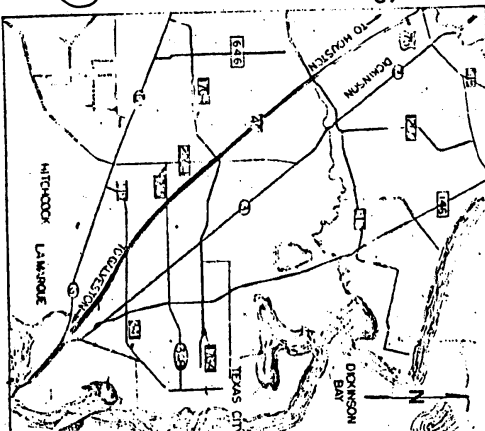


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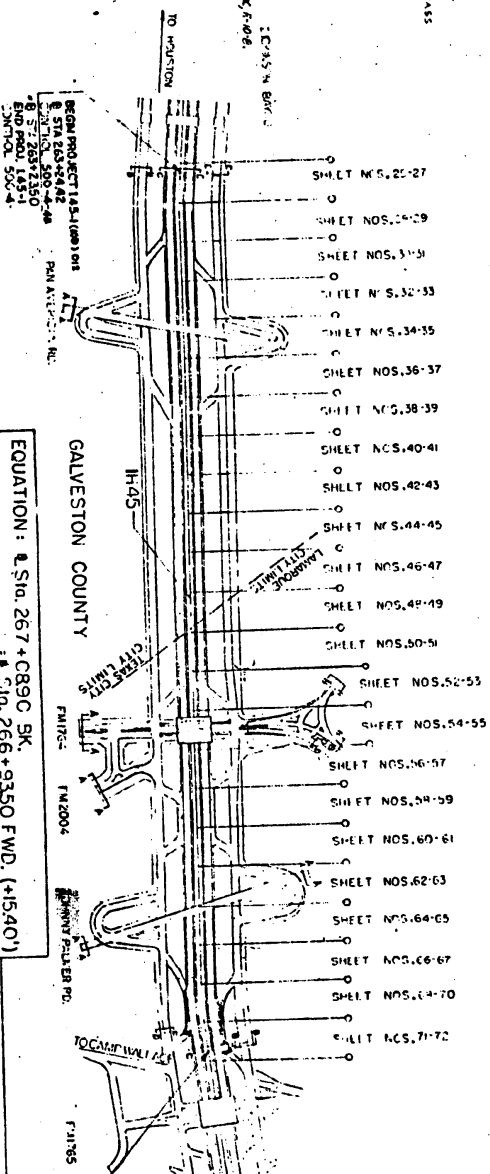
INTERSTATE HIGHWAY 45  
CALVESTON COUNTY  
FROM DICKINSON BOYAU TO FM1765  
GRADING, STRUCTURES, CEMENT STABILIZED BASE, ASPH. STAB. BASE,  
CONCRETE PAVEMENT, ASPHALT CONCRETE PAVEMENT, LIME STAB.  
FLEX BASE, MEDIAN BARRIER GUARD FENCE, A STORM SEWERS

CONTROL 500-4-143)  
ROADWAY = 23,989.10 FT = 5.490 MI  
BRIDGES = 365.6 FT = 0.006 MI  
TOTAL = 23,955.57 FT = 5.569 MI

500-4-43  
Camp 1 1973 (H)



LINE NO	DATE	DESCRIPTION	AMOUNT	CHECK NO
1	12/15/00	TEAS	145.17	10020102
2	12/15/00	COPIES	500.00	10020103
3	12/15/00	COPIES	500.00	10020104
4	12/15/00	COPIES	500.00	10020105
5	12/15/00	COPIES	500.00	10020106
6	12/15/00	COPIES	500.00	10020107
7	12/15/00	COPIES	500.00	10020108
8	12/15/00	COPIES	500.00	10020109
9	12/15/00	COPIES	500.00	10020110
10	12/15/00	COPIES	500.00	10020111
11	12/15/00	COPIES	500.00	10020112
12	12/15/00	COPIES	500.00	10020113
13	12/15/00	COPIES	500.00	10020114
14	12/15/00	COPIES	500.00	10020115
15	12/15/00	COPIES	500.00	10020116
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36	12/15/00	COPIES	500.00	10020137
37	12/15/00	COPIES	500.00	10020138
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41	12/15/00	COPIES	500.00	10020142
42	12/15/00	COPIES	500.00	10020143
43	12/15/00	COPIES	500.00	10020144
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60	12/15/00	COPIES	500.00	10020161
61	12/15/00	COPIES	500.00	10020162
62	12/15/00	COPIES	500.00	10020163
63	12/15/00	COPIES	500.00	10020164
64				



DELIVERY POINTS FOR MATERIALS SHALL BE ARRANGED BY THE CONTRACTOR.

EQUATION:  $Q.Slo. 26.7 + C83C 5K.$   
 $= 5.1a, 266 + 9.550 FWD. (+15.40')$   
 $Q.Slo. 295 + OC39 BK$   
 $= Q.Slo. 295 + OC000 FWD. (+ 0.59)$

EXCEPTION: NONE

RAILROAD CROSSING: NONE

STAINS SHALL BE PLACED AT THE BEGINNING AND END OF THE PROJECT.

STATE HIGHWAY DEPARTMENT  
APPROVED: 11-25-69

ELIGIBILITY OF CONGRESSIONAL  
PERSONNEL FOR ADMINISTRATION

0720

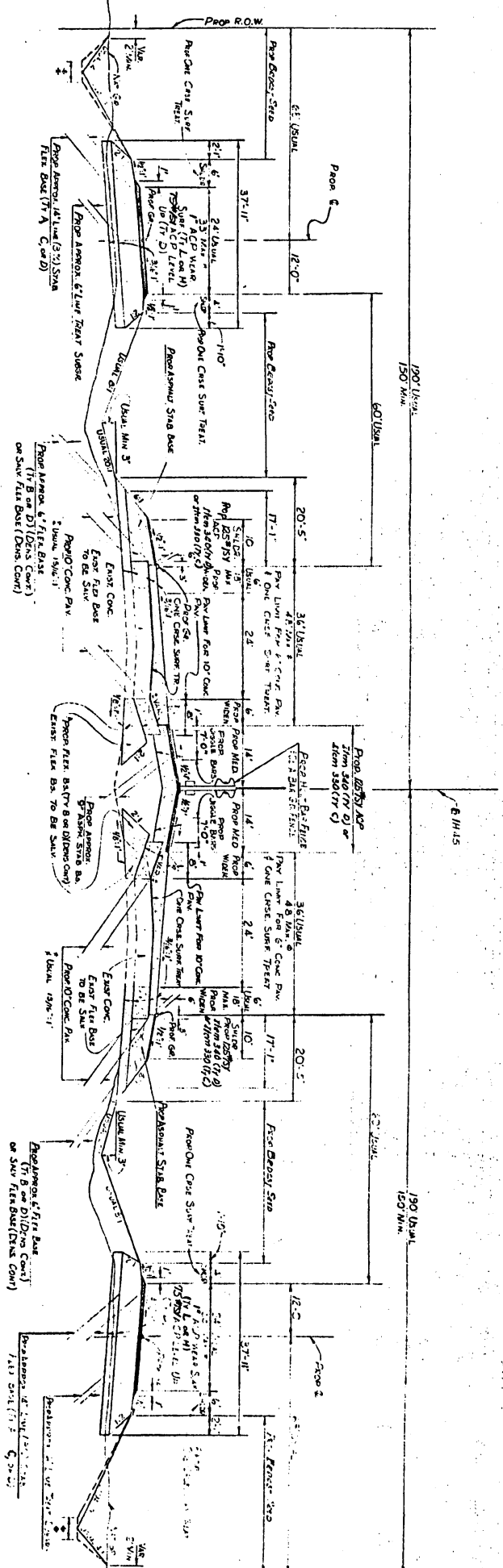
DATE

2010-2011

1000

100

7-AP elev



# TYPICAL SECTION

LT FRONT RD

STA 264 + 30.50 - STA 442 + 00.  
STA 456 + 25. - STA 554 + 12.37

\* PRT AT 35' ROW WIDTH:  
STA 456 + 25. TO STA 442 + 00.  
STA 456 + 25. TO STA 456 + 35.31

NOTE: APPROX 6" OF FILL BASE TO BE SAWED FROM EXIST FRONT RD. BETWEEN STA 454 + 00 AND STA 554 + 00

STA 335 + 20 TO 340 + 00 - 15' FLAT BOTTOM DITCH  
STA 340 + 00 TO 342 + 00 - UNIFORM TRANSITION FROM 15' FLAT BOTTOM DITCH @ 342 + 00.  
STA 342 + 00 TO 347 + 00 - 0' FLAT BOTTOM DITCH  
STA 347 + 00 TO 402 + 00 - UNIFORM TRANSITION FROM V BOTTOM DITCH @ 337 + 00 TO 18' FLAT BOTTOM DITCH @ 402 + 00.  
STA 402 + 00 TO 409 + 11 - 18' FLAT BOTTOM DITCH

STA 546 + 00 TO 545 + 00 - 6' FLAT BOTTOM DITCH.  
STA 545 + 00 TO 553 + 41 - 0' FLAT BOTTOM DITCH.  
STA 553 + 41 TO 557 + 93 - UNIFORM TRANSITION FROM 0' FLAT BOTTOM DITCH @ 557 + 93 TO 16' FLAT BOTTOM DITCH @ 557 + 93.  
STA 557 + 93 TO 564 + 75 - 16' FLAT BOTTOM DITCH.

STA 263 + 23.50 - STA 285 + 75.57  
STA 276 + 39.33 - STA 436 + 48 - LEFT  
STA 436 + 48 - STA 456 + 25 - RIGHT  
STA 456 + 25 - STA 554 + 12.37 - RIGHT  
STA 554 + 12.37 - STA 556 + 64

\* 48' LT LANE WIDTH:  
STA 442 + 52.00 TO STA 482 + 45.75  
STA 482 + 45.75 TO STA 556 + 64

\* 48' RT LANE WIDTH:  
STA 474 + 25.00 TO STA 490 + 80.76  
STA 490 + 80.76 TO STA 552 + 87

\* PRT AT 35' ROW WIDTH:  
STA 456 + 25 TO STA 442 + 00  
STA 456 + 25 TO STA 456 + 35.31

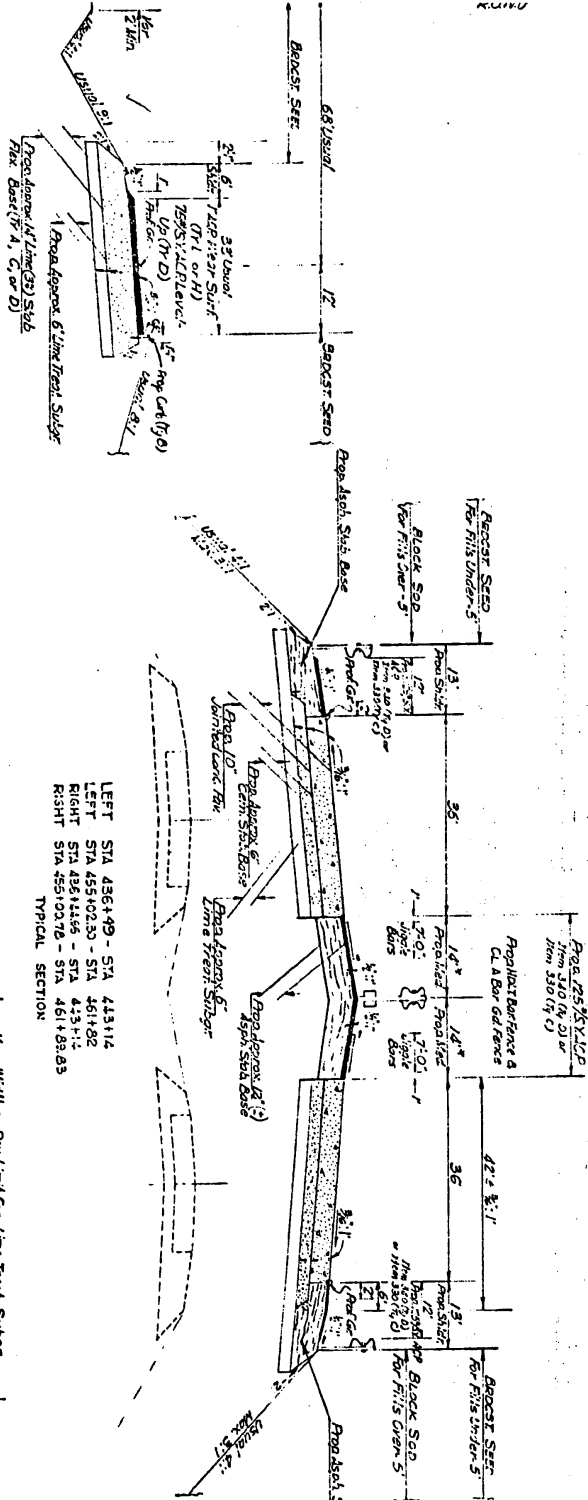
NOTE: APPROX 6" OF FILL BASE TO BE SAWED FROM EXIST FRONT RD. BETWEEN STA 454 + 00 AND STA 554 + 00

STA 324 + 00 TO 333 + 00 - 4' FLAT BOTTOM DITCH  
STA 333 + 00 TO 345 + 00 - 6' FLAT BOTTOM DITCH  
STA 345 + 00 TO 346 + 00 - UNIFORM TRANSITION FROM V BOTTOM DITCH @ 346 + 00 TO 15' FLAT BOTTOM DITCH @ 406 + 00.  
STA 406 + 00 TO 409 + 11 - 15' FLAT BOTTOM DITCH

# TYPICAL SECTIONS

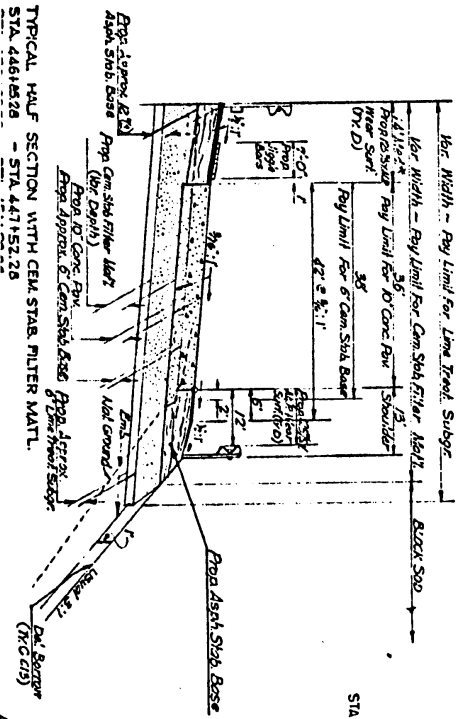
FRONT RD.  
 STA 442+00 - STA 442+79 Left  
 STA 451+44.95 - STA 456+25 Left  
 STA 441+50 - STA 442+71.98 Right

\* For Median Modifications, See Section R-9,  
 Sheet No. 58



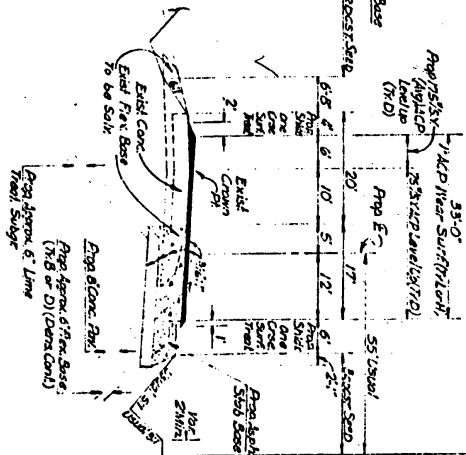
LEFT STA 436+49 - STA 443+14  
 LEFT STA 455+02.30 - STA 461+82  
 RIGHT STA 456+14.66 - STA 463+11  
 RIGHT STA 451+02.76 - STA 461+89.83

TYPICAL SECTION

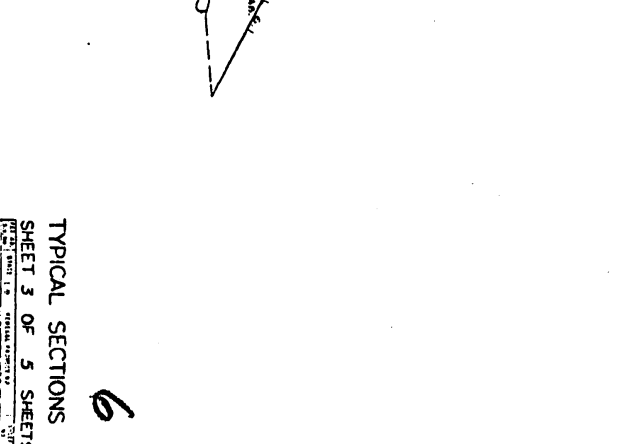
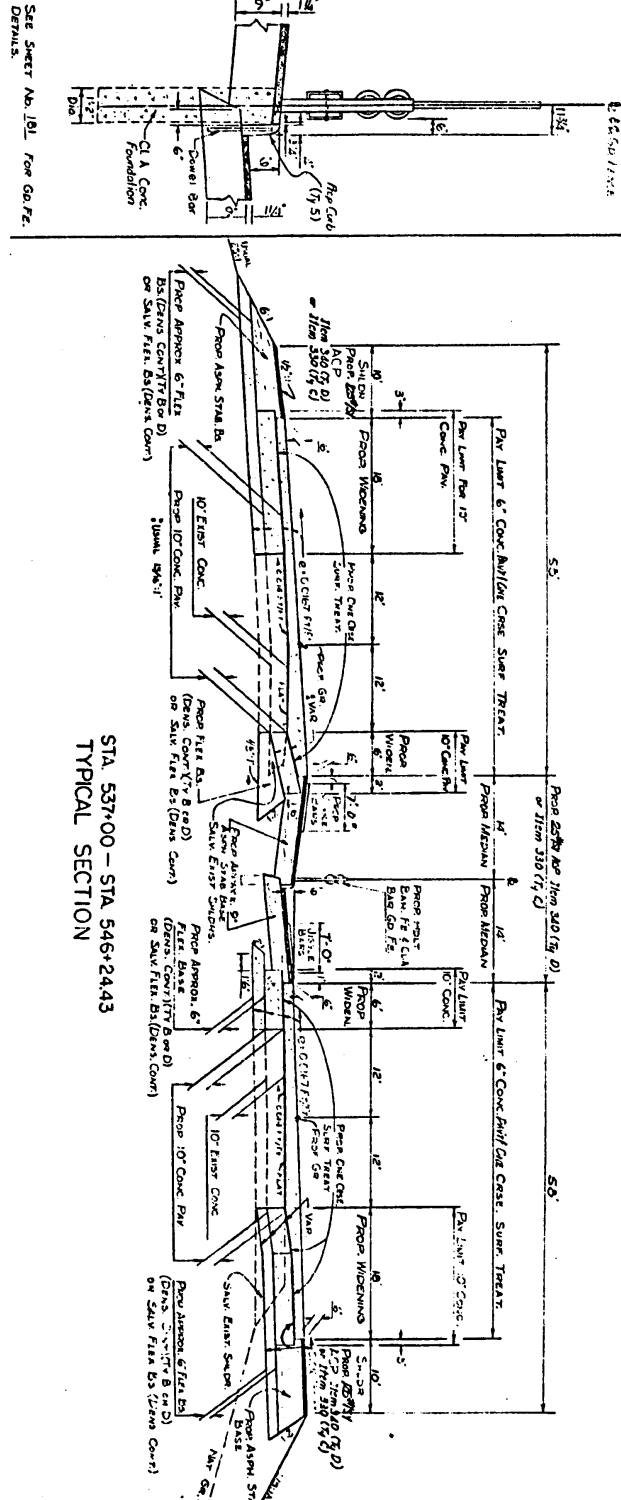
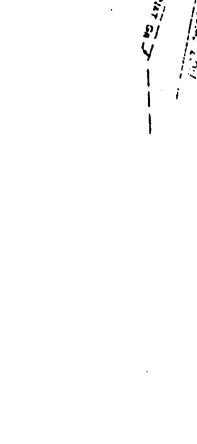
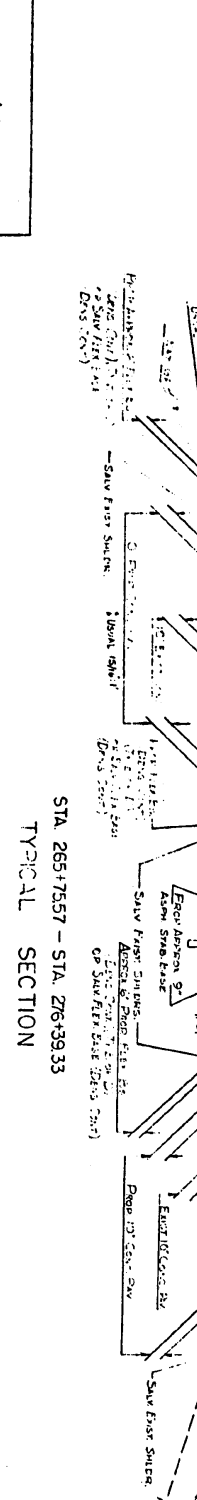
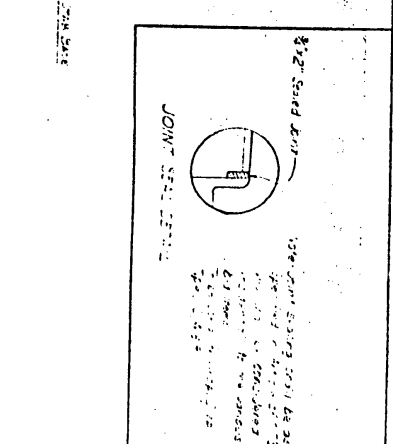
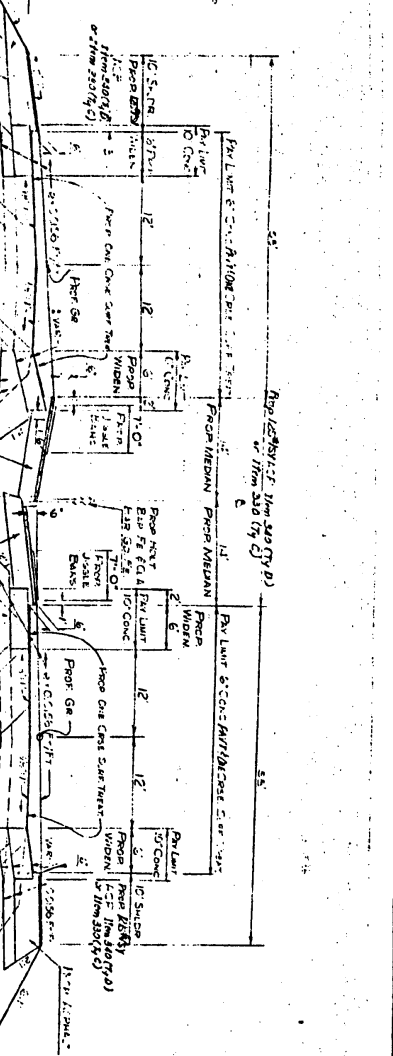
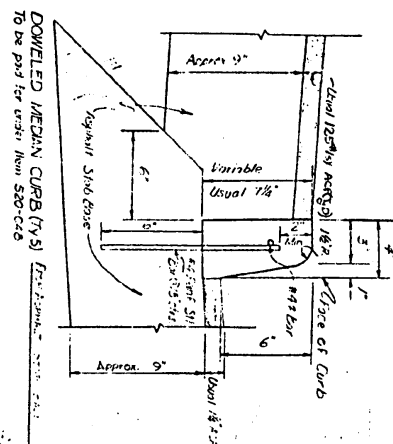


TYPICAL HALF SECTION WITH CEM. STAB. FILTER MATT.  
 STA 446+52.26 - STA 447+52.26

RT. FRONT RD.  
 STA 456+60 - STA 462+05



TYPICAL SECTIONS





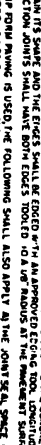
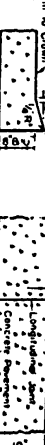
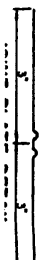


DOWEL & REINFORCING STEEL DATA			
SLAB THICKNESS "T"	8"	9"	10"
DOWEL SIZE	1"	1 1/4"	1 1/2"

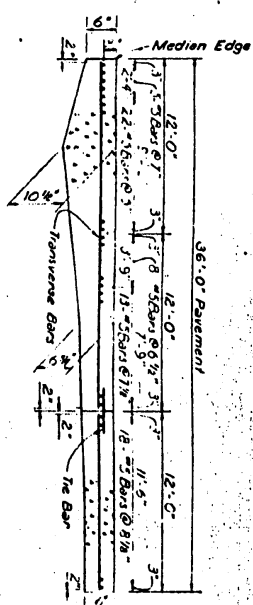
W	37-0°	36-0°	36-0°
X	12-10°	12-6°	11-10°
Y	12-0°	11-6°	11-0°

### THREE LANE PAVEMENT PLAN

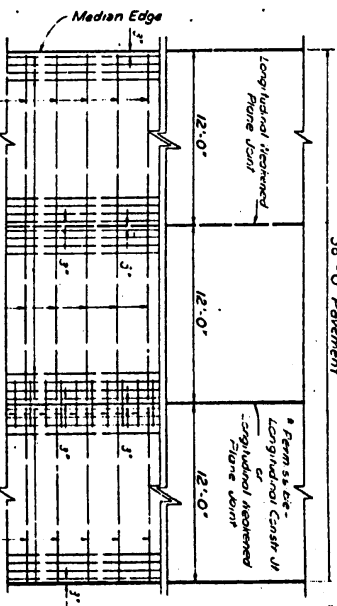
**NOTE:**  
Ident plates shall be crimped and nailed to bow  
joints as approved by the Engineer.



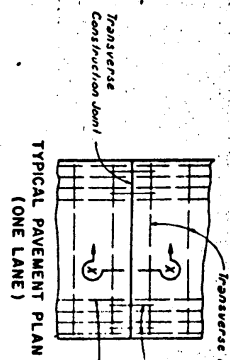
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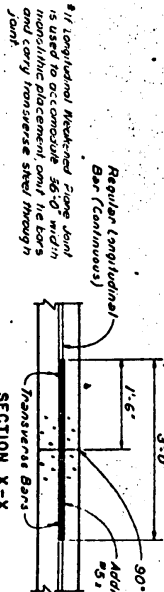
OVERLAY SECTION - VARIABLE DEPTH



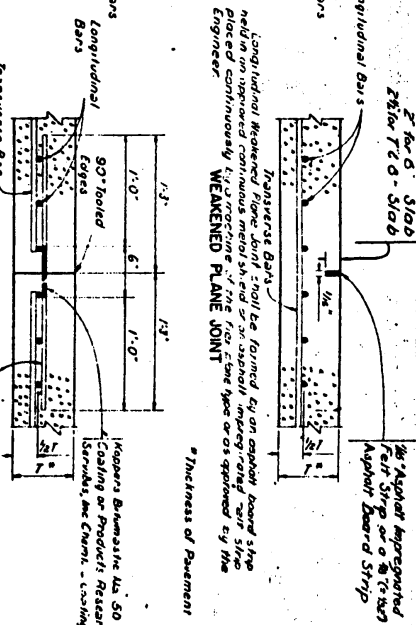
FREEWAY PAVEMENT PLAN



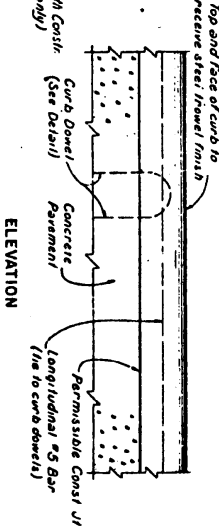
TYPICAL PAVEMENT PLAN (ONE LANE)



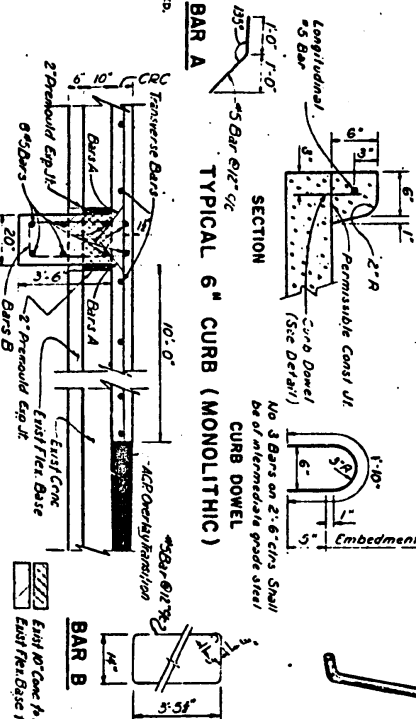
TRANSVERSE CONSTRUCTION JOINT



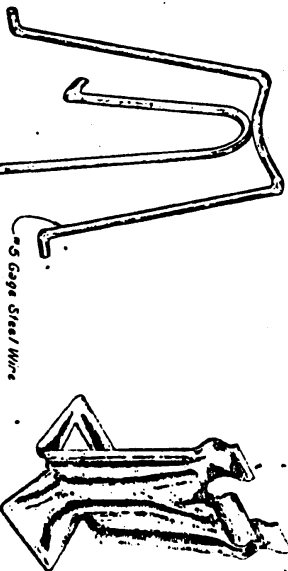
LONGITUDINAL JOINTS



TYPICAL 6" CURB (MONOLITHIC)



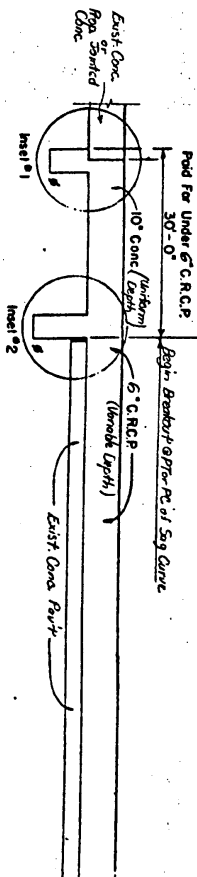
SUGGESTED CHAIR DETAILS



CONCRETE PAVEMENT DETAILS CONTINUOUSLY REINFORCED STEEL BARS

TEXAS HIGHWAY DEPARTMENT

10574



§ To be incidental to various other bid items.

C.R.C. Rev. 1 (6/1/07)

See Terminal Anchorage Standard for details not shown here.  
Reinforcing Steel size and placement not shown shall conform to 6" C.R.C.P. pavement shown elsewhere in the plans.

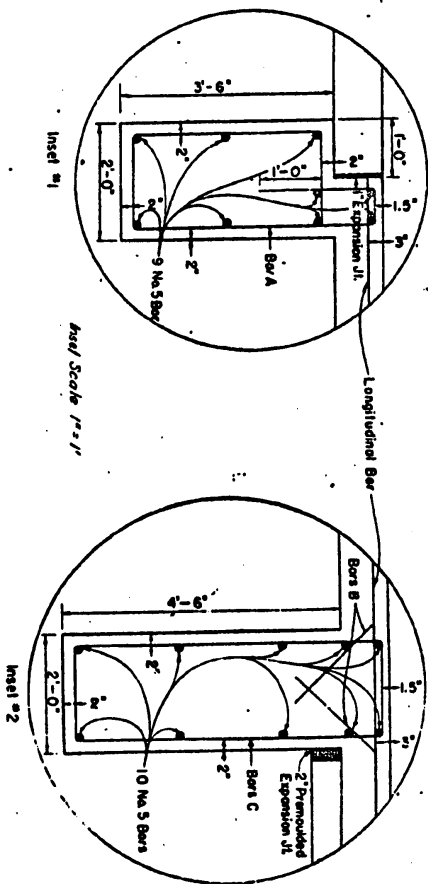
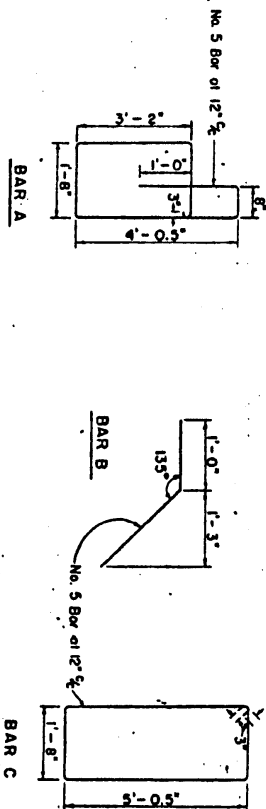
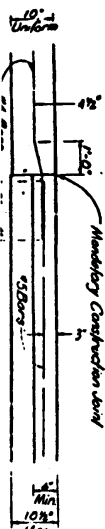
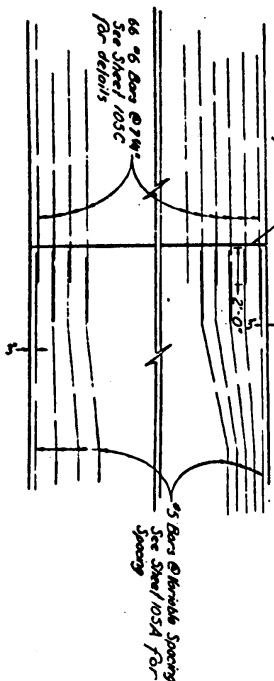
Note: Terminal Anchor Detail to be used up all locations or manholes of termination of 6" C.R.C.P. (variable depth). Terminal Holes shall be considered incidental to the bid item for 6" C.R.C.P. (variable depth).

Uniform 10" CRCP

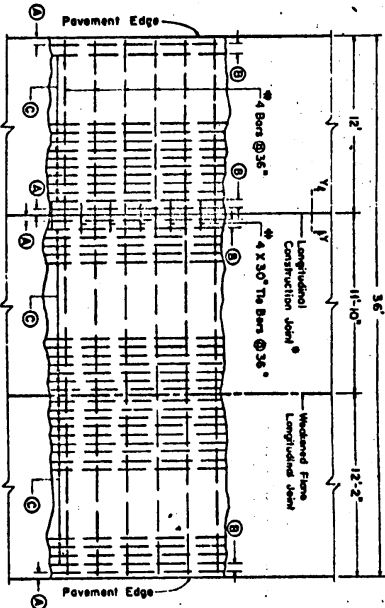
Variable Depth CRCP

Mandatory Construction Detail

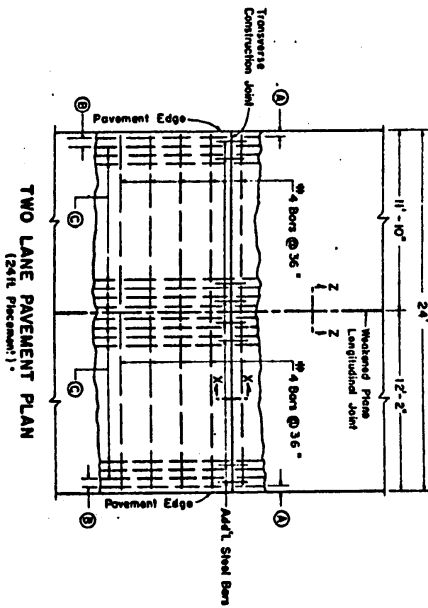
Distance to be determined by the Engineer



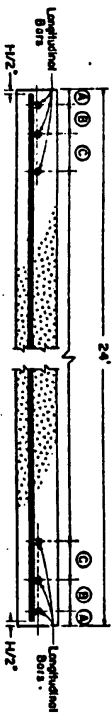




THREE LANE PAVEMENT PLAN  
 (24 ft. Placement)  
 WITH THE REMOVAL OF THE JOINTS, THE CONTRACTOR MAY PLACE THE PAVEMENT THE FULL ROADWAY WIDTH ON ONE PLACEMENT. IF SO PLACED, THE LONGITUDINAL CONSTRUCTION JOINT SHOWN SHALL BE REPLACED BY THE GROOVED LONGITUDINAL JOINT.



TWO LANE PAVEMENT PLAN  
 (24 ft. Placement)



TYPICAL SECTION  
 (24 ft. Placement)

LANE WIDTHS ARE FOR ILLUSTRATIVE PURPOSES ONLY AND SHOULD NOT BE USED IN CONNECTION WITH TYPICAL CROSS SECTIONS SHOWN ELSEWHERE IN THE PLAN.

Pavement Type	Pavement Thickness (in.)	24 ft. Placement Width				12 ft. Placement Width				Add'l Bars & Trans. Constr. Jts.			
		No. of Bars	Spacing (in.)	Bar Size	Bar Spacing (in.)	No. of Bars	Spacing (in.)	Bar Size	Bar Spacing (in.)	No. of Bars	Spacing (in.)	Bar Size	Bar Spacing (in.)
1	6	3	48	4	48	3	48	4	48	3	48	4	48
2	8	3	48	4	48	3	48	4	48	3	48	4	48
3	10	3	48	4	48	3	48	4	48	3	48	4	48
4	12	3	48	4	48	3	48	4	48	3	48	4	48
5	14	3	48	4	48	3	48	4	48	3	48	4	48
6	16	3	48	4	48	3	48	4	48	3	48	4	48
7	18	3	48	4	48	3	48	4	48	3	48	4	48
8	20	3	48	4	48	3	48	4	48	3	48	4	48
9	22	3	48	4	48	3	48	4	48	3	48	4	48
10	24	3	48	4	48	3	48	4	48	3	48	4	48

# GENERAL NOTES

All longitudinal and transverse reinforcing bars, (except those which are to be bent) shall be "High Yield" steel conforming to ASTM Spec. A615, Grade 60. Transverse bars and bent bars shall require bending and welding to be done in accordance with the provisions of the specification.

Within any two feet of pavement length, measured parallel to the centerline, not more than one of the longitudinal bars shall be placed within each twelve foot section. Bar splices shall be a minimum of 48 inches apart.

Strip steel shall not be used. Longitudinal steel shall be furnished in convenient lengths.

The position of the steel is within a vertical and horizontal tolerance of 1/2" from the theoretical position.

Longitudinal reinforcement joints and construction joints may be interchanged provided that transverse reinforcing steel is adjusted accordingly as directed by the Engineer. In no case shall longitudinal reinforcement joints be more than 12" apart on freeway pavement or concrete street pavement as measured transversely.

The number of transverse construction joints installed shall be kept to an absolute minimum as approved by the Engineer. If placement is stopped at the end of the day or for other reasons, place bent bars and bent bars before commencing new placement. Under certain justifiable conditions, as determined by the Engineer, welded bar lap splices may be used in lieu of extending longitudinal bars beyond the bent bars.

For welding reinforcing steel, when no bars are to be placed or when bars are to be placed, the bars shall be placed in the position of the steel.

"Bar-wrap" in continuous reinforced pavement shall be kept to a minimum. Before placing a section of pavement, the reinforcement shall be placed in the position of the steel.

Placement and continued until 60 hours after placement. If the "bar-wrap" is less than 6" thick, the bars shall be bent between the new and old concrete.

NOTE: THE SPACING (S) SHOWN IN THE ABOVE PLACEMENT PLAN ARE THE MINIMUM ALLOWABLE SPACINGS. WHERE THE INDICATED SPACING (S) AND THE ADJACENT SPACING (S) SHALL BE ADJUSTED TO ACCOMMODATE A REINFORCEMENT SPACING NOT LOCAL TO OR SIMILAR TO THAT SHOWN AS DIRECTED BY THE ENGINEER.

REINFORCEMENT SHALL BE PLACED IN THE POSITION OF THE STEEL.

REINFORCEMENT SHALL BE PLACED IN THE POSITION OF THE STEEL.

REINFORCEMENT SHALL BE PLACED IN THE POSITION OF THE STEEL.

## CONCRETE PAVEMENT DETAILS CONTINUOUSLY REINFORCED STEEL BARS

- SPACING OF TRANSVERSE STEEL SHALL BE FROM 24" TO 36".
- STEEL SPACING SHALL BE SHOWN FOR EACH 12" AND 17" PLACEMENT.

Item	Description	Quantity	Unit
1	CONCRETE PAVEMENT	1.00	SQ. YD.
2	STEEL BARS	1.00	TON