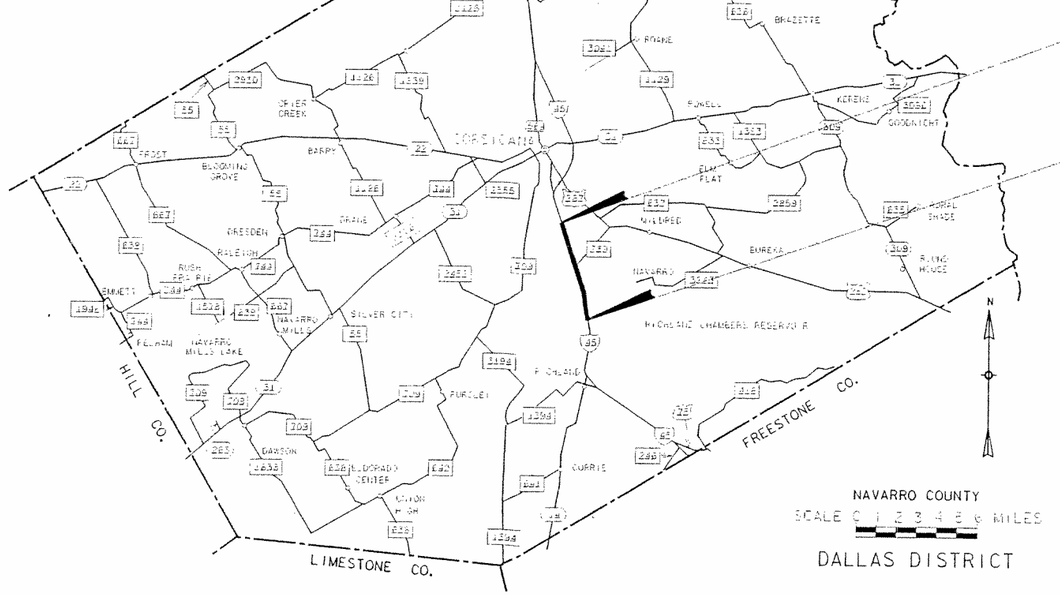
6	IM 45-3(95)221		1
TEXAS	DALLAS	NAVARRO	
0093	01	064	IH45

INDEX OF SHEETS

DISTRICT STANDARD SHEETS

STANDARD SHEETS

* SHEETS OMITTED: 131



NAVARRO COUNTY
SCALE 0 1 2 3 4 5 6 MILES

DALLAS DISTRICT

STATE OF TEXAS
DEPARTMENT OF TRANSPORTATION

PLANS OF PROPOSED
STATE HIGHWAY IMPROVEMENT

FEDERAL AID PROJECT NO. IM 45-3(95)221

NAVARRO COUNTY

IH45

NET LENGTH OF PROJECT = 26400.00FT = 5.000 MI

FROM: 3.3 MI N OF RICHLAND
TO: 2.0 MI S OF CORSICANA

FOR THE CONSTRUCTION OF THE REHABILITATION OF EXISTING ROAD
CONSISTING OF GRADING, STRUCTURES, SALVAGED BASE, ACP, CONCRETE PAVEMENT, SIGNING AND PAVEMENT MARKING

DESIGN SPEED = 70 MPH

NO EQUATIONS
NO EXCEPTIONS
NO RAILROAD CROSSINGS

NOTE:

SPECIFICATIONS ADOPTED BY THE TEXAS DEPARTMENT OF TRANSPORTATION, MARCH 1, 1993, AND SPECIFICATION ITEM LISTED AS FOLLOWS, SHALL GOVERN ON THIS PROJECT: REQUIRED CONTRACT PROVISIONS FOR ALL FEDERAL-AID CONSTRUCTION CONTRACTS (FORM FHWA 1273, DECEMBER, 1993)

THE CONTRACTOR SHALL PROVIDE AND ERECT BARRICADES AND WARNING SIGNS IN ACCORDANCE WITH BC-(1) THRU (9)-1994 AT POINTS INDICATED AND AT OTHER POINTS AS DIRECTED BY THE ENGINEER.

THE CONTRACTOR SHALL MAKE HIS OWN INVESTIGATION AND ARRANGEMENTS FOR RAIL DELIVERY POINTS AND TRACKAGE FACILITIES.

END PROJECT IM45-3(95)12
CONTROL 0093-01-064
STA 459+00

BEGIN PROJECT IM45-3(95)12
CONTROL 0093-01-064
STA 195+00

FINAL PLANS
LETTING DATE: 6- 7-95
WORK BEGAN: 7-26-95
WORK COMPLETE: 12- 4-97
WORK ACCEPTED: 12-12-97

CHANGE ORDER #1. ADDED ITEM, "LIME (TY C)DRY" TO THE CONTRACT.
CHANGE ORDER #2. VALUE ENGINEERING CHANGE PROPOSAL, ELIMINATED PHASE 1. FROM TRAF CONTROL PLAN.
CHANGE ORDER #3. ADDED TWO HOT MIX ASPH (TYB)ITEMS, WITH 20% RAP AND 30% RAP.
CHANGE ORDER #4. ADDED ITEM "4 IN UNDERDRAIN" TO ALLOW PAYMENT FOR INSTALLATION NEAR ANGUS BRIDGE UNDERPASS.
CHANGE ORDER #5. ADJUSTED PLAN QUANTITIES FOR EXCAV., EMBANK., FURNISH AND PLACE TOPSOIL AND SEEDING. C.O.#3. ALLOWED THE USE RAP MATL. IN HOT MIX, ORIGINALLY USED TO SHOULDER UP TO CONC. PAV. THIS REQUIRED ADDITIONAL EMBANKMENT MATL., AND DUE TO PLAN ERROR OF EXCAV. AND TOPSOIL AND SEEDING, THESE ITEMS WERE INCREASED. THIS C.O. ALSO PAID FOR ADJUSTING INLET GRATES.

STATE OF TEXAS
LARRY D. TEGTMEYER
85094
REGISTERED
PROFESSIONAL ENGINEER

The standard sheets specifically identified above have been selected by me or under my responsible supervision as being applicable to this project.

Larry D. Tegtmeyer, P.E. 1-17-95
Date

STATE OF TEXAS
DARWIN D. MYERS
86935
LICENSED
PROFESSIONAL ENGINEER

Darwin D. Myers, P.E.
1-22-95

TEXAS DEPARTMENT OF TRANSPORTATION

RECOMMEND FOR LETTING: 1-17 1995
Larry D. Tegtmeyer, P.E.
PROJECT ENGINEER

RECOMMEND FOR LETTING: Jan 13 1995
Darwin D. Myers, P.E.
AREA ENGINEER

RECOMMEND FOR LETTING: 1-23 1995
John K. Flanagan, P.E.
DIRECTOR OF TRANSPORTATION PLANNING & DEVELOPMENT

RECOMMEND FOR LETTING: Jan 24 1995
James M. Griffin, P.E.
DISTRICT ENGINEER

APPROVED FOR LETTING: 5-3- 1995
Maria G. Burke, P.E.
for DIRECTOR OF DES'N DIVISION

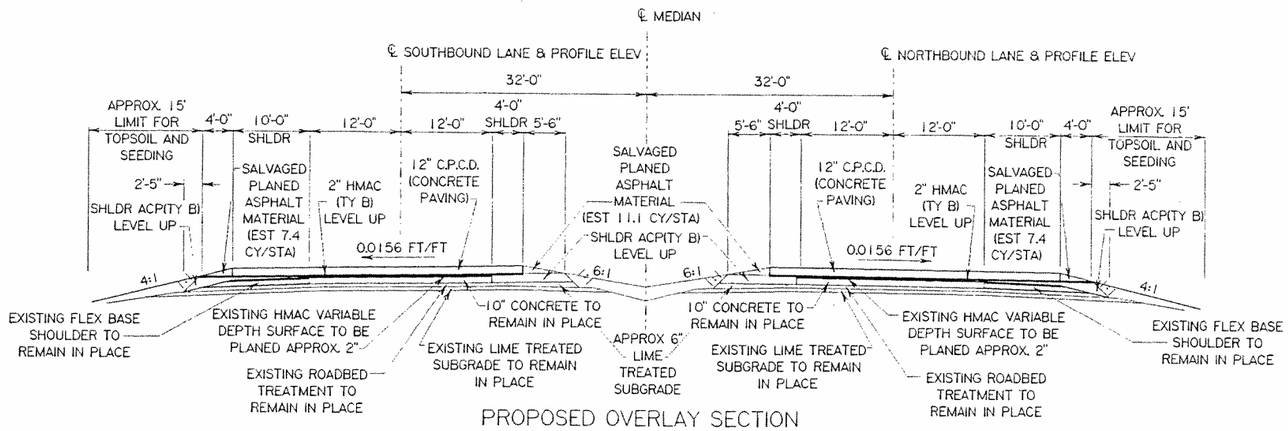
REVISED 5/25/95

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED:

DIVISION ADMINISTRATOR — DATE

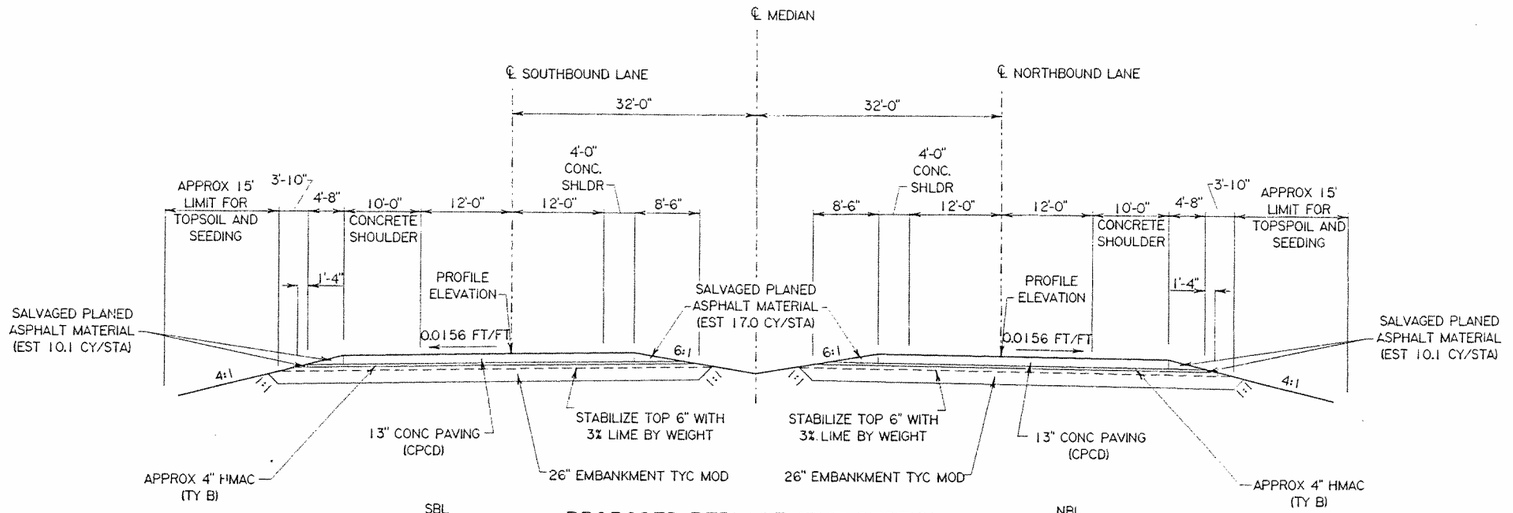
/usr/d186410/ln45/typ.dgn



PROPOSED OVERLAY SECTION

SBL
STA 195+00 TO STA 275+30
STA 315+30 TO STA 459+00

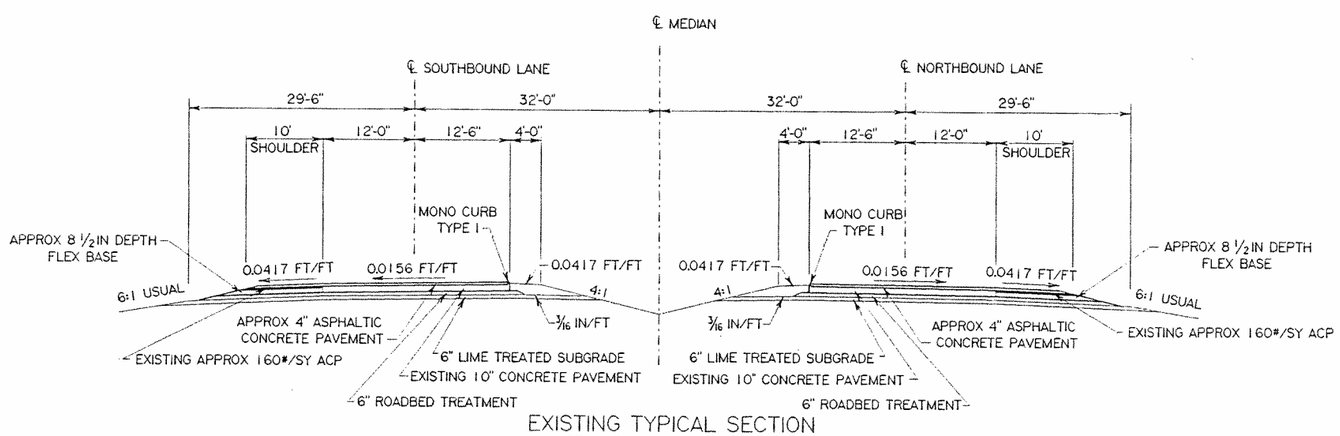
NBL
STA 195+00 TO STA 282+50
STA 308+00 TO STA 309+05
STA 322+00 TO STA 459+00



SBL
STA 288+20 TO STA 308+75

PROPOSED REPLACEMENT SECTION

NBL
STA 289+00 TO STA 308+00



EXISTING TYPICAL SECTION
STA 195+00 TO STA 459+00

STATE OF TEXAS
LARRY D. TEGTMEYER
65994
REGISTERED PROFESSIONAL ENGINEER

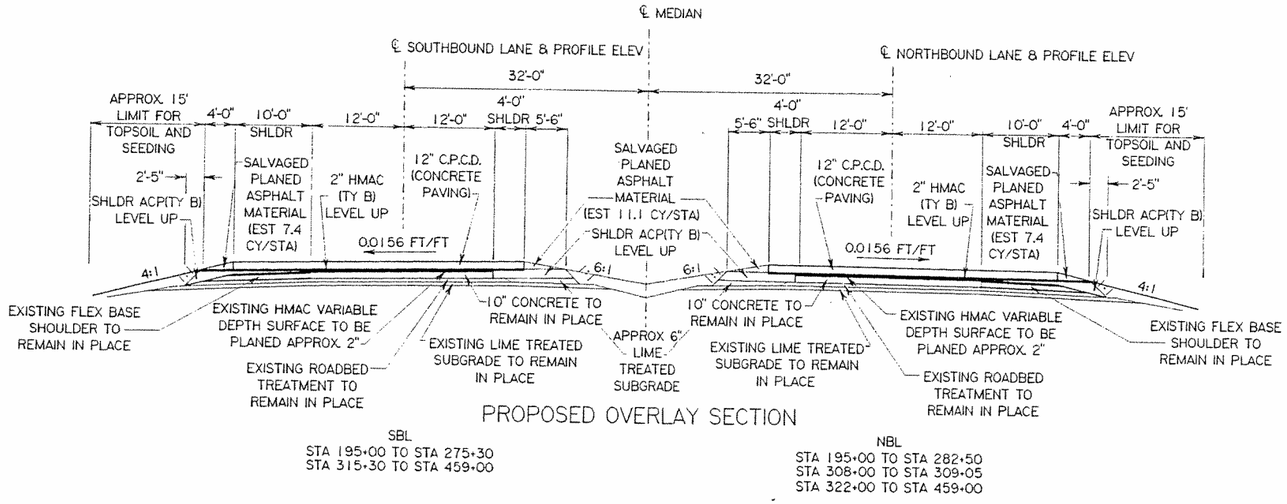
The seal appearing on this document was authorized by Larry D. Tegtmeyer, P.E. 65994, on 1-17, 1995

Larry D. Tegtmeyer

TYPICAL SECTIONS
SHEET 1 OF 2
SCALE 1" = 10'

FED. RDY DIV. NO.	FEDERAL AID PROJECT NO.	SHEET NO.
6		2
STATE	STATE DIST. NO. / COUNTY	
TEXAS	DALLAS / NAVARRO	
CONTROL	SECTION / JOB / HIGHWAY NO.	

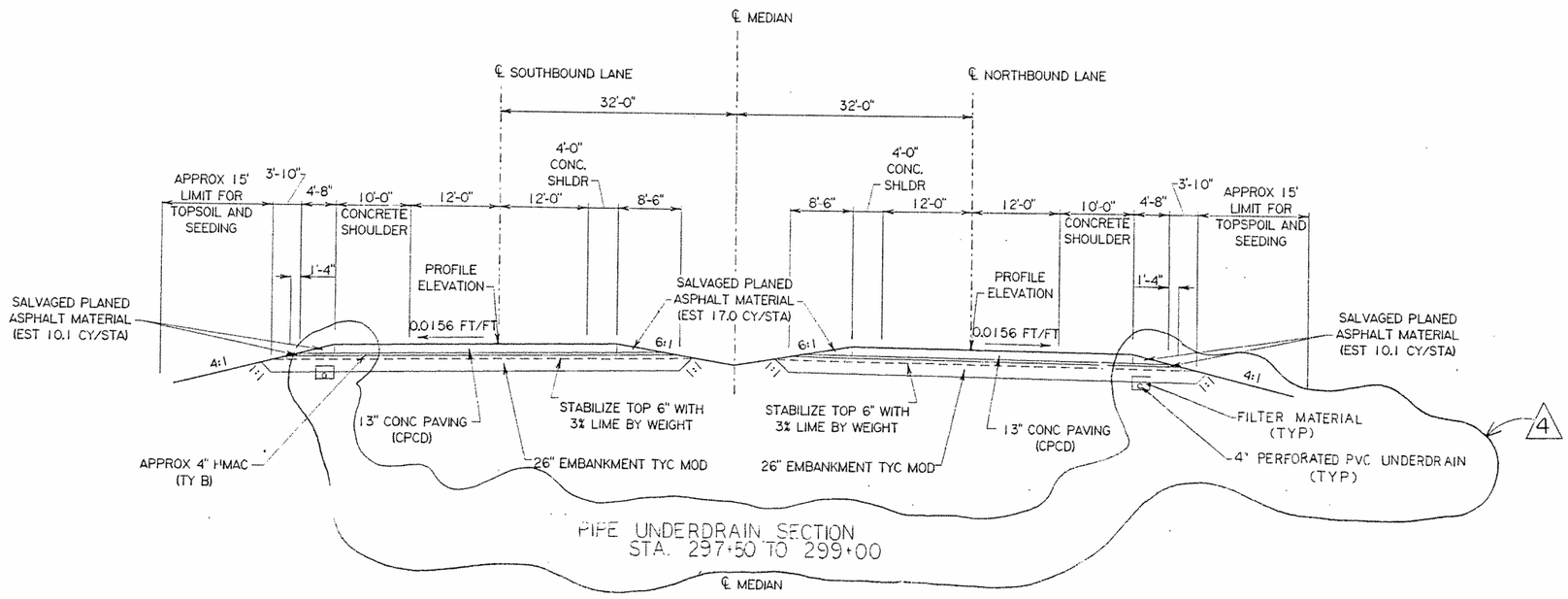
/usr/d186410/1h45/typ.dgn



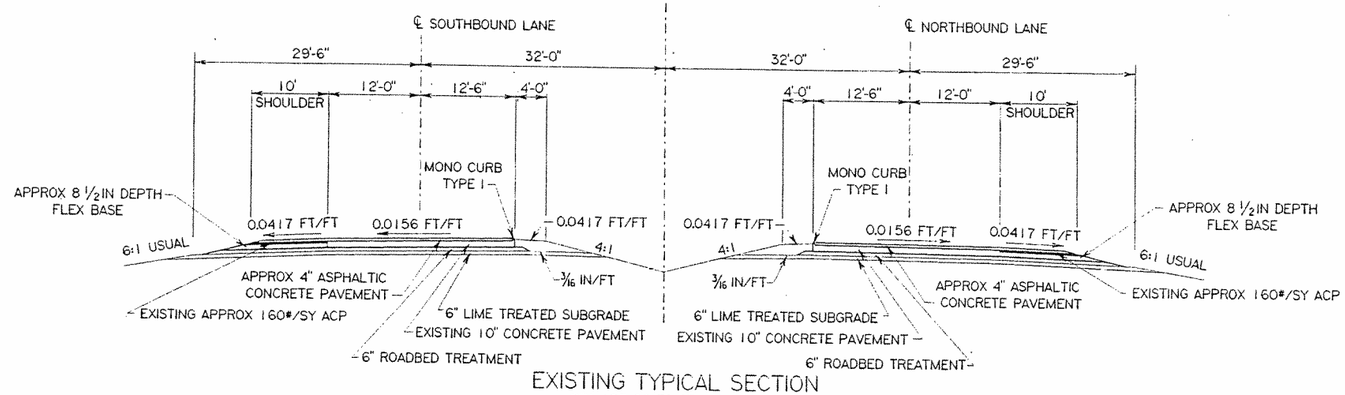
PROPOSED OVERLAY SECTION

SBL
STA 195+00 TO STA 275+30
STA 315+30 TO STA 459+00

NBL
STA 195+00 TO STA 282+50
STA 308+00 TO STA 309+05
STA 322+00 TO STA 459+00



PIPE UNDERDRAIN SECTION
STA. 297+50 TO 299+00



EXISTING TYPICAL SECTION
STA 195+00 TO STA 459+00

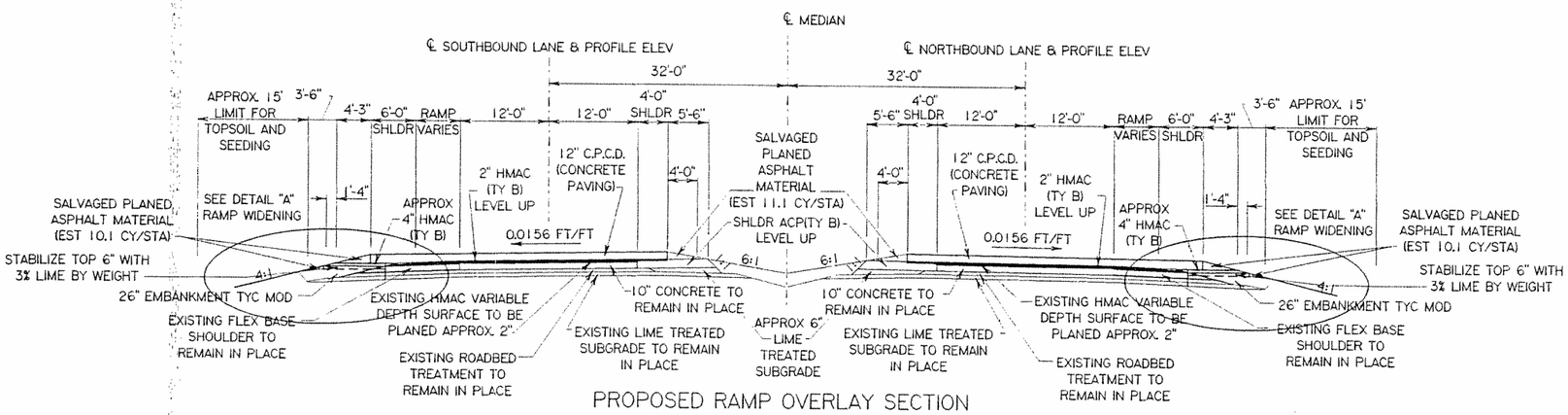
STATE OF TEXAS
GARY [illegible]
70177
REGISTERED PROFESSIONAL ENGINEER

Only
4-19-96

4 CHANGE ORDER NO. 4

TYPICAL SECTIONS
SHEET 1 OF 2
SCALE 1" = 10'

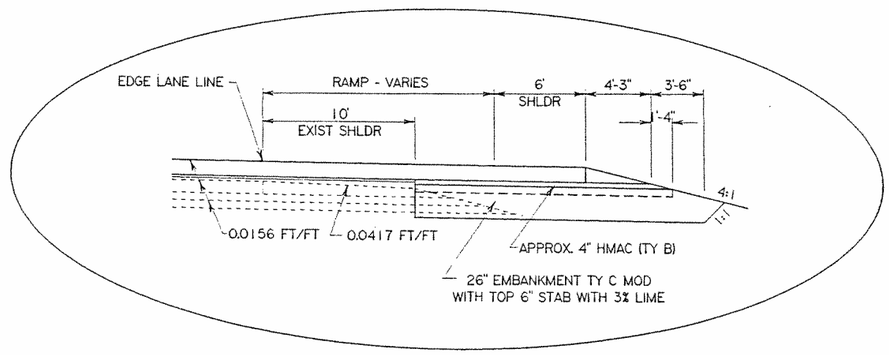
FED. ROAD DIV. NO.	FEDERAL AID PROJECT NO.		SHEET NO.
6	IM 45-3(95) 221		2 A
STATE	DIST. NO.	COUNTY	
TEXAS	DALLAS	NAVARRO	



PROPOSED RAMP OVERLAY SECTION

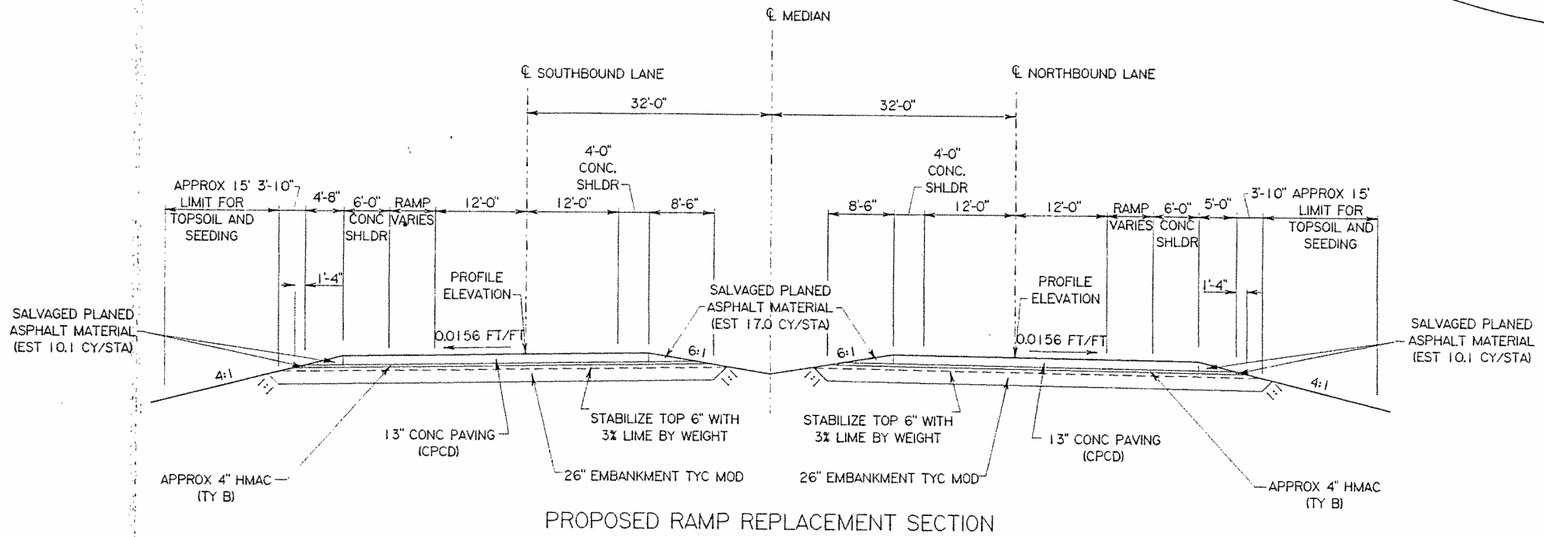
SBL
STA 275+30 TO STA 286+50
STA 309+00 TO STA 315+30

NBL
STA 309+05 TO STA 322+00



DETAIL "A" - RAMP WIDENING

SCALE 1"=5'



PROPOSED RAMP REPLACEMENT SECTION

SBL
STA 286+50 TO STA 288+20
STA 308+75 TO STA 309+00

NBL
STA 282+50 TO STA 289+00

STATE OF TEXAS
LARRY D. TEGTMEYER
65994
REGISTERED PROFESSIONAL ENGINEER

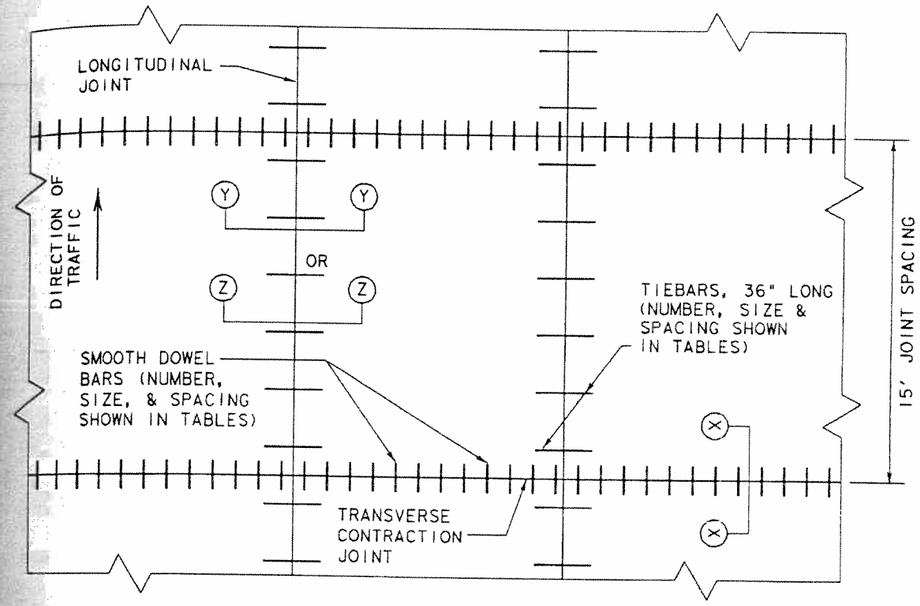
The seal appearing on this document was authorized by Larry D. Tegtmeyer, P.E. 65994, on 1-17, 1995

Larry D. Tegtmeyer

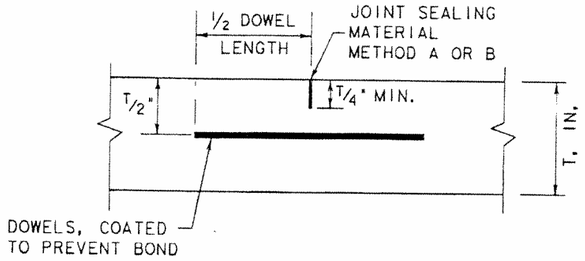
TYPICAL SECTIONS
SHEET 2 OF 2

SCALE 1" = 10'

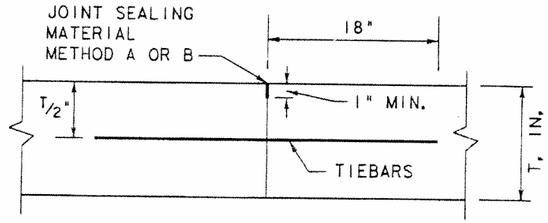
FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	SHEET NO.
6		3
STATE	STATE DIST. NO. / COUNTY	
TEXAS	DALLAS	NAVARRO
CONTROL	SECTION	JOB / HIGHWAY NO.



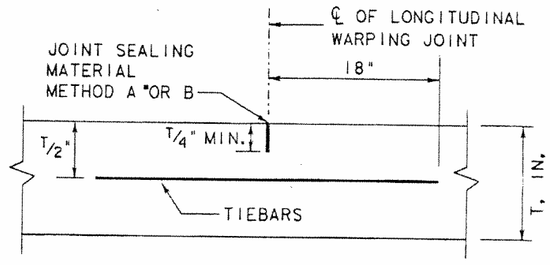
PAVEMENT DETAIL LAYOUT



TRANSVERSE CONTRACTION JOINT
SECTION X-X



LONGITUDINAL CONSTRUCTION JOINT
SECTION Y-Y



LONGITUDINAL WARPING JOINT
SECTION Z-Z

T, IN.	DOWELS (SMOOTH BARS)	
	SIZE AND LENGTH	AVERAGE SPACING (INCHES)
8	1" X 18"	12
9	1 1/8" X 18"	12
10	1 1/4" X 18"	12
11	1 3/8" X 18"	12
12	1 1/2" X 18"	12
13	1 5/8" X 18"	12
14	1 3/4" X 18"	12
15	1 7/8" X 18"	12

GRADE 60 TRANSVERSE TIEBAR REQUIREMENTS FOR EACH 15' LONG SLAB

T IN.	DISTANCE FROM THE LONGITUDINAL JOINT TO THE NEAREST LONGITUDINAL FREE EDGE, FT.											
	< = 20			< = 30			< = 40			< = 50		
	BAR SIZE	NO. OF BARS	C-C SPACING IN.	BAR SIZE	NO. OF BARS	C-C SPACING IN.	BAR SIZE	NO. OF BARS	C-C SPACING IN.	BAR SIZE	NO. OF BARS	C-C SPACING IN.
8	#4	5	36"	#5	5	36"	#5	7	25"	#5	8	21"
9	#4	6	30"	#5	6	30"	#5	8	21"	#5	9	18"
10	#4	7	25"	#5	6	30"	#5	8	21"	#5	10	16"
11	#4	7	25"	#5	7	25"	#5	9	18"	#5	11	15"
12	#5	5	36"	#5	8	21"	#5	10	16"	#5	12	13"
13	#5	6	30"	#5	8	21"	#5	11	15"	#5	13	12"
14	#5	6	30"	#5	9	18"	#5	11	15"	#5	14	11"
15	#5	6	30"	#5	9	18"	#5	12	13"	#5	15	10"

GENERAL NOTES

1. NO EXPANSION JOINTS WILL BE USED EXCEPT AT STRUCTURE ENDS OR FIXED OBJECTS AS SHOWN ELSEWHERE IN THE PLANS.
2. FOR FURTHER INFORMATION REGARDING THE PLACEMENT OF CONCRETE AND LOAD TRANSFER DEVICES REFER TO THE GOVERNING SPECIFICATIONS FOR "CONCRETE PAVEMENT".
3. DETAILS AS TO PAVEMENT WIDTH, PAVEMENT THICKNESS, AND THE CROWN CROSS-SLOPE SHALL BE AS SHOWN ELSEWHERE IN THE PLANS.
4. JOINT GROOVE AND SEAL DETAILS SHALL BE AS SHOWN ELSEWHERE IN THE PLANS.
5. PAVEMENT WIDTHS IN EXCESS OF 16' SHALL BE PROVIDED WITH A LONGITUDINAL JOINT (SECTION Z-Z OR Y-Y). THESE JOINTS SHALL BE LOCATED WITHIN 6" OF THE LANE LINES UNLESS SHOWN ELSEWHERE ON THE PLANS. LONGITUDINAL JOINT TYPES AND LOCATIONS FOR THIS SPECIFIC PROJECT ARE SHOWN ELSEWHERE ON THE PLANS.
6. THE JOINT BETWEEN THE OUTSIDE LANE AND THE SHOULDER SHALL BE A LONGITUDINAL WARPING JOINT (SECTION Z-Z) UNLESS OTHERWISE SHOWN IN THE PLANS.
7. THE SPACING BETWEEN TRANSVERSE JOINTS SHALL BE 15 FEET UNLESS OTHERWISE SHOWN ON THE PLANS. THE SPACING BETWEEN TRANSVERSE JOINTS WILL NEVER EXCEED 20 FEET.
8. TIEBAR REQUIREMENTS INCREASE AS PAVEMENTS WIDEN. THE PAVEMENT WIDTH SHALL BE MEASURED AT RIGHT ANGLES TO THE CENTERLINE AND SHALL INCLUDE ALL MAINLINES, CONNECTORS, RAMPS AND CONCRETE SHOULDERS THAT ARE TIED TOGETHER. WHERE WIDTHS EXCEED 100', ADDITIONAL TIEBARS WILL BE REQUIRED, UNLESS A "FREE" (NON-REINFORCED) LONGITUDINAL JOINT IS SHOWN ELSEWHERE IN THE PLANS. WHERE THE CENTER MEDIAN IS TO BE PAVED AND A MEDIAN BARRIER IS PROVIDED, THE "FREE" (NON-REINFORCED) LONGITUDINAL JOINT WILL BE PLACED UNDER THE BARRIER.
9. WITH APPROVAL OF THE ENGINEER, MULTIPLE PIECE TIEBARS (THREADED COUPLING OR OTHER ADEQUATE DEVICE) MAY BE USED TO FACILITATE CONSTRUCTION. MULTIPLE PIECE TIEBARS SHALL DEVELOP A TENSILE STRENGTH OVER THEIR ENTIRE LENGTH EQUAL TO 1 1/4 TIMES THE YIELD STRENGTH OF THE TIEBARS SHOWN ON THIS STANDARD. EACH END OF THE MULTIPLE PIECE TIEBARS SHALL CONSIST OF DEFORMED REINFORCEMENT OF AT LEAST THE SIZE OF THE TIEBARS SHOWN. THE DEFORMED PORTION OF EACH END OF THE MULTIPLE PIECE TIEBARS SHALL BE AT LEAST 1/2 OF THE LENGTH OF THE TIEBARS SHOWN. THE SPACING FOR MULTIPLE PIECE TIEBARS SHALL BE EQUAL TO OR LESS THAN THAT OF THE TIEBARS SHOWN.
10. DOWEL AND TIEBAR SPACINGS SHALL NOT VARY MORE THAN ONE TWELFTH OF THE SPACING SHOWN HEREIN.
11. TRANSVERSE TIEBARS SHALL NOT BE WITHIN 15 INCHES OF TRANSVERSE JOINTS.
12. TIEBARS SHALL BE STEEL CONFORMING TO ASTM DESIGNATION A-615 OR A-616, GRADE 60. NO BENDING OF TIEBARS WILL BE ALLOWED. THE LENGTH OF THE TIEBARS SHALL BE 36 INCHES.
13. TIEBARS SHALL BE SECURED PARALLEL TO THE PAVEMENT SURFACE AND PERPENDICULAR TO THE CENTERLINE BY:
    (a) USE OF BAR CHAIRS
    (b) BY ANY OTHER MEANS WHICH, PRIOR TO ITS USE, HAS BEEN APPROVED BY THE ENGINEER.
    (c) USE OF CONTINUOUS WIRE BASKETS.
14. DOWEL BARS SHALL BE SECURED PARALLEL TO THE PAVEMENT SURFACE AND CENTERLINE BY USE OF CONTINUOUS WIRE BASKETS.
15. WHERE A MONOLITHIC CURB IS SPECIFIED, THE JOINT IN THE CURB SHALL COINCIDE WITH PAVEMENT JOINTS AND MAY BE FORMED BY ANY MEANS WHICH, PRIOR TO ITS USE, HAS BEEN APPROVED BY THE ENGINEER.
16. TRANSVERSE CONSTRUCTION JOINTS MAY BE FORMED BY USE OF METAL OR WOOD FORMS EQUAL IN DEPTH TO THE NOMINAL DEPTH OF THE PAVEMENT, OR BY OTHER MEANS WHICH HAVE BEEN APPROVED BY THE ENGINEER PRIOR TO THEIR USE.
17. IF SILICEOUS GRAVEL IS USED AS A COARSE AGGREGATE, THE SAW CUT DEPTH FOR ALL CONTRACTION JOINTS AND LONGITUDINAL WARPING JOINTS SHALL BE T/3.

CONCRETE PAVEMENT DETAILS

CONTRACTION DESIGN

TxDOT
DISTRICT 18 STANDARD

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	SHEET NO.
6		72
STATE	STATE DIST. NO.	COUNTY
TEXAS	DALLAS	NAVARRO