FED. ROAD DIV. NO.	STATE	STATE PROJECT NO.
6	TEXAS	CSB95-2-61
STATE DIST. NO.	COUNTY	STATE CONTROL NO.
18	DALLAS	95-2-61

IPE 774

1557/20

FINAL

LETTING DATE: 4-15-82
WORK BEGAN: 7-16-82
WORK COMPLETE: 4-22-84
WORK ACCEPTED: 5-2-84

STATE OF TEXAS
STATE DEPARTMENT OF HIGHWAYS AND PUBLIC TRANSPORTATION

PLANS OF PROPOSED STATE HIGHWAY IMPROVEMENT

STATE PROJECT CSB95-2-61

US 80

DALLAS COUNTY

FREEWAY LOWERING

LIMITS: FROM EAST TO WEST OF NORTH GALLOWAY AVENUE IN MESQUITE

NET LENGTH OF PROJECT = 2303.6 FT. = 0.436 MI.

RDWY LGTH = 2303.6 FT. = 0.436 MI.
BRIDGE LGTH = 0.0 FT. = 0.000 MI.
TOTAL LGTH. = 2303.6 FT. = 0.436 MI.

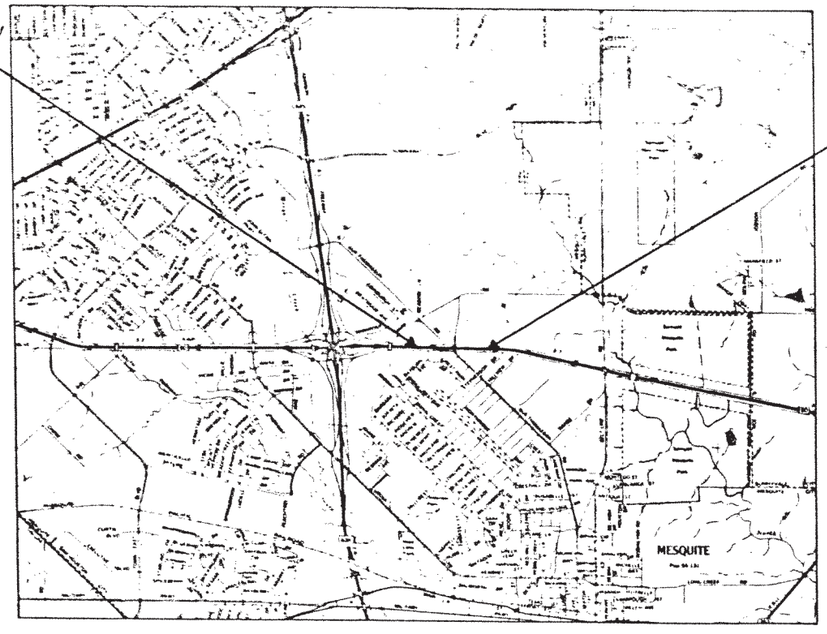
TYPE: GRADING, STORM SEWERS, CONCRETE PAVEMENT & PAVEMENT MARKINGS

NOTES: THE CONTRACTOR SHALL MAKE HIS OWN INVESTIGAT AND ARRANGEMENTS FOR RAIL DELIVERY POINTS AN TRACKAGE FACILITIES.

THE CONTRACTOR SHALL PROVIDE AND ERECT BARR AND WARNING SIGNS IN ACCORDANCE WITH BC-(1) TH 81 AT POINTS INDICATED AND AT OTHER POINTS DIRECTED BY THE ENGINEER.

INDEX OF SHEETS

BEGIN PROJECT CSB 95-2-61
CONTROL: 95-2-61
STATION 355+00



END PROJECT CSB95-2-61
CONTROL: 95-2-61
STATION 378+00

EXCEPTIONS: NONE

EQUATIONS: STA. 362+13.6 BWD =
STA. 362+10 FWD

SPECIFICATIONS ADOPTED BY THE STATE HIGHWAY DEPARTMENT OF TEXAS JANUARY 3, 1972, AND SPECIFICATION ITEMS LISTED AND DATED AS FOLLOWS SHALL GOVERN ON THIS PROJECT: ~~REVISED~~ SPECIAL LABOR PROVISIONS FOR STATE PROJECTS (000-- 2378).

COUNTY _____ LETTING DATE _____
HWY. NO. _____
DATE ACCEPTED _____

STATE DEPARTMENT OF HIGHWAYS AND PUBLIC TRANSPORTATION

CORRECT 1-8 1982

Harold G. Coppidge
SENIOR DESIGN ENGINEER

CORRECT 1-8 1982

John S. Clairborne Jr.
DISTRICT DESIGN ENGINEER

CORRECT 1-8 1982

SUPRV. RESIDENT ENGINEER

RECOMMENDED FOR APPROVAL 1-21 1982

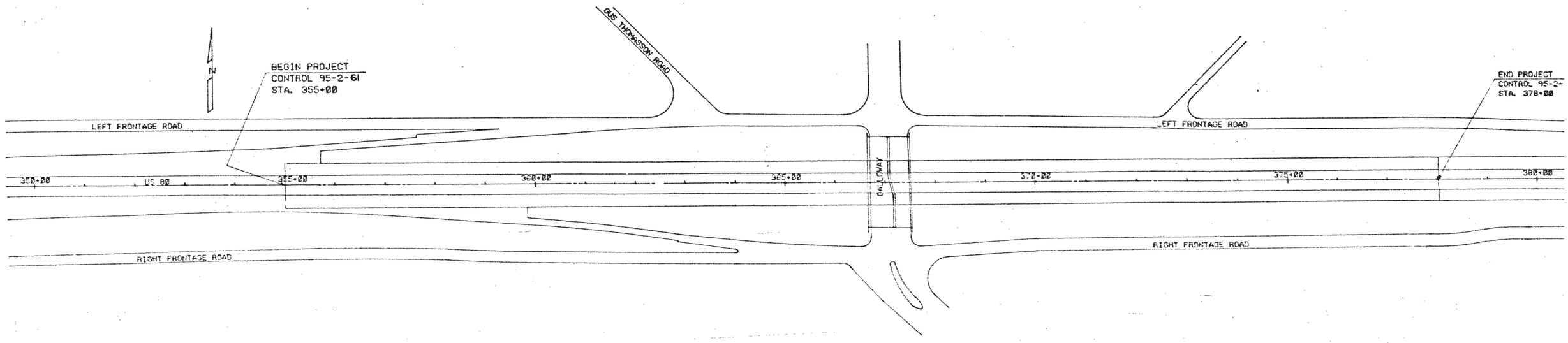
DISTRICT ENGINEER

RECOMMENDED FOR APPROVAL

RECOMMENDED FOR APPROVAL

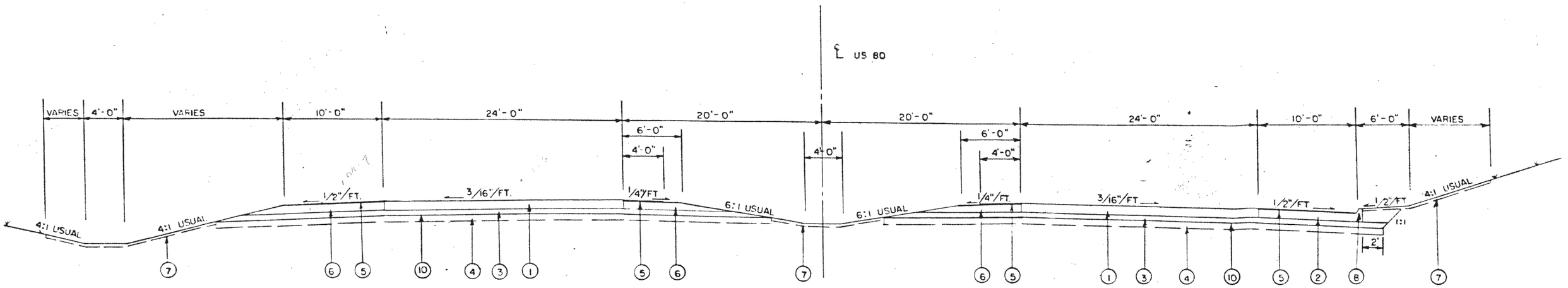
APPROVED FOR LETTING

FOR CHIEF ENGINEER OF HIGHWAY DESIGN



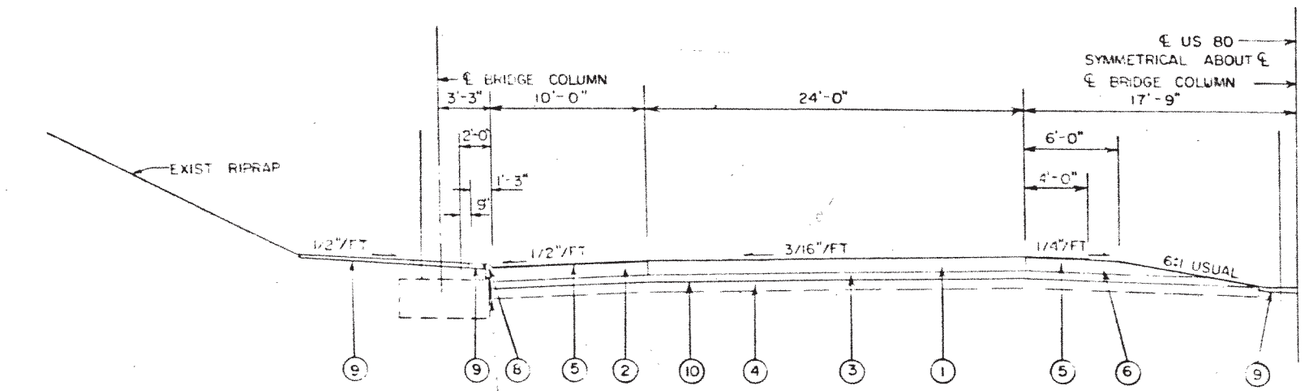
PROJECT LAYOUT

FED. RD. DIV. NO.	STATE	SHEET
6	TEXAS	
STATE DIST. NO.	COUNTY	
18	DALLAS	



TYPICAL HALF SECTION
(WITHOUT CURB)

TYPICAL HALF SECTION
(WITH CURB)



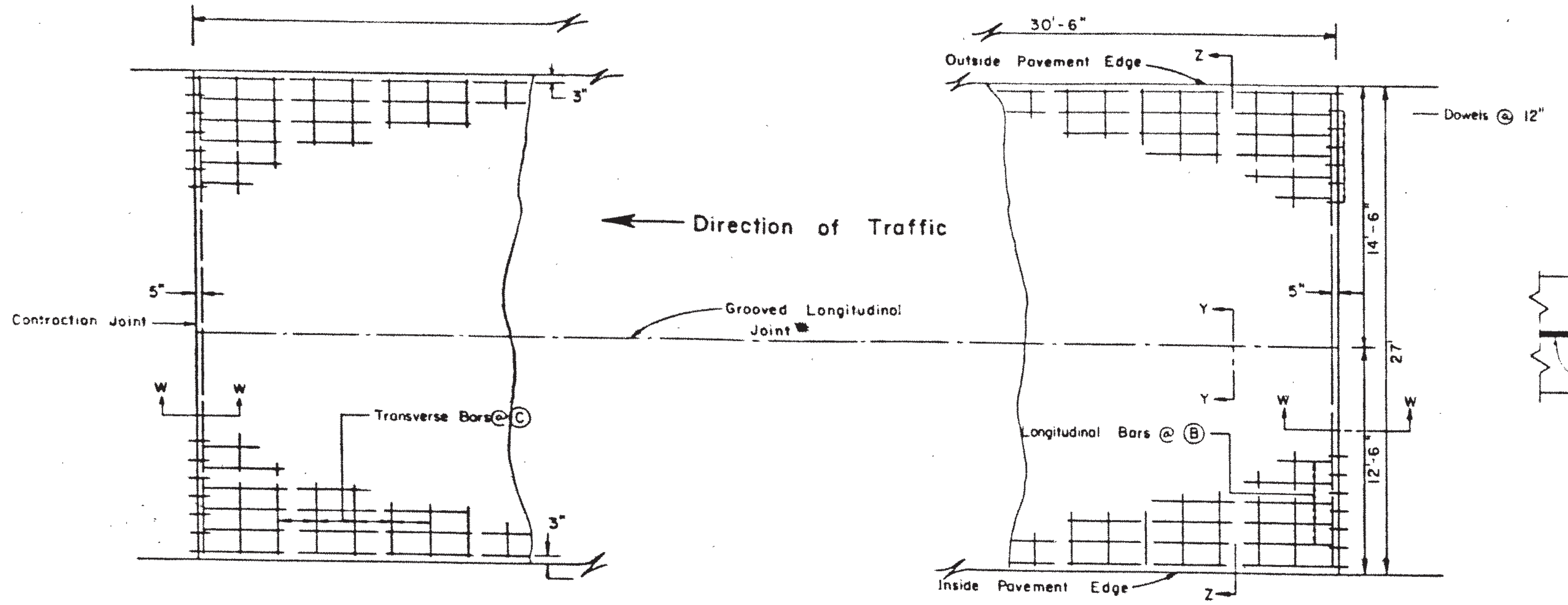
TYPICAL HALF SECTION
(UNDER GALLOWAY STRUCTURE)

LEGEND

(1)	11" CPJR
(2)	10" CPJR
(3)	6" ASPHALT STABILIZED BASE
(4)	8" LIME STABILIZED SUBGRADE
(5)	1" ACP
(6)	10" ASPHALT STABILIZED BASE
(7)	4" MULCH SOD
(8)	TYPE I CURB
(9)	4" CONCRETE RIPRAP
(10)	PRIME COAT (MC-30)

TYPICAL SECTIO

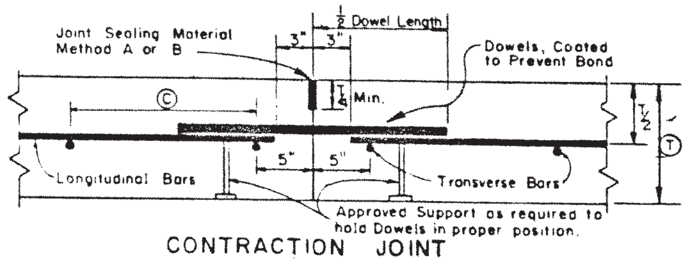
16 DALLAS



TWO LANE PAVEMENT PLAN

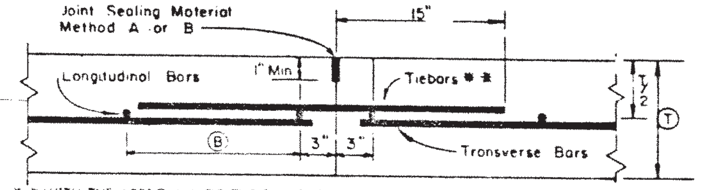
(27 ft. Placement)

* WITH THE APPROVAL OF THE ENGINEER, THE CONTRACTOR MAY CONSTRUCT IN PLACEMENT WIDTHS OF 12'-6" AND 14'-6". IF SO PLACED THE GROOVED LONGITUDINAL JOINT SHOWN SHALL BE REPLACED BY A LONGITUDINAL CONSTRUCTION JOINT.



CONTRACTION JOINT

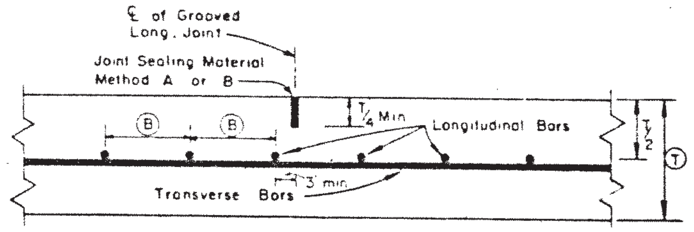
Section W—W



* * 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 YIELD 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

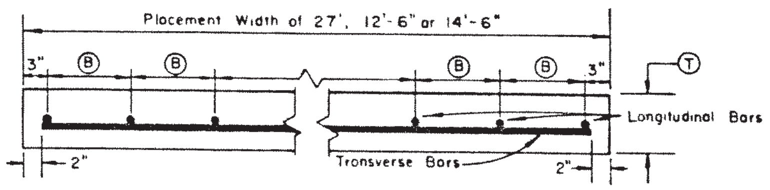
LONGITUDINAL CONSTRUCTION JOINT

Section Y—Y



GROOVED LONGITUDINAL JOINT

Section Y—Y



TYPICAL SECTION

Section Z—Z

GENERAL NOTES

1. JOINT GROOVE AND SEAL DETAILS SHALL BE AS SHOWN ELSEWHERE IN THE PLANS.
2. CONSTRUCTION JOINTS MAY BE FORMED BY THE 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.
3. TREATMENT OF PAVEMENT ENDS AT STRUCTURES OR AT FIXED OBJECTS WILL BE SHOWN ELSEWHERE IN THE PLANS.
4. FOR FURTHER INFORMATION REGARDING THE PLACEMENT OF CONCRETE AND REINFORCEMENT REFER TO THE GOVERNING SPECIFICATIONS FOR "CONCRETE PAVEMENT".
5. DETAILS AS TO PAVEMENT WIDTH, PAVEMENT THICKNESS, AND THE CROWN CROSS-SLOPE SHALL BE AS SHOWN ELSEWHERE IN THE PLANS.
6. LONGITUDINAL AND TRANSVERSE BARS SHALL BE OF STEEL CONFORMING TO ASTM DESIGNATIONS; A-615 OR ASTM A-616 (GRADE 60) AS NOTED IN THE SPECIFICATIONS. THE SIZE AND SPACING SHALL BE IN ACCORDANCE WITH TABLE SHOWN BELOW.
7. BARS OF ASTM DESIGNATION: A-615 OR A-616, GRADE 60, SHALL NOT BE BENT. IF THE CONTRACTOR ELECTS TO BEND THE TIE BARS, THEY SHALL BE STEEL CONFORMING TO ASTM DESIGNATION; A-615, GRADE 40.
8. IT IS THE INTENT OF THIS DESIGN THAT THE LONGITUDINAL STEEL BE AT THE CENTER OF THE SLAB. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO TAKE ALL NECESSARY PRECAUTIONS TO INSURE THAT THE FINAL POSITION OF THE STEEL IS WITHIN 1/2 INCH OF THE SLAB CENTER.
9. CONCRETE SHALL NOT BE DISCHARGED FROM THE MIXER DIRECTLY ON TOP OF OR ON THE SIDES OF THE JOINT ASSEMBLY.
10. ANY APPROVED CHAIR TYPE OR DESIGN, WHICH WILL SATISFY THE REQUIREMENTS NOTED HEREON WILL BE PERMITTED. CHAIR SPACINGS SHALL NOT BE GREATER THAN 60" C-C MEASURED PARALLEL TO THE PAVEMENT CENTER LINE AND 30" C-C MEASURED PERPENDICULAR TO THE PAVEMENT CENTER LINE ADDITIONAL CHAIRS SHALL BE USED IF NECESSARY TO MEET THE STEEL PLACEMENT REQUIREMENT.
11. LONGITUDINAL AND TRANSVERSE STEEL SPACING SHALL NOT VARY MORE THAN ONE TWELFTH OF THE SPACING SHOWN HEREON.

TABLE FOR TRANSVERSE AND LONGITUDINAL REINFORCEMENTS AND DOWEL BARS

PAVEMENT THICKNESS T (INCHES)	SPACINGS FOR #3 BARS 27' PLACEMENT WIDTH					SPACINGS FOR #3 BARS 12' - 6" PLACEMENT WIDTH					SPACINGS FOR #3 BARS 14' - 6" PLACEMENT WIDTH					DOWELS (SMOOTH BARS)			TIEBARS (DEFORMED)		
	LONGITUDINAL		TRANSVERSE		(2) STEEL	LONGITUDINAL		TRANSVERSE		(2) STEEL	LONGITUDINAL		TRANSVERSE		(2) STEEL						
	NO. OF BARS	(4) SPACE (B) IN.	NO. OF BARS	(4) SPACE (C) IN.	#/SY	NO. OF BARS	(4) SPACE (B) IN.	NO. OF BARS	(4) SPACE (C) IN.	#/SY	NO. OF BARS	(4) SPACE (B) IN.	NO. OF BARS	(4) SPACE (C) IN.	#/SY	SIZE	AVG. SPAC. (IN)	WT. #/FT. OF JT.	SIZE	AVG. SPAC. (IN)	WT. #/FT. OF JT.
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	21	[illegible]	24	[illegible]	[illegible]	12	4.01	[illegible]	36	.56
[illegible]	[illegible]	[illegible]	[illegible]	24	[illegible]	[illegible]	15	16	24	[illegible]	[illegible]	15 3/4	[illegible]	24	4.23	1 1/8" x [illegible]	12	5.63	# 4 x 30"	[illegible]	.56
10	[illegible]	[illegible]	19	22	4.32	[illegible]	18	19	21	[illegible]	11	16 3/4	19	20	4.59	1 1/4" x 22"	12	7.65	# 4 x 30"	36	.56
11	21	16 3/4	19	20	4.63	[illegible]	16	19	20	[illegible]	11	16 3/4	19	20	4.59	1 1/4" x 22"	12	7.65	# 4 x 30"	36	.56
12	22	15 1/8	21	18	[illegible]	11	14 1/2	21	18	[illegible]	12	15 1/2	21	18	5.03	1 1/4" x 22"	12	7.65	# 4 x 30"	30	.67
13	23	14 3/8	25	15	5.66	11	14 1/2	25	15	5.63	13	14	25	15	5.69	1 1/4" x 22"	12	7.65	# 4 x 30"	30	.67
14	25	13 1/2	25	15	5.92	12	13	25	15	5.90	14	13	25	15	5.92	1 1/4" 22"	12	7.65	# 4 x 30"	24	.84

1. THE CONTRACTOR MAY USE # 3, # 4, OR # 5 BARS FOR TRANSVERSE OR LONGITUDINAL STEEL. SPACINGS B AND C SHOWN IN THIS TABLE ARE FOR # 3 BARS. EQUIVALENT SPACINGS OF # 4 OR # 5 BARS THAT MAINTAIN AN EQUIVALENT OR GREATER AREA OF STEEL WILL BE ACCEPTED IN ANY CROSS SECTION, PROVIDED NO SPACINGS ARE GREATER THAN 36".
2. STEEL WEIGHTS ARE FOR CONTRACTOR'S INFORMATION ONLY AND INCLUDE WEIGHT OF LONGITUDINAL AND TRANSVERSE BARS.
3. SPACINGS SHOWN ARE FOR ASTM DESIGNATION A-615 OR A-616, GRADE 60 TIEBARS. IF ASTM A-615, GRADE 40 TIEBARS ARE USED, THE AVERAGE SPACING SHALL BE TWO-THIRDS OF THE SPACINGS SHOWN IN THE TABLE.
4. THE B SPACINGS ADJACENT TO THE LONGITUDINAL BAR NEAREST THE EDGE OF PLACEMENT SHALL BE ADJUSTED IN WIDTH TO MAINTAIN THE 3" EDGE SPACING SHOWN IN DETAILS OF LONGITUDINAL CONSTRUCTION JOINT, SECTION Y-Y AND TYPICAL SECTION, SECTION Z-Z. IN A LIKE MANNER THE C SPACING ADJACENT TO THE TRANSVERSE BARS NEAREST THE CONTRACTION JOINT SHALL BE ADJUSTED IN WIDTH TO MAINTAIN THE 5" SPACING FROM THE VERTICAL PLANE OF THE JOINT.

STATE DEPARTMENT OF HIGHW
AND PUBLIC TRANSPORTATI

CONCRETE PAVEMENT DET

JOINTED REINFORCED

STEEL BARS

CPJR (30 B) - 75

DN	DRAWING	DATE	FED RD DIV NO	STATE	FEDERAL PRO
CK DN	ORIGINAL	FEB 1969	6	TEXAS	
DW	REVISED		STATE DIST NO	COUNTY	CON
CK					
TR					
CK TR					