50 mi/h



SEC. 14 T11N R2W

GEOMETRIC LAYOUT
I-40

State Job No. 28992(04) Sheet No. R020

OKLAHOMA COUNTY I-40 & DOUGLAS BLVD. INTERCHANGE

90%
NOT FOR CONSTRUCTION
SEPTEMBER 2018

SEC. 14 T11N R2W

SEC. 13 T11N R2W

CURVE DATA
℄ RAMP C1
CURVE NO. C1-1
P.I. STA. 341+36.29
Δ= 061°29'46.94"
R = 200.0000'
D = 028°38'52.40"
T = 118.9789'
L = 214.6628'
Ch = 204.5063'
E = 32.7144'

CURVE DATA
℄ RAMP C
CURVE NO. C-1
P.I. STA. 342+88.40
Δ= 118°30'13.06"
R = 215.0000'
D = 026°38'57.12"
T = 361.4086'
L = 444.6799'
Ch = 369.5517'
E = 205.5248'

CURVE DATA
℄ RAMP D
CURVE NO. D-2
P.I. STA. 341+03.19
Δ= 071°04'19.89"
R = 500.0000'
D = 011°27'32.96"
T = 357.1220'
L = 620.2219'
Ch = 581.2157'
E = 114.4397'

CURVE DATA
℄ RAMP D1
CURVE NO. D1-1
P.I. STA. 339+98.43
Δ= 107°51'16.28"
R = 200.0000'
D = 028°38'52.40"
T = 274.5427'
L = 376.4833'
Ch = 323.3080'
E = 139.6671'

CURVE DATA
℄ RAMP A
CURVE NO. A-3
P.I. STA. 342+55.03
Δ= 117°30'13.31"
R = 215.0000'
D = 026°38'57.12"
T = 354.3348'
L = 440.9277'
Ch = 367.6193'
E = 199.4613'

CURVE DATA
℄ RAMP A1
CURVE NO. A1-1
P.I. STA. 341+60.90
Δ= 062°29'46.90"
R = 125.0000'
D = 045°50'11.85"
T = 75.8464'
L = 136.3459'
Ch = 129.6865'
E = 21.2111'

CURVE DATA
℄ RAMP B
CURVE NO. B-1
P.I. STA. 342+90.95
Δ= 070°33'06.40"
R = 500.0000'
D = 011°27'32.96"
T = 353.7039'
L = 615.6804'
Ch = 577.5141'
E = 112.4594'

CURVE DATA
℄ RAMP B1
CURVE NO. B1-1
P.I. STA. 344+84.44
Δ= 109°26'53.60"
R = 200.0000'
D = 028°38'52.40"
T = 282.7223'
L = 382.0464'
Ch = 326.5523'
E = 146.3119'

℄ RAMP D
S71°16'36.46"E

℄ RAMP A
S62°42'03.50"E

CRL I-40
S66°42'03.50"E

℄ RAMP C1
S61°42'03.50"E

℄ SURVEY DOUGLAS
N00°12'16.57"W

℄ RAMP D1

℄ RAMP C

℄ RAMP A1

℄ RAMP B

℄ RAMP B1

BOP STA: 337+23.89 ℄ RAMP D1
= POT STA: 337+23.89 ℄ RAMP D
N=158165.9254
E=2155609.9127

PC: 337+46.07
N=158158.8044
E=2155630.9227

POT STA: 116+02.80 ℄ SURVEY DOUGLAS
= POT STA: 339+37.25 ℄ RAMP B
N=157995.7673
E=2155933.3186

BOP STA: 340+17.31 ℄ RAMP C1
= POT STA: 117+45.88 ℄ SURVEY DOUGLAS
N=158139.1026
E=2156004.8072

POT STA: 344+71.68 ℄ RAMP C
= POT STA: 344+71.68 ℄ RAMP C1
N=157850.0822
E=2156321.0477

PT: 342+31.98
N=157963.7797
E=2156109.9913

POT STA: 343+41.63 ℄ RAMP A
= POT STA: 115+76.82 ℄ SURVEY DOUGLAS
N=157969.9960
E=2155993.4110

PT: 343+71.68
N=157886.9237
E=2156227.3103

POT STA: 114+41.15 ℄ SURVEY DOUGLAS
= POT STA: 341+48.96 CRL I-40
N=157834.2043
E=2155957.8957

PC: 339+00.70
N=157778.1736
E=2155679.8060

BOP STA: 339+02.30 ℄ RAMP A1
= POT STA: 339+00.70 ℄ RAMP A
N=157756.8466
E=2155668.7987

PC: 340+85.05
N=157673.0306
E=2155831.1960

EOP STA: 343+66.29 ℄ RAMP D
= POT STA: 112+93.95 ℄ SURVEY DOUGLAS
N=157687.0497
E=2155970.4213

BOP STA: 339+27.00 ℄ RAMP C
= POT STA: 113+03.97 ℄ SURVEY DOUGLAS
N=157696.8515
E=2155910.3859

EOP STA: 342+21.40 ℄ RAMP A1
= POT STA: 111+69.56 ℄ SURVEY DOUGLAS
N=157562.3988
E=2155898.8659

PC: 342+01.71
N=157325.7904
E=2156031.7117

PT: 341+00.37
N=158352.3093
E=2155874.0890

48'
24'
36'
12'
60'
23.95

120+00
115+00
110+00
335+00
340+00
345+00
330+00

0 50′ 100′

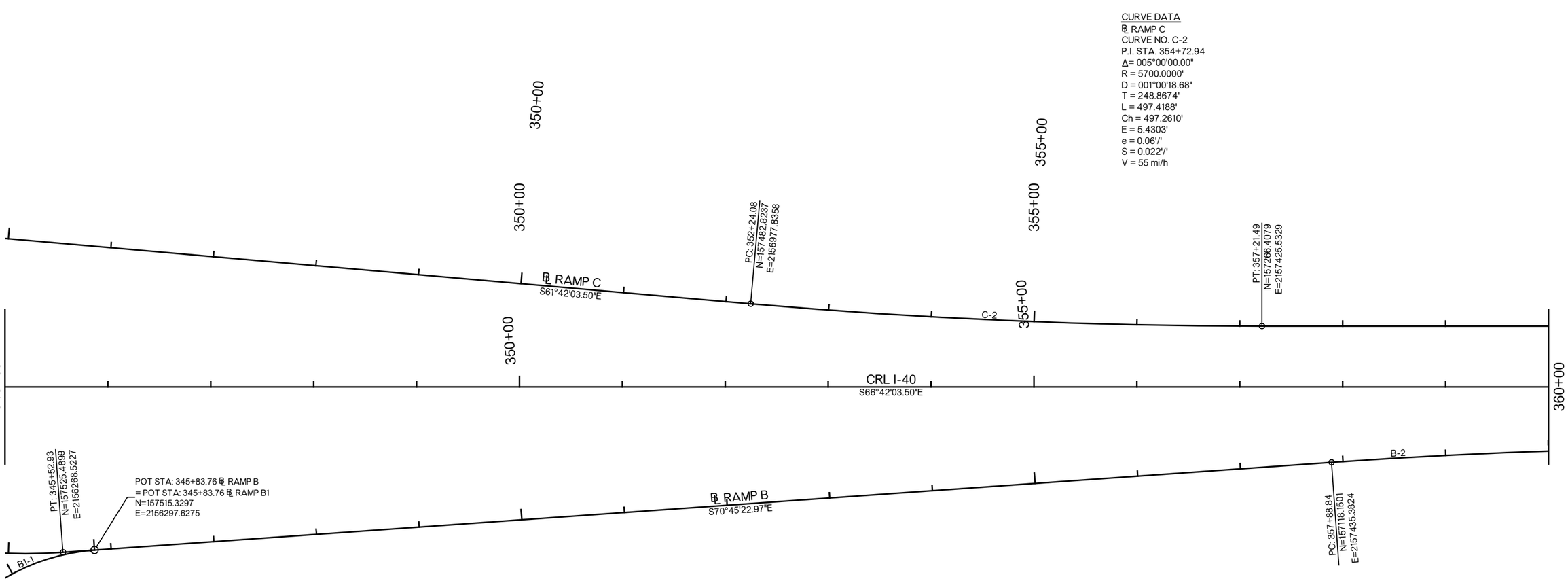
GEOMETRIC LAYOUT
I-40

State Job No. 28992(04) Sheet No. R021

I-40 & DOUGLAS BLVD. INTERCHANGE
OKLAHOMA COUNTY

SEC. 13 T11N R2W

90%
NOT FOR CONSTRUCTION
SEPTEMBER 2018



CURVE DATA
℄ RAMP C
CURVE NO. C-2
P.I. STA. 354+72.94
Δ= 005°00'00.00"
R = 5700.0000'
D = 001°00'18.68"
T = 248.8674'
L = 497.4188'
Ch = 497.2610'
E = 5.4303'
e = 0.06'/'
S = 0.022'/'
V = 55 mi/h

CURVE DATA
℄ RAMP B1
CURVE NO. B1-1
P.I. STA. 344+84.44
Δ= 109°26'53.60"
R = 200.0000'
D = 028°38'52.40"
T = 282.7223'
L = 382.0464'
Ch = 326.5523'
E = 146.3119'

CURVE DATA
℄ RAMP B
CURVE NO. B-2
P.I. STA. 359+90.65
Δ= 004°03'19.47"
R = 5700.0000'
D = 001°00'18.68"
T = 201.8079'
L = 403.4472'
Ch = 403.3630'
E = 3.5714'
e = 0.06'/'
S = 0.024'/'
V = 55 mi/h

0 50′ 100′

SEC. 13 T11N R2W

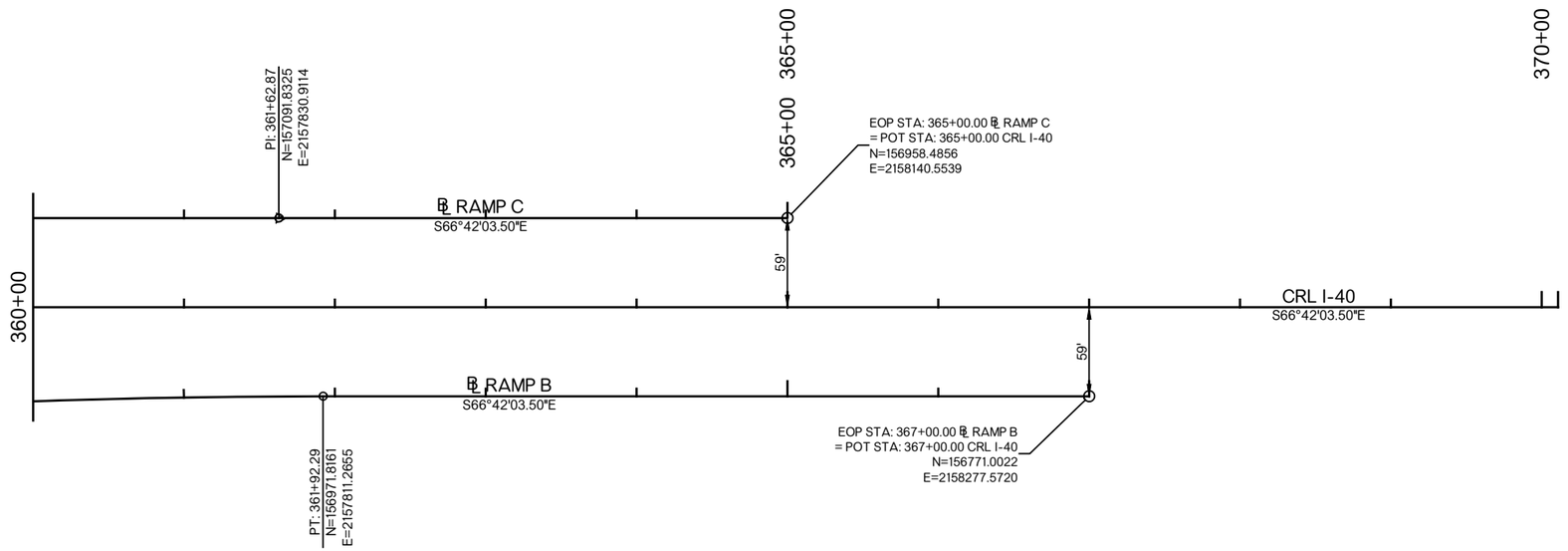
GEOMETRIC LAYOUT
I-40

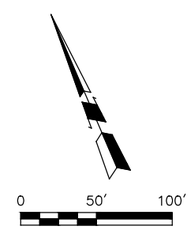
State Job No. 28992(04) Sheet No. R022

OKLAHOMA COUNTY I-40 & DOUGLAS BLVD. INTERCHANGE

SEC. 13 T11N R2W

90%
NOT FOR CONSTRUCTION
SEPTEMBER 2018





SEC. 13 T11N R2W

GEOMETRIC LAYOUT
I-40

State Job No. 28992(04) Sheet No. R023

OKLAHOMA COUNTY I-40 & DOUGLAS BLVD. INTERCHANGE

90%
NOT FOR CONSTRUCTION
SEPTEMBER 2018

SEC. 14 T11N R2W

0 50′ 100′

105+00

110+00

113+00

BOP: 100+00.00
N=156393.0620
E=2155963.0420

℄ SURVEY DOUGLAS
N00°12'16.57"W

PC: 340+85.05
N=157673.0306
E=2155831.1960

POT STA: 111+69.56 ℄ SURVEY DOUGLAS
= POT STA: 342+21.40 ℄ RAMP A1
N=157562.3988
E=2155898.8659

A1-1
℄ RAMP A1

60'

69'

POT STA: 340+96.61 ℄ RAMP B1
STA: 108+27.43 ℄ SURVEY DOUGLAS
N=157220.7344
E=2156029.0843

PI: 341+76.74
N=157300.8207
E=2156031.8009

PC: 342+01.71
N=157325.7904
E=2156031.7117

℄ RAMP B1
B1-1

BOP STA: 343+66.29 ℄ RAMP D
= POT STA: 112+93.95 ℄ SURVEY DOUGLAS
N=157687.0497
E=2155970.4213

B-1
℄ RAMP B

CURVE DATA
℄ RAMP A1
CURVE NO. A1-1
P.I. STA. 341+60.90
Δ= 062°29'46.90"
R = 125.0000'
D = 045°50'11.85"
T = 75.8464'
L = 136.3459'
Ch = 129.6865'
E = 21.2111'

CURVE DATA
℄ RAMP B1
CURVE NO. B1-1
P.I. STA. 344+84.44
Δ= 109°26'53.60"
R = 200.0000'
D = 028°38'52.40"
T = 282.7223'
L = 382.0464'
Ch = 326.5523'
E = 146.3119'

CURVE DATA
℄ RAMP B
CURVE NO. B-1
P.I. STA. 342+90.95
Δ= 070°33'06.40"
R = 500.0000'
D = 011°27'32.96"
T = 353.7039'
L = 615.6804'
Ch = 577.5141'
E = 112.4594'

SEC. 13 T11N R2W

SEC. 14 T11N R2W

SEC. 11 T11N R2W

340+00

115+00

120+00

125+00

℄ I-40
S66°42'03.50"E

℄ RAMP A
A-3

℄ RAMP D
D-1

D1-1
℄ RAMP D1

PT: 341+00.37
N=158352.3093
E=2155874.0890

POT STA: 342+45.40 ℄ RAMP D1
= POT STA: 121+04.55 ℄ SURVEY
N=158497.3181
E=2155876.2877

CURVE DATA
℄ RAMP D
CURVE NO. D-1
P.I. STA. 341+03.19
Δ= 071°04'19.89"
R = 500.0000'
D = 011°27'32.96"
T = 357.1220'
L = 620.2219'
Ch = 581.2157'
E = 114.4397'

CURVE DATA
℄ RAMP D1
CURVE NO. D1-1
P.I. STA. 339+98.43
Δ= 107°51'16.28"
R = 200.0000'
D = 028°38'52.40"
T = 274.5427'
L = 376.4833'
Ch = 323.3080'
E = 139.6671'

EOP: 126+40.00
N=159033.0452
E=2155953.6146

79'

BOP STA: 339+37.25 ℄ RAMP B
= POT STA: 116+02.80 ℄ SURVEY DOUGLAS
N=157995.7673
E=2155933.3186

EOP STA: 343+41.63 ℄ RAMP A
= POT STA: 115+76.82 ℄ SURVEY DOUGLAS
N=157969.9960
E=2155993.4110

24'

36'

47.4'

℄ SURVEY DOUGLAS
N00°12'16.57"W

B-1
℄ RAMP B

PI: 341+48.96
N=157834.2043
E=2155957.8957

℄ RAMP C
C-1

℄ RAMP C1
C1-1

PT: 342+31.98
N=157963.7197
E=2156109.9913

POT STA: 340+17.31 ℄ RAMP C1
= POT STA: 117+45.88 ℄ SURVEY DOUGLAS
N=158139.1026
E=2156004.8072

CURVE DATA
℄ RAMP A
CURVE NO. A-3
P.I. STA. 342+55.03
Δ= 117°30'13.31"
R = 215.0000'
D = 026°38'57.12"
T = 354.3348'
L = 440.9277'
Ch = 367.6193'
E = 199.4613'

CURVE DATA
℄ RAMP B
CURVE NO. B-1
P.I. STA. 342+90.95
Δ= 070°33'06.40"
R = 500.0000'
D = 011°27'32.96"
T = 353.7039'
L = 615.6804'
Ch = 577.5141'
E = 112.4594'

CURVE DATA
℄ RAMP C
CURVE NO. C-1
P.I. STA. 342+88.40
Δ= 118°30'13.06"
R = 215.0000'
D = 026°38'57.12"
T = 361.4086'
L = 444.6799'
Ch = 369.5517'
E = 205.5248'

CURVE DATA
℄ RAMP C1
CURVE NO. C1-1
P.I. STA. 341+36.29
Δ= 061°29'46.94"
R = 200.0000'
D = 028°38'52.40"
T = 118.9789'
L = 214.6628'
Ch = 204.5063'
E = 32.7144'

SEC. 13 T11N R2W

SEC. 12 T11N R2W

0 50′ 100′

GEOMETRIC LAYOUT
DOUGLAS

State Job No. 28992(04) Sheet No. R024

OKLAHOMA COUNTY I-40 & DOUGLAS BLVD. INTERCHANGE

90%
NOT FOR CONSTRUCTION
SEPTEMBER 2018

SEC. 11 T11N R2W

EW 109 ℄

2626.38'
N 89°35'23.30" E

FIB FIB FIB FIB FIB FIB FIB FIB FIB FIB FIB X

305+00

309+00

CRL I-40

10' 24' 4' 10' 36' 4' 24' 4'

STA. 300+58.63 - BEGIN WIDENING AND OVERLAY

NOTE:
ALL BENCHMARKS, PRES. R/W AND R/W DIMENSIONS SHOWN ARE FROM THE ℄ SURVEY I-40.

0 30' 60'

UTILITY OWNERS	
OKLAHOMA NATURAL GAS	(405) 556-6411
CITY OF OKC (WATER & WASTE)	(405) 297-2069
CITY OF MIDWEST CITY (WATER & WASTE)	(405) 739-1215
OG&E	(405) 553-5785
OCAN	(405) 521-6460
AT&T	(405) 291-3156
PHILLIPS 66	(405) 550-2733

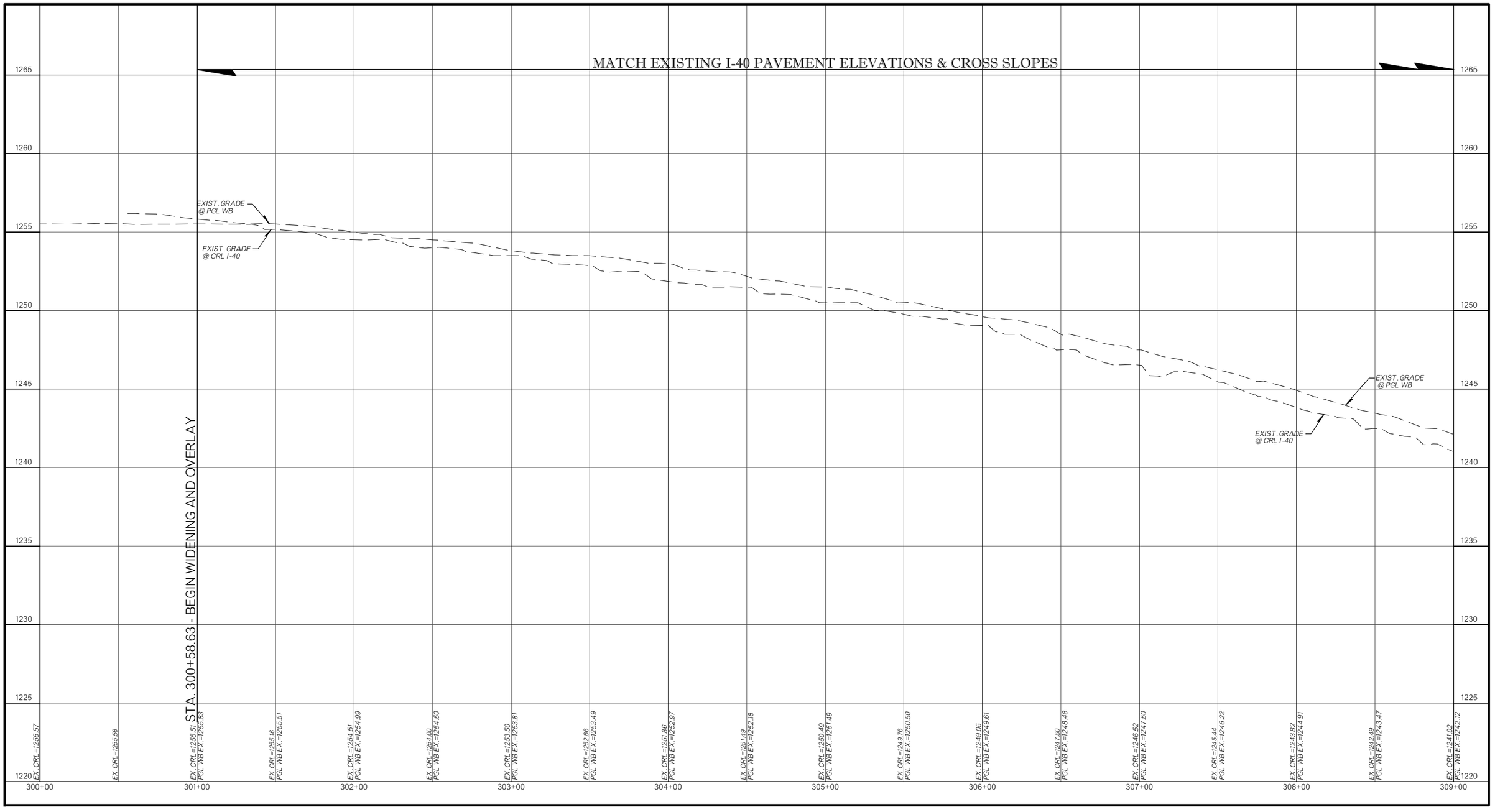
SEC. 14 T11N R2W

I-40 MAINLINE
BOP TO 309+00

State Job No. 28992(04) Sheet No. R053

OKLAHOMA COUNTY I-40 & DOUGLAS BLVD. INTERCHANGE

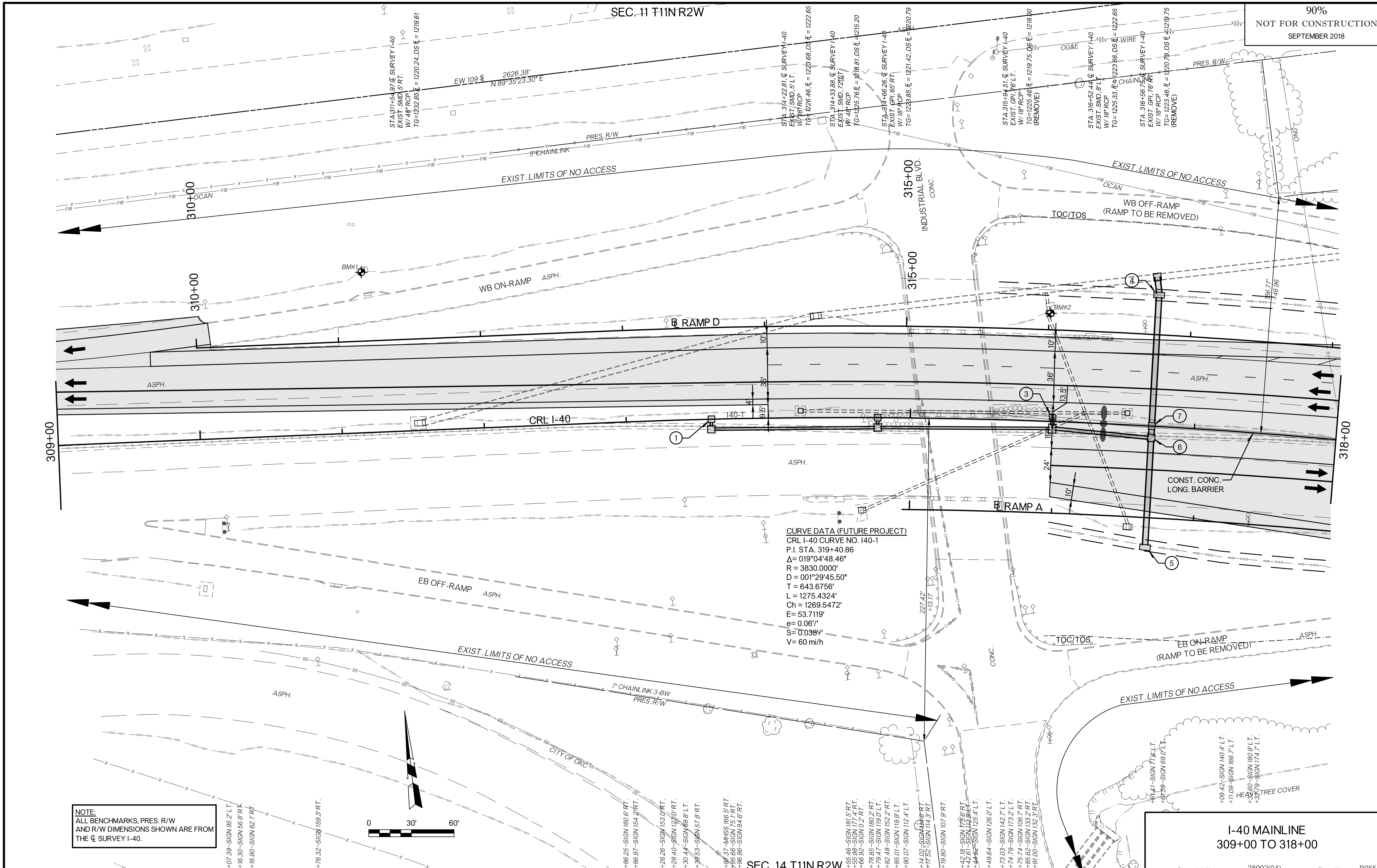
90%
NOT FOR CONSTRUCTION
SEPTEMBER 2018



I-40 & DOUGLAS BLVD. INTERCHANGE
OKLAHOMA COUNTY

I-40 MAINLINE-WESTBOUND
300+00 TO 309+00

State Job No. 28992(04) Sheet No. R054



CURVE DATA (FUTURE PROJECT)
CRL I-40 CURVE NO. I40-1
P.I. STA. 319+40.86
Δ= 019°04'48.46"
R = 3830.0000'
D = 001°29'45.50"
T = 643.6756'
L = 1275.4324'
Ch = 1269.5472'
E= 53.7119'
e= 0.06'/'
S= 0.038'/'
V= 60 mi/h

NOTE:
ALL BENCHMARKS, PRES. R/W AND R/W DIMENSIONS SHOWN ARE FROM THE ℄ SURVEY I-40.

90%
NOT FOR CONSTRUCTION
SEPTEMBER 2018

I-40 MAINLINE
309+00 TO 318+00

State Job No. 28992(04) Sheet No. R055

OKLAHOMA COUNTY
I-40 & DOUGLAS BLVD. INTERCHANGE

90%
NOT FOR CONSTRUCTION
SEPTEMBER 2018

MATCH EXISTING I-40 PAVEMENT ELEVATIONS & CROSS SLOPES

BM#1-CHISELED BOX ON SW CORNER OF DROP INLET NORTH OF I-40 WESTBOUND ON-RAMP
STA. 311+18, 113' LT. ℄ SURVEY I-40
ELEV. = 1235.86

BM#2-CHISELED BOX ON EAST SIDE OF DROP INLET NORTH OF I-40 WESTBOUND LANES
STA. 315+96, 76' LT. ℄ SURVEY I-40
ELEV. = 1225.46

1 STA. XXX+XX.XX, ℄ I-40
CONST. SMD, TYPE 2, XX' RT.
STUB 104 LF 18" RCP INTO EXIST. STR. LT.
TG=XXXX.XX, FL=XXXX.XX, DS FL=XXXX.XX

3 STA. XXX+XX.XX, ℄ I-40
CONST. LBI. TYPE X, DES. XX
STUB 4 LF 24" RCP INTO STR. 2
TG=XXXX.XX, FL=XXXX.XX, DS FL=XXXX.XX

4 STA. XXX+XX.XX, ℄ I-40
CONST. GPI, TYPE 2, XX' RT.
STUB 90 LF 24" RCP INTO STR. 3
TG=XXXX.XX, FL=XXXX.XX, DS FL=XXXX.XX

EXIST. GRADE @ PGL WB
EXIST. GRADE @ CRL I-40

STA. 311+54.97 ℄ SURVEY I-40
EXIST. SMD, 5' RT.
W/ 48" RCP
TG=1232.85 FL = 1220.24, DS FL = 1219.61

STA. 314+22.81, ℄ SURVEY I-40
EXIST. SMD, 5' LT.
W/ 18" RCP
TG= 1226.46, FL = 1223.68, DS FL = 1222.65

STA. 314+33.88, ℄ SURVEY I-40
EXIST. SMD, 72' LT.
W/ 48" RCP
TG=1225.76 FL = 1216.81, DS FL =1215.20

STA. 315+94.51, ℄ SURVEY I-40
EXIST. GPI, 76' LT.
W/ 18" RCP
TG=1225.46, FL = 1219.75, DS FL = 1218.00

EXIST. GRADE @ CRL I-40
STA. 316+52.44, ℄ SURVEY I-40
EXIST. SMD, 8' LT.
W/ 18" RCP
TG= 1225.33, FL = 1223.68, DS FL = 1222.65

EXIST. GRADE @ PGL WB

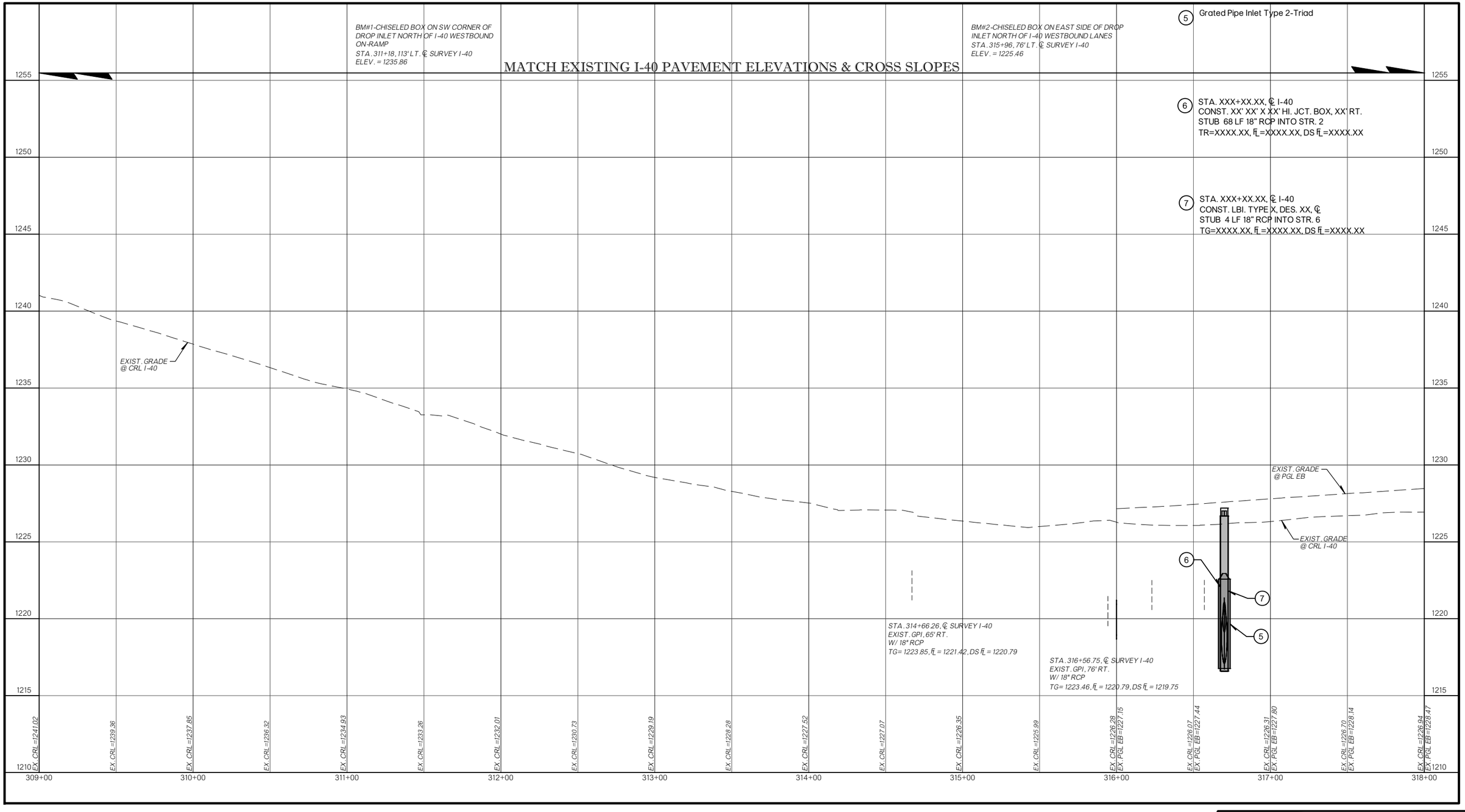
309+00	310+00	311+00	312+00	313+00	314+00	315+00	316+00	317+00	318+00
EX. CRL=1241.02 PGL WB EX.=1242.12	EX. CRL=1239.36 PGL WB EX.=1240.42	EX. CRL=1237.85 PGL WB EX.=1238.83	EX. CRL=1236.32 PGL WB EX.=1237.39	EX. CRL=1234.93 PGL WB EX.=1235.92	EX. CRL=1233.26 PGL WB EX.=1234.37	EX. CRL=1232.01 PGL WB EX.=1232.77	EX. CRL=1230.73 PGL WB EX.=1231.51	EX. CRL=1229.19 PGL WB EX.=1230.17	EX. CRL=1228.28 PGL WB EX.=1228.97	EX. CRL=1227.52 PGL WB EX.=1228.01	EX. CRL=1227.07 PGL WB EX.=1227.30	EX. CRL=1226.35 PGL WB EX.=1226.94	EX. CRL=1225.99 PGL WB EX.=1226.85	EX. CRL=1226.28 PGL WB EX.=1226.89	EX. CRL=1226.07 PGL WB EX.=1227.04	EX. CRL=1226.31 PGL WB EX.=1227.26	EX. CRL=1226.70 PGL WB EX.=1227.58	EX. CRL=1226.94 PGL WB EX.=1228.00

I-40 & DOUGLAS BLVD. INTERCHANGE
OKLAHOMA COUNTY

I-40 MAINLINE-WESTBOUND
309+00 TO 318+00

State Job No. 28992(04) Sheet No. R056

90%
NOT FOR CONSTRUCTION
SEPTEMBER 2018



I-40 & DOUGLAS BLVD. INTERCHANGE
OKLAHOMA COUNTY

I-40 MAINLINE-EASTBOUND
309+00 TO 318+00

State Job No. 28992(04) Sheet No. R057

90%
NOT FOR CONSTRUCTION
SEPTEMBER 2018

NOTE:
ALL BENCHMARKS, PRES. R/W
AND R/W DIMENSIONS SHOWN ARE FROM
THE ℄ SURVEY I-40.

SEC. 14 T11N R2W

EXIST. LIMITS OF NO ACCESS

CAUTION - OHP LW=1273.20 FIBER OPTIC

CAUTION - GASLINE

WB OFF-RAMP (RAMP TO BE REMOVED)

EB ON-RAMP (RAMP TO BE REMOVED)

CONST. CONC. LONG. BARRIER

CONST. RETAINING WALL

℄ RAMP D

℄ RAMP A

CRL I-40

BRIDGE A

ENGLE ROAD

CONST. CONC. LONG. BARRIER

CONST. CONC. LONG. BARRIER

CURVE DATA
CRL I-40 CURVE NO. I40-1
P.I. STA. 319+40.86
Δ= 019°04'48.46"
R = 3830.0000'
D = 001°29'45.50"
T = 643.6756'
L = 1275.4324'
Ch = 1269.5472'
E= 53.7119'
e= 0.06'/'
S= 0.038'/'
V= 60 mi/h

STA. 319+00 - END WIDENING AND OVERLAY
BEGIN PROJECT

I-40 & DOUGLAS BLVD. INTERCHANGE
OKLAHOMA COUNTY

I-40 MAINLINE
318+00 TO 327+00

State Job No. 28992(04) Sheet No. R058

90%
NOT FOR CONSTRUCTION
SEPTEMBER 2018

VARIABLE GRADE TRANSITION TO MATCH EXISTING I-40 PAVEMENT ELEVATIONS & CROSS SLOPES

STA. 319+00 - END WIDENING AND OVERLAY
BEGIN PROJECT

BM#3 -CHISELED BOX ON SOUTH CURB OF I-40 WESTBOUND OFF-RAMP
STA. 320+29, 88' LT. ℄ SURVEY I-40
ELEV. = 1232.16

BM#4 -NO. 5 REBAR SET 1' SOUTH OF ROW FENCE
STA. 324+79, 115' LT. ℄ SURVEY I-40
ELEV. = 1245.78

(8) STA.318+90, ℄ I-40
CONST. LBI. TYPE 2, DES.1, ON ℄
STUB 4 LF 18" RCP INTO STR. 9
TG=1227.78 LT./1229.03 RT., FL=1222.89, DS FL=1222.87

(9) STA. XXX+XX.XX, ℄ I-40
CONST. XX' XX' X XX' HI. JCT. BOX, XX' LT.
STUB 166 LF 18" RCP INTO DITCH LT.
TR=XXXX.XX, FL=XXXX.XX, DS FL=XXXX.XX

(10) STA. 320+65, ℄ I-40
CONST. LBI. TYPE 2, DES.1, ON ℄
STUB 4 LF 18" RCP INTO STR. 11
TG=1228.93 LT./1229.96 RT., FL=1224.03, DS FL=1224.01

(11) Junction Box with Manhole Lid

(13) STA. 322+40, ℄ I-40
CONST. LBI. TYPE 2, DES.2, ON ℄
STUB 4 LF 18" RCP INTO STR. 14
TG=1230.30 LT./1231.33 RT., FL=1225.52, DS FL=1225.49

(14) STA. 322+65, ℄ I-40
CONST. 7' X 4' X 7.06' HI. JCT. BOX, 8.33' LT.
STUB 196 LF 42" RCP INTO STR. 11
TR=1230.55, FL=1223.49, DS FL=1222.01

(15) STA. 324+15, ℄ I-40
CONST. LBI. TYPE 2, DES.2, ON ℄
STUB 4 LF 18" RCP INTO STR. 16
TG=1233.23 LT./1234.25 RT., FL=1228.30, DS FL=1228.27

(16) STA. 324+65, ℄ I-40
CONST. 6' X 4' X 7.20' HI. JCT. BOX, 8.33' LT.
STUB 196 LF 42" RCP INTO STR. 14
TR=1233.47, FL=1226.27, DS FL=1223.49

300' V.C.
K=214

PVC 321+80
EL=1230.65

PVT 324+80
EL=1234.55

PVI 323+30
EL=1232.55

FINISH GRADE

EXIST. GRADE @ PGL WB

2.00%

EXIST. GRADE @ CRL I-40

0.60%

STA. 320+23.31, ℄ SURVEY I-40
EXIST. SMD, 1' LT.
W/ 18" RCP
TG= 1228.27, FL = 1224.74, DS FL = 1220.00

STA. 320+05.81, ℄ I-40
EXIST. 10'X6'X267' LG. RCB
150' L
GLT. & 108' LG. RT.
FL LT.=1216.81, FL RT. = 1219.24

318+00	319+00	320+00	321+00	322+00	323+00	324+00	325+00	326+00	327+00
EX. CRL=1226.94 PGL WB EX.=1228.00	EX. CRL=1227.05 PGL WB EX.=1228.51	F.G.=1228.97 EX. CRL=1227.33 PGL WB EX.=1228.85	F.G.=1229.27 EX. CRL=1227.64 PGL WB EX.=1229.22	F.G.=1229.57 EX. CRL=1228.48 PGL WB EX.=1229.53	F.G.=1229.87 EX. CRL=1228.50 PGL WB EX.=1229.76	F.G.=1230.17 EX. CRL=1228.94 PGL WB EX.=1230.05	F.G.=1230.47 EX. CRL=1229.35 PGL WB EX.=1230.48	F.G.=1230.77 EX. CRL=1229.76 PGL WB EX.=1230.78	F.G.=1231.18 EX. CRL=1230.17 PGL WB EX.=1231.15	F.G.=1231.70 EX. CRL=1230.71 PGL WB EX.=1231.53	F.G.=1232.34 EX. CRL=1231.40 PGL WB EX.=1232.05	F.G.=1233.09 EX. CRL=1231.98 PGL WB EX.=1232.86	F.G.=1233.97 EX. CRL=1232.32 PGL WB EX.=1233.79	F.G.=1234.95 EX. CRL=1233.90 PGL WB EX.=1234.89	F.G.=1235.95 EX. CRL=1234.73 PGL WB EX.=1235.89	F.G.=1236.95 EX. CRL=1235.70 PGL WB EX.=1236.91	F.G.=1237.95 EX. CRL=1236.88 PGL WB EX.=1237.80	F.G.=1238.95 EX. CRL=1237.91 PGL WB EX.=1238.81

I-40 & DOUGLAS BLVD. INTERCHANGE
OKLAHOMA COUNTY

I-40 MAINLINE-WESTBOUND
318+00 TO 327+00

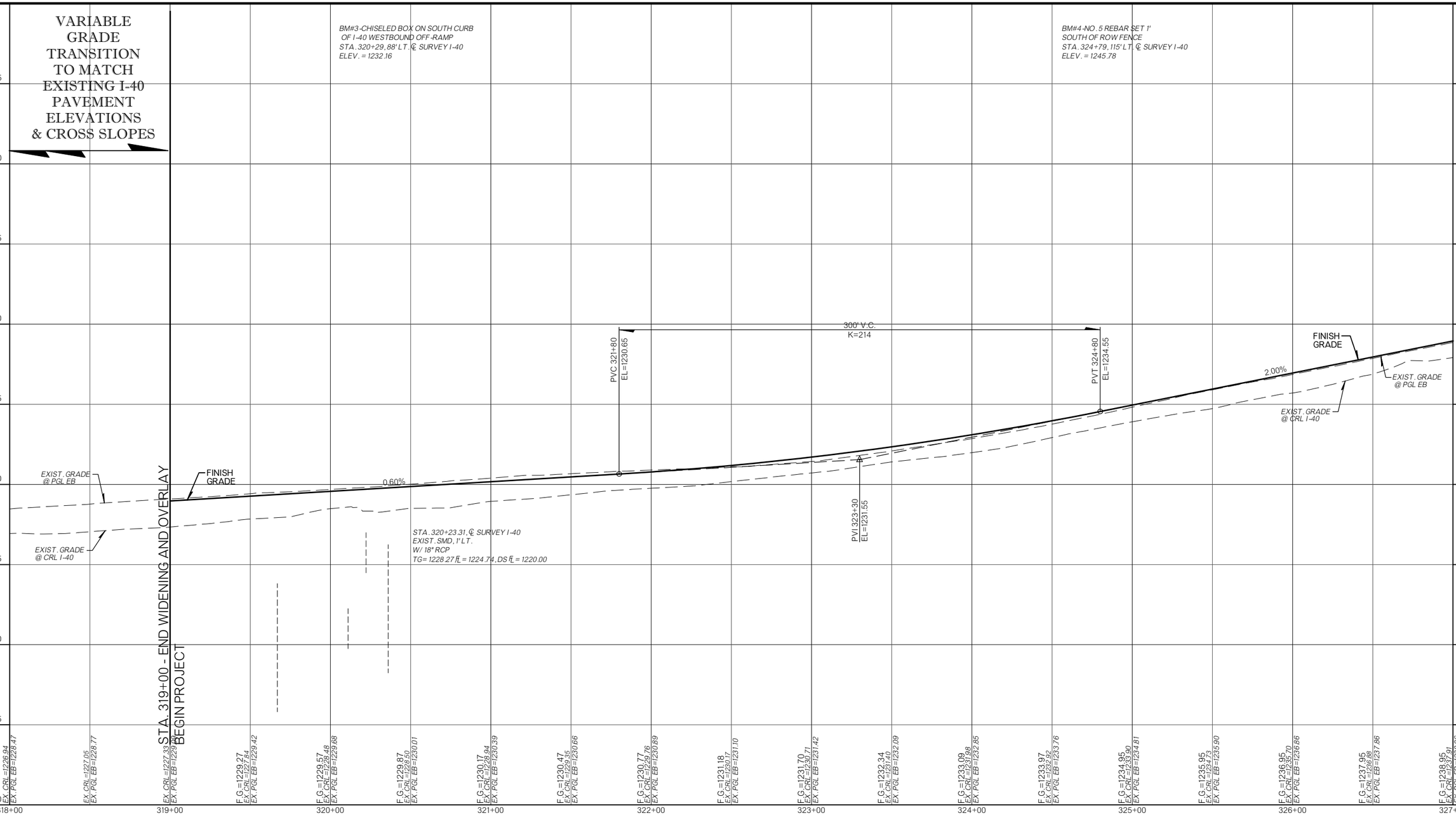
State Job No. 28992(04) Sheet No. R059

90%
NOT FOR CONSTRUCTION
SEPTEMBER 2018

VARIABLE GRADE TRANSITION TO MATCH EXISTING I-40 PAVEMENT ELEVATIONS & CROSS SLOPES

BM#3-CHISELED BOX ON SOUTH CURB OF I-40 WESTBOUND OFF-RAMP
STA. 320+29.88' LT. ℄ SURVEY I-40
ELEV. = 1232.16

BM#4-NO. 5 REBAR SET 1' SOUTH OF ROW FENCE
STA. 324+79.115' LT. ℄ SURVEY I-40
ELEV. = 1245.78



I-40 & DOUGLAS BLVD. INTERCHANGE
OKLAHOMA COUNTY

I-40 MAINLINE-EASTBOUND
318+00 TO 327+00

State Job No. 28992(04) Sheet No. R060

NOTE:
ALL BENCHMARKS, PRES. R/W AND R/W DIMENSIONS SHOWN ARE FROM THE ℄ SURVEY I-40.

90%
NOT FOR CONSTRUCTION
SEPTEMBER 2018

SEC. 14 T11N R2W

0 30' 60'

STA 327+50.05, ℄ SURVEY I-40, EXIST. GPI, 76' LT., W/24" RCP, TG=1237.93, ℄ = 1232.60, DS ℄ = 1232.00 (REMOVE)
STA 327+89.81, ℄ SURVEY I-40, EXIST. SMD, 1' LT., TG=1238.82, ℄ = 1235.14 (REMOVE)
STA 328+25.84, ℄ SURVEY I-40, EXIST. GPI, 72' RT., W/ 18" RCP, TG=1239.60, ℄ = 1235.40, DS ℄ = 1233.21 (REMOVE)
STA 331+99.81, ℄ SURVEY I-40, EXIST. GPI, 54' LT., W/ 18" RCP, TG=1248.13, ℄ = 1243.97, DS ℄ = 1243.29 (REMOVE)
STA 332+00.72, ℄ SURVEY I-40, EXIST. SMD, 1' LT., W/ 24" RCP, TG=1247.66, ℄ = 1244.31, DS ℄ = 1243.29 (REMOVE)
STA 332+01.23, ℄ SURVEY I-40, EXIST. GPI, 53' RT., W/ 18" RCP, TG=1248.17, ℄ = 1243.82, DS ℄ = 1243.29 (REMOVE)
STA 334+43.78, ℄ SURVEY I-40, EXIST. GPI, 81' LT., W/18" RCP, TG=1251.38, ℄ = 1245.72 (REMOVE)
STA 334+22.24, ℄ SURVEY I-40, EXIST. INLET 110' RT., W/18" RCP, TG=1248.76, ℄ = 1246.26, DS ℄ = 1245.72 (REMOVE)
STA 334+60.57, ℄ SURVEY I-40, EXIST. GPI, 116' LT., W/18" RCP, TG=1250.01, ℄ = 1246.63, DS ℄ = 1245.72 (REMOVE)
STA 335+29.08, ℄ SURVEY I-40, EXIST. GPI, 127' RT., W/18" RCP, TG=1249.76, ℄ = 1246.17, DS ℄ = 1246.26 (REMOVE)
STA 335+36.89, ℄ SURVEY I-40, EXIST. GPI, 87' RT., W/ 18" RCP, TG=1251.63, ℄ = 1247.85, DS ℄ = 1246.17 (REMOVE)
STA 335+52.99, ℄ SURVEY I-40, EXIST. INLET. 115' LT., W/18" RCP, TG=1249.26, ℄ = 1247.16, DS ℄ = 1245.72 (REMOVE)

327+00
330+00
335+00
336+00

EXIST. LIMITS OF NO ACCESS
+02.17 BILLBOARD 107.3' LT
4' CHAINLINK 2-BW
HEAVY TREE COVER
PRES. R/W
OCAN
CONST. CONC. LONG. BARRIER
CONST. RETAINING WALL
℄ RAMP D
BM#5
BM#6
152.78' +99.27
193.03' +92.49
228.08' +34.70
169.54' +60.36
140.10' +02.46
ASPH.
CONC.
CONST. CONC. LONG. BARRIER
CONST. CONC. LONG. BARRIER
CONST. RETAINING WALL
CRL I-40
S66°42'03.50"E
10'
36'
16.5'
20
21
24
25
26
28
29
30
33
34
36
37
172
CONST. CONC. LONG. BARRIER
19
22
27
31
35
170
171
173
175
BRIDGE A
CONST. CONC. ATTENUATOR PAD
℄ RAMP A
164.37' +25.66
132.01' +00.60
137.89' +50.06
125.92' +58.96
117.84' +03.28
160.42' +46.50
193.45' +18.22
EXIST. LIMITS OF NO ACCESS
7' CHAINLINK 3-BW
221.96' +68.51
240.09' +94.54
250.85' +85.49
ENGLE ROAD
TOC/TOS
+34.64 185.00'
R/W
+74.91 195.00'
+75.82 205.00'
+78.64 235.00'
+10.40 240.00'
+40.64 245.00'
CITY OF OKC
PRES. R/W
+65.05 - SIGN 2.4' RT.
+44.99 - POST 106.6' RT.
+45.82 - SIGN 101.7' RT.
+52.19 - POWPOL 140.4' RT.
+64.44 - SIGN 88.6' LT.
+65.88 - SIGN 78.9' LT.
+13.07 - SIGN 67.7' RT.
+13.14 - SIGN 69.8' RT.
+63.81 - SIGN 84.8' LT.
+63.40 - BILLBOARD 107.7' LT.
+17.56 - SIGN 84.1' RT.
+7.78 - SIGN 88.2' RT.
+13.15 - SIGN 141.7' RT.
+14.57 - SIGN 140.5' RT.
+57.95 - SIGN 113.7' RT.
+99.18 - SIGN 100.6' RT.
+12.87 - SIGN 186.1' LT.

SEC. 14 T11N R2W

I-40 MAINLINE
327+00 TO 336+00

State Job No. 28992(04) Sheet No. R061

I-40 & DOUGLAS BLVD. INTERCHANGE
OKLAHOMA COUNTY

90%
NOT FOR CONSTRUCTION
SEPTEMBER 2018

BM#5-NO. 5 REBAR SET AT TOP SLOPE APPROX. 9' SOUTH OF NORTH ROW FENCE STA. 329+66, 136' LT. ℄ SURVEY I-40 ELEV. = 1263.24

BM#6-CHISELED BOX ON NW CORNER OF YIELD SIGN BASE NORTH OF I-40 WESTBOUND LANES STA. 334+13, 104' LT. ℄ SURVEY I-40 ELEV. = 1251.09

(19) STA. 327+65, ℄ I-40
CONST. LBI. TYPE 2, DES.2, ON ℄
STUB 4 LF 42" RCP INTO STR. 20
TG=1239.44 LT./ 1239.60 RT.
FL=1229.25, DS FL=1229.23

(20) STA. 327+65, ℄ I-40
CONST. 6' X7 ' X 10.45' HI. JCT. BOX, 8.33' LT.
STUB 296 LF 42" RCP INTO STR. 16
TR=1239.68, FL=1229.23, DS FL=1226.27

(21) STA. 327+65, ℄ I-40
CONST. CI DESIGN 2B, 62.5' LT.
STUB 50 LF 18" RCP INTO STR. 20
TC=1240.36, TG=1240.03,
FL=1233.82, DS FL=1231.23

(24) STA. 329+40, ℄ I-40
CONST. 5' X5' X 9.47' HI. JCT. BOX, 8.33' LT.
STUB 170 LF 30" RCP INTO STR. 20
TR=1243.18, FL=1233.71, DS FL=1230.23

(25) STA. 329+40, ℄ I-40
CONST. CI DESIGN 2B, 62.5' LT.
STUB 50 LF 18" RCP INTO STR. 24
TC=1243.41, TG=1243.07,
FL=1234.02, DS FL=1233.71

(29) STA. 331+15, ℄ I-40
CONST. CI DESIGN 2B, 62.5' LT.
STUB 4 LF 18" RCP INTO STR. 30
TC=1246.69, TG=1246.35,
FL=1239.61, DS FL=1239.44

(30) STA. 331+15, ℄ I-40
CONST. 5' X4 ' X 8.35' HI. JCT. BOX, 69' LT.
STUB 170 LF 30" RCP INTO STR. 26
TR=1246.79, FL=1238.44, DS FL=1234.05

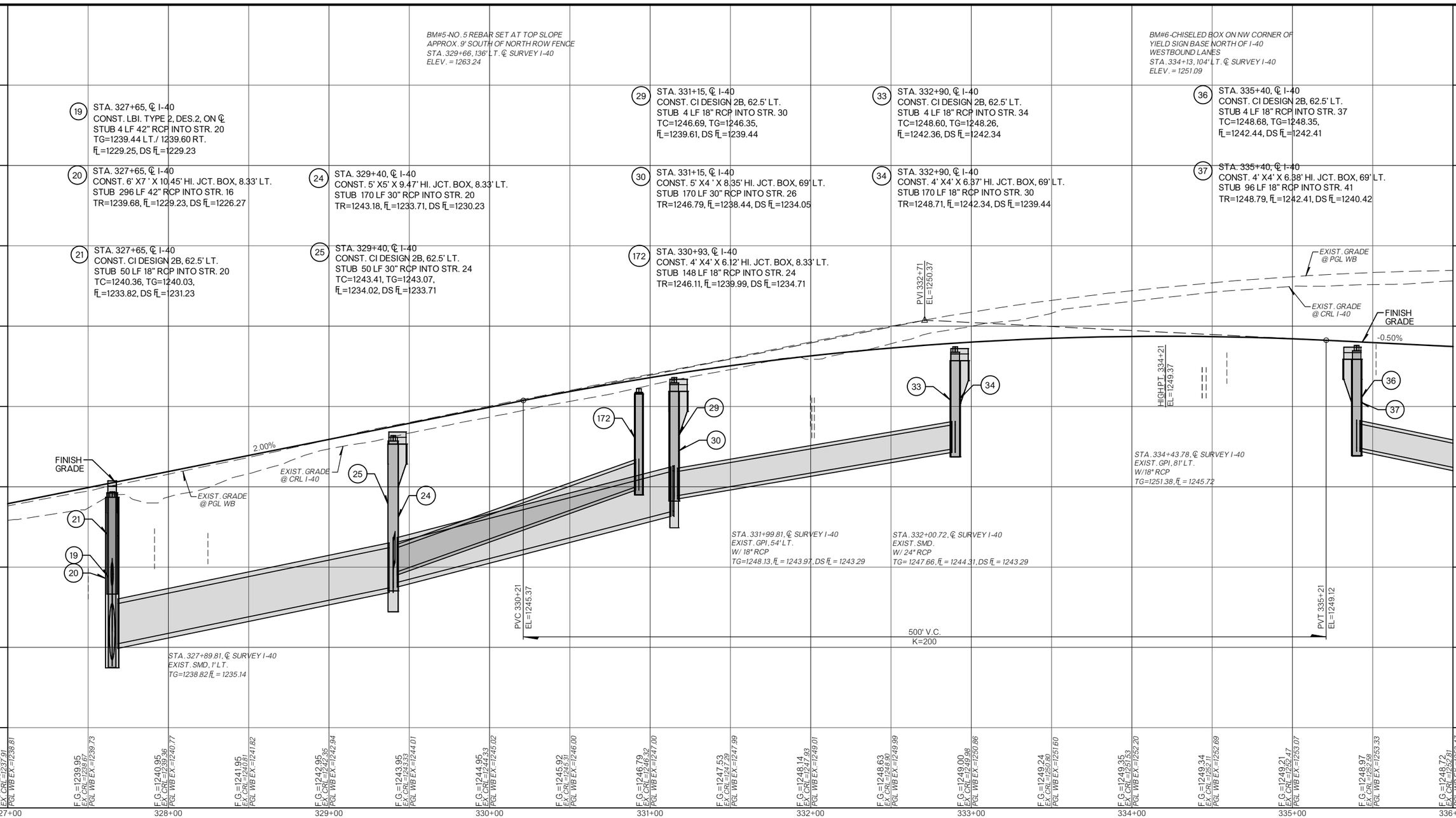
(33) STA. 332+90, ℄ I-40
CONST. CI DESIGN 2B, 62.5' LT.
STUB 4 LF 18" RCP INTO STR. 34
TC=1248.60, TG=1248.26,
FL=1242.36, DS FL=1242.34

(34) STA. 332+90, ℄ I-40
CONST. 4' X4' X 6.37' HI. JCT. BOX, 69' LT.
STUB 170 LF 18" RCP INTO STR. 30
TR=1248.71, FL=1242.34, DS FL=1239.44

(36) STA. 335+40, ℄ I-40
CONST. CI DESIGN 2B, 62.5' LT.
STUB 4 LF 18" RCP INTO STR. 37
TC=1248.68, TG=1248.35,
FL=1242.44, DS FL=1242.41

(37) STA. 335+40, ℄ I-40
CONST. 4' X4' X 6.38' HI. JCT. BOX, 69' LT.
STUB 96 LF 18" RCP INTO STR. 41
TR=1248.79, FL=1242.41, DS FL=1240.42

(172) STA. 330+93, ℄ I-40
CONST. 4' X4' X 6.12' HI. JCT. BOX, 8.33' LT.
STUB 148 LF 18" RCP INTO STR. 24
TR=1246.11, FL=1239.99, DS FL=1234.71



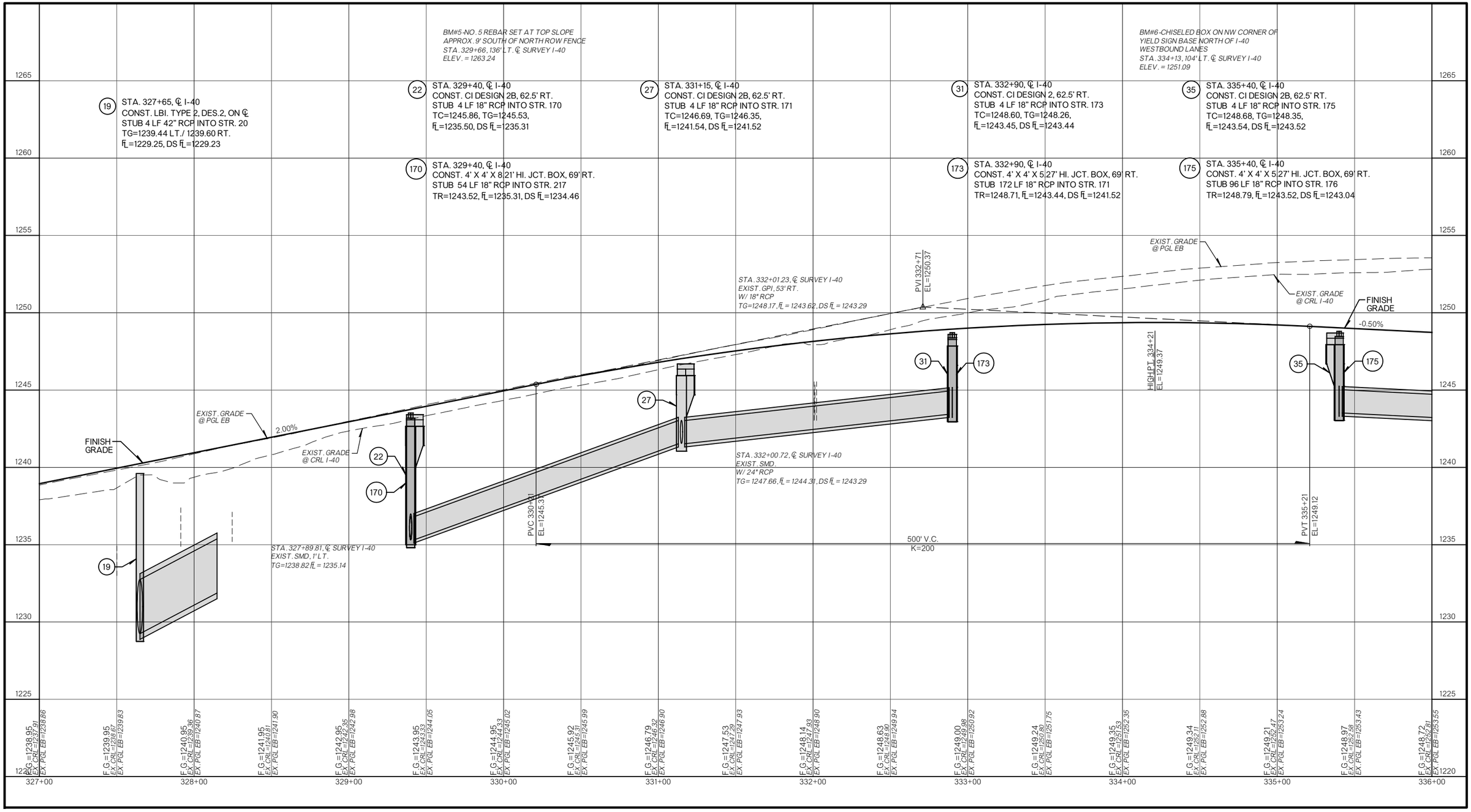
F.G.=1238.95 EX. CRL=1237.91 POL WB EX.=1238.81	F.G.=1239.95 EX. CRL=1238.89 POL WB EX.=1239.73	F.G.=1240.95 EX. CRL=1239.36 POL WB EX.=1240.77	F.G.=1241.95 EX. CRL=1240.81 POL WB EX.=1241.82	F.G.=1242.95 EX. CRL=1242.35 POL WB EX.=1242.94	F.G.=1243.95 EX. CRL=1244.33 POL WB EX.=1244.01	F.G.=1244.95 EX. CRL=1244.33 POL WB EX.=1245.02	F.G.=1245.92 EX. CRL=1245.31 POL WB EX.=1246.00	F.G.=1246.79 EX. CRL=1246.32 POL WB EX.=1247.00	F.G.=1247.53 EX. CRL=1247.29 POL WB EX.=1247.99	F.G.=1248.14 EX. CRL=1247.93 POL WB EX.=1249.01	F.G.=1248.63 EX. CRL=1248.90 POL WB EX.=1249.99	F.G.=1249.00 EX. CRL=1249.98 POL WB EX.=1250.86	F.G.=1249.24 EX. CRL=1250.80 POL WB EX.=1251.60	F.G.=1249.35 EX. CRL=1251.53 POL WB EX.=1252.20	F.G.=1249.34 EX. CRL=1252.11 POL WB EX.=1252.69	F.G.=1249.21 EX. CRL=1252.47 POL WB EX.=1253.07	F.G.=1248.97 EX. CRL=1252.58 POL WB EX.=1253.33	F.G.=1248.72 EX. CRL=1252.81 POL WB EX.=1253.47

I-40 & DOUGLAS BLVD. INTERCHANGE
OKLAHOMA COUNTY

I-40 MAINLINE-WESTBOUND
327+00 TO 336+00

State Job No. 28992(04) Sheet No. R062

90%
NOT FOR CONSTRUCTION
SEPTEMBER 2018



I-40 MAINLINE-EASTBOUND
327+00 TO 336+00

State Job No. 28992(04) Sheet No. R063

OKLAHOMA COUNTY I-40 & DOUGLAS BLVD. INTERCHANGE

90%
NOT FOR CONSTRUCTION
SEPTEMBER 2018

SEC. 14 T11N R2W

SEC. 13 T11N R2W

336+00

345+00

340+00

340+50

341+00

341+50

342+00

342+50

343+00

343+50

344+00

344+50

CONST. TYPE AB WCR

CONST. TYPE B WCR

CONST. 6' SIDEWALK

CONST. CONC. LONG. BARRIER

CONST. RETAINING WALL

BRIDGE B

CAUTION
FIBER OPTIC

EXIST. LIMITS OF NO ACCESS

EXIST. LIMITS OF ACCESS TO LOCAL ROAD ONLY

℄ RAMP D

℄ RAMP D1

℄ RAMP C

℄ RAMP C1

℄ RAMP A

℄ RAMP A1

℄ RAMP B

℄ RAMP B1

℄ SURVEY DOUGLAS

CRL I-40
S66°42'03.50"E

POT STA: 341+48.96 CRL I-40=
POT STA: 114+41.15 ℄ SURVEY DOUGLAS

EXISTING LIMITS OF ACCESS TO LOCAL RD. ONLY

NOTE:
ALL BENCHMARKS, PRES. R/W AND R/W DIMENSIONS SHOWN ARE FROM THE ℄ SURVEY I-40.

I-40 MAINLINE
336+00 TO 345+00

State Job No. 28992(04) Sheet No. R064

I-40 & DOUGLAS BLVD. INTERCHANGE
OKLAHOMA COUNTY

90%
NOT FOR CONSTRUCTION
SEPTEMBER 2018

39 STA. 336+75, ℄ I-40
CONST. LBI. TYPE 2, DES.2, ON ℄
STUB 4 LF 18" RCP INTO STR. 177
TG=1247.54, FL=1242.46, DS FL=1242.44

40 STA. 336+40, ℄ I-40
CONST. CI DESIGN 2B, 62.5' LT.
STUB 4 LF 18" RCP INTO STR. 41
TC=1248.18, TG=1247.85,
FL=1240.61, DS FL=1240.42

41 STA. 336+40, ℄ I-40
CONST. 4' X4' X 7.87' HI. JCT. BOX, 69' LT.
STUB 112 LF 18" RCP INTO STR. 203
TR=1248.29, FL=1240.42, DS FL=1239.54

44 STA. 338+70, ℄ I-40
CONST. CI DESIGN 2D, 62.5' LT.
STUB 4 LF 18" RCP INTO STR. 45
TC=1247.03, TG=1246.70,
FL=1239.15, DS FL=1238.99

45 STA. 338+70, ℄ I-40
CONST. 4' X4' X 8.15' HI. JCT. BOX, 69' LT.
STUB 52 LF 18" RCP INTO STR. 43
TR=1247.14, FL=1238.99, DS FL=1238.72

47 STA. 339+25, ℄ I-40
CONST. LBI. TYPE 2, DES.2, ON ℄
STUB 4 LF 18" RCP INTO STR. 181
TG=1246.29, FL=1240.63, DS FL=1240.43

BM#7-CHISELED BOX ON NORTH SIDE OF DROP INLET NORTH OF I-40 WESTBOUND LANES
STA. 339+09, 115' LT. ℄ SURVEY I-40
ELEV. = 1249.86

48 STA. 339+90, ℄ I-40
CONST. CI DESIGN 2D, 62.5' LT.
STUB 4 LF 18" RCP INTO STR. 49
TC=1246.43, TG=1246.10,
FL=1238.57, DS FL=1238.41

49 STA. 339+90, ℄ I-40
CONST. 4' X4' X 8.63' HI. JCT. BOX, 69' LT.
STUB 126 LF 24" RCP INTO STR. 53
TR=1246.54, FL=1237.91, DS FL=1237.28

52 STA. 341+20, ℄ I-40
CONST. CI DESIGN 2C, 62.5' LT.
STUB 4 LF 18" RCP INTO STR. 53
TC=1245.78, TG=1244.45,
FL=1237.94, DS FL=1237.78

53 STA. 341+20, ℄ I-40
CONST. 4' X4' X 8.61' HI. JCT. BOX, 69' LT.
STUB 126 LF 24" RCP INTO STR. 55
TR=1245.89, FL=1237.28, DS FL=1236.62

54 STA. 342+50, ℄ I-40
CONST. CI DESIGN 2D, 62.5' LT.
STUB 4 LF 18" RCP INTO STR. 55
TC=1245.13, TG=1244.80,
FL=1237.31, DS FL=1237.12

55 STA. 342+50, ℄ I-40
CONST. 4' X4' X 8.62' HI. JCT. BOX, 69' LT.
STUB 166 LF 24" RCP INTO STR. 62
TR=1245.24, FL=1236.62, DS FL=1235.72

BM#8-CHISELED BOX ON SOUTH CURB OF I-40 WESTBOUND EXIT LANE
STA. 343+80, 53' LT. ℄ SURVEY I-40
ELEV. = 1251.28

57 STA. 343+66, ℄ I-40
CONST. LBI. TYPE 2, DES.2, ON ℄
STUB 4 LF 18" RCP INTO STR. 182
TG=1244.09, FL=1239.03, DS FL=1239.00

61 STA. 344+20, ℄ I-40
CONST. CI DESIGN 2C, 61.5' LT.
STUB 6 LF 18" RCP INTO STR. 62
TC=1244.28, TG=1243.95,
FL=1236.54, DS FL=1236.32

62 STA. 344+20, ℄ I-40
CONST. 4' X4' X 8.69' HI. JCT. BOX, 69' LT.
STUB 146 LF 24" RCP INTO STR. 66
TR=1244.41, FL=1235.72, DS FL=1234.28

EXIST. GRADE @ CRL I-40
EXIST. GRADE @ PGL WB
STA. 339+46.10, ℄ SURVEY I-40
EXIST. GPI, 54' LT.
W/18" RCP
TG= 1251.51, FL = 1245.66, DS FL = 1244.31
STA. 340+35.72, ℄ SURVEY I-40
EXIST. SMD, 39' LT.
W/24" RCP
TG= 1250.71, FL = 1243.50, DS FL = 1236.85
EXIST. GRADE @ PGL WB
EXIST. GRADE @ CRL I-40
FINISH GRADE
-0.50%

177 STA. 336+75, ℄ I-40
CONST. 4' X4' X 5.34' HI. JCT. BOX, 8.31' LT.
STUB 246 LF 18" RCP INTO STR. 181
TR=1247.78, FL=1242.44, DS FL=1240.43

202 STA. 337+55, ℄ I-40
CONST. CI DESIGN 2B, 62.5' LT.
STUB 4 LF 18" RCP INTO STR. 203
TC=1247.61, TG=1247.27,
FL=1239.63, DS FL=1239.54

203 STA. 337+55, ℄ I-40
CONST. 4' X4' X 8.18' HI. JCT. BOX, 69' LT.
STUB 112 LF 18" RCP INTO STR. 45
TR=1247.72, FL=1239.54, DS FL=1238.99

181 STA. 339+25, ℄ I-40
CONST. 4' X4' X 6.10' HI. JCT. BOX, 8.31' LT.
STUB 58 LF 18" RCP INTO STR. 43
TR=1246.53, FL=1240.43, DS FL=1238.72

STA. 339+49.67, ℄ SURVEY I-40
EXIST. SMD, 5' LT.
W/24" RCP
TG= 1251.13, FL = 1244.31, DS FL = 1243.50

182 STA. 343+66, ℄ I-40
CONST. 4' X4' X 5.33' HI. JCT. BOX, 8.31' LT.
STUB 296 LF 18" RCP INTO STR. 186
TR=1244.33, FL=1239.00, DS FL=1237.45

1265 1260 1255 1250 1245 1240 1235 1230 1225 1220

336+00	337+00	338+00	339+00	340+00	341+00	342+00	343+00	344+00	345+00
F.G.=1248.72 EX CRL=1252.81 PGL WB EX.=1253.47	F.G.=1248.47 EX CRL=1252.89 PGL WB EX.=1253.45	F.G.=1248.22 EX CRL=1252.74 PGL WB EX.=1253.33	F.G.=1247.97 EX CRL=1252.43 PGL WB EX.=1253.09	F.G.=1247.72 EX CRL=1252.24 PGL WB EX.=1252.81	F.G.=1247.47 EX CRL=1252.04 PGL WB EX.=1252.58	F.G.=1247.22 EX CRL=1251.65 PGL WB EX.=1252.32	F.G.=1246.97 EX CRL=1251.42 PGL WB EX.=1252.08	F.G.=1246.72 EX CRL=1251.44 PGL WB EX.=1251.74	F.G.=1246.47 EX CRL=1251.14 PGL WB EX.=1251.39	F.G.=1246.22 EX CRL=1250.55 PGL WB EX.=1251.15	F.G.=1245.97 EX CRL=1250.31 PGL WB EX.=1250.90	F.G.=1245.72 EX CRL=1250.32 PGL WB EX.=1250.67	F.G.=1245.47 EX CRL=1250.16 PGL WB EX.=1250.59	F.G.=1245.22 EX CRL=1249.96 PGL WB EX.=1250.48	F.G.=1244.97 EX CRL=1249.57 PGL WB EX.=1249.90	F.G.=1244.72 EX CRL=1248.99 PGL WB EX.=1249.46	F.G.=1244.47 EX CRL=1248.39 PGL WB EX.=1248.97	F.G.=1244.22 EX CRL=1247.21 PGL WB EX.=1248.33

I-40 & DOUGLAS BLVD. INTERCHANGE
OKLAHOMA COUNTY

I-40 MAINLINE-WESTBOUND
336+00 TO 345+00

State Job No. 28992(04) Sheet No. R065

90%
NOT FOR CONSTRUCTION
SEPTEMBER 2018

BM#7-CHISELED BOX ON NORTH SIDE OF DROP INLET NORTH OF I-40 WESTBOUND LANES
STA. 339+09, 115' LT. ℄ SURVEY I-40
ELEV. = 1249.86

BM#8-CHISELED BOX ON SOUTH CURB OF I-40 WESTBOUND EXIT LANE
STA. 343+80, 53' LT. ℄ SURVEY I-40
ELEV. = 1251.28

(38) STA. 336+40, ℄ I-40
CONST. CI DESIGN 2B, 62.5' RT.
STUB 4 LF 18" RCP INTO STR. 176
TC=1248.18, TG=1247.85,
FL=1243.06, DS FL=1243.04

(42) STA. 338+70, ℄ I-40
CONST. CI DESIGN 2D, 62.5' RT.
STUB 4 LF 18" RCP INTO STR. 178
TC=1247.03, TG=1246.70,
FL=1241.59, DS FL=1241.52

(46) STA. 339+90, ℄ I-40
CONST. CI DESIGN 2D, 62.5' RT.
STUB 4 LF 18" RCP INTO STR. 180
TC=1246.43, TG=1246.10,
FL=1241.01, DS FL=1240.91

(50) STA. 341+20, ℄ I-40
CONST. 4' X 4' X 6.20' HI. JCT. BOX, 69' RT.
STUB 126 LF 24" RCP INTO STR. 162
TR=1245.89, FL=1239.69, DS FL=1239.06

(163) STA. 342+50, ℄ I-40
CONST. CI DESIGN 2C, 62.5' RT.
STUB 4 LF 18" RCP INTO STR. 162
TC=1245.13, TG=1244.80,
FL=1239.76, DS FL=1239.56

(91) STA. 343+10, ℄ I-40
CONST. CI DESIGN 2C, 62.5' RT.
STUB 4 LF 18" RCP INTO STR. 56
TC=1244.83, TG=1244.50,
FL=1239.48, DS FL=1239.28

(176) STA. 336+40, ℄ I-40
CONST. 4' X 4' X 5.25' HI. JCT. BOX, 69' RT.
STUB 112 LF 18" RCP INTO STR. 204
TR=1248.29, FL=1243.04, DS FL=1242.07

(178) STA. 338+70, ℄ I-40
CONST. 4' X4' X 5.62' HI. JCT. BOX, 69' RT.
STUB 116 LF 18" RCP INTO STR. 180
TR=1247.14, FL=1241.52, DS FL=1240.91

(180) STA. 339+90, ℄ I-40
CONST. 4' X 4' X 5.63' HI. JCT. BOX, 69' RT.
STUB 126 LF 18" RCP INTO STR. 50
TR=1246.54, FL=1240.91, DS FL=1240.19

(51) STA. 341+20, ℄ I-40
CONST. CI DESIGN 2C, 62.5' RT.
STUB 4 LF 18" RCP INTO STR. 50
TC=1245.78, TG=1245.45,
FL=1240.39, DS FL=1240.19

(162) STA. 342+50, ℄ I-40
CONST. 4' X 4' X 6.18' HI. JCT. BOX, 69' RT.
STUB 56 LF 24" RCP INTO STR. 56
TR=1245.24, FL=1239.06, DS FL=1238.78

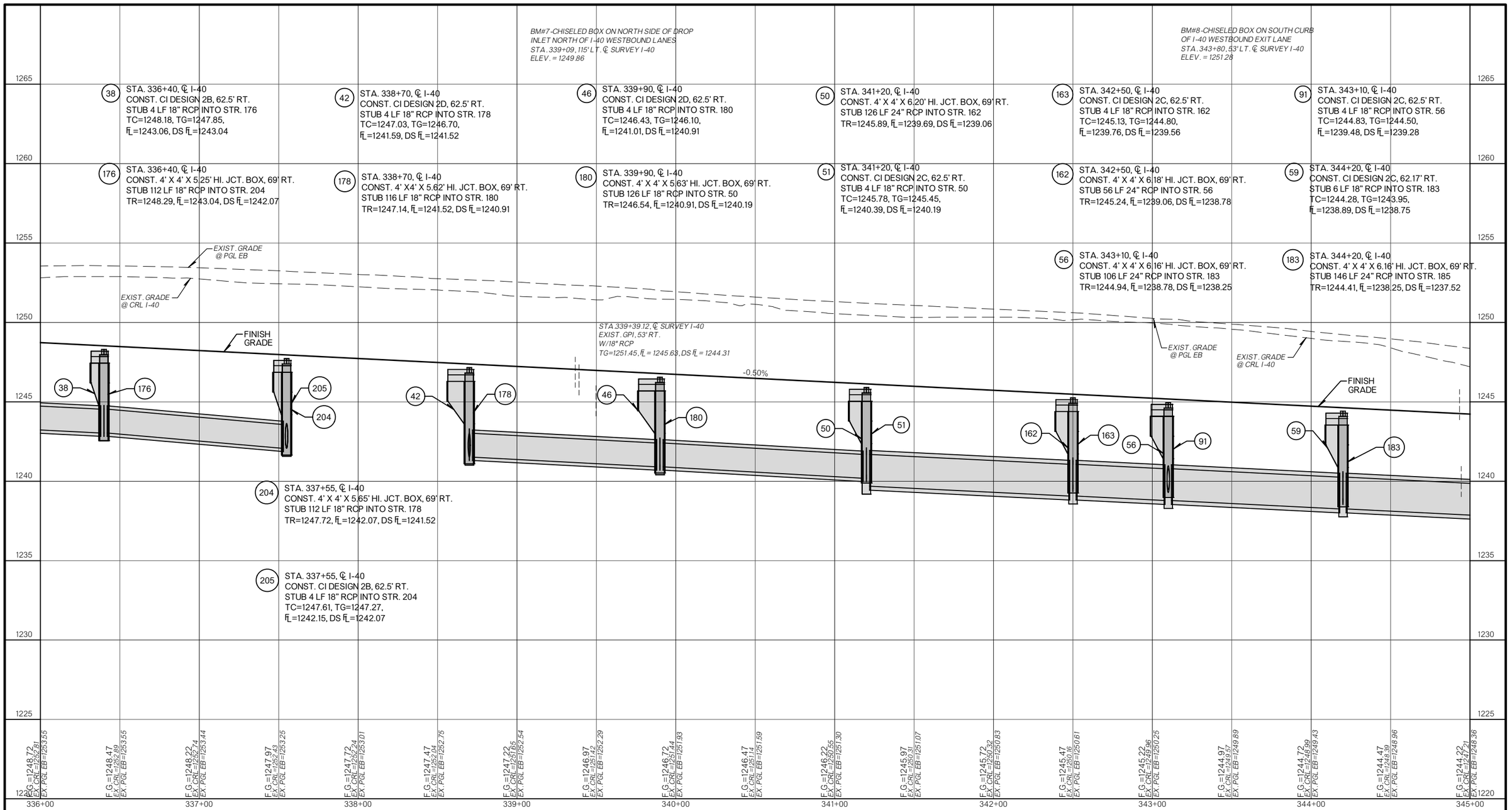
(59) STA. 344+20, ℄ I-40
CONST. CI DESIGN 2C, 62.17' RT.
STUB 6 LF 18" RCP INTO STR. 183
TC=1244.28, TG=1243.95,
FL=1238.89, DS FL=1238.75

(56) STA. 343+10, ℄ I-40
CONST. 4' X 4' X 6.16' HI. JCT. BOX, 69' RT.
STUB 106 LF 24" RCP INTO STR. 183
TR=1244.94, FL=1238.78, DS FL=1238.25

(183) STA. 344+20, ℄ I-40
CONST. 4' X 4' X 6.16' HI. JCT. BOX, 69' RT.
STUB 146 LF 24" RCP INTO STR. 185
TR=1244.41, FL=1238.25, DS FL=1237.52

(204) STA. 337+55, ℄ I-40
CONST. 4' X 4' X 5.65' HI. JCT. BOX, 69' RT.
STUB 112 LF 18" RCP INTO STR. 178
TR=1247.72, FL=1242.07, DS FL=1241.52

(205) STA. 337+55, ℄ I-40
CONST. CI DESIGN 2B, 62.5' RT.
STUB 4 LF 18" RCP INTO STR. 204
TC=1247.61, TG=1247.27,
FL=1242.15, DS FL=1242.07



I-40 MAINLINE-EASTBOUND
336+00 TO 345+00

State Job No. 28992(04) Sheet No. R066

I-40 & DOUGLAS BLVD. INTERCHANGE
OKLAHOMA COUNTY

90%
NOT FOR CONSTRUCTION
SEPTEMBER 2018

SEC. 13 T11N R2W

NOTE:
ALL BENCHMARKS, PRES. R/W AND R/W DIMENSIONS SHOWN ARE FROM THE ℄ SURVEY I-40.

CAUTION - WATERLINE

EXIST. LIMITS OF ACCESS TO LOCAL ROAD ONLY

EXIST. LIMITS OF NO ACCESS

℄ RAMP C

℄ RAMP B

℄ RENNY ROAD

CONST. CONC. LONG. BARRIER

CONST. CONC. ATTENUATOR PAD

CONST. RETAINING WALL

CONST. RETAINING WALL

BEGIN CONST. RENNY RD.

RENNY ROAD

350+00

345+00

354+00

150.00'

+98.70

203.19'

+18.09

153.00'

+1.00

PI STA. 351+27.89

PRES. R/W

5' CHAINLINK

6' SHEET METAL

5 WIRE

OG&E

ASPH.

CONC.

OCAN

FIB

TOC/TOS

BM#9

BM#10

CITY OF OKC

CITY OF OKLA.

66 65 67 71 70 208 209 77 78 186 64 188 69 76 81 80 63 68 187 185 206 207 72 74 198 79 189 73

36' 10' 11'

0 30 60'

STA. 344+74.46,77.℄ SURVEY I-40 EXIST. INLET, 85' LT W/18" RCP (REMOVE)

STA. 345+25.,℄ = 1237.63,DS ℄ = 1237.49 W/18" RCP (REMOVE)

STA. 347+16.65,℄ SURVEY I-40 EXIST. INLET, 106' LT. W/18" RCP (REMOVE)

TG= 1240.45,℄ = 1237.95, DS ℄ = 1237.63

STA. 347+22.99,℄ SURVEY I-40 EXIST. INLET, 53' LT. W/18" RCP (REMOVE)

TG= 1243.45,℄ = 1237.49, DS ℄ = 1236.86

STA. 347+50.35,℄ SURVEY I-40 EXIST. SMD , 21' LT. W/30" RCP (REMOVE)

TG= 1242.43,℄ = 1236.85, DS ℄ = 1233.34

STA. 347+58.22,℄ SURVEY I-40 EXIST. GPI, 58' RT. W/18" RCP (REMOVE)

TG= 1242.89,℄ = 1238.14, DS ℄ = 1236.65

STA. 347+99.24,℄ SURVEY I-40 EXIST. INLET, 96' RT. W/18" RCP (REMOVE)

TG= 1241.75,℄ = 1239.25, DS ℄ = 1238.14

STA. 348+51.82,℄ SURVEY I-40 EXIST. INLET, 101' LT. W/30" RCP (REMOVE)

TG= 1239.16,℄ = 1233.34, DS ℄ = 1229.69

STA. 348+55.85,℄ SURVEY I-40 EXIST. INLET, 2' LT. W/30" RCP (REMOVE)

TG= 1239.16,℄ = 1229.69, DS ℄ = 1229.06

STA. 350+18.99,℄ SURVEY I-40 EXIST. INLET, 125' LT. W/30" RCP (REMOVE)

TC=1230.69, ℄ = 1218.86,DS ℄ = 1218.00

STA. 353+99.53,℄ SURVEY I-40 EXIST. 3-8'X8'X2.46' LG. RCB. NO. 6 LT. & 144' LG. RT. ℄ LT. X=8.99, ℄ RT. 12.7, 85' RT.

+14.24 – SIGN 93.5' RT.
+16.24 – SIGN 0.7' RT.
+16.28 – SIGN 9.4' RT.
+30.86 – SIGN 112.4' RT.
+55.48 – SIGN 147.0' RT.
+86.58 – SIGN 95.2' LT.
+86.81 – SIGN 92.6' LT.
+40.41 – SIGN 86.9' RT.
+40.66 – SIGN 54.6' RT.
+40.53 – SIGN 39.3' RT.
+40.69 – SIGN 5.7' RT.
+81.87 – SIGN 174.5' LT.
+82.35 – SIGN 99.6' LT.
+88.17 – POWPOL 179.3' LT.
+33.87 – POWPOL 156.7' LT.
+71.36 – SIGN 107.8' RT.
+72.06 – SIGN 109.5' RT.
+04.56 – SIGN 153.5' LT.
+08.73 – SIGN 91.3' LT.
+41.82 – POWPOL 151.2' LT.
+06.86 – SIGN 93.1' LT.
+43.27 – POWPOL 152.2' LT.
+43.75 – SIGN 92.8' LT.
+43.85 – SIGN 90.5' LT.
+44.19 – SIGN 85.4' LT.
+44.55 – SIGN 88.0' LT.
+54.84 – SIGN 76.0' RT.
+55.16 – SIGN 77.6' RT.

I-40 MAINLINE
345+00 TO 354+00

State Job No. 28992(04) Sheet No. R067

I-40 & DOUGLAS BLVD. INTERCHANGE
OKLAHOMA COUNTY

90%
NOT FOR CONSTRUCTION
SEPTEMBER 2018

(64) STA. 346+66, ℄ I-40
CONST. LBI. TYPE 2, DES.2, ON ℄
STUB 4 LF 18" RCP INTO STR. 186
TG=1242.76, FL=1237.65, DS FL=1237.45

(65) STA. 345+70, ℄ I-40
CONST. CI DESIGN 2C, 59.36' LT.
STUB 8 LF 18" RCP INTO STR. 66
TC=1243.53, TG=1243.20,
FL=1235.09, DS FL=1234.78

(66) STA. 345+70, ℄ I-40
CONST. 4' X4' X 9.42' HI. JCT. BOX, 69' LT.
STUB 124 LF 24" RCP INTO STR. 67
TR=1243.70, FL=1234.28, DS FL=1232.37

(67) STA. 346+98, ℄ I-40
CONST. 6' X6' X 12.19' HI. JCT. BOX, 69' LT.
STUB 24 LF 42" RCP INTO STR. 71
TR=1243.06, FL=1230.87, DS FL=1230.74

(69) STA. 349+66, ℄ I-40
CONST. LBI. TYPE 2, DES.2, ON ℄
STUB 4 LF 18" RCP INTO STR. 188
TG=1238.90, FL=1232.60, DS FL=1232.40

BM#9-CHISELED BOX ON SE CORNER OF DROP INLET NORTH OF I-40 WESTBOUND LANES
STA. 348+58, 121' LT. ℄ SURVEY I-40
ELEV. = 1238.40

(70) STA. 347+27, ℄ I-40
CONST. CI DESIGN 2C, 57.12' LT.
STUB 8 LF 18" RCP INTO STR. 71
TC=1242.62, TG=1242.29
FL=1234.17, DS FL=1232.74

(71) STA. 347+27, ℄ I-40
CONST. 6' X4' X 12.10' HI. JCT. BOX, 69' LT.
STUB 170 LF 42" RCP INTO STR. 209
TR=1242.84, FL=1230.74, DS FL=1229.84

(76) STA. 351+25, ℄ I-40
CONST. 4' X 4' X 9.19' HI. JCT. BOX, 7.33' LT.
STUB 170 LF 24" RCP INTO STR. 81
TR=1235.92, FL=1226.73, DS FL=1224.87

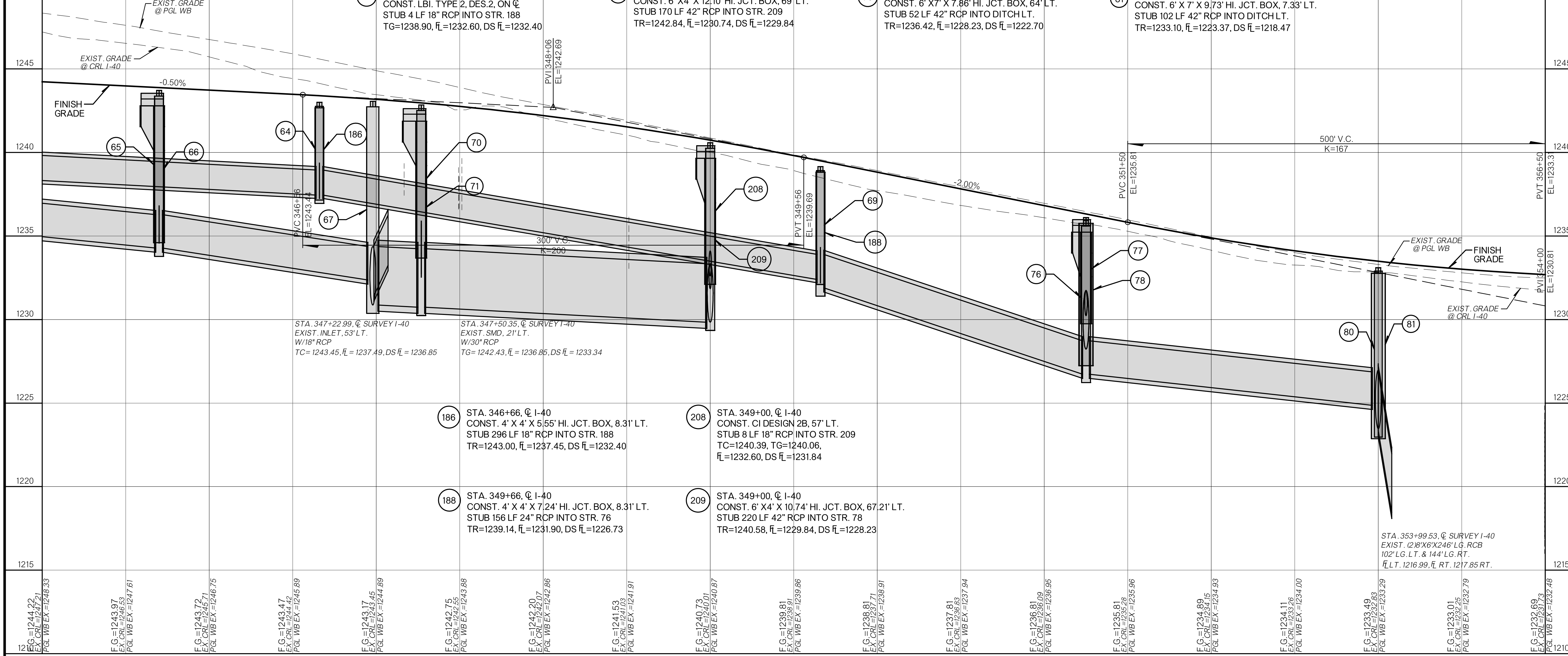
(77) STA. 351+25, ℄ I-40
CONST. CI DESIGN 2B, 57' LT.
STUB 4 LF 18" RCP INTO STR. 78
TC=1235.97, TG=1235.64,
FL=1230.25, DS FL=1230.23

(78) STA. 351+25, ℄ I-40
CONST. 6' X7' X 7.86' HI. JCT. BOX, 64' LT.
STUB 52 LF 42" RCP INTO DITCH LT.
TR=1236.42, FL=1228.23, DS FL=1222.70

BM#10-CHISELED BOX ON CONCRETE CURB ON THE NORTH SIDE OF THE NORTH EXIT LANE
STA. 353+38, 71' LT. ℄ SURVEY I-40
ELEV. = 1232.55

(80) STA. 353+00, ℄ I-40
CONST. LBI. TYPE 2, DES.2, ON ℄
STUB 2 LF 42" RCP INTO STR. 81
TG=1232.90, FL=1223.47, DS FL=1223.37

(81) STA. 353+00, ℄ I-40
CONST. 6' X 7' X 9.73' HI. JCT. BOX, 7.33' LT.
STUB 102 LF 42" RCP INTO DITCH LT.
TR=1233.10, FL=1223.37, DS FL=1218.47



STA. 347+22.99, ℄ SURVEY I-40
EXIST. INLET, 53' LT.
W/18" RCP
TC= 1243.45, FL = 1237.49, DS FL = 1236.85

STA. 347+50.35, ℄ SURVEY I-40
EXIST. SMD, 21' LT.
W/30" RCP
TG= 1242.43, FL = 1236.85, DS FL = 1233.34

STA. 353+99.53, ℄ SURVEY I-40
EXIST. (2)8'X6'X246' LG. RCB
102' LG. LT. & 144' LG. RT.
FL LT. 1216.99, FL RT. 1217.85 RT.

(186) STA. 346+66, ℄ I-40
CONST. 4' X 4' X 5.55' HI. JCT. BOX, 8.31' LT.
STUB 296 LF 18" RCP INTO STR. 188
TR=1243.00, FL=1237.45, DS FL=1232.40

(188) STA. 349+66, ℄ I-40
CONST. 4' X 4' X 7.24' HI. JCT. BOX, 8.31' LT.
STUB 156 LF 24" RCP INTO STR. 76
TR=1239.14, FL=1231.90, DS FL=1226.73

(208) STA. 349+00, ℄ I-40
CONST. CI DESIGN 2B, 57' LT.
STUB 8 LF 18" RCP INTO STR. 209
TC=1240.39, TG=1240.06,
FL=1232.60, DS FL=1231.84

(209) STA. 349+00, ℄ I-40
CONST. 6' X4' X 10.74' HI. JCT. BOX, 67.21' LT.
STUB 220 LF 42" RCP INTO STR. 78
TR=1240.58, FL=1229.84, DS FL=1228.23

Station	F.G.	EX. CRL	PGL WB EX.
345+00	1244.22	1247.21	1248.33
345+50	1243.97	1246.53	1247.61
346+00	1243.72	1245.71	1246.75
346+50	1243.47	1244.42	1245.89
347+00	1243.17	1243.45	1244.89
347+50	1242.75	1242.55	1243.88
348+00	1242.20	1242.07	1242.86
348+50	1241.53	1241.03	1241.91
349+00	1240.73	1240.01	1240.87
349+50	1239.81	1238.91	1239.86
350+00	1238.81	1237.71	1238.91
350+50	1237.81	1236.83	1237.94
351+00	1236.81	1236.09	1236.95
351+50	1235.81	1235.28	1235.96
352+00	1234.89	1234.15	1234.93
352+50	1234.11	1233.26	1234.00
353+00	1233.49	1232.83	1233.29
353+50	1233.01	1232.25	1232.79
354+00	1232.69	1231.73	1232.48

I-40 MAINLINE-WESTBOUND
345+00 TO 354+00

State Job No. 28992(04) Sheet No. R068

I-40 & DOUGLAS BLVD. INTERCHANGE
OKLAHOMA COUNTY

90%
NOT FOR CONSTRUCTION
SEPTEMBER 2018

63 STA. 345+70, ℄ I-40
CONST. CI DESIGN 2C, 59.60' RT.
STUB 8 LF 18" RCP INTO STR. 185
TC=1243.53, TG=1243.20,
FL=1238.26, DS FL=1238.02

68 STA. 347+27, ℄ I-40
CONST. CI DESIGN 2C, 57.79' RT.
STUB 10 LF 18" RCP INTO STR. 187
TC=1242.62, TG=1242.29,
FL=1234.82, DS FL=1233.42

BM#9-CHISELED BOX ON SE CORNER OF DROP INLET NORTH OF I-40 WESTBOUND LANES
STA. 348+58, 121' LT. ℄ SURVEY I-40
ELEV. = 1238.40

BM#10-CHISELED BOX ON CONCRETE CURB ON THE NORTH SIDE OF THE NORTH EXIT LANE
STA. 353+38, 71' LT. ℄ SURVEY I-40
ELEV. = 1232.55

185 STA. 345+70, ℄ I-40
CONST. 4' X 4' X 6.18' HI. JCT. BOX, 69' RT.
STUB 154 LF 24" RCP INTO STR. 187
TR=1243.70, FL=1237.52, DS FL=1232.92

187 STA. 347+27, ℄ I-40
CONST. 5' X 5' X 10.92' HI. JCT. BOX, 69' RT.
STUB 170 LF 36" RCP INTO STR. 206
TR=1242.84, FL=1231.92, DS FL=1231.07

72 STA. 350+00, ℄ I-40
CONST. 5' X 4' X 12.01' HI. JCT. BOX, 70' RT.
STUB 120 LF 36" RCP INTO STR. 73
TR=1238.71, FL=1226.70, DS FL=1226.05

73 STA. 351+25, ℄ I-40
CONST. 6' X 4' X 10.66' HI. JCT. BOX, 70' RT.
STUB 82 LF 42" RCP INTO STR. 198
TR=1236.21, FL=1225.55, DS FL=1225.14

79 STA. 353+00, ℄ I-40
CONST. CI DESIGN 2B, 57' RT.
STUB 54 LF 42" RCP INTO STR. 80
TC=1233.15, TG=1232.81,
FL=1224.70, DS FL=1223.47

155 STA. 350+00, ℄ I-40
CONST. LBI. TYPE 1, DES.2, 80.08' RT.
STUB 8 LF 24" RCP INTO STR. 72
TR=1244.02, FL=1228.26, DS FL=1227.70

74 STA. 351+25, ℄ I-40
CONST. CI DESIGN 2B, 57' RT.
STUB 10 LF 18" RCP INTO STR. 73
TC=1235.97, TG=1235.64,
FL=1227.60, DS FL=1227.55

189 STA. 353+00, ℄ I-40
CONST. 6' X 6' X 8.52' HI. JCT. BOX, 62.67' RT.
STUB 2 LF 42" RCP INTO STR. 79
TR=1233.24, FL=1224.72, DS FL=1224.70

206 STA. 349+00, ℄ I-40
CONST. 5' X 4' X 9.55' HI. JCT. BOX, 69.64' RT.
STUB 96 LF 36" RCP INTO STR. 72
TR=1240.62, FL=1231.07, DS FL=1226.70

207 STA. 349+00, ℄ I-40
CONST. CI DESIGN 2B, 57' RT.
STUB 10 LF 18" RCP INTO STR. 206
TC=1240.39 TG=1240.06,
FL=1234.07, DS FL=1232.57

198 STA. 352+11, ℄ I-40
CONST. 6' X 4' X 9.31' HI. JCT. BOX, 62' RT.
STUB 84 LF 42" RCP INTO STR. 189
TR=1234.45, FL=1225.14, DS FL=1224.72

STA. 347+50.35, ℄ SURVEY I-40
EXIST. SMD, 21' LT.
W/30" RCP
TG= 1242.43, FL = 1236.85, DS FL = 1233.34

STA. 347+56.22, ℄ SURVEY I-40
EXIST. GPI, 53' RT.
W/18" RCP
TG= 1242.88, FL = 1238.14, DS FL = 1236.85

STA. 353+99.53, ℄ SURVEY I-40
EXIST. (2)8'X6'X246' LG. RCB
102' LG. LT. & 144' LG. RT.
FL LT. 1216.99, FL RT. 1217.85 RT.

EXIST. GRADE @ PGL EB
EXIST. GRADE @ CRL I-40
FINISH GRADE
-0.50%
-2.00%
PVI 348+06 EL=1242.69
PVC 346+56 EL=1243.44
PVT 349+56 EL=1239.69
PVC 351+50 EL=1235.81
PVT 356+50 EL=1233.31
PVI 354+00 EL=1230.81
300' V.C. K=200
500' V.C. K=167

	345+00	346+00	347+00	348+00	349+00	350+00	351+00	352+00	353+00	354+00
F.G.	1244.22	1243.97	1243.72	1243.47	1243.17	1242.75	1242.20	1241.53	1240.73	1239.81
EX. CRL	1244.21	1246.53	1246.71	1244.42	1243.45	1243.58	1242.07	1241.03	1240.01	1238.91
EX. PGL EB	1248.36	1247.70	1246.80	1245.87	1244.90	1243.93	1242.86	1241.81	1240.89	1239.88

F.G.	1239.81	1238.81	1237.81	1236.81	1235.81	1234.89	1234.11	1233.49	1233.01	1232.69
EX. CRL	1238.91	1237.71	1236.83	1236.09	1235.28	1234.15	1233.26	1232.83	1232.25	1231.73
EX. PGL EB	1239.88	1238.93	1237.90	1236.97	1235.95	1234.92	1234.05	1233.35	1232.81	1232.46

I-40 MAINLINE-EASTBOUND
336+00 TO 345+00

State Job No. 28992(04) Sheet No. R069

OKLAHOMA COUNTY I-40 & DOUGLAS BLVD. INTERCHANGE

SEC. 13 T11N R2W

NOTE:
ALL BENCHMARKS, PRES. R/W AND R/W DIMENSIONS SHOWN ARE FROM THE ℄ SURVEY I-40.

90%
NOT FOR CONSTRUCTION
SEPTEMBER 2018

0 30' 60'

EXIST. LIMITS OF NO ACCESS

EXIST. LIMITS OF NO ACCESS

PRES. R/W

PRES. R/W

WEB 2-BW

BM#11

CAUTION -
OHP
LW=1271.50
SAN. SEWER

354+00

355+00

360+00

363+00

TOC/TOS

TOC/TOS

149.97'
+50

149.94'
+50

CONST. CONC. LONG. BARRIER

CONST. CONC. ATTENUATOR PAD

℄ RAMP C

℄ RAMP B

℄ RENNY ROAD

CONST. CONC. LONG. BARRIER

CONST. CONC. LONG. BARRIER

CONST. RETAINING WALL

CONST. CONC. LONG. BARRIER

CONST. CONC. LONG. BARRIER

ASPH.

ASPH.

OCAN

OCAN

FIB

CITY OF OKC

OGRE

48'

36'

10'

11'

185.00'
+00

165.00'
+00

PC 12+46.56

PT 12+98.12

PT 7+69.53

PC 7+42.50

165'

83 84 85 86 87 88 89 90 82 190 191 192 193 94 95 96 97

STA. 354+39.93 ℄ SURVEY I-40
EXIST. CDI, 97'6" R.
W/ 24" RCP
TG= 1225.79, ft. = 1222.68, DS ft. 1220.57
(REMOVE)

STA. 354+64.91, ℄ SURVEY I-40
EXIST SMD, 0.22' RT.
W/18" RCP
TG=1230.69, ft. = 1227.55, DS ft. 1227.25
(REMOVE)

+83.39 -SIGN 14.6' LT.
+83.63 -SIGN 12.4' LT.
+87.93 -SIGN 76.7' LT.
+88.09 -SIGN 74.3' LT.
+23.51 -POWPOL 145.2' LT.
+54.09 -SIGN 98.8' LT.
+54.34 -SIGN 89.3' LT.
+23.62 -SIGN 60.7' RT.
+79.95 -SIGN 161.9' RT.
+80.39 -SIGN 161.5' RT.
+80.78 -SIGN 161.5' RT.
+29.21 -SIGN 159.7' RT.
+36.43 -SIGN 159.3' RT.
+75.96 -SIGN 59.1' RT.

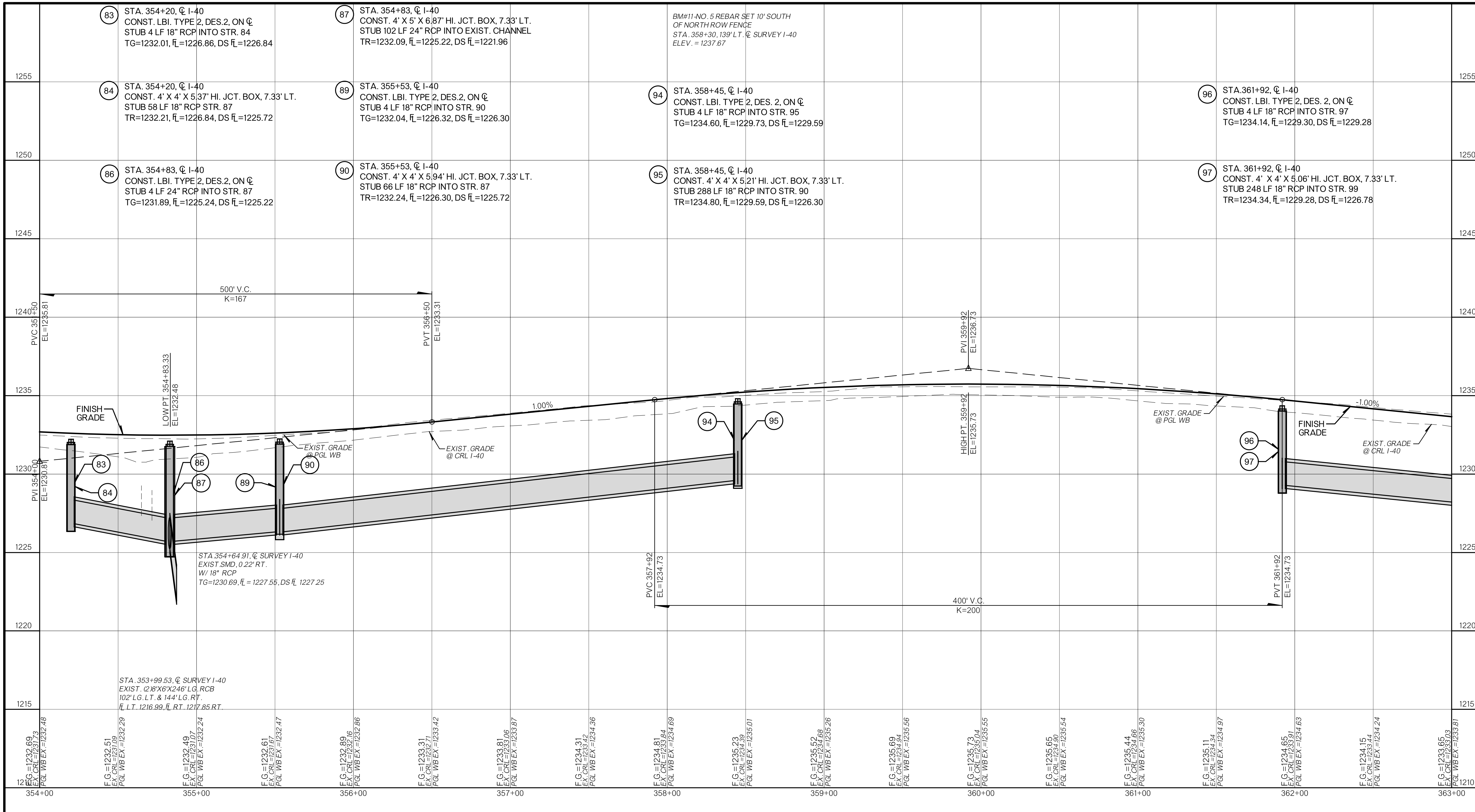
SEC. 13 T11N R2W

I-40 & DOUGLAS BLVD. INTERCHANGE
OKLAHOMA COUNTY

I-40 MAINLINE
354+00 TO 363+00

State Job No. 28992(04) Sheet No. R070

90%
NOT FOR CONSTRUCTION
SEPTEMBER 2018



I-40 MAINLINE-WESTBOUND
354+00 TO 363+00

State Job No. 28992(04) Sheet No. R071

OKLAHOMA COUNTY

I-40 & DOUGLAS BLVD. INTERCHANGE

90%
NOT FOR CONSTRUCTION
SEPTEMBER 2018

(82) STA. 354+20, ℄ I-40
CONST. CI DESIGN 2B, 57' RT.
STUB 2 LF 18" RCP INTO STR. 190
TC=1232.26, TG=1231.92,
FL=1227.13, DS FL=1227.02

(190) STA. 354+20, ℄ I-40
CONST. 4' X 4' X 5.32' HI. JCT. BOX, 62' RT.
STUB 60 LF 18" RCP INTO STR. 191
TR=1232.34, FL=1227.02, DS FL=1226.02

BM#11-NO. 5 REBAR SET 10' SOUTH OF NORTH ROW FENCE STA. 358+30, 139' LT. ℄ SURVEY I-40 ELEV. = 1237.67

(85) STA. 354+83, ℄ I-40
CONST. CI DESIGN 2-2B, 57' RT.
STUB 54 LF 24" RCP INTO STR. 86
TC=1232.14, TG=1231.80,
FL=1225.50, DS FL=1225.24

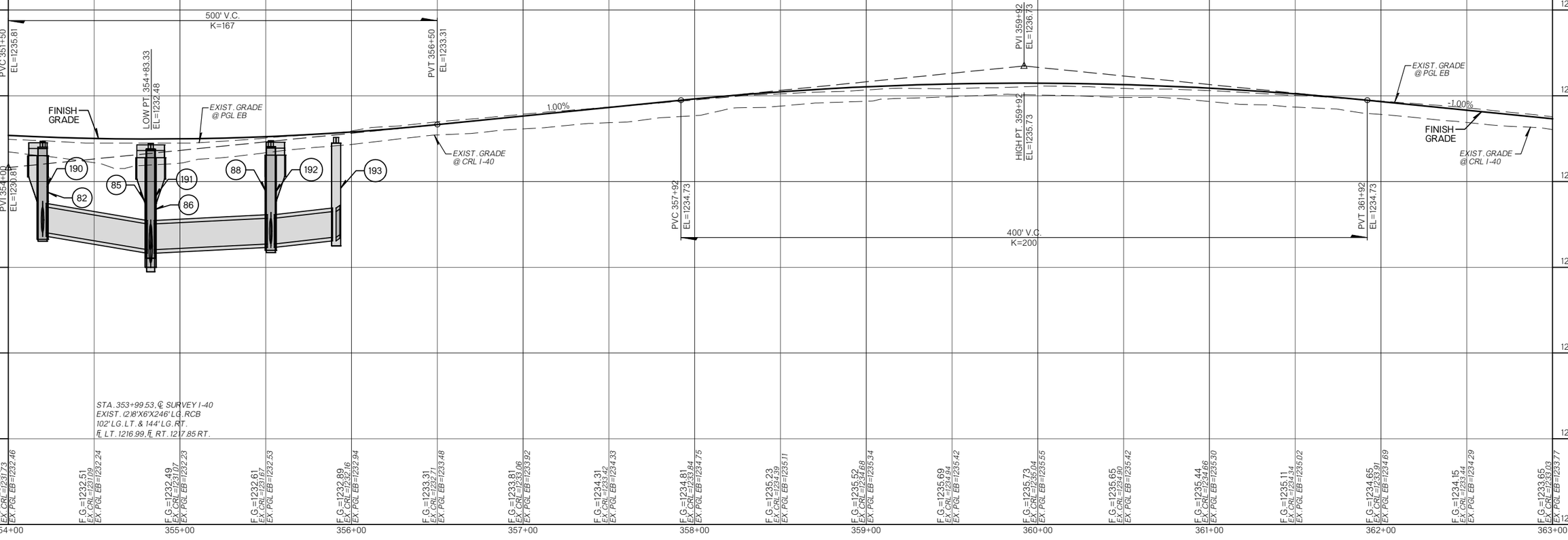
(191) STA. 354+83, ℄ I-40
CONST. 4' X 4' X 6.20' HI. JCT. BOX, 62' RT.
STUB 2 LF 18" RCP INTO STR. 85
TR=1232.22, FL=1226.02, DS FL=1226.00

(86) STA. 354+83, ℄ I-40
CONST. LBI. TYPE 2, DES.2, ON ℄
STUB 4 LF 24" RCP INTO STR. 87
TG=1231.89, FL=1225.24, DS FL=1225.22

(192) STA. 355+53, ℄ I-40
CONST. 4' X 4' X 6.0' HI. JCT. BOX, 62' RT.
STUB 66 LF 18" RCP INTO STR. 191
TR=1232.36, FL=1226.36, DS FL=1226.02

(88) STA. 355+53, ℄ I-40
CONST. CI DESIGN 2B, 57' RT.
STU 2 LF 18" RCP INTO STR. 192
TC=1232.28, TG=1231.95,
FL=1226.48, DS FL=1226.36

(193) STA. 355+95, ℄ RAMP B
CONST. 4' X 4' X 5.83' HI. JCT. BOX, 25' LT.
STUB 34 LF 18" RCP INTO STR. 192
TR=1232.57, FL=1226.74, DS FL=1226.36



I-40 MAINLINE-EASTBOUND
354+00 TO 363+00

State Job No. 28992(04) Sheet No. R072

OKLAHOMA COUNTY I-40 & DOUGLAS BLVD. INTERCHANGE

SEC. 13 T11N R2W

NOTE:
ALL BENCHMARKS, PRES. R/W AND R/W DIMENSIONS SHOWN ARE FROM THE ℄ SURVEY I-40.

90%
NOT FOR CONSTRUCTION
SEPTEMBER 2018

0 30' 60'

EXIST. LIMITS OF NO ACCESS

PRES. R/W

BM#12

TOC/TOS

149.94' +50

365+00

℄ RAMP C

10'

ASPH.

48'

99 98

11'

CONST. CONC. LONG. BARRIER

363+00

100

101

STA. 366+83.90, ℄ SURVEY I-40
EXIST. SMD. 0.66' LT.
W/ 18" RCP
TG=1229.26, FL = 1226.36, DS FL = 1220.7
(REMOVE)

STA. 368+49.22, ℄ I-40
EXIST. (3.8'X7'X25') L.G. RCB
87° Lt., LT. & 138' (TS), RT.
FL LT. 1215.70, FL RT. 1215.79

STA. 369+42.85, ℄ I-40
EXIST. CDI. 88' RT.
W/ 24"X24" RCP
TG=1223.88, FL=1220.93 DS FL=1219.97

N9°16'5"E

WEB 2-BW

PRES. R/W

BM#13

149.91' +00

370+00

TOC/TOS

36'

11'

CONST. CONC. LONG. BARRIER

ASPH.

36'

10'

℄ RAMP B

PI: 9+50.00

EOP: 12+80.00

185.00'

150'

TOC/TOS

℄ RENNY ROAD

END CONST. RENNY RD.

PC: 17+76.58

PT: 17+99.99

170.00' +00

PRES. R/W

EXIST. LIMITS OF ACCESS TO LOCAL ROAD ONLY

EXIST. LIMITS OF ACCESS TO LOCAL ROAD ONLY

STA. 370+00 - END PROJECT

OGSE

+13.93–SIGN 120.9' RT.
+16.52–SIGN 128.3' RT.

+72.08–SIGN 14.1' LT.
+72.80–SIGN 16.6' LT.
+73.44–SIGN 60.2' LT.
+73.63–SIGN 62.6' LT.

+15.32–SIGN 61.9' LT.
+18.96–SIGN 59.8' RT.

+24.08–SIGN 80.1' LT.
+24.11–SIGN 90.9' LT.

SEC. 13 T11N R2W

I-40 & DOUGLAS BLVD. INTERCHANGE
OKLAHOMA COUNTY

I-40 MAINLINE
363+00 TO EOP

State Job No. 28992(04) Sheet No. R073

90%
NOT FOR CONSTRUCTION
SEPTEMBER 2018

BM#12-NO. 5 REBAR SET 15' SOUTH OF NORTH ROW FENCE
STA. 363+33, 137' LT. ℄ SURVEY I-40
ELEV. = 1223.62

BM#13-CHISELED BOX IN CENTER OF NORTH BOX CULVERT HEADWALL
STA. 367+99, 87' LT. ℄ SURVEY I-40
ELEV. = 1225.22

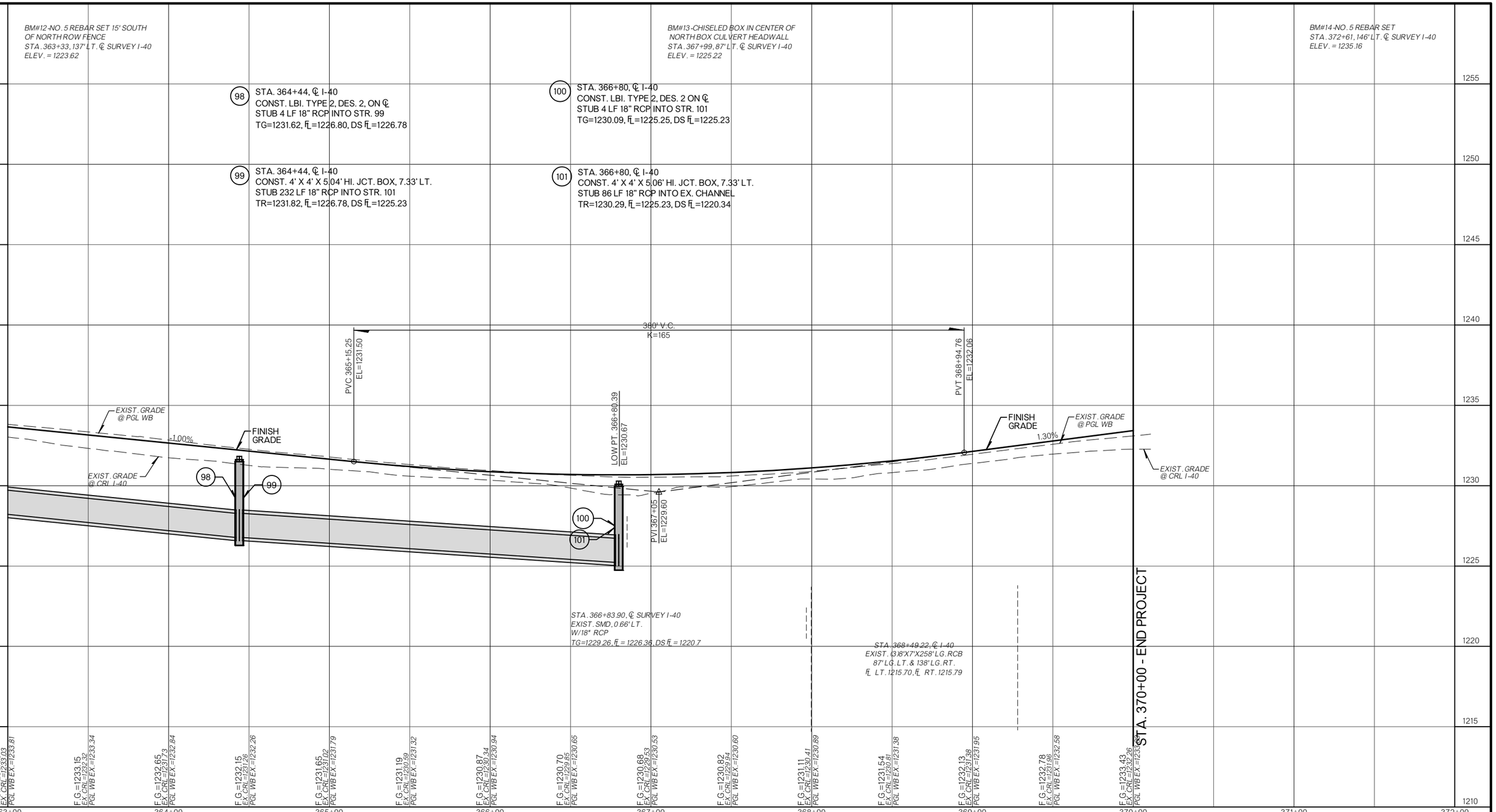
BM#14-NO. 5 REBAR SET
STA. 372+61, 146' LT. ℄ SURVEY I-40
ELEV. = 1235.16

(98) STA. 364+44, ℄ I-40
CONST. LBI. TYPE 2, DES. 2, ON ℄
STUB 4 LF 18" RCP INTO STR. 99
TG=1231.62, FL=1226.80, DS FL=1226.78

(99) STA. 364+44, ℄ I-40
CONST. 4' X 4' X 5.04' HI. JCT. BOX, 7.33' LT.
STUB 232 LF 18" RCP INTO STR. 101
TR=1231.82, FL=1226.78, DS FL=1225.23

(100) STA. 366+80, ℄ I-40
CONST. LBI. TYPE 2, DES. 2 ON ℄
STUB 4 LF 18" RCP INTO STR. 101
TG=1230.09, FL=1225.25, DS FL=1225.23

(101) STA. 366+80, ℄ I-40
CONST. 4' X 4' X 5.06' HI. JCT. BOX, 7.33' LT.
STUB 86 LF 18" RCP INTO EX. CHANNEL
TR=1230.29, FL=1225.23, DS FL=1220.34



1255 1250 1245 1240 1235 1230 1225 1220 1215 1210

F.G.=1233.65 EX. CRL=1231.03 PGL WB EX.=1233.81
F.G.=1233.15 EX. CRL=1232.32 PGL WB EX.=1233.34
F.G.=1232.65 EX. CRL=1231.73 PGL WB EX.=1232.84
F.G.=1232.15 EX. CRL=1231.36 PGL WB EX.=1232.26
F.G.=1231.65 EX. CRL=1231.02 PGL WB EX.=1231.79
F.G.=1231.19 EX. CRL=1230.99 PGL WB EX.=1231.32
F.G.=1230.87 EX. CRL=1230.34 PGL WB EX.=1230.94
F.G.=1230.70 EX. CRL=1229.86 PGL WB EX.=1230.65
F.G.=1230.68 EX. CRL=1229.53 PGL WB EX.=1230.53
F.G.=1230.82 EX. CRL=1229.94 PGL WB EX.=1230.60
F.G.=1231.11 EX. CRL=1230.41 PGL WB EX.=1230.89
F.G.=1231.54 EX. CRL=1230.81 PGL WB EX.=1231.38
F.G.=1232.13 EX. CRL=1231.38 PGL WB EX.=1231.95
F.G.=1232.78 EX. CRL=1231.96 PGL WB EX.=1232.58
F.G.=1233.43 EX. CRL=1232.26 PGL WB EX.=1233.04

363+00 364+00 365+00 366+00 367+00 368+00 369+00 370+00 371+00 372+00

I-40 & DOUGLAS BLVD. INTERCHANGE
OKLAHOMA COUNTY

I-40 MAINLINE-WESTBOUND 363+00 TO EOP

State Job No. 28992(04) Sheet No. R074

90%
NOT FOR CONSTRUCTION
SEPTEMBER 2018

BM#12-NO. 5 REBAR SET 15' SOUTH OF NORTH ROW FENCE
STA. 363+33, 137' LT. ℄ SURVEY I-40
ELEV. = 1223.62

BM#13-CHISELED BOX IN CENTER OF NORTH BOX CULVERT HEADWALL
STA. 367+99, 87' LT. ℄ SURVEY I-40
ELEV. = 1225.22

BM#14-NO. 5 REBAR SET
STA. 372+61, 146' LT. ℄ SURVEY I-40
ELEV. = 1235.16

1255
1250
1245
1240
1235
1230
1225
1220
1215
1210

380' V.C.
K=165

PVC 365+15.25
EL=1231.50

LOW PT. 366+80.39
EL=1230.67

PVI 367+05
EL=1229.60

PVT 368+94.76
EL=1232.06

EXIST. GRADE @ PGL EB
-1.00%
FINISH GRADE
EXIST. GRADE @ CRL I-40
FINISH GRADE
1.30%
EXIST. GRADE @ PGL EB
EXIST. GRADE @ CRL I-40

STA. 369+42.65, ℄ I-40
EXIST. CDI, 88' RT.
W/ 24"X24' RCP
TG=1223.88, F℄ =1220.93 DS F℄ =1219.97

STA. 368+49.22, ℄ I-40
EXIST. (3)8'X7'X258' LG. RCB
87' LG. LT. & 138' LG. RT.
F℄ LT. 1215.70, F℄ RT. 1215.79

363+00	364+00	365+00	366+00	367+00	368+00	369+00	370+00	371+00	372+00
F.G.=1233.65 *EX. CRL=1233.03* *EX. PGL EB=1233.77*	F.G.=1233.15 *EX. CRL=1232.32* *EX. PGL EB=1233.22*	F.G.=1232.65 *EX. CRL=1231.73* *EX. PGL EB=1232.71*	F.G.=1232.15 *EX. CRL=1231.26* *EX. PGL EB=1232.21*	F.G.=1231.65 *EX. CRL=1231.02* *EX. PGL EB=1231.71*	F.G.=1231.19 *EX. CRL=1230.38* *EX. PGL EB=1231.25*	F.G.=1230.87 *EX. CRL=1230.34* *EX. PGL EB=1230.89*	F.G.=1230.70 *EX. CRL=1229.85* *EX. PGL EB=1230.60*	F.G.=1230.68 *EX. CRL=1229.53* *EX. PGL EB=1230.54*	F.G.=1230.82 *EX. CRL=1229.94* *EX. PGL EB=1230.64*	F.G.=1231.11 *EX. CRL=1230.41* *EX. PGL EB=1230.83*	F.G.=1231.54 *EX. CRL=1230.81* *EX. PGL EB=1231.35*	F.G.=1232.13 *EX. CRL=1231.38* *EX. PGL EB=1231.89*	F.G.=1232.78 *EX. CRL=1231.96* *EX. PGL EB=1232.45*	F.G.=1233.43 *EX. CRL=1232.26* *EX. PGL EB=1233.16*

STA. 370+00 - END PROJECT

I-40 & DOUGLAS BLVD. INTERCHANGE
OKLAHOMA COUNTY

I-40 MAINLINE-EASTBOUND
363+00 TO EOP

State Job No. 28992(04) Sheet No. R075

90%
NOT FOR CONSTRUCTION
SEPTEMBER 2018

SEC. 14 T11N R2W

0 30' 60'

CONC.

OG&E

100+00

CAUTION - OHP LW=1271.30 WATERLINE

CAUTION - OHP LW=1264.80

93

103

105

102

104

PRES. R/W

CITY OF OKC

TOC/TOS

CONC.

ASPH.

38'

60'

26'

8-WIRE

5-WIRE

1-WIRE

CHAINLINK

2641.84' N 0°09'02.52" W

NS 316.5

℄ SURVEY DOUGLAS
N00°12'16.57"W

104+00

CITYOF OKC

BM#15

BM#16

CONST. 6' SIDEWALK

STA. 99+81.88 - BEGIN INCIDENTAL CONSTRUCTION

STA. 100+00 - END INCIDENTAL CONSTRUCTION

BEGIN PROJECT

SEC. 13 T11N R2W

STA. 100+49.27, ℄ SURVEY DOUGLAS, EXIST. INLET, 44' LT. W/18" RCP (REMOVE)

STA. 100+49.62, ℄ SURVEY DOUGLAS, EXIST. MH., 44' LT. W/18" RCP (REMOVE)

STA. 100+91.92, ℄ SURVEY DOUGLAS, EXIST. INLET, 36' LT. W/18" RCP (REMOVE)

STA. 100+30 CONST. 24' CONC. DR. RT. W/ 2 TYPE B WCR

STA. 101+43 CONST. 30' CONC. STREET RETURN W/ 2 TYPE B WCR

STA. 102+44 CONST. 24' CONC. STREET RETURN W/ 2 TYPE B WCR

STA. 103+52 CONST. 38' CONC. STREET RETURN W/ 2 TYPE B WCR

NOTE:
ALL BENCHMARKS, PRES. R/W AND R/W DIMENSIONS SHOWN ARE FROM THE ℄ SURVEY DOUGLAS.

DOUGLAS BLVD.
BOP TO 104+00

State Job No. 28992(04) Sheet No. R076

OKLAHOMA COUNTY I-40 & DOUGLAS BLVD. INTERCHANGE

90%
NOT FOR CONSTRUCTION

BM#15-CHISELED BOX ON TOP OF RCP CULVERT EAST OF DOUGLAS
STA. 99+13, 45' RT. ℄ SURVEY DOUGLAS
ELEV. = 1238.4549

BM#16-CHISELED BOX IN CONCRETE CURB ON SE CORNEA OF RENNY & DOUGLAS BLVD
STA. 103+33, 57' RT. ℄ SURVEY DOUGLAS
ELEV. = 1258.9974

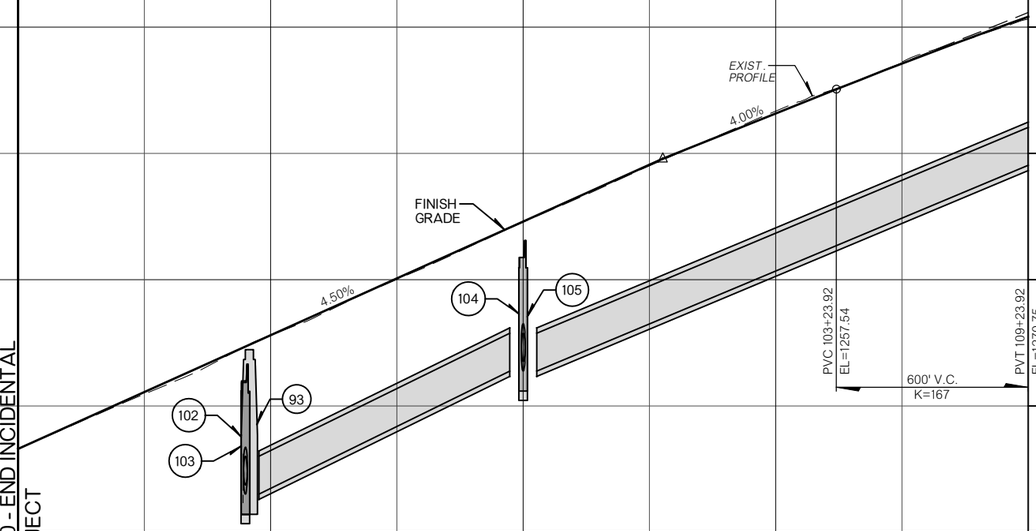
(93) STA. 100+91.58, ℄ DOUGALS
CONST. 5' DIA. MH, 44.14' LT.
CONNECT TO EXISTING PIPE
℄ EXISTING=1241.38

(104) STA. 102+00, ℄ DOUGLAS BLVD.
CONST. CI DESIGN 2B, 38' RT.
STUB 74 LF 18" RCP INTO STR. 105
TC=1252.22, TG=1251.55
℄=1246.76, DS ℄=1246.38

(102) STA. 100+90, ℄ DOUGLAS BLVD.
CONST. CI DESIGN 2B, 35' RT.
STUB 70 LF 18" RCP INTO STR. 103
TC=1247.33, TG=1246.66
℄=1241.87, DS ℄=1241.51

(105) STA. 102+00, ℄ DOUGLAS BLVD.
CONST. CI DESIGN 3, 38' LT.
STUB 100 LF 18" RCP INTO STR. 103
TC=1252.22, TG=1251.55
℄=1246.38, DS ℄=1241.51

(103) STA. 100+90, ℄ DOUGLAS BLVD.
CONST. CI DESIGN 3, 38' LT.
STUB 4 LF 18" RCP INTO STR. 93
TC=1247.27, TG=1246.60
℄=1241.51, DS ℄=1241.38



STA. 100+91.62, ℄ SURVEY DOUGLAS
EXIST. MH., 44' LT.
W/18" RCP
TR= 1247.24, ℄ = 1241.38, DS ℄ = 1241.38

STA. 100+91.92, ℄ SURVEY DOUGLAS
EXIST. INLET, 36' LT.
W/18" RCP
TC= 1246.76, ℄ = 1241.51, DS ℄ = 1241.38

STA. 100+49.27, ℄ SURVEY DOUGLAS
EXIST. INLET, 44' LT.
W/18" RCP
TC= 1244.97, ℄ = 1241.38, DS ℄ = 1237.09

STA. 99+81.88 - BEGIN INCIDENTAL CONSTRUCTION
STA. 100+00 - END INCIDENTAL BEGIN PROJECT

F.G.=1243.30 *EX.=1243.30*
F.G.=1245.55 *EX.=1245.47*
F.G.=1247.80 *EX.=1247.79*
F.G.=1250.05 *EX.=1250.01*
F.G.=1252.30 *EX.=1252.28*
F.G.=1254.55 *EX.=1254.51*
F.G.=1256.58 *EX.=1256.68*
F.G.=1258.56 *EX.=1258.62*
F.G.=1260.40 *EX.=1260.32*

1275 1270 1265 1260 1255 1250 1245 1240 1235 1230

95+00 96+00 97+00 98+00 99+00 100+00 101+00 102+00 103+00 104+00

DOUGLAS BLVD.
BOP TO 104+00

State Job No. 28992(04) Sheet No. R077

I-40 & DOUGLAS BLVD. INTERCHANGE
OKLAHOMA COUNTY

NOTE:
ALL BENCHMARKS, PRES. R/W
AND R/W DIMENSIONS SHOWN ARE FROM
THE ℄ SURVEY DOUGLAS.

90%
NOT FOR CONSTRUCTION
SEPTEMBER 2018

SEC. 14 T11N R2W

SEC. 13 T11N R2W

0 30' 60'

104+00

105+00

110+00

113+00

℄ SURVEY DOUGLAS
N00°12'16.57"W
NS 316.5'

PRES. R/W

CITY OF OKC

CHAINLINK 3-BW

TOC/TOS

CONC.

ASPH.

OG&E

1-WIRE

PUG

ONG

CITY OF OKC

PRES. R/W

CONST. 6' SIDEWALK

CONST. TYPE AB WCR

CONST. TYPE B WCR

CONST. TYPE AB WCR

CONST. TYPE B WCR

CONST. 6' SIDEWALK

℄ RAMP A1

℄ RAMP B1

℄ RAMP B

BRIDGE B

BM#17

BM#19

STA. 342+55.20, ℄ SURVEY I -40
EXIST. GPL, 146' RT.
W/18" RCP
TG= 1271.14, R= 1268.69, DS ℄ = 126°30'
(REMOVE)

STA 341+75.44, ℄ SURVEY I -40
EXIST. GPL, 161' RT.
W/18" RCP
TG=1271.12, R= 1267.00, DS ℄ = 126°30'
(REMOVE)

149.83'
+06.44

249.26'
+69.42

41.19'
60'

38'

62'

12'

36'

8'

106 107 108 109 110 111 112 113 114 115 116 174 179 210

159

+36.79 –POST 141.7' RT.
+39.33 –POWANC 58.2' RT.
+49.31 –FIRHYD 63.8' RT.
+50.72 –SIGN 58.8' RT.
+28.24 –POWPOL 58.8' RT.
+61.45 –SIGN 41.1' RT.
+07.12 –POWPOL 89.8' RT.
+54.27 –SIGN 37.7' RT.
+54.35 –SIGN 35.2' RT.
+57.90 –FIRHYD 176.2' RT.
+34.99 –SIGN 32.5' RT.
+48.41 –SIGN 32.4' LT.
+87.23 –SIGN 156.6' RT.
+96.99 –SIGN 114.7' RT.
+15.65 –SIGN 79.7' RT.
+42.71 –SIGN 62.6' RT.
+80.64 –SIGN 62.1' RT.
+96.34 –SIGN 62.1' RT.
+97.00 –SIGN 64.6' RT.
+32.90 –SIGN 188.2' LT.
+34.36 –SIGN 66.8' LT.
+44.96 –SIGN 166.4' LT.
+62.66 –SIGN 174.4' LT.
+68.06 –SIGN 70.4' LT.
+72.72 –SIGN 111.3' LT.
+82.94 –SIGN 116.3' LT.
+88.24 –SIGN 70.4' LT.
+77.79 –SIGN 66.8' LT.
+31.98 –SIGN 70.4' LT.
+46.93 –EPLBY 70.5' RT.
+74.49 –TCP PAD 127.0' RT.
+74.09 –SIGN 170.9' RT.
+76.39 –SIGN 125.4' RT.

DOUGLAS BLVD.
104+00 TO 113+00

State Job No. 28992(04) Sheet No. R078

I-40 & DOUGLAS BLVD. INTERCHANGE
OKLAHOMA COUNTY

90%
NOT FOR CONSTRUCTION
SEPTEMBER 2018

106 STA. 104+10, ℄ DOUGLAS BLVD.
CONST. CI DESIGN 2B, 38' RT.
STUB 74 LF 18" RCP INTO STR. 107
TC=1260.67, TG=1260.00
FL=1255.21, DS FL=1254.83

107 STA. 104+10, ℄ DOUGLAS BLVD.
CONST. CI DESIGN 2B, 38' LT.
STUB 202 LF 18" RCP INTO STR. 105
TC=1260.67, TG=1260.00
FL=1254.83, DS FL=1246.38

108 STA. 105+75, ℄ DOUGLAS BLVD.
CONST. CI DESIGN 2B, 38' RT.
STUB 18 LF 18" RCP INTO STR. 174
TC=1265.60, TG=1264.94
FL=1259.64, DS FL=1259.55

109 STA. 105+75, ℄ DOUGLAS BLVD.
CONST. CI DESIGN 2B, 43.52' LT.
STUB 80 LF 18" RCP INTO STR. 108
TC=1265.49, TG=1264.83
FL=1260.04, DS FL=1259.64

BM#17-SET 100D VERTICAL IN THE ROOT OF A 10"CYPRESS
STA. 108+86, 60' RT. ℄ SURVEY DOUGLAS
ELEV. = 1268.6684

110 STA. 108+00, ℄ DOUGLAS BLVD.
CONST. CI DESIGN 2B, 67.15' RT.
STUB 18 LF 18" RCP INTO STR. 179
TC=1269.12, TG=1268.45
FL=1259.31, DS FL=1257.29

111 STA. 108+00, ℄ DOUGLAS BLVD.
CONST. CI DESIGN 2B, 51.96' LT.
STUB 26 LF 18" RCP INTO DITCH LT.
TC=1269.42, TG=1268.75
FL=1264.56, DS FL=1264.41

210 STA. 108+00, ℄ DOUGLAS BLVD.
CONST. CI DESIGN 2B, 5.16' LT.
STUB 70 LF 18" RCP INTO STR. 110
TC=1270.35, TG=1269.69,
FL=1263.13, DS FL=1259.31

112 STA. 110+10, ℄ DOUGLAS BLVD.
CONST. CI DESIGN 2B, 50' RT.
STUB 42 LF 18" RCP INTO STR. 159
TC=1270.77, TG=1270.10
FL=1263.08, DS FL=1260.96

113 STA. 110+10, ℄ DOUGLAS BLVD.
CONST. CI DESIGN 2B, 59.84' LT.
STUB 38 LF 18" RCP INTO DITCH LT.
TC=1270.57, TG=1269.90
FL=1264.17, DS FL=1260.57

115 STA. 111+65, ℄ DOUGLAS BLVD.
CONST. CI DESIGN 2B, 50' RT.
STUB 64 LF 18" RCP INTO STR. 114
TC=1271.39, TG=1270.73,
FL=1265.72, DS FL=1257.90

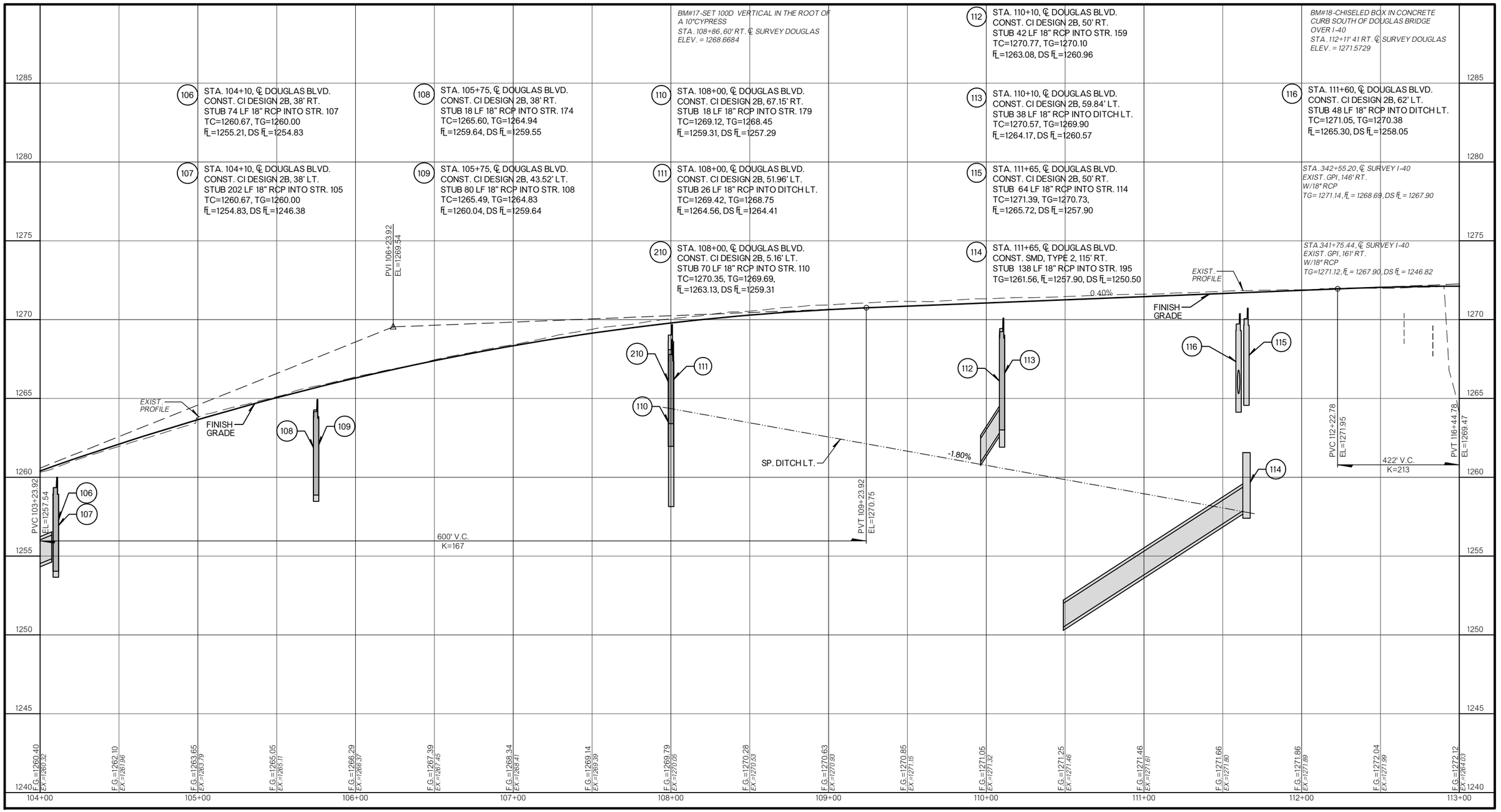
114 STA. 111+65, ℄ DOUGLAS BLVD.
CONST. SMD, TYPE 2, 115' RT.
STUB 138 LF 18" RCP INTO STR. 195
TG=1261.56, FL=1257.90, DS FL=1250.50

BM#18-CHISELED BOX IN CONCRETE CURB SOUTH OF DOUGLAS BRIDGE OVER I-40
STA. 112+11' 41 RT. ℄ SURVEY DOUGLAS
ELEV. = 1271.5729

116 STA. 111+60, ℄ DOUGLAS BLVD.
CONST. CI DESIGN 2B, 62' LT.
STUB 48 LF 18" RCP INTO DITCH LT.
TC=1271.05, TG=1270.38
FL=1265.30, DS FL=1258.05

STA. 342+55.20, ℄ SURVEY I-40
EXIST. GPI, 146' RT.
W/18" RCP
TG= 1271.14, FL = 1268.69, DS FL = 1267.90

STA 341+75.44, ℄ SURVEY I-40
EXIST. GPI, 161' RT.
W/18" RCP
TG=1271.12, FL = 1267.90, DS FL = 1246.82



DOUGLAS BLVD.
104+00 TO 113+00

State Job No. 28992(04) Sheet No. R079

I-40 & DOUGLAS BLVD. INTERCHANGE
OKLAHOMA COUNTY

90%
NOT FOR CONSTRUCTION
SEPTEMBER 2018

0 30' 60'

SEC. 14 T11N R2W

SEC. 13 T11N R2W

℄ SURVEY DOUGLAS
N00°12'16.57"W
2635.08'

℄ RAMP A
℄ RAMP A1
℄ RAMP C
℄ RAMP C1
℄ RAMP D
℄ RAMP D1

℄ I-40

BRIDGE B

CONST. RETAINING WALL
CONST. CONC. LONG. BARRIER
CONST. TYPE B WCR
CONST. TYPE AB WCR
CONST. 6' SIDEWALK
CONST. RET. WALL

POT STA. 114+41.15 ℄ SURVEY DOUGLAS =POT STA. 341+48.86 ℄ I-40

STA. 340+42.48 ℄ SURVEY I-40
EXIST. GPI, 146' LT.
W/18" RCP
TG= 1268.07, DS ℄ = 1265.90
(REMOVE)

STA. 341+23.04 ℄ SURVEY I-40
EXIST. GPI, 161' LT.
W/18" RCP
TG= 1269.25, ℄ = 1265.70, DS ℄ = 1264.44
(REMOVE)

NOTE:
ALL BENCHMARKS, PRES. R/W AND R/W DIMENSIONS SHOWN ARE FROM THE ℄ SURVEY DOUGLAS.

CAUTION •
FIBER OPTIC

113+00
115+06
120+00
122+00
340+00

118
119
120
121
117
BM#19
BM#20

TOC/TOS
CITY OF OKC
REID DR.
OG&E
PRES. R/W
OCEAN
ASPH.
CONC.
FIB
OHP
G
M

DOUGLAS BLVD.
113+00 TO 122+00

State Job No. 28992(04) Sheet No. R080

I-40 & DOUGLAS BLVD. INTERCHANGE
OKLAHOMA COUNTY

90%
NOT FOR CONSTRUCTION
SEPTEMBER 2018

BM#19-CHISELED BOX IN CONCRETE CURB NORTH OF DOUGLAS BRIDGE OVER I-40
STA. 116+19' 45 RT. ℄ SURVEY DOUGLAS
ELEV. = 1269.3069

BM#20-CHISELED BOX ON SW CORNER OF ODOT CONCRETE BOX
STA. 121+73' 73 RT. ℄ SURVEY DOUGLAS
ELEV. = 1258.6309

(117) STA. 116+25, ℄ DOUGLAS BLVD.
CONST. CI DESIGN 2B, 50' RT.
STUB 94 LF 18" RCP INTO DITCH RT.
TC=1269.59, TG=1268.92,
FL=1260.23, DS FL=1253.84

(118) STA. 116+25, ℄ DOUGLAS BLVD.
CONST. CI DESIGN 2B, 62' LT.
STUB 110 LF 18" RCP INTO STR. 117
TC=1269.38, TG=1268.72,
FL=1263.93, DS FL=1260.23

(119) STA. 118+60, ℄ DOUGLAS BLVD.
CONST. CI DESIGN 2B, 50' RT.
STUB 38 LF 18" RCP INTO DITCH RT.
TC=1265.74, TG=1265.08,
FL=1257.98, DS FL=1255.78

(120) STA. 118+60, ℄ DOUGLAS BLVD.
CONST. CI DESIGN 2B, 70' LT.
STUB 50 LF 18" RCP INTO STR. 58
TC=1265.51, TG=1264.84,
FL=1260.00, DS FL=1258.09

(121) STA. 120+50, ℄ DOUGLAS BLVD.
CONST. CI DESIGN 2B, 50' RT.
STUB 28 LF 18" RCP INTO DITCH RT.
TC=1262.26, TG=1261.60
FL=1256.81, DS FL=1256.35

HIGH PT. 113+08.61
EL=1272.12

PVI 114+33.78
EL=1272.80

FINISH GRADE

STA. 340+42.48, ℄ SURVEY I-40
EXIST. GPI, 146' LT.
W/18" RCP
TG= 1269.15, FL = 1266.07, DS FL = 1265.70

-1.58%

STA. 341+23.04, ℄ SURVEY I-40
EXIST. GPI, 161' LT.
W/18" RCP
TG= 1269.25, FL = 1265.70, DS FL = 1244.44

PVC 112+22.78
EL=1271.95

422' V.C.
K=213

PVT 116+44.78
EL=1269.47

EXIST. PROFILE

PVI 120+58.08
EL=1262.94

FINISH GRADE

EXIST. PROFILE

SP. DITCH RT.

0.30%

1.26%

SP. DITCH RT.

PVC 119+08.08
EL=1265.31

300' V.C.
K=211

PVT 122+08.08
EL=1258.44

	113+00	114+00	115+00	116+00	117+00	118+00	119+00	120+00	121+00	122+00
F.G.	1272.12	1272.08	1271.93	1271.65	1271.26	1270.75	1270.13	1269.39	1268.60	1267.81
EX.	*1264.03*	*1260.89*	*1260.83*	*1260.85*	*1260.51*	*1260.24*	*1269.28*	*1269.26*	*1268.53*	*1267.72*
F.G.	1267.02	1266.23	1265.44	1264.60	1263.66	1262.59	1261.40	1260.10	1258.68	
EX.	*1267.00*	*1266.21*	*1265.41*	*1264.60*	*1263.73*	*1262.68*	*1261.61*	*1260.38*	*1259.05*	

DOUGLAS BLVD.
113+00 TO 122+00

State Job No. 28992(04) Sheet No. R081

OKLAHOMA COUNTY I-40 & DOUGLAS BLVD. INTERCHANGE

90%
NOT FOR CONSTRUCTION
SEPTEMBER 2018

NOTE:
ALL BENCHMARKS, PRES. R/W
AND R/W DIMENSIONS SHOWN ARE FROM
THE ℄ SURVEY DOUGLAS

SEC. 14 T11N R2W

SEC. 11 T11N R2W

SEC. 13 T11N R2W

SEC. 12 T11N R2W

0 30' 60'

STA. 126+10.70 - END PROJECT

122+00

125+00
STA. 125+00
CONST. 30' CONC. DR. LT.

CAUTION
GAS LINE
SANITARY SEWER

CAUTION
OHP
LW=1271.30

℄ SURVEY DOUGLAS
N00°12'16.57"W

CONST. TYPE B WCR

CONST. TYPE A WCR

CONST. 6' SIDEWALK

CONST. 6' SIDEWALK

STA. 122+95
CONST. 28' CONC. STREET RETURN W/ 2 TYPE B WCR

STA. 124+10
CONST. 30' CONC. DR. RT.
W/ 2 TYPE B WCR

STA. 124+92
CONST. 30' CONC. DR. RT.
W/ 2 TYPE B WCR

REID DR.

CITY OF OKC

CITY OF MIDWEST CITY

OKLAHOMA COUNTY I-40 & DOUGLAS BLVD. INTERCHANGE

DOUGLAS BLVD.
122+00 TO EOP

State Job No. 28992(04) Sheet No. R082

90%
NOT FOR CONSTRUCTION
SEPTEMBER 2018

BM#21-CHISELED BOX ON NE CORNER OF INTERSECTION
STA. 126+86' 59 RT. ℄ SURVEY DOUGLAS
ELEV. = 1249.5674

(123) STA. 122+50.43, ℄ DOUGLAS BLVD.
CONST. SMD, TYPE 1, 66.87' RT.
STUB 16 LF 18" RCP INTO STR. 124
TG=1255.55, FL=1250.78, DS FL=1250.60

(126) STA. 123+19, ℄ DOUGLAS BLVD.
CONST. SMD, TYPE 2, 70.85' RT.
STUB 22 LF 18" RCP INTO EXIST. 18" RCP
TG=1254.21, FL=1251.61, DS FL=1250.59

(124) STA. 122+68.17, ℄ DOUGLAS BLVD.
CONST. CI DESIGN 2B, 50' RT.
STUB INTO EXIST. 18" RCP
TC=1256.98, TG=1256.31
FL=1250.60, DS FL=1250.59

(211) STA. 122+68.17, ℄ DOUGLAS BLVD.
CONST. CI DESIGN 2, 10' LT.
STUB 58 LF 18" RCP INTO STR. 124
TC=1257.29, TG=1256.63
FL=1250.97, DS FL=1250.60

EXIST. PROFILE

-3.00%

200' V.C.
K=80

PVC 124+00.66
EL=1252.66

PVT 126+00.66
EL=1249.16

FINISH GRADE

-0.50%

STA. 125+22.17, ℄ SURVEY DOUGLAS
EXIST. MH., 48' RT.
W/18" RCP
TR= 1250.90, FL = 1247.88, DS FL = 1247.88

STA. 122+68.17, ℄ SURVEY DOUGLAS
EXIST. AREA INLET, 51' RT.
W/ 18" RCP
TG=1253.10, FL = 1250.60, DS FL 1250.59

STA. 123+25.23, ℄ SURVEY DOUGLAS
EXIST. AREA INLET, 48' RT.
W/18" RCP
TG=1253.09 FL 1250.59, DS FL 1247.88

PVI 125+00.66
EL=1249.66

STA. 125+70.14, ℄ SURVEY DOUGLAS
EXIST. INLET, 53' RT.
W/18" RCP
TC= 1248.71, FL = 1247.88, DS FL = 1247.01

STA. 126+10.70 - END DOUGLAS BLVD.

F.G.=1258.68 EX.=1259.68
F.G.=1257.18 EX.=1257.72
F.G.=1255.68 EX.=1255.86
F.G.=1254.18 EX.=1254.17
F.G.=1252.68 EX.=1252.64
F.G.=1251.33 EX.=1251.34
F.G.=1250.30 EX.=1250.38
F.G.=1249.57 EX.=1249.66
F.G.=1249.16 EX.=1248.87

1275 1270 1265 1260 1255 1250 1245 1240 1235 1230

122+00 123+00 124+00 125+00 126+00 127+00 128+00 129+00 130+00 131+00

I-40 & DOUGLAS BLVD. INTERCHANGE
OKLAHOMA COUNTY

DOUGLAS BLVD.
122+00 TO EOP

State Job No. 28992(04) Sheet No. R083

90%
NOT FOR CONSTRUCTION
SEPTEMBER 2018

SEC. 14 T11N R2W

CRL I-40

℄ RAMP A

A-1

A-2

320+00

324+00

BOP 0+00.00

PCC: 19+66.00

PCC: 22+64.18

PCC: 319+93.18

PCC: 322+84.03

ASPH.

CONC.

INDUSTRIAL BLVD.

EB ON-RAMP

TOC/TOS

EXIST. LIMITS OF ACCESS

HEAVY TREE COVER

7' CHAINLINK 38W

BRUSH LINE

PRES. R/W

12'

10'

205.80'
+11.68

227.42'
+13.17

STA. 320+05.81, ℄ I-40
EXIST. 10'X6'X267' LG RCB
150° G.LT. & 108° LG.RT.
TG=1216.81, FL RT. =1219.23

STA. 320+23.31, ℄ SURVEY I-40
EXIST. SMD. LT.
W/ 18" RCP
TG=1228.27, FL=1214.74, DS FL=

CAUTION
GASLINE

NOTE:
ALL BENCHMARKS, PRES. R/W AND R/W DIMENSIONS SHOWN ARE FROM THE ℄ SURVEY I-40.

+85.61-SIGN 68.7' RT.
+90.90-SIGN 67.8' RT.
+96.30-SIGN 152.3' RT.
+06.38-SIGN 159.1' RT.
+06.77-SIGN 56.8' RT.

+39.96-SIGN 14.8' LT.
+40.02-SIGN 12.3' LT.

+35.60-SIGN 2.0' RT.
+38.38-SIGN 12.3' RT.

+07.29-BILLBOARD 24.7' LT.

+13.23-SIGN 17.1' RT.
+13.37-SIGN 14.4' RT.

0 30' 60'

CURVE DATA
CURVE NO. A-1
P.I. STA. 318+96.02
Δ= 012°09'29.05"
R = 3765.5000'
D = 001°31'17.75"
T = 401.0224'
L = 799.0329'
Ch = 797.5346'
E= 21.2941'
e= 0.06'/'
S= 0.038'/'
V= 60 mi/h

CURVE DATA
CURVE NO. A-2
P.I. STA. 324+68.04
Δ= 007°57'46.23"
R = 2500.0000'
D = 002°17'30.59"
T = 174.0024'
L = 347.4445'
Ch = 347.1650'
E= 6.0481'
e= 0.06'/'
S= 0.038'/'
V= 50 mi/h

BM#2-CHISELED BOX ON EAST SIDE OF DROP INLET NORTH OF I-40 WESTBOUND LANES
STA. 315+96, 76' LT. ℄ SURVEY I-40
ELEV. = 1225.46

BM#3-CHISELED BOX ON SOUTH CURB OF I-40 WESTBOUND OFF-RAMP
STA. 320+29, 88' LT. ℄ SURVEY I-40
ELEV. = 1232.16

VARIABLE GRADE

164 STA. 319+60, ℄ RAMP A
CONST. GPI, TYPE 1 DES. 5, 38' RT.
STUB 62 LF 18" RCP INTO EXIST. RCB
TG=1223.68, FL=1220.04, DS FL=1219.74

165 STA. 319+60, ℄ RAMP A
CONST. GPI, TYPE 1 DES. 6, 36.92' RT.
STUB 64 LF 30" RCP INTO EXIST. RCB
TG=1224.66, FL=1220.47, DS FL=1220.16

FINISH GRADE

EXIST. PROFILE

SP. DITCH RT.

-0.30%

2.05%

-0.30%

1.40%

STA. 318+93.18 - BEGIN PROJECT

F.G.=1227.64 EX.=1227.16
F.G.=1227.94 EX.=1228.22
F.G.=1228.25 EX.=1229.16
F.G.=1228.55 EX.=1230.21
F.G.=1228.86 EX.=1229.67
F.G.=1229.16 EX.=1229.35
F.G.=1229.49 EX.=1229.35
F.G.=1229.94 EX.=1229.63
F.G.=1230.50 EX.=1230.30
F.G.=1231.17 EX.=1230.94
F.G.=1231.96 EX.=1231.85

1240 1235 1230 1225 1220 1215

315+00 316+00 317+00 318+00 319+00 320+00 321+00 322+00 323+00 324+00

RAMP A

State Job No. 28992(04) Sheet No. R084

I-40 & DOUGLAS BLVD. INTERCHANGE
OKLAHOMA COUNTY

90%
NOT FOR CONSTRUCTION
SEPTEMBER 2018

SEC. 14 T11N R2W

325+00 | 330+00 | 324+00 | 333+00

I-40 CRL

ASPH.

CONC.

CONST. CONC. LONG. BARRIER

CONST. CONC. ATTENUATOR PAD

B RAMP A
S62°42'03.50"E

BRIDGE A

CAUTION
FIBER OPTIC
OHP
LW=1273.20

7' CHAINLINK 3-BW

PRES. R/W

R/W

TOC/TOS

EXIST. LIMITS OF NO ACCESS

ENGLE ROAD

CITY OF OKC

CURVE DATA
CURVE NO. A-2
P.I. STA. 324+68.04
Δ= 007°57'46.23"
R = 2500.0000'
D = 002°17'30.59"
T = 174.0024'
L = 347.4445'
Ch = 347.1650'
E= 6.0481'
e= 0.06'/'
S= 0.038'/'
V= 50 mi/h

0 30' 60'

+47.47'-SIGN 9.2' RT.
+49.55'-SIGN 17.3' RT.
+96.52'-BILLBOARD 47.4' LT.
+29.81'-POST 27.0' RT.
+31.10'-SIGN 22.0' RT.
+95.57'-SIGN 23.6' LT.
+95.78'-SIGN 21.4' LT.
+03.40'-BILLBOARD 70.7' LT.
+60.80'-SIGN 28.7' LT.
+61.80'-SIGN 24.6' LT.
+99.83'-SIGN 22.1' RT.
+01.17'-SIGN 21.0' RT.

BM#4-NO. 5 REBAR SET 1'
SOUTH OF ROW FENCE
STA. 324+79.115' LT. ℄ SURVEY I-40
ELEV. = 1245.78

BM#5-NO. 5 REBAR SET AT TOP SLOPE
APPROX. 9' SOUTH OF NORTH ROW FENCE
STA. 329+66.136' LT. ℄ SURVEY I-40
ELEV. = 1263.24

VARIABLE GRADE

+65.17

300' V.C.
K=241

PVC 330+00
EL=1243.90

PVT 333+00
EL=1251.29

3.02%

1.84%

EXIST. PROFILE

FINISH GRADE

IDENTICAL POINTS

166 STA. 328+00, B RAMP A
CONST. SP. DESIGN INLET, 34' RT.
STUB 126 LF 42" RCP INTO STR. 19
TG=1236.69, FL=1231.88, DS FL=1229.25

217 Grated Pipe Inlet Type 2-Triad

PVI 331+50
EL=1246.66

F.G.=1231.96 EX.=1231.85
F.G.=1232.85 EX.=1232.68
F.G.=1233.82 EX.=1233.37
F.G.=1234.90 EX.=1235.47
F.G.=1236.29 EX.=1237.49
F.G.=1237.42 EX.=1240.40
F.G.=1238.35 EX.=1246.05
F.G.=1239.29 EX.=1249.60
F.G.=1240.22 EX.=1242.38
F.G.=1241.14 EX.=1244.31
F.G.=1242.06 EX.=1247.20
F.G.=1242.98 EX.=1246.71
F.G.=1243.90 EX.=1247.55
F.G.=1244.87 EX.=1248.86
F.G.=1245.95 EX.=1250.81
F.G.=1247.13 EX.=1252.85
F.G.=1248.41 EX.=1256.24
F.G.=1249.80 EX.=1258.65
F.G.=1251.29 EX.=1259.90

RAMP A

State Job No. 28992(04) Sheet No. R085

I-40 & DOUGLAS BLVD. INTERCHANGE
OKLAHOMA COUNTY

90%
NOT FOR CONSTRUCTION
SEPTEMBER 2018

SEC. 14 T11N R2W

CRL I-40

ASPH.

CONST. CONC. LONG. BARRIER

CONST. RETAINING WALL

167 168 169

B RAMP A
S62°42'03.50"E

B RAMP A1

BRIDGE B

CONST. 6' SIDEWALK

CONST. RETAINING WALL

333+00 335+00 340+00

EXIST. LIMITS OF NO ACCESS

PRES. R/W

R/W

CITY OF OKC

TOC/TOS R/W

+78.64
235.00'

+10.40
240.00'

+40.64
245.00'

TOC/TOS

SEC. 14 T11N R2W

0 30' 60'

CURVE DATA
CURVE NO. A-3
P.I. STA. 342+55.03
Δ= 117°30'13.31"
D= 25.0000'
D = 036°38'57.17"
T = 354.3348'
L = 466.9277'
Ch = 367.6193'
E= 199.4613'

BM#6-CHISELED BOX ON NW CORNER OF YIELD SIGN BASE NORTH OF I-40 WESTBOUND LANES
STA. 334+13, 104' LT. ℄ SURVEY I-40
ELEV. = 1251.09

BM#7-CHISELED BOX ON NORTH SIDE OF DROP INLET NORTH OF I-40 WESTBOUNDLANES
STA. 339+09, 115' LT. ℄ SURVEY I-40
ELEV. = 1249.86

167 STA. 334+50, ℄ RAMP A
CONST. LBI, TYPE 1 DES. 2, 44.54' LT.
STUB 92 LF 22"x13" ARCP INTO DITCH RT.
TG=1255.57, FL=1251.44, DS FL=1250.93

168 STA. 336+00, ℄ RAMP A
CONST. LBI, TYPE 1 DES. 2, 55.03' LT.
STUB 112 LF 18" RCP INTO DITCH RT.
TG=1258.88, FL=1252.01, DS FL=1251.42

169 STA. 338+00, ℄ RAMP A
CONST. LBI, TYPE 1 DES. 2, 69.01' LT.
STUB 142 LF 18" RCP INTO DITCH RT.
TG=1262.73, FL=1255.19, DS FL=1252.04

PVI 338+00 EL=1266.71

PVC 336+50 EL=1262.08

PVT 339+50 EL=1268.72

300' V.C. K=172

1.34%

3.09%

2.41%

0.32%

0.32%

FINISH GRADE

SP. DITCH RT.

EXIST. PROFILE

STA. 335+29.08, ℄ SURVEY I-40
EXIST. GPI, 127' RT.
W/18" RCP
TG=1249.76, FL = 1246.17, DS FL = 1246.26

STA. 340+63.14 - END PROJECT

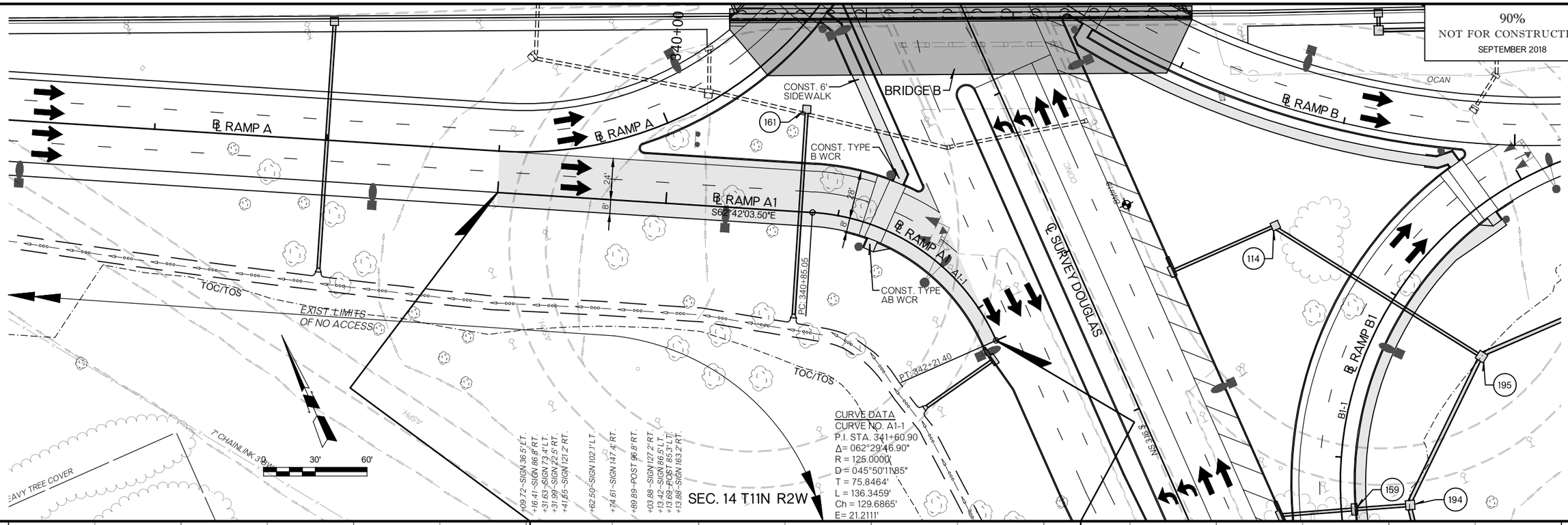
	F.G.=1251.29 EX.=1259.90	F.G.=1252.83 EX.=1260.07	F.G.=1254.37 EX.=1256.60	F.G.=1255.91 EX.=1262.81	F.G.=1257.46 EX.=1249.89	F.G.=1259.00 EX.=1250.46	F.G.=1260.54 EX.=1252.18	F.G.=1262.08 EX.=1252.72	F.G.=1263.55 EX.=1252.87	F.G.=1264.88 EX.=1253.33	F.G.=1266.06 EX.=1253.32	F.G.=1267.09 EX.=1252.94	F.G.=1267.98 EX.=1253.89	F.G.=1268.72 EX.=1252.13	F.G.=1269.38 EX.=1250.63	F.G.=1270.05 EX.=1251.13	EX.=1251.01	EX.=1250.78	EX.=1250.35
	333+00	334+00	335+00	336+00	337+00	338+00	339+00	340+00	341+00	342+00									

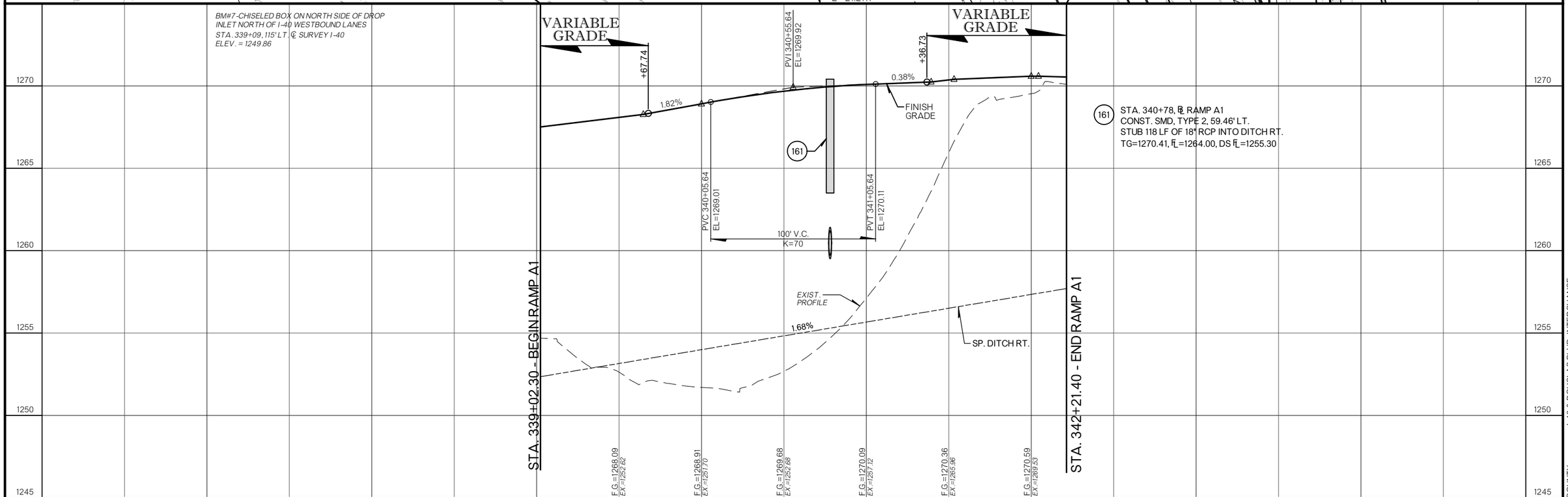
RAMP A

State Job No. 28992(04) Sheet No. R086

OKLAHOMA COUNTY I-40 & DOUGLAS BLVD. INTERCHANGE

90%
NOT FOR CONSTRUCTION
SEPTEMBER 2018





RAMP A1

State Job No. 28992(04) Sheet No. R087

I-40 & DOUGLAS BLVD. INTERCHANGE
OKLAHOMA COUNTY

90%
NOT FOR CONSTRUCTION
SEPTEMBER 2018

NOTE:
ALL BENCHMARKS, PRES. R/W AND R/W DIMENSIONS SHOWN ARE FROM THE ℄ SURVEY I-40.

SEC. 14 T11N R2W

SEC. 13 T11N R2W

CAUTION - WATERLINE

CONST. RETAINING WALL

CONST. CONC. LONG. BARRIER

CONST. 6' SIDEWALK

CONST. TYPE B WCR

CONST. TYPE AB WCR

℄ RAMP B

℄ RAMP B1

℄ RAMP A1

℄ SURVEY-DOUGLAS 1

℄ RENNY ROAD

BRIDGE B

BEGIN CONST. RENNY RD.

EXIST. LIMITS ACCESS TO LOCAL ROAD ONLY

CURVE DATA
CURVE NO. B-1
P.I. STA. 342+90.95
Δ= 070°33'00.40"
R = 500.0000'
D = 011°27'32.96"
T = 353.7059'
L = 615.6804'
Ch = 577.514'
E= 112.4594'

0 30' 60

(148) STA. 344+25, ℄ I-40
CONST. 4' X 4' X 5.71' HI. JCT. BOX, 94.52' RT.
STUB 270 LF 18" RCP INTO STR. 149
TR=1265.51, FL=1259.80, DS FL=1249.00

(147) STA. 344+25, ℄ I-40
CONST. LBI. TYPE 1, DES.2, 84.52' RT.
STUB 6 LF 18" RCP INTO STR. 148
TR=1265.10, FL=1260.10, DS FL=1259.80

BM#8-CHISELED BOX ON SOUTH CURB OF I-40 WESTBOUND EXIT LANE
STA. 343+80, 53' LT. ℄ SURVEY I-40
ELEV. = 1251.28

(149) STA. 347+00, ℄ RAMP B
CONST. 4' X 4' X 7.88' HI. JCT. BOX, 59.85' LT.
STUB 298 LF 18" RCP INTO STR. 154
TR=1254.88, FL=1247.00, DS FL=1238.57

BM#9-CHISELED BOX ON SE CORNER OF DROP INLET NORTH OF I-40 WESTBOUND LANES
STA. 348+58, 121' LT. ℄ SURVEY I-40
ELEV. = 1238.40

(150) STA. 347+00, ℄ RAMP B
CONST. LBI. TYPE 1, DES.2, 69.83' LT.
STUB 6 LF 18" RCP INTO STR. 149
TR=1254.34, FL=1249.30, DS FL=1249.00

(151) STA. 347+80, ℄ RAMP B
CONST. SMD, TYPE 2, 20.73' RT.
STUB 48 LF 24" RCP INTO STR. 152
TG=1242.21, FL=1238.76, DS FL=1233.44

(152) STA. 347+29.62, ℄ RAMP B
CONST. 4' X 5' X 13.69' HI. JCT. BOX, 29' RT.
STUB 104 LF 36" RCP INTO STR. 187
TR=1246.13, FL=1232.44, DS FL=1231.92

-1.06%

PVI 344+10.81
EL=1269.39

PVC 343+10.81
EL=1270.45

PVT 345+10.81
EL=1265.27

200' V.C.
K=65

FINISH GRADE

EXIST. PROFILE

IDENTICAL POINTS

-4.12%

STA. 342+94.02 - BEGIN RAMP B

F.G.=1270.56 EX.=1263.78
F.G.=1269.92 EX.=1262.47
F.G.=1268.90 EX.=1260.71
F.G.=1267.49 EX.=1259.07
F.G.=1265.71 EX.=1248.86
F.G.=1263.60 EX.=1251.23
F.G.=1261.59 EX.=1249.92
F.G.=1259.53 EX.=1246.32
F.G.=1257.47 EX.=1246.47
F.G.=1255.41 EX.=1245.57
F.G.=1253.35 EX.=1242.15
F.G.=1251.29 EX.=1240.82
F.G.=1249.23 EX.=1239.85
F.G.=1247.17 EX.=1238.08
F.G.=1245.10 EX.=1236.70

341+00 342+00 343+00 344+00 345+00 346+00 347+00 348+00 349+00 350+00

1270 1265 1260 1255 1250 1245 1240 1235

RAMP B

State Job No. 28992(04) Sheet No. R088

OKLAHOMA COUNTY I-40 & DOUGLAS BLVD. INTERCHANGE

90%
NOT FOR CONSTRUCTION
SEPTEMBER 2018

SEC. 13 T11N R2W

350+00

359+00

ASPH.

CONST. RETAINING WALL

CONST. CONC. LONG. BARRIER

℄ RAMP B
S70°45'22.97"E

℄ RENNY ROAD

B-2

CAUTION
SAN. SEWER
OHP
LW=1271.50

CITY OF OKC

OCAN

TOC/TOS

PRES. R/W

HEAVY TREE COVER

EXIST. LIMITS OF ACCESS TO LOCAL ROAD ONLY

NOTE:
ALL BENCHMARKS, PRES. R/W AND R/W DIMENSIONS SHOWN ARE FROM THE ℄ SURVEY I-40.

CURVE DATA
CURVE NO. B-2
P.I. STA. 359+90.65
Δ= 004°03'19.42"
R =5700.0000'
D = 001°00'18.68"
T = 201.8079'
L = 403.4472'
Ch = 403.3630'
E= 3.5714'
e= 0.06'/'
S= 0.024'/'
V= 55 mi/h

0 30' 60'

(153) STA. 350+00, ℄ RAMP B
CONST. LBI. TYPE 1, DES.2, 8' RT.
STUB 44 LF 18" RCP INTO STR. 154
TR=1245.16, FL=1240.16, DS FL=1238.57

(154) STA. 350+00, ℄ I-40
CONST. 4' X 4' X 10.97' HI. JCT. BOX, 90.08' RT.
STUB 6 LF 18" RCP INTO STR. 155
TR=1244.54, FL=1233.57, DS FL=1233.26

BM#10-CHISELED BOX ON CONCRETE CURB ON THE NORTH SIDE OF THE NORTH EXIT LANE
STA. 353+38, 71' LT. ℄ SURVEY I-40
ELEV. = 1232.55

(200) STA. 354+76, ℄ RAMP B
CONST. LBI. TYPE 1, DES.2, 8' RT.
STUB 38 LF 18" RCP INTO STR. 191
TR=1231.69, FL=1226.39, DS FL=1226.02

BM#11-NO. 5 REBAR SET 10' SOUTH OF NORTH ROW FENCE
STA. 358+30, 139' LT. ℄ SURVEY I-40
ELEV. = 1237.67

VARIABLE GRADE

500' V.C.
K=98

PVC 351+29.52
EL=1239.77

PVT 356+29.52
EL=1231.90

+52.34

(155) STA. 350+00, ℄ I-40
CONST. LBI. TYPE 1, DES.2, 80.08' RT.
STUB 8 LF 24" RCP INTO STR. 72
TR=1244.02, FL=1228.26, DS FL=1227.70

(156) STA. 352+97.87, ℄ RAMP B
CONST. LBI. TYPE 1, DES.2, 8' RT.
STUB 48 LF 18" RCP INTO STR. 189
TR=1234.36, FL=1229.28, DS FL=1226.72

(201) STA. 355+34, ℄ RAMP B
CONST. LBI. TYPE 1, DES.2, 8' RT.
STUB 38 LF 18" RCP INTO STR. 192
TR=1231.51, FL=1226.70, DS FL=1226.36

(184) STA. 357+45, ℄ RAMP B
CONST. 4' X 4' X 8.61' HI. JCT. BOX, 67' RT.
STUB 340 LF 18" RCP EXISTING RCB
TR=1230.53, FL=1221.92, DS FL=1219.75

(199) STA. 354+22, ℄ RAMP B
CONST. LBI. TYPE 1, DES.2, 8' RT.
STUB 42 LF 18" RCP INTO STR. 190
TR=1232.15, FL=1227.22, DS FL=1227.02

(157) STA. 355+92, ℄ RAMP B
CONST. LBI. TYPE 1, DES.2, 8' RT.
STUB 30 LF 18" RCP INTO STR. 193
TR=1231.69, FL=1226.90, DS FL=1226.74

(158) STA. 357+49, ℄ RAMP B
CONST. LBI. TYPE 1, DES.2, 8' RT.
STUB 58 LF 18" RCP INTO STR. 184
TR=1233.30, FL=1222.29, DS FL=1221.92

FINISH GRADE

EXIST. PROFILE

-4.12%

0.97%

1.16%

0.87%

PVI 353+79.52
EL=1229.46

LOW PT. 355+33.91
EL=1231.43

1245
1240
1235
1230
1225
1220

350+00 351+00 352+00 353+00 354+00 355+00 356+00 357+00 358+00 359+00

F.G.=1245.10 EX.=1236.70
F.G.=1243.04 EX.=1234.98
F.G.=1240.98 EX.=1233.33
F.G.=1238.94 EX.=1231.94
F.G.=1237.11 EX.=1230.79
F.G.=1235.54 EX.=1229.67
F.G.=1234.22 EX.=1228.85
F.G.=1233.16 EX.=1228.29
F.G.=1232.35 EX.=1227.64
F.G.=1231.79 EX.=1228.49
F.G.=1231.49 EX.=1227.94
F.G.=1231.44 EX.=1227.75
F.G.=1231.65 EX.=1229.56
F.G.=1232.10 EX.=1229.47
F.G.=1232.67 EX.=1230.38
F.G.=1233.70 EX.=1232.40
F.G.=1234.14 EX.=1233.08
F.G.=1234.57 EX.=1233.68

RAMP B

State Job No. 28992(04) Sheet No. R089

OKLAHOMA COUNTY I-40 & DOUGLAS BLVD. INTERCHANGE

90%
NOT FOR CONSTRUCTION
SEPTEMBER 2018

SEC. 13 T11N R2W

360+00

365+00

ASPH.

CRL I-40
S66°42'03.50"E

359+00

B-2

℄ RAMP B
S66°42'03.50"E

12'

10'

185.00'
+00

PT. 361+92.29

185.00'
+00

170.00'
+00

FIB

OCAN

TOC/TOS

℄ RENNY ROAD

END CONST.
RENNY RD.

EXIST. LIMITS OF ACCESS TO LOCAL ROAD ONLY

PRES. R/W

CURVE DATA
CURVE NO. B-2
P.I. STA. 359+90.65
Δ = 004°03'19.47"
R = 5700.0000'
D = 001°00'18.68"
T = 201.8079'
L = 403.4472'
Ch = 403.3630'
E = 3.5714'
e = 0.06'/'
S = 0.024'/'
V = 55 mi/h

NOTE:
ALL BENCHMARKS, PRES. R/W AND R/W DIMENSIONS SHOWN ARE FROM THE ℄ SURVEY I-40.

+79.94 - SIGN 91.4' RT.
+85.39 - SIGN 99.0' RT.
+90.77 - SIGN 97.0' RT.
+29.21 SIGN 96.2' RT.
+36.45 SIGN 91.8' RT.
+75.96 - SIGN 5.4' LT.

0 30' 60'

SEC. 13 T11N R2W

BM#12-NO. 5 REBAR SET 15' SOUTH OF NORTH ROW FENCE
STA. 363+33, 137' LT. ℄ SURVEY I-40
ELEV. = 1223.62

VARIABLE GRADE

FINISH GRADE

EXIST. PROFILE

0.67%

FINISH GRADE

EXIST. PROFILE

STA. 367+00 - END RAMP B

1245
1240
1235
1230
1225
1220

F.G.=1234.57 EX.=1233.68
F.G.=1234.74 EX.=1234.31
F.G.=1234.88 EX.=1234.57
F.G.=1234.76 EX.=1234.42
F.G.=1234.65 EX.=1234.22
F.G.=1234.28 EX.=1233.59
F.G.=1233.92 EX.=1233.34
F.G.=1233.43 EX.=1233.04
F.G.=1232.93 EX.=1232.61
F.G.=1232.43 EX.=1232.03
F.G.=1231.93 EX.=1231.26
F.G.=1231.43 EX.=1230.65
F.G.=1230.93 EX.=1230.36
F.G.=1230.50 EX.=1229.87
F.G.=1230.08 EX.=1229.60
F.G.=1229.95 EX.=1229.53
F.G.=1229.82 EX.=1229.13

359+00 360+00 361+00 362+00 363+00 364+00 365+00 366+00 367+00 368+00

RAMP B

State Job No. 28992(04) Sheet No. R090

I-40 & DOUGLAS BLVD. INTERCHANGE
OKLAHOMA COUNTY

90%
NOT FOR CONSTRUCTION
SEPTEMBER 2018

SEC. 14 T11N R2W

SEC. 13 T11N R2W

0 30' 60'

℄ SURVEY DOUGLAS

℄ RAMP B1

℄ RAMP B

B1-1

CONST. 6' SIDEWALK

CONST. TYPE B WCR

CONST. TYPE AB WCR

CONST. 6' SIDEWALK

114

159

194

195

EXIST. LIMITS OF ACCESS TO LOCAL ROAD ONLY

TOC/TOS

CONC.

ASPH.

OCAN

CRK

345+00

346+00

PT 345+52.88

CRK I-40

CURVE DATA
CURVE NO. B1-1
P.I. STA. 344+84.44
Δ= 109°36'53.60"
R = 200.0000'
D = 028°38'52.48"
T = 282.7223'
L = 382.0464'
Ch = 326.5523'
E= 146.3119'

+11.67 – SIGN 77.68' RT.
+80.31 – SIGN 8.17' RT.
+76.08 – SIGN 31.17' RT.
+85.43 – SIGN 73.03' RT.
+31.73 – SIGN 108.94' RT.
+25.17 – SIGN 122.76' RT.
+43.74 – SIGN 105.17' RT.
+53.18 – SIGN 95.76' RT.
+61.74 – SIGN 29.88' RT.

BM#8-CHISELED BOX ON SOUTH CURB
OF I-40 WESTBOUND EXIT LANE
STA. 343+80.53' LT. ℄ SURVEY I-40
ELEV. = 1251.28

VARIABLE GRADE

+61.04

HIGH PT. 343+43.15
EL=1269.54

PVI 344+10.51
EL=1269.64

+84.11

VARIABLE GRADE

0.14%

FINISH GRADE

-4.36%

PVC 343+38.57
EL=1269.54

PVT 344+82.45
EL=1266.50

144' V.C.
K=32

EXIST. PROFILE

159 STA. 342+69, ℄ RAMP B1
CONST. CI DESIGN 2, 2' RT.
STUB 30 LF 18" RCP INTO STR. 194
TC=1269.95, TG=1269.28,
FL=1258.94, DS FL=1256.35

194 STA. 342+69, ℄ RAMP B1
CONST. 4' X 4' X 9.21' HI. JCT. BOX, 40' RT.
STUB 94 LF 24" RCP INTO STR. 195
TR=1265.06, FL=1255.85, DS FL=1250.00

195 STA. 343+96, ℄ RAMP B1
CONST. 4' X 4' X 6.92' HI. JCT. BOX, 61' RT.
STUB 272 LF 24" RCP INTO STR. 152
TR=1256.92, FL=1250.00, DS FL=1233.44

STA. 340+96.61 - BEGIN RAMP B1

STA. 345+83.76 - END RAMP B1

F.G.=1268.73 EX.=1269.81
F.G.=1269.06 EX.=1267.81
F.G.=1269.33 EX.=1267.59
F.G.=1269.41 EX.=1267.45
F.G.=1269.48 EX.=1266.79
F.G.=1269.53 EX.=1266.89
F.G.=1269.03 EX.=1265.72
F.G.=1267.76 EX.=1251.61
F.G.=1265.74 EX.=1249.48
F.G.=1263.65 EX.=1251.35

1270 1265 1260 1255 1250 1245

339+00 340+00 341+00 342+00 343+00 344+00 345+00 346+00 347+00 348+00

RAMP B1

State Job No. 28992(04) Sheet No. R091

OKLAHOMA COUNTY I-40 & DOUGLAS BLVD. INTERCHANGE

90%
NOT FOR CONSTRUCTION
SEPTEMBER 2018

SEC. 13 T11N R2W

NOTE:
ALL BENCHMARKS, PRES. R/W AND R/W DIMENSIONS SHOWN ARE FROM THE ℄ SURVEY I-40

CURVE DATA
CURVE NO. C-1
P.I. STA. 342+88.40
Δ= 118°30'13.06"
R = 215.0000
D = 026°38'57.12"
T = 361.4086'
L = 444.6799'
Ch = 369.5917'
E= 205.5228

CAUTION - FIBER OPTIC

CAUTION - WATERLINE

EXIST. LIMITS OF ACCESS TO LOCAL ROAD ONLY

℄ RAMP C1

℄ RAMP C
S61°42'03.50"E

CONST. CONC. LONG. BARRIER

CONST. CONC. LONG. BARRIER

CONST. RETAINING WALL

CONST. SIDEWALK

BRIDGE B

TOC/TOS

PRES. R/WAY

HEAVY TREE COVER

CITY OF OKC

CRL I-40

SOUTH DOUGLAS

215 STA. 342+28.23, ℄ RAMP C
CONST. 4' DIA. MH, 31.95' RT.
STUB 138 LF 18" RCP INTO STR. 216
TR=1269.17, fL=1263.96, DS fL=1255.83

BM#8-CHISELED BOX ON SOUTH CURB OF I-40 WESTBOUND EXIT LANE
STA. 343+80.53' LT. ℄ SURVEY I-40
ELEV. = 1251.28

216 STA. 344+00, ℄ RAMP C
CONST. 4' DIA. MH, 57.27' RT.
STUB 130 LF 18" RCP INTO DITCH LT.
TR=1261.43, fL=1255.83, DS fL=1246.82

18 STA. 345+50, ℄ RAMP C
CONST. LBI TYPE 1 DES. 2, 57.44' RT.
STUB 116 LF 18" RCP INTO DITCH LT.
TG=1256.64, fL= 1251.64, DS fL= 1243.08

BM#9-CHISELED BOX ON SE CORNER OF DROP INLET NORTH OF I-40 WESTBOUND LANES
STA. 348+58, 121' LT. ℄ SURVEY I-40
ELEV. = 1238.40

214 STA. 342+22.65, ℄ RAMP C
CONST. LBI, TYPE 1 DES. 2, 38.87' RT.
STUB 4 LF 18" RCP INTO STR. 215
TG=1269.16, fL=1264.15, DS fL=1263.96

17 STA.344+00, ℄ RAMP C
CONST. LBI, TYPE 1 DES. 2, 68.88' RT.
STUB 8 LF 18" RCP INTO STR. 216
TG=1260.88, fL= 1255.88, DS fL=1255.83

23 STA. 347+00, ℄ RAMP C
CONST. LBI TYPE 1 DES. 2, 47' RT.
STUB 10 LF 42" RCP INTO STR. 67
TG=1250.91, fL= 1230.92, DS fL= 1230.87

145 STA. 347+00, ℄ RAMP C
CONST. SMD, TYPE 2, 54.90' LT.
STUB 98 LF OF 36" RCP INTO STR. 23
TG=1239.58, fL=1233.25, DS fL=1231.42

STA. 342+16.47 - BEGIN RAMP C

PVC 342+16.50
EL=1269.35

PVI 343+74.98
EL=1266.69

PVT 345+33.46
EL=1259.27

317' V.C.
K=105

PVC 348+47.85
EL=1244.54

352' V.C.
K=109

PVT 352+00.29
EL=1233.73

-4.68%

IDENTICAL POINTS

FINISH GRADE

EXIST. PROFILE

1270 1265 1260 1255 1250 1245

1255 1250 1245 1240 1235 1230

341+00 342+00 343+00 344+00 345+00 346+00 347+00 348+00 349+00 350+00

RAMP C

State Job No. 28992(04) Sheet No. R092

I-40 & DOUGLAS BLVD. INTERCHANGE
OKLAHOMA COUNTY

90%
NOT FOR CONSTRUCTION
SEPTEMBER 2018

NOTE:
ALL BENCHMARKS, PRES. R/W AND R/W DIMENSIONS SHOWN ARE FROM THE ℄ SURVEY I-40.

CURVE DATA
CURVE NO. C-2
P.I. STA. 354+72.94
Δ = 005°00'00.00"
R = 5700.0000'
D = 001°00'18.68"
T = 248.8674'
L = 497.4188'
Ch = 497.2610'
E = 5.4303
e = 0.06'/'
S = 0.022'/'
V = 55 mi/h

SEC. 13 T11N R2W

0 30' 60'

STA. 350+18.98, ℄ SURVEY I-40
EXIST. INLET, 125' LT.
4'X6' RCB
INV. IN = 1218.66 DS FL = 1218.00
INV. OUT = 1230.69, FL = 1218.66 DS FL = 1218.00

STA. 353+99.53, ℄ SURVEY I-40
EXIST. 2.9'X6'X246' LG. RCB
102' LG. LT. & 144' LG. RT.
FL LT. 1216.99, FL RT. 1217.86

PRES. R/W
5' CHAINLINK
6' SHEET METAL
5-WIRE
EXIST. LIMITS OF NO ACCESS
HEAVY TREE COVER
TOC/TOS
CONST. CONC. LONG. BARRIER
℄ RAMP C
S61°42'03.50"E
S66°42'03.50"E
BM#10 C-2
BM#11
ASPH.
CRL I-40
℄ RAMP B
CITY OF OKC
OGE&E
4 WIRE

CAUTION :
SAN. SEWER
OHP
LW=1271.50

PC 352+24.08
PT 357+21.49
149.97'
+50'
18.5'
19'
12'
10'

350+00
359+00

78 — +35.98 -POWPOL 58'0" LT.
78 — 405.84 -SIGN 2.1' LT.
81 — +37.56 -POWPOL 72'0" LT.
81 — 443.43 -SIGN 10.3' LT.
81 — 443.93 -SIGN 8.4' LT.
81 — 443.70 -SIGN 5.3' LT.
81 — 455.18 -SIGN 155.4' RT.
81 — 455.10 -SIGN 155.1' RT.
81 — 423.48 -LP 81.1' LT.
87 — +26.60 -POWPOL 79'0" LT.
87 — 452.42 -SIGN 9.6' LT.
87 — 452.45 -SIGN 9.6' LT.
87 — SIGN 333' LT.
87 — SIGN 239' LT.

BM#9-CHISELED BOX ON SE CORNER OF DROP INLET NORTH OF I-40 WESTBOUND LANES
STA. 348+58, 121' LT. ℄ SURVEY I-40
ELEV. = 1238.40

BM#10-CHISELED BOX ON CONCRETE CURB ON THE NORTH SIDE OF THE NORTH EXIT LANE
STA. 353+38, 71' LT. ℄ SURVEY I-40
ELEV. = 1232.55

VARIABLE GRADE

352' V.C.
K=109

PVC 348+47.85
EL=1244.54

PVT 352+00.29
EL=1233.73

+24.08

PVI 350+24.07
EL=1236.29

-1.46%

78 — STA. 351+25, ℄ I-40
CONST. 6' X7' X 7.86' HI. JCT. BOX, 64' LT.
STUB 52 LF 42" RCP INTO DITCH LT.
TR=1236.42, FL=1228.23, DS FL=1222.70

81 — STA. 353+00, ℄ I-40
CONST. 6' X 7' X 9.73' HI. JCT. BOX, 7.33' LT.
STUB 102 LF 42" RCP INTO DITCH LT.
TR=1233.10, FL=1223.37, DS FL=1218.47

87 — STA. 354+83, ℄ I-40
CONST. 4' X 5' X 6.87' HI. JCT. BOX, 7.33' LT.
STUB 102 LF 24" RCP INTO EXIST. CHANNEL
TR=1232.09, FL=1225.22, DS FL=1221.96

FINISH GRADE
EXIST. PROFILE

1245 1240 1235 1230 1225 1220

F.G.=1238.48 EX.=1238.57
F.G.=1236.95 EX.=1234.36
F.G.=1235.65 EX.=1234.57
F.G.=1234.57 EX.=1234.58
F.G.=1233.73 EX.=1234.24
F.G.=1233.10 EX.=1233.85
F.G.=1232.42 EX.=1230.60
F.G.=1232.08 EX.=1232.34
F.G.=1231.75 EX.=1231.60
F.G.=1231.66 EX.=1230.75
F.G.=1231.65 EX.=1230.98
F.G.=1231.82 EX.=1231.19
F.G.=1232.11 EX.=1231.59
F.G.=1232.58 EX.=1231.77
F.G.=1233.06 EX.=1232.08
F.G.=1233.59 EX.=1232.73
F.G.=1234.09 EX.=1233.34
F.G.=1234.44 EX.=1234.27
F.G.=1234.80 EX.=1234.57

350+00 351+00 352+00 353+00 354+00 355+00 356+00 357+00 358+00 359+00

RAMP C

State Job No. 28992(04) Sheet No. R093

OKLAHOMA COUNTY I-40 & DOUGLAS BLVD. INTERCHANGE

90%
NOT FOR CONSTRUCTION
SEPTEMBER 2018

SEC. 13 T11N R2W

EXIST. LIMITS OF NO ACCESS

HEAVY TREE COVER

HEAVY TREE COVER

EXIST. LIMITS OF NO ACCESS

360+00

PRES. R/W

WEB 2-BW

PRES. R/W

0 30' 60'

BM#12

TOC/TOS

PI 361+62.87

149.94'
+50

TOC/TOS

359+00

12' 10'

℄ RAMP C
S66°42'03.50"E

12' 10'

ASPH.

CRL I-40

NOTE:
ALL BENCHMARKS, PRES. R/W AND R/W DIMENSIONS SHOWN ARE FROM THE ℄ SURVEY I-40.

+23.62 SIGN 25.41' RT.

+75.97 SIGN 23.04' RT.

℄ RAMP B

170.00'
+00

BM#11-NO. 5 REBAR SET 10' SOUTH
OF NORTH ROW FENCE
STA. 358+30, 139' LT. ℄ SURVEY I-40
ELEV. = 1237.67

BM#12-NO. 5 REBAR SET 15' SOUTH
OF NORTH ROW FENCE
STA. 363+33, 137' LT. ℄ SURVEY I-40
ELEV. = 1223.62

VARIABLE GRADE

1240
1235
1230
1225
1220
1215

FINISH GRADE

EXIST. PROFILE

FINISH GRADE

EXIST. PROFILE

STA. 365+00.00 - END RAMP C

359+00	360+00	361+00	362+00	363+00	364+00	365+00	366+00	367+00	368+00
F.G.=1234.80 EX.=1234.57	F.G.=1234.90 EX.=1234.68	F.G.=1235.01 EX.=1234.49	F.G.=1234.86 EX.=1234.24	F.G.=1234.72 EX.=1233.99	F.G.=1234.37 EX.=1233.57	F.G.=1233.93 EX.=1233.03	F.G.=1233.43 EX.=1232.66	F.G.=1232.93 EX.=1232.21	F.G.=1232.43 EX.=1231.85	F.G.=1231.93 EX.=1230.98	F.G.=1231.43 EX.=1230.34

RAMP C

State Job No. 28992(04) Sheet No. R094

I-40 & DOUGLAS BLVD. INTERCHANGE
OKLAHOMA COUNTY

90%
NOT FOR CONSTRUCTION
SEPTEMBER 2018

SEC. 13 T11N R2W

CURVE DATA
CURVE NO. C1-1
PT. STA. 341+36.29
Δ = 061°29'46.94"
R = 200.0000'
D = 028°38'52.40"
T = 118.8789'
L = 214.6628'
Ch = 204.5063'

CAUTION :
FIBER OPTIC

EXIST. LIMITS OF ACCESS TO LOCAL ROAD ONLY

CONST. 6' SIDEWALK

CONST. TYPE AB WCR

CONST. TYPE B WCR

CONST. 6' SIDEWALK

BRIDGE B

℄ SURVEY DOUGLAS

℄ RAMP C1
S61°42'03.50"E

℄ RAMP C
S61°42'03.50"E

℄ RAMP D

TOC/TOS

PT. 342+31.98

8'

4.12'

0 30' 60'

345+00

CITY OF OKC

58 120 160 117 146 216

BM#7-CHISELED BOX ON NORTH SIDE OF DROP INLET NORTH OF I-40 WESTBOUND LANES
STA. 339+09, 115' LT. ℄ SURVEY I-40
ELEV. = 1249.86

BM#8-CHISELED BOX ON SOUTH CURB OF I-40 WESTBOUND EXIT LANE
STA. 343+80, 53' LT. ℄ SURVEY I-40
ELEV. = 1251.28

VARIABLE GRADE

+13.59

PVI 342+38.10
EL=1269.07

+97.17

VARIABLE GRADE

0.83%

-2.74%

FINISH GRADE

PVC 341+83.10
EL=1268.61

HIGH PT. 342+08.67
EL=1268.72

PVT 342+93.10
EL=1267.56

110' V.C.
K=31

146 STA. 342+60, ℄ RAMP C1
CONST. SMD, TYPE 2, 28.92' RT.
STUB 92 LF OF 18" RCP INTO DITCH LT.
TG=1269.30, FL=1257.14, DS FL=1250.42

EXIST. PROFILE

STA. 340+17.31 - BEGIN RAMP C1

STA. 344+71.68 - END RAMP C1

F.G.=1267.31 EX.=1267.27
F.G.=1267.92 EX.=1266.89
F.G.=1268.33 EX.=1262.41
F.G.=1268.70 EX.=1255.62
F.G.=1268.44 EX.=1250.78
F.G.=1267.37 EX.=1249.17
F.G.=1266.00 EX.=1249.94
F.G.=1264.44 EX.=1251.12
F.G.=1262.56 EX.=1250.27

1270 1265 1260 1255 1250 1245

338+00 339+00 340+00 341+00 342+00 343+00 344+00 345+00 346+00 347+00

RAMP C1

State Job No. 28992(04) Sheet No. R095

I-40 & DOUGLAS BLVD. INTERCHANGE
OKLAHOMA COUNTY

90%
NOT FOR CONSTRUCTION
SEPTEMBER 2018

NOTE:
ALL BENCHMARKS, PRES. R/W AND R/W DIMENSIONS SHOWN ARE FROM THE ℄ SURVEY I-40.

SEC. 14 T11N R2W

WB OFF-RAMP

INDUSTRIAL BL VD

TOC/TOS

STA. 321+57.74, ℄ SURVEY I-40
EXIST. SMD 106' LT.
W/30" RCP
TG=1229.87, IL = 1226.30, DS IL = 1216.81
(REMOVE)

STA. 321+43.01, ℄ SURVEY I-40
EXIST. GPI 64' LT.
W/ 18" RCP
TG=1230.85, IL = 1226.86, DS IL = 1226.54
(REMOVE)

EXIST. LIMITS OF NO ACCESS

℄ RAMP D

D-1

CRL I-40

℄ RAMP A

CONST. CONC. LONG. BARRIER

S71°16'36.46"E

324+00

BM#2-CHISELED BOX ON EAST SIDE OF DROP INLET NORTH OF I-40 WESTBOUND LANES
STA. 315+96, 76' LT. ℄ SURVEY I-40
ELEV. = 1225.46

BM#3-CHISELED BOX ON SOUTH CURB OF I-40 WESTBOUND OFF-RAMP
STA. 320+29, 88' LT. ℄ SURVEY I-40
ELEV. = 1232.16

CURVE DATA
℄ RAMP D
CURVE NO. D-1
P.I. STA. 317+92.78
Δ= 014°30'15.50"
R = 3894.5000'
D = 001°28'16.31"
T = 495.5917'
L = 985.8845'
Ch = 983.2542'
E = 31.4064'
e = 0.06'/'
S = 0.088'/'
V = 60 mi/H

12 STA. 320+77.93, ℄ I-40
CONST. SP. DESIGN INLET, 31.99' LT.
STUB 106 LF 58"x36" ARCP INTO EXIST. RCB
TG=1228.37, FL=1221.09, DS FL=1218.81

VARIABLE GRADE

FINISH GRADE

EXIST. PROFILE

STA. 319+10.15 - BEGIN PROJECT

EX.=1227.66 EX.=1227.91 EX.=1227.96 EX.=1228.17 EX.=1228.40 F.G.=1230.57 EX.=1228.51 F.G.=1230.86 EX.=1228.55 F.G.=1231.16 EX.=1229.56 F.G.=1231.45 EX.=1231.45 F.G.=1231.75 EX.=1231.18 F.G.=1232.04 EX.=1231.30 F.G.=1232.41 EX.=1231.44 F.G.=1232.88 EX.=1231.70 F.G.=1233.50 EX.=1231.96 F.G.=1234.25 EX.=1232.95

1240 1235 1230 1225 1220 1215

315+00 316+00 317+00 318+00 319+00 320+00 321+00 322+00 323+00 324+00

RAMP D

State Job No. 28992(04) Sheet No. R096

I-40 & DOUGLAS BLVD. INTERCHANGE
OKLAHOMA COUNTY

90%
NOT FOR CONSTRUCTION
SEPTEMBER 2018

SEC. 14 T11N R2W

NOTE:
ALL BENCHMARKS, PRES. R/W AND R/W DIMENSIONS SHOWN ARE FROM THE ℄ SURVEY I-40.

EXIST. LIMITS OF NO ACCESS

EXIST. LIMITS OF NO ACCESS

325+00

330+00

0 30' 60'

+63.18 BUILDING 47.9' LT.

+23.86 BUILDING 52.6' LT.

+95.24 BILLBOARD 46.8' LT.

+02.17 BILLBOARD 107.3' LT.

6' WOOD

OHP

ENGLE ROAD

4' CHAINLINK 2 BW

STA.327+50.05 ℄ SURVEY I-40
EXIST. GPL76' LT.
W/24" RCP
TG=1237.93, FL = 1232.60. DS FL = 1232.00
(REMOVE)

CAUTION
OHP
LW=1273.20
FIBER OPTIC

5' CHAINLINK

PRES. R/W

BM#4

OCAN

FIB

CONST. CONC. LONG. BARRIER

CONST. RETAINING WALL

4' CHAINLINK 2 BW

BM#5

CONST. CONC. LONG. BARRIER

CONST. RETAINING WALL

7' CHAINLINK 3-BW

℄ RAMP D
S71°16'36.46"E

324+00

333+00

127

144

128

130

21

143

26

129

132

131

BRIDGE A

ASPH.

CRL I-40

ASPH.

CONST. CONC. LONG. BARRIER

℄ RAMP A

+96.52 BILLBORAD 47.4' LT.

+03.40 BILLBOARD 107.7' LT.

I-71.1 - SIGN 24.1' LT.

I-72.14 - SIGN 86.5' RT.

I-80.71 - SIGN 3.7' RT.

I-80.83 - SIGN 13.4' RT.

VARIABLE GRADE

+21.13

0.53%

PVC 328+50
EL=1240.19

PVI 330+50
EL=1241.25

PVT 332+50
EL=1247.66

3.20%

400' V.C.
K=150

EXIST. PROFILE

EXIST. PROFILE

FINISH GRADE

FINISH GRADE

IDENTICAL POINTS

1250
1245
1240
1235
1230
1225
1260
1255

F.G.=1234.25 EX.=1232.95
F.G.=1235.13 EX.=1232.28
F.G.=1236.16 EX.=1232.32
F.G.=1237.27 EX.=1234.64
F.G.=1238.14 EX.=1237.90
F.G.=1238.70 EX.=1242.03
F.G.=1239.20 EX.=1249.12
F.G.=1239.60 EX.=1245.91
F.G.=1239.93 EX.=1243.94
F.G.=1240.19 EX.=1245.86
F.G.=1240.54 EX.=1247.80
F.G.=1241.06 EX.=1249.17
F.G.=1241.74 EX.=1250.92
F.G.=1242.59 EX.=1251.51
F.G.=1243.61 EX.=1253.50
F.G.=1244.79 EX.=1254.55
F.G.=1246.14 EX.=1255.81
F.G.=1247.66 EX.=1258.18
F.G.=1249.26 EX.=1260.54

324+00 325+00 326+00 327+00 328+00 329+00 330+00 331+00 332+00 333+00

BM#4-NO .5 REBAR SET 1' SOUTH OF ROW FENCE
STA. 324+79, 115' LT. ℄ SURVEY I-40
ELEV. = 1245.78

BM#5-NO .5 REBAR SET AT TOP SLOPE APPROX. 9' SOUTH OF NORTH ROW FENCE
STA. 329+66, 136' LT. ℄ SURVEY I-40
ELEV. = 1263.24

(127) STA. 327+85, ℄ RAMP D
CONST. LBI, TYPE 1, DES.2, 8' LT.
STUB 36 LF 18" RCP INTO STR. 21
TG= 1240.05, FL = 1235.22, DS FL =1233.82

(128) STA. 329+65, ℄ RAMP D
CONST. LBI, TYPE 1 DES. 2, 8' LT.
STUB 42 LF 18" RCP INTO STR.26
TG= 1241.33, FL =1235.50, DS FL =1235.05

(129) STA. 331+35, ℄ RAMP D
CONST. 5' X 5' X 7.21' HI. JCT. BOX, 35' RT.
STUB 12 LF 30" RCP INTO STR. 30
TR=1245.72, FL =1238.51, DS FL =1238.44

(130) STA. 331+35, ℄ RAMP D
CONST. LBI, TYPE 1 DES. 2, 8' LT.
STUB 38 LF 18" RCP INTO STR.129
TG= 1244.50, FL =1239.70, DS FL =1239.51

(131) STA. 332+25, ℄ RAMP D
CONST. LBI, TYPE 1 DES. 2, 41.78' RT.
STUB 6 LF 18" RCP INTO STR.132
TG= 1246.82, FL =1242.28, DS FL =1242.24

(132) STA. 332+25, ℄ RAMP D
CONST. 5' DIA. MH, 31.88' RT.
STUB 86 LF 30" RCP INTO STR.129
TR= 1247.05, FL =1241.24, DS FL =1238.51

(144) STA. 328+75, ℄ RAMP D
CONST. LBI, TYPE 1 DES. 2, 8' LT.
STUB 34 LF 18" RCP INTO STR.143
TG= 1240.43, FL =1235.63, DS FL =1235.46

RAMP D

State Job No. 28992(04) Sheet No. R097

I-40 & DOUGLAS BLVD. INTERCHANGE
OKLAHOMA COUNTY

90%
NOT FOR CONSTRUCTION
SEPTEMBER 2018

SEC. 14 T11N R2W

CURVE DATA
℄ RAMP D
CURVE NO. D-2
P.I. STA. 341+03.19
Δ= 071°04'19.89"
R = 500.0000'
D = 011°27'32.96"
T = 357.1220'
L = 620.2219'
Ch = 581.2157'
E = 114.4397'

℄ SURVEY DOUGLAS

℄ RAMP D1

℄ RAMP D
S71°16'36.46"E

EXIST. LIMITS OF NO ACCESS

CONST. CONC. LONG. BARRIER

CONST. RETAINING WALL

CONST. TYPE B WCR

CONST. 6' SIDEWALK

BRIDGE B

CONST. CONC. LONG. BARRIER

CONST. RETAINING WALL

CONST. CONC. LONG. BARRIER

CRL I-40

BM#6 — CHISELED BOX ON NW CORNER OF YIELD SIGN BASE NORTH OF I-40 WESTBOUND LANES
STA. 334+13, 104' LT. ℄ SURVEY I-40
ELEV. = 1251.09

BM#7 — CHISELED BOX ON NORTH SIDE OF DROP INLET NORTH OF I-40 WESTBOUND LANES
STA. 339+09, 115' LT. ℄ SURVEY I-40
ELEV. = 1249.86

(133) STA. 333+75, ℄ RAMP D
CONST. LBI, TYPE 1 DES. 2, 53.79' RT.
STUB 10 LF 18" RCP INTO STR.134
TG= 1250.40, FL=1246.10, DSFL=1246.05

(134) STA. 333+75, ℄ RAMP D
CONST. 5' DIA. MH, 40' RT.
STUB 146 LF 30" RCP INTO STR.132
TR=1251.02, FL=1245.05, DSFL=1241.24

(135) STA. 333+75, ℄ RAMP D
CONST. LBI, TYPE 1 DES. 2, 8' LT.
STUB 44 LF 18" RCP INTO STR.134
TG= 1251.74, FL=1246.79, DSFL=1246.05

(136) STA. 335+00, ℄ RAMP D
CONST. LBI, TYPE 1 DES. 2, 63.79' RT.
STUB 10 LF 18" RCP INTO STR.137
TG= 1253.40, FL=1249.03, DSFL=1247.17

(137) STA. 335+00, ℄ RAMP D
CONST. 5' DIA. MH, 50' RT.
STUB 122 LF 30" RCP INTO STR.134
TR= 1254.02, FL=1246.18, DSFL=1245.05

(139) STA. 336+75, ℄ RAMP D
CONST. LBI, TYPE 1 DES. 2, 77.8' RT.
STUB 10 LF 18" RCP INTO STR.140
TG= 1256.59, FL=1251.99, DSFL=1251.94

(140) STA. 336+75, ℄ RAMP D
CONST. 4' DIA. MH, 65' RT.
STUB 122 LF 18" RCP INTO STR.218
TR= 1257.11, FL=1251.94, DSFL=1247.41

(141) STA. 339+00, ℄ RAMP D
CONST. LBI, TYPE 1 DES. 2, 73.78' RT.
STUB 10 LF 18" RCP INTO STR.142
TG= 1262.14, FL=1257.12, DSFL=1255.89

(142) STA. 338+95, ℄ RAMP D
CONST. 4' DIA. MH, 60' RT.
STUB 198 LF 18" RCP INTO STR.140
TR= 1262.45, FL=1255.89, DSFL=1251.94

(213) STA. 340+04, ℄ RAMP D
CONST. 4' DIA. MH, 32.63' RT.
STUB 100 LF 18" RCP INTO STR.142
TR= 1261.99, FL=1256.38, DSFL=1255.89

(212) STA. 340+08, ℄ RAMP D
CONST. LBI, TYPE 1 DES. 2, 40.24' RT.
STUB 4 LF 18" RCP INTO STR. 213
TG=1261.88, FL=1256.41, DS FL=1256.38

PVC 335+50
EL=1257.26

PVI 337+00
EL=1262.07

PVT 338+50
EL=1265.04

300' V.C.
K=246

3.20%

1.98%

FINISH GRADE

EXIST. PROFILE

STA. 340+26.01 - END PROJECT

RAMP D

State Job No. 28992(04) Sheet No. R098

I-40 & DOUGLAS BLVD. INTERCHANGE
OKLAHOMA COUNTY

90%
NOT FOR CONSTRUCTION
SEPTEMBER 2018

SEC. 14 T11N R2W

SEC. 13 T11N R2W

CURVE DATA
CURVE NO. D1-1
P.I. STA. 339+98.43
Δ = 107°51'16.28"
R = 200.0000'
D = 028°38'52.40"
T = 274.5427'
L = 376.4833'
Ch = 323.3080'

PC: 337+23.89

PT: 341+00.38

253' +75.93

0 30' 60'

EXIST. LIMITS OF NO ACCESS

℄ SURVEY DOUGLAS

CONST. TYPE AB WCR

CONST. TYPE B WCR

CONST. ℄ SIDEWALK

℄ RAMP D1

℄ RAMP D1

D1-1

GRL I-40

CONC.

ASPH.

CONC.

ASPH.

CITY OF OKC

OCAN

OCAN

TREE COVER

24'

8'

24'

24'

58

120

122

160

BM#20

-54.94'-SIGN 45.6' LT.
+34.74'-SIGN 114.8' LT.
+29.41'-SIGN 119.8' LT.
+02.78'-SIGN 96.4' LT.
+1.63'-SIGN 64.8' RT.
+32.41'-SIGN 58.8' LT.
+37.19'-SIGN 58.3' RT.
+79.26'-SIGN 65.3' RT.
+98.36'-SIGN 65.1' RT.
+98.12'-POST 83.2' RT.

BM#7-CHISELED BOX ON NORTH SIDE OF DROP INLET NORTH OF I-40 WESTBOUND LANES
STA. 339+09, 115' LT. ℄ SURVEY I-40
ELEV. = 1249.86

BM#20-CHISELED BOX ON SW CORNER OF ODOT CONCRETE BOX
STA. 121+73' 73 RT. ℄ SURVEY DOUGLAS
ELEV. = 1258.6309

VARIABLE GRADE

VARIABLE GRADE

+21.36

+43.55

FINISH GRADE

PVI 338+96.36
EL=1266.10

HIGH PT. 339+08.20
EL=1265.40

2.21%

-1.62%

EXIST. PROFILE

PVC 338+21.36
EL=1264.43

PVT 339+71.36
EL=1264.89

150' V.C.
K=39

STA. 337+23.89 - BEGIN RAMP D1

STA. 342+45.40 - END RAMP D1

160 STA. 339+11, ℄ RAMP D1
CONST. SMD, TYPE 2, 82' RT.
STUB 130 LF OF 18" RCP INTO DITCH LT.
TG=1258.72, FL=1255.94, DS FL=1255.21

58 STA. 340+16.54, ℄ RAMP D1
CONST. CI DESIGN 2B, 8' LT.
STUB 38 LF 18" RCP INTO DITCH LT.
TC=1264.68, TG=1264.02,
FL=1258.09, DS FL=1255.61

122 STA. 341+90, ℄ RAMP D1
CONST. CI DESIGN 2B, 2' LT.
STUB 26 LF 18" RCP INTO DITCH LT.
TC=1261.63, TG=1260.96
FL=1256.36, DS FL=1256.21

F.G.=1262.81 EX.=1263.49
F.G.=1263.92 EX.=1251.93
F.G.=1264.97 EX.=1254.05
F.G.=1265.39 EX.=1256.29
F.G.=1265.18 EX.=1259.49
F.G.=1264.43 EX.=1262.92
F.G.=1263.62 EX.=1262.17
F.G.=1262.81 EX.=1260.86
F.G.=1261.80 EX.=1260.24
F.G.=1260.79 EX.=1260.90

1270
1265
1260
1255
1250
1245

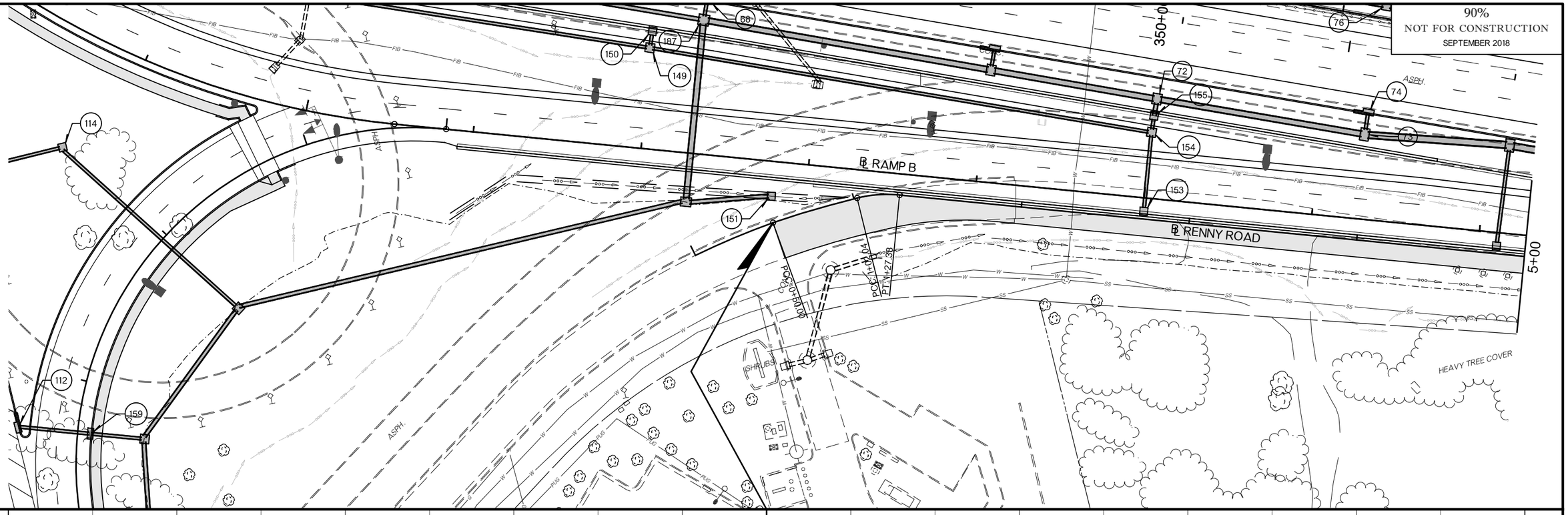
335+00 336+00 337+00 338+00 339+00 340+00 341+00 342+00 343+00 344+00

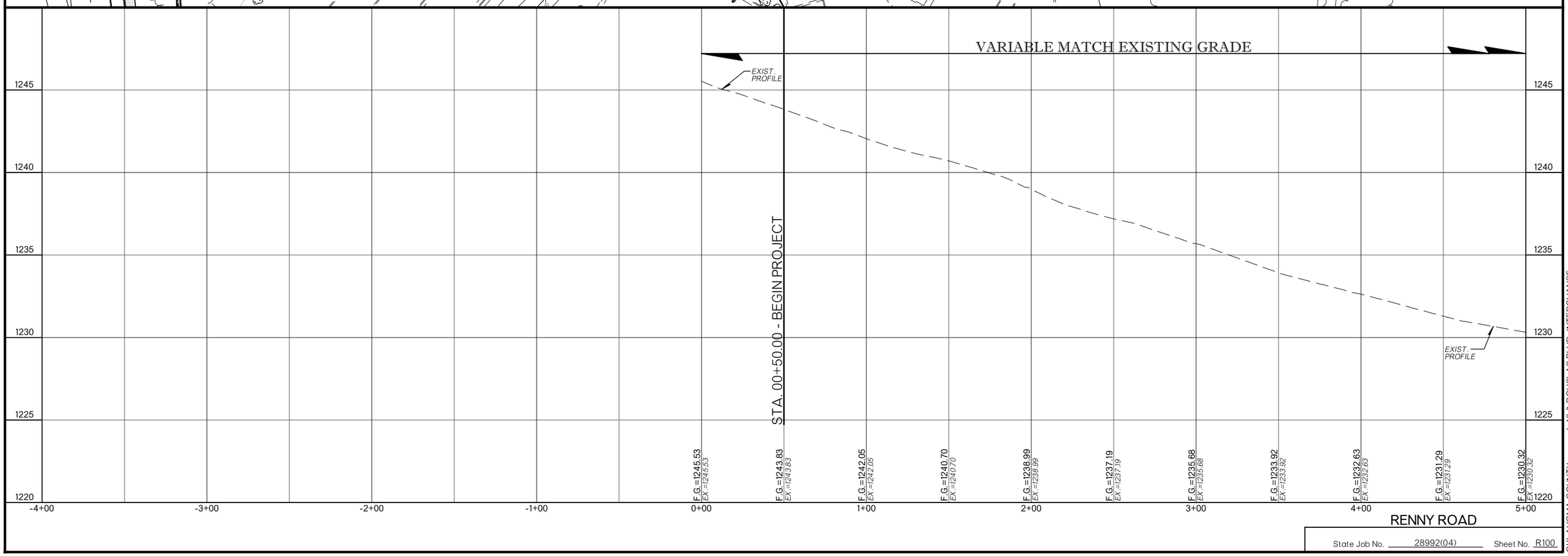
RAMP D1

State Job No. 28992(04) Sheet No. R099

OKLAHOMA COUNTY I-40 & DOUGLAS BLVD. INTERCHANGE

90%
NOT FOR CONSTRUCTION
SEPTEMBER 2018



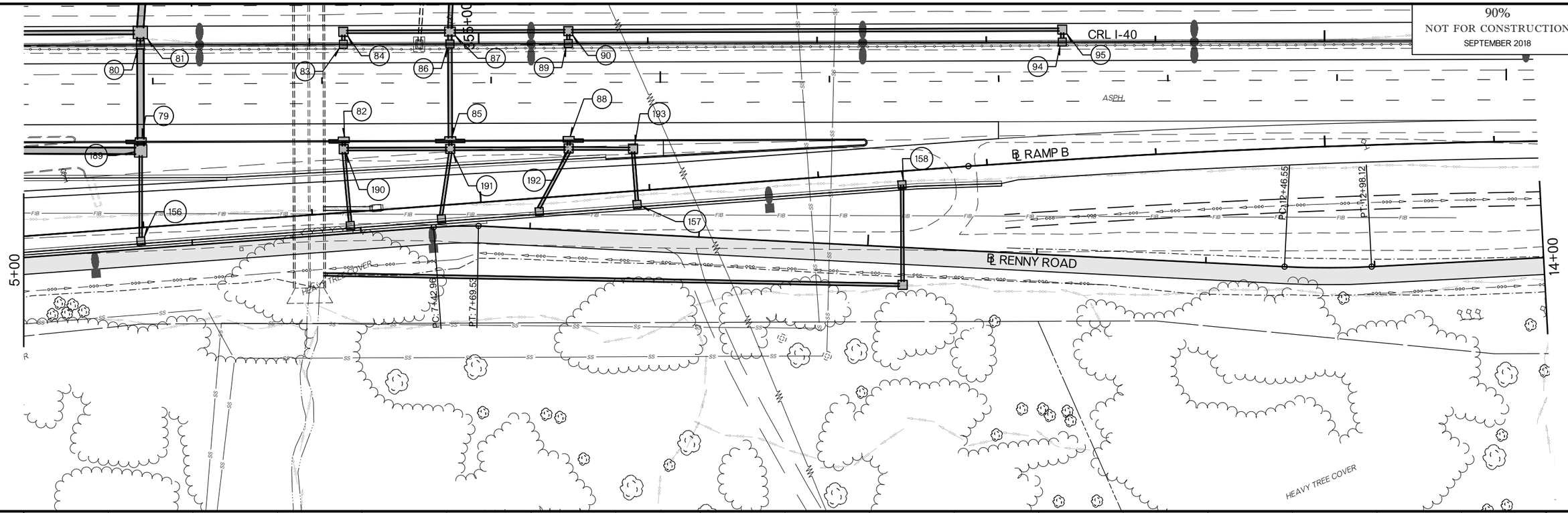


RENNY ROAD

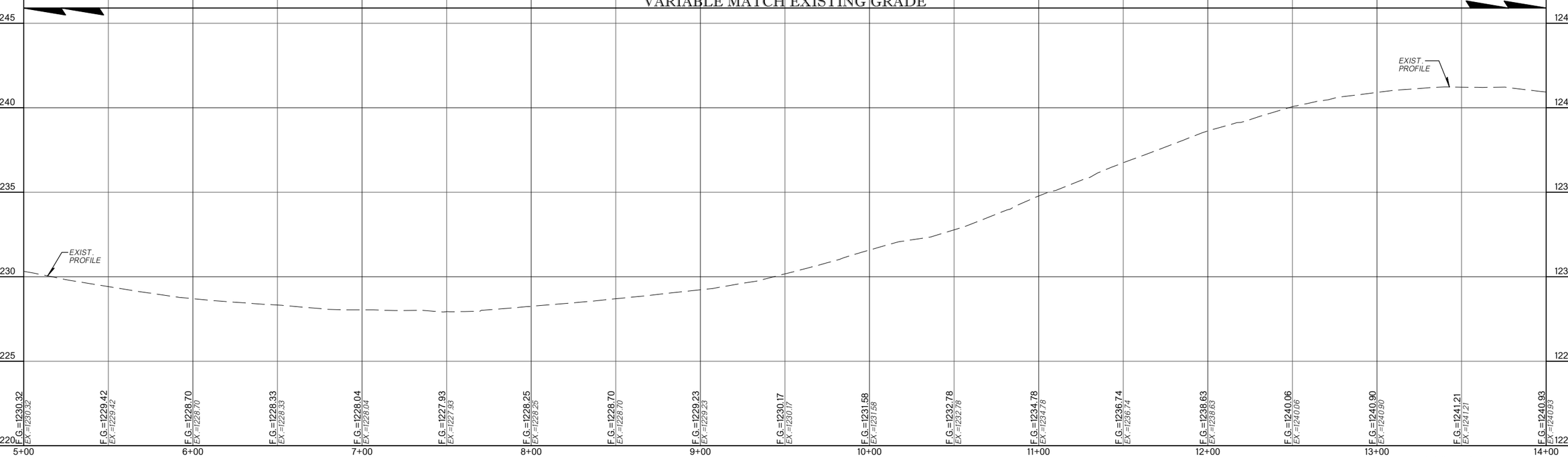
State Job No. 28992(04) Sheet No. R100

I-40 & DOUGLAS BLVD. INTERCHANGE
OKLAHOMA COUNTY

90%
NOT FOR CONSTRUCTION
SEPTEMBER 2018



VARIABLE MATCH EXISTING GRADE



RENNY ROAD

State Job No. 28992(04) Sheet No. R101

I-40 & DOUGLAS BLVD. INTERCHANGE
OKLAHOMA COUNTY

90%
NOT FOR CONSTRUCTION
SEPTEMBER 2018

CRL I-40

96 97 98 99 100 101

℄ RAMP B

℄ RENNY ROAD

14+00

PI: 19+5.00

EOP: 19+80.00

PC: 17+76.58

PT: 17+99.99

ASPH.

HEAVY TREE COVER

VARIABLE MATCH EXISTING GRADE

EXIST. PROFILE

EXIST. PROFILE

STA. 19+71.25 - END PROJECT

1245 1240 1235 1230 1225 1220

F.G.=1240.93 EX.=1240.93
F.G.=1239.97 EX.=1239.97
F.G.=1238.72 EX.=1238.72
F.G.=1237.05 EX.=1237.05
F.G.=1235.12 EX.=1235.12
F.G.=1233.47 EX.=1233.47
F.G.=1231.92 EX.=1231.92
F.G.=1230.70 EX.=1230.70
F.G.=1229.71 EX.=1229.71
F.G.=1228.92 EX.=1228.92
F.G.=1228.14 EX.=1228.14
F.G.=1227.73 EX.=1227.73

14+00 15+00 16+00 17+00 18+00 19+00 20+00 21+00 22+00 23+00

RENNY ROAD

State Job No. 28992(04) Sheet No. R102

OKLAHOMA COUNTY I-40 & DOUGLAS BLVD. INTERCHANGE