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# STATE OF TEXAS DEPARTMENT OF TRANSPORTATION

## PLANS OF PROPOSED STATE HIGHWAY IMPROVEMENT

FEDERAL AID PROJECT  
NH 96 (601)  
CSJ 0581-01-090

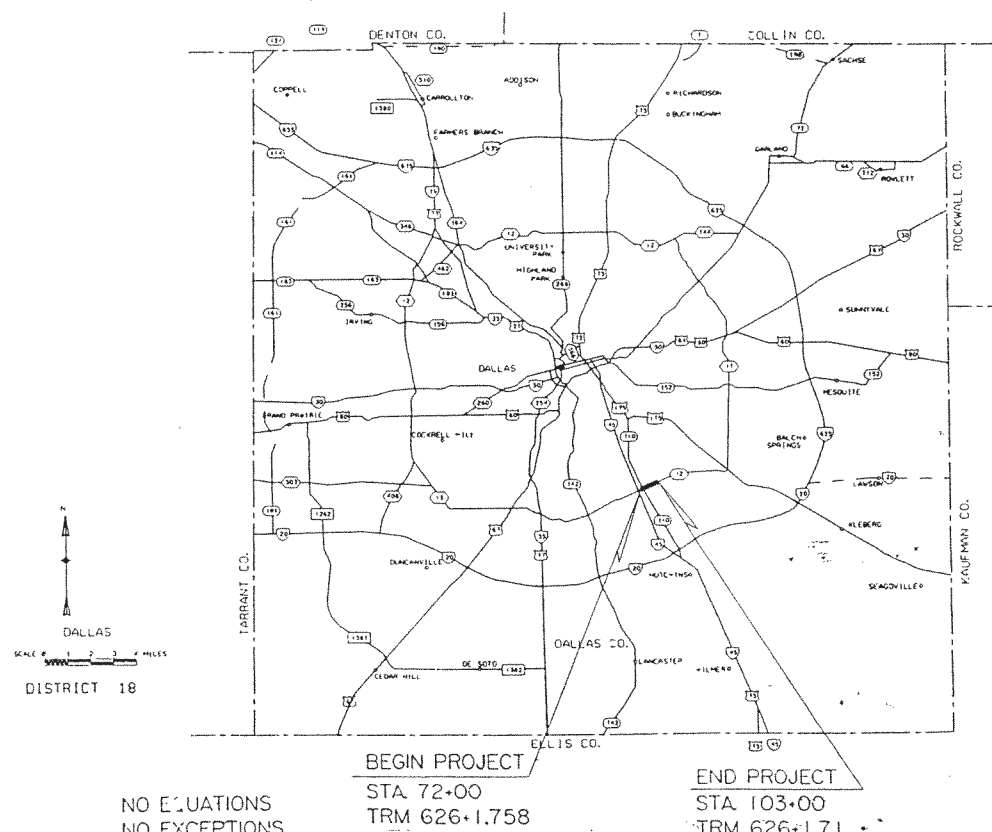
### LOOP 12 DALLAS COUNTY

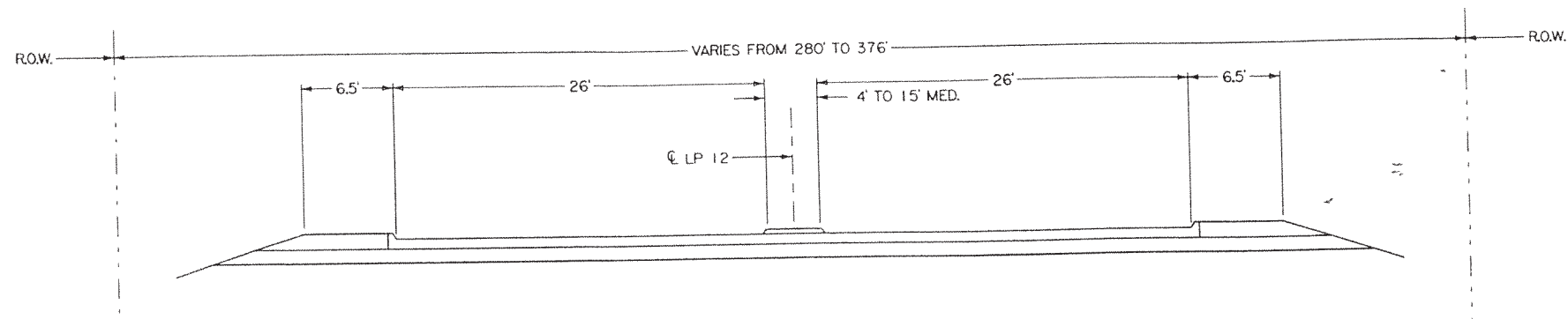
LIMITS: FROM WEST OF SH 310 TO EAST OF THE SOUTHERN PACIFIC RAILROAD

NET LENGTH OF PROJECT: 3100 FEET = 0.587 MILE  
ROADWAY LENGTH: 2465 FEET = 0.467 MILE  
BRIDGE LENGTH: 635 FEET = 0.120 MILE

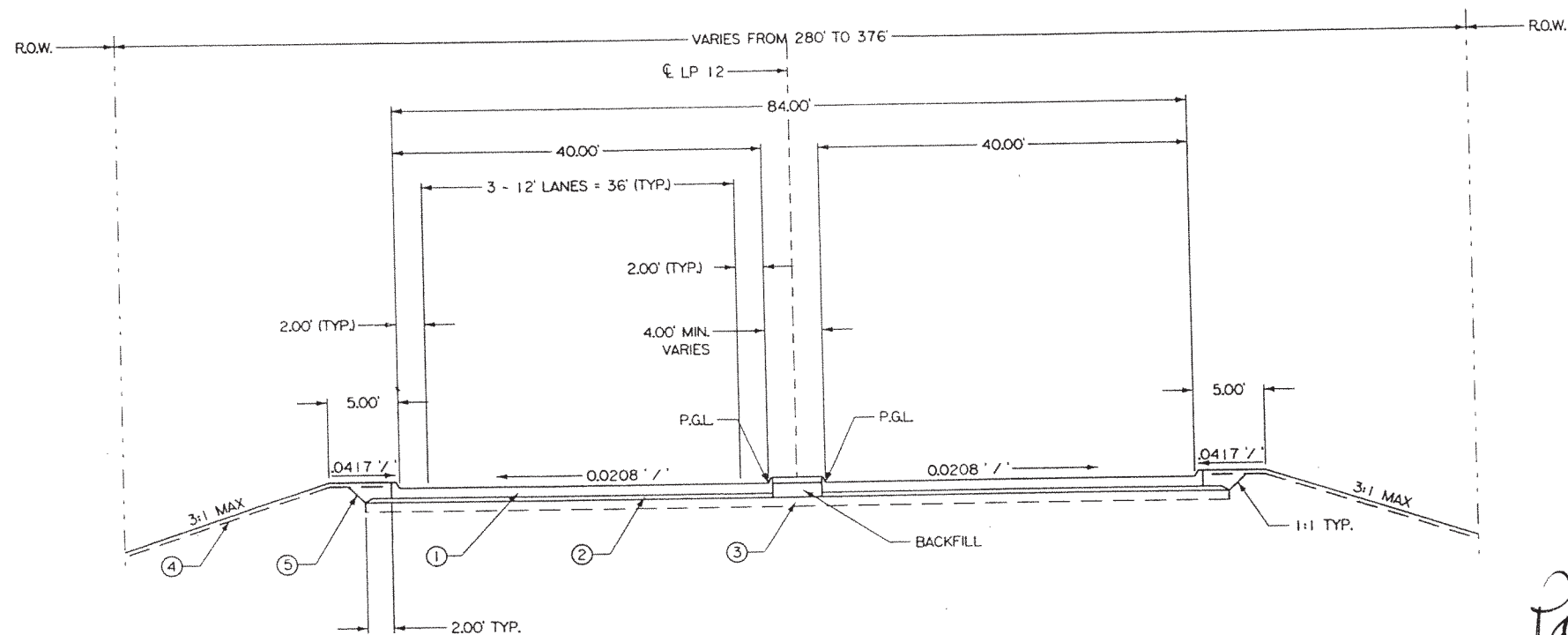
TYPE : FOR THE RECONSTRUCTION AND WIDENING OF AN  
EXISTING FREEWAY FACILITY CONSISTING OF GRADING,  
STRUCTURES, CONCRETE PAVEMENT, DRAINAGE, PAVEMENT  
MARKINGS AND REPLACEMENT OF EXISTING BRIDGES

## PROJECT LOCATION





EXISTING ROADWAY



PROPOSED ROADWAY

LEGEND

- ① 9" CPOD
- ② 4" TY B HOT MIX
- ③ 28" SELECT MATERIAL (PK-20) W/ TOP 8" STABILIZED W/ 4% LIME
- ④ 4" BLOCK SOD
- ⑤ BACKFILL

LOOP 12 TYPICAL SECTIONS

Paul E. Williams, P.E.



10/21/97

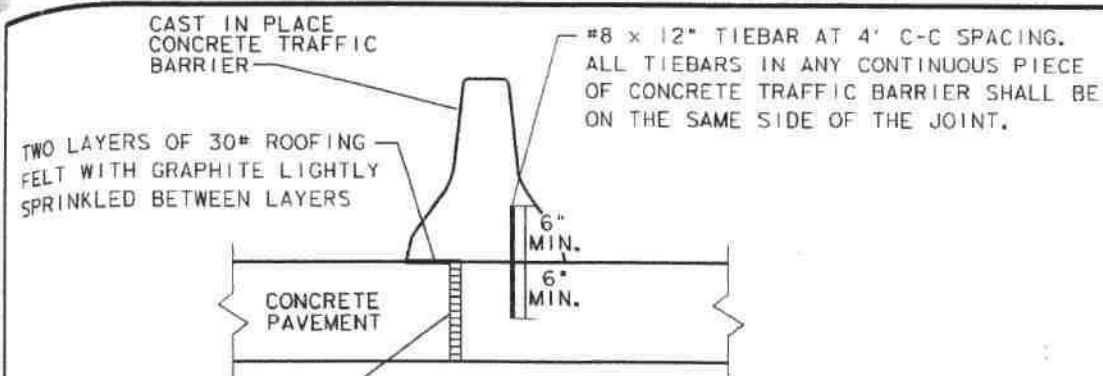
TYPICAL SECTIONS

SHEET 1 OF 4 SHEETS

FED. RD. DIV. NO.		FEDERAL AID PROJECT NO.		SHEET NO.
6		NH 96( 6011		17
STATE	DIST.	COUNTY		
TEXAS	18	DALLAS		
CONT.	SECT.	JOB	HIGHWAY NO.	
581	1	90	LP12	

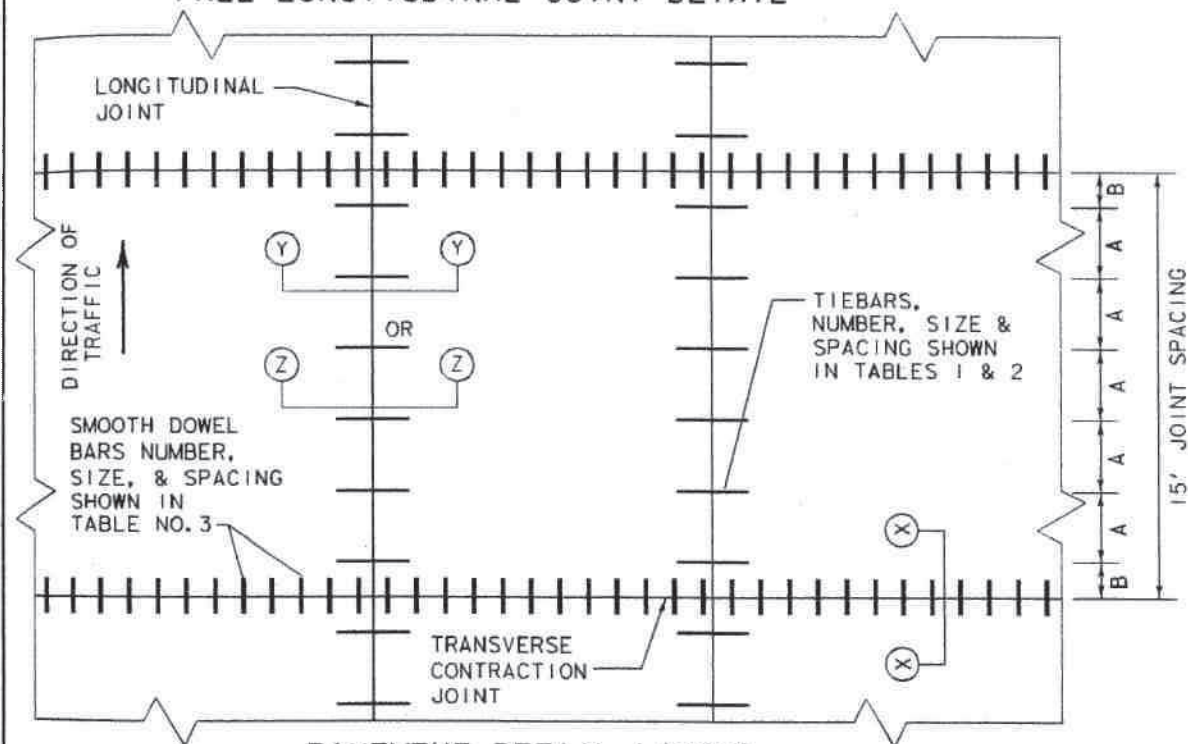
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FREE LONGITUDINAL JOINT WITH NO TIEBARS. LOCATION OF THE JOINT WILL BE AS DIRECTED BY THE ENGINEER. FORMED WITH PREFORMED FIBER BOARD OR ASPHALT BOARD IN ACCORDANCE WITH ITEM "JOINT SEALANT AND FILLERS".

### FREE LONGITUDINAL JOINT DETAIL



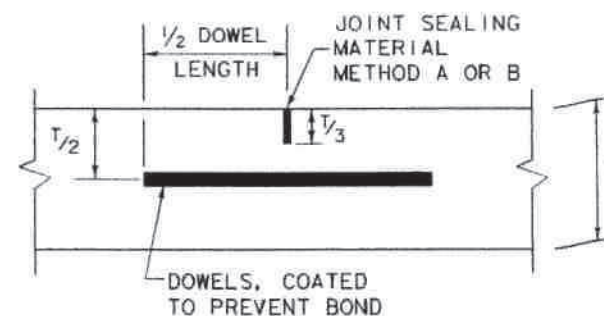
### PAVEMENT DETAIL LAYOUT

TABLE NO. 1 TIEBARS REQUIRED FOR LONGITUDINAL JOINT JOINTS FOR EACH 15' SLAB						
ASTM A-616 OR A-615 (GRADE 60) STRAIGHT OR MULTIPLE PIECE REINFORCING TIEBARS		CONCRETE SLAB THICKNESS	DISTANCE FROM THE LONGITUDINAL JOINT TO THE NEAREST LONGITUDINAL FREE EDGE			
BAR LENGTH, "L" INCHES	BAR SIZE	"T" INCHES	< OR = 16'	< OR = 24'	< OR = 34'	< OR = 50'
42	#5 (5/8")	8	5	5	6	9
		9	5	5	7	10
		10	5	5	7	11
		11	5	6	8	12
		12	5	6	9	13
		13	5	7	9	13
50	#6 (3/4")	14	6	7	10	NA
		15	6	8	11	NA
		8	5	5	5	6
		9	5	5	5	7
		10	5	5	5	8
		11	5	5	6	8
		12	5	5	6	9
		13	5	5	7	10
		14	5	5	7	10
		15	5	6	8	11

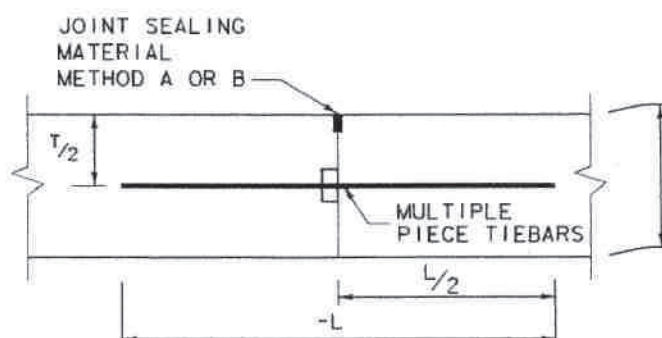
THE DISTANCE TO THE FREE EDGE WILL BE DETERMINED BY THE ENGINEER AND THE DISTANCE WILL BE BASED ON THE NOMINAL WIDTHS OF THE LANES AND SHOULDERS PLUS ANY TIED RAMPS OR CONNECTING ROADWAYS.

TABLE NO. 2 TIEBAR SPACINGS			
SPACING REQUIREMENT FOR 15' SLAB FOR REQUIRED NUMBER OF BARS			
REQUIRED NO. OF BARS	REGULAR SPACING "A" INCHES	FIRST AT JOINT "B" INCHES	
5	36	18	
6	30	15	
7	25	15	
8	21	16.5	
9	18	18	
10	16	18	
11	15	15	
12	13	18.5	
13	12	18	

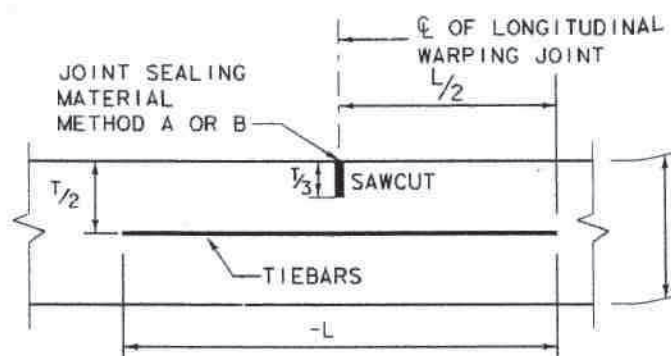
TABLE NO. 3 DOWELS REQUIREMENTS		
DOWELS (SMOOTH BARS)		
T, IN.	SIZE AND LENGTH	AVERAGE SPACING (INCHES)
8	1" x 18"	12
9	1 1/8" x 18"	12
10	1 1/4" x 18"	12
11	1 3/8" x 18"	12
12	1 1/2" x 18"	12
13	1 5/8" x 18"	12
14	1 3/4" x 18"	12
15	1 7/8" x 18"	12



### TRANSVERSE CONTRACTION JOINT SECTION X-X



### LONGITUDINAL CONSTRUCTION JOINT SECTION Y-Y



### LONGITUDINAL WARPING JOINT SECTION Z-Z

### GENERAL NOTES

1. CONCRETE SLABS WIDER THAN 100' WITHOUT A FREE JOINT, ARE NOT COVERED BY THIS STANDARD.
2. FOR FURTHER INFORMATION REGARDING THE PLACEMENT OF CONCRETE AND LOAD TRANSFER DEVICES REFER TO THE GOVERNING SPECIFICATIONS FOR "CONCRETE PAVEMENT" AND "REINFORCING STEEL."
3. DETAILS FOR PAVEMENT WIDTH, PAVEMENT THICKNESS, AND CROWN CROSS SLOPE SHALL BE AS SHOWN ELSEWHERE IN THE PLANS.
4. THE DETAIL FOR THE JOINT SEALANT AND RESERVOIR WILL BE SHOWN IN CONCRETE PAVEMENT DETAIL, JOINT SEALANT STANDARD (JS-94).
5. PAVEMENT WIDTHS IN EXCESS OF 16' SHALL BE PROVIDED WITH A LONGITUDINAL JOINT (SECTION Z-Z OR Y-Y). THESE JOINTS SHALL BE LOCATED WITHIN 6" OF THE LANE LINES UNLESS SHOWN ELSEWHERE ON THE PLANS.
6. THE JOINT BETWEEN OUTSIDE LANE AND SHOULDER SHALL BE A LONGITUDINAL WARPING JOINT (SECTION Z-Z) UNLESS OTHERWISE SHOWN IN THE PLANS.
7. THE SPACING BETWEEN TRANSVERSE JOINTS SHALL BE 15 FEET UNLESS OTHERWISE SHOWN IN THE PLANS.
8. WHERE A MONOLITHIC CURB IS SPECIFIED, THE JOINT IN THE CURB SHALL COINCIDE WITH PAVEMENT JOINTS AND MAY BE FORMED BY ANY MEANS APPROVED BY THE ENGINEER.
9. TRANSVERSE CONSTRUCTION JOINTS MAY BE FORMED BY USE OF METAL OR WOOD FORMS EQUAL IN DEPTH TO THE NOMINAL DEPTH OF THE PAVEMENT, OR BY METHODS APPROVED BY THE ENGINEER.
10. THE ENGINEER WILL ADJUST THE REQUIRED NUMBER OF TIEBARS FOR SLABS SHORTER OR LONGER THAN 15'. SPACING "B" WILL BE ADJUSTED TO MAINTAIN A MINIMUM CLEARANCE OF 2" BETWEEN THE TIEBAR AND THE DOWEL BARS AT THE TRANSVERSE JOINT AND THE "A" SPACING WILL REMAIN AS REQUIRED FOR THE PAVEMENT SLAB WIDTH.
11. MULTIPLE PIECE TIEBARS SHALL BE USED AT LONGITUDINAL CONSTRUCTION JOINTS UNLESS OTHERWISE SPECIFIED IN THE PLANS.
12. THE SAW CUT FOR LONGITUDINAL WARPING AND THE TRANSVERSE CONSTRUCTION JOINTS MAY BE ONE FOURTH THE SLAB THICKNESS WHEN CRUSHED LIMESTONE IS USED AS THE COARSE AGGREGATE.

Texas Department of Transportation  
Design Division (Pavement)

### CONCRETE PAVEMENT DETAILS CONTRACTION DESIGN T-8 THROUGH 15 INCHES CPCD-94

DATE: SEP 1, 1994	BY: LJB	CH: BGD	CD: GLG	REV: 80000
PROJECT: NH 96 (601)	SHEET: 154	COUNTY: DALLAS	SECTION: 581	JOB: 90
				LP12