OKLAHOMA CITY BOULEVARD

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

SEC. 33, T-12-N, R-3-W

CLASSEN

WESTERN

BRIDGE "B"

BRIDGE "A"

MATCHLINE STA. 164+00.00

SEE SHEET NO. 32 FOR LAYOUT

EXIST. CURVE # 2
PI Sta= 152+65.09
R= 8594.370'
Dc= 0°40'00.00"
Δ= 11°21'43.53"
L=1704.314'
T= 854.961'
N= 169857.8393
E= 2107467.0552
CL=1701.523'
CB=S 85°57'56.43" E
Ext=42.421'

TOP OF CUT OR TOE OF SLOPE

PI STA. 158+07.35

CRL STA. 158+22.82
BEGIN 1:5 CURB TAPER

CRL STA. 158+80.50
END CURB TAPER
BEGIN RETAINING WALL 3, 71.49' LT

F-SHAPED PARAPET (SEE SHT. 7)

RETAINING WALL 3 SEE SHT. 125

STORM MANHOLE #1004
TR=1195.23
FL=CAN'T OPEN

INLET
TG=1192.19'
FL NW=1186.23'
FL SE=1186.21'

Storm MH
TR=1193.16'
FL NW=1186.11'
FL SE=1186.44'

Storm MH
TR=1192.58'
FL NE=1185.92'
FL S=1194.28'

CRL STA. 162+03.45
BEGIN APPROACH SLAB No. 1 BRIDGE "B"

CRL STA. 162+38.07
END RETAINING WALL 3, 60.58' LT

Storm Inlet
T/G=1198.92
24" RCP FL (N)=1193.32
24" RCP FL (S)=1193.32

Storm Inlet
T/G=1197.97
24" RCP FL (N)=1193.37

49.00'
37.00'
48.44'
37.75'
43.29'
+99.11
+35.00
37.00'
48.73'
38.30'
43.46'
268.92'
S80°17'4.66"E

CURVE #1

CRL ℄ SURVEY

PC STA. 155+00.00

10' R

TOP OF CUT OR TOE OF SLOPE

CURVE # 1
P.I. Sta= 158+07.35
Easting= 2108006.81
Northing= 169765.43
Delta R= 4°05'46.55"
D= 0°40'00.00"
T= 307.35'
L=614.44'
R= 8594.37'
E= 5.49'
V= 35 mph

CRL STA. 158+72.89
BEGIN RETAINING WALL 1, 71.61' RT

TOP OF CUT OR TOE OF SLOPE

F-SHAPED PARAPET (SEE SHT. 7)

RETAINING WALL 1 SEE SHT. 123

PT STA. 161+14.44

CRL STA. 161+60.68
BEGIN APPROACH SLAB No. 1 BRIDGE "A"

CRL STA. 161+74.27
END RETAINING WALL 1, 60.58' RT

CRL STA. 162+49.93
BEGIN SUPER ELEVATION=N.C.
E.B. & W.B.

RETAINING WALL 2 SEE SHT. 124

12' MULTI PURPOSE TRAIL

CRL STA. 163+41.61
BEGIN RETAINING WALL 2, 60.58' RT

CRL STA. 163+76.28
END APPROACH SLAB No. 2

PC STA. 163+83.36

BEGIN OKLAHOMA CITY BLVD.
N= 169,773.6253
E= 2,107,899.7306

BENCHMARK: #206
496.74' RT. OF CL SURVEY
CL STA. 155+32.15

BENCHMARK: #209
CUT "X" T/C PC SE-S
SHERIDAN & WESTERN.
387.79' LT. OF CL SURVEY
CL STA. 162+01.49
ELEV.= 1196.82

STR. IN 24
STA. 155+58.33, 9.87' LT
CON. ST. CP DES. 2 (STD.)
W/ 13.47' LF 24.00" RCP
STUB INTO FREE EXT
TG= 1198.44'
(NW) FL OUT= 1193.52'

CONST. 24" RCP
13.47 L.F. AT 0.17%

BRIDGE "A"
131.26' TYPE J P.C.B. SPAN, SKEW 30°
℄ BRIDGE STA. 162+75.41
42' CLR. RDWY., F-SHAPED PARAPETS

BRIDGE "B"
131.26' TYPE J P.C.B. SPAN, SKEW 30°
℄ BRIDGE STA. 163+03.12
42' CLR. RDWY., F-SHAPED PARAPETS

PVI 155+00.00 EL 1199.70
PVI 157+40.00 EL 1200.50
PVI 158+00.00 EL 1202.16
PROFILE GRADE @ CRL
EXIST. GROUND @ CRL
2.00%
2.77%
3.38%

STA.159+51.35
EXIST. 8" GAS LINE CROSSING
EXACT SIZE & DEPTH UNKNOWN

PVI 161+80.00 EL 1215.00
PVI 162+15.00 EL 1215.98
PVI 162+60.00 EL 1216.88
PVI 162+95.00 EL 1217.30
PVI 163+42.26 EL 1217.49
PVI 163+90.00 EL 1217.30
2.80%
2.00%
1.20%
0.40%
-0.40%
-1.20%

CRL STA. 162+09.76
BEGIN BRIDGE "A"

CRL STA. 163+41.04
END BRIDGE "A"

BRIDGE "A" TOTAL LENGTH = 131.26'

CRL STA. 162+37.49
BEGIN BRIDGE "B"

CRL STA. 163+68.75
END BRIDGE "B"

BRIDGE "B" TOTAL LENGTH = 131.26'

STA.162+10.51
EXIST. WATER LINE CROSSING
EXACT SIZE & DEPTH UNKNOWN

STA.162+19.71
EXIST. TUG LINE CROSSING
EXACT DEPTH UNKNOWN

STA.162+30.58
EXIST. WATER LINE CROSSING
EXACT DEPTH UNKNOWN

STA.162+73.73
EXIST. FOC LINE CROSSING
EXACT DEPTH UNKNOWN

STA.163+11.86
EXIST. GAS LINE CROSSING
EXACT DEPTH UNKNOWN

BENCHMARK: #54
FOUND CUT "X" T/C PCR SW-W
CALIFORNIA & CLASSEN.
103.57' LT. OF CL SURVEY
CL STA. 165+46.43
ELEV.= 1196.30

1198.45 1190.68
1198.45 1200.14
1199.70 1200.68
1202.16 1199.45
1205.54 1200.47
1208.92 1201.71
1212.30 1202.61
1215.56 1192.15
1217.32 1191.67
1217.18 1192.07

155+00 156+00 157+00 158+00 159+00 160+00 161+00 162+00 163+00 164+00

1210 1205 1200 1195 1190 1215

DATE: 9/11/2017
DRAWN BY: ISFM

SCALE: PLAN: 1"=30'
PROFILE: VERTICAL: 1"=5'
HORIZONTAL: 1"=30'

STATE JOB NO. 17428(88) SHEET NO. 51

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PLAN AND PROFILE - OKLAHOMA CITY BOULEVARD - OKLAHOMA COUNTY