

MCGEE-LINDSEY DRAINAGE IMPROVEMENTS PHASE I

HIGHLIGHTS:

- **Client: City of Norman, OK**

Mr. Bob Hanger, P.E.
Norman City Engineer
201 W. Gray
Norman, OK 73069
Tel.: (405) 366-5452

- **Project Year: 1998**
- **Project Cost: \$1,970,000.00**

Project consisted of providing necessary right-of-way documents and construction documents for drainage improvements to the McGee Drive and Lindsey Street drainage problems in Norman, Oklahoma.

Phase I construction improvements included:

- construction of a 2,650 L. F. culvert storm sewer system with reinforced concrete box (RCB) to Imhoff Creek
- removal/replacement of concrete-lined drainage segway
- improvements to the storm water collection system in the general vicinity
- urbanize creek channel improvements

As additional funding becomes available, additional storm water collection improvements consistent with Smith Roberts Baldischwiler, LLC's drainage report recommendations could be implemented.

Project budget was set at \$2,100,000.00.



CHOCTAW COUNTY RIGHT-OF-WAY

HIGHLIGHTS:

- **Client: Oklahoma Department of Transportation**

Mr. John Fuller, P.E.
Chief Engineer—ODOT
200 N. E. 21st St.
Oklahoma City, OK 73105
Tel.: 405/521-2688

- **Project Year: 1995**

As Engineering Consultant for the Oklahoma Department of Transportation, our staff was totally responsible for complete right-of-way plans, including plot plans, legal descriptions, ownership and plan sheets, and computation documents involved in the acquisition of right-of-way along approximately one mile of U. S. Highway 271B in Choctaw County.



I-35 & SEWARD ROAD UTILITY COORDINATION

HIGHLIGHTS:

- **Client: Oklahoma Department of Transportation**

Mr. John Fuller, P.E.
Chief Engineer—ODOT
200 N. E. 21st St.
Oklahoma City, OK 73105
Tel.: 405/521-2688

- **Project Year: 2009**

As a Utility Relocation Service Provider for ODOT, our staff was responsible for coordinating utility relocations for the proposed interchange at I-35 and Seward Road.

Our staff was responsible for conducting field meetings with each utility owner with facilities within the project limits, for providing a written field meeting report to the utility owner and to ODOT, and for obtaining relocation proposals from utility owners and submitting them to ODOT for approval.

Prior to submittal of utility relocation proposals to ODOT, our staff was responsible for reviewing the proposed relocations to verify they were in agreement with the Field Meeting Reports, met ODOT's required guidelines, and were adequate to resolve conflicts identified.



The utility relocation coordination for this project involved five (5) utility owners that were relocating and two (2) additional utility owners who determined their facilities were clear.

Our staff was required to submit Final As-Planned Plans depicting the location of the proposed utility relocations on the design plans. In addition to coordinating with the utility owners, our staff made suggestions for improvements to the design that could avoid a utility relocation.

LINCOLN COUNTY RIGHT-OF-WAY

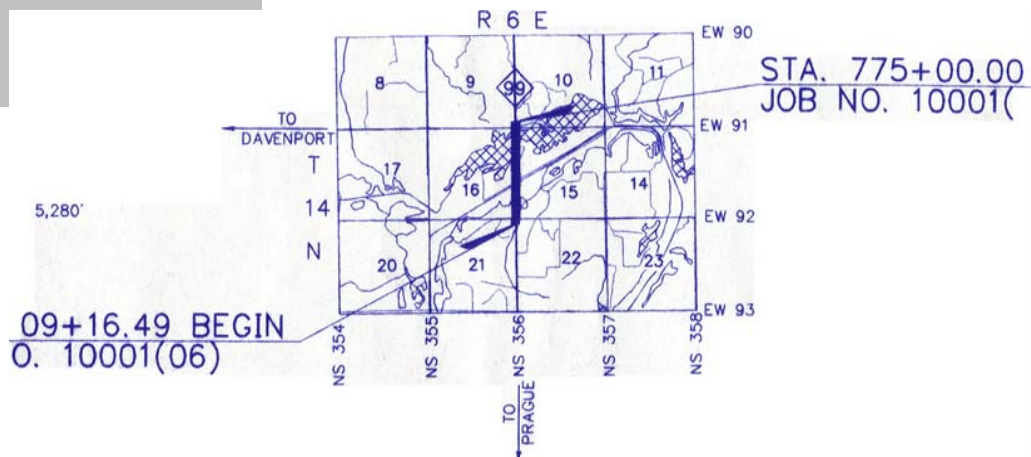
HIGHLIGHTS:

- **Client: Oklahoma Department of Transportation**

Mr. John Fuller, P.E.
Chief Engineer—ODOT
200 N. E. 21st St.
Oklahoma City, OK 73105
Tel.: 405/521-2688

- **Project Year: 1996**

As Engineering Consultant for the Oklahoma Department of Transportation, our staff was totally responsible for complete right-of-way plans, including plot plans, legal descriptions, ownership and plan sheets, and computation documents involved in the acquisition of right-of-way along approximately one mile of S. H. 99 in Lincoln County.



S. H. 33 IN LOGAN COUNTY

HIGHLIGHTS:

- **Client: Oklahoma Department of Transportation**

Mr. John Fuller, P.E.
Chief Engineer—ODOT
200 N. E. 21st St.
Oklahoma City, OK 73105
Tel.: 405/521-2688

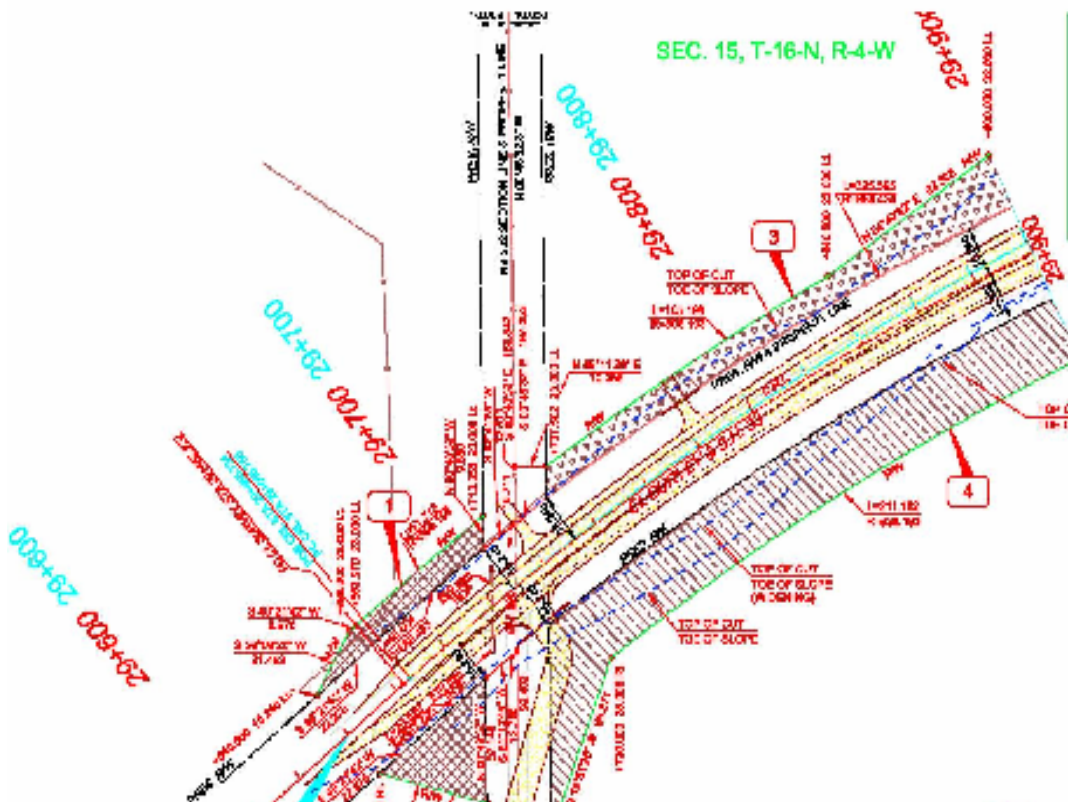
- **Project Year: 2004**

As the Engineering Consultant staff for the Oklahoma Department of Transportation, our staff is responsible for right-of-way documents for S. H. 33 in Logan County.

Seven (7) parcels are included in this project which ODOT requested be converted from Metric to English. Our responsibilities included:

- Development of right-of-way plans (Full and Half Size)
- Legal descriptions
- Permanent & temporary Warranty Deeds/Easement

- Plot Plans
- Waivers
- Misery Form



S. H. 6 RECONSTRUCTION IN GREER COUNTY

HIGHLIGHTS:

- **Client: Oklahoma Department of Transportation**

Mr. John Fuller, P.E.
 Chief Engineer—ODOT
 200 N. E. 21st St.
 Oklahoma City, OK 73105
 Tel.: 405/521-2688

- **Project Year: 2003**
- **Project Cost: \$10,000,000.00**

As part of the Engineering Consultant staff for the Oklahoma Department of Transportation, our staff was responsible for improvements to S. H. 6 in Greer County.

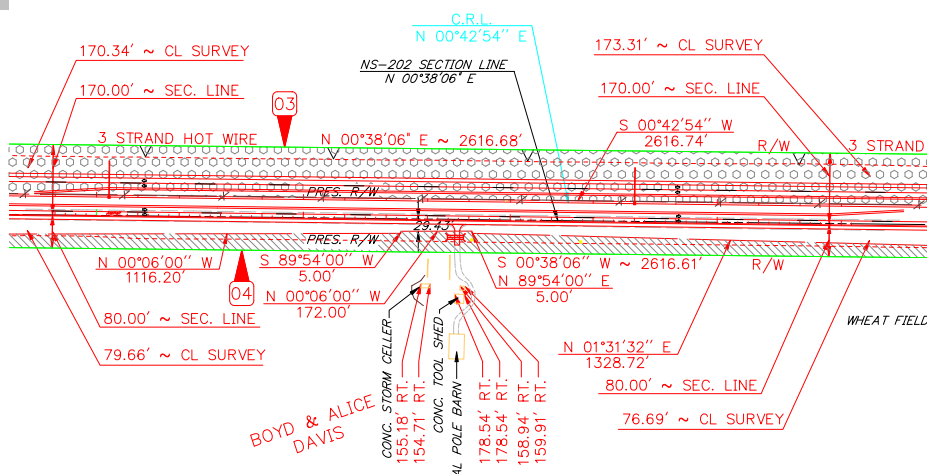
These improvements include an addition of two driving lanes parallel to the current alignment plus widening and reconstruction of existing driving lanes, creating a true divided highway.

Our staff was also responsible for the design of a bridge box structure to drain most of the urbanized area of the Town of Granite, Oklahoma.

Also included in the project was a new bypass route along the east side of the Town of Granite, Oklahoma. The bypass road included new concrete paving, storm sewer system and traffic signalization at S. H. 6's junction with S. H. 9.

The Town of Granite requested coordination of this construction project with their proposed improvement to Granite's airport and landing strip.

Inclusive in our design responsibilities was survey, the development of **right-of-way plans** and all supporting legal documents.



S. H. 76 RECONSTRUCTION IN CARTER COUNTY

HIGHLIGHTS:

- **Client:** Oklahoma Department of Transportation

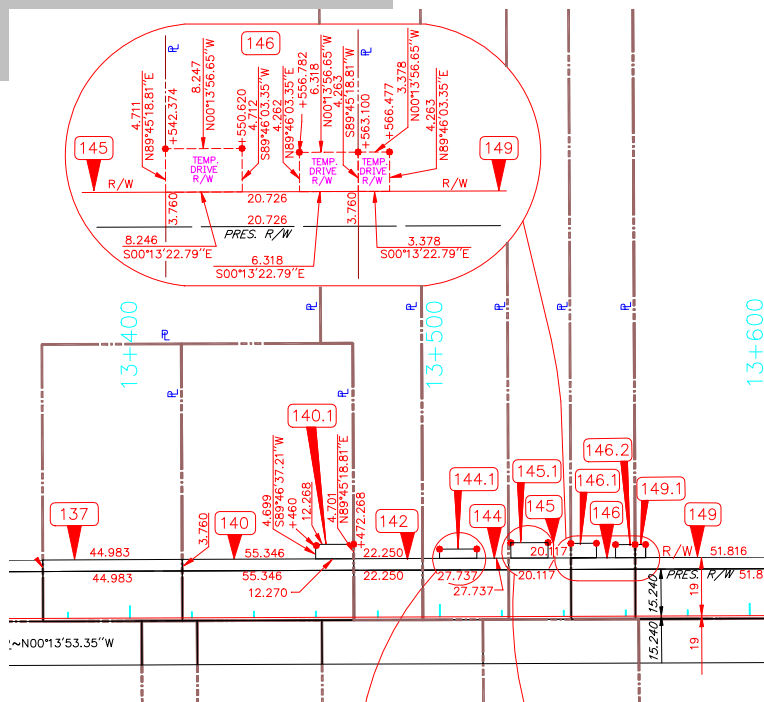
Mr. John Fuller, P.E.
 Chief Engineer—ODOT
 200 N. E. 21st St.
 Oklahoma City, OK 73105
 Tel.: 405/521-2688

- **Project Year:** 1997
- **Project Cost:** \$8,747,000.00

As Engineering Consultant for the Oklahoma Department of Transportation, our staff was totally responsible for the reconstruction design of S. H. 76 in Carter County from Ratliff City south to the S. H. 53 East Junction.

Reconstruction of the 7.2 mile stretch included the widening and resurfacing of the roadway mainline, the addition of truck climbing lanes, replacement of bridge structures and cross drains, side drain improvements, design of curb and gutter urbanized roadway section with a new storm sewer system, roadside safety improvements, as well as new signing and striping.

Inclusive in our design responsibilities was the development of **right-of-way plans**, ownership research and all supporting legal documents.



TEXAS COUNTY RIGHT-OF-WAY

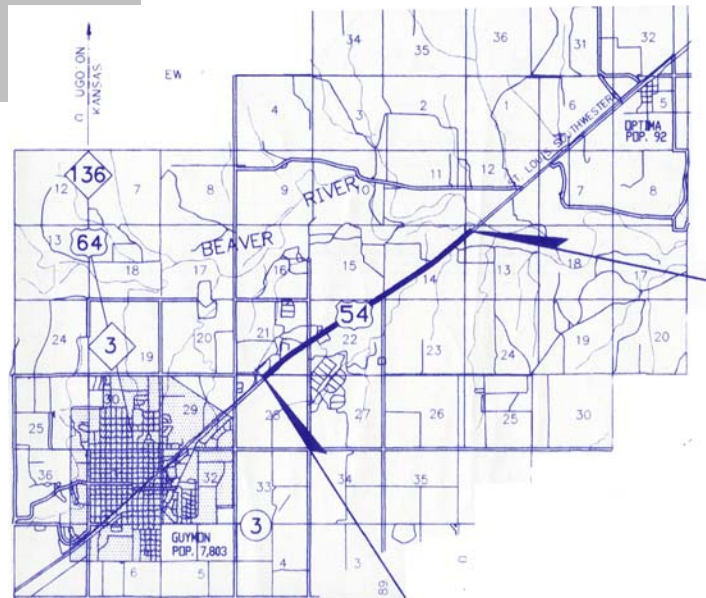
HIGHLIGHTS:

- **Client: Oklahoma Department of Transportation**

Mr. John Fuller, P.E.
Chief Engineer—ODOT
200 N. E. 21st St.
Oklahoma City, OK 73105
Tel.: 405/521-2688

- **Project Year: 1995**

As Engineering Consultant for the Oklahoma Department of Transportation, our staff was totally responsible for complete right-of-way plans, including plot plans, legal descriptions, ownership and plan sheets, and computation documents involved in the acquisition of right-of-way along approximately 3.31 miles of U. S. Highway 54 in Texas County.



TULSA COUNTY RIGHT-OF-WAY

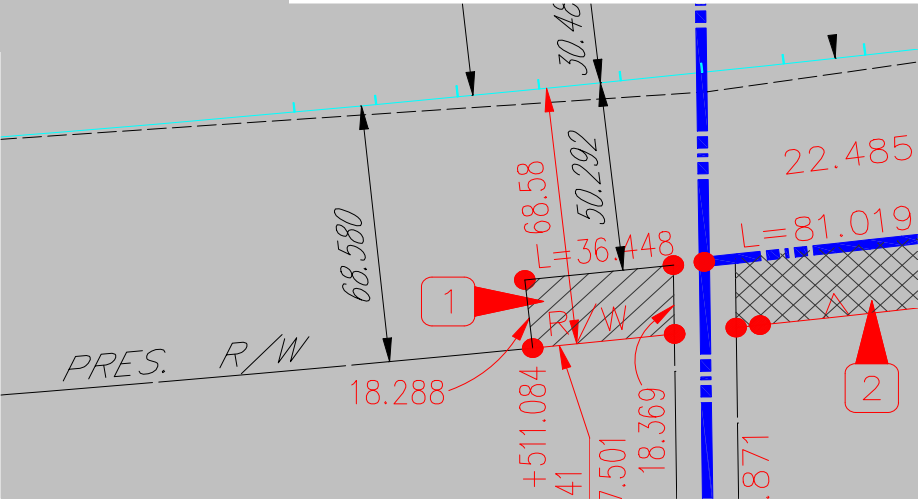
HIGHLIGHTS:

- **Client: Oklahoma Department of Transportation**

Mr. John Fuller, P.E.
Chief Engineer—ODOT
200 N. E. 21st St.
Oklahoma City, OK 73105
Tel.: 405/521-2688

- **Project Year: 1997**

As Engineering Consultant for the Oklahoma Department of Transportation, our staff was totally responsible for complete right-of-way plans, including plot plans, legal descriptions, ownership and plan sheets, and computation documents involved in the acquisition of right-of-way east of the Creek County line along approximately 4.5 miles (7.24 km) of S. H. 51 in Tulsa County.



BRITTON ROAD & HIWASSEE ROAD REHABILITATION

HIGHLIGHTS:

- **Client: Oklahoma County**

Mr. Stacy Trumbo, P. E., County Engr.
320 Robert S. Kerr Avenue
Oklahoma City, OK 73102
(405) 278-1495

- **Project Year: 2008**

- **Project Cost:
\$1,488,529.00**

Members of our staff were responsible for the design and reconstruction of the Britton Road and Hiwassee Road intersection and the roadway rehabilitation of Britton Road west of the intersection. Work included site investigation, surveying, design of drainage and traffic control as well as assisting in the relocation of utilities prior to construction.

A sequence of construction for maintaining access to businesses located at the intersection during construction was also included in the plans.



DC-0165 LIGHTNING CREEK DRAINAGE IMPROVEMENTS PROJECT

HIGHLIGHTS:

- **Client: City of Oklahoma
City, OK**

Mr. Dennis Clowers, P.E.
City Engineer
420 W. Main - 7th Fl.
OKC, OK 73102
Tel.: (405) 297-2033

- **Project Year: 2001**
- **Project Cost:
\$3,000,000.00**

Project consists of providing necessary right-of-way documents and construction documents for drainage improvements to a main tributary of the Lightning Creek drainage basin in Oklahoma City, Oklahoma.

Construction improvements include:

- construction of 25,716 S.Y. of concrete channel liner
- construction of 1,286 L.F. culvert storm sewer system with reinforced concrete pipe
- removal/replacement of three concrete box culverts at major arterial streets
- improvements to the storm water collection system in the general vicinity



Proposed channel improvement will be the first phase of a basin-wide drainage improvement plan.

I-40 LAND USE PLANNING STUDY (CORE-TO-SHORE)

- HIGHLIGHTS:**
- **Client: URS Corporation for the City of Oklahoma City, OK**
 Mr. Ted Ritschard,
 Project Manager
 9960 Federal Drive, Suite 300
 Colorado Springs, CO 80921
 Tel.: (719) 531-0001
 - **Project Year: 2008**
 - **Infrastructure Improvements: \$26,000,000**

Smith Roberts Baldischwiler’s original role was to provide guidance from a local prospective and identify conceptual development issues related to the Core to Shore Redevelopment Plan. Our firm was responsible for research and documentation of existing utilities within the Core to Shore Planning Areas. Part of the research and documentation efforts included a cursory review of impacted utilities, needed relocations, any upgrade of utility capacities as well as the development of a rough utility relocation construction cost estimate. Our tasks included offering specific relocation options of the electric sub-station located south of the proposed boulevard alignment west of Shields Avenue.

Our firm was also involved with the development of conceptual roadway plans for the proposed boulevard between Western Avenue and Byers Avenue for submission to the Oklahoma Department of Transportation for approval including development of roadway typical sections, a conceptual horizontal and vertical geometric alignment, a proposed footprint/strip map, functional plan and profile sheets to ODOT standards and a rough roadway construction estimate.

