FED. ROAD DIV. NO.	STATE	FEDERAL AID PROJECT
6	TEXAS	TQM 5265
STATE DIST. NO.	COUNTY	CONTROL
18	DALLAS	581-1

INDEX OF SHEETS

SHEET NO.	DESCRIPTION
1	TITLE SHEET
2	PROJECT LAYOUT
3	SUGGESTED SEQUENCE OF WORK
4 - 6	TYPICAL SECTIONS
7	MAINTENANCE AGREEMENT
8 - 14A	SPECIFICATION DATA SHEETS
15 - 17A	ESTIMATE AND QUANTITY SHEETS
18 - 21	SUMMARY SHEETS
22 - 32	PLAN PROFILE SHEETS
33 - 35	1½" CONDUIT LAYOUTS
36 - 37	MISCELLANEOUS DETAILS
38	PAVEMENT MARKINGS
39 - 41	DRAINAGE AREA MAP
42 - 43	STORM SEWER COMPUTATIONS
44 - 45	SUMMARY OF STORM SEWERS & CULVERTS
46 - 58	DRAINAGE LAYOUT SHEETS
59	[illegible] SECTIONS AT CULVERT SITES
60	[illegible] DETAILS
61 - 63	INLET DETAILS
64 - 71F	BRIDGE LAYOUT AND DETAILS
72	TEMPORARY [illegible]
73	TEMPORARY PEDESTRIAN STRUCTURE
74 - 89	RETAINING WALL LAYOUTS & DETAILS
90	OPTIONAL CONSTRUCTION JOINT
91	[illegible]
92	[illegible]
93	[illegible]
94 - 95	TRAFFIC RAIL TYPE T-101 (2 SHEETS)
96	[illegible]
101	[illegible]

STATE OF TEXAS
STATE DEPARTMENT OF HIGHWAYS AND PUBLIC TRANSPORTATION

PLAN OF PROPOSED STATE HIGHWAY IMPROVEMENT

FEDERAL AID PROJECT
TQM 5265(1)

DALLAS COUNTY
LOOP 12

FROM: NORTH OF I.H. 30
TO: SOUTH OF S.H. 78

SCALE: PLAN 1 IN. = 40 FT. PROFILE HORZ. 1 IN. = 40 FT. 1 IN. VERT. = 10 FT. CROSS SECTION 1 IN. = 10 FT. HORZ. 1 IN. VERT. = 5 FT.

NET LENGTH OF PROJECT = 12,2[illegible].69 FT. = 2.326 MI.

TYPE: GRADING, STRUCTURES, STORM SEWERS, PAVEMENT WIDENING AND CONCRETE PAVEMENT

FINAL PLANS
LETTING DATE — SEPT. 23, 1976
BEGAN WORK — OCT. 25, 1976
DATE COMPLETED — AUG. 9, 1978
DATE ACCEPTED — AUG. 11, 1978
SEE LISTING OF FIELD CHANGES NO. 1, 2, 3, 4 & 5 ELSEWHERE ON SHEET

7342
15

DELIVERY POINTS FOR MATERIALS: DALLAS, ALL RAILROADS

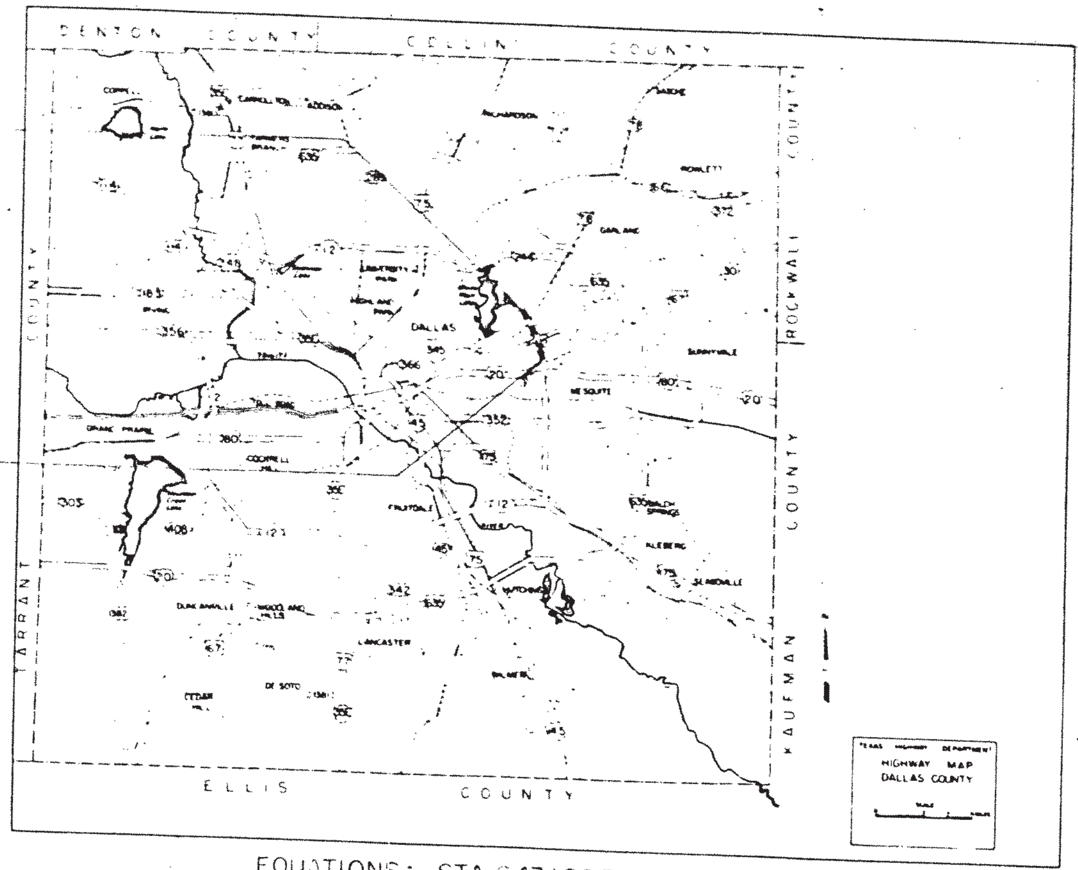
Note: The Contractor may make his own investigation of arrangements for trackage facilities.

ROADWAY = 12,192.69 FT. = 2.3[illegible]
BRIDGES = 90.00 FT. = [illegible]
TOTAL = 12,282.69 FT. = 2.326 [illegible]

The Contractor shall provide and erect barricades and warning signs in accordance with [illegible] indicated or [illegible] Engineer.

STA. 24+92
End Project
Control 581-1-57
Project TQM 5265(1)

STA. 6[illegible]+00
Begin Project
Control 581-1-57
Project TQM 5265(1)



EQUATIONS: STA. 643+09.73 Bk.
= STA. 643+18.04 Fwd = −8.31'

FIELD CHANGES

Sheet No. 29A-31 [illegible] FIELD CHANGE NO. 1 AND S.A. NO. 1 ADD GUARD RAIL
Sheet No. 8A-58 FIELD CHANGE NO. 2 AND S.A. NO. 2 PLACE SEAL COAT [illegible] PRIOR TO PLACING ACP OVERLAY
Sheet No. 58A-58 FIELD CHANGE NO. 3 AND S.A. NO. 3 ADD INLET AT BECK STREET
FIELD CHANGE NO. 4 AND S.A. NO. 4 ESTABLISHING PRICE [illegible] RETAINING WALL
FIELD CHANGE NO. 5 AND S.A. NO. 4 REMOVE ASPH. OVERLAY

HWY. NO. LOOP 12 — LETTING DATE — DATE ACCEPTED

CONVENTIONAL SIGNS
STATE OR NATIONAL LINE
CITY OR VILLAGE LINE
COUNTY LINE
BASE OR SURVEY LINE
RIGHT OF WAY LINE
RIGHT OF WAY MARKERS
FENCE LINE
RAILROAD
TRAVELED WAY
CULVERT OR BRIDGE
POWER LINE
TELEGRAPH OR TELEPHONE

SPECIFICATIONS ADOPTED BY THE STATE HIGHWAY DEPARTMENT OF TEXAS JANUARY 1, 1972 AND SPECIFICATION ITEMS LISTED AND DATED AS FOLLOWS SHALL GOVERN ON THIS PROJECT: REQUIRED CONTRACT PROVISIONS FEDERAL-AID CONSTRUCTION CON[illegible] (FORM 1273, SEPTEMBER, 1975)

[illegible] COUNTY
[illegible] Dec 16 1974
Judson Shook
[illegible]

STATE DEPARTMENT OF HIGHWAYS AND PUBLIC TRANSPORTATION

CORRECT 21 Sept 1976
[signature]
SUPV. RESIDENT ENGINEER

CORRECT
[signature]
SENIOR DESIGN ENGINEER

CORRECT Nov [illegible]
[signature]
DISTRICT DESIGN ENGINEER

CORRECT
[signature]
SUPV. RESIDENT ENGINEER

RECOMMENDED FOR APPROVAL
[signature]
DISTRICT ENGINEER

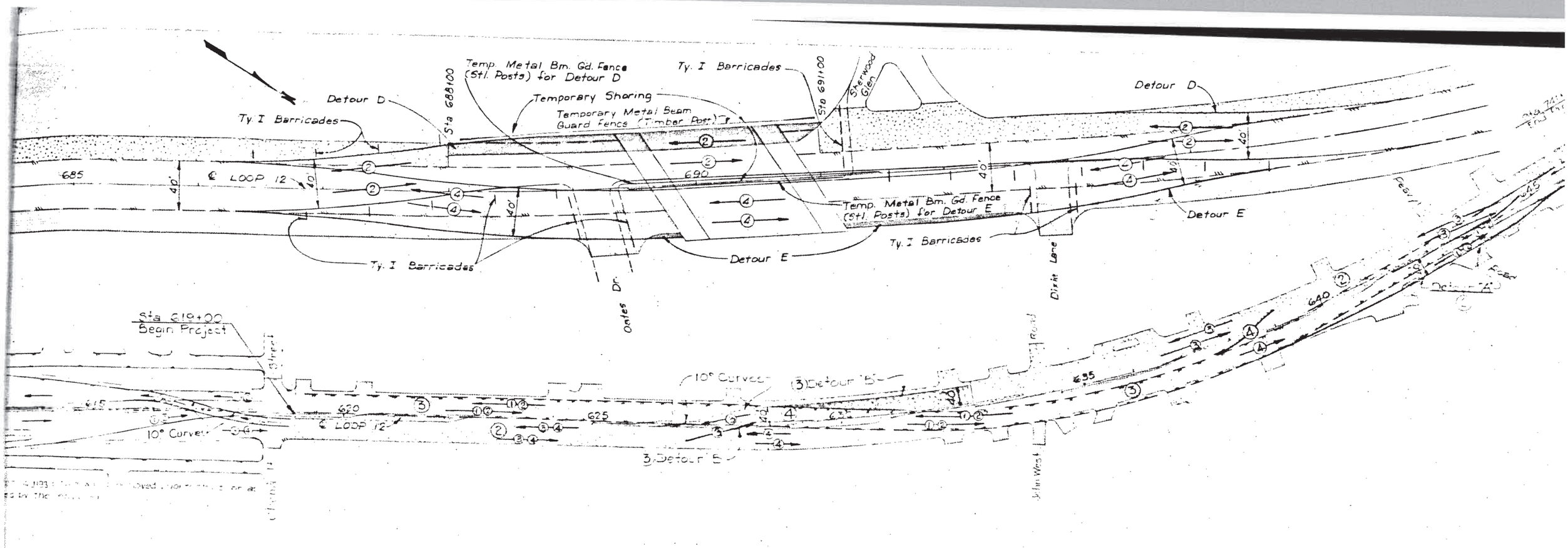
RECOMMENDED FOR APPROVAL
APPROVED: 7-31-76
Wayne Henneberger
BRIDGE ENGINEER
APPROVED FOR LETTING 7-30-76
[signature]
FOR CHIEF ENGINEER OF HIGHWAY DESIGN

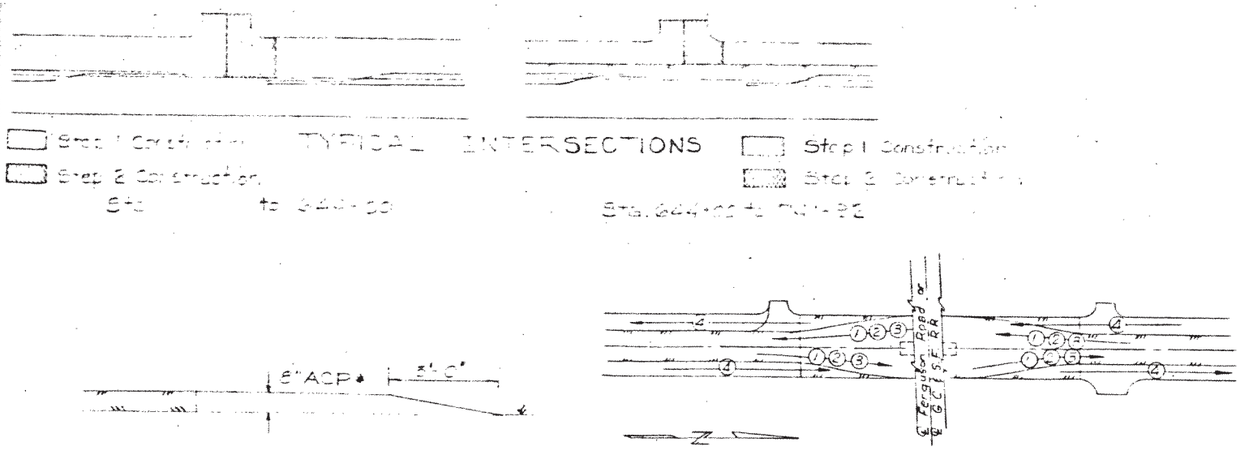
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
APPROVED:
DIVISION ADMINISTRATOR

PROJECT LAYO

Scale 1" = 200'

FED. NO. DIV. NO.	STATE	FEDERAL PROJ
6	TEXAS	TQM-E 72
STATE DIST. NO.	COUNTY	CONT.
18	DALLAS	581





1. Construct S. storm sewer lines except from 40 feet downstream of Mh-22 to Det. E, Lateral A-3, and Lateral A-4. Construct retaining walls except for the retaining wall at Ash Creek and the retaining wall on the east side of Loop 12 from Sta 625+70 to Sta 667+28.1. The east retaining wall at the latter location will be constructed after the completion of the utilities and retaining wall on the west side of Loop 12 between Stations 658+01 and 659+95.76.

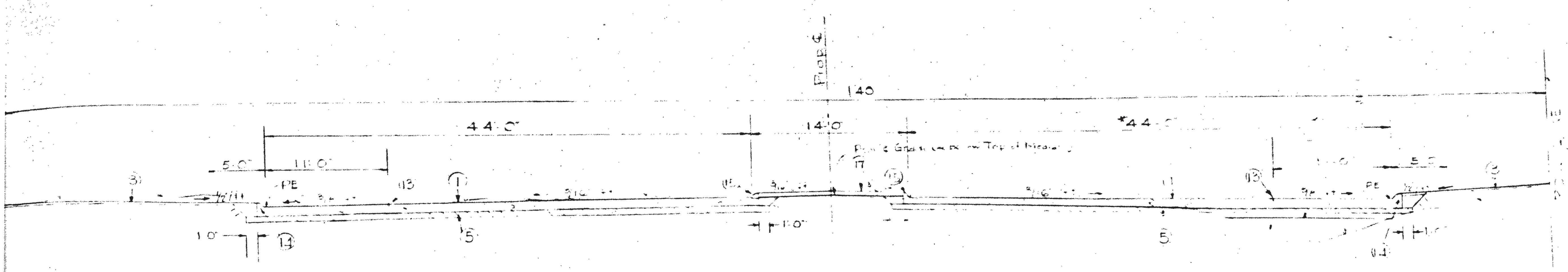
2. Construct Detour A. Remove temporary pavement between Sta. 619+00 and Sta. 622+00, and construct northbound pavement from Sta. 619+00 to Sta. 636+50, southbound pavement and widening thru Sta. 632+70 to Sta. 658+00, and southbound pavement and widening from Sta. 691+00 to Sta. 741+92. Construct Detour 'D' and the temporary sidewalk and pedestrian structure. During the construction of Detour D, one lane in each direction may be closed to traffic. Divert traffic to Detour D and construct northbound half of bridge and retaining walls right of Sta. 691+05.42 to Sta. 692+58.

3. Construct [illegible] & divert traffic to the new [illegible]. Complete storm sewe system. Construct southbound pavement Sta. 619+00 to Sta 636+50 and northbound pavement and widening from Sta 628+50 Sta 741+92) leaving median curbs off fro Sta. 633+78 to Sta 639+00, and leaving cu curbs and sidewalks off from Sta 689+50 Sta. 692+62. Construct Detour E.

4. Divert traffic from Detour B to new northbo pavement and Detour E; complete leaveout between Stations 626+60 and 632+70, and B 658+00 and 681+00; and construct the southbo Creek Bridge. Place traffic on outside lanes, any remaining asphaltic concrete pavement level-up, construct median, and apply overl

5. Complete incidental construction.

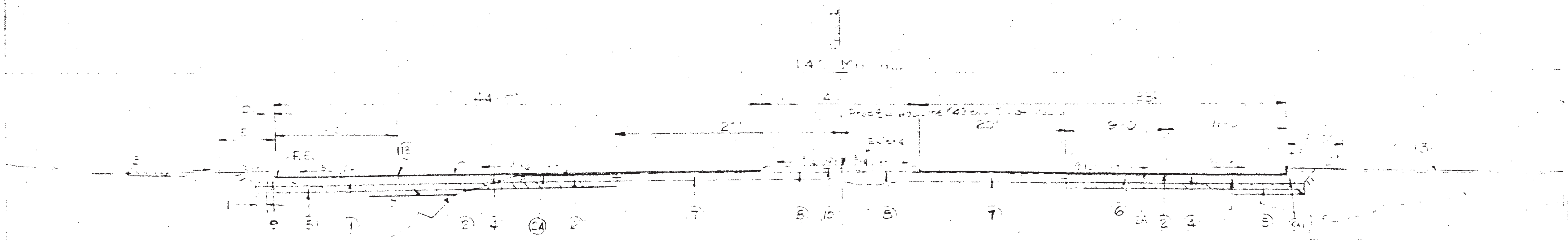
SUGGESTED WORK SEQUENCE



TYPICAL SECTION

This section to be used between the following stations

619+00 to 64?+00
** 640+00 to ... (Transition to 38' Roadway)
*** 641+50 to 644+00 (38' Roadway)



TYPICAL WIDENING

This section to be used between the following stations

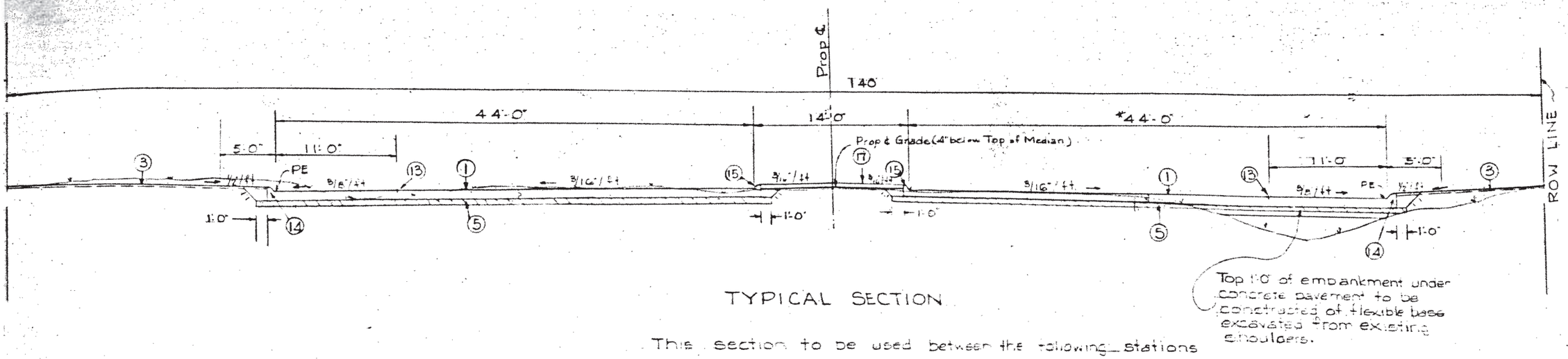
LT&RT 644+00 to 646+00
LT 648+00 to 649+00 (Transition to 55' Roadway)
RT 644+00 to 649+00

LEGEND

1. ... Conc. Pav.
4. Tack Coat
7. Existing Conc. Pav.
12. Rail
13. Sawed ...
14. Mon. ...
15. Mon. Curb ...

TYPICAL SECTIONS

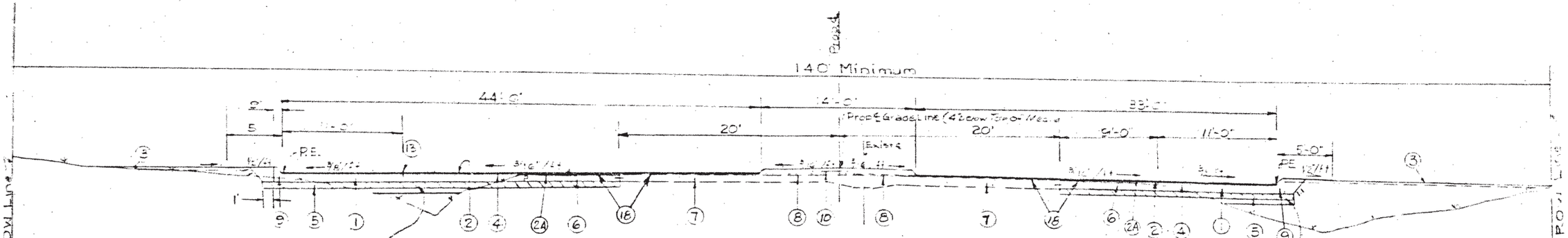
Scale 1" = 5'
Sheet 1 of 5



TYPICAL SECTION

This section to be used between the following stations

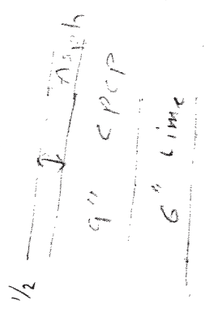
619+00 to 640+00
Rt 640+00 to 641+80 (Transition to 33' Roadway)
*Rt 641+80 to 644+00 (33' Roadway)



TYPICAL WIDENING

This section to be used between the following stations

Lt/Rt 644+00 to 646+00
Lt 646+00 to 649+00 (Transition to 33' Roadway)
Rt 644+00 to 649+00



LEGEND

1. 9" Jointed Conc Pav
2. 1½" ACP Overlay
2A. ACP Level-up Cou
3. Approx 4" Top Soil, Fert, S
4. Tack Coat
5. Approx 6" Lime Stab.
6. Existing Flexible B Shoulder material used in embankm
7. Existing Conc. Pav
8. Existing 2" ACP
9. Mono Curb (5"In
10. CI 'B' Concrete Medi
11. ACP Level-up (Var
12. Railing
13. Sawed Joint
14. Mono Curb (5" In-
15. Mono Curb (4" In-T
16. Retaining Wall
17. 4" Concrete Med
18. Seal Coat

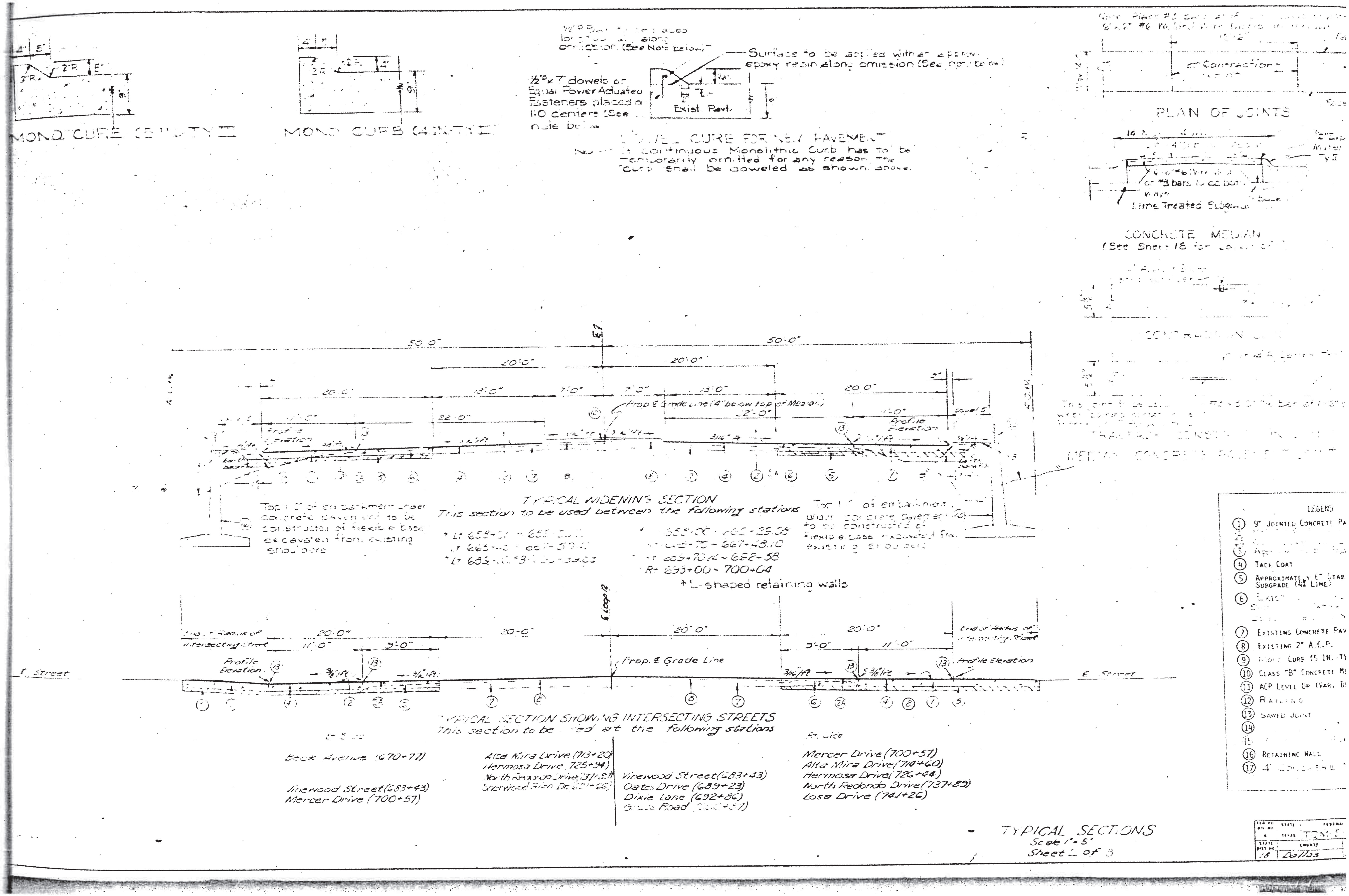
Field Change No. 2
Place Seal Coat under 1½" ACP Overlay

TYPICAL SECTIONS
Scale 1" = 5'
Sheet 1 of 3

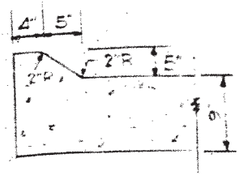
Rev 10-7;
Rev. 8/12/

TQM-S-265

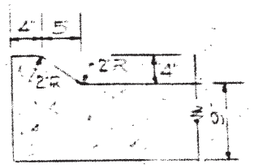
18 Dallas 581



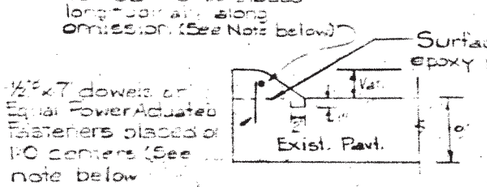
MONO CURB (5 IN.-TY II)
MONO CURB (4 IN.-TY I)
½"ф x 7" dowels or Equal Power Actuated Fasteners placed on 1'-0" centers (See note below)
Surface to be applied with an approx. epoxy resin along omission (See note below)
Exist. Pavt.
DOWEL CURB FOR NEW PAVEMENT
Note: If continuous Monolithic Curb has to be temporarily omitted for any reason, the curb shall be doweled as shown above.
PLAN OF JOINTS
Contraction
Lime Treated Subgrade
CONCRETE MEDIAN
50'-0"
20'-0"
13'-0"
7'-0"
22'-0"
Prop. ℄ Grade Line (4" below top of Median)
Profile Elevation
R.O.W.
TYPICAL WIDENING SECTION
This section to be used between the following stations
Top 1'-0" of embankment under concrete pavement to be constructed of flexible base excavated from existing shoulders
*L-shaped retaining walls
Rt. 693+00 ~ 700+04
End of Radius of Intersecting Street
Profile Elevation
Prop. ℄ Grade Line
℄ Street
TYPICAL SECTION SHOWING INTERSECTING STREETS
This section to be used at the following stations
Lt. Side
Rt. Side
Beck Avenue (670+77)
Vinewood Street (683+43)
Mercer Drive (700+57)
Alta Mira Drive (713+20)
Hermosa Drive 725+94)
Vinewood Street (683+43)
Oates Drive (689+23)
Dixie Lane (692+86)
Mercer Drive (700+57)
Alta Mira Drive (714+60)
Hermosa Drive (726+44)
North Redondo Drive (737+89)
Losa Drive (741+26)
LEGEND
1 9" Jointed Concrete Pa
4 Tack Coat
5 Approximately 6" Stab Subgrade (4% Lime)
7 Existing Concrete Pav
8 Existing 2" A.C.P.
9 Mono Curb (5 In.-Ty
10 Class "B" Concrete Me
11 ACP Level Up (Var. D
12 Railing
13 Sawed Joint
16 Retaining Wall
TYPICAL SECTIONS
Scale 1" = 5'
Sheet 2 of 3
Texas
18 Dallas



MONO. CURB (5 IN.-TY. II

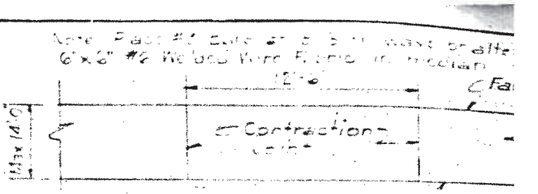


MONO CURB (4 IN.-TY. II)

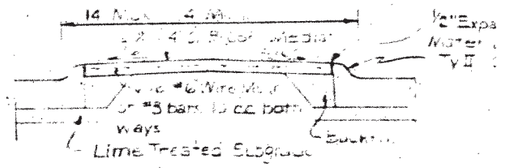


DOWEL CURB FOR NEW PAVEMENT

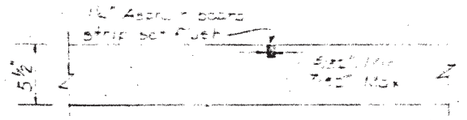
Note: If continuous Monolithic Curb has to be temporarily omitted for any reason, the Curb shall be doweled as shown above.



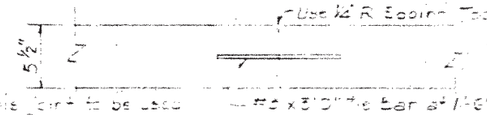
PLAN OF JOINTS



CONCRETE MEDIAN
(See Sheet 18 for Locations)

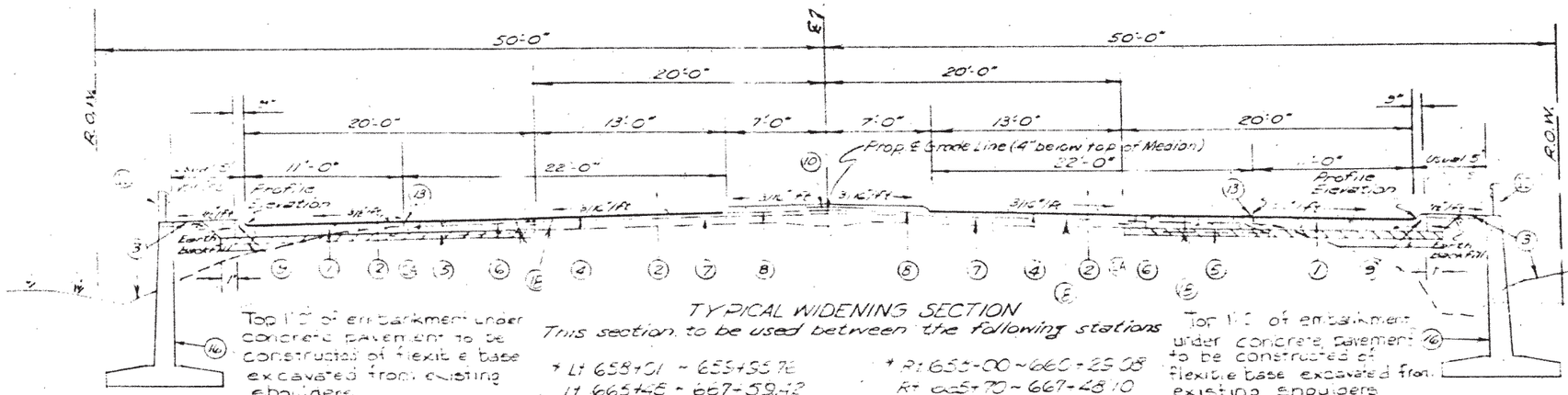


CONTRACTION JOINT



TRAVERSE CONSTRUCTION JOINT

MEDIAN CONCRETE PAVEMENT JOINT D



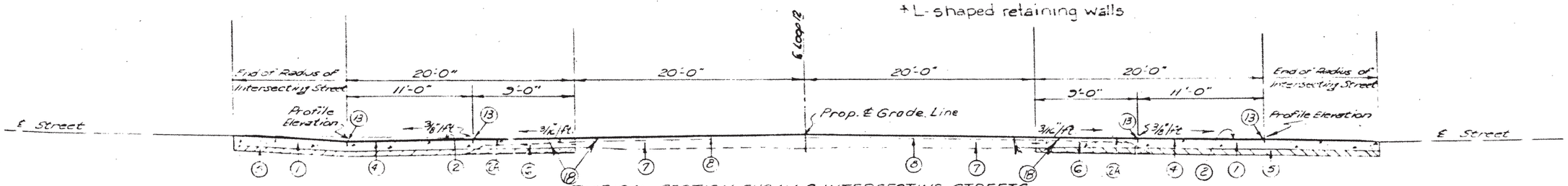
TYPICAL WIDENING SECTION

This section to be used between the following stations

* Lt 658+01 ~ 655+35.76
Lt 665+48 ~ 667+59.42
* Lt 685-20.83~690+39.83

* Rt 652-00~660+25.08
Rt 662+70~667+28.10
* Rt 685-70.24~692-58
Rt 693+00~700-04

+L-shaped retaining walls



TYPICAL SECTION SHOWING INTERSECTING STREETS

This section to be used at the following stations

Lt. Side

Beck Avenue (670+77)

Vinewood Street (683+43)
Mercer Drive (700+57)

Alta Mira Drive (713+20)
Hermosa Drive (725+94)
North Redondo Drive (731+51)
Sherwood Glen Dr. (691+66)

Rt. Side

Vinewood Street (683+43)
Oates Drive (689+23)
Dixie Lane (692+86)
Gross Road (696+87)

Mercer Drive (700+57)
Alta Mira Drive (714+60)
Hermosa Drive (726+44)
North Redondo Drive (737+89)
Lose Drive (741+26)

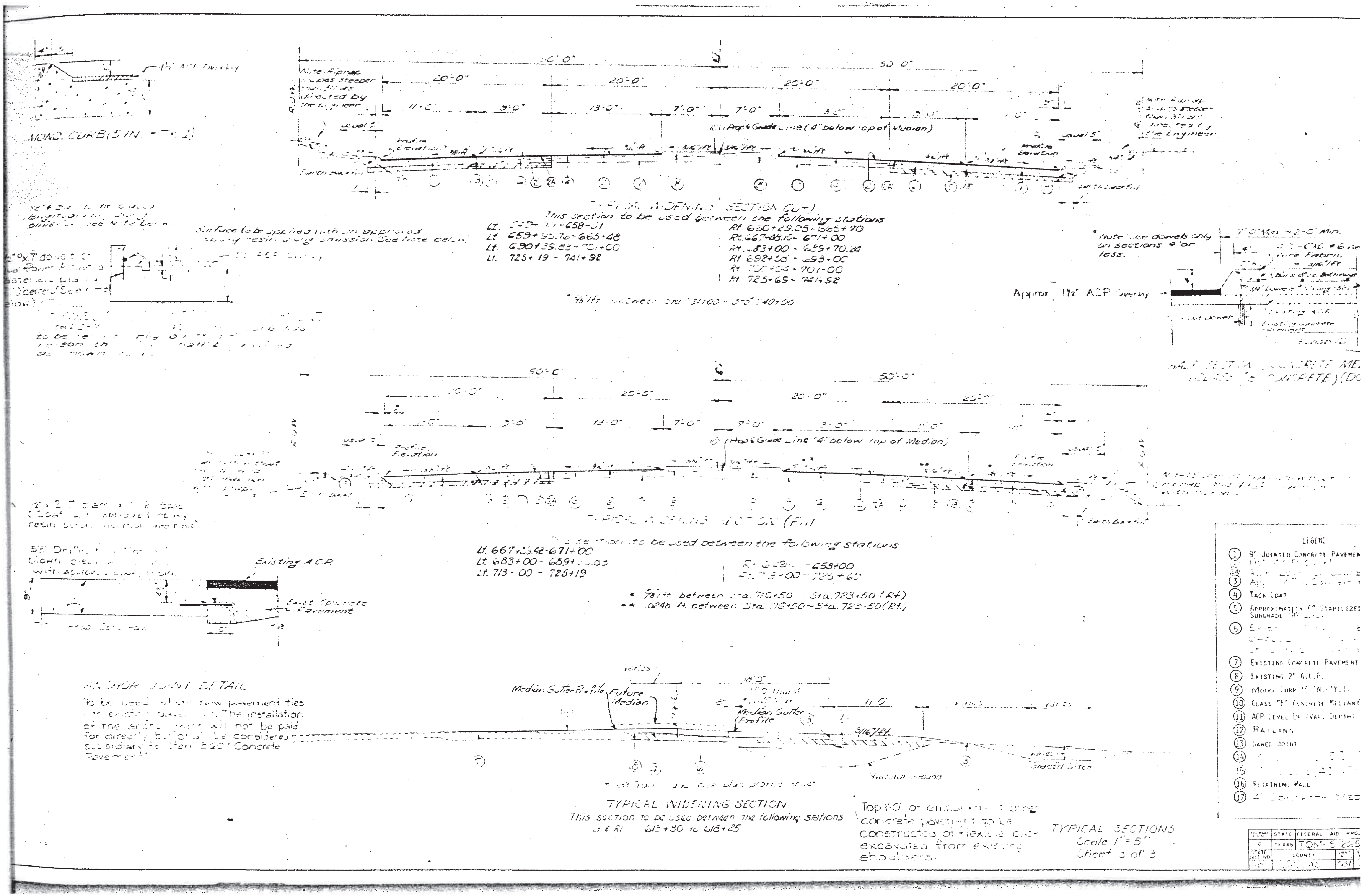
LEGEND

1. 9" Jointed Concrete Pav
2. [illegible]
3. A.C.P. [illegible]
4. Approx. [illegible]
4. Tack Coat
5. Approximately 6" Stabil Subgrade (4% Lime)
6. [illegible] Flexible [illegible] Material [illegible] Used in Shoulders
7. Existing Concrete Pave
8. Existing 2" A.C.P.
9. Mono Curb (5 IN.-TY.
10. Class "B" Concrete Med
11. ACP Level Up (Var. Dep
12. Railing
13. Sawed Joint
14. Mono Curb (5 I
15. Mono Curb (4 In
16. Retaining Wall
17. 4" Concrete
[illegible] Coat

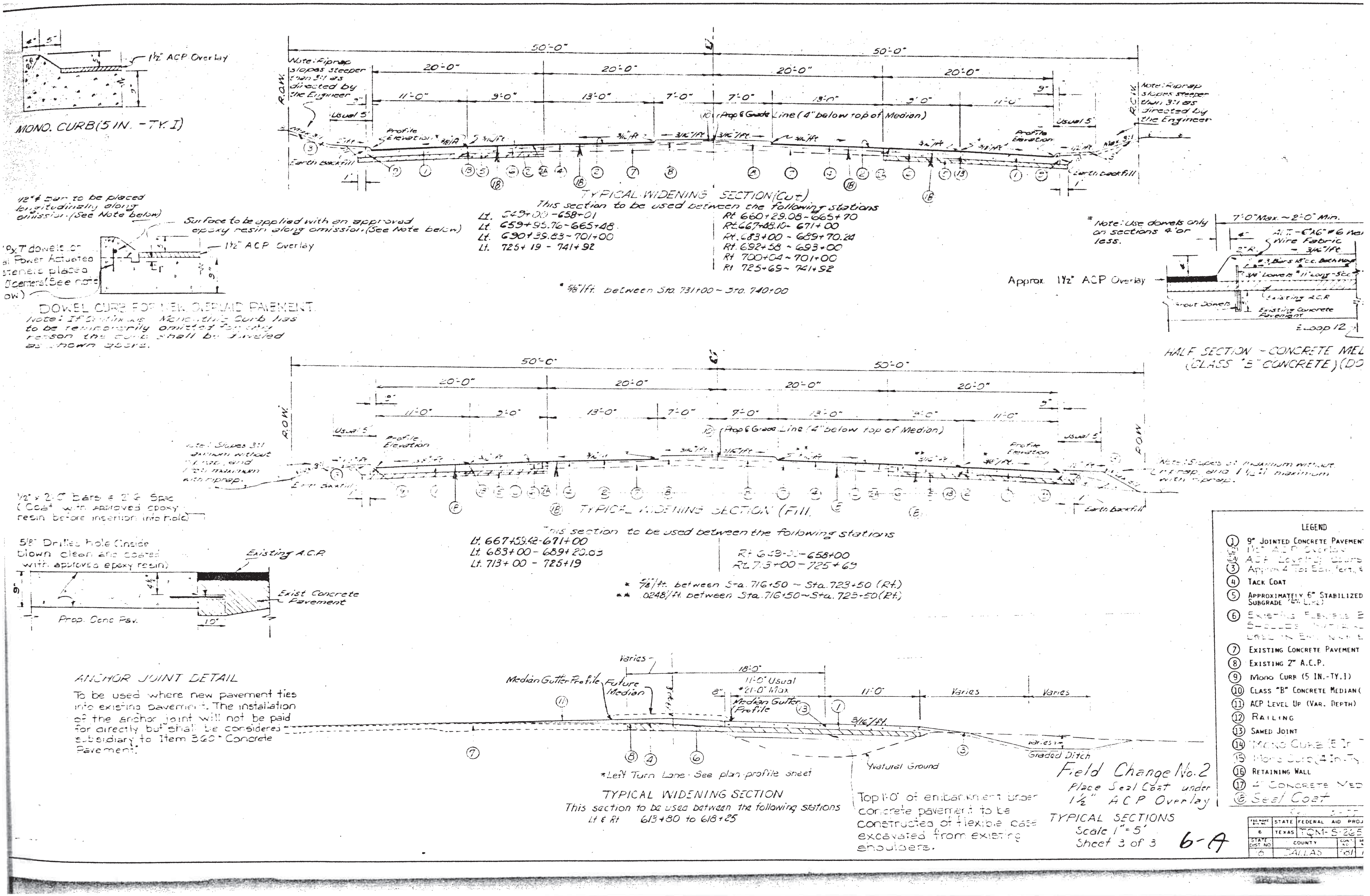
Field Change No. 2
Place Seal Coat under 1½" ACP Overlay

TYPICAL SECTIONS
Scale 1"=5'
Sheet 2 of 3

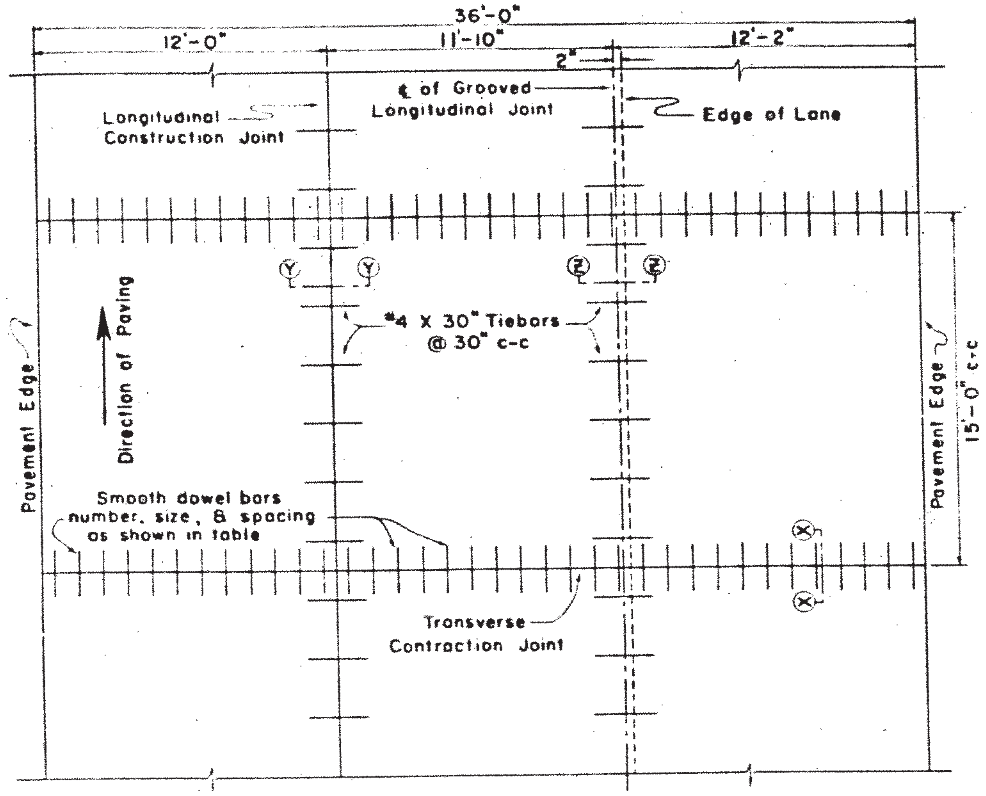
FED. RD. DIV. NO.	STATE	FEDERAL PR
6	TEXAS	TCM-5-2
STATE DIST. NO.	COUNTY	CO
18	Dallas	5



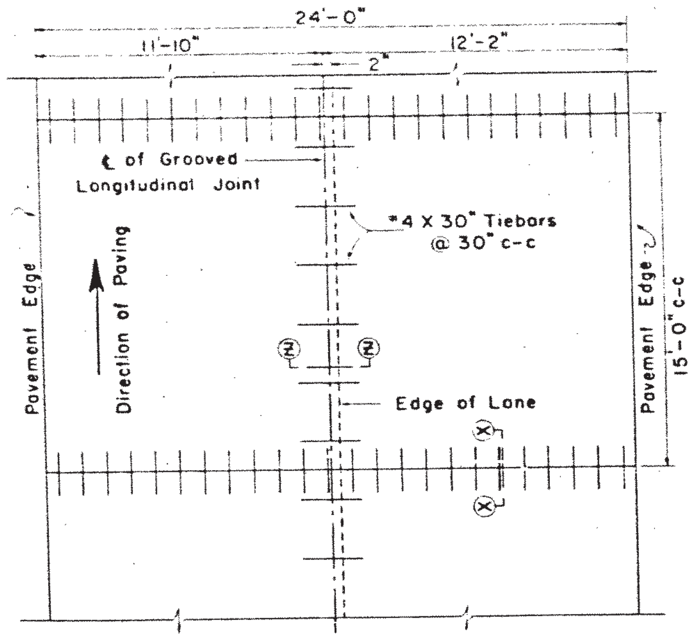
MONO. CURB (5 IN. - TY. I)
TYPICAL WIDENING SECTION (Cut)
This section to be used between the following stations
Lt. 659+35.76 - 665+48
Lt. 690+39.83 - 701+00
Lt. 725+19 - 741+92
Rt. 660+29.05 - 665+70
Rt. 667+88.10 - 671+00
Rt. 692+58 - 693+00
Rt. 725+69 - 741+52
Prop. & Grade Line (4" below top of Median)
Profile Elevation
Earth backfill
Surface to be applied with an approved epoxy resin bond emulsion (See Note below)
Note: Use dowels only on sections 4' or less.
Approx. 1½" ACP Overlay
TYPICAL WIDENING SECTION (Fill)
This section to be used between the following stations
Lt. 667+53.42 - 671+00
Lt. 683+00 - 689+00.05
Lt. 713+00 - 725+19
Rt. 649+... - 658+00
* ¾"/ft. between Sta. 716+50 - Sta. 723+50 (Rt.)
** .0248'/ft. between Sta. 716+50 ~ Sta. 723+50 (Rt.)
Existing A.C.P.
Exist. Concrete Pavement
ANCHOR JOINT DETAIL
To be used where new pavement ties into existing pavement. The installation of the anchor joint will not be paid for directly but shall be considered subsidiary to Item "360" Concrete Pavement.
Median Gutter Profile
Future Median
Median Gutter Profile
Natural Ground
Graded Ditch
TYPICAL WIDENING SECTION
This section to be used between the following stations
Lt. & Rt. 613+30 to 618+25
Top 1'-0" of embankment under concrete pavement to be constructed of flexible base excavated from existing shoulders.
TYPICAL SECTIONS
Scale 1" = 5'
Sheet 3 of 3
LEGEND
1 9" Jointed Concrete Pavement
4 Tack Coat
5 Approximately 6" Stabilized Subgrade
7 Existing Concrete Pavement
8 Existing 2" A.C.P.
9 Mono. Curb (5 IN.-TY. I)
10 Class "B" Concrete Median
11 ACP Level Up (Var. Depth)
12 Railing
13 Sawed Joint
16 Retaining Wall
17 4" Concrete Median
STATE: TEXAS
FEDERAL AID PROJ.: TQM-S-265
COUNTY: DALLAS



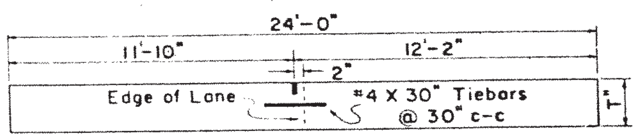
1½" ACP Overlay
MONO. CURB (5 IN. - TY. I)
TYPICAL WIDENING SECTION (Cut)
This section to be used between the following stations
Lt. 649+00 - 658+01
Lt. 659+95.76 - 665+48
Lt. 690+39.83 - 701+00
Lt. 725+19 - 741+92
Rt. 660+29.08 - 665+70
Rt. 667+48.10 - 671+00
Rt. 683+00 - 689+70.24
Rt. 692+58 - 693+00
Rt. 700+04 - 701+00
Rt. 725+69 - 741+92
* 5/8"/ft. between Sta. 731+00 ~ Sta. 740+00
Prop. & Grade Line (4" below top of Median)
Earth backfill
Profile Elevation
Usual 5'
Note: Riprap slopes steeper than 3:1 as directed by the Engineer
Surface to be applied with an approved epoxy resin along omission. (See Note below)
1½" ACP Overlay
DOWEL CURB FOR NEW OVERLAID PAVEMENT
Note: Use dowels only on sections 4' or less.
Approx. 1½" ACP Overlay
HALF SECTION - CONCRETE MEDIAN (CLASS "B" CONCRETE)
TYPICAL WIDENING SECTION (Fill)
This section to be used between the following stations
Lt. 667+59.42 - 671+00
Lt. 683+00 - 689+20.03
Lt. 713+00 - 725+19
Rt. 713+00 - 725+69
* 5/8"/ft. between Sta. 716+50 ~ Sta. 723+50 (Rt.)
** .0248'/ft. between Sta. 716+50 ~ Sta. 723+50 (Rt.)
Existing A.C.P.
Exist Concrete Pavement
Prop. Conc Pav.
ANCHOR JOINT DETAIL
To be used where new pavement ties into existing pavement. The installation of the anchor joint will not be paid for directly but shall be considered subsidiary to Item 360 "Concrete Pavement"
Median Gutter Profile
Future Median
Natural Ground
Graded Ditch
* Left Turn Lane - See plan-profile sheet
TYPICAL WIDENING SECTION
This section to be used between the following stations
Lt & Rt 613+80 to 618+25
Top 1'-0" of embankment under concrete pavement to be constructed of flexible base excavated from existing shoulders.
Field Change No. 2
Place Seal Coat under 1½" ACP Overlay
TYPICAL SECTIONS
Scale 1" = 5'
Sheet 3 of 3
6-A
LEGEND
① 9" Jointed Concrete Pavement
④ Tack Coat
⑤ Approximately 6" Stabilized Subgrade
⑦ Existing Concrete Pavement
⑧ Existing 2" A.C.P.
⑨ Mono Curb (5 IN.-TY. I)
⑩ Class "B" Concrete Median
⑪ ACP Level Up (Var. Depth)
⑫ Railing
⑬ Sawed Joint
⑯ Retaining Wall
⑱ Seal Coat
TEXAS
DALLAS



THREE LANE PAVEMENT PLAN
(12 ft. & 24 ft. Placement)*

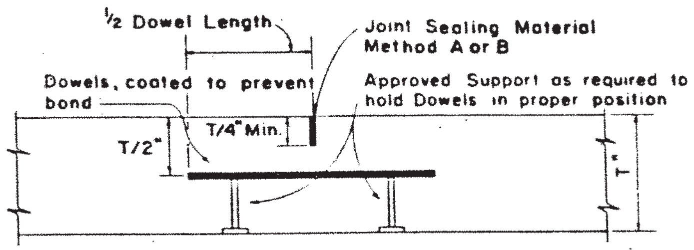


TWO LANE PAVEMENT PLAN

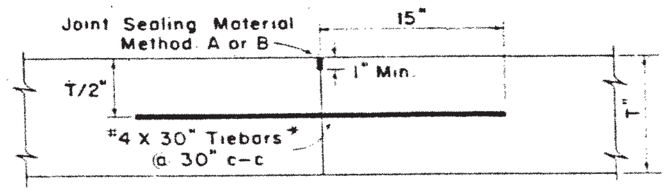


TYPICAL SECTION
(24 ft. Placement)*

* Lane widths are for illustrative purposes only and should not be used if in conflict with typical cross sections shown elsewhere in the plans.

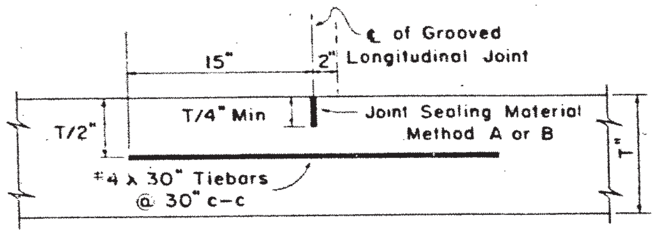


TRANSVERSE CONTRACTION JOINT
Section X-X



LONGITUDINAL CONSTRUCTION JOINT
Section Y-Y

*WITH THE APPROVAL OF THE ENGINEER, MULTIPLE-PIECE TIEBARS (THREADED COUPLING OR OTHER ADEQUATE DEVICE) MAY BE USED TO FACILITATE CONSTRUCTION PROVIDED THE SYSTEM DEVELOPS A FORCE EQUAL TO 1 1/2 TIMES THE MINIMUM FORCE OF THE TIEBAR SHOWN. THE SPACINGS FOR THE SYSTEM SHALL BE LESS THAN OR EQUAL TO THE SPACING ALLOWED FOR BARS OF SIMILAR YIELD STRENGTH.



GROOVED LONGITUDINAL JOINT
Section Z-Z

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. TIEBARS SHALL BE SECURED PARALLEL TO THE PAVEMENT SURFACE AND PERPENDICULAR TO THE CENTERLINE BY:
   (a) USE OF BAR CHAIRS
   (b) ACCURATELY PLACED IN POSITION ON THE SCREEDED CONCRETE BY MEANS OF AN APPROVED TEMPLATE AND FORCED TO THE PROPER POSITION WITH A SUITABLE TOOL; OR
   (c) BY ANY OTHER MEANS WHICH, PRIOR TO ITS USE, HAS BEEN APPROVED BY THE ENGINEER.
6. DOWEL BARS SHALL BE SECURED PARALLEL TO THE PAVEMENT SURFACE AND CENTERLINE BY A DOWEL BAR CHAIR.
7. WHEN WORK IS STOPPED DUE TO BREAKDOWN OR OTHER CAUSE, CONCRETE SHALL BE REMOVED BEYOND LAST CONTRACTION JOINT IN PLACE AND A HEADER INSTALLED.
8. 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.
9. 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.
10. LONGITUDINAL AND TRANSVERSE STEEL SPACING SHALL NOT VARY MORE THAN ONE TWELFTH OF THE SPACING SHOWN HEREON.
11. THE TIEBAR SPACINGS SHOWN ARE FOR ASTM DESIGNATIONS: A-615, OR A-616, GRADE 60, TIEBARS, WHICH SHALL NOT BE BENT. IF TIEBARS ARE TO BE BENT, THEY SHALL BE STEEL CONFORMING TO ASTM DESIGNATION: A-615, GRADE 40, WITH A CENTER TO CENTER SPACING OF 24 INCHES.

DEPTH OF PAVEMENT (INCHES)	DOWELS (SMOOTH BARS)		
	SIZE AND LENGTH	AVERAGE SPACING (INCHES)	WEIGHT PER FOOT OF JOINT (LBS.)
8	1" X 18"	12	4.01
9	1⅛" X 20"	12	5.63
10	1¼" X 22"	12	7.65
11	1⅜" X 24"	12	10.10

STATE DEPARTMENT OF HIGHWAYS AND PUBLIC TRANSPORTATION

CONCRETE PAVEMENT DET[A]

CONTRACTION DESIGN
CPCD-75(1)

DN	DRAWING ORIGINAL	DATE	FED. RD. DIV. NO.	STATE	FEDERAL PROJECT N[O]
DW	REVISED		6	TEXAS	
CK DW	REVISED		STATE DIST. NO.	COUNTY	CONT / SECT
TR					
CK TR					