

LOCATING ENGR.	DESIGN ENGR.	DIVISION ENGR.	CONSTRUCTION ENGR.	P. N. A.
G.H.S.	R.L.L.	H.X.W.	J.S.S.	

STATE OF OKLAHOMA  
DEPARTMENT OF HIGHWAYS

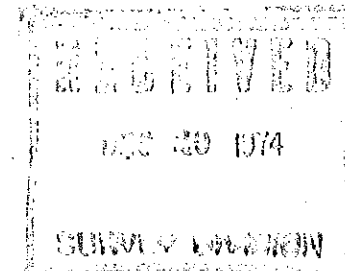
FED. ROAD DIST. NO.	STATE	S.A. PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
6	OKLA.	764 (2)		1	64

GRADE CROSSINGS	1
GRADE CROSSINGS ELIMINATED	0
BY SEPARATION	OVERPASS 0
UNDERPASS 0	
BY RELOCATION	0
GRADE CROSSINGS REMAINING	1

PLAN AND PROFILE OF PROPOSED  
**STATE HIGHWAY**  
STATE AID PROJECT NO. 764 (2)  
U.S. HIGHWAY NO. 66  
**LINCOLN COUNTY**

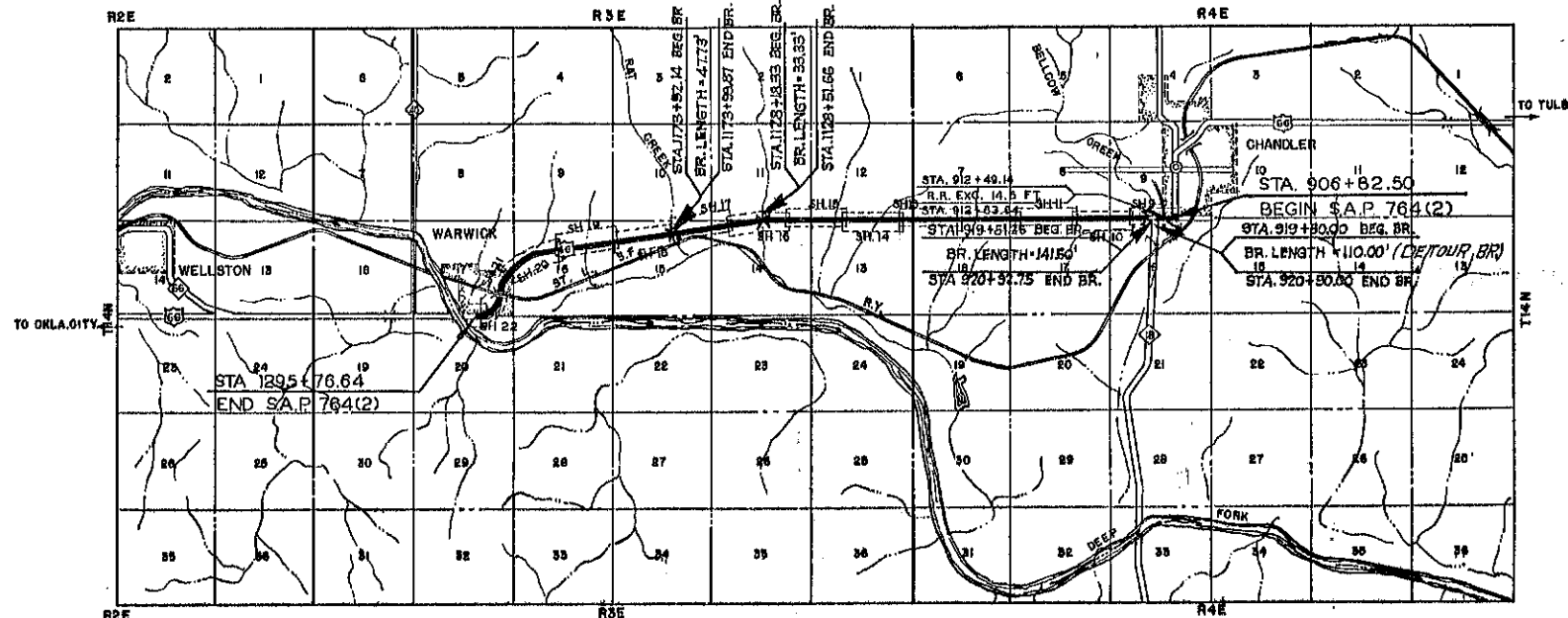
BELL COW CREEK  
US 66 - CHANDLER  
HIGHWATER INFORMATION

G. PROVOLT  
LOCATION ENGINEER  
DEC. 17, 1974



INDEX OF SHEETS

SHEET NO.	DESCRIPTION
1.	TITLE SHEET
2.	OKLAHOMA STATE HIGHWAY COMMISSION STDS. NO. -3 -1
3.	STD METAL PLATE GUARD RAIL NO. 1
4.	TYPICAL SECTIONS
5.	CONSTRUCTION DETAILS
6.	SUMMARY SHEET
7.	SCHEDULE OF PAY QUANTITIES
8.	SUMMARY OF PAY QUANTITIES
9-22	PLAN AND PROFILE SHEETS
23.	PROFILE AND MASS DIAGRAM FOR DETOURS
24.	STD. BRICK MASONRY MANHOLE
25.	DETAIL OF EXTENSION LT. STA. 1089+16.8
26.	STD. HEADWALLS FOR CORR. METAL PIPE ARCH CULV. DES. MPA-1-1
27.	STD. REINF. CONG. PIPE CULVERT DES. OP-2
28.	STD. REINF. CONG. PIPE CULVERT DES. OP-2-1-0
29.	STD. REINF. CONG. BOX CULVERT DES. BC-5a
30.	STD. REINF. CONG. BOX CULVERT DES. BC-5a1
31.	STD. REINF. CONG. BOX CULVERT DES. BC-5a
32.	STD. REINF. CONG. BOX CULVERT DES. BC-13
33.	STD. REINF. CONG. BOX CULVERT DES. BC-14 8a
34.	STD. MISCELLANEOUS DETAILS MD-1-1
35.	GENERAL ELEV. & PLAN (42'-56'-42") CONT. SLAB SPAN
36.	DETAILS OF PIERS AND ABUTMENTS
37.	DETAILS OF CONT. SLAB SPANS
38.	DETAILS OF BRG. RS & FORMING DIAGRAM
39.	GEN. ELEV. & PLAN DETOUR BRIDGE
40.	DETAILS OF TIMBER PILE BENTS
41.	DETAILS OF DETOUR TRUSSES BAILEY TRUSS NO. 1
42.	DETAILS OF DETOUR TRUSSES BAILEY TRUSS NO. 2
43.	STD. A.S.D.-2-1
44-64	CROSS SECTIONS
43-A	STD. S.G.-F-1
31-A	STD. REINF. CONG. BOX CULVERT DES. BC-5A2



**SCALES**

PLAN 1"=100'  
PROFILE (HOR. 1"=100'  
VER. 1"=10'  
CROSS SECTIONS 1"=5' VERT.  
1"=10' HORIZ.  
LAYOUT MAP 1"=5,280'  
BEARINGS FROM S.W.O. 1551 (2)

**CONVENTIONAL SIGNS**

- PROPOSED ROAD
- RAILROADS
- RANGE & TOWNSHIP LINES
- SECTION LINES
- QUARTER SECTION LINES
- FENCES
- BASE LINE
- RIGHT-OF-WAY LINES
- GROUND LINES
- GRADE LINE
- TRAVELLED ROADS
- CULVERTS & BRIDGES
- TELEPHONE & TELEGRAPH
- POWER LINES
- BUILDINGS
- UNLOADING POINTS
- OIL WELLS
- RIGHT OF WAY MARKERS

ROADWAY LENGTH.....38,657.08 FT.....7.321 MI.  
BRIDGE LENGTH.....222.56 FT.....0.042 MI.  
PROJECT LENGTH.....7.363 MI.

EXCEPTIONS - R.R. = 14.5 FT. = 0.002 MI.

EQUATIONS:.....NONE

HUGHINS THOMPSON BALL & ASSOCIATES  
BY: *V.G. Thompson*

V.G. THOMPSON  
OKLAHOMA REGISTERED PROFESSIONAL  
ENGINEER NO. 308  
DATE 10-27-50

APPROVED  
THIS DAY OF 1974

CITY ENGINEER  
OKLA. DEPARTMENT OF HIGHWAYS

RECOMMENDED FOR APPROVAL DATE

DIVISION ENGINEER  
PUBLIC ROADS ADMINISTRATION  
FEDERAL WORKS AGENCY

APPROVED DATE

DIVISION ENGINEER  
PUBLIC ROADS ADMINISTRATION  
FEDERAL WORKS AGENCY

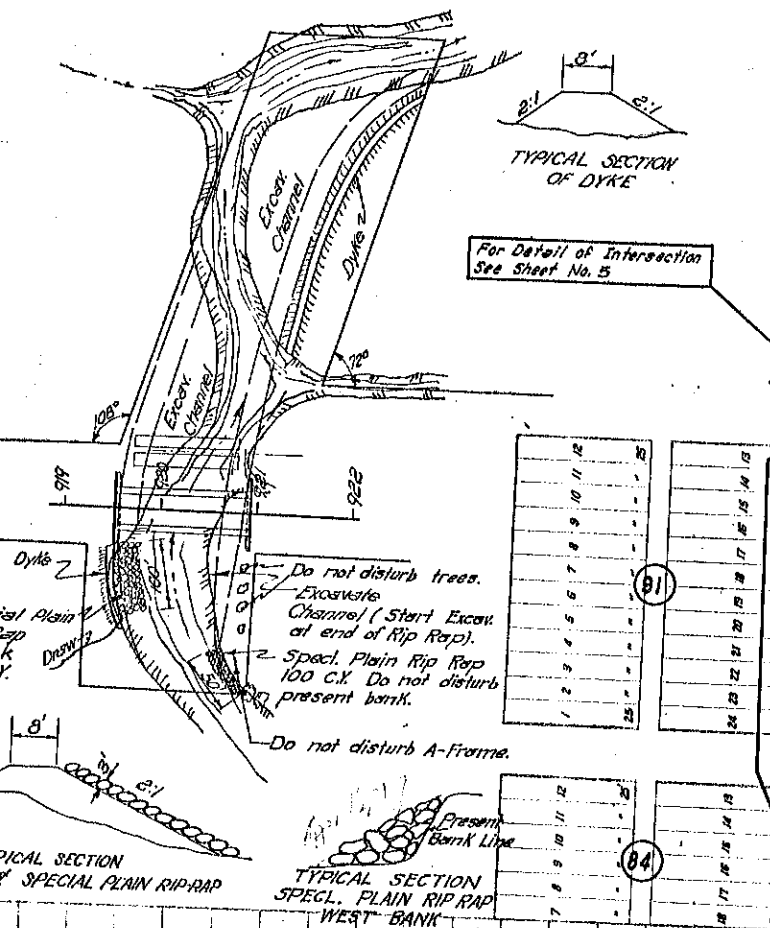
FED. ROAD DIST. NO.	STATE	S.A. PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
6	OKLA.	764(2)		9	84

Revised 11-22-50

SEC. 16-T14N-R4E

SEC. 9-T14N-R4E

Open Chan. as shown = C.I.P. Exc. = 1800 C.Y.  
 Use 3037 on Detour  
 " 2698 C.Y. on Rwy.  
 " 2065 C.Y. on Dikes  
 Est. Overhaul = 6900 Sec. Yds.



For Detail of Intersection See Sheet No. 5

Do not disturb trees. Excavate Channel (Start Excav. at end of Rip Rap). Spc. Plain Rip Rap 100 C.Y. Do not disturb present bank.

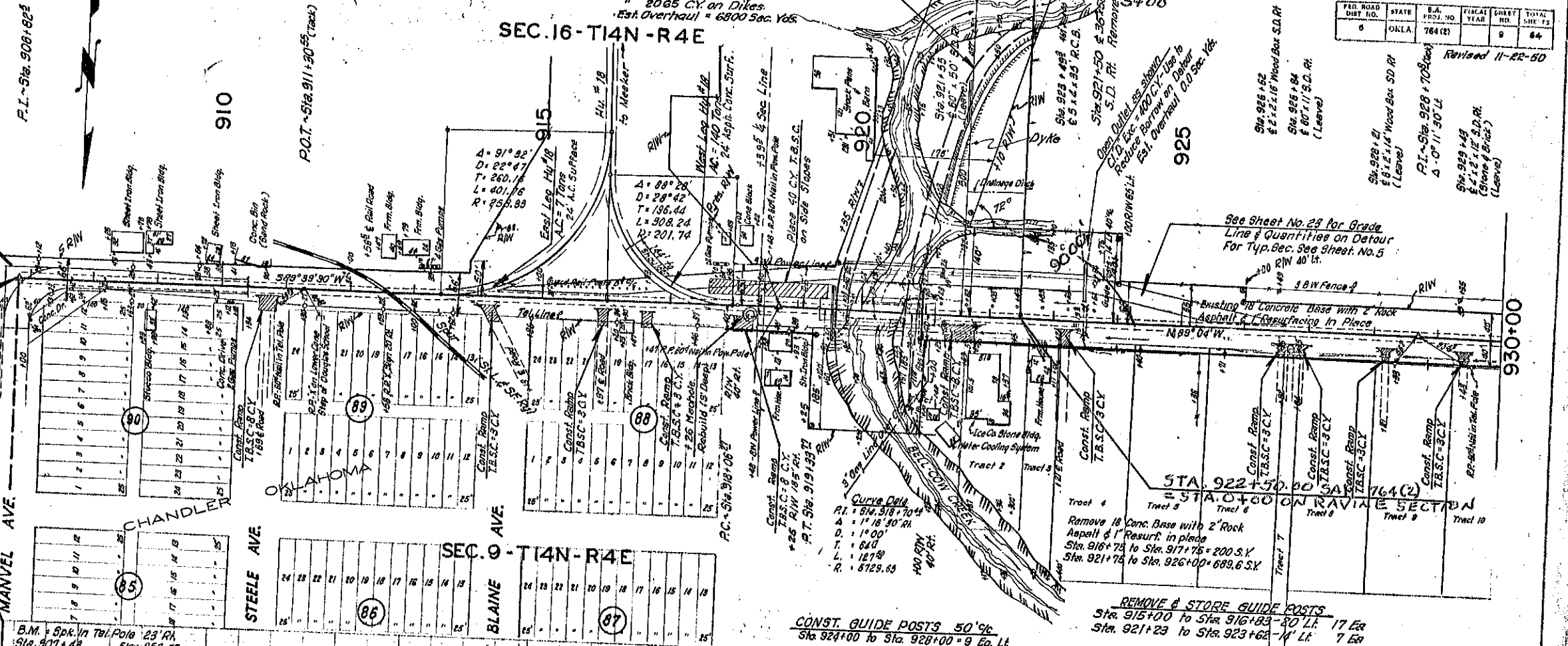
Do not disturb A-Frame.

Present Bank Line  
 TYPICAL SECTION SPECL. PLAIN RIP-RAP WEST BANK

P.L. - Sta. 906+82.5

P.O.T. - Sta. 911+30.55 (Track)

STA. 906+82.5 BEG. STATE AID PROJ. NO. 764 (2)



B.M. = Spk. in Tel. Pole 23 RA  
 Sta. 901+43 Elev. 855.22

CONST. GUIDE POSTS 50%  
 Sta. 924+00 to Sta. 928+00 = 9 Ea. Lt.

REMOVE & STORE GUIDE POSTS  
 Sta. 915+00 to Sta. 916+83 = 80 Lt. 17 Ea.  
 Sta. 921+23 to Sta. 923+62 = 14' Lt. 7 Ea.

SHEET ESTIMATE

Item	Quantity	Unit
Emb't +30%	1763	C.Y.
Exc. C.I.D.	0	C.Y.
Borrow	2763	C.Y.
Overhaul	3700	Sec. Yds.

\* Includes 2065 C.Y. for Dikes R.P. & Lt. Sta. 920+50

\* Includes 1000 Sec. Yds. Overhaul for Dikes

RAVINE SECTION

1 LT. BEGIN ON STA. 922+50

Sta.	Top	FL	Bot	Top	FL	Bot	Top	FL	Bot
922	103	100	97	103	100	97	103	100	97
923	103	100	97	103	100	97	103	100	97
924	103	100	97	103	100	97	103	100	97
925	103	100	97	103	100	97	103	100	97
926	103	100	97	103	100	97	103	100	97
927	103	100	97	103	100	97	103	100	97
928	103	100	97	103	100	97	103	100	97
929	103	100	97	103	100	97	103	100	97
930	103	100	97	103	100	97	103	100	97

H.W. ELEV. = 836.10  
 NOV. 2, 1974

Sta. 919+31.25 to Sta. 919+51.25 Const. Sid. Approach Slab, see Std. ASD-2-1, sheet No. 43. Use 20' of 15" C.G.M. Pipe Lt. #40' of 15" C.G.M. Pipe R.P.

Sta. 920+02.75 to Sta. 921+12.75 Const. Sid. Approach Slab, see Std. ASD-2-1, sheet No. 43. Use 20' of 15" C.G.M. Pipe Lt. #20' of 15" C.G.M. Pipe R.P.

### DESIGN DATA

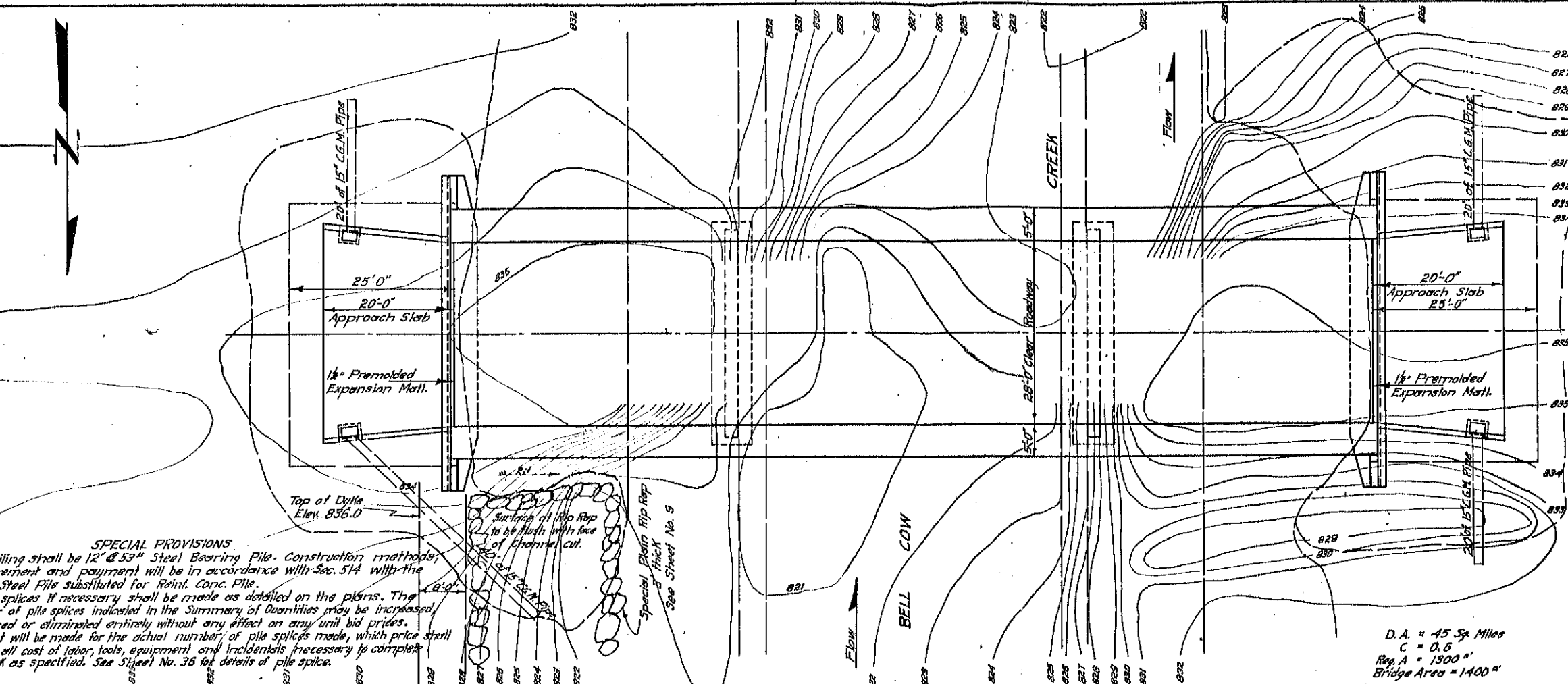
All loads and stresses in accordance with AASHO Spec. H-20-49.  
 Load per Pile:  
 Abutments - 22.9 T/pile  
 Piers - 35.5 T/pile Direct Bearing  
 - 40.5 T/pile with Traction

### SPECIAL NOTES (Cont'd)

Finish shall be in accordance with the Okla. Std. Spec. of 1937.  
 Construction joints shall have 1" chamfer.  
 Item "Steel Hand Rail" consists of constructing hand rail and posts as shown on the plans. Fabricated steel rail panels will be furnished by the State at the State Highway Storage Yard at Bethany, Okla. Steel rail shall be painted two coats of red lead and one coat of aluminum. Paint shall be in accordance with Sec. 730. All cost of material for rail posts shall be included in the unit price bid per Lin. Ft. for Steel Hand Rail. Measurement and payment will be in accordance with Sec. 505.  
 Excavation for pier footings will be classed as Substructure Excavation Common. Any old concrete, masonry or other material encountered shall be removed and will be measured and paid for as Substructure Excavation Common.

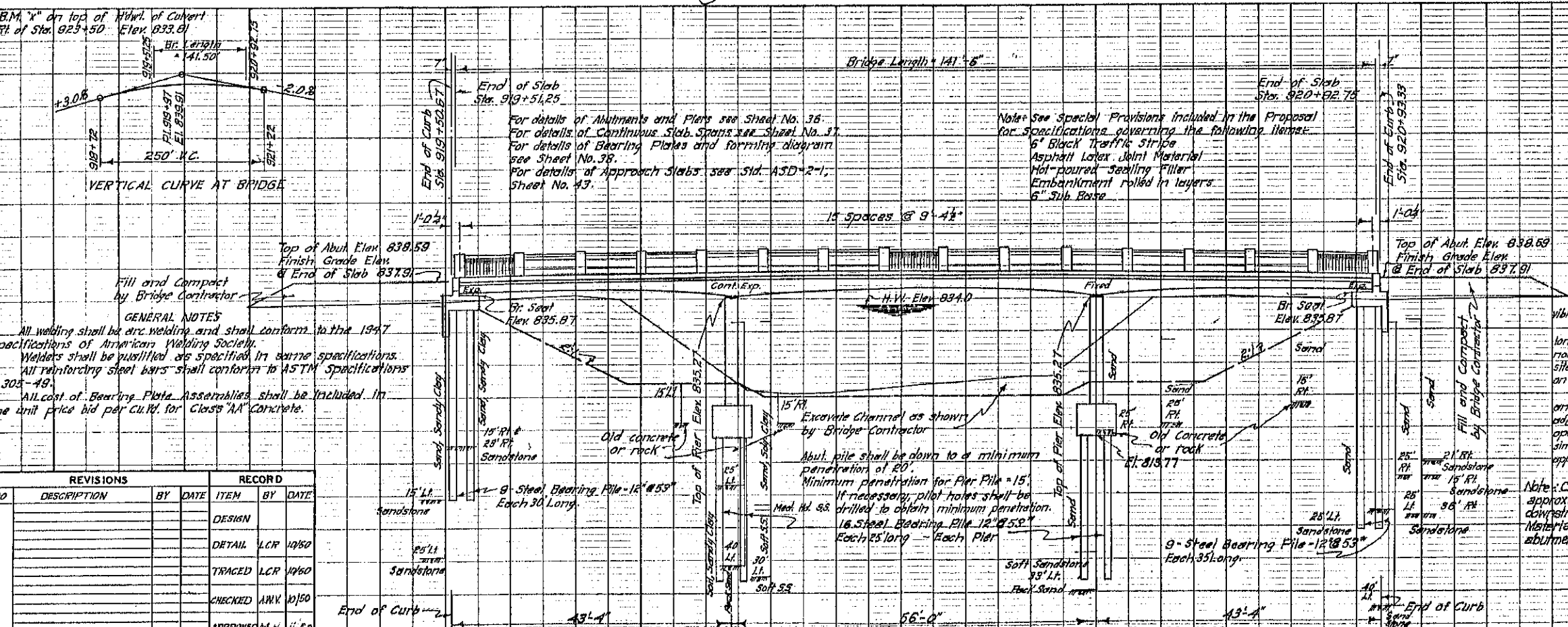
### SUMMARY OF QUANTITIES

Item No.	Item	Unit	LOCATION				Total
			Abut.	Pier	Rdy.	Appro.Slab	
202.04	Class "D" Unclassified Excav.	Cu. Yd.					1000
414.06	Approach Slab	Sq. Yd.				138.0	138.0
501.06b	Substructure Excav. Common	Cu. Yd.	200	240			440
501.06a	Removal of Existing Structures	Each					1
505.06a	Steel Handrail	L.F.			284.25		284.25
509.06a	Class "A" Concrete	Cu. Yd.	60.0	54.6		2.5	117.1
509.06b	Class "A" Concrete Pier Base	Cu. Yd.		99.2			99.2
509.06b	Class "AA" Concrete	Cu. Yd.			400.3		400.3
511.06	Reinforcing Steel	Lb.	7760	7760	80,030	300	93,850
513.06b	15" C.G.M. Pipe	L.F.			100		100
611.06h	Inlet Frame & Gate	Each				4	4
Spec. 6"	Sub Base	Sq. Yd.				138.0	138.0
Spec. 6"	Black Traffic Stripe	L.F.			141.5	40.0	181.5
Spec. H	Bearing Pile 12" @ 55"	L.F.	585	800			1385
Spec. Pile	Splice	Each	12	13			25
Spec. Special	Plain Rip Rap	Cu. Yd.					300



**SPECIAL PROVISIONS**  
 All piling shall be 12" @ 55" Steel Bearing Pile. Construction methods, measurement and payment will be in accordance with Sec. 514 with the use of Steel Pile substituted for Reinf. Conc. Pile.  
 Pile splices if necessary shall be made as detailed on the plans. The number of pile splices indicated in the Summary of Quantities may be increased or eliminated entirely without any effect on any unit bid prices. Payment will be made for the actual number of pile splices made, which price shall include all cost of labor, tools, equipment and incidentals necessary to complete work as specified. See Sheet No. 36 for details of pile splice.

D.A. = 45 Sp. Miles  
 C = 0.6  
 Rwy. A = 1300'  
 Bridge Area = 1400'



**GENERAL NOTES**  
 All welding shall be arc welding and shall conform to the 1947 Specifications of American Welding Society.  
 Welds shall be justified as specified in same specifications.  
 All reinforcing steel bars shall conform to ASTM Specifications A 305-49.  
 All cost of Bearing Plate Assemblies shall be included in the unit price bid per Cu. Yd. for Class "AA" Concrete.

**GENERAL NOTES**  
 All construction shall be in accordance with the Okla. Std. Spec. of 1937 and special provisions.  
 All exposed concrete surfaces, except under side of slab, shall have a carbonadium finish.  
 All around abutments shall be placed and compacted by the Bridge Contractor before any abutment pile are driven.  
 All piling shall be driven with a No. 1 Vulcan or equivalent steam hammer, using rigid leads or springing leads of sufficient strength to control the piles.  
 Old piles in place consist of a 42' concrete girder span, 20' rdy., concrete railing and abutments. Item "Removal of Existing Structures" consists of removal and disposal of all material in the old bridge that will interfere with the construction of new bridge or channel excavation, as directed by the Resident Engineer.

**SPECIAL NOTES**  
 All concrete in the continuous slab, including curbs and sidewalks, shall be Class "AA".  
 All concrete in the slab, curbs and sidewalks shall be vibrated with a mechanical vibrator.  
 The concrete mixer shall be of sufficient capacity to pour complete one longitudinal section of slab between construction joints in a continuous pour of not more than 10 hours. Stand by mixer or mixers shall be provided on the bridge site for emergency use. The contractor may eliminate the two outside joints shown on the plans and pour half of the slab at one time.  
 Falsework and forms for the entire superstructure must be in place before any concrete for the slab is poured. Adequate provisions shall be made for adjustment of forms to correct any deformation which may occur during concreting operations. Forms shall be lined with approved form lining (plywood, Masonite or similar material). Detailed plans of falsework and forms shall be submitted for approval by the Chief Engineer before any slab concrete is poured.

REVISIONS			RECORD		
NO.	DESCRIPTION	BY DATE	ITEM	BY DATE	
	DESIGN				
	DETAIL LCR	10/50			
	TRACED LCR	10/50			
	CHECKED ANK	10/50			
	APPROVED M.A.	11/50			
	SQUAD: VERNON				

OKLAHOMA STATE HIGHWAY COMMISSION  
 OKLAHOMA CITY, OKLA.  
**GENERAL ELEVATION, PLAN & SUMMARY OF QUANTITIES**  
 42'-56'-42' CONT. CONC. SLAB  
 SPANS, 28'-0" RDY. & 2'-4'-0" SW  
 @ STA. 920+22.00  
 STATE AID PROJ. NO. 764(2)