STATE	FEDERAL AID PROJ.
TEXAS	U 1089 3
COUNTY	CONT.
DALLAS	581

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2	PROJECT LAYOUT
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20	SUMMARY OF CURB INLETS, PIPE SEWERS & MANHOLES
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44	CIS-69

STATE OF TEXAS
STATE HIGHWAY DEPARTMENT

PLAN OF PROPOSED
STATE HIGHWAY IMPROVEMENT

FEDERAL AID PROJECT.
U-1089(35) PD 9667

Date Work Began: August 20, 1970
Date Of Completion: March 24, 1971
No Extra Work Orders
Field Change No. 1: Modify the spacing of the joints in the widened concrete pavement.

FINAL PLANS

DALLAS COUNTY
LOOP 12

FROM: NORTH OF FORNEY ROAD
TO: SOUTH OF INTERSTATE HIGHWAY 20 (SAMUELL BLVD)

PLAN: 1IN. = 40 FT.
PROFILE: 1IN. HOR. = 40 FT., 1 IN. VERT. = 10 FT.
CROSS-SECTIONS: 1 IN. HOR. AND VERT. = 5 FT.

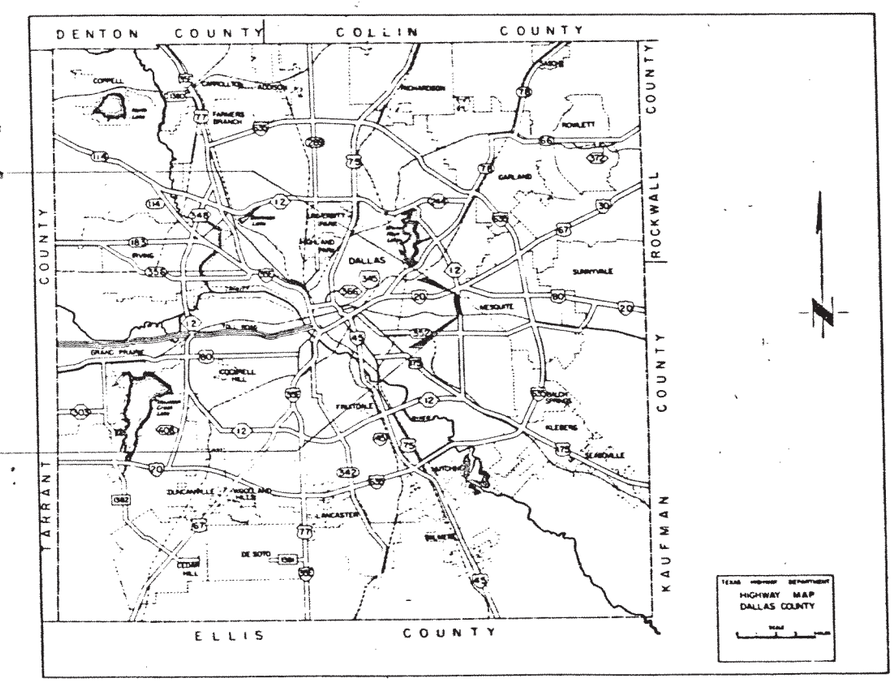
SCALE:

NET LENGTH OF PROJECT = 5160.00 FT. = 0.977 MI.

TYPE: GRADING, STORM SEWERS, AND CONCRETE PAVEMENT

Sta. 579+60
End Project
Control 581-1-50
Project U-1089(35)

Sta. 528+00
Begin Project
Control 581-1-50
Project U-1089(35)



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
TRAVELLED WAY
CULVERT OR BRIDGE
POWER LINE
TELEGRAPH OR TELEPHONE

SPECIFICATIONS ADOPTED BY THE STATE HIGHWAY DEPARTMENT OF TEXAS, JANUARY 2, 1962 AND SPECIFICATION ITEMS LISTED AND DATED AS FOLLOWS SHALL GOVERN ON THIS PROJECT. REQUIRED CONTRACT PROVISIONS ALL FEDERAL-AID CONSTRUCTION CONTRACTS (FORM PR 1273, OCTOBER 1969)

Equations: None

Exceptions: None

5-26

DELIVERY POINTS FOR MATERIALS
DALLAS, ALL RAILROADS

Note: The Contractor shall make h
investigation and arrangements f
trackage facilities.

The Contractor shall provide and c
barricades and warning signs in a
with BC(1)-69, BC(2)-69, BC(3)-69, BC(4)-69
BC(6)-69 at points indicated and at o
points as directed by the Engineer.
Construction Identification Signs fo
Aid Projects shall be erected in acc
with CIS-69.
Barricades Class I(C) with signs G20-6, G
G20-2, W20-1C, W20-1?, W20-1A, R1(C)-9
C-4 will be required at south end of project.

DALLAS COUNTY
APPROVED: Mar 27 19 70
DIRECTOR OF PUBLIC WORKS

CITY OF DALLAS
RECOMMENDED FOR APPROVAL
DIRECTOR OF PUBLIC WO
APPROVED March 24
W. S. McDonald
CITY MANAGER

TEXAS HIGHWAY DEPARTMENT

CORRECT Feb 27 1970
W. R. Walker
SUPV. RESIDENT ENGINEER

CORRECT March 11 1970
J. R. Kirkpatrick
DISTRICT DESIGN ENGINEER

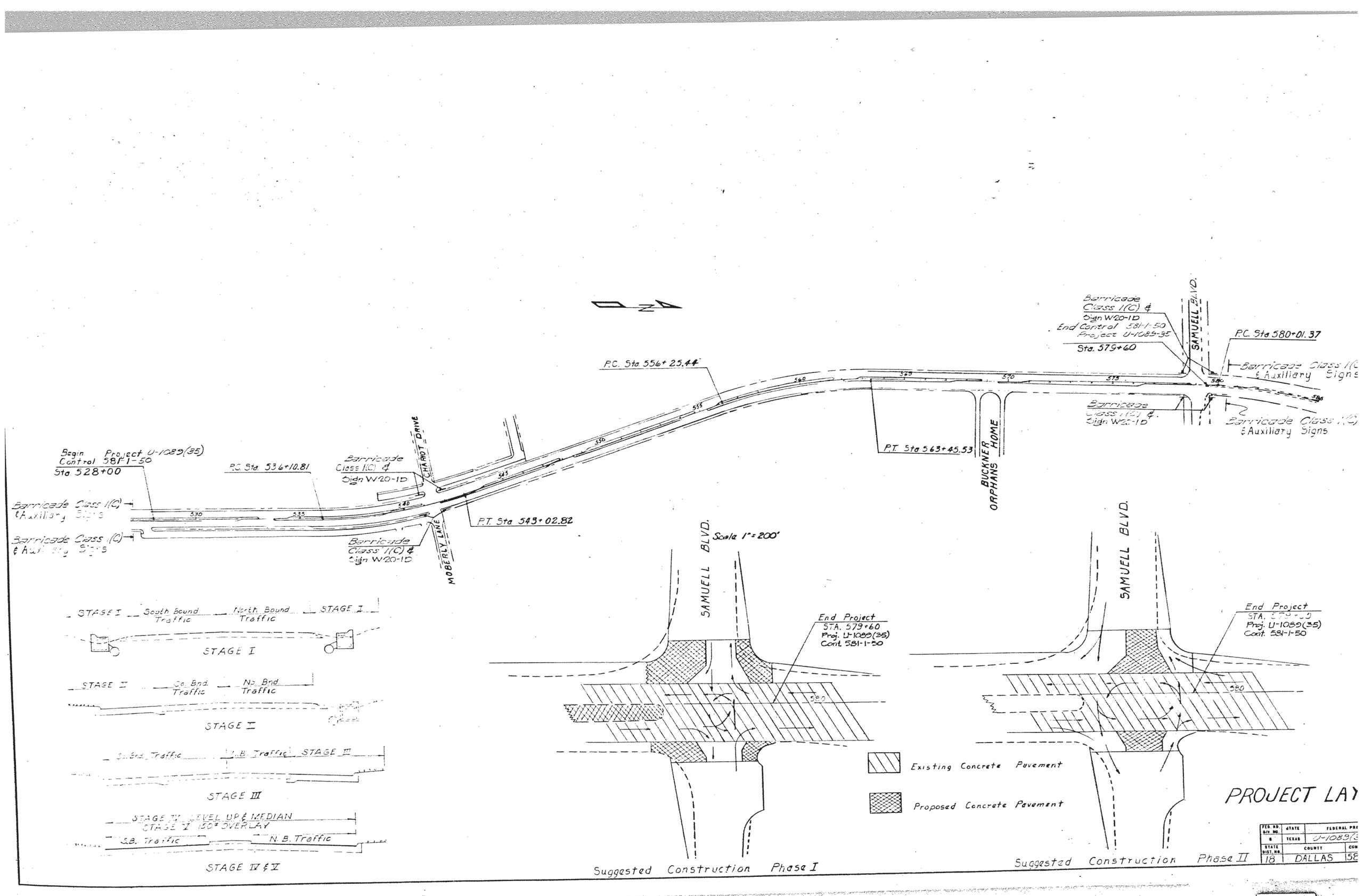
CORRECT. Mar 9 1970
SUPV. RESIDENT ENGINEER

RECOMMENDED FOR APPROVAL March 11 1970
DISTRICT ENGINEER

APPROVED June 12, 1970
R. L. Lewis
CHIEF ENGINEER OF HIGHWAY DESIGN

U.S. DEPARTMENT OF TR
BUREAU OF PUBLIC

APPROVED:
DIVISION ENGINEER

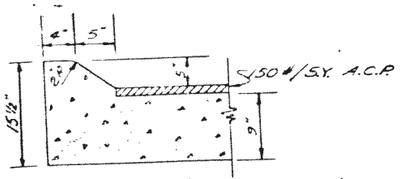


Suggested Construction Phase I

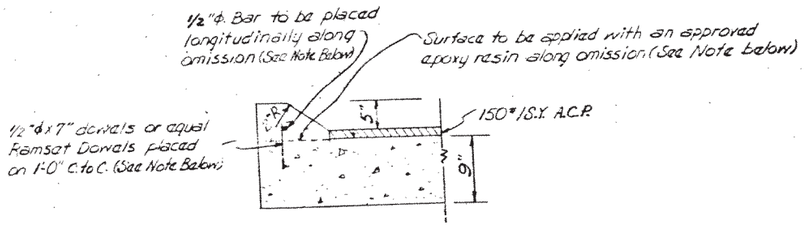
Suggested Construction Phase II

PROJECT LA

FED. RD. DIV. NO.	STATE	FEDERAL PR
6	TEXAS	U-1089(
STATE DIST. NO.	COUNTY	CO
18	DALLAS	58

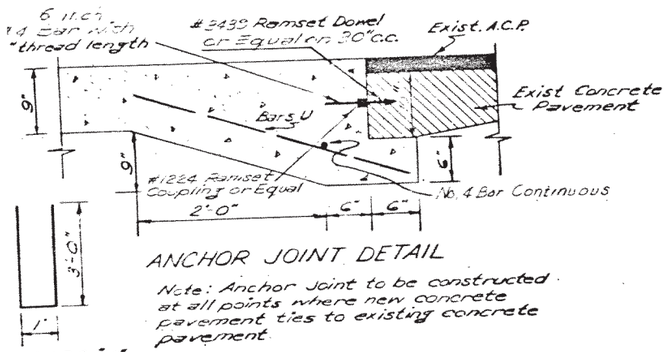


MONO. CURB (5 IN. - TY. I)



DOWELED CURB

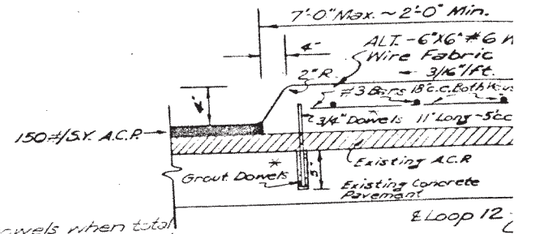
Note: If Continuous Monolithic Curb has to be temporarily omitted for any reason, the curb shall be doweled as shown above.



ANCHOR JOINT DETAIL

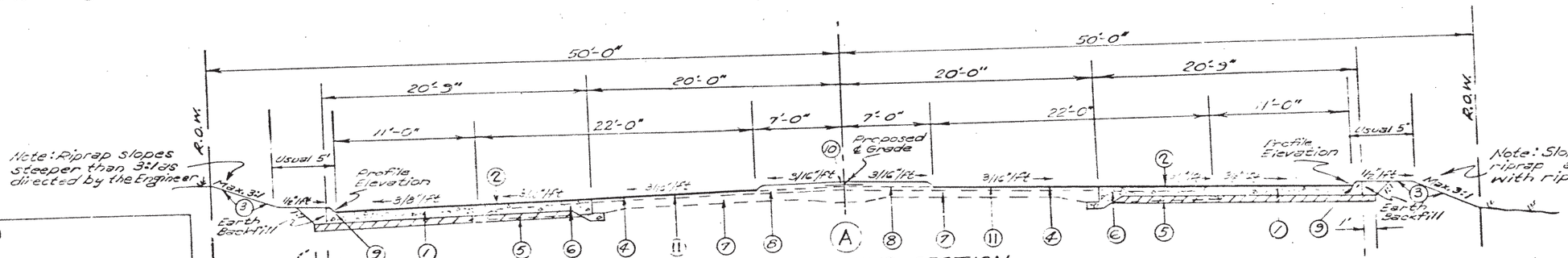
Note: Anchor Joint to be constructed at all points where new concrete pavement ties to existing concrete pavement

BARS "U"
No 4 at 30" cc

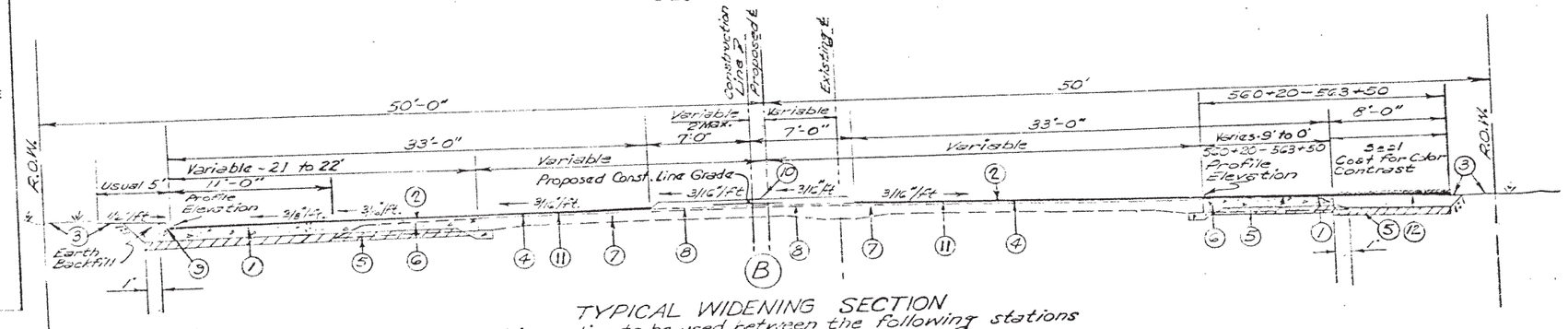


* Omit Dowels when total width of median exceeds 4'-0".

HALF SECTION ~ CONCRETE M
(CLASS "B" CONCRETE)



TYPICAL WIDENING SECTION
This section to be used between the following stations
529+00 - 560+00



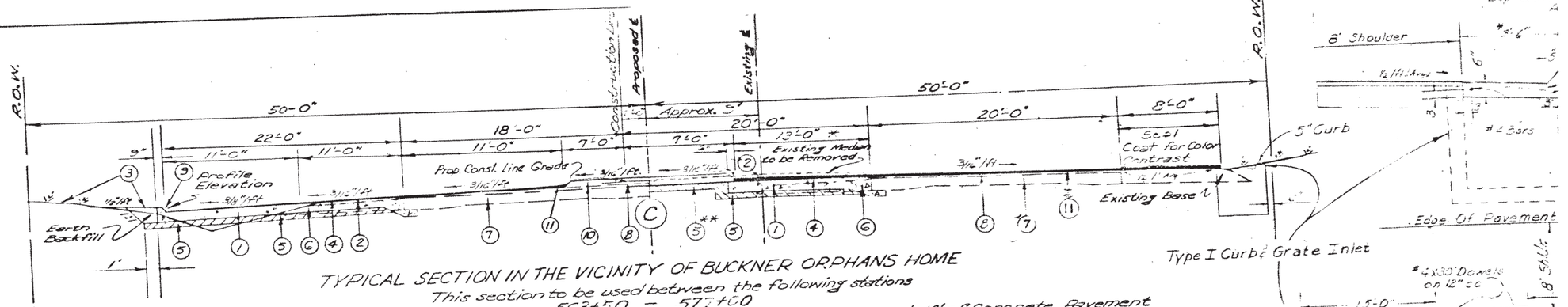
TYPICAL WIDENING SECTION
This section to be used between the following stations
560+00 - 563+50

LEGEND

1. 9" Concrete Pavement (CPCD)
2. 150#/S.Y. A.C.P. (Overlay)
3. Broadcast Seeding and Fertilizer
4. Tack Coat
5. Approximately 6" Stabilized Subgrade (4% Lime)
6. Existing Flexible Base Shoulder to be salvaged and mixed with top 6" of subgrade before stabilizing with lime
7. Existing Concrete Pavement
8. Existing 2" A.C.P.
9. Mono. Curb (5 IN.-TY.I)
10. Class "B" Concrete Median
11. ACP Leveling Course (Var. Depth)
12. 10" Salvaged Base From (6)

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

FED RD DIV NO	STATE	FEDERAL PR
6	TEXAS	U-1035
STATE DIST. NO	COUNTY	CO
18	DALLAS	58



TYPICAL SECTION IN THE VICINITY OF BUCKNER ORPHANS HOME

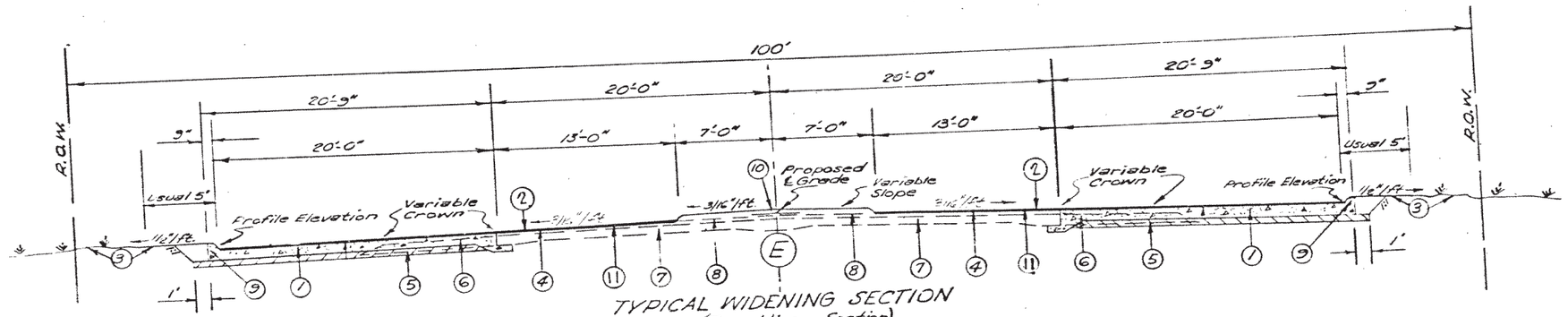
This section to be used between the following stations
563+50 – 577+00

* Proposed 18' of Concrete Pavement at entrance to Buckner Orphans Home.
** Proposed 6" Lime Stabilized Subgrade where no existing pavement is present.

* If Curb & Grate Inlet Type I has a shown on inlet details, this dime 2'-0" on the end with extens

TYPICAL SECTION SHOWING INTERSECTING STREETS

This section to be used at the following stations
Moberly Lane – 541+27 (Rt.) (See Section B for Crown Slope)
Chariot Drive – 541+37 (Lt.) (See Section B for Crown Slope)
Samuell Blvd – 578+35 to 579+60 (Lt. & Rt.) → * 3/16", ft Slope

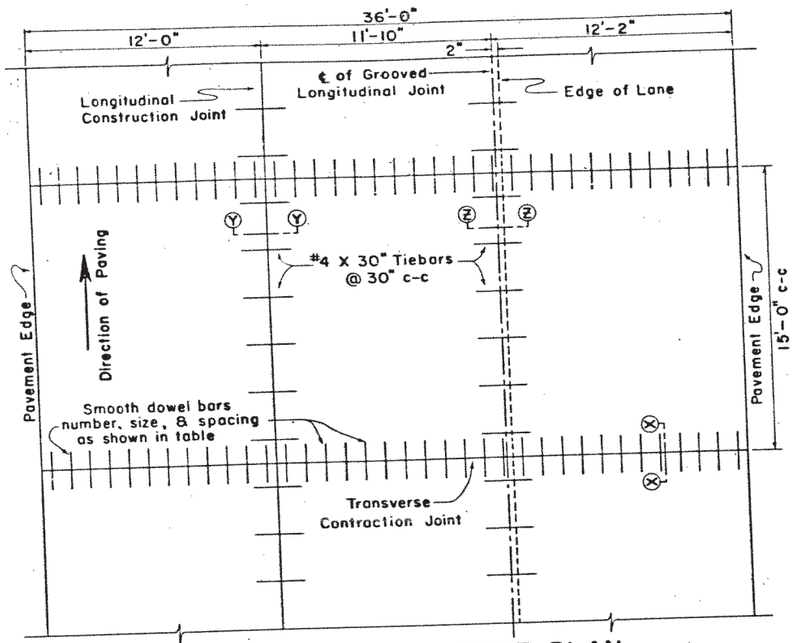


TYPICAL WIDENING SECTION
(Transition Section)

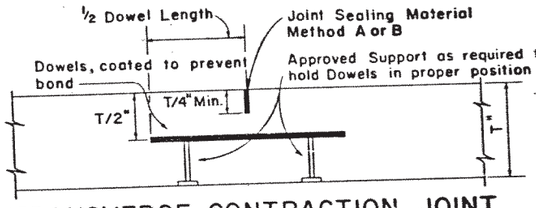
This section to be used between the following stations
528+00–529+00 (Transition from Existing crown to Section A)

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

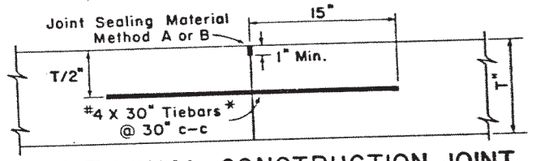
FED RD DIV NO	STATE
6	TEXAS
STATE DIST NO	COUNT
18	DALLAS



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

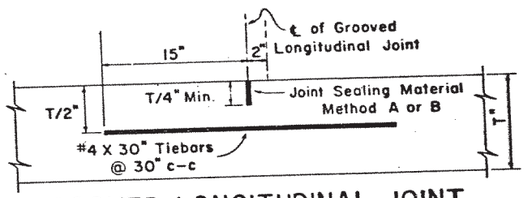


TRANSVERSE CONTRACTION JOINT
Section X-X

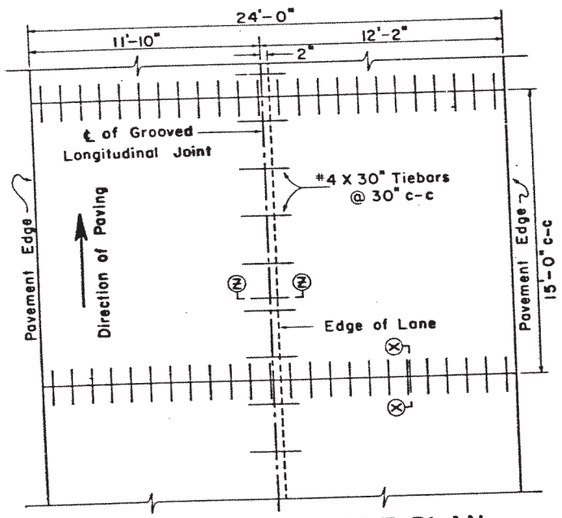


LONGITUDINAL CONSTRUCTION JOINT
Section Y-Y

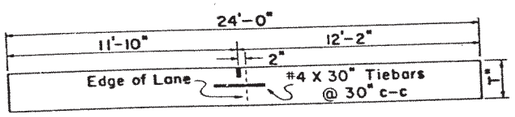
*WITH THE APPROVAL OF THE ENGINEER, MULTIPLE PIECE TIEBARS (THREADED COUPLING OR OTHER ADEQUATE DEVICE) MAY BE USED TO FACILITATE CONSTRUCTION PROVIDED THE SYSTEM DEVELOPS A FORCE EQUAL TO 1 1/2 TIMES THE MINIMUM FORCE OF THE TIEBAR SHOWN. THE SPACINGS FOR THE SYSTEM SHALL BE LESS THAN OR EQUAL TO THE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



GROOVED LONGITUDINAL JOINT
Section Z-Z



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.

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. IN THE PLANE OF STEEL PARALLEL TO THE NEAREST SURFACE OF CONCRETE, TIEBARS AND DOWEL BARS SHALL NOT VARY FROM PLAN PLACEMENT BY MORE THAN ONE-TWELFTH OF THE SPECIFIED SPACING.
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	# 8 X 18"	12	4.01
9	# 9 X 20"	12	5.67
10	# 10 X 22"	12	7.89
11	# 11 X 24"	12	10.63

TEXAS HIGHWAY DEPARTMENT

CONCRETE PAVEMENT DETAIL
CONTRACTION DESIGN
CPCD-69

3

DN:	DRAWING	DATE	FED. RD. DIV. NO.	STATE	FEDERAL PROJ.
CK. DN:	Original	Feb 1969	6	TEXAS	U 1089(3
DW:			STATE DIST. NO.	COUNTY	CONT.
CK. DW:			18	DALLAS	581
TR:					
CK. TR:					