ADT	
MAINLANES	= 32,300 (2002)
	= 61,900 (2022)

DESIGN SPEED	
MAINLANES	= 60 MPH
FRONTAGE ROADS	= 40 MPH

6	NH 2001 (947)		1
TEXAS	HOU	HARRIS	
0508	07	021	SP 330

INDEX OF SHEETS
(SEE SHEET 2)

STATE OF TEXAS
R. TODD CORBIN
69595
REGISTERED
PROFESSIONAL ENGINEER

R. Todd Corbin, P.E.
05-21-2004

"Work is done according to the Plans and contract"

STATE OF TEXAS
DEPARTMENT OF TRANSPORTATION

PLANS OF ~~PROPOSED~~ Final
STATE HIGHWAY IMPROVEMENT

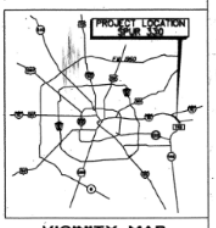
FEDERAL AID PROJECT NO. NH 2001(947)

STATE CONTROL NO. 0508-07-021

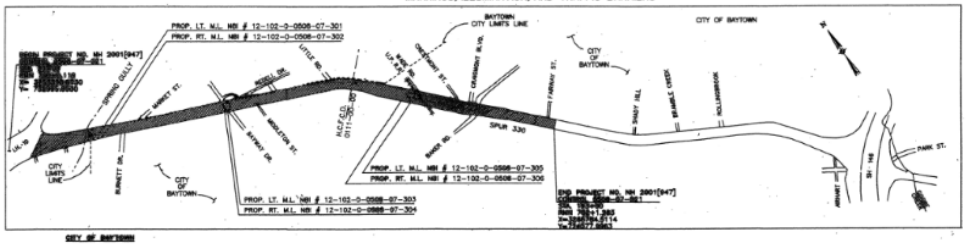
NET LENGTH OF PROJECT = 16,392 FT. = 3.104 MI.
ROADWAY = 12,697 FT. BRIDGE = 3695 FT. TOTAL = 16,392 FT. = 3.104 MI.

HARRIS COUNTY
SPUR 330
LIMITS: FROM I.H. 10 TO 2.0 MI. NORTH OF SH 146

CONSTRUCTION OF THE CONVERSION OF A NON-FREEWAY FACILITY TO A FREEWAY FACILITY CONSISTING OF GRADING, EMBANKMENT, LIME TREATED SUBGRADE, STABLIZED BASE, ASPHALTIC CONCRETE PAVEMENT, CONCRETE PAVEMENT, BRIDGES, RETAINING WALL STRUCTURES, STORM SEWERS, SIGNING, PAVEMENT MARKINGS, ILLUMINATION, AND TRAFFIC BARRIERS



VICINITY MAP
(N.T.S.)



Terry L. McDaniel
11/27/01
STATE OF TEXAS
TERRY L. McDANIEL
53262
REGISTERED
PROFESSIONAL ENGINEER

CITY OF BAYTOWN

[redacted]

APPROVED: [signature] 12/3/01
MAYOR, CITY OF BAYTOWN — DATE:

NOTES:
1. ALL BEARINGS ARE REFERENCED TO THE TEXAS STATE PLANE COORDINATE SYSTEM, SOUTH CENTRAL ZONE, N.A.D. 1983. ALL DISTANCES AND COORDINATES ARE SURFACE AND MAY BE CONVERTED TO GRID BY MULTIPLYING BY THE COMBINED ADJUSTMENT FACTOR OF 0.999864.
2. SPECIFICATIONS ADOPTED BY THE TEXAS DEPARTMENT OF TRANSPORTATION, MARCH 1, 1993 AND SPECIFICATION ITEMS LISTED AND DATED AS FOLLOWS SHALL GOVERN ON THIS PROJECT: REQUIRED CONTRACT PROVISIONS, FEDERAL-AID CONSTRUCTION CONTRACTS (FORM FHWA 1273, DECEMBER, 1993)

PROJECT LAYOUT
SCALE: N.T.S.

EXCEPTIONS - NONE
EQUATIONS - NONE
RAILROAD CROSSING - ONE

TEXAS DEPARTMENT OF TRANSPORTATION

SUBMITTED FOR LETTING 11/29/01 — PROJECT MANAGER, P.E.
APPROVED FOR LETTING — DIRECTOR, TRAFFIC OPERATIONS DIVISION
RECOMMENDED FOR LETTING 11/29/01 — FOR DISTRICT ENGINEER, P.E.
APPROVED FOR LETTING 1-17-02 — FOR DIRECTOR, DESIGN DIVISION, P.E.

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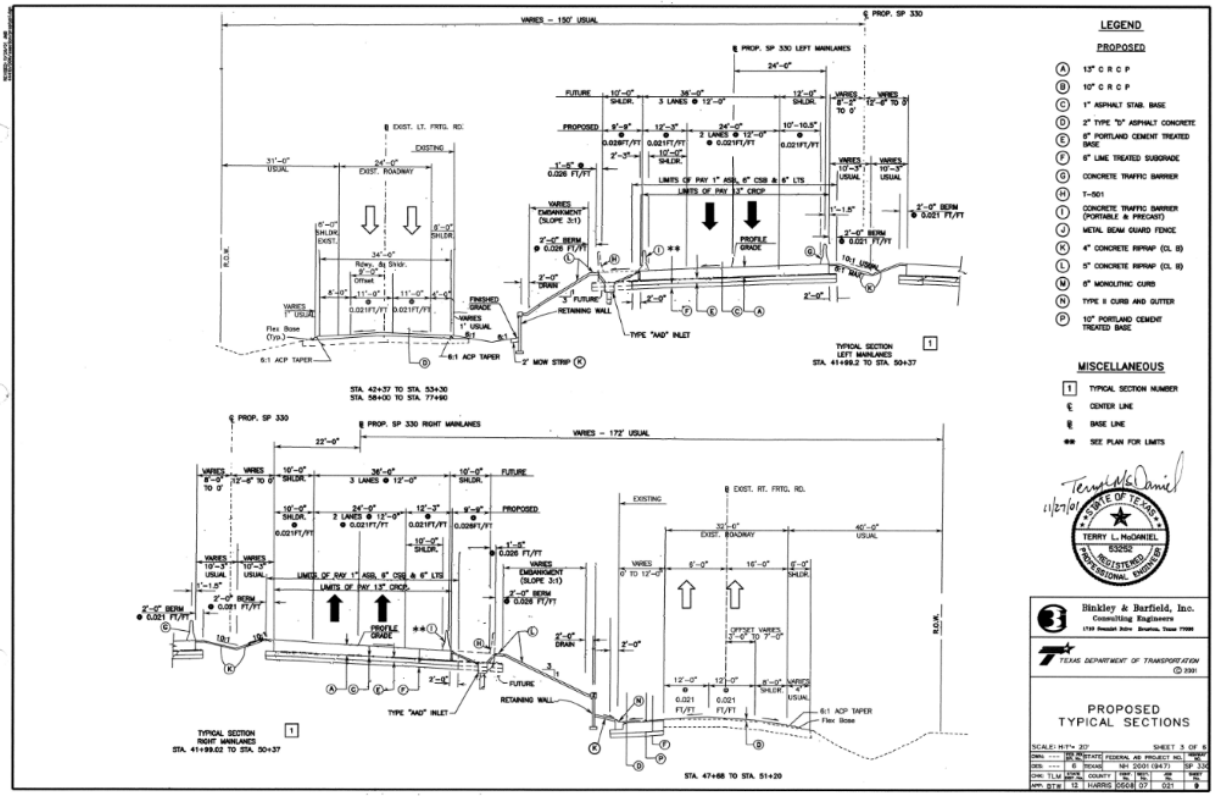

LEGEND

PROPOSED

- (A) 13" C R C P
- (B) 10" C R C P
- (C) 1" ASPHALT STAB. BASE
- (D) 2" TYPE "D" ASPHALT CONCRETE
- (E) 6" PORTLAND CEMENT TREATED BASE
- (F) 6" LIME TREATED SUBGRADE
- (G) CONCRETE TRAFFIC BARRIER
- (H) T-501
- (I) CONCRETE TRAFFIC BARRIER (PORTABLE & PRECAST)
- (J) METAL BEAM GUARD FENCE
- (K) 4" CONCRETE RIPRAP (CL II)
- (L) 5" CONCRETE RIPRAP (CL II)
- (M) 6" MONOLITHIC CURB
- (N) TYPE II CURB AND GUTTER
- (P) 10" PORTLAND CEMENT TREATED BASE

MISCELLANEOUS

- [1] TYPICAL SECTION NUMBER
- ℄ CENTER LINE
- ℄ BASE LINE
- ** SEE PLAN FOR LIMITS

Terry L. McDaniel
11/27/01
STATE OF TEXAS
TERRY L. McDANIEL
53262
REGISTERED
PROFESSIONAL ENGINEER

Binkley & Barfield, Inc.
Consulting Engineers
1749 Dewalt Drive Houston, Texas 77055

TEXAS DEPARTMENT OF TRANSPORTATION
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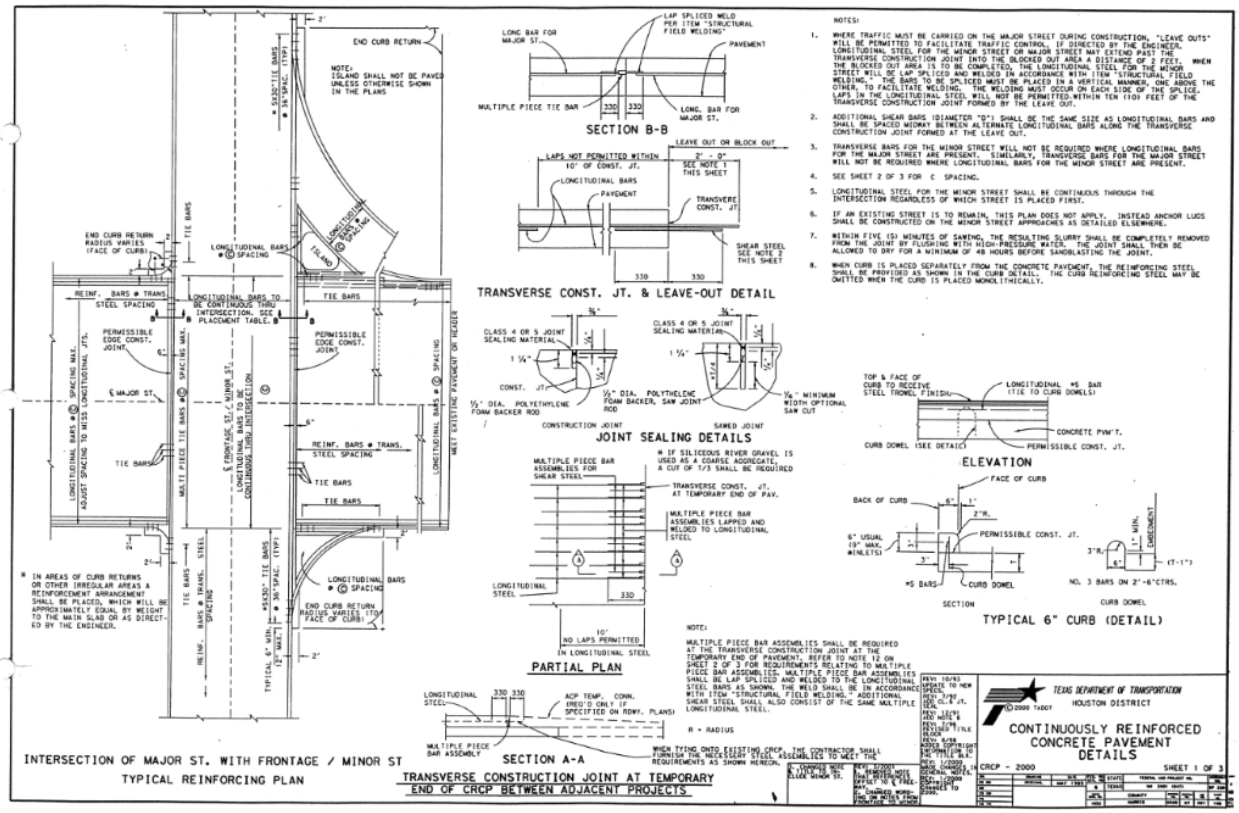
PROPOSED
TYPICAL SECTIONS

SCALE: H:1"= 20' — SHEET 3 OF 6

DWN.	---	DIST.	STATE	FEDERAL AID PROJECT NO.	SHEET NO.
DSN.	---	6	TEXAS	NH 2001 (947)	SP 330
CHK. TLM	DATE	COUNTY	CONT. NO.	SECT. NO.	JOB NO.
APP. STM	12	HARRIS	0508 07	021	9


INTERSECTION OF MAJOR ST. WITH FRONTAGE / MINOR ST
TYPICAL REINFORCING PLAN
TRANSVERSE CONSTRUCTION JOINT AT TEMPORARY END OF CRCP BETWEEN ADJACENT PROJECTS
SECTION B-B
TRANSVERSE CONST. JT. & LEAVE-OUT DETAIL
JOINT SEALING DETAILS
PARTIAL PLAN
SECTION A-A
ELEVATION
TYPICAL 6" CURB (DETAIL)
NOTES:
1. WHERE TRAFFIC MUST BE CARRIED ON THE MAJOR STREET DURING CONSTRUCTION, "LEAVE OUTS" WILL BE PERMITTED TO FACILITATE TRAFFIC CONTROL. IF DIRECTED BY THE ENGINEER, LONGITUDINAL STEEL FOR THE MINOR STREET OR MAJOR STREET MAY EXTEND PAST THE TRANSVERSE CONSTRUCTION JOINT INTO THE BLOCKED OUT AREA A DISTANCE OF 2 FEET. WHEN THE BLOCKED OUT AREA IS TO BE COMPLETED, THE LONGITUDINAL STEEL FOR THE MINOR STREET WILL BE LAP SPLICED AND WELDED IN ACCORDANCE WITH ITEM "STRUCTURAL FIELD WELDING." THE BARS TO BE SPLICED MUST BE PLACED IN A VERTICAL MANNER, ONE ABOVE THE OTHER, TO FACILITATE WELDING. THE WELDING MUST OCCUR ON EACH SIDE OF THE SPLICE. LAPS IN THE LONGITUDINAL STEEL WILL NOT BE PERMITTED WITHIN TEN (10) FEET OF THE TRANSVERSE CONSTRUCTION JOINT FORMED BY THE LEAVE OUT.
2. ADDITIONAL SHEAR BARS (DIAMETER "D") SHALL BE THE SAME SIZE AS LONGITUDINAL BARS AND SHALL BE SPACED MIDWAY BETWEEN ALTERNATE LONGITUDINAL BARS ALONG THE TRANSVERSE CONSTRUCTION JOINT FORMED AT THE LEAVE OUT.
3. TRANSVERSE BARS FOR THE MINOR STREET WILL NOT BE REQUIRED WHERE LONGITUDINAL BARS FOR THE MAJOR STREET ARE PRESENT. SIMILARLY, TRANSVERSE BARS FOR THE MAJOR STREET WILL NOT BE REQUIRED WHERE LONGITUDINAL BARS FOR THE MINOR STREET ARE PRESENT.
4. SEE SHEET 2 OF 3 FOR C SPACING.
5. LONGITUDINAL STEEL FOR THE MINOR STREET SHALL BE CONTINUOUS THROUGH THE INTERSECTION REGARDLESS OF WHICH STREET IS PLACED FIRST.
6. IF AN EXISTING STREET IS TO REMAIN, THIS PLAN DOES NOT APPLY. INSTEAD ANCHOR LUGS SHALL BE CONSTRUCTED ON THE MINOR STREET APPROACHES AS DETAILED ELSEWHERE.
7. WITHIN FIVE (5) MINUTES OF SAWING, THE RESULTING SLURRY SHALL BE COMPLETELY REMOVED FROM THE JOINT BY FLUSHING WITH HIGH-PRESSURE WATER. THE JOINT SHALL THEN BE ALLOWED TO DRY FOR A MINIMUM OF 48 HOURS BEFORE SANDBLASTING THE JOINT.
8. WHEN CURB IS PLACED SEPARATELY FROM THE CONCRETE PAVEMENT, THE REINFORCING STEEL SHALL BE PROVIDED AS SHOWN IN THE CURB DETAIL. THE CURB REINFORCING STEEL MAY BE OMITTED WHEN THE CURB IS PLACED MONOLITHICALLY.
TEXAS DEPARTMENT OF TRANSPORTATION
HOUSTON DISTRICT
CONTINUOUSLY REINFORCED CONCRETE PAVEMENT DETAILS
CRCP - 2000
SHEET 1 OF 3