

CONTROL SURVEY DATA:

SEE J/P 33788(08) FOR
SURVEY DATA

FOR INDEX OF SHEETS
AND STANDARDS,
SEE SHEET 0002

STATE OF OKLAHOMA
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED
INTERSTATE HIGHWAY

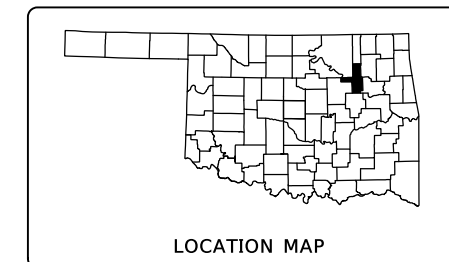
PROJECT NO. J3-3788(011)

INTERCHANGE

US-75: MAINLINE FROM I-44 INTERCHANGE
TO 41st STREET INTERCHANGE

TULSA COUNTY

CONTROL SECTION 75-72-18
STATE JOB NO. 33788(11)



MANDATORY TIE:
THIS PROJECT IS MANDATORILY
TIED TO J/P 33788(08) &
J/P 33788(09)

- BRIDGE 'F1' LOCATION NO.7218 1003EX; NEW NBI NO.32820
- BRIDGE 'F2' LOCATION NO.7218 1003WX; NEW NBI NO.32819
- BRIDGE 'G1' LOCATION NO.7218 1053EX; EXISTING NBI NO.18254; NEW NBI NO.32821
- BRIDGE 'G2' LOCATION NO.7218 1053WX; EXISTING NBI NO.18255; NEW NBI NO.32822
- BRIDGE 'J1' LOCATION NO.7218 1020EX; EXISTING NBI NO.18267; NEW NBI NO.32823
- BRIDGE 'J2' LOCATION NO.7218 1020WX; EXISTING NBI NO.18268; NEW NBI NO.32825
- BRIDGE 'J3' LOCATION NO.7278 0170EXR; NEW NBI NO.32826
- BRIDGE 'L' LOCATION NO.7218 1051WXR; NEW NBI NO.32827
- BRIDGE 'M' LOCATION NO.7218 1000WXR; NEW NBI NO.32828
- BRIDGE 'P' LOCATION NO.7218 0985XR; NEW NBI NO.32829

BRIDGE 'F1' US-75 NB	BEGIN STA. 573+93.76 BRIDGE LENGTH 107.00' END STA. 575+00.76
BRIDGE 'F2' US-75 SB	BEGIN STA. 574+02.24 BRIDGE LENGTH 107.00' END STA. 575+09.24
BRIDGE 'G1' US-75 NB	BEGIN STA. 599+08.45 BRIDGE LENGTH 185.66' END STA. 600+94.11
BRIDGE 'G2' US-75 SB	BEGIN STA. 599+10.44 BRIDGE LENGTH 185.66' END STA. 600+96.10
BRIDGE 'J1' US-75 NB	BEGIN STA. 582+04.12 BRIDGE LENGTH 163.00' END STA. 583+67.12
BRIDGE 'J2' US-75 SB	BEGIN STA. 582+04.12 BRIDGE LENGTH 163.00' END STA. 583+67.12
BRIDGE 'J3' RAMP E2	BEGIN STA. 82+02.35 BRIDGE LENGTH 163.70' END STA. 83+66.05
BRIDGE 'L' RAMP E3	BEGIN STA. 77+87.08 BRIDGE LENGTH 1153.06' END STA. 89+40.14
BRIDGE 'M' RAMP E4	BEGIN STA. 171+47.00 BRIDGE LENGTH 329.00' END STA. 174+76.00
BRIDGE 'P' RAMP E8	BEGIN STA. 61+73.53 BRIDGE LENGTH 1451.78' END STA. 76+25.31

DESIGN DATA	I-44	US-75
AADT 2020	81,240	54,630
AADT 2045	101,000	71,000
K (DHV/AADT)	10%	10%
D	55%	60%
T (% DHV)	12%	6%
T (% AADT)	14%	8%
T (% AADT)	10%	4%
V	65 MPH	65 MPH
20yr FLEX ESALS	65.25M	19.63M

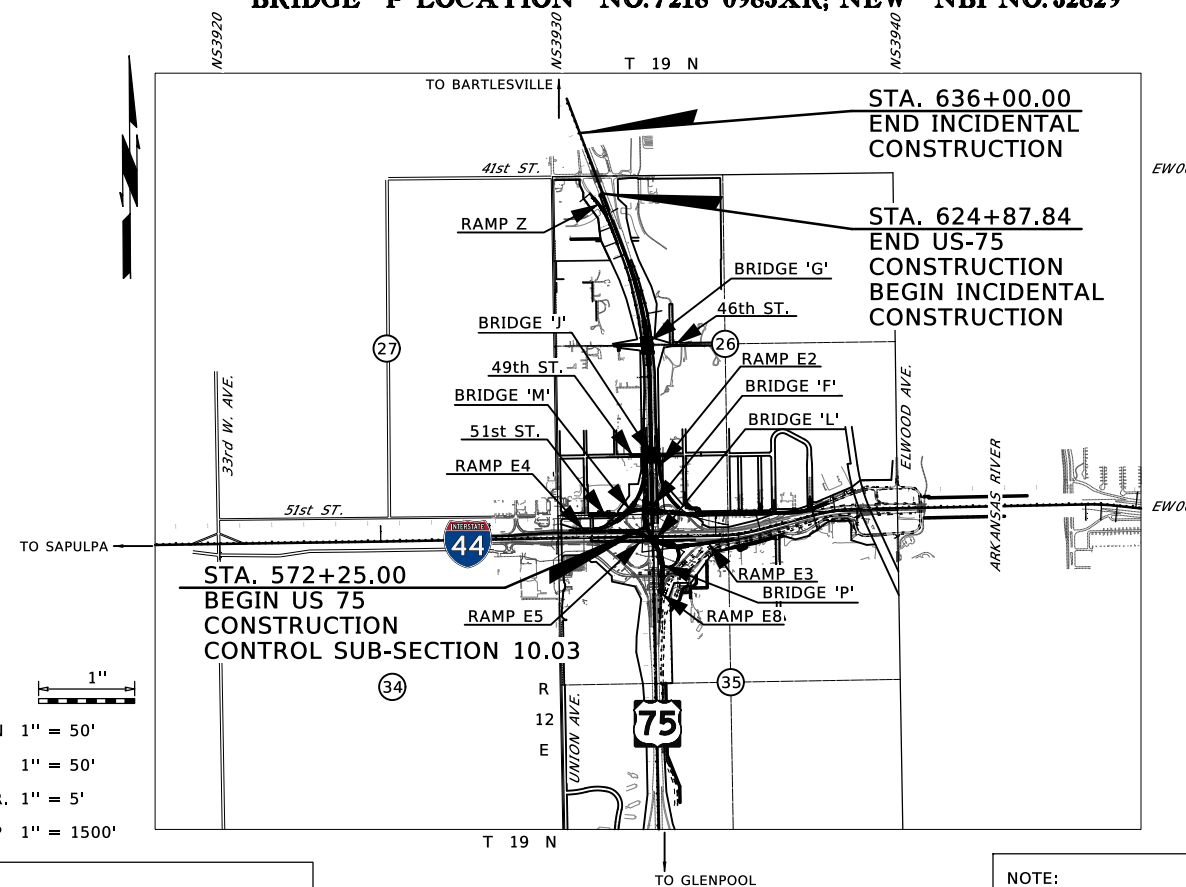
CONVENTIONAL SYMBOLS

- PROPOSED ROAD
- RAILROADS
- RANGE & TOWNSHIP
- SECTION LINES
- QUARTER SECTION LINES
- FENCES
- GROUND LINE
- EXISTING ROADS
- BASE LINE
- GRADE LINES
- TELEPHONE & TELEGRAPH
- POWER LINES
- BUILDINGS
- PROPOSED LIGHT POLE
- TUG TELEPHONE UNDERGROUND
- SANITARY SEWER
- GAS LINE
- WATER LINE
- DRAINAGE STRUCTURES - IN PLACE
- DRAINAGE STRUCTURES - NEW
- RIGHT-OF-WAY LINES - EXISTING
- RIGHT-OF-WAY LINES - NEW
- CONTROLLED ACCESS
- RIGHT-OF-WAY FENCE

SCALES

PLAN	1" = 50'
PROFILE HOR.	1" = 50'
VER.	1" = 5'
LAYOUT MAP	1" = 1500'

NOTE:
PROJECT EXTENTS WITHIN CITY LIMITS
OF THE CITY OF TULSA.



LAYOUT MAP

NOTE:
PROJECT LENGTH BASED ON US-75 SB

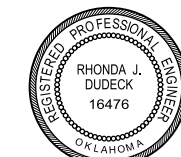
ROADWAY LENGTH	4,807.18 FT.	0.910 MI.
BRIDGE LENGTH	4,008.86 FT.	0.759 MI.
PROJECT LENGTH		0.996 MI.
EQUATIONS:	NONE	
EXCEPTIONS:	NONE	

CERTIFICATE OF AUTHORIZATION NO. 7569 P.E., RENEWAL DATE 6-30-22



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 5443(3)	PROJECT NO. J3-3788(011)
COUNTY TULSA	HIGHWAY US-75 SHEET NO. 0001

INDEX OF SHEETS

GENERAL	
0001	TITLE SHEET
0002	INDEX
0003 - 0018	TYPICAL SECTION (1) - (16)
0019	MISCELLANEOUS DETAILS (1)
BRIDGE F1	
B001 - B002	GENERAL PLAN AND ELEVATION
B003	SUPERSTRUCTURE DETAILS
BRIDGE F2	
B004 - B005	GENERAL PLAN AND ELEVATION
B006	SUPERSTRUCTURE DETAILS
BRIDGE G1	
B007 - B008	GENERAL PLAN AND ELEVATION
B009	SUPERSTRUCTURE DETAILS
B010	CONSTRUCTION PHASING
BRIDGE G2	
B011 - B012	GENERAL PLAN AND ELEVATION
B013	SUPERSTRUCTURE DETAILS
B014	CONSTRUCTION PHASING
BRIDGE J1	
B015 - B016	GENERAL PLAN AND ELEVATION
B017	SUPERSTRUCTURE DETAILS
BRIDGE J2	
B018 - B019	GENERAL PLAN AND ELEVATION
B020	SUPERSTRUCTURE DETAILS
B021	CONSTRUCTION PHASING
BRIDGE J3	
B022 - B023	GENERAL PLAN AND ELEVATION
B024	SUPERSTRUCTURE DETAILS
BRIDGE L	
B025 - B028	GENERAL PLAN AND ELEVATION
B029	SUPERSTRUCTURE DETAILS
BRIDGE M	
B030 - B031	GENERAL PLAN AND ELEVATION
B032	SUPERSTRUCTURE DETAILS
BRIDGE P	
B033 - B037	GENERAL PLAN AND ELEVATION
B038	SUPERSTRUCTURE DETAILS
ROADWAY	
R001 - R008	DRAINAGE MAP (1) - (8)
R009	DRAINAGE STRUCTURE DESIGN RECORD
R010 - R011	STORM SEWER DESIGN RECORD (1) - (2)
R012 - R023	DRAINAGE SUMMARIES (1) - (12)
R024	STORMWATER MANAGEMENT PLAN
R025 - R034	GEOMETRIC DATA (1) - (10)
R035	PLAN KEY MAP (MAINLINE)
R036 - R045	PLAN AND PROFILE - US-75 (1) - (10)
R046	PLAN KEY MAP (RAMPS)
R047 - R048	PLAN & PROFILE - RAMP E2 (11) - (12)
R049 - R054	PLAN AND PROFILE - RAMP E3 (13) - (18)
R055 - R058	PLAN AND PROFILE - RAMP E4 (19) - (22)
R059 - R060	PLAN AND PROFILE - RAMP E5 (23) - (24)
R061 - R064	PLAN AND PROFILE - RAMP E8 (25) - (28)
R065	PLAN & PROFILE - RAMP Z (29)
R066	PLAN KEY MAP (SIDE ROADS)
R067 - R072	PLAN AND PROFILE - 51ST STREET (30) - (35)
R073	PLAN & PROFILE - 49TH STREET (36)
R074	PLAN & PROFILE - 46TH STREET (37)
R075	PLAN & PROFILE - OLYMPIA AVENUE & LAWTON AVENUE (38)
R076	PLAN & PROFILE - JACKSON AVENUE & INDIAN AVENUE (39)

TRAFFIC

T001 - T016	SIGNING & MARKING PLANS
T017 - T018	LIGHTING PLANS

CROSS SECTIONS

X001 - X002	CROSS SECTION KEY MAP (1) - (2)
X003 - X028	CROSS SECTIONS - US-75
X029 - X035	CROSS SECTIONS - RAMP E2
X036 - X048	CROSS SECTIONS - RAMP E3
X049 - X051	CROSS SECTIONS - RAMP E4
X062 - X077	CROSS SECTIONS - RAMP E5
X078 - X084	CROSS SECTIONS - RAMP E8
X085 - X132	CROSS SECTIONS - 51ST STREET
X133 - X139	CROSS SECTIONS - 49TH STREET
X140 - X146	CROSS SECTIONS - 46TH STREET

THE FOLLOWING ODOT STANDARDS WILL BE REQUIRED

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

TO BE ADDED AT A LATER DATE



RESPONSIBLE FOR:
SHEETS 0003-0019, R001-R076

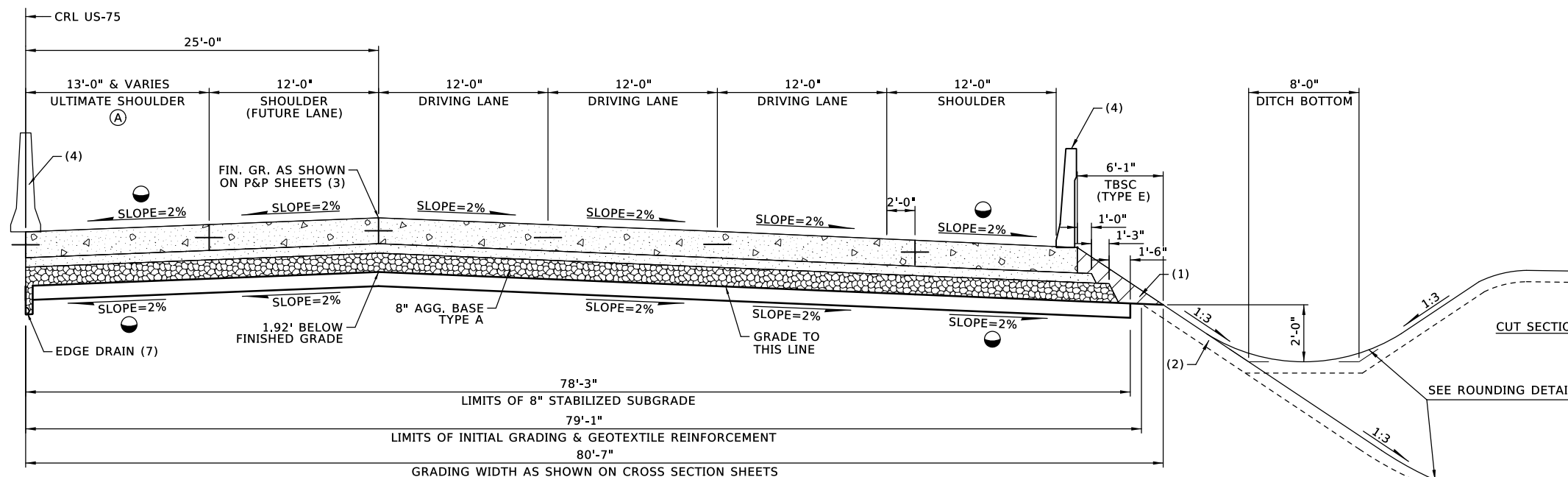


RESPONSIBLE FOR:
SHEETS B025-B029; B033-B038



RESPONSIBLE FOR:
SHEETS B001-B024; B030-B032

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		INDEX
CHECKED		
APPROVED		
SQUAD		
COUNTY - TULSA	HIGHWAY US-75	



PAVEMENT REQUIREMENT			
PAVT. STRUCTURE	DRIVING LANES	PAVED INSIDE SHOULDER	PAVED OUTSIDE SHOULDER
SURFACE COURSE	12" DOWEL JOINTED P.C. CONCRETE	12" DOWEL JOINTED P.C. CONCRETE	12" TIED P.C. CONCRETE
BASE COURSE	3" SUPERPAVE TYPE S3 (PG 64-22 OK)	3" SUPERPAVE TYPE S3 (PG 64-22 OK)	3" SUPERPAVE TYPE S3 (PG 64-22 OK)

TYPICAL SECTION NO. 1: US-75 3-LANE HALF SECTION

NTS
 CRL US-75: STA. 572+25.00 TO STA. 573+69.02 (SB) (OPPOSITE HAND)
 CRL US-75: STA. 575+47.30 TO STA. 581+74.12 (SB) (OPPOSITE HAND)
 CRL US-75: STA. 583+97.12 TO STA. 585+54.41 (SB) (OPPOSITE HAND)
 CRL US-75: STA. 598+60.00 TO STA. 598+72.70 (NB)
 CRL US-75: STA. 601+27.25 TO STA. 603+00.00 (NB)

VARIABLE WIDTH TABLE			
SECTION		WIDTH	STATION LIMITS
1	A	7'-2" TO 7'-6"	572+25.00 TO 573+69.02 (OPPOSITE HAND)
1	A	7'-6" TO 13'-0"	575+51.39 TO 577+76.39 (OPPOSITE HAND)

US-75 INSIDE AND OUTSIDE SHOULDER CROSS SLOPE TRANSITION FROM -2.00% TO -4.00% BETWEEN STA. 583+97.12 AND STA. 585+08.96

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

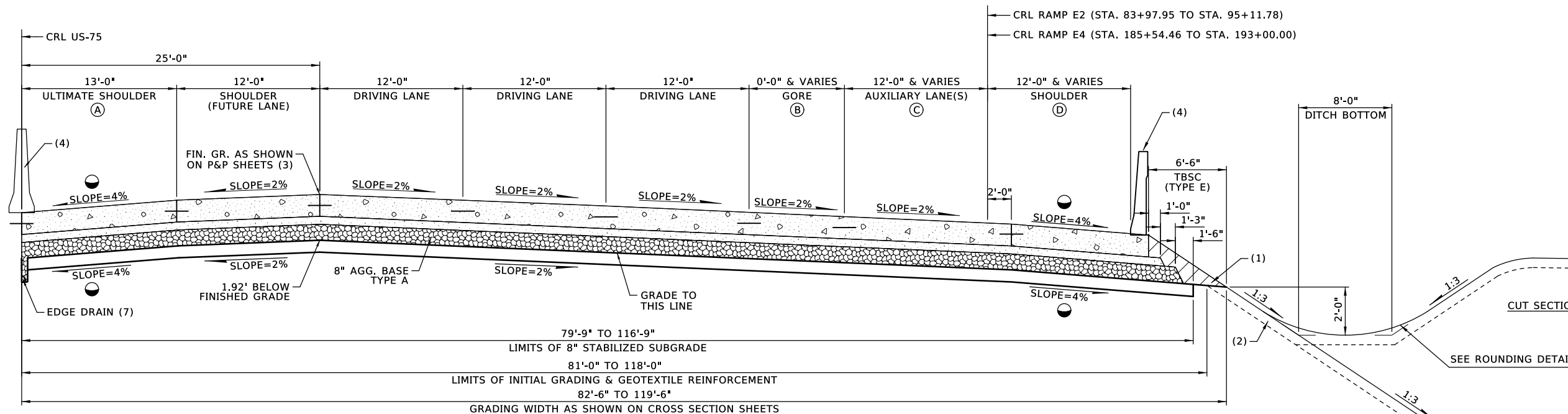
- (1) BACKFILL NOTE:
TO BE BACKFILLED AS PART OF THE FINISHING OPERATIONS. QUANTITY IS MEASURED IN T.B.S.C. TYPE E.
- (2) TOPSOIL NOTE:
THE CONTRACTOR SHALL STRIP ALL OF THE AVAILABLE TOPSOIL, STOCKPILE IT, AND PLACE IT BACK ON THE SECTION IN ACCORDANCE WITH SECTION 205 OF THE STANDARD SPECIFICATIONS. RESERVED TOPSOIL SHALL BE SPREAD FIRST ON THE COMPLETED SLOPES OF THE CUT SECTIONS AND THE REMAINDER ON COMPLETED FILL SLOPES OR OTHER PRIORITY AREAS LOCATED BY THE ENGINEER. ALL ADDITIONAL COSTS ASSOCIATED WITH OPERATIONS SHALL BE INCLUDED IN THE PAY ITEM FOR SALVAGED TOPSOIL, LUMP SUM.

THE GRADING LINE AS SHOWN ON THE TYPICAL AND CROSS SECTIONS IS TO THE TOP OF THE TOPSOIL. EARTHWORK QUANTITIES WERE NOT ADJUSTED FOR SALVAGE AND THE TOPSOIL QUANTITY IS INCLUDED IN THE MASS LINE BALANCE.
- (3) ROTATE SUPERELEVATION ABOUT PROFILE GRADE POINT.
- (4) CONSTRUCT F-SHAPED BARRIER PER ODOT STD. FSHP-42-2-00E OR CONSTRUCT MEDIAN BARRIER PER ODOT STD. CLB-1-2. REFER TO THE BARRIER SUMMARY ON SHEET XXX FOR SPECIFIC LOCATION AND TYPE.

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		
CHECKED		
APPROVED		TYPICAL SECTION (1)
SQUAD		
COUNTY - TULSA	HIGHWAY US-75	STATE JOB NO. 33788(11) SHEET NO. 0003

7/16/2021

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PAVEMENT REQUIREMENT			
PAVT. STRUCTURE	DRIVING LANES	PAVED INSIDE SHOULDER	PAVED OUTSIDE SHOULDER
SURFACE COURSE	12" DOWEL JOINTED P.C. CONCRETE	12" DOWEL JOINTED P.C. CONCRETE	12" TIED P.C. CONCRETE
BASE COURSE	3" SUPERPAVE TYPE S3 (PG 64-22 OK)	3" SUPERPAVE TYPE S3 (PG 64-22 OK)	3" SUPERPAVE TYPE S3 (PG 64-22 OK)

TYPICAL SECTION NO. 2: US-75 3-LANE HALF SECTION W/ AUXILIARY LANE(S)

NTS

CRL US-75: STA. 572+25.00 TO STA. 573+53.66 (NB)
 CRL US-75: STA. 575+33.98 TO STA. 581+74.12 (NB)
 CRL US-75: STA. 585+54.41 TO STA. 598+76.21 (SB) (OPPOSITE HAND)
 CRL US-75: STA. 601+32.99 TO STA. 603+00.00 (SB) (OPPOSITE HAND)
 CRL US-75: STA. 583+97.12 TO STA. 598+60.00 (NB)

US-75 INSIDE AND OUTSIDE SHOULDER CROSS SLOPE TRANSITION FROM -2.00% TO -4.00% BETWEEN STA. 583+97.12 AND STA. 585+08.96

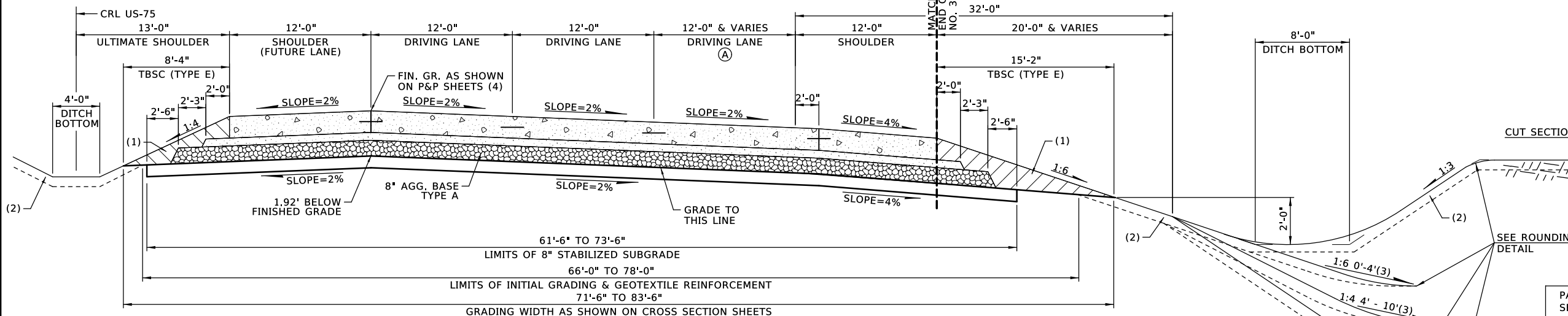
VARIABLE WIDTH TABLE			
SECTION		WIDTH	STATION LIMITS
2	A	7'-2" TO 7'-6"	572+25.00 TO 573+53.66
2	A	7'-6"	575+33.98 TO 575+51.39
2	A	7'-6" TO 13'-0"	575+51.39 TO 577+76.39
2	B	25'-6" TO 0'-0"	583+97.12 TO 589+69.65
2	B	24'-0" TO 0'-0"	585+54.41 TO 590+70.40 (OPPOSITE HAND)
2	C	12'-0" TO 1'-6"	579+10.76 TO 581+74.12
2	C	15'-0" TO 12'-0"	583+97.12 TO 589+69.65
2	C	24'-0" TO 12'-0"	585+54.41 TO 593+00 (OPPOSITE HAND)
2	D	10'-0"	583+97.12 TO 585+85.08
2	D	10'-0" TO 12'-0"	585+85.08 TO 586+35.01
2	D	10'-0"	585+54.41 TO 586+20.33 (OPPOSITE HAND)
2	D	10'-0" TO 12'-0"	586+20.33 TO 587+20.43 (OPPOSITE HAND)

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

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THE GRADING LINE AS SHOWN ON THE TYPICAL AND CROSS SECTIONS IS TO THE TOP OF THE TOPSOIL. EARTHWORK QUANTITIES WERE NOT ADJUSTED FOR SALVAGE AND THE TOPSOIL QUANTITY IS INCLUDED IN THE MASS LINE BALANCE.
- (3) ROTATE SUPERELEVATION ABOUT PROFILE GRADE POINT.
- (4) CONSTRUCT F-SHAPED BARRIER PER ODOT STD. FSHP-42-2-00E OR CONSTRUCT MEDIAN BARRIER PER ODOT STD. CLB-1-2. REFER TO THE BARRIER SUMMARY ON SHEET XXX FOR SPECIFIC LOCATION AND TYPE.

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		
CHECKED		
APPROVED		
SQUAD		
TYPICAL SECTION (2)		
COUNTY - TULSA	HIGHWAY US-75	STATE JOB NO. 33788(11) SHEET NO. 0004



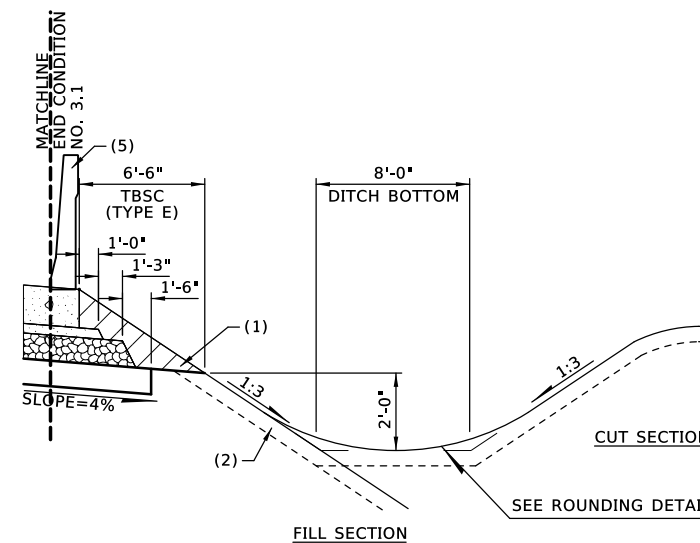
PAVEMENT DESIGN HAS NOT BEEN COMPLETED. SECTION USED FOR COST ESTIMATING PURPOSES.

PAVEMENT REQUIREMENT			
PAVT. STRUCTURE	DRIVING LANES	PAVED INSIDE SHOULDER	PAVED OUTSIDE SHOULDER
SURFACE COURSE	12" DOWEL JOINTED P.C. CONCRETE	12" DOWEL JOINTED P.C. CONCRETE	12" TIED P.C. CONCRETE
BASE COURSE	3" SUPERPAVE TYPE S3 (PG 64-22 OK)	3" SUPERPAVE TYPE S3 (PG 64-22 OK)	3" SUPERPAVE TYPE S3 (PG 64-22 OK)

TYPICAL SECTION NO. 3: US-75 3-LANE HALF SECTION (DIVIDED)

CRL US-75: STA. 610+97.84 TO STA. 619+47.84 (SB) (OPPOSITE HAND)
CRL US-75: STA. 603+00.00 TO STA. 611+07.84 (NB)

VARIABLE WIDTH TABLE			
SECTION	WIDTH	STATION LIMITS	
3	A	12'-0" TO 0'-0"	605+07.84 TO 611+07.84



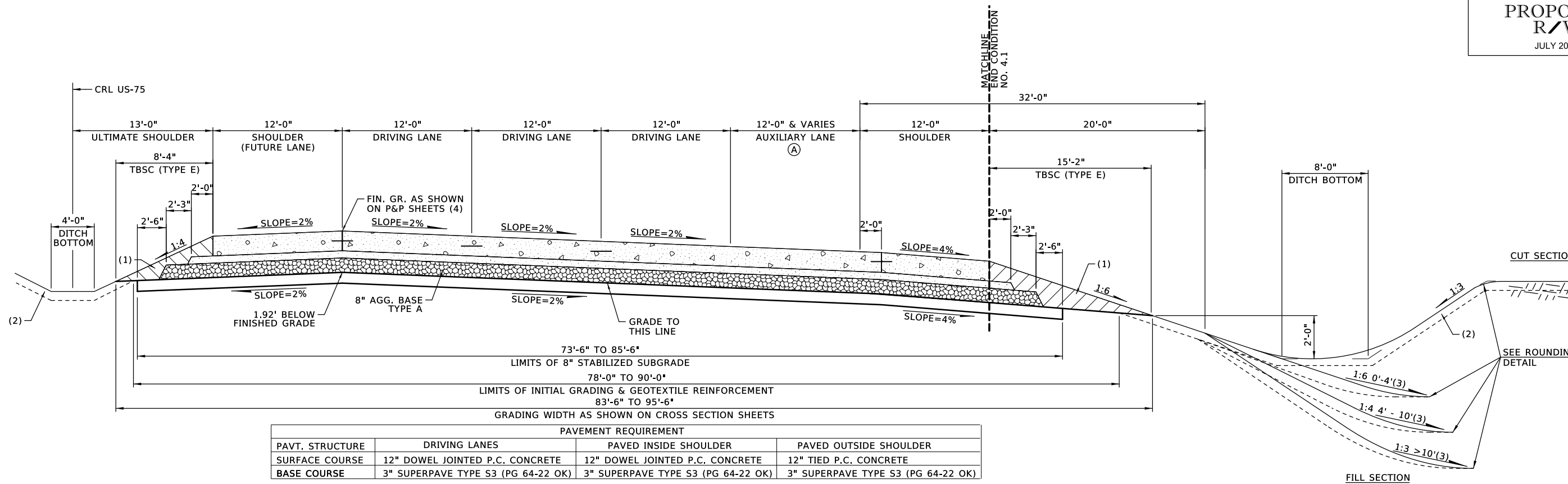
END CONDITION NO. 3.1: PARAPET
NTS
CRL US 75: STA. 603+00.00 TO STA. 603+50.00 (NB)

- (1) BACKFILL NOTE:
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THE GRADING LINE AS SHOWN ON THE TYPICAL AND CROSS SECTIONS IS TO THE TOP OF THE TOPSOIL. EARTHWORK QUANTITIES WERE NOT ADJUSTED FOR SALVAGE AND THE TOPSOIL QUANTITY IS INCLUDED IN THE MASS LINE BALANCE.
- (3) DISTANCE MEASURED VERTICALLY FROM EDGE OF FINISHED GRADE SHOULDER.
- (4) ROTATE SUPERELEVATION ABOUT PROFILE GRADE POINT.
- (5) CONSTRUCT F-SHAPED BARRIER PER ODOT STD. FSHP-42-2-00E OR CONSTRUCT MEDIAN BARRIER PER ODOT STD. CLB-1-2. REFER TO THE BARRIER SUMMARY ON SHEET XXX FOR SPECIFIC LOCATION AND TYPE.

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		
CHECKED		
APPROVED		
SQUAD		
TYPICAL SECTION (3)		
COUNTY - TULSA	HIGHWAY US-75	STATE JOB NO. 33788(11) SHEET NO. 0005

7/16/2021
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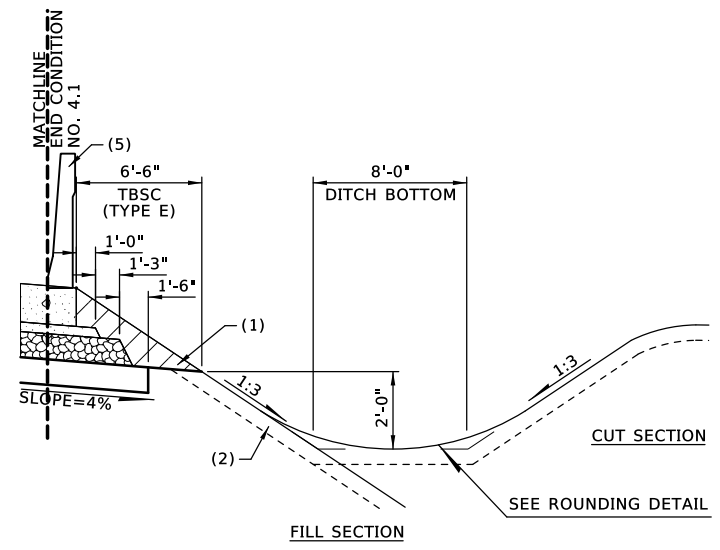


PAVEMENT REQUIREMENT			
PAVT. STRUCTURE	DRIVING LANES	PAVED INSIDE SHOULDER	PAVED OUTSIDE SHOULDER
SURFACE COURSE	12" DOWEL JOINTED P.C. CONCRETE	12" DOWEL JOINTED P.C. CONCRETE	12" TIED P.C. CONCRETE
BASE COURSE	3" SUPERPAVE TYPE S3 (PG 64-22 OK)	3" SUPERPAVE TYPE S3 (PG 64-22 OK)	3" SUPERPAVE TYPE S3 (PG 64-22 OK)

TYPICAL SECTION NO. 4: US-75 3-LANE HALF SECTION W/ AUXILIARY LANE (DIVIDED)

CRL US-75: STA. 603+00.00 TO STA. 610+97.84 (SB) (OPPOSITE HAND)

VARIABLE WIDTH TABLE			
SECTION	WIDTH	STATION LIMITS	
4	A	12'-0" TO 0'-0"	607+97.84 TO 610+97.84 (OPPOSITE HAND)
4	A	0'-0"	610+97.84 TO 619+47.84 (OPPOSITE HAND)



END CONDITION NO. 4.1: PARAPET

CRL US 75: STA. 603+00.00 TO STA. 603+50.00 (SB) (OPPOSITE HAND)

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

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- (2) TOPSOIL NOTE:
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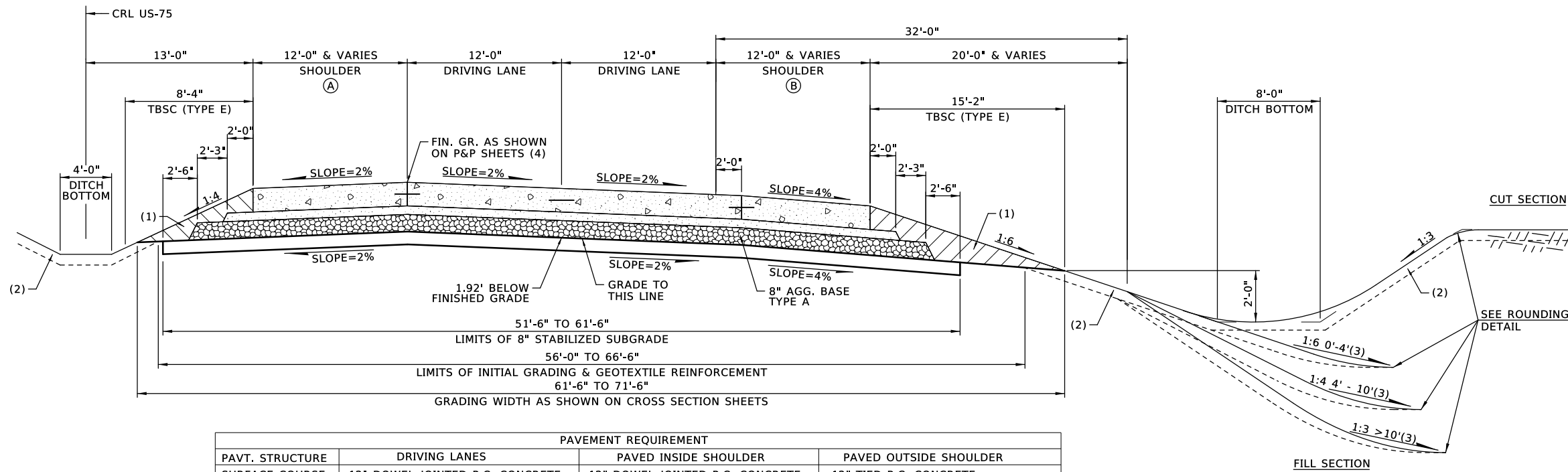
THE GRADING LINE AS SHOWN ON THE TYPICAL AND CROSS SECTIONS IS TO THE TOP OF THE TOPSOIL. EARTHWORK QUANTITIES WERE NOT ADJUSTED FOR SALVAGE AND THE TOPSOIL QUANTITY IS INCLUDED IN THE MASS LINE BALANCE.
- (3) DISTANCE MEASURED VERTICALLY FROM EDGE OF FINISHED GRADE SHOULDER.
- (4) ROTATE SUPERELEVATION ABOUT PROFILE GRADE POINT.
- (5) CONSTRUCT F-SHAPED BARRIER PER ODOT STD. FSHP-42-2-00E OR CONSTRUCT MEDIAN BARRIER PER ODOT STD. CLB-1-2. REFER TO THE BARRIER SUMMARY ON SHEET XXX FOR SPECIFIC LOCATION AND TYPE.

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		
CHECKED		
APPROVED		
SQUAD		
COUNTY - TULSA		HIGHWAY US-75 STATE JOB NO. 33788(11) SHEET NO. 0006

TYPICAL SECTION (4)

7/16/2021

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TYPICAL SECTION NO. 5: US-75 2-LANE HALF SECTION (DIVIDED)

NTS

CRL US-75: STA. 622+18.00 TO STA. 624+87.84 (SB) (OPPOSITE HAND)
CRL US-75: STA. 611+07.84 TO STA. 613+57.84 (NB)

VARIABLE WIDTH TABLE			
SECTION		WIDTH	STATION LIMITS
5	A	12'-0" TO 4'-0"	611+07.84 TO 613+57.84
5	A	12'-0" TO 4'-0"	623+07.51 TO 624+87.84 (OPPOSITE HAND)
5	B	12'-0" TO 10'-0"	611+07.84 TO 613+57.84
5	B	12'-0" TO 10'-0"	623+07.51 TO 624+87.84 (OPPOSITE HAND)

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

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

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

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

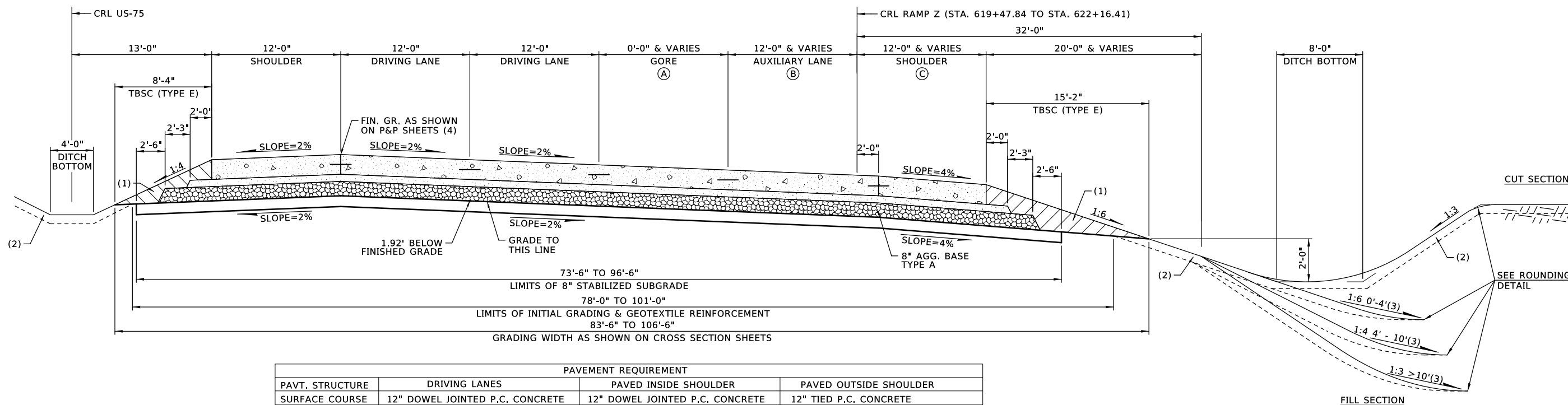
(4) ROTATE SUPERELEVATION ABOUT PROFILE GRADE POINT.

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		
CHECKED		
APPROVED		
SQUAD		
COUNTY - TULSA		STATE JOB NO. 33788(11) SHEET NO. 0007

TYPICAL SECTION (5)

7/16/2021

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PAVEMENT REQUIREMENT			
PAVT. STRUCTURE	DRIVING LANES	PAVED INSIDE SHOULDER	PAVED OUTSIDE SHOULDER
SURFACE COURSE	12" DOWEL JOINTED P.C. CONCRETE	12" DOWEL JOINTED P.C. CONCRETE	12" TIED P.C. CONCRETE
BASE COURSE	3" SUPERPAVE TYPE S3 (PG 64-22 OK)	3" SUPERPAVE TYPE S3 (PG 64-22 OK)	3" SUPERPAVE TYPE S3 (PG 64-22 OK)

TYPICAL SECTION NO. 6: US-75 2-LANE HALF SECTION W/ AUXILIARY LANE (DIVIDED)

CRL US-75: STA. 619+47.84 TO STA. 622+18.00 (SB) (OPPOSITE HAND)

VARIABLE WIDTH TABLE			
SECTION	WIDTH	STATION LIMITS	
6	A	0'-0" TO 24'-0"	619+90.15 TO 622+18.00 (OPPOSITE HAND)
6	B	12'-0" TO 15'-0"	619+47.84 TO 621+29.66 (OPPOSITE HAND)
6	B	15'-0"	621+29.66 TO 622+18.00 (OPPOSITE HAND)
6	C	12'-0" TO 10'-0"	621+31.93 TO 621+81.57 (OPPOSITE HAND)
6	C	10'-0"	621+81.57 TO 622+18.00 (OPPOSITE HAND)

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

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

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

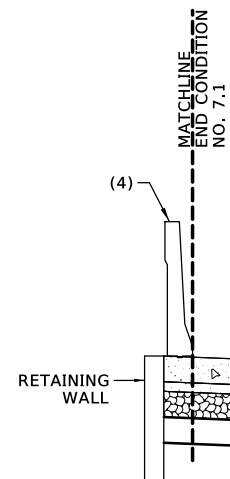
THE GRADING LINE AS SHOWN ON THE TYPICAL AND CROSS SECTIONS IS TO THE TOP OF THE TOPSOIL. EARTHWORK QUANTITIES WERE NOT ADJUSTED FOR SALVAGE AND THE TOPSOIL QUANTITY IS INCLUDED IN THE MASS LINE BALANCE.

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

(4) ROTATE SUPERELEVATION ABOUT PROFILE GRADE POINT.

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		
CHECKED		
APPROVED		
SQUAD		
TYPICAL SECTION (6)		
COUNTY - TULSA	HIGHWAY US-75	STATE JOB NO. 33788(11) SHEET NO. 0008

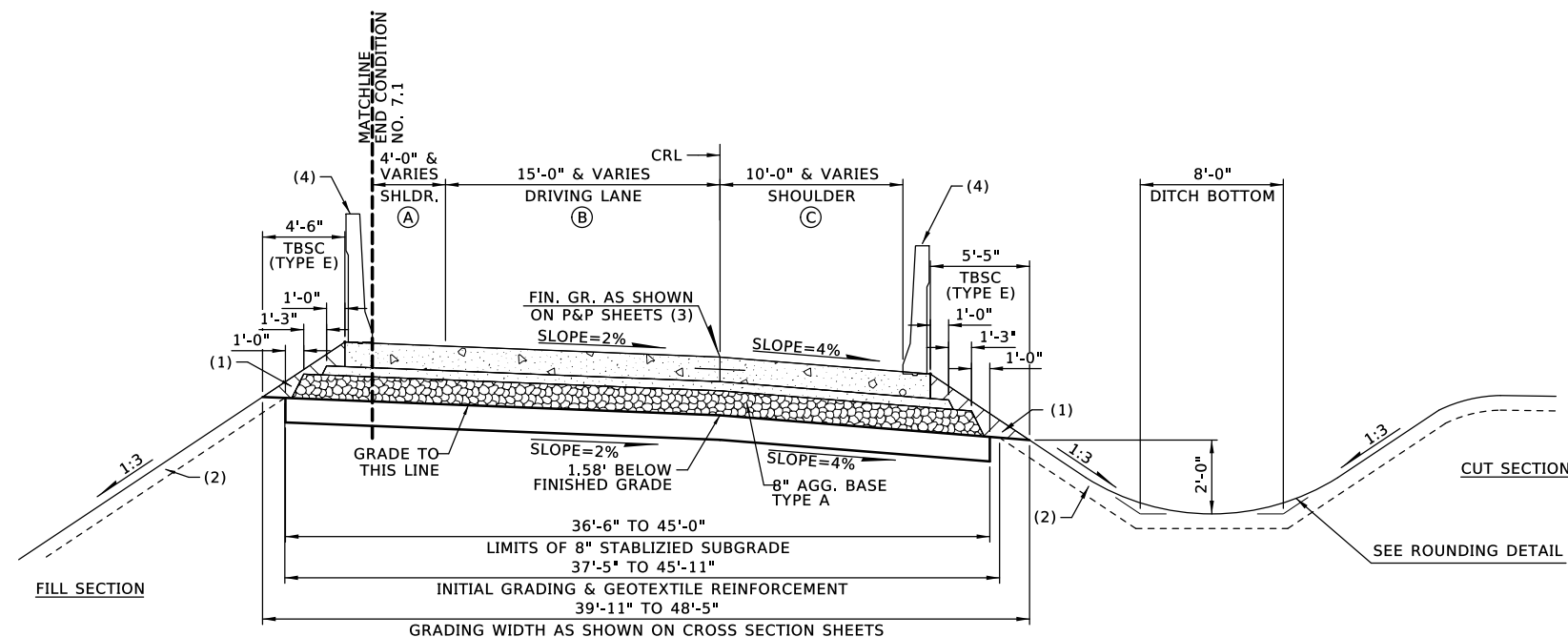
7/16/2021



END CONDITION NO. 7.1: RETAINING WALL

NTS

CRL RAMP E3 STA. 75+21.37 TO STA. 77+57.08



PAVEMENT REQUIREMENT			
PAVT. STRUCTURE	DRIVING LANES	PAVED INSIDE SHOULDER	PAVED OUTSIDE SHOULDER
SURFACE COURSE	8" DOWEL JOINTED P.C. CONCRETE	8" DOWEL JOINTED P.C. CONCRETE	8" DOWEL JOINTED P.C. CONCRETE
BASE COURSE	3" SUPERPAVE TYPE S3 (PG 64-22 OK)	3" SUPERPAVE TYPE S3 (PG 64-22 OK)	3" SUPERPAVE TYPE S3 (PG 64-22 OK)

TYPICAL SECTION NO. 7: RAMP

NTS

CRL RAMP E2: STA. 73+78.50 TO STA. 81+71.29
 CRL RAMP E3: STA. 75+21.37 TO STA. 77+57.08
 CRL RAMP E3: STA. 89+75.14 TO STA. 95+05.50

VARIABLE WIDTH TABLE			
SECTION		WIDTH	STATION LIMITS
7	A	4'-0" TO 6'-0"	76+57.52 TO 77+57.08 (RAMP E3)
7	B	14'-5" TO 15'-0"	75+21.37 TO 75+73.70 (RAMP E3)
7	C	18'-5" TO 8'-0"	75+21.37 TO 77+57.08 (RAMP E3)

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

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

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

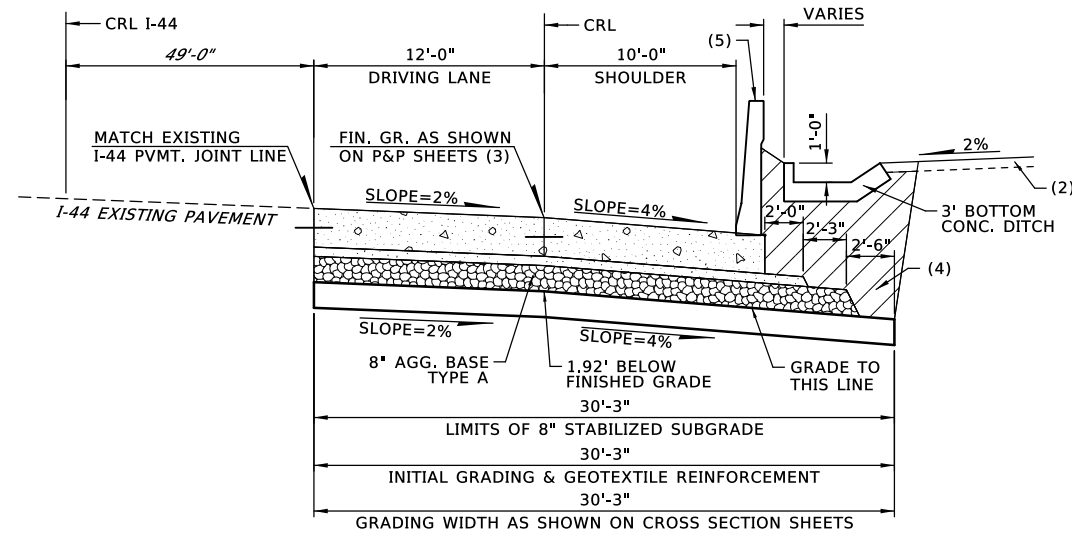
 THE GRADING LINE AS SHOWN ON THE TYPICAL AND CROSS SECTIONS IS TO THE TOP OF THE TOPSOIL. EARTHWORK QUANTITIES WERE NOT ADJUSTED FOR SALVAGE AND THE TOPSOIL QUANTITY IS INCLUDED IN THE MASS LINE BALANCE.

(3) ROTATE SUPERELEVATION ABOUT PROFILE GRADE POINT.

(4) CONSTRUCT F-SHAPED BARRIER PER ODOT STD. FSHP-42-2-00E OR CONSTRUCT MEDIAN BARRIER PER ODOT STD. CLB-1-2. REFER TO THE BARRIER SUMMARY ON SHEET XXX FOR SPECIFIC LOCATION AND TYPE.

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		
CHECKED		
APPROVED		
SQUAD		
TYPICAL SECTION (7)		
COUNTY - TULSA	HIGHWAY US-75	STATE JOB NO. 33788(11) SHEET NO. 0009

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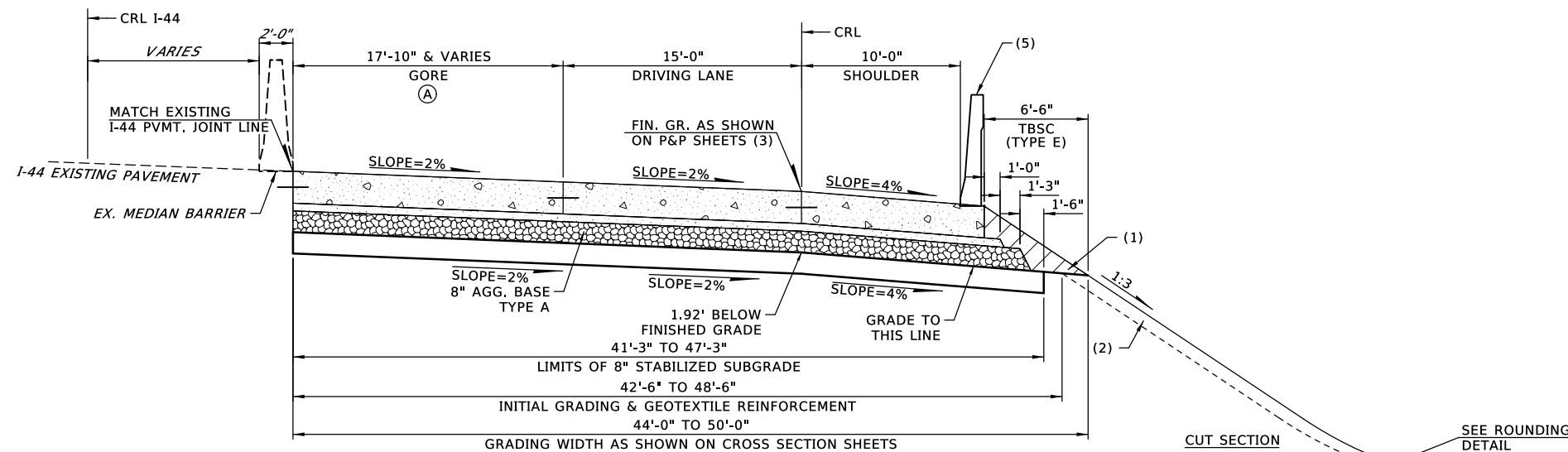


PAVEMENT REQUIREMENT			
PAVT. STRUCTURE	DRIVING LANES	PAVED INSIDE SHOULDER	PAVED OUTSIDE SHOULDER
SURFACE COURSE	12" DOWEL JOINTED P.C. CONCRETE	12" DOWEL JOINTED P.C. CONCRETE	12" TIED P.C. CONCRETE
BASE COURSE	3" SUPERPAVE TYPE S3 (PG 64-22 OK)	3" SUPERPAVE TYPE S3 (PG 64-22 OK)	3" SUPERPAVE TYPE S3 (PG 64-22 OK)

TYPICAL SECTION NO. 8: RAMP

NTS
CRL RAMP E5: STA. 82+00.00 TO STA. 85+85.12

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



PAVEMENT REQUIREMENT			
PAVT. STRUCTURE	DRIVING LANES	PAVED INSIDE SHOULDER	PAVED OUTSIDE SHOULDER
SURFACE COURSE	12" DOWEL JOINTED P.C. CONCRETE	12" DOWEL JOINTED P.C. CONCRETE	12" TIED P.C. CONCRETE
BASE COURSE	3" SUPERPAVE TYPE S3 (PG 64-22 OK)	3" SUPERPAVE TYPE S3 (PG 64-22 OK)	3" SUPERPAVE TYPE S3 (PG 64-22 OK)

TYPICAL SECTION NO. 9: RAMP

NTS
CRL RAMP E3: STA. 95+05.50 TO STA. 97+00.18

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

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

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

(3) ROTATE SUPERELEVATION ABOUT PROFILE GRADE POINT.

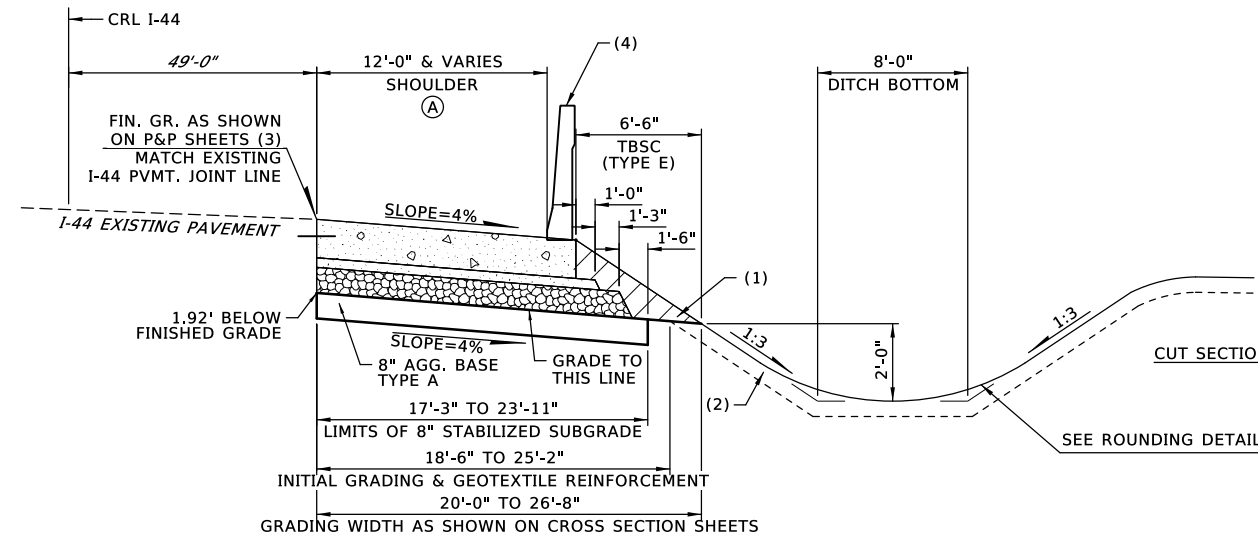
(4) BACKFILL NOTE:
TO BE BACKFILLED AS PART OF THE FINISHING OPERATIONS. MATERIAL TO BE STANDARD FILL MATERIAL AND COST INCLUDED IN OTHER ITEMS.

(5) CONSTRUCT F-SHAPED BARRIER PER ODOT STD. FSHP-42-2-00E OR CONSTRUCT MEDIAN BARRIER PER ODOT STD. CLB-1-2. REFER TO THE BARRIER SUMMARY ON SHEET XXX FOR SPECIFIC LOCATION AND TYPE.

VARIABLE WIDTH TABLE			
SECTION	WIDTH	STATION LIMITS	
9	A	17'-10" TO 11'-0"	95+05.50 TO 97+00.18 (RAMP E3)

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		
CHECKED		
APPROVED		
SQUAD		
COUNTY - TULSA		HIGHWAY US-75 STATE JOB NO. 33788(11) SHEET NO. 0010

TYPICAL SECTION (8)



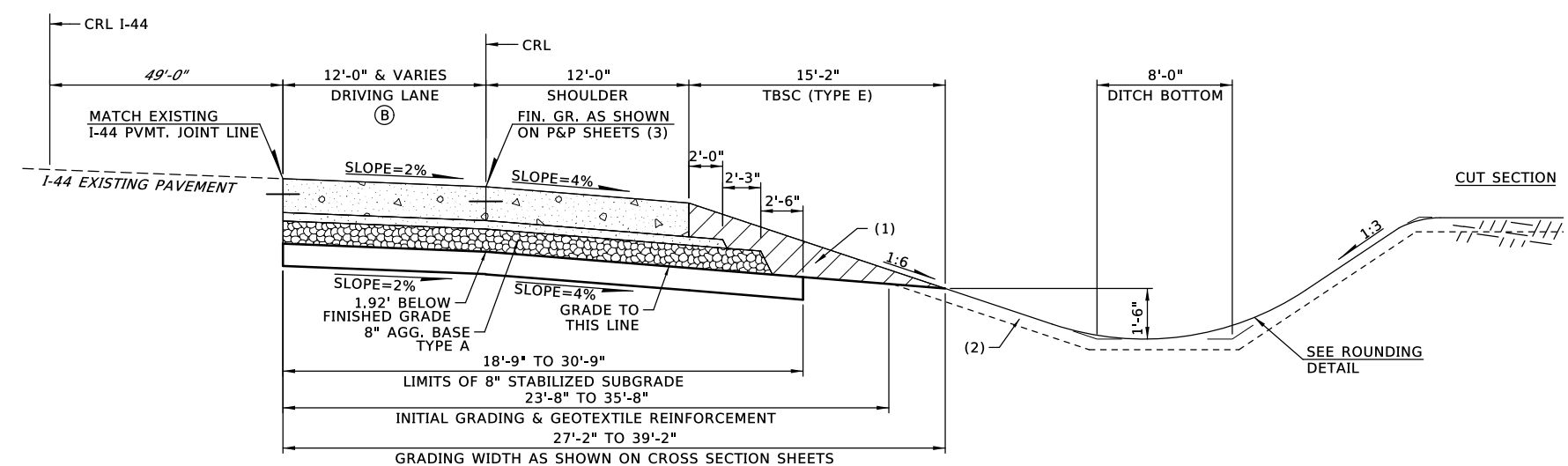
REFER TO SHEET R051
FOR I-44 WIDENING

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

PAVEMENT REQUIREMENT	
PAVT. STRUCTURE	PAVED OUTSIDE SHOULDER
SURFACE COURSE	12" TIED P.C. CONCRETE
BASE COURSE	3" SUPERPAVE TYPE S3 (PG 64-22 OK)

TYPICAL SECTION NO. 10: I-44 WIDENING
CRL I-44: STA. 287+35.66 TO STA. 291+12.30 (EB) NTS

VARIABLE WIDTH TABLE		
SECTION	WIDTH	STATION LIMITS
10	A	24'-0" TO 12'-0"
		287+35.66 TO 291+12.30



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

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

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

(3) ROTATE SUPERELEVATION ABOUT PROFILE GRADE POINT.

(4) CONSTRUCT F-SHAPED BARRIER PER ODOT STD. FSHP-42-2-00E OR CONSTRUCT MEDIAN BARRIER PER ODOT STD. CLB-1-2. REFER TO THE BARRIER SUMMARY ON SHEET XXX FOR SPECIFIC LOCATION AND TYPE.

PAVEMENT REQUIREMENT		
PAVT. STRUCTURE	DRIVING LANES	PAVED OUTSIDE SHOULDER
SURFACE COURSE	12" DOWEL JOINTED P.C. CONCRETE	12" TIED P.C. CONCRETE
BASE COURSE	3" SUPERPAVE TYPE S3 (PG 64-22 OK)	3" SUPERPAVE TYPE S3 (PG 64-22 OK)

TYPICAL SECTION NO. 11: RAMP
CRL RAMP E5: STA. 74+84.76 TO STA. 82+00.00 NTS

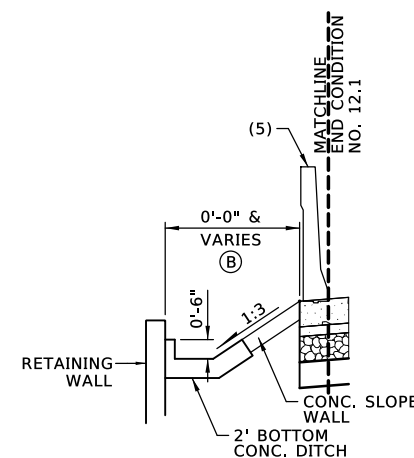
VARIABLE WIDTH TABLE		
SECTION	WIDTH	STATION LIMITS
11	B	0'-0" TO 12'-0"
		74+84.76 TO 77+85.00 (RAMP E5)

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		
CHECKED		
APPROVED		
SQUAD		
TYPICAL SECTION (9)		
COUNTY - TULSA	HIGHWAY US-75	STATE JOB NO. 33788(11) SHEET NO. 0011

7/16/2021

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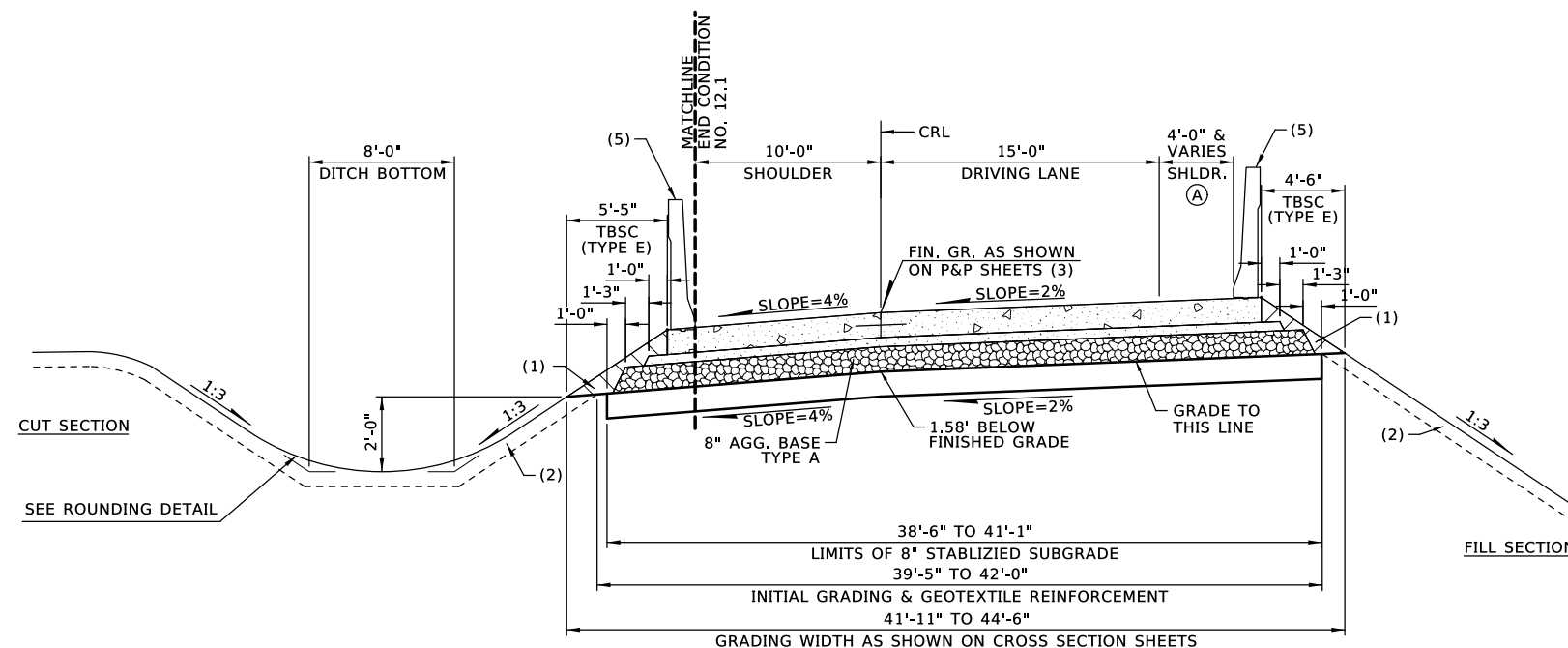
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END CONDITION NO. 12.1: RETAINING WALL

NTS

CRL RAMP E4: STA. 169+00.27 TO STA. 170+70.17 LT.
CRL RAMP E4: STA. 180+00.00 TO STA. 181+72.10 LT.



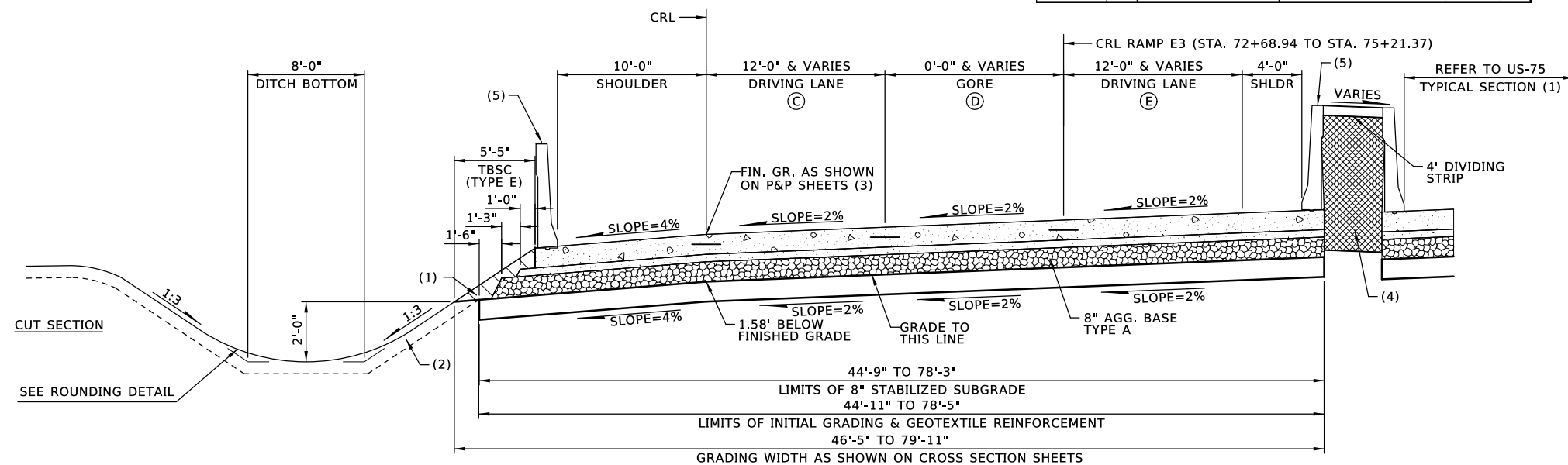
PAVEMENT REQUIREMENT			
PAVT. STRUCTURE	DRIVING LANES	PAVED INSIDE SHOULDER	PAVED OUTSIDE SHOULDER
SURFACE COURSE	8" DOWEL JOINTED P.C. CONCRETE	8" DOWEL JOINTED P.C. CONCRETE	8" DOWEL JOINTED P.C. CONCRETE
BASE COURSE	3" SUPERPAVE TYPE S3 (PG 64-22 OK)	3" SUPERPAVE TYPE S3 (PG 64-22 OK)	3" SUPERPAVE TYPE S3 (PG 64-22 OK)

TYPICAL SECTION NO. 12: RAMP

NTS

CRL RAMP E4: STA. 167+95.08 TO STA. 171+11.57
CRL RAMP E4: STA. 175+11.43 TO STA. 178+34.07

VARIABLE WIDTH TABLE			
SECTION	WIDTH	STATION LIMITS	
12	A	4'-0" TO 6'-7"	177+69.62 TO 178+34.07 (RAMP E4)
12	B	0'-0" TO 20'-3"	169+00.27 TO 170+70.17 (RAMP E4)



PAVEMENT REQUIREMENT			
PAVT. STRUCTURE	DRIVING LANES	PAVED INSIDE SHOULDER	PAVED OUTSIDE SHOULDER
SURFACE COURSE	8" DOWEL JOINTED P.C. CONCRETE	8" DOWEL JOINTED P.C. CONCRETE	8" DOWEL JOINTED P.C. CONCRETE
BASE COURSE	3" SUPERPAVE TYPE S3 (PG 64-22 OK)	3" SUPERPAVE TYPE S3 (PG 64-22 OK)	3" SUPERPAVE TYPE S3 (PG 64-22 OK)

TYPICAL SECTION NO. 13: RAMP

NTS

CRL RAMP E4: STA. 178+34.07 TO STA. 181+74.12
CRL RAMP E4: STA. 183+97.12 TO STA. 185+54.46

VARIABLE WIDTH TABLE			
SECTION	WIDTH	STATION LIMITS	
13	C	15'-0" TO 12'-0"	178+34.07 TO 180+82.81 (RAMP E4)
13	D	28'-0" TO 0'-0"	178+34.07 TO 180+37.81 (RAMP E4)
13	E	14'-6" TO 12'-0"	178+34.07 TO 179+84.39 (RAMP E4)

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

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

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

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

(3) ROTATE SUPERELEVATION ABOUT PROFILE GRADE POINT.

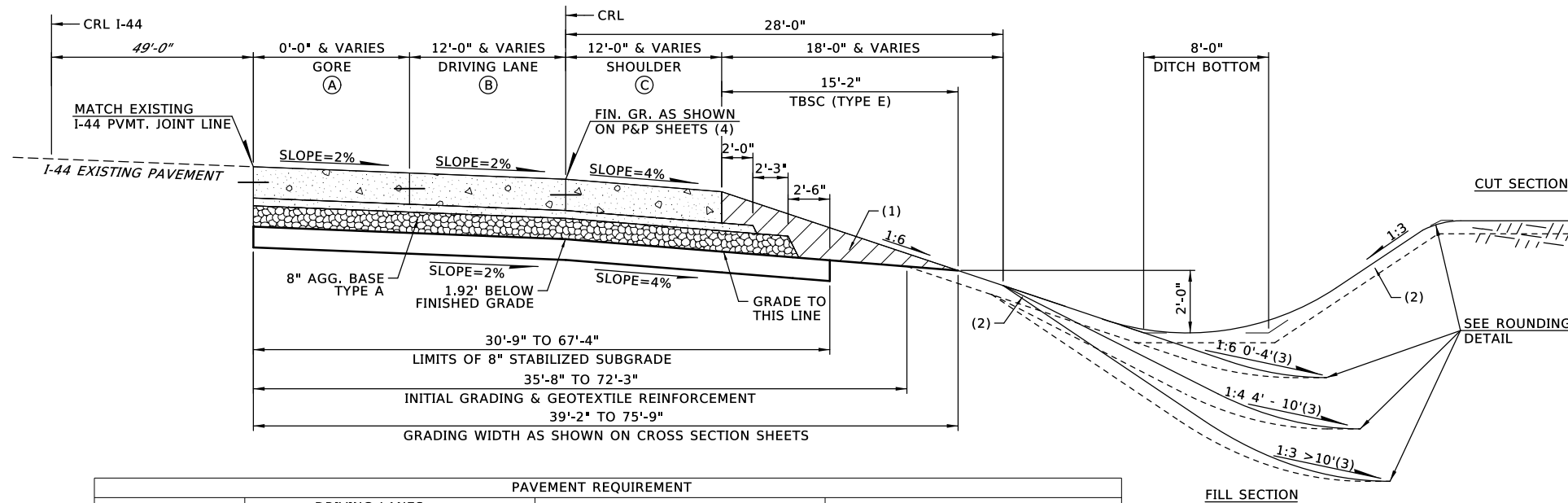
(4) BACKFILL NOTE:
TO BE BACKFILLED AS PART OF THE FINISHING OPERATIONS. MATERIAL TO BE STANDARD FILL MATERIAL AND COST INCLUDED IN OTHER ITEMS.

(5) CONSTRUCT F-SHAPED BARRIER PER ODOT STD. FSHP-42-2-00E OR CONSTRUCT MEDIAN BARRIER PER ODOT STD. CLB-1-2. REFER TO THE BARRIER SUMMARY ON SHEET XXX FOR SPECIFIC LOCATION AND TYPE.

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		
CHECKED		
APPROVED		
SQUAD		
COUNTY - TULSA		HIGHWAY US-75 STATE JOB NO. 33788(11) SHEET NO. 0012

TYPICAL SECTION (10)

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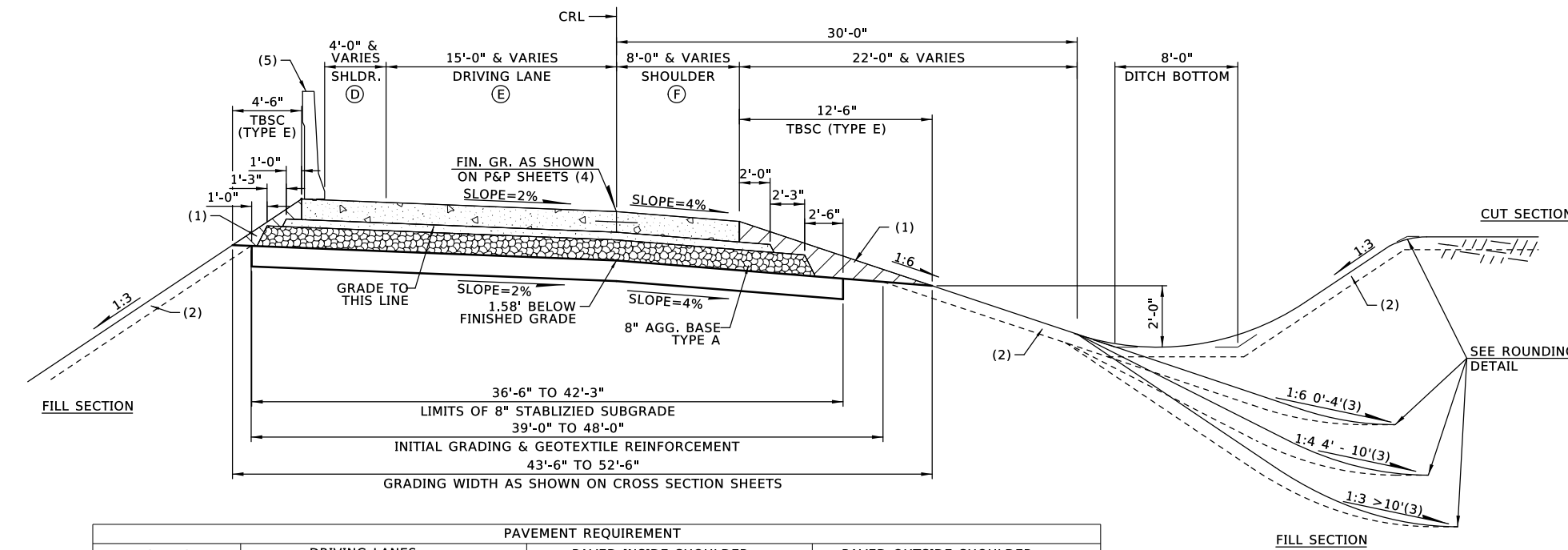
PAVEMENT REQUIREMENT			
PAVT. STRUCTURE	DRIVING LANES	PAVED INSIDE SHOULDER	PAVED OUTSIDE SHOULDER
SURFACE COURSE	12" DOWEL JOINTED P.C. CONCRETE	12" DOWEL JOINTED P.C. CONCRETE	12" TIED P.C. CONCRETE
BASE COURSE	3" SUPERPAVE TYPE S3 (PG 64-22 OK)	3" SUPERPAVE TYPE S3 (PG 64-22 OK)	3" SUPERPAVE TYPE S3 (PG 64-22 OK)

TYPICAL SECTION NO. 14: RAMP

NTS
CRL RAMP E5: STA. 85+85.12 TO STA. 87+30.12

VARIABLE WIDTH TABLE		
SECTION	WIDTH	STATION LIMITS
14	A	0'-0" TO 30'-7"
14	B	12'-0" TO 15'-0"
14	B	15'-0" TO 19'-0"
14	B	19'-0" TO 18'-6"
14	C	12'-0" TO 11'-6"

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



PAVEMENT REQUIREMENT			
PAVT. STRUCTURE	DRIVING LANES	PAVED INSIDE SHOULDER	PAVED OUTSIDE SHOULDER
SURFACE COURSE	8" DOWEL JOINTED P.C. CONCRETE	8" DOWEL JOINTED P.C. CONCRETE	8" DOWEL JOINTED P.C. CONCRETE
BASE COURSE	3" SUPERPAVE TYPE S3 (PG 64-22 OK)	3" SUPERPAVE TYPE S3 (PG 64-22 OK)	3" SUPERPAVE TYPE S3 (PG 64-22 OK)

TYPICAL SECTION NO. 15: RAMP

NTS
CRL RAMP E5: STA. 87+30.12 TO STA. 90+59.79

VARIABLE WIDTH TABLE		
SECTION	WIDTH	STATION LIMITS
15	D	4'-0" TO 2'-0"
15	E	18'-6" TO 15'-0"
15	F	11'-6" TO 8'-0"

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

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

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

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

(4) ROTATE SUPERELEVATION ABOUT PROFILE GRADE POINT.

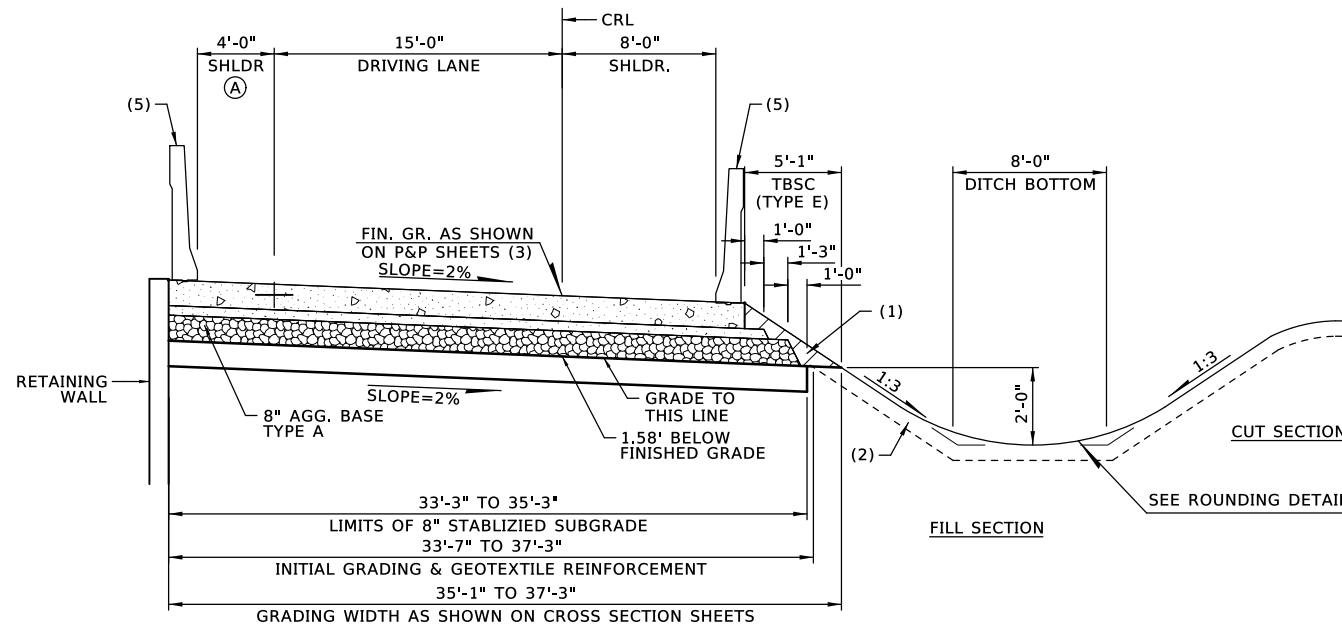
(5) CONSTRUCT F-SHAPED BARRIER PER ODOT STD. FSHP-42-2-00E OR CONSTRUCT MEDIAN BARRIER PER ODOT STD. CLB-1-2. REFER TO THE BARRIER SUMMARY ON SHEET XXX FOR SPECIFIC LOCATION AND TYPE.

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		
CHECKED		
APPROVED		
SQUAD		
COUNTY - TULSA		HIGHWAY US-75 STATE JOB NO. 33788(11) SHEET NO. 0013

TYPICAL SECTION (11)

7/16/2021

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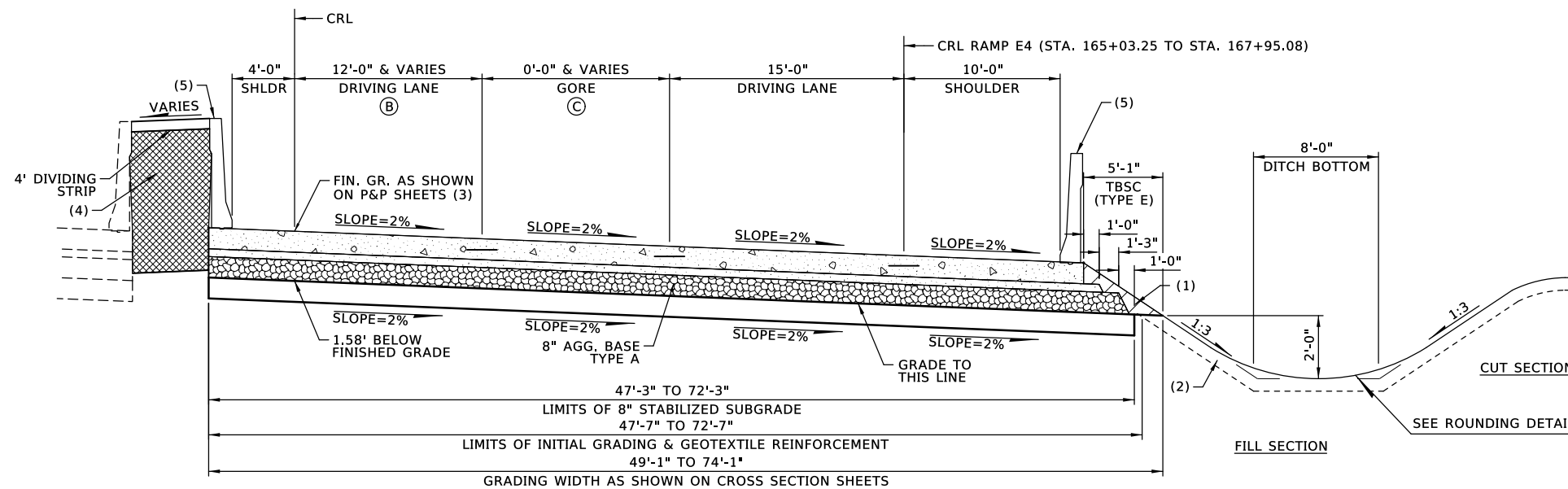
PAVEMENT REQUIREMENT			
PAVT. STRUCTURE	DRIVING LANES	PAVED INSIDE SHOULDER	PAVED OUTSIDE SHOULDER
SURFACE COURSE	8" DOWEL JOINTED P.C. CONCRETE	8" DOWEL JOINTED P.C. CONCRETE	8" DOWEL JOINTED P.C. CONCRETE
BASE COURSE	3" SUPERPAVE TYPE S3 (PG 64-22 OK)	3" SUPERPAVE TYPE S3 (PG 64-22 OK)	3" SUPERPAVE TYPE S3 (PG 64-22 OK)

TYPICAL SECTION NO. 16: RAMP

CRL RAMP E8: STA. 76+60.31 TO STA. 78+53.10 (OPPOSITE HAND)

VARIABLE WIDTH TABLE			
SECTION	WIDTH	STATION LIMITS	
16	A	6'-0" TO 4'-0"	76+60.31 TO 77+60.31 (RAMP E8)

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



PAVEMENT REQUIREMENT			
PAVT. STRUCTURE	DRIVING LANES	PAVED INSIDE SHOULDER	PAVED OUTSIDE SHOULDER
SURFACE COURSE	8" DOWEL JOINTED P.C. CONCRETE	8" DOWEL JOINTED P.C. CONCRETE	8" DOWEL JOINTED P.C. CONCRETE
BASE COURSE	3" SUPERPAVE TYPE S3 (PG 64-22 OK)	3" SUPERPAVE TYPE S3 (PG 64-22 OK)	3" SUPERPAVE TYPE S3 (PG 64-22 OK)

TYPICAL SECTION NO. 17: RAMP

CRL RAMP E8: STA. 78+53.10 TO STA. 83+00.00

VARIABLE WIDTH TABLE			
SECTION	WIDTH	STATION LIMITS	
17	B	15'-0" TO 12'-0"	78+53.10 TO 80+72.35 (RAMP E8)
17	C	22'-0" TO 0'-0"	78+53.10 TO 80+72.35 (RAMP E8)

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

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

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

(3) ROTATE SUPERELEVATION ABOUT PROFILE GRADE POINT.

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

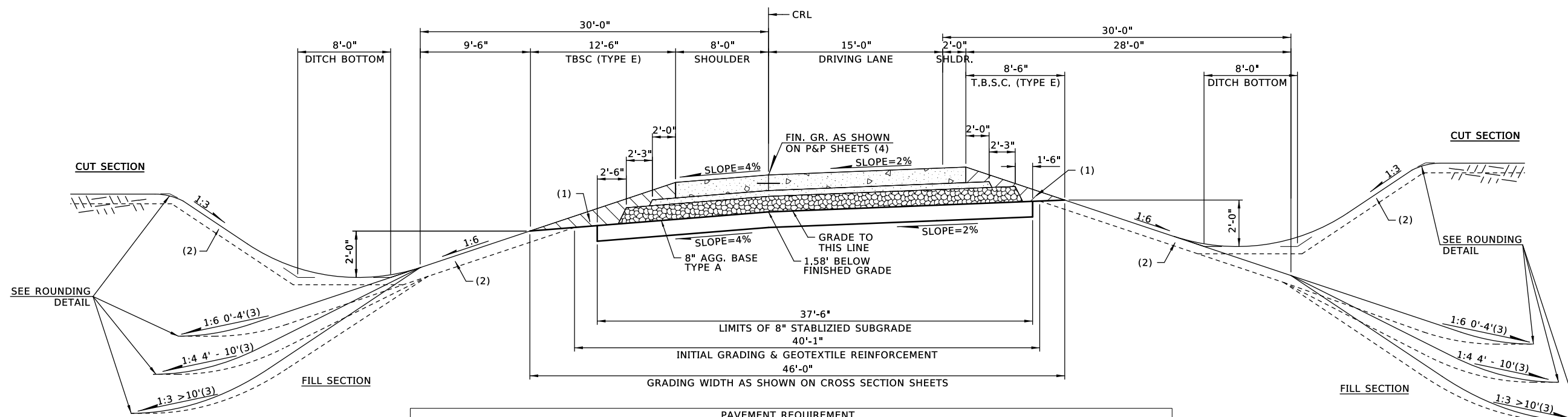
(5) CONSTRUCT F-SHAPED BARRIER PER ODOT STD. FSHP-42-2-00E OR CONSTRUCT MEDIAN BARRIER PER ODOT STD. CLB-1-2. REFER TO THE BARRIER SUMMARY ON SHEET XXX FOR SPECIFIC LOCATION AND TYPE.

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		
CHECKED		
APPROVED		
SQUAD		
COUNTY - TULSA		HIGHWAY US-75 STATE JOB NO. 33788(11) SHEET NO. 0014

TYPICAL SECTION (12)

7/16/2021

P:\FDB\1650-TUL\CIV\40035-000T_EC2223A_US75\Design-Working\CIV\MicroStation\33788\1650\Sheets\33788\1-Typical.dgn



PAVEMENT REQUIREMENT			
PAVT. STRUCTURE	DRIVING LANES	PAVED INSIDE SHOULDER	PAVED OUTSIDE SHOULDER
SURFACE COURSE	8" DOWEL JOINTED P.C. CONCRETE	8" DOWEL JOINTED P.C. CONCRETE	8" DOWEL JOINTED P.C. CONCRETE
BASE COURSE	3" SUPERPAVE TYPE S3 (PG 64-22 OK)	3" SUPERPAVE TYPE S3 (PG 64-22 OK)	3" SUPERPAVE TYPE S3 (PG 64-22 OK)

TYPICAL SECTION NO. 18: RAMP
NTS
CRL RAMP Z: STA. 622+16.41 TO STA. 624+80.00

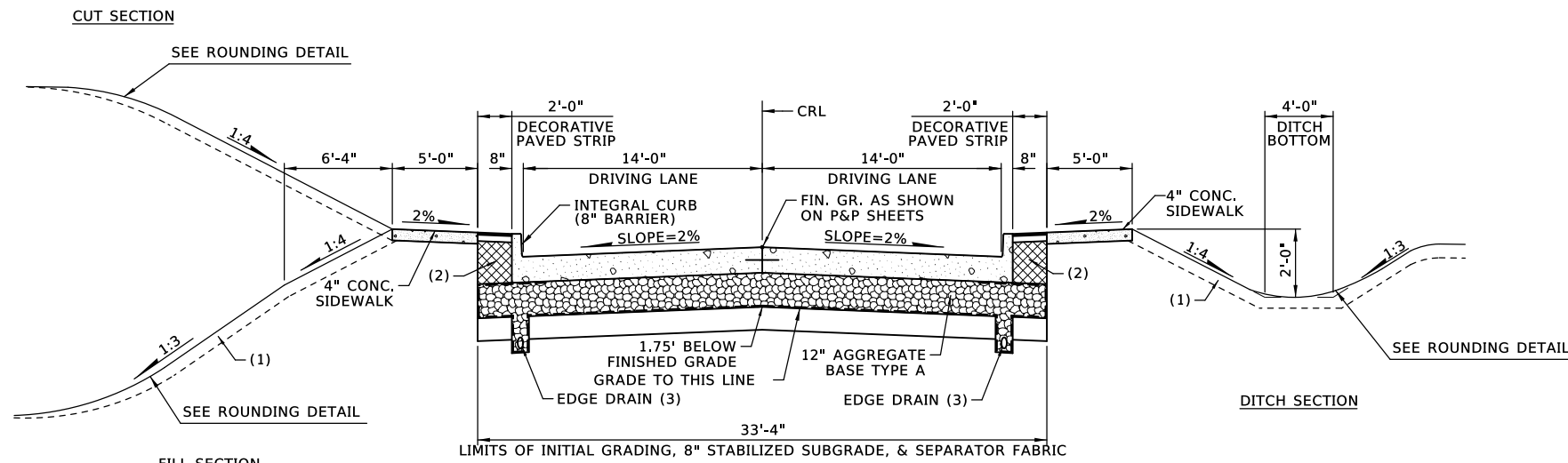
PAVEMENT DESIGN HAS NOT BEEN COMPLETED.
SECTION USED FOR COST ESTIMATING PURPOSES.

- (1) BACKFILL NOTE:
TO BE BACKFILLED AS PART OF THE FINISHING OPERATIONS.
QUANTITY IS MEASURED IN T.B.S.C. TYPE E.
- (2) TOPSOIL NOTE:
THE CONTRACTOR SHALL STRIP ALL OF THE AVAILABLE TOPSOIL, STOCKPILE IT, AND PLACE IT BACK ON THE SECTION IN ACCORDANCE WITH SECTION 205 OF THE STANDARD SPECIFICATIONS. RESERVED TOPSOIL SHALL BE SPREAD FIRST ON THE COMPLETED SLOPES OF THE CUT SECTIONS AND THE REMAINDER ON COMPLETED FILL SLOPES OR OTHER PRIORITY AREAS LOCATED BY THE ENGINEER. ALL ADDITIONAL COSTS ASSOCIATED WITH OPERATIONS SHALL BE INCLUDED IN THE PAY ITEM FOR SALVAGED TOPSOIL, LUMP SUM.

THE GRADING LINE AS SHOWN ON THE TYPICAL AND CROSS SECTIONS IS TO THE TOP OF THE TOPSOIL. EARTHWORK QUANTITIES WERE NOT ADJUSTED FOR SALVAGE AND THE TOPSOIL QUANTITY IS INCLUDED IN THE MASS LINE BALANCE.
- (3) DISTANCE MEASURED VERTICALLY FROM EDGE OF FINISHED GRADE SHOULDER.
- (4) ROTATE SUPERELEVATION ABOUT PROFILE GRADE POINT.

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		
CHECKED		
APPROVED		
SQUAD		
COUNTY - TULSA		HIGHWAY US-75 STATE JOB NO. 33788(11) SHEET NO. 0015

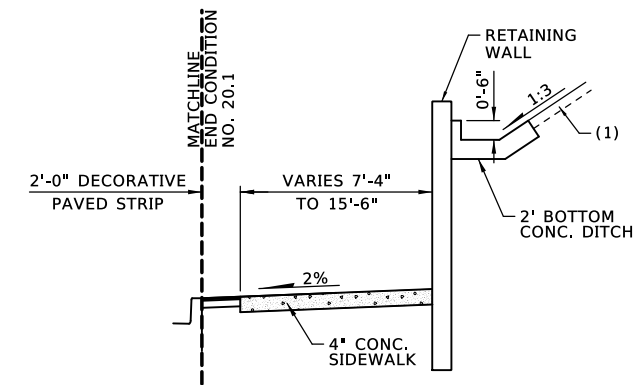
TYPICAL SECTION (13)



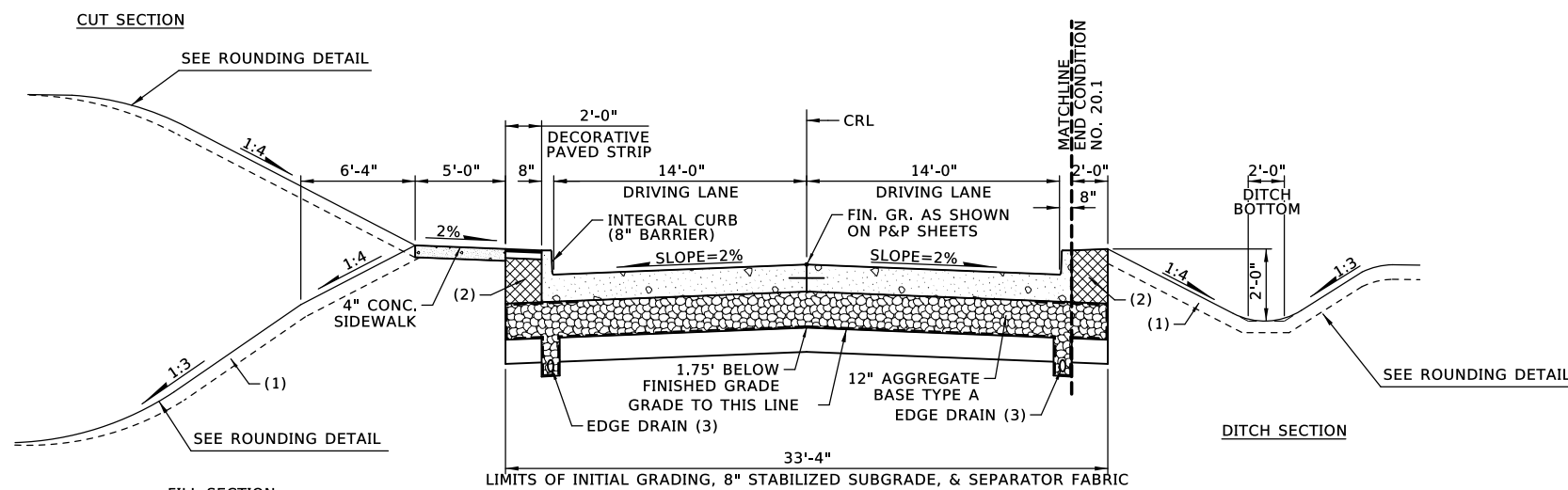
PAVEMENT DESIGN HAS NOT BEEN COMPLETED. SECTION USED FOR COST ESTIMATING PURPOSES.

PAVEMENT REQUIREMENT	
PAVT. STRUCTURE	DRIVING LANES
SURFACE COURSE	9" DOWEL JOINTED P.C. CONCRETE

TYPICAL SECTION NO. 19: 51st STREET
CRL 51st STREET: STA. 514+50.00 TO STA. 517+55.69
NTS



END CONDITION NO. 20.1: RETAINING WALL
NTS
CRL 51st ST.: STA. 521+43.99 TO STA. 522+17.48 LT. (OPPOSITE HAND)
CRL 51st ST.: STA. 523+07.03 TO STA. 523+75.40 RT.
CRL 51st ST.: STA. 523+57.02 TO STA. 525+56.64 LT. (OPPOSITE HAND)
CRL 51st ST.: STA. 525+45.68 TO STA. 526+05.68 RT.
CRL 51st ST.: STA. 527+19.46 TO STA. 529+63.78 LT. (OPPOSITE HAND)
CRL 51st ST.: STA. 531+37.00 TO STA. 532+76.99 RT.



PAVEMENT REQUIREMENT	
PAVT. STRUCTURE	DRIVING LANES
SURFACE COURSE	9" DOWEL JOINTED P.C. CONCRETE

TYPICAL SECTION NO. 20: 51st STREET
CRL 51st STREET: STA. 517+55.69 TO STA. 552+01.56
NTS

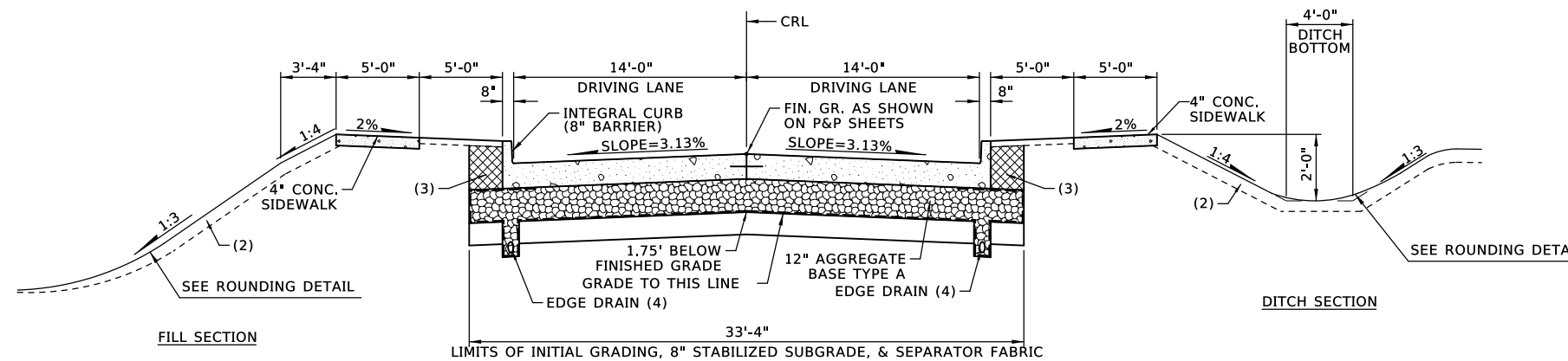
(1) BACKFILL NOTE:
TO BE BACKFILLED AS PART OF THE FINISHING OPERATIONS. QUANTITY IS MEASURED IN T.B.S.C. TYPE E.

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

(3) OUTLET EDGE DRAIN INTO STORM SEWER INLETS. COST TO BE INCLUDED IN OTHER ITEMS OF WORK.

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		
CHECKED		
APPROVED		TYPICAL SECTION (14)
SQUAD		
COUNTY - TULSA	HIGHWAY US-75	STATE JOB NO. 33788(11) SHEET NO. 0016

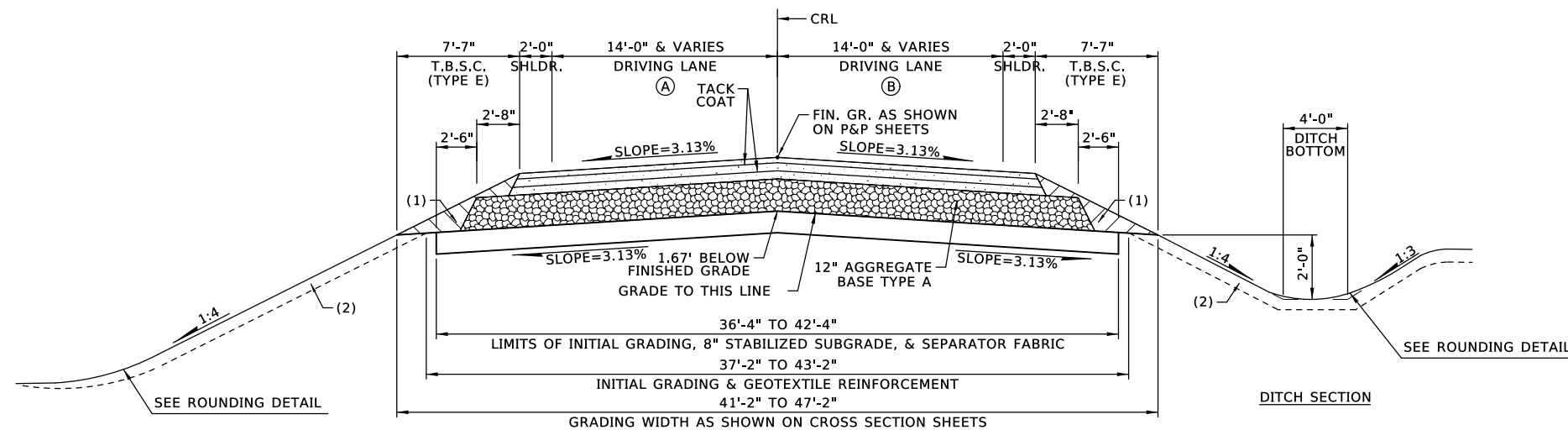


PAVEMENT REQUIREMENT	
PAVT. STRUCTURE	DRIVING LANES
SURFACE COURSE	9" DOWEL JOINTED P.C. CONCRETE

TYPICAL SECTION NO. 21: 49th STREET & 46th STREET
NTS

CRL 49th STREET: STA. 1+75.00 TO STA. 5+00.00
CRL 46th STREET: STA. 42+09.00 TO STA. 48+20.00

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



PAVEMENT REQUIREMENT		
PAVT. STRUCTURE	DRIVING LANES	PAVED OUTSIDE SHOULDER
SURFACE COURSE	2" SUPERPAVE S4 (PG 76-28 OK)	2" SUPERPAVE S4 (PG 76-28 OK)
BASE COURSE	3" SUPERPAVE S3 (PG 76-28 OK)	3" SUPERPAVE S3 (PG 76-28 OK)
	3" SUPERPAVE S3 (PG 76-28 OK)	3" SUPERPAVE S3 (PG 76-28 OK)

TYPICAL SECTION NO. 22: 49th STREET
NTS

CRL 49th STREET: STA. 1+25.00 TO STA. 1+75.00
CRL 49th STREET: STA. 5+00.00 TO STA. 5+75.00

VARIABLE WIDTH TABLE			
SECTION		WIDTH	STATION LIMITS
22	A	11'-0" TO 14'-0"	1+25.00 TO 1+75.00
22	A	14'-0" TO 7'-6"	5+00.00 TO 5+75.00
22	B	11'-0" TO 14'-0"	1+25.00 TO 1+75.00
22	B	14'-0" TO 15'-0"	5+00.00 TO 5+75.00

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

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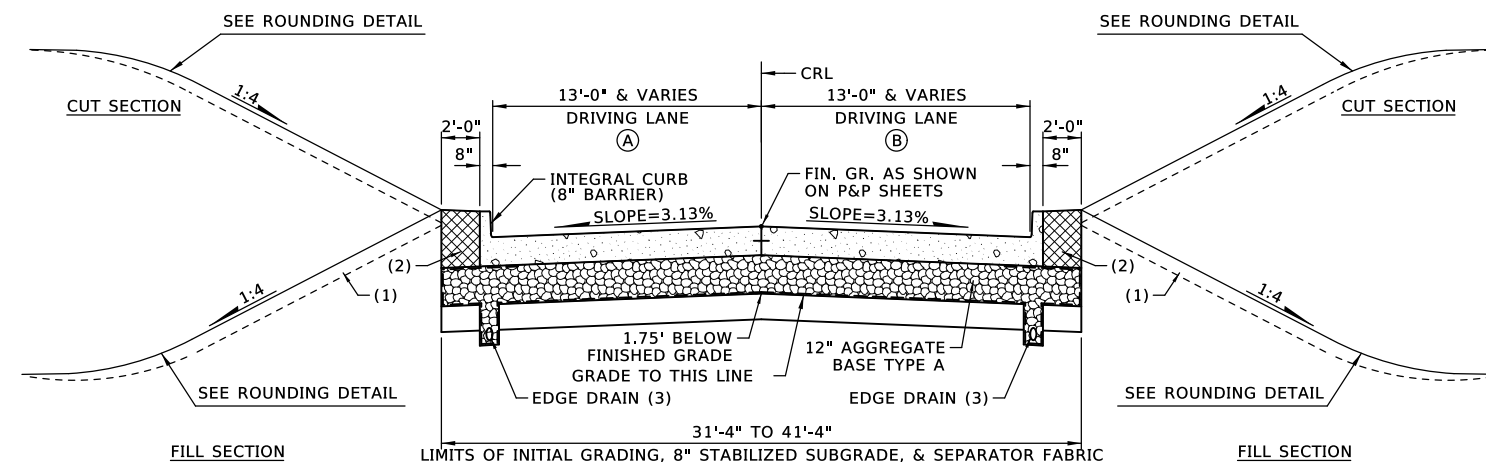
THE GRADING LINE AS SHOWN ON THE TYPICAL AND CROSS SECTIONS IS TO THE TOP OF THE TOPSOIL. EARTHWORK QUANTITIES WERE NOT ADJUSTED FOR SALVAGE AND THE TOPSOIL QUANTITY IS INCLUDED IN THE MASS LINE BALANCE.

(3) 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. 33788(11) SHEET NO. 0017

TYPICAL SECTION (15)



PAVEMENT REQUIREMENT	
PAVT. STRUCTURE	DRIVING LANES
SURFACE COURSE	9" DOWEL JOINTED P.C. CONCRETE

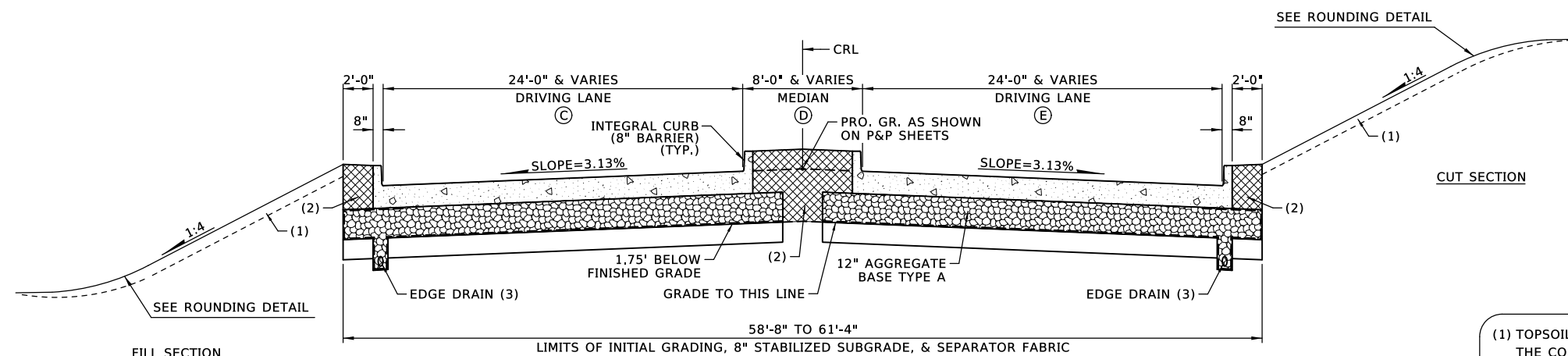
TYPICAL SECTION NO. 23: OLYMPIA AVE., LAWTON AVE., & JACKSON AVE.

NTS

CRL OLYMPIA AVE.: STA. 10+39.00 TO STA. 13+56.00
 CRL LAWTON AVE.: STA. 0+44.00 TO STA. 1+16.00
 CRL JACKSON AVE.: STA. 0+40.00 TO STA. 1+12.00

VARIABLE WIDTH TABLE			
SECTION		WIDTH	STATION LIMITS
23	A	18'-0"	0+39.00 TO 1+12.00 (JACKSON AVE.)
23	B	18'-0"	0+39.00 TO 1+12.00 (JACKSON AVE.)

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



PAVEMENT REQUIREMENT	
PAVT. STRUCTURE	DRIVING LANES
SURFACE COURSE	9" DOWEL JOINTED P.C. CONCRETE

TYPICAL SECTION NO. 24: INDIAN AVE.

NTS

CRL INDIAN AVE.: STA. 0+56.99 TO STA. 1+65.00

VARIABLE WIDTH TABLE			
SECTION		WIDTH	STATION LIMITS
24	C	28'-0"	0+56.99 TO 0+61.00 (INDIAN AVE.)
24	C	28'-0" TO 24'-0"	0+61.00 TO 0+65.00 (INDIAN AVE.)
24	D	0'-0"	0+56.99 TO 0+61.00 (INDIAN AVE.)
24	D	0'-0" TO 8'-0"	0+61.00 TO 0+65.00 (INDIAN AVE.)
24	E	28'-0"	0+56.99 TO 0+61.00 (INDIAN AVE.)
24	E	28'-0" TO 24'-0"	0+61.00 TO 0+65.00 (INDIAN AVE.)

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

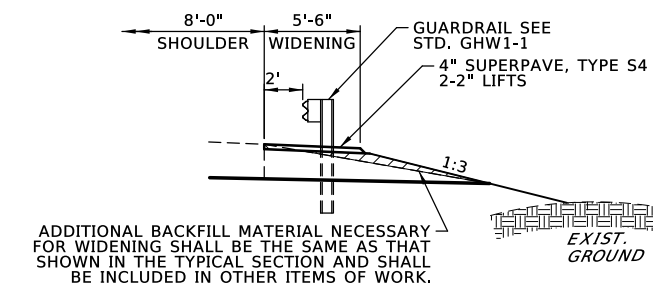
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(2) BACKFILL NOTE:
TO BE BACKFILLED AS PART OF THE FINISHING OPERATIONS. MATERIAL TO BE STANDARD FILL MATERIAL AND COST INCLUDED IN OTHER ITEMS.

(3) OUTLET EDGE DRAIN INTO STORM SEWER INLETS. COST TO BE INCLUDED IN OTHER ITEMS OF WORK.

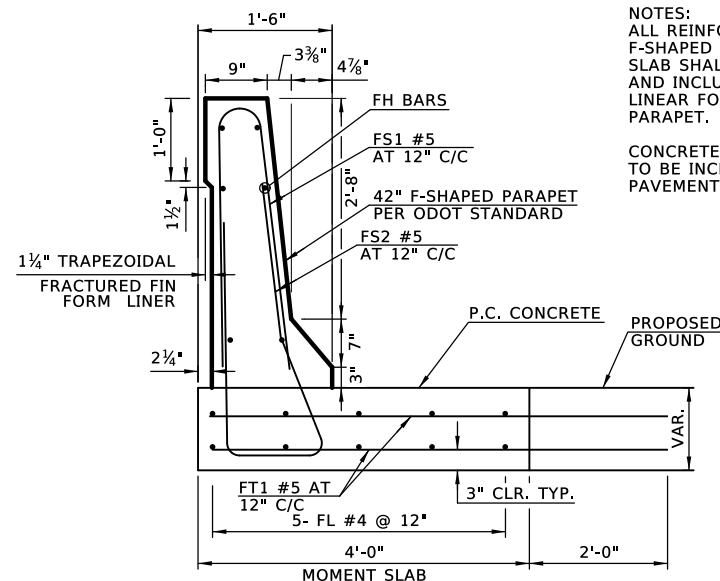
DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		
CHECKED		
APPROVED		
SQUAD		
COUNTY - TULSA		HIGHWAY US-75 STATE JOB NO. 33788(11) SHEET NO. 0018

TYPICAL SECTION (16)



GUARDRAIL DETAIL

NTS
US-75 STA. 621+31.55 TO STA. 622+18.00 (SB) (OPPOSITE HAND)
RAMP Z STA. 622+16.41 TO STA. 624+80.00 (SB) (OPPOSITE HAND)



NOTES:
ALL REINFORCING STEEL IN F-SHAPED PARAPET & MOMENT SLAB SHALL BE EPOXY COATED AND INCLUDED IN THE COST PER LINEAR FOOT OF 42" F-SHAPED PARAPET.

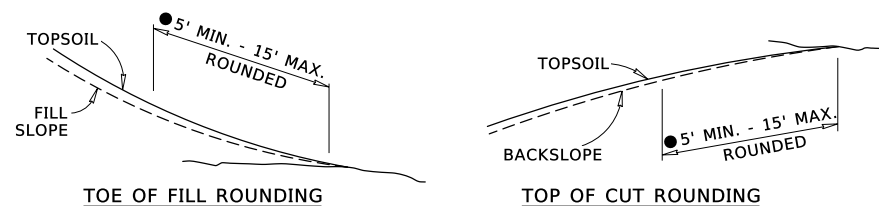
CONCRETE FOR MOMENT SLAB TO BE INCLUDED IN ROADWAY PAVEMENT QUANTITIES.

42" MODIFIED F-SHAPED PARAPET DETAIL

NTS

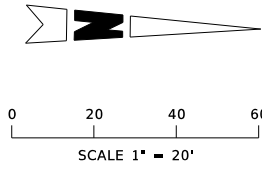
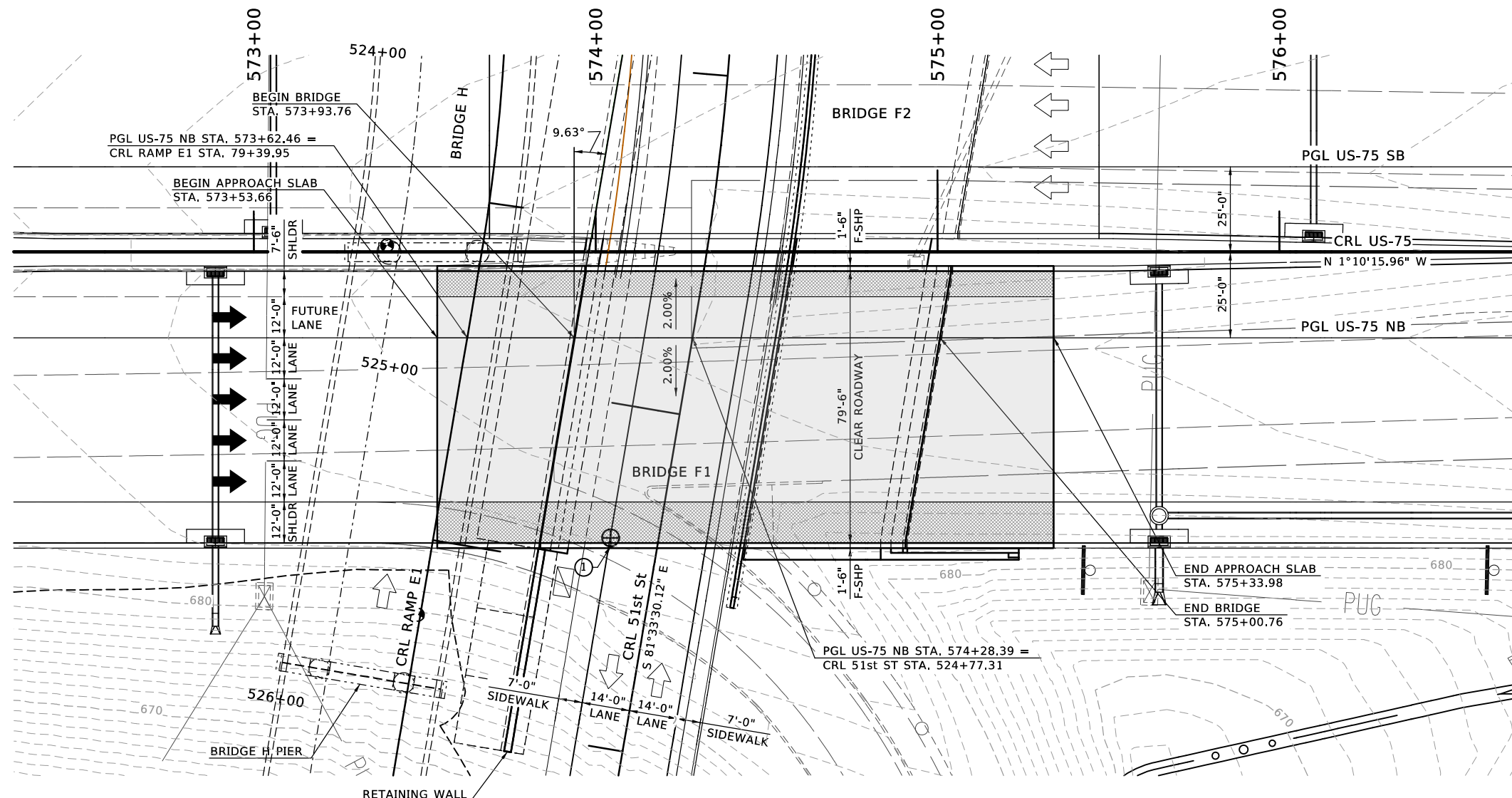
ROUNDING DETAIL

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



DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		MISCELLANEOUS DETAILS (1)
CHECKED		
APPROVED		
SQUAD		
COUNTY - TULSA		HIGHWAY US-75 STATE JOB NO. 33788(11) SHEET NO. 0019

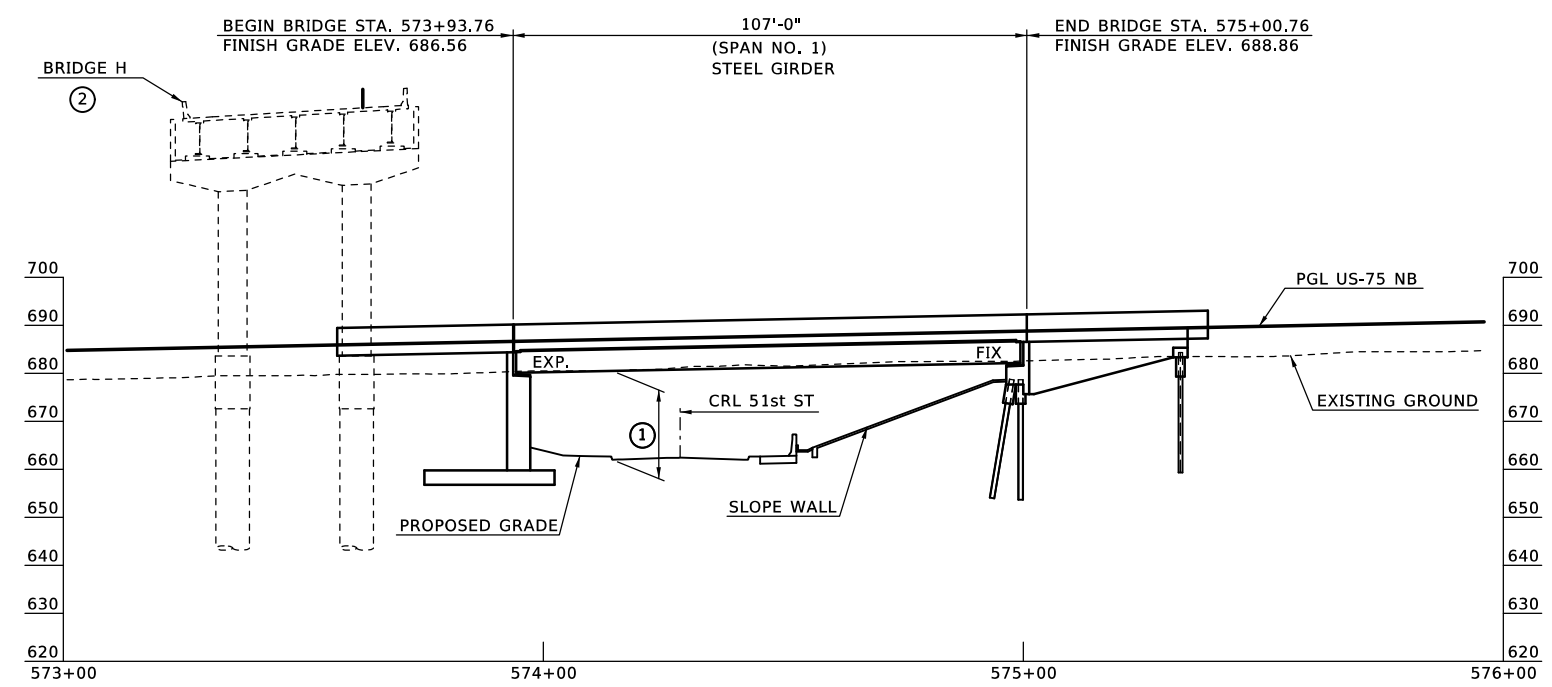
7/16/2021
P:\FDB\650-TUL\CIV\400315_0DOT_EC2123A_US75\Design-Working\STRC\Microstation\337881\WPS\Sheets\Bridges\F1\337881\GENERAL PLAN AND ELEVATION 01.dgn



BENCHMARK 109A
CUT X
STA. 268+02.61, 63.73' LT CLS US-75
STA. 576+80.06, 63.89' LT CRL US-75
N 403077.23, E 2557343.09, EL. 684.871

BENCHMARK 109B
CUT BOX
STA. 262+91.38, 0.32' RT CLS US-75
STA. 571+68.83, 0.16' RT CRL US-75
N 402567.42, E 2557417.57, EL. 675.341

PLAN



ELEVATION

- ① PROPOSED MIN. VERTICAL CLEARANCE 17'-0"
PGL US-75 NB STA. 574+04.28
OFFSET 58'-6" RT.
- ② CONSTRUCTED IN WORK PACKAGE JP 33788(08).

NOTES:
FOR DESIGN DATA, VERTICAL PROFILE DATA, AND FOUNDATION DATA SEE SHEET NO. B002.

BRIDGE F1, I-44 & US-75 US-75 NB OVER W. 51st ST.		TULSA COUNTY		Design	KSJ	4/20
GENERAL PLAN AND ELEVATION (SHEET 1 OF 2)		CONSTRUCT 107' LONG STEEL GIRDER SPAN, 10 DEG. SKEW LF, 79'-6" CLEAR ROADWAY W/ F-SHP PARAPET, C.L. STA. 574+47.26 US-75		Detail	TBG	6/20
				Check	SOT	8/20
STATE OF OKLAHOMA		DEPARTMENT OF TRANSPORTATION		JOB PIECE NO. 33788(11)		
				SHEET NO. B001		



**PROPOSED
R/W**
JULY 2021

**DESIGN DATA
LOAD AND RESISTANCE FACTOR DESIGN**

CLASS AA CONCRETE	$f'_c = 4,000$ PSI
CLASS A CONCRETE	$f'_c = 3,000$ PSI
REINFORCING STEEL (GRADE 60)	$F_y = 60,000$ PSI
STRUCTURAL STEEL M270 (GRADE 50W)	$F_y = 50,000$ PSI
STAINLESS STEEL A240 (TYPE 316):	$F_y = 30,000$ PSI
STAINLESS STEEL A320, CLASS 2, (GRADE B8M):	$F_y = 58,000$ PSI

LOADING: HL-93 OR OKLAHOMA OVERLOAD TRUCK
20 PSF FUTURE WEARING SURFACE
5 PSF STAY IN PLACE FORMS

DESIGN: AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS 8TH EDITION

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

LRFR OPERATING RATING = XXX

**FOUNDATION DATA
ABUTMENT #2 (HP XX X XX PILING)**

FACTORED PILE REACTION (TONS/PILE) = XX.X

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

ABUTMENT #1 (XX" DIAMETER DRILLED SHAFTS)

FACTORED REACTION (TONS/SHAFT) = XX.X

NOMINAL UNIT BEARING RESISTANCE (TSF) = XX.X
BEARING RESISTANCE FACTOR = XX.X
FACTORED BEARING RESISTANCE (TON/SHAFT) = XX.X

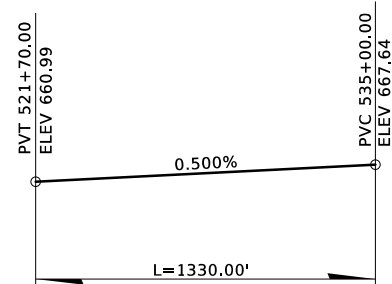
NOMINAL UNIT FRICTION RESISTANCE (TSF) = XX.X
FRICTION RESISTANCE FACTOR = XX.X
FACTORED FRICTION RESISTANCE (TON/SHAFT) = XX.X

FRICTION DEPTH OF ROCK NEGLECTED (FT) = XX.X
MINIMUM DEPTH INTO FOUNDATION MATERIAL (FT) = XX.X

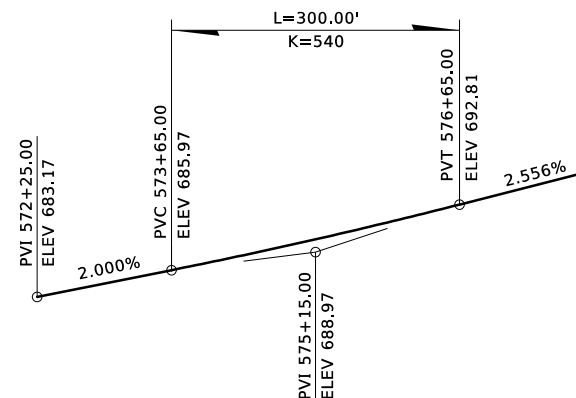
TOTAL FACTORED RESISTANCE (TONS/SHAFT) = XX.X

INDEX OF SHEETS

B001 - B002	GENERAL PLAN AND ELEVATION
B003	SUPERSTRUCTURE DETAILS



VERTICAL PROFILE DATA - 51st STREET



VERTICAL PROFILE DATA - CRL US-75

ITEMIZED QUANTITIES

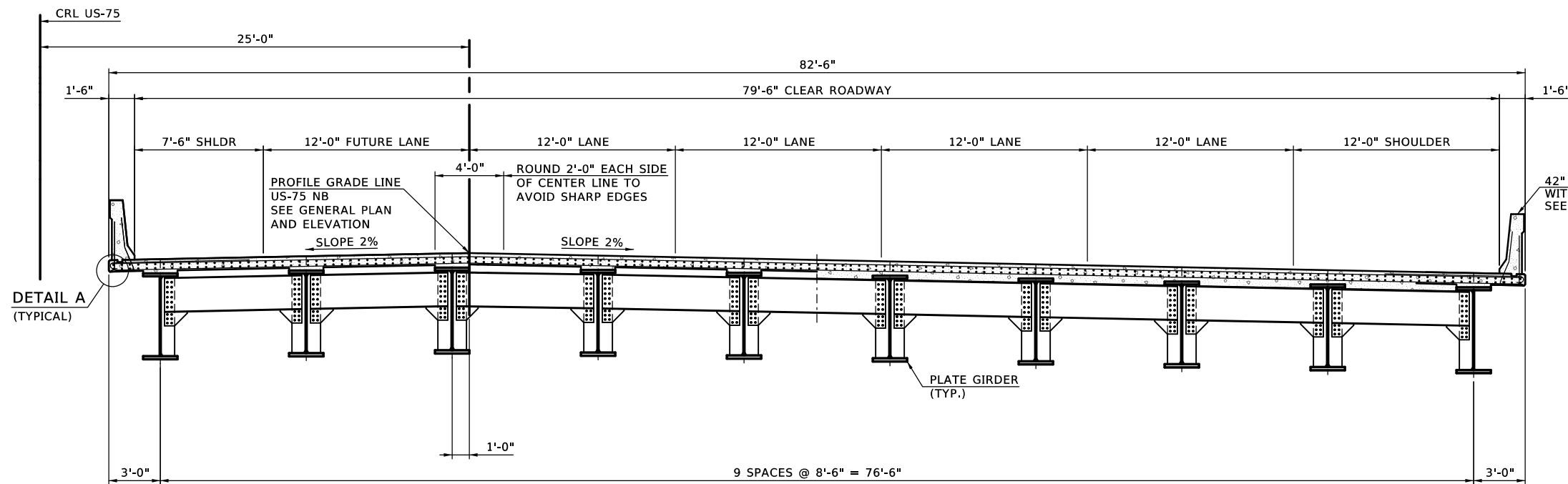
ITEM	UNIT	ABUTMENT	PIER	SUPER-STRUCTURE	APPROACH SLAB	SLOPEWALL	TOTAL

BRIDGE F1, I-44 & US-75 US-75 NB OVER W. 51st ST.		TULSA COUNTY	Design	KSJ	4/20
GENERAL PLAN AND ELEVATION (SHEET 2 OF 2) CONSTRUCT 107' LONG STEEL GIRDER SPAN, 10 DEG. SKEW LF, 79'-6" CLEAR ROADWAY W/ F-SHP PARAPET, C.L. STA. 574+47.26 US-75			Detail	TBG	6/20
			Check	SOT	8/20
STATE OF OKLAHOMA			DEPARTMENT OF TRANSPORTATION		SHEET NO. B002
JOB PIECE NO. 33788(11)					



7/16/2021

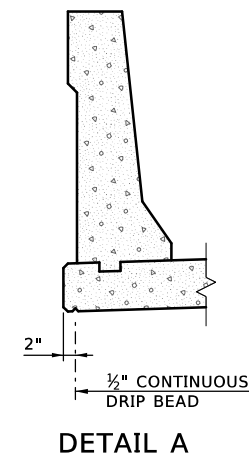
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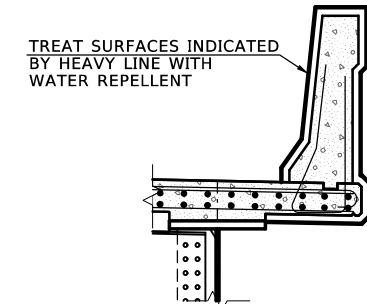
HALF SECTION AT INTERMEDIATE DIAPHRAGM

TYPICAL SECTION

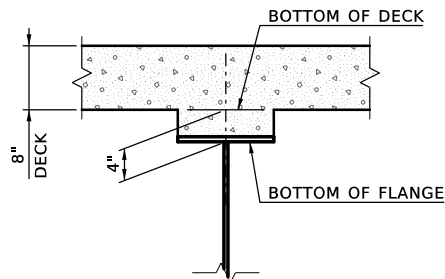
HALF SECTION AT END DIAPHRAGM



DETAIL A



WATER REPELLENT
TREATMENT DETAIL

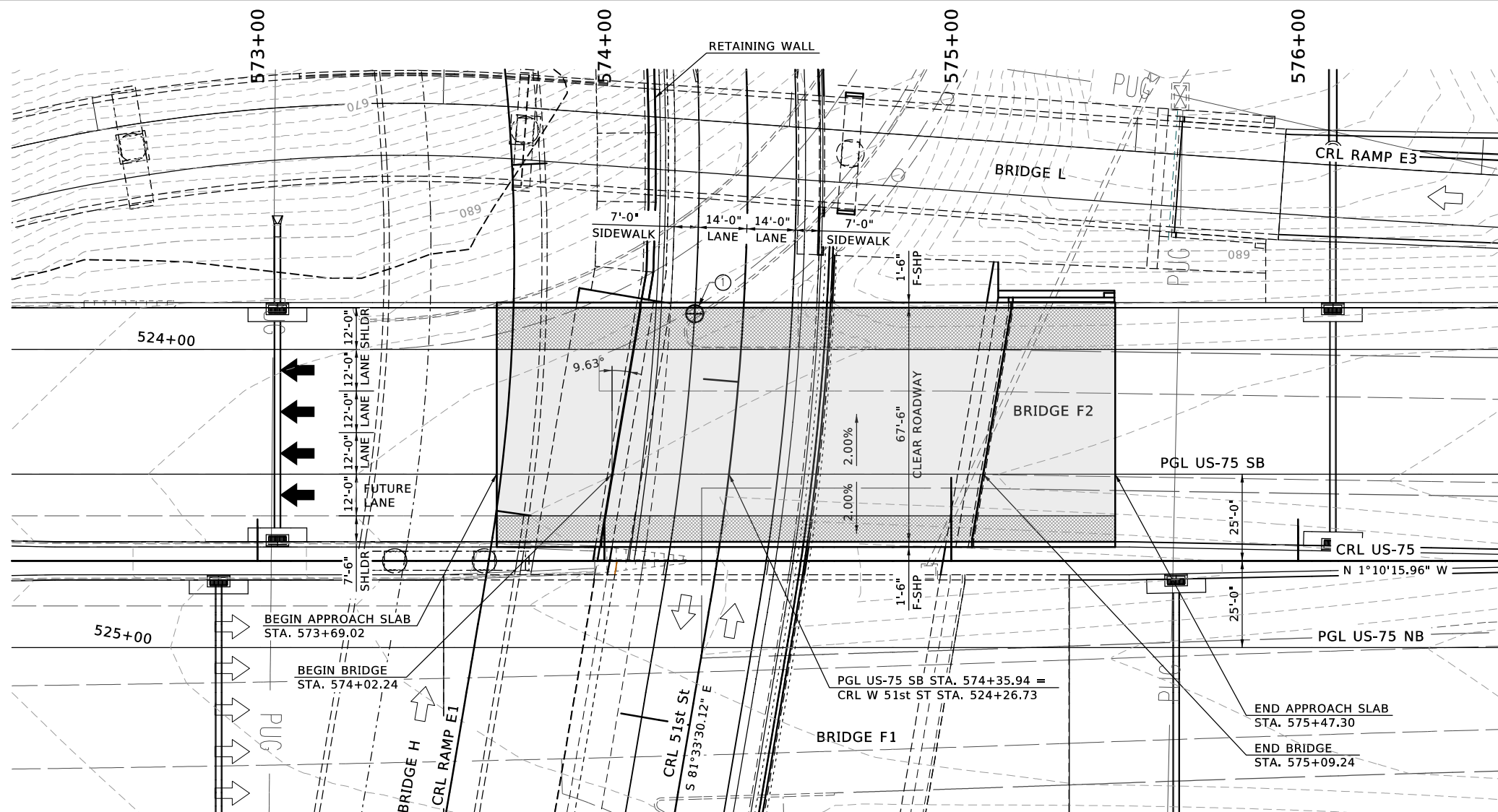
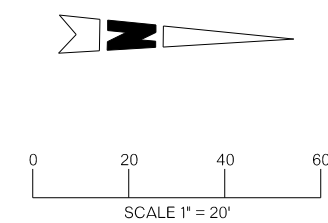


BEAM HAUNCH DETAIL (PLATE GIRDER)

NOTE:
 PLAN QUANTITIES FOR CLASS AA CONCRETE INCLUDE GIRDER HAUNCHES. THE HAUNCH HEIGHT SHOWN IS THE THEORETICAL HAUNCH HEIGHT AT THE CENTERLINE BEARING ONLY, MEASURED FROM 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.

BRIDGE F1, I-44 & US-75 US-75 NB OVER W. 51st ST.	TULSA COUNTY	Design	KSJ	4/20
SUPERSTRUCTURE DETAILS		Detail	TBG	6/20
		Check	SOT	8/20
STATE OF OKLAHOMA		DEPARTMENT OF TRANSPORTATION		JOB PIECE NO. 33788(11)
				SHEET NO. B003

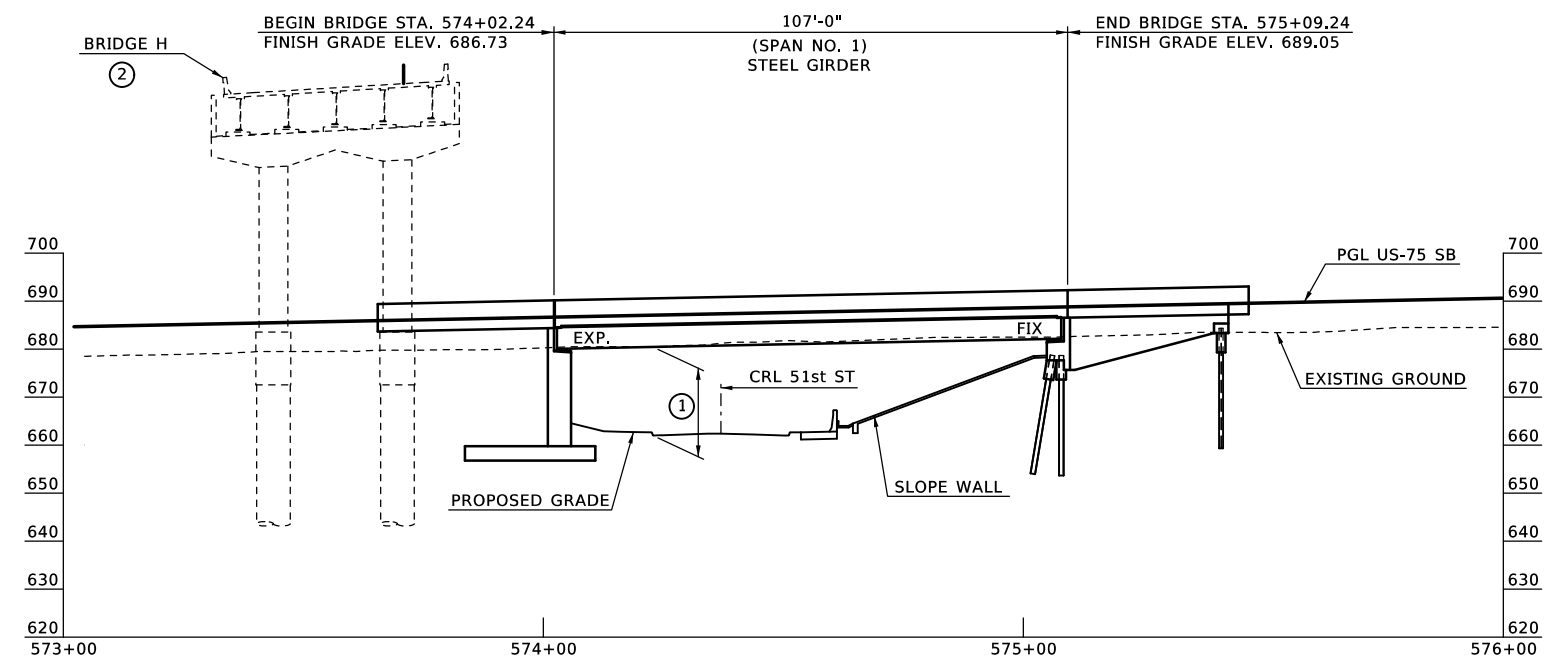




PLAN

BENCHMARK 109A
CUT X
STA. 268+02.61, 63.73' LT CLS US-75
STA. 576+80.06, 63.89' LT CRL US-75
N 403077.23, E 2557343.09, EL. 684.871

BENCHMARK 109B
CUT BOX
STA. 262+91.38, 0.32' RT CLS US-75
STA. 571+68.83, 0.16' RT CRL US-75
N 402567.42, E 2557417.57, EL. 675.341



ELEVATION

- ① PROPOSED MIN. VERTICAL CLEARANCE 18'-6"
PGL US 75 SB STA. 574+26.04
OFFSET 46'-3" LT.
- ② CONSTRUCTED IN WORK PACKAGE JP 33788(08).

NOTES:
FOR DESIGN DATA, VERTICAL PROFILE DATA, AND FOUNDATION DATA SEE SHEET NO. B005.

BRIDGE F2, I-44 & US-75 US-75 SB OVER W. 51st ST.	TULSA COUNTY	Design	KSJ	4/20
GENERAL PLAN AND ELEVATION (SHEET 1 OF 2)		Detail	TBG	6/20
		Check	SOT	8/20
CONSTRUCT 107' LONG STEEL GIRDER SPAN, 10 DEG. SKEW LF, 67'-6" CLEAR ROADWAY W/ F-SHP PARAPET, C.L. STA. 574+55.74 US-75				
STATE OF OKLAHOMA	DEPARTMENT OF TRANSPORTATION	JOB PIECE NO. 33788(11)		SHEET NO. B004

7/16/2021
P:\FDB\650-TUL\CIV\400315_0DOT_EC2123A_US75\Design-Work\King\STRC\Microstation\33788\WP5\Sheets\Bridges\F2\33788\I-44 & US-75 SB OVER W. 51st ST.dgn

PROPOSED
R/W
JULY 2021

DESIGN DATA
LOAD AND RESISTANCE FACTOR DESIGN

CLASS AA CONCRETE	f' _c = 4,000 PSI
CLASS A CONCRETE	f' _c = 3,000 PSI
REINFORCING STEEL (GRADE 60)	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
STAINLESS STEEL A320, CLASS 2, (GRADE B8M);	F _y = 58,000 PSI

LOADING: HL-93 OR OKLAHOMA OVERLOAD TRUCK
20 PSF FUTURE WEARING SURFACE
5 PSF STAY IN PLACE FORMS

DESIGN: AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS 8TH EDITION

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

LRFR OPERATING RATING = XXX

FOUNDATION DATA
ABUTMENT #2 (HP XX X XX PILING)

FACTORED PILE REACTION (TONS/PILE) = XX.X

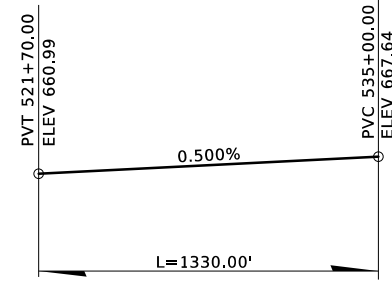
ALL ABUTMENT PILING SHALL BE DRIVEN THROUGH THE COMPACTED FILL. PILING SHALL BE DRIVEN TO POINT BEARING ON SOLID FOUNDATION MATERIAL AT THE APPROXIMATE ELEVATION SHOWN ON THE PLANS.
IF THE AXIAL LOAD RESISTANCE IS NOT OBTAINED AT THIS ELEVATION, DRIVING SHALL CONTINUE UNTIL THE AXIAL LOAD RESISTANCE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

ABUTMENT #1 (XX" DIAMETER DRILLED SHAFTS)

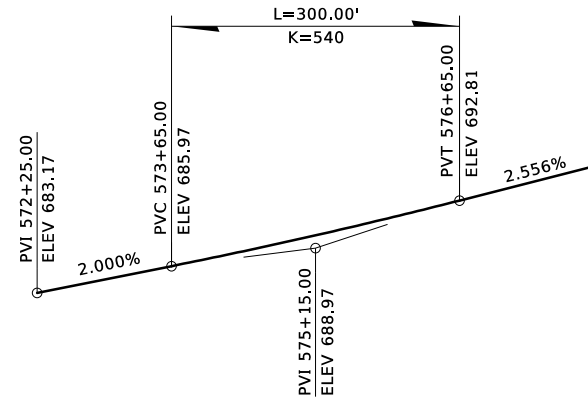
FACTORED REACTION (TONS/SHAFT)	= XX.X
NOMINAL UNIT BEARING RESISTANCE (TSF)	= XX.X
BEARING RESISTANCE FACTOR	= XX.X
FACTORED BEARING RESISTANCE (TON/SHAFT)	= XX.X
NOMINAL UNIT FRICTION RESISTANCE (TSF)	= XX.X
FRICTION RESISTANCE FACTOR	= XX.X
FACTORED FRICTION RESISTANCE (TON/SHAFT)	= XX.X
FRICTION DEPTH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

INDEX OF SHEETS

B004 - B005	GENERAL PLAN AND ELEVATION
B006	SUPERSTRUCTURE DETAILS



VERTICAL PROFILE DATA - 51st STREET



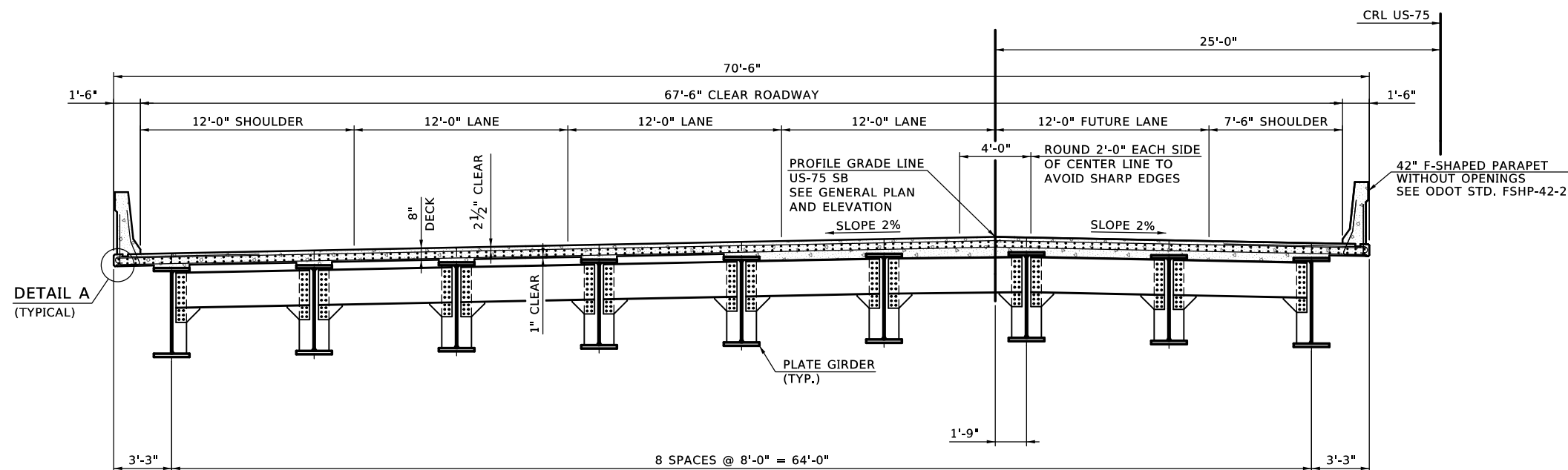
VERTICAL PROFILE DATA - CRL US-75

ITEMIZED QUANTITIES

ITEM	UNIT	ABUTMENT	PIER	SUPER-STRUCTURE	APPROACH SLAB	SLOPEWALL	TOTAL

BRIDGE F2, I-44 & US-75		TULSA COUNTY		Design	KSJ	4/20
US-75 SB OVER W. 51st ST.				Detail	TBG	6/20
GENERAL PLAN AND ELEVATION				Check	SOT	8/20
(SHEET 2 OF 2)						
CONSTRUCT 107' LONG STEEL GIRDER SPAN, 10 DEG. SKEW LF, 67'-6" CLEAR ROADWAY W/F-SHP PARAPET, C.L. STA 574+55.74 US-75						
STATE OF OKLAHOMA	DEPARTMENT OF TRANSPORTATION			JOB PIECE NO. 33788(11) SHEET NO. B005		

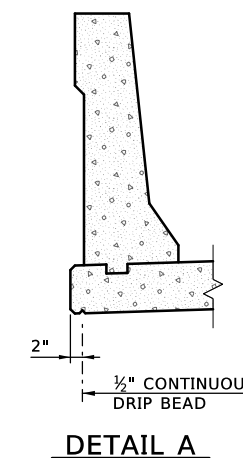
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 7/16/2021



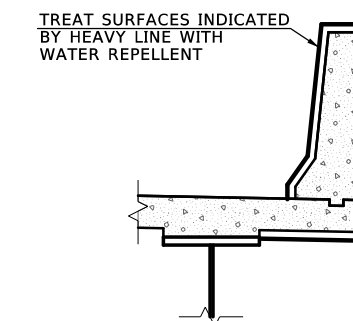
HALF SECTION AT INTERMEDIATE DIAPHRAGM

TYPICAL SECTION

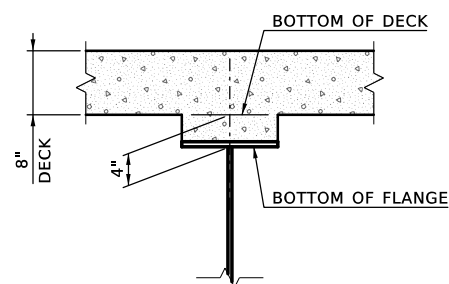
HALF SECTION AT END DIAPHRAGM



DETAIL A



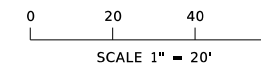
WATER REPELLENT
TREATMENT DETAIL



BEAM HAUNCH DETAIL (PLATE GIRDER)

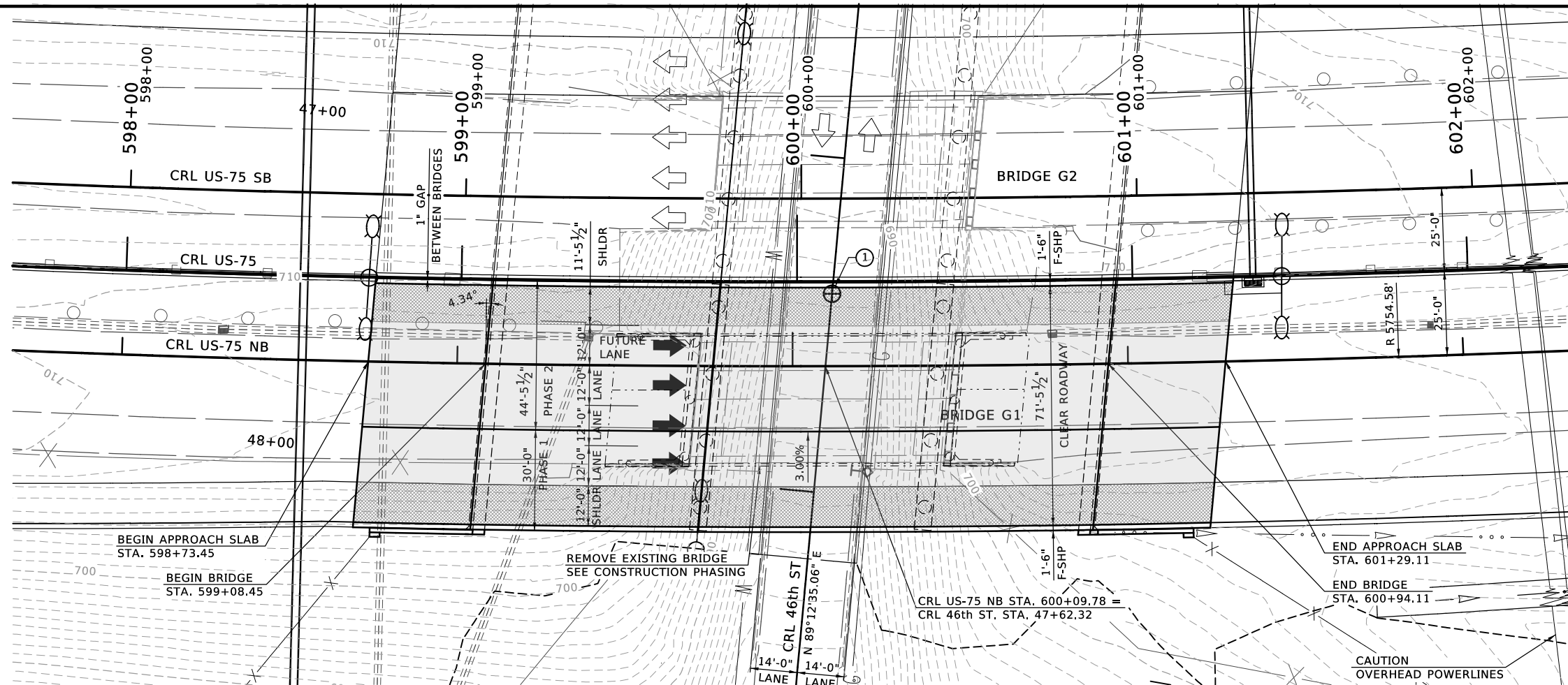
NOTE:
PLAN QUANTITIES FOR CLASS AA CONCRETE INCLUDE GIRDER HAUNCHES. THE HAUNCH HEIGHT SHOWN IS THE THEORETICAL HAUNCH HEIGHT AT THE CENTERLINE BEARING ONLY, MEASURED FROM THE BOTTOM OF THE DECK SLAB TO THE TOP OF THE WEB, AND VARIES ACROSS THE SPAN. DETERMINE THE ACTUAL HAUNCH HEIGHT (ACCOUNTING FOR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

BRIDGE F2, I-44 & US-75 US-75 SB OVER W. 51st ST.		TULSA COUNTY		Design	KSJ	4/20
SUPERSTRUCTURE DETAILS				Detail	TBG	6/20
				Check	SOT	8/20
STATE OF OKLAHOMA		DEPARTMENT OF TRANSPORTATION				
		JOB PIECE NO. 33788(11)		SHEET NO. B006		

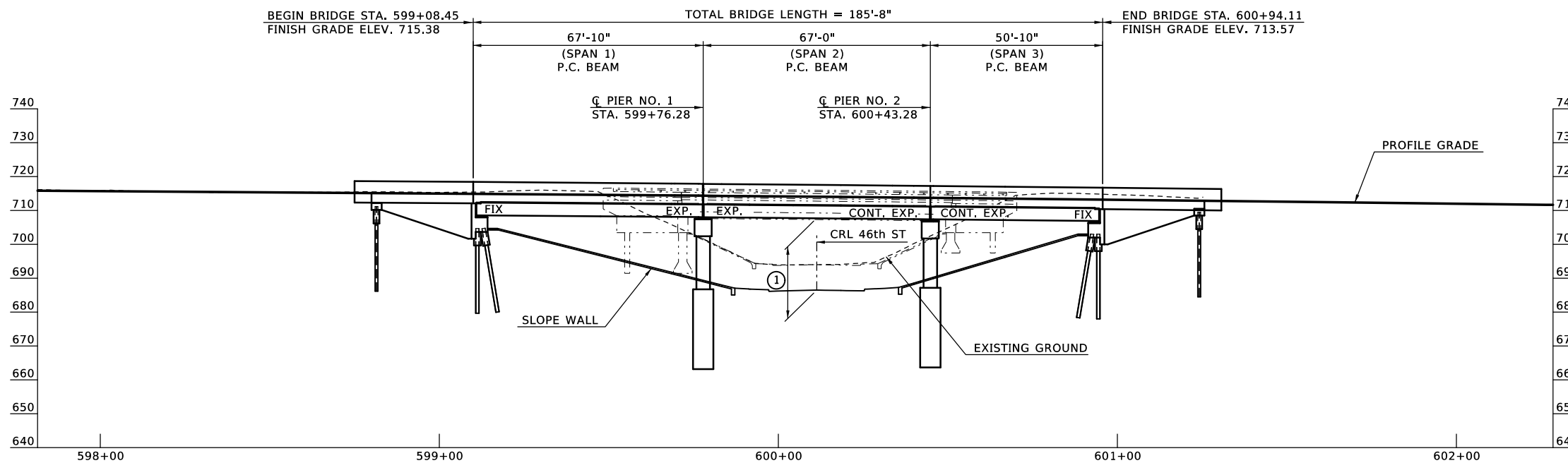


BENCHMARK 104
CUT X
STA. 296+23.28, 74.83' LT CLS US-75
STA. 605+00.76, 75.15' LT CRL US-75
N 405877.59, E 2557190.54, EL. 700.966

BENCHMARK 105
CUT X
STA. 290+00.39, 89.22' LT CLS US-75
STA. 598+77.83, 89.44' LT CRL US-75
N 405267.83, E 2557261.24, EL. 706.515



PLAN



ELEVATION

① PROPOSED MIN. VERTICAL CLEARANCE 19'-4"
CRL US-75 NB STA. 600+11.81
OFFSET 21'-7" LT.

NOTES:
FOR DESIGN DATA, VERTICAL PROFILE DATA,
AND FOUNDATION DATA SEE SHEET NO. B008.

BRIDGE G1, I-44 & US-75 US-75 NB OVER W. 46th ST.	TULSA COUNTY	Design	KSJ	4/20
GENERAL PLAN AND ELEVATION (SHEET 1 OF 2)		Detail	TBG	6/20
		Check	SOT	8/20
CONSTRUCT 67'-67'-50' TYPE III P.C. BEAM SPANS, 5 DEG. SKEW LF, 71'-5" CLEAR ROADWAY W/F-SHP PARAPETS, CL. STA. 600+01.28 US-75		BENHAM ENGINEERS		
STATE OF OKLAHOMA	DEPARTMENT OF TRANSPORTATION			

REMOVE EXISTING BRIDGE @ STA. 600+09.78 US-75
80' SINGLE SPAN STEEL GIRDER, 38' CLEAR ROADWAY

PROPOSED
R/W
JULY 2021

DESIGN DATA
LOAD AND RESISTANCE FACTOR DESIGN

CLASS AA CONCRETE $f'_c = 4,000$ PSI
 CLASS A CONCRETE $f'_c = 3,000$ PSI
 REINFORCING STEEL (GRADE 60) $F_y = 60,000$ PSI
 STRUCTURAL STEEL M270 (GRADE 50W) $F_y = 50,000$ PSI
 STAINLESS STEEL A240 (TYPE 316); $F_y = 30,000$ PSI
 STAINLESS STEEL A320, CLASS 2, (GRADE B8M); $F_y = 58,000$ PSI

LOADING: HL-93 OR OKLAHOMA OVERLOAD TRUCK
 20 PSF FUTURE WEARING SURFACE
 5 PSF STAY IN PLACE FORMS

DESIGN: AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS 8TH EDITION

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

LRFR OPERATING RATING = XXX

INDEX OF SHEETS

B007 - B008	GENERAL PLAN AND ELEVATION
B009	SUPERSTRUCTURE DETAILS
B010	CONSTRUCTION PHASING

FOUNDATION DATA
ABUTMENTS (HP XX X XX PILING)

FACTORED PILE REACTION (TONS/PILE) = XX.X

ALL ABUTMENT PILING SHALL BE DRIVEN THROUGH THE COMPACTED FILL. PILING SHALL BE DRIVEN TO POINT BEARING ON SOLID FOUNDATION MATERIAL AT THE APPROXIMATE ELEVATION SHOWN ON THE PLANS.

IF THE AXIAL LOAD RESISTANCE IS NOT OBTAINED AT THIS ELEVATION, DRIVING SHALL CONTINUE UNTIL THE AXIAL LOAD RESISTANCE IS OBTAINED. THE LENGTH OF STEEL PILING SHOWN ON THE PLANS IS FOR ESTIMATING PURPOSES ONLY.

PIERS (XX" DIAMETER DRILLED SHAFTS)

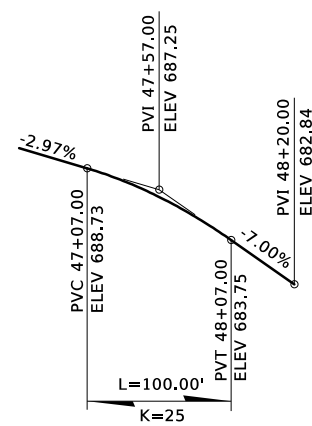
FACTORED REACTION (TONS/SHAFT) = XX.X

NOMINAL UNIT BEARING RESISTANCE (TSF) = XX.X
 BEARING RESISTANCE FACTOR = XX.X
 FACTORED BEARING RESISTANCE (TON/SHAFT) = XX.X

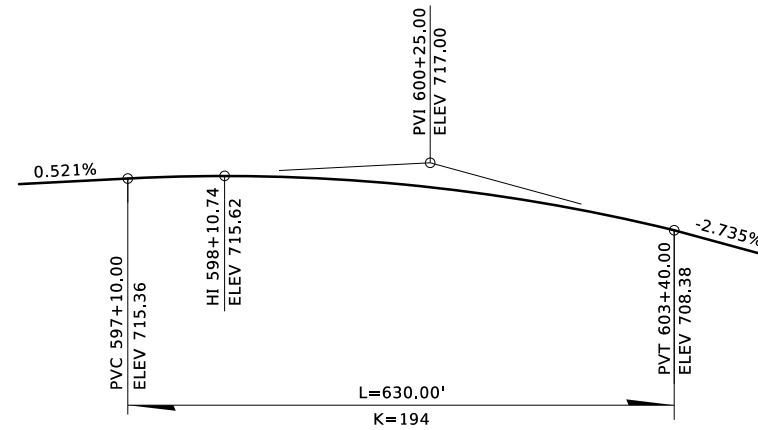
NOMINAL UNIT FRICTION RESISTANCE (TSF) = XX.X
 FRICTION RESISTANCE FACTOR = XX.X
 FACTORED FRICTION RESISTANCE (TON/SHAFT) = XX.X

FRICTION DEPTH OF ROCK NEGLECTED (FT) = XX.X
 MINIMUM DEPTH INTO FOUNDATION MATERIAL (FT) = XX.X

TOTAL FACTORED RESISTANCE (TONS/SHAFT) = XX.X



VERTICAL PROFILE DATA - 46th STREET



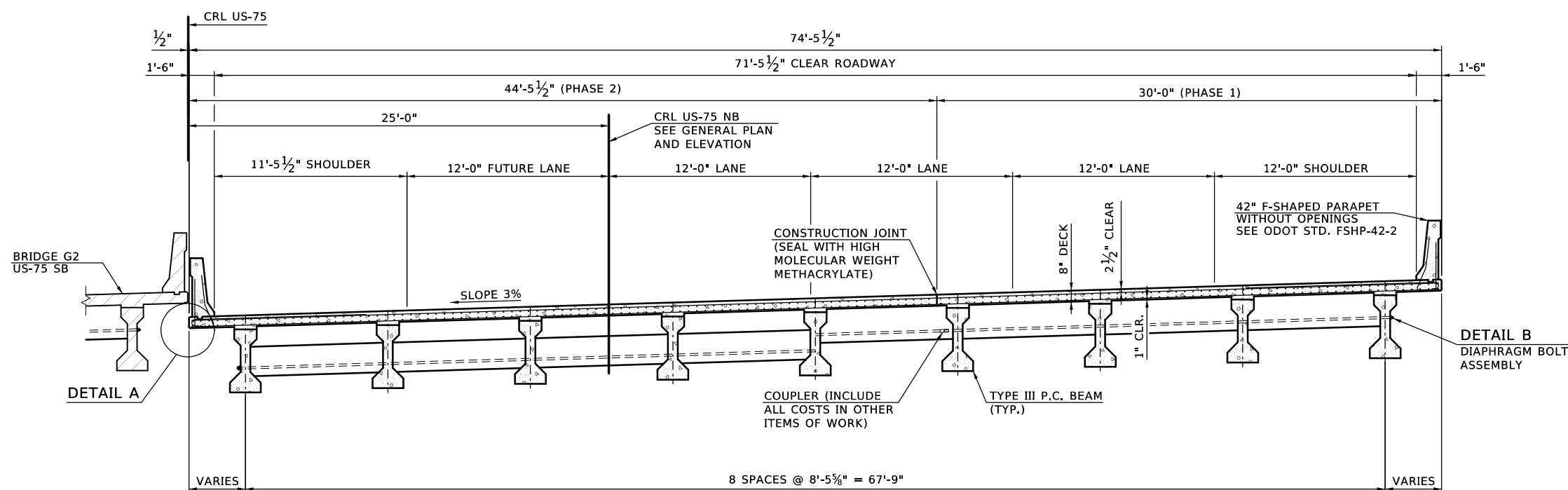
VERTICAL PROFILE DATA - CRL US-75 NB

ITEMIZED QUANTITIES

ITEM	UNIT	ABUTMENT	PIER	SUPER-STRUCTURE	APPROACH SLAB	SLOPEWALL	TOTAL

BRIDGE G1, I-44 & US-75 US-75 NB OVER W. 46th ST.		TULSA COUNTY		Design	KSJ	4/20
GENERAL PLAN AND ELEVATION (SHEET 2 OF 2)				Detail	TBG	6/20
				Check	SOT	8/20
CONSTRUCT 67'-67'-50' TYPE III P.C. BEAM SPANS, 5 DEG. SKEW LF, 71'-5" CLEAR ROADWAY W/F-SHP PARAPETS, C.L. STA. 600+01.28 US-75						SHEET NO. B008
STATE OF OKLAHOMA	DEPARTMENT OF TRANSPORTATION					

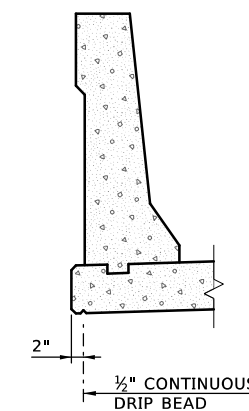
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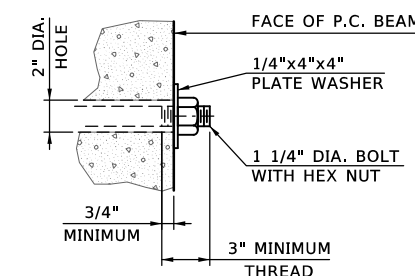
HALF SECTION AT INTERMEDIATE DIAPHRAGM

TYPICAL SECTION

HALF SECTION AT END DIAPHRAGM



DETAIL A

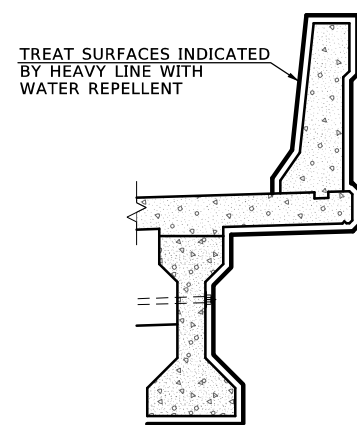


**DETAIL B
DIAPHRAGM BOLT
ASSEMBLY**

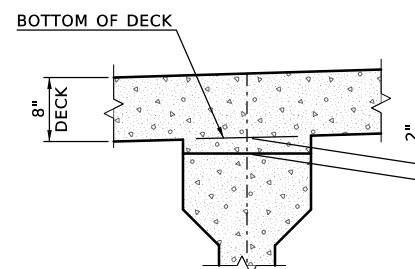
DIAPHRAGM BOLT NOTES

PROVIDE STRUCTURAL STEEL FOR DIAPHRAGM BOLTS AND PLATE WASHERS IN ACCORDANCE WITH AASHTO M270 (ASTM A709), GRADE 50W (WEATHERING STEEL, CHARPY V-NOTCH TESTING NOT REQUIRED). THE CONTRACTOR MAY SUBSTITUTE A #10 REINFORCING BAR IN ACCORDANCE WITH AASHTO M31, GRADE 60, AND THREADED AT THE ENDS AS SHOWN FOR THE DIAPHRAGM BOLT AT NO ADDITIONAL COST TO THE DEPARTMENT. PROVIDE HEX NUTS IN ACCORDANCE WITH AASHTO M291 (ASTM A563).
PAINT EXPOSED DIAPHRAGM BOLT, PLATE WASHER AND HEX NUT WITH TWO (2) COATS OF ZINC-RICH PAINT (6 MIL MINIMUM THICKNESS) AFTER ASSEMBLY. INCLUDE ALL COST OF DIAPHRAGM BOLT, PLATE WASHER AND HEX NUT IN THE CONTRACT PRICE FOR "STRUCTURAL STEEL M270 GRADE 50W".

DETAIL B



WATER REPELLENT TREATMENT DETAIL



P.C. BEAM TYPE III HAUNCH DETAIL

NOTE:

PLAN QUANTITIES FOR CLASS AA CONCRETE INCLUDE BEAM HAUNCHES. THE HAUNCH HEIGHT SHOWN IS THE THEORETICAL HAUNCH HEIGHT AT THE CENTERLINE BEARING ONLY, MEASURED FROM 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.

BRIDGE G1, I-44 & US-75 US-75 NB OVER W. 46th ST.	TULSA COUNTY	Design	KSJ	4/20
SUPERSTRUCTURE DETAILS		Detail	TBG	6/20
		Check	SOT	8/20
STATE OF OKLAHOMA		DEPARTMENT OF TRANSPORTATION		JOB PIECE NO. 33788(11)
				SHEET NO. B009

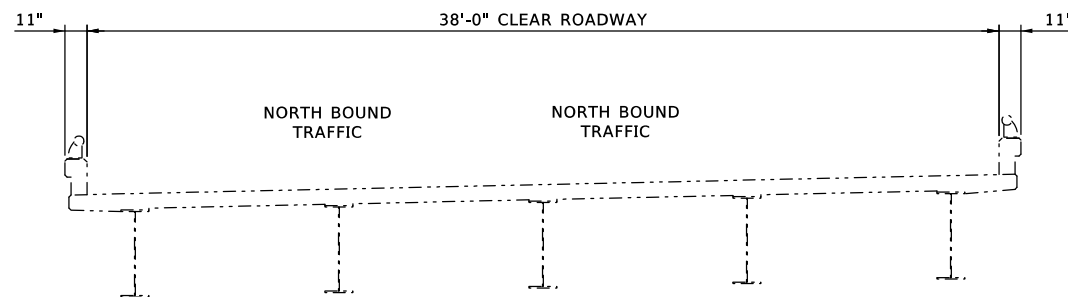
CONSTRUCTION PHASING NOTES

PHASE 1

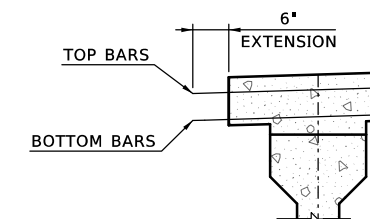
SHIFT BOTH NORTH BOUND LANES WEST.
REMOVE EAST PARAPET, WINGWALLS AND EAST PORTION OF EXISTING DECK AND STRUCTURE.
CONSTRUCT NEW NORTH BOUND PORTION OF DECK AND STRUCTURE.

PHASE 2

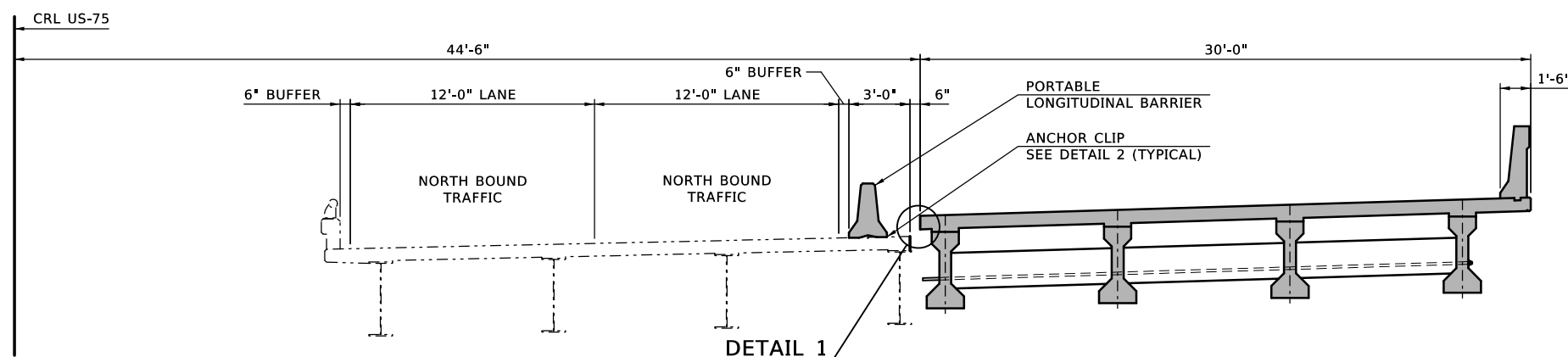
MOVE ALL TRAFFIC EAST TO NEW PORTION OF BRIDGE.
REMOVE THE REMAINDER OF EXISTING STRUCTURE.
CONSTRUCT THE REMAINDER OF THE DECK AND STRUCTURE.



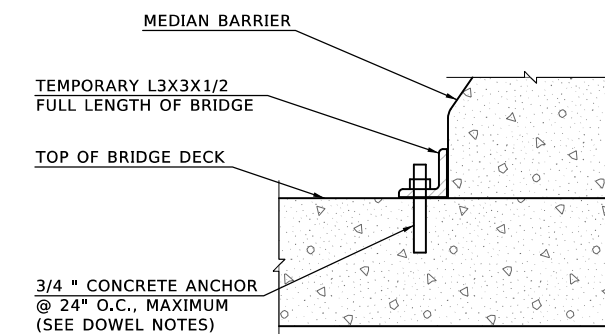
EXISTING ROADWAY



DETAIL 1



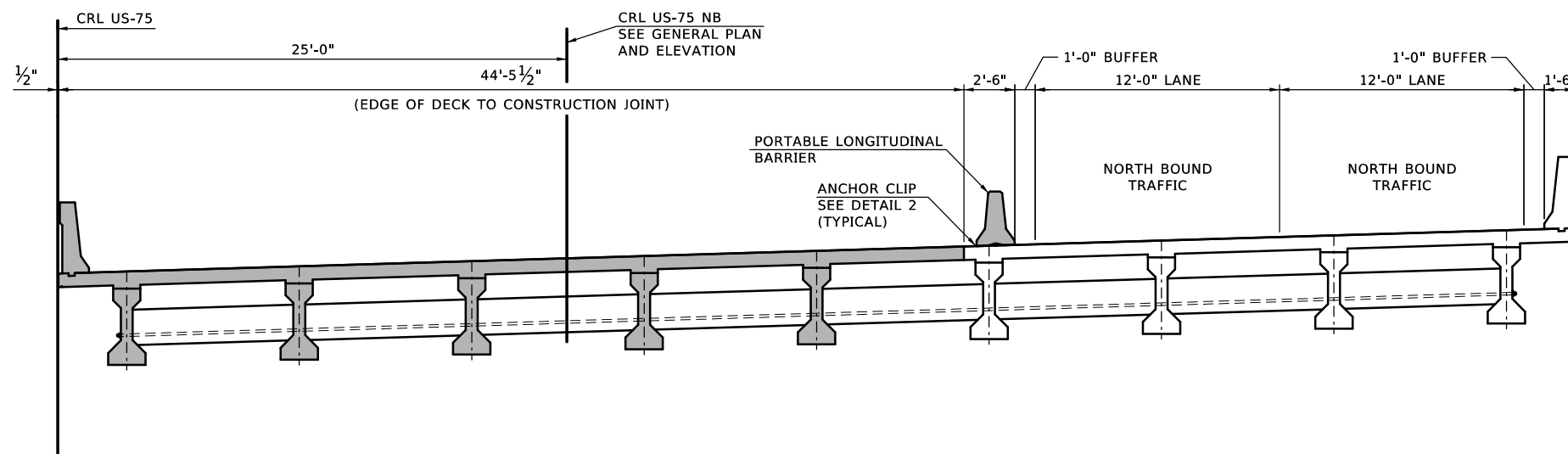
PHASE 1



DETAIL 2

DOWEL NOTES

THE CONTRACTOR SHALL SUBMIT THE TYPE OF CONCRETE ANCHOR TO THE ENGINEER FOR APPROVAL PRIOR TO INSTALLATION OF ANCHORS. ANCHORS SHALL HAVE A MINIMUM ULTIMATE PULLOUT CAPACITY OF 10 kip AND A MINIMUM ULTIMATE SHEAR CAPACITY OF 13 kip. WHEN ANGLE IS REMOVED, ALL HOLES WILL BE FILLED IN A MANNER APPROVED BY THE ENGINEER. ALL COSTS OF ANGLES AND 3/4" DIA. CONCRETE ANCHORS (WITH WASHERS) SHALL BE PAID FOR UNDER OTHER ITEMS OF WORK.



PHASE 2

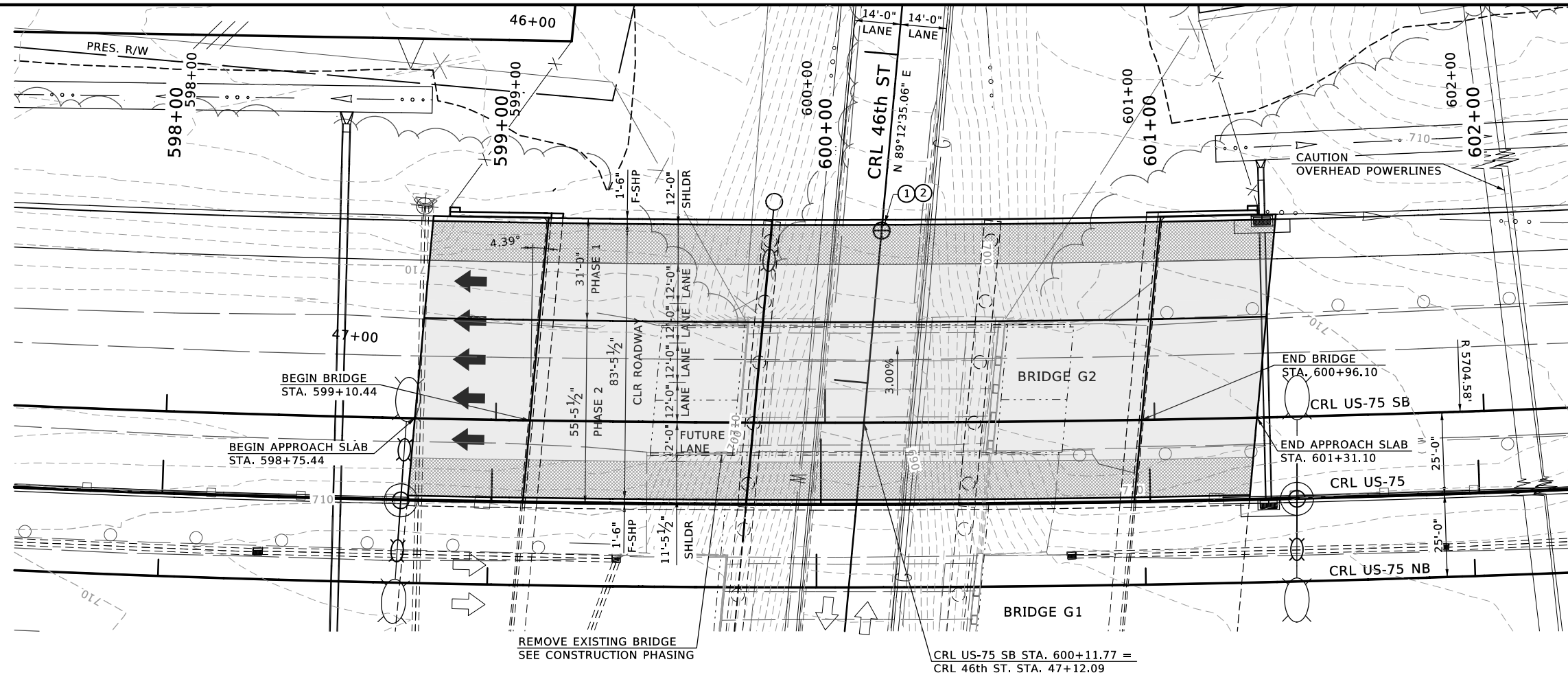
LEGEND

NEW CONSTRUCTION [Grey Box]

BRIDGE G1, I-44 & US-75		TULSA COUNTY		Design	KSJ	4/20
US-75 NB OVER W. 46th ST.				Detail	TBG	6/20
				Check	SOT	8/20
CONSTRUCTION PHASING				BENHAM		
STATE OF OKLAHOMA		DEPARTMENT OF TRANSPORTATION		JOB PIECE NO. 33788(11) SHEET NO. B010		

7/16/2021

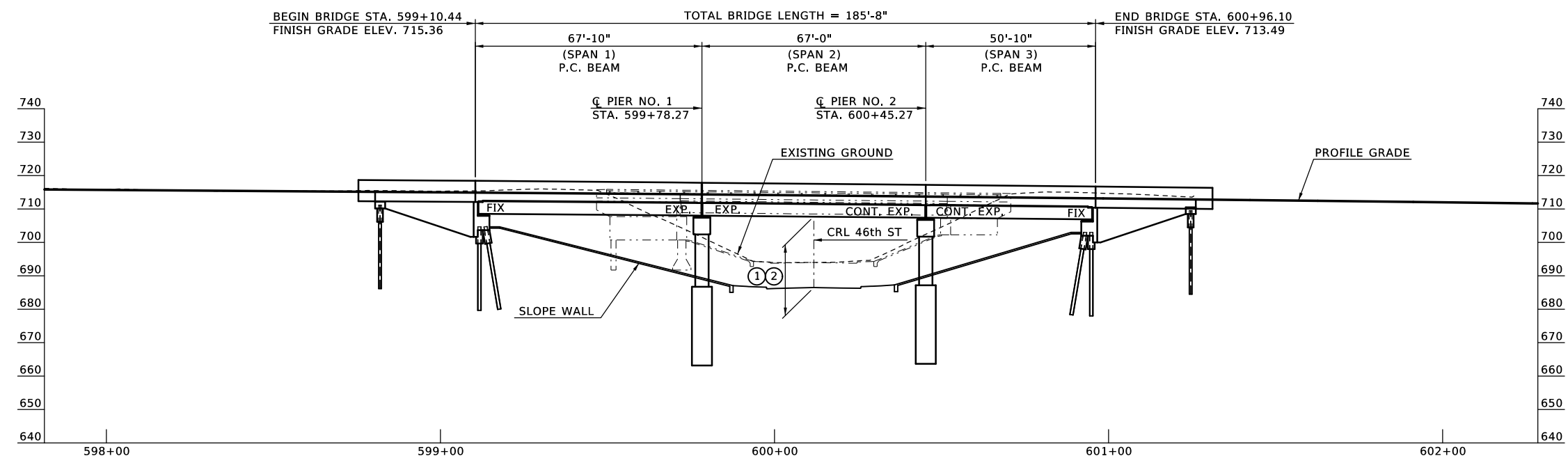
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PLAN

BENCHMARK 104
CUT X
STA. 296+23.28, 74.83' LT CLS US-75
STA. 605+00.76, 75.15' LT CRL US-75
N 405877.59, E 2557190.54, EL. 700.966

BENCHMARK 105
CUT X
STA. 290+00.39, 89.22' LT CLS US-75
STA. 598+77.83, 89.44' LT CRL US-75
N 405267.83, E 2557261.24, EL. 706.515



ELEVATION

- ① INTERIM MIN. VERTICAL CLEARANCE 13'-8"
CRL US-75 SB STA. 600+17.32
OFFSET 58'-3" RT
BASED ON SUGGESTED CONSTRUCTION SEQUENCE
- ② PROPOSED MIN. VERTICAL CLEARANCE 17'-10"
CRL US-75 SB STA. 600+17.32
OFFSET 58'-3" RT
BASED ON ULTIMATE 46TH STREET PGL

NOTES:
FOR DESIGN DATA, VERTICAL PROFILE DATA,
AND FOUNDATION DATA SEE SHEET NO. B012.

REMOVE EXISTING BRIDGE @ STA. 600+11.77 US-75
80' SINGLE SPAN STEEL GIRDER, 38' CLEAR ROADWAY

BRIDGE G2, I-44 & US-75 US-75 SB OVER W. 46th ST.	TULSA COUNTY	Design	KSJ	4/20
GENERAL PLAN AND ELEVATION (SHEET 1 OF 2)		Detail	TBG	6/20
		Check	SOT	8/20
CONSTRUCT 67'-67'-50' TYPE III P.C. BEAM SPANS, 5 DEG. SKEW LF, 83'-5" CLEAR ROADWAY W/F-SHP PARAPETS, C.L. STA. 600+03.27 US-75		BENHAM ENGINEERS		
STATE OF OKLAHOMA	DEPARTMENT OF TRANSPORTATION			

DESIGN DATA
LOAD AND RESISTANCE FACTOR DESIGN

CLASS AA CONCRETE f'c = 4,000 PSI
CLASS A CONCRETE f'c = 3,000 PSI
REINFORCING STEEL (GRADE 60) Fy = 60,000 PSI
STRUCTURAL STEEL M270 (GRADE 50W) Fy = 50,000 PSI
STAINLESS STEEL A240 (TYPE 316); Fy = 30,000 PSI
STAINLESS STEEL A320, CLASS 2, (GRADE B8M); Fy = 58,000 PSI

LOADING: HL-93 OR OKLAHOMA OVERLOAD TRUCK
20 PSF FUTURE WEARING SURFACE
5 PSF STAY IN PLACE FORMS

DESIGN: AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS 8TH EDITION

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

LRFR OPERATING RATING = XXX

INDEX OF SHEETS

B011 - B012 GENERAL PLAN AND ELEVATION
B013 SUPERSTRUCTURE DETAILS
B014 CONSTRUCTION PHASING

FOUNDATION DATA
ABUTMENTS (HP XX X XX PILING)

FACTORED PILE REACTION (TONS/PILE) = XX.X

ALL ABUTMENT PILING SHALL BE DRIVEN THROUGH THE COMPACTED FILL. PILING SHALL BE DRIVEN TO POINT BEARING ON SOLID FOUNDATION MATERIAL AT THE APPROXIMATE ELEVATION SHOWN ON THE PLANS.

IF THE AXIAL LOAD RESISTANCE IS NOT OBTAINED AT THIS ELEVATION, DRIVING SHALL CONTINUE UNTIL THE AXIAL LOAD RESISTANCE IS OBTAINED. THE LENGTH OF STEEL PILING SHOWN ON THE PLANS IS FOR ESTIMATING PURPOSES ONLY.

PIERS (XX" DIAMETER DRILLED SHAFTS)

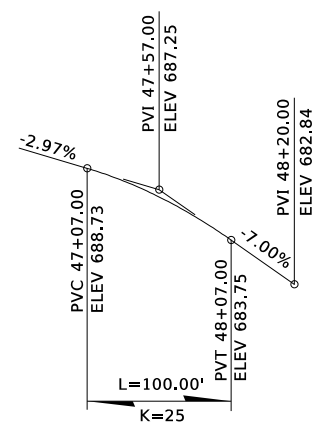
FACTORED REACTION (TONS/SHAFT) = XX.X

NOMINAL UNIT BEARING RESISTANCE (TSF) = XX.X
BEARING RESISTANCE FACTOR = XX.X
FACTORED BEARING RESISTANCE (TON/SHAFT) = XX.X

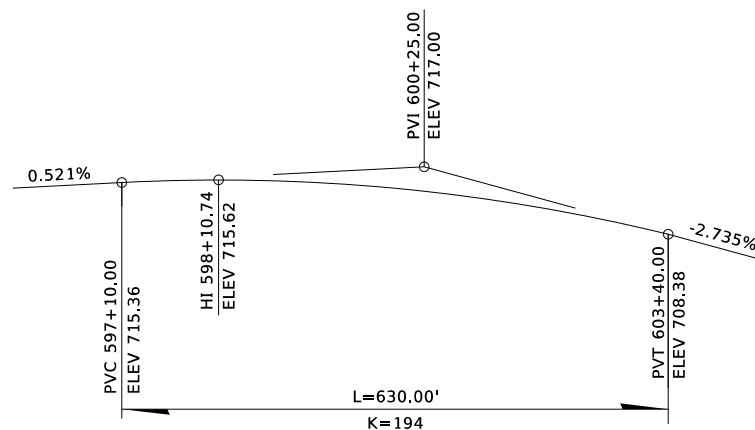
NOMINAL UNIT FRICTION RESISTANCE (TSF) = XX.X
FRICTION RESISTANCE FACTOR = XX.X
FACTORED FRICTION RESISTANCE (TON/SHAFT) = XX.X

FRICTION DEPTH OF ROCK NEGLECTED (FT) = XX.X
MINIMUM DEPTH INTO FOUNDATION MATERIAL (FT) = XX.X

TOTAL FACTORED RESISTANCE (TONS/SHAFT) = XX.X



VERTICAL PROFILE DATA - 46th STREET



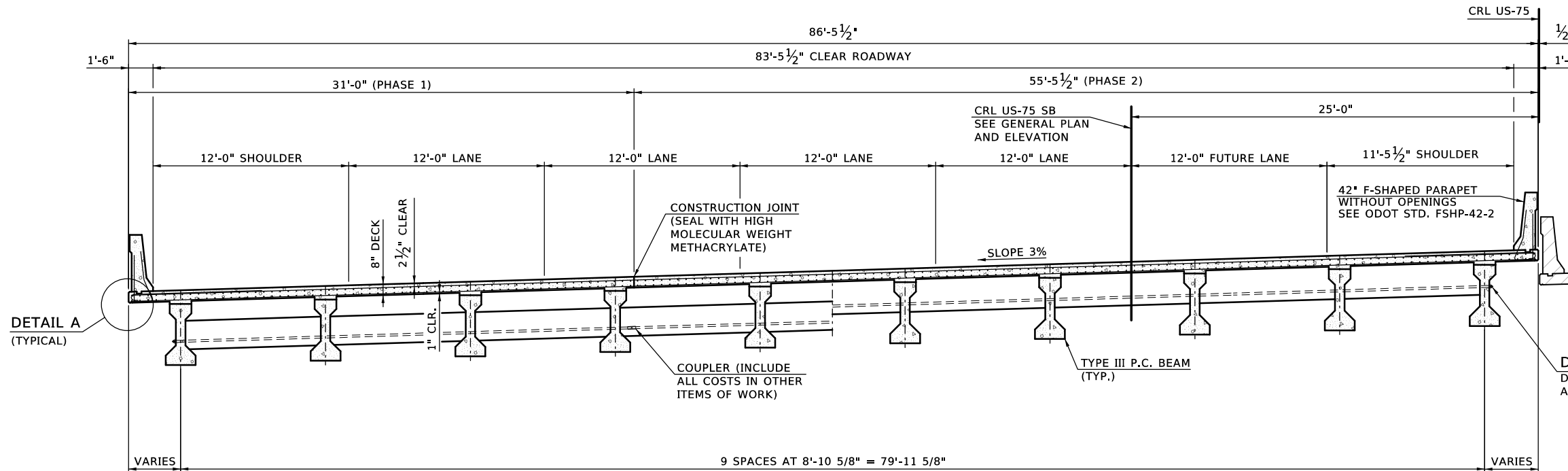
VERTICAL PROFILE DATA - CRL US-75 SB

ITEMIZED QUANTITIES

ITEM	UNIT	ABUTMENT	PIER	SUPER-STRUCTURE	APPROACH SLAB	SLOPEWALL	TOTAL

BRIDGE G2, I-44 & US-75 TULSA COUNTY Design KSJ 4/20
US-75 SB OVER W. 46th ST. Detail TBG 6/20
GENERAL PLAN AND ELEVATION
(SHEET 2 OF 2)
CONSTRUCT 67'-67'-50' TYPE III P.C. BEAM SPANS,
5 DEG. SKEW LF, 83'-5" CLEAR ROADWAY
W/F-SHP PARAPETS, C.L. STA. 600+03.27 US-75 Check SOT 8/20
STATE OF OKLAHOMA DEPARTMENT OF TRANSPORTATION
JOB PIECE NO. 33788(11) SHEET NO. **B012**

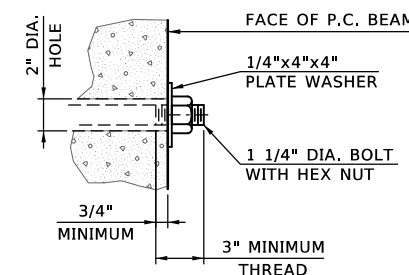
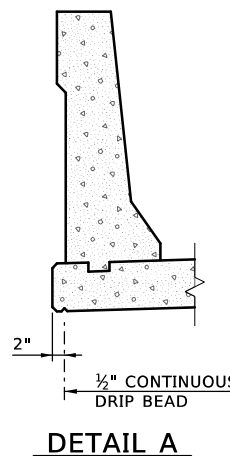




HALF SECTION AT INTERMEDIATE DIAPHRAGM

TYPICAL SECTION

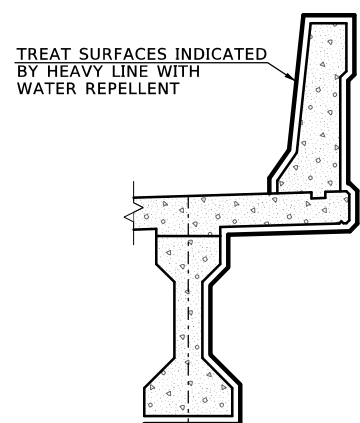
HALF SECTION AT END DIAPHRAGM



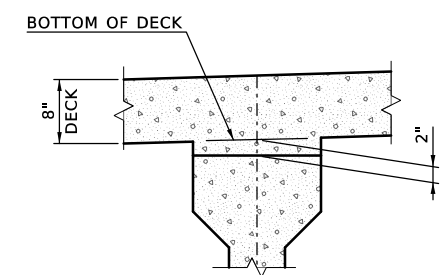
DIAPHRAGM BOLT NOTES

PROVIDE STRUCTURAL STEEL FOR DIAPHRAGM BOLTS AND PLATE WASHERS IN ACCORDANCE WITH AASHTO M270 (ASTM A709), GRADE 50W (WEATHERING STEEL, CHARPY V-NOTCH TESTING NOT REQUIRED). THE CONTRACTOR MAY SUBSTITUTE A #10 REINFORCING BAR IN ACCORDANCE WITH AASHTO M31, GRADE 60, AND THREADED AT THE ENDS AS SHOWN FOR THE DIAPHRAGM BOLT AT NO ADDITIONAL COST TO THE DEPARTMENT. PROVIDE HEX NUTS IN ACCORDANCE WITH AASHTO M291 (ASTM A563). PAINT EXPOSED DIAPHRAGM BOLT, PLATE WASHER AND HEX NUT WITH TWO (2) COATS OF ZINC-RICH PAINT (6 MIL MINIMUM THICKNESS) AFTER ASSEMBLY. INCLUDE ALL COST OF DIAPHRAGM BOLT, PLATE WASHER AND HEX NUT IN THE CONTRACT PRICE FOR "STRUCTURAL STEEL M270 GRADE 50W".

DETAIL B



WATER REPELLENT TREATMENT DETAIL



P.C. BEAM TYPE III HAUNCH DETAIL

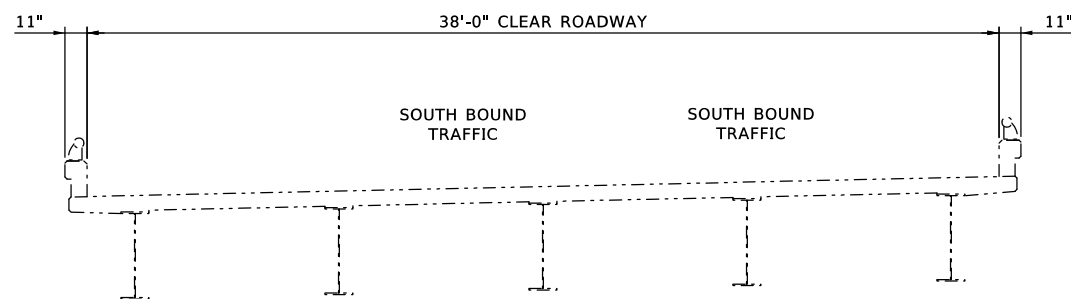
NOTE:
PLAN QUANTITIES FOR CLASS AA CONCRETE INCLUDE BEAM HAUNCHES. THE HAUNCH HEIGHT SHOWN IS THE THEORETICAL HAUNCH HEIGHT AT THE CENTERLINE BEARING ONLY, MEASURED FROM THE BOTTOM OF THE DECK SLAB TO THE TOP OF THE BEAM, AND VARIES ACROSS THE SPAN. DETERMINE THE ACTUAL HAUNCH HEIGHT (ACCOUNTING FOR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

BRIDGE G2, I-44 & US-75 US-75 SB OVER W. 46th ST.	TULSA COUNTY	Design	KSJ	4/20
SUPERSTRUCTURE DETAILS		Detail	TBG	6/20
		Check	SOT	8/20
STATE OF OKLAHOMA		DEPARTMENT OF TRANSPORTATION		JOB PIECE NO. 33788(11)
				SHEET NO. B013

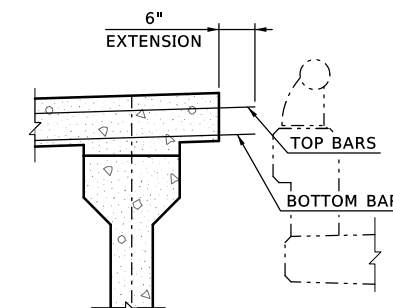
7/16/2021
P:\FDB\650-TUL\CIV\400315.0DOT_EC2123A_US75\Design-Working\STRC\Microstation\33788\WP5\Sheets\Bridges\G2\33788\I54 TYPICAL SECTION.dgn

CONSTRUCTION PHASING NOTES

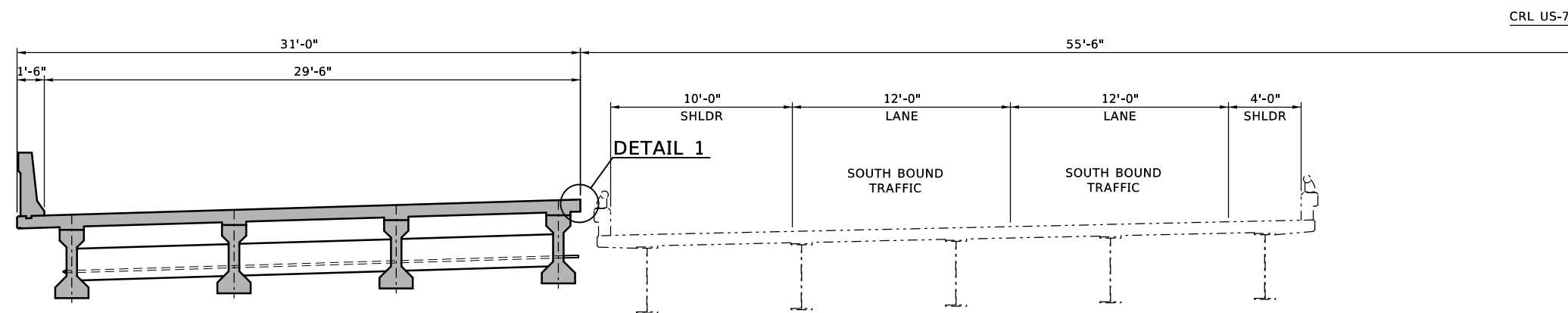
- PHASE 1**
NO CHANGE IN TRAFFIC.
CONSTRUCT NEW SOUTH BOUND PORTION OF DECK AND STRUCTURE.
- PHASE 2**
MOVE ALL TRAFFIC TO NEW PORTION OF BRIDGE.
REMOVE THE EXISTING STRUCTURE.
CONSTRUCT THE REMAINDER OF THE DECK AND STRUCTURE.



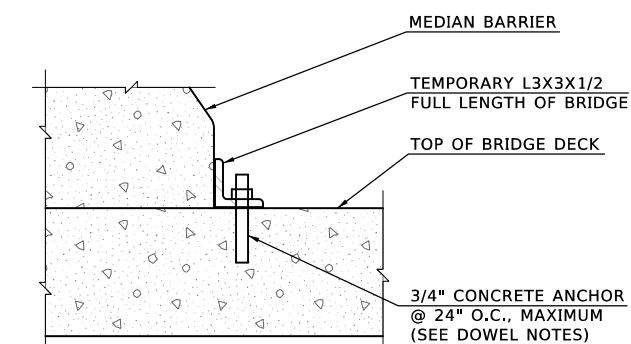
EXISTING ROADWAY



DETAIL 1

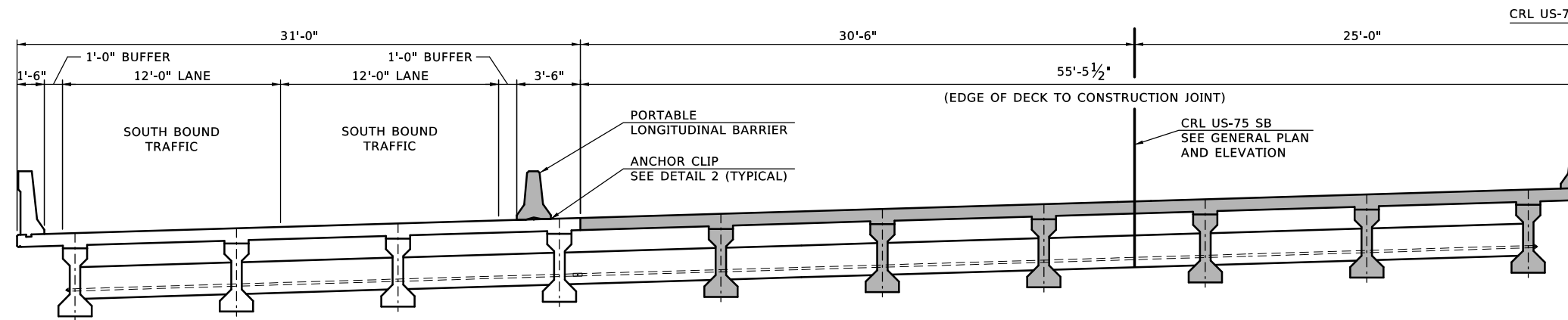


PHASE 1



DETAIL 2

DOWEL NOTES
THE CONTRACTOR SHALL SUBMIT THE TYPE OF CONCRETE ANCHOR TO THE ENGINEER FOR APPROVAL PRIOR TO INSTALLATION OF ANCHORS. ANCHORS SHALL HAVE A MINIMUM ULTIMATE PULLOUT CAPACITY OF 10 kip AND A MINIMUM ULTIMATE SHEAR CAPACITY OF 13 kip. WHEN ANGLE IS REMOVED, ALL HOLES WILL BE FILLED IN A MANNER APPROVED BY THE ENGINEER. ALL COSTS OF ANGLES AND 3/4" DIA. CONCRETE ANCHORS (WITH WASHERS) SHALL BE PAID FOR UNDER OTHER ITEMS OF WORK.

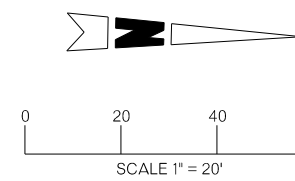


PHASE 2

LEGEND

NEW CONSTRUCTION [Grey Box]

BRIDGE G2, I-44 & US-75		TULSA COUNTY		Design	KSJ	4/20
US-75 SB OVER W. 46th ST.				Detail	TBG	6/20
				Check	SOT	8/20
CONSTRUCTION PHASING				BENHAM		
STATE OF OKLAHOMA		DEPARTMENT OF TRANSPORTATION		JOB PIECE NO. 33788(11)		SHEET NO. B014



BENCHMARK 108A
CUT X
STA. 275+13.76, 115.40' LT CLS US-75
STA. 583+91.21, 115.56' LT CRL US-75
N 403787.17, E 2557276.90, EL. 682.821

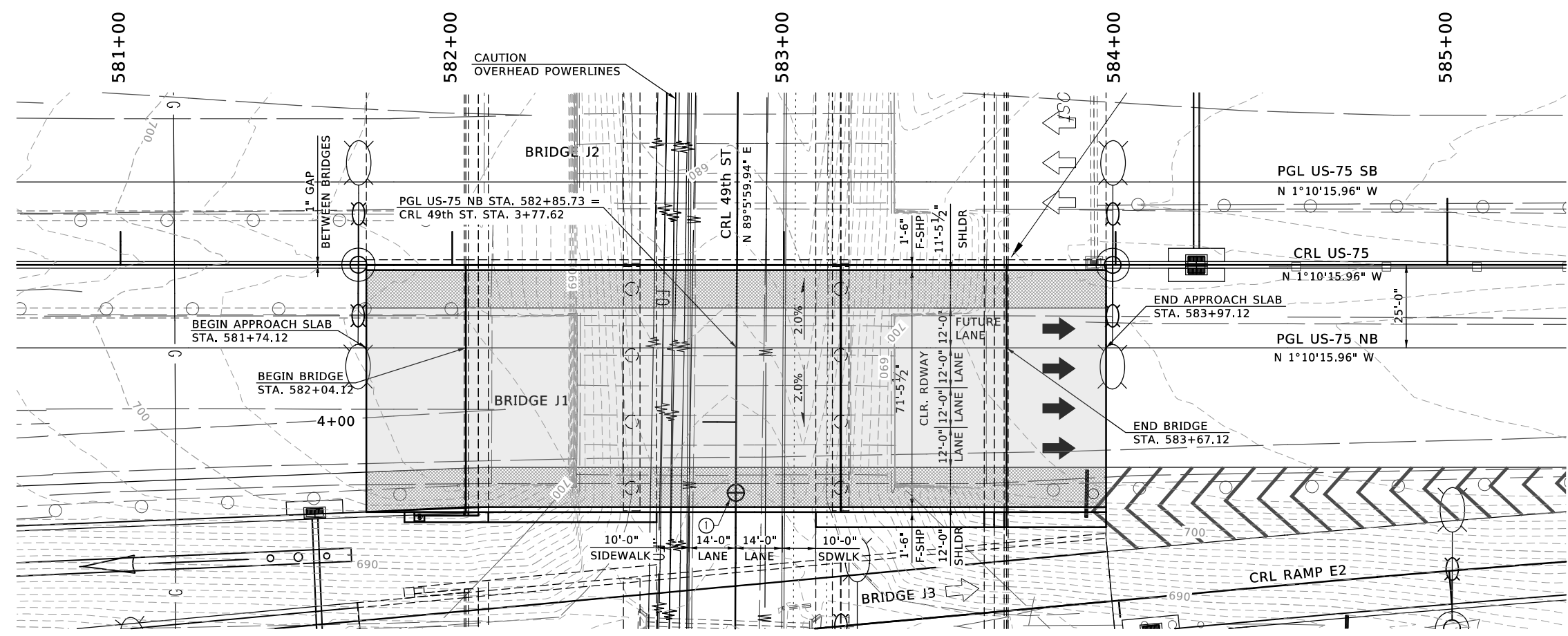
BENCHMARK 108
3/8IPC
STA. 276+99.78, 63.16' LT CLS US-75
STA. 585+77.23, 63.32' LT CRL US-75
N 403974.23, E 2557325.32, EL. 706.998

BENCHMARK 107
5/8IP ALUM CAP
STA. 282+04.18, 138.73' LT CLS US-75
STA. 590+81.63, 138.89' LT CRL US-75
N 404476.97, E 2557239.46, EL. 701.479

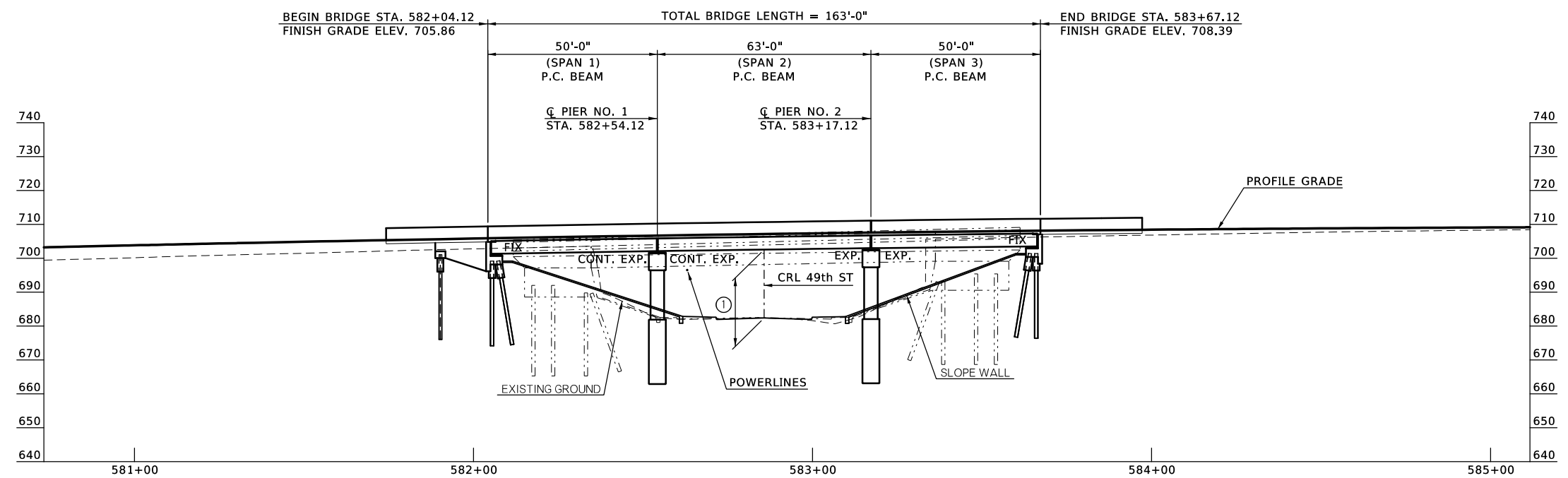
BENCHMARK 106
CUT X
STA. 282+82.18, 109.02' LT CLS US-75
STA. 591+59.63, 109.18' LT CRL US-75
N 404555.57, E 2557267.57, EL. 701.263

① PROPOSED MIN. VERTICAL CLEARANCE 17'-5"
CRL US-75 NB STA. 582+85.73, 46'-3" RT.

NOTES:
FOR DESIGN DATA, VERTICAL PROFILE DATA, AND FOUNDATION DATA SEE SHEET NO. B016.



PLAN



ELEVATION

BRIDGE J1, I-44 & US-75		TULSA COUNTY	
US-75 NB OVER W. 49th ST.		Design	KSJ 4/20
GENERAL PLAN AND ELEVATION (SHEET 1 OF 2)		Detail	TBG 6/20
		Check	SOT 8/20
CONSTRUCT 50'-63'-50' TYPE III P.C. BEAM SPANS, 71'-5" CLEAR ROADWAY W/F-SHP PARAPETS, CL. STA. 582+85.62 US-75		BENHAM ENGINEERS	
STATE OF OKLAHOMA DEPARTMENT OF TRANSPORTATION			
JOB PIECE NO. 33788(11)		SHEET NO. B015	

REMOVE EXISTING BRIDGE @ STA. 582+85.62 US-75
100' SINGLE SPAN STEEL GIRDER, 50'-8" CLEAR ROADWAY

7/16/2021
P:\FDB\650-TUL\CIV\400315.0DOT_EC2123A_US75\Design-Working\STRC\Microstation\33788\WP5\Sheets\Bridges\33788\SS GENERAL PLAN AND ELEVATION.dgn

DESIGN DATA
LOAD AND RESISTANCE FACTOR DESIGN

CLASS AA CONCRETE f'c = 4,000 PSI
 CLASS A CONCRETE f'c = 3,000 PSI
 REINFORCING STEEL (GRADE 60) Fy = 60,000 PSI
 STRUCTURAL STEEL M270 (GRADE 50W) Fy = 50,000 PSI
 STAINLESS STEEL A240 (TYPE 316); Fy = 30,000 PSI
 STAINLESS STEEL A320, CLASS 2, (GRADE B8M); Fy = 58,000 PSI

LOADING: HL-93 OR OKLAHOMA OVERLOAD TRUCK
 20 PSF FUTURE WEARING SURFACE
 5 PSF STAY IN PLACE FORMS

DESIGN: AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS 8TH EDITION

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

LRFR OPERATING RATING = XXX

INDEX OF SHEETS

B015 - B016 GENERAL PLAN AND ELEVATION
 B017 SUPERSTRUCTURE DETAILS

FOUNDATION DATA
ABUTMENTS (HP XX X XX PILING)

FACTORED PILE REACTION (TONS/PILE) = XX.X

ALL ABUTMENT PILING SHALL BE DRIVEN THROUGH THE COMPACTED FILL. PILING SHALL BE DRIVEN TO POINT BEARING ON SOLID FOUNDATION MATERIAL AT THE APPROXIMATE ELEVATION SHOWN ON THE PLANS.

IF THE AXIAL LOAD RESISTANCE IS NOT OBTAINED AT THIS ELEVATION, DRIVING SHALL CONTINUE UNTIL THE AXIAL LOAD RESISTANCE IS OBTAINED. THE LENGTH OF STEEL PILING SHOWN ON THE PLANS IS FOR ESTIMATING PURPOSES ONLY.

PIERS (XX" DIAMETER DRILLED SHAFTS)

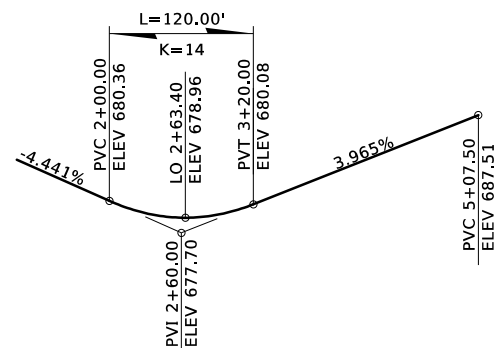
FACTORED REACTION (TONS/SHAFT) = XX.X

NOMINAL UNIT BEARING RESISTANCE (TSF) = XX.X
 BEARING RESISTANCE FACTOR = XX.X
 FACTORED BEARING RESISTANCE (TON/SHAFT) = XX.X

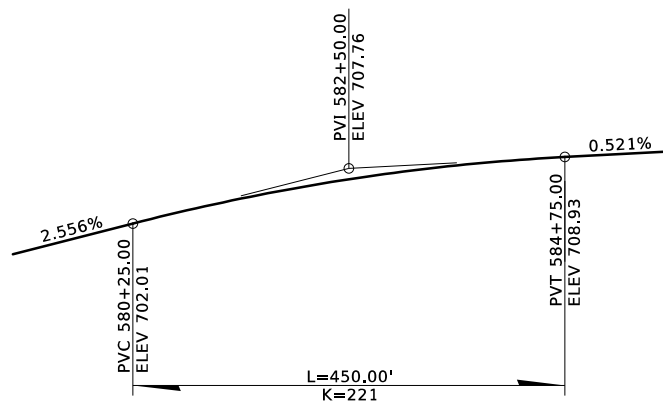
NOMINAL UNIT FRICTION RESISTANCE (TSF) = XX.X
 FRICTION RESISTANCE FACTOR = XX.X
 FACTORED FRICTION RESISTANCE (TON/SHAFT) = XX.X

FRICTION DEPTH OF ROCK NEGLECTED (FT) = XX.X
 MINIMUM DEPTH INTO FOUNDATION MATERIAL (FT) = XX.X

TOTAL FACTORED RESISTANCE (TONS/SHAFT) = XX.X



VERTICAL PROFILE DATA - 49th STREET



VERTICAL PROFILE DATA - CRL US-75

ITEMIZED QUANTITIES

ITEM	UNIT	ABUTMENT	PIER	SUPER-STRUCTURE	APPROACH SLAB	SLOPEWALL	TOTAL

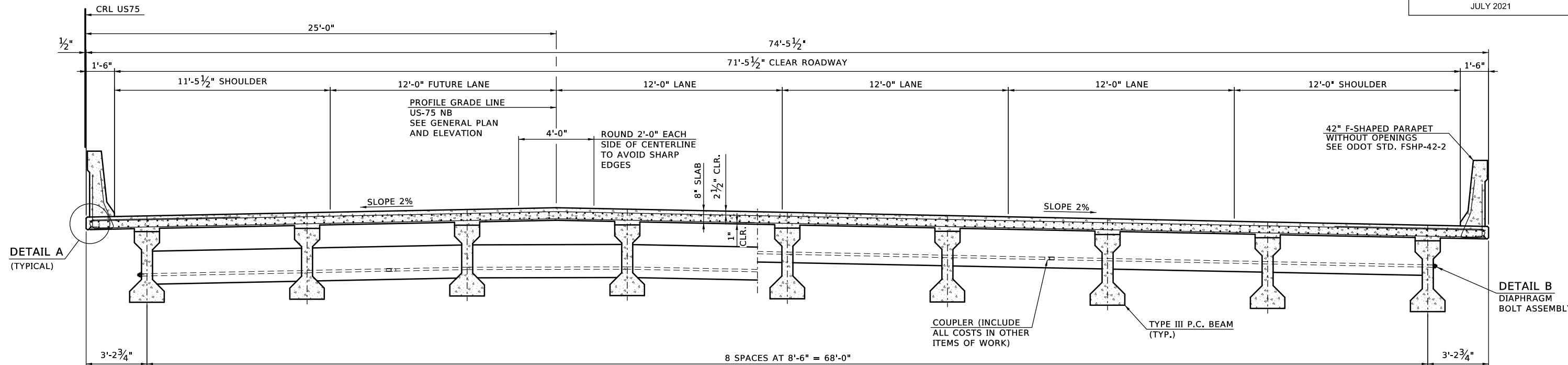
BRIDGE J1, I-44 & US-75 TULSA COUNTY
 US-75 NB OVER W. 49th ST.
GENERAL PLAN AND ELEVATION
 (SHEET 2 OF 2)
 CONSTRUCT 50'-63'-50' TYPE III P.C. BEAM SPANS,
 7'-5" CLEAR ROADWAY
 W/F-SHP PARAPETS, C.L. STA. 582+85.62 US-75

Design	KSJ	4/20
Detail	TBG	6/20
Check	SOT	8/20

BENHAM

STATE OF OKLAHOMA DEPARTMENT OF TRANSPORTATION
 JOB PIECE NO. 33788(11) SHEET NO. **B016**

7/16/2021



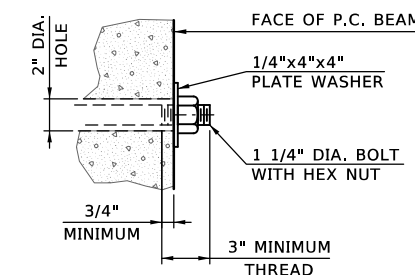
DETAIL A (TYPICAL)

DETAIL B DIAPHRAGM BOLT ASSEMBLY

HALF SECTION AT INTERMEDIATE DIAPHRAGM

HALF SECTION AT END DIAPHRAGM

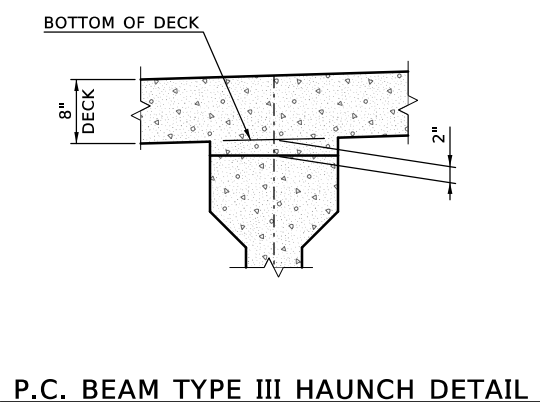
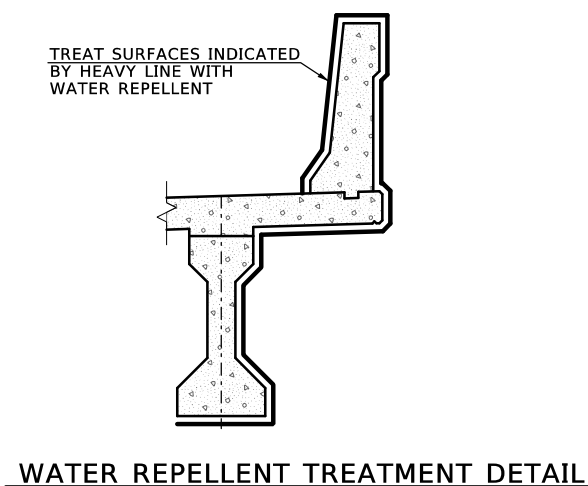
TYPICAL SECTION



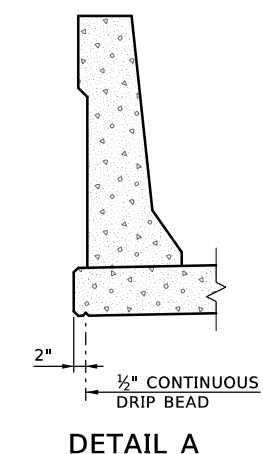
DIAPHRAGM BOLT NOTES

PROVIDE STRUCTURAL STEEL FOR DIAPHRAGM BOLTS AND PLATE WASHERS IN ACCORDANCE WITH AASHTO M270 (ASTM A709), GRADE 50W (WEATHERING STEEL, CHARPY V-NOTCH TESTING NOT REQUIRED). THE CONTRACTOR MAY SUBSTITUTE A #10 REINFORCING BAR IN ACCORDANCE WITH AASHTO M31, GRADE 60, AND THREADED AT THE ENDS AS SHOWN FOR THE DIAPHRAGM BOLT AT NO ADDITIONAL COST TO THE DEPARTMENT. PROVIDE HEX NUTS IN ACCORDANCE WITH AASHTO M291 (ASTM A563). PAINT EXPOSED DIAPHRAGM BOLT, PLATE WASHER AND HEX NUT WITH TWO (2) COATS OF ZINC-RICH PAINT (6 MIL MINIMUM THICKNESS) AFTER ASSEMBLY. INCLUDE ALL COST OF DIAPHRAGM BOLT, PLATE WASHER AND HEX NUT IN THE CONTRACT PRICE FOR "STRUCTURAL STEEL M270 GRADE 50W".

DETAIL B

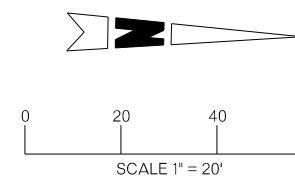


NOTE:
PLAN QUANTITIES FOR CLASS AA CONCRETE INCLUDE BEAM HAUNCHES. THE HAUNCH HEIGHT SHOWN IS THE THEORETICAL HAUNCH HEIGHT AT THE CENTERLINE BEARING ONLY, MEASURED FROM THE BOTTOM OF THE DECK SLAB TO THE TOP OF THE BEAM, AND VARIES ACROSS THE SPAN. DETERMINE THE ACTUAL HAUNCH HEIGHT (ACCOUNTING FOR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



BRIDGE J1, I-44 & US-75 US-75 NB OVER W. 49th ST.	TULSA COUNTY	Design	KSJ	4/20
SUPERSTRUCTURE DETAILS		Detail	TBG	6/20
		Check	SOT	8/20
STATE OF OKLAHOMA	DEPARTMENT OF TRANSPORTATION	JOB PIECE NO. 33788(11)		
				SHEET NO. B017

P:\FDB\650-TUL\CIV\400315.0DOT_EC2123A_US75\Design-Working\STRC\Microstation\337881\WP5\Sheets\Brdge\J\337881\55 TYPICAL SECTION.dgn

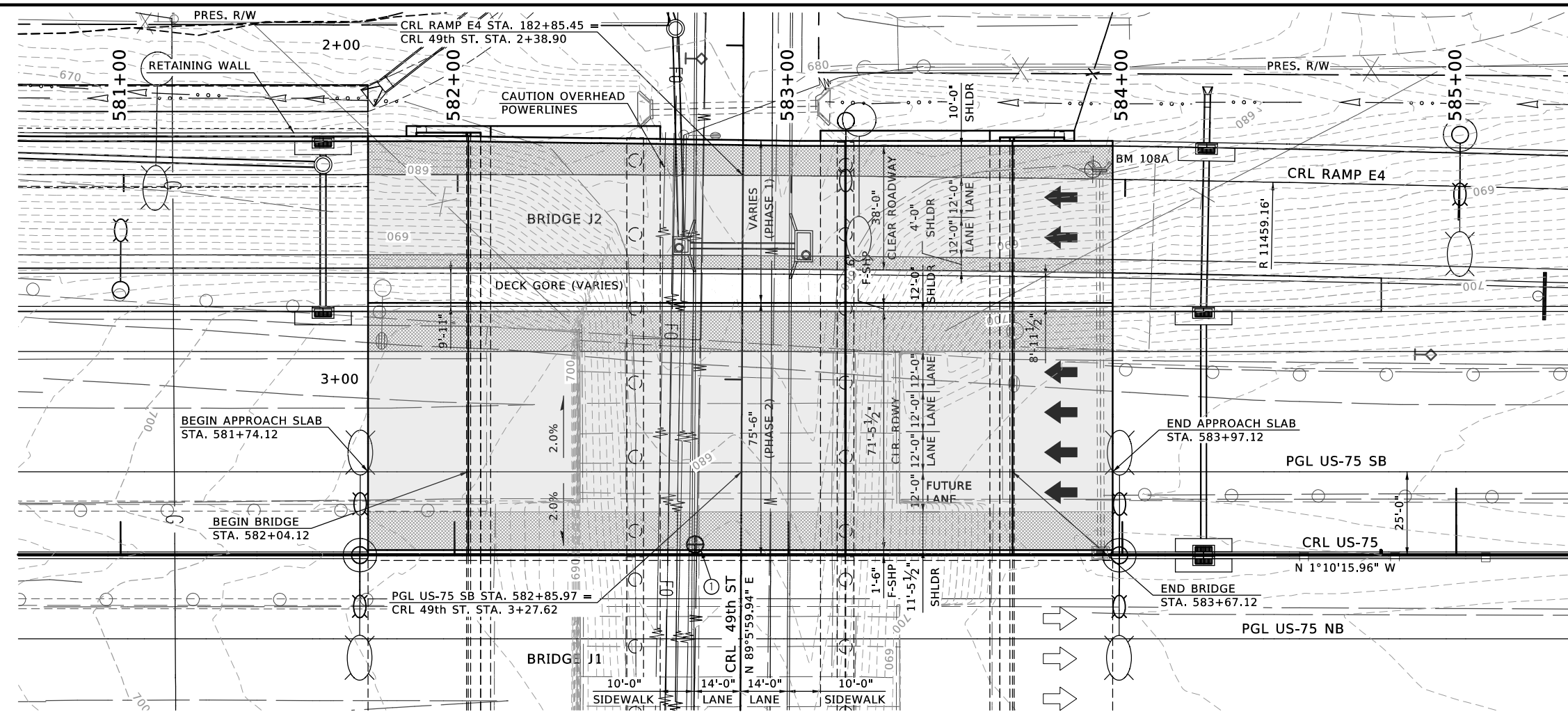


BENCHMARK 108A
CUT X
STA. 275+13.76, 115.40' LT CLS US-75
STA. 583+91.21, 115.56' LT CRL US-75
N 403787.17, E 2557276.90, EL. 682.821

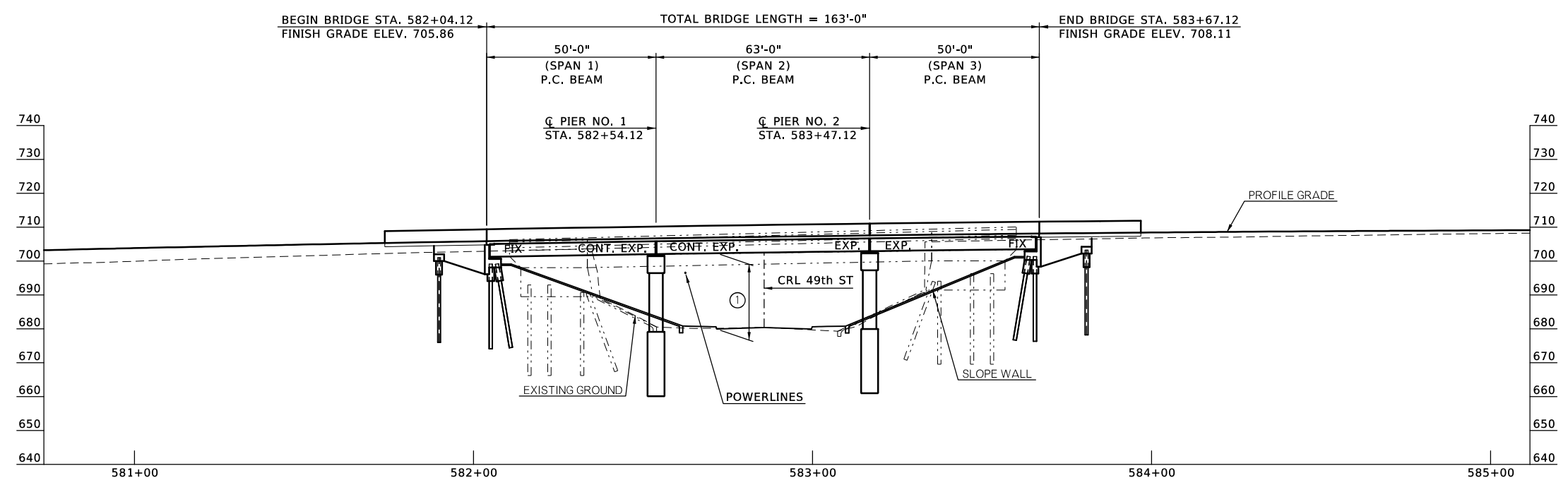
BENCHMARK 108
3/8IPC
STA. 276+99.78, 63.16' LT CLS US-75
STA. 585+77.23, 63.32' LT CRL US-75
N 403974.23, E 2557325.32, EL. 706.998

BENCHMARK 107
5/8IP ALUM CAP
STA. 282+04.18, 138.73' LT CLS US-75
STA. 590+81.63, 138.89' LT CRL US-75
N 404476.97, E 2557239.46, EL. 701.479

BENCHMARK 106
CUT X
STA. 282+82.18, 109.02' LT CLS US-75
STA. 591+59.63, 109.18' LT CRL US-75
N 404555.57, E 2557267.57, EL. 701.263



PLAN



ELEVATION

① PROPOSED MIN. VERTICAL CLEARANCE 21'-6"
CRL US-75 SB STA. 582+71.79, 22'-6" LT.

NOTES:
FOR DESIGN DATA, VERTICAL PROFILE DATA, AND
FOUNDATION DATA SEE SHEET NO. B019.

BRIDGE J2, I-44 & US-75		TULSA COUNTY		Design	KSJ	4/20
US-75 SB OVER W. 49th ST.				Detail	TBG	6/20
GENERAL PLAN AND ELEVATION				Check	SOT	8/20
(SHEET 1 OF 2)						
CONSTRUCT 50'-63'-50' TYPE III P.C. BEAM SPANS, 71'-5" CLEAR ROADWAY AND 38'-0" CLEAR ROADWAY W/F-SHP PARAPETS, CL. STA. 582+85.62 US-75						
STATE OF OKLAHOMA		DEPARTMENT OF TRANSPORTATION			JOB PIECE NO. 33788(11)	
					SHEET NO. B018	

REMOVE EXISTING BRIDGE @ STA. 582+85.85 US-75
100' SINGLE SPAN STEEL GIRDER, TAPERED ROADWAY

7/16/2021 P:\FDB\650-TUL\CVI\400315_0DOT_EC2123A_US75\Design-Working\STRC\Microstation\33788\WP5\Sheets\Bridges\Bridges\33788\WP5\GENERAL PLAN AND ELEVATION Old.dgn

DESIGN DATA
LOAD AND RESISTANCE FACTOR DESIGN

CLASS AA CONCRETE f'c = 4,000 PSI
CLASS A CONCRETE f'c = 3,000 PSI
REINFORCING STEEL (GRADE 60) Fy = 60,000 PSI
STRUCTURAL STEEL M270 (GRADE 50W) Fy = 50,000 PSI
STAINLESS STEEL A240 (TYPE 316); Fy = 30,000 PSI
STAINLESS STEEL A320, CLASS 2, (GRADE B8M); Fy = 58,000 PSI

LOADING: HL-93 OR OKLAHOMA OVERLOAD TRUCK
20 PSF FUTURE WEARING SURFACE
5 PSF STAY IN PLACE FORMS

DESIGN: AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS 8TH EDITION

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

LRFR OPERATING RATING = XXX

INDEX OF SHEETS

B018 - B019 GENERAL PLAN AND ELEVATION
B020 SUPERSTRUCTURE DETAILS
B021 CONSTRUCTION PHASING

FOUNDATION DATA
ABUTMENTS (HP XX X XX PILING)

FACTORED PILE REACTION (TONS/PILE) = XX.X

ALL ABUTMENT PILING SHALL BE DRIVEN THROUGH THE COMPACTED FILL. PILING SHALL BE DRIVEN TO POINT BEARING ON SOLID FOUNDATION MATERIAL AT THE APPROXIMATE ELEVATION SHOWN ON THE PLANS.

IF THE AXIAL LOAD RESISTANCE IS NOT OBTAINED AT THIS ELEVATION, DRIVING SHALL CONTINUE UNTIL THE AXIAL LOAD RESISTANCE IS OBTAINED. THE LENGTH OF STEEL PILING SHOWN ON THE PLANS IS FOR ESTIMATING PURPOSES ONLY.

PIERS (XX" DIAMETER DRILLED SHAFTS)

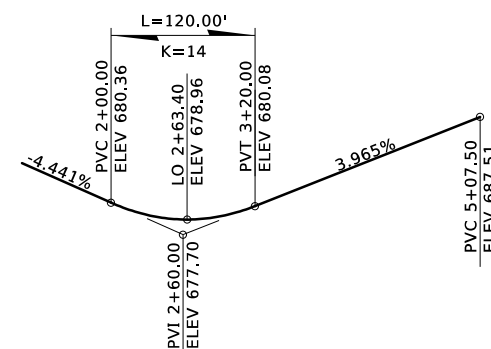
FACTORED REACTION (TONS/SHAFT) = XX.X

NOMINAL UNIT BEARING RESISTANCE (TSF) = XX.X
BEARING RESISTANCE FACTOR = XX.X
FACTORED BEARING RESISTANCE (TON/SHAFT) = XX.X

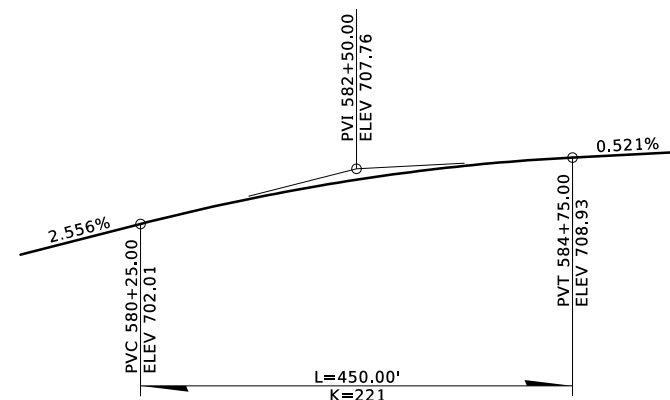
NOMINAL UNIT FRICTION RESISTANCE (TSF) = XX.X
FRICTION RESISTANCE FACTOR = XX.X
FACTORED FRICTION RESISTANCE (TON/SHAFT) = XX.X

FRICTION DEPTH OF ROCK NEGLECTED (FT) = XX.X
MINIMUM DEPTH INTO FOUNDATION MATERIAL (FT) = XX.X

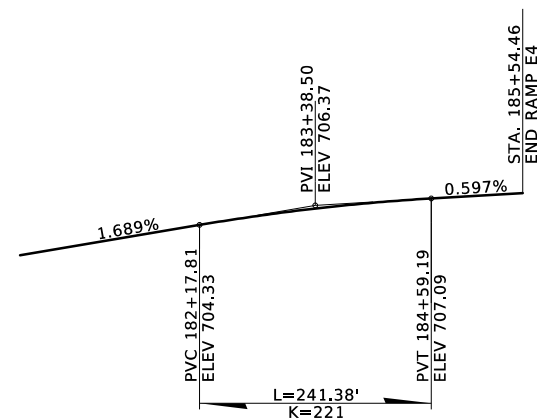
TOTAL FACTORED RESISTANCE (TONS/SHAFT) = XX.X



VERTICAL PROFILE DATA - 49th STREET



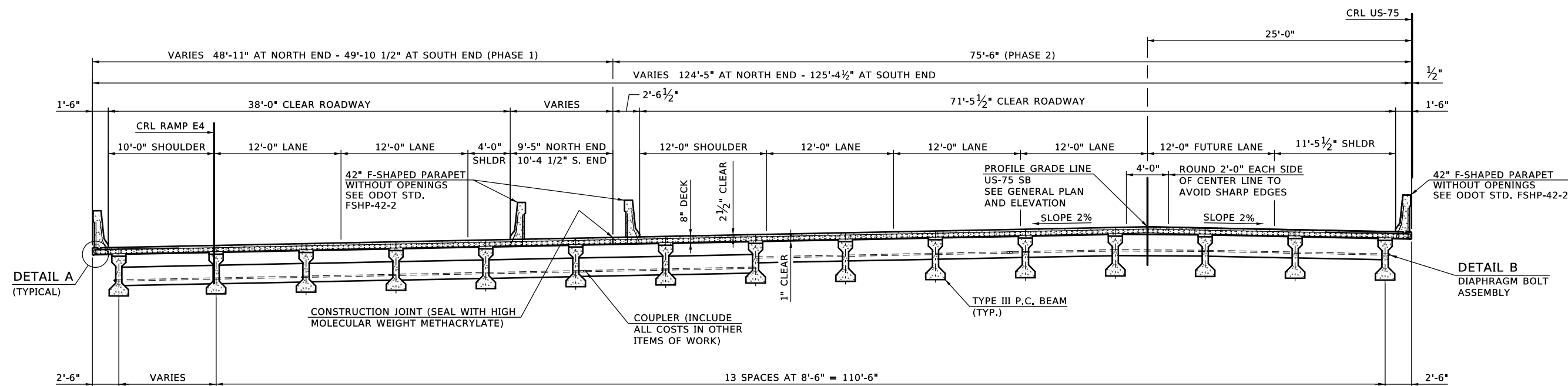
VERTICAL PROFILE DATA - CRL US-75



VERTICAL PROFILE DATA - CRL RAMP E4

ITEMIZED QUANTITIES

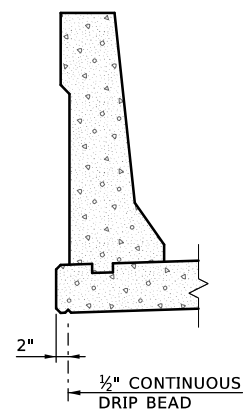
ITEM	UNIT	ABUTMENT	PIER	SUPER-STRUCTURE	APPROACH SLAB	SLOPEWALL	TOTAL



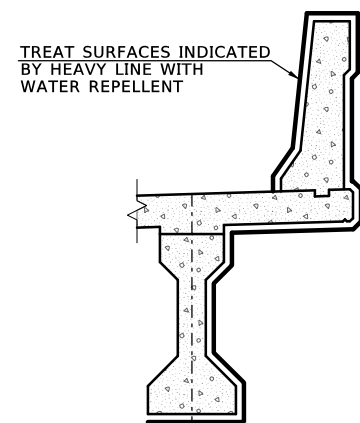
HALF SECTION AT INTERMEDIATE DIAPHRAGM

TYPICAL SECTION

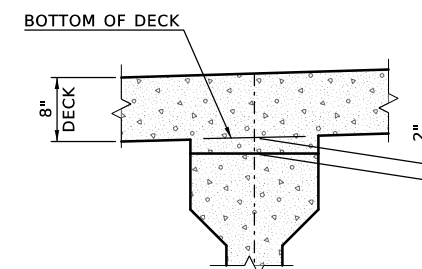
HALF SECTION AT END DIAPHRAGM



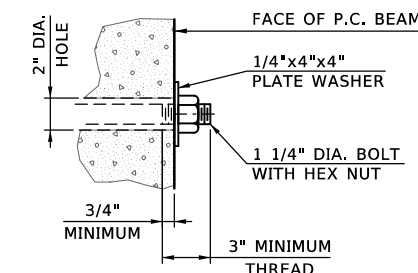
DETAIL A



WATER REPELLENT TREATMENT DETAIL



P.C. BEAM TYPE III HAUNCH DETAIL



DIAPHRAGM BOLT NOTES

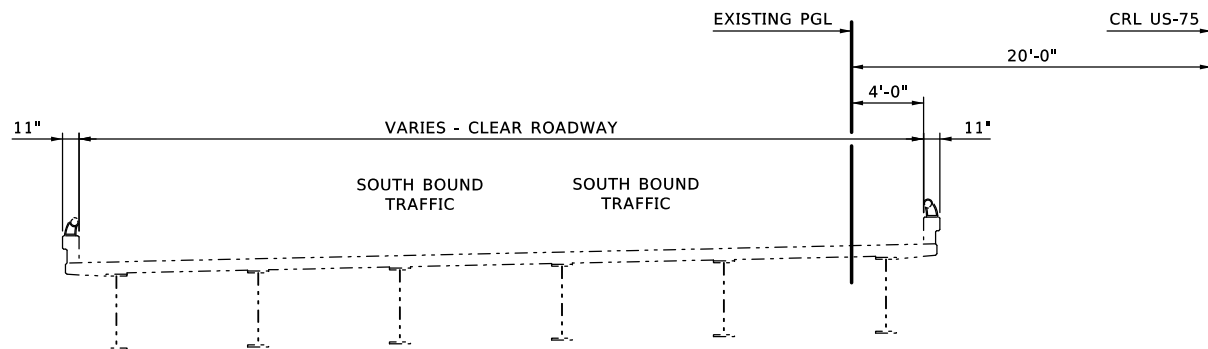
PROVIDE STRUCTURAL STEEL FOR DIAPHRAGM BOLTS AND PLATE WASHERS IN ACCORDANCE WITH AASHTO M270 (ASTM A709), GRADE 50W (WEATHERING STEEL, CHARPY V-NOTCH TESTING NOT REQUIRED). THE CONTRACTOR MAY SUBSTITUTE A #10 REINFORCING BAR IN ACCORDANCE WITH AASHTO M31, GRADE 60, AND THREADED AT THE ENDS AS SHOWN FOR THE DIAPHRAGM BOLT AT NO ADDITIONAL COST TO THE DEPARTMENT. PROVIDE HEX NUTS IN ACCORDANCE WITH AASHTO M291 (ASTM A563). PAINT EXPOSED DIAPHRAGM BOLT, PLATE WASHER AND HEX NUT WITH TWO (2) COATS OF ZINC-RICH PAINT (6 MIL MINIMUM THICKNESS) AFTER ASSEMBLY. INCLUDE ALL COST OF DIAPHRAGM BOLT, PLATE WASHER AND HEX NUT IN THE CONTRACT PRICE FOR "STRUCTURAL STEEL M270 GRADE 50W".

DETAIL B

NOTE:

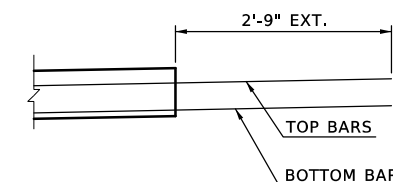
PLAN QUANTITIES FOR CLASS AA CONCRETE INCLUDE BEAM HAUNCHES. THE HAUNCH HEIGHT SHOWN IS THE THEORETICAL HAUNCH HEIGHT AT THE CENTERLINE BEARING ONLY, MEASURED FROM THE BOTTOM OF THE DECK SLAB TO THE TOP OF THE BEAM, AND VARIES ACROSS THE SPAN. DETERMINE THE ACTUAL HAUNCH HEIGHT (ACCOUNTING FOR BEAM CAMBER,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

BRIDGE J2, I-44 & US-75 US-75 SB OVER W. 49th ST.	TULSA COUNTY	Design	KSJ	4/20
SUPERSTRUCTURE DETAILS		Detail	TBG	6/20
		Check	SOT	8/20
STATE OF OKLAHOMA		DEPARTMENT OF TRANSPORTATION		JOB PIECE NO. 33788(11)
				SHEET NO. B020

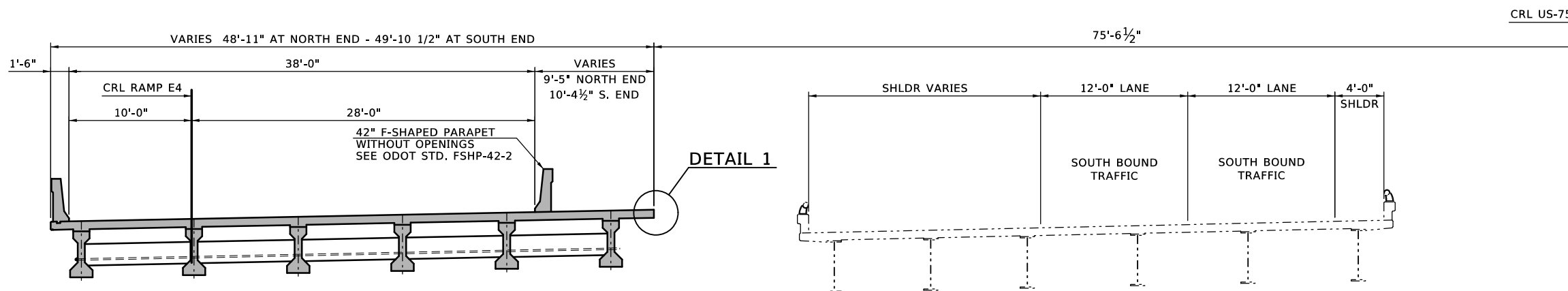


CONSTRUCTION PHASING NOTES

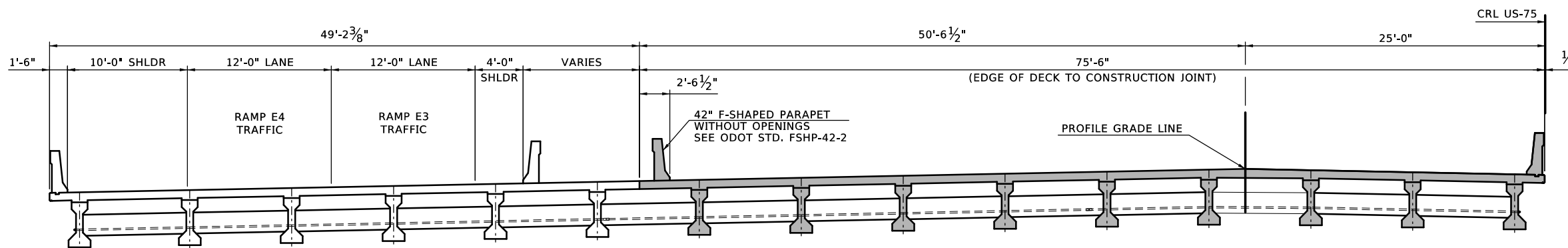
- PHASE 1**
NO CHANGE IN TRAFFIC.
CONSTRUCT NEW SOUTH BOUND PORTION OF DECK AND STRUCTURE.
- PHASE 2**
MOVE SOUTH BOUND TRAFFIC ON TEMPORARY CROSSOVER TO EXISTING US-75 NORTH BOUND.
REMOVE THE EXISTING STRUCTURE.
CONSTRUCT THE REMAINDER OF THE DECK AND STRUCTURE.



DETAIL 1



PHASE 1

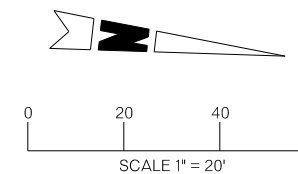


PHASE 2

LEGEND

NEW CONSTRUCTION

BRIDGE J2, I-44 & US-75		TULSA COUNTY		Design	KSJ	4/20
US-75 SB OVER W. 49th ST.				Detail	TBG	6/20
				Check	SOT	8/20
CONSTRUCTION PHASING				BENHAM		
STATE OF OKLAHOMA	DEPARTMENT OF TRANSPORTATION		JOB PIECE NO. 33788(11)		SHEET NO. B021	

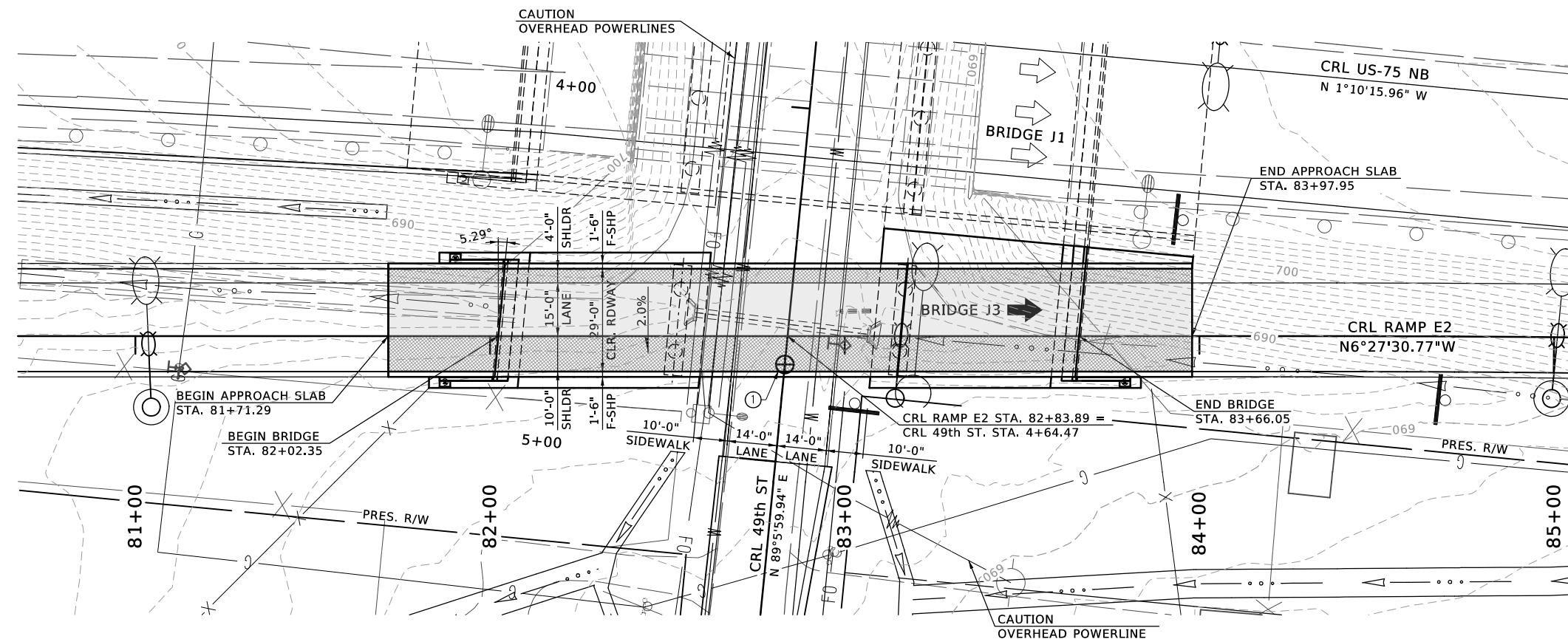


BENCHMARK 108A
CUT X
STA. 275+13.76, 115.40' LT CLS US-75
STA. 583+91.21, 115.56' LT CRL US-75
N 403787.17, E 2557276.90, EL. 682.821

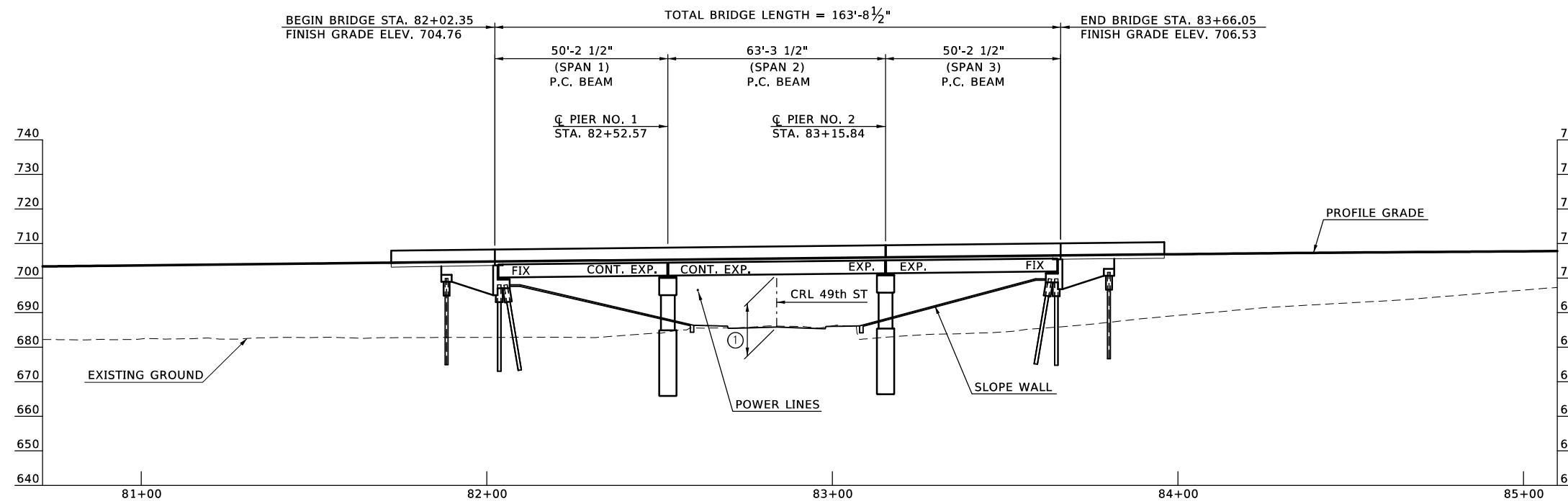
BENCHMARK 108
3/8IPC
STA. 276+99.78, 63.16' LT CLS US-75
STA. 585+77.23, 63.32' LT CRL US-75
N 403974.23, E 2557325.32, EL. 706.998

BENCHMARK 107
5/8IP ALUM CAP
STA. 282+04.18, 138.73' LT CLS US-75
STA. 590+81.63, 138.89' LT CRL US-75
N 404476.97, E 2557239.46, EL. 701.479

BENCHMARK 106
CUT X
STA. 282+82.18, 109.02' LT CLS US-75
STA. 591+59.63, 109.18' LT CRL US-75
N 404555.57, E 2557267.57, EL. 701.263



PLAN



ELEVATION

① PROPOSED MIN. VERTICAL CLEARANCE 14'-8"
CRL RAMP E2 STA. 82+83.13, 8'-3" RT.

NOTES:
FOR DESIGN DATA, VERTICAL PROFILE DATA, AND
FOUNDATION DATA SEE SHEET NO. B023.

BRIDGE J3, I-44 & US-75		TULSA COUNTY		Design	KSJ	4/20
RAMP E2 OVER W. 49th ST.				Detail	TBG	6/20
GENERAL PLAN AND ELEVATION				Check	SOT	8/20
(SHEET 1 OF 2)						
CONSTRUCT 50'-63'-50' TYPE III P.C. BEAM SPANS, 5 DEG. SKEW LF, 29'-0" CLEAR ROADWAY W/F-SHP PARAPETS, C.L. STA. 82+84.20 RAMP E2						
STATE OF OKLAHOMA	DEPARTMENT OF TRANSPORTATION		JOB PIECE NO. 33788(11)		SHEET NO. B022	

**DESIGN DATA
LOAD AND RESISTANCE FACTOR DESIGN**

CLASS AA CONCRETE	f'c = 4,000 PSI
CLASS A CONCRETE	f'c = 3,000 PSI
REINFORCING STEEL (GRADE 60)	Fy = 60,000 PSI
STRUCTURAL STEEL M270 (GRADE 50W)	Fy = 50,000 PSI
STAINLESS STEEL A240 (TYPE 316);	Fy = 30,000 PSI
STAINLESS STEEL A320, CLASS 2, (GRADE B8M);	Fy = 58,000 PSI

LOADING: HL-93 OR OKLAHOMA OVERLOAD TRUCK
20 PSF FUTURE WEARING SURFACE
5 PSF STAY IN PLACE FORMS

DESIGN: AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS 8TH EDITION

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

LRFR OPERATING RATING = XXX

INDEX OF SHEETS

B022 - B023	GENERAL PLAN AND ELEVATION
B024	SUPERSTRUCTURE DETAILS

**FOUNDATION DATA
ABUTMENTS (HP XX X XX PILING)**

FACTORED PILE REACTION (TONS/PILE) = XX.X

ALL ABUTMENT PILING SHALL BE DRIVEN THROUGH THE COMPACTED FILL. PILING SHALL BE DRIVEN TO POINT BEARING ON SOLID FOUNDATION MATERIAL AT THE APPROXIMATE ELEVATION SHOWN ON THE PLANS.

IF THE AXIAL LOAD RESISTANCE IS NOT OBTAINED AT THIS ELEVATION, DRIVING SHALL CONTINUE UNTIL THE AXIAL LOAD RESISTANCE IS OBTAINED. THE LENGTH OF STEEL PILING SHOWN ON THE PLANS IS FOR ESTIMATING PURPOSES ONLY.

PIERS (XX" DIAMETER DRILLED SHAFTS)

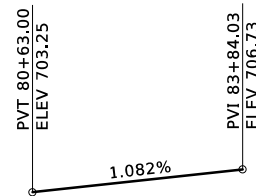
FACTORED REACTION (TONS/SHAFT) = XX.X

NOMINAL UNIT BEARING RESISTANCE (TSF) = XX.X
BEARING RESISTANCE FACTOR = XX.X
FACTORED BEARING RESISTANCE (TON/SHAFT) = XX.X

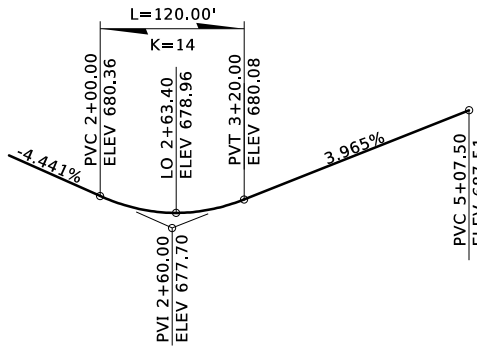
NOMINAL UNIT FRICTION RESISTANCE (TSF) = XX.X
FRICTION RESISTANCE FACTOR = XX.X
FACTORED FRICTION RESISTANCE (TON/SHAFT) = XX.X

FRICTION DEPTH OF ROCK NEGLECTED (FT) = XX.X
MINIMUM DEPTH INTO FOUNDATION MATERIAL (FT) = XX.X

TOTAL FACTORED RESISTANCE (TONS/SHAFT) = XX.X



VERTICAL PROFILE DATA - CRL RAMP E2

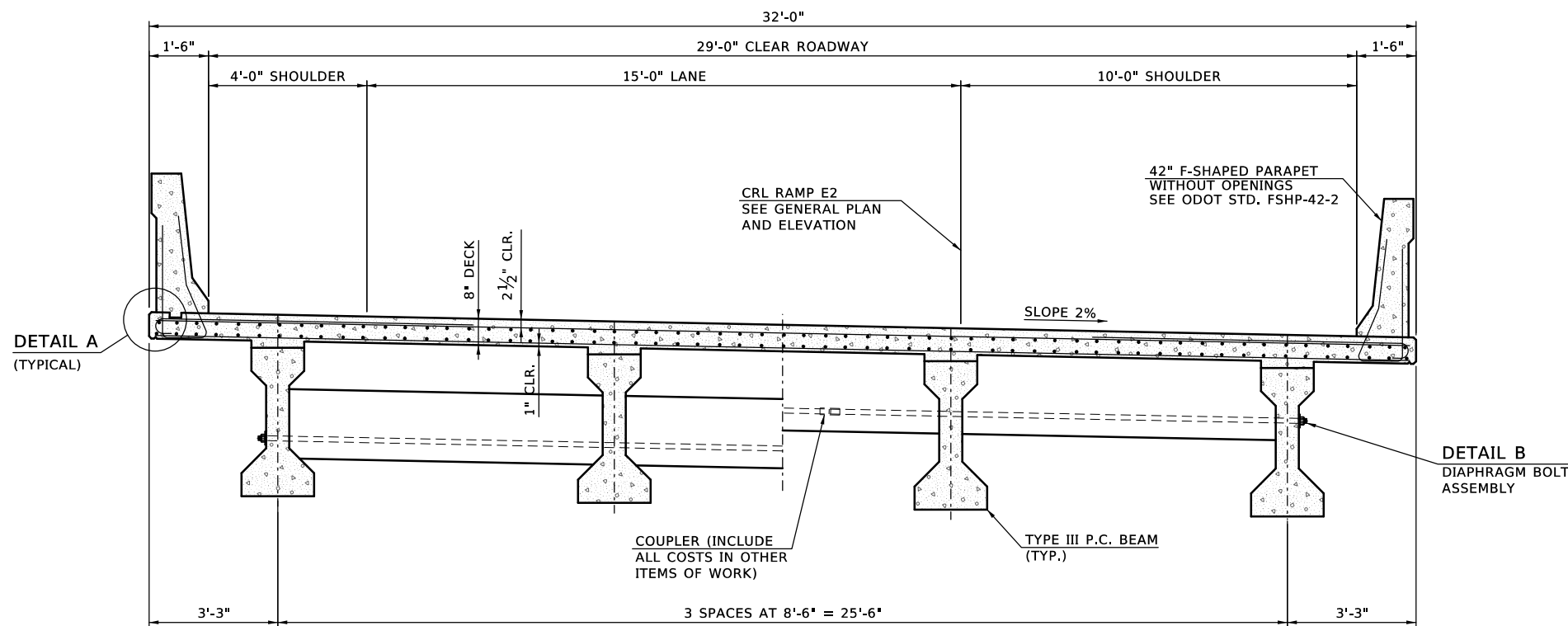


VERTICAL PROFILE DATA - 49th STREET

ITEMIZED QUANTITIES

ITEM	UNIT	ABUTMENT	PIER	SUPER-STRUCTURE	APPROACH SLAB	SLOPEWALL	TOTAL

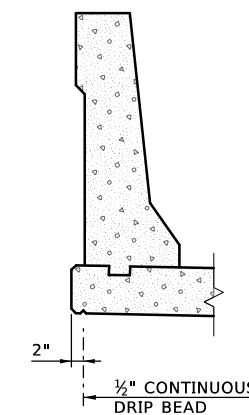
BRIDGE J3, I-44 & US-75		TULSA COUNTY	
RAMP E2 OVER W. 49th ST.		Design	KSJ 4/20
GENERAL PLAN AND ELEVATION (SHEET 2 OF 2)		Detail	TBG 6/20
		Check	SOT 8/20
CONSTRUCT 50'-63'-50' TYPE III P.C. BEAM SPANS, 5 DEG. SKEW LF, 29'-0" CLEAR ROADWAY W/F-SHP PARAPETS, C.L. STA. 82+84.20 RAMP E2		BENHAM ENGINEERS	
STATE OF OKLAHOMA	DEPARTMENT OF TRANSPORTATION		
JOB PIECE NO. 33788(11)		SHEET NO. B023	



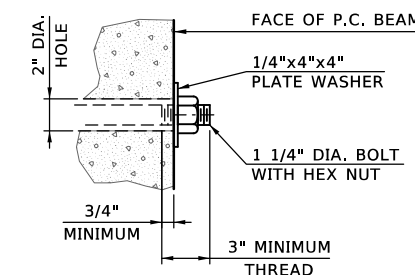
HALF SECTION AT INTERMEDIATE DIAPHRAGM

TYPICAL SECTION

HALF SECTION AT END DIAPHRAGM



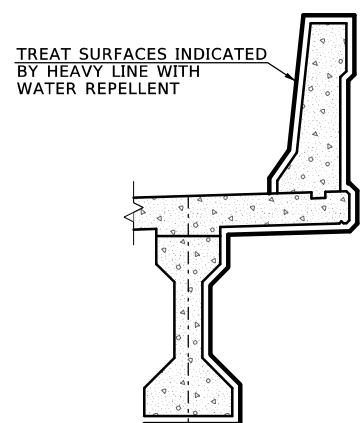
DETAIL A



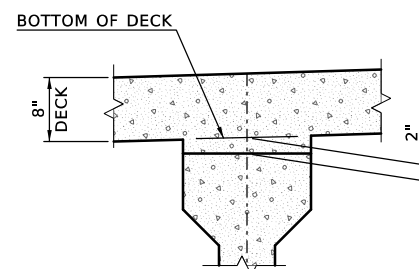
DIAPHRAGM BOLT NOTES

PROVIDE STRUCTURAL STEEL FOR DIAPHRAGM BOLTS AND PLATE WASHERS IN ACCORDANCE WITH AASHTO M270 (ASTM A709), GRADE 50W (WEATHERING STEEL, CHARPY V-NOTCH TESTING NOT REQUIRED). THE CONTRACTOR MAY SUBSTITUTE A #10 REINFORCING BAR IN ACCORDANCE WITH AASHTO M31, GRADE 60, AND THREADED AT THE ENDS AS SHOWN FOR THE DIAPHRAGM BOLT AT NO ADDITIONAL COST TO THE DEPARTMENT. PROVIDE HEX NUTS IN ACCORDANCE WITH AASHTO M291 (ASTM A563). PAINT EXPOSED DIAPHRAGM BOLT, PLATE WASHER AND HEX NUT WITH TWO (2) COATS OF ZINC-RICH PAINT (6 MIL MINIMUM THICKNESS) AFTER ASSEMBLY. INCLUDE ALL COST OF DIAPHRAGM BOLT, PLATE WASHER AND HEX NUT IN THE CONTRACT PRICE FOR "STRUCTURAL STEEL M270 GRADE 50W".

DETAIL B



WATER REPELLENT TREATMENT DETAIL

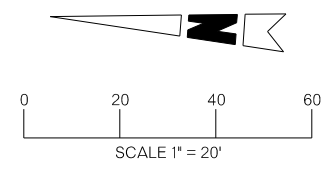


P.C. BEAM TYPE III HAUNCH DETAIL

NOTE:

PLAN QUANTITIES FOR CLASS AA CONCRETE INCLUDE BEAM HAUNCHES. THE HAUNCH HEIGHT SHOWN IS THE THEORETICAL HAUNCH HEIGHT AT THE CENTERLINE BEARING ONLY, MEASURED FROM 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.

BRIDGE J3, I-44 & US-75 RAMP E2 OVER W. 49th ST.	TULSA COUNTY	Design	KSJ	4/20
SUPERSTRUCTURE DETAILS		Detail	TBG	6/20
		Check	SOT	8/20
STATE OF OKLAHOMA		DEPARTMENT OF TRANSPORTATION		BENHAM CONSULTANTS
JOB PIECE NO. 33788(11)		SHEET NO. B024		

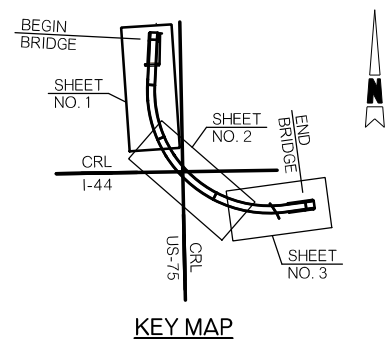


BENCHMARK 127A
CUT X ON HEADWALL
STA. 117+97.08, 130.61' RT CLS I-44
STA. 281+96.89, 130.55' RT CRL I-44
N 402277.28, E 2557167.48, EL. 647.773

BENCHMARK 127B
CUT X ON WEST ENDHEADWALL
STA. 119+15.21, 121.49' RT CLS I-44
STA. 283+15.01, 121.43' RT CRL I-44
N 402288.26, E 2557285.45, EL. 645.844

BENCHMARK 127C
CUT X ON CL HEADWALL
STA. 119+25.36, 155.62' RT CLS I-44
STA. 283+25.17, 155.56' RT CRL I-44
N 402254.29, E 2557296.14, EL. 645.458

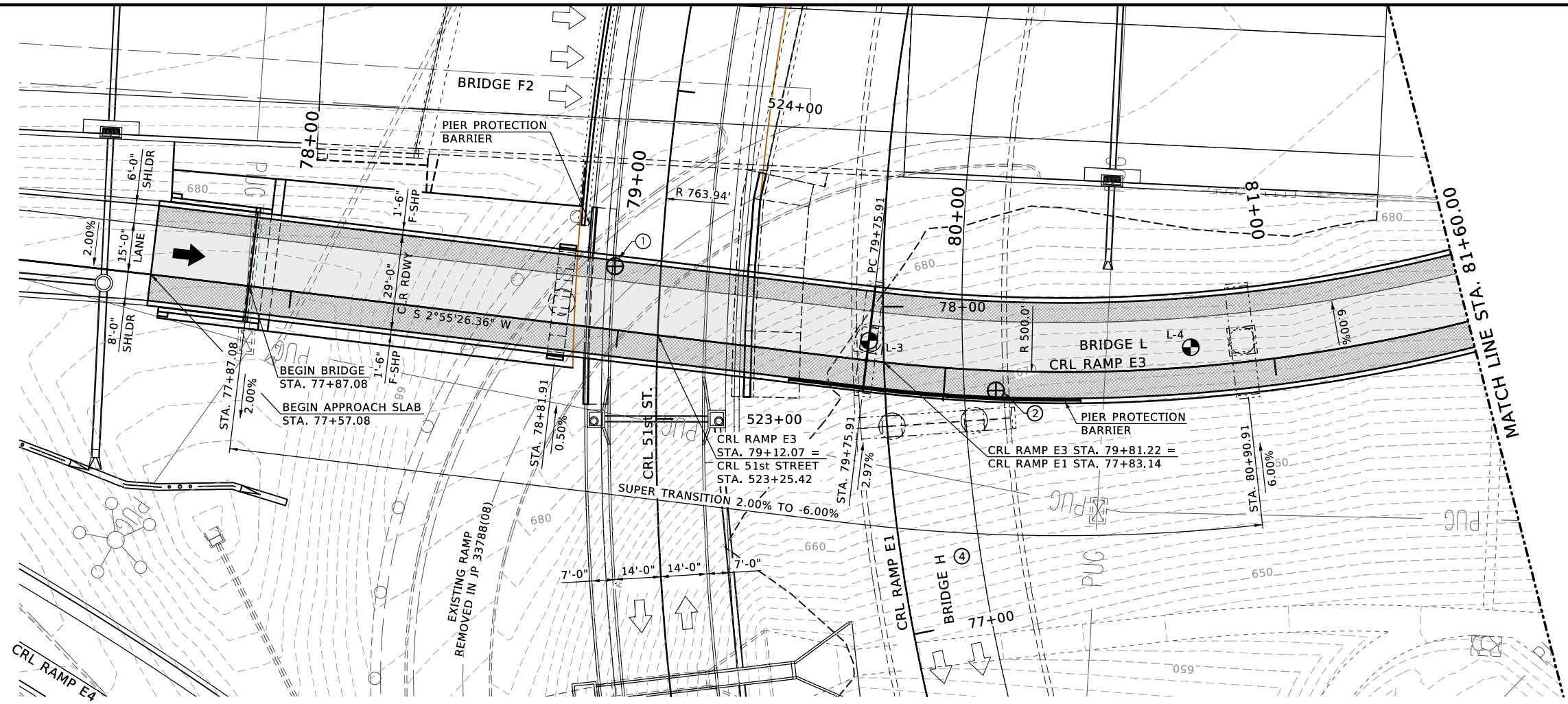
BENCHMARK 127D
CUT X ON HEADWALL
STA. 121+96.90, 103.87' RT CLS I-44
STA. 285+96.71, 103.79' RT CRL I-44
N 402310.30, E 2557566.83, EL. 649.568



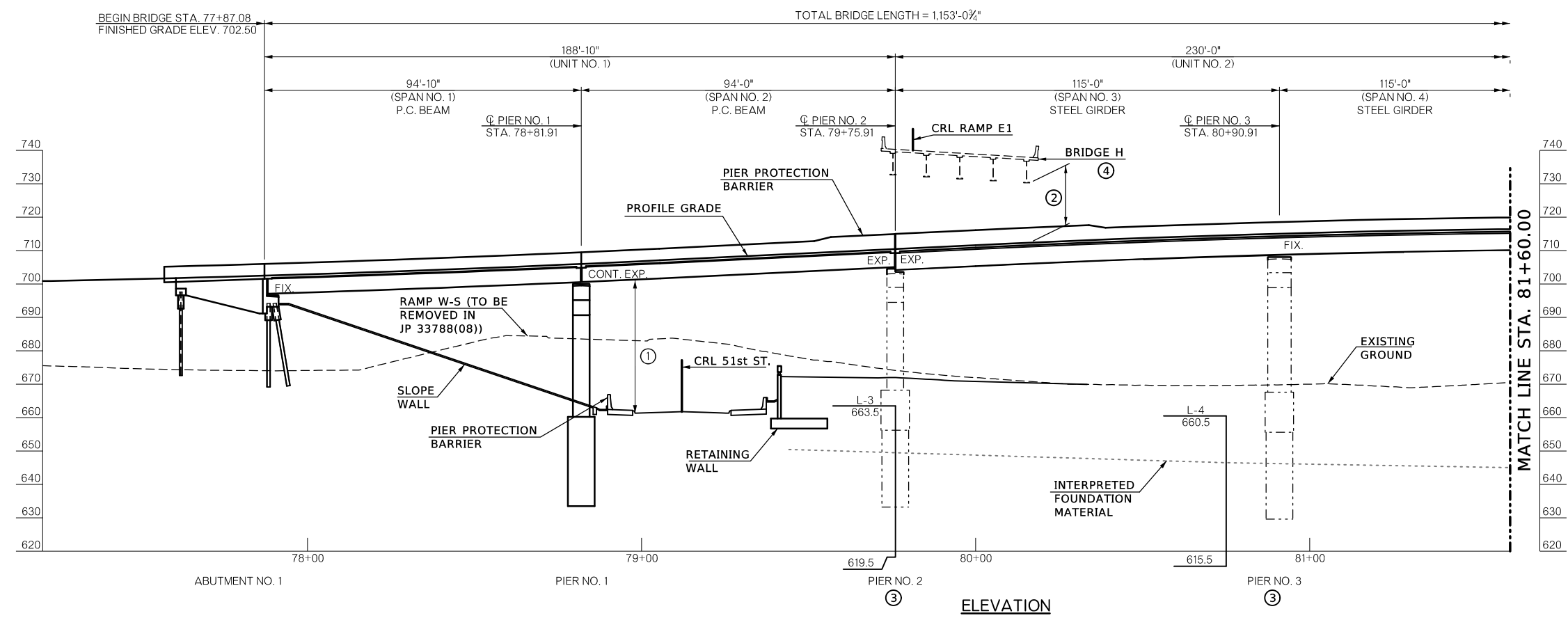
- ① PROPOSED MIN. VERTICAL CLEARANCE 39'-1" PGL RAMP E3 STA. 78+96.65, 19'-3" LT.
- ② PROPOSED MIN. VERTICAL CLEARANCE 17'-5" CRL RAMP E3 STA. 80+14.95, 19'-3" LT.
- ③ CONSTRUCTED IN WORK PACKAGE JP 33788(04).
- ④ CONSTRUCTED IN WORK PACKAGE JP 33788(08).

NOTES:
FOR DESIGN DATA, VERTICAL PROFILE DATA, AND FOUNDATION DATA SEE SHEET NO. B028.

BRIDGE L, I-44 & US-75		TULSA COUNTY	
RAMP E3		Design DS 4/20	
GENERAL PLAN AND ELEVATION (SHEET 1 OF 4)		Detail TBG 6/20	
CONSTRUCT 95'-94'-115'-170'-171'-120'-153'-120' P.C. BEAM AND STEEL GIRDER SPAN, 29'-0" CLEAR ROADWAY W/F-SHP PARAPETS, C.L. STA. 83+63.61		Check SOT 8/20	
STATE OF OKLAHOMA		DEPARTMENT OF TRANSPORTATION	
JOB PIECE NO. 33788(11)		SHEET NO. B025	

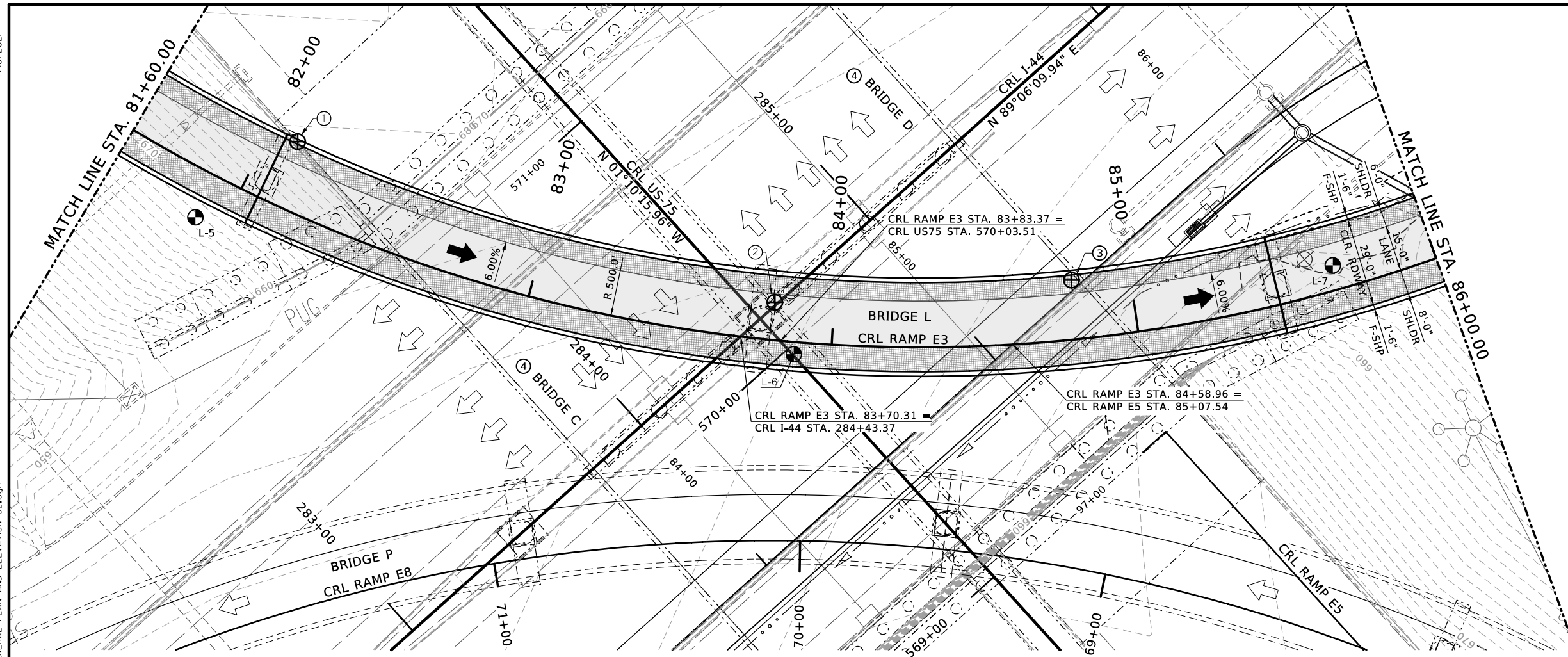
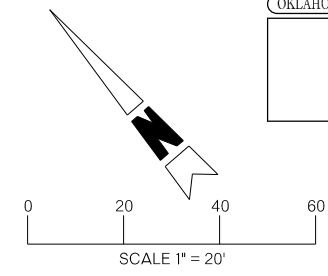


PLAN



ELEVATION

7/16/2021
P:\FDB\650-TUL\CVI\400315_0DOT_EC2123A_US75\Design-Working\STRC\Microstation\33788\WP5\Sheets\Bridges\33788\158 GENERAL PLAN AND ELEVATION 01.dgn



PLAN

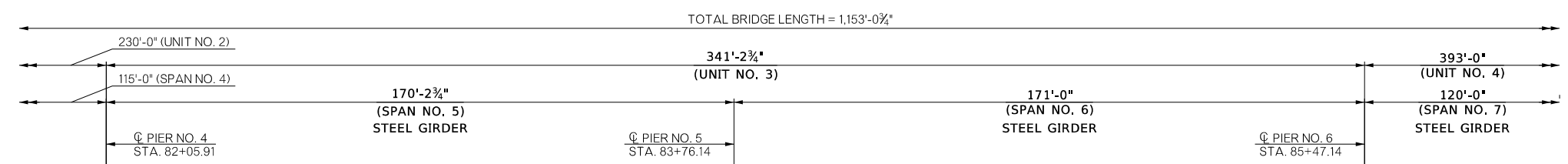
BENCHMARK 109B
CUT BOX
STA. 262+91.38, 0.32' RT CLS US-75
STA. 571+68.83, 0.16' RT CRL US-75
N 402567.42, E 2557417.57, EL. 675.341

BENCHMARK 127A
CUT X ON HEADWALL
STA. 117+97.08, 130.61' RT CLS I-44
STA. 281+96.89, 130.55' RT CRL I-44
N 402277.28, E 2557167.48, EL. 647.773

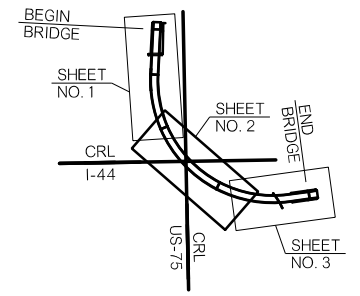
BENCHMARK 127B
CUT X ON WEST ENDHEADWALL
STA. 119+15.21, 121.49' RT CLS I-44
STA. 283+15.01, 121.43' RT CRL I-44
N 402288.26, E 2557285.45, EL. 645.844

BENCHMARK 127C
CUT X ON CL HEADWALL
STA. 119+25.36, 155.62' RT CLS I-44
STA. 283+25.17, 155.56' RT CRL I-44
N 402254.29, E 2557296.14, EL. 645.458

BENCHMARK 127D
CUT X ON HEADWALL
STA. 121+96.90, 103.87' RT CLS I-44
STA. 285+96.71, 103.79' RT CRL I-44
N 402310.30, E 2557566.83, EL. 649.568



ELEVATION



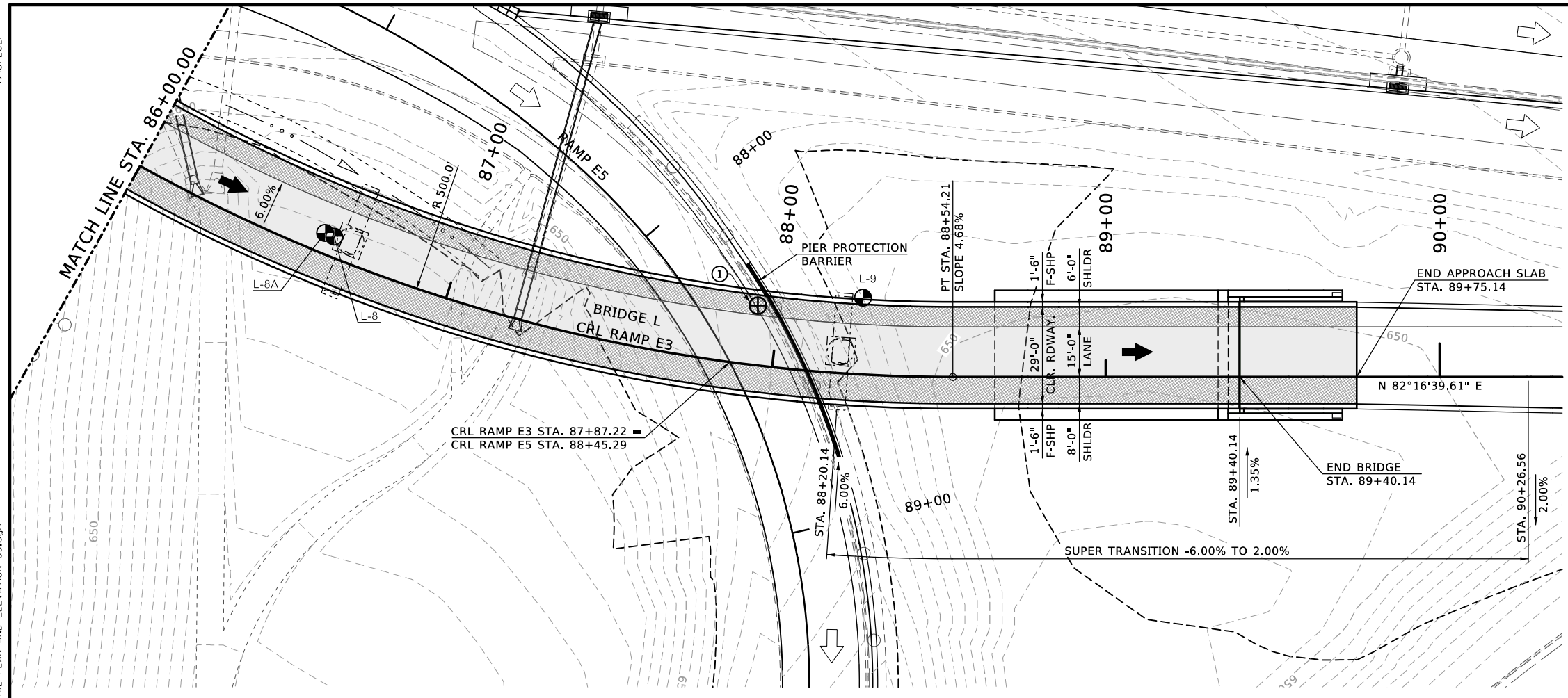
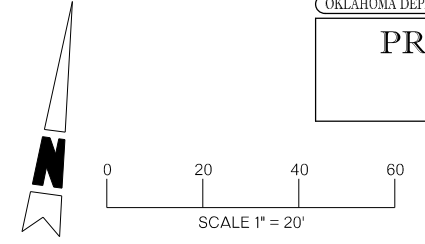
KEY MAP

- ① PROPOSED MIN. VERTICAL CLEARANCE 22'-2" CRL RAMP E3 STA. 82+08.53 OFFSET 22'-4" LT. BOTTOM OF PIER ELEV. 703.10
- ② PROPOSED MIN. VERTICAL CLEARANCE 17'-3" CRL RAMP E3 STA. 83+79.73 OFFSET 12'-9" LT. BOTTOM OF PIER ELEV. 695.86
- ③ PROPOSED MIN. VERTICAL CLEARANCE 22'-4" CRL RAMP E3 STA. 84+82.25 OFFSET 19'-3" LT.
- ④ CONSTRUCTED IN WORK PACKAGE JP 33788(04).

NOTES:
FOR DESIGN DATA, VERTICAL PROFILE DATA, AND FOUNDATION DATA SEE SHEET NO. B028.

BRIDGE L, I-44 & US-75		TULSA COUNTY	
RAMP E3		Design DS 4/20	
GENERAL PLAN AND ELEVATION (SHEET 2 OF 4)		Detail TBG 6/20	
CONSTRUCT 95'-94'-115'-170'-171'-120'-153'-120' P.C. BEAM AND STEEL GIRDER SPAN, 29'-0" CLEAR ROADWAY W/F-SHP PARAPETS, C.L. STA. 83+63.61		Check SOT 8/20	
STATE OF OKLAHOMA		DEPARTMENT OF TRANSPORTATION	
JOB PIECE NO. 33788(11)		SHEET NO. B026	

7/16/2021
P:\FDB\650-TUL\CIV\400315.0001_EC2123A_US75\Design-Work\King\STRC\Microstation\337881\WP5\Sheets\Bridges\337881\58 GENERAL PLAN AND ELEVATION 02.dgn



PLAN

BENCHMARK 109B
CUT BOX
STA. 262+91.38, 0.32' RT CLS US-75
STA. 571+68.83, 0.16' RT CRL US-75
N 402567.42, E 2557417.57, EL. 675.341

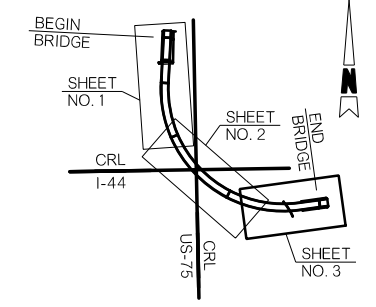
BENCHMARK 127A
CUT X ON HEADWALL
STA. 117+97.08, 130.61' RT CLS I-44
STA. 281+96.89, 130.55' RT CRL I-44
N 402277.28, E 2557167.48, EL. 647.773

BENCHMARK 127B
CUT X ON WEST ENDHEADWALL
STA. 119+15.21, 121.49' RT CLS I-44
STA. 283+15.01, 121.43' RT CRL I-44
N 402288.26, E 2557285.45, EL. 645.844

BENCHMARK 127C
CUT X ON CL HEADWALL
STA. 119+25.36, 155.62' RT CLS I-44
STA. 283+25.17, 155.56' RT CRL I-44
N 402254.29, E 2557296.14, EL. 645.458

BENCHMARK 127D
CUT X ON HEADWALL
STA. 121+96.90, 103.87' RT CLS I-44
STA. 285+96.71, 103.79' RT CRL I-44
N 402310.30, E 2557566.83, EL. 649.568

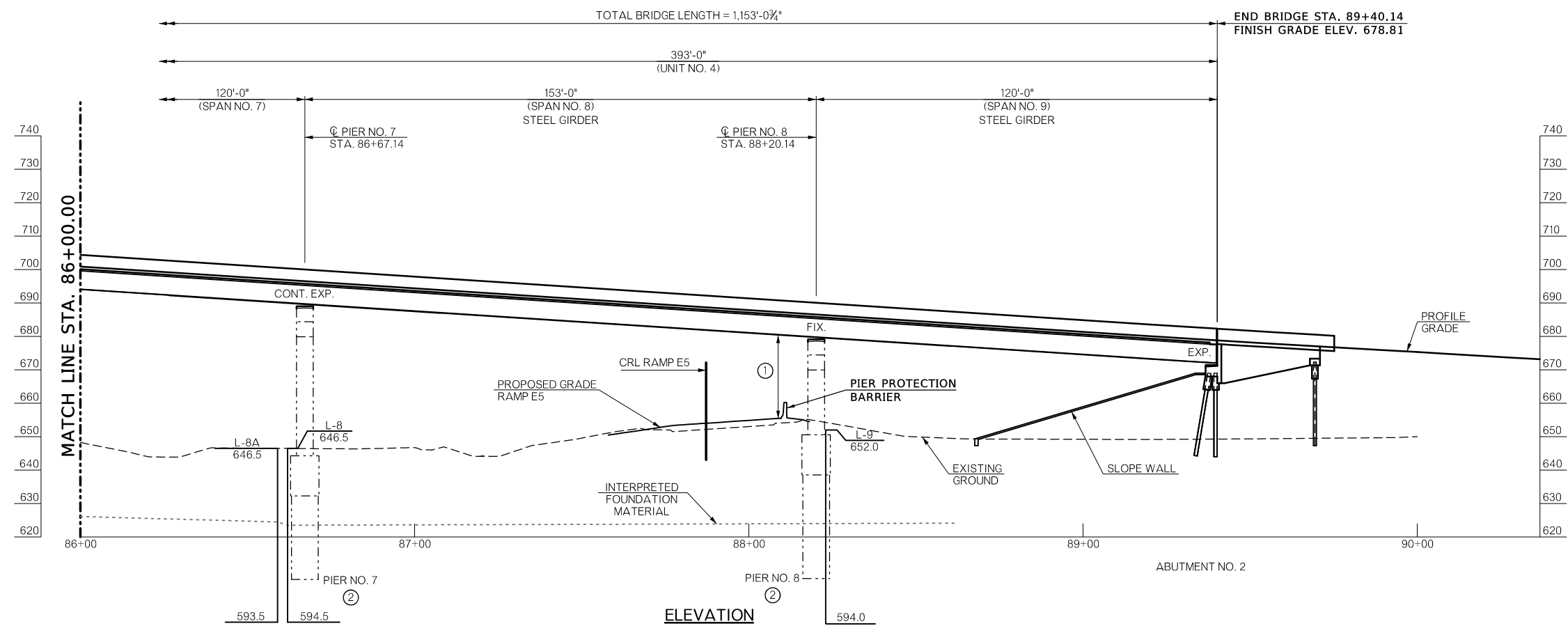
BENCHMARK 128
CUT X ON BASE OF LP
STA. 128+09.05, 92.87' RT CLS I-44
STA. 292+08.86, 92.76' RT CRL I-44
N 402330.92, E 2558178.73, EL. 657.904



KEY MAP

- ① PROPOSED MIN. VERTICAL CLEARANCE 24'-9" CRL RAMP E3 STA. 88+10.85 OFFSET 6'-3" RT.
- ② CONSTRUCTED IN WORK PACKAGE JP 33788(04).

NOTES:
FOR DESIGN DATA, VERTICAL PROFILE DATA, AND FOUNDATION DATA SEE SHEET NO. B028.



ELEVATION

BRIDGE L, I-44 & US-75		TULSA COUNTY		Design	DS	4/20
RAMP E3				Detail	TBG	6/20
GENERAL PLAN AND ELEVATION (SHEET 3 OF 4)				Check	SOT	8/20
CONSTRUCT 95'-94'-115'-170'-171'-120'-153'-120' P.C. BEAM AND STEEL GIRDER SPAN, 29'-0" CLEAR ROADWAY W/ F-SHP PARAPETS, C.L. STA. 83+63.61						
STATE OF OKLAHOMA		DEPARTMENT OF TRANSPORTATION			JOB PIECE NO. 33788(11)	
						SHEET NO. B027

7/16/2021
 P:\FDB\650-TUL\CIV\400315.0DOT_EC2123A_US75\Design-Working\STRC\Microstation\33788\WP5\Sheets\Bridges\33788\158 GENERAL PLAN AND ELEVATION 03.dgn

PROPOSED R/W
JULY 2021

DESIGN DATA
LOAD AND RESISTANCE FACTOR DESIGN

CLASS AA CONCRETE f'c = 4,000 PSI
 CLASS A CONCRETE f'c = 3,000 PSI
 REINFORCING STEEL (GRADE 60) Fy = 60,000 PSI
 STRUCTURAL STEEL M270 (GRADE 50W) Fy = 50,000 PSI
 STAINLESS STEEL A240 (TYPE 316); Fy = 30,000 PSI
 STAINLESS STEEL A320, CLASS 2, (GRADE B8M); Fy = 58,000 PSI

LOADING: HL-93 OR OKLAHOMA OVERLOAD TRUCK
 20 PSF FUTURE WEARING SURFACE
 5 PSF STAY IN PLACE FORMS

DESIGN: AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS 8TH EDITION

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

LRFR OPERATING RATING = XXX

INDEX OF SHEETS

B025 - B028 GENERAL PLAN AND ELEVATION
 B029 SUPERSTRUCTURE DETAILS

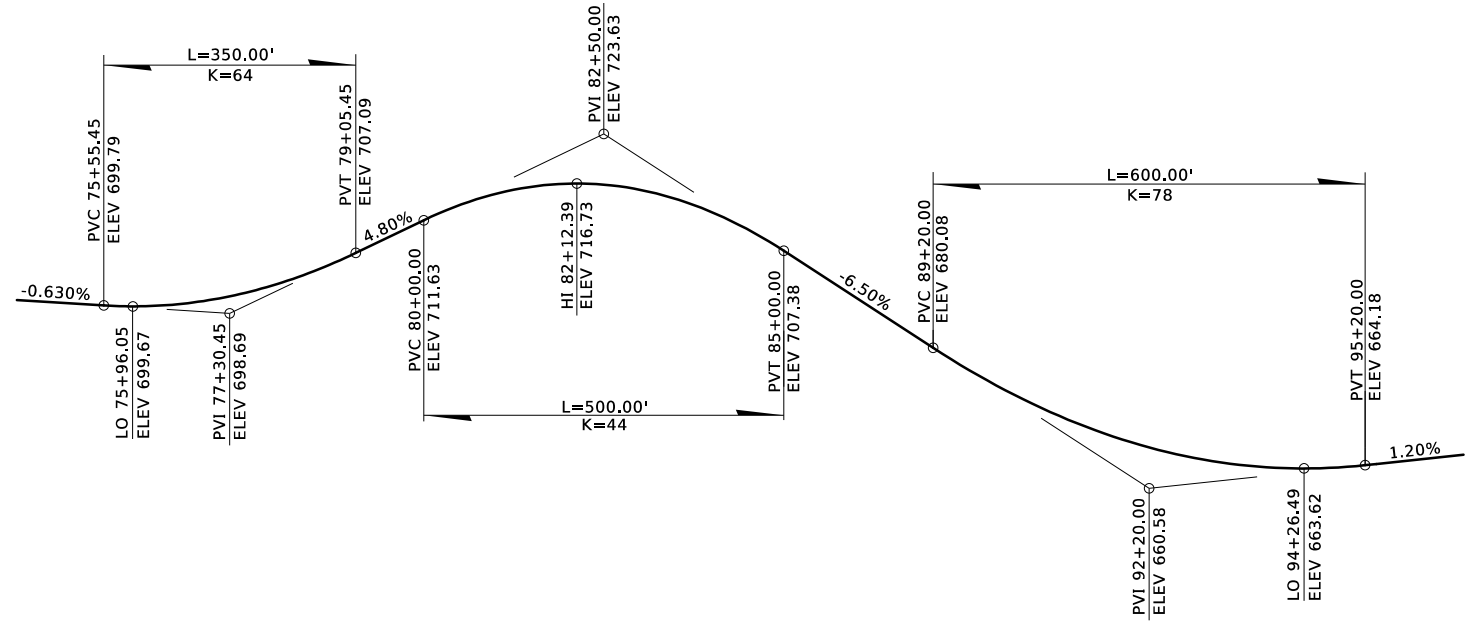
FOUNDATION DATA
ABUTMENTS (HP XX X XX PILING)

FACTORED PILE REACTION (TONS/PILE) = XX.X

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

PIERS (XX" DIAMETER DRILLED SHAFTS)

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



VERTICAL PROFILE DATA - CRL RAMP E3

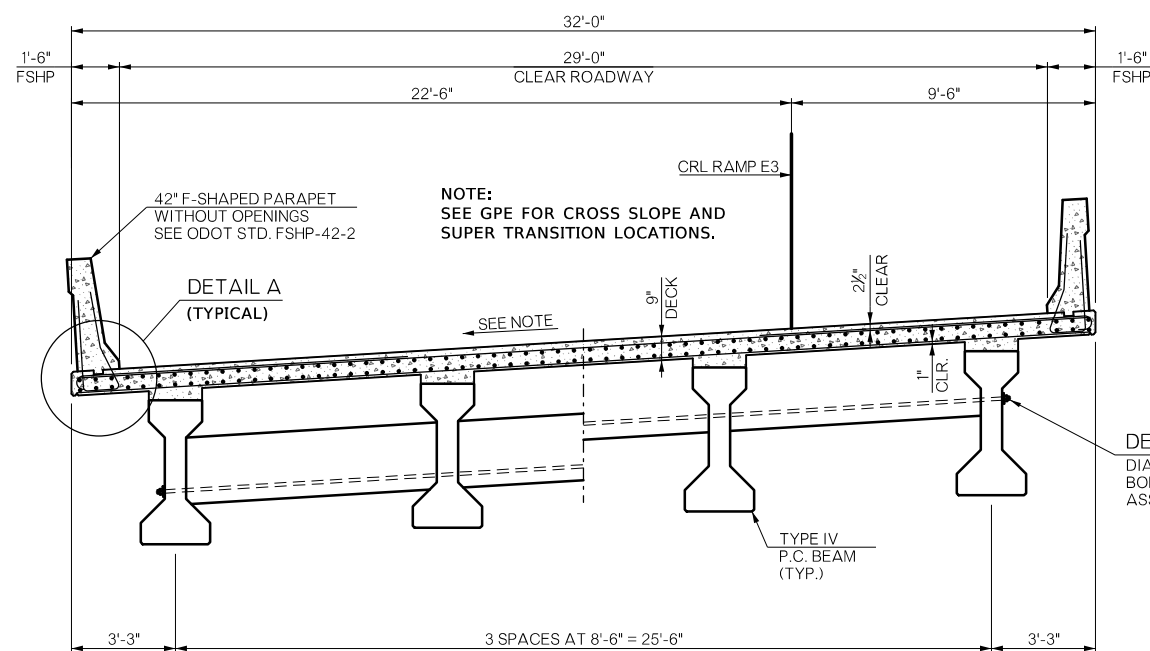
ITEMIZED QUANTITIES

ITEM	UNIT	ABUTMENT	PIER	SUPER-STRUCTURE	APPROACH SLAB	SLOPEWALL	TOTAL

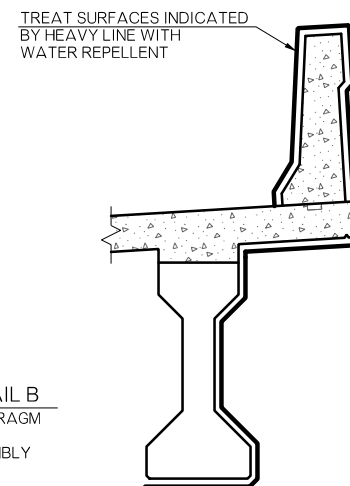
BRIDGE L, I-44 & US-75 RAMP E3	TULSA COUNTY	Design DS 4/20
GENERAL PLAN AND ELEVATION (SHEET 4 OF 4)		Detail TBG 6/20
CONSTRUCT 95'-94"-115'-170'-171'-120'-153'-120' P.C. BEAM AND STEEL GIRDER SPAN, 29'-0" CLEAR ROADWAY W/F-SHP PARAPETS, C.L. STA. 83+63.61		Check SOT 8/20
STATE OF OKLAHOMA	DEPARTMENT OF TRANSPORTATION	BENHAM
JOB PIECE NO. 33788(11)		SHEET NO. B028

P:\FDB\650-TUL\CIVIL\400315.000T_EC2123A_US75\Design-Working\STRC\Microstation\33788\WP5\Sheets\Bridge L\33788\58 GENERAL PLAN AND ELEVATION 04.dgn 7/16/2021

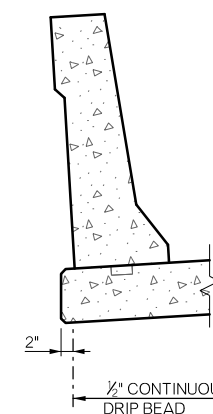
PROPOSED R/W
JULY 2021



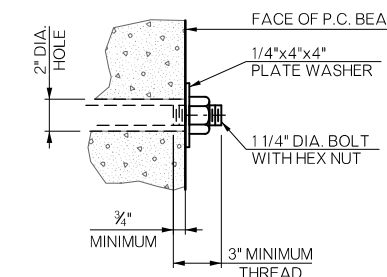
HALF SECTION AT INTERMEDIATE DIAPHRAGM TYPICAL SECTION SPAN NOS. 1 - 2 HALF SECTION AT END DIAPHRAGM



WATER REPELLENT TREATMENT DETAIL



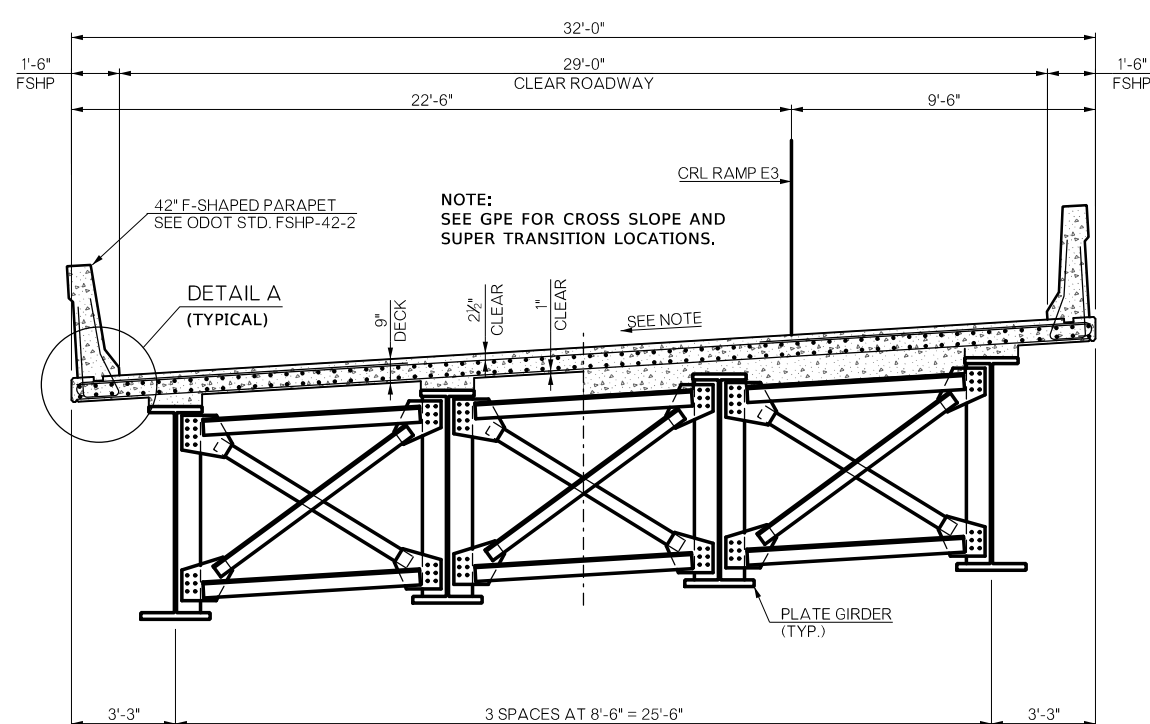
DETAIL A



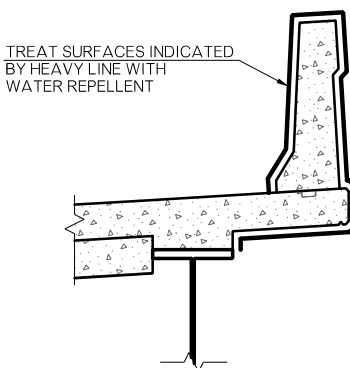
DETAIL B

DIAPHRAGM BOLT NOTES

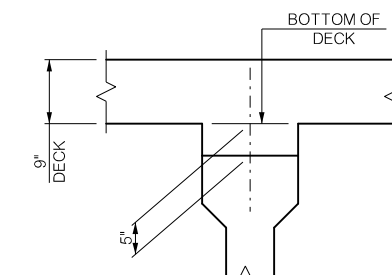
PROVIDE STRUCTURAL STEEL FOR DIAPHRAGM BOLTS AND PLATE WASHERS IN ACCORDANCE WITH AASHTO M270 (ASTM A709), GRADE 50W (WEATHERING STEEL, CHARPY V-NOTCH TESTING NOT REQUIRED). THE CONTRACTOR MAY SUBSTITUTE A #10 REINFORCING BAR IN ACCORDANCE WITH AASHTO M31, GRADE 60, AND THREADED AT THE ENDS AS SHOWN FOR THE DIAPHRAGM BOLT AT NO ADDITIONAL COST TO THE DEPARTMENT. PROVIDE HEX NUTS IN ACCORDANCE WITH AASHTO M291 (ASTM A563). PAINT EXPOSED DIAPHRAGM BOLT, PLATE WASHER AND HEX NUT WITH TWO (2) COATS OF ZINC-RICH PAINT (6 MIL MINIMUM THICKNESS) AFTER ASSEMBLY. INCLUDE ALL COST OF DIAPHRAGM BOLT, PLATE WASHER AND HEX NUT IN THE CONTRACT PRICE FOR "STRUCTURAL STEEL M270 GRADE 50W".



HALF SECTION AT INTERMEDIATE DIAPHRAGM TYPICAL SECTION SPAN NOS. 3 - 9 HALF SECTION AT END DIAPHRAGM



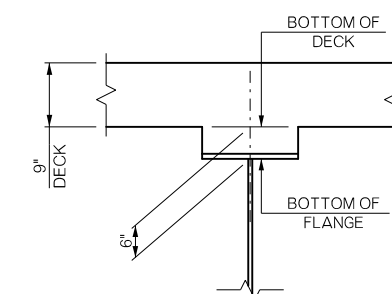
WATER REPELLENT TREATMENT DETAIL



BEAM HAUNCH DETAIL (TYPE IV)

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.

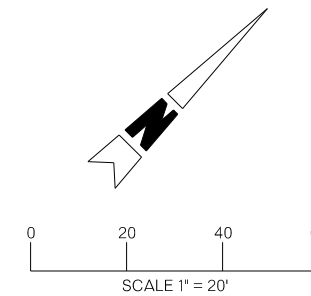


BEAM HAUNCH DETAIL (PLATE GIRDER)

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.

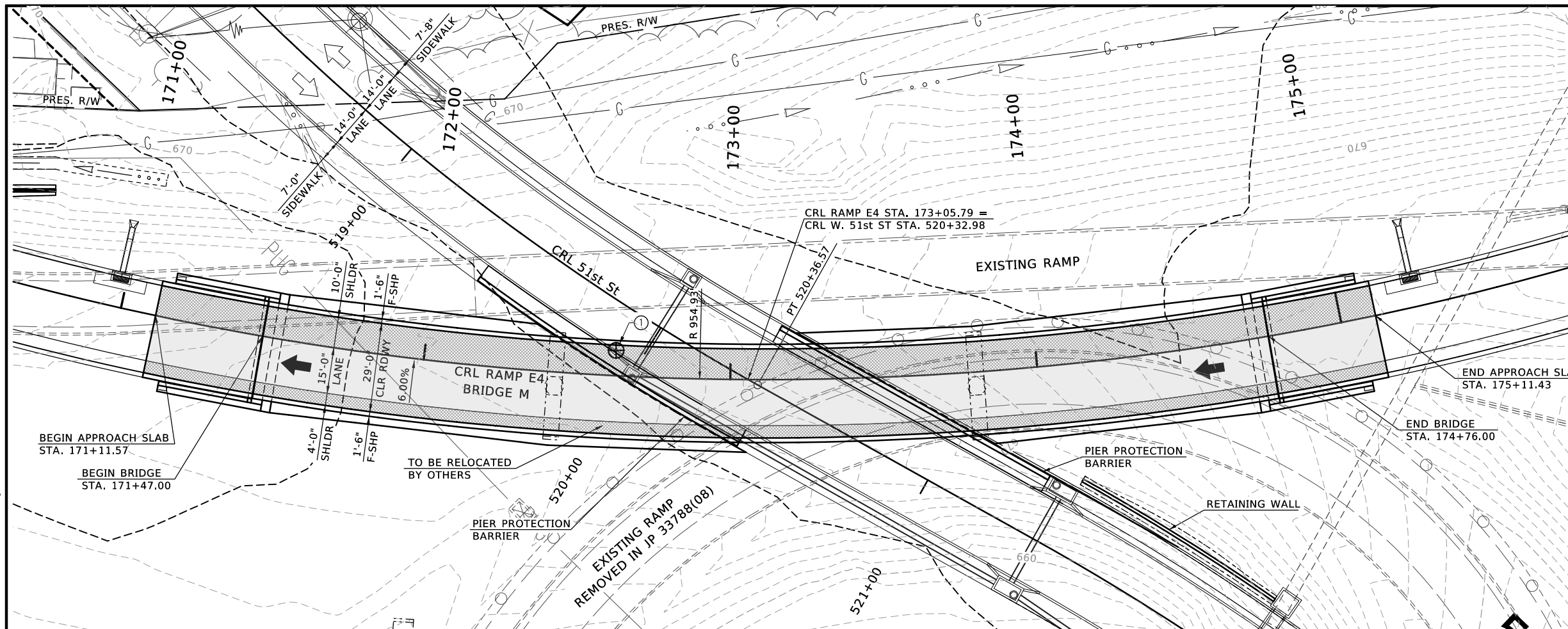
BRIDGE L, I-44 & US-75 RAMP E3	TULSA COUNTY	Design	DS	4/20
		Detail	TBG	6/20
		Check	SOT	8/20
SUPERSTRUCTURE DETAILS				
STATE OF OKLAHOMA		DEPARTMENT OF TRANSPORTATION		JOB PIECE NO. 33788(11)
				SHEET NO. B029



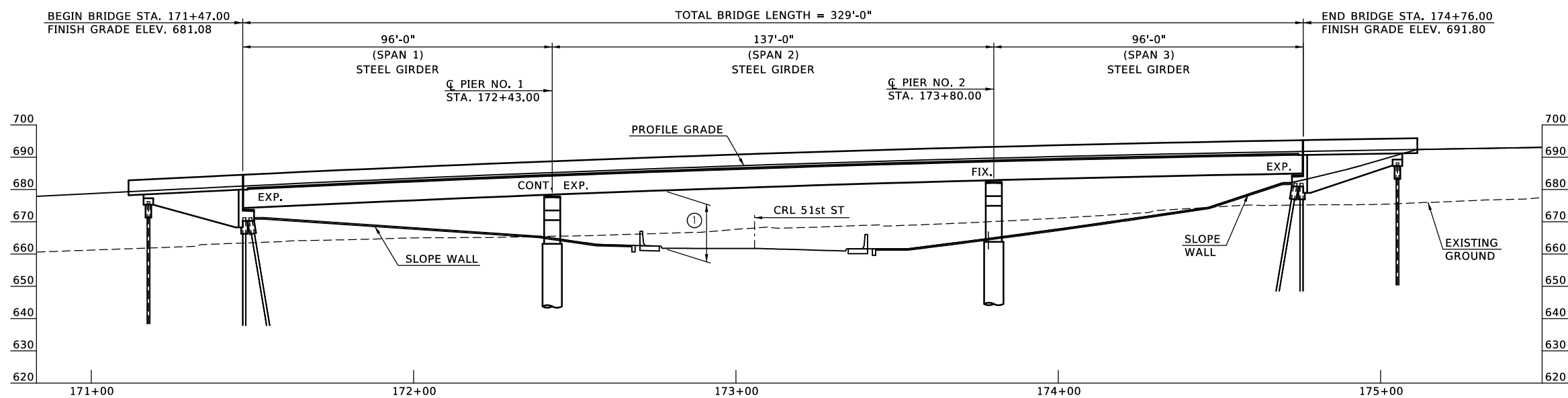
BENCHMARK 109
CUT X IN CENTER OF CONC ISLAND
STA. 270+45.33, 58.28' LT CLS US-75
STA. 579+22.78, 58.44' LT CRL US-75
N 403320.02, E 2557343.58, EL. 693.418

BENCHMARK 109A
CUT X
STA. 268+02.61, 63.73' LT CLS US-75
STA. 576+80.06, 63.89' LT CRL US-75
N 403077.23, E 2557343.09, EL. 684.871

BENCHMARK 110
RR SPIKE S/E PP
STA. 265+09.14, 585.09' LT CLS US-75
STA. 573+86.59, 585.25' LT CRL US-75
N 402773.16, E 2556827.84, EL. 673.94



PLAN



ELEVATION

NOTES:
FOR DESIGN DATA, VERTICAL PROFILE DATA, AND FOUNDATION DATA SEE SHEET NO. B031.

① PROPOSED MIN. VERTICAL CLEARANCE 17'-0" CRL RAMP E4 STA. 172+55.39, 8'-6" RT.

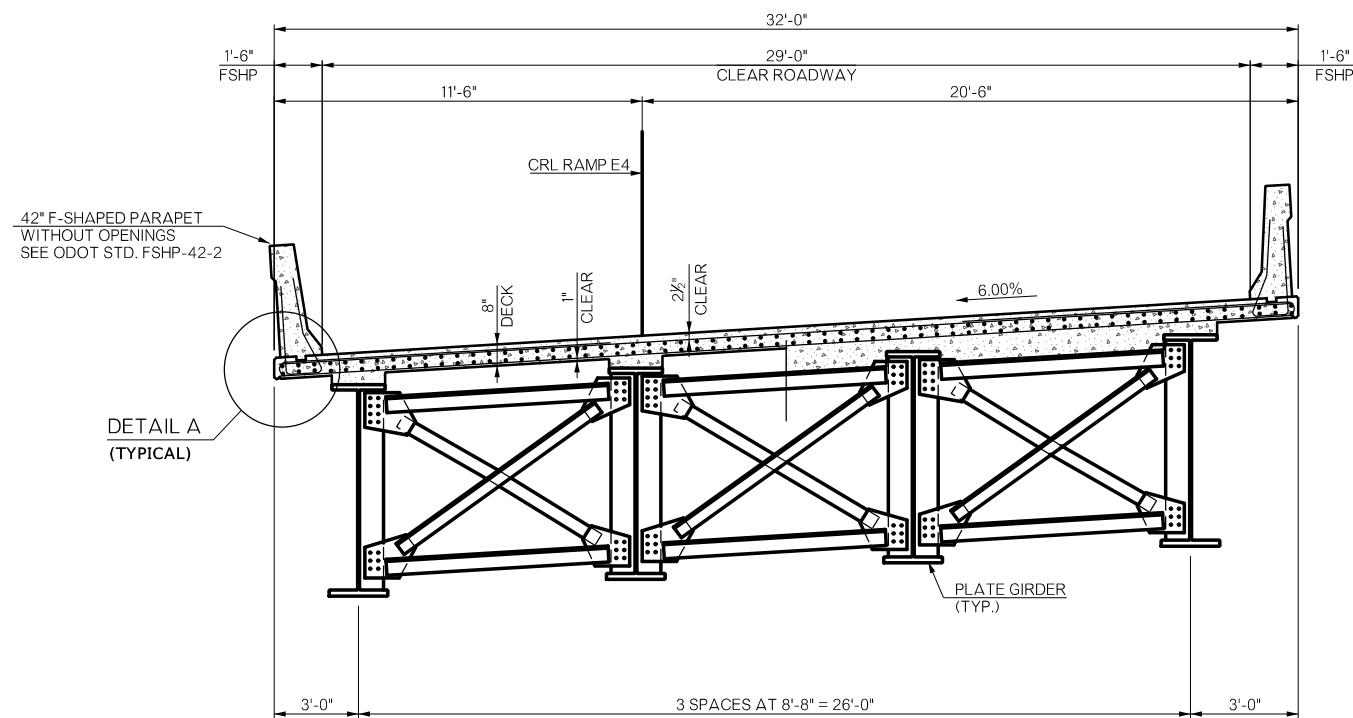
BRIDGE M, I-44 & US-75		TULSA COUNTY		Design	KSJ	4/20
RAMP E4				Detail	TBG	6/20
GENERAL PLAN AND ELEVATION		(SHEET 1 OF 2)		Check	SOT	8/20
CONSTRUCT 96'-137'-96" STEEL GIRDER SPAN 29'-0" CLEAR ROADWAY W/F-SHP PARAPETS, C.L. STA. 173+11.50						
STATE OF OKLAHOMA		DEPARTMENT OF TRANSPORTATION			JOB PIECE NO. 33788(11)	
				SHEET NO. B030		

7/16/2021

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7/16/2021

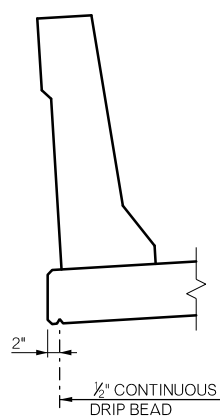
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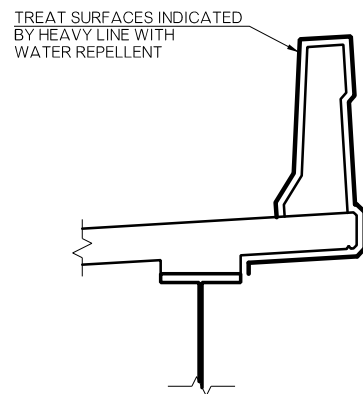
HALF SECTION AT INTERMEDIATE DIAPHRAGM

HALF SECTION AT END DIAPHRAGM

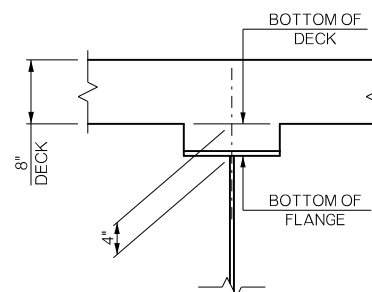
TYPICAL SECTION



DETAIL A



WATER REPELLENT TREATMENT DETAIL



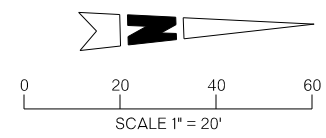
BEAM HAUNCH DETAIL (PLATE GIRDER)

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.

BRIDGE M, I-44 & US-75		TULSA COUNTY		Design	KSJ	4/20
RAMP E4				Detail	TBG	6/20
				Check	SOT	8/20
SUPERSTRUCTURE DETAILS						
STATE OF OKLAHOMA		DEPARTMENT OF TRANSPORTATION			JOB PIECE NO. 33788(11)	
						SHEET NO. B032





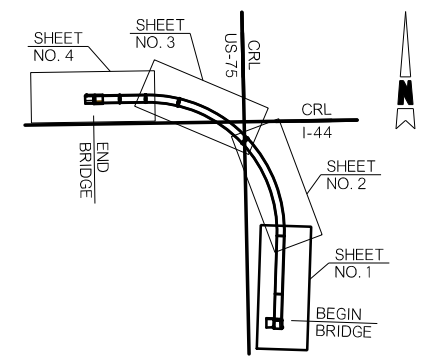
BENCHMARK 1B
3/8IP
STA. 107+68.14, 137.98' RT CLS I-44
STA. 271+67.95, 137.97' RT CRL I-44
N 402253.76, E 2556138.79, EL. 669.34

BENCHMARK 127A
CUT X ON HEADWALL
STA. 117+97.08, 130.61' RT CLS I-44
STA. 281+96.89, 130.55' RT CRL I-44
N 402277.28, E 2557167.48, EL. 647.773

BENCHMARK 127B
CUT X ON WEST END HEADWALL
STA. 119+15.21, 121.49' RT CLS I-44
STA. 283+15.01, 121.43' RT CRL I-44
N 402288.26, E 2557285.45, EL. 645.844

BENCHMARK 127C
CUT X ON CL HEADWALL
STA. 119+25.36, 155.62' RT CLS I-44
STA. 283+25.17, 155.56' RT CRL I-44
N 402254.29, E 2557296.14, EL. 645.458

BENCHMARK 127D
CUT X ON HEADWALL
STA. 121+96.90, 103.87' RT CLS I-44
STA. 285+96.71, 103.79' RT CRL I-44
N 402310.30, E 2557566.83, EL. 649.568

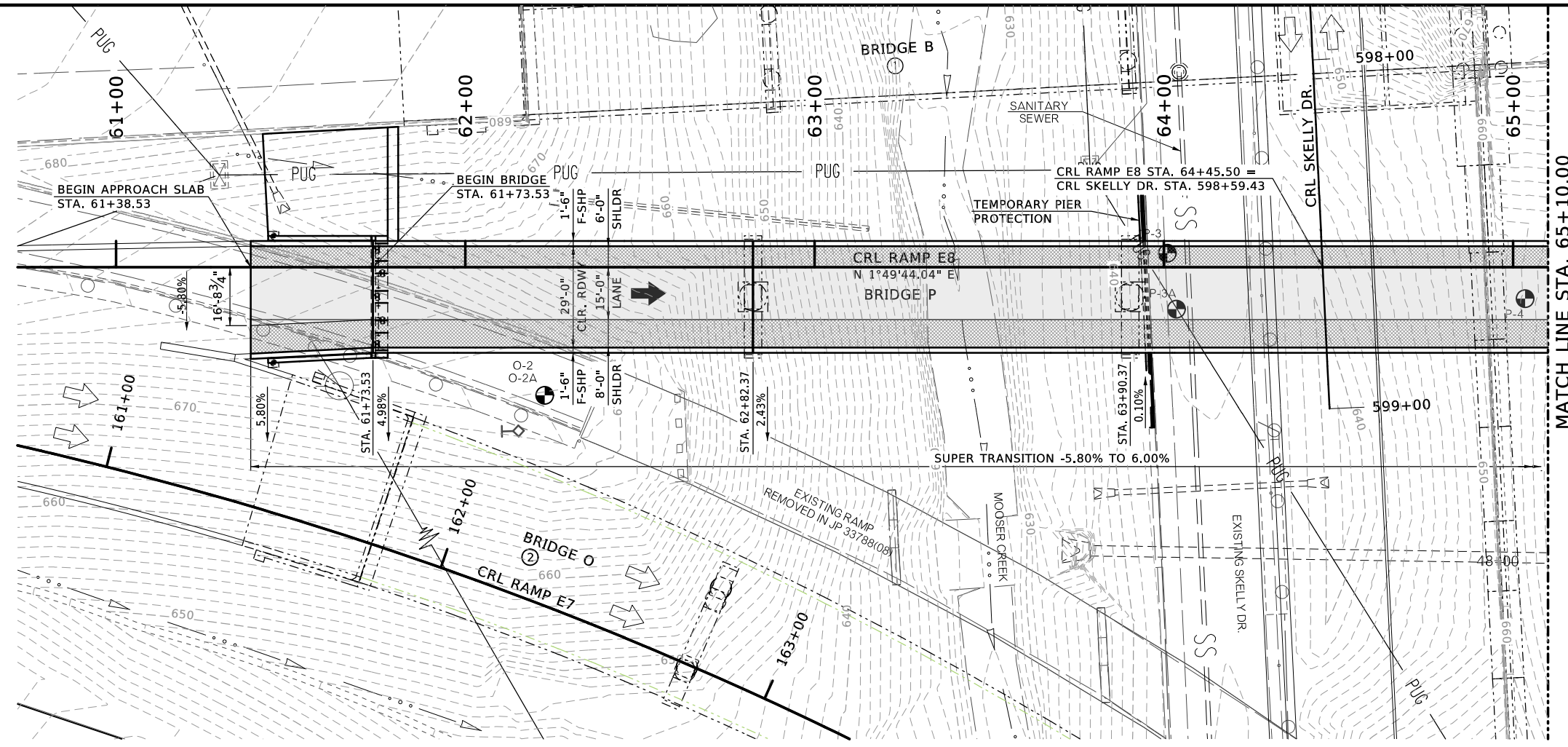


KEY MAP

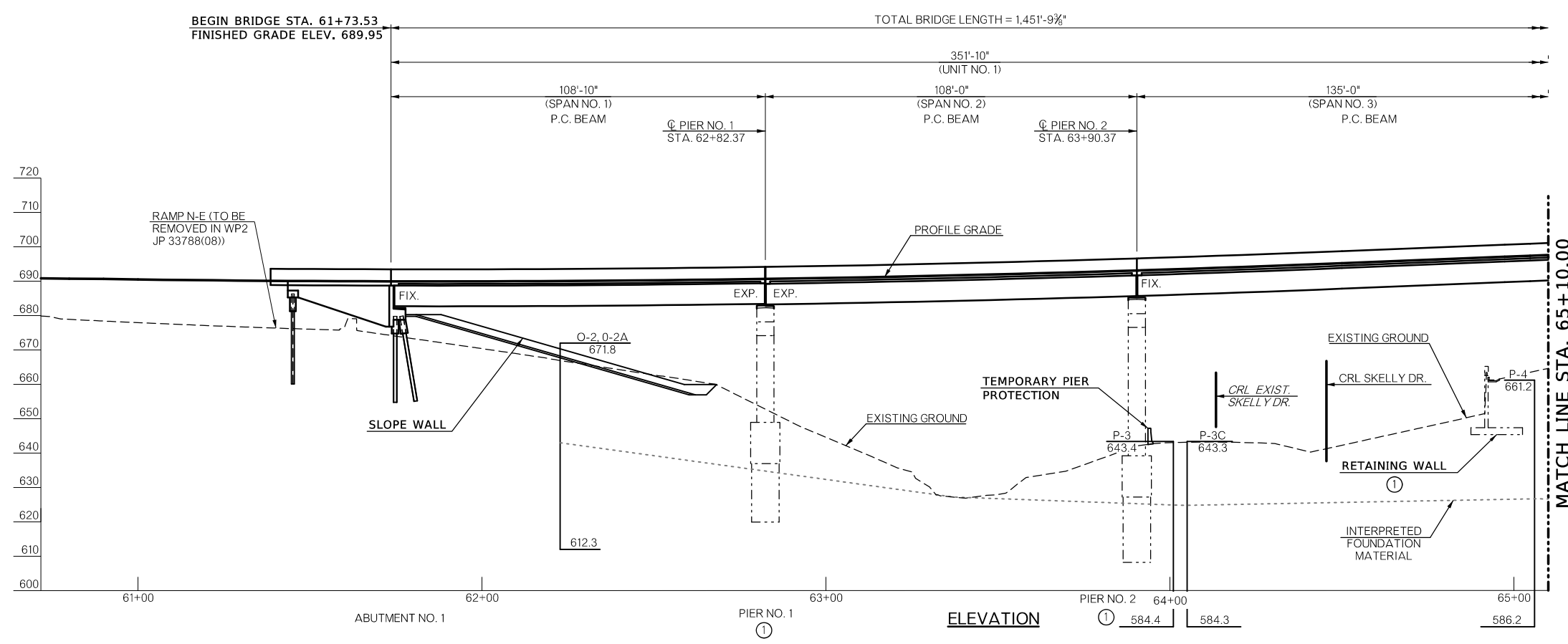
- ① CONSTRUCTED IN WORK PACKAGE JP 33788(04).
- ② CONSTRUCTED IN WORK PACKAGE JP 33788(09).

NOTES:
FOR DESIGN DATA, HYDRAULIC DATA, VERTICAL PROFILE DATA, & FOUNDATION DATA SEE SHEET NO. B037.

BRIDGE P, I-44 & US-75		TULSA COUNTY	Design	DS	4/20
RAMP E8 OVER MOOSER CREEK			Detail	TBG	6/20
GENERAL PLAN AND ELEVATION			Check	SOT	8/20
(SHEET 1 OF 5)					
CONSTRUCT 109'-108'-135'-117'-146'-165'-136'-183'-136'-108'-109' P.C. BEAM AND STEEL GIRDER SPAN, 29'-0" CLEAR ROADWAY W/ F-SHP PARAPETS, C.L. STA. 68+99.42					
STATE OF OKLAHOMA		DEPARTMENT OF TRANSPORTATION		JOB PIECE NO. 33788(11)	
				SHEET NO. B033	

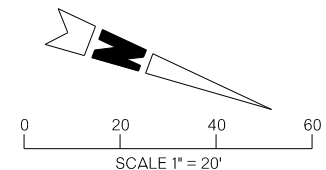


PLAN



ELEVATION

7/16/2021
P:\F0B\650-TUL\CV\400315_0DOT_EC2123A_US75\Design-Working\STRC\Microstation\33788\WP5\Sheets\Bridg P\33788\1-SIO GENERAL PLAN AND ELEVATION 01.dgn



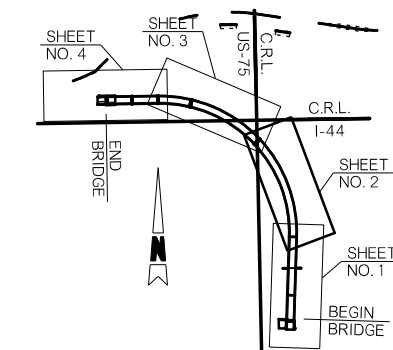
BENCHMARK 1B
3/8IP
STA. 107+68.14, 137.98' RT CLS I-44
STA. 271+67.95, 137.97' RT CRL I-44
N 402253.76, E 2556138.79, EL. 669.34

BENCHMARK 127A
CUT X ON HEADWALL
STA. 117+97.08, 130.61' RT CLS I-44
STA. 281+96.89, 130.55' RT CRL I-44
N 402277.28, E 2557167.48, EL. 647.773

BENCHMARK 127B
CUT X ON WEST ENDHEADWALL
STA. 119+15.21, 121.49' RT CLS I-44
STA. 283+15.01, 121.43' RT CRL I-44
N 402288.26, E 2557285.45, EL. 645.844

BENCHMARK 127C
CUT X ON CL HEADWALL
STA. 119+25.36, 155.62' RT CLS I-44
STA. 283+25.17, 155.56' RT CRL I-44
N 402254.29, E 2557296.14, EL. 645.458

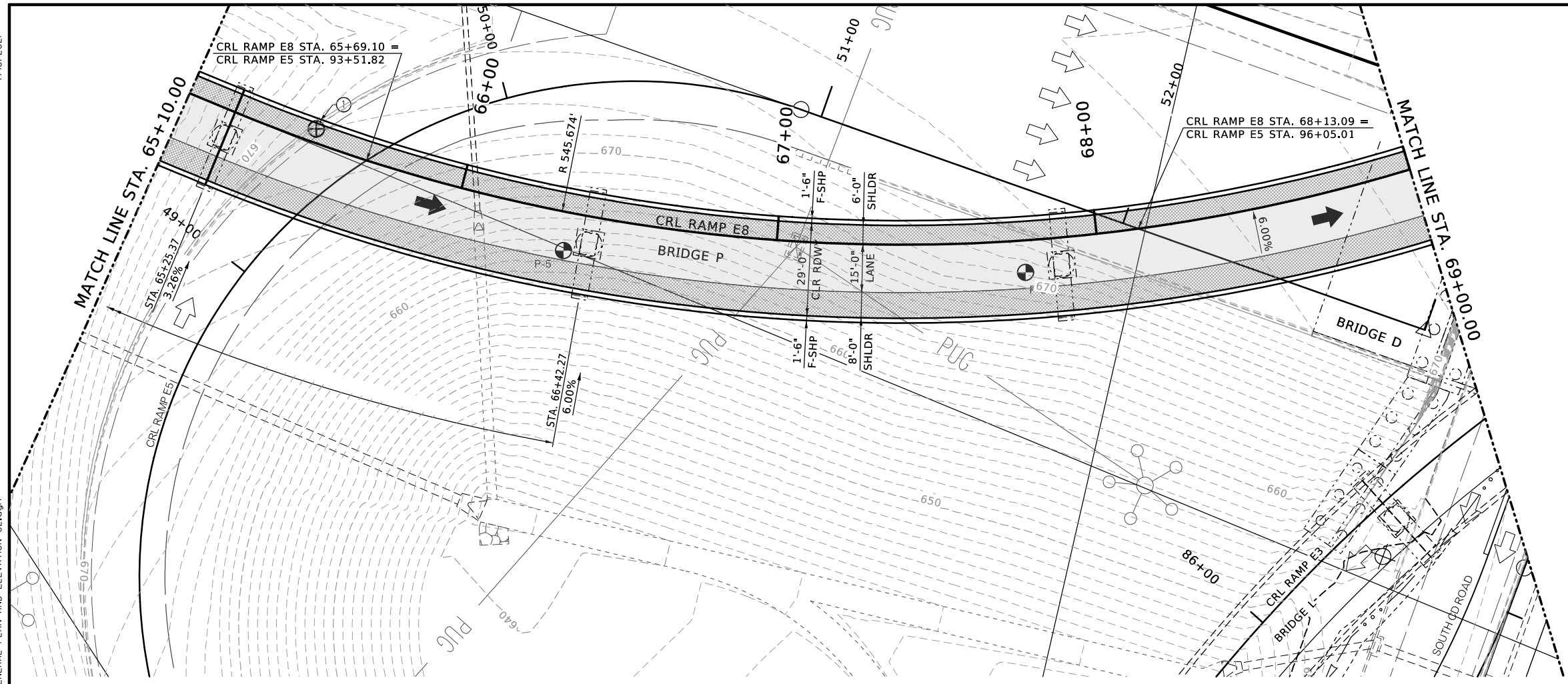
BENCHMARK 127D
CUT X ON HEADWALL
STA. 121+96.90, 103.87' RT CLS I-44
STA. 285+96.71, 103.79' RT CRL I-44
N 402310.30, E 2557566.83, EL. 649.568



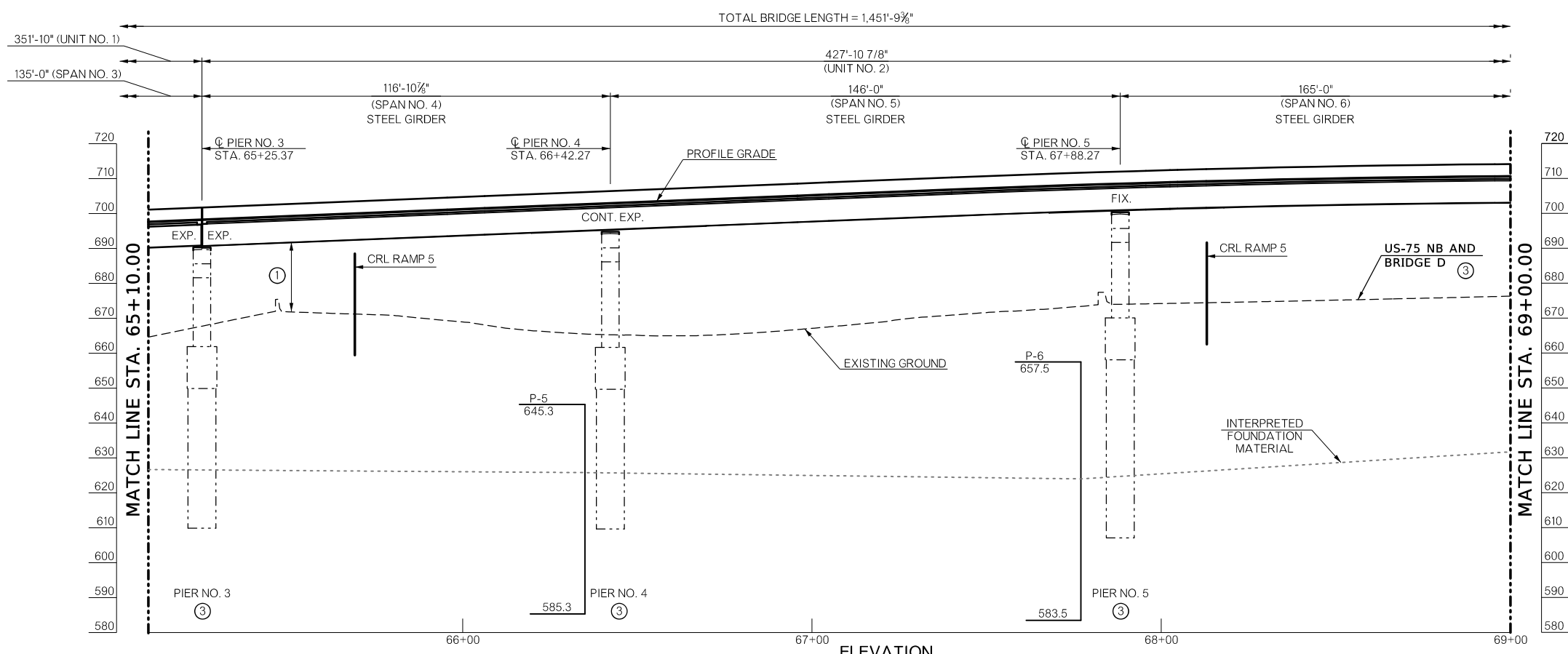
- ① PROPOSED MIN. VERTICAL CLEARANCE 19'-4"
CRL RAMP E8 STA. 65+50.95, 4'-3" LT.
- ② PROPOSED MIN. VERTICAL CLEARANCE 17'-8"
CRL RAMP E8 STA. 69+56.76, 2'-3" LT.
- ③ CONSTRUCTED IN WORK PACKAGE JP 33788(04).

NOTES:
FOR DESIGN DATA, HYDRAULIC DATA, VERTICAL PROFILE DATA,
& FOUNDATION DATA SEE SHEET NO. B037.

BRIDGE P, I-44 & US-75		TULSA COUNTY	Design	DS	4/20
RAMP E8 OVER MOOSER CREEK			Detail	TBG	6/20
GENERAL PLAN AND ELEVATION			Check	SOT	8/20
(SHEET 2 OF 5)					
CONSTRUCT 109'-108'-135'-117'-146'-165'-136'-183'-136'-108'-109' P.C. BEAM AND STEEL GIRDER SPAN, 29'-0" CLEAR ROADWAY W/ F-SHP PARAPETS, C.L. STA. 68+99.42					
STATE OF OKLAHOMA		DEPARTMENT OF TRANSPORTATION		JOB PIECE NO. 33788(11)	
				SHEET NO. B034	

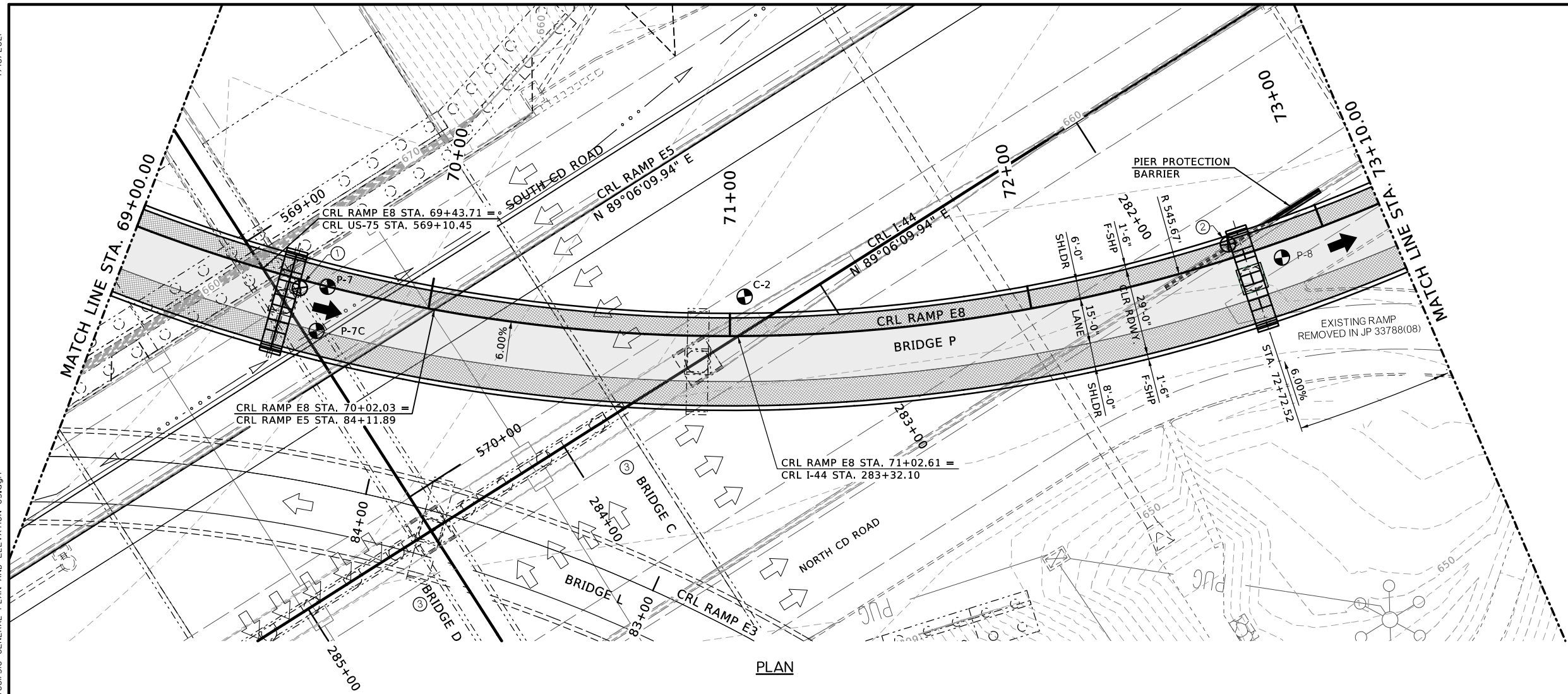
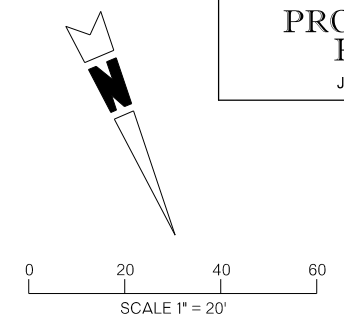


PLAN



ELEVATION

7/16/2021
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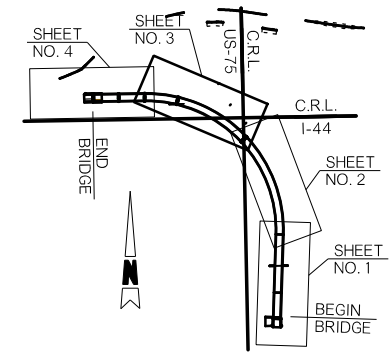
BENCHMARK 1B
3/8IP
STA. 107+68.14, 137.98' RT CLS I-44
STA. 271+67.95, 137.97' RT CRL I-44
N 402253.76, E 2556138.79, EL. 669.34

BENCHMARK 127A
CUT X ON HEADWALL
STA. 117+97.08, 130.61' RT CLS I-44
STA. 281+96.89, 130.55' RT CRL I-44
N 402277.28, E 2557167.48, EL. 647.773

BENCHMARK 127B
CUT X ON WEST ENDHEADWALL
STA. 119+15.21, 121.49' RT CLS I-44
STA. 283+15.01, 121.43' RT CRL I-44
N 402288.26, E 2557285.45, EL. 645.844

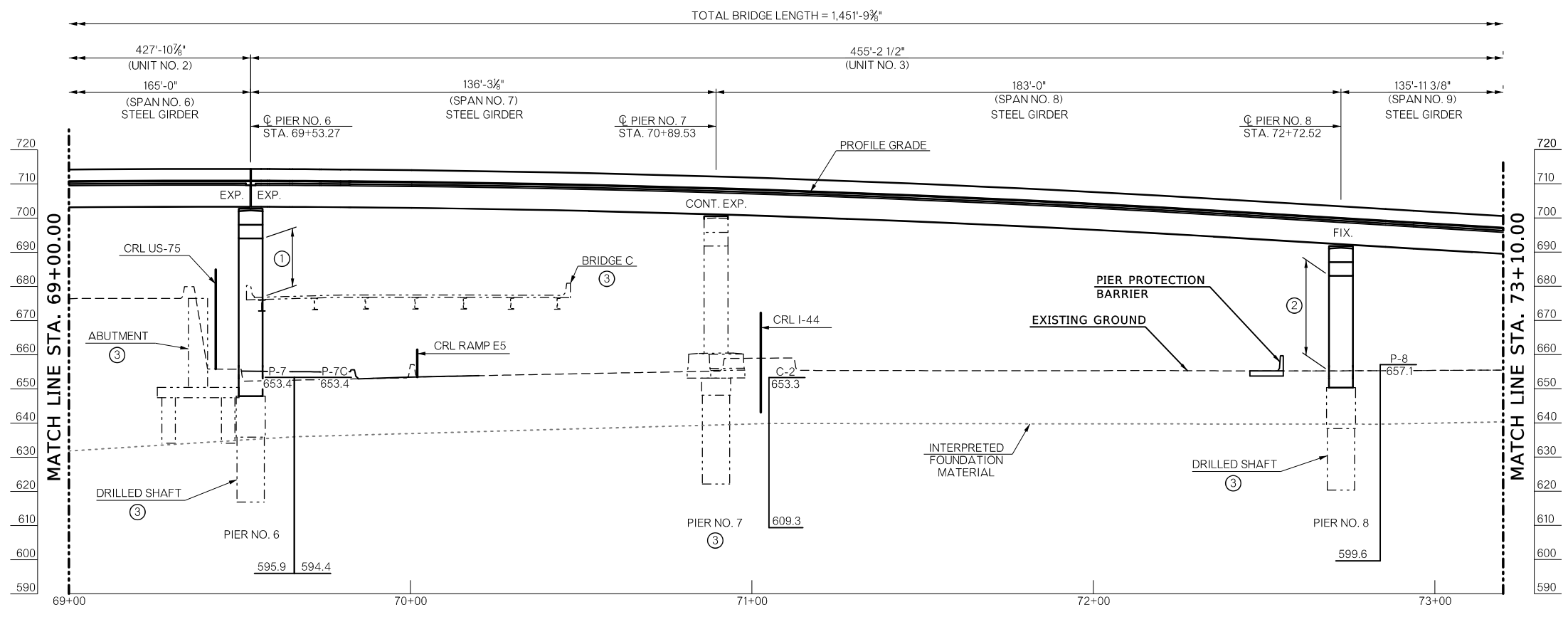
BENCHMARK 127C
CUT X ON CL HEADWALL
STA. 119+25.36, 155.62' RT CLS I-44
STA. 283+25.17, 155.56' RT CRL I-44
N 402254.29, E 2557296.14, EL. 645.458

BENCHMARK 127D
CUT X ON HEADWALL
STA. 121+96.90, 103.87' RT CLS I-44
STA. 285+96.71, 103.79' RT CRL I-44
N 402310.30, E 2557566.83, EL. 649.568



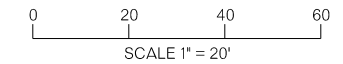
- ① PROPOSED MIN. VERTICAL CLEARANCE 17'-8" CRL RAMP E8 STA. 69+56.76, 2'-3" LT.
- ② PROPOSED MIN. VERTICAL CLEARANCE 32'-1" CRL RAMP E8 STA. 72+68.99, 4'-11" LT.
- ③ CONSTRUCTED IN WORK PACKAGE JP 33788(04).

NOTES:
FOR DESIGN DATA, HYDRAULIC DATA, VERTICAL PROFILE DATA, & FOUNDATION DATA SEE SHEET NO. B037.



BRIDGE P, I-44 & US-75		TULSA COUNTY	Design	DS	4/20
RAMP E8 OVER MOOSER CREEK			Detail	TBG	6/20
GENERAL PLAN AND ELEVATION			Check	SOT	8/20
(SHEET 3 OF 5)					
CONSTRUCT 109'-108'-135'-117'-146'-165'-136'-183'-136'-108'-109' P.C. BEAM AND STEEL GIRDER SPAN, 29'-0" CLEAR ROADWAY W/ F-SHP PARAPETS, C.L. STA. 68+99.42					
STATE OF OKLAHOMA		DEPARTMENT OF TRANSPORTATION		JOB PIECE NO. 33788(11)	
				SHEET NO. B035	

7/16/2021
P:\FDB\650-TUL\CIV\400315.0DOT_EC2123A_US75\Design-Working\STRC\Microstation\33788\1\5\Sheets\Bridges\33788\1\5\General Plan and Elevation 03.dgn



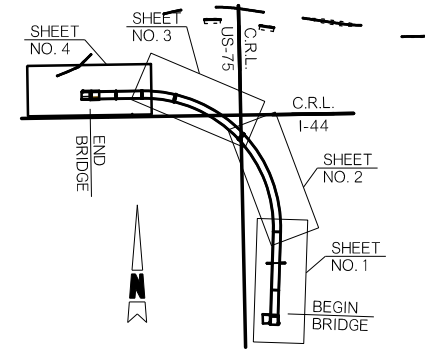
BENCHMARK 1B
3/8IP
STA. 107+68.14, 137.98' RT CLS I-44
STA. 271+67.95, 137.97' RT CRL I-44
N 402253.76, E 2556138.79, EL. 669.34

BENCHMARK 127A
CUT X ON HEADWALL
STA. 117+97.08, 130.61' RT CLS I-44
STA. 281+96.89, 130.55' RT CRL I-44
N 402277.28, E 2557167.48, EL. 647.773

BENCHMARK 127B
CUT X ON WEST ENDHEADWALL
STA. 119+15.21, 121.49' RT CLS I-44
STA. 283+15.01, 121.43' RT CRL I-44
N 402288.26, E 2557285.45, EL. 645.844

BENCHMARK 127C
CUT X ON CL HEADWALL
STA. 119+25.36, 155.62' RT CLS I-44
STA. 283+25.17, 155.56' RT CRL I-44
N 402254.29, E 2557296.14, EL. 645.458

BENCHMARK 127D
CUT X ON HEADWALL
STA. 121+96.90, 103.87' RT CLS I-44
STA. 285+96.71, 103.79' RT CRL I-44
N 402310.30, E 2557566.83, EL. 649.568

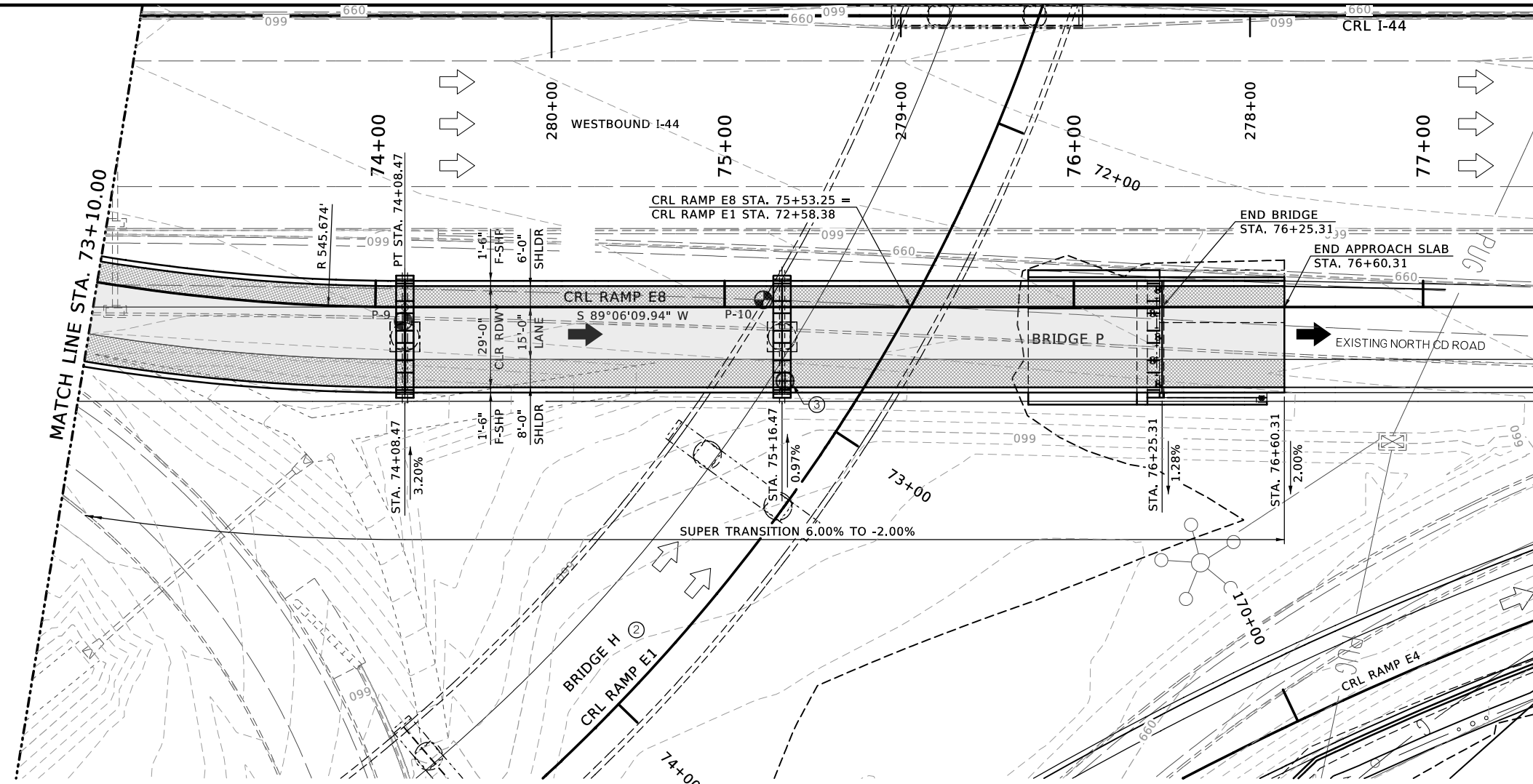


KEY MAP

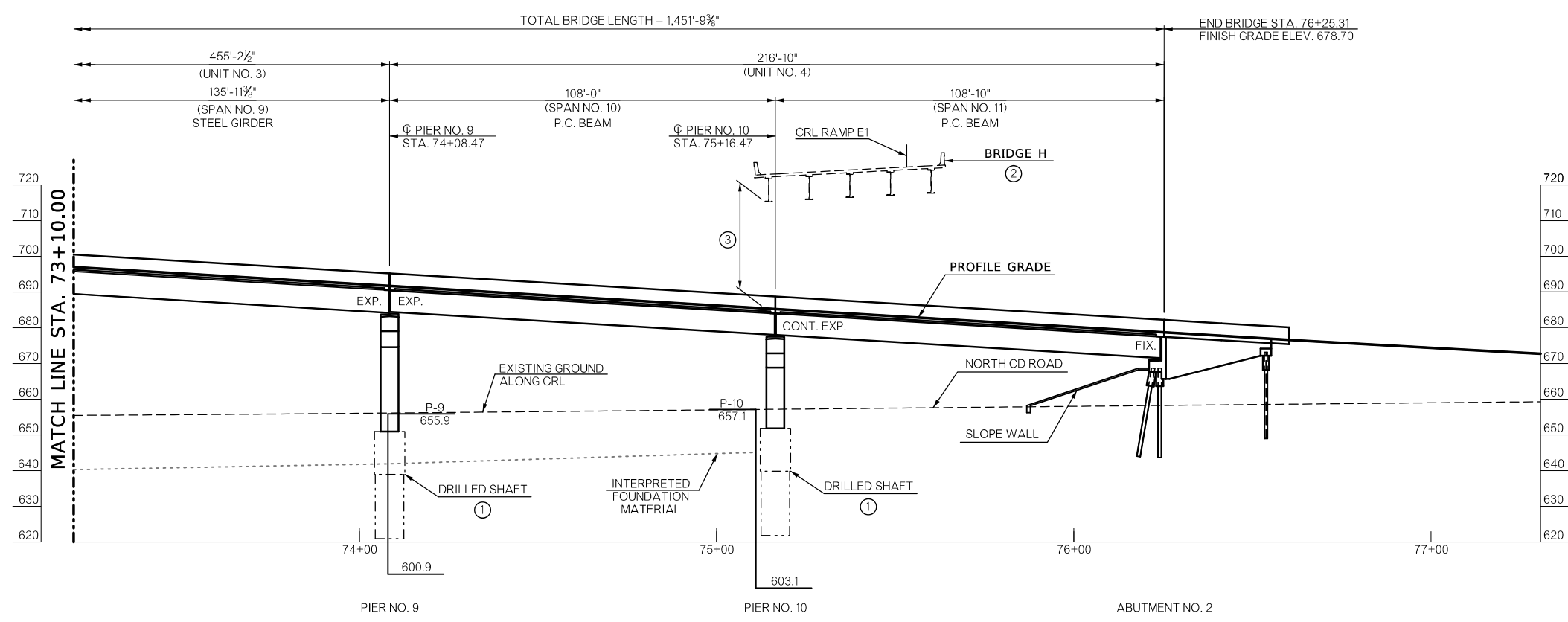
- ① CONSTRUCTED IN WORK PACKAGE JP 33788(04).
- ② CONSTRUCTED IN WORK PACKAGE JP 33788(08).
- ③ PROPOSED MIN. VERTICAL CLEARANCE 31'-2" CRL RAMP E1 STA. 75+19.00 OFFSET 6'-0" L.T.

NOTES:
FOR DESIGN DATA, HYDRAULIC DATA, VERTICAL PROFILE DATA, & FOUNDATION DATA SEE SHEET NO. B037.

BRIDGE P, I-44 & US-75		TULSA COUNTY	Design	DS	4/20
RAMP E8 OVER MOOSER CREEK			Detail	TBG	6/20
GENERAL PLAN AND ELEVATION			Check	SOT	8/20
(SHEET 4 OF 5)					
CONSTRUCT 109'-108'-135'-117'-146'-165'-136'-183'-136'-108'-109' P.C. BEAM AND STEEL GIRDER SPAN, 29'-0" CLEAR ROADWAY W/ F-SHP PARAPETS, C.L. STA. 68+99.42					
STATE OF OKLAHOMA		DEPARTMENT OF TRANSPORTATION		JOB PIECE NO. 33788(11)	
				SHEET NO. B036	



PLAN



ELEVATION

7/16/2021 P:\FDB\650-TUL\CIV\400315.0DOT_EC2123A_US75\Design-Working\STRC\Microstation\33788\WP5\Sheets\Bridg P\33788\110 GENERAL PLAN AND ELEVATION 04.dgn

HYDRAULIC SUMMARY

TOTAL DRAINAGE AREA = 4.1 sq. mi.
CONTROLLED DRAINAGE AREA = 0.0 sq. mi.
EFFECTIVE DRAINAGE AREA = 4.1 sq. mi.

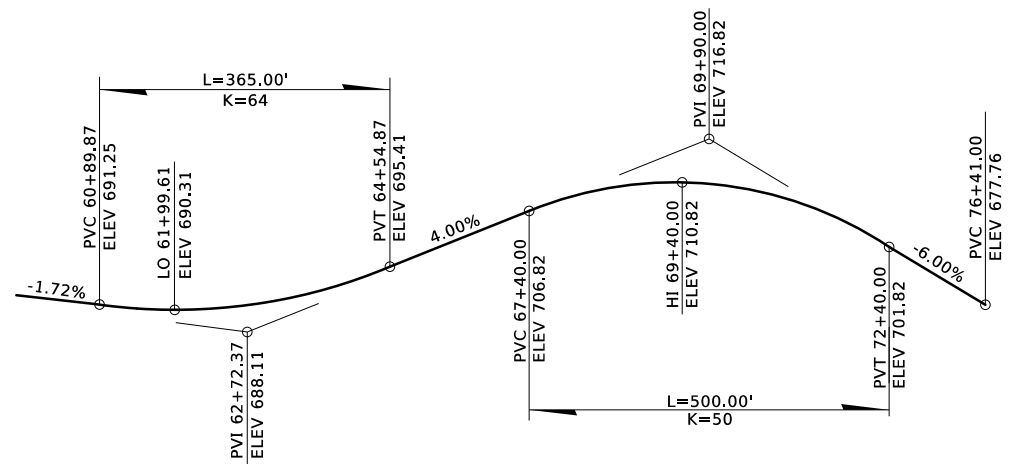
FREQ.	Q (CFS)	CHW (FT)	V (FPS)
2	630.00	636.27	3.16
5	1260.00	638.79	4.02
10	1870.00	640.23	4.72
25	2900.00	642.37	5.41
50	3580.00	643.76	5.61
100	4440.00	645.28	5.17
500	6730.00	647.37	4.88

RDWY OT > 500YR. -- -- --
100YR. CONTRACTION SCOUR = 2.78 FT.
100YR. PIER SCOUR = 8.25 FT.
100YR. TOTAL SCOUR = 11.03 FT.

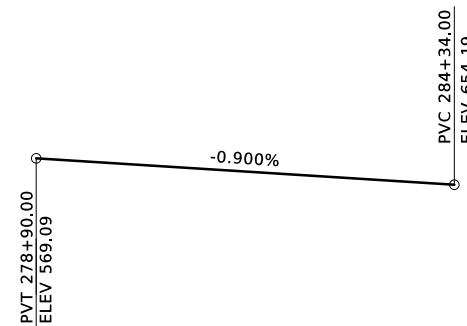
500YR. CONTRACTION SCOUR = 2.84 FT.
500YR. PIER SCOUR = 9.76 FT.
500YR. TOTAL SCOUR = 12.60 FT.

INDEX OF SHEETS

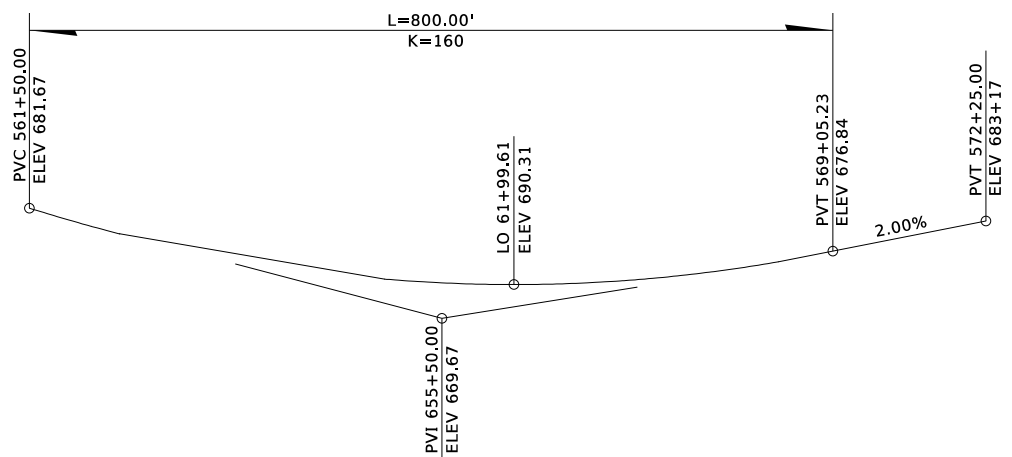
B033 - B037	GENERAL PLAN AND ELEVATION
B038	SUPERSTRUCTURE DETAILS



VERTICAL PROFILE DATA - CRL RAMP E8



VERTICAL PROFILE DATA - CRL I-44



VERTICAL PROFILE DATA - CRL US-75

**DESIGN DATA
LOAD AND RESISTANCE FACTOR DESIGN**

CLASS AA CONCRETE	f'c = 4,000 PSI
CLASS A CONCRETE	f'c = 3,000 PSI
REINFORCING STEEL (GRADE 60)	Fy = 60,000 PSI
STRUCTURAL STEEL M270 (GRADE 50W)	Fy = 50,000 PSI
STAINLESS STEEL A240 (TYPE 316):	Fy = 30,000 PSI
STAINLESS STEEL A320, CLASS 2, (GRADE B8M):	Fy = 58,000 PSI

LOADING: HL-93 OR OKLAHOMA OVERLOAD TRUCK
20 PSF FUTURE WEARING SURFACE
5 PSF STAY IN PLACE FORMS

DESIGN: AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS 8TH EDITION

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

LRFR OPERATING RATING = XXX

**FOUNDATION DATA
ABUTMENTS (HP XX X XX PILING)**

FACTORED PILE REACTION (TONS/PILE) = XX.X

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

PIERS (XX" DIAMETER DRILLED SHAFTS)

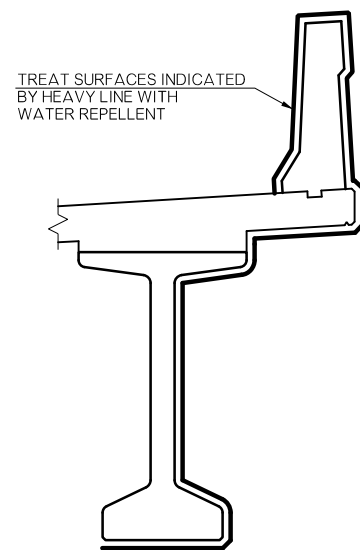
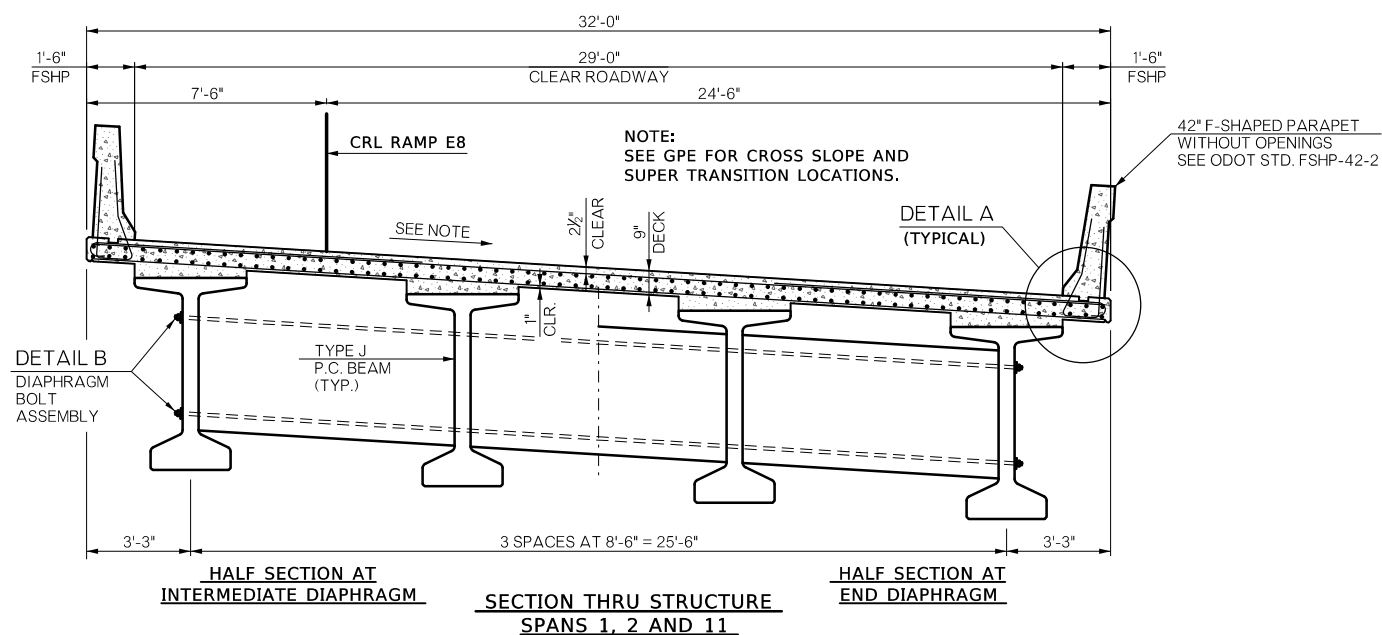
FACTORED REACTION (TONS/SHAFT)	= XX.X
NOMINAL UNIT BEARING RESISTANCE (TSF)	= XX.X
BEARING RESISTANCE FACTOR	= XX.X
FACTORED BEARING RESISTANCE (TON/SHAFT)	= XX.X
NOMINAL UNIT FRICTION RESISTANCE (TSF)	= XX.X
FRICTION RESISTANCE FACTOR	= XX.X
FACTORED FRICTION RESISTANCE (TON/SHAFT)	= XX.X
FRICTION DEPTH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

ITEMIZED QUANTITIES

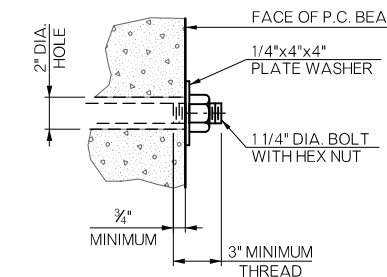
ITEM	UNIT	ABUTMENT	PIER	SUPER-STRUCTURE	APPROACH SLAB	SLOPEWALL	TOTAL

BRIDGE P, I-44 & US-75	TULSA COUNTY	Design	DS	4/20
RAMP E8 OVER MOOSER CREEK		Detail	TBG	6/20
GENERAL PLAN AND ELEVATION (SHEET 5 OF 5)		Check	SOT	8/20
CONSTRUCT 109'-108'-135'-117'-146'-165'-136'-183'-136'-108'-109' P.C. BEAM AND STEEL GIRDER SPAN, 29'-0" CLEAR ROADWAY W/F-SHP PARAPETS, C.L. STA. 68+99.42				
STATE OF OKLAHOMA	DEPARTMENT OF TRANSPORTATION	JOB PIECE NO. 33788(11)		SHEET NO. B037

P:\FDB\650-TUL\CIVIL\400315_000T_EC2123A_US75\Design-Working\STRC\Micr station\33788\WP5\Sheets\B ridge P\33788\10 GENERAL PLAN AND ELEVATION 05.dgn 7/16/2021

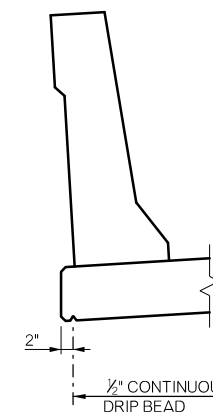


WATER REPELLENT TREATMENT DETAIL



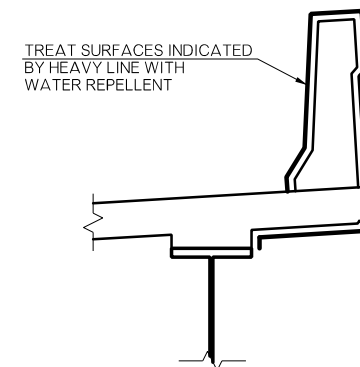
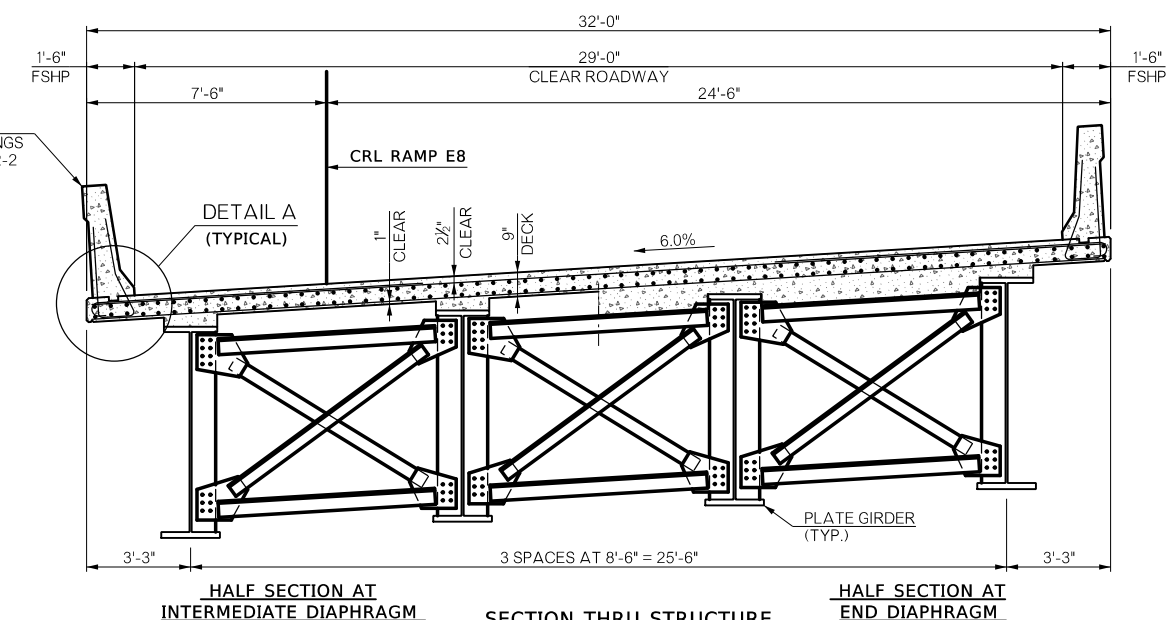
DIAPHRAGM BOLT NOTES

PROVIDE STRUCTURAL STEEL FOR DIAPHRAGM BOLTS AND PLATE WASHERS IN ACCORDANCE WITH AASHTO M270 (ASTM A709), GRADE 50W (WEATHERING STEEL, CHARPY V-NOTCH TESTING NOT REQUIRED). THE CONTRACTOR MAY SUBSTITUTE A #10 REINFORCING BAR IN ACCORDANCE WITH AASHTO M31, GRADE 60, AND THREADED AT THE ENDS AS SHOWN FOR THE DIAPHRAGM BOLT AT NO ADDITIONAL COST TO THE DEPARTMENT. PROVIDE HEX NUTS IN ACCORDANCE WITH AASHTO M291 (ASTM A563). PAINT EXPOSED DIAPHRAGM BOLT, PLATE WASHER AND HEX NUT WITH TWO (2) COATS OF ZINC-RICH PAINT (6 MIL MINIMUM THICKNESS) AFTER ASSEMBLY. INCLUDE ALL COST OF DIAPHRAGM BOLT, PLATE WASHER AND HEX NUT IN THE CONTRACT PRICE FOR "STRUCTURAL STEEL M270 GRADE 50W".

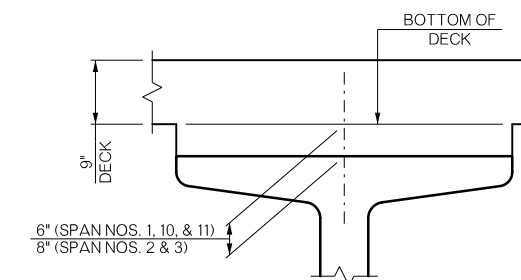


DETAIL A

DETAIL B



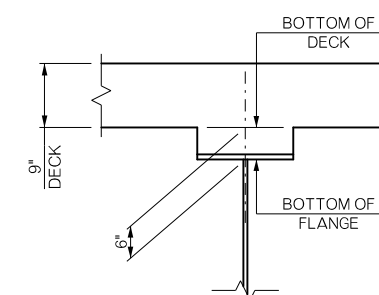
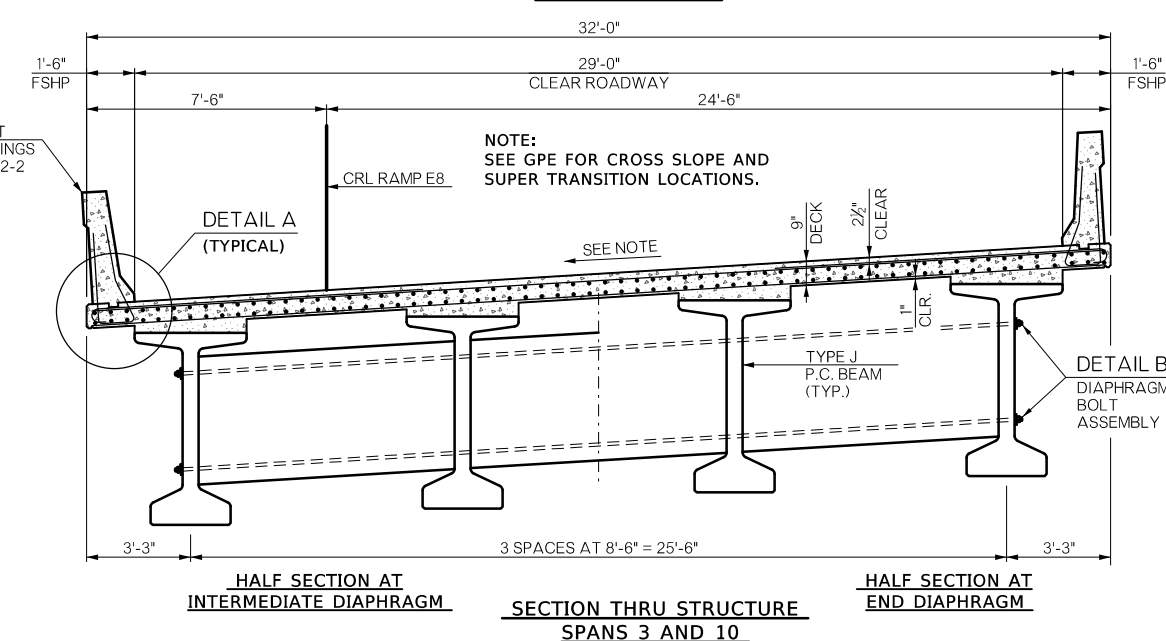
WATER REPELLENT TREATMENT DETAIL



BEAM HAUNCH DETAIL (TYPE J)

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.

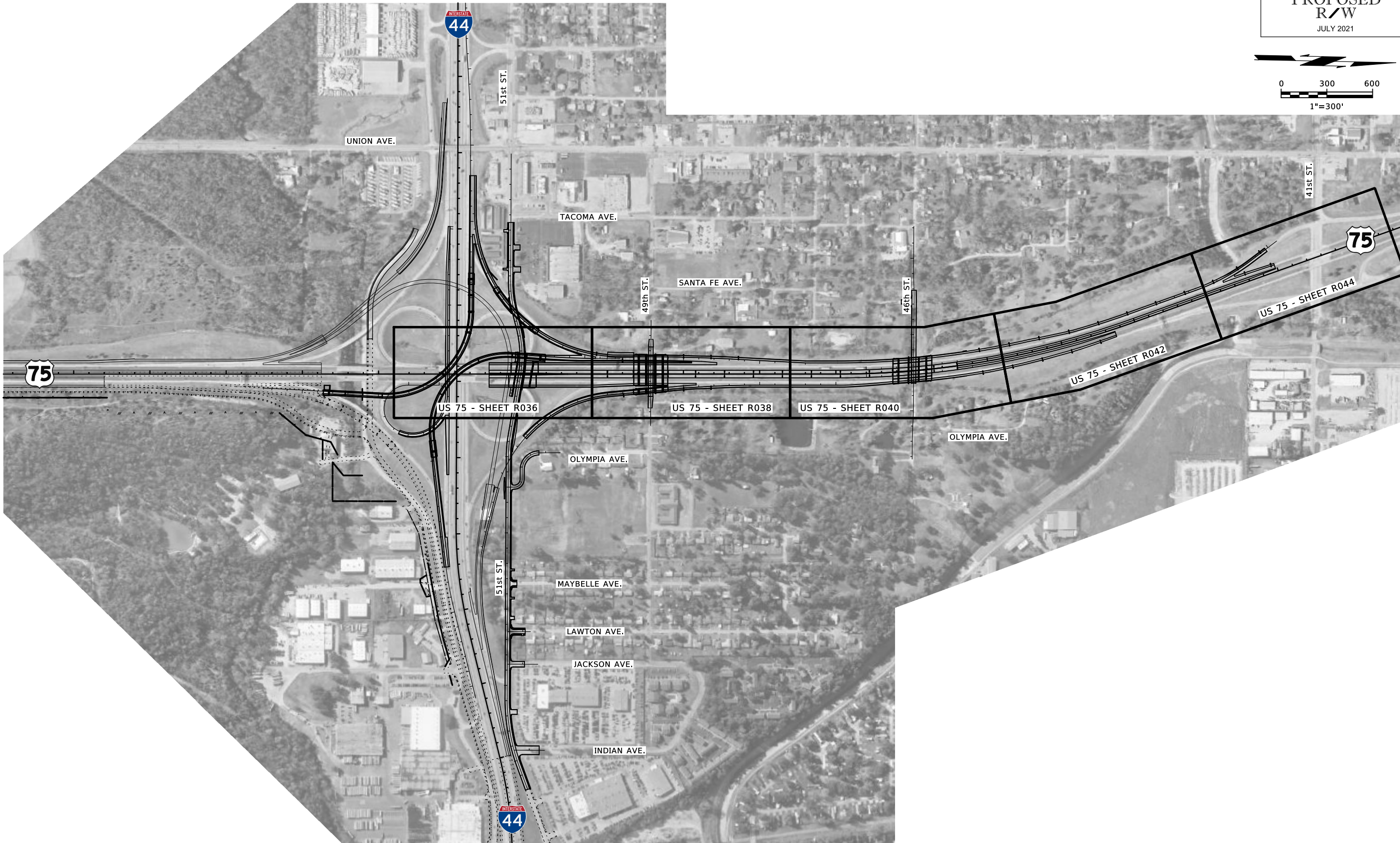
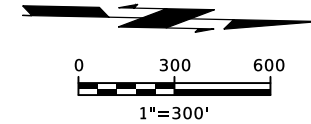


BEAM HAUNCH DETAIL (PLATE GIRDER)

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.

BRIDGE P, I-44 & US-75		TULSA COUNTY		Design	DS	4/20
RAMP E8 OVER MOOSER CREEK				Detail	TBG	6/20
				Check	SOT	8/20
SUPERSTRUCTURE DETAILS						
STATE OF OKLAHOMA		DEPARTMENT OF TRANSPORTATION		JOB PIECE NO. 33788(11) SHEET NO. B038		



DESIGN	
DRAWN	
CHECKED	
APPROVED	
SQUAD	

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PLAN KEY MAP
(MAINLINE)

7/16/2021

UTILITY COMPANY OWNER'S LIST	
PSO	918-250-6211
COX	405-417-4064
AT&T	918-596-4237
ONG	405-556-6401
CITY OF TULSA	918-596-2595
ONEOK Field services	918-588-7431
Phillips 66	918-977-5143
Enable Midstream	405-921-3582
Enbridge Energy	918-223-2054

ALL DISTANCES SHOWN TO ALL R/W AND EXISTING OBJECTS ARE FROM C SURVEY. SEE SURVEY DATA SHEETS FOR C SURVEY INFORMATION.

SEE SHEETS R047-R048 FOR RAMP E2

SEE SHEETS R049-R054 FOR RAMP E3

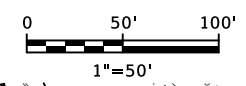
SEE SHEETS R055-R058 FOR RAMP E4

SEE SHEETS R059-R060 FOR RAMP E5

OKLAHOMA DEPARTMENT OF TRANSPORTATION
PROPOSED R/W
 JULY 2021

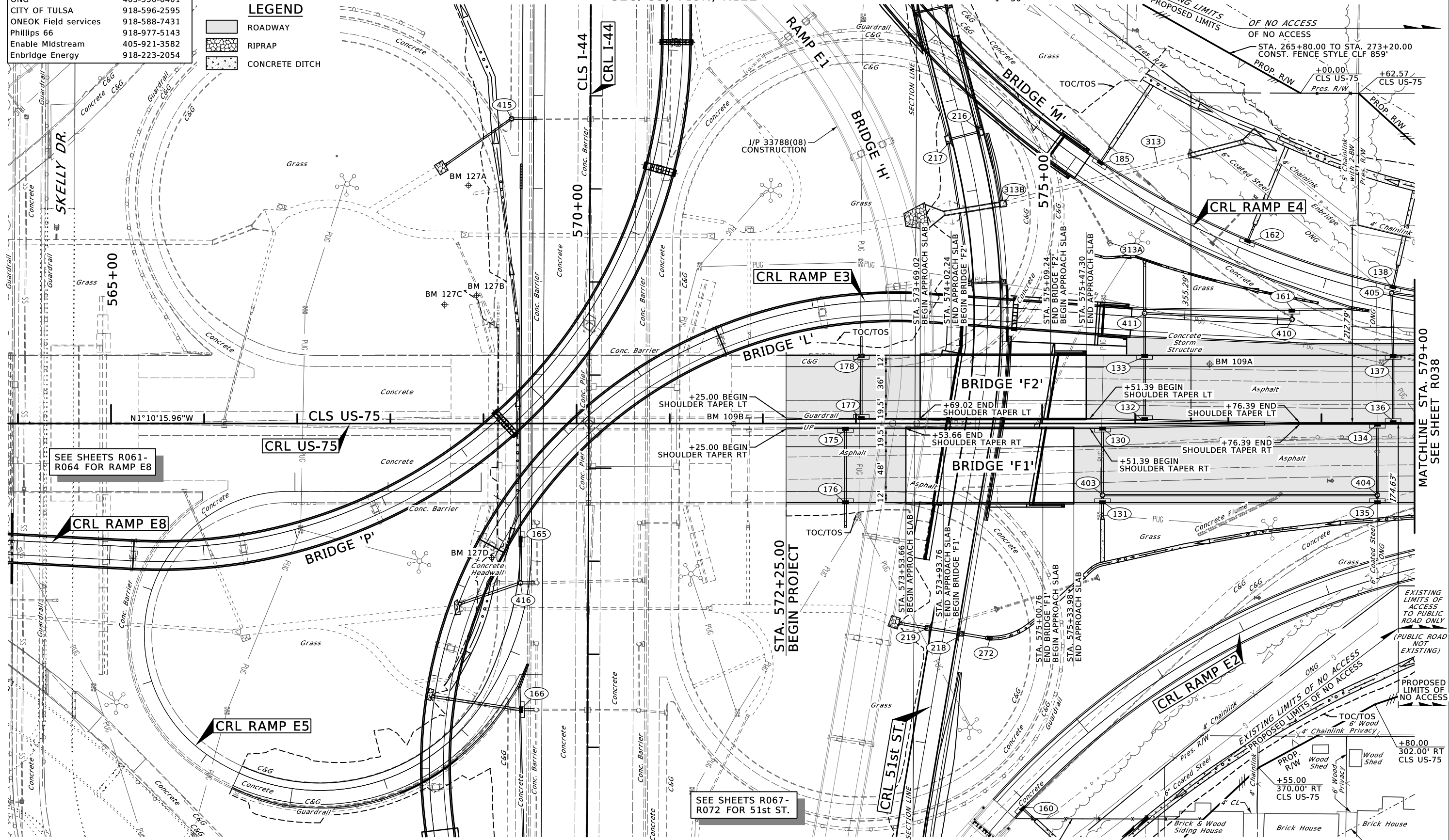
LEGEND

- ROADWAY
- RIPRAP
- CONCRETE DITCH



SEC. 35, T19N, R12E

SEC. 26, T19N, R12E



SEE SHEETS R061-R064 FOR RAMP E8

SEE SHEETS R067-R072 FOR 51st ST.

BENCHMARK 127A
 CUT X ON HEADWALL
 STA. 117+97.08, 130.61' RT CLS I-44
 STA. 281+96.89, 130.55' RT CRL I-44
 N 402277.28, E 2557167.48, EL. 647.773

BENCHMARK 127B
 CUT X ON WEST ENDHEADWALL
 STA. 119+15.21, 121.49' RT CLS I-44
 STA. 283+15.01, 121.43' RT CRL I-44
 N 402288.26, E 2557285.45, EL. 645.844

BENCHMARK 127C
 CUT X ON CL HEADWALL
 STA. 119+25.36, 155.62' RT CLS I-44
 STA. 283+25.17, 155.56' RT CRL I-44
 N 402254.29, E 2557296.14, EL. 645.458

BENCHMARK 127D
 CUT X ON HEADWALL
 STA. 121+96.90, 103.87' RT CLS I-44
 STA. 285+96.71, 103.79' RT CRL I-44
 N 402310.30, E 2557566.83, EL. 649.568

BENCHMARK 109B
 CUT BOX
 STA. 262+91.38, 0.32' RT CLS US-75
 STA. 571+68.83, 0.16' RT CRL US-75
 N 402567.42, E 2557417.57, EL. 675.341

BENCHMARK 109A
 CUT X
 STA. 268+02.61, 63.73' LT CLS US-75
 STA. 576+80.06, 63.89' LT CRL US-75
 N 403077.23, E 2557343.09, EL. 684.871

7/16/2021
P:\FDB\650-TUL\CIV\400315_0001_EC2123A_US75\Design-Working\CIV\MicroStation\337881-Profile_US75_01.dgn

BENCHMARK 127A
CUT X ON HEADWALL
STA. 117+97.08, 130.61' RT CLS I-44
STA. 281+96.89, 130.55' RT CRL I-44
N 402277.28, E 2557167.48, EL. 647.773

BENCHMARK 127B
CUT X ON WEST ENDHEADWALL
STA. 119+15.21, 121.49' RT CLS I-44
STA. 283+15.01, 121.43' RT CRL I-44
N 402288.26, E 2557285.45, EL. 645.844

BENCHMARK 127C
CUT X ON CL HEADWALL
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STA. 283+25.17, 155.56' RT CRL I-44
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BENCHMARK 127D
CUT X ON HEADWALL
STA. 121+96.90, 103.87' RT CLS I-44
STA. 285+96.71, 103.79' RT CRL I-44
N 402310.30, E 2557566.83, EL. 649.568

BENCHMARK 109B
CUT BOX
STA. 262+91.38, 0.32' RT CLS US-75
STA. 571+68.83, 0.16' RT CRL US-75
N 402567.42, E 2557417.57, EL. 675.341

BENCHMARK 109A
CUT X
STA. 268+02.61, 63.73' LT CLS US-75
STA. 576+80.06, 63.89' LT CRL US-75
N 403077.23, E 2557343.09, EL. 684.871

LEGEND

- FINISHED GRADE
- - - EXISTING GRADE AT CRL
- · · EXISTING GRADE AT PGL (RT)
- · · EXISTING GRADE AT PGL (LT)

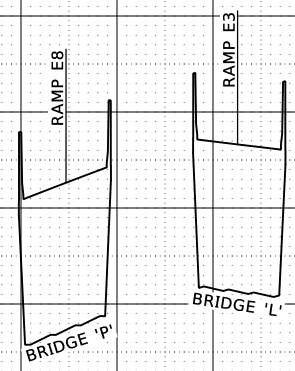
- 175 STA. 572+88.82
CONST. INLET (LONG. BARRIER - TYPE I, DES. 2)
W/ 18" X 77' RCP TIE ONTO STR. 176
TG = 684.06
FL IN = 678.56
FL OUT = 677.85
- 176 STA. 572+88.82
CONST. INLET (LONG. BARRIER - TYPE I, DES. 2)
W/ 18" X 20' RCP
TG = 683.25
FL IN = 677.75
FL OUT = 677.67
- 177 STA. 573+05.77
CONST. INLET (LONG. BARRIER - TYPE I, DES. 2)
W/ 18" X 65' RCP TIE ONTO STR. 178
TG = 684.40
FL IN = 678.90
FL OUT = 678.43
- 178 STA. 573+05.77
CONST. INLET (LONG. BARRIER - TYPE I, DES. 2)
W/ 18" X 20' RCP
TG = 683.25
FL IN = 678.33
FL OUT = 678.25

- 130 STA. 575+64.87
CONST. INLET (LONG. BARRIER - TYPE I, DES. 2)
W/ 18" X 69' RCP TIE ONTO STR. 403
TG = 689.95
FL IN = 684.45
FL OUT = 683.90
- 131 STA. 575+64.87
CONST. INLET (LONG. BARRIER - TYPE I, DES. 2)
W/ 24" X 12' RCP
TG = 689.14
FL IN = 683.14
FL OUT = 683.09
- 403 STA. 575+64.87
CONST. MANHOLE (4' DIAMETER)
W/ 18" X 5' RCP TIE ONTO STR. 131
TR = 689.30
FL IN = 683.80
FL OUT = 683.64
- 132 STA. 576+10.06
CONST. INLET (LONG. BARRIER - TYPE I, DES. 2)
W/ 18" X 66' RCP TIE ONTO STR. 133
TG = 691.02
FL IN = 685.52
FL OUT = 685.07
- 133 STA. 576+10.06
CONST. INLET (LONG. BARRIER - TYPE I, DES. 2)
W/ 18" X 43' RCP TIE ONTO STR. 411
TG = 690.47
FL IN = 684.97
FL OUT = 684.84
- 411 STA. 576+10.06
CONST. MANHOLE (4' DIAMETER)
W/ 24" X 49' RCP
TR = 701.31
FL IN = 684.84
FL OUT = 684.74

- 136 STA. 578+76.95
CONST. INLET (LONG. BARRIER - TYPE I, DES. 2)
W/ 18" X 70' RCP TIE ONTO STR. 137
TG = 697.75
FL IN = 692.25
FL OUT = 691.86
- 137 STA. 578+76.95
CONST. INLET (LONG. BARRIER - TYPE I, DES. 2)
W/ 18" X 65' RCP TIE ONTO STR. 405
TG = 697.25
FL IN = 691.76
FL OUT = 691.47
- 405 STA. 578+75.40
CONST. MANHOLE (4' DIAMETER)
W/ 18" X 4' RCP TIE ONTO STR. 138
TR = 698.37
FL IN = 691.37
FL OUT = 691.19

- 134 STA. 578+60.00
CONST. INLET (LONG. BARRIER - TYPE I, DES. 2)
W/ 18" X 73' RCP TIE ONTO STR. 404
TG = 697.31
FL IN = 691.81
FL OUT = 690.85
- 135 STA. 578+60.00
CONST. INLET (LONG. BARRIER - TYPE I, DES. 2)
W/ 18" X 5' RCP TIE ONTO STR. 404
TG = 696.59
FL IN = 691.09
FL OUT = 690.85
- 404 STA. 578+60.00
CONST. MANHOLE (4' DIAMETER)
W/ 18" X 292' RCP TIE ONTO STR. 403
TR = 696.75
FL IN = 690.75
FL OUT = 683.90

UTILITY COMPANY OWNER'S LIST	
PSO	918-250-6211
COX	405-417-4064
AT&T	918-596-4237
ONG	405-556-6401
CITY OF TULSA	918-596-2595
ONEOK Field services	918-588-7431
Phillips 66	918-977-5143
Enable Midstream	405-921-3582
Enbridge Energy	918-223-2054



STA. 572+25.00
BEGIN PROJECT

L=300.00'
K=540
V=80 MPH

FINISHED GRADE

Existing Grade @ CRL

SP. DITCH RT.

Existing Underground
Power Sta. 571+42.60

Existing Gas Line
Sta. 578+59.78

678.04
677.54
677.67
678.42
679.79
654.03
652.34
685.72
684.67
687.72
686.69
686.01
688.84
683.34
691.19
684.32
693.70
686.08
696.26
688.40
698.81
691.14

565+00 566+00 567+00 568+00 569+00 570+00 571+00 572+00 573+00 574+00 575+00 576+00 577+00 578+00 579+00

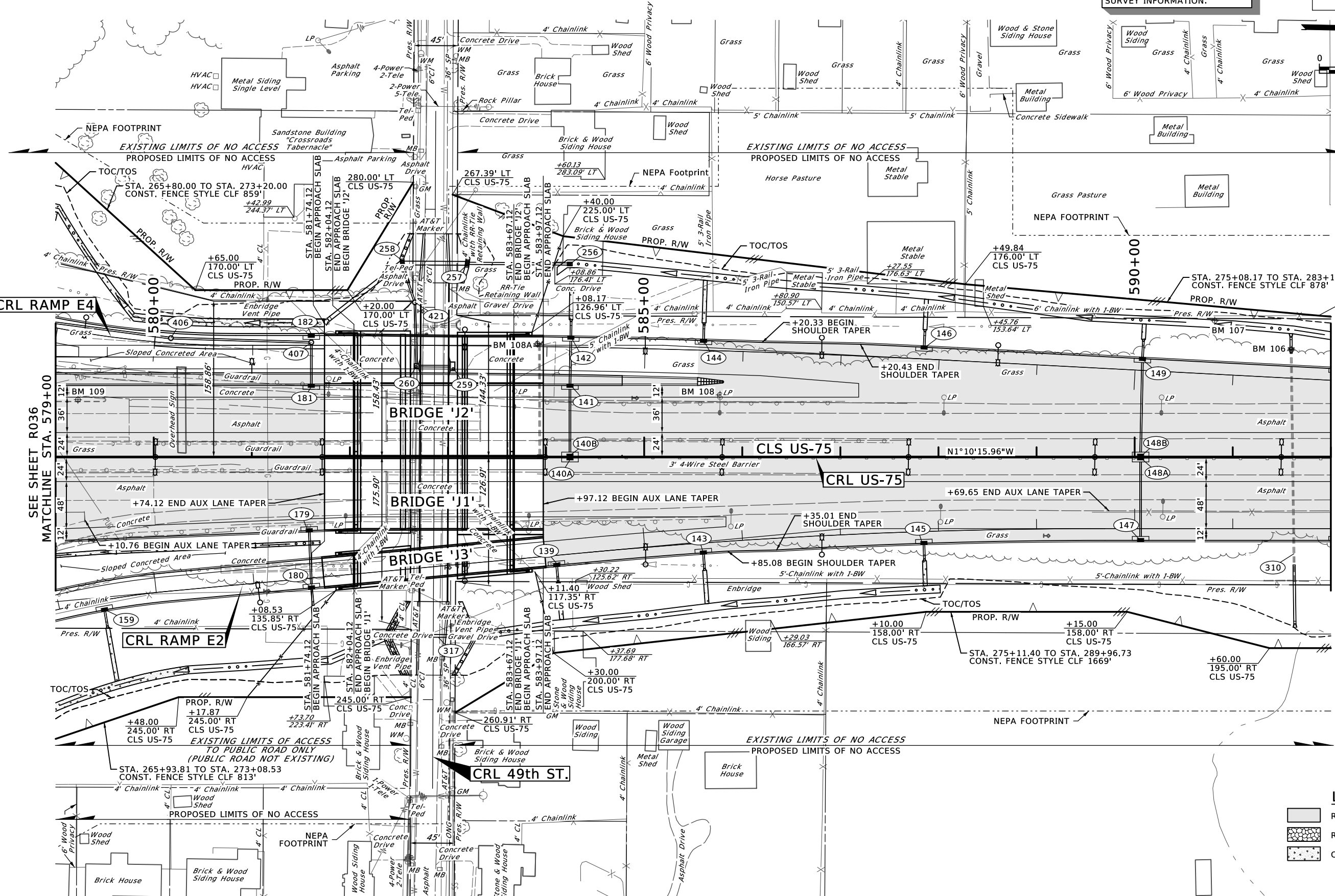
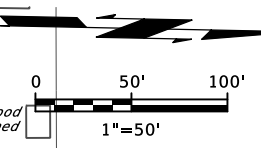
SEC. 35, T19N, R12E

ALL DISTANCES SHOWN TO ALL R/W AND EXISTING OBJECTS ARE FROM Q SURVEY. SEE SURVEY DATA SHEETS FOR Q SURVEY INFORMATION.

SEE SHEETS R047-R048 FOR RAMP E2

SEE SHEETS R055-R058 FOR RAMP E4

SEE SHEET R073 FOR 49th ST.



SEE SHEET R036 MATCHLINE STA. 579+00

MATCHLINE STA. 592+00 SEE SHEET R040

LEGEND

- ROADWAY
- RIPRAP
- CONCRETE DITCH

BENCHMARK 108A
 CUT X
 STA. 275+13.76, 115.40' LT CLS US-75
 STA. 583+91.21, 115.56' LT CRL US-75
 N 403787.17, E 2557276.90, EL. 682.821

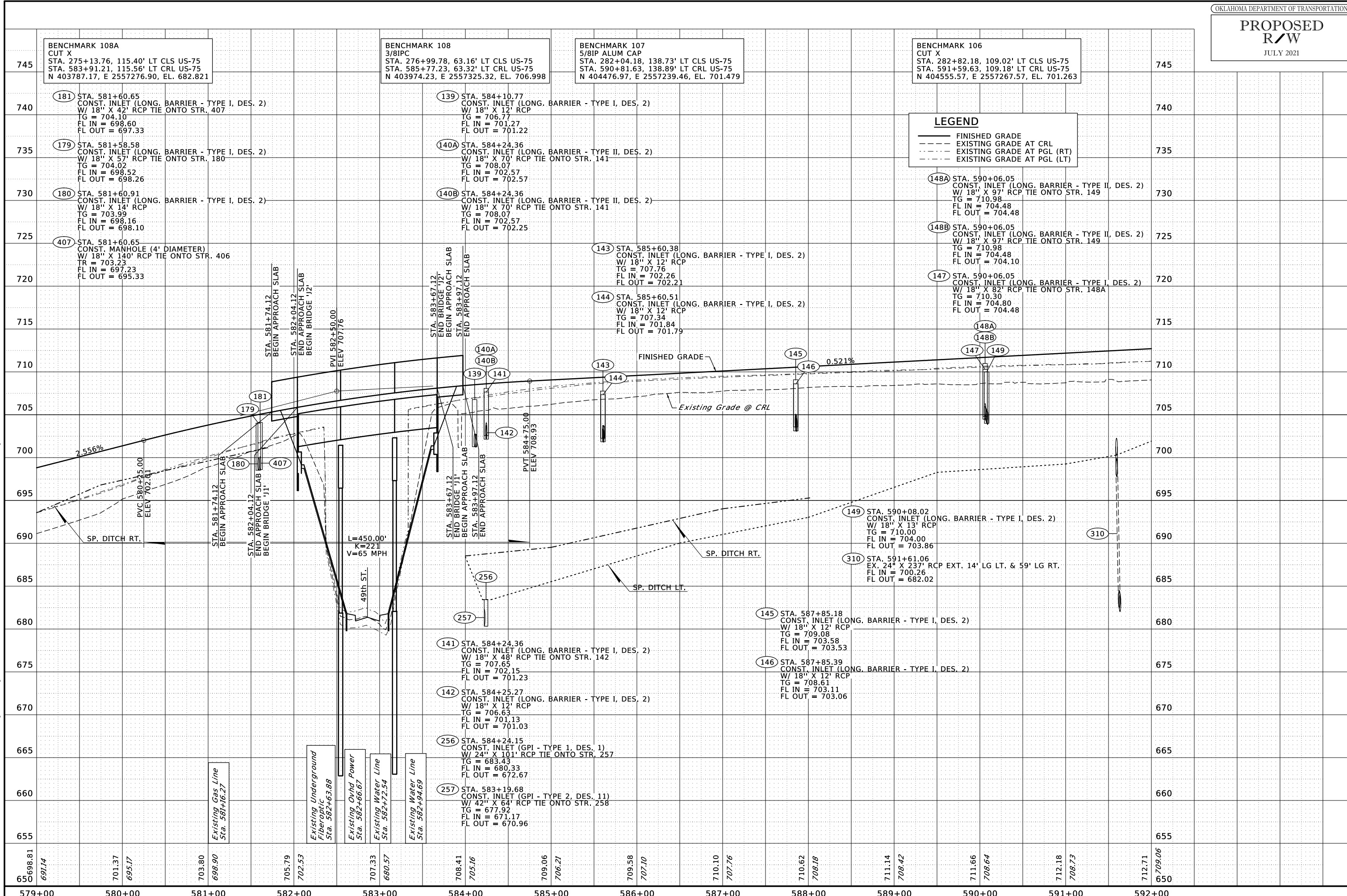
BENCHMARK 108
 3/8IPC
 STA. 276+99.78, 63.16' LT CLS US-75
 STA. 585+77.23, 63.32' LT CRL US-75
 N 403974.23, E 2557325.32, EL. 706.998

BENCHMARK 107
 5/8IP ALUM CAP
 STA. 282+04.18, 138.73' LT CLS US-75
 STA. 590+81.63, 138.89' LT CRL US-75
 N 404476.97, E 2557239.46, EL. 701.479

BENCHMARK 106
 CUT X
 STA. 282+82.18, 109.02' LT CLS US-75
 STA. 591+59.63, 109.18' LT CRL US-75
 N 404555.57, E 2557267.57, EL. 701.263

7/16/2021

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LEGEND

- FINISHED GRADE
- - - EXISTING GRADE AT CRL
- - - EXISTING GRADE AT PGL (RT)
- - - EXISTING GRADE AT PGL (LT)

SEE SHEETS R047-R048 FOR RAMP E2

SEE SHEETS R055-R058 FOR RAMP E4

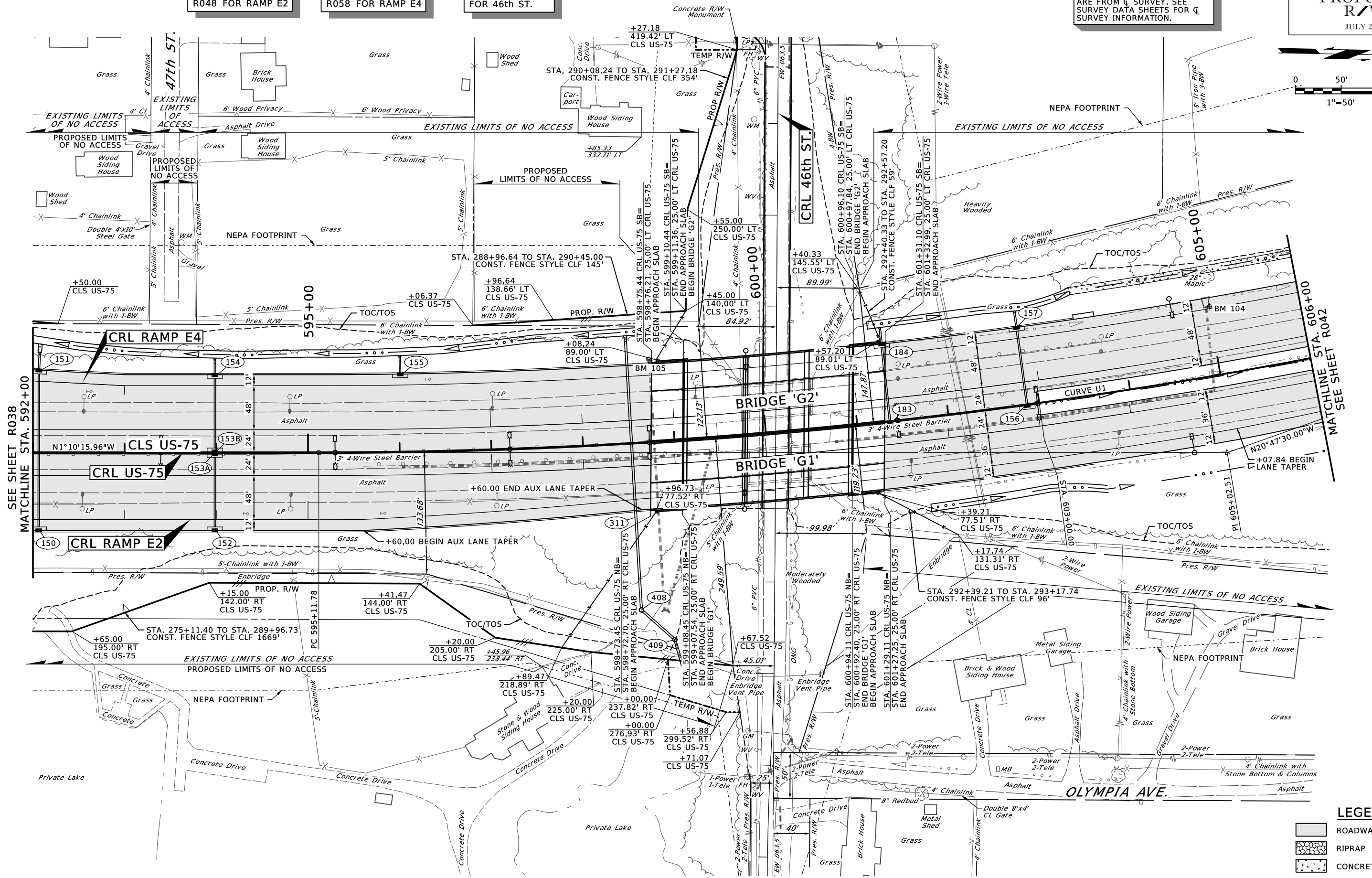
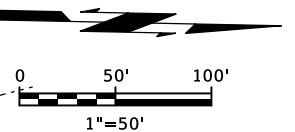
SEE SHEET R074 FOR 46th ST.

SEC. 35, T19N, R12E

ALL DISTANCES SHOWN TO ALL R/W AND EXISTING OBJECTS ARE FROM C SURVEY. SEE SURVEY DATA SHEETS FOR C SURVEY INFORMATION.

PROPOSED R/W

JULY 2021



BENCHMARK 105
CUT X
STA. 290+00.39, 89.22' LT CLS US-75
STA. 598+77.83, 89.44' LT CRL US-75
N 405267.83, E 2557261.24, EL. 706.515

BENCHMARK 104
CUT X
STA. 296+23.28, 74.83' LT CLS US-75
STA. 605+00.76, 75.15' LT CRL US-75
N 405877.59, E 2557190.54, EL. 700.966

LEGEND

- ROADWAY
- RIPRAP
- CONCRETE DITCH

SEE SHEET R038 MATCHLINE STA. 592+00

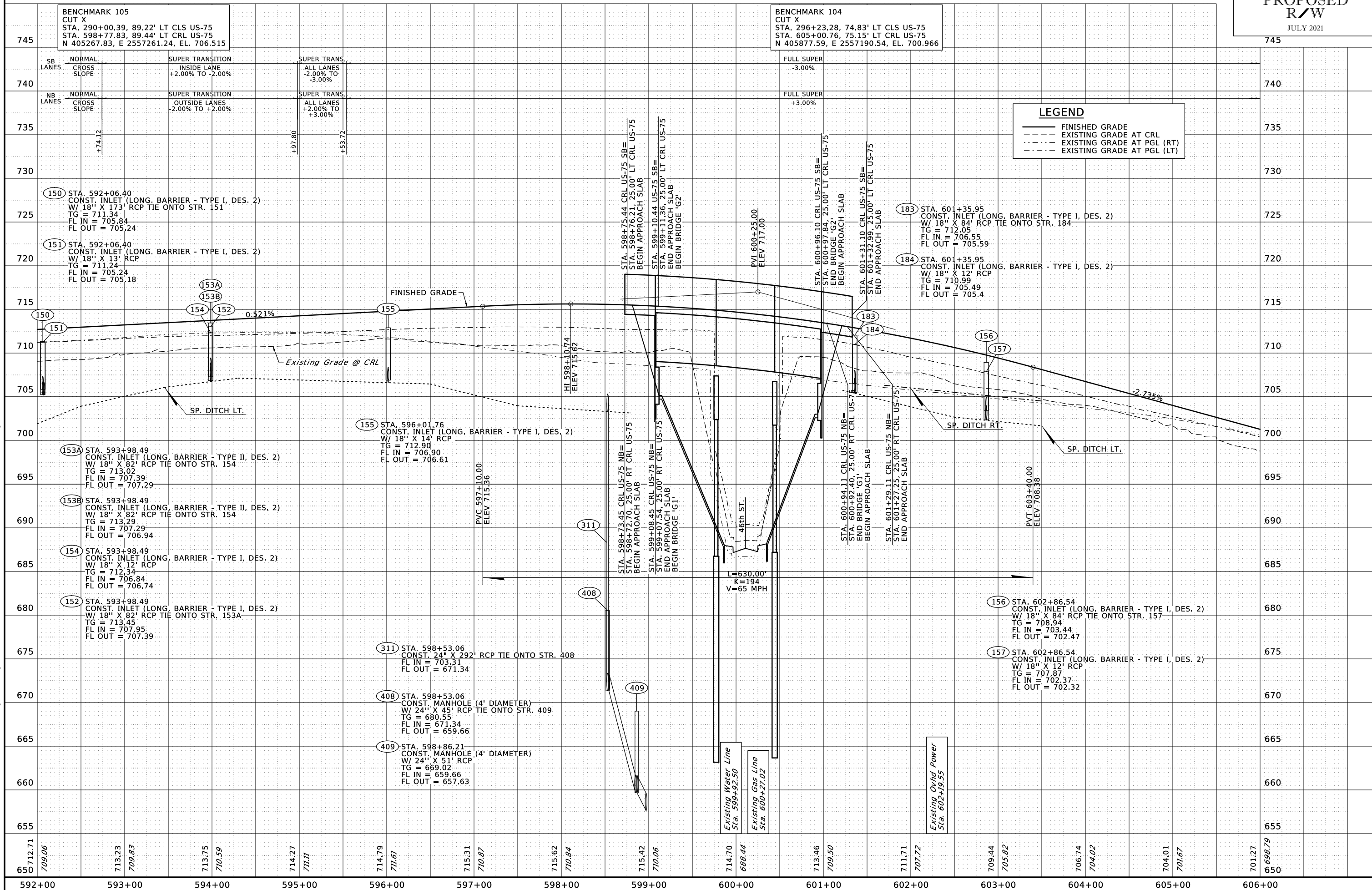
MATCHLINE STA. 606+00 SEE SHEET R042

PROPOSED R/W

JULY 2021

7/16/2021

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LEGEND

- FINISHED GRADE
- - - EXISTING GRADE AT CRL
- - - EXISTING GRADE AT PGL (RT)
- - - EXISTING GRADE AT PGL (LT)

BENCHMARK 105
 CUT X
 STA. 290+00.39, 89.22' LT CLS US-75
 STA. 598+77.83, 89.44' LT CRL US-75
 N 405267.83, E 2557261.24, EL. 706.515

BENCHMARK 104
 CUT X
 STA. 296+23.28, 74.83' LT CLS US-75
 STA. 605+00.76, 75.15' LT CRL US-75
 N 405877.59, E 2557190.54, EL. 700.966

745

740

735

730

725

720

715

710

705

700

695

690

685

680

675

670

665

660

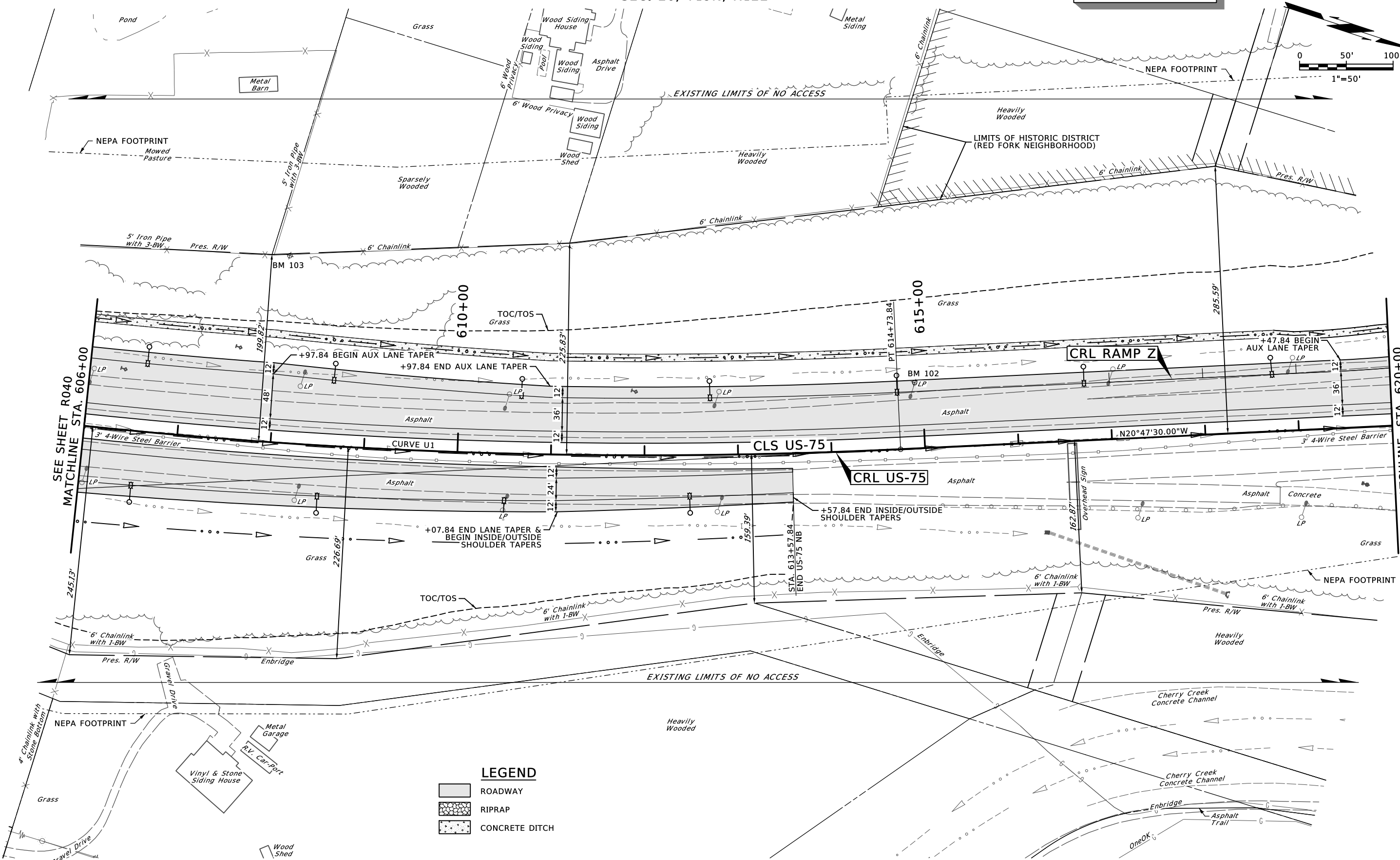
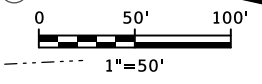
655

650

SEC. 26, T19N, R12E

SEE SHEET R065 FOR RAMP Z

ALL DISTANCES SHOWN TO ALL R/W AND EXISTING OBJECTS ARE FROM C SURVEY. SEE SURVEY DATA SHEETS FOR C SURVEY INFORMATION.



SEE SHEET R040 MATCHLINE STA. 606+00

MATCHLINE STA. 620+00 SEE SHEET R044

- LEGEND**
- ROADWAY
 - RIPRAP
 - CONCRETE DITCH

BENCHMARK 103
 5/8" IP WITH AL CAP
 STA. 299+29.43, 199.97' LT CLS US-75
 STA. 608+06.91, 200.34' LT CRL US-75
 N 406141.88, E 2557003.28, EL. 691.739

BENCHMARK 102
 CUT X
 STA. 306+14.69, 69.92' LT CLS US-75
 STA. 614+92.23, 70.39' LT CRL US-75
 N 406818.82, E 2556925.26, EL. 669.932

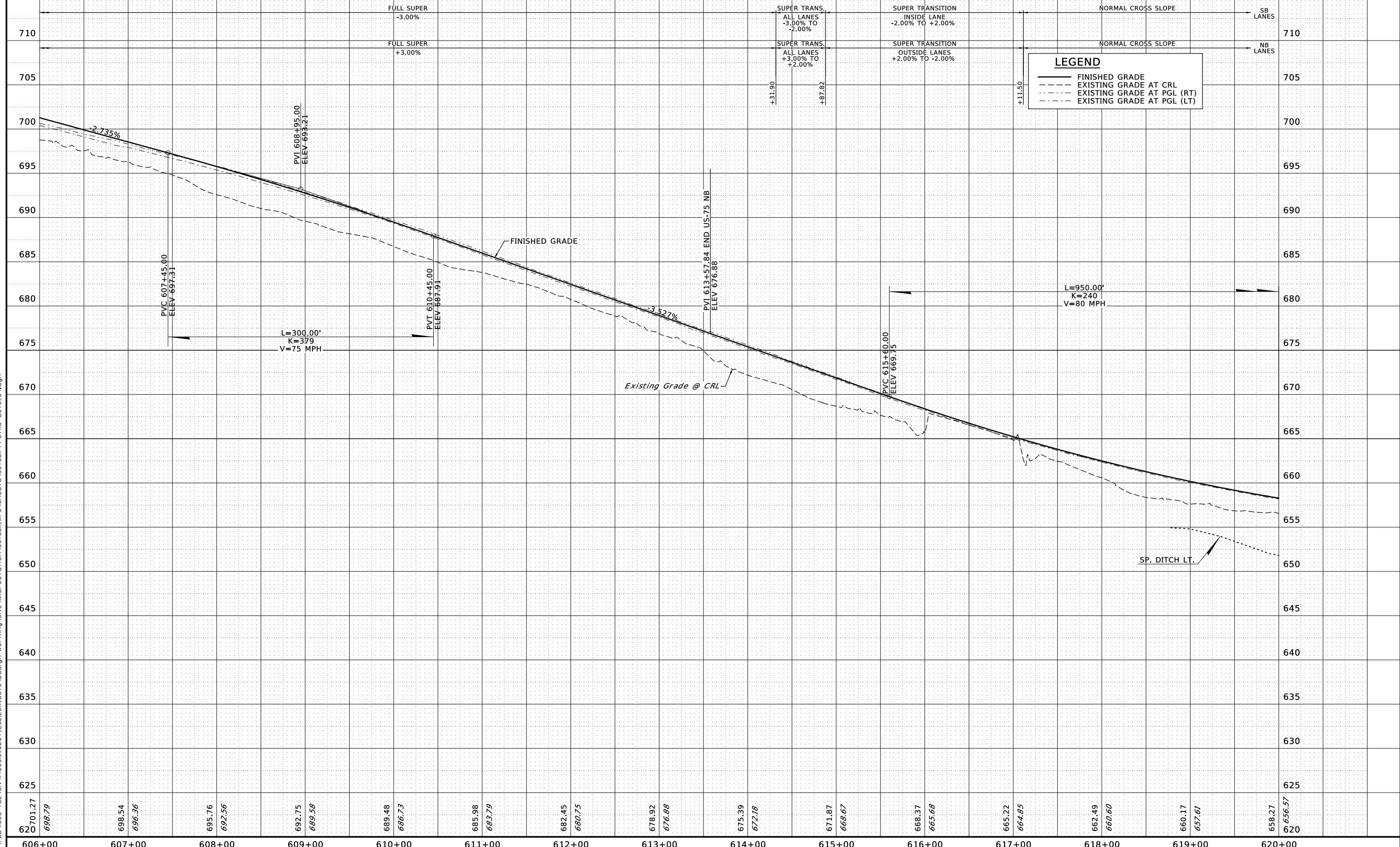
7/16/2021

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7/16/2021

BENCHMARK 103
5/8IP WITH AL CAP
STA. 299+29.43, 199.97' LT CLS US-75
STA. 608+06.91, 200.34' LT CRL US-75
N 406141.88, E 2557003.28, EL. 691.739

BENCHMARK 102
CUT X
STA. 306+14.69, 69.92' LT CLS US-75
STA. 614+92.23, 70.39' LT CRL US-75
N 406818.82, E 2556925.26, EL. 669.932



LEGEND

- FINISHED GRADE
- - - EXISTING GRADE AT CRL
- · - · EXISTING GRADE AT PGL (RT)
- · - · EXISTING GRADE AT PGL (LT)

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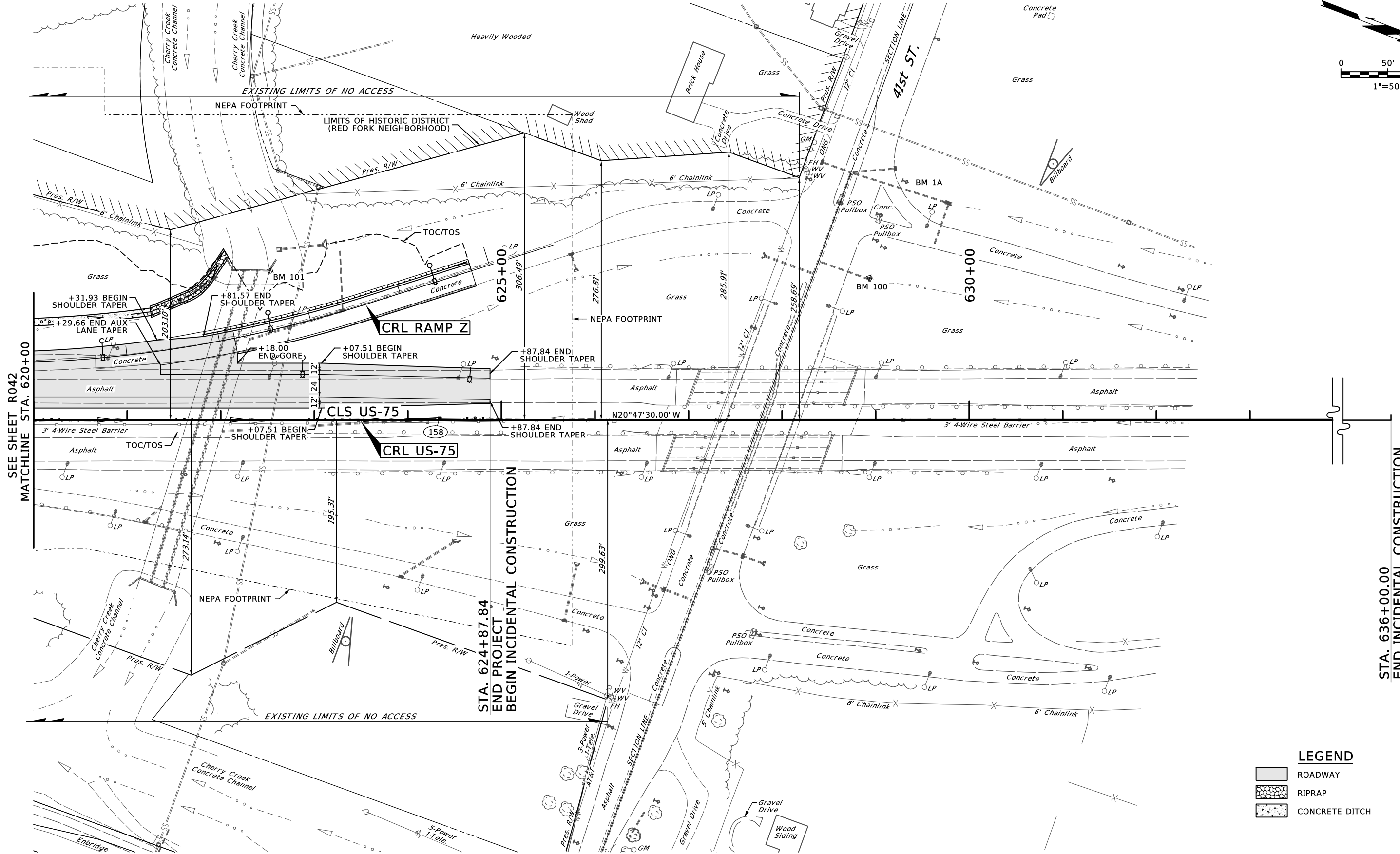
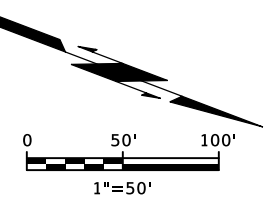
7/16/2021

SEE SHEET R065 FOR RAMP Z

ALL DISTANCES SHOWN TO ALL R/W AND EXISTING OBJECTS ARE FROM C SURVEY. SEE SURVEY DATA SHEETS FOR C SURVEY INFORMATION.

SEC. 26, T19N, R12E

SEC. 22, T19N, R12E



SEE SHEET R042 MATCHLINE STA. 620+00




STA. 636+00.00 END INCIDENTAL CONSTRUCTION

STA. 624+87.84 END PROJECT BEGIN INCIDENTAL CONSTRUCTION

BENCHMARK 101
CUT X
STA. 313+75.46, 158.98' LT CLS US-75
STA. 622+52.99, 159.59' LT CRL US-75
N 407498.37, E 2556571.82, EL. 631.547

BENCHMARK 100
CUT X
STA. 320+16.25, 151.61' LT CLS US-75
STA. 628+93.78, 152.35' LT CRL US-75
N 408100.00, E 2556351.14, EL. 634.915

BENCHMARK 1A
STA. 320+61.09, 252.79' LT CLS US-75
STA. 629+38.61, 253.53' LT CRL US-75
N 408105.99, E 2556240.63, EL. 637.82

- LEGEND**
-  ROADWAY
 -  RIPRAP
 -  CONCRETE DITCH

7/16/2021

BENCHMARK 101
CUT X
STA. 313+75.46, 158.98' LT CLS US-75
STA. 622+52.99, 159.59' LT CRL US-75
N 407498.37, E 2556571.82, EL. 631.547

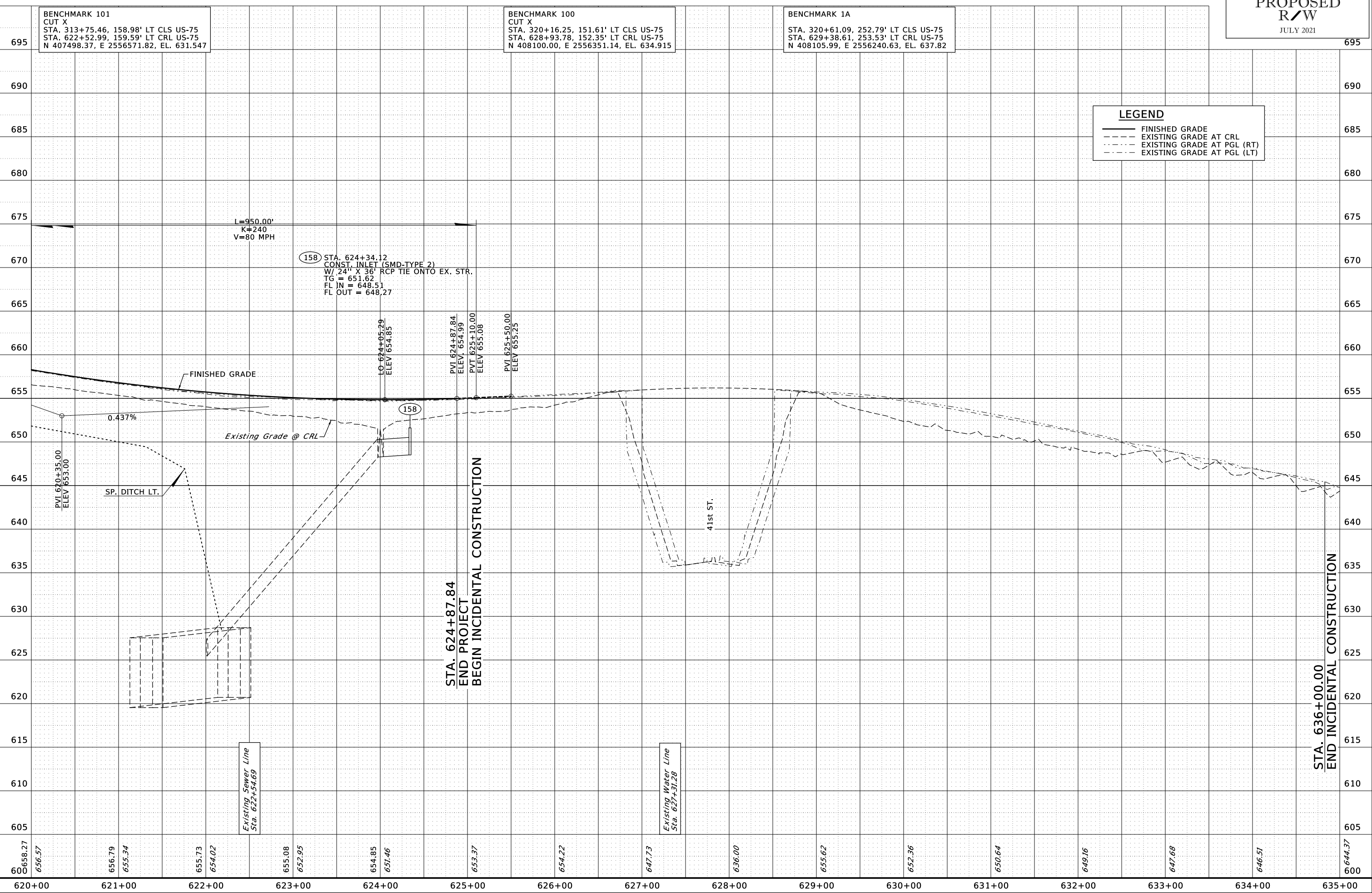
BENCHMARK 100
CUT X
STA. 320+16.25, 151.61' LT CLS US-75
STA. 628+93.78, 152.35' LT CRL US-75
N 408100.00, E 2556351.14, EL. 634.915

BENCHMARK 1A
STA. 320+61.09, 252.79' LT CLS US-75
STA. 629+38.61, 253.53' LT CRL US-75
N 408105.99, E 2556240.63, EL. 637.82

LEGEND

- FINISHED GRADE
- - - EXISTING GRADE AT CRL
- · · EXISTING GRADE AT PGL (RT)
- - - EXISTING GRADE AT PGL (LT)

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158 STA. 624+34.12
CONST. INLET (SMD-TYPE 2)
W/ 24" X 36" RCP TIE ONTO EX. STR.
TG = 651.62
FL IN = 648.51
FL OUT = 648.27

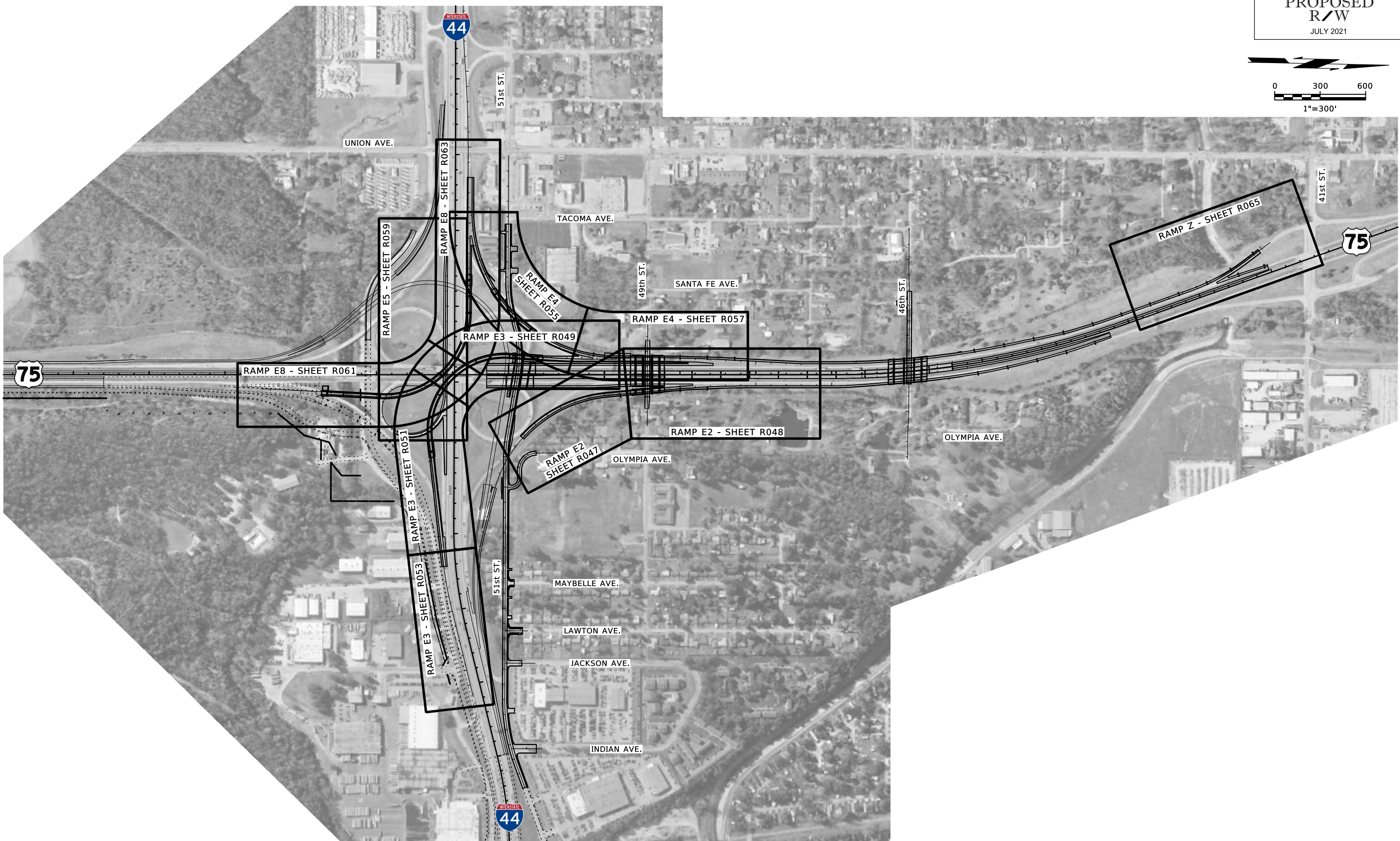
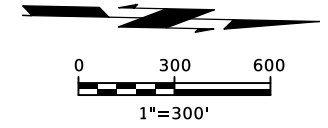
STA. 624+87.84
END PROJECT
BEGIN INCIDENTAL CONSTRUCTION

STA. 636+00.00
END INCIDENTAL CONSTRUCTION

Existing Sewer Line
Sta. 622+54.69

Existing Water Line
Sta. 627+31.28

600	658.27	656.57	655.79	655.34	655.73	654.02	655.08	652.95	654.85	651.46	653.37	654.22	647.73	636.00	655.62	652.36	650.64	649.16	647.68	646.51	644.37	
605																						
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680																						
685																						
690																						
695																						



DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		
CHECKED		
APPROVED		
SQUAD		
PLAN KEY MAP (RAMPS)		
COUNTY - TULSA	HIGHWAY US-75	STATE JOB NO. 33788(11) SHEET NO. R046

7/16/2021

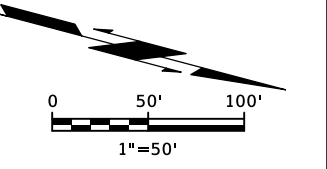
P:\FDB\650-TUL\CIV\400315_0001_EC2123A-US75\Design-Work\King\Civil\MicroStation\3378811-WPS\Sheets\3378811-PnP_Ramp_E2_0.dgn

SEE SHEETS R067-R071 FOR 51st ST.

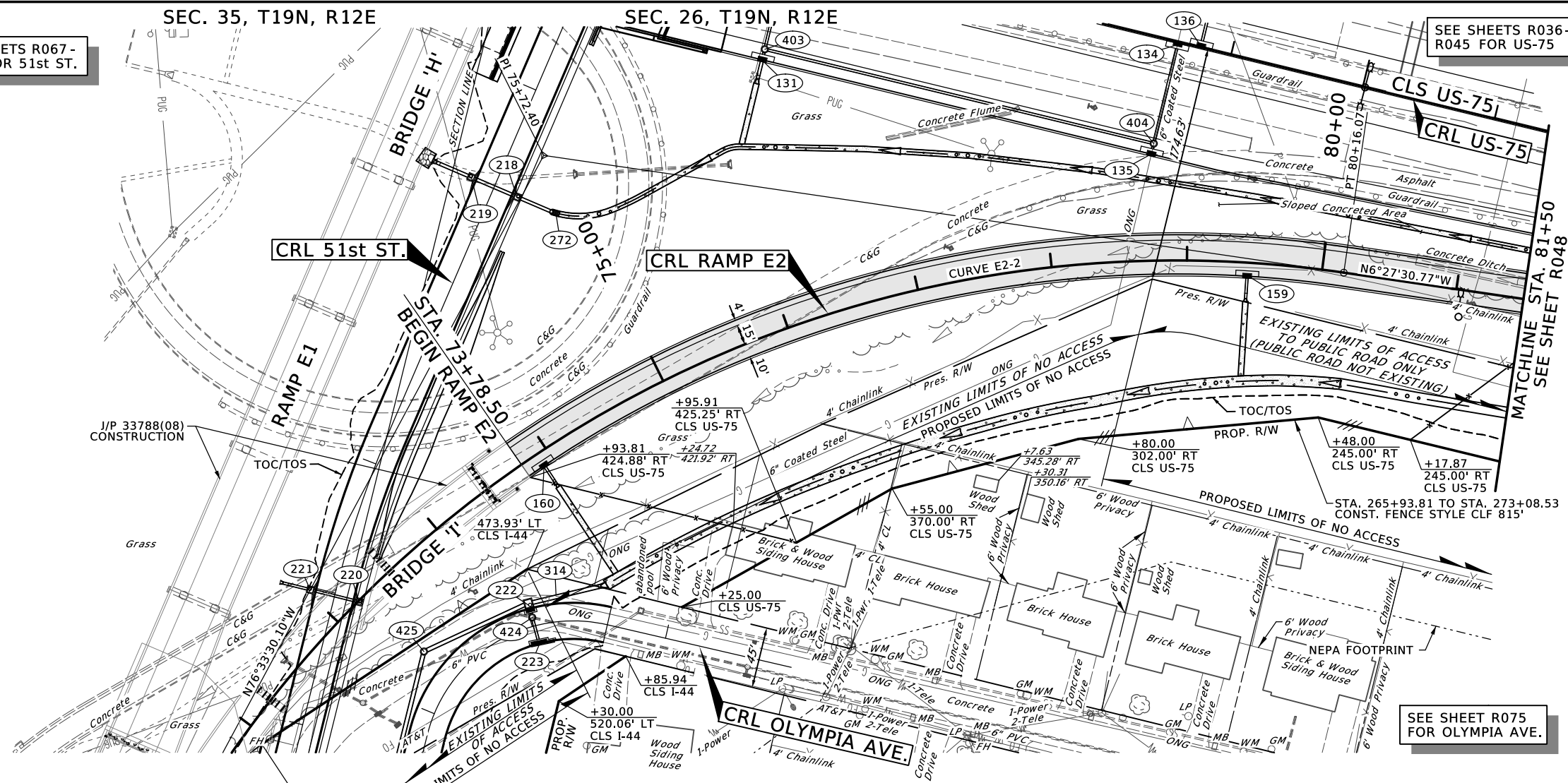
SEE SHEETS R036-R045 FOR US-75

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PROPOSED R/W
JULY 2021



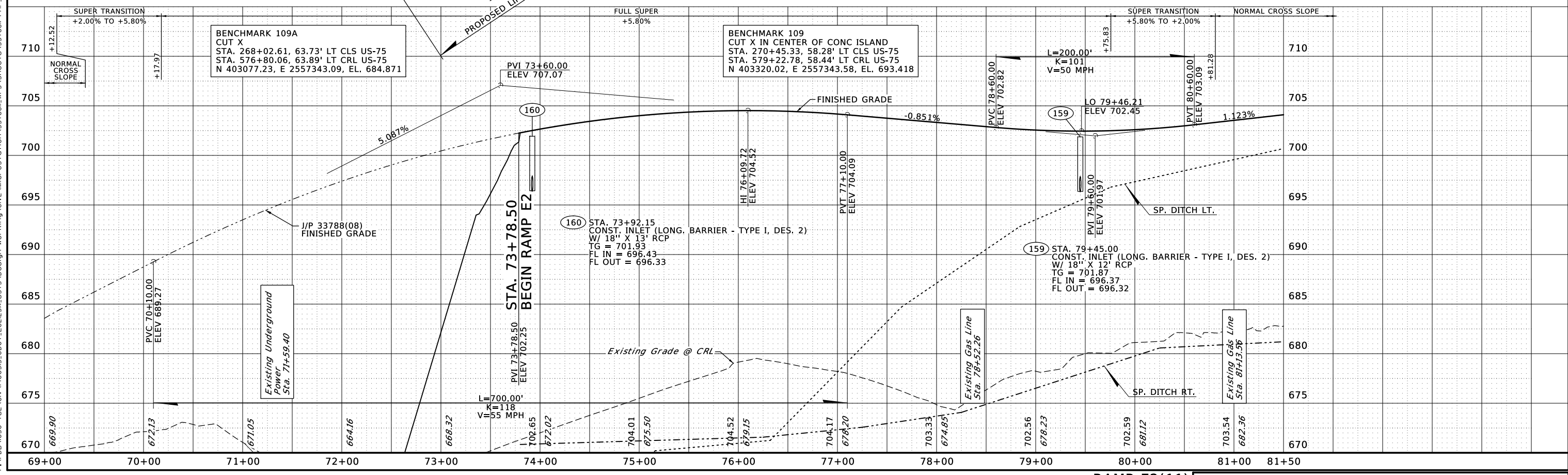
ALL DISTANCES SHOWN TO ALL R/W AND EXISTING OBJECTS ARE FROM C SURVEY. SEE SURVEY DATA SHEETS FOR C SURVEY INFORMATION.



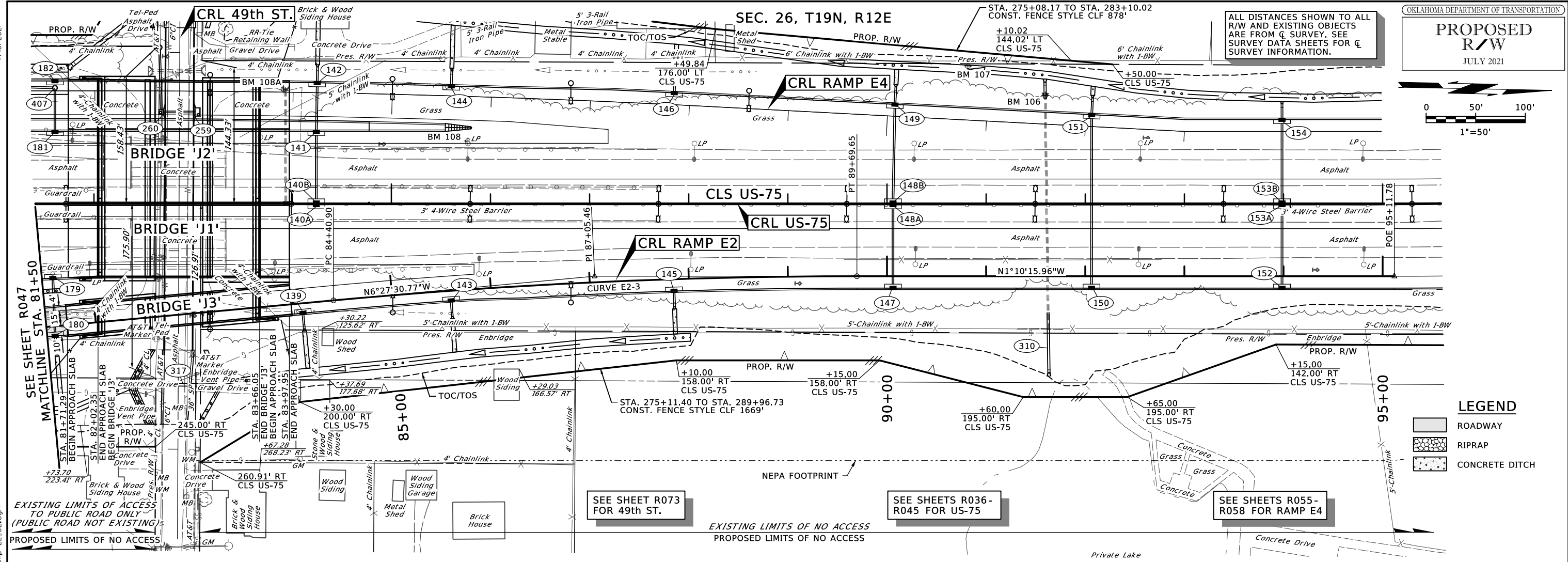
LEGEND

- ROADWAY
- RIPRAP
- CONCRETE DITCH

SEE SHEET R075 FOR OLYMPIA AVE.



7/16/2021
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ALL DISTANCES SHOWN TO ALL R/W AND EXISTING OBJECTS ARE FROM C SURVEY. SEE SURVEY DATA SHEETS FOR C SURVEY INFORMATION.

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PROPOSED R/W

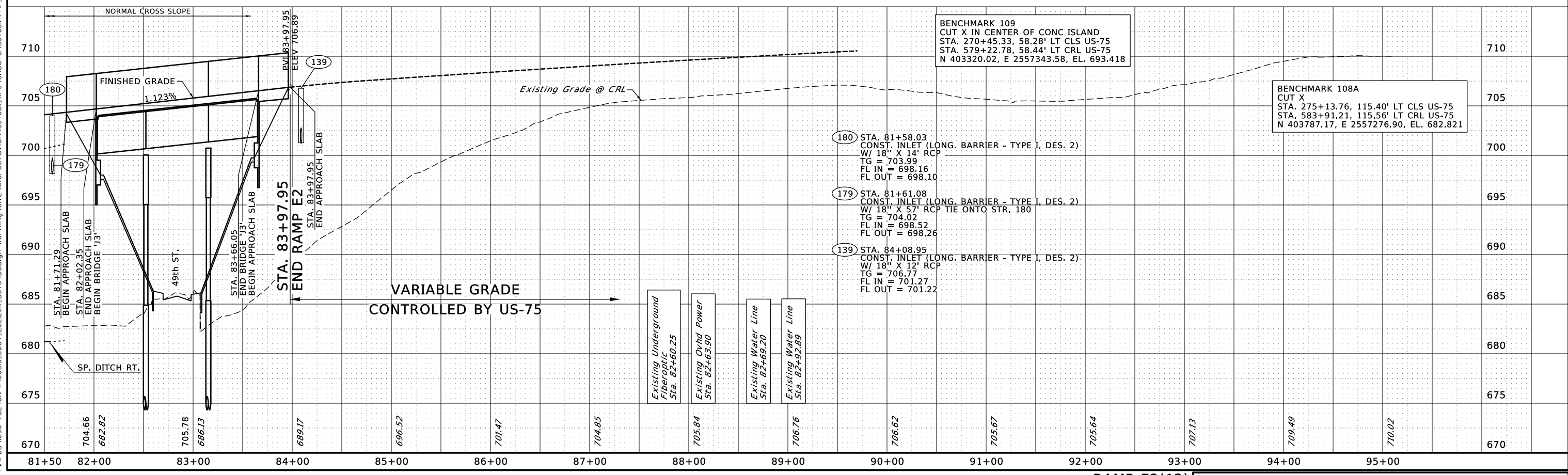
JULY 2021

0 50' 100'

1"=50'

LEGEND

- ROADWAY
- RIPRAP
- CONCRETE DITCH



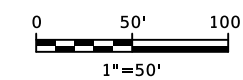
BENCHMARK 109
 CUT X IN CENTER OF CONC ISLAND
 STA. 270+45.33, 58.28' LT CLS US-75
 STA. 579+22.78, 58.44' LT CRL US-75
 N 403320.02, E 2557343.58, EL. 693.418

BENCHMARK 108A
 CUT X
 STA. 275+13.76, 115.40' LT CLS US-75
 STA. 583+91.21, 115.56' LT CRL US-75
 N 403787.17, E 2557276.90, EL. 682.821

180 STA. 81+58.03
 CONST. INLET (LONG. BARRIER - TYPE 1, DES. 2)
 W/ 18" X 14' RCP
 TG = 703.99
 FL IN = 698.16
 FL OUT = 698.10

179 STA. 81+61.08
 CONST. INLET (LONG. BARRIER - TYPE 1, DES. 2)
 W/ 18" X 57' RCP TIE ONTO STR. 180
 TG = 704.02
 FL IN = 698.52
 FL OUT = 698.26

139 STA. 84+08.95
 CONST. INLET (LONG. BARRIER - TYPE 1, DES. 2)
 W/ 18" X 12' RCP
 TG = 706.77
 FL IN = 701.27
 FL OUT = 701.22



SEE SHEETS R036-
R045 FOR US-75

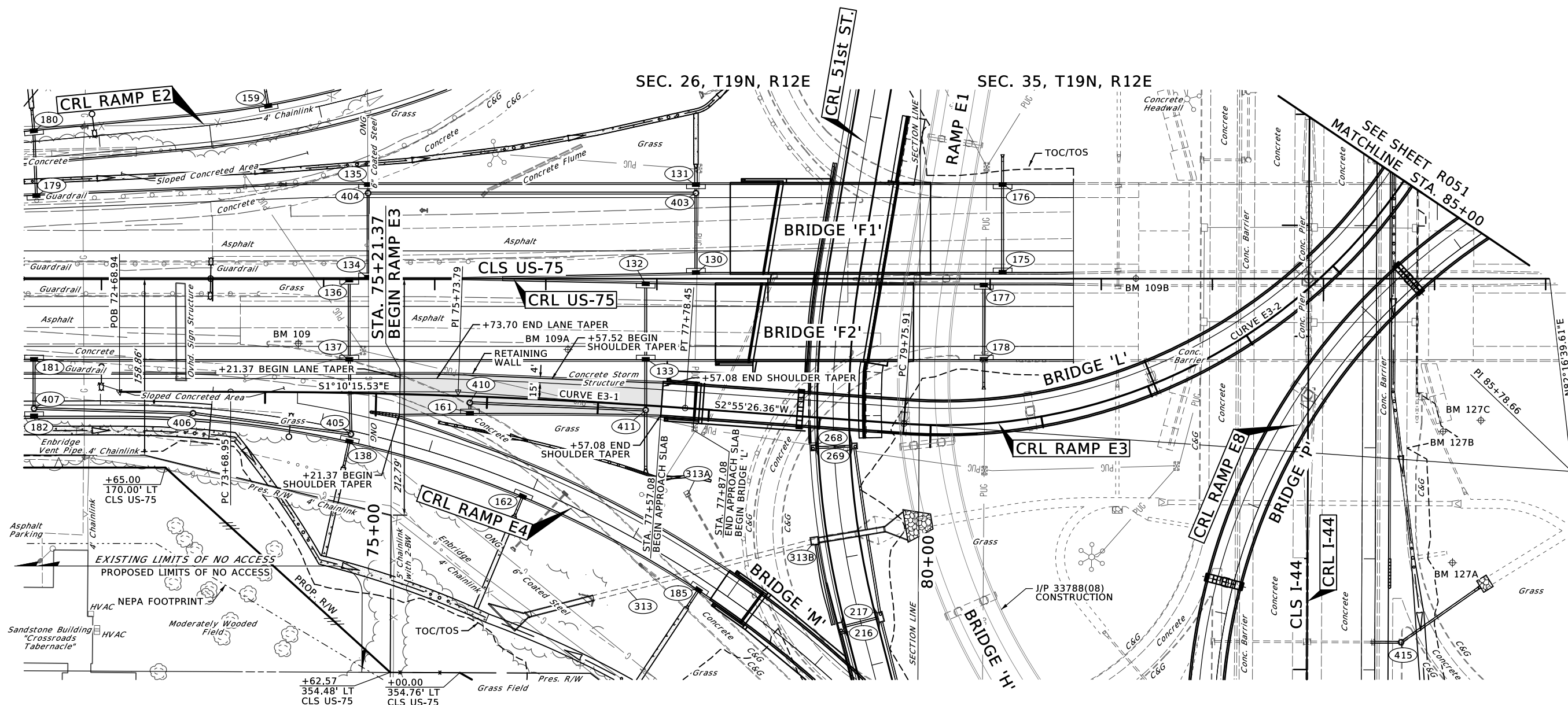
SEE SHEETS R047-
R048 FOR RAMP E2

SEE SHEETS R055-
R058 FOR RAMP E4

SEE SHEETS R061-
R064 FOR RAMP E8

SEE SHEETS R067-
R072 FOR 51st ST.

ALL DISTANCES SHOWN TO ALL
R/W AND EXISTING OBJECTS
ARE FROM C SURVEY. SEE
SURVEY DATA SHEETS FOR C
SURVEY INFORMATION.



LEGEND

- ROADWAY
- RIPRAP
- CONCRETE DITCH

BENCHMARK 109
CUT X IN CENTER OF CONC ISLAND
STA. 270+45.33, 58.28' LT CLS US-75
STA. 579+22.78, 58.44' LT CRL US-75
N 403320.02, E 2557343.58, EL. 693.418

BENCHMARK 109A
CUT X
STA. 268+02.61, 63.73' LT CLS US-75
STA. 576+80.06, 63.89' LT CRL US-75
N 403077.23, E 2557343.09, EL. 684.871

BENCHMARK 109B
CUT BOX
STA. 262+91.38, 0.32' RT CLS US-75
STA. 571+68.83, 0.16' RT CRL US-75
N 402567.42, E 2557417.57, EL. 675.341

BENCHMARK 127A
CUT X ON HEADWALL
STA. 117+97.08, 130.61' RT CLS I-44
STA. 281+96.89, 130.55' RT CRL I-44
N 402277.28, E 2557167.48, EL. 647.773

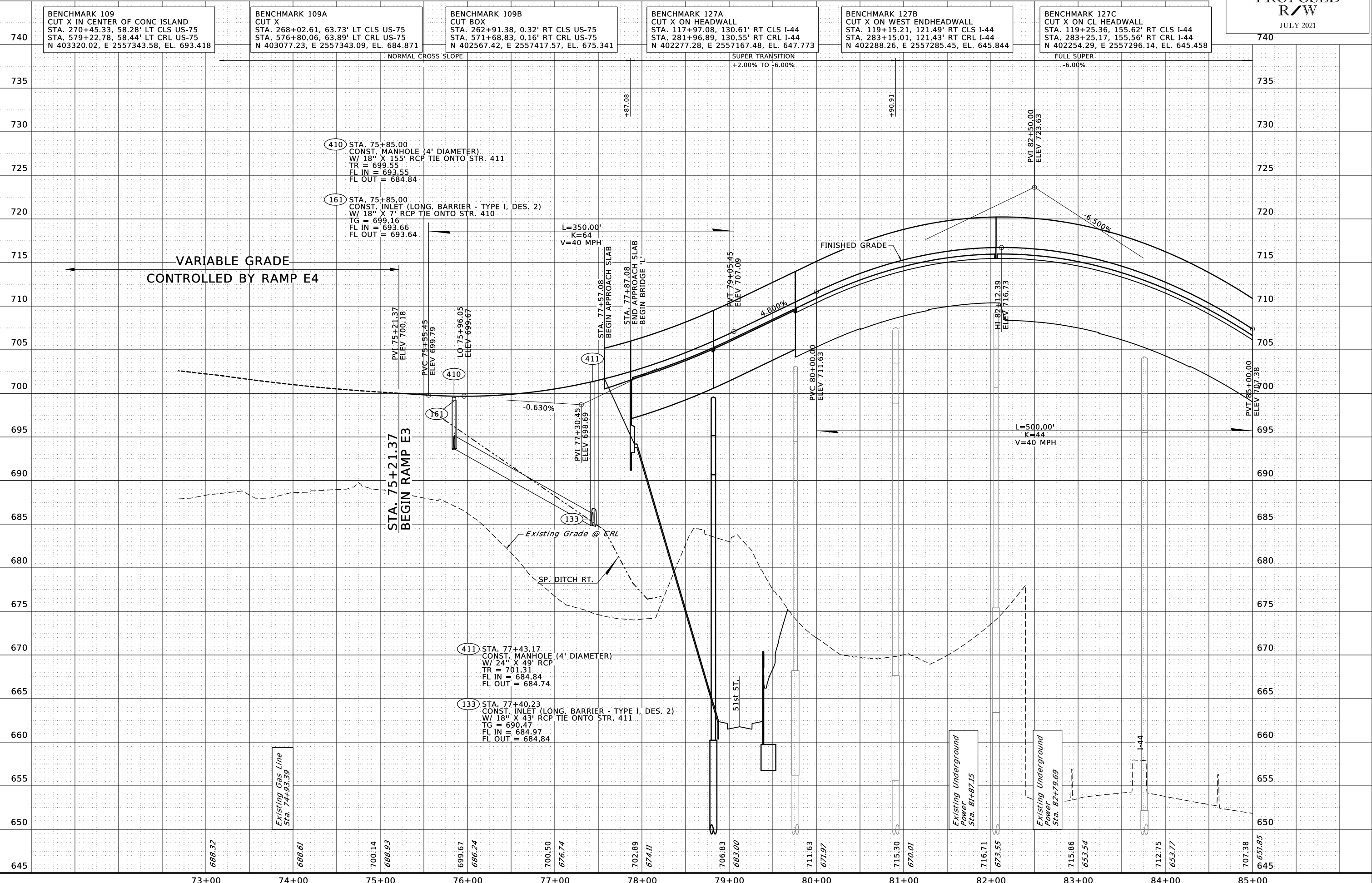
BENCHMARK 127B
CUT X ON WEST ENDEADWALL
STA. 119+15.21, 121.49' RT CLS I-44
STA. 283+15.01, 121.43' RT CRL I-44
N 402288.26, E 2557285.45, EL. 645.844

BENCHMARK 127C
CUT X ON CL HEADWALL
STA. 119+25.36, 155.62' RT CLS I-44
STA. 283+25.17, 155.56' RT CRL I-44
N 402254.29, E 2557296.14, EL. 645.458

7/16/2021
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7/16/2021

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BENCHMARK 109
CUT X IN CENTER OF CONC ISLAND
STA. 270+45.33, 58.28' LT CLS US-75
STA. 579+22.78, 58.44' LT CRL US-75
N 403320.02, E 2557343.58, EL. 693.418

BENCHMARK 109A
CUT X
STA. 268+02.61, 63.73' LT CLS US-75
STA. 576+80.06, 63.89' LT CRL US-75
N 403077.23, E 2557343.09, EL. 684.871

BENCHMARK 109B
CUT BOX
STA. 262+91.38, 0.32' RT CLS US-75
STA. 571+68.83, 0.16' RT CRL US-75
N 402567.42, E 2557417.57, EL. 675.341

BENCHMARK 127A
CUT X ON HEADWALL
STA. 117+97.08, 130.61' RT CLS I-44
STA. 281+96.89, 130.55' RT CRL I-44
N 402277.28, E 2557167.48, EL. 647.773

BENCHMARK 127B
CUT X ON WEST ENDHEADWALL
STA. 119+15.21, 121.49' RT CLS I-44
STA. 283+15.01, 121.43' RT CRL I-44
N 402288.26, E 2557285.45, EL. 645.844

BENCHMARK 127C
CUT X ON CL HEADWALL
STA. 119+25.36, 155.62' RT CLS I-44
STA. 283+25.17, 155.56' RT CRL I-44
N 402254.29, E 2557296.14, EL. 645.458

VARIABLE GRADE
CONTROLLED BY RAMP E4

410 STA. 75+85.00
CONST. MANHOLE (4' DIAMETER)
W/ 18" X 155' RCP TIE ONTO STR. 411
TR = 699.55
FL IN = 693.55
FL OUT = 684.84

161 STA. 75+85.00
CONST. INLET (LONG. BARRIER - TYPE I, DES. 2)
W/ 18" X 7' RCP TIE ONTO STR. 410
TG = 699.16
FL IN = 693.66
FL OUT = 693.64

L=350.00'
K=64
V=40 MPH

SUPER TRANSITION
+2.00% TO -6.00%

FULL SUPER
-6.00%

STA. 75+21.37
BEGIN RAMP E3

411 STA. 77+43.17
CONST. MANHOLE (4' DIAMETER)
W/ 24" X 49' RCP
TR = 701.31
FL IN = 684.84
FL OUT = 684.74

133 STA. 77+40.23
CONST. INLET (LONG. BARRIER - TYPE I, DES. 2)
W/ 18" X 43' RCP TIE ONTO STR. 411
TG = 690.47
FL IN = 684.97
FL OUT = 684.84

Existing Gas Line
Sta. 74+93.39

Existing Underground
Power
Sta. 81+87.15

Existing Underground
Power
Sta. 82+79.69

688.32

688.61

700.14

688.93

699.67

686.24

700.50

676.74

702.89

674.11

706.83

683.00

711.63

671.97

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670.01

716.71

673.55

715.86

653.54

712.75

653.77

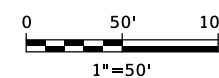
707.38

651.85

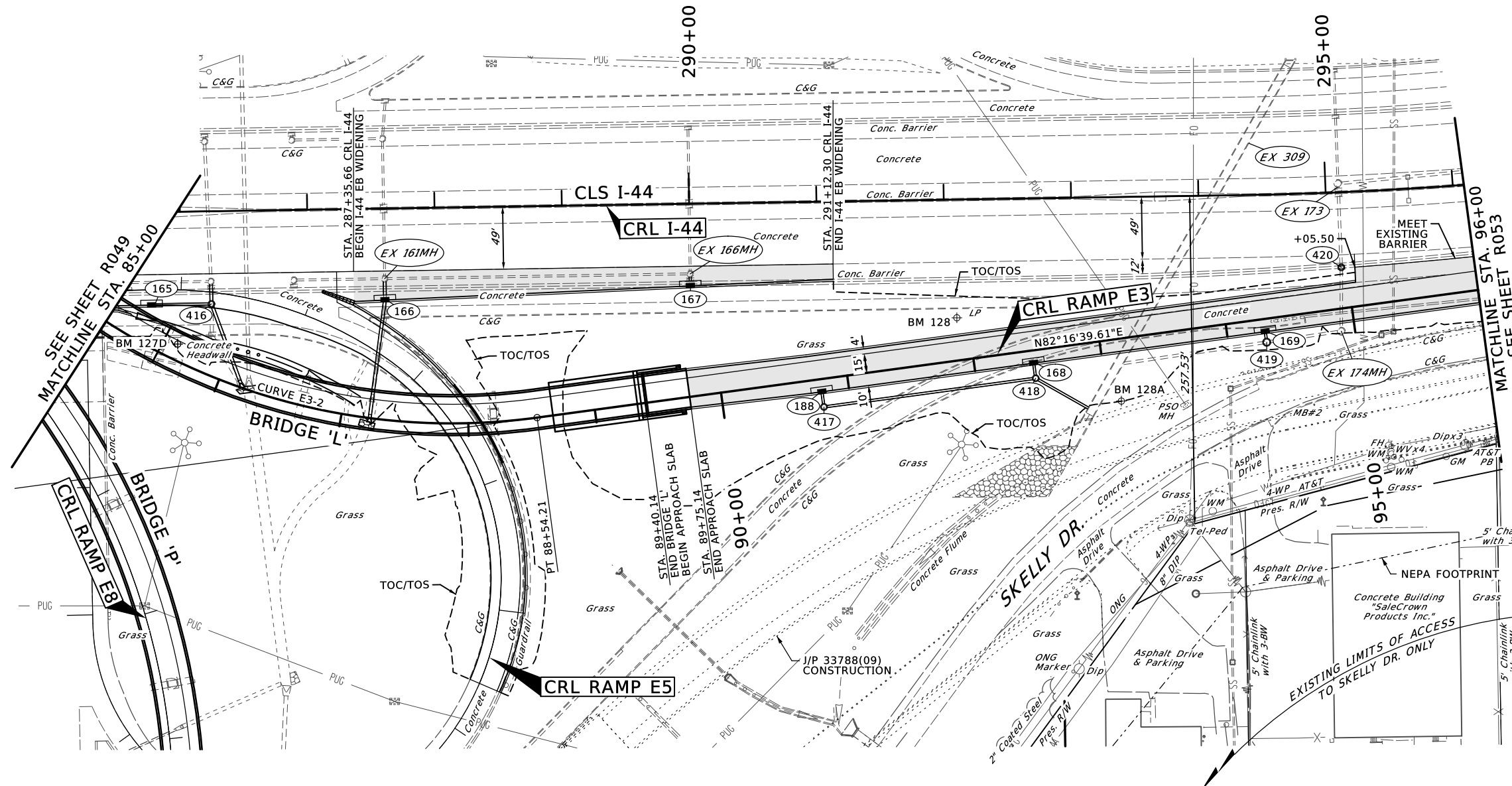
ALL DISTANCES SHOWN TO ALL
R/W AND EXISTING OBJECTS
ARE FROM G SURVEY, SEE
SURVEY DATA SHEETS FOR Q
SURVEY INFORMATION.

SEE SHEETS R059-
R060 FOR RAMP E5




SEE SHEETS R061-
R064 FOR RAMP E8



SEC. 35, T19N, R12E



LEGEND

-  ROADWAY
-  RIPRAP
-  CONCRETE DITCH

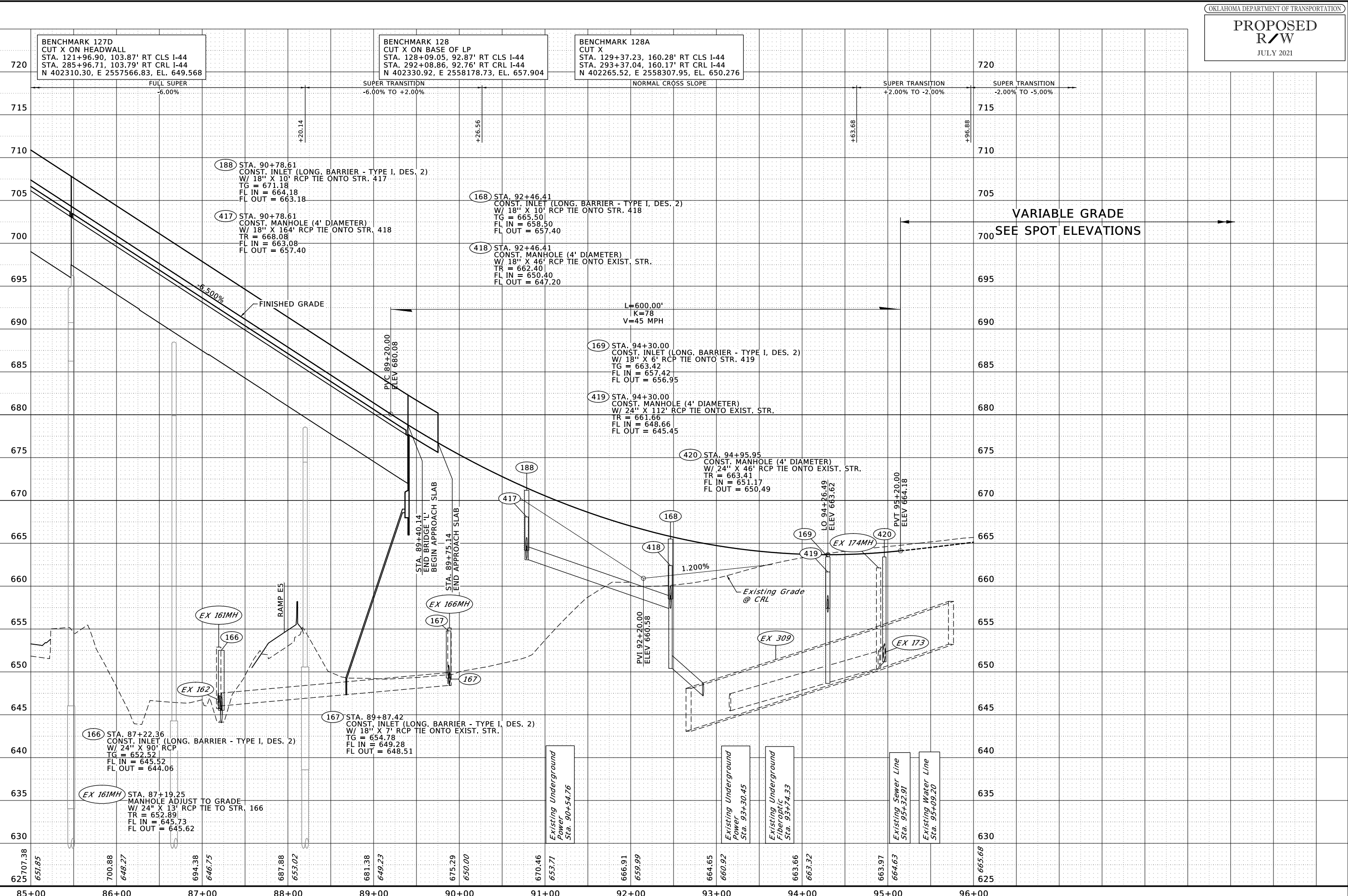
BENCHMARK 127D
CUT X ON HEADWALL
STA. 121+96.90, 103.87' RT CLS I-44
STA. 285+96.71, 103.79' RT CRL I-44
N 402310.30, E 2557566.83, EL. 649.568

BENCHMARK 128
CUT X ON BASE OF LP
STA. 128+09.05, 92.87' RT CLS I-44
STA. 292+08.86, 92.76' RT CRL I-44
N 402330.92, E 2558178.73, EL. 657.904

BENCHMARK 128A
CUT X
STA. 129+37.23, 160.28' RT CLS I-44
STA. 293+37.04, 160.17' RT CRL I-44
N 402265.52, E 2558307.95, EL. 650.276

7/16/2021

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BENCHMARK 127D
CUT X ON HEADWALL
STA. 121+96.90, 103.87' RT CLS I-44
STA. 285+96.71, 103.79' RT CRL I-44
N 402310.30, E 2557566.83, EL. 649.568

BENCHMARK 128
CUT X ON BASE OF LP
STA. 128+09.05, 92.87' RT CLS I-44
STA. 292+08.86, 92.76' RT CRL I-44
N 402330.92, E 2558178.73, EL. 657.904

BENCHMARK 128A
CUT X
STA. 129+37.23, 160.28' RT CLS I-44
STA. 293+37.04, 160.17' RT CRL I-44
N 402265.52, E 2558307.95, EL. 650.276

FULL SUPER
-6.00%

SUPER TRANSITION
-6.00% TO +2.00%

NORMAL CROSS SLOPE

SUPER TRANSITION
+2.00% TO -2.00%

SUPER TRANSITION
-2.00% TO -5.00%

188 STA. 90+78.61
CONST. INLET (LONG. BARRIER - TYPE I, DES. 2)
W/ 18" X 10' RCP TIE ONTO STR. 417
TG = 671.18
FL IN = 664.18
FL OUT = 663.18

417 STA. 90+78.61
CONST. MANHOLE (4' DIAMETER)
W/ 18" X 164' RCP TIE ONTO STR. 418
TR = 668.08
FL IN = 663.08
FL OUT = 657.40

168 STA. 92+46.41
CONST. INLET (LONG. BARRIER - TYPE I, DES. 2)
W/ 18" X 10' RCP TIE ONTO STR. 418
TG = 665.50
FL IN = 658.50
FL OUT = 657.40

418 STA. 92+46.41
CONST. MANHOLE (4' DIAMETER)
W/ 18" X 46' RCP TIE ONTO EXIST. STR.
TR = 662.40
FL IN = 650.40
FL OUT = 647.20

L=600.00'
K=78
V=45 MPH

169 STA. 94+30.00
CONST. INLET (LONG. BARRIER - TYPE I, DES. 2)
W/ 18" X 6' RCP TIE ONTO STR. 419
TG = 663.42
FL IN = 657.42
FL OUT = 656.95

419 STA. 94+30.00
CONST. MANHOLE (4' DIAMETER)
W/ 24" X 112' RCP TIE ONTO EXIST. STR.
TR = 661.66
FL IN = 648.66
FL OUT = 645.45

420 STA. 94+95.95
CONST. MANHOLE (4' DIAMETER)
W/ 24" X 46' RCP TIE ONTO EXIST. STR.
TR = 663.41
FL IN = 651.17
FL OUT = 650.49

166 STA. 87+22.36
CONST. INLET (LONG. BARRIER - TYPE I, DES. 2)
W/ 24" X 90' RCP
TG = 652.52
FL IN = 645.52
FL OUT = 644.06

EX 161MH STA. 87+19.25
MANHOLE ADJUST TO GRADE
W/ 24" X 13' RCP TIE TO STR. 166
TR = 652.89
FL IN = 645.73
FL OUT = 645.62

167 STA. 89+87.42
CONST. INLET (LONG. BARRIER - TYPE I, DES. 2)
W/ 18" X 7' RCP TIE ONTO EXIST. STR.
TG = 654.78
FL IN = 649.28
FL OUT = 648.51

Existing Underground
Power
Sta. 90+54.76

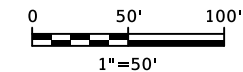
Existing Underground
Power
Sta. 93+30.45

Existing Underground
Fiber optic
Sta. 93+74.33

Existing Sewer Line
Sta. 95+32.91

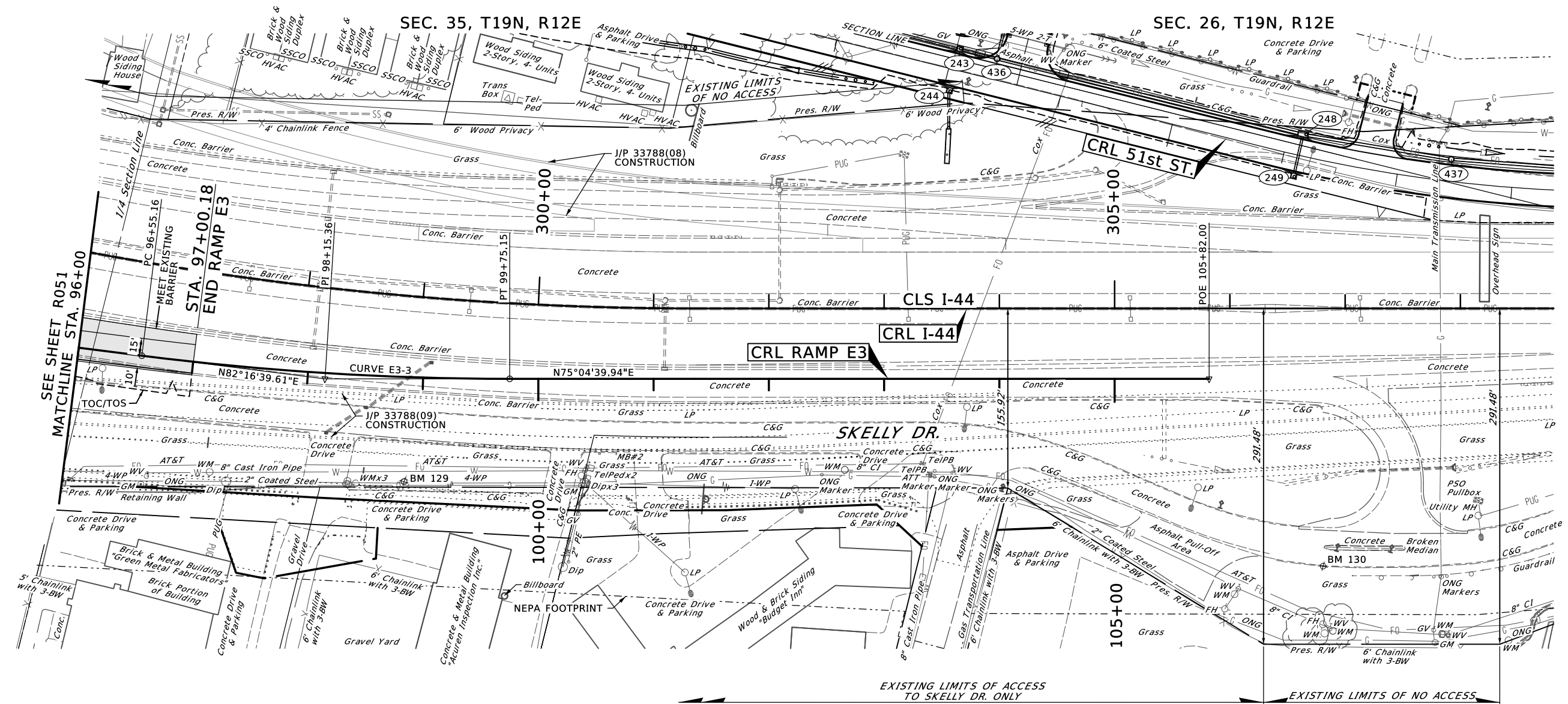
Existing Water Line
Sta. 95+09.20

VARIABLE GRADE
SEE SPOT ELEVATIONS



SEE SHEETS R067-
R072 FOR 51st ST.

ALL DISTANCES SHOWN TO ALL
R/W AND EXISTING OBJECTS
ARE FROM C SURVEY. SEE
SURVEY DATA SHEETS FOR C
SURVEY INFORMATION.



SEE SHEET R051
MATCHLINE STA. 96+00

BENCHMARK 129
RRSPIKE N FACE OF PP
STA. 134+96.86, 161.00' RT CLS I-44
STA. 298+96.69, 160.86' RT CRL I-44
N 402313.10, E 2558890.73, EL. 661.926

BENCHMARK 130
CUT X ON TC
STA. 142+81.01, 223.73' RT CLS I-44
STA. 306+80.86, 223.55' RT CRL I-44
N 402447.59, E 2559680.06, EL. 669.283

LEGEND

	ROADWAY
	RIPRAP
	CONCRETE DITCH

7/16/2021

BENCHMARK 129
RRSPIKE N FACE OF PP
STA. 134+96.86, 161.00' RT CLS I-44
STA. 298+96.69, 160.86' RT CRL I-44
N 402313.10, E 2558890.73, EL. 661.926

BENCHMARK 130
CUT X ON TC
STA. 142+81.01, 223.73' RT CLS I-44
STA. 306+80.86, 223.55' RT CRL I-44
N 402447.59, E 2559680.06, EL. 669.283

SUPER TRANSITION
-2.00% TO -5.00%
FULL SUPER
-5.00%

+96.78

VARIABLE GRADE
SEE SPOT ELEVATIONS

PVI 97+00.18
ELEV 666.45

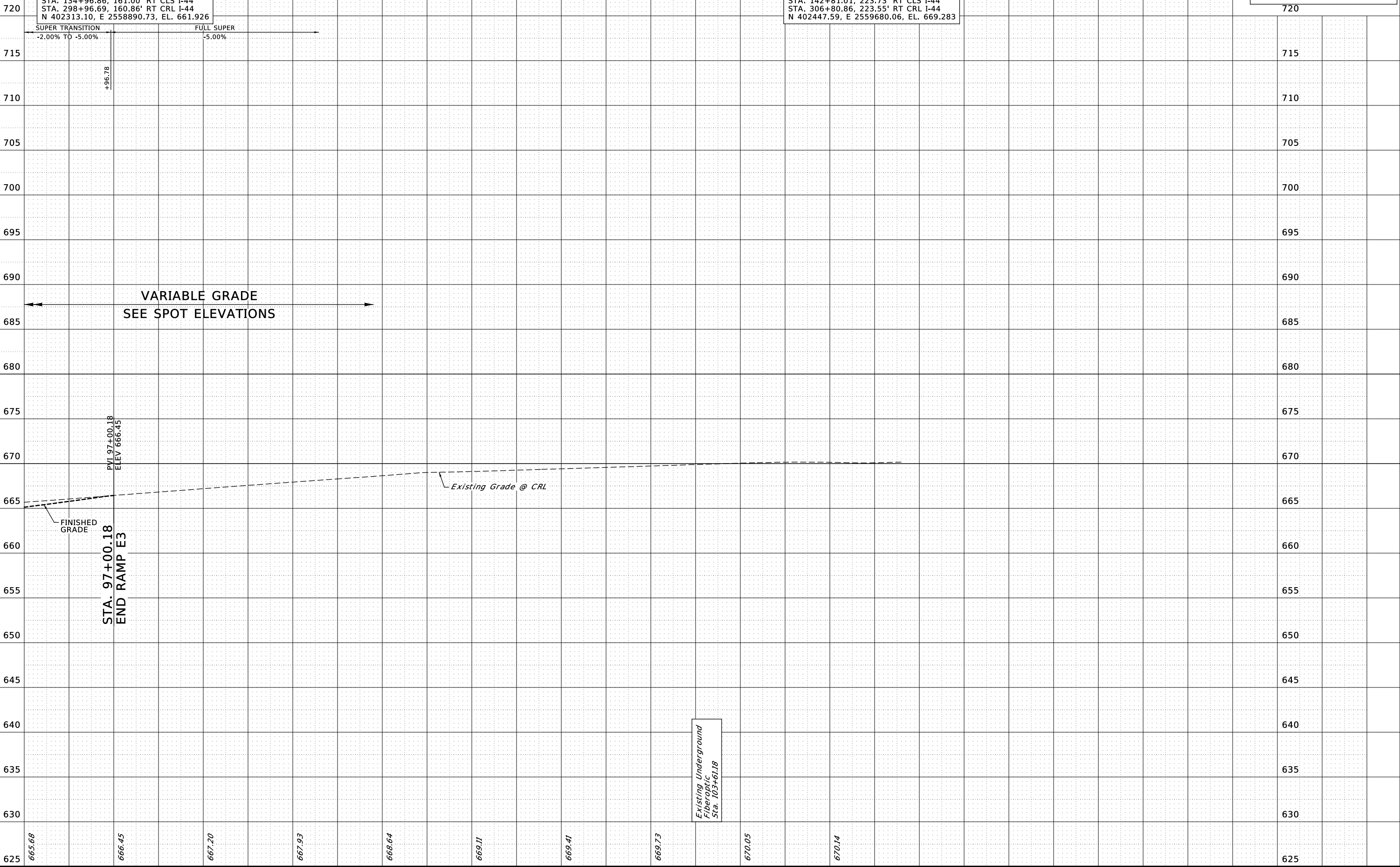
FINISHED
GRADE

STA. 97+00.18
END RAMP E3

Existing Grade @ CRL

Existing Underground
Fiberoptic
Sta. 103+61.18

665.68
666.45
667.20
667.93
668.64
669.11
669.41
669.73
670.05
670.14



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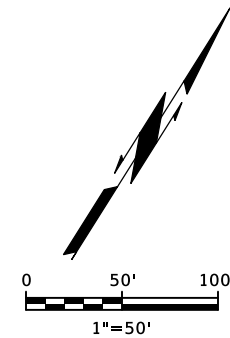
SEE SHEETS R036-
R045 FOR US-75

SEE SHEETS R049-
R054 FOR RAMP E3

SEE SHEETS R061-
R064 FOR RAMP E8

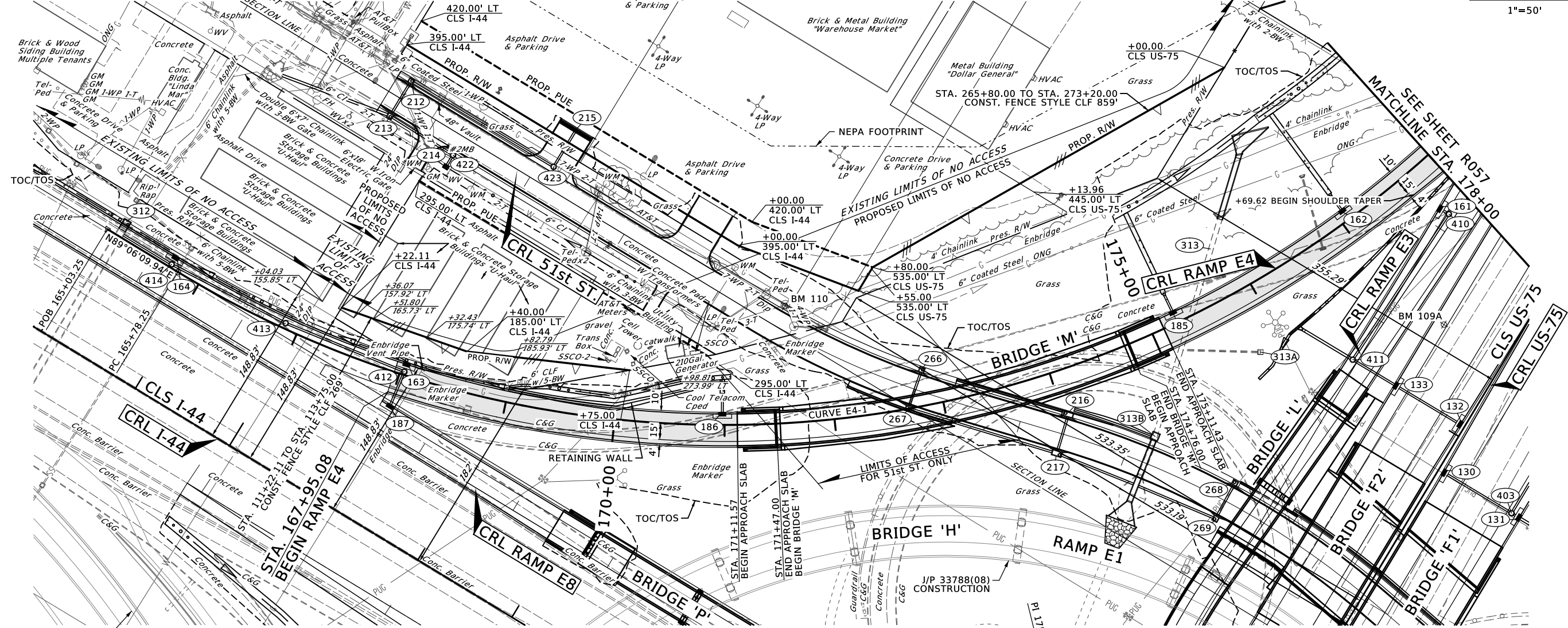
SEE SHEETS R067-
R072 FOR 51st ST.

ALL DISTANCES SHOWN TO ALL
R/W AND EXISTING OBJECTS
ARE FROM Q SURVEY. SEE
SURVEY DATA SHEETS FOR Q
SURVEY INFORMATION.



SEC. 35, T19N, R12E

SEC. 26, T19N, R12E



J/P 33788(08)
CONSTRUCTION

BENCHMARK 110
RR SPIKE S/E PP
STA. 265+09.14, 585.09' LT CLS US-75
STA. 573+86.59, 585.25' LT CRL US-75
N 402773.16, E 2556827.84, EL. 673.94

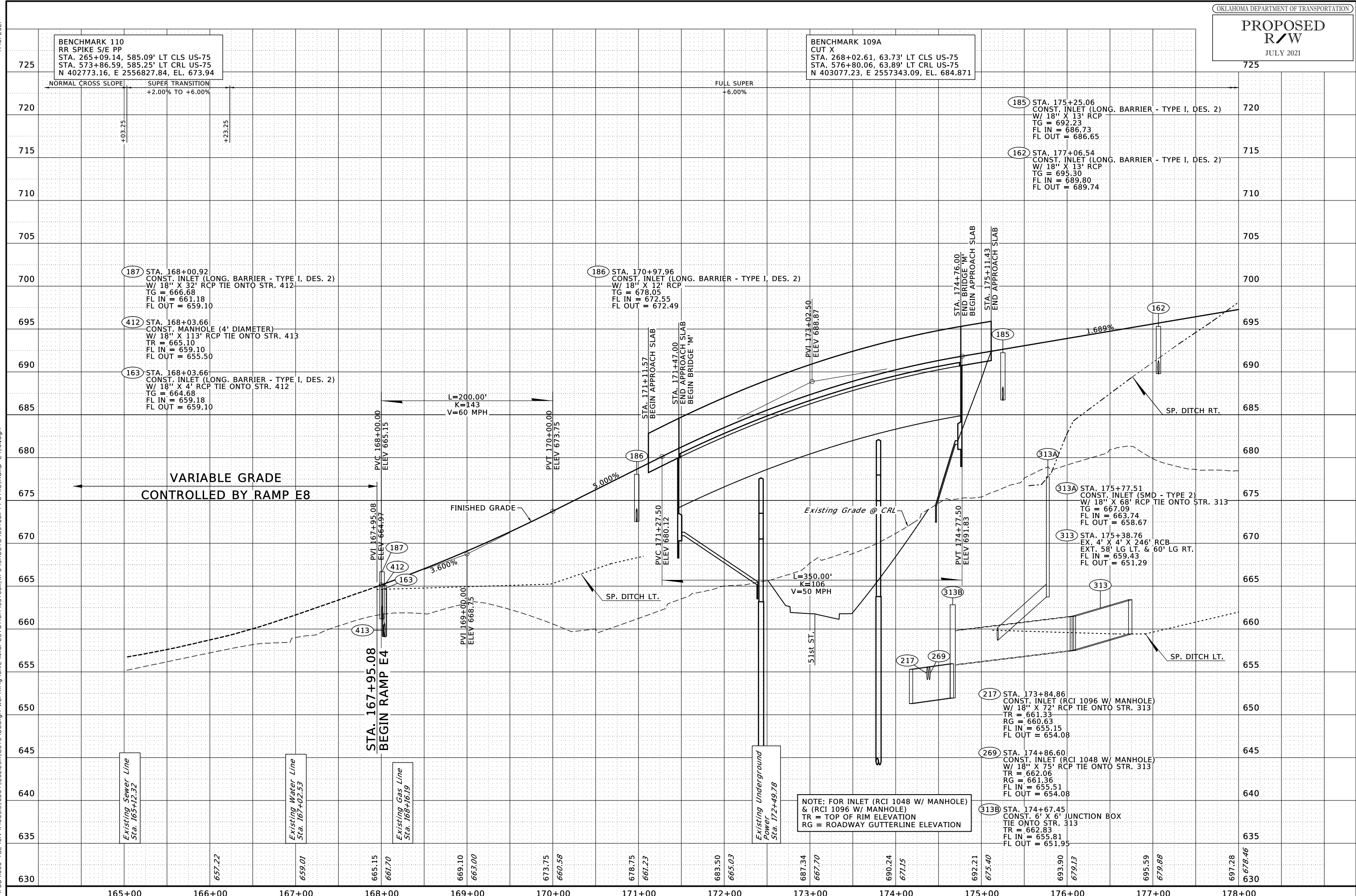
BENCHMARK 109A
CUT X
STA. 268+02.61, 63.73' LT CLS US-75
STA. 576+80.06, 63.89' LT CRL US-75
N 403077.23, E 2557343.09, EL. 684.871

LEGEND

- ROADWAY
- RIPRAP
- CONCRETE DITCH

7/16/2021

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BENCHMARK 110
RR SPIKE S/E PP
STA. 265+09.14, 585.09' LT CLS US-75
STA. 573+86.59, 585.25' LT CRL US-75
N 402773.16, E 2556827.84, EL. 673.94

BENCHMARK 109A
CUT X
STA. 268+02.61, 63.73' LT CLS US-75
STA. 576+80.06, 63.89' LT CRL US-75
N 403077.23, E 2557343.09, EL. 684.871

187 STA. 168+00.92
CONST. INLET (LONG. BARRIER - TYPE I, DES. 2)
W/ 18" X 3' RCP TIE ONTO STR. 412
TG = 666.68
FL IN = 661.18
FL OUT = 659.10

412 STA. 168+03.66
CONST. MANHOLE (4' DIAMETER)
W/ 18" X 113' RCP TIE ONTO STR. 413
TR = 665.10
FL IN = 659.10
FL OUT = 655.50

163 STA. 168+03.66
CONST. INLET (LONG. BARRIER - TYPE I, DES. 2)
W/ 18" X 4' RCP TIE ONTO STR. 412
TG = 664.68
FL IN = 659.18
FL OUT = 659.10

186 STA. 170+97.96
CONST. INLET (LONG. BARRIER - TYPE I, DES. 2)
W/ 18" X 12' RCP
TG = 678.05
FL IN = 672.55
FL OUT = 672.49

185 STA. 175+25.06
CONST. INLET (LONG. BARRIER - TYPE I, DES. 2)
W/ 18" X 13' RCP
TG = 692.23
FL IN = 686.73
FL OUT = 686.65

162 STA. 177+06.54
CONST. INLET (LONG. BARRIER - TYPE I, DES. 2)
W/ 18" X 13' RCP
TG = 695.30
FL IN = 689.80
FL OUT = 689.74

313A STA. 175+77.51
CONST. INLET (SMD - TYPE 2)
W/ 18" X 68' RCP TIE ONTO STR. 313
TG = 667.09
FL IN = 663.74
FL OUT = 658.67

313 STA. 175+38.76
EX. 4' X 4' X 246' RCB
EXT. 58' LG LT. & 60' LG RT.
FL IN = 659.43
FL OUT = 651.29

217 STA. 173+84.86
CONST. INLET (RCI 1096 W/ MANHOLE)
W/ 18" X 72' RCP TIE ONTO STR. 313
TR = 661.33
RG = 660.63
FL IN = 655.15
FL OUT = 654.08

269 STA. 174+86.60
CONST. INLET (RCI 1048 W/ MANHOLE)
W/ 18" X 75' RCP TIE ONTO STR. 313
TR = 662.06
RG = 661.36
FL IN = 655.51
FL OUT = 654.08

313B STA. 174+67.45
CONST. 6' X 6' JUNCTION BOX
TIE ONTO STR. 313
TR = 662.83
FL IN = 655.81
FL OUT = 651.95

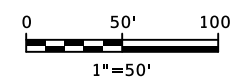
NOTE: FOR INLET (RCI 1048 W/ MANHOLE)
& (RCI 1096 W/ MANHOLE)
TR = TOP OF RIM ELEVATION
RG = ROADWAY GUTTERLINE ELEVATION

Existing Sewer Line
Sta. 165+12.32

Existing Water Line
Sta. 167+02.53

Existing Gas Line
Sta. 168+16.19

Existing Underground Power
Sta. 172+49.78



SEE SHEETS R036-
R045 FOR US-75

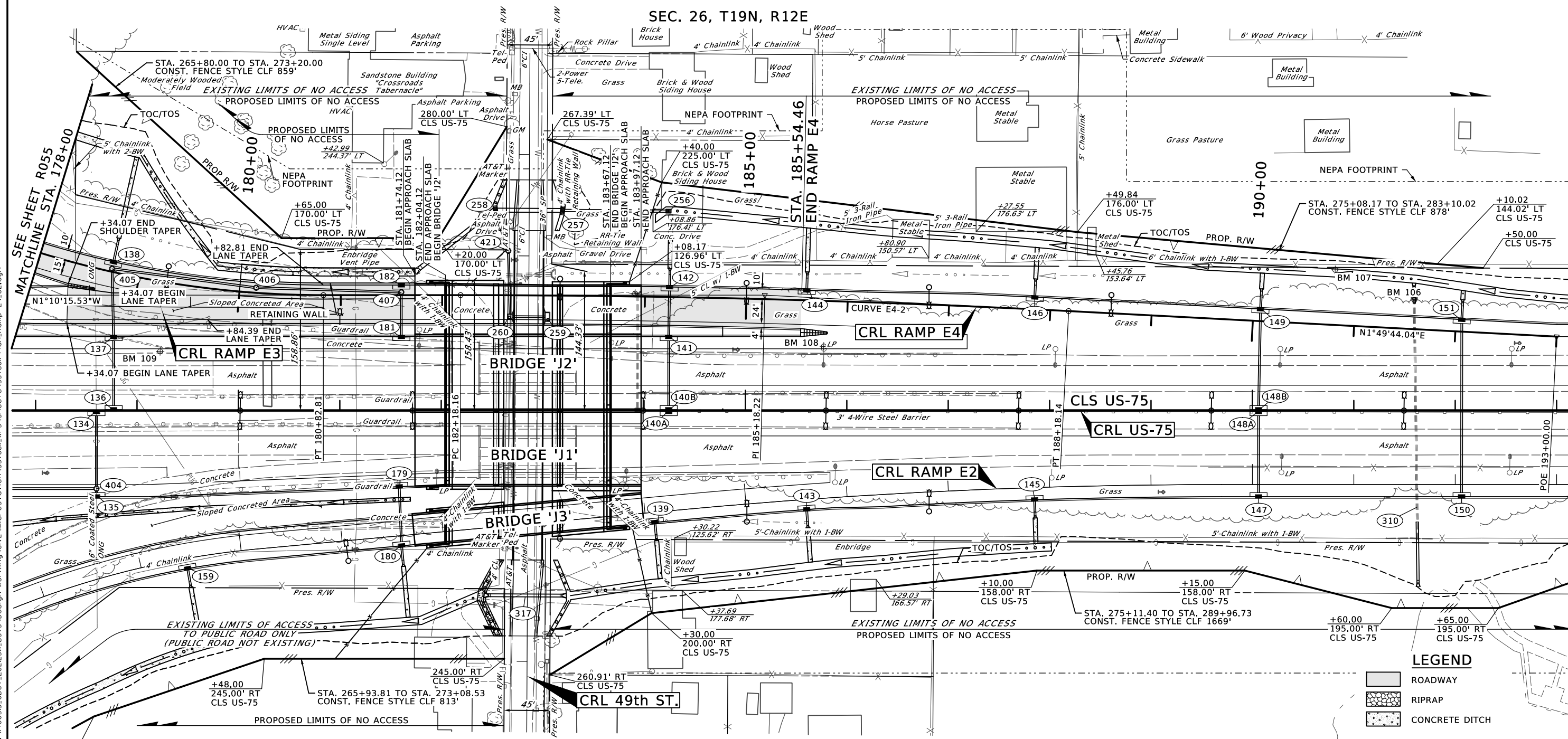
SEE SHEETS R047-
R048 FOR RAMP E2

SEE SHEETS R049-
R054 FOR RAMP E3



SEE SHEET R073
FOR 49th ST.

ALL DISTANCES SHOWN TO ALL
R/W AND EXISTING OBJECTS
ARE FROM C SURVEY. SEE
SURVEY DATA SHEETS FOR C
SURVEY INFORMATION.

SEC. 26, T19N, R12E



LEGEND

-  ROADWAY
-  RIPRAP
-  CONCRETE DITCH

BENCHMARK 109
CUT X IN CENTER OF CONC ISLAND
STA. 270+45.33, 58.28' LT CLS US-75
STA. 579+22.78, 58.44' LT CRL US-75
N 403320.02, E 2557343.58, EL. 693.418

BENCHMARK 108
3/8IPC
STA. 276+99.78, 63.16' LT CLS US-75
STA. 585+77.23, 63.32' LT CRL US-75
N 403974.23, E 2557325.32, EL. 706.998

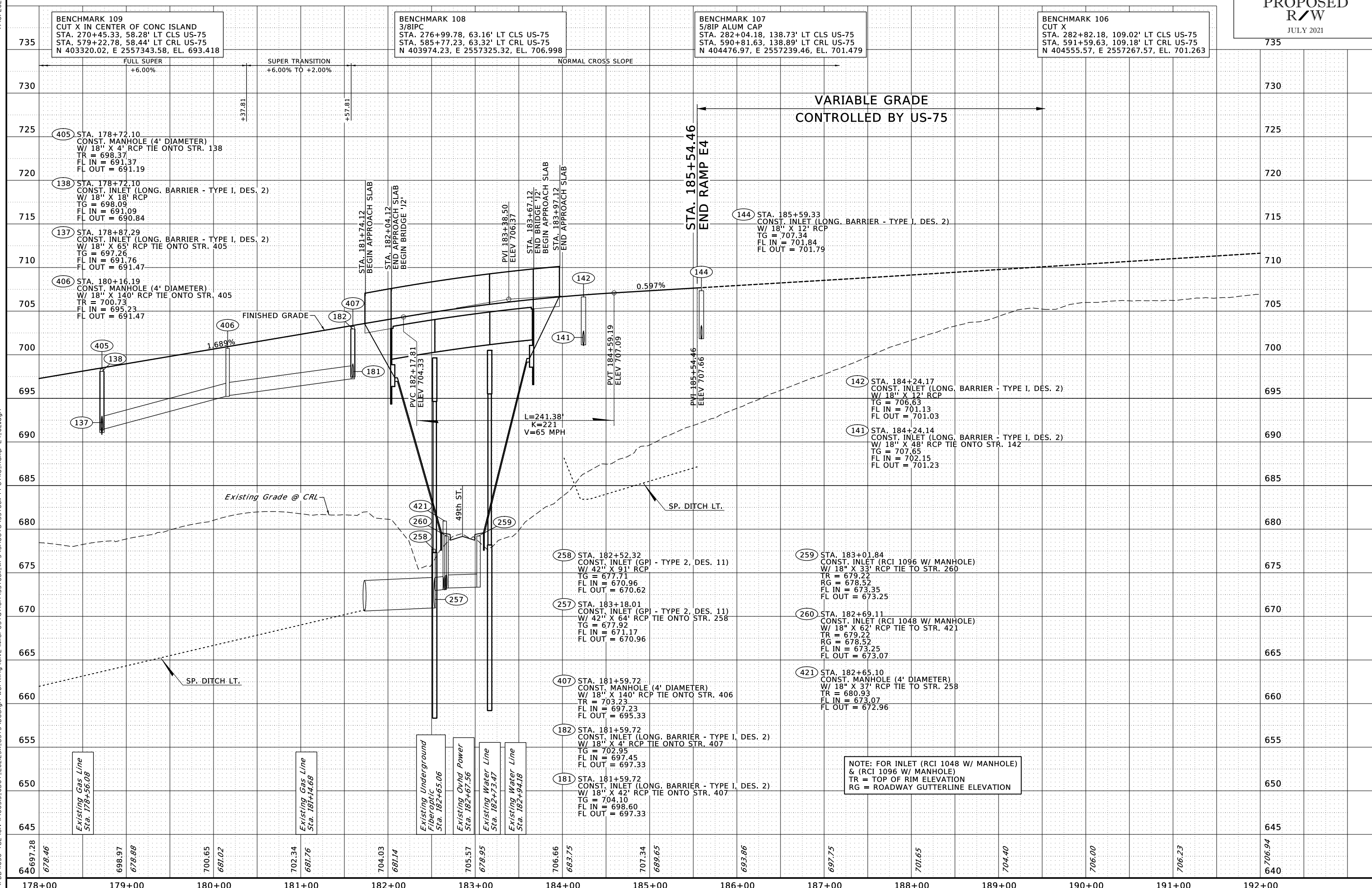
BENCHMARK 107
5/8IP ALUM CAP
STA. 282+04.18, 138.73' LT CLS US-75
STA. 590+81.63, 138.89' LT CRL US-75
N 404476.97, E 2557239.46, EL. 701.479

BENCHMARK 106
CUT X
STA. 282+82.18, 109.02' LT CLS US-75
STA. 591+59.63, 109.18' LT CRL US-75
N 404555.57, E 2557267.57, EL. 701.263

7/16/2021
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7/16/2021

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BENCHMARK 109
CUT X IN CENTER OF CONC ISLAND
STA. 270+45.33, 58.28' LT CLS US-75
STA. 579+22.78, 58.44' LT CRL US-75
N 403320.02, E 2557343.58, EL. 693.418

BENCHMARK 108
3/8IPC
STA. 276+99.78, 63.16' LT CLS US-75
STA. 585+77.23, 63.32' LT CRL US-75
N 403974.23, E 2557325.32, EL. 706.998

BENCHMARK 107
5/8IP ALUM CAP
STA. 282+04.18, 138.73' LT CLS US-75
STA. 590+81.63, 138.89' LT CRL US-75
N 404476.97, E 2557239.46, EL. 701.479

BENCHMARK 106
CUT X
STA. 282+82.18, 109.02' LT CLS US-75
STA. 591+59.63, 109.18' LT CRL US-75
N 404555.57, E 2557267.57, EL. 701.263

735

730

725

720

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695

690

685

680

675

670

665

660

655

650

645

640

178+00 179+00 180+00 181+00 182+00 183+00 184+00 185+00 186+00 187+00 188+00 189+00 190+00 191+00 192+00

7/16/2021

SEE SHEETS R036-R045 FOR US-75

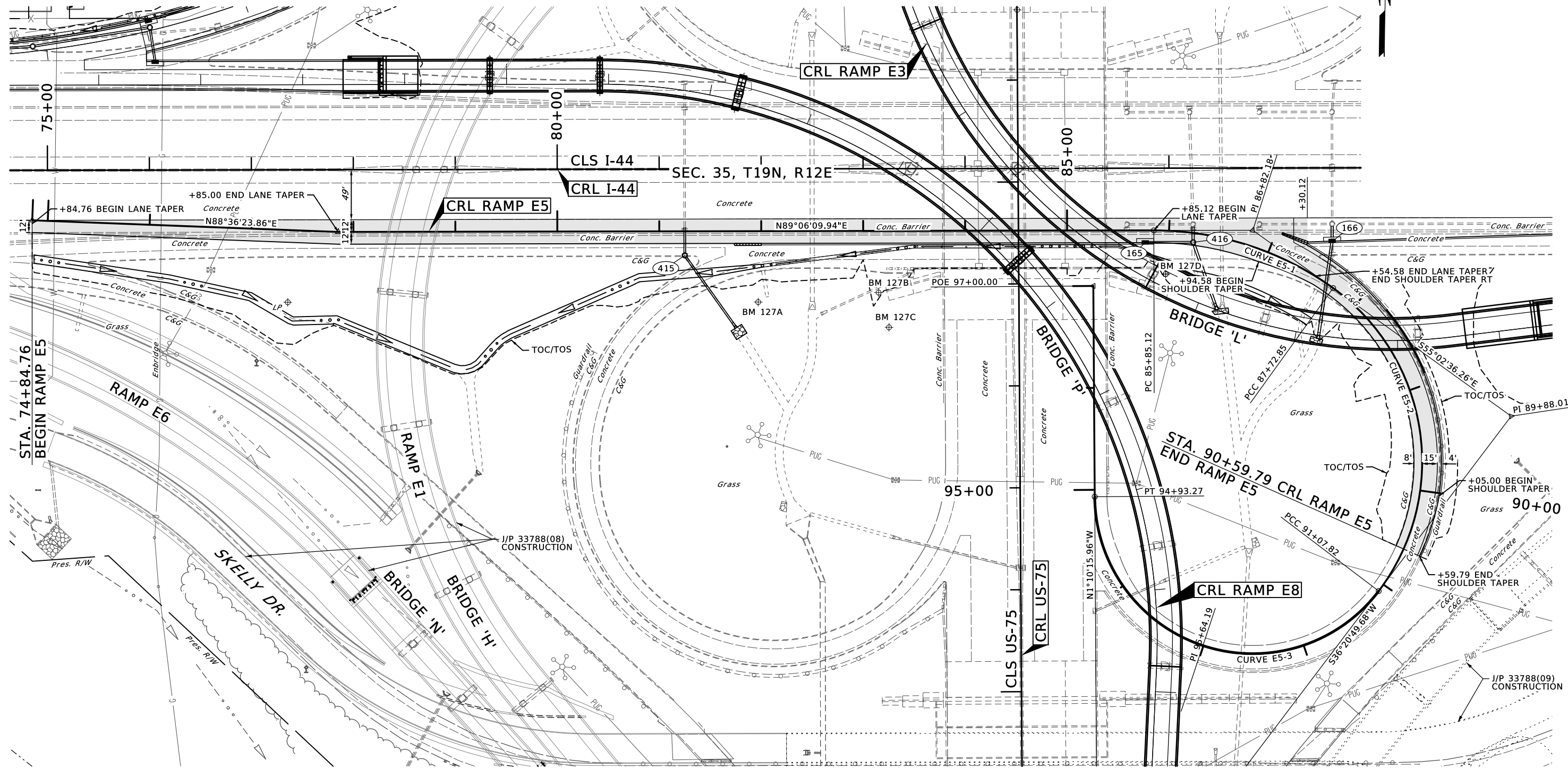
SEE SHEETS R049-R054 FOR RAMP E5

SEE SHEETS R061-R064 FOR RAMP E8

ALL DISTANCES SHOWN TO ALL R/W AND EXISTING OBJECTS ARE FROM C SURVEY. SEE SURVEY DATA SHEETS FOR C SURVEY INFORMATION.

OKLAHOMA DEPARTMENT OF TRANSPORTATION

PROPOSED R/W
JULY 2021

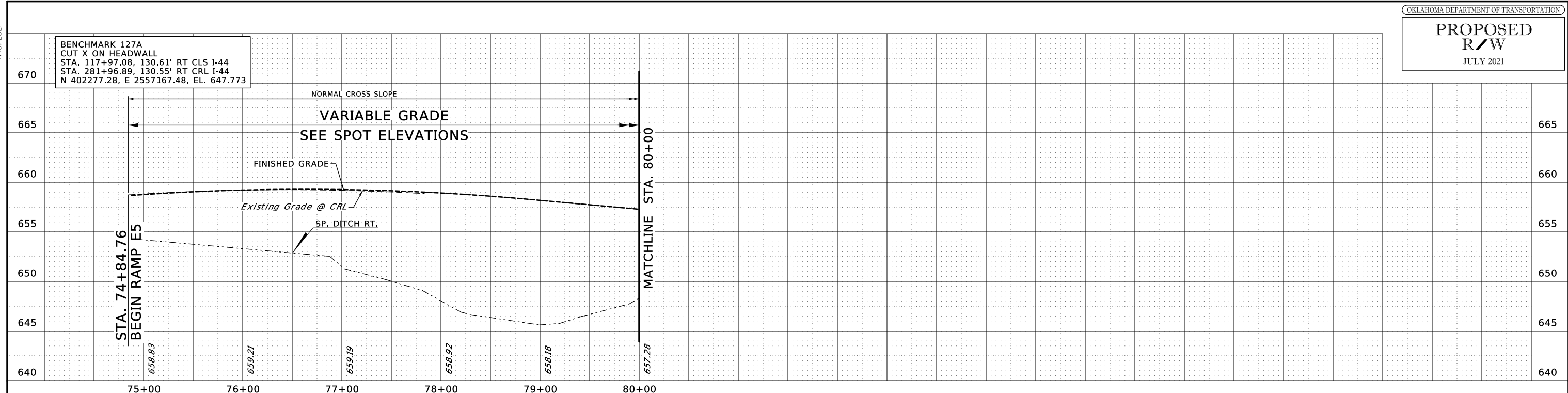


LEGEND

- ROADWAY
- RIPRAP
- CONCRETE DITCH

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7/16/2021

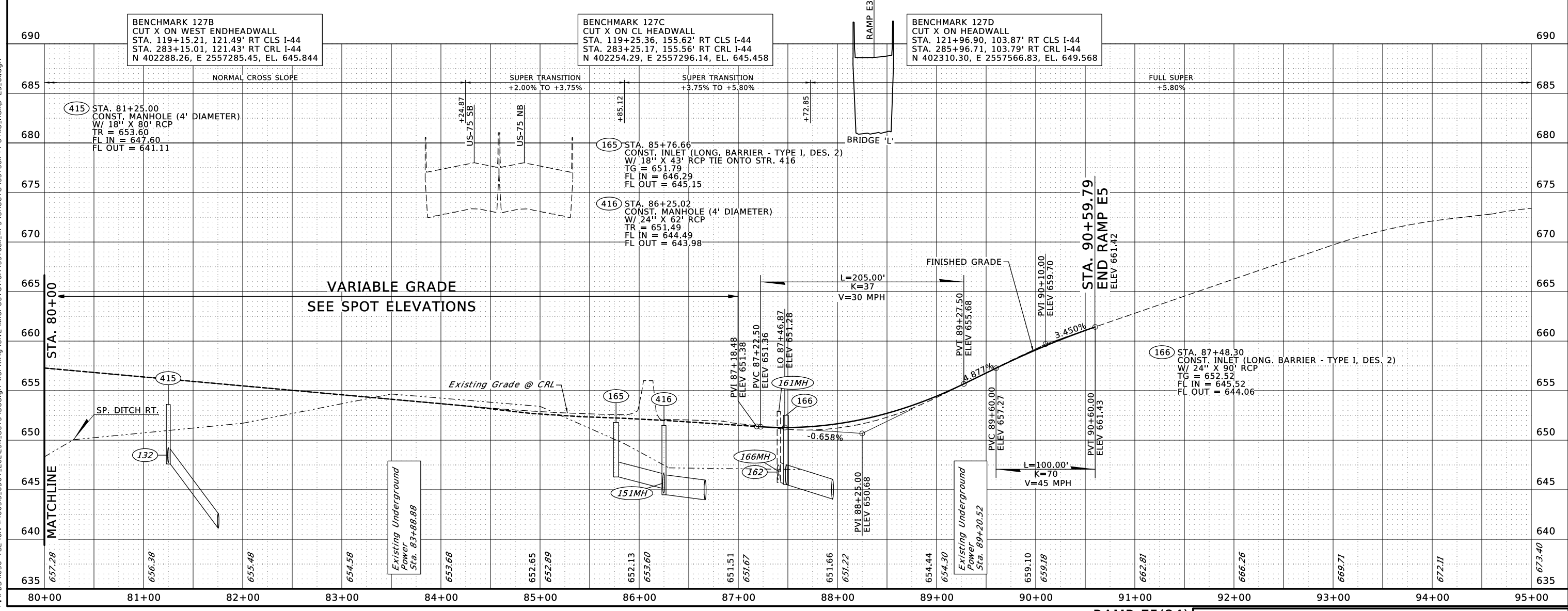


BENCHMARK 127A
 CUT X ON HEADWALL
 STA. 117+97.08, 130.61' RT CLS I-44
 STA. 281+96.89, 130.55' RT CRL I-44
 N 402277.28, E 2557167.48, EL. 647.773

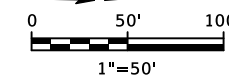
BENCHMARK 127B
 CUT X ON WEST END HEADWALL
 STA. 119+15.21, 121.49' RT CLS I-44
 STA. 283+15.01, 121.43' RT CRL I-44
 N 402288.26, E 2557285.45, EL. 645.844

BENCHMARK 127C
 CUT X ON CL HEADWALL
 STA. 119+25.36, 155.62' RT CLS I-44
 STA. 283+25.17, 155.56' RT CRL I-44
 N 402254.29, E 2557296.14, EL. 645.458

BENCHMARK 127D
 CUT X ON HEADWALL
 STA. 121+96.90, 103.87' RT CLS I-44
 STA. 285+96.71, 103.79' RT CRL I-44
 N 402310.30, E 2557566.83, EL. 649.568



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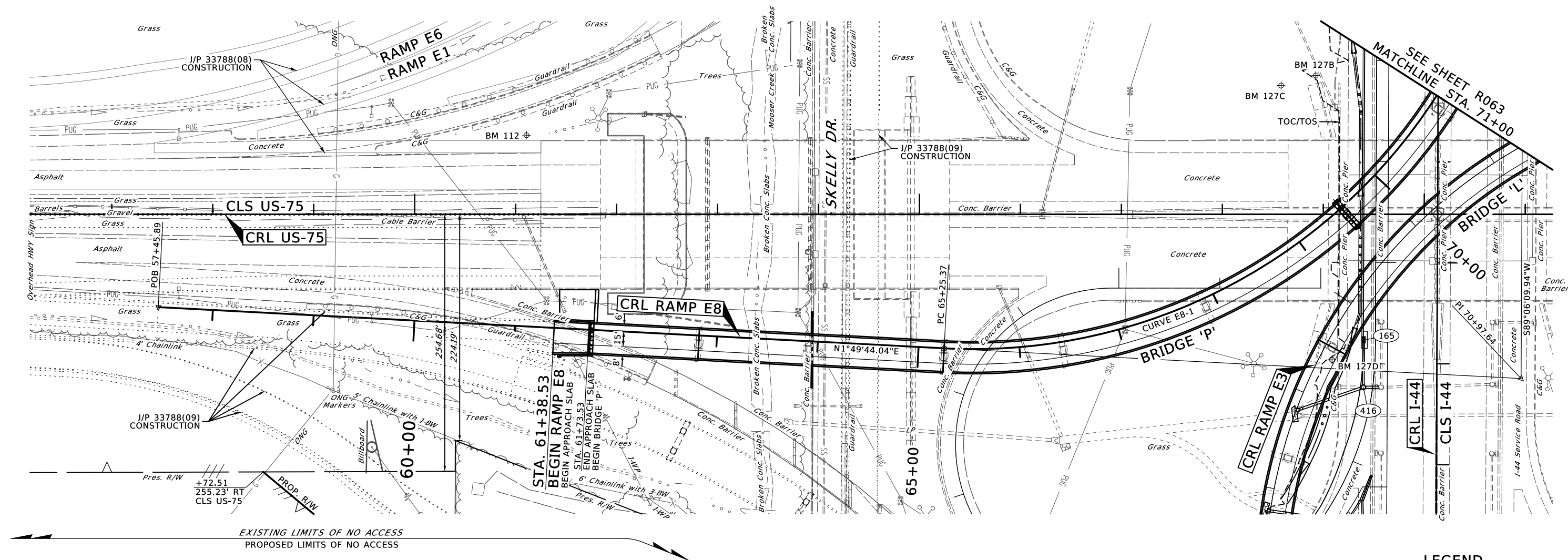


SEE SHEETS R036-
R045 FOR US-75

SEE SHEETS R049-
R054 FOR RAMP E3

ALL DISTANCES SHOWN TO ALL
R/W AND EXISTING OBJECTS
ARE FROM C SURVEY. SEE
SURVEY DATA SHEETS FOR C
SURVEY INFORMATION.

SEC. 35, T19N, R12E



LEGEND

- ROADWAY
- RIPRAP
- CONCRETE DITCH

BENCHMARK 112
BOX FOUND
STA. 252+33.25, 78.24' LT CLS US-75
STA. 561+10.70, 78.40' LT CRL US-75
N 401507.90, E 2557360.66, EL. 674.919

BENCHMARK 127B
CUT X ON WEST END HEADWALL
STA. 119+15.21, 121.49' RT CLS I-44
STA. 283+15.01, 121.43' RT CRL I-44
N 402288.26, E 2557285.45, EL. 645.844

BENCHMARK 127C
CUT X ON CL HEADWALL
STA. 119+25.36, 155.62' RT CLS I-44
STA. 283+25.17, 155.56' RT CRL I-44
N 402254.29, E 2557296.14, EL. 645.458

BENCHMARK 127D
CUT X ON HEADWALL
STA. 121+96.90, 103.87' RT CLS I-44
STA. 285+96.71, 103.79' RT CRL I-44
N 402310.30, E 2557566.83, EL. 649.568

7/16/2021
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7/16/2021

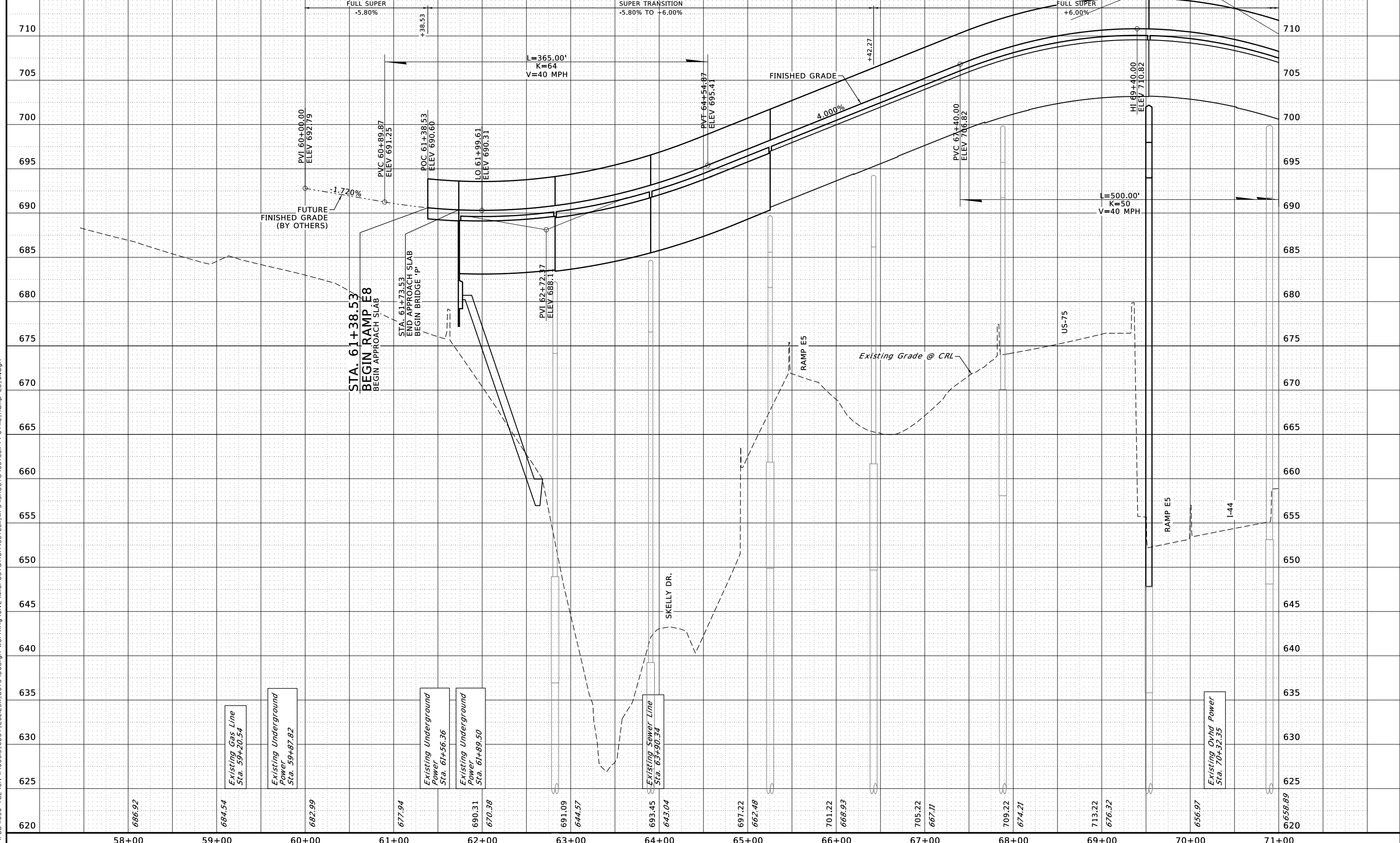
BENCHMARK 112
BOX FOUND
STA. 252+33.25, 78.24' LT CLS US-75
STA. 561+10.70, 78.40' LT CRL US-75
N 401507.90, E 2557360.66, EL. 674.919

BENCHMARK 127B
CUT X ON WEST END HEADWALL
STA. 119+15.21, 121.49' RT CLS I-44
STA. 283+15.01, 121.43' RT CRL I-44
N 402288.26, E 2557285.45, EL. 645.844

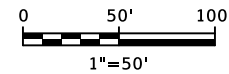
BENCHMARK 127C
CUT X ON CL HEADWALL
STA. 119+25.36, 155.62' RT CLS I-44
STA. 283+25.17, 155.56' RT CRL I-44
N 402254.29, E 2557296.14, EL. 645.458

BENCHMARK 127D
CUT X ON HEADWALL
STA. 121+96.90, 103.87' RT CLS I-44
STA. 285+96.71, 103.79' RT CRL I-44
N 402310.30, E 2557566.83, EL. 649.568

PVI 69+90.00
ELEV 716.82



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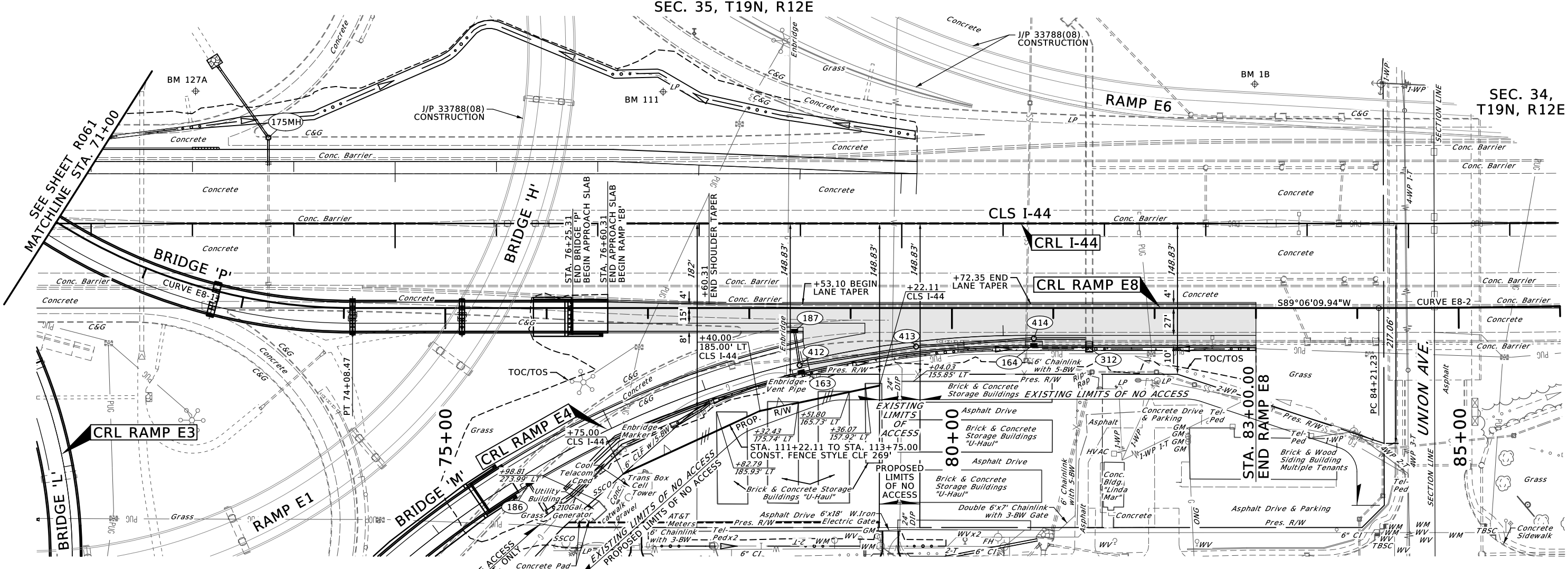
SEE SHEETS R049-R054 FOR RAMP E3

SEE SHEETS R055-R058 FOR RAMP E4

ALL DISTANCES SHOWN TO ALL R/W AND EXISTING OBJECTS ARE FROM C SURVEY. SEE SURVEY DATA SHEETS FOR C SURVEY INFORMATION.

SEC. 35, T19N, R12E

SEC. 34, T19N, R12E



LEGEND

- ROADWAY
- RIPRAP
- CONCRETE DITCH

BENCHMARK 127A
 CUT X ON HEADWALL
 STA. 117+97.08, 130.61' RT CLS I-44
 STA. 281+96.89, 130.55' RT CRL I-44
 N 402277.28, E 2557167.48, EL. 647.773

BENCHMARK 111
 BOX FOUND
 STA. 260+09.27, 717.04' LT CLS US-75
 STA. 568+86.72, 717.20' LT CRL US-75
 N 402270.70, E 2556706.13, EL. 652.581

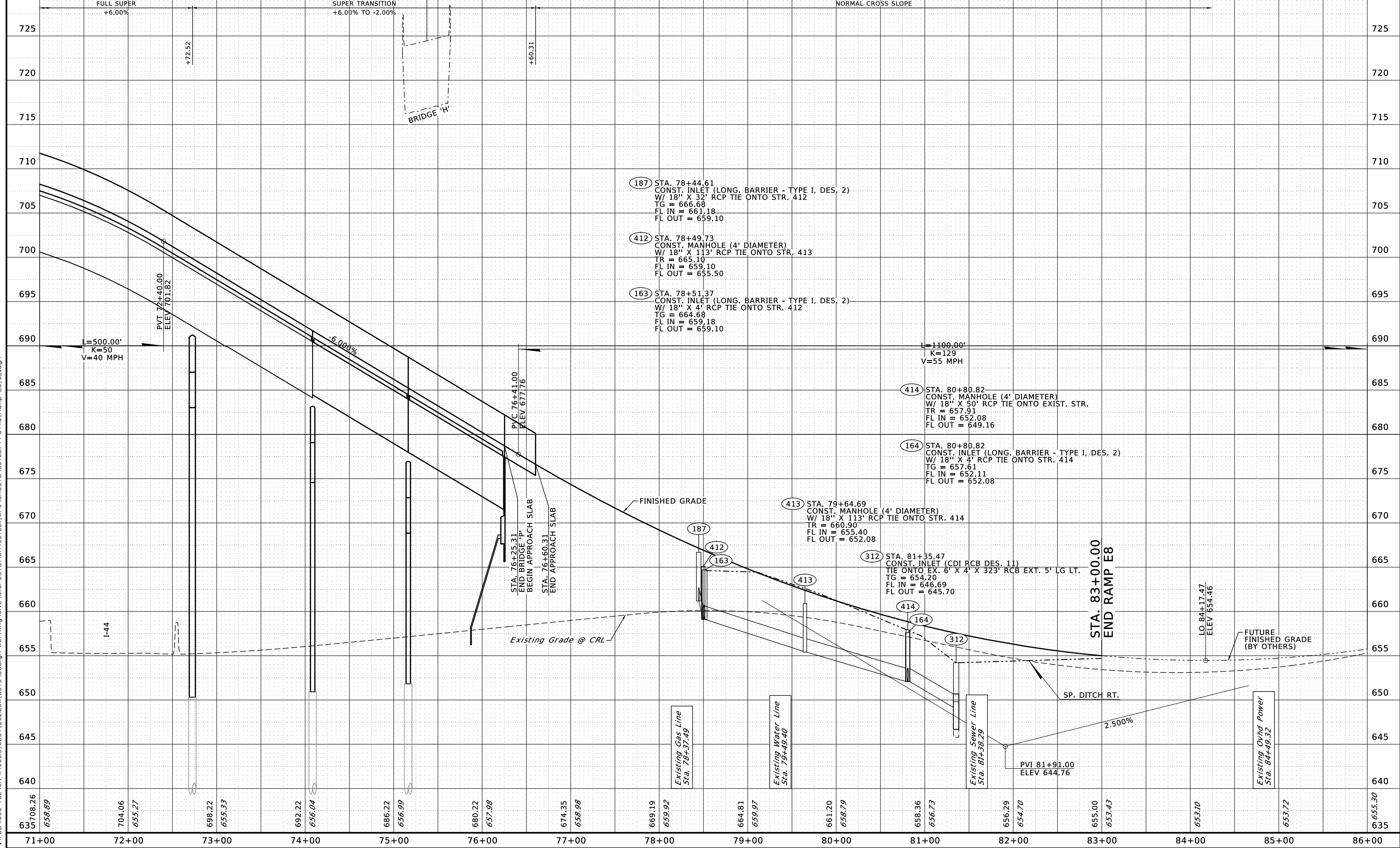
BENCHMARK 1B
 3/8IP
 STA. 107+68.14, 137.98' RT CLS I-44
 STA. 271+67.95, 137.97' RT CRL I-44
 N 402253.76, E 2556138.79, EL. 669.34

7/16/2021

BENCHMARK 127A
CUT X ON HEADWALL
STA. 117+97.08, 130.61' RT CLS I-44
STA. 281+96.89, 130.55' RT CRL I-44
N 402277.28, E 2557167.48, EL. 647.773

BENCHMARK 111
BOX FOUND
STA. 260+09.27, 717.04' LT CLS US-75
STA. 568+86.72, 717.20' LT CRL US-75
N 402270.70, E 2556706.13, EL. 652.581

BENCHMARK 1B
3/8IP
STA. 107+68.14, 137.98' RT CLS I-44
STA. 271+67.95, 137.97' RT CRL I-44
N 402253.76, E 2556138.79, EL. 669.34



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7/16/2021

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ALL DISTANCES SHOWN TO ALL R/W AND EXISTING OBJECTS ARE FROM C SURVEY. SEE SURVEY DATA SHEETS FOR C SURVEY INFORMATION.

LEGEND

- ROADWAY
- RIPRAP
- CONCRETE DITCH

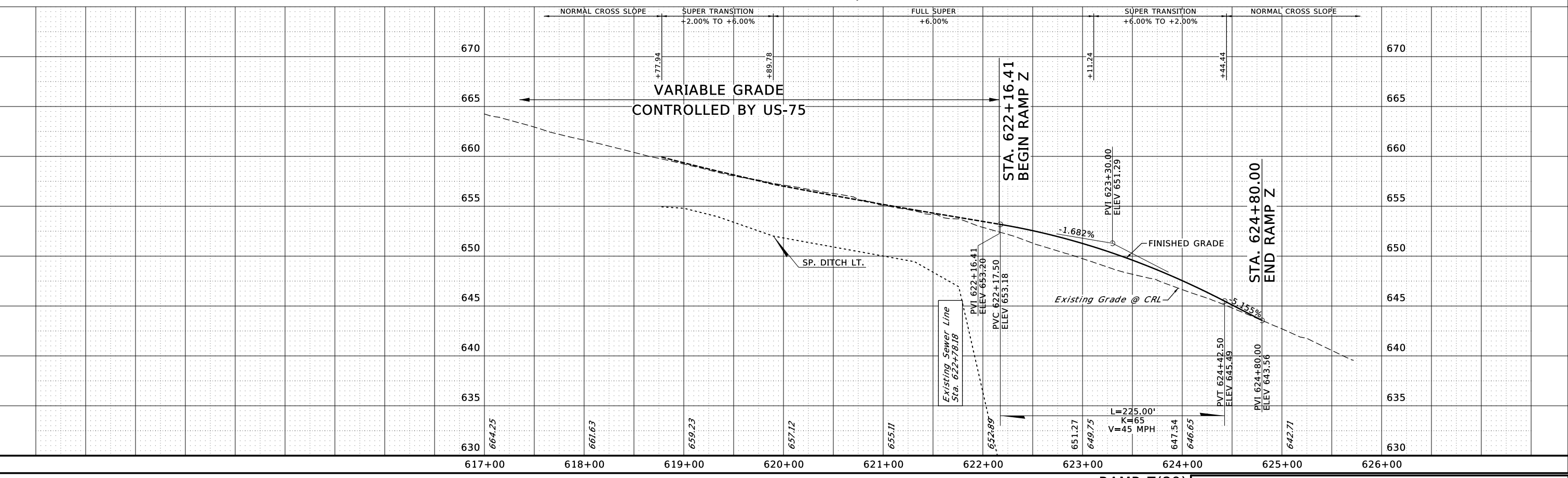
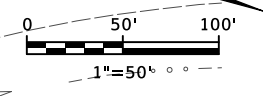
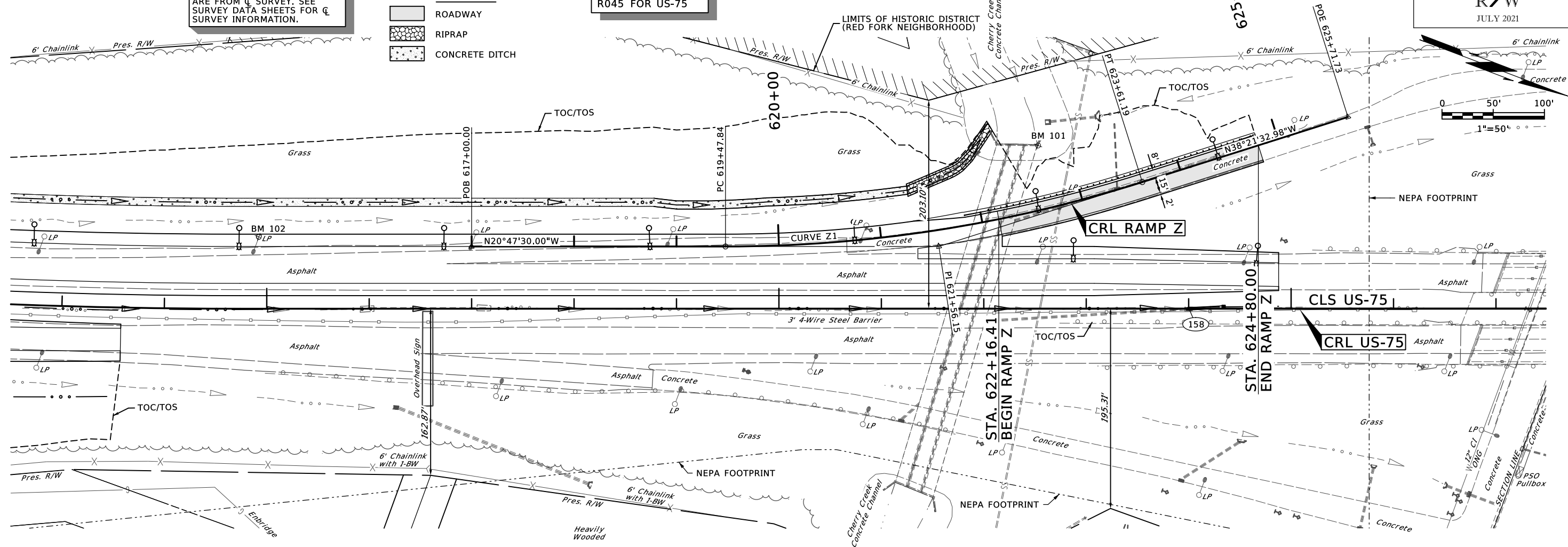
SEE SHEETS R036-R045 FOR US-75

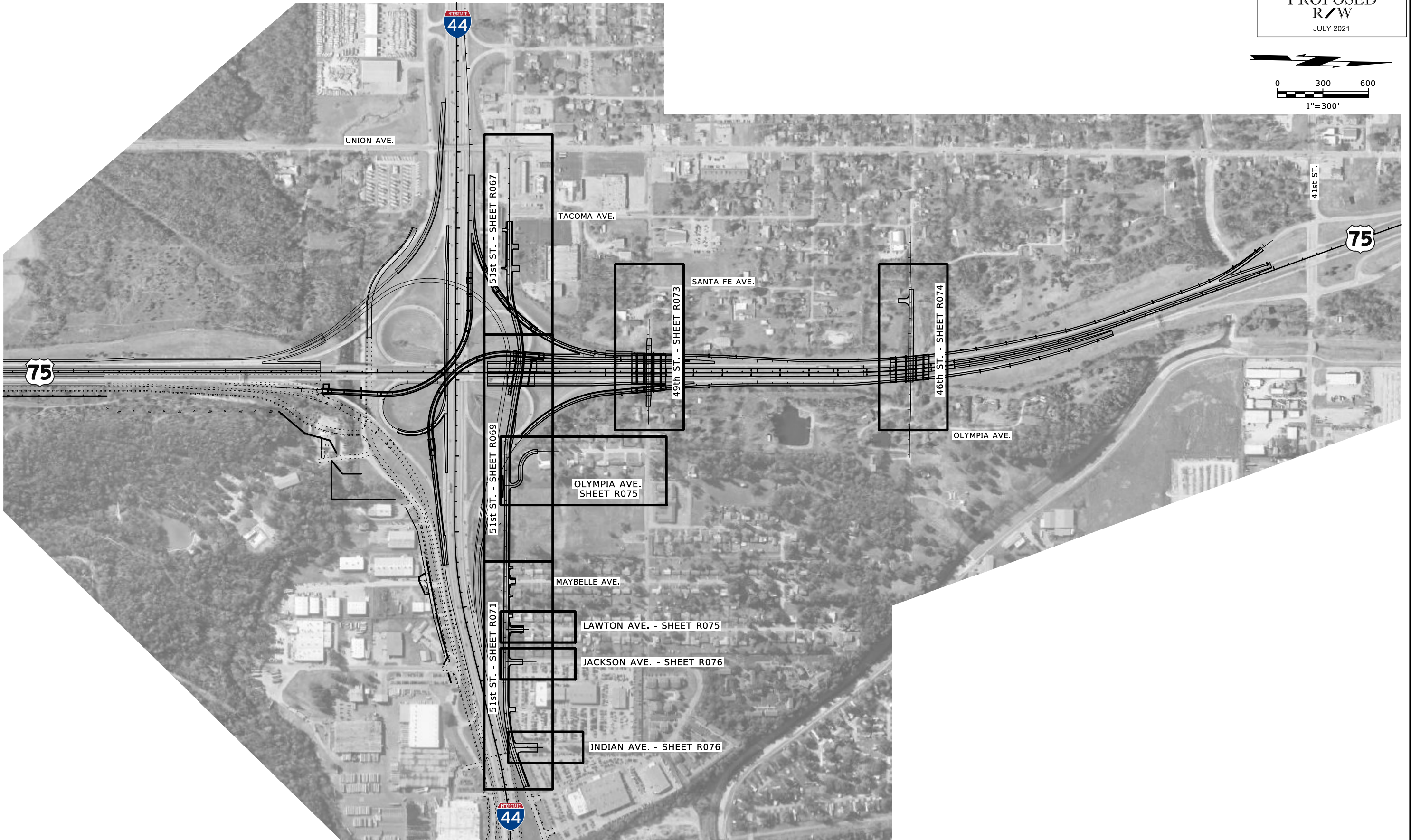
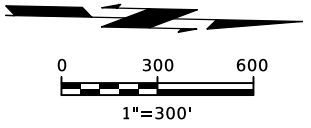
SEC. 26, T19N, R12E

OKLAHOMA DEPARTMENT OF TRANSPORTATION

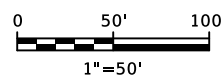
PROPOSED R/W

JULY 2021





DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN		
CHECKED		
APPROVED		
SQUAD		
COUNTY - TULSA		HIGHWAY US-75 STATE JOB NO. 33788(11) SHEET NO. R066
<p style="text-align: center;">PLAN KEY MAP (SIDE ROADS)</p>		



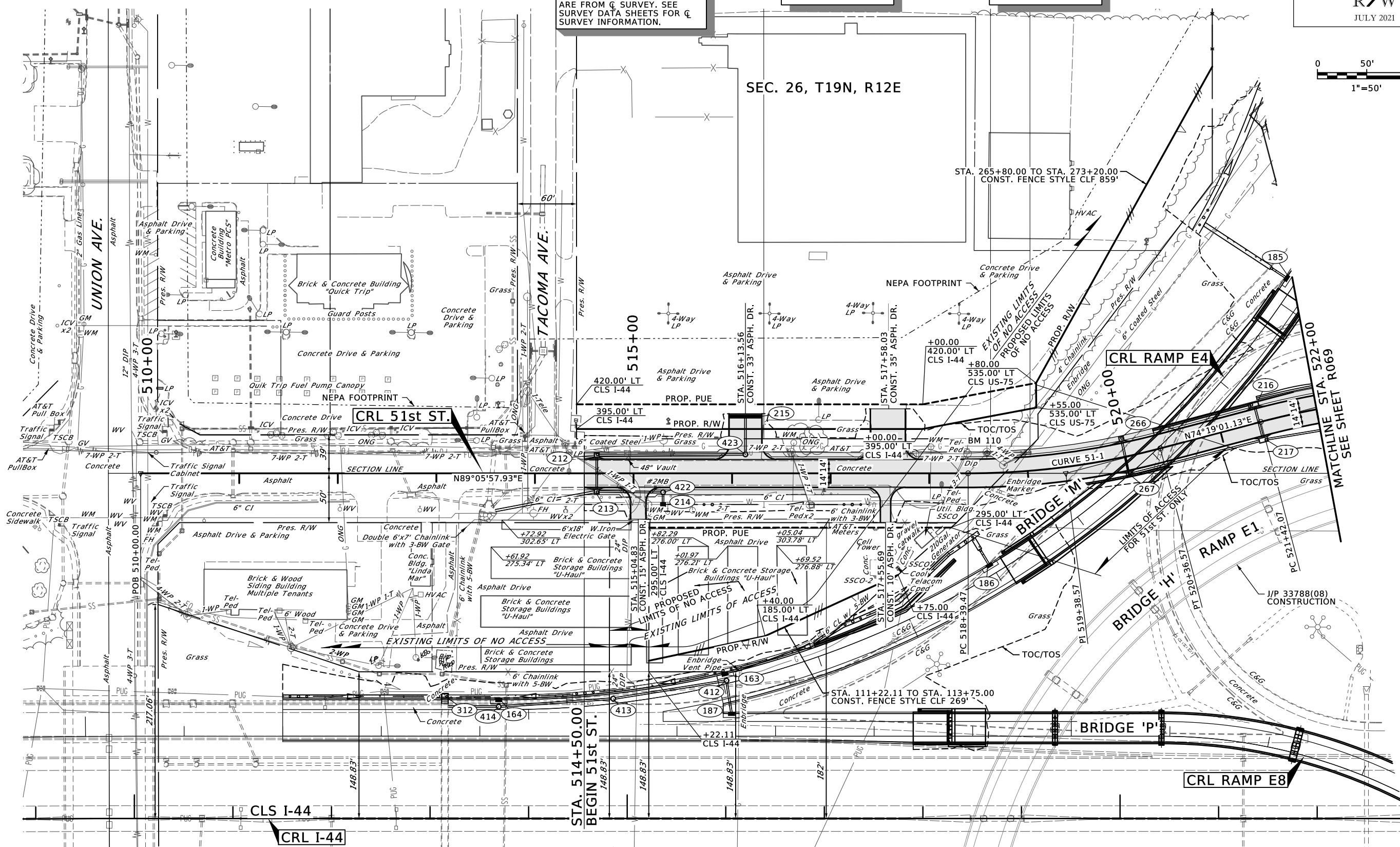
ALL DISTANCES SHOWN TO ALL R/W AND EXISTING OBJECTS ARE FROM C SURVEY. SEE SURVEY DATA SHEETS FOR C SURVEY INFORMATION.

SEE SHEETS R055-R058 FOR RAMP E4

SEE SHEETS R061-R064 FOR RAMP E8

SEC. 26, T19N, R12E

SEC. 35, T19N, R12E



LEGEND

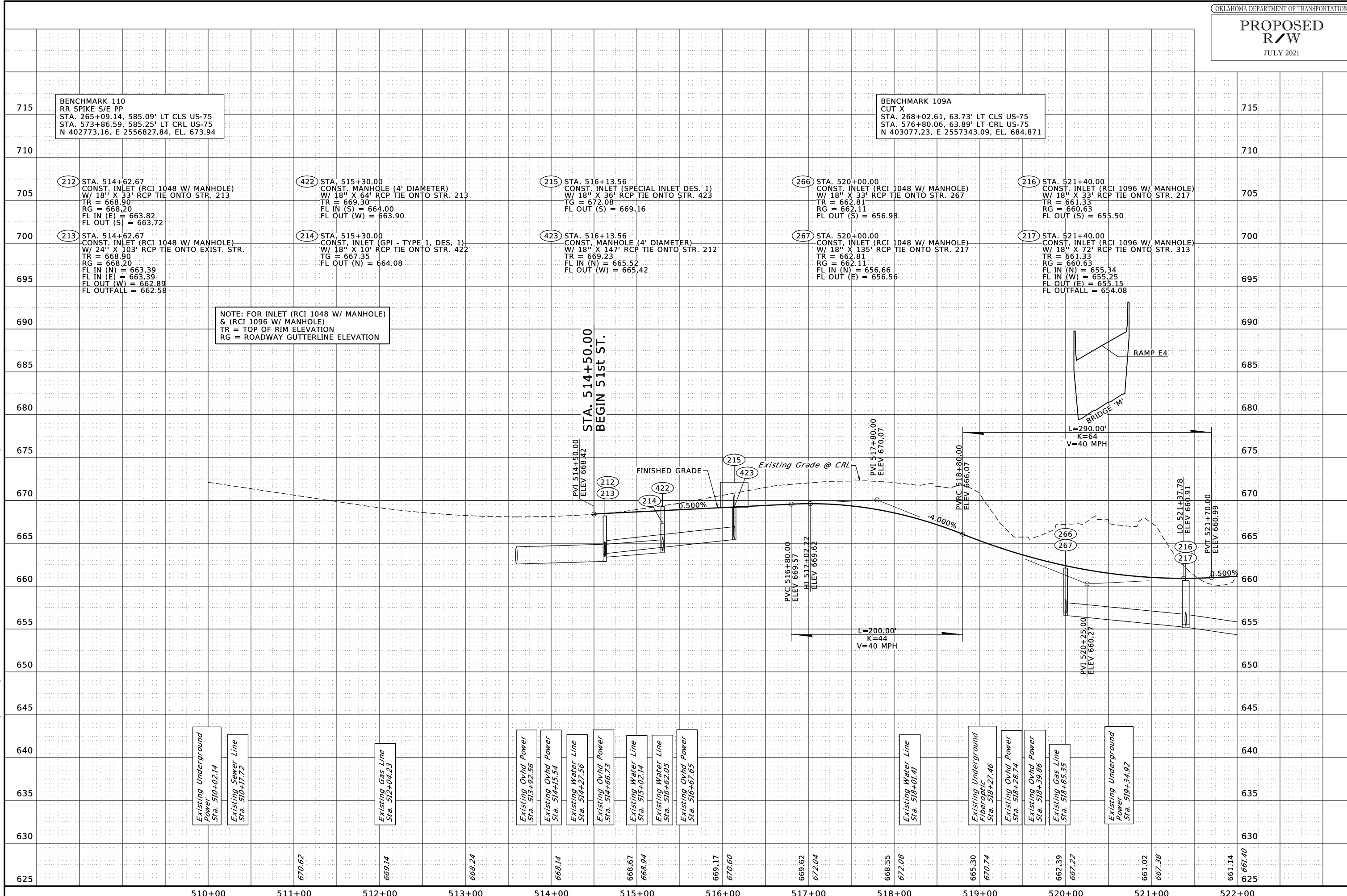
- ROADWAY
- RIPRAP
- CONCRETE DITCH

7/16/2021

P:\FDB\650-TUL\CIV\400315_0001-EC223A-UST5\Design-Work\King\CIV\MicroStation\337881\WPS\Sheets\337881-Plan_51st.dgn

7/16/2021

P:\FDB\650-TUL\CIV\400315_0001_EC2123A_US15\Design-Work\King\CIV\MicroStation\337881\WPS\Sheets\337881-Profile_51st_01.dgn



NOTE: FOR INLET (RCI 1048 W/ MANHOLE) & (RCI 1096 W/ MANHOLE)
TR = TOP OF RIM ELEVATION
RG = ROADWAY GUTTERLINE ELEVATION

STA. 514+50.00
BEGIN 51st ST.

ALL DISTANCES SHOWN TO ALL R/W AND EXISTING OBJECTS ARE FROM C SURVEY. SEE SURVEY DATA SHEETS FOR C SURVEY INFORMATION.

SEE SHEETS R036-R045 FOR US-75

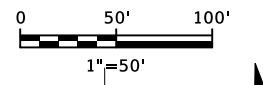
SEE SHEETS R047-R048 FOR RAMP E2

SEE SHEETS R049-R054 FOR RAMP E3

SEE SHEET R075 FOR OLYMPIA AVE.

SEE SHEETS R055-R058 FOR RAMP E4

SEE SHEETS R061-R064 FOR RAMP E8



SEC. 26, T19N, R12E

SEC. 35, T19N, R12E

CRL RAMP E4

CRL RAMP E2

CRL 51st ST.

RAMP E1

CRL RAMP E3

CRL RAMP E8

BRIDGE 'L'

BRIDGE 'F2'

BRIDGE 'F1'

BRIDGE 'H'

BRIDGE 'I'

CRL OLYMPIA AVE.

CLS US-75

CLS I-44

CRL I-44

SEE SHEET R067
MATCHLINE STA. 522+00

MATCHLINE STA. 537+00
SEE SHEET R071

LEGEND

	ROADWAY
	RIPRAP
	CONCRETE DITCH

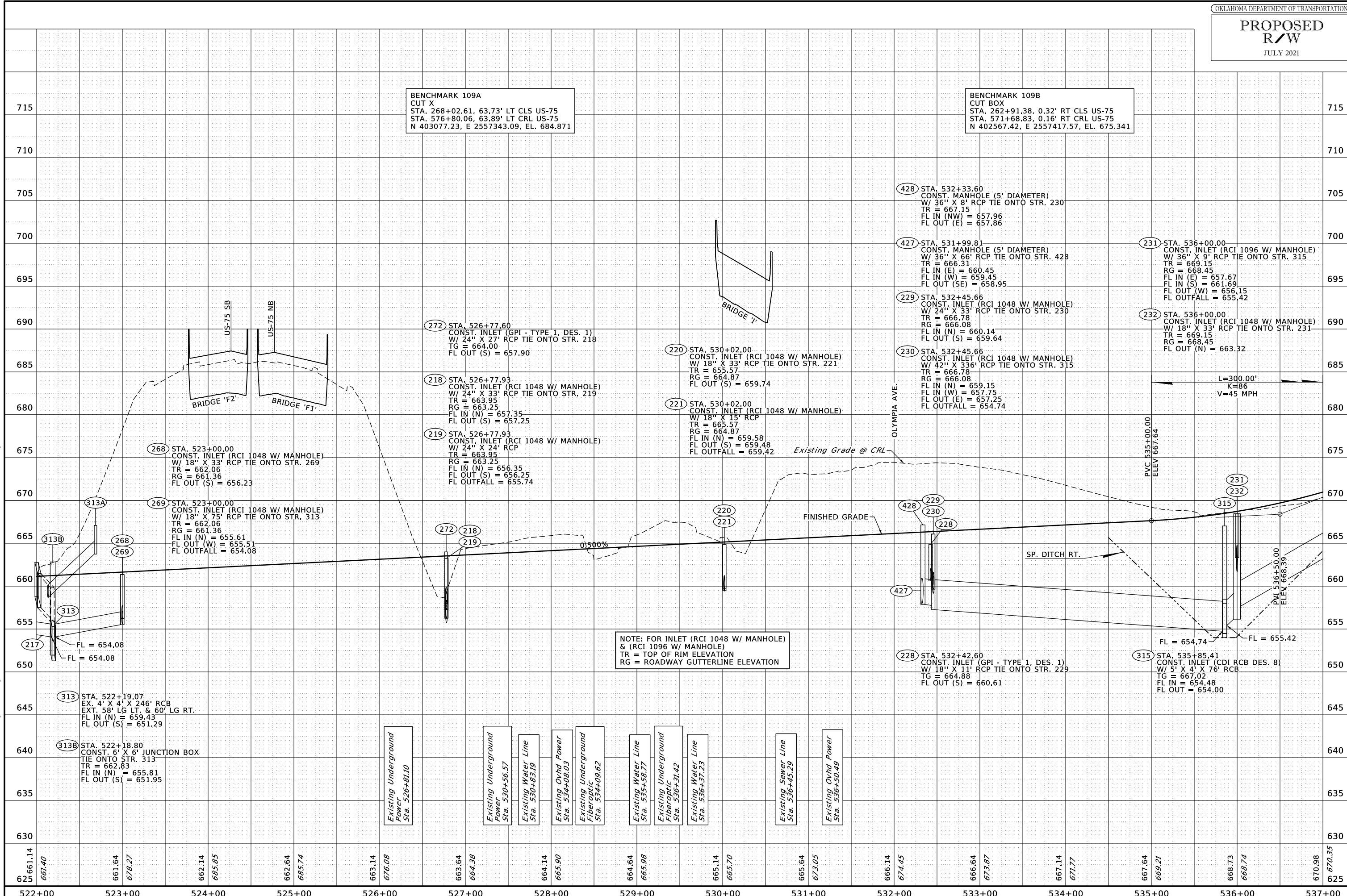
7/16/2021
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PROPOSED R/W

JULY 2021

7/16/2021

P:\FDB\1650-TUL\CIV\400315_0001_EC2123A_US75\Design-Work\King\Civil\MicroStation\337881\WPS\Sheets\337881-Propfile_51st_02.dgn



BENCHMARK 109A
 CUT X
 STA. 268+02.61, 63.73' LT CLS US-75
 STA. 576+80.06, 63.89' LT CRL US-75
 N 403077.23, E 2557343.09, EL. 684.871

BENCHMARK 109B
 CUT BOX
 STA. 262+91.38, 0.32' RT CLS US-75
 STA. 571+68.83, 0.16' RT CRL US-75
 N 402567.42, E 2557417.57, EL. 675.341

(272) STA. 526+77.60
 CONST. INLET (GPI - TYPE 1, DES. 1)
 W/ 24" X 27" RCP TIE ONTO STR. 218
 TG = 664.00
 FL OUT (S) = 657.90

(218) STA. 526+77.93
 CONST. INLET (RCI 1048 W/ MANHOLE)
 W/ 24" X 33" RCP TIE ONTO STR. 219
 TR = 663.95
 RG = 663.25
 FL IN (N) = 657.35
 FL OUT (S) = 657.25

(219) STA. 526+77.93
 CONST. INLET (RCI 1048 W/ MANHOLE)
 W/ 24" X 24" RCP
 TR = 663.95
 RG = 663.25
 FL IN (N) = 656.35
 FL OUT (S) = 656.25
 FL OUTFALL = 655.74

(220) STA. 530+02.00
 CONST. INLET (RCI 1048 W/ MANHOLE)
 W/ 18" X 33" RCP TIE ONTO STR. 221
 TR = 655.57
 RG = 664.87
 FL OUT (S) = 659.74

(221) STA. 530+02.00
 CONST. INLET (RCI 1048 W/ MANHOLE)
 W/ 18" X 15" RCP
 TR = 665.57
 RG = 664.87
 FL IN (N) = 659.58
 FL OUT (S) = 659.48
 FL OUTFALL = 659.42

(428) STA. 532+33.60
 CONST. MANHOLE (5' DIAMETER)
 W/ 36" X 8' RCP TIE ONTO STR. 230
 TR = 667.15
 FL IN (NW) = 657.96
 FL OUT (E) = 657.86

(427) STA. 531+99.81
 CONST. MANHOLE (5' DIAMETER)
 W/ 36" X 66' RCP TIE ONTO STR. 428
 TR = 666.31
 FL IN (E) = 660.45
 FL IN (W) = 659.45
 FL OUT (SE) = 658.95

(229) STA. 532+45.66
 CONST. INLET (RCI 1048 W/ MANHOLE)
 W/ 24" X 33" RCP TIE ONTO STR. 230
 TR = 666.78
 RG = 666.08
 FL IN (N) = 660.14
 FL OUT (S) = 659.64

(230) STA. 532+45.66
 CONST. INLET (RCI 1048 W/ MANHOLE)
 W/ 42" X 336' RCP TIE ONTO STR. 315
 TR = 666.78
 RG = 666.08
 FL IN (N) = 659.15
 FL IN (W) = 657.75
 FL OUT (E) = 657.25
 FL OUTFALL = 654.74

(231) STA. 536+00.00
 CONST. INLET (RCI 1096 W/ MANHOLE)
 W/ 36" X 9' RCP TIE ONTO STR. 315
 TR = 669.15
 RG = 668.45
 FL IN (E) = 657.67
 FL IN (S) = 661.69
 FL OUT (W) = 656.15
 FL OUTFALL = 655.42

(232) STA. 536+00.00
 CONST. INLET (RCI 1048 W/ MANHOLE)
 W/ 18" X 33" RCP TIE ONTO STR. 231
 TR = 669.15
 RG = 668.45
 FL OUT (N) = 663.32

L=300.00'
 K=86
 V=45 MPH

(315) STA. 535+85.41
 CONST. INLET (CDI RCB DES. 8)
 W/ 5' X 4' X 76' RCB
 TG = 667.02
 FL IN = 654.48
 FL OUT = 654.00

(228) STA. 532+42.60
 CONST. INLET (GPI - TYPE 1, DES. 1)
 W/ 18" X 11" RCP TIE ONTO STR. 229
 TG = 664.88
 FL OUT (S) = 660.61

(313) STA. 522+19.07
 EX. 4' X 4' X 246' RCB
 EXT. 58' LG LT. & 60' LG RT.
 FL IN (N) = 659.43
 FL OUT (S) = 651.29

(313B) STA. 522+18.80
 CONST. 6' X 6' JUNCTION BOX
 TIE ONTO STR. 313
 TR = 662.83
 FL IN (N) = 655.81
 FL OUT (S) = 651.95

Existing Underground Power
 Sta. 526+81.10

Existing Underground Power
 Sta. 530+56.57

Existing Water Line
 Sta. 530+83.19

Existing Ovh'd Power
 Sta. 534+08.03

Existing Underground Fiberoptic
 Sta. 534+09.62

Existing Water Line
 Sta. 535+58.77

Existing Underground Fiberoptic
 Sta. 536+31.42

Existing Water Line
 Sta. 536+37.23

Existing Sewer Line
 Sta. 536+45.29

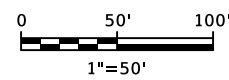
Existing Ovh'd Power
 Sta. 536+50.49

SEE SHEET R075 FOR LAWTON AVE.

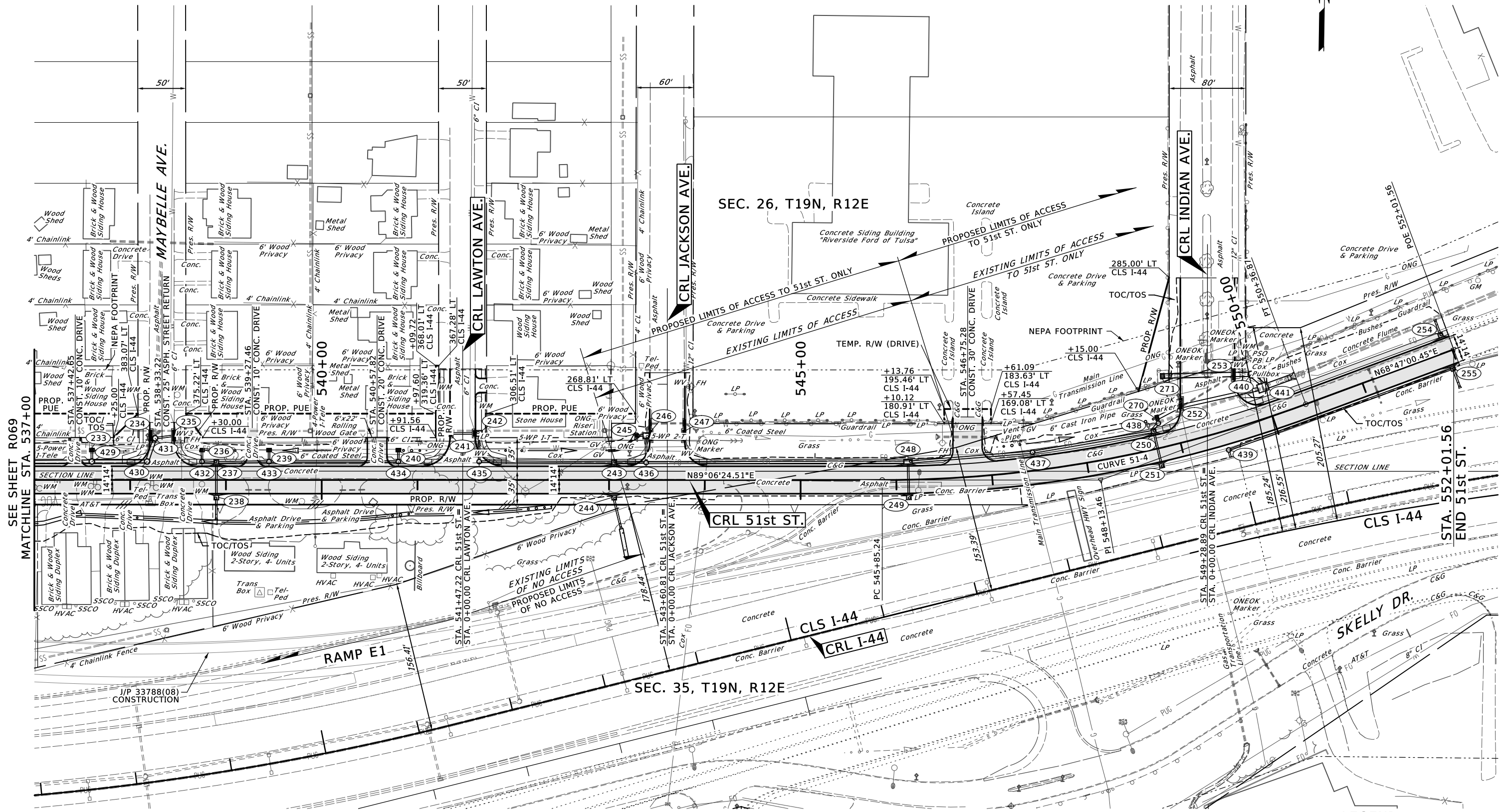
SEE SHEET R076 FOR JACKSON AVE.

SEE SHEET R076 FOR INDIAN AVE.

ALL DISTANCES SHOWN TO ALL R/W AND EXISTING OBJECTS ARE FROM C SURVEY. SEE SURVEY DATA SHEETS FOR C SURVEY INFORMATION.



PROPOSED R/W
JULY 2021

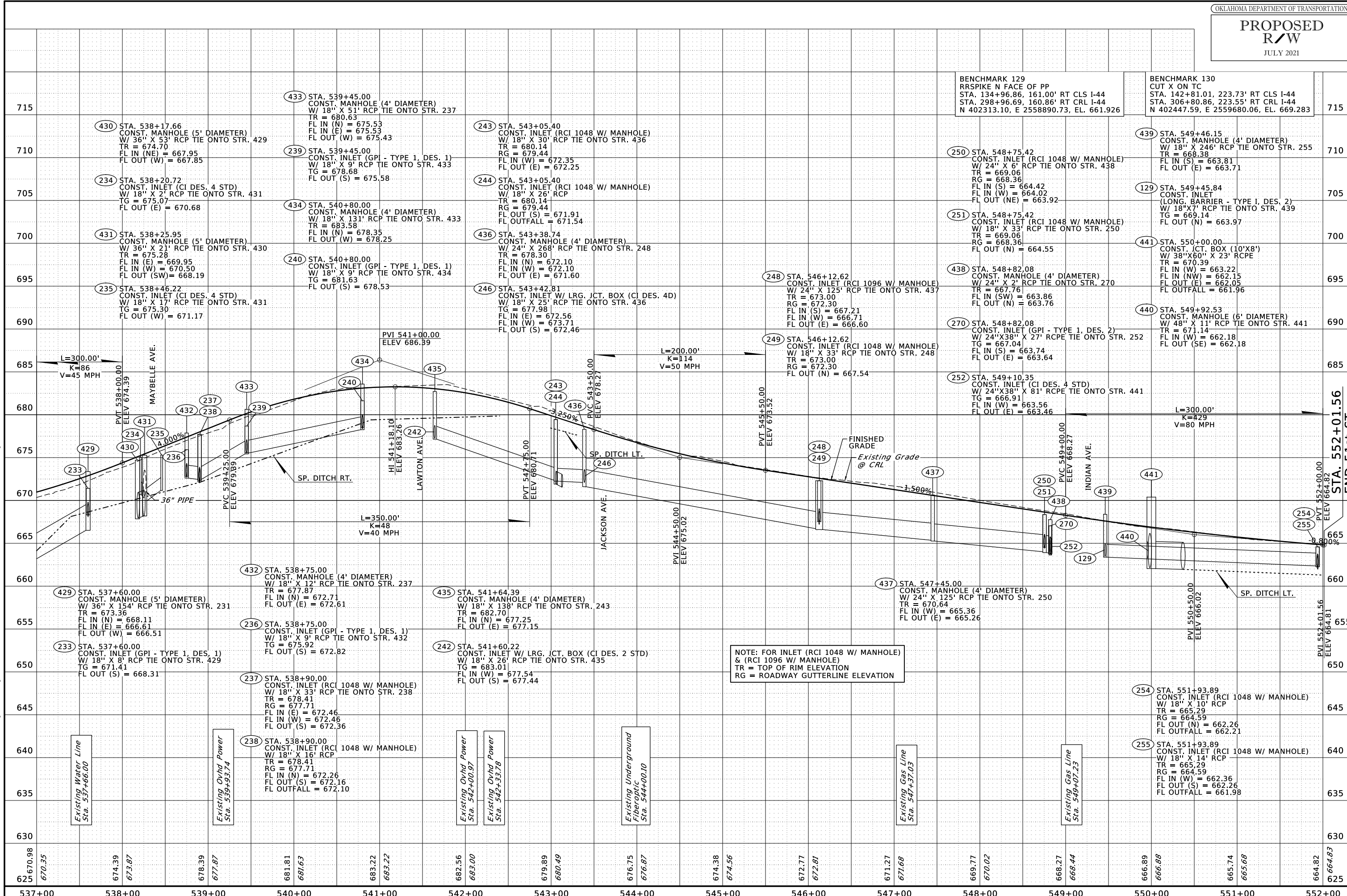


LEGEND

	ROADWAY
	RIPRAP
	CONCRETE DITCH

7/16/2021

P:\FDB\650-TUL\CIV\400315_0001_EC2123A_US15\Design-Work\King\CIV\MicroStation\337881-Profiles-Profile_51st_03.dgn



BENCHMARK 129
RRSPIKE N FACE OF PP
STA. 134+96.86, 161.00' RT CLS I-44
STA. 298+96.69, 160.86' RT CRL I-44
N 402313.10, E 2558890.73, EL. 661.926

BENCHMARK 130
CUT X ON TC
STA. 142+81.01, 223.73' RT CLS I-44
STA. 306+80.86, 223.55' RT CRL I-44
N 402447.59, E 2559680.06, EL. 669.283

NOTE: FOR INLET (RCI 1048 W/ MANHOLE)
& (RCI 1096 W/ MANHOLE)
TR = TOP OF RIM ELEVATION
RG = ROADWAY GUTTERLINE ELEVATION

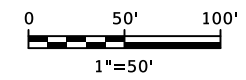
ALL DISTANCES SHOWN TO ALL R/W AND EXISTING OBJECTS ARE FROM Q SURVEY. SEE SURVEY DATA SHEETS FOR Q SURVEY INFORMATION.

SEE SHEETS R036-R045 FOR US-75

SEE SHEETS R047-R048 FOR RAMP E2

SEE SHEETS R055-R058 FOR RAMP E4

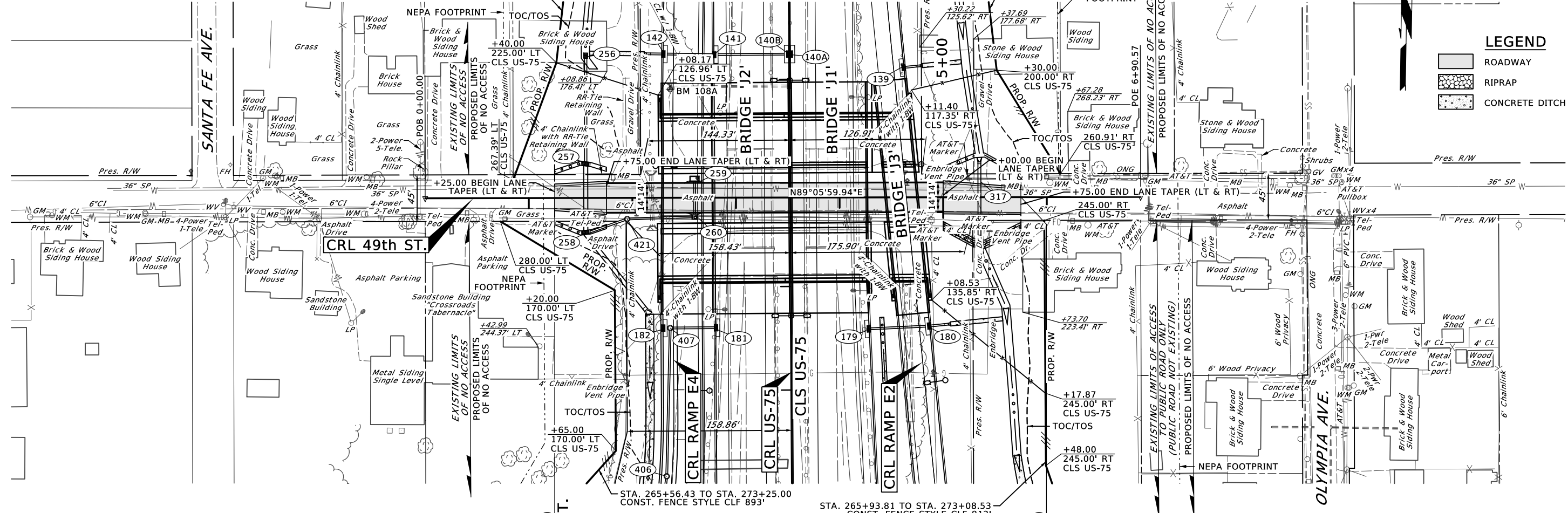
PROPOSED R/W JULY 2021



LEGEND

- ROADWAY
- RIPRAP
- CONCRETE DITCH

SEC. 26, T19N, R12E



BENCHMARK 108A
 CUT X
 STA. 275+13.76, 115.40' LT CLS US-75
 STA. 583+91.21, 115.56' LT CRL US-75
 N 403787.17, E 2557276.90, EL. 682.821

BENCHMARK 108
 3/8IPC
 STA. 276+99.78, 63.16' LT CLS US-75
 STA. 585+77.23, 63.32' LT CRL US-75
 N 403974.23, E 2557325.32, EL. 706.998

256 STA. 1+55.17
 CONST. INLET (GPI - TYPE 1, DES. 1)
 W/ 24" X 101' RCP TIE ONTO STR. 257
 TG = 683.43
 FL OUT (S) = 680.33

257 STA. 1+55.00
 CONST. INLET (GPI - TYPE 2, DES. 11)
 W/ 42" X 64' RCP TIE ONTO STR. 258
 TG = 677.92
 FL IN (N) = 672.67
 FL OUT (S) = 671.17

258 STA. 1+55.00
 CONST. INLET (GPI - TYPE 2, DES. 11)
 W/ 42" X 91' RCP
 TG = 677.71
 FL IN (N) = 670.96
 FL IN (NE) = 672.96
 FL OUT (SE) = 670.96
 FL OUTFALL = 670.62

421 STA. 1+95.00
 CONST. MANHOLE (4' DIAMETER)
 W/ 18" X 37' RCP TIE ONTO STR. 258
 TR = 680.33
 FL IN (E) = 673.07
 FL OUT (SW) = 673.07

259 STA. 2+60.00
 CONST. INLET (RCI 1096 W/ MANHOLE)
 W/ 18" X 33' RCP TIE ONTO STR. 260
 TR = 679.22
 RG = 678.52
 FL OUT (S) = 673.35

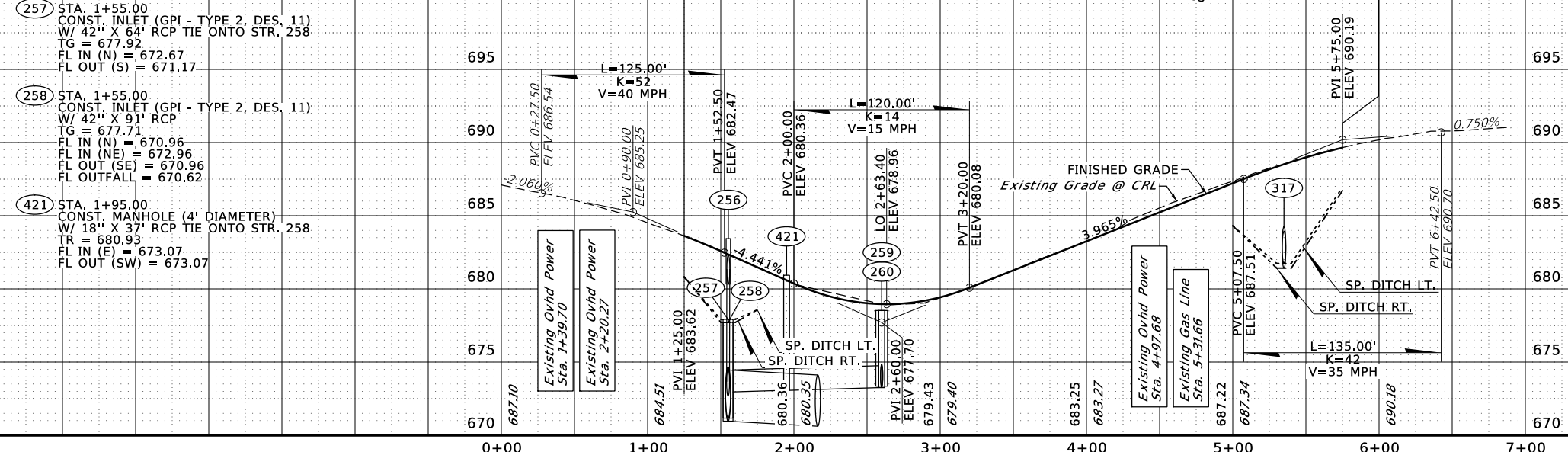
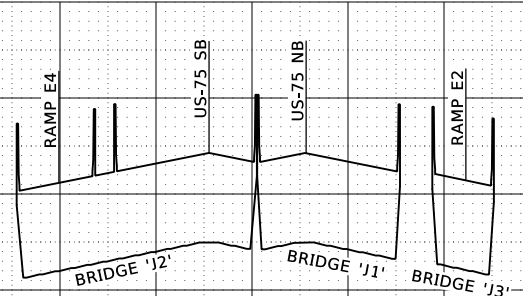
260 STA. 2+60.00
 CONST. INLET (RCI 1048 W/ MANHOLE)
 W/ 18" X 62' RCP TIE ONTO STR. 421
 TR = 679.22
 RG = 678.52
 FL IN (N) = 673.25
 FL OUT (W) = 673.25

317 STA. 5+35.00
 CONST. 30" X 69' RCP
 FL IN = 681.74
 FL OUT = 681.42

NOTE: FOR INLET (RCI 1048 W/ MANHOLE) & (RCI 1096 W/ MANHOLE)
 TR = TOP OF RIM ELEVATION
 RG = ROADWAY GUTTERLINE ELEVATION

STA. 1+25.00
BEGIN 49th ST.

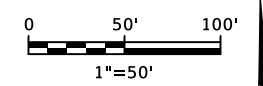
STA. 5+75.00
END 49th ST.



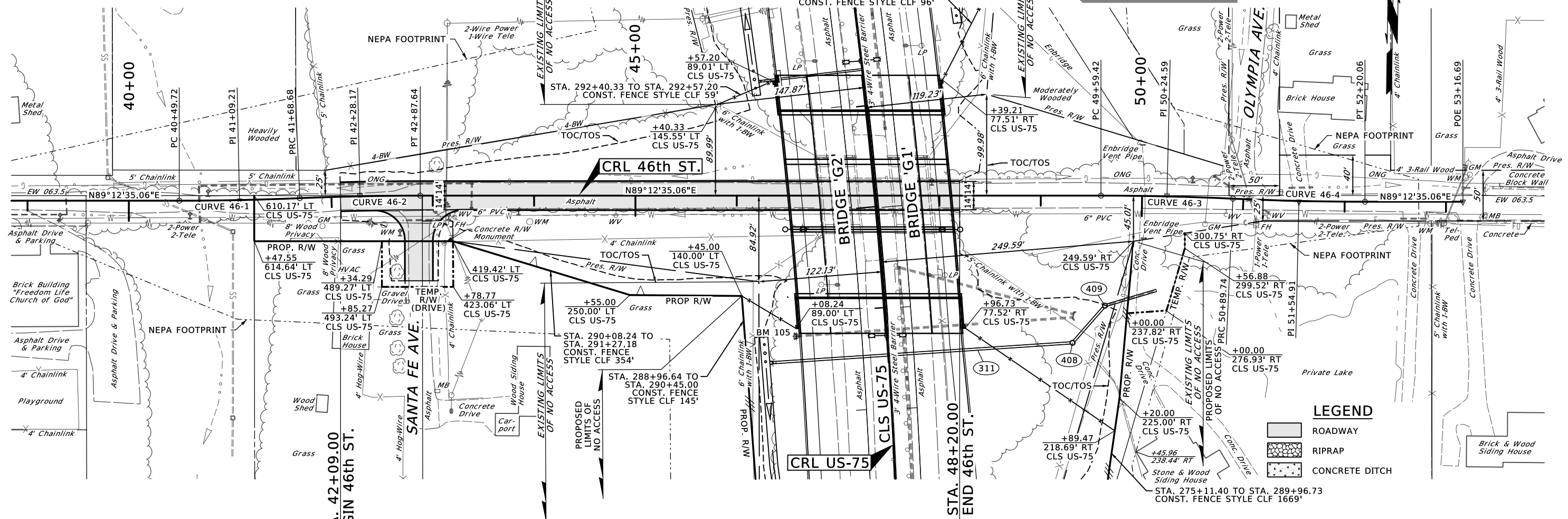
SEE SHEETS R036-R045 FOR US-75

SEC. 26, T19N, R12E

ALL DISTANCES SHOWN TO ALL R/W AND EXISTING OBJECTS ARE FROM C SURVEY. SEE SURVEY DATA SHEETS FOR C SURVEY INFORMATION.



OKLAHOMA DEPARTMENT OF TRANSPORTATION
PROPOSED R/W
JULY 2021

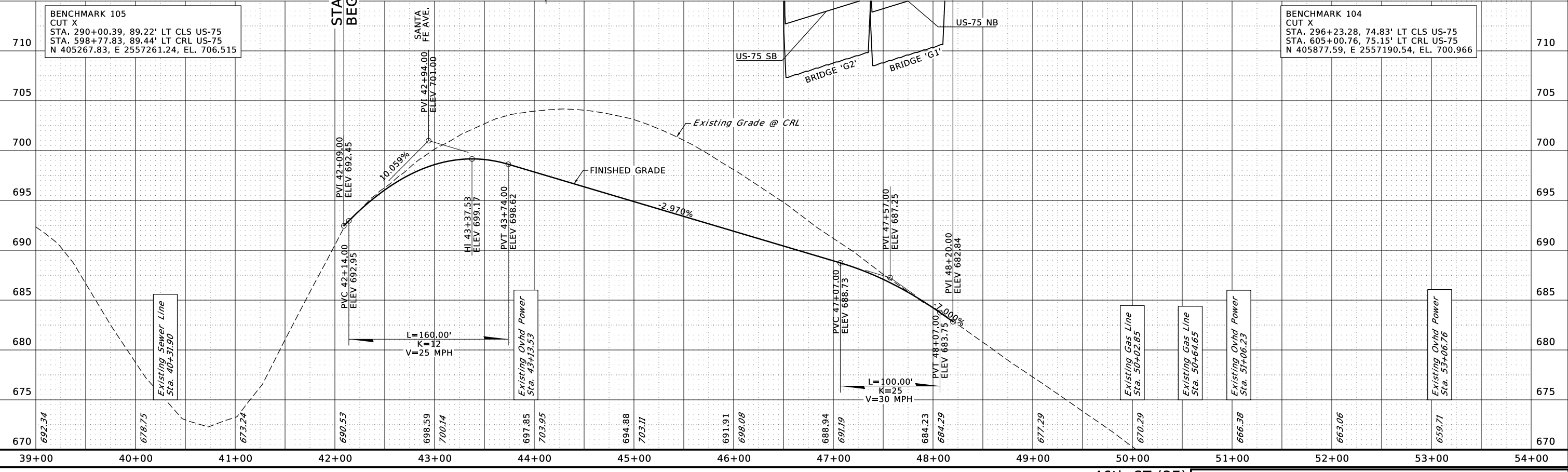


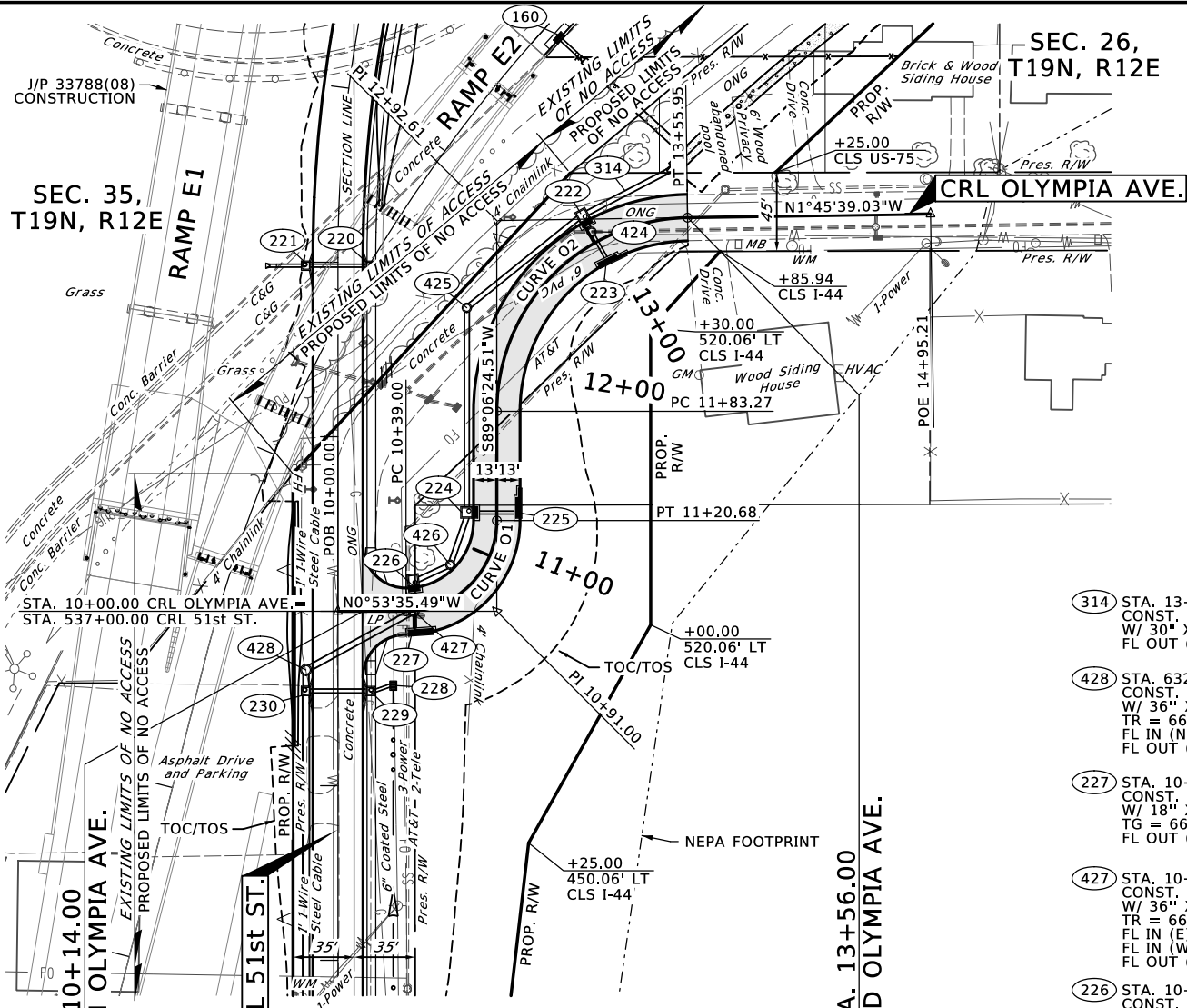
LEGEND

- ROADWAY
- RIPRAP
- CONCRETE DITCH

BENCHMARK 105
CUT X
STA. 290+00.39, 89.22' LT CLS US-75
STA. 598+77.83, 89.44' LT CRL US-75
N 405267.83, E 2557261.24, EL. 706.515

BENCHMARK 104
CUT X
STA. 296+23.28, 74.83' LT CLS US-75
STA. 605+00.76, 75.15' LT CRL US-75
N 405877.59, E 2557190.54, EL. 700.966

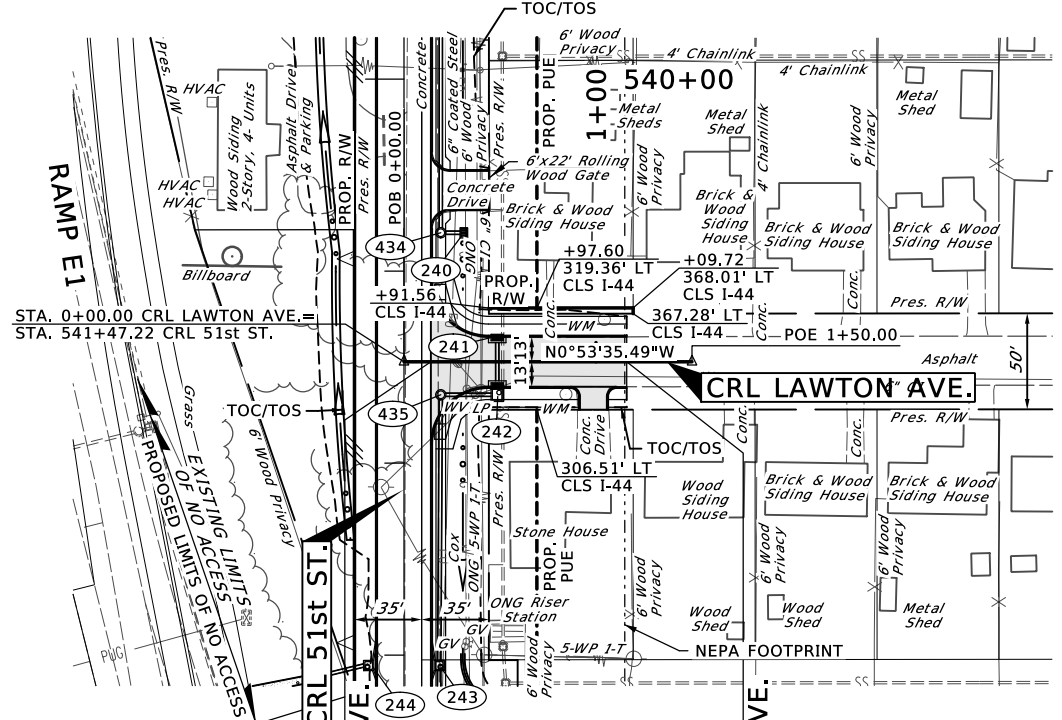
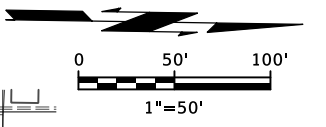




ALL DISTANCES SHOWN TO ALL R/W AND EXISTING OBJECTS ARE FROM G SURVEY. SEE SURVEY DATA SHEETS FOR G SURVEY INFORMATION.

SEE SHEETS R067-R072 FOR 51st ST.

PROPOSED CONSTRUCTION OUTSIDE NEPA FOOTPRINT



- 314 STA. 13+50.27
CONST. 30" PCES
W/ 30" X 52' RCP TIE ONTO STR. 222
FL OUT (SE) = 670.84
- 428 STA. 632+33.60
CONST. MANHOLE (5' DIAMETER)
W/ 36" X 8' RCP TIE ONTO STR. 230
TR = 667.15
FL IN (NW) = 657.96
FL OUT (E) = 657.86
- 227 STA. 10+42.91
CONST. INLET (CI DES. 5 STD)
W/ 18" X 9' RCP TIE ONTO STR. 427
TG = 665.89
FL OUT (W) = 660.76
- 427 STA. 10+43.40
CONST. MANHOLE (5' DIAMETER)
W/ 36" X 6' RCP TIE ONTO STR. 428
TR = 666.31
FL IN (E) = 660.45
FL IN (W) = 659.45
FL OUT (SE) = 658.95
- 226 STA. 10+45.14
CONST. INLET W/ LRG. JCT. BOX (CI DES. 2 STD)
W/ 30" X 10' RCP TIE ONTO STR. 427
TG = 665.95
FL IN (NW) = 659.80
FL OUT (E) = 659.70
- 426 STA. 10+79.84
CONST. MANHOLE (4' DIAMETER)
W/ 30" X 20' RCP TIE ONTO STR. 226
TR = 667.74
FL IN (NW) = 661.34
FL OUT (SE) = 660.57
- 225 STA. 11+25.25
CONST. INLET (CI DES. 4B)
W/ 18" X 24' RCP TIE ONTO STR. 224
TG = 668.90
FL OUT (S) = 664.28
- 224 STA. 11+25.25
CONST. INLET W/ LRG. JCT. BOX (CI DES. 2 STD)
W/ 30" X 28' RCP TIE ONTO STR. 426
TG = 668.80
FL IN (N) = 664.05
FL IN (W) = 662.55
FL OUT (SE) = 662.45
- 425 STA. 12+31.38
CONST. MANHOLE (4' DIAMETER)
W/ 30" X 114' RCP TIE ONTO STR. 224
TR = 673.12
FL IN (NW) = 665.58
FL OUT (E) = 665.48
- 424 STA. 13+01.74
CONST. MANHOLE (4' DIAMETER)
W/ 18" X 4' RCP TIE ONTO STR. 222
TR = 675.12
FL IN (N) = 669.45
FL IN (NE) = 669.45
FL OUT (SW) = 669.35
- 222 STA. 13+01.74
CONST. INLET W/ LRG. JCT. BOX (CI DES. 2 STD)
W/ 30" X 81' RCP TIE ONTO STR. 425
TG = 675.00
FL IN (NE) = 669.27
FL IN (NW) = 667.77
FL OUT (SE) = 667.67
- 223 STA. 13+01.74
CONST. INLET (CI DES. 4B)
W/ 18" X 17' RCP TIE ONTO STR. 424
TG = 675.00
FL OUT (SW) = 669.83

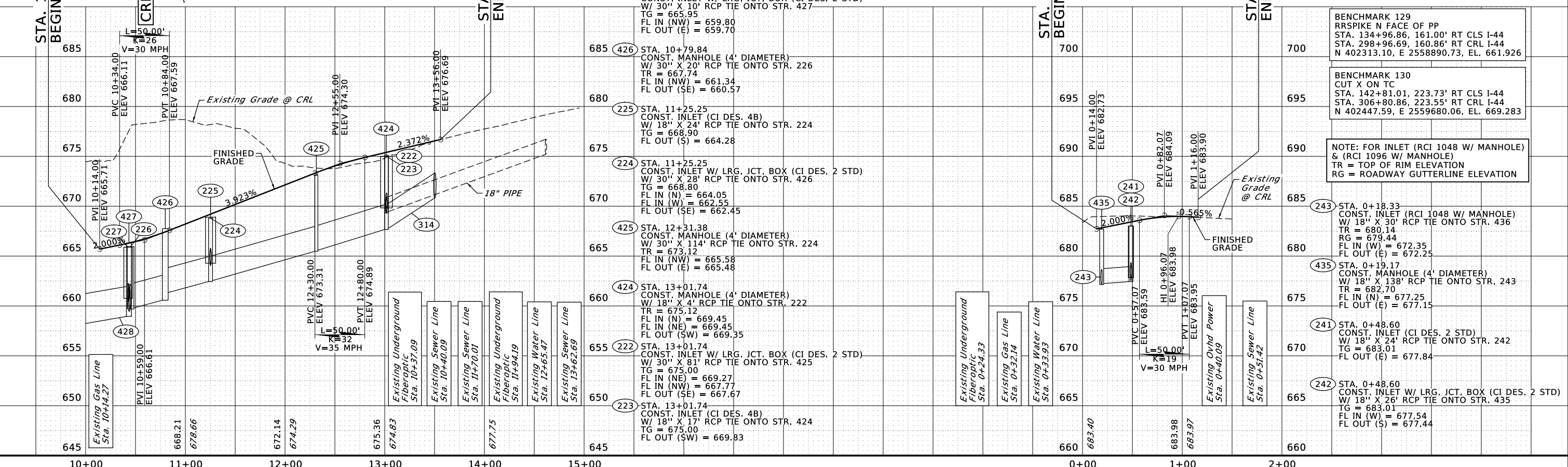
LEGEND

- ROADWAY
- RIPRAP
- CONCRETE DITCH

- BENCHMARK 129
RRSPIKE N FACE OF PP
STA. 134+96.86, 161.00' RT CLS I-44
STA. 298+96.69, 160.86' RT CRL I-44
N 402313.10, E 2558890.73, EL. 661.926
- BENCHMARK 130
CUT X ON TC
STA. 142+81.01, 223.73' RT CLS I-44
STA. 306+80.86, 223.55' RT CRL I-44
N 402447.59, E 2559680.06, EL. 669.283

NOTE: FOR INLET (RCI 1048 W/ MANHOLE) & (RCI 1096 W/ MANHOLE)
TR = TOP OF RIM ELEVATION
RG = ROADWAY GUTTERLINE ELEVATION

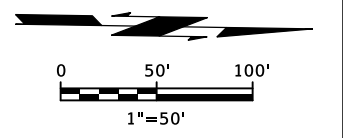
- 243 STA. 0+18.33
CONST. INLET (RCI 1048 W/ MANHOLE)
W/ 18" X 30' RCP TIE ONTO STR. 436
TR = 680.14
RG = 679.44
FL IN (W) = 672.35
FL OUT (E) = 672.25
- 435 STA. 0+19.17
CONST. MANHOLE (4' DIAMETER)
W/ 18" X 138' RCP TIE ONTO STR. 243
TR = 682.70
FL IN (N) = 677.25
FL OUT (E) = 677.15
- 241 STA. 0+48.60
CONST. INLET (CI DES. 2 STD)
W/ 18" X 24' RCP TIE ONTO STR. 242
TG = 683.01
FL OUT (E) = 677.84
- 242 STA. 0+48.60
CONST. INLET W/ LRG. JCT. BOX (CI DES. 2 STD)
W/ 18" X 26' RCP TIE ONTO STR. 435
TG = 683.01
FL IN (W) = 677.54
FL OUT (S) = 677.44



ALL DISTANCES SHOWN TO ALL R/W AND EXISTING OBJECTS ARE FROM C SURVEY. SEE SURVEY DATA SHEETS FOR C SURVEY INFORMATION.

SEE SHEETS R067-R072 FOR 51st ST.

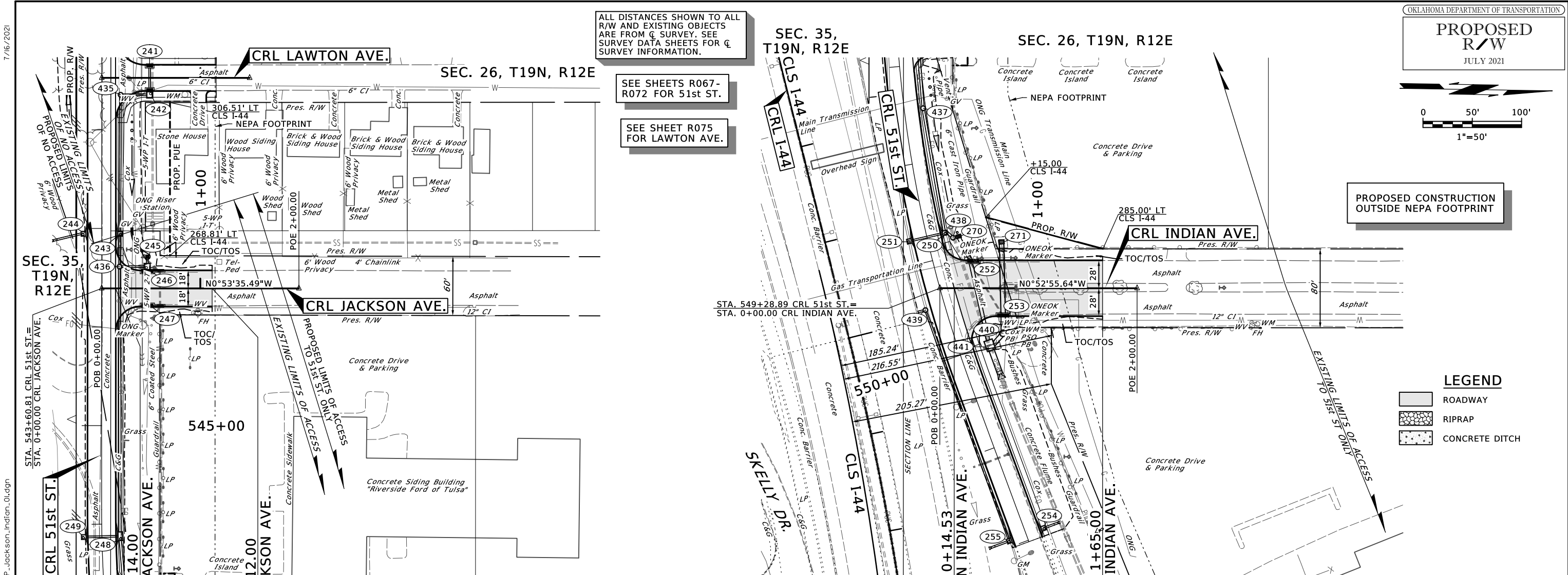
SEE SHEET R075 FOR LAWTON AVE.



PROPOSED CONSTRUCTION OUTSIDE NEPA FOOTPRINT

LEGEND

	ROADWAY
	RIPRAP
	CONCRETE DITCH



695		695		690	(438) STA. 0+13.24 CONST. MANHOLE (4' DIAMETER) W/ 24" X 2' RCP TIE ONTO STR. 270 TR = 667.76 FL IN (SW) = 663.86 FL OUT (N) = 663.76	690		690	(271) STA. 0+62.48 CONST. INLET (CDI RCB DES. 4) W/ 4' X 3' X 7' RCP TIE ONTO STR. 253 TG = 673.38 FL OUT (E) = 662.60
690		690		685	(270) STA. 0+19.07 CONST. INLET (GPI - TYPE 1, DES. 2) W/ 24" X 38" X 27' RCPE TIE ONTO STR. 252 TG = 667.04 FL IN (S) = 663.74 FL OUT (E) = 663.64	685		685	(440) STA. 0+64.22 CONST. MANHOLE (6' DIAMETER) W/ 48" X 11' RCP TIE ONTO STR. 441 TR = 671.14 FL IN (W) = 662.18 FL OUT (SE) = 662.18
685		685		680	(252) STA. 0+33.84 CONST. INLET (CI DES. 4 STD) W/ 24" X 38" X 81' RCPE TIE ONTO STR. 441 TG = 666.91 FL IN (W) = 663.56 FL OUT (E) = 663.46	680		680	(253) STA. 0+64.22 CONST. INLET (CI DES. 4 STD) W/ 48" X 15' RCP TIE ONTO STR. 440 TG = 668.17 FL IN (W) = 662.38 FL OUT (E) = 662.22
680		680	(436) STA. 0+18.17 CONST. MANHOLE (4' DIAMETER) W/ 24" X 268' RCP TIE ONTO STR. 248 TR = 678.30 FL IN (N) = 672.10 FL IN (W) = 672.10 FL OUT (E) = 671.60	675	(441) STA. 0+50.67 CONST. JCT. BOX (10'X8') W/ 38" X 60" X 23' RCPE TR = 670.39 FL IN (NW) = 662.15 FL IN (W) = 663.22 FL OUT (E) = 662.05 FL OUTFALL = 661.96	675		675	
675		675	(246) STA. 0+46.25 CONST. INLET W/ LRG. JCT. BOX (CI DES. 4D) W/ 18" X 25' RCP TIE ONTO STR. 436 TG = 677.98 FL IN (E) = 672.56 FL IN (W) = 673.71 FL OUT (S) = 672.46	670		670		670	
670		670	(247) STA. 0+46.25 CONST. INLET (CI DES. 4D) W/ 18" X 34' RCP TIE ONTO STR. 246 TG = 677.98 FL OUT (W) = 672.85	665		665		665	
665		665	(245) STA. 0+46.25 CONST. INLET (SMD-TYPE 2) W/ 18" X 6' RCP TIE ONTO STR. 246 TG = 677.65 FL OUT (E) = 674.15	660		660		660	
660		660		655		655		655	
655		655		650		650		650	

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