SEC. 4, T-11-N, R-3-W

CRL STA. 191+42.22
OKLAHOMA CITY BLVD. =
CRL STA. 14+79.10
S. WALKER AVE.
N= 168,673.3441
E= 2,111,117.4828

CURVE # 3
P.I. Sta= 184+64.44
Easting= 2110434.95
Northing= 168757.48
Delta L= 22°15'19.99"
D= 2°51'53.24"
T= 393.39'
L=776.87'
R= 2000.00'
E= 38.32'
V=25 mph

EXIST. CURVE # 4
PI Sta= 185+75.53
R= 1150.00'
Dc= 4°58'56.07"
Δ= 30°13'09.00"
L=606.54'
T= 310.50'
N= 166682.55
E= 2110524.82
CL=599.53'
CB=S 75°12'9.50" E
Ext=41.18'

OKLAHOMA CITY BOULEVARD

S. WALKER AVE.

SW 3RD ST.

PRES. R/W

12' MULTI PURPOSE TRAIL

TOP OF CUT OR TOE OF SLOPE

SEE SHT 37 FOR DRAINAGE STR. PROFILE

TEMP. BLOCK 24" RCP

N= 168 715.7814
E= 2 110 777.9069

BEGIN PROJECT
STA. 188+00.00
N= 168,715.7814
E= 2,110,777.9069

CRL STA. 188+00.00
BEGIN PAVE. TRANSITION
15.00' RT

CRL STA. 189+00.00
END PAVE. TRANSITION
4.00' RT

CRL STA. 192+11.00
BEGIN PAVE. TRANSITION
41.67' LT

CRL STA. 192+19.00
END PAVE. TRANSITION
49.67' LT

CRL STA. 193+00.00
BEGIN PAVE TRANSITION
49.67' LT

CRL STA. 195+00.00
END PAVE TRANSTION
37.50' LT

CRL STA. 193+00.00
BEGIN PAVE. TRANSITION
15.67' RT

CRL STA. 192+35.00
BEGIN PAVE. TRANSITION
41.67' RT

CRL STA. 192+48.00
END PAVE. TRANSITION
54.67' RT

CRL STA. 192+68.00
BEGIN PAVE. TRANSITION
54.67' RT

CRL STA. 192+73.00
BEGIN PAVE. TRANSITION
49.67' RT

CRL STA. 193+00.00
BEGIN PAVE. TRANSITION
49.67' RT

CRL STA. 194+19.00
END PAVE. TRANSITION
46.95' RT

REMOVE AND RESET FIRE HYDRANT

ADJUST VALVE TO GRADE

MATCH LINE STA. 195+00.00

BENCHMARK: #212
CUT "X" T/C PCR SW-W
LEE & RENO
371.29' LT. OF CL SURVEY
CL STA. 179+46.88
ELEV.= 1187.41

BENCHMARK: #213
CUT "X" T/C PCR SW-W
RENO & WALKER
640.47' LT. OF CL SURVEY
CL STA. 191+04.51
ELEV.= 1189.07

BENCHMARK: #225
CUT "X" T/C NW-N
RAMP AT SW 3RD
394.39' LT. OF CL SURVEY
CL STA. 196+80.81
ELEV.= 1193.16

STR. IN 28B
STA. 189+00.00, 41.67' LT
CONST. CI DES. 2 (STD.)
W/ 83.33 L.F. 18" RCP
STUB INTO IN 30B
TG= 1193.96'
(S) FL OUT= 1190.09'

STR. IN 30B
STA. 189+00.00, 41.67' RT
CONST. CI DES. 2 (STD.)
W/ 23.00 L.F. 24" RCP
STUB INTO MH26
TG= 1193.96'
(S) FL OUT= 1188.37'
(N) FL IN=1188.87'

STR. MH26
STA. 189+00.00, 64.67' RT
CONST. 5' DIAM. MANHOLE
W/ 170.01 L.F. 30" RCP
STUB INTO MH19
TR=1194.66'
(E) FL OUT= 1187.79'
(S) FL IN= 1188.29'
(W) FL IN= 1188.54'

STR. IN 28
STA. 190+70.00, 41.67' LT
CONST. CI DES. 2 (STD.)
W/ 83.33 L.F. 18" RCP
STUB INTO IN 30C
TG= 1193.28'
(S) FL OUT= 1189.50'

STR. IN 30C
STA. 190+70.00, 41.67' RT
CONST. CI DES. 2 (STD.)
W/ 21.23 L.F. 18" RCP
STUB INTO MH19
TG= 1193.28'
(S) FL OUT= 1188.07'
(N) FL IN=1188.07'

STA. 191+15.20
EXIST. FOC LINE CROSSING
EXACT DEPTH UNKNOWN

STA. 191+72.43
EXIST. FOC LINE CROSSING
EXACT DEPTH UNKNOWN

STA. 191+74.54
EXIST. FOC LINE CROSSING
EXACT DEPTH UNKNOWN

STA. 191+84.08
EXIST. TUG LINE CROSSING
EXACT DEPTH UNKNOWN

STR. MH19
STA. 190+70.00, 62.89' RT
CONST. 5' DIAM. MANHOLE
W/ 69.65 L.F. 30" RCP
STUB INTO MH8
TR=1194.31'
(E) FL OUT=1187.13'
(S) FL OUT= 1187.72'
(SW) FL IN= 1187.47'
(W) FL IN= 1187.13'

STR. MH8
STA. 191+39.37, 56.73' RT
CONST. 5' DIAM. MANHOLE
W/ 45.22 L.F. 42" RCP
STUB INTO MH15
TR=1193.54'
(S) FL OUT=1186.29'
(N) FL IN= 1186.79'
(W) FL IN= 1186.87'

STR. MH15
STA. 191+45.01, 98.57' RT
CONST. 6' DIAM. MANHOLE
W/ 388.09 L.F. 48" RCP
STUB INTO MH10
TR=1193.24'
(E) FL OUT=1185.33'
(N) FL IN= 1185.33'

STA. 194+07.89
EXIST. FOC LINE CROSSING
EXACT DEPTH UNKNOWN

STA. 189+47.91
PT STA. 188+47.91

EXIST. GROUND @ CRL

PROFILE GRADE @ CRL

PVI 188+00.00
EL 1195.19

-0.40%

IN 28B
MH26
IN 30B
IN 28
IN 30C
MH19
MH8
MH15

TEMP. BLOCK 21" RCP

CONST. 21" RCP
100.00 L.F. AT 0.90%

CONST. 30" RCP
170.01 L.F. AT 0.40%

CONST. 30" RCP
69.65 L.F. AT 0.40%

CONST. 48" RCP
388.09 L.F. AT 0.20%

1205 1200 1195 1190 1185

1195.99 1196.55
1195.59 1196.21
1195.19 1195.77
1194.79 1195.79
1194.39 1194.95
1193.99 1193.83
1193.59 1193.90
1193.19 1194.04
1192.79 1193.76
1192.39 1193.94

186+00 187+00 188+00 189+00 190+00 191+00 192+00 193+00 194+00 195+00

PRINT DATE: 11/19/2015
T:\1024-06\Drawings\Roadway\Prelim PnP's\1024-06 Host File-pp 1.dgn

DATE: 11/19/2015
DRAWN BY: ISFM

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

STATE JOB NO. 17428(89) SHEET NO. 27

PLAN AND PROFILE - OKLAHOMA CITY BOULEVARD - OKLAHOMA COUNTY