

STATE OF OKLAHOMA
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED

CITY STREET

BRIDGE AND SURFACING REHABILITATION PLANS
BOULEVARD

OKLAHOMA COUNTY

CONTROL SECTION NO. 55-69

FEDERAL AID PROJECT NO. OKCY-XTWN-(070)TI

JOB PIECE NO. 17428 (80)

BRIDGE "A" LOCATION NO. 5569 0704NX, EXISTING NBI NO. 16768
BRIDGE "B" LOCATION NO. 5569 0704SX, EXISTING NBI NO. 16767
BRIDGE "C" LOCATION NO. 5569 0717NX, EXISTING NBI NO. 16582
BRIDGE "D" LOCATION NO. 5569 0717SX, EXISTING NBI NO. 16581
BRIDGE "E" LOCATION NO. 5569 0743NX, EXISTING NBI NO. 16470
BRIDGE "F" LOCATION NO. 5569 0743SX, EXISTING NBI NO. 16469
BRIDGE "G" LOCATION NO. 5569 0755NX, EXISTING NBI NO. 16502
BRIDGE "H" LOCATION NO. 5569 0755SX, EXISTING NBI NO. 16503

FOR SURVEY CONTROL DATA,
SEE SURVEY DATA SHEETS.

NOTE:
INDEX OF SHEETS &
STANDARDS SHOWN ON SHEET NO. 2
(INDEX OF SHEETS)

DESIGN DATA

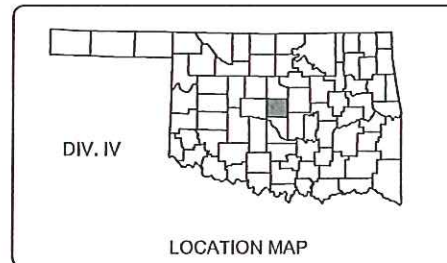
AADT 2015 = 14,645
AADT 2035 = 20,500
K (DHV/ADT) = 10%
D = 48%
T (% DHV) = 4%
T (% ADT) = 6%
T3(% ADT) = 2%
V = 45 MPH
20yrFLEX ESALS = 2,930,321 M

SCALES

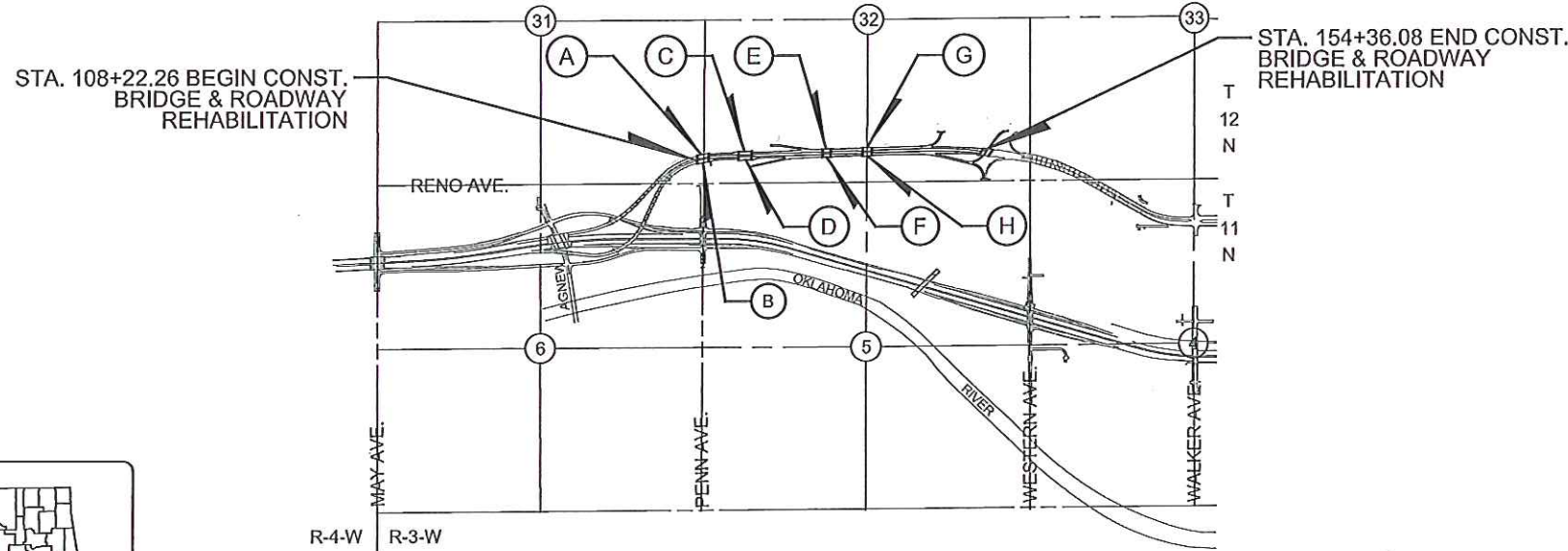
PLAN 1" = 50'
PROFILE HOR. 1" = 50'
VER. 1" = 5'
LAYOUT MAP 1" = 1500'

CONVENTIONAL SYMBOLS

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



BRIDGE "A" WESTBOUND	BEGIN STA. 108+48.62 LENGTH= 170.74' END STA. 110+19.22	BRIDGE "C" WESTBOUND	BEGIN STA. 115+19.63 LENGTH= 188.25' END STA. 117+07.88	BRIDGE "E" WESTBOUND	BEGIN STA. 128+78.54 LENGTH= 106.00' END STA. 129+84.54	BRIDGE "G" WESTBOUND	BEGIN STA. 135+25.40 LENGTH= 127.67' END STA. 136+53.07
BRIDGE "B" EASTBOUND	BEGIN STA. 108+36.50 LENGTH= 170.74' END STA. 110+07.09	BRIDGE "D" EASTBOUND	BEGIN STA. 115+17.75 LENGTH= 188.25' END STA. 117+06	BRIDGE "F" EASTBOUND	BEGIN STA. 128+60.66 LENGTH= 106.00' END STA. 129+86.66	BRIDGE "H" EASTBOUND	BEGIN STA. 135+23.61 LENGTH= 127.50' END STA. 136.51.11



PROJECT LENGTH BASED ON C.R.L. STATIONING
ROADWAY LENGTH _____ 4021.39 FT. 0.762 MI.
BRIDGE LENGTH _____ 592.43 FT. 0.112 MI.
PROJECT LENGTH _____ 4613.82 FT. 0.874 MI.

MAC Associated Consultants, LLC
CIVIL ENGINEERS
3333 N.W. 2316 STREET SUITE 250-E
OKLAHOMA CITY, OKLAHOMA 73116
TEL: 405-848-2471 FAX: 405-848-2474
C. O. A. No. 659, RENEWAL DATE: 08-30-13

PREPARED BY:
MACARTHUR ASSOCIATED CONSULTANTS, LLC
FOR THE OKLAHOMA
DEPARTMENT OF TRANSPORTATION

Keith B. Angier
KEITH B. ANGIER, P.E.
OKLA. REG. NO. 17697

DATE: 6/19/12

PREPARED BY:
MACARTHUR ASSOCIATED CONSULTANTS, LLC

BRIDGE "A", "B",
"C", "D", "G" & "H"

Jen Teck Kao
JEN TECK KAO, P.E.
OKLA. REG. NO. 22799

DATE: 6-19-2012

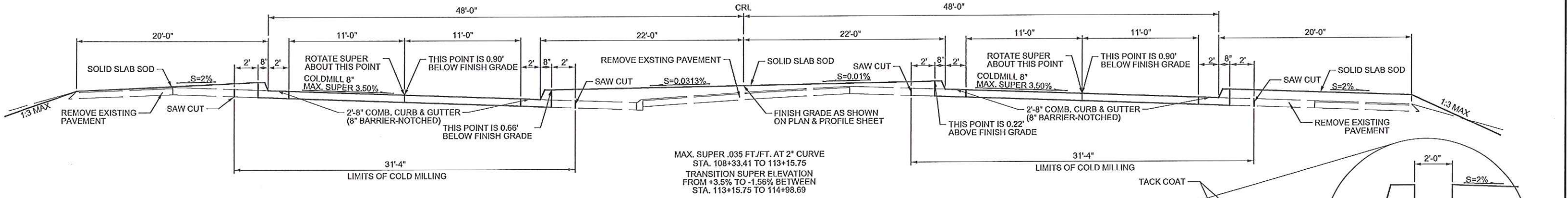
PREPARED BY:
KONERU CONSULTING SERVICES, PLLC

BRIDGE "E" & "F"

Srihari Koneru
SRIHARI KONERU, P.E.
OKLA. REG. NO. 19966

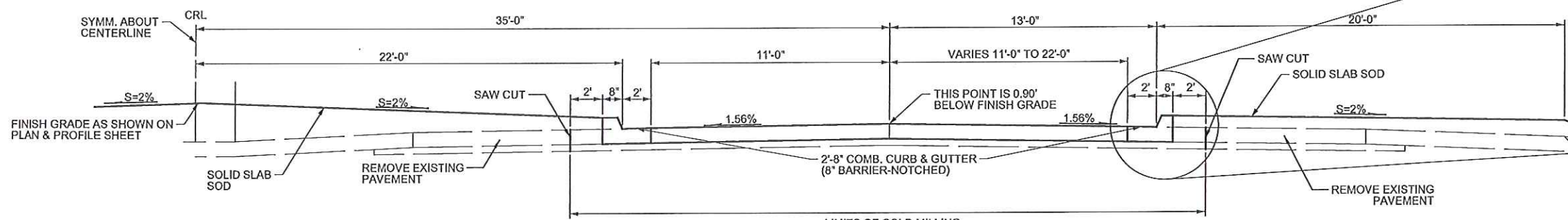
DATE: 6/19/12

OKLAHOMA DEPARTMENT OF TRANSPORTATION	DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION
DATE APPROVED _____	DATE APPROVED _____
BY _____	BY _____
CHIEF ENGINEER	DIVISION ADMINISTRATOR
SWO	PROJECT NO. 17428(80) SHEET NO. 1



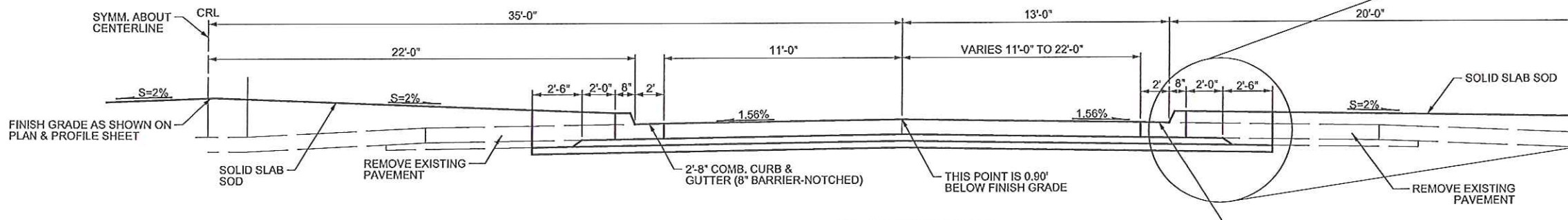
MAX. SUPER .035 FT./FT. AT 2' CURVE
 STA. 108+33.41 TO 113+15.75
 TRANSITION SUPER ELEVATION
 FROM +3.5% TO -1.56% BETWEEN
 STA. 113+15.75 TO 114+98.69

TYPICAL SECTION 1



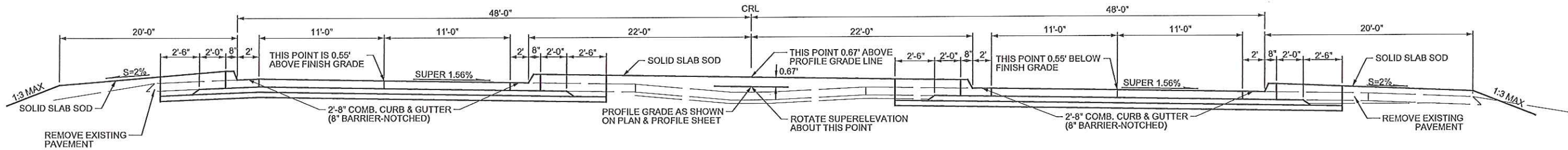
LIMITS OF COLD MILLING
 STA. 117+26.94 TO 128+59.60
 STA. 130+05.90 TO 135+04.59

TYPICAL HALF SECTION 2



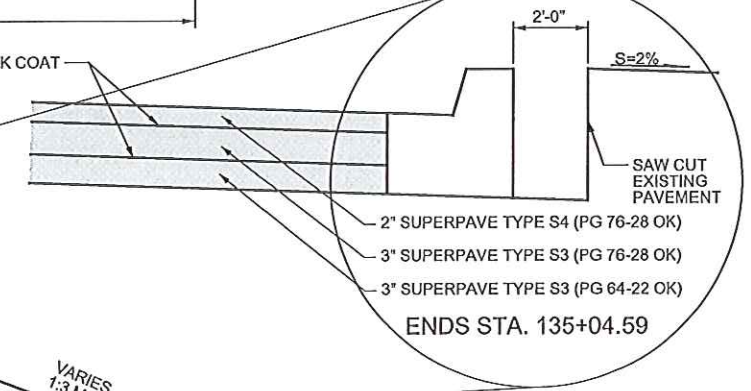
SECTION TRANSITIONS TO FULLSUPER AT S=0.0156 BETWEEN STA. 142+98.13 - STA. 144+26.13

TYPICAL HALF SECTION 3

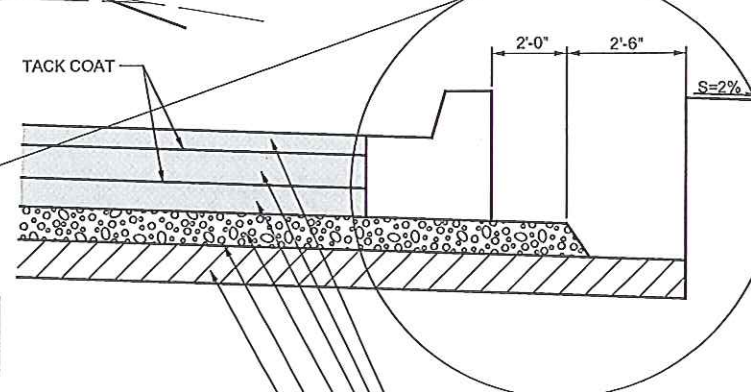


MAX. SUPER 1.56 FT./FT. AT 0'40' CURVE
 STA. 144+26.13 TO 154+36.08

TYPICAL SECTION 4



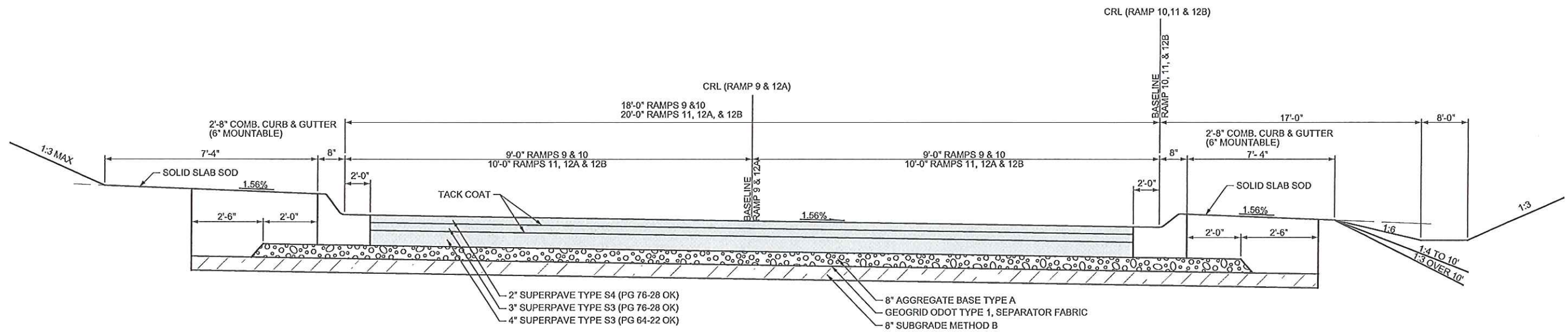
ENDS STA. 135+04.59



BEGINS STA. 136+72.09

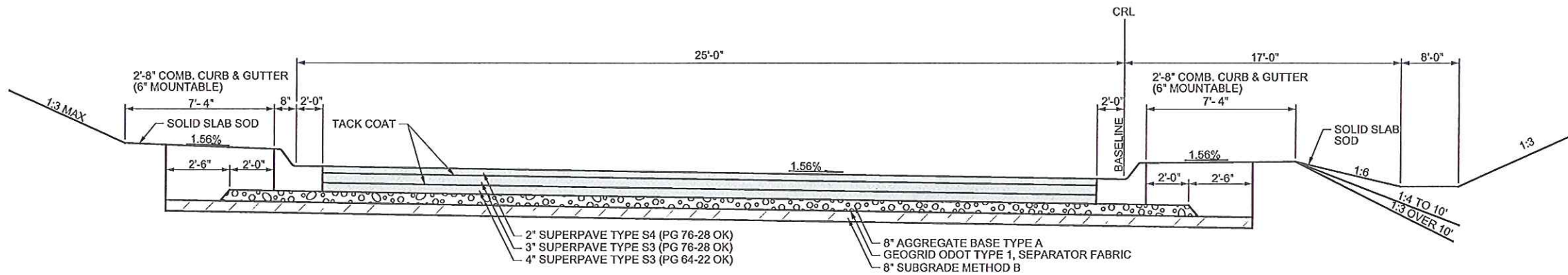
DESIGN	BWD		CITY STREET OKLAHOMA DEPARTMENT OF TRANSPORTATION TYPICAL SECTIONS (1) STATE JOB NO. JP 17428(80) SHEET NO. 3
DRAWN	MDB		
CHECKED	KBA		
APPROVED			
SQUAD	MacArthur		

PRINT DATE: 6/20/2012 T:\1024\Drawings\1024-W-TYP01.dgn



TYPICAL SECTION
RAMPS 9, 10, 11, 12A AND 12B
IN DIRECTION OF TRAVEL

ROTATE SUPERELEVATION ABOUT LEFT GUTTER RAMPS 9&11
ROTATE SUPERELEVATION ABOUT RIGHT GUTTER RAMPS 10 & 12B
ROTATE SUPERELEVATION ABOUT CTR RAMP 12A



TYPICAL SECTION
RAMP 12

ROTATE SUPERELEVATION ABOUT RIGHT GUTTER

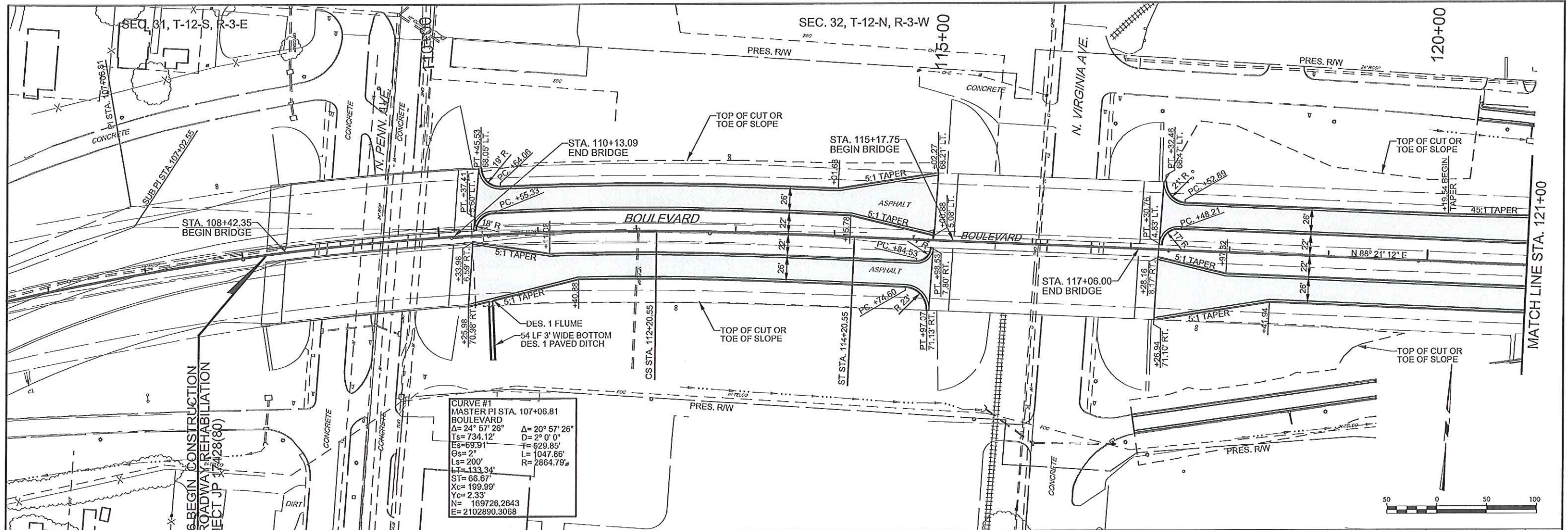
CITY STREET OKLAHOMA CO.

DESIGN	BWD
DRAWN	MOB
CHECKED	KBA
APPROVED	
SQUAD	MacArthur

OKLAHOMA DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS (2)

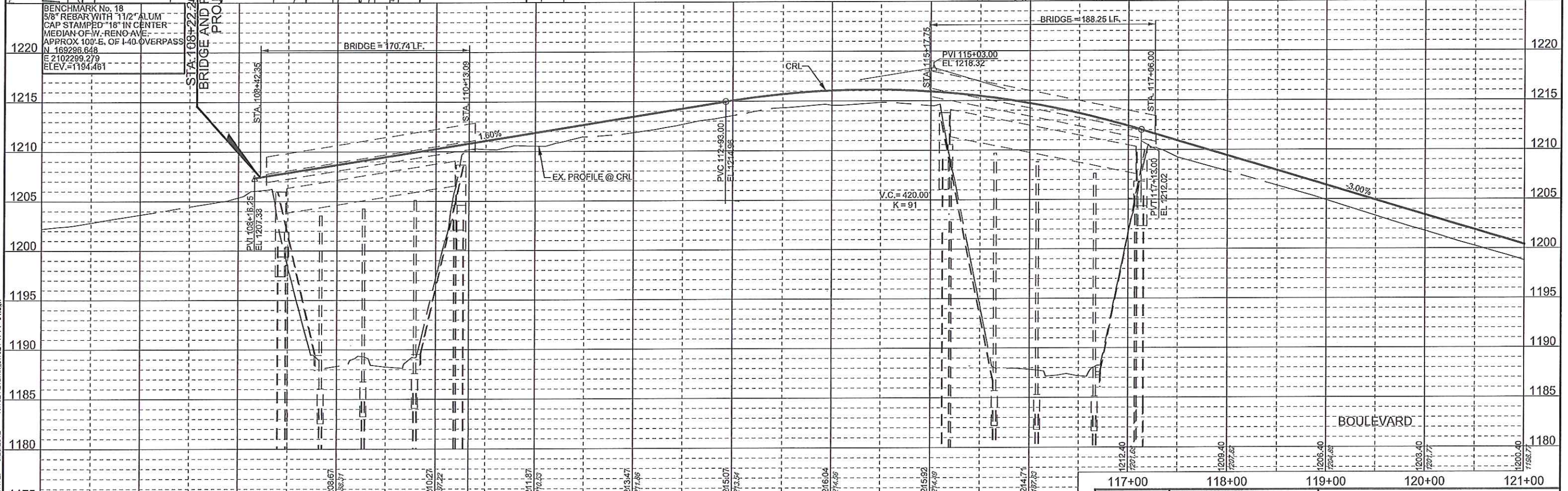
STATE JOB NO. JP 17428(80) SHEET NO. 4



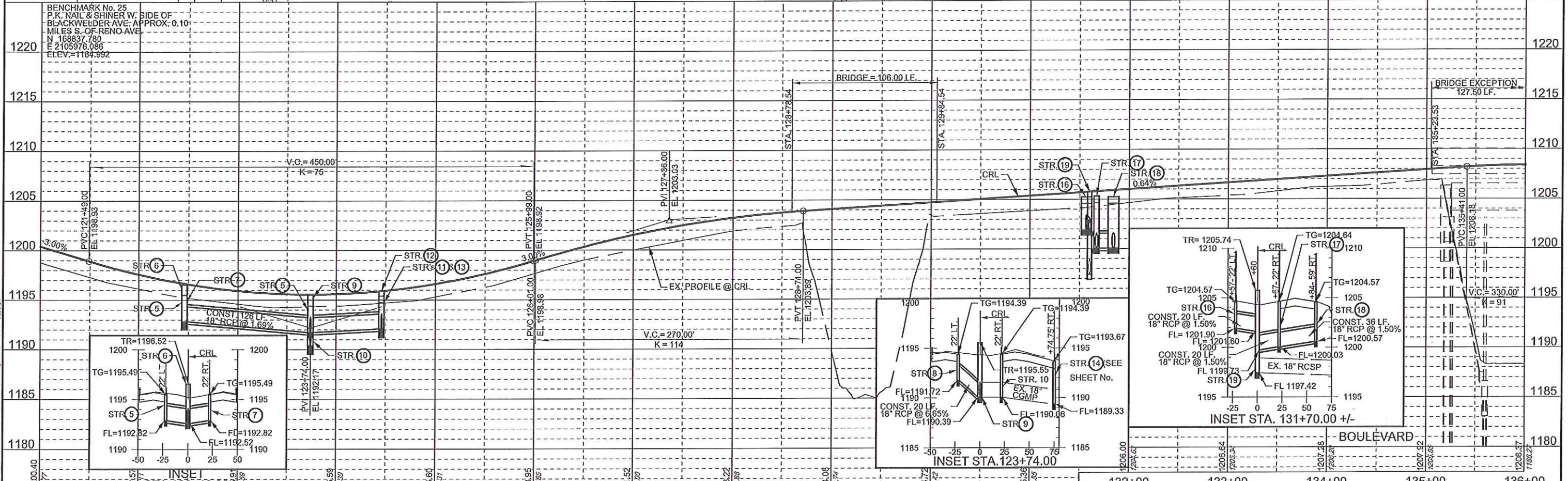
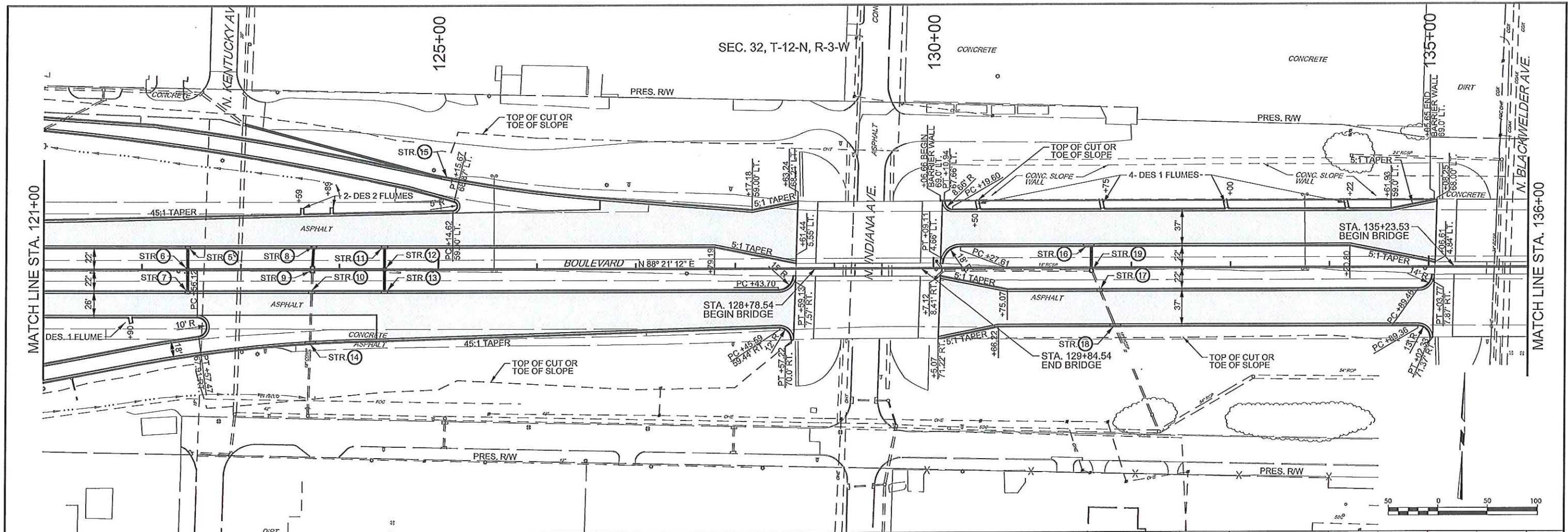
CURVE #1
 MASTER PI STA. 107+06.81
 BOULEVARD
 $\Delta = 24^\circ 57' 26''$ $\Delta = 20^\circ 57' 26''$
 $T_s = 734.12'$ $D = 2^\circ 0' 0''$
 $E_s = 69.91'$ $T = 529.85'$
 $\phi_s = 2^\circ$ $L = 1047.86'$
 $L_s = 200'$ $R = 2864.79'$
 $ST = 66.67'$
 $X_c = 199.99'$
 $Y_c = 2.33'$
 $N = 169726.2643$
 $E = 2102890.3068$

BENCHMARK No. 18
 5/8" REBAR WITH 1 1/2" ALUM
 CAP STAMPED "18" IN CENTER
 MEDIAN OF W. RENO AVE.
 APPROX 100' E. OF I-40 OVERPASS
 N 169286.648
 E 2102299.279
 ELEV. = 1194.461

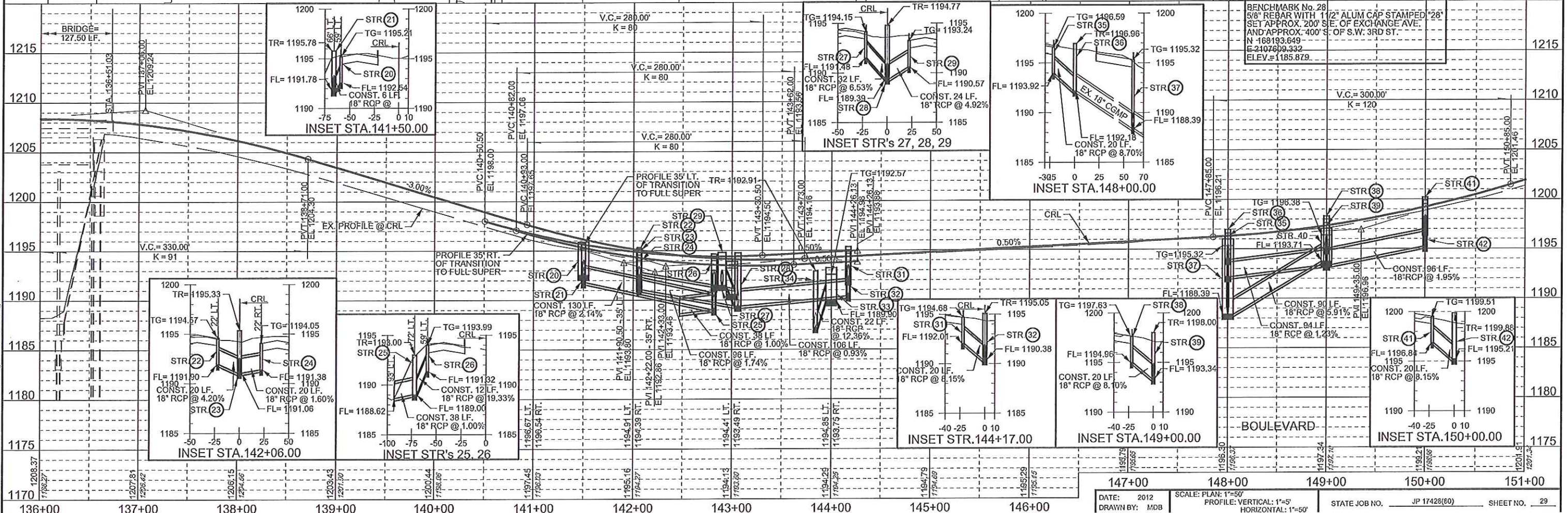
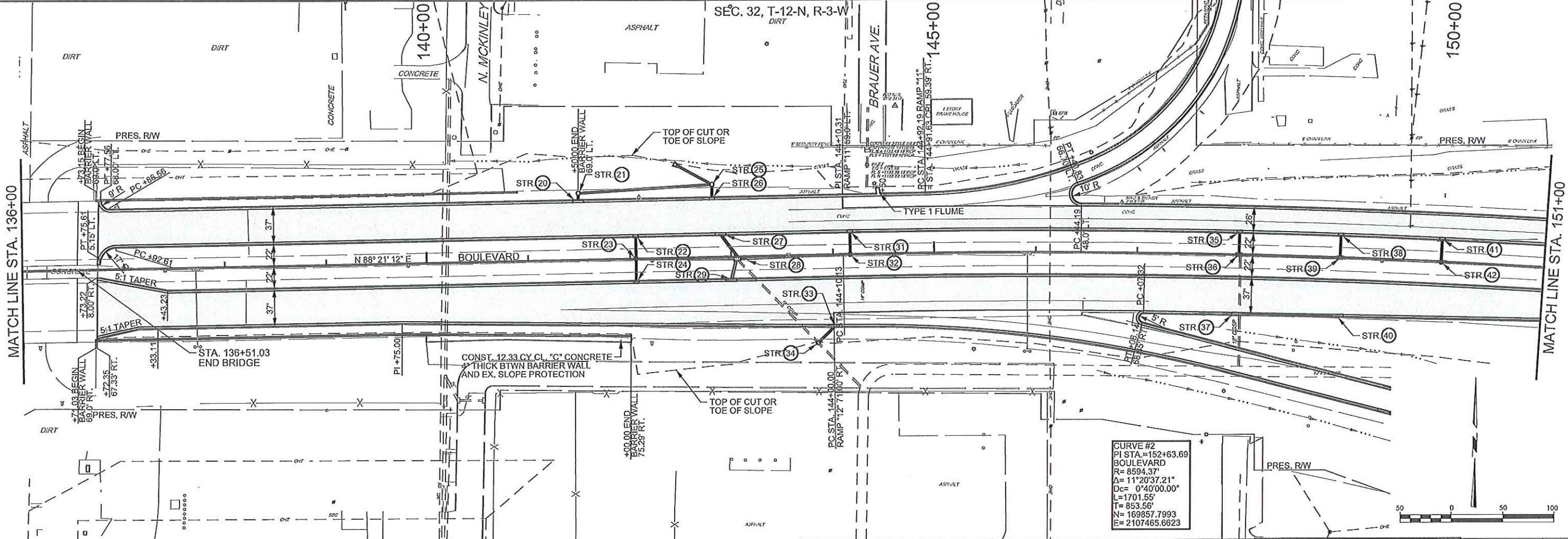
STA. 108+22.26 BEGIN CONSTRUCTION
 BRIDGE AND ROADWAY REHABILITATION
 PROJECT JP 17428(80)



PRINT DATE: 6/20/2012 T:\1024\Drawings\1024-W-PP-01.dgn



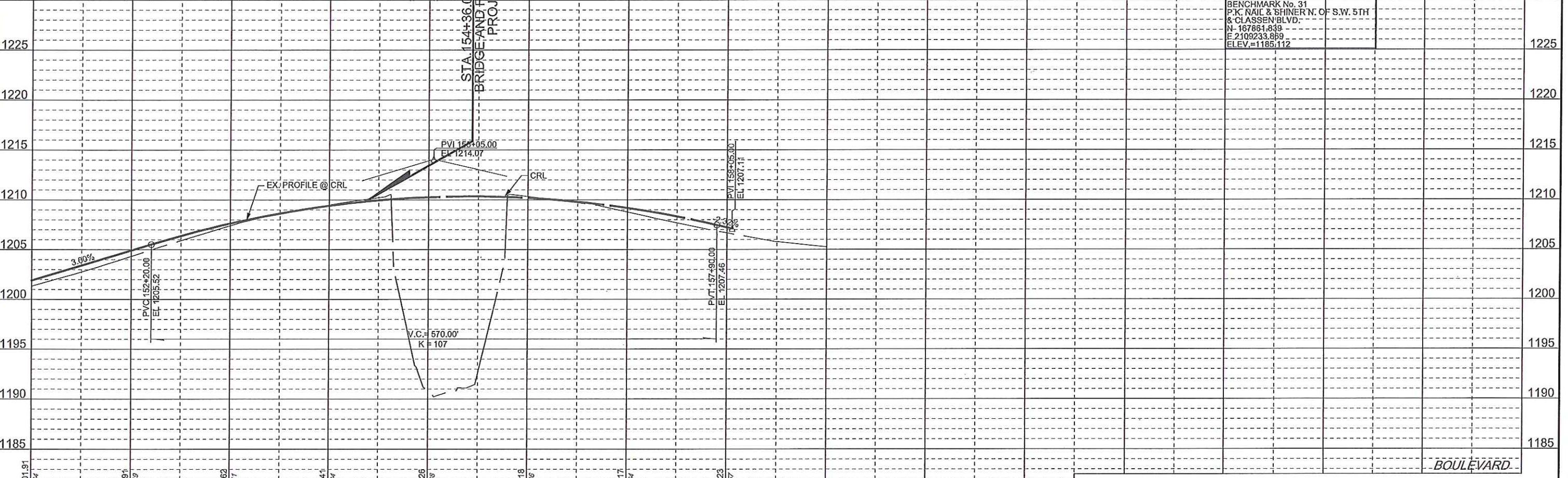
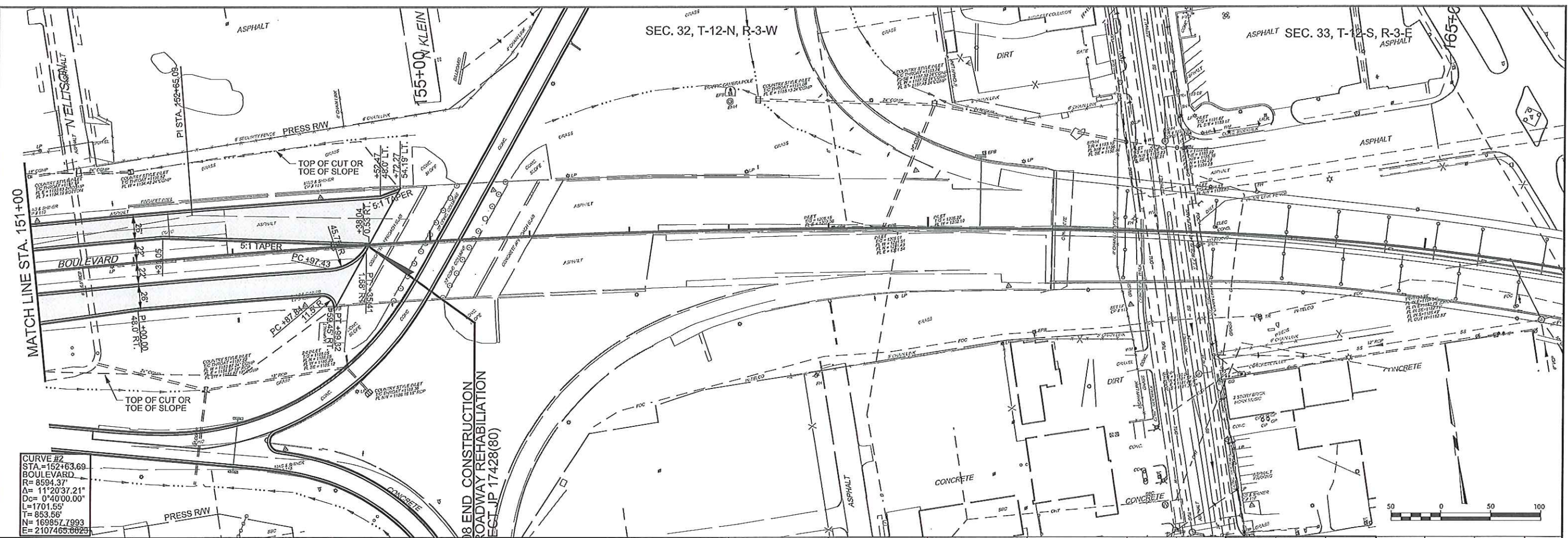
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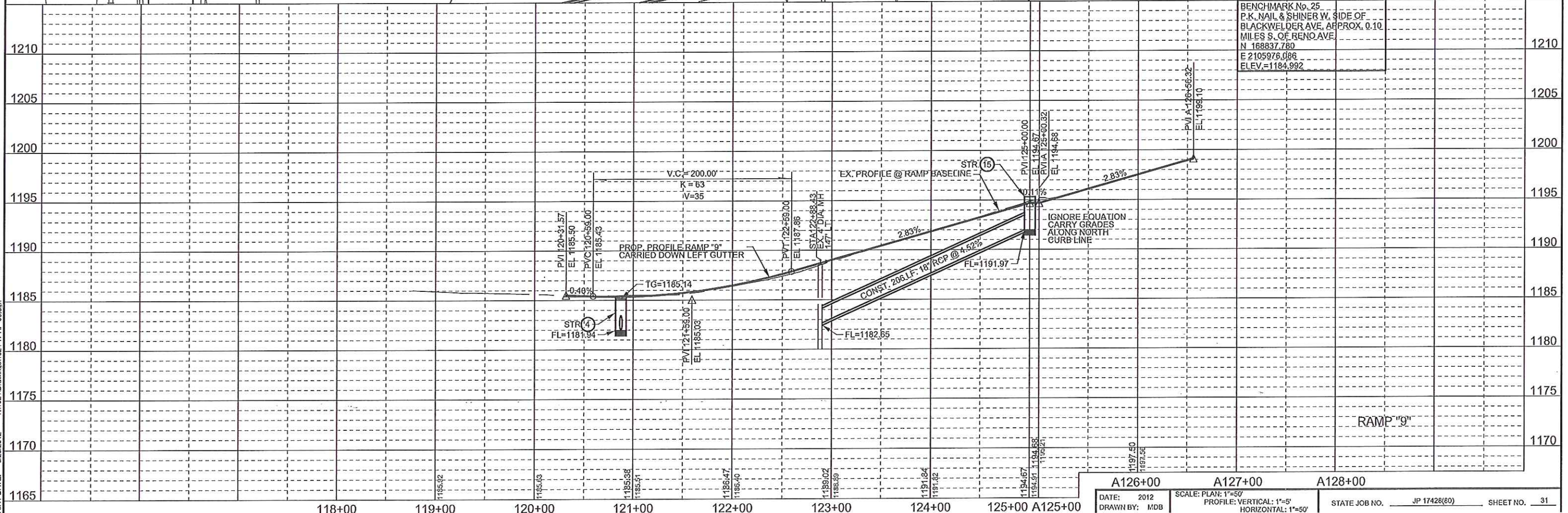
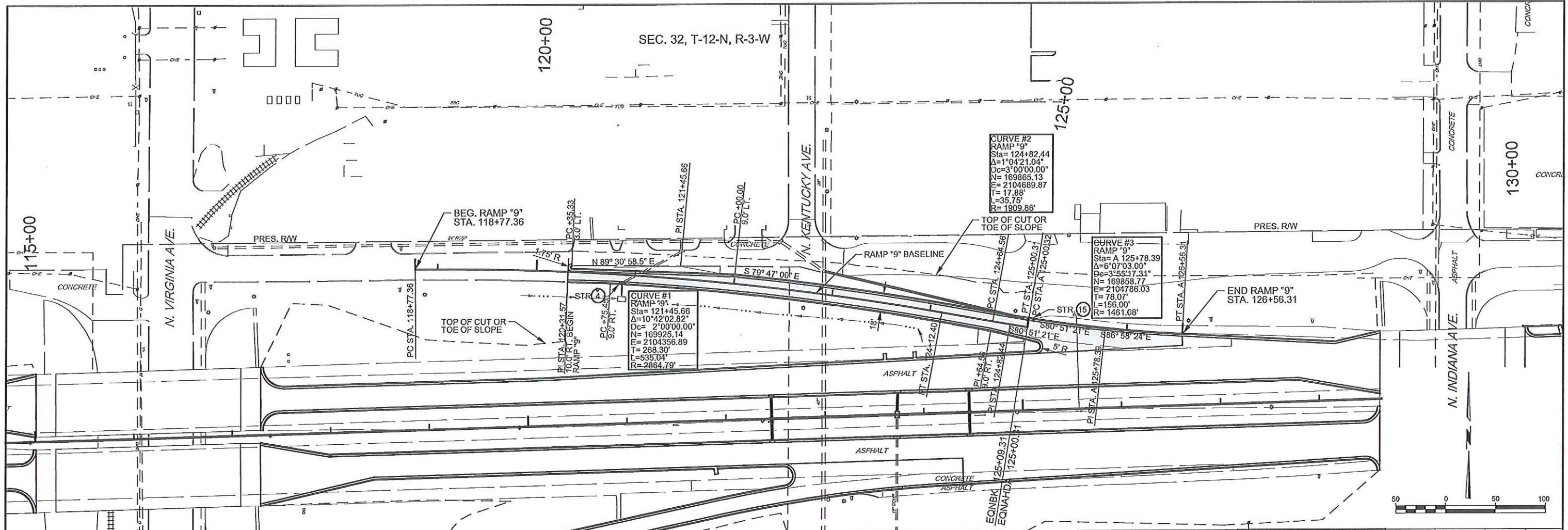
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SEC. 32, T-12-N, R-3-W

SEC. 33, T-12-S, R-3-E



PRINT DATE: 6/20/2012 T:\1024\Drawings\1024-WP-PP-04.dwg

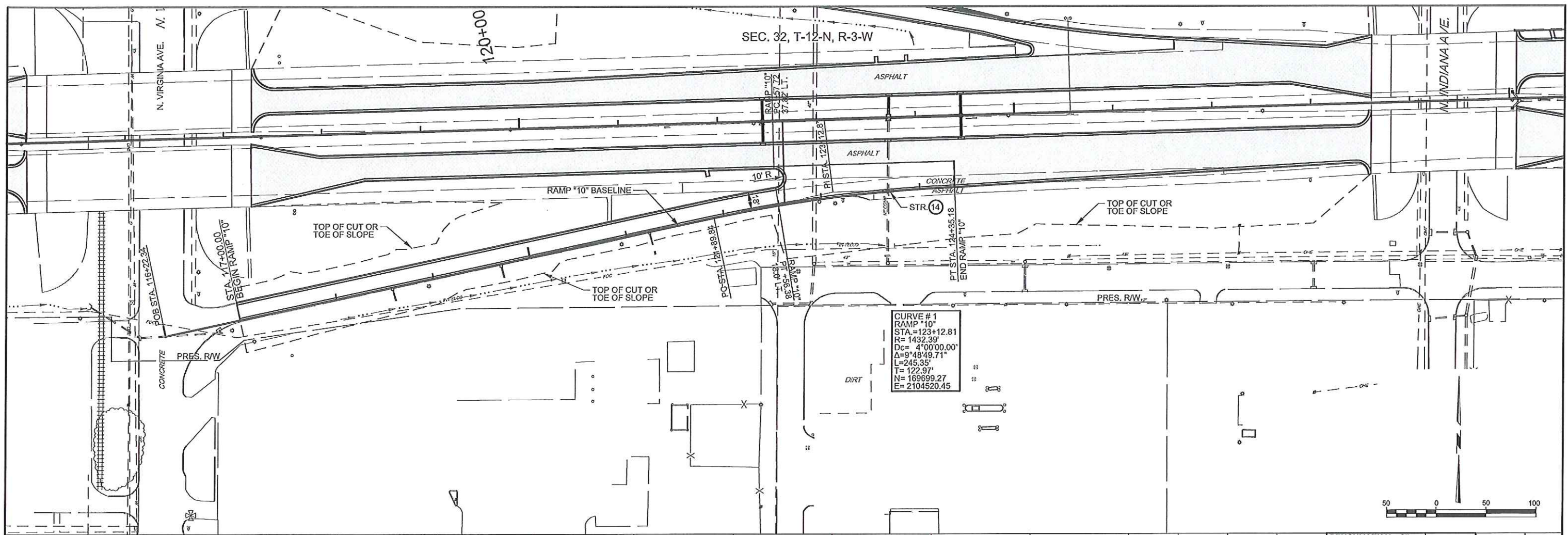


BENCHMARK No. 25
 P.K. NAIL & SHINER W. SIDE OF
 BLACKWELDER AVE. APPROX. 0.10
 MILES S. OF RENO AVE.
 N 168837.780
 E 2105976.086
 ELEV. = 1184.992



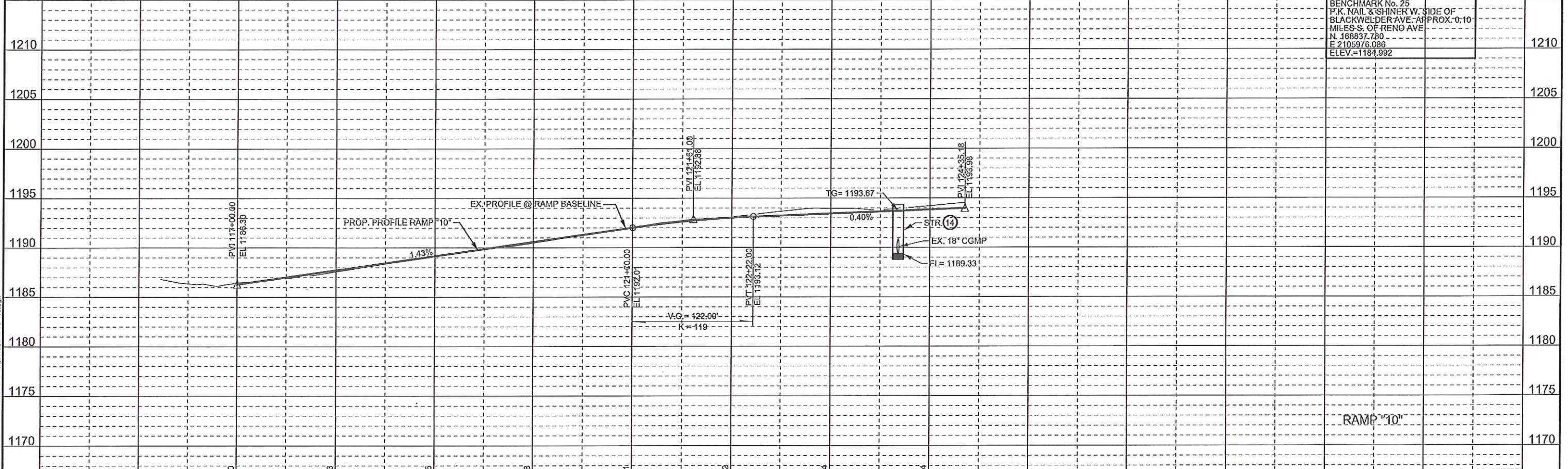
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SEC. 32, T-12-N, R-3-W

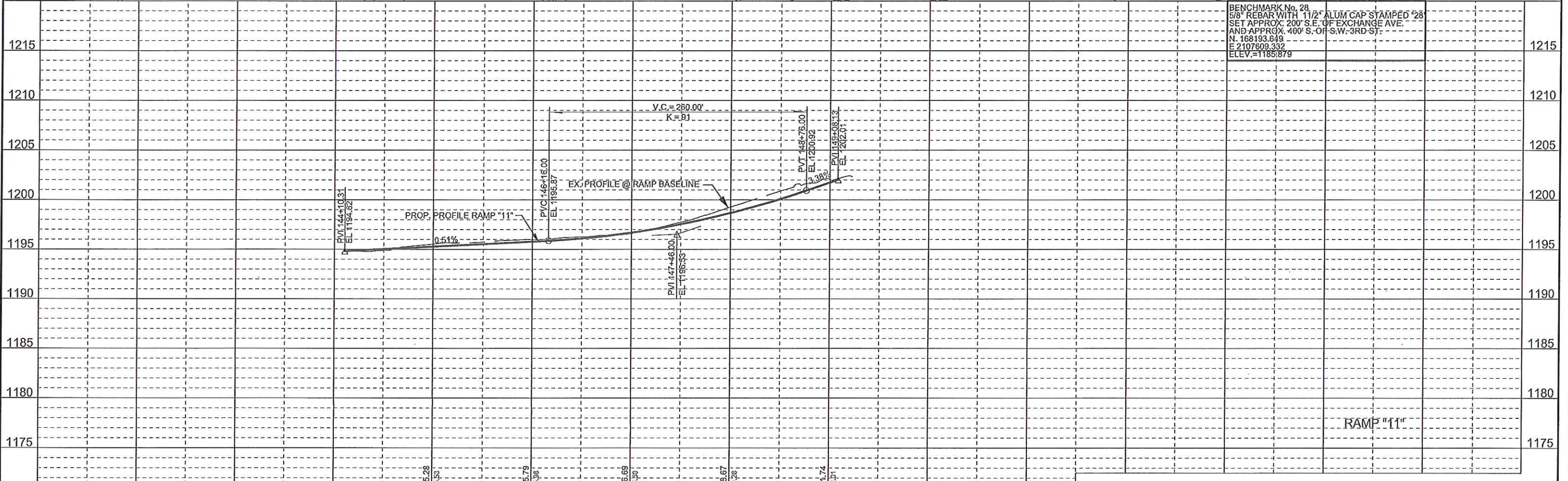
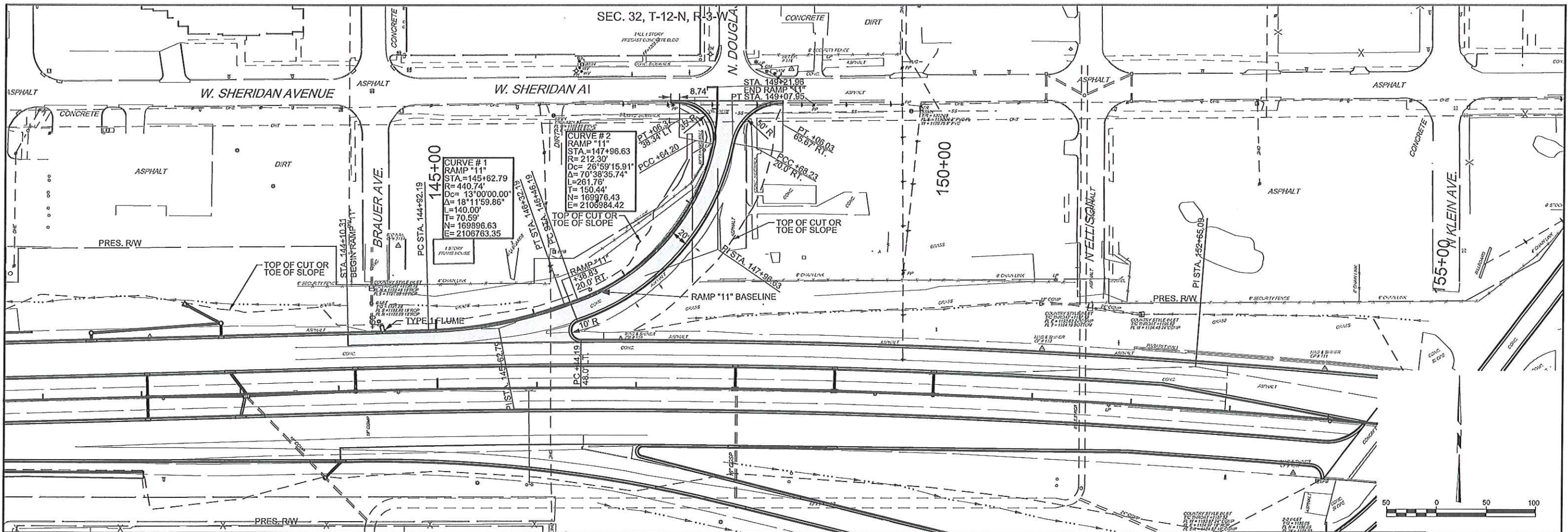


CURVE # 1
RAMP #10
 STA.=123+12.81
 R= 1432.39'
 Δ= 4°00'00.00"
 Δ= 9°48'49.71"
 L= 245.35'
 T= 122.97'
 N= 169699.27
 E= 2104520.45

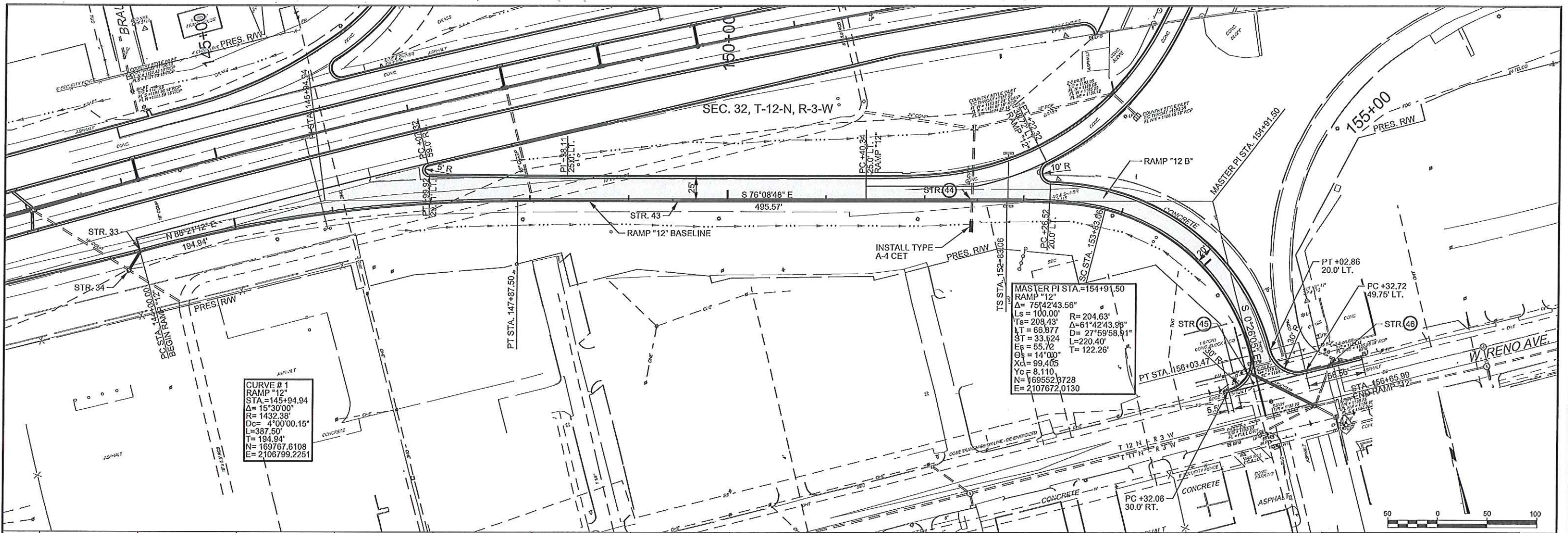
BENCHMARK No. 25
 P.K. NAIL & SHINER W. SIDE OF
 BLACKWELDER AVE. APPROX. 0.10
 MILES S. OF RENO AVE
 N= 468837.780
 E= 2105976.086
 ELEV.= 1184.992



PRINT DATE: 6/20/2012 T:\1024\Drawings\1024-W-RP-10.dgn

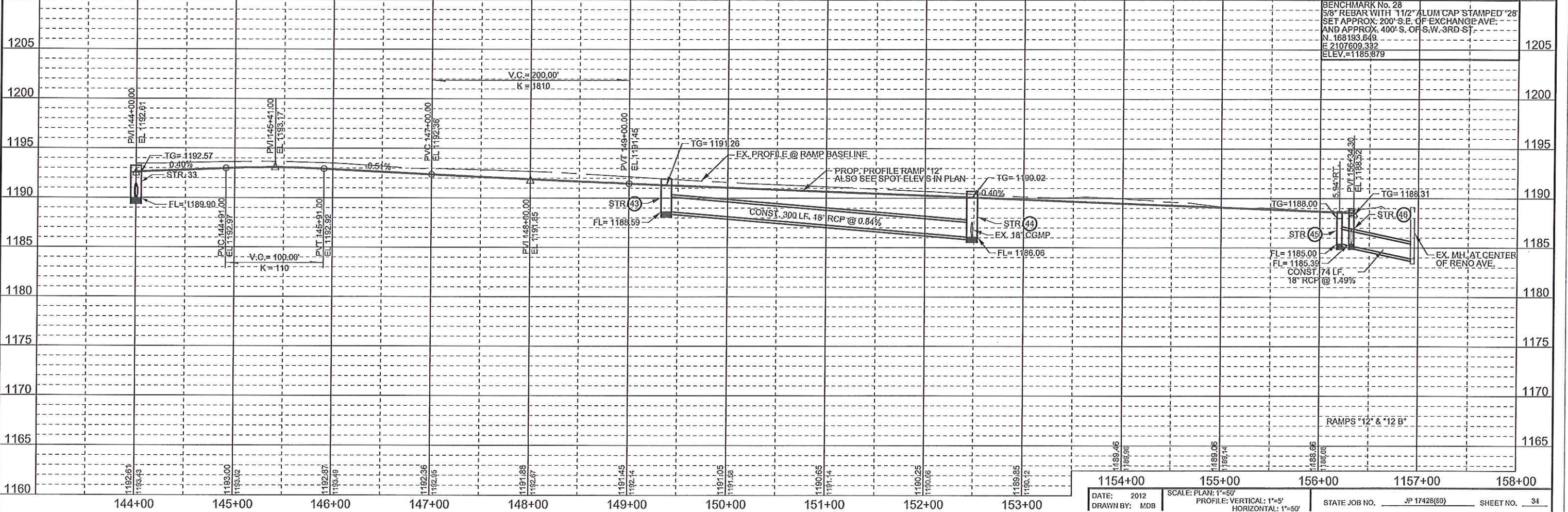


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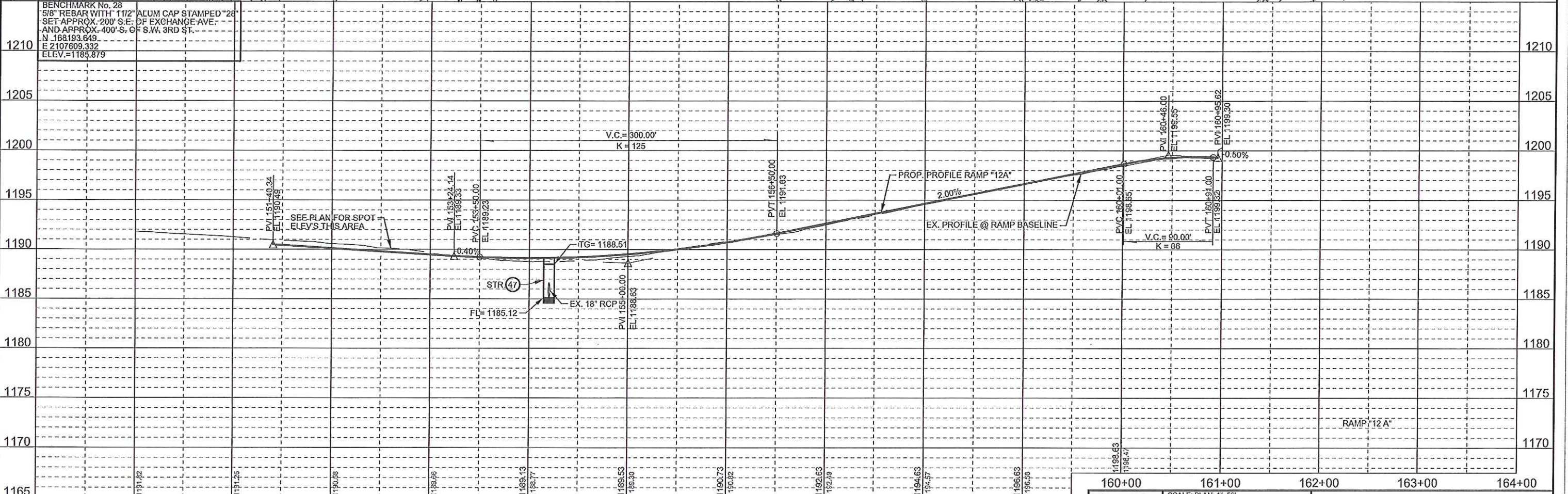
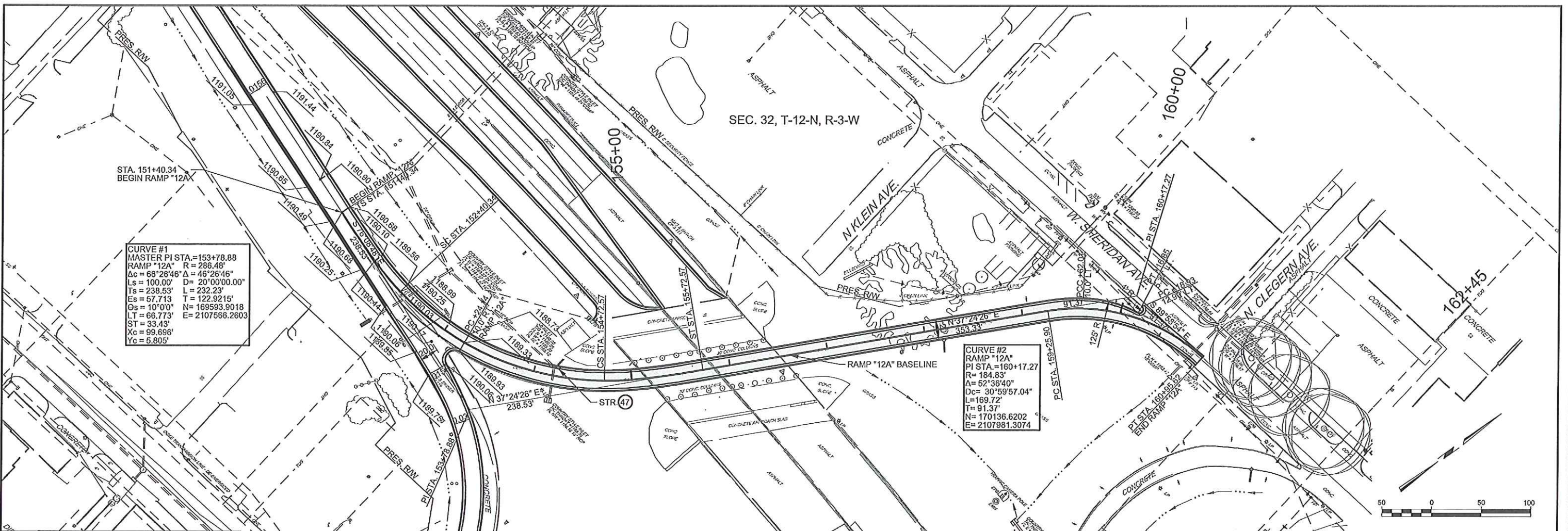
CURVE # 1
RAMP "12"
 STA.=145+94.94
 $\Delta = 15^\circ 30' 00''$
 $R = 1432.38'$
 $Dc = 4^\circ 00' 00.15''$
 $L = 387.50'$
 $T = 194.94'$
 $N = 169767.6108$
 $E = 2106799.2251$

MASTER PI STA.=154+91.50
RAMP "12"
 $\Delta = 75^\circ 42' 43.56''$
 $Ls = 100.00'$ $R = 204.63'$
 $Ts = 208.43'$ $\Delta = 61^\circ 42' 43.98''$
 $LT = 66.877'$ $D = 27^\circ 59' 58.91''$
 $ST = 33.624'$ $L = 220.40'$
 $Es = 55.72'$ $T = 122.26'$
 $Gs = 14^\circ 00'$
 $Xc = 99.405'$
 $Yc = 8.110'$
 $N = 169552.8728$
 $E = 2107672.0130$



BENCHMARK No. 28
 5/8" REBAR WITH 1 1/2" ALUM CAP STAMPED "28"
 SET APPROX. 200' S.E. OF EXCHANGE AVE.
 AND APPROX. 400' S. OF S.W. 3RD ST.
 $N = 168193.649$
 $E = 2107609.382$
 $ELEV. = 1185.879$

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PRINT DATE: 6/20/2012 T:\1024\Drawings\1024-W-RP-12A.dgn