

INDEX OF SHEETS

SHEET NO.	DESCRIPTION
1	TITLE SHEET
2-4	GENERAL NOTES AND SPEC DATA - OMIT #2
5-6	ESTIMATE & QUANTITY SHEETS
7-11	MISCELLANEOUS SUMMARY SHEETS
12-23	TCP/BARRICADES, SIGNS & SEQUENCE OF WORK
24	DETOUR LAYOUT, STA 73+24.95 TO STA 88+41.28
25	DETOUR LAYOUT, STA 172+00 TO STA 185+01.61
26	REMOVAL DETAILS
27	TYPICAL BRIDGE END DETAILS
28	APPROACH SLAB DETAILS
29-36	TxDOT STORM WATER POLLUTION PREVENTION PLAN (SW3P)
37-38	EAST FORK TRINITY RIVER RELIEF BRIDGE NO. 1 LAYOUT, ESTIMATE QUANTITIES, & BEARING SEAT ELEVATIONS
39-42	EAST FORK TRINITY RIVER RELIEF BRIDGE NO. 1 BENT & SLAB DETAILS
43-48	EAST FORK TRINITY RIVER BRIDGE LAYOUT, ESTIMATE QUANTITIES, & BEARING SEAT ELEVATIONS
49-56	EAST FORK TRINITY RIVER BRIDGE BENT & SLAB DETAILS
57-58	EAST FORK TRINITY RIVER RELIEF BRIDGE NO. 2 LAYOUT, ESTIMATE QUANTITIES, & BEARING SEAT ELEVATIONS
59-62	EAST FORK TRINITY RIVER RELIEF BRIDGE NO. 2 BENT & SLAB DETAILS
63-64	EAST FORK TRINITY RIVER RELIEF BRIDGE NO. 3 LAYOUT, ESTIMATE QUANTITIES, & BEARING SEAT ELEVATIONS
65-67	EAST FORK TRINITY RIVER RELIEF BRIDGE NO. 3 BENT & SLAB DETAILS

STANDARD SHEETS

SHEET NO.	DESCRIPTION
68	TEMPORARY EROSION, SEDIMENT AND WATER POLLUTION CONTROL MEASURES: EC(1)-93
69-72	GpA-2(MOD), GpB-3, Gp C (MOD), Gp-NS-LR
73	PCB-MEBR (1)
74-75	PCP (MOD)
76	(MOD) PMDF (C)
77	SEJ-S(1) (DALLAS DIST.)
78	TYPE T502
79	ODSR
80	BPA-1
81	W(2)
82	RR8 & RR9
83	BAS - 75
84	MBGF-92
85	TB(BMGF)-92
86	BED-91
87	CPCD-91(1)
88-89	D&OM(1)-92, D&OM(2)-92
90	RPM(1)-92
91-93	PM(1)-92, PM(2)-92, PM(3)-92
94	TCP NOTES-94
95	TCP(1-4)-94
96	TCP(3-2)-94
97	TCP(3-3)-94
98	WZ(BD)-92
99-107	BC(1)-94 THRU BC(9)-94

SHEETS OMITTED
#2

THE STANDARD SHEETS SPECIFICALLY IDENTIFIED ABOVE HAVE BEEN SELECTED BY ME OR UNDER MY RESPONSIBLE SUPERVISION AS BEING APPLICABLE TO THIS PROJECT.

P.E. 8/5/94
DATE

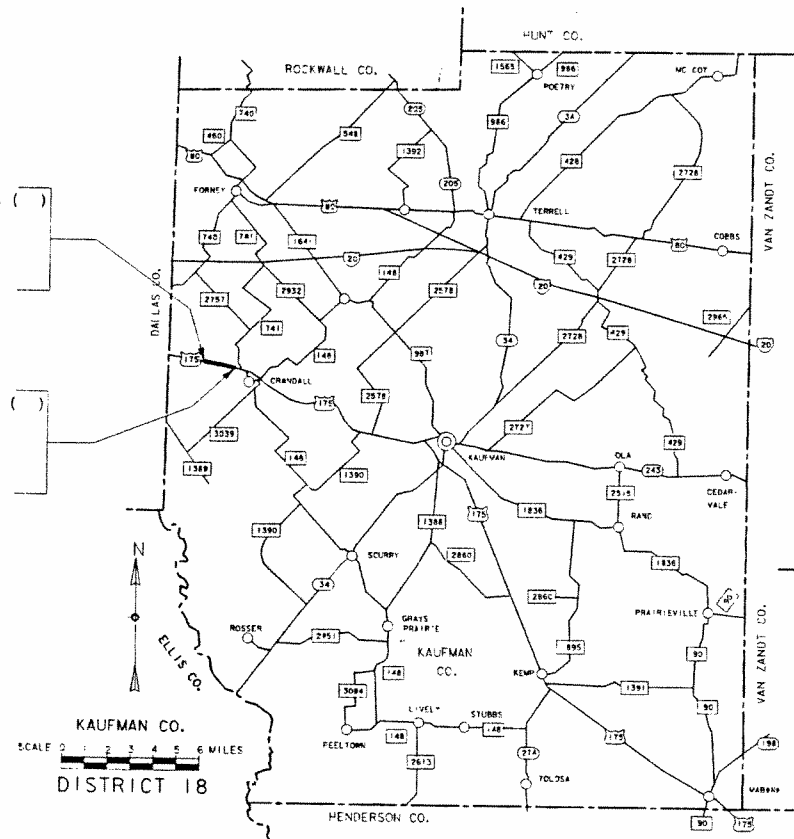
STATE OF TEXAS DEPARTMENT OF TRANSPORTATION

PLANS OF PROPOSED STATE HIGHWAY IMPROVEMENT

FEDERAL AID PROJECT
BR 95 (2)

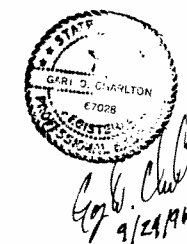
U.S. 175 KAUFMAN COUNTY

LIMITS: AT EAST FORK TRINITY RIVER AND RELIEFS
NET LENGTH OF PROJECT = 4,840 FT = 0.914 MI.
FOR THE CONSTRUCTION OF THE REPLACEMENT OF AN EXISTING BRIDGE FACILITY
CONSISTING OF: GRADING, BRIDGES & APPROACHES, CONCRETE PAVEMENT, ASPH. CONC. PAV., METAL BEAM
GUARD FENCE, AND PAVEMENT MARKINGS



THIS CONSTRUCTION WORK WAS
PERFORMED IN ACCORDANCE WITH
THE PLANS AND CONTRACT.

DATE OF LETTING: 11-5-94
DATE WORK BEGAN: 1-5-95
DATE WORK COMPLETE: 7-19-96
DATE WORK ACCEPTED: 7-19-96



DESIGN SPEED = 70 MPH

NOTE:

SPECIFICATIONS ADOPTED BY THE TEXAS DEPARTMENT OF TRANSPORTATION, MARCH 1, 1993, AND THE CONTRACT PROVISIONS LISTED AND DATED AS FOLLOWS SHALL GOVERN ON THIS PROJECT. REQUIRED CONTRACT PROVISIONS FOR ALL FEDERAL-AID CONSTRUCTION CONTRACTS (FORM FHWA 1273, DECEMBER, 1993, NO ADDENDUM).

THE CONTRACTOR SHALL PROVIDE AND ERECT BARRICADES AND WARNING SIGNS IN ACCORDANCE WITH BC-(1) THRU (9)-1994 AT POINTS INDICATED AND AT OTHER POINTS AS DIRECTED BY THE ENGINEER.

THE CONTRACTOR SHALL MAKE HIS OWN INVESTIGATION AND ARRANGEMENTS FOR RAIL DELIVERY POINTS AND TRACKAGE FACILITIES.

CONTROL 197-3-47
ROADWAY: 1600.00 LF = 0.303 MI.
BRIDGE: 3240.00 LF = 0.611 MI.
TOTALS: 4840.00 LF = 0.914 MI.

EQUATIONS: NONE

EXCEPTIONS: EBL STA. 85+00 TO STA. 85+95 = 95.00 LF
EBL STA. 94+05 TO STA. 101+95 = 790.00 LF
EBL STA. 128+05 TO STA. 131+45 = 340.00 LF
EBL STA. 139+55 TO STA. 149+95 = 1040.00 LF
EBL STA. 156+05 TO STA. 157+00 = 95.00 LF
TOTAL = 2360.00 LF

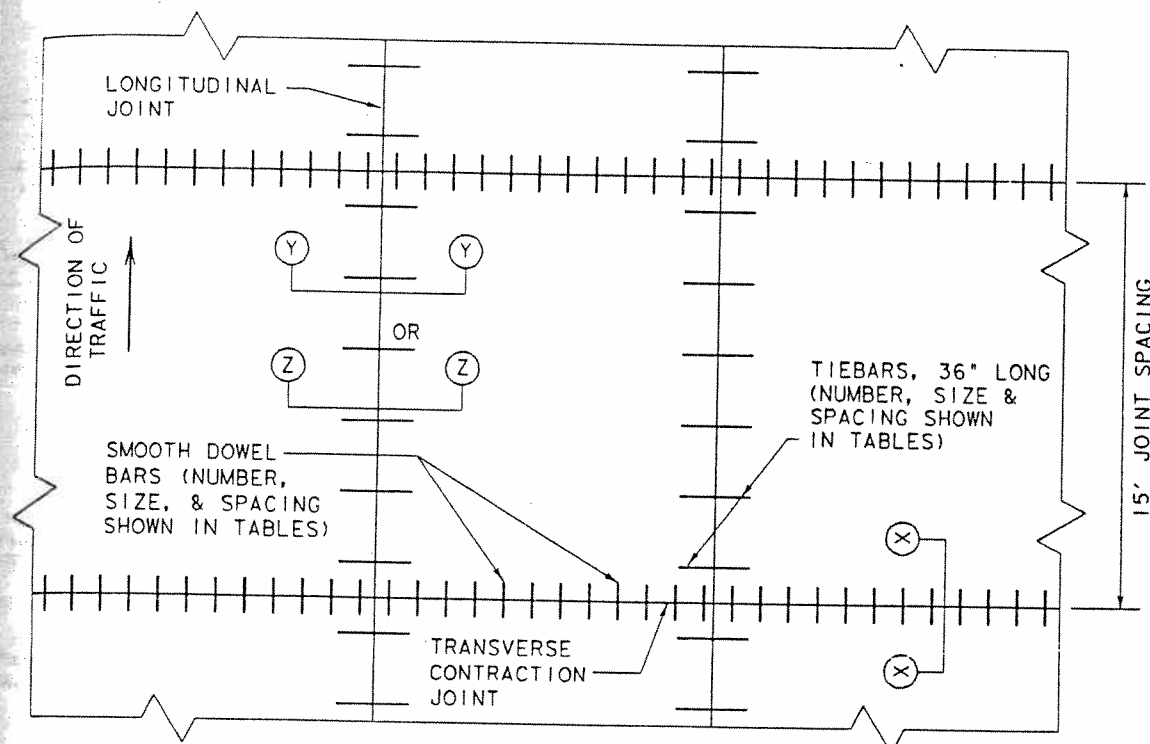
TEXAS DEPARTMENT OF TRANSPORTATION

RECOMMEND FOR LETTING: 8-8-94
DIRECTOR OF TRANSPORTATION PLANNING & DEVELOPMENT
RECOMMEND FOR LETTING: 8/5-94
AREA ENGINEER
RECOMMEND FOR LETTING: 8/8-94
DISTRICT ENGINEER

APPROVED FOR LETTING: 19
P.E.
DIRECTOR, TRAFFIC OPERATIONS DIVISION
APPROVED FOR LETTING: 19
P.E.
FOR DIRECTOR, DESIGN DIVISION

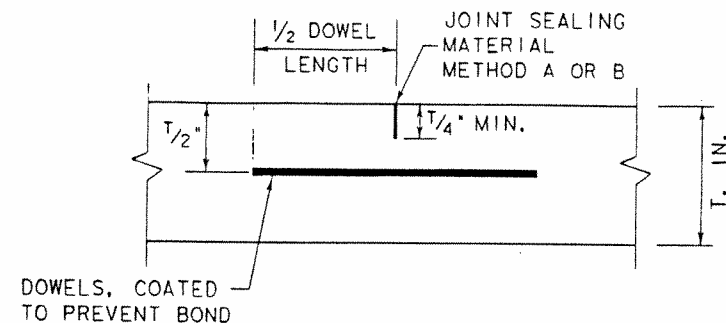
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED: _____
DIVISION ADMINISTRATOR
DATE: _____

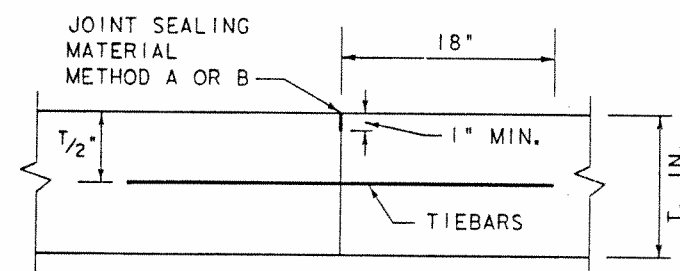


PAVEMENT DETAIL LAYOUT

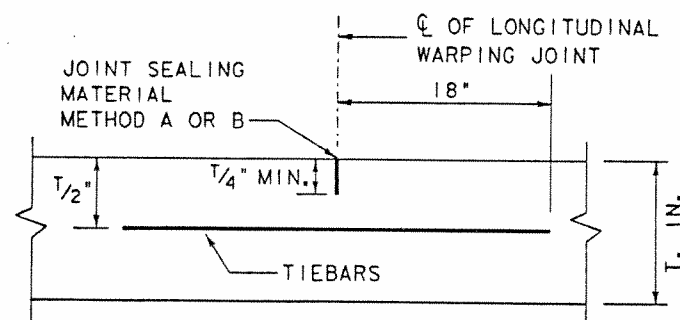
T, IN.	DOWELS (SMOOTH BARS)	
	SIZE AND LENGTH	AVERAGE SPACING (INCHES)
8	1" X 18"	12
9	1 1/8" X 18"	12
10	1 1/4" X 18"	12
11	1 3/8" X 18"	12
12	1 1/2" X 18"	12
13	1 5/8" X 18"	12
14	1 3/4" X 18"	12
15	1 7/8" X 18"	12



TRANSVERSE CONTRACTION JOINT
SECTION X-X



LONGITUDINAL CONSTRUCTION JOINT
SECTION Y-Y



LONGITUDINAL WARPING JOINT
SECTION Z-Z

GRADE 60 TRANSVERSE TIEBAR REQUIREMENTS FOR EACH 15' LONG SLAB

T IN.	DISTANCE FROM THE LONGITUDINAL JOINT TO THE NEAREST LONGITUDINAL FREE EDGE, FT.											
	< = 20			< = 30			< = 40			< = 50		
	NO. OF BAR SIZE	NO. OF C-C SPACING IN.	IN.	NO. OF BAR SIZE	NO. OF C-C SPACING IN.	IN.	NO. OF BAR SIZE	NO. OF C-C SPACING IN.	IN.	NO. OF BAR SIZE	NO. OF C-C SPACING IN.	IN.
8	#4	5	36"	#5	5	36"	#5	7	25"	#5	8	21"
9	#4	6	30"	#5	6	30"	#5	8	21"	#5	9	18"
10	#4	7	25"	#5	6	30"	#5	8	21"	#5	10	16"
11	#4	7	25"	#5	7	25"	#5	9	18"	#5	11	15"
12	#5	5	36"	#5	8	21"	#5	10	16"	#5	12	13"
13	#5	6	30"	#5	8	21"	#5	11	15"	#5	13	12"
14	#5	6	30"	#5	9	18"	#5	11	15"	#5	14	11"
15	#5	6	30"	#5	9	18"	#5	12	13"	#5	15	10"

GENERAL NOTES

- NO EXPANSION JOINTS WILL BE USED EXCEPT AT STRUCTURE ENDS OR FIXED OBJECTS AS SHOWN ELSEWHERE IN THE PLANS.
- FOR FURTHER INFORMATION REGARDING THE PLACEMENT OF CONCRETE AND LOAD TRANSFER DEVICES REFER TO THE GOVERNING SPECIFICATIONS FOR "CONCRETE PAVEMENT".
- DETAILS AS TO PAVEMENT WIDTH, PAVEMENT THICKNESS, AND THE CROWN CROSS-SLOPE SHALL BE AS SHOWN ELSEWHERE IN THE PLANS.
- JOINT GROOVE AND SEAL DETAILS SHALL BE AS SHOWN ELSEWHERE IN THE PLANS.
- 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. LONGITUDINAL JOINT TYPES AND LOCATIONS FOR THIS SPECIFIC PROJECT ARE SHOWN ELSEWHERE ON THE PLANS.
- THE JOINT BETWEEN THE OUTSIDE LANE AND THE SHOULDER SHALL BE A LONGITUDINAL WARPING JOINT (SECTION Z-Z) UNLESS OTHERWISE SHOWN IN THE PLANS.
- THE SPACING BETWEEN TRANSVERSE JOINTS SHALL BE 15 FEET UNLESS OTHERWISE SHOWN ON THE PLANS. THE SPACING BETWEEN TRANSVERSE JOINTS WILL NEVER EXCEED 20 FEET.
- TIEBAR REQUIREMENTS INCREASE AS PAVEMENTS WIDEN. THE PAVEMENT WIDTH SHALL BE MEASURED AT RIGHT ANGLES TO THE CENTERLINE AND SHALL INCLUDE ALL MAINLINES, CONNECTORS, RAMPS AND CONCRETE SHOULDERS THAT ARE TIED TOGETHER. WHERE WIDTHS EXCEED 100', ADDITIONAL TIEBARS WILL BE REQUIRED, UNLESS A "FREE" (NON-REINFORCED) LONGITUDINAL JOINT IS SHOWN ELSEWHERE IN THE PLANS. WHERE THE CENTER MEDIAN IS TO BE PAVED AND A MEDIAN BARRIER IS PROVIDED, THE "FREE" (NON-REINFORCED) LONGITUDINAL JOINT WILL BE PLACED UNDER THE BARRIER.
- WITH APPROVAL OF THE ENGINEER, MULTIPLE PIECE TIEBARS (THREADED COUPLING OR OTHER ADEQUATE DEVICE) MAY BE USED TO FACILITATE CONSTRUCTION. MULTIPLE PIECE TIEBARS SHALL DEVELOP A TENSILE STRENGTH OVER THEIR ENTIRE LENGTH EQUAL TO 1 1/4 TIMES THE YIELD STRENGTH OF THE TIEBARS SHOWN ON THIS STANDARD. EACH END OF THE MULTIPLE PIECE TIEBARS SHALL CONSIST OF DEFORMED REINFORCEMENT OF AT LEAST THE SIZE OF THE TIEBARS SHOWN. THE DEFORMED PORTION OF EACH END OF THE MULTIPLE PIECE TIEBARS SHALL BE AT LEAST 1/2 OF THE LENGTH OF THE TIEBARS SHOWN. THE SPACING FOR MULTIPLE PIECE TIEBARS SHALL BE EQUAL TO OR LESS THAN THAT OF THE TIEBARS SHOWN.
- DOWEL AND TIEBAR SPACINGS SHALL NOT VARY MORE THAN ONE TWELFTH OF THE SPACING SHOWN HEREIN.
- TRANSVERSE TIEBARS SHALL NOT BE WITHIN 15 INCHES OF TRANSVERSE JOINTS.
- TIEBARS SHALL BE STEEL CONFORMING TO ASTM DESIGNATION A-615 OR A-616, GRADE 60. NO BENDING OF TIEBARS WILL BE ALLOWED. THE LENGTH OF THE TIEBARS SHALL BE 36 INCHES.
- TIEBARS SHALL BE SECURED PARALLEL TO THE PAVEMENT SURFACE AND PERPENDICULAR TO THE CENTERLINE BY:
 - USE OF BAR CHAIRS
 - BY ANY OTHER MEANS WHICH, PRIOR TO ITS USE, HAS BEEN APPROVED BY THE ENGINEER.
- DOWEL BARS SHALL BE SECURED PARALLEL TO THE PAVEMENT SURFACE AND CENTERLINE BY:
 - USE OF BAR CHAIRS
 - BY ANY OTHER MEANS WHICH, PRIOR TO ITS USE, HAS BEEN APPROVED BY THE ENGINEER.
- 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.
- 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 OTHER MEANS WHICH HAVE BEEN APPROVED BY THE ENGINEER PRIOR TO THEIR USE.
- IF SILICEOUS GRAVEL IS USED AS A COARSE AGGREGATE, THE SAW CUT DEPTH FOR ALL CONTRACTION JOINTS AND LONGITUDINAL WARPING JOINTS SHALL BE T/3.



TEXAS DEPARTMENT OF TRANSPORTATION

CONCRETE PAVEMENT DETAILS CONTRACTION DESIGN

CPCD-91(1)

MODIFICATIONS				FED. RD. DIST. NO.	STATE	FEDERAL AID PROJECT NO.	SHEET NO.
				6	TEXAS	BR 95(2)	87
STATE DIST. NO.	COUNTY	CONTRACT	SECTION	JOB	RIGHTWAY		
18	WARRANT	100	100	100	100		