6	TEXAS	U 1089 (24)	
18	DALLAS	581-1-34	

STATE OF TEXAS
STATE HIGHWAY DEPARTMENT

PLANS OF PROPOSED STATE HIGHWAY IMPROVEMENT

FEDERAL AID PROJECT
U 1089 (24)

SCALES: PLAN: 1 IN = 100 FT; PROFILE: 1 IN HOR = 100 FT, 1 IN VERT = 10 FT; CROSS-SECTIONS: 1 IN HOR AND VERT = 5 FT; OTHERS AS NOTED

NET LENGTH OF PROJECT = ~~16,451.75~~ 16,451.27 FT = 3.114 MI.

CONTROL	581-1-34			
ROADWAY	~~16,076.6~~ ~~16,077.33~~	FT	3.044	MI.
BRIDGES	374.42	FT.	0.070	MI.
TOTALS	~~16,451.75~~ 16,451.27	FT.	3.114	MI.

INDEX OF SHEETS

SHEET NO.	DESCRIPTION
1	TITLE SHEET
2	PROJECT LAYOUT
3-4A	TYPICAL SECTION
5	ESTIMATE & QUANTITY
6	SPECIFICATION DATA
7-10	SUMMARY TABLES
11-13	DRAINAGE AREA MAP
14-25	PLAN-PROFILE SHEETS
26-37	STORM SEWERS
38-40	INLET DETAILS
41-42	CULVERT LAYOUT & DETAILS
43-44	RETAINING WALL
45-46	CONCRETE PAVEMENT & TA (CPCR)-61 MOD.
47-49	MEDIAN DETAILS & APPROACH SLABS
50	CONCRETE CURBS
51-56	S. PRONG 5 MILE CREEK BR.
57-61	5 MILE CREEK BRIDGE
62-63	BRIDGE STA. 290+52
64-70	LISBON CREEK BRIDGE
71	ALUMINUM RAILING TYPE "D" & "E"
72	RAILING TYPE 12
73	MCW-PI
74	CH-II
75	CIS-61
76	SWC-61
77-78	BWG1 (1) & (2)

DALLAS COUNTY
LOOP 12
FROM: 0.1 MILE EAST U.S. 77
TO : SUNNYVALE ST.
GRADING, STRUCTURES, STORM SEWERS AND CONCRETE PAVEMENT

Work Started: April 20, 1962
Work Completed: November 20, 1963

Field Change No. 1:
Revise grades, delete paved shoulder, add outside curbs to concrete pavement, and revise median left turns between sta. 220+08 and sta. 234+50.

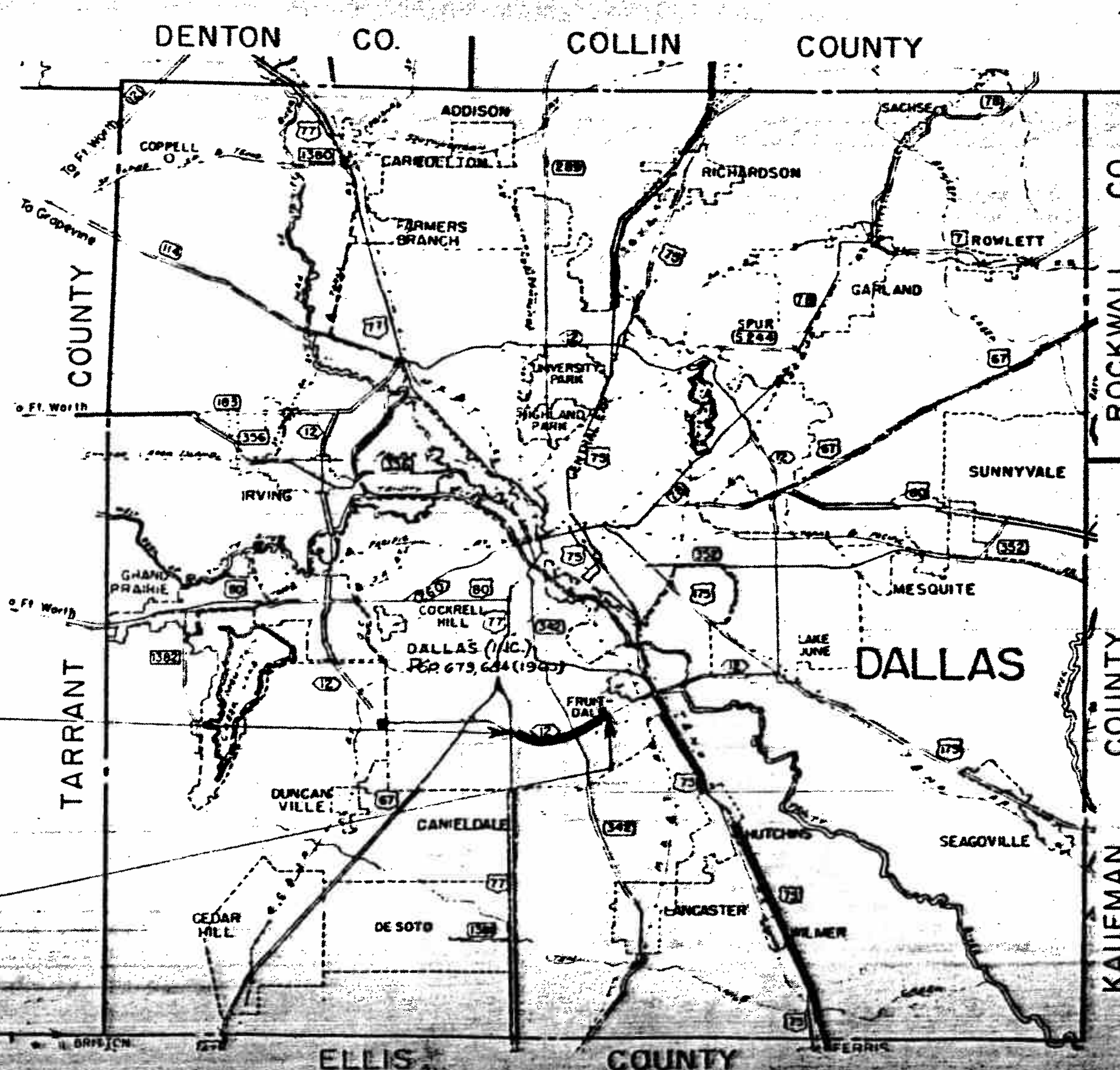
Field Change No. 2:
Install 6" traffic detectors and 2" and 3" conduit at various locations throughout project.

Field Change No. 3:
Change density requirements on lime treated base from 100% D_A to 95% D_A.

RAILROAD DELIVERY POINTS FOR MATERIALS
DALLAS ——— ALL RAILROADS
THE CONTRACTOR SHALL MAKE HIS OWN INVESTIGATION AND ARRANGEMENTS FOR TRACKAGE FACILITIES.

~~NO~~ EQUATIONS: 330+31.09 Bk = 330+30.61 Fwd
NO EXCEPTIONS

Specifications adopted by the Texas Highway Department Jan. 2, 19.. and Specification Items listed and dated as follows shall govern this project: Required contract provisions For Federal Aid contracts approved Oct. 25, 196..



Begin Project U.1089(24)
Sta 2201+97.65
Cont. 581-1-34

End Project U.1089(24)
Sta. 385+49.4
Cont. 581-1-34
= Sta. 0+03.0
Project U.1089(16)
Control 581-1-23

DALLAS COUNTY
APPROVED: Oct. 4 1961
COUNTY ENGINEER

CITY OF DALLAS
RECOMMENDED FOR APPROVAL: Oct 3 1961
DIRECTOR OF PUBLIC WORKS
APPROVED: Oct. 3 1961
W. S. McDonald
ASST. CITY MANAGER

CORRECT: Sept. 27, 1961
Robert W. Batey
SENIOR DESIGN ENGINEER

CORRECT: Sept. 28, 1961
James R. Kirkpatrick
DISTRICT DESIGN ENGINEER

STATE HIGHWAY DEPARTMENT
CORRECT: 9-27-61
Marcus G. Good Jr.
SENIOR RESIDENT ENGINEER
RECOMMENDED FOR APPROVAL: Sept. 28, 61

APPROVED: FEB. 2, 1962.
CHIEF ENGR. OF HWY. DESIGN

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
APPROVED
DIVISION ENGINEER

STATE	FEDERAL AID PROJECT NO.	SHEET NO.
TEXAS	U 1089(24)	1
COUNTY	STATE CONTROL NO.	
Dallas	581-1-34	

STATE OF TEXAS
STATE HIGHWAY DEPARTMENT

PLANS OF PROPOSED
STATE HIGHWAY IMPROVEMENT

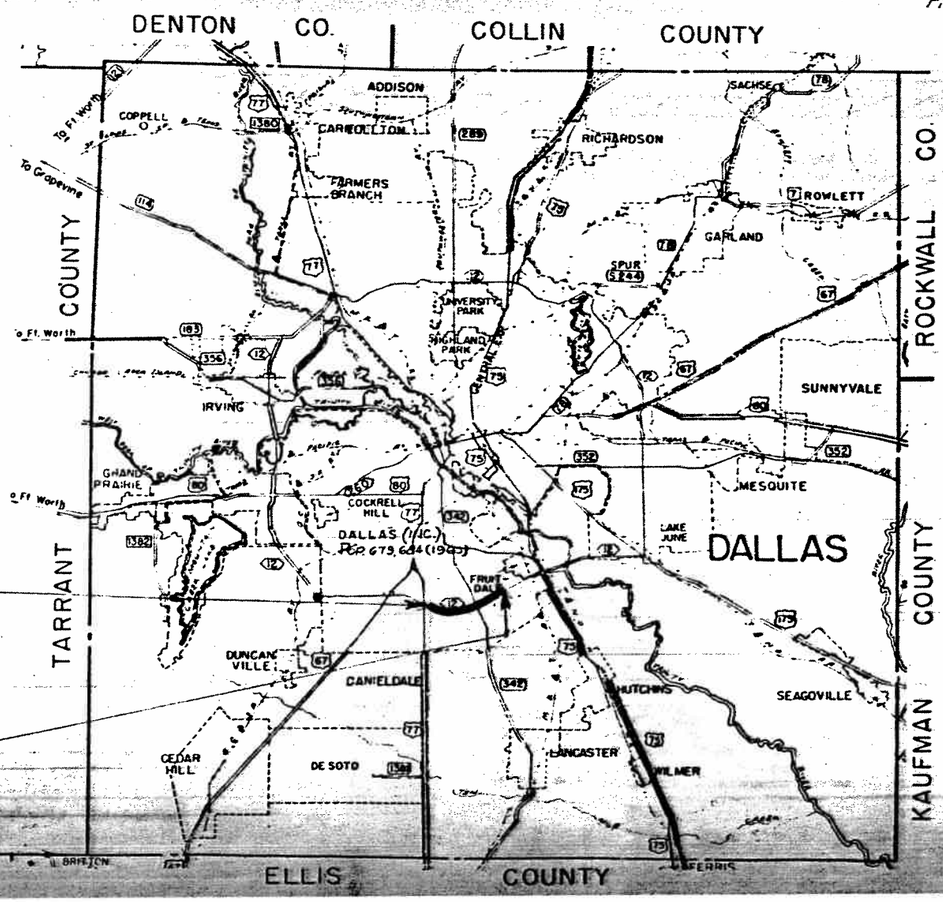
FEDERAL AID PROJECT
U 1089 (24)

SCALES: PLAN: 1 IN = 100 FT.
PROFILE 1 IN HOR = 100 FT 1 IN VERT = 10 FT
CROSS-SECTIONS 1 IN HOR AND VERT = 5 FT
OTHERS AS NOTED

NET LENGTH OF PROJECT = ~~16,451.75~~ 16,451.27 FT = 3.114 MI.

DALLAS COUNTY
LOOP 12
FROM: 0.1 MILE EAST U.S. 77
TO : SUNNYVALE ST.
GRADING, STRUCTURES, STORM SEWERS
AND CONCRETE PAVEMENT

INDEX OF SHEETS



Begin Project U. 1089(24)
Sta 220197.65
Cont. 581-1-34

End Project U. 1089(24)
Sta. 385+49.4
Cont 581-1-34
= Sta. 0+63.0
Project U. 1089(16)
Control 581-1-23

CONTROL 581-1-34			
ROADWAY	~~16,078.85~~ 16,078.33	FT.	3.044 MI.
BRIDGES	374.42	FT.	0.070 MI.
TOTALS	~~16,451.75~~ 16,451.27	FT.	3.114 MI.

Work Started: April 20, 1962
Work Completed: November 20, 1963

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DALLAS ——— ALL RAILROADS
THE CONTRACTOR SHALL MAKE HIS OWN INVESTIGATION AND ARRANGEMENTS FOR TRACKAGE FACILITIES.

~~NO~~ EQUATIONS: 330+31.09 Bk. = 330+30.61 Fwd
NO EXCEPTIONS

Specifications adopted by the Texas Highway Department Jan. 2, 1962, and Specification items listed and dated as follows shall govern on this project: Required contract provisions for Federal Aid contracts approved Oct. 25, 1960.

CORRECT: Sept. 27, 1961
Robert W. Bates
SENIOR DESIGN ENGINEER

CORRECT: Sept 28, 1961
James R. Pinkerton
DISTRICT DESIGN ENGINEER

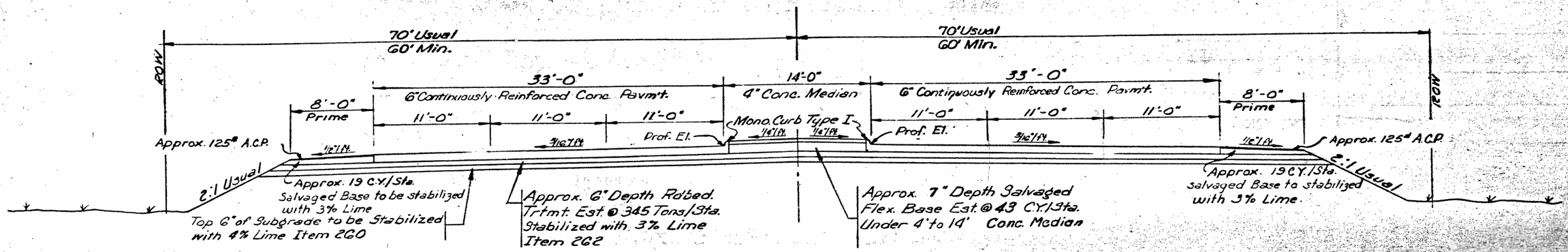
STATE HIGHWAY DEPARTMENT
CORRECT 9-27-61
Maureen A. Brock Jr.
SENIOR RES. ENGR.
RECOMMENDED FOR APPROVAL: Sept 28 '61
C. L. DeBerry

DALLAS COUNTY
APPROVED: Oct. 4 1961
K. N. Ellinger
COUNTY ENGINEER

CITY OF DALLAS
RECOMMENDED FOR APPROVAL: Oct 3 1961
H. H. Sterman
DIRECTOR OF PUBLIC WORKS
APPROVED: Oct. 3 1961
W. S. McDonald
ASST. CITY MANAGER

APPROVED: FEB. 2, 1962.
CHIEF ENGR. OF HWY. DESIGN

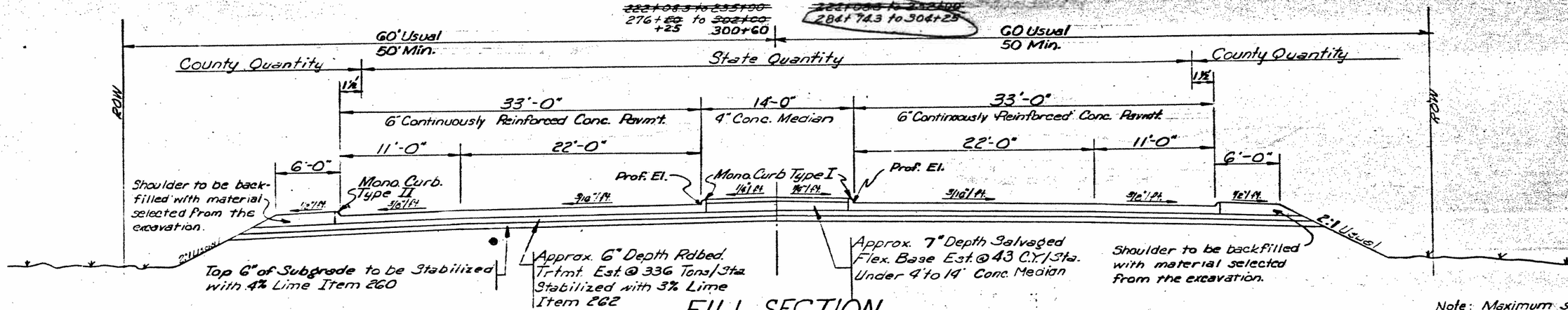
DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
APPROVED
DEVELOPMENT ENGINEER



FILL SECTION WITHOUT OUTSIDE CURBS

To Be Used Between The Following Stations:

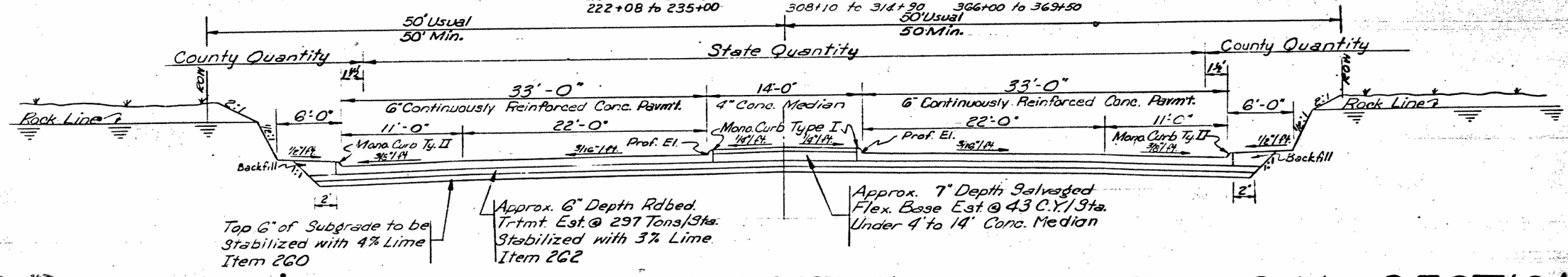
LEFT	RIGHT
~~222+083 to 235+90~~	~~222+083 to 232+00~~
276+~~50~~ +25 to ~~302+50~~ 300+60	284+74.3 to 304+23

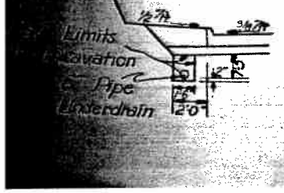


FILL SECTION

To Be Used Between The Following Stations:

LEFT	RIGHT
245+00 to 247+00	222+08 to 232+00
252+50 to 264+00	245+00 to 247+00
222+08 to 235+00	276+00 to 282+849
	308+10 to 314+90
	320+00 to 321+50
	323+75 to 329+00
	366+00 to 369+50





CUT SECTION

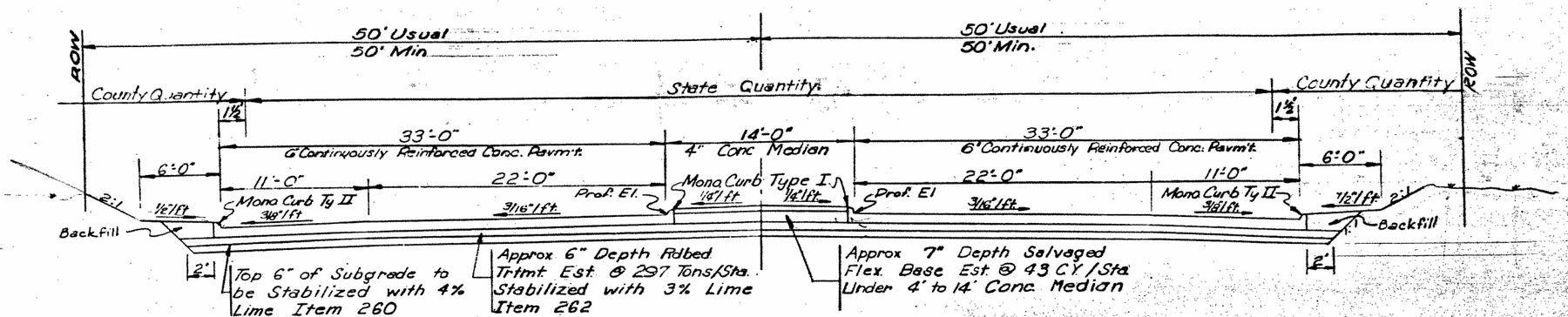
To Be Used Between The Following Limits:

LEFT	RIGHT
235+00 to 245+00	232+00 to 245+00
247+00 to 252+50	247+00 to 252+50

TYPICAL SECTIONS

Note: Maximum superelevation will be 0.05 ft./ft.

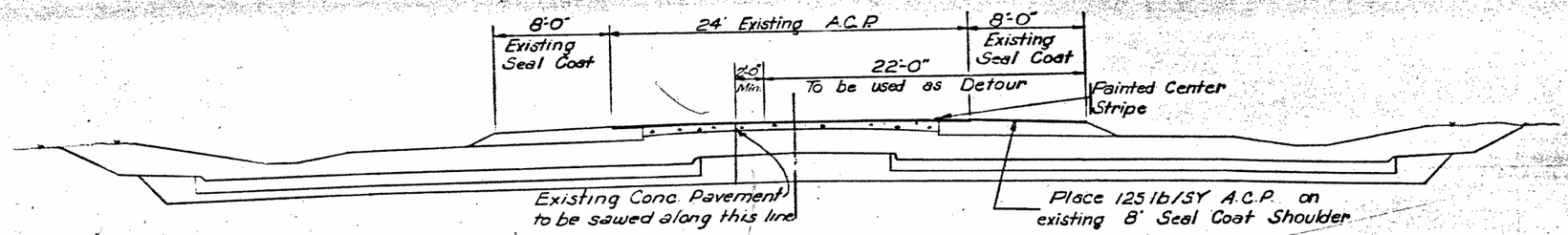
FED. RD. DIV. NO.	STATE	FEDERAL PROJECT NO.
6	TEXAS	U1065(2)
STATE	COUNTY	SHEET NO.



REGULAR SECTION

To Be Used Between The Following Limits

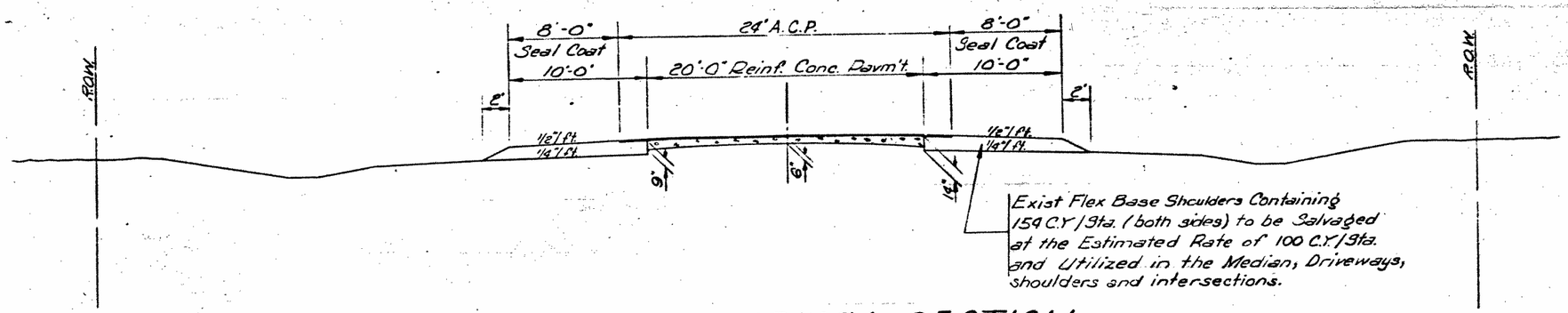
LEFT	RIGHT	
264+00 to ~~267+50~~ 276+25	252+50 to 276+00	321+50 to 323+75
300+60 ~~302+00~~ to 385+49.4	304+25 to 308+10	329+00 to 366+00
	314+90 to 320+00	369+50 to 385+49.4



DETOUR SECTION

To Be Used Between the Following Limits

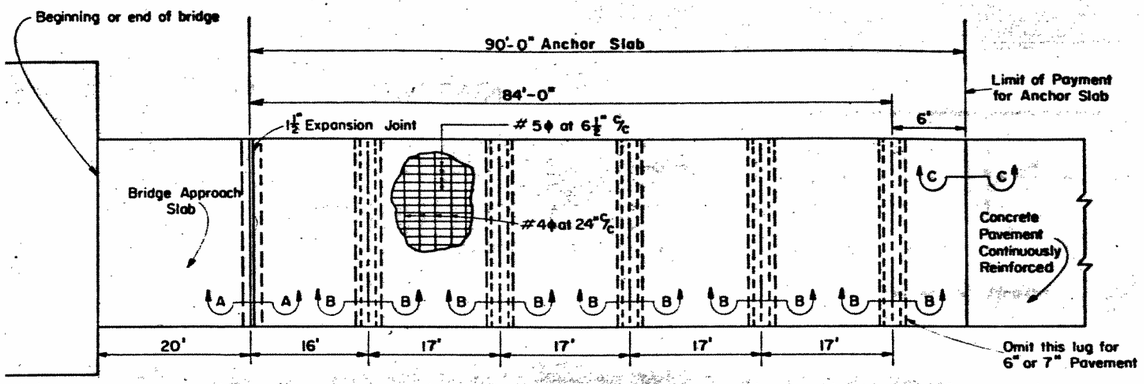
LEFT	RIGHT
286+70 - 298+00	222+08 - 282+80
308+00 - 385+41	



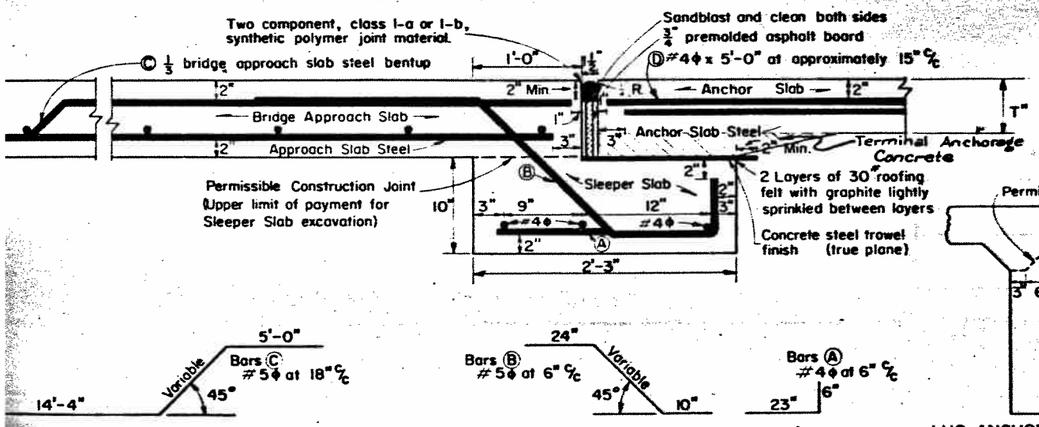
EXISTING ROADWAY SECTION

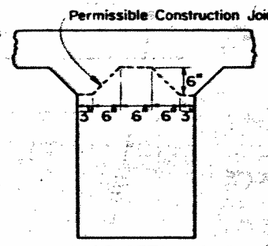
TYPICAL SECTIONS

FED. RD. DIST. NO.	STATE	FEDERAL PROJECT NO.	SHEET NO.
6	TEXAS	U1083(24)	
STATE DIST. NO.	COUNTY	CONTROL	JOB



PLAN VIEW

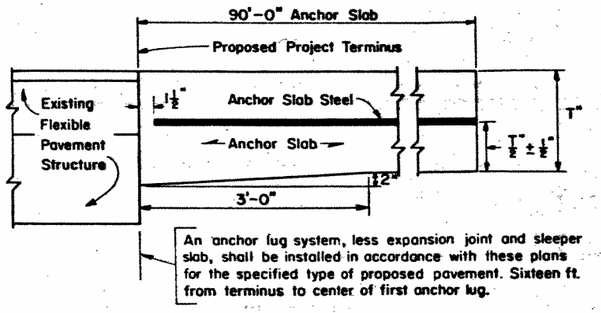




SECTION "A-A"

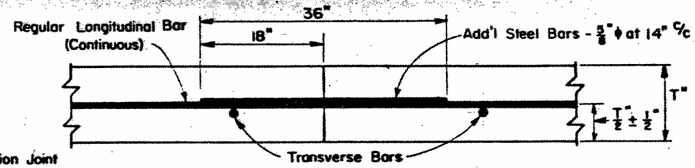
EXPANSION JOINT AND SLEEPER SLAB DETAIL

LUG ANCHOR DETAIL SHOWING PERMISSIBLE CONSTRUCTION JOINT



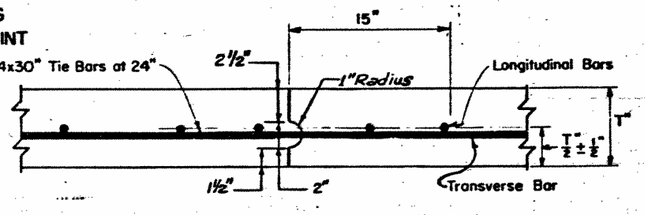
PAVEMENT TERMINUS DETAIL FOR JUNCTURE WITH EXISTING FLEXIBLE TYPE PAVEMENT STRUCTURE

NOTE: Details of junctures with existing concrete pavements (if applicable) shall be as shown elsewhere in the plans.



SECTION "C-C"

PERMISSIBLE TRANSVERSE CONSTRUCTION JOINT

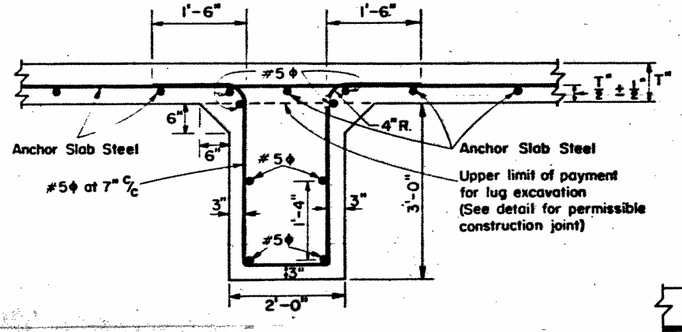


LONGITUDINAL CONSTRUCTION JOINT
(Tongue and Groove with Tie Bars)

ESTIMATED QUANTITIES FOR ONE 24 FOOT WIDE TERMINAL ANCHORAGE

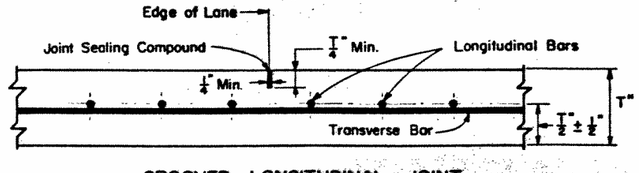
ITEM	PAVEMENT THICKNESS T(IN.)	CONCRETE (CU. YD.)	STEEL (LBS.)	EXCAVATION (CU. YD.)
SLEEPER SLAB	8	1.67	349	1.67
	7	1.67	343	1.67
	6	1.67	338	1.67
LUG ANCHORS	8 [a]	27.8	3318	27.8
	7 b	22.2	2624	22.2
	6 b	22.2	2624	22.2
ANCHOR SLAB	8	53.3 [c]	5001	—
	7	46.7 [c]	5001	—
	6	40.0 [c]	5001	—

[a] Five lug anchors required
[b] Four lug anchors required
[c] For pavement terminus with existing flexible pavement structure, the concrete quantity should be increased by 0.2 C.Y. to include the thickened end detail.



SECTION "B-B"

LUG ANCHOR DETAIL



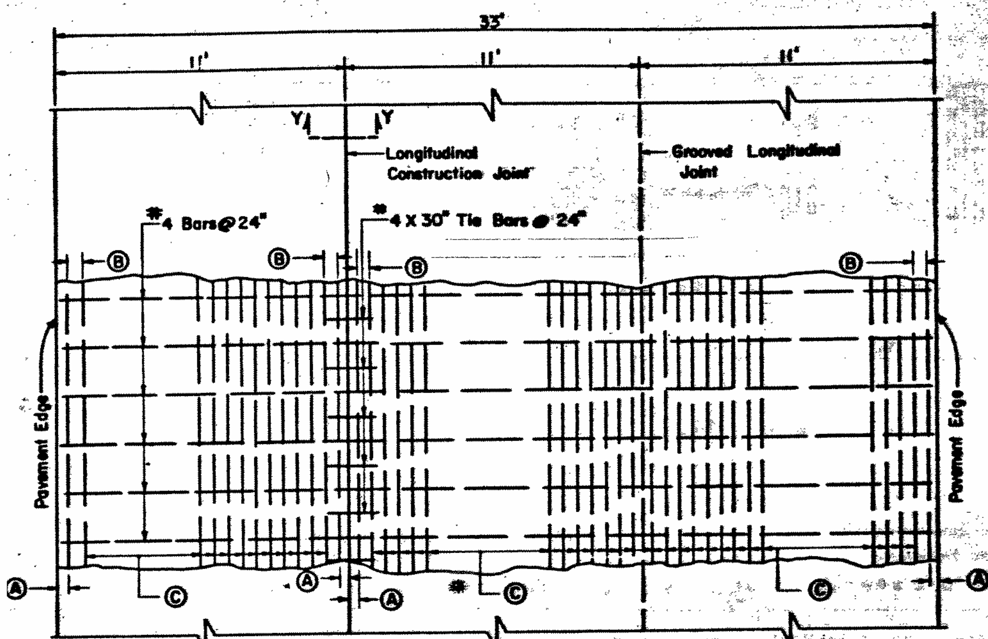
GROOVED LONGITUDINAL JOINT
(Sawed or Formed)

GENERAL NOTES

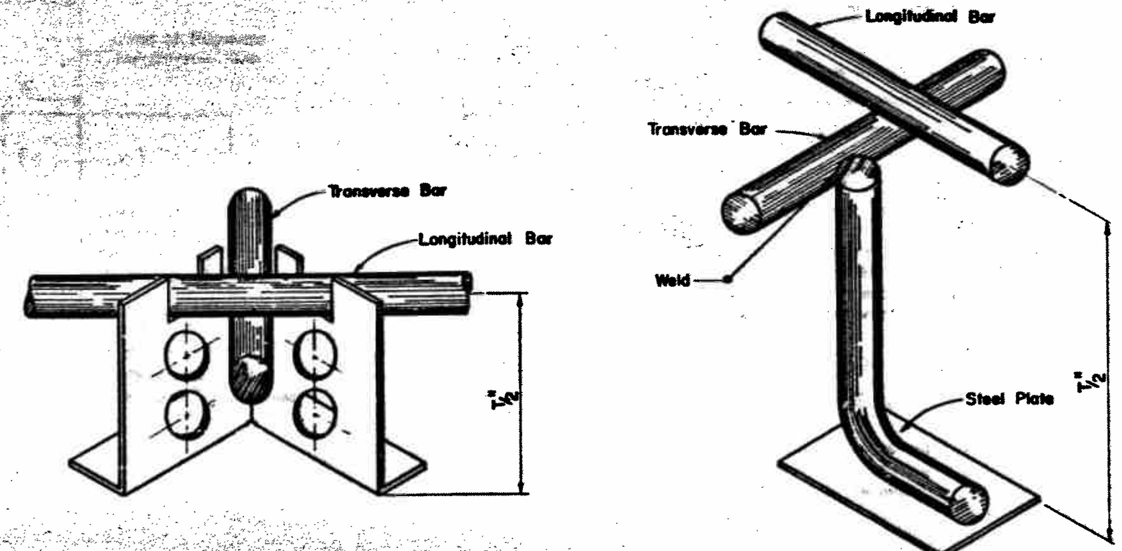
1. THE REQUIREMENTS OF THE BRIDGE APPROACH SLAB DESIGN AND THICKNESS SHALL BE AS SHOWN ELSEWHERE IN THE PLANS.
2. FOR FURTHER INFORMATION REGARDING THE PLACEMENT OF CONCRETE AND REINFORCING STEEL REFER TO THE ITEM "TERMINAL ANCHORAGE (CONCRETE PAVEMENT)".
3. DETAILS AS TO ANCHOR SLAB WIDTH, THICKNESS, CROWN CROSS-SLOPE, AND LOCATION AND TYPE OF LONGITUDINAL JOINTS SHALL BE AS SHOWN ELSEWHERE ON THE PLANS.
4. ALL CONCRETE, REINFORCING STEEL, AND REQUIRED EXCAVATION FOR THE SLEEPER SLAB, LUG ANCHORS, AND ANCHOR SLAB SHALL BE MEASURED AND PAID FOR UNDER THE ITEM "TERMINAL ANCHORAGE (CONCRETE PAVEMENT)" EXCEPT THAT PAYMENT WILL NOT BE MADE FOR CONCRETE USED IN BACK FILLING OVER-EXCAVATED AREAS OF LUG ANCHORS OR SLEEPER SLABS.
5. THE USE OF THIS DESIGN INVOLVES THE MODIFICATION OF THE BRIDGE APPROACH SLAB DETAIL AS SHOWN HEREON.
6. THE CONTRACTOR SHALL HOLD AND SAVE THE STATE, ITS OFFICERS, ITS AGENTS, AND ITS EMPLOYEES HARMLESS TO LIABILITY OF ANY NATURE OR KIND, INCLUDING COSTS AND EXPENSES, FOR OR ON ACCOUNT OF ANY PATENTED OR UNPATENTED INVENTION, ARTICLE OR APPLIANCE MANUFACTURED OR USED IN ACCORDANCE WITH THE DETAILS OF THESE PLANS.
7. THE LOCATIONS OF THE TERMINAL ANCHORAGE SYSTEMS SHALL BE AS SHOWN ELSEWHERE IN THE PLANS.
8. REINFORCING STEEL BARS SHALL BE OF THE SIZE AND SPACING AS DETAILED HEREON AND MAY BE ANY OF THE APPROVED GRADES OF REINFORCING STEEL AS SPECIFIED IN THE ITEM "TERMINAL ANCHORAGE (CONCRETE PAVEMENT)", WITH THE PROVISION THAT BARS THAT REQUIRE FIELD BENDING SHALL BE OF STRUCTURAL OR INTERMEDIATE GRADE.
9. WITHIN ANY AREA BOUNDED BY TWO FEET OF PAVEMENT LENGTH, MEASURED PARALLEL TO BE CENTER LINE; AND TWELVE FEET OF PAVEMENT WIDTH, MEASURED PERPENDICULAR TO THE CENTER LINE, NOT OVER 33% OF THE REGULAR LONGITUDINAL STEEL SHALL BE SPLICED.
10. MINIMUM SPLICE REQUIREMENT: 29 TIMES THE NOMINAL DIAMETER OF THE BAR.
11. TRANSVERSE CONSTRUCTION JOINTS IN THE ANCHOR SLAB WILL NOT BE ALLOWED EXCEPT IN AN EMERGENCY STOPPAGE OF THE CONCRETE PLACEMENT AND WITH THE APPROVAL OF THE ENGINEER. AT TRANSVERSE CONSTRUCTION JOINTS THE REGULAR LONGITUDINAL BARS SHALL EXTEND BEYOND THE JOINT SUCH THAT THE BAR SPLICES FOR THE REGULAR LONGITUDINAL BARS SHALL BE A MINIMUM OF FOUR FEET FROM THE CONSTRUCTION JOINT. [IF THE CONTRACTOR ELECTS TO OMIT THE CONSTRUCTION JOINT IN SECTION "C-C", THE ADDITIONAL STEEL BAR SHOWN HEREON MAY BE DELETED.]
12. AT LONGITUDINAL CONSTRUCTION JOINTS, IF THE CONTRACTOR ELECTS TO CONTINUE THE REGULAR TRANSVERSE STEEL THROUGH THE JOINT THE #4 ϕ TIE BARS SHOWN HEREON MAY BE DELETED.
13. ANY APPROVED METAL CHAIR TYPE OR DESIGN, WHICH WILL SATISFY THE REQUIREMENTS NOTED HEREON, WILL BE PERMITTED. CHAIR SPACINGS SHALL NOT BE GREATER THAN 48" 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 REQUIREMENTS.
14. FOR SKEWED BRIDGES, THE APPROACH SLAB AND EXPANSION JOINT WILL BE SKEWED AS PER BRIDGE. LONGITUDINAL DIMENSION OF APPROACH SLAB, ANCHOR SLAB, AND ANCHOR LUG SPACINGS SHALL BE MEASURED ALONG THE CENTER LINE OF PAVEMENT.

TEXAS HIGHWAY DEPARTMENT
TERMINAL ANCHORAGE
FOR
CONCRETE PAVEMENT CONTINUOUSLY REINFORCED
TA(CPCR) – 61 (MOD.)

DN: WBL	DRAWING	DATE	FED. ROAD DIV. NO.	STATE	FEDERAL PROJECT NO.	SHEET NO.
CK. DN: MDS	Original	July 1961	6	TEXAS	U1089(7)	46
DW:			STATE	COUNTY		
CK. DW:						



THREE LANE PAVEMENT PLAN
(11 ft. and 22 ft. Placement)*



SUGGESTED CHAIR DETAILS

GENERAL NOTES

1. ALL GROOVED LONGIDUTINAL JOINTS SHALL BE FORMED OR SAWED VERTICAL AND TRUE TO LINE BY AN APPROVED METHOD AND FILLED WITH JOINT SEALING COMPOUND.
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. NO EXPANSION JOINTS WILL BE USED EXCEPT AT STRUCTURAL ENDS OR FIXED OBJECTS AS 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 BARS SHALL BE OF THE GRADE, SIZE AND SPACING AS DETAILED OR AS INDICATED AS AN ALTERNATE. STRUCTURAL AND INTERMEDIATE GRADE STEEL SHALL BE USED WHERE THE BARS ARE TO BE BENT.
7. AT CONSTRUCTION JOINTS THE REGULAR LONGITUDINAL BARS SHALL EXTEND A MINIMUM OF FOUR FEET ON EITHER SIDE. WITHIN ANY TWO FEET OF PAVEMENT LENGTH, MEASURED PARALLEL TO THE CENTERLINE, NOT OVER 33% OF THE LONGITUDINAL STEEL SHALL BE SPLICED. LONGITUDINAL STEEL SHALL BE FURNISHED IN CONVENIENT LENGTHS. SCRAP STEEL SHALL NOT BE USED.
8. IF THE CONTRACTOR ELECTS TO CONTINUE TRANSVERSE STEEL THROUGH THE LONGITUDINAL CONSTRUCTION JOINT, THE #4 TIE BARS SHOWN HEREON MAY BE DELETED.
9. DEVIATIONS FROM THE SUGGESTED CHAIR DETAILS SHOWN WILL BE PERMITTED IF APPROVED BY THE ENGINEER.
10. 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. CHAIR SPACINGS SHALL NOT BE GREATER THAN 48" C-C (LONGITUDINAL) AND 33" C-C (TRANSVERSE). ADDITIONAL CHAIRS SHALL BE USED IF NECESSARY TO MEET THE STEEL PLACEMENT REQUIREMENTS.
11. MINIMUM SPLICE REQUIREMENTS:
    HIGH YIELD STEEL (MINIMUM 60,000 PSI YIELD): 24 TIMES THE NOMINAL DIAMETER OF THE BAR.
    HARD GRADE STEEL (MINIMUM 50,000 PSI YIELD): 20 TIMES THE NOMINAL DIAMETER OF THE BAR.
12. *See sheet No 47 for additional steel at Median openings and Left turn lanes*

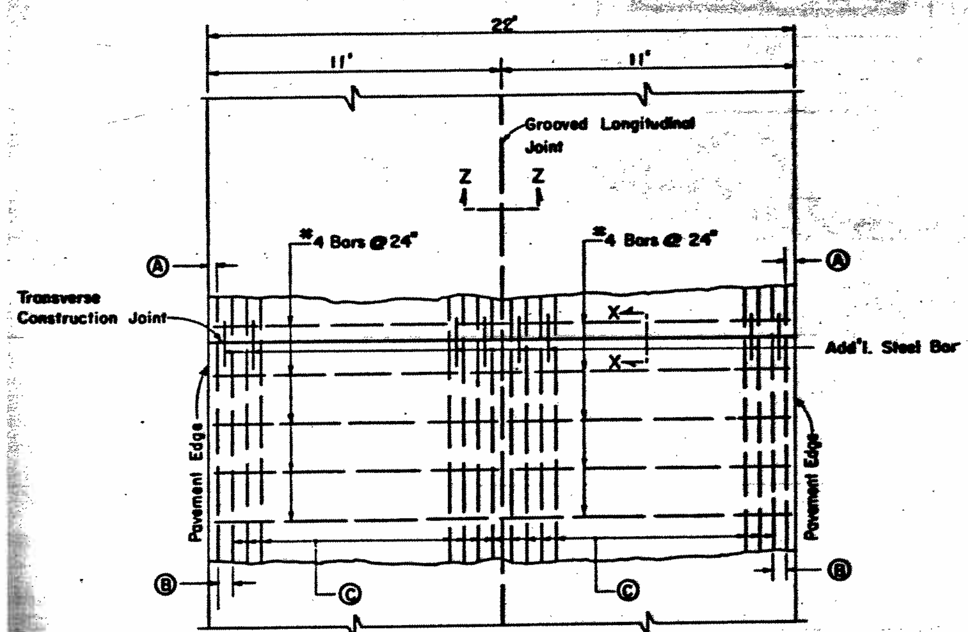
TABLE OF EQUIVALENT LONGITUDINAL REINFORCEMENT

Pavement Thickness "T" in.	Steel Grade	Bar Size	22 ft Placement Width: Spacing C-C Ⓐ in	Ⓑ in	Ⓒ in	Bars per placement	① Steel #/sy	11 ft. Placement Width: Spacing C-C Ⓐ in	Ⓑ in	Ⓒ in	Bars per placement	① Steel #/sy	Add'l. Steel @ Const. Jt.: Size	Average spacing in	② No. per lane	Weight #/ft.	REMARKS
8	High Yield	No. 5	3	6	7½	39	18.26	3	5¼	7½	20	18.65	5/8"ø x 36"	12½	12	3.13	
	Hard Grade	No. 5	3½	4	6½	45	20.61	3	4	6½	23	21.00	5/8"ø x 36"	14	10	2.61	Alt. Design
7	High Yield	No. 5	3	5	8½	35	16.70	4	8½	8½	17	16.30	5/8"ø x 36"	12½	12	3.13	
	Hard Grade	No. 5	3	6	7½	39	18.26	3	5¼	7½	20	18.65	5/8"ø x 36"	14	10	2.61	Alt. Design
6	High Yield	No. 4	3	4½	7	39	13.65	2	7	7	19	13.31	1/2"ø x 36"	8	17	3.10	
	Hard Grade	No. 5	3	5	8½	32	16.65	4	8½	8½	16	16.58	5/8"ø x 36"	14	9	2.52	Alt. Design

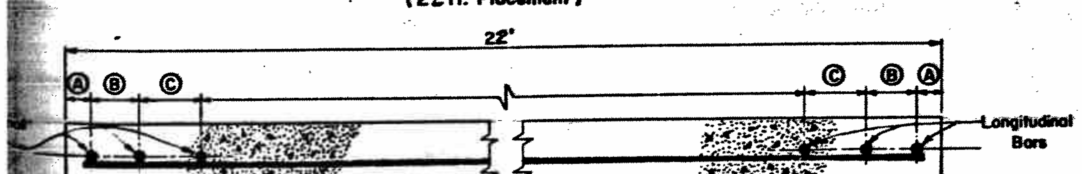
NOTE: THE SPACINGS Ⓑ SHOWN IN THE ABOVE PLACEMENT TABLE ARE THE MAXIMUM ALLOWABLE SPACINGS. WHERE THE PROPOSED PLACEMENT WIDTHS VARY FROM THE BASIC DESIGN WIDTH SHOWN, THE SPACING Ⓑ AND THE ADJACENT SPACING Ⓒ SHALL BE ADJUSTED TO ACCOMMODATE A REINFORCEMENT ARRANGEMENT EQUAL TO OR SLIGHTLY HEAVIER THAN THAT SHOWN AS DIRECTED BY THE ENGINEER.

① INCLUDES BOTH REGULAR LONGITUDINAL AND TRANSVERSE BARS. BASED UPON 1 FOOT PAVEMENT FOR THE WIDTH INDICATED. ALL TRANSVERSE STEEL IS #4 BARS AT 24" CENTERS.

② THIS SHALL BE THE MINIMUM NUMBER OF ADDITIONAL STEEL BARS TO BE PLACED PER LANE. THE SPACING OF THE ADDITIONAL STEEL BARS SHALL BE VARIED AS DIRECTED IN ORDER TO PROVIDE A MINIMUM CLEARANCE OF 2 1/2" FROM EACH REGULAR LONGITUDINAL REINFORCING BAR.

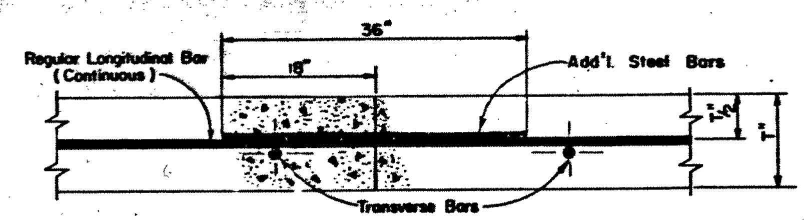


TWO LANE PAVEMENT PLAN
(22 ft. Placement)*

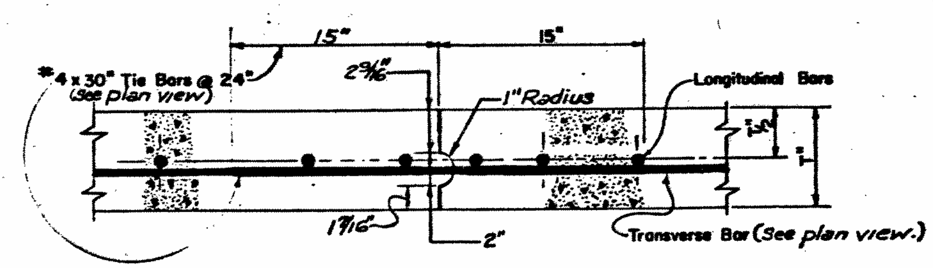


TYPICAL SECTION
(22 ft. Placement)*

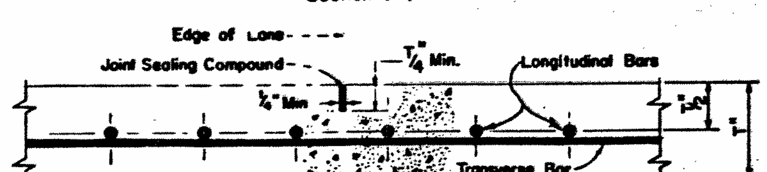
* LANE WIDTHS ARE FOR ILLUSTRATIVE PURPOSES ONLY AND SHOULD NOT BE USED IF IN CONFLICT WITH TYPICAL CROSS SECTIONS SHOWN ELSEWHERE IN THE PLANS.



TRANSVERSE CONSTRUCTION JOINT
Section X-X



LONGITUDINAL CONSTRUCTION JOINT
(Tongue and Groove with Tie Bars)
Section Y-Y



GROOVED LONGITUDINAL JOINT
(Sawed or Formed)
Section Z-Z

JOINT DETAILS

SPECIAL NOTE
THE CONTRACTOR SHALL HOLD AND SAVE THE STATE, ITS OFFICERS, ITS AGENTS, AND ITS EMPLOYEES HARMLESS TO LIABILITY OF ANY NATURE OR KIND, INCLUDING COST AND EXPENSES FOR OR ON ACCOUNT OF ANY PATENT OR UNPATENTED INVENTION, ARTICLE OR APPLIANCE MANUFACTURED OR USED IN ACCORDANCE WITH THE DETAILS OF THESE PLANS.

TEXAS HIGHWAY DEPARTMENT

CONCRETE PAVEMENT DETAILS
CONTINUOUSLY REINFORCED
STEEL BARS

CPCR (B)-61 *(MOD.)*

DRAWING	DATE	STATE	FEDERAL PROJECT NO.	SHEET NO.
ORIGINAL	JAN. 1961	TEXAS	U 1085 (14)	45