

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

DESCRIPTION	REVISIONS	DATE

STATE OF OKLAHOMA
DEPARTMENT OF TRANSPORTATION

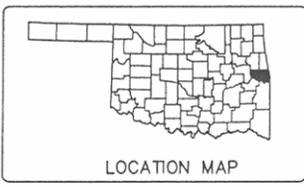
PLAN OF PROPOSED
STATE HIGHWAY
F.A. PROJECT NO. STPY-168A(059) ROADWAY
F.A. PROJECT NO. BRFY-168A(046) BRIDGE
GRADING, DRAINAGE, EROSION CONTROL, BRIDGE,
SURFACING, SIGNING, AND STRIPING PLANS
SEQUOYAH COUNTY
U.S. HIGHWAY NO. 59
STATE JOB NO. 12530(08) ROADWAY
STATE JOB NO. 12530(07) BRIDGE
CONTROL SECTION NO. 59-68-02

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SURVEY DATA

FOR SURVEY DATA, SEE
S.W.O. 3842(1), JP 12530(01)
AS CONVERTED FROM METRIC TO
ENGLISH BY U.S. INFRASTRUCTURE.



DESIGN DATA

ADT (2003)	= 7,700
ADT (2023)	= 13,700
DHV (TWO-WAY)	= 1,844
K (DHV/ADT)	= 12%
D	= 55%
T (XADT)	= 18%
T (XAADT)	= 20%
T ₃ (XAADT)	= 14%
V	= 70 MPH
FLEX ESALS	= 19.6 M

BRIDGE N.B.I.S. NO.	
BRIDGE "A": LOCATION NO. 6802-0626WX	
EXIST. NBI NO. 05036	
NEW NBI NO. 26871	
BRIDGE "B": LOCATION NO. 6802-0626EX	
EXIST. NBI NO. 05036	
NEW NBI NO. 26872	
BRIDGE "C": LOCATION NO. 6802-0651WX	
EXIST. NBI NO. 04869	
NEW NBI NO. 26873	
BRIDGE "D": LOCATION NO. 6802-0651EX	
EXIST. NBI NO. 04869	
NEW NBI NO. 26874	

SCALES

PLAN	1" = 50'
PROFILE HOR.	1" = 50'
VER.	1" = 10'
LAYOUT MAP	1" = 2,640'

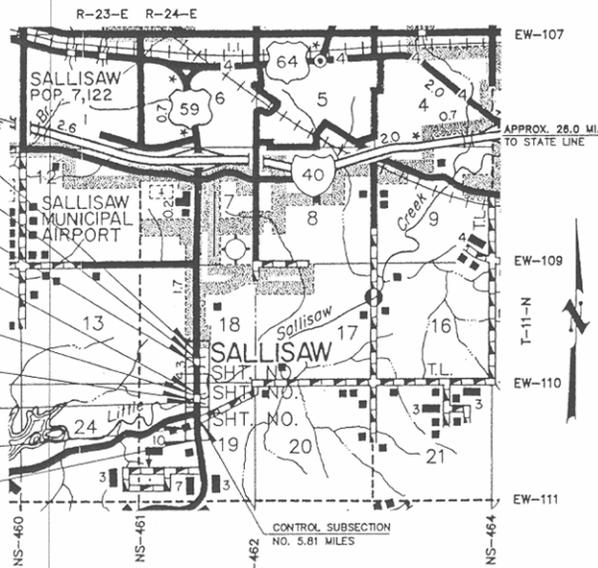
CONVENTIONAL SIGNS

- PROPOSED ROAD
- RAILROADS
- RANGE & TOWNSHIP
- 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

PROJECT NO. STPY-168A(059)
LENGTH BASED ON LEFT P. G. L.
ROADWAY LENGTH _____ 4,748.64 FT. _____ 0.899 MI.

PROJECT NO. BRFY-168A(046)
LENGTH BASED ON LEFT P. G. L.
BRIDGE A BRIDGE LENGTH _____ 398.74 FT. _____ 0.075 MI.
BRIDGE B BRIDGE LENGTH _____ 398.74 FT. _____ 0.075 MI.
BRIDGE C BRIDGE LENGTH _____ 90.00 FT. _____ 0.017 MI.
BRIDGE D BRIDGE LENGTH _____ 90.00 FT. _____ 0.017 MI.
TOTAL PROJECT LENGTH BASED ON LEFT P. G. L. _____ 0.991 MI.

- STA. 715+87.38 END F.A. PROJECT NO. STPY-168A(059)
- STA. 694+96.00 BEGIN F.A. PROJECT NO. STPY-168A(059)
- END BR. "C" & "D" EXCEPTION F.A. PROJECT NO. BRFY-168A(046)
- STA. 694+06.00 END F.A. PROJECT NO. STPY-168A(059)
- BEGIN BR. "C" & "D" EXCEPTION F.A. PROJECT NO. BRFY-168A(046)
- STA. 684+96.87 BEGIN F.A. PROJECT NO. STPY-168A(059)
- END BR. "B" EXCEPTION F.A. PROJECT NO. BRFY-168A(046)
- STA. 684+59.87 BEGIN F.A. PROJECT NO. STPY-168A(059)
- END BR. "A" EXCEPTION F.A. PROJECT NO. BRFY-168A(046)
- STA. 680+96.13 END F.A. PROJECT NO. STPY-168A(059)
- BEGIN BR. "B" EXCEPTION F.A. PROJECT NO. BRFY-168A(046)
- STA. 680+61.13 END F.A. PROJECT NO. STPY-168A(059)
- BEGIN BR. "A" EXCEPTION F.A. PROJECT NO. BRFY-168A(046)
- STA. 663+50 BEGIN F.A. PROJECT NO. STPY-168A(059)
- END INCIDENTAL CONST.
- STA. 660+57.58 BEGIN INCIDENTAL CONST.



EXCEPTIONS

BRIDGE "A"	STA. 680+61.13 TO STA. 684+59.87 LEFT P. G. L.
BRIDGE "B"	STA. 680+96.13 TO STA. 684+96.87 RIGHT P. G. L.
BRIDGE "C"	STA. 694+06.00 TO STA. 694+96.00 LEFT P. G. L.
BRIDGE "D"	STA. 694+06.00 TO STA. 694+96.00 RIGHT P. G. L.

SUBMITTED BY:
PEREZ ENGINEERING

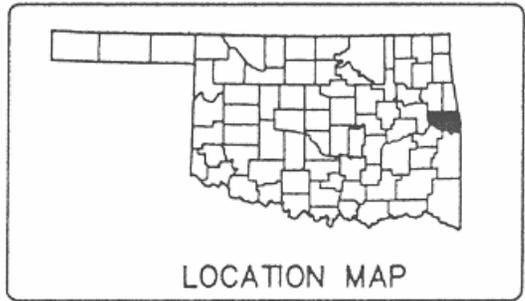
BY: CARMELO PEREZ P.E.-4038

OKLAHOMA DEPARTMENT OF TRANSPORTATION		DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	
DATE APPROVED		DATE APPROVED	
BY		BY	
S.W.O. 12530(08) CHIEF ENGINEER		DIVISION ADMINISTRATOR	
S.W.O. 12530(07) F.A. Project No. STPY-168A(059) & BRFY-168A(046) Sheet No. 1			
SEQUOYAH COUNTY U.S. 59			

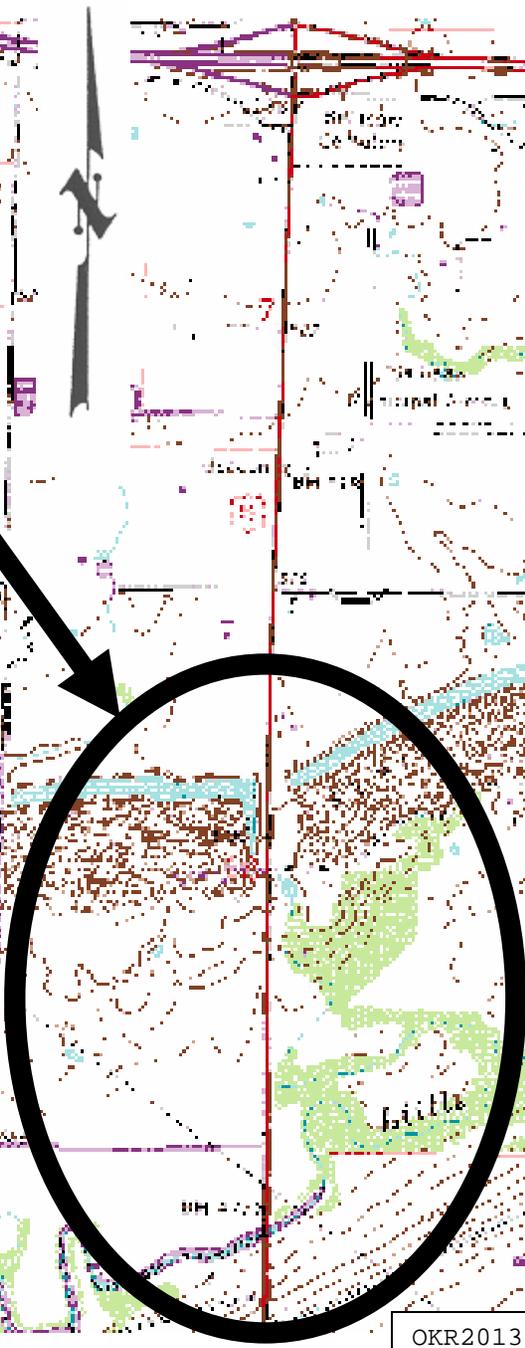
OKR2013986
OKLAHOMA DEPARTMENT OF TRANSPORTATION
UNNAMED TRIBUTARY TO SALLISAW CREEK/LITTLE SALLISAW CREEK
BRIDGE REPLACEMENT/CONSTRUCTION
ENCLOSURE 1 OF 10

REVIEWED BY:
PEREZ ENGINEERING / EDUARDO ELDER
ROADWAY DIVISION
P.E. NO. 12530(01)

1999 OKLAHOMA STANDARD SPECIFICATIONS FOR
HIGHWAY CONSTRUCTION - ENGLISH GOVERN
APPROVED BY THE U.S. DEPARTMENT OF TRANSPORTATION,
FEDERAL HIGHWAY ADMINISTRATION, SEPTEMBER 21, 1999



LOCATION MAP

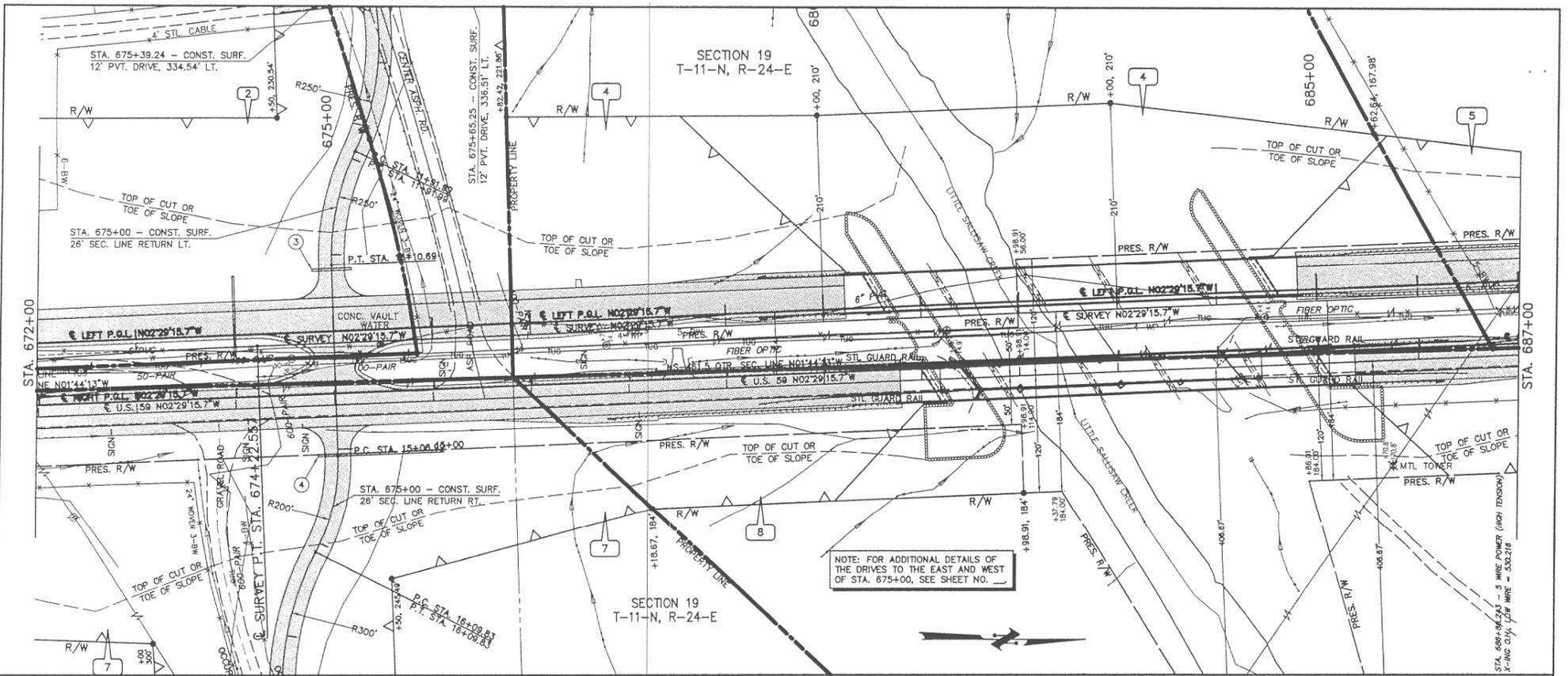


Project Site

OKR2013986
OKLAHOMA DEPARTMENT OF TRANSPORTATION
UNNAMED TRIBUTARY TO SALLISAW CREEK/LITTLE SALLISAW CREEK
BRIDGE REPLACEMENT/CONSTRUCTION
ENCLOSURE 2 OF 10



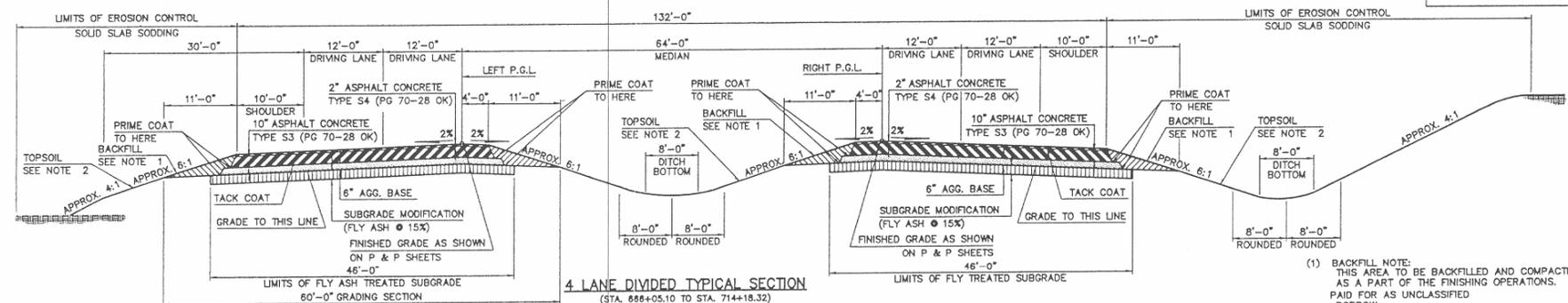
OKR2013986
 OKLAHOMA DEPARTMENT OF TRANSPORTATION
 UNNAMED TRIBUTARY TO SALLISAW CREEK/LITTLE SALLISAW CREEK
 BRIDGE REPLACEMENT/CONSTRUCTION
 ENCLOSURE 6 OF 10



NOTE: FOR ADDITIONAL DETAILS OF THE DRIVES TO THE EAST AND WEST OF STA. 675+00, SEE SHEET NO. _____

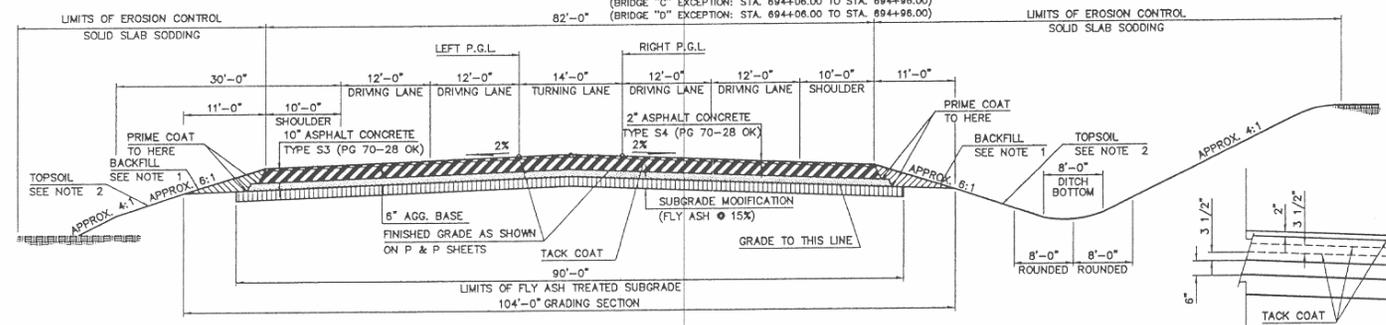
510	EXIST. RT. P.G.L.	B.M. 31 BOX ON NW-CORNER SQUARE SAN. SEW. MAN HOLE, 0.95' RT. STA. 675+49.69 EL. = 499.582	BR. "A" LEFT PGL STA. 682+60.50 CONST. 70'-90'-75'-90'-70' LG. P.C.B. SPANS 38'-0" CL. RDY. SKEWED 30° R.F. W/STD. CONCRETE SLOPE FACED PARAPET	BR. "A" LENGTH = 398'-8 13/16"	BR. "B" RIGHT PGL STA. 682+97.50 CONST. 70'-90'-75'-90'-70' LG. P.C.B. SPANS 38'-0" CL. RDY. SKEWED 30° R.F. W/STD. CONCRETE SLOPE FACED PARAPET	510
500	EXIST. LT. P.G.L.	V.P.C. STA. = 673+80 V.P.C. EL. = 493.900	EXIST. BR. € US 59 STA. 682+81.31 100' TRUSS, 2'-60" & 1'-40" I-BEAM SPANS 24'-0" CL. RDY. SKEWED 36°41'55" R.F. W/REINFORCED CONCRETE HAND RAIL	B.M. 32 BRASS CAP NW WINGWALL NW-CORNER BRIDGE US ENGINEER DEPT. #EM 5-5-D 1# 48.33' RT. STA. 684+02.39 EL. = 477.479	B.M. 33 BOX W-SIDE SW LEG CONC. BASE HIGH TENSION TOWER, 155.51' RT. STA. 685+52.48 EL. = 468.884	500
490	1,100' V.C.	V.P.T. STA. = 674+50 V.P.T. EL. = 496.500	500' V.C.	RT. PGL STA. 684+96.87	RT. PGL STA. 684+96.87	490
480	LT. & RT. P.G.L. F.G. EL.	SUMMARY OF HYDRAULIC DATA BRIDGE	V.P.I. STA. = 678+30 V.P.I. EL. = 488.900 CURVE LENGTH = 500'	RT. PGL STA. 684+96.87	RT. PGL STA. 684+96.87	480
470	EXIST. LT. P.G.L. EL.	SUMMARY OF HYDRAULIC DATA BRIDGE	EL. DOWNSTREAM	EXIST. LT. P.G.L.	EXIST. RT. P.G.L.	470
460	EXIST. RT. P.G.L. EL.	UPSTREAM				460

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

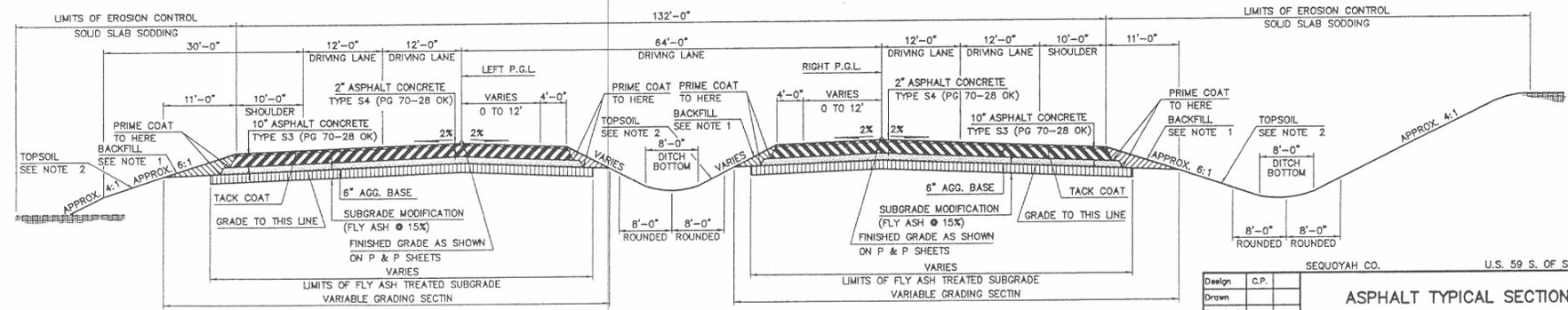


4 LANE DIVIDED TYPICAL SECTION
(STA. 686+05.10 TO STA. 714+18.32)

(BRIDGE "A" EXCEPTION: STA. 680+81.13 TO STA. 684+59.87)
(BRIDGE "B" EXCEPTION: STA. 680+98.13 TO STA. 684+96.87)
(BRIDGE "C" EXCEPTION: STA. 694+08.00 TO STA. 694+98.00)
(BRIDGE "D" EXCEPTION: STA. 694+08.00 TO STA. 694+98.00)



5 LANE OPEN TYPICAL SECTION
(STA. 714+18.32 TO STA. 715+87.38)



TYPICAL SECTION WITH TURN BAY
REFER TO PLAN AND PROFILE SHEETS

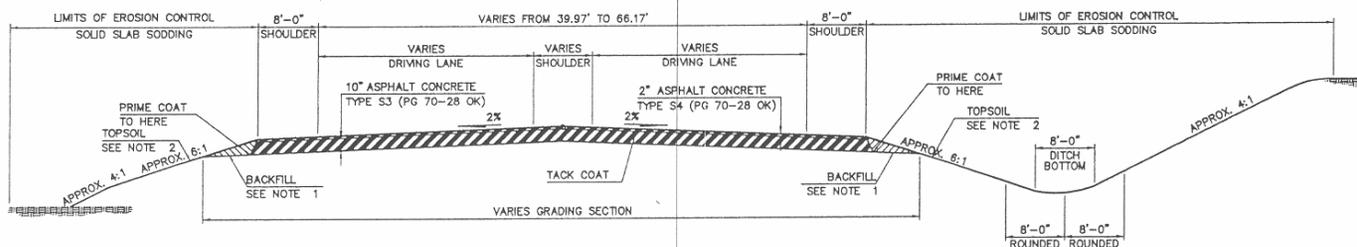
- BACKFILL NOTE: THIS AREA TO BE BACKFILLED AND COMPACTED AS A PART OF THE FINISHING OPERATIONS. PAID FOR AS UNCLASSIFIED BORROW.
- TOPSOIL NOTE: THE CONTRACTOR SHALL STRIP ALL OF THE AVAILABLE TOPSOIL, STOCKPILE IT, AND PLACE IT BACK ON THE SECTION IN ACCORDANCE WITH SECTION 205 OF THE STANDARD SPECIFICATION. RESERVED TOPSOIL SHALL BE SPREAD FIRST ON THE COMPLETED SLOPES OF THE CUT SECTIONS AND THE REMAINDER ON COMPLETED FILL SLOPES OR OTHER PRIORITY AREAS LOCATED BY THE ENGINEER. ALL ADDITIONAL COSTS ASSOCIATED WITH OPERATION SHALL BE INCLUDED IN THE PAY ITEM FOR SALVAGED TOPSOIL LUMP SUM.
THE GRADING LINE AS SHOWN ON THE TYPICAL AND CROSS SECTIONS IS TO THE TOP OF THE TOPSOIL. EARTHWORK QUANTITIES WERE NOT ADJUSTED FOR SALVAGE AND THE TOPSOIL QUANTITY IS INCLUDED IN THE MASSLINE BALANCE.
- SLOPE IS 6:1 TO 30'-0" AND 4:1 OVER 30'-0" DISTANCE IS MEASURED HORIZONTALLY FROM INSIDE OF FINISHED SHOULDER. SLOPES ARE TYPICAL UNLESS SHOWN DIFFERENTLY ON CROSS SECTIONS.
- PRIME COAT IS TO BE APPLIED TO THE TOP OF THE FLY ASH TREATED SUBGRADE AND TO THE TOP OF THE AGGREGATE BASE BELOW THE ASPHALT CONCRETE TYPE "S3".

Design	C.P.
Drawn	
Checked	
Approved	

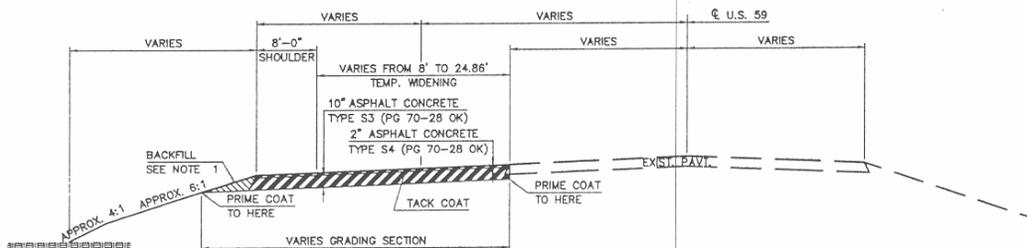
SEQUOYAH CO. U.S. 59 S. OF SALLISAW
ASPHALT TYPICAL SECTION
(SHEET 1 OF 2)

OKR2013986
OKLAHOMA DEPARTMENT OF TRANSPORTATION
UNNAMED TRIBUTARY TO SALLISAW CREEK/LITTLE SALLISAW CREEK
BRIDGE REPLACEMENT/CONSTRUCTION
ENCLOSURE 9 OF 10

FED. ROAD DIST. NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
8	OKLA.				
REVISION		DATE			



5 LANE OPEN TYPICAL SECTION
(STA. 663+50.00 TO STA. 666+05.10)



CONSTRUCTION DETAIL FOR TEMP. WIDENING
(STA. 660+57.58 TO STA. 663+50)

- (1) BACKFILL NOTE:
THIS AREA TO BE BACKFILLED AND COMPACTED AS A PART OF THE FINISHING OPERATIONS. PAID FOR AS UNCLASSIFIED BORROW.
- (2) TOPSOIL NOTE:
THE CONTRACTOR SHALL STRIP ALL OF THE AVAILABLE TOPSOIL, STOCKPILE IT, AND PLACE IT BACK ON THE SECTION IN ACCORDANCE WITH SECTION 205 OF THE STANDARD SPECIFICATION. RESERVED TOPSOIL SHALL BE SPREAD FIRST ON THE COMPLETED SLOPES OF THE CUT SECTIONS AND THE REMAINDER ON COMPLETED FILL SLOPES OR OTHER PRIORITY AREAS LOCATED BY THE ENGINEER. ALL ADDITIONAL COSTS ASSOCIATED WITH OPERATION SHALL BE INCLUDED IN THE PAY ITEM FOR SALVAGED TOPSOIL, LUMP SUM.

THE GRADING LINE AS SHOWN ON THE TYPICAL AND CROSS SECTIONS IS TO THE TOP OF THE TOPSOIL. EARTHWORK QUANTITIES WERE NOT ADJUSTED FOR SALVAGE AND THE TOPSOIL QUANTITY IS INCLUDED IN THE MASSLINE BALANCE.
- (3) SLOPE IS 6:1 TO 30'-0" AND 4:1 OVER 30'-0" DISTANCE IS MEASURED HORIZONTALLY FROM INSIDE OF FINISHED SHOULDER. SLOPES ARE TYPICAL UNLESS SHOWN DIFFERENTLY ON CROSS SECTIONS.
- (4) PRIME COAT IS TO BE APPLIED TO THE TOP OF THE FLY ASH TREATED SUBGRADE AND TO THE TOP OF THE AGGREGATE BASE BELOW THE ASPHALT CONCRETE TYPE "S3".

SEQUIOYAH CO. U.S. 59 S. OF SALLISAW

Design	C.P.	
Drawn		
Checked		
Approved		

ASPHALT TYPICAL SECTION
(SHEET 2 OF 2)

OKR2013986
OKLAHOMA DEPARTMENT OF TRANSPORTATION
UNNAMED TRIBUTARY TO SALLISAW CREEK/LITTLE SALLISAW CREEK
BRIDGE REPLACEMENT/CONSTRUCTION
ENCLOSURE 10 OF 10