

3/10/2023

STATE OF OKLAHOMA
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED
UNITED STATES HIGHWAY

PROJECT NO. J3-0374(004)
INTERCHANGE

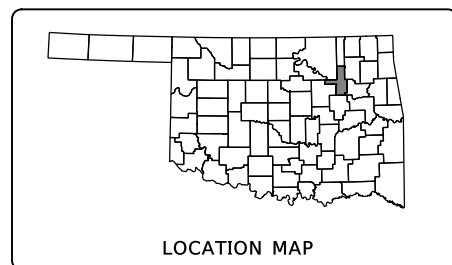
US 75 OVER W. 81st ST. S.

TULSA COUNTY

CONTROL SECTION NO. 75-72-18
STATE JOB NO. 30374(04)

BRIDGE A LOCATION NO. 7218 0703WX EXISTING NBI NO. 16493, NEW NBI NO. 32134
BRIDGE B LOCATION NO. 7218 0703EX EXISTING NBI NO. 16492, NEW NBI NO. 32137

FOR SURVEY CONTROL DATA
SEE SURVEY DATA SHEETS S001 - S016



DESIGN DATA

	US 75	81st ST.
AADT 2018.....	48,800	8,960
AADT 2045.....	75,200	13,780
K (DHV / ADT-TWO WAY).....	10%	10%
D (DIRECTIONAL DIST.).....	60%	53%
T (% OF DHV).....	7%	2%
T (% OF AADT).....	9%	3%
T ₃ OVERLOADS (AXLES).....	5%	1%
20-YR RIGID ESALS.....	47.50 MIL	1.54 MIL

US 75 V=70 MPH
81st ST..... V=25 MPH

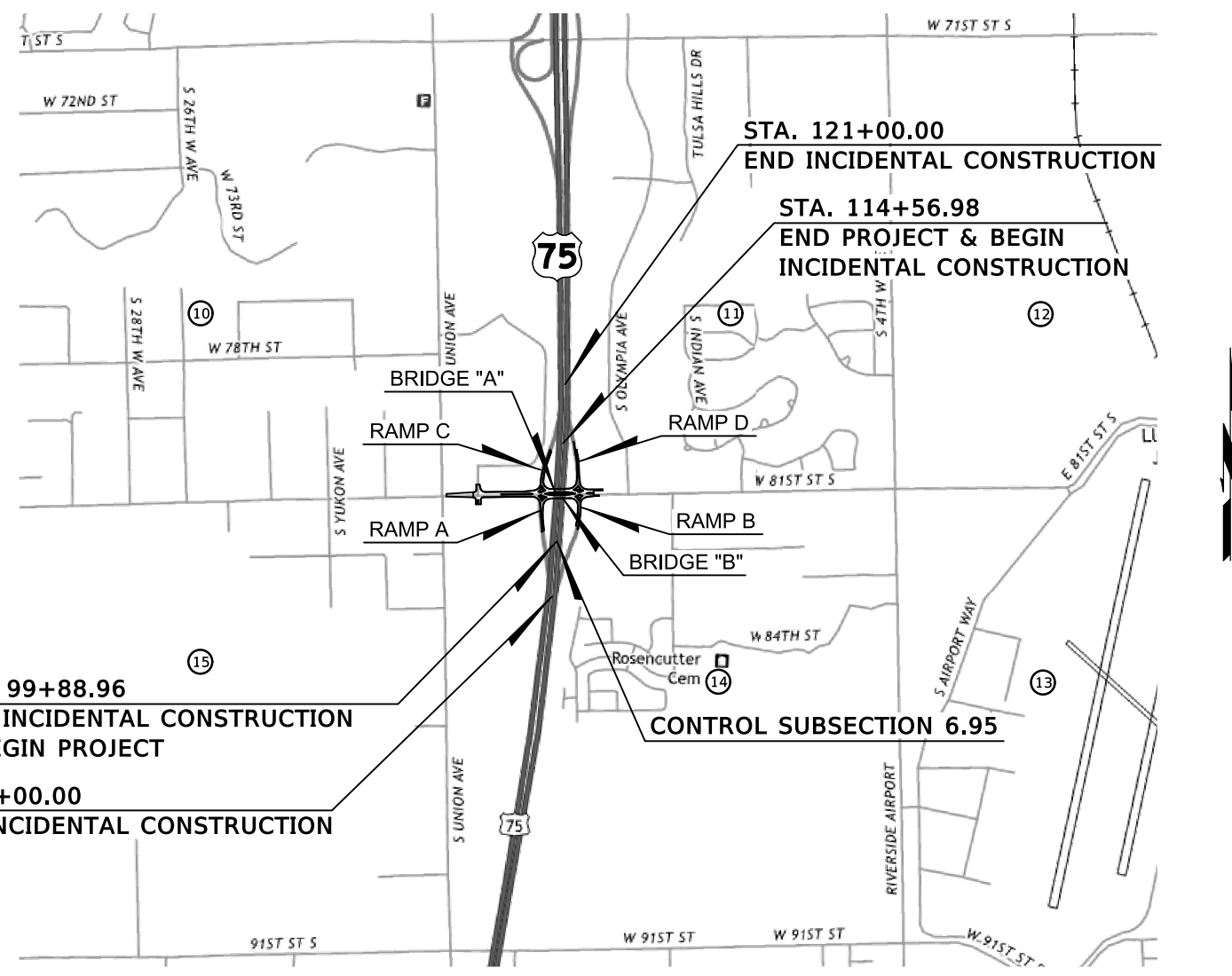
BRIDGE A
END STA. 108+47.31
LENGTH = 270.00'
BEGIN STA. 105+77.31

BRIDGE B
END STA. 108+51.62
LENGTH = 270.00'
BEGIN STA. 105+81.62

SCALES
PLAN 1" = 50'
PROFILE HOR. 1" = 50'
VER. 1" = 5'
LAYOUT MAP 1" = 1000'

CONVENTIONAL SYMBOLS

- PROPOSED ROAD
- RAILROADS
- RANGE & TOWNSHIP
- SECTION LINES
- QUARTER SECTION LINES
- FENCES
- GROUND LINE
- EXISTING ROADS
- BASE LINE
- GRADE LINES
- TELEPHONE & TELEGRAPH
- POWER LINES
- BUILDINGS
- OIL WELL
- DRAINAGE STRUCTURES - IN PLACE
- DRAINAGE STRUCTURES - NEW
- RIGHT-OF-WAY LINES - EXISTING
- RIGHT-OF-WAY LINES - NEW
- CONTROLLED ACCESS
- RIGHT-OF-WAY FENCE



STA. 99+88.96
END INCIDENTAL CONSTRUCTION
& BEGIN PROJECT

STA. 94+00.00
BEGIN INCIDENTAL CONSTRUCTION

CONTROL SUBSECTION 6.95

PROJECT LENGTH BASED ON CL SURVEY US 75

ROADWAY LENGTH.....	1198.02 FT.	0.226 MI.
BRIDGE LENGTH.....	270.00 FT.	0.051 MI.
PROJECT LENGTH.....		0.277 MI.

EQUATIONS: NONE
EXCEPTIONS: NONE

NOTE : PROJECT IS WITHIN CORPORATE & CITY LIMITS OF TULSA

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

CERTIFICATE OF AUTHORIZATION NO. 7569 P.E. RENEWAL DATE 6-30-24

BENHAM
a Haskell Company
Benham Design, LLC
One West Third Street, Suite 200
Tulsa, Oklahoma 74103
(918) 492-1600



Rhonda J. Dudeck, P.E.
OK P.E. NO. 16476
PROJECT ENGINEER
DATE :

OKLAHOMA DEPARTMENT OF TRANSPORTATION

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

DATE APPROVED

DATE APPROVED

BY

BY

CHIEF ENGINEER

DIVISION ADMINISTRATOR

SWO 5136(1)

PROJECT NO. J3-0374(004)

COUNTY TULSA

HIGHWAY US-75

SHEET NO. 0001

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INDEX OF SHEETS

GENERAL

- 0001 TITLE SHEET
- 0002 INDEX OF SHEETS
- 0003 TYPICAL SECTION KEY MAP
- 0004 - 0013 TYPICAL SECTION (1) - (10)
- 0014 - 0015 RIGHT OF WAY (1) - (2)

BRIDGE A

- B001 - B002 GENERAL PLAN AND ELEVATION
- B003 - B004 TYPICAL SECTION
- B005 PIER DETAILS

US 75 SB DETOUR BRIDGE

- B006 GENERAL PLAN AND ELEVATION

BRIDGE B

- B007 - B008 GENERAL PLAN AND ELEVATION
- B009 - B010 TYPICAL SECTION
- B011 PIER DETAILS

US 75 NB DETOUR BRIDGE

- B012 GENERAL PLAN AND ELEVATION

ROADWAY

- R001 - R004 DRAINAGE AREA MAP (1) - (4)
- R005 DRAINAGE AREA SUMMARY
- R006 INLET DESIGN SUMMARY
- R007 - R008 SUMMARY OF DRAINAGE STRUCTURES (1) - (2)
- R009 STORM WATER MANAGEMENT PLAN
- R010 - R013 GEOMETRIC DATA (1) - (4)
- R014 - R016 P&P US-75 (1) - (3)
- R017 - R018 P&P W. 81st. St. S. (1) - (2)
- R019 - R022 P&P RAMP A - D
- R023 - R025 P&P US-75 TEMPORARY LANES (1) - (3)
- R026 - R033 DRAINAGE PROFILES (1) - (8)
- R034 MISCELLANEOUS DETAILS
- R035 DRAINAGE DETAILS
- R036 GUARDRAIL LAYOUT
- R037 - R041 SHEET PILE WALL GENERAL PLAN AND ELEVATION (1) - (5)
- R042 - R045 RETAINING WALL GENERAL PLAN AND ELEVATION (1) - (4)
- R046 - R047 RETAINING WALL DETAILS (1) - (2)
- R048 - R049 REMOVAL (1) - (2)

SURVEY DATA

- S001 - S016 SURVEY DATA SHEET

TRAFFIC

- T001 - T007 SUGGESTED CONSTRUCTION SEQUENCE (1) - (7)

CROSS SECTIONS

- X001 - X015 CROSS SECTIONS - US-75 SOUTHBOUND
- X016 - X039 CROSS SECTIONS - US-75 NORTHBOUND
- X040 - X052 CROSS SECTIONS - 81st STREET

THE FOLLOWING ODOT STANDARDS WILL BE REQUIRED

ROADWAY TRAFFIC CONTROL TRAFFIC SIGNAL TRAFFIC SIGNING BRIDGE

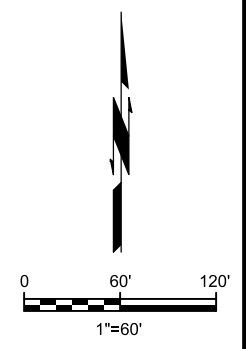
(TO BE ADDED AT LATER DATE)

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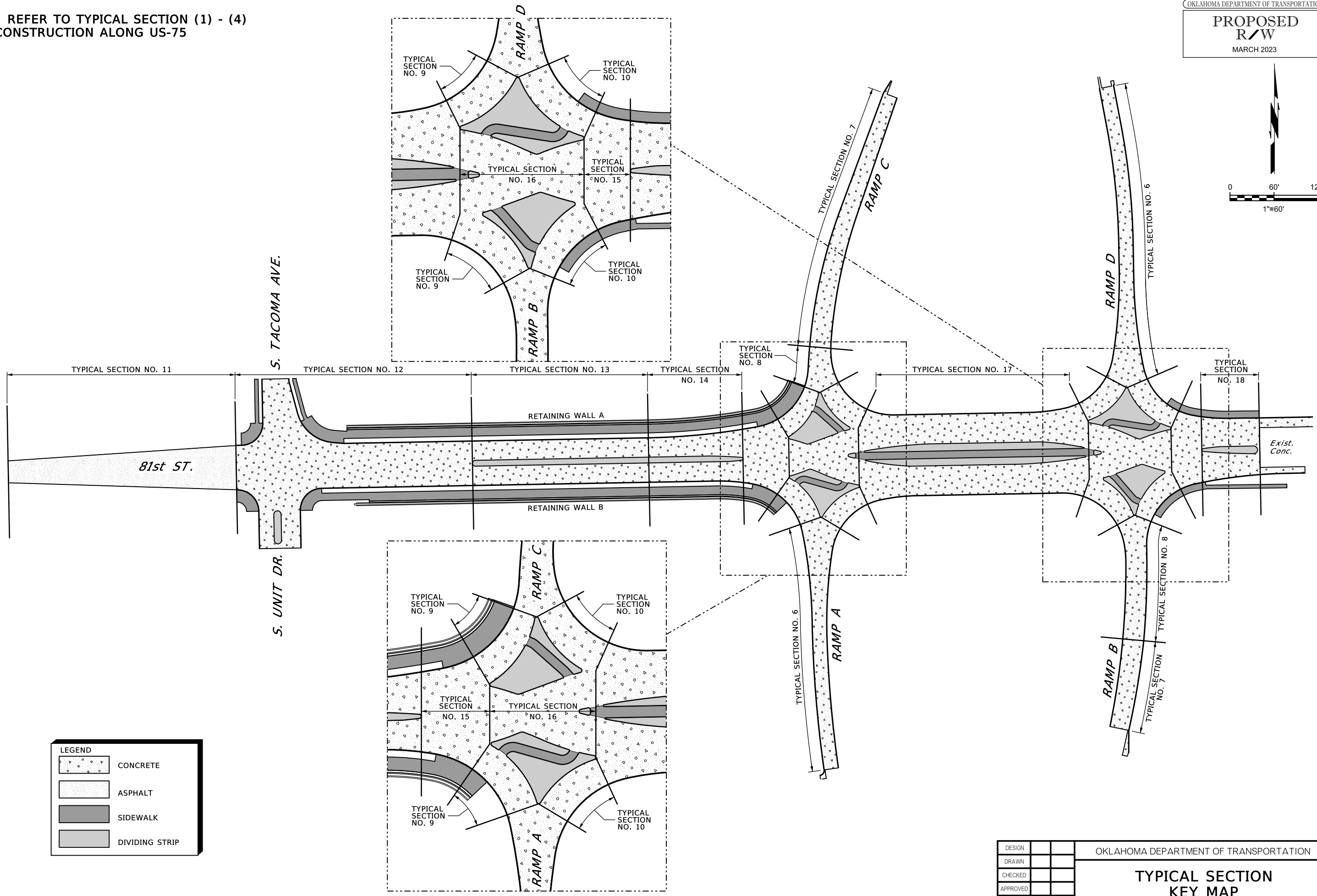
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DESIGN			OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN			
CHECKED			
APPROVED			
SQUAD			
INDEX OF SHEETS			
COUNTY	TULSA	HIGHWAY	US-75 STATE JOB NO. 30374(04) SHEET NO. 0002



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



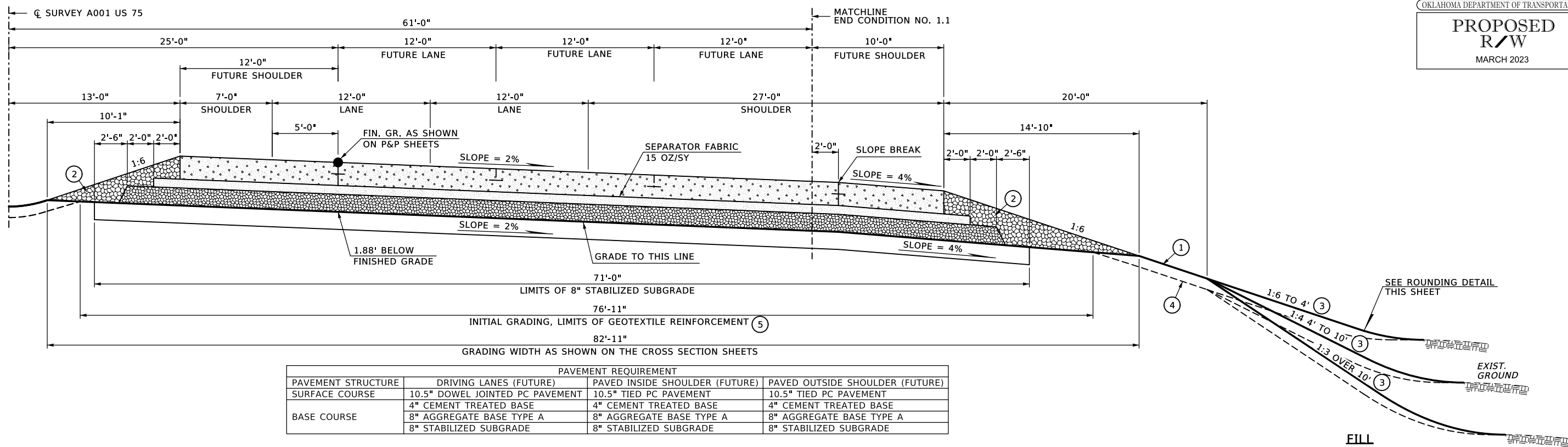
LEGEND

	CONCRETE
	ASPHALT
	SIDEWALK
	DIVIDING STRIP

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION					
DRAWN		TYPICAL SECTION KEY MAP					
CHECKED							
APPROVED							
SQUAD							
COUNTY	TULSA	HIGHWAY	US-75	STATE JOB NO.	30374(04)	SHEET NO.	0003

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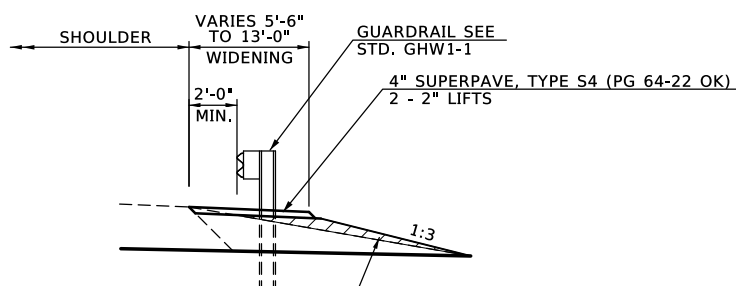


1 TYPICAL HALF SECTION - US 75

N.T.S.

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

- 1 PERMANENT SLOPE PROTECTION REFER TO DETAIL SHEET R034.
 - 2 TO BE BACKFILLED & COMPACTED AS PART OF THE FINISHING OPERATIONS. COST TO BE INCLUDED IN TBSC TYPE E.
 - 3 DISTANCE MEASURED VERTICALLY FROM EDGE OF FINISHED GRADE SHOULDER
 - 4 TOPSOIL NOTE : THE CONTRACTOR SHALL STRIP ALL OF THE AVAILABLE TOPSOIL, STOCKPILE IT AND PLACE IT BACK ON THE SECTION IN ACCORDANCE WITH SECTION 205 OF THE STANDARD SPECIFICATIONS. RESERVED TOPSOIL SHALL BE SPREAD FIRST ON THE COMPLETE SLOPES OF THE CUT SECTIONS AND THE REMAINDER ON COMPLETED FILL SLOPES OR OTHER PRIORITY AREAS LOCATED BY THE ENGINEER. ALL ADDITIONAL COSTS ASSOCIATED WITH OPERATION SHALL BE INCLUDED IN THE PAY ITEMS FOR SALVAGED TOPSOIL, LUMP SUM.
 - 5 GEOTEXTILE REINFORCEMENT SHALL BE RS3801.
- THE GRADING LINE AS SHOWN ON THE TYPICAL AND CROSS SECTIONS IS TO TOP OF THE SOIL. EARTHWORK QUANTITIES WERE NOT ADJUSTED FOR SALVAGE AND TOPSOIL QUANTITY IS INCLUDED IN THE SUMMARIZED EARTHWORK.

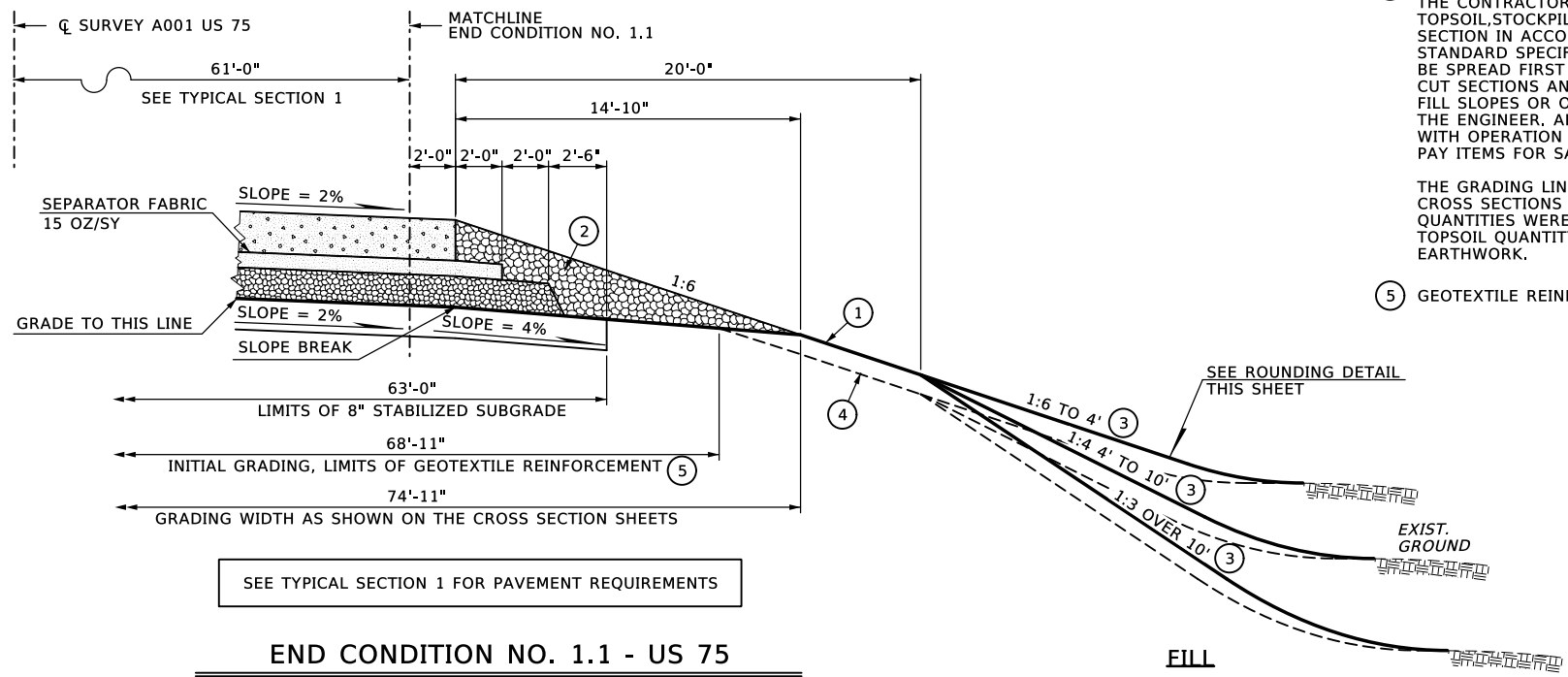


GUARDRAIL WIDENING DETAIL

N.T.S.

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

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

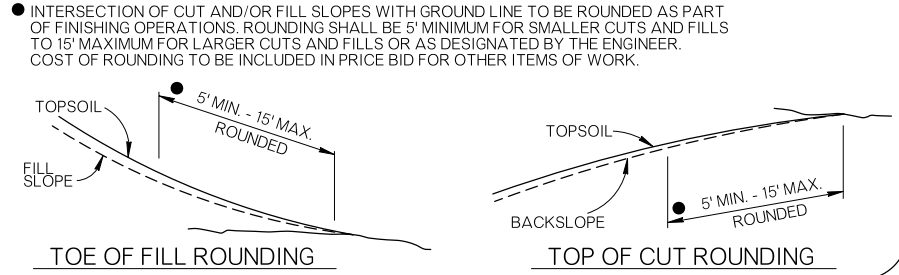


SEE TYPICAL SECTION 1 FOR PAVEMENT REQUIREMENTS

END CONDITION NO. 1.1 - US 75

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

ROUNDING DETAIL

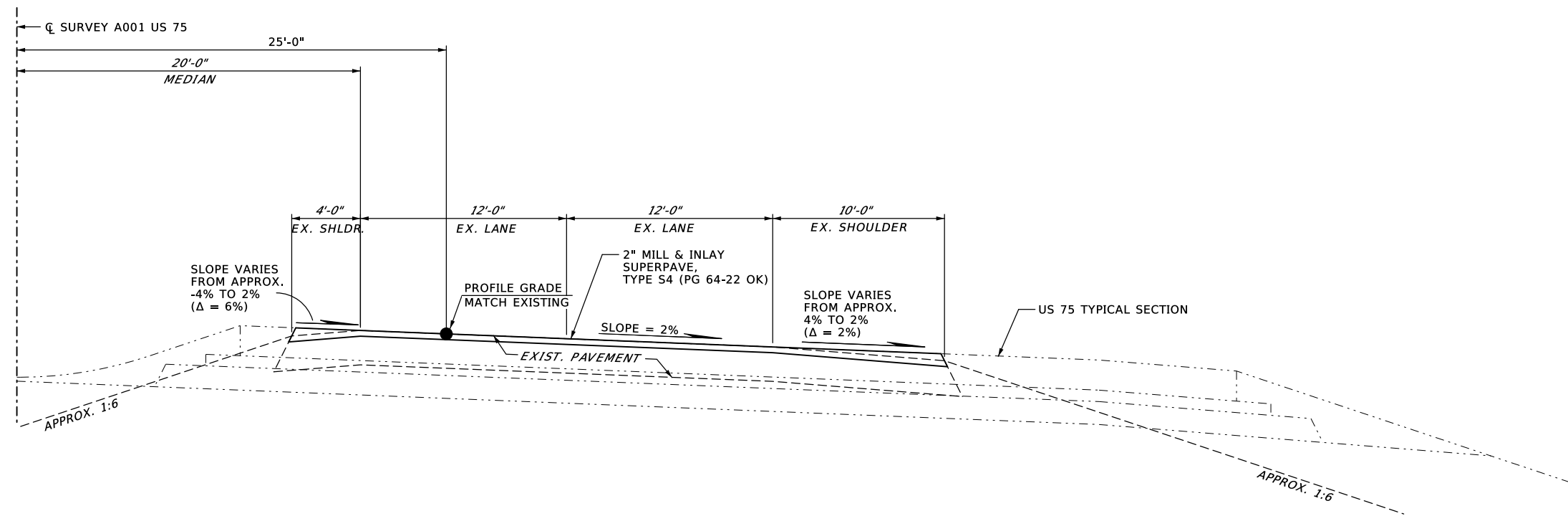


DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		
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COUNTY - TULSA	HIGHWAY - US-75	STATE JOB NO. - 30374(04) SHEET NO. 0004

TYPICAL SECTION (1)

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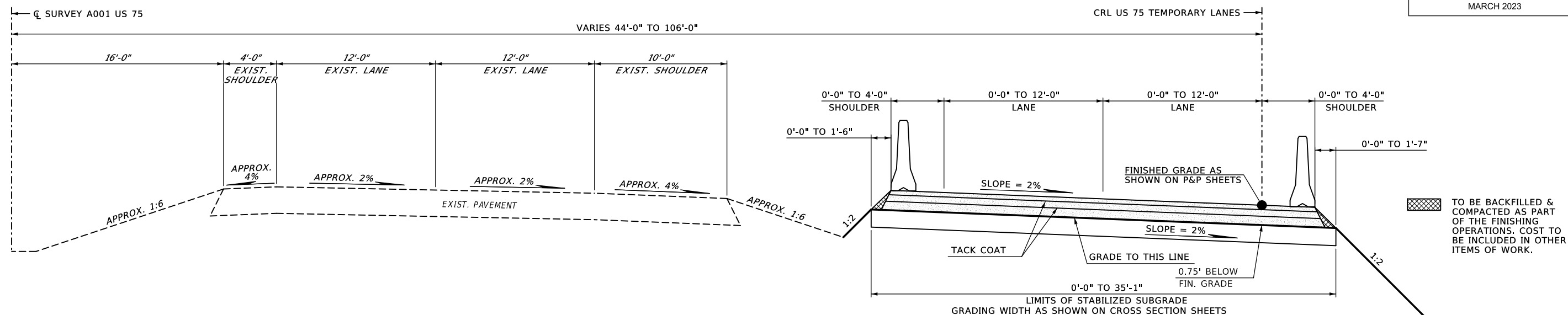
2 **US 75 CONNECTION**
 NORTHBOUND STA. 99+28.96 TO STA. 99+88.96 N.T.S.
 NORTHBOUND STA. 114+56.98 TO STA. 115+16.98
 SOUTHBOUND STA. 99+28.96 TO STA. 99+88.96 (OPPOSITE HAND)
 SOUTHBOUND STA. 114+56.98 TO STA. 115+16.98 (OPPOSITE HAND)

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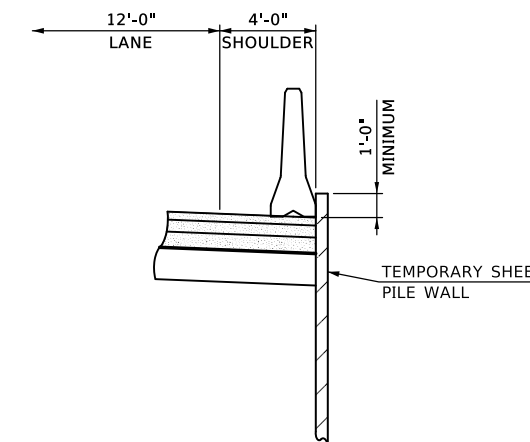
DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		TYPICAL SECTION (2)
CHECKED		
APPROVED		
SQUAD		
COUNTY <u>TULSA</u> HIGHWAY <u>US-75</u> STATE JOB NO. <u>30374(04)</u> SHEET NO. <u>0005</u>		



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

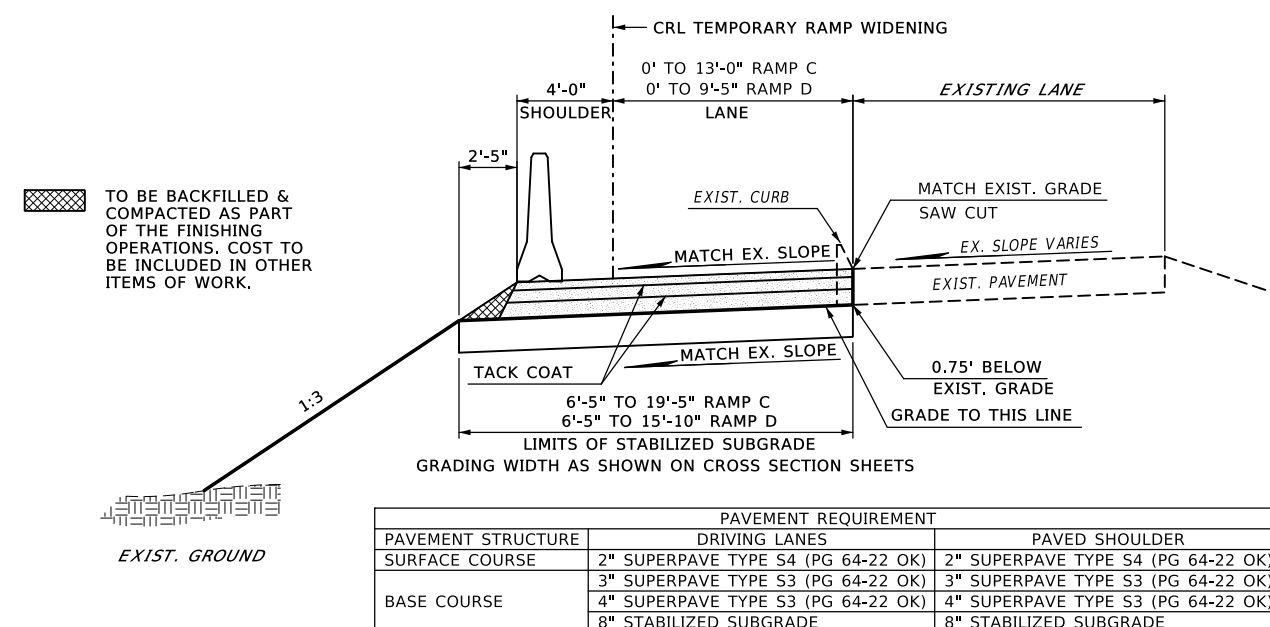
3 TYPICAL SECTION - US 75 TEMPORARY LANES

CRL US 75 NB TEMPORARY LANES STA. 97+50.00 TO STA. 106+83.77 N.T.S.
 CRL US 75 NB TEMPORARY LANES STA. 107+63.77 TO STA. 116+76.20
 CRL US 75 SB TEMPORARY LANES STA. 98+68.48 TO STA. 106+65.23 (OPPOSITE HAND)
 CRL US 75 SB TEMPORARY LANES STA. 107+45.23 TO STA. 115+65.00 (OPPOSITE HAND)
 DETOUR DESIGN BASED ON 65 MPH



TEMPORARY SHEET PILE WALL

CRL US 75 NB TEMPORARY LANES STA. 105+32.16 TO STA. 106+83.65 LEFT (OPPOSITE HAND)
 CRL US 75 NB TEMPORARY LANES STA. 106+41.20 TO STA. 106+83.65 RIGHT
 CRL US 75 NB TEMPORARY LANES STA. 107+61.94 TO STA. 108+69.17 LEFT (OPPOSITE HAND)
 CRL US 75 NB TEMPORARY LANES STA. 107+61.94 TO STA. 107+96.21 RIGHT
 CRL US 75 SB TEMPORARY LANES STA. 101+42.07 TO STA. 103+82.07 LEFT (OPPOSITE HAND)
 CRL US 75 SB TEMPORARY LANES STA. 105+53.85 TO STA. 106+67.09 RIGHT
 CRL US 75 SB TEMPORARY LANES STA. 106+32.07 TO STA. 106+67.09 LEFT (OPPOSITE HAND)
 CRL US 75 SB TEMPORARY LANES STA. 107+45.32 TO STA. 107+72.07 LEFT (OPPOSITE HAND)
 CRL US 75 SB TEMPORARY LANES STA. 107+45.32 TO STA. 108+66.16 RIGHT



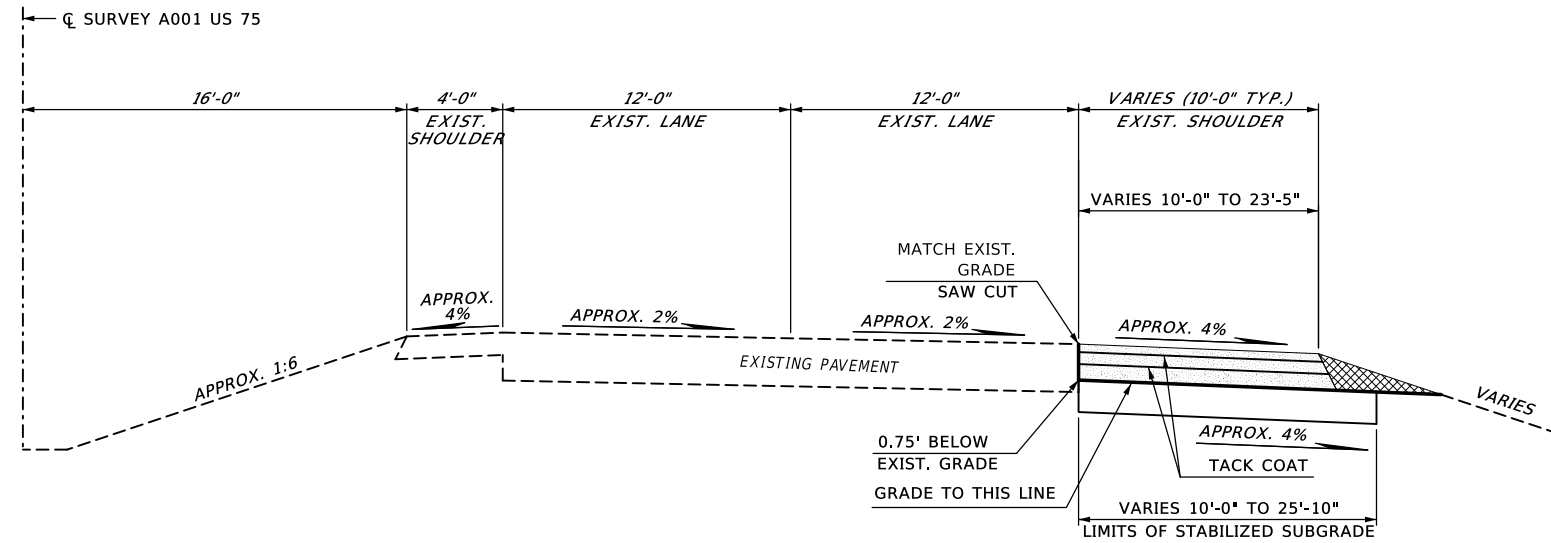
PAVEMENT STRUCTURE	PAVEMENT REQUIREMENT	
	DRIVING LANES	PAVED SHOULDER
SURFACE COURSE	2" SUPERPAVE TYPE S4 (PG 64-22 OK)	2" SUPERPAVE TYPE S4 (PG 64-22 OK)
BASE COURSE	3" SUPERPAVE TYPE S3 (PG 64-22 OK)	3" SUPERPAVE TYPE S3 (PG 64-22 OK)
	4" SUPERPAVE TYPE S3 (PG 64-22 OK)	4" SUPERPAVE TYPE S3 (PG 64-22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


4 TYPICAL SECTION - TEMPORARY RAMP WIDENING

CRL TEMPORARY RAMP C WIDENING STA. 112+00.00 TO STA. 115+82.00 N.T.S.
 CRL TEMPORARY RAMP D WIDENING STA. 113+65.00 TO STA. 116+89.00 (OPPOSITE HAND)
 DETOUR DESIGN BASED ON 55 MPH

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

TYPICAL SECTION (3)



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

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

5 TYPICAL SECTION - SHOULDER RECONSTRUCTION

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

3/10/2023

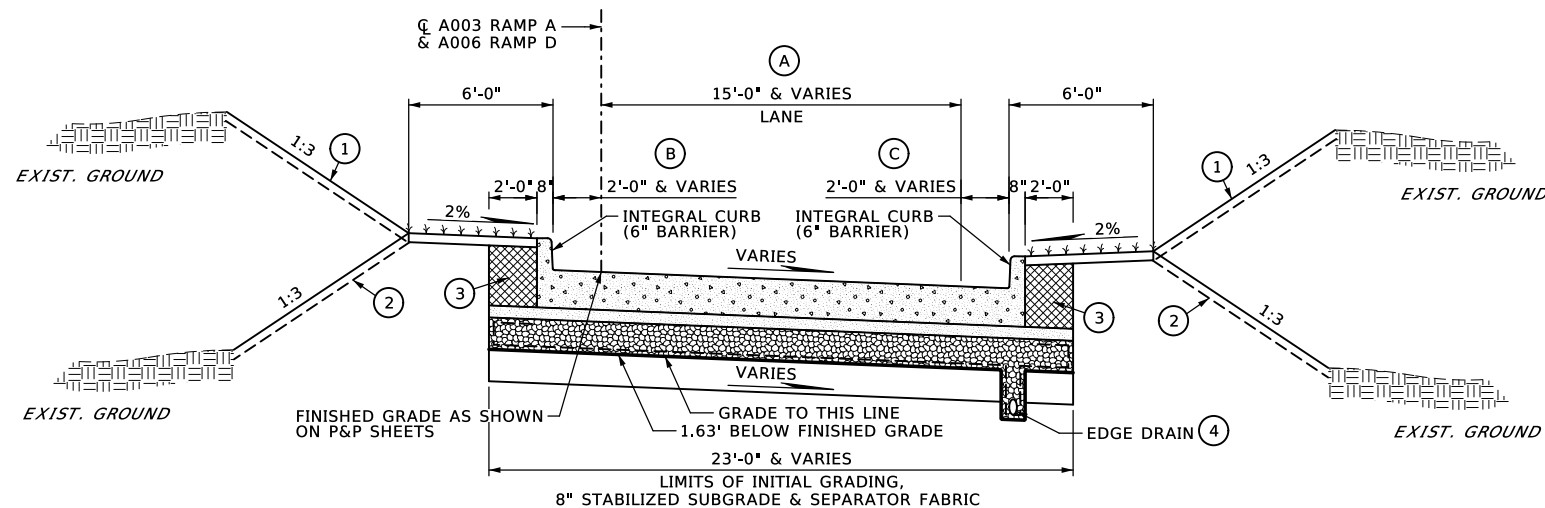
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DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		TYPICAL SECTION (4)
CHECKED		
APPROVED		
SQUAD		
COUNTY	TULSA	HIGHWAY US-75 STATE JOB NO. 30374(04) SHEET NO. 0007

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

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

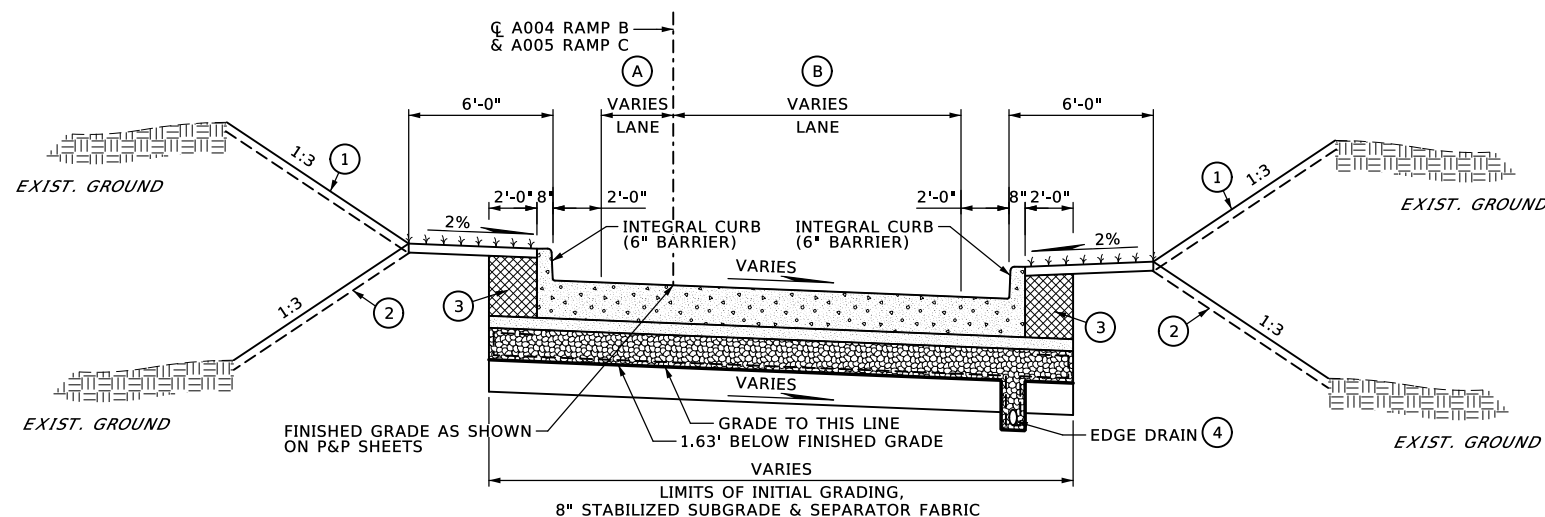


TYPICAL SECTION - RAMP

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

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

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

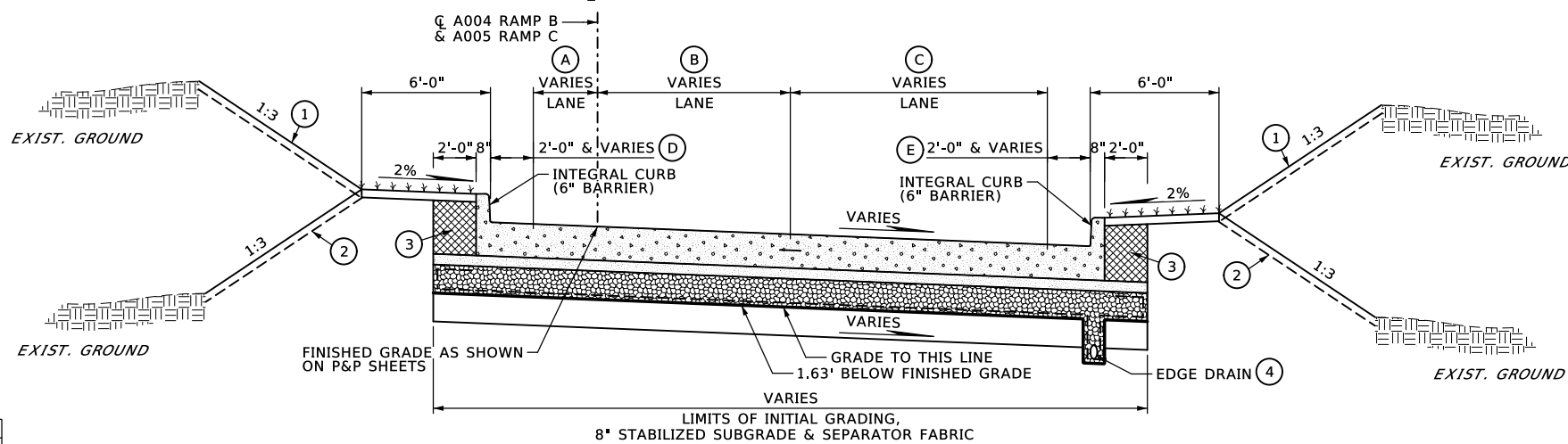


TYPICAL SECTION - RAMP

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

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

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



TYPICAL SECTION - RAMP

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

- 1 PERMANENT SLOPE PROTECTION REFER TO DETAIL SHEET R034.
- 2 TOPSOIL NOTE : THE CONTRACTOR SHALL STRIP ALL OF THE AVAILABLE TOPSOIL, STOCKPILE IT AND PLACE IT BACK ON THE SECTION IN ACCORDANCE WITH SECTION 205 OF THE STANDARD SPECIFICATIONS. RESERVED TOPSOIL SHALL BE SPREAD FIRST ON THE COMPLETE SLOPES OF THE CUT SECTIONS AND THE REMAINDER ON COMPLETED FILL SLOPES OR OTHER PRIORITY AREAS LOCATED BY THE ENGINEER. ALL ADDITIONAL COSTS ASSOCIATED WITH OPERATION SHALL BE INCLUDED IN THE PAY ITEMS FOR SALVAGED TOPSOIL, LUMP SUM.

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

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

TYPICAL SECTION (5)

3/10/2023

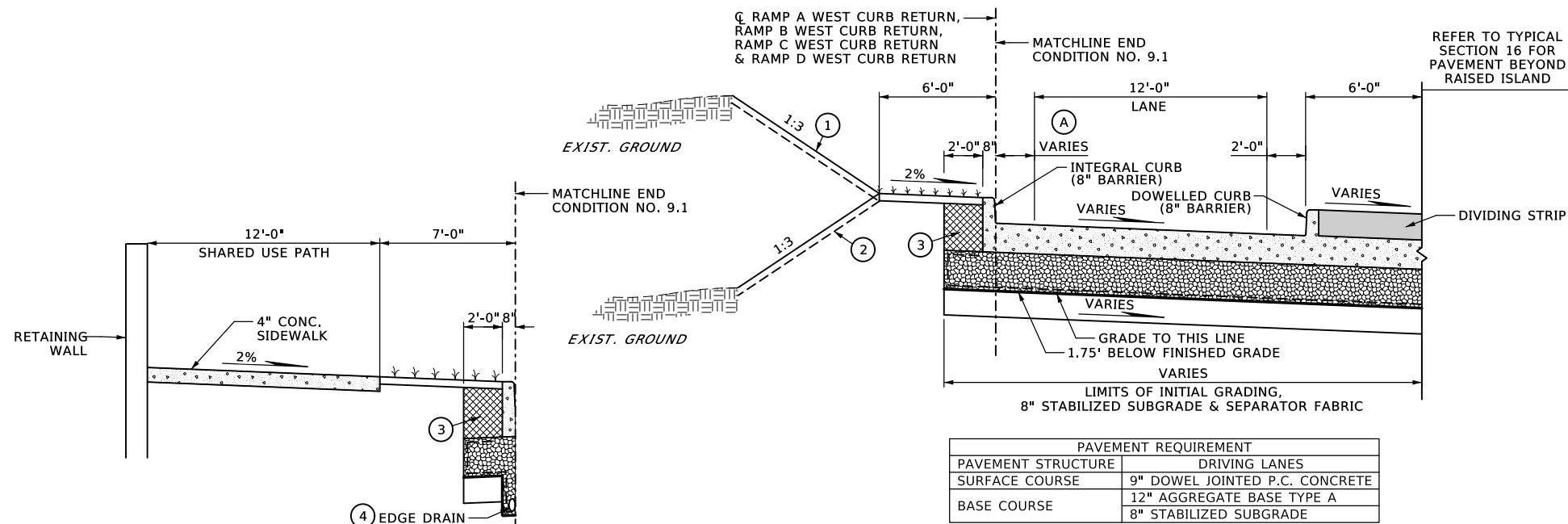
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3037404-TYP SEC 10.dgn

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

- ① PERMANENT SLOPE PROTECTION
REFER TO DETAIL SHEET R034.
- ② TOPSOIL NOTE :
THE CONTRACTOR SHALL STRIP ALL OF THE AVAILABLE TOPSOIL, STOCKPILE IT AND PLACE IT BACK ON THE SECTION IN ACCORDANCE WITH SECTION 205 OF THE STANDARD SPECIFICATIONS. RESERVED TOPSOIL SHALL BE SPREAD FIRST ON THE COMPLETE SLOPES OF THE CUT SECTIONS AND THE REMAINDER ON COMPLETED FILL SLOPES OR OTHER PRIORITY AREAS LOCATED BY THE ENGINEER. ALL ADDITIONAL COSTS ASSOCIATED WITH OPERATION SHALL BE INCLUDED IN THE PAY ITEMS FOR SALVAGED TOPSOIL, LUMP SUM.
- ③ BACKFILL NOTE :
TO BE BACKFILLED AS PART OF THE FINISHING OPERATIONS. MATERIAL TO BE STANDARD FILL MATERIAL AND COST INCLUDED IN OTHER ITEMS.
- ④ OUTLET EDGE DRAIN INTO STORM SEWER INLETS.
COST TO BE INCLUDED IN OTHER ITEMS OF WORK.

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



END CONDITION NO. 9.1: RETAINING WALL

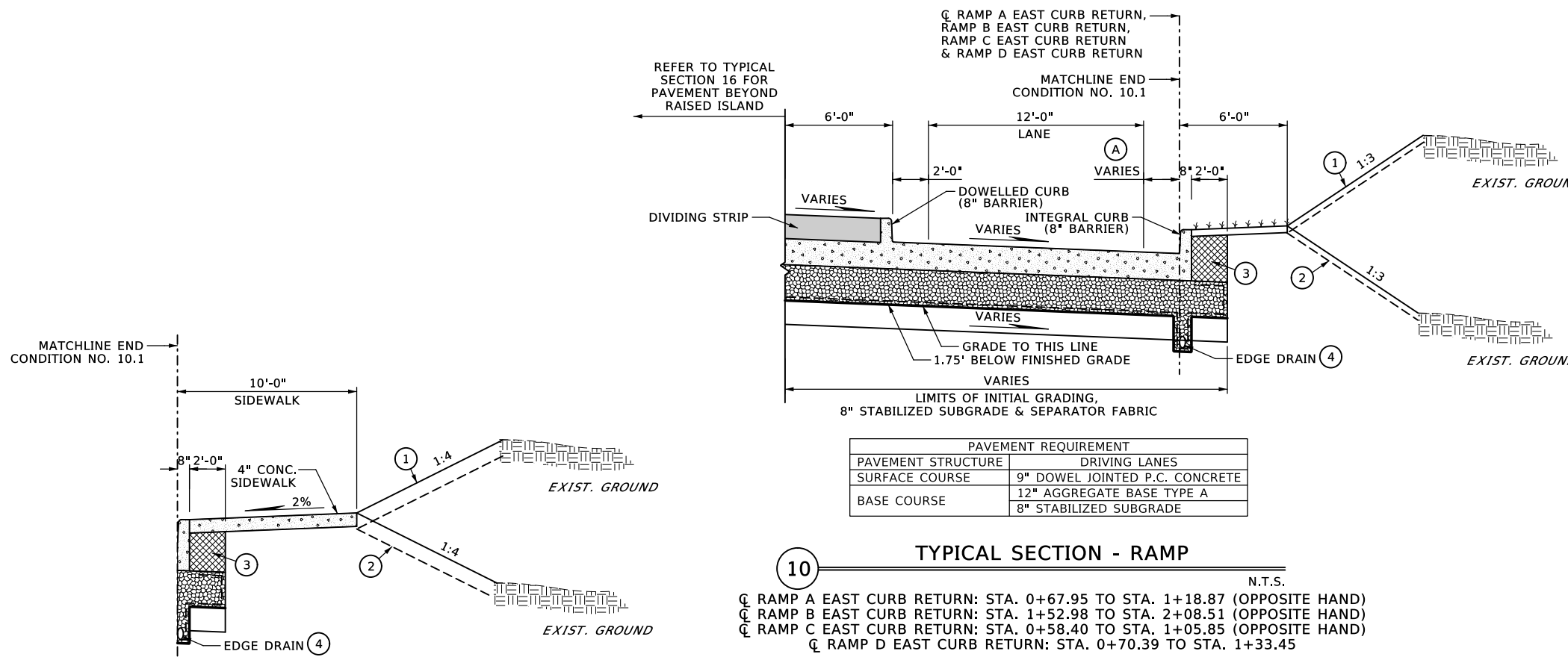
N.T.S.

☐ RAMP A WEST CURB RETURN: STA. 0+86.43 TO STA. 1+03.78 (OPPOSITE HAND)
☐ RAMP C WEST CURB RETURN: STA. 0+25.80 TO STA. 0+84.54 (OPPOSITE HAND)

9 TYPICAL SECTION - RAMP

N.T.S.

☐ RAMP A WEST CURB RETURN: STA. 0+86.43 TO STA. 1+39.38 (OPPOSITE HAND)
☐ RAMP B WEST CURB RETURN: STA. 0+52.37 TO STA. 1+01.46
☐ RAMP C WEST CURB RETURN: STA. 0+25.80 TO STA. 0+84.54 (OPPOSITE HAND)
☐ RAMP D WEST CURB RETURN: STA. 0+70.55 TO STA. 1+23.23



END CONDITION NO. 10.1: SIDEWALK

N.T.S.

☐ RAMP B EAST CURB RETURN: STA. 1+52.98 TO STA. 1+97.24 (OPPOSITE HAND)
☐ RAMP D EAST CURB RETURN: STA. 0+70.39 TO STA. 0+89.33

10 TYPICAL SECTION - RAMP

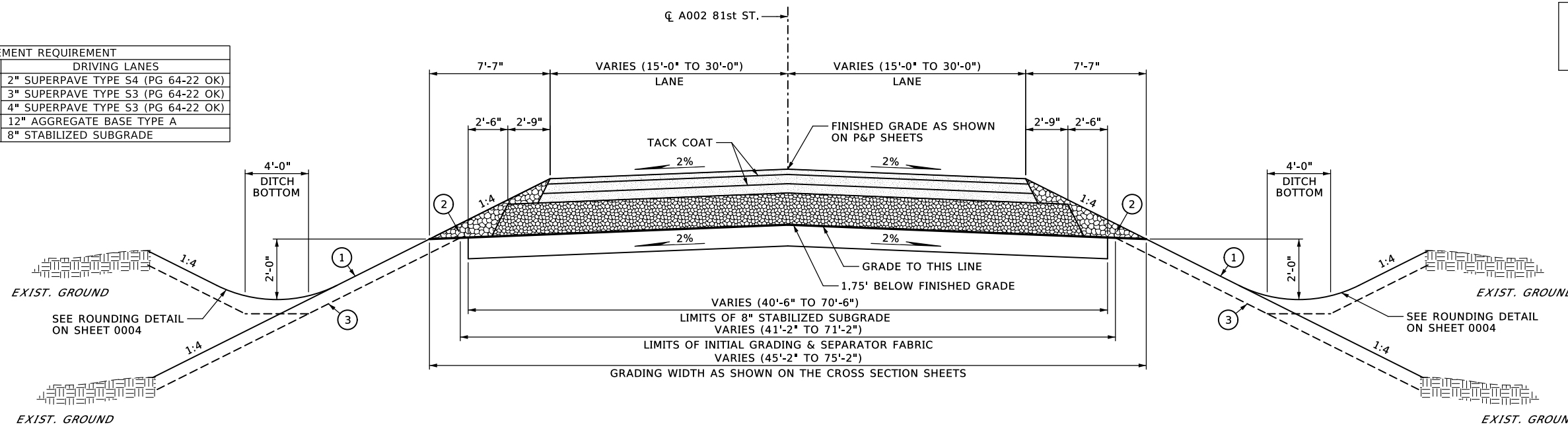
N.T.S.

☐ RAMP A EAST CURB RETURN: STA. 0+67.95 TO STA. 1+18.87 (OPPOSITE HAND)
☐ RAMP B EAST CURB RETURN: STA. 1+52.98 TO STA. 2+08.51 (OPPOSITE HAND)
☐ RAMP C EAST CURB RETURN: STA. 0+58.40 TO STA. 1+05.85 (OPPOSITE HAND)
☐ RAMP D EAST CURB RETURN: STA. 0+70.39 TO STA. 1+33.45

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

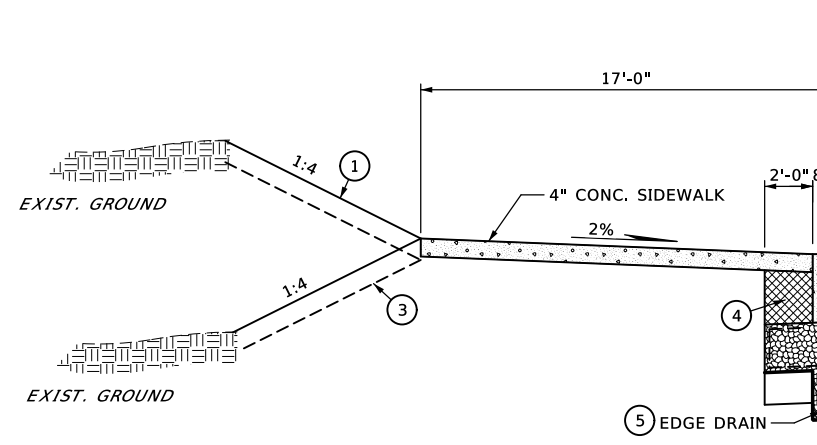
TYPICAL SECTION (6)

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

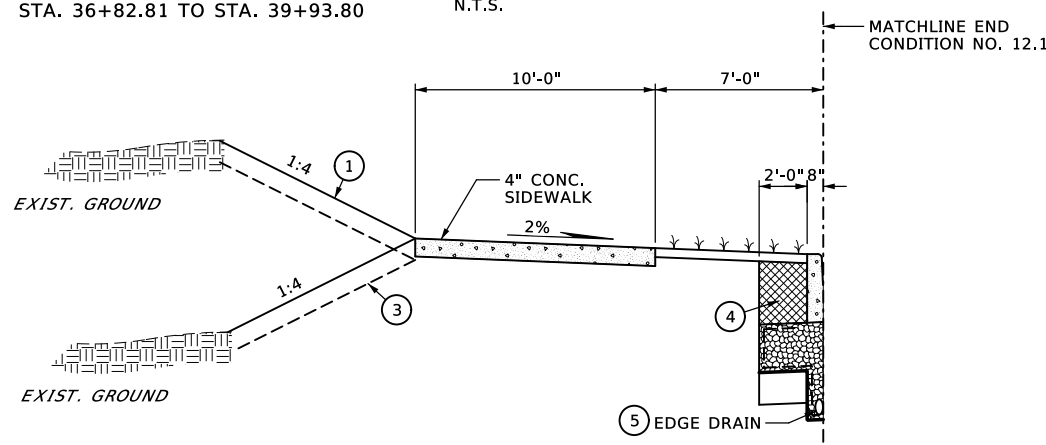


11 TYPICAL SECTION - W. 81st ST. S.
STA. 36+82.81 TO STA. 39+93.80 N.T.S.

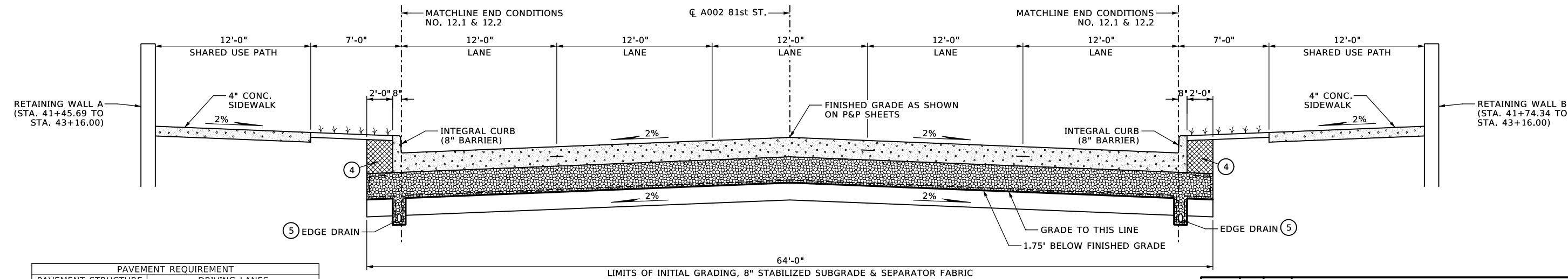
- 1 PERMANENT SLOPE PROTECTION REFER TO DETAIL SHEET R034.
- 2 TO BE BACKFILLED & COMPACTED AS PART OF THE FINISHING OPERATIONS. COST TO BE INCLUDED IN TBSC TYPE E.
- 3 TOPSOIL NOTE : THE CONTRACTOR SHALL STRIP ALL OF THE AVAILABLE TOPSOIL, STOCKPILE IT AND PLACE IT BACK ON THE SECTION IN ACCORDANCE WITH SECTION 205 OF THE STANDARD SPECIFICATIONS. RESERVED TOPSOIL SHALL BE SPREAD FIRST ON THE COMPLETE SLOPES OF THE CUT SECTIONS AND THE REMAINDER ON COMPLETED FILL SLOPES OR OTHER PRIORITY AREAS LOCATED BY THE ENGINEER. ALL ADDITIONAL COSTS ASSOCIATED WITH OPERATION SHALL BE INCLUDED IN THE PAY ITEMS FOR SALVAGED TOPSOIL, LUMP SUM.
- 4 BACKFILL NOTE : TO BE BACKFILLED AS PART OF THE FINISHING OPERATIONS. MATERIAL TO BE STANDARD FILL MATERIAL AND COST INCLUDED IN OTHER ITEMS.
- 5 OUTLET EDGE DRAIN INTO STORM SEWER INLETS. COST TO BE INCLUDED IN OTHER ITEMS OF WORK.



END CONDITION NO. 12.1: NO SIDEWALK BUFFER
STA. 39+93.80 TO STA. 41+41.26 LT N.T.S.
STA. 39+93.80 TO STA. 41+09.80 RT (OPPOSITE HAND) N.T.S.



END CONDITION NO. 12.2: NO RETAINING WALL
STA. 41+41.26 TO STA. 41+45.69 LT N.T.S.
STA. 41+09.80 TO STA. 41+74.34 RT (OPPOSITE HAND) N.T.S.



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

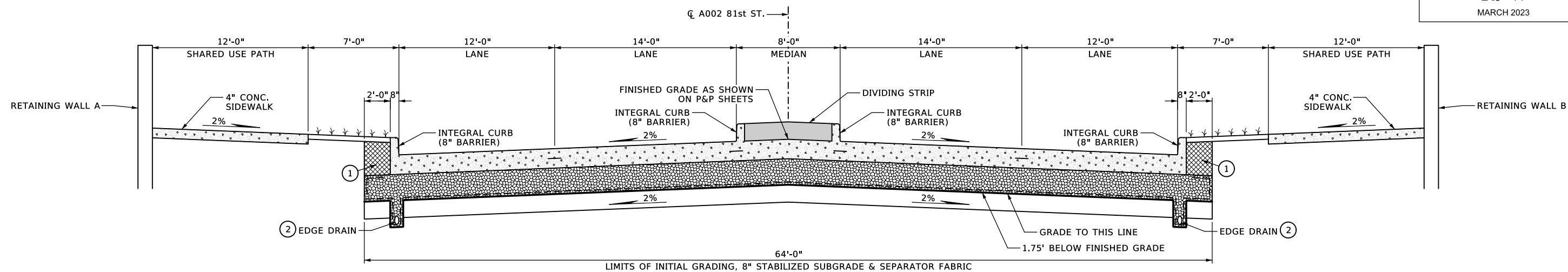
PAVEMENT REQUIREMENT	
PAVEMENT STRUCTURE	DRIVING LANES
SURFACE COURSE	9" DOWEL JOINTED P.C. CONCRETE 12" AGGREGATE BASE TYPE A 8" STABILIZED SUBGRADE
BASE COURSE	

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

TYPICAL SECTION (7)

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3/10/2023

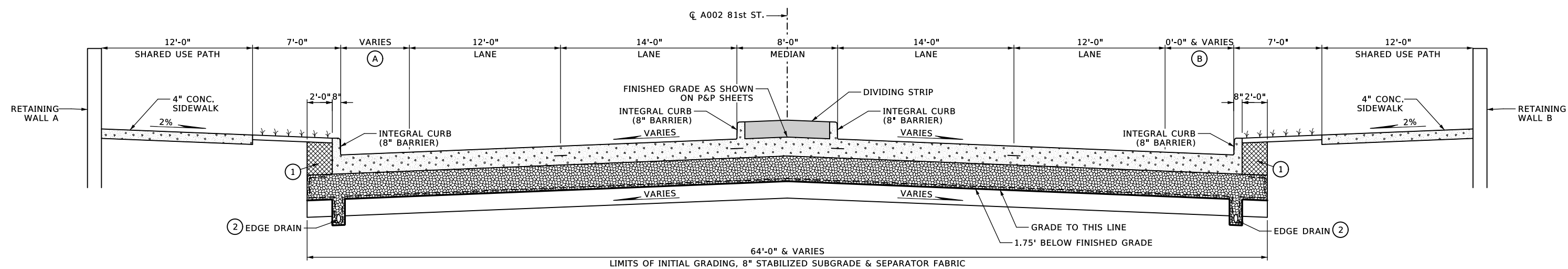


PAVEMENT REQUIREMENT	
PAVEMENT STRUCTURE	DRIVING LANES
SURFACE COURSE	9" DOWEL JOINTED P.C. CONCRETE
BASE COURSE	12" AGGREGATE BASE TYPE A
	8" STABILIZED SUBGRADE

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

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

4:38:47 PM



VARIABLE WIDTH TABLE		
SECTION	WIDTH	STATION LIMITS
14 A	0'-0" TO 9'-3"	45+56.49 TO 46+85.05
14 B	0'-0" TO 2'-9"	46+48.26 TO 46+85.05

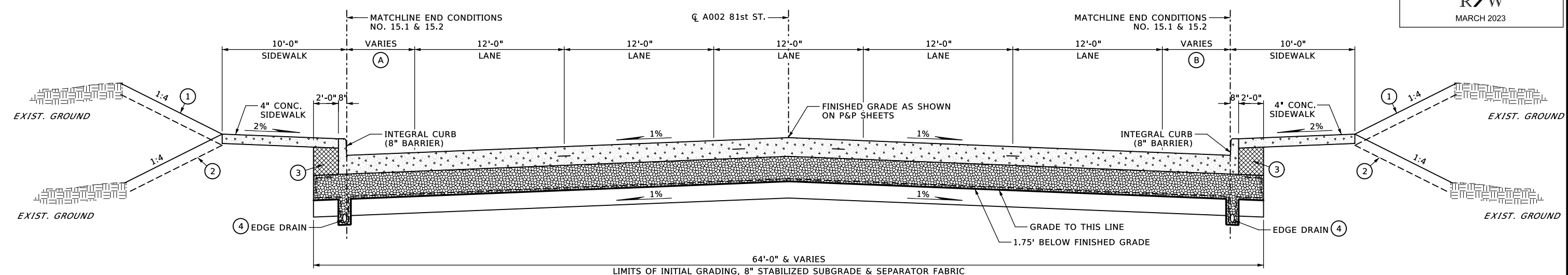
PAVEMENT REQUIREMENT	
PAVEMENT STRUCTURE	DRIVING LANES
SURFACE COURSE	9" DOWEL JOINTED P.C. CONCRETE
BASE COURSE	12" AGGREGATE BASE TYPE A
	8" STABILIZED SUBGRADE

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

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

TYPICAL SECTION (8)

3/10/2023



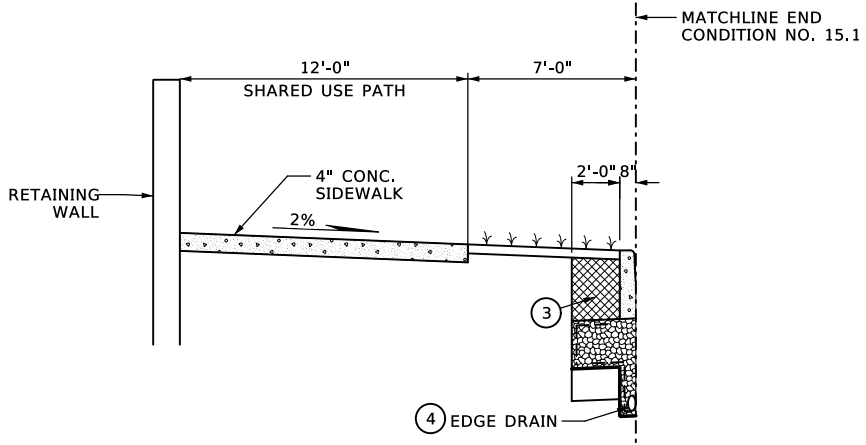
PAVEMENT REQUIREMENT	
PAVEMENT STRUCTURE	DRIVING LANES
SURFACE COURSE	9" DOWEL JOINTED P.C. CONCRETE
BASE COURSE	12" AGGREGATE BASE TYPE A 8" STABILIZED SUBGRADE

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

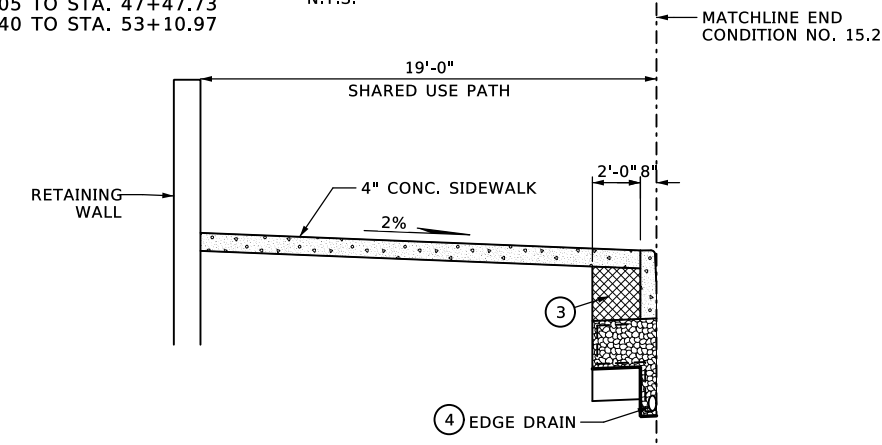
15 **TYPICAL SECTION - W. 81st ST. S.**
STA. 46+85.05 TO STA. 47+47.73 N.T.S.
STA. 52+69.40 TO STA. 53+10.97

- 1 PERMANENT SLOPE PROTECTION
REFER TO DETAIL SHEET R034.
- 2 TOPSOIL NOTE:
THE CONTRACTOR SHALL STRIP ALL OF THE AVAILABLE TOPSOIL, STOCKPILE IT AND PLACE IT BACK ON THE SECTION IN ACCORDANCE WITH SECTION 205 OF THE STANDARD SPECIFICATIONS. RESERVED TOPSOIL SHALL BE SPREAD FIRST ON THE COMPLETE SLOPES OF THE CUT SECTIONS AND THE REMAINDER ON COMPLETED FILL SLOPES OR OTHER PRIORITY AREAS LOCATED BY THE ENGINEER. ALL ADDITIONAL COSTS ASSOCIATED WITH OPERATION SHALL BE INCLUDED IN THE PAY ITEMS FOR SALVAGED TOPSOIL, LUMP SUM.

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



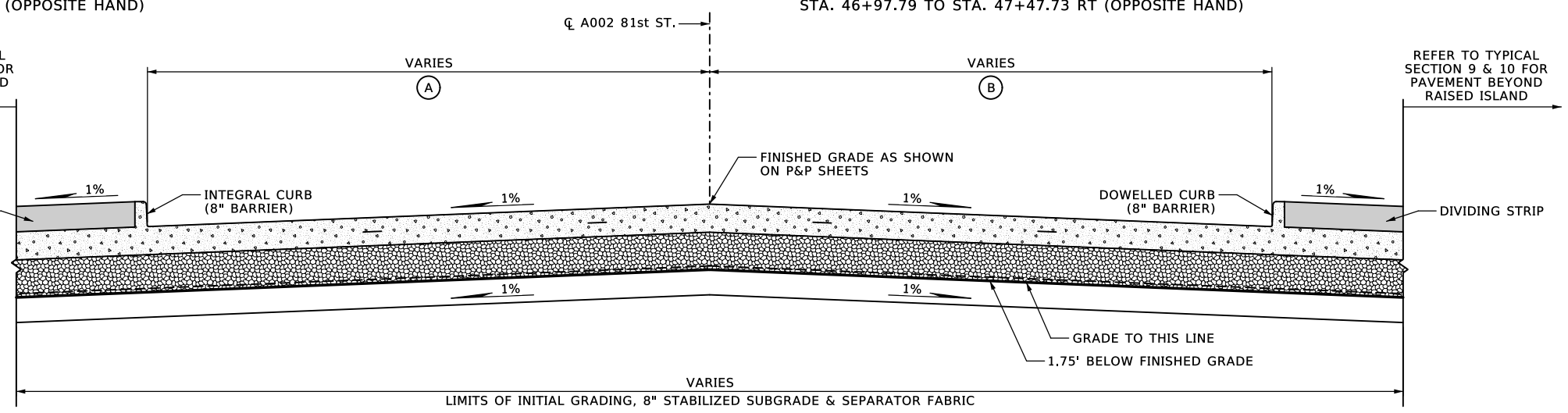
END CONDITION NO. 15.1: RETAINING WALL
STA. 46+85.05 TO STA. 47+05.69 LT N.T.S.
STA. 46+85.05 TO STA. 46+97.79 RT (OPPOSITE HAND)



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

VARIABLE WIDTH TABLE		
SECTION	WIDTH	STATION LIMITS
16 A	27'-2" TO 17'-9"	47+47.73 TO 47+73.54
16 A	17'-9" TO 38'-5"	47+73.54 TO 48+31.88
16 A	41'-6" TO 16'-3"	51+56.76 TO 52+26.30
16 A	16'-3" TO 30'-2"	52+26.30 TO 52+69.40
16 B	27'-1" TO 16'-5"	47+47.82 TO 47+76.24
16 B	16'-5" TO 41'-0"	47+76.24 TO 48+42.99
16 B	37'-4" TO 18'-2"	51+75.74 TO 52+28.91
16 B	18'-2" TO 29'-6"	52+28.91 TO 52+60.37

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



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

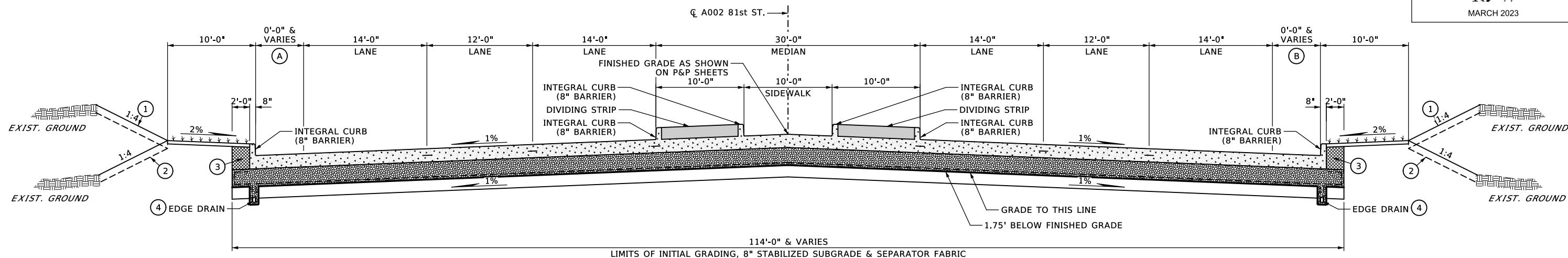
DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		
CHECKED		
APPROVED		
SQUAD		
COUNTY - TULSA		HIGHWAY - US-75 STATE JOB NO. - 30374(04) SHEET NO. 0012

TYPICAL SECTION (9)

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30374(04)-TYP SEC 07.dgn

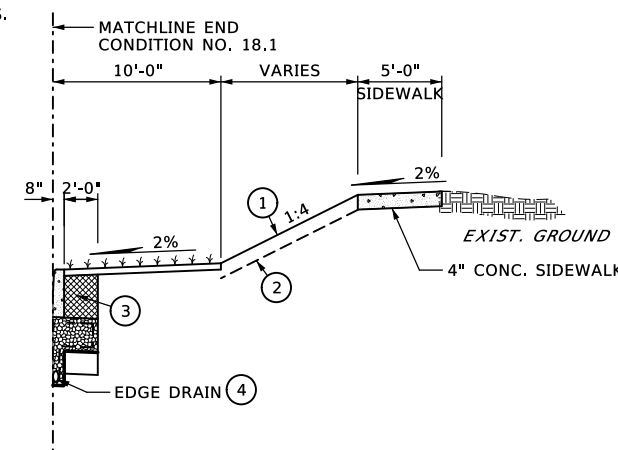
3/10/2023



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

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

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

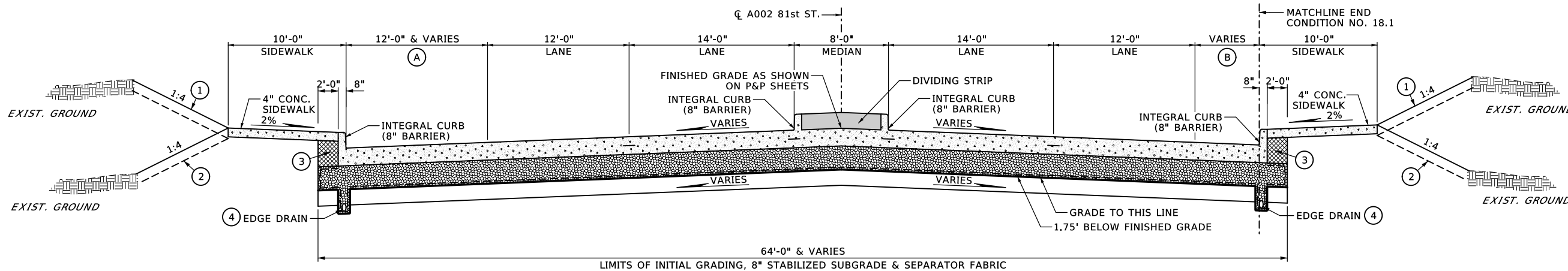


- 1 PERMANENT SLOPE PROTECTION REFER TO DETAIL SHEET R034.
- 2 TOPSOIL NOTE : THE CONTRACTOR SHALL STRIP ALL OF THE AVAILABLE TOPSOIL, STOCKPILE IT AND PLACE IT BACK ON THE SECTION IN ACCORDANCE WITH SECTION 205 OF THE STANDARD SPECIFICATIONS. RESERVED TOPSOIL SHALL BE SPREAD FIRST ON THE COMPLETE SLOPES OF THE CUT SECTIONS AND THE REMAINDER ON COMPLETED FILL SLOPES OR OTHER PRIORITY AREAS LOCATED BY THE ENGINEER. ALL ADDITIONAL COSTS ASSOCIATED WITH OPERATION SHALL BE INCLUDED IN THE PAY ITEMS FOR SALVAGED TOPSOIL, LUMP SUM.
THE GRADING LINE AS SHOWN ON THE TYPICAL AND CROSS SECTIONS IS TO TOP OF THE SOIL. EARTHWORK QUANTITIES WERE NOT ADJUSTED FOR SALVAGE AND TOPSOIL QUANTITY IS INCLUDED IN THE SUMMARIZED EARTHWORK.
- 3 BACKFILL NOTE : TO BE BACKFILLED AS PART OF THE FINISHING OPERATIONS. MATERIAL TO BE STANDARD FILL MATERIAL AND COST INCLUDED IN OTHER ITEMS.
- 4 OUTLET EDGE DRAIN INTO STORM SEWER INLETS. COST TO BE INCLUDED IN OTHER ITEMS OF WORK.

END CONDITION NO. 18.1: OFFSET SIDEWALK

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

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

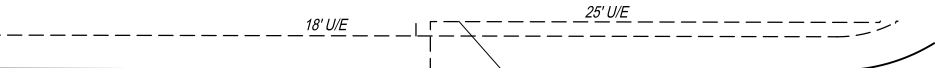
PAVEMENT REQUIREMENT	
PAVEMENT STRUCTURE	DRIVING LANES
SURFACE COURSE	9" DOWEL JOINTED P.C. CONCRETE
BASE COURSE	12" AGGREGATE BASE TYPE A 8" STABILIZED SUBGRADE

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

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		
CHECKED		
APPROVED		
SQUAD		
COUNTY - TULSA		HIGHWAY - US-75 STATE JOB NO. 30374(04) SHEET NO. 0013
TYPICAL SECTION (10)		

3037404-TYP SEC 08.dgn

SECTION 11, T18N, R12E



W. 80th ST. S.

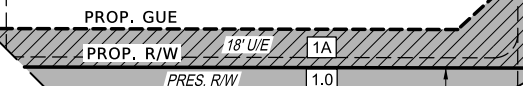
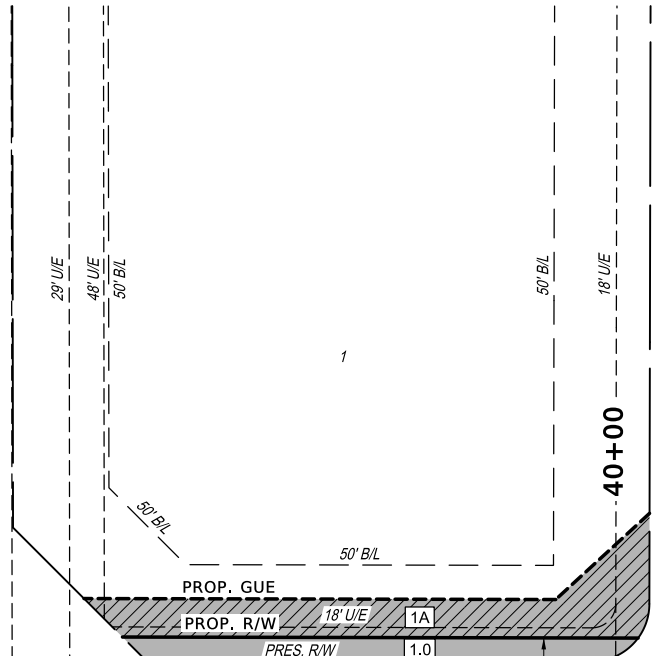
NICKEL CREEK PHASE IV

BLOCK 1
3

45+00

S. TACOMA AVE.

40+00



W. 81st ST. S.

RAMP C

RAMP A

US 75

LEGEND

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

- 1 LOT NUMBER
- X PARCEL NUMBER
- TEMP. CONST. ESMT. X.1
- GENERAL UTILITY EASEMENT X.A
- PERMANENT RIGHT OF WAY X.0

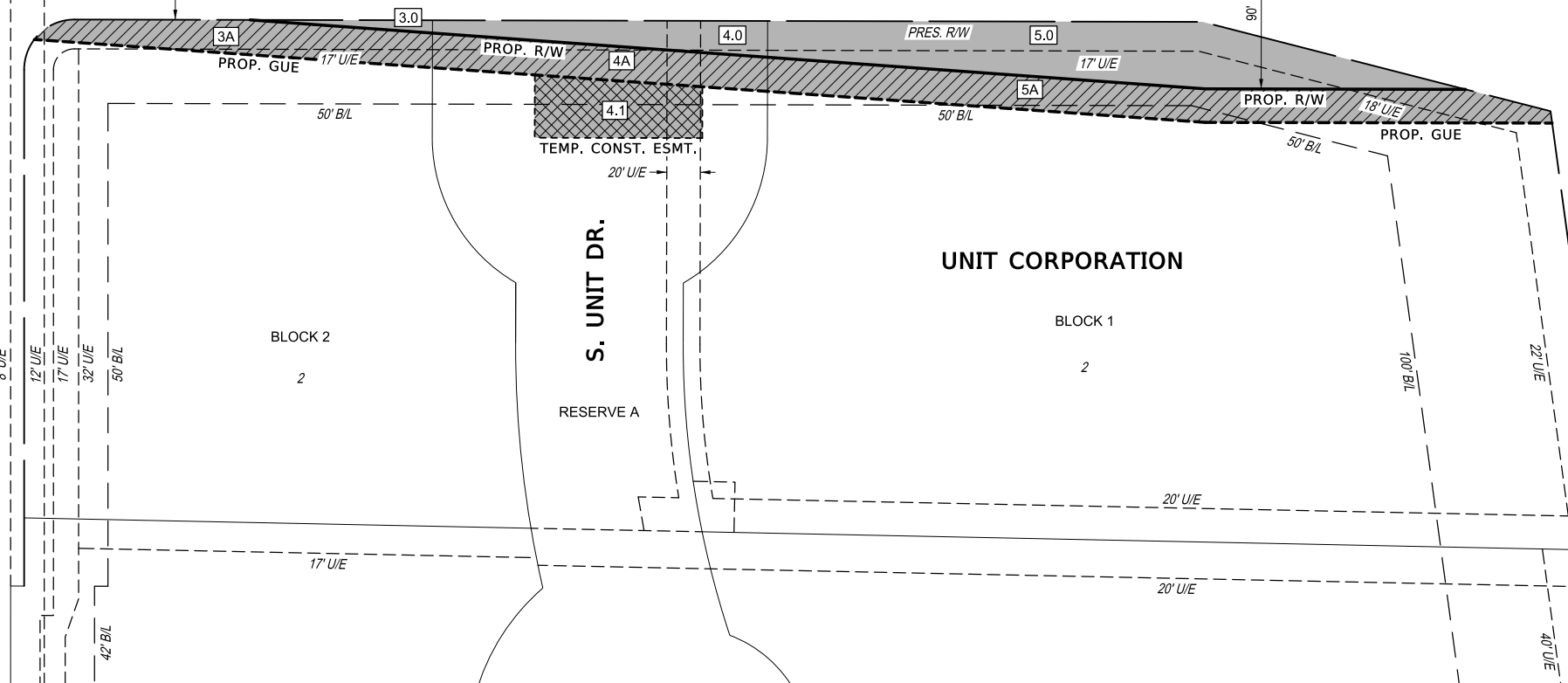
UNIT CORPORATION

BLOCK 1
2

S. UNIT DR.

BLOCK 2
2

RESERVE A



SECTION 14, T18N, R12E

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		RIGHT OF WAY (1)
CHECKED		
APPROVED		
SQUAD		
COUNTY	TULSA	HIGHWAY US-75 STATE JOB NO. 30374(04) SHEET NO. 0014

**PROPOSED
R/W**
MARCH 2023

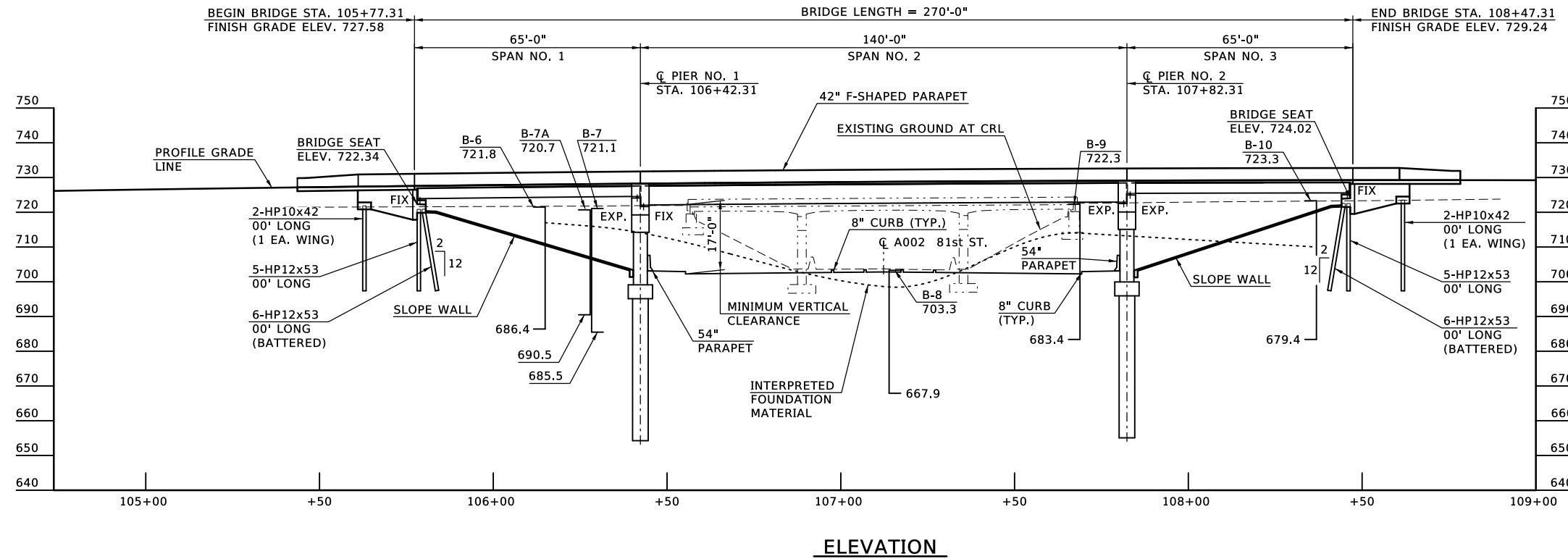
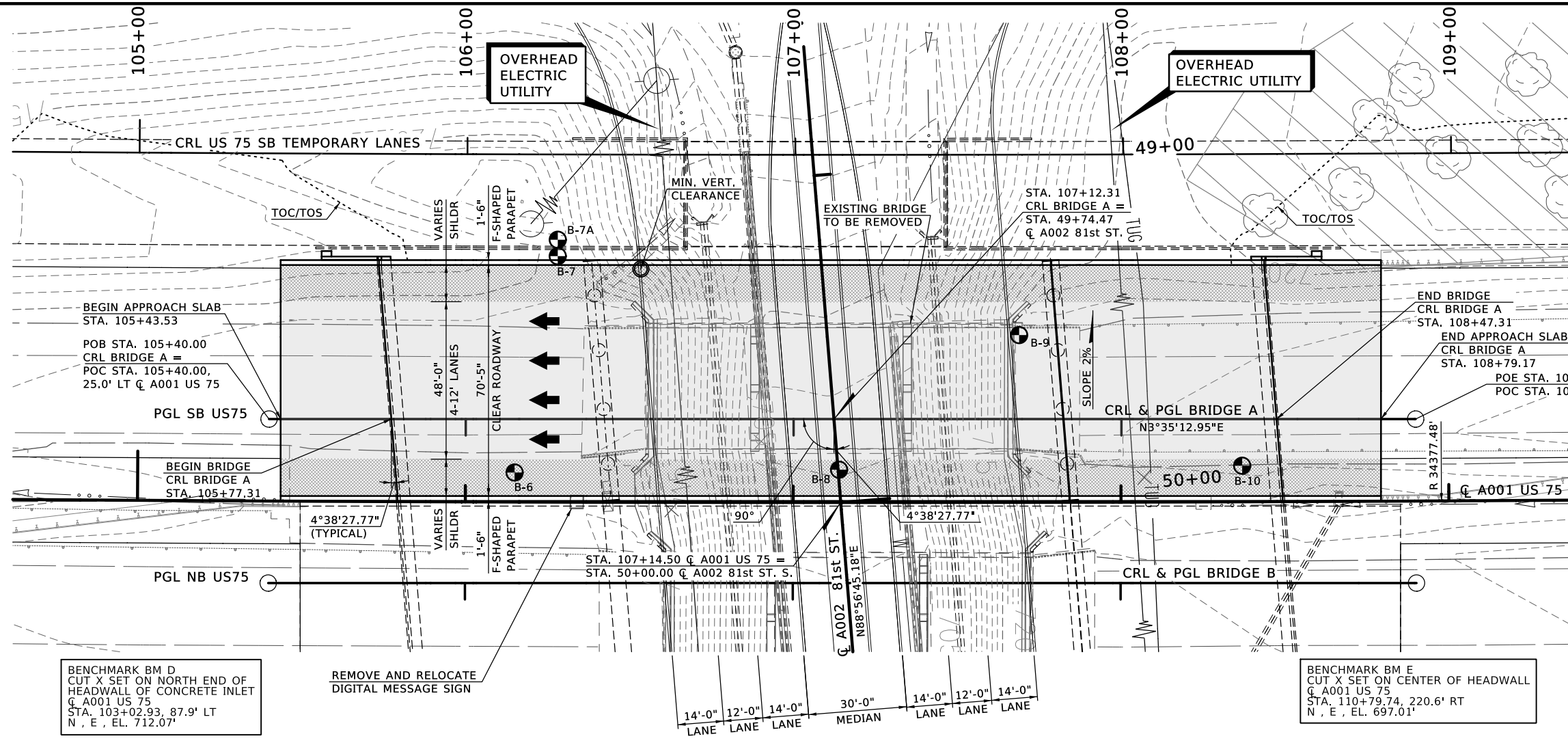
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3037404-ROW_02.dgn

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

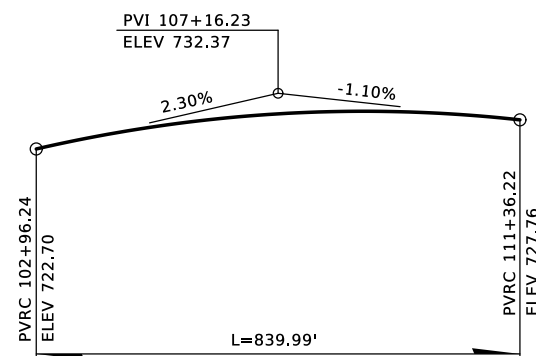
DESIGN			OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN			
CHECKED			
APPROVED			
SQUAD			
RIGHT OF WAY (2)			
COUNTY - TULSA			HIGHWAY - US-75 STATE JOB NO. - 30374(04) SHEET NO. 0015



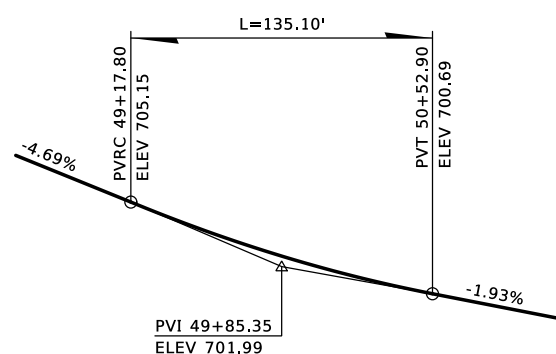
- NOTES:**
1. ALL STATIONING FOLLOWS CRL BRIDGE A UNLESS OTHERWISE NOTED.
 2. FOR DESIGN DATA, VERTICAL PROFILE DATA, AND FOUNDATION DATA SEE SHEET NO. B002.

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

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



VERTICAL PROFILE DATA
PGL BRIDGE A & C A001 US 75



VERTICAL PROFILE DATA - 81st ST.

DESIGN DATA
(LOAD RESISTANCE FACTOR DESIGN)

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

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

DESIGN AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, 7TH EDITION.

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

LRFR OPERATING RATING X.XX

INDEX OF SHEETS

SHEET NO.	TITLE
B001 - B002	GENERAL PLAN AND ELEVATION
B003 - B004	TYPICAL SECTION
B005	PIER DETAILS

FOUNDATION DATA
ABUTMENTS (HP 12 X 53 PILING)

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

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

BRIDGE STANDARDS

(TO BE ADDED AT A LATER DATE)

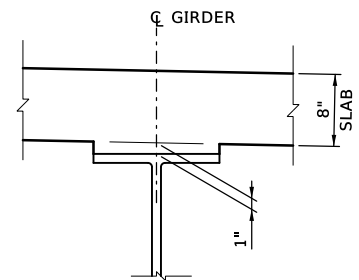
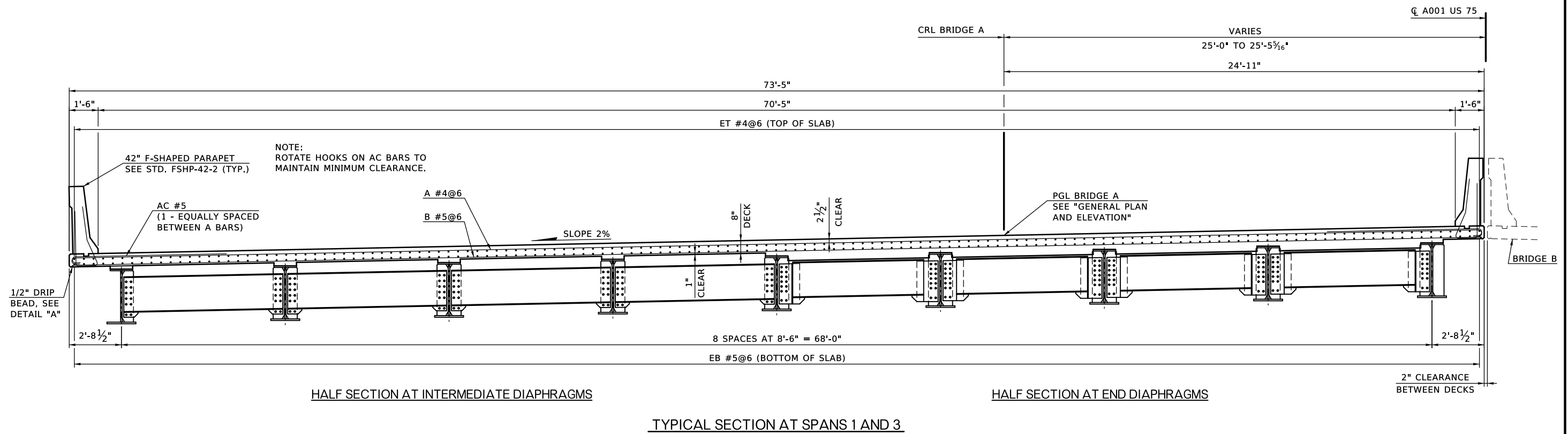
ITEMIZED QUANTITIES

ITEM	UNIT	ABUTMENT	PIER	SUPER-STRUCTURE	APPROACH SLAB	SLOPEWALL	TOTAL

PIERS (XX" DIAMETER DRILLED SHAFTS)

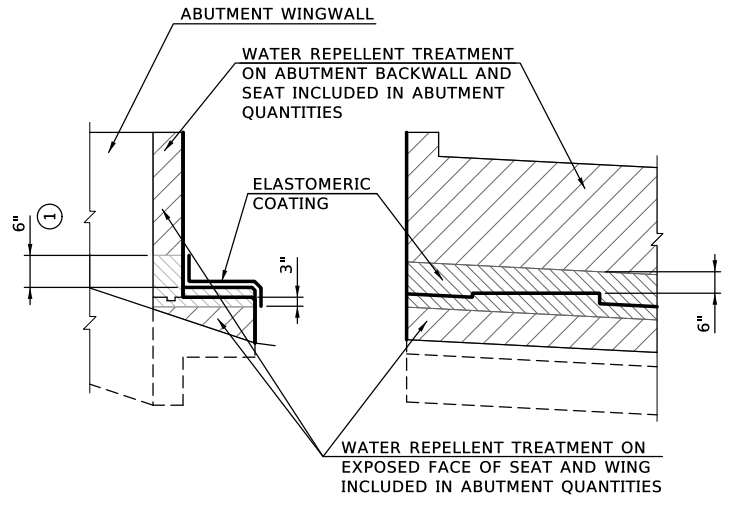
	PIER 1	PIER 2
FACTORED REACTION (TONS/SHAFT)	= XX.X	= XX.X
NOMINAL UNIT BEARING RESISTANCE (TSF)	= XX.X	= XX.X
BEARING RESISTANCE FACTOR	= XX.X	= XX.X
FACTORED BEARING RESISTANCE (TON/SHAFT)	= XX.X	= XX.X
NOMINAL UNIT FRICTION RESISTANCE (TSF)	= XX.X	= XX.X
FRICTION RESISTANCE FACTOR	= XX.X	= XX.X
FACTORED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

BRIDGE "A"		TULSA COUNTY		Design	KSJ	N/A
US-75 OVER 81st STREET				Detail	TBG	0/00
GENERAL PLAN AND ELEVATION				Check	SAK	0/00
(SHEET 2 OF 2)						
CONSTRUCT: 65'-140'-65' ROLLED BEAM AND STEEL PLATE GIRDER SPANS, 70'-5" CLEAR ROADWAY, 42" F-SHP PARAPETS, C STA. 107+12.31 CRL BRIDGE A						
STATE OF OKLAHOMA	DEPARTMENT OF TRANSPORTATION	JOB/PIECE NO. 30374(04)	SHEET NO. B002			



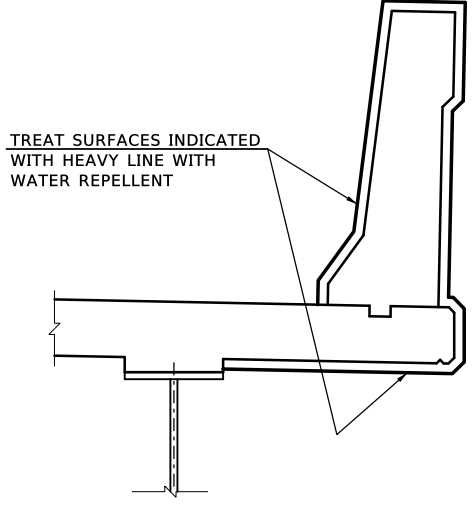
NOTE:
PLAN QUANTITIES FOR CLASS AA CONCRETE INCLUDE BEAM HAUNCHES. THE HAUNCH HEIGHT SHOWN IS THE THEORETICAL HAUNCH HEIGHT AT THE CENTERLINE BEARING ONLY, MEASURED FROM THE BOTTOM OF THE DECK SLAB TO THE TOP OF THE BEAM, AND VARIES ACROSS THE SPAN. DETERMINE THE ACTUAL HAUNCH HEIGHT (ACCOUNTING FOR BEAM CAMBER, DEAD LOAD DEFLECTION AND ROADWAY GRADE) AFTER ERECTION OF THE BEAMS AND SUBMIT TO THE ENGINEER FOR APPROVAL. THE ENGINEER WILL NOT MEASURE DIFFERENCES BETWEEN THE THEORETICAL AND THE ACTUAL HAUNCH HEIGHTS FOR PAYMENT.

BEAM HAUNCH DETAIL

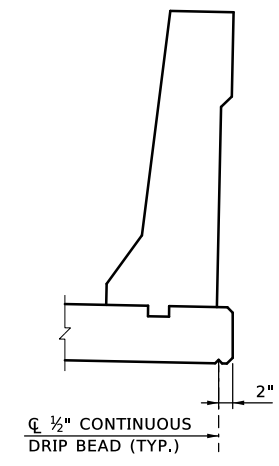


① EXTEND 6" ABOVE TALLEST PEDESTAL.

WATER REPELLENT TREATMENT DETAILS

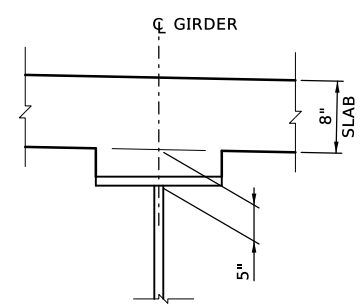
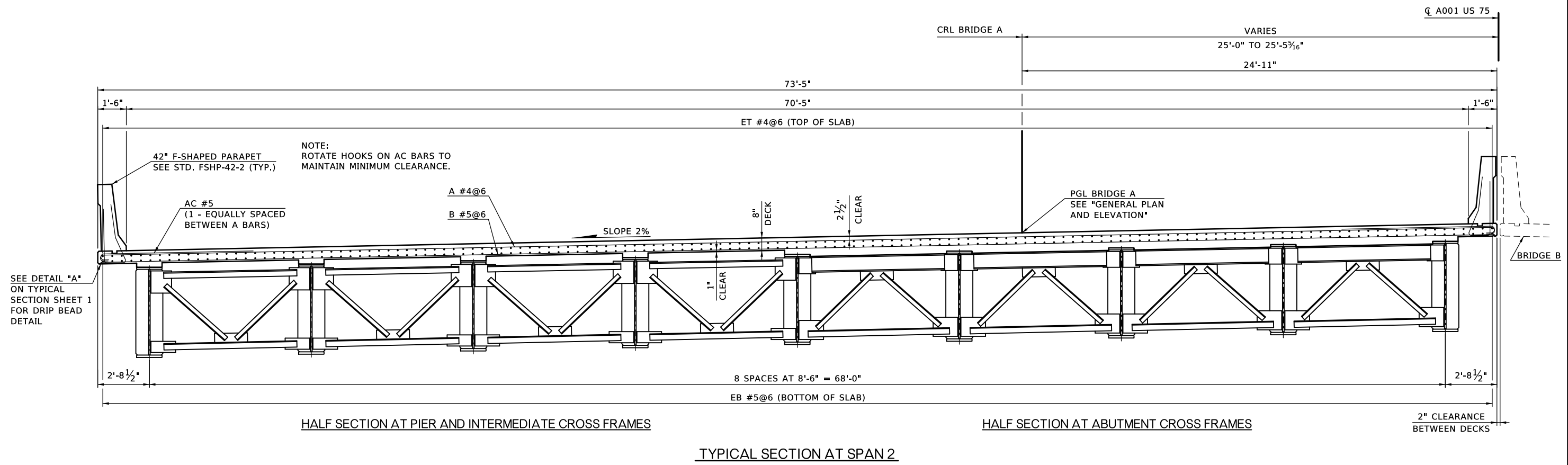


WATER REPELLENT TREATMENT



DETAIL A

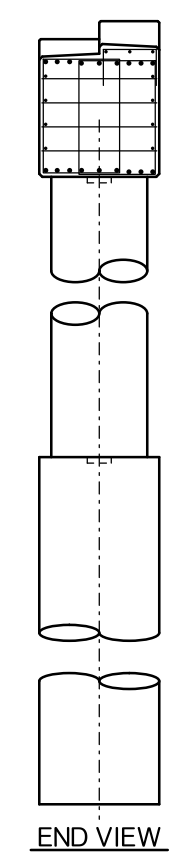
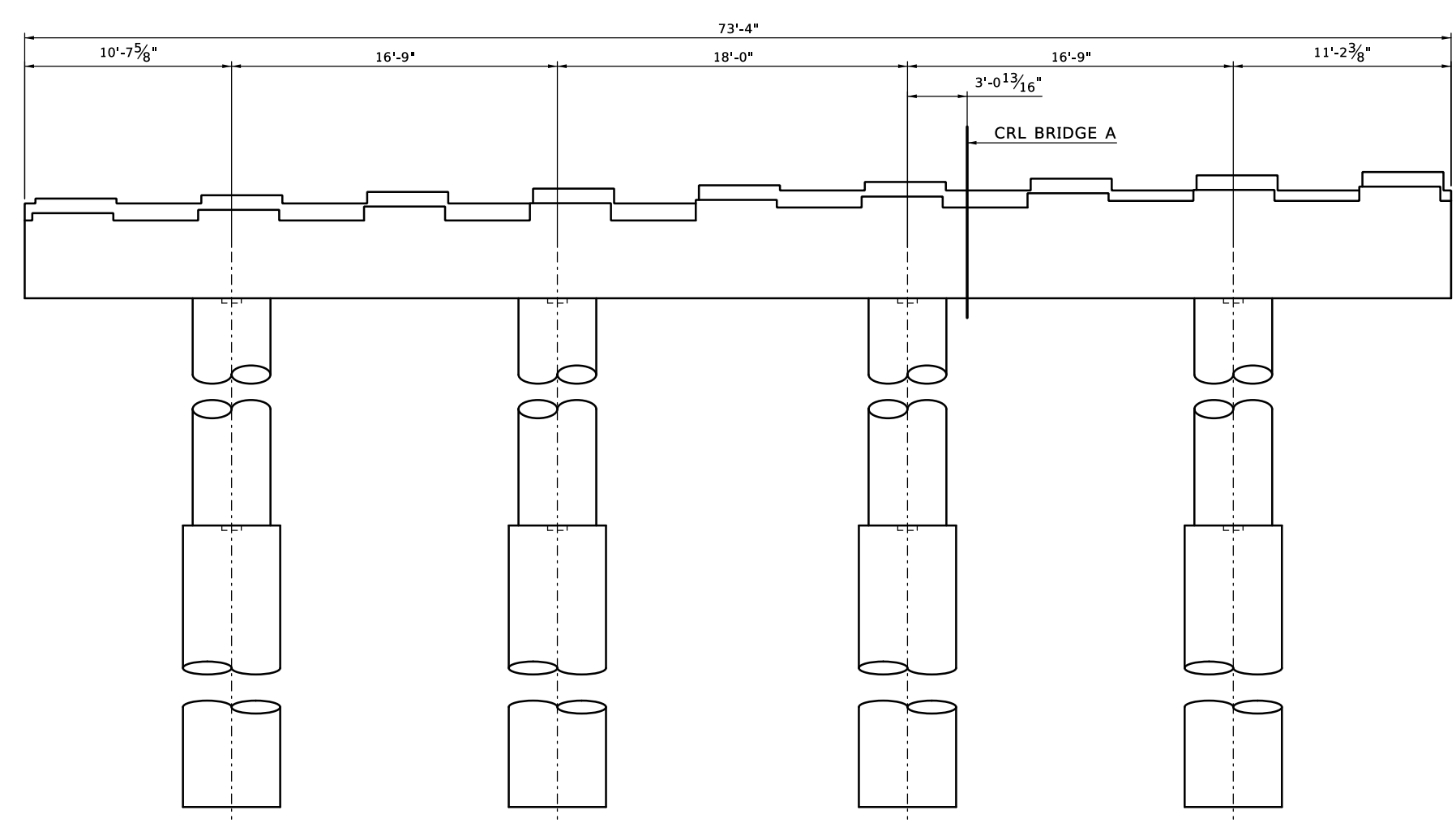
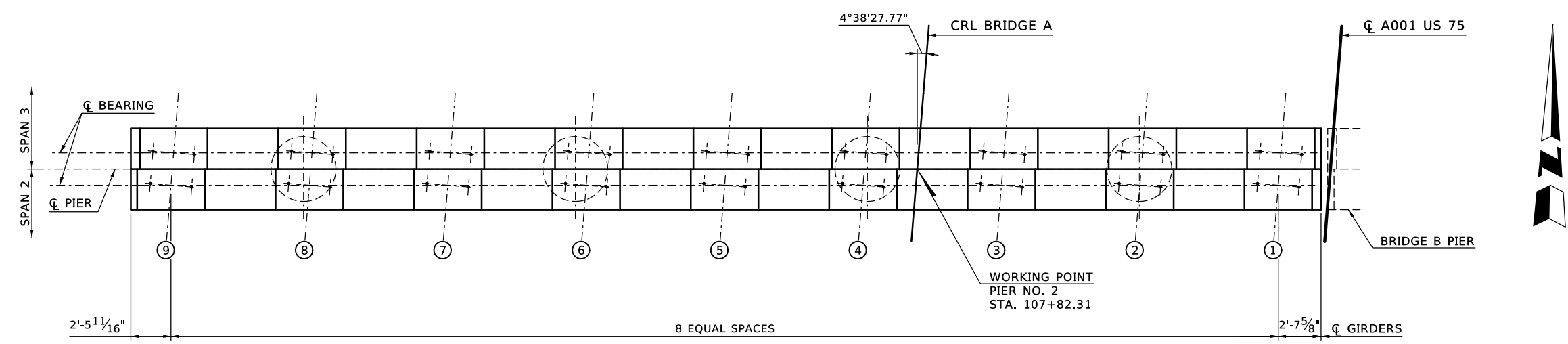
BRIDGE "A" US-75 OVER 81st STREET		TULSA COUNTY		Design	K.S.J	N/A
				Detail	T.B.G	0/00
				Check	SAK	0/00
				BENHAM <small>INCORPORATED</small>		
STATE OF OKLAHOMA		DEPARTMENT OF TRANSPORTATION				
JOB/PIECE NO. 30374(04)		SHEET NO. B003				



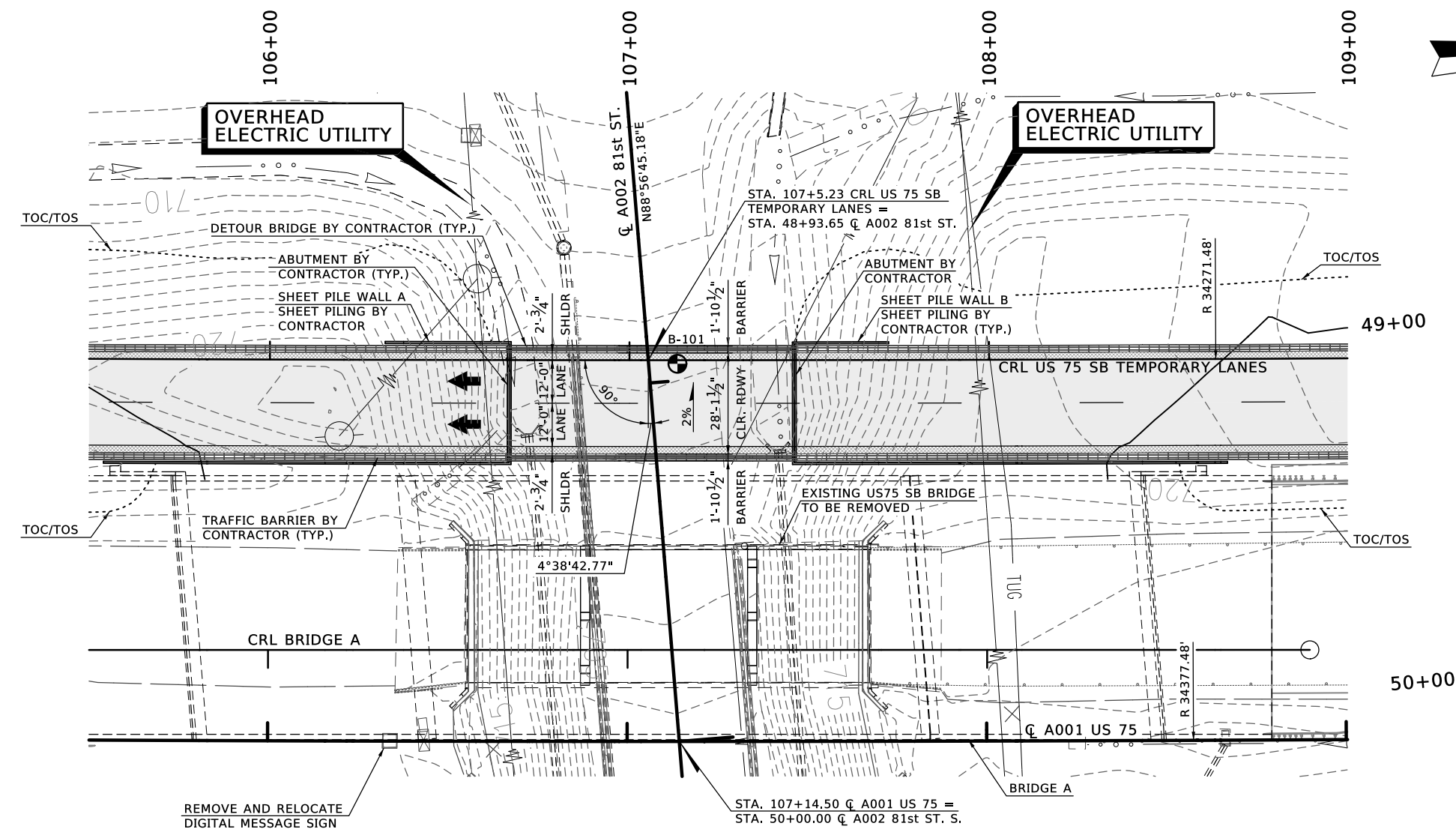
NOTE:
 PLAN QUANTITIES FOR CLASS AA CONCRETE INCLUDE BEAM HAUNCHES. THE HAUNCH HEIGHT SHOWN IS THE THEORETICAL HAUNCH HEIGHT AT THE CENTERLINE BEARING ONLY, MEASURED FROM THE BOTTOM OF THE DECK SLAB TO THE TOP OF THE WEB, AND VARIES ACROSS THE SPAN. DETERMINE THE ACTUAL HAUNCH HEIGHT (ACCOUNTING FOR BEAM CAMBER, DEAD LOAD DEFLECTION AND ROADWAY GRADE) AFTER ERECTION OF THE BEAMS AND SUBMIT TO THE ENGINEER FOR APPROVAL. THE ENGINEER WILL NOT MEASURE DIFFERENCES BETWEEN THE THEORETICAL AND THE ACTUAL HAUNCH HEIGHTS FOR PAYMENT.

PLATE GIRDER HAUNCH DETAIL

BRIDGE "A" US-75 OVER 81st STREET		TULSA COUNTY		Design	KSJ	N/A
TYPICAL SECTION (SHEET 2 OF 2)				Detail	TBG	0/00
				Check	SAK	0/00
STATE OF OKLAHOMA		DEPARTMENT OF TRANSPORTATION				
JOB/PIECE NO. 30374(04)		SHEET NO. B004				

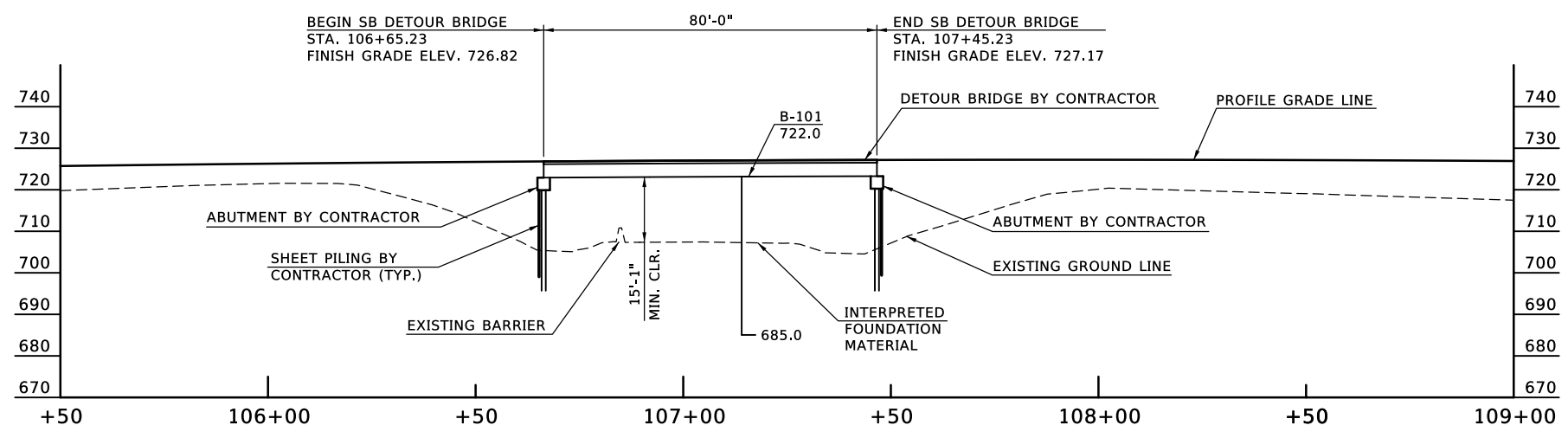


BRIDGE "A"		TULSA COUNTY		Design	KSJ	N/A
US-75 OVER 81st STREET				Detail	TBG	0/00
PIER DETAILS				Check	SAK	0/00
STATE OF OKLAHOMA		DEPARTMENT OF TRANSPORTATION		BENHAM <small>INCORPORATED</small>		
JOB/PIECE NO. 30374(04)		SHEET NO. B005				

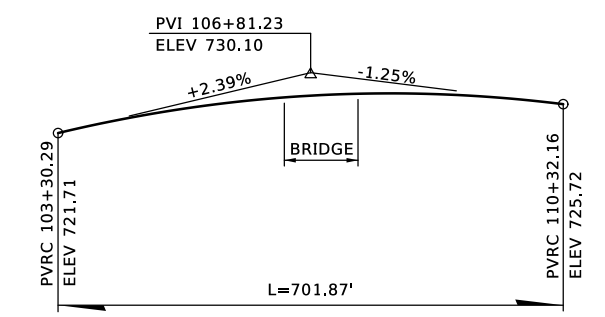


PLAN

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

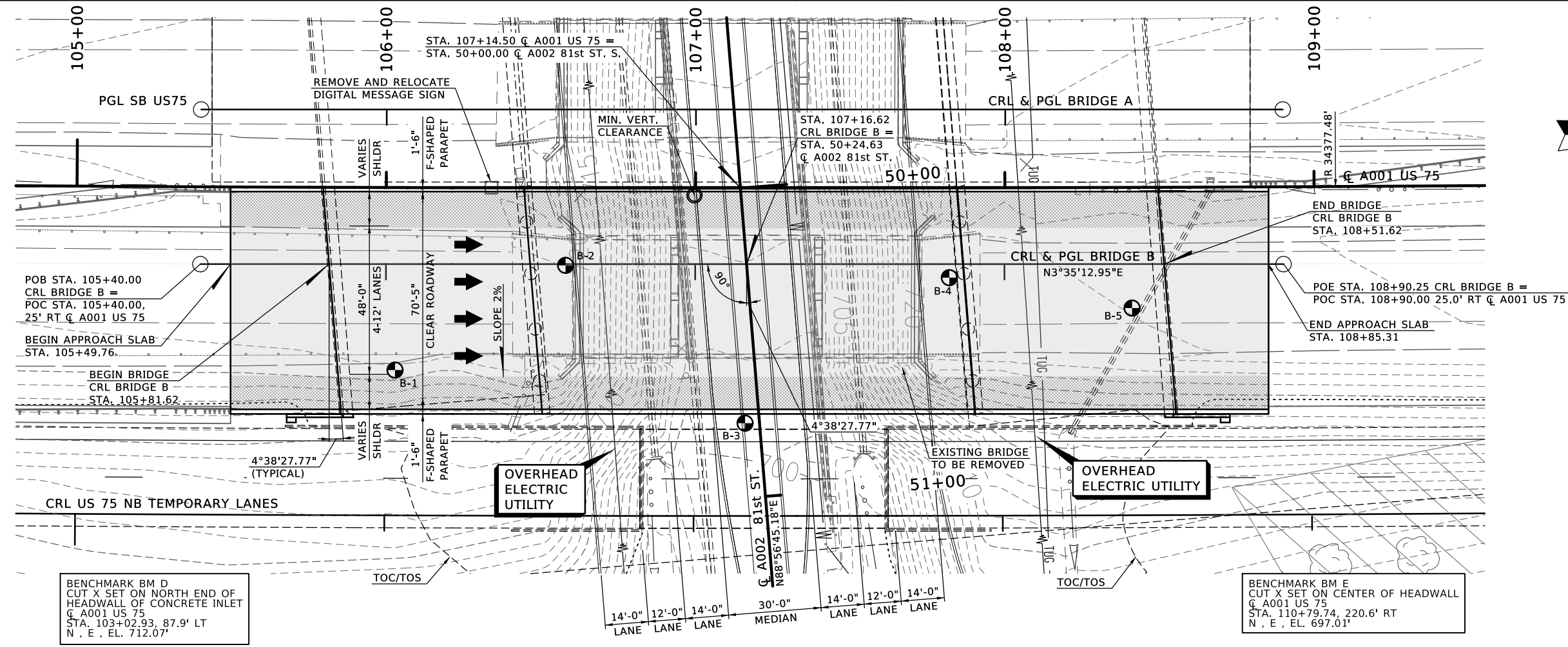


ELEVATION
SCALE HORIZ. 1" = 20'
VERT. 1" = 20'



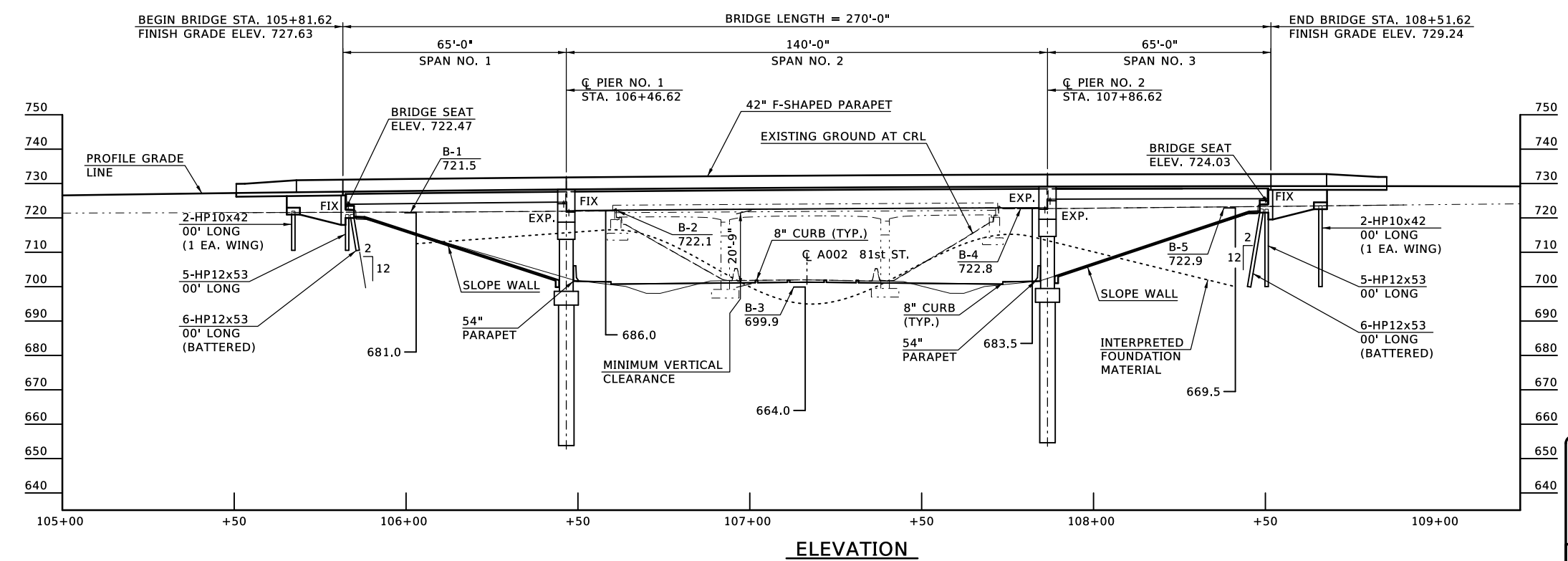
**CRL US 75 SB
TEMPORARY LANES
VERTICAL CURVE DATA**

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



PLAN

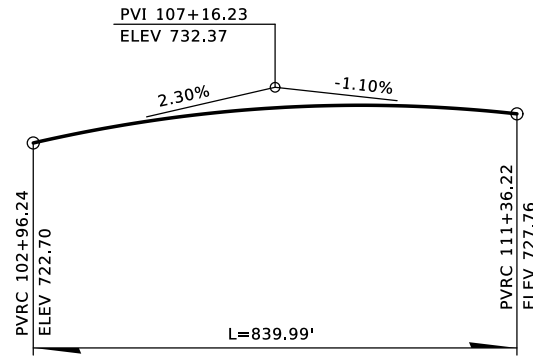
- NOTES:**
1. ALL STATIONING FOLLOWS CRL BRIDGE B UNLESS OTHERWISE NOTED.
 2. FOR DESIGN DATA, VERTICAL PROFILE DATA, AND FOUNDATION DATA SEE SHEET NO. B011.



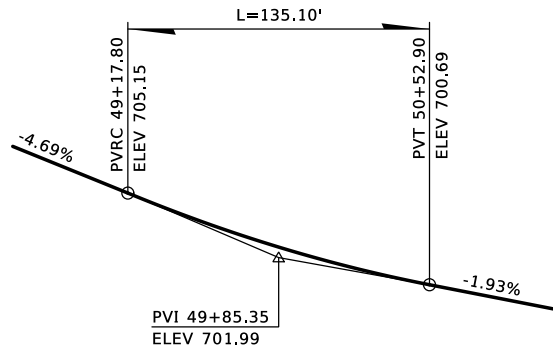
ELEVATION

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

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



VERTICAL PROFILE DATA
PGL BRIDGE B & C A001 US 75



VERTICAL PROFILE DATA - 81st ST.

**DESIGN DATA
(LOAD RESISTANCE FACTOR DESIGN)**

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

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

DESIGN AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, 7TH EDITION.

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

LRFR OPERATING RATING X.XX

INDEX OF SHEETS

SHEET NO.	TITLE
B007 - B008	GENERAL PLAN AND ELEVATION
B009 - B010	TYPICAL SECTION
B011	PIER DETAILS

**FOUNDATION DATA
ABUTMENTS (HP 12 X 53 PILING)**

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

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

BRIDGE STANDARDS

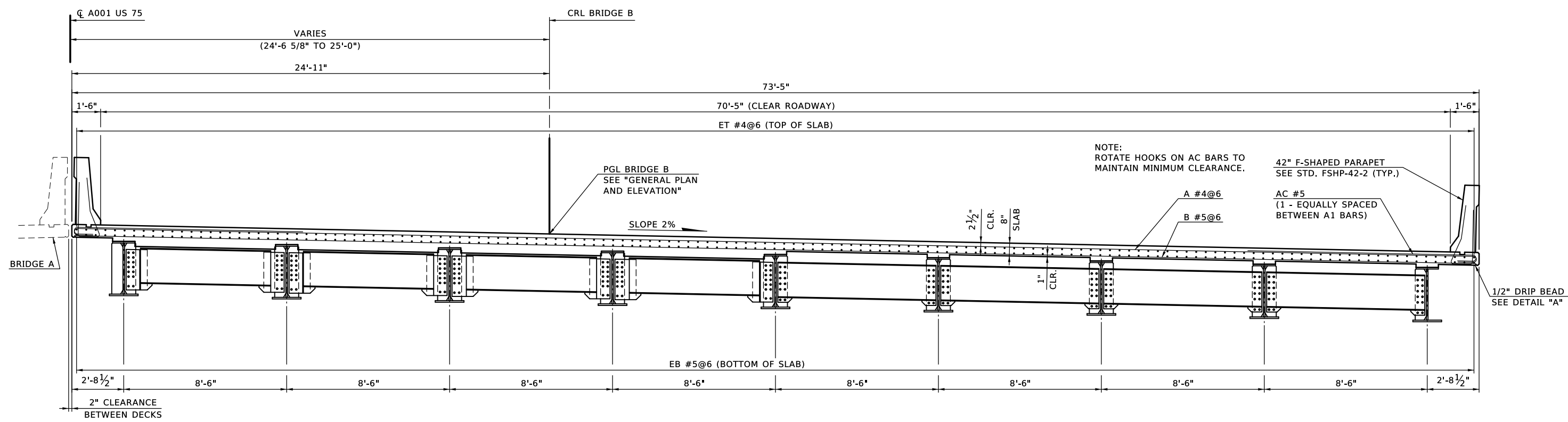
(TO BE ADDED AT A LATER DATE)

ITEMIZED QUANTITIES							
ITEM	UNIT	ABUTMENT	PIER	SUPER- STRUCTURE	APPROACH SLAB	SLOPEWALL	TOTAL

PIERS (XX" DIAMETER DRILLED SHAFTS)

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

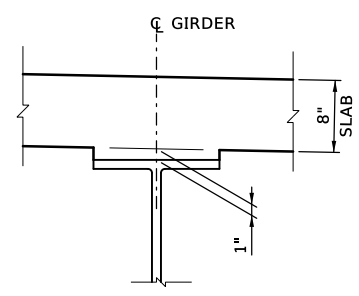
BRIDGE "B" US-75 OVER 81st STREET	TULSA COUNTY	Design	KSJ	N/A
GENERAL PLAN AND ELEVATION (SHEET 2 OF 2)		Detail	TBG	0/00
CONSTRUCT: 65'-140'-65' ROLLED BEAM AND STEEL PLATE GIRDER SPANS, 70'-5" CLEAR ROADWAY, 42" F-SHP PARAPETS, C.C. STA. 107+16.62 CRL BRIDGE B		Check	SAK	0/00
STATE OF OKLAHOMA	DEPARTMENT OF TRANSPORTATION			
JOB/PIECENO: 30374(04)	SHEET NO. B008			



HALF SECTION AT END DIAPHRAGMS

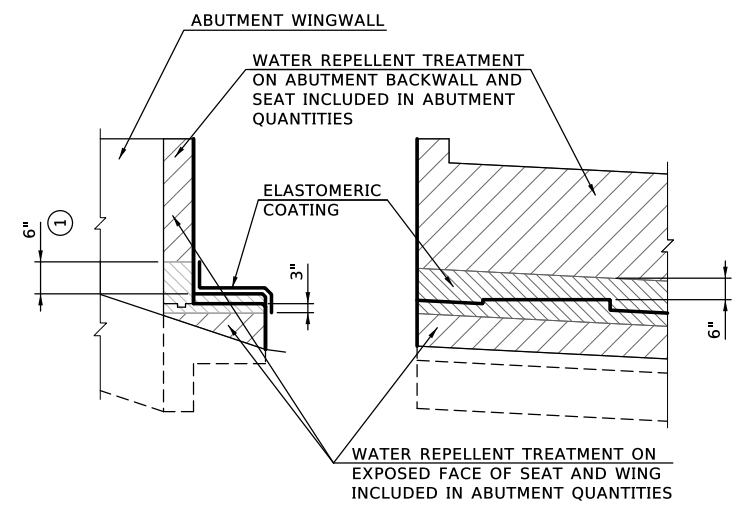
HALF SECTION AT INTERMEDIATE DIAPHRAGMS

TYPICAL SECTION AT SPANS 1 AND 3

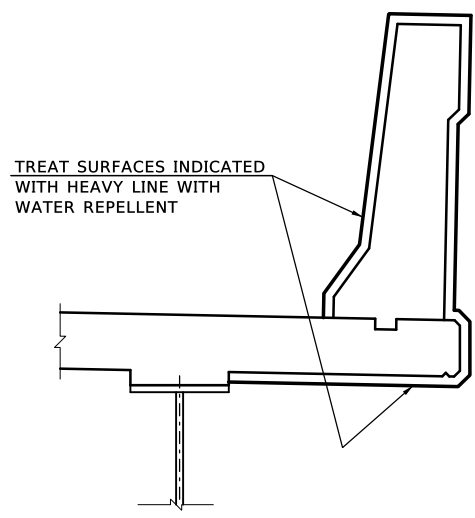


NOTE:
 PLAN QUANTITIES FOR CLASS AA CONCRETE INCLUDE BEAM HAUNCHES. THE HAUNCH HEIGHT SHOWN IS THE THEORETICAL HAUNCH HEIGHT AT THE CENTERLINE BEARING ONLY, MEASURED FROM THE BOTTOM OF THE DECK SLAB TO THE TOP OF THE BEAM, AND VARIES ACROSS THE SPAN. DETERMINE THE ACTUAL HAUNCH HEIGHT (ACCOUNTING FOR BEAM CAMBER, DEAD LOAD DEFLECTION AND ROADWAY GRADE) AFTER ERECTION OF THE BEAMS AND SUBMIT TO THE ENGINEER FOR APPROVAL. THE ENGINEER WILL NOT MEASURE DIFFERENCES BETWEEN THE THEORETICAL AND THE ACTUAL HAUNCH HEIGHTS FOR PAYMENT.

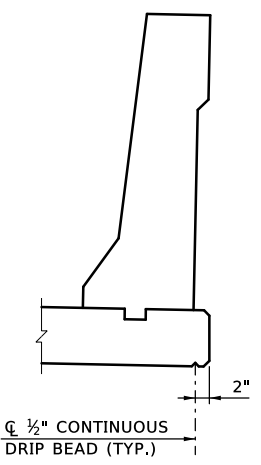
BEAM HAUNCH DETAIL



WATER REPELLENT TREATMENT DETAILS
 ① EXTEND 6" ABOVE TALLEST PEDESTAL.

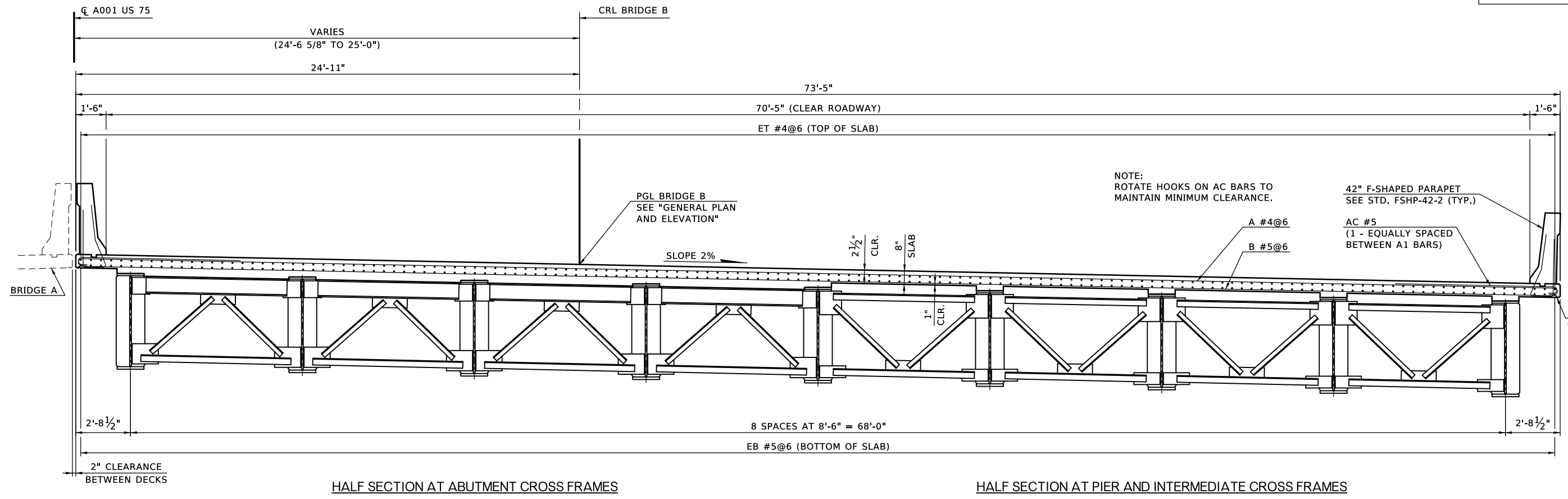


WATER REPELLENT TREATMENT



DETAIL A

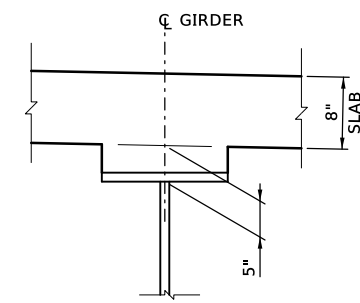
BRIDGE "B" US-75 OVER 81st STREET		TULSA COUNTY		Design	KSJ	N/A
TYPICAL SECTION (SHEET 1 OF 2)				Detail	TBG	0/00
				Check	SAK	0/00
STATE OF OKLAHOMA		DEPARTMENT OF TRANSPORTATION				
JOB/PIECENO: 30374(04)		SHEET NO. B009				



HALF SECTION AT ABUTMENT CROSS FRAMES

TYPICAL SECTION AT SPAN 2

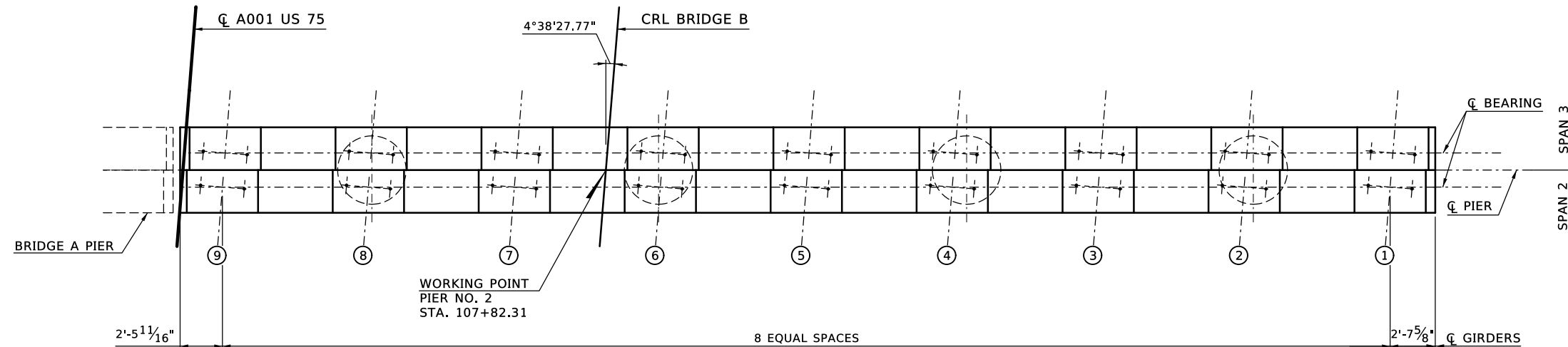
HALF SECTION AT PIER AND INTERMEDIATE CROSS FRAMES



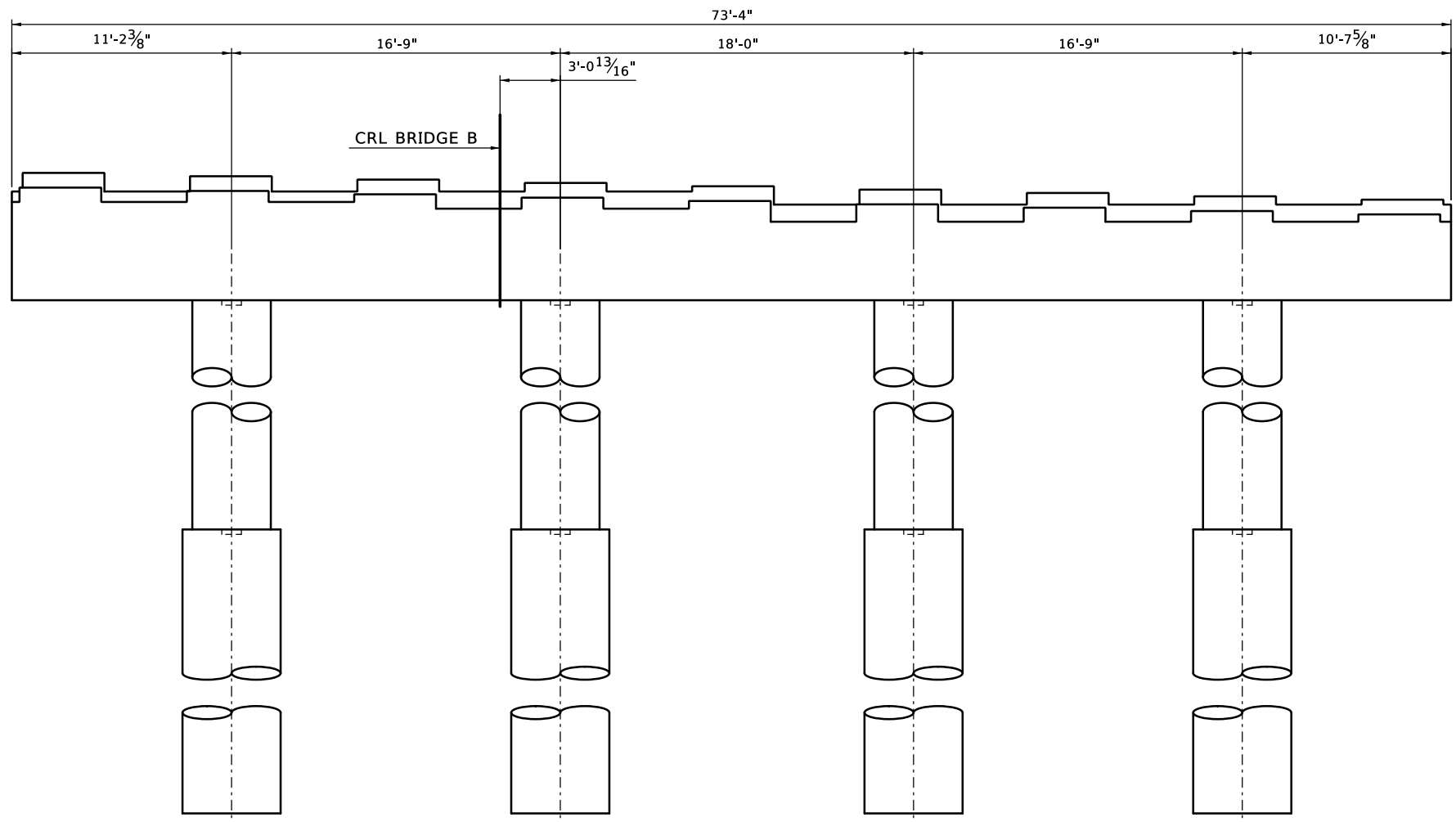
NOTE:
 PLAN QUANTITIES FOR CLASS AA CONCRETE INCLUDE BEAM HAUNCHES. THE HAUNCH HEIGHT SHOWN IS THE THEORETICAL HAUNCH HEIGHT AT THE CENTERLINE BEARING ONLY, MEASURED FROM THE BOTTOM OF THE DECK SLAB TO THE TOP OF THE WEB, AND VARIES ACROSS THE SPAN. DETERMINE THE ACTUAL HAUNCH HEIGHT (ACCOUNTING FOR BEAM CAMBER, DEAD LOAD DEFLECTION AND ROADWAY GRADE) AFTER ERECTION OF THE BEAMS AND SUBMIT TO THE ENGINEER FOR APPROVAL. THE ENGINEER WILL NOT MEASURE DIFFERENCES BETWEEN THE THEORETICAL AND THE ACTUAL HAUNCH HEIGHTS FOR PAYMENT.

PLATE GIRDER HAUNCH DETAIL

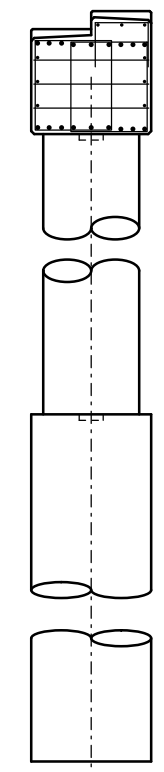
BRIDGE "B" US-75 OVER 81st STREET		TULSA COUNTY		Design	KSJ	N/A
TYPICAL SECTION (SHEET 2 OF 2)		Detail	TBG	0/00		
		Check	SAK	0/00		
STATE OF OKLAHOMA		DEPARTMENT OF TRANSPORTATION		JOB/PIECE NO. 30374(04) SHEET NO. B010		



PLAN - PIER NO. 2

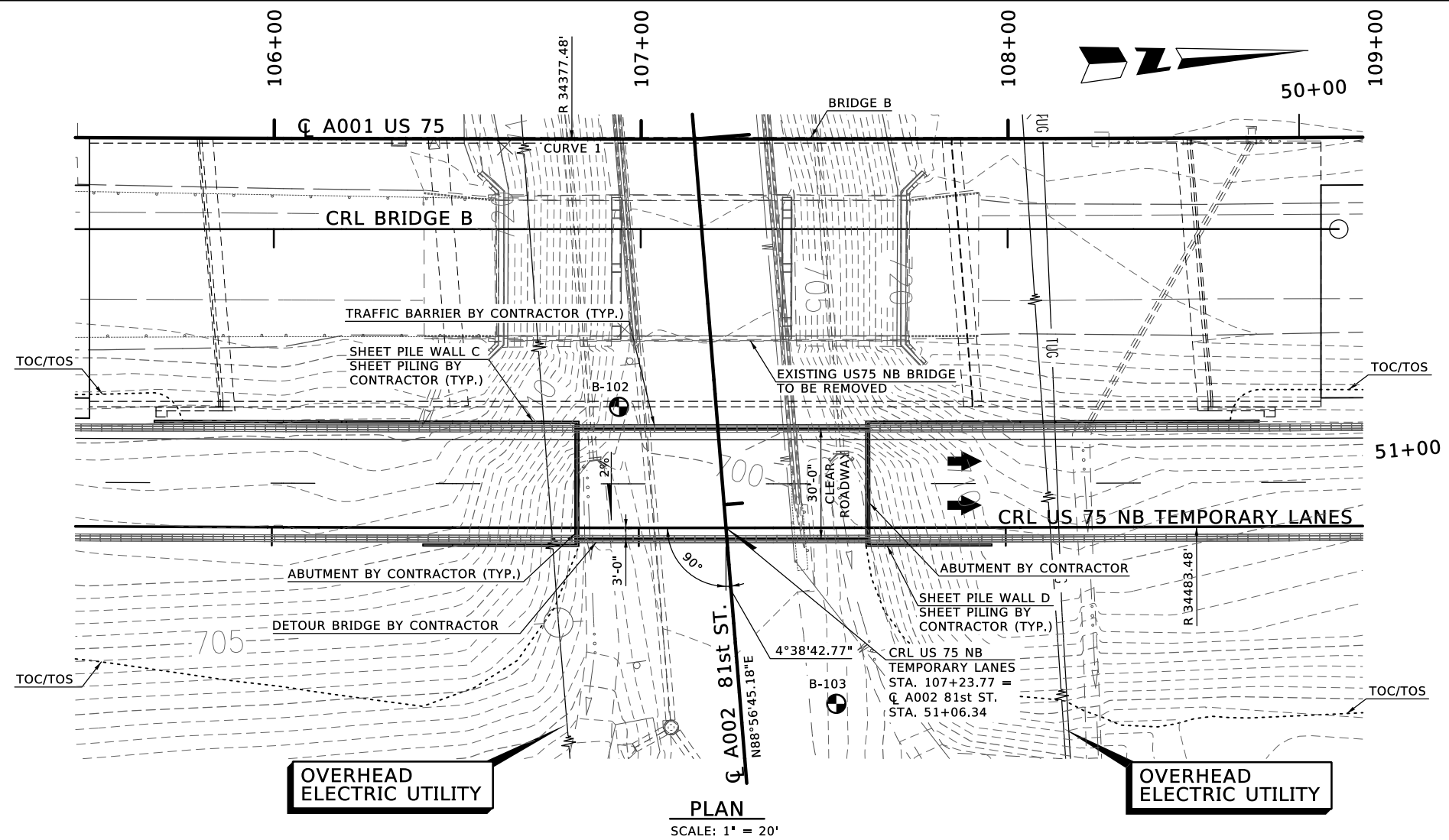


ELEVATION - PIER NO. 2

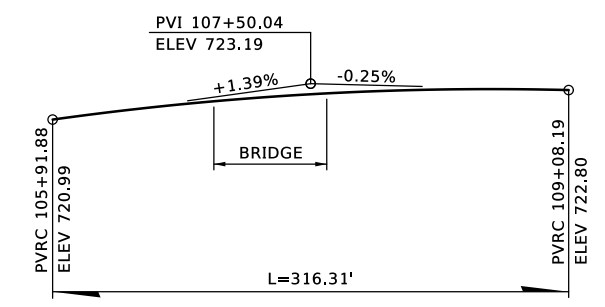
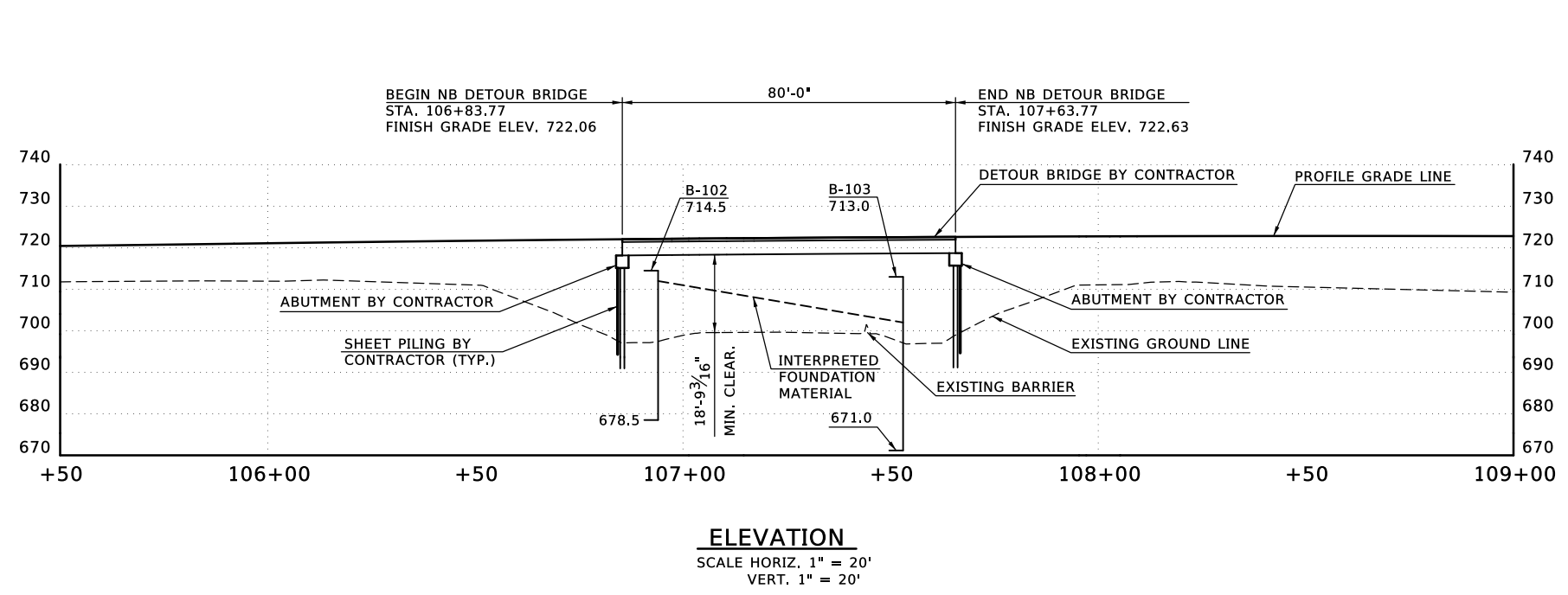


END VIEW

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



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







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

3/10/2023

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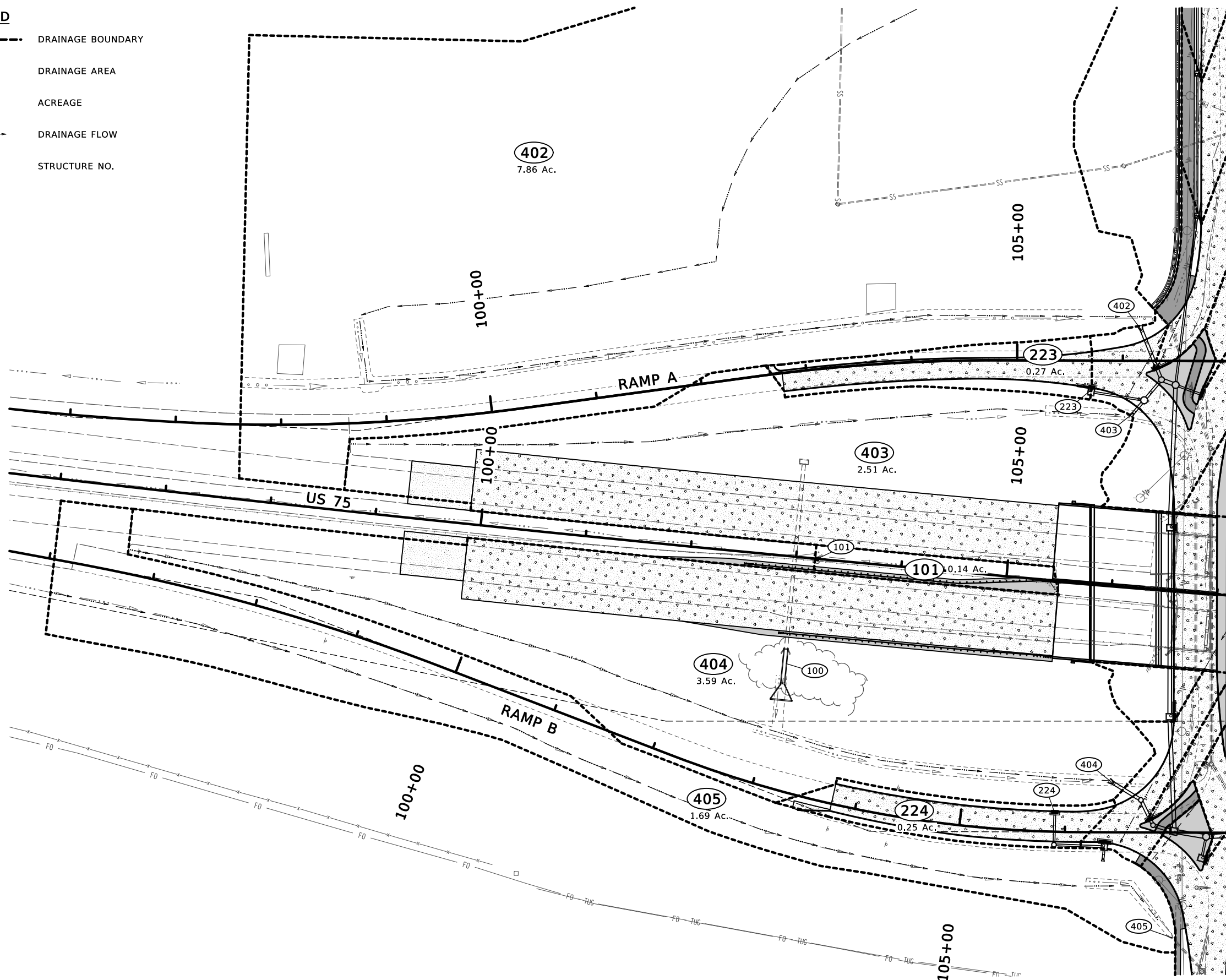
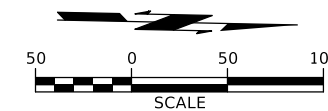
3037404-DRAIN AREA MAP 01.dgn

LEGEND

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

OKLAHOMA DEPARTMENT OF TRANSPORTATION

**PROPOSED
R/W**
MARCH 2023



W. 81st ST. S.

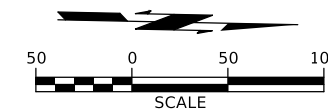
MATCHLINE
SEE SHEET R002

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

DESIGN	
DRAWN	
CHECKED	
APPROVED	
SQUAD	

OKLAHOMA DEPARTMENT OF TRANSPORTATION

DRAINAGE AREA MAP (1)



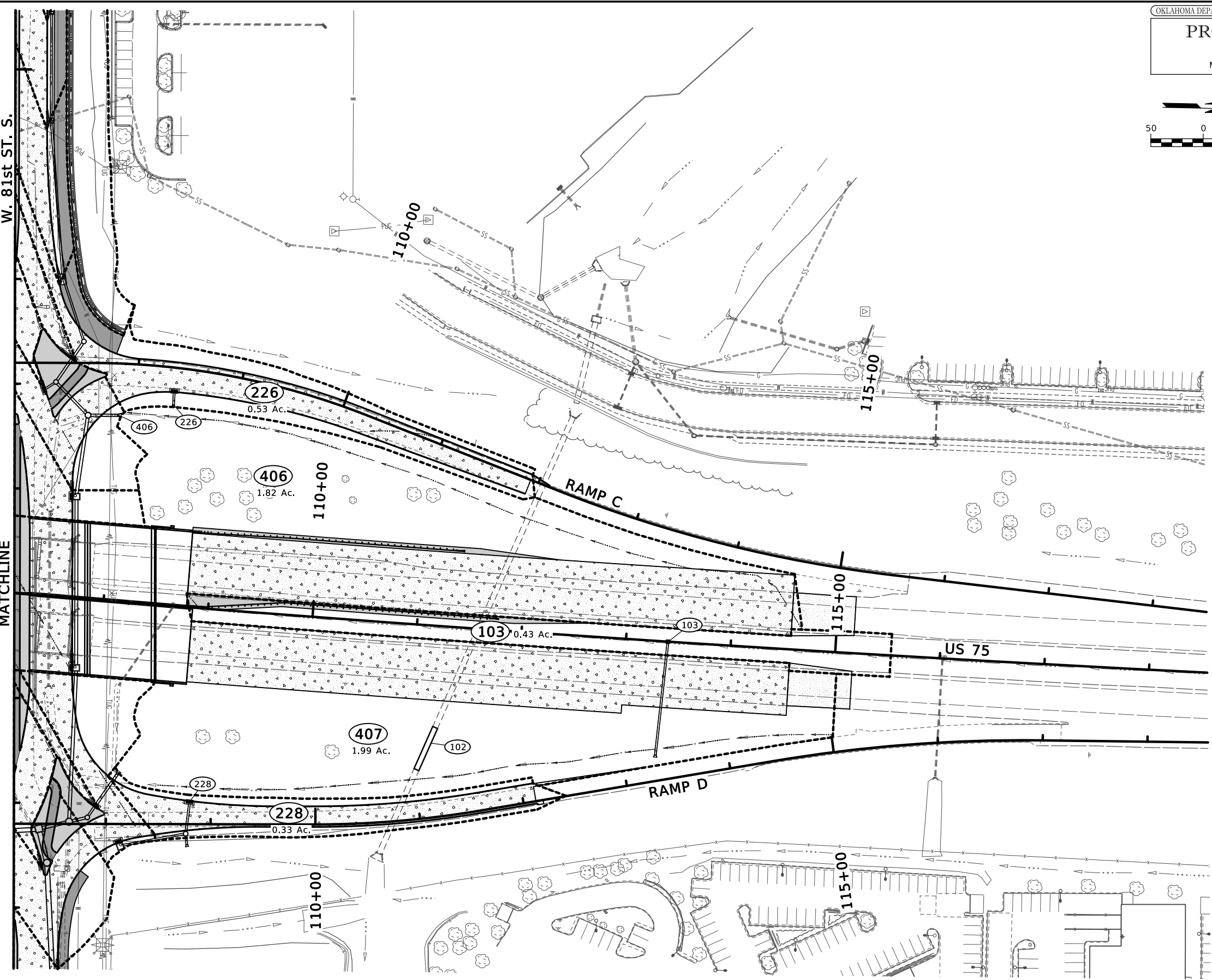
LEGEND

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

W. 81st ST. S.

SEE SHEET R001
MATCHLINE

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



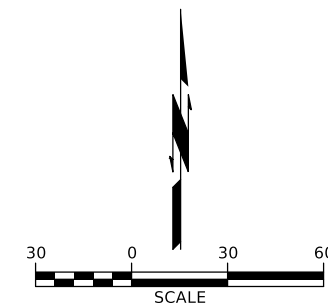
3/10/2023

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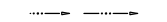

3037404-DRAIN AREA MAP 02.dgn

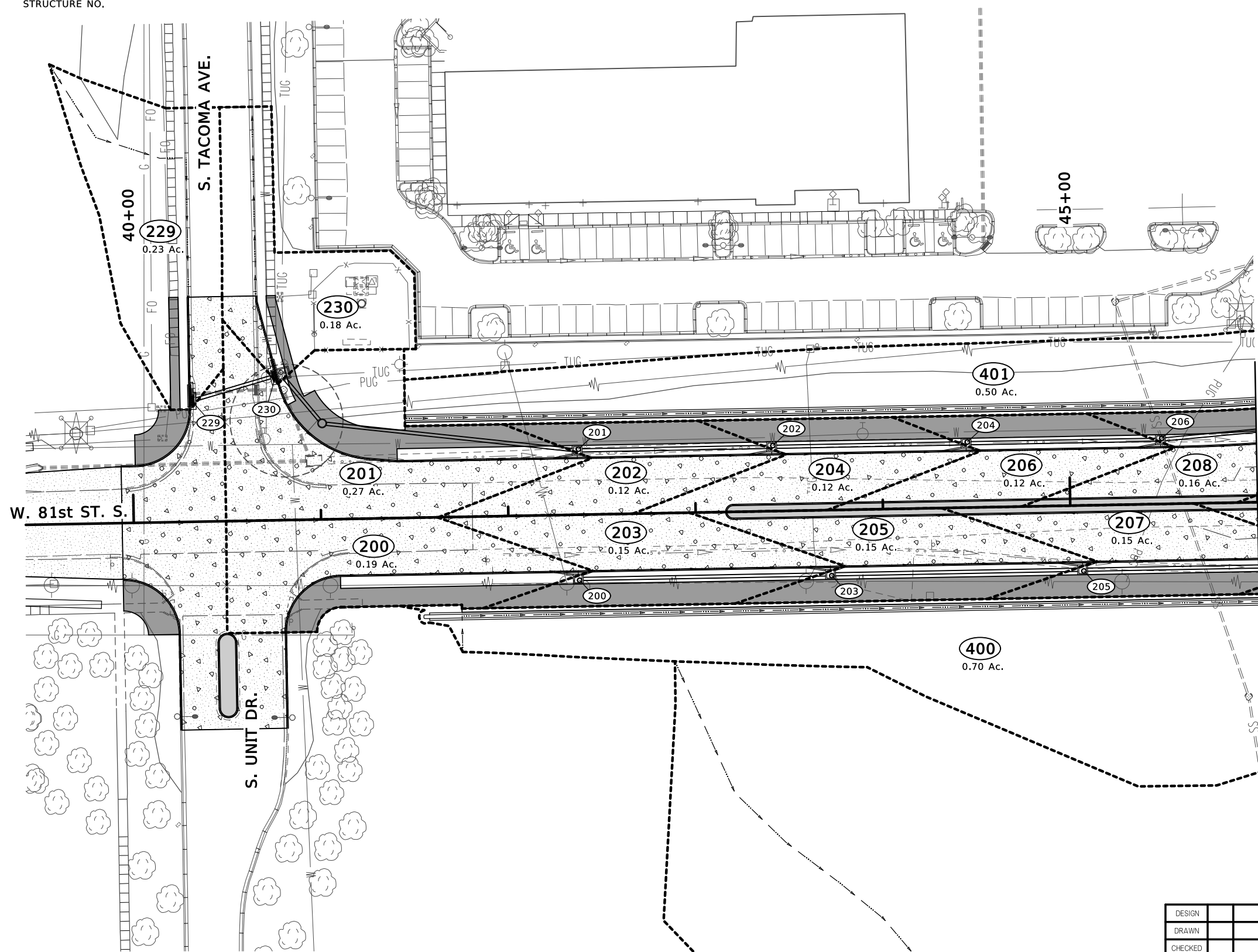
DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		
CHECKED		
APPROVED		
SQUAD		
COUNTY - TULSA		HIGHWAY - US-75
		STATE JOB NO. - 30374(04)
		SHEET NO. R002

DRAINAGE AREA MAP (2)



LEGEND

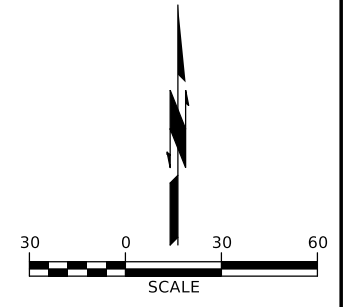
-  DRAINAGE BOUNDARY
-  DRAINAGE AREA
- 0.34 Ac. ACREAGE
-  DRAINAGE FLOW
-  STRUCTURE NO.



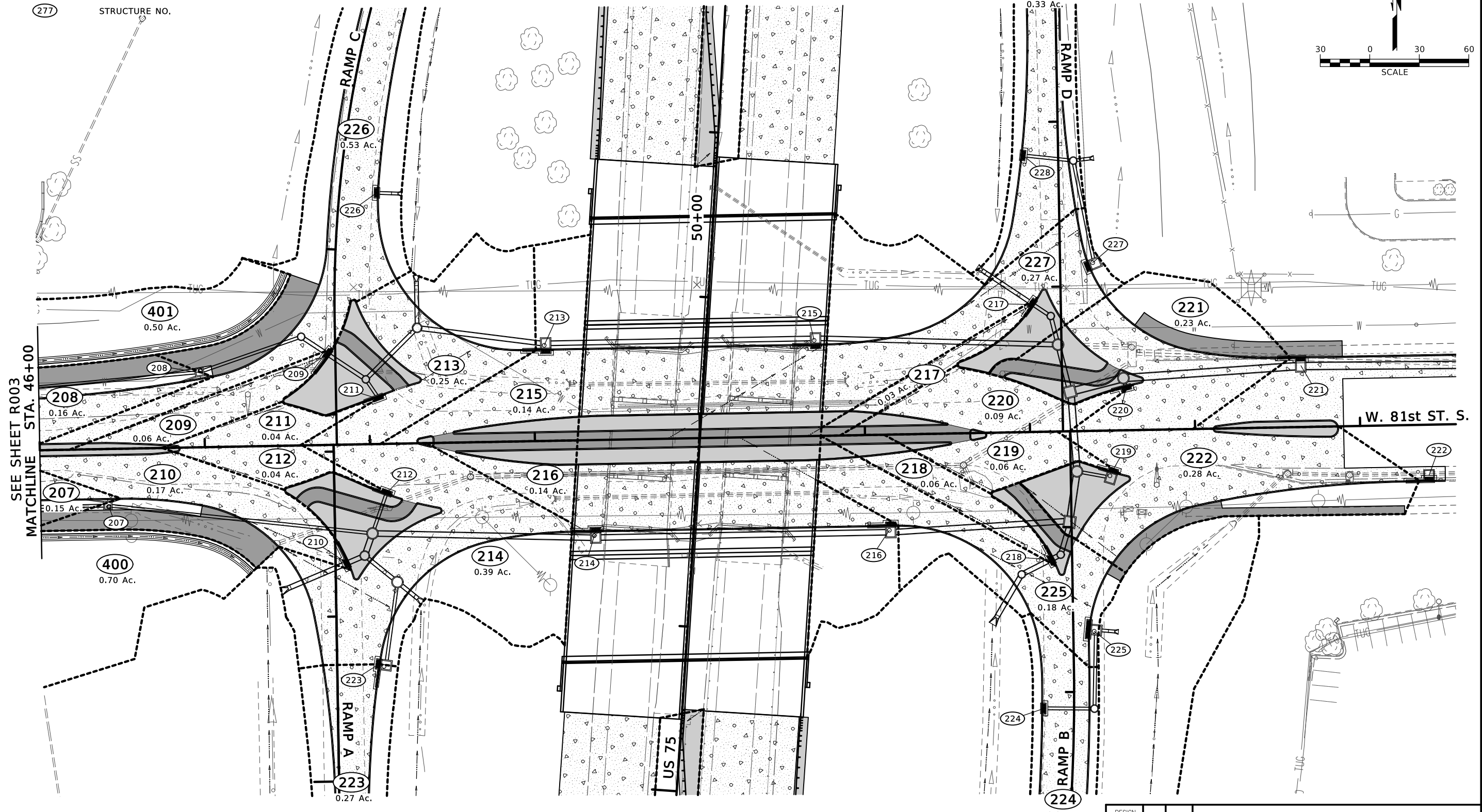
MATCHLINE STA. 46+00
SEE SHEET R004

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		DRAINAGE AREA MAP (3)
CHECKED		
APPROVED		
SQUAD		
COUNTY - TULSA		HIGHWAY - US-75 STATE JOB NO. - 30374(04) SHEET NO. R003

SEE SHEETS R001 & R002 FOR US 75 DRAINAGE MAP



- LEGEND**
- DRAINAGE BOUNDARY
 - DRAINAGE AREA
 - 0.34 Ac. ACREAGE
 - DRAINAGE FLOW
 - STRUCTURE NO.



SEE SHEET R003
MATCHLINE STA. 46+00

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION					
DRAWN		DRAINAGE AREA MAP (4)					
CHECKED							
APPROVED							
SQUAD							
COUNTY	TULSA	HIGHWAY	US-75	STATE JOB NO.	30374(04)	SHEET NO.	R004

3/10/2023

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3037404-DRAIN AREA MAP 04.dgn

DRAINAGE AREA SUMMARY

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

3/10/2023

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3037404-DRAIN AREA SUMMARY 01.dgn

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		
CHECKED		
APPROVED		DRAINAGE AREA SUMMARY
SQUAD		
COUNTY	TULSA	HIGHWAY US-75 STATE JOB NO. 30374(04) SHEET NO. R005

3/10/2023

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3037404-INLET DESIGN SUMMARY 01.dgn

INLET DESIGN SUMMARY

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

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION	
DRAWN		<p align="center">INLET DESIGN SUMMARY</p>	
CHECKED			
APPROVED			
SQUAD			
COUNTY - TULSA		HIGHWAY - US-75	STATE JOB NO. - 30374(04) SHEET NO. R006

SUMMARY OF DRAINAGE STRUCTURES

Main data table with columns: STR. NO., ALIGNMENT, STATION, DESCRIPTION, DRAINAGE AREA, INTERCEPTED FLOW BY STR., FLOW DOWNSTREAM, TOP OF GRATE / TOP OF RIM, FLOWLINE IN OF EXITING PIPE, FLOWLINE OUT OF EXITING PIPE, SLOPE OF EXITING PIPE, CAPACITY OF EXITING PIPE, VELOCITY OF EXITING PIPE, HYDRAULIC GRADELINE, ENERGY GRADELINE.

Approval table with rows: DESIGN, DRAWN, CHECKED, APPROVED, SQUAD. Includes project details: OKLAHOMA DEPARTMENT OF TRANSPORTATION, SUMMARY OF DRAINAGE STRUCTURES (1), COUNTY - TULSA, HIGHWAY - US-75, STATE JOB NO. - 30374(04), SHEET NO. R007.

3/10/2023

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3037404-SUMMARY OF DRAIN STR 01.dgn

SUMMARY OF DRAINAGE STRUCTURES (CONT.)

Table with columns: STRUCTURAL INSTALLATION (CLASS AA CONCRETE, REINFORCING STEEL, MANHOLE 4' DIAMETER, MANHOLE 5' DIAMETER, MANHOLE 6' DIAMETER, SQUARE MANHOLE 6' WIDE, ADD'L DEPTH IN MANHOLE 4' DIAMETER, ADD'L DEPTH IN MANHOLE 5' DIAMETER, ADD'L DEPTH IN MANHOLE 6' DIAMETER, ADD'L DEPTH IN SQUARE MANHOLE 6' WIDE), MANHOLE/INLET (INLET SMD-TYPE 2, INLET W/LRG. JCT. BOX CIDES. 2 (STD), INLET W/LRG. JCT. BOX CIDES. 2 (B), INLET W/LRG. JCT. BOX CIDES. 2 (D), INLET W/LRG. JCT. BOX CIDES. 3 (STD), INLET CIDES. 2 (STD), INLET CIDES. 2 (B), INLET CIDES. 2 (D), SPECIAL INLET DES. 1, SPECIAL INLET DES. 2, ADD'L DEPTH IN INLET, SMD-TYPE 2, ADD'L DEPTH IN INLET W/LRG. JCT. BOX, CIDES. 2, ADD'L DEPTH IN INLET W/LRG. JCT. BOX, CIDES. 3, ADD'L DEPTH IN INLET, CIDES. 2, ADD'L DEPTH IN SPECIAL INLET, DES. 1), PIPE (18" R.C. PIPE CLASS III, 24" R.C. PIPE CLASS III, 30" R.C. PIPE CLASS III, 36" R.C. PIPE CLASS III, 42" R.C. PIPE CLASS III, 48" R.C. PIPE CLASS III), END SECTION (18" PREFAB. CULVERT END SECTION, ROUND, 24" PREFAB. CULVERT END SECTION, ROUND, 30" PREFAB. CULVERT END SECTION, ROUND), STR. NO.

3/10/2023

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3037404-SUMMARY OF DRAIN STR 02.dgn

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

STORM WATER MANAGEMENT PLAN

SITE DESCRIPTION

EROSION AND SEDIMENT CONTROLS

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

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

SUGGESTED SEQUENCE OF EROSION CONTROL ACTIVITIES: _____

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

2) PERFORM CLEARING & GRUBBING OPERATIONS, PRESERVING ANY EXISTING VEGETATION NOT IMPEDING CONSTRUCTION.

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

4) AS GRADING OPERATIONS PROCEED, INSTALL TEMPORARY SEDIMENT CONTROL DEVICES AS SHOWN ON THE PLANS, AND AS DIRECTED BY THE ENGINEER. THESE DEVICES SHALL BE MAINTAINED AS REQUIRED BY THE O.D.O.T. STANDARD SPECIFICATIONS AND THE WEEKLY INSPECTION REPORTS.

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

6) THE PERMANENT SEDIMENT CONTROL DEVICES SHALL BE MAINTAINED AS DESCRIBED IN SECTIONS 230, 232, 233, & 234 OF THE O.D.O.T. STANDARD SPECIFICATIONS OR AS DIRECTED BY THE ENGINEER.

7) IN AREAS WHERE PERMANENT SEDIMENT CONTROL DEVICES HAVE BEEN INSTALLED, THE TEMPORARY SEDIMENT CONTROL DEVICES SHALL BE REMOVED AS DIRECTED BY THE ENGINEER.

SOIL TYPE: SILTY LOAM & SANDY LOAM

TOTAL AREA OF THE CONSTRUCTION SITE: 15.17 ACRES

ESTIMATED AREA TO BE DISTURBED: 9.05 ACRES

OFFSITE AREA TO BE DISTURBED: (FOR CONTRACTOR USE)

TOTAL IMPERVIOUS AREA PRE-CONSTRUCTION: 6.12 ACRES

TOTAL IMPERVIOUS AREA POST-CONSTRUCTION: 8.72 ACRES

POST-CONSTRUCTION RUNOFF COEFFICIENT OF THE SITE: 0.63

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

PROJECT WILL DISCHARGE TO:

NAME OF RECEIVING WATERS: HAGER CREEK

SENSITIVE WATERS OR WATERSHEDS: YES NO

303(d) IMPAIRED WATERS: YES NO

IF YES, LIST IMPAIRMENT: _____

LOCATED IN A TMDL: YES NO

LAKE THUNDERBIRD TMDL: YES NO

MS4 ENTITY YES NO

IF YES, LOCATION: TULSA

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

SOIL STABILIZATION PRACTICES:

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

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

STRUCTURAL PRACTICES:

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

OFFSITE VEHICLE TRACKING:

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

NOTES:

NO DISTURBED AREA TO ONE PROJECT OUTFALL EXCEEDS 5 ACRES.

THE CONTRACTOR SHALL ALSO BE RESPONSIBLE FOR THE FOLLOWING:

MAINTENANCE AND INSPECTION:

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

WASTE MATERIALS:

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

HAZARDOUS MATERIALS:

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

GENERAL NOTES:

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

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

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

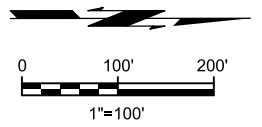
IN ADDITION:

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

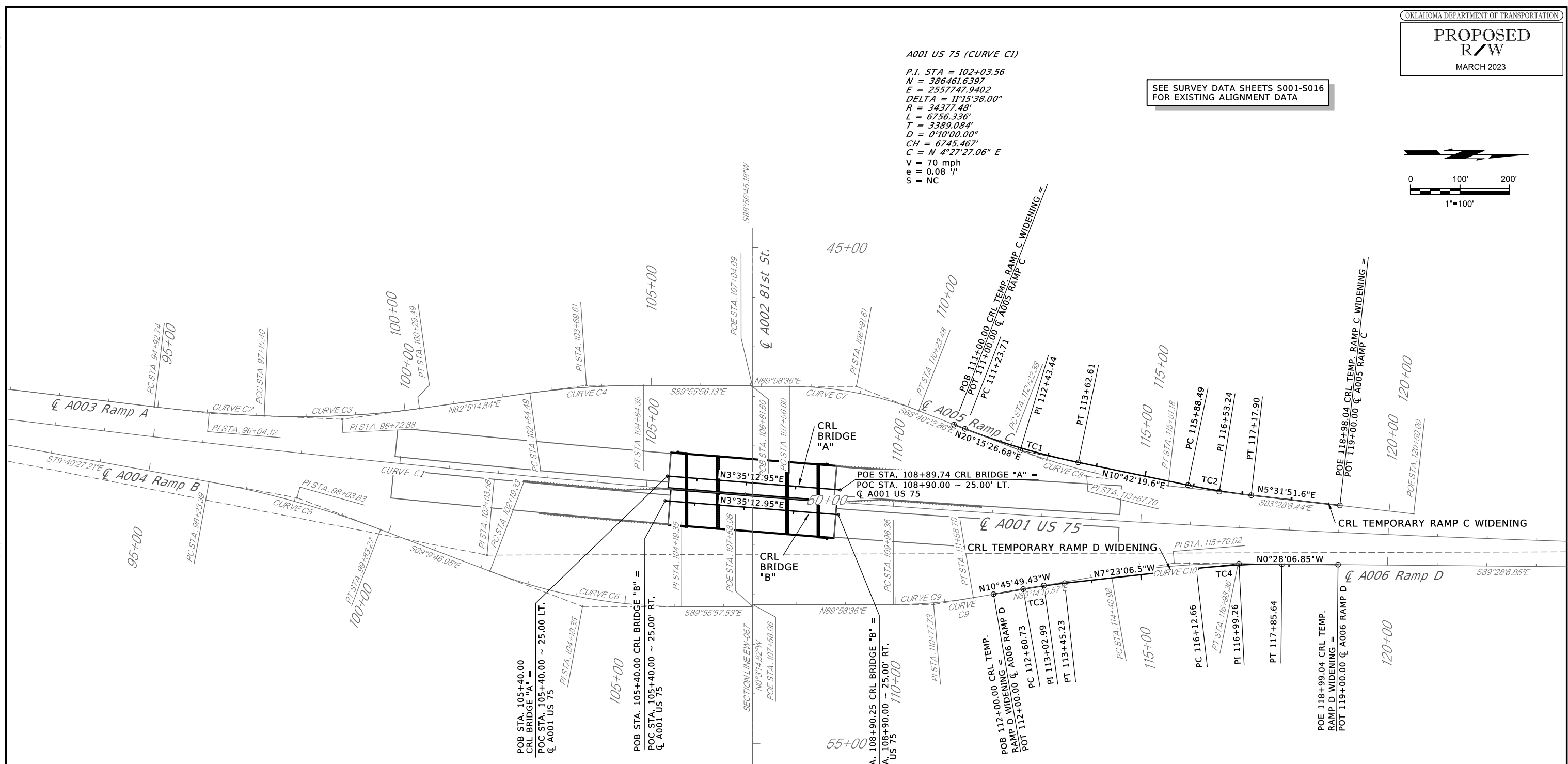
ADDITIONAL PERMITS REQUIRED FROM OKLAHOMA WATER RESOURCES BOARD

DESIGN			OKLAHOMA DEPARTMENT OF TRANSPORTATION				
DRAWN			STORM WATER MANAGEMENT PLAN				
CHECKED							
APPROVED							
SQUAD							
COUNTY	TULSA	HIGHWAY	US-75	STATE JOB NO.	30374(04)	SHEET NO.	R009

SEE SURVEY DATA SHEETS S001-S016
FOR EXISTING ALIGNMENT DATA



A001 US 75 (CURVE C1)
P.I. STA = 102+03.56
N = 386461.6397
E = 2557747.9402
DELTA = 11°15'38.00"
R = 34377.48'
L = 6756.336'
T = 3389.084'
D = 0°10'00.00"
CH = 6745.467'
C = N 4°27'27.06" E
V = 70 mph
e = 0.08 'l'
S = NC



CRL Temporary Ramp C Widening												
CURVE NO	CARDINAL POINTS			DELTA	DEGREE	CURVE DATA				SUPERELEVATION (1)		
	STATION	X (EASTING) (feet)	Y (NORTHING) (feet)			RADIUS (feet)	TANGENT (feet)	ARC LENGTH (feet)	EXTERNAL (feet)	V (mph)	E (ft/ft)	S (ft/ft)
TC1	POB	111+00.00	2557468.1666	387399.4315	9°33'07.08" LT	1433.000	119.727	238.900	4.993	55	N/A	NC
	PC	111+23.71	2557476.3767	387421.6771								
	PI	112+43.44	2557517.8310	387533.9991								
	PT	113+62.61	2557540.0716	387651.6427								
TC2	PC	115+88.49	2557582.0301	387873.5863	5°10'28.04" LT	1433.000	64.752	129.416	1.462	55	N/A	NC
	PI	116+53.24	2557594.0584	387937.2114								
	PT	117+17.90	2557600.2995	388001.6620								
	POE	118+98.04	2557617.6619	388180.9609								

CRL Temporary Ramp D Widening												
CURVE NO	CARDINAL POINTS			DELTA	DEGREE	CURVE DATA				SUPERELEVATION (1)		
	STATION	X (EASTING) (feet)	Y (NORTHING) (feet)			RADIUS (feet)	TANGENT (feet)	ARC LENGTH (feet)	EXTERNAL (feet)	V (mph)	E (ft/ft)	S (ft/ft)
TC3	POB	112+00.00	2557808.9265	387485.1662	3°22'42.92" RT	1433.000	42.262	84.500	0.623	55	N/A	NC
	PC	112+60.73	2557797.5846	387544.8276								
	PI	113+02.99	2557789.6917	387586.3465								
	PT	113+45.23	2557784.2594	387628.2584								
TC4	PC	116+12.66	2557749.8848	387893.4659	6°54'59.65" RT	1433.000	86.599	172.987	2.614	55	N/A	NC
	PI	116+99.26	2557738.7536	387979.3464								
	PT	117+85.64	2557738.0454	388065.9424								
	POE	118+99.04	2557737.1180	388179.3397								

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

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

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		GEOMETRIC DATA (1)
CHECKED		
APPROVED		
SQUAD		
COUNTY - TULSA	HIGHWAY - US-75	

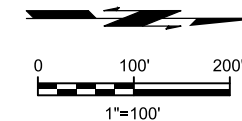
(1) Superelevation is based on AASHTO Method 2

3/10/2023

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3037404-GEO DATA 01.dgn

SEE SURVEY DATA SHEETS S001-S016
FOR EXISTING ALIGNMENT DATA

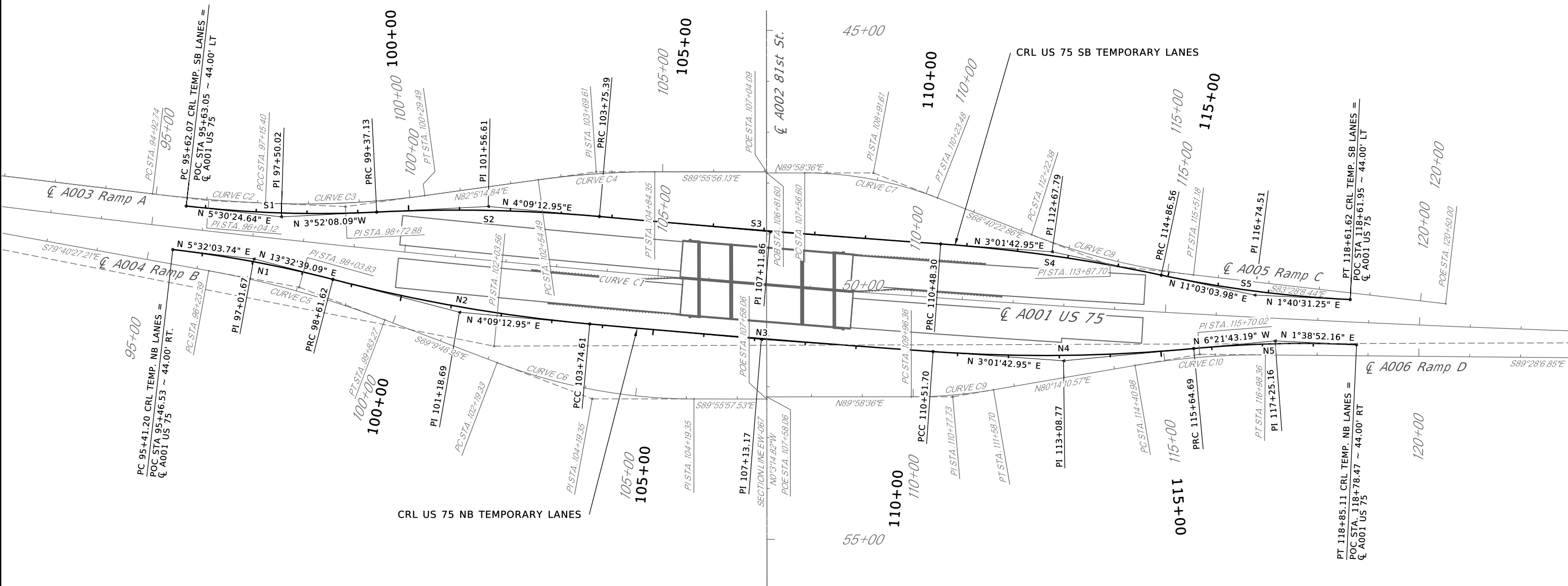


A001 US 75 (CURVE C1)

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

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

(1) Superelevation is based on AASHTO Method 2



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

(1) Superelevation is based on AASHTO Method 2

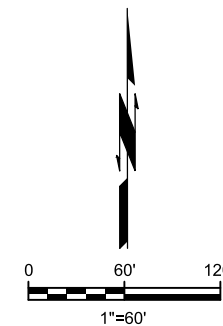
DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		
CHECKED		
APPROVED		GEOMETRIC DATA (2)
SQUAD		
COUNTY - TULSA	HIGHWAY - US-75	STATE JOB NO. - 30374(04)
		SHEET NO. R011

3/10/2023

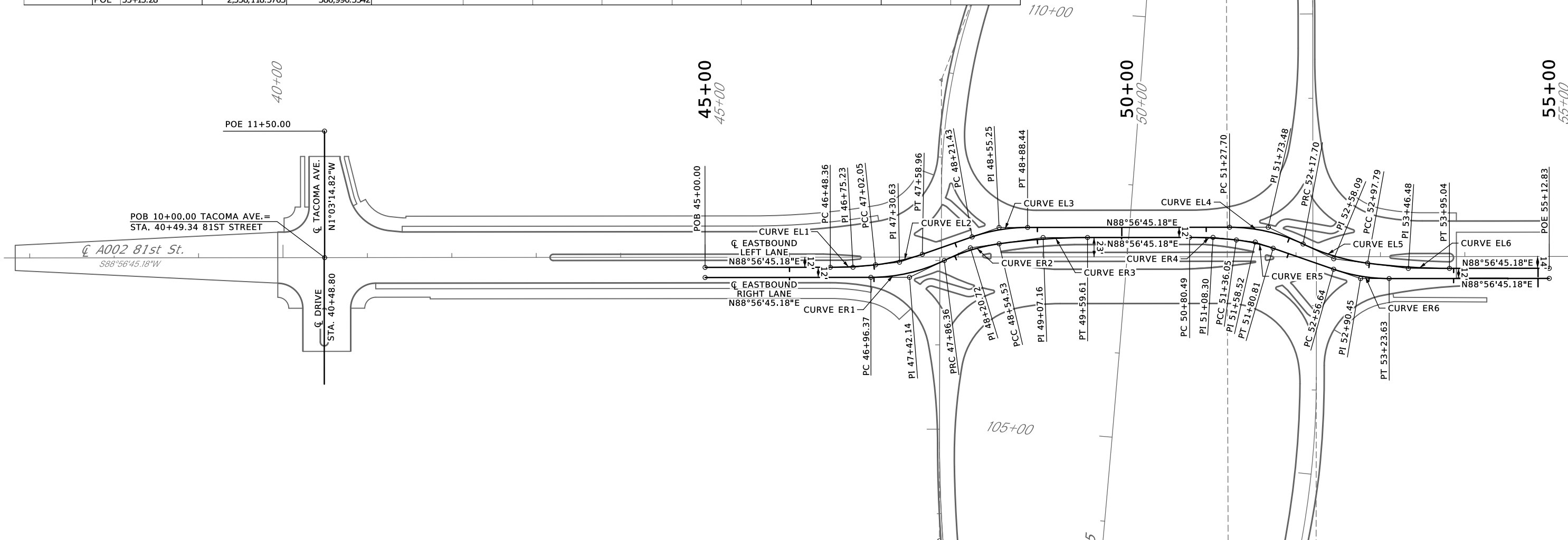
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30374(04)-GEO DATA 02.dgn

SEE SURVEY DATA SHEETS S001-S016
FOR EXISTING ALIGNMENT DATA



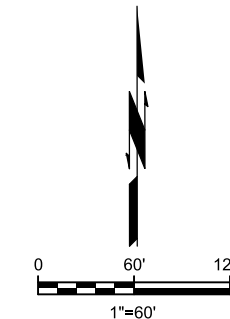
81st STREET DDI CENTERLINE EASTBOUND LEFT LANE												
CURVE NO	STATION	CARDINAL POINTS		DELTA	DEGREE	CURVE DATA				SUPERELEVATION		
		X (EASTING) (feet)	Y (NORTHING) (feet)			RADIUS (feet)	TANGENT (feet)	ARC LENGTH (feet)	EXTERNAL (feet)	V (mph)	E (ft/ft)	S (ft/ft)
EL1	POB 45+00.00	2,557,118.7087	386,973.9571	6°09'06.7" LT	11°27'33.0"	500.000	26.868	53.685	0.721	25	N/A	N/A
	PC 46+48.36	2,557,267.0455	386,976.6864									
	PI 46+75.23	2,557,293.9094	386,977.1807									
EL2	PCC 47+02.05	2,557,320.5656	386,980.5510	13°02'37.9" LT	22°55'05.9"	250.000	28.581	56.915	1.628	25	N/A	N/A
	PI 47+30.63	2,557,348.9206	386,984.1361									
	PT 47+58.96	2,557,375.7349	386,994.0283									
EL3	PI 48+55.25	2,557,466.0758	387,027.3566	19°11'44.8" RT	28°38'52.4"	200.000	33.820	67.006	2.839	25	N/A	N/A
	PT 48+88.44	2,557,499.8900	387,027.9787									
	PI 51+73.48	2,557,784.8774	387,033.2224									
EL4	PRC 52+17.70	2,557,826.4561	387,014.0719	25°47'03.0" RT	28°38'52.4"	200.000	45.777	90.004	5.172	25	N/A	N/A
	PI 52+58.09	2,557,863.1417	386,997.1751									
	PCC 52+97.79	2,557,903.2818	386,992.6902									
EL5	PI 53+46.48	2,557,951.6744	386,987.2832	18°21'17.0" LT	22°55'05.9"	250.000	40.390	80.088	3.242	25	N/A	N/A
	PT 53+95.04	2,558,000.3600	386,988.1790									
	POE 55+13.28	2,558,118.5763	386,990.3542									



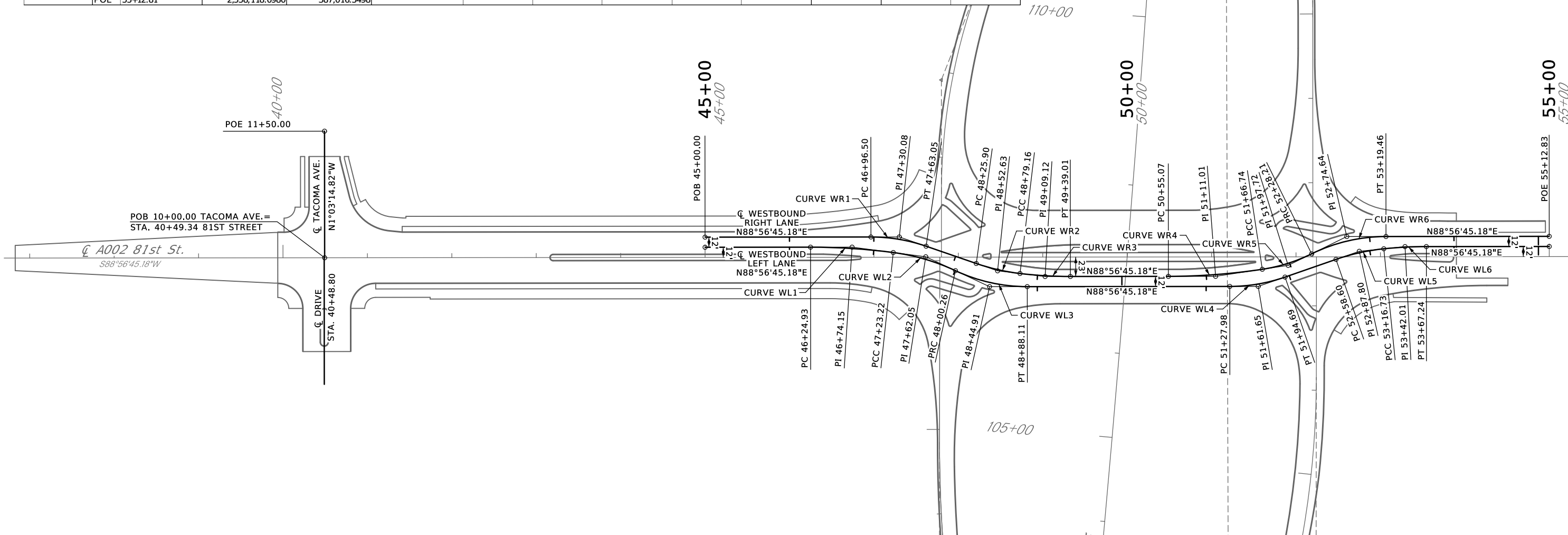
81st STREET DDI CENTERLINE EASTBOUND RIGHT LANE												
CURVE NO	STATION	CARDINAL POINTS		DELTA	DEGREE	CURVE DATA				SUPERELEVATION		
		X (EASTING) (feet)	Y (NORTHING) (feet)			RADIUS (feet)	TANGENT (feet)	ARC LENGTH (feet)	EXTERNAL (feet)	V (mph)	E (ft/ft)	S (ft/ft)
ER1	POB 45+00.00	2,557,118.9295	386,961.9591	25°46'52.8" LT	28°38'52.4"	200.000	45.772	89.994	5.171	25	N/A	N/A
	PC 46+96.37	2,557,315.2643	386,965.5716									
	PI 47+42.14	2,557,361.0284	386,966.4137									
ER2	PRC 47+86.36	2,557,401.8709	386,987.0765	17°45'13.7" RT	26°02'36.7"	220.000	34.360	68.170	2.667	25	N/A	N/A
	PI 48+20.72	2,557,432.5308	387,002.5877									
	PCC 48+54.53	2,557,466.4603	387,008.0112									
ER3	PI 49+07.16	2,557,518.4267	387,016.3178	8°01'39.1" RT	7°38'22.0"	750.000	52.626	105.080	1.844	25	N/A	N/A
	PT 49+59.61	2,557,571.0439	387,017.2859									
	PI 51+08.30	2,557,719.7067	387,020.0213									
ER4	PCC 51+36.05	2,557,747.3944	387,017.4468	6°21'58.9" RT	11°27'33.0"	500.000	27.807	55.557	0.773	25	N/A	N/A
	PI 51+58.52	2,557,769.7713	387,015.3661									
	PT 51+80.81	2,557,791.1284	387,008.3712									
ER5	PI 52+90.45	2,557,895.3254	386,974.2443	12°49'21.1" RT	28°38'52.4"	200.000	22.473	44.759	1.259	25	N/A	N/A
	PT 53+23.63	2,557,929.1272	386,974.8663									
	POE 55+13.33	2,558,118.7970	386,978.3562									

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION					
DRAWN							
CHECKED							
APPROVED							
SQUAD							
GEOMETRIC DATA (3)							
COUNTY	TULSA	HIGHWAY	US-75	STATE JOB NO.	30374(04)	SHEET NO.	R012

SEE SURVEY DATA SHEETS S001-S016
FOR EXISTING ALIGNMENT DATA



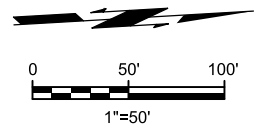
CURVE NO	STATION	CARDINAL POINTS		DELTA	DEGREE	CURVE DATA				SUPERELEVATION			
		X (EASTING) (feet)	Y (NORTHING) (feet)			RADIUS (feet)	TANGENT (feet)	ARC LENGTH (feet)	EXTERNAL (feet)	V (mph)	E (ft/ft)	S (ft/ft)	
WL1	POB 45+00.00	2,557,118.2672	386,997.9530										
	PC 46+24.93	2,557,243.1804	387,000.2514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



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

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION					
DRAWN		GEOMETRIC DATA (4)					
CHECKED							
APPROVED							
SQUAD							
COUNTY	TULSA	HIGHWAY	US-75	STATE JOB NO.	30374(04)	SHEET NO.	R013

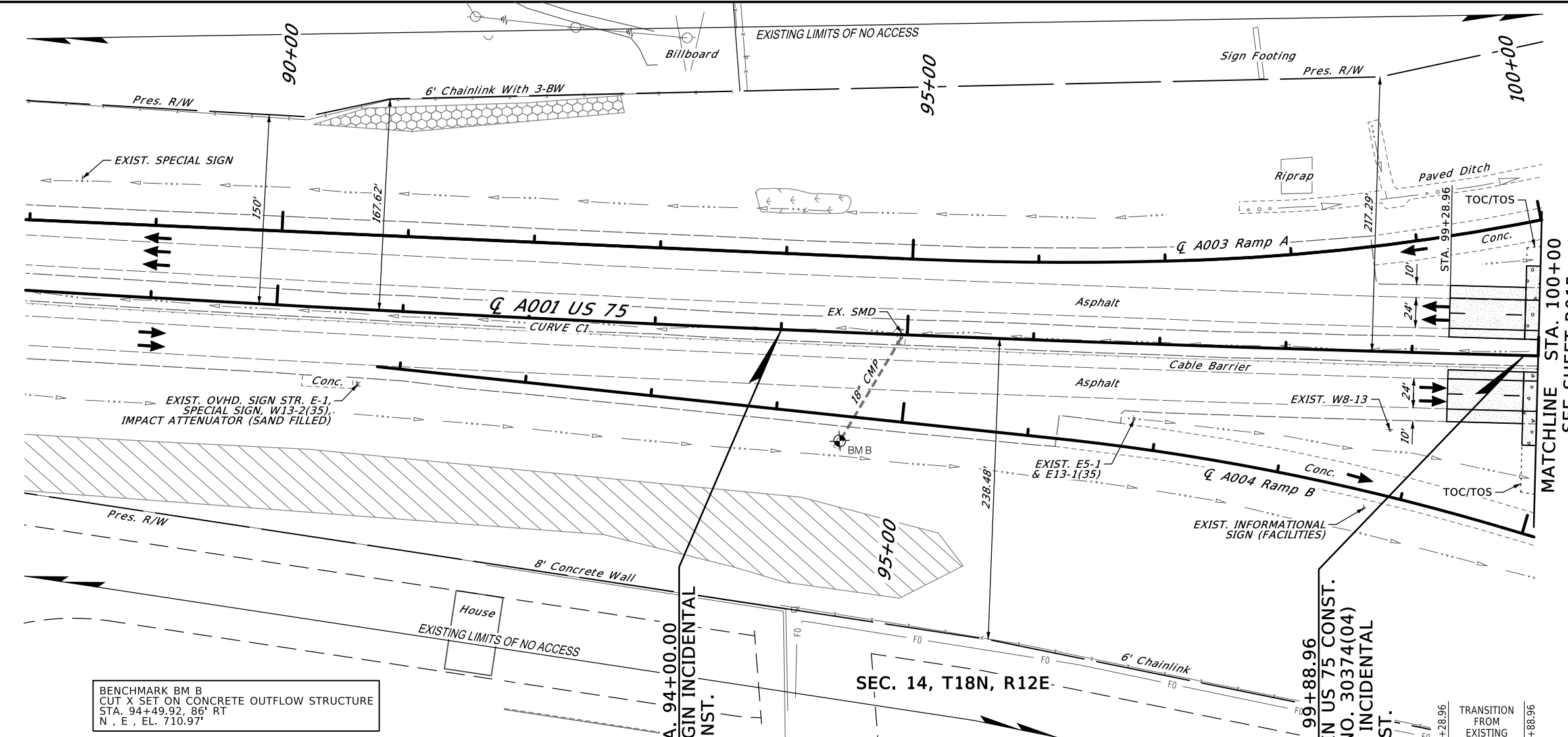
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3037404-PNP-UST5 01.dgn



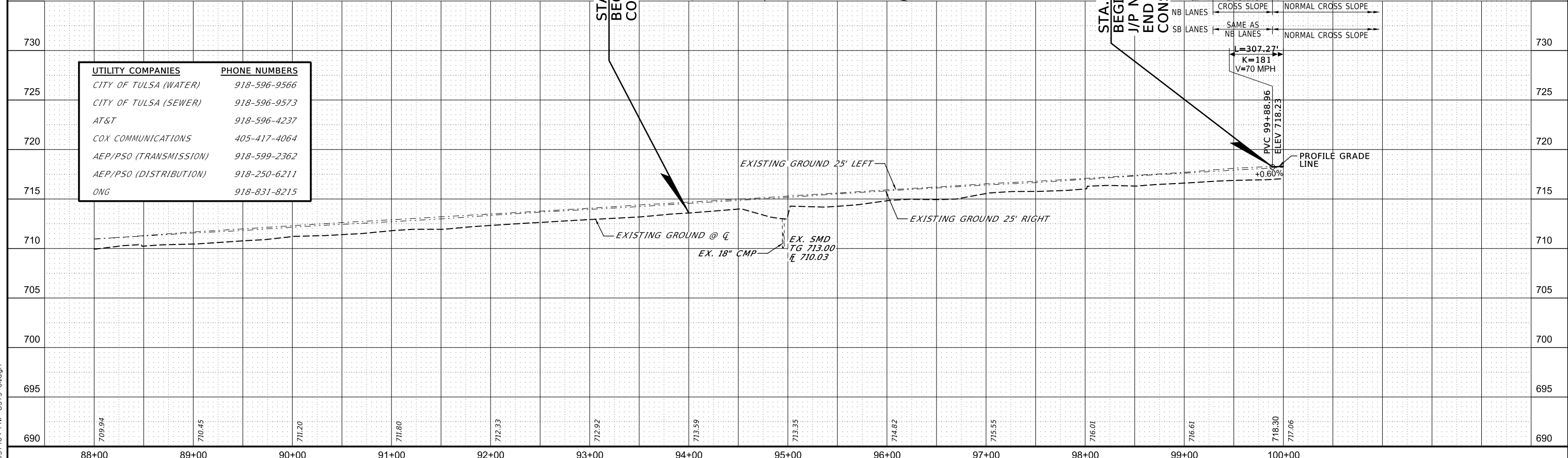
LEGEND

- CONCRETE
- ASPHALT
- SIDEWALK/DIVIDING STRIP

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

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

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



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- WETLANDS *pres. R/W*
- OPEN WATER
- AMERICAN BURYING BEATLE HABITAT
- NORTHERN LONG-EARED BAT HABITAT

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

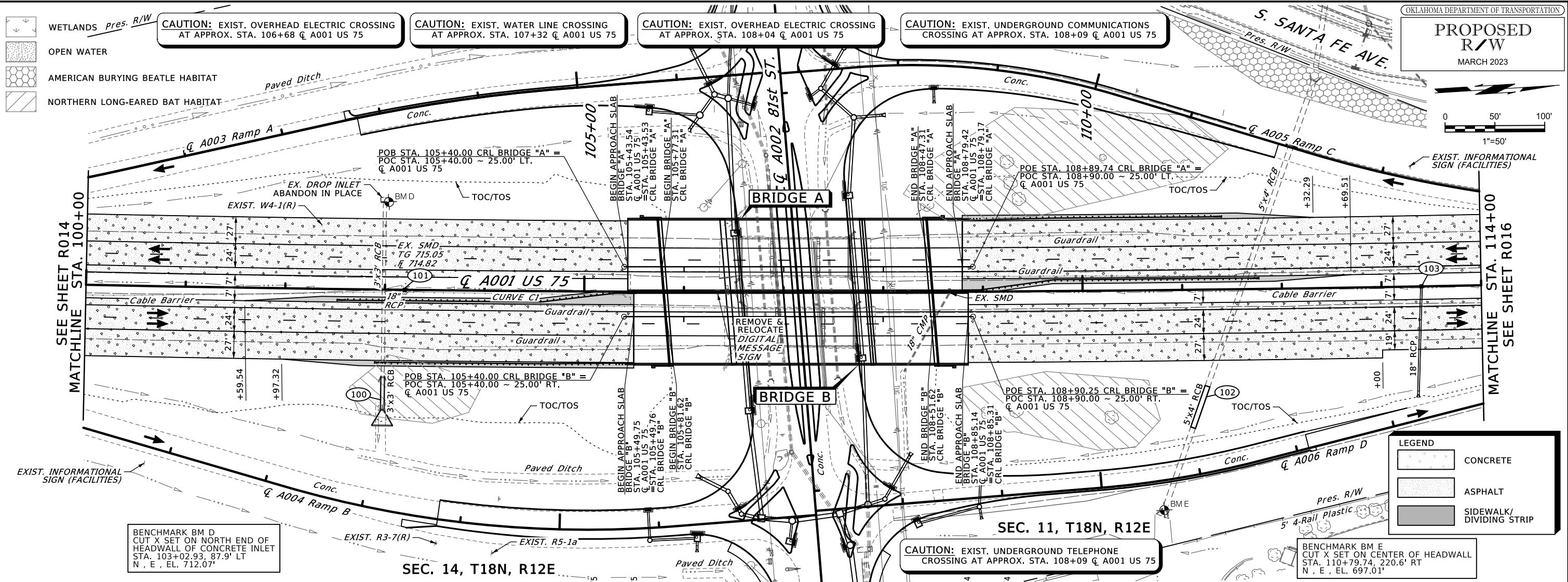
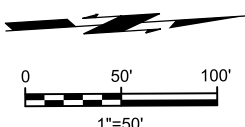
CAUTION: EXIST. WATER LINE CROSSING AT APPROX. STA. 107+32 Q A001 US 75

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

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

OKLAHOMA DEPARTMENT OF TRANSPORTATION

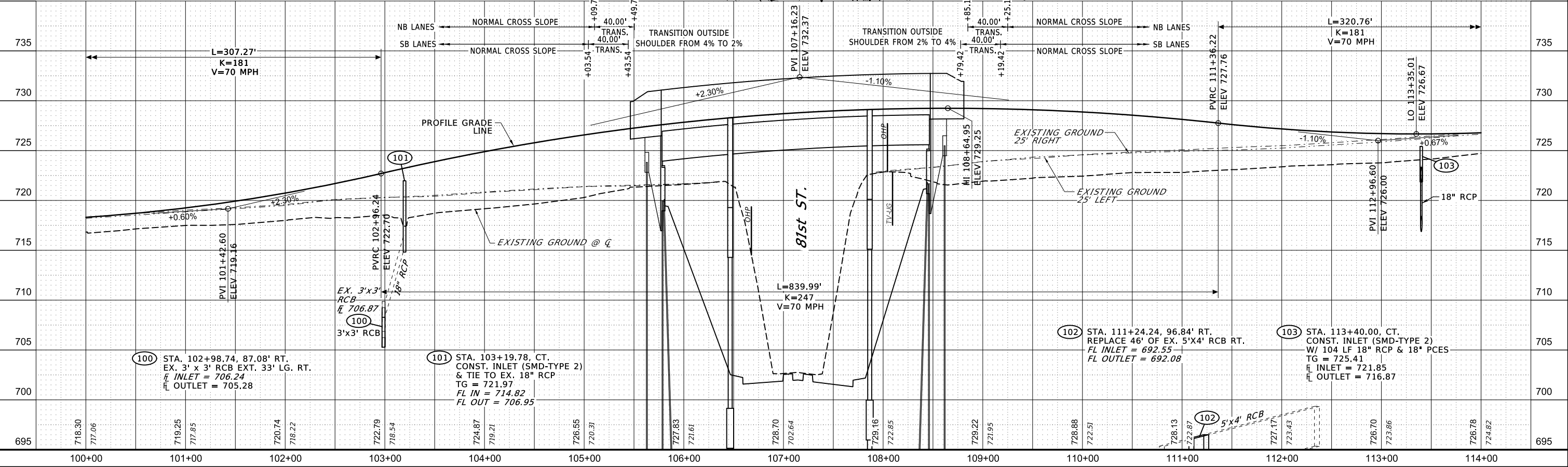
PROPOSED R/W MARCH 2023



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

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

- LEGEND
- CONCRETE
 - ASPHALT
 - SIDEWALK/DIVIDING STRIP



100 STA. 102+98.74, 87.08' RT.
EX. 3' x 3' RCB EXT. 33' LG. RT.
FL INLET = 706.24
FL OUTLET = 705.28

101 STA. 103+19.78, CT.
CONST. INLET (SMD-TYPE 2)
& TIE TO EX. 18" RCP
TG = 721.97
FL IN = 714.82
FL OUT = 706.95

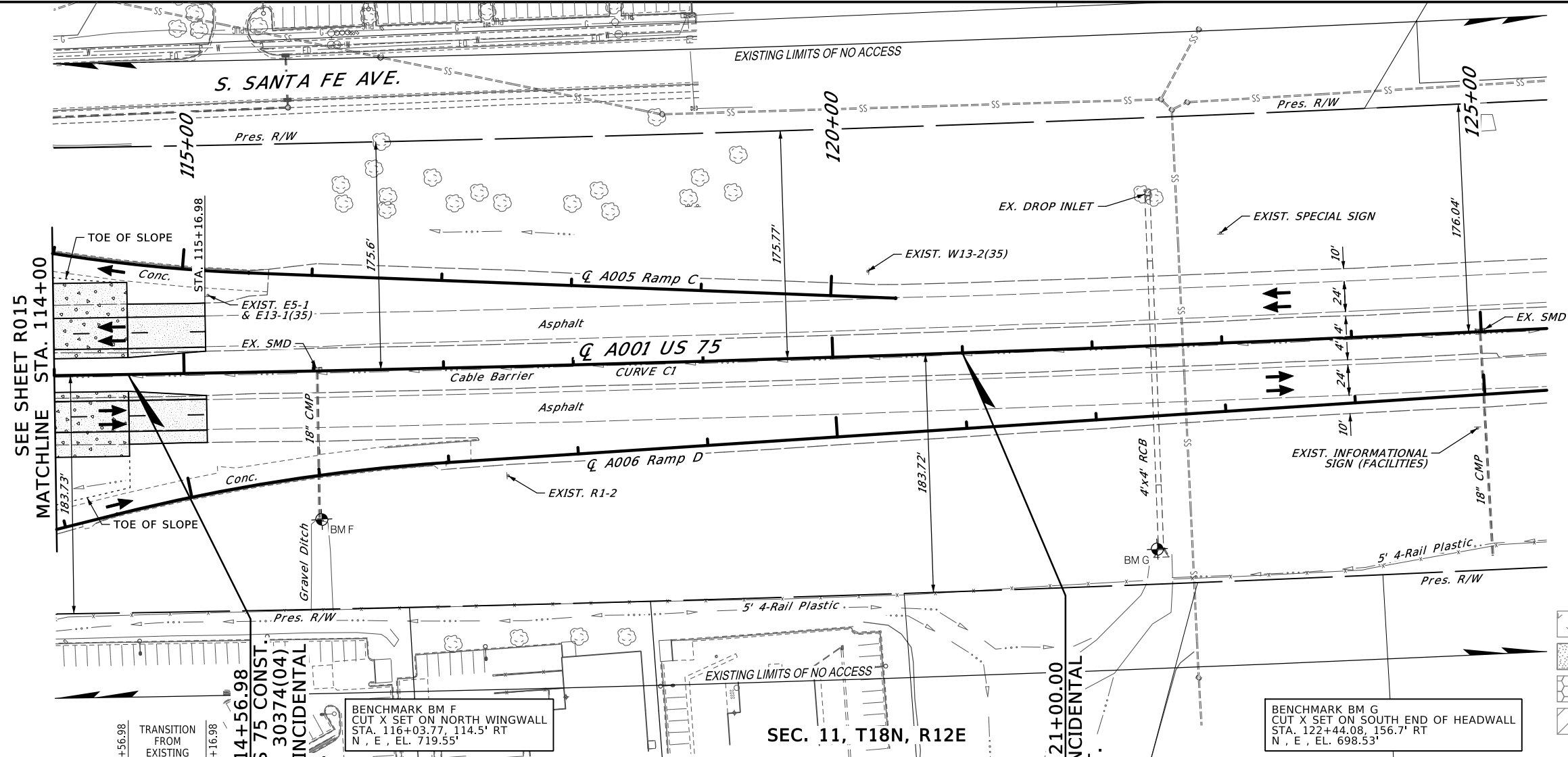
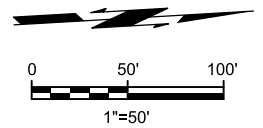
102 STA. 111+24.24, 96.84' RT.
REPLACE 46' OF EX. 5'X4' RCB RT.
FL INLET = 692.55
FL OUTLET = 692.08

103 STA. 113+40.00, CT.
CONST. INLET (SMD-TYPE 2)
W/ 104 LF 18" RCP & 18" PCES
TG = 725.41
FL INLET = 721.85
FL OUTLET = 716.87

3/10/2023

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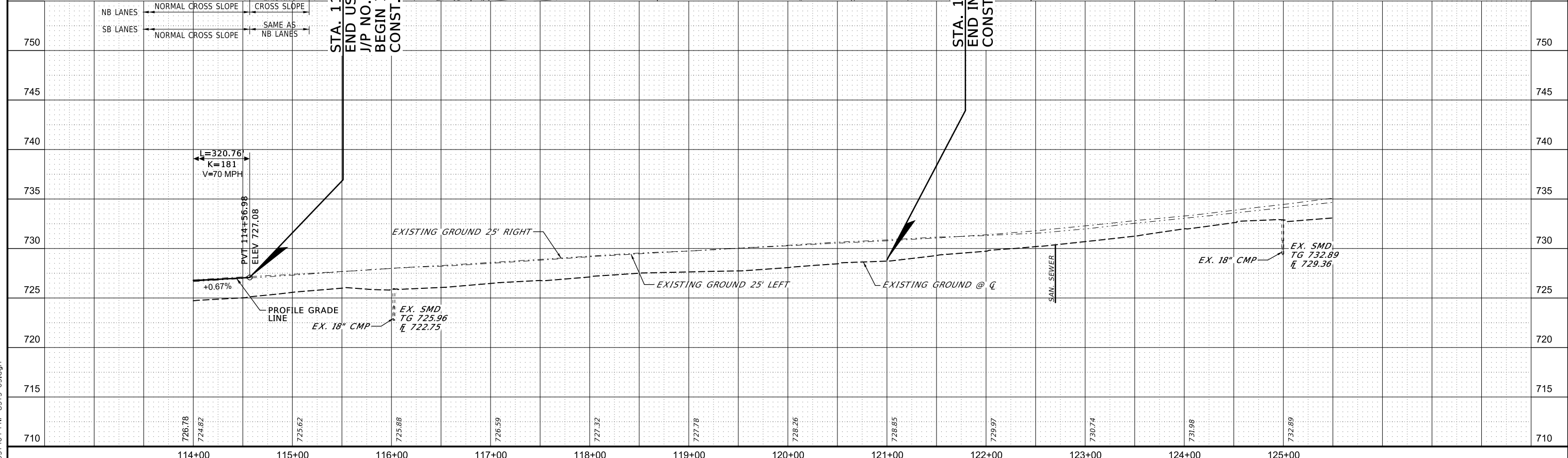
3037404-PNP-UST5 03.dgn



LEGEND

- CONCRETE
- ASPHALT
- SIDEWALK/DIVIDING STRIP

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



NB LANES ← NORMAL CROSS SLOPE
 SB LANES ← NORMAL CROSS SLOPE

L=320.76
 K=181
 V=70 MPH

PVT 114+56.98
 ELEV 727.08

PROFILE GRADE LINE

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

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

SEC. 11, T18N, R12E

STA. 121+00.00
 END INCIDENTAL
 CONST.

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

3/10/2023

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3037404-PNP-81ST 01.dgn

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

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

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

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

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

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

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

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

SEC. 11, T18N, R12E

NICKEL CREEK PHASE IV

BLOCK 1

LOT 1

POE 11+50.00

40+00

Q TACOMA AVE. S. TACOMA AVE.

NICKEL CREEK PHASE IV

BLOCK 1

LOT 3

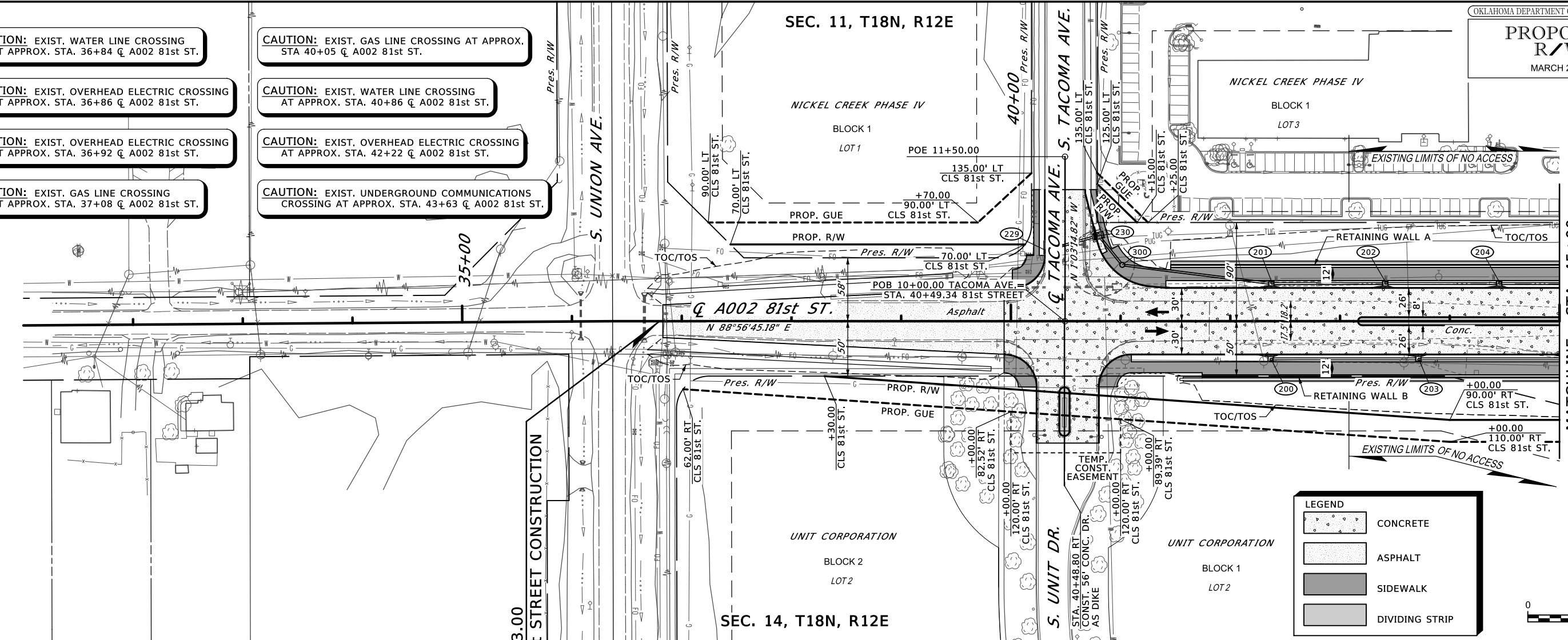
EXISTING LIMITS OF NO ACCESS

RETAINING WALL A

RETAINING WALL B

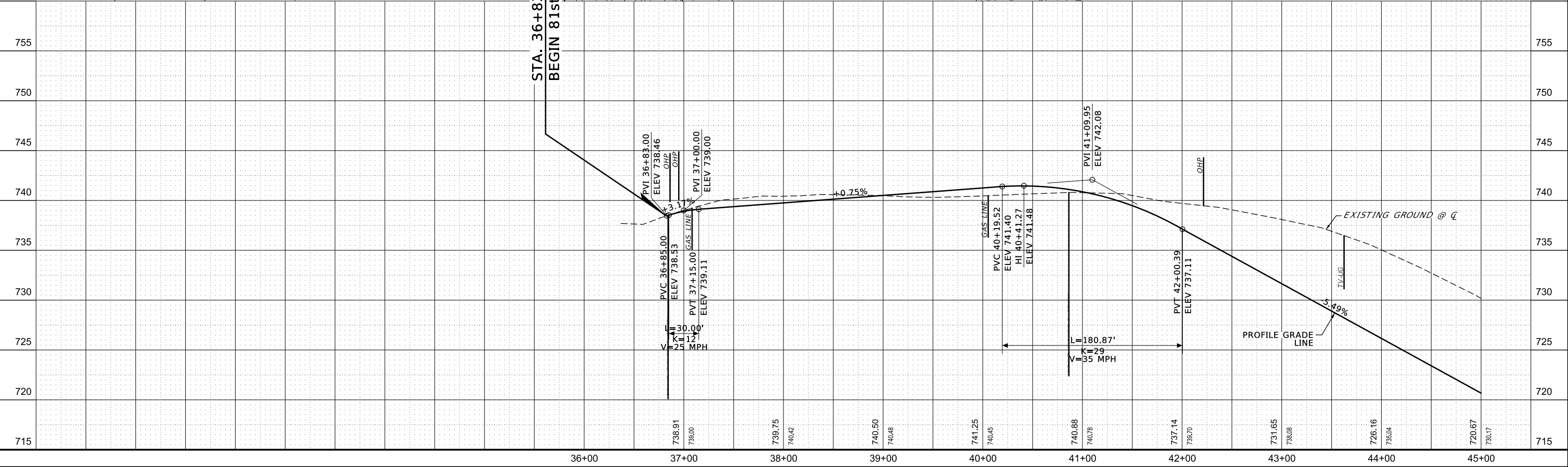
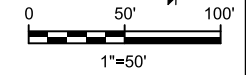
EXISTING LIMITS OF NO ACCESS

MATCHLINE STA. 45+00 SEE SHEET R018



LEGEND

- CONCRETE
- ASPHALT
- SIDEWALK
- DIVIDING STRIP



3/10/2023

4:40:30 PM

3037404-PNP-81ST_02.dgn

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

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

NICKEL CREEK PHASE IV

BLOCK 1
LOT 3

SEE SHEET R017
MATCHLINE STA. 45+00

UNIT CORPORATION

BLOCK 2
LOT 2

SEC. 14, T18N, R12E

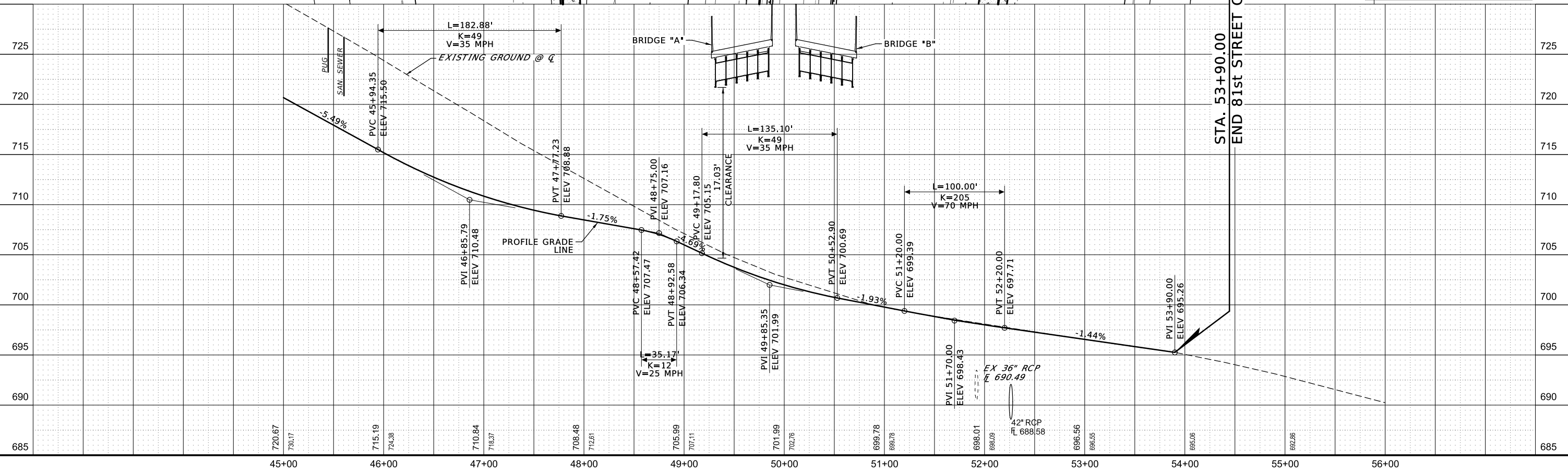
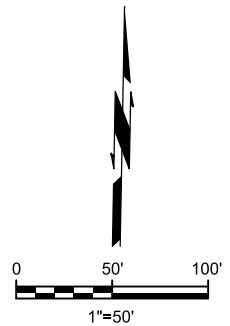
SEC. 11, T18N, R12E

STA. 53+90.00
END 81st STREET CONSTRUCTION

THE WALK AT TULSA HILLS
BLOCK 1
LOT 1

LEGEND

- CONCRETE
- ASPHALT
- SIDEWALK
- DIVIDING STRIP



3/10/2023

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3037404-PNP-RAMP A.dgn

LEGEND	
	CONCRETE
	ASPHALT
	SIDEWALK
	DIVIDING STRIP

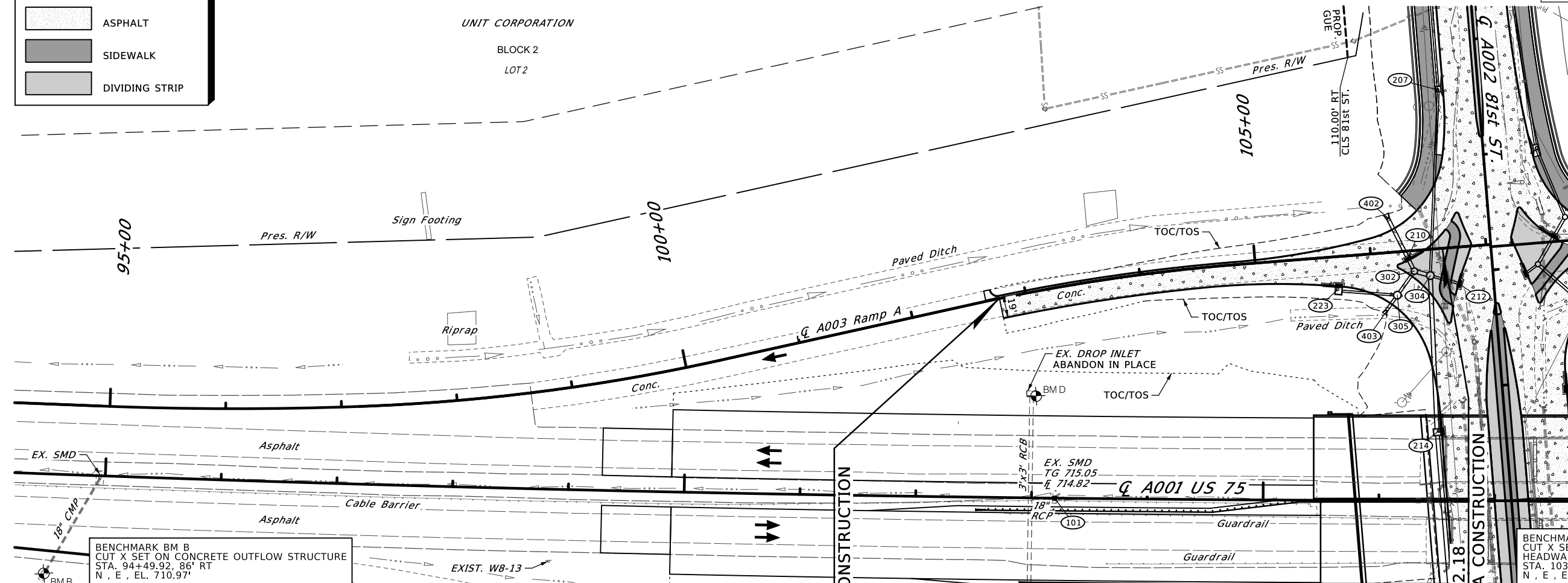
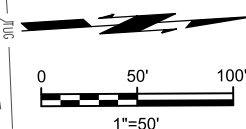
**CAUTION: EXIST. OVERHEAD ELECTRIC CROSSING
AT APPROX. STA. 106+59 @ A003 RAMP A**

SEC. 14, T18N, R12E

OKLAHOMA DEPARTMENT OF TRANSPORTATION

**PROPOSED
R/W**

MARCH 2023

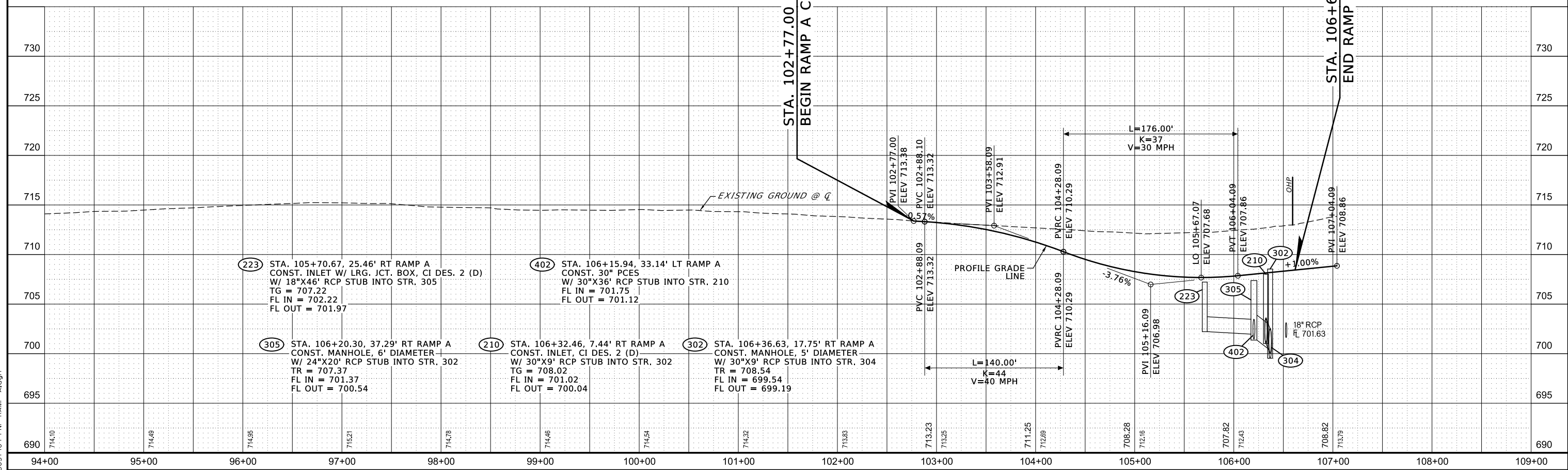


BENCHMARK BM B
CUT X SET ON CONCRETE OUTFLOW STRUCTURE
STA. 94+49.92, 86' RT
N, E, EL. 710.97'

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

STA. 102+77.00
BEGIN RAMP A CONSTRUCTION

STA. 106+62.18
END RAMP A CONSTRUCTION



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

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

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

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

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

3/10/2023

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3037404-PNP-RAMP B.dgn

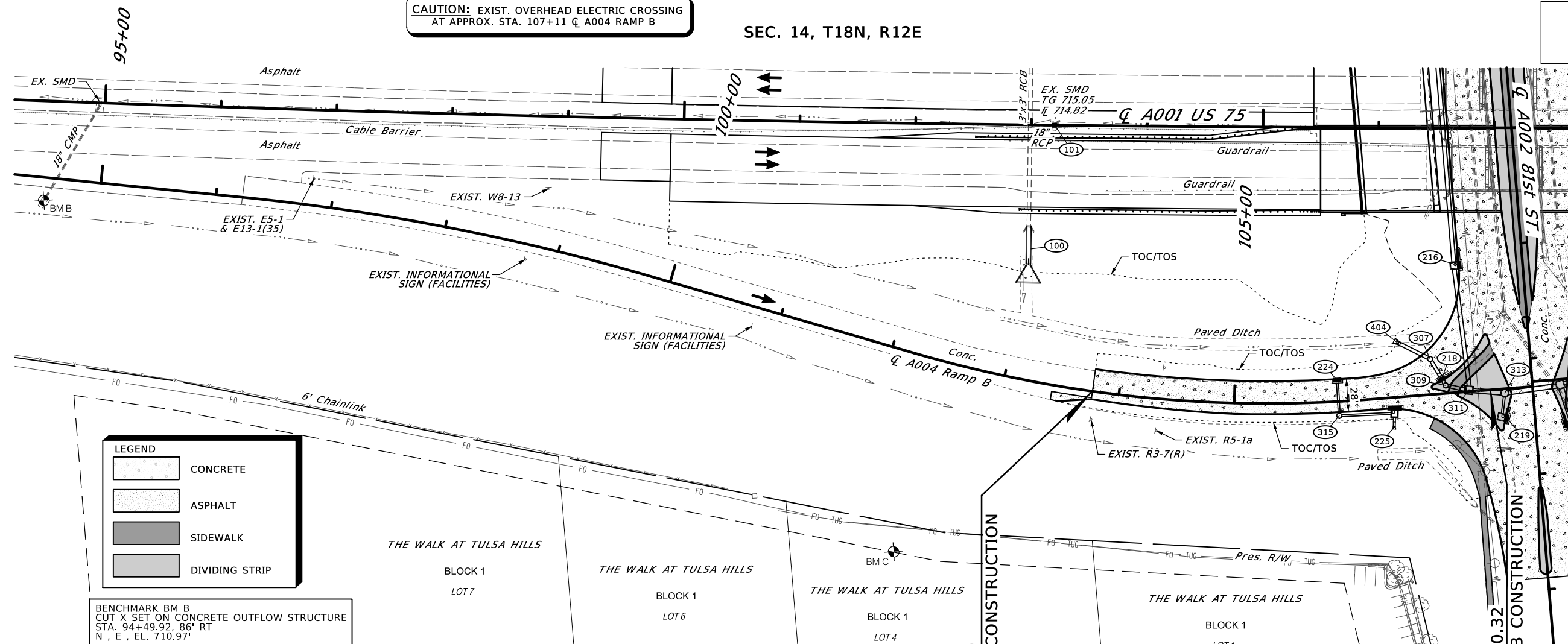
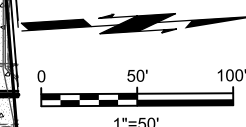
CAUTION: EXIST. OVERHEAD ELECTRIC CROSSING AT APPROX. STA. 107+11 @ A004 RAMP B

SEC. 14, T18N, R12E

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PROPOSED R/W

MARCH 2023

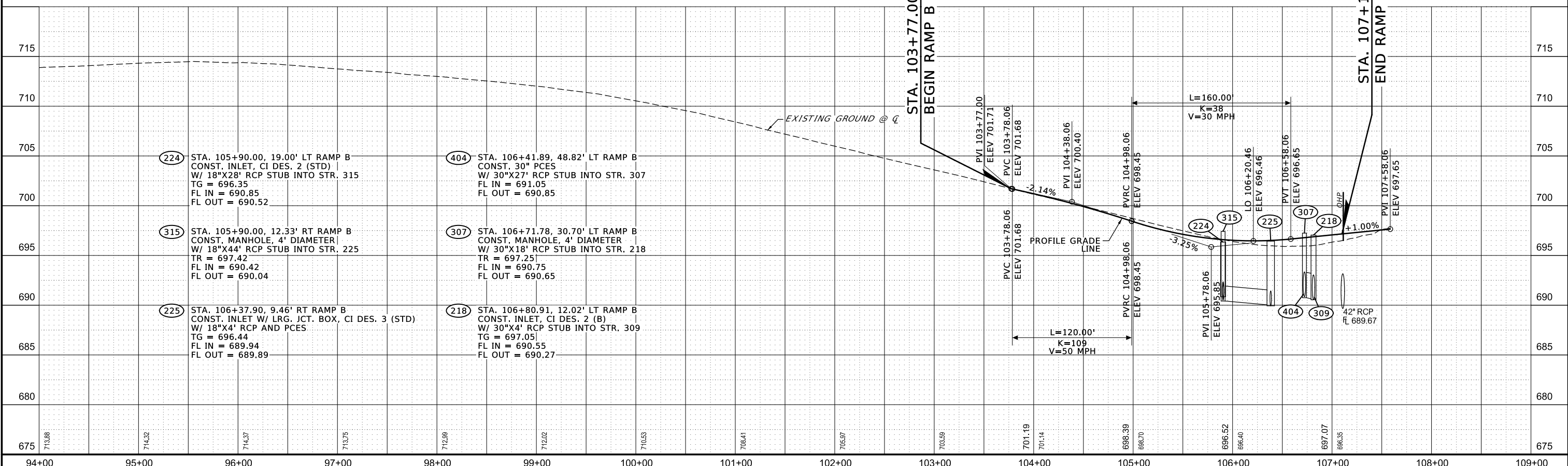


LEGEND

- CONCRETE
- ASPHALT
- SIDEWALK
- DIVIDING STRIP

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

BENCHMARK BM C
CUT X SET ON LIGHTPOLE BASE
STA. 101+86.58, 370.3' RT
AD01 US 75



224 STA. 105+90.00, 19.00' LT RAMP B
CONST. INLET, CI DES. 2 (STD)
W/ 18"X28" RCP STUB INTO STR. 315
TG = 696.35
FL IN = 690.85
FL OUT = 690.52

404 STA. 106+41.89, 48.82' LT RAMP B
CONST. 30" PCES
W/ 30"X27" RCP STUB INTO STR. 307
FL IN = 691.05
FL OUT = 690.85

315 STA. 105+90.00, 12.33' RT RAMP B
CONST. MANHOLE, 4' DIAMETER
W/ 18"X44" RCP STUB INTO STR. 225
TR = 697.42
FL IN = 690.42
FL OUT = 690.04

307 STA. 106+71.78, 30.70' LT RAMP B
CONST. MANHOLE, 4' DIAMETER
W/ 30"X18" RCP STUB INTO STR. 218
TR = 697.25
FL IN = 690.75
FL OUT = 690.65

225 STA. 106+37.90, 9.46' RT RAMP B
CONST. INLET W/ LRG. JCT. BOX, CI DES. 3 (STD)
TG = 696.44
FL IN = 689.94
FL OUT = 689.89

218 STA. 106+80.91, 12.02' LT RAMP B
CONST. INLET, CI DES. 2 (B)
W/ 30"X4' RCP STUB INTO STR. 309
TG = 697.05
FL IN = 690.55
FL OUT = 690.27

3/10/2023

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3037404-PNP-RAMP C.dgn

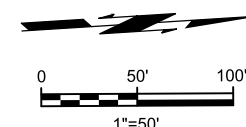
CAUTION: EXIST. WATER LINE CROSSING AT APPROX. STA. 107+62 @ A005 RAMP C

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

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

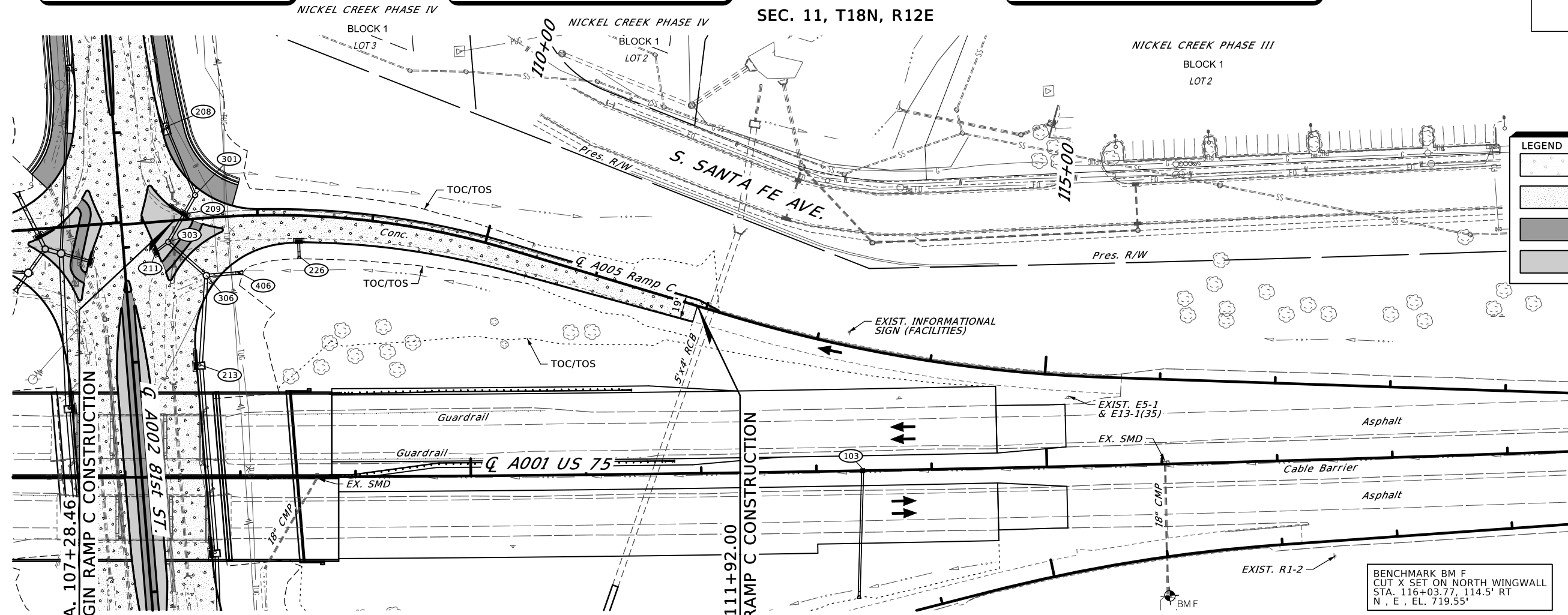
OKLAHOMA DEPARTMENT OF TRANSPORTATION

PROPOSED R/W MARCH 2023



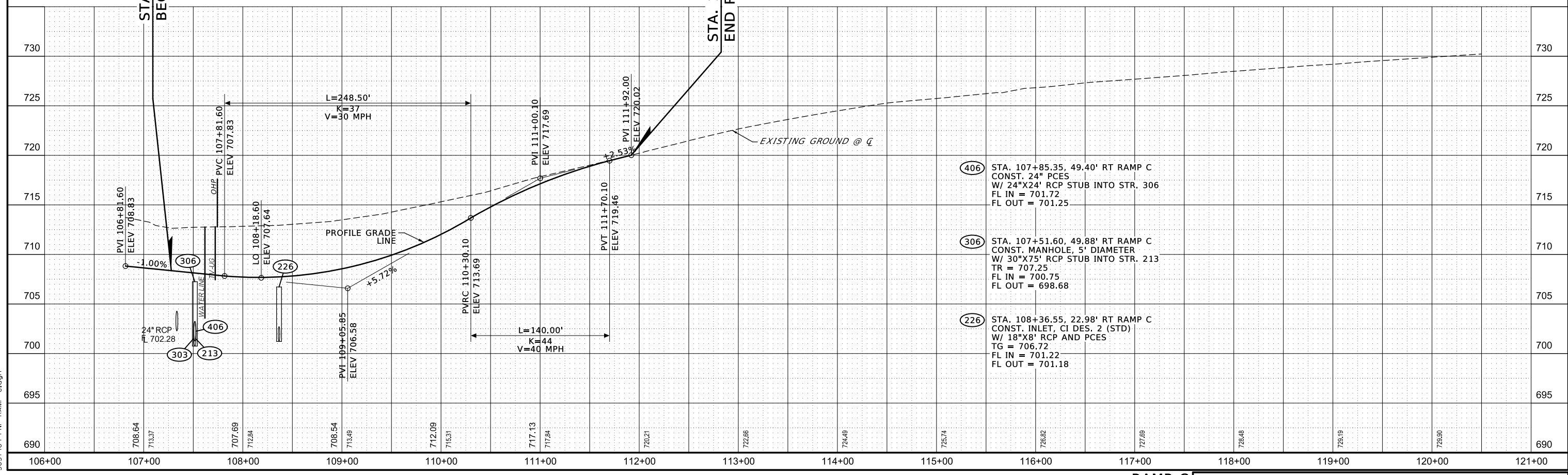
LEGEND

[Pattern]	CONCRETE
[Pattern]	ASPHALT
[Pattern]	SIDEWALK
[Pattern]	DIVIDING STRIP



STA. 107+28.46 BEGIN RAMP C CONSTRUCTION

STA. 111+92.00 END RAMP C CONSTRUCTION



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

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

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

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

3/10/2023

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

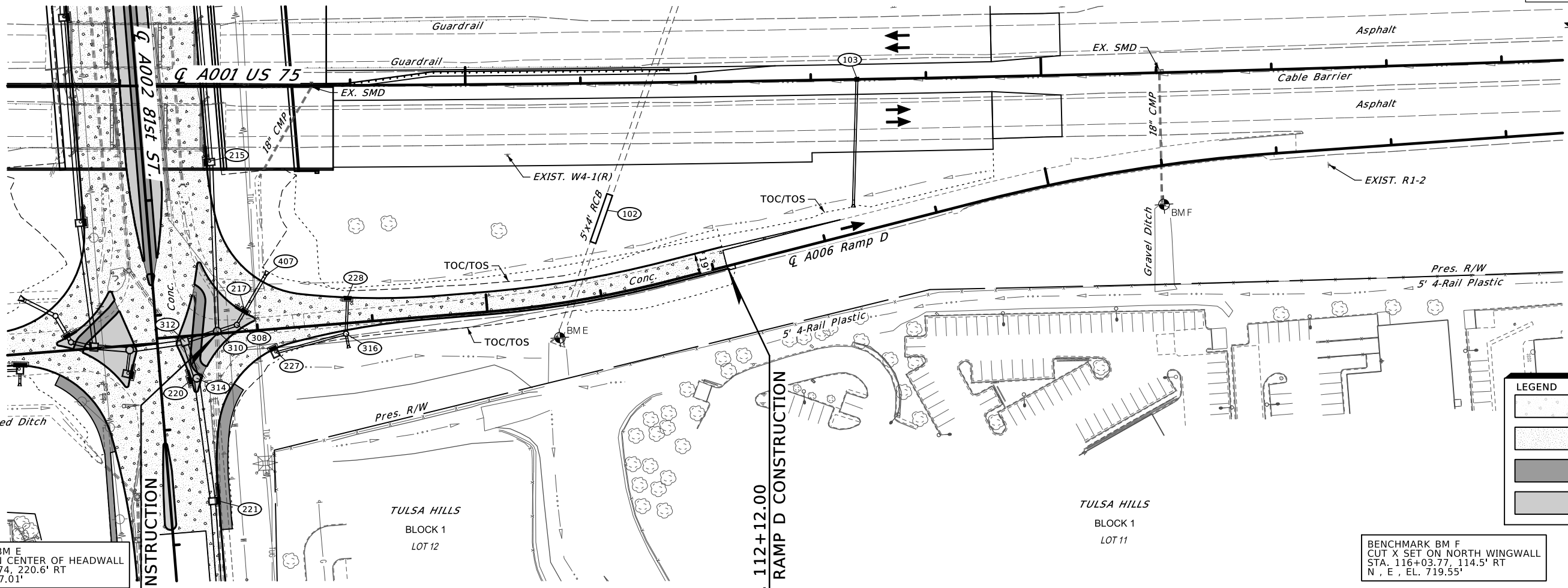
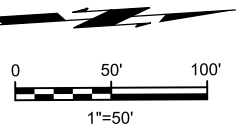
CAUTION: EXIST. OVERHEAD ELECTRIC CROSSING AT APPROX. STA. 107+99 Q A006 RAMP D

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

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PROPOSED R/W MARCH 2023

SEC. 11, T18N, R12E

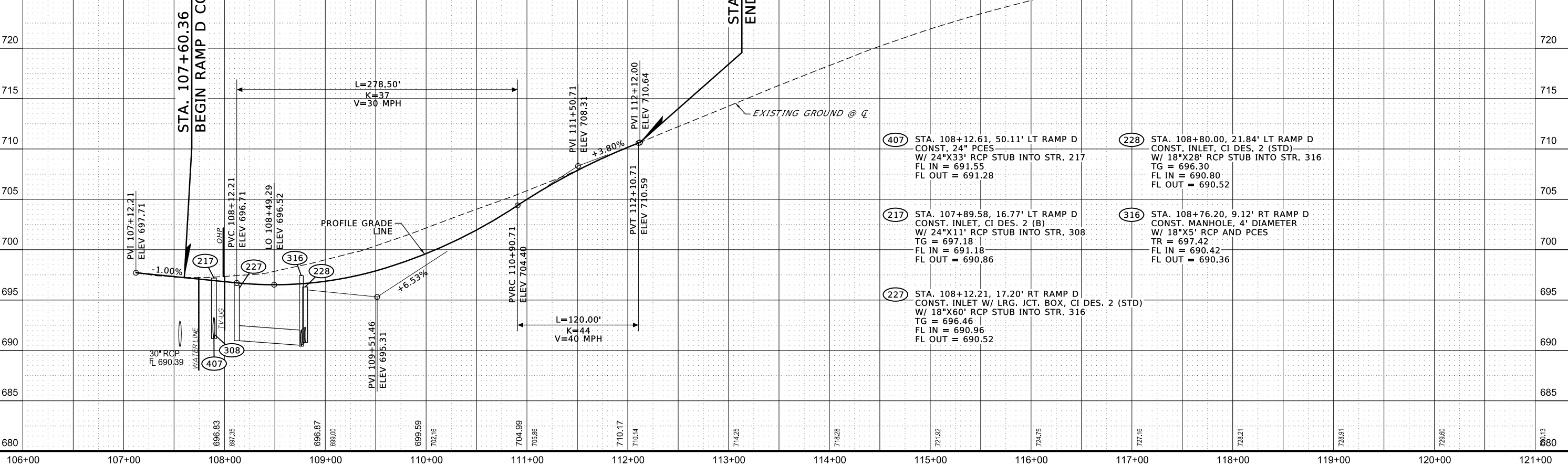


BENCHMARK BM E CUT X SET ON CENTER OF HEADWALL STA. 110+79.74, 220.6' RT N, E, EL. 697.01'

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

LEGEND

- CONCRETE
- ASPHALT
- SIDEWALK
- DIVIDING STRIP



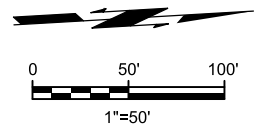
(407) STA. 108+12.61, 50.11' LT RAMP D CONST. 24" PCES W/ 24"x33' RCP STUB INTO STR. 217 FL IN = 691.55 FL OUT = 691.28

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

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

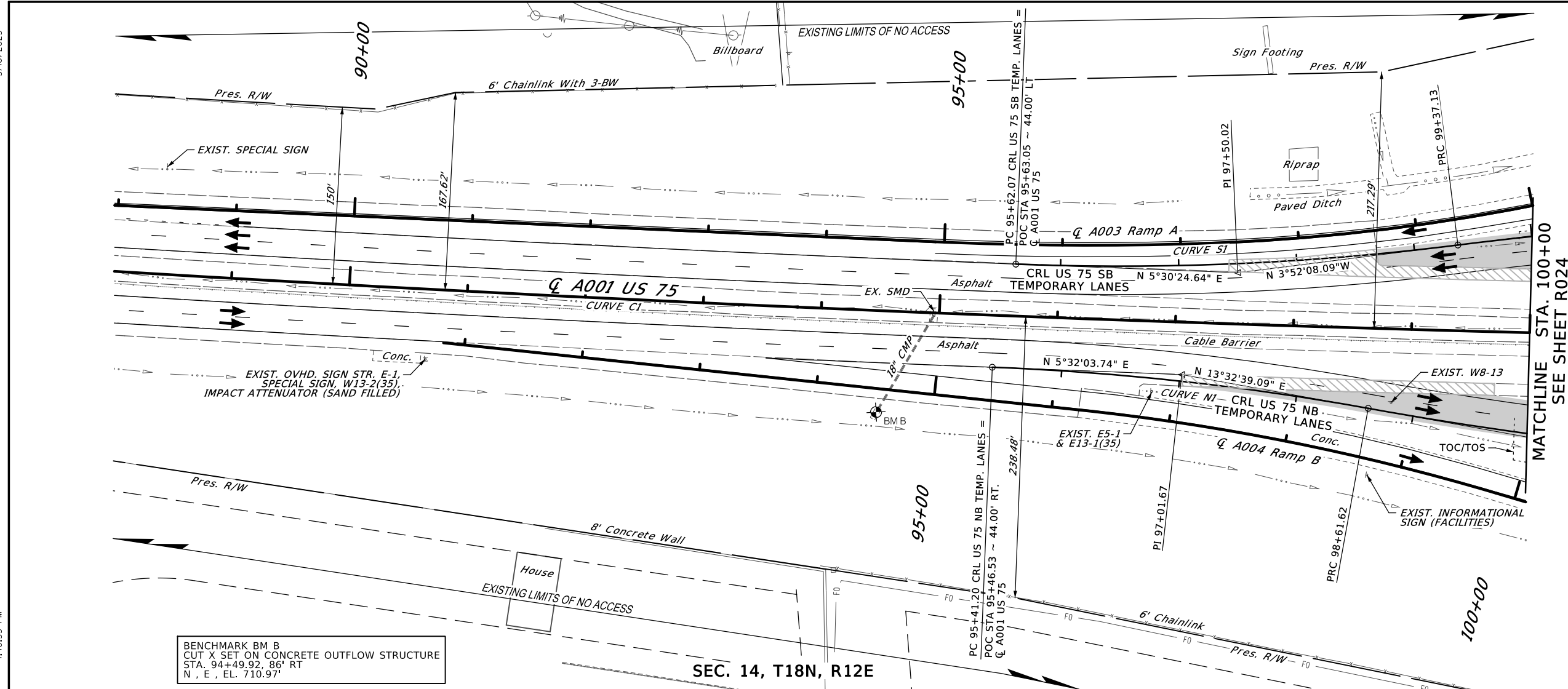
(316) STA. 108+76.20, 9.12' RT RAMP D CONST. MANHOLE, 4' DIAMETER W/ 18"x5' RCP AND PCES TR = 697.42 FL IN = 690.42 FL OUT = 690.36

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

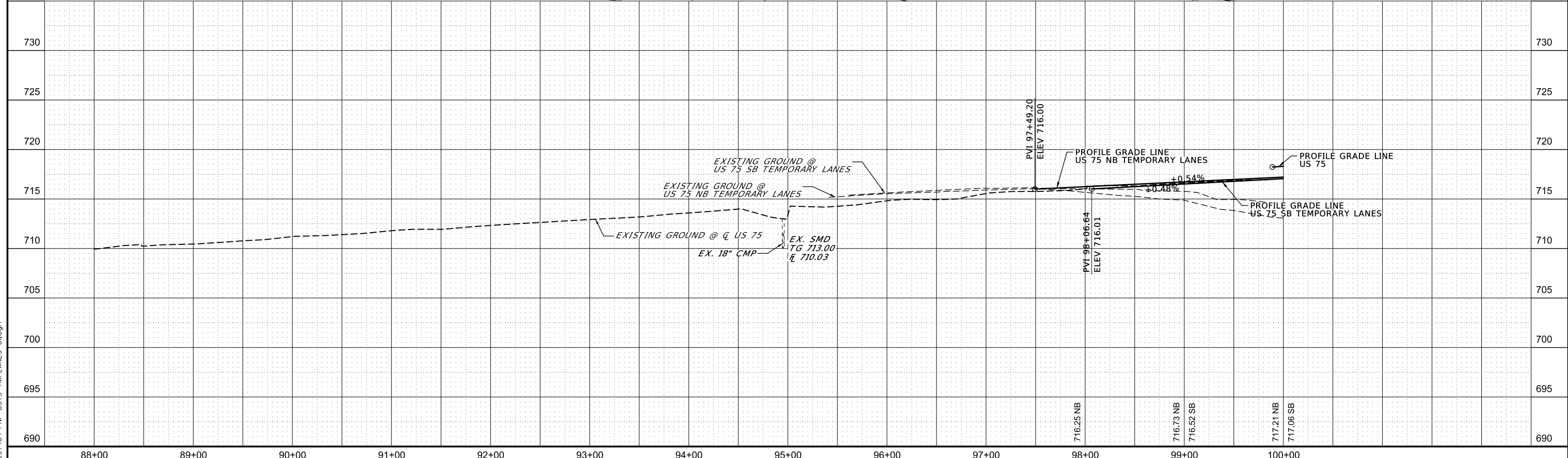


LEGEND

- ASPHALT
- RECONSTRUCTION



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

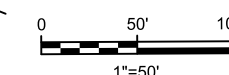


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3/10/2023

4:40:54 PM

3037404-PNP-US75 TEMPLATES 02.dgn



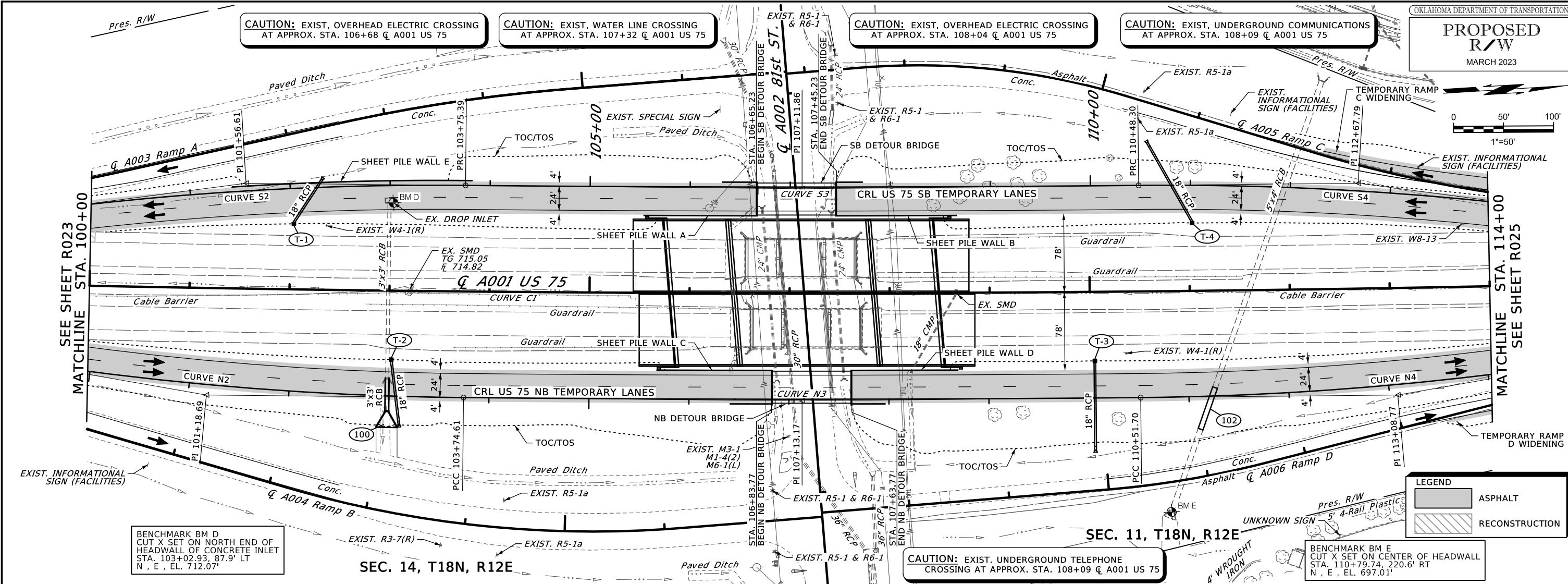
1"=50'

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

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

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

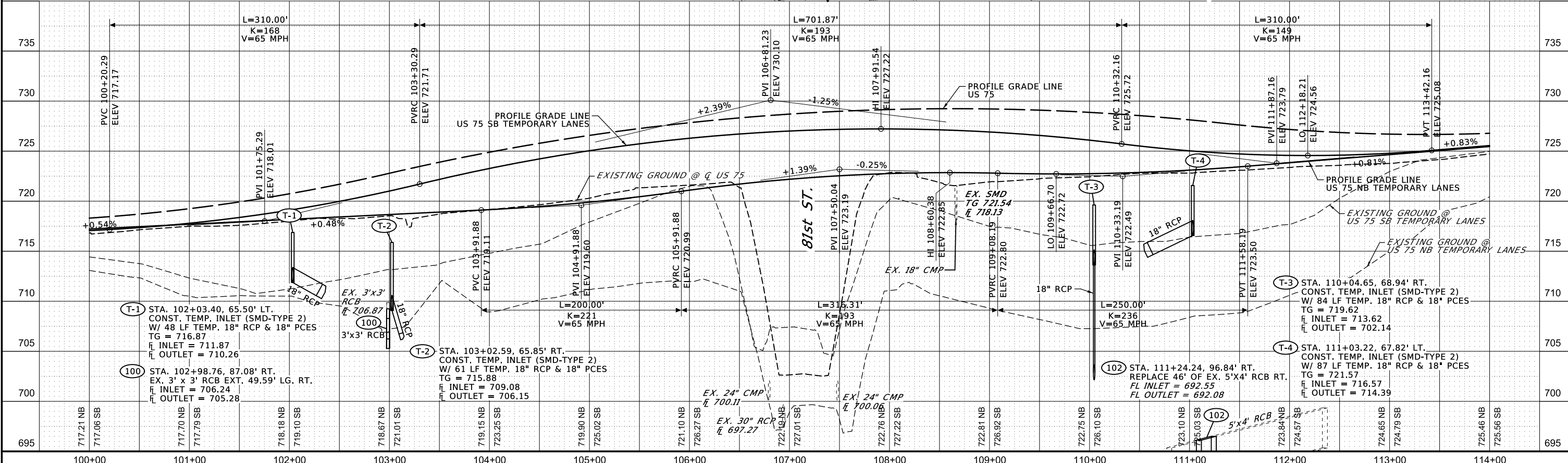
CAUTION: EXIST. UNDERGROUND COMMUNICATIONS AT APPROX. STA. 108+09 Q A001 US 75



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

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

LEGEND: ASPHALT (hatched), RECONSTRUCTION (cross-hatched)



(T-1) STA. 102+03.40, 65.50' LT. CONST. TEMP. INLET (SMD-TYPE 2) W/ 48 LF TEMP. 18" RCP & 18" PCES TG = 716.87 INLET = 711.87 OUTLET = 710.26

(100) STA. 102+98.76, 87.08' RT. EX. 3' x 3' RCB EXT. 49.59' LG. RT. INLET = 706.24 OUTLET = 705.28

(T-2) STA. 103+02.59, 65.85' RT. CONST. TEMP. INLET (SMD-TYPE 2) W/ 61 LF TEMP. 18" RCP & 18" PCES TG = 715.88 INLET = 709.08 OUTLET = 706.15

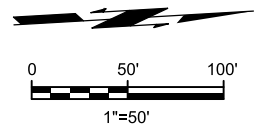
(102) STA. 111+24.24, 96.84' RT. REPLACE 46' OF EX. 5'x4' RCB RT. FL INLET = 692.55 FL OUTLET = 692.08

(T-4) STA. 111+03.22, 67.82' LT. CONST. TEMP. INLET (SMD-TYPE 2) W/ 87 LF TEMP. 18" RCP & 18" PCES TG = 721.57 INLET = 716.57 OUTLET = 714.39

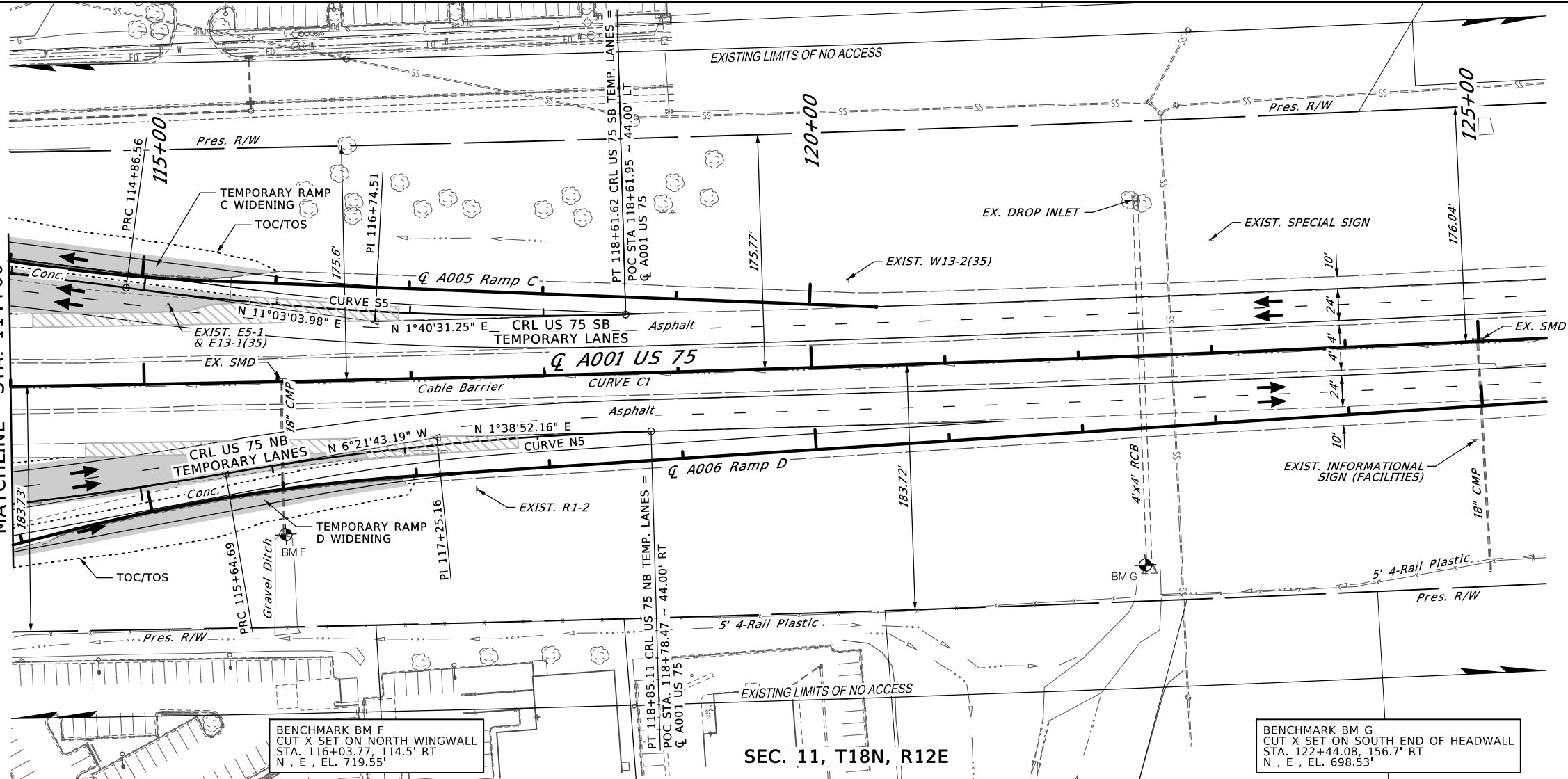
3/10/2023

4:40:56 PM

3037404-PNP-UST5 TEMPLANES 03.dgn



SEE SHEET R024
MATCHLINE STA. 114+00



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

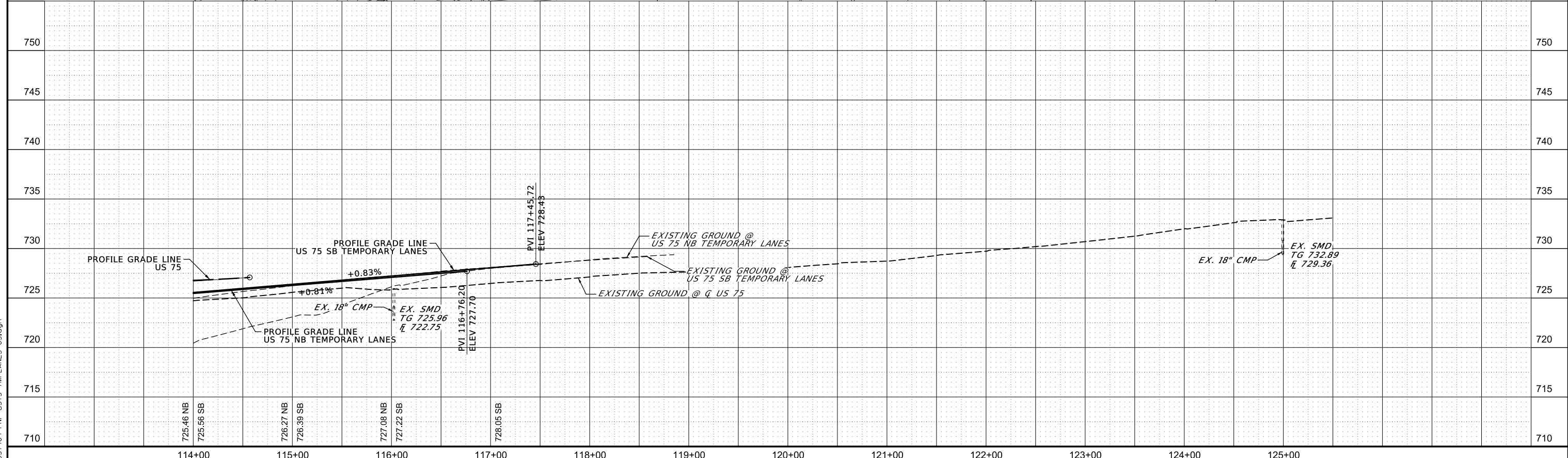
PT. 118+85.11 CRL US 75 NB TEMP. LANES =
POC STA. 118+78.47 ~ 44.00' RT
Q A001 US 75

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

SEC. 11, T18N, R12E

LEGEND

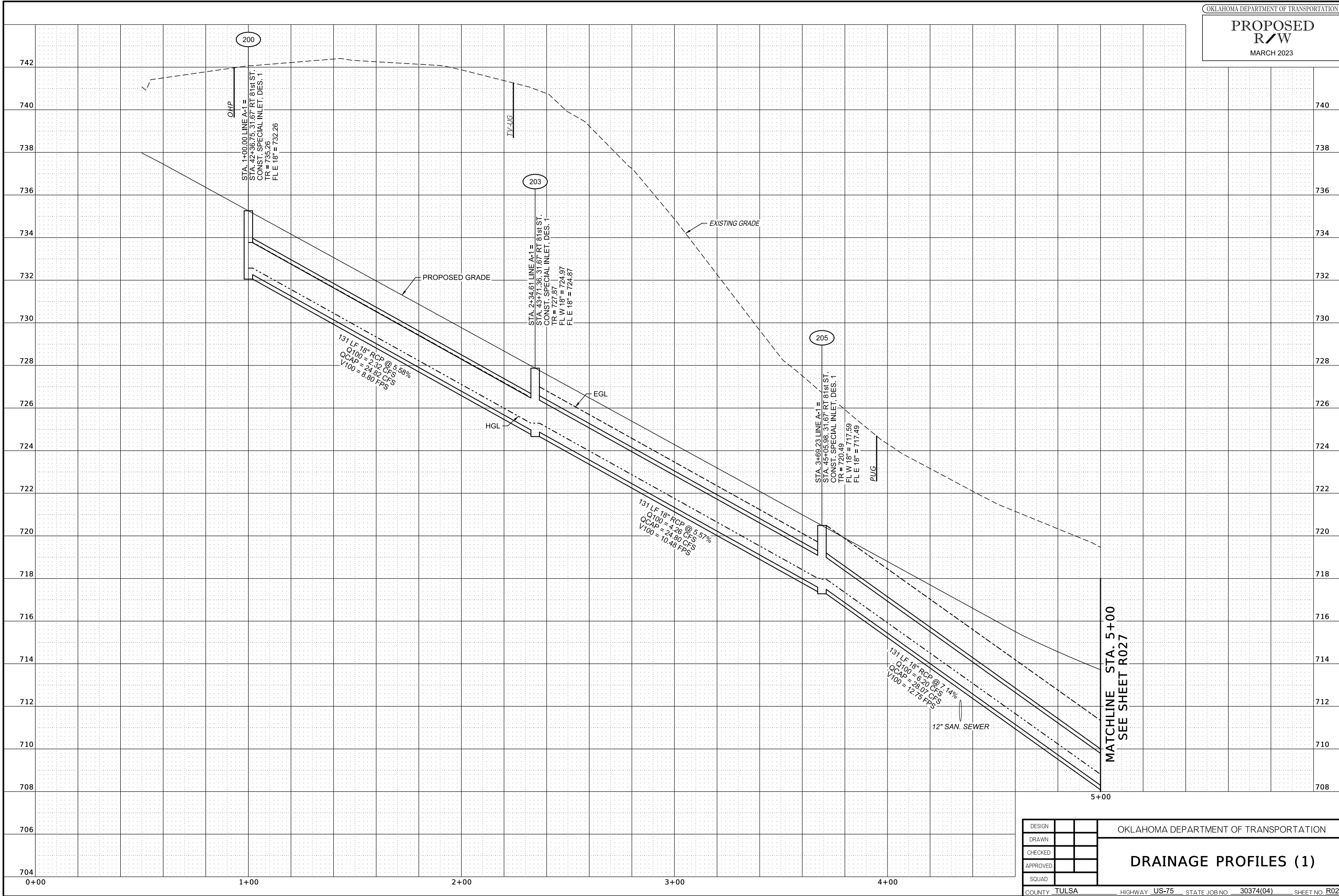
- ASPHALT
- RECONSTRUCTION



3/10/2023

4:40:57 PM

3037404-DRAIN PROFILE 01.dgn



DESIGN	
DRAWN	
CHECKED	
APPROVED	
SQUAD	

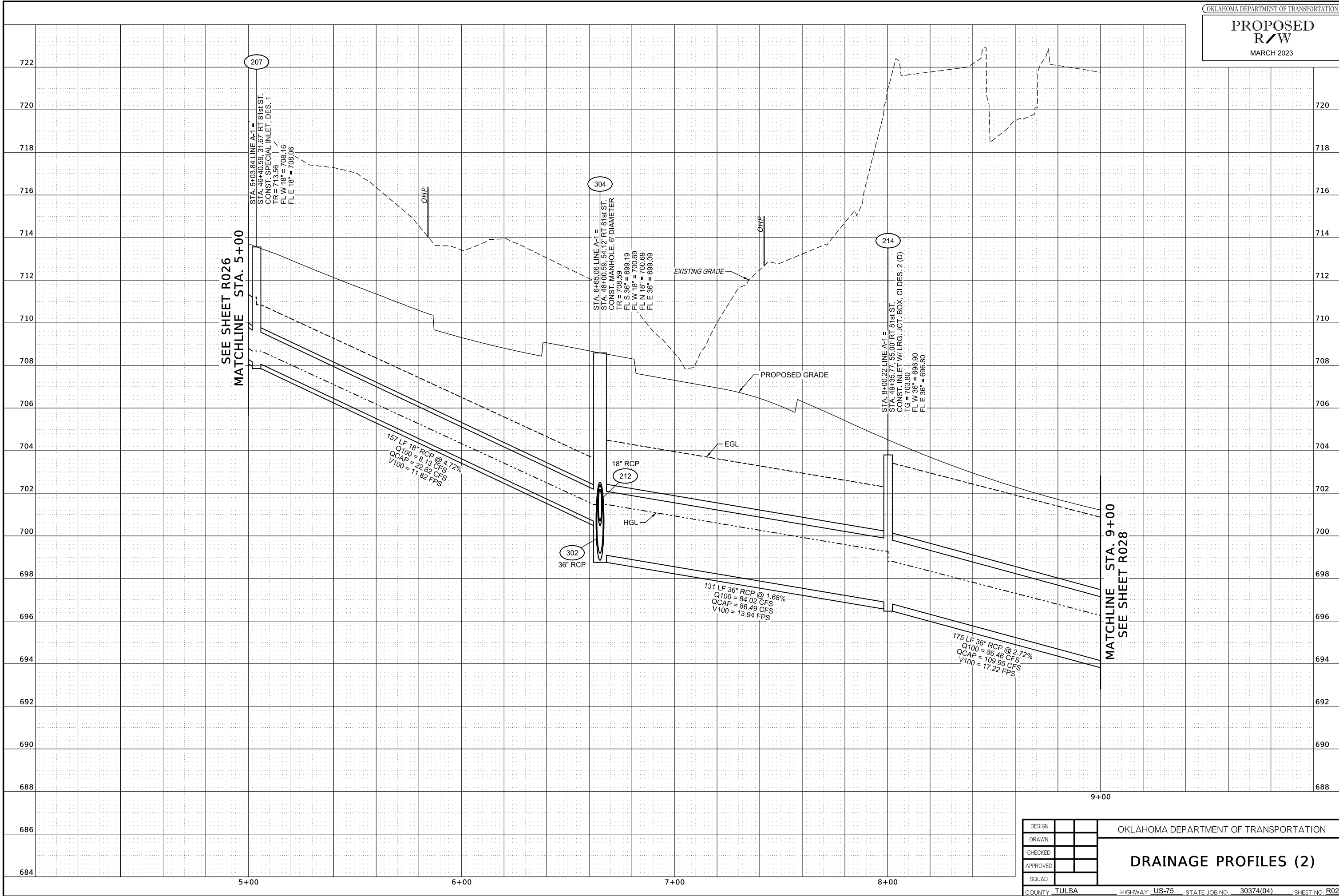
OKLAHOMA DEPARTMENT OF TRANSPORTATION

DRAINAGE PROFILES (1)

3/10/2023

4:40:59 PM

3037404-DRAIN PROFILE 02.dgn



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DRAWN	
CHECKED	
APPROVED	
SQUAD	

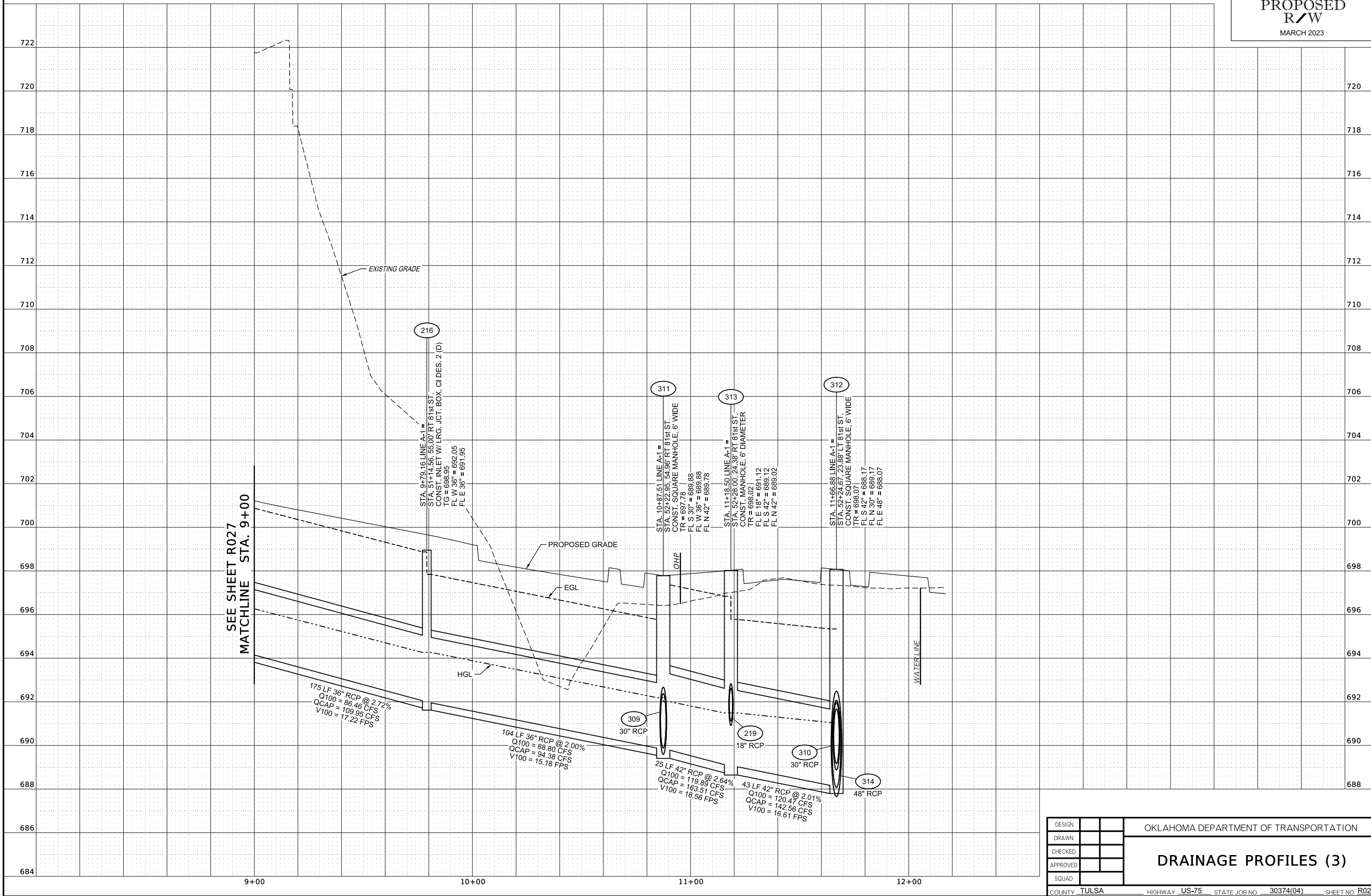
OKLAHOMA DEPARTMENT OF TRANSPORTATION

DRAINAGE PROFILES (2)

3/10/2023

4:41:00 PM

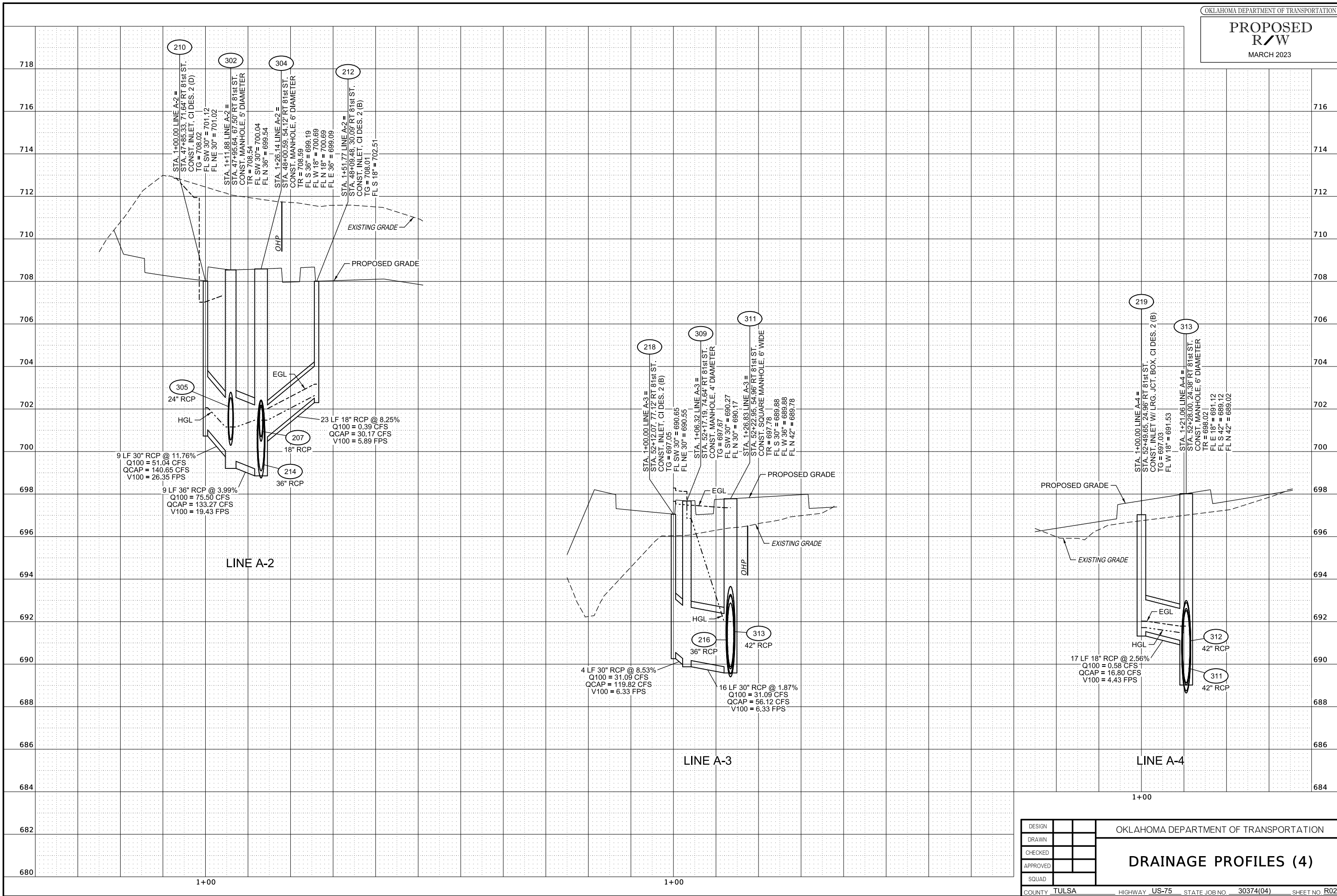
3037404-DRAIN PROFILE 03.dgn



DESIGN	
DRAWN	
CHECKED	
APPROVED	
SQUAD	

OKLAHOMA DEPARTMENT OF TRANSPORTATION

DRAINAGE PROFILES (3)

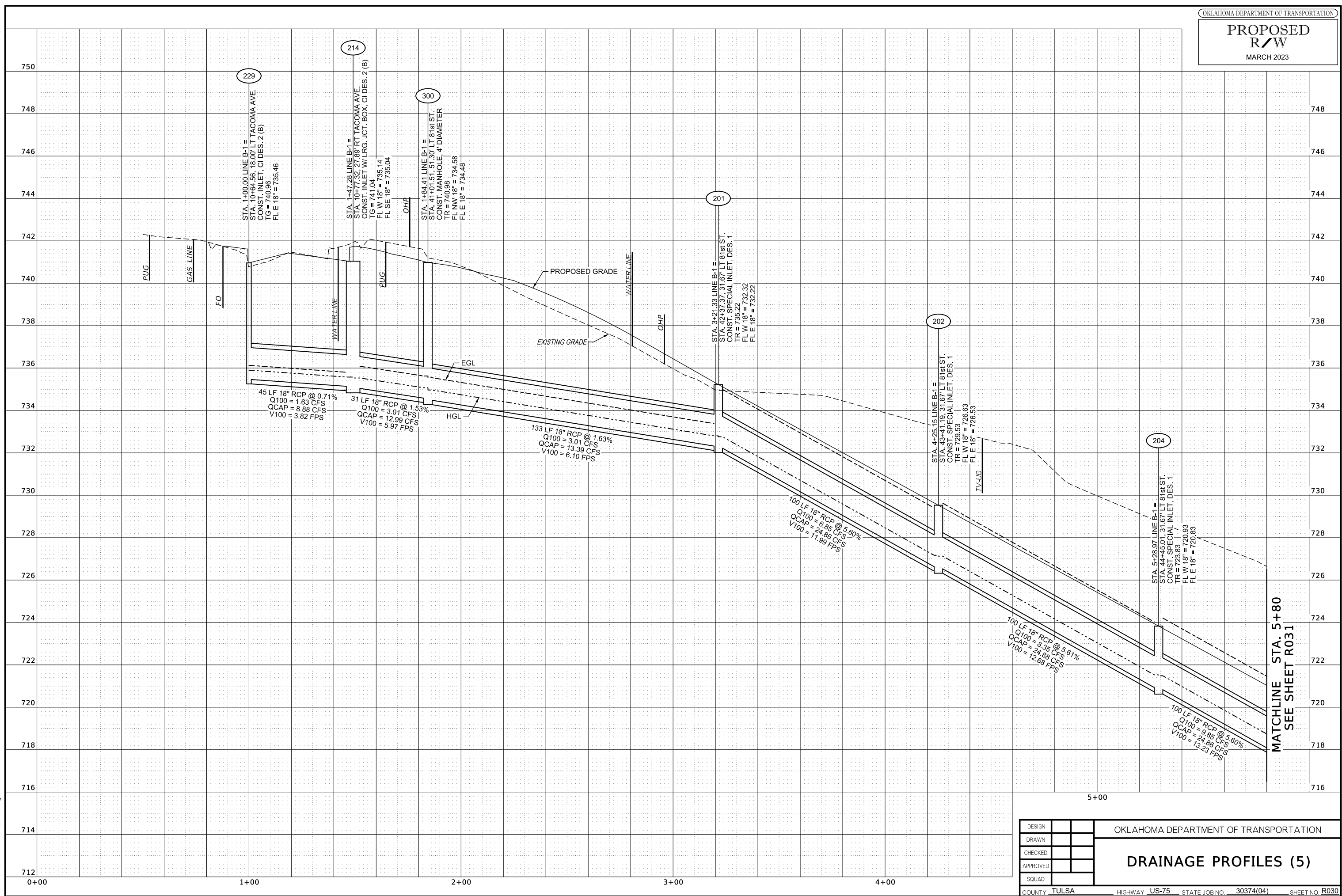


DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION	
DRAWN		<p align="center">DRAINAGE PROFILES (4)</p> <p>COUNTY - TULSA HIGHWAY - US-75 STATE JOB NO - 30374(04) SHEET NO - R029</p>	
CHECKED			
APPROVED			
SQUAD			

3/10/2023

4:41:03 PM

3037404-DRAIN PROFILE 05.dgn



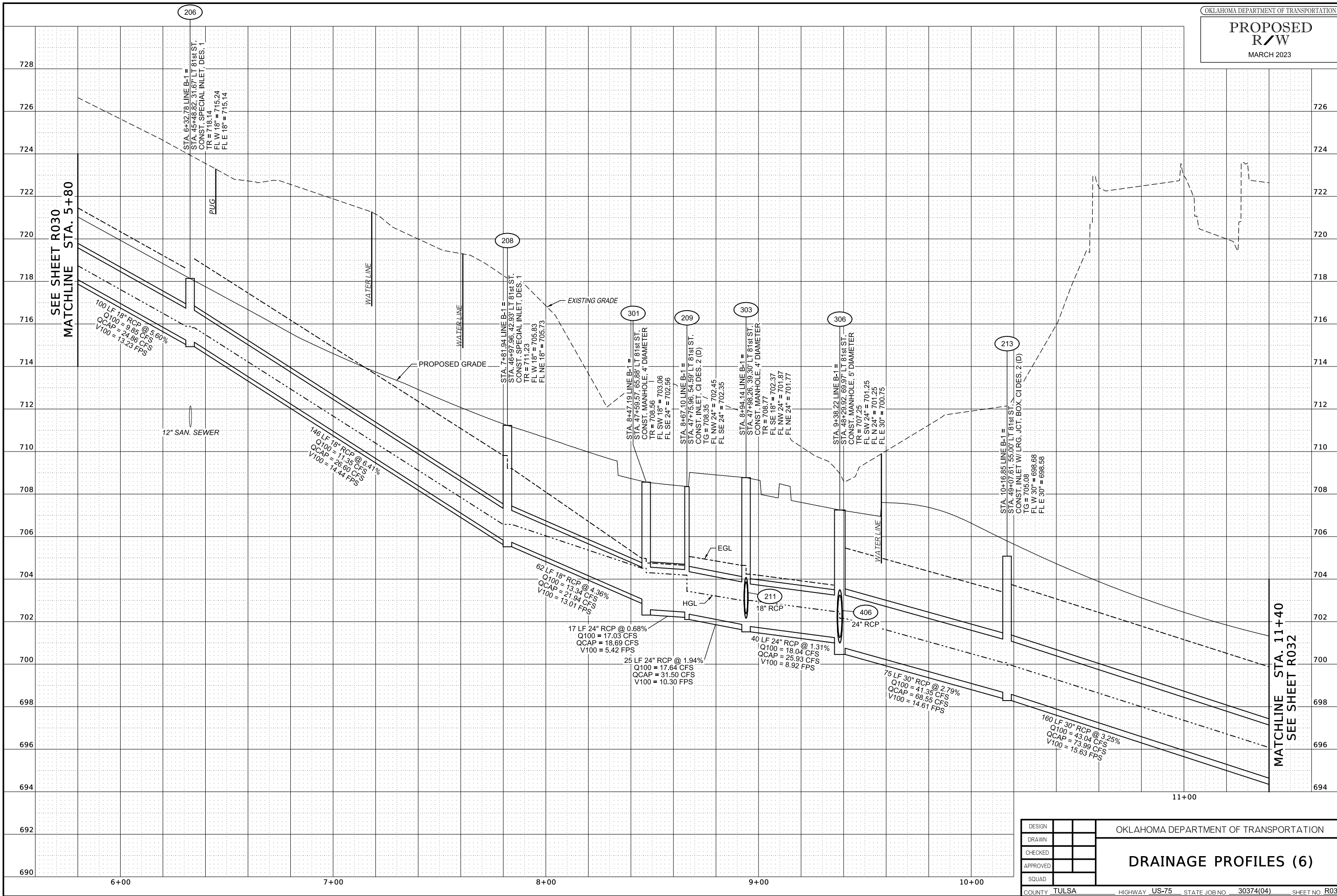
MATCHLINE STA. 5+80
 SEE SHEET R031

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION	
DRAWN		DRAINAGE PROFILES (5) COUNTY - TULSA HIGHWAY - US-75 STATE JOB NO. - 30374(04) SHEET NO. R030	
CHECKED			
APPROVED			
SQUAD			

3/10/2023

4:41:04 PM

3037404-DRAIN PROFILE 06.dgn



DESIGN	
DRAWN	
CHECKED	
APPROVED	
SQUAD	

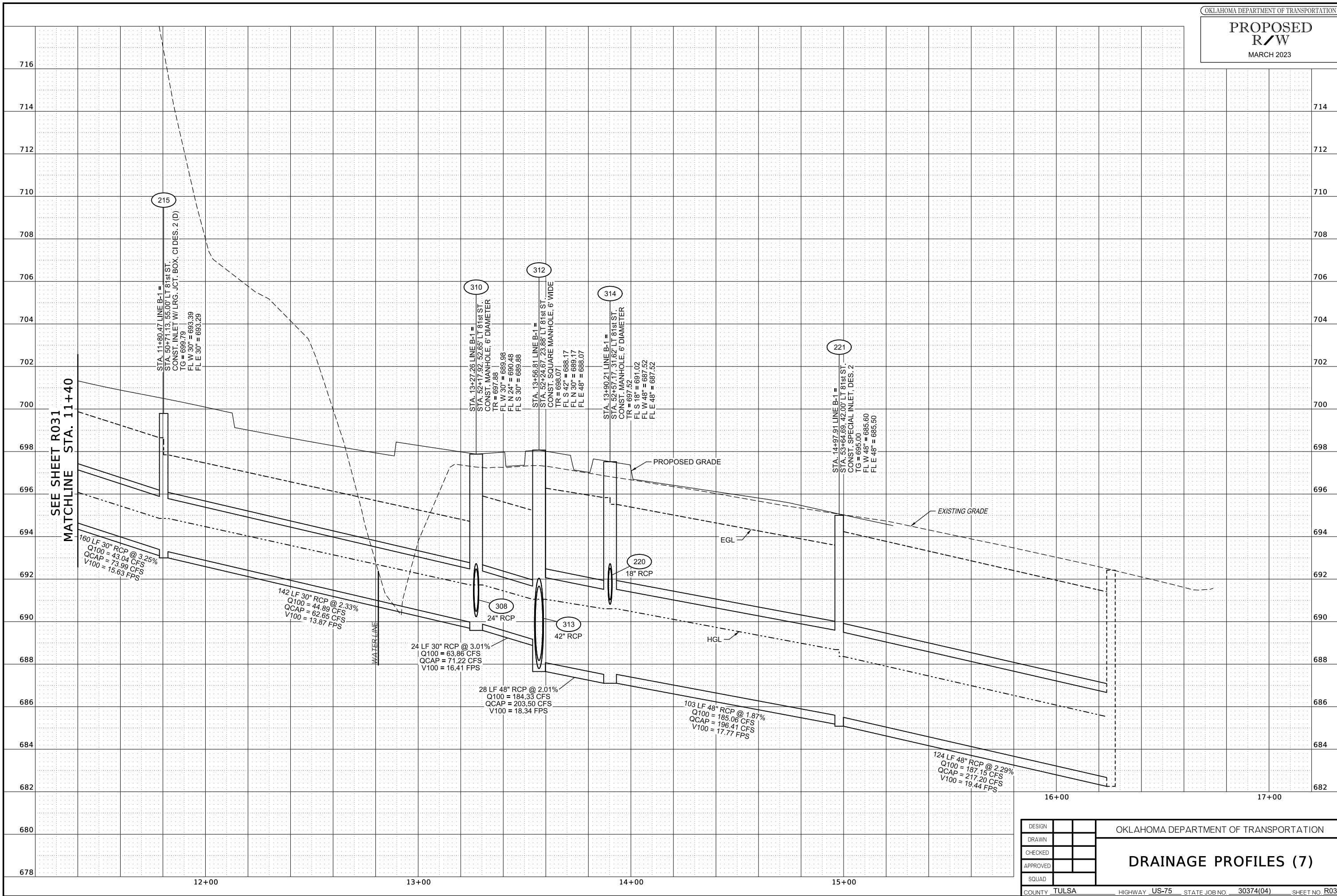
OKLAHOMA DEPARTMENT OF TRANSPORTATION

DRAINAGE PROFILES (6)

3/10/2023

4:41:06 PM

3037404-DRAIN PROFILE 07.dgn

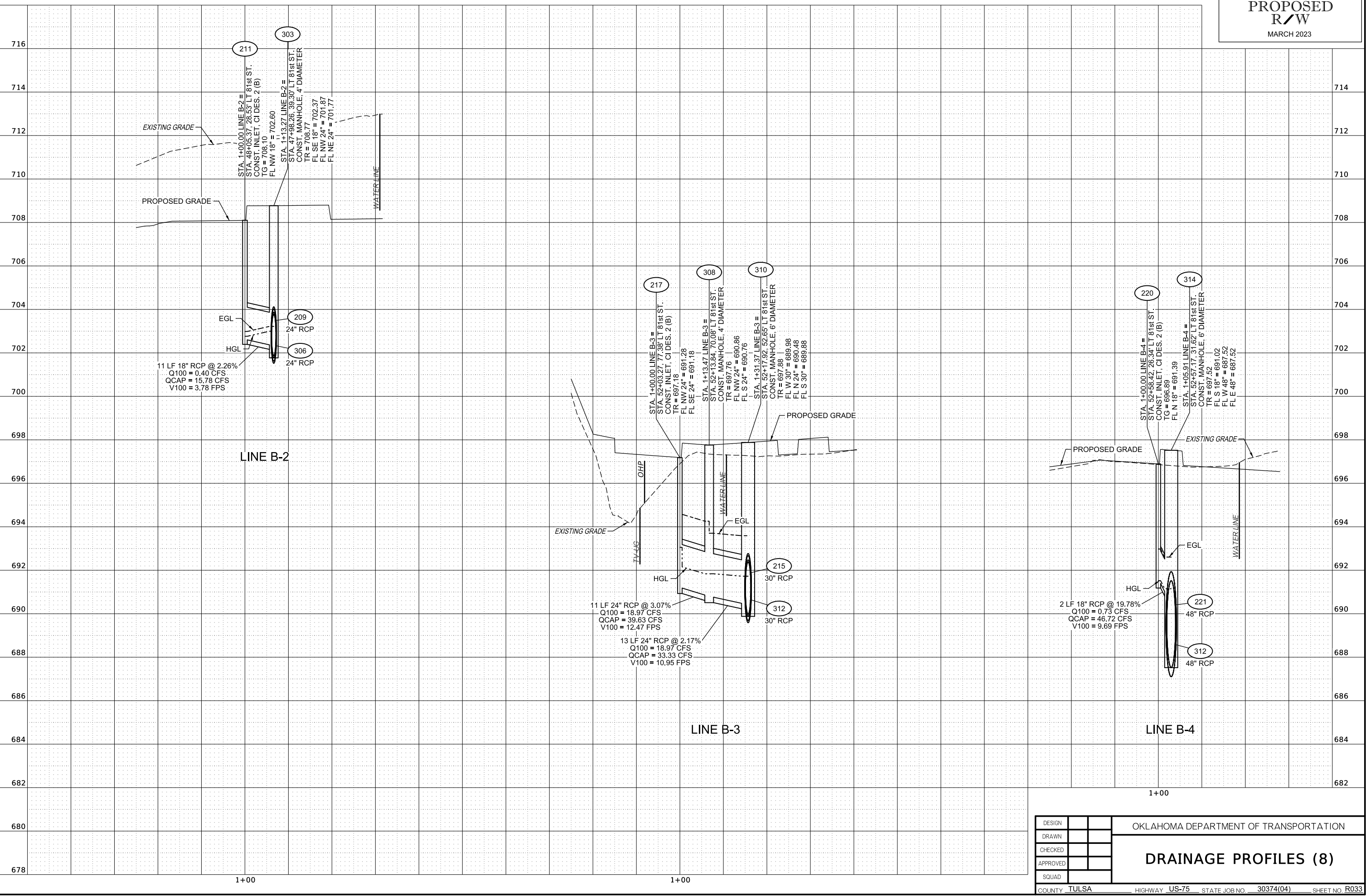


DESIGN	
DRAWN	
CHECKED	
APPROVED	
SQUAD	

3/10/2023

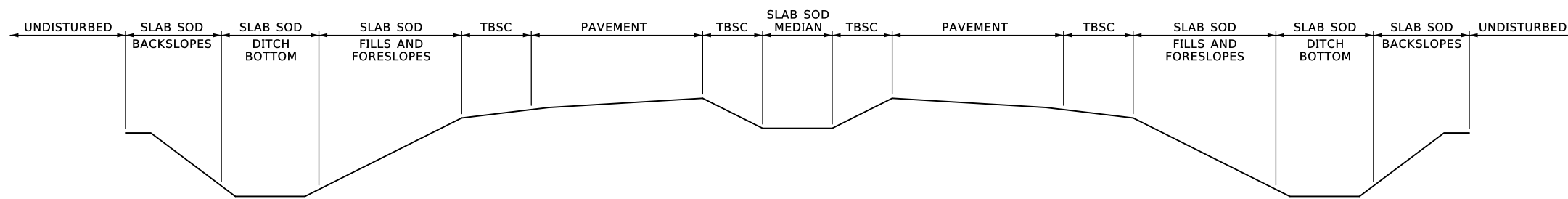
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3037404-DRAIN PROFILE 08.dgn



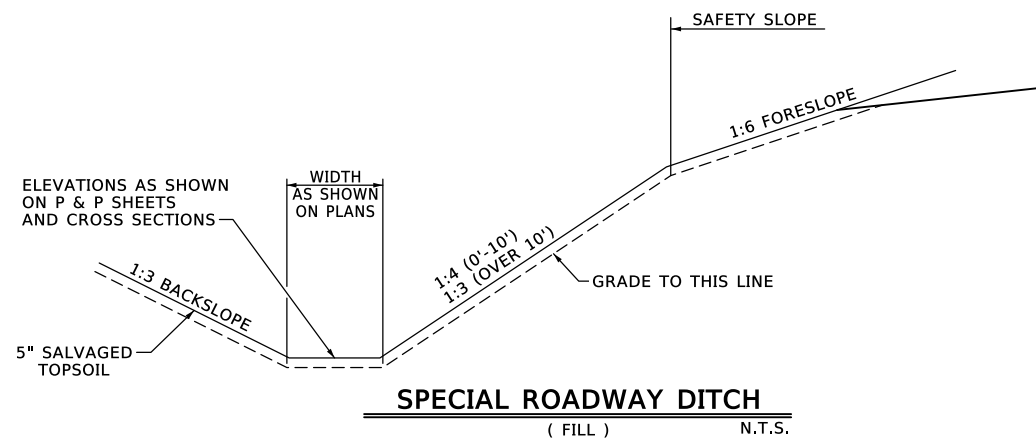
DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		DRAINAGE PROFILES (8)
CHECKED		
APPROVED		
SQUAD		
COUNTY - TULSA	HIGHWAY - US-75	

3/10/2023



PERMANENT SLOPE PROTECTION
N.T.S.

4:41:09 PM



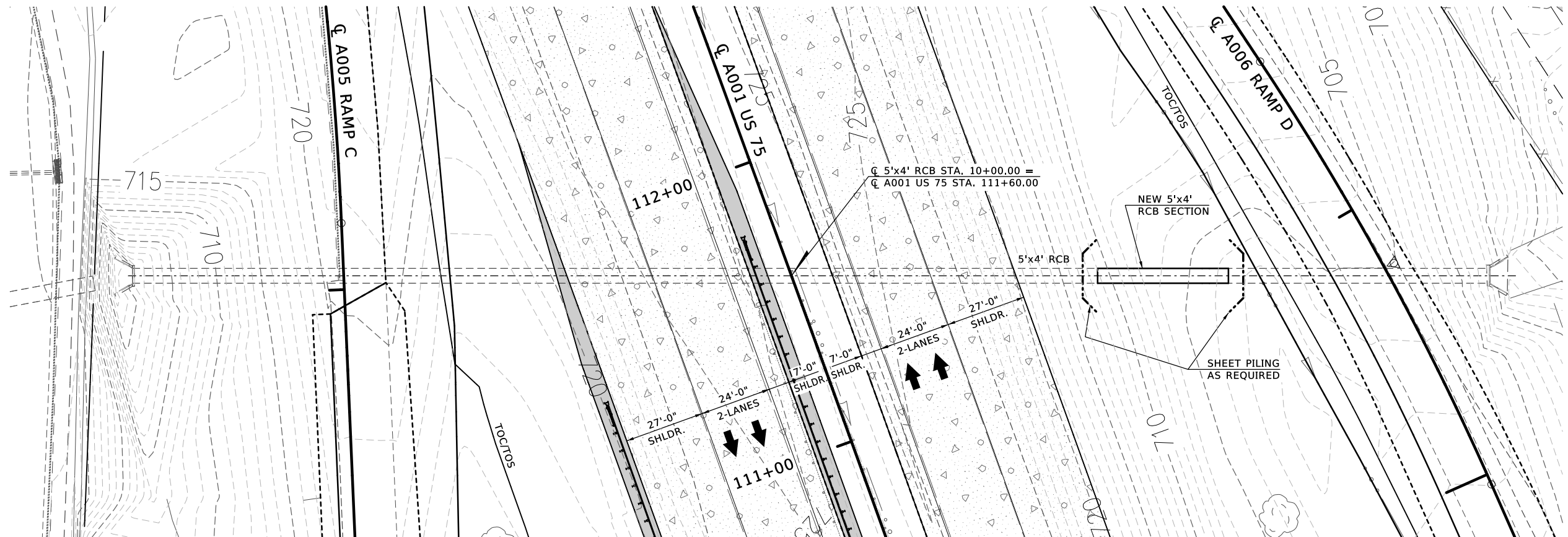
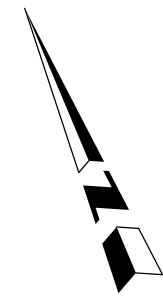
SPECIAL ROADWAY DITCH
(FILL) N.T.S.

3037404-MISC DETAIL 01.dgn

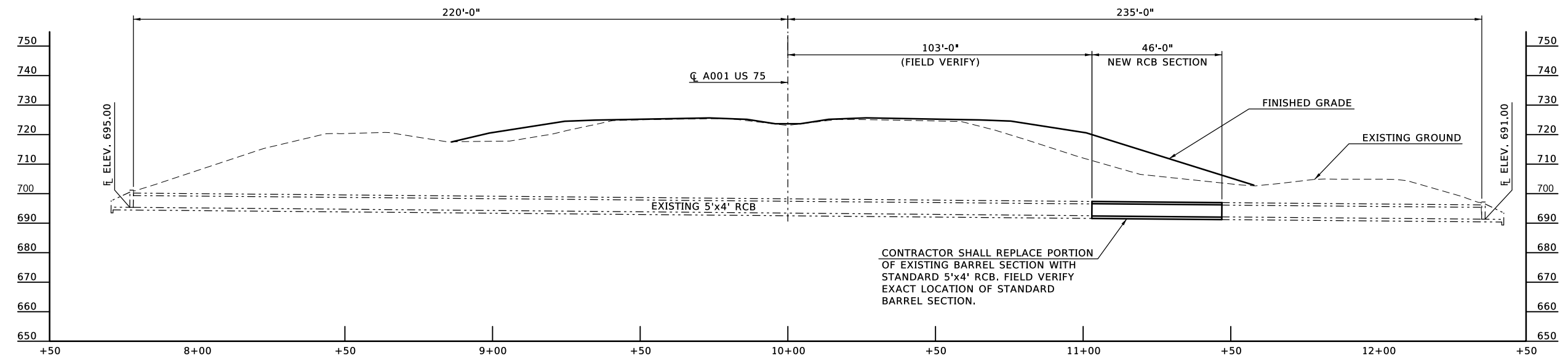
DESIGN	
DRAWN	
CHECKED	
APPROVED	
SQUAD	

OKLAHOMA DEPARTMENT OF TRANSPORTATION

MISCELLANEOUS DETAILS



PLAN
SCALE: 1" = 20'



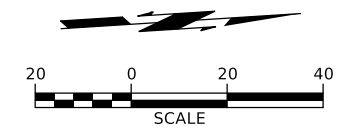
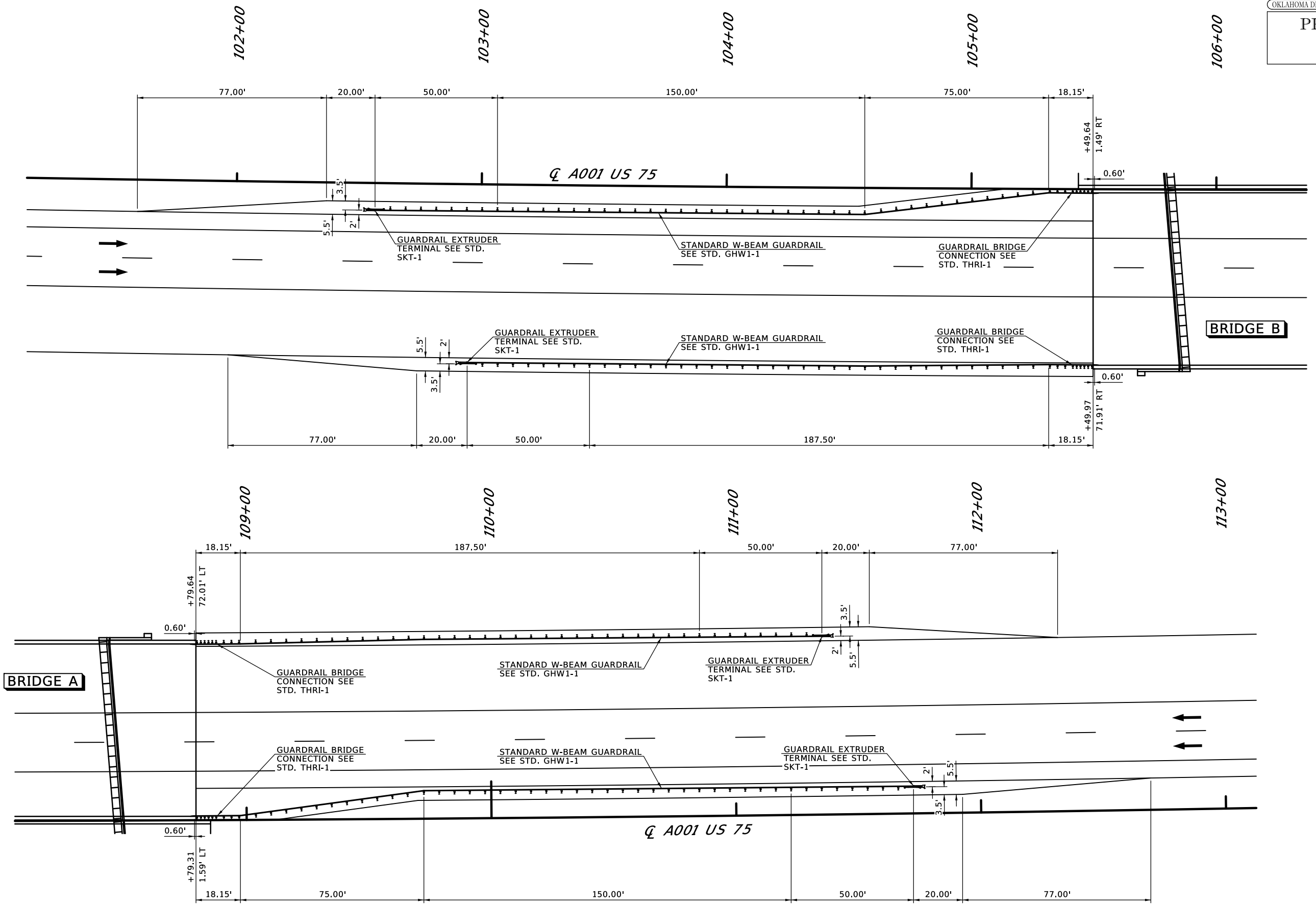
PROFILE
SCALE HORIZ. 1" = 20'
VERT. 1" = 20'

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

3/10/2023

4:41:13 PM

3037404-GUARDRAIL 01.dgn

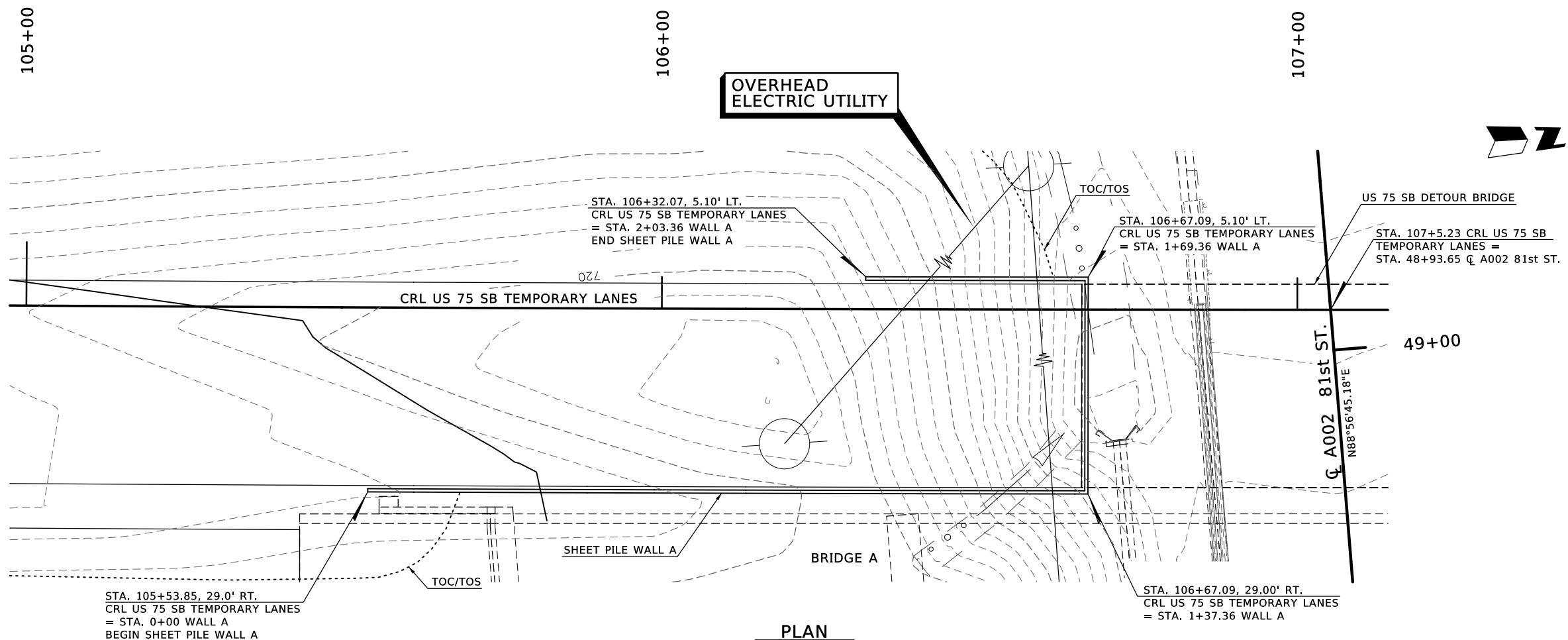


DESIGN	
DRAWN	
CHECKED	
APPROVED	
SQUAD	

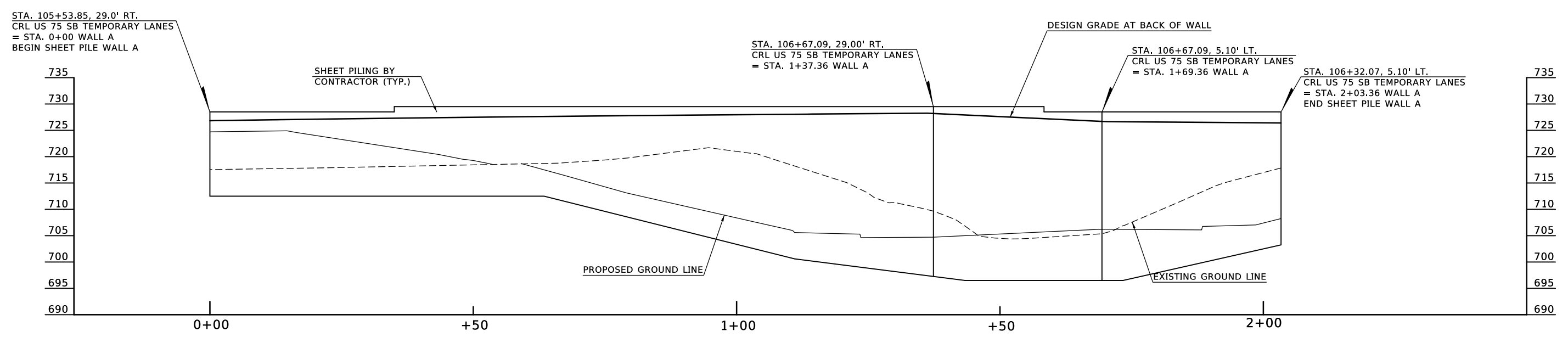
OKLAHOMA DEPARTMENT OF TRANSPORTATION

GUARDRAIL LAYOUT

COUNTY - TULSA HIGHWAY - US-75 STATE JOB NO. - 30374(04) SHEET NO. R036



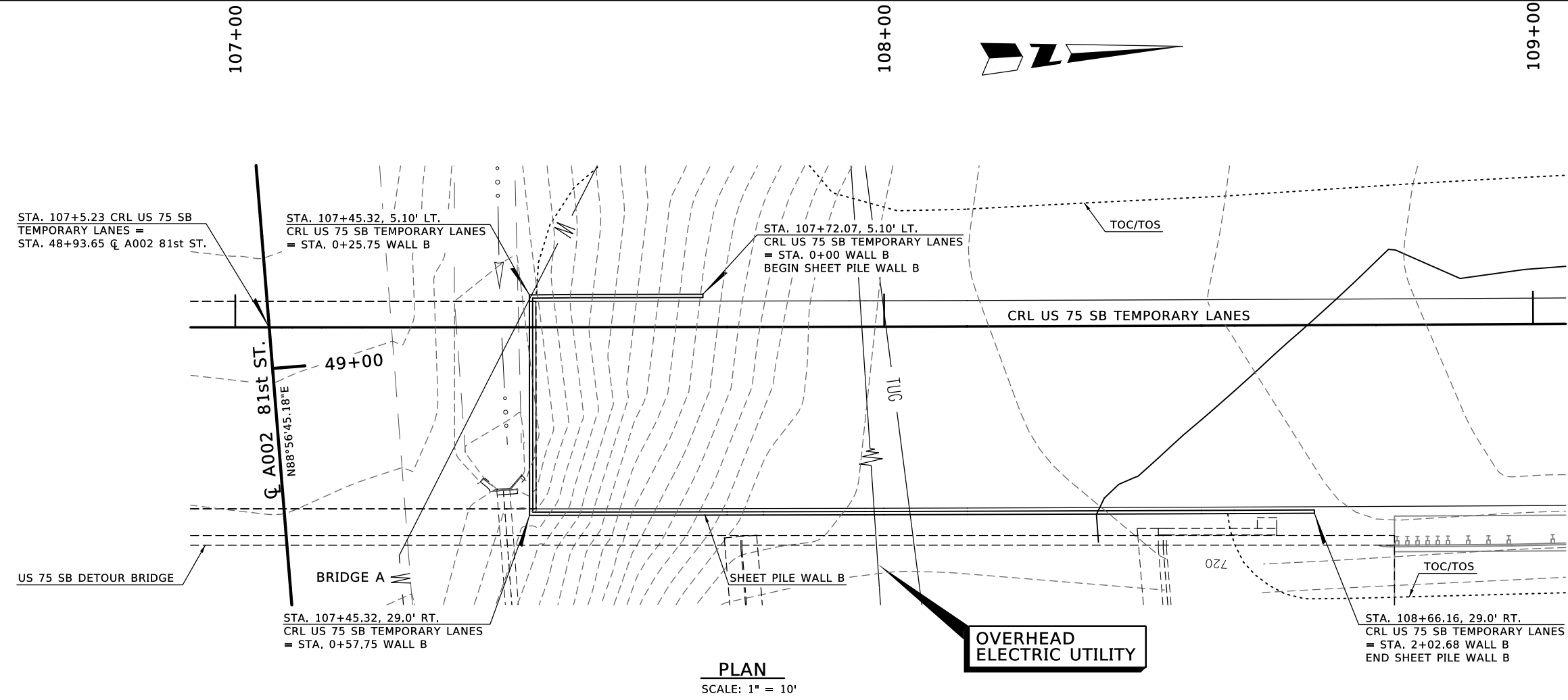
PLAN



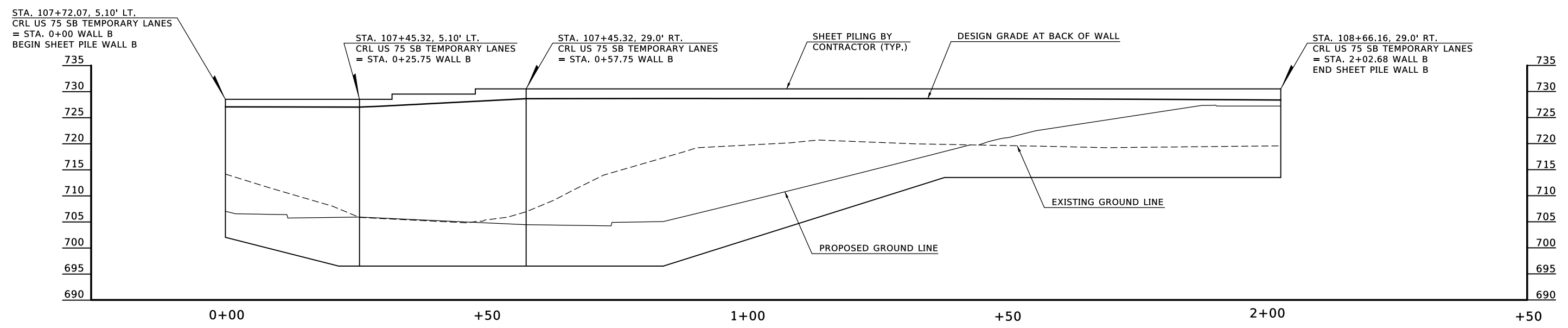
ELEVATION
SCALE HORIZ. 1" = 10'
VERT. 1" = 10'

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

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



PLAN
 SCALE: 1" = 10'



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

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

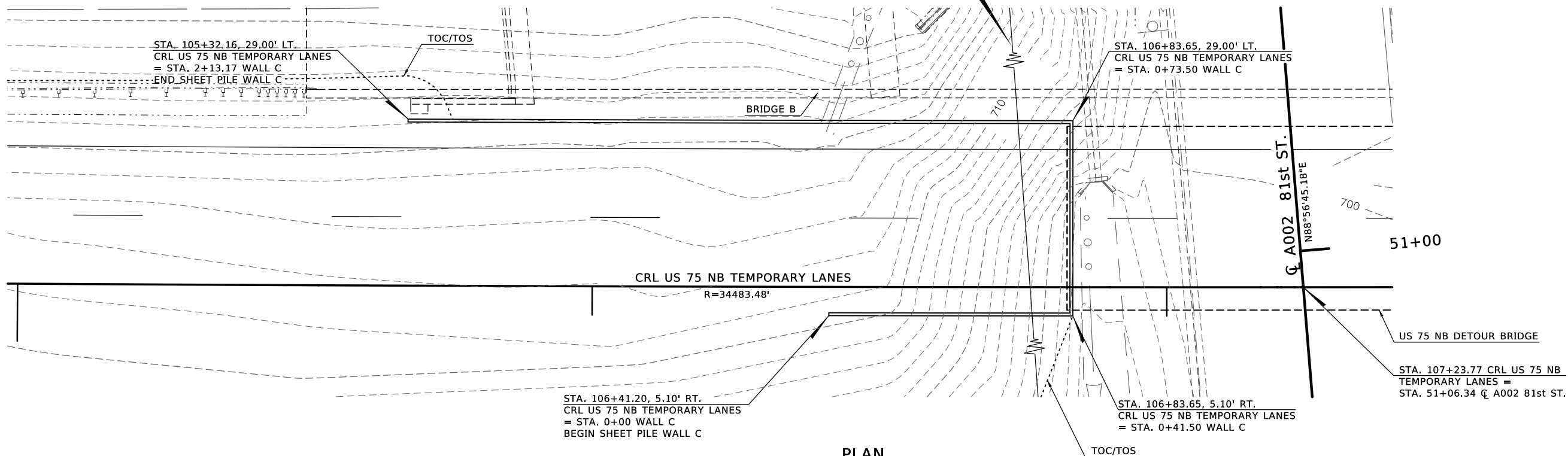
US 75 SB DETOUR BRIDGE US-75 OVER 81st STREET		TULSA COUNTY		Design	KSJ	N/A
GENERAL PLAN AND ELEVATION SHEET PILE WALL B				Detail	TBG	0/00
				Check	SAK	0/00
STATE OF OKLAHOMA		DEPARTMENT OF TRANSPORTATION		JOB/PIECE NO. 30374(04) SHEET NO. R038		

105+00

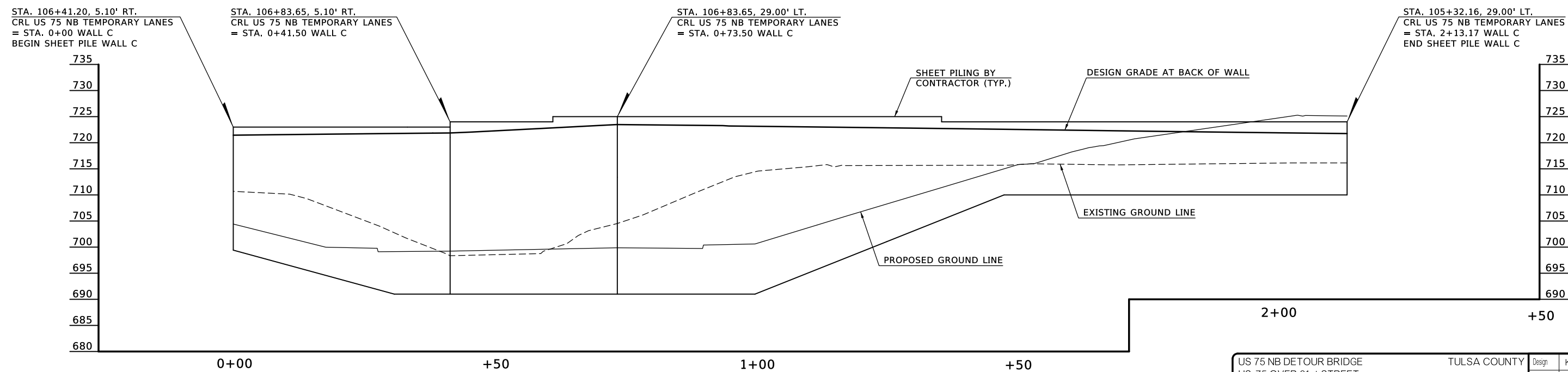
106+00

107+00

OVERHEAD
ELECTRIC UTILITY



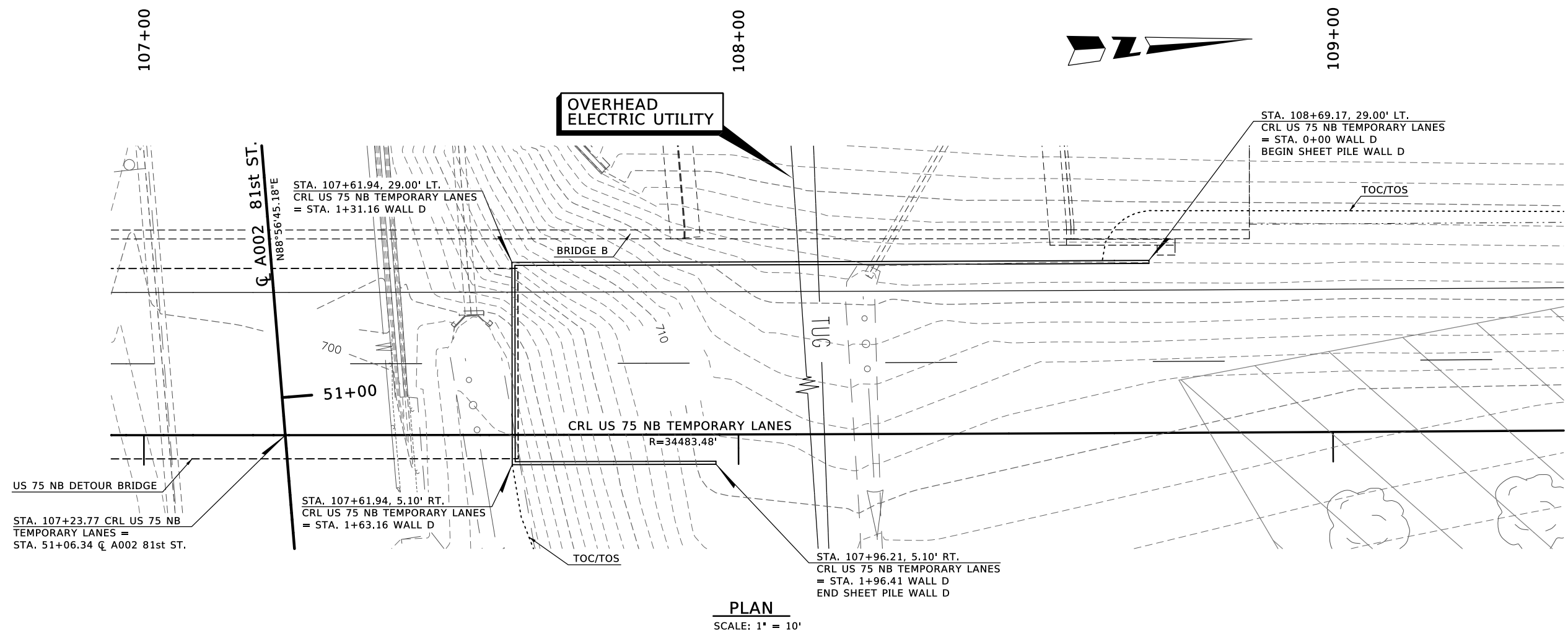
PLAN
SCALE: 1" = 10'



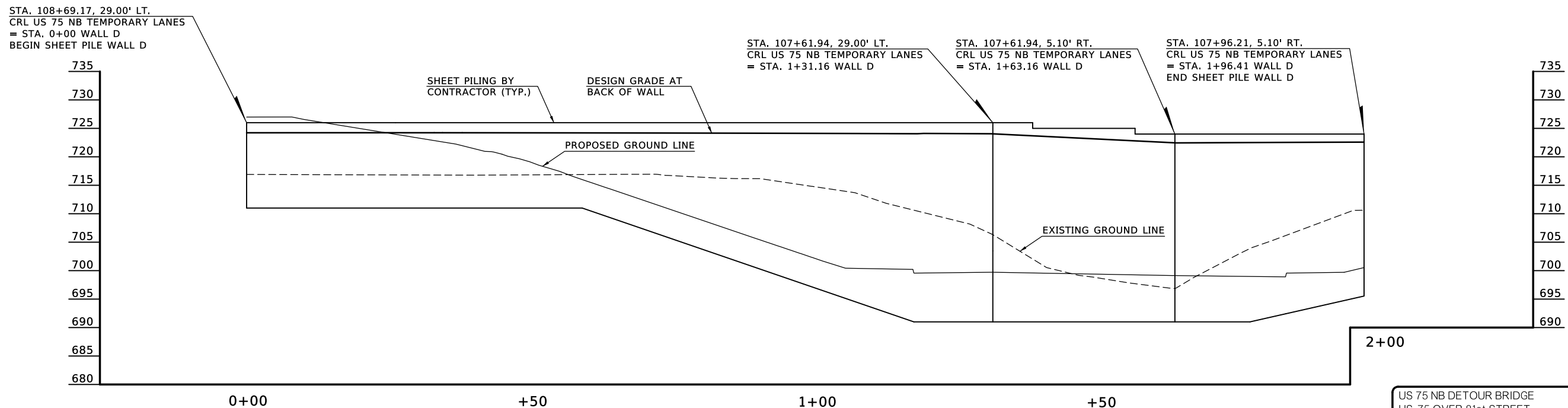
ELEVATION
SCALE HORIZ. 1" = 10'
VERT. 1" = 10'

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

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



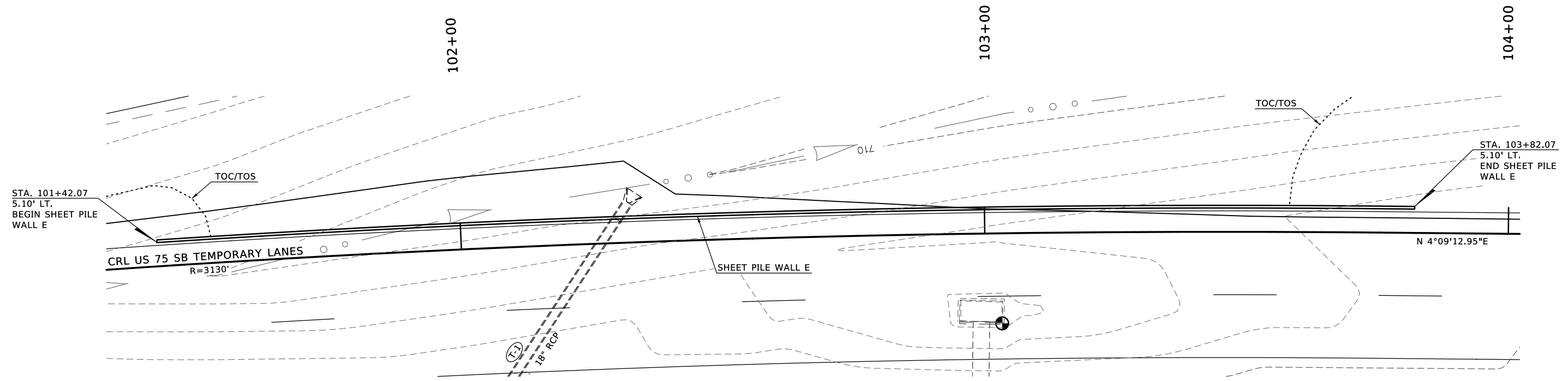
PLAN
 SCALE: 1" = 10'



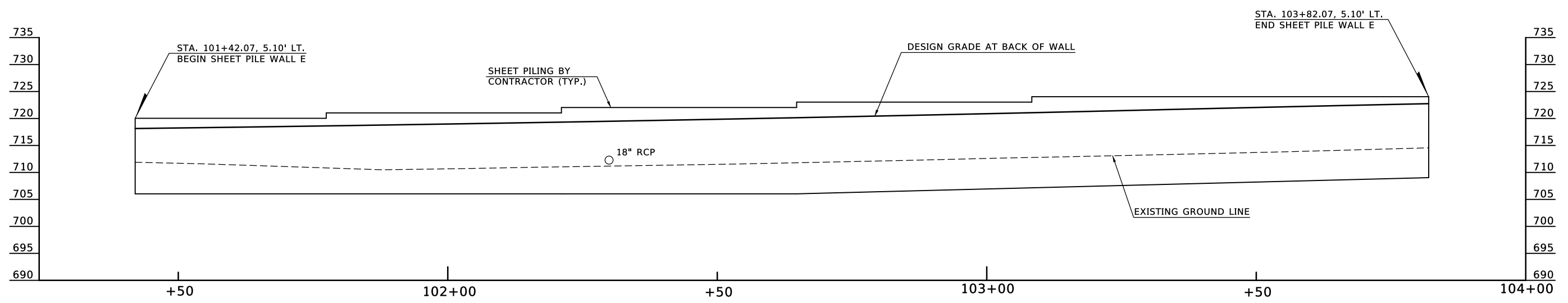
ELEVATION
 SCALE HORIZ. 1" = 10'
 VERT. 1" = 10'

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

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



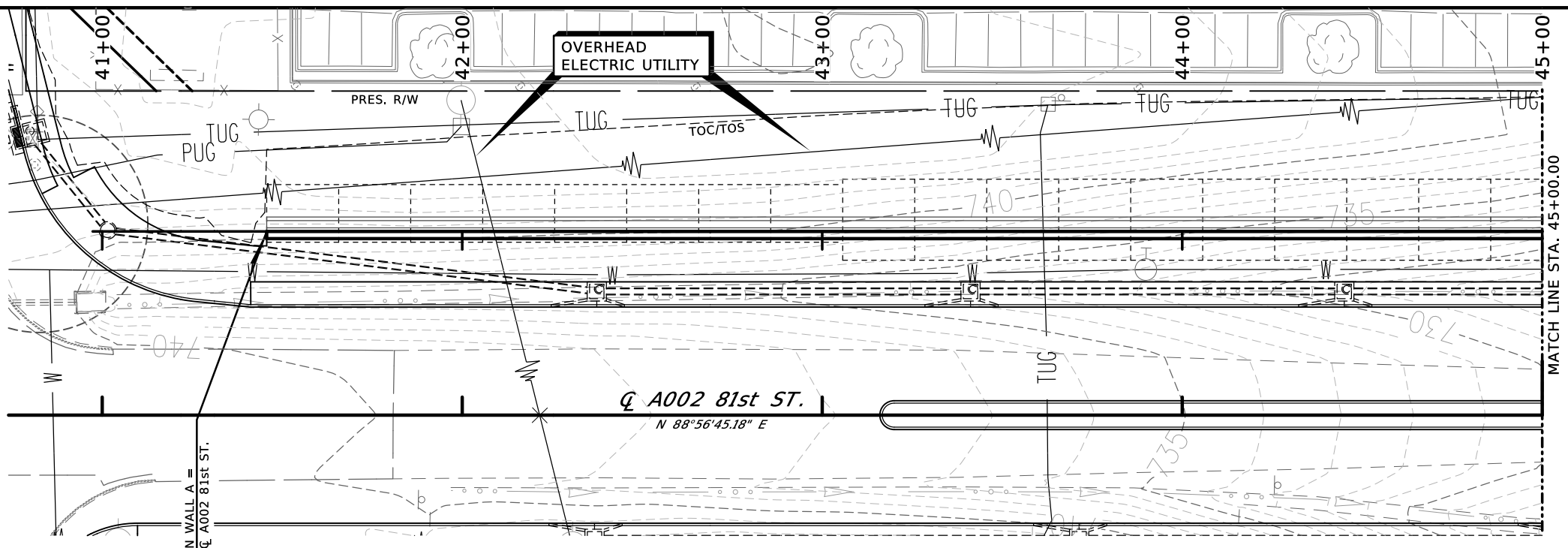
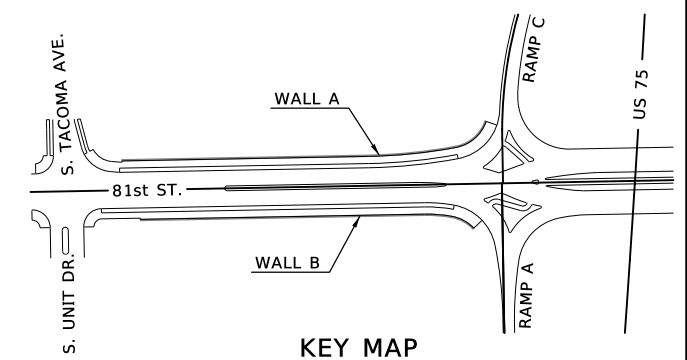
PLAN



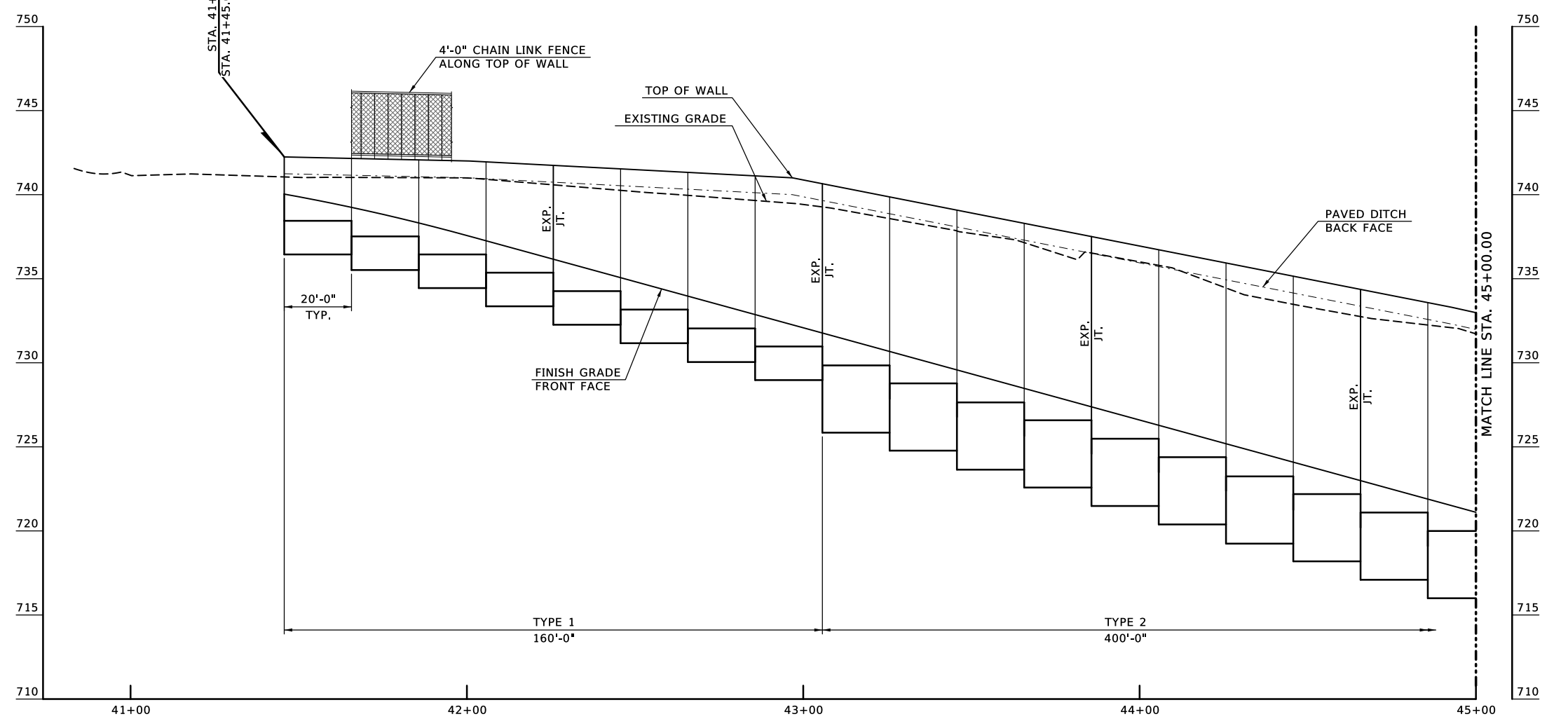
ELEVATION
 SCALE HORIZ. 1" = 10'
 VERT. 1" = 10'

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

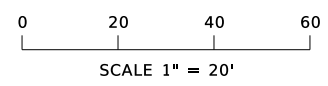
US 75 SB DETOUR BRIDGE		TULSA COUNTY		Design	KSJ	N/A
US-75 OVER 81st STREET				Detail	TBG	0/00
GENERAL PLAN AND ELEVATION SHEET PILE WALL E				Check	SAK	0/00
				BENHAM <small>INCORPORATED</small>		
STATE OF OKLAHOMA		DEPARTMENT OF TRANSPORTATION		JOB/PIECE NO. 30374(04)		SHEET NO. R041



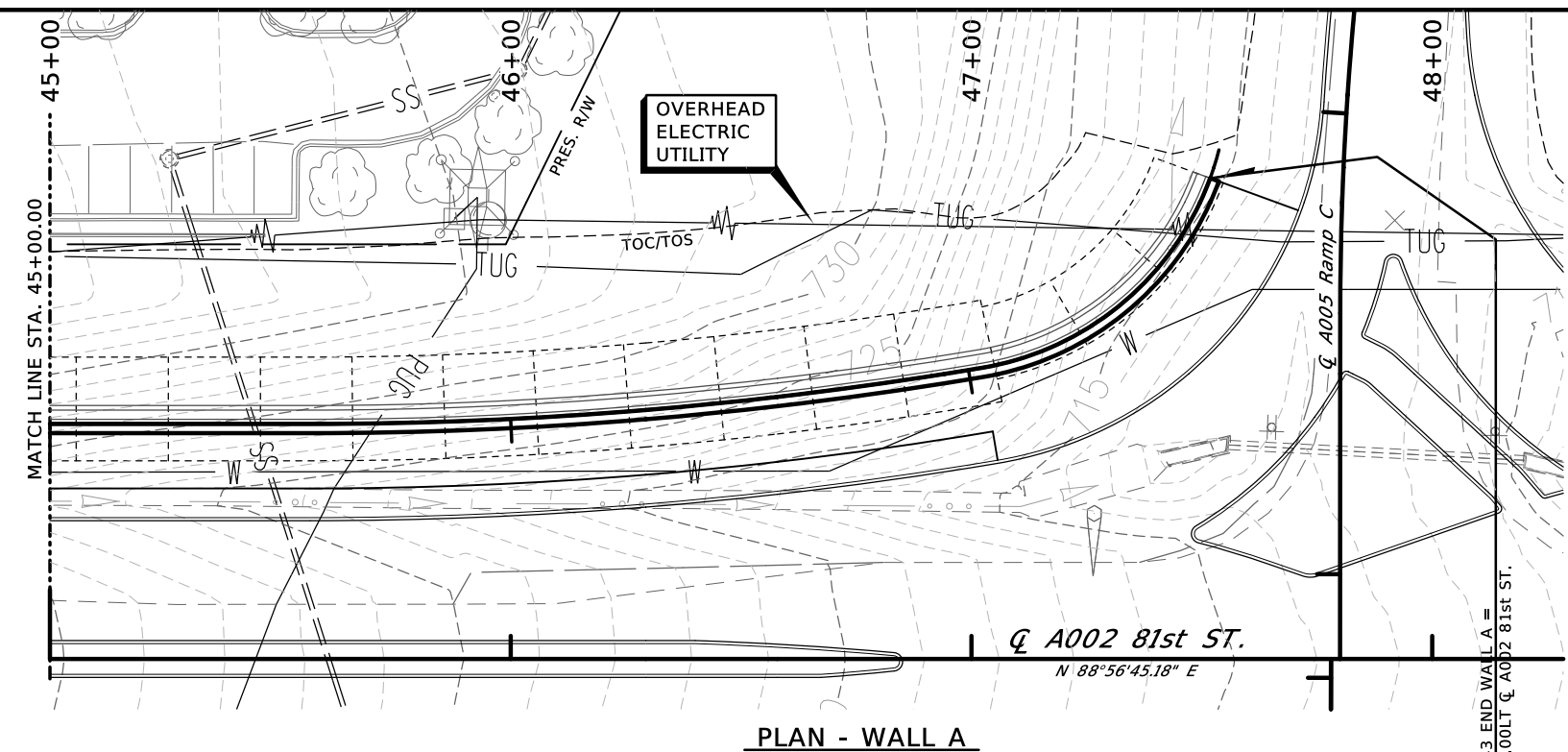
PLAN - WALL A



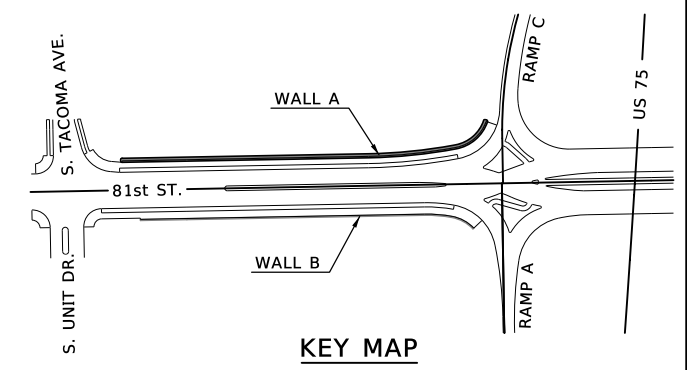
PROFILE
SCALE HORIZ. 1" = 20'
VERT. 1" = 10'



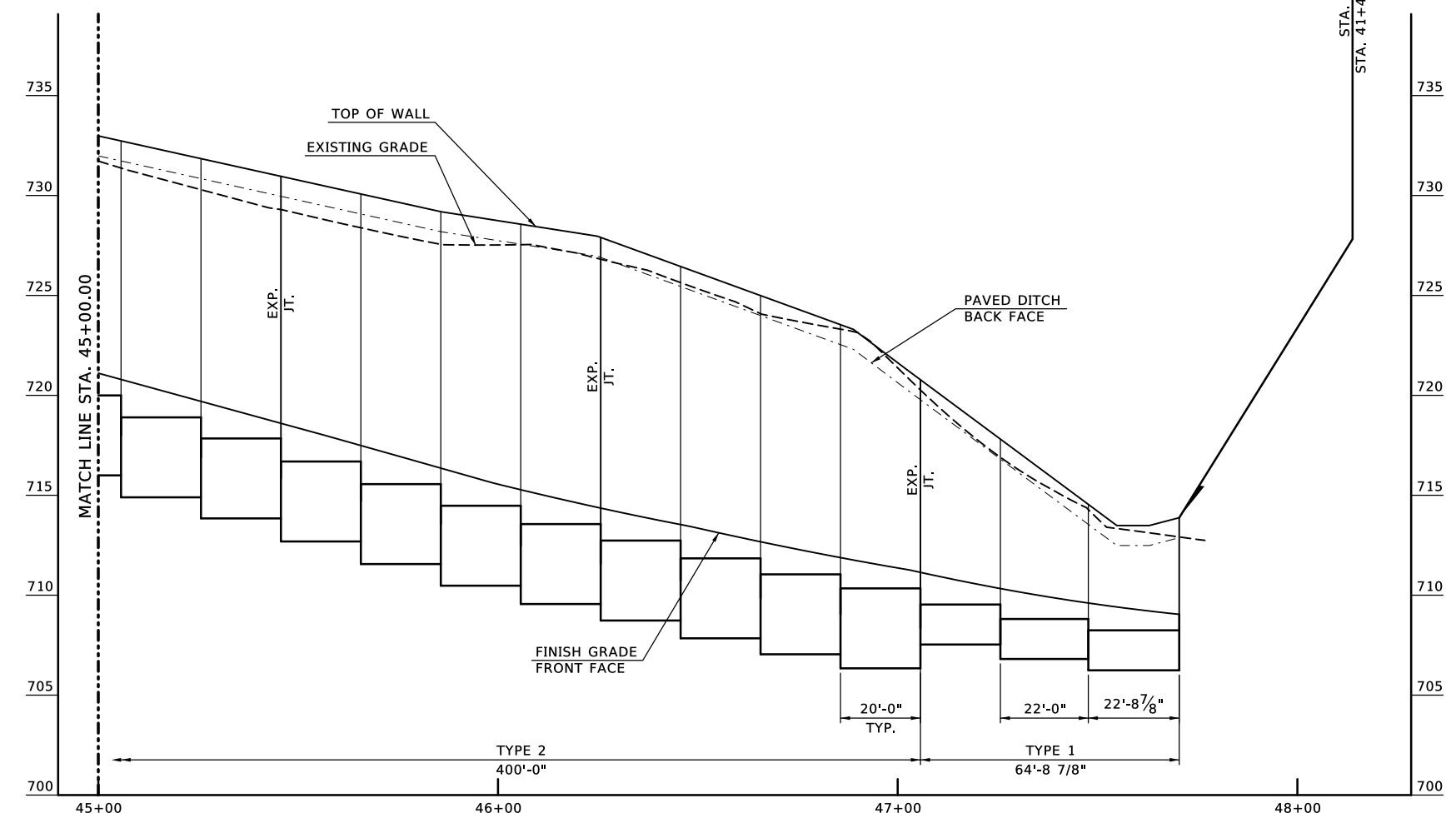
RETAINING WALL A US-75 OVER 81st STREET		TULSA COUNTY		Design	KSJ	N/A
				Detail	TBG	0/00
				Check	SAK	0/00
RETAINING WALL GENERAL PLAN AND ELEVATION (1)		BENHAM <small>INCORPORATED</small>				
STATE OF OKLAHOMA		DEPARTMENT OF TRANSPORTATION				
JOB/PIECE NO. 30374(04)		SHEET NO. R042				



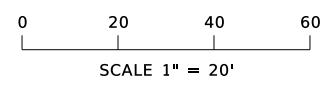
PLAN - WALL A



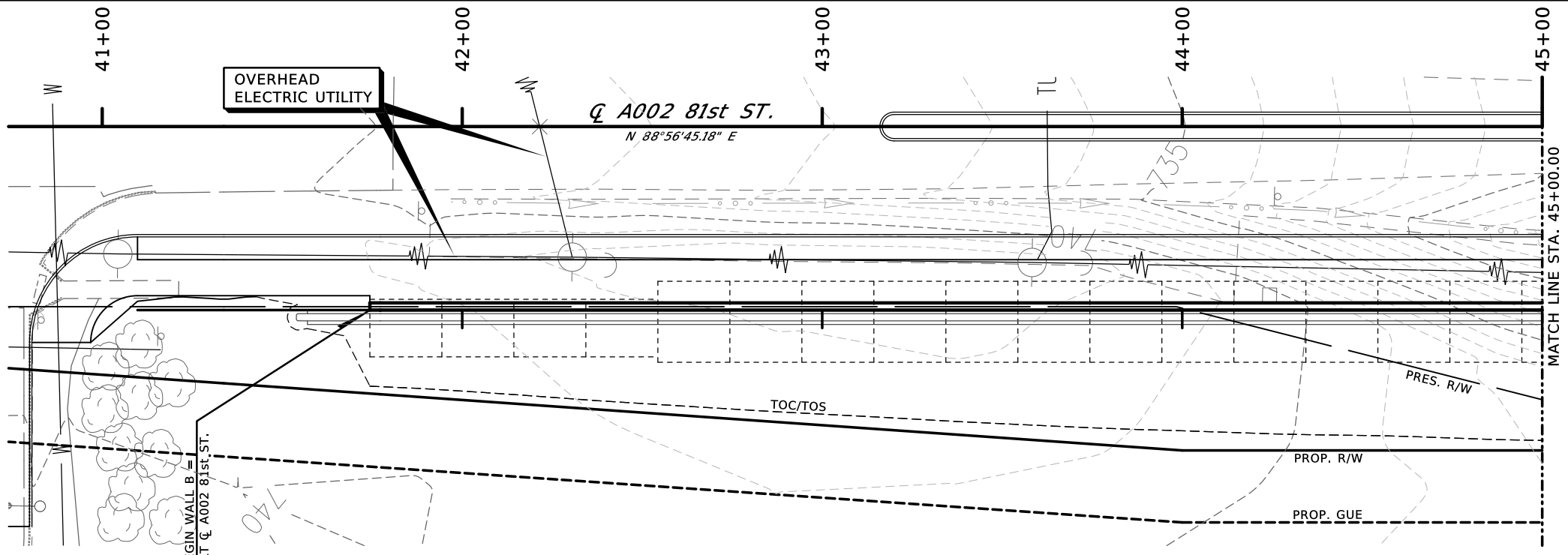
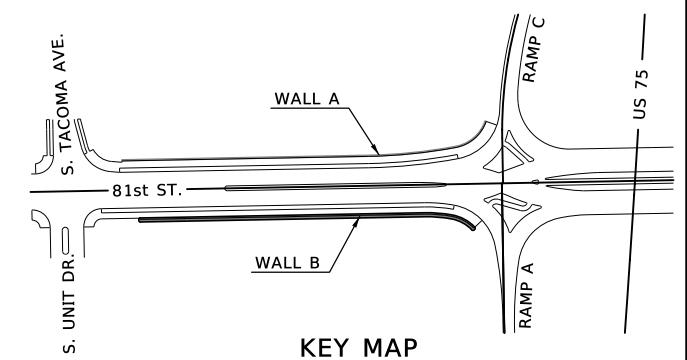
KEY MAP



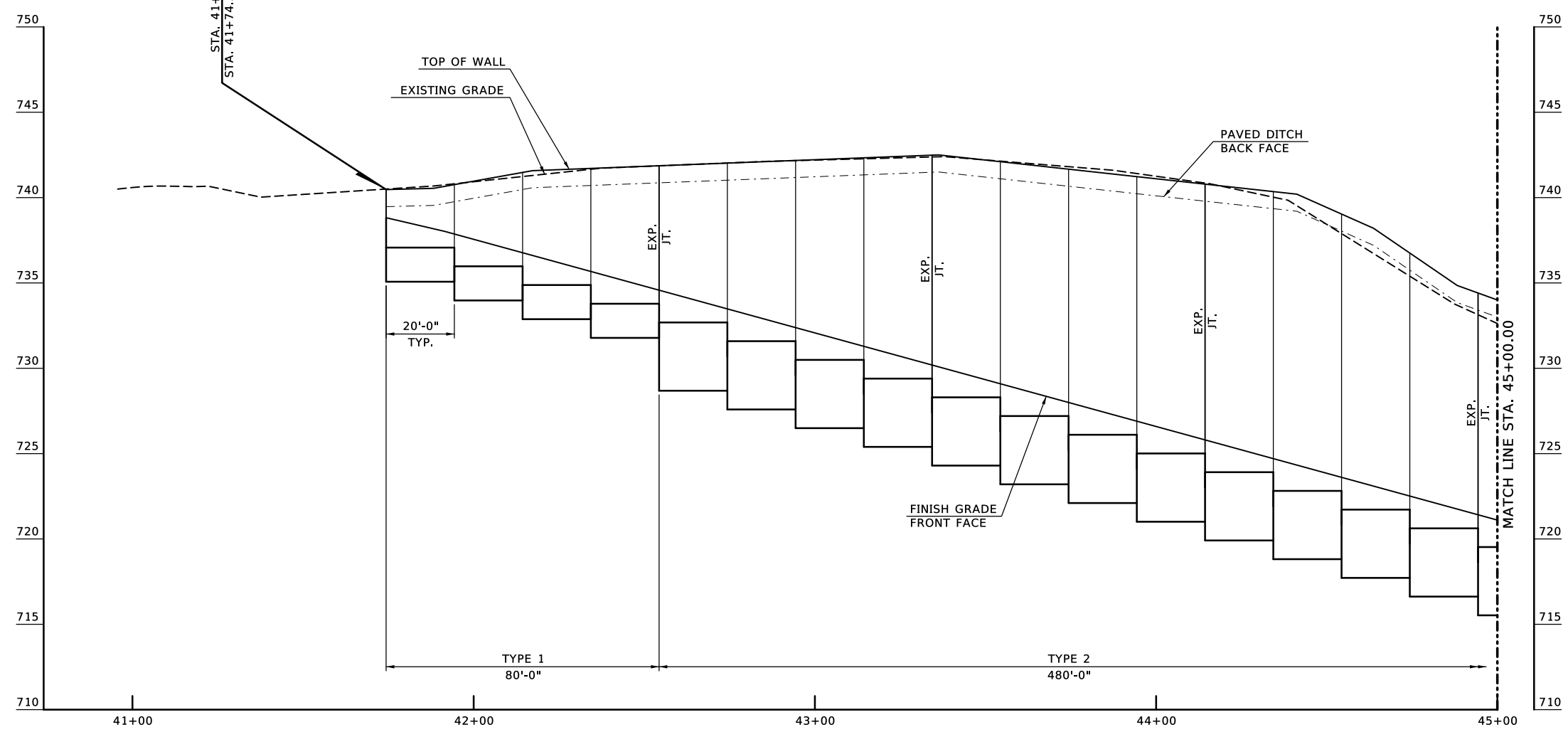
PROFILE
 SCALE HORIZ. 1" = 20'
 VERT. 1" = 10'



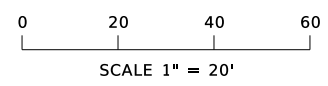
RETAINING WALL A US-75 OVER 81st STREET		TULSA COUNTY		Design	KSJ	N/A
				Detail	TBG	0/00
				Check	SAK	0/00
RETAINING WALL GENERAL PLAN AND ELEVATION (2)		BENHAM <small>INCORPORATED</small>				
STATE OF OKLAHOMA		DEPARTMENT OF TRANSPORTATION				
JOB/PIECE NO. 30374(04)		SHEET NO. R043				



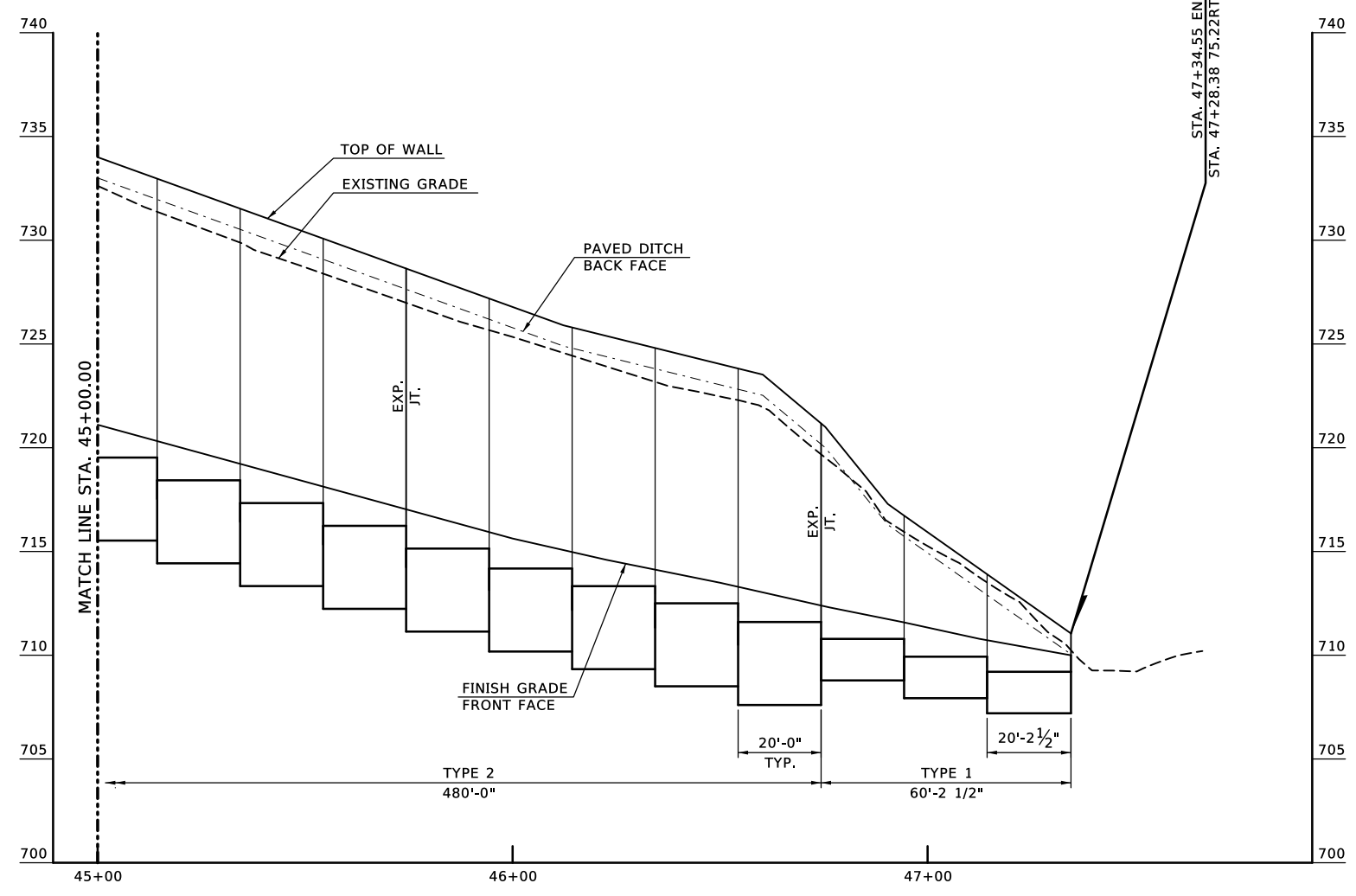
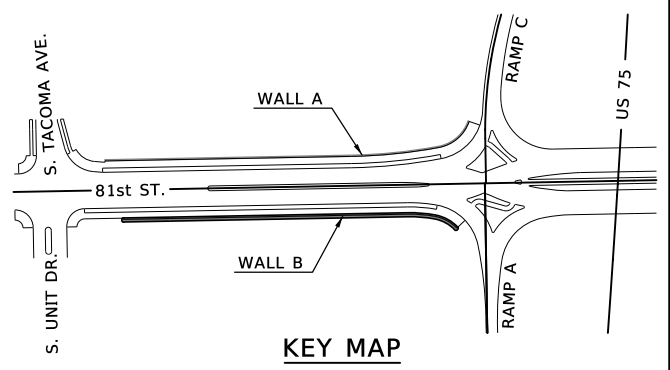
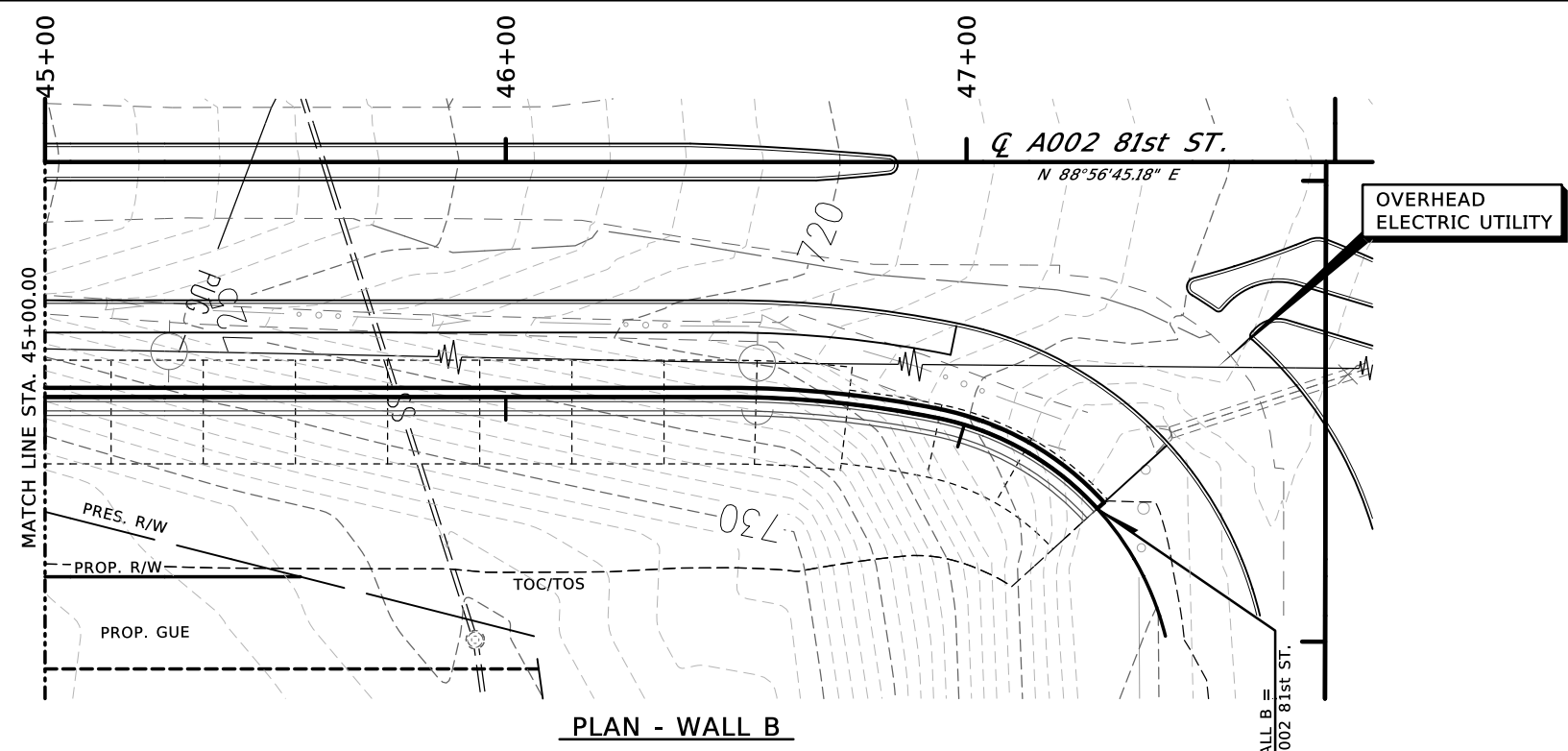
PLAN - WALL B



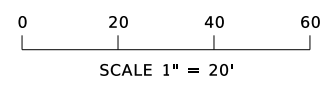
PROFILE
SCALE HORIZ. 1" = 20'
VERT. 1" = 10'



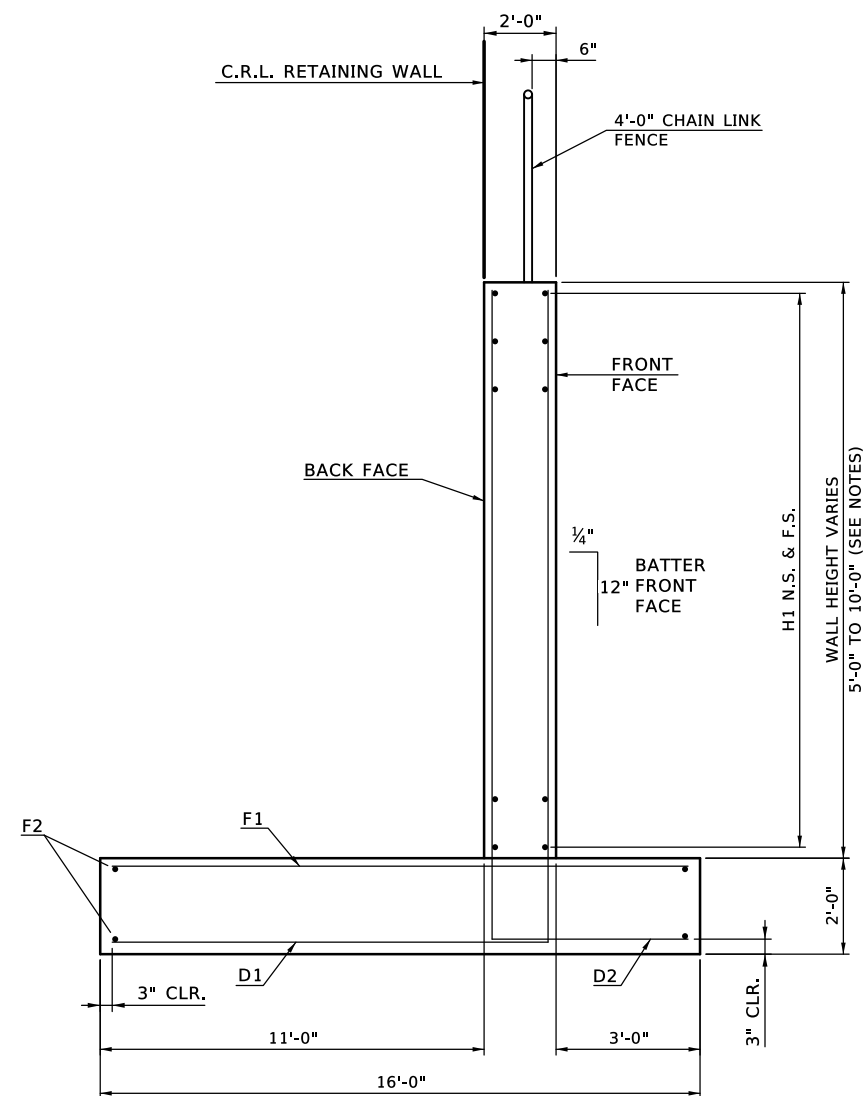
RETAINING WALL B US-75 OVER 81st STREET		TULSA COUNTY	Design	KSJ	N/A
			Detail	TBG	0/00
			Check	SAK	0/00
STATE OF OKLAHOMA		DEPARTMENT OF TRANSPORTATION		JOB/PIECE NO. 30374(04)	
				SHEET NO. R044	



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



RETAINING WALL B US-75 OVER 81st STREET		TULSA COUNTY		Design	KSJ	N/A
				Detail	TBG	0/00
				Check	SAK	0/00
STATE OF OKLAHOMA DEPARTMENT OF TRANSPORTATION JOB/PIECE NO. 30374(04)		SHEET NO. R045		RETAINING WALL GENERAL PLAN AND ELEVATION (4)		

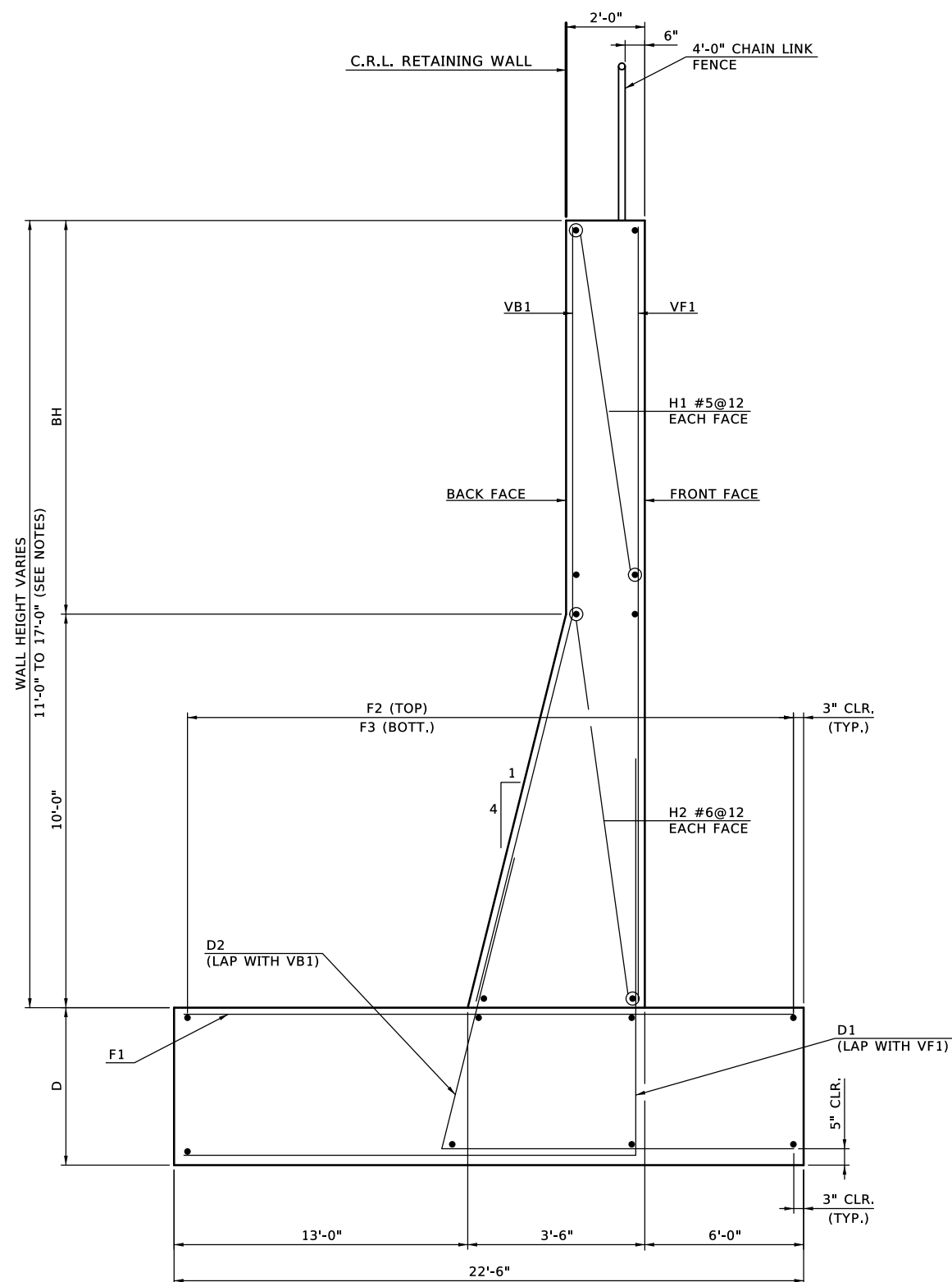


RETAINING WALL (TYPE 1) TYPICAL SECTION

SCALE: NONE

RETAINING WALL TYPE 1 LOCATIONS

RETAINING WALL A
STA. 41+45.69 TO 43+05.69
STA. 47+05.69 TO 47+70.43
RETAINING WALL B
STA. 41+74.34 TO 42+54.34
STA. 46+74.34 TO 47+34.55
(SEE NOTES)



RETAINING WALL (TYPE 2) TYPICAL SECTION

SCALE: NONE

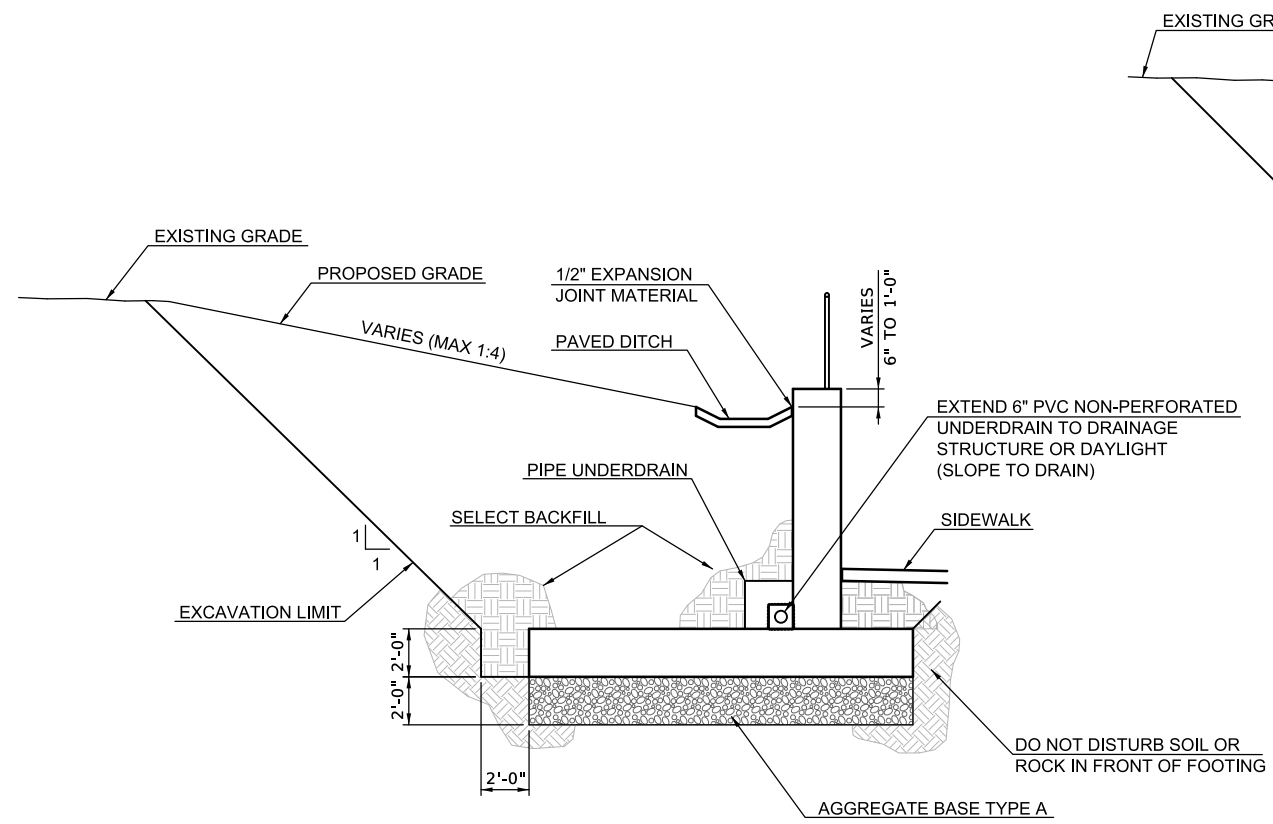
RETAINING WALL TYPE 2 LOCATIONS

RETAINING WALL A
STA. 43+05.69 TO 47+05.69
RETAINING WALL B
STA. 42+54.34 TO 46+74.34
(SEE NOTES)

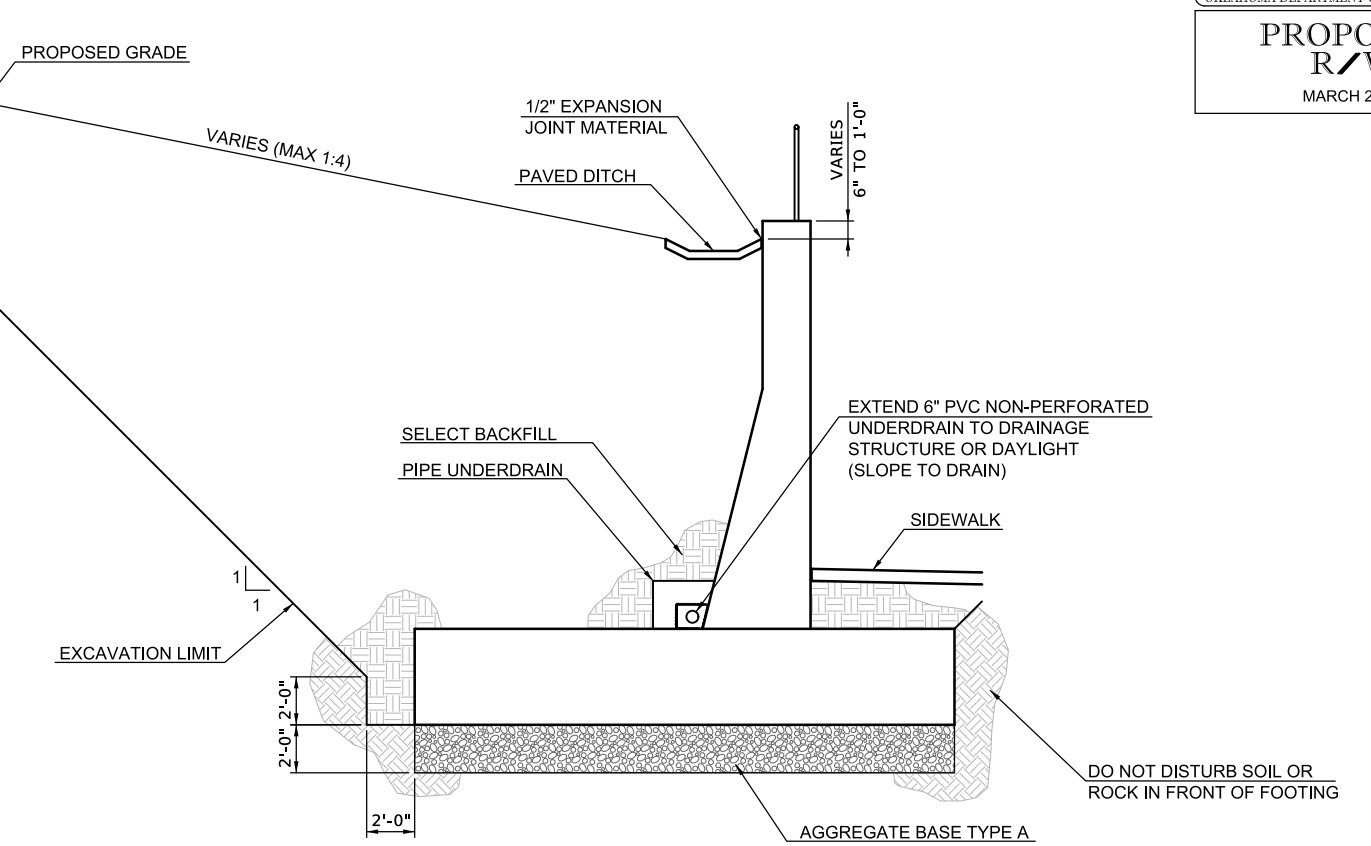
NOTES:

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

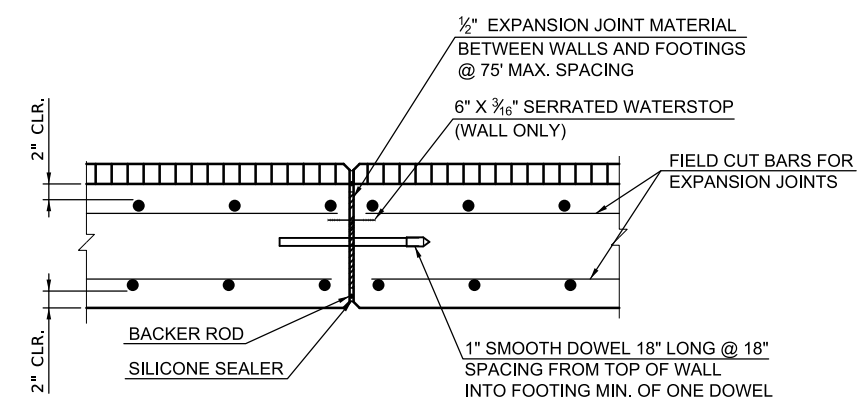
RETAINING WALLS US-75 OVER 81st STREET	TULSA COUNTY	Design	K.S.J.	N/A
		Detail	T.B.G.	0/00
		Check	SAK	0/00
RETAINING WALL DETAILS (1)				
STATE OF OKLAHOMA		DEPARTMENT OF TRANSPORTATION		
JOB/PIECE NO. 30374(04)		SHEET NO. R046		



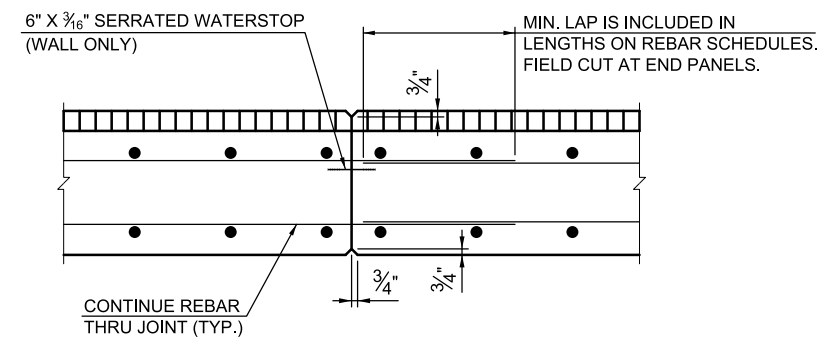
RETAINING WALL (TYPE 1) EXCAVATION
 SCALE: NONE



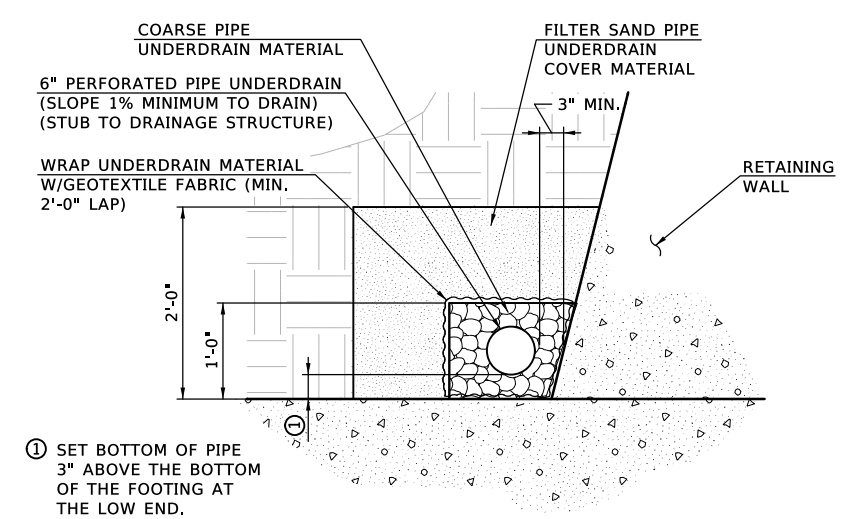
RETAINING WALL (TYPE 2) EXCAVATION
 SCALE: NONE



**TYPICAL EXPANSION JOINT
 RETAINING WALL @ 75' MAX.**
 SCALE: NONE



**TYPICAL CONSTRUCTION JOINT
 RETAINING WALL**
 SCALE: NONE

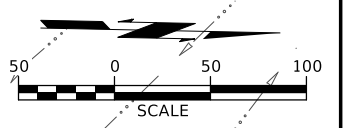


PIPE UNDERDRAIN ASSEMBLY
 SCALE: NONE
 (SEE ODOT STD. PUD-4)

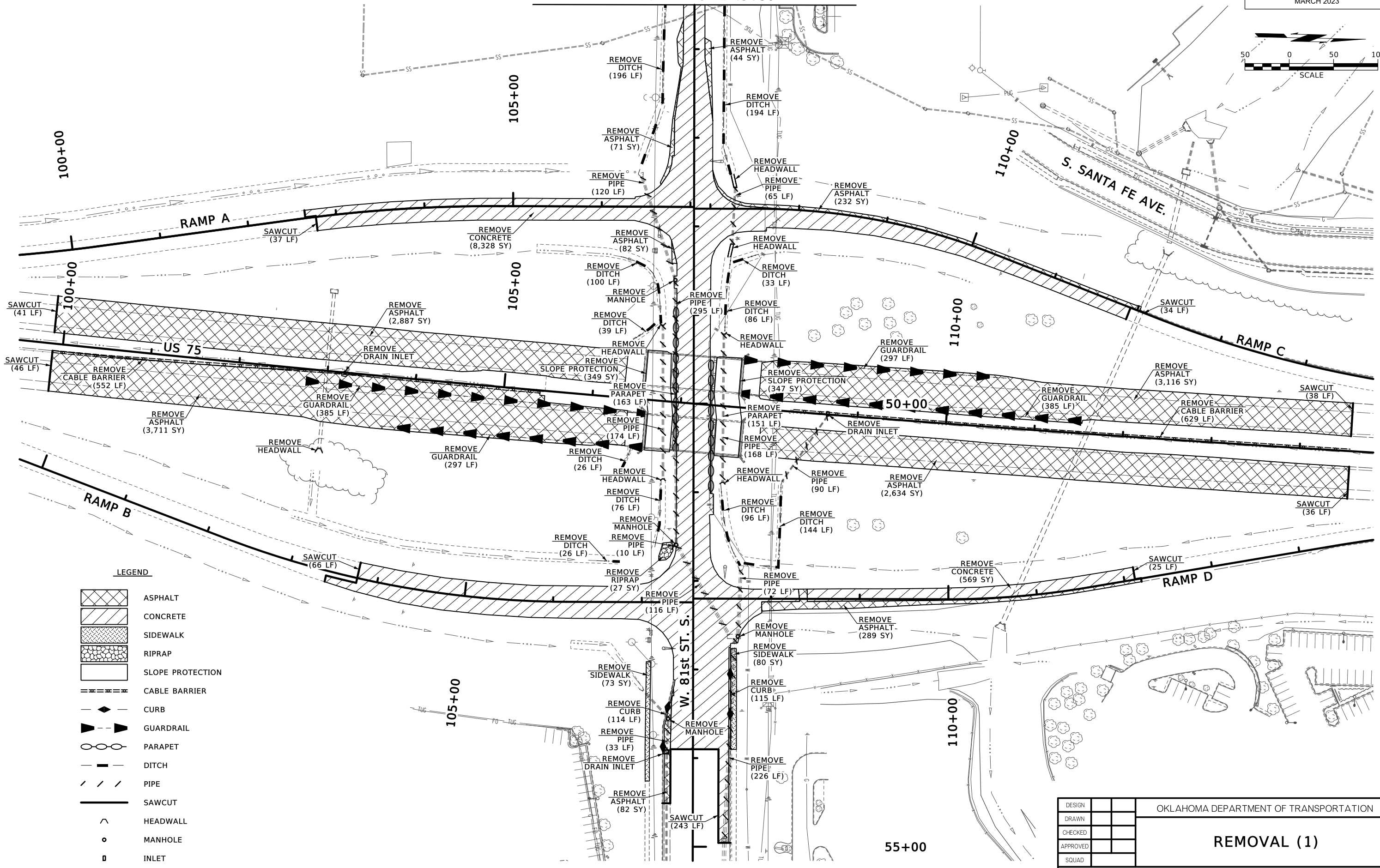
NOTES:

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

RETAINING WALLS		TULSA COUNTY		Design	KSJ	N/A
US-75 OVER 81st STREET				Detail	TBG	0/00
				Check	SAK	0/00
RETAINING WALL DETAILS (2)				BENHAM		
STATE OF OKLAHOMA		DEPARTMENT OF TRANSPORTATION				
JOB/PIECE NO. 30374(04)		SHEET NO. R047				



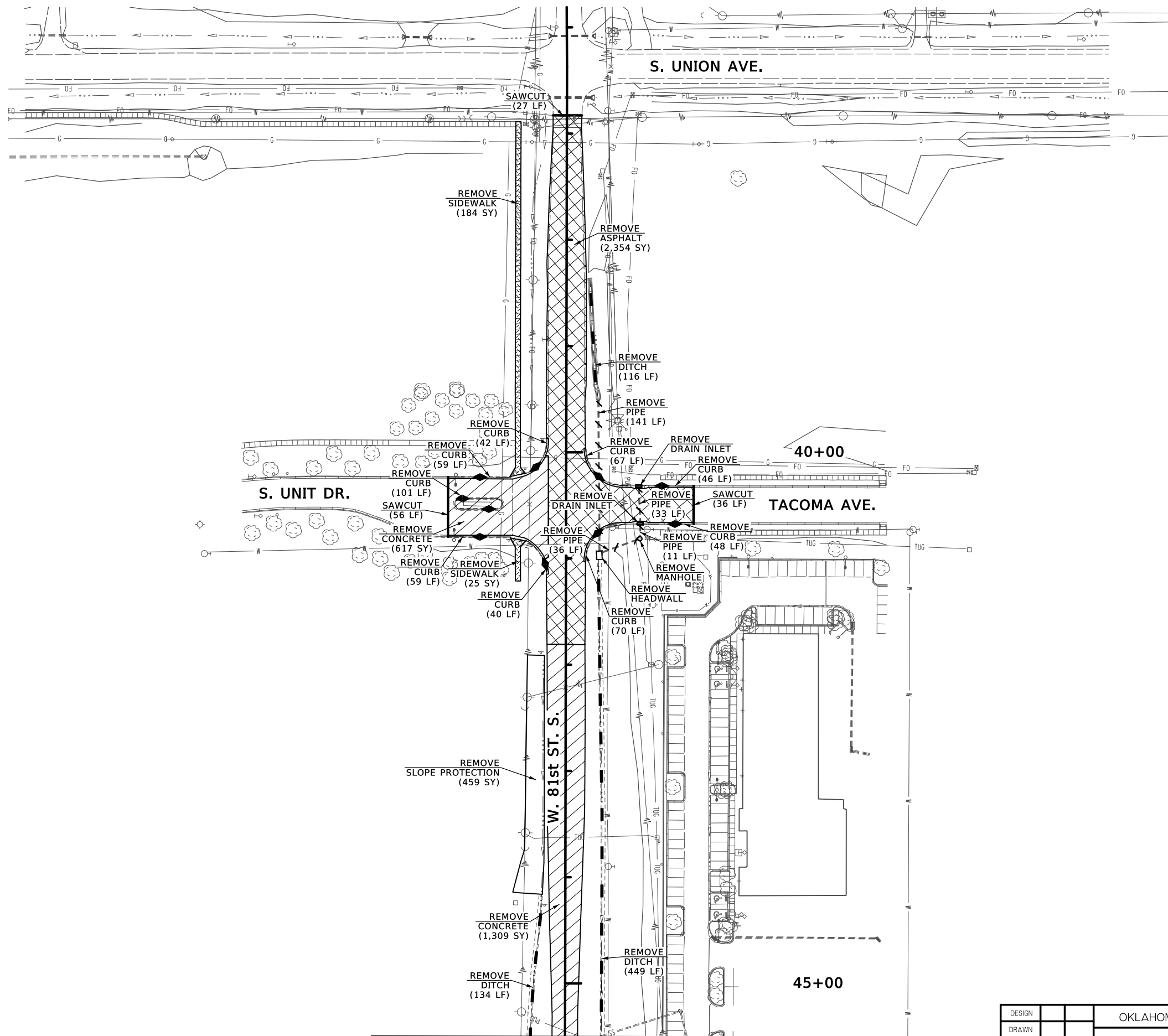
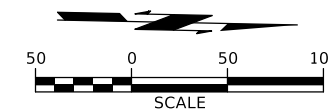
SEE SHEET R049
 MATCHLINE STA. 45+50




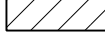


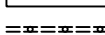

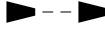
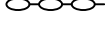







- LEGEND**
- ASPHALT
 - CONCRETE
 - SIDEWALK
 - RIPRAP
 - SLOPE PROTECTION
 - CABLE BARRIER
 - CURB
 - GUARDRAIL
 - PARAPET
 - DITCH
 - PIPE
 - SAWCUT
 - HEADWALL
 - MANHOLE
 - INLET

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION	
DRAWN		REMOVAL (1)	
CHECKED			
APPROVED			
SQUAD			
COUNTY - TULSA		HIGHWAY - US-75	STATE JOB NO. - 30374(04)
			SHEET NO. R048

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LEGEND

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

MATCHLINE STA. 45+50
SEE SHEET R048

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

REMOVAL (2)

3/10/2023

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STATE OF OKLAHOMA DEPARTMENT OF TRANSPORTATION

SURVEY OF US-75 SWO 5136(1) J/P NO. 30374(04)

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

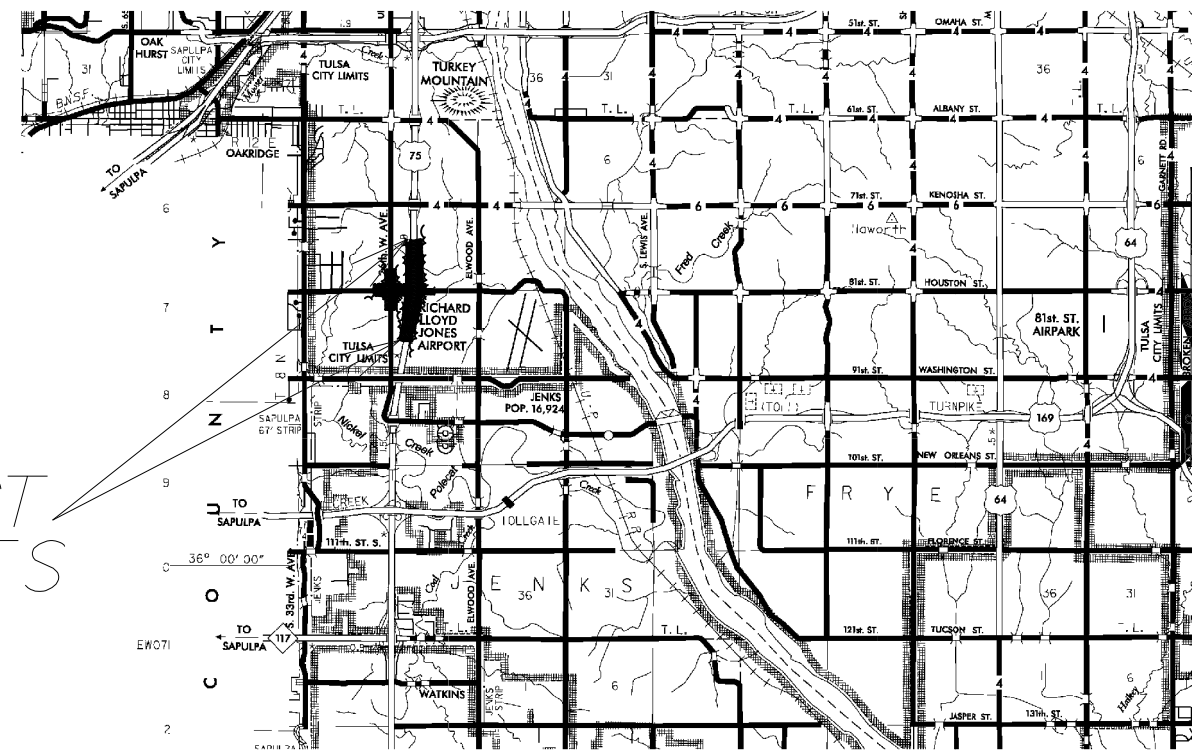
Table with project details: OKLAHOMA DEPARTMENT OF TRANSPORTATION, PROPOSED R/W, MARCH 2023

INDEX OF SURVEY SHEETS: 1 TITLE SHEET & SURVEYORS CERTIFICATION, 2-3 HISTORICAL LETTER & WRITTEN REPORT, etc.

SURVEY BEGAN: JANUARY 1, 2017 SURVEY COMPLETED: APRIL 26, 2017 R.D. LAMBILLOTTE, PROFESSIONAL LAND SURVEYOR, VICE PRESIDENT

EQUIPMENT: TRIMBLE RIO GNSS GPS RTK UNIT, TRIMBLE TSC3 DATA COLLECTORS, TRIMBLE S6 ROBOTIC TOTAL STATION, etc.

STATE OF OKLAHOMA DEPARTMENT OF TRANSPORTATION SURVEY DIVISION SWO 5136(1) J/P 30374(04) ; US-75 CO. TULSA HORIZONTAL CONTROL: () Oklahoma Coordinate System of 1927 Zone. (X) Oklahoma Coordinate System of 1983 North Zone.



PROJECT EXTENTS

Table with Utility Companies and Phone Numbers: Electric Lines: AEP/PSO 888-216-3523, Telephone Lines: AT&T 800-248-3632, Waterline: City of Tulsa 918-596-9566, Gasline: Oklahoma Natural Gas 800-664-5463

PROJECT LENGTH 8000 Ft. 1.5 Mi. US-75: BEGINNING STATION : 75+00.00 ENDING STATION : 135+00.00 81st St: BEGINNING STATION : 40+00.00 ENDING STATION : 60+00.00

Electronic File Transfer Disclaimer: These Files, Drawings and/or Notes are provided for information only. The Oklahoma Department of Transportation (ODOT) and the Owner cannot be held responsible for the content or accuracy of these Files, Drawings and/or Notes due to conversions, software translations, or any other manipulation of said Files, Drawings and/or Notes.

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

SPECIFICATIONS FOR SURVEYS FOR PRIMARY AND SECONDARY HIGHWAYS DATED MAY 1, 1999 GOVERN. SDS 1 OF 16

STATE OF OKLAHOMA DEPARTMENT OF TRANSPORTATION SWO 5136(1) Job/Piece 30374(04) Engr. Contract No. 1847

LAND SURVEYOR'S CERTIFICATION

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

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

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

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

Dated this: 3rd Day of May, 2017.

Land Surveyor: Russell D. Lambillotte (Signature)

Russell D. Lambillotte Printed Name

Oklahoma Licensed Land Surveyor No. 1555

Certificate of Authorization No. CA 7767



Table with columns: PLS, RDL, DRAWN, JDI, CHECKED, RDL, APPROVED, RDL, CREW, ISAACS. Includes OKLAHOMA DEPARTMENT OF TRANSPORTATION SURVEY DIVISION SURVEY DATA SHEET and project details: SWO 5136(1) PROJECT NO. 30374(04) SHEET NO. S001

Date: April 26, 2017

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

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

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

HISTORICAL LETTER AND WRITTEN REPORT OF SURVEY

1. **GENERAL**
 - A. Survey began January 1, 2017
Survey completed April 26, 2017
 - B. The measurement unit for this project will be the U.S. Survey Foot
2. **ASSIGNMENT**
Said survey was assigned to me by Mr. William Tackett, Chief of Surveys, Oklahoma Department of Transportation.
3. **PURPOSE**
The purpose of this survey is to furnish sufficient data to develop plans to for the replacement of the Northbound and Southbound Bridges of US-75 over 81st Street South, 7 miles north of the junction of SH 67.
4. **LIMITS**
 - US-75: This survey will begin 2000' North of 91st Street, extending Northerly along the existing US-75 to a point 2700' North of 81st Street. (approximate centerline length = 1.1 miles).
 - 81st St. (Stub Survey): A stub survey will be completed along 81st Street, extending 1000' East and West of US 75.
5. **ALIGNMENT**
 - US-75: The Centerline of Survey for this project will be along and identical to the centerline of present US-75 as established under F-53(08)(1) plans and SWO4314(1) Survey.
 - 81st St. (Stub Survey): The Centerline of Survey for this project will be along and identical to the centerline of present 81st St. as established under F-53(08)(1) plans and SWO4314(1) Survey.
6. **STATIONING**
 - US-75: Stationing for this survey will be taken from F-53(08)(1) plans and SWO4314(1) Survey.

Historical Letter & Written Report
Page 1 of 4

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

7. **HORIZONTAL CONTROL**
 - A. This survey is based on control from SWO 4314(1) Survey and is on the NGS Oklahoma State Plane Coordinate System, NAD 83(HPGN), Lambert Projection, North Zone, verified by O.P.U.S. Solution and utilizing NGS Monument: RVS C 1992 & RVS D 1992, along with C.O.R.S. ID: OKTU, SAL5, OKMA, OKPR, MOA2.
 - B. Primary Horizontal Control on this project was established on two monuments, both being 3/4"X36" rebar with 2" aluminum caps stamped T-72-1655 (East of US-75 at the Beginning of Project) & T-72-1656 (on the North end of the project, West of US-75).
 - C. Secondary Horizontal Control was established along the Centerline of Survey, points were set at the Beginning and at the End of the Centerline of Survey and at 600' intervals, points are referenced as shown on Survey Data sheets.
 - D. The positional error for any point in the Primary Control Network, Secondary Control Network and all Section Boundaries does not exceed 0.10 foot (Local Accuracy at 95% Confidence). This accuracy will meet or exceed the superseded NGS Second Order, Class II Accuracy Standard (1:20,000).
8. **VERTICAL CONTROL**
 - A. Level datum for this project is NGS, NAVD88, taken from Primary Control point T-72-1655 and T-72-1656. Check levels were run throughout and Benchmarks were established as shown using a Leica Digital Level and utilizing direct differential leveling techniques.
 - B. Adjusted levels and vertical differences between benchmarks set are shown.
 - C. As a minimum, Benchmarks established are within the closure requirements of NGS Third-Order standards.
9. **PHOTO CONTROLS**
No Photo Controls will be performed on this project.
10. **TOPOGRAPHY**
Topographic and/or Surface Features data extends 150' right and left of the Centerline of Survey, from the BOP to a point in line with the South end of the on and off ramps of US-75, then extends to 300' right and left of the Centerline of Survey to a point at the North end of the on and off ramps of US-75, where it returns to 150' right and left, to the EOP. Equipment used to gather this data included Trimble GPS, Trimble Total Station & Trimble Controller.

Historical Letter & Written Report
Page 2 of 4

11. **DTM**
Cross Section data for this survey was collected in the form of a Digital Terrain Model utilizing an S6 Trimble Robotic Total Station system.
12. **LAND TIES**
Land Ties and Property Ties were not completed on this project per Survey Special Provisions
13. **EXISTING RIGHT OF WAY**
Existing right of way, easements and property ownerships for this survey were obtained from deeds on file with the Tulsa County Assessor.
14. **UTILITIES**
 - A. All utility companies servicing the project area were contacted through "CALL OKIE" and the locations were obtained by conventional field methods.
 - B. The information was placed in the submitted Microstation Design File and a hardcopy of ODOT form SD-7, List of Public/Private Owned Utilities, was submitted with the completed survey.
15. **HAZARDOUS WASTE**
No areas that could have been used, or that are currently being used to store, or dispose of possible contaminants were found.
15. **DRAINAGE INFORMATION**
Drainage areas for all drains crossing the Survey Centerline were taken from USGS quad maps and have been scanned into a Microstation Design File.
16. **PERSONNEL**

R.D. Lambillotte	Oklahoma Professional Land Surveyor, Vice President
J.D. Isaacs	Project Manager, Survey/Drafting Technician, President
Steve Steelman	Survey Crew Chief
Jon Laughter	Survey Crew Chief
J.C. Arnett	Survey Technician
17. **SURVEY DATA SHEETS**
Survey Data Sheets were submitted in the form of a Microstation Design File, as per ODOT Survey Division Standards, to be incorporated into the set of design drawings.
18. **SUBMISSION OF SURVEY DATA**
 - A. Historical Letter and Written Report
 - B. Form SD 1 – Transmittal Letter
 - C. Form SD 7 – Public and Private Owned Utilities List
 - D. (2) Form SD 11 – Position and Description of Project Control Monuments

Historical Letter & Written Report
Page 3 of 4

PROPOSED R/W MARCH 2023

Table with columns: FED. ROAD DIST. NO., STATE, PROJ. NO., FISCAL YEAR, SHEET NO., TOTAL SHEETS, DESCRIPTION, REVISIONS, DATE.

Table with columns: PTNO, NORTHING, EASTING. Rows 338-7636.

Table with columns: PTNO, NORTHING, EASTING. Rows 7637-8024.

Table with columns: PTNO, NORTHING, EASTING. Rows 8025-8076.

Table with columns: PTNO, NORTHING, EASTING. Rows 8077-8128.

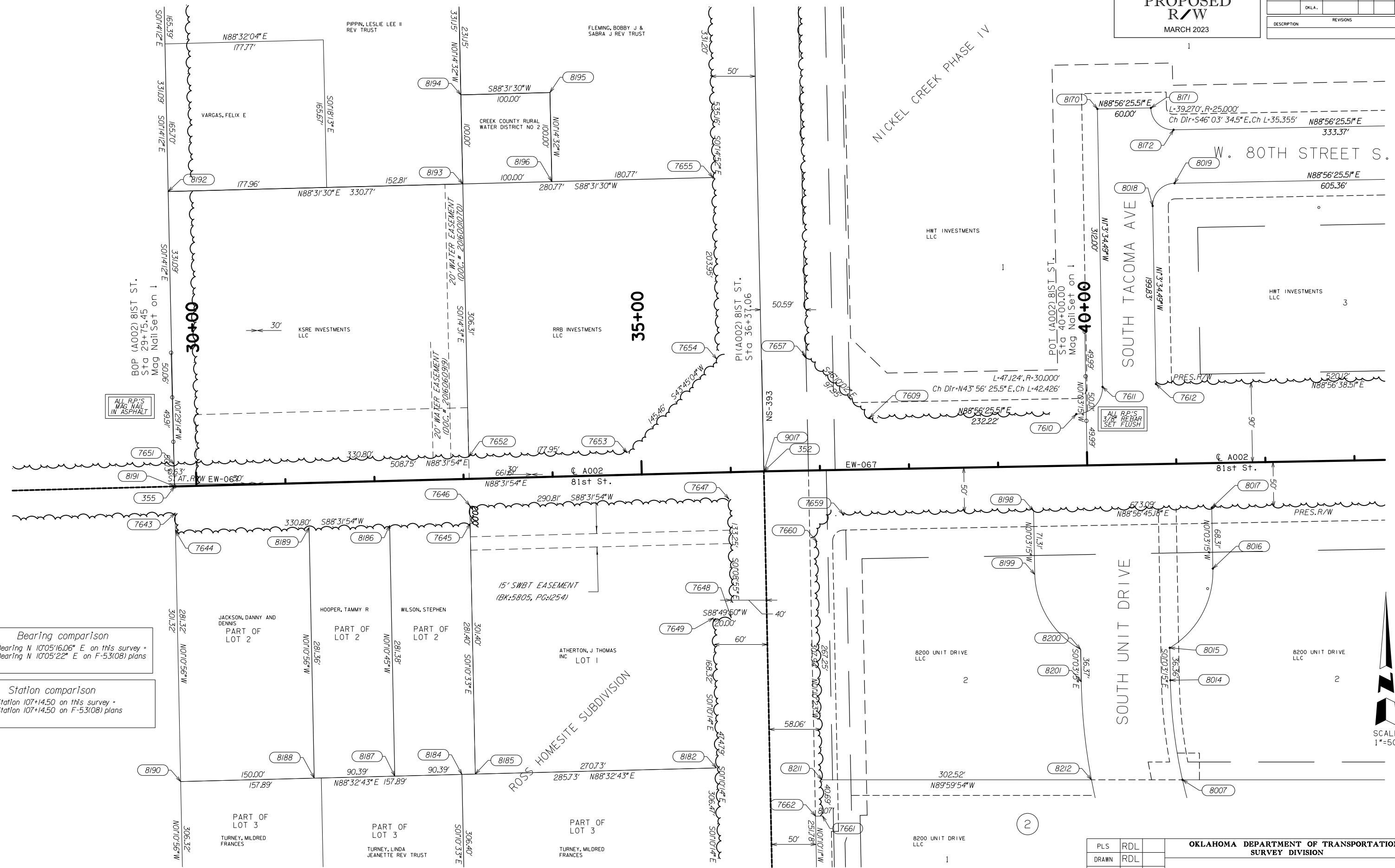
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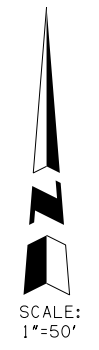
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OKLAHOMA DEPARTMENT OF TRANSPORTATION				
PROPOSED R/W				
MARCH 2023				
1				
FED. ROAD DIST. NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.
	OKLA.			
DESCRIPTION				DATE



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

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



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

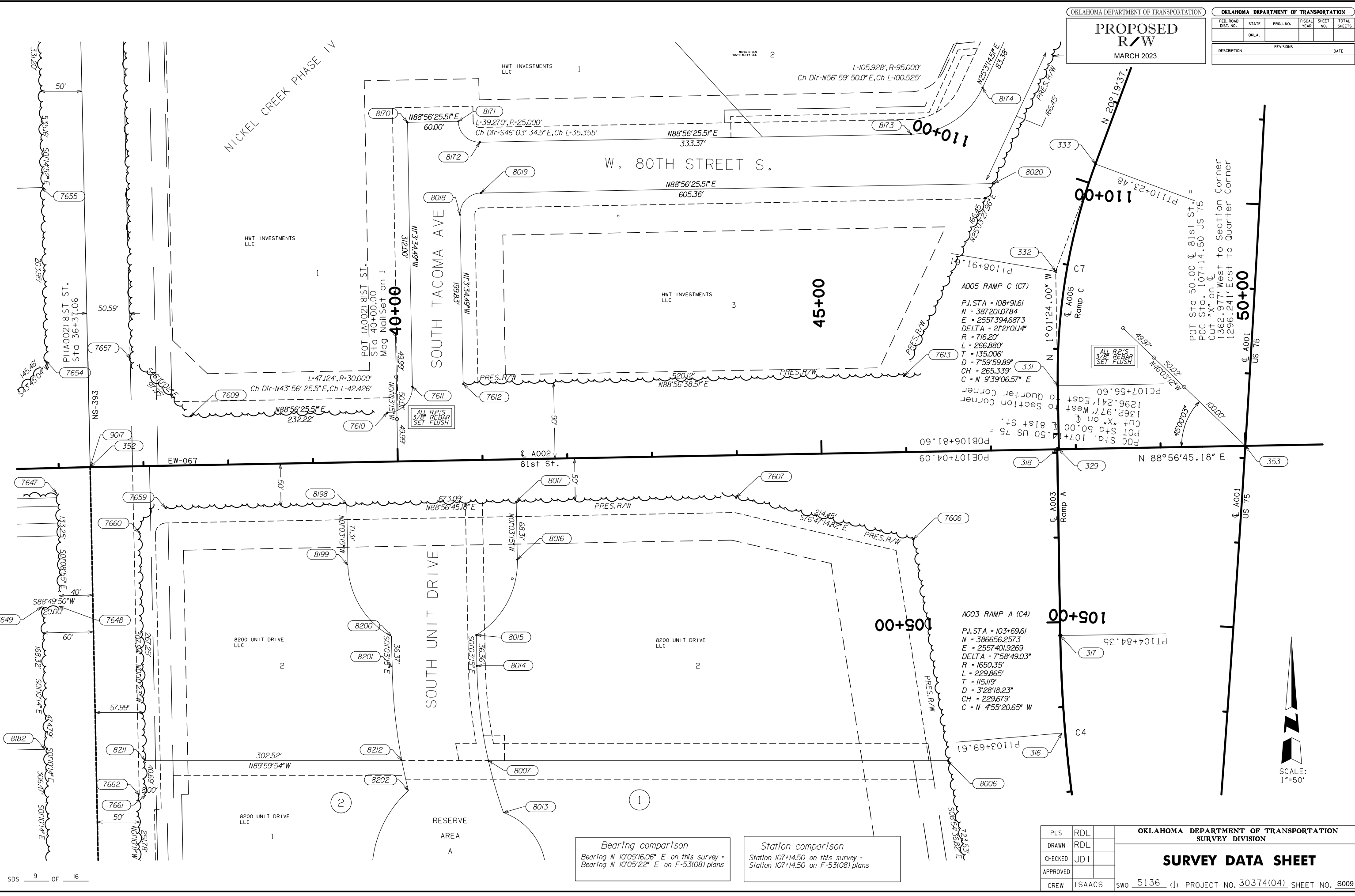
SURVEY DATA SHEET

SWO 5136 (1) PROJECT NO. 30374(04) SHEET NO. S008

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

PROPOSED R/W
MARCH 2023

PLS	RDL
DRAWN	RDL
CHECKED	JD I
APPROVED	
CREW	ISAACS

OKLAHOMA DEPARTMENT OF TRANSPORTATION
SURVEY DIVISION

SURVEY DATA SHEET

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

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

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



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PROPOSED R/W
MARCH 2023

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

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

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

A006 RAMP D (C9)
P.I. STA = 110+77.73
N = 387364.6584
E = 255783.18355
DELTA = 9°44'25.43"
R = 954.93'
L = 162.340'
T = 81.366'
D = 5'59"59.99"
CH = 162.145'
C = N 5°53'36.71" W

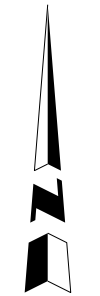
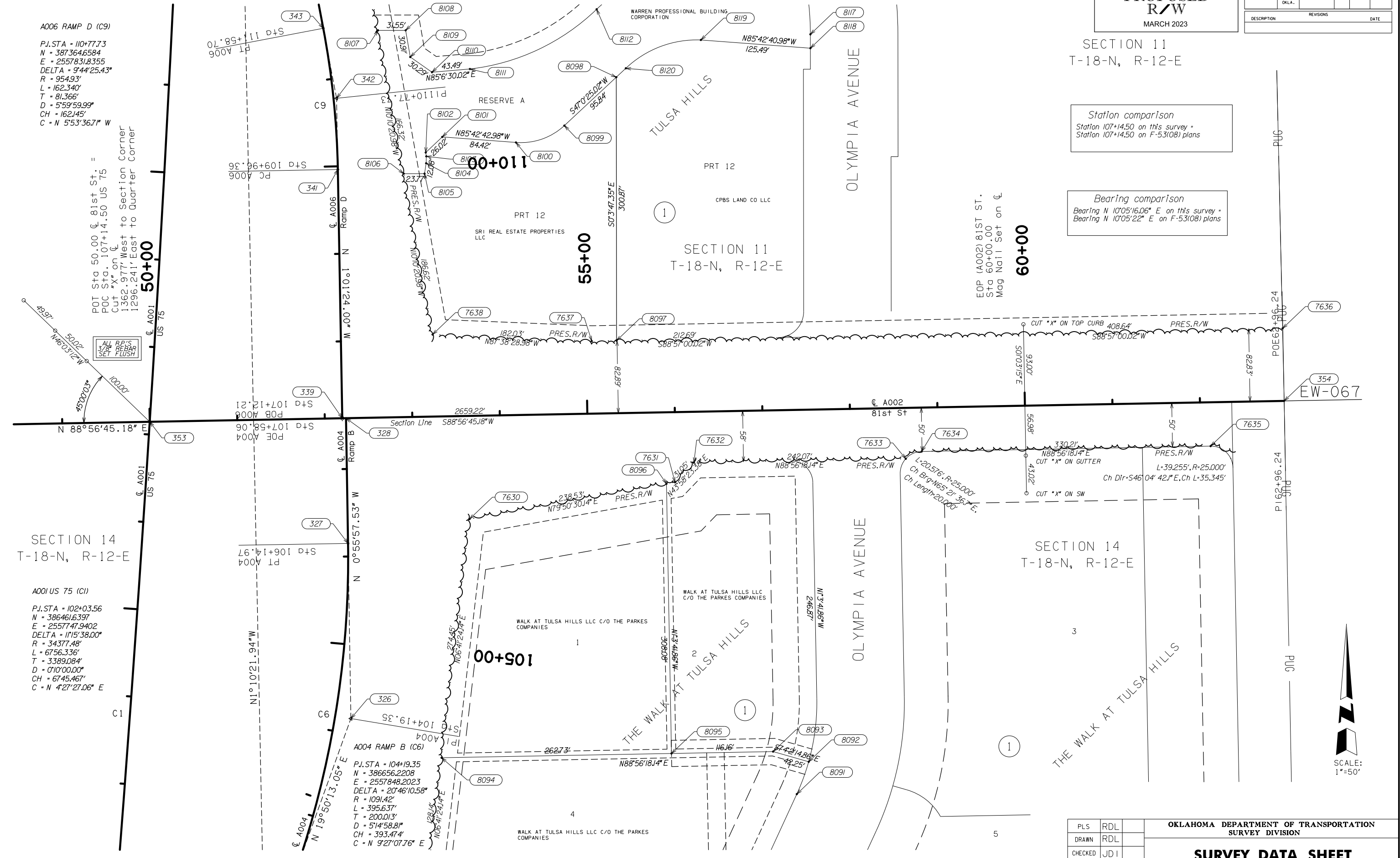
POT Sta 50.00 @ 81st St. =
POC Sta. 107+14.50 US 75
Cut "X" on @
1362.977' West to Section Corner
1296.241' East to Quarter Corner

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

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

A001 US 75 (C1)
P.I. STA = 102+03.56
N = 386461.6397
E = 255774.9402
DELTA = 11°15'38.00"
R = 34377.48'
L = 6756.336'
T = 3389.084'
D = 0'10"00.00"
CH = 6745.467'
C = N 4°27'27.06" E

A004 RAMP B (C6)
P.I. STA = 104+19.35
N = 386656.2208
E = 255784.2023
DELTA = 20°46'10.58"
R = 1091.42'
L = 395.637'
T = 200.013'
D = 5'14"58.81"
CH = 393.474'
C = N 9°27'07.76" E



SCALE: 1"=50'

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

SURVEY DATA SHEET

SWO 5136 (1) PROJECT NO. 30374(04) SHEET NO. S010

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OKLAHOMA DEPARTMENT OF TRANSPORTATION

OKLAHOMA DEPARTMENT OF TRANSPORTATION

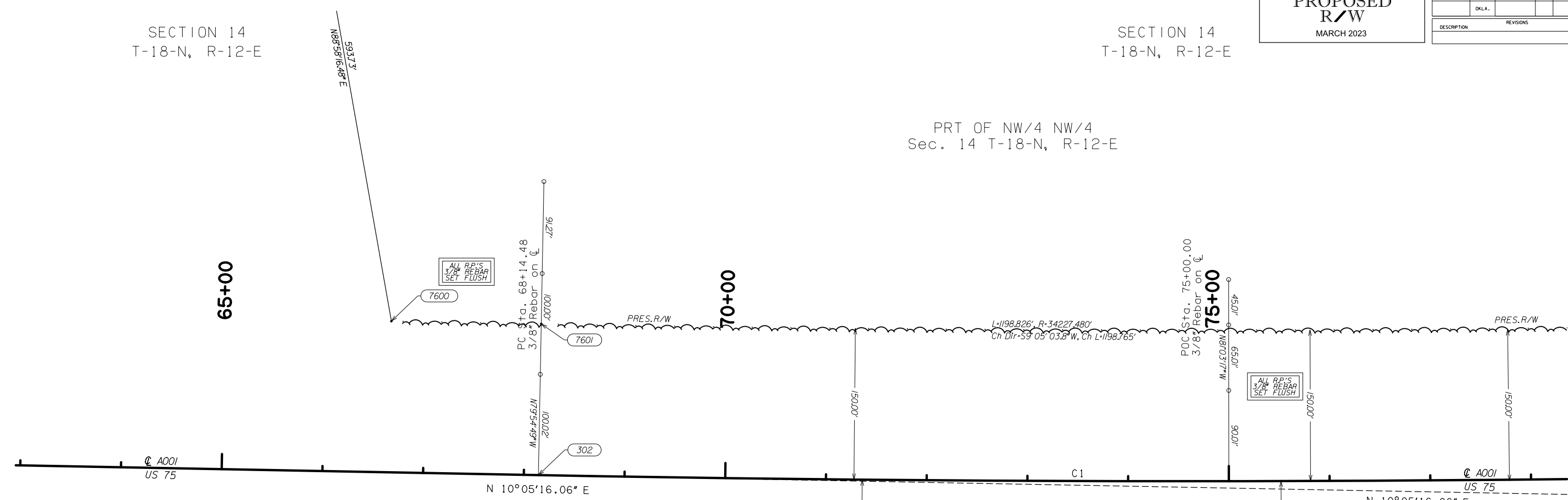
PROPOSED R/W
MARCH 2023

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

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

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

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



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

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

A001 US 75 (C1)
 P.I. STA = 102+03.56
 N = 386461.6397
 E = 2557747.9402
 DELTA = 1115'38.00\"
 R = 34377.48'
 L = 6756.336'
 T = 3389.084'
 D = 0'10'00.00\"
 CH = 6745.467'
 C = N 42'27.06\" E

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



SCALE:
1\"=50'

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

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

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

SURVEY DATA SHEET

SWO 5136 (1) PROJECT NO. 30374(04) SHEET NO. S011

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

PROPOSED R/W
MARCH 2023

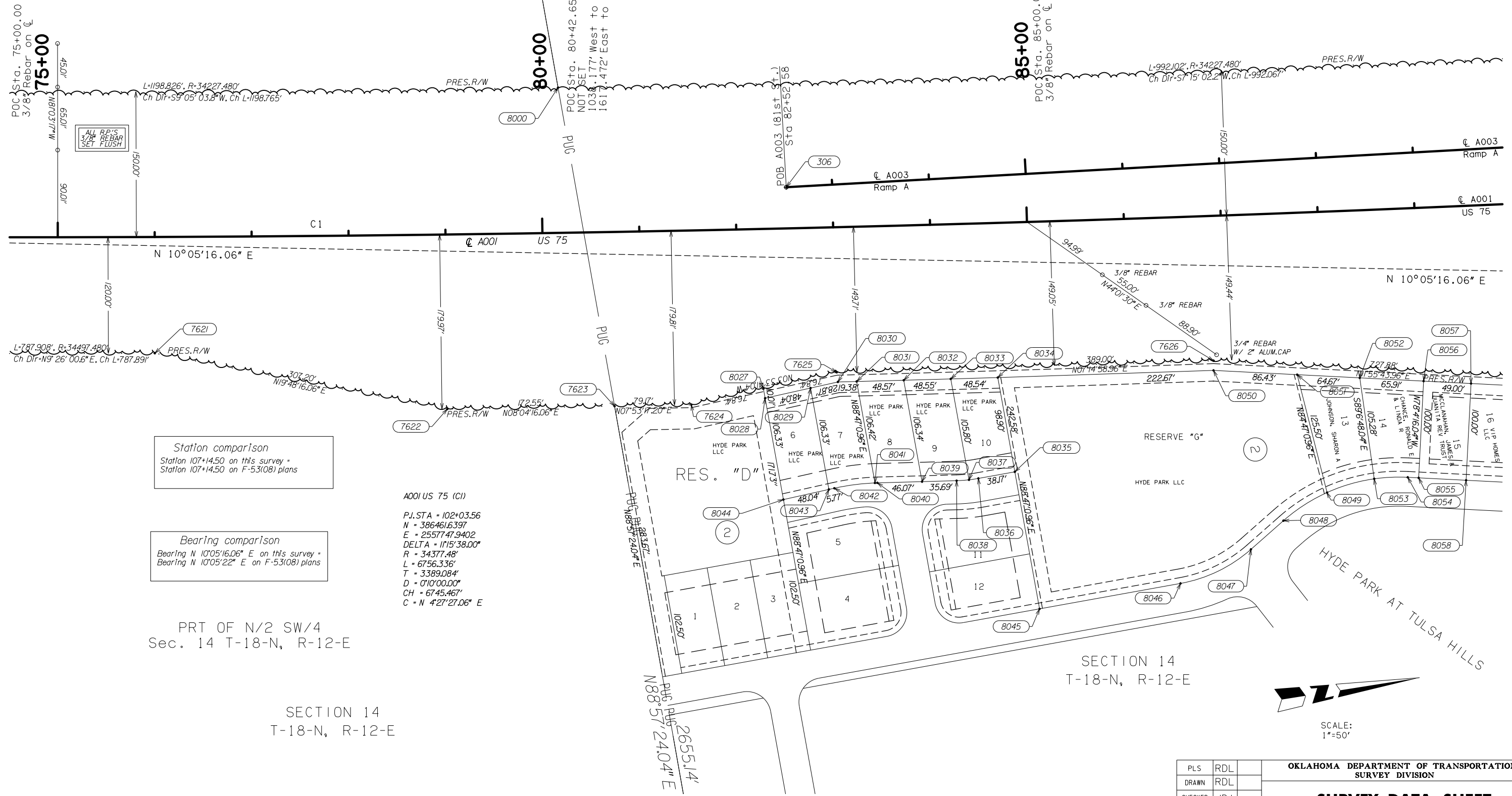
SECTION 14
T-18-N, R-12-E

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

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

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

OSMUN, BEVERLY SUE



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

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

A001 US 75 (C1)
P.J. STA = 102+03.56
N = 386461.6397
E = 2557747.9402
DELTA = 1115°38.00"
R = 34377.48'
L = 6756.336'
T = 3389.084'
D = 0°10'00.00"
CH = 6745.467'
C = N 4°27'27.06" E

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

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

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



SCALE:
1"=50'

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

SURVEY DATA SHEET

SWO 5136 (1) PROJECT NO. 30374(04) SHEET NO. S012

3/10/2023

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

PROPOSED R/W
MARCH 2023

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

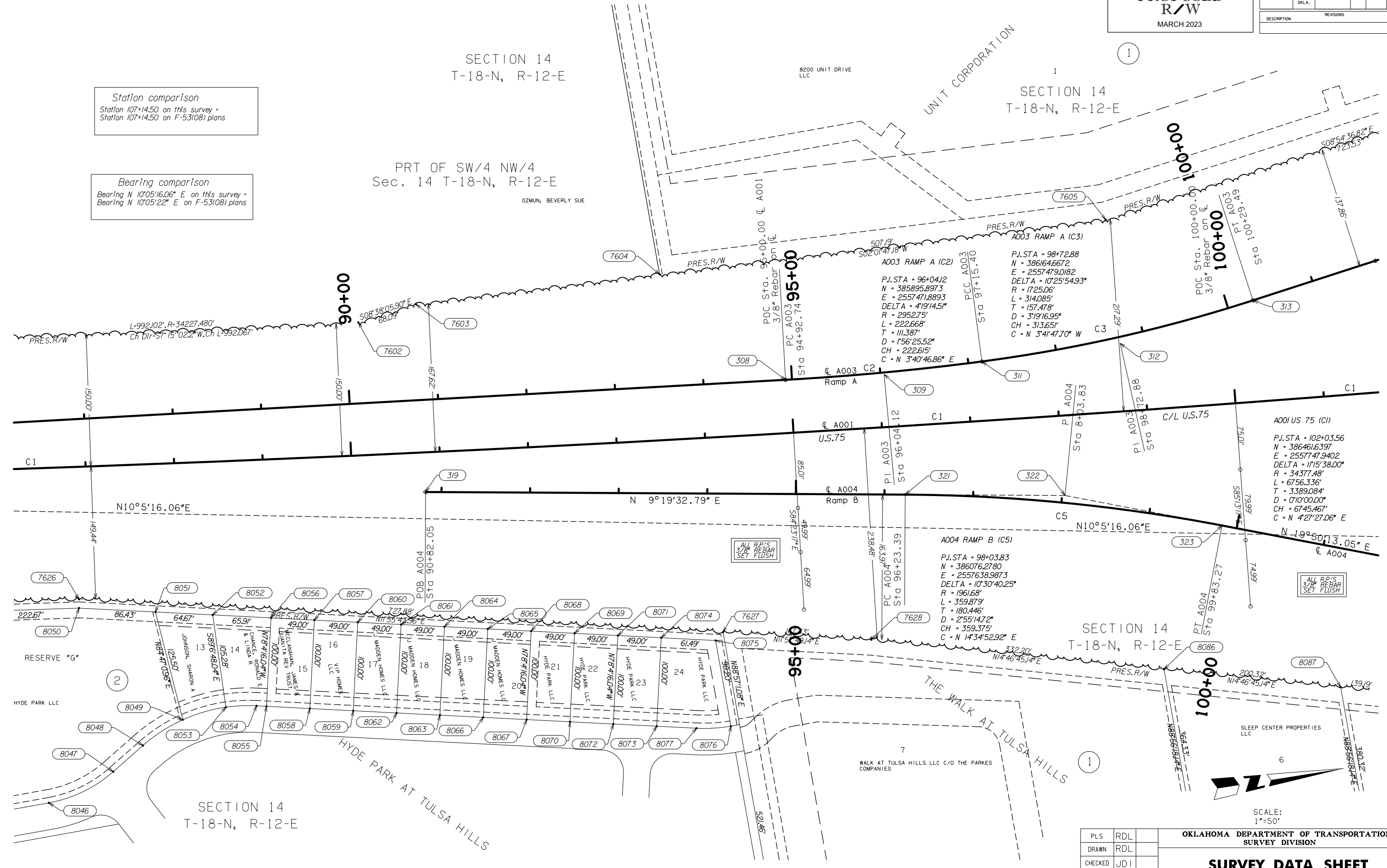
SECTION 14
T-18-N, R-12-E

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

OZMUN, BEVERLY SUE

Station comparison
Station 107+14.50 on this survey -
Station 107+14.50 on F-531081 plans

Bearing comparison
Bearing N 10°05'16.06" E on this survey -
Bearing N 10°05'22" E on F-531081 plans



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

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

PLS	RDL
DRAWN	RDL
CHECKED	JD I
APPROVED	
CREW	ISAACS

OKLAHOMA DEPARTMENT OF TRANSPORTATION
SURVEY DIVISION

SURVEY DATA SHEET

SWO 5136 (1) PROJECT NO. 30374(04) SHEET NO. 5013

3/10/2023
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3037404-SURVEY DATA 14.dgn
SDS 14 OF 16

Station comparison
Station 107+4.50 on this survey =
Station 107+4.50 on F-53(08) plans

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

A003 RAMP A (C3)
P.I. STA = 98+72.88
N = 386164.6672
E = 2557479.0182
DELTA = 10°25'54.93"
R = 1725.06'
L = 314.085'
T = 157.478'
D = 31916.95"
CH = 313.651'
C = N 3°41'47.70" W

8200 UNIT DRIVE LLC
UNIT CORPORATION
SECTION 14
T-18-N, R-12-E

A003 RAMP A (C4)
P.I. STA = 103+69.61
N = 386656.2573
E = 2557401.9269
DELTA = 7°58'49.03"
R = 1650.35'
L = 229.865'
T = 115.119'
D = 3°28'18.23"
CH = 229.679'
C = N 4°55'20.65" W

A005 RAMP C (C7)
P.I. STA = 108+91.61
N = 387201.0784
E = 2557394.6873
DELTA = 21°21'01.4"
R = 716.20'
L = 266.880'
T = 135.006'
D = 7°59'59.89"
CH = 265.339'
C = N 9°39'06.57" E

A005 RAMP C (C8)
P.I. STA = 113+87.70
N = 387669.2149
E = 2557568.1070
DELTA = 14°47'45.58"
R = 1273.24'
L = 328.800'
T = 165.320'
D = 4°29'59.99"
CH = 327.887'
C = N 12°55'44.35" E

A004 RAMP B (C6)
P.I. STA = 104+19.35
N = 386656.2208
E = 2557848.2023
DELTA = 20°46'10.58"
R = 1091.42'
L = 395.637'
T = 200.013'
D = 5°14'58.81"
CH = 393.474'
C = N 9°27'07.76" E

A004 RAMP B (C5)
P.I. STA = 98+03.83
N = 386076.2780
E = 2557638.9873
DELTA = 10°30'40.25"
R = 1961.68'
L = 359.879'
T = 180.446'
D = 2°55'14.72"
CH = 359.375'
C = N 14°34'52.92" E

A006 RAMP D (C9)
P.I. STA = 110+77.73
N = 387364.6584
E = 2557831.8355
DELTA = 9°44'25.43"
R = 954.93'
L = 162.340'
T = 81.366'
D = 5°59'59.99"
CH = 162.145'
C = N 5°53'36.71" W

OKLAHOMA DEPARTMENT OF TRANSPORTATION
PROPOSED R/W
MARCH 2023

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

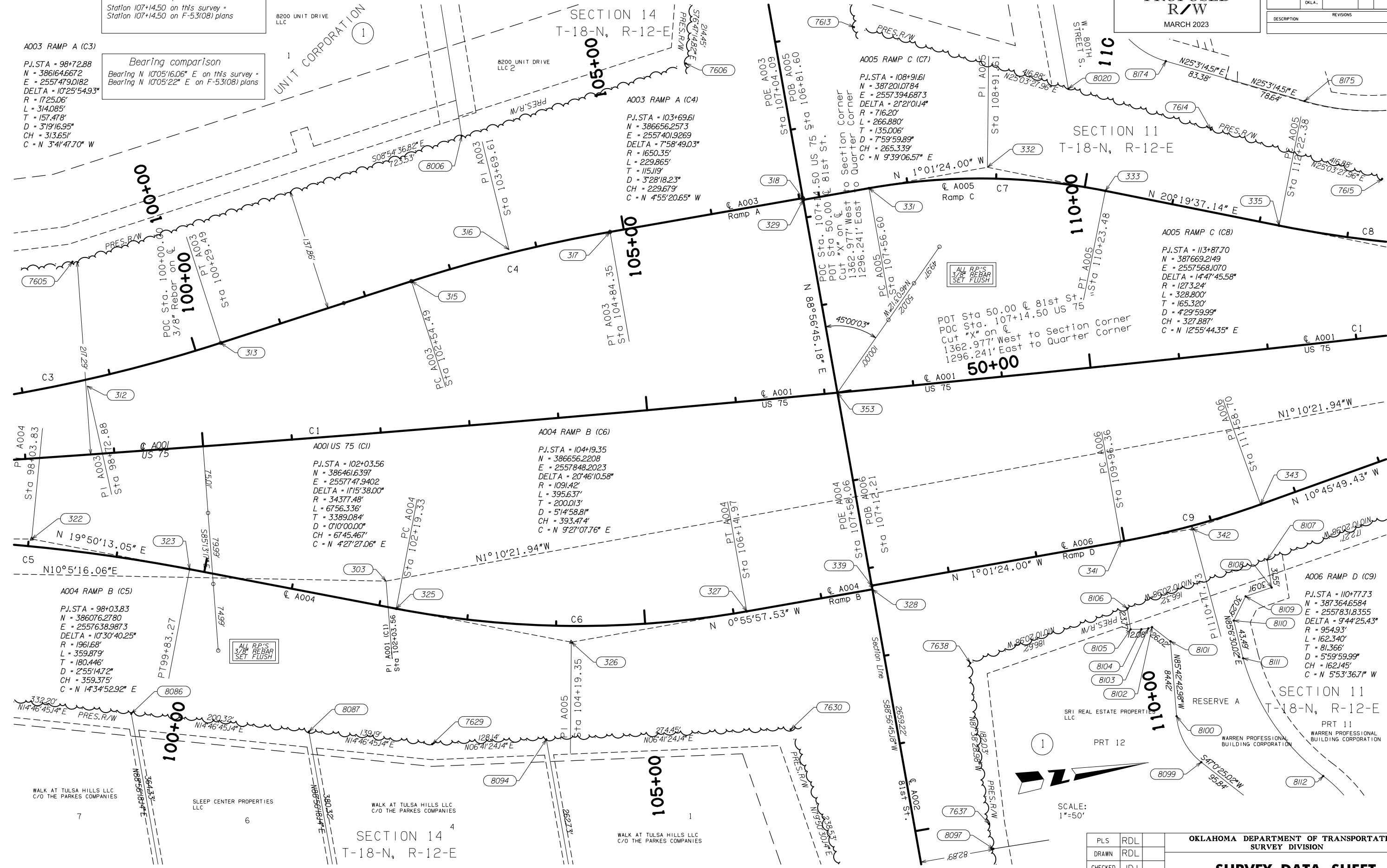
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SCALE:
1"=50'

PLS	RDL
DRAWN	RDL
CHECKED	JD I
APPROVED	
CREW	ISAACS

OKLAHOMA DEPARTMENT OF TRANSPORTATION
SURVEY DIVISION
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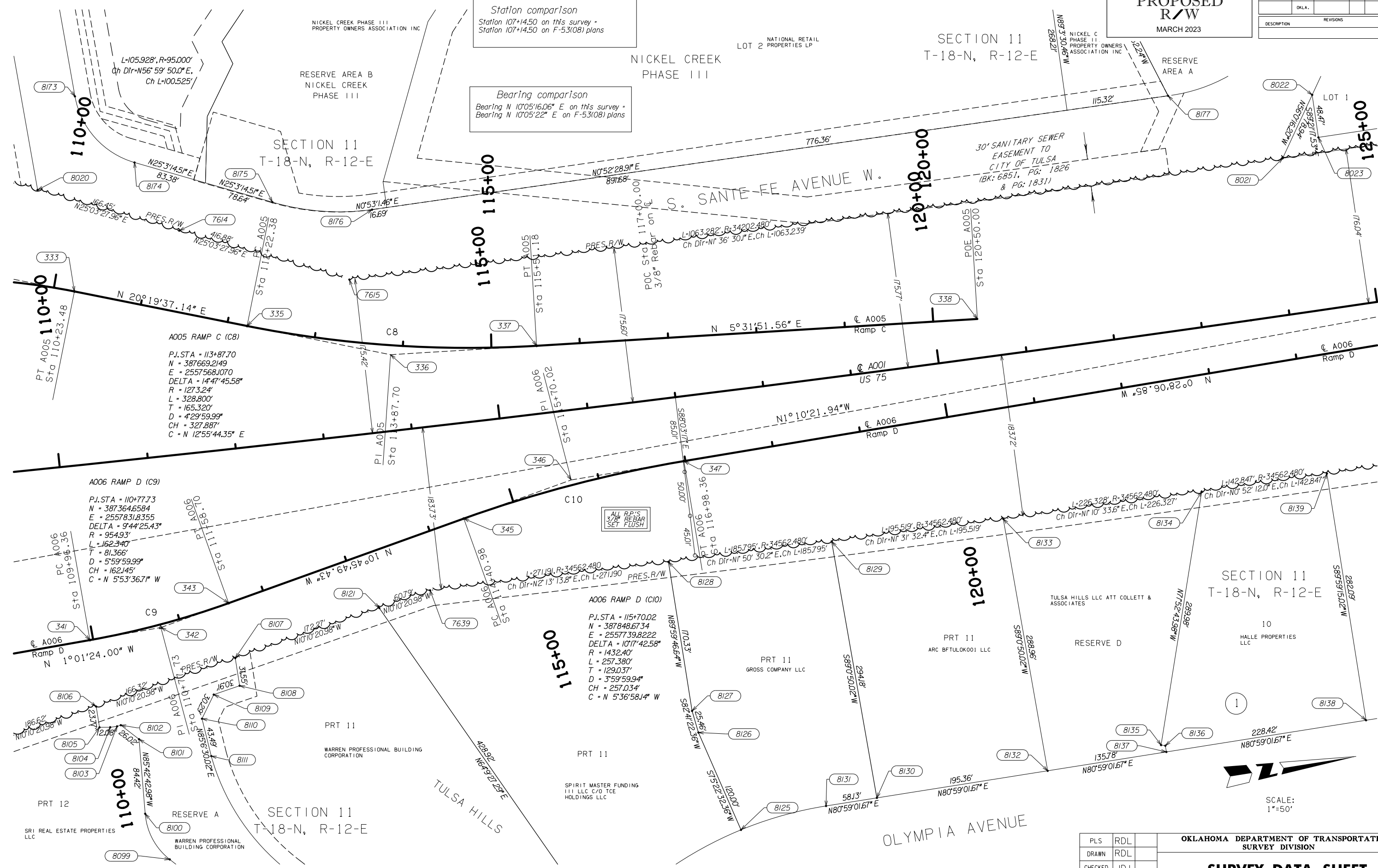


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PROPOSED R/W
MARCH 2023

Station comparison
Station 107+14.50 on this survey -
Station 107+14.50 on F-53108) plans

Bearing comparison
Bearing N 10°05'16.06" E on this survey -
Bearing N 10°05'22" E on F-53108) plans



A005 RAMP C (C8)
P.I. STA = 113+87.70
N = 387669.2149
E = 2557568.1070
DELTA = 14°47'45.58"
R = 1273.24'
L = 328.800'
T = 165.320'
D = 429.5999"
CH = 327.887'
C = N 12°55'44.35" E

A006 RAMP D (C9)
P.I. STA = 110+77.73
N = 387364.6584
E = 2557831.8355
DELTA = 9°44'25.43"
R = 954.93'
L = 162.340'
T = 81.366'
D = 5°59'59.99"
CH = 162.145'
C = N 5°53'36.7" W

A006 RAMP D (C10)
P.I. STA = 115+70.02
N = 387848.6734
E = 2557739.8222
DELTA = 10°17'42.58"
R = 1432.40'
L = 257.380'
T = 129.037'
D = 3°59'59.94"
CH = 257.034'
C = N 5°36'58.14" W

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



SCALE: 1"=50'

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

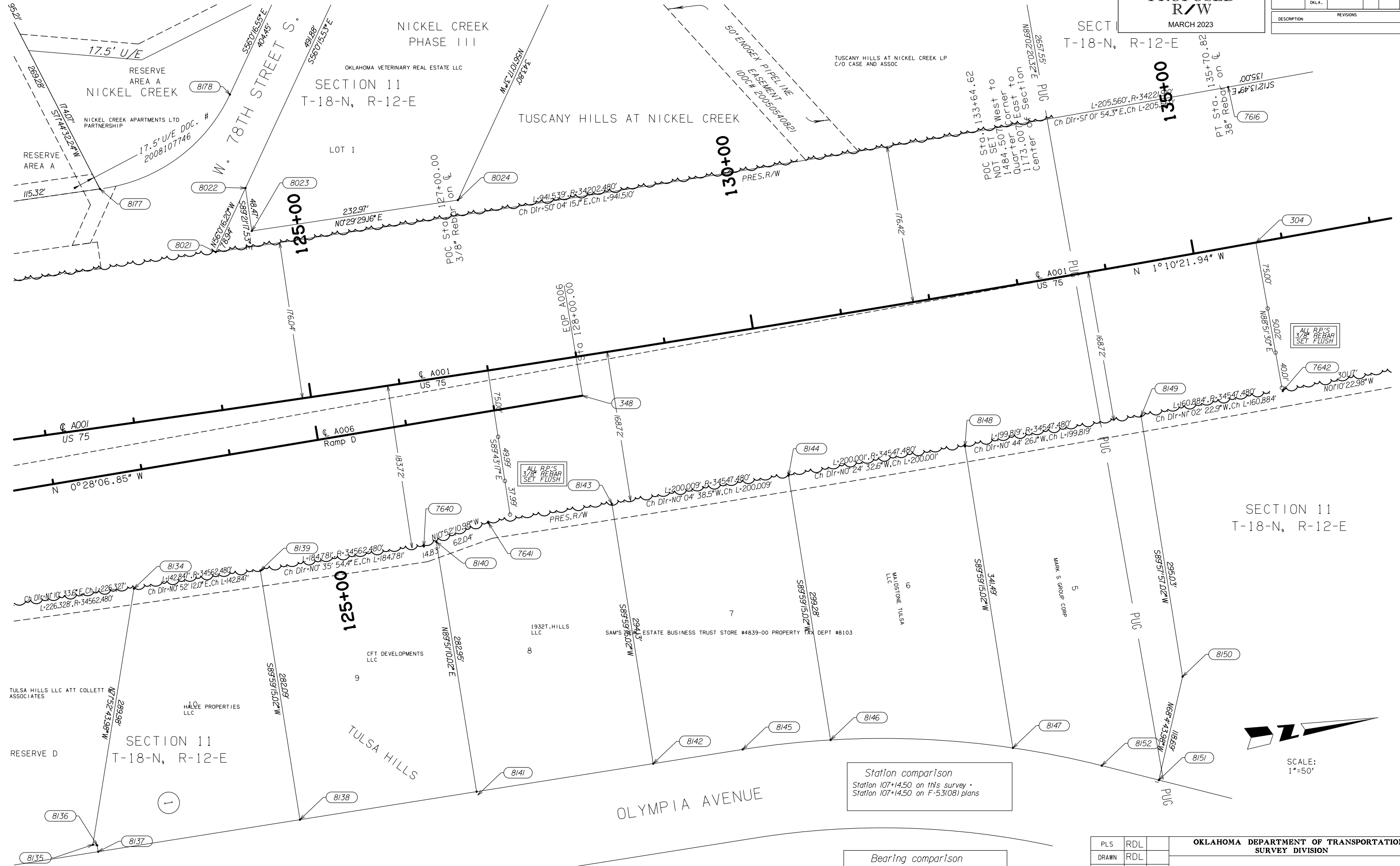
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SDS 16 OF 16

PROPOSED R/W
MARCH 2023

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



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

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

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



SCALE:
1"=50'

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

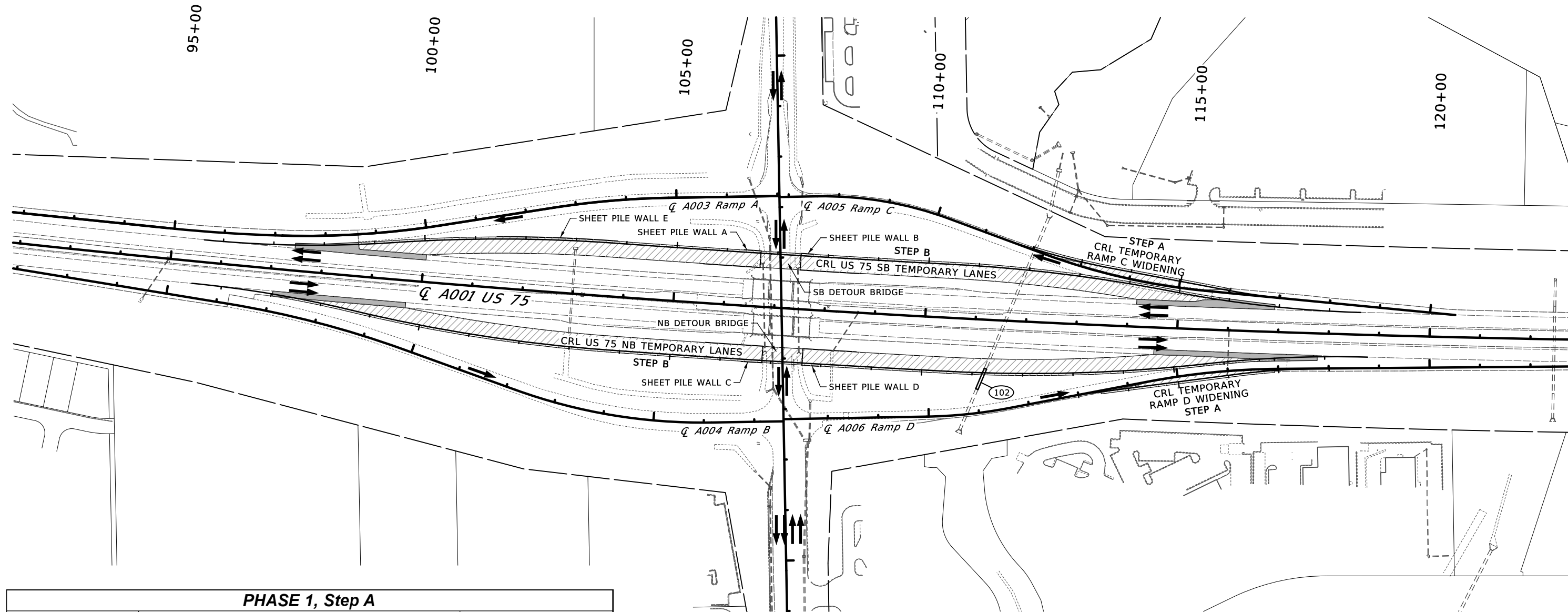
Bearing comparison
Bearing N 10°05'16.06" E on this survey =
Bearing N 10°05'22" E on F-53(08) plans

PLS	RDL
DRAWN	RDL
CHECKED	JD I
APPROVED	
CREW	ISAACS

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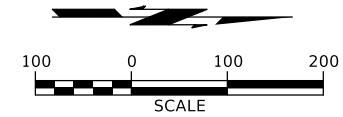


PHASE 1, Step A		
ITEM	CONSTRUCTION	TRAFFIC
US 75 Northbound	No construction	On existing US 75 Northbound
US 75 Southbound	No construction	On existing US 75 Southbound
US 75 Northbound Temporary	Replace part of STR 102 (5'x4' RCB)	On existing US 75 Northbound
US 75 Southbound Temporary	No construction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

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

LEGEND

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

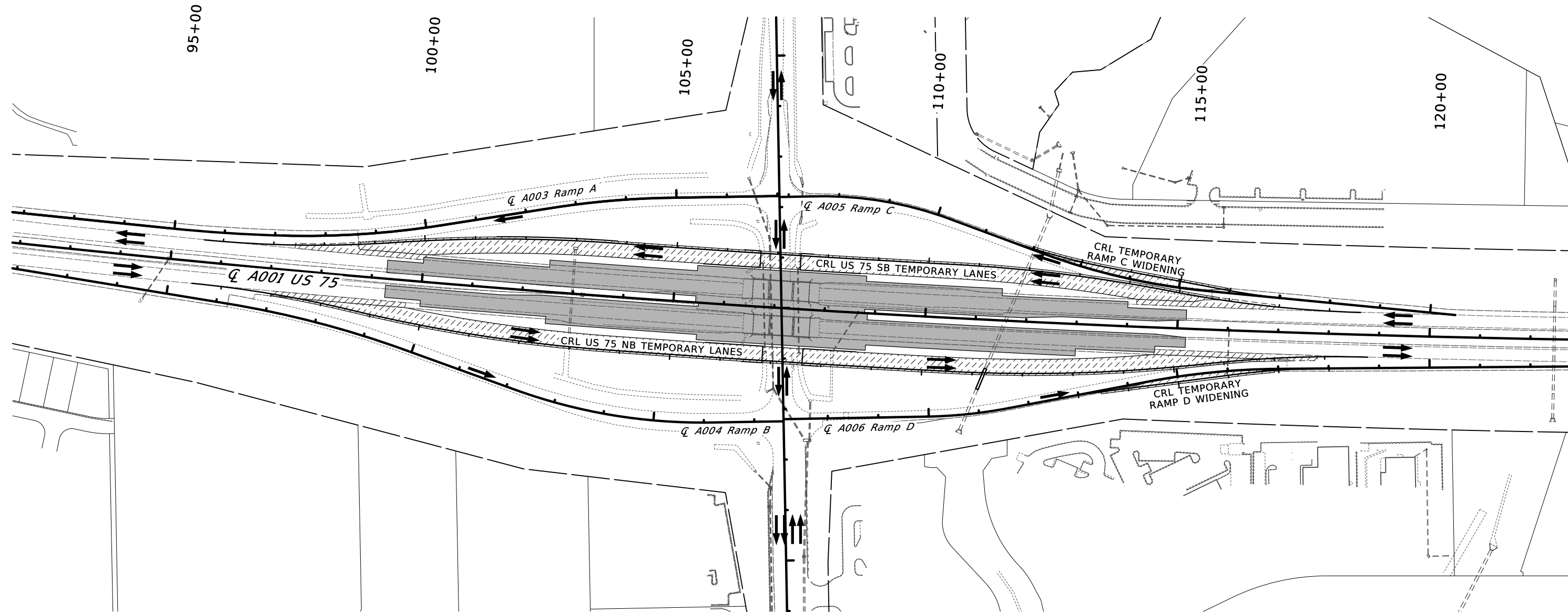


DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION SUGGESTED CONSTRUCTION SEQUENCE (1) PHASE 1
DRAWN		
CHECKED		
APPROVED		
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COUNTY - TULSA		HIGHWAY - US-75 STATE JOB NO. - 30374(04) SHEET NO. T001

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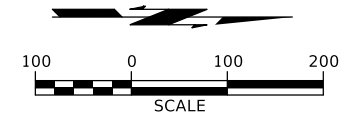
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PHASE 2		
ITEM	CONSTRUCTION	TRAFFIC
US 75 Northbound	Sta. 99+28 to Sta. 100+00: construct inside shoulder & lane Sta. 100+00 to Sta. 102+50: construct inside shoulder & 2 lanes Sta. 102+50 to Sta. 105+50: construct inside shoulder & 3 lanes Sta. 108+85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

LEGEND

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

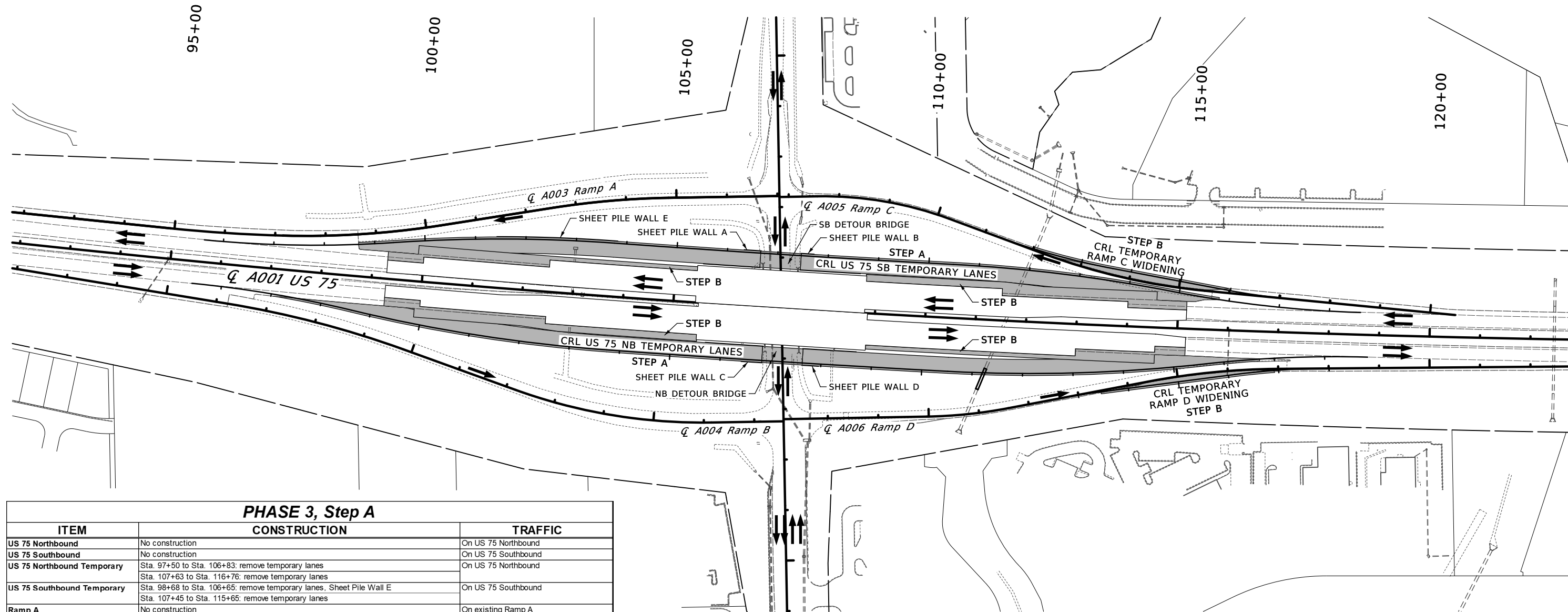


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CHECKED		
APPROVED		
SQUAD		
COUNTY - TULSA		HIGHWAY - US-75 STATE JOB NO. - 30374(04) SHEET NO. T002

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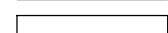
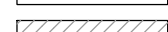
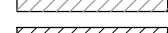

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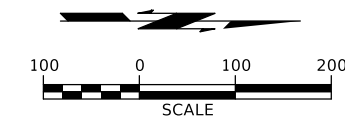


PHASE 3, Step A		
ITEM	CONSTRUCTION	TRAFFIC
US 75 Northbound	No construction	On US 75 Northbound
US 75 Southbound	No construction	On US 75 Southbound
US 75 Northbound Temporary	Sta. 97+50 to Sta. 106+83: remove temporary lanes Sta. 107+63 to Sta. 116+76: remove temporary lanes	On US 75 Northbound
US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

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

LEGEND

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

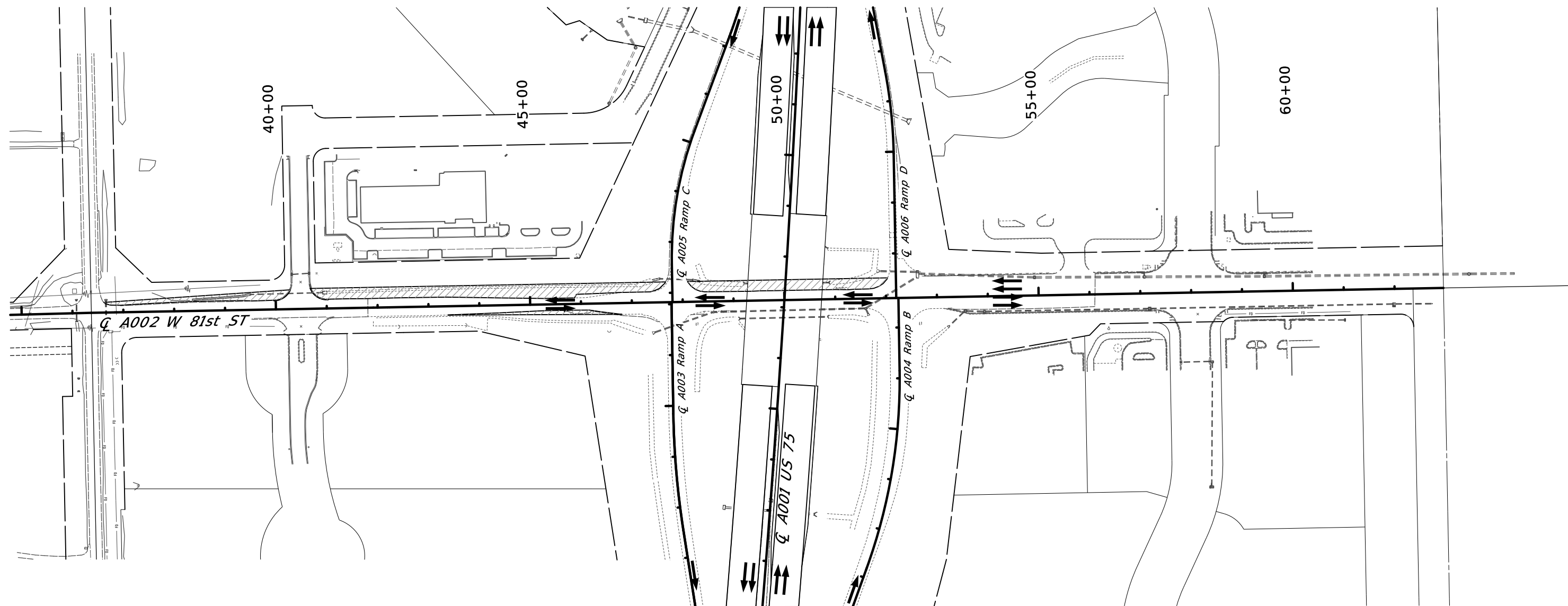


DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION SUGGESTED CONSTRUCTION SEQUENCE (3) PHASE 3
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APPROVED		
SQUAD		
COUNTY - TULSA		HIGHWAY - US-75 STATE JOB NO. - 30374(04) SHEET NO. T003

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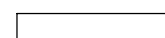
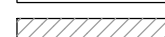
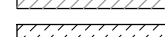

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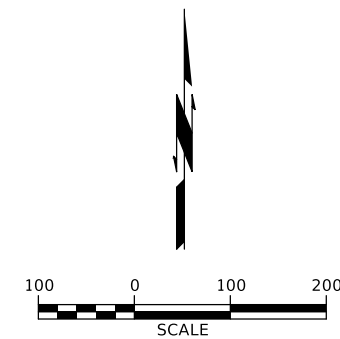
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PHASE 4 CONSTRUCTION		
ITEM	CONSTRUCTION	TRAFFIC
US 75 Northbound	No construction	On US 75 Northbound
US 75 Southbound	No construction	On US 75 Southbound
US 75 Northbound Temporary	Removed in Phase 3, Step A	N/A
US 75 Southbound Temporary	Removed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

LEGEND

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

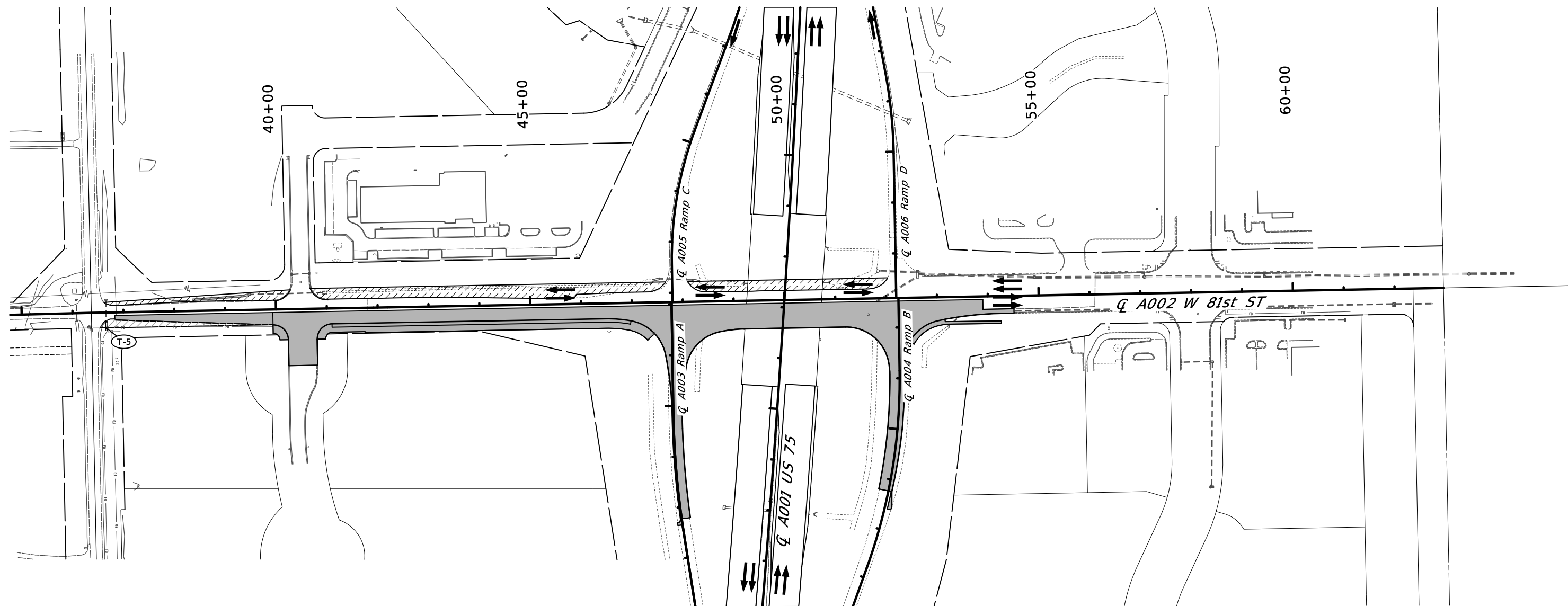


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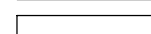
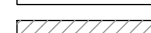
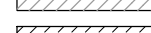

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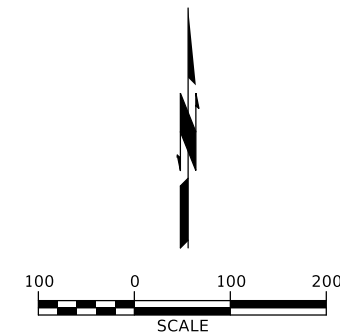


PHASE 5		
ITEM	CONSTRUCTION	TRAFFIC
US 75 Northbound	No construction	On US 75 Northbound
US 75 Southbound	No construction	On US 75 Southbound
US 75 Northbound Temporary	Removed in Phase 3, Step A	N/A
US 75 Southbound Temporary	Removed in Phase 3, Step A	N/A
Ramp A	Sta. 102+77.00 to Sta. 106+62.18: Construct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

Note: Contractor shall coordinate ramp closures with ODOT.

LEGEND

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

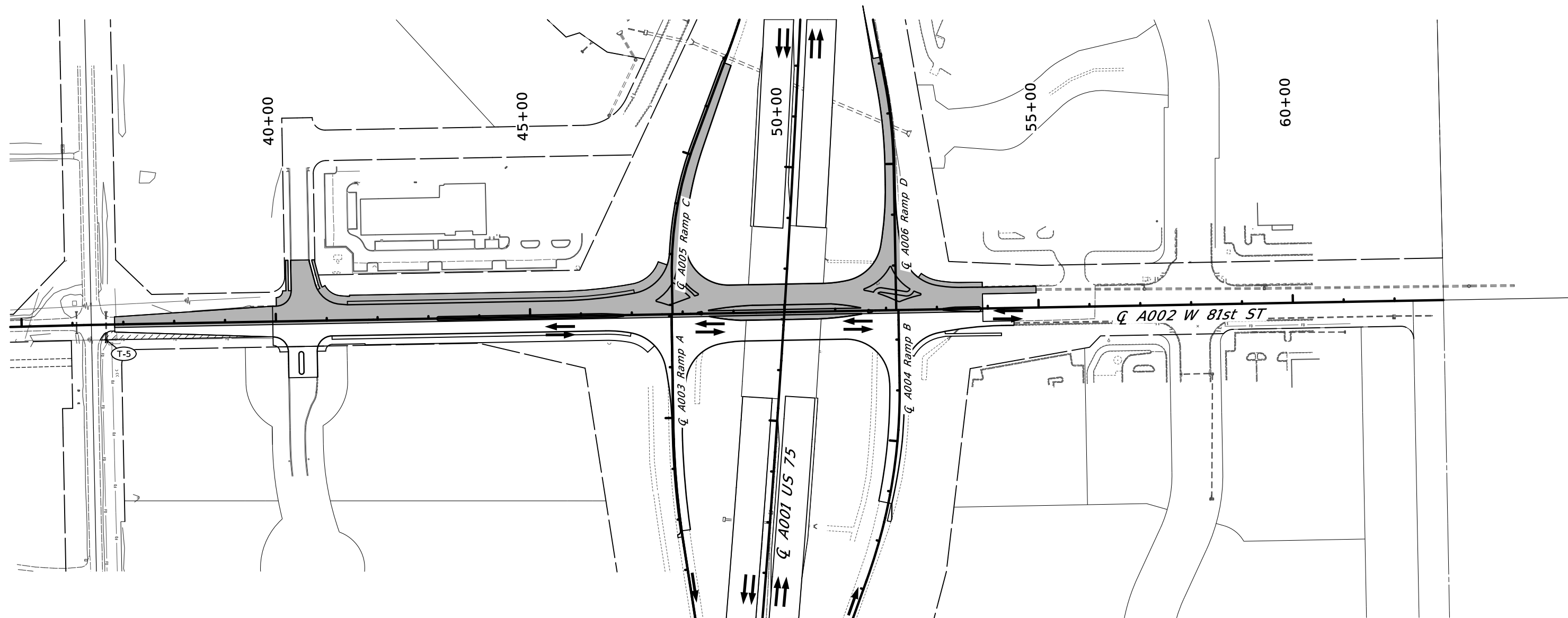


DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION SUGGESTED CONSTRUCTION SEQUENCE (5) PHASE 5
DRAWN		
CHECKED		
APPROVED		
SQUAD		
COUNTY - TULSA		HIGHWAY - US-75 STATE JOB NO. - 30374(04) SHEET NO. T005

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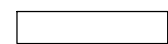



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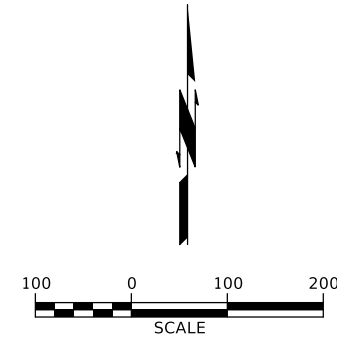


PHASE 6		
ITEM	CONSTRUCTION	TRAFFIC
US 75 Northbound	No construction	On US 75 Northbound
US 75 Southbound	No construction	On US 75 Southbound
US 75 Northbound Temporary	Removed in Phase 3, Step A	N/A
US 75 Southbound Temporary	Removed in Phase 3, Step A	N/A
Ramp A	No construction	On Ramp A
Ramp B	No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

Note: Contractor shall coordinate ramp closures with ODOT.

LEGEND

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

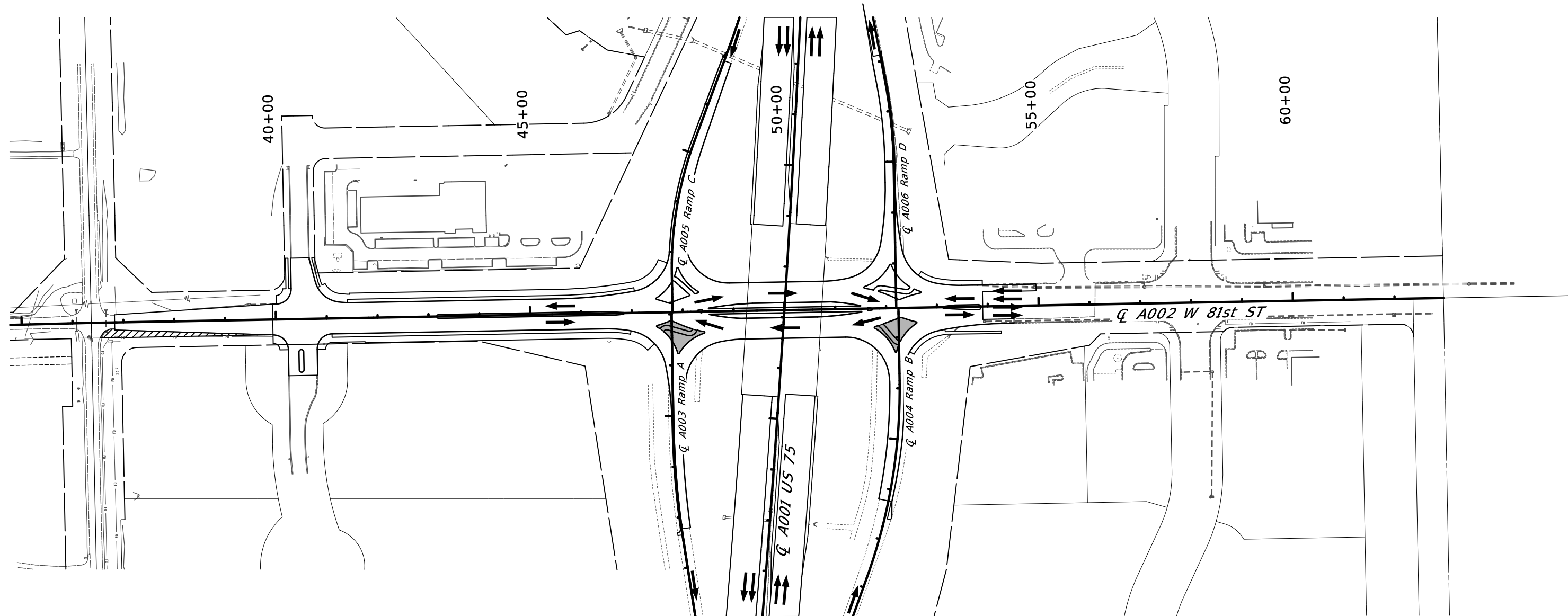


DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION SUGGESTED CONSTRUCTION SEQUENCE (6) PHASE 6
DRAWN		
CHECKED		
APPROVED		
SQUAD		
COUNTY - TULSA		HIGHWAY - US-75 STATE JOB NO. - 30374(04) SHEET NO. T006

3/10/2023

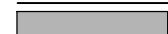
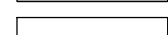
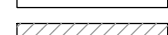
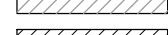

4:45:27 PM

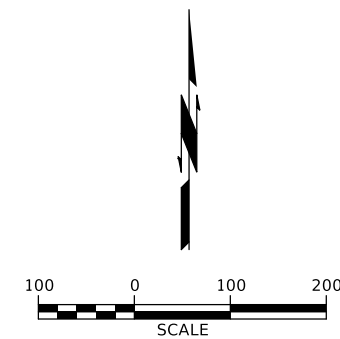
3037404-CONST_SED_07.dgn



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

LEGEND

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

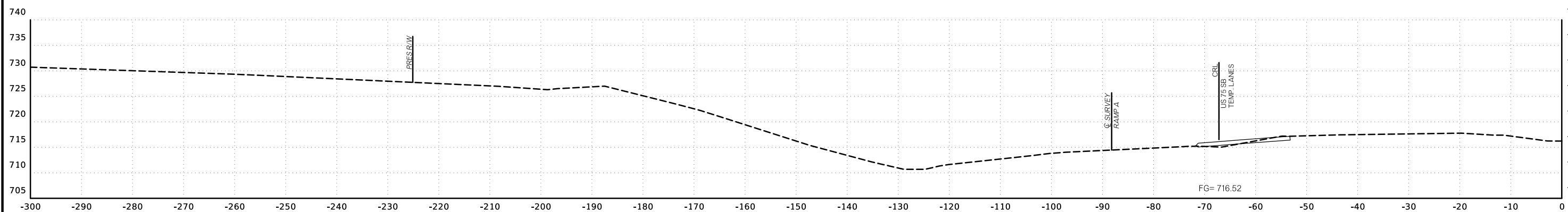


DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION SUGGESTED CONSTRUCTION SEQUENCE (7) PHASE 7
DRAWN		
CHECKED		
APPROVED		
SQUAD		
COUNTY - TULSA		HIGHWAY - US-75 STATE JOB NO. - 30374(04) SHEET NO. T007

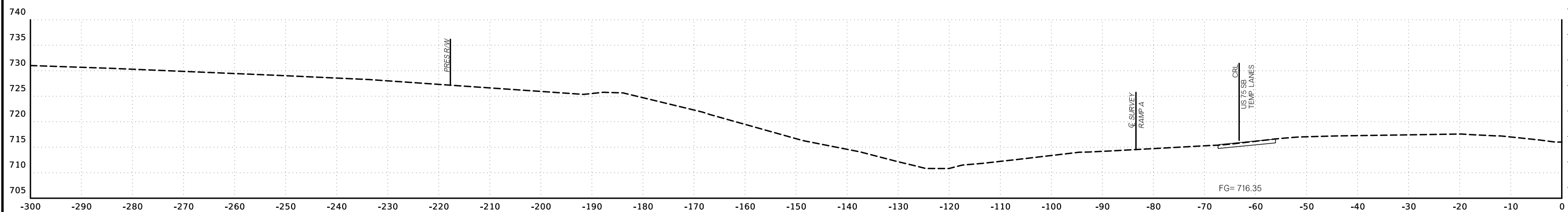
END AREAS (SF)



99+28.96



99+00.00

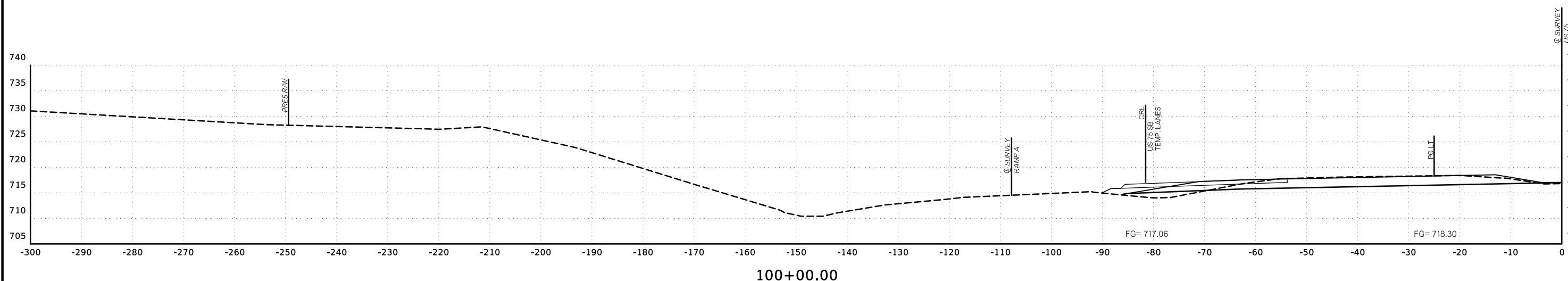


98+70.00

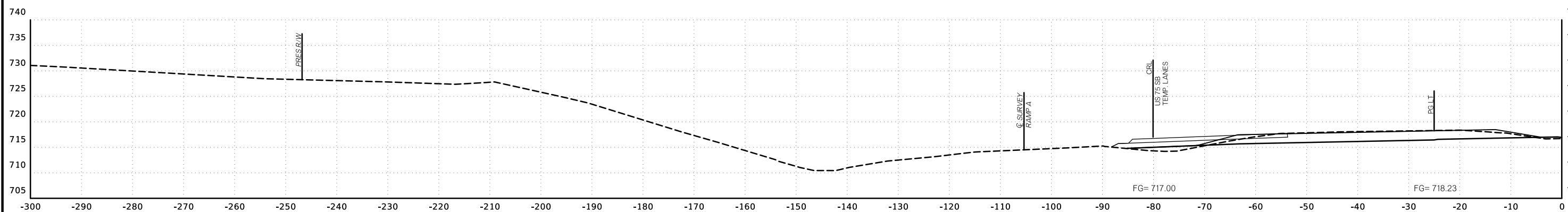
94+00.00
BEGIN INCIDENTAL CONSTRUCTION

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

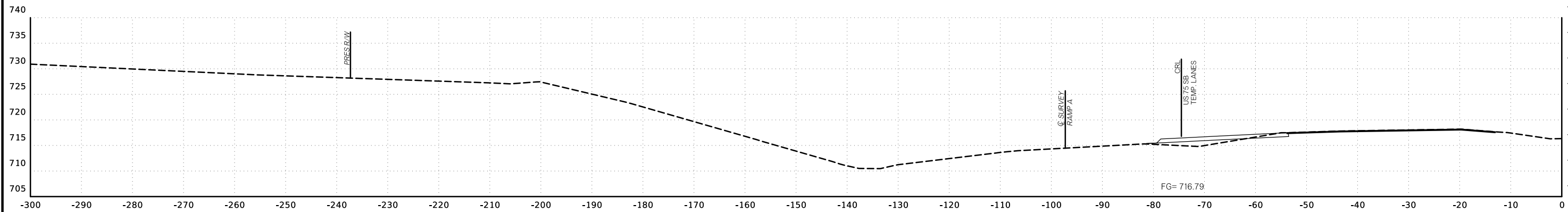
END AREAS (SF)



100+00.00



99+88.96
BEGIN US 75 CONSTRUCTION
END INCIDENTAL CONSTRUCTION



99+50.00

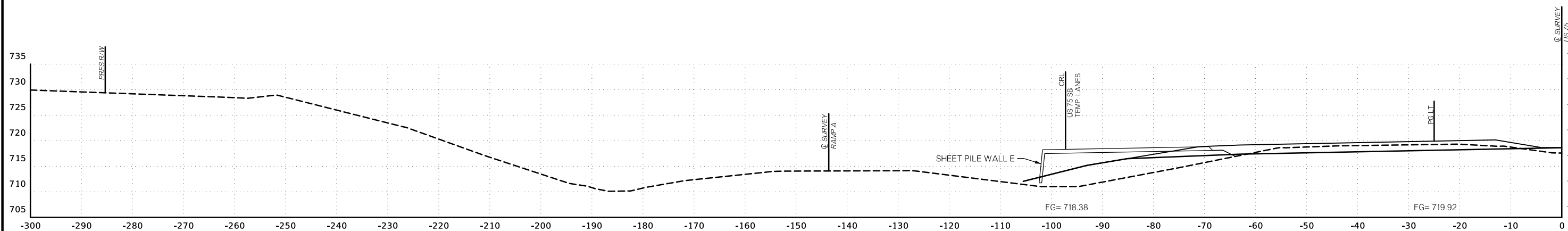
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PROPOSED R/W

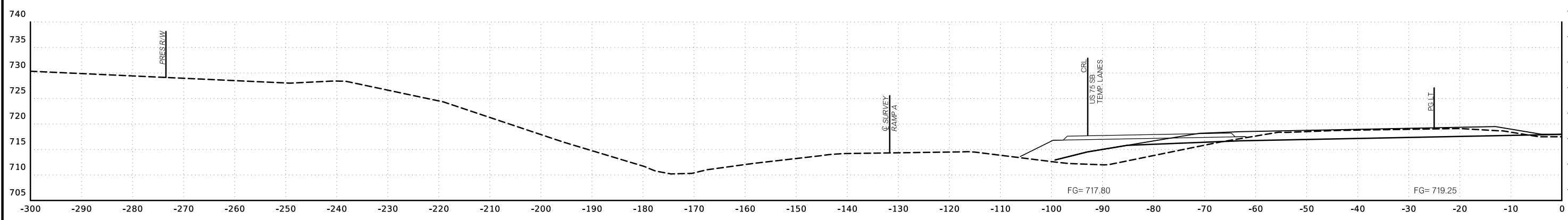
MARCH 2023

VOLUMES (CY)

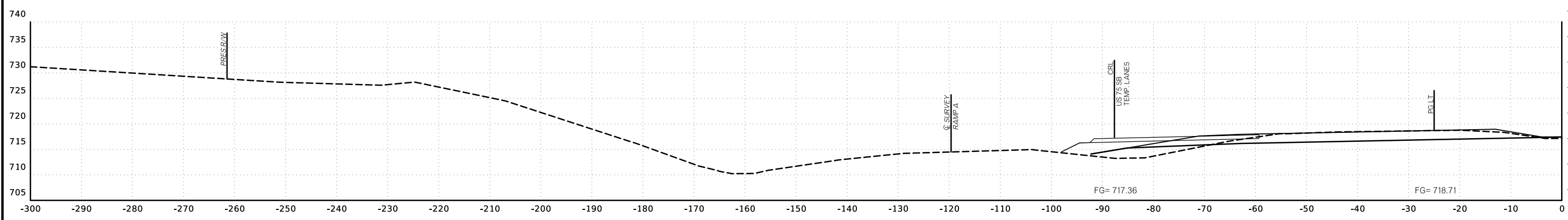
END AREAS (SF)



101+50.00



101+00.00

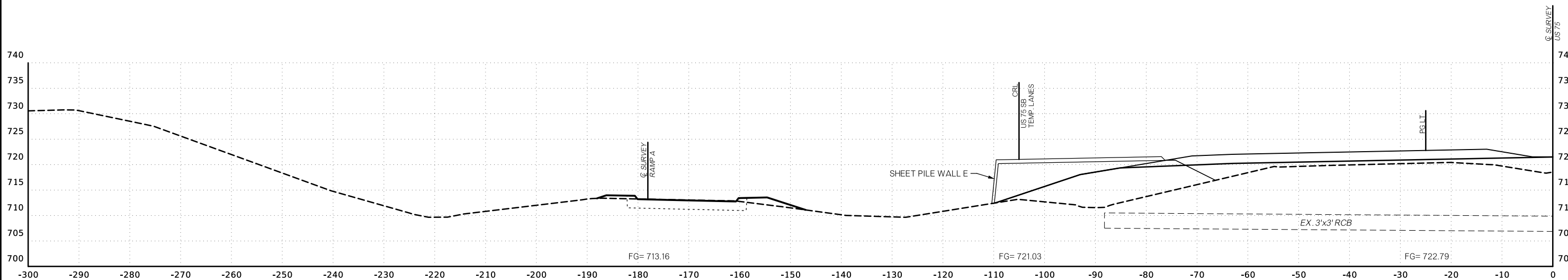


100+50.00

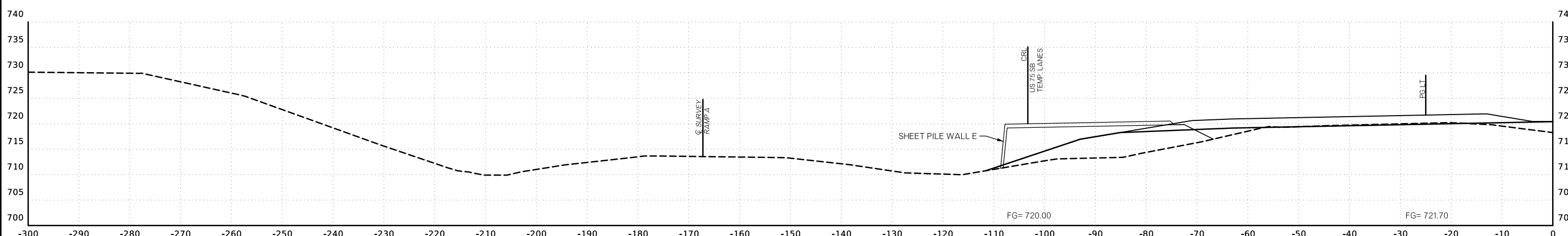
\$\$\$datestamp\$\$\$ \$FILEL\$

END AREAS (SF)

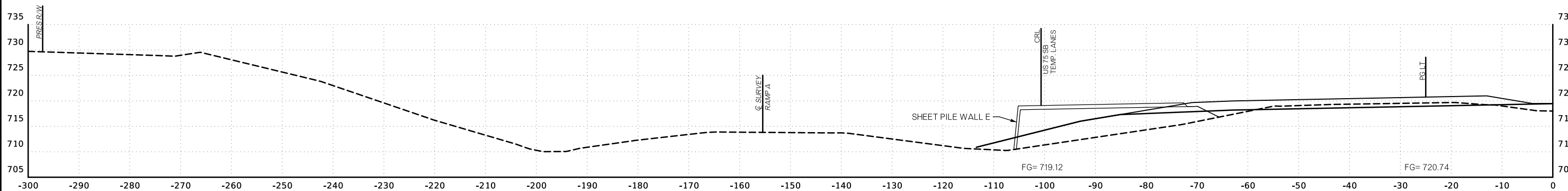
VOLUMES (CY)



103+00.00



102+50.00



102+00.00

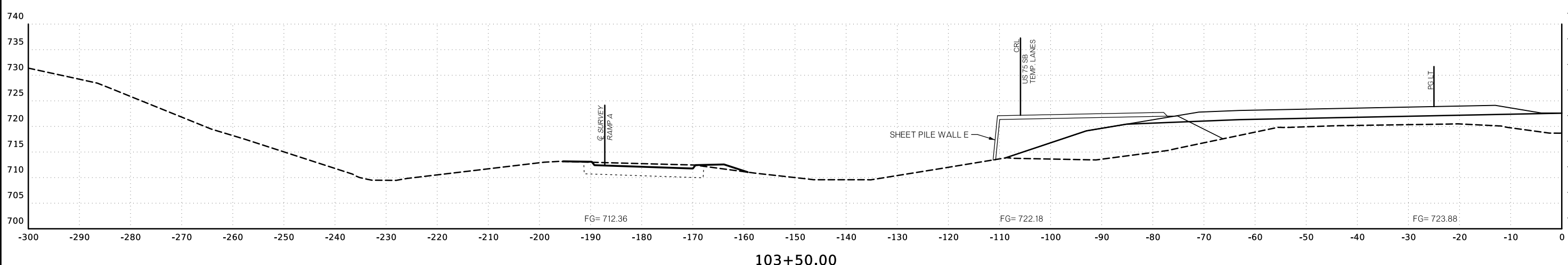
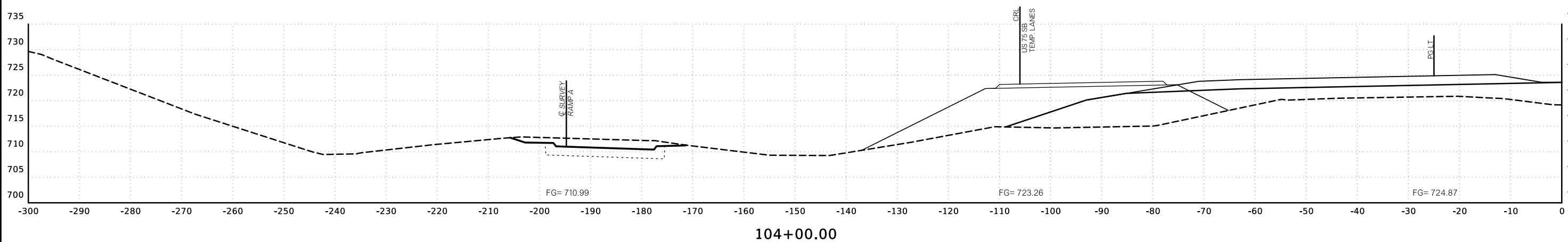
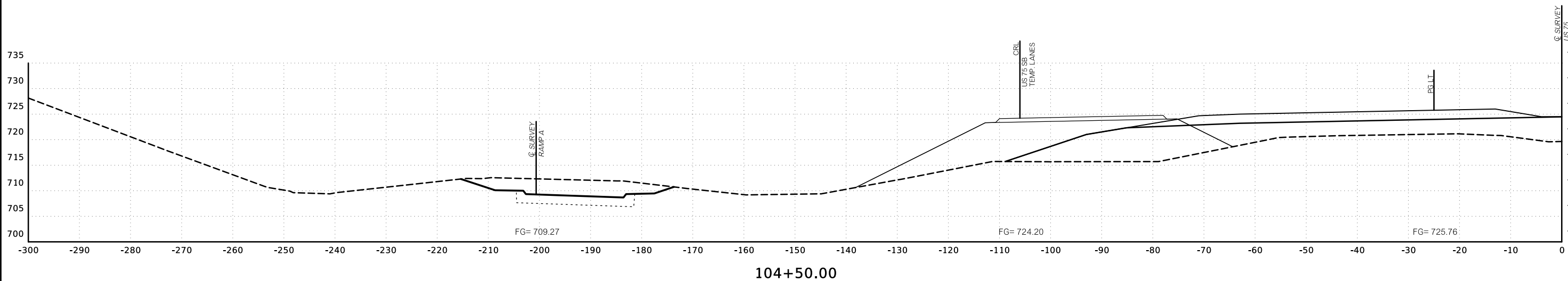
\$\$\$\$datestamp\$\$ \$FILEL\$

PROPOSED R/W

MARCH 2023

END AREAS (SF)

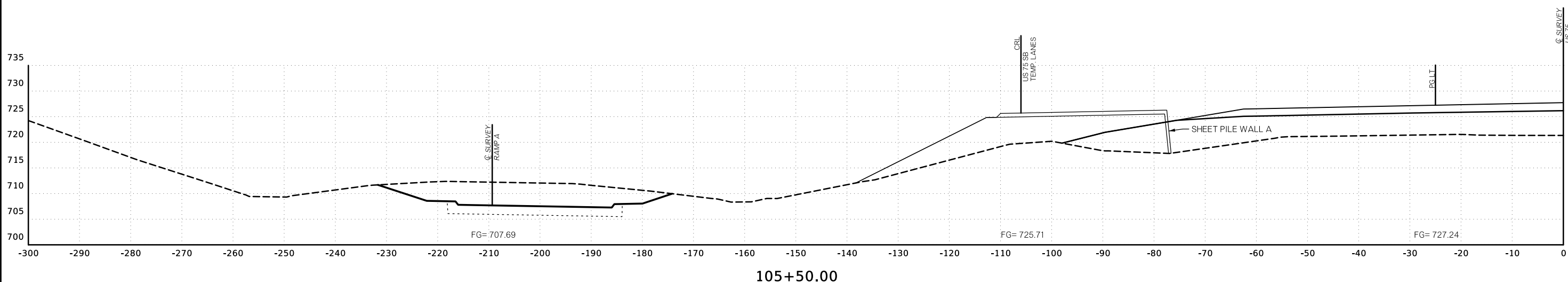
VOLUMES (CY)



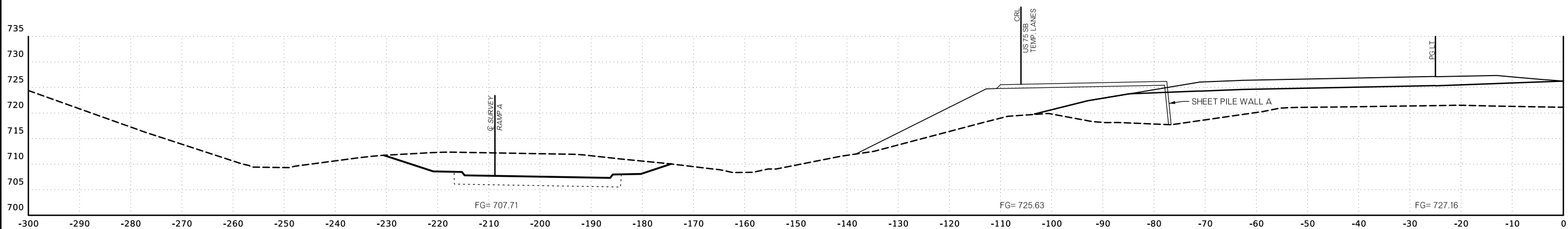
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END AREAS (SF)

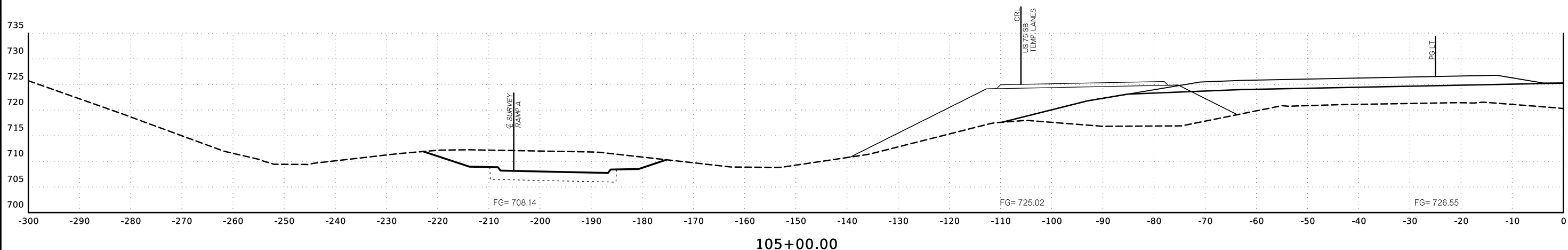
VOLUMES (CY)



105+50.00



105+43.54
BEGIN APPROACH SLAB BRIDGE A



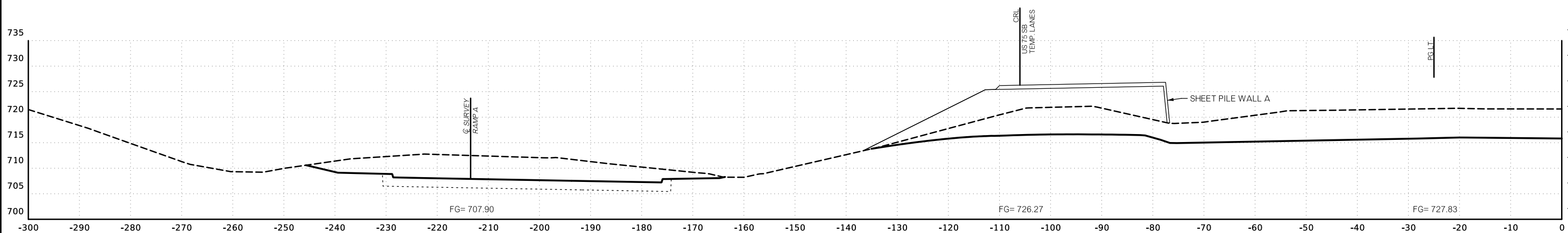
105+00.00

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

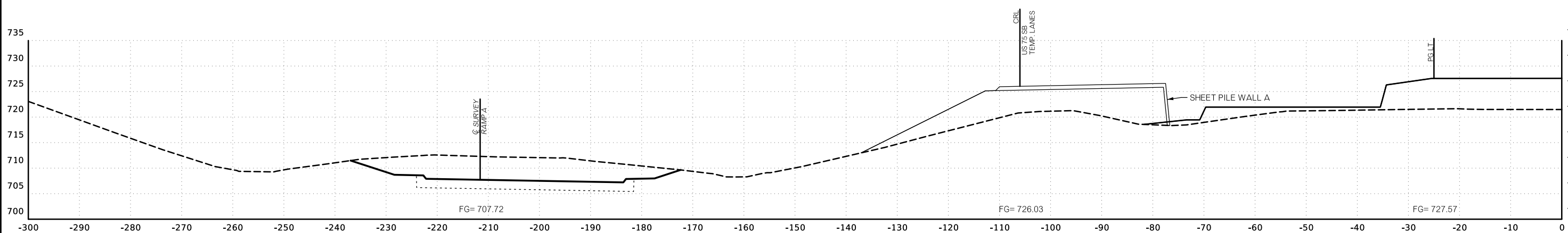
CAUTION: REMOVE & RELOCATE EXIST. ODOT DIGITAL MESSAGE SIGN
AT APPROX. STA. 106+43 @ A001 US 75



106+50.00



106+00.00

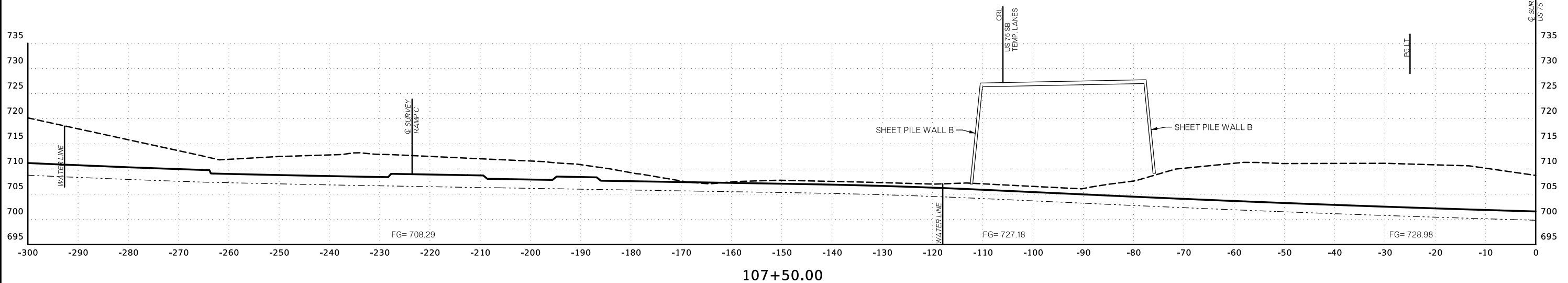


105+77.33
END APPROACH SLAB BRIDGE A
BEGIN BRIDGE A

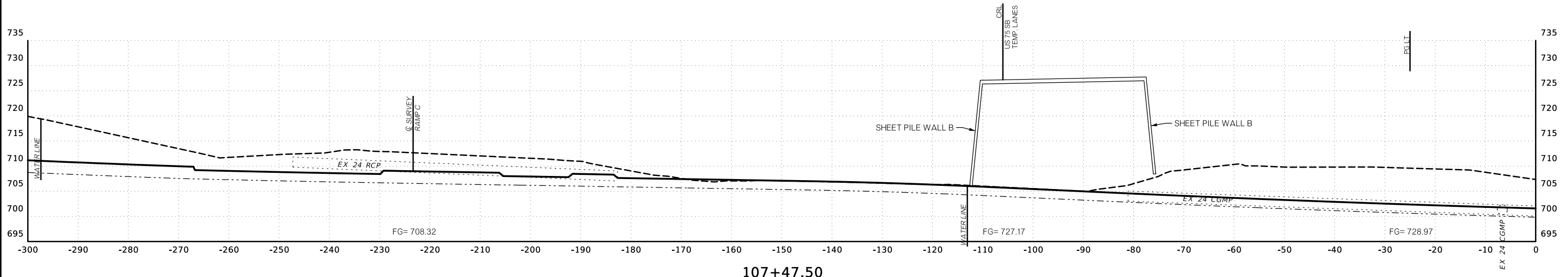
\$\$\$\$datestamp\$\$ \$FILEL\$

END AREAS (SF)

VOLUMES (CY)



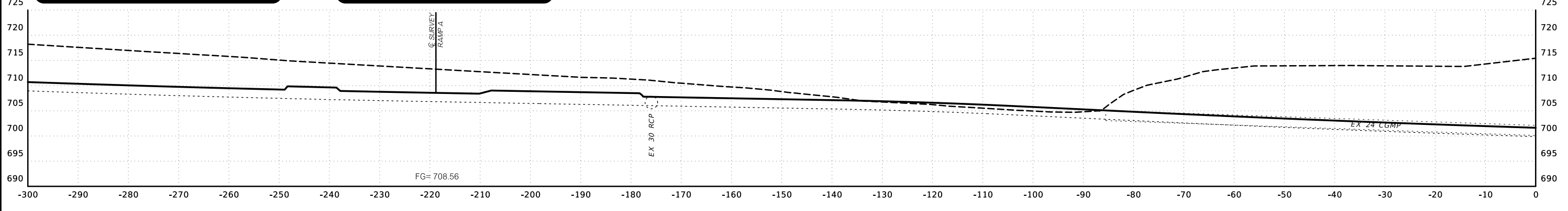
107+50.00



107+47.50

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

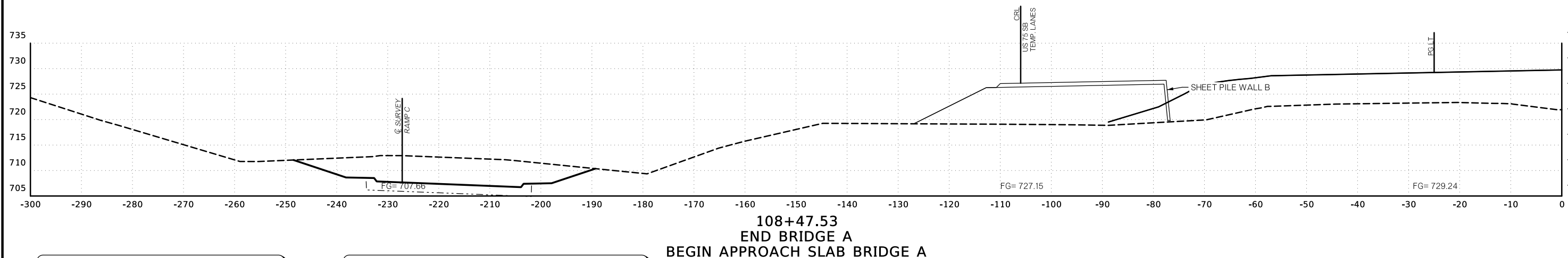
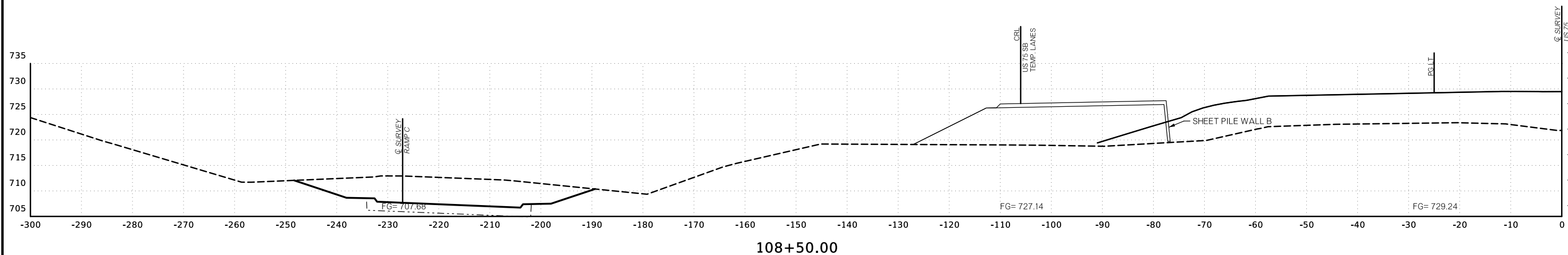
CAUTION: EXIST. WATER LINE CROSSING
AT APPROX. STA. 107+32 C/A001 US 75



106+66.00

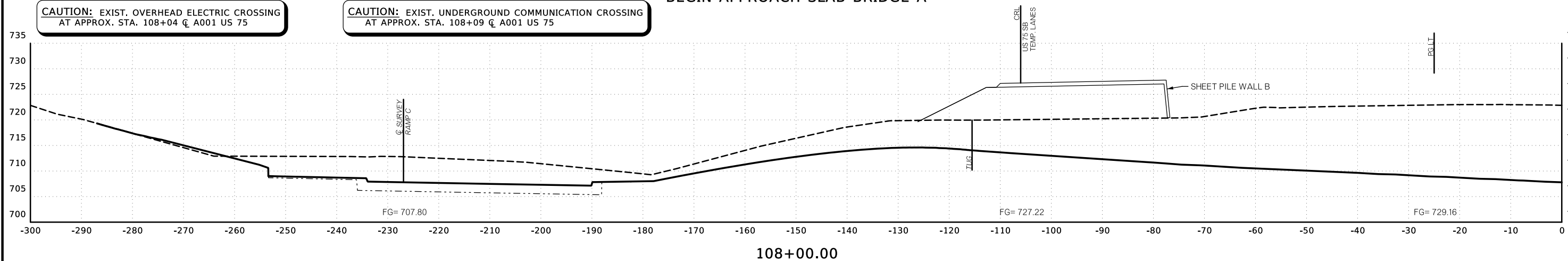
\$\$\$\$stamp\$\$\$ \$FILEL\$

END AREAS (SF)



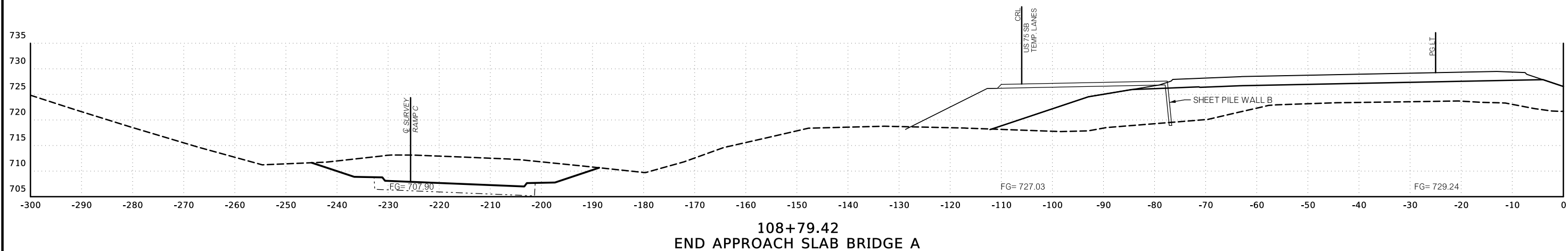
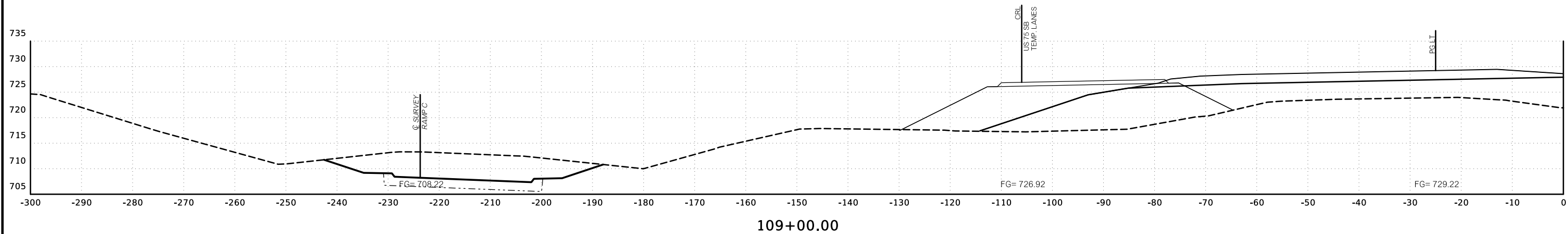
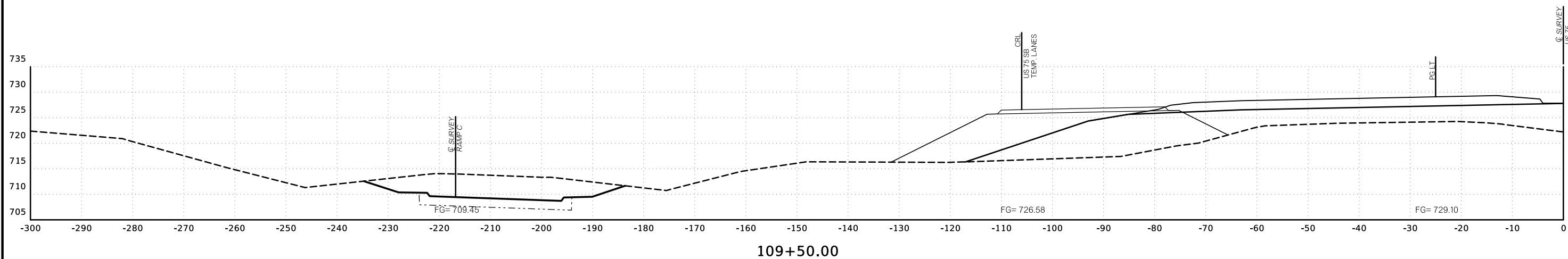
CAUTION: EXIST. OVERHEAD ELECTRIC CROSSING
AT APPROX. STA. 108+04 C/A001 US 75

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



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

END AREAS (SF)

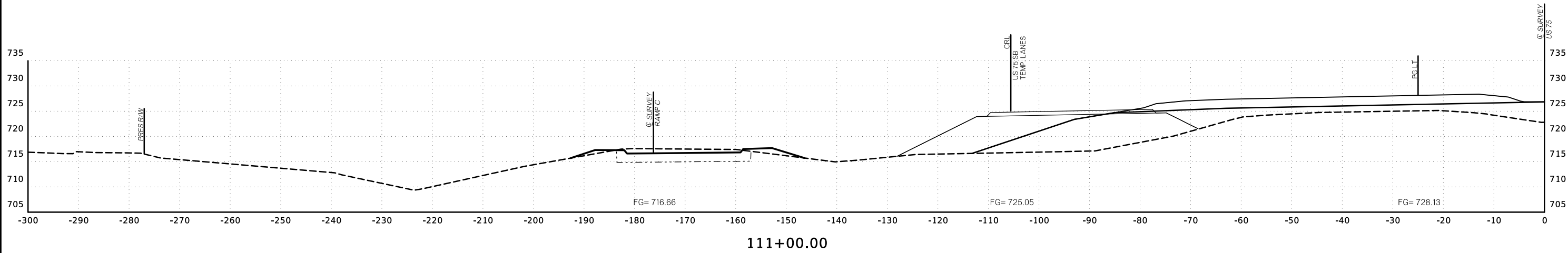


108+79.42
END APPROACH SLAB BRIDGE A

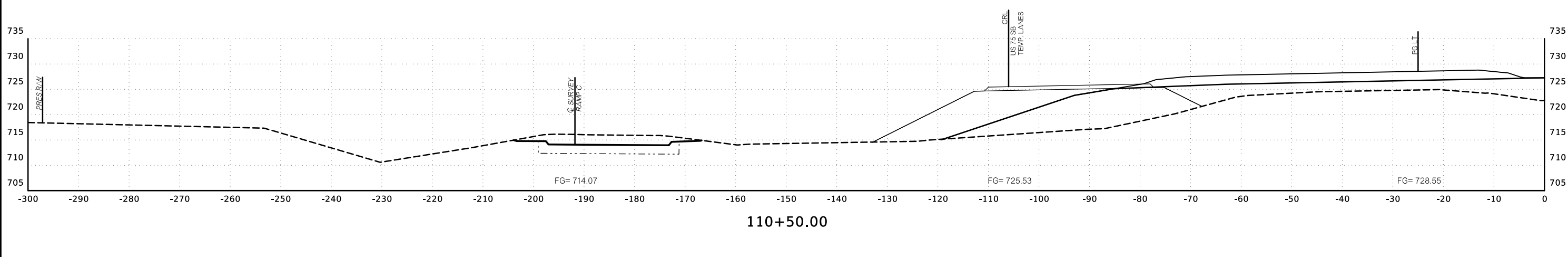
\$\$\$\$datestamp\$\$\$ \$FILEL\$

END AREAS (SF)

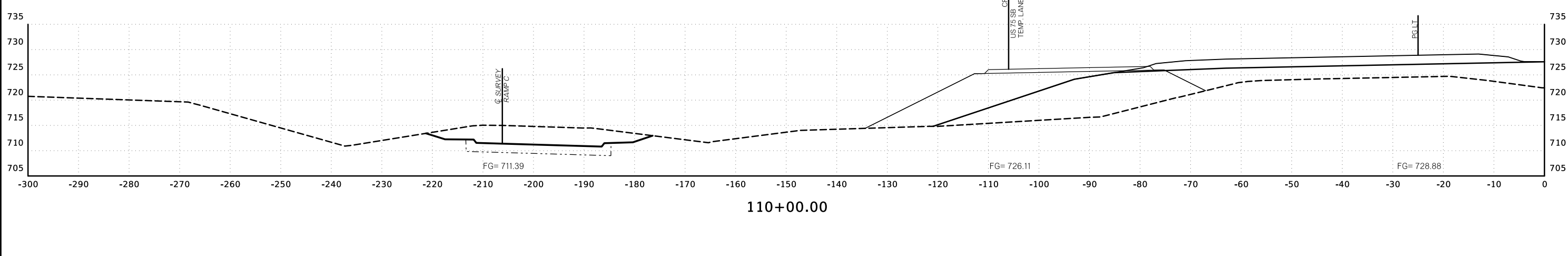
VOLUMES (CY)



111+00.00



110+50.00

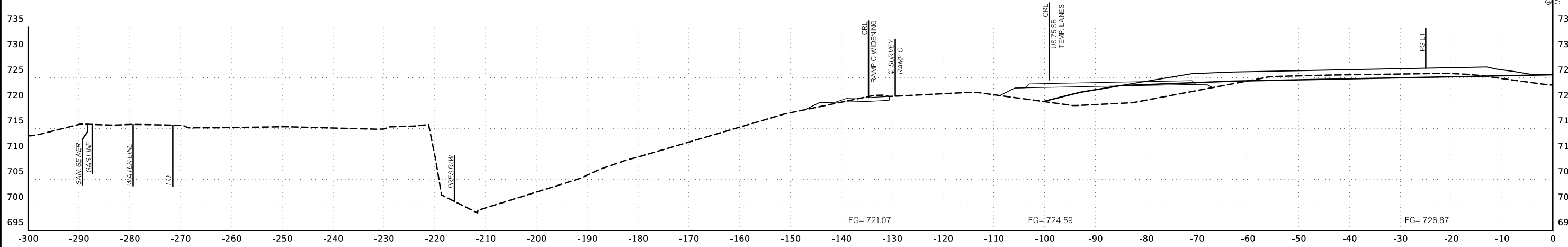


110+00.00

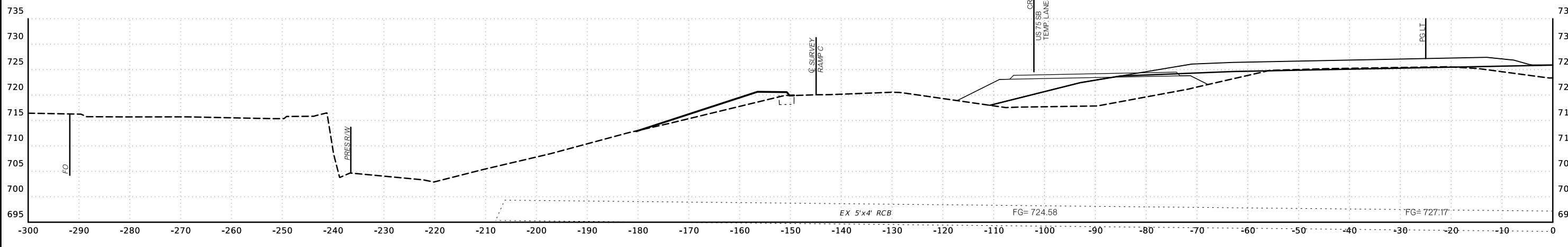
\$\$\$\$datestamp\$\$\$ \$FILEL\$

END AREAS (SF)

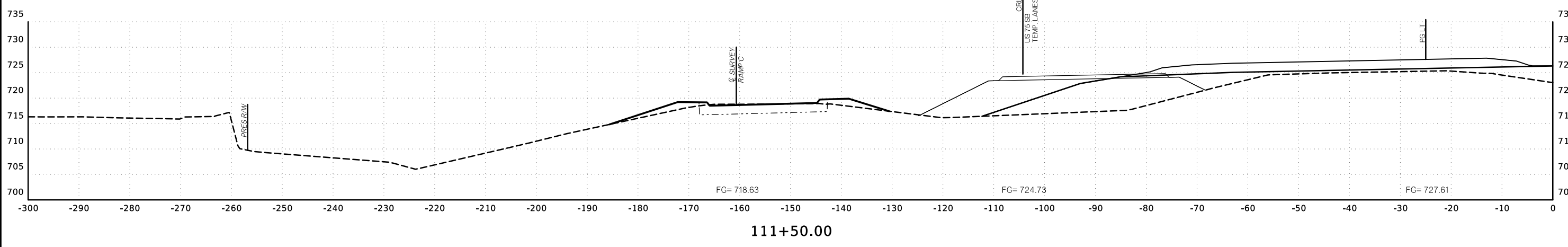
VOLUMES (CY)



112+50.00



112+00.00

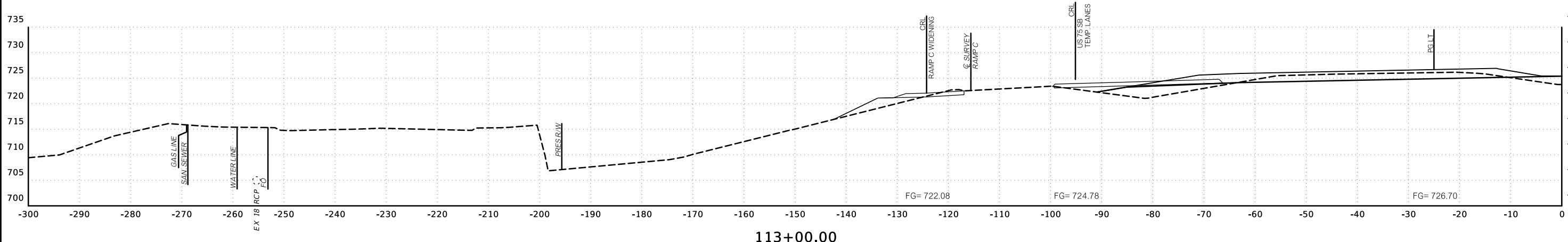
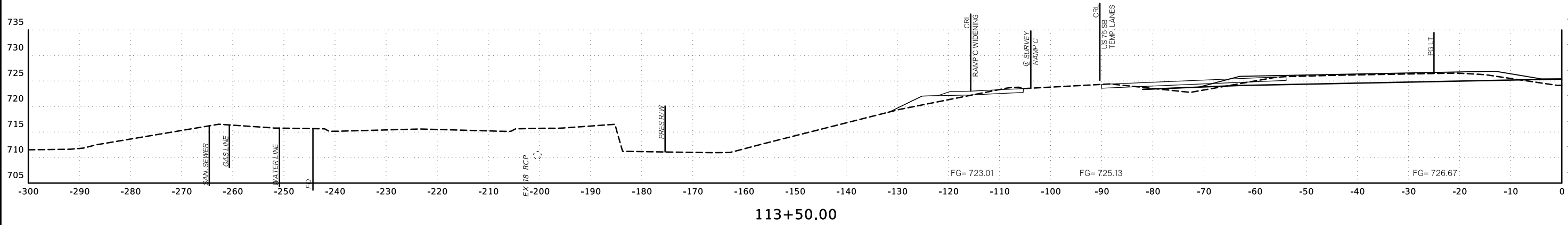
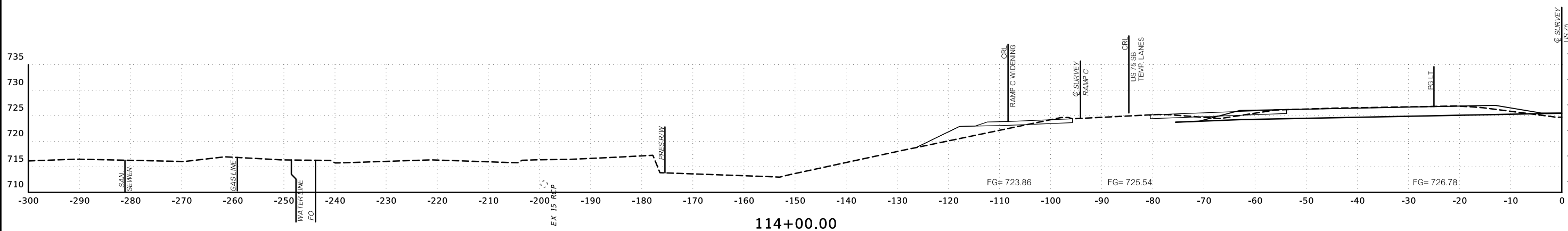


111+50.00

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

END AREAS (SF)

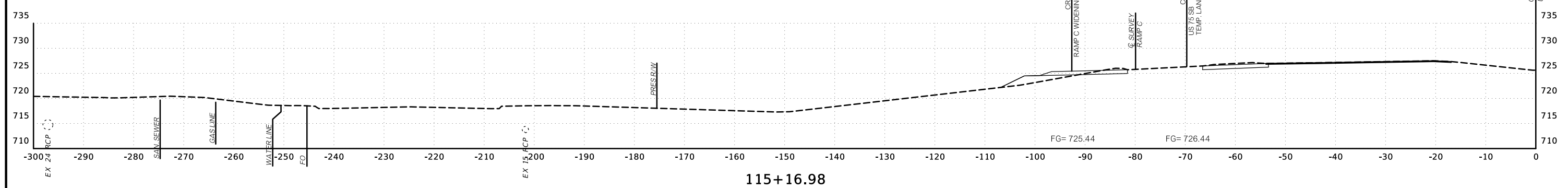
VOLUMES (CY)



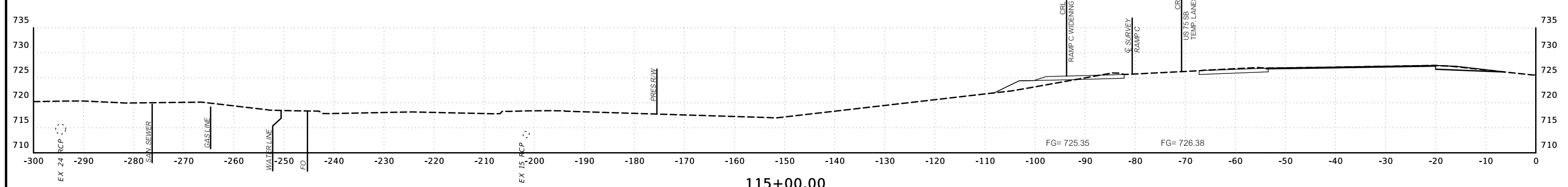
\$\$\$datestamp\$\$\$ \$FILEL\$

END AREAS (SF)

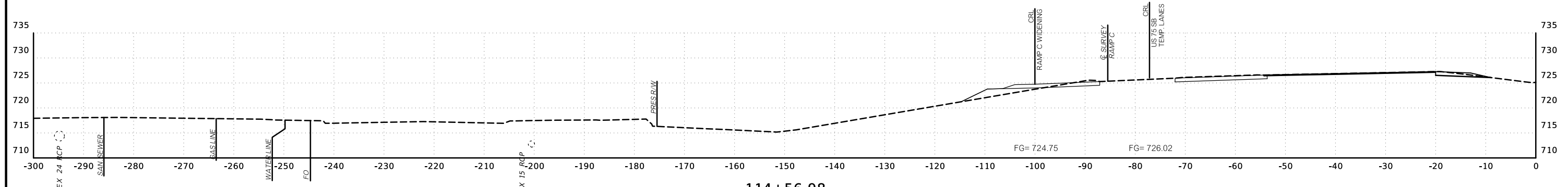
VOLUMES (CY)



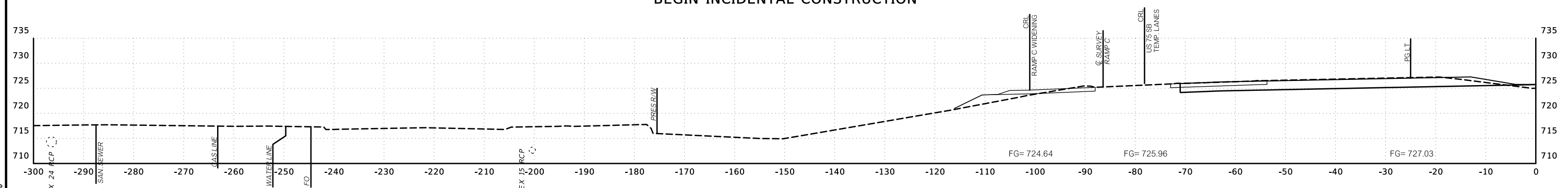
115+16.98



115+00.00



114+56.98
 END US 75 CONSTRUCTION
 BEGIN INCIDENTAL CONSTRUCTION



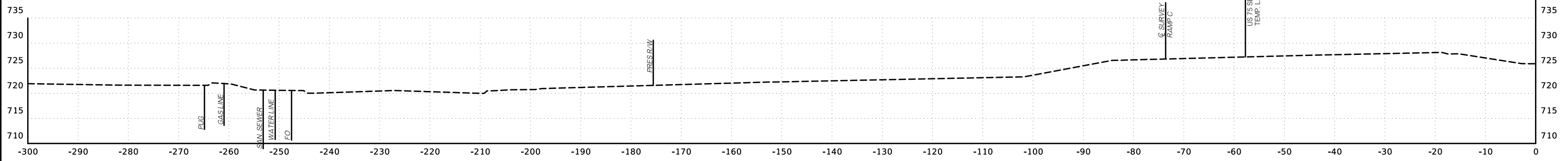
114+50.00

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

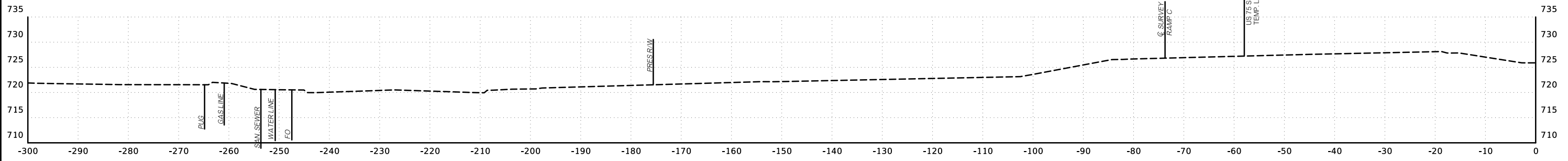
121+00.00
END INCIDENTAL CONSTRUCTION

END AREAS (SF)

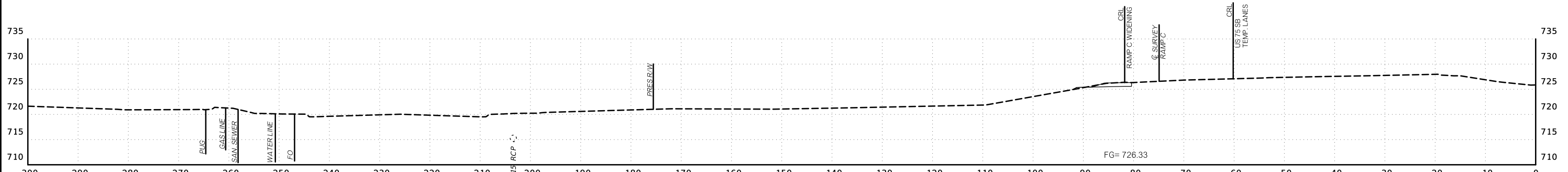
VOLUMES (CY)



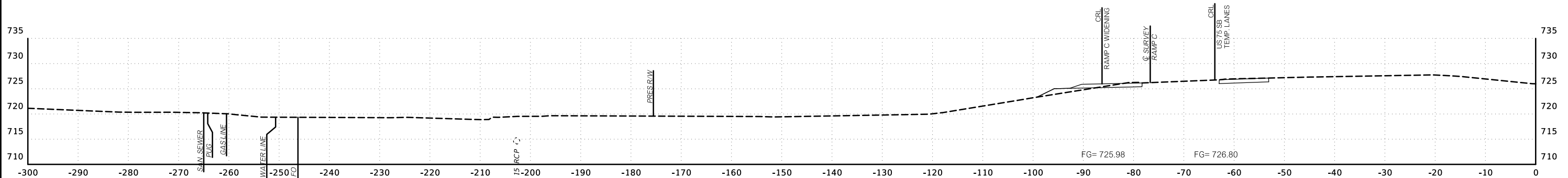
116+02.02



116+00.00



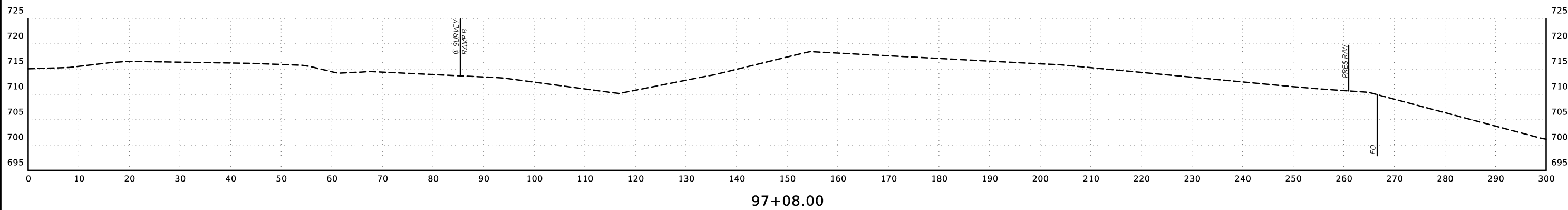
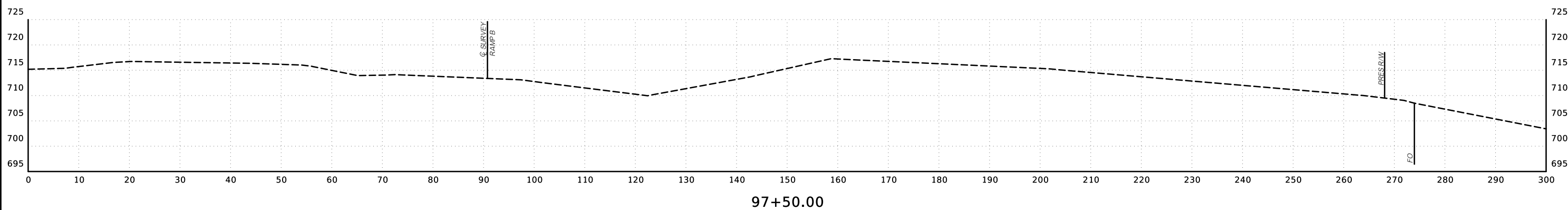
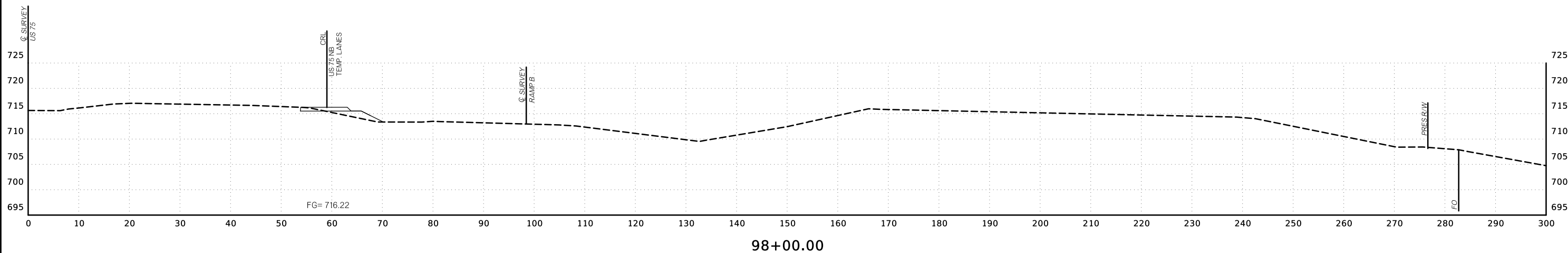
115+80.10



115+50.00

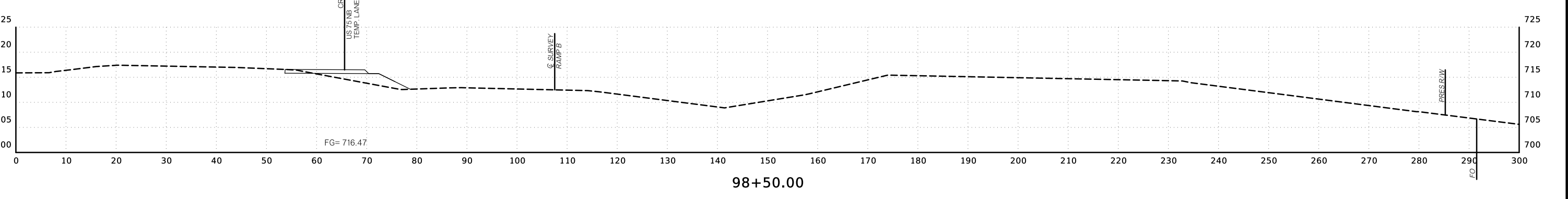
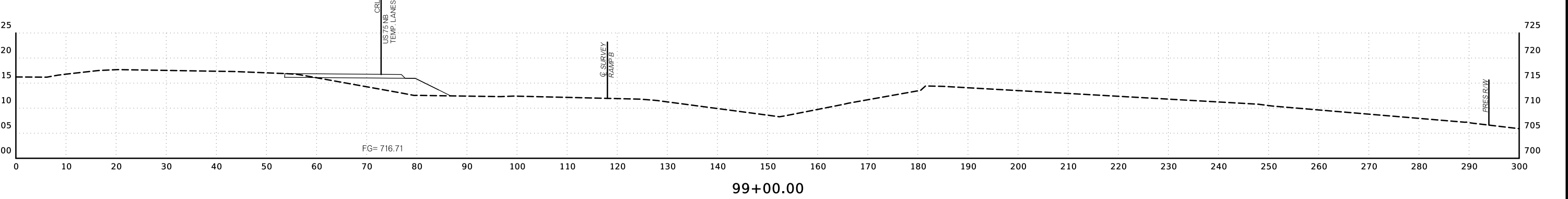
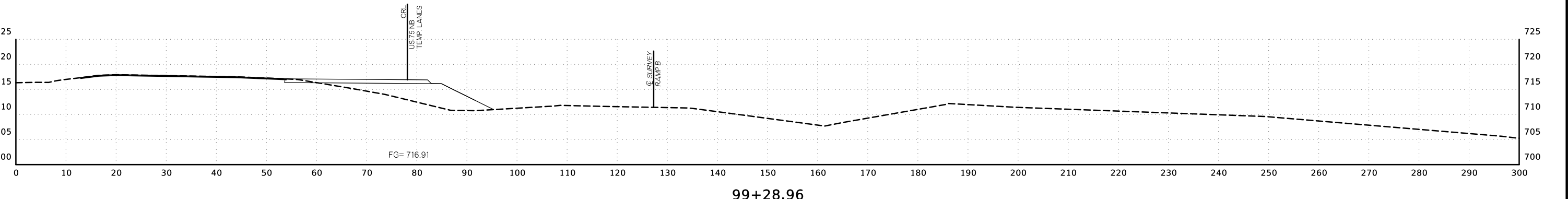
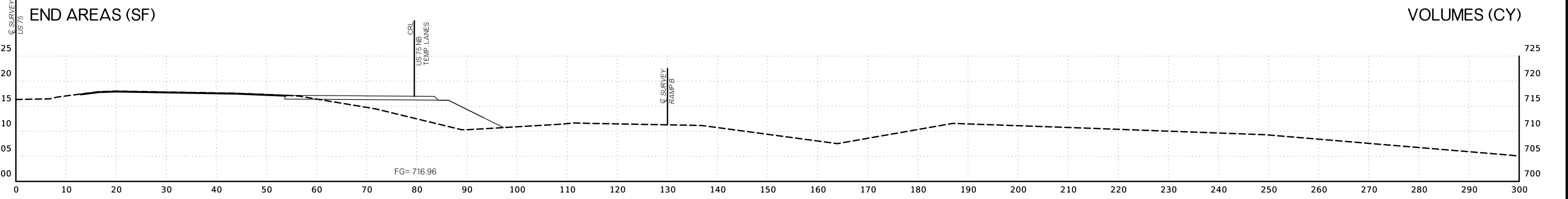
\$\$\$datestamp\$\$\$ \$FILEL\$

END AREAS (SF)



94+00.00
BEGIN INCIDENTAL CONSTRUCTION

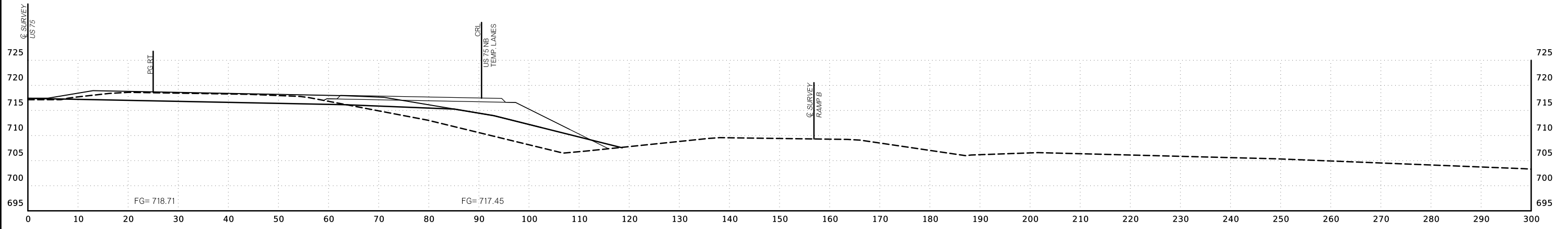
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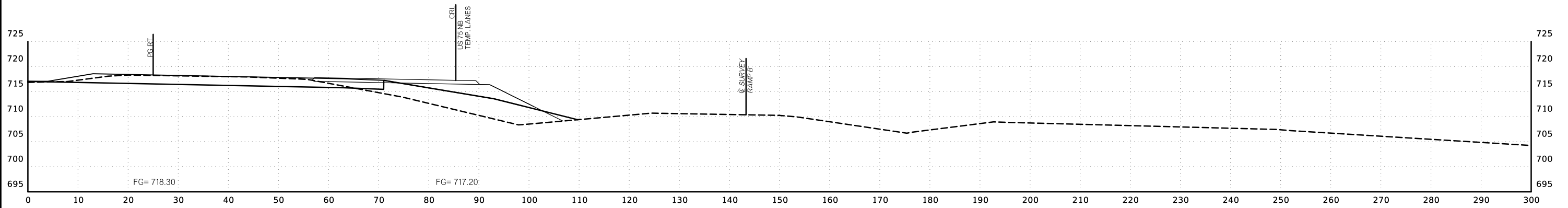
\$\$\$datestamp\$\$\$ \$FILEL\$

END AREAS (SF)

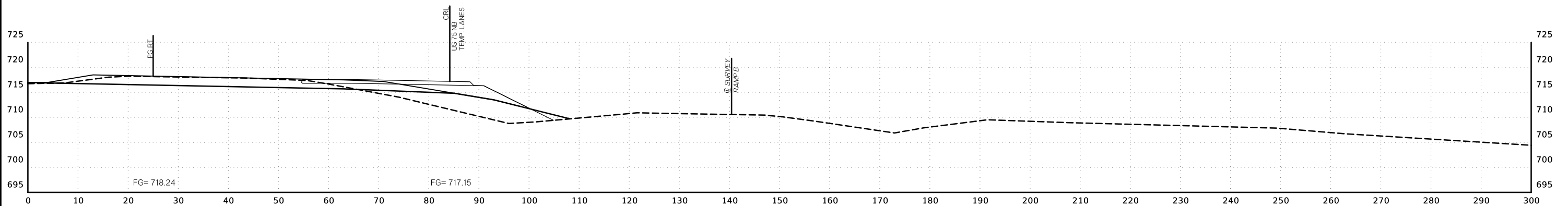
VOLUMES (CY)



100+50.00



100+00.00

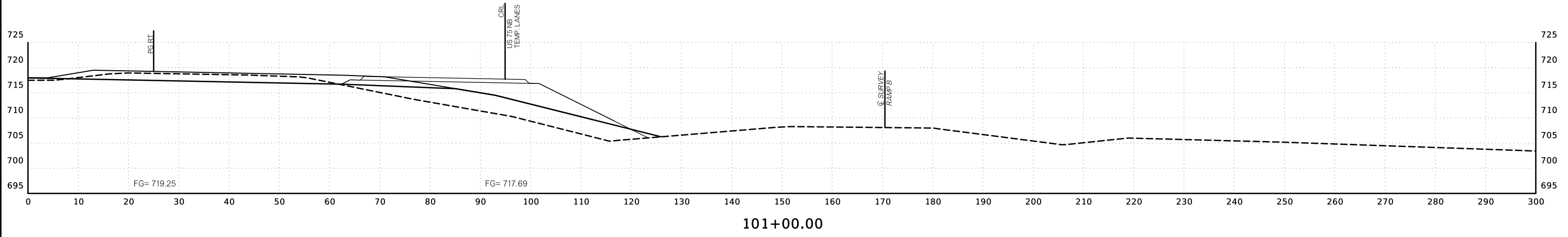
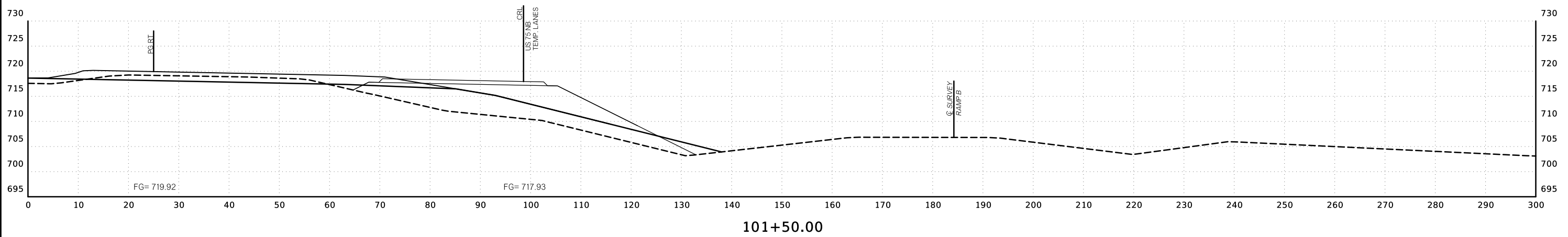
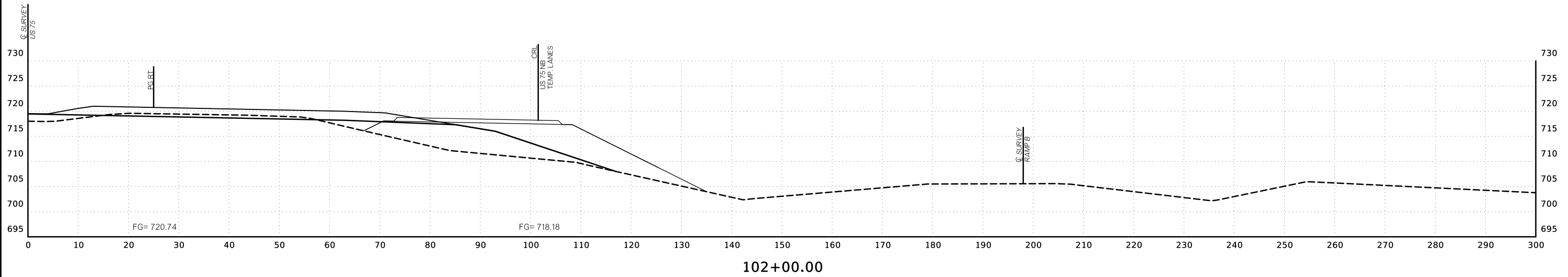


99+88.96
BEGIN US 75 CONSTRUCTION
END INCIDENTAL CONSTRUCTION

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

END AREAS (SF)

VOLUMES (CY)



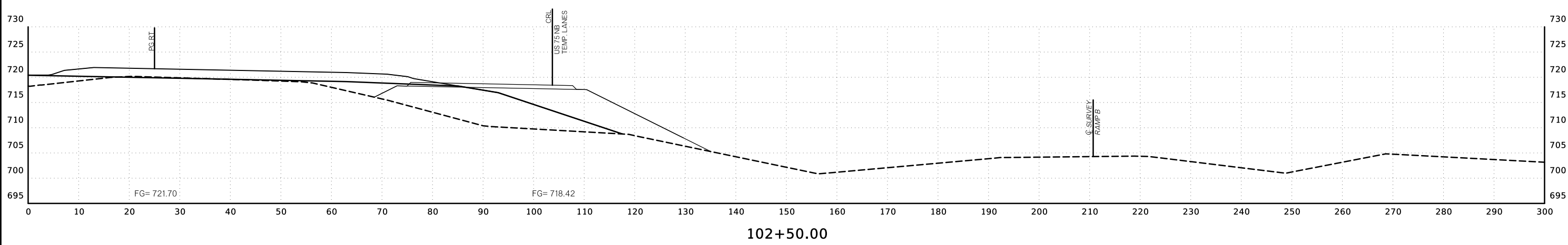
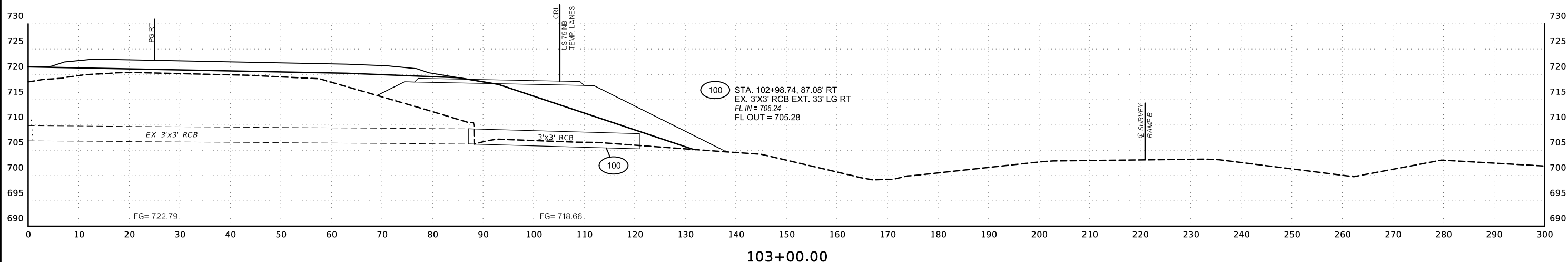
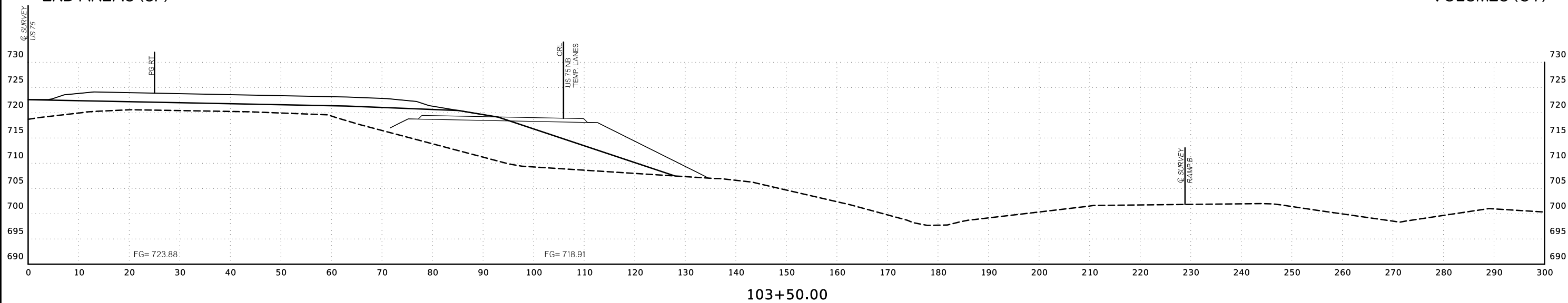
\$\$\$datestamp\$\$\$ \$FILEL\$

PROPOSED R/W

MARCH 2023

END AREAS (SF)

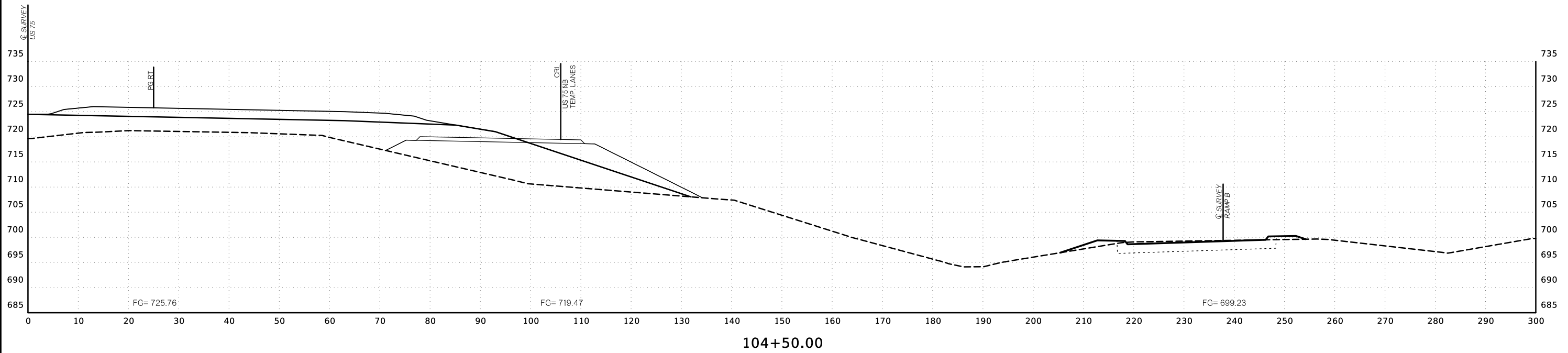
VOLUMES (CY)



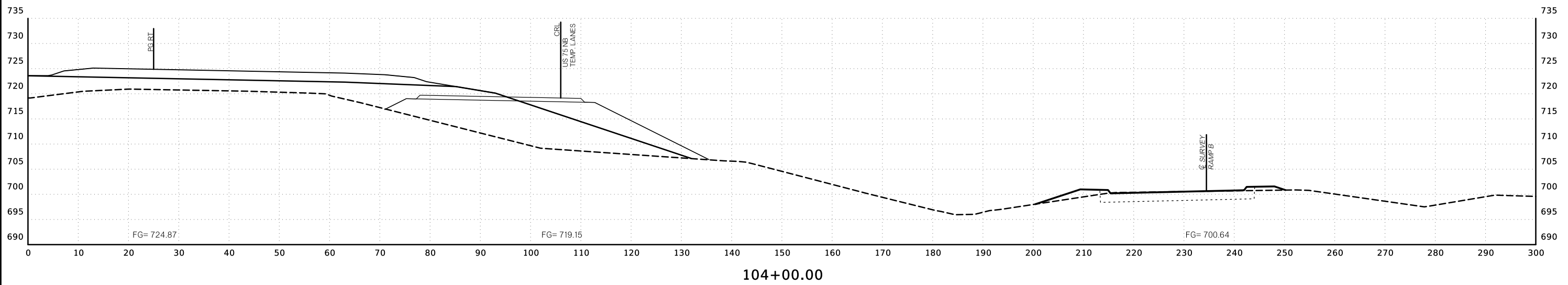
\$\$\$datestamp\$\$\$ \$FILEL\$

END AREAS (SF)

VOLUMES (CY)



104+50.00

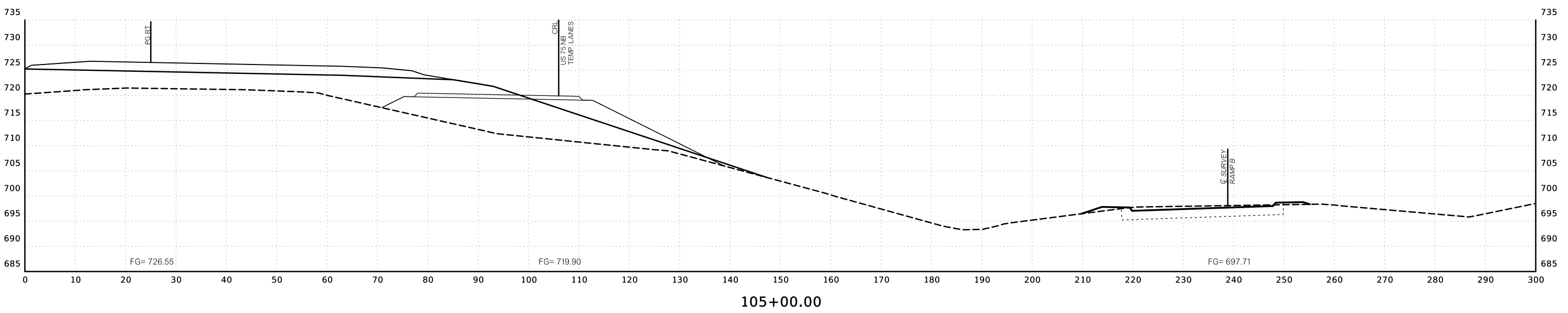
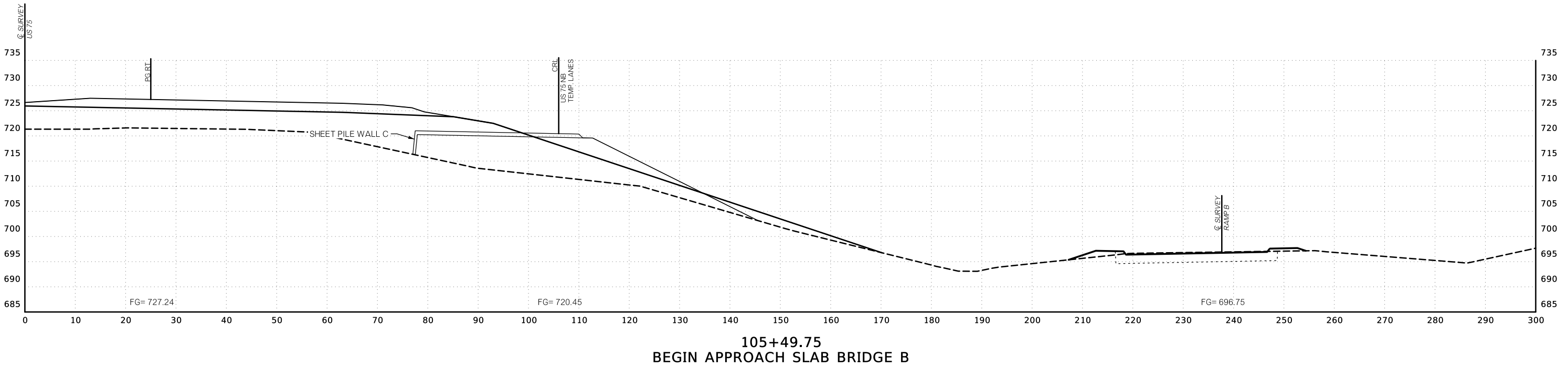


104+00.00

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

END AREAS (SF)

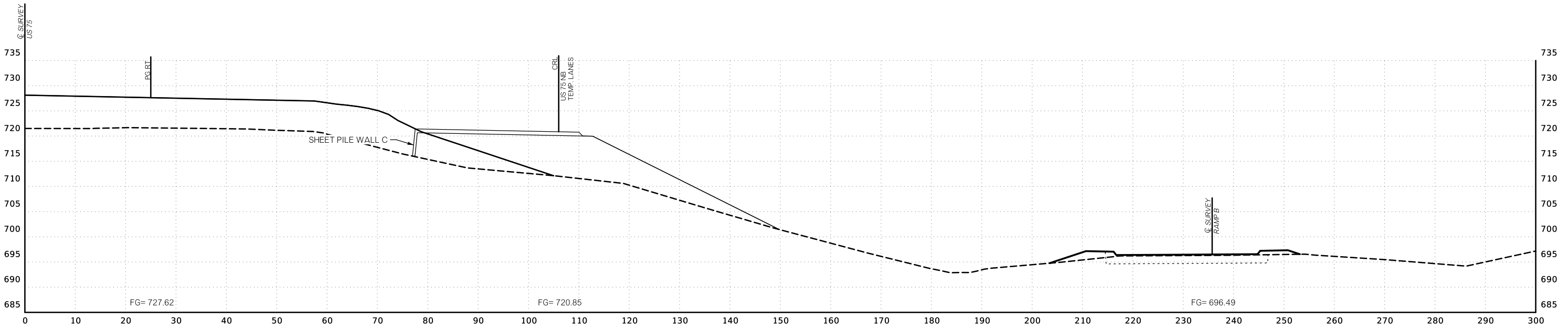
VOLUMES (CY)



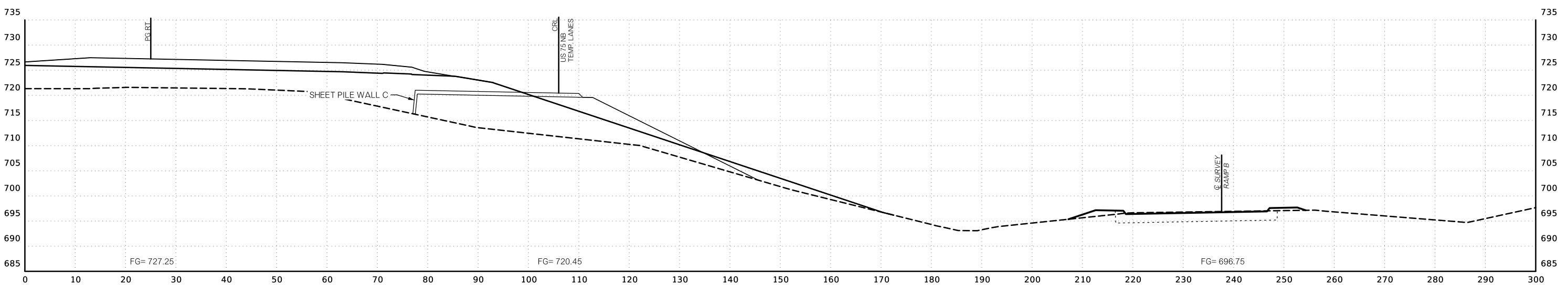
\$\$\$\$datestamp\$\$ \$FILEL\$

END AREAS (SF)

VOLUMES (CY)



105+81.59
END APPROACH SLAB BRIDGE B
BEGIN BRIDGE B



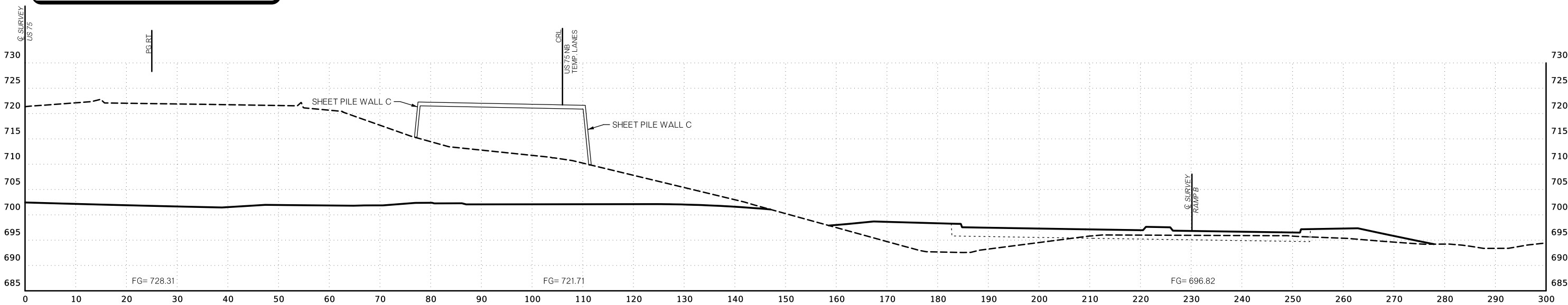
105+50.61

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

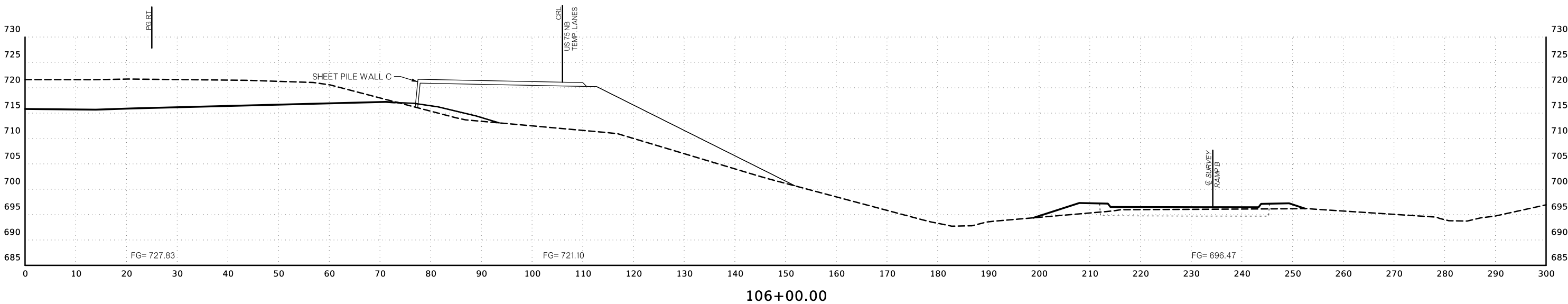
END AREAS (SF)

VOLUMES (CY)

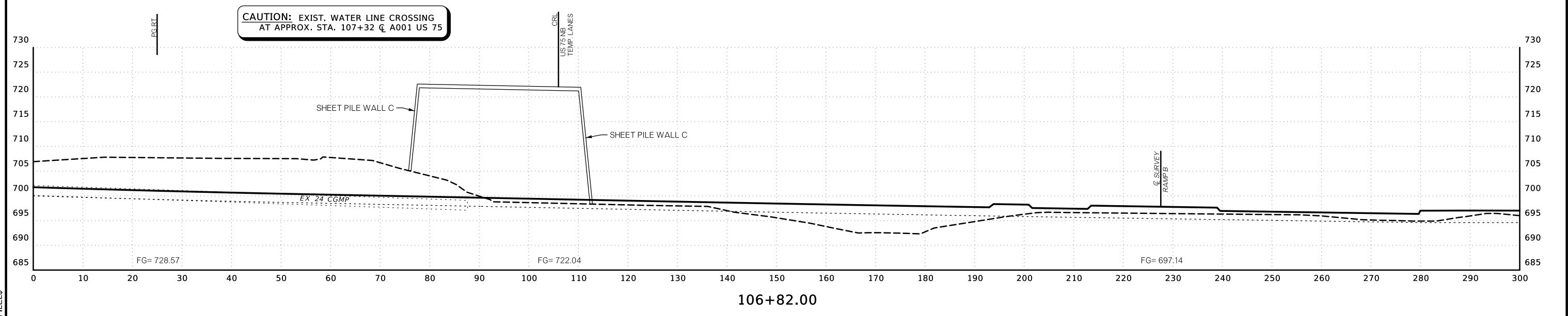
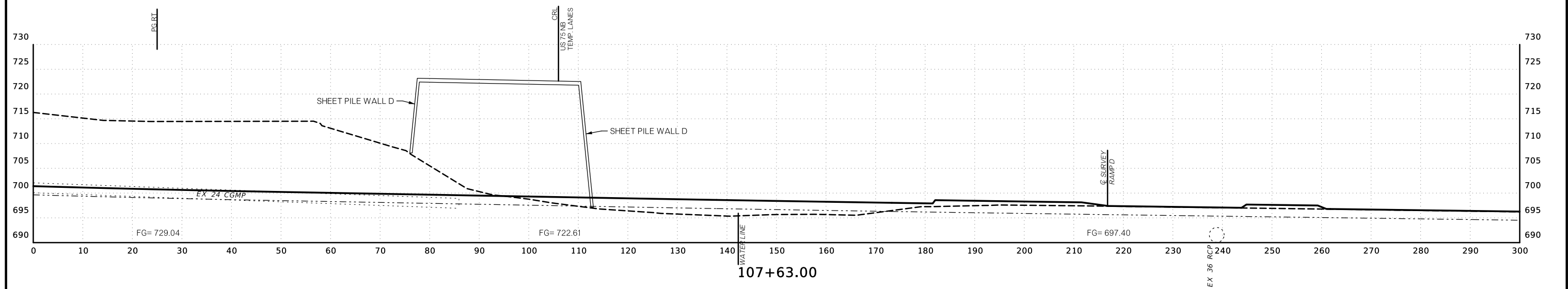
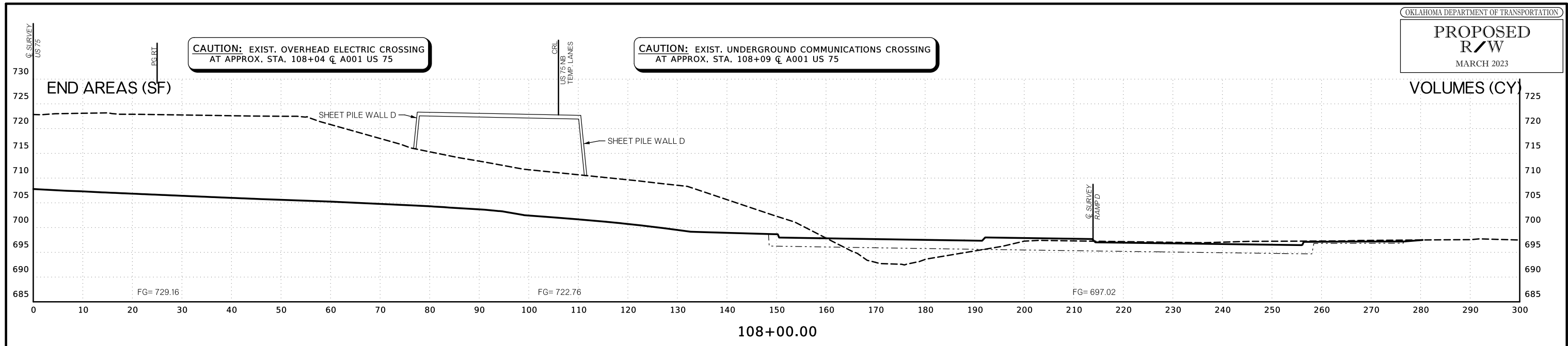
CAUTION: EXIST. OVERHEAD ELECTRIC CROSSING
AT APPROX. STA. 106+68 @ A001 US 75



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



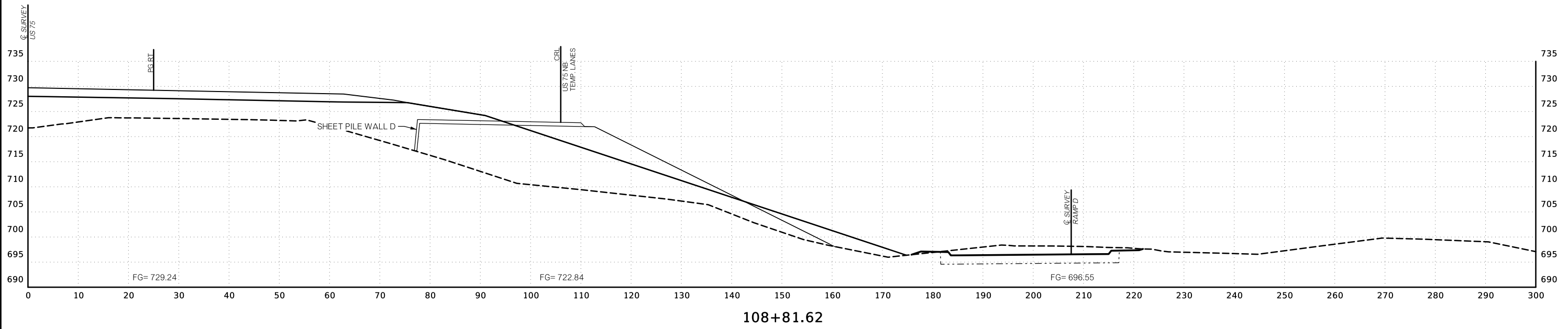
\$\$\$datestamp\$\$\$ \$FILEL\$



\$\$\$\$stamp\$\$\$ \$FILEL\$

END AREAS (SF)

VOLUMES (CY)



108+81.62

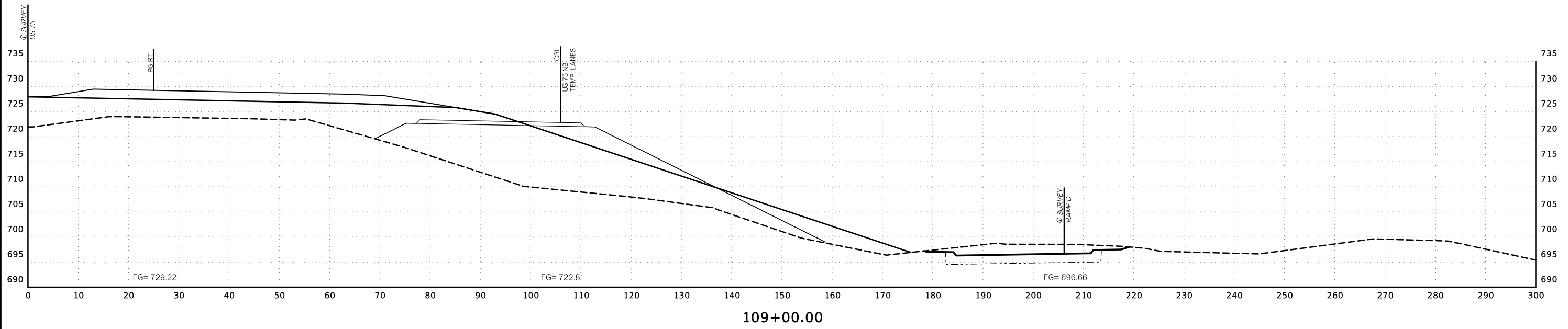


108+51.40
END BRIDGE B
BEGIN APPROACH SLAB BRIDGE B

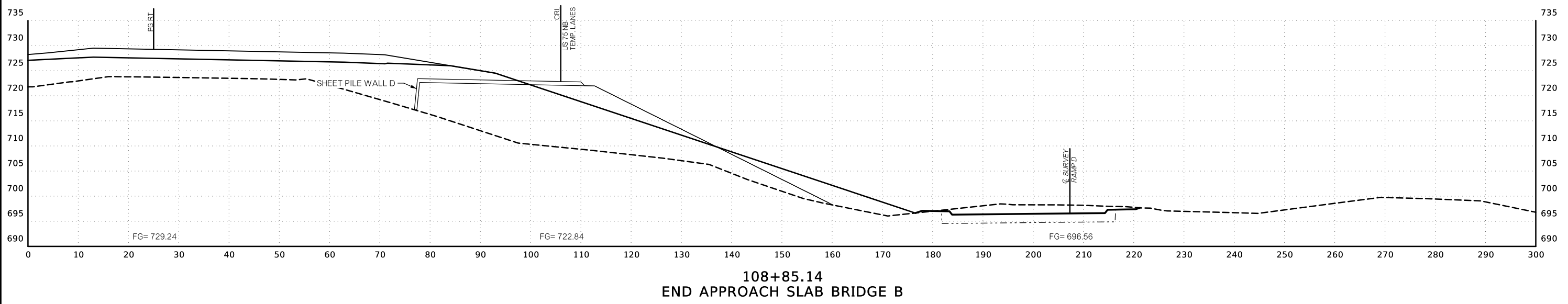
\$\$\$\$datestamp\$\$\$ \$FILEL\$

END AREAS (SF)

VOLUMES (CY)



109+00.00

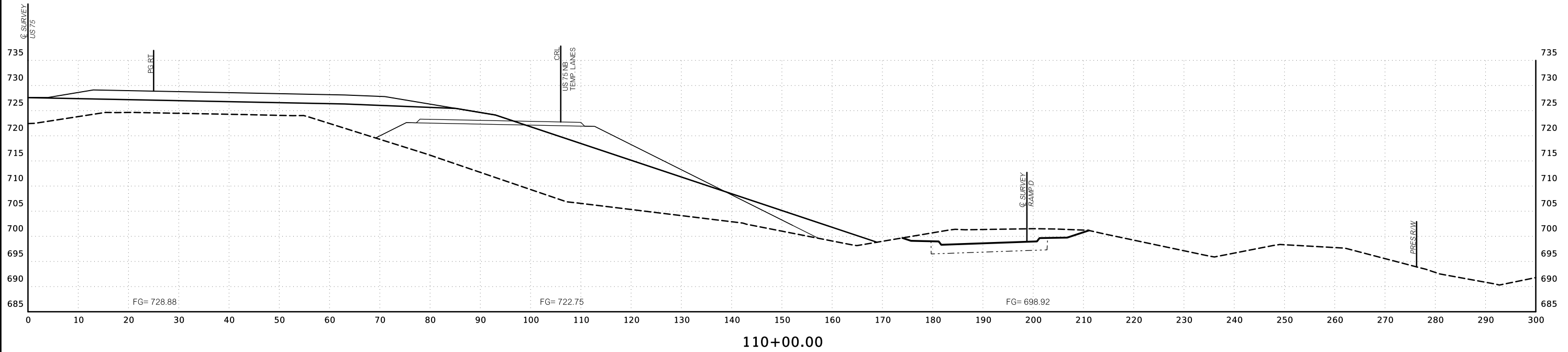


108+85.14
END APPROACH SLAB BRIDGE B

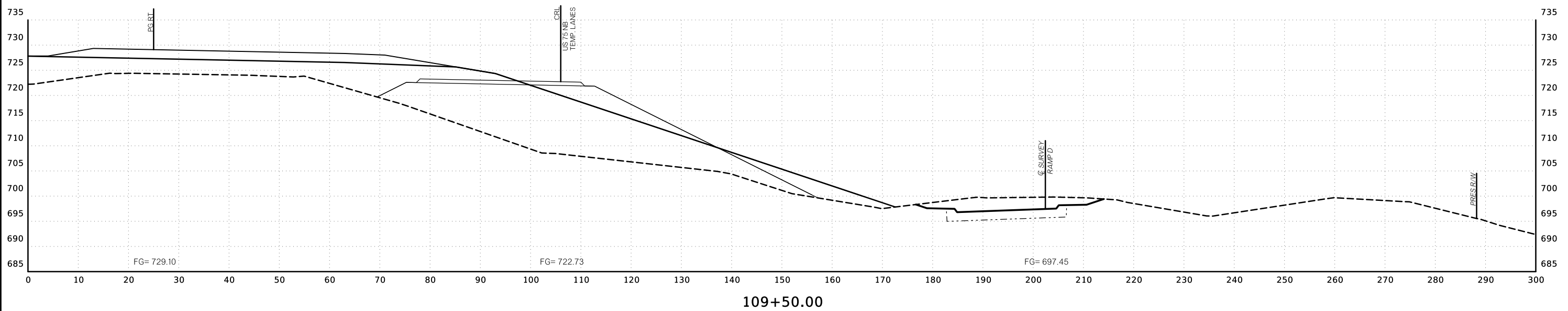
\$\$\$datestamp\$\$\$ \$FILEL\$

END AREAS (SF)

VOLUMES (CY)



110+00.00

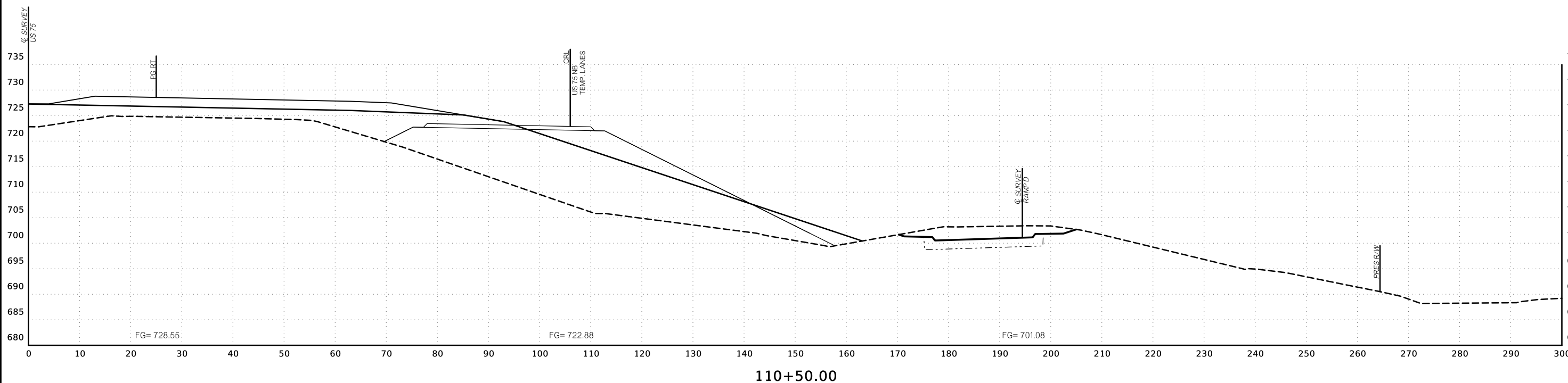


109+50.00

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

END AREAS (SF)

VOLUMES (CY)



110+50.00

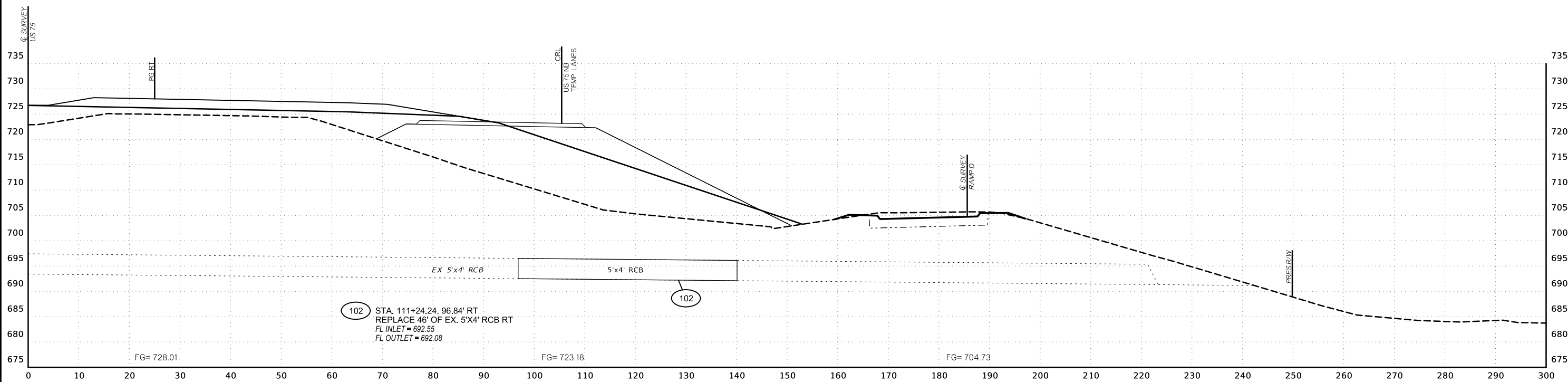


110+05.00

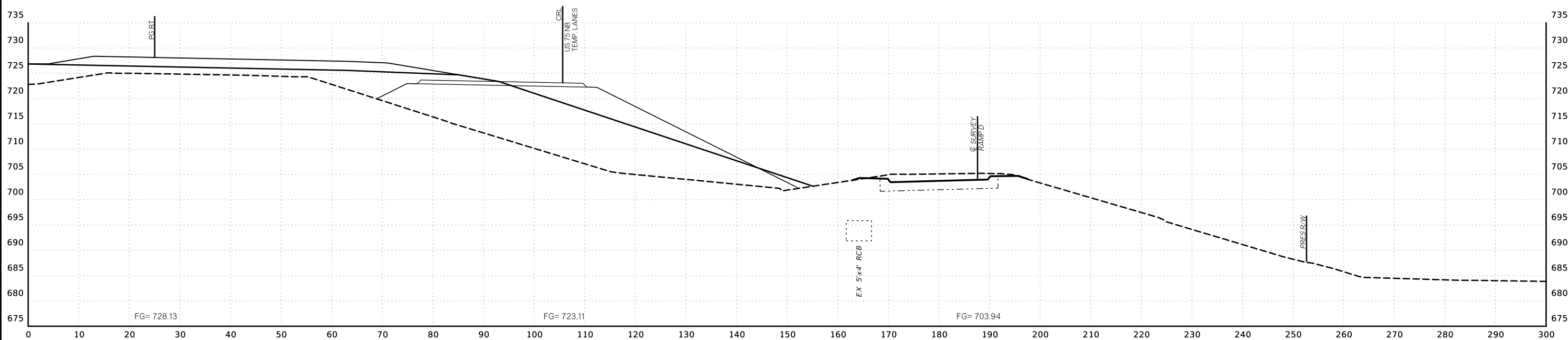
\$\$\$datestamp\$\$\$ \$FILEL\$

END AREAS (SF)

VOLUMES (CY)



111+12.00

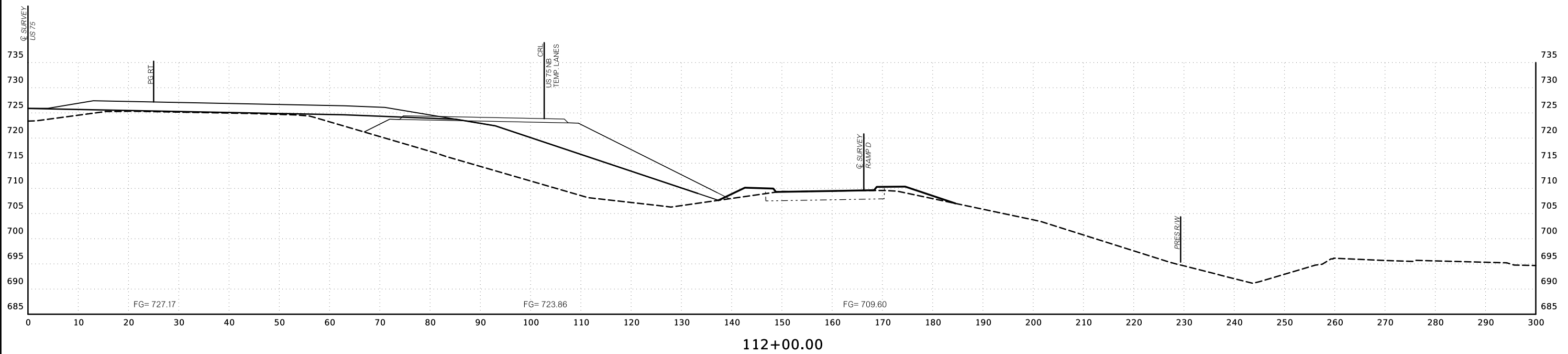


111+00.00

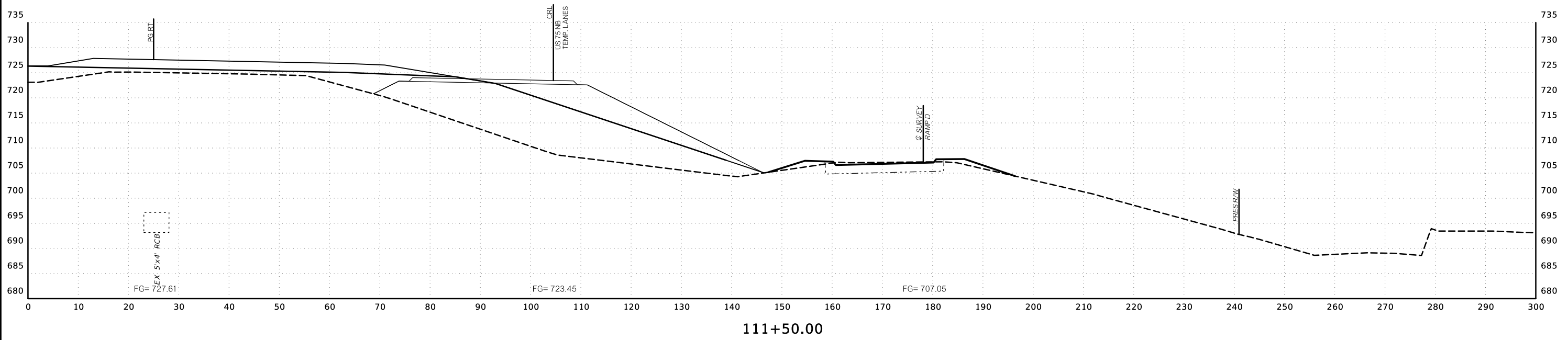
\$\$\$datestamp\$\$\$ \$FILEL\$

END AREAS (SF)

VOLUMES (CY)



112+00.00

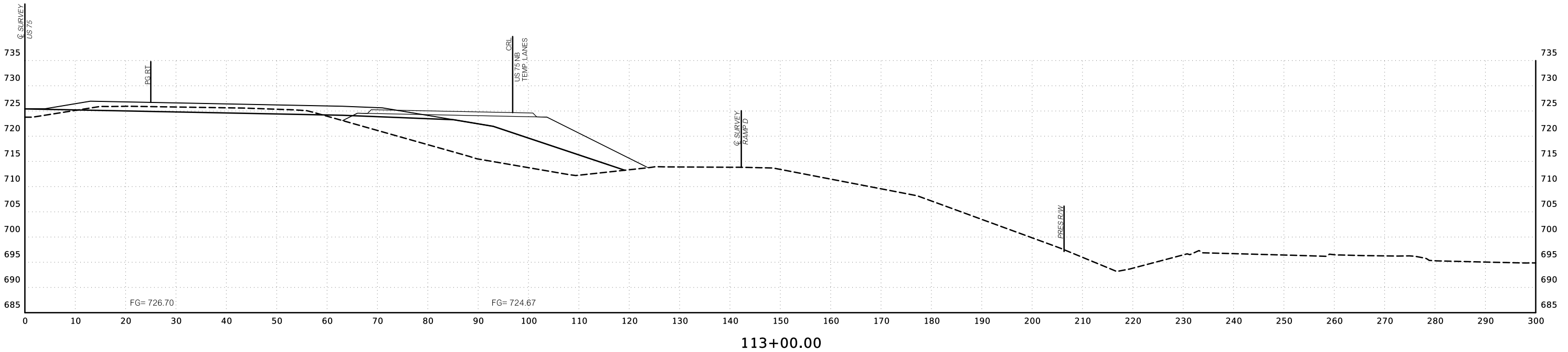


111+50.00

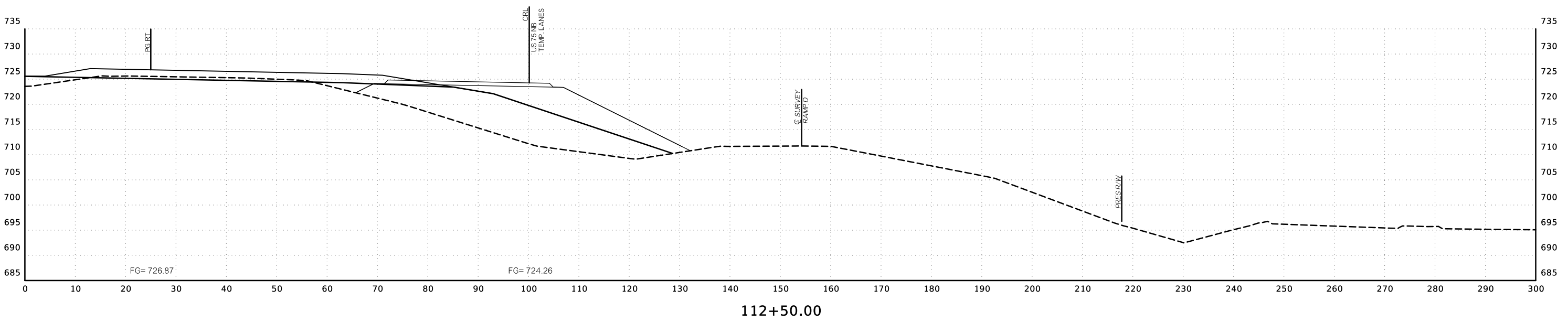
\$\$\$datestamp\$\$\$ \$FILEL\$

END AREAS (SF)

VOLUMES (CY)



113+00.00

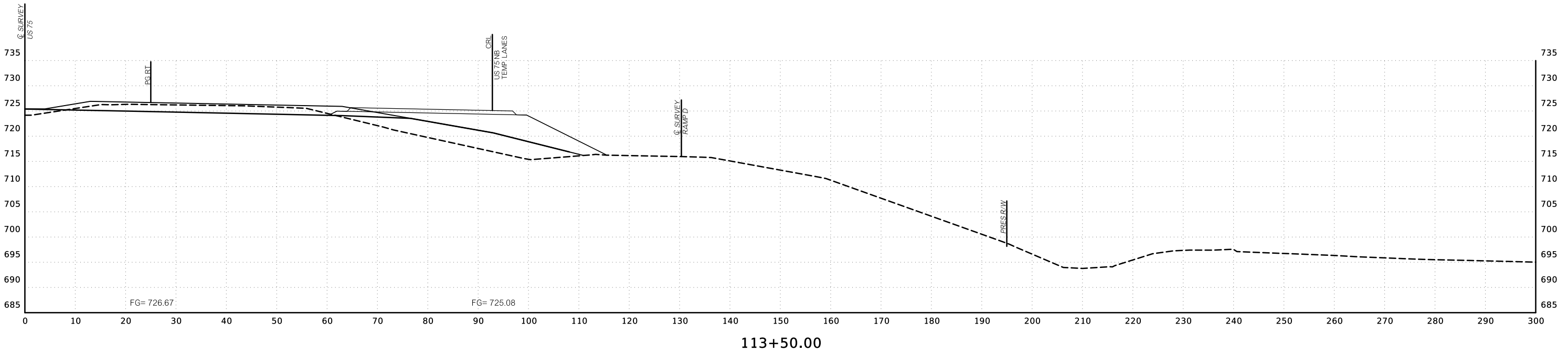


112+50.00

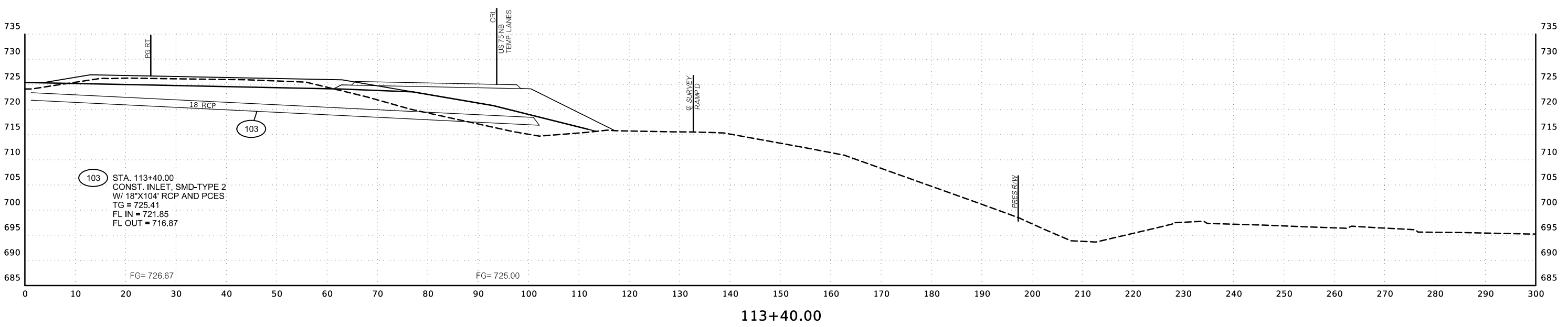
\$\$\$datestamp\$\$\$ \$FILEL\$

END AREAS (SF)

VOLUMES (CY)



113+50.00



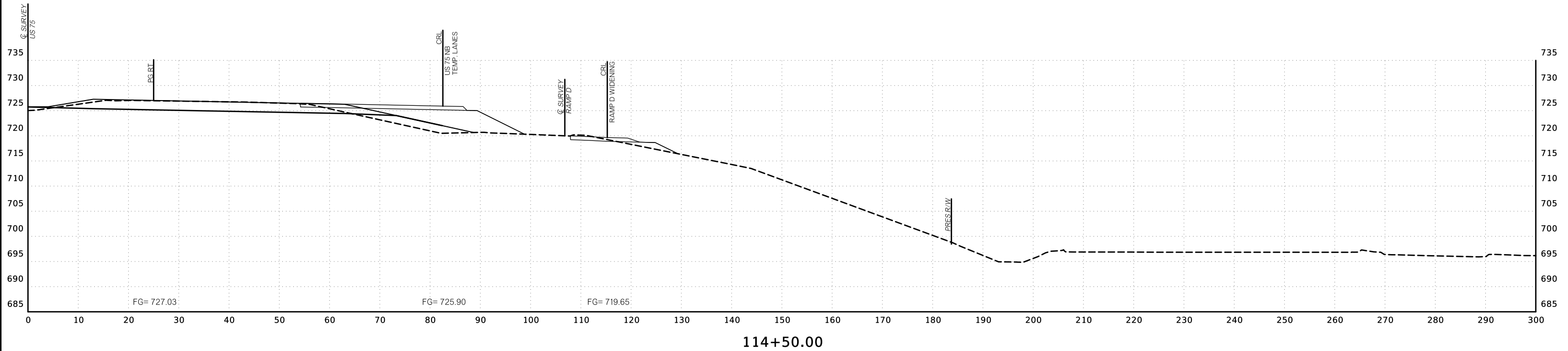
113+40.00

103 STA. 113+40.00
 CONST. INLET, SMD-TYPE 2
 W/ 18"X104' RCP AND PCES
 TG = 725.41
 FL IN = 721.85
 FL OUT = 716.87

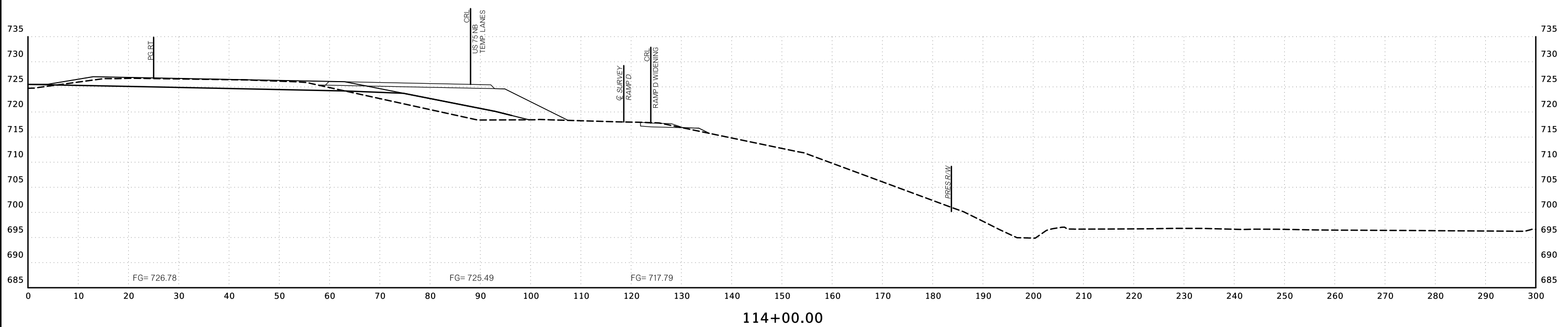
\$\$\$datestamp\$\$\$ \$FILEL\$

END AREAS (SF)

VOLUMES (CY)



114+50.00

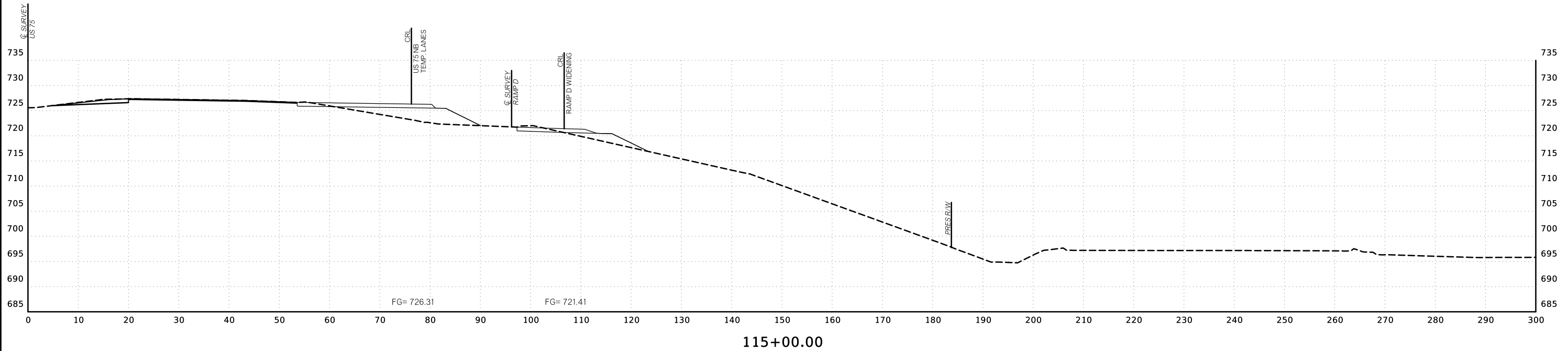


114+00.00

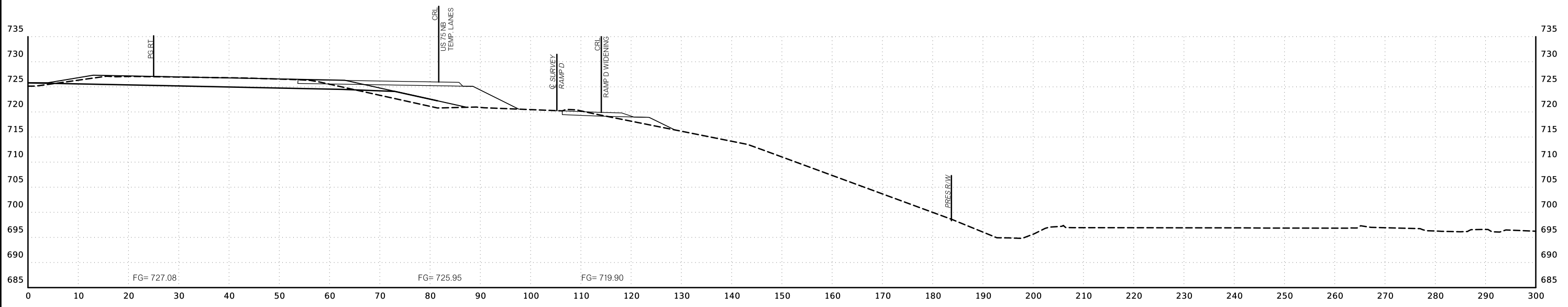
\$\$\$\$datestamp\$\$\$ \$FILEL\$

END AREAS (SF)

VOLUMES (CY)



115+00.00

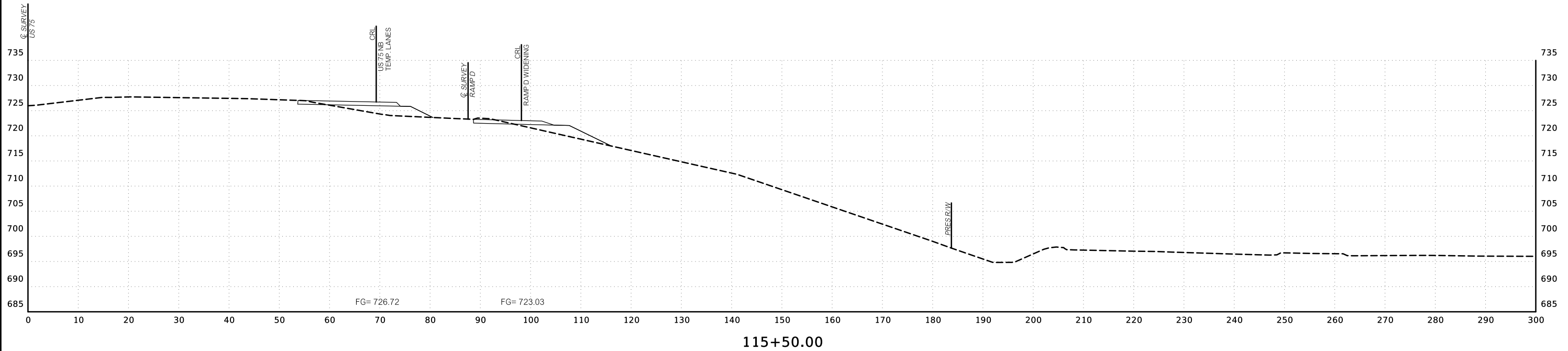


114+56.98
END US 75 CONSTRUCTION
BEGIN INCIDENTAL CONSTRUCTION

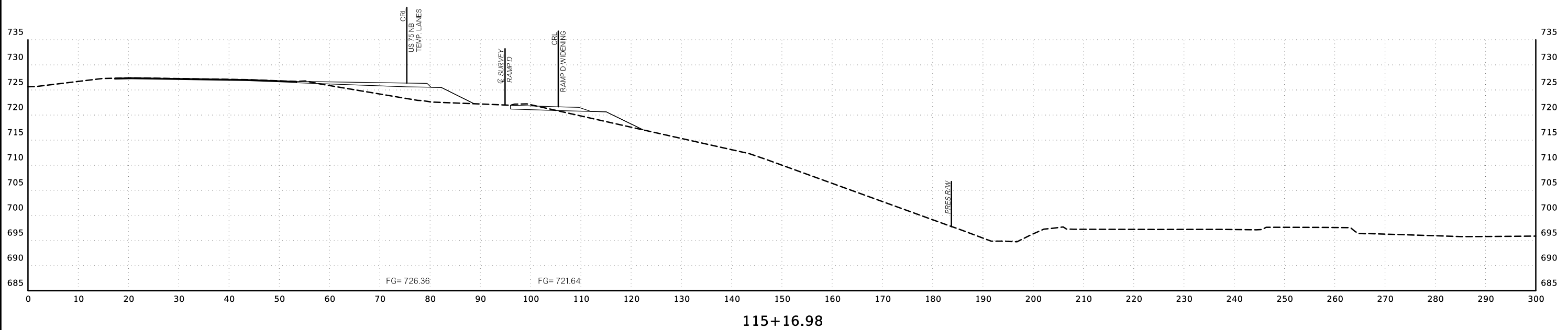
\$\$\$datestamp\$\$\$ \$FILEL\$

END AREAS (SF)

VOLUMES (CY)



115+50.00

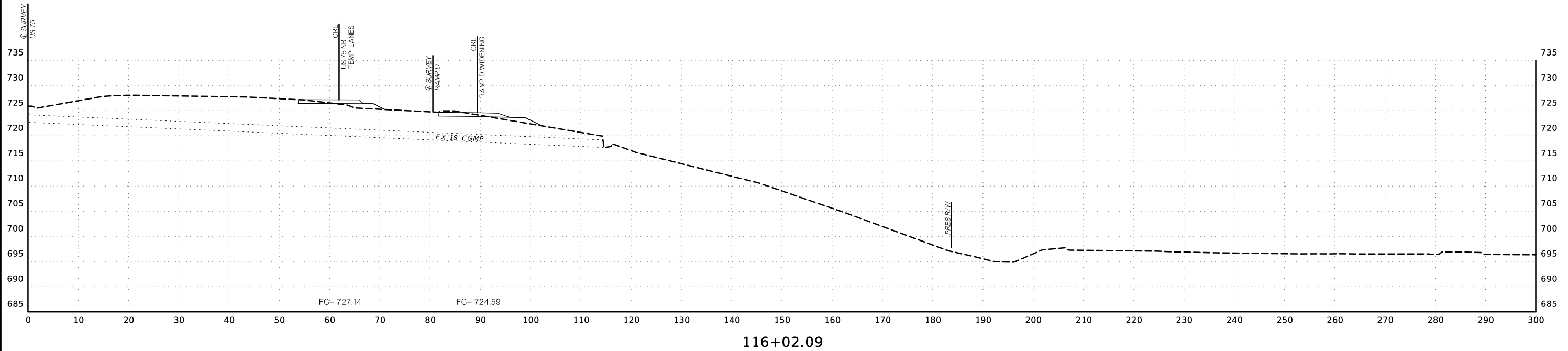


115+16.98

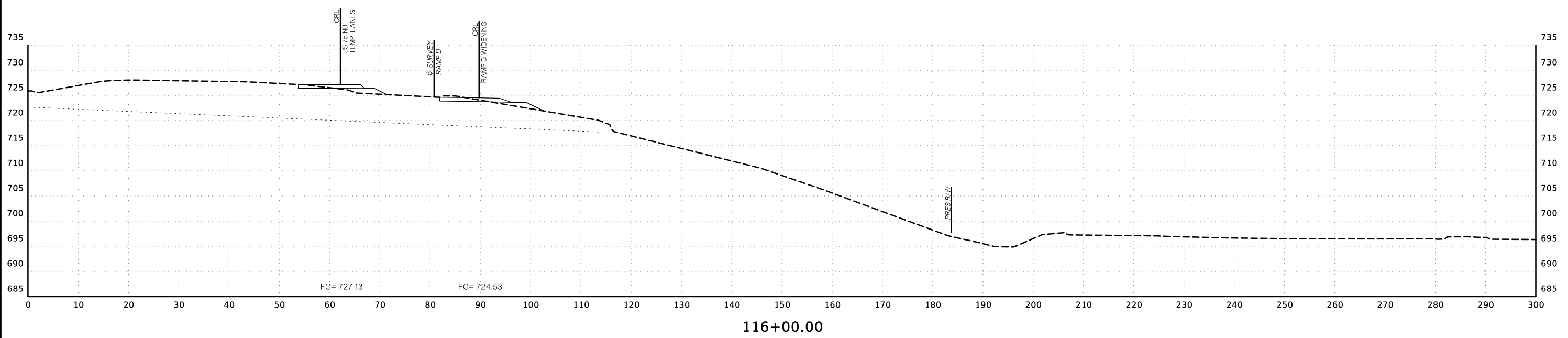
\$\$\$\$datestamp\$\$ \$FILEL\$

END AREAS (SF)

VOLUMES (CY)



116+02.09

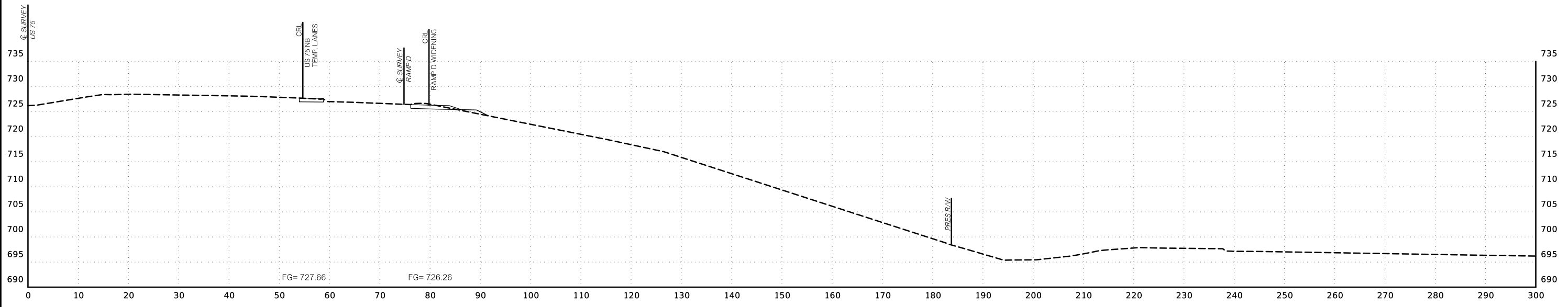


116+00.00

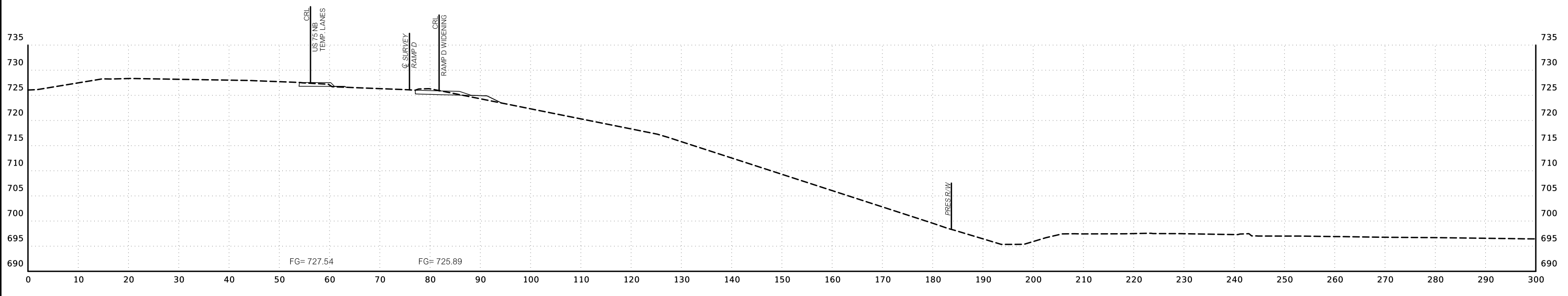
\$\$\$datestamp\$\$\$ \$FILEL\$

END AREAS (SF)

VOLUMES (CY)



116+64.70



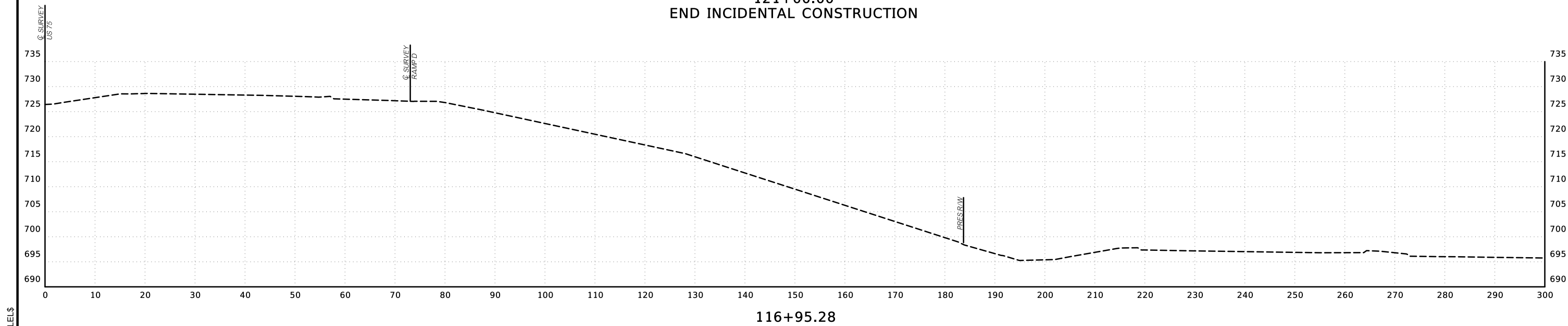
116+50.00

\$\$\$\$stamp\$\$\$ \$FILEL\$

END AREAS (SF)

VOLUMES (CY)

121+00.00
END INCIDENTAL CONSTRUCTION

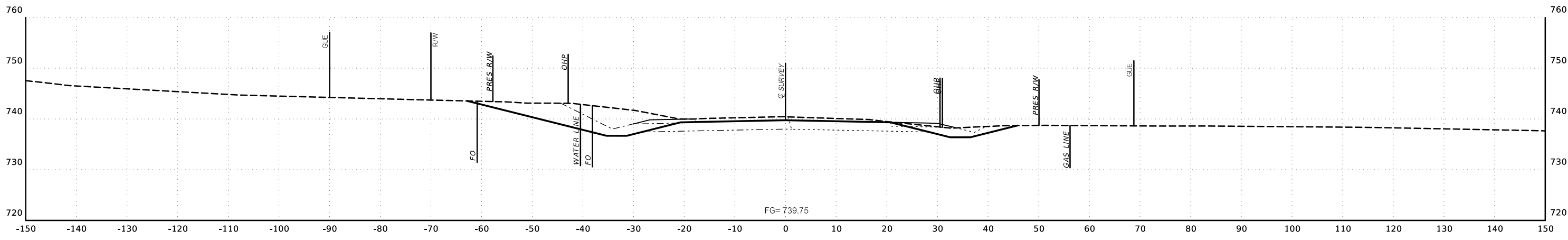


\$\$\$datestamp\$\$\$ \$FILEL\$

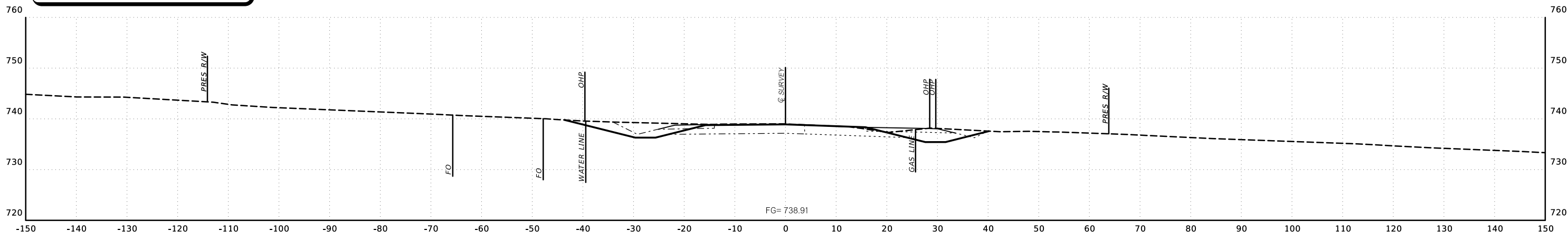
116+95.28

END AREAS (SF)

VOLUMES (CY)



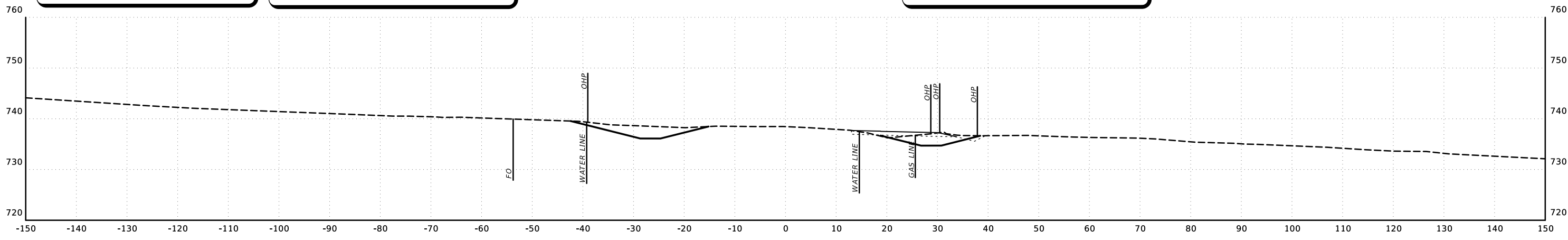
CAUTION: EXIST. GAS LINE CROSSING
AT APPROX. STA. 37+08 Q A002 81st ST.



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

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

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

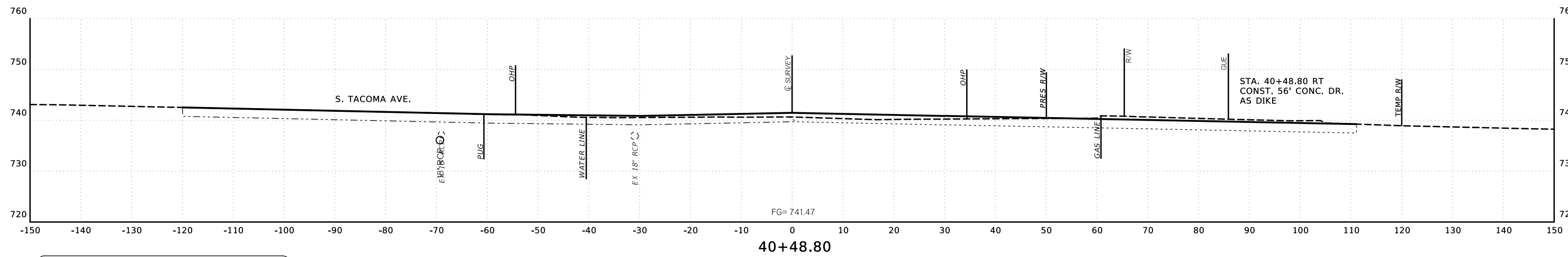


36+83.00
BEGIN 81st STREET CONSTRUCTION

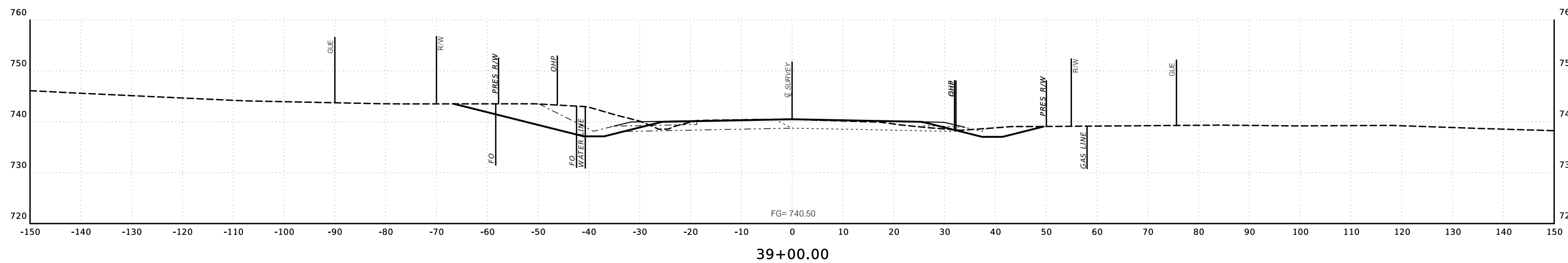
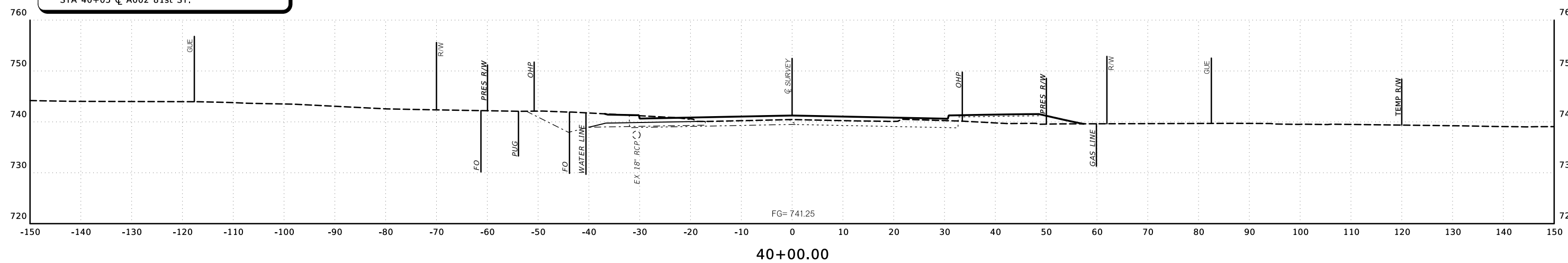
\$\$\$datestamp\$\$\$ \$FILEL\$

END AREAS (SF)

VOLUMES (CY)



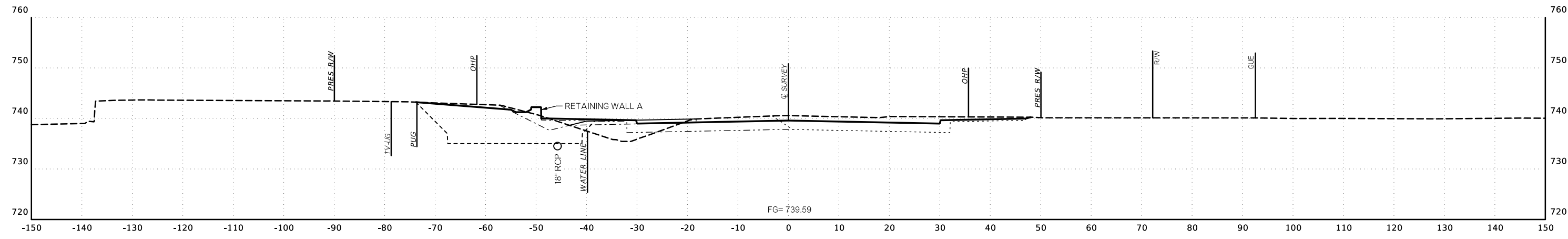
CAUTION: EXIST. GAS LINE CROSSING AT APPROX. STA 40+05 Q A002 81st ST.



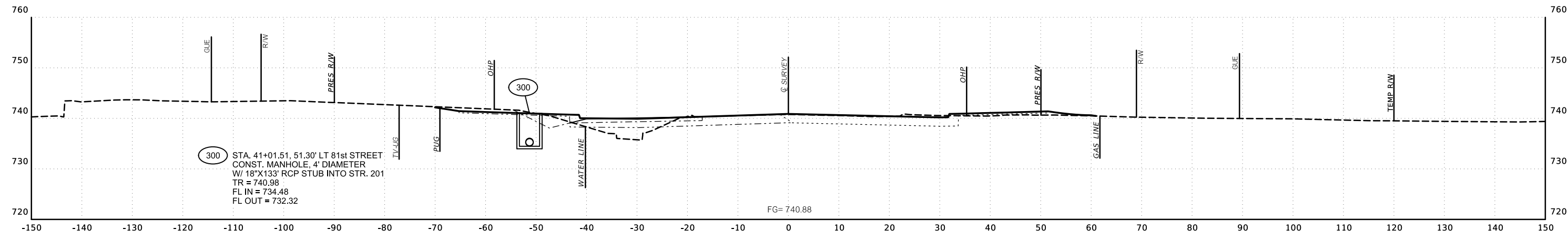
\$\$\$datestamp\$\$\$ \$FILEL\$

END AREAS (SF)

VOLUMES (CY)

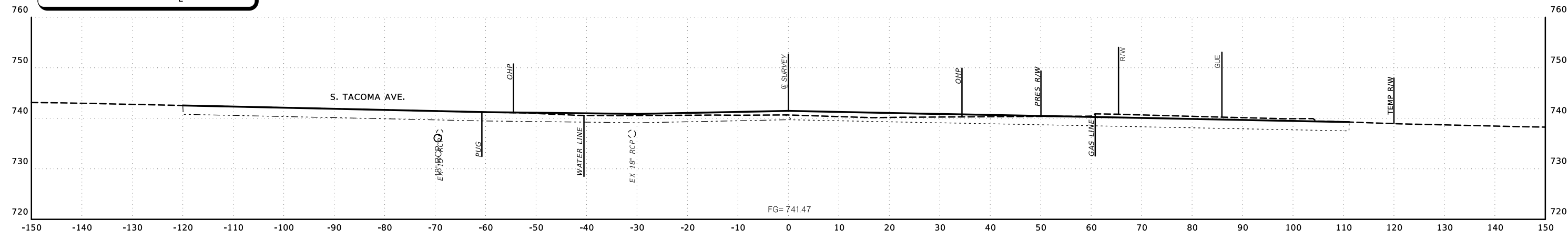


41+45.69



41+00.00

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



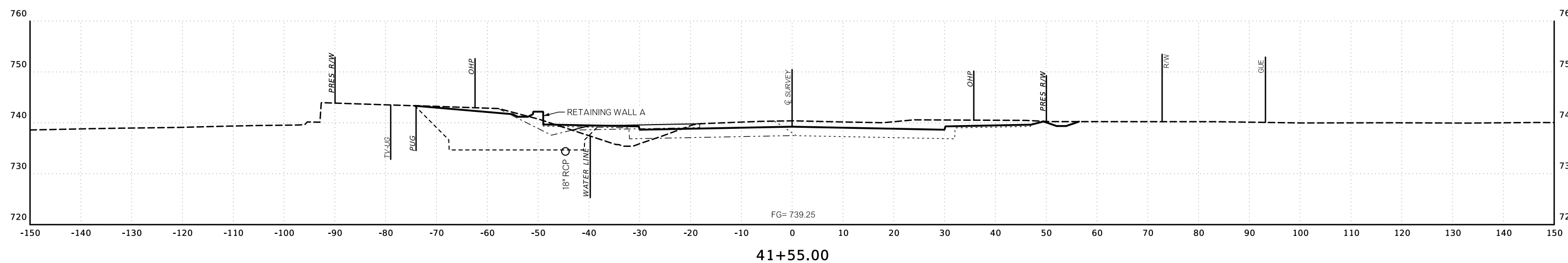
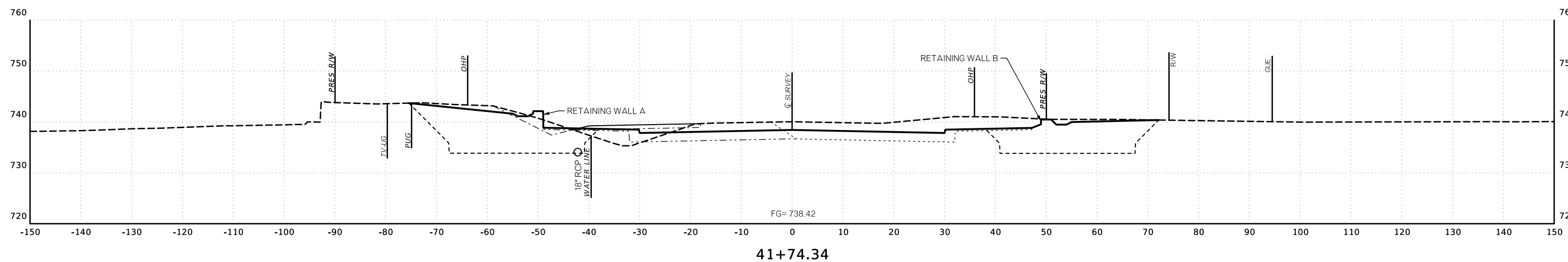
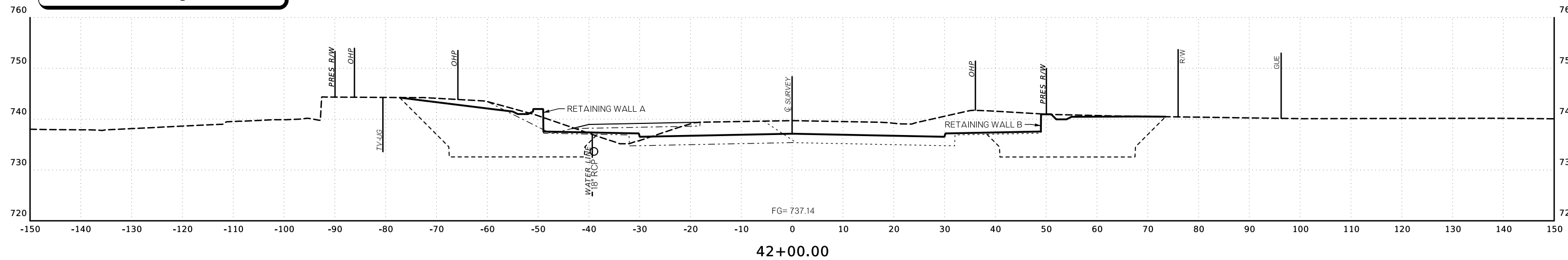
40+49.34

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

END AREAS (SF)

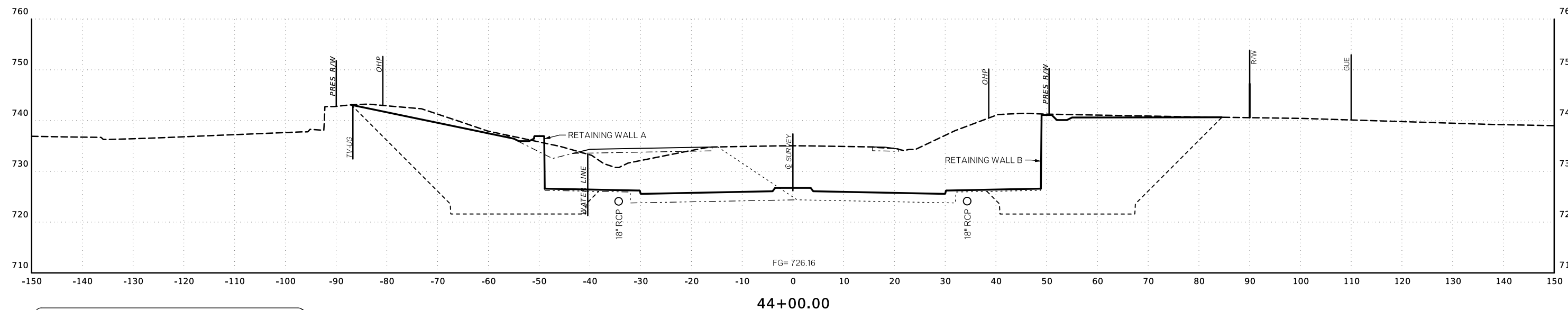
VOLUMES (CY)

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

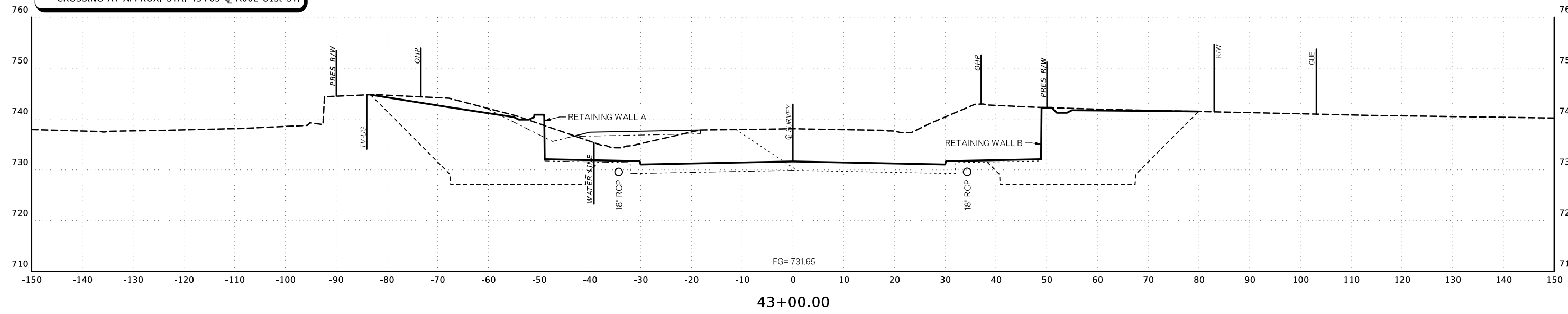


\$\$\$\$datestamp\$\$ \$FILEL\$

END AREAS (SF)



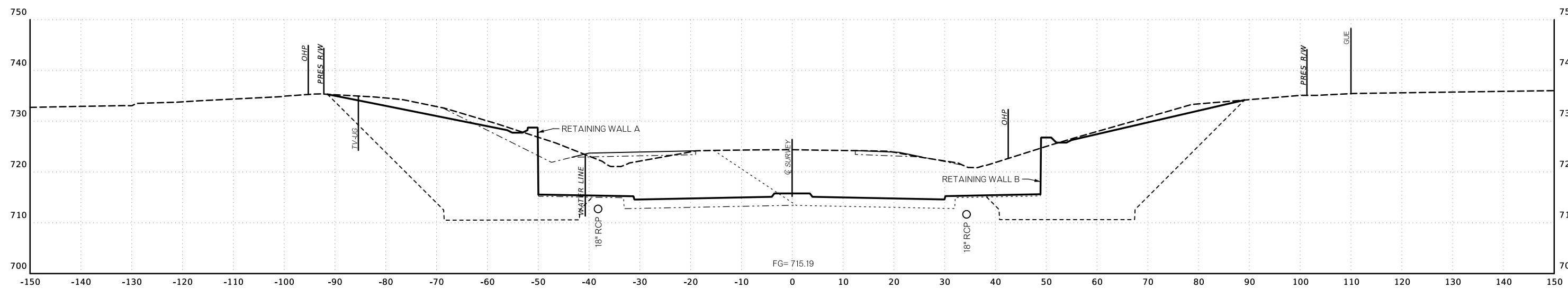
CAUTION: EXIST. UNDERGROUND COMMUNICATIONS
CROSSING AT APPROX. STA. 43+63 @ A002 81st ST.



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

END AREAS (SF)

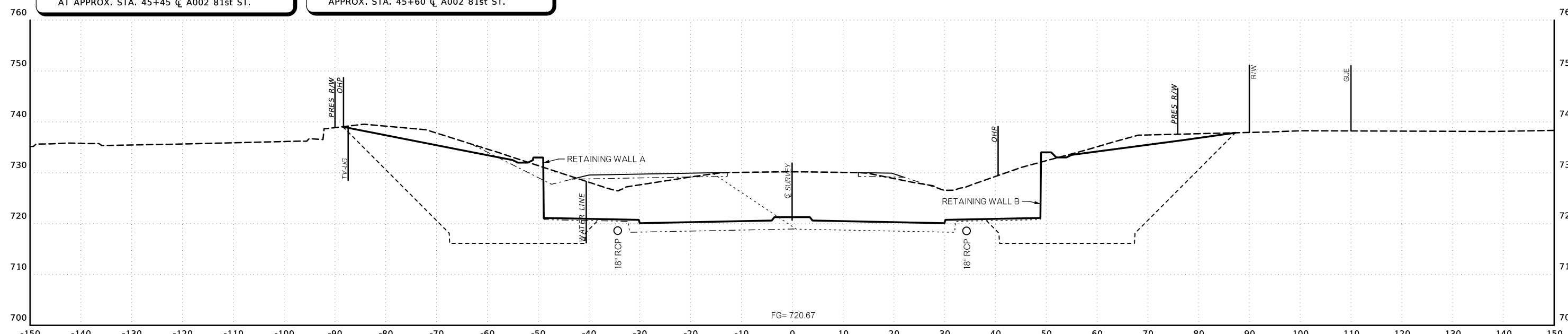
VOLUMES (CY)



46+00.00

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

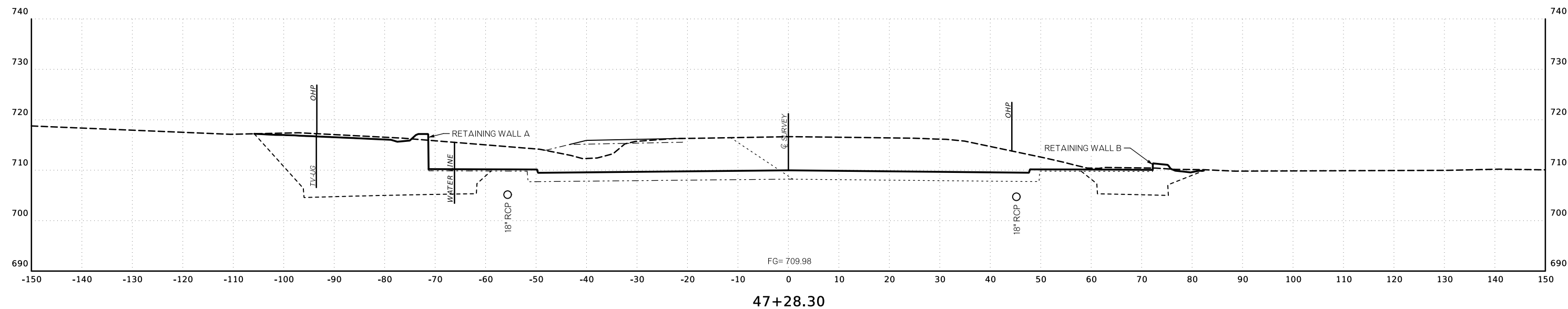
CAUTION: EXIST. SANITARY SEWER CROSSING AT
APPROX. STA. 45+60 Q A002 81st ST.



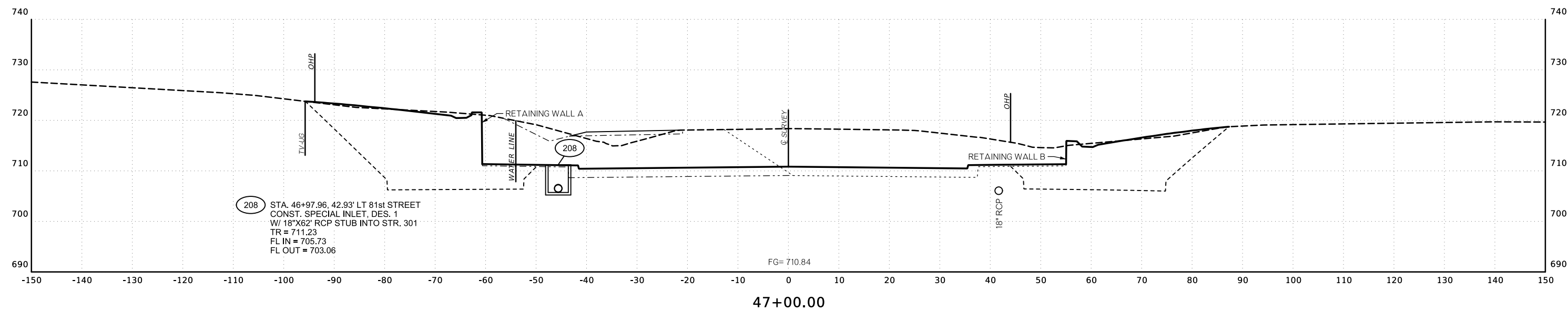
45+00.00

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

END AREAS (SF)



47+28.30



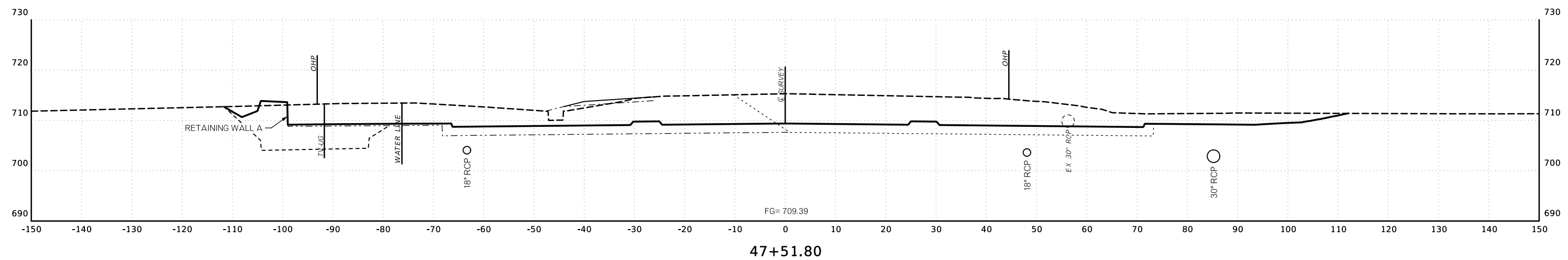
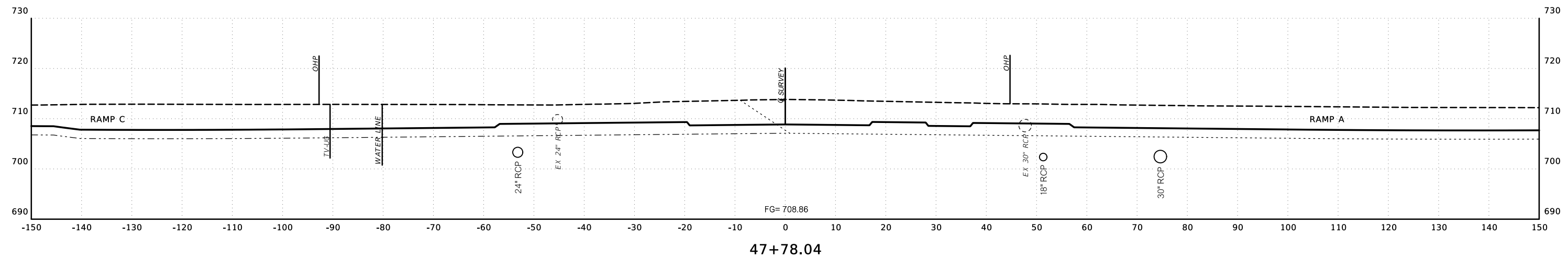
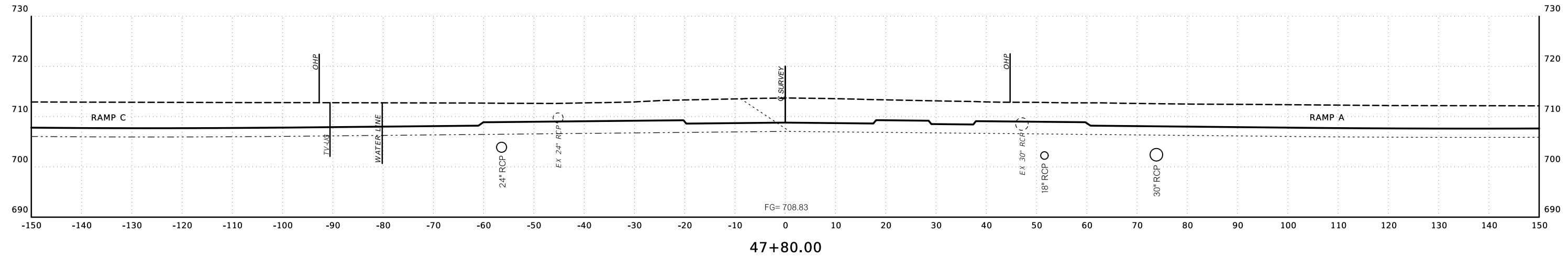
47+00.00

208 STA. 46+97.96, 42.93' LT 81st STREET
 CONST. SPECIAL INLET, DES. 1
 W/ 18"X62' RCP STUB INTO STR. 301
 TR = 711.23
 FL IN = 705.73
 FL OUT = 703.06

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

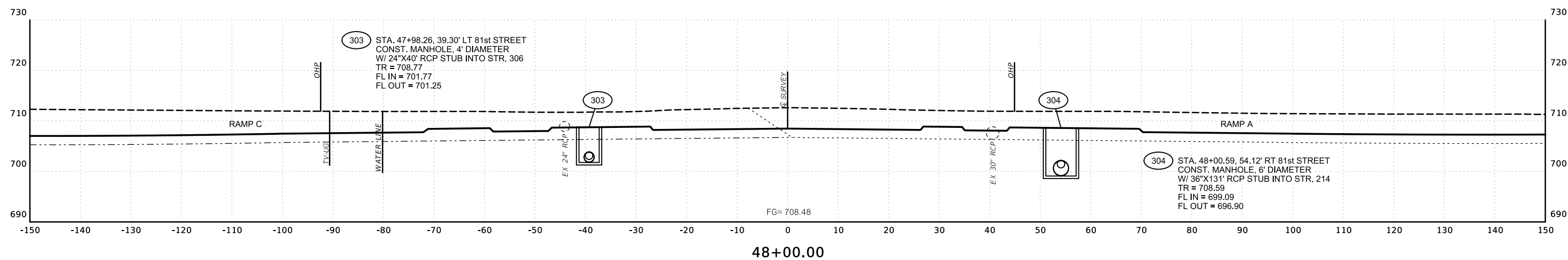
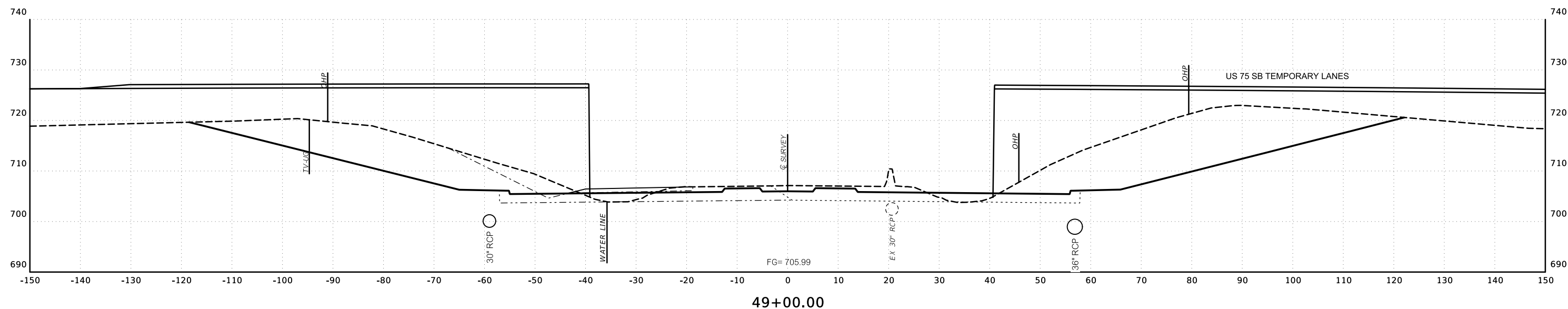
END AREAS (SF)

VOLUMES (CY)



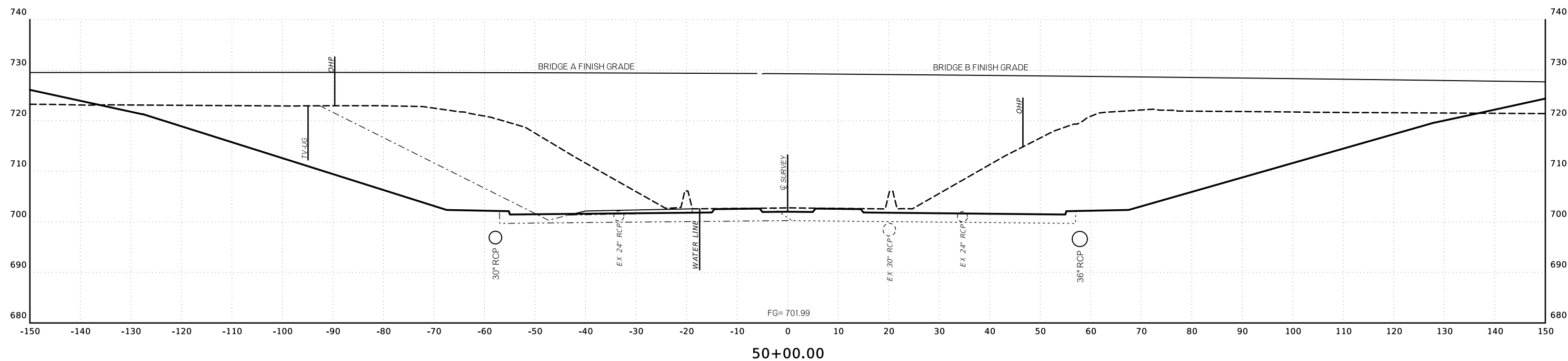
\$\$\$\$datestamp\$\$ \$FILEL\$

END AREAS (SF)

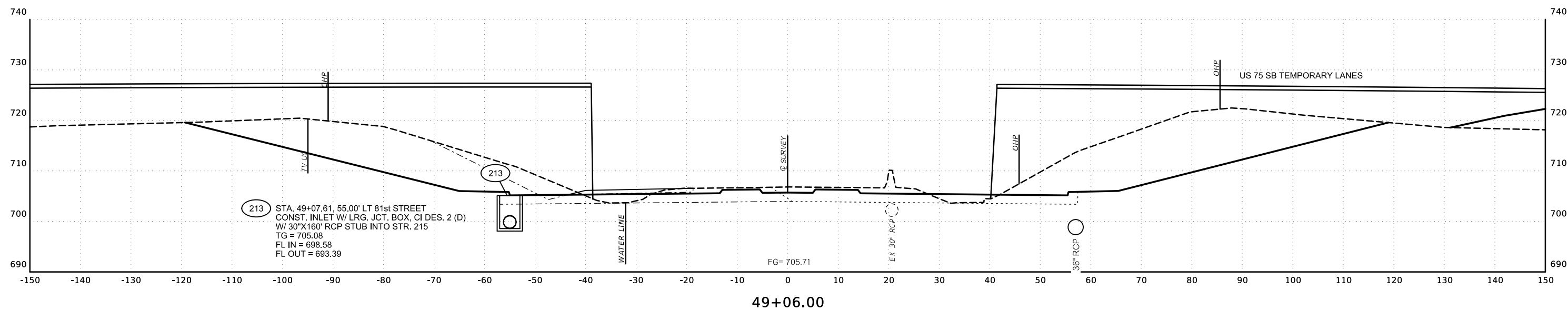


\$\$\$\$datestamp\$\$ \$FILEL\$

END AREAS (SF)



50+00.00



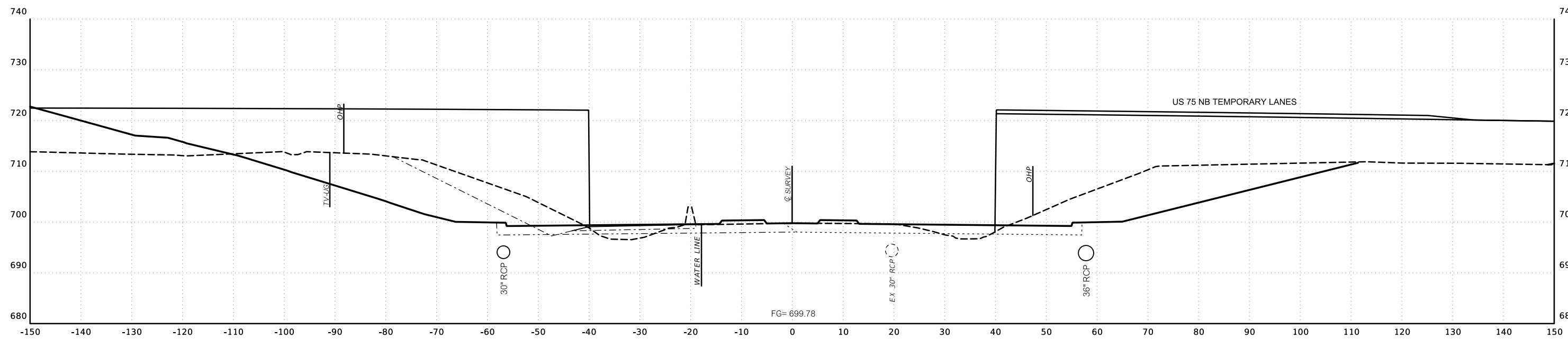
49+06.00

213 STA. 49+07.61, 55.00' LT 81st STREET
 CONST. INLET W/ LRG. JCT. BOX, CI DES. 2 (D)
 W/ 30"X160' RCP STUB INTO STR. 215
 TG = 705.08
 FL IN = 698.58
 FL OUT = 693.39

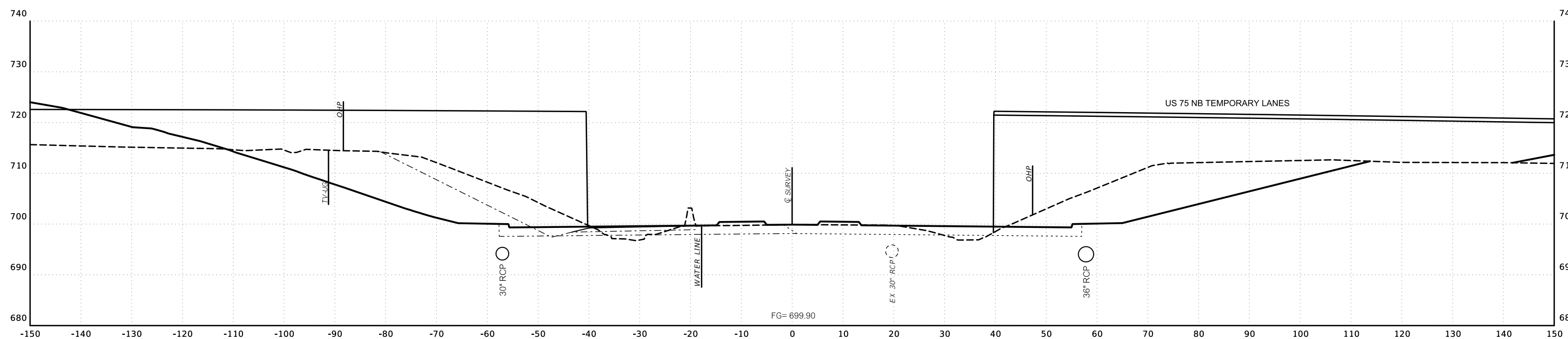
\$\$\$datestamp\$\$ \$FILEL\$

END AREAS (SF)

VOLUMES (CY)



51+00.00

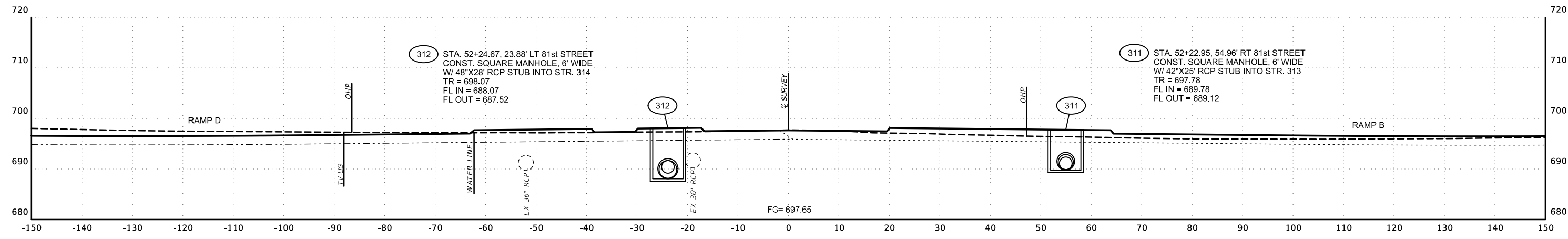


50+94.00

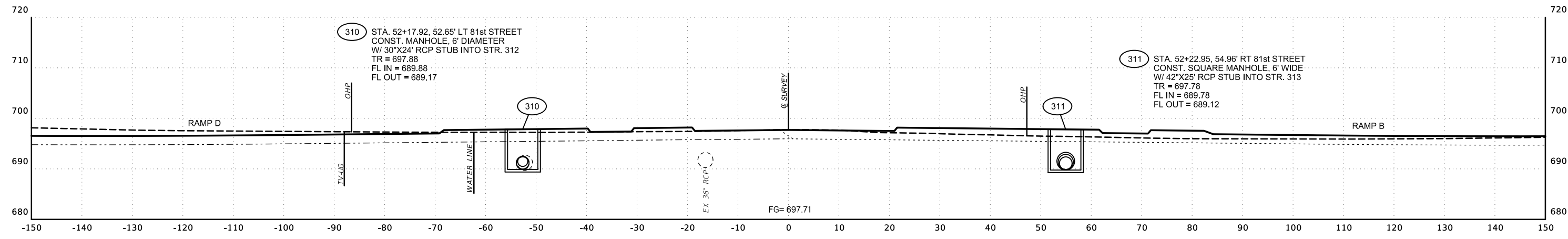
\$\$\$\$datestamp\$\$ \$FILEL\$

END AREAS (SF)

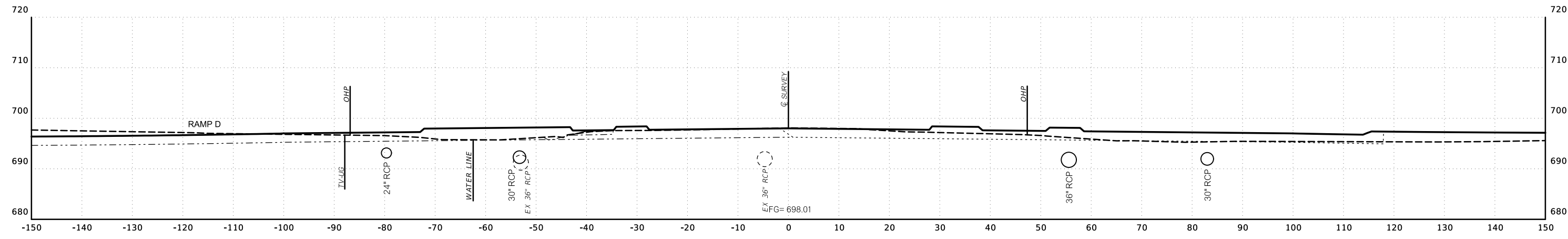
VOLUMES (CY)



52+24.25



52+20.00

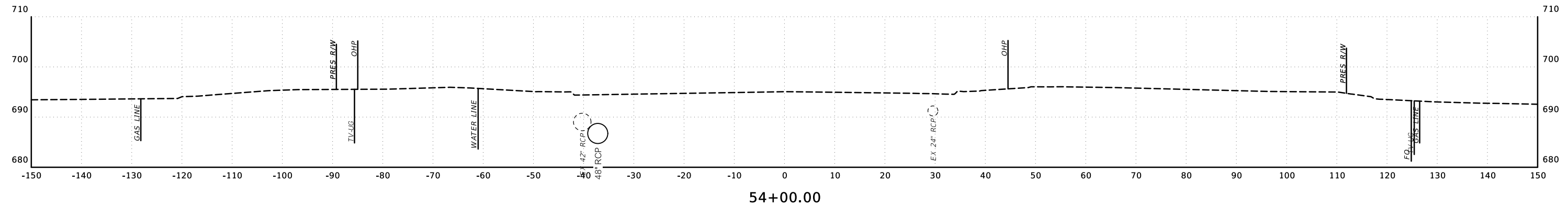


52+00.00

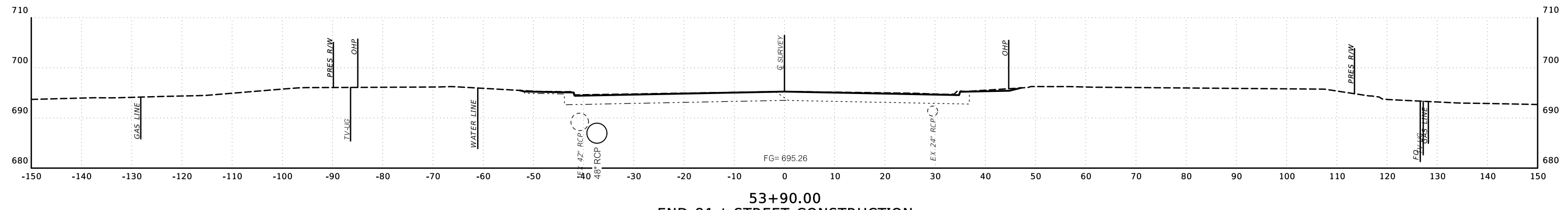
\$\$\$\$datestamp\$\$ \$FILEL\$

END AREAS (SF)

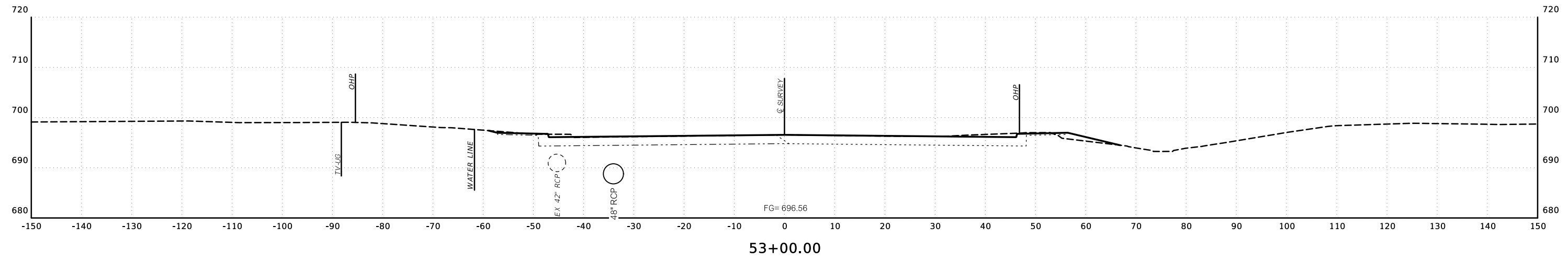
VOLUMES (CY)



54+00.00



53+90.00
END 81st STREET CONSTRUCTION



53+00.00

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