COUNTY GALVESTON HWY. NO. FM 1764 DATE ACCEPTED

BEGIN PROJECT

SEE SHEET NO. 2 FOR DETAILED INDEX OF SHEETS INDEX OF SHEETS

DEPARTMENT OF TRANSPORTATION

MAINLANE DESIGN SPEED = 70 MPH FRONTAGE ROAD DESIGN SPEED = 45 MPH ADT (2009) = 39,700 ADT (2029) = 55,700

TEXAS HOUSTON DIST.

GAL VESTON

\$TP 2009 (704) ES

TEXAS

STATE HIGHWAY IMPROVEMENT PROJECT NO. STP 2009 (704) ES PLANS OF PROPOSED

CSJ: 1607-01-029

ROADWAY LENGTH = 5,297.84 FT. = 1.003 BRIDGE LENGTH = 301.91 FT. = 0.057 NET LENGTH OF PROJECT = 5,599.75 FT. = 1.060

GALVESTON COUNTY

LIMITS: AT WILLOW STREET EXTENSION

VICINITY MAP

FOR THE CONSTRUCTION OF AN INTERCHANGE FACILITY

CONSISTING OF GRADING, BASE, STRUCTURES, DRAINAGE, CONCRETE PAVEMENT, SIGNING AND PAVEMENT MARKINGS, ETC.

AIA ENGINEERS, LTD.

FM 1764

CSJ 1607-01-029 E FM 1764 STA. 283-21.00 REF. MRK. 706+01.140 N [Y]=13715308.7659 E [X]=3249590.8297 B WBFR STA. 283+74.50 EFM 1764 STA. 292+50.00 NBI -12-085-0-1607-01-008 BEBFR STA. 286+65.50 NBI #12-085-0-1607-01-291 EFM 1764 STA. 306+89.05 EFM 1764 END BRIDGE 301 + 97. 15 PROJECT LAYOUT EXCEPTIONS - NONE END BRIDGE E FM 1764 STA. 309+66.30 END OVERLAY P EBFR STA. 333+07.00 END MAINLANE CONSTRUCTION
E FM 1764 STA. 324+00.00 WBFR STA. 339+20.75 CSJ 1607-01-029

Q. FM 1764 STA. 339+20.75

REF. MRK. 708-00.345

N [Y]=13715291.7210

E [X]=3255150.9262

MILE POINT 10.078

SUBMITTED FOR LETTING TEXAS DEPARTMENT OF TRANSPORTATION 2009 by TxDOT 2009

APPROVED
FOR LETTING APPROVED
FOR LETTING DIRECTOR, TRAFFIC OPERATION DIVISION my Ober 9/4/09 7

f:\txproj\tx447\dgn\php sheets\FMI764cov01.dgn

FM)764

Willow St.

STATE PLANE COORDINATES SYSTEM. SOUTH CENTRAL ZONE ALL BEARING AND COORDINATES ARE (NAD 83, 1993 ADJ.). BASED UPON THE TEXAS

FACTOR OF 1.00013. ALL DISTANCES AND COORDINATES SHOWN ARE SURFACE AND WAY BE CONVERTED TO GRID BY DIVIDING BY A COMBINED SCALE

N PROJECT NO. CM 2009 (704) ES LETTING DATE

VERTICAL DATUM OF 1988, NAVD88 (1991 ADJ.). VERTICAL CONTROL IS BASED ON THE NORTH AMERICAN

PROJECT: REQUIRED CONTRACT PROVISIONS, FEDERAL - AID LISTED AND DATED AS FOLLOWS, SHALL GOVERN ON THIS TRANSPORTATION JUNE 1, 2004 AND SPECIFICATIONS ITEMS SPECIFICATIONS ADOPTED BY THE TEXAS DEPARTMENT OF

CONSTRUCTION CONTRACTS (FORM FHWA 1273, WARCH 1994).

ATTACHMENT NO. 01-09 TO SPECIAL AGREEMENT FOR CONSTRUCTION MAINTENANCE AND OPERATION OF SAFETY LIGHTING SYSTEM WITHIN MUNICIPALITIES, DATED MARCH I, 1995. THE CITY OF TEXAS CITY-STATE CONSTRUCTION, MAINTENANCE, AND OPERATION RESPONSIBILITIES SHALL BE AS HERETOFORE AGREED TO, ACCEPTED, AND SPECIFIED IN THE AGREEMENT TO WHICH THESE PLANS ARE MADE A PART. CONCURRENCE

RANGOAD CROSSINGS - NONE

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**©** 

CITY ENGINEER

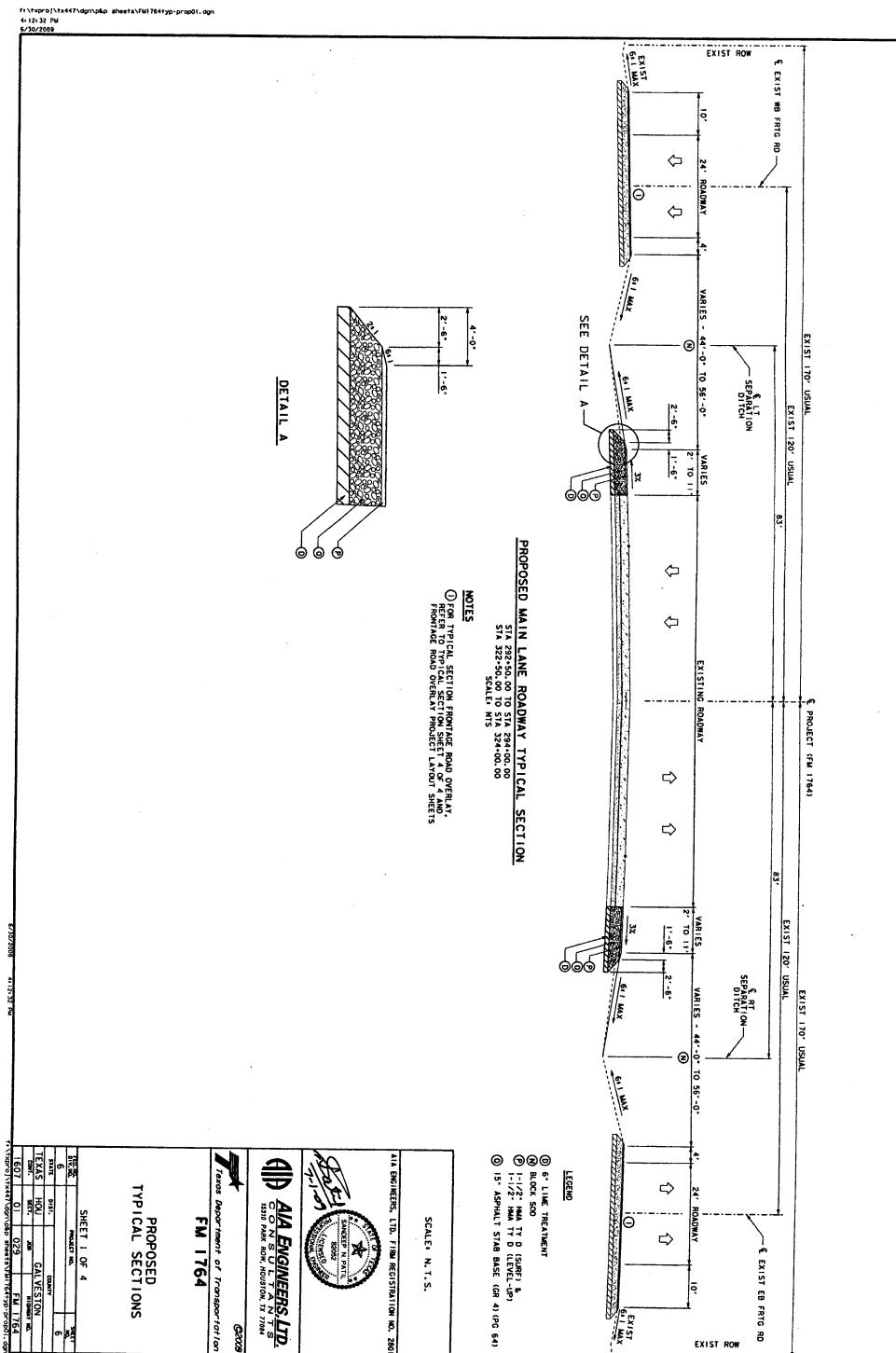
ઈ RECOMMENDED FOR LETT ING DISTRICT ENGINEE  $\sim D^{-}W$ 

PROJECT MANAGER

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7,600

DIRECTOR, DESIGN DIVISION



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EXIST MAX

EXIST ROW

60000

f:\txproj\tx447\dgn\p&p sheeta\FMI754typ-prop02, dgn 4:12:33 PM 6/30/2009 EXIST ROW E EXIST WB FRTG RD  $\Diamond$ Θ  $\Diamond$ 61 MAX EXIST 170' USUAL ➂ 61 I WAX EXIST 120' USUAL PAVEMENT RIDE QUALITY PAY SCHEDULE 2 PROPOSED ROADWAY TYPICAL SECTION PAVEMENT DOWEL JOINT NOTES

(I) FOR PROPOSED TYPICAL SECTION FRONTAGE ROAD OVERLAY, REFER TO SHEET 4 OF 4. OF PROPOSED TYPICAL SECTIONS AND FRONTAGE ROAD OVERLAY PROJECT LAYOUT SHEETS. (3) TRANSITION FROM CTB TO SSCB (TY 2) (STA 294+00.00 TO STA 294+30.00) (STA 322+20.00 TO STA 322+50.00) ② TRANSITION FROM 2% CROSS SLOPE ON EXISTING PAVEMENT TO 3% (STA 294+00.00 TO STA 294+50.00) (STA 322+00.00 TO STA 322+50.00) STA 294+00.00 TO STA 296+58.94 STA 320+31.21 TO STA 322+50.00 SCALE: NTS PROJECT (FM 1764) SHLDR 9999 PROFILE GRADE (S) 11" CONTINUOUSLY REINFORCED

(B) 1" ASPHALT STAB BASE (GR 4)

(C) 6" CEMENT TREATMENT
(D) 6" LIME TREATMENT
(E) 42" CONC TRAFFIC BARRIER
(S) INGLE SLOPE) (TY 2) N BLOCK SOD FUTURE LANE 8, LEGEND EXIST 120' USUAL Ņ 61 MAX EXIST CED PAVEMENT
4) (PG 64) Š 170' USUAL **3** AIA ENGINEERS, LTD. FIRM REGISTRATION NO. 280 AIA ENGINEERS, LTD. Texas Department of Transportation PROPOSED
TYPICAL SECTIONS  $\Box$ FM 1764 SCALE: N. T. S. Θ  $\Leftrightarrow$ E EXIST EB FRTG EXIST 6000 B EXIST ROW

TO STA 304-00.00
TO STA 316+50.00
TO STA 309+89.05
TO STA 312+50.00 VAN 1:9 ROP EAST BOUND FRIG RD ES -WOW STRIP --PLACE TWO LAYERS OF GEOGRID MATERIAL BETWEEN EVERY 3'-0" THICK LAYER OF CSB 170' USUAL SECTION 41'-6" 10 46'-0" **②** Θ 61 I MAX 2. TYP EXIST RT FRTG RD. EXIST ROW AIA ENGINEERS, LTD. FIRM REGISTRATION NO. Texas  $\Rightarrow$ PROPOSED
TYPICAL SECTIONS Θ AIA ENGINEERS, LTD.
CONSULTANTS
15310 PARK ROW, HOUSTON, TX 77024 Department of Transportation SCALE: N. T. S. FM 1764 SHEET 3 OF 4  $\Rightarrow$ 10, 60000 280 EXIST ROW

EXIST ROW

f:\txproj\tx447\dgn\p&p sheets\FMI764typ-prop04.dgr 4:12:35 PM EXIST ROW E EXIST WB FRTG RD WBFR OVERLAY LIMITS OF WORK WBFR & STA 283+74.50 TO STA 305+90.93 AND STA 313+10.43 TO STA 328+30.00 AND STA 329+66.00 TO STA 339+20.75 6 × SEE DETAIL A PROP LIMITS OF PROP LIMITS OF WBFR OVERLAY 39.5 2 3 4 24' ROADWAY XIII 19 - CILLIAN  $\Diamond$ PROP OVERLAY PYMT DESIGN

11/2 PERMEABLE FRICTION COURSE | 1 |

HOT ASPHALT-RUBBER SURFACE TREATMENT 2 (5) 1" SUPERPAY 3 1/2. WILL VARIES - 44'-0" TO 57'-6" 3'-3" DETAIL A 6. 9. EXIST 170' USUAL 3 E LT SEPARATION DITCH 61 MAX EXIST 120' USUAL EXIST 6' LIME TREATMENT -- 1" SUPERPAY [3] (PRF-DESIGN-MIX SP-D-RBL PG 64-22) EXIST 10" LIME STABILIZED BASE HOT ASPHALT-RUBBER SURFACE TREATMENT [2] (A-R BINDER TY 111) - 1/2" PERMEABLE FRICTION COURSE [] (PFC ASPHALT PG 76-22) 12 10 0' 3% PAVEMENT RIDE QUALITY PAY SCHEDULE 2
TYPICAL SECTION FRONTAGE ROAD OVERLAY PAVEMENT DOWEL JOINT (5) FOR LOCATIONS OF BASE REPAIR REFER TO "DETAIL OF BASE REPAIR" SHEET SHLDR PROJECT (FM 1764) ROFILE GRADE 2% (SINGLE SLOPE) (TY 2) (N) BLOCK SOD FUTURE LANE 83, LEGENO EXIST 120' USUAL E RT SEPARATION— DITCH VAR. EXIST N. X ES - 44'-0" 170' USUAL @ 10 61'-4-EBFR OVERLAY LIMITS OF WORK EBFR & STA 286+65.50 TO STA 303+47.52 AND STA 310+67.02 TO STA 326+44.00 AND STA 327+80.00 TO STA 333+07.00 EXAS 96:186 AIA ENGINEERS, LTD. FIRM REGISTRATION NO. AIA ENGINEERS, LTD. Texas Department of Transportation PROP LIMITS OF EBFR OVERLAY 38.75' PROP LIMITS OF EBFR OVERLAY 39.5'234 PRÓPOSED
TYPICAL SECTIONS  $\Box$ 24' ROADWAY ž. E SHEET 4 OF 4 SCALE FM 1764 - HOT ASPHALT-RUBBER 2 5 PROP OVERLAY PVMT DESIGN 1. SNAEWAN 3 1/2. MILL 4  $\Box$ -E EXIST EXIST 6: 1 MAX 10: 1 MAX OVERLAY PVATE YERME N. T. S. GAL VESTON (3) 16: 2 B FRTG 62203 공 280 EXIST ROW

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OF PVMNT

W/LONGIT STEEL

BARS-LAP & WELD

NO LONGIT STL (TYP)

TRANS CONSTR JT 10'-NO LAPS ALLOWED IN LONG! T STEEL

WHEN CONNECTING TO EXIST CRCP, PROVIDE MALE TIE BARS. LAP & WELD WITH LONGITUDINAL STEEL

T/2 +/- 1/2"

ONG IT STEEL

& MULT! PIECE TIE BARS ARE SPACED

O 2 TIMES "C". SPACE TIE BARS
MIDWAY BETWEEN LONGIT STEEL

ALL STEEL

IS IN SAME PLANE

MULTI PIECE TIE

E BARS €

SLAB THICKNESS AND BAR SIZE

PAVEMENT WIDTH (PW):DISTANCE IN FT. BETWEEN DOWEL JOINTS OR FROM A DOWEL JOINT TO A FREE EDGE, OR FROM A FREE EDGE TO A FREE EDGE.

17.

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MECHANICALLY PLACING REINFORCING NOT ALLOWED. NO BARS, DOWELS OR MAY BE VIBRATED INTO POSITION.

TABLE NO. 2 TRANSVERSE STEEL

FUTURE PYMNI

AT END OF PROJECT OR TEMPORARY END OF PAVEMENT

SECTION

STAGGER SPLICE LOCATIONS
AS PER ITEM 360

T/2

+/- 1/21

RANS STEEL-

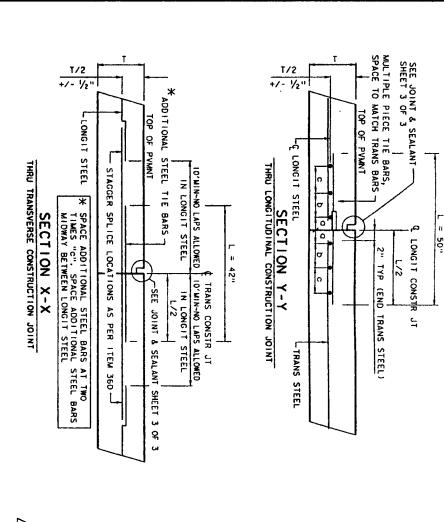
SECTION Z-Z

THRU LONGITUDINAL CONTRACTION JOINT

-LONGIT STEEL

SEE JOINT & SEALANT SHEET 3 OF 3

SAWED LONGIT JOINT



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TRAVEL LANE

TRAVEL LANE

TRAVEL LANE

TRAVEL LANE

GENERAL NOTES

CONTRACTION JOINT

CONSTRUCTION JOINT

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## SHOULDER EDGE PAVEMENT OR О 0 ೧ LONG I TUD I NAL BAR TRANSVERSE CONSTRUCTION JOINT 0 ဂ ļσ 0 CC σ LTRANSVERSE BAR × SHOULDER EDGE PAVEMENT OR 0

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7.

REINFORCING STEEL SPLICES SHALL BE A MINIMUM OF 25 IN.

THE SAW CUT DEPTH FOR THE LONGITUDINAL CONTRACTION JOINT SHALL MINIMUM OF ONE THIRD THE SLAB THICKNESS. IT MAY BE MINIMUM OF FOURTH THE SLAB THICKNESS WHEN CRUSHED LIMESTONE IS USED AS THE COARSE AGGREGATE.

PAVEMENT WIDTHS OF MORE THAN 15 FT. SHALL HAVE A LONGITUDINAL JOINT (SECTION Z-Z OR Y-Y). THESE JOINTS SHALL BE LOCATED WITHIN 6 IN. OF THE LANE LINE UNLESS THE JOINT LOCATION IS SHOWN ELSEWHERE ON THE PLANS.

THE DETAIL FOR THE JOINT SEALANT AND RESERVOIR IS SHOWN ON SHEET 3 OF 3. AVOID SAWED JOINTS IN WHEEL PATH.

LONGITUDINAL AND TRANSVERSE REINFORCING STEEL SHALL BE \*6 DEFORMED STEEL BARS CONFORMING TO ASTM A 615 (GRADE 60) OR ASTM A 996 (GRADE 60).

DETAILS FOR PAVEMENT WIDTH, PAVEMENT THICKNESS AND THE CROWN CROSS-SLOPE SHALL BE SHOWN ELSEWHERE IN THE PLANS.

USE COARSE AGGREGATE TO PRODUCE CONCRETE WITH A COEFFICIENT OF THERMAL EXPANSION (CTE) LESS THAN 6.0x10 'fn/in /F.º PRIOR TO CONSTRUCTION SUBMIT TEST SPECIMENS TO TXDOT, CONSTRUCTION DIVISION, FOR AGGREGATE ACCEPTANCE. PROVIDE SAMPLES OR TEST SPECIMENS AS DIRECTED. TXDOT CONSTRUCTION DIVISION WILL PERFORM THE TESTING. TEST RESULTS ARE FINAL. TESTING IS REQUIRED FOR NATURALLY OCCURING AGGREGATES.

## **TYPICAL** PAVEMENT LAYOUT

*		12	=	3 10 5.5	3 70 4	5.5	•	٥
П	*	42	12	3 70 6	3 10 4	6	6	12
	1	42	13	3 70 6.5	3 70 4	6.5	<b>8</b> 6	Ξ
T	t i	42	14	3 10 7	3 70 4	7	*6	10
П		42	16	3 10 8	3 70 4	0	*	۰
T		42	18	3 70 9	3 70 4	9	*6	ø
Τ.,		(1N.)	2 X C	( INL )	(IN.)	(IN.)	SIZE	C.N.
Τ.		HENGTH	SPACING	SPACING	SPACING	SPACING	PAR	7
~ . 4		JOINT		FROM EDGE	AT EDGE OR JOINT	STEEL BARS	R SIZE	
		BARS AT	TIOON	SECOND SPACING	FIRST	REGUL AR	THICKNESS	SI ABI T
	-,-			NAL STEEL	LONGITUDINAL	TABLE NO. I LO	TAB	

*		*											
9.5	9	8. 5	8	7	6.5	•	5.5		9 0.	SPACE	_		
32	17	34	-8	21	22	24	26	12,	P8	K	2	5	
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56	30	64	33	38	41	44	à	22:	₹3	٤	<u>ه</u>	R	Ē
29	33	8	36	41	45	48	52	24.	VAR T W	Č.	ΝĂ	Ę	Ş
70	37	78	4	47	50	54	59	27:	DIH	9	ST	贸	w
8.8	46	98	51	59	63	68	74	34	7	₹ (2)	EEL	m	
98	51	108	57	65	70	76	83	38′	CAL	æ			
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	*****	12'	16,	22.	24'	27.	34.	.85
	5. 5	26	35	48	52	65	74	83
	6	24	32	44	48	54	89	76
	6, 5	22	30	41	45	50	63	70
	7	21	28	38	41	47	59	65
	8	78	24	33	36	41	51	57
#	8.5	34	46	64	68	78	98	Š
	9	17	22	30	33	37	46	15
*	9.5	32	42	96	62	70	88	86

NCLUDES BOTH MATS OF STEEL

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ب MULTIPLE PIECE TIEBARS SHALL BE USED AT LONGITUDINAL CONSTRUCTION JOINTS UNLESS OTHERWISE SPECIFIED IN THE PLANS. THE TIEBARS SHALL BE \*6 BARS. THE TIEBAR SPACING SHALL BE EQUAL TO THE TRANSVERSE BAR SPACING.

STEEL BAR PLACEMENT TOLERANCE SHALL BE +/- I IN. HORIZONTALLY AND +/- 0.5 IN. VERTICALLY. THE AVERAGE BAR SPACINGS SHALL CONFORM TO TABLE NO. I AND TABLE NO. 2.

MISSING OR DAMAGED TIEBARS SHALL BE REPLACED BY DRILLING AND EPOXY GROUTING AT THE CONTRACTOR'S EXPENSE.

CONSOLIDATION WITH HAND-MANIPULATED MECHANICAL VIBRATORS IS REQUIRED ADJACENT TO ALL TRANSVERSE CONSTRUCTION JOINTS. AT TRANSVERSE CONSTRUCTION JOINTS, THE ADDITIONAL STEEL BARS SHALL BE PLACED APPROXIMATELY MIDWAY BETWEEN THE LONGITUDINAL STEEL BARS.

OBTAIN THE ENGINNEER'S WRITTEN APPROVAL, IF THE CONCRETE DESIGN USES MORE THAN 5.5 SACKS/CY.

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72.

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<u>-</u> DOWELS AND TIE BARS - DOWELS ARE ONE INCH MINIMUM DIAMETER. ENSURE DOWELS ARE FREE OF GREASE AND ARE EPOXY COATED. DO NOT SHEAR CUT DOWELS DURING FABRICATION. PROVIDE TIE BARS PER ITEM 360. FURNISH MULTI PIECE TIE BARS AND DOWELS WITH STOP COUPLINGS AND WITH THREADS ON THE BARS.

USE CHAIRS OF SUFFICIENT STRUCTURAL QUALITY AND NUMBER TO SUPPORT THE MAT TO THE VERTICAL TOLERANCES. CHAIRS WILL BE APPROVED BY THE ENGINEER AND DO NOT REQUIRE GALVANIZING. MAXIMUM CHAIR SPACING IS 30° TRANSVERSELY AND 48° LONGITUDINALLY. WHEN USING THE HARDIE CHAIR-LOK SYSTEM, THE CHAIR SPACING MAY BE EVENLY SPACED INTO A DIAMOND OR SQUARE PATTERN - DO NOT EXCEED 1.67 SY PER CHAIR NOR 60° LONGITUDINAL SPACING.

WHERE DIFFERENT THICKNESS PAVEMENTS MEET,
TRANSITION THE THINNER SECTION TO THE THICKER
SECTION OVER A DISTANCE OF 20'. PLACE REINFORCING
STEEL WITHIN THE TRANSITION THE SAME AS IN THE

Texas Department of Transportation Houston District

CONTINUOUSLY REINFORCED

CONCRETE PAVEMENT

TIE BARS

SHEET 1 OF 3

DIXOOT APRIL 2008 GALVESTON 1667

7:\\txpro\\\tx44\\dgn\\standards\\Roadway\\S10BI.DDN HOUSTON

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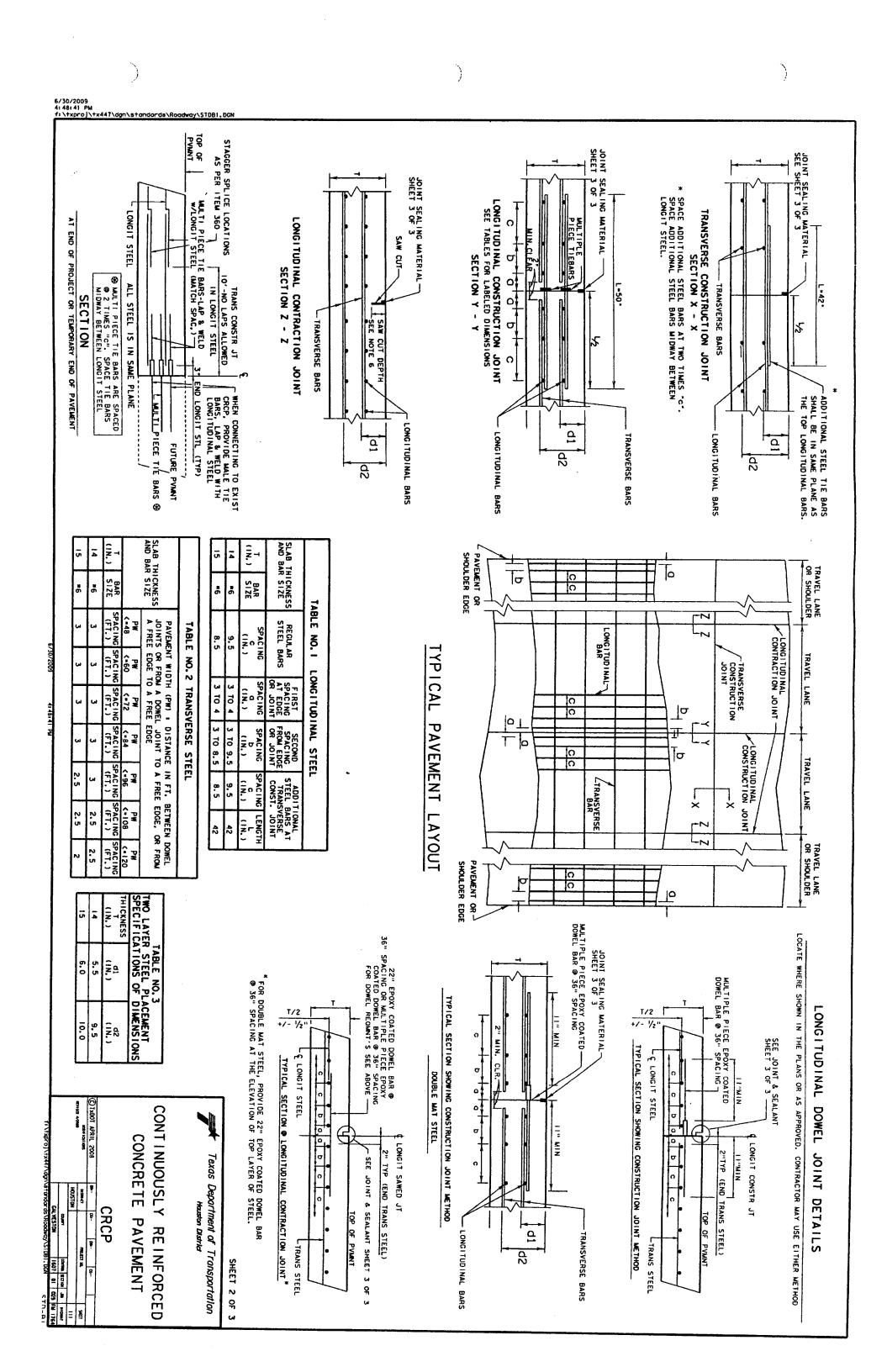
8.

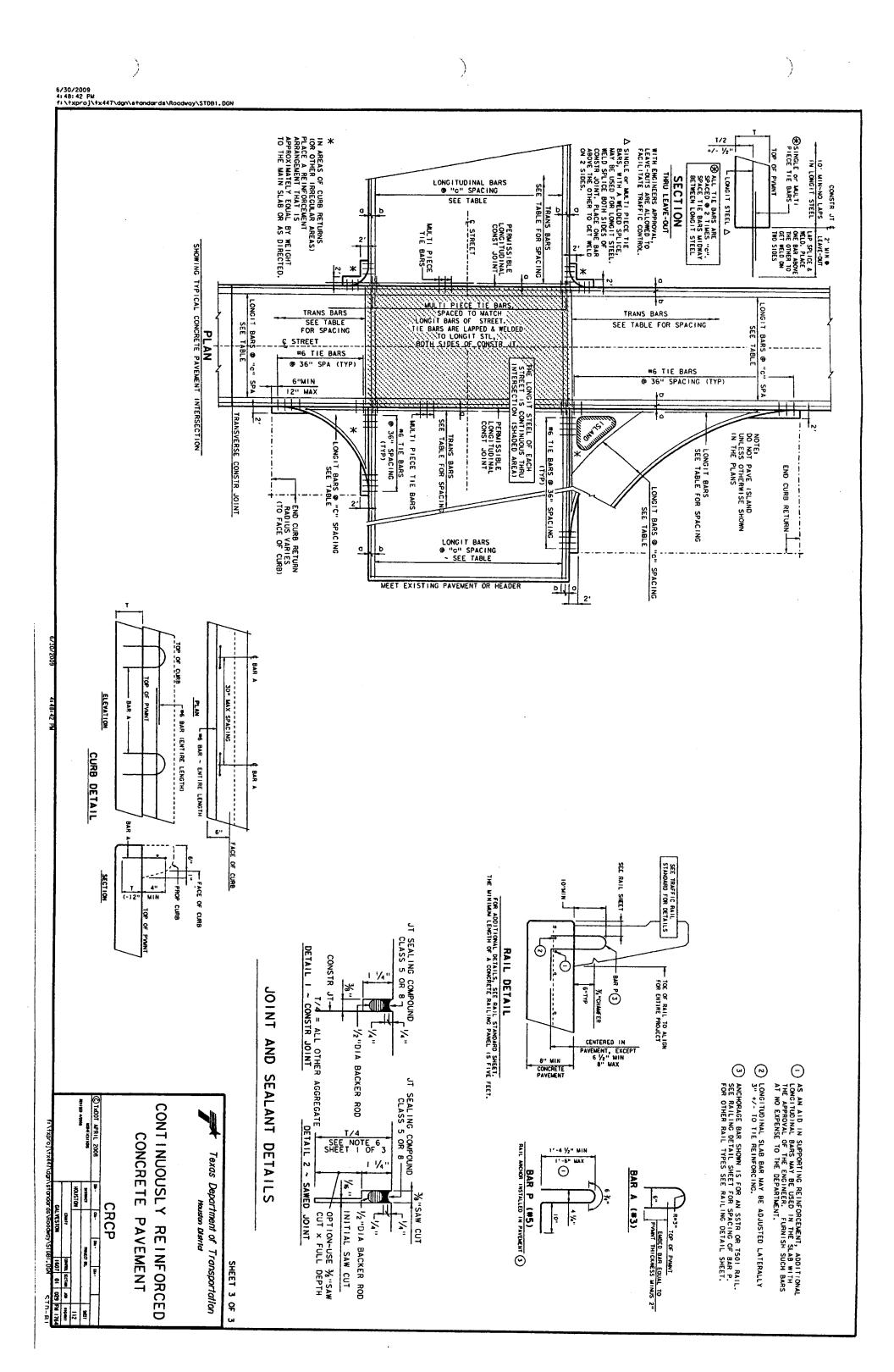
THICKER PAVEMENT.

PERFORM WELDING PER ITEM 448. WELDABLE REBAR PER ITEM 440.

FURNISH

O MOIN



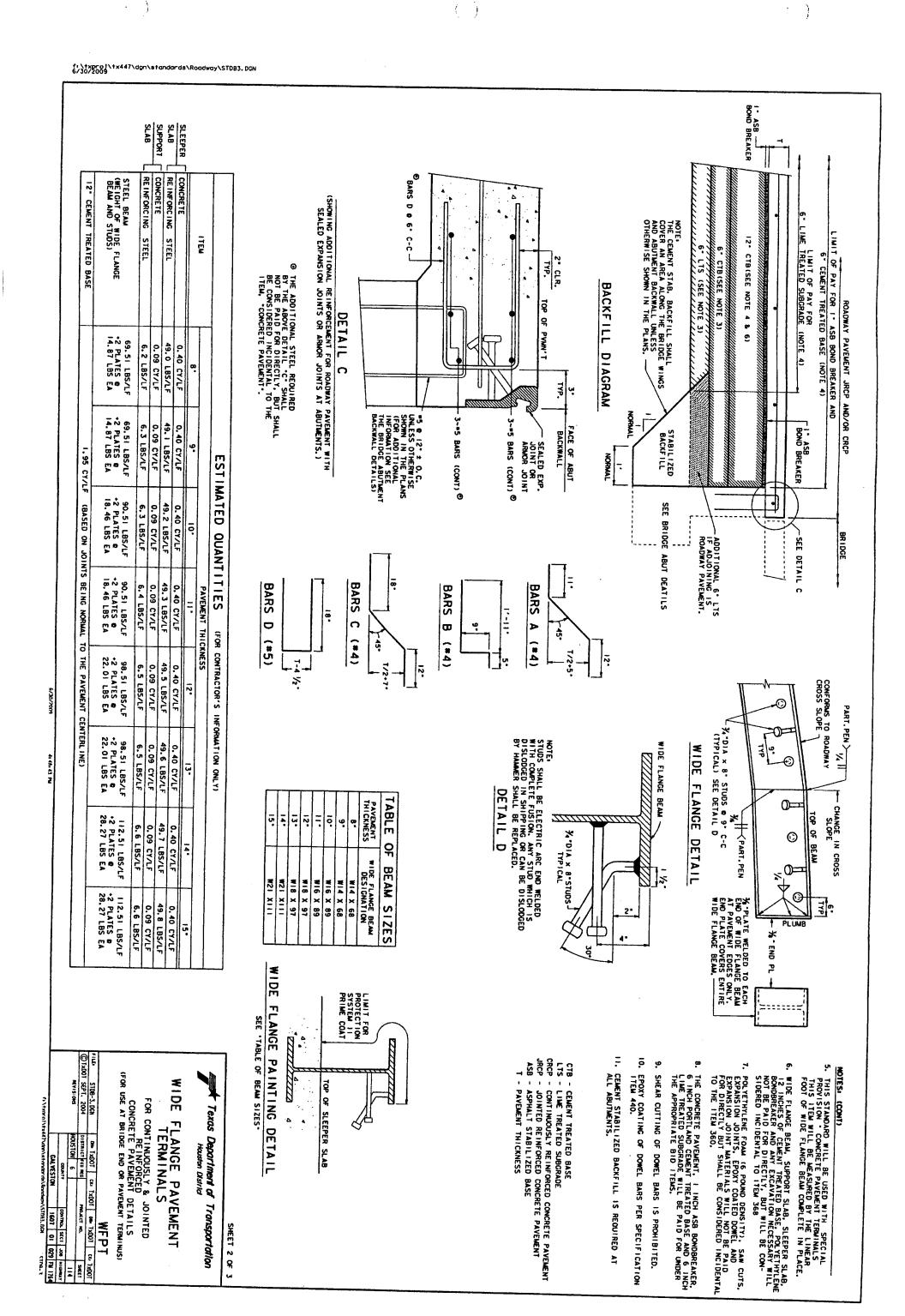


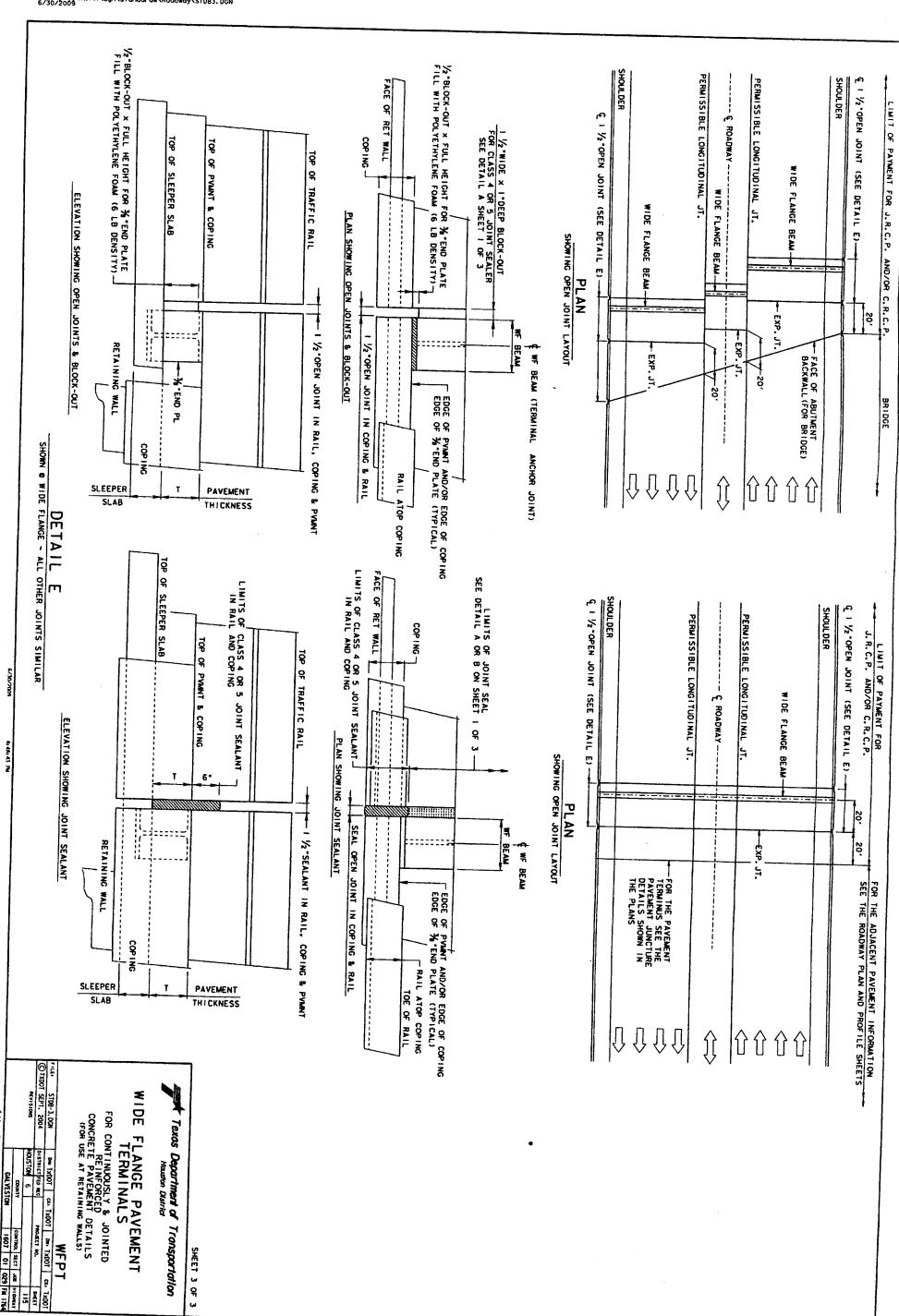
f:\txpro]\tx447\dgn\standords\Roadway\STDB3.DGN I · ASB SHOULDER PERMISSIBLE LONGITUDINAL JT. PERMISSIBLE LONGITUDINAL JT. SHOULDER LIMIT OF PAYMENT FOR J.R.C.P. AND/OR C.R.C.P. OMIT TIE BARS IN PYMNT. 1/2" JOINT SEALANT CLASS 4 OR 5 7 BREAK BOND THESE SURFACES ONLY ---BLOCKOUT OMIT TIE BARS IN PVMNT - REQ'D. JOINT 12. CTB (SEE NOTE 4 & 6) TOP OF SLEEPER TYPICAL ROADWAY LAYOUT CONCRETE MEDIAN AND SHOULDERS WIDE FLANGE BEAM - SEE PVANT STD SHEETS CTHISEE NOTE 3) DE FLANGE BEAM DETAIL A 20' -0" WIDE FLANGE BEAM SAW (AT BRIDGES) POLYETYLENE BOND BREAKER - Z LAYERS - MIN. 6 MILS. EA. 1 1/2 POLYETHYLENE FOAM (6" DENSITY) 70, POLYETHYLENE BOND BREAKER 2 LAYERS MIN. 6 MILS. EA. (THIS SIDE OF WF BEAM ONLY) -2°CLR TYPICAL SECTION THRU TERMINAL ANCHORAGE & SLEEPER SLAB & SUPPORT SLAB EXP. JT. FACE OF ABUTMENT BACKWALL (FOR BRIDGE) -8~\*5 EQ. SPA. 8 5′-0• BRIDGE A THE STATE OF THE PARTY OF THE 15~\*5 EQ. 10'-0" (SLEEPER SLAB) SLEEPER SLAB  ${\textstyle \hat{\mathbb{U}}}$  $\Omega$ ()Û WIDE FLANGE BEAM I ASB BOND BREAKER ] ETHYLENE VINYL ACETATE
JOINT SEAL PLACED UNDER
COMPRESSION. EPOXY BOND
TO CONCRETE (USE 2- 34"ASPHALT BOARDS) I SEE DETAIL A
F =4 @ 12' C-C
BARS C @ 12' C-C LIMITS OF PAYMENT FOR WIDE FLANGE PAVEMENT TERMINAL ROOFING FELT 8-45 EO. SPA. SHOULDER 5′-0-PERMIS LONGITUDINAL SHOUL DER OMIT TIE BARS IN PVMNT OMIT TIE BARS IN PYMINT J.R.C.P. AND/OR C.R.C.P. WIDE FLANGE BEAM DETAIL B E ROADWAY-2. TYPICAL ROADWAY LAYOUT CONCRETE MEDIAN AND SHOULDERS POLYETHLENE FOAM (6\* DENSITY) EXP JOINT // C 6" MIN SAW CUT I \* ASB BOND BREAKER --PERMISSIBLE CONST JT.
-COAT DOWEL WITH BITUMINOUS MASTIC TO PREVENT BOND . × · · I 1/2 "MOVEMENT WITHIN PLASTIC CAP 20' 12- CTB 1 1/4"DIA × 22" EPOXY COATED DOWEL BARS SPACED AT 12" C-C 20, -EXP. JT. SEE NOTE 4 & 6) -FOR THE PAYEMENT TERMINUS SEE THE PAYEMENT JUNCTURE DETAILS SHOWN IN THE PLANS FOR THE ADJACENT PAVEMENT INFORMATION
SEE THE ROADWAY PLAN AND PROFILE SHEETS -REG'D. JOINT 2" SAW CUT EXPANSION JOINT 3- 3-=5 @ EO SPA 2'-3"SUPPORT SL/ - 1/2 SUPPORT SLAB 7 1/2"  ${\bf j}$ **BV7S** ģ 5. LTS (SEE NOTE 3) CIBISEE NOTE 3) ٧ SEE DETAIL B EDGE OF SUPPORT SLAB SAW 12" CTB (SEE NOTE 4 & BARS A . 18" C-C - BARS 8 @ 18 \* C-C 20'-0" MIN BEGIN OR END BRIDGE OR ROADWAY PAVEMENT 3. REPLACE 6 INCH LIME TREATED SUBGRADE AND 6 INCH CEMENT TREATED BASE WITH CEMENT STABILIZED BACK-FILL AT STRUCTURES WITH CEMENT STABILIZED BACKFILL EMBANKMENT. SEE "CEMENT STABILIZED BACKFILL EMBANKMENT" STANDARD SHEET FOR DETAILS. 4.12 INCH CEMENT STABILIZED BACKFILL MAY BE SUBSTITUTED FOR 12 INCH CTB, AT CONTRACTOR'S OPTION, ON APPLICABLE STRUCTURES WITH CEMENT STABILIZED BACKFILL EMBANKMENT, 2. FOR ADDITIONAL DETAILS ON REINFORCEMENT MEMBER QUANTITIES AND THE WIDE FLANGE BEAM SEE SHEET 2 OF 3. BLOCK-OUT REQUIRED AT EACH END OF WIDE FLANGE

BEAM ADJACENT TO % INCH END PLATE WHERE BLOCK-OUT
IS PLACED ABUTTING CONCRETE PAVEMENT, RIPRAP OR
STABILIZED BASE. THE BLOCKED OUT AREA WILL BE
FILLED WITH POLYETHYLENE FOAM (6 POUND DENSITY).

SEE SHEET 3 OF 3 FOR BLOCK-OUT DETAIL. CRCP - CONTINUOUSLY REINFORCED CONCRETE PAVEMENT JRCP - JOINTED REINFORCED CONCRETE PAVEMENT ASB - ASPHALT STABILIZED BASE CTB - CEMENT TREATED BASE LTS - LIME TREATED SUBGRADE FOR CONTINUOUSLY & JOINTED
REINFORCED
CONCRETE PAVEMENT DETAILS
(FOR USE AT BRIDGE END OR PAVEMENT TERMINUS) STDB-3, DGN I SEPT. 2004 REVISIONS WIDE FLANGE PAVEMENT PAVEMENT THICKNESS Texas Department of Transportation
Hauston District ERMINALS CALVESTON FOR MORE DETAILS
AND LIMITS OF PAY
FOR CTB8 LTS SEE
ABUTMENT BACKFILL
DIAGRAM DETAIL
ON SHEET 2 OF 3
ON THE PAVEMENT
JUNCTURE DETAILS
AS SHOWN IN PLANS. 1607 01 029 FH 1764 PROJECT NO. WFPT SHEET I OF 3

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