

CHIEF DRAFTSM.	LOCATING ENGR.	DESIGN ENGR.	BRIDGE ENGR.	CONSTRUCTION ENGR.	B. P. R.

Submitted: Jan. 1964

INDEX OF SHEETS

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STATE OF OKLAHOMA DEPARTMENT OF HIGHWAYS

PLAN AND PROFILE OF PROPOSED STATE HIGHWAY

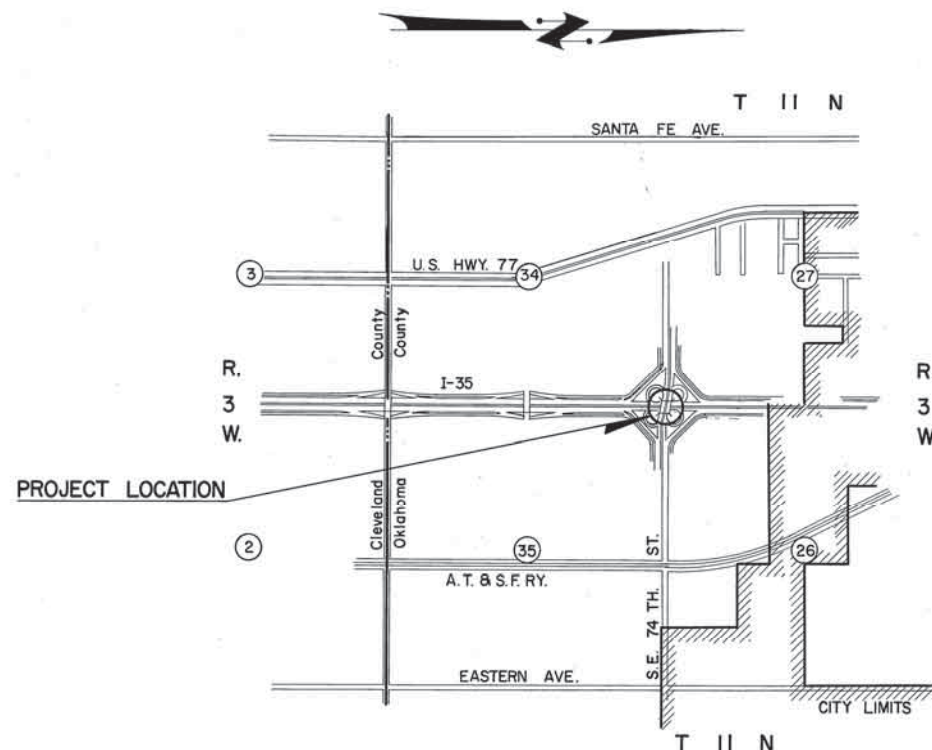
EMERGENCY STATE AID PROJECT NO. 1017(2)
INTERSTATE 35

OKLAHOMA COUNTY

CONTROL SECTION NO. 55-15 (OKLAHOMA CO.)

FED. ROAD DIST. NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
6	OKLA.			1	6

GRADE CROSSINGS _____ 0
GRADE CROSSINGS ELIMINATED _____ 0
BY SEPARATION { OVERPASS _____ 0
 { UNDERPASS _____ 0
BY RELOCATION _____ 0
GRADE CROSSINGS REMAINING _____ 0



SCALES

PLAN 1"=100'
PROFILE HOR. 1"=100'
VER. 1"=100'
LAYOUT MAP 1"=1"
U.S.C. & G.S. LEVEL DATUM
BEARINGS FROM OBSERVATION ON POLARIS

CONVENTIONAL SIGNS

- PROPOSED ROAD
- RAILROADS
- RANGE & TOWNSHIP LINES
- SECTION LINES
- QUARTER SECTION LINES
- FENCES
- BASE LINE
- RIGHT-OF-WAY LINES
- GROUND LINES
- GRADE LINES
- TRAVELED ROADS
- CULVERTS & BRIDGES
- TELEPHONE & TELEGRAPH
- POWER LINES
- BUILDINGS
- OIL WELLS
- RIGHT OF WAY MARKERS IN PLACE
- RIGHT OF WAY MARKERS - REMOVE & RESET
- RIGHT OF WAY MARKERS - NEW

SPECIAL PROVISIONS GOVERN AND
1959 STATE SPECIFICATIONS GOVERN. APPROVED BY BUREAU OF PUBLIC ROADS, JANUARY 4, 1960

APPROVED

THIS DAY OF

CHIEF ENGINEER
OKLA. DEPARTMENT OF HIGHWAYS

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

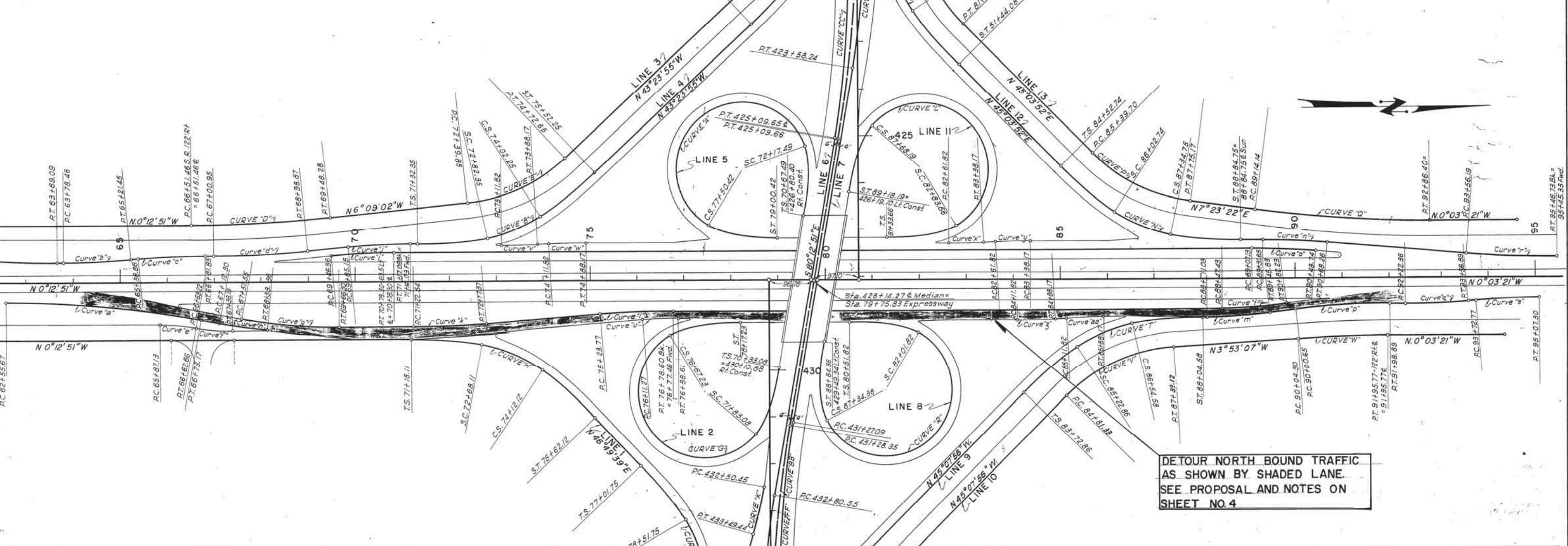
APPROVED DATE

DIVISION ENGINEER

S.W.O. NO.

CURVE DATA													
CURVE	"a"	"b"	"c"	"d"	"e"	"f"	"g"	"h"	"i"	"j"	"k"	"l"	"m"
P.L.	64+65.00	64+50.00	66+10.38	68+00.00	68+25.00	67+00.00	68+62.21	67+73.14	70+13.45	70+51.18	72+00.00	76+00.00	80+00.00
Δ	10°26'15"	4°17'21"	4°17'21"	5°56'15"	10°34'25"	10°26'15"	6°04'40"	5°56'15"	4°38'42"	4°38'42"	6°44'24"	4°49'37"	4°49'37"
D	2°30'	3°00'	3°00'	3°00'	14°00'	5°00'	4°30'	3°00'	3°00'	3°00'	5°00'	3°00'	3°00'
T	209.33'	71.52'	71.52'	99.05'	37.87'	37.87'	104.67'	60.84'	66.03'	66.03'	77.46'	77.46'	88.35'
L	417.50'	142.97'	142.97'	197.92'	75.53'	75.53'	208.75'	121.56'	131.94'	131.94'	154.83'	134.80'	136.61'
R	2291.83'	1909.86'	1909.86'	1909.86'	409.26'	409.26'	1145.92'	1145.92'	1273.24'	1273.24'	1909.86'	1909.86'	1621.59'
S Max	0.05'									0.04'		0.04'	0.04'

CURVE DATA													
CURVE	"a"	"b"	"c"	"d"	"e"	"f"	"g"	"h"	"i"	"j"	"k"	"l"	"m"
P.L.	89+75.48	91+00.00	92+19.00	94+50.00	94+40.00	89+49.91	76+50.00	73+50.00	74+50.00	83+00.00	84+00.00	64+50.00	85.50
Δ	4°49'37"	6°44'24"	4°34'26"	4°49'37"	4°34'26"	6°44'24"	2°17'26"	2°17'26"	2°17'26"	2°17'26"	2°17'26"	2°17'26"	2°17'26"
D	3°32'	3°24'	3°24'	2°32'	3°24'	5°00'	6°00'	3°00'	3°00'	3°00'	3°00'	3°00'	3°00'
T	68.35'	99.23'	67.30'	95.33'	67.30'	67.48'	38.73'	38.18'	38.18'	38.18'	38.18'	38.18'	38.18'
L	136.61'	198.24'	134.53'	190.54'	134.53'	134.80'	77.34'	76.35'	76.35'	76.35'	76.35'	76.35'	76.35'
R	1621.59'	1685.17'	1685.17'	2261.71'	1685.17'	1145.92'	954.93'	1909.86'	1909.86'	1909.86'	1909.86'	1909.86'	1909.86'



CURVE DATA													
CURVE	"A"	"D"	"C"	"D"	"E"	"F"	"G"	"H"	"I"	"J"	"K"	"L"	"M"
P.L.	78+26.14	73+50.00	42+10.00	68+10.00	73+60.53	42+71.18	77+42.95	73+50.00	433+00.00	82+10.79	42+19.00	86+60.00	42+16.67
Δ	280°00'	43°11'04"	46°51'26"	5°56'11"	37°14'53"	46°51'26"	260°00'	47°02'30"	43°03'00"	16°50'15"	6°55'45"	260°09'30"	44°40'47"
D	41°00'	16°00'	16°00'	2°00'	16°00'	16°00'	41°00'	16°00'	16°00'	10°00'	7°00'	41°00'	16°00'
T				148.54'	120.68'	155.18'				84.80'	49.55'		147.16'
Lc	532.93'	119.90'	142.86'	296.82'	232.80'	292.86'	484.15'	144.01'	119.06'	168.38'	98.99'	484.53'	129.25'
R	139.74'	358.10'	358.10'	2864.79'	358.10'	358.10'	139.74'	358.10'	358.10'	572.96'	818.51'	139.74'	358.10'
Ls	150.00'	150.00'	150.00'		150.00'	150.00'	150.00'	150.00'	150.00'	150.00'	150.00'	150.00'	150.00'
θs	30°45'	12°00'	12°00'		30°45'	12°00'	12°00'	12°00'	12°00'	30°45'	12°00'	12°00'	12°00'
P	6.64'	2.61'	2.61'		6.64'	2.61'	2.61'			6.64'	2.61'	2.61'	
K	74.28'	74.89'	74.89'		74.28'	74.89'	74.89'			74.28'	74.89'	74.89'	
Ts	217.65'	217.65'	231.20'		231.89'	217.16'				223.12'	224.75'		
Es	29.83'	35.02'			35.30'	29.66'				31.89'	32.51'		
Δc	218°30'	19°11'04"	22°51'26"		198°30'	23°02'30"	19°03'00"			198°39'30"	20°40'47"	21°07'13"	
S Max	0.10'	0.08'	0.08'				0.10'	0.08'	0.08'	0.06'		0.10'	0.08'

CURVE DATA													
CURVE	"A"	"D"	"C"	"D"	"E"	"F"	"G"	"H"	"I"	"J"	"K"	"L"	"M"
P.L.	86+61.93	91+00.00	81+26.10	435+50.00	85+80.00	77+76.84	86+16.10	91+00.00	435+96.84	422+59.26	433+76.68	423+34.97	434+53.80
Δ	37°40'30"	7°26'43"	279°50'30"	44°59'25"	45°04'35"	44°59'25"	41°14'49"	3°49'46"	16°50'15"	10°02'30"	3°54'30"	10°02'30"	9°54'30"
D	16°00'	2°00'	41°00'	16°00'	16°00'	16°00'	16°00'	2°00'	8°00'	2°00'	2°00'	2°52'00"	2°52'00"
T	122.23'	186.40'		148.29'	134.77'	95.77'	106.00'	251.69'	175.60'	173.25'	175.60'	173.25'	173.25'
Lc	235.47'	372.26'	532.54'	131.19'	131.73'	281.19'	257.79'	191.47'	210.47'	502.08'	495.42'	350.29'	345.64'
R	358.10'	2864.79'	139.74'	358.10'	358.10'	358.10'	358.10'	2864.79'	716.20'	2864.79'	2864.79'	1998.69'	1998.69'
Ls			150.00'	150.00'	150.00'								
θs			30°45'	12°00'	12°00'								
P			6.64'	2.61'	2.61'								
K			74.28'	74.89'	74.89'								
Ts				224.27'	224.59'								
Es				32.32'	32.44'								
Δc			218°20'30"	20°59'25"	21°04'35"								
S Max			0.10'	0.08'	0.08'							0.06'	0.06'

FED. ROAD DIST. NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
0	OKLA	1017 (2)		3	6

DESIGN DATA

Concrete	1,000 psi
Reinf. Steel	18,000 psi
Design Live Load	H-20-53
Abutments	25.4 Ton/pile
Piers	3.2 Ton/pile

SUMMARY OF QUANTITIES						
ITEM NO.	ITEM	UNIT	Abut.	Piers	Super.	Bridge
10100	Class "D" Excavation	CY				200
10101	Sand Gravel	CY				173.4
10102	Asphalt Slabs	SF				78.8
10103	Substr. Excav. Common	CY	80	370		530
10104	Substr. Excav. Rock	CY		30		50
10105	Handfiling	L.F.			27492	27492
10106	Corrug. Steel	Lbs.			29567	29567
10107	Class "A" Concrete	CY	71.2	201		2729
10108	Class "A" Conc. in Pier Bases	CY		54.4		54.4
10109	Class "A" Concrete	CY			253.1	253.1
10110	Reinforcing Steel	Lbs.	8,355	28,285	51,715	82,855
10111	18" R.C. Piling	L.F.	369			369
10112	6" Black Traffic Stripes	L.F.			547	547
10113	Special 4" Concrete Spill Wall	SF				335.6
10114	Special Aluminum Handfiling	L.F.			27492	27492
* Non-Participating Items						

GENERAL NOTES

All construction & materials shall be in accordance with the Oklahoma Standard Specifications of 1954 and Special Provisions.

All exposed concrete surfaces shall have a carbonium finish.

All reinforcing steel bars shall conform to ASTM Specifications A-305-19.

Piling shall be driven using leads of sufficient strength to control piles.

Piling shall be driven to practical refusal if above grade or to a minimum bearing of 50 tons per pile or below grade.

All bottom piling shall be driven to refusal.

Completed All 12" Dia. Holes shall be drilled to Elev. 1270.8 about No. 1 & Elev. 1270.8 about No. 2. Then drill 18" Dia. Holes to Elev. 1271.5 & about No. 1 & Elev. 1271.5 & about No. 2. All cost of pilot holes shall be included in the unit price bid for 18" R.C. Piling.

Contractor shall submit bids on both types of Handfiling. Type of piling used will be determined by bids received.

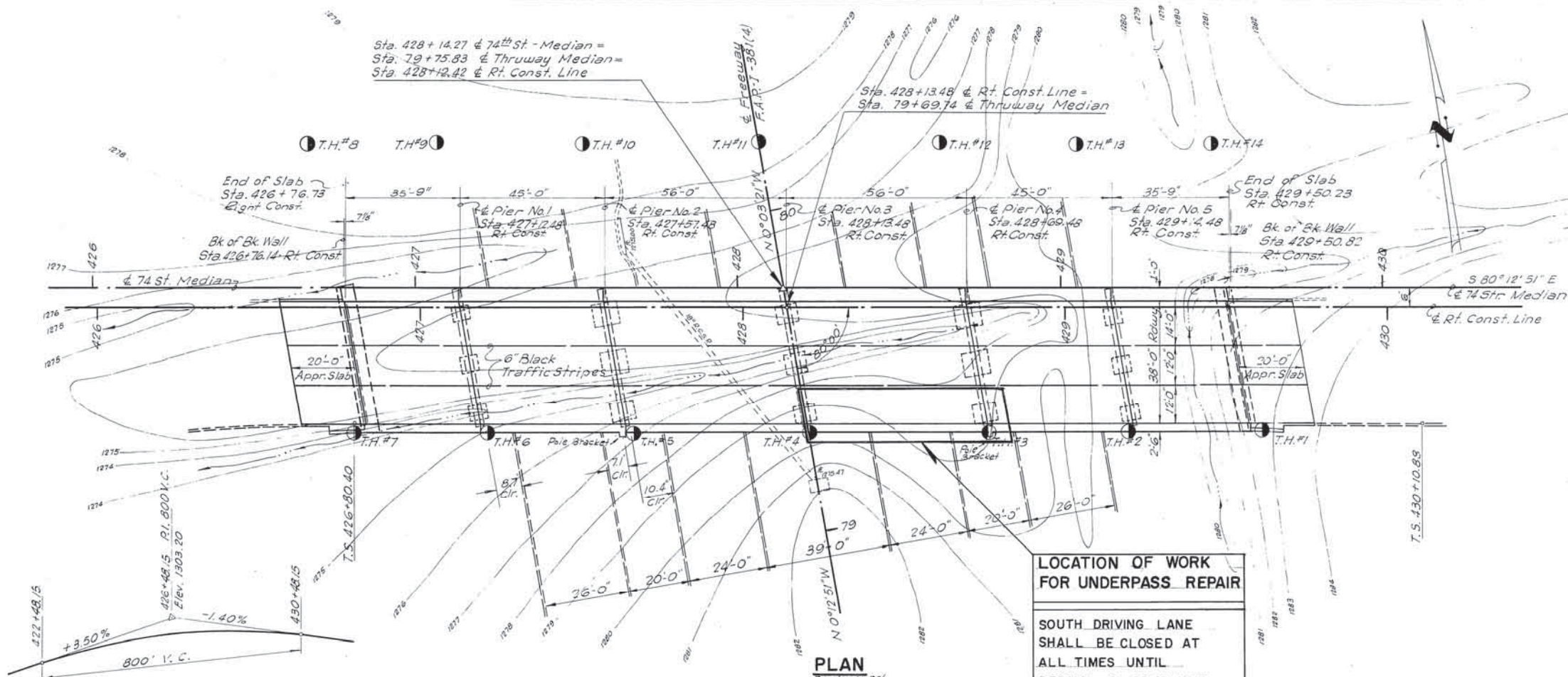
RECORD		BY DATE	
DESIGN			
DETAIL			
TRACED	IS		
CHECKED	RAZ		
APPROVD			
SQUAD: BENHAM			

SKREW 80°-00' RT. FWD.

OKLAHOMA STATE HIGHWAY COMMISSION
OKLAHOMA CITY, OKLAHOMA

GENERAL ELEV. PLAN

35'-45'-56'-56'-45'-35'-I-BM SPANS
38'RDY & 1'-18" S.C. & 1'-4" MEDIAN
STA. ON SURVEY 79+69.74
EMERGENCY S.A. PROJ. NO. 1017(2)

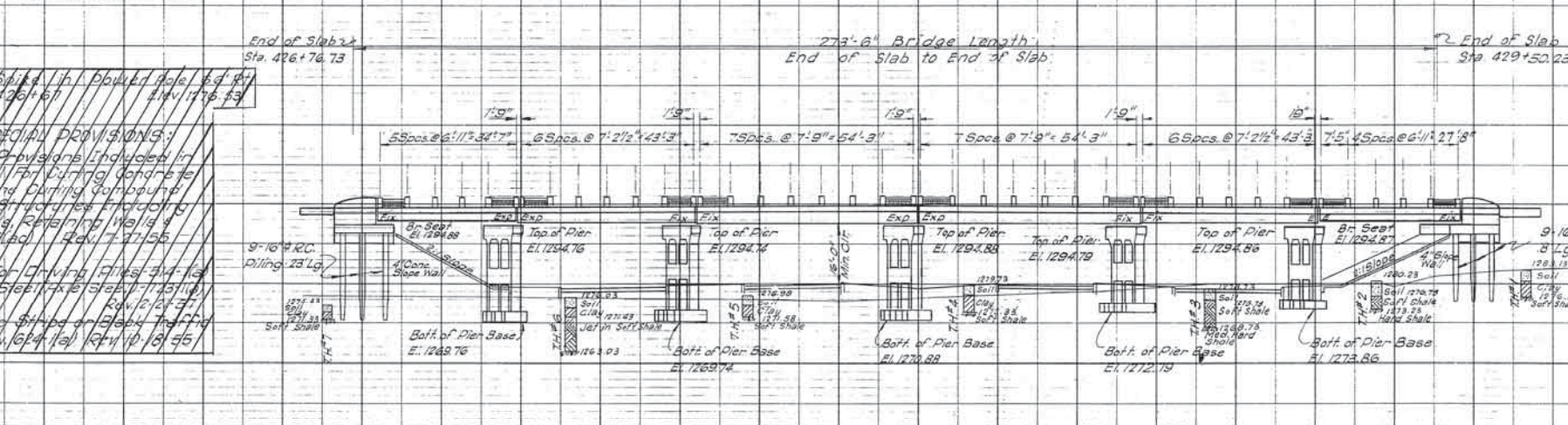


LOCATION OF WORK
FOR UNDERPASS REPAIR

SOUTH DRIVING LANE
SHALL BE CLOSED AT
ALL TIMES UNTIL
REPAIR IS COMPLETE.

PLAN
Scale: 1" = 20'

VERTICAL CURVE DATA
RIGHT CONST. LINE

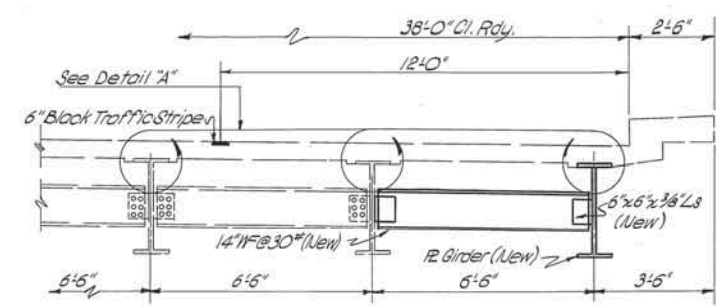
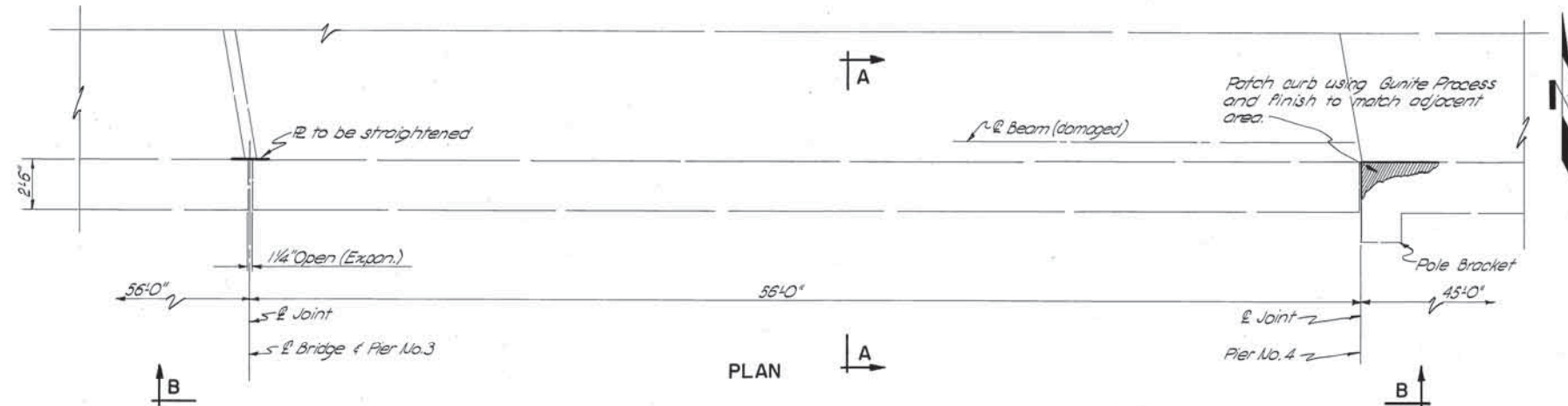


GENERAL ELEVATION

Scale: 1" = 20'

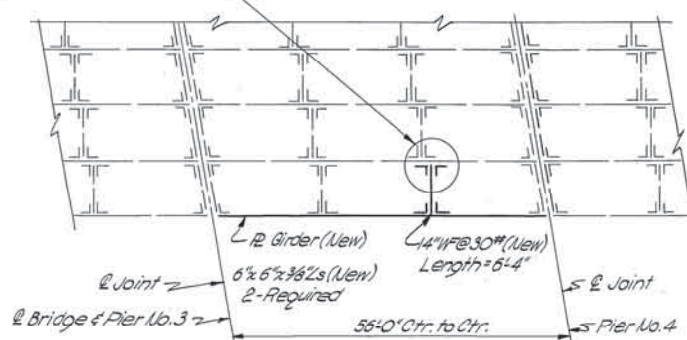
REVISION			
NO.	DESCRIPTION	BY	DATE
1	DESIGN	RAZ	10/17/54
2	DETAIL	RAZ	10/17/54
3	TRACED	IS	10/17/54
4	CHECKED	RAZ	10/17/54
5	APPROVD		

426+00 427+00 428+00 429+00 430+00



Note: Contractor shall straighten web of beam sufficiently to insure proper fit of new diaphragm.

All connections may be 5/16" field weld.



NOTES

Traffic under the bridge shall be detoured as shown on sheet No. 2 and as directed by the Resident Engineer. The contractor shall furnish all materials, equipment, signs, flagmen and necessary markings to close the bridge to one lane of traffic and detour traffic around the damaged span as shown on sheet No. 2 and in accordance with the current Oklahoma Standard Specifications and Std. TM 1-1.

All cost of signs, barricades, watchmen and any other material or incidentals necessary to complete the work as shown or as specified shall be included in the Lump Sum Price Bid.

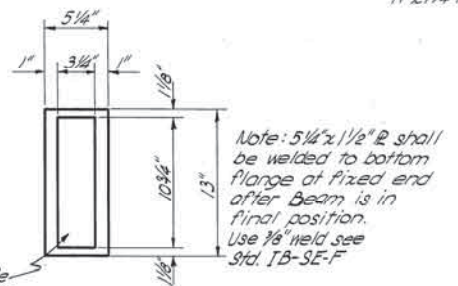
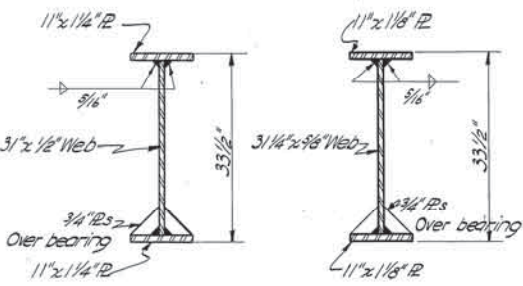
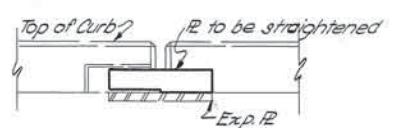
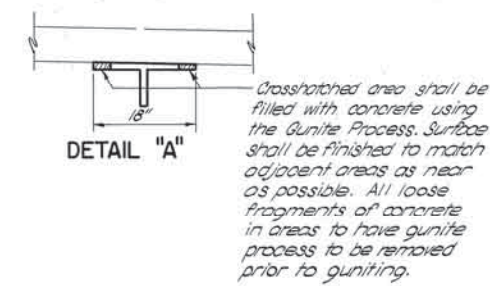
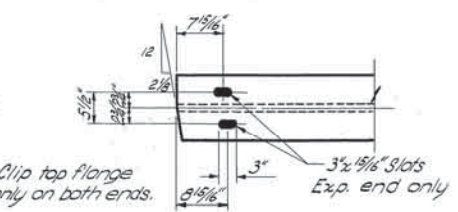
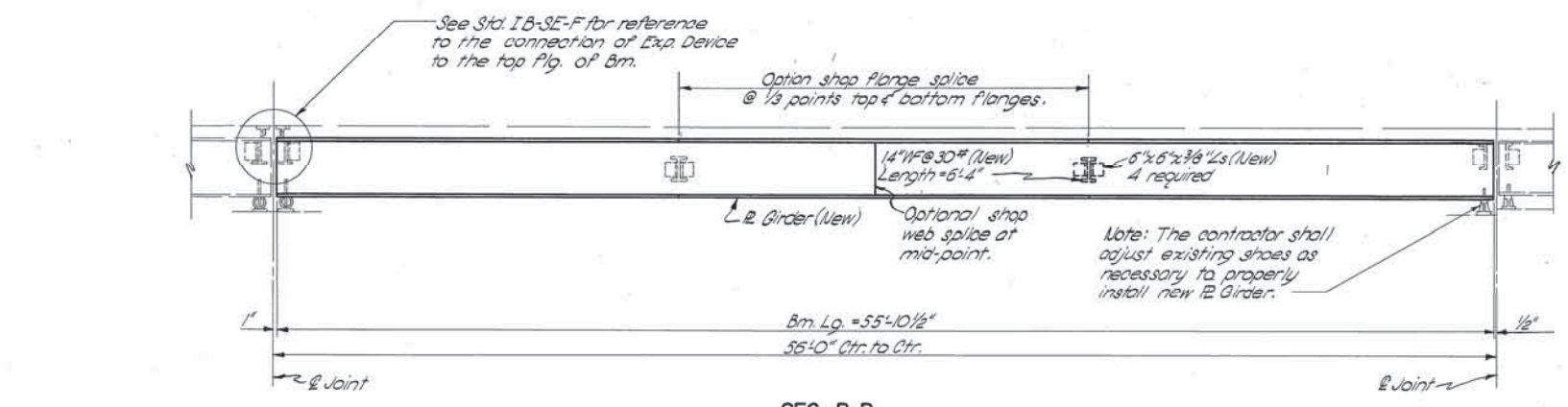
The contractor will be held responsible for any damage done to the existing structures in the course of his work.

The dimensions shown on these plans are approximate, the contractor shall make all necessary measurements and be solely responsible for the accuracy thereof.

The contractor must obtain approval of flamework details by the Bridge Engineer before beginning repair operations on the underpass.

All welding shall conform to the 1959 Oklahoma Standard Specifications & the current A.W.S. Specifications.

SUMMARY OF PAY QUANTITIES		
Item	Unit	Total
Repair Underpass	Lump Sum	1



The contractor has the option to furnish either of the above R Girders.

The web of the 12" Girder shall be fabricated with 1/8" parabolic camber at mid-point of Girder.

Approx. 8800 lb. of structural steel required for repair work.

REVISIONS			RECORD		
NO.	DESCRIPTION	BY	DATE	ITEM	BY
				DESIGN	
				DETAIL	L.D.C. 1-64
				TRACED	J.E.B. 1-64
				CHECKED	C.P. 1/64
				APPROVED	
				SQUAD:	PRESLEY

OKLAHOMA STATE HIGHWAY COMMISSION
OKLAHOMA CITY, OKLAHOMA

DETAILS OF REPAIR

EMERGENCY S.A. PROJ. NO. 1017(2)