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- C01: Replace SP 360-028 with SP 360-035
 C02: Add Portable Message Board
 C03: Add BACKFILL (TY A)
 C04: Remove, relocate and raise existing median in lat.
 C05: Add two months to Item E02
 C06: Add chiller/generator sat.
 C07: Add Soil Retention Blanket

BEGIN PROJECT
 STA 0218-01-072
 RM = 220+1.580

THE STANDARD SHEETS SPECIFICALLY IDENTIFIED ABOVE
 WITH AN "X" HAVE BEEN SELECTED BY ME OR UNDER MY
 SUPERVISION AS BEING APPLICABLE TO THIS PROJECT.
 JAMES RAY FLEMING, JR. 5/11/00

SPECIFICATIONS ADOPTED BY THE TEXAS DEPARTMENT OF TRANSPORTATION,
 WHICH I, THE ENGINEER, SPECIFICATION ITEMS LISTED AND DATED AS FOLLOWS,
 SHALL GOVERN ON THIS PROJECT: SPECIAL LABOR PROVISIONS FOR STATE PROJECTS 000-22011.

STATE OF TEXAS DEPARTMENT OF TRANSPORTATION

PLANS OF PROPOSED STATE HIGHWAY IMPROVEMENT

PROJECT CSR 218-1-72

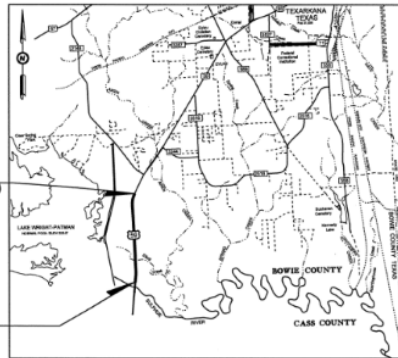
NET LENGTH OF PROJECT = 11,726.90 FT = 2.221 MI

BOWIE COUNTY

US 59

LIMITS FROM 0.5 MILES SOUTH OF FM 2148 TO NORTH END OF SULPHUR RIVER BRIDGE

CONSTRUCTION OF THE REHABILITATION OF AN EXISTING ROAD
CONSISTING OF PLANING, ACP LEVEL-UP, CPOR, CPOR, & PAVEMENT MARKINGS



NO EXCEPTIONS
 ELEVATIONS: STA 723+61.80 (BK) = STA 723+53.11 (FWD) (+6.69')
 NO RAILROAD CROSSINGS

LAYOUT SCALE: 1" = 100' FEET

DESIGN SPEED - 70 MPH	DATE PREPARED	BY
N.C. SPEED - 60 MPH	DATE CHECKED	BY
DATE	DATE	DATE
ATL	BOWIE	0218-01-072

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CONTRACTOR NAME: DUININCK BROS., INC.
 CONTRACTOR ADDRESS: P.O. Box 735
 ROADNOKE, TX 76262
 DATE WORK BEGAN: SEPT 5, 2000
 DATE WORK COMPLETED: NOV 27, 2001
 DATE OF ACCEPTANCE: NOV 27, 2001
 LIST OF APPROVED FIELD CHECKS: SEE BELOW - LEFT.

The construction work was performed in substantial
 compliance with the contract.
 E. J. Bowman 11/7/01

THE CONTRACTOR SHALL MAKE HIS OWN
 INVESTIGATIONS AND ARRANGEMENTS FOR
 DELIVERY OF MATERIALS.

BARRICADES AND WARNING SIGNS

SIGNS C020-1D AND C020-2A REQUIRED AT ALL INTERSECTING ROADS.

CONSTRUCTION SIGN AND BARRICADE PLACEMENT
 SHALL BE IN ACCORDANCE WITH PART VI OF THE
 TEXAS MANUAL ON UNIFORM TRAFFIC CONTROL
 DEVICES AND AS SPECIFIED HEREIN OR AS
 DIRECTED BY THE ENGINEER.



SIGNED BY: JAMES RAY FLEMING, JR., P.E. (+56781)
 DATE: 5/11/00

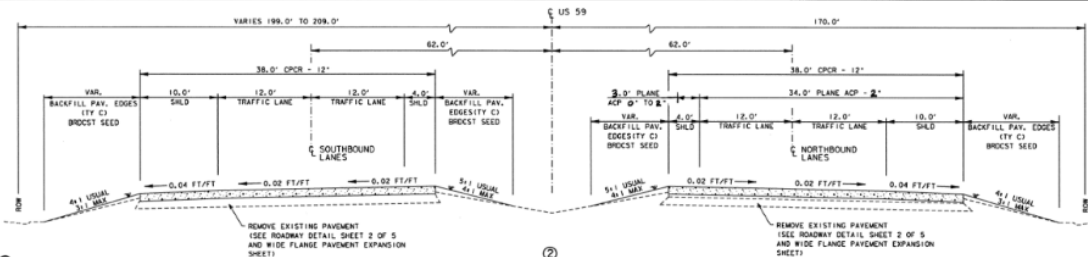
TEXAS DEPARTMENT OF TRANSPORTATION
 PROJECT NO. 0218-01-072
 DRAWING NO. 0218-01-072
 SHEET NO. 1 OF 8
 DATE: 5/11/00

CONCRETE

AGGREGATE: PRESCOTT
 SAND: LITTLE RIVER
 CEMENT: ASH GROVE FOREMAN
 FLY ASH: GH CASON
 WATER: CITY OF TEXARKANA

PROPOSED SECTION

STA 709+20 TO STA 712+10 NORTHBOUND LANES
 STA 710+55 TO STA 713+45 SOUTHBOUND LANES



NOTES:

BRIDGE APPROACH SLABS TO BE REPLACED AT
 STATION 709+00 TO 709+20 NORTHBOUND LANES &
 STATION 710+35 TO 710+55 SOUTHBOUND LANES.
 SEE ROADWAY DETAIL SHEETS.

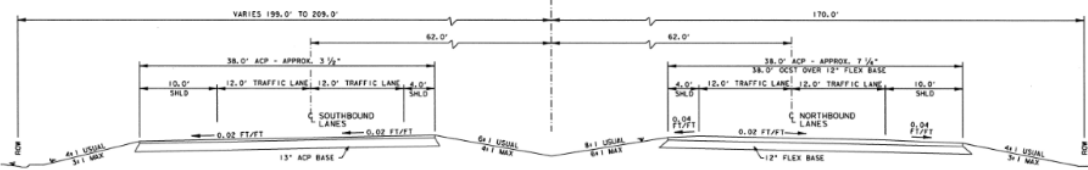
EXISTING PAVEMENT TO BE REMOVED FROM
 STATION 709+20 TO 712+10 NORTHBOUND LANES &
 STATION 710+55 TO 713+45 SOUTHBOUND LANES TO
 ALLOW FOR CONSTRUCTION OF WIDE FLANGE PAVEMENT
 EXPANSION SYSTEM. SEE ROADWAY DETAIL SHEETS.

ACP

AGGREGATE: JONES MILL
 SAND: MERRYWEATHER PIT
 LIME: TEXAS LIME
 ASPHALT: LION OIL

EXISTING SECTION

STA 709+20 TO STA 712+35 NORTHBOUND LANES
 STA 710+55 TO STA 712+35 SOUTHBOUND LANES

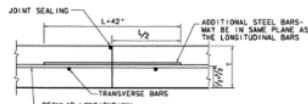


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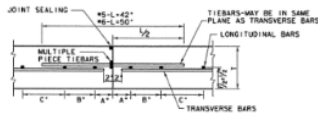
TYPICAL SECTIONS

SHEET 1 OF 8

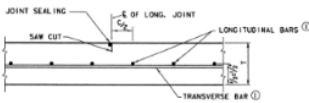
PROJECT NO.	DATE PREPARED	BY
0218-01-072	DATE CHECKED	BY
0218-01-072	DATE	DATE
ATL	BOWIE	0218-01-072



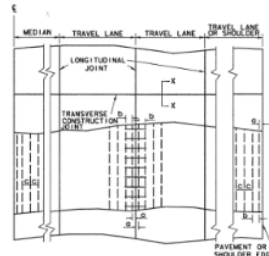
TRANSVERSE CONSTRUCTION JOINT
SECTION X - X



LONGITUDINAL CONSTRUCTION JOINT
SECTION Y - Y



LONGITUDINAL CONTRACTION JOINT
SECTION Z - Z



SYMMETRICAL ABOUT CENTERLINE
TYPICAL PAVEMENT LAYOUT

TABLE NO. 1 LONGITUDINAL STEEL						
LONGITUDINAL STEEL SIZE AND SPACINGS						
SLAB THICKNESS AND BAR SIZE	REGULAR REINFORCEMENT	FIRST SPACING AT EDGE OR JOINT	SECOND SPACING FROM EDGE OR JOINT	ADDITIONAL REINFORCEMENT AT TRANSVERSE CONSTR. JOINT	SPACING	LENGTH
T INCHES	BAR NUMBER	"A" INCHES	"B" INCHES	"C" INCHES	"D" INCHES	"E" INCHES
8	3	3	3 TO 4	3 TO 3	18	42
9	3	3.5	3 TO 4	3 TO 3.5	15	42
10	6	6.5	3 TO 4	3 TO 6.5	NONE	-
11	6	6	3 TO 4	3 TO 6	NONE	-
12	6	6	3 TO 4	3 TO 6	NONE	-
13	6	6.5	3 TO 4	3 TO 6.5	NONE	-

TABLE NO. 2 ALLOWABLE PAVEMENT WIDTH(W) IN FT.						
FOR TRANSVERSE BAR SPACING (BS) NOT SHOWN USE FORMULAE.						
SLAB THICKNESS	8"	9"	10"	11"	12"	13"
#5 BAR AT 36"	62	58	50	45	41	38
#5 BAR AT 24"	93	82	74	68	62	57
#6 BAR AT 36"	88	78	70	64	59	54
#6 BAR AT 24"	126	117	105	96	88	81

TRANSVERSE STEEL AND TIEBAR SPACINGS SHALL BE BASED ON THE FOLLOWING FORMULAE.

FOR #5 BARS $W = \frac{17857 N}{T \text{ BS}}$

FOR #6 BARS $W = \frac{25346 N}{T \text{ BS}}$

W - ALLOWABLE WIDTH OF PAVEMENT SLAB WIDTH IN FEET (MEASURED EDGE TO EDGE OR EDGE TO UNLINED JOINT)

N - NUMBER OF LAYERS OF STEEL (1 OR 2)

T - THICKNESS OF SLAB IN INCHES

BS - BAR SPACING IN INCHES

MINIMUM BS = 36"

MINIMUM WS = 12'

GENERAL NOTES

- FOR FURTHER INFORMATION REGARDING THE PLACEMENT OF CONCRETE AND REINFORCEMENT, REFER TO THE GOVERNING SPECIFICATIONS FOR "CONCRETE" AND "REINFORCING STEEL."
- LONGITUDINAL AND TRANSVERSE BARS SHALL BE STYMPED STEEL CONFORMING TO ASTM A-615 (GRADE 60) OF ASTM A-616 (GRADE 65).
- DETAILS FOR PAVEMENT WIDTH, PAVEMENT THICKNESS AND THE CROWN CROSS-SLOPE SHALL BE SHOWN ELSEWHERE IN THE PLANS.
- SPLICES SHALL BE A MINIMUM OF 33 TIMES THE NOMINAL STEEL DIAMETER.
- CONSOLIDATION WITH HAND-MANIPULATED MECHANICAL VIBRATORS IS REQUIRED ADJACENT TO ALL TRANSVERSE CONSTRUCTION JOINTS.
- THE DETAIL FOR THE JOINT SEALANT AND RESERVOIR WILL BE SHOWN IN CONCRETE PAVEMENT DETAIL, JOINT SEALANT.
- PAVEMENT WIDTHS OF MORE THAN 16' SHALL HAVE A LONGITUDINAL JOINT (SECTION Z-Z OR Y-Y). THESE JOINTS SHALL BE LOCATED WITHIN 6' OF THE LANE LINE UNLESS THE JOINT LOCATION IS SHOWN ELSEWHERE ON THE PLANS.
- THE SAW CUT FOR THE LONGITUDINAL JOINT SHALL BE ONE FOURTH THE SLAB THICKNESS WHEN CRUSHED LIMESTONE IS USED AS THE COARSE AGGREGATE. ONE THIRD THE SLAB THICKNESS WHEN SILICEOUS AGGREGATE IS USED.
- WITHIN ANY AREA BOUNDED BY TWO FEET OF PAVEMENT LENGTH MEASURED PARALLEL TO THE CENTERLINE AND TWELVE FEET OF WIDTH MEASURED PERPENDICULAR TO THE PAVEMENT CENTERLINE, NOT OVER 33% OF THE REGULAR LONGITUDINAL STEEL SHALL BE SPLICED.
- MULTIPLE PIECE TIEBARS SHALL BE USED AT LONGITUDINAL CONSTRUCTION JOINTS UNLESS OTHERWISE SPECIFIED IN THE PLANS.
- UNLESS OTHERWISE SHOWN ON THE PLANS, TIEBARS CONNECTING THE INTERSECTING PUBLIC ROADS AND DRIVEWAYS TO THE ROADWAY SHALL BE PLACED AT 24 INCH C-C SPACING.
- PAVEMENT LEANINGS WILL BE REQUIRED ON THIS PROJECT AS NECESSARY TO PROVIDE FOR TRAFFIC AT DRIVEWAYS AND PUBLIC ROAD INTERSECTIONS.
- SEE STANDARD "JS SPL" FOR JOINT SEALING DETAILS. THE JOINT SEALING COMPOUND FOR CONCRETE PAVEMENT SHALL BE CLASS 3 (HOT Poured RUBBER).

FOOTNOTE:

- ① WHEN MACHINE PLACING OF THE STEEL REINFORCEMENT IS USED, THE USE OF CHAIRS WILL NOT BE REQUIRED AND THE TRANSVERSE STEEL MAY BE PLACED ABOVE OR BELOW THE LONGITUDINAL STEEL. THE VERTICAL LOCATION OF THE BARS WILL BE APPROVED BY THE ENGINEER.

MODIFICATIONS

- MODIFY GENERAL NOTE #6.
- DELETE GENERAL NOTE #11.
- ADD GENERAL NOTES #11-13.
- MODIFY "TYPICAL PAVEMENT LAYOUT".
- MODIFY JOINT SEALING METHOD ON JOINT DETAILS.
- DELETE "FREE LONGITUDINAL JOINT DETAILS".



Texas Department of Transportation
Design Division (Plans and Specifications)
CONCRETE PAVEMENT DETAILS
CONTINUOUSLY REINFORCED STEEL BARS
ONE LAYER PLACEMENT
T-8, 9, 10, 11, 12, & 13 INCHES
CPCR(11)-94 MOD

REVISED	APRIL 1999	BY	DR	DATE	BY	DATE	BY	DATE