

Sub: 10-20-72

STATE OF OKLAHOMA  
DEPARTMENT OF HIGHWAYS

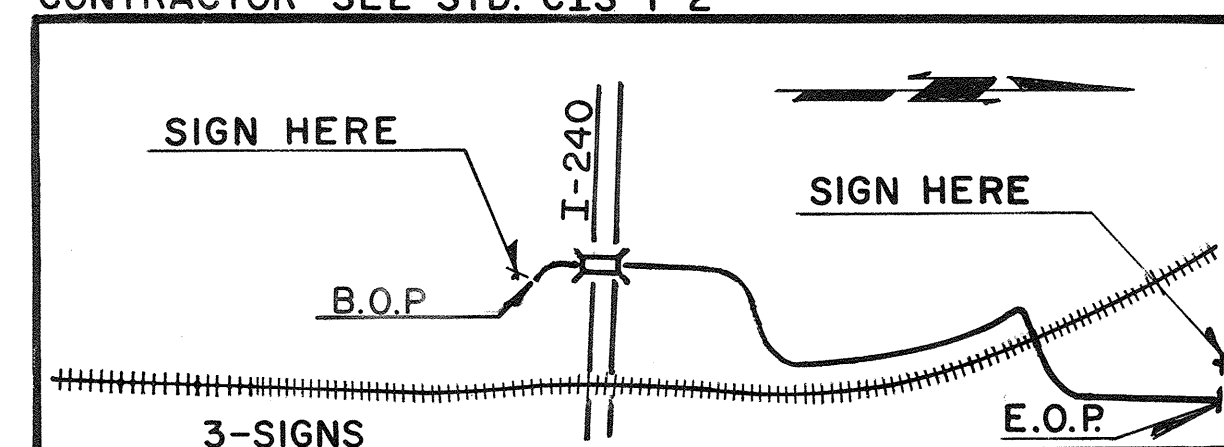
(7-1-73) Change of Plans No. 1

FED. ROAD DIST. NO.	STATE	F.A.S.P. PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
6	OKLA.	SU-5565 (100) CS		1	80

PLAN OF PROPOSED  
COUNTY HIGHWAY

FEDERAL AID SECONDARY PROJECT NO. SU-5565 (100) CS  
OKLAHOMA CITY, OKLAHOMA  
OKLAHOMA COUNTY

LOCATION OF CONSTRUCTION IDENTIFICATION SIGNS BY CONTRACTOR-SEE STD. CIS-1-2



DESIGN DATA

DHV - 1972 = SEE SHT. 28  
DHV - 1992 = SEE SHT. 28  
DHV = 15 %  
D = 60 %  
T = 8 %  
V = 45

SCALES

PLAN 1" = 50'  
PROFILE HOR. 1" = 50'  
VER. 1" = 5'  
LAYOUT MAP 3" = 5,280'  
LEVEL DATUM IS MEAN SEA LEVEL (U.S.C. 86.S.)

CONVENTIONAL SIGNS

- PROPOSED ROAD
- RAILROADS
- RANGE & TOWNSHIP LINES
- SECTION LINES
- QUARTER SECTION LINES
- FENCES
- GROUND LINE
- EXISTING ROADS
- BASE LINE
- GRADE LINES
- TELEPHONE & TELEGRAPH
- POWER LINES
- OIL WELLS
- BUILDINGS
- DRAINAGE STRUCTURES - IN PLACE
- DRAINAGE STRUCTURES - NEW
- RIGHT-OF-WAY LINES - EXISTING
- RIGHT-OF-WAY LINES - NEW
- RIGHT-OF-WAY MARKERS - IN PLACE
- RIGHT-OF-WAY MARKERS - REMOVE & RESET
- RIGHT-OF-WAY MARKERS - NEW
- CONTROLLED ACCESS
- RIGHT-OF-WAY FENCE

APPROVED BY:  
BOARD OF COUNTY COMMISSIONERS  
OKLAHOMA, COUNTY

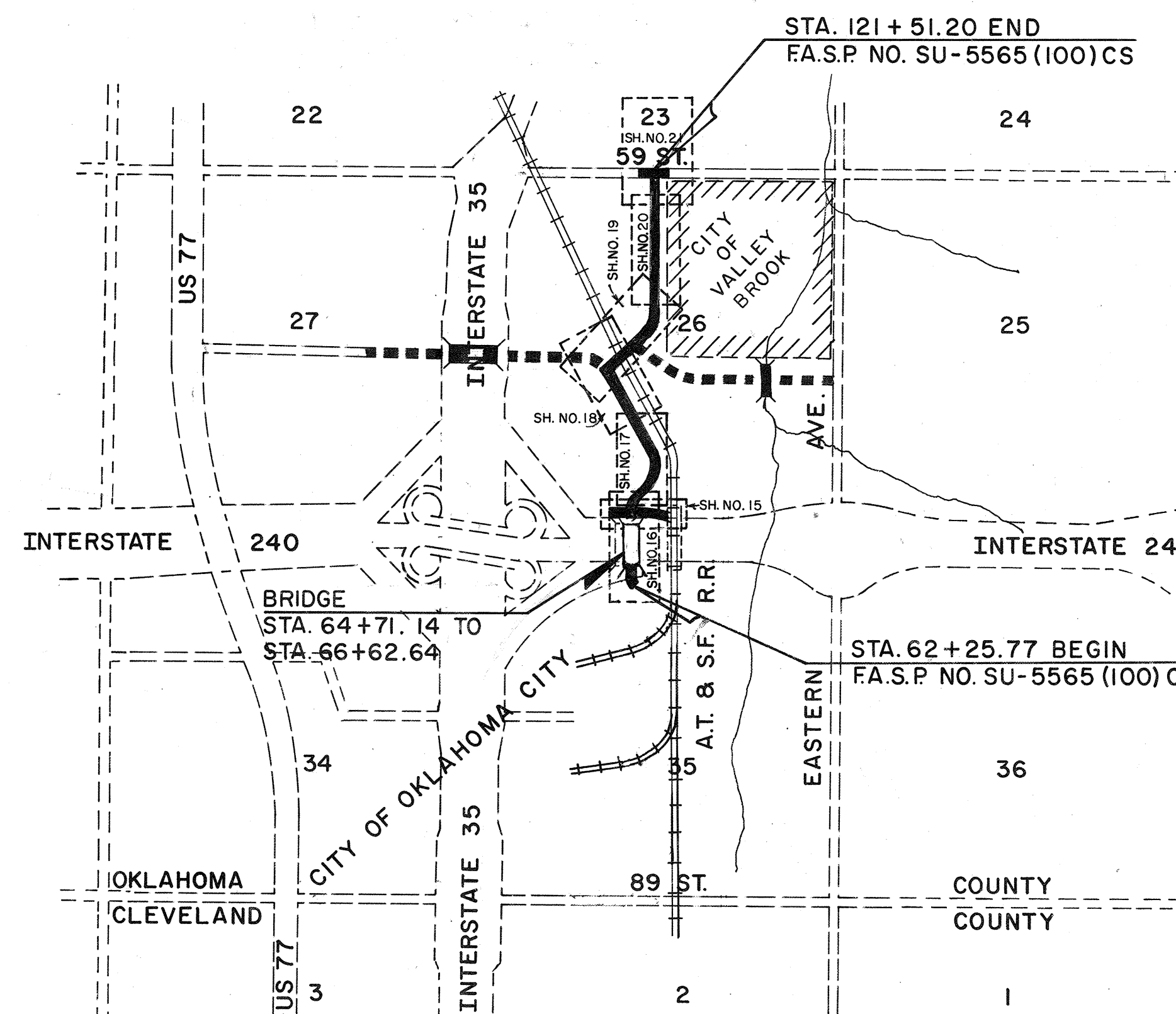
MEMBER: RALPH ADAIR

MEMBER: FRANK LYNCH

CHAIRMAN: J.P.(DICK) RICHARDSON

COUNTY ENGINEER: PAUL CLOWERS

COUNTY CLERK: Cecil Parker



ROADWAY LENGTH 6,084.00 FT 1.152 MI.  
OVERPASS LENGTH 191.50 FT .036 MI.  
PROJECT LENGTH 1.188 MI.

EQUATIONS:  
STA. 104+20.65 BK. + STA. 100+45.42 FWD. 37523 FT.

EXCEPTIONS RAILROAD STA. 98+48.02 TO STA. 98+78.43 - 30.41'

SHEET NO.	TITLE	DESCRIPTION
1	TITLE SHEET	
2	TYPICAL SECTION	
3	INTERSECTION DETAILS	
4, ABC.	SPECIAL STORM SEWER DETAILS	
5	SUMMARY OF DRAINAGE & STORM SEWER	
6	SUMMARY OF SIGN DRIVES & SURFACING	
7	SUMMARY OF TRAFFIC DEVICES	
8	SUMMARY OF PAY QUANTITIES - ROADWAY	
9	SUMMARY OF PAY QUANTITIES - BRIDGE	
10	SUMMARY OF PAY QUANTITIES - TRAFFIC	
11	STD. T.C.D.-1-0	
12	STD. T.C.D.-2-1	
13	DRAINAGE MAP	
14	DRAINAGE MAP	
15-21	PLAN & PROFILE SHEETS - ROADWAY	
22	GENERAL PLAN ELEV & SUMMARY OF QUANTITIES. (STR. A.)	
23	DETAILS OF ABUTMENT	
24	DETAILS OF PIER	
25	DETAILS OF SUPERSTRUCTURE. SHT. 1 OF 2.	
26	DETAILS OF SUPERSTRUCTURE. SHT. 2 OF 2.	
27	MISCELLANEOUS DETAILS	
28	PROJECTED TRAFFIC DATA SHEETS	
29	PLAN SHEETS OF I-240 FRONTAGE RD. & PROSPECT BLVD.	
30	ELECTRICAL SHT. OF I-240 FRONTAGE RD. & PROSPECT BLVD.	
31	PLAN SHEET OF PROSPECT BLVD. & FIRST MAGAZINE NORTH OF I-240	
32	ELECT. SHT. OF PROSPECT BLVD. & FIRST MAGAZINE NORTH OF I-240	
33	PLAN SHEET OF PROSPECT BLVD. & S.E. 66TH ST.	
34	ELECTRICAL SHEET OF PROSPECT BLVD. & S.E. 66TH ST.	
35	STD. TS-1-2	
36	STD. TS-3-3	
37	STD. TS-4-7	
38	STD. TS-2-5	
39	STD. PBD-1-2	
40	STD. PM-2-0	
41	STD. PH-3-0	
42	STD. PTR-2-20	
43	STD. ISAJ-16-0	
44	STD. WELD-1-1	
45	STD. CR-2-18	
46	STD. PUD-1-13	
47	STD. ASD-2-17	
48	STD. SU-EL-3-1	
49	STD. RWF-3-2	
50	STD. FHT-2-2	
51	STD. SE-1-14	
52	STD. CCN-7-19	
53	STD. RS-2-15	
54	STD. SHC-4-13	
55	STD. SCF-4-1	
56	STD. CICI-1-2	
57	STD. SSCD-1-12	
58	STD. MMH-1-11	
59	STD. MFC-1-11	
60	STD. CP-21-0	
61	STD. PC-5	
62	STD. CC-531 LF	
63	STD. DC-1-16	
64	STD. VEG-5-10	
65	STD. C1S-1-2	
65A	STD. D.R.P. 6-2-0	
65B	STD. S.A.A. 8-1-1	
65C	STD. P7 & NR-11	
65D	CROSS SECTIONS	
65E	STD. CRP-8-1-1	
65F	STD. PCES-1-1	
7.	(REVISED)	7. SUMMARY OF TRAFFIC DEVICES (REVISED)
10.	(REVISED)	10. SUMMARY OF PAY QUANTITIES - TRAFFIC (REVISED)
29.	(REVISED)	29. PLAN SHT. OF I-240 FRONTAGE RD. & PROSPECT BLVD. (REVISED)
30.	(REVISED)	30. ELECTRICAL SHT. OF I-240 FRONTAGE RD. & PROSPECT BLVD. (REVISED)
31.	(REVISED)	31. PLAN SHT. OF PROSPECT BLVD. & FIRST MAG. NORTH I-240 (REVISED)
32.	(REVISED)	32. ELECT. SHT. OF PROSPECT BLVD. & S.E. 66TH ST. (REVISED)
33.	(REDRAWN)	33. PLAN SHT. OF PROSPECT BLVD. & S.E. 66TH ST. (REVISED)
34.	(REVISED)	34. ELECTRICAL SHT. OF PROSPECT BLVD. & S.E. 66TH ST. (REVISED)
41.		41. STD. PM-3-2

CHANGE IN PLAN NO. 2

- 7. (REVISED)
- 10. (REVISED)
- 29. (REVISED)
- 30. (REVISED)
- 31. (REVISED)
- 32. (REVISED)
- 33. (REDRAWN)
- 34. (REVISED)

CHANGE IN PLAN NO. 1

- 7. SUMMARY OF TRAFFIC DEVICES (REVISED)
- 10. SUMMARY OF PAY QUANTITIES - TRAFFIC (REVISED)
- 29. PLAN SHT. OF I-240 FRONTAGE RD. & PROSPECT BLVD. (REVISED)
- 30. ELECTRICAL SHT. OF I-240 FRONTAGE RD. & PROSPECT BLVD. (REVISED)
- 31. PLAN SHT. OF PROSPECT BLVD. & FIRST MAG. NORTH I-240 (REVISED)
- 32. ELECT. SHT. OF PROSPECT BLVD. & S.E. 66TH ST. (REVISED)
- 33. PLAN SHT. OF PROSPECT BLVD. & S.E. 66TH ST. (REVISED)
- 34. ELECTRICAL SHT. OF PROSPECT BLVD. & S.E. 66TH ST. (REVISED)
- 41. STD. PM-3-2

SUBMITTED BY:  
PHELPS-SPITZ-AMMERMAN & THOMAS, INC.

FREDERICK J. SPITZ - REG. PROF. ENGR. NO. 5126

OKLAHOMA DEPARTMENT OF HIGHWAYS

DEPARTMENT OF TRANSPORTATION  
BUREAU OF PUBLIC ROADS

APPROVED DATE

APPROVED DATE

DEPUTY DIRECTOR-ENGINEER

DIVISION ENGINEER

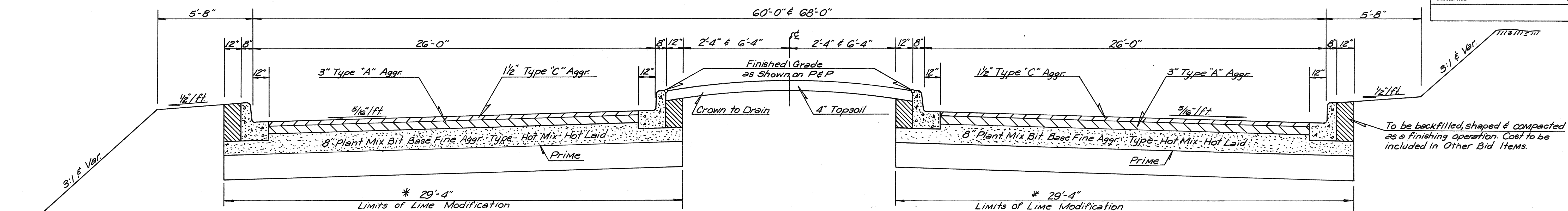
1967 OKLAHOMA STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION GOVERN APPROVED BY  
FEDERAL HIGHWAY ADMINISTRATION BUREAU OF PUBLIC ROADS JUNE 2, 1967.

SPECIAL PROVISIONS GOVERN OVER STANDARD SPECIFICATIONS AND SUPPLEMENTAL SPECIFICATIONS.

F.A.S. Project NO. SU-5565(100)CS Sheet No. 1

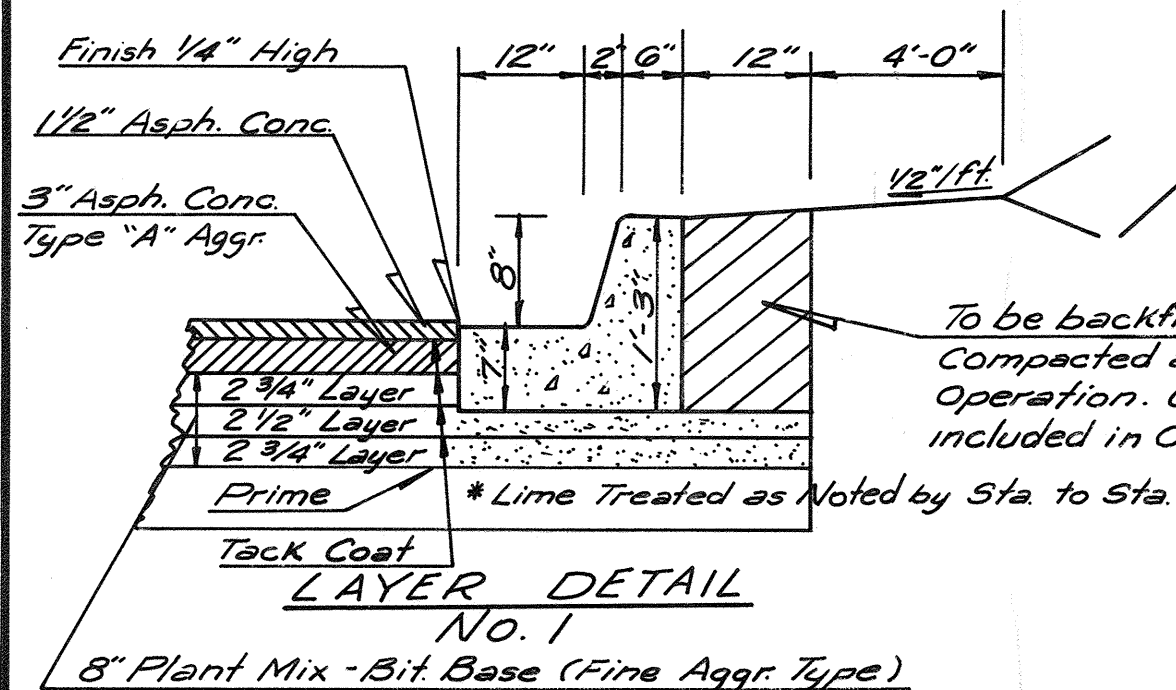
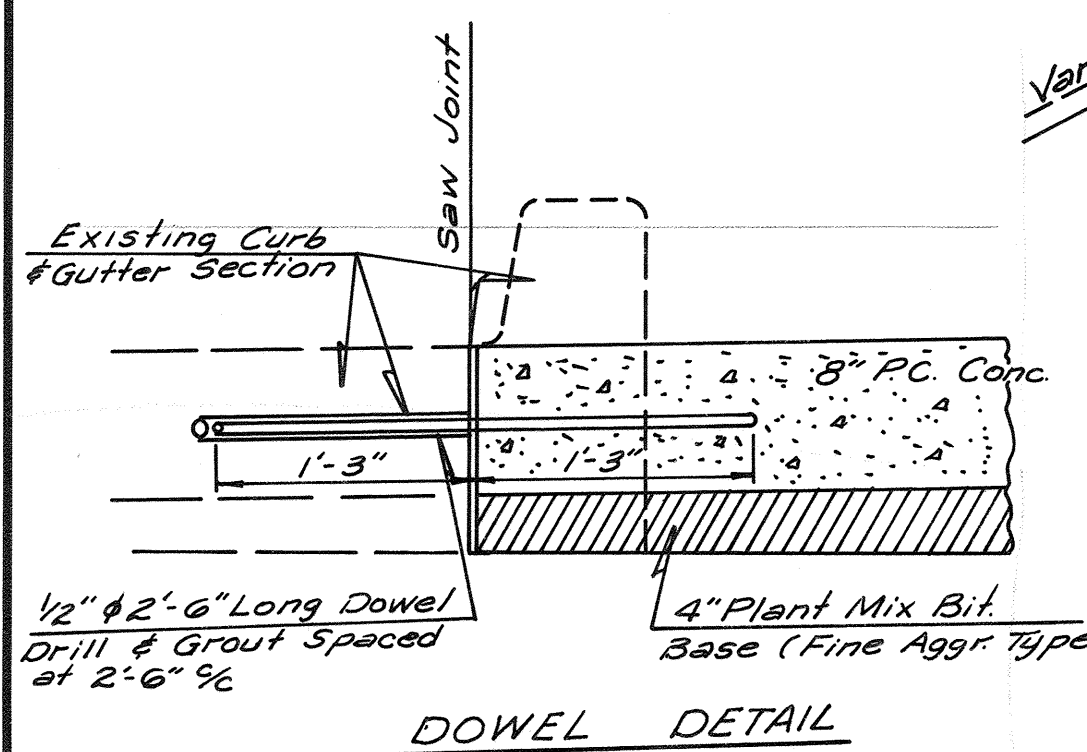
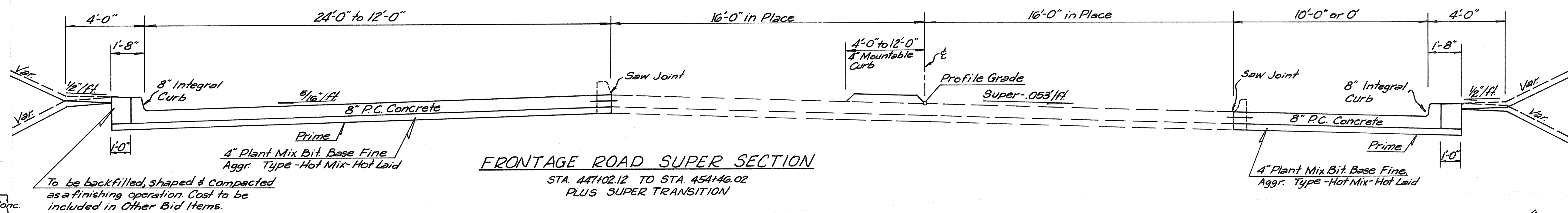
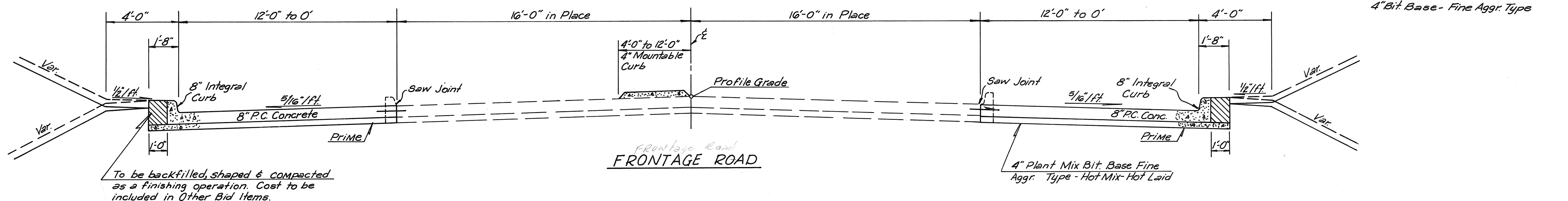


FED. ROAD DIST. NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
6	OKLA.				
REVISIONS					DATE
DESCRIPTION					



\* Sta. 69+18.46 to Sta. 97+02.60 Limits of 6" Lime Modifications (5 1/2% Lime)

2" Tack Coat  
2" Prime  
LAYER DETAIL  
NO. 2  
4" Bit Base - Fine Aggr. Type



\* Sta. 97+02.6 to Sta. 105+50 Limits of 6" Lime Modification (5 1/2% Lime)  
\* Sta. 105+50 to Sta. 112+00 Limits of 6" Lime Modification (5% Lime)  
Sta. 112+00 to Sta. 121+51.2

Design	
Drawn	
Checked	
Approved	
Squad	

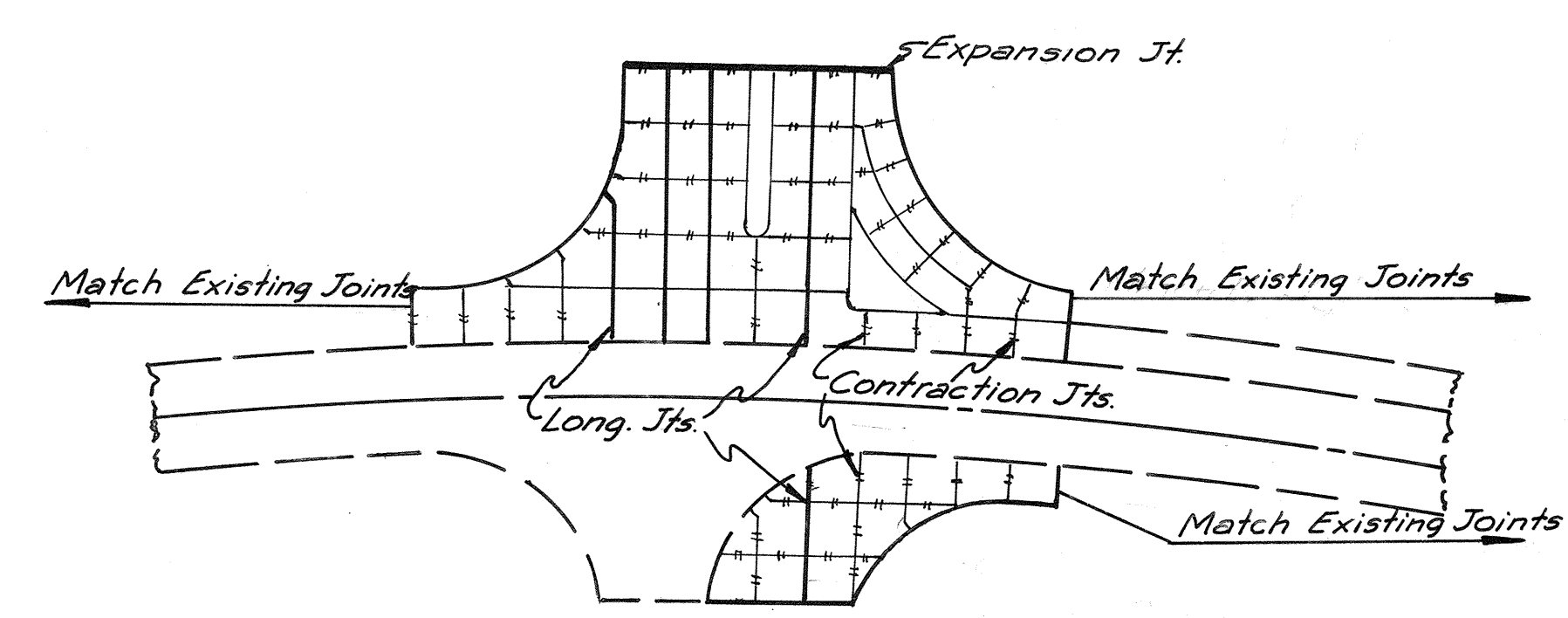
TYPICAL SURFACING SECTIONS

F.A.S. Project No. SU5565(100)CS Sheet No. 2



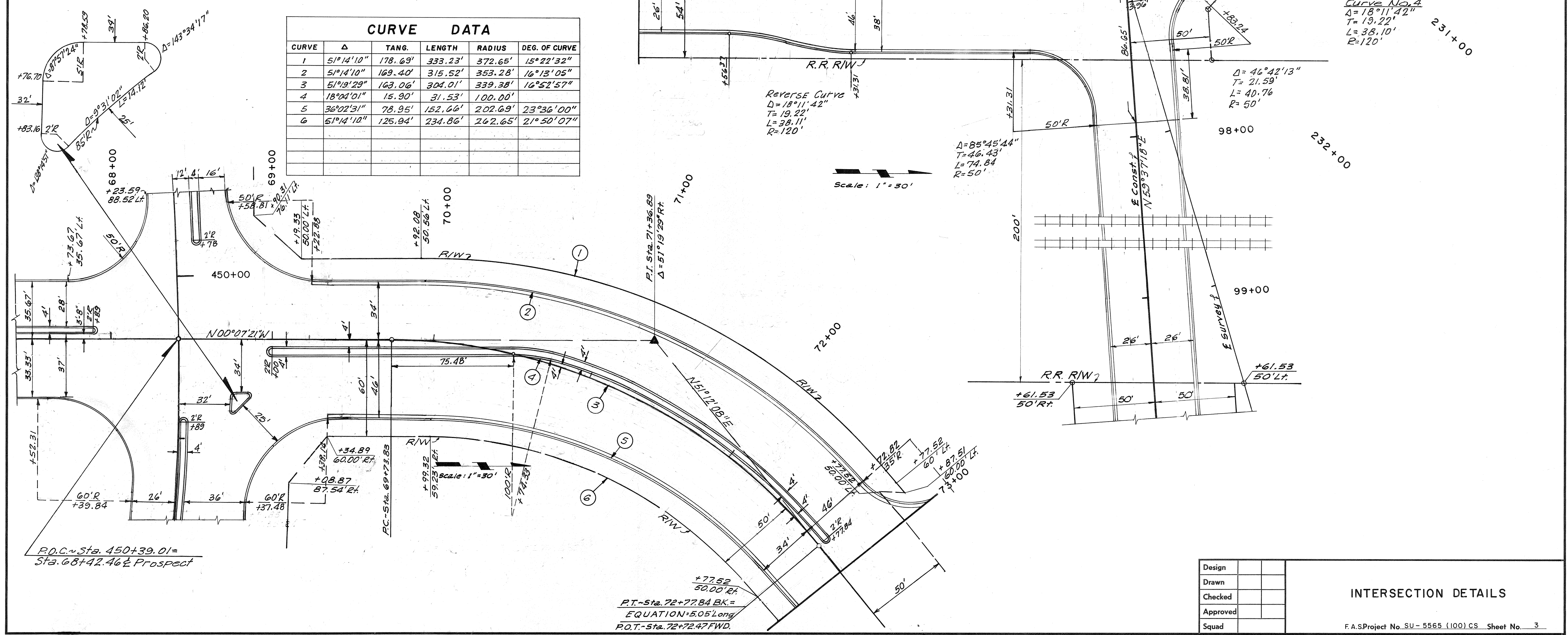
(7-1-73) Change of Plans No. 1

FED. ROAD DIST. NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
6	OKLA.	SU-5565 (100)CS		3	80
REVISIONS					
DESCRIPTION	REVISIONS				DATE



JOINT LAYOUT OF I-240 FRONTAGE ROAD AND PROSPECT

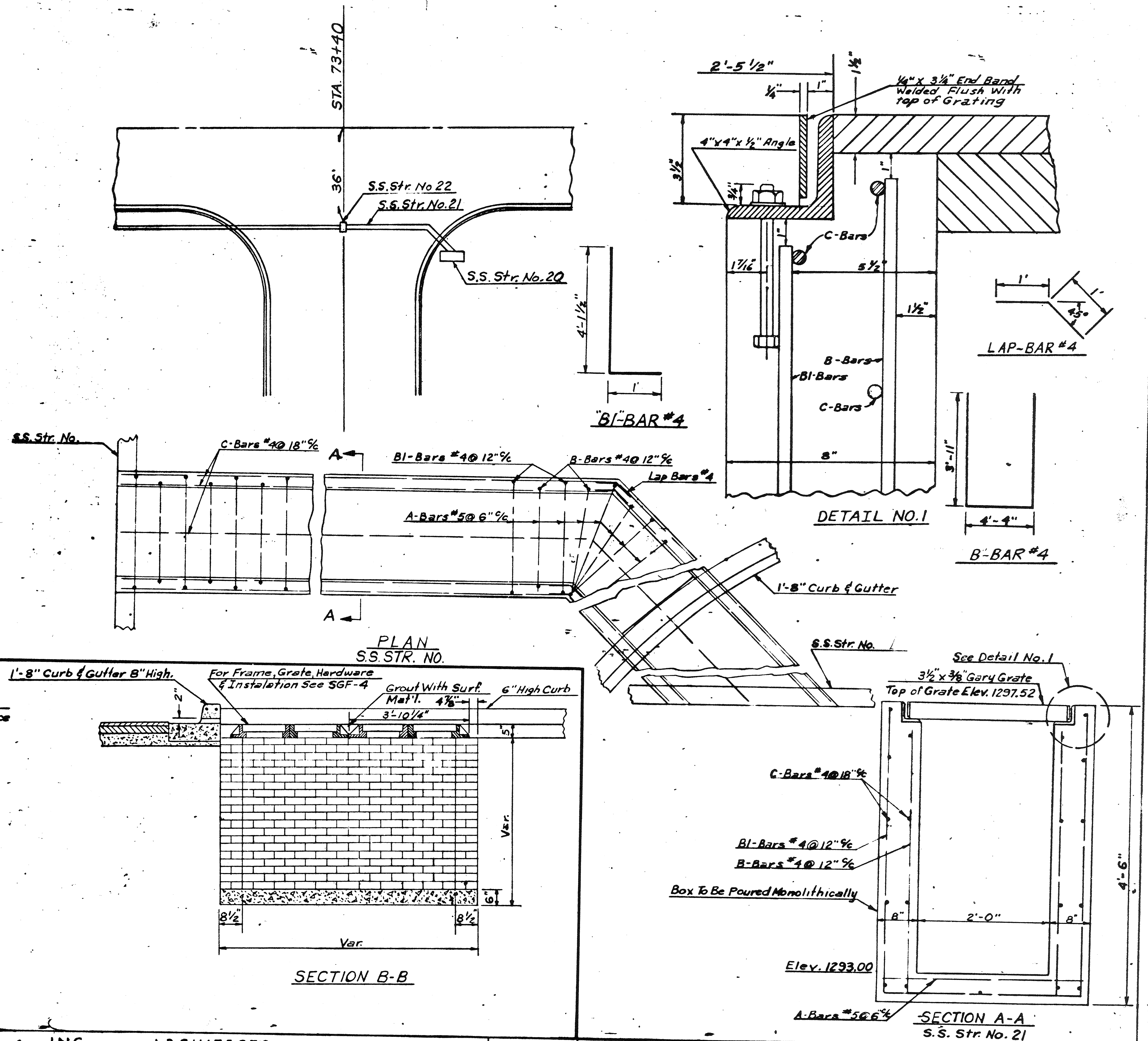
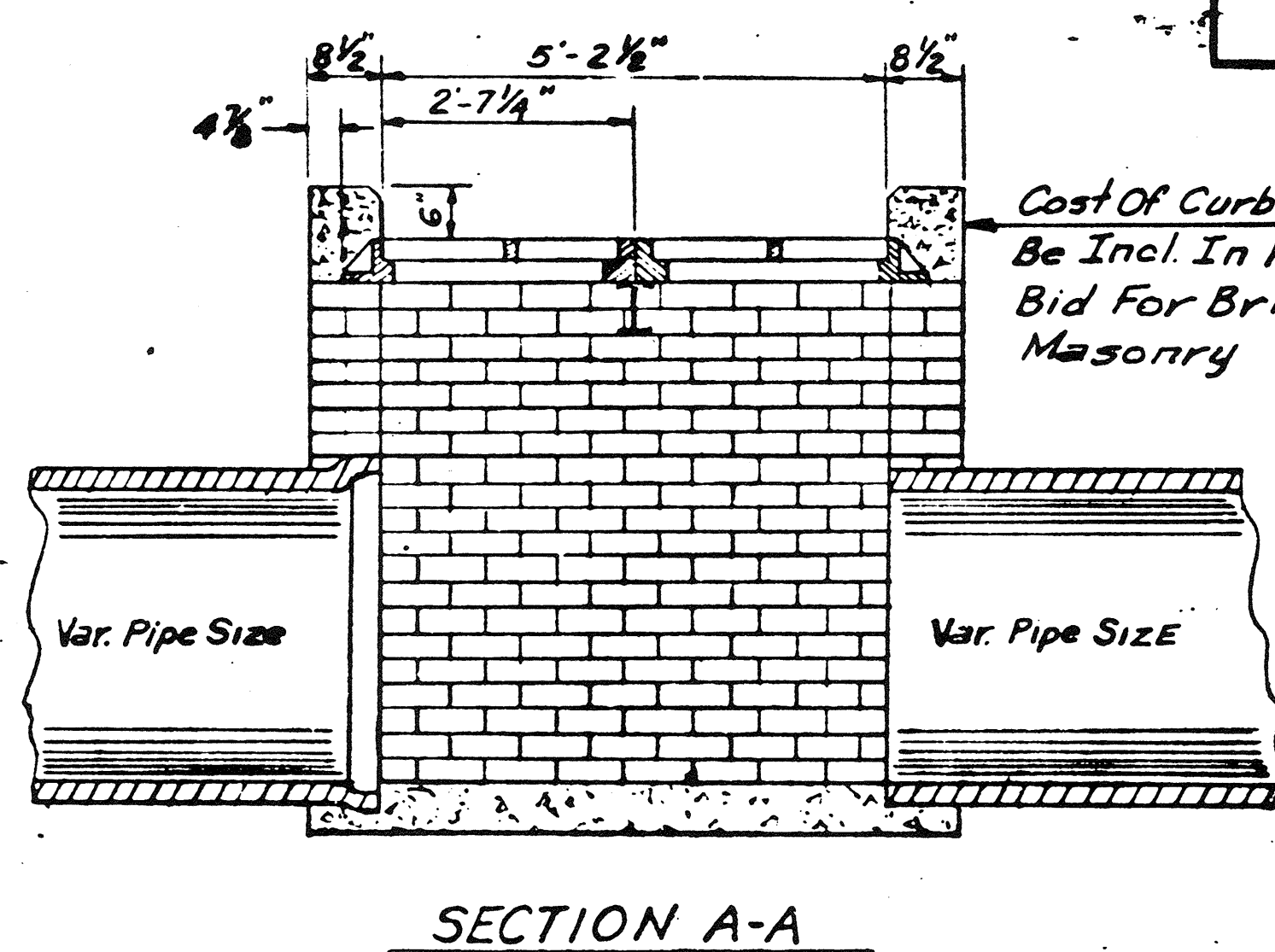
CURVE DATA					
CURVE	Δ	TANG.	LENGTH	RADIUS	DEG. OF CURVE
1	51°14'10"	178.69'	333.23'	372.65'	15°22'32"
2	51°14'10"	169.40'	315.52'	353.28'	16°13'05"
3	51°19'29"	163.06'	304.01'	339.38'	16°52'57"
4	18°04'01"	15.90'	31.53'	100.00'	
5	36°02'31"	78.95'	152.66'	202.69'	23°36'00"
6	51°14'10"	125.94'	234.86'	262.65'	21°50'07"



Design	
Drawn	
Checked	
Approved	
Squad	

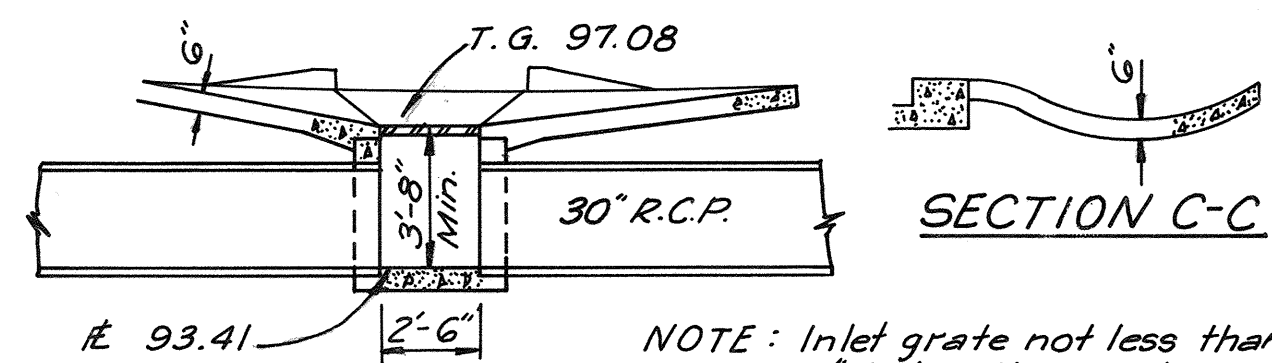
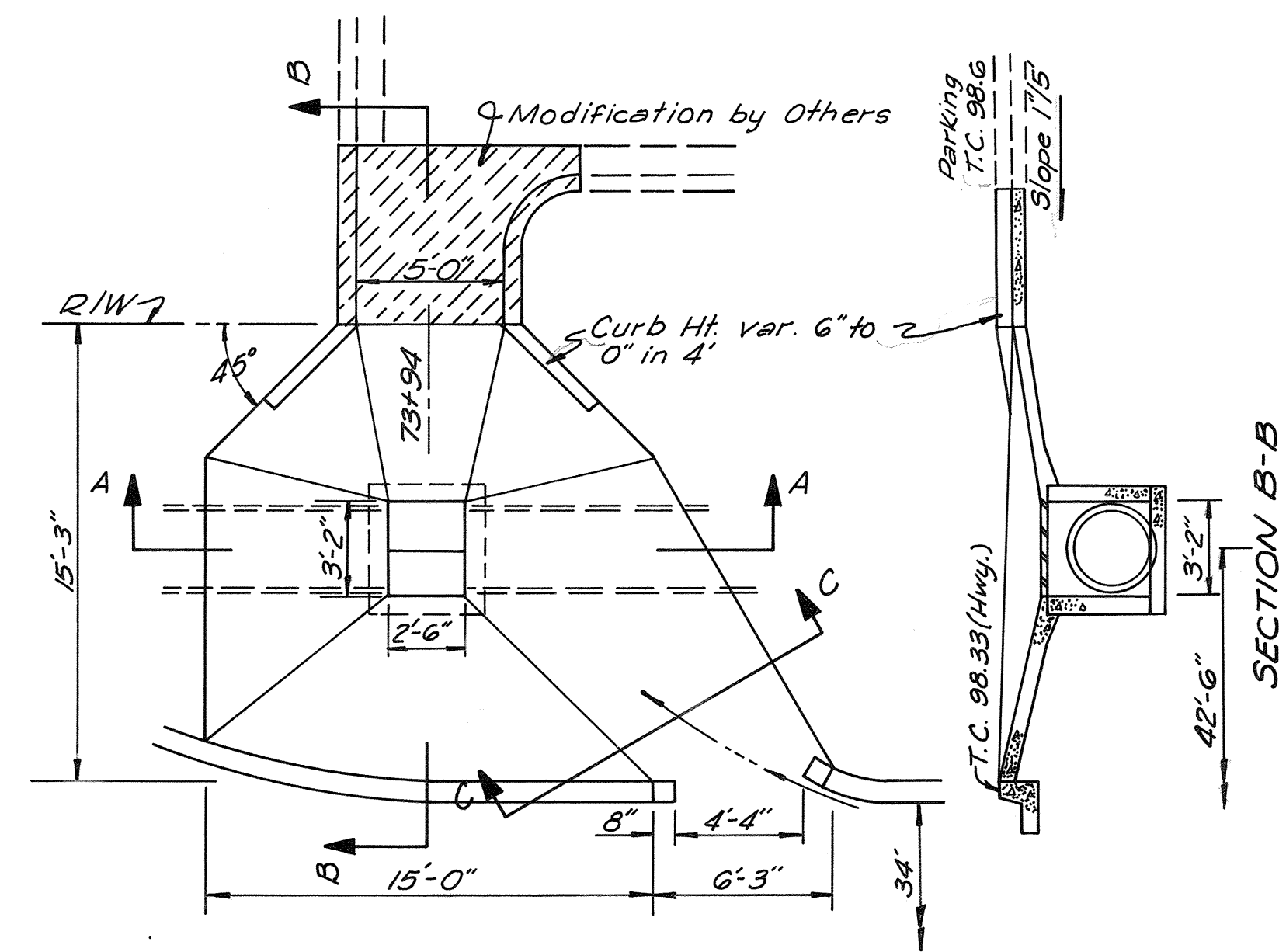
INTERSECTION DETAILS







Str. No. 20 - Sta. 73+94  
Const. Std. Strm. Sew. Inlet  
Des. SSI-6-10 & SGF-4-1\*  
w/ Curb Opening Des. 1  
Apron as Shown

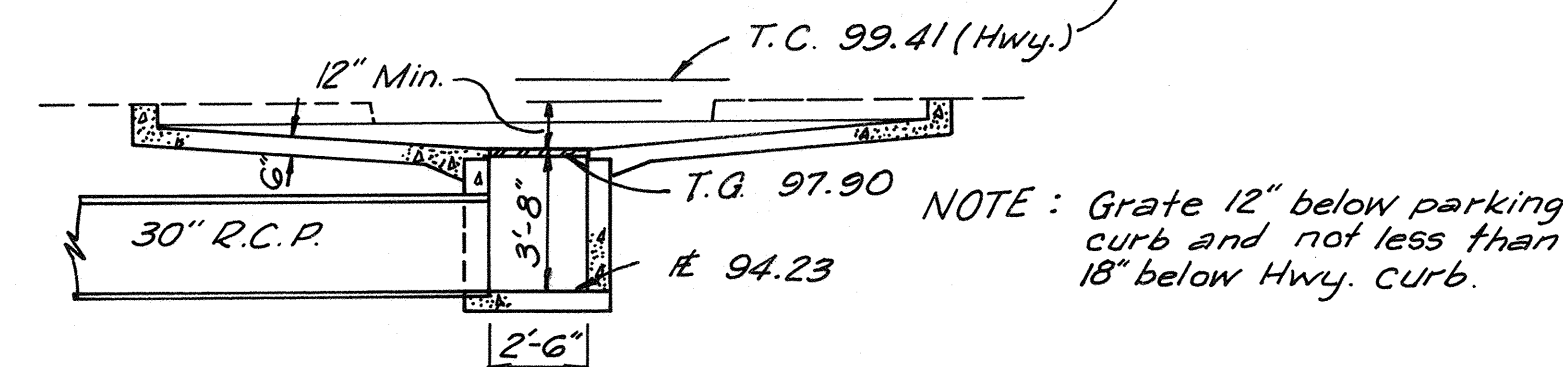
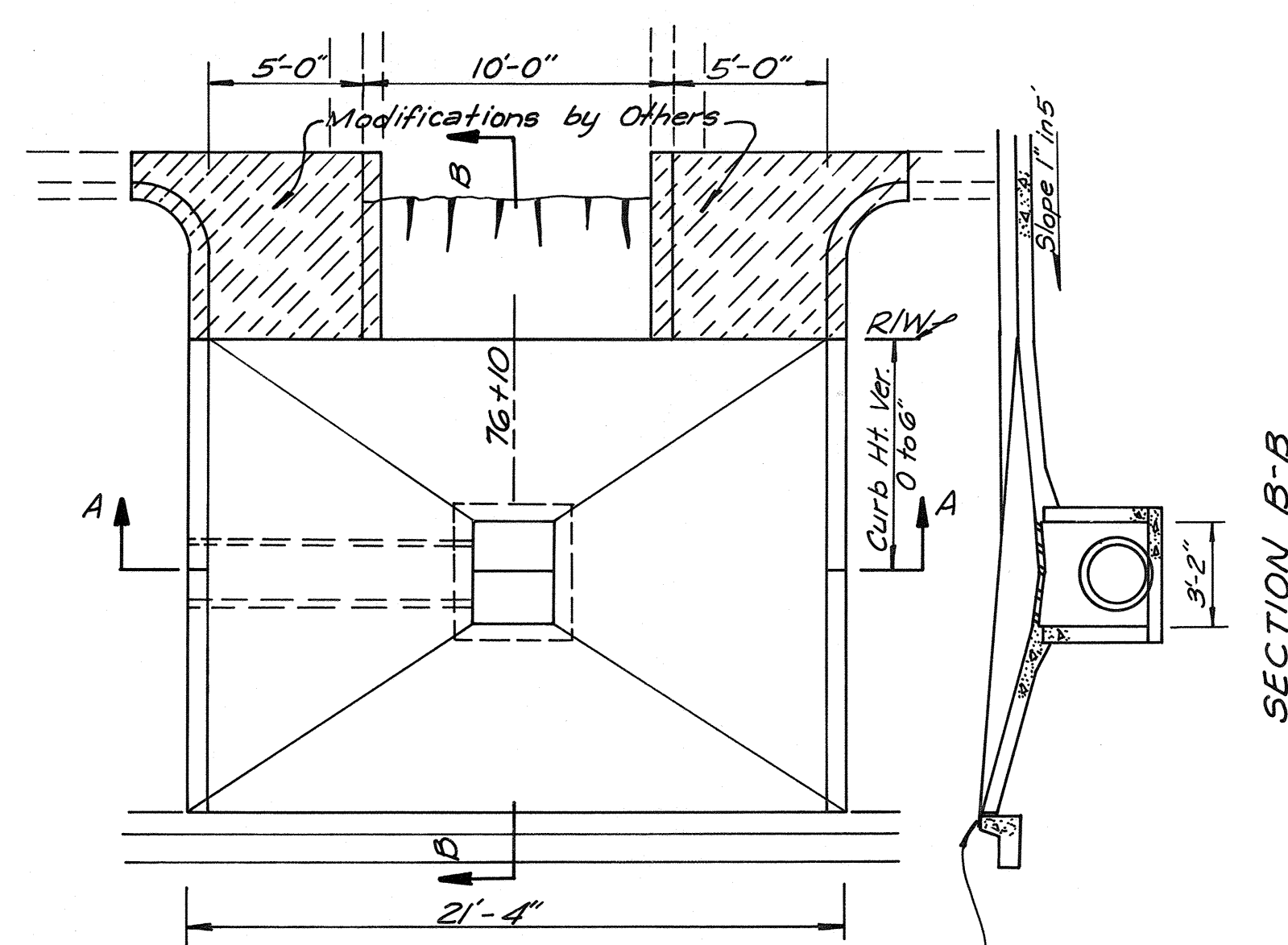


SECTION A-A

NOTE: Inlet grate not less than 15" below Hwy. curb or 12" below parking curb.

SECTION B-B

Str. No. 21 - Sta. 76+10  
Const. Std. Strm. Sew. Inlet  
Des. SSI-6-10 & SGF-4-1\*  
Apron as Shown



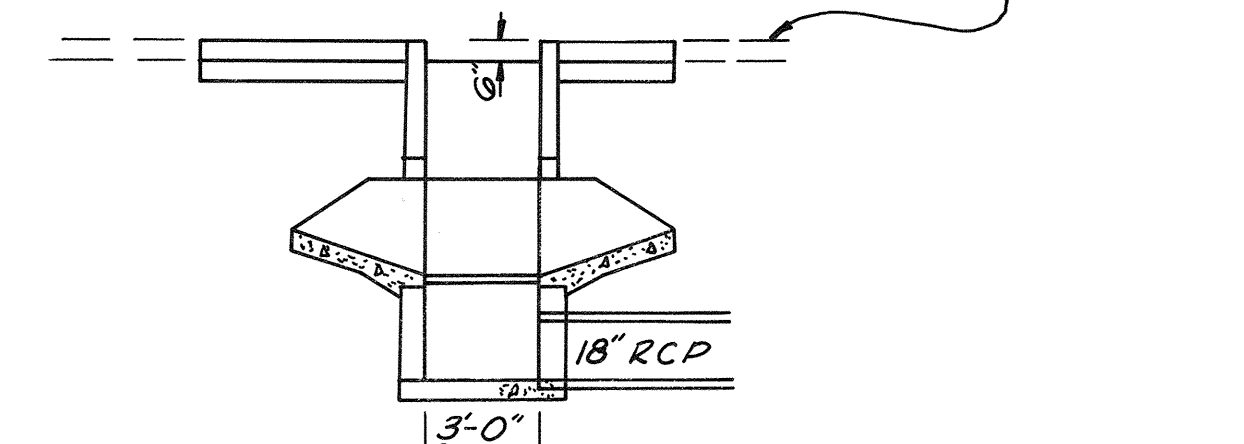
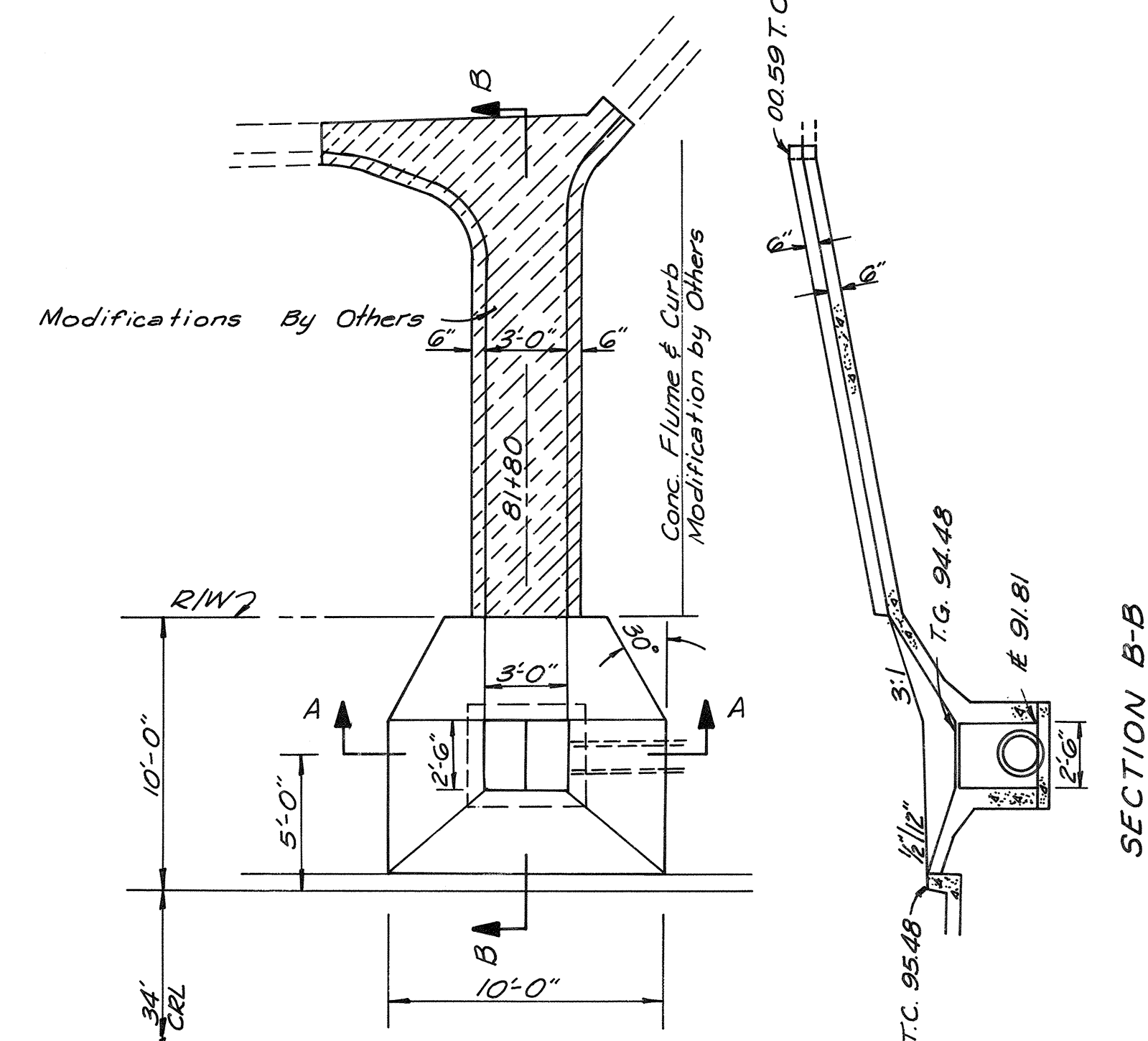
SECTION A-A

NOTE: Grate 12" below parking curb and not less than 18" below Hwy. curb.

SECTION B-B

Str. No. 22 - Sta. 81+80  
Const. Std. Strm. Sew. Inlet  
Des. SSI-6-10 & SGF-4-1\*  
Apron as Shown

Change of Plans No. 1  
(7-1-73)

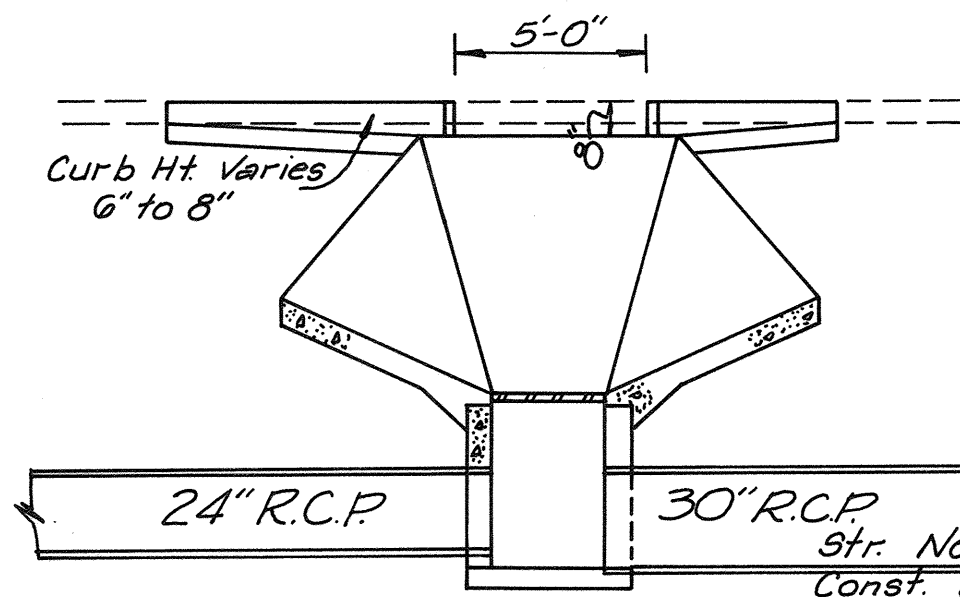
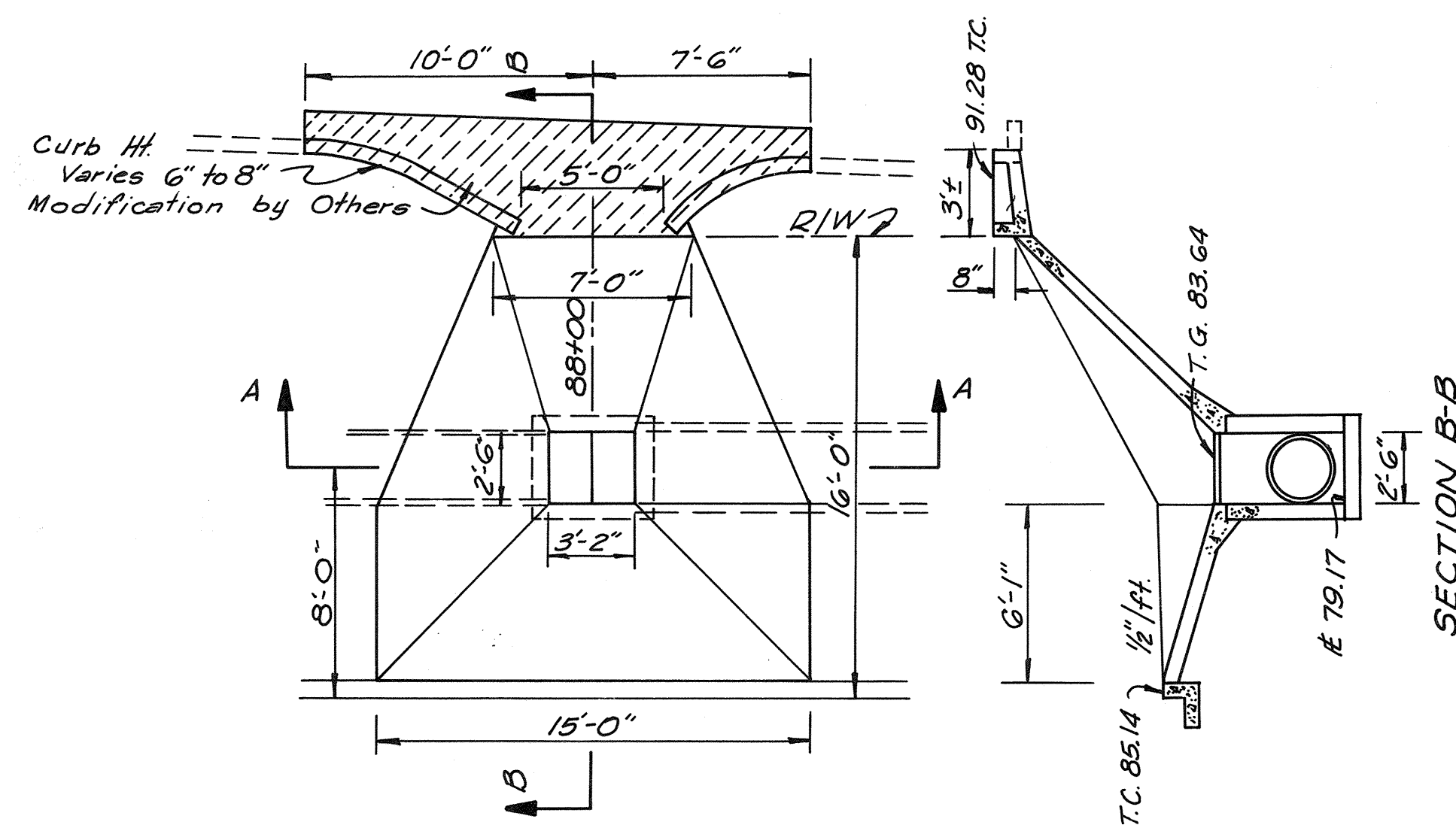


SECTION A-A

SECTION B-B

Str. No.	Class "A" Conc. C.Y.	Inlet Fr. & Gr. Each	Brick Masonry C.F.	D.A.	Q.
20	4.60	2	22.0	31.6	31.6
21	5.93	2	27.3	3.84	27.6
22	2.02	2	22.6	1.53	9.0
27	3.92	2	31.8	4.93	33.04
28	4.14	2	31.8	7.76	45.64

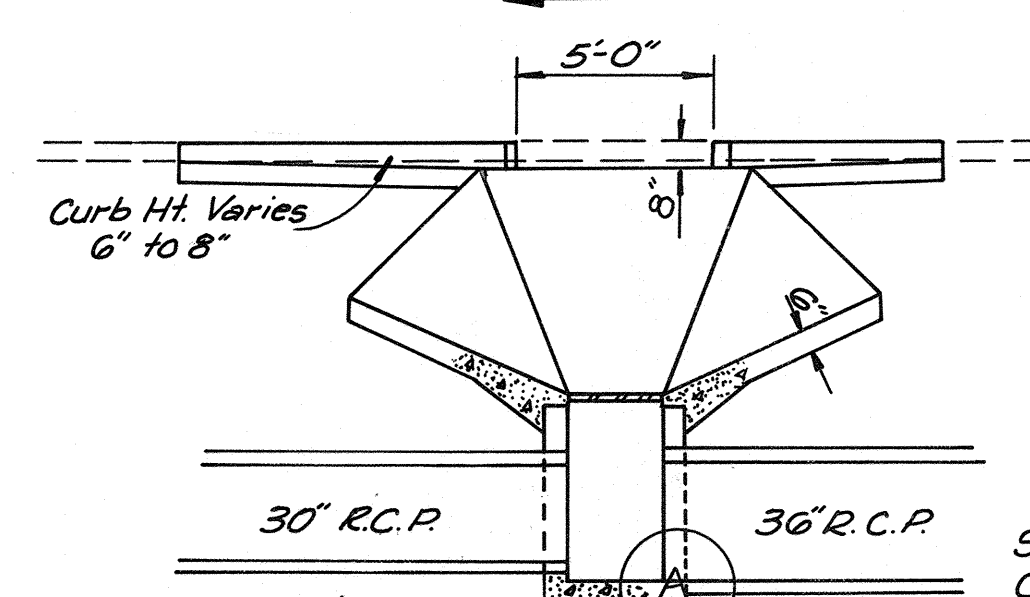
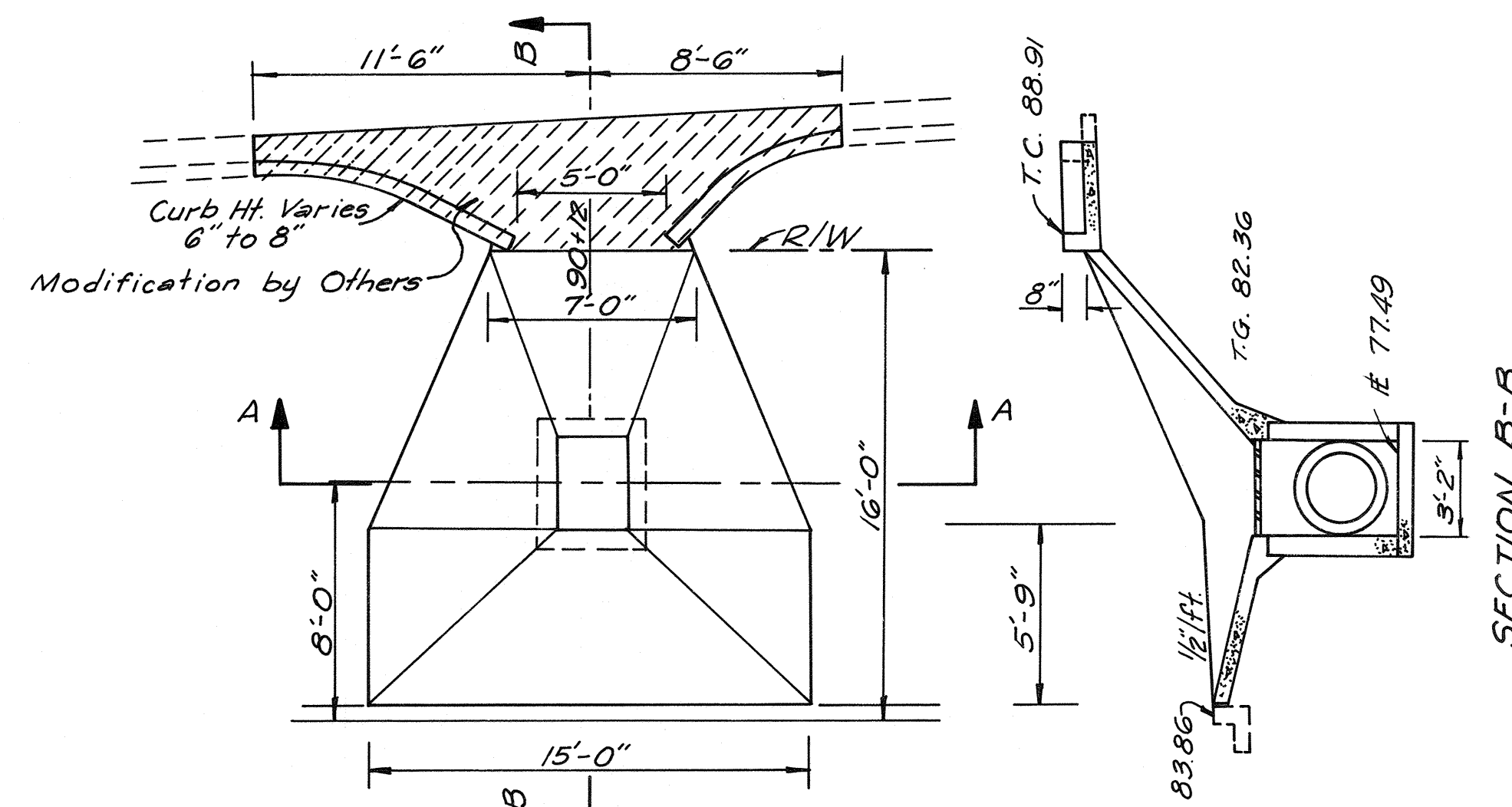
\* SGF-4-1 Frame & Grate shown  
SGF-5-1 Grate is acceptable alternate



SECTION A-A

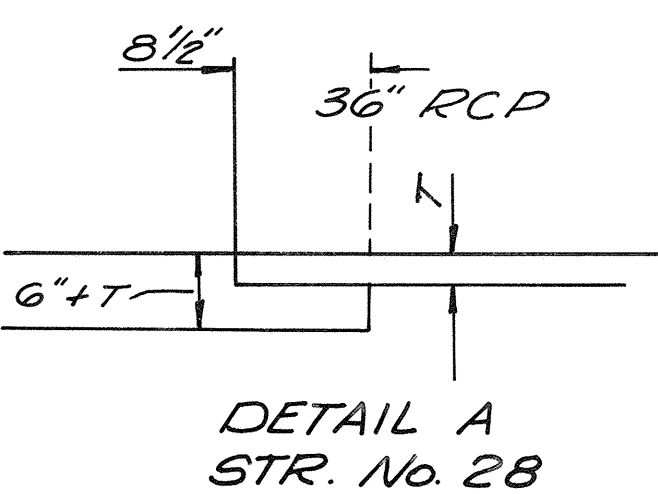
Str. No. 27 - Sta. 88+00  
Const. Std. Strm. Sew. Inlet  
Des. SSI-6-10 & SGF-4-1\*  
Apron as Shown

SECTION B-B



SECTION A-A

Str. No. 28 - Sta. 90+12  
Const. Spec. Strm. Sew. Inlet  
Des. SSI-6-10 & SGF-4-1\*  
Apron as Shown



DETAIL A  
STR. No. 28

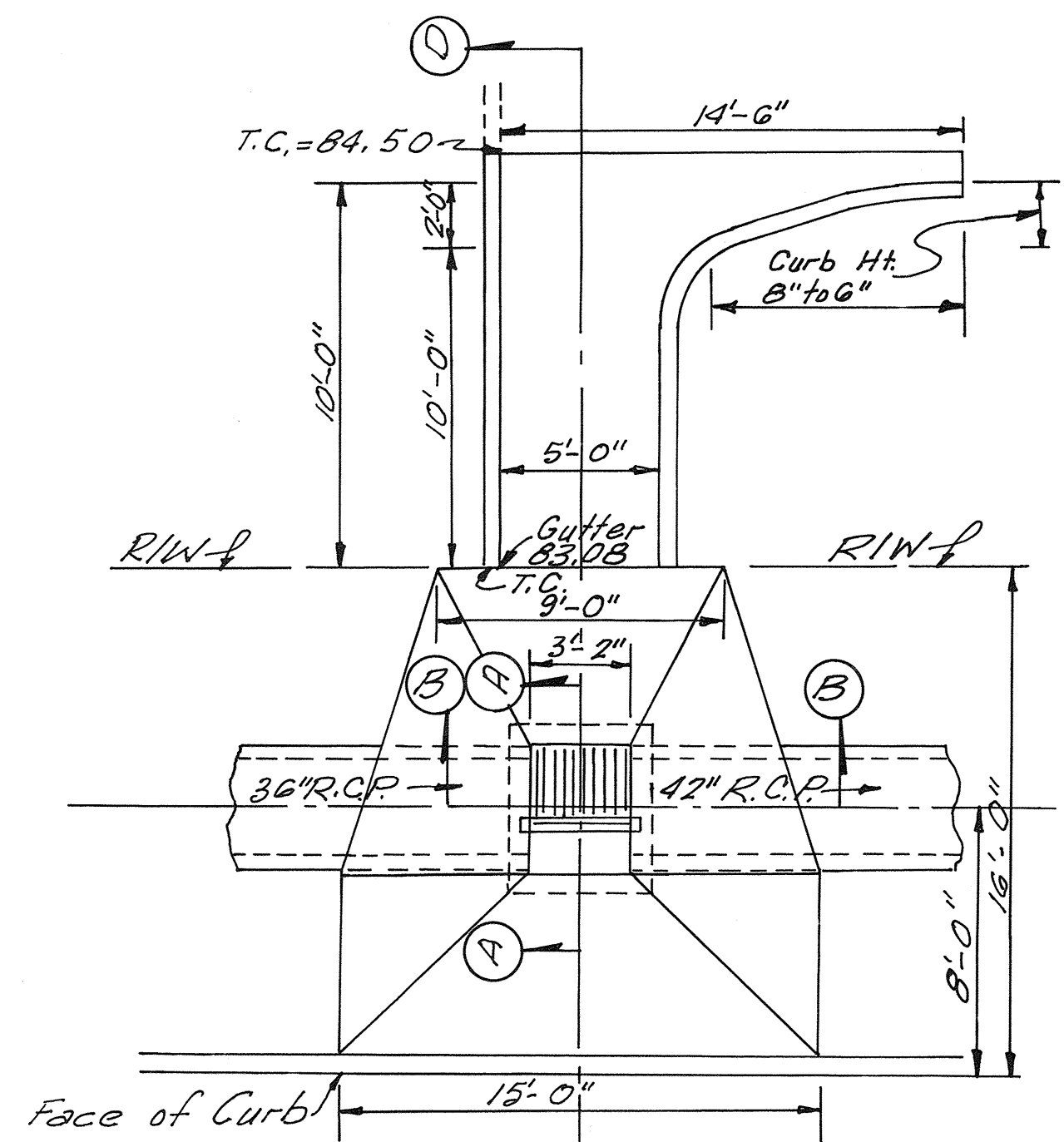
Design	
Drawn	
Checked	
Approved	
Squad	

STRUCTURE DETAILS  
Nos. 20, 21, 22, 27 & 28

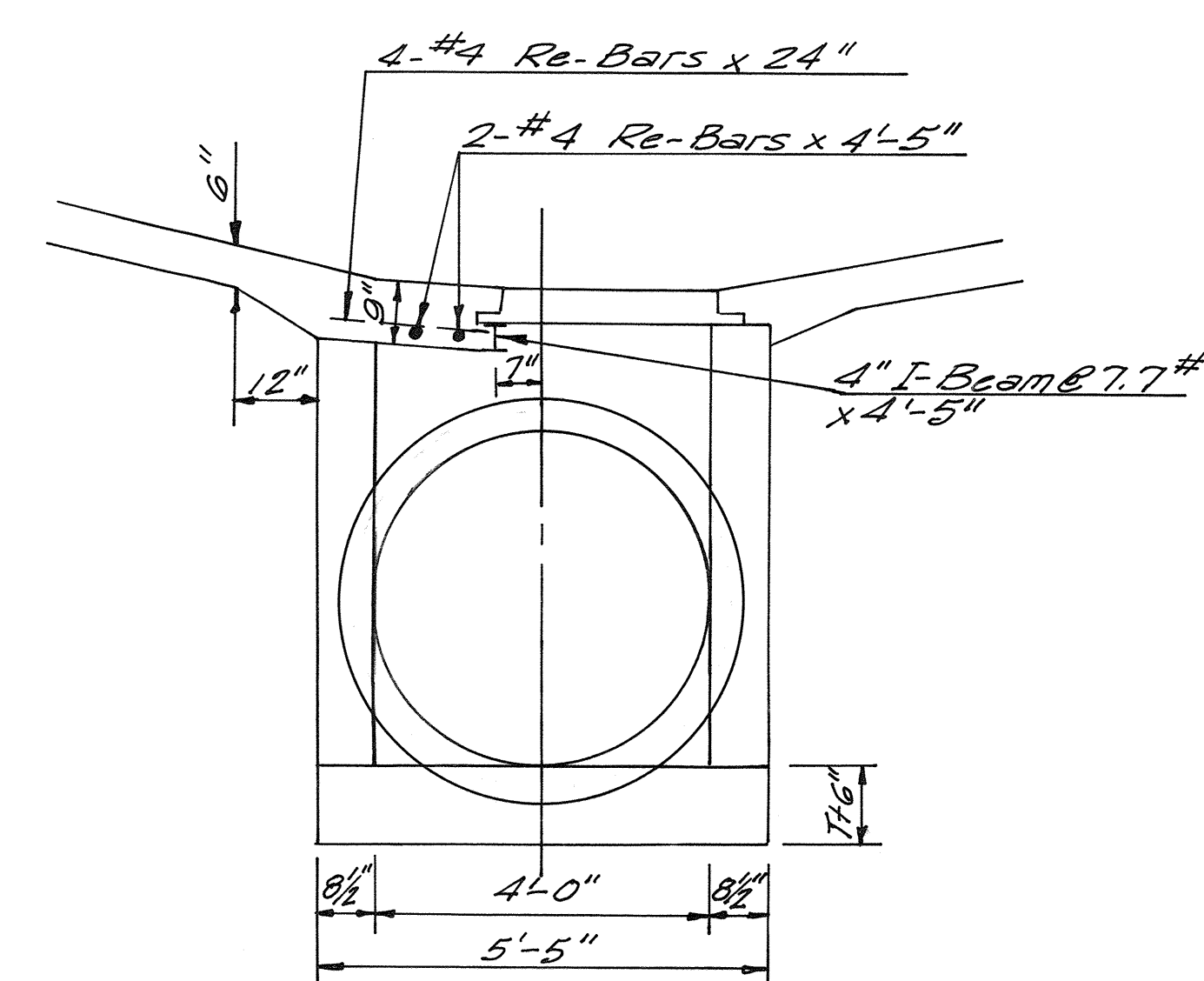
F.A.S. Project No. SU 5565(100)CS Sheet No. 4A



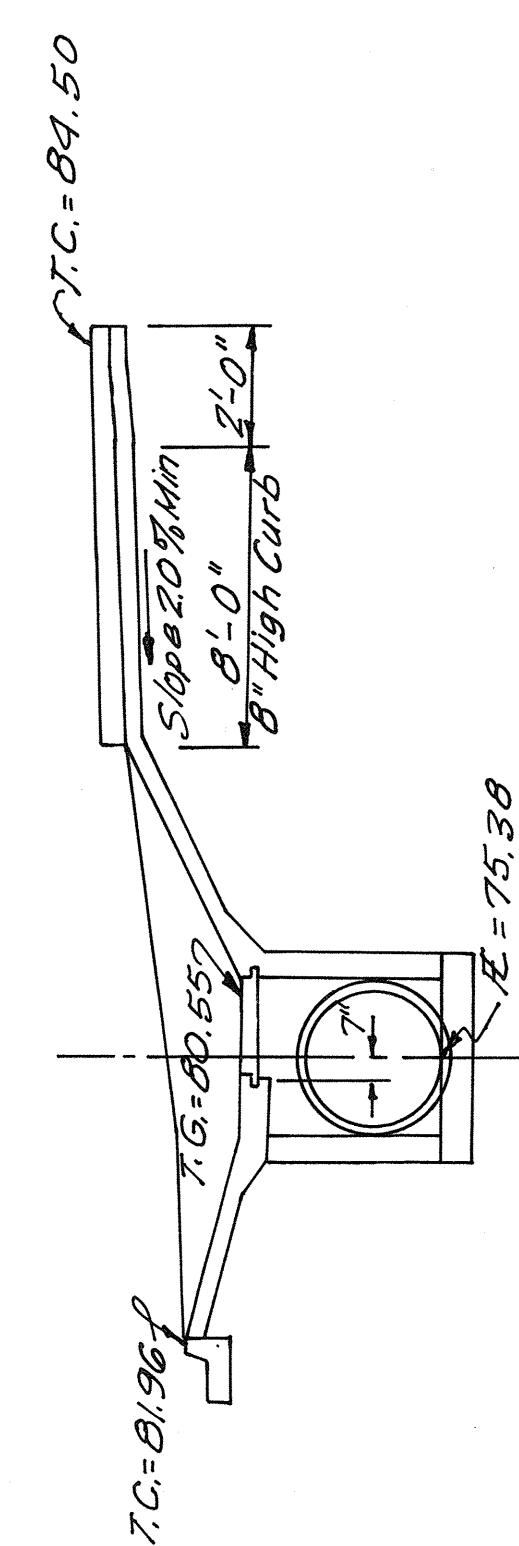
Str. No. 29 - Sta. 92+46  
Const. Spec. Obl. Grate Inlet  
Apron as Shown



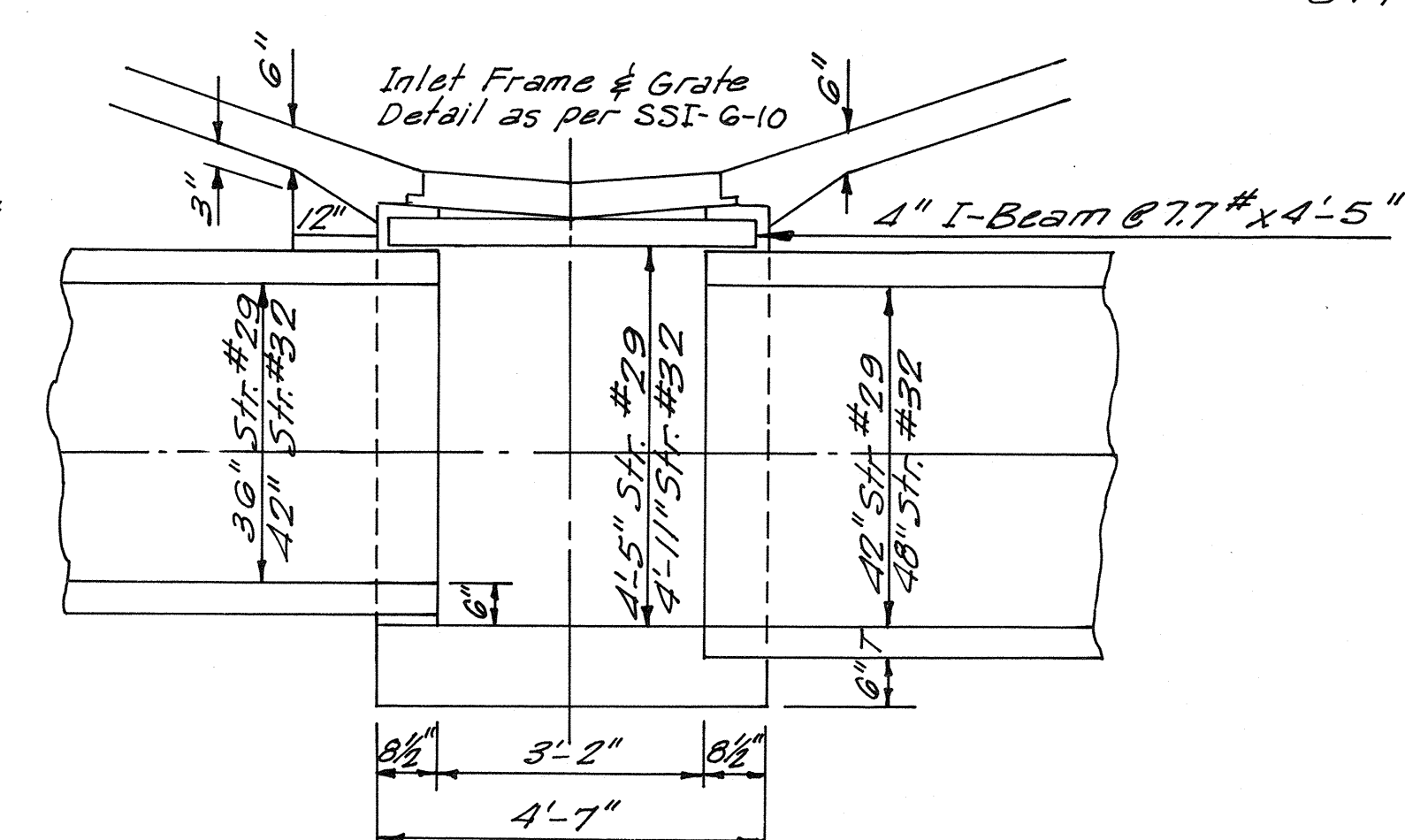
STRUCTURE 29



SECTION A-A  
Str. 29 & 32

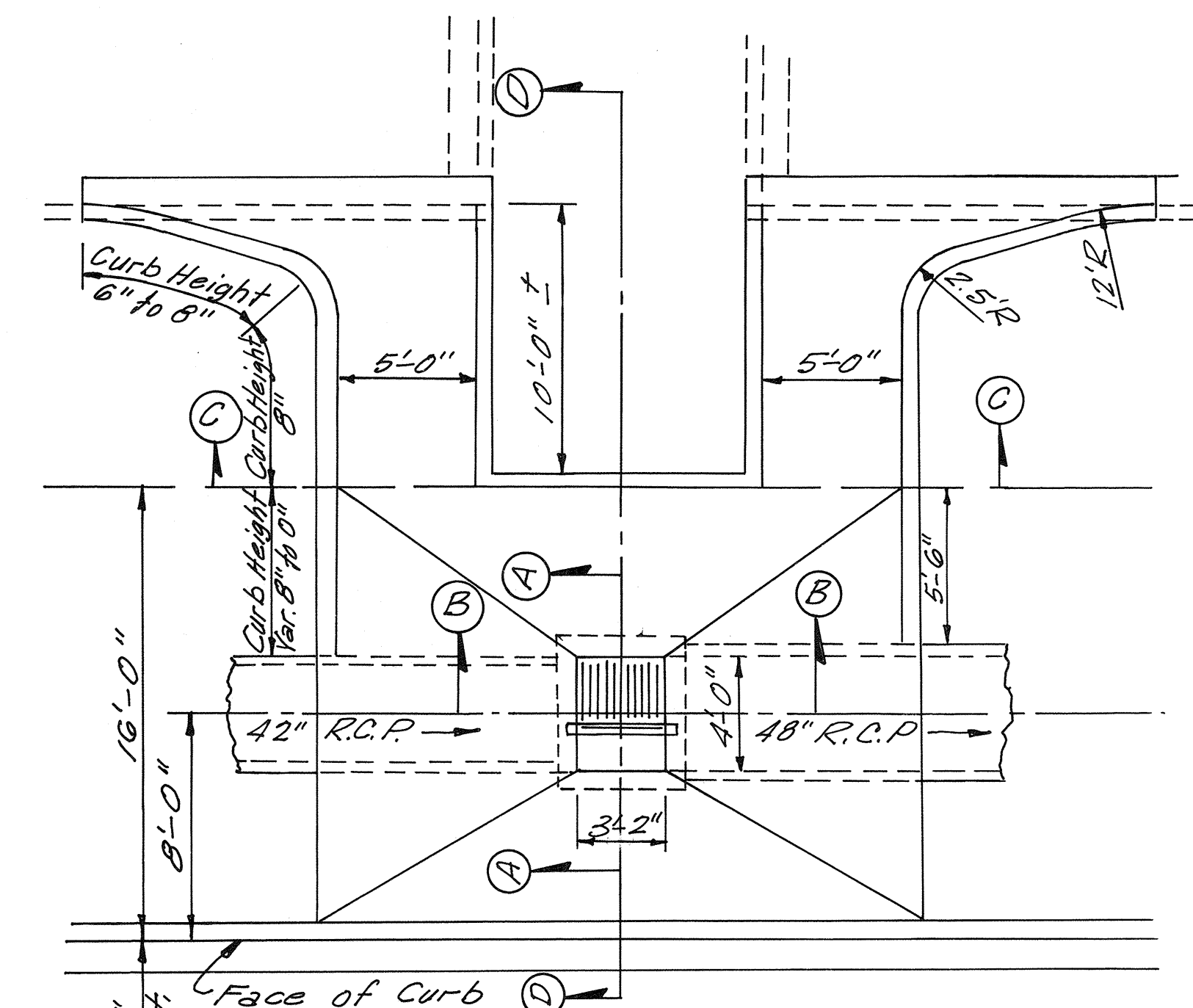


SECTION D-D  
STR. 29

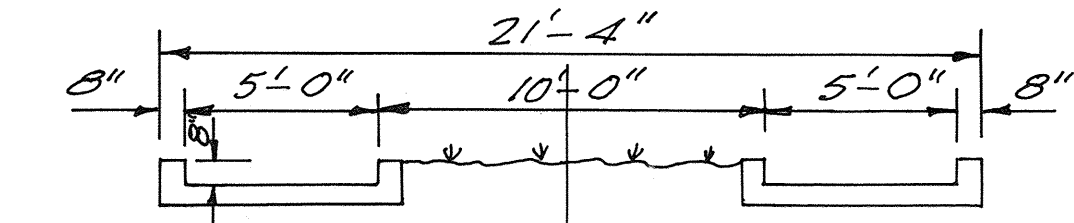


SECTION B-B  
Str. 29 & 32

Str. No. 32 - Sta. 94+98  
Const. Spec. Obl. Grate Inlet  
Apron as Shown



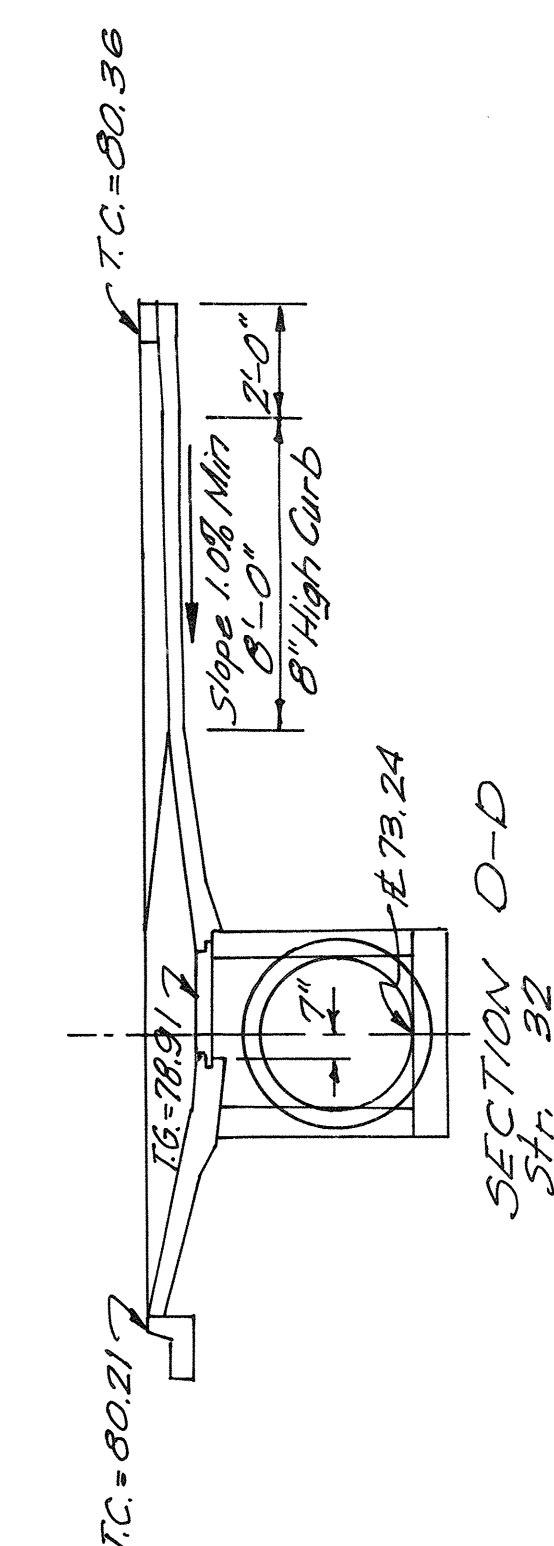
STRUCTURE 32



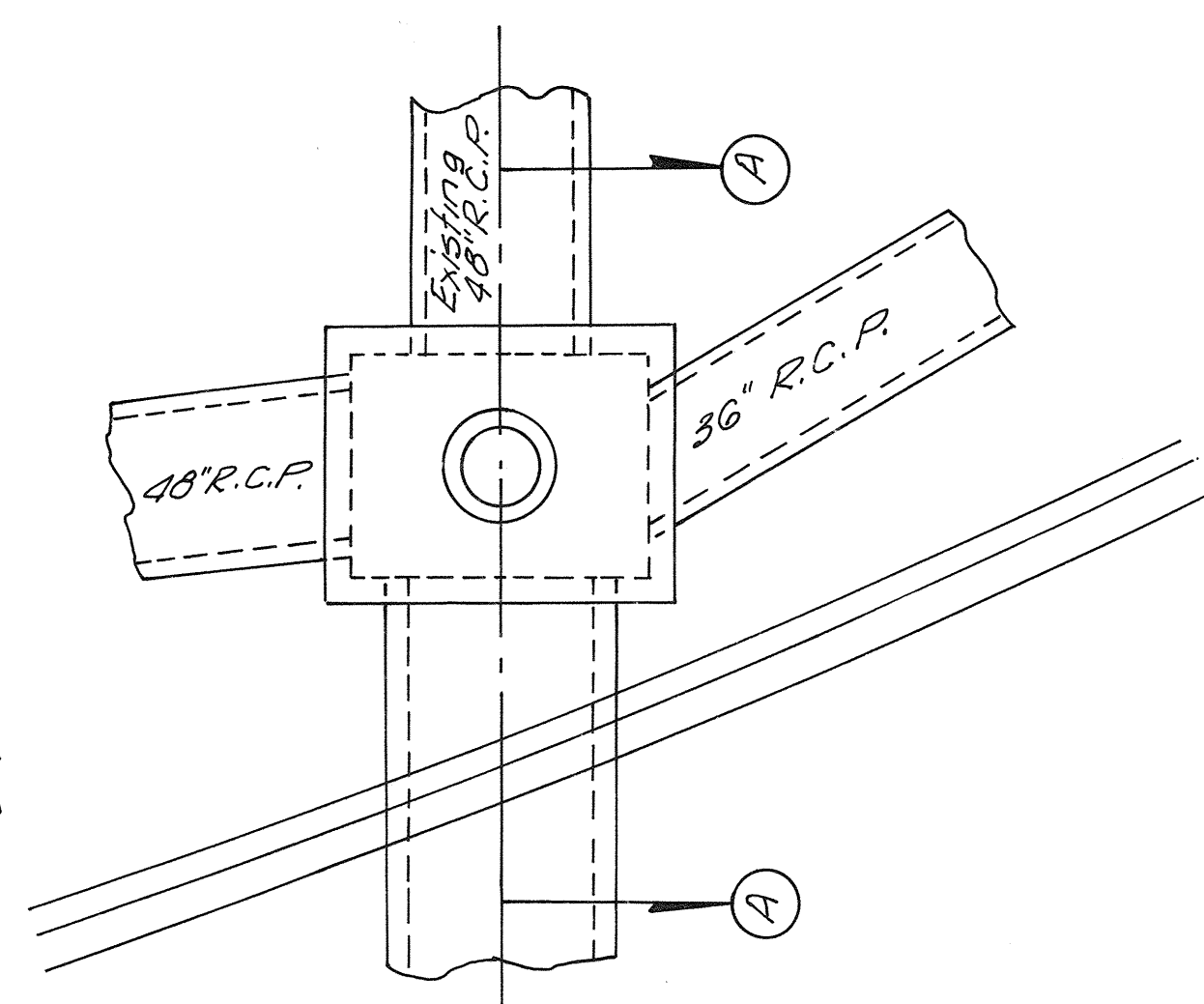
SECTION C-C  
STR. 32

Change of Plans No. 1  
(7-1-73)

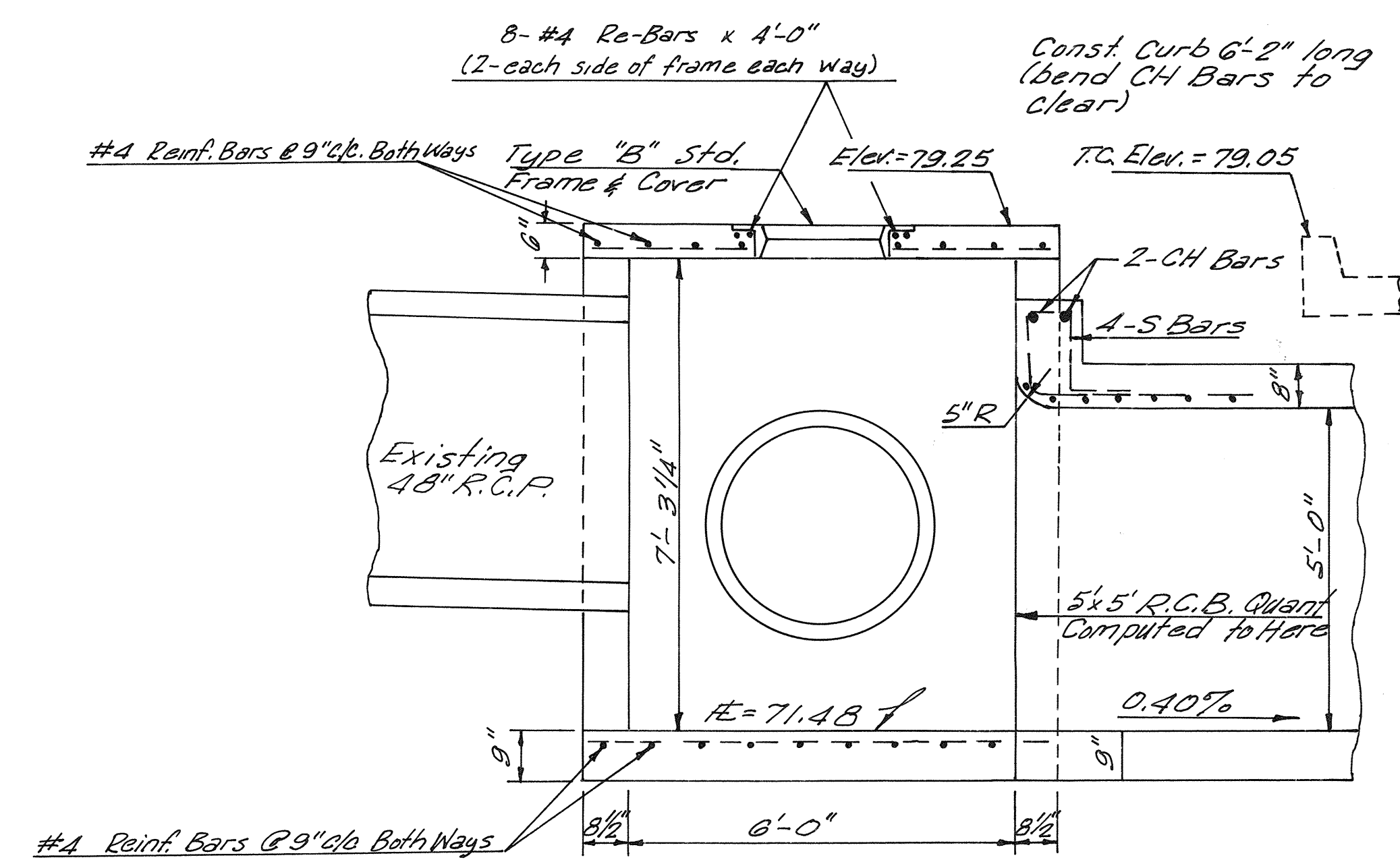
FED. ROAD DIST. NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
6	OKLA.				
REVISIONS					DATE



SECTION D-D  
Str. 32



STRUCTURE 36  
48' L.F. Sta. 96+30  
Const. 6'x8' Masonry Junc. Box w/96 L.F. 5'x5' R.C.B. @ 0.4% w/2 Curbs & 1 Headwall. Des. MMH-1-11 w/9" Reinf. Conc. Footing & MFC-1-11 & RCB-1B-1 Des. No. 10 & RCB-1H-2. (See Detail Below)



SECTION A-A  
STR. 36

Str. No.	Class "A" Conc. C.Y.	Reinf. Steel Lb.	Inlet Fr. & Gr. Ea.	Brick Masonry C.F.	M.H. Fr. & Cor. Type "B" Ea.	D.A. Ac.	Q C.F.S.
29	4.53		2	37.8		14.45	84.98
32	7.04		2	38.4		19.51	113.09
36	3.00	243		96.45	1	40.63	232.08
5x5x96 RCB-1H-1 Add Cb.	58.36	58.44				40.63	232.08

Design	
Drawn	
Checked	
Approved	
Squad	

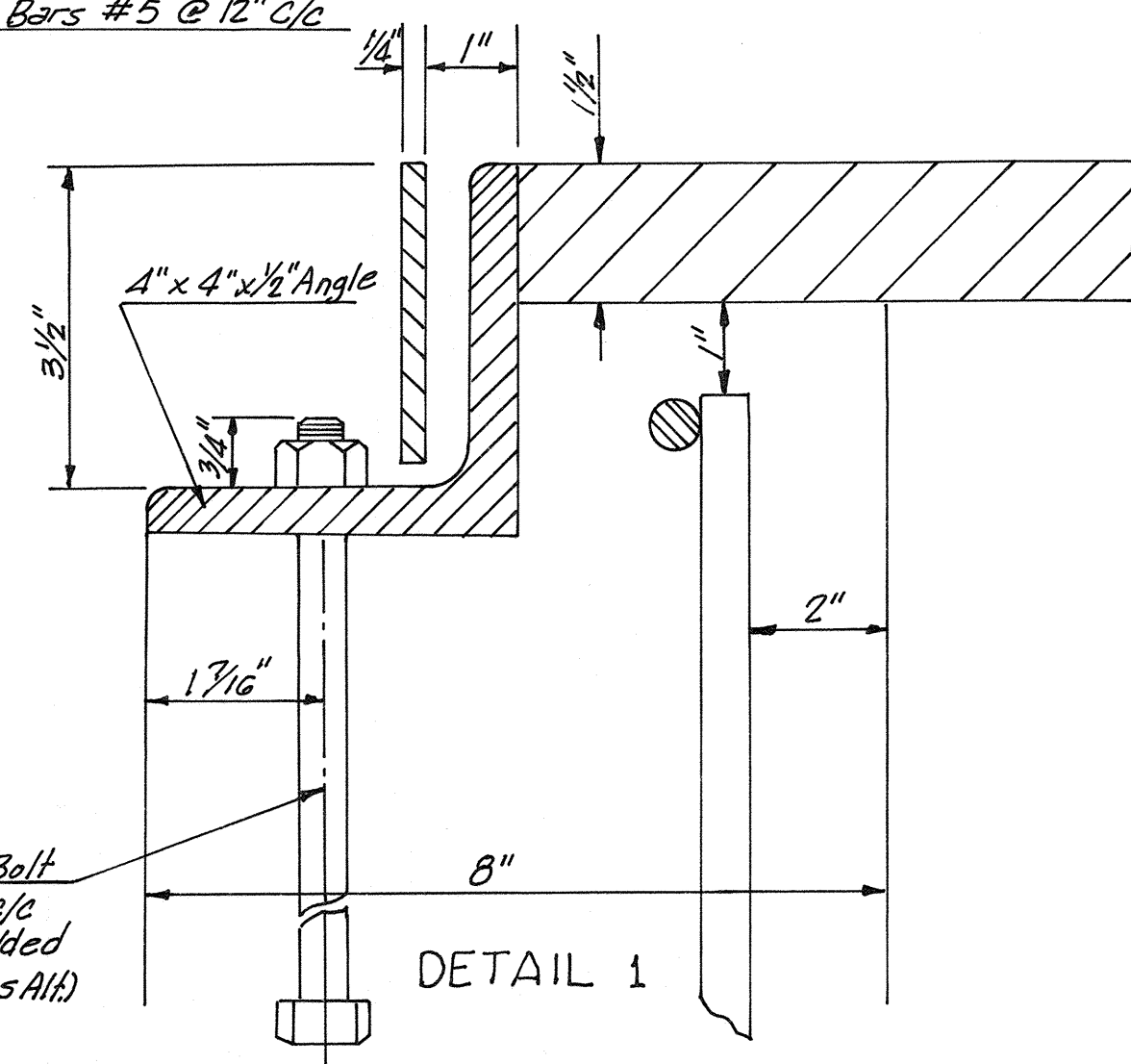
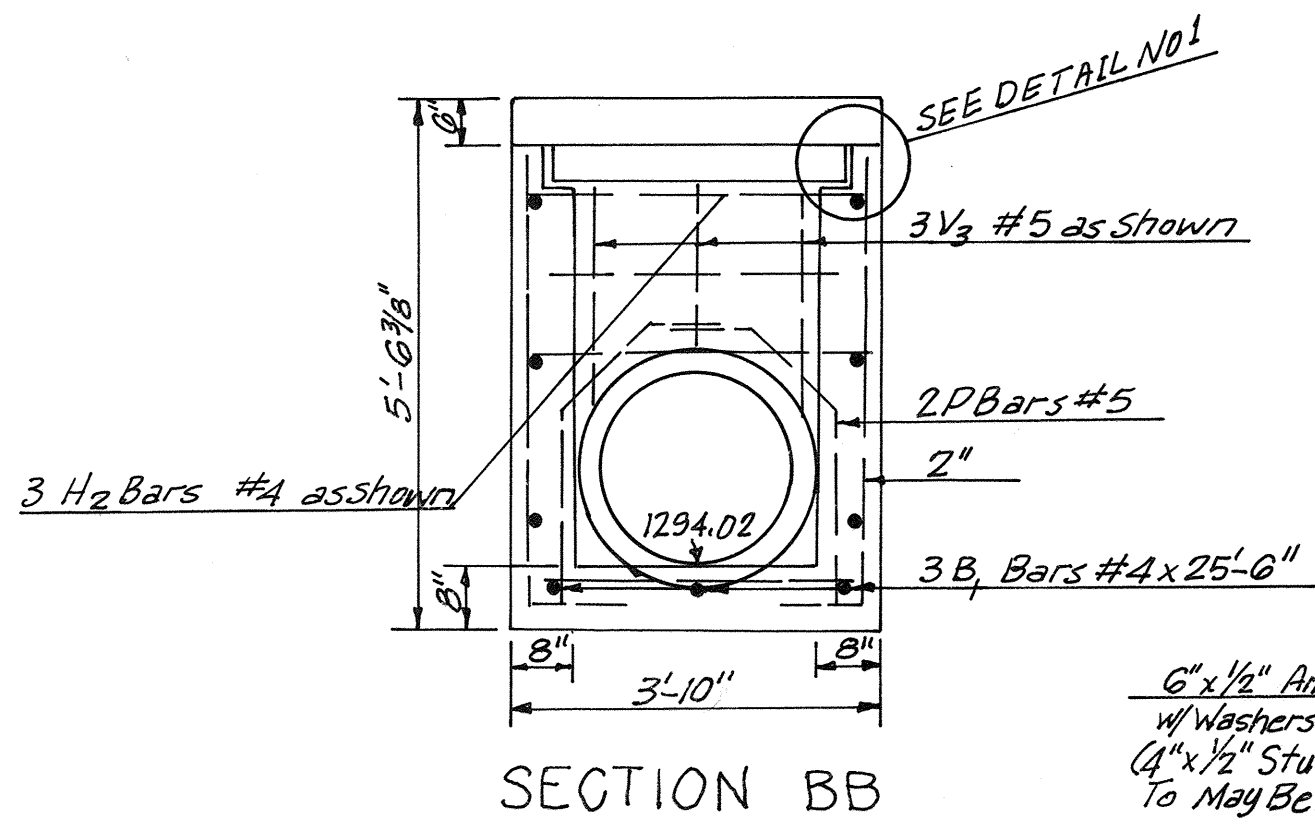
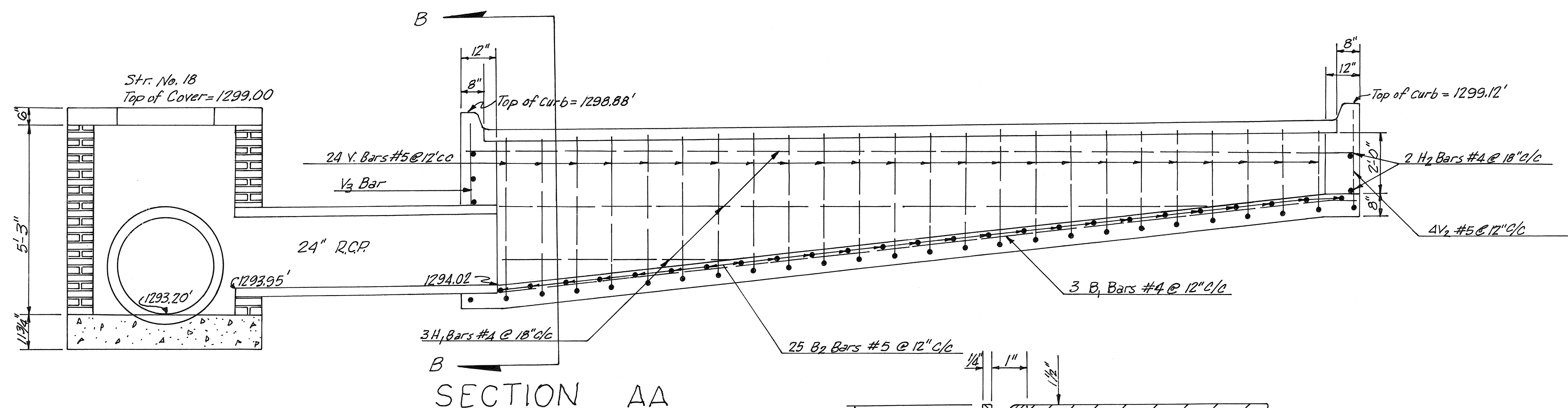
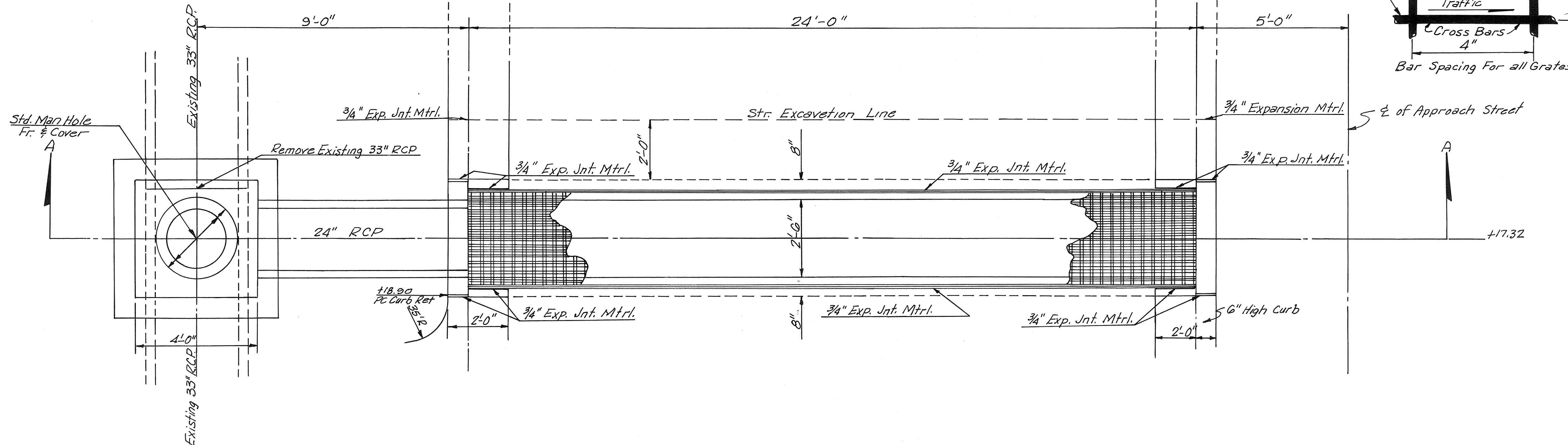
SPECIAL STORM SEWER  
STRUCTURE DETAILS  
NOS. 29, 32 & 36

F.A.S. Project No. SU5565(100) CS Sheet No. AB



Change of Plans No. 1  
(7-1-73)

FED. ROAD DIST. NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
6	OKLA.				
REVISIONS					
DESCRIPTION	DATE				



MARK	NO	SIZE	LENGTH	SHAPE
B <sub>1</sub>	3	#4	25'-6"	Str.
B <sub>2</sub>	25	#5	3'-4"	Str.
H <sub>1</sub>	3	#4	16'-3 1/4"	Str.
H <sub>2</sub>	5	#4	3'-4"	Str.
P	4	#5	3'-11"	Bnt.
V <sub>1</sub>	25	#5	5'-9 1/4"	Bnt.
V <sub>2</sub>	4	#5	2'-3"	Bnt.
V <sub>3</sub>	3	#5	2'-0"	Str.

Str. No	Class "A" Conc. C.Y.	MHC Each	Brick Masonry C.F.	D.A.	Q	Comm. Gr. #	Reinf. Steel #
18	0.67	1	53.74	10.60	62.5		
19	681			3.89	22.9	1739*	363

\* Comm. Grating estimated at 21#/s.f. 15% addition add for Misc. Nuts, Bolts and Angles.

Design	Drawn	Checked	Approved	Squad
SPECIAL STORM SEWER STRUCTURE DETAILS				
STR. NO. 18 - STA. 72+94 (82.63' Lt.)				
STR. NO. 19 - STA. 73+11.5 (82.63' Lt.)				
FAS Project No. 54 5505(100) CS Sheet No. 4C				



## SUMMARY OF STORM SEWERS

[illegible]

## SUMMARY OF DRAINAGE STRUCTURES

STR. NO.	P&P SHEET NO.	STATION	DESCRIPTION	FILL HEIGHT FT.	DESIGN	DESIGN SHEET NO.	NUMBER & LOCATION OF CONST. JTS.	CLASS 'A' CONCRETE CU-YD	REINFORCING STEEL LBs.	REINF. CONC. CULV. PIPE CLASS III.											
										18"	24"	30"	42"								
1	16	64+29	EXTEND 24" R.C.C.P 38' RT. WITH U-TYPE HEADWALL RT.		CP-2,-0			1.60	109.00		38										
2	16	66+92	EXTEND 24" R.C.C.P 38' RT. WITH U-TYPE HEADWALL RT.		CP-2,-0			1.60	109.00		38										
3	19	98+25	CONST. 110 L.F. OF 42" R.C.C.P. WITH STD. HEADWALLS.		CP-2,-0			5.78	302.00				110								
4	19	103+80	CONST. 5'X3'X72' CL. RDWY. WITH STD. HEADWALLS.	2.0	BC-5SI L.F.		I	44.90	4,427.00												
5	21	121+00	CONST. 6'X3'X96' LG. R.C.B. WITH STD. HEADWALLS.	3.5	BC-5		I	55.84	4,995.00												
					TOTALS			109.72	9,942.00		76		110								

Design		
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Squad		

SUMMARY OF STORM SEWERS  
SUMMARY OF DRAINAGE STRUCTURES



FED. ROAD DIST. NO.	STATE	F.A.S. PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
G	OKLA.	SU-5565 (100)CS		6	80

REVISIONS	
DESCRIPTION	DATE

[illegible][illegible][illegible][illegible]

SUMMARY OF SIGNS									
STATION	SIGN	AREA		POST					
		SQ.	FT.	2 1/2" LIN.	DIA. FT.	3" LIN.	DIA. FT.	4" LIN.	DIA. FT.
445+45 LT.	W6-3	9.25				13'-8"			
446+10 C.	R4-7a	5.00		12'-0"					
449+35 RT.	R5-1	6.25		12'-0"					
449+90 C.	R4-7a	5.00		12'-0"					
450+85 LT.	R4-7b	5.00		12'-0"					
450+90 C.	R4-7a	5.00		12'-0"					
451+55 LT.	R5-1	6.25		12'-0"					
454+15 RT.	R5-1	6.25		12'-0"					
455+85 LT.	R5-1	6.25		12'-0"					
458+70 C.	R4-7	5.00		12'-0"					
459+35 RT.	W6-3	9.25				13'-8"			
63+70 LT.	R4-7a	5.00		12'-0"					
63+70 LT.	R1-1	6.25		12'-0"					
64+00 LT.	R1-1	6.25		12'-0"					
67+50 RT.	R5-1	6.25		12'-0"					
67+80 RT.	R4-7a	5.00		12'-0"					
69+00 RT.	R4-7a	5.00		12'-0"					
69+25 RT.	R1-2	5.31				12'-8"			
69+40 LT.	R5-1	6.25		12'-0"					
70+00 RT.	R3-7	6.25		12'-3"					
71+90 LT.	R3-7	6.25		12'-3"					
72+30 RT.	R5-1	6.25		12'-0"					
72+75 LT.	R4-7a	5.00		12'-0"					
73+40 LT.	R4-7a	5.00		12'-0"					
73+95 RT.	R4-7a	5.00		12'-0"					
74+30 LT.	R5-1	6.25		12'-0"					
74+95 RT.	R2-1	5.00		12'-0"					
75+95 LT.	R7-1	1.50		12'-0"					
76+00 RT.	R7-1	1.50		12'-0"					
80+00 LT.	R2-1	5.00		12'-0"					
81+95 RT.	R5-1	6.25		12'-0"					
82+20 LT.	R4-7a	5.00		12'-0"					
82+30 LT.	R1-1	6.25		12'-0"					
82+75 LT.	R4-7a	5.00		12'-0"					
83+30 C.	R4-7a	5.00		12'-0"					
83+65 LT.	R5-1	6.25		12'-0"					
86+00 LT.	R7-1	1.50		12'-0"					
86+00 RT.	R7-1	1.50		12'-0"					
86+90 RT.	R2-1	5.00		12'-0"					
91+00 RT.	R7-1	1.50		12'-0"					
91+00 LT.	R7-1	1.50		12'-0"					
93+70 LT.	R2-1	5.00		12'-0"					
95+00 RT.	R3-7R	6.25		12'-3"					
95+00 LT.	R7-1	1.50		12'-0"					
96+30 RT.	R5-1	6.25		12'-0"					
96+65 RT.	R4-7a	5.00		12'-0"					
101+70 RT.	R2-1	5.00		12'-0"					
103+00 RT.	R7-1	1.50		12'-0"					
103+00 LT.	R7-1	1.50		12'-0"					
104+00 RT.	R7-1	1.50		12'-0"					

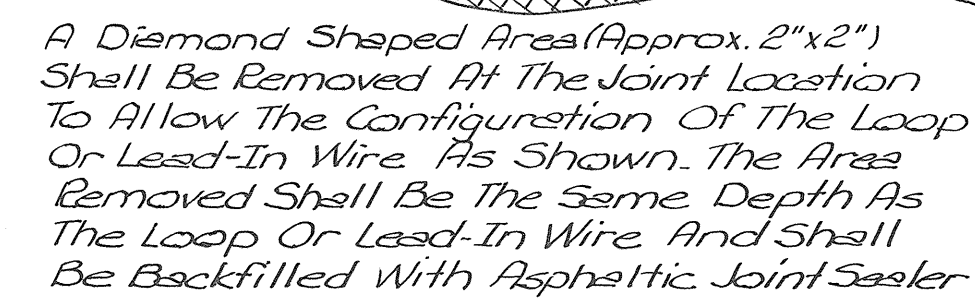
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F.A.S. Project No. SU-5565 (100)CS Sheet No. 6



REVISIONS	
DESCRIPTION	DATE
Revised	10-30-72

Change In Plan No.1.	3-29-73
CHANGE IN PLAN NO. 2	6-12-73



### INSTALLATION OF LOOP LEAD-IN WIRE AT EXPANSION JOINT LOCATION



SINGLE MAST ARM FOOTING DATA									
Mast Arm Length	Footing Designat	Footing Dimensions				Quantities			
		G	F	V-Bars	H-Bars		Class "A" Concrete	Reinforcing Steel	
					No.	Size			
38'	D-7	8'-6"	36"	12 #6 - 96"	11	#4	9" C/C	2.2 C.Y.	211.2
40'	D-8	8'-9"	36"	12 #6 - 99"	11	#4	9" C/C	2.3 C.Y.	215.7

## SUMMARY OF SIGNAL EQUIPMENT

[illegible]F.A.S. Project No. **SU-5565(100)CS** Sheet No. **7**



FED. ROAD DIST. NO.	STATE	F.A.S. PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
6	OKLA.	SU-5565 (100) CS		8	80
REVISIONS					
DESCRIPTION			DATE		

GENERAL NOTES

The Following General Notes Shall Apply: See Std. GCN-2-18 1,2,3,5,6,7,9,11,14,17,20,31,33,37,41,44,24,32,35,38

Structural Excavation As Required By The Standard Specifications And As Modified By The Standard Structural Excavation Drawing Will Not Be Paid For As A Seperate Pay Item, But The Cost Of Same Will Be Included In Other Items Of Work On Storm Drainage Structures.

The Contractor Shall Check Location Of All Water Services, Water Mains, Sanitary Sewers, Gas Mains, Gas Service, And Other Utilities Shown And Not Shown On The Plans, Before Any Construction Operations Are Begun. He Shall So Carry On His Construction That He Will Not Damage Any Utilities. Any Damage To Utilities Will Be The Responsibility Of The Contractor And Shall Be Repaired By Him At His Own Expense.

Unless Shown On The Plans As A Contract Item, All Utility Pipelines, Meters, Valves, Telephone And Power Facilities Above And Below Ground, Which Interfere With Construction And To Be Relocated Or Adjusted Shall Be Done By The Owner to The Satisfaction Of The Engineer.

All Culvert BCP And CBMP To Be Removed By The Contractor And Stored On The Right-Of-Way To Become The Property Of The County.

Traffic Shall Be Re-Routed At Bridge Locations.

Construction Note: No Erodible Exposed Areas Will Be Left Bare Over An Extended Period Of Time, And The Engineer Will Have The Authority To Direct The Contractor To Shape And Finish Any Area, All Without Undue Delay.

Permanent Erosion Control: (Vegetative Items) The Permanent Erosion Control Vegetative Item Is Broadcast Sprigging, This Permanent Item Shall Be Constructed Only During The Seasonal Periods As Directed By The Engineer. As Cut And Fill Sections Are Brought To Grade And Constructed To The Lines And Dimensions Shown On Typical Sections, The Permanent Erosion Control Items Specified For Each Particular Area Shall Be Constructed, If In Accordance With Seasonal Limitations. This Work Shall Begin Promptly And Shall Proceed Without Undue Delay Until Completed Or Until Interrupted By The "Out Of Season Period." When Construction Of A Permanent Erosion Control Item Is Interrupted By The "Out Of Season Period," Construction Of The Item Shall Be Resumed Immediately With The Beginning Of The "In Season Period" For That Particular Item. The Permanent Erosion Control Items Specified For The Various Areas Shall Also Be Constructed On The Areas That Have Been Previously Treated With Temporary Items, And This Work Shall Begin Immediately With The Beginning Of The "In Season Period" For The Permanent Item And Continue Until Completed Or Until Interrupted By The "Out Of Season Period."

\* Temporary Erosion Control: The Temporary Vegetative Erosion Control Is Vegetative Mulching. It Shall Be Applied On All Cuts, Fills, And Other Disturbed Erodible Areas In Lieu Of The Permanent Item That Was Held Up Or Interrupted By Seasonal Limitations. This Work Shall Begin As Directed By The Engineer, And Shall Continue Without Undue Delay.

(F-38) Weights shown are the Weights of the Draingrate and do not include the Weight of Steel Angles, Anchor Bolts or Washers. Price Bid per. Pound of Draingrate shall include the Cost of Grates, Steel Angles, Anchor Bolts, and Washers Complete and accepted in place.

\* Temporary Erosion Control.

(1)

(2) Includes 3 C.Y. OP Sidewalk On Bridge "A".

F-1 Includes 1000 C.Y. For Ramps, Dikes And Miscellaneous Earthwork Where No Quantities Shown On P&P Sheets.

F-13 Estimated @ 94.5 % OP Bit. Base.

F-13a Estimated @ 5.5 % OP Bit. Base.

F-25 Estimated @ 0.05 Gal. Per Sq. Yd. Prior To Dilution.

F-26 For Structures OP 5.0 C.Y. Or More Each.

F-27 For Structures OP Less Than 5.0 C.Y. Each.

F-39 Design 1,2,3 Or 5 Shall Be 8" Diameter, Design 4 Shall Be 5"x 2 3/16" Simidircular Pipe.

F-29 Estimated @ 10 C.Y. Per Sta. Per Vertical Foot Of Depth.

F-40 Estimated @ 25 Gal. Per Sq. Yd.

(3) Price Bid To Include Cost Of 26'-6" Barrier Curb Inlets & 20'-8" Barrier Curb Inlets.

F-57 Application Of Prime Material For Soil Asphalt Base, As Indicated May Be Deleted, If, In The Opinion Of The Engineer, Condition Of The Base Surface Is Such That Prime Would Be Of No Value To The Surface, Except That If There Is An Extensive Time Lag Prior To Further Surfacing, Prime Material Shall Be Used.

H-1 Estimated @ 15 Gal. Per Sq. Yd. OP Sodding Or Sprigging.

H-6 Estimated @ 60 Pounds OP 10-20-10 Fertilizer Per 1000 Sq. Yds. OP Sodding & Sprigging.

H-22 At The Beginning Of Turping Operations, Any Areas Included In Planned Quantities That Have Grown A Satisfactory Volunteer Turp Or Perennial Grass, As Determined By The Engineer, Shall Not Be Fertilized, Seeded, Sodded Or Watered.

H-44 Vegetative Mulch. Vegetative Mulch Shall Consist Of Non-Competitive Straw (Not Hay) Which Shall Conform To 735.05(a) 2 And Applicable Parts OP 735.05(a) 1, Standard Specifications.

H-45 Vegetative Mulching. Vegetative Mulching Material Shall Be Applied In The Quantity OP At Least Two Tons OP Air-Dry Straw Per Acre With At Least 200 Gallons Per Acre OP SS-1 Emulsified Asphalt As The Adhesive - Fastener. The SS-1 Asphalt Emulsion Shall Not Be Diluted.

H-48 The Planting Of Mulch Sod Shall Be Restricted To The Period From March 1 To August 15.

F-2 Estimated Quantity Only. To Be Used As Directed By The Engineer For Miscellaneous Grading, Such As Dikes, Ditches, Ramps, Etc.

F-15 Estimate At 29.7 Lbs. Per Sq. Yd. (.6" Thick) (Soil Estimate At 120 Lbs. Per Cu. Ft.)

F-24 Type A Est. At 95 % OP Asphalt Concrete Type C Est. At 94 % OP Asphalt Concrete

F-24a Est. At 5 % OP Asphalt Conc. (Type A Aggr.) Est. At 6 % OP Asphalt Conc. (Type C Aggr.)

Asphalt Concrete Est. At 108 Lbs. Per Sq. Yd. Per 1" Thick

F-48 Includes 15 C.Y. To Be Used For Conc. Medians Or Islands. To Be Finished In Accordance With Sec. 610.04 OP The Current Std. Specifications.

F-59 See Special Provision.

Design		
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Squad		

SUMMARY OF PAY QUANTITIES

SUMMARY OF PAY QUANTITIES - ROADWAY				
ITEM NO.	ITEM	UNIT	GRADING & SURFACING QUANTITY	
201.06	Clearing & Grubbing	Lump Sum	1	
202.06 (C)	Unclassified Excavation (F-2) (F-1)	C.Y.	21,040	
202.06 (E)	Unclassified Borrow	C.Y.	35,831	
204.06	Overhaul	Sec. Yds.	7,800	
307.06 (A)	Hydrated Lime (F-15)	Ton	534	
307.06 (B)	6" Lime Treated Subgrade	S.Y.	35,940	
314.06 (A)	Aggregate (F-13)	Ton	12,921	
314.06 (B)	Asphalt (F-13a)	Ton	752	
403.06 (A)	Traffic Bound Surface Course, Type "A"	C.Y.	63	
407.06	Tack Coat (F-25)	Gal.	6,719	
408.06	Prime Coat (F-40)	Gal.	9,833	
411.06 (A-1)	Type "A" Aggregate (F-24)	Ton	4,791	
411.06 (A-3)	Type "C" Aggregate (F-24)	Ton	2,371	
411.06 (B)	Asphalt (F-24a)	Ton	404	
414.06 (A) (E)	8" R.C. Concrete Pavement (F-59)	S.Y.	3,163	
414.06 (A) (E) (S)	8" Continuously Rein. R.C. Conc. Paving	S.Y.	351	
501.06 (A)	Structural Exc. Uncl.	C.Y.	795	
509.06 (B)	Class "A" Concrete (F-59) (F-26) (F-48)	C.Y.	203	
509.06 (B)	Class "A" Concrete (Small Str.) (F-27) (F-59)	C.Y.	43	
509.06 (D)	Class "C" Concrete (F-59)	C.Y.	11	
511.06	Reinforcing Steel (F-59)	Lb.	17,056	
608.06	Integral Curb (4" Mountable)	L.F.	2,308	
608.06	Integral Curb (8" Barrier)	L.F.	1,950	
609.06 (B)	1'-8" Combined Curb & Gutter (8" Barrier Curb)	L.F.	15,941	
609.06 (C)	Conc. Header Curbing (6"x16")	L.F.	72	
610.06 (B)	6" Conc. Driveway	S.Y.	86	
610.06 (C)	4" Conc. Dividing Strip	S.Y.	1,068	
611.06 (A)	Manhole (4' Dia.)	Ea.	4	
611.06 (A)	Manhole (5' Dia.)	Ea.	6	
611.06 (B)	Add'l. Depth Masonry in Manhole (4' Dia.)	V.F.	2	
611.06 (B)	Add'l. Depth Masonry in Manhole (5' Dia.)	V.F.	15	
611.06 (D)	Manhole Frame & Cover (Type "B")	Ea.	15	
611.06 (E)	Inlet Brick Masonry	C.F.	1255	
611.06 (G)	Inlet Frame & Grate (SBF-4)	Ea.	42	
611.06 (G) (E)	Inlet Frame & Grate (Remove & Reset)	Ea.	16	
611.06 (J)	Brick Masonry in Jct. Boxes	C.F.	306	
611.06 (K)	Cast Iron Curb Inlet (CICI)	Ea.	79	
613.06 (A)	15" R.C. Pipe	L.F.	282	
613.06 (A)	18" R.C. Pipe	L.F.	358	
613.06 (A)	21" R.C. Pipe	L.F.	380	
613.06 (A)	24" R.C. Pipe	L.F.	478	
613.06 (A)	30" R.C. Pipe	L.F.	660	
613.06 (A)	36" R.C. Pipe	L.F.	234	
613.06 (A)	42" R.C. Pipe	L.F.	624	
613.06 (A)	48" R.C. Pipe	L.F.	980	
512.06 (A)	24" R.C. Culv. Pipe Class III	L.F.	76	
614.06 (A)	PreP. Pipe Underdrain (F-39)	L.F.	450	
614.06 (B)	Non-PreP. Pipe Underdrain (F-39)	L.F.	300	
614.06 (C)	Pipe Underdrain Cover Material (F-29)	C.Y.	190	
614.06 (D)	Add'l. V.F. of Depth for Pipe Underdrain Ditch over Plan Depth	L.F.	100	
624A.06 (B)	Remove & Reconstruct Fence (6' Chain Link)	L.F.	420	
625.06 (A)	Monuments	Ea.	1	
626A.06 (F)	Broadcasting Sprigging	S.Y.	24,992	
626A.06 (G)	Watering (H-1)	M-Gal.	375	
626D.06 (A)	Vegetative Mulching	Ac.	6	
626E.06 (A)	Fertilizing (10-20-10) (H-6)	Ton	1	
640.06	Field Office & Laboratory	Ea.	1	
512.06 (B)	58"x36" CBM Pipe Arch	L.F.	216	
Special	58"x36" Prefab. Culv. End Section (Arch.)	Ea.	1	
Special	Mobilization	1/2 MP	1	
512.06 (A)	42" R.C. Culv. Pipe Class III.	L.F.	110	
Special	Heavy Weld Steel Grate (F-58)	L.B.	1,739	



FED. ROAD DIST. NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
6	OKLA.				

REVISIONS	
DESCRIPTION	DATE

GENERAL NOTES

PAY QUANTITIES - BRIDGES					
DESCRIPTION	Str. 'A' Center Line Sta. 65+66.89, Const. 2-95' Cont. Plate Girder Spans, 37' Rdy. with raised median left and 3' Sidewalk right BRID: X705				
ITEM NO.	ITEM	UNIT	QUANTITY		
202.06(F)	Select Borrow	C.Y.	220.		
501.06(B)	Substr. Exc. Common	C.Y.	190.		
501.06(C)	Substr. Exc. Rock	C.Y.	31.4		
501.06(D)	Removal of Exist. Str.	L.SUM	1.		
504.06(A)(AE)	Class AA Conc.	C.Y.	239.4		
506.06(A)	Structural Steel	LB.	211,800.		
509.06(B)	Class A Conc.	C.Y.	162.9		
511.06	Reinforcing Steel	LB.	64,370.		
614.06(AA)	6" Perf. Pipe Underdrain	L.F.	90.		
629.06(C)	1½" Galv. Steel Elect. Conduit	L.F.	120.		
Sp.	4" Conc. Slope Wall	S.Y.	261.4		
Sp.	2½" Joint Seal	L.F.	92.		
Sp.	Remove & Reinstall Existing Handrailing	L.SUM	1.		

Item "Remove and Re-install Existing Handrailing" shall consist of the careful removal, storage and re-installation of the existing East handrailing of the present structure onto the new East Parapet. Any damage or loss of existing handrailing shall be satisfactorily repaired or replaced by the Contractor without additional compensation. New U-Bolt anchors shall be provided. All costs of above listed work shall be included in the Lump Sum price bid for "Remove and Re-install Existing Handrailing".

Item "Removal of Existing Structure" consists of the removal and disposal of the East Curb and Parapet, portions of the East Wing and Bridge Seat of the Abutments and portions of the East edge of the slope walls of the existing structure as shown in the plans. Existing Reinforcing Steel to be stripped clean of old concrete and left in place as tie bars where shown on the plans. See item "Remove & Re-install Existing Handrailing". All costs of above listed work shall be included in the Lump Sum price bid for "Removal of Existing Structure".

Item "1 1/2" Galv. Steel Elect. Conduit" shall consist of the placing of conduit at the abutments below the roadway, thru the backwall (proj. 12") and extending beyond the wings as shown in the plans. Conduits shall be capped and protected during construction to prevent entry of foreign objects or dirt. Conduit shall be paid for at the Unit Price Bid per Lin. Ft. for "1 1/2" Galv. Steel Elect. Conduit", which price shall include all costs of materials, labor and incidentals necessary to complete the work.

All construction and materials shall be in accordance with 1967 Oklahoma Standard Specifications for Highway Construction and Special Provisions. (See Proposal for Special Provisions.).

Where Paragraph 722.01 Preformed Expansion Joint Filler (Bituminous Type) of the Oklahoma Standard Specifications is called for on the plans, the joint filler shall conform to the requirements of AASHTO M-33 or M-213.

ANCHOR BOLTS

Anchor bolts shall be deformed reinforcing bars and shall be of sufficient size to produce a normal thread for size called for on the plans. Min. size of reinforcing bar shall be as follows: 3/4" Bolt - #7 Bar, 7/8" Bolt - #8 Bar, 1" Bolt - #9 Bar, 1 1/4" Bolt - #11 Bar.

Anchor bolts may be pre-set at the time the concrete is poured. If the Contractor elects to place the anchor bolts after the concrete is poured, the setting of the anchor bolts shall be in accordance with the following procedure:

Holes of sufficient depth shall be pre-set at all anchor bolt locations. The material used to form holes shall not be oiled or greased and must be removed before the placing of the anchor bolts. Diameter of holes shall be 1 1/2" larger than the anchor bolts. Anchor bolts shall be set in melted sulphur or non-shrink grout before bearing assemblies are set in place.

Concrete surfaces under all beam supports (bearing assembly) shall be ground with a carborundum brick before placement of bearing assembly to secure full bearing of assembly on concrete.

Field welding of crossing reinforcing bars shall not be permitted.

Tack welding of reinforcing bars shall be prohibited in all cases.

STRUCTURAL STEEL - GENERAL

The approval of the shop drawings in no way relieves the Contractor or his fabricator of the responsibility for mistakes on the shop drawings. All structural Steel shall conform to ASTM A-36.

No Field Welding to beams or girders will be allowed except as shown on the plans.

Shop welding and lead plates will be paid for by weight at the unit price bid for Structural Steel. Pay weight of Fabco SA 47 pads or approved equal, will be based on the weight of lead plates.

All welding shall conform to the 1967 edition of the Okla. Standard Specifications and the American Welding Society and Special Provisions.

Radiographic and Ultrasonic, or Magnetic Particle Inspection will be required as appropriate.

Extension bars shall be used in making the butt welds in the flanges according to the A.W.S. Specification Section 406.

High Strength Steel Bolts shall be used for all field connections. Shop Connections may be Rivets or High Strength Steel Bolts. The number of High Strength Bolts computed for payment shall be the actual number placed in the final structure.

Payment for web & flange plates for girders will be based on the nominal sizes specified on the plans. No allowance will be made for waste necessitated by girder camber or curve.

FABRICATION - GENERAL

Girders shown on structural sheets are drawn, and dimensions shown, as if the top flanges of girders were in a truly horizontal position. No accounting has been made on these drawings for grade or camber. Shop drawings will include such adjustments as are necessary to provide for vertical curvature and dead load deflection.

Shop & Field Splices shall be shown on shop detail drawings for approval of the Bridge Engineer. All shop splices of the flange and web plates shall be made before such component parts are welded in any one section. All welded flange splices, both shop and field, shall be finished smooth and flush with the base metal on all surfaces by grinding in the direction of the applied stress (longitudinal axis of the girder) leaving surfaces free from depression.

FABRICATION - CONTINUOUS SPANS

Field Splice: Bolted field splices may be used in place of welded splices. The Structural Steel quantity shown on the plans includes the weight of bolted splices. Pay weight for splice will be based on actual material used for bolted or welded splices.

Ends of Beams or Girders to be spliced shall be prepared in the shop, taking into account the relative positions the adjacent section will take in the structure due to the roadway grade and alignment. For the purpose of shop inspection, the fabricator shall assemble the beams or girders and splices in groups of at least three consecutive girder sections and two splices. (Except for Continuous Units that require only one splice in the total length.). All parts shall be completely match marked and a match marking diagram furnished as part of the structural steel details.

ERECTION - GENERAL

Before any steel is erected, the Engineer will check the elevations of all bridge seats and, if any elevation is off more than .02 feet, the Contractor will be required to correct the bridge seat elevations under the direction of the Engineer.

Where field bolted diaphragms or crossframes are shown on the plans, the contractor shall erect at least every other crossframe or diaphragm at the time the girders are set in place with bolts or driftpins placed in 50% of the connection holes. Where field welded diaphragms or crossframes are shown on the plans, the contractor shall erect all diaphragms or crossframes as the girders are set in place by one 3/4" make up bolt at each connection point.

ERECTION - CONTINUOUS SPANS

Structural steel in continuous spans may be erected without the use of falsework providing beams or girders when erected will be supported on at least two bearing points. Alternate field splices may be made before erection to facilitate this, if the beams or girders are supported on at least two bearing points to the same relative elevations as they will have in the finished structure.

After a complete line of the stringers has been set in place and before any welding or permanent bolting has been started, except those splices made before erection, the Engineer will check the elevations of all splice points; and, if any elevation is off more than .02 feet from the position as shown by the blocking diagram, the Contractor will be required to adjust all splice points as nearly as practicable to the correct elevation, and if any additional bearing plates are necessary in making these adjustments, the Contractor will be required to furnish them at his expense.

After all Structural Steel has been erected the Resident Engineer will furnish the State Bridge Engineer with the profile of the tops of the beams or girders with the elevations taken at the Panel Points. The Bridge Engineer will determine the thickening of the haunches that will be necessary to provide for Dead Load Deflection and furnish this information to the Resident Engineer.

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SUMMARY OF PAY QUANTITIES  
BRIDGES

F.A. Project No. SU-5565(100)C Sheet No. 9



SUMMARY OF PAY QUANTITIES-TRAFFIC					ADD'L PART. QTY.	ADD'L NON-PART QTY
ITEM NO.	ITEM	UNIT	PART. QTY	NON-PART QTY		
509.06(B)	CLASS "A" CONCRETE (FTGS)	CY	10.4	5.2	.5	.1
511.06	REINFORCING STEEL (FTGS)	LBS	965	506	58.9	4.5
629.06(c)	3/4" GALV. STEEL ELECT. CONDUIT (TRENCHED)	(1) LF	310	298	—	-41
629.06(c)	2" GALV. STEEL ELECT. CONDUIT (TRENCHED)	(1) LF	252	40	49	118
629.06(c)	3" GALV. STEEL ELECT. CONDUIT (TRENCHED)	(1) LF	3	5	6	—
629.06(d)	PULL BOX TYPE I (TRAFFIC SIGNAL)	EA.	8	5	—	—
633.06(A) 633.06(C)	SHEET METAL SIGNS (ALUM. OR GALV. STEEL)	SF	106	—	—	—
635.06	2 1/2" AT 5.79 GALV. STEEL PIPE POST	LF	278	—	—	—
635.06(B)	3" AT 7.58 GALV. STEEL PIPE POST	LF	38	—	—	—
636.06(A)	TRAFFIC STRIPE (PLASTIC)(4" WIDE)(WHITE)	(5) LF	10,060	—	—	—
636.06(A)	TRAFFIC STRIPE (PLASTIC)(4" WIDE)(YELLOW)	(5) LF	5,280	—	—	—
636.06(B)	TRAFFIC STRIPE (PLASTIC)(ARROWS)(WHITE)	EA	20	4	-4	-1
SP	EXPANSIBLE PR-TIMED TRAFFIC SIGNAL CONTROLLER	(3) EA	1	—	—	—
SP	FULL VEHICLE ACTUATED TRAFFIC SIGNAL CONTROLLER	(2) EA	1	1	—	—
SP	INDUCTIVE VEHICLE LOOP DETECTOR	(4) EA	4	3	—	1
SP	5" BACKPLATE (12" HDS) (B-2)	EA	17	10	-1	-1
SP	24' MAST ARM AND POLE	(8) (6) EA	1	—	-1	—
SP	26' MAST ARM AND POLE	(8) (6) EA	1	—	-1	—
SP	30' MAST ARM AND POLE	(8) (6) EA	1	2	—	—
SP	36' MAST ARM AND POLE	(8) (6) EA	—	1	1	—
SP	2- CONDUCTOR SHIELDED DET. LEAD-IN ELECT. CABLE	LF	1,42	769	—	190
SP	5- CONDUCTOR ELECT. CABLE	LF	1,295	711	450	-24
SP	12-CONDUCTOR ELECT. CABLE	LF	112	261	16	9
SP	ONE-WAY THREE SEC. ADJ. SIG. HD. (MAST ARM MTD)(S-6)	EA	10	6	2	2
SP	ONE-WAY FOUR SEC. ADJ. SIG. HD. (MAST ARM MTD)(S-7R)	EA	—	1	—	-1
SP	ONE-WAY FOUR SEC. ADJ. SIG. HD. (MAST ARM MTD) (S-7L)	EA	—	1	—	-1
SP	ONE-WAY THREE SEC. ADJ. SIG. HD. (MAST ARM MTD)(S-9)	EA	—	2	—	-2
SP	ONE-WAY THREE SEC. ADJ. SIG. HD. (MAST ARM MTD) (S-10)(OPT. PROG.)(7)	EA	1	—	-1	—
SP	40' MAST ARM AND POLE	(8) (6) EA	—	1	—	—
SP	ONE-WAY THREE SEC. ADJ. SIG. HD (MAST ARM MTD.) (S-9)(OPT. PROG.) (7)	EA	4	—	-2	1
SP	ONE-WAY THREE SEC. ADJ. SIG. HD. (MAST ARM MTD) (S-6)(OPT. PROG.) (7)	EA	2	—	-2	—
636.06(d)	TRAFFIC STRIPE (PLASTIC)(SYMBOLS)(WHITE)	EA	2	—	—	—
SP	7-CONDUCTOR ELECT. CABLE	LF	13	—	—	—
SP	9 CONDUCTOR ELECT. CABLE	LF	167	—	—	—
SP	38' MAST ARM & POLE	(8) (6) EA	3	—	—	—
SP	28' MAST ARM & POLE	(8) (6) EA	1	—	—	—
629.06(C)	2" GALV. STEEL ELECT. CONDUIT (PUSHED)	(1) L.F.	357	291	93	-121
SP.	2-CONDUCTOR ELECT. CABLE	L.F.	162	—	-162	—
636.06(C)	TRAFFIC STRIPE (PLASTIC)(WORDS)(WHITE)	(1) EA	12	2	—	-1
SP.	ONE-WAY THREE SEC. ADJ. SIG. HD. (MAST ARM MTD.) (S-11)	EA.	—	—	2	—
SP.	ONE-WAY THREE SEC. ADJ. SIG. HD.(SLIP FITTER MTD.) (S-9) (OPT. PROG.) (7)	EA	—	—	1	—
SP.	ONE-WAY THREE SEC. ADJ. SIG. HD. (CLAMP MTD.) (S-10) (OPT. PROG.) (7)	EA.	—	—	1	—
SP.	8" BACKPLATE (12" HDS.) B-1	EA.	—	—	2	—
SP.	20' MAST ARM & POLE	EA.	—	—	1	—
SP.	12' PEDESTAL POLE	EA.	—	—	1	—

SU-5565(100)CS

REFERENCE NOTES

- (1) SEE SPECIAL PROVISION.
- (2) FOR THE INTERSECTION OF I-240 FRONTAGE ROAD AND PROSPECT BLVD. AND PROSPECT BLVD, AND FIRST MAGAZINE NORTH I-240, THE CONTRACTOR SHALL FURNISH A FULL VEHICLE ACTUATED SOLID STATE DIGITAL TRAFFIC SIGNAL CONTROLLER, AN EIGHT PHASE MOUNTING FRAME WITH POWER SUPPLY AND ASSOCIATED EQUIPMENT SHALL BE FURNISHED FOR PLANNED FUTURE EXPANSION. THE CONTROLLER SHALL BE CAPABLE OF PERFORMING AS SHOWN ON THE PHASE DIAGRAM AND SEQUENCE.

ONE ADDITIONAL STANDARD VEHICLE ACTUATED MODULE AND ONE ADDITIONAL SOLID STATE LOAD SWITCH SHALL BE FURNISHED ON THIS PROJECT FOR EMERGENCY PURPOSES FOR EACH INTERSECTION.

THE CONTROLLER SHALL BE FURNISHED WITH DETECTOR TEST SWITCH PANEL. THE SWITCHES SHALL BE OF THE PUSH BUTTON TYPE, AND SHALL BE INSTALLED IN THE CABINET SO THAT CALLS CAN BE PLACED ON EACH VEHICLE PHASE. THIS PANEL SHALL BE SO DESIGNED THAT IT CAN BE MOUNTED TO THE REAR OF THE CABINET DOOR.

- (3) AT THE INTERSECTION OF PROSPECT BLVD. AND S.E. 66 STREET, THE CONTRACTOR SHALL FURNISH AN EXPANSIBLE PRE-TIMED TRAFFIC SIGNAL CONTROLLER. THE CONTROLLER SHALL ALSO BE FURNISHED WITH A RAILROAD PRE-EMPTER; WHEN IT IS PRE-EMPTED IT SHALL FUNCTION AS SHOWN IN PHASE DIAGRAM AND SEQUENCE.

- (4) THE DETECTORS TO BE FURNISHED ON THIS PROJECT SHALL BE SELF-TUNING SOLID STATE INDUCTION VEHICLE LOOP DETECTORS.

- (5) ESTIMATED QUANTITY INCLUDES EQUIVALENT LENGTH OF 4" STRIPE TO CONSTRUCT THE 6" AND/OR 24" STRIPE.

- (6) THE CONTRACTOR SHALL FURNISH GALVANIZED STEEL TRAFFIC SIGNAL POLES, ACCORDING TO THE SPECIFICATIONS.

- (7) THE OPTICALLY PROGRAMMED SIGNAL HEADS SHALL BE DESIGNED SO THAT THE VISIBILITY ZONE OF THE INDICATIONS IS DETERMINED OPTICALLY AND REQUIRES NO LOUVERS. THE PROJECTED SIGNAL MAY BE VISIBLE OR SELECTIVELY VEILED ANYWHERE WITHIN 15 DEGREES OF THE OPTICAL AXIS. THE LIGHT PATTERN MAY BE PROJECTED OPTICALLY TO PRECISE ROADWAY AREAS WITHIN 1/2 DEGREE OF VERTICAL, LATERAL AND LONGITUDINAL PLANES.

GENERAL NOTES

PAY ITEMS

COST OF EQUIPMENT AND MATERIALS WHICH ARE NOT COVERED BY PAY ITEMS SHALL BE INCLUDED IN OTHER ITEMS OF WORK.

LIGHTNING VOLTAGE SURGE PROTECTOR

EACH DETECTOR UNIT AND CONTROLLER ON THIS PROJECT SHALL BE FURNISHED WITH LIGHTNING VOLTAGE SURGE PROTECTOR.

MOUNTING BRACKETS

ASTRO BRACKETS MANUFACTURED BY VEPED TRAFFIC CONTROLS OR EQUAL SHALL BE USED FOR MOUNTING ALL MAST ARM MOUNTED SIGNAL HEADS. ALL HEADS SHALL BE MOUNTED WITH BRACKETS THAT ATTACH TO BOTH THE TOP AND BOTTOM OF THE HEADS.

SIGNAL FACES

ALL TRAFFIC SIGNAL DOORS AND VISORS SHALL BE PAINTED WITH AN ALKYD UREA BLACK SYNTHETIC BAKING ENAMEL, WITH MINIMUM GLOSS REFLECTANCE (AND SHALL MEET THE PERFORMANCE REQUIREMENTS OF IL-E-5557 ENAMEL HEAT RESISTING GLYCERYL PHTHALATE, TYPE 4, INSTRUMENT BLACK).

DETECTOR LOOP WIRE

THE WIRE THAT IS IMBEDDED IN THE PAVEMENT FOR THE DETECTOR LOOP SHALL BE A NUMBER 14 A.W.G. STRANDED COPPER CROSS-LINKED POLYETHYLENE INSULATED COPPER WIRE. (TYPE XHHW).

- (8) THE TRAFFIC SIGNAL POLES THAT ARE TO BE FURNISHED FOR THIS PROJECT SHALL BE IN ACCORDANCE WITH THE CURRENT EDITION OF "AASHO" SPECIFICATION FOR THE DESIGN AND CONSTRUCTION OF STRUCTURAL SUPPORTS.

FOR THE INTERSECTION OF PROSPECT BLVD. AT FIRST MAGAZINE NORTH OF I-240, SIGNAL HD. NO.3 SHALL NOT FUNCTION UNTIL SUCH TIME THAT THE FINAL LEG OF THIS INTERSECTION IS CONSTRUCTED.

- (9) SEE OTHER QUANTITY SHEET. (ROADWAY QUANTITY CHANGE IN PLAN)

Design		
Drawn		
Checked		
Approved		
Squad		

SUMMARY OF PAY QUANTITIES

F. A. S. Project No. SU - 5565 (100) CS Sheet No. 10





END F.A.S.P. NO.  
SU-5565 (100) CS

S.E. 59 TH.

SCALE  
1"=400'

PROSPECT BLVD

SEC. 14

PROSPECT BLVD

S.E. 58 TH. ST

SEC. 26 THIN R3W

SEC. 35 THIN R3W

BEGIN F.A.S.P. NO.  
SU-5565 (100) CS

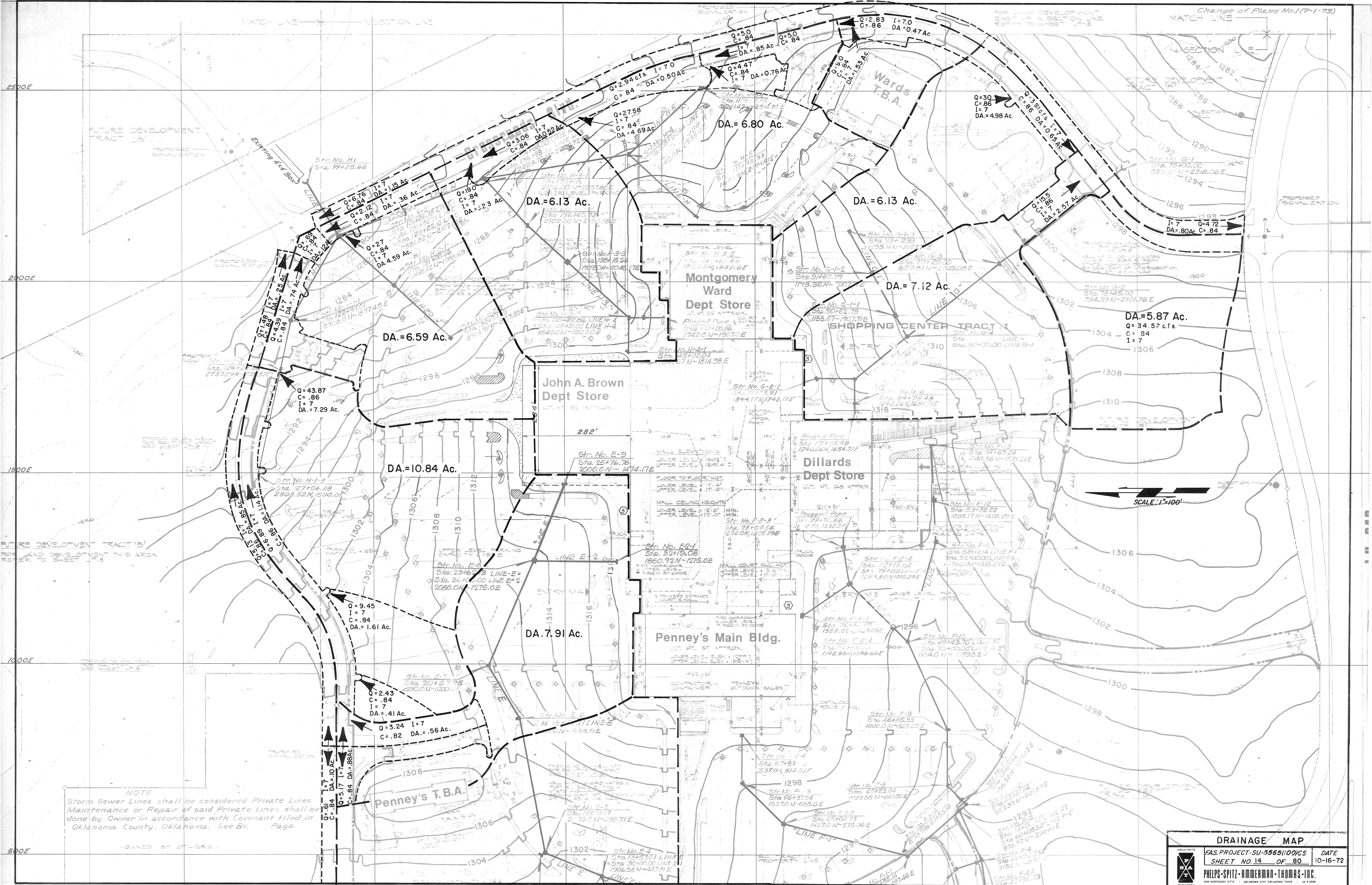
DA = 1.412  
G = .353  
G = .25

DRAINAGE MAP

F.A.S.P. PROJECT NO. SU-5565 (100) CS DATE  
SHEET NO. 13 OF 80 10-16-72

PHILIPS-SPITZ-AMMERMAN-THOMAS-INC.  
SAN ANTONIO, TEXAS





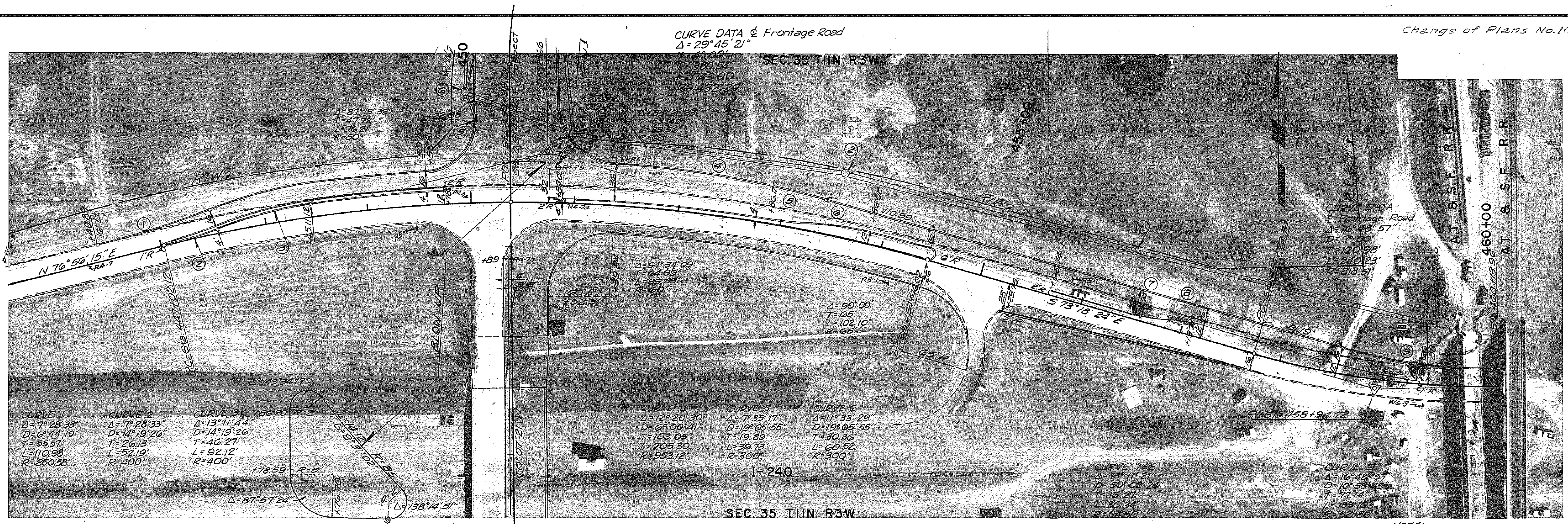
NOTE  
Storm Sewer Lines shall be considered Private Lines  
Maintenance or Repair of said Private Lines shall be  
done by Owner in accordance with Covenant filed in  
Oklahoma County, Oklahoma. See Bk. Page.



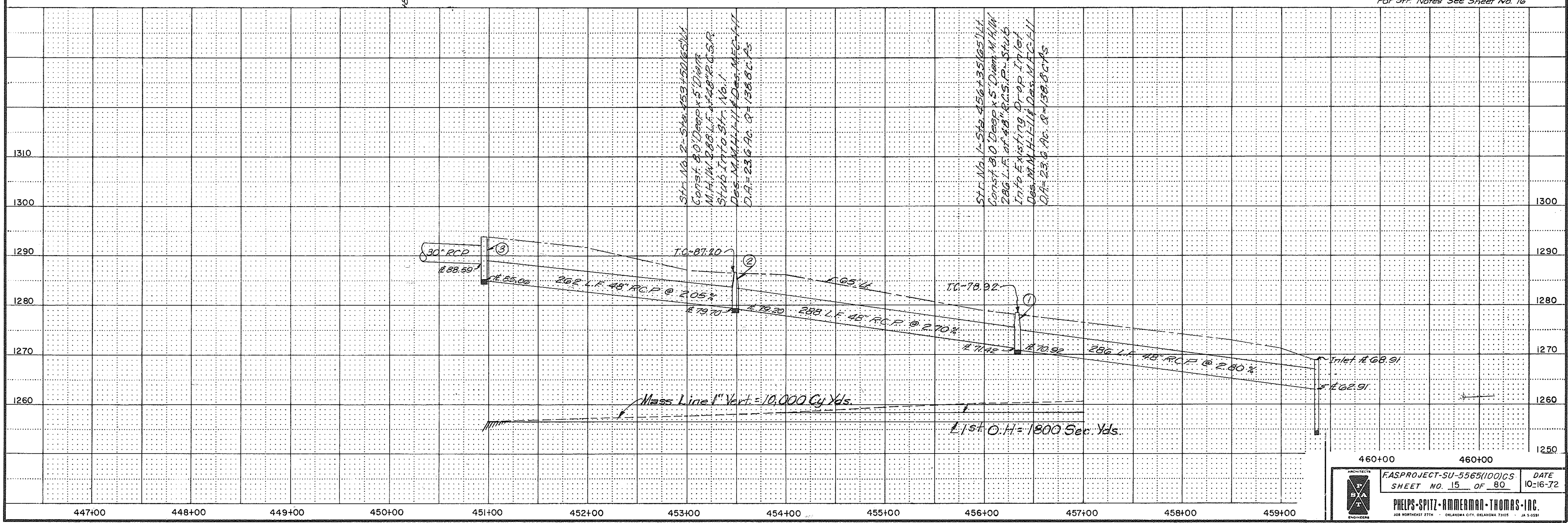
utilities?

Change of Plans No. 1(7-1-73)

PLAN	SURVEYED	DATE
	PLOTTED	BY
	NOTE BOOK	ALIGNED CHECKED
	NO.	RT. OF WAY CHECKED



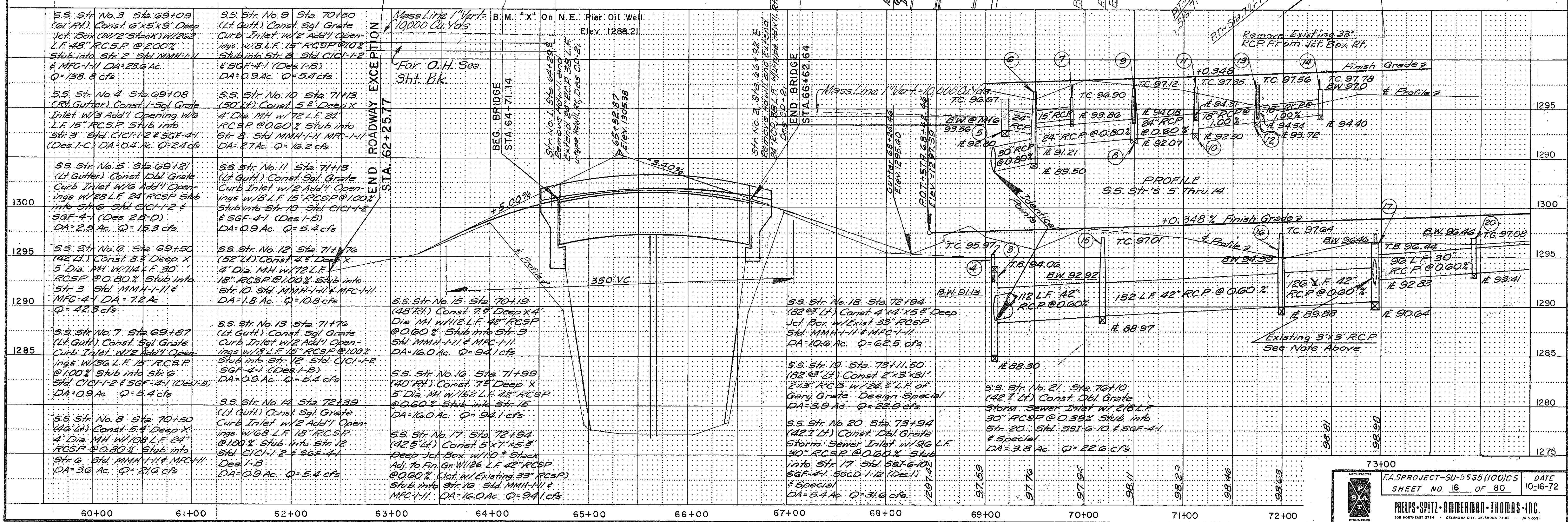
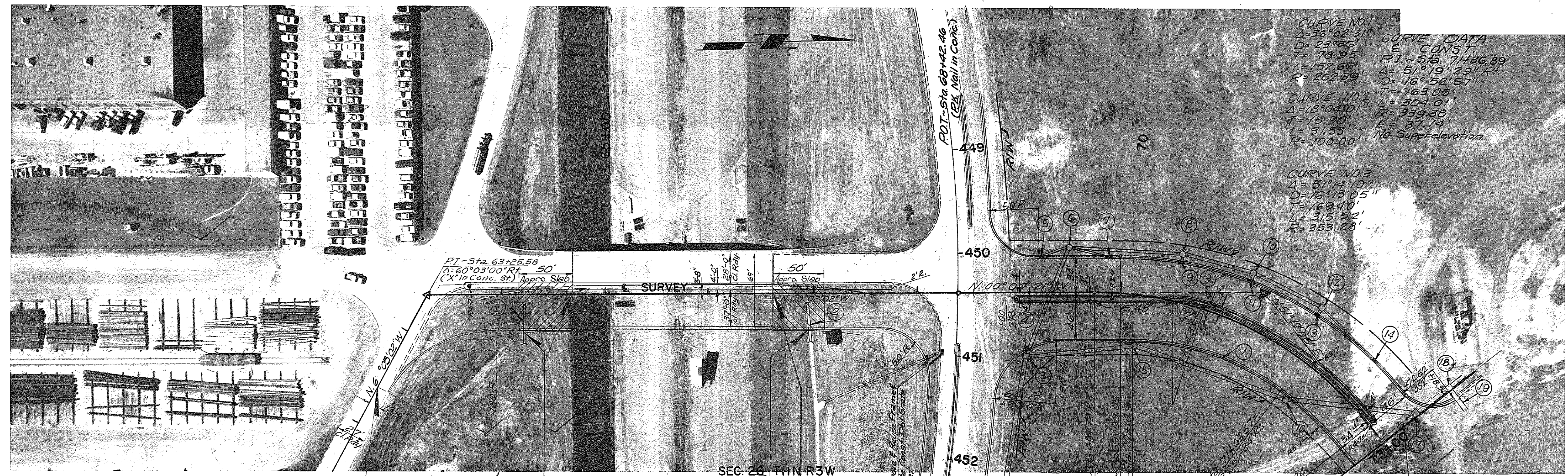
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	PLOTTED	BY
	NOTE BOOK	GRADES CHECKED
	NO.	STRUCTURE NOTATIONS CHKD.





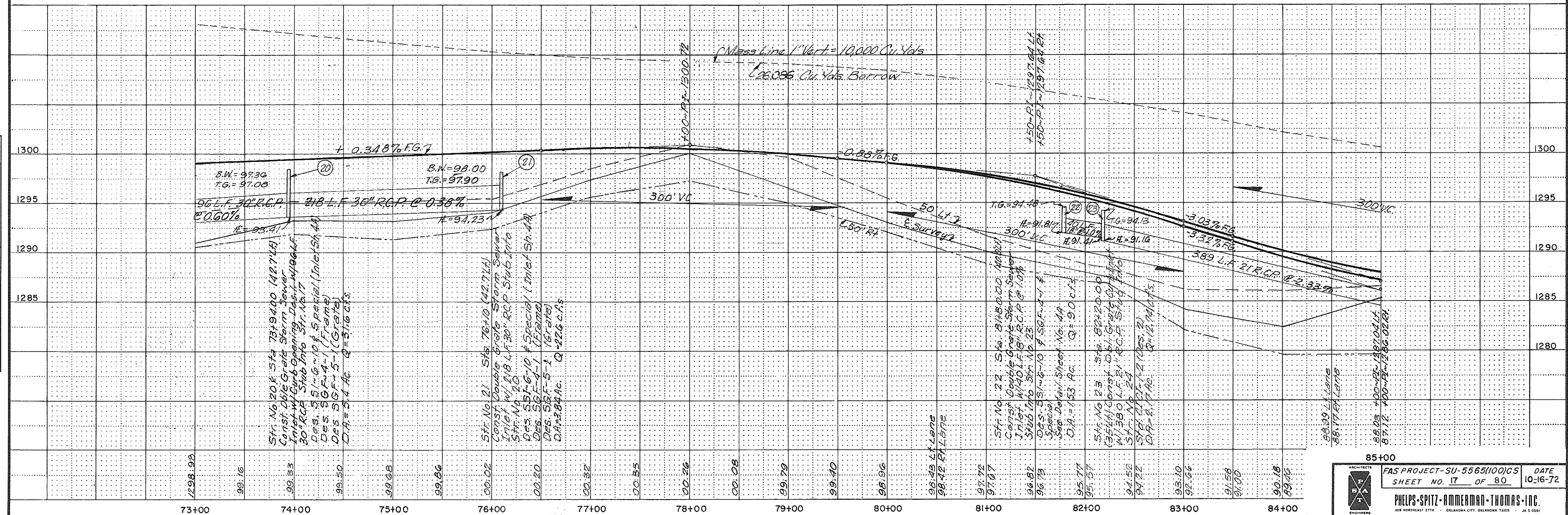
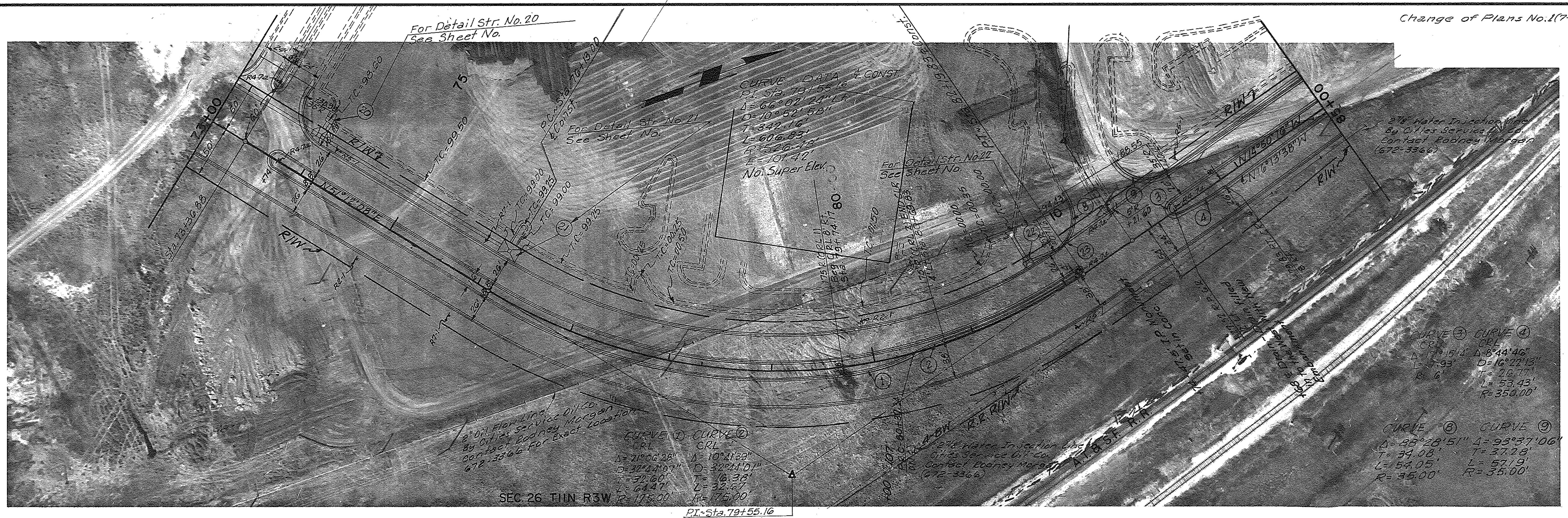
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NO.		
SURVISED NOTE BOOK ALIGNED CHECKED RT. OF WAY CHECKED		

PROFILE	DATE	BY
NO.		
SURVISED NOTE BOOK GRADES CHECKED STRUCTURE NOTATIONS OK'D		





<b>PROFILE</b>	SURVEYED _____		BY _____	DATE _____
	PLOTTED _____			
	GRADES CHECKED _____			
	B. M. S. NOTED _____			
	STRUCTURE NOTATIONS CH'KD _____			
NO. _____				

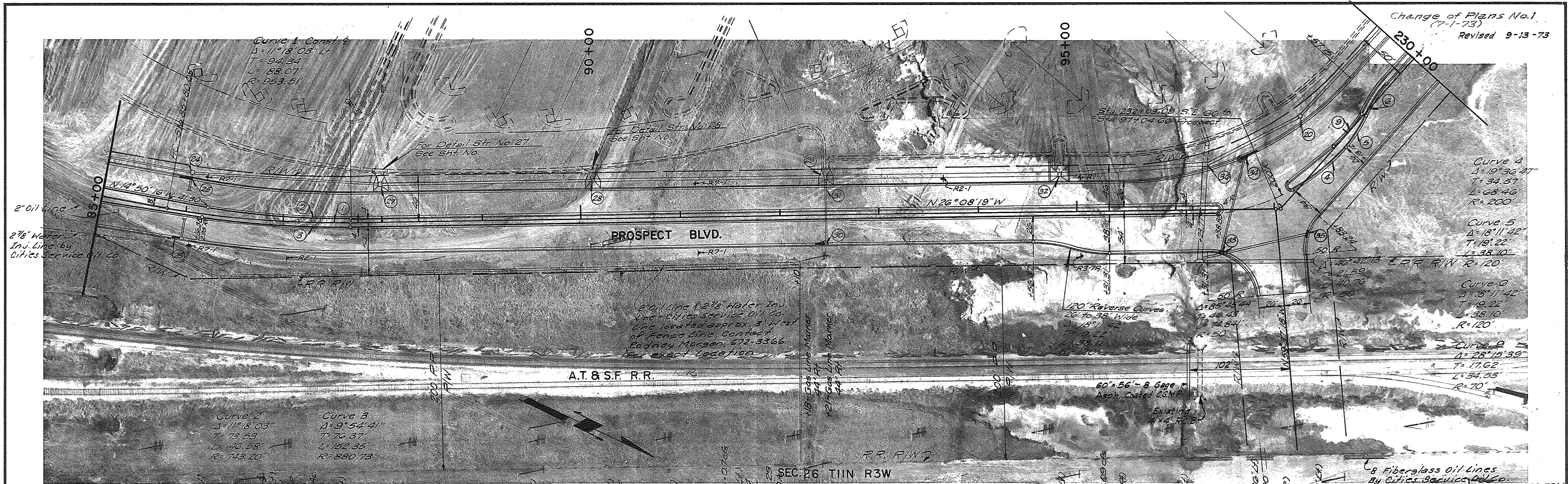




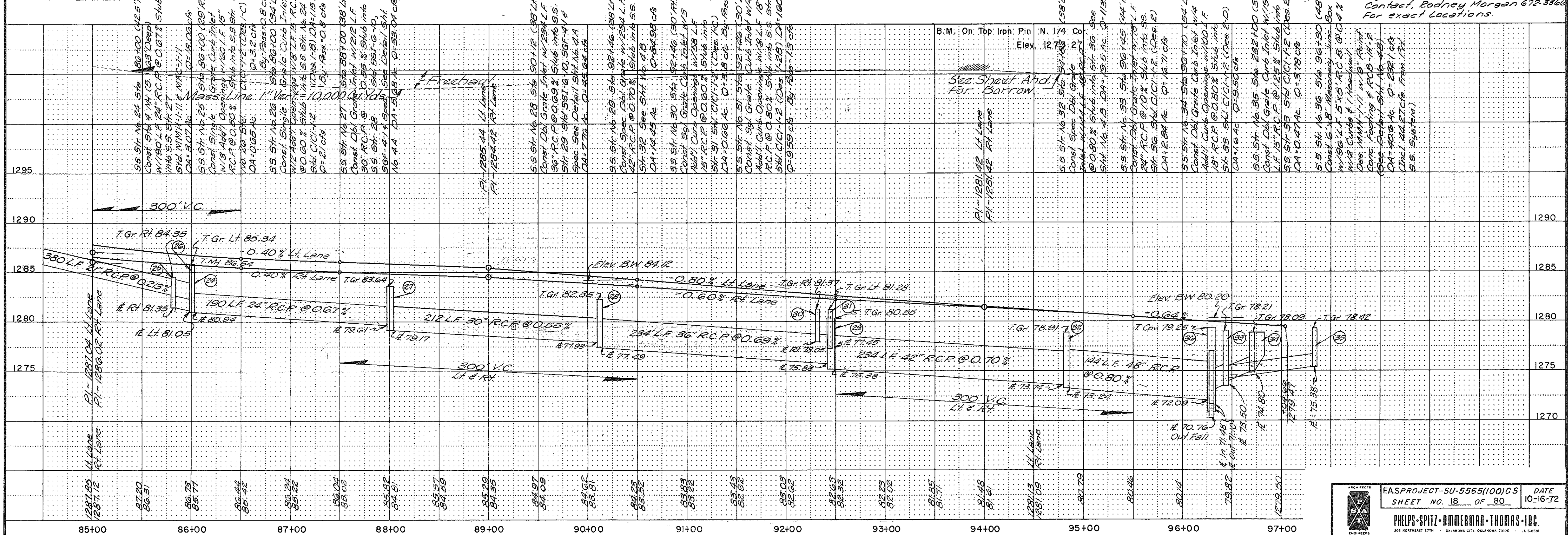
SH. NO. 10  
SEC. 10

Change of Plans No. 1  
(7-1-73)  
Revised 9-13-73

PLAN	SURVEYED	BY	DATE
NOTE BOOK	FLIPPED		
ALIGNMENT CHECKED			
RT. OF WAY CHECKED			



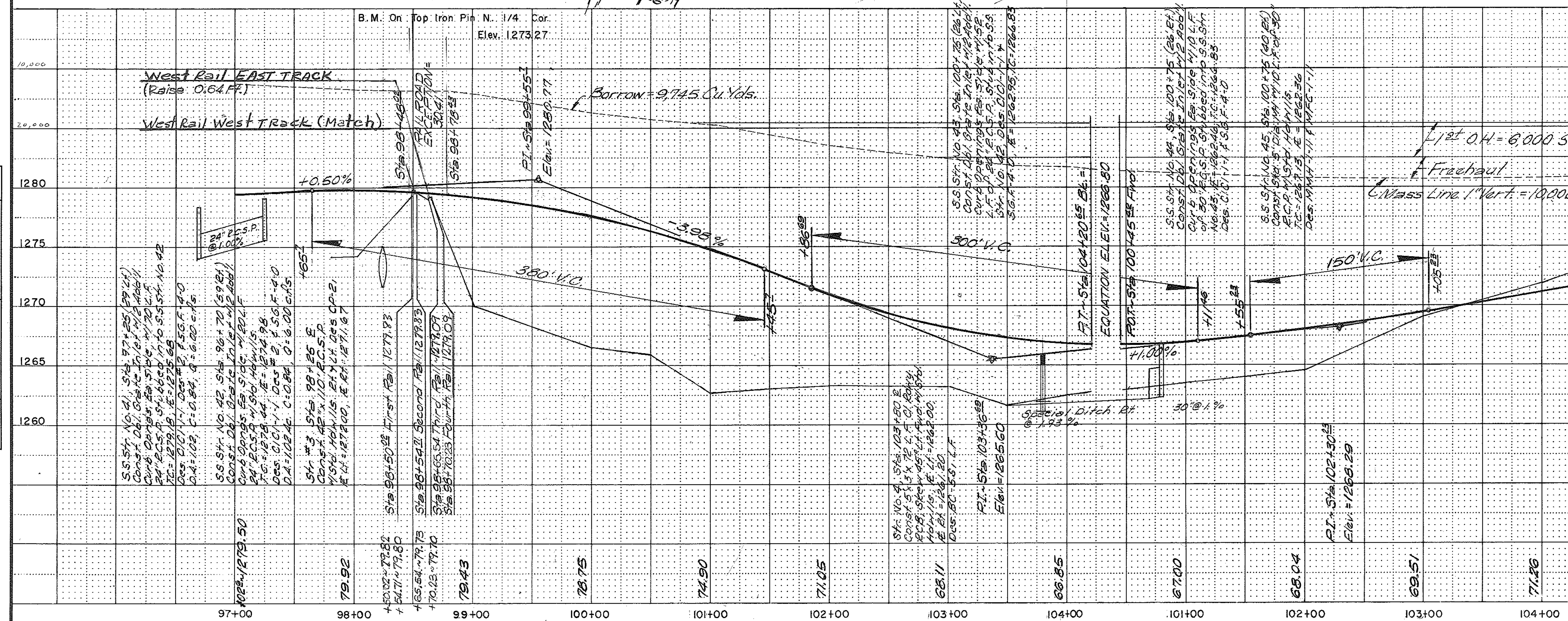
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	PLOTTED		
	GRADES CHECKED		
	B. M'S NOTED		
NOTE BOOK	STRUCTURE NOTATIONS CH'VD.		
NO.			





PLAN	SURVEYED	BY	DATE
	PLOTTED NOTE BOOK ALIGNMENT CHECKED NO. _____ RT. OF WAY CHECKED		

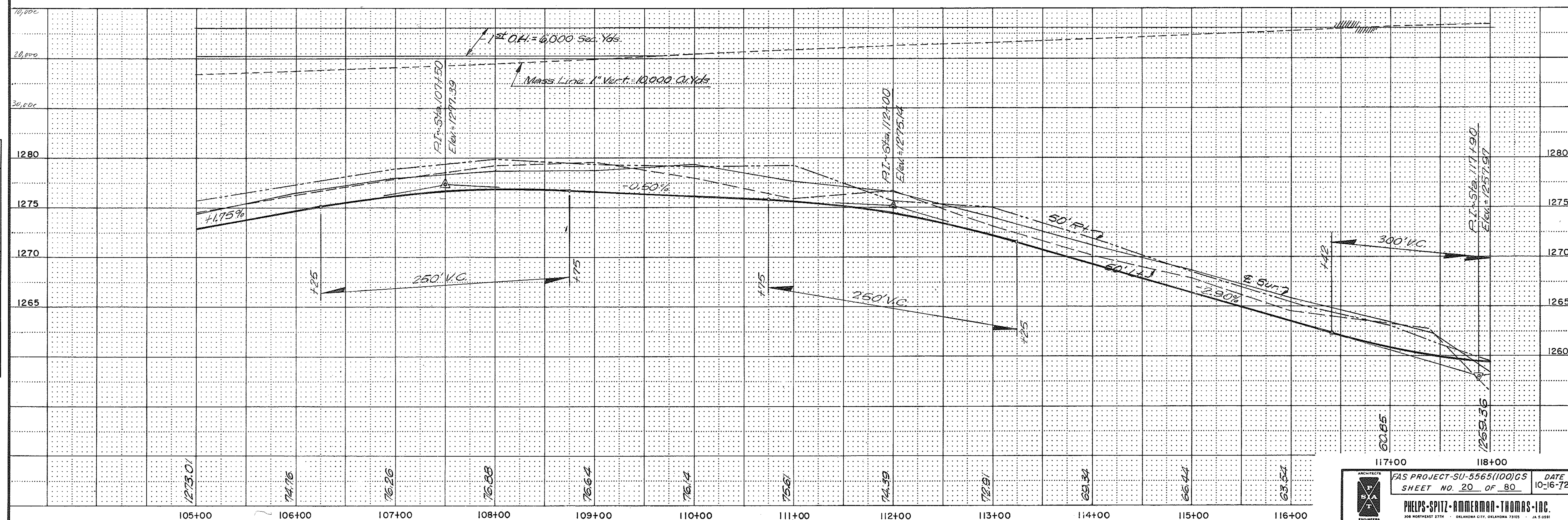
PROFILE		BY	DATE
SURVEYED			
PLOTTED			
GRADE CHECKED			
B. M. & NOTED			
STRUCTURE NOTAT'NS CHKD.			
NO.			



Change of Plans No. 2 (7-1-73)  
Revised 9-13-73  
Revised 10-6-73



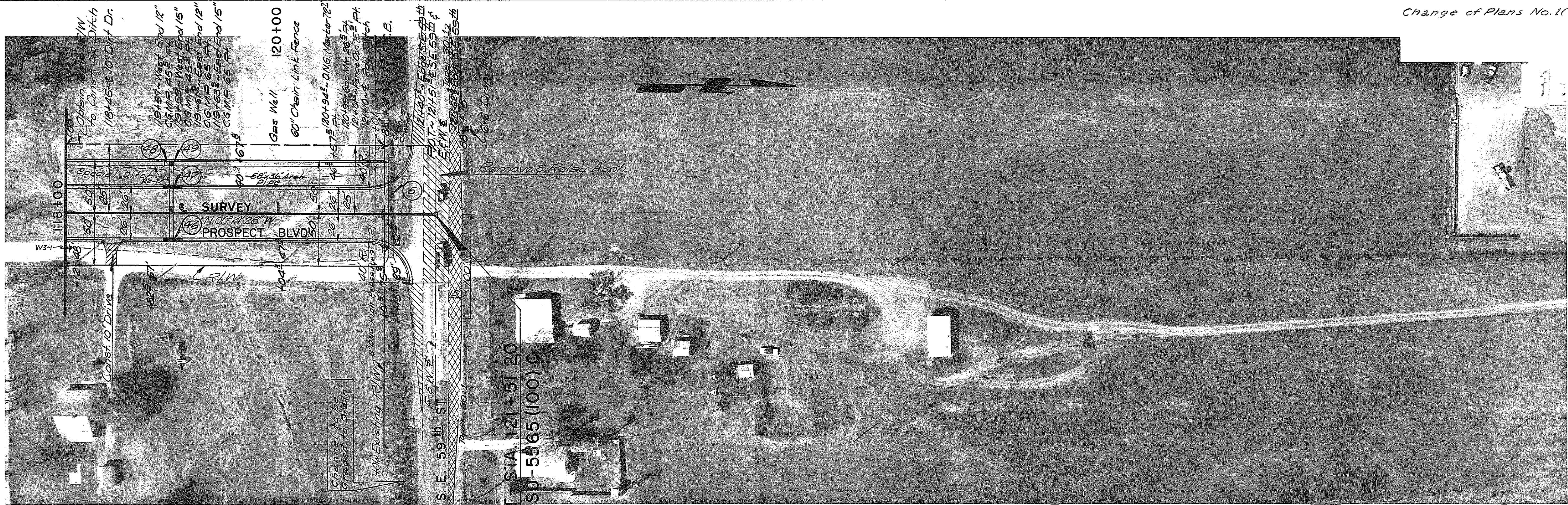
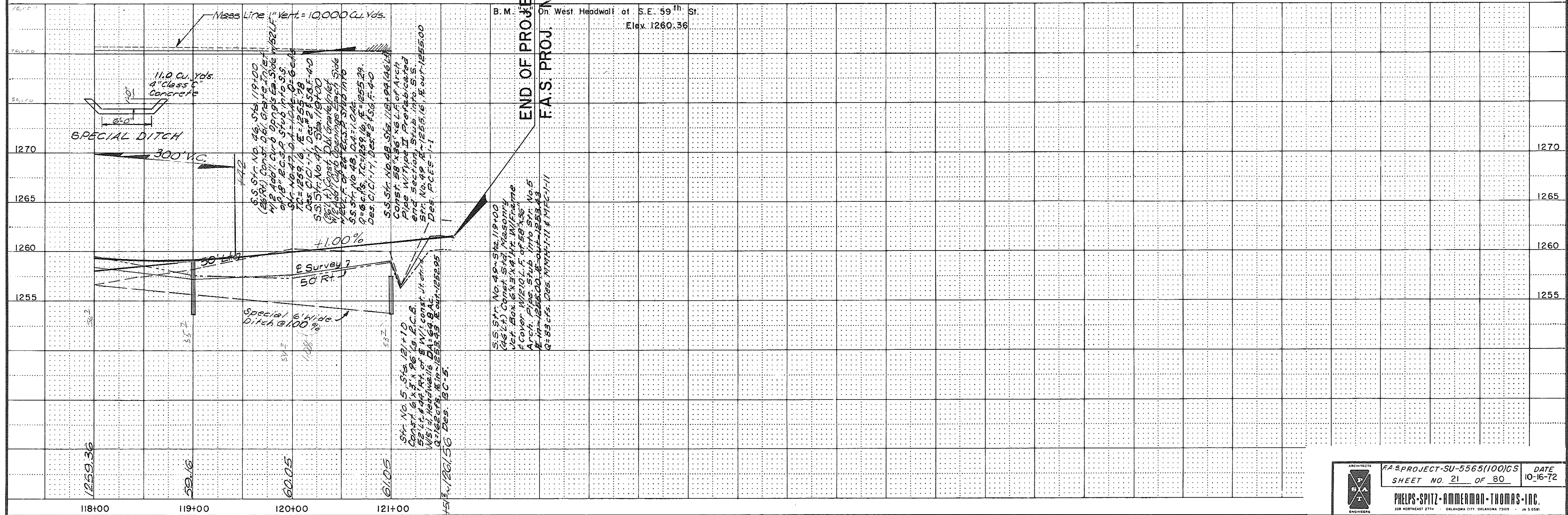
PROFILE		BY	DATE
SURVIVED			
PLOTTED			
GRADE CHECKED			
B. M. S. NOTED			
NO. ....			
STRUCTURE NOTATIONS CH'VD.			





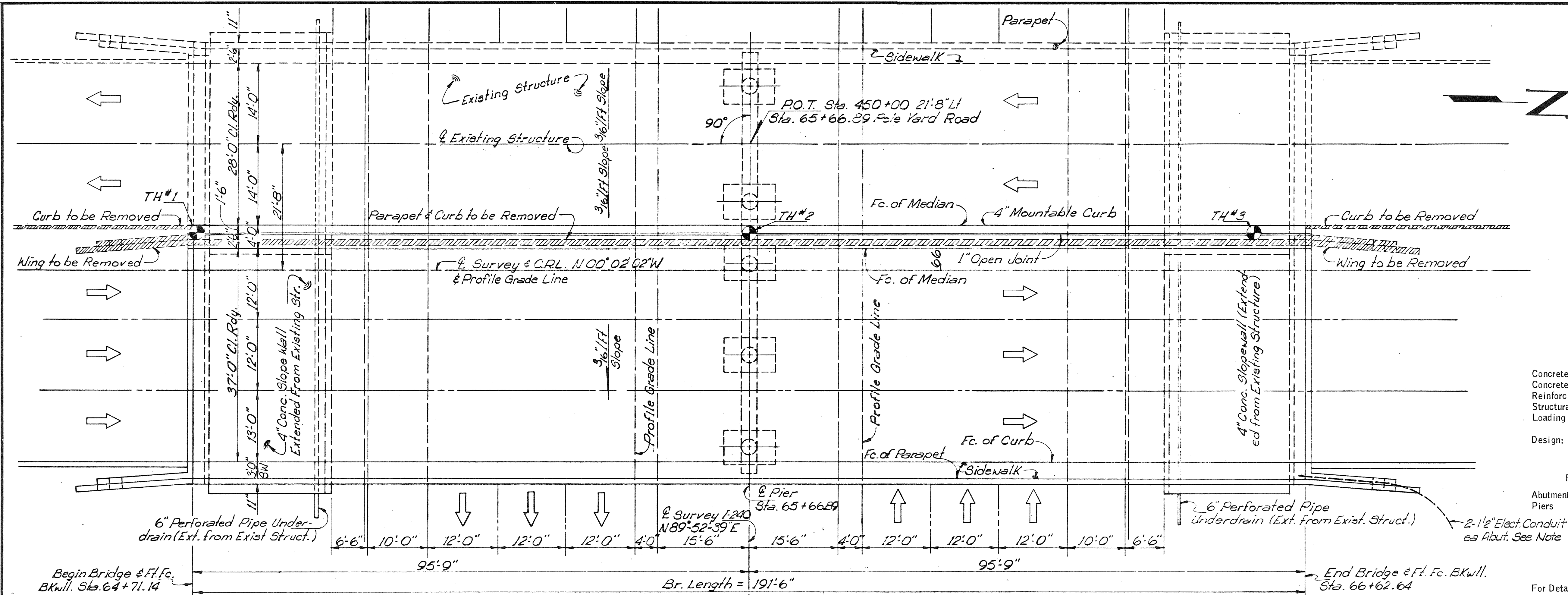
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NO.		NOTE BOOK	FLOTTED				
		ALIGNMENT CHECKED					
		RT. OF WAY CHECKED					

PROFILE		SURVEYED		BY		DATE	
NO.		NOTE BOOK	FLOTTED				
		GRADES CHECKED					
		STRUCTURE NOTATIONS CHKD.					



Change of Plans No. 1 (7-1-73)





DESIGN DATA

Concrete Class A	1,000 p.s.i.
Concrete Class AA	1,200 p.s.i.
Reinforcing Steel	20,000 p.s.i.
Structural Steel (A-36)	20,000 p.s.i.
Loading	HS 20

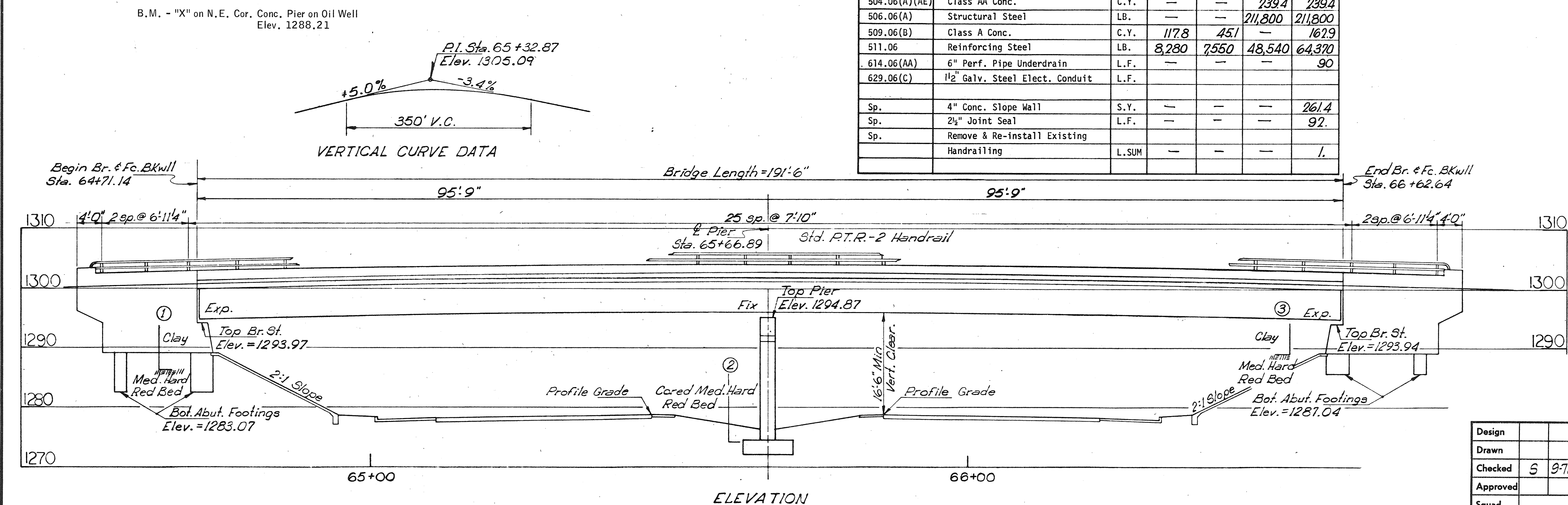
Design: AASHTO Specifications 1965 Edition  
and AWS Specifications

## FOUNDATION PRESSURES

Abutments	5.5 Tons/Sq.Ft.
Piers	4.8 Tons/Sq.Ft.

For Details of Abutments See Sht. No.23  
 For Details of Pier See Sht. No. 24  
 For Details of Superstructure See Shts. No.25 & 26  
 For Details of Slope Walls See Sht. No. 27  
 For Details of Handrail See Std. PTR-2 Sht. No. 43 & Sht. No. 27  
 For Details of Expansion Devices See Std. ISAJ, Sht. No. 44  
 For Details of Shoes See Std. ISAJ Sht. No. 44

SUMMARY OF QUANTITIES						
ITEM NO.	ITEM	UNIT	ABUTS.	PIERS	SUPSTR.	TOTAL
202.06(F)	Select Borrow	C.Y.	220	—	—	220
501.06(B)	Substr. Exc. Common	C.Y.	180	10	—	190
501.06(C)	Substr. Exc. Rock	C.Y.	16.8	146	—	314
501.06(D)	Removal of Exist. Str.	L.SUM	—	—	—	1.
504.06(A)(AE)	Class AA Conc.	C.Y.	—	—	239.4	239.4
506.06(A)	Structural Steel	LB.	—	—	211,800	211,800
509.06(B)	Class A Conc.	C.Y.	117.8	451	—	162.3
511.06	Reinforcing Steel	LB.	8,280	7,550	48,540	64,370
614.06(AA)	6" Perf. Pipe Underdrain	L.F.	—	—	—	90
629.06(C)	1½" Galv. Steel Elect. Conduit	L.F.	—	—	—	—
Sp.	4" Conc. Slope Wall	S.Y.	—	—	—	261.4
Sp.	2½" Joint Seal	L.F.	—	—	—	92
Sp.	Remove & Re-install Existing					
	Handrailing	L.SUM	—	—	—	1.



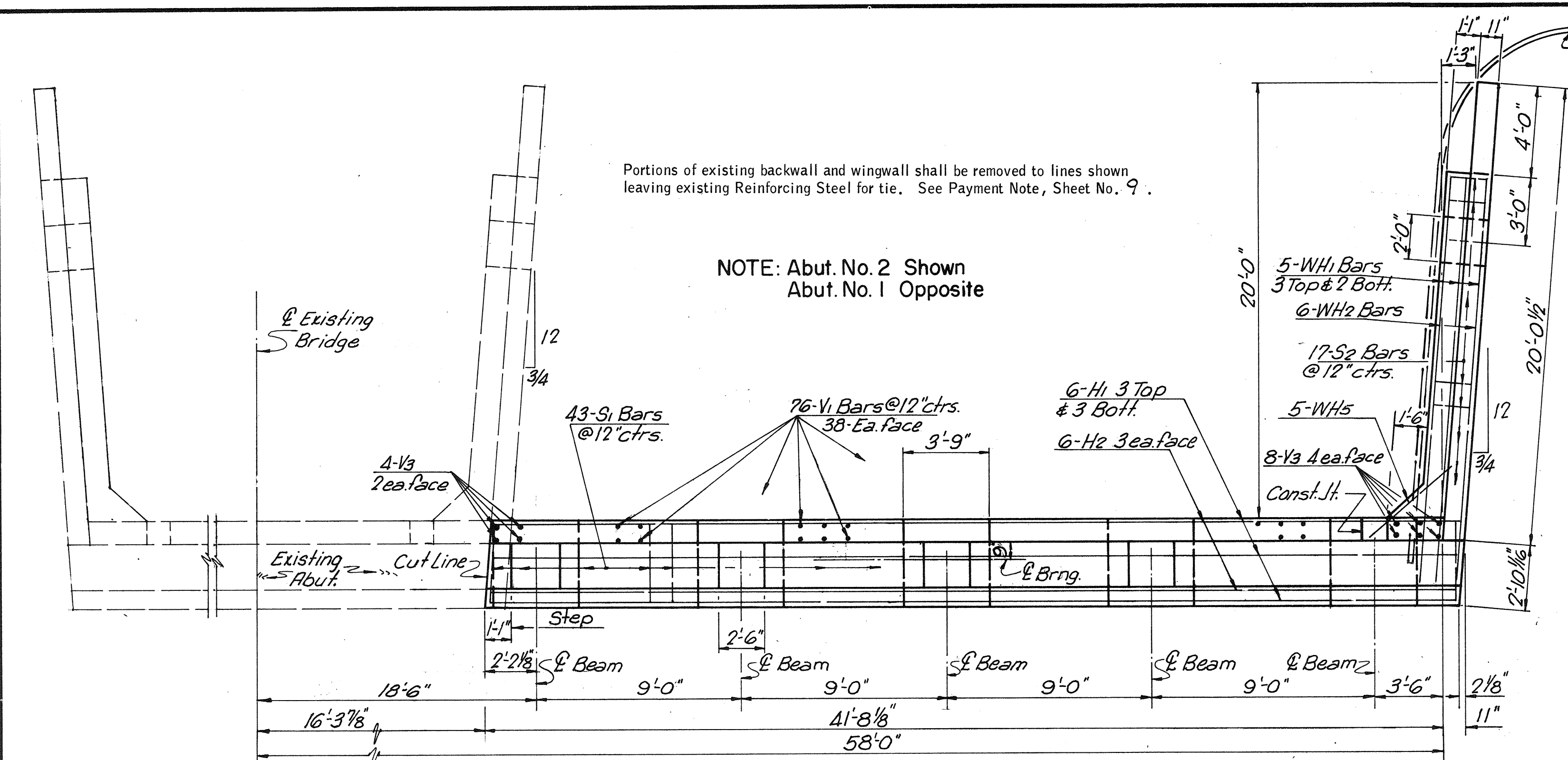
Design		
Drawn		
Checked	S	9-72
Approved		
Squad		

STR. 'A' PROSPECT BLVD.

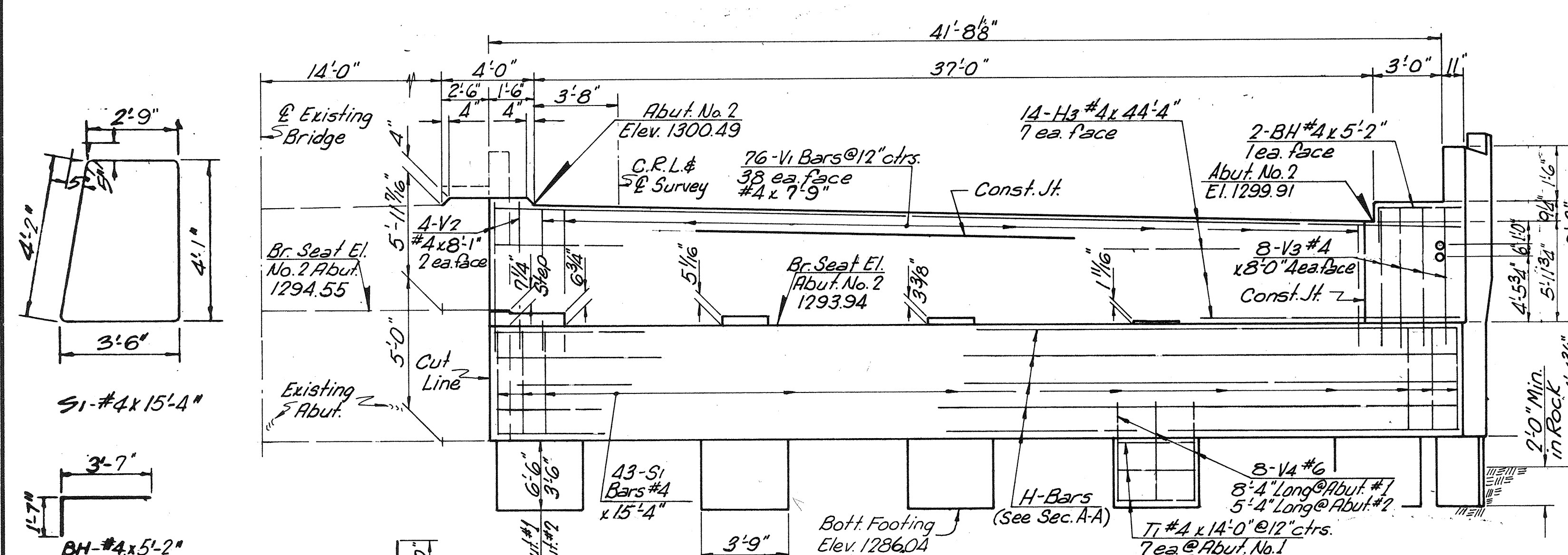
GENERAL PLAN, ELEVATION & SUMMARY OF QUANTITIES  
2-95' WELDED CONT. PLATE GIRDER SPANS  
37' ROADWAY WITH ONE 3' SIDEWALK  
@ STA. 65+66.89

F.A. Project No. SU-5565(100)C Sheet No. 22



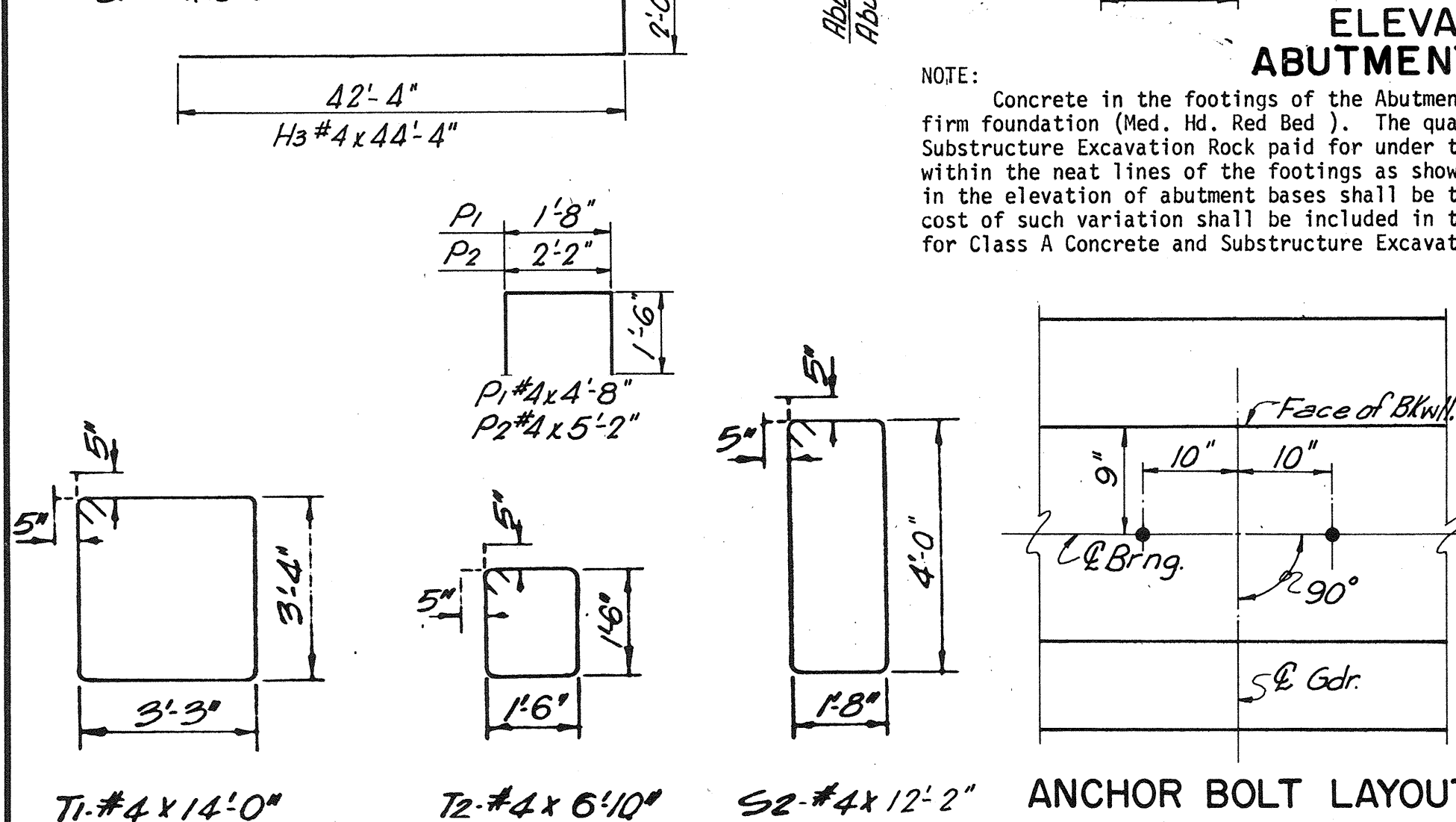


## PLAN

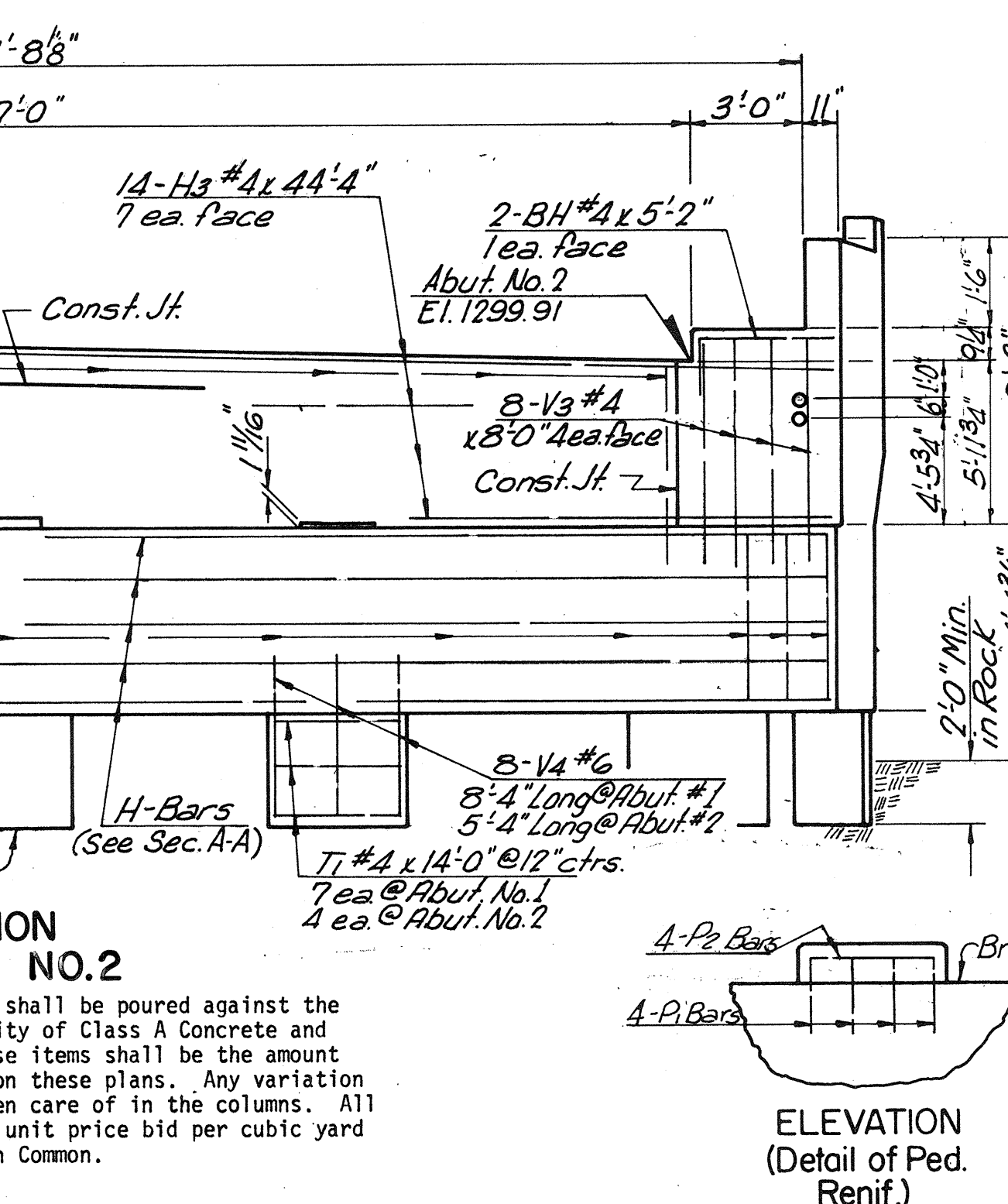


ELEVATION  
ABUTMENT NO.2

NOTE: Concrete in the footings of the Abutments shall be poured against the firm foundation (Med. Hd. Red Bed ). The quantity of Class A Concrete and Substructure Excavation Load bid for under these items shall be the amount within the neat lines of the footings as shown on these plans. Any variation in the elevation of abutment bases shall be taken care of in the columns. All cost of such variation shall be included in the unit price bid per cubic yard for Class A Concrete and Substructure Excavation Common.

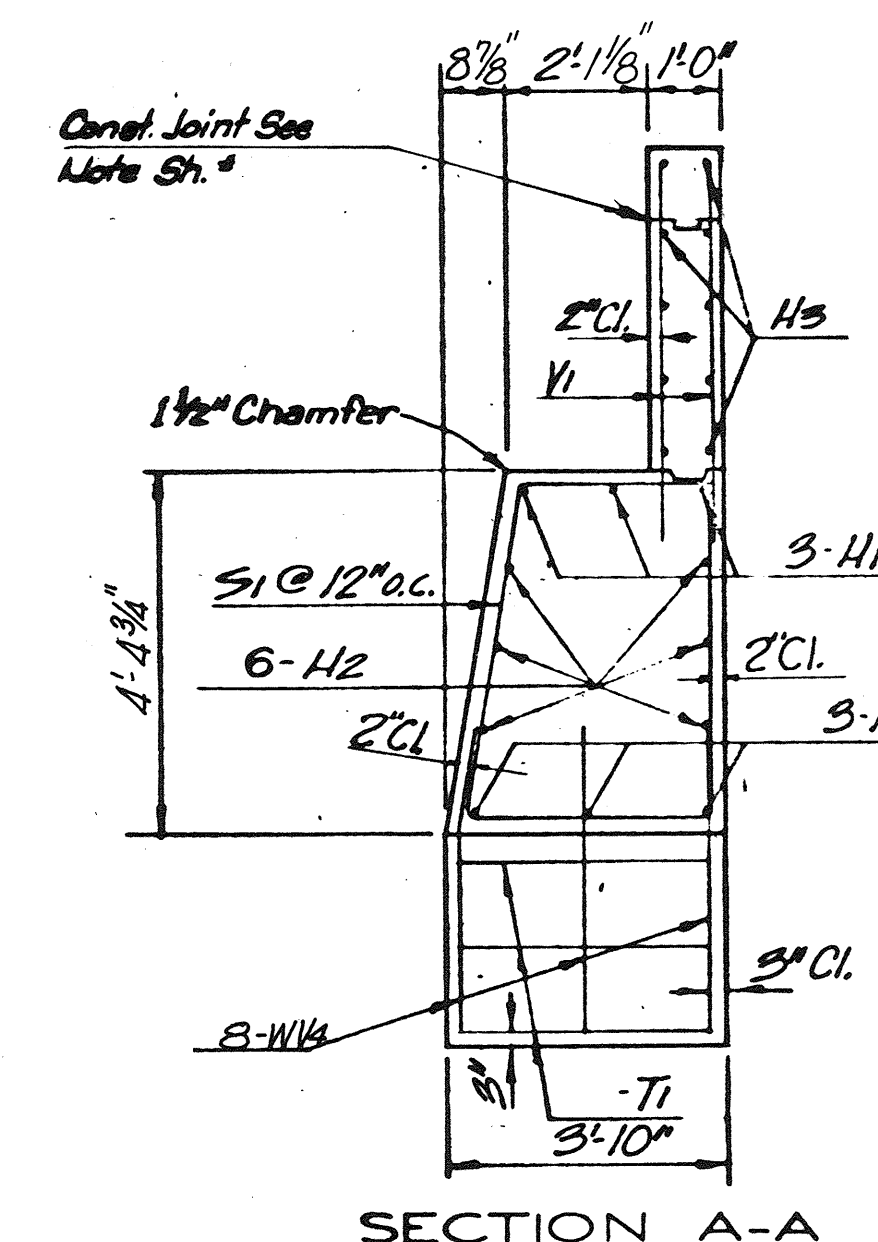


### ANCHOR BOLT LAYOUT

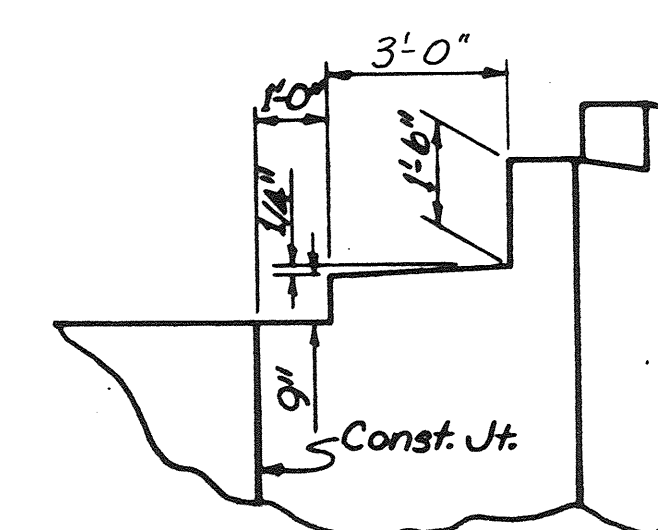


ELEVATION  
(Detail of Ped

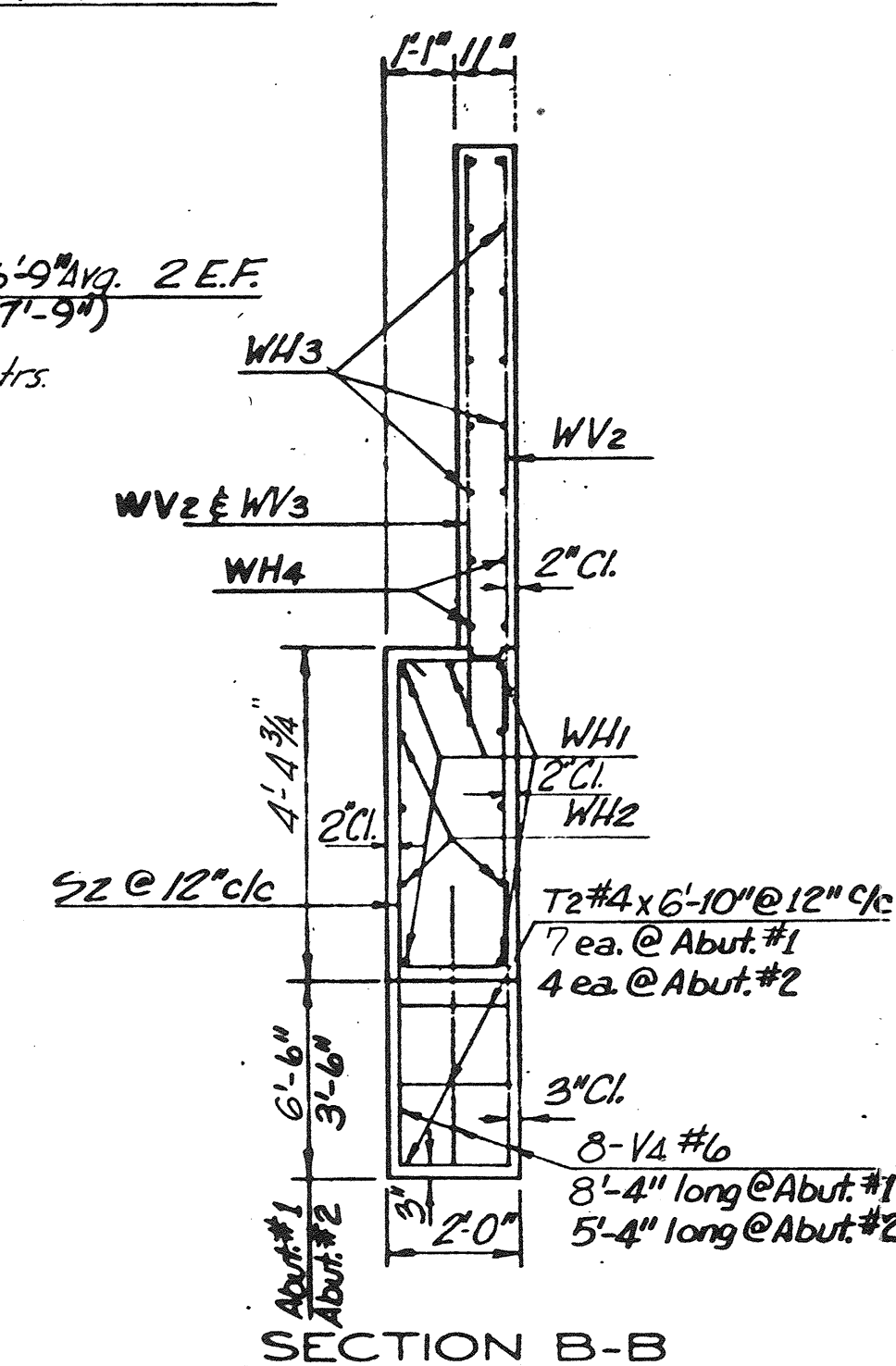
Note: Reinf. Steel not required  
in Ped. 2" or less in Height.



SECTION A-A



TYPICAL DETAIL OF  
BACKWALL AT WING



SECTION B-B

BAR LIST - ABUT. NO. 1 or NO. 2					
MARK	NO.	SIZE	SHAPE	LENGTH	REMARKS
BH	2	#4	Bnt.	5'-2"	
H1	6	#8	Str.	42'-3"	
H2	6	#4	Str.	42'-3"	
H3	14	#4	Str.	44'-4"	
P1	12	#4	Bnt.	4'-8"	
P2	12	#4	Bnt.	5'-2"	
S1	43	#4	Bnt.	15'-4"	
S2	17	#4	Bnt.	12'-2"	
T1	35	#4	Bnt.	14'-0"	Abut. No. 1 only
T2	7	#4	Bnt.	6'-10"	Abut. No. 1 only
V4	48	#6	Str.	8'-4"	Abut. No. 1 only
T1	20	#4	Bnt.	14'-0"	Abut. No. 2 only
T2	4	#4	Str.	6'-10"	Abut. No. 2 only
V4	24	#6	Str.	5'-4"	Abut. No. 2 only
V1	76	#4	Str.	7'-9"	
V2	4	#4	Str.	8'-1"	
V3	8	#4	Str.	8'-0"	
WH1	5	#8	Str.	17'-9"	
WH2	6	#4	Str.	17'-9"	
WH3	14	#4	Str.	19'-9"	
WH4	4	#4	Str.	16'-9" Ave.	15'-9" to 17'-5"
WH5	5	#4	Str.	5'-0"	
WV1	12	#5	Str.	7'-4" Ave.	6'-4" to 8'-4"
WV2	34	#4	Str.	9'-6"	
WV3	17	#5	Str.	9'-6"	
WV4	4	#5	Str.	7'-2"	

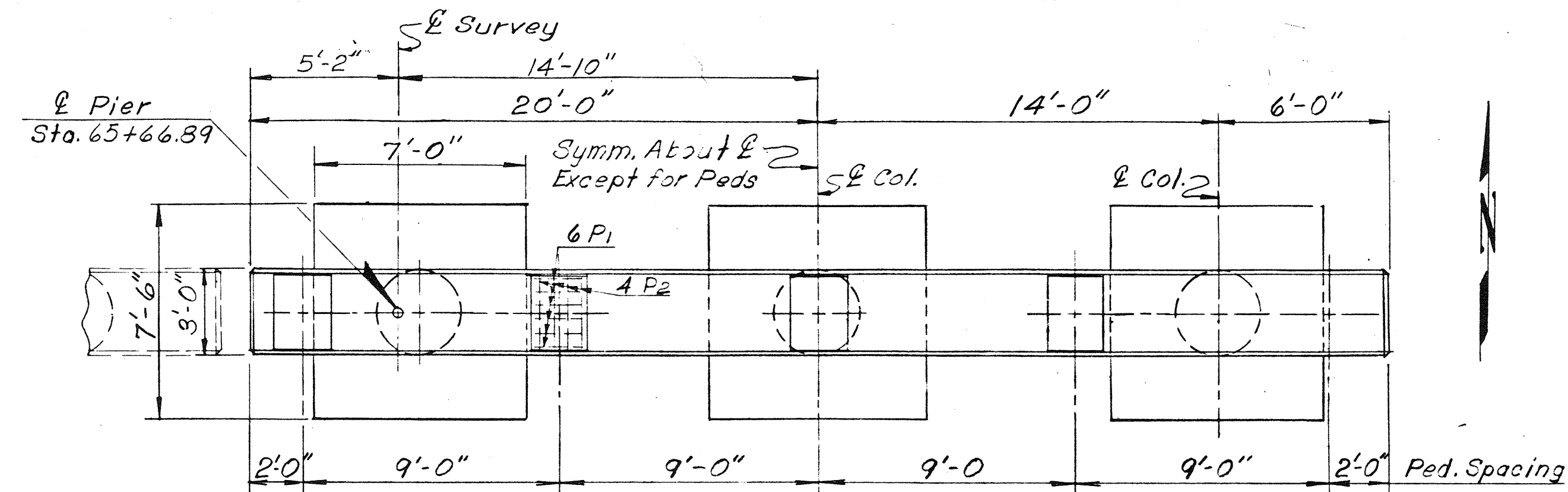
See Abutment Excav. Details, sh. #27

QUANTITIES			
ITEM	UNIT	TOTAL	
		ABUT, NO. 1	ABUT, NO. 2
Class "A" Concrete	C. Y.	63.1	54.7
Reinforcing Steel	LBS.	4420.	3860.
Substr. Excav. Common	C. Y.	100.	80.
Substr. Excav. Rock	C. Y.	8.4	8.4

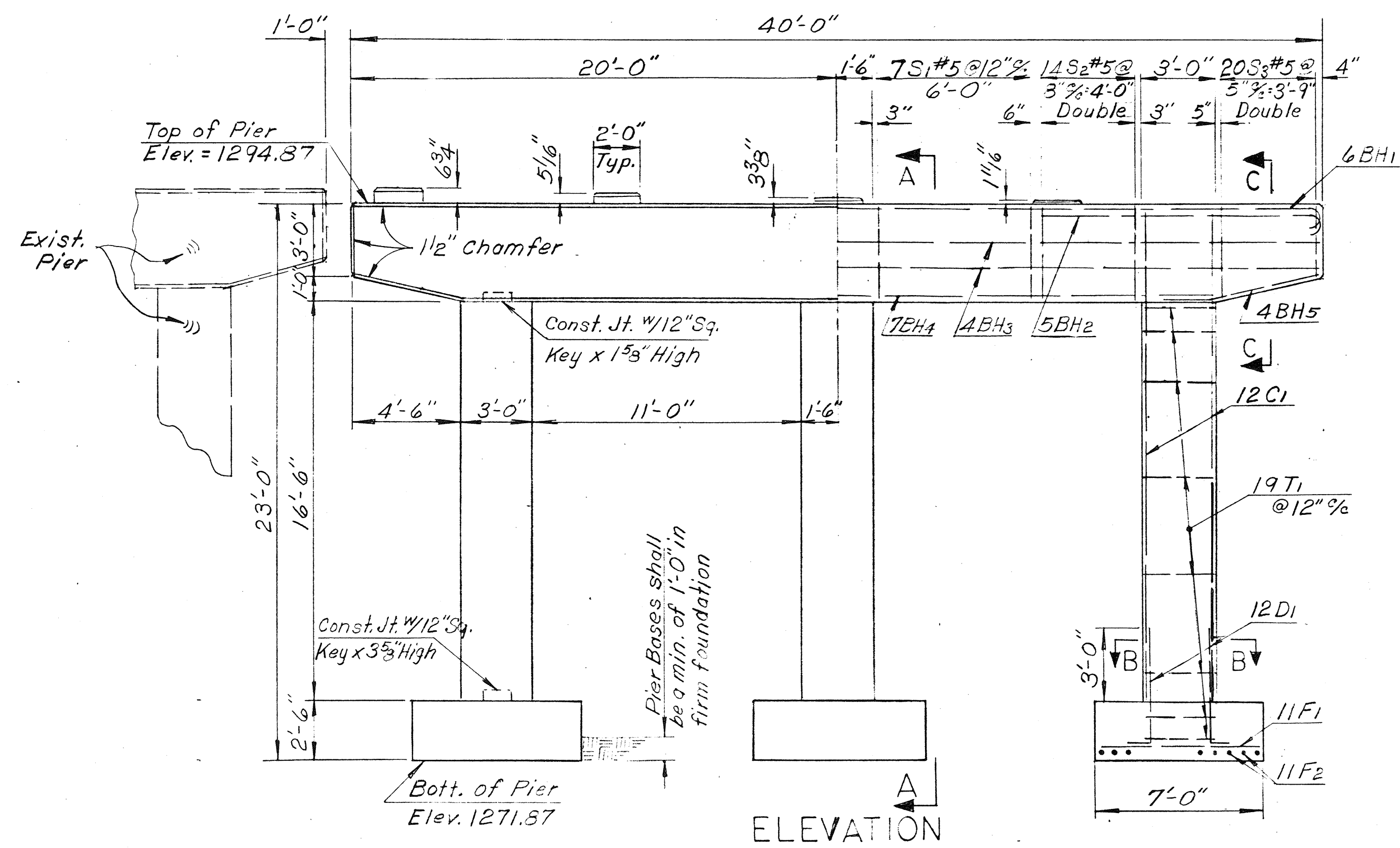
Design			STR. 'A'  PROSPECT BLVD.  DETAILS OF ABUTMENTS  F.A. Project No. <u>SU-5565(100)C</u> Sheet No. <u>23</u>
Drawn			
Checked	<i>G.M.</i>	<i>9-72</i>	
Approved			
Squad	<i>MELLIES</i>		



FED. ROAD DIST. NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
6	OKLA.	SU-5565 (100)C			
DESCRIPTION		REVISIONS		DATE	

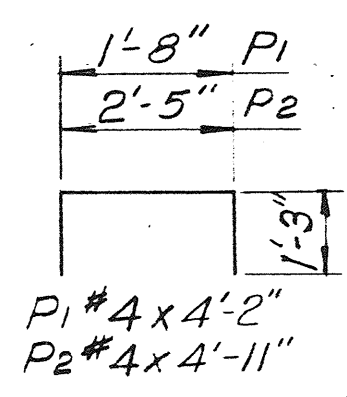
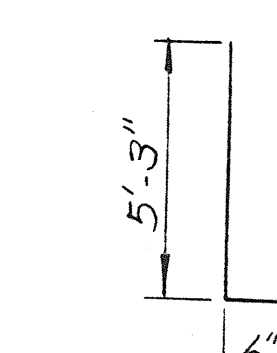
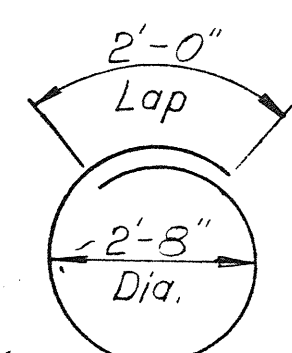
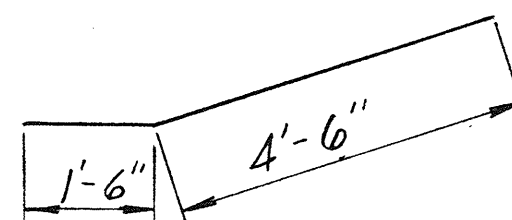
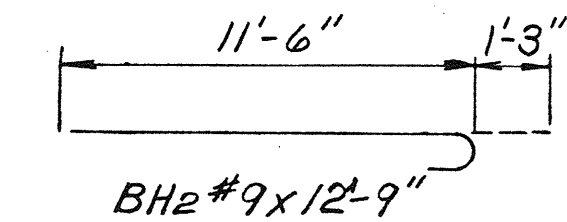
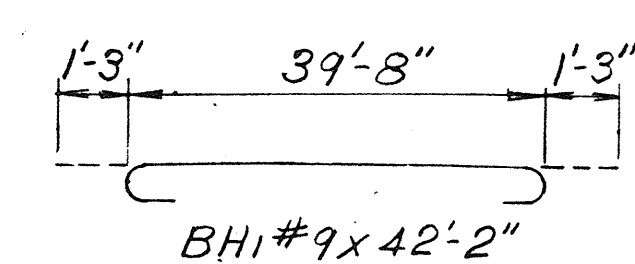


PLAN

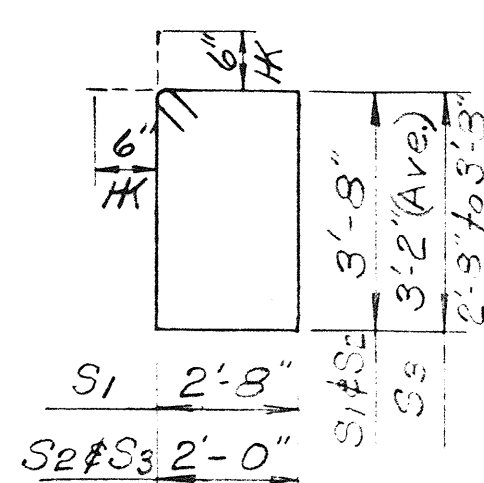


ELEVATION

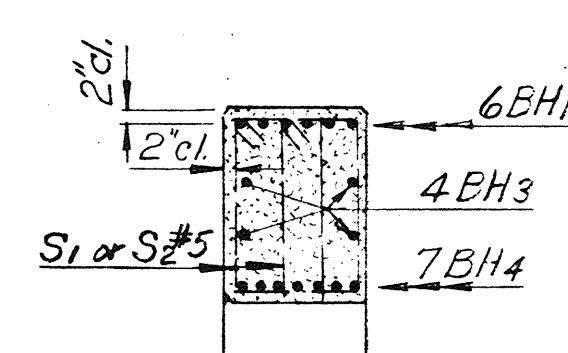
NOTE: Concrete in the footings of the Piers shall be poured against the firm foundation (Med. Hd. Red Bed). The quantity of Class A Concrete and Substructure Excavation Rock paid for under these items shall be the amount within the neat lines of the footings as shown on these plans. Any variation in the elevation of pier bases shall be taken care of in the columns. All cost of such variation shall be included in the unit price bid per cubic yard for Class A Concrete and Substructure Excavation Common.



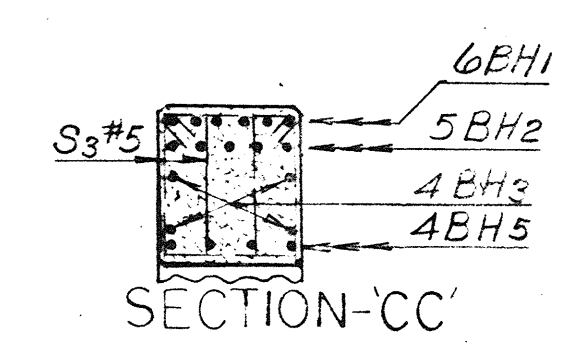
Note: Reinf. not req'd. in Peds. less than 2" in height.



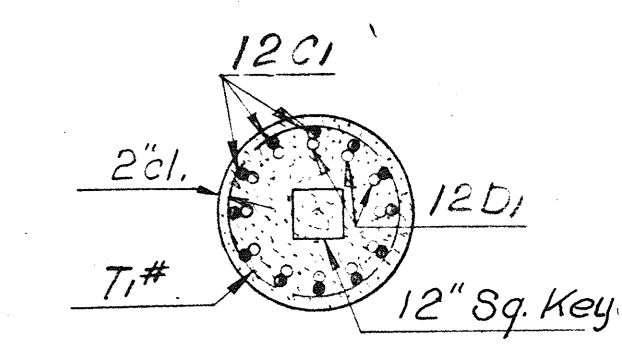
S1 #5 x 13'-8"  
S2 #5 x 12'-4"  
S3 #5 x 11'-4" Ave. (10'-4" to 12'-4")



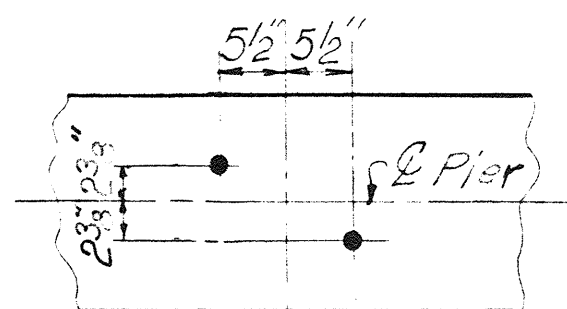
SECTION-AA



SECTION-CC



SECTION-BB



ANCHOR BOLT LAYOUT

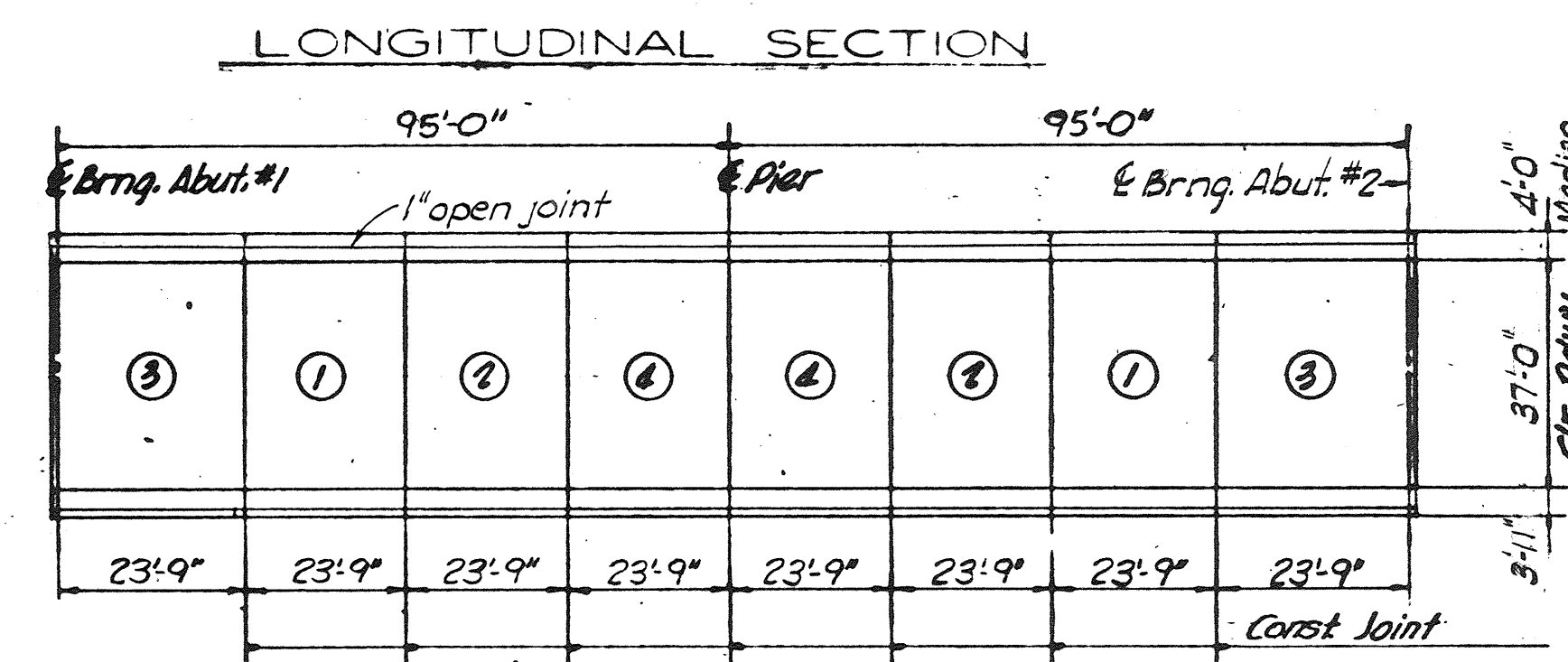
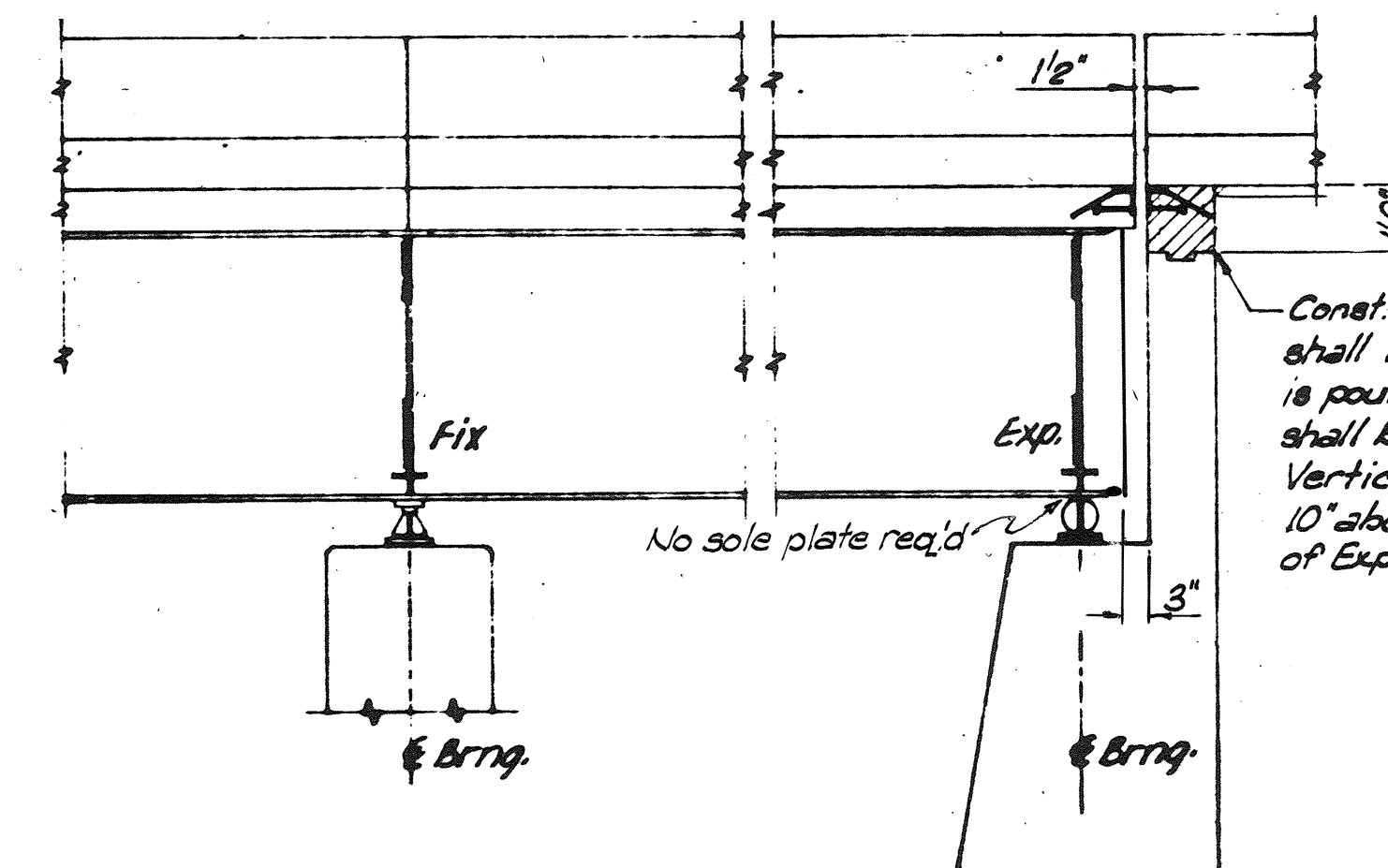
QUANTITIES		
Item	Unit	Total
Class 'A' Concrete	C.Y.	45.1
Reinf. Steel	Lb.	7550
Substr. Excav. Common	C.Y.	10
Substr. Excav. Rock	C.Y.	14.6

BAR LIST				
MARK	NO.	SIZE	SHAPE	LENGTH
BH1	6	#9	Bnt.	42'-2"
BH2	10	#9	Bnt.	12'-9"
BH3	4	#4	Str.	39'-8"
BH4	7	#9	Str.	31'-0"
BH5	8	#4	Bnt.	6'-0"
C1	36	#9	Str.	20'-4"
D1	36	#9	Str.	5'-9"
F1	33	#6	Str.	6'-6"
F2	33	#6	Str.	7'-0"
S1	14	#5	Bnt.	13'-8"
S2	28	#5	Bnt.	12'-4"
S3	40	#5	Bnt.	11'-4" (Ave.)
T1	57	#4	Bnt.	10'-5"
P1	18	#4	Bnt.	4'-2"
P2	12	#4	Bnt.	4'-11"

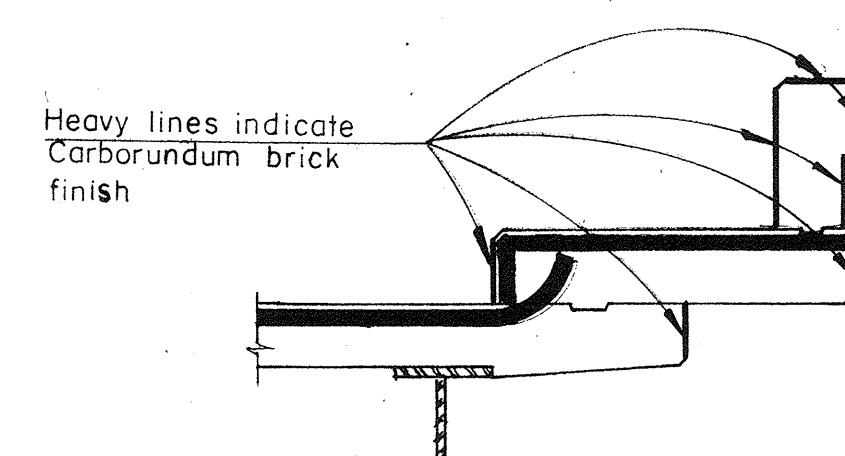
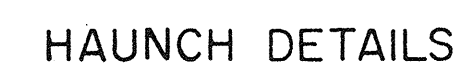
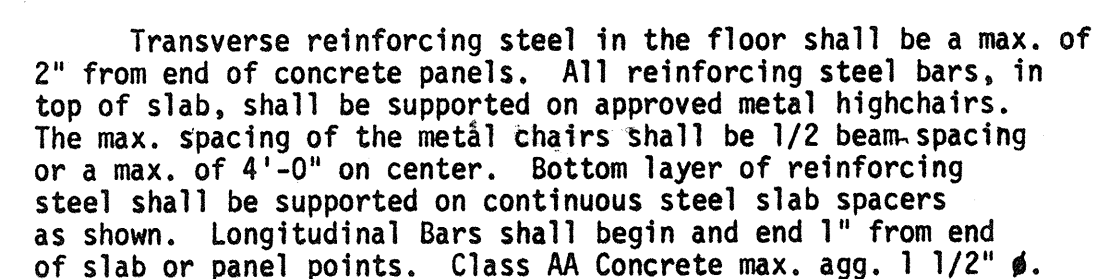
Design		STR. 'A'	PROSPECT BLVD.
Drawn	E.E. 9-72		
Checked	S 9-72	DETAILS OF PIER	
Approved			
Squad	MELLIES	F.A. Project No. SU-5565(100)C Sheet No. 24	



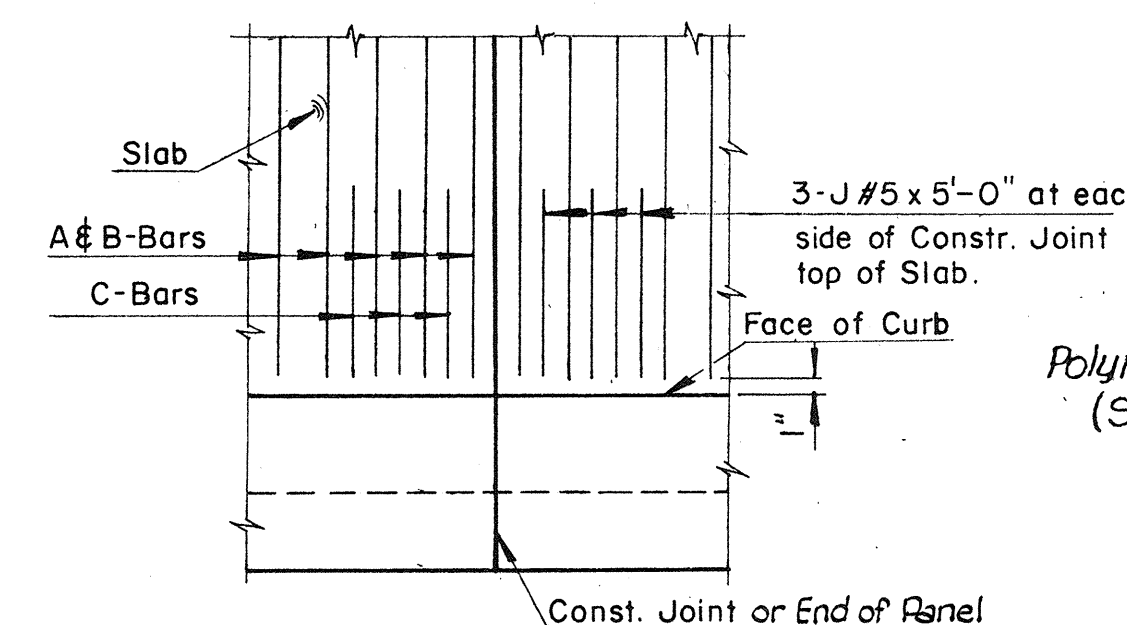
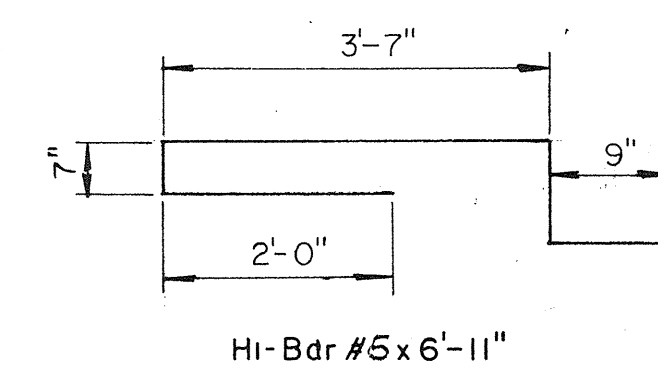
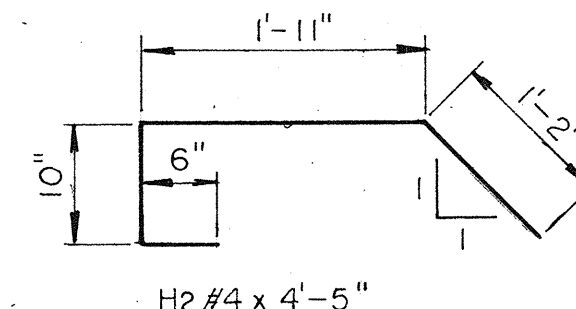
Const. Joint. Shaded portion of Backwall shall be placed at time Bridge Floor is poured. Concrete is included in and shall be paid for as Cl. AA(AE) Conc. Vertical Backwall bars shall project 10" above const. joint as shown. Portion of Exp. Device to be placed at Exp. Abute.



Note, Slab Pouring Order: All panels bearing the same number will be considered a "Group" and shall be poured in numerical sequence. More than one group may be poured in one day but no group shall be started until pouring is completed for the preceding group. (The purpose of these restrictions is to insure that loads and deflections of the entire series may be symmetrically balanced about the center line of the series during any protracted interval between pours.).



"Plan quantity for Class "AA(AE)" Concrete includes 1.9 Cu. Yds. for haunches.



Polymer Type Joint Sealer  
(Sec. 722.08 Pourable)

\* **Note:** Structural Steel Quantity includes  
For Optional Field Splices & 7.25  
Shear Connectors.

BAR LIST - ONE END PANEL					
MARK	NO.	SIZE	SHAPE	LENGTH	REMARKS
A	30	#5	Bnt.	42'-3"	10" Ctrs.
B	30	#5	Bnt.	42'-10"	10" Ctrs.
C	29	#5	Bnt.	42'-5"	10" Ctrs.
D	15	#4	Str.	24'-1"	As shown
E	91	#4	Str.	24'-1"	As shown
F1	30	#4	Bnt.	4'-3"	10" Ctrs.
F2	30	#4	Bnt.	5'-6"	10" Ctrs.
H1	30	#5	Bnt.	6'-11"	10" Ctrs.
H2	30	#4	Bnt.	4'-5"	10" Ctrs.
J	6	#5	Str.	5'-0"	5" Ctrs.

BAR LIST - ONE INTERIOR PANEL					
MARK	NO.	SIZE	SHAPE	LENGTH	REMARKS
A	29	#5	Bnt.	42'-3"	10" Ctrs.
B	29	#5	Bnt.	42'-10"	10" Ctrs.
C	28	#5	Bnt.	42'-5"	10" Ctrs.
D1	15	#4	Str.	23'-7"	As shown
E	91	#4	Str.	23'-7"	As shown
F1	29	#4	Bnt.	41'-3"	10" Ctrs.
F2	29	#4	Bnt.	51'-6"	10" Ctrs.
H1	29	#5	Bnt.	6'-11"	10" Ctrs.
H2	29	#4	Bnt.	41'-5"	10" Ctrs.
J	12	#5	Str.	5'-0"	5" Ctrs.

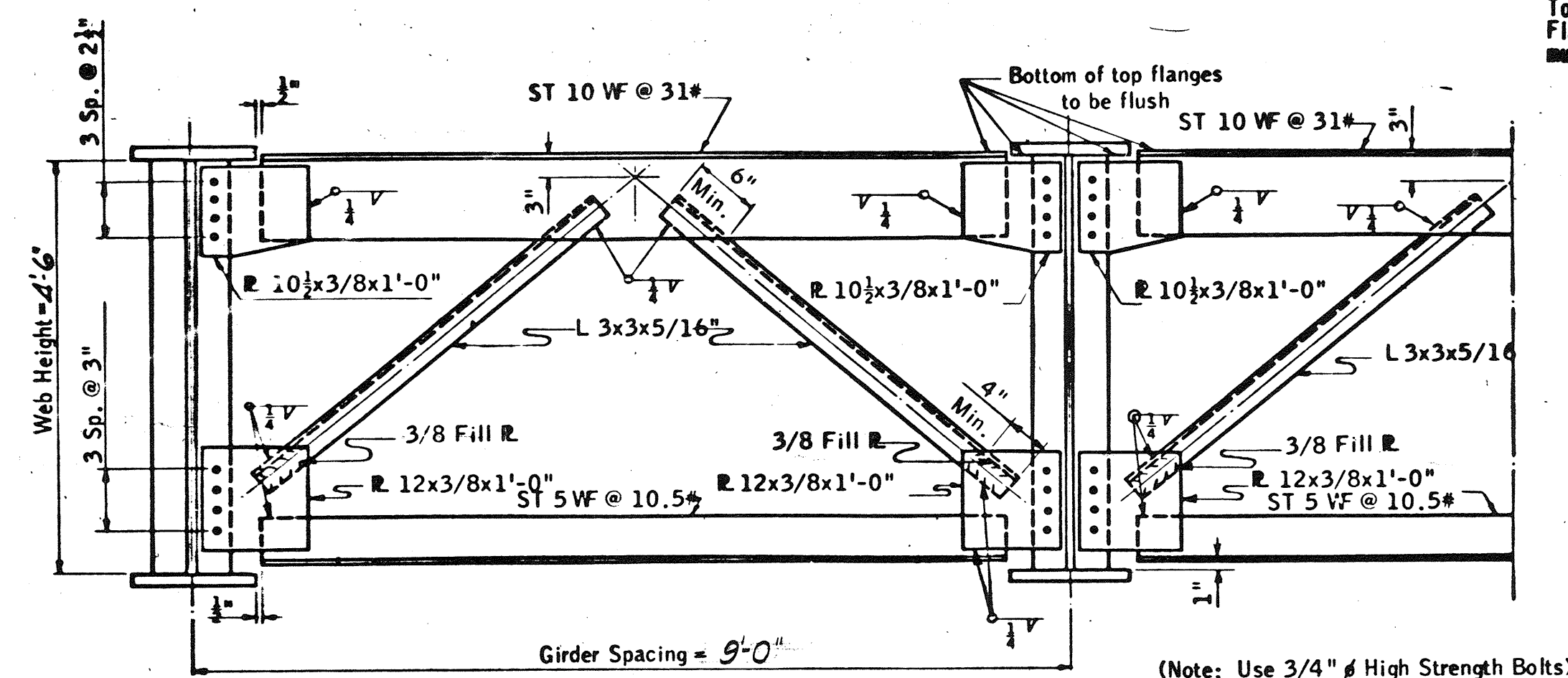
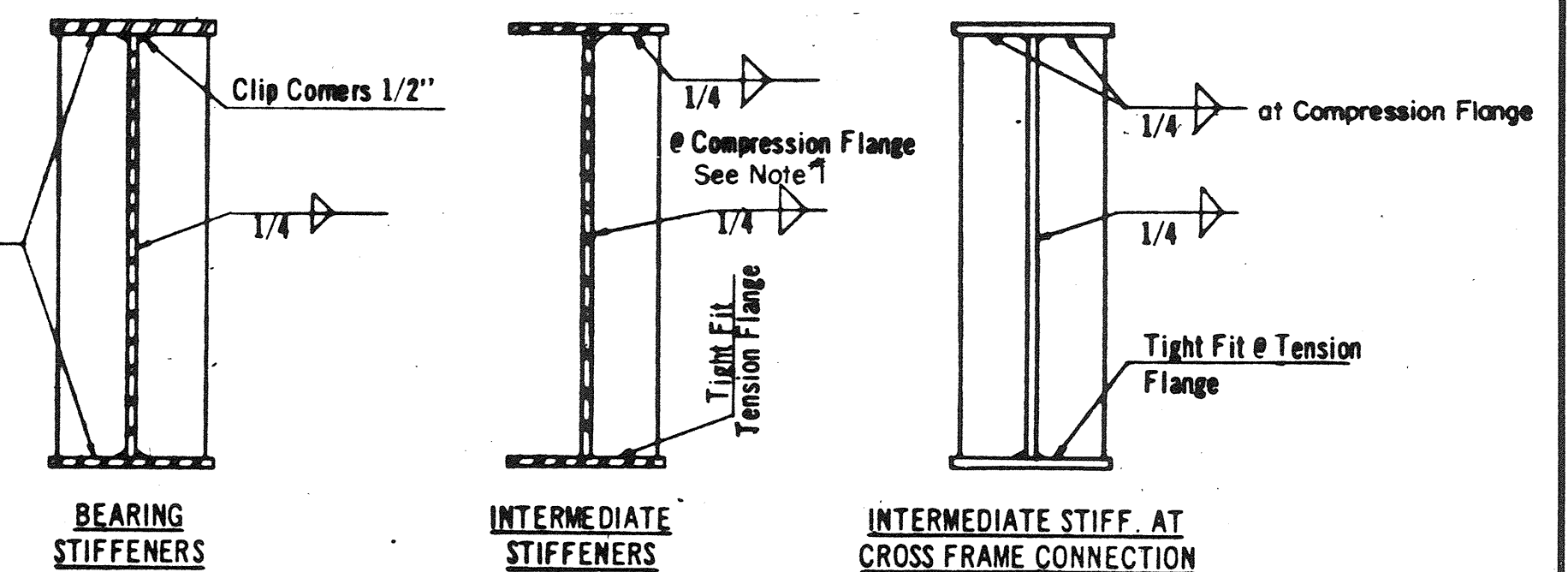
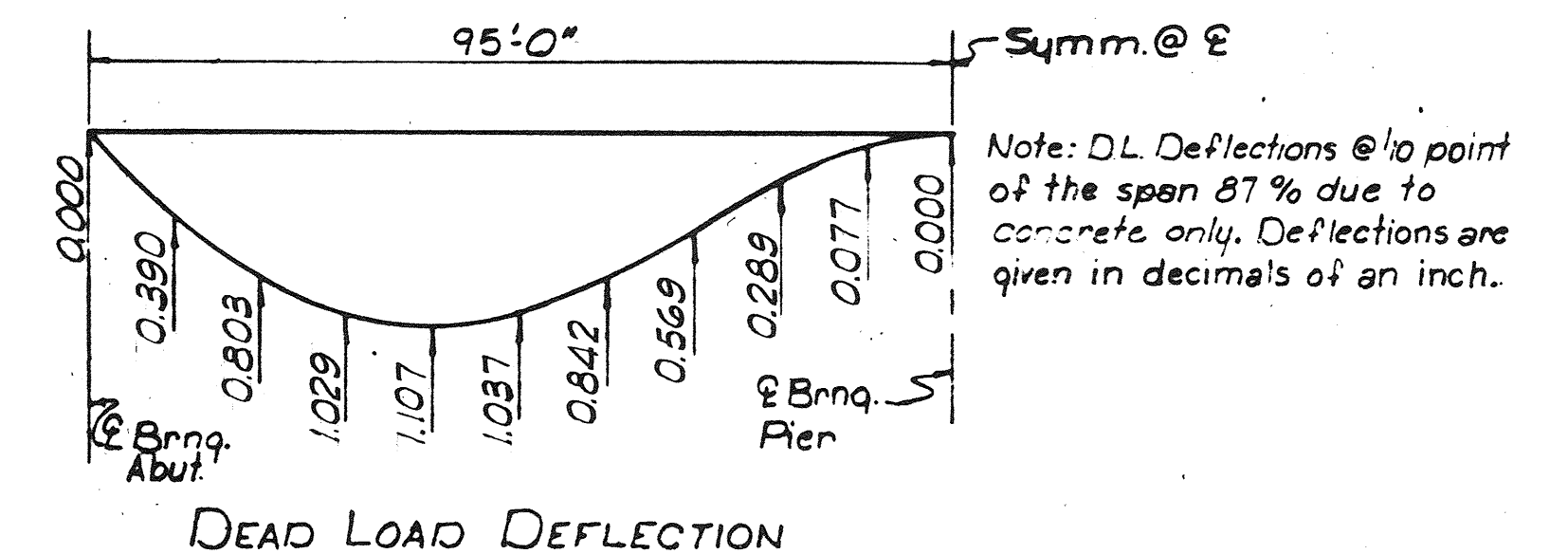
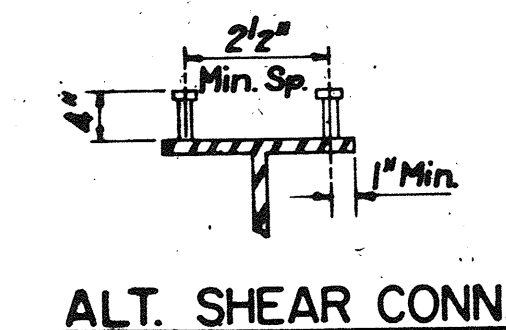
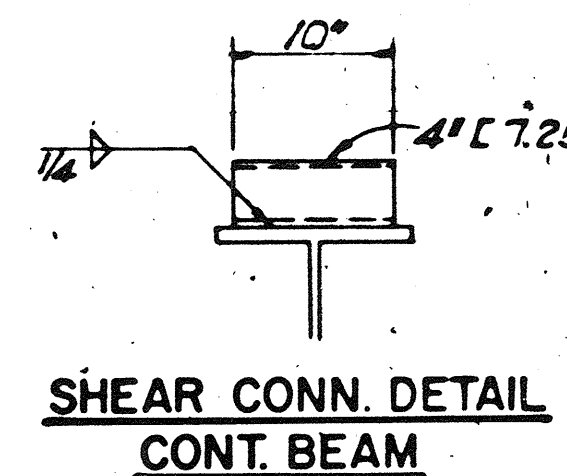
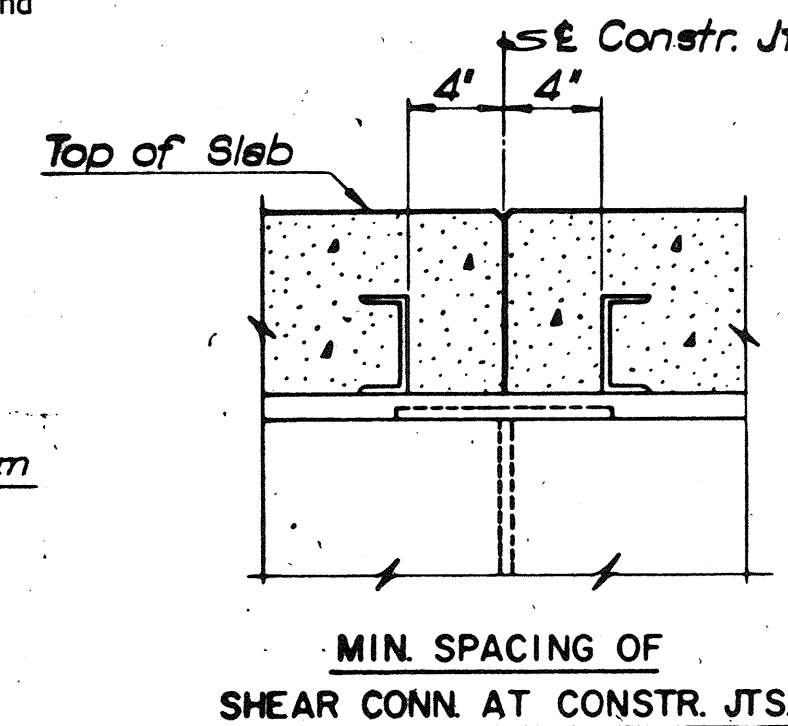
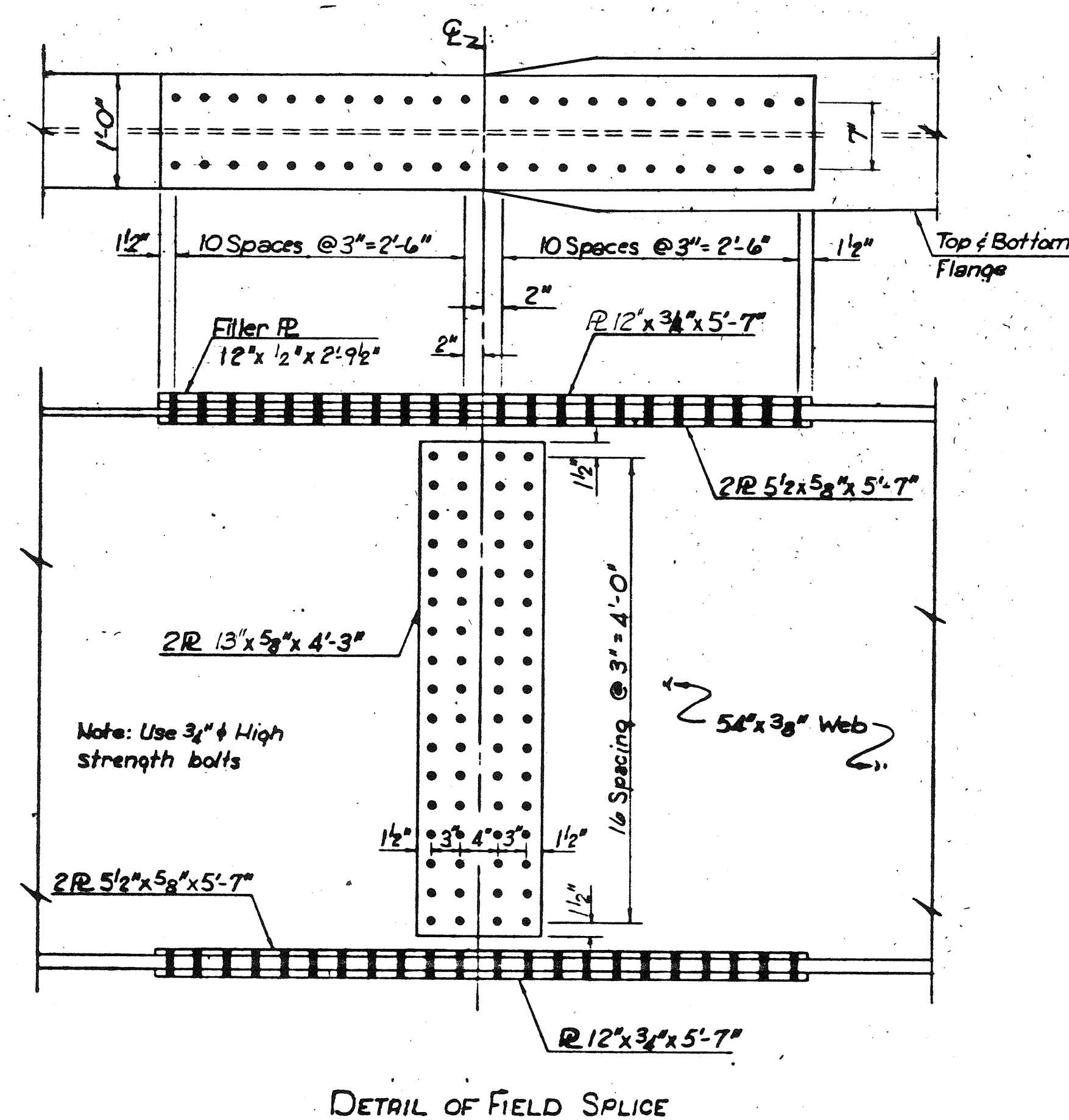
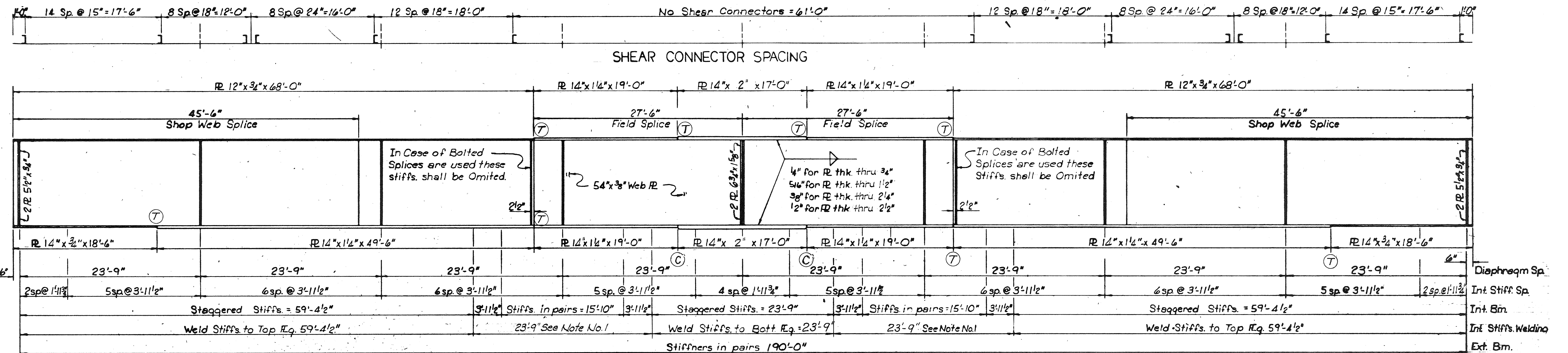
STR. 'A' PROSPECT BLVD.

DETAILS OF SUPERSTRUCTURE  
SHEET 1 OF 2

F.A. Project No. SU-5565(100)C Sheet No. 25



FED. ROAD DIST. NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
6	OKLA.	SU-5565 (100)C			
REVISIONS					DATE
Rev. Added Shoe Note					6-21-73



Bearing stiff. on both sides of girders  
Intermediate Stiff.:  
a - Int. Girders - Staggered  
b - Ext. Girders - both sides in pairs

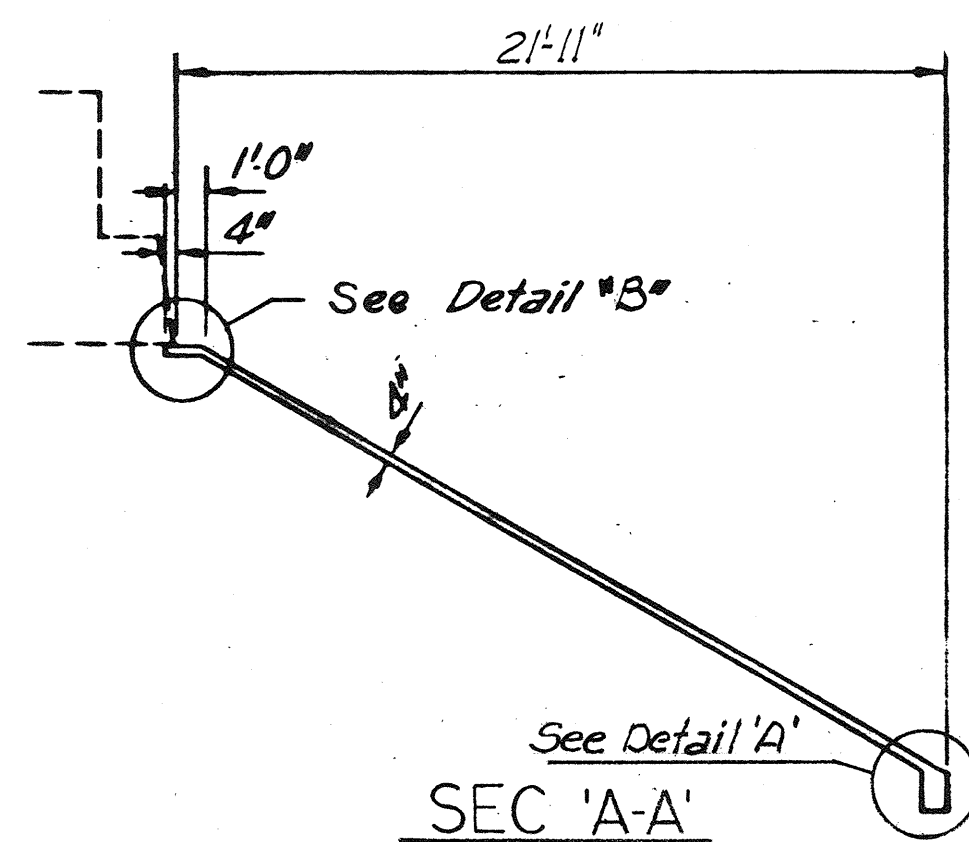
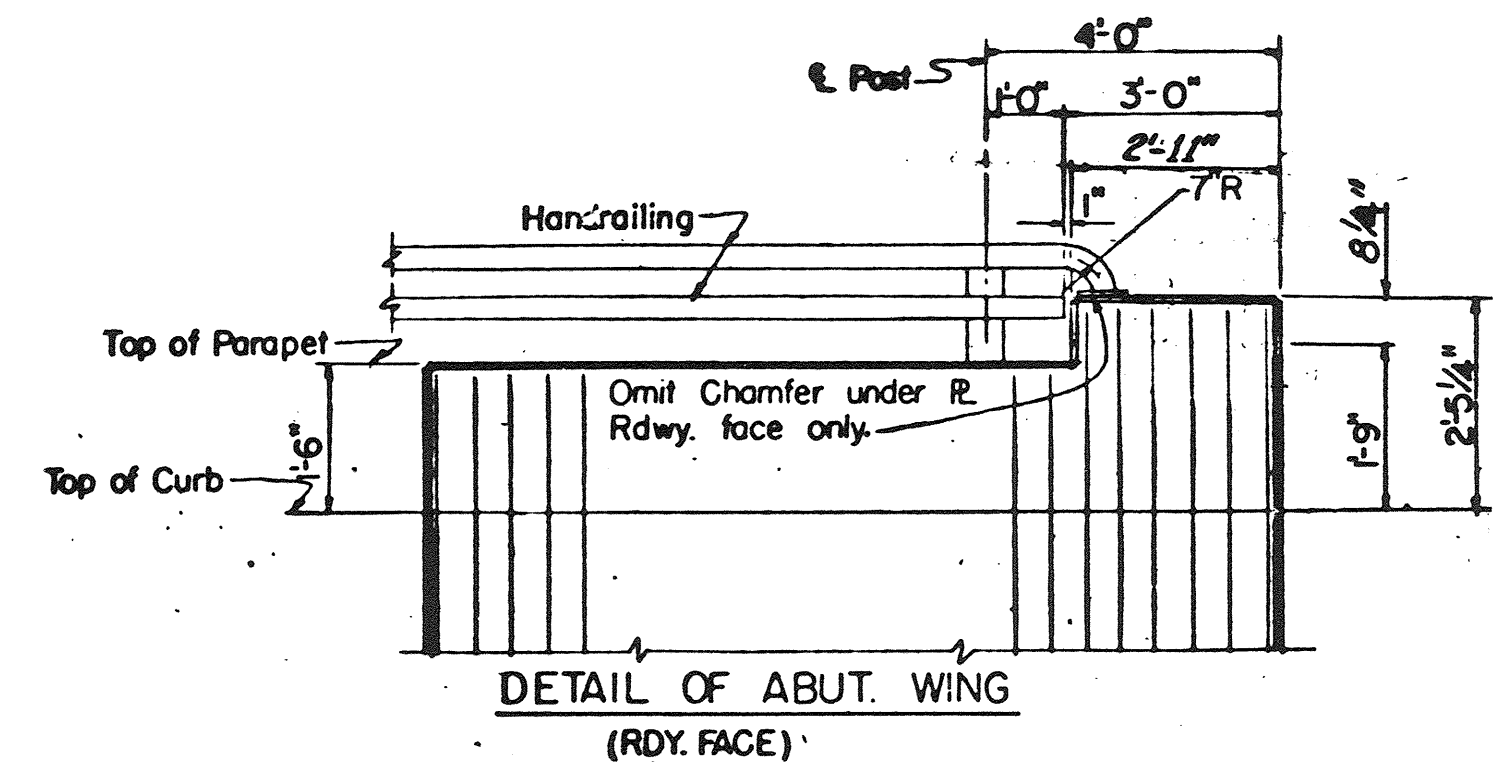
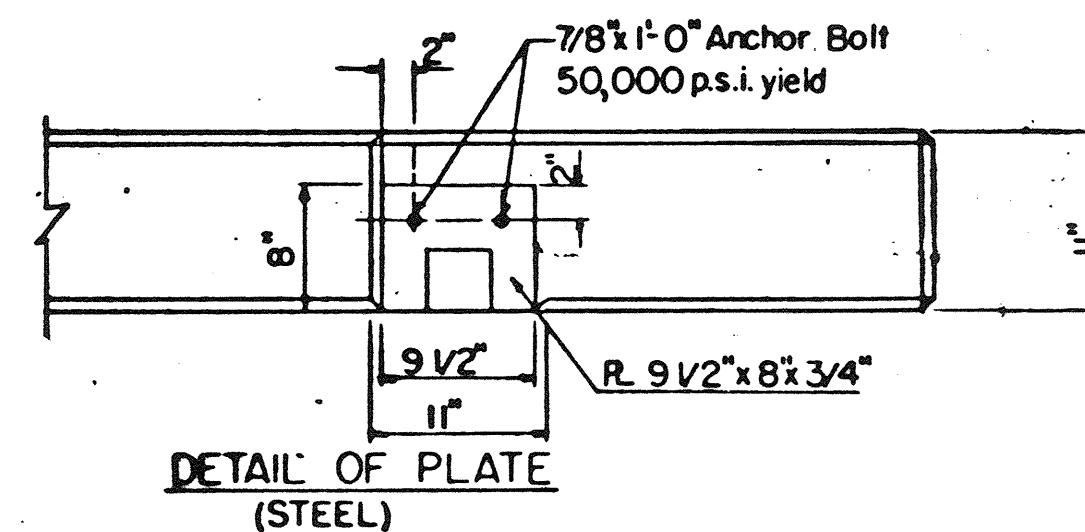
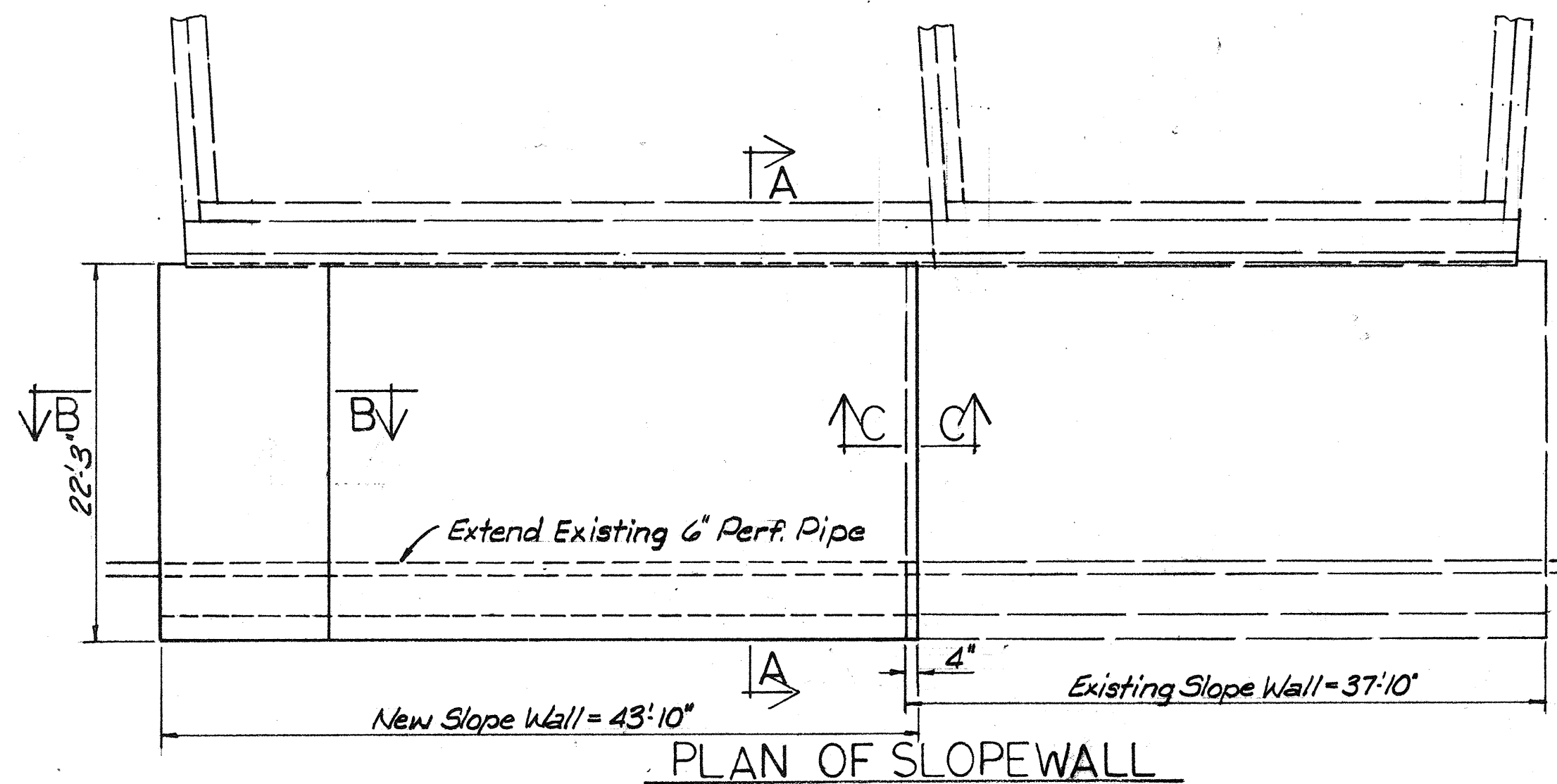
Note No. 1  
On interior and exterior girders, in the areas of stress reversal shown, the stiffeners shall be in pairs continuously welded to web and tight fit at top and bottom flanges (no weld).

Design		STR. 'A'	PROSPECT BLVD.
Drawn			
Checked	G.M. 9-72		
Approved			
Squad	MELLIES	F.A. Project No. SU-5565(100)C	Sheet No. 26

DETAILS OF SUPERSTRUCTURE  
SHEET 2 OF 2

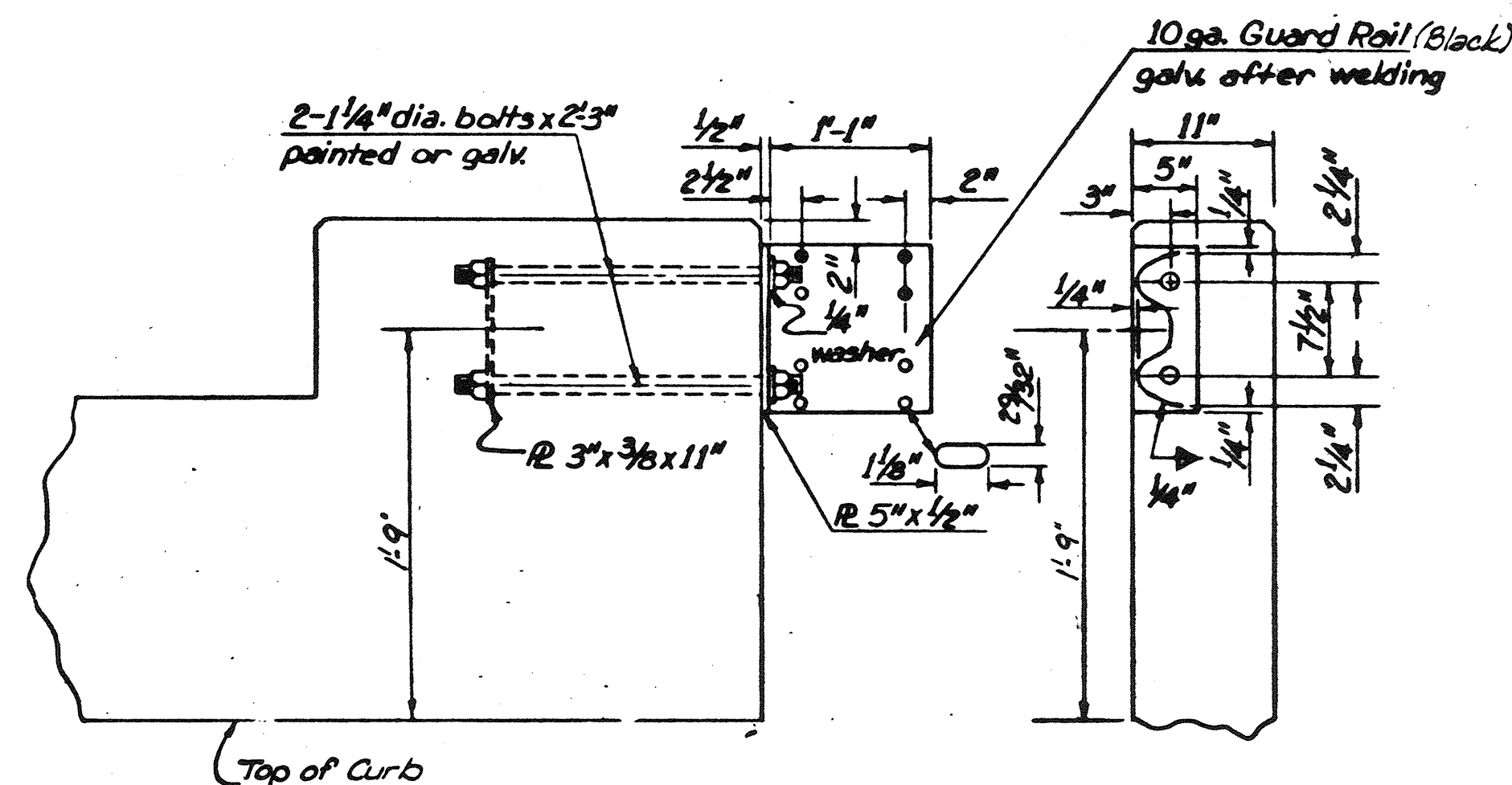
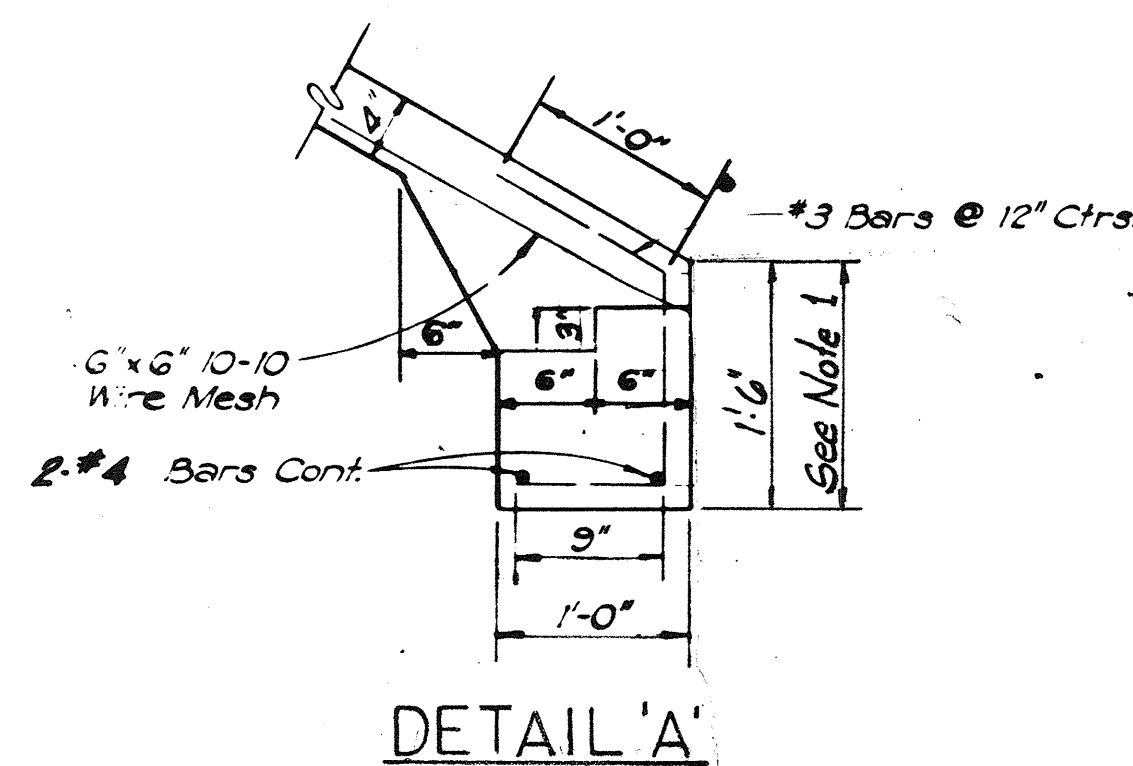


FED. ROAD DIST. NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
6	OKLA.	SU-5565 (100)C			
DESCRIPTION		REVISIONS		DATE	

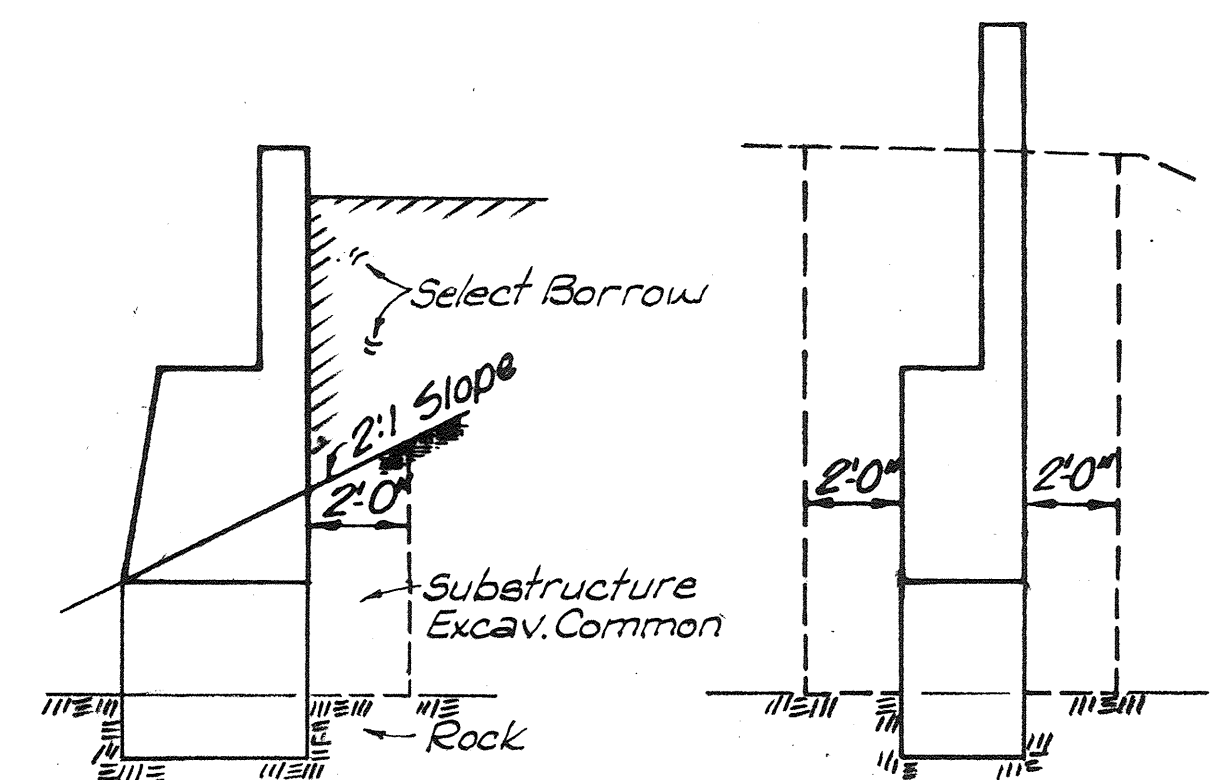


Item: 4" Concrete Slope Wall. 4" Concrete Slope Wall will be paid for at the unit price bid per Square Yard, complete in place as shown on the plans. This price shall include all cost of joint filler, reinforcing, labor and all other incidentals necessary to complete the work. All materials and work shall be in accordance with that part of Section 610 covering concrete sidewalks. Slope walls shall be constructed with either Class A Concrete or (AE) Class A Concrete, in accordance with Section 509. Coarse aggregate for Thin Section Concrete (703.02e4) may be used.

Final number and location of Const. Jts. to be determined by Resident Engineer in field. Vertical Const. Jts. only at 10' max. at bottom of slope wall.



Guardrail connections shall be placed in the abutment wings at locations shown on the plans. Structural steel in guardrail connections (approx. 40 lbs. ea.) is included in the structural steel quantity. All cost of material, labor, and equipment necessary to install these connections will be paid for at the unit price bid for structural steel.



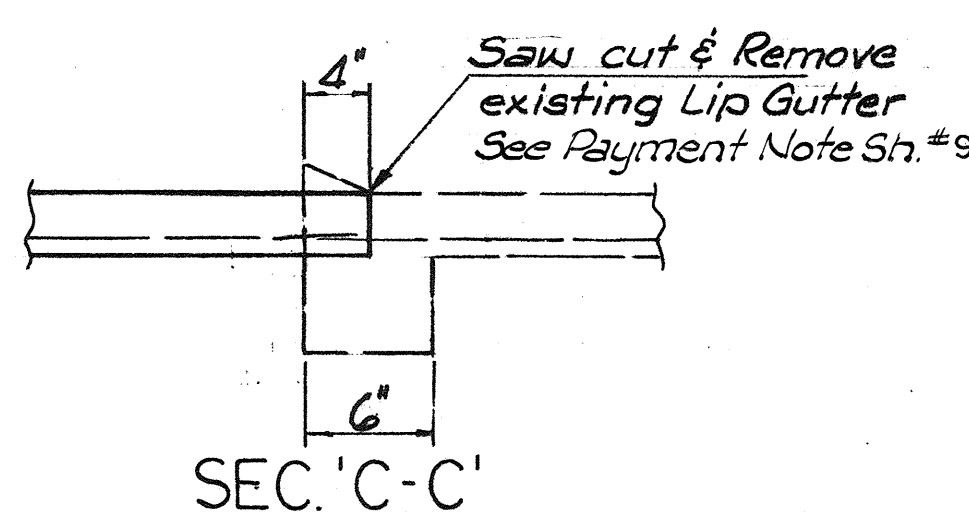
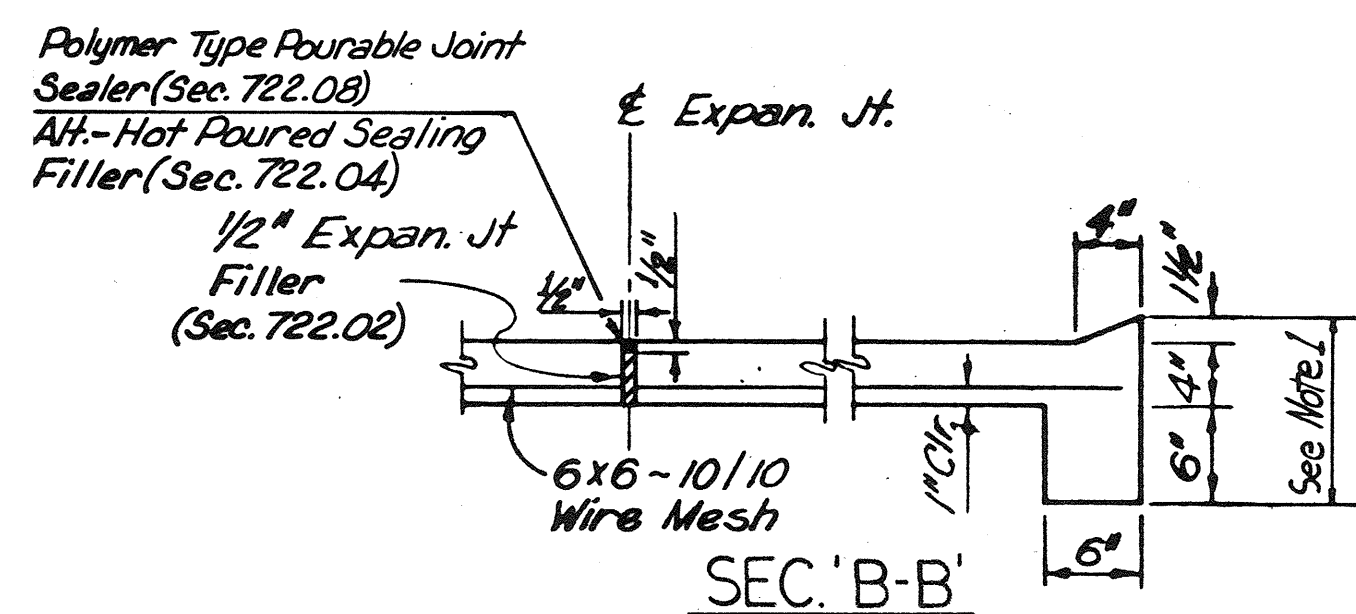
**EXCAV. DIAGRAM FOR ABUTS.**

**EXCAV. DIAGRAM FOR WING WALLS**

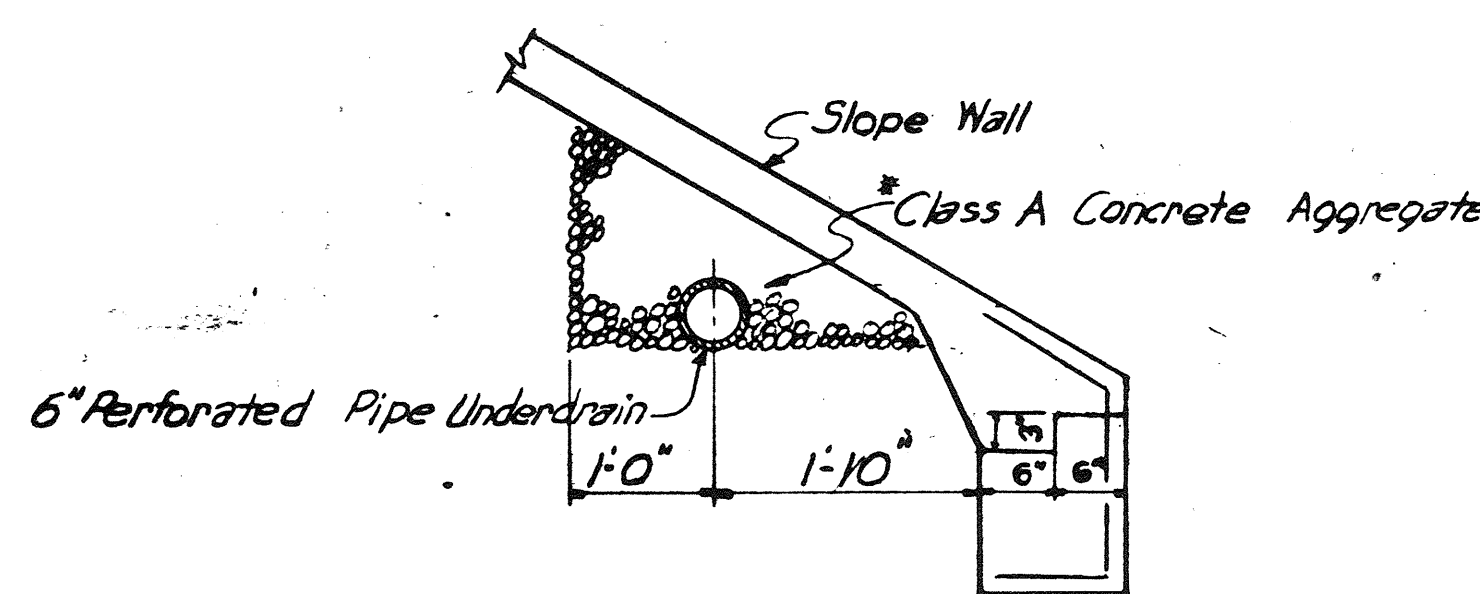
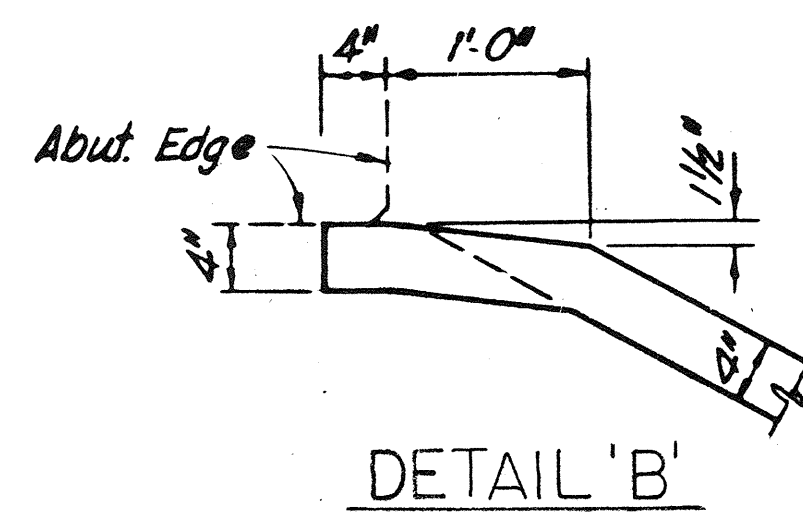
**SUBSTRUCTURE EXCAVATION COMMON:**  
Contractor may excavate to the neat lines of the abutment, and if in satisfactory condition to the Resident Engineer, he may pour the concrete against the compacted fill. If necessary, the Contractor shall use forms on the back vertical face of the abutment and remove the same after concrete is set. Backfilling shall be compacted to 95% standard density in accordance with Section 501.04(K) of the Standard Specifications. Measurement and payment for "Substructure Excavation Common" at abutments shall be in accordance with the diagram shown on the plans.

**SELECT BORROW:**  
Item "Select Borrow" is for placing the fill behind the bridge abutments between the wings to subgrade elevation and for material needed for shaping the fill around the abutments. The fill placed by the Bridge Contractor shall be compacted to 95% standard density in accordance with Section 202.04(C) of the Standard Specifications. The quantity of Select Borrow shown on the plans includes 40% for compaction.

See Abutment Excavation in Rock note sh.#23



Note 1. Surface area of toe of slope wall included in pay quantity shown for slope wall.

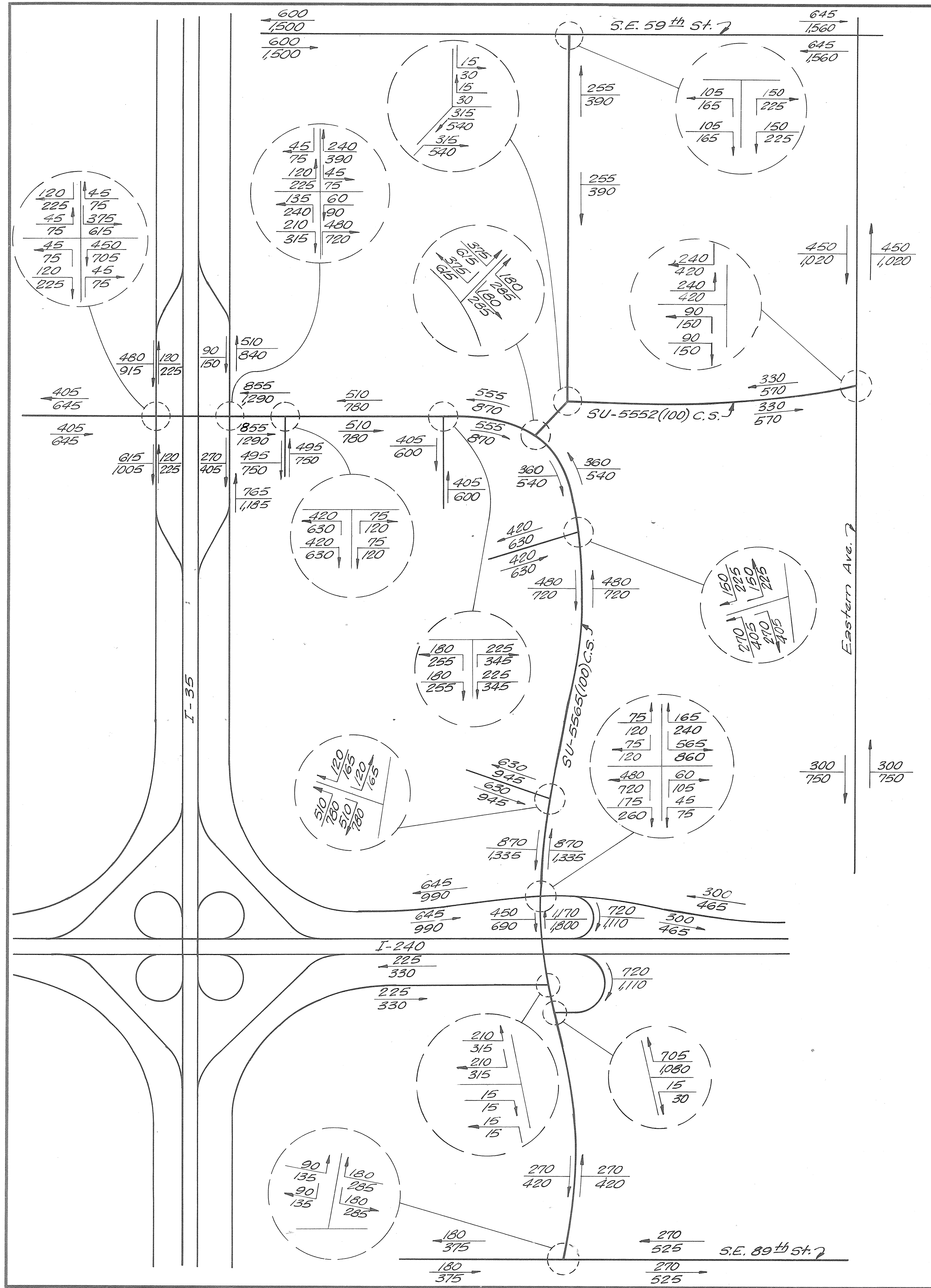


**PERFORATED PIPE UNDERDRAIN**

\* Note: Class A Concrete Aggregate shall be included in the unit price bid per Lin. Ft. of 6" perforated pipe underdrain.

Design		STR. 'A'	PROSPECT BLVD.
Drawn			
Checked	S 9-72		MISCELLANEOUS DETAILS
Approved			
Squad	MELLIES	F.A.	Project No. SU-5565(100)C Sheet No. 27





TRAFFIC CONDUCTOR NUMBER	SIGNAL BASE WIRE COLOR	ELECTRICAL TRACER COLOR	CABLE CODE NO.	SEQUENCE NO.	CONDUCTORS IN CABLE
1	Black		2C		
2	White		5C		
3	Red		7C		
4	Green		9C		
5	Orange		12C		
6	Blue		15C		
7	White	Black	18C		
8	Red	Black	21C		
9	Green	Black			
10	Orange	Black			
11	Blue	Black			
12	Black	White			
13	Red	White			
14	Green	White			
15	Blue	White			
16	Black	Red			
17	White	Red			
18	Orange	Red			
19	Blue	Red			
20	Red	Green			
21	Orange	Green			

FED. ROAD DIST. NO.	STATE	F.A.S. PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
6	OKLA	SU-5565 (100)CS	73	28	80
DESCRIPTION		REVISIONS		DATE	

1972 DHV Projected  
1992

Design		<b>PROJECTED TRAFFIC DATA</b>  F.A.S. Project No SU-5565(100)CS Sheet No. 28
Drawn		
Checked		
Approved		
Squad		

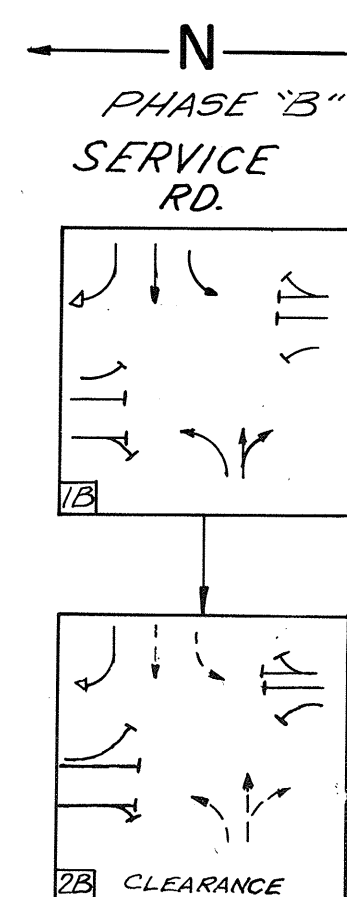
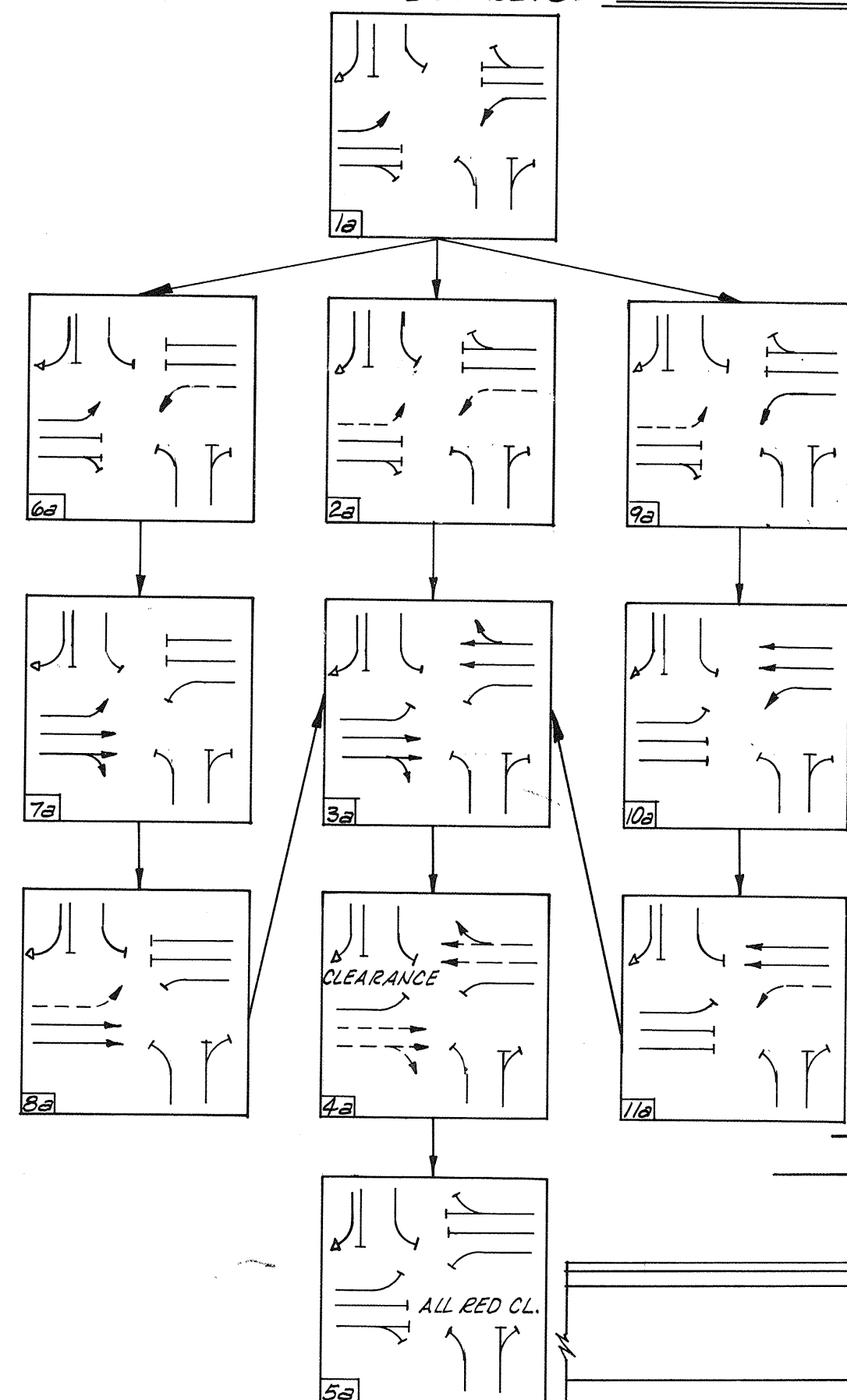


FED. ROAD DIST. NO.	STATE	F.A.S. PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
6	OKLA.	SU-5565 (100)CS	73	29	80

DESCRIPTION	REVISIONS	DATE
Revised	10-30-72	
Change In Plan No.	3-29-73	
Revised	6-12-73	

# PHASE "A" PROSPECT BLVD. PHASING DIAGRAM



TIMING (SEC)	ØA	ØB	ØA SB LT.	ØA NB LT.
INITIAL INTERVAL	12	12		
VEHICLE INTERVAL	4	4		
MAXIMUM INTERVAL	25	30		
CLEARANCE INTERVAL	3	3		

BLOCK	PHASE DESIGNATION	SIGNAL INDICATION	COLOR
	SIGNAL HEAD NO. →	1 2 3 4 5 6 7 8 9 10	
1-A	ØA SB LT. & ØA NB LT.	RR + RRRR + RR	
2-A	ØA SB LT. & ØA NB LT. CL	RRY RRRY RRR	
3-A	ØA SB & NB ROW	RRRGG RRRGG	
4-A	ØA SB & NB - CI	RRRY YRRRY	
5-A	ØA All Red - CI	RRR RRR RRR	
6-A	ØA NB LT. - CI	RR + RRRY RRR	
7-A	ØA (SB & ØA SB LT.) ROW	RR + RGG RRRR	
8-A	ØA (SB - ROW & ØA SB LT. - CI)	RRY RGG RRRR	
9-A	ØA SB - LT. CI	RRY RRRR + RR	
10-	(ØA NB & ØA NB - LT.) ROW	RR RRRR - GG	
11-	ØA NB - ROW & NB - LT. - CI	RR RRRR YGG	
1-B	(ØB E.B. & ØEB) ROW	GG RRRGG RRR	
2-B	(ØB E.B. & ØEB) - CI	YY RRRY YRRR	

CABLES TO CONTROLLER
A-5C
F-5C
G-5C
H-5C
J-5C
K-5C
L-5C
M-5C
N-5C
O-5C
P-5C
Q-5C
R-5C
S-5C
T-5C
U-5C
V-5C
W-5C
X-5C
Y-5C
Z-5C
COND. SHIELDED

- LEGEND**
- 3/4" Galvanized Steel Electrical Conduit
  - 2" Galvanized Steel Electrical Conduit
  - 3" Galvanized Steel Electrical Conduit
  - ⊗ Pull Box
  - Signal Head with Backplate
  - Signal Head without Backplate
  - Walk & Don't Walk
  - ⊠ Controller
  - Pedestrian Push Button

## NOTES:

Dimensions not shown on plan for pavement markings. Reference shall be made to latest copy of standard pavement marking RM.3.

The contractor should contact the city and the utility companies for possible underground existing utilities not shown on plans. This should be done before trenching or pushing the electrical conduits.

SIGNAL INDICATIONS	
SIGNAL NUMBERS	SIGNAL TYPE
1, 2, 6, 7, 9, 10, 4, 5	S-Ø, V-1, B-2
3, 8	S-9, V-1, B-2 *
11	Deleted

\* Optically Programmed Visibility

0 5 10 20 30 40 FEET  
SCALE:

Design	
Drawn	
Checked	
Approved	
Squad	

PLAN SHEET PROSPECT BLVD.  
&  
I-240 FRONTAGE ROAD  
F.A.S. Project No. SU-5565 (100)CS Sheet No. 29



DESCRIPTION	REVISIONS	DATE
Change In Plan No. 1	3-29-73	
Change In Plan No. 2	6-12-73	

PHASE

CONTROLLER PANEL FUNCTION

COND. NO.

CABLE IDENT.

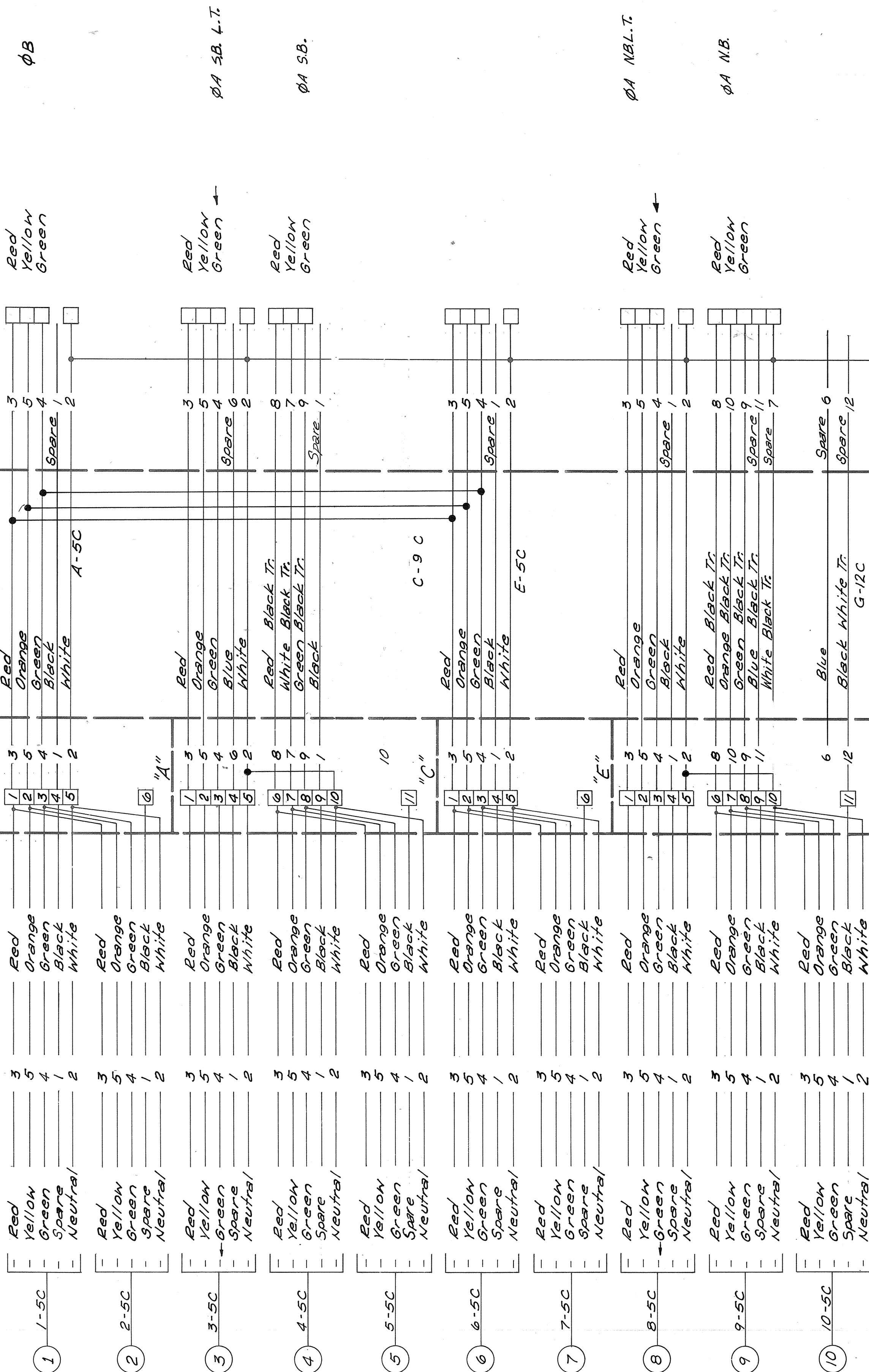
POLE BASE WIRE TERMINAL COLOR

WIRE COLOR

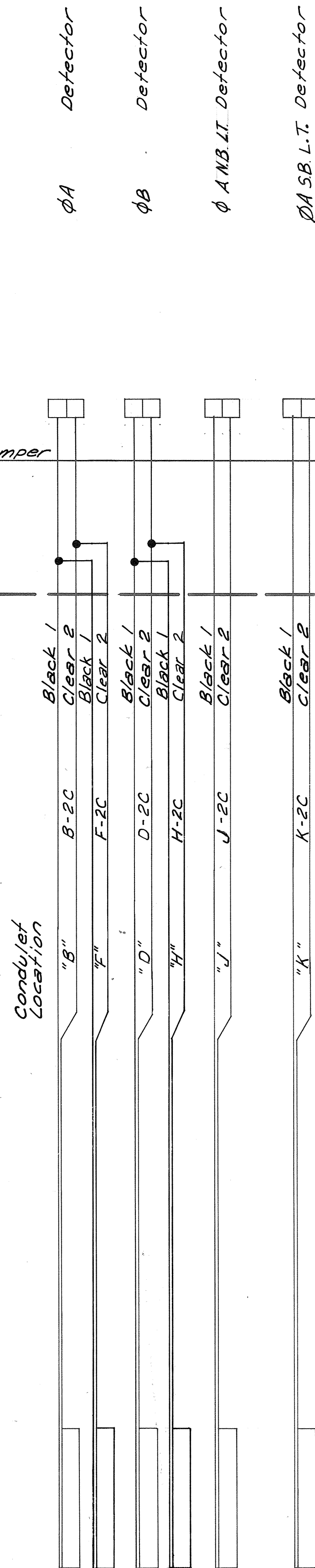
COND. NUMBER

WIRE FUNCTION

SIGNAL NUMBER



DETECTOR LOOPS



NOTE: If Jumpers or other connections are made in the field during installation, and are accepted by the Engineer, this should be shown for color code sequence see sheet No. 28

NOTE: The Drain Wires from the shield of the Detector Lead-In shall be connected to the ground in the cabinet. Detector Loop Wire is to be embedded in the pavement. It shall be Copper No. 14 AW Polyethylene Insulated.

ELECTRICAL SHEET OF I-240 FRONTAGE ROAD & PROSPECT BLVD.

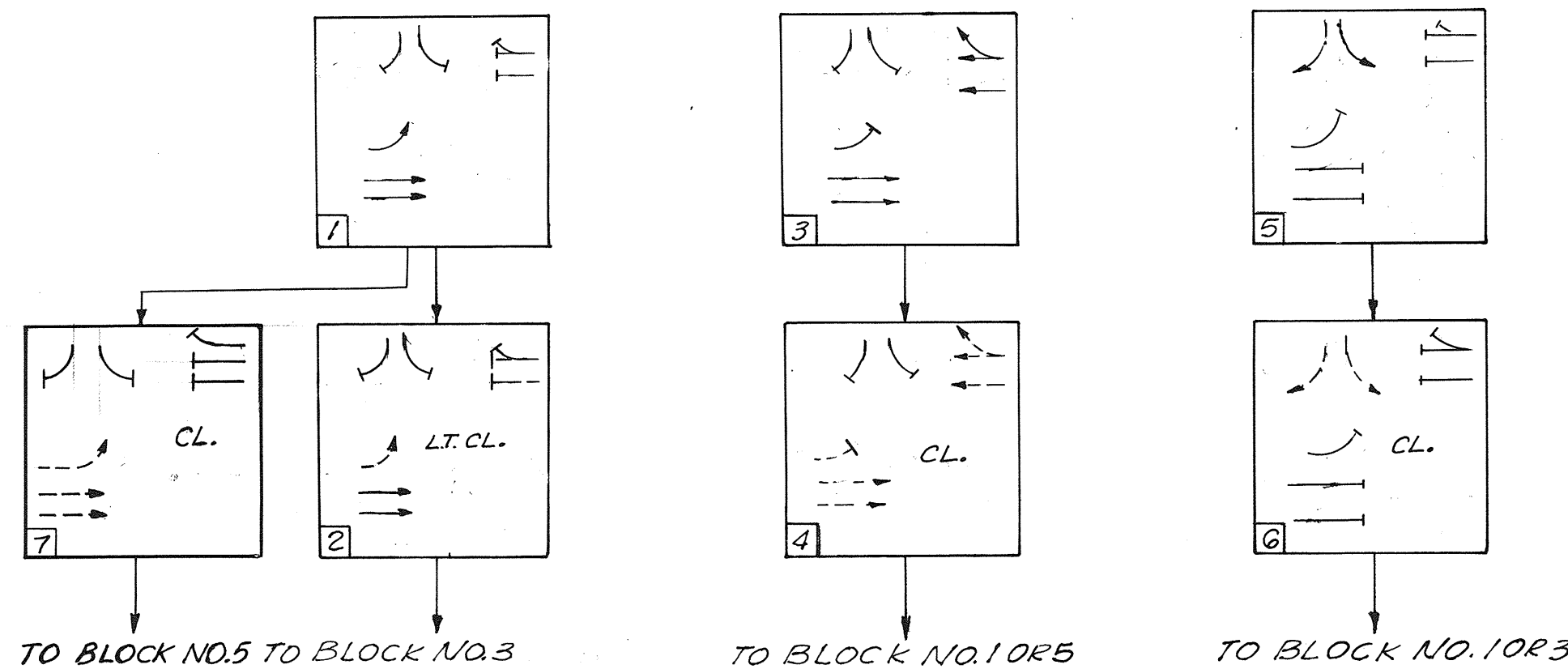


# PHASING DIAGRAM

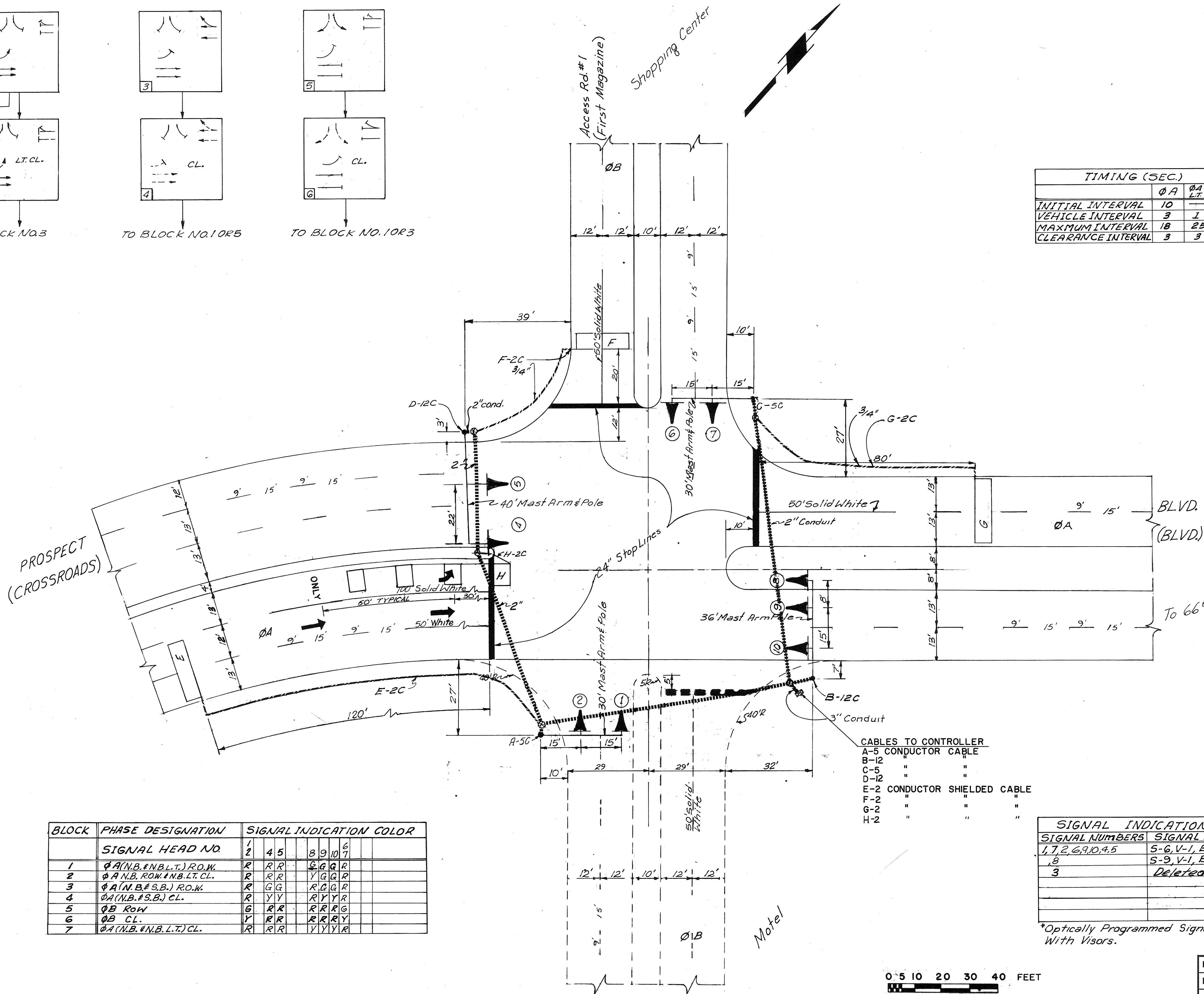
PHASE "A" MINOR CROSSROADS BLVD.

PHASE "A" CROSSROADS BLVD.

PHASE "C" ACCESS RD #1



TIMING (SEC.)			
	ØA	ØA LT.	ØB
INITIAL INTERVAL	10		2
VEHICLE INTERVAL	3	1	4
MAXIMUM INTERVAL	18	25	30
CLEARANCE INTERVAL	3	3	3



## LEGEND

- 3/4" GALVANIZED STEEL ELECTRICAL CONDUIT
- 2" GALVANIZED STEEL ELECTRICAL CONDUIT
- 3" GALVANIZED STEEL ELECTRICAL CONDUIT
- PULL BOX
- SIGNAL HEAD WITH BACKPLATE
- SIGNAL HEAD WITHOUT BACKPLATE
- WALK AND DONT WALK
- CONTROLLER
- PEDESTRIAN PUSH BUTTON

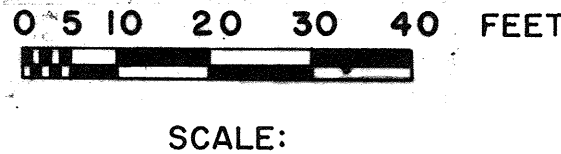
BLOCK	PHASE DESIGNATION	SIGNAL INDICATION COLOR									
	SIGNAL HEAD NO.	1	2	3	4	5	6	7	8	9	10
1	ØA (N.B. & N.B.L.T.) ROW	R	R	R	R	R	R	R	R	R	R
2	ØA (N.B. ROW & N.B.L.T.) CL.	R	R	R	R	R	R	R	R	R	R
3	ØA (N.B. & S.B.) ROW	R	R	R	R	R	R	R	R	R	R
4	ØA (N.B. & S.B.) CL.	R	R	R	R	R	R	R	R	R	R
5	ØB ROW	R	R	R	R	R	R	R	R	R	R
6	ØB CL.	R	R	R	R	R	R	R	R	R	R
7	ØA (N.B. & N.B.L.T.) CL.	R	R	R	R	R	R	R	R	R	R

CABLES TO CONTROLLER			
A-5	CONDUCTOR CABLE		
B-12	"		
C-5	"		
D-12	"		
E-2	CONDUCTOR SHIELDED CABLE		
F-2	"		
G-2	"		
H-2	"		

SIGNAL INDICATIONS	
SIGNAL NUMBERS	SIGNAL TYPE
1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12	S-6, V-1, B-2
13	S-9, V-1, B-2 *
14	Deleted
15	
16	
17	
18	
19	
20	

\*Optically Programmed Signal Heads With Visors.

**NOTES:**  
 Dimensions not shown on plan for pavement markings. Reference shall be made to latest copy of STANDARD PAVEMENT MARKINGS P.M. 3.  
 The contractor should contact the city and the utility companies for possible underground existing utilities not shown on plans. This should be done before trenching or pushing the electrical conduits.

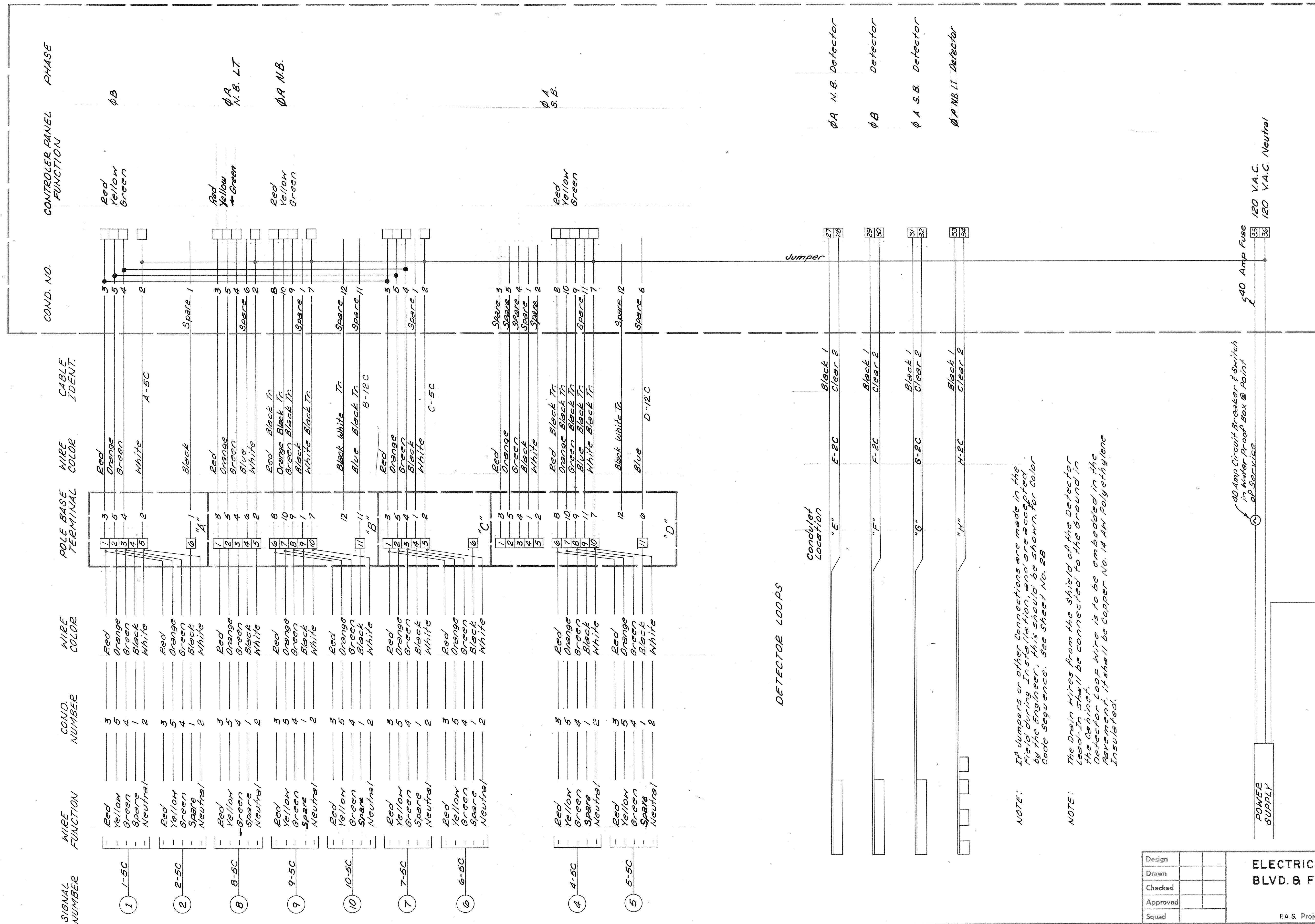


Design	
Drawn	
Checked	
Approved	
Squad	



REVISIONS	
DESCRIPTION	DATE

Change In Plan No1 3-29-73  
Change In Plan No.2 6-12-73



Design		
Drawn		
Checked		
Approved		
Squad		

ELECTRICAL SHEET OF PROSPECT  
BLVD. & FIRST MAGAZINE NORTH  
OF 1-240



[illegible]

TIMING	
BLOCK NO.	SECONDS
2	3.0
3	15.0
4	3.0
5	VARIABLE

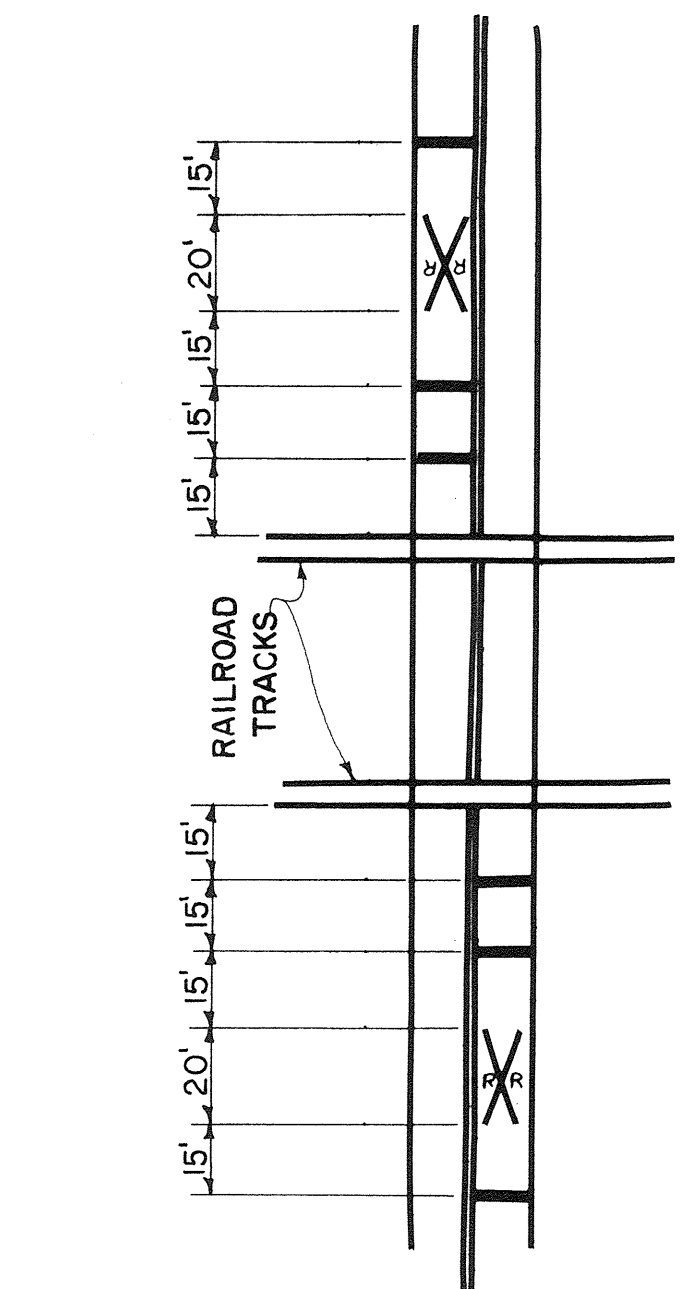
MAST ARMS & POLES			
LOCATION	TYPE	MAST ARMS	FOUNDATION
B	SINGLE	20' SIGNAL ARM	E-4
C	SINGLE	30' SIGNAL ARM	E-2
D	PED.	NONE	F-1
A	SINGLE	36' SIGNAL ARM	E-1

SIGNAL HEADS						
SIGNAL	FACE	NO.	NO. 8 TYPE	MOUNTING	VISOR	BACKPLATE
1,2,3,4,			4 ONE-WAY S-6	MAST ARM	V-I	B-2
5,6,			2 ONE-WAY S-11 †	MAST ARM	V-I	B-2
7			1 ONE-WAY S-10 *	CLAMP MTD.	*	B-1
8			1 ONE-WAY S-9 *	SLIP FITTER	*	B-1











\* OPTICALLY PROGRAMED SIGNAL HEAD WITH VISOR  
† ROTATE LENS TO DIRECTION OF ROAD (R)

ELECTRICAL CABLE ROUTING ①			
LOCATION	CABLE IDENTIFICATION		
"A"	A-5	CONDUCTOR CABLE	
"B"	B-5	"	"
"C"	C-12	"	"
"D"	D-5	"	"

① THE CABLES RUN FROM LOCATIONS SHOWN TO THE CONTROLLER WITHOUT SPLICES



FOR DIMENSIONS OF RR SYMBOLS  
SEE STD. PM-2-0.

	LEGEND
	3/4" GALVANIZED STEEL ELECTRICAL CONDUIT
	2" GALVANIZED STEEL ELECTRICAL CONDUIT
	3" GALVANIZED STEEL ELECTRICAL CONDUIT
	PULL BOX
	SIGNAL HEAD WITH BACKPLATE
	SIGNAL HEAD WITHOUT BACKPLATE
	WALK AND DON'T WALK
	CONTROLLER
	PEDESTRIAN PUSH BUTTON
	STREET LIGHT MAST ARM LUMINAIRE

DIMENSIONS NOT SHOWN ON PLAN FOR PAVEMENT MARKINGS. REFERENCE SHALL BE MADE TO LATEST COPY OF STANDARD PAVEMENT MARKING P.M.3.

THE CONTRACTOR SHOULD CONTACT THE CITY AND THE UTILITY COMPANIES FOR POSSIBLE UNDERGROUND EXISTING UTILITIES NOT SHOWN ON PLANS. THIS SHOULD BE DONE BEFORE TRENCHING OR PUSHING THE ELECTRICAL CONDUITS.

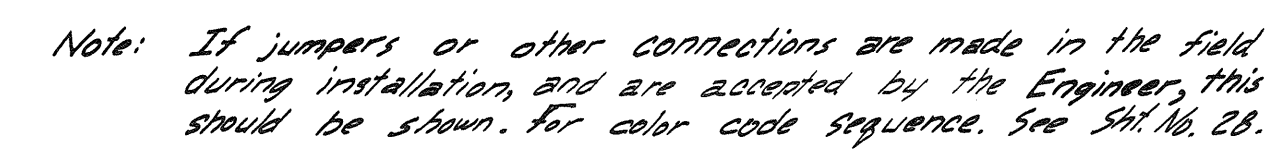
Design		
Drawn		
Checked		
Approved		
Squad		

SIGNAL PLAN OF  
PROSPECT BLVD. & S.E. 66th. ST.

Project No. SU-5565(100)CS Sheet No. 33



Change In Plan No.1	3-29-73
Change In Plan No.2	6-12-73



ELECTRICAL SHEET  
PROSPECT BLVD. & S.E.66TH. ST.