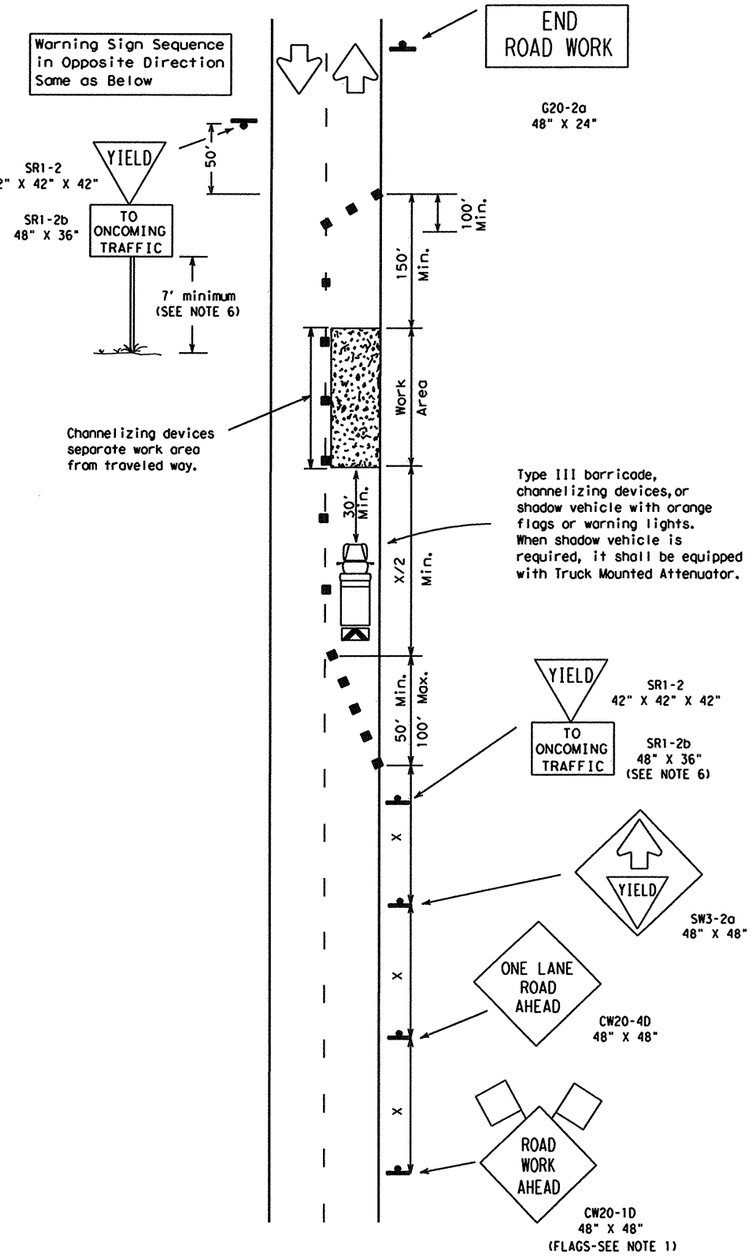
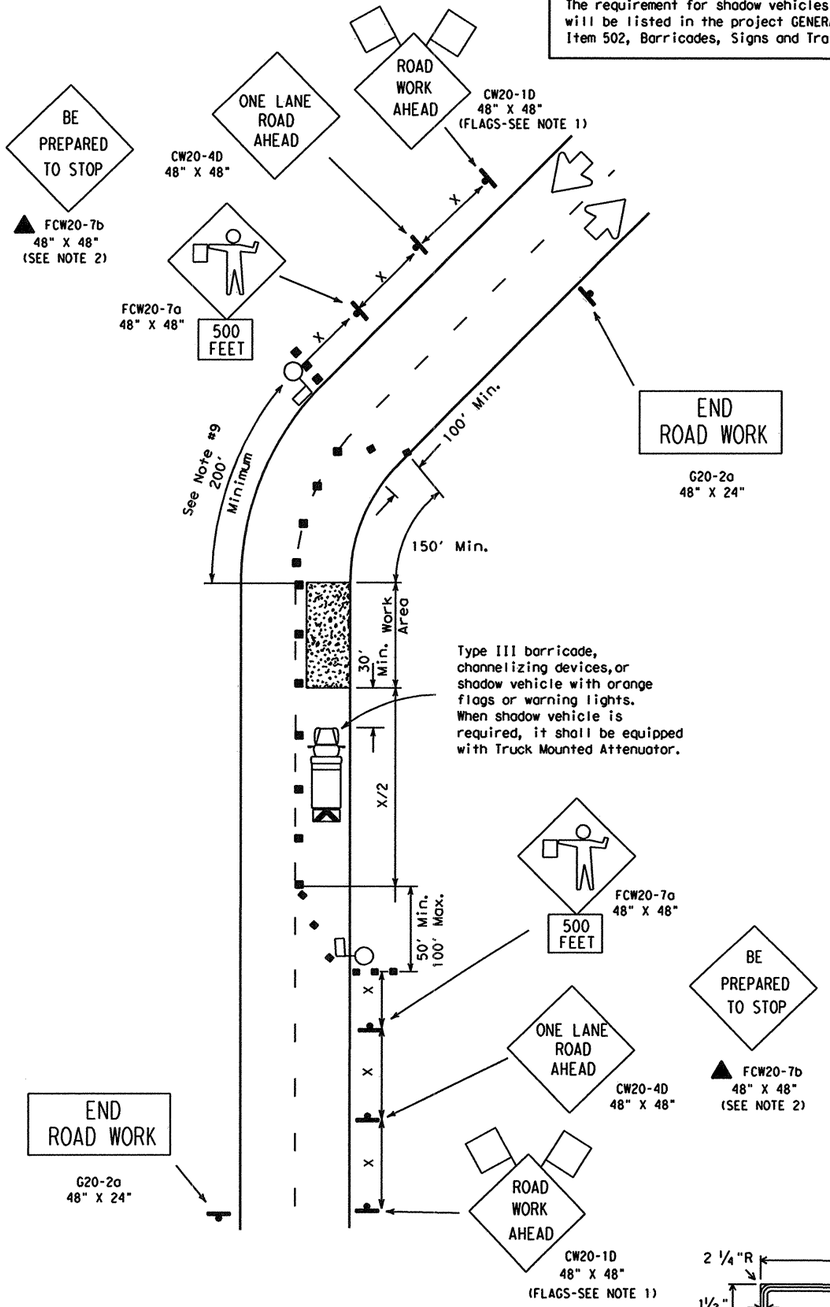
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FILE: ...\tcp1_dgn
ACC:
DW:
CK:
3/22/2006



TCP (1-2a)

One Lane Closed
Adequate Field of View



TCP (1-2b)

One Lane Closed
Inadequate Field of View

LEGEND

Type III Barricade ■ ■ Channelizing Devices Flag
Heavy Work Vehicle Truck Mounted Attenuator
Trailer Mounted Flashing Arrow Panel (M) Portable Changeable Message Sign
Flagger Sign Post

Posted Speed ✱	Formula	Minimum Desirable Taper Lengths ✱✱ 10' Offset	11' Offset	12' Offset	Suggested Maximum Spacing of Device On a Taper	On a Tangent	Minimum Sign Spacing x Distance
30	$L=\frac{WS^2}{60}$	150'	165'	180'	30'	60'-75'	120'
35		205'	225'	245'	35'	70'-90'	160'
40		265'	295'	320'	40'	80'-100'	240'
45	L=WS	450'	495'	540'	45'	90'-110'	320'
50		500'	550'	600'	50'	100'-125'	400'
55		550'	605'	660'	55'	110'-140'	500'
60		600'	660'	720'	60'	120'-150'	✱600'
65		650'	715'	780'	65'	130'-165'	✱700'
70		700'	770'	840'	70'	140'-175'	✱800'

✱ Conventional Roads Only

✱✱ Taper lengths have been rounded off.
L=Length of Taper (FT.) W=Width of Offset (FT.) S=Posted Speed (MPH)

TYPICAL USAGE: MOBILE	SHORT DURATION	SHORT TERM STATIONARY	INTERMEDIATE TERM STATIONARY	LONG TERM STATIONARY
	✓	✓		

GENERAL NOTES:

1. Flags attached to signs are REQUIRED.
2. All traffic control devices illustrated are REQUIRED, except those denoted with the triangle symbol may be omitted when stated elsewhere in the plans.
3. The BE PREPARED TO STOP sign may be installed after the ONE LANE ROAD AHEAD sign, but proper sign spacing shall be maintained.
4. ROAD WORK AHEAD sign may be repeated if the visibility of the work zone is less than 1500'.

TCP(1-2a)

5. YIELD sign traffic control may be used on projects with approaches that have adequate sight distance. For projects in urban areas, work zones should be no longer than one half city block. In rural areas on roadways with less than 4000 ADT, work areas should be no longer than 400'.
6. YIELD TO ONCOMING TRAFFIC sign shall be placed on a support at a 7' minimum mounting height.

TCP(1-2b)

7. Flaggers should use two-way radios or other methods of communication to control traffic.
8. Length of work area should be based on the ability of flaggers to communicate.
9. Distance along curve of work area should be adequate length for motorists to identify and react to flagger signals.

Only pre-qualified products shall be used. A list of compliant products and their sources may be obtained by writing or faxing:

Standards Engineer
Traffic Operations Division - TE
Texas Department of Transportation
125 East 11th Street
Austin, Texas 78701-2483
Phone (512) 416-3335
Fax (512) 416-3161
E-mail TRF-STANDARD@mailgw.dot.state.tx.us



SR1-2b
48" x 36"

Letters - Black
Background - White
Reflective

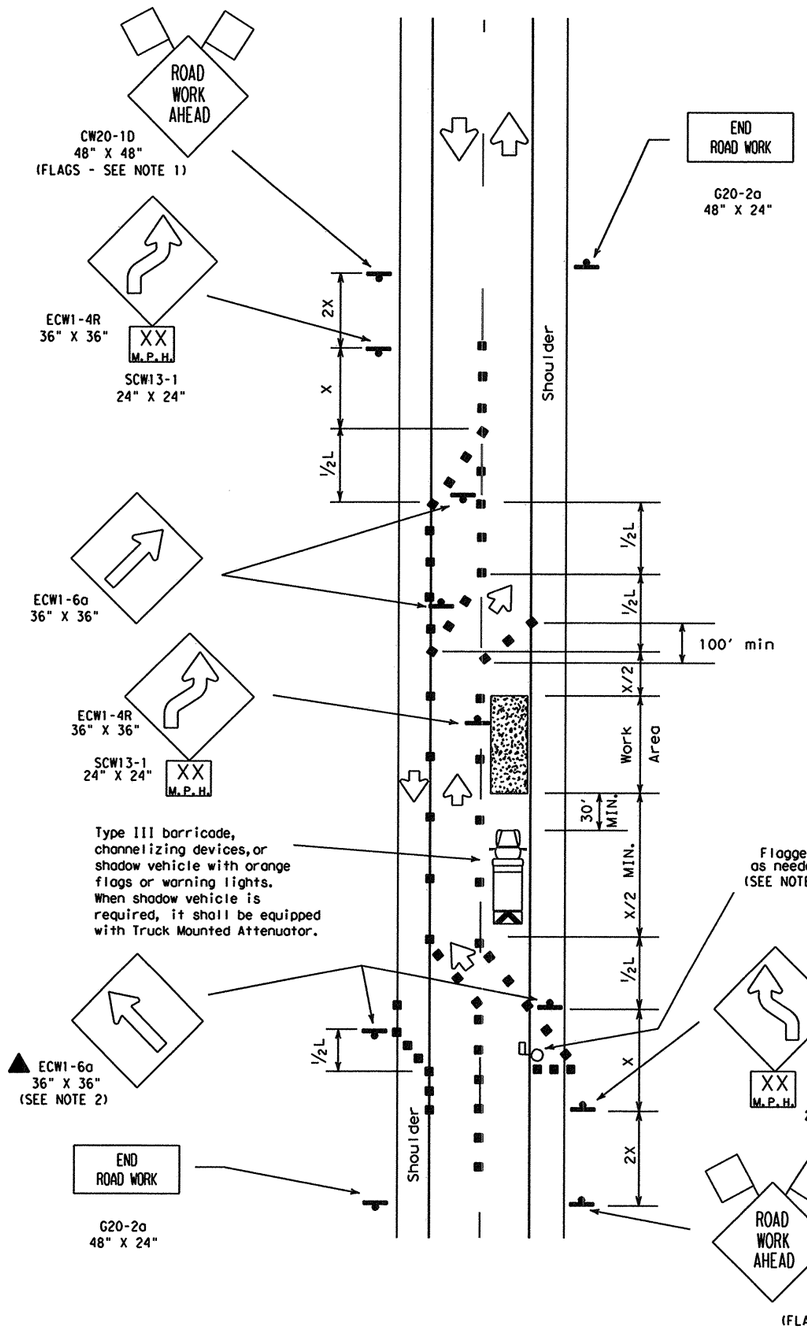
STANDARD PLANS
TEXAS DEPARTMENT OF TRANSPORTATION
Traffic Operations Division

TRAFFIC CONTROL PLAN

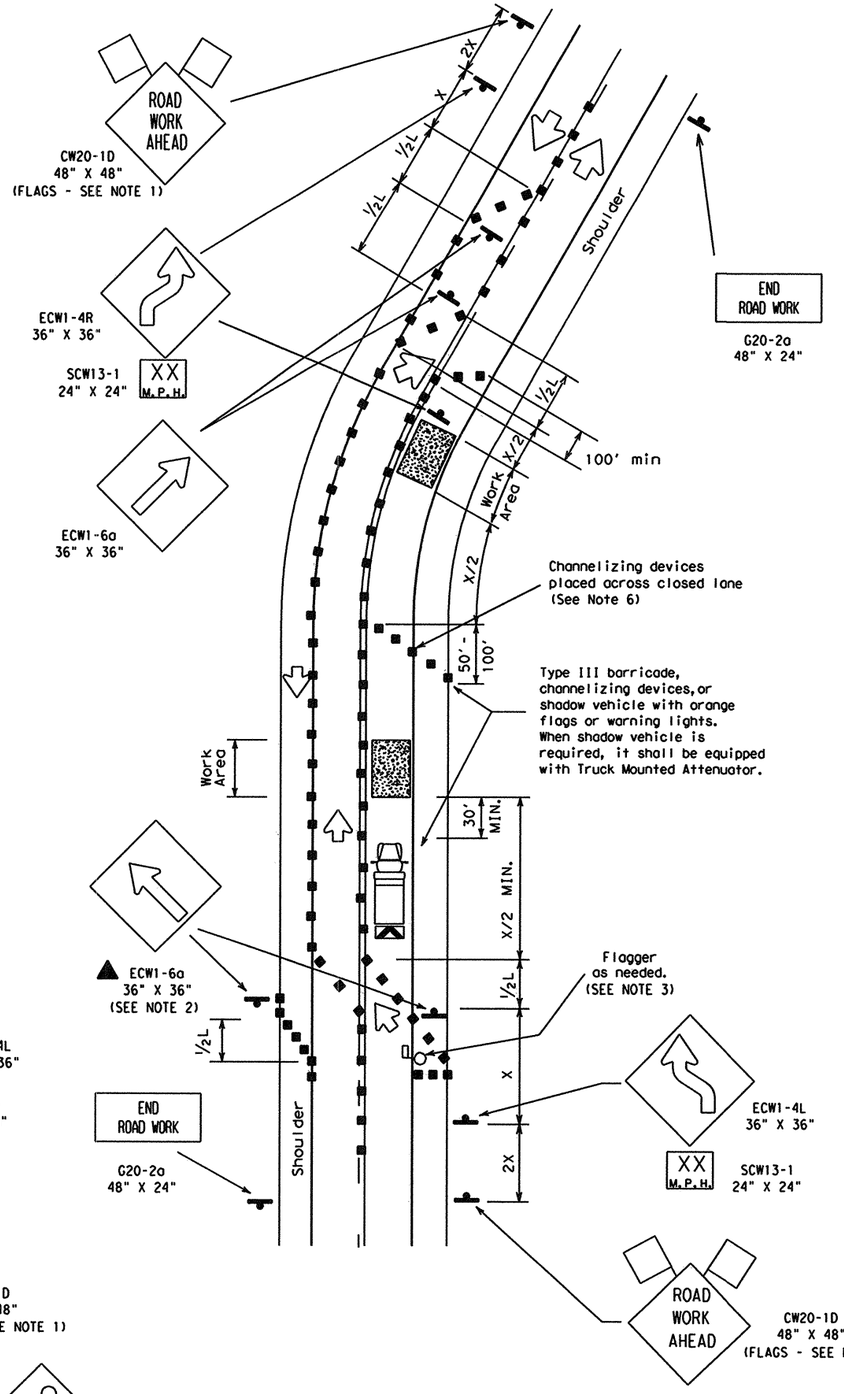
TCP(1-2)-98

© TxDOT December 1985	DN: - LR	CK: - MT	DW: - DN	CK: - MT	MEG NO.:
REVISIONS 4-90, 2-94, 1-97, 4-98	STATE DISTRICT: DAL	FEDERAL REGION: 6	FEDERAL AID PROJECT		SHEET: 204
	COUNTY: ROCKWALL	CONTROL: 0451	SECTION: 01	JOB: 032	HIGHWAY: SH 205

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TCP (1-3a)
2-Lane Roadway With Paved Shoulders
One Lane Closed
Adequate Field of View



TCP (1-3b)
2-Lane Roadway With Paved Shoulders
One Lane Closed
Inadequate Field of View

LEGEND

Type III Barricade ■ ■ Channelizing Devices Flag
Heavy Work Vehicle Truck Mounted Attenuator
Trailer Mounted Flashing Arrow Panel (M) Portable Changeable Message Sign
Flagger Sign Post

Posted Speed *	Formula	Minimum Desirable Taper Lengths ** 10' Offset	11' Offset	12' Offset	Suggested Maximum Spacing of Device On a Taper	On a Tangent	Minimum Sign Spacing X Distance
30	$L=\frac{WS^2}{60}$	150'	165'	180'	30'	60'-75'	120'
35		205'	225'	245'	35'	70'-90'	160'
40		265'	295'	320'	40'	80'-100'	240'
45	L=WS	450'	495'	540'	45'	90'-110'	320'
50		500'	550'	600'	50'	100'-125'	400'
55		550'	605'	660'	55'	110'-140'	500'
60		600'	660'	720'	60'	120'-150'	*600'
65		650'	715'	780'	65'	130'-165'	*700'
70		700'	770'	840'	70'	140'-175'	*800'

* Conventional Roads Only

** Taper lengths have been rounded off.
L=Length of Taper (FT.) W=Width of Offset (FT.) S=Posted Speed (MPH)

TYPICAL USAGE: MOBILE	SHORT DURATION	SHORT TERM STATIONARY	INTERMEDIATE TERM STATIONARY	LONG TERM STATIONARY
	✓	✓		

GENERAL NOTES:

1. Unless otherwise stated in the plans, flags attached to signs are REQUIRED.
2. All traffic control devices illustrated are REQUIRED, except those denoted with the triangle symbol may be omitted when stated elsewhere in the plans.
3. Flagger control should NOT be used unless roadway conditions or heavy traffic volume require additional emphasis to safely control traffic. Additional flaggers should be positioned at end of traffic queues unless 24" x 24" STOP/SLOW paddle is used.
4. DO NOT PASS, PASS WITH CARE, and construction regulatory speed zone signs may be installed downstream of the ROAD WORK AHEAD signs.
5. ROAD WORK AHEAD sign may be repeated if the visibility of the work zone is less than 1500'.
6. When the work zone is made up of several work areas, channelizing devices should be placed laterally across the closed lane to re-emphasize closure. Laterally placed channelizing devices should be repeated every 500' to 1000' in urban areas and every 1/4 to 1/2 mile in rural areas.

Only pre-qualified products shall be used. A list of compliant products and their sources may be obtained by writing or faxing:

Standards Engineer
Traffic Operations Division - TE
Texas Department of Transportation
125 East 11th Street
Austin, Texas 78701-2483
Phone (512) 416-3335
Fax (512) 416-3161
E-mail TRF-STANDARD@mailgw.dot.state.tx.us

The requirement for shadow vehicles will be listed in the project GENERAL NOTES, Item 502, Barricades, Signs and Traffic Handling.

STANDARD PLANS
TEXAS DEPARTMENT OF TRANSPORTATION
Traffic Operations Division

TRAFFIC CONTROL PLAN

TCP(1-3)-98

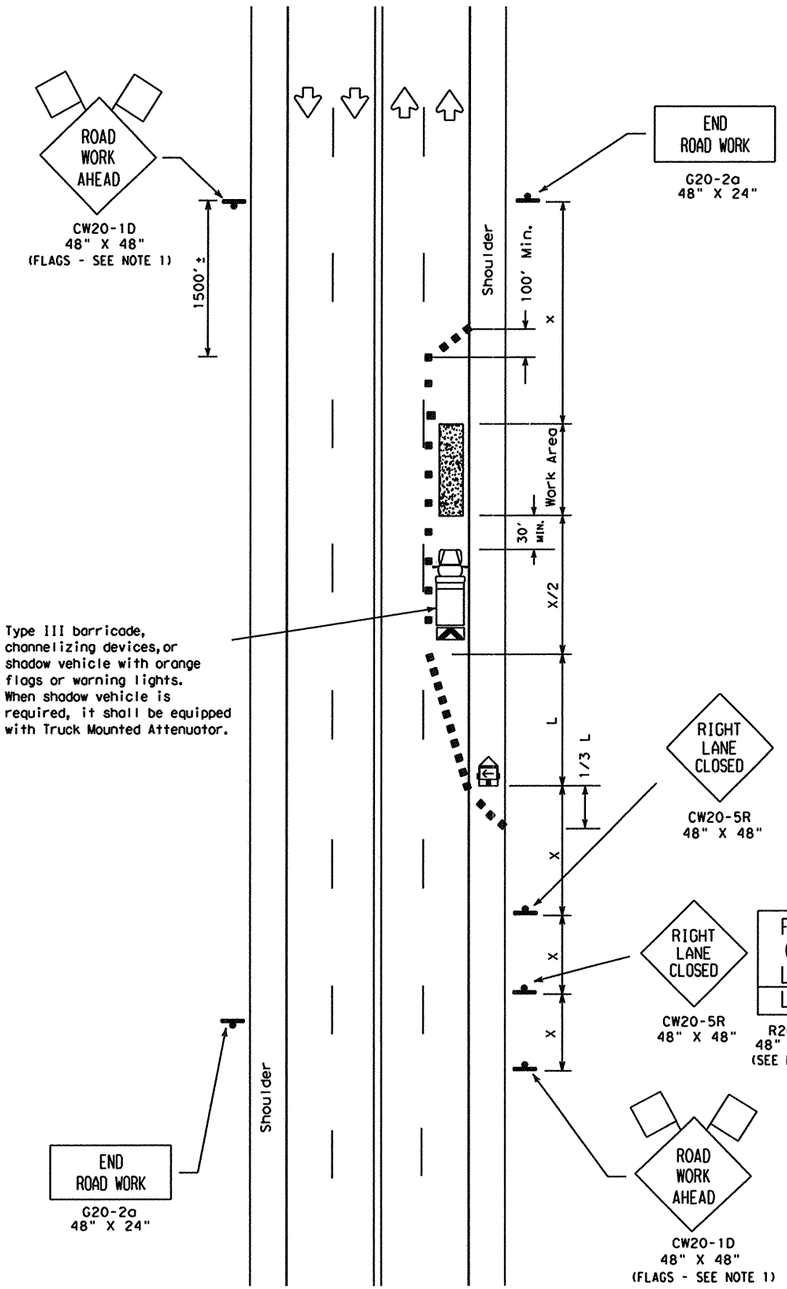
© TxDOT December 1985 DN: - LR CK: - DW: - DN CK: - MT MEG NO.:

REVISIONS	STATE DISTRICT	FEDERAL REGION	FEDERAL AID PROJECT	SHEET
2-94	DAL	6		205
8-95				
1-97				
4-98				

COUNTY	CONTROL	SECTION	JOB	HIGHWAY
ROCKWALL	0451	01	032	SH 205

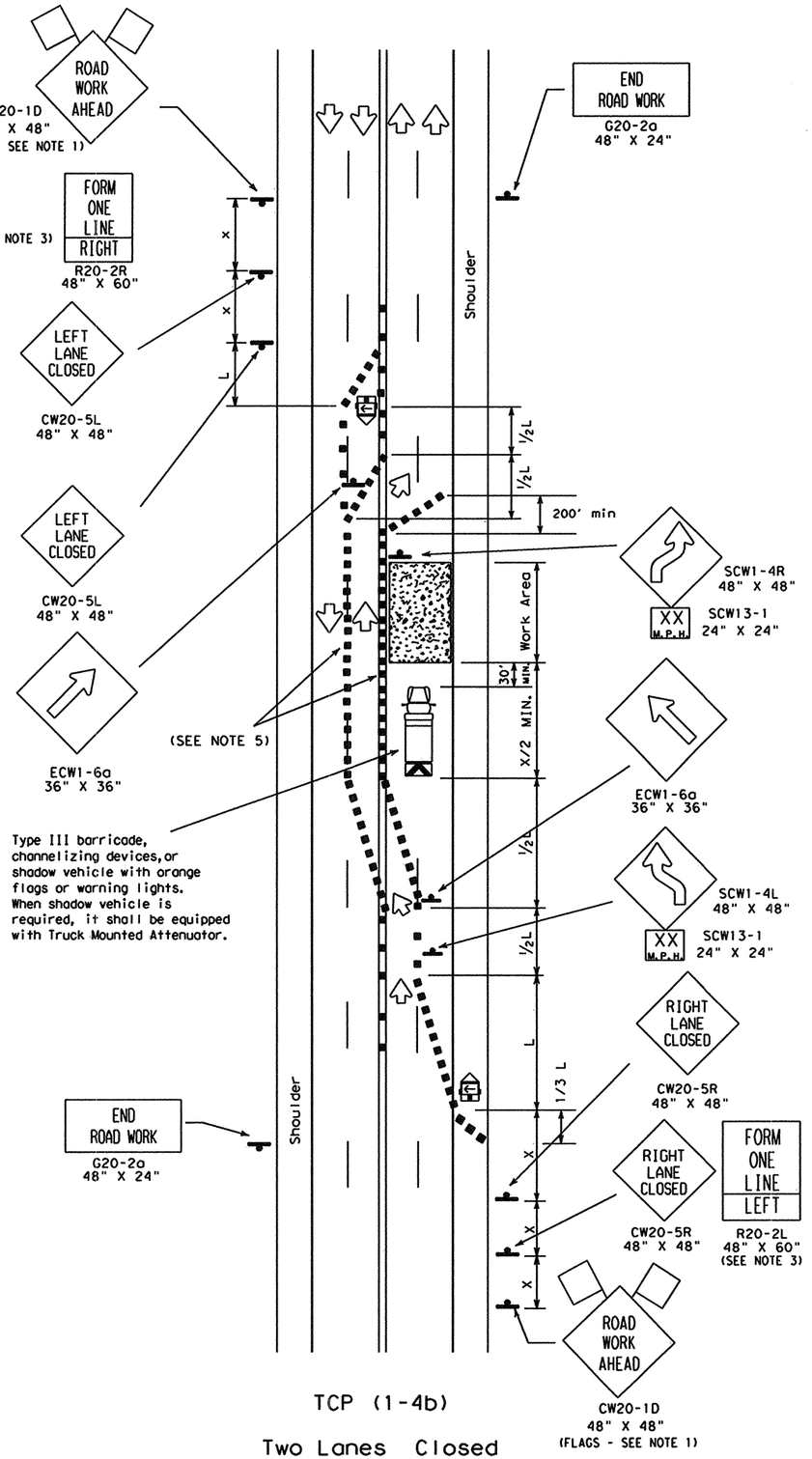
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TCP (1-4a)

One Lane Closed



TCP (1-4b)

Two Lanes Closed

LEGEND

Type III Barricade ■ ■ Channelizing Devices Flag

Heavy Work Vehicle Truck Mounted Attenuator

Trailer Mounted Flashing Arrow Panel (M) Portable Changeable Message Sign

Flagger Sign Post

Posted Speed ✳	Formula	Minimum Desirable Taper Lengths ✳✳ 10' Offset	11' Offset	12' Offset	Suggested Maximum Spacing of Device On a Taper	On a Tangent	Minimum Sign Spacing x Distance
30	$L = \frac{WS^2}{60}$	150'	165'	180'	30'	60'-75'	120'
35		205'	225'	245'	35'	70'-90'	160'
40		265'	295'	320'	40'	80'-100'	240'
45	L=WS	450'	495'	540'	45'	90'-110'	320'
50		500'	550'	600'	50'	100'-125'	400'
55		550'	605'	660'	55'	110'-140'	500'
60		600'	660'	720'	60'	120'-150'	✳600'
65		650'	715'	780'	65'	130'-165'	✳700'
70		700'	770'	840'	70'	140'-175'	✳800'

✳ Conventional Roads Only

✳✳ Taper lengths have been rounded off.
L=Length of Taper (FT.) W=Width of Offset (FT.) S=Posted Speed (MPH)

TYPICAL USAGE:				
MOBILE	SHORT DURATION	SHORT TERM STATIONARY	INTERMEDIATE TERM STATIONARY	LONG TERM STATIONARY
	✓	✓		

GENERAL NOTES:

1. Unless otherwise stated in the plans, flags attached to the signs are REQUIRED.
2. All traffic control devices illustrated are REQUIRED, except those denoted with the triangle symbol may be omitted when stated elsewhere in the plans.
3. The FORM ONE LANE LEFT sign may be used following the RIGHT LANE CLOSED sign. Spacing distance between signs should be the minimum distance indicated.
4. ROAD WORK AHEAD sign may be repeated if the visibility of the work zone is less than 1500'.
5. If pavement markings are not removed and traffic is directed over a double yellow centerline, the maximum spacing of channelizing devices in a tangent section should be no greater than 10 feet.

Only pre-qualified products shall be used. A list of compliant products and their sources may be obtained by writing or faxing:

Standards Engineer
Traffic Operations Division - TE
Texas Department of Transportation
125 East 11th Street
Austin, Texas 78701-2483
Phone (512) 416-3335
Fax (512) 416-3161
E-mail TRF-STANDARD@mailgw.dot.state.tx.us

The requirement for shadow vehicles will be listed in the project GENERAL NOTES, Item 502, Barricades, Signs and Traffic Handling.

STANDARD PLANS
TEXAS DEPARTMENT OF TRANSPORTATION
Traffic Operations Division

TRAFFIC CONTROL PLAN

TCP(1-4)-98

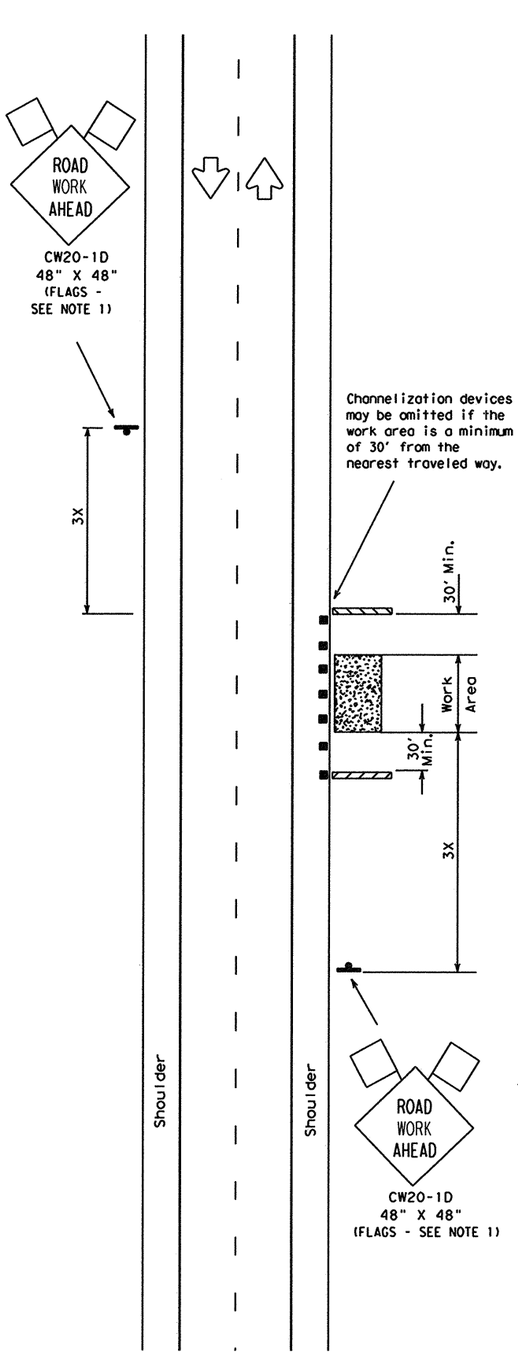
© TxDOT December 1985

DN: LR	CK: MT	DW: DN	CK: MT	MCG NO.:

REVISIONS	STATE DISTRICT	FEDERAL REGION	FEDERAL AID PROJECT	SHEET
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8-95				
1-97	COUNTY		CONTROL / SECTION / JOB	HIGHWAY
4-98	ROCKWALL		0451 / 01 / 032	SH 205

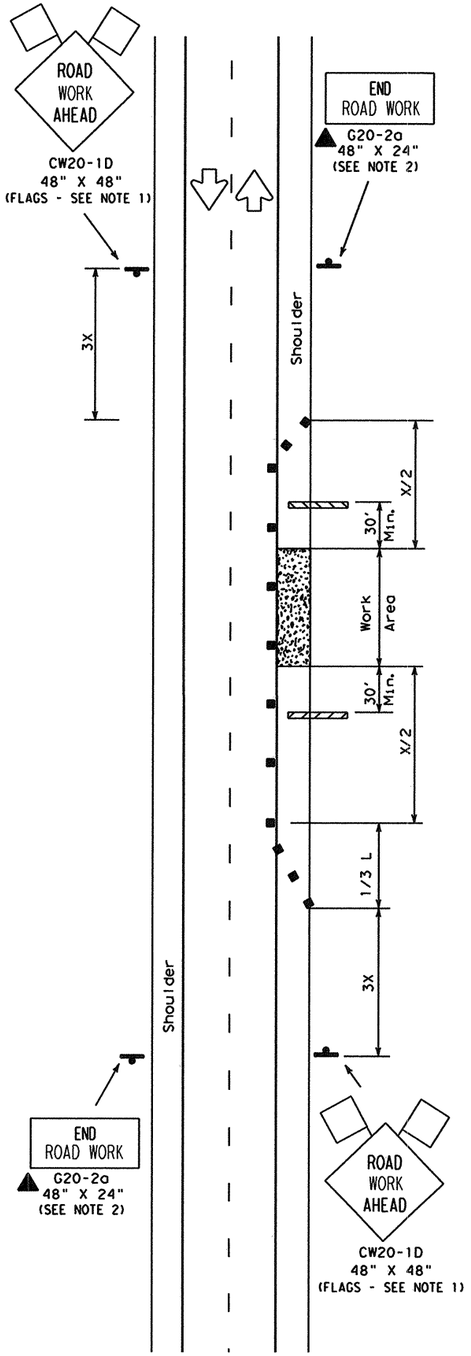
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DW: CK:
ACC:

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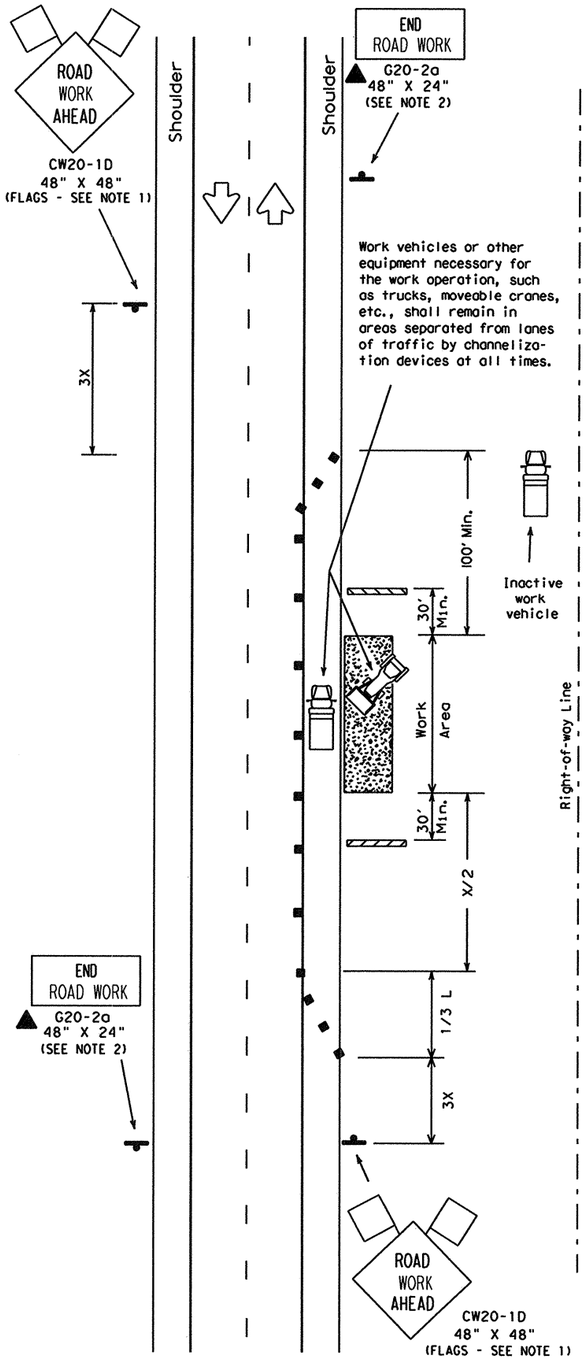
TCP (2-1a)

Work Area Near Shoulder



TCP (2-1b)

Work Area on Shoulder



TCP (2-1c)

Work Vehicles on Shoulder

LEGEND

Type III Barricade ■ ■ Channelizing Devices Flag
Heavy Work Vehicle Truck Mounted Attenuator
Trailer Mounted Flashing Arrow Panel (M) Portable Changeable Message Sign
Flagger Sign Post

Posted Speed ✳	Formula	Minimum Desirable Taper Lengths ✳✳ 10' Offset	11' Offset	12' Offset	Suggested Maximum Spacing of Device On a Taper	On a Tangent	Minimum Sign Spacing X Distance
30	$L = \frac{WS^2}{60}$	150'	165'	180'	30'	60'-75'	120'
35		205'	225'	245'	35'	70'-90'	160'
40		265'	295'	320'	40'	80'-100'	240'
45	L=WS	450'	495'	540'	45'	90'-110'	320'
50		500'	550'	600'	50'	100'-125'	400'
55		550'	605'	660'	55'	110'-140'	500'
60		600'	660'	720'	60'	120'-150'	✳600'
65		650'	715'	780'	65'	130'-165'	✳700'
70		700'	770'	840'	70'	140'-175'	✳800'

✳ Conventional Roads Only

✳✳Taper lengths have been rounded off.
L=Length of Taper (FT.) W=Width of Offset (FT.) S=Posted Speed (MPH)

TYPICAL USAGE:				
MOBILE	SHORT DURATION	SHORT TERM STATIONARY	INTERMEDIATE TERM STATIONARY	LONG TERM STATIONARY
	✓	✓	✓	✓

GENERAL NOTES:

1. Unless otherwise stated in the plans, flags attached to signs are REQUIRED.
2. All traffic control devices illustrated are REQUIRED, except those denoted with the triangle symbol may be omitted when stated elsewhere in the plans.
3. Type III barricades are required on both sides of work area at all times. (See BC Standards for barricade details.)
4. Stockpiled material should be placed a minimum 30' from nearest traveled way.
5. On high speed facilities advance warning signs should be installed approximately 3X from the work area or from the beginning of a lane or shoulder taper. On low speed facilities the advance warning sign should be placed on the "X" minimum distance.

Only pre-qualified products shall be used. A list of compliant products and their sources may be obtained by writing or faxing:

Standards Engineer
Traffic Operations Division - TE
Texas Department of Transportation
125 East 11th Street
Austin, Texas 78701-2483
Phone (512) 416-3335
Fax (512) 416-3161
E-mail TRF-STANDARD@mailgw.dot.state.tx.us

STANDARD PLANS
TEXAS DEPARTMENT OF TRANSPORTATION
Traffic Operations Division

TRAFFIC CONTROL PLAN

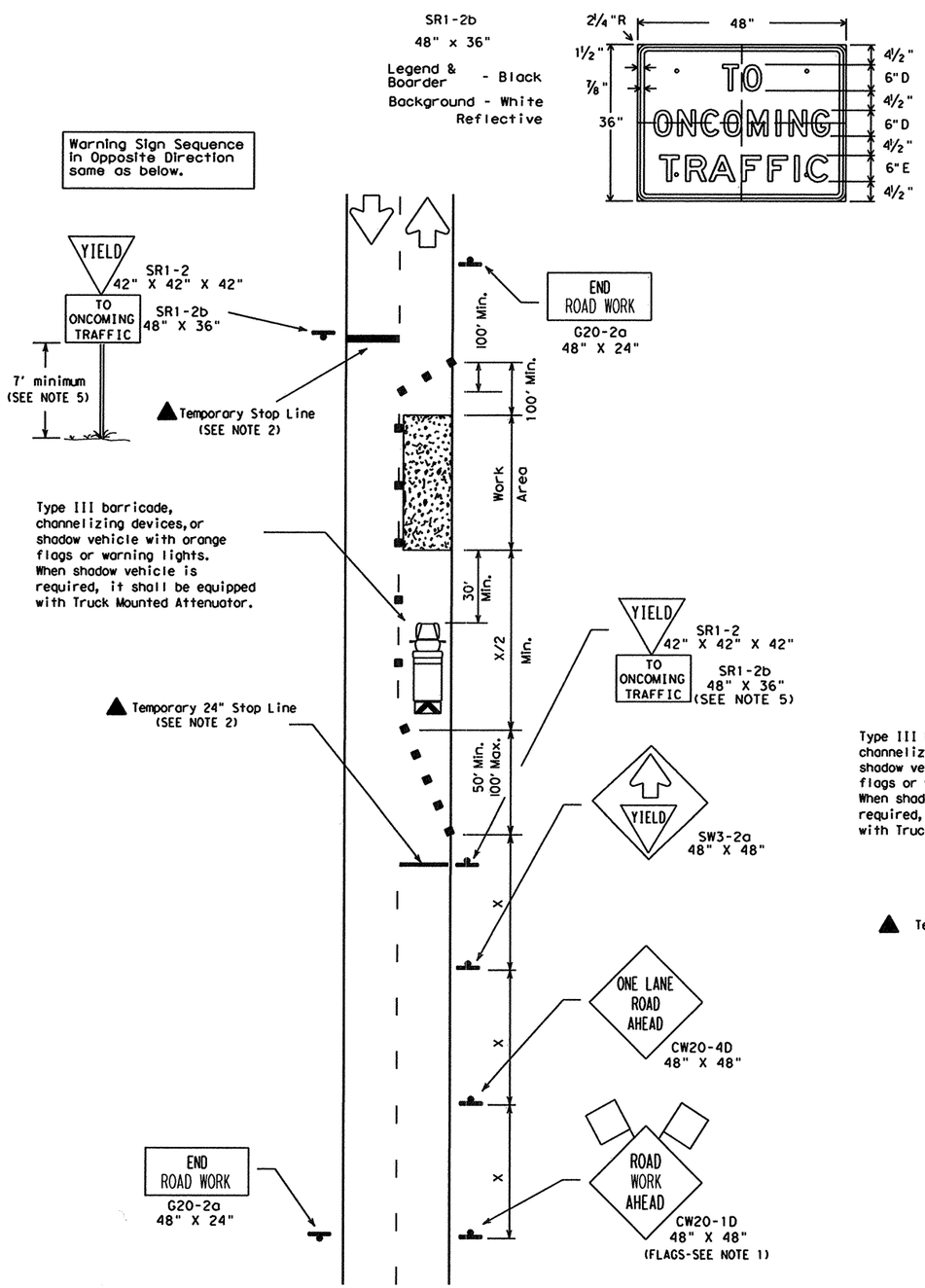
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©TxDOT December 1985 | DN: LR | CK: MT | DW: DN | CK: MT | MEG NO.:

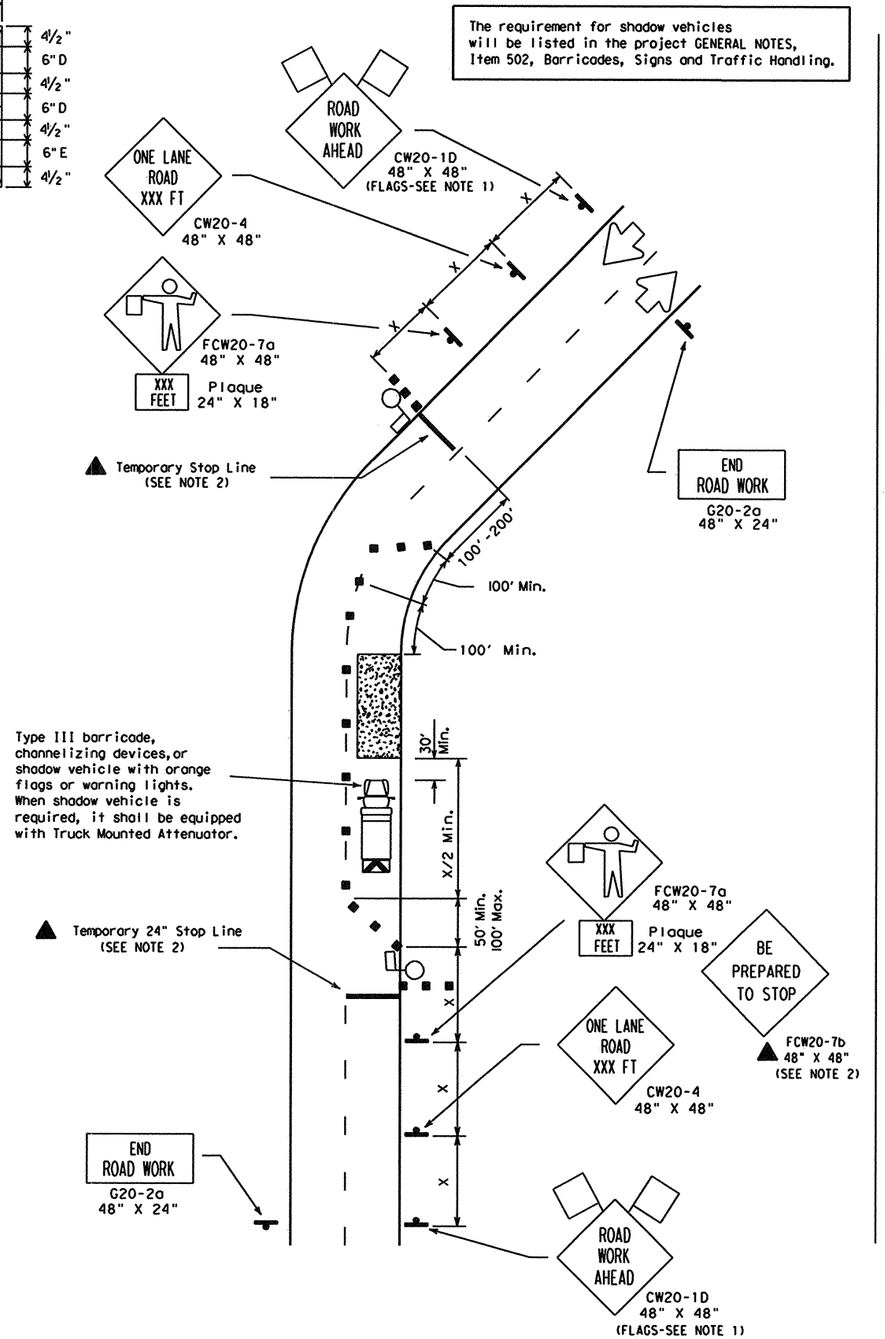
REVISIONS	STATE DISTRICT	FEDERAL REGION	FEDERAL AID PROJECT	SHEET
2-94	DAL	6		207
8-95	COUNTY		CONTROL / SECTION / JOB	HIGHWAY
1-97	ROCKWALL		0451 / 01 / 032	SH 205
4-98				

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TCP (2-2a)

2-Lane Roadway Without Paved Shoulders
One Lane Closed
Adequate Field of View



TCP (2-2b)

2-Lane Roadway Without Paved Shoulders
One Lane Closed
Inadequate Field of View

LEGEND

Type III Barricade ■ ■ Channelizing Devices Flag
Heavy Work Vehicle Truck Mounted Attenuator
Trailer Mounted Flashing Arrow Panel (M) Portable Changeable Message Sign
Flagger Sign Post

Posted Speed ✻	Formula	Minimum Desirable Taper Lengths ✻✻ 10' Offset	11' Offset	12' Offset	Suggested Maximum Spacing of Device On a Taper	On a Tangent	Minimum Sign Spacing X Distance
30	$L=\frac{WS^2}{60}$	150'	165'	180'	30'	60'-75'	120'
35		205'	225'	245'	35'	70'-90'	160'
40		265'	295'	320'	40'	80'-100'	240'
45	L=WS	450'	495'	540'	45'	90'-110'	320'
50		500'	550'	600'	50'	100'-125'	400'
55		550'	605'	660'	55'	110'-140'	500'
60		600'	660'	720'	60'	120'-150'	✻600'
65		650'	715'	780'	65'	130'-165'	✻700'
70		700'	770'	840'	70'	140'-175'	✻800'

✻ Conventional Roads Only

✻✻ Taper lengths have been rounded off.
L=Length of Taper (FT.) W=Width of Offset (FT.) S=Posted Speed (MPH)

TYPICAL USAGE:				
MOBILE	SHORT DURATION	SHORT TERM STATIONARY	INTERMEDIATE TERM STATIONARY	LONG TERM STATIONARY
	✓	✓	✓	

GENERAL NOTES:

1. Flags attached to signs are REQUIRED.
2. All traffic control devices illustrated are REQUIRED, except those denoted with the triangle symbol may be omitted when stated elsewhere in the plans.
3. The BE PREPARED TO STOP sign may be installed after the ONE LANE ROAD XXX FT sign, but proper sign spacing shall be maintained.
4. YIELD sign traffic control may be used on projects with approaches that have adequate sight distance. For projects in urban areas, work zones should be no longer than one half city block. In rural areas on roadways with less than 4000 ADT and work areas should be no longer than 400'.
5. YIELD TO ONCOMING TRAFFIC sign shall be placed on a support at a 7' minimum mounting height.
6. Flaggers should use two-way radios or other methods of communication to control traffic.
7. Length of work area should be based on the ability of flaggers to communicate.
8. For intermediate term situations, when it is not feasible to remove and restore pavement markings, the channelization must be made dominant by using a very close spacing. This is especially important in locations of conflicting information, such as where traffic is directed over a double yellow centerline. In such locations a maximum channelizing device spacing of 10 feet is recommended. The 10 foot channelizing device spacing recommendation is intended for the area of conflicting information and not the entire work zone.

STANDARD PLANS
TEXAS DEPARTMENT OF TRANSPORTATION
Traffic Operations Division

TRAFFIC CONTROL PLAN

TCP(2-2)-03

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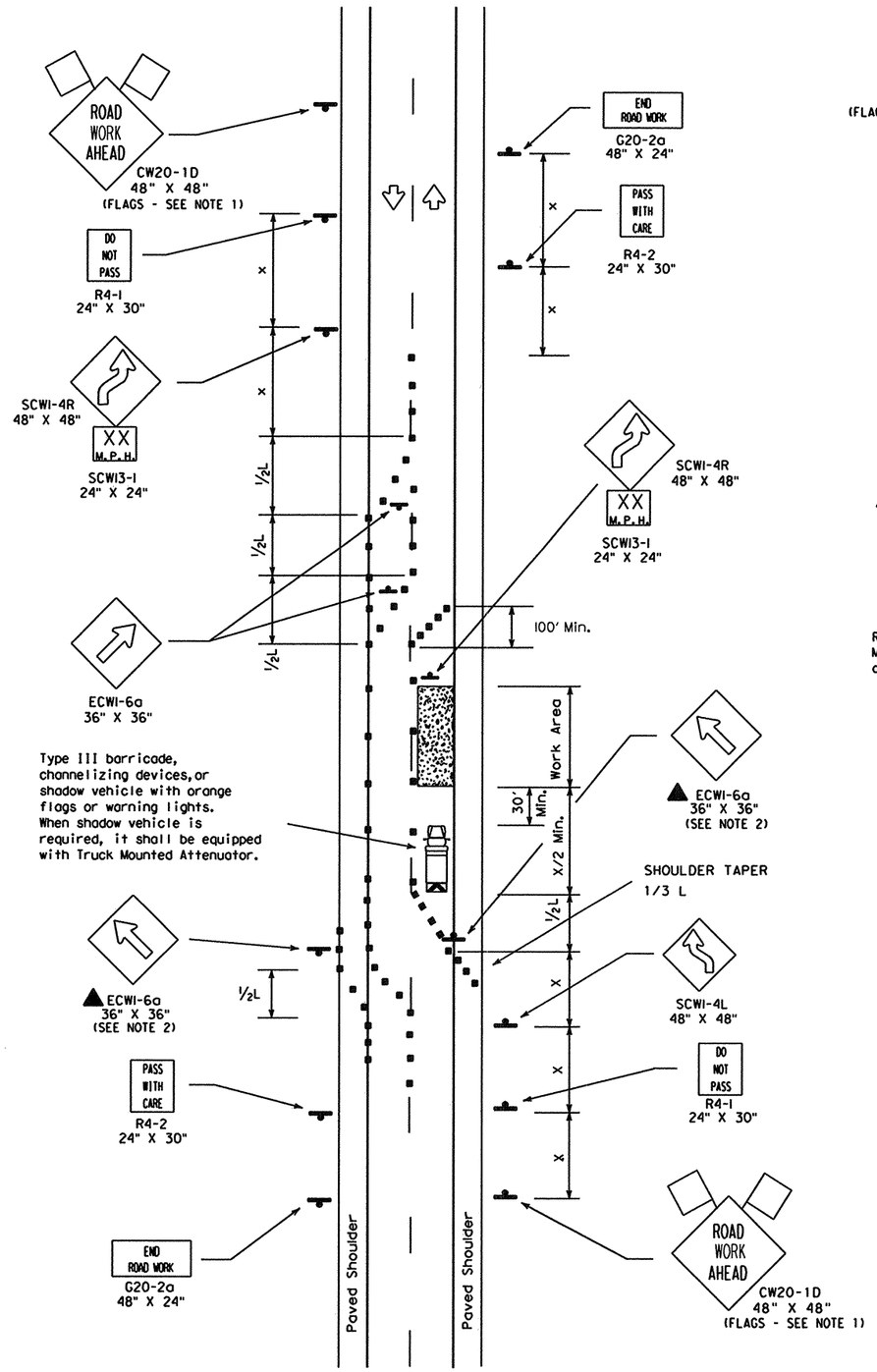
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REVISIONS	STATE DISTRICT	FEDERAL REGION	FEDERAL AID PROJECT	SHEET
8-95	DAL	6		208
1-97				
4-98				
3-03				

COUNTY	CONTROL	SECTION	JOB	HIGHWAY
ROCKWALL	0451	01	032	SH 205

DATE: 3/22/2006
FILE: ...\tcp2_dgn
ACC:
DW:
CK:

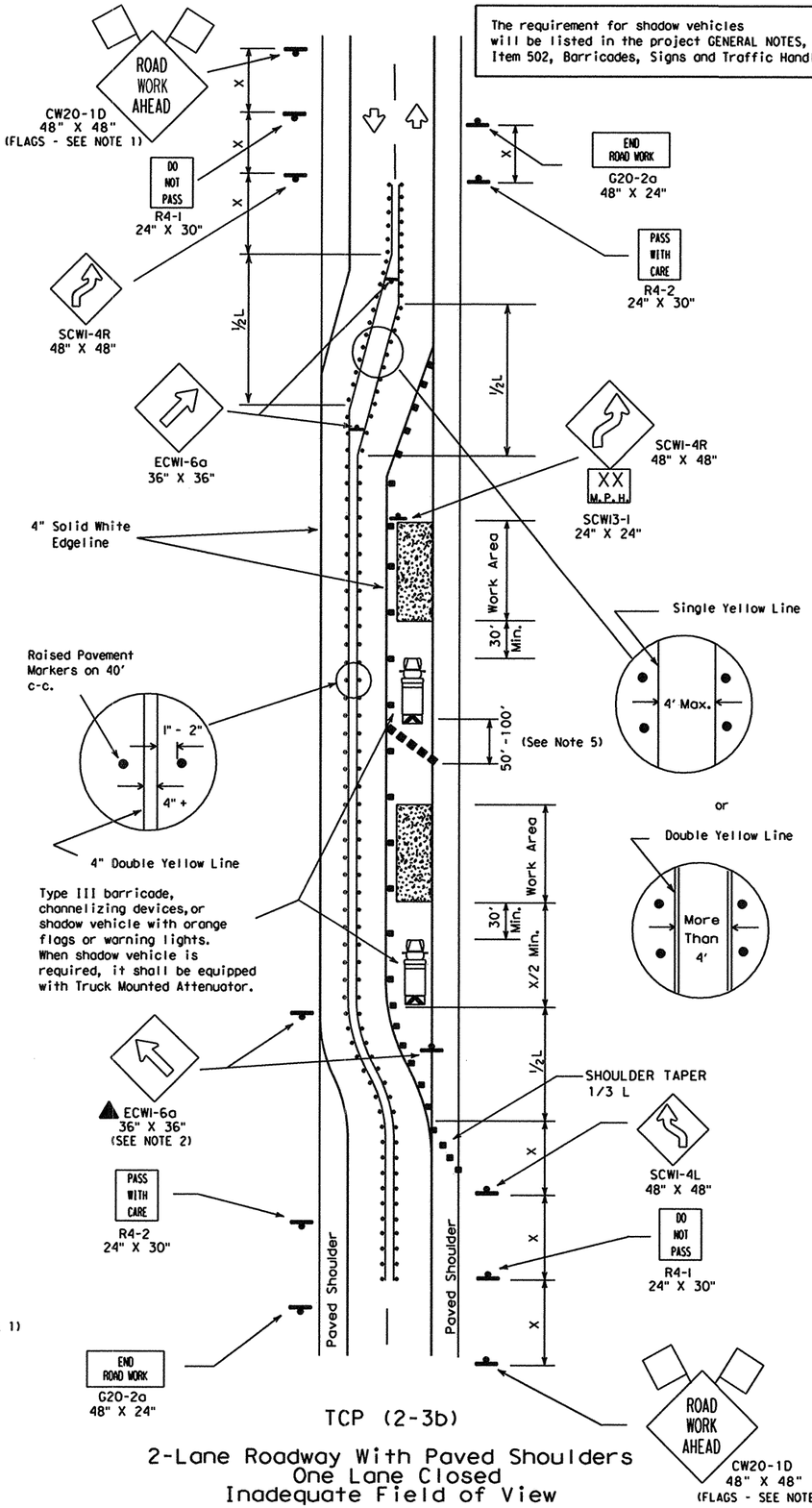
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TCP (2-3a)

2-Lane Roadway With Paved Shoulders
One Lane Closed
Adequate Field of View

The requirement for shadow vehicles will be listed in the project GENERAL NOTES, Item 502, Barricades, Signs and Traffic Handling.



TCP (2-3b)

2-Lane Roadway With Paved Shoulders
One Lane Closed
Inadequate Field of View

LEGEND

Type III Barricade ■ ■ Channelizing Devices Flag
Heavy Work Vehicle Truck Mounted Attenuator
Trailer Mounted Flashing Arrow Panel (M) Portable Changeable Message Sign
Flagger Sign Post
• • • Raised Pavement Markers Type II-A-A (40' spacing)

Posted Speed*	Formula	Minimum Desirable Taper Lengths** 10' Offset	11' Offset	12' Offset	Suggested Maximum Spacing of Device On a Taper	On a Tangent	Minimum Sign Spacing X Distance
30	$L=\frac{WS^2}{60}$	150'	165'	180'	30'	60'-75'	120'
35		205'	225'	245'	35'	70'-90'	160'
40		265'	295'	320'	40'	80'-100'	240'
45	L=WS	450'	495'	540'	45'	90'-110'	320'
50		500'	550'	600'	50'	100'-125'	400'
55		550'	605'	660'	55'	110'-140'	500'
60		600'	660'	720'	60'	120'-150'	*600'
65		650'	715'	780'	65'	130'-165'	*700'
70		700'	770'	840'	70'	140'-175'	*800'

* Conventional Roads Only

** Taper lengths have been rounded off.
L=Length of Taper (FT.) W=Width of Offset (FT.) S=Posted Speed (MPH)

TYPICAL USAGE: MOBILE	SHORT DURATION	SHORT TERM STATIONARY	INTERMEDIATE TERM STATIONARY	LONG TERM STATIONARY
		✓	✓	✓(2-3b only)

GENERAL NOTES:

1. Unless otherwise stated in the plans, flags attached to signs are REQUIRED.
2. All traffic control devices illustrated are REQUIRED, except those denoted with the triangle symbol may be omitted when stated elsewhere in the plans.
3. When work area will be in place more than one day but less than 2 weeks existing pavement markings may remain in place. Channelizing devices shall be used to separate traffic.
4. Flagger control should NOT be used unless roadway conditions or heavy traffic volume require additional emphasis to safely control traffic. Flagger should be positioned at end of traffic queue.
5. DO NOT PASS, PASS WITH CARE, and construction regulatory speed zone signs may be installed within ROAD WORK AHEAD signs. Proper spacing of signs shall be maintained.
6. When the work zone will be in place more than two weeks, conflicting pavement markings shall be removed, unless approved by the Engineer. New markings shall be placed and maintained to the satisfaction of the Engineer.
7. For intermediate term situations, when it is not feasible to remove and restore pavement markings, the channelization must be made dominant by using a very close spacing. This is especially important in locations of conflicting information, such as where traffic is directed over a double yellow centerline. In such locations a maximum channelizing device spacing of 10 feet is recommended. The 10 foot channelizing device spacing recommendation is intended for the area of conflicting information and not the entire work zone.

STANDARD PLANS
TEXAS DEPARTMENT OF TRANSPORTATION
Traffic Operations Division

TRAFFIC CONTROL PLAN

TCP(2-3)-03

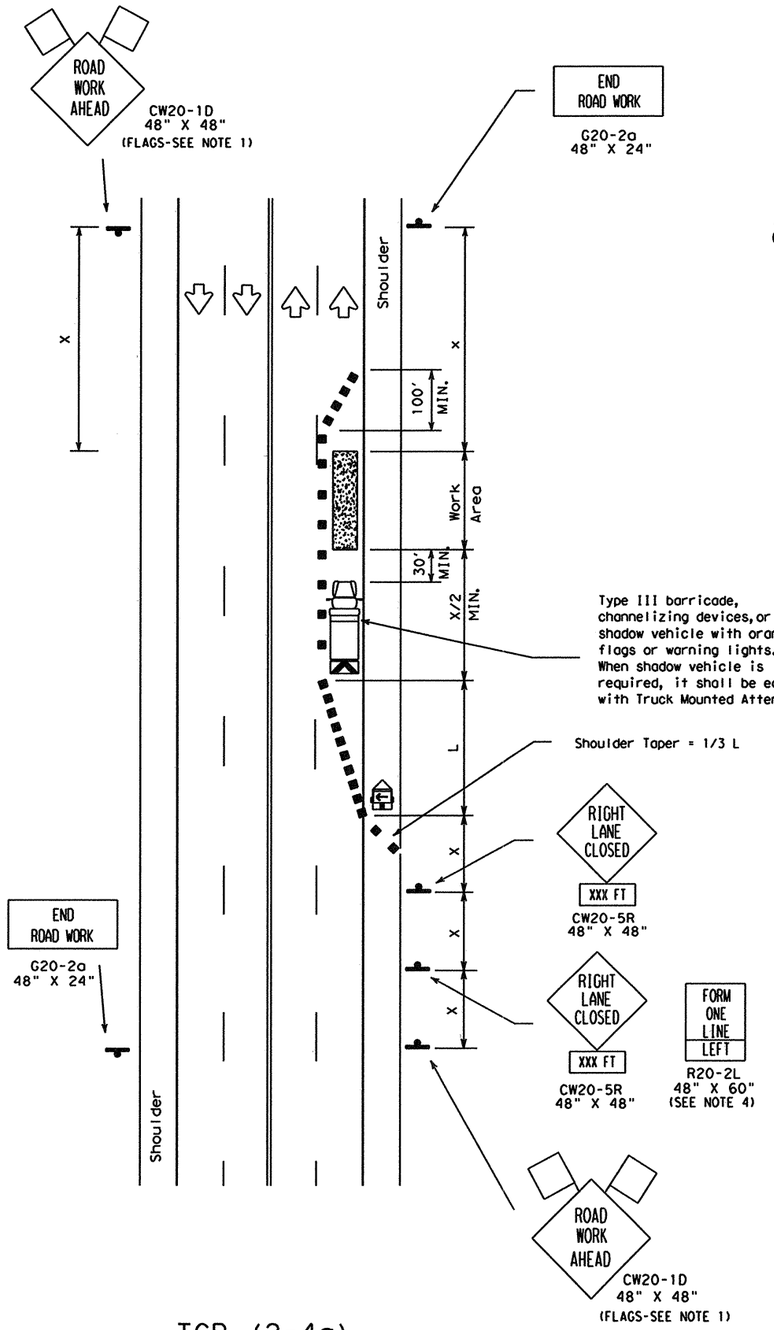
©TxDOT December 1985

DN: LR	CK: MT	DW: DN	CK: DM	MSG NO.:

REVISIONS	STATE DISTRICT	FEDERAL REGION	FEDERAL AID PROJECT	SHEET
8-95	DAL	6		209
1-97				
4-98	COUNTY		CONTROL SECTION JOB	HIGHWAY
3-03	ROCKWALL		0451 01 032	SH 205

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DW:
CK:

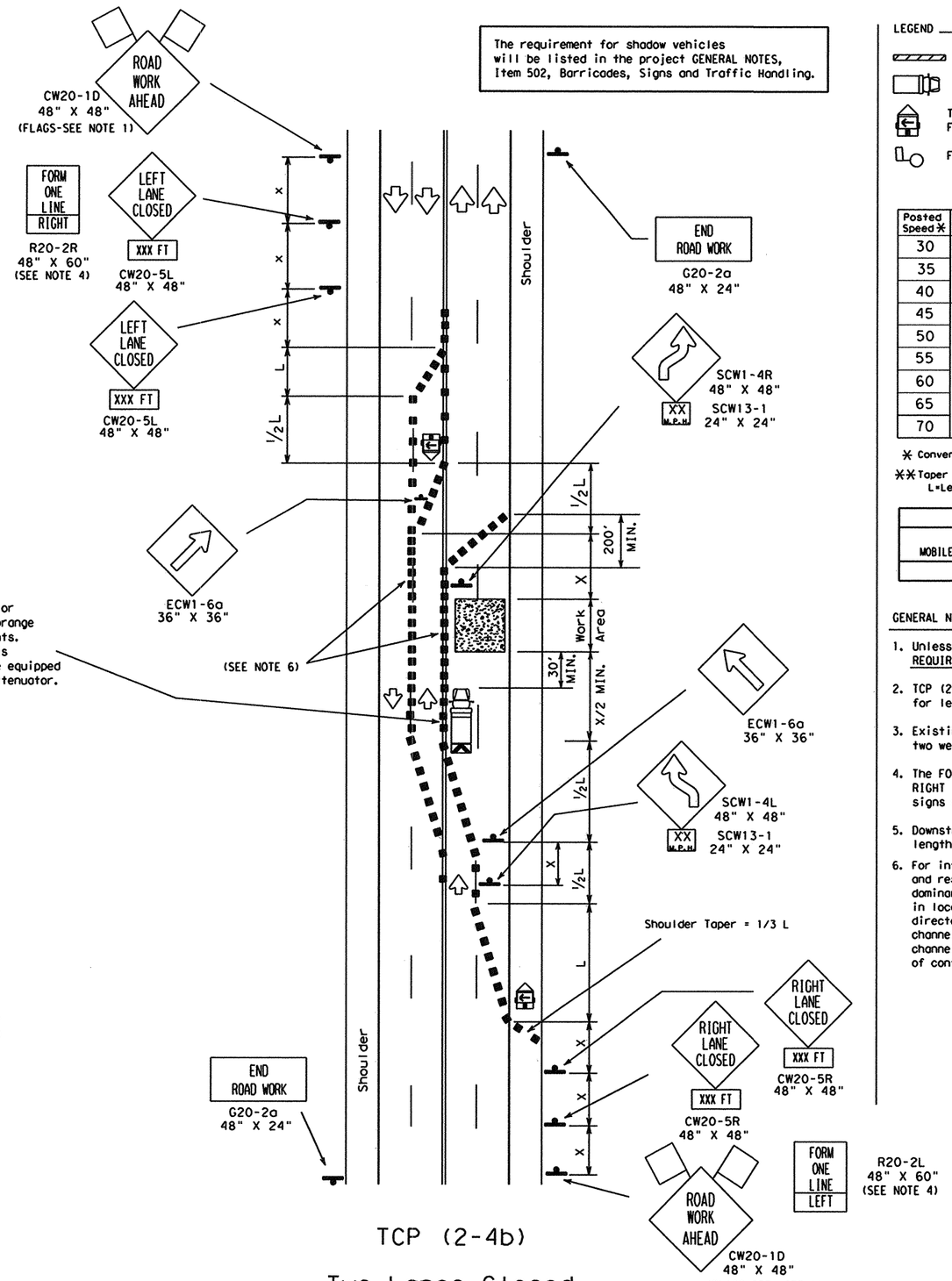
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TCP (2-4a)

One Lane Closed
Less Than Two Weeks

The requirement for shadow vehicles will be listed in the project GENERAL NOTES, Item 502, Barricades, Signs and Traffic Handling.



TCP (2-4b)

Two Lanes Closed
Less Than Two Weeks

LEGEND

Type III Barricade ■ ■ Channelizing Devices Flag
Heavy Work Vehicle Truck Mounted Attenuator
Trailer Mounted Flashing Arrow Panel (M) Portable Changeable Message Sign
Flagger Sign Post

Posted Speed ✳	Formula	Minimum Desirable Taper Lengths ✳✳ 10' Offset	11' Offset	12' Offset	Suggested Maximum Spacing of Device On a Taper	On a Tangent	Minimum Sign Spacing X Distance
30	$L=\frac{WS^2}{60}$	150'	165'	180'	30'	60'-75'	120'
35		205'	225'	245'	35'	70'-90'	160'
40		265'	295'	320'	40'	80'-100'	240'
45	L=WS	450'	495'	540'	45'	90'-110'	320'
50		500'	550'	600'	50'	100'-125'	400'
55		550'	605'	660'	55'	110'-140'	500'
60		600'	660'	720'	60'	120'-150'	✳600'
65		650'	715'	780'	65'	130'-165'	✳700'
70		700'	770'	840'	70'	140'-175'	✳800'

✳ Conventional Roads Only

✳✳ Taper lengths have been rounded off.
L=Length of Taper (FT.) W=Width of Offset (FT.) S=Posted Speed (MPH)

TYPICAL USAGE: MOBILE	SHORT DURATION	SHORT TERM STATIONARY	INTERMEDIATE TERM STATIONARY	LONG TERM STATIONARY
		✓	✓	

GENERAL NOTES:

1. Unless otherwise stated in the plans, flags attached to signs are REQUIRED.
2. TCP (2-4b) shall be used only on projects that will be at a location for less than two weeks.
3. Existing pavement markings may remain in place for projects less than two weeks in duration.
4. The FORM ONE LINE LEFT (or RIGHT) sign may be used following the RIGHT (or LEFT) LANE CLOSED XXX FT sign. Spacing distance between signs should be the minimum distance indicated.
5. Downstream taper is optional. When used, it should be 100' minimum length per lane.
6. For intermediate term situations, when it is not feasible to remove and restore pavement markings, the channelization must be made dominant by using a very close spacing. This is especially important in locations of conflicting information, such as where traffic is directed over a double yellow centerline. In such locations a maximum channelizing device spacing of 10 feet is recommended. The 10 foot channelizing device spacing recommendation is intended for the area of conflicting information and not the entire work zone.

STANDARD PLANS
TEXAS DEPARTMENT OF TRANSPORTATION
Traffic Operations Division

TRAFFIC CONTROL PLAN

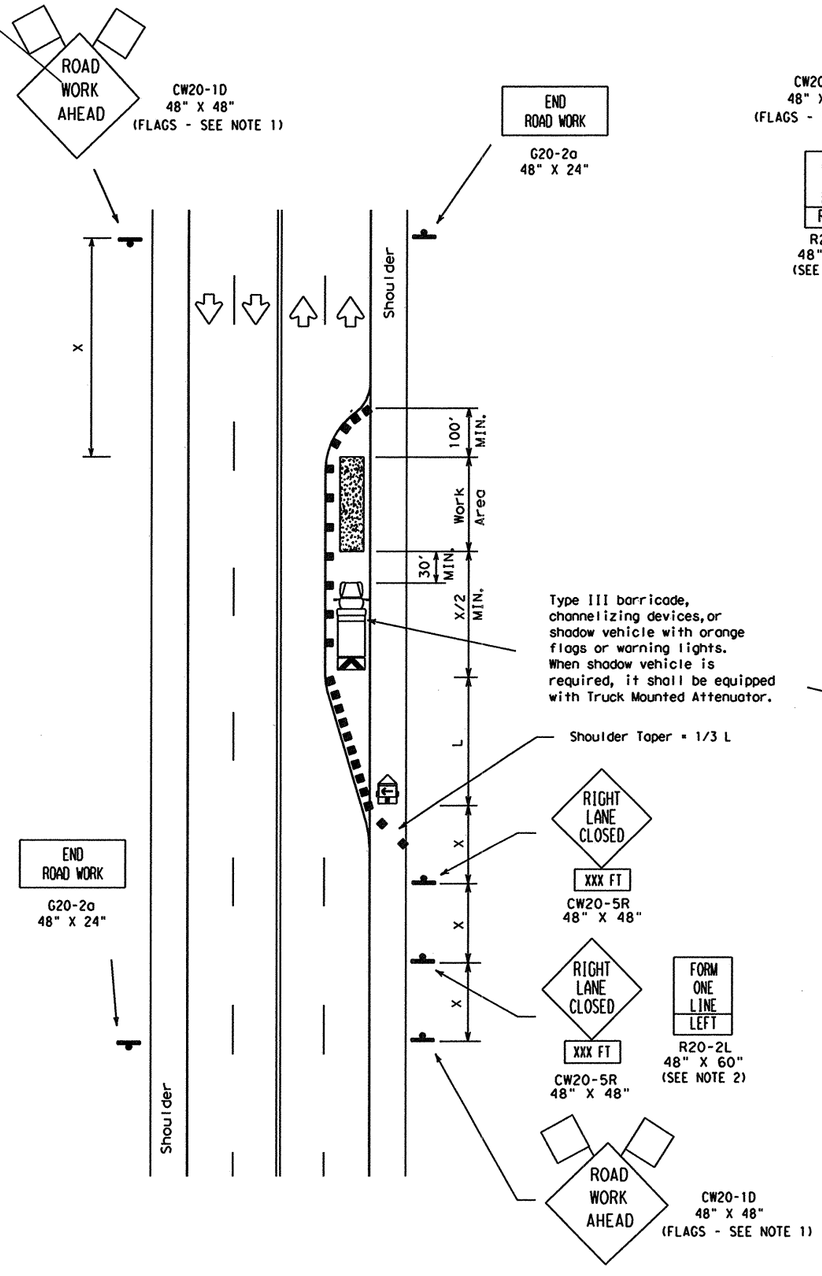
TCP(2-4)-03

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REVISIONS	STATE DISTRICT	FEDERAL REGION	FEDERAL AID PROJECT	SHEET
8-95	DAL	6		210
1-97	COUNTY		CONTROL / SECTION / JOB	HIGHWAY
4-98	ROCKWALL		0451 / 01 / 032	SH 205
3-03				

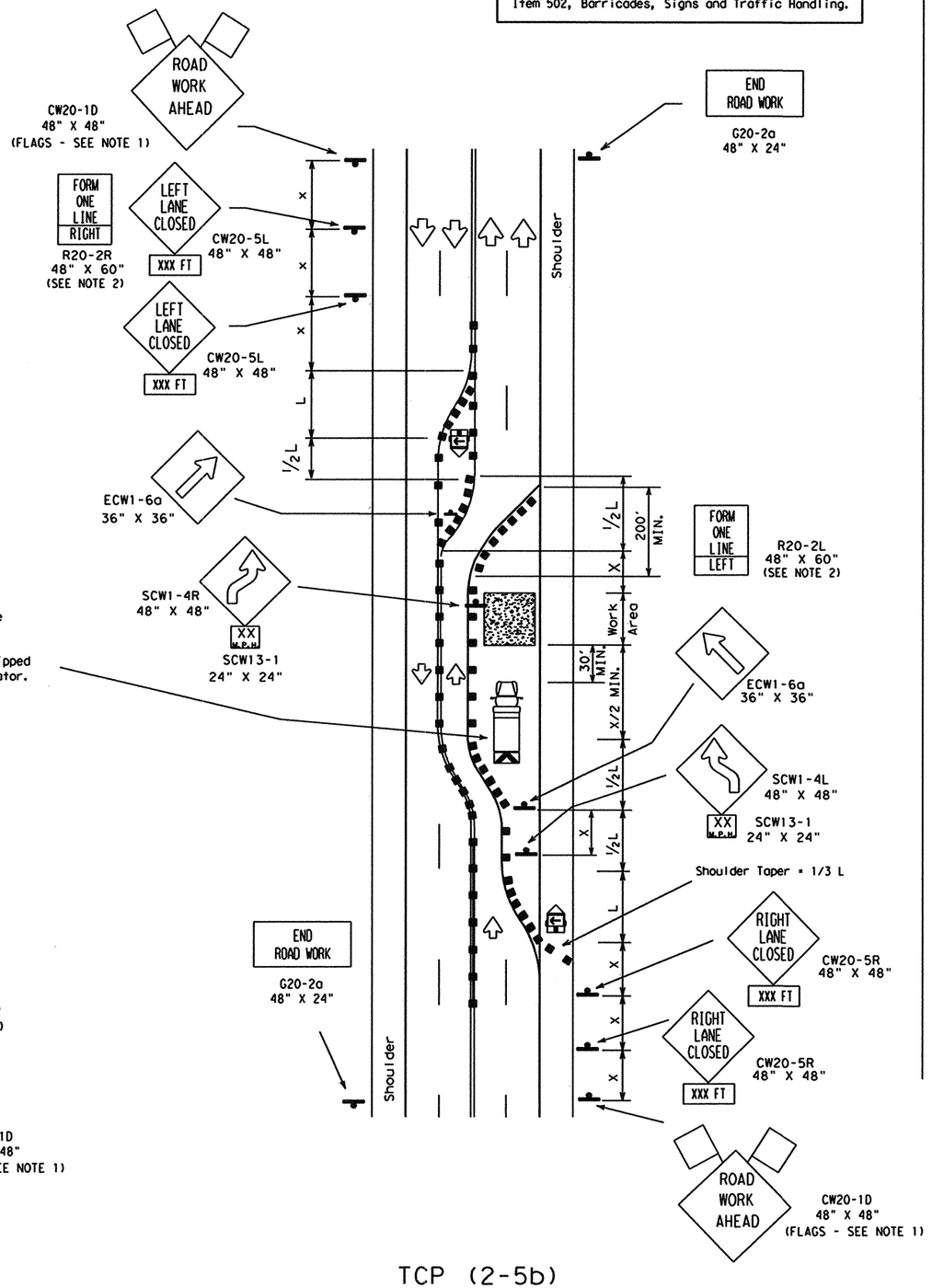
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CK: DW: CK:

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TCP (2-5a)
One Lane Closed
More Than Two Weeks

The requirement for shadow vehicles will be listed in the project GENERAL NOTES, Item 502, Barricades, Signs and Traffic Handling.



TCP (2-5b)
Two Lanes Closed
More Than Two Weeks

LEGEND

Type III Barricade ■ ■ Channelizing Devices Flag
Heavy Work Vehicle Truck Mounted Attenuator
Trailer Mounted Flashing Arrow Panel (M) Portable Changeable Message Sign
Flagger Sign Post

Posted Speed*	Formula	Minimum Desirable Taper Lengths ** 10' Offset	11' Offset	12' Offset	Suggested Maximum Spacing of Device On a Taper	On a Tangent	Minimum Sign Spacing X Distance
30	$L = \frac{WS^2}{60}$	150'	165'	180'	30'	60'-75'	120'
35		205'	225'	245'	35'	70'-90'	160'
40		265'	295'	320'	40'	80'-100'	240'
45	L=WS	450'	495'	540'	45'	90'-110'	320'
50		500'	550'	600'	50'	100'-125'	400'
55		550'	605'	660'	55'	110'-140'	500'
60		600'	660'	720'	60'	120'-150'	*600'
65		650'	715'	780'	65'	130'-165'	*700'
70		700'	770'	840'	70'	140'-175'	*800'

* Conventional Roads Only

** Taper lengths have been rounded off.
L=Length of Taper (FT.) W=Width of Offset (FT.) S=Posted Speed (MPH)

TYPICAL USAGE: MOBILE	SHORT DURATION	SHORT TERM STATIONARY	INTERMEDIATE TERM STATIONARY	LONG TERM STATIONARY
			✓	✓

GENERAL NOTES:

1. Unless otherwise stated in the plans, flags attached to signs are REQUIRED.
2. The FORM ONE LINE LEFT (or RIGHT) sign may be used following the RIGHT (or LEFT) LANE CLOSED XXX FT sign. Spacing distance between signs should be the minimum distance indicated.
3. When the work zone will be in place more than two weeks, conflicting pavement markings shall be removed. New markings shall be installed and maintained to the satisfaction of the Engineer.
4. Downstream taper is optional. When used, it should be 100' minimum length per lane.
5. For intermediate term situations, when it is not feasible to remove and restore pavement markings, the channelization must be made dominant by using a very close spacing. This is especially important in locations of conflicting information, such as where traffic is directed over a double yellow centerline. In such locations a maximum channelizing device spacing of 10 feet is recommended. The 10 foot channelizing device spacing recommendation is intended for the area of conflicting information and not the entire work zone.

STANDARD PLANS
TEXAS DEPARTMENT OF TRANSPORTATION
Traffic Operations Division

TRAFFIC CONTROL PLAN

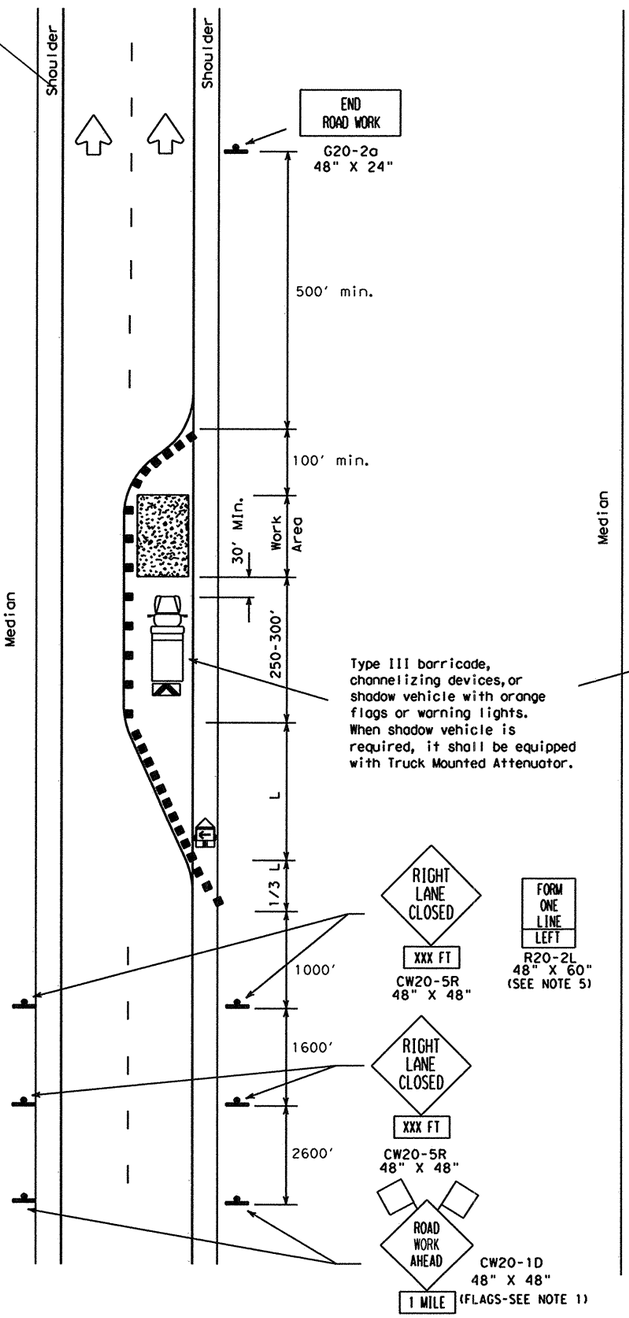
TCP(2-5)-03

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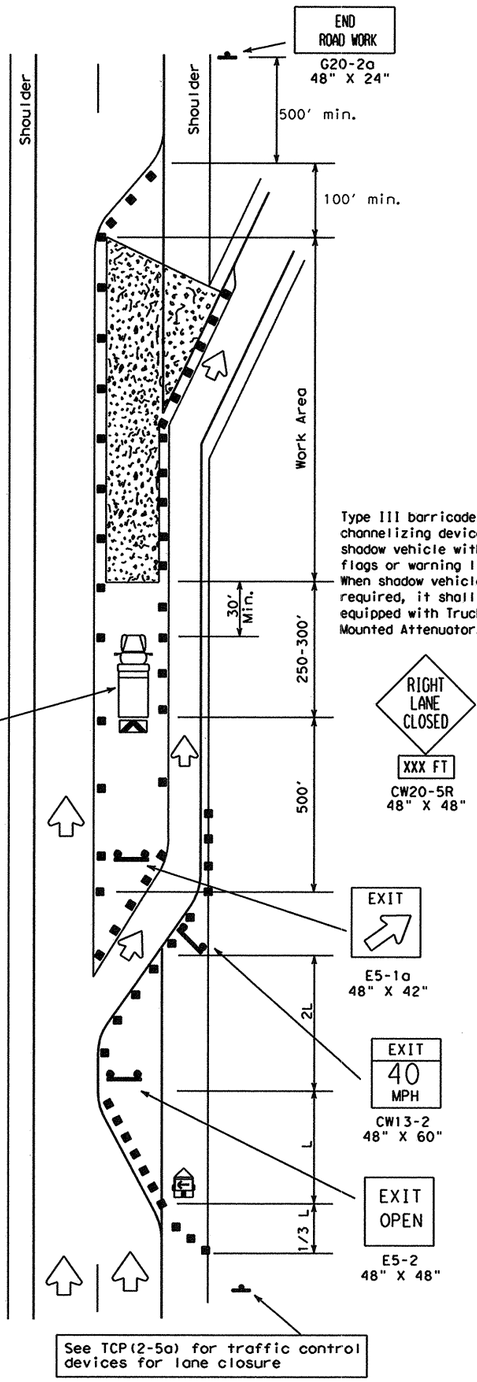
REVISIONS	STATE DISTRICT	FEDERAL REGION	FEDERAL AID PROJECT	SHEET
8-95	DAL	6		211
1-97				
4-98	COUNTY		CONTROL / SECTION / JOB	HIGHWAY
3-03	ROCKWALL		0451 / 01 / 032	SH 205

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ACC: ...\tcp2.dgn
FILE: 3/22/2006

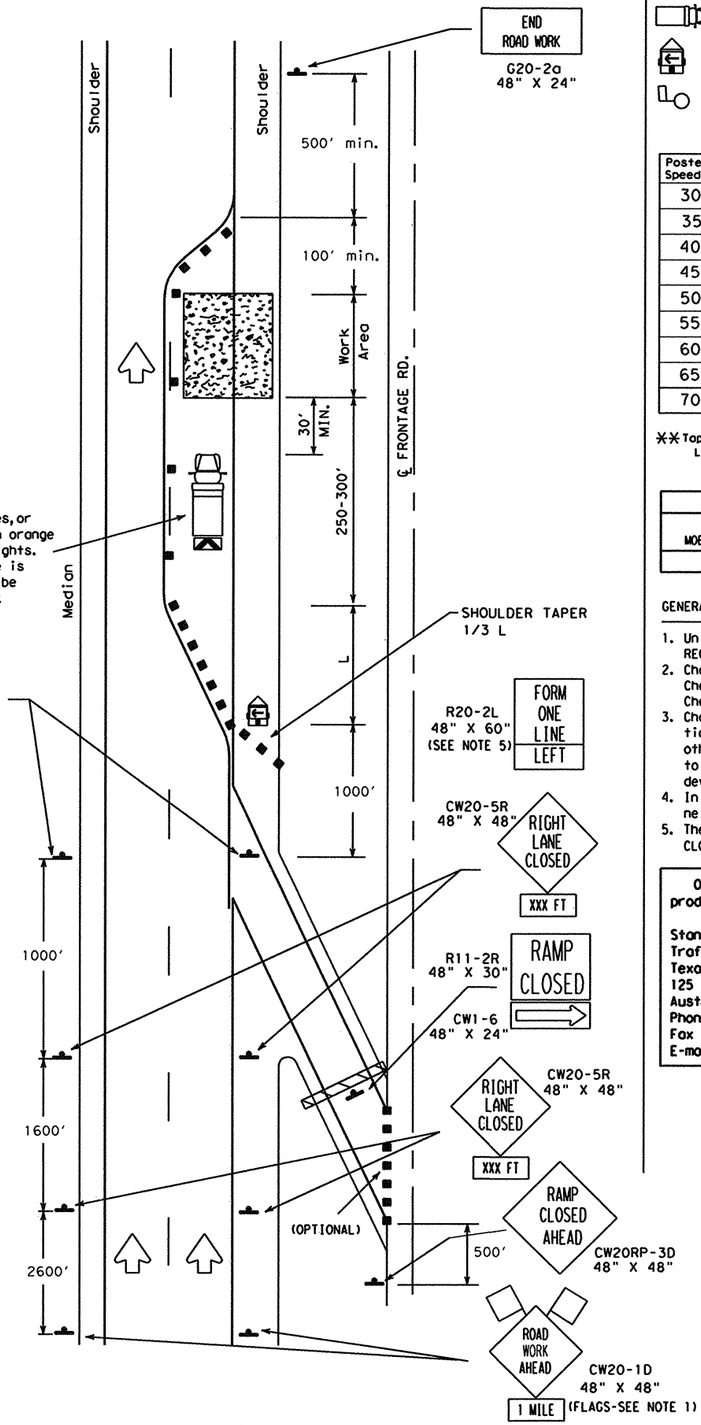
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TCP (2-6a)
One Lane Closure



TCP (2-6b)
Lane Closure Near Exit Ramps



TCP (2-6c)
Lane Closure Near Entrance Ramps

LEGEND

Type III Barricade ■ ■ Channelizing Devices Flag
Heavy Work Vehicle Truck Mounted Attenuator
Trailer Mounted Flashing Arrow Panel (M) Portable Changeable Message Sign
Flagger Sign Post

Posted Speed	Formula	Minimum Desirable Taper Lengths ✻✻ 10' Offset	11' Offset	12' Offset	Suggested Maximum Spacing of Device On a Taper	On a Tangent
30	$L=\frac{WS^2}{60}$	150'	165'	180'	30'	60'-75'
35		205'	225'	245'	35'	70'-90'
40		265'	295'	320'	40'	80'-100'
45	L=WS	450'	495'	540'	45'	90'-110'
50		500'	550'	600'	50'	100'-125'
55		550'	605'	660'	55'	110'-140'
60		600'	660'	720'	60'	120'-150'
65		650'	715'	780'	65'	130'-165'
70		700'	770'	840'	70'	140'-175'

✻✻ Taper lengths have been rounded off.
L=Length of Taper (FT.) W=Width of Offset (FT.) S=Posted Speed (MPH)

TYPICAL USAGE: MOBILE	SHORT DURATION	SHORT TERM STATIONARY	INTERMEDIATE TERM STATIONARY	LONG TERM STATIONARY
			✓	✓

GENERAL NOTES:

1. Unless otherwise stated in the plans, flags attached to signs are REQUIRED.
2. Channelizing devices used to close lanes may be supplemented with the Chevron Alignment Sign placed on every other channelizing device. Chevrons may be attached to plastic drums as per BC Standards.
3. Channelizing devices used along the work area or along tangent sections may be supplemented with vertical panels (VP) placed on every other channelizing device. If night time conditions make it difficult to see at least two VP's, the VP's may be placed on each channelizing device.
4. In areas with safety lighting or continuous illumination the channelizing devices can be supplemented with delineators.
5. The FORM ONE LINE LEFT sign may be used following the RIGHT LANE CLOSED sign.

Only pre-qualified products shall be used. A list of compliant products and their sources may be obtained by writing or faxing:

Standards Engineer
Traffic Operations Division - TE
Texas Department of Transportation
125 East 11th Street
Austin, Texas 78701-2483
Phone (512) 416-3335
Fax (512) 416-3161
E-mail TRF-STANDARD@mailgw.dot.state.tx.us

The requirement for shadow vehicles will be listed in the project GENERAL NOTES, Item 502, Barricades, Signs and Traffic Handling.

STANDARD PLANS
TEXAS DEPARTMENT OF TRANSPORTATION
Traffic Operations Division

TRAFFIC CONTROL PLAN

TCP(2-6)-98

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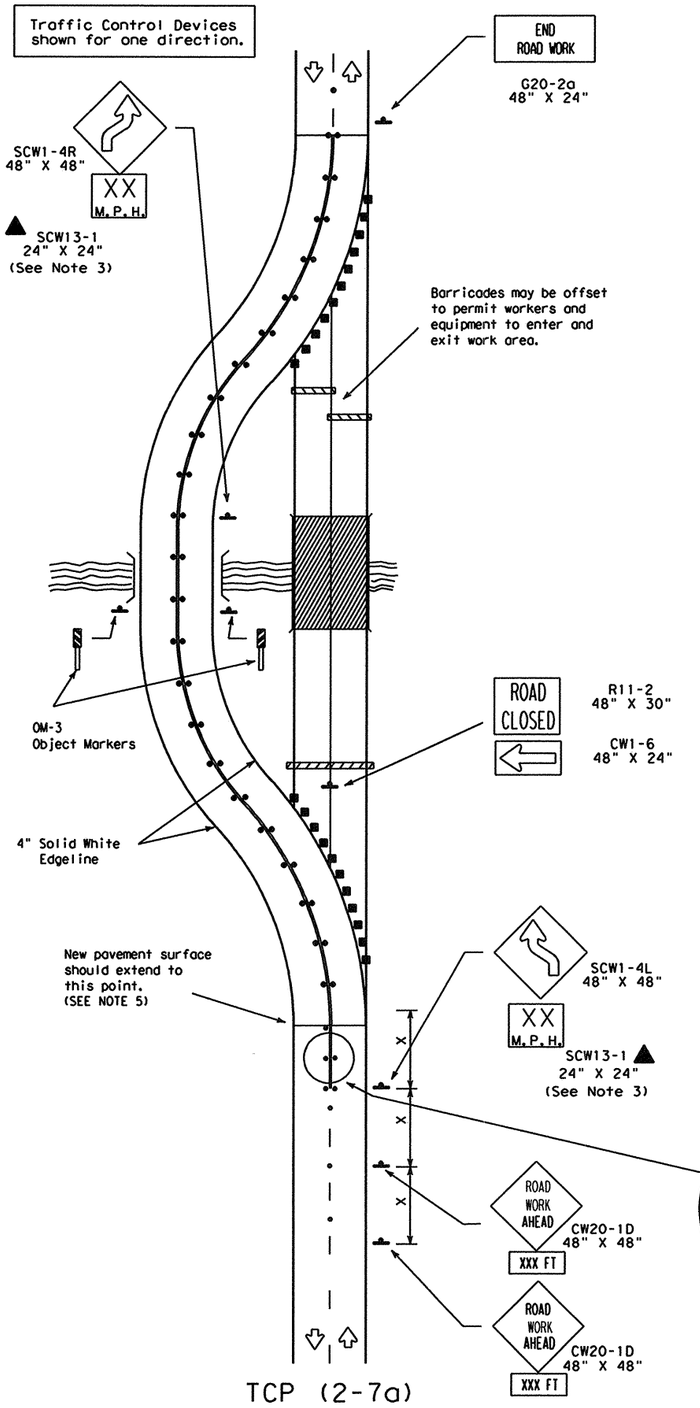
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REVISIONS	STATE DISTRICT	FEDERAL REGION	FEDERAL AID PROJECT	SHEET
2-94	DAL	6		212
8-95	COUNTY		CONTROL / SECTION / JOB	HIGHWAY
1-97	ROCKWALL		0451 / 01 / 032	SH 205
4-98				

DATE: 3/22/2006
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CK:

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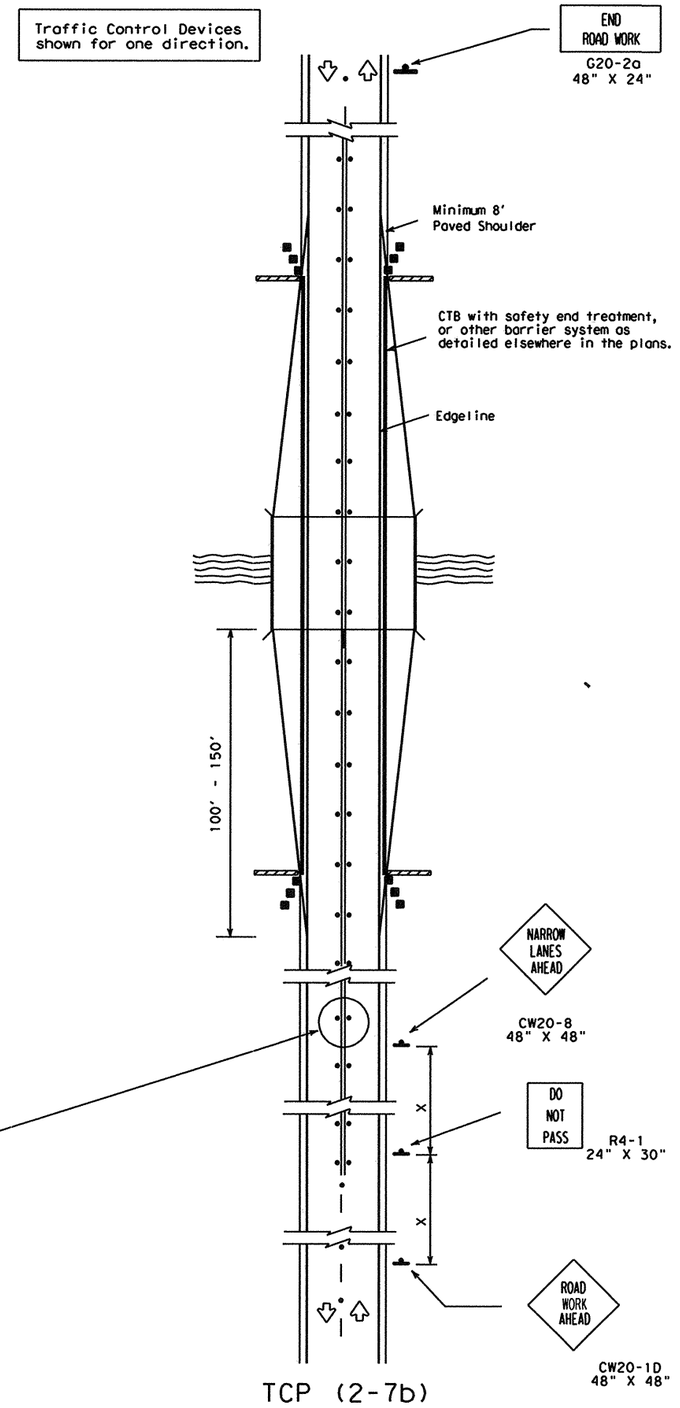
Traffic Control Devices shown for one direction.



TCP (2-7a)

Roadway Diversion

Traffic Control Devices shown for one direction.



TCP (2-7b)

Bridge Widening

LEGEND

Type III Barricade ■ ■ Channelizing Devices Flag
Heavy Work Vehicle Truck Mounted Attenuator
Trailer Mounted Flashing Arrow Panel (M) Portable Changeable Message Sign
Flagger Sign Post
• • • Raised Pavement Markers Type II-A-A (40' spacing)

Posted Speed ✳	Formula	Minimum Desirable Taper Lengths ✳✳ 10' Offset	11' Offset	12' Offset	Suggested Maximum Spacing of Device On a Taper	On a Tangent	Minimum Sign Spacing X Distance
30	$L=\frac{WS^2}{60}$	150'	165'	180'	30'	60'-75'	120'
35		205'	225'	245'	35'	70'-90'	160'
40		265'	295'	320'	40'	80'-100'	240'
45	L=WS	450'	495'	540'	45'	90'-110'	320'
50		500'	550'	600'	50'	100'-125'	400'
55		550'	605'	660'	55'	110'-140'	500'
60		600'	660'	720'	60'	120'-150'	✳600'
65		650'	715'	780'	65'	130'-165'	✳700'
70		700'	770'	840'	70'	140'-175'	✳800'

✳ Conventional Roads Only

✳✳ Taper lengths have been rounded off.
L=Length of Taper (FT.) W=Width of Offset (FT.) S=Posted Speed (MPH)

TYPICAL USAGE: MOBILE	SHORT DURATION	SHORT TERM STATIONARY	INTERMEDIATE TERM STATIONARY	LONG TERM STATIONARY
			✓	✓

GENERAL NOTES:

1. Unless otherwise stated in the plans, flags attached to signs are REQUIRED.
2. Raised pavement markers shall be placed 40' c-c on centerline throughout project.

TCP (2-7a)

3. All traffic control devices illustrated are REQUIRED, except those with the triangle symbol may be omitted when stated elsewhere in the plans.
4. Roadway diversion design requirement should be based on posted speed limit or prevailing speed.
5. New pavement surface should be extended across existing roadway edge to a point where existing pavement markings left in place during project do not conflict with construction area pavement markings.

STANDARD PLANS
TEXAS DEPARTMENT OF TRANSPORTATION
Traffic Operations Division

TRAFFIC CONTROL PLAN

TCP(2-7)-03

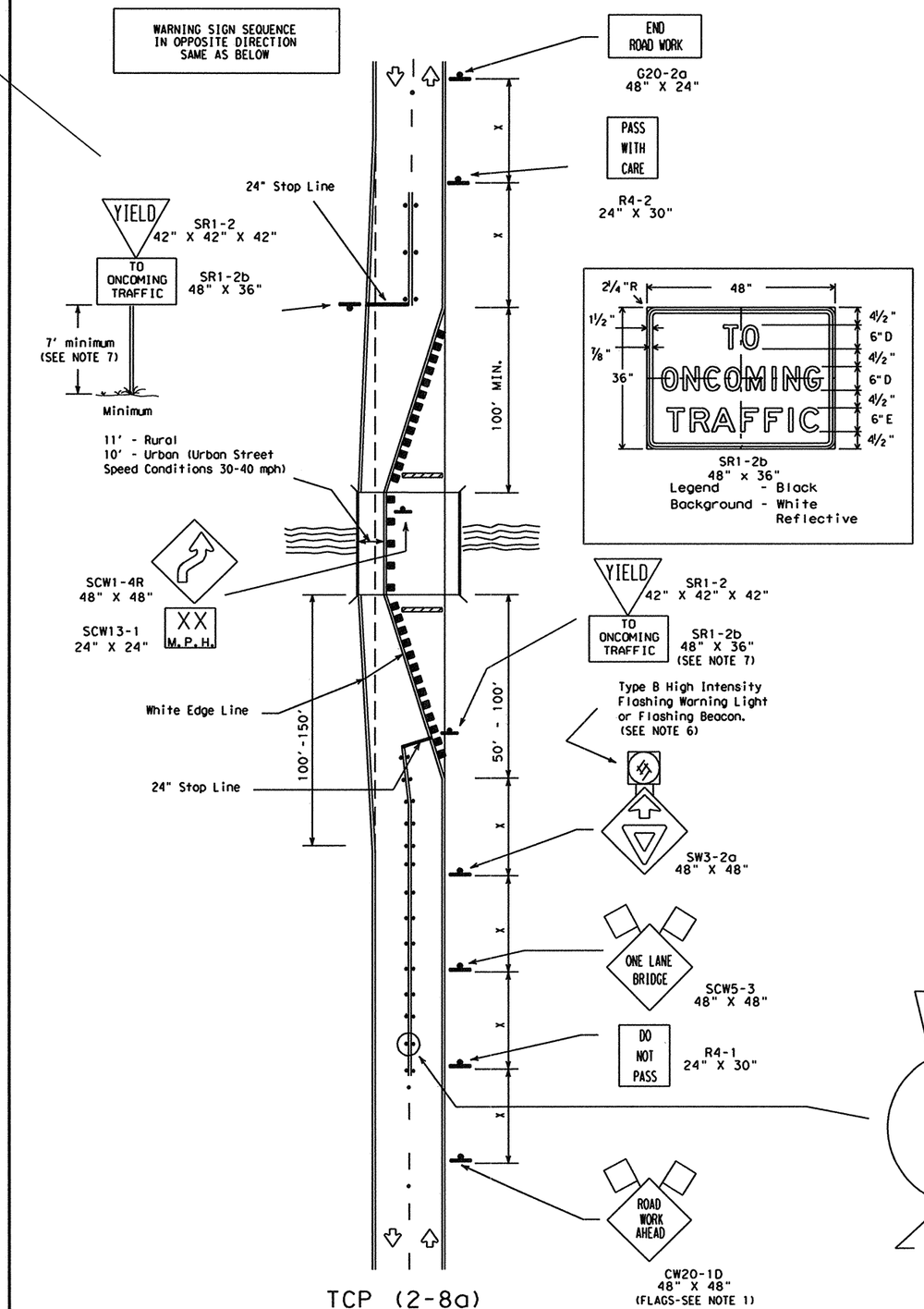
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DN: LR	CK: MT	DW: DN	CK: DM	MSG NO.:

REVISIONS	STATE DISTRICT	FEDERAL REGION	FEDERAL AID PROJECT	SHEET
8-95	DAL	6		213
1-97				
4-98	COUNTY		CONTROL / SECTION / JOB	HIGHWAY
3-03	ROCKWALL		0451 / 01 / 032	SH 205

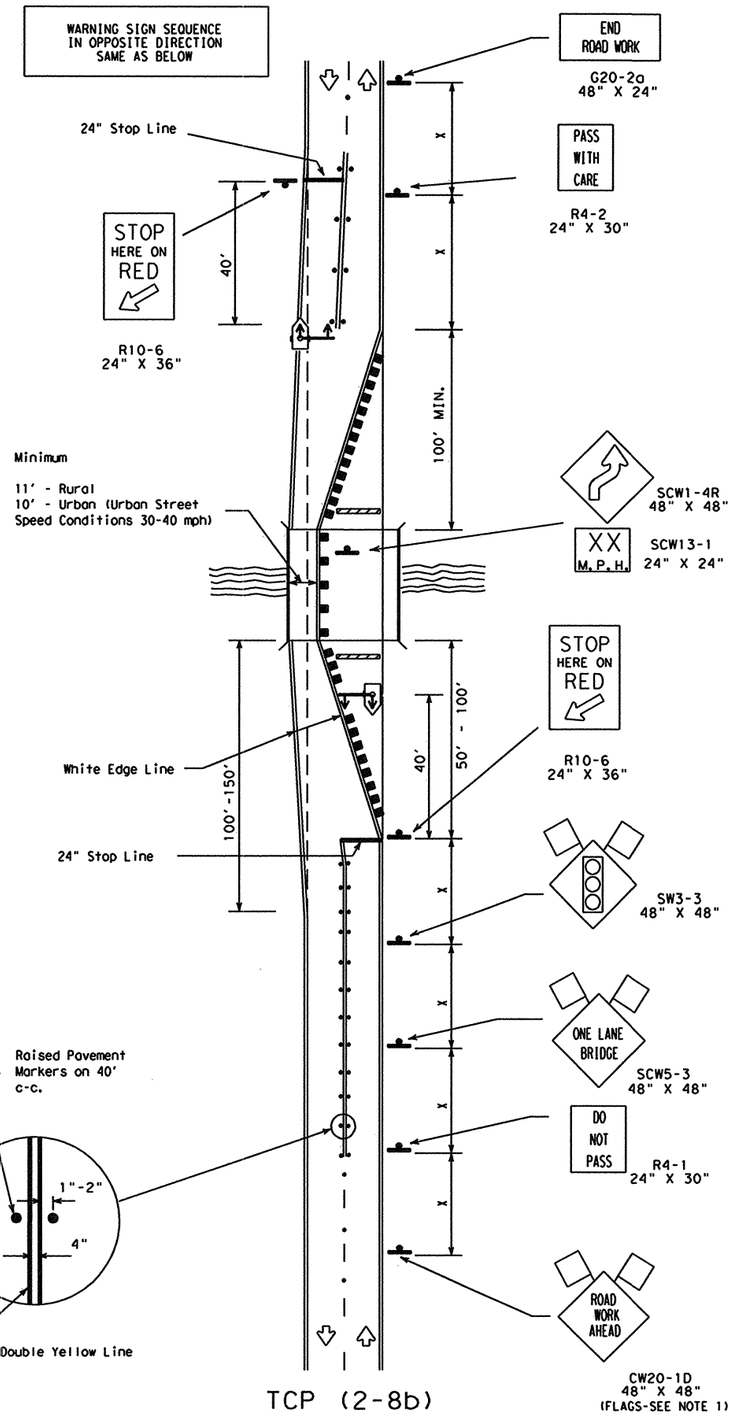
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TCP (2-8a)

Two-Way Traffic Control
With Yield Signs



TCP (2-8b)

Two-Way Traffic Control
With Traffic Signal

LEGEND

Type III Barricade ■ ■ Channelizing Devices Flag

Flagger Sign Post Temporary or Portable Traffic Signals

• • • Raised Pavement Markers Type II-A-A (40' spacing)

Posted Speed*	Formula	Minimum Desirable Taper Lengths** 10' Offset	11' Offset	12' Offset	Suggested Maximum Spacing of Device On a Taper	On a Tangent	Minimum Sign Spacing X Distance
30	$L=\frac{WS^2}{60}$	150'	165'	180'	30'	60'-75'	120'
35		205'	225'	245'	35'	70'-90'	160'
40		265'	295'	320'	40'	80'-100'	240'
45	L=WS	450'	495'	540'	45'	90'-110'	320'
50		500'	550'	600'	50'	100'-125'	400'
55		550'	605'	660'	55'	110'-140'	500'
60		600'	660'	720'	60'	120'-150'	*600'
65		650'	715'	780'	65'	130'-165'	*700'
70		700'	770'	840'	70'	140'-175'	*800'

* Conventional Roads Only

** Taper lengths have been rounded off.
L=Length of Taper (FT.) W=Width of Offset (FT.) S=Posted Speed (MPH)

TYPICAL USAGE: MOBILE	SHORT DURATION	SHORT TERM STATIONARY	INTERMEDIATE TERM STATIONARY	LONG TERM STATIONARY
			✓	✓

GENERAL NOTES:

1. Unless otherwise stated in the plans, flags attached to signs are REQUIRED.
2. Advance Warning signing shown for one direction.
3. Raised reflective pavement markers shall be placed 40' c-c on centerline between ROAD WORK AHEAD signs and stop lines.
4. For intermediate term situations, when it is not feasible to remove and restore pavement markings, the channelization must be made dominant by using a very close spacing. This is especially important in locations of conflicting information, such as where traffic is directed over a double yellow centerline. In such locations a maximum channelizing device spacing of 10 feet is recommended. The 10 foot channelizing device spacing recommendation is intended for the area of conflicting information and not the entire work zone.

TCP (2-8a)

5. Traffic control by YIELD AHEAD symbol signs for one lane two-way traffic control operations should be limited to structures less than 400' long and roadways with less than 4000 ADT. Portable traffic signals should be used on other roadways.
6. If power is available, a flashing beacon should be attached to the YIELD AHEAD symbol sign for emphasis.
7. YIELD and TO ONCOMING TRAFFIC signs and other regulatory signs shall be installed at 7' minimum mounting height.

TCP (2-8b)

8. A list of approved Portable Traffic Signals can be found on compliant products list.

STANDARD PLANS
TEXAS DEPARTMENT OF TRANSPORTATION
Traffic Operations Division

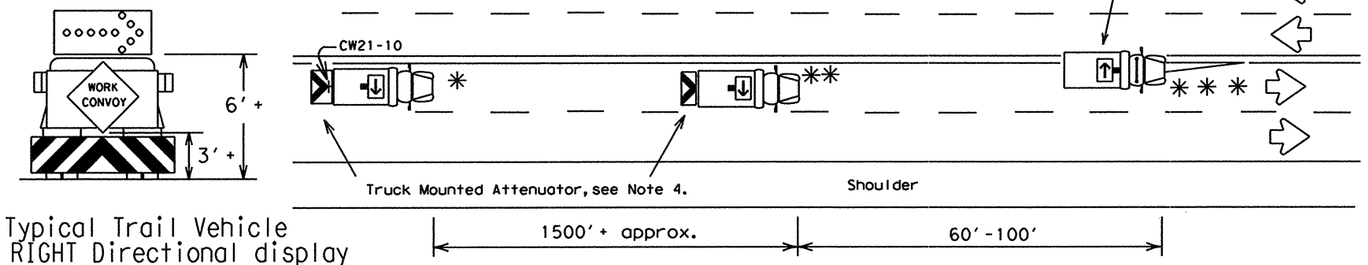
TRAFFIC CONTROL PLAN

TCP(2-8)-03

©TxDOT December 1985	DN: LR	CK: MT	DW: DN	CK: DM	MEG NO.:
REVISIONS 8-95 1-97 4-98 3-03	STATE DISTRICT: DAL	FEDERAL REGION: 6	FEDERAL AID PROJECT		SHEET: 214
	COUNTY: ROCKWALL	CONTROL: 0451	SECTION: 01	JOB: 032	HIGHWAY: SH 205

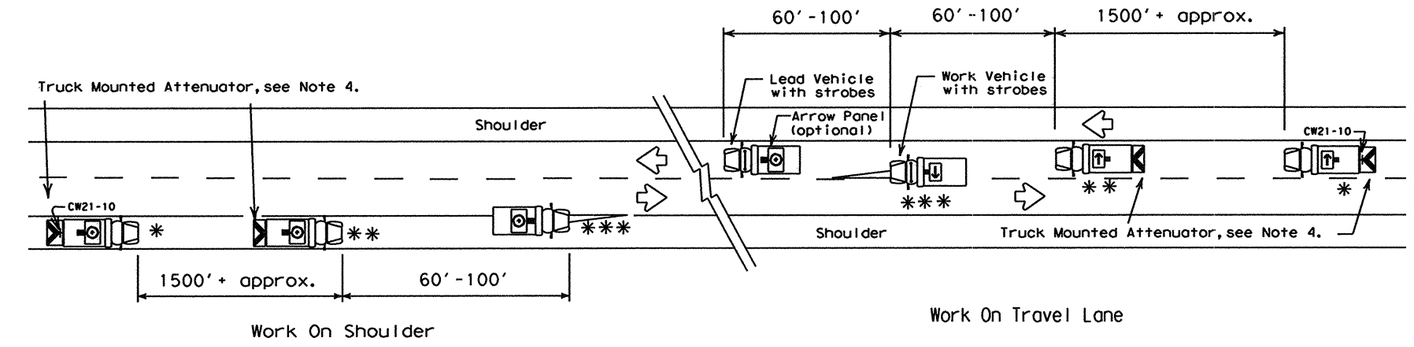
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DW:
CK:

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Typical Trail Vehicle
with RIGHT Directional display
Flashing Arrow Panel

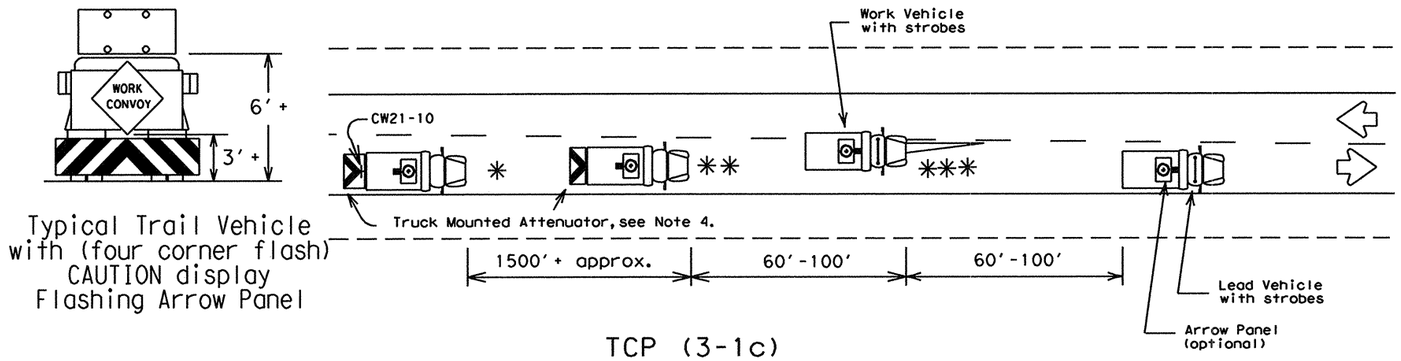
TCP (3-1a)
Undivided Multilane Roadway



Work On Shoulder

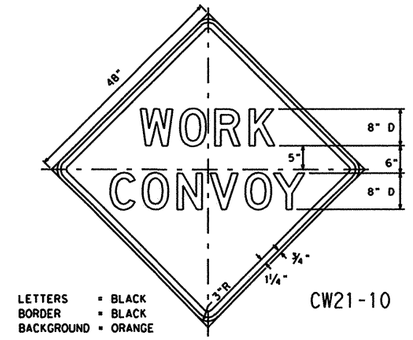
Work On Travel Lane

TCP (3-1b)
Two-Way Roadway With Paved Shoulders



Typical Trail Vehicle
with (four corner flash)
CAUTION display
Flashing Arrow Panel

TCP (3-1c)
Two-Way Roadway Without Paved Shoulders



CW21-10

Legend:

- * TRAIL VEHICLE
- ** SHADOW VEHICLE
- *** WORK VEHICLE
- Truck mounted attenuator
- HEAVY WORK VEHICLE

Arrow Panel Displays

- RIGHT Directional
- LEFT Directional
- RIGHT or LEFT Directional
- CAUTION mode

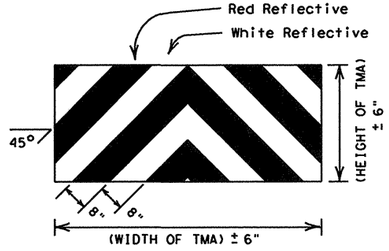
GENERAL NOTES:

1. TRAIL, SHADOW, LEAD, and work vehicles shall be equipped with arrow panels as illustrated. The Engineer will determine if the LEAD VEHICLE and/or TRAIL VEHICLE are required based on prevailing roadway conditions, traffic volume, and sight distance restrictions.
2. All traffic control devices shall be in accordance with the "Texas Manual on Uniform Traffic Control Devices" (TMUTCD), latest edition.
3. The use of yellow rotating beacons or strobe lights on vehicles are required unless otherwise stated elsewhere in the plans.
4. The use of truck mounted attenuators (TMA) on the SHADOW VEHICLE and the TRAIL VEHICLE are required.
5. Optional striping on the back panel of all truck mounted attenuators shall be 8" red and white reflective sheeting placed in an inverted "V" design. Reflective sheeting shall meet or exceed the reflectivity and color requirements of DEPARTMENTAL MATERIAL SPECIFICATION D-9-8300, TYPE C.
6. Flashing Arrow Panels shall be Type B or Type C as per BC Standards. The panel operation shall be controlled from inside the vehicle.
7. Each vehicle shall have two-way radio communication capability.
8. When work convoys must change lanes, the TRAIL VEHICLE should change lanes first to shadow the other convoy vehicles.
9. Vehicle spacing between TRAIL VEHICLE and SHADOW VEHICLE will vary depending on sight distance restrictions. Motorists approaching the work convoy should be able to see the TRAIL VEHICLE in time to slow down and/or change lanes as they approach the TRAIL VEHICLE.

Only pre-qualified products shall be used. A list of compliant products and their sources may be obtained by writing or faxing:

Standards Engineer
Traffic Operations Division - TE
Texas Department of Transportation
125 East 11th Street
Austin, Texas 78701-2483
Phone (512) 416-3335
Fax (512) 416-3161
E-mail TRF-STANDARD@mailgw.dot.state.tx.us

Shadow and trail vehicle
shall be equipped with
Truck Mounted Attenuator.



OPTIONAL STRIPING FOR TMA

STRIPING FOR TMA WILL BE
REQUIRED ON ALL PROJECTS AWARDED
AFTER JANUARY 1, 2000

STANDARD PLANS
TEXAS DEPARTMENT OF TRANSPORTATION
Traffic Operations Division

TRAFFIC CONTROL PLAN
MOBILE OPERATIONS
UNDIVIDED HIGHWAYS

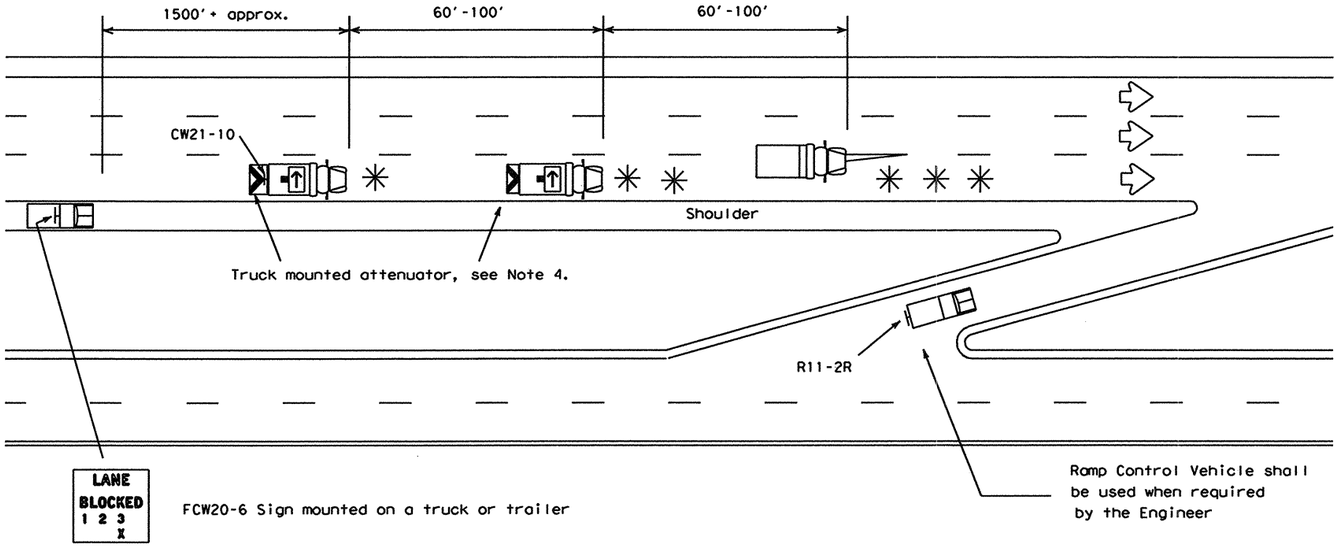
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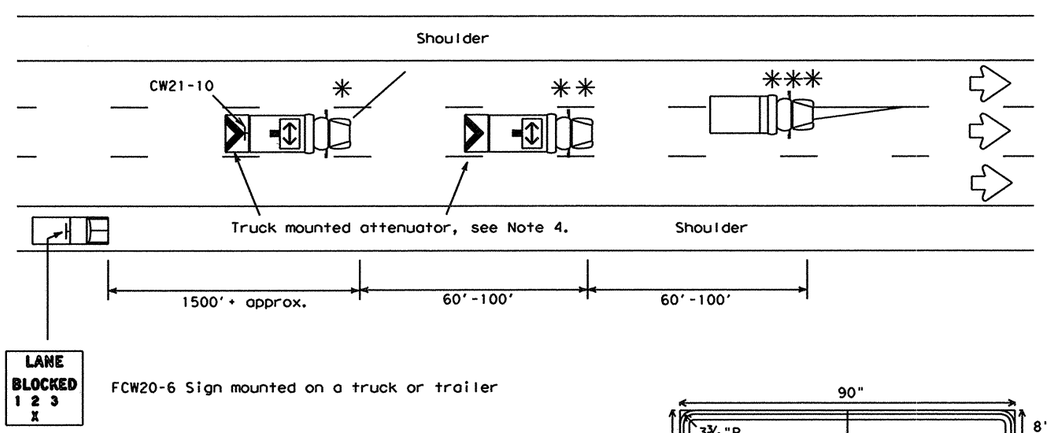
© TxDOT December 1985	DN: LR	CK:	DW: DN	CK: DM	NEG NO.:

REVISIONS	STATE DISTRICT	FEDERAL REGION	FEDERAL AID PROJECT			SHEET
2-94	DAL	6				215
8-95	COUNTY		CONTROL	SECTION	JOB	HIGHWAY
1-97	ROCKWALL		0451	01	032	SH 205
4-98						

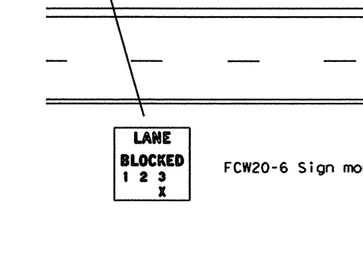
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3/22/2006
FILE:
ACC:
CK:
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CK:

DISCLAIMER
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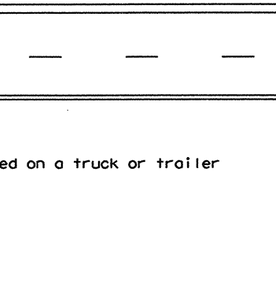




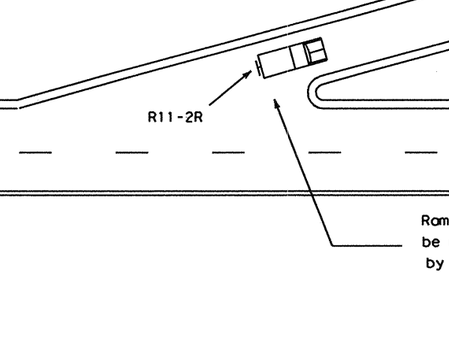
Shadow and trail vehicle shall be equipped with Truck Mounted Attenuator.



Typical Trail Vehicle
with LEFT Directional display
Flashing Arrow Panel

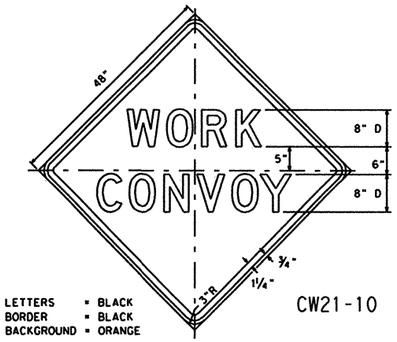


Typical Advance
Warning Vehicle



FCW20-6

LETTERS = BLACK
BORDER = BLACK
BACKGROUND = ORANGE



LETTERS = BLACK
BORDER = BLACK
BACKGROUND = ORANGE

CW21-10

Legend:

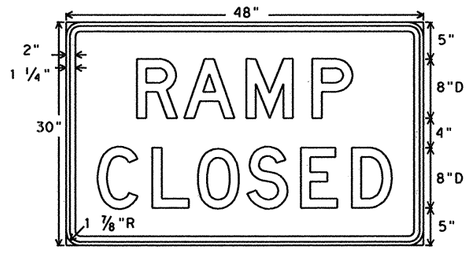
- * TRAIL VEHICLE
- ** SHADOW VEHICLE
- *** WORK VEHICLE
- Truck mounted attenuator
- HEAVY WORK VEHICLE

Arrow Panel Displays

- RIGHT Directional
- LEFT Directional
- RIGHT or LEFT Directional
- CAUTION mode

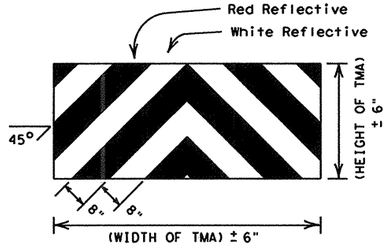
GENERAL NOTES:

1. TRAIL, SHADOW, LEAD, and work vehicles shall be equipped with arrow panels as illustrated. The Engineer will determine if the LEAD VEHICLE and/or TRAIL VEHICLE are required based on prevailing roadway conditions, traffic volume, and sight distance restrictions.
2. All traffic control devices shall be in accordance with the "Texas Manual on Uniform Traffic Control Devices" (TMUTCD), latest edition.
3. The use of yellow rotating beacons or strobe lights on vehicles are required unless otherwise stated elsewhere in the plans.
4. The use of truck mounted attenuators (TMA) on the SHADOW VEHICLE and the TRAIL VEHICLE are required.
5. Optional striping on the back panel of all truck mounted attenuators shall be 8" red and white reflective sheeting placed in an inverted "V" design. Reflective sheeting shall meet or exceed the reflectivity and color requirements of DEPARTMENTAL MATERIAL SPECIFICATION D-9-8300, TYPE C.
6. Flashing Arrow Panels shall be Type B or Type C as per BC Standards. The panel operation shall be controlled from inside the vehicle.
7. Each vehicle shall have two-way radio communication capability.
8. When work convoys must change lanes, the TRAIL VEHICLE should change lanes first to shadow the other convoy vehicles.
9. Vehicle spacing between TRAIL VEHICLE and SHADOW VEHICLE will vary depending on sight distance restrictions. Motorists approaching the work convoy should be able to see the TRAIL VEHICLE in time to slow down and/or change lanes as they approach the TRAIL VEHICLE.
10. The LANE BLOCKED sign (FCW20-6) shall be used on divided highways and may be mounted on a truck or trailer. For divided highways with two lanes in each direction, the RIGHT or LEFT LANE CLOSED sign (CW20-5, 48" x 48") may be substituted for the LANE BLOCKED sign (FCW20-6).



R11-2R

LETTERS = BLACK
BORDER = BLACK
BACKGROUND = WHITE



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Standards Engineer
Traffic Operations Division - TE
Texas Department of Transportation
125 East 11th Street
Austin, Texas 78701-2483
Phone (512) 416-3335
Fax (512) 416-3161
E-mail TRF-STANDARD@mailgw.dot.state.tx.us

STANDARD PLANS
TEXAS DEPARTMENT OF TRANSPORTATION
Traffic Operations Division

TRAFFIC CONTROL PLAN
MOBILE OPERATIONS
DIVIDED HIGHWAYS
TCP(3-2)-98

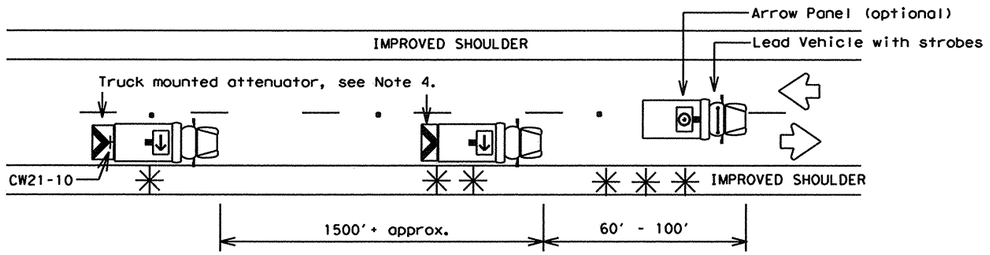
©TxDOT December 1985

DN: LR	CK:	DW: DN	CK: DM	MSG NO.:

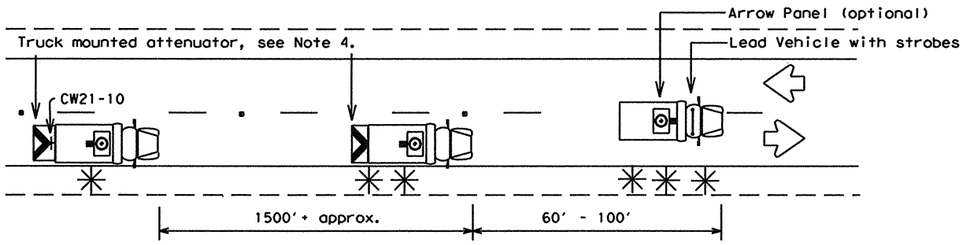
REVISIONS	STATE DISTRICT	FEDERAL REGION	FEDERAL AID PROJECT	SHEET
2-94	DAL	6		216
8-95	COUNTY		CONTROL / SECTION / JOB	HIGHWAY
1-97	ROCKWALL		0451 / 01 / 032	SH 205
4-98				

1|2|3|4|5|6|7|8|9|10|11|12|13|14|15|16|17|18|19|20|21|22|23|24|25|26|27|28|29|30|31|32|33|34|35|36|37|38|39|40|41|42|43|44|45|46|47|48|49|50|51|52|53|54|55|56|57|58|59|60|61|62|63|64|65|66|67|68|69|70|71|72|73|74|75|76|77|78|79|80|81|82|83|84|85|86|87|88|89|90|91|92|93|94|95|96|97|98|99|100|101|102|103|104|105|106|107|108|109|110|111|112|113|114|115|116|117|118|119|120|121|122|123|124|125|126|127|128|129|130|131|132|133|134|135|136|137|138|139|140|141|142|143|144|145|146|147|148|149|150|151|152|153|154|155|156|157|158|159|160|161|162|163|164|165|166|167|168|169|170|171|172|173|174|175|176|177|178|179|180|181|182|183|184|185|186|187|188|189|190|191|192|193|194|195|196|197|198|199|200|201|202|203|204|205|206|207|208|209|210|211|212|213|214|215|216|217|218|219|220|221|222|223|224|225|226|227|228|229|230|231|232|233|234|235|236|237|238|239|240|241|242|243|244|245|246|247|248|249|250|251|252|253|254|255|256|257|258|259|260|261|262|263|264|265|266|267|268|269|270|271|272|273|274|275|276|277|278|279|280|281|282|283|284|285|286|287|288|289|290|291|292|293|294|295|296|297|298|299|300|301|302|303|304|305|306|307|308|309|310|311|312|313|314|315|316|317|318|319|320|321|322|323|324|325|326|327|328|329|330|331|332|333|334|335|336|337|338|339|340|341|342|343|344|345|346|347|348|349|350|351|352|353|354|355|356|357|358|359|360|361|362|363|364|365|366|367|368|369|370|371|372|373|374|375|376|377|378|379|380|381|382|383|384|385|386|387|388|389|390|391|392|393|394|395|396|397|398|399|400|401|402|403|404|405|406|407|408|409|410|411|412|413|414|415|416|417|418|419|420|421|422|423|424|425|426|427|428|429|430|431|432|433|434|435|436|437|438|439|440|441|442|443|444|445|446|447|448|449|450|451|452|453|454|455|456|457|458|459|460|461|462|463|464|465|466|467|468|469|470|471|472|473|474|475|476|477|478|479|480|481|482|483|484|485|486|487|488|489|490|491|492|493|494|495|496|497|498|499|500|501|502|503|504|505|506|507|508|509|510|511|512|513|514|515|516|517|518|519|520|521|522|523|524|525|526|527|528|529|530|531|532|533|534|535|536|537|538|539|540|541|542|543|544|545|546|547|548|549|550|551|552|553|554|555|556|557|558|559|560|561|562|563|564|565|566|567|568|569|570|571|572|573|574|575|576|577|578|579|580|581|582|583|584|585|586|587|588|589|590|591|592|593|594|595|596|597|598|599|600|601|602|603|604|605|606|607|608|609|610|611|612|613|614|615|616|617|618|619|620|621|622|623|624|625|626|627|628|629|630|631|632|633|634|635|636|637|638|639|640|641|642|643|644|645|646|647|648|649|650|651|652|653|654|655|656|657|658|659|660|661|662|663|664|665|666|667|668|669|670|671|672|673|674|675|676|677|678|679|680|681|682|683|684|685|686|687|688|689|690|691|692|693|694|695|696|697|698|699|700|701|702|703|704|705|706|707|708|709|710|711|712|713|714|715|716|717|718|719|720|721|722|723|724|725|726|727|728|729|730|731|732|733|734|735|736|737|738|739|740|741|742|743|744|745|746|747|748|749|750|751|752|753|754|755|756|757|758|759|760|761|762|763|764|765|766|767|768|769|770|771|772|773|774|775|776|777|778|779|780|781|782|783|784|785|786|787|788|789|790|791|792|793|794|795|796|797|798|799|800|801|802|803|804|805|806|807|808|809|810|811|812|813|814|815|816|817|818|819|820|821|822|823|824|825|826|827|828|829|830|831|832|833|834|835|836|837|838|839|840|841|842|843|844|845|846|847|848|849|850|851|852|853|854|855|856|857|858|859|860|861|862|863|864|865|866|867|868|869|870|871|872|873|874|875|876|877|878|879|880|881|882|883|884|885|886|887|888|889|890|891|892|893|894|895|896|897|898|899|900|901|902|903|904|905|906|907|908|909|910|911|912|913|914|915|916|917|918|919|920|921|922|923|924|925|926|927|928|929|930|931|932|933|934|935|936|937|938|939|940|941|942|943|944|945|946|947|948|949|950|951|952|953|954|955|956|957|958|959|960|961|962|963|964|965|966|967|968|969|970|971|972|973|974|975|976|977|978|979|980|981|982|983|984|985|986|987|988|989|990|991|992|993|994|995|996|997|998|999|1000|1001|1002|1003|1004|1005|1006|1007|1008|1009|1010|1011|1012|1013|1014|1015|1016|1017|1018|1019|1020|1021|1022|1023|1024|1025|1026|1027|1028|1029|1030|1031|1032|1033|1034|1035|1036|1037|1038|1039|1040|1041|1042|1043|1044|1045|1046|1047|1048|1049|1050|1051|1052|1053|1054|1055|1056|1057|1058|1059|1060|1061|1062|1063|1064|1065|1066|1067|1068|1069|1070|1071|1072|1073|1074|1075|1076|1077|1078|1079|1080|1081|1082|1083|1084|1085|1086|1087|1088|1089|1090|1091|1092|1093|1094|1095|1096|1097|1098|1099|1100|1101|1102|1103|1104|1105|1106|1107|1108|1109|1110|1111|1112|1113|1114|1115|1116|1117|1118|1119|1120|1121|1122|1123|1124|1125|1126|1127|1128|1129|1130|1131|1132|1133|1134|1135|1136|1137|1138|1139|1140|1141|1142|1143|1144|1145|1146|1147|1148|1149|1150|1151|1152|1153|1154|1155|1156|1157|1158|1159|1160|1161|1162|1163|1164|1165|1166|1167|1168|1169|1170|1171|1172|1173|1174|1175|1176|1177|1178|1179|1180|1181|1182|1183|1184|1185|1186|1187|1188|1189|1190|1191|1192|1193|1194|1195|1196|1197|1198|1199|1200|1201|1202|1203|1204|1205|1206|1207|1208|1209|1210|1211|1212|1213|1214|1215|1216|1217|1218|1219|1220|1221|12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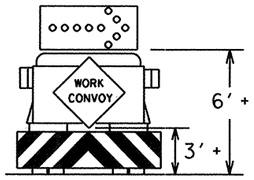
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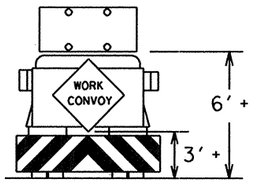
Two Lane Highway With Paved Shoulders (work on travel lane)



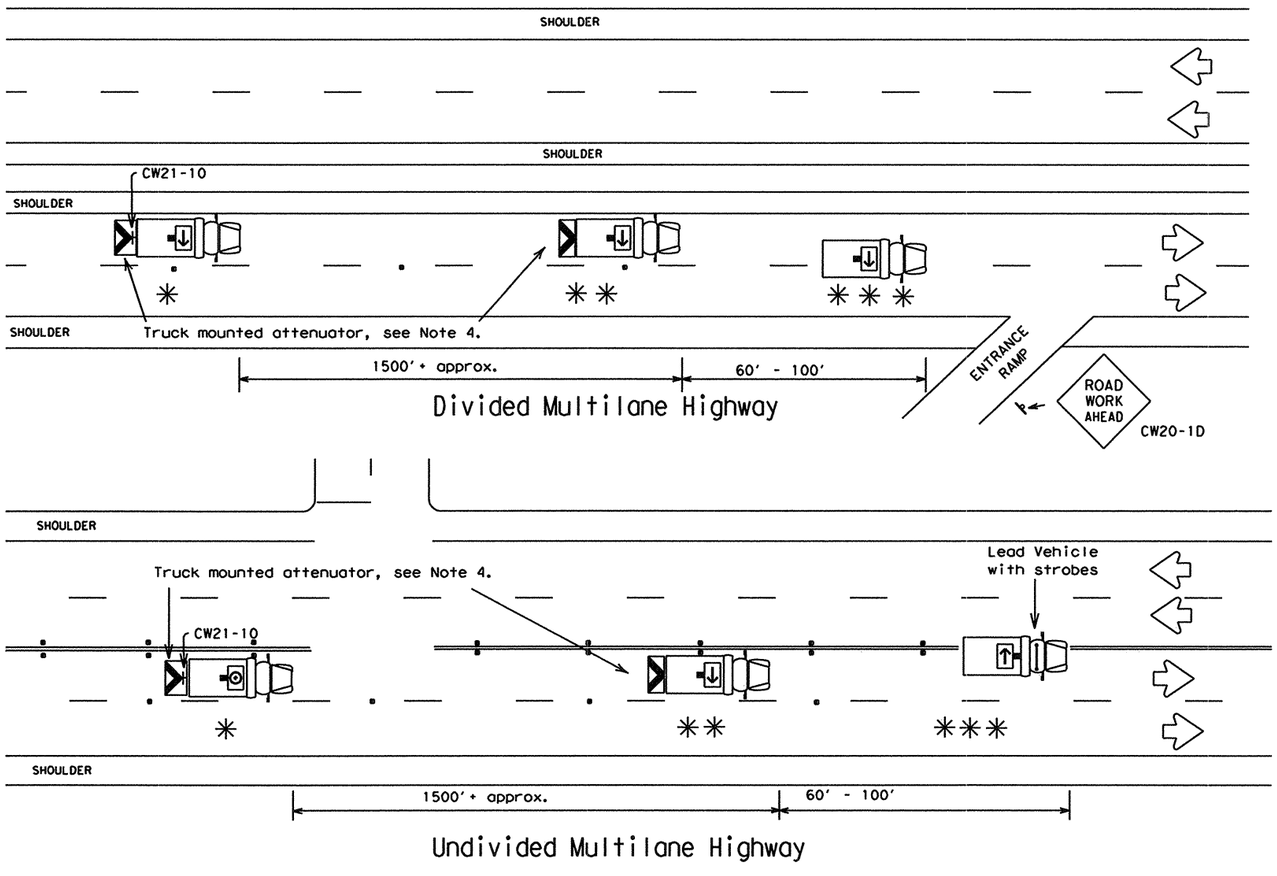
Two Lane Highway Without Paved Shoulders (work on travel lane)



TYPICAL TRAIL VEHICLE
RIGHT Directional display
Flashing Arrow Panel

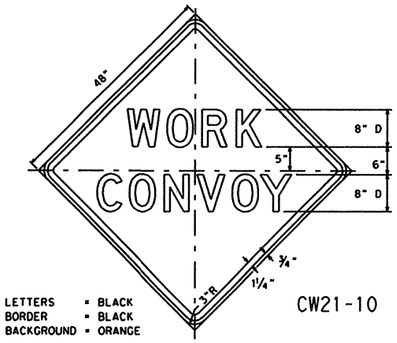


TYPICAL TRAIL VEHICLE
with (four corner flash)
CAUTION display
Flashing Arrow Panel



Divided Multilane Highway

Undivided Multilane Highway



Legend:

- * TRAIL VEHICLE
- ** SHADOW VEHICLE
- *** WORK VEHICLE
- Truck mounted attenuator
- HEAVY WORK VEHICLE

Arrow Panel Displays

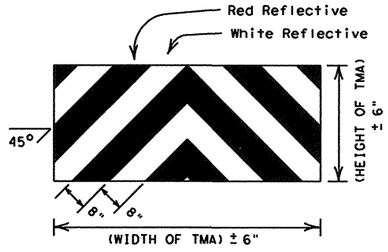
- RIGHT Directional
- LEFT Directional
- RIGHT or LEFT Directional
- CAUTION mode

GENERAL NOTES:

1. TRAIL, SHADOW, LEAD, and work vehicles shall be equipped with arrow panels as illustrated. The Engineer will determine if the LEAD VEHICLE and/or TRAIL VEHICLE are required based on prevailing roadway conditions, traffic volume, and sight distance restrictions.
2. All traffic control devices shall be in accordance with the "Texas Manual on Uniform Traffic Control Devices" (TMUTCD), latest edition.
3. The use of yellow rotating beacons or strobe lights on vehicles are required unless otherwise stated elsewhere in the plans.
4. The use of truck mounted attenuators (TMA) on the SHADOW VEHICLE and the TRAIL VEHICLE are required.
5. Optional striping on the back panel of all truck mounted attenuators shall be 8" red and white reflective sheeting placed in an inverted "V" design. Reflective sheeting shall meet or exceed the reflectivity and color requirements of DEPARTMENTAL MATERIAL SPECIFICATION D-9-8300, TYPE C.
6. Flashing Arrow Panels shall be Type B or Type C as per BC Standards. The panel operation shall be controlled from inside the vehicle.
7. Each vehicle shall have two-way radio communication capability.
8. When work convoys must change lanes, the TRAIL VEHICLE should change lanes first to shadow the other convoy vehicles.
9. Vehicle spacing between TRAIL VEHICLE and SHADOW VEHICLE will vary depending on sight distance restrictions. Motorists approaching the work convoy should be able to see the TRAIL VEHICLE in time to slow down and/or change lanes as they approach the TRAIL VEHICLE.

Only pre-qualified products shall be used. A list of compliant products and their sources may be obtained by writing or faxing:

Standards Engineer
Traffic Operations Division - TE
Texas Department of Transportation
125 East 11th Street
Austin, Texas 78701-2483
Phone (512) 416-3335
Fax (512) 416-3161
E-mail TRF-STANDARD@mailgw.dot.state.tx.us



OPTIONAL STRIPING FOR TMA

STRIPING FOR TMA WILL BE REQUIRED ON ALL PROJECTS AWARDED AFTER JANUARY 1, 2000

Shadow and trail vehicle shall be equipped with Truck Mounted Attenuator.

STANDARD PLANS
TEXAS DEPARTMENT OF TRANSPORTATION
Traffic Operations Division

TRAFFIC CONTROL PLAN MOBILE OPERATIONS RAISED PAVEMENT MARKER INSTALLATION TCP(3-3)-98

© TxDOT September 1987

DN: LR	CK:	DW: DN	CK: DM	MCG NO.:

REVISIONS	STATE DISTRICT	FEDERAL REGION	FEDERAL AID PROJECT			SHEET
2-94	DAL	6				217
8-95	COUNTY		CONTROL	SECTION	JOB	HIGHWAY
1-97	ROCKWALL		0451	01	032	SH 205
4-98						

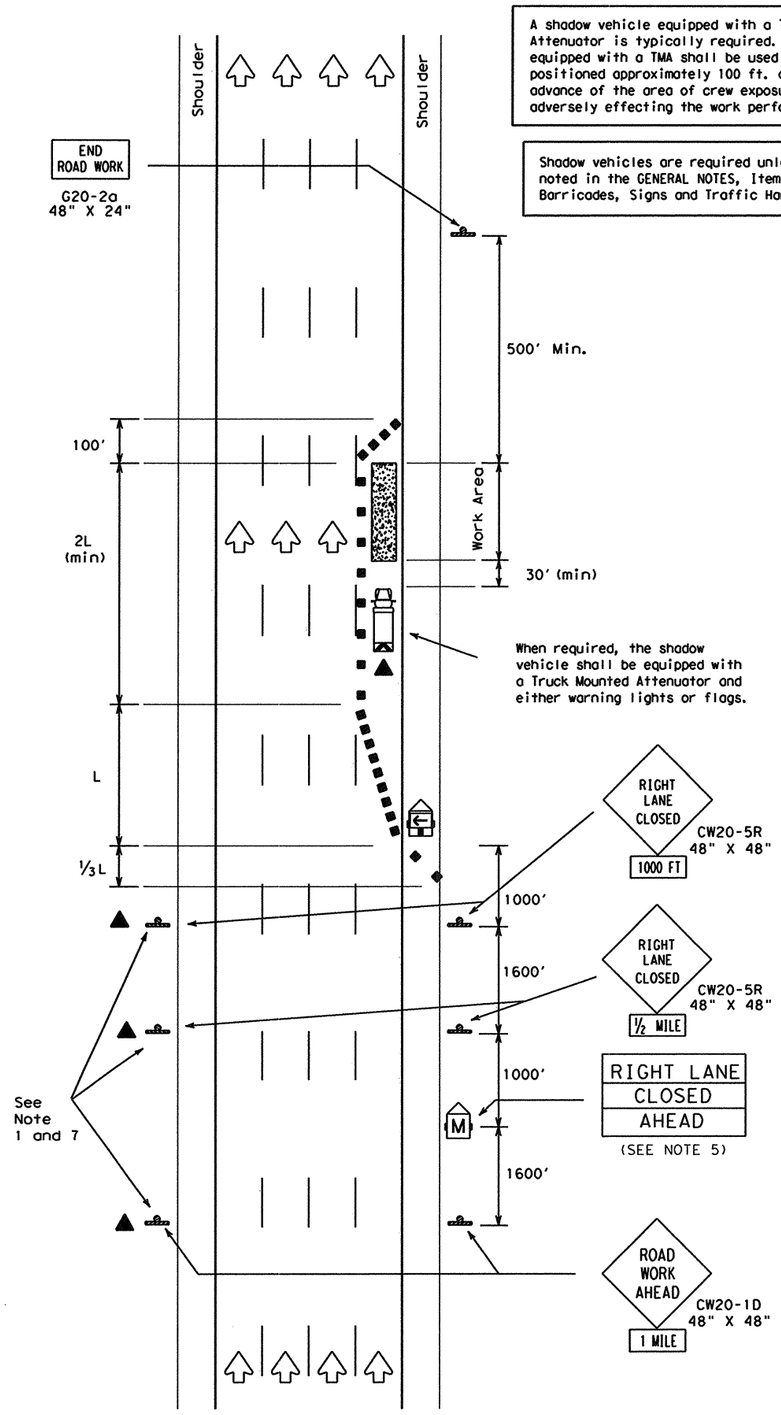
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49505162535455565 7tcp3

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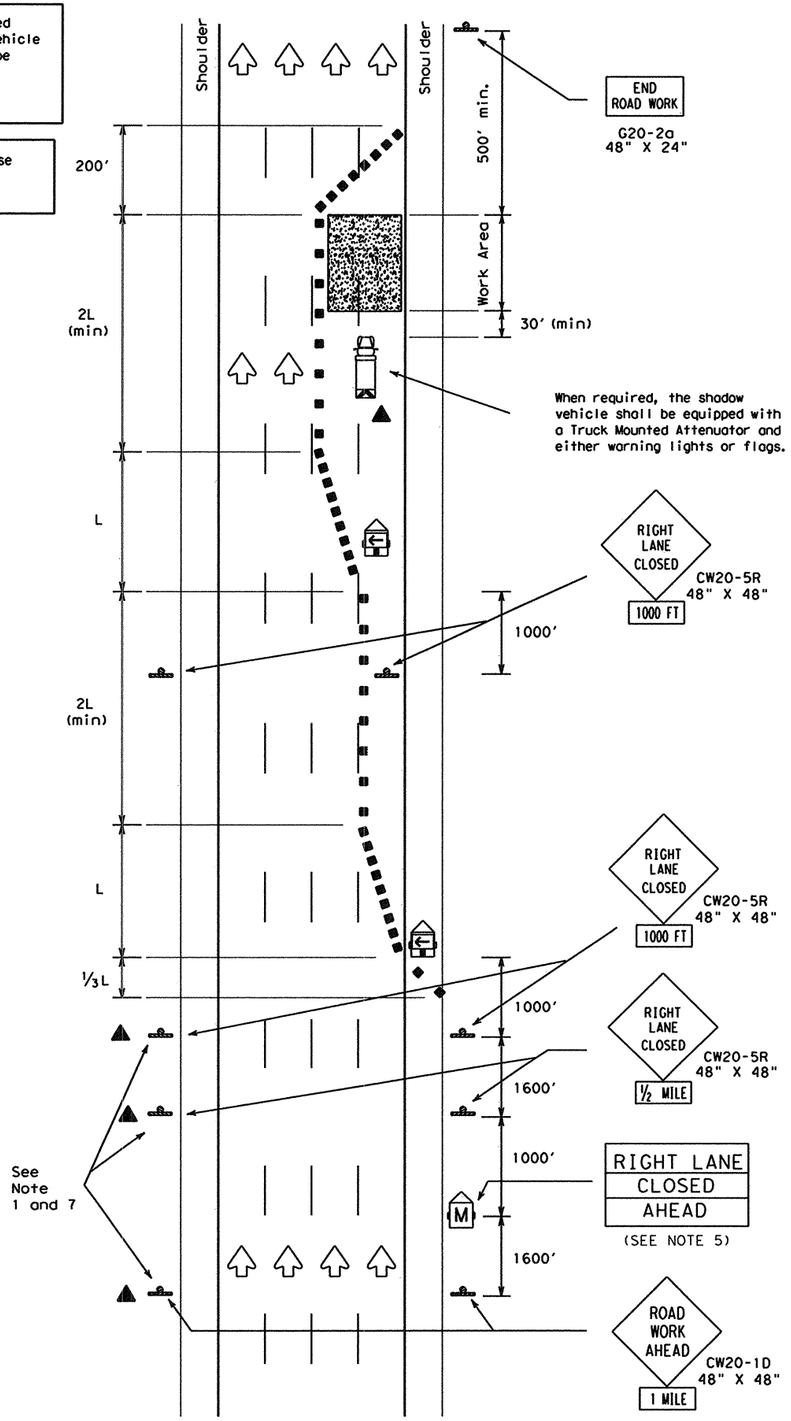
DATE: 3/22/2006
FILE: ...\tcp6.dgn
ACC:
DW:
CK:
CK:

A shadow vehicle equipped with a Truck Mounted Attenuator is typically required. A shadow vehicle equipped with a TMA shall be used if it can be positioned approximately 100 ft. or less in advance of the area of crew exposure without adversely effecting the work performance.

Shadow vehicles are required unless otherwise noted in the GENERAL NOTES, Item 502, Barricades, Signs and Traffic Handling.



TCP (6-1a)
Typical Freeway
One Lane Closure



TCP (6-1b)
Typical Freeway
Two Lane Closure

LEGEND

Type III Barricade ■ ■ Channelizing Devices Flag
Heavy Work Vehicle Truck Mounted Attenuator
Trailer Mounted Flashing Arrow Panel (M) Portable Changeable Message Sign
Flagger Sign Post

Posted Speed	Formula	Minimum Desirable Taper Lengths ** 10' Offset	11' Offset	12' Offset	Suggested Maximum Spacing of Device On a Taper	On a Tangent
30	$L=\frac{WS^2}{60}$	150'	165'	180'	30'	60'-75'
35		205'	225'	245'	35'	70'-90'
40		265'	295'	320'	40'	80'-100'
45	L=WS	450'	495'	540'	45'	90'-110'
50		500'	550'	600'	50'	100'-125'
55		550'	605'	660'	55'	110'-140'
60		600'	660'	720'	60'	120'-150'
65		650'	715'	780'	65'	130'-165'
70		700'	770'	840'	70'	140'-175'

** Taper lengths have been rounded off.
L=Length of Taper (FT.) W=Width of Offset (FT.) S=Posted Speed (MPH)

GENERAL NOTES:

1. All traffic control devices illustrated are REQUIRED, except those denoted with the triangle symbol may be omitted when stated elsewhere in the plans.
2. Drums are the typical channelizing device. Cones or other devices may be used if approved by the Engineer. Drums shall be used during nighttime operations.
3. All construction signs and barricades placed during any phase of work shall remain in place until removal is approved by the Engineer.
4. The Engineer may direct the Contractor to furnish additional signs and barricades as required to maintain traffic flow and motorist safety during construction.
5. Static message board or changeable message signs stating the date and duration of ramp or freeway closure shall be placed a minimum of seven (7) calendar days in advance of actual closure.
6. High level warning flags should be used on advance warning signs during daytime operations. Warning lights may be used to add emphasis to advance warning signs during nighttime operations.
7. Duplicate construction warning signs should be erected on the median side of freeways where median width will permit and traffic volume justifies the signing.
8. The number of closed lanes may be increased provided the spacings of traffic control devices, taper lengths and tangent lengths meet the requirements of the TMUTCD.
9. Warning signs shown shall be appropriately altered for left lane closures.
10. The TCP details may require additional and/or relocation of route shields, guide signs, etc. to guide motorists along entire length of detour due to ramp and freeway closures.
11. See BC Standards for additional sign details.
12. When possible, changeable message signs should be located 500 feet in advance of the last available exit ramp prior to the lane closure to allow motorists an alternate route.

Only pre-qualified products shall be used. A list of compliant products and their sources may be obtained by writing or faxing:

Standards Engineer
Traffic Operations Division - TE
Texas Department of Transportation
125 East 11th Street
Austin, Texas 78701-2483
Phone (512) 416-3335
Fax (512) 416-3161
E-mail TRF-STANDARD@mailgw.dot.state.tx.us

TYPICAL USAGE:				
MOBILE	SHORT DURATION	SHORT TERM STATIONARY	INTERMEDIATE TERM STATIONARY	LONG TERM STATIONARY
	✓	✓		

STANDARD PLANS
TEXAS DEPARTMENT OF TRANSPORTATION
Traffic Operations Division

TRAFFIC CONTROL PLAN
FREEWAY LANE CLOSURE

TCP(6-1)-98A

©TxDOT Feburary 1994

DN: - LR	CK: - CW	DN: - DN	CK: - MT	MEG NO.:

REVISIONS	STATE DISTRICT	FEDERAL REGION	FEDERAL AID PROJECT	SHEET
1-97	DAL	6		218
4-98	COUNTY		CONTROL / SECTION / JOB	HIGHWAY
8-98	ROCKWALL		0451 / 01 / 032	SH 205

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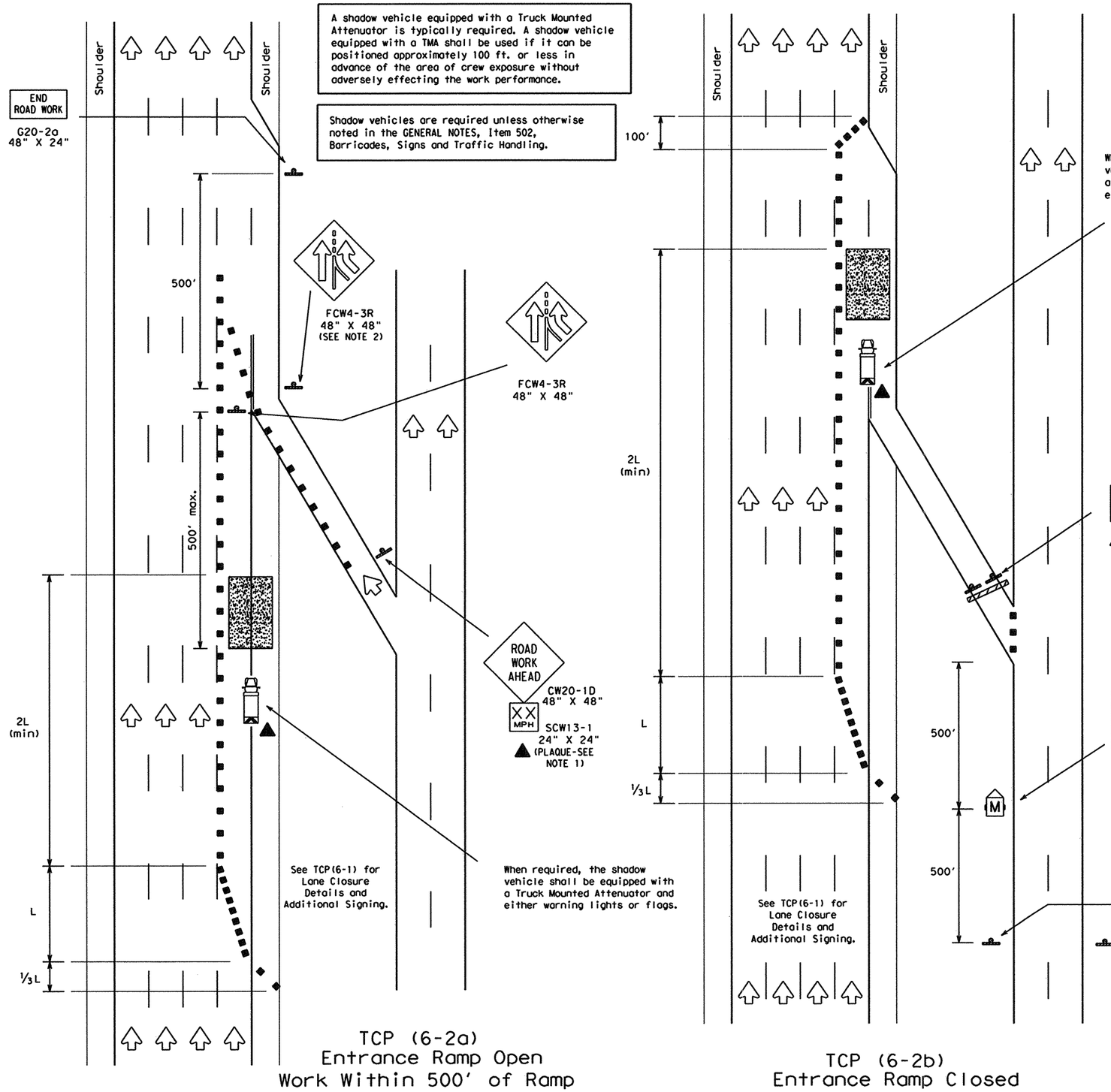
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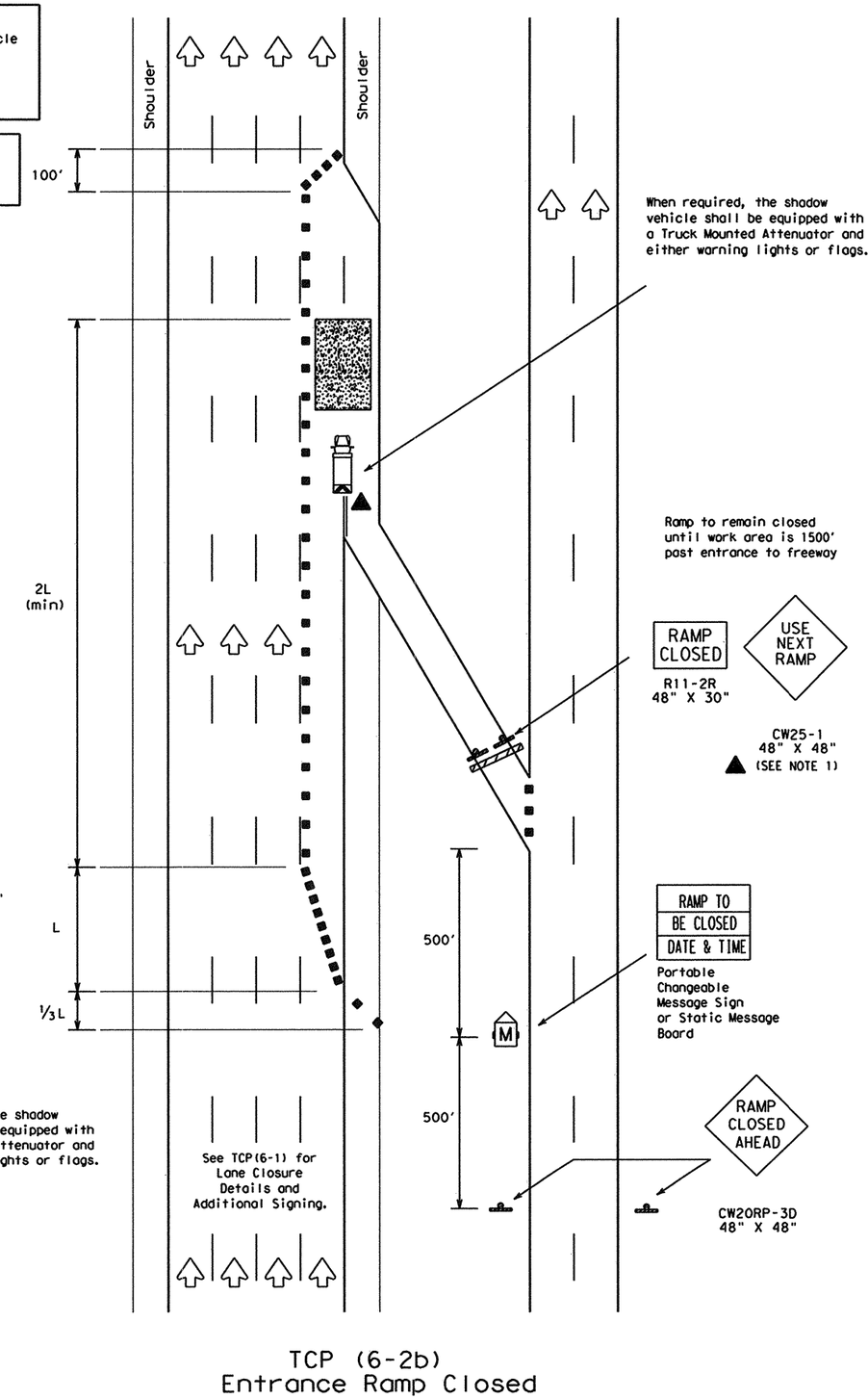
DW: CK: DW: CK:

A shadow vehicle equipped with a Truck Mounted Attenuator is typically required. A shadow vehicle equipped with a TMA shall be used if it can be positioned approximately 100 ft. or less in advance of the area of crew exposure without adversely effecting the work performance.

Shadow vehicles are required unless otherwise noted in the GENERAL NOTES, Item 502, Barricades, Signs and Traffic Handling.



TCP (6-2a)
Entrance Ramp Open
Work Within 500' of Ramp



TCP (6-2b)
Entrance Ramp Closed

LEGEND

Type III Barricade ■ ■ Channelizing Devices Flag
Heavy Work Vehicle Truck Mounted Attenuator
Trailer Mounted Flashing Arrow Panel (M) Portable Changeable Message Sign
Flagger Sign Post

Posted Speed	Formula	Minimum Desirable Taper Lengths ** 10' Offset	11' Offset	12' Offset	Suggested Maximum Spacing of Device On a Taper	On a Tangent
30	$L = \frac{WS^2}{60}$	150'	165'	180'	30'	60'-75'
35		205'	225'	245'	35'	70'-90'
40		265'	295'	320'	40'	80'-100'
45	L=WS	450'	495'	540'	45'	90'-110'
50		500'	550'	600'	50'	100'-125'
55		550'	605'	660'	55'	110'-140'
60		600'	660'	720'	60'	120'-150'
65		650'	715'	780'	65'	130'-165'
70		700'	770'	840'	70'	140'-175'

** Taper lengths have been rounded off.
L=Length of Taper (FT.) W=Width of Offset (FT.) S=Posted Speed (MPH)

TYPICAL USAGE:				
MOBILE	SHORT DURATION	SHORT TERM STATIONARY	INTERMEDIATE TERM STATIONARY	LONG TERM STATIONARY
	✓	✓		

GENERAL NOTES:

1. All traffic control devices illustrated are REQUIRED, except those denoted with the triangle symbol may be omitted when stated elsewhere in the plans.
2. ADDED LANE Symbol (FCW4-3R) sign may be omitted when sign between ramp and mainlane can be seen from both roadways.

Only pre-qualified products shall be used. A list of compliant products and their sources may be obtained by writing or faxing:

Standards Engineer
Traffic Operations Division - TE
Texas Department of Transportation
125 East 11th Street
Austin, Texas 78701-2483
Phone (512) 416-3335
Fax (512) 416-3161
E-mail TRF-STANDARD@mailgw.dot.state.tx.us

ADDITIONAL REQUIREMENTS FOR LANE CLOSURES AND ADVANCE SIGNING SHALL BE AS SHOWN ON TCP (6-1) OR AS DIRECTED BY THE ENGINEER.

STANDARD PLANS
TEXAS DEPARTMENT OF TRANSPORTATION
Traffic Operations Division

TRAFFIC CONTROL PLAN
WORK AREA NEAR RAMP

TCP(6-2)-98A

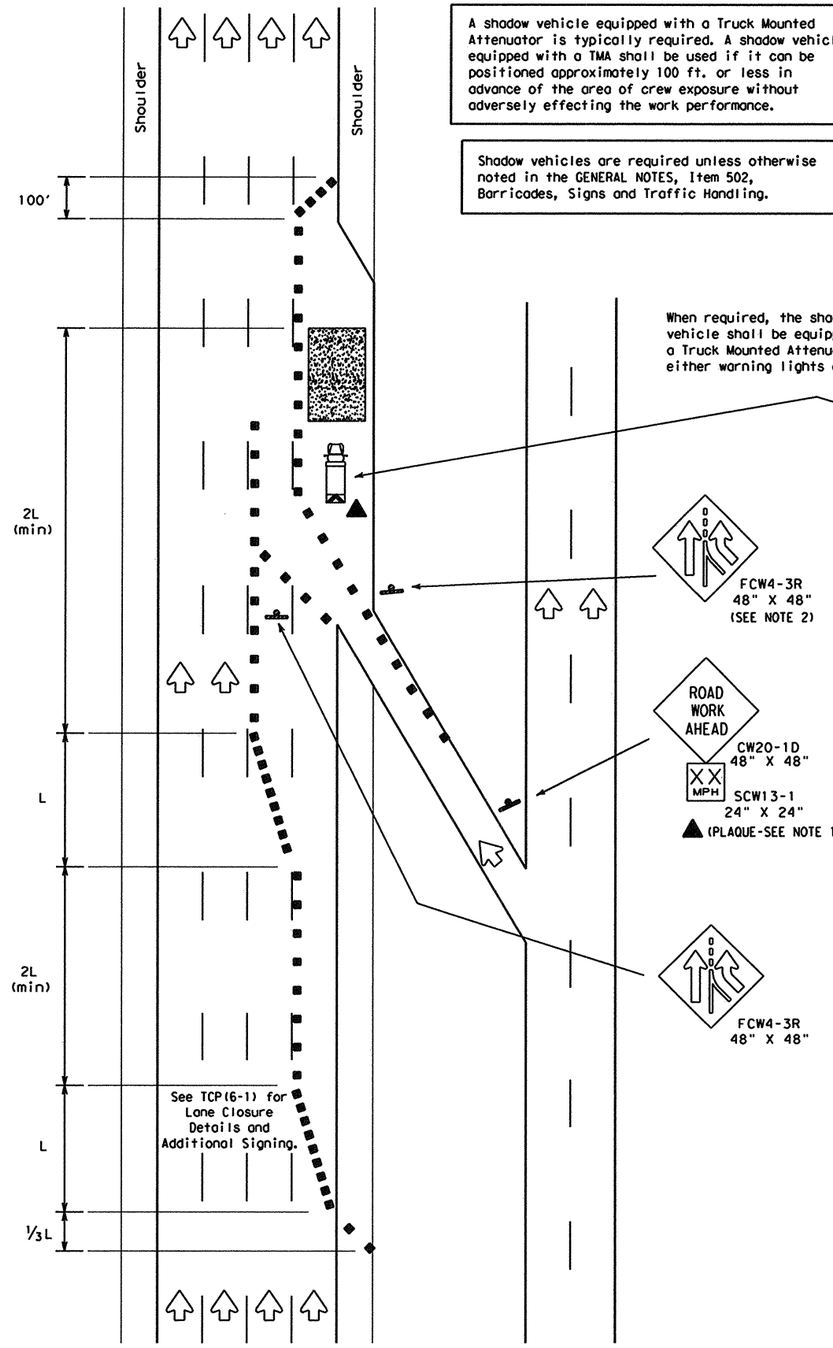
© TxDOT Feburary 1994 DN: LR CK: CW DW: DN CK: MT MEG NO.:

REVISIONS	STATE DISTRICT	FEDERAL REGION	FEDERAL AID PROJECT	SHEET
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4-98	COUNTY		CONTROL / SECTION / JOB	HIGHWAY
8-98	ROCKWALL		0451 / 01 / 032	SH 205

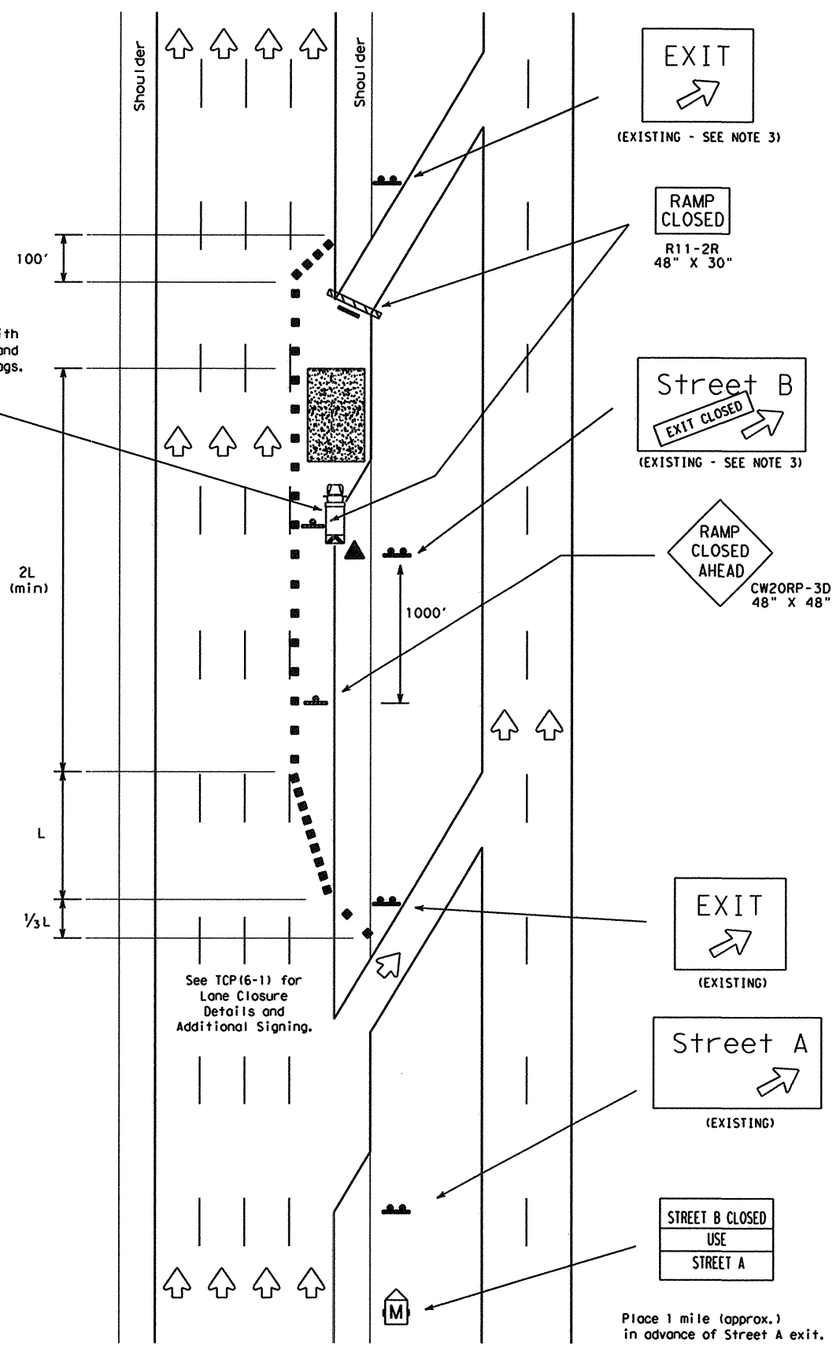
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A shadow vehicle equipped with a Truck Mounted Attenuator is typically required. A shadow vehicle equipped with a TMA shall be used if it can be positioned approximately 100 ft. or less in advance of the area of crew exposure without adversely effecting the work performance.

Shadow vehicles are required unless otherwise noted in the GENERAL NOTES, Item 502, Barricades, Signs and Traffic Handling.



TCP (6-3a)
Entrance Ramp Open



TCP (6-3b)
Exit Ramp Closed
Traffic Exits Prior to Closed Ramp

LEGEND

Type III Barricade ■ ■ Channelizing Devices Flag
Heavy Work Vehicle Truck Mounted Attenuator
Trailer Mounted Flashing Arrow Panel (M) Portable Changeable Message Sign
Flagger Sign Post

Posted Speed	Formula	Minimum Desirable Taper Lengths ** 10' Offset	11' Offset	12' Offset	Suggested Maximum Spacing of Device On a Taper	On a Tangent
30	$L=\frac{WS^2}{60}$	150'	165'	180'	30'	60'-75'
35		205'	225'	245'	35'	70'-90'
40		265'	295'	320'	40'	80'-100'
45	L=WS	450'	495'	540'	45'	90'-110'
50		500'	550'	600'	50'	100'-125'
55		550'	605'	660'	55'	110'-140'
60		600'	660'	720'	60'	120'-150'
65		650'	715'	780'	65'	130'-165'
70		700'	770'	840'	70'	140'-175'

** Taper lengths have been rounded off.
L=Length of Taper (FT.) W=Width of Offset (FT.) S=Posted Speed (MPH)

TYPICAL USAGE:				
MOBILE	SHORT DURATION	SHORT TERM STATIONARY	INTERMEDIATE TERM STATIONARY	LONG TERM STATIONARY
	✓	✓		

GENERAL NOTES:

1. All traffic control devices illustrated are REQUIRED, except those denoted with the triangle symbol may be omitted when stated elsewhere in the plans.
2. ADDED LANE (FCW4-3R) sign may be omitted when sign between ramp and mainlane can be seen from both roadways.
3. Existing exit gore, exit direction, and advance guide signs not in use should be covered, removed or EXIT CLOSED (CW26-1T) sign attached. See BC Standards for sign details.

Only pre-qualified products shall be used. A list of compliant products and their sources may be obtained by writing or faxing:

Standards Engineer
Traffic Operations Division - TE
Texas Department of Transportation
125 East 11th Street
Austin, Texas 78701-2483
Phone (512) 416-3335
Fax (512) 416-3161
E-mail TRF-STANDARD@mailgw.dot.state.tx.us

ADDITIONAL REQUIREMENTS FOR LANE CLOSURES AND ADVANCE SIGNING SHALL BE AS SHOWN ON TCP (6-1) OR AS DIRECTED BY THE ENGINEER.

STANDARD PLANS
TEXAS DEPARTMENT OF TRANSPORTATION
Traffic Operations Division

TRAFFIC CONTROL PLAN

TCP(6-3)-98A

© TxDOT Feburary 1994

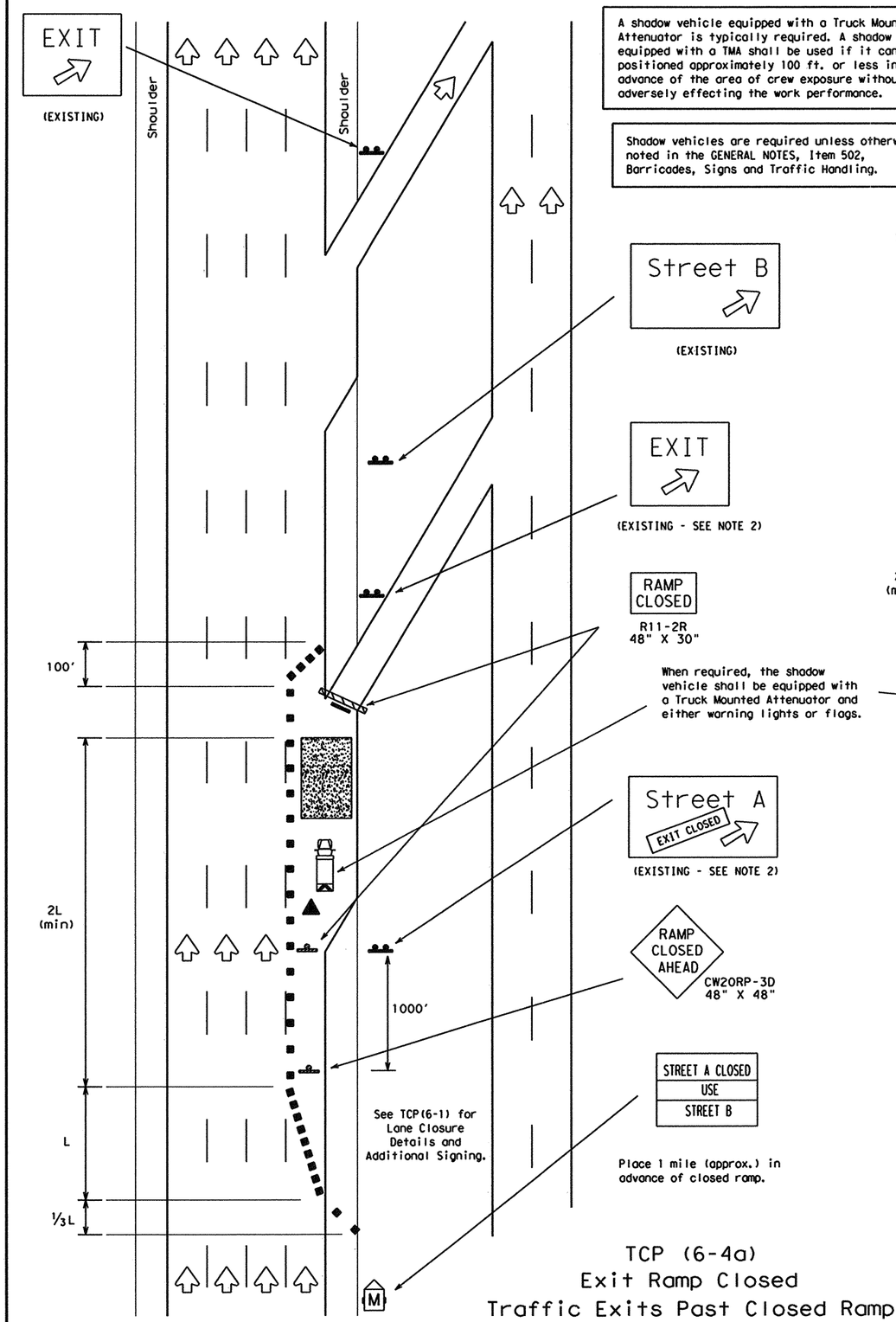
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REVISIONS	STATE DISTRICT	FEDERAL REGION	FEDERAL AID PROJECT	SHEET
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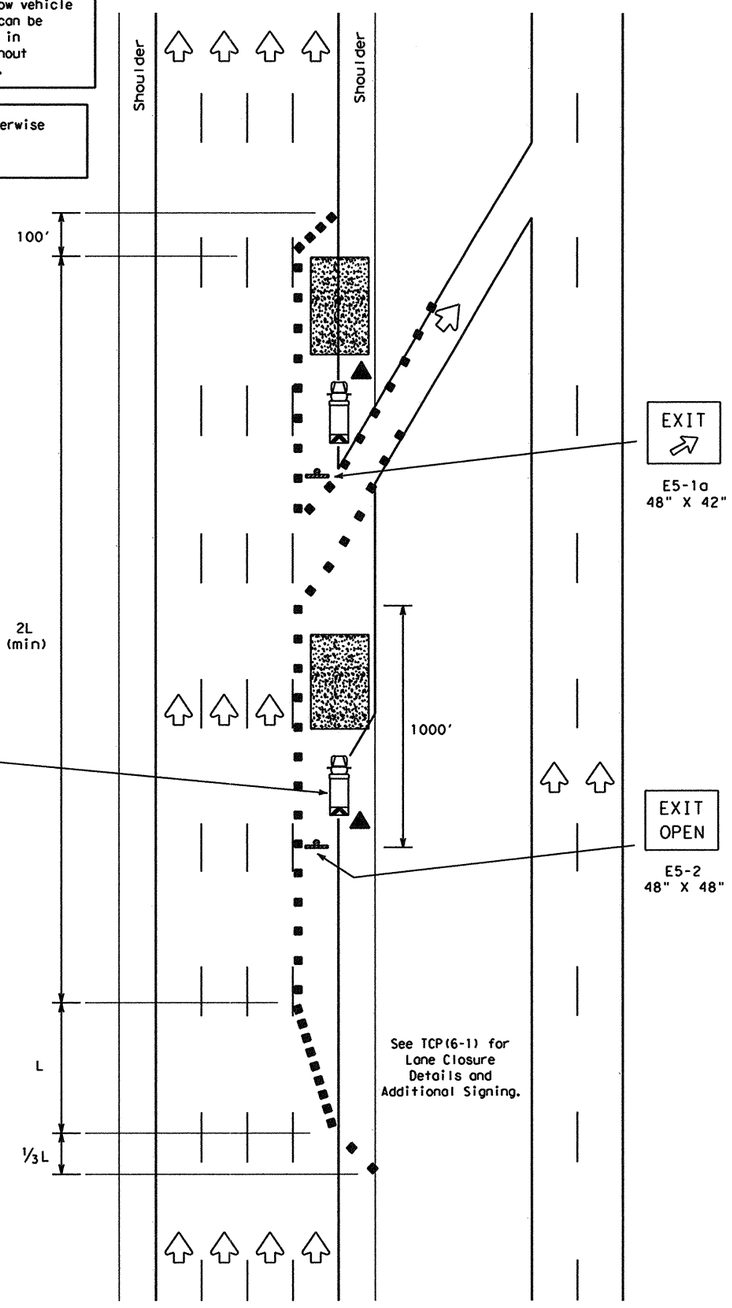
COUNTY	CONTROL	SECTION	JOB	HIGHWAY
ROCKWALL	0451	01	032	SH 205

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1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40

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TCP (6-4a)
Exit Ramp Closed
Traffic Exits Past Closed Ramp



TCP (6-4b)
Exit Ramp Open

LEGEND

Type III Barricade ■ ■ Channelizing Devices Flag
Heavy Work Vehicle Truck Mounted Attenuator
Trailer Mounted Flashing Arrow Panel (M) Portable Changeable Message Sign
Flagger Sign Post

Posted Speed	Formula	Minimum Desirable Taper Lengths ** 10' Offset	11' Offset	12' Offset	Suggested Maximum Spacing of Device On a Taper	On a Tangent
30	$L=\frac{WS^2}{60}$	150'	165'	180'	30'	60'-75'
35		205'	225'	245'	35'	70'-90'
40		265'	295'	320'	40'	80'-100'
45	L=WS	450'	495'	540'	45'	90'-110'
50		500'	550'	600'	50'	100'-125'
55		550'	605'	660'	55'	110'-140'
60		600'	660'	720'	60'	120'-150'
65		650'	715'	780'	65'	130'-165'
70		700'	770'	840'	70'	140'-175'

** Taper lengths have been rounded off.
L=Length of Taper (FT.) W=Width of Offset (FT.) S=Posted Speed (MPH)

TYPICAL USAGE:				
MOBILE	SHORT DURATION	SHORT TERM STATIONARY	INTERMEDIATE TERM STATIONARY	LONG TERM STATIONARY
	✓	✓		

GENERAL NOTES:

1. All traffic control devices illustrated are REQUIRED, except those denoted with the triangle symbol may be omitted when stated elsewhere in the plans.
2. Existing exit gore, exit direction, and advance guide signs not in use should be covered, removed or EXIT CLOSED (CW26-1T) sign attached.
3. See BC Standards for sign details.

Only pre-qualified products shall be used. A list of compliant products and their sources may be obtained by writing or faxing:

Standards Engineer
Traffic Operations Division - TE
Texas Department of Transportation
125 East 11th Street
Austin, Texas 78701-2483
Phone (512) 416-3335
Fax (512) 416-3161
E-mail TRF-STANDARD@mailgw.dot.state.tx.us

ADDITIONAL REQUIREMENTS FOR LANE CLOSURES AND ADVANCE SIGNING SHALL BE AS SHOWN ON TCP (6-1) OR AS DIRECTED BY THE ENGINEER.

STANDARD PLANS
TEXAS DEPARTMENT OF TRANSPORTATION
Traffic Operations Division

TRAFFIC CONTROL PLAN

TCP(6-4)-98A

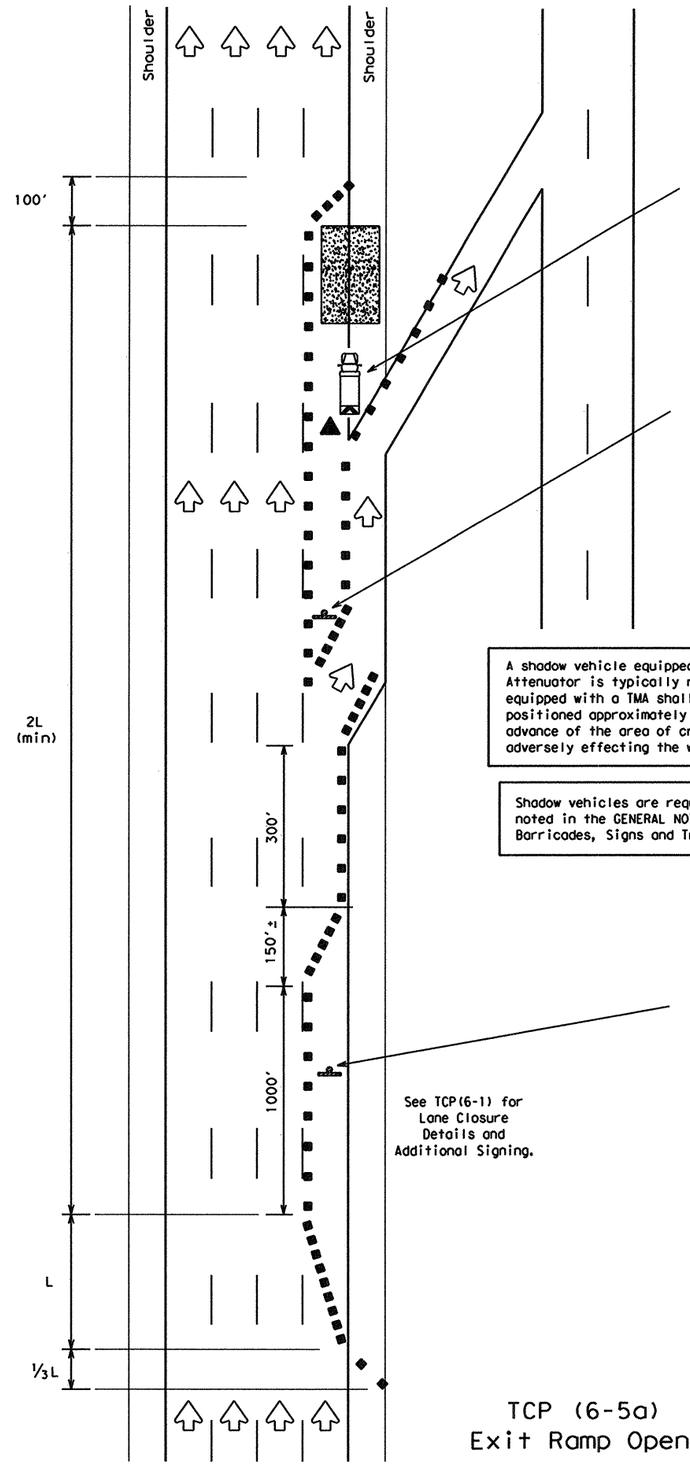
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DN: LR	CK: CW	DW: DN	CK: MT	MEG NO.:

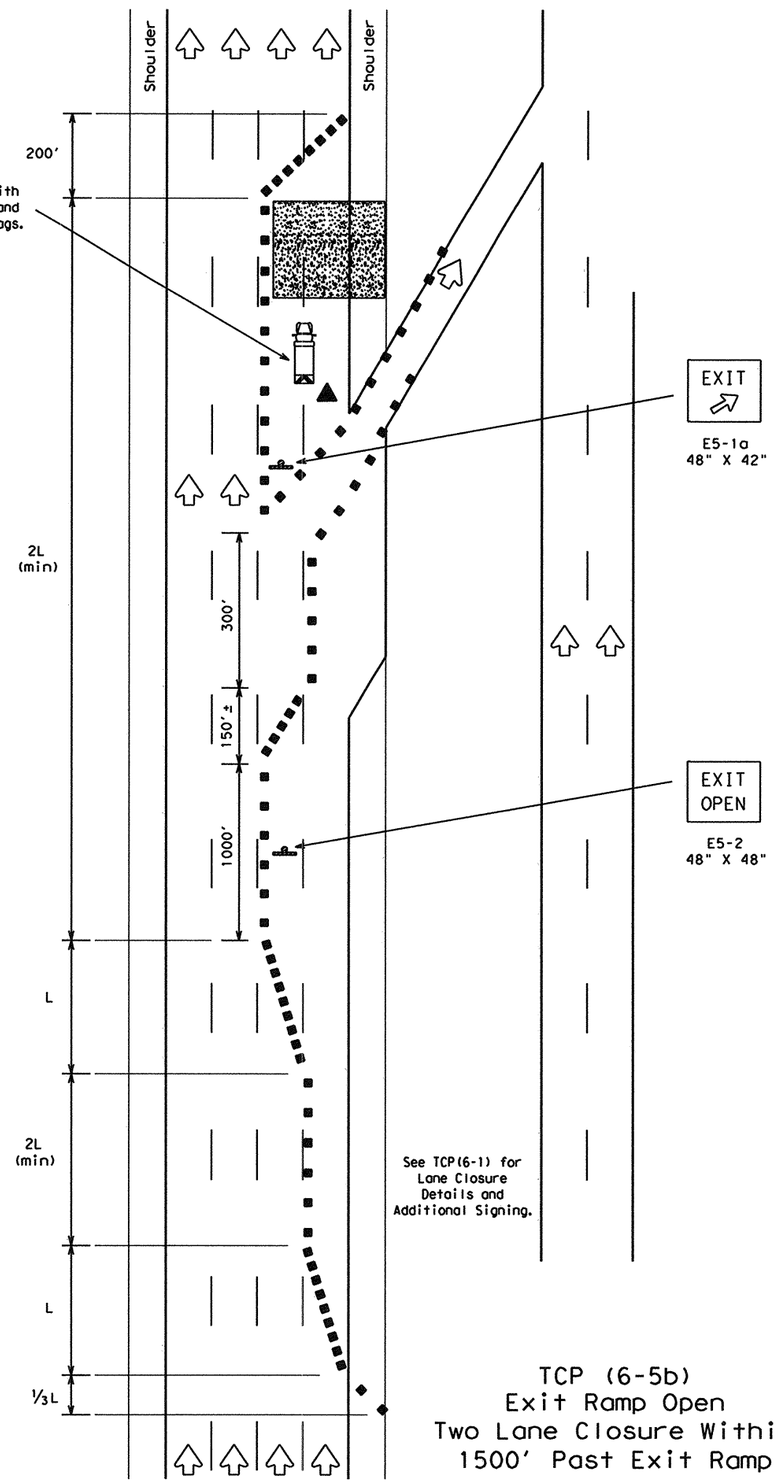
REVISIONS	STATE DISTRICT	FEDERAL REGION	FEDERAL AID PROJECT	SHEET
1-97	DAL	6		221
4-98	COUNTY		CONTROL / SECTION / JOB	HIGHWAY
8-98	ROCKWALL		0451 / 01 / 032	SH 205

DATE: 3/22/2006
FILE: ...\tcp6.dgn
ACC:
DW:
CK:

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TCP (6-5a)
Exit Ramp Open



TCP (6-5b)
Exit Ramp Open
Two Lane Closure Within
1500' Past Exit Ramp

A shadow vehicle equipped with a Truck Mounted Attenuator is typically required. A shadow vehicle equipped with a TMA shall be used if it can be positioned approximately 100 ft. or less in advance of the area of crew exposure without adversely effecting the work performance.

Shadow vehicles are required unless otherwise noted in the GENERAL NOTES, Item 502, Barricades, Signs and Traffic Handling.

LEGEND

Type III Barricade ■ ■ Channelizing Devices Flag
Heavy Work Vehicle Truck Mounted Attenuator
Trailer Mounted Flashing Arrow Panel (M) Portable Changeable Message Sign
Flagger Sign Post

Posted Speed	Formula	Minimum Desirable Taper Lengths ** 10' Offset	11' Offset	12' Offset	Suggested Maximum Spacing of Device On a Taper	On a Tangent
30	$L=\frac{WS^2}{60}$	150'	165'	180'	30'	60'-75'
35		205'	225'	245'	35'	70'-90'
40		265'	295'	320'	40'	80'-100'
45	L=WS	450'	495'	540'	45'	90'-110'
50		500'	550'	600'	50'	100'-125'
55		550'	605'	660'	55'	110'-140'
60		600'	660'	720'	60'	120'-150'
65		650'	715'	780'	65'	130'-165'
70		700'	770'	840'	70'	140'-175'

**Taper lengths have been rounded off.
L=Length of Taper (FT.) W=Width of Offset (FT.) S=Posted Speed (MPH)

TYPICAL USAGE:				
MOBILE	SHORT DURATION	SHORT TERM STATIONARY	INTERMEDIATE TERM STATIONARY	LONG TERM STATIONARY
	✓	✓		

GENERAL NOTES

1. All traffic control devices illustrated are REQUIRED, except those denoted with the triangle symbol may be omitted when stated elsewhere in the plans.
2. See BC standards for sign details.

Only pre-qualified products shall be used. A list of compliant products and their sources may be obtained by writing or faxing:

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Texas Department of Transportation
125 East 11th Street
Austin, Texas 78701-2483
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Fax (512) 416-3161
E-mail TRF-STANDARD@mailgw.dot.state.tx.us

ADDITIONAL REQUIREMENTS FOR LANE CLOSURES AND ADVANCE SIGNING SHALL BE AS SHOWN ON TCP (6-1) OR AS DIRECTED BY THE ENGINEER.

STANDARD PLANS
TEXAS DEPARTMENT OF TRANSPORTATION
Traffic Operations Division

TRAFFIC CONTROL PLAN

TCP(6-5)-98A

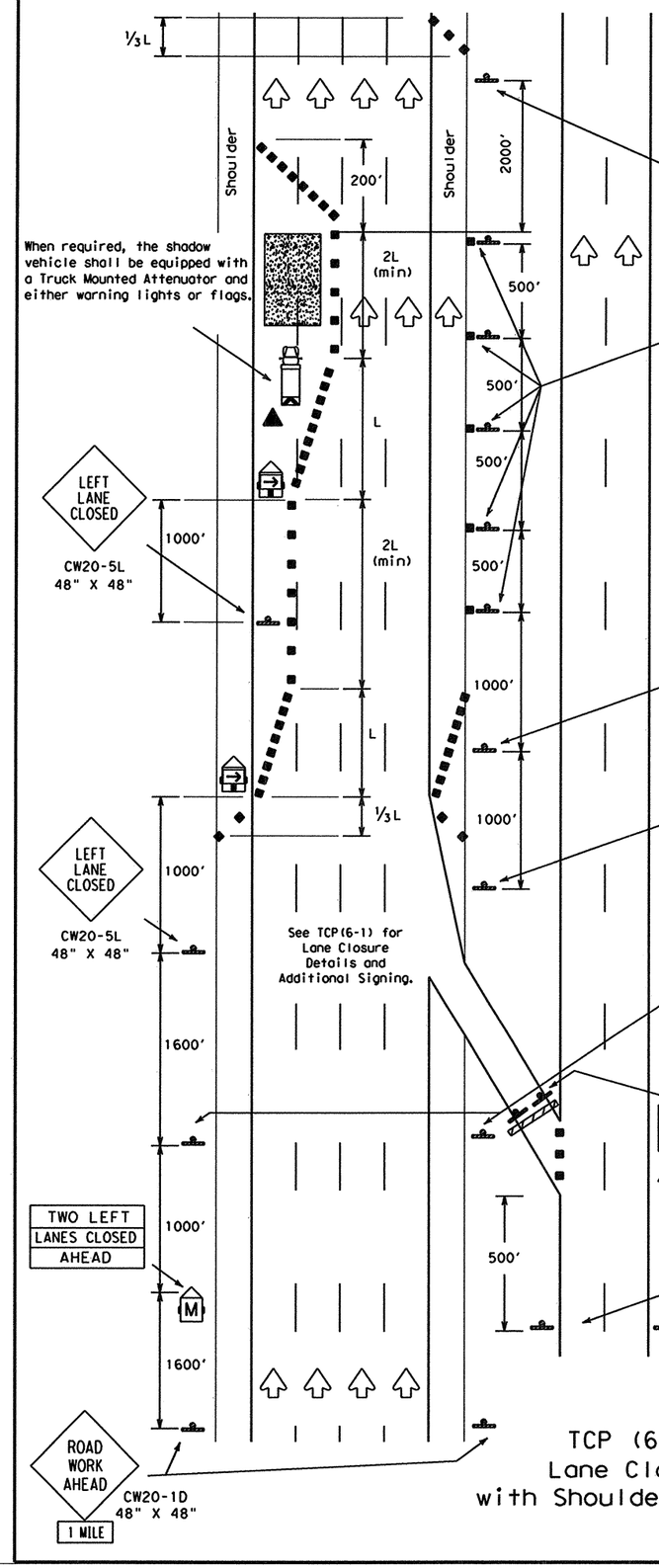
©TxDOT Feburary 1994

DN: LR	CK: CW	DW: DN	CK: MT	MSG NO.:

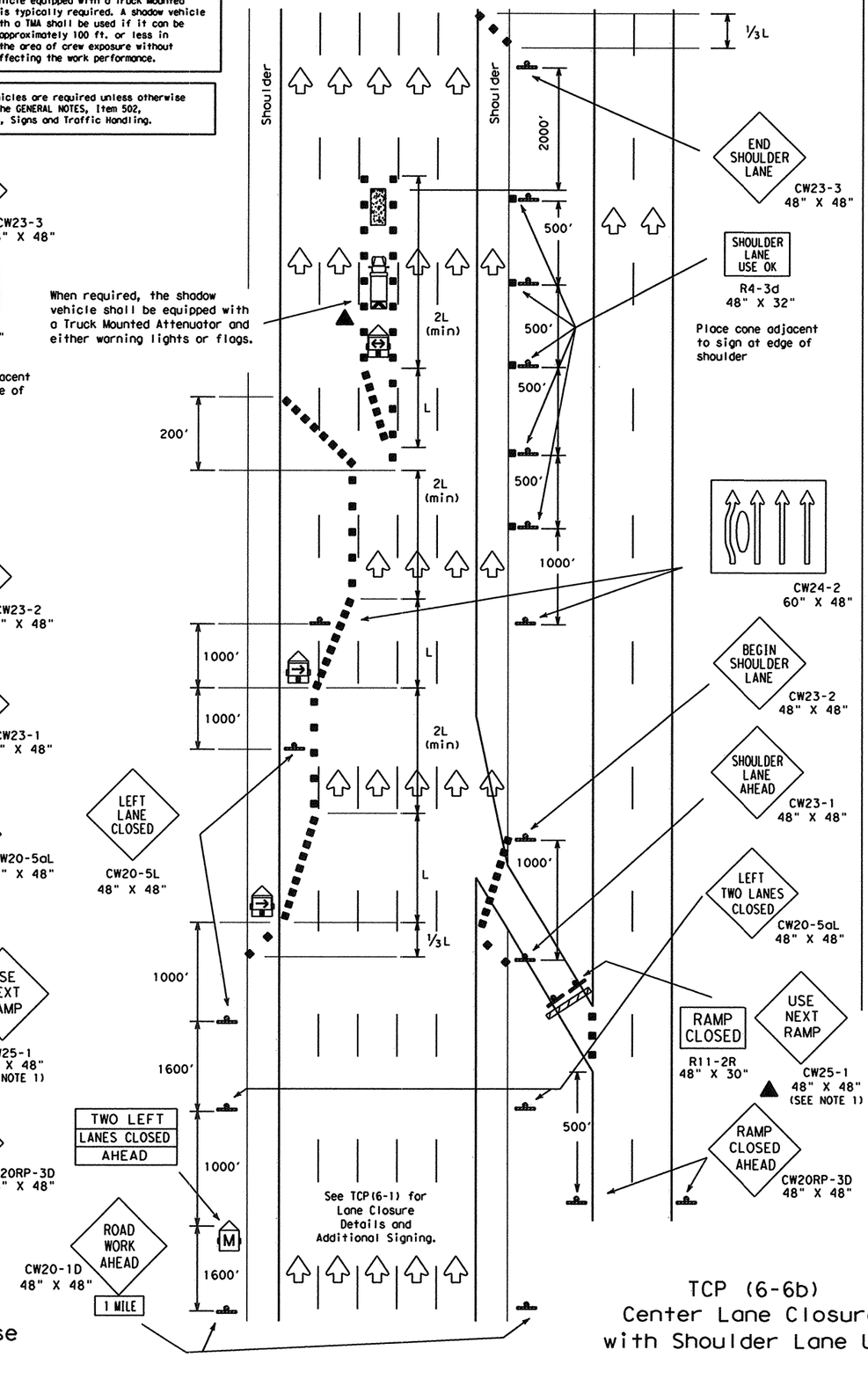
REVISIONS	STATE DISTRICT	FEDERAL REGION	FEDERAL AID PROJECT	SHEET
1-97	DAL	6		222
4-98	COUNTY		CONTROL / SECTION / JOB	HIGHWAY
8-98	ROCKWALL		0451 / 01 / 032	SH 205

FILE: 3/22/2006 ...\tcp6.dgn
ACC:
CK:
DW:
CK:

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TCP (6-6a)
Lane Closure
with Shoulder Lane Use



TCP (6-6b)
Center Lane Closure
with Shoulder Lane Use

LEGEND

Type III Barricade ■ ■ Channelizing Devices Flag
Heavy Work Vehicle Truck Mounted Attenuator
Trailer Mounted Flashing Arrow Panel (M) Portable Changeable Message Sign
Flagger Sign Post

Posted Speed	Formula	Minimum Desirable Taper Lengths ** 10' Offset	11' Offset	12' Offset	Suggested Maximum Spacing of Device On a Taper	On a Tangent
30	$L=\frac{WS^2}{60}$	150'	165'	180'	30'	60'-75'
35		205'	225'	245'	35'	70'-90'
40		265'	295'	320'	40'	80'-100'
45	L=WS	450'	495'	540'	45'	90'-110'
50		500'	550'	600'	50'	100'-125'
55		550'	605'	660'	55'	110'-140'
60		600'	660'	720'	60'	120'-150'
65		650'	715'	780'	65'	130'-165'
70		700'	770'	840'	70'	140'-175'

**Taper lengths have been rounded off.
L=Length of Taper (FT.) W=Width of Offset (FT.) S=Posted Speed (MPH)

TYPICAL USAGE:				
MOBILE	SHORT DURATION	SHORT TERM STATIONARY	INTERMEDIATE TERM STATIONARY	LONG TERM STATIONARY
	✓	✓		

GENERAL NOTES:

1. All traffic control devices illustrated are REQUIRED, except those denoted with the traingle symbol may be omitted when stated elsewhere in the plans.
2. See BC Standards for additional sign details.

Only pre-qualified products shall be used. A list of compliant products and their sources may be obtained by writing or faxing:

Standards Engineer
Traffic Operations Division - TE
Texas Department of Transportation
125 East 11th Street
Austin, Texas 78701-2483
Phone (512) 416-3335
Fax (512) 416-3161
E-mail TRF-STANDARD@mailgw.dot.state.tx.us

ADDITIONAL REQUIREMENTS FOR LANE CLOSURES AND ADVANCE SIGNING SHALL BE AS SHOWN ON TCP (6-1) OR AS DIRECTED BY THE ENGINEER.

STANDARD PLANS
TEXAS DEPARTMENT OF TRANSPORTATION
Traffic Operations Division

TRAFFIC CONTROL PLAN

TCP(6-6)-98A

© TxDOT Feburary 1994

DN: LR	CK: CW	DW: DN	CK: MT	MEG NO.:

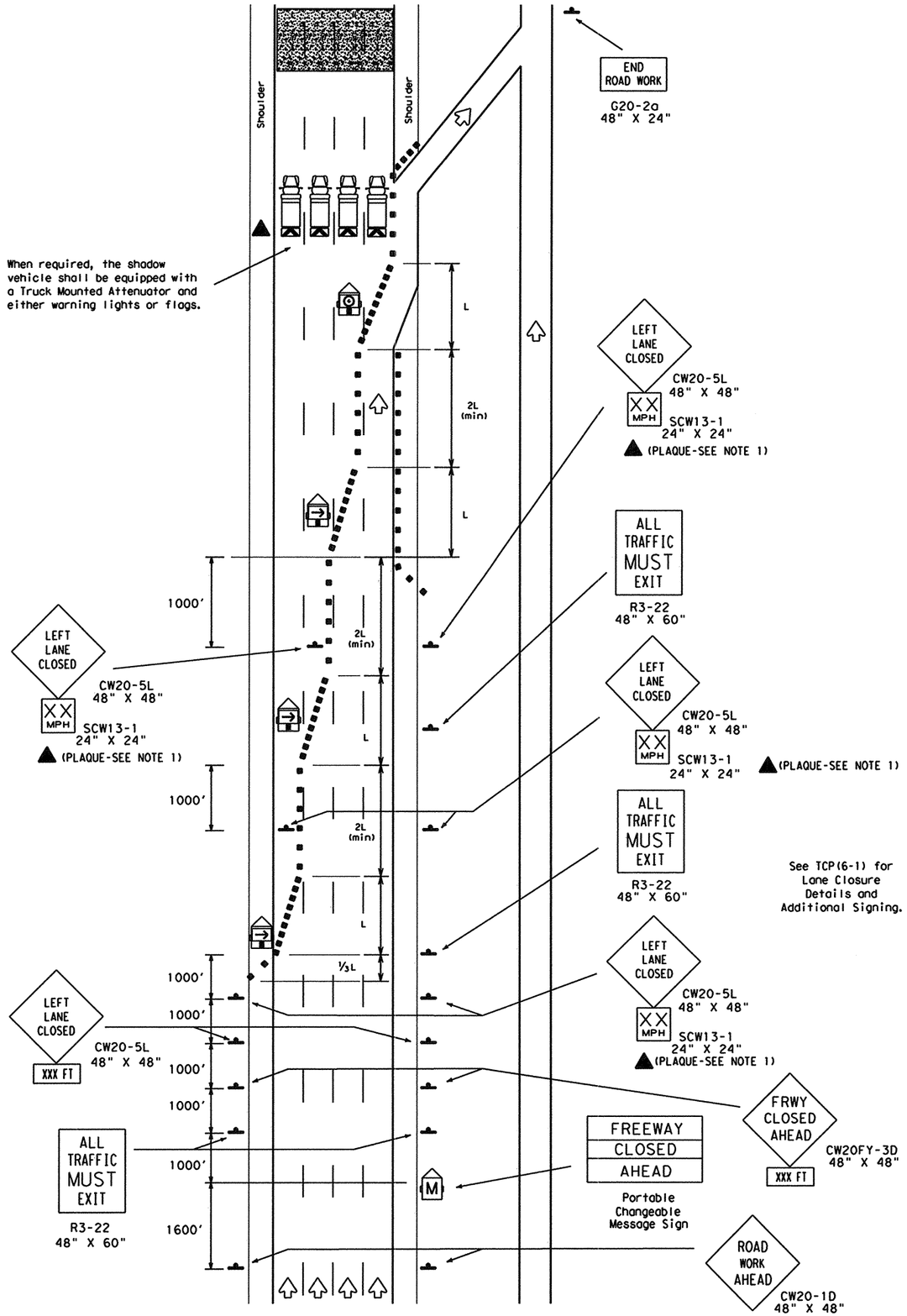
REVISIONS	STATE DISTRICT	FEDERAL REGION	FEDERAL AID PROJECT			SHEET
1-97	DAL	6				223
4-98	COUNTY		CONTROL	SECTION	JOB	HIGHWAY
8-98	ROCKWALL		0451	01	032	SH 205

CK: DW: CK:
DATE: 3/22/2006
FILE: ...\tcp6.dgn
ACC:

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A shadow vehicle equipped with a Truck Mounted Attenuator is typically required. A shadow vehicle equipped with a TMA shall be used if it can be positioned approximately 100 ft. or less in advance of the area of crew exposure without adversely effecting the work performance.

Shadow vehicles are required unless otherwise noted in the GENERAL NOTES, Item 502, Barricades, Signs and Traffic Handling.



TCP (6-7)
Complete Freeway Closure

LEGEND

Type III Barricade ■ ■ Channelizing Devices Flag
Heavy Work Vehicle Truck Mounted Attenuator
Trailer Mounted Flashing Arrow Panel (arrow mode) Portable Changeable Message Sign
Trailer Mounted Flashing Arrow Panel (caution mode) Flagger Sign Post

Posted Speed	Formula	Minimum Desirable Taper Lengths ** 10' Offset	11' Offset	12' Offset	Suggested Maximum Spacing of Device On a Taper	On a Tangent
30	$L=\frac{WS^2}{60}$	150'	165'	180'	30'	60'-75'
35		205'	225'	245'	35'	70'-90'
40		265'	295'	320'	40'	80'-100'
45	L=WS	450'	495'	540'	45'	90'-110'
50		500'	550'	600'	50'	100'-125'
55		550'	605'	660'	55'	110'-140'
60		600'	660'	720'	60'	120'-150'
65		650'	715'	780'	65'	130'-165'
70		700'	770'	840'	70'	140'-175'

** Taper lengths have been rounded off.
L=Length of Taper (FT.) W=Width of Offset (FT.) S=Posted Speed (MPH)

TYPICAL USAGE: MOBILE	SHORT DURATION	SHORT TERM STATIONARY	INTERMEDIATE TERM STATIONARY	LONG TERM STATIONARY
	✓	✓		

GENERAL NOTES:

1. All traffic control devices illustrated are REQUIRED, except those denoted with the triangle symbol may be omitted when stated elsewhere in the plans.

Only pre-qualified products shall be used. A list of compliant products and their sources may be obtained by writing or faxing:

Standards Engineer
Traffic Operations Division - TE
Texas Department of Transportation
125 East 11th Street
Austin, Texas 78701-2483
Phone (512) 416-3335
Fax (512) 416-3161
E-mail TRF-STANDARD@mailgw.dot.state.tx.us

ADDITIONAL REQUIREMENTS FOR LANE CLOSURES AND ADVANCE SIGNING SHALL BE AS SHOWN ON TCP (6-1) OR AS DIRECTED BY THE ENGINEER.

STANDARD PLANS
TEXAS DEPARTMENT OF TRANSPORTATION
Traffic Operations Division

TRAFFIC CONTROL PLAN
FREEWAY CLOSURE

TCP(6-7)-98A

©TxDOT Feburary 1994

DN: LR	CK: CW	DW: DN	CK: MT	MSG NO.:

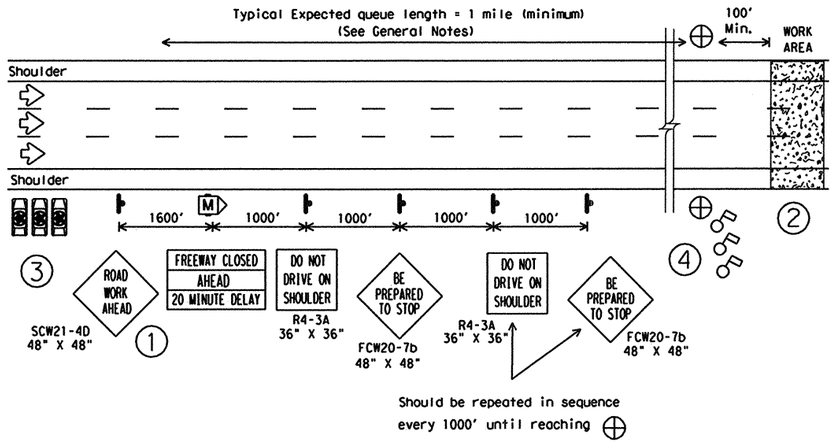
REVISIONS	STATE DISTRICT	FEDERAL REGION	FEDERAL AID PROJECT	SHEET
1-97 4-98 8-98	DAL	6		224

COUNTY	CONTROL	SECTION	JOB	HIGHWAY
ROCKWALL	0451	01	032	SH 205

DATE: FILE: 3/22/2006 ACC: ...\tcp6.dgn
DW: CK:

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1 STARTING POSITIONS



STARTING POSITION

① Traffic control devices should be installed or located near their intended position prior to beginning temporary roadway closure sequence. Duplicate signs should be erected on the median side of the roadway when median width permits and traffic density justifies the signing. To allow movement of workers, equipment, and law enforcement officer vehicles (LEOV), warning signs should not be placed on the shoulders.

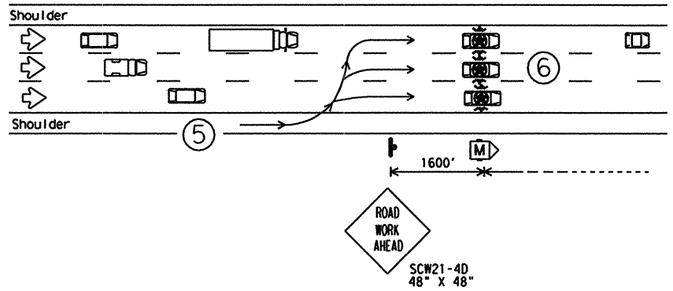
② Prior to beginning the roadway closure sequence, all equipment, materials, personnel, and other items necessary to complete the work should be gathered near the work area. Entrance ramps located in area where queue is expected to build should be closed.

③ A minimum number of uniformed law enforcement officers and vehicles (LEOV) should be present:

Number of Lanes	Minimum LEOV
2	2
3	2
4	3
5	4
6	5

④ A minimum of one (1) flagger per lane is typically required for each lane of roadway to be closed. Flaggers should be placed at the CONTROL POSITION (CP) approximately 100 feet or more in advance of the work area. Use of the SLOW/STOP paddle is recommended. Flaggers should typically be at the CP as shown before the LEOV proceeds onto the roadway.

2 REDUCING SPEED OPERATIONS

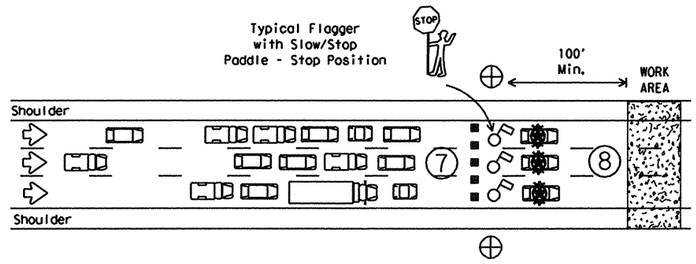


REDUCING SPEED OPERATION

⑤ Starting position of the LEOV should be in advance of the most distant warning sign(s).

⑥ Once the LEOV has achieved an abreast blocking formation while traveling toward the CP, emergency lights and headlights should be turned "ON". LEOV should maintain formation, not allow any traffic to pass, and begin to decelerate. LEOV should continue forward, gradually decelerating until all traffic is stopped at the CP as indicated by the flaggers.

3 ALL TRAFFIC STOPPED AT CP

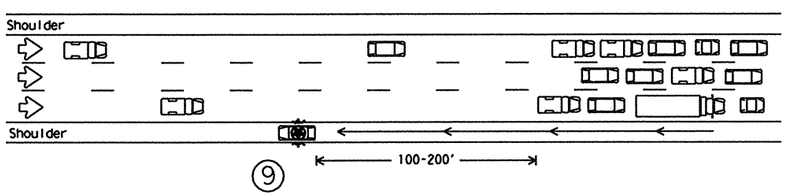


ALL TRAFFIC STOPPED AT THE CONTROL POSITION

⑦ Once the lead vehicles of traffic have stopped, CP flaggers may enter the roadway behind the LEOV and instruct traffic to remain stopped until further notice. Channelization devices may be placed in the travel lanes to prevent forward movement of traffic. Flaggers should face traffic and use the STOP paddle.

⑧ One LEOV should remain in the roadway at the CP, with emergency lights and headlights "ON", and maintain radio contact with WARNING LEOV.

4 WARNING THE TRAFFIC QUEUE



WARNING THE TRAFFIC QUEUE

⑨ The WARNING LEOV should proceed to the right shoulder of the roadway, with emergency lights and headlights "ON", and proceed 100-200 feet in advance of the traffic queue (stopped traffic) as the queue develops. When determined that limited sight distance situations may occur to motorists approaching the queue (crest of hills, sharp roadway curvatures, etc.), the WARNING LEOV may proceed 500-1000 feet in advance of the queue.

LEGEND

Channelization Device — Flagger — Control Position (CP)

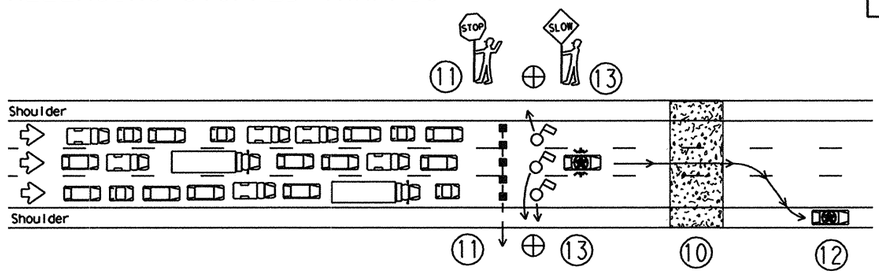
Portable Changeable Message Sign — Law Enforcement Officer's Vehicle (LEOV)

Only pre-qualified products shall be used. A list of compliant products and their sources may be obtained by writing or faxing:

Standards Engineer
Traffic Operations Division - TE
Texas Department of Transportation
125 East 11th Street
Austin, Texas 78701-2483
Phone (512) 416-3335
Fax (512) 416-3161
E-mail TRF-STANDARD@mailgw.dot.state.tx.us

TYPICAL USAGE:				
MOBILE	SHORT DURATION	SHORT TERM STATIONARY	INTERMEDIATE TERM STATIONARY	LONG TERM STATIONARY
	✓	✓		

5 RELEASING STOPPED TRAFFIC



RELEASING THE STOPPED TRAFFIC

⑩ All equipment, materials, personnel, and other items should be removed from the roadway and maintain an adequate clear zone.

⑪ CP flaggers should remove channelization devices from the roadway, and remain on the shoulders with the STOP paddle facing traffic.

⑫ CP LEOV should move to the shoulder with emergency light and headlights "OFF".

⑬ CP flaggers should motion the traffic to proceed with the SLOW paddle facing traffic.

⑭ LEOV and flaggers should re-group at starting positions if necessary.

GENERAL NOTES

All traffic control devices shall conform with the Texas "Manual on Uniform Traffic Control Devices for Streets and Highways" (TMUTCD), latest edition, and any approved changes thereto. Additional guidelines for traffic control devices may be found in the TMUTCD. Signs conflicting with the roadway closure sequence should be completely covered or removed. Additional traffic control devices may be required for closure of access roads, cross streets, exit and entrance ramps as directed by the Engineer.

Flaggers, law enforcement officers, and workers should review and understand all procedures before roadway closure sequence begins. Local emergency services and media should have advance notification of roadway closure, expected dates and approximate times of closure(s).

Law enforcement officers shall be in uniform and have jurisdiction in the locale of the work area. An additional WARNING LEOV may be used on the median side of the roadway when median shoulder width permits (see ⑨).

Work should be limited to 20 minutes maximum duration. Roadway closure should be during off-peak hours, as shown in the plans, or as directed by the Engineer. If work is not complete within 20 minutes, or if the end of the traffic queue extends past the most distant advance warning sign, the work area should be cleared of all equipment, materials, personnel, and other items, and the roadway reopened. When the queue has dissipated and traffic flow appears normal, the roadway closure sequence may be repeated.

For traffic volumes greater than 1000 Passenger Car Per Hour Per Lane (PCPHPL), or for roadway closures that exceed the 20 minute maximum, see detail elsewhere in the plans.

When possible, changeable message signs should be located in advance of the last available exit prior to the lane closure to allow motorists the choice of an alternate route.

STANDARD PLANS
TEXAS DEPARTMENT OF TRANSPORTATION
Traffic Operations Division

TRAFFIC CONTROL PLAN FREEWAY (DAYTIME ONLY) CLOSURE SEQUENCE

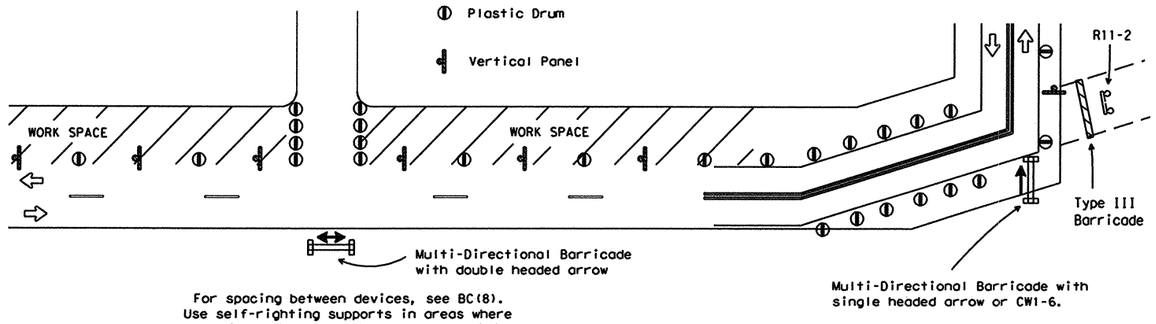
TCP(6-8)-98

© TxDOT Feburary 1994	DN: - LR	CK: - CW	DW: - DN	CK: - MT	MSG NO.:
REVISIONS 1-97 4-98	STATE DISTRICT: DAL	FEDERAL REGION: 6	FEDERAL AID PROJECT		SHEET: 225
	COUNTY: ROCKWALL	CONTROL: 0451	SECTION: 01	JOB: 032	HIGHWAY: SH 205

CK: DW: CK: DATE: ACC: ...\tcp6.dgn FILE: 3/22/2006

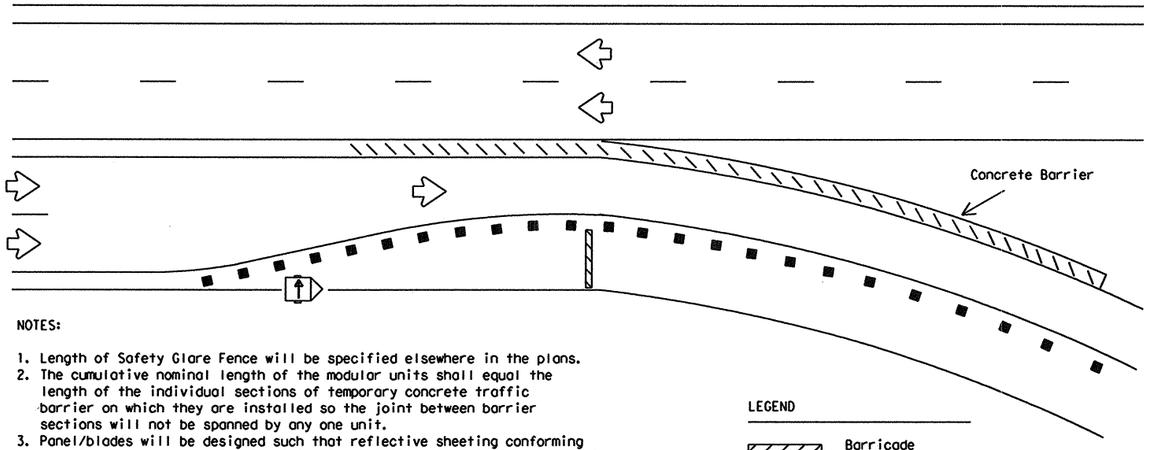
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CHANNELIZING DEVICES FOR URBAN ROADWAY TYPE PROJECT



For spacing between devices, see BC(8).
Use self-righting supports in areas where there is a high potential for channelizing devices to be struck.

BARRIER DELINEATION WITH SAFETY GLARE FENCE



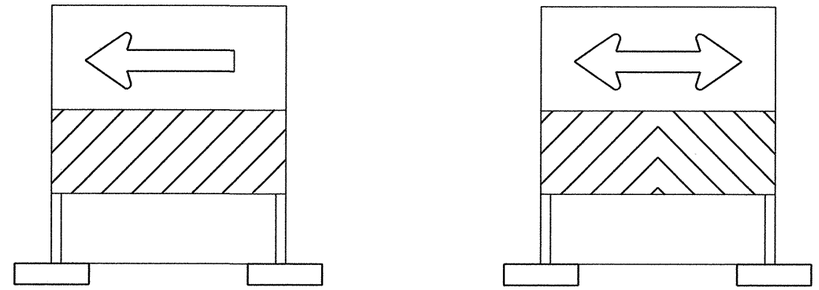
NOTES:

1. Length of Safety Glare Fence will be specified elsewhere in the plans.
2. The cumulative nominal length of the modular units shall equal the length of the individual sections of temporary concrete traffic barrier on which they are installed so the joint between barrier sections will not be spanned by any one unit.
3. Panel/blades will be designed such that reflective sheeting conforming with Departmental Material Specification DMS-8300, Flat Surface Reflective Sheeting, Type C (High Specific Intensity), minimum size of 2 inches by 12 inches can be attached to the edge of the panel/blade. The sheeting shall be attached to one panel/blade per section of concrete barrier not to exceed a spacing of 30 feet. Barrier reflectors are not necessary when panel/blades are installed.
4. Moduler Glare Screens for head light barrier shall meet the requirements of DMS-8610.

LEGEND

- Barricade
- Channelizing devices
- Trailer mounted flashing arrow panel
- Safety glare fence

MULTI-DIRECTIONAL BARRICADE

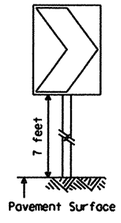


Single Headed Arrow

Double Headed Arrow

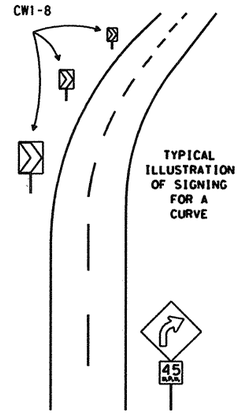
1. Multi-directional barricade shall not be used for lane closures.
2. May be used for sharp changes in alignment, or across roadway from stem of "T" intersection.
3. Typically used for Intermediate Term Stationary, Short Term Stationary or Short Duration work zone operations.
4. See the CWZTCD List for approved designs.

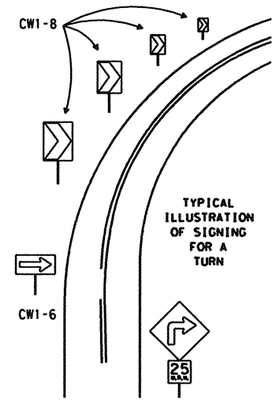
USAGE OF CW1-6, ECW1-6a AND CW1-8 SIGNS

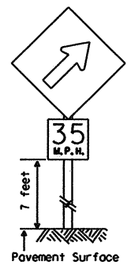


CW1-8

The CHEVRON sign (CW1-8) may be used to replace roadside delineation on curves or used in transitions or tapers.

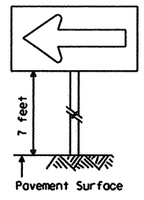






ECW1-6a

An UPWARD SLOPING ARROW sign (ECW1-6a) is intended to be used to indicate the beginning of a curve or transition. It should be preceded with an appropriate curve sign when needed, and should not be used throughout the curve or transition. Advisory speed plaque is optional.



CW1-6

A LARGE ARROW sign (CW1-6) is intended to be used to give notice of a sharp change in alignment (turn) in the direction of travel. It should be preceded with an appropriate advance construction warning turn sign.

NOTES:

1. CW1-6, ECW1-6a & CW1-8 signs shall be mounted on fixed supports.
2. Chevrons, when used, shall be erected on the outside of a sharp curve or turn, or on the far side of an intersection. They shall be in line with and at right angles to approaching traffic. Spacing should be such that the motorist always has three in view, until the change in alignment eliminates its need.
3. For two-way traffic, use same arrangement of signs on outside of curve for each direction of travel.
4. Appropriate advance warning CURVE or TURN sign with Advisory Speed plaque should be used when needed.

Only pre-qualified products shall be used. A copy of the "Compliant Work Zone Traffic Control Devices List" (CWZTCD) describes pre-qualified products and their sources and may be obtained by contacting:

Standards Engineer
Traffic Operations Division - TE
Texas Department of Transportation
125 East 11th Street
Austin, Texas 78701-2483
Phone (512) 416-3120
Fax (512) 416-3299

Instructions to locate the "CWZTCD" on TxDOT website are:

Start at website - www.dot.state.tx.us
Click on "About TxDOT",
Click on "Organizational Chart",
Click on Traffic Operations Box,
Click on "Compliant Work Zone Traffic Control Devices",
Click on "View PDF".
This site is printable.

PREQUALIFICATION PROCEDURES ARE OBTAINED FROM:

CONSTRUCTION DIVISION-MATERIALS AND TESTS SECTION
TEXAS DEPARTMENT OF TRANSPORTATION (TxDOT)
125 EAST 11th STREET
AUSTIN, TX 78701-2483

DEPARTMENTAL MATERIAL SPECIFICATIONS

FLAT SURFACE REFLECTIVE SHEETING	DMS-8300
DELINEATORS AND OBJECT MARKERS	DMS-8600
MODULER GLARE SCREENS	DMS-8610

COLOR	USAGE	SIGN SHEETING
ORANGE	BACKGROUND	TYPE E (FLUORESCENT PRISMATIC)
WHITE	BACKGROUND	TYPE C (HIGH SPECIFIC INTENSITY)
BLACK	LEGEND & BORDERS	VINYL NON-REFLECTIVE SHEETING

REFER TO THE BC SHEETS FOR SHEETING REQUIREMENT ON CHANNELIZING DEVICES.

The five categories of work duration and their time at a location shall be:

A. Long-term stationary is work that occupies a location more than 3 days.

B. Intermediate-term stationary is work that occupies a location more than one daylight period up to 3 days, or nighttime work lasting more than 1 hour.

C. Short-term stationary is daytime work that occupies a location for more than 1 hour, but less than 12 hours.

D. Short duration is work that occupies a location up to 1 hour.

E. Mobile is work that moves intermittently or continuously.

STANDARD PLANS
TEXAS DEPARTMENT OF TRANSPORTATION
Traffic Operations Division

TRAFFIC CONTROL PLAN TYPICAL DETAILS

WZ(TD)-03

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DN: - LR	CK: - DTN	DW: - DN	CK: - GB	REQ NO.:

REVISIONS	STATE DISTRICT	FEDERAL REGION	FEDERAL AID PROJECT	SHEET
4-98	DAL	6		226
3-03	COUNTY		CONTROL / SECTION / JOB	HIGHWAY
	ROCKWALL		0451 / 01 / 032	SH 205

ACC: ...\wz.dgn 3/22/2006

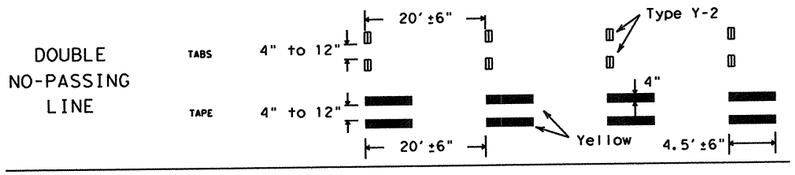
LETTER ORIENTED
1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16
17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32
33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48
49 50 51 52 53 54 55 56 57 58 59 60 61 62 63

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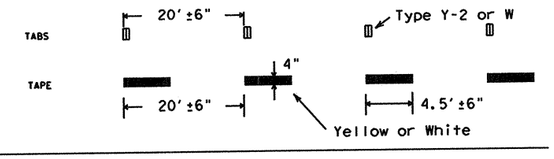
WORK ZONE SHORT TERM PAVEMENT MARKINGS DETAILS

SOLID LINES

DOUBLE NO-PASSING LINE

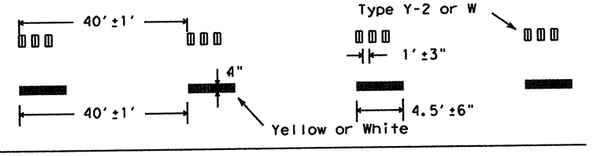


SINGLE NO-PASSING LINE or CHANNELIZATION LINE



BROKEN LINE

(FOR CENTER LINE OR LANE LINE.)



NOTES:

1. Short term pavement markings may be prefabricated markings (stick down tape) or temporary flexible-reflective roadway marker tabs unless otherwise specified elsewhere in plans.
2. Short term pavement markings shall NOT be used to simulate edge lines.
3. Dimensions indicated on this sheet are typical and approximate. Variations in size and height may occur between markers or devices made by manufacturers, by as much as 1/4 inch, unless otherwise noted.
4. Temporary flexible-reflective roadway marker tabs will require normal maintenance replacement when used on roadways with an ADT per lane of up to 7500 vehicles with no more than 10% truck mix. When roadways exceed these values, additional maintenance replacement of devices should be planned.
5. No segment of roadway open to traffic shall remain without permanent pavement markings for a period greater than 14 calendar days. The Contractor will be responsible for maintaining short term pavement markings until permanent pavement markings are in place. When the Contractor is responsible for placement of permanent pavement markings, no segment of roadway shall remain without permanent pavement markings for a period greater than 14 calendar days unless weather conditions prohibit placement. Permanent pavement markings shall be placed as soon as weather permits.
6. For two lane, two-way roadways, DO NOT PASS signs shall be erected to mark the beginning of sections where passing is prohibited and PASS WITH CARE signs shall be erected to mark the beginning of sections where passing is permitted. Signs shall be in accordance with the "Texas Manual on Uniform Traffic Control Devices" (TMUTCD) and may be used to indicate the limits of no-passing zones for up to 14 calendar days. Permanent pavement markings should then be placed.
7. For low volume two lane, two-way roadways of 4000 ADT or less, no-passing lines may be omitted when approved by the Engineer. DO NOT PASS and PASS WITH CARE signs shall be erected (see note 6).

TEMPORARY FLEXIBLE-REFLECTIVE ROADWAY MARKER TABS (TABS)

1. Temporary flexible-reflective roadway marker tabs detailed on this sheet will be designated Type Y-2 (two amber reflective surfaces with yellow body); Type Y (one amber reflective surface with yellow body); and Type W (one white or silver reflective surface with white body). Additional details may be found on BC(10).
2. Tabs shall meet requirements of Departmental Material Specification DMS-8242.
3. When dry, tabs shall be visible for a minimum distance of 200 feet during normal daylight hours and when illuminated by automobile low-beam head light at night, unless sight distance is restricted by roadway geometrics.
4. No two consecutive tabs nor four tabs per 1000 feet of line shall be missing or fail to meet the visual performance requirements of Note 3.

REMOVABLE - PREFABRICATED PAVEMENT MARKINGS

1. Removable prefabricated pavement markings shall meet the requirements of DMS-8241. A list of prequalified products can be found at the following web site:
   ftp://ftp.dot.state.tx.us/pub/txdot-info/gsd/pdf/pavemark.pdf

NON REMOVABLE - PREFABRICATED PAVEMENT MARKINGS

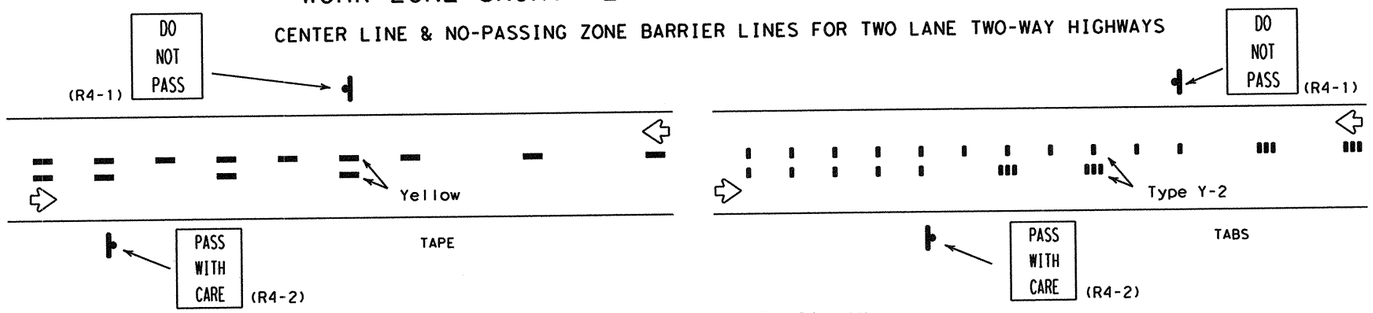
1. Non-removable prefabricated pavement markings (foil back) shall meet the requirements of DMS-8240 or the TXDOT Purchase Specification No. 550-74-89. A list of prequalified products and a copy of the TXDOT Purchase Specifications can be found at web sites:
   ftp://ftp.dot.state.tx.us/pub/txdot-info/gsd/pdf/pavement.pdf
   ftp://ftp.dot.state.tx.us/pub/txdot-info/gsd/pdf/tss/tss377.pdf

RAISED PAVEMENT MARKERS

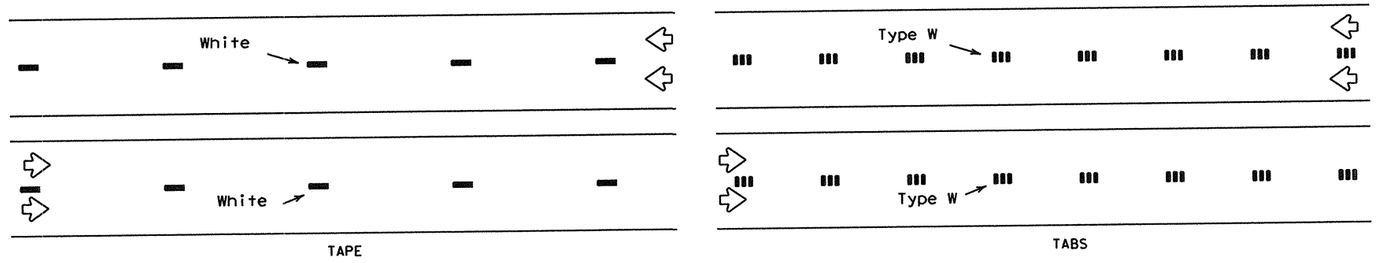
1. All raised pavement markers used for work zone markings shall meet the requirements of Item 672, "RAISED PAVEMENT MARKERS" and Departmental Material Specification DMS-4200.
2. A list of prequalified reflective raised pavement markers can be found at the following web site:
   ftp://ftp.dot.state.tx.us/pub/txdot-info/gsd/pdf/dms4200preq.pdf

WORK ZONE SHORT TERM PAVEMENT MARKINGS PATTERNS

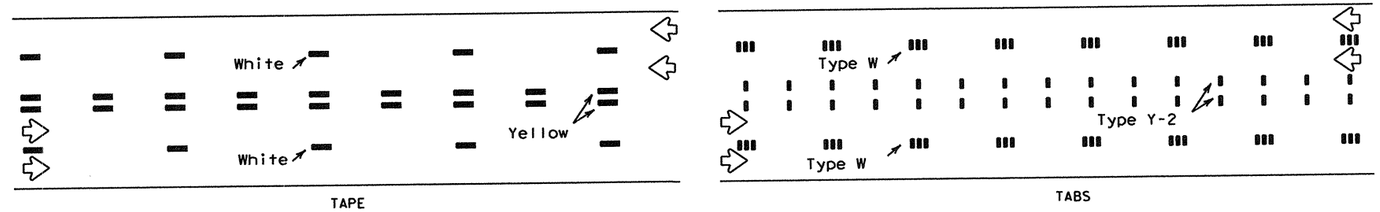
CENTER LINE & NO-PASSING ZONE BARRIER LINES FOR TWO LANE TWO-WAY HIGHWAYS



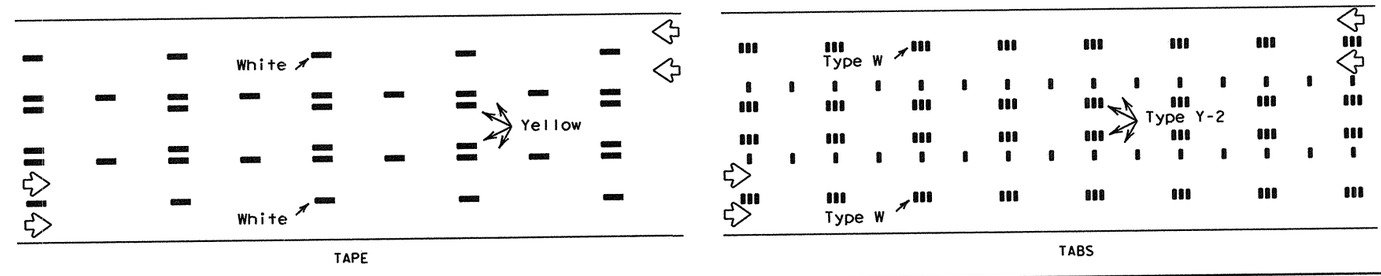
LANE LINES FOR DIVIDED HIGHWAY

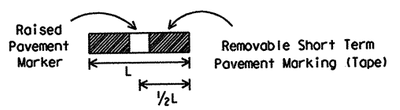


LANE & CENTER LINES FOR MULTILANE UNDIVIDED HIGHWAYS



TWO-WAY LEFT TURN LANE





If raised pavement markers are used to supplement REMOVABLE short term markings, the markers shall be applied to the top of the tape at the approximate mid length of the tape. This allows an easier removal of raised markers and tape.

DEPARTMENT MATERIAL SPECIFICATIONS	
PREFABRICATED PAVEMENT MARKINGS-PERMANENT	DMS-8240
PREFABRICATED PAVEMENT MARKINGS-REMOVABLE	DMS-8241
TEMPORARY FLEXIBLE-REFLECTIVE ROADWAY MARKER TABS	DMS-8242
PAVEMENT MARKERS (REFLECTORIZED)	DMS-4200

STANDARD PLANS
TEXAS DEPARTMENT OF TRANSPORTATION
Traffic Operations Division

WORK ZONE SHORT TERM PAVEMENT MARKINGS

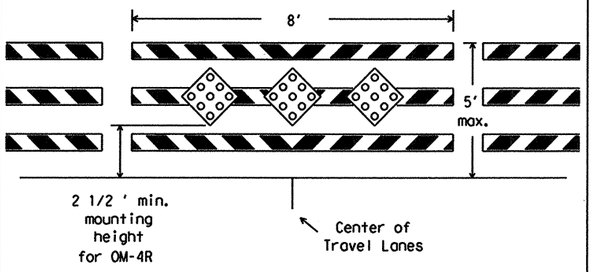
WZ(STPM)-03

© TxDOT April 1992	DN: LR	CK:	DW: DN	CK: MT	MSG NO.:
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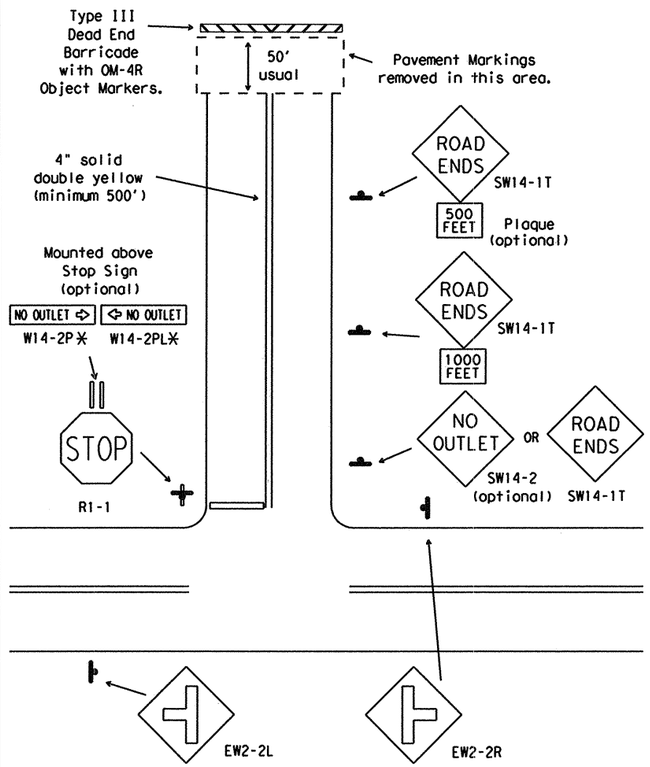
ACC: ...\wz.dgn 3/22/2006
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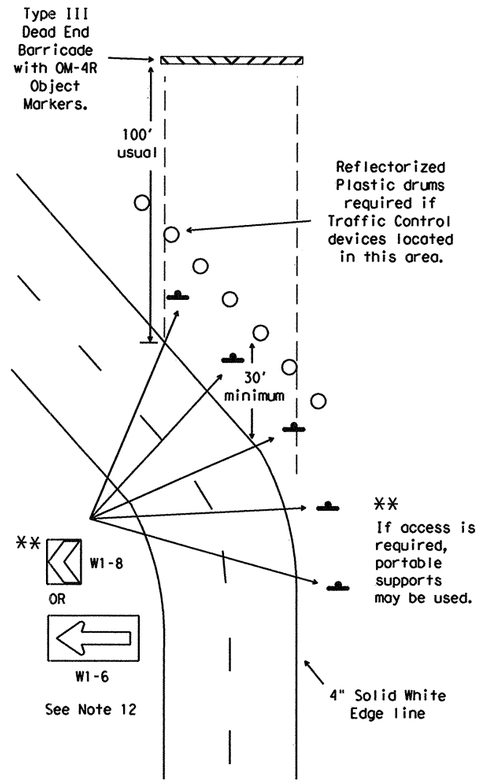
TYPICAL DEAD END BARRICADE INSTALLATION



Barricade striping is red and white sloping toward the center of the roadway. (See Note 1)



* W14-1P DEAD END plaque may be used as an alternate.



Devices shown for one direction of travel

DEPARTMENTAL MATERIAL SPECIFICATIONS	
PLYWOOD SIGN BLANKS	DMS-7100
ALUMINUM SIGN BLANKS	DMS-7110
SIGN HARDWARE	DMS-7120
WINGED CHANNEL POSTS	DMS-7130
FLAT SURFACE REFLECTIVE SHEETING	DMS-8300
VINYL NON-REFLECTIVE DECAL SHEETING	DMS-8320
DELINEATORS AND OBJECT MARKERS	DMS-8600

COLOR	USAGE	SHEETING MATERIAL
RED	BACKGROUND	TYPE C (HIGH SPECIFIC INTENSITY)
WHITE	BACKGROUND	TYPE C (HIGH SPECIFIC INTENSITY)
YELLOW	BACKGROUND	TYPE C (HIGH SPECIFIC INTENSITY)
BLACK	LEGEND & BORDERS	VINYL NON-REFLECTIVE SHEETING

GENERAL NOTES:

1. Barricade striping shall be red and white reflective sheeting for all permanent road closures. Orange and white reflective sheeting may be substituted for locations where duration of road closure is expected to be 18 months or less, or when approved by the Engineer. Red and orange reflective sheeting shall not be combined on barricades or locations.
2. Barricades shall be designed and constructed to Compliant Work Zone Traffic Control Device List (CWZTCD) standards in a first-class workmanship manner of clean sound material. Components made of lumber shall be painted with a minimum of two coats of white paint to ensure thorough coverage and a uniform white color. Barricade striping material shall meet the color and retroreflective requirements of Departmental Material Specification DMS-8300, Type C.
3. Post type breakaway supports shall be used as barricade supports. Barricades may be fabricated with "skid" supports if approved by the Engineer. Skid supports should be anchored using sand bags to prevent movement. For construction details of post (fixed Type III barricades) see CWZTCD list Part D.2.f. The dead end road barricades may also be anchored to the pavement using the bolt down median anchor manufactered by Universal Anchor System shown on SMD(FRP). The barricades shall be built using FRP posts and approved rails as shown on the CWZTCD List.
4. Barricades shall not be placed parallel to traffic unless a minimum adequate clear zone of 30 feet from edge of travel lane is provided.
5. A minimum of one 8-foot wide barricade and three OM-4R object markers shall be required for all locations. Barricades shall extend across all travel lanes and shoulders if shoulders are present. Barricades may be extended to the ROW as directed by Engineer.
6. Stockpiled materials shall not be placed on traffic side of barricades.
7. OM-4 object markers shall be mounted to the middle rail using two 1/2" through bolts with flat washers and lock washers.
8. OM-4 object markers shall be constructed of 0.063 aluminum and shall meet the color and reflective requirements of DMS-8300 Type C and DMS-8600.
9. Plastic drums shall meet the requirements as listed on the CWZTCD list or the BC Standards. Plastic drums may be anchored with adhesive to prevent movement.
10. All signs and chevrons shall be installed with hardware and support at the minimum mounting height in accordance with the SMD and BC Standards. Signs shall be mounted at a 7 foot minimum height. Signs shall not be attached to barricades.
11. Motorists should be able to see at least three chevron signs as they approach the curve and as they drive through the curve from either direction.
12. Delineation devices such as the chevron or large arrow signs shall only be placed on the outside portion of a curve.

GENERAL NOTE FOR SIGNS:

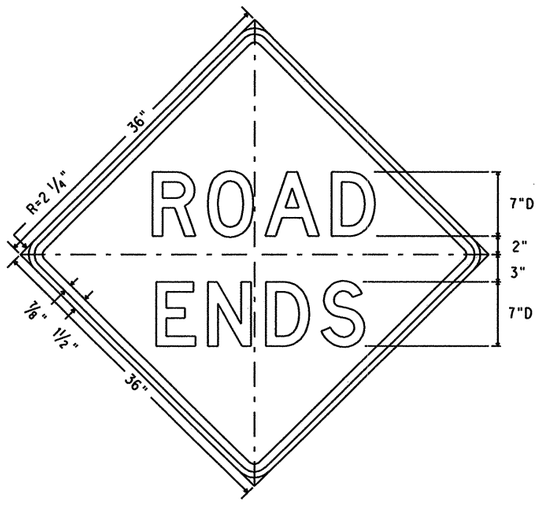
1. The alphabets and lateral spacing between letters and numerals shall conform with the "Texas Manual on Uniform Traffic Control Devices for Streets and Highways" (TMUTCD), latest edition, and any approved changes thereto.
2. Lateral spacing of text shall provide a balanced appearance.
3. All materials shall conform to Departmental Material Specifications.
4. Legend shall be black and applied by screening process, cut-out vinyl non-reflective sheeting or combination thereof.
5. Sign blanks shall be any material that meets the DMS requirements for permenant sign substrates.

Only pre-qualified products shall be used. A copy of the "Compliant Work Zone Traffic Control Devices List" (CWZTCD) describes pre-qualified products and their sources and may be obtained by contacting:

Standards Engineer
Traffic Operations Division - TE
Texas Department of Transportation
125 East 11th Street
Austin, Texas 78701-2483
Phone (512) 416-3120
Fax (512) 416-3299

Instructions to locate the "CWZTCD" on TxDOT website are:

Start at website - www.dot.state.tx.us
Click on "About TxDOT",
Click on "Organizational Chart",
Click on Traffic Operations Box,
Click on "Compliant Work Zone Traffic Control Devices",
Click on "View PDF".
This site is printable.



SW14-1T
36" X 36"

Letters - Black
Border - Black
Background - Yellow Refl.

ACC: ...\wz.dgn 3/22/2006

FILE NAME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
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STANDARD PLANS
Texas Department of Transportation
Traffic Operations Division

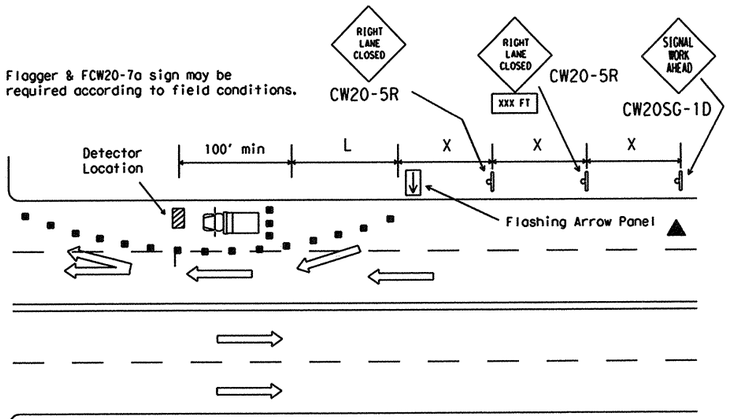
WORK ZONE DEAD END ROADWAY DETAILS

WZ(DERD)-03

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REVISIONS	STATE DISTRICT	FEDERAL REGION	FEDERAL AID PROJECT			SHEET
1-97	DAL	6				228
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4-98	ROCKWALL		0451	01	032	SH 205
3-03						

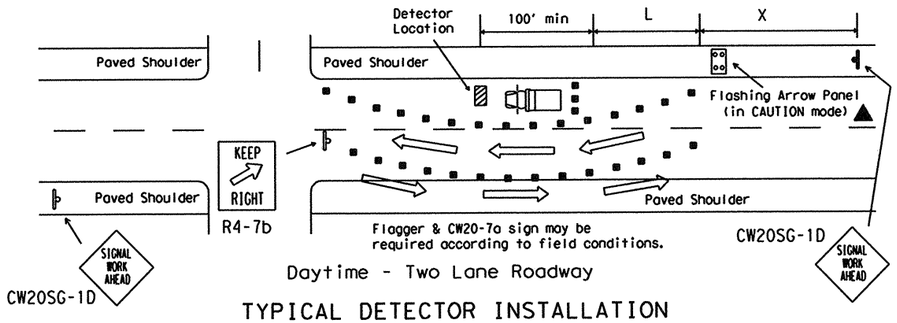
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Daytime - Four Lane Roadway

Posted Speed	Formula	Minimum Desirable Taper Lengths ** 10' Offset	11' Offset	12' Offset	Suggested Maximum Spacing of Device On a Taper	On a Tangent	Minimum Sign Spacing X Distance
30	$L=\frac{WS^2}{60}$	150'	165'	180'	30'	60'-75'	120'
35		205'	225'	245'	35'	70'-90'	160'
40		265'	295'	320'	40'	80'-100'	240'
45	L=WS	450'	495'	540'	45'	90'-110'	320'
50		500'	550'	600'	50'	100'-125'	400'
55		550'	605'	660'	55'	110'-140'	500'
60		600'	660'	720'	60'	120'-150'	600'
65		650'	715'	780'	65'	130'-165'	700'
70		700'	770'	840'	70'	140'-175'	800'
75		750'	825'	900'	75'	150'-185'	900'

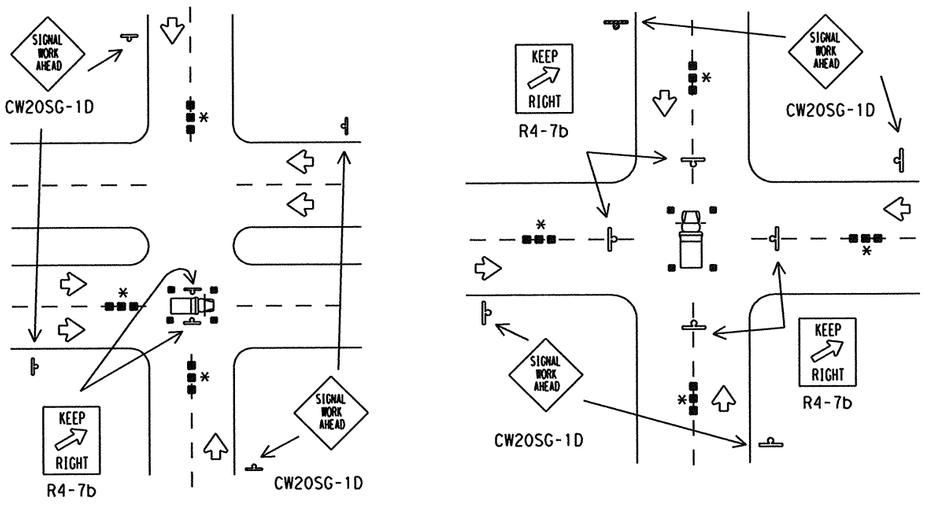
**Taper lengths have been rounded off.
L=Length of Taper (FT.) W=Width of Offset (FT.) S=Posted Speed (MPH)



Daytime - Two Lane Roadway

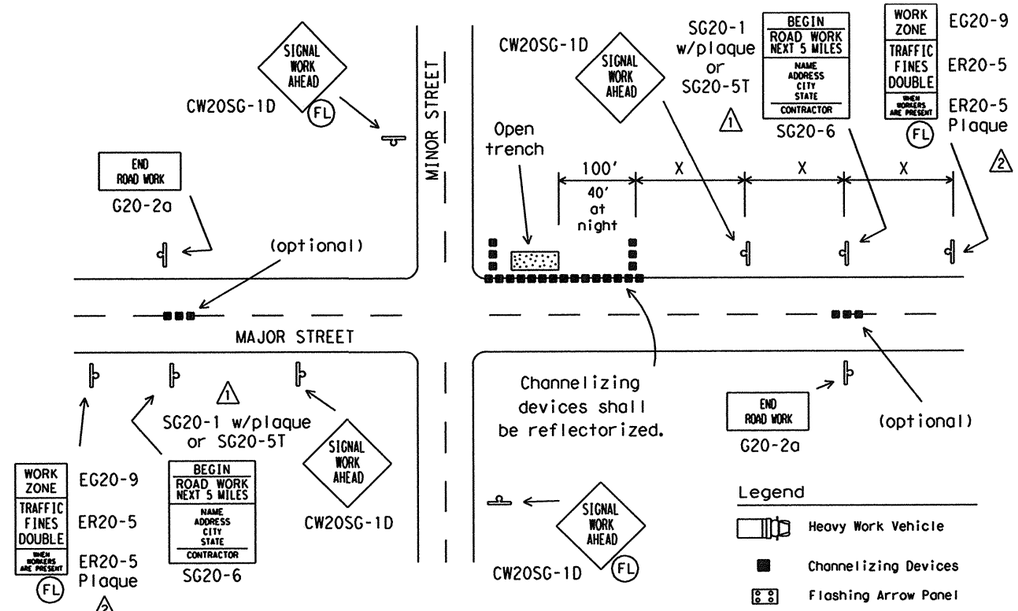
TYPICAL DETECTOR INSTALLATION
OR OTHER WORK OPERATIONS THAT ARE SHORT TERM OR SHORT DURATION

Nighttime Channelizing Devices shall be reflectorized.



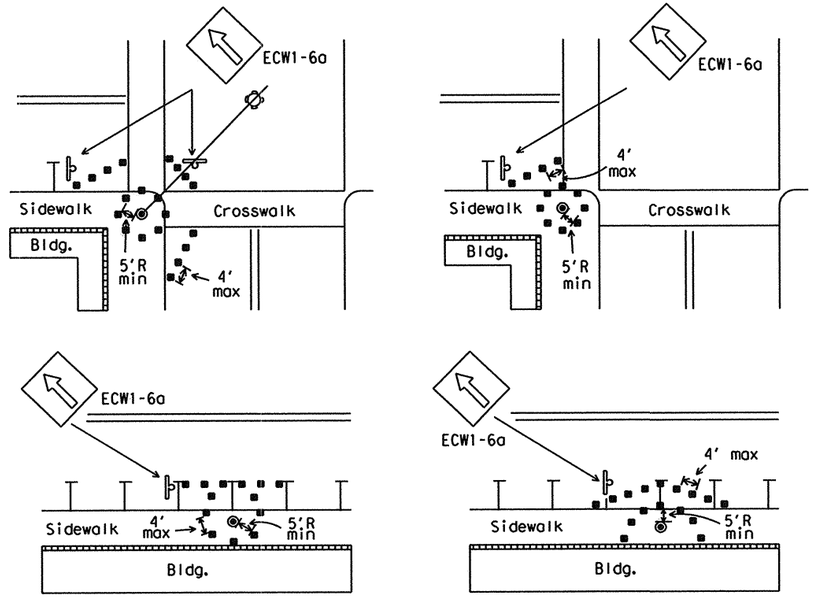
TYPICAL HANGING SIGNAL INSTALLATIONS
OR OTHER WORK OPERATIONS THAT ARE SHORT TERM OR SHORT DURATION

* Advance warning channelizing devices are optional.



TYPICAL ADVANCE SIGNING
FOR LONG TERM and INTERMEDIATE-TERM STATIONARY WORK OPERATIONS

Observe Warning Signs State Law (R20-3) shall be required.
See BC(2).
Location will be as directed by the Engineer.



Channelizing devices should not be placed closer than 5 foot radius (minimum) to signal poles.
Parking may be eliminated by placing channelizing devices in spaces.
If pedestrian walkways are blocked, refer to the Texas Manual on Uniform Traffic Control Devices (TMUTCD) Part 6.

TYPICAL RESTRICTED PEDESTRIAN MOVEMENTS
FOR ALL WORK OPERATIONS REGARDLESS OF WORK DURATION

▲ The arrow panel may be omitted when stated elsewhere in the plans.

1. Typical channelizing device is the 28" cone.
2. Plastic drums or vertical panels may be used if approved by the Engineer.
3. For several closely adjoining projects, advance signing may not be required in advance of each intersection, but only in advance of the intersections at the project limits.
4. See details elsewhere in the plans for advance signing requirements.
5. Advance signs shall be in place when signal construction operations are in progress.
6. The contractor shall remove advance signs when no construction operations are underway.
7. Obstructions or hazards at the work area shall be clearly marked and delineated at all times.
8. All holes, trenches or other hazardous areas shall be adequately protected by lights or other protective devices.
9. Trenches shall be covered or surrounded with orange plastic construction fence as directed by the Engineer.
10. Flagger and FCW20-7a sign may be required according to field conditions.
11. Vehicles parked in roadway shall be equipped with two strobes.
12. High level flags at corners of vehicle may also be used.
13. Work operations that require work vehicle in traveled way 20 minutes or less may use cones, high level flags and strobes as advance warning devices.
14. Cones should only be placed around vehicle.
15. Flaggers may be used on high speed rural intersections.

STANDARD PLANS
Texas Department of Transportation
Traffic Operations Division

TRAFFIC SIGNAL INSTALLATION TYPICAL DETAILS

SHEET 1 OF 2 WZ(BTS-1)-03

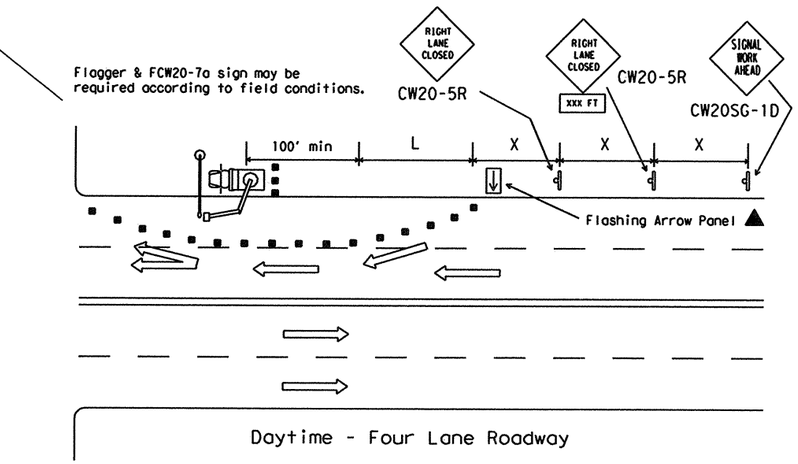
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REVISIONS	STATE DISTRICT	FEDERAL REGION	FEDERAL AID PROJECT	SHEET
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10-99	ROCKWALL		0451	01	032	SH 205
3-03						

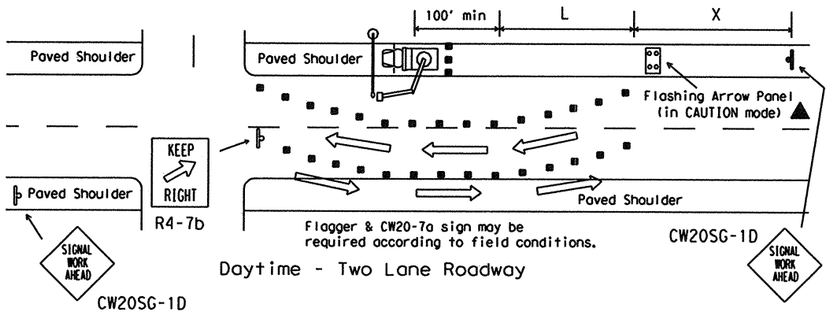
ACC: ...\wz.dgn 3/22/2006

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"ABOVE LANE" WORK PERFORMED BY BUCKET TRUCK



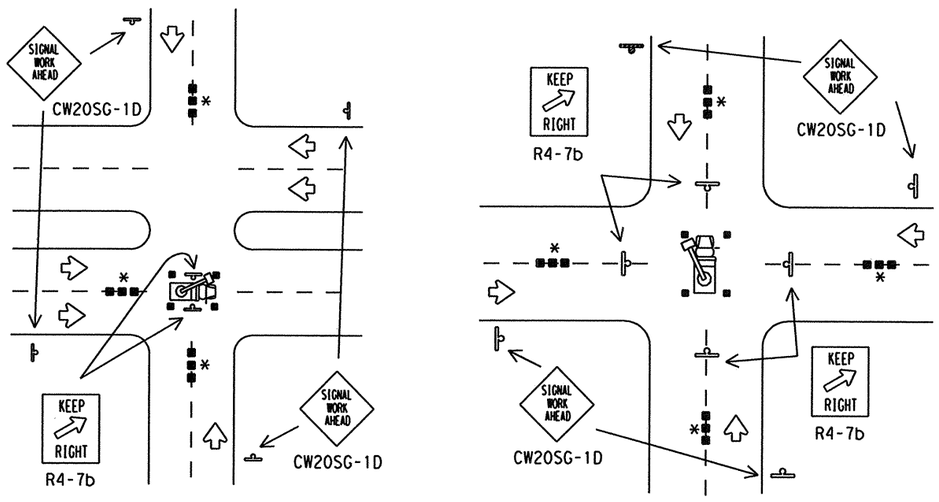
Daytime - Four Lane Roadway



Daytime - Two Lane Roadway

▲ The arrow panel may be omitted when stated elsewhere in the plans.

"ABOVE TRUCK" WORK PERFORMED BY BUCKET TRUCK



GENERAL NOTES FOR WORK ZONE SIGNS

1. Contractor shall install and maintain signs in a straight and plumb condition and/or as directed by the Engineer.
2. Wooden sign posts shall be painted white.
3. Barricades shall NOT be used as sign supports.
4. Nails shall NOT be used to attach signs to any support.
5. All signs shall be installed in accordance with the plans or as directed by the Engineer. Signs shall be used to regulate, warn, and guide the traveling public safely through the work zone.
6. The Contractor may furnish either the sign design shown in the plans or in the "Standard Highway Sign Designs for Texas" (SHSD). The Engineer/Inspector may require the Contractor to furnish other work zone signs that are shown in the "Texas Manual on Uniform Traffic Control Devices" (TMUTCD) but may have been omitted from the plans. Any variation in the plans shall be documented by written agreement between the Engineer and the Contractor's Responsible Person. All changes must be documented in writing before being implemented. This can include documenting the changes in the Inspector's TxDOT diary and having both the Inspector and Contractor initial and date the agreed upon changes. The additional signs requested by the Engineer/Inspector shall not be subsidiary.
7. The Contractor shall furnish sign supports listed in the "Compliant Work Zone Traffic Control Device List" (CWZTCD). The Contractor shall install the sign support in accordance with the manufacturer's recommendations. If there is a question regarding installation procedures, the Contractor shall furnish the Engineer a copy of the manufacturer's installation recommendations so that the Engineer can verify the correct procedures are being followed.
8. The contractor is responsible for sign installations and replacing signs with damaged or cracked substrates and/or damaged or marred reflective sheeting as directed by the Engineer/Inspector.
9. Identification markings may be shown only on the back of the sign substrate. The maximum height of letters and/or company logos used for identification shall be 1".
10. The Contractor shall replace damaged wood posts. New or damaged wood sign posts shall not be spliced.

Duration of Work (as defined by the TMUTCD Part 6)

The types of sign supports, the size of signs, and the type of sign substrates can vary based on the type of work being performed. The Engineer is responsible for selecting the appropriate size sign for the type of work being performed. The Contractor is responsible for ensuring that the sign support and substrate meets crashworthiness and length of work requirements.

a. Long-term stationary is work that occupies a location more than 3 days.
b. Intermediate-term stationary is work that occupies a location more than one daylight period up to 3 days, or nighttime work lasting more than 1 hour.
c. Short-term stationary is daytime work that occupies a location for more than 1 hour, but less than 12 hours.
d. Short duration is work that occupies a location up to 1 hour.
e. Mobile is work that moves intermittently or continuously.

SIGN MOUNTING HEIGHT

1. The bottom of Long-term/Intermediate-term signs shall be at least 7 feet, but not more than 9 feet, above the paved surface.
2. The bottom of Short-term/Short Duration signs shall be a minimum of 1 foot above the pavement surface but no more than 2 feet above the ground.
3. Long-term/Intermediate-term Signs may be used in lieu of Short-term/Short Duration signing.
4. Short-term/Short Duration signs shall be used only during daylight and shall be removed at the end of the workday.
5. Regulatory signs shall be mounted at least 7 feet, but not more than 9 feet, above the paved surface regardless of work duration.

REMOVING OR COVERING

1. When sign messages may be confusing or do not apply, the signs shall be removed or completely covered.
2. Long-term stationary or intermediate stationary signs installed on square metal tubing may be turned away from traffic 90 degrees when the sign message is not applicable. This type of sign support meets the crashworthiness standards regardless of the direction of impact. This technique may not be used for signs installed in the median of divided highways or near any intersections where the sign may be seen from approaching traffic.
3. Signs installed on skids shall not be turned at 90 degree angles to the roadway. These signs should be removed or completely covered when not required.
4. When signs are covered, the material used shall be opaque, such as heavy mil black plastic.
5. Burlap shall NOT be used to cover signs.
6. Duct tape or other adhesive material shall NOT be affixed to a sign face. These materials can damage the retroreflectivity of sign sheeting.
7. Signs shall be removed upon completion of the work.

SIGN SUPPORT WEIGHTS

1. Where sign supports require the use of weights to keep from turning over, the use of sandbags with dry, cohesionless sand is recommended.
2. The sandbags will be tied shut to keep the sand from spilling and to maintain a constant weight.
3. Rock, concrete, iron, steel or other solid objects will not be permitted for use as sign support weights.
4. Sandbags should weigh a minimum of 35 lbs and a maximum of 50 lbs.
5. Sandbags shall be made of a durable material that tears upon vehicular impact.
6. Rubber (such as tire inner tubes) shall NOT be used for sandbags.
7. Rubber ballasts (such as those used with cones or edgeline channelizers) shall NOT be used as sign support weights.
8. Sandbags shall only be placed along or laid over the base supports of the traffic control device and shall not be suspended above ground level or hung with rope, wire, chains or other fasteners. Sandbags shall be placed along the length of the skids to weigh down the sign support.
9. Sandbags shall NOT be placed under the skid and shall not be used to level sign supports placed on slopes.

Only pre-qualified products shall be used. A copy of the "Compliant Work Zone Traffic Control Devices List" (CWZTCD) describes pre-qualified products and their sources and may be obtained by contacting:

Standards Engineer
Traffic Operations Division - TE
Texas Department of Transportation
125 East 11th Street
Austin, Texas 78701-2483
Phone (512) 416-3120
Fax (512) 416-3299

Instructions to locate the "CWZTCD" on TxDOT website are:

Start at website - www.dot.state.tx.us
Click on "About TxDOT",
Click on "Organizational Chart",
Click on Traffic Operations Box,
Click on "Compliant Work Zone Traffic Control Devices",
Click on "View PDF".
This site is printable.

DEPARTMENTAL MATERIAL SPECIFICATIONS

PLYWOOD SIGN BLANKS	DMS-7100
ALUMINUM SIGN BLANKS	DMS-7110
FLAT SURFACE REFLECTIVE SHEETING	DMS-8300
FLEXIBLE ROLL-UP REFLECTIVE SIGNS	DMS-8310
VINYL NON-REFLECTIVE SHEETING	DMS-8320

COLOR	USAGE	SHEETING MATERIAL
ORANGE	BACKGROUND	TYPE E (FLUORESCENT PRISMATIC)
WHITE	BACKGROUND	TYPE C (HIGH SPECIFIC INTENSITY)
WHITE	LEGEND & BORDERS	TYPE C (HIGH SPECIFIC INTENSITY)
BLACK	LEGEND & BORDERS	VINYL NON-REFLECTIVE SHEETING

STANDARD PLANS
TEXAS DEPARTMENT OF TRANSPORTATION
Traffic Operations Division

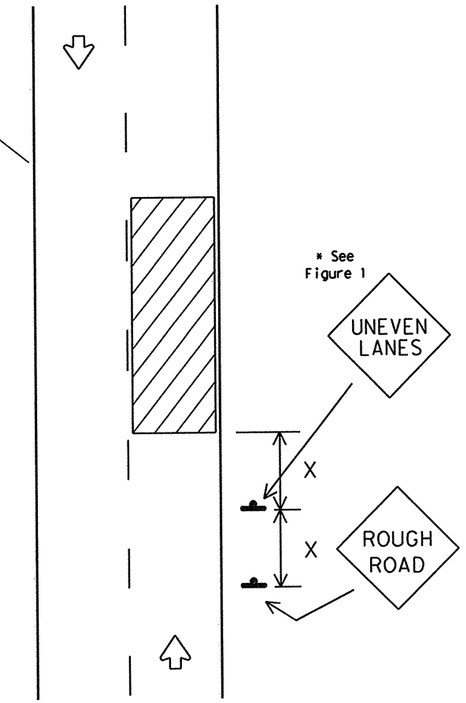
TRAFFIC SIGNAL INSTALLATION BARRICADES AND SIGNS

SHEET 2 OF 2 WZ(BTS-2)-03

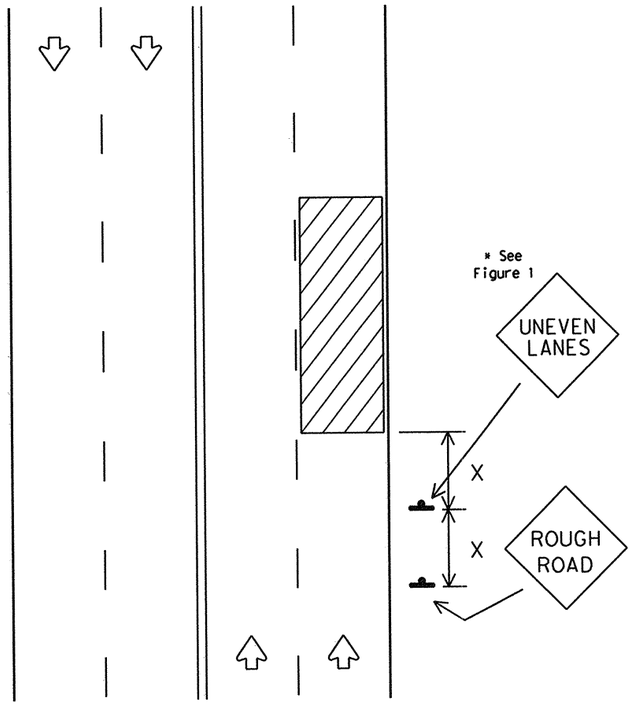
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	COUNTY: ROCKWALL	CONTROL: 0451	SECTION: 01	JOB: 032	HIGHWAY: SH 205

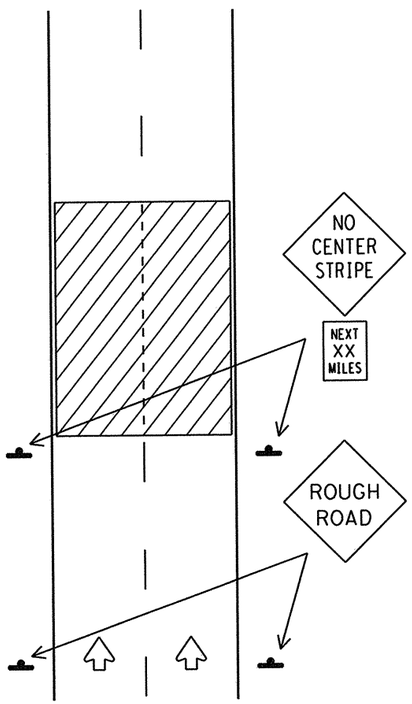
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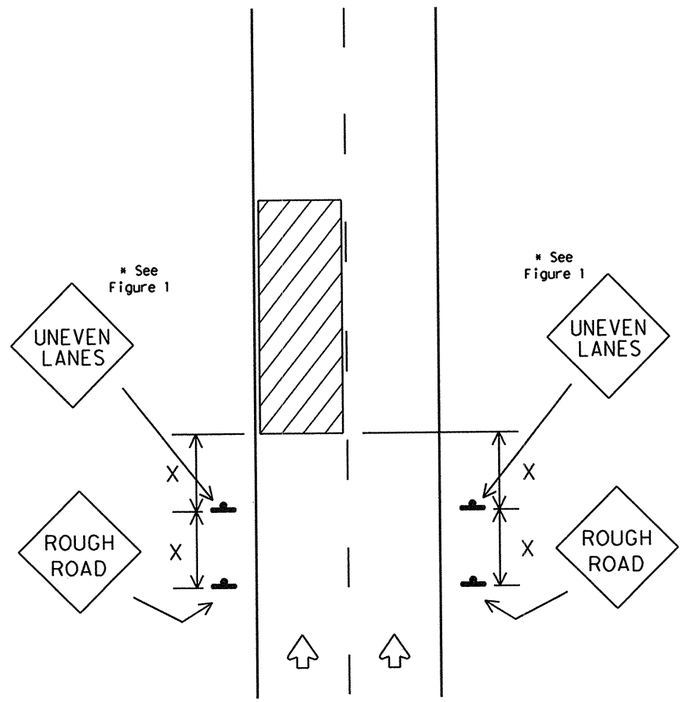
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Signing shown for one direction.







"X" distance - See Note 4 on this page.

DEPARTMENTAL MATERIAL SPECIFICATIONS	
PLYWOOD SIGN BLANKS	DMS-7100
ALUMINUM SIGN BLANKS	DMS-7110
SIGN HARDWARE	DMS-7120
PREFABRICATED PAVEMENT MARKINGS-PERMANENT	DMS-8240
PREFABRICATED PAVEMENT MARKINGS-REMOVABLE	DMS-8241
FLAT SURFACE REFLECTIVE SHEETING	DMS-8300
VINYL NON-REFLECTIVE DECAL SHEETING	DMS-8320

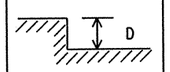
COLOR	USAGE	SHEETING MATERIAL
ORANGE	BACKGROUND	TYPE E (FLUORESCENT PRISMATIC)
BLACK	LEGEND & BORDERS	VINYL NON-REFLECTIVE DECAL SHEETING

GENERAL NOTES:

1. If spalling or holes occur, ROUGH ROAD signs should be placed in advance of the condition and may be repeated throughout the project.
2. UNEVEN LANES sign (CW8-11) should be installed in advance of the condition and repeated every mile. Signs installed along the uneven lane condition may be supplemented with the NEXT XX MILES sign (CW21-16) or Advisory Speed sign (CW13-1).
3. NO CENTER STRIPE signs (CW8-12) should be installed if centerlines or lane lines are obscured or obliterated. The signs should remain in place until permanent pavement markings are installed.
4. Signs shall be spaced at the distances recommended as per BC standards.
5. When operations are completed and final surface treatment will not be applied as part of this project, advance signs shall be left in place and become the property of the State. These signs shall be installed on approved permanent sign supports as per TxDOT standards. Additional signs may be required as directed by the Engineer. Minimum mounting height of signs is 7 feet. Signs shall remain in place until final surface is applied. Signs shall be considered subsidiary to the Item "BARRICADES, SIGNS AND TRAFFIC HANDLING."
6. Pavement markings shall be replaced as operations proceed.
7. Short term markings shall not be used to simulate edge lines.
8. All signs shall be constructed in accordance with the details found in the "Standard Highway Sign Designs for Texas," latest edition. Sign details not shown in this manual shall be shown in the plans or the Engineer shall provide a detail to the Contractor before the sign is manufactured.

TRAFFIC CONTROL DURING PLANING, OVERLAY AND LEVELING OPERATIONS ARE SHOWN ELSEWHERE IN THE PLANS.

FIGURE 1

Edge Condition	Edge Height (D)	Warning Devices
	less than or equal to 1" greater than 1" to: 1¼" (maximum-planing) 1½" (typical-overlay)	Signs: ECW8-8 Signs: CW8-11, ECW8-8

Distance "D" may be a maximum of 1¼" for planing operations and 2" for overlay operations if uneven lanes are open to traffic after work operations cease.

STANDARD PLANS
TEXAS DEPARTMENT OF TRANSPORTATION
Traffic Operations Division

SIGNING FOR UNEVEN LANES

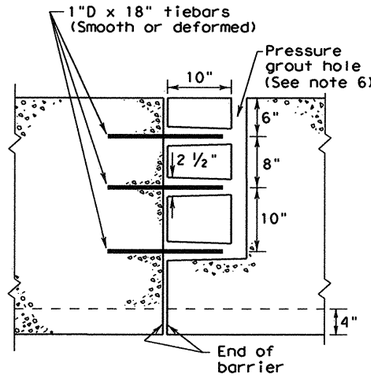
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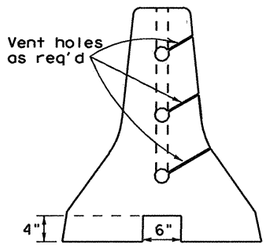
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1-97	COUNTY		CONTROL	SECTION	JOB	HIGHWAY	
2-98	ROCKWALL		0451	01	032	SH 205	
3-03							

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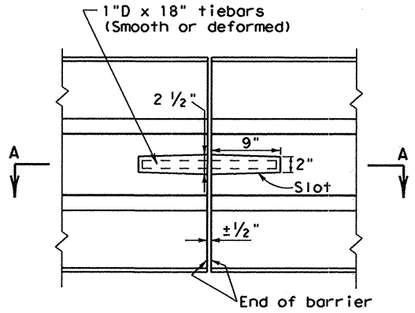
SECTION THROUGH ℄ AT JOINT

MALE-FEMALE DESIGN OPTION



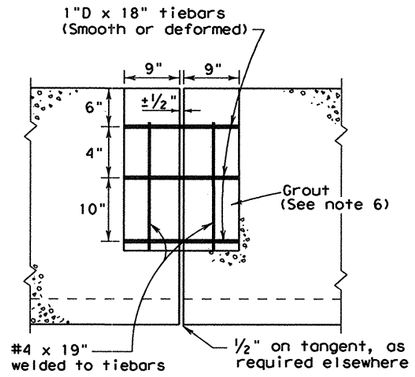
END VIEW

MALE-FEMALE DESIGN OPTION



PLAN

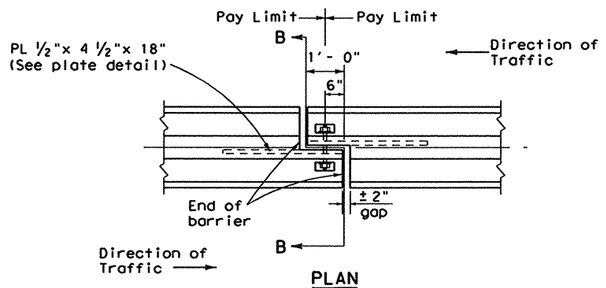
SLOTTED DESIGN OPTION



SECTION A-A (THROUGH ℄ AT JOINT)

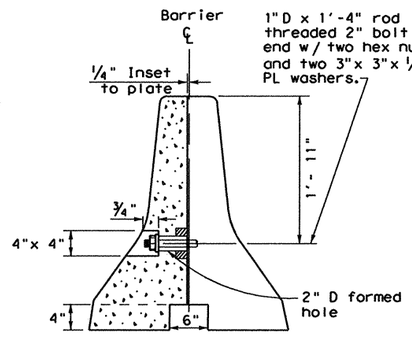
SLOTTED DESIGN OPTION

JOINT TYPE A



PLAN

END DETAIL



SECTION B-B

JOINT TYPE B

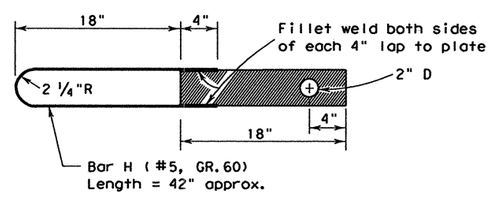
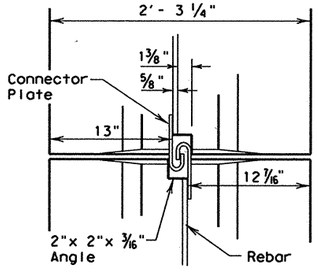


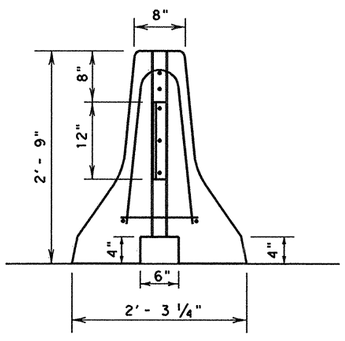
PLATE DETAIL



J-J HOOKS DETAIL

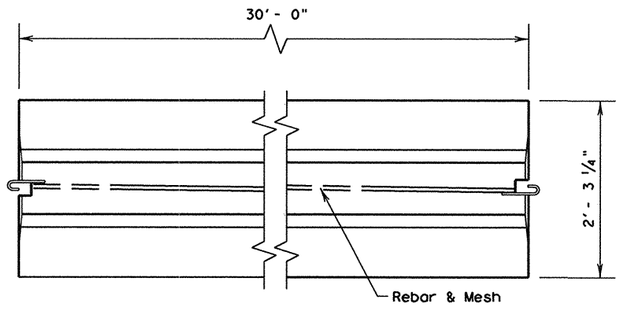
Note: J-J Hooks is a proprietary barrier connection system. This system can be used as an alternate bid item to a different joint type. If this connection system is exclusively specified in the plans, prior approval for sole source use must be obtained.

Details of components for the J-J Hooks connection and reinforcing details will be shown on the manufacturer's shop drawings furnished to the Engineer.



END VIEW

JOINT TYPE J



TOP VIEW

PRECAST (CTB) WITH J-J HOOKS

GENERAL NOTES

1. Where illumination is to be placed on concrete traffic barrier, a 10 ft. cast-in-place section shall be provided at each light pole location as shown on sheet CTBI(3). Pole, anchor bolt, and other illumination details are shown on sheet CTBI(4).
2. Concrete shall be class C or H.
3. Plates shall conform to ASTM A36 steel.
4. Mesh for joint Type J barrier shall conform to ASTM A185.
5. Regardless of the method of handling, barrier section lifting points shall be 6 ¼ feet from the ends of the barrier. Lifting devices and attachments to barrier sections shall be as approved by the Engineer.
6. For joint Type A barrier that is installed in a temporary location, tiebars should be placed in the slot when the slot design option is used or, for the male-female design option, the male-female connections should be mated. For joint Type A, neither of the optional joint designs should be grouted for temporary locations of barrier.
7. When installed in a permanent roadway location, end connections of the joint Type A barrier shall be grouted with a mixture of two parts sand and one part cement with enough water to make the mixture plastic. Grouting shall be done in a manner that will assure a smooth surface at the joint.
8. Surface finishing and grouting (where required) shall be considered subsidiary to the various bid items involved.
9. All steel fittings for joint Type B and Type J barrier shall be galvanized after fabrication in accordance with ASTM 123.
10. Barrier length shall be 30 feet ± 4 inches unless specified elsewhere in the plans.
11. Forms shall be constructed of steel. Edges of barrier shall be rounded or chamfered as shown on sheet PCTB(2).
12. The contractor has the option of placing precast (joint Type A, B or J) or cast-in-place Type 2 Concrete Traffic Barrier as shown on sheet CTB(2) unless otherwise shown in the plans.

NOTE:
BARRIER FROM EXISTING STOCKPILES THAT SUBSTANTIALLY MEETS THE REQUIREMENTS SHOWN ON THIS SHEET MAY BE USED ON THIS PROJECT.

NEW BARRIER SHALL NOT BE CAST ACCORDING TO THE DETAILS SHOWN ON THIS SHEET.

R = Radius
D = Diameter

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LEVELS DI

Texas Department of Transportation
Design Division (Roadway)

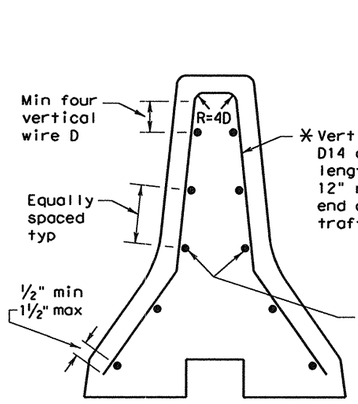
PRECAST CONCRETE TRAFFIC BARRIER TYPE 2

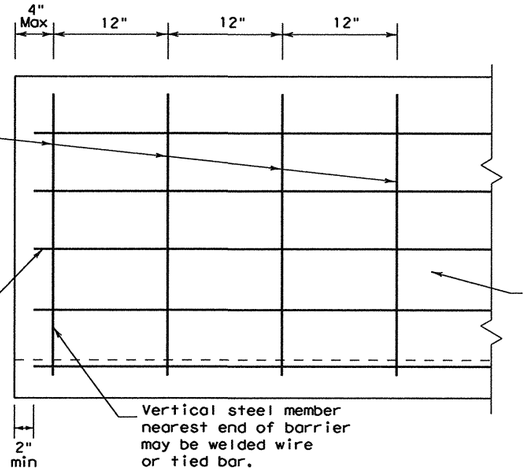
PCTB(1)-04

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©TxDOT December 1990	DIST	FEDERAL AID PROJECT			SHEET
REVISIONS	DAL				232
	COUNTY		CONTROL	SECT	JOB	HIGHWAY
	ROCKWALL		0451	01	032	SH 205

Configurations of welded wire fabric other than as shown in the WWF Detail will be permitted when the conditions tabulated below are satisfied.

DESCRIPTION	LONGITUDINAL WIRES	VERTICAL WIRES
1. Wire type	Deformed	Smooth or Deformed
2. Minimum (cumulative total) wire area	1.24 sq. inch	0.133 sq. in. per longitudinal foot (req'd only in end 3'-4" of precast sections)
3. No. of wires Minimum Maximum	 6 14	 4 at 12" C-C ea. precast end 12 at 4" C-C ea. precast end
4. Bending radius	n/a	Minimum radius = two vertical wire diameters
5. Wire placement a. Top wire	Not less than 4 nor more than 5 vertical wire dia. from the upper bends in the vertical wires	n/a
b. Bottom wire	4" (±½") from bottom of barrier	n/a
c. Other wires	Uniformly and symmetrically spaced along faces of barrier	Minimum spacing 4" Maximum spacing 12"
6. Maximum wire size differential	The smaller wire shall have an area of 40% or more of the larger wire.	





Note: Detail shown is for D12 longitudinal wires and D14 or W14 vertical wires. Other size and spacing combinations meeting the tabulated conditions may be used.

Sufficient welded wire or auxiliary tied bar shall be placed vertically at locations as necessary to provide for cage stability. Minimally, one additional vertical steel reinforcement shall be located at the midpoint (±1") of the barrier.

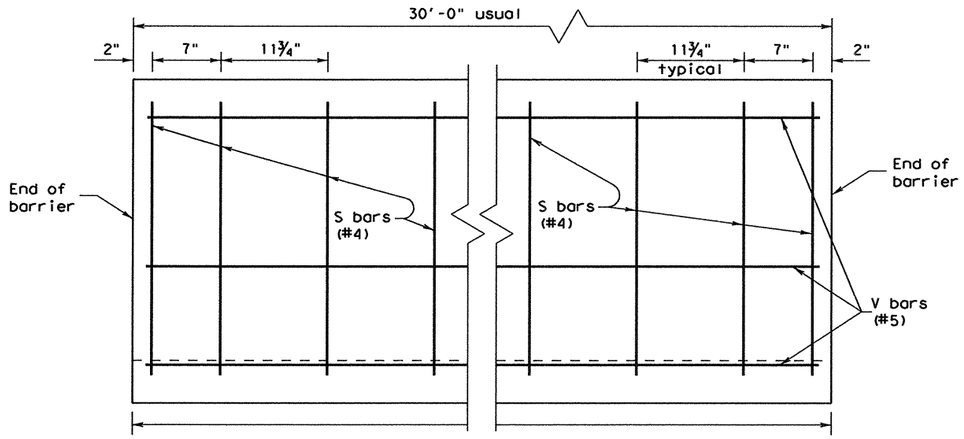
DETAILS OF WELDED WIRE FABRIC OPTION

GENERAL NOTES

1. Concrete shall be class C or H.
2. Where used, rebar reinforcement shall conform to ASTM A-615.
3. Wire fabric shall conform to ASTM A-185 or A-497.
4. Barrier length shall be 30 ft.± unless otherwise specified in plans.
5. All concrete, reinforcement, joint connection systems, grout, and etc. as shown are considered as part of the barrier for payment.

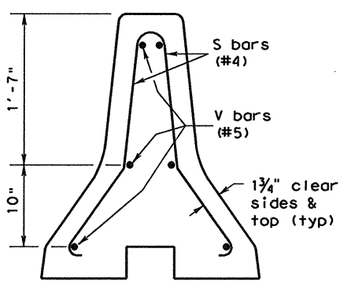
# Approximate P.L.F. quantities		
Concrete	CY.	0.112
Rebar	LB.	6.62
Welded wire fabric	LB.	4.82

For Contractor's information only
Weight of one 30 ft. unit = Approximately 7 Tons

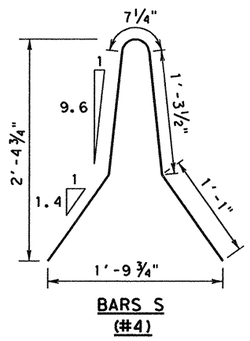


ELEVATION OF BARRIER

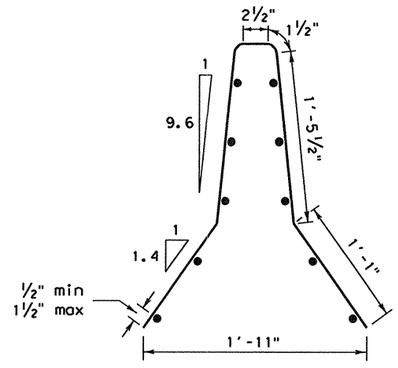
Additional vertical steel shall be provided as necessary to properly position steel and stabilize rebar cage.



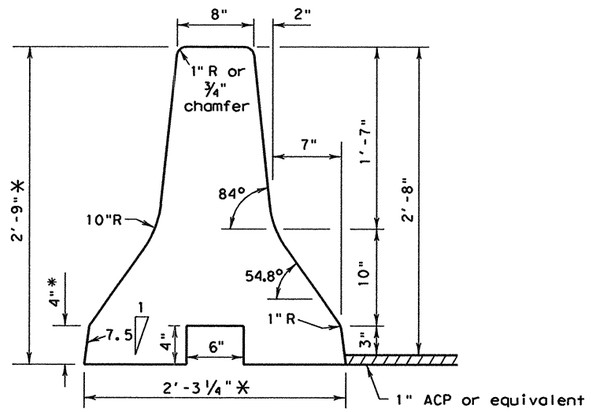
SECTION NEAR END OF BARRIER



BARS S (#4)



VERTICAL WIRE DETAILS



1" ACP or equivalent lateral support at permanent barrier locations

DETAIL OF BARRIER SHAPE

* When 1" ACP is not used for lateral support, these dimensions shall be adjusted accordingly.

DETAILS OF REBAR OPTION

NOTE:
BARRIER FROM EXISTING STOCKPILES THAT SUBSTANTIALLY MEETS THE REQUIREMENTS SHOWN ON THIS SHEET MAY BE USED ON THIS PROJECT.

NEW BARRIER SHALL NOT BE CAST ACCORDING TO THE DETAILS SHOWN ON THIS SHEET.

Texas Department of Transportation
Design Division (Roadway)

PRECAST CONCRETE TRAFFIC BARRIER TYPE 2

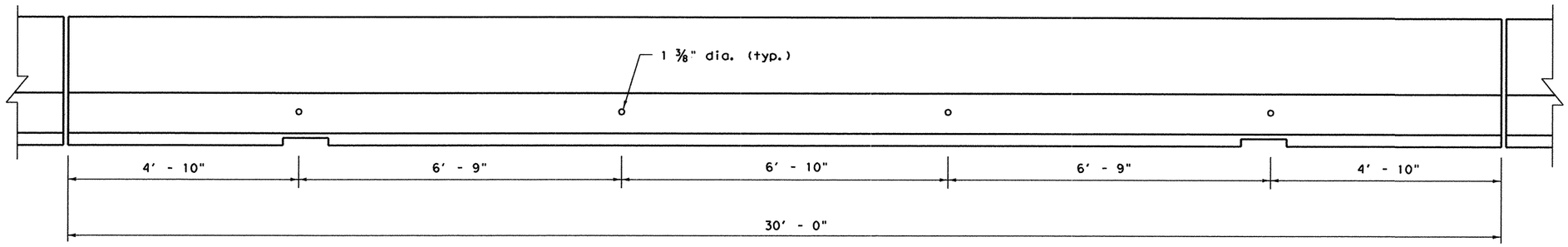
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	COUNTY		CONTROL	SECT	JOB	HIGHWAY
	ROCKWALL		0451	01	032	SH 205

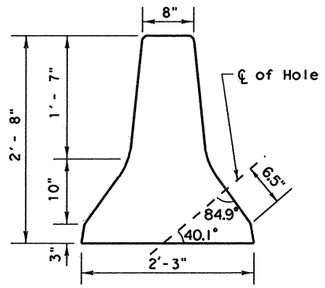
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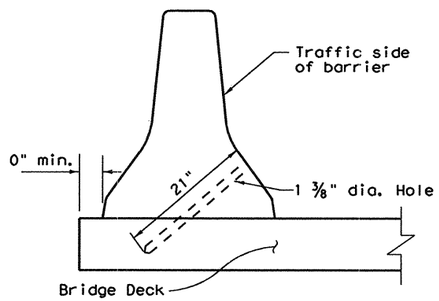
LEVELS 0



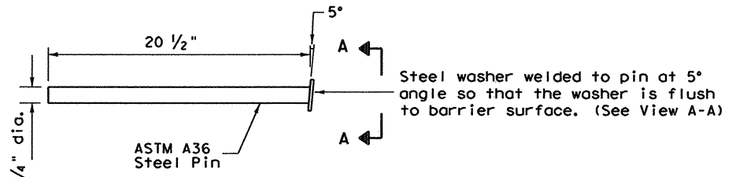
DETAIL 1



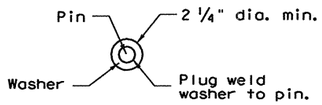
DETAIL 2



DETAIL 3



DETAIL 4



VIEW A-A

GENERAL NOTES

1. These details provide a method of laterally restraining precast concrete barrier to limit deflections under normally expected passenger vehicle impacts. These details are intended for use in work zones, primarily on bridge decks, where temporary barrier must be placed less then 2 ft. from the longitudinal edge of the deck or dropoff and parallel to the direction of travel. See Texas Transportation Institute Research Study 2-8-93-1959 for additional development information.

2. Each precast concrete barrier section shall have four 1 ⅜ in. diameter holes drilled completely through the barrier. The center lines of the holes are as shown in Detail 2. As shown, the entry point of the hole is located 6 ½ in. along the face of the barrier up from the first break. If the drill bit encounters a rebar in the barrier, the entry point may be shifted 6 in.± longitudinally along the barrier. The four holes are spaced along the lenth of the barrier as shown in Detail 1.

3. The drilling of bridge deck is accomplished by placing the predrilled barrier section on the bridge deck in the desired position. then the hole is drilled into the bridge deck with the bit passing though the hole in the barrier. The bit is to be inserted into the hole in the barrier to a total of 21 in. so that the bridge deck is drilled to a point which is slightly more than 5 in. ± below the surface of the bridge deck depending upon the slope of the deck as shown in Detail 3.

4. The barrier section is secured in place by inserting the four 1 ¼ in. diameter steel pins which are 20 ½ in. long through the barrier section and into the deck. Detail 4 presents a sketch of the steel pins. Note that steel washers have been welded to the top of the steel pins to aid in removal of the pins when the barrier is to be moved.

5. These details may be used with precast barrier joint Type A, B, angle or channel connections.

6. The drilling of holes in the barrier, drilling of holes in bridge deck, fabrication and materials for the 1 ¼ in. pins, installation of pins, and any repair to bridge deck or barrier shall be considered as subsidary to the barrier bid items.

7. The barrier and new bridge deck will be repaired as directed by the Engineer with non-shrinkage grout.

8. A core drilling method approved by the Engineer will be required.

NOTE:
BARRIER FROM EXISTING STOCKPILES THAT SUBSTANTIALLY MEETS THE REQUIREMENTS SHOWN ON THIS SHEET MAY BE USED ON THIS PROJECT.

NEW BARRIER SHALL NOT BE CAST ACCORDING TO THE DETAILS SHOWN ON THIS SHEET.

R = Radius
D = Diameter

Texas Department of Transportation
Design Division (Roadway)

PRECAST CONCRETE TRAFFIC BARRIER TYPE 2

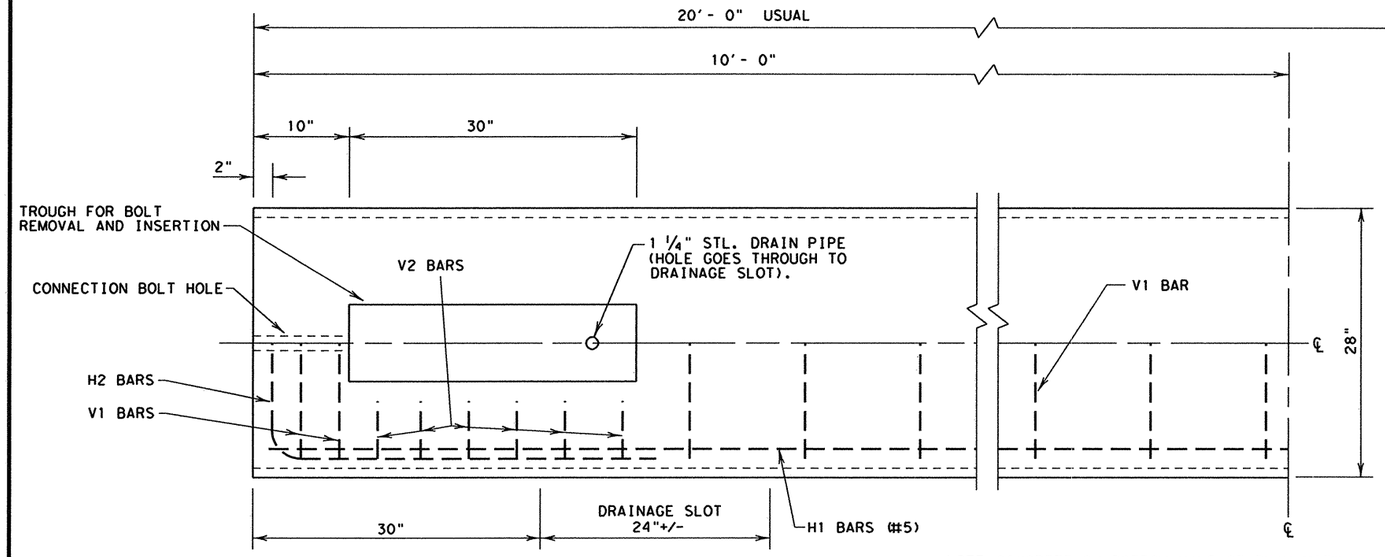
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©TxDOT April 1994	DIST	FEDERAL AID PROJECT				SHEET
REVISIONS	DAL					234
	COUNTY		CONTROL	SECT	JOB	HIGHWAY
	ROCKWALL		0451	01	032	SH 205

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3/22/2006

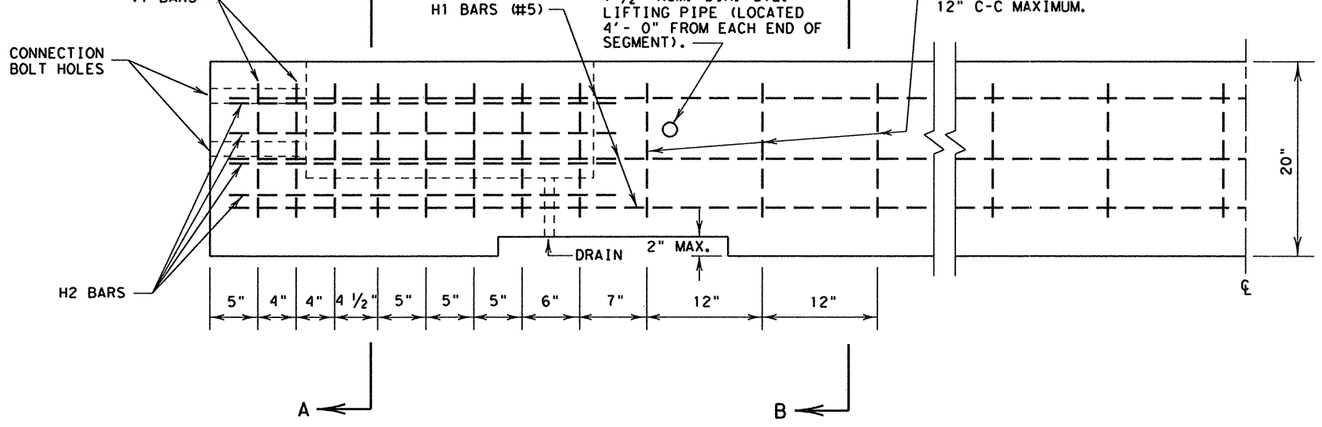
LEVELS DT



NOTE: CONCRETE ON BOTTOM HALF OF PLAN VIEW IS REMOVED IN ORDER TO SHOW DETAILS

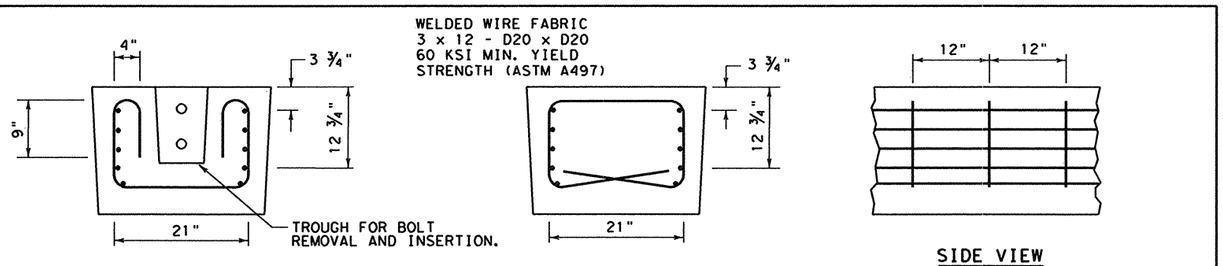
PLAN VIEW - TYPE 1

(SYMMETRICAL ABOUT CENTER LINES)



ELEVATION - TYPE 1

(SYMMETRICAL ABOUT CENTER LINES)



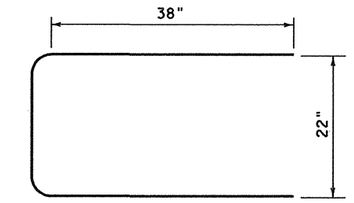
SECTION A-A

SECTION B-B

SIDE VIEW

NOTE: THIS FABRIC OPTION CAN BE USED IN PLACE OF V1, V2 AND H1 BARS. THE H2 BARS SPECIFIED ARE STILL REQUIRED.

WELDED WIRE FABRIC OPTIONAL REINFORCING

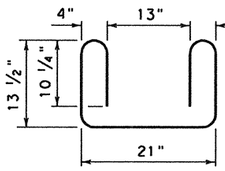


H2 BAR (#5)

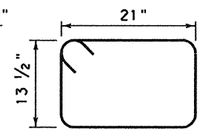
(GRADE 60 MIN.)

NOTE: H2 REBAR IS TO BE BENT AT A 3" RADIUS.

NOTE: ALL BENDING OF SHEAR REBAR IS AT A 2" RADIUS, UNLESS SPECIFIED OTHERWISE.

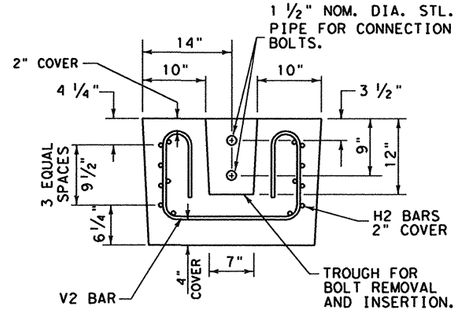


V2 BAR (#4)

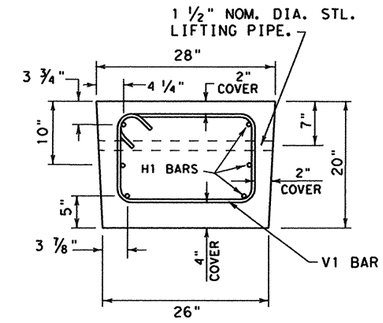


V1 BAR (#4)

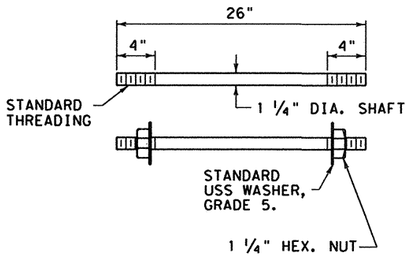
REINFORCING STEEL DETAILS



SECTION A-A



SECTION B-B



CONNECTION BOLT

FOR CONTRACTORS INFORMATION ONLY

(TYPE 1) APPROX. QUANTITIES 20 FT. SECTION		
CONCRETE	CY	2.6
REINFORCING STEEL	LBS	330
TOTAL BARRIER WT.	LBS	11000

GENERAL NOTES

1. BARRIER LENGTH SHALL BE 20 FEET (+/- 1 INCH) UNLESS OTHERWISE SPECIFIED IN THE PLANS.
2. ALL CONCRETE, REINFORCEMENT, ANCHOR BOLTS, BLOCKING, ETC., AS SHOWN ARE CONSIDERED AS PART OF THE BARRIER FOR PAYMENT.
3. ALL CONCRETE SHALL BE CLASS A, C, OR H, UNLESS OTHERWISE SPECIFIED.
4. ALL REINFORCING STEEL SHALL BE GRADE 40, UNLESS OTHERWISE SPECIFIED.
5. CHAMFER ALL EDGES ¾ INCH, AS DIRECTED BY THE ENGINEER.
6. STEEL PIPE SHALL BE HOT DIP GALVANIZED IN CONFORMANCE TO ASTM DESIGNATION A123. BOLTS, NUTS AND WASHERS SHALL BE HOT-DIP GALVANIZED TO ASTM DESIGNATION A153.
7. BOLTS SHALL CONFORM TO ASTM A36. NUTS SHALL CONFORM TO A307 REQUIREMENTS AND SHALL BE TAPPED OR CHASED AFTER GALVANIZING. BOLTS AND NUTS SHALL HAVE CLASS 2A AND 2B FIT TOLERANCES.
8. THE BARRIER SHOULD BE LIGHT IN COLOR AND SHOULD BE SUPPLEMENTED BY DELINEATION AS DETAILED ELSEWHERE IN THE PLANS.

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3/22/2006

LEVELS D'

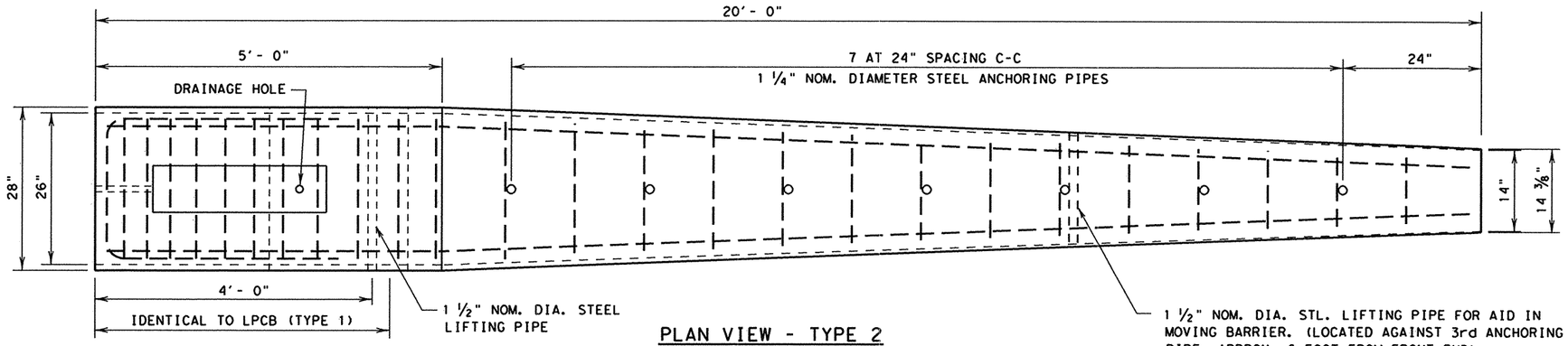
Texas Department of Transportation
Design Division (Roadway)

LOW PROFILE CONCRETE BARRIER

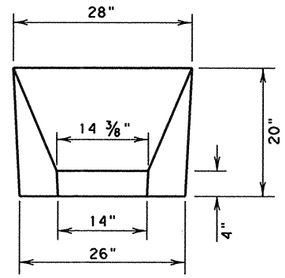
(PORTABLE AND PRECAST)

LPCB(1)-92

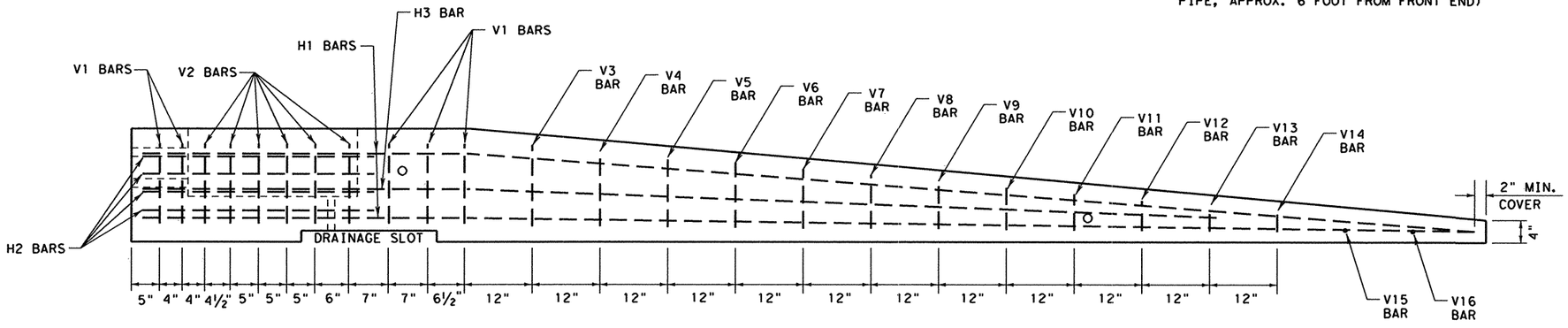
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©TxDOT September 1992	DISTRICT	FEDERAL AID PROJECT		SHEET
REVISIONS	DAL			235
	COUNTY	CONTROL	SECT	JOB	HIGHWAY
	ROCKWALL	0451	01		SH 205



PLAN VIEW - TYPE 2



APPROACH VIEW

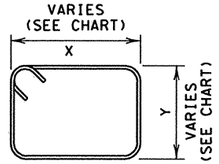


ELEVATION - TYPE 2

NOTE: ANCHORING PIPES NOT SHOWN IN ELEVATION.

GENERAL NOTES

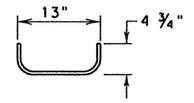
1. TYPE 2 BARRIER SHALL BE USED AS AN END TREATMENT FOR TYPE 1 BARRIER WHEN APPROPRIATE.
2. THE ANCHORAGE PINS ARE ALL THE SAME LENGTH AND ARE INTENDED TO BE DRIVEN FLUSH WITH THE TOP OF THE BARRIER SURFACE.
3. THE BENDS IN THE H3 AND H1 BARS ARE SLIGHT, NO FORMAL BEND IS NECESSARY.
4. TYPE 2 BARRIER MUST BE LIFTED FROM REAR FIRST TO PREVENT CRACKING OF SLOPED SECTION.
5. SEE SHEET 1 OF 2 FOR ADDITIONAL INFORMATION.



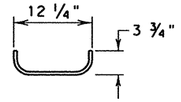
V 3-11 BARS (#4)

BAR (#4)	X (IN.)	Y (IN.)
V3 BAR	20 ¼	14 ½
V4 BAR	19 ½	13 ½
V5 BAR	18 ½	12 ¼
V6 BAR	17 ½	11 ¼
V7 BAR	17	10 ¼
V8 BAR	16 ¼	9
V9 BAR	15 ½	8
V10 BAR	14 ½	7
V11 BAR	13 ¾	6

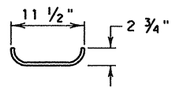
NOTE: ALL BENDING OF SHEAR REBAR IS AT A 2" RADIUS, UNLESS SPECIFIED OTHERWISE.



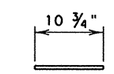
V12 BAR (#4)



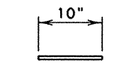
V13 BAR (#4)



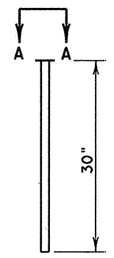
V14 BAR (#4)



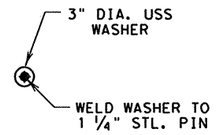
V15 BAR (#4)



V16 BAR (#4)



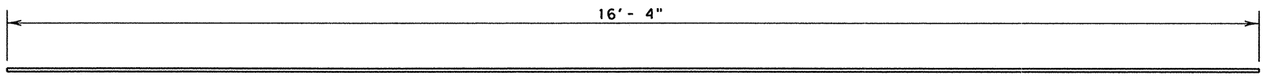
ANCHORING PIN
(1 ¼"DIA., A36 STL.)



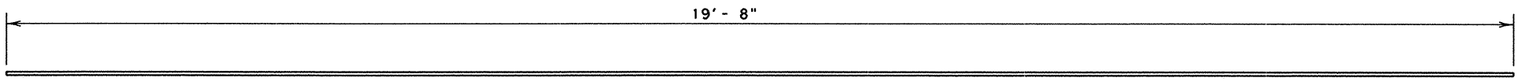
A-A
(HEAD OF ANCHORING PIN)

FOR CONTRACTORS INFORMATION ONLY

(TYPE 2) APPROX. QUANTITIES 20 FT. SECTION		
CONCRETE	CY	1.65
REINFORCING STEEL	LBS	240
TOTAL BARRIER WT.	LBS	7000



H3 BARS (#5)
(GRADE 60)



H1 BARS (#5)
(GRADE 60)

Texas Department of Transportation
Design Division (Roadway)

LOW PROFILE CONCRETE BARRIER
(PORTABLE AND PRECAST)

LPCB(2)-92

SHEET 2 OF 2

FILE: lpcb192.dgn	DN:	CK:	DW:	CK:	
©TxDOT September 1992	DISTRICT	FEDERAL AID PROJECT			SHEET
REVISIONS	DAL				236
	COUNTY		CONTROL	SECT	JOB	HIGHWAY
	ROCKWALL		0451	01	032	SH 205

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3/22/2006

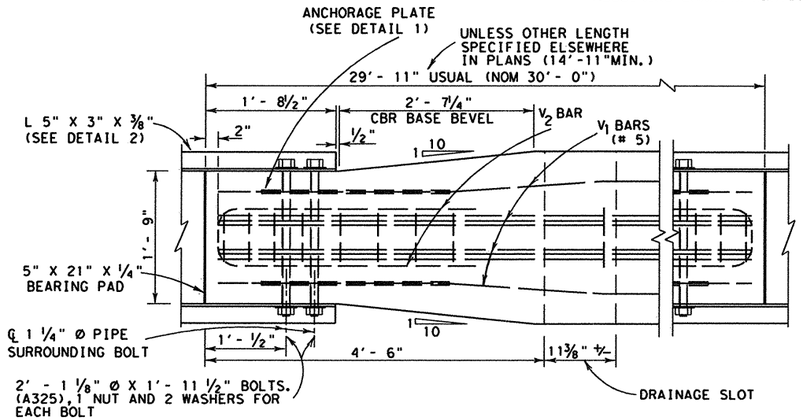
LEVELS D' D 1

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3/22/2006

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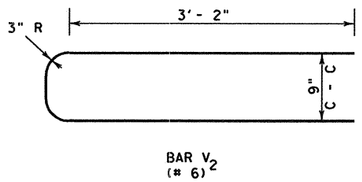
LEVELS D' 1 D

NOTE: APPROX. 1" SPACE BETWEEN ADJOINING BARRIER SECTIONS

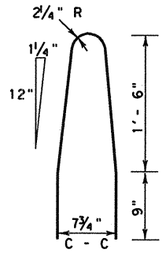


PLAN VIEW

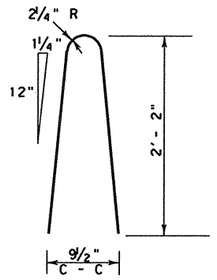
(TYP. BOTH ENDS)



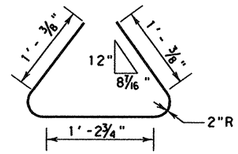
BAR V_2 (# 6)



BAR SR_2 (# 4)

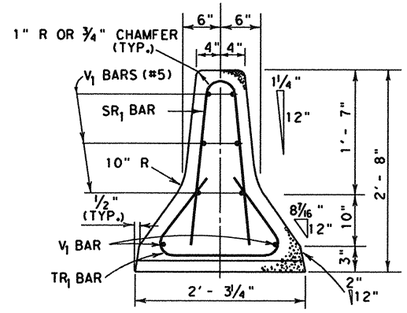


BAR SR_1 (# 4)

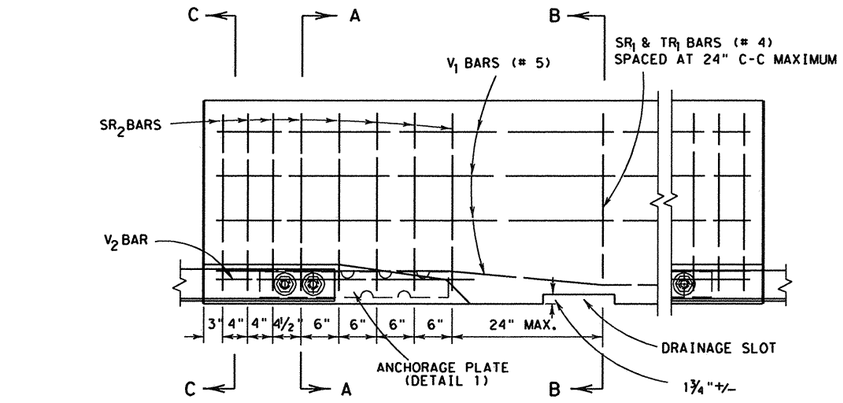


BAR TR_1 (# 4)

REINFORCING STEEL DETAILS



SECTION B-B



ELEVATION

(TYP. BOTH ENDS)

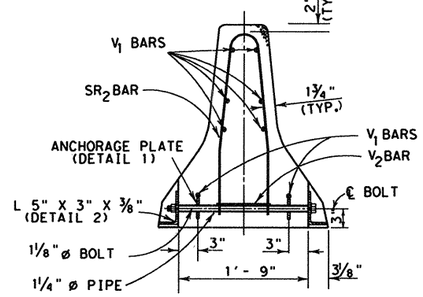
SECTION C-C

SECTION C-C IS IDENTICAL TO SECTION A-A W/O PIPE, BOLT OR ANCHORAGE PLATE

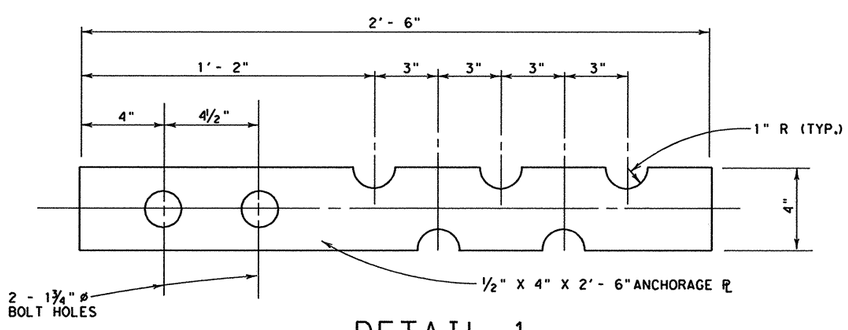
* APPROXIMATE QUANTITIES FOR A 30 FT. SECTION		
CONCRETE	CY	3.14
REINFORCING STEEL	LBS.	392

APPROX. WEIGHT PER FOOT IS 472 LBS.

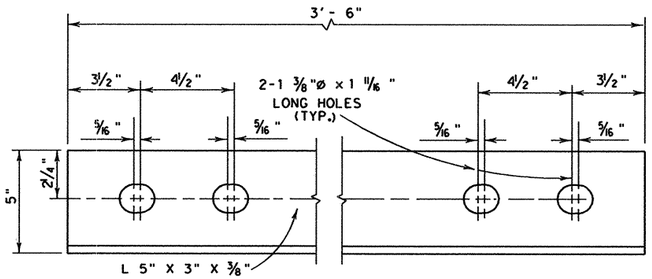
* FOR CONTRACTOR'S INFORMATION ONLY



SECTION A-A



DETAIL 1



DETAIL 2

GENERAL NOTES

1. ANGLE SECTIONS AND ALL STEEL PLATES SHALL CONFORM TO ASTM DESIGNATION A36.
2. BEARING PADS SHALL BE MADE OF AN ELASTOMERIC MATERIAL WITH A HARDNESS OF 60 DUROMETER AND ARE TO BE EPOXIED TO EACH END OF BARRIER UNIT AFTER CASTING.
3. ALL CONCRETE SHALL BE CLASS A, C OR H, UNLESS OTHERWISE SPECIFIED.
4. ALL LONGITUDINAL REINFORCING STEEL SHALL BE GRADE 60; ALL VERTICAL STEEL SHALL BE GRADE 40.
5. EACH BARRIER SHALL BE DELIVERED WITH 2 SPLICE L 5" X 3" X 3/8" SECTIONS AND CONNECTING HARDWARE.
6. WHEN BARRIER IS TO BE PLACED IN A CURVING ALIGNMENT, THE ANGLE SECTIONS MAY BE HEATED AT THE MIDPOINT AND PRE-BENT.
7. ALL L 5" X 3" X ⅜" ANGLES SHALL BE HOT-DIP GALVANIZED IN CONFORMANCE TO ASTM DESIGNATION A123. BOLTS, NUTS AND WASHERS SHALL BE HOT-DIP GALVANIZED TO CONFORM TO ASTM DESIGNATION A153.
8. CHAMFER END EDGES 3/4-INCH.
9. LIFTING DEVICES OR ATTCHMENTS TO BARRIER SECTIONS SHALL BE APPROVED BY THE ENGINEER.
10. REINFORCING STEEL, BOLTS, NUTS, WASHERS, ANGLE SECTIONS AND ANCHORAGE PLATES SHALL BE CONSIDERED SUBSIDIARY TO THE BID ITEM.
11. WHEN SERVING TO CHANNELIZE TRAFFIC IN NIGHTTIME SITUATIONS, THE BARRIER SHOULD BE LIGHT IN COLOR AND SHALL BE SUPPLEMENTED BY THE USE OF STANDARD DELINEATION OR CHANNELIZATION MARKINGS OR DEVICES SUCH AS DELINEATORS OR VERTICAL PANELS.

NOTE:
BARRIER FROM EXISTING STOCKPILES THAT SUBSTANTIALLY MEETS THE REQUIREMENTS SHOWN ON THIS SHEET MAY BE USED ON THIS PROJECT.

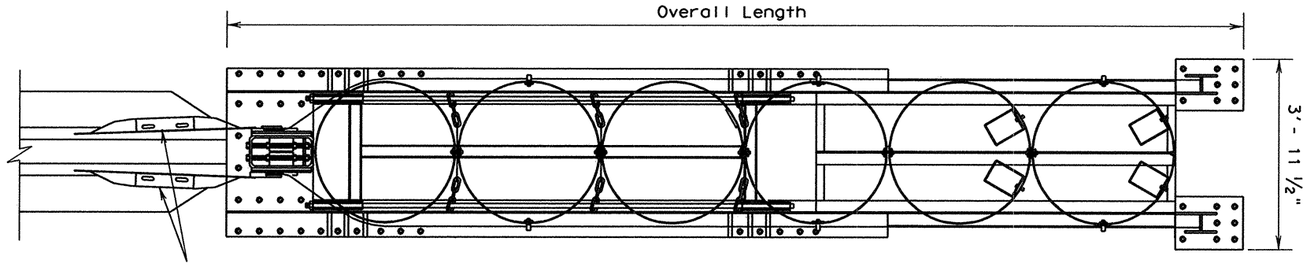
NEW BARRIER SHALL NOT BE CAST ACCORDING TO THE DETAILS SHOWN ON THIS SHEET.

Texas Department of Transportation
Design Division (Roadway)

CONCRETE BARRIER RAIL (PORTABLE AND PRECAST)

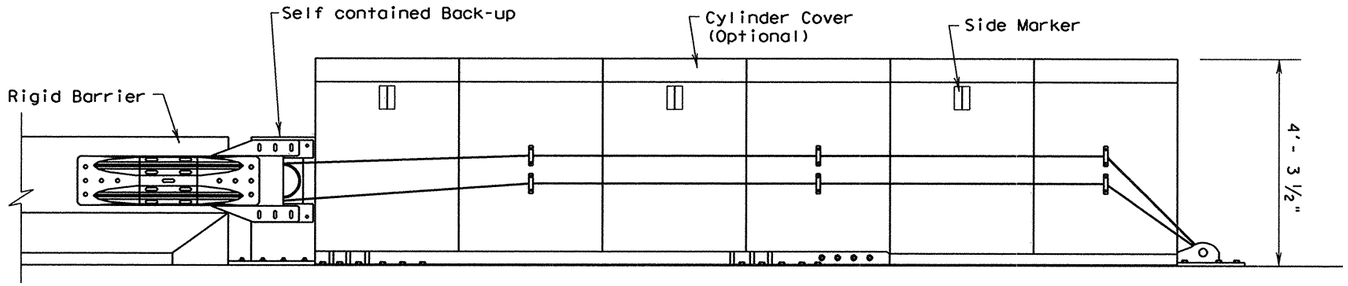
CBR (P&P)-04

FILE: cbrpp04.dgn	DN: RAR	CK: GH	DW:	CK:	
© TxDOT January 1987	DISTRICT	FEDERAL AID PROJECT			SHEET
REVISIONS	DAL				237
REV. 1-87 USE ANGLE CONNECTOR, BEVEL CBR NEAR JOINT, REPOSITION REINF. STEEL AND DRAINAGE SLOT.	COUNTY	CONTROL	SECT	JOB	HIGHWAY
	ROCKWALL	0451	01	032	SH 205

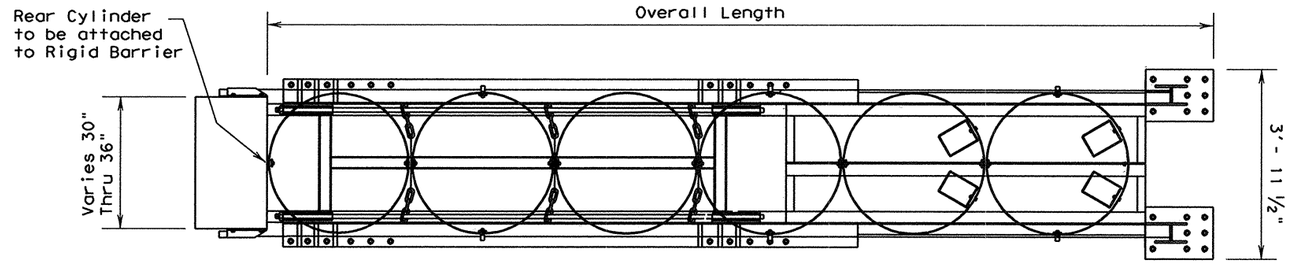


TYPICAL PLAN "B" (Self Contained Backup)

(Cylinder Cover not shown for clarity)

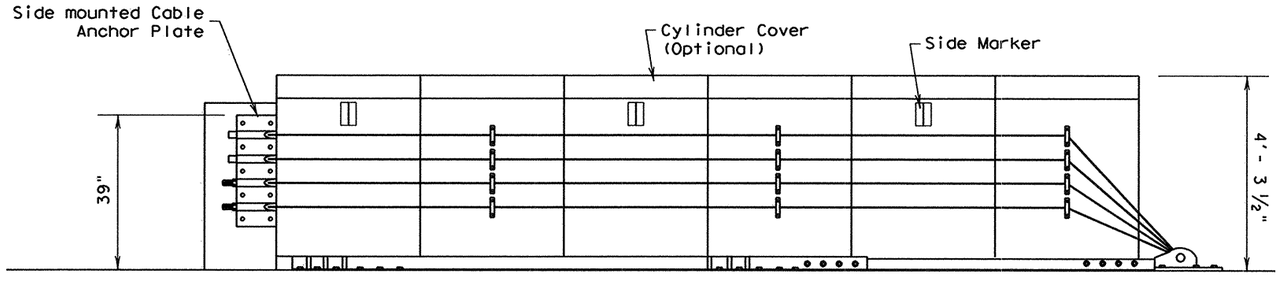


TYPICAL ELEVATION "B"



TYPICAL PLAN "S" (Side Mount, Concrete Backup Support)

(Cylinder Cover not shown for clarity)



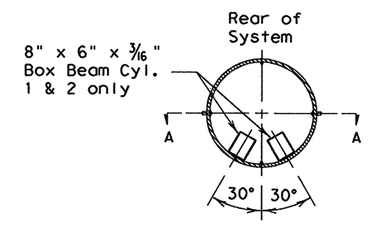
TYPICAL ELEVATION "S"

GENERAL NOTES

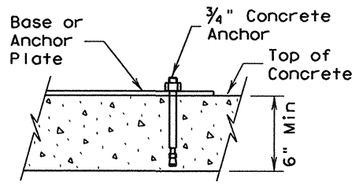
1. The REACT system is manufactured by QUIXOTE TRANSPORTATION SAFETY INC. 35 East Wacker Drive, Suite 1500, Chicago, IL 60601 Phone:1-888-323-6374. Distributed by CONTRACTORS BARRICADE SERVICE INC. 4110 Long Leaf Lane, Porter, Tx. Phone: (281)360-6098.
2. The nose of the REACT 350 shall be clad with a plastic wrap with standard delineation adhered to the wrap and shall have a series of side marker reflectors on both sides of the unit. See site plan views for marker and plastic wrap color orientation.
3. All steel components to be hot dipped galvanized except stakes, drive spikes, threaded bolts in backup unit, and wedge fittings on cables.
4. The installation area should be free from curbs, elevated objects, or depressions. If the REACT system is to span expansion joints contact the manufacturer.
5. The REACT system should be approximately parallel with the barrier or ℄ of merging barriers. The maximum permissible cross-slope is 8%.

DESIGN DATA

	REACT 350.4-B	REACT 350.4-S	REACT 350.6-B	REACT 350.6-S	REACT 350.9-B	REACT 350.9-S	REACT 350 HS-B	REACT 350 HS-S
DESIGN SPEED	45 MPH	45 MPH	55 MPH	55 MPH	65 MPH	65 MPH	70 MPH	70 MPH
OVERALL LENGTH	15'-3"	13'-9"	21'-3"	19'-9"	30'-3"	28'-9"	30'-3"	28'-9"
OVERALL WEIGHT	2580 lb.	2340 lb.	3340 lb.	3100 lb.	4310 lb.	4070 lb.	4520 lb.	4280 lb.

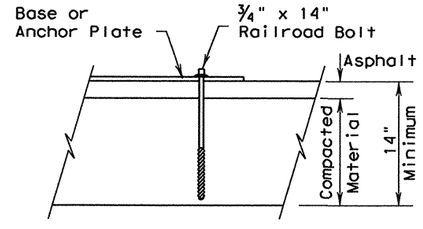


PLAN



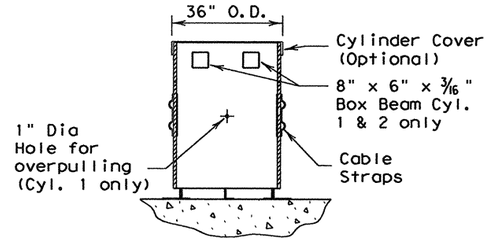
CONCRETE PAVEMENT DETAIL

NOTE: If separate pad is required for REACT, then the pad thickness shall be 8"



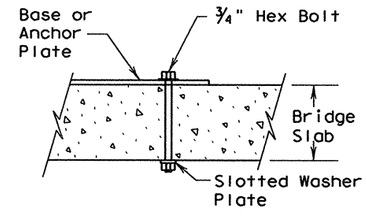
ASPHALT PAVEMENT DETAIL

Min. Asphalt thickness shall be 2"



TYPICAL CYLINDER

SECTION A-A



BRIDGE DECK DETAIL

Texas Department of Transportation
Design Division (Roadway)

REUSABLE ENERGY ABSORBING CRASH TERMINAL

(NARROW REACT 350)

REACT(N)-05

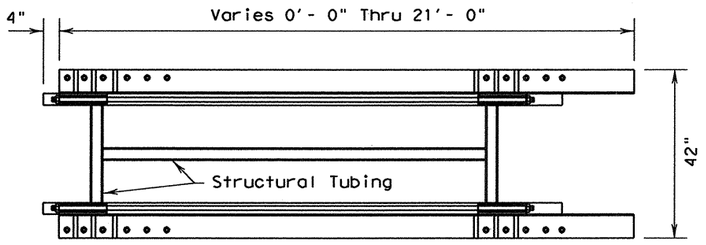
SHEET 1 OF 2

FILE: reactn05.dgn	DN:	CK:	DW: BGD	CK: AM
©TxDOT FEBRUARY 1998	DISTRICT	FEDERAL AID PROJECT		SHEET
REVISIONS	DAL			238
	COUNTY	CONTROL	SECT	JOB	HIGHWAY
	ROCKWALL	0451	01	032	SH 205

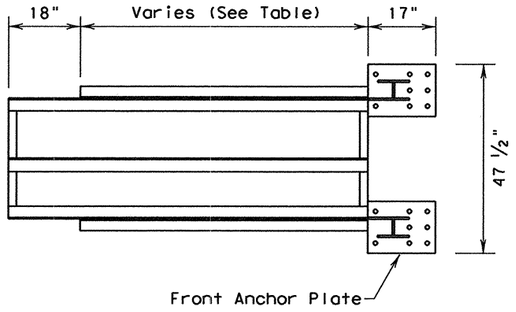
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LEVELS D 63 1



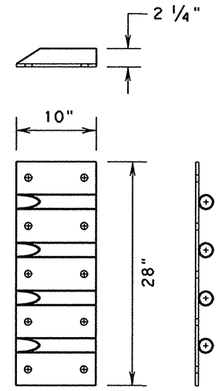
REAR SECTION OF BASE TRACK
(FOR UNITS WITHOUT SELF CONTAINED BACK-UP ONLY) "S"



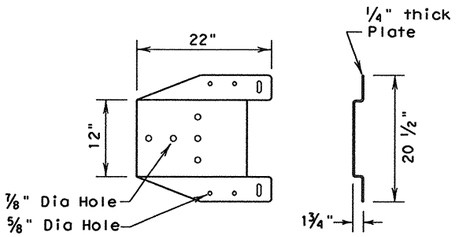
FRONT SECTION OF BASE TRACK

NUMBER OF CYLINDERS	FRONT BASE TRACK LENGTH
4	1'-5"
6	7'-5"
9	16'-5"
11	22'-5"

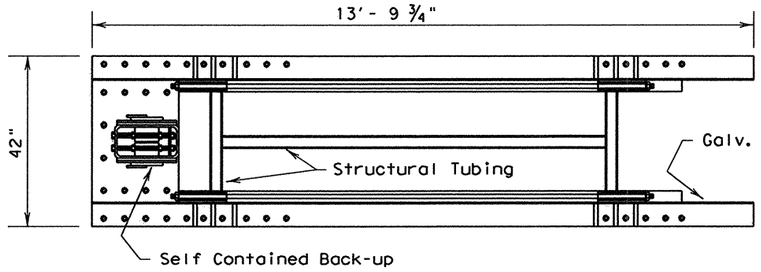
(The Front Section will vary depending on the size of the system)



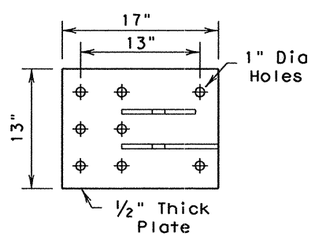
SIDE CABLE ANCHOR PLATE
(FOR UNITS WITHOUT A SELF CONTAINED BACK-UP ONLY)



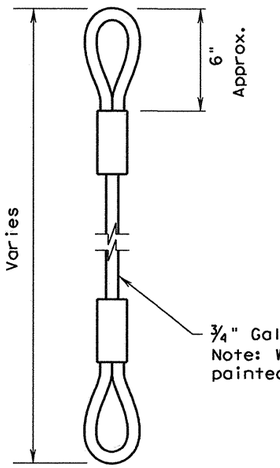
FOLDED TRANSITION PLATE
(For use in transition applications)



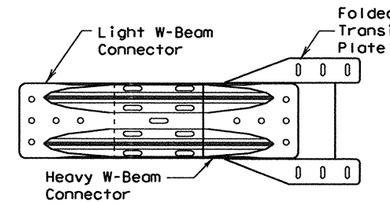
REAR SECTION OF BASE TRACK
(FOR UNITS WITH SELF CONTAINED BACK-UP ONLY) "B"



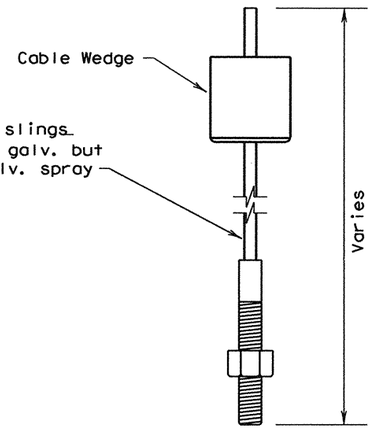
FRONT ANCHOR PLATE DETAIL



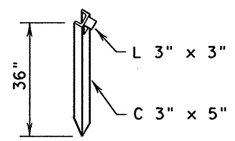
CABLE DETAIL
(FOR UNITS WITH SELF CONTAINED BACK-UP ONLY)



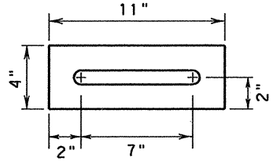
TRANSITION PLATE WITH W-BEAM CONNECTOR
(Connector overlap will vary per traffic direction - Reverse traffic shown)



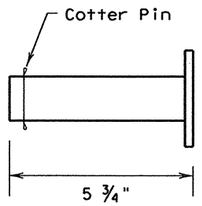
CABLE DETAIL
(FOR UNITS WITH SELF CONTAINED BACK-UP ONLY)



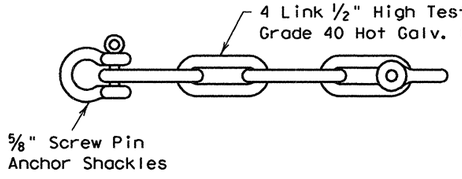
CHANNEL STAKE
(FOR USE W/ASPHALT PAVEMENT)



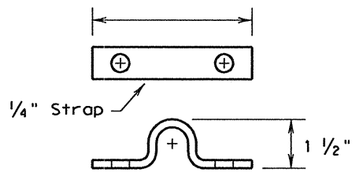
SLOTTED WASHER PLATE
(FOR BRIDGE DECK APPLICATIONS ONLY)



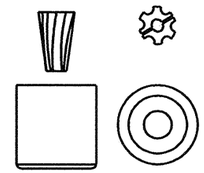
FRONT ANCHOR PIN DETAIL



CHAIN DETAIL



CABLE STRAP



CABLE WEDGE

Texas Department of Transportation
Design Division (Roadway)

REUSABLE ENERGY ABSORBING CRASH TERMINAL
(NARROW REACT 350)
REACT(N)-05

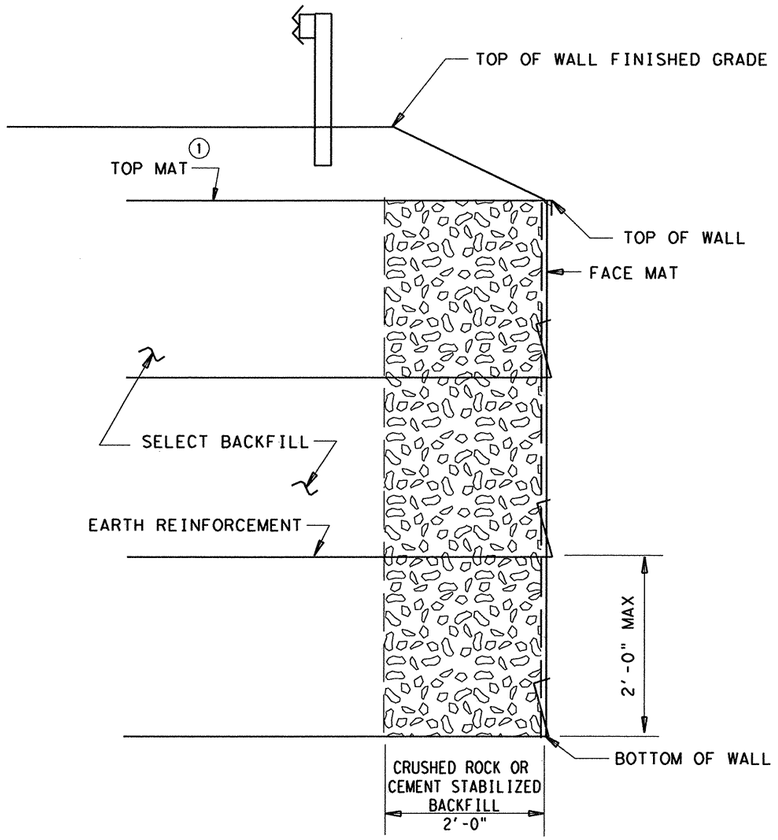
SHEET 2 OF 2

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REVISIONS	DAL			238 A
	COUNTY	CONTROL	SECT	JOB	HIGHWAY
	ROCKWALL	0451	01	032	SH 205

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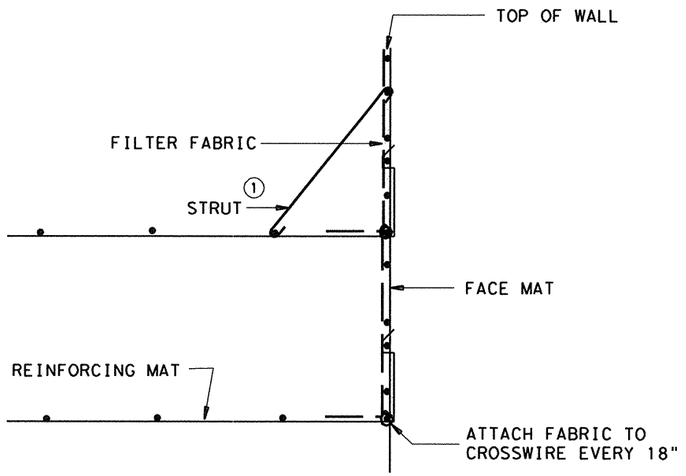
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3/22/2006

① PROVIDE EITHER TOP MAT OR STRUT
TO STABILIZE TOP OF WALL



TYPICAL SECTION

(SHOWING TOP MAT OPTION)



DETAIL OF WALL FACE

(SHOWING STRUT OPTION)

EARTH REINFORCEMENTS:

The maximum vertical spacing of earth reinforcements shall be 24 inches.

The minimum length of earth reinforcements shall be 6 feet for walls 6 feet and shorter, and 8 feet for walls over 6 feet tall.

Minimum wire size for welded wire earth reinforcements shall be W4.5. Longitudinal wire spacing shall not exceed 12 inches. Transverse wire spacing shall not exceed 24 inches.

Earth reinforcement allowable stresses and pullout shall be calculated with current AASHTO Standard and Interim Specifications.

Factor of safety in pullout of the earth reinforcements shall be greater than 1.5 at each reinforcement level.

WALL FACE:

Minimum wire size for welded wire material used for all facing shall be W4.5. Spacing of the wire shall not exceed 6 inches in either the horizontal or vertical direction. The facing shall be designed to maintain a vertical position during wall backfilling. This may be accomplished with wire struts, external bracing, or other means which provide acceptable performance. If the face does not remain vertical during wall backfilling, work shall be stopped until the system is modified to meet this requirement.

Angled struts or a top mat shall be provided to stabilize the top basket face. Strut spacing shall not exceed 24 inches.

STABILITY CRITERIA:

Factor of safety in sliding along the base of the structure shall be greater than or equal to 1.5.

Factor of safety in overturning shall be greater than or equal to 2.0.

The base pressure resultant shall fall within the middle third of the retaining wall.

DESIGN PARAMETERS:

Structure shall be based on the following design parameters:

Random Backfill: Unit weight = 120 pcf.
(Embankment or Existing Soils) ø = 30° c = 0 psf
Select Backfill: Unit weight = 120 pcf
ø = 30° c = 0 psf

GENERAL NOTES:

Sections shown are for informational purposes only. Specific geometry is to be determined based on wall layouts and other plan information.

Temporary earth walls shall also conform to all other requirements as per Special Specification "Temporary Earth Walls".

SPECIAL NOTE - FACE CONSTRUCTION

When constructing wire faced walls, it is critical that the area immediately behind the face mat be completely filled. Failure to fill and compact this area will result in bulging of the face mats and settlement of the top of wall. The filter fabric shall closely follow the contours of the face unit, with particular attention paid to the lower corner of the basket. The fabric shall be pulled into the corner and attached to the basket with hog rings or tie wire. The coarse rock or cement stabilized backfill in the two foot zone behind the face shall extend completely to the top of the face mat. Particular care shall be taken not to leave a gap or void below the next layer of earth reinforcement.

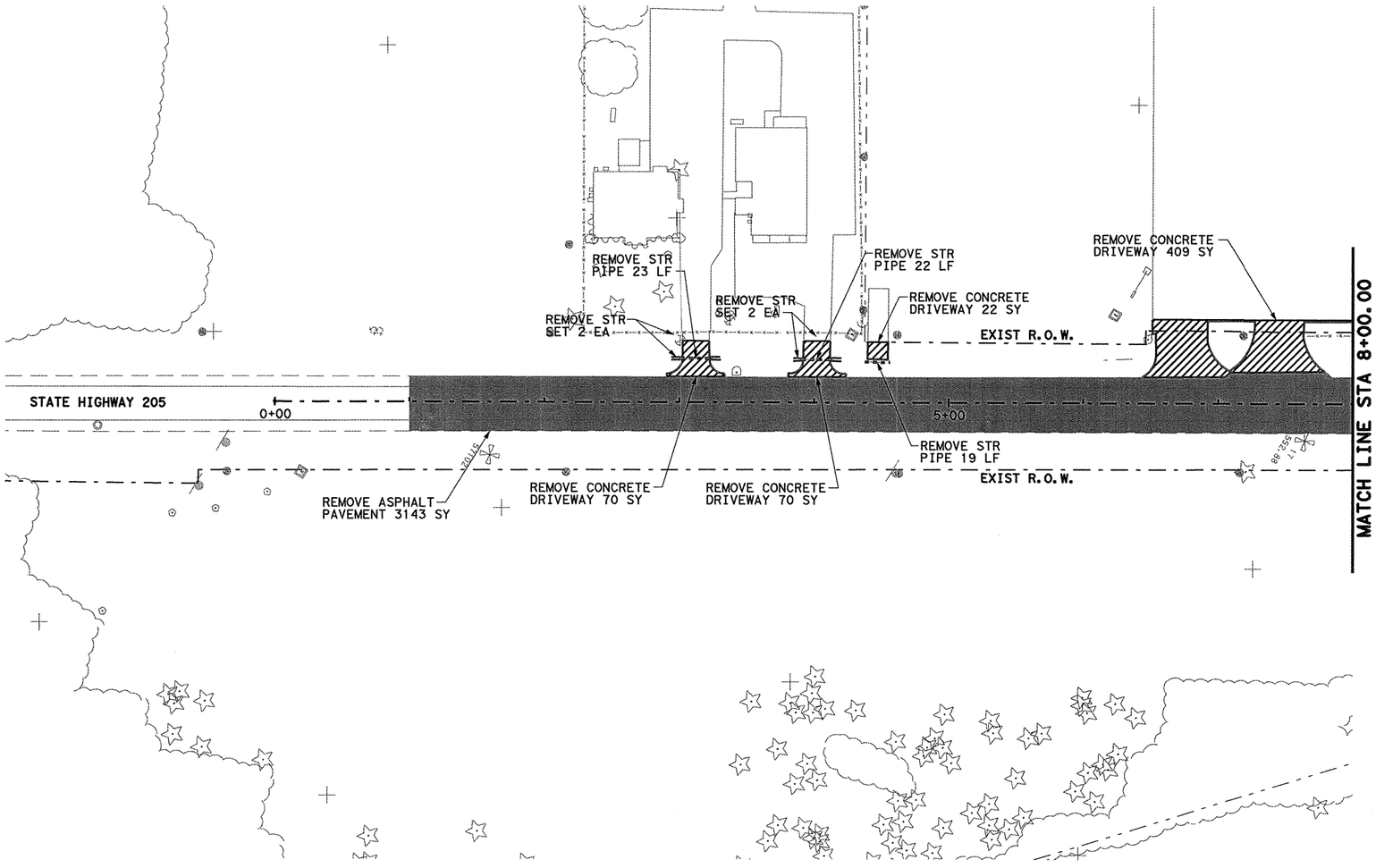
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6263
LEVELS DISP.
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Texas Department of Transportation
Bridge Division

TEMPORARY EARTH RETAINING WALL

RW(TEW)

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©TxDOT April 2002	DISTRICT	FEDERAL AID PROJECT			SHEET		
REVISIONS	DAL				238 B		
	COUNTY		CONTROL	SECT	JOB	HIGHWAY	
	ROCKWALL		0451	01	032	SH 205	



0 50 100
SCALE IN FEET

LEGEND

- ASPHALT PVMT REMOVAL
- CONC PAVEMENT REMOVAL
- CONC SIDEWALK REMOVAL
- LARGE STRUCTURE REMOVAL
- CONCRETE RIPRAP REMOVAL
- DRAINAGE PIPE REMOVAL
- MBGF REMOVAL
- RETAINING WALL REMOVAL
- FENCE REMOVAL
- CTB REMOVAL
- CONCRETE RAIL REMOVAL
- INLET REMOVAL

3/15/06

STATE OF TEXAS
TODD P. CONSTANT
88243
LICENSED
PROFESSIONAL ENGINEER

Todd Constant, PE

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REMOVAL PLAN

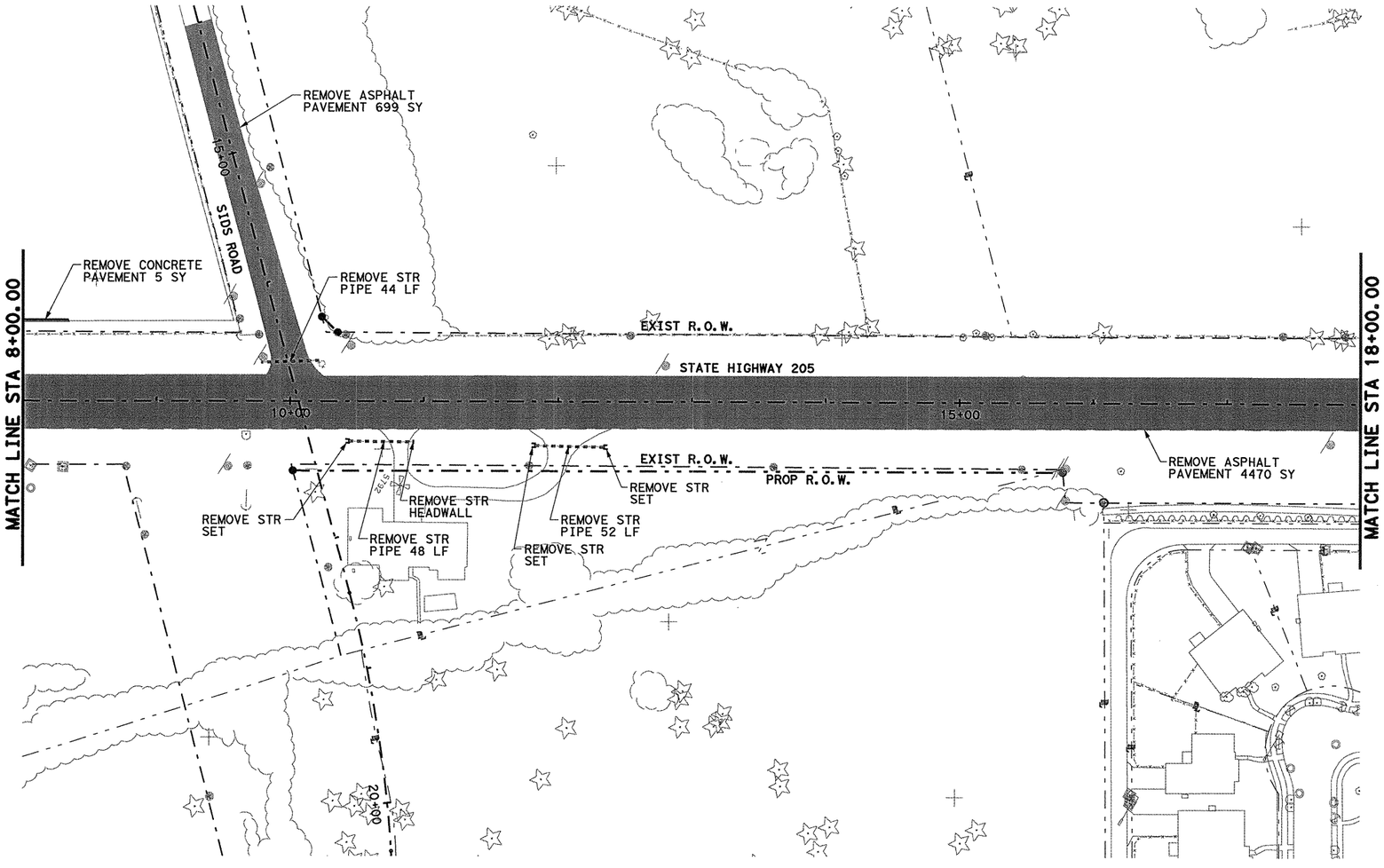
STATE HIGHWAY 205
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SHEET 1 OF 16

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	(SEE TITLE SHEET)	SH 205

STATE	DIST.	COUNTY	SHEET NO.
TEXAS	DALLAS	ROCKWALL	239
CONT.	SECT.	JOB	
0451	01	032, ETC	

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3/15/2006 Plotted 15-MAR-2006 09:09



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SCALE IN FEET

LEGEND

- ASPHALT PVMT REMOVAL
- CONC PAVEMENT REMOVAL
- CONC SIDEWALK REMOVAL
- LARGE STRUCTURE REMOVAL
- CONCRETE RIPRAP REMOVAL
- DRAINAGE PIPE REMOVAL
- MBGF REMOVAL
- RETAINING WALL REMOVAL
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- CTB REMOVAL
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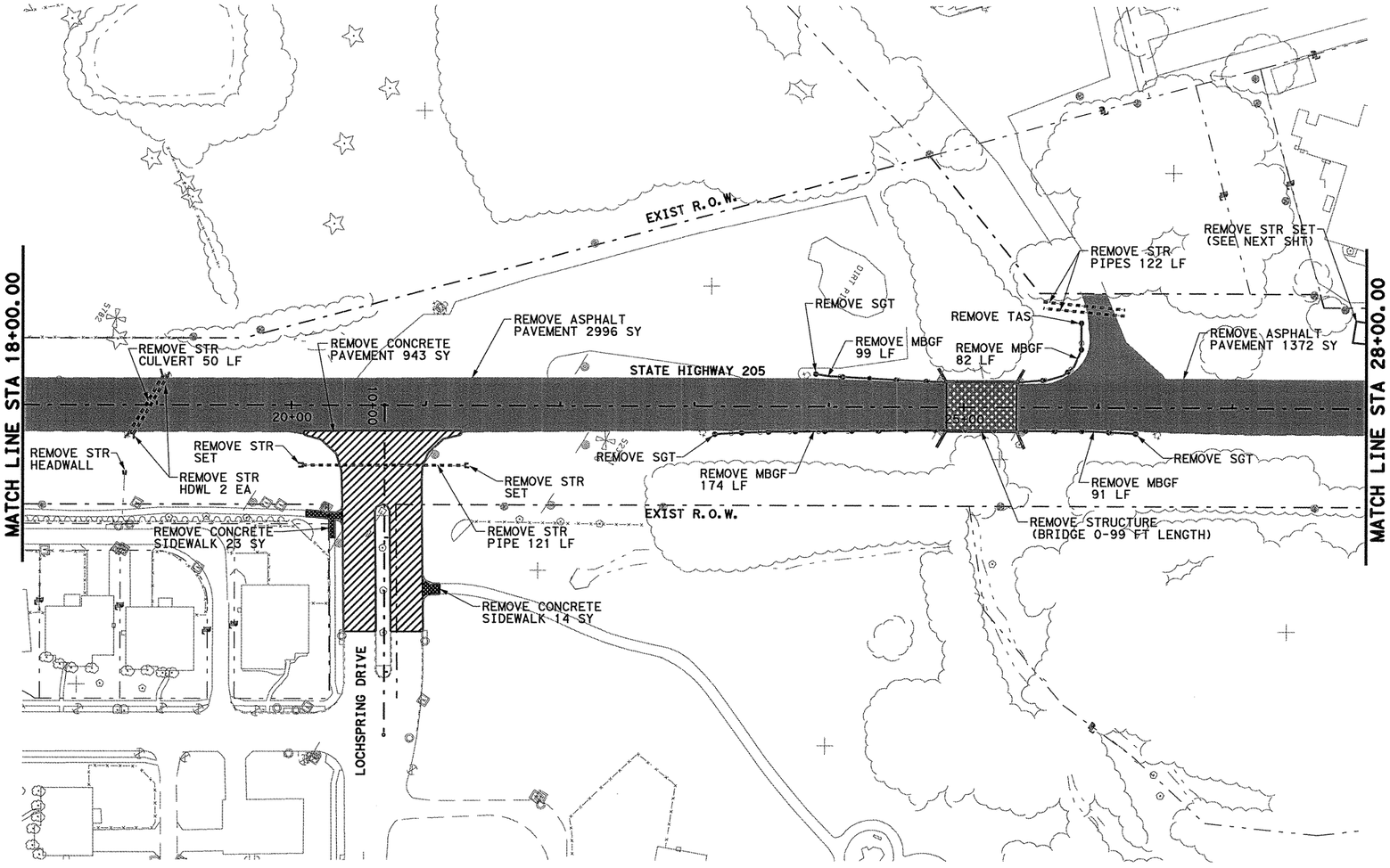
STATE HIGHWAY 205
STA 8+00 TO 18+00

SHEET 2 OF 16

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	(SEE TITLE SHEET)	SH 205

STATE	DIST.	COUNTY	SHEET NO.
TEXAS	DALLAS	ROCKWALL	240
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SCALE IN FEET

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- CONC SIDEWALK REMOVAL
- LARGE STRUCTURE REMOVAL
- CONCRETE RIPRAP REMOVAL
- DRAINAGE PIPE REMOVAL
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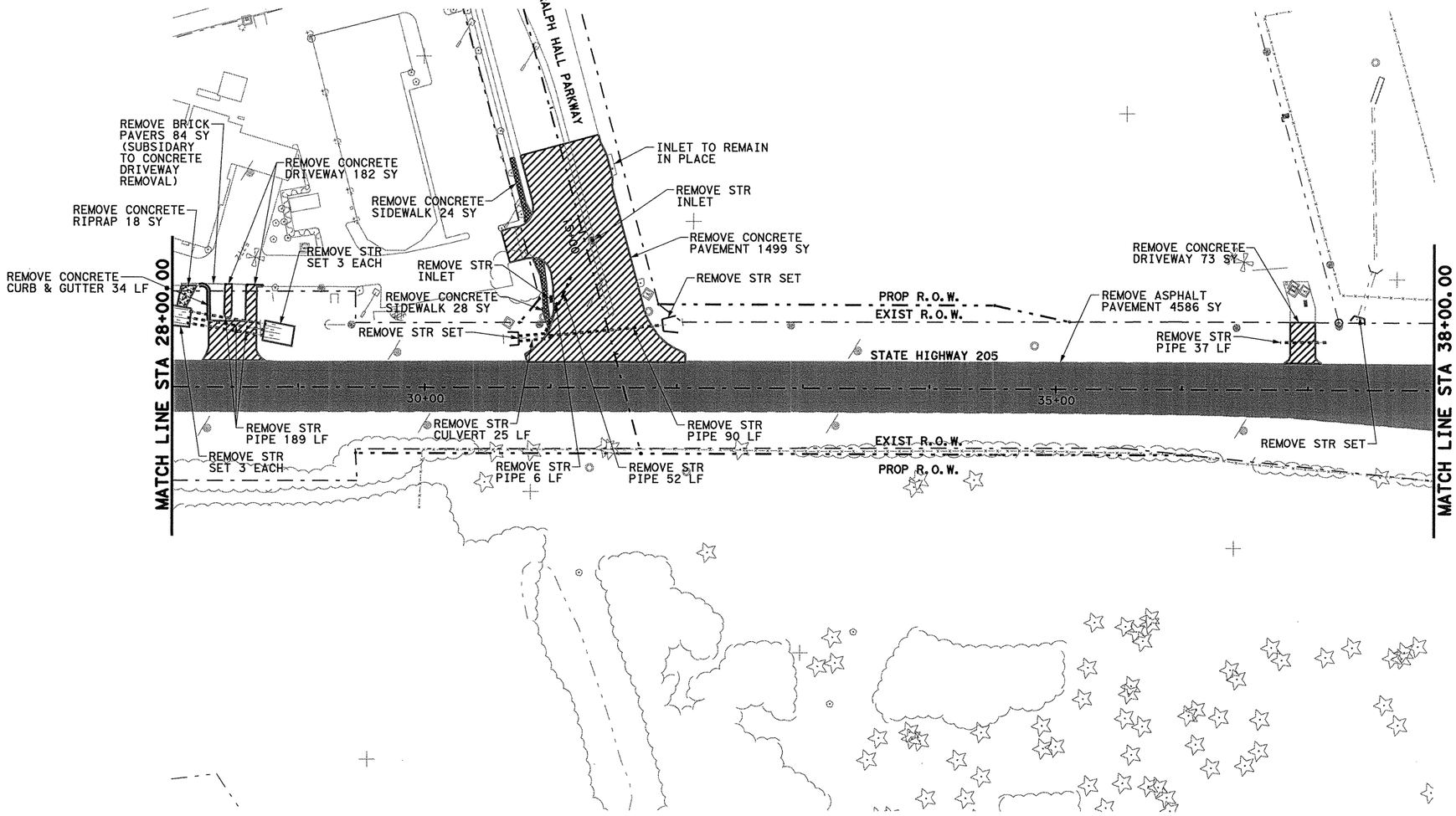
STATE HIGHWAY 205
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SHEET 3 OF 16

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6	(SEE TITLE SHEET)	SH 205

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SCALE IN FEET

LEGEND

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- CONC PAVEMENT REMOVAL
- CONC SIDEWALK REMOVAL
- LARGE STRUCTURE REMOVAL
- CONCRETE RIPRAP REMOVAL
- DRAINAGE PIPE REMOVAL
- MBGF REMOVAL
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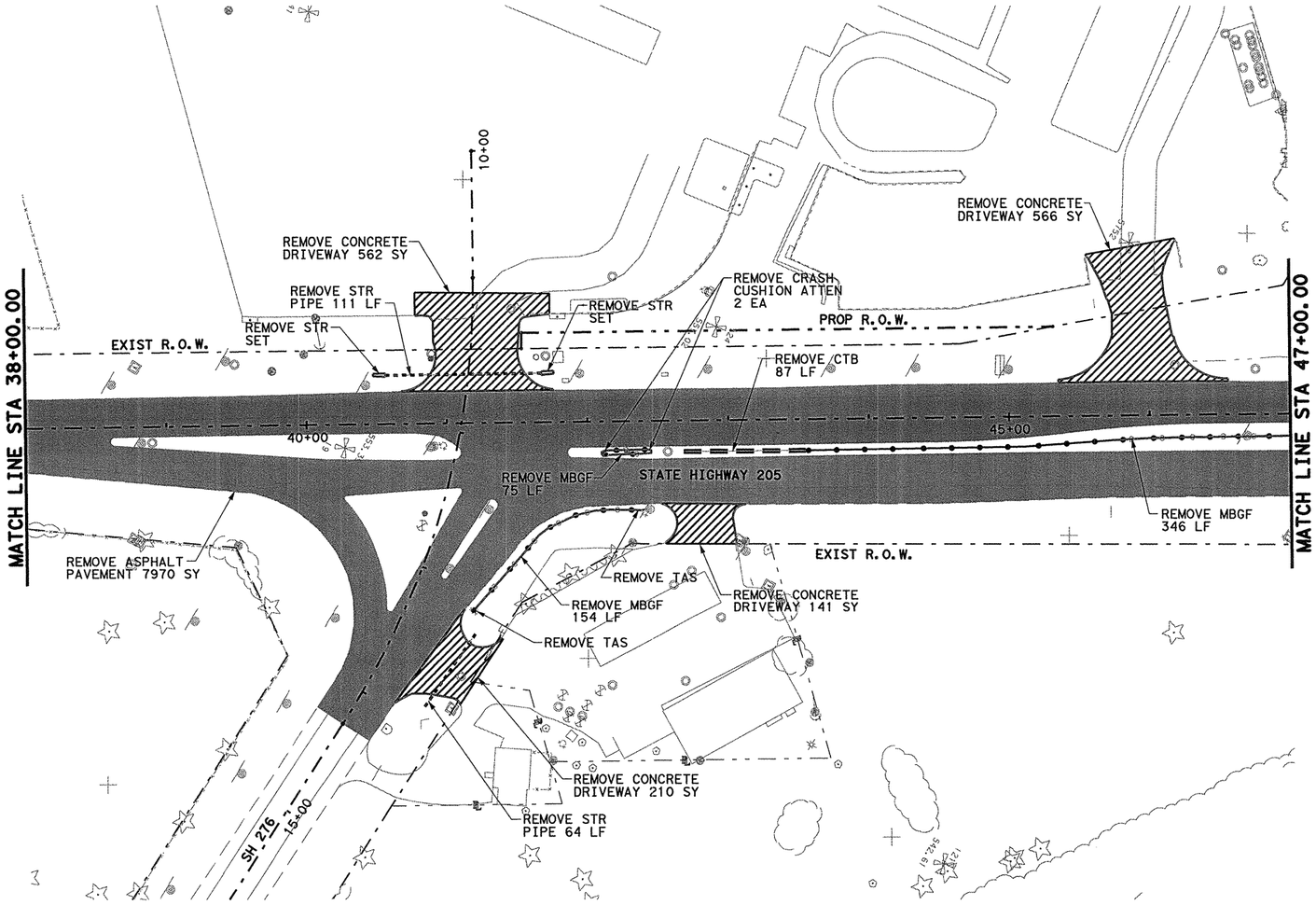
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SHEET 4 OF 16

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	(SEE TITLE SHEET)	SH 205

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SCALE IN FEET

LEGEND

- ASPHALT PVMT REMOVAL
- CONC PAVEMENT REMOVAL
- CONC SIDEWALK REMOVAL
- LARGE STRUCTURE REMOVAL
- CONCRETE RIPRAP REMOVAL
- DRAINAGE PIPE REMOVAL
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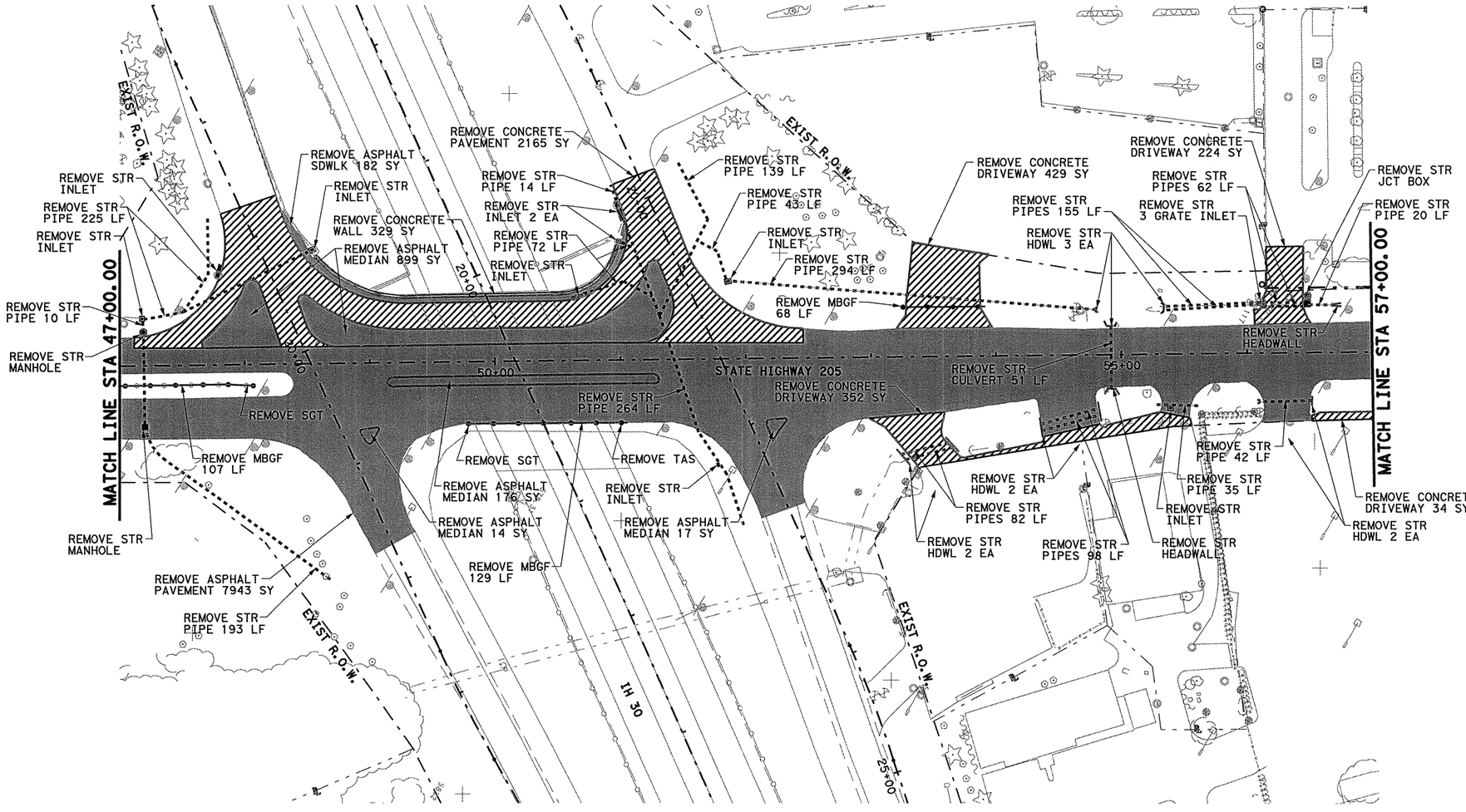
STATE HIGHWAY 205
STA 38+00 TO 47+00

SHEET 5 OF 16

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	(SEE TITLE SHEET)	SH 205

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TEXAS	DALLAS	ROCKWALL	243
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3/15/2006 Plotted 15-MAR-2006 09:09



NOTE:
FOR REMOVAL ITEMS
ALONG INTERSTATE 30
SEE SHT 2 OF 3

0 50 100
SCALE IN FEET

LEGEND

- ASPHALT PVMT REMOVAL
- CONC PAVEMENT REMOVAL
- CONC SIDEWALK REMOVAL
- LARGE STRUCTURE REMOVAL
- CONCRETE RIPRAP REMOVAL
- DRAINAGE PIPE REMOVAL
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3/15/06

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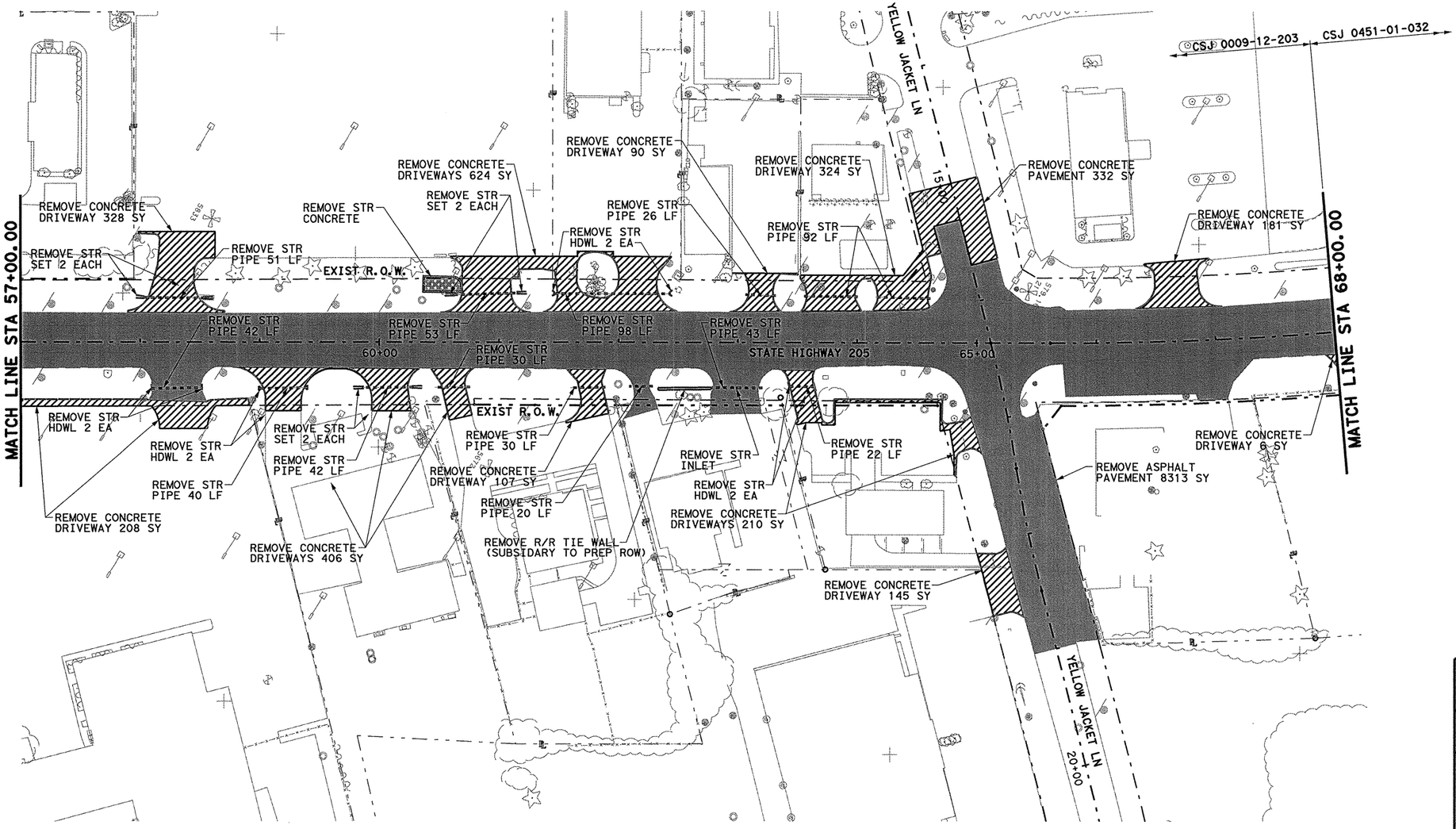
STATE HIGHWAY 205
STA 47+00 TO 57+00

SHEET 6 OF 16

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	(SEE TITLE SHEET)	SH 205

STATE	DIST.	COUNTY	SHEET NO.
TEXAS	DALLAS	ROCKWALL	244
CONT.	SECT.	JOB	
0451	01	032, ETC	

DGN=G:\JOBS\22451C-SH205\Removals\2451crp06.dgn, ON=10-621
3/15/2006 Plotted 15-MAR-2006 09:10



0 50 100
SCALE IN FEET

LEGEND

- ASPHALT PVMT REMOVAL
- CONC PAVEMENT REMOVAL
- CONC SIDEWALK REMOVAL
- LARGE STRUCTURE REMOVAL
- CONCRETE RIPRAP REMOVAL
- DRAINAGE PIPE REMOVAL
- MBGF REMOVAL
- RETAINING WALL REMOVAL
- FENCE REMOVAL
- CTB REMOVAL
- CONCRETE RAIL REMOVAL
- INLET REMOVAL

3/15/06

STATE OF TEXAS
TODD P. CONSTANT
88243
LICENSED PROFESSIONAL ENGINEER

Todd P. Constant, PE

Parsons Brinckerhoff Quade & Douglas, Inc.
2777 Stemmons Freeway
Suite 1333
Dallas, TX 75207

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SH 205

REMOVAL PLAN

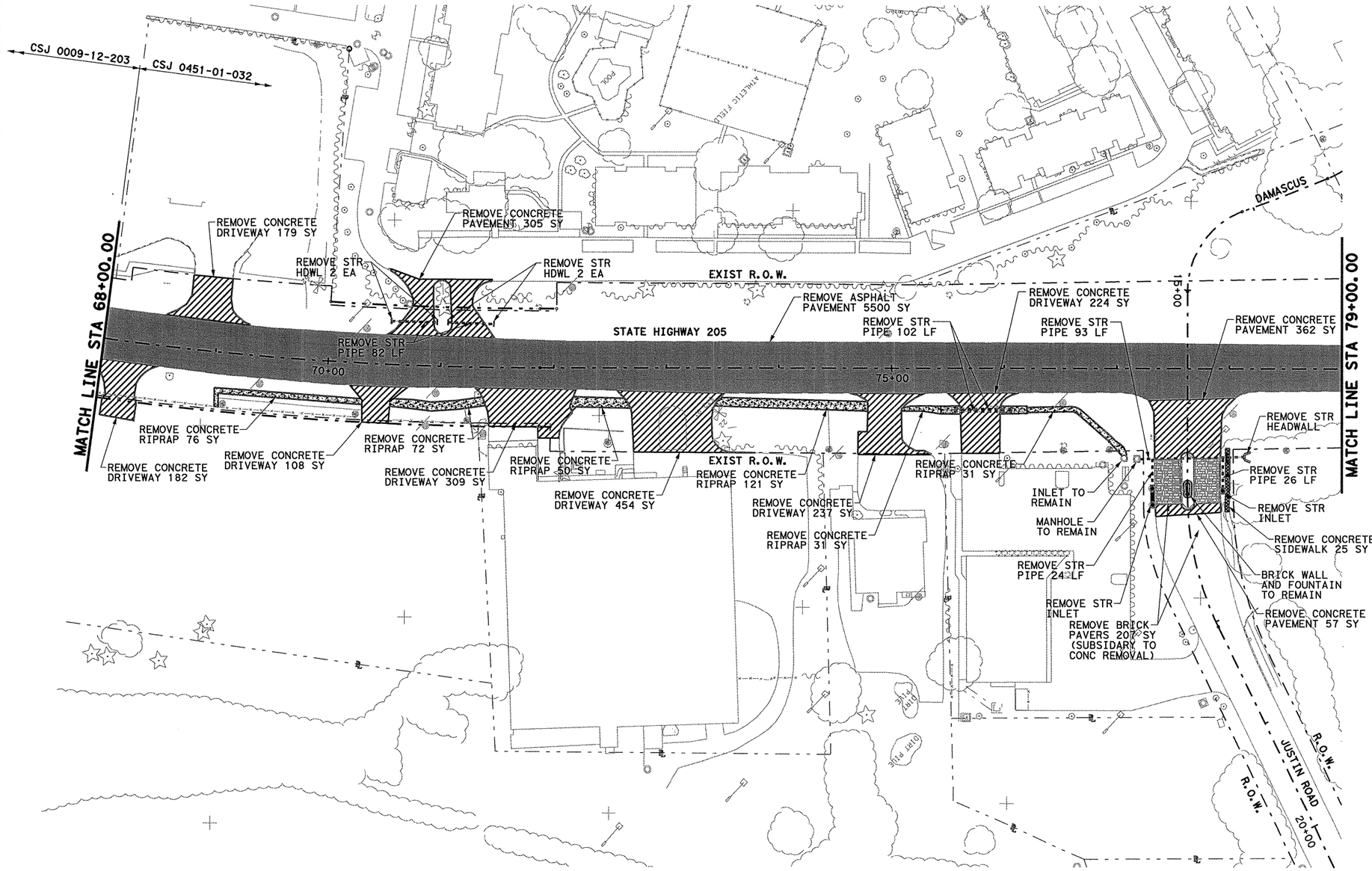
STATE HIGHWAY 205
STA 57+00 TO 68+00

SHEET 7 OF 16

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	(SEE TITLE SHEET)	SH 205

STATE	DIST.	COUNTY	SHEET NO.
TEXAS	DALLAS	ROCKWALL	245
CONT.	SECT.	JOB	
0451	01	032, ETC	

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3/15/2006 Plotted 15-MAR-2006 09:10



0 50 100
SCALE IN FEET

LEGEND

- ASPHALT PVMT REMOVAL
- CONC PAVEMENT REMOVAL
- CONC SIDEWALK REMOVAL
- LARGE STRUCTURE REMOVAL
- CONCRETE RIPRAP REMOVAL
- DRAINAGE PIPE REMOVAL
- MBGF REMOVAL
- RETAINING WALL REMOVAL
- FENCE REMOVAL
- CTB REMOVAL
- CONCRETE RAIL REMOVAL
- INLET REMOVAL

3/15/06

STATE OF TEXAS
TODD P. CONSTANT
88243
LICENSED
PROFESSIONAL ENGINEER

Todd P. Constant, PE

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Suite 1333
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REMOVAL PLAN

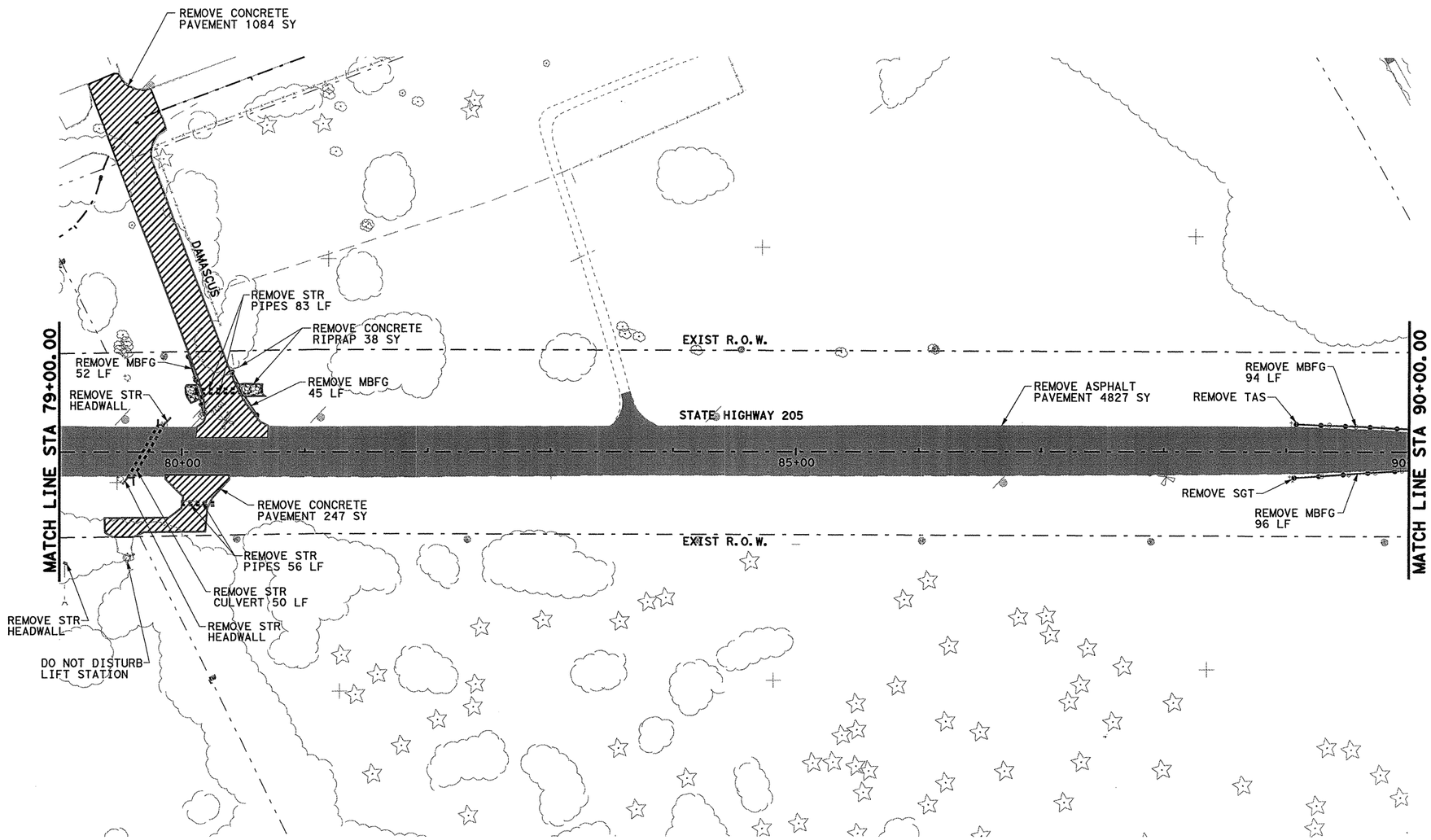
STATE HIGHWAY 205
STA 68+00 TO 79+00

SHEET 8 OF 16

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	(SEE TITLE SHEET)	SH 205

STATE	DIST.	COUNTY	SHEET NO.
TEXAS	DALLAS	ROCKWALL	246
CONT.	SECT.	JOB	
0451	01	032, ETC	

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3/15/2006 Plotted 15-MAR-2006 09:10



0 50 100
SCALE IN FEET

LEGEND

- ASPHALT PVMT REMOVAL
- CONC PAVEMENT REMOVAL
- CONC SIDEWALK REMOVAL
- LARGE STRUCTURE REMOVAL
- CONCRETE RIPRAP REMOVAL
- DRAINAGE PIPE REMOVAL
- MBGF REMOVAL
- RETAINING WALL REMOVAL
- FENCE REMOVAL
- CTB REMOVAL
- CONCRETE RAIL REMOVAL
- INLET REMOVAL

3/15/06

STATE OF TEXAS
TODD P. CONSTANT
88243
LICENSED
PROFESSIONAL ENGINEER

Todd Constant, PE

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Suite 1333
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REMOVAL PLAN

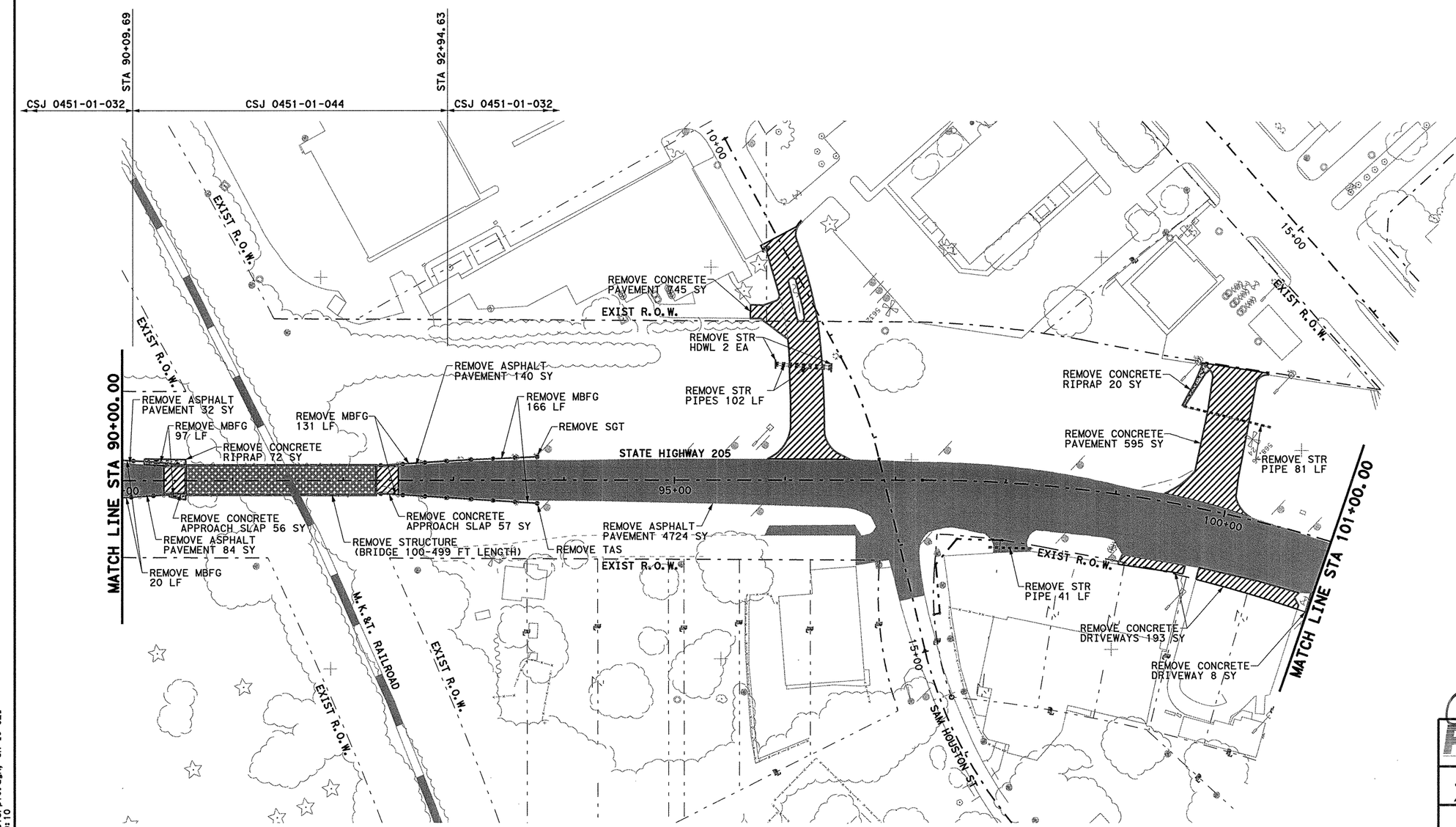
STATE HIGHWAY 205
STA 79+00 TO 90+00

SHEET 9 OF 16

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	(SEE TITLE SHEET)	SH 205

STATE	DIST.	COUNTY	SHEET NO.
TEXAS	DALLAS	ROCKWALL	
CONT.	SECT.	JOB	247
0451	01	032, ETC	

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3/15/2006 Plotted 15-MAR-2006 09:10



0 50 100
SCALE IN FEET

LEGEND

- ASPHALT PVMT REMOVAL
- CONC PAVEMENT REMOVAL
- CONC SIDEWALK REMOVAL
- LARGE STRUCTURE REMOVAL
- CONCRETE RIPRAP REMOVAL
- DRAINAGE PIPE REMOVAL
- MBGF REMOVAL
- RETAINING WALL REMOVAL
- FENCE REMOVAL
- CTB REMOVAL
- CONCRETE RAIL REMOVAL
- INLET REMOVAL

3/15/06

STATE OF TEXAS
TODD P. CONSTANT
88243
LICENSED
PROFESSIONAL ENGINEER

Todd P. Constant, PE

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Suite 1333
Dallas, TX 75207

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REMOVAL PLAN

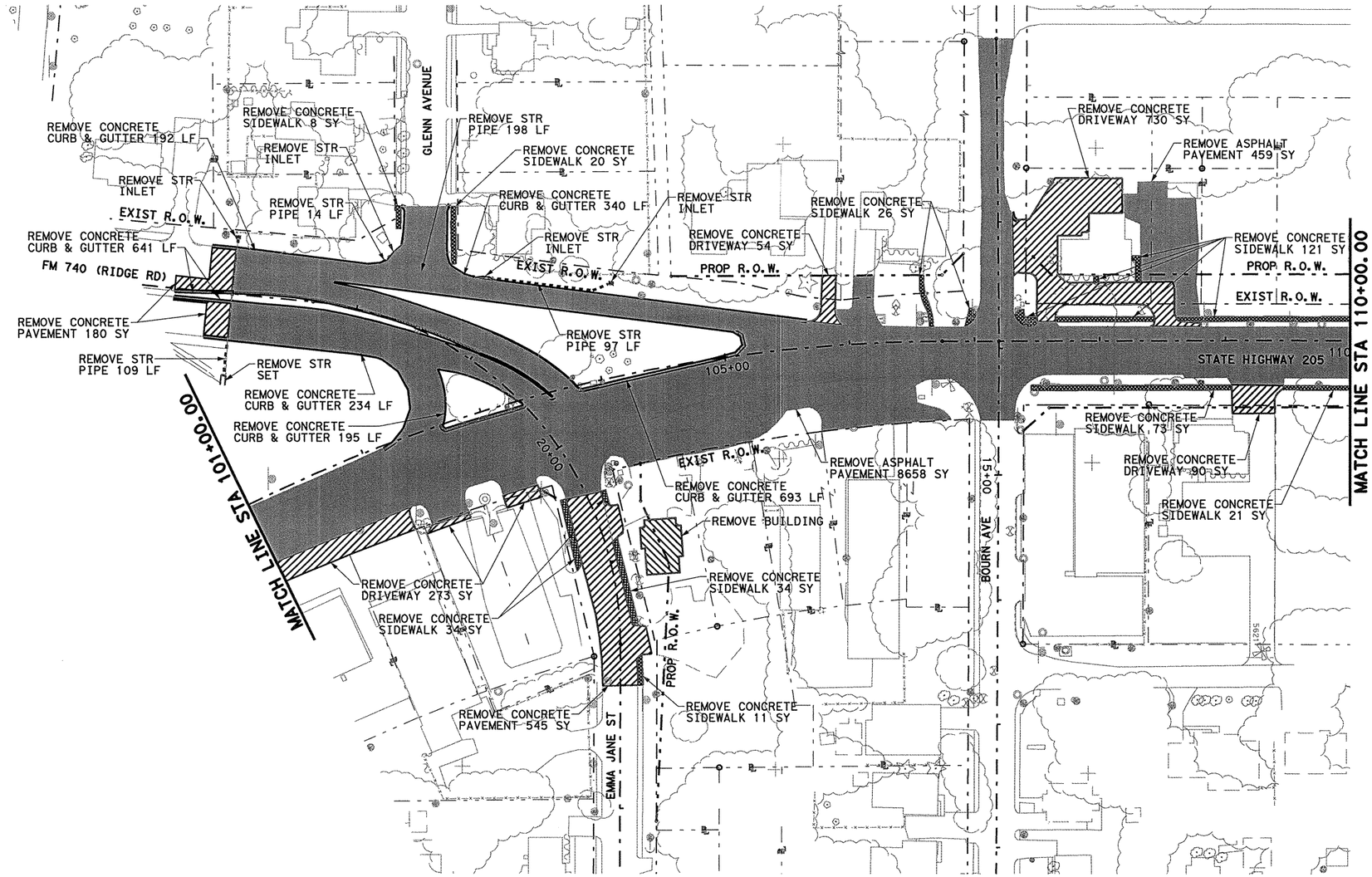
STATE HIGHWAY 205
STA 90+00 TO 101+00

SHEET 10 OF 16

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	(SEE TITLE SHEET)	SH 205

STATE	DIST.	COUNTY	SHEET NO.
TEXAS	DALLAS	ROCKWALL	248
CONT.	SECT.	JOB	
0451	01	032, ETC	

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3/15/2006 Plotted 15-MAR-2006 09:10



0 50 100
SCALE IN FEET

LEGEND

- ASPHALT PVMT REMOVAL
- CONC PAVEMENT REMOVAL
- CONC SIDEWALK REMOVAL
- LARGE STRUCTURE REMOVAL
- CONCRETE RIPRAP REMOVAL
- DRAINAGE PIPE REMOVAL
- MBGF REMOVAL
- RETAINING WALL REMOVAL
- FENCE REMOVAL
- CTB REMOVAL
- CONCRETE RAIL REMOVAL
- INLET REMOVAL

3/15/06

STATE OF TEXAS
TODD P. CONSTANT
88243
LICENSED
PROFESSIONAL ENGINEER

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Dallas, TX 75207

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SH 205

REMOVAL PLAN

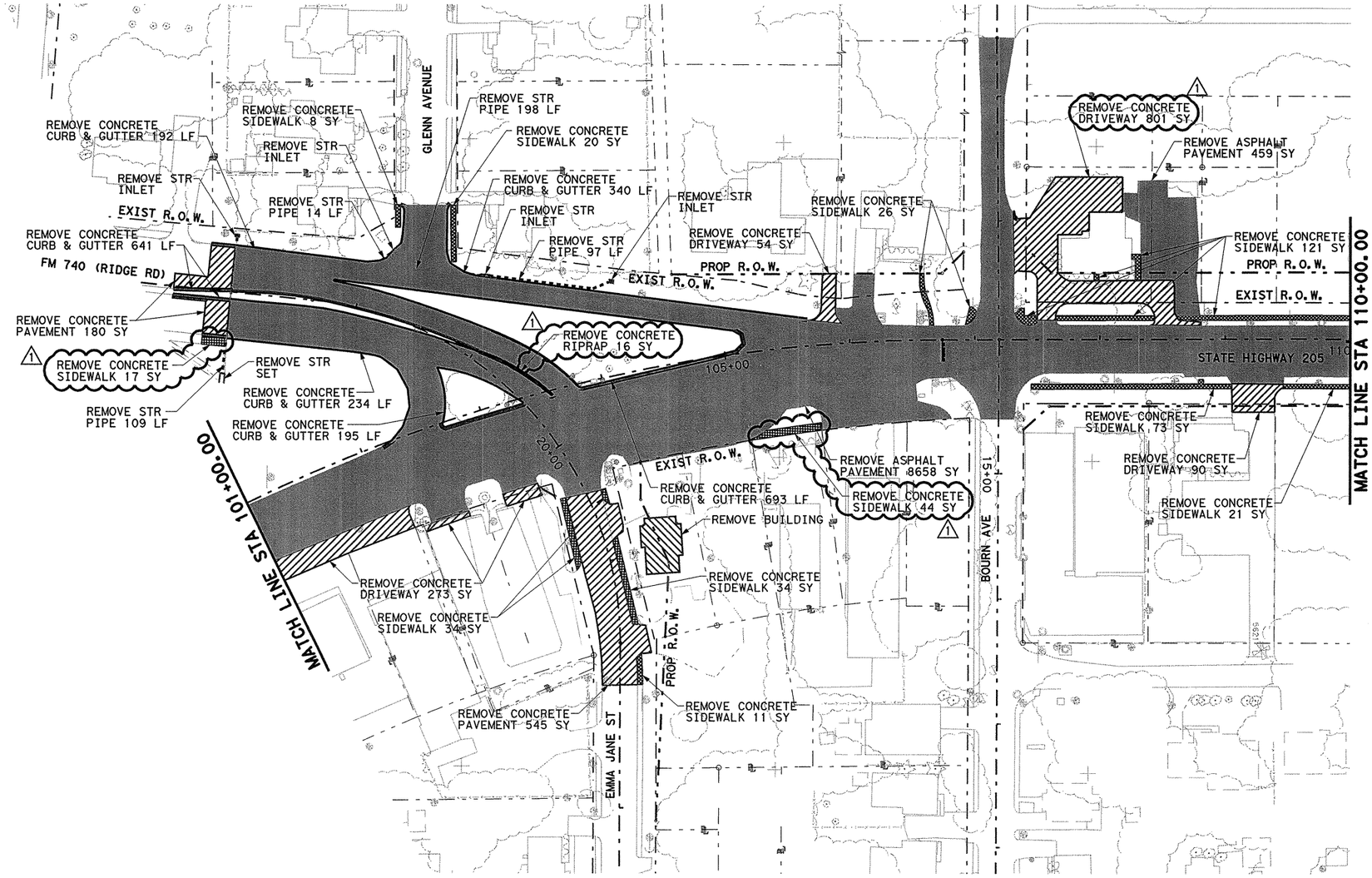
STATE HIGHWAY 205
STA 101+00 TO 110+00

SHEET 11 OF 16

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	(SEE TITLE SHEET)	SH 205

STATE	DIST.	COUNTY	SHEET NO.
TEXAS	DALLAS	ROCKWALL	249
CONT.	SECT.	JOB	
0451	01	032, ETC	

DGN=G:\JOBS\22451C-SH205\Removals\2451crp11.dgn, ON=10-621
3/15/2006 Plotted 15-MAR-2006 09:10



0 50 100
SCALE IN FEET

LEGEND

- ASPHALT PVMT REMOVAL
- CONC PAVEMENT REMOVAL
- CONC SIDEWALK REMOVAL
- LARGE STRUCTURE REMOVAL
- CONCRETE RIPRAP REMOVAL
- DRAINAGE PIPE REMOVAL
- MBGF REMOVAL
- RETAINING WALL REMOVAL
- FENCE REMOVAL
- CTB REMOVAL
- CONCRETE RAIL REMOVAL
- INLET REMOVAL

⚠1 FIELD CHANGE - REMOVAL CHANGES

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SH 205

REMOVAL PLAN

STATE HIGHWAY 205
STA 101+00 TO 110+00

SHEET 11 OF 16

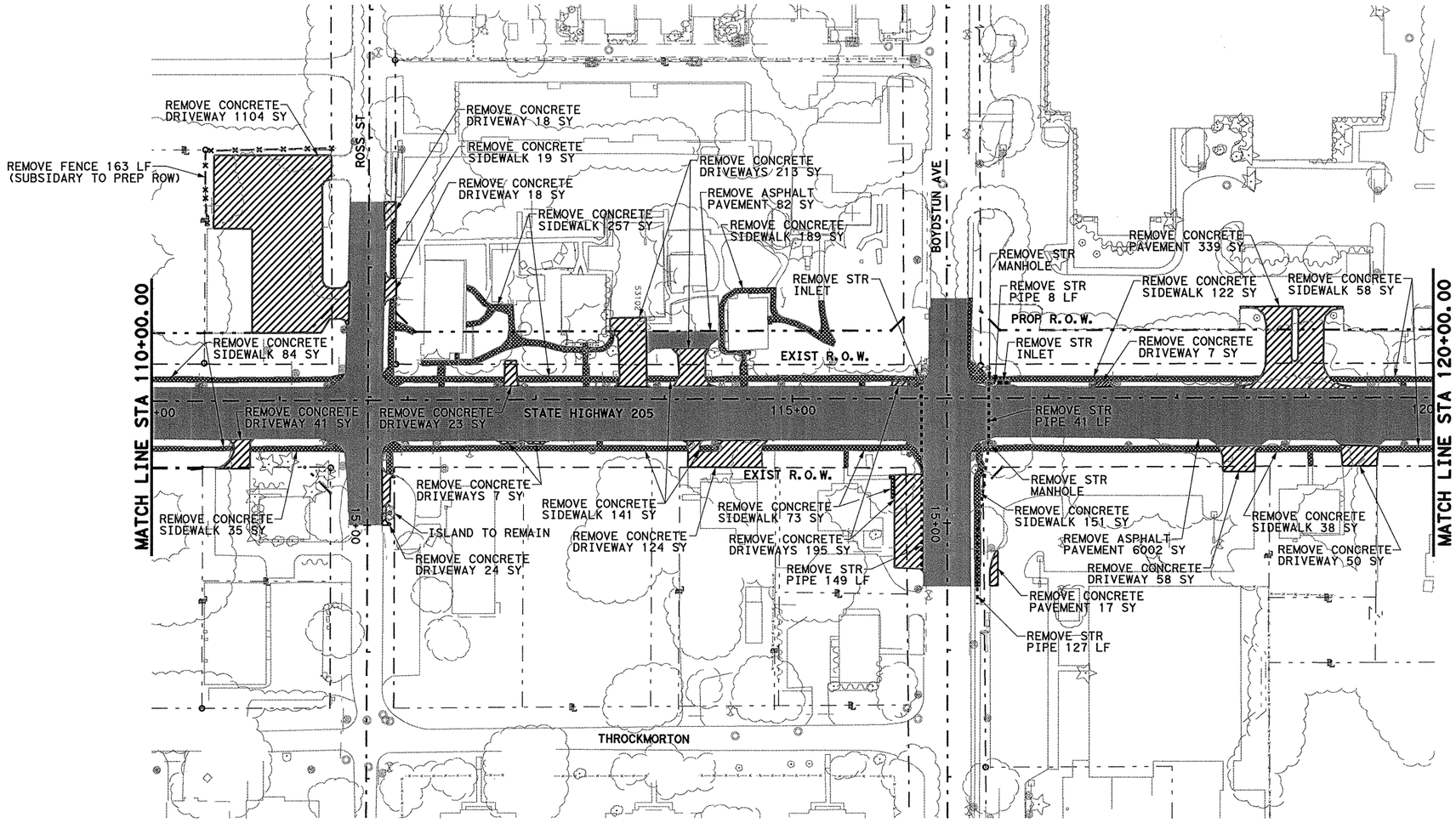
FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	(SEE TITLE SHEET)	SH 205

STATE	DIST.	COUNTY	SHEET NO.
TEXAS	DALLAS	ROCKWALL	249 A
CONT.	SECT.	JOB	
0451	01	032, ETC	

STATE OF TEXAS
K. DAVID GAN
92574
LICENSED
PROFESSIONAL ENGINEER
1/13/2009

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DGN=G:\JOBS\22451C-SH205\Removals\2451crp11.dgn, ON=E0-621
1/13/2009 Plotted 13-JAN-2009 19:46



0 50 100
SCALE IN FEET

LEGEND

- ASPHALT PVMT REMOVAL
- CONC PAVEMENT REMOVAL
- CONC SIDEWALK REMOVAL
- LARGE STRUCTURE REMOVAL
- CONCRETE RIPRAP REMOVAL
- DRAINAGE PIPE REMOVAL
- MBGF REMOVAL
- RETAINING WALL REMOVAL
- FENCE REMOVAL
- CTB REMOVAL
- CONCRETE RAIL REMOVAL
- INLET REMOVAL

3/15/06

STATE OF TEXAS
TODD P. CONSTANT
88243
LICENSED
PROFESSIONAL ENGINEER

Todd Constant, PE

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REMOVAL PLAN

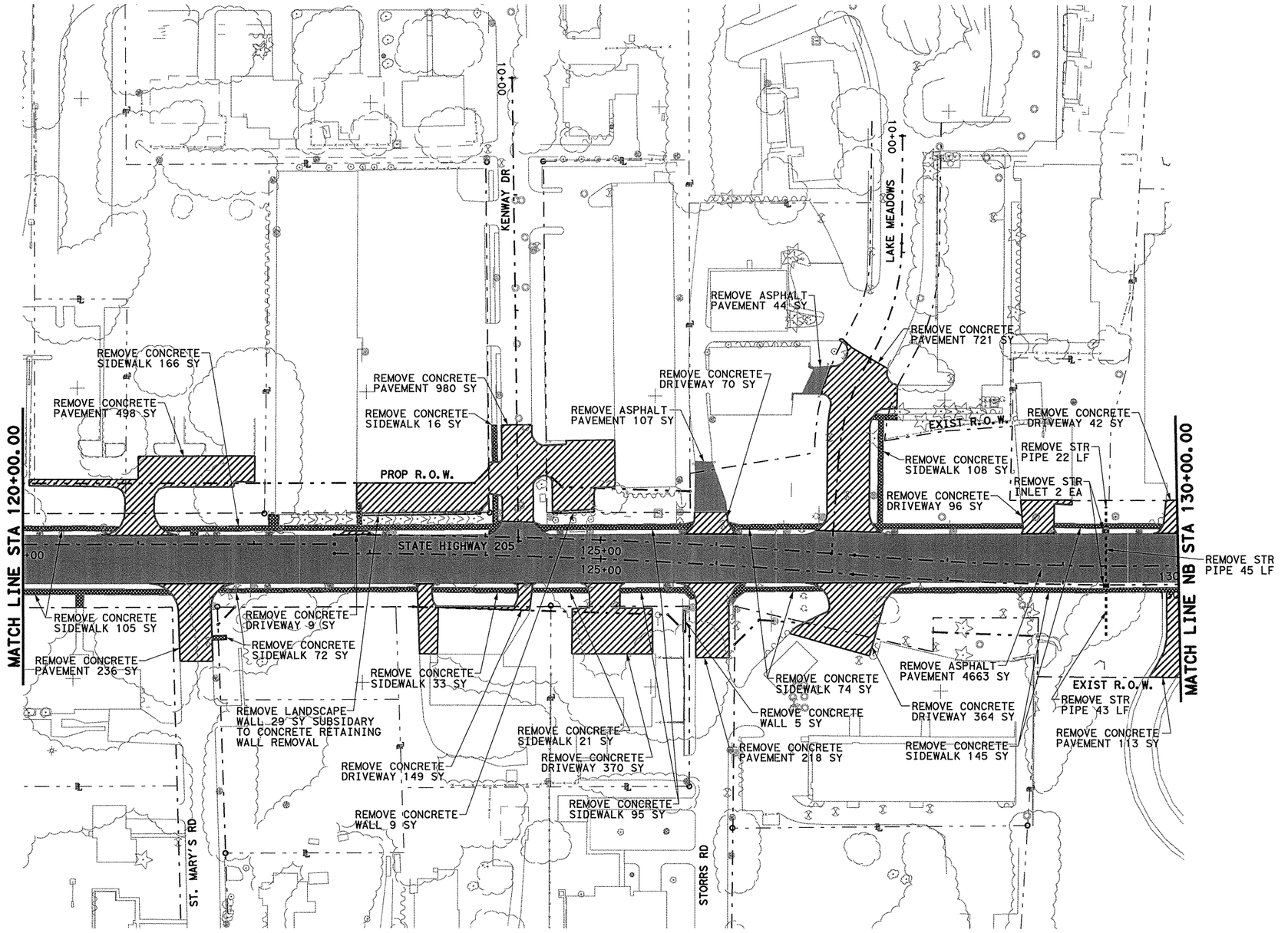
STATE HIGHWAY 205
STA 110+00 TO 120+00

SHEET 12 OF 16

FED.RD. DIV.NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	(SEE TITLE SHEET)	SH 205

STATE	DIST.	COUNTY	SHEET NO.
TEXAS	DALLAS	ROCKWALL	250
CONT.	SECT.	JOB	
0451	01	032, ETC	

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3/15/2006 Plotted 15-MAR-2006 09:10



0 50 100
SCALE IN FEET

LEGEND

- ASPHALT PVMT REMOVAL
- CONC PAVEMENT REMOVAL
- CONC SIDEWALK REMOVAL
- LARGE STRUCTURE REMOVAL
- CONCRETE RIPRAP REMOVAL
- DRAINAGE PIPE REMOVAL
- MBGF REMOVAL
- RETAINING WALL REMOVAL
- FENCE REMOVAL
- CTB REMOVAL
- CONCRETE RAIL REMOVAL
- INLET REMOVAL

3/15/06

STATE OF TEXAS
TODD P. CONSTANT
88243
LICENSED
PROFESSIONAL ENGINEER

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Dallas, TX 75207

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SH 205

REMOVAL PLAN

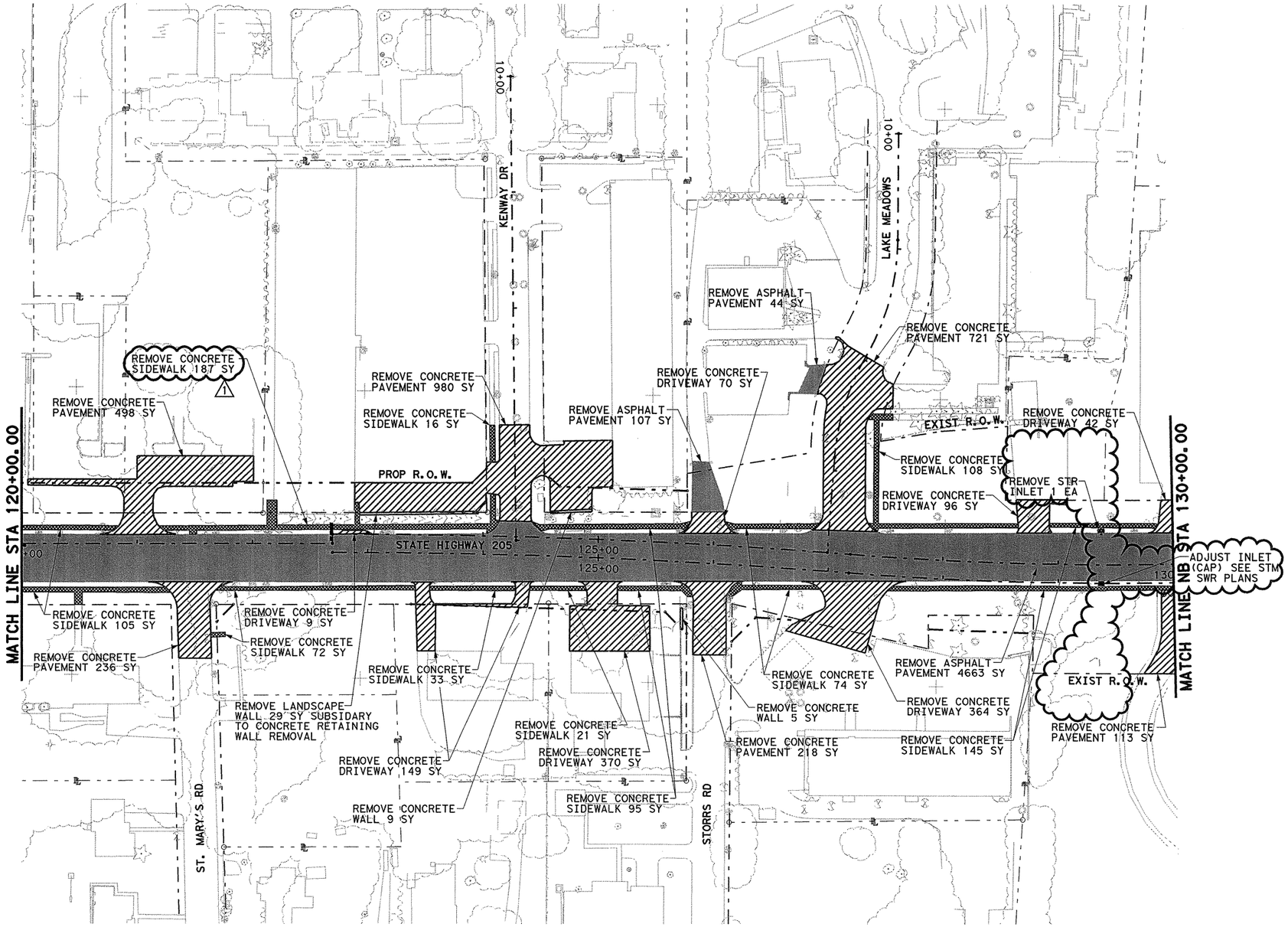
STATE HIGHWAY 205
STA 120+00 TO 130+00

SHEET 13 OF 16

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	(SEE TITLE SHEET)	SH 205

STATE	DIST.	COUNTY	SHEET NO.
TEXAS	DALLAS	ROCKWALL	251
CONT.	SECT.	JOB	
0451	01	032, ETC	

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3/15/2006 Plotted 15-MAR-2006 09:10



0 50 100
SCALE IN FEET

LEGEND

- ASPHALT PVMT REMOVAL
- CONC PAVEMENT REMOVAL
- CONC SIDEWALK REMOVAL
- LARGE STRUCTURE REMOVAL
- CONCRETE RIPRAP REMOVAL
- DRAINAGE PIPE REMOVAL
- MBGF REMOVAL
- RETAINING WALL REMOVAL
- FENCE REMOVAL
- CTB REMOVAL
- CONCRETE RAIL REMOVAL
- INLET REMOVAL

1 FIELD CHANGE - REMOVAL CHANGES

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Dallas, TX 75207

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SH 205

REMOVAL PLAN

STATE HIGHWAY 205
STA 120+00 TO 130+00

SHEET 13 OF 16

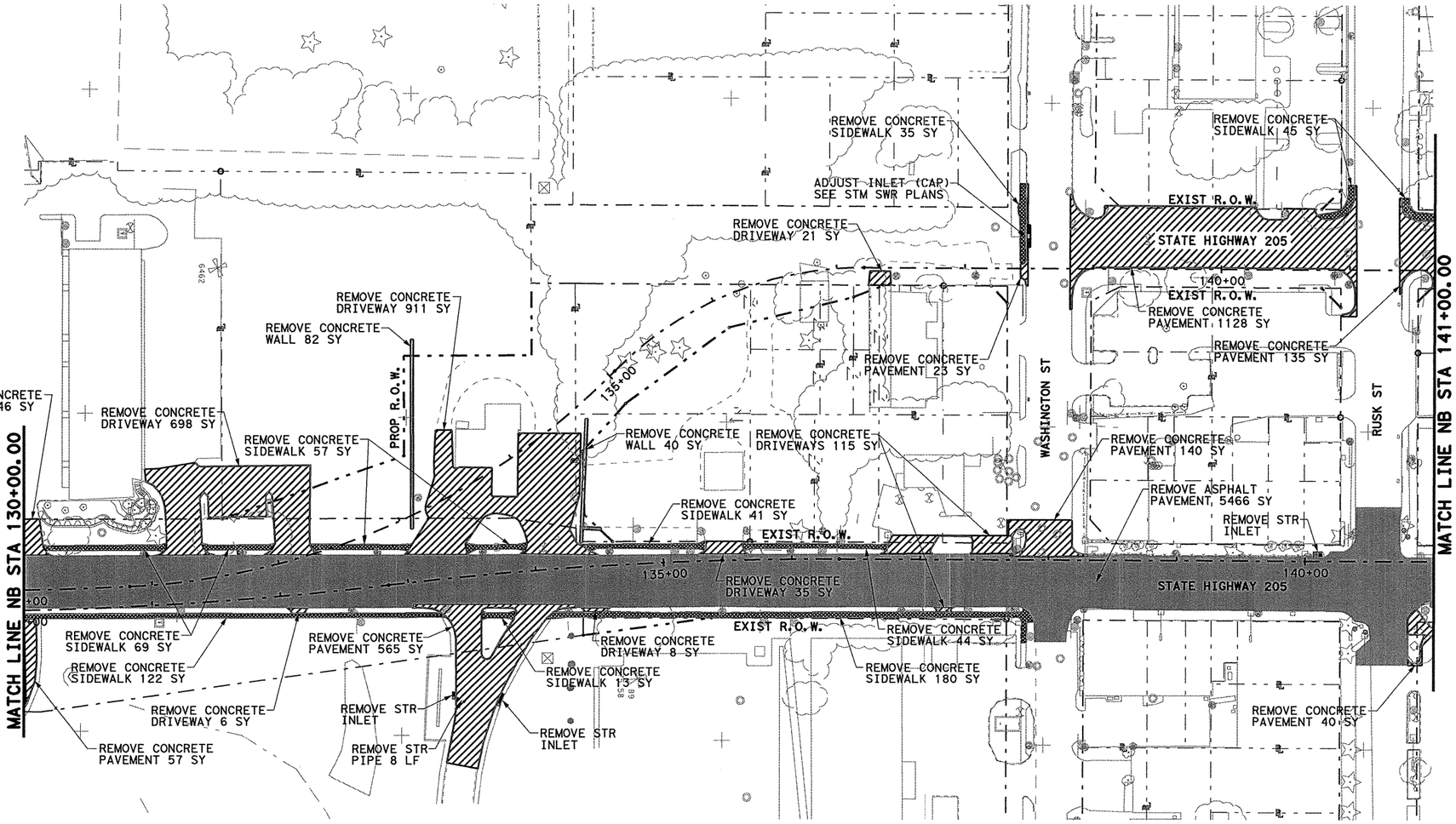
FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	(SEE TITLE SHEET)	SH 205

STATE	DIST.	COUNTY	SHEET NO.
TEXAS	DALLAS	ROCKWALL	251
CONT.	SECT.	JOB	
0451	01	032, ETC	

STATE OF TEXAS
K. DAVID GAN
92574
LICENSED
PROFESSIONAL ENGINEER
1/13/2009

K. DAVID GAN IS SEALING THE REVISION 1 ITEMS REPRESENTED ON THIS SHEET ONLY. THE ORIGANAL DESIGN WAS SEALED BY TODD P. CONSTANT.

DGN=G:\JOBS\22451C-SH205\Removals\2451crp13.dgn, ON=[0-62]
1/13/2009 Plotted 13-JAN-2009 19:46



0 50 100
SCALE IN FEET

LEGEND

- ASPHALT PVMT REMOVAL
- CONC PAVEMENT REMOVAL
- CONC SIDEWALK REMOVAL
- LARGE STRUCTURE REMOVAL
- CONCRETE RIPRAP REMOVAL
- DRAINAGE PIPE REMOVAL
- MBGF REMOVAL
- RETAINING WALL REMOVAL
- FENCE REMOVAL
- CTB REMOVAL
- CONCRETE RAIL REMOVAL
- INLET REMOVAL

3/15/06

STATE OF TEXAS
TODD P. CONSTANT
88243
LICENSED PROFESSIONAL ENGINEER

Todd P. Constant, PE

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SH 205

REMOVAL PLAN

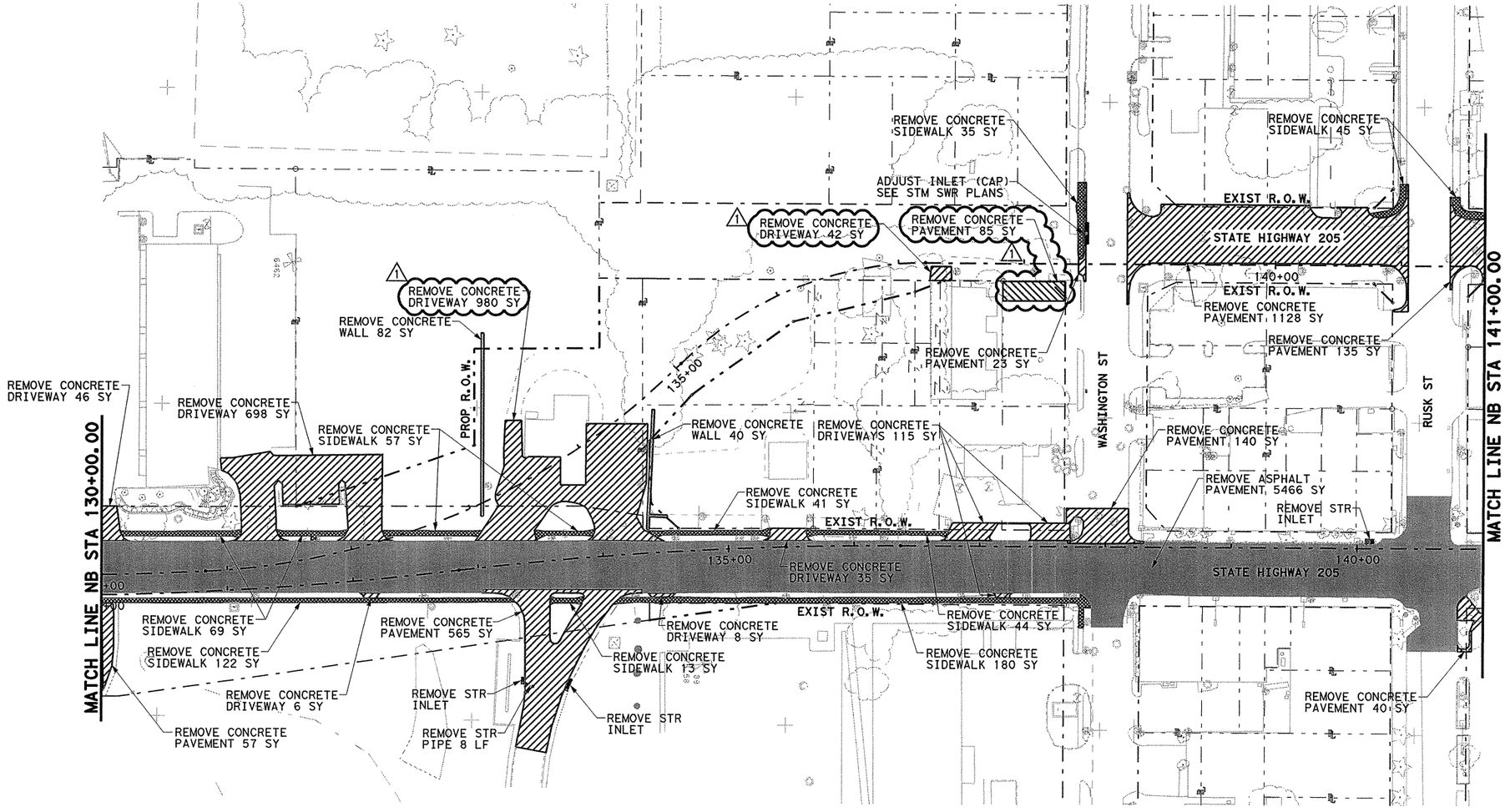
STATE HIGHWAY 205
STA 130+00 TO 141+00

SHEET 14 OF 16

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	(SEE TITLE SHEET)	SH 205

STATE	DIST.	COUNTY	SHEET NO.
TEXAS	DALLAS	ROCKWALL	252
CONT.	SECT.	JOB	
0451	01	032, ETC	

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3/15/2006 Plotted 15-MAR-2006 09:10



0 50 100
SCALE IN FEET

LEGEND

- ASPHALT PVMT REMOVAL
- CONC PAVEMENT REMOVAL
- CONC SIDEWALK REMOVAL
- LARGE STRUCTURE REMOVAL
- CONCRETE RIPRAP REMOVAL
- DRAINAGE PIPE REMOVAL
- MBGF REMOVAL
- RETAINING WALL REMOVAL
- FENCE REMOVAL
- CTB REMOVAL
- CONCRETE RAIL REMOVAL
- INLET REMOVAL

⚠1 FIELD CHANGE - REMOVAL CHANGES

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Dallas, TX 75207

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SH 205

REMOVAL PLAN

STATE HIGHWAY 205
STA 130+00 TO 141+00

SHEET 14 OF 16

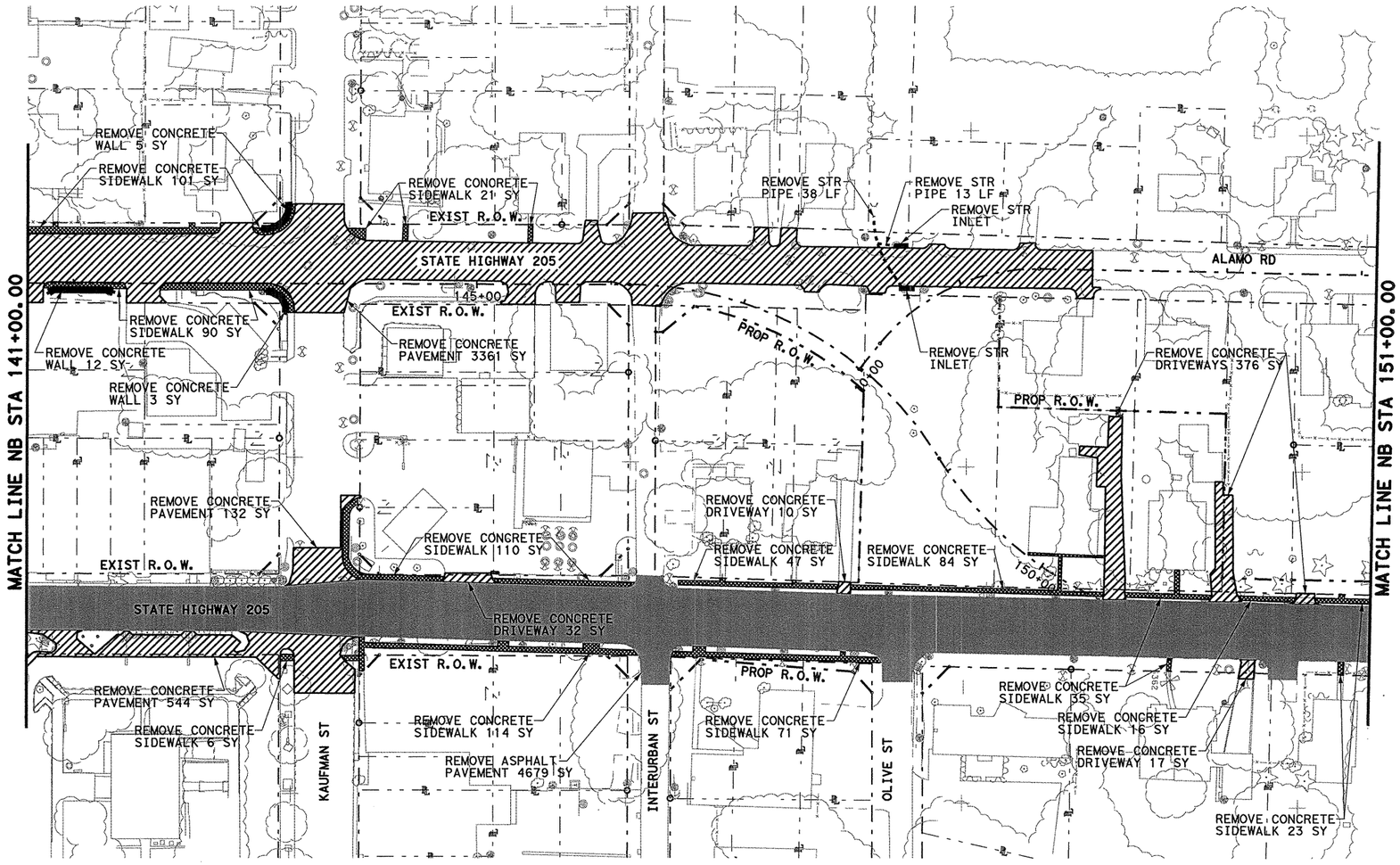
FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	(SEE TITLE SHEET)	SH 205

STATE	DIST.	COUNTY	SHEET NO.
TEXAS	DALLAS	ROCKWALL	252
CONT.	SECT.	JOB	
0451	01	032, ETC	

STATE OF TEXAS
K. DAVID GAN
92574
LICENSED PROFESSIONAL ENGINEER
1/13/2009

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1/13/2009 Plotted 13-JAN-2009 19:46



0 50 100
SCALE IN FEET

LEGEND

- ASPHALT PVMT REMOVAL
- CONC PAVEMENT REMOVAL
- CONC SIDEWALK REMOVAL
- LARGE STRUCTURE REMOVAL
- CONCRETE RIPRAP REMOVAL
- DRAINAGE PIPE REMOVAL
- MBGF REMOVAL
- RETAINING WALL REMOVAL
- FENCE REMOVAL
- CTB REMOVAL
- CONCRETE RAIL REMOVAL
- INLET REMOVAL

3/15/06

STATE OF TEXAS
TODD P. CONSTANT
88243
LICENSED
PROFESSIONAL ENGINEER

Todd P. Constant, PE

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SH 205

REMOVAL PLAN

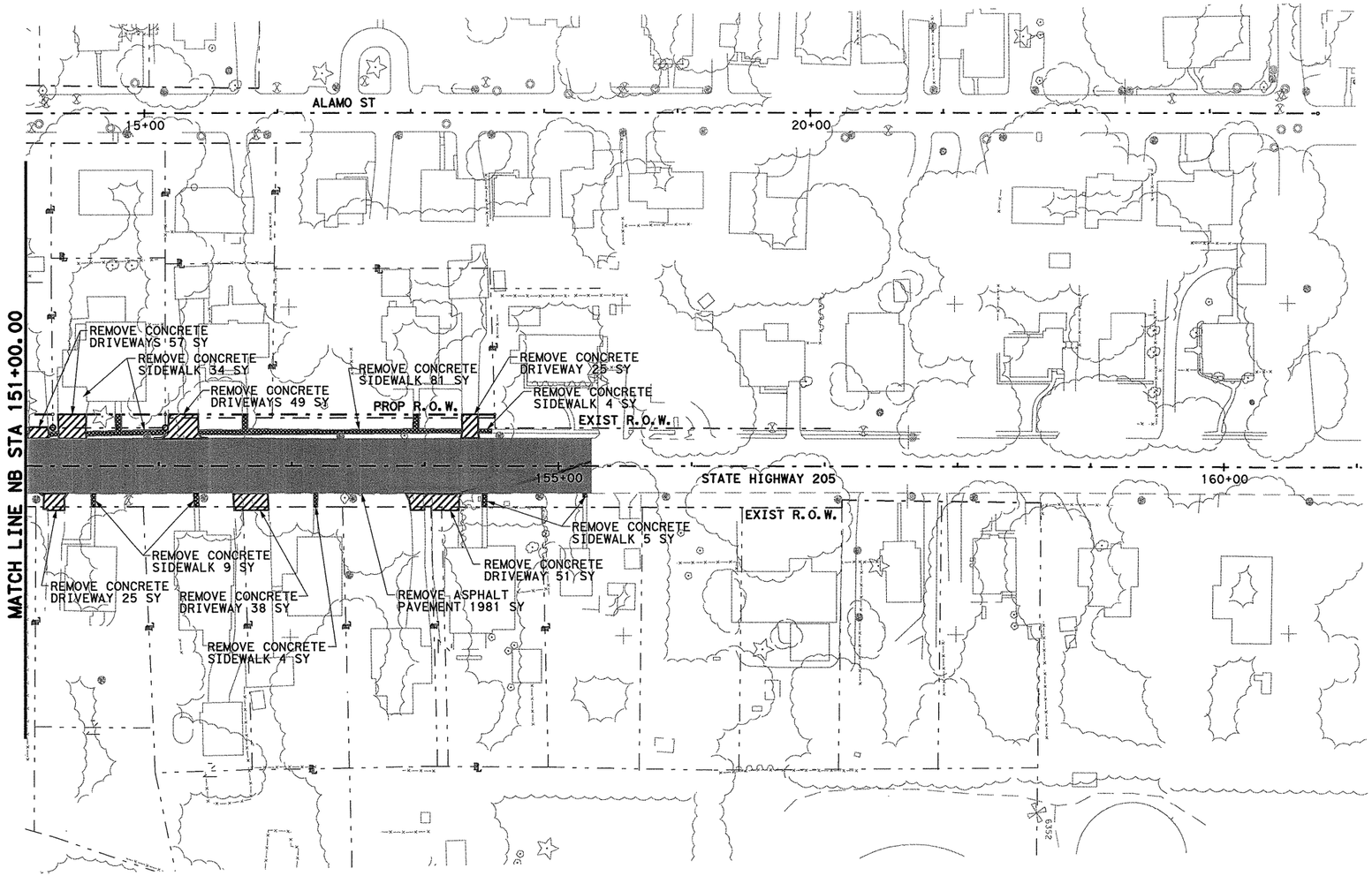
STATE HIGHWAY 205
STA 141+00 TO 151+00

SHEET 15 OF 16

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	(SEE TITLE SHEET)	SH 205

STATE	DIST.	COUNTY	SHEET NO.
TEXAS	DALLAS	ROCKWALL	253
CONT.	SECT.	JOB	
0451	01	032, ETC	

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3/15/2006 Plotted 15-MAR-2006 09:10



0 50 100
SCALE IN FEET

LEGEND

- ASPHALT PVMT REMOVAL
- CONC PAVEMENT REMOVAL
- CONC SIDEWALK REMOVAL
- LARGE STRUCTURE REMOVAL
- CONCRETE RIPRAP REMOVAL
- DRAINAGE PIPE REMOVAL
- MBGF REMOVAL
- RETAINING WALL REMOVAL
- FENCE REMOVAL
- CTB REMOVAL
- CONCRETE RAIL REMOVAL
- INLET REMOVAL

3/15/06

STATE OF TEXAS
TODD P. CONSTANT
88243
LICENSED
PROFESSIONAL ENGINEER

Todd Constant, PE

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REMOVAL PLAN

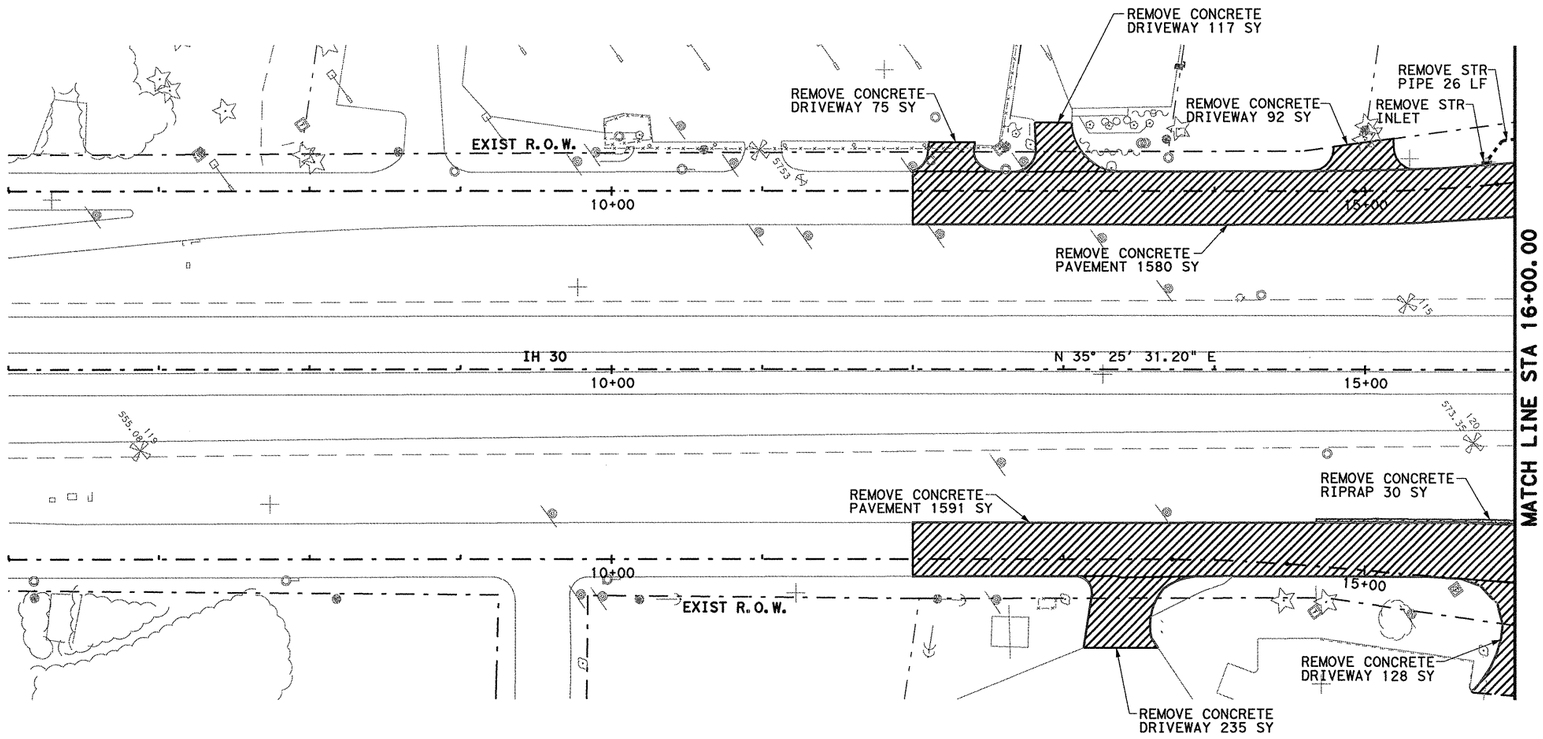
STATE HIGHWAY 205
STA 151+00 TO END OF PROJECT

SHEET 16 OF 16

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	(SEE TITLE SHEET)	SH 205

STATE	DIST.	COUNTY	SHEET NO.
TEXAS	DALLAS	ROCKWALL	254
CONT.	SECT.	JOB	
0451	01	032, ETC	

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3/15/2006 Plotted 15-MAR-2006 09:10



0 50 100
SCALE IN FEET

LEGEND

- ASPHALT PVMT REMOVAL
- CONC PAVEMENT REMOVAL
- CONC SIDEWALK REMOVAL
- LARGE STRUCTURE REMOVAL
- CONCRETE RIPRAP REMOVAL
- DRAINAGE PIPE REMOVAL
- MBGF REMOVAL
- RETAINING WALL REMOVAL
- FENCE REMOVAL
- CTB REMOVAL
- CONCRETE RAIL REMOVAL
- INLET REMOVAL

3/15/06

STATE OF TEXAS
TODD P. CONSTANT
88243
LICENSED
PROFESSIONAL ENGINEER

Todd Constant, PE

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2777 Stemmons Freeway
Suite 1333
Dallas, TX 75207

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REMOVAL PLAN

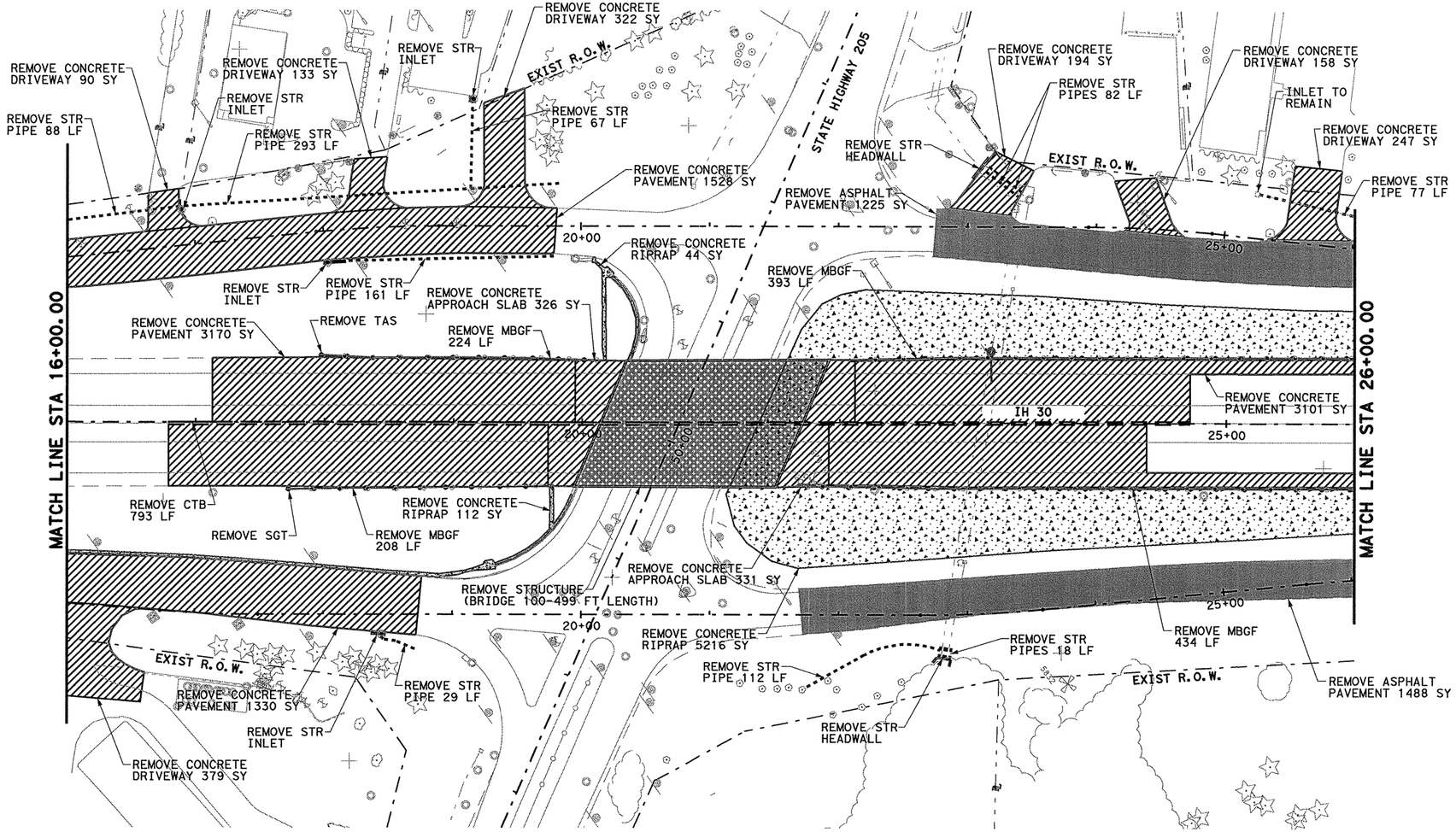
INTERSTATE HIGHWAY 30
STA 6+00 TO 16+00

SHEET 1 OF 3

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	(SEE TITLE SHEET)	SH 205

STATE	DIST.	COUNTY	SHEET NO.
TEXAS	DALLAS	ROCKWALL	255
CONT.	SECT.	JOB	
0451	01	032, ETC	

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3/15/2006 Plotted 15-MAR-2006 09:10



NOTE:
FOR REMOVAL ITEMS ALONG
STATE HIGHWAY 205
SEE SHT 6 OF 16

LEGEND

- ASPHALT PVMT REMOVAL
- CONC PAVEMENT REMOVAL
- CONC SIDEWALK REMOVAL
- LARGE STRUCTURE REMOVAL
- CONCRETE RIPRAP REMOVAL
- DRAINAGE PIPE REMOVAL
- MBGF REMOVAL
- RETAINING WALL REMOVAL
- FENCE REMOVAL
- CTB REMOVAL
- CONCRETE RAIL REMOVAL
- INLET REMOVAL

3/15/06

STATE OF TEXAS
TODD P. CONSTANT
88243
LICENSED
PROFESSIONAL ENGINEER

Todd Constant, PE

Parsons Brinckerhoff Quade & Douglas, Inc.
2777 Stemmons Freeway
Suite 1333
Dallas, TX 75207

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SH 205

REMOVAL PLAN

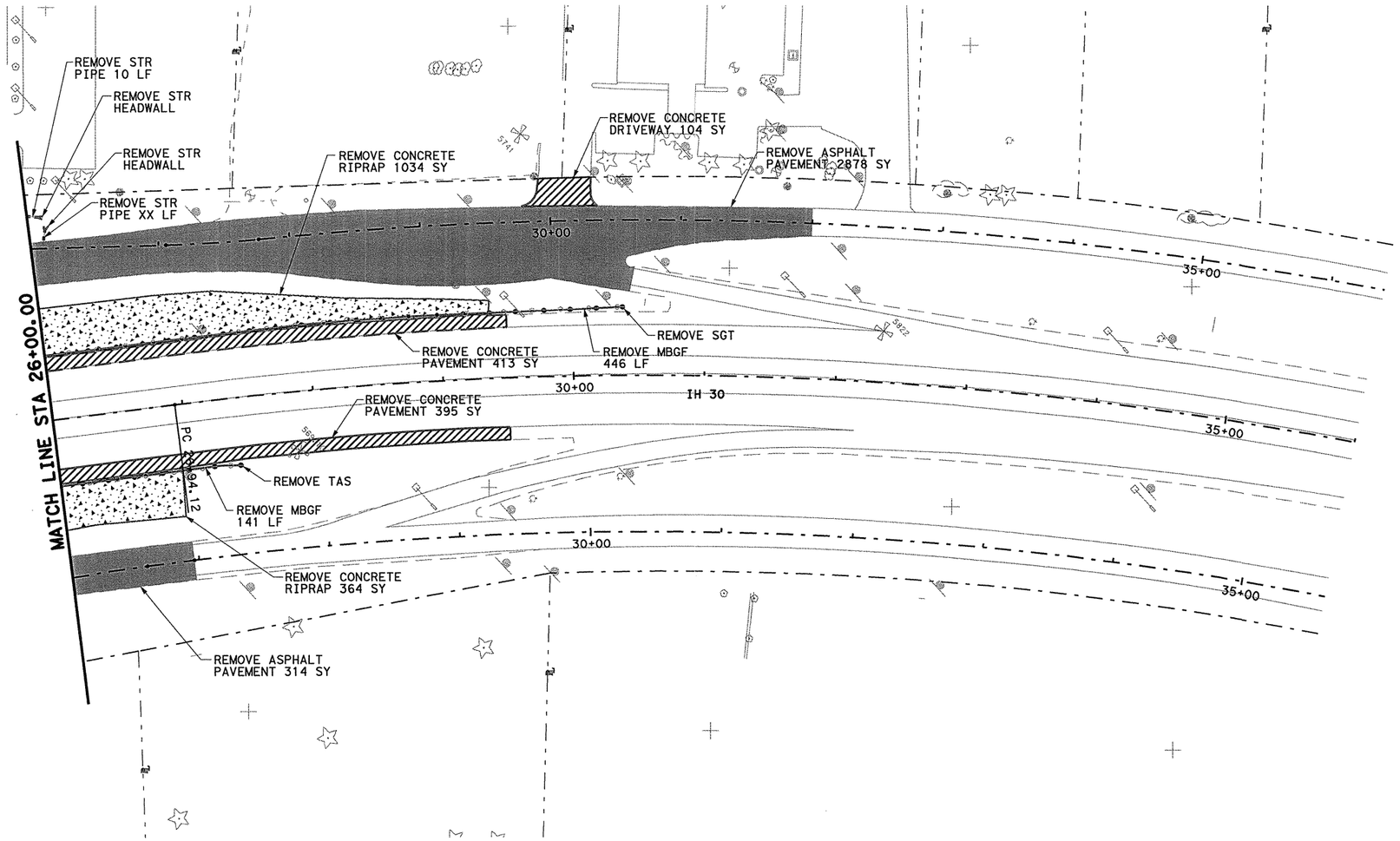
INTERSTATE HIGHWAY 30
STA 16+00 TO 26+00

SHEET 2 OF 3

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	(SEE TITLE SHEET)	SH 205

STATE	DIST.	COUNTY	SHEET NO.
TEXAS	DALLAS	ROCKWALL	256
CONT.	SECT.	JOB	
0451	01	032, ETC	

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0 50 100
SCALE IN FEET

LEGEND

- ASPHALT PVMT REMOVAL
- CONC PAVEMENT REMOVAL
- CONC SIDEWALK REMOVAL
- LARGE STRUCTURE REMOVAL
- CONCRETE RIPRAP REMOVAL
- DRAINAGE PIPE REMOVAL
- MBGF REMOVAL
- RETAINING WALL REMOVAL
- FENCE REMOVAL
- CTB REMOVAL
- CONCRETE RAIL REMOVAL
- INLET REMOVAL

3/15/06

STATE OF TEXAS
TODD P. CONSTANT
88243
LICENSED
PROFESSIONAL ENGINEER

Todd Constant, PE

Parsons Brinckerhoff Quade & Douglas, Inc.
2777 Stemmons Freeway
Suite 1333
Dallas, TX 75207

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SH 205

REMOVAL PLAN

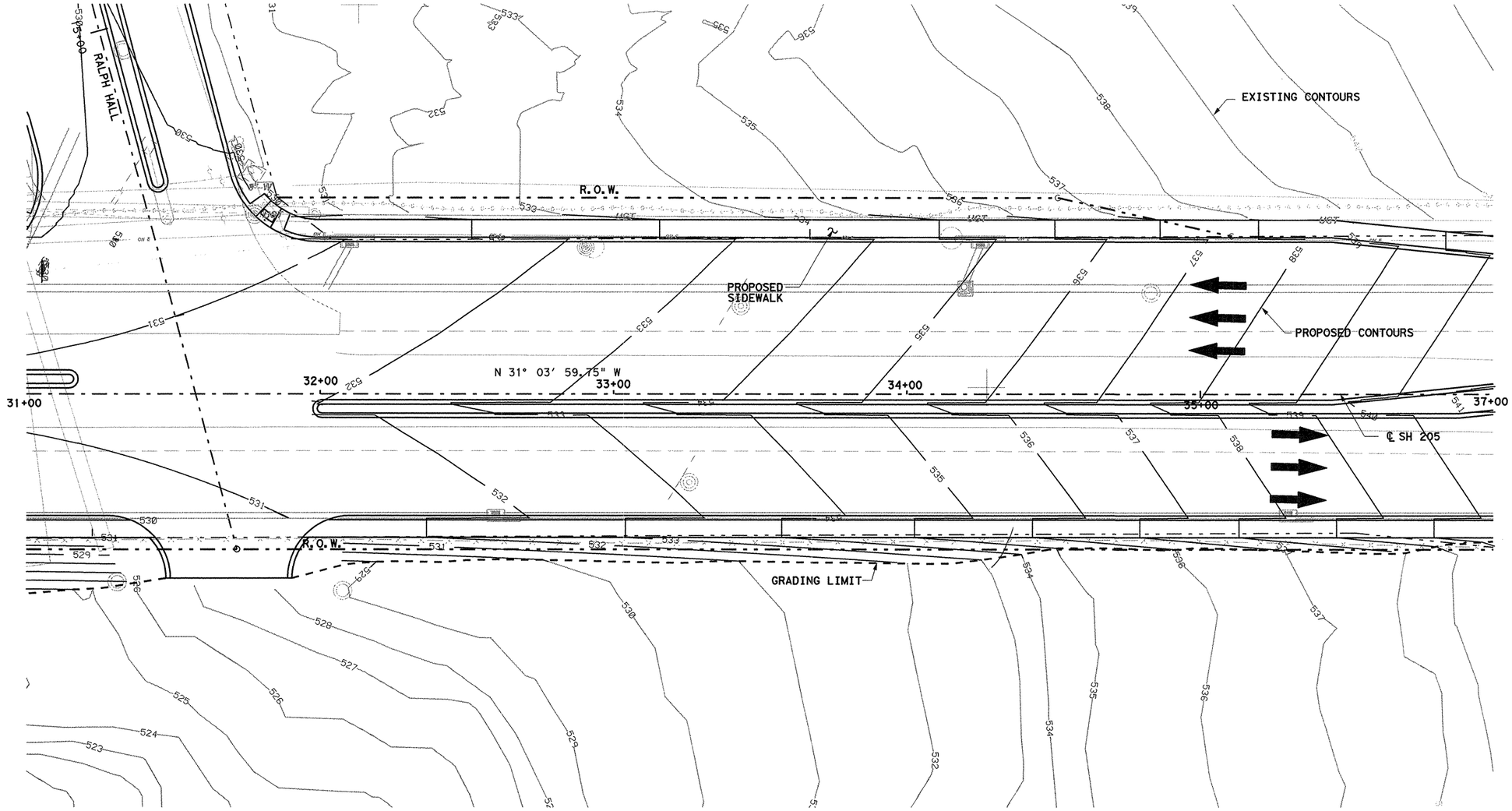
INTERSTATE HIGHWAY 30
STA 26+00 TO 36+00

SHEET 3 OF 3

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	(SEE TITLE SHEET)	SH 205

STATE	DIST.	COUNTY	SHEET NO.
TEXAS	DALLAS	ROCKWALL	
CONT.	SECT.	JOB	257
0451	01	032, ETC	

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0 20 40

SCALE IN FEET
HORIZONTAL

△- Change Order # 44

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Dallas, TX 75207

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SH 205

GRADING PLAN

STA 31+00 TO STA 37+00

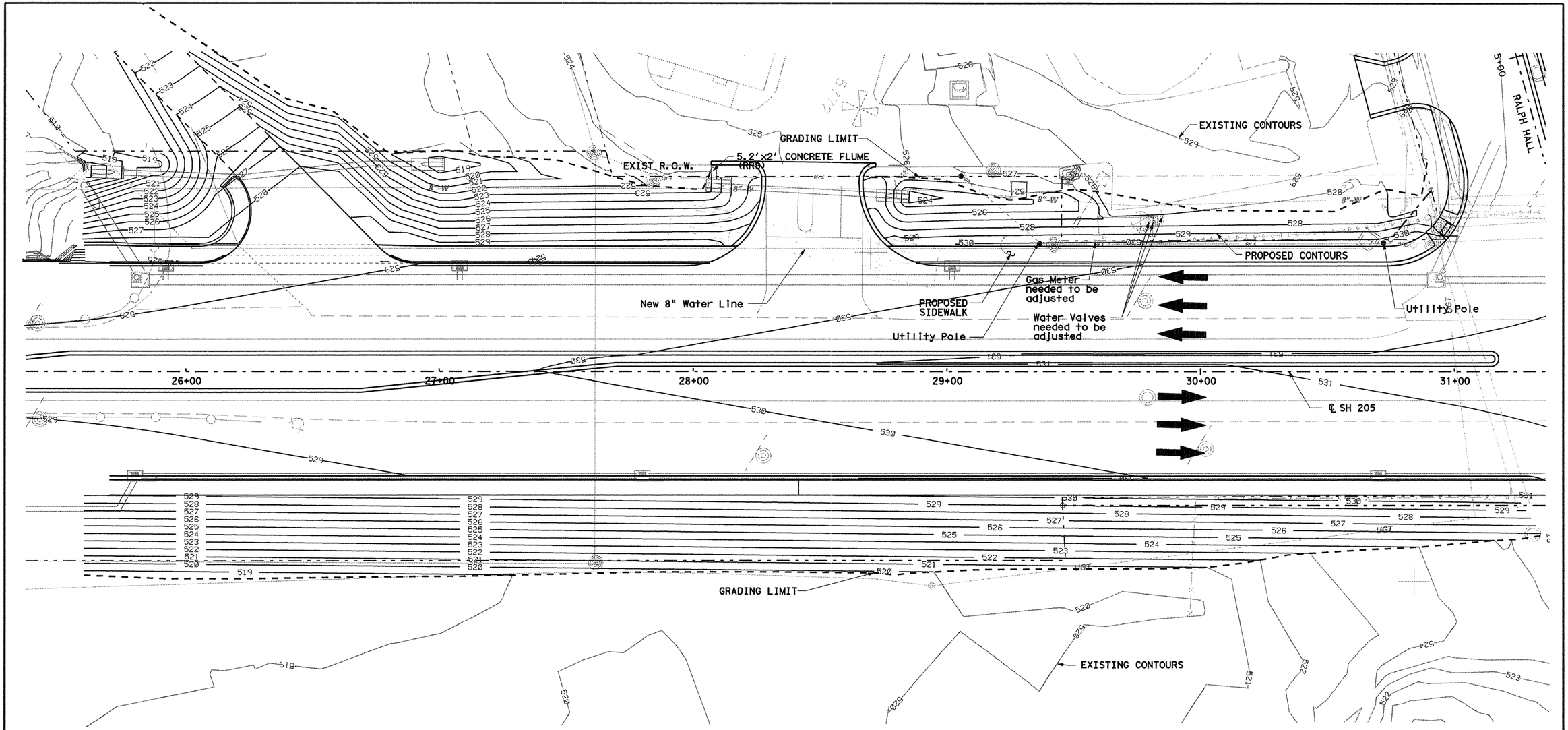
STATE OF TEXAS
K. DAVID GAN
92574
LICENSED
PROFESSIONAL ENGINEER

K David Gan
3/19/08

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	(SEE TITLE SHEET)	SH 205

STATE	DIST.	COUNTY	SHEET NO.
TEXAS	DALLAS	ROCKWALL	
CONT.	SECT.	JOB	
0451	01	032, ETC	257AA

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3/19/2008 Plotted 19-MAR-2008 13:43



0 20 40

SCALE IN FEET
HORIZONTAL

△- Change Order #44

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Dallas, TX 75207

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SH 205

GRADING PLAN

STA 28+60 TO STA 31+00

STATE OF TEXAS
K. DAVID GAN
92574
LICENSED PROFESSIONAL ENGINEER

K. David Gan
3/19/08

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	(SEE TITLE SHEET)	SH 205

STATE	DIST.	COUNTY	SHEET NO.
TEXAS	DALLAS	ROCKWALL	257BA
CONT.	SECT.	JOB	
0451	01	032, ETC	

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3/19/2008 Plotted 19-MAR-2008 13:43

0 20 40
SCALE IN FEET
HORIZONTAL

EXISTING CONTOURS

GRADING LIMIT

R.O.W.

PROPOSED SIDEWALK

PROPOSED CONTOURS

℄ SH 205

IH 30 EBFR

43+00 44+00 45+00 46+00 47+00

STATE OF TEXAS
K. DAVID GAN
92574
LICENSED
PROFESSIONAL ENGINEER

3/19/08

Δ- Change Order #36

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Dallas, TX 75207

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SH 205

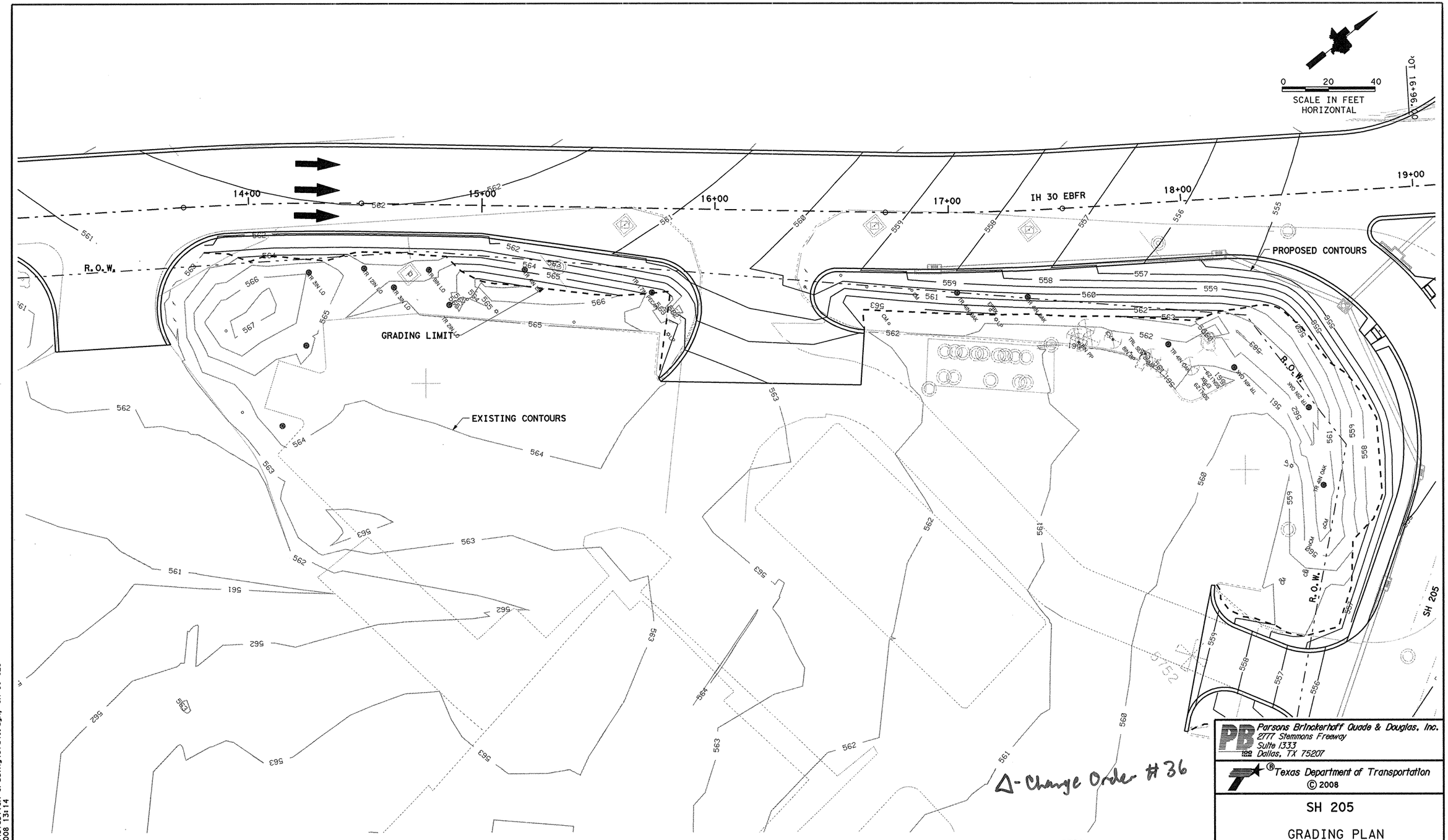
GRADING PLAN

STA 43+40 TO STA 48+00

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	(SEE TITLE SHEET)	SH 205

STATE	DIST.	COUNTY	SHEET NO.
TEXAS	DALLAS	ROCKWALL	257CA
CONT.	SECT.	JOB	
0451	01	032, ETC	

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Δ- Change Order #36

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Dallas, TX 75207

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SH 205

GRADING PLAN

IH 30 EBFR
STA 13+50 TO STA 19+00

STATE OF TEXAS
K. DAVID GAN
92574
LICENSED
PROFESSIONAL ENGINEER
3/19/08

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	(SEE TITLE SHEET)	SH 205

STATE	DIST.	COUNTY	SHEET NO.
TEXAS	DALLAS	ROCKWALL	
CONT.	SECT.	JOB	257DA
0451	01	032, ETC	

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3/19/2008 Plotted 19-MAR-2008 13:14

Revised Earthwork Quantity

STATION	Exc Area SF	Emb Area SF	Excav (CY)	EMBANK (CY)	Cum Excav (CY)	Cum Emb (CY)
25+60.00	6.52	779.92				
25+80.00	5.26	743.89	4.36	564.37	4.36	564.37
26+00.00	0.00	829.46	1.95	582.72	6.31	1,147.09
26+20.00	0.00	1,058.78	0.00	699.35	6.31	1,846.44
26+40.00	0.00	1,075.56	0.00	790.50	6.31	2,636.94
26+60.00	0.00	1,061.01	0.00	791.32	6.31	3,428.26
26+80.00	0.00	912.51	0.00	730.93	6.31	4,159.19
27+00.00	3.68	831.57	1.36	645.96	7.67	4,805.15
27+20.00	3.45	823.18	2.64	612.87	10.31	5,418.02
27+40.00	0.00	806.31	1.28	603.51	11.59	6,021.53
27+60.00	0.00	805.93	0.00	597.13	11.59	6,618.66
27+80.00	0.00	797.62	0.00	593.91	11.59	7,212.57
28+00.00	0.00	784.09	0.00	585.82	11.59	7,798.39
28+20.00	0.00	666.86	0.00	537.39	11.59	8,335.78
28+65.00	1.19	605.74	0.99	1,060.50	12.58	9,396.28
28+85.00	0.00	751.50	0.44	502.68	13.02	9,898.96
29+05.00	1.34	695.20	0.50	535.81	13.52	10,434.77
29+25.00	0.00	680.35	0.50	509.46	14.02	10,944.23
29+45.00	0.38	649.44	0.14	492.51	14.16	11,436.74
29+58.00	9.66	614.64	2.42	304.32	16.58	11,741.06
29+65.00	0.15	618.92	1.27	159.91	17.85	11,900.97
29+85.00	0.12	572.03	0.10	441.09	17.95	12,342.06
30+05.00	0.00	517.91	0.04	403.68	17.99	12,745.74
30+25.00	0.00	471.24	0.00	366.35	17.99	13,112.09
30+45.00	0.00	429.94	0.00	333.77	17.99	13,445.86
30+60.00	0.46	388.65	0.13	227.39	18.12	13,673.25
30+69.72	2.75	371.62	0.58	136.85	18.70	13,810.10
30+85.00	0.47	338.37	0.91	200.90	19.61	14,011.00
31+05.00	158.68	174.16	58.94	189.83	78.55	14,200.83
31+20.00	26.49	152.41	51.44	90.71	129.99	14,291.54
31+40.00	64.78	116.00	33.80	99.41	163.79	14,390.95
31+60.00	77.91	100.39	52.85	80.14	216.64	14,471.09
31+80.00	86.80	80.19	61.00	66.88	277.64	14,537.97
32+00.00	90.21	73.32	65.56	56.86	343.20	14,594.83
32+20.00	117.99	61.18	77.11	49.81	420.31	14,644.64
32+40.00	185.80	31.56	112.51	34.35	532.82	14,678.99
32+60.00	176.67	30.27	134.25	22.90	667.07	14,701.89
32+80.00	192.26	26.18	136.64	20.91	803.71	14,722.80
33+00.00	207.39	24.15	148.02	18.64	951.73	14,741.44
33+20.00	216.30	25.14	156.92	18.26	1,108.65	14,759.70
33+40.00	226.51	25.90	164.00	18.90	1,272.65	14,778.60
33+60.00	237.96	28.51	172.03	20.15	1,444.68	14,798.75
33+80.00	247.32	26.69	179.73	20.44	1,624.41	14,819.19
34+00.00	253.11	27.13	185.34	19.93	1,809.75	14,839.12
34+20.00	260.22	25.83	190.12	19.61	1,999.87	14,858.73
34+40.00	269.31	17.47	196.12	16.04	2,195.99	14,874.77
34+60.00	274.23	12.95	201.31	11.27	2,397.30	14,886.04
34+80.00	277.75	7.20	204.44	7.46	2,601.74	14,893.50
35+00.00	276.59	5.04	205.31	4.53	2,807.05	14,898.03
35+20.00	274.83	7.08	204.23	4.49	3,011.28	14,902.52
35+40.00	271.82	6.41	202.46	5.00	3,213.74	14,907.52
35+60.00	255.18	7.77	195.19	5.25	3,408.93	14,912.77
35+80.00	233.82	8.44	181.11	6.00	3,590.04	14,918.77
36+00.00	219.85	10.48	168.03	7.01	3,758.07	14,925.78
36+20.00	215.50	12.72	161.24	8.59	3,919.31	14,934.37
36+40.00	213.18	15.25	158.77	10.36	4,078.08	14,944.73
36+60.00	221.78	14.46	161.10	11.00	4,239.18	14,955.73
36+80.00	236.05	10.30	169.57	9.17	4,408.75	14,964.90
37+00.00	240.79	9.83	176.61	7.46	4,585.36	14,972.36
37+20.00	240.00	14.40	178.07	8.97	4,763.43	14,981.33
37+40.00	234.56	23.75	175.76	14.13	4,939.19	14,995.46
37+60.00	230.28	19.78	172.16	16.12	5,111.35	15,011.58
37+80.00	228.77	19.39	170.02	14.51	5,281.37	15,026.09
38+00.00	227.16	23.69	168.86	15.96	5,450.23	15,042.05
38+20.00	225.79	27.16	167.76	18.83	5,617.99	15,060.88
38+40.00	224.17	25.60	166.65	19.54	5,784.64	15,080.42
38+60.00	222.96	25.74	165.60	19.01	5,950.24	15,099.43
38+80.00	222.88	28.67	165.13	20.15	6,115.37	15,119.58
39+00.00	219.72	29.04	163.93	21.37	6,279.30	15,140.95
39+20.00	218.58	26.22	162.33	20.47	6,441.63	15,161.42
39+40.00	220.63	20.35	162.67	17.25	6,604.30	15,178.67
39+60.00	224.86	16.06	165.00	13.49	6,769.30	15,192.16

Revised Earthwork Quantity

STATION	Exc Area SF	Emb Area SF	Excav (CY)	EMBANK (CY)	Cum Excav (CY)	Cum Emb (CY)
39+80.00	227.95	14.18	167.71	11.20	6,937.01	15,203.36
40+00.00	232.85	10.18	170.67	9.02	7,107.68	15,212.38
40+20.00	236.34	5.44	173.77	5.79	7,281.45	15,218.17
40+42.00	247.92	3.60	197.29	3.68	7,478.74	15,221.85
40+60.00	263.09	2.29	170.34	1.96	7,649.08	15,223.81
40+80.00	298.48	1.18	207.99	1.29	7,857.07	15,225.10
41+00.00	364.44	0.84	245.53	0.75	8,102.60	15,225.85
41+20.00	353.42	2.48	265.87	1.23	8,368.47	15,227.08
41+40.00	354.70	2.74	262.27	1.93	8,630.74	15,229.01
41+60.00	363.85	2.69	266.13	2.01	8,896.87	15,231.02
41+80.00	305.97	4.11	248.08	2.52	9,144.95	15,233.54
42+00.00	290.31	9.03	220.84	4.87	9,365.79	15,238.41
42+20.00	290.33	10.80	215.05	7.34	9,580.84	15,245.75
42+40.00	293.20	9.55	216.12	7.54	9,796.96	15,253.29
42+60.00	302.06	7.05	220.47	6.15	10,017.43	15,259.44
42+80.00	316.38	6.75	229.05	5.11	10,246.48	15,264.55
43+00.00	326.21	6.77	238.00	5.01	10,484.48	15,269.56
43+20.00	319.99	8.66	239.33	5.71	10,723.81	15,275.27
43+40.00	340.73	13.39	244.71	8.17	10,968.52	15,283.44
43+60.00	354.50	14.89	257.49	10.47	11,226.01	15,293.91
43+80.00	342.25	15.10	258.06	11.11	11,484.07	15,305.02
44+00.00	365.45	14.28	262.11	10.88	11,746.18	15,315.90
44+20.00	360.48	12.73	268.86	10.00	12,015.04	15,325.90
44+40.00	372.18	10.78	271.36	8.71	12,286.40	15,334.61
44+60.00	375.87	9.02	277.06	7.33	12,563.46	15,341.94
44+80.00	391.51	7.99	284.21	6.30	12,847.67	15,348.24
45+00.00	425.19	8.16	302.48	5.98	13,150.15	15,354.22
45+20.00	422.20	8.32	313.85	6.10	13,464.00	15,360.32
45+40.00	421.49	8.51	312.48	6.23	13,776.48	15,366.55
45+60.00	392.00	8.26	301.29	6.21	14,077.77	15,372.76
45+80.00	472.87	8.26	320.32	6.12	14,398.09	15,378.88
46+00.00	474.29	9.42	350.80	6.55	14,748.89	15,385.43
46+20.00	417.79	11.15	330.40	7.62	15,079.29	15,393.05
46+40.00	427.67	11.37	313.13	8.34	15,392.42	15,401.39
46+60.00	445.51	8.78	323.40	7.46	15,715.82	15,408.85
46+80.00	461.20	8.42	335.82	6.37	16,051.64	15,415.22
47+00.00	492.36	6.11	353.17	5.38	16,404.81	15,420.60
47+20.00	549.96	4.06	386.04	3.77	16,790.85	15,424.37
Total Earthwork between Sta 25+60.00 & Sta 47+20.00				16,790.85	15,424.37	

Δ- Change Order #3.6

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SH 205

EARTH WORK QUANTITY

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	(SEE TITLE SHEET)	SH 205

STATE	DIST.	COUNTY	SHEET NO.
TEXAS	DALLAS	ROCKWALL	
CONT.	SECT.	JOB	
0451	01	032, ETC	25TEA

DGN=G:\JOBS\22451C-SH205\22451cxs40erwkqty.dgn, ON=10-7, 10-633
5/7/2008 Plotted 07-MAR-2008 18:09

Revised Earthwork Quantity IH 30 EBFR

STATION	Exc Area SF	Emb Area SF	Excav (CY)	EMBANK (CY)	Cum Excav (CY)	Cum Emb (CY)
12+20.00	119.91	1.56				
12+40.00	120.60	1.96	89.08	1.30	89.08	1.30
12+60.00	120.86	1.88	89.43	1.42	178.51	2.72
12+80.00	121.16	1.25	89.64	1.16	268.15	3.88
13+00.00	122.80	1.14	90.36	0.89	358.51	4.77
13+20.00	126.28	1.01	92.25	0.80	450.76	5.57
13+40.00	125.45	0.87	93.23	0.70	543.99	6.27
13+60.00	135.70	0.75	96.72	0.60	640.71	6.87
13+80.00	81.77	8.51	80.54	3.43	721.25	10.30
14+00.00	123.41	1.17	75.99	3.59	797.24	13.89
14+20.00	124.12	0.42	91.68	0.59	888.92	14.48
14+40.00	132.11	0.00	94.90	0.16	983.82	14.64
14+60.00	120.83	0.11	93.68	0.04	1,077.50	14.68
14+80.00	120.68	2.67	89.45	1.03	1,166.95	15.71
15+00.00	145.02	2.76	98.41	2.01	1,265.36	17.72
15+20.00	181.60	2.75	120.97	2.04	1,386.33	19.76
15+40.00	197.48	2.76	140.40	2.04	1,526.73	21.80
15+60.00	206.72	2.59	149.70	1.98	1,676.43	23.78
15+80.00	192.23	1.97	147.76	1.69	1,824.19	25.47
16+00.00	187.25	2.32	140.55	1.59	1,964.74	27.06
16+20.00	190.49	2.12	139.90	1.64	2,104.64	28.70
16+40.00	207.75	1.58	147.50	1.37	2,252.14	30.07
16+60.00	251.79	0.83	170.20	0.89	2,422.34	30.96
16+80.00	286.88	0.36	199.51	0.44	2,621.85	31.40
17+00.00	304.23	0.00	218.93	0.13	2,840.78	31.53
17+20.00	317.69	0.00	230.34	0.00	3,071.12	31.53
17+40.00	322.04	0.00	236.94	0.00	3,308.06	31.53
17+60.00	320.37	0.00	237.93	0.00	3,545.99	31.53
17+80.00	321.77	0.00	237.83	0.00	3,783.82	31.53
18+00.00	322.94	0.00	238.78	0.00	4,022.60	31.53
18+20.00	316.92	0.00	236.99	0.00	4,259.59	31.53
18+40.00	348.58	0.00	246.48	0.00	4,506.07	31.53
18+60.00	427.38	0.00	287.39	0.00	4,793.46	31.53
Total Earthwork between Sta 12+20.00 & Sta 18+60.00			4,793.46	31.53		

Δ-Change Order #36

Parsons Brinckerhoff Quade & Douglas, Inc.
2777 Stemmons Freeway
Suite 1333
Dallas, TX 75207

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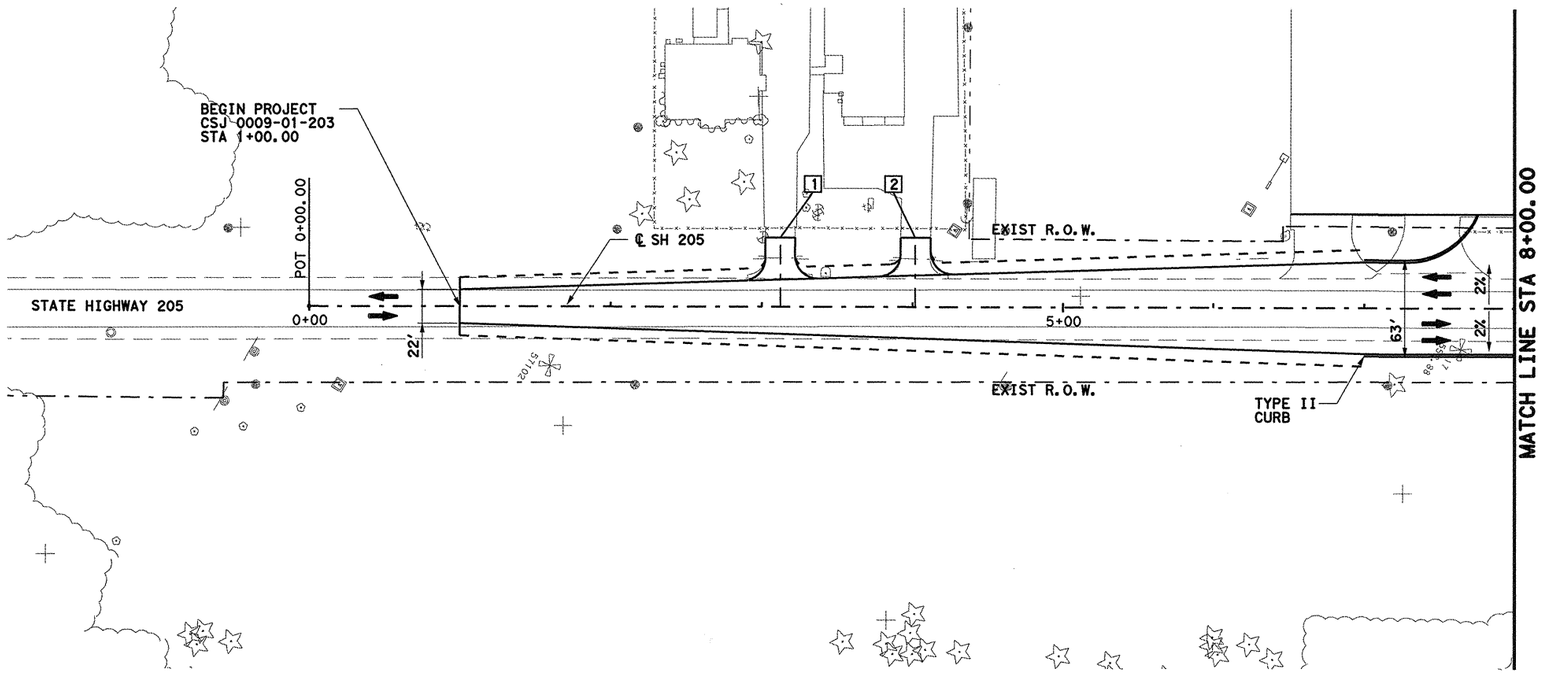
SH 205

EARTH WORK QUANTITY

FED.RD. DIV.NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	(SEE TITLE SHEET)	SH 205
STATE	DIST.	COUNTY
TEXAS	DALLAS	ROCKWALL
CONT.	SECT.	JOB
0451	01	032, ETC

SHEET NO. 257FA

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3/7/2008 Plotted 07-MAR-2008 18:09



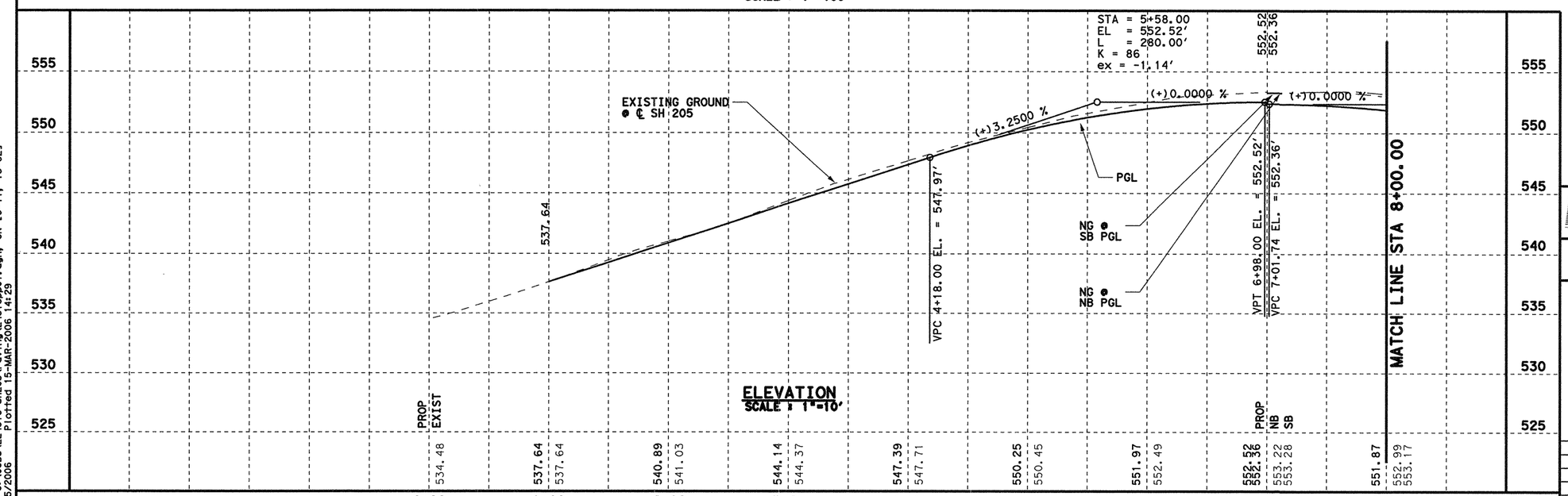
0 50 100
SCALE IN FEET
HORIZONTAL

0 10 20
SCALE IN FEET
VERTICAL

[X] - DRIVEWAY NUMBER
SEE DRIVEWAY DETAIL
SHEET FOR DIMENSIONS

PLAN
SCALE : 1"=100'

ELEVATION
SCALE : 1"=10'



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3/15/2006 Plotted 15-MAR-2006 14:29

3/15/06

STATE OF TEXAS
TODD P. CONSTANT
88243
PROFESSIONAL LICENSED ENGINEER
Todd P. Constant, PE

Parsons Brinckerhoff Quade & Douglas, Inc.
2777 Stemmons Freeway
Suite 1333
Dallas, TX 75207

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SH 205

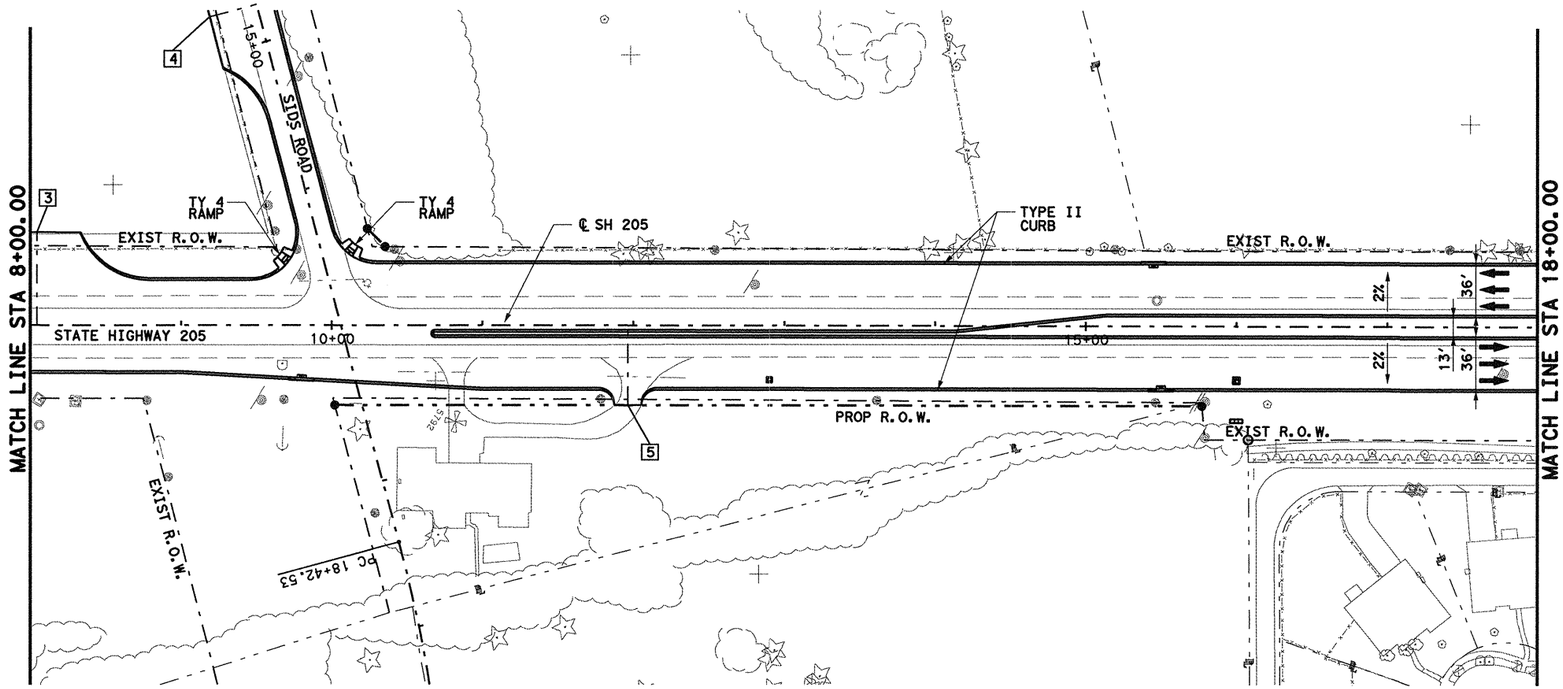
ROADWAY

PAVING PLAN & PROFILE
STA 0+00 TO 8+00

SHEET 1 OF 33

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	(SEE TITLE SHEET)	SH 205

STATE	DIST.	COUNTY	SHEET NO.
TEXAS	DALLAS	ROCKWALL	258
CONT.	SECT.	JOB	
0451	01	032, ETC	



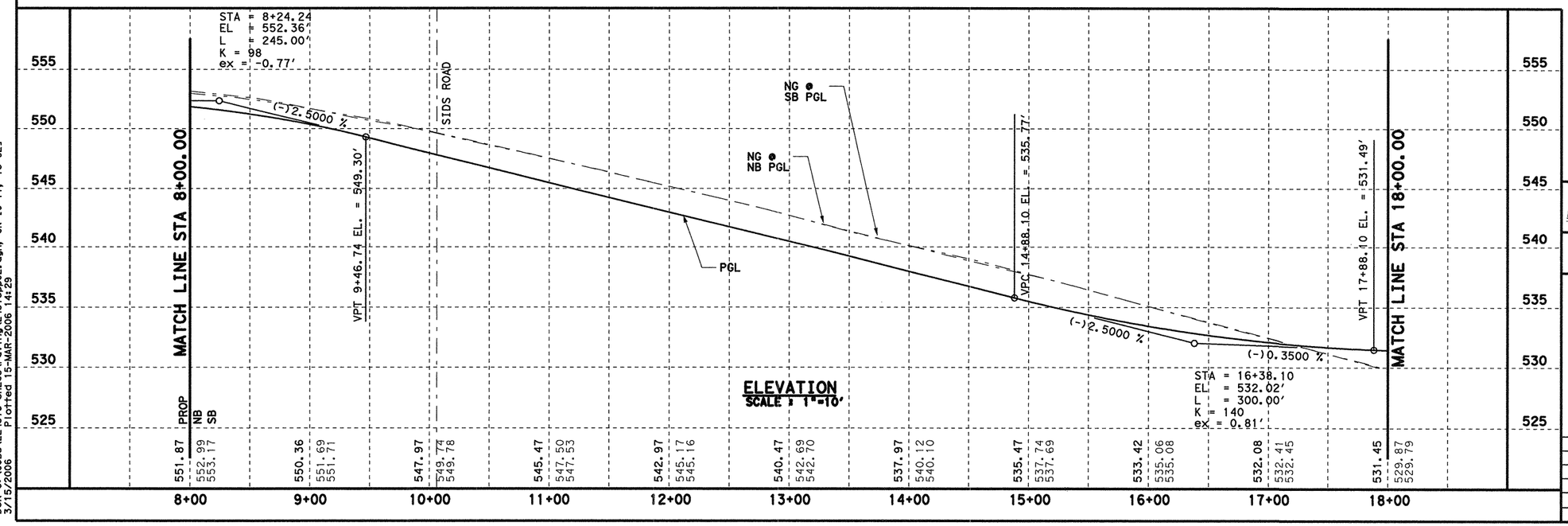
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SCALE IN FEET
HORIZONTAL

0 10 20
SCALE IN FEET
VERTICAL

[X] - DRIVEWAY NUMBER
SEE DRIVEWAY DETAIL
SHEET FOR DIMENSIONS

PLAN
SCALE : 1"=100'

ELEVATION
SCALE : 1"=10'



STATE OF TEXAS
TODD P. CONSTANT
88243
LICENSED
PROFESSIONAL ENGINEER
3/15/06

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SH 205

ROADWAY

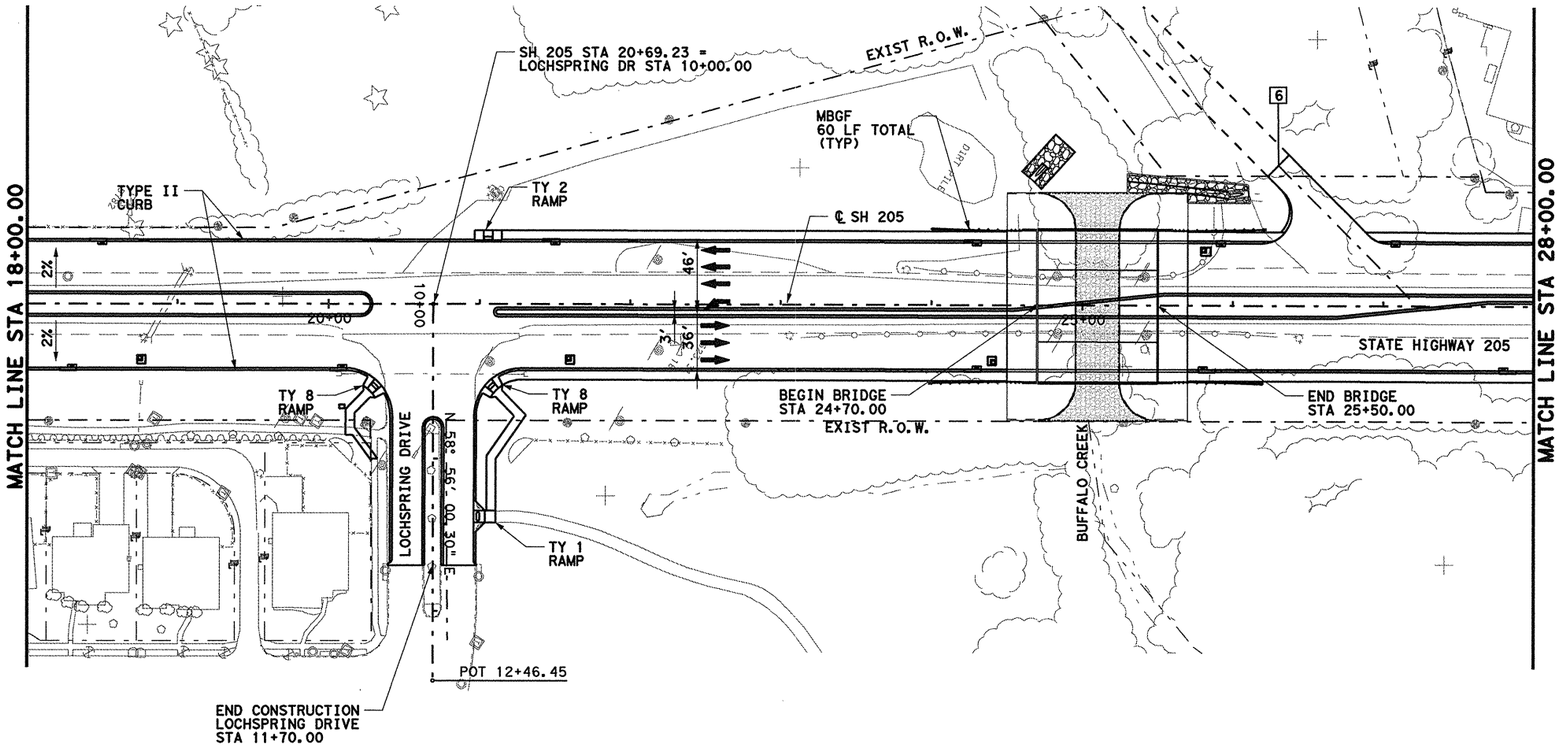
PAVING PLAN & PROFILE
STA 8+00 TO 18+00

SHEET 2 OF 33

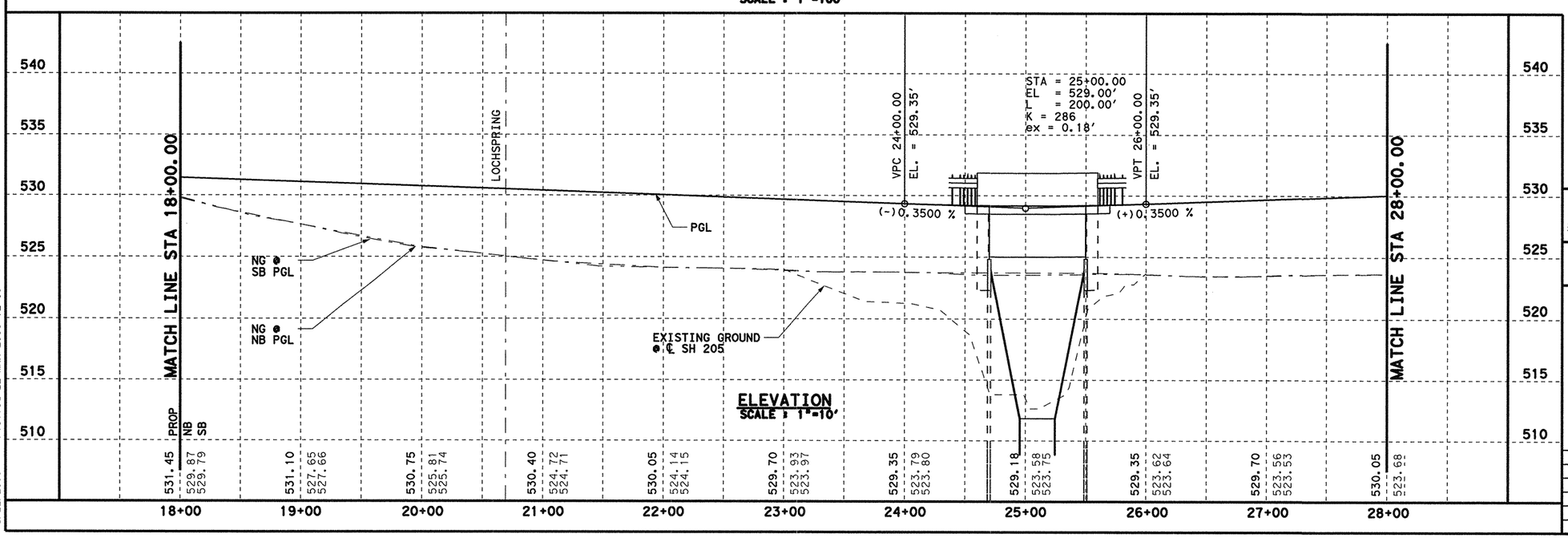
FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	(SEE TITLE SHEET)	SH 205

STATE	DIST.	COUNTY	SHEET NO.
TEXAS	DALLAS	ROCKWALL	259
CONT.	SECT.	JOB	
0451	01	032, ETC	

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3/15/2006 Plotted 15-MAR-2006 14:29



PLAN
SCALE : 1"=100'



ELEVATION
SCALE : 1"=10'



0 50 100
SCALE IN FEET
HORIZONTAL

0 10 20
SCALE IN FEET
VERTICAL

[X] - DRIVEWAY NUMBER
SEE DRIVEWAY DETAIL
SHEET FOR DIMENSIONS

STATE OF TEXAS
TODD P. CONSTANT
88243
LICENSED
PROFESSIONAL ENGINEER
3/22/06

Todd P. Constant, PE

Parsons Brinckerhoff Quade & Douglas, Inc.
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Dallas, TX 75207

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SH 205

ROADWAY

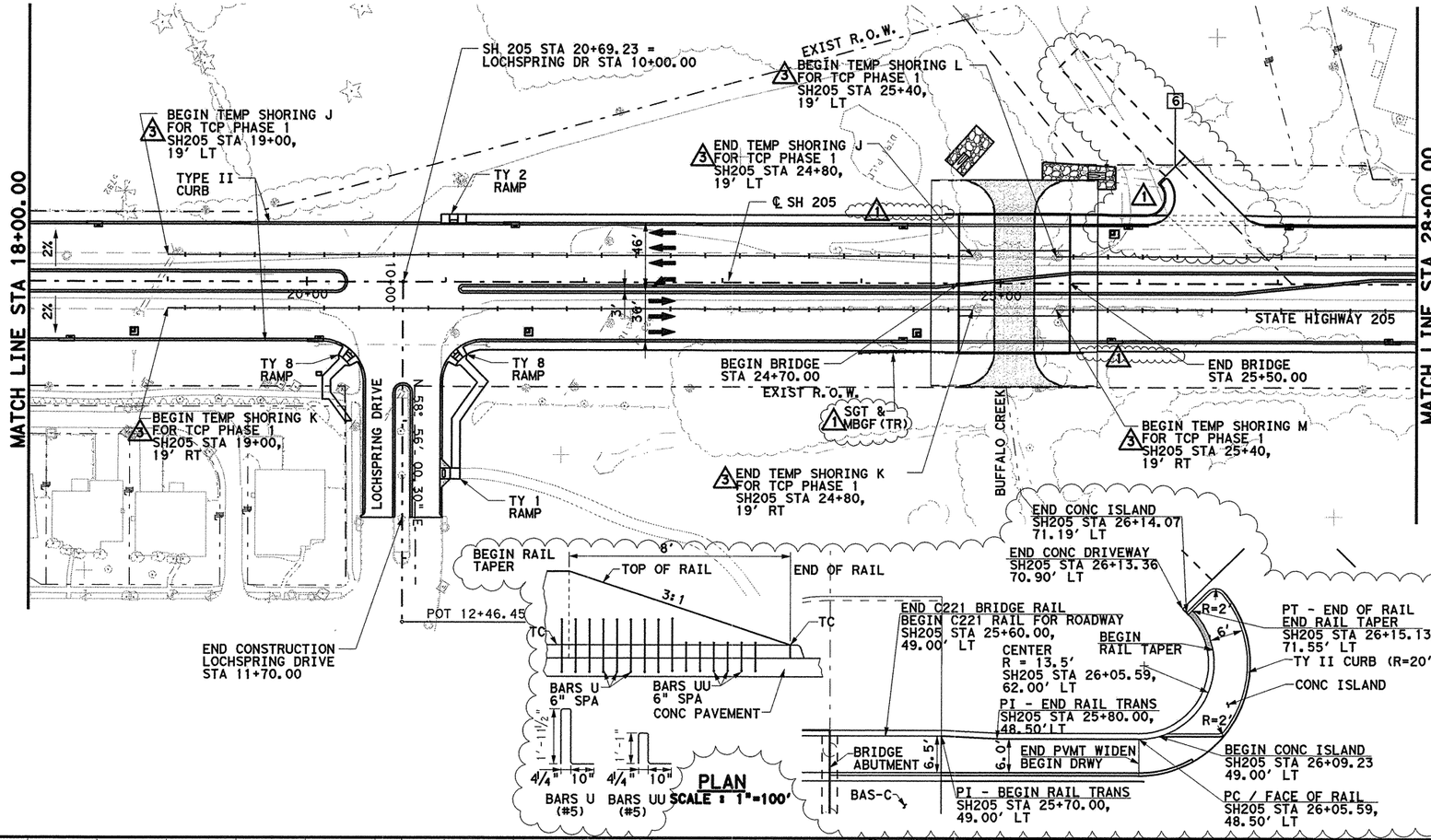
PAVING PLAN & PROFILE
STA 18+00 TO 28+00

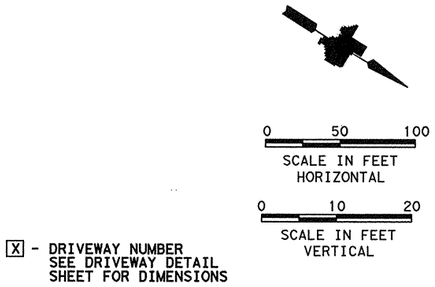
SHEET 3 OF 33

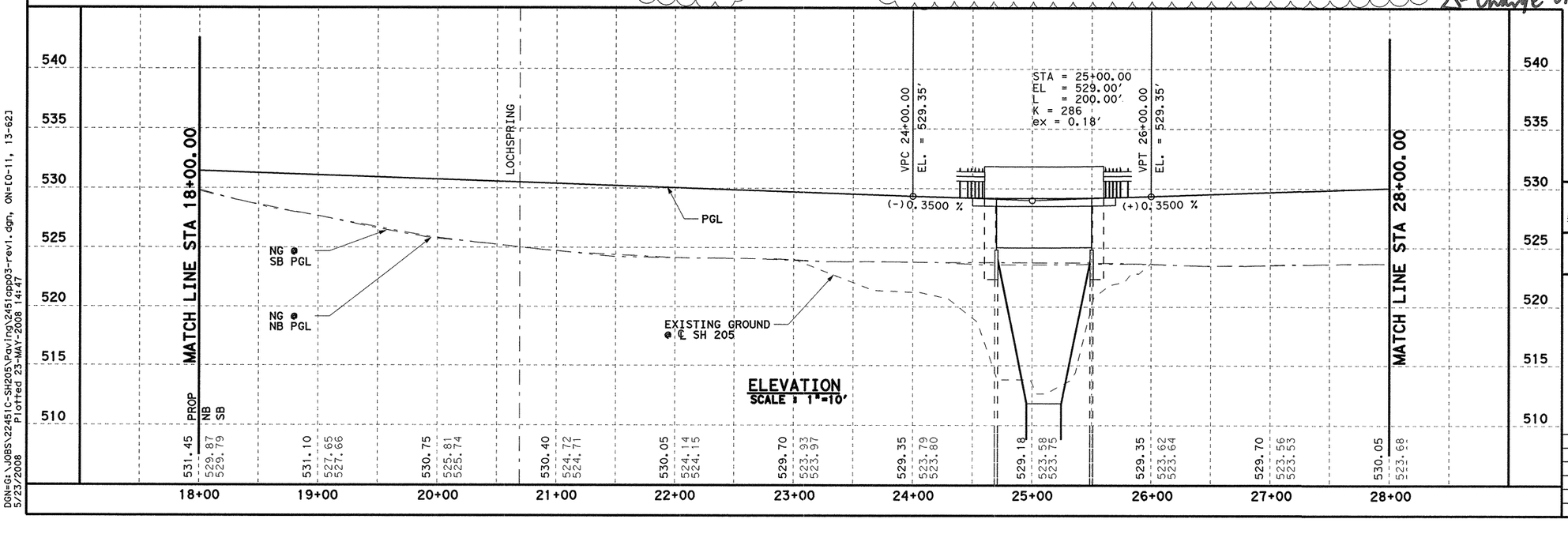
FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	(SEE TITLE SHEET)	SH 205

STATE	DIST.	COUNTY	SHEET NO.
TEXAS	DALLAS	ROCKWALL	260
CONT.	SECT.	JOB	
0451	01	032, ETC	

DGN=G:\JOBS\22451C-SH205\Paving\2451app03.dgn, ON=10-11, 13-621
3/22/2006 Plotted 22-MAR-2006 12:50







ELEVATION
SCALE : 1"=10'

3 ADDED TEMP SHORING FOR TCP PHASE 1 FIELD CHANGE - 5/7/08 - KDG

1 REVISED MBGF TO C221 RAIL, RELOCATE OF DRIVEWAY 6, AND REMOVED TAS - 1/23/08 - KDG.

PREVIOUSLY SEALED BY TODD P. CONSTANT, P.E.

Change Order #17

STATE OF TEXAS
K. DAVID GAN
92574
LICENSED PROFESSIONAL ENGINEER
5/23/08

Parsons Brinckerhoff Quade & Douglas, Inc.
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Dallas, TX 75207

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SH 205

ROADWAY

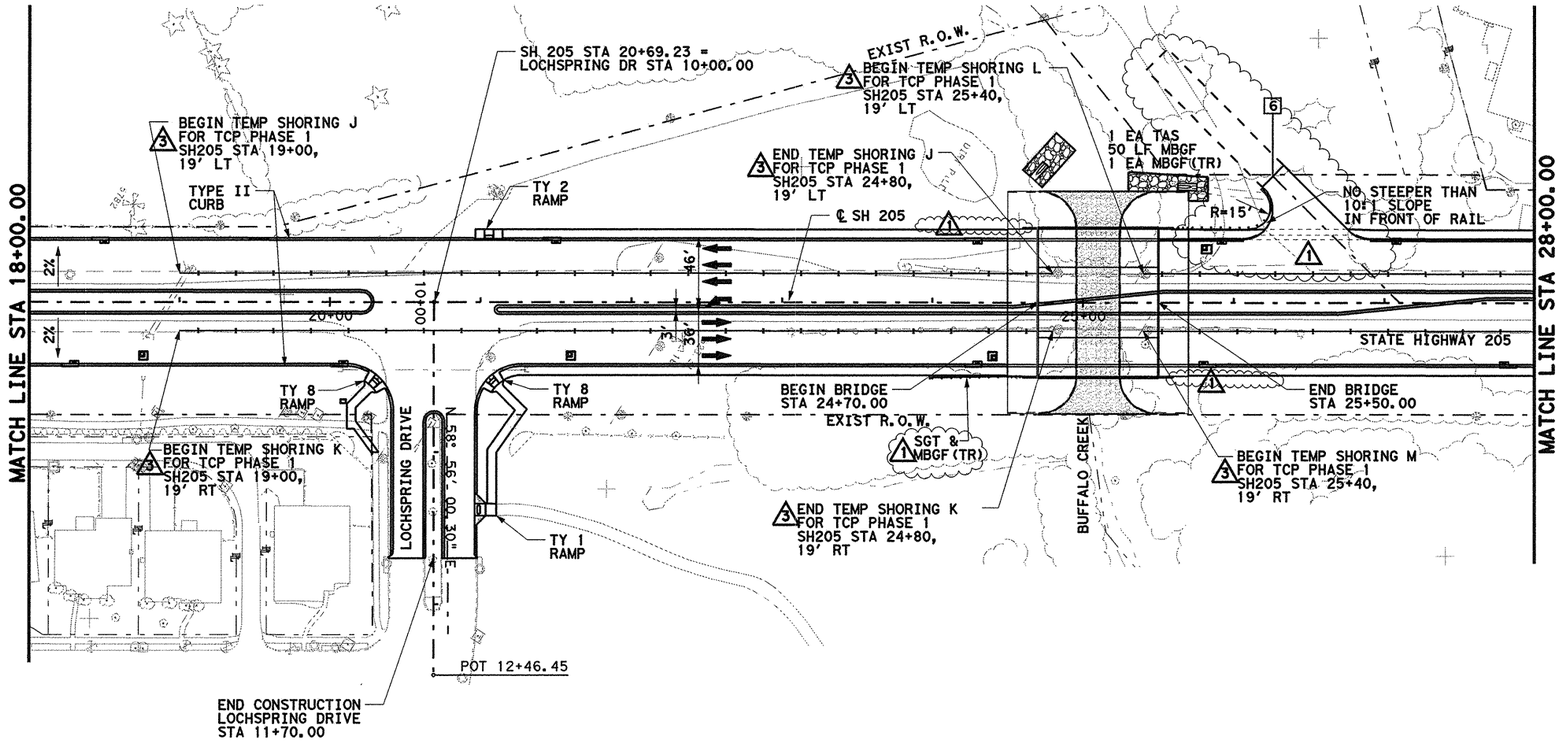
PAVING PLAN & PROFILE
STA 18+00 TO 28+00

SHEET 3 OF 33

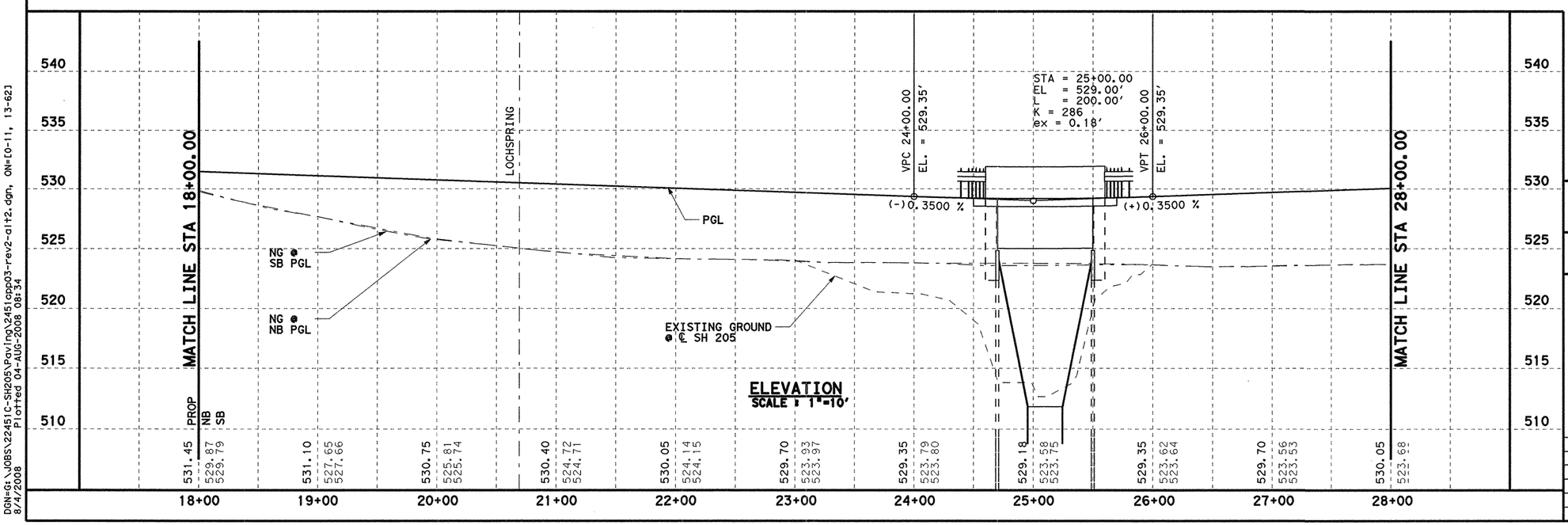
FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	(SEE TITLE SHEET)	SH 205

STATE	DIST.	COUNTY	SHEET NO.
TEXAS	DALLAS	ROCKWALL	260A
CONT.	SECT.	JOB	
0451	01	032, ETC	

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5/23/2008 Plotted 23-MAY-2008 14:47



PLAN
SCALE : 1"=100'



ELEVATION
SCALE : 1"=10'



[X] - DRIVEWAY NUMBER
SEE DRIVEWAY DETAIL SHEET FOR DIMENSIONS

STATE OF TEXAS
K. DAVID GAN
92574
LICENSED PROFESSIONAL ENGINEER
8/4/08

Change Order #48

3 ADDED TEMP SHORING FOR TCP PHASE 1 FIELD CHANGE - 5/7/08 - KDG

1 REVISED MBGF - 7/31/08 - KDG, RELOCATE OF DRIVEWAY 6, AND REMOVED TAS - 1/23/08 - KDG.

ORIGINAL PLAN SEALED BY TODD P. CONSTANT, P.E.

Parsons Brinckerhoff Quade & Douglas, Inc.
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Suite 1333
Dallas, TX 75207

Texas Department of Transportation
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SH 205

ROADWAY

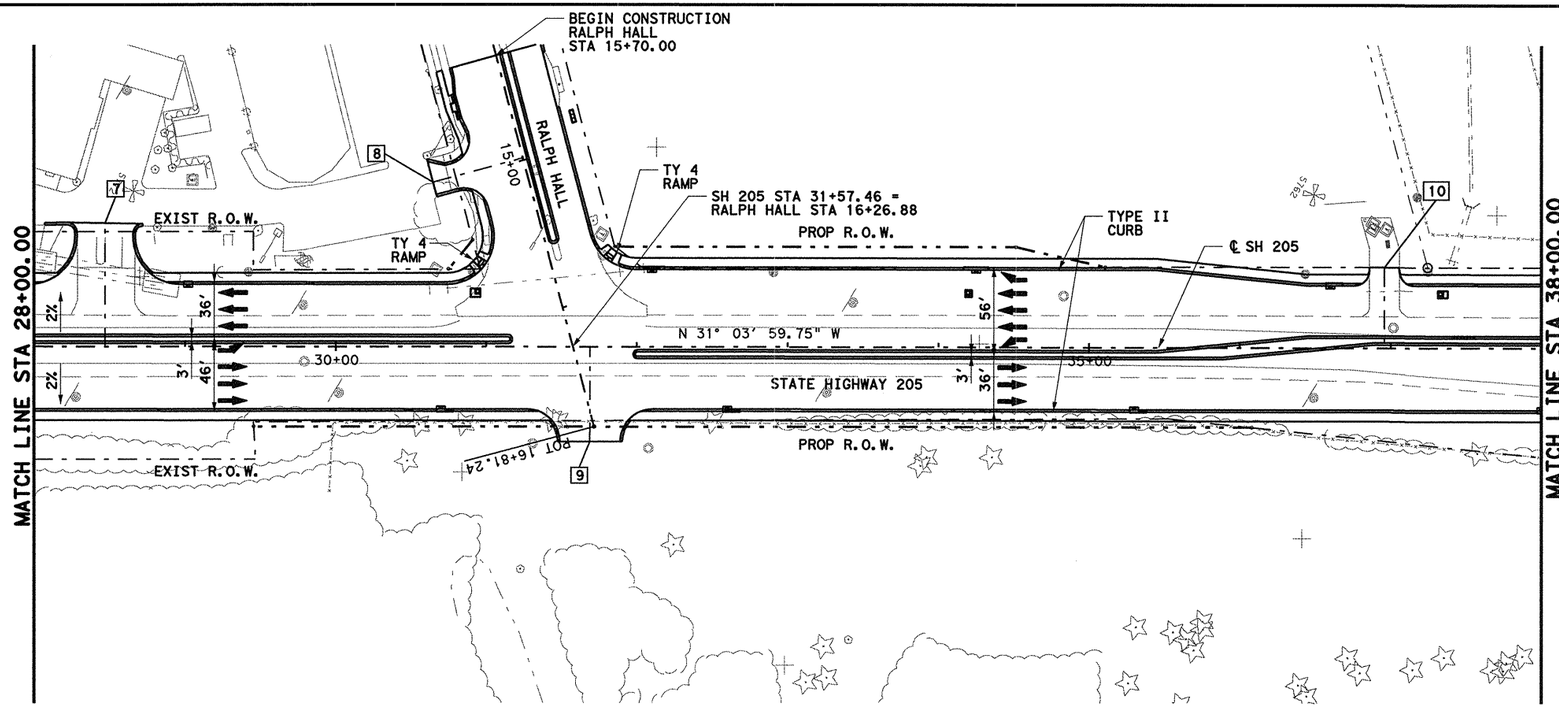
PAVING PLAN & PROFILE
STA 18+00 TO 28+00

SHEET 3 OF 33

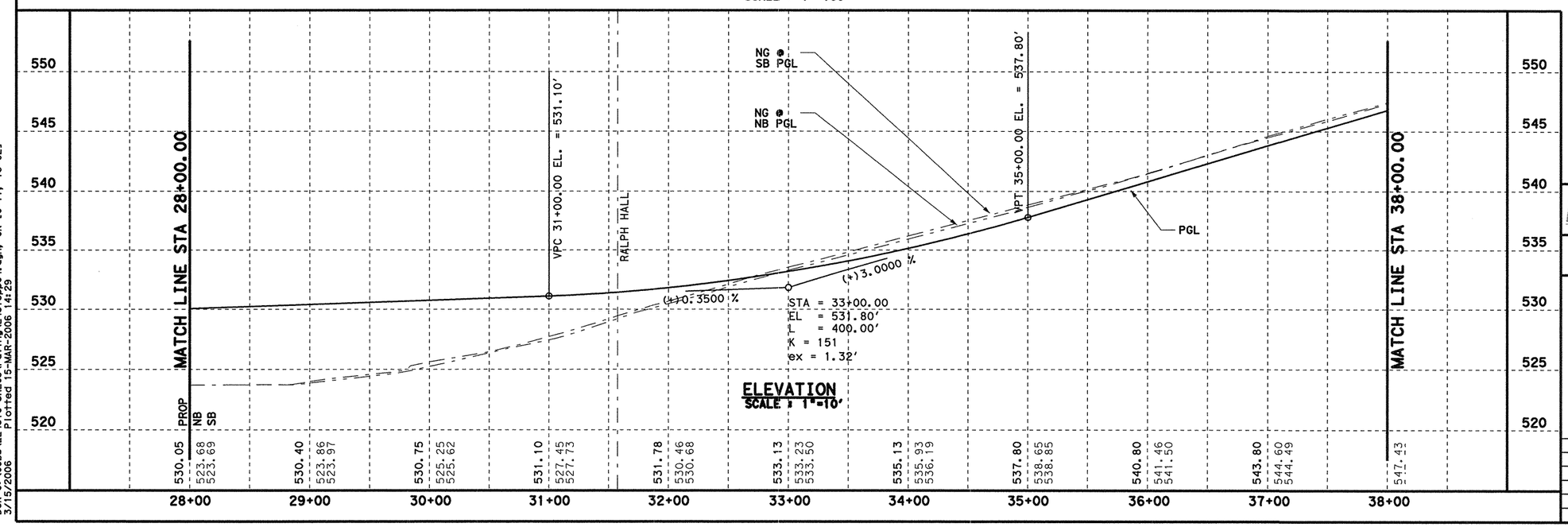
FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	(SEE TITLE SHEET)	SH 205

STATE	DIST.	COUNTY	SHEET NO.
TEXAS	DALLAS	ROCKWALL	260B
CONT.	SECT.	JOB	
0451	01	032, ETC	

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8/4/2008 Plotted 04-AUG-2008 08:34



PLAN
SCALE : 1"=100'



ELEVATION
SCALE : 1"=10'

0 50 100
SCALE IN FEET
HORIZONTAL

0 10 20
SCALE IN FEET
VERTICAL

X - DRIVEWAY NUMBER
SEE DRIVEWAY DETAIL
SHEET FOR DIMENSIONS

STATE OF TEXAS
TODD P. CONSTANT
88243
LICENSED
PROFESSIONAL ENGINEER
3/15/06

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ROADWAY

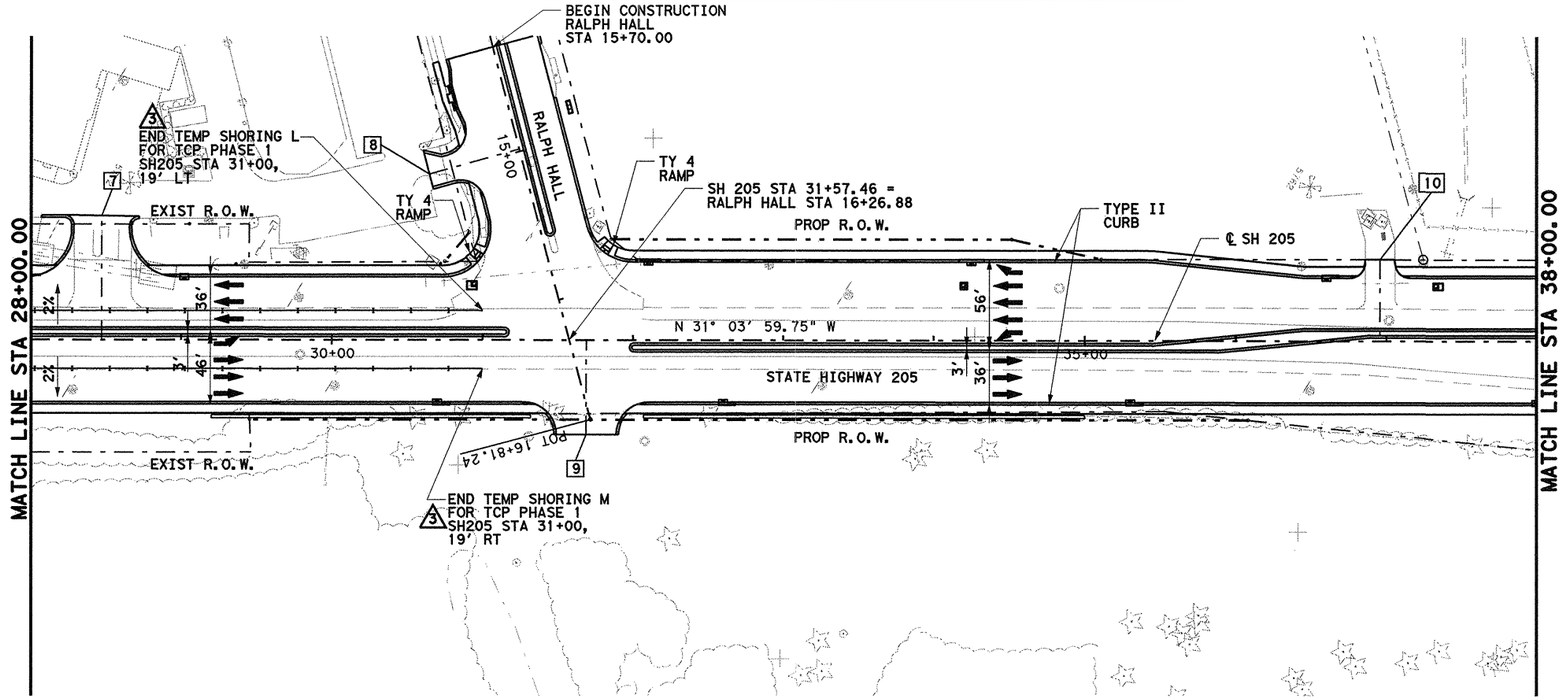
PAVING PLAN & PROFILE
STA 28+00 TO 38+00

SHEET 4 OF 33

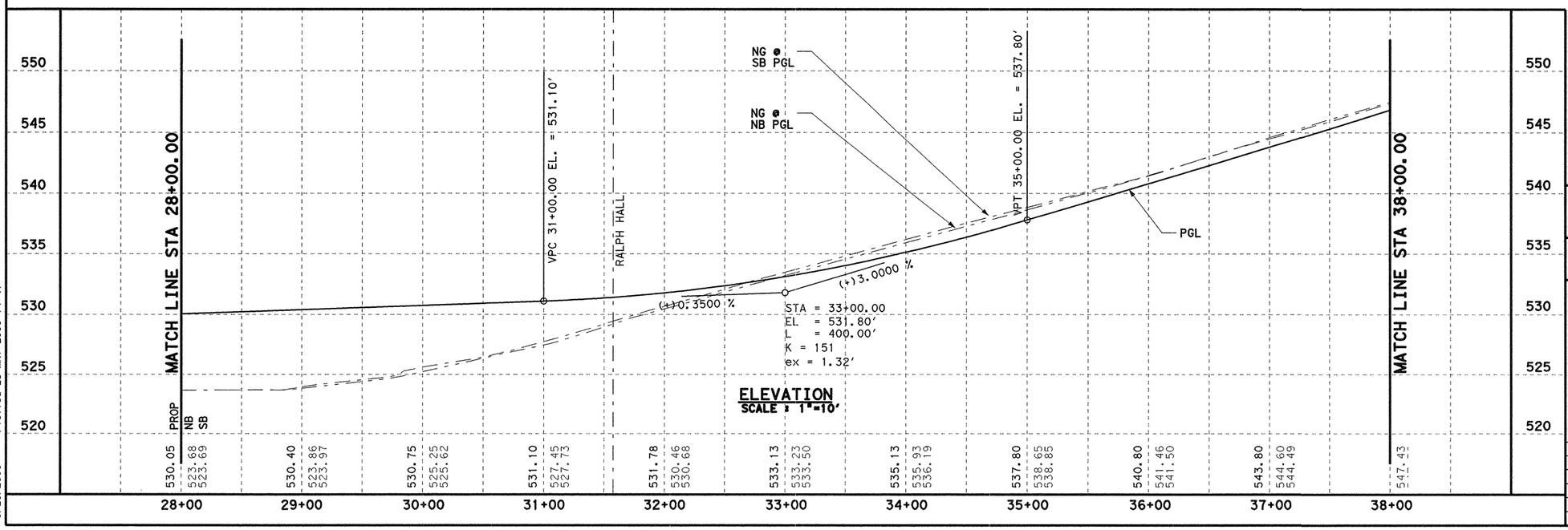
FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	(SEE TITLE SHEET)	SH 205

STATE	DIST.	COUNTY	SHEET NO.
TEXAS	DALLAS	ROCKWALL	261
CONT.	SECT.	JOB	
0451	01	032, ETC	

DGN=G:\JOBS\22451C-SH205\Paving\2451opp04.dgn, ON=10-11, 13-621
3/15/2006 Plotted 15-MAR-2006 14:29



PLAN
SCALE : 1"=100'



ELEVATION
SCALE : 1"=10'

0 50 100
SCALE IN FEET
HORIZONTAL

0 10 20
SCALE IN FEET
VERTICAL

X - DRIVEWAY NUMBER
SEE DRIVEWAY DETAIL
SHEET FOR DIMENSIONS

STATE OF TEXAS
K. DAVID GAN
92574
LICENSED
PROFESSIONAL ENGINEER
5/23/08

Δ- Change Order #17

3 ADDED TEMP SHORING FOR TCP PHASE 1
FIELD CHANGE - 5/7/08 - KDG

PREVIOUSLY SEALED BY
TODD P. CONSTANT, P.E.

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2777 Steemmons Freeway
Suite 1333
Dallas, TX 75207

Texas Department of Transportation
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SH 205

ROADWAY

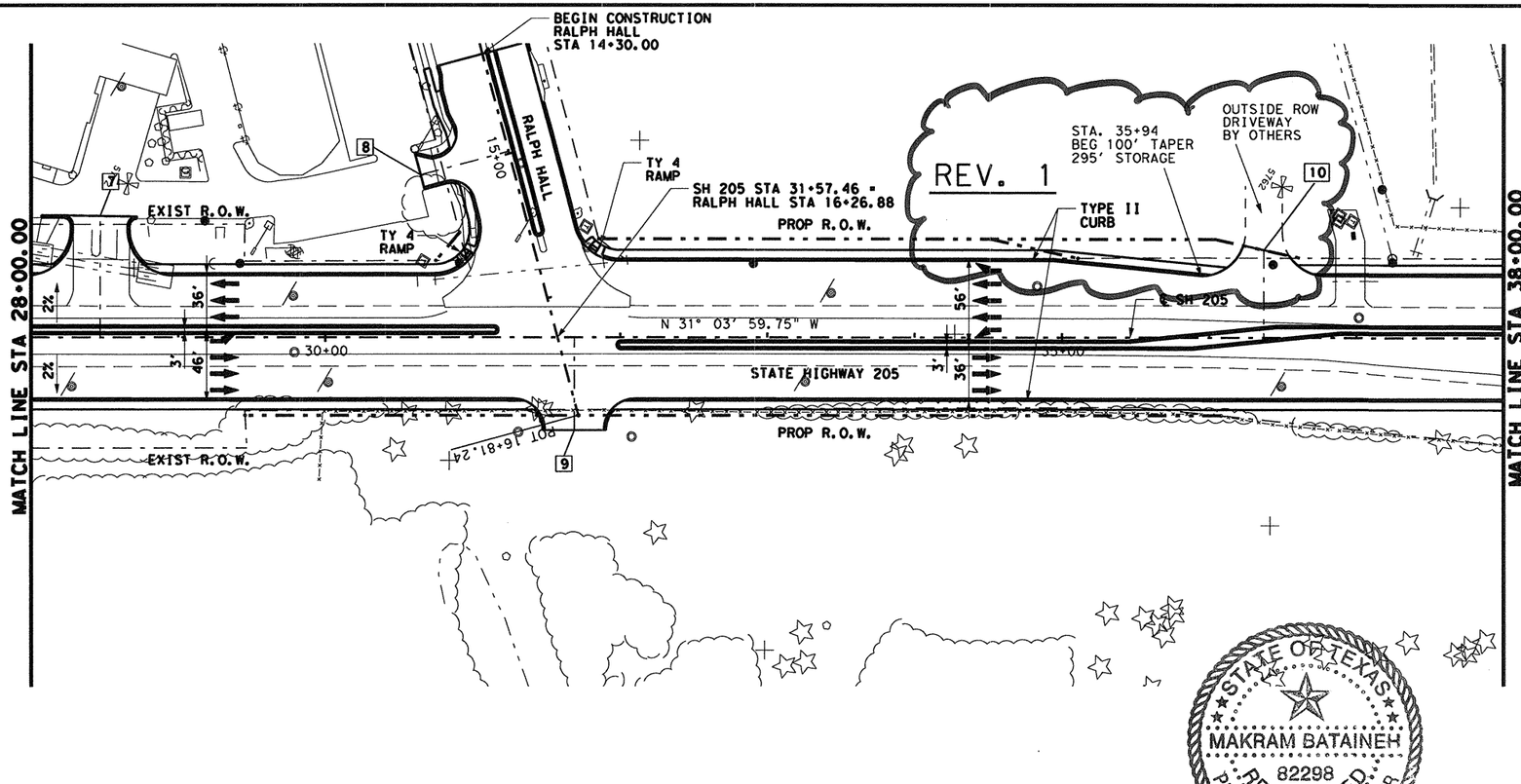
PAVING PLAN & PROFILE
STA 28+00 TO 38+00

SHEET 4 OF 33

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	(SEE TITLE SHEET)	SH 205

STATE	DIST.	COUNTY	SHEET NO.
TEXAS	DALLAS	ROCKWALL	
CONT.	SECT.	JOB	261A
0451	01	032, ETC	

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5/23/2008 Plotted 23-MAY-2008 14:47



0 50 100
SCALE IN FEET
HORIZONTAL

0 10 20
SCALE IN FEET
VERTICAL

[X] - DRIVEWAY NUMBER
SEE DRIVEWAY DETAIL
SHEET FOR DIMENSIONS

[10] CL STA 36+37
RT RADIUS 30'
LT RADIUS 30'
DRIVEWAY WIDTH 25'

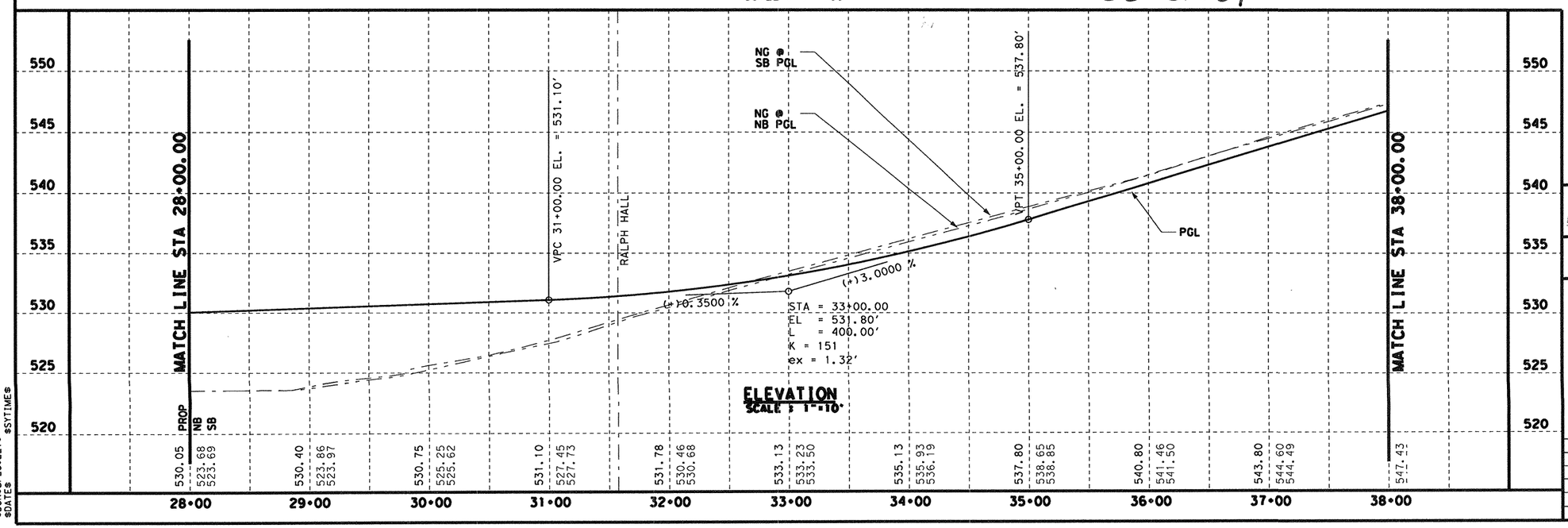
REV. 1

(1) SB RT TURN LANE TO RALPH HALL
(2) DRIVEWAY #10

STATE OF TEXAS
MAKRAM BATAINEH
82298
REGISTERED
PROFESSIONAL ENGINEER

Makram Bataineh, P.E (For Rev. No. 1 Only)
05-31-07

PLAN
SCALE : 1"=100'



ELEVATION
SCALE : 1"=10'

DGNSPECLEV
$DATE$ $SYTIME$

STATE OF TEXAS
TODD P. CONSTANT
88243
LICENSED
PROFESSIONAL ENGINEER

Parsons Brinckerhoff Quade & Douglas, Inc.
2777 Stemmons Freeway
Suite 1333
Dallas, TX 75207

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SH 205

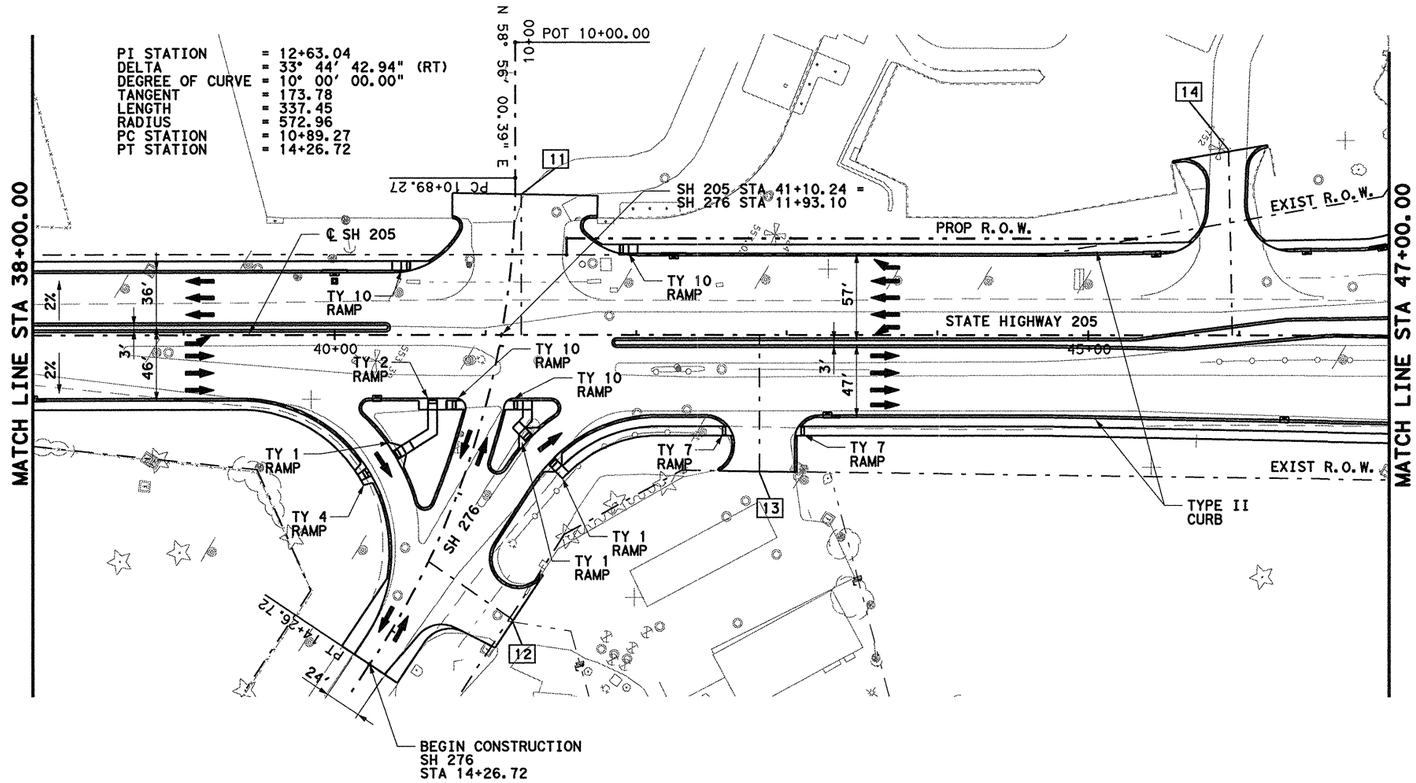
ROADWAY

PAVING PLAN & PROFILE
STA 28+00 TO 38+00

SHEET 4 OF 33

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	(SEE TITLE SHEET)	SH 205

STATE	DIST.	COUNTY	SHEET NO.
TEXAS	DALLAS	ROCKWALL	26
CONT.	SECT.	JOB	
0451	01	032, ETC	

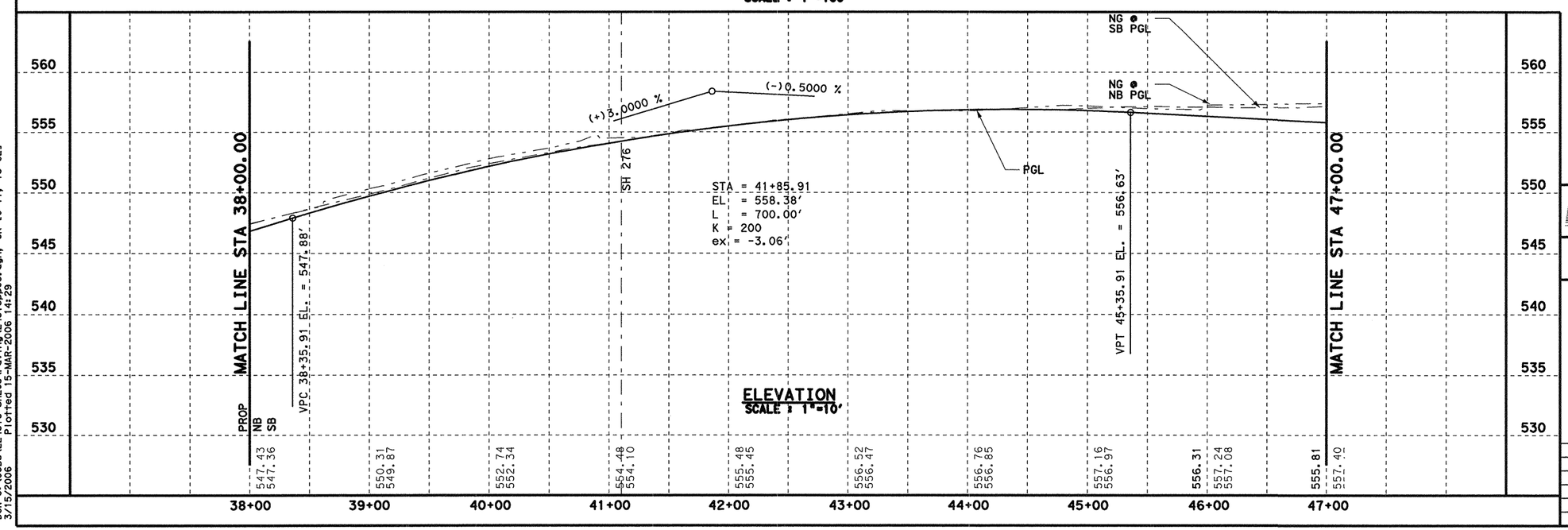


0 50 100
SCALE IN FEET
HORIZONTAL

0 10 20
SCALE IN FEET
VERTICAL

[X] - DRIVEWAY NUMBER
SEE DRIVEWAY DETAIL
SHEET FOR DIMENSIONS

PLAN
SCALE : 1"=100'



ELEVATION
SCALE : 1"=10'

DGN=G:\JOBS\22451C-SH205\Paving\2451capp05.dgn, ON=10-11, 13-621
3/15/2006 Plotted 15-MAR-2006 14:29

STATE OF TEXAS
TODD P. CONSTANT
88243
LICENSED
PROFESSIONAL ENGINEER
3/15/06

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Suite 1333
Dallas, TX 75207

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SH 205

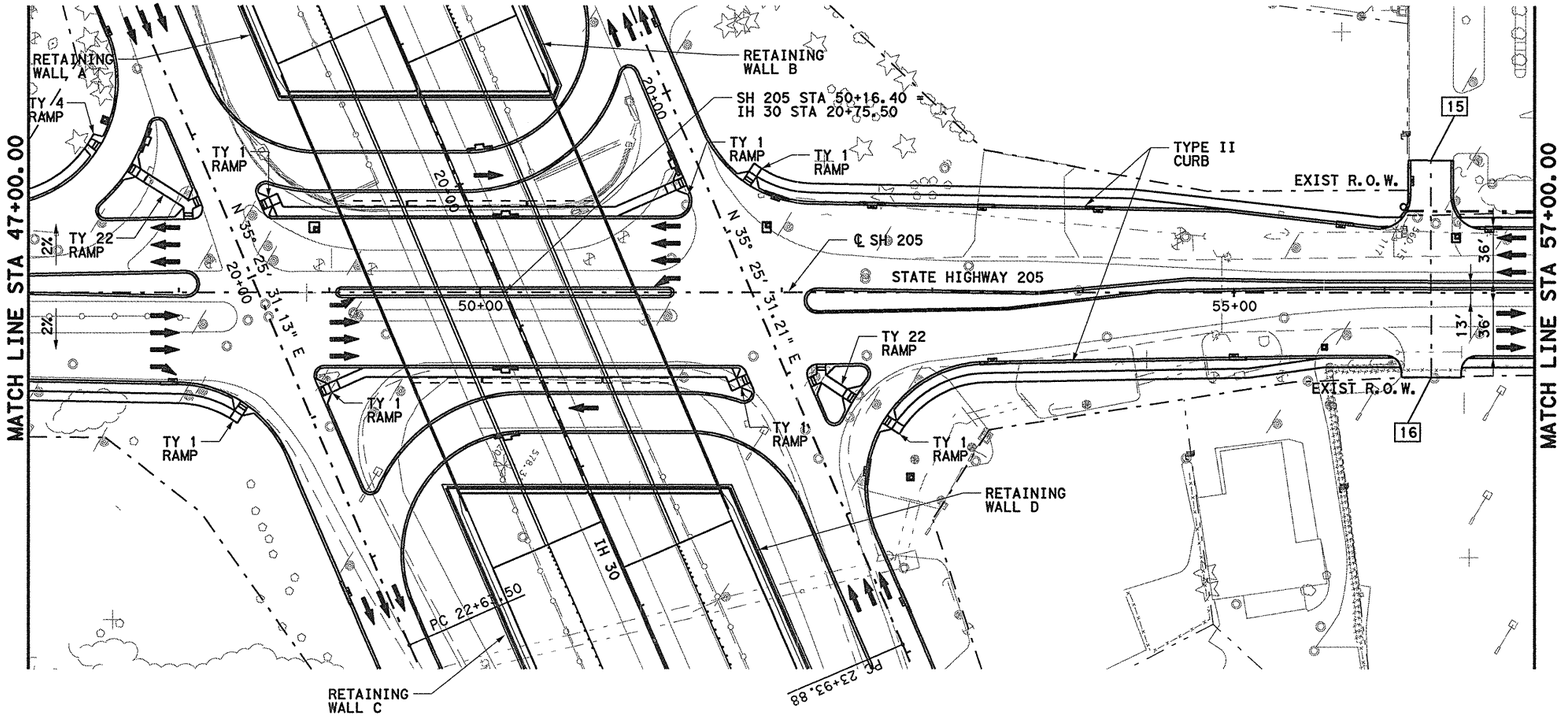
ROADWAY

PAVING PLAN & PROFILE
STA 38+00 TO 47+00

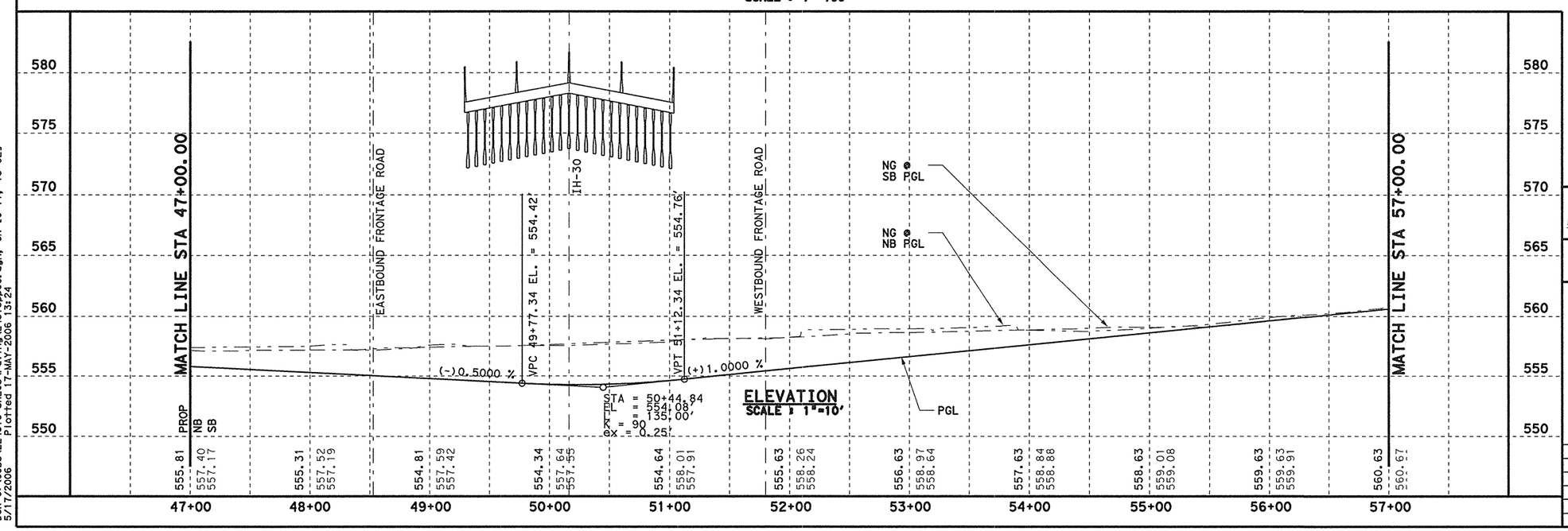
SHEET 5 OF 33

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	(SEE TITLE SHEET)	SH 205

STATE	DIST.	COUNTY	SHEET NO.
TEXAS	DALLAS	ROCKWALL	262
CONT.	SECT.	JOB	
0451	01	032, ETC	



PLAN
SCALE : 1"=100'



ELEVATION
SCALE : 1"=10'



0 50 100
SCALE IN FEET
HORIZONTAL

0 10 20
SCALE IN FEET
VERTICAL

[X] - DRIVEWAY NUMBER
SEE DRIVEWAY DETAIL
SHEET FOR DIMENSIONS

5/17/06

STATE OF TEXAS
TODD P. CONSTANT
88243
LICENSED
PROFESSIONAL ENGINEER

Todd P. Constant, PE

Parsons Brinckerhoff Quade & Douglas, Inc.
2777 Stemmons Freeway
Suite 1333
Dallas, TX 75207

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SH 205

ROADWAY

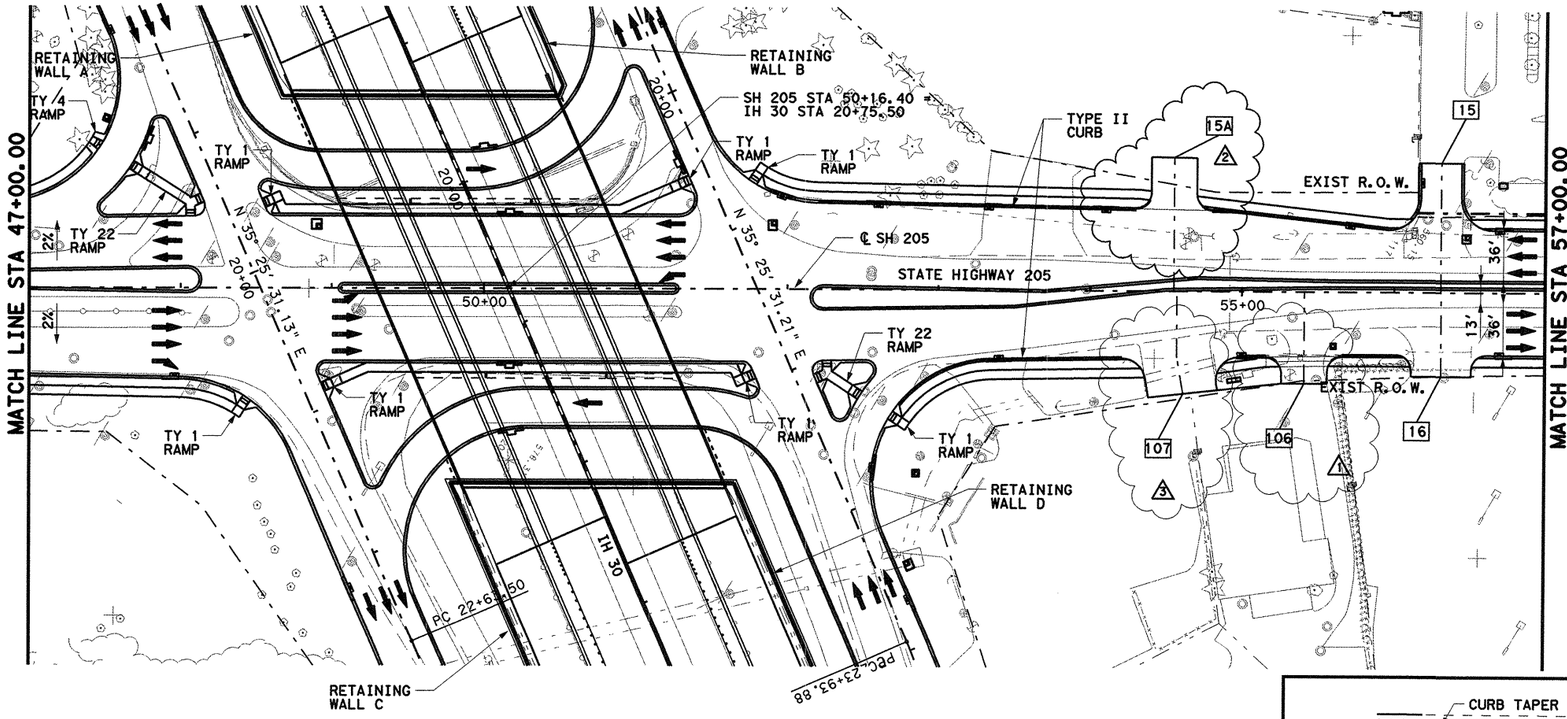
PAVING PLAN & PROFILE
STA 47+00 TO 57+00

SHEET 6 OF 33

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	(SEE TITLE SHEET)	SH 205

STATE	DIST.	COUNTY	SHEET NO.
TEXAS	DALLAS	ROCKWALL	263
CONT.	SECT.	JOB	
0451	01	032, ETC	

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5/17/2006 Plotted 17-MAY-2006 13:24

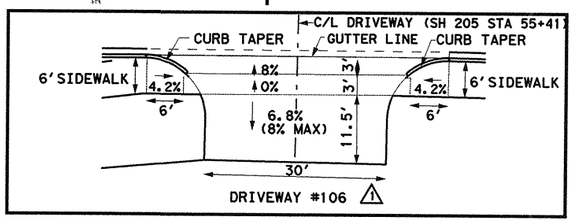


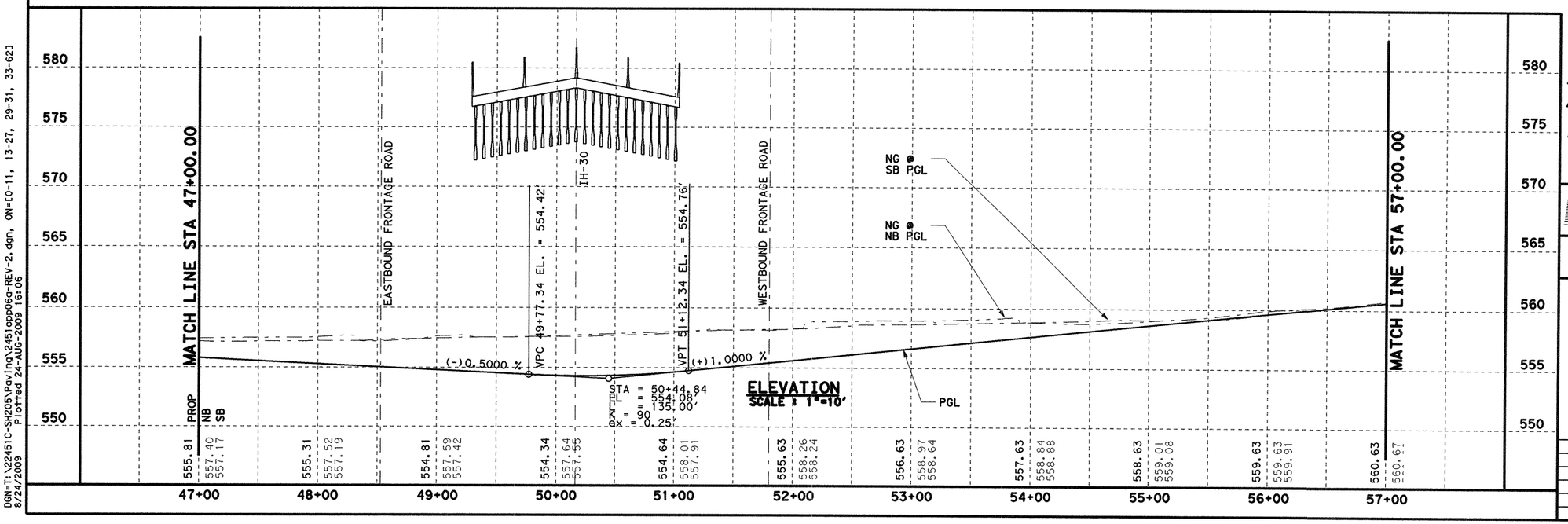
PLAN
SCALE : 1"=100'

0 50 100
SCALE IN FEET HORIZONTAL

0 10 20
SCALE IN FEET VERTICAL

X - DRIVEWAY NUMBER
SEE DRIVEWAY DETAIL SHEET FOR DIMENSIONS





ELEVATION
SCALE : 1"=10'

STATE OF TEXAS
AKAYU MEKONNEN
93580
LICENSED
PROFESSIONAL ENGINEER
8/24/09

1 1-21-2009 ADDED DRIVEWAY #107 BY AM-
2 7-15-2008 ADDED DRIVEWAY #15A BY KDG-
1 9-19-2007 ADDED DRIVEWAY #106 BY KDG

ORIGINAL PLANS SEALED BY
TODD P. CONSTANT, P.E.

Parsons Brinckerhoff Quade & Douglas, Inc.
2777 Stemmons Freeway
Suite 1333
Dallas, TX 75207
TBPE ID 2263

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SH 205

ROADWAY

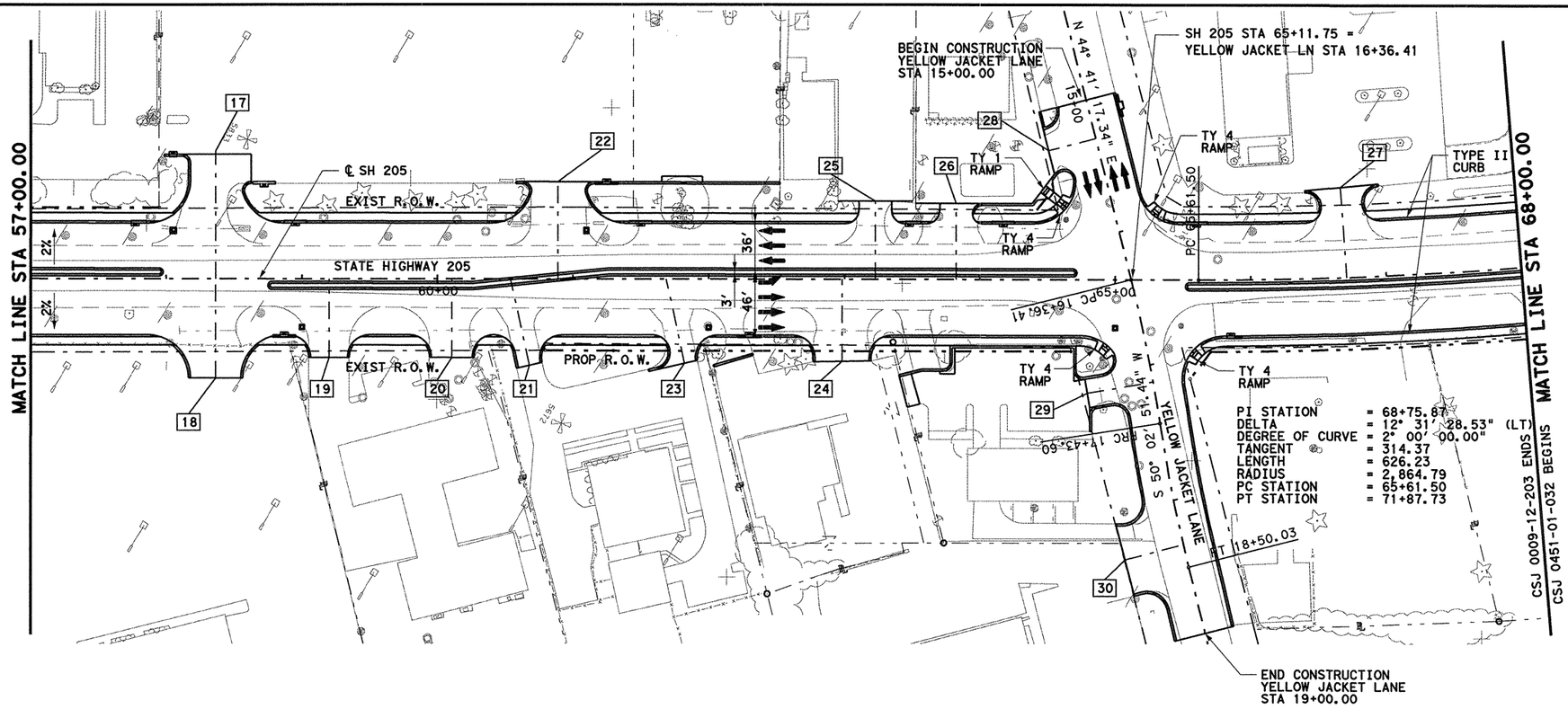
PAVING PLAN & PROFILE
STA 47+00 TO 57+00

SHEET 6 OF 33

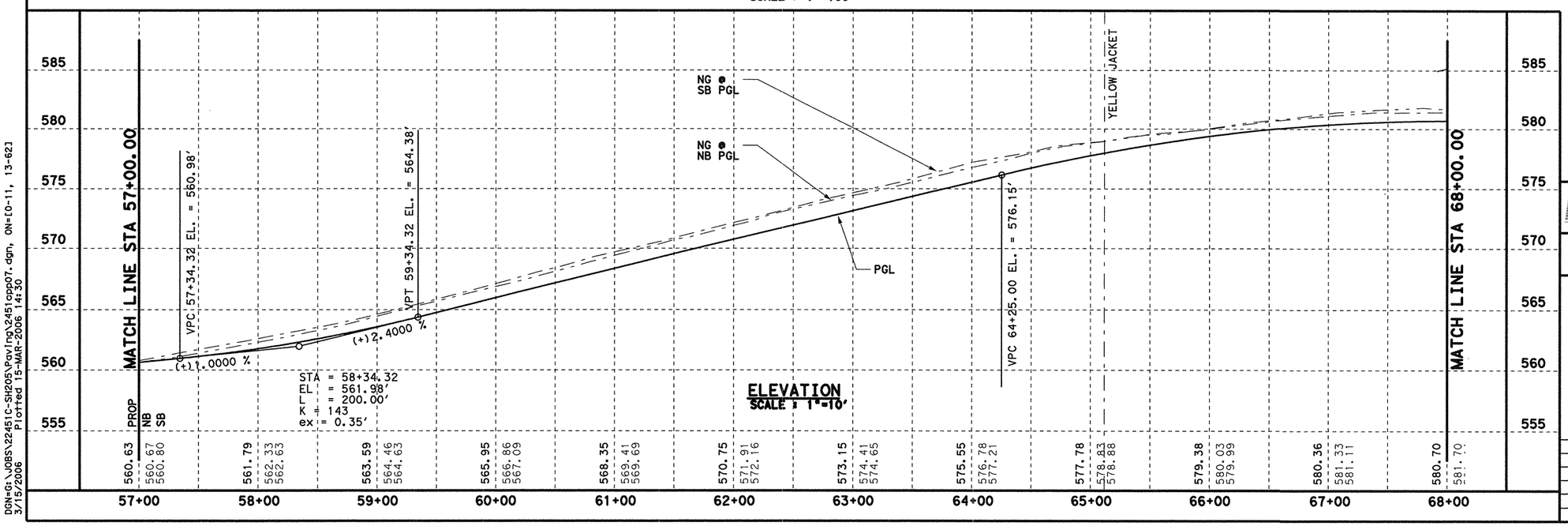
FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	(SEE TITLE SHEET)	SH 205

STATE	DIST.	COUNTY	SHEET NO.
TEXAS	DALLAS	ROCKWALL	263A
CONT.	SECT.	JOB	
0451	01	032, ETC	

DGN=T:\22451C-SH205\Paving\2451cpp06a-REV-2.dgn, ON=[0-11, 13-27, 29-31, 33-62]
8/24/2009 Plotted 24-AUG-2009 16:06



PLAN
SCALE : 1"=100'



ELEVATION
SCALE : 1"=10'

0 50 100
SCALE IN FEET
HORIZONTAL

0 10 20
SCALE IN FEET
VERTICAL

[X] - DRIVEWAY NUMBER
SEE DRIVEWAY DETAIL
SHEET FOR DIMENSIONS

STATE OF TEXAS
TODD P. CONSTANT
88243
LICENSED
PROFESSIONAL ENGINEER
3/13/06

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2777 Stemmons Freeway
Suite 1333
Dallas, TX 75207

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SH 205

ROADWAY

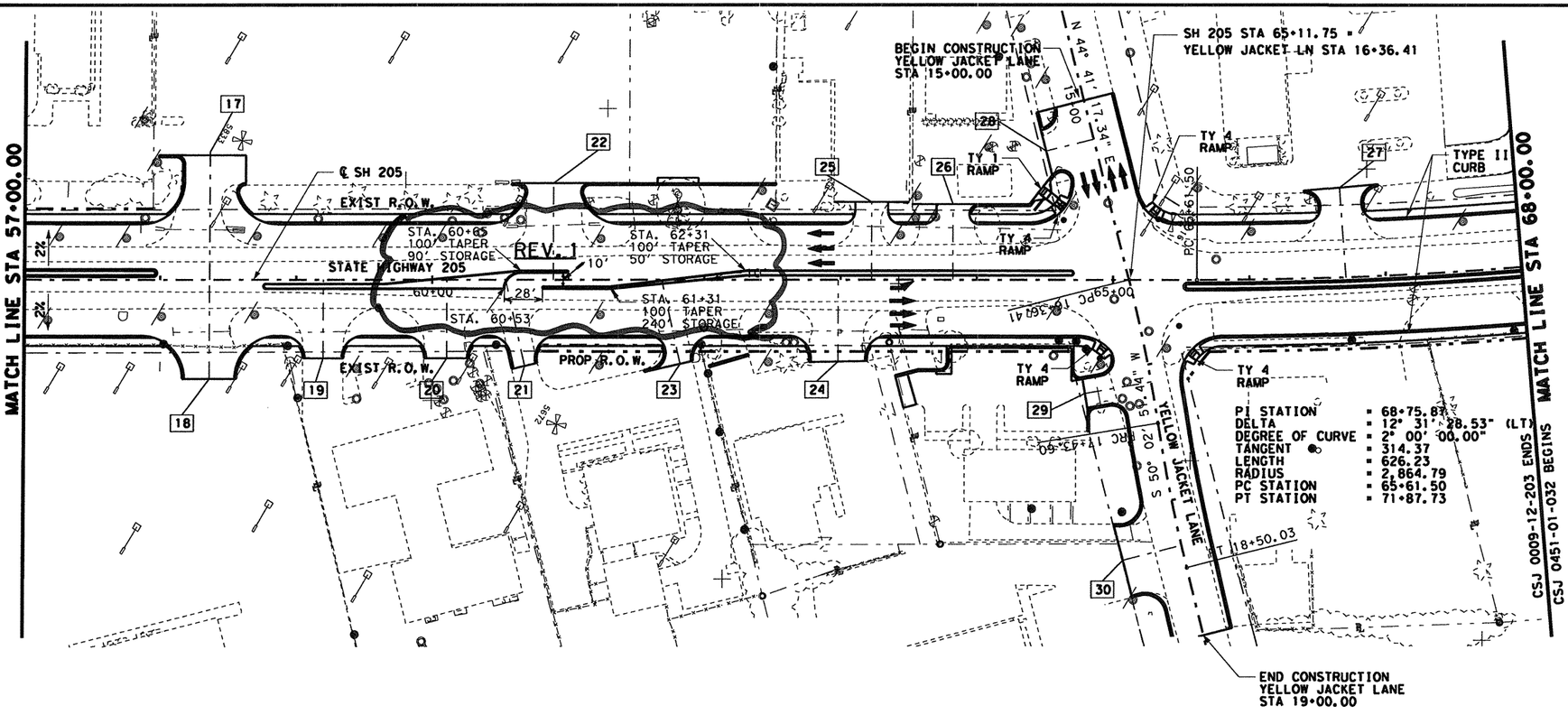
PAVING PLAN & PROFILE
STA 57+00 TO 68+00

SHEET 7 OF 33

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	(SEE TITLE SHEET)	SH 205

STATE	DIST.	COUNTY	SHEET NO.
TEXAS	DALLAS	ROCKWALL	264
CONT.	SECT.	JOB	
0451	01	032, ETC	

DGN=G:\JOBS\22451C-SH205\Paving\2451opp07.dgn, ON=[0-11, 13-62]
3/15/2006 Plotted 15-MAR-2006 14:30



PLAN
SCALE : 1"=100'

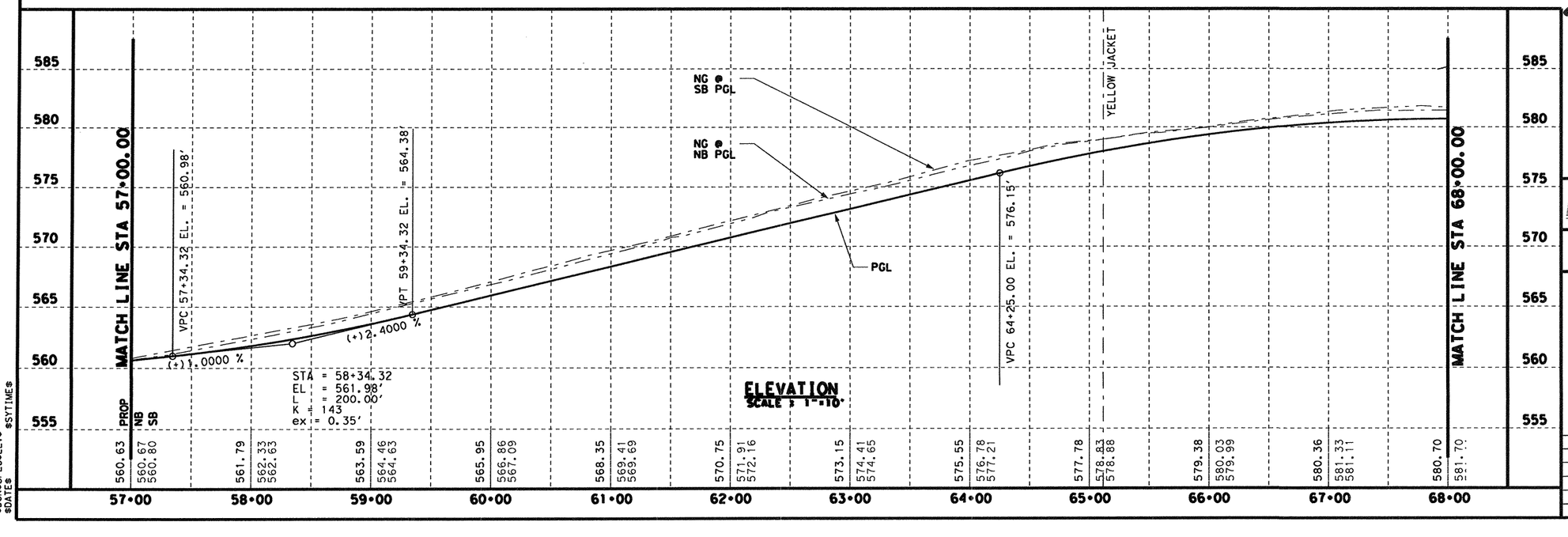
0 50 100
SCALE IN FEET
HORIZONTAL

0 10 20
SCALE IN FEET
VERTICAL

[X] - DRIVEWAY NUMBER
SEE DRIVEWAY DETAIL
SHEET FOR DIMENSIONS

REV. 1

PROVIDE SB LEFT TURN ONLY
TO DRIVEWAY #21.



ELEVATION
SCALE : 1"=10'

DGNSPECLEV $SYTIME$
$DATE$

for Rev. 1 only
8-1-07
YWW, P.E.

STATE OF TEXAS
YUANRUO WANG, P.E.
81586
REGISTERED
PROFESSIONAL ENGINEER

STATE OF TEXAS
TODD P. CONSTANT
88243
LICENSED
PROFESSIONAL ENGINEER

Parsons Brinckerhoff Quade & Douglas, Inc.
2777 Stemmons Freeway
Suite 1333
Dallas, TX 75207

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SH 205

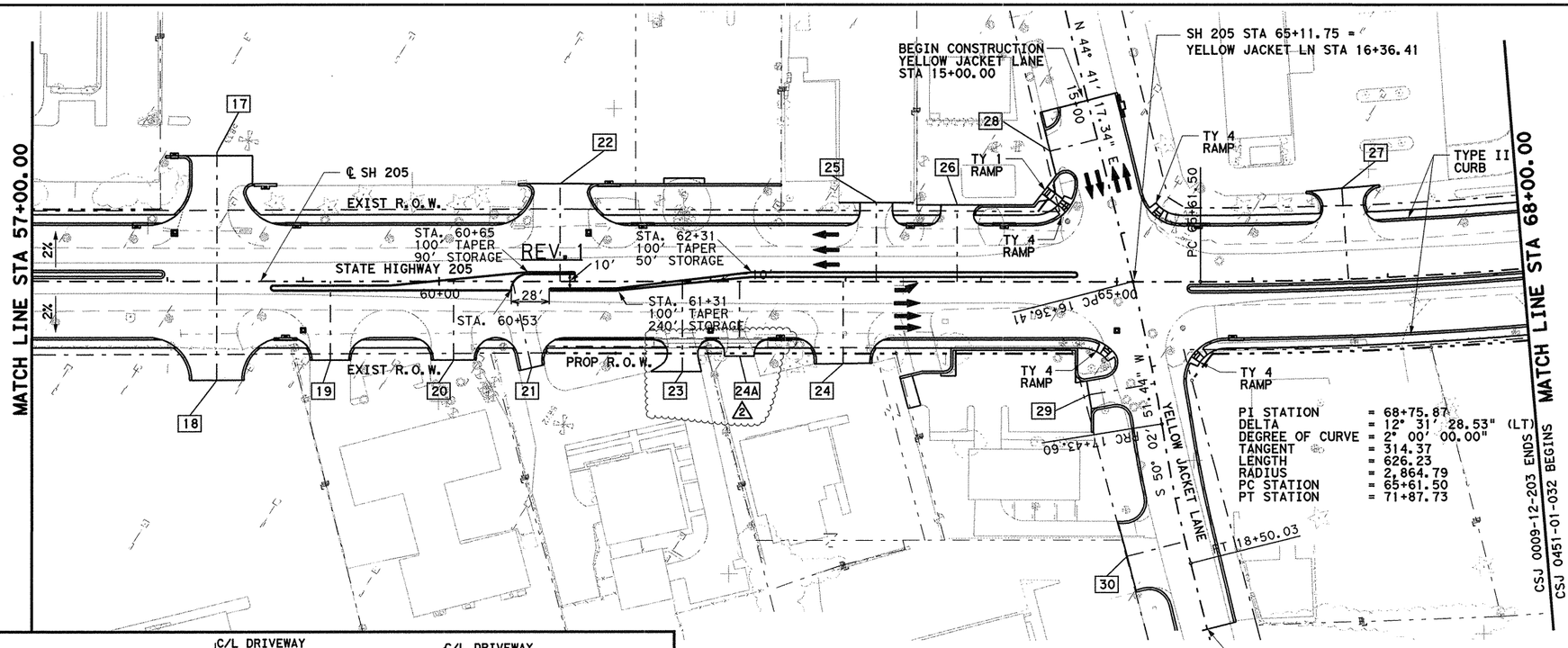
ROADWAY

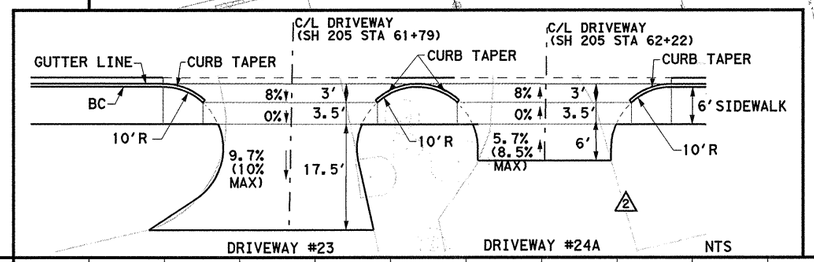
PAVING PLAN & PROFILE
STA 57+00 TO 68+00

SHEET 7 OF 33

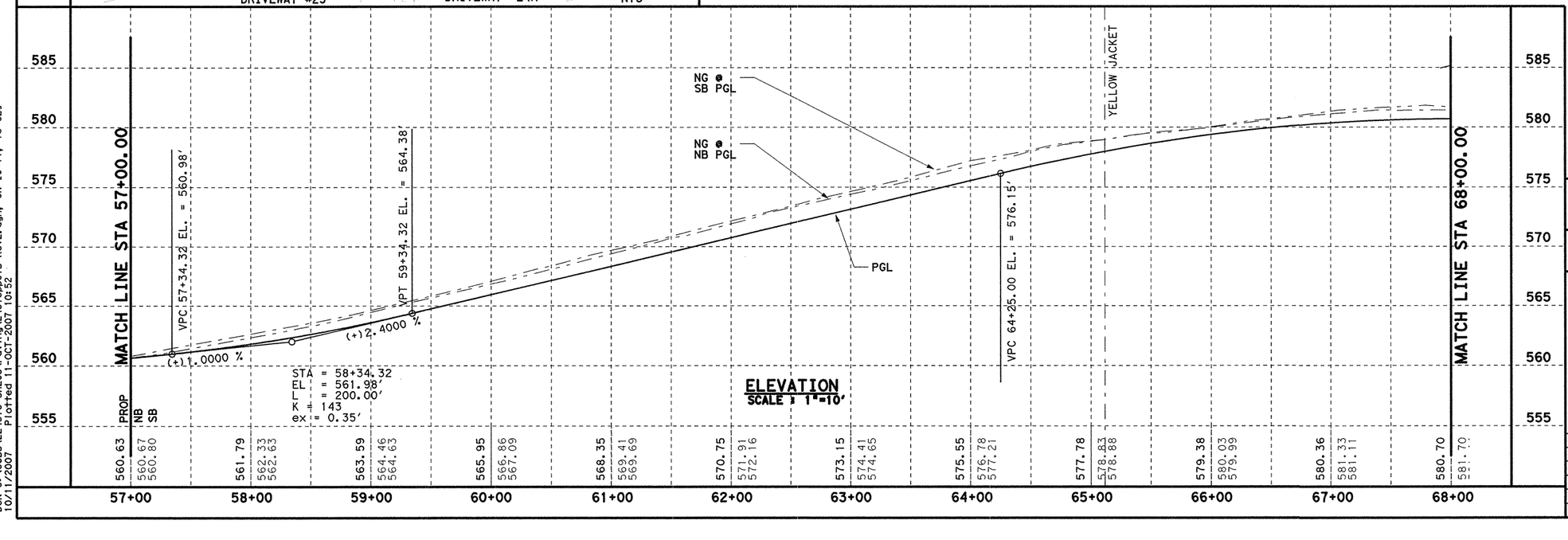
FED.RD. DIV.NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	(SEE TITLE SHEET)	SH 205

STATE	DIST.	COUNTY	SHEET NO.
TEXAS	DALLAS	ROCKWALL	264A
CONT.	SECT.	JOB	
0451	01	032, ETC	





PLAN
SCALE : 1"=100'



ELEVATION
SCALE : 1"=10'



SCALE IN FEET HORIZONTAL
0 50 100

SCALE IN FEET VERTICAL
0 10 20

X - DRIVEWAY NUMBER
SEE DRIVEWAY DETAIL SHEET FOR DIMENSIONS

REV. 1

PROVIDE SB LEFT TURN ONLY TO DRIVEWAY #21.

2 REV. 2 - BY KDG 10/08/2007

REVISED DRIVEWAY #23
ADDED DRIVEWAY #24A
PREVIOUSLY SEALED BY
TODD P. CONSTANT, P.E.

2 CHANGE ORDER #27

STATE OF TEXAS
K. DAVID GAN
92574
LICENSED PROFESSIONAL ENGINEER

10/11/07

Parsons Brinckerhoff Quade & Douglas, Inc.
2777 Stemmons Freeway
Suite 1333
Dallas, TX 75207

Texas Department of Transportation
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SH 205

ROADWAY

PAVING PLAN & PROFILE
STA 57+00 TO 68+00

SHEET 7 OF 33

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	(SEE TITLE SHEET)	SH 205

STATE	DIST.	COUNTY	SHEET NO.
TEXAS	DALLAS	ROCKWALL	264B
CONT.	SECT.	JOB	
0451	01	032, ETC	

DGN=G:\JOBS\22451C-SH205\Paving\22451cpp07B-Rev2.dgn, ON=[0-11, 13-62]
10/11/2007 Plotted 11-OCT-2007 10:52

ISLAND POINT DATA

RADIUS POINT	STATION	OFFSET (FT)	RADIUS (FT)
1	71+06.12	54.50LT	4.5
2	71+06.15	70.98LT	4.5

MATCH LINE STA 68+00.00

CSJ 0009-12-203 ENDS
CSJ 0451-01-032 BEGINS

PI STATION = 68+75.87
DELTA = 12° 31' 28.53" (LT)
DEGREE OF CURVE = 2° 00' 00.00"
TANGENT = 314.37
LENGTH = 626.23
RADIUS = 2,864.79
PC STATION = 65+61.50
PT STATION = 71+87.73

POINT OF REVERSE CURVE
STA 71+32.00
6.50 LT

R=5'
R=168.75'
POT / POC
STA 71+31.09
3.80 LT
℄ SH 205
POT / POC
STA 71+61.75
6.50 RT

TYPE II CURB
PROP R.O.W.
EXIST R.O.W.
STATE HIGHWAY 205
℄ SH 205
PT 71+87.73
36'
13'
36'
70+00
75+00
31
32
33
34
35
36

SH 205 STA 77+62.90 =
JUSTIN RD STA 15+69.42

TY 4 RAMP
PT 15+01.75
PC 14+10.46
N 46° 24' 31.45" E
PC 16+81.24
PT 18+05.10
JUSTIN ROAD
END CONSTRUCTION
JUSTIN ROAD
STA 17+00.00

MATCH LINE STA 79+00.00

0 50 100
SCALE IN FEET
HORIZONTAL

0 10 20
SCALE IN FEET
VERTICAL

[X] - DRIVEWAY NUMBER
SEE DRIVEWAY DETAIL
SHEET FOR DIMENSIONS

PLAN
SCALE : 1"=100'

ELEVATION
SCALE : 1"=10'

(+)2.4000 %
(-)3.3000 %

STA = 68+75.00
EL = 586.95'
L = 900.00'
K = 158
ex = -6.41'

VPT 73+25.00
EL. = 572.10'

VPC 76+55.25 EL. = 561.21'

NG @ SB PGL
NG @ NB PGL
PGL

JUSTIN

MATCH LINE STA 68+00.00
MATCH LINE STA 79+00.00

	PROP	580.70	580.41	579.48	577.93	575.73	572.91	569.63	566.33	563.03	559.80	557.12	555.11
	NB	581.70	581.57	580.78	579.46	577.18	574.79	571.68	568.46	565.07	561.56	558.57	555.37
	SB	581.44	581.11	580.27	578.83	576.88	574.53	571.67	568.28	564.80	561.45	558.33	

585 580 575 570 565 560 555

68+00 69+00 70+00 71+00 72+00 73+00 74+00 75+00 76+00 77+00 78+00 79+00

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Plotted 15-MAR-2006 14:30
3/15/2006

STATE OF TEXAS
TODD P. CONSTANT
88243
PROFESSIONAL ENGINEER
LICENSED
3/15/06

Parsons Brinckerhoff Quade & Douglas, Inc.
2777 Stemmons Freeway
Suite 1333
Dallas, TX 75207

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SH 205

ROADWAY

PAVING PLAN & PROFILE
STA 68+00 TO 79+00

SHEET 8 OF 33

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	(SEE TITLE SHEET)	SH 205

STATE	DIST.	COUNTY	SHEET NO.
TEXAS	DALLAS	ROCKWALL	265
CONT.	SECT.	JOB	
0451	01	032, ETC	

ISLAND POINT DATA			
RADIUS POINT	STATION	OFFSET (FT)	RADIUS (FT)
1	71+06.12	54.50LT	4.5
2	71+06.15	70.98LT	4.5

MATCH LINE STA 68+00.00

CSJ 0009-12-203 ENDS
CSJ 0451-01-032 BEGINS

SH 205 STA 77+62.90 =
JUSTIN RD STA 15+69.42

EXIST R.O.W.

TY 4 RAMP

℄ SH 205

STATE HIGHWAY 205

PT 71+87.73

36'

13'

36'

70+00

75+00

PROP R.O.W.

TYPE II CURB

EXIST R.O.W.

31 32 33 34 34A 35 36

1

PI STATION = 68+75.87
DELTA = 12° 31' 28.53" (LT)
DEGREE OF CURVE = 2° 00' 00.00"
TANGENT = 314.37
LENGTH = 626.23
RADIUS = 2,864.79
PC STATION = 65+61.50
PT STATION = 71+87.73

PC 14+10.46

PT 15+01.15

15+00

N 46° 24' 31.45" E

TY 4 RAMP

2%

2%

TY 4 RAMP

TY 4 RAMP

PC 16+81.24

JUSTIN ROAD

PT 18+05.10

MATCH LINE STA 79+00.00

END CONSTRUCTION
JUSTIN ROAD
STA 17+00.00

POINT OF REVERSE CURVE
STA 71+32.00
6.50 LT

R=5'

R=168.75'

POT / POC
STA 71+31.09
3.80 LT

℄ SH 205

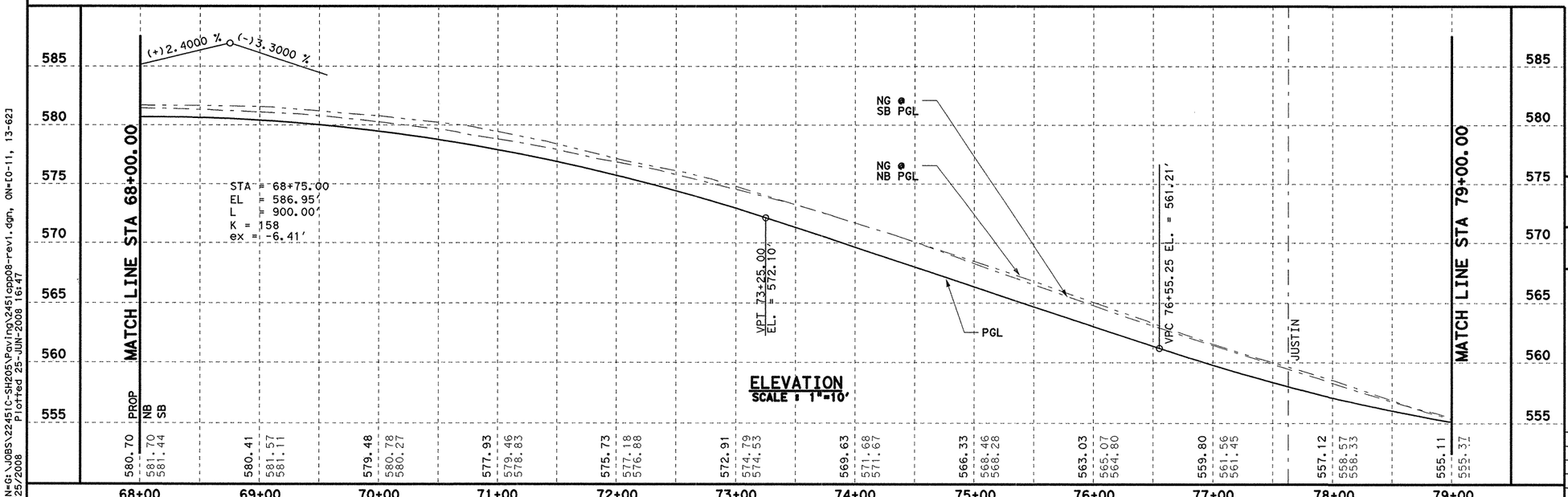
POT / POC
STA 71+61.75
6.50 RT

PLAN
SCALE : 1"=100'

0 50 100
SCALE IN FEET
HORIZONTAL

0 10 20
SCALE IN FEET
VERTICAL

X - DRIVEWAY NUMBER
SEE DRIVEWAY DETAIL
SHEET FOR DIMENSIONS



ELEVATION
SCALE : 1"=10'

STATE OF TEXAS
K. DAVID GAN
92574
LICENSED PROFESSIONAL ENGINEER
4/25/08

1 REVISED DRWY 34 & 34A -6/20/08 -KDG

ORIGINAL PLAN SEALED BY
TODD P. CONSTANT, P.E.

Parsons Brinckerhoff Quade & Douglas, Inc.
2777 Stemmons Freeway
Suite 1333
Dallas, TX 75207

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SH 205

ROADWAY

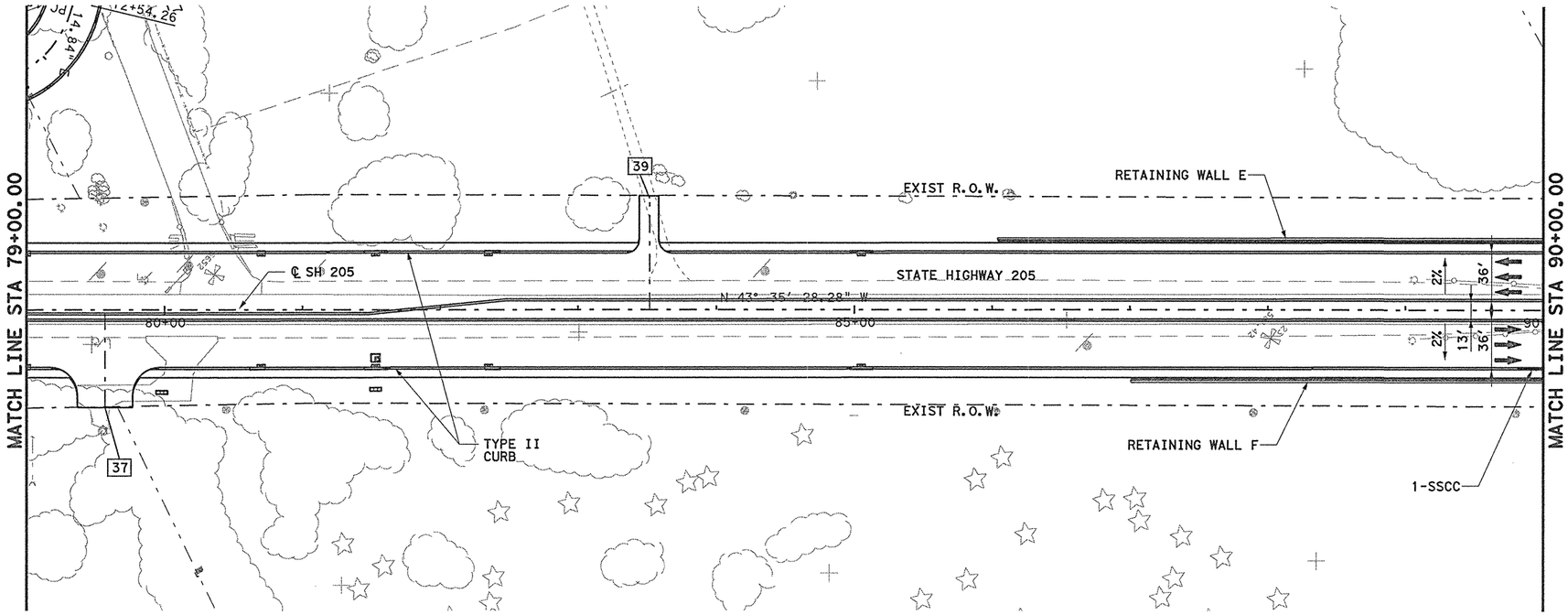
PAVING PLAN & PROFILE
STA 68+00 TO 79+00

SHEET 8 OF 33

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	(SEE TITLE SHEET)	SH 205

STATE	DIST.	COUNTY	SHEET NO.
TEXAS	DALLAS	ROCKWALL	265A
CONT.	SECT.	JOB	
0451	01	032, ETC	

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6/25/2008 Plotted 25-JUN-2008 16:47



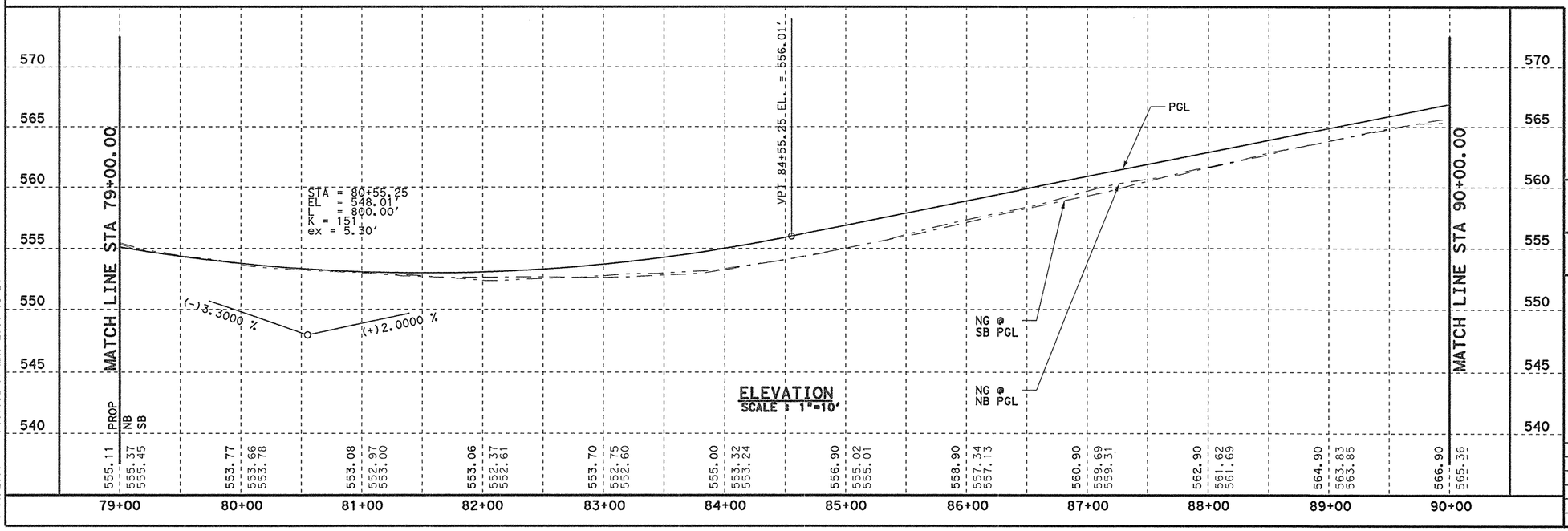
0 50 100
SCALE IN FEET HORIZONTAL

0 10 20
SCALE IN FEET VERTICAL

[X] - DRIVEWAY NUMBER
SEE DRIVEWAY DETAIL SHEET FOR DIMENSIONS

PLAN
SCALE : 1"=100'

ELEVATION
SCALE : 1"=10'



STATE OF TEXAS
TODD P. CONSTANT
88243
LICENSED
PROFESSIONAL ENGINEER
5/17/06

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Suite 1333
Dallas, TX 75207

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SH 205

ROADWAY

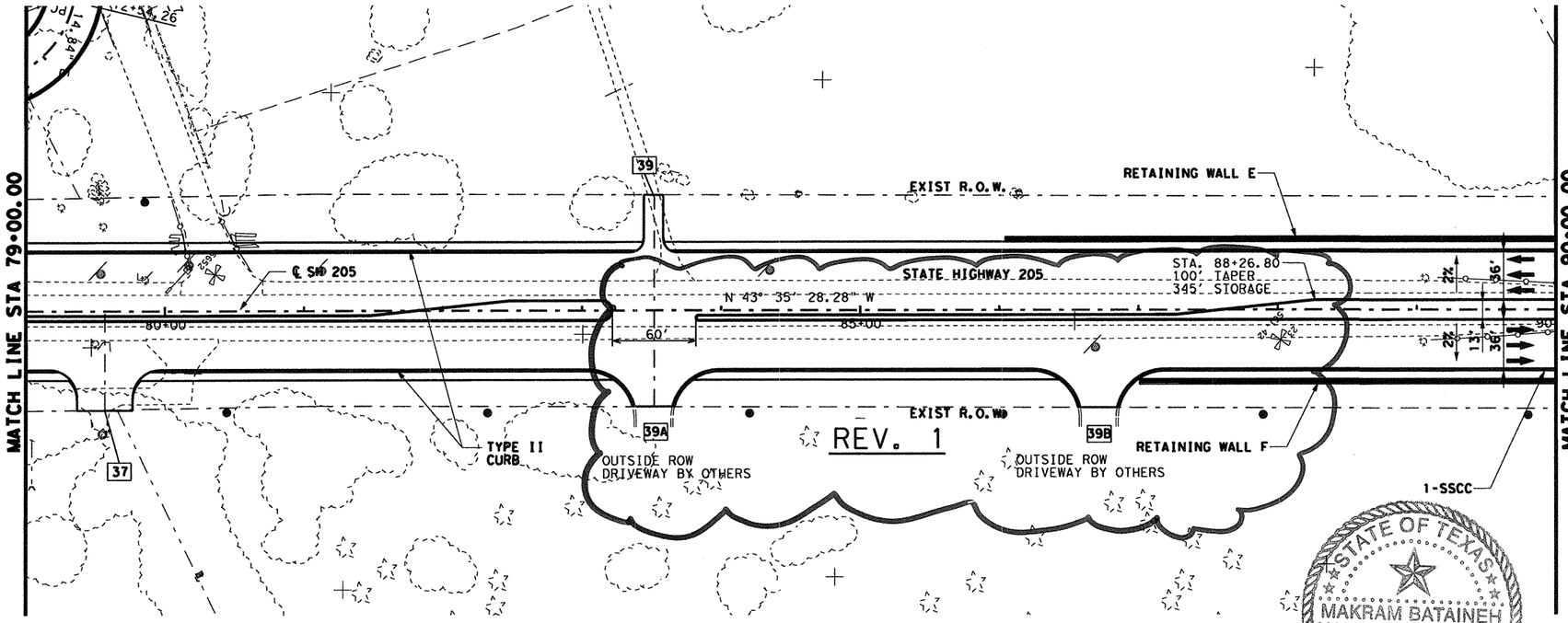
PAVING PLAN & PROFILE
STA 79+00 TO 90+00

SHEET 9 OF 33

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	(SEE TITLE SHEET)	SH 205

STATE	DIST.	COUNTY	SHEET NO.
TEXAS	DALLAS	ROCKWALL	
CONT.	SECT.	JOB	266
0451	01	032, ETC	

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5/17/2006 Plotted 17-MAY-2006 13:24





[X] - DRIVEWAY NUMBER
SEE DRIVEWAY DETAIL SHEET FOR DIMENSIONS

39A ADDED DRIVEWAY 39A, 39B
39B RIGHT/LEFT RADIUS 35'
DRIVEWAY WIDTH 25'
39A, 39B CL TO CL 320'

REV. 1

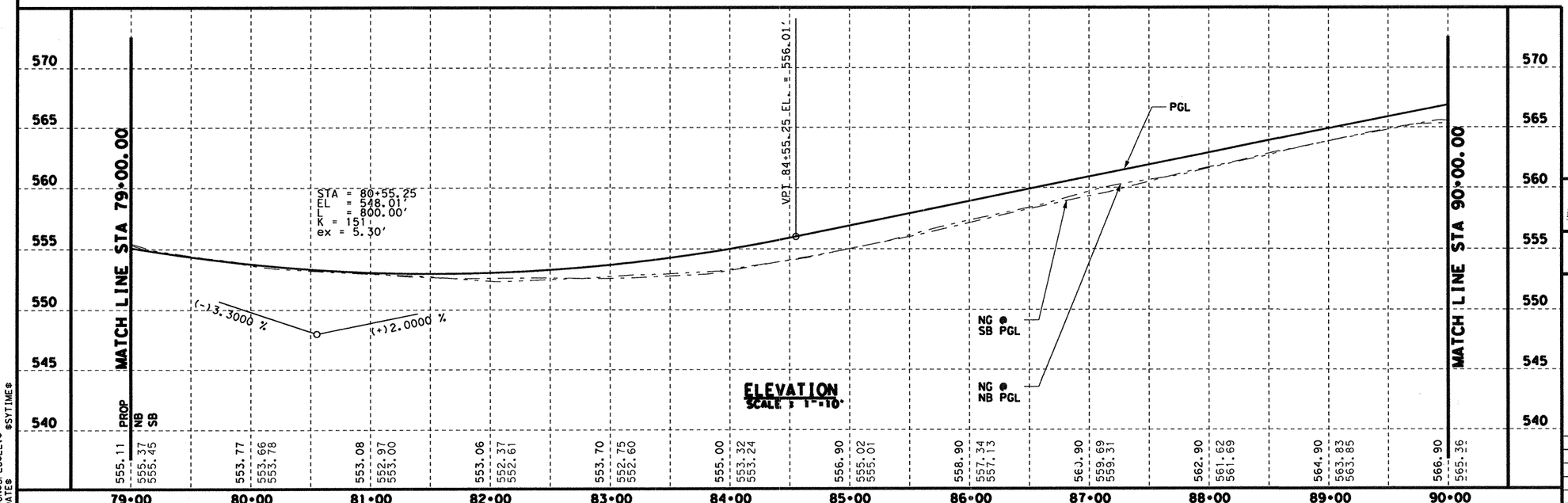
(1) ADD DRIVEWAY 39A AND 39B
(2) ADD SB LEFT TURN TO DRIVEWAY 39A

STATE OF TEXAS
MAKRAM BATAINEH
82298
REGISTERED
PROFESSIONAL ENGINEER

03-24-07
For 2nd Time

Change Order #58

PLAN
SCALE : 1"=100'



ELEVATION
SCALE : 1"=10'

STATE OF TEXAS
TODD P. CONSTANT
88243
LICENSED
PROFESSIONAL ENGINEER

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Suite 1333
Dallas, TX 75207

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SH 205

ROADWAY

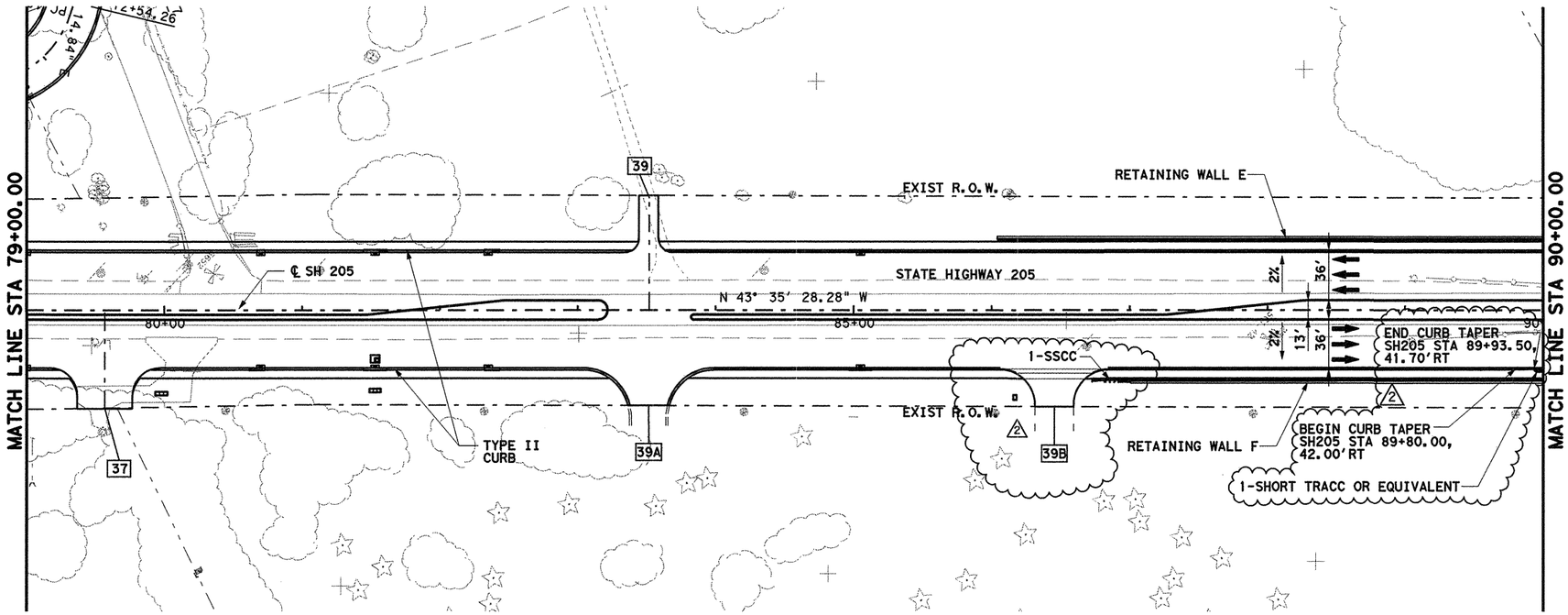
PAVING PLAN & PROFILE
STA 79+00 TO 90+00

SHEET 9 OF 33

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	(SEE TITLE SHEET)	SH 205

STATE	DIST.	COUNTY	SHEET NO.
TEXAS	DALLAS	ROCKWALL	266A
CONT.	SECT.	JOB	
0451	01	032, ETC	

DGNSPECLEV
$DATE$ $SYTIME$

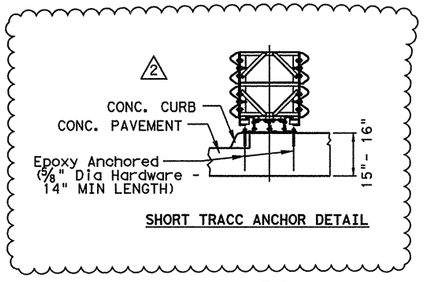


PLAN
SCALE : 1"=100'

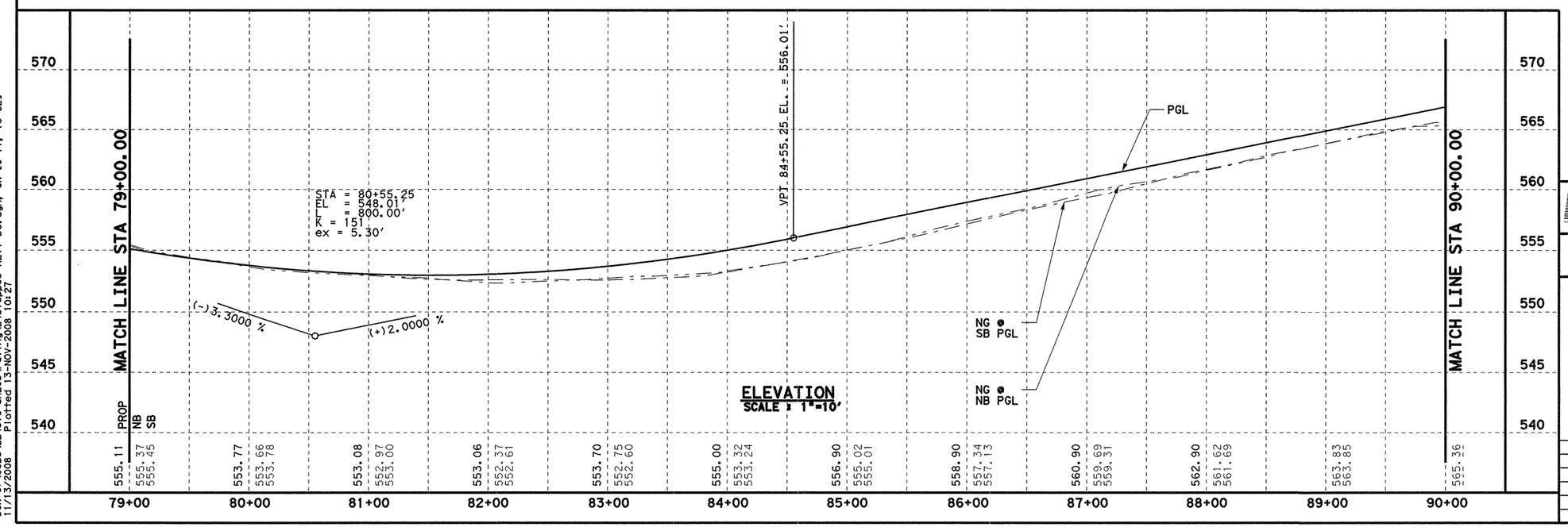
0 50 100
SCALE IN FEET HORIZONTAL

0 10 20
SCALE IN FEET VERTICAL

[X] - DRIVEWAY NUMBER
SEE DRIVEWAY DETAIL SHEET FOR DIMENSIONS



SHORT TRACC ANCHOR DETAIL



ELEVATION
SCALE : 1"=10'

Change Order # 58

STATE OF TEXAS
K. DAVID GAN
92574
LICENSED PROFESSIONAL ENGINEER
11/13/08

2 RELOCATED DRWY 39B, ADDED SSCC, REPLACED SSCC W/ TRACC -KDG-10/23/08
1 ADDED DRV 39A & 39B by MB

ORIGINAL PLAN SEALED BY
TODD P. CONSTANT, P.E.

Parsons Brinckerhoff Quade & Douglas, Inc.
2777 Steemmons Freeway
Suite 1333
Dallas, TX 75207

Texas Department of Transportation
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SH 205

ROADWAY

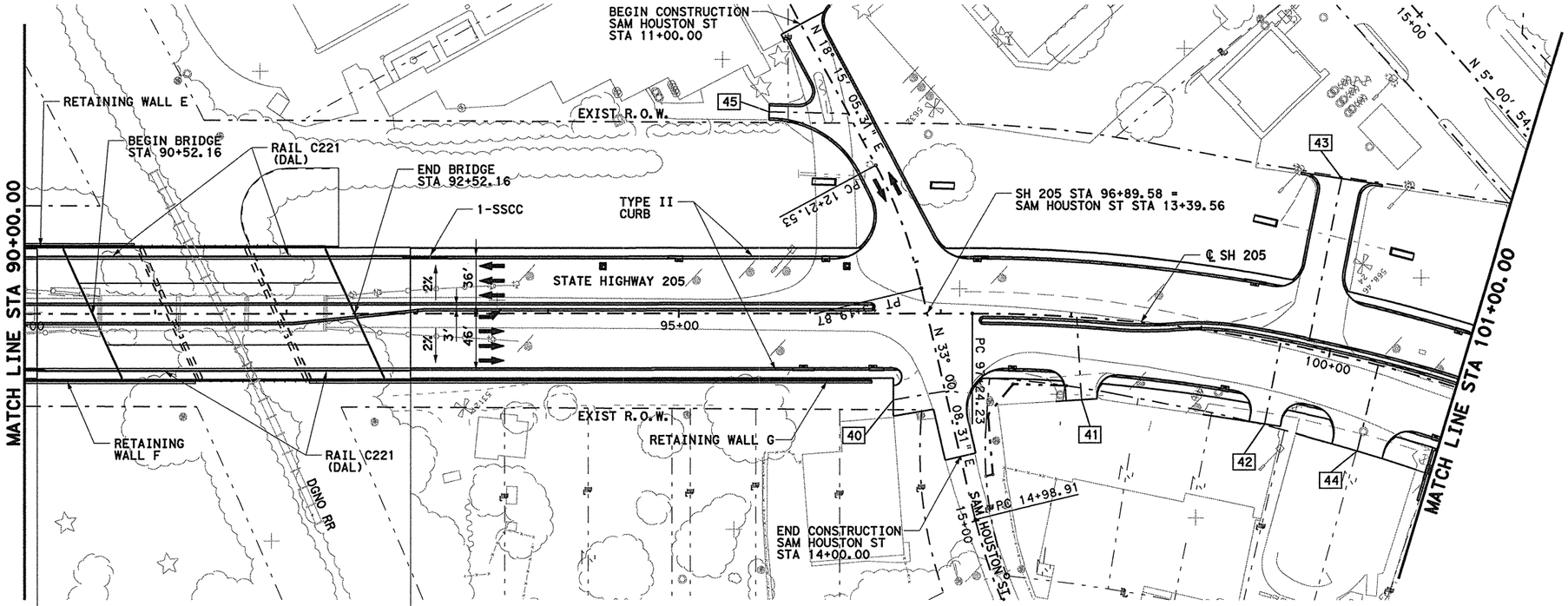
PAVING PLAN & PROFILE
STA 79+00 TO 90+00

SHEET 9 OF 33

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	(SEE TITLE SHEET)	SH 205

STATE	DIST.	COUNTY	SHEET NO.
TEXAS	DALLAS	ROCKWALL	266B
CONT.	SECT.	JOB	
0451	01	032, ETC	

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11/13/2008 Plotted 13-NOV-2008 10:27



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CSJ 0451-01-044 BEGINS

CSJ 0451-01-044 ENDS
CSJ 0451-01-032 BEGINS

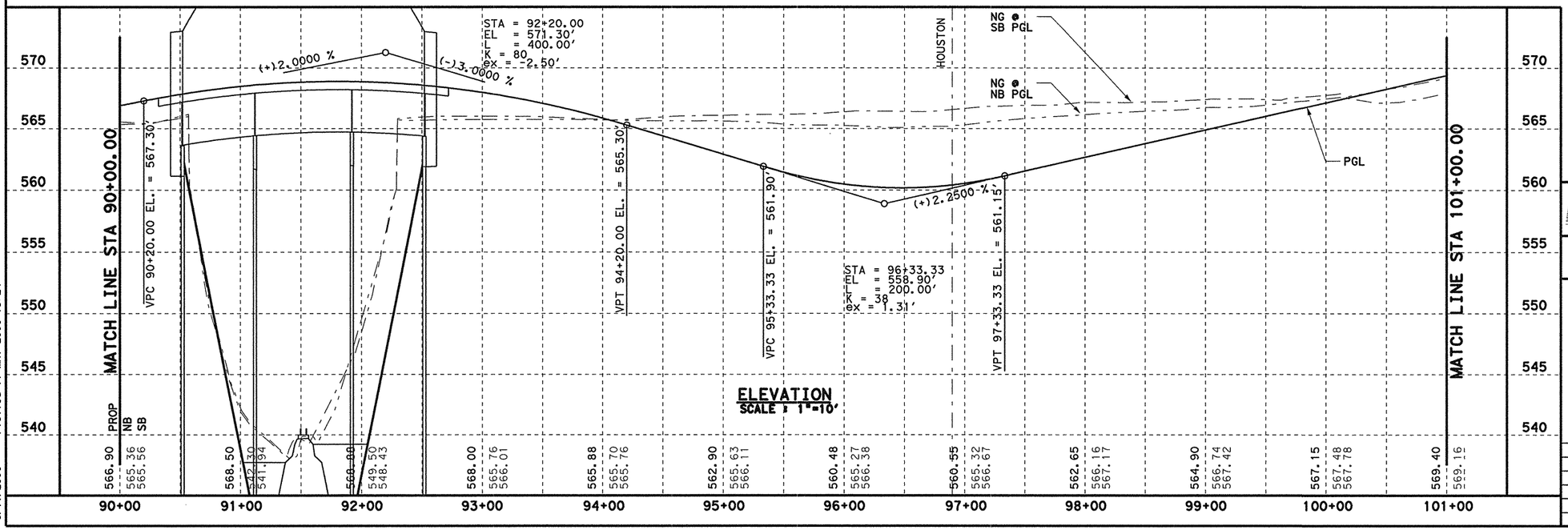
PI STATION = 102+22.48
DELTA = 42° 44' 35.59" (RT)
DEGREE OF CURVE = 4° 30' 00.00"
TANGENT = 498.25
LENGTH = 949.85
RADIUS = 1,273.24
PC STATION = 97+24.23
PT STATION = 106+74.08

0 50 100
SCALE IN FEET
HORIZONTAL

0 10 20
SCALE IN FEET
VERTICAL

X - DRIVEWAY NUMBER
SEE DRIVEWAY DETAIL
SHEET FOR DIMENSIONS

PLAN
SCALE : 1"=100'



ELEVATION
SCALE : 1"=10'

DGN=G:\JOBS\224510-SH205\Paving\2451cpp10.dgn, ON=10-11, 13-623
5/17/2006 Plotted 17-MAY-2006 13:24

5/12/06

STATE OF TEXAS
TODD P. CONSTANT
88243
LICENSED
PROFESSIONAL ENGINEER

Todd P. Constant, PE

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Dallas, TX 75207

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SH 205

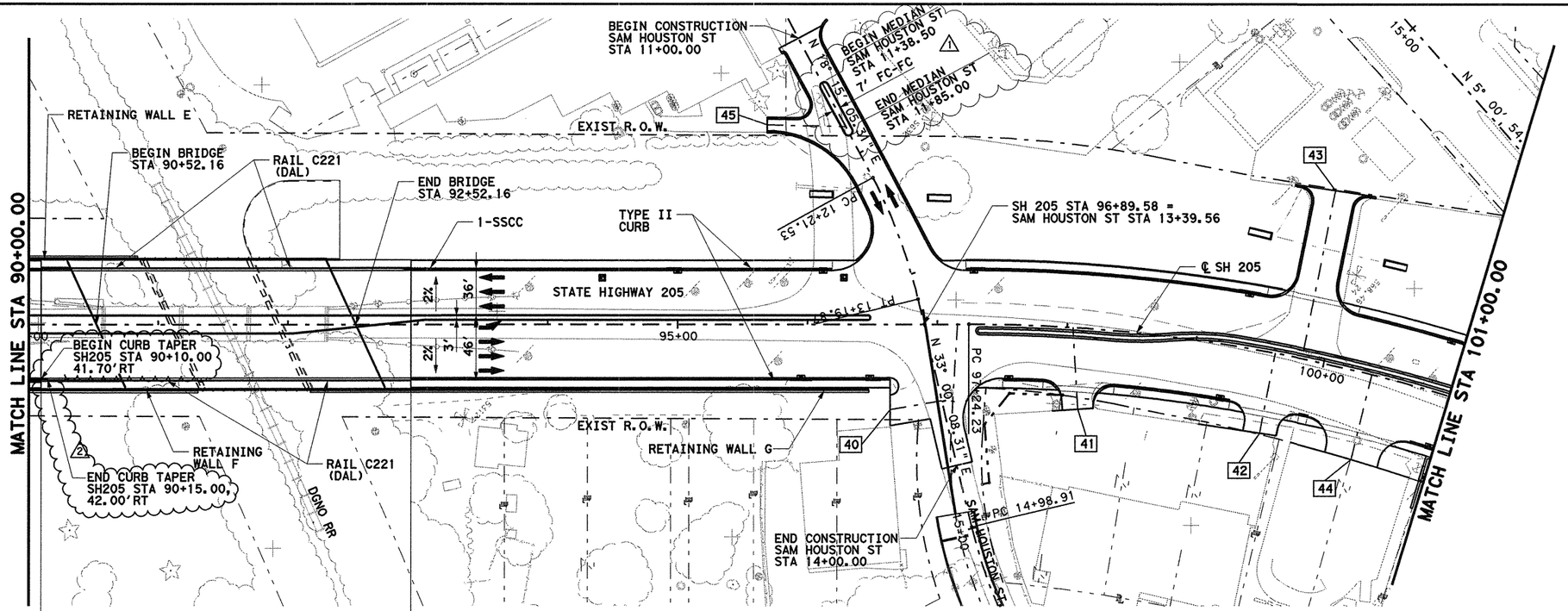
ROADWAY

PAVING PLAN & PROFILE
STA 90+00 TO 101+00

SHEET 10 OF 33

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	(SEE TITLE SHEET)	SH 205

STATE	DIST.	COUNTY	SHEET NO.
TEXAS	DALLAS	ROCKWALL	267
CONT.	SECT.	JOB	
0451	01	032, ETC	

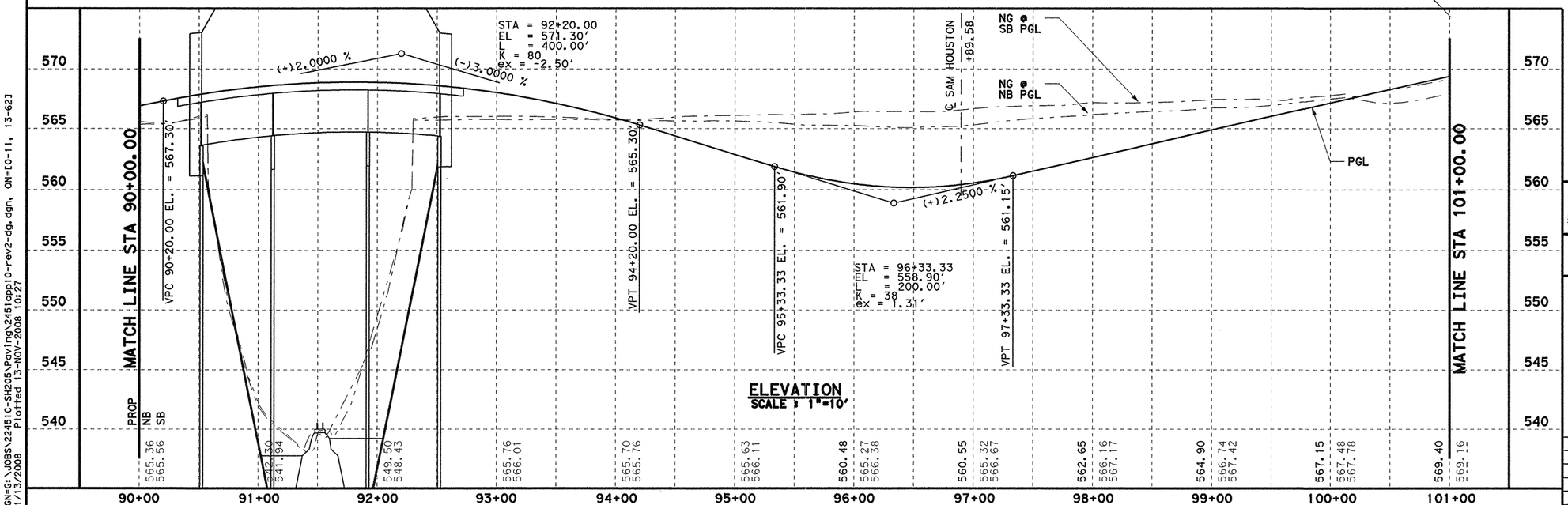


PI STATION	= 102+22.48
DELTA	= 42° 44' 35.59" (RT)
DEGREE OF CURVE	= 4° 30' 00.00"
TANGENT	= 498.25
LENGTH	= 949.85
RADIUS	= 1,273.24
PC STATION	= 97+24.23
PT STATION	= 106+74.08

62 - Change Order

CSJ 0451-01-032 ENDS
CSJ 0451-01-044 BEGINS
CSJ 0451-01-044 ENDS
CSJ 0451-01-032 BEGINS

PLAN
SCALE : 1"=100'



ELEVATION
SCALE : 1"=10'

△2 CURB TAPER FOR TRACC-KDG-10/23/08
△1 ADDED MEDIAN - KDG - 09/24/08
ORIGINAL PLAN SEALED BY TODD P. CONSTANT, P.E.

STATE OF TEXAS
K. DAVID GAN
92574
LICENSED PROFESSIONAL ENGINEER
11/13/08

Parsons Brinckerhoff Quade & Douglas, Inc.
2777 Stemmons Freeway
Suite 1333
Dallas, TX 75207

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SH 205

ROADWAY

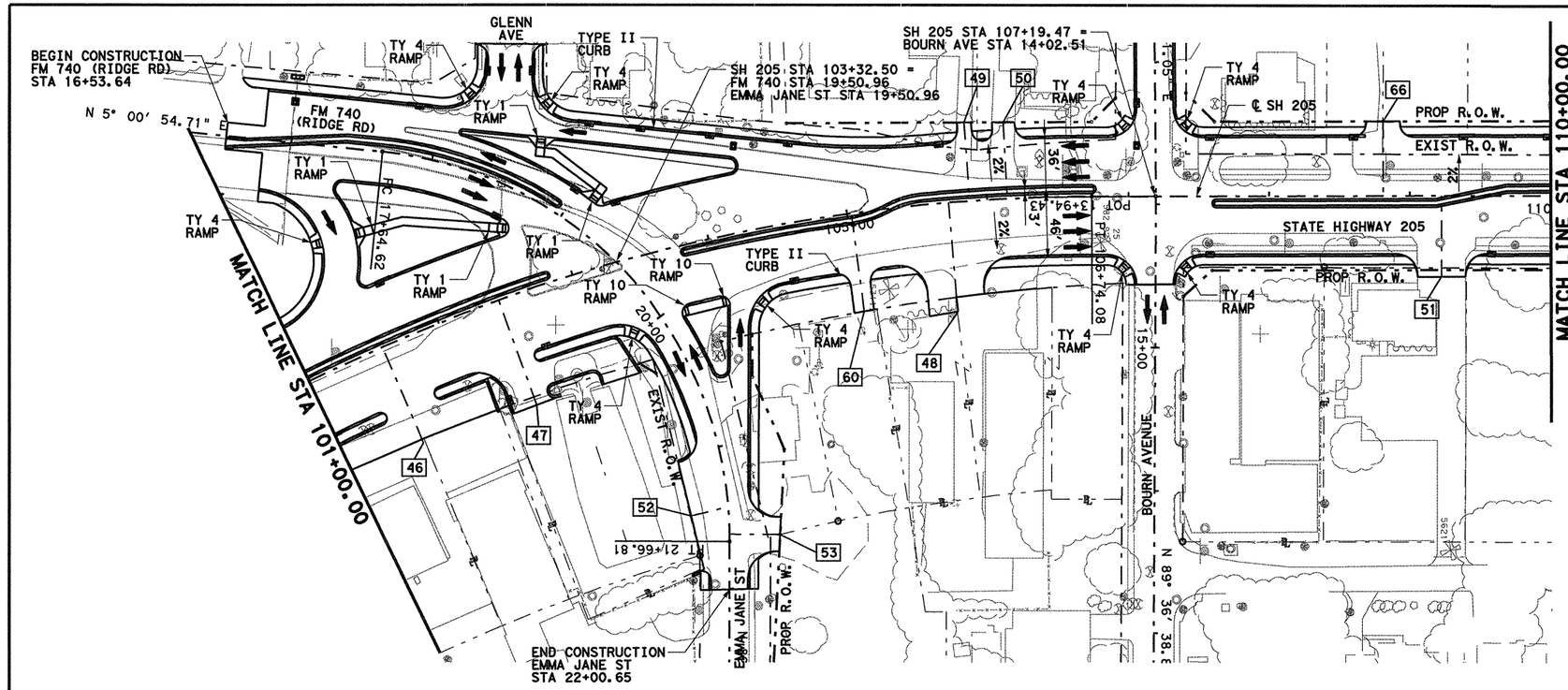
PAVING PLAN & PROFILE
STA 90+00 TO 101+00

SHEET 10 OF 33

FED.RD. DIV.NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	(SEE TITLE SHEET)	SH 205

STATE	DIST.	COUNTY	SHEET NO.
TEXAS	DALLAS	ROCKWALL	
CONT.	SECT.	JOB	267B
0451	01	032, ETC	

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11/13/2008 Plotted 13-NOV-2008 10:27



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SCALE IN FEET
HORIZONTAL

0 10 20
SCALE IN FEET
VERTICAL

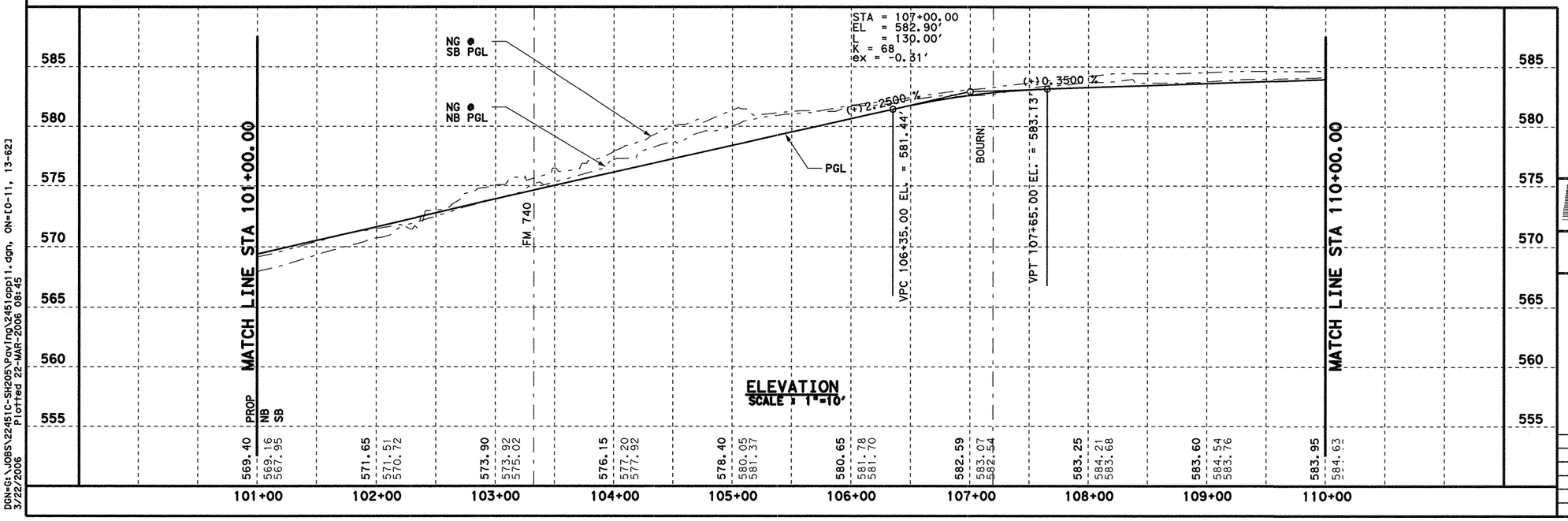
[X] - DRIVEWAY NUMBER
SEE DRIVEWAY DETAIL
SHEET FOR DIMENSIONS

SH 205
PI STATION = 102+22.48
DELTA = 42° 44' 35.59" (RT)
DEGREE OF CURVE = 4° 30' 00.00"
TANGENT = 498.25
LENGTH = 949.85
RADIUS = 1,273.24
PC STATION = 97+24.23
PT STATION = 106+74.08

FM 740 (RIDGE RD)
PI STATION = 19+49.03
DELTA = 69° 49' 50.03" (RT)
DEGREE OF CURVE = 28° 38' 52.40"
TANGENT = 139.60
LENGTH = 243.75
RADIUS = 200.00
PC STATION = 18+09.43
PT STATION = 20+53.19

EMMA JANE ST
PI STATION = 21+66.35
DELTA = 14° 42' 19.61" (RT)
DEGREE OF CURVE = 28° 38' 52.40"
TANGENT = 25.81
LENGTH = 51.33
RADIUS = 200.00
PC STATION = 21+40.54
PT STATION = 21+91.87

PLAN
SCALE : 1"=100'



ELEVATION
SCALE : 1"=10'

DGN=G:\JOBS\22451C-SH205\Paving\2451app11.dgn, ON=10-11, 13-621
3/22/2006 Plotted 22-MAR-2006 08:45

STATE OF TEXAS
TODD P. CONSTANT
88243
LICENSED
PROFESSIONAL ENGINEER
3/22/06
Todd P. Constant, PE

Parsons Brinckerhoff Quade & Douglas, Inc.
2777 Stemmons Freeway
Suite 1333
Dallas, TX 75207

Texas Department of Transportation
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SH 205

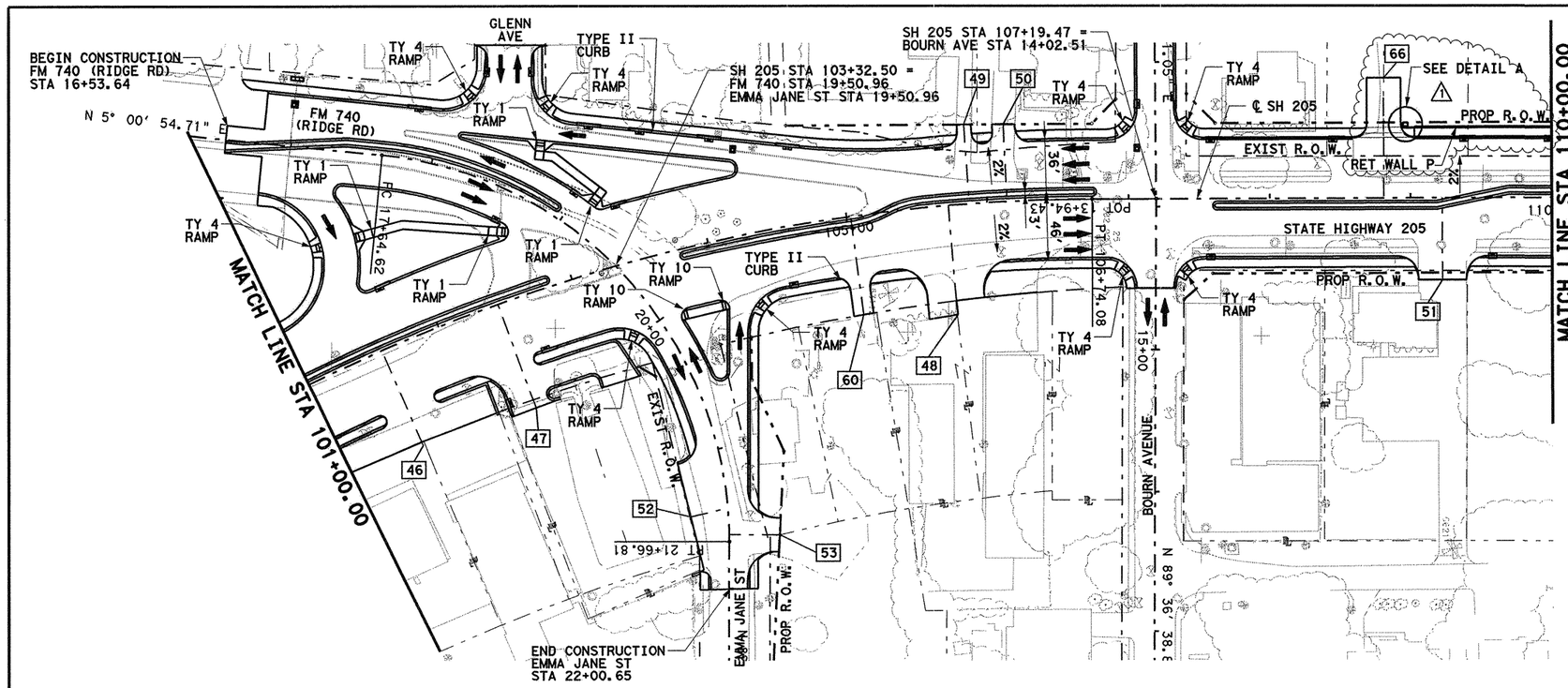
ROADWAY

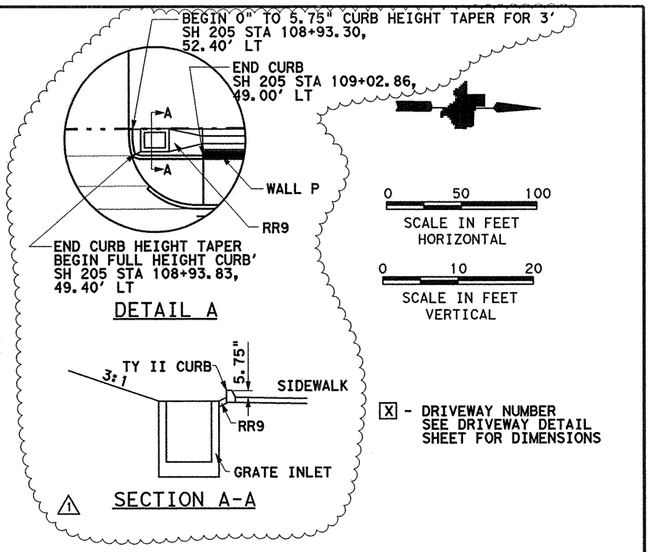
PAVING PLAN & PROFILE
STA 101+00 TO 110+00

SHEET 11 OF 33

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	(SEE TITLE SHEET)	SH 205

STATE	DIST.	COUNTY	SHEET NO.
TEXAS	DALLAS	ROCKWALL	268
CONT.	SECT.	JOB	
0451	01	032, ETC	





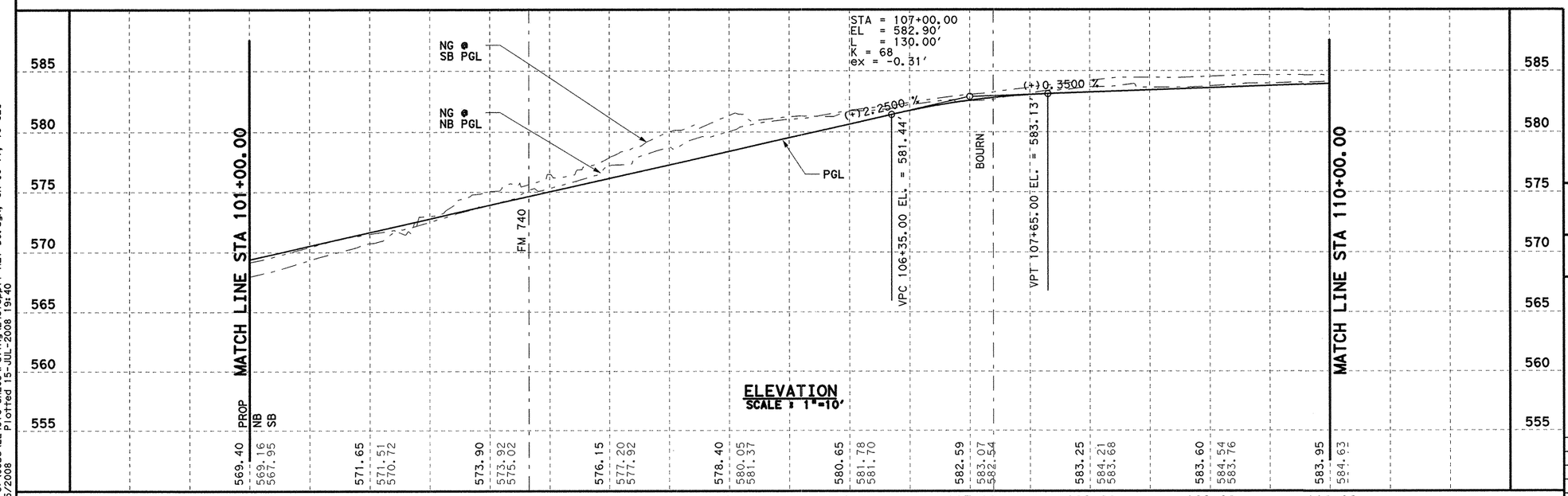
Δ-Change Order #50

⚠ REVISED LIMITS OF DRIVEWAY #66 & ADDED RET WALL P - KDG - 06/26/08

ORIGINAL PLAN SEALED BY
TODD P. CONSTANT, P.E.

SH 205		FM 740 (RIDGE RD)		EMMA JANE ST	
PI STATION	= 102+22.48	PI STATION	= 19+49.03	PI STATION	= 21+66.35
DELTA	= 42° 44' 35.59" (RT)	DELTA	= 69° 49' 50.03" (RT)	DELTA	= 14° 42' 19.61" (RT)
DEGREE OF CURVE	= 4° 30' 00.00"	DEGREE OF CURVE	= 28° 38' 52.40"	DEGREE OF CURVE	= 28° 38' 52.40"
TANGENT	= 498.25	TANGENT	= 139.60	TANGENT	= 25.81
LENGTH	= 949.85	LENGTH	= 243.75	LENGTH	= 51.33
RADIUS	= 1,273.24	RADIUS	= 200.00	RADIUS	= 200.00
PC STATION	= 97+24.23	PC STATION	= 18+09.43	PC STATION	= 21+40.54
PT STATION	= 106+74.08	PT STATION	= 20+53.19	PT STATION	= 21+91.87

PLAN
SCALE : 1"=100'



ELEVATION
SCALE : 1"=10'

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Dallas, TX 75207

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SH 205

ROADWAY

PAVING PLAN & PROFILE
STA 101+00 TO 110+00

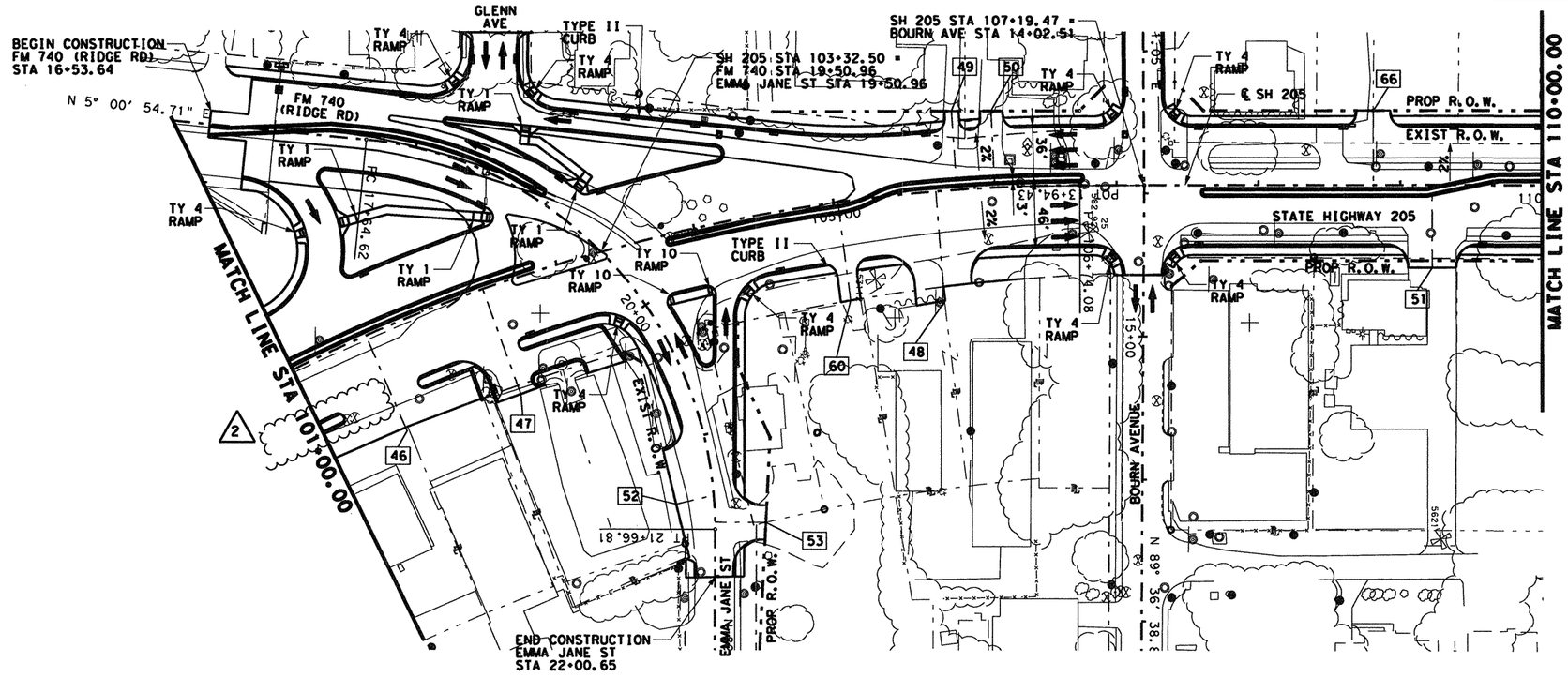
SHEET 11 OF 33

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	(SEE TITLE SHEET)	SH 205

STATE	DIST.	COUNTY	SHEET NO.
TEXAS	DALLAS	ROCKWALL	268A
CONT.	SECT.	JOB	
0451	01	032, ETC	

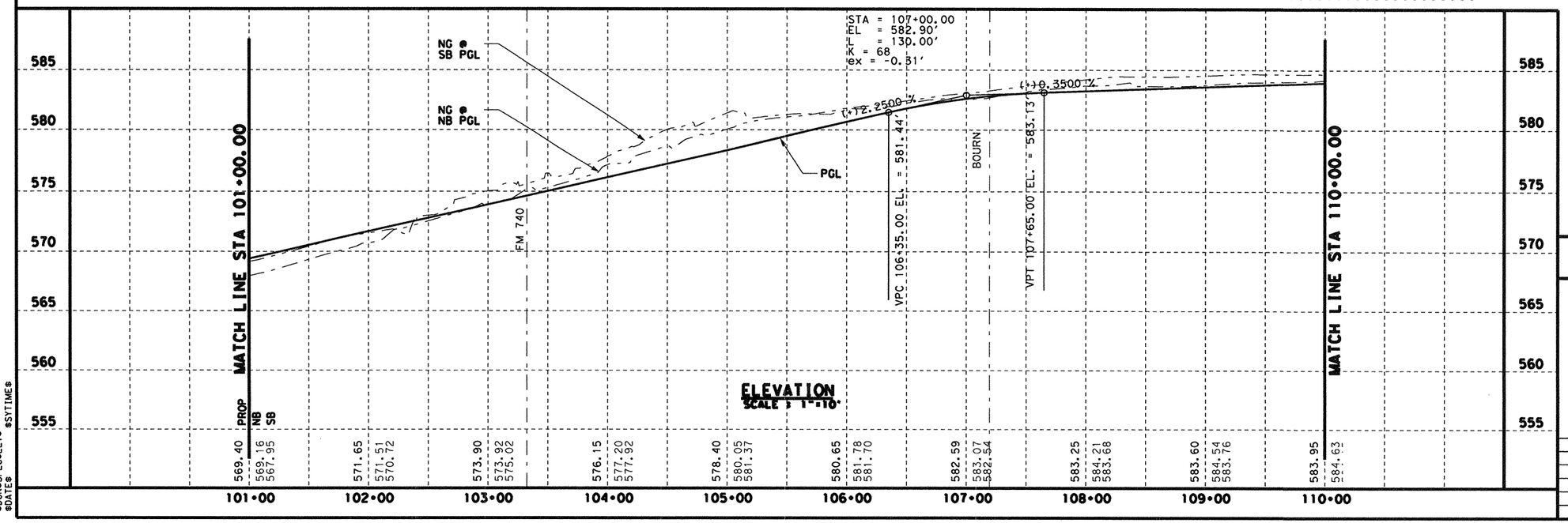
K. DAVID GAN
92574
LICENSED PROFESSIONAL ENGINEER
STATE OF TEXAS
K David Gan 7/15/08

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7/15/2008 Plotted 15-JUL-2008 19:40



SH 205		FM 740 (RIDGE RD)		EMMA JANE ST	
PI STATION	= 102+22.48	PI STATION	= 19+49.03	PI STATION	= 21+66.35
DELTA	= 42° 44' 35.59" (RT)	DELTA	= 69° 49' 50.03" (RT)	DELTA	= 14° 42' 19.61" (RT)
DEGREE OF CURVE	= 4° 30' 00.00"	DEGREE OF CURVE	= 28° 38' 52.40"	DEGREE OF CURVE	= 28° 38' 52.40"
TANGENT	= 498.25	TANGENT	= 139.60	TANGENT	= 25.81
LENGTH	= 949.85	LENGTH	= 243.75	LENGTH	= 51.33
RADIUS	= 1,273.24	RADIUS	= 200.00	RADIUS	= 200.00
PC STATION	= 97+24.23	PC STATION	= 18+09.43	PC STATION	= 21+40.54
PT STATION	= 106+74.08	PT STATION	= 20+53.19	PT STATION	= 21+91.87

PLAN
SCALE : 1"=100'



ELEVATION
SCALE : 1"=10'

DRIVEWAY	RADIUS (FT)	WIDTH (FT)	LENGTH (FT)	AREA SY (FT)
46	3	57	6	315

0 50 100
SCALE IN FEET
HORIZONTAL

0 10 20
SCALE IN FEET
VERTICAL

[X] - DRIVEWAY NUMBER
SEE DRIVEWAY DETAIL
SHEET FOR DIMENSIONS

1 SEE SHEET 268A

2 REVISE DRIVEWAY 46 WIDTH
12/2/09

PREVIOUS REVISION SEALED BY
DAVID K. GAN, P.E.
FOR REV 2 Only

STATE OF TEXAS
JEFFREY A. BUSH
99352
LICENSED
PROFESSIONAL ENGINEER
12/2/09

Texas Department of Transportation
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SH 205

ROADWAY

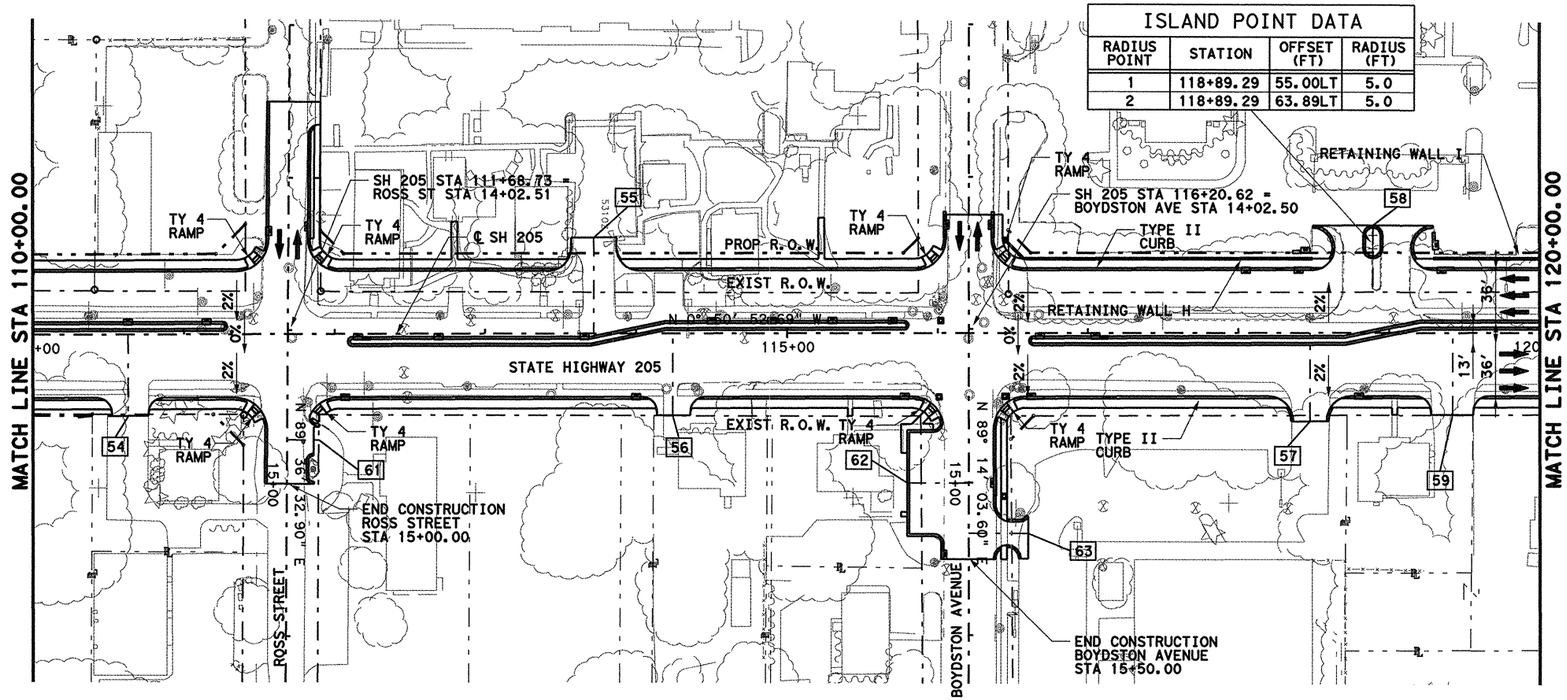
PAVING PLAN & PROFILE
STA 101+00 TO 110+00

SHEET 11 OF 33

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	(SEE TITLE SHEET)	SH 205

STATE	DIST.	COUNTY	SHEET NO.
TEXAS	DALLAS	ROCKWALL	268B
CONT.	SECT.	JOB	
0451	01	032, ETC	

DGNSPECLEV $SYTIME$
$DATE$



ISLAND POINT DATA			
RADIUS POINT	STATION	OFFSET (FT)	RADIUS (FT)
1	118+89.29	55.00LT	5.0
2	118+89.29	63.89LT	5.0

0 50 100
SCALE IN FEET
HORIZONTAL

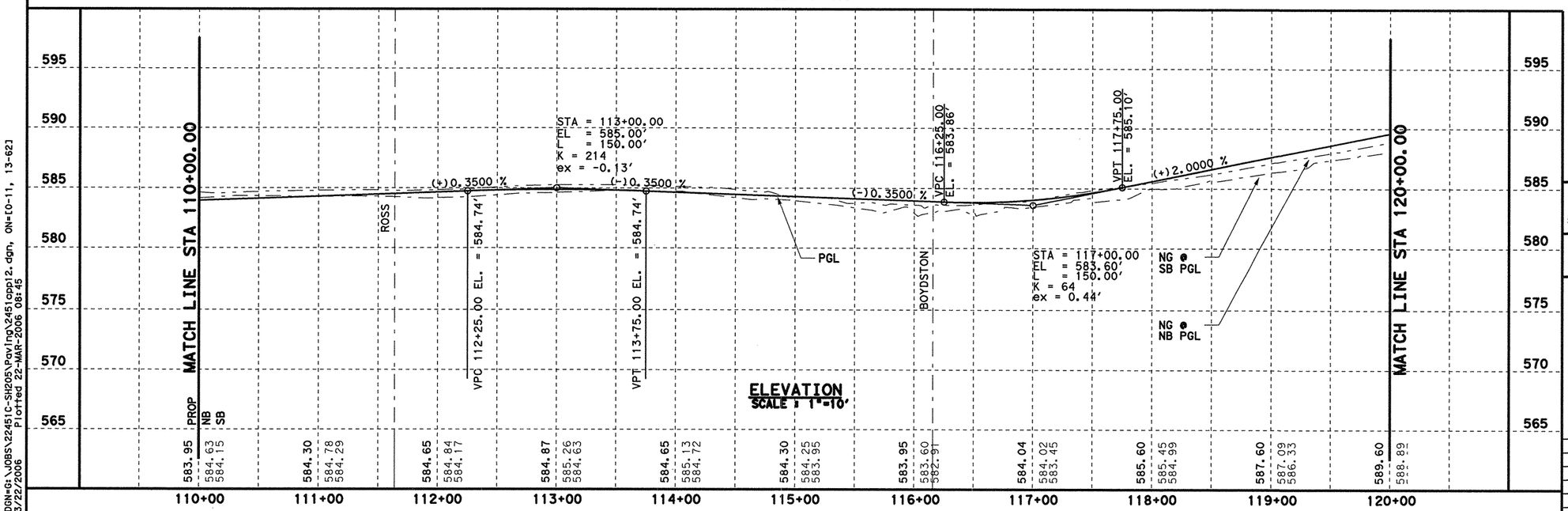
0 10 20
SCALE IN FEET
VERTICAL

X - DRIVEWAY NUMBER
SEE DRIVEWAY DETAIL
SHEET FOR DIMENSIONS

SUPERELEVATION	
SOUTHBOUND ONLY	
STATION	SLOPE
109+35	-2%
111+35	+2%
116+60	+2%
118+60	-2%

NOTE:
AT INTERSECTION OF ROSS AND BOYDSTON, THE SUPERELEVATION RATE IS 0% BETWEEN NORTHBOUND AND SOUTHBOUND PGL.

PLAN
SCALE : 1"=100'



ELEVATION
SCALE : 1"=10'

DGN=G:\JOBS\22451C-SH205\Paving\2451opp12.dgn, ON=10-11, 13-62
3/22/2006 Plotted 22-MAR-2006 08:45

3/22/06

STATE OF TEXAS
TODD P. CONSTANT
88243
LICENSED
PROFESSIONAL ENGINEER

Todd P. Constant, PE

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Suite 1333
Dallas, TX 75207

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SH 205

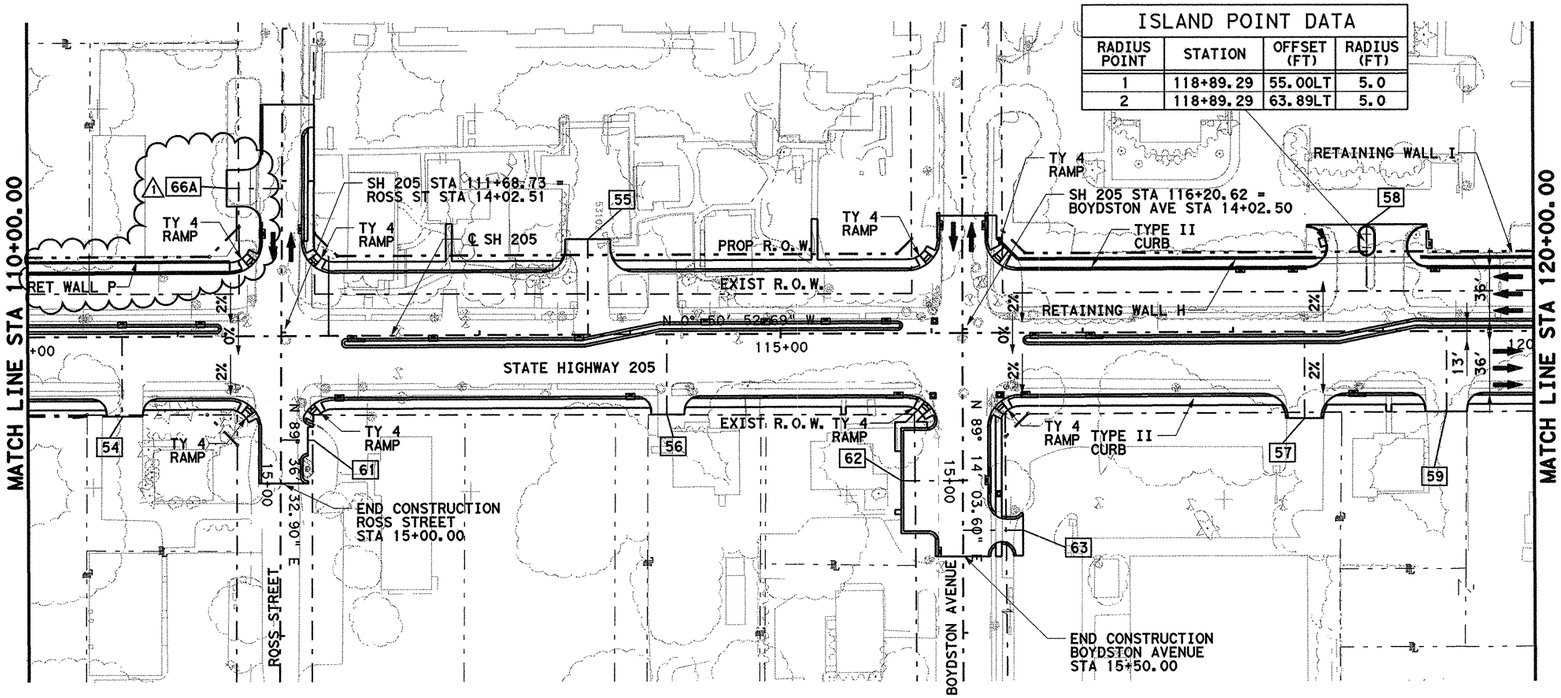
ROADWAY

PAVING PLAN & PROFILE
STA 110+00 TO 120+00

SHEET 12 OF 33

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	(SEE TITLE SHEET)	SH 205

STATE	DIST.	COUNTY	SHEET NO.
TEXAS	DALLAS	ROCKWALL	269
CONT.	SECT.	JOB	
0451	01	032, ETC	



ISLAND POINT DATA

RADIUS POINT	STATION	OFFSET (FT)	RADIUS (FT)
1	118+89.29	55.00LT	5.0
2	118+89.29	63.89LT	5.0

0 50 100
SCALE IN FEET HORIZONTAL

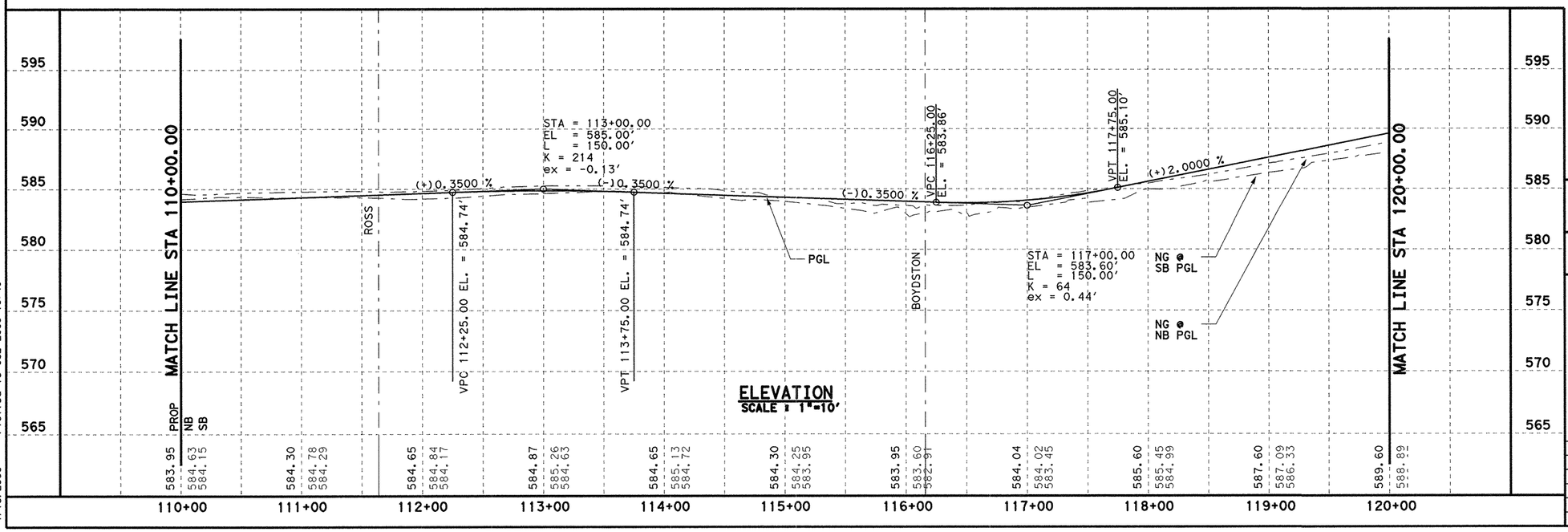
0 10 20
SCALE IN FEET VERTICAL

[X] - DRIVEWAY NUMBER
SEE DRIVEWAY DETAIL SHEET FOR DIMENSIONS

SUPERELEVATION SOUTHBOUND ONLY	
STATION	SLOPE
109+35	-2%
111+35	+2%
116+60	+2%
118+60	-2%

NOTE:
AT INTERSECTION OF ROSS AND BOYDSTON, THE SUPERELEVATION RATE IS 0% BETWEEN NORTHBOUND AND SOUTHBOUND PGL.

PLAN
SCALE : 1"=100'



ELEVATION
SCALE : 1"=10'

STATE OF TEXAS
K. DAVID GAN
92574
LICENSED PROFESSIONAL ENGINEER
7/15/08

Δ- Change Order #50

⚠ REVISED LIMITS OF DRIVEWAY #66A & ADDED RET WALL P - KDG - 04-24-08

ORIGINAL PLAN SEALED BY TODD P. CONSTANT, P.E.

Parsons Brinckerhoff Quade & Douglas, Inc.
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Dallas, TX 75207

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SH 205

ROADWAY

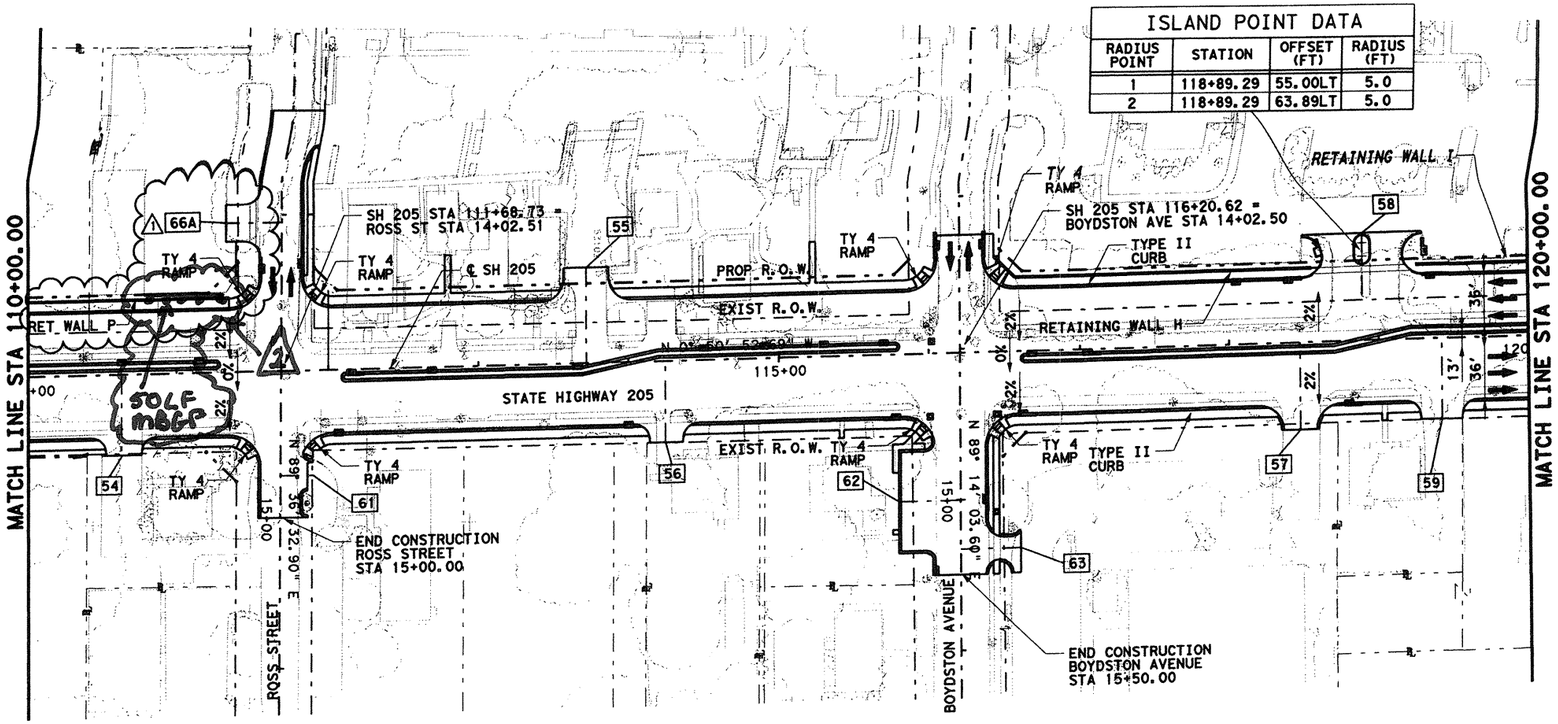
PAVING PLAN & PROFILE
STA 110+00 TO 120+00

SHEET 12 OF 33

FED.RD. DIV.NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	(SEE TITLE SHEET)	SH 205

STATE	DIST.	COUNTY	SHEET NO.
TEXAS	DALLAS	ROCKWALL	269A
CONT.	SECT.	JOB	
0451	01	032, ETC	

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7/15/2008 Plotted 15-JUL-2008 19:40



ISLAND POINT DATA			
RADIUS POINT	STATION	OFFSET (FT)	RADIUS (FT)
1	118+89.29	55.00LT	5.0
2	118+89.29	63.89LT	5.0

0 50 100
SCALE IN FEET HORIZONTAL

0 10 20
SCALE IN FEET VERTICAL

[X] - DRIVEWAY NUMBER
SEE DRIVEWAY DETAIL SHEET FOR DIMENSIONS

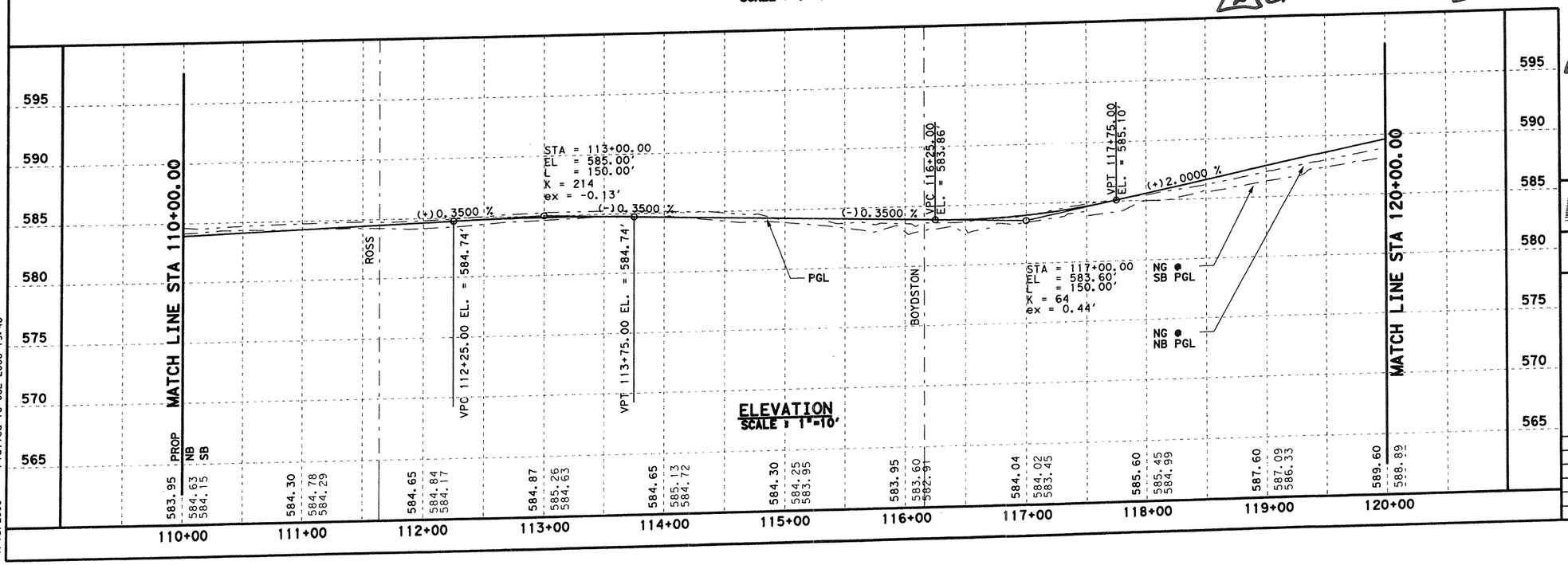
SUPERELEVATION SOUTHBOUND ONLY	
STATION	SLOPE
109+35	-2%
111+35	+2%
116+60	+2%
118+60	-2%

NOTE:
AT INTERSECTION OF ROSS AND BOYDSTON, THE SUPERELEVATION RATE IS 0% BETWEEN NORTHBOUND AND SOUTHBOUND PGL.

For Elev. 2 Only

STATE OF TEXAS
JEFFREY A. BUSH
98352
LICENSED
PROFESSIONAL ENGINEER
11/16/10

PLAN
SCALE : 1"=100'



ELEVATION
SCALE : 1"=10'

CHANGE ORDER 99

2 ADDED MBGF BEHIND WALL P

1 REVISED LIMITS OF DRIVEWAY #66A & ADDED RET WALL P - KDG - 04-24-08

ORIGINAL PLAN SEALED BY
TODD P. CONSTANT, P.E.

Parsons Brinckerhoff Quade & Douglas, Inc.
2777 Stemmons Freeway
Suite 1333
Dallas, TX 75207

Texas Department of Transportation
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SH 205

ROADWAY

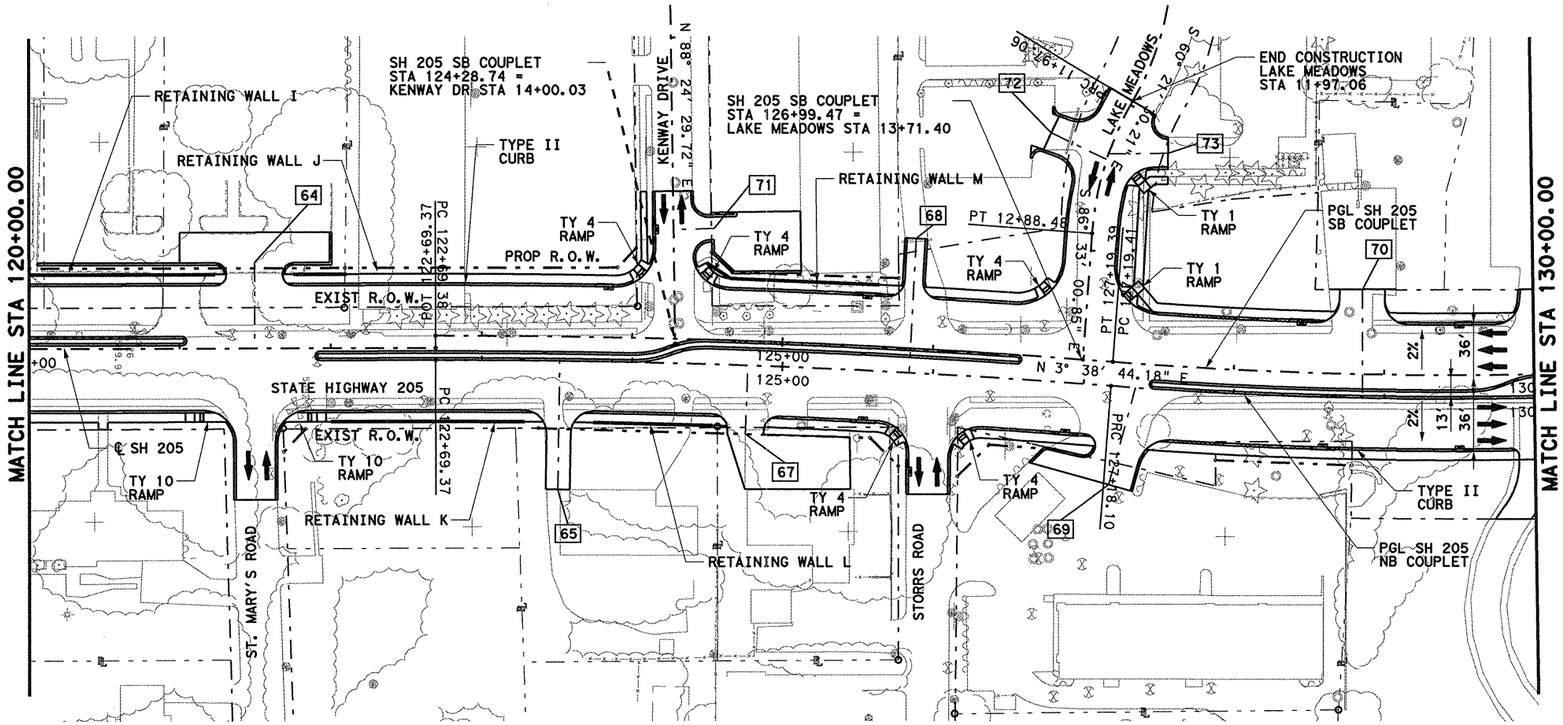
PAVING PLAN & PROFILE
STA 110+00 TO 120+00

SHEET 12 OF 33

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	(SEE TITLE SHEET)	SH 205

STATE	DIST.	COUNTY	SHEET NO.
TEXAS	DALLAS	ROCKWALL	269
CONT.	SECT.	JOB	
0451	01	032, ETC	

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7/15/2008 Plotted 15-JUL-2008 19:40



0 50 100
SCALE IN FEET
HORIZONTAL

0 10 20
SCALE IN FEET
VERTICAL

[X] - DRIVEWAY NUMBER
SEE DRIVEWAY DETAIL
SHEET FOR DIMENSIONS

SB MAINLANES
PI STATION = 124+94.50
DELTA = 4° 29' 37.87" (RT)
DEGREE OF CURVE = 0° 59' 54.98"
TANGENT = 225.12
LENGTH = 450.01
RADIUS = 5,737.58
PC STATION = 122+69.38
PT STATION = 127+19.39

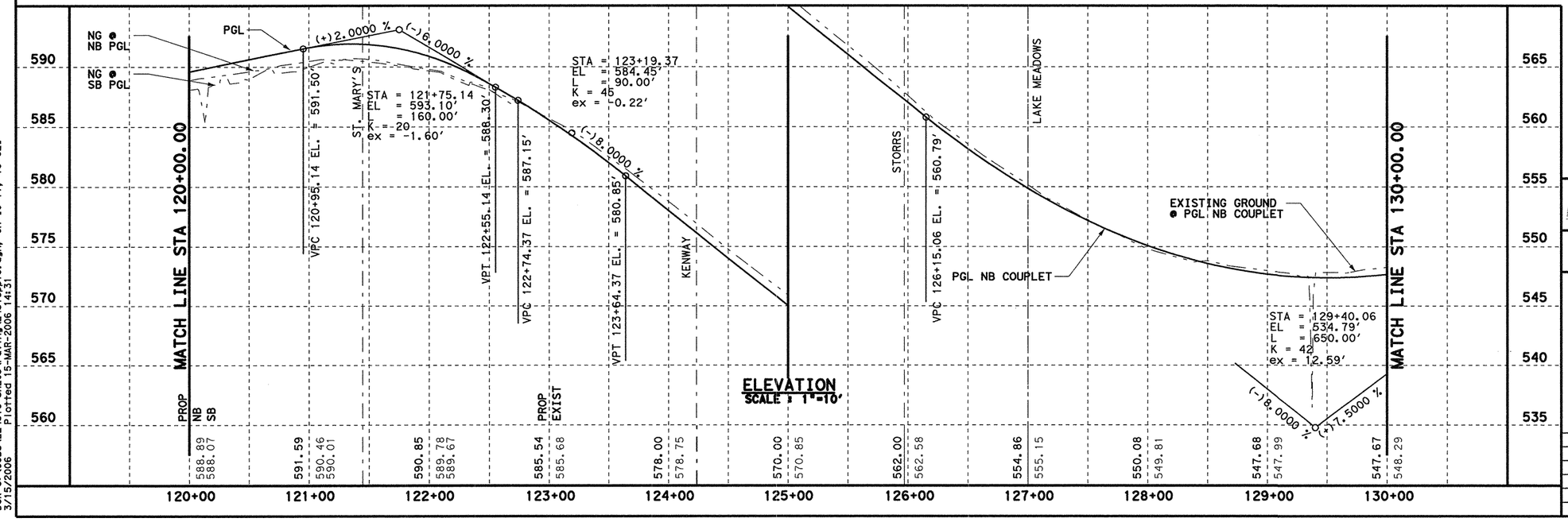
NB MAINLANES
PI STATION = 124+93.85
DELTA = 4° 29' 36.89" (RT)
DEGREE OF CURVE = 1° 00' 05.03"
TANGENT = 224.48
LENGTH = 448.73
RADIUS = 5,721.58
PC STATION = 122+69.37
PT STATION = 127+18.10

SB MAINLANES
PI STATION = 129+01.32
DELTA = 7° 17' 12.37" (LT)
DEGREE OF CURVE = 2° 00' 20.16"
TANGENT = 181.91
LENGTH = 363.32
RADIUS = 2,856.79
PC STATION = 127+19.41
PT STATION = 130+82.73

NB MAINLANES
PI STATION = 130+02.23
DELTA = 11° 17' 47.71" (LT)
DEGREE OF CURVE = 1° 59' 39.95"
TANGENT = 284.12
LENGTH = 566.41
RADIUS = 2,872.79
PC STATION = 127+18.11
PT STATION = 132+84.51

PLAN
SCALE : 1"=100'

ELEVATION
SCALE : 1"=10'



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3/15/2006 Plotted 15-MAR-2006 14:31

3/15/06

STATE OF TEXAS
TODD P. CONSTANT
88243
LICENSED
PROFESSIONAL ENGINEER

Todd P. Constant, PE

Parsons Brinckerhoff Quade & Douglas, Inc.
2777 Stemmons Freeway
Suite 1333
Dallas, TX 75207

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SH 205

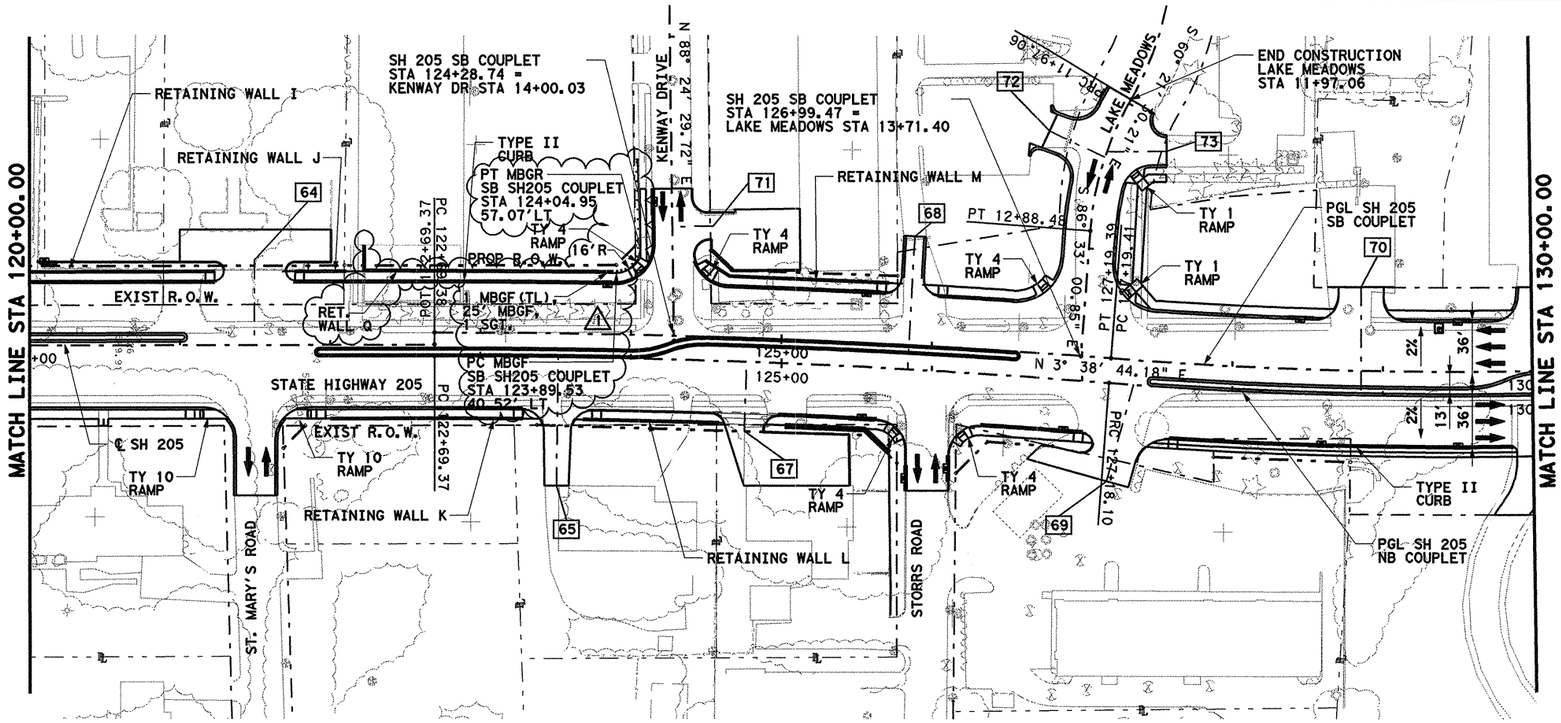
ROADWAY

PAVING PLAN & PROFILE
STA 120+00 TO 130+00

SHEET 13 OF 33

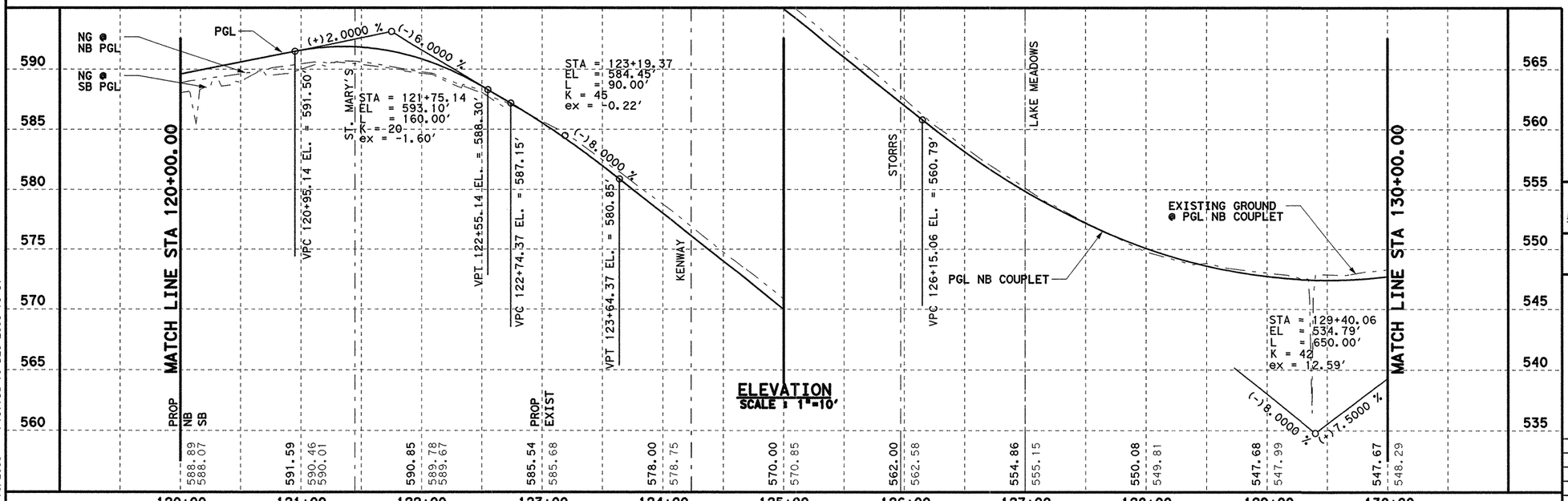
FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	(SEE TITLE SHEET)	SH 205

STATE	DIST.	COUNTY	SHEET NO.
TEXAS	DALLAS	ROCKWALL	270
CONT.	SECT.	JOB	
0451	01	032, ETC	



SB MAINLANES		NB MAINLANES		SB MAINLANES		NB MAINLANES	
PI STATION	= 124+94.50	PI STATION	= 124+93.85	PI STATION	= 129+01.32	PI STATION	= 130+02.23
DELTA	= 4° 29′ 37.87" (RT)	DELTA	= 4° 29′ 36.89" (RT)	DELTA	= 7° 17′ 12.37" (LT)	DELTA	= 11° 17′ 47.71" (LT)
DEGREE OF CURVE	= 0° 59′ 54.98"	DEGREE OF CURVE	= 1° 00′ 05.03"	DEGREE OF CURVE	= 2° 00′ 20.16"	DEGREE OF CURVE	= 1° 59′ 39.95"
TANGENT	= 225.12	TANGENT	= 224.48	TANGENT	= 181.91	TANGENT	= 284.12
LENGTH	= 450.01	LENGTH	= 448.73	LENGTH	= 363.32	LENGTH	= 566.41
RADIUS	= 5,737.58	RADIUS	= 5,721.58	RADIUS	= 2,856.79	RADIUS	= 2,872.79
PC STATION	= 122+69.38	PC STATION	= 122+69.37	PC STATION	= 127+19.41	PC STATION	= 127+18.11
PT STATION	= 127+19.39	PT STATION	= 127+18.10	PT STATION	= 130+82.73	PT STATION	= 132+84.51

PLAN
SCALE : 1"=100'



ELEVATION
SCALE : 1"=10'

0 50 100
SCALE IN FEET
HORIZONTAL

0 10 20
SCALE IN FEET
VERTICAL

X - DRIVEWAY NUMBER
SEE DRIVEWAY DETAIL
SHEET FOR DIMENSIONS

STATE OF TEXAS
K DAVID GAN
92574
LICENSED
PROFESSIONAL ENGINEER
12/10/2008

Δ- Change Order #64

⚠ ADDED RET WALL Q & END PROT-KDG - 09/22/08

ORIGINAL PLAN SEALED BY
TODD P. CONSTANT, P.E.

Parsons Brinckerhoff Quade & Douglas, Inc.
2777 Stemmons Freeway
Suite 1333
Dallas, TX 75207

Texas Department of Transportation
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SH 205

ROADWAY

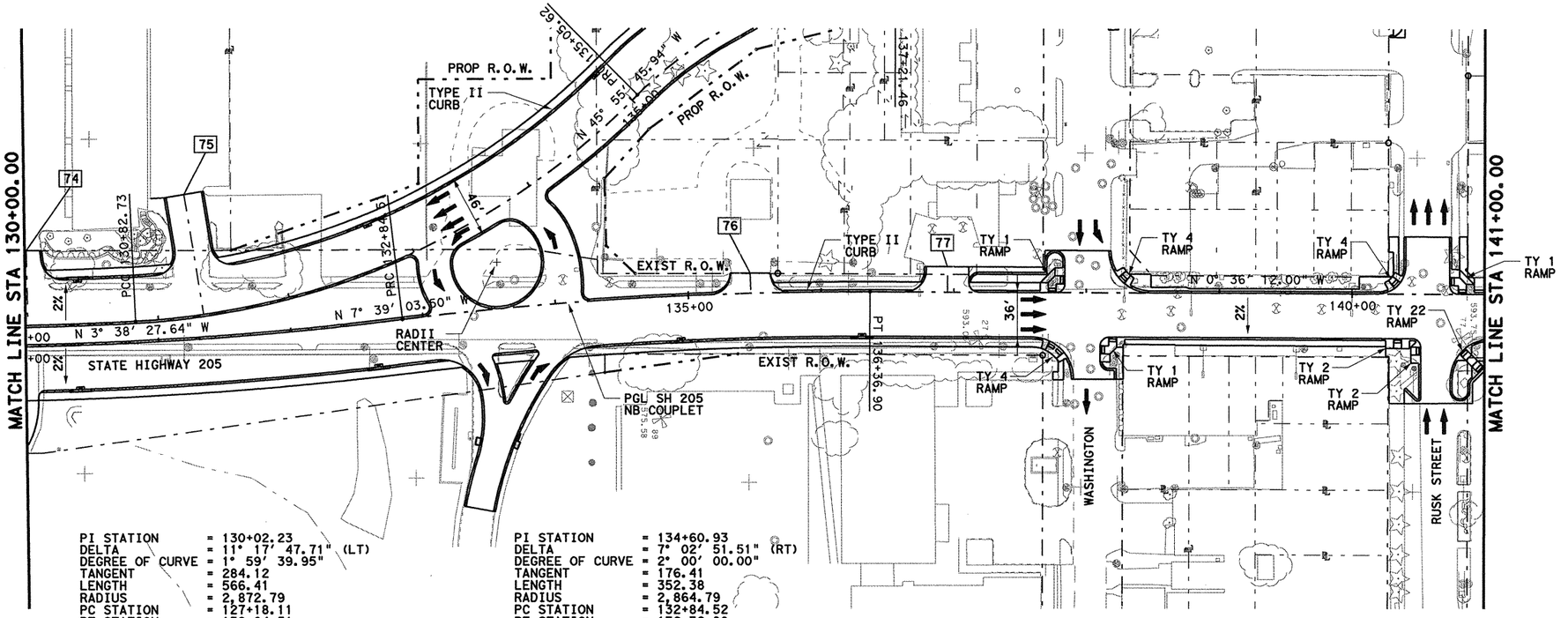
PAVING PLAN & PROFILE
STA 120+00 TO 130+00

SHEET 13 OF 33

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	(SEE TITLE SHEET)	SH 205

STATE	DIST.	COUNTY	SHEET NO.
TEXAS	DALLAS	ROCKWALL	270A
CONT.	SECT.	JOB	
0451	01	032, ETC	

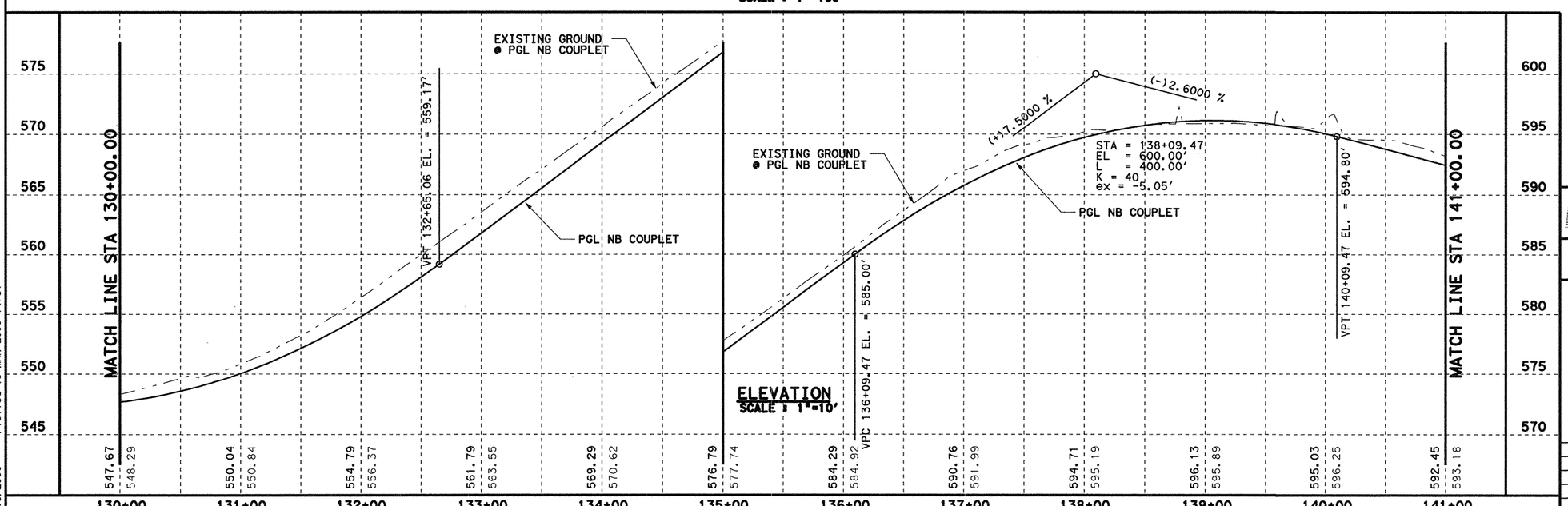
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12/10/2008 Plotted 10-DEC-2008 18:31



PI STATION = 130+02.23
DELTA = 11° 17' 47.71" (LT)
DEGREE OF CURVE = 1° 59' 39.95"
TANGENT = 284.12
LENGTH = 566.41
RADIUS = 2,872.79
PC STATION = 127+18.11
PT STATION = 132+84.51

PI STATION = 134+60.93
DELTA = 7° 02' 51.51" (RT)
DEGREE OF CURVE = 2° 00' 00.00"
TANGENT = 176.41
LENGTH = 352.38
RADIUS = 2,864.79
PC STATION = 132+84.52
PT STATION = 136+36.90

PLAN
SCALE : 1"=100'



ELEVATION
SCALE : 1"=10'

0 50 100
SCALE IN FEET HORIZONTAL

0 10 20
SCALE IN FEET VERTICAL

X - DRIVEWAY NUMBER
SEE DRIVEWAY DETAIL SHEET FOR DIMENSIONS

3/15/06

STATE OF TEXAS
TODD P. CONSTANT
88243
LICENSED
PROFESSIONAL ENGINEER

Todd P. Constant, PE

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SH 205

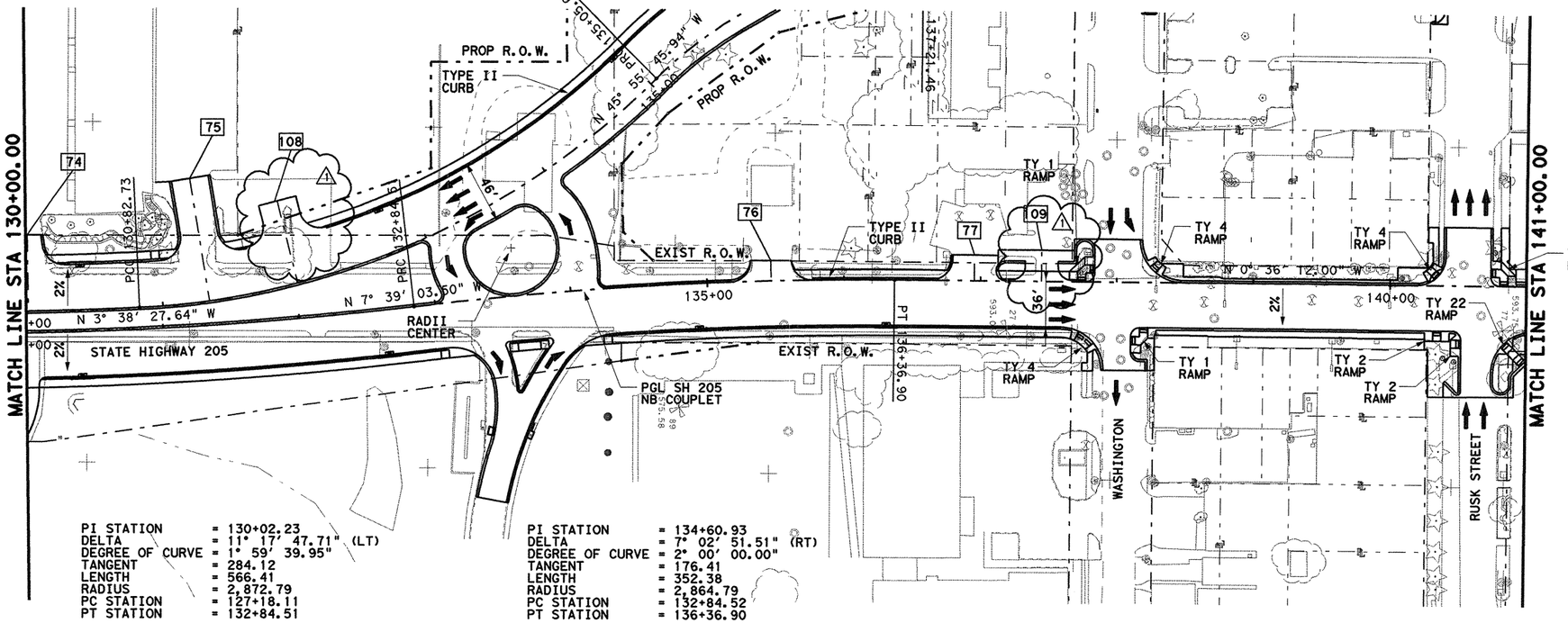
ROADWAY
NB COUPLET
PAVING PLAN & PROFILE
STA 130+00 TO 141+00

SHEET 14 OF 33

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	(SEE TITLE SHEET)	SH 205

STATE	DIST.	COUNTY	SHEET NO.
TEXAS	DALLAS	ROCKWALL	271
CONT.	SECT.	JOB	
0451	01	032, ETC	

DGN=G:\JOBS\22451C-SH205\Paving\2451cpp14.dgn, ON=10-11, 13-623
3/15/2006 Plotted 15-MAR-2006 14:31



PI STATION	= 130+02.23
DELTA	= 11° 17' 47.71" (LT)
DEGREE OF CURVE	= 1° 59' 39.95"
TANGENT	= 284.12
LENGTH	= 566.41
RADIUS	= 2,872.79
PC STATION	= 127+18.11
PT STATION	= 132+84.51

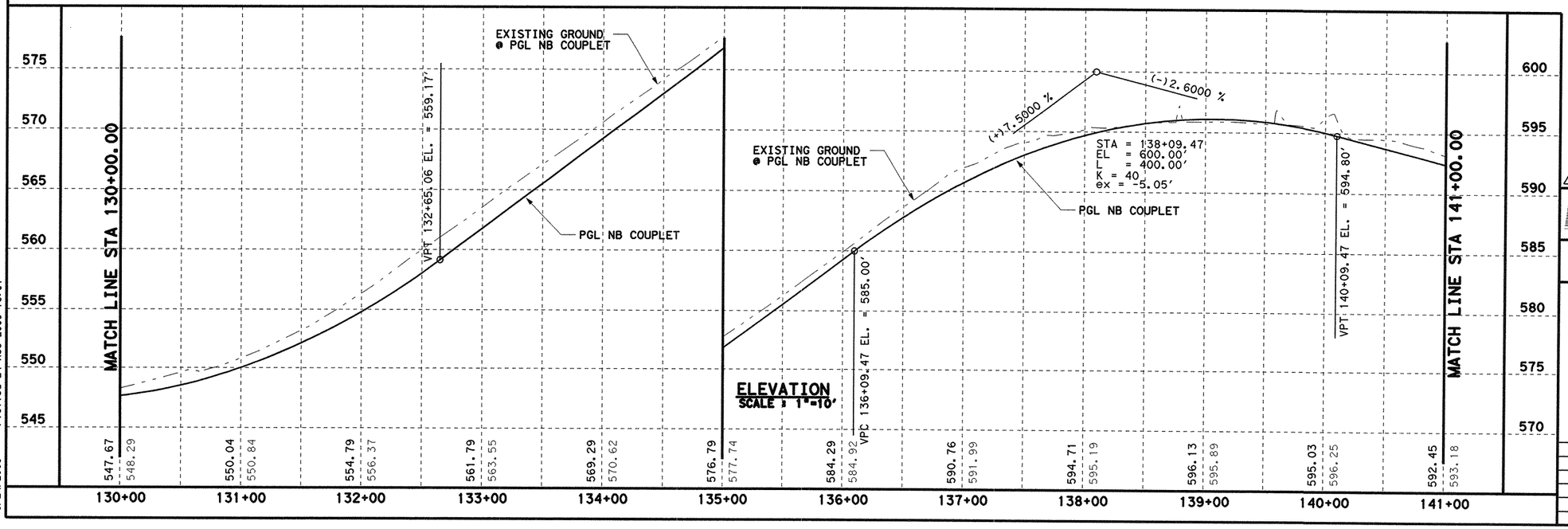
PI STATION	= 134+60.93
DELTA	= 7° 02' 51.51" (RT)
DEGREE OF CURVE	= 2° 00' 00.00"
TANGENT	= 176.41
LENGTH	= 352.38
RADIUS	= 2,864.79
PC STATION	= 132+84.52
PT STATION	= 136+36.90

0 50 100
SCALE IN FEET HORIZONTAL

0 10 20
SCALE IN FEET VERTICAL

[X] - DRIVEWAY NUMBER SEE DRIVEWAY DETAIL SHEET FOR DIMENSIONS

PLAN
SCALE : 1"=100'



ELEVATION
SCALE : 1"=10'

1-21-09 ADDED DRIVEWAY — #108 AND # 109 BY AM

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Suite 1333
Dallas, TX 75207
TBPE ID 2263

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SH 205

ROADWAY
NB COUPLET
PAVING PLAN & PROFILE
STA 130+00 TO 141+00

SHEET 14 OF 33

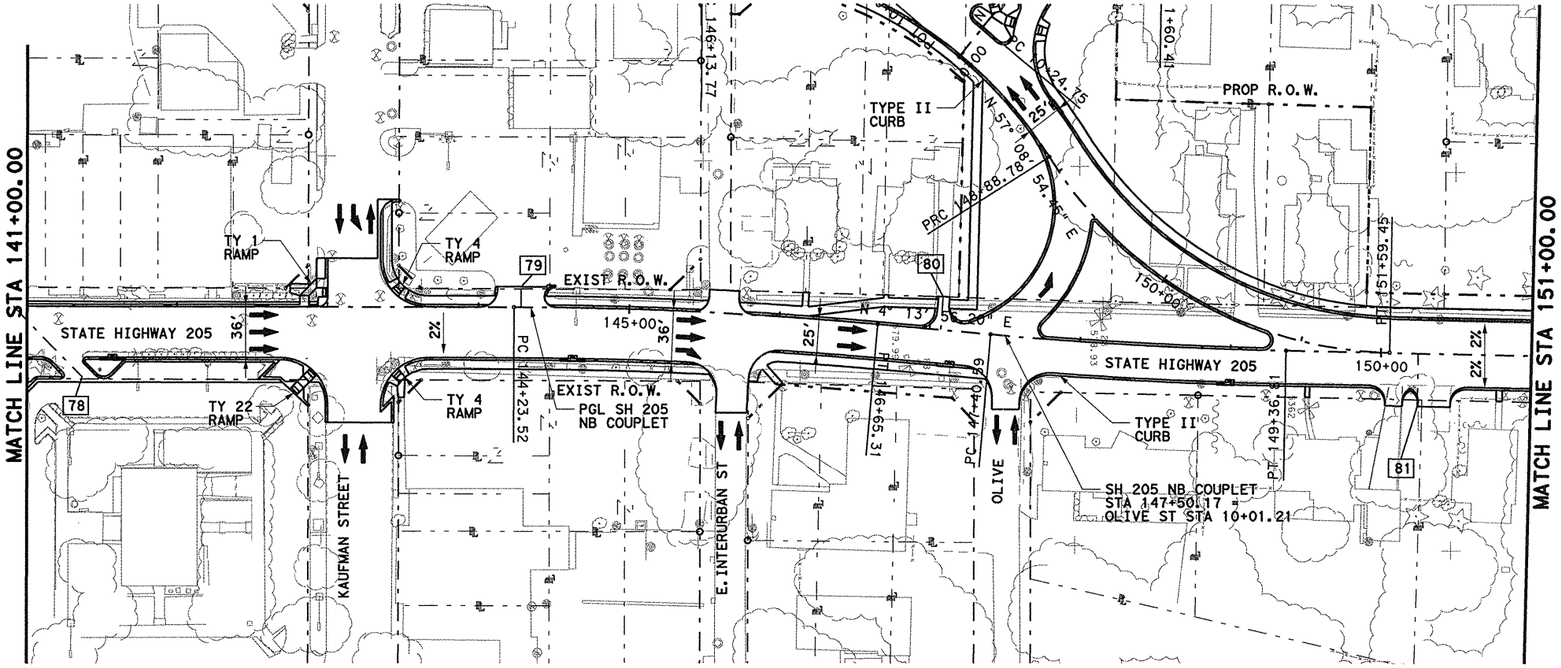
FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	(SEE TITLE SHEET)	SH 205

STATE	DIST.	COUNTY	SHEET NO.
TEXAS	DALLAS	ROCKWALL	271A
CONT.	SECT.	JOB	
0451	01	032, ETC	

8/24/09

STATE OF TEXAS
AKAYU MEKONNEN
93580
LICENSED PROFESSIONAL ENGINEER

DGN=T:\22451C-SH205\Paving\22451opp14.dgn, ON=10-11, 13-27, 29-31, 33-621
8/24/2009 Plotted 24-AUG-2009 16:07



0 50 100
SCALE IN FEET HORIZONTAL

0 10 20
SCALE IN FEET VERTICAL

X - DRIVEWAY NUMBER
SEE DRIVEWAY DETAIL SHEET FOR DIMENSIONS

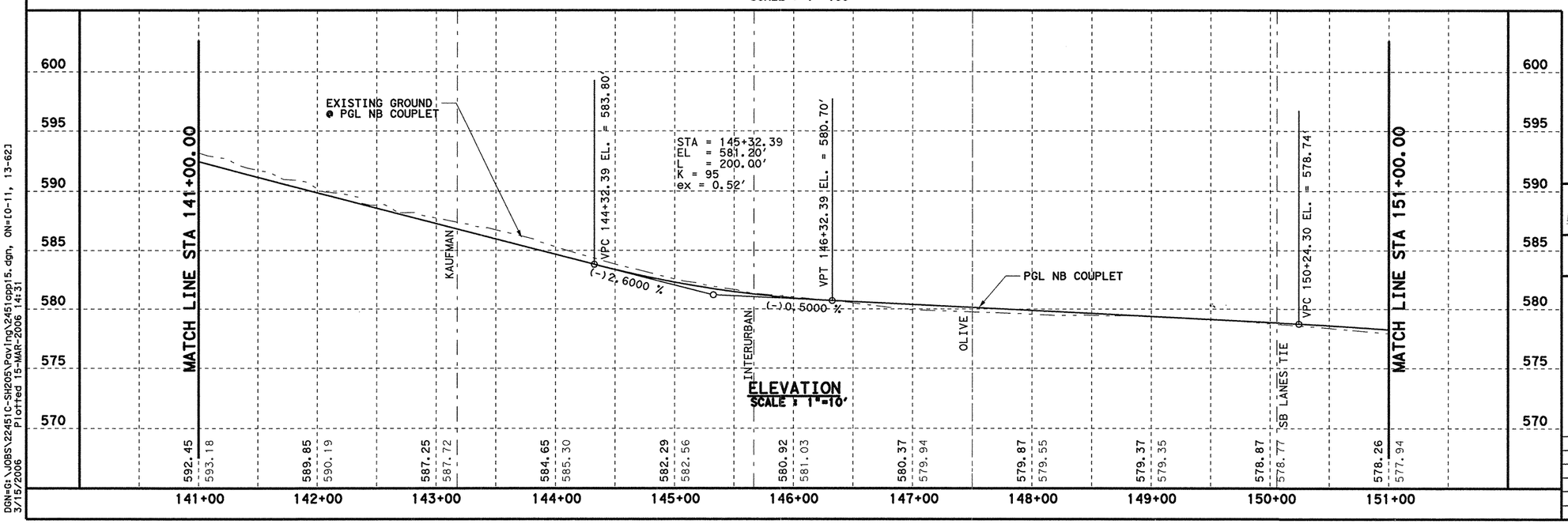
NB MAINLANES

PI STATION	= 145+44.49
DELTA	= 4° 50' 08.34" (RT)
DEGREE OF CURVE	= 2° 00' 00.00"
TANGENT	= 120.96
LENGTH	= 241.78
RADIUS	= 2,864.79
PC STATION	= 144+23.52
PT STATION	= 146+65.31

NB MAINLANES

PI STATION	= 148+38.74
DELTA	= 3° 55' 27.46" (LT)
DEGREE OF CURVE	= 2° 00' 00.00"
TANGENT	= 98.15
LENGTH	= 196.21
RADIUS	= 2,864.79
PC STATION	= 147+40.59
PT STATION	= 149+36.81

PLAN
SCALE : 1"=100'



ELEVATION
SCALE : 1"=10'

DGN=G:\JOBS\22451C-SH205\Paving\2451opp15.dgn, ON=10-11, 13-621
3/15/2006 Plotted 15-MAR-2006 14:31

3/15/06

STATE OF TEXAS
TODD P. CONSTANT
88243
LICENSED
PROFESSIONAL ENGINEER

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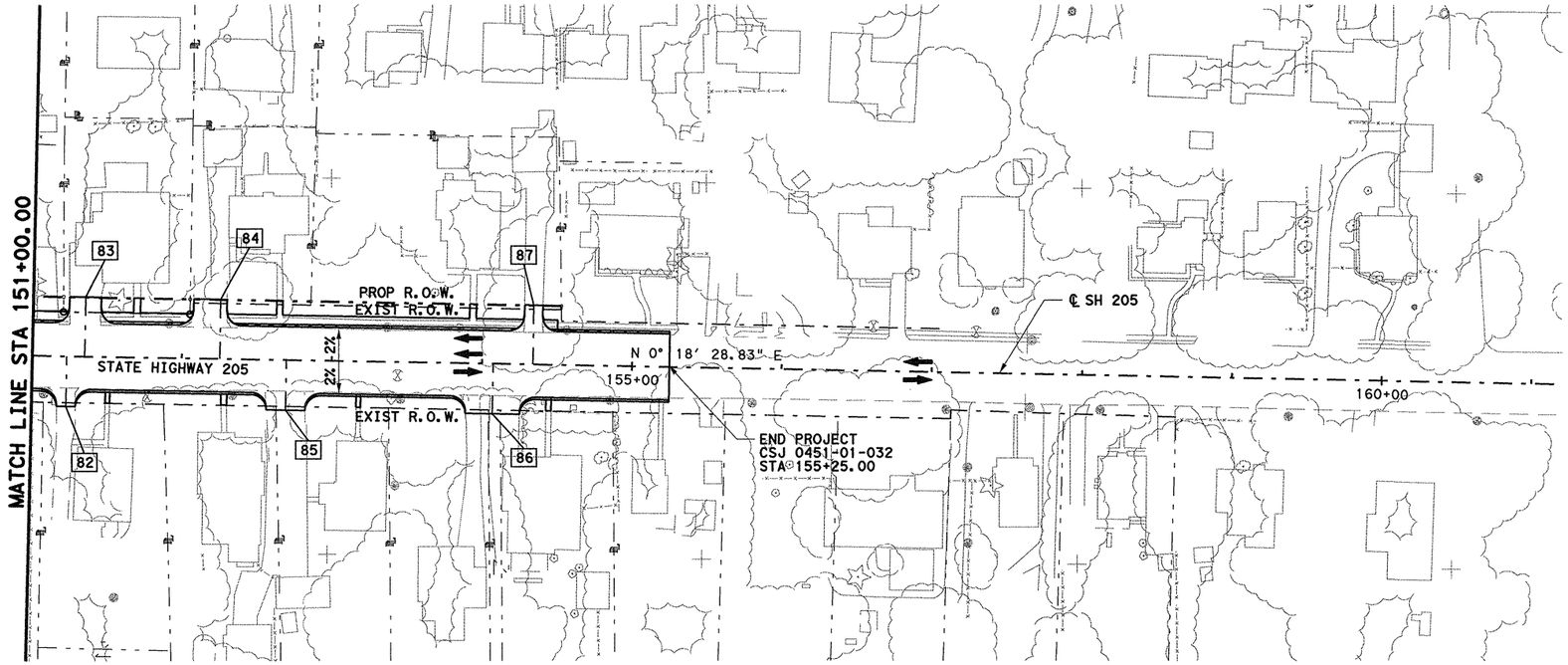
SH 205

ROADWAY
NB COUPLET
PAVING PLAN & PROFILE
STA 141+00 TO 151+00

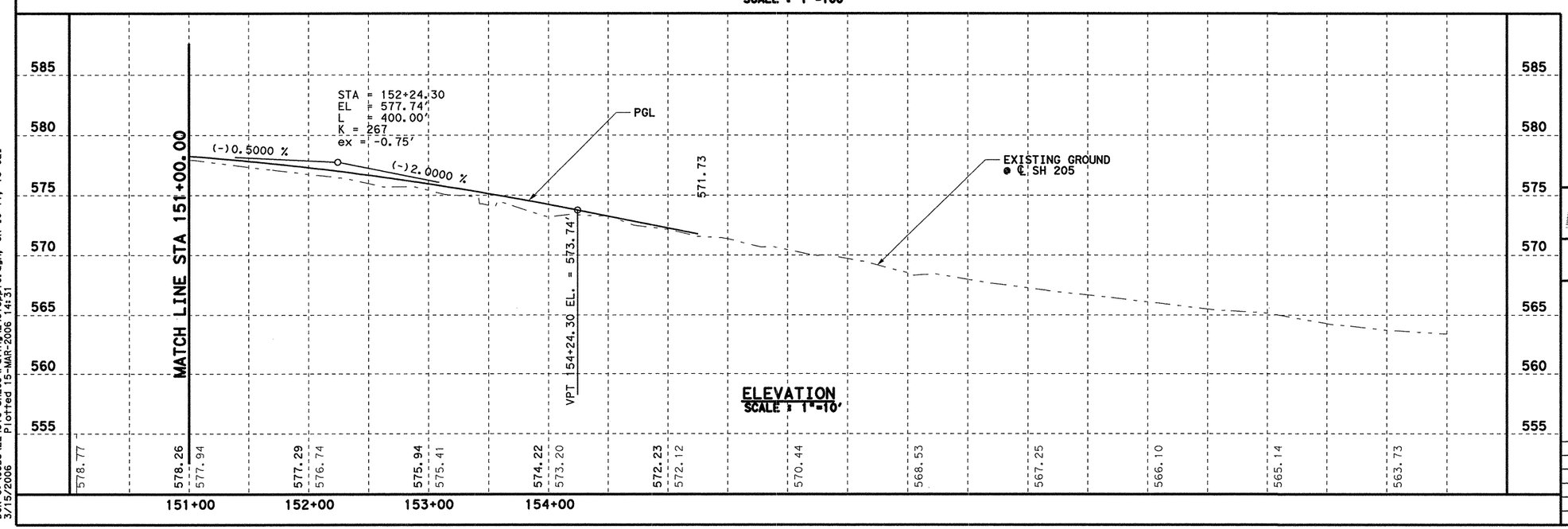
SHEET 15 OF 33

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	(SEE TITLE SHEET)	SH 205

STATE	DIST.	COUNTY	SHEET NO.
TEXAS	DALLAS	ROCKWALL	272
CONT.	SECT.	JOB	
0451	01	032, ETC	



PLAN
SCALE : 1"=100'



ELEVATION
SCALE : 1"=10'

0 50 100
SCALE IN FEET
HORIZONTAL

0 10 20
SCALE IN FEET
VERTICAL

X - DRIVEWAY NUMBER
SEE DRIVEWAY DETAIL
SHEET FOR DIMENSIONS

3/15/06
STATE OF TEXAS
TODD P. CONSTANT
88243
LICENSED
PROFESSIONAL ENGINEER
Todd P. Constant, PE

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SH 205

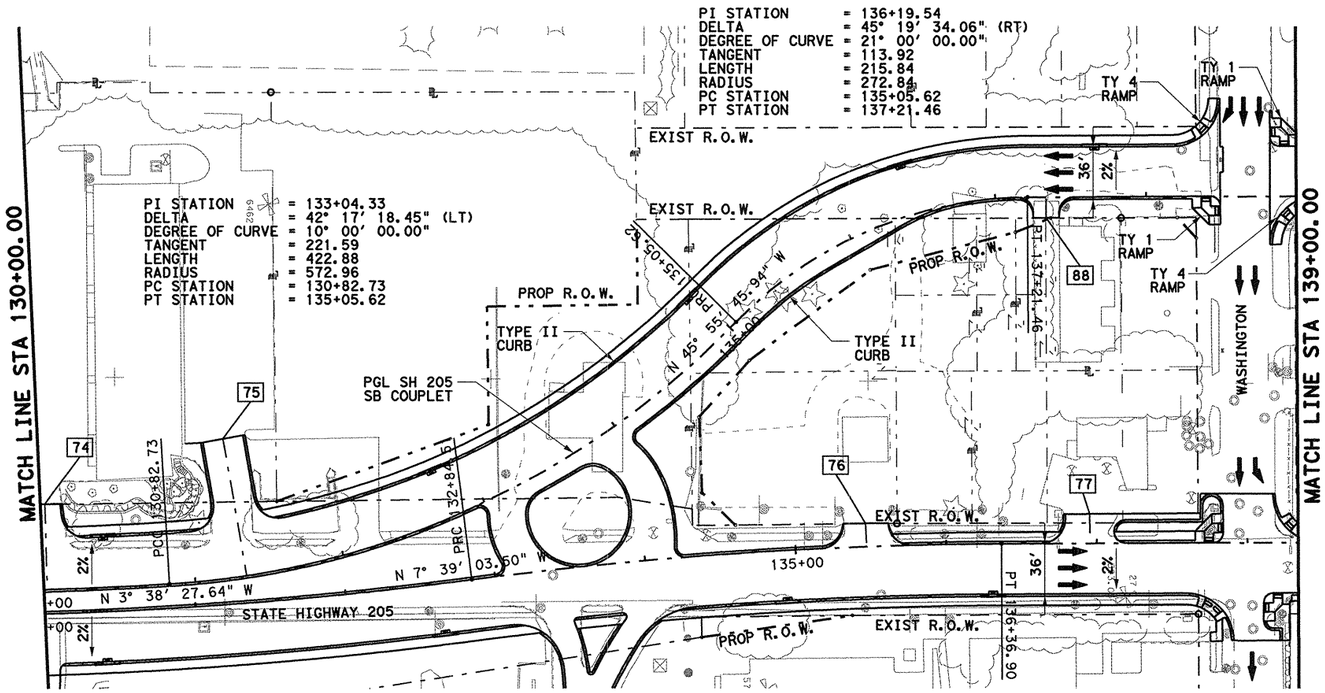
ROADWAY
NB COUPLET
PAVING PLAN & PROFILE
STA 151+00 TO END OF PROJECT

SHEET 16 OF 33

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	(SEE TITLE SHEET)	SH 205

STATE	DIST.	COUNTY	SHEET NO.
TEXAS	DALLAS	ROCKWALL	273
CONT.	SECT.	JOB	
0451	01	032, ETC	

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Plotted 15-MAR-2006 14:31
3/15/2006

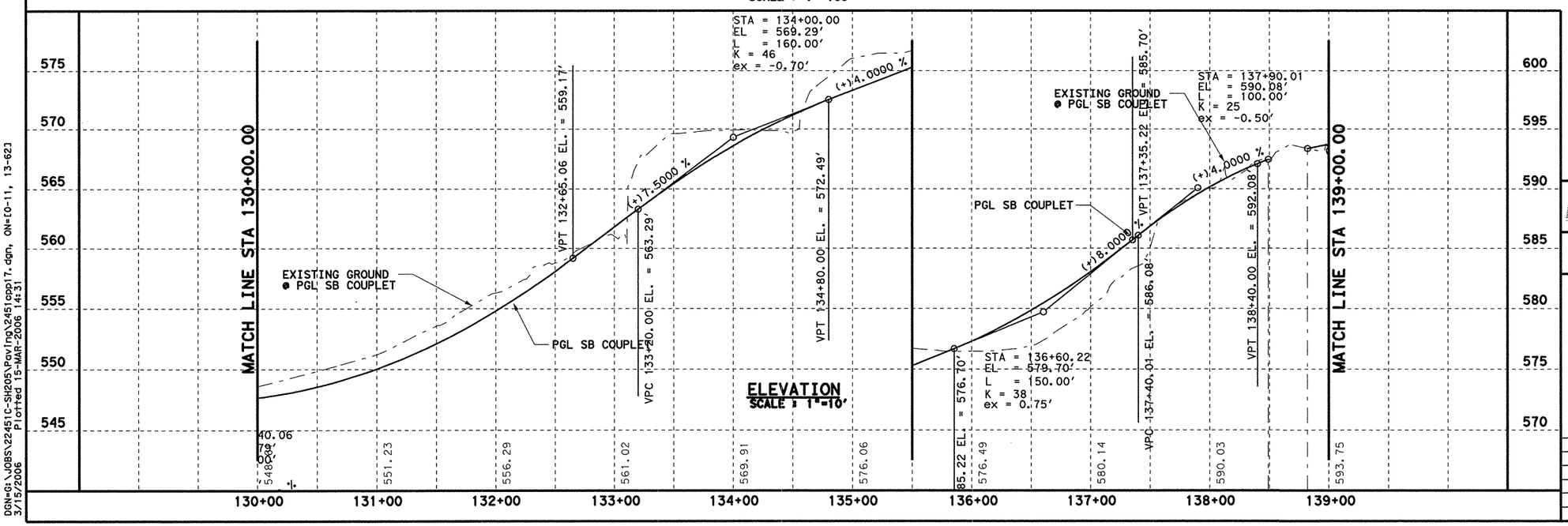


DRIVEWAY NUMBER
SEE DRIVEWAY DETAIL SHEET FOR DIMENSIONS

SCALE IN FEET HORIZONTAL
0 50 100

SCALE IN FEET VERTICAL
0 10 20

PLAN
SCALE : 1"=100'



ELEVATION
SCALE : 1"=10'

DGN=G:\JOBS\22451C-SH205\Paving\2451cpp17.dgn, ON=[0-11, 13-62]
3/15/2006 Plotted 15-MAR-2006 14:31

3/15/06

STATE OF TEXAS
TODD P. CONSTANT
88243
LICENSED
PROFESSIONAL ENGINEER

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Dallas, TX 75207

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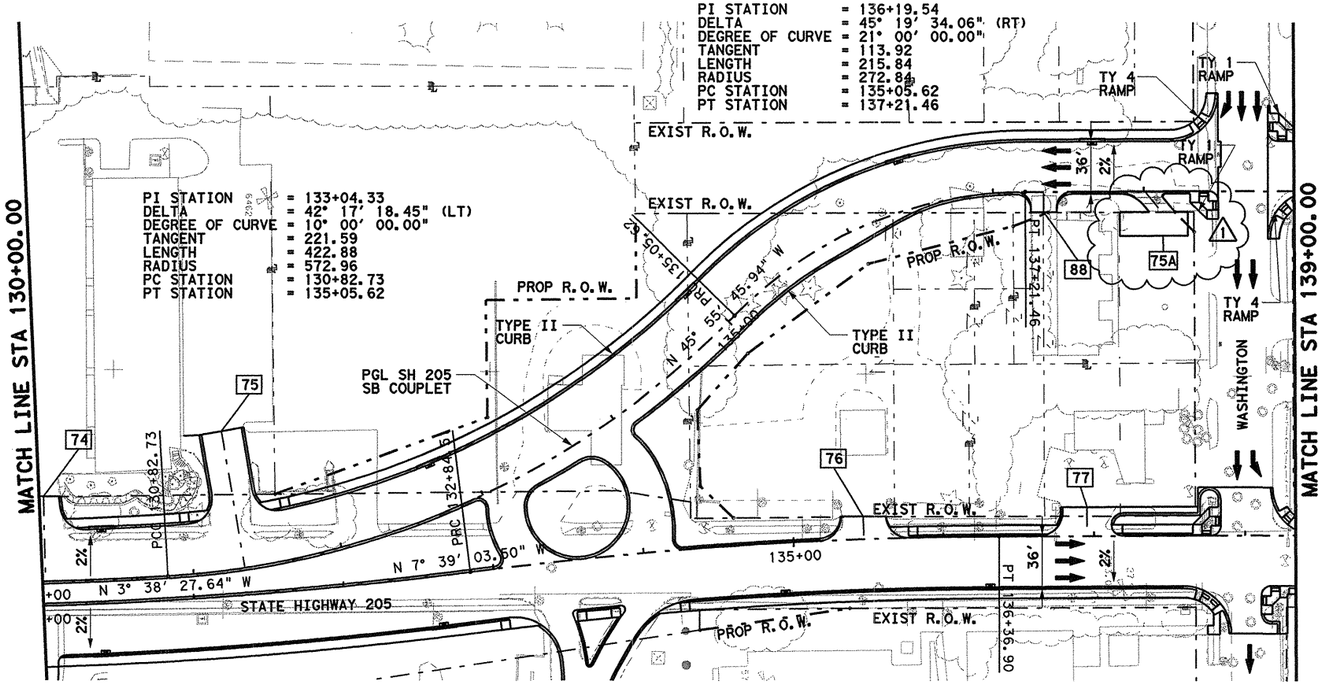
SH 205

ROADWAY
SB COUPLET
PAVING PLAN & PROFILE
STA 130+00 TO 139+00

SHEET 17 OF 33

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	(SEE TITLE SHEET)	SH 205

STATE	DIST.	COUNTY	SHEET NO.
TEXAS	DALLAS	ROCKWALL	274
CONT.	SECT.	JOB	
0451	01	032, ETC	

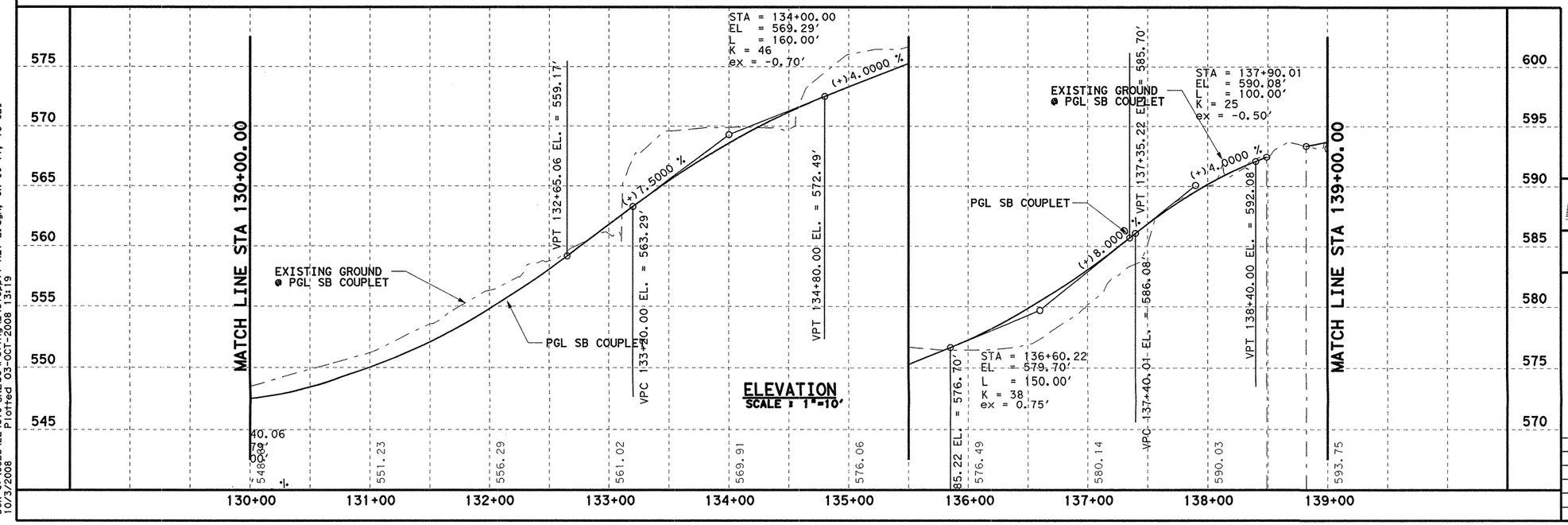


0 50 100
SCALE IN FEET
HORIZONTAL

0 10 20
SCALE IN FEET
VERTICAL

[X] - DRIVEWAY NUMBER
SEE DRIVEWAY DETAIL
SHEET FOR DIMENSIONS

PLAN
SCALE : 1"=100'



ELEVATION
SCALE : 1"=10'

K. DAVID GAN
92574
LICENSED
PROFESSIONAL ENGINEER
STATE OF TEXAS
10/3/08

1 7-15-2008 ADDED DRIVEWAY #75A BY KDG
ORIGINAL PLANS SEALED BY TODD P. CONSTANT, P.E.

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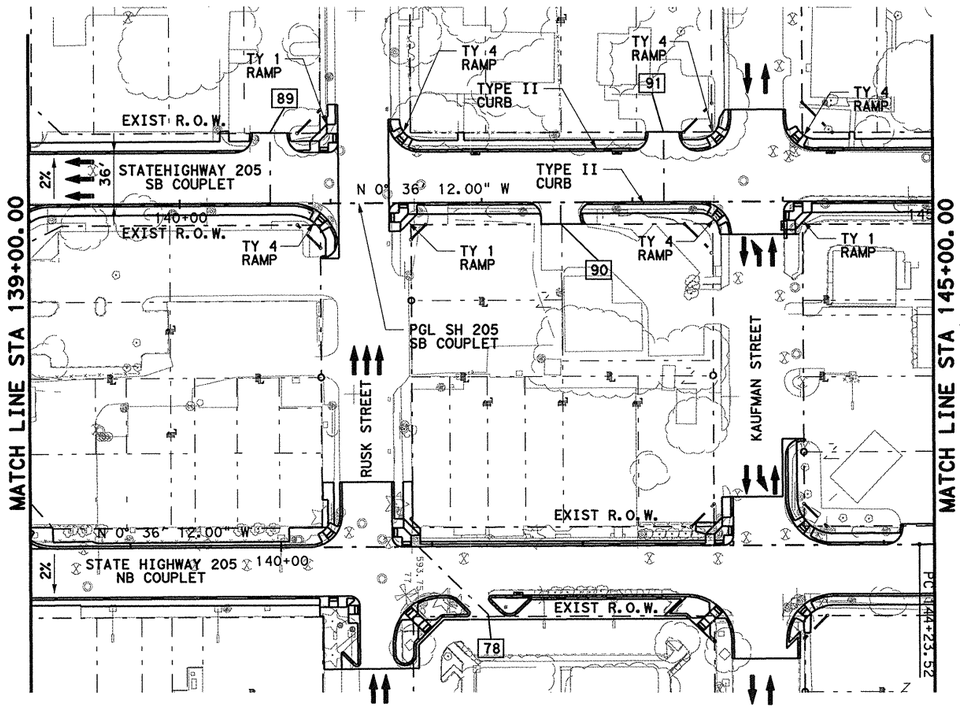
ROADWAY
SB COUPLET
PAVING PLAN & PROFILE
STA 130+00 TO 139+00

SHEET 17 OF 33

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	(SEE TITLE SHEET)	SH 205

STATE	DIST.	COUNTY	SHEET NO.
TEXAS	DALLAS	ROCKWALL	274
CONT.	SECT.	JOB	
0451	01	032, ETC	

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10/3/2008 Plotted 03-OCT-2008 13:19

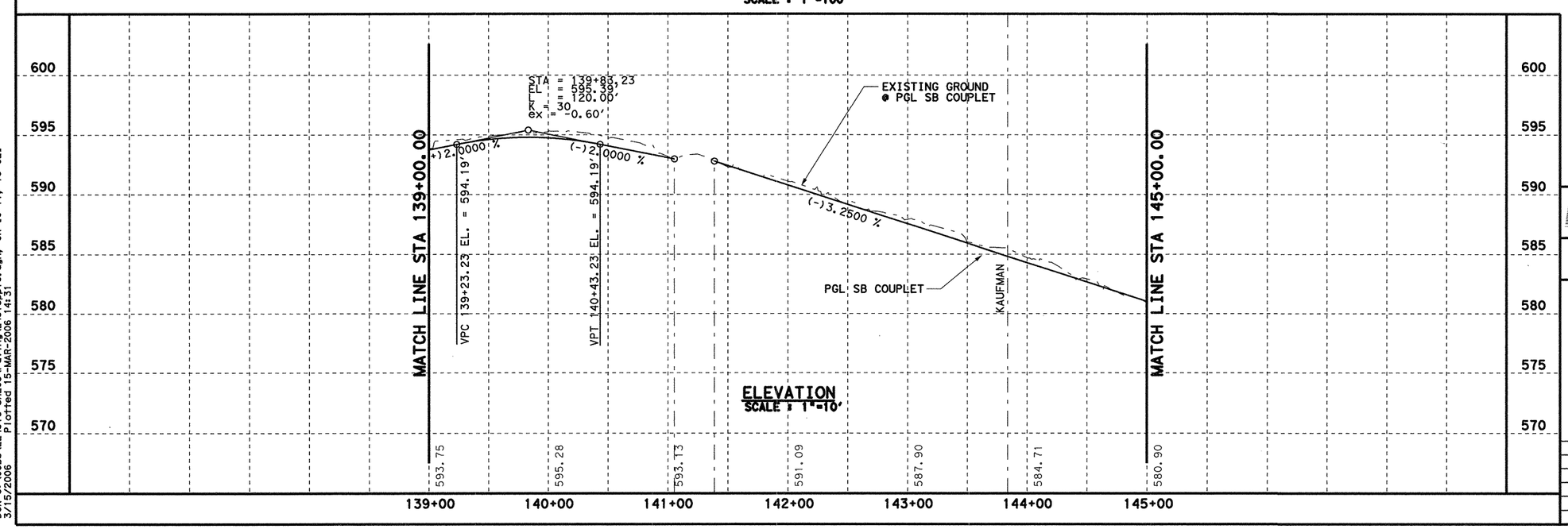


0 50 100
SCALE IN FEET HORIZONTAL

0 10 20
SCALE IN FEET VERTICAL

X - DRIVEWAY NUMBER
SEE DRIVEWAY DETAIL SHEET FOR DIMENSIONS

PLAN
SCALE : 1"=100'



ELEVATION
SCALE : 1"=10'

3/15/06

STATE OF TEXAS
TODD P. CONSTANT
88243
LICENSED
PROFESSIONAL ENGINEER

Todd P. Constant, PE

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SH 205

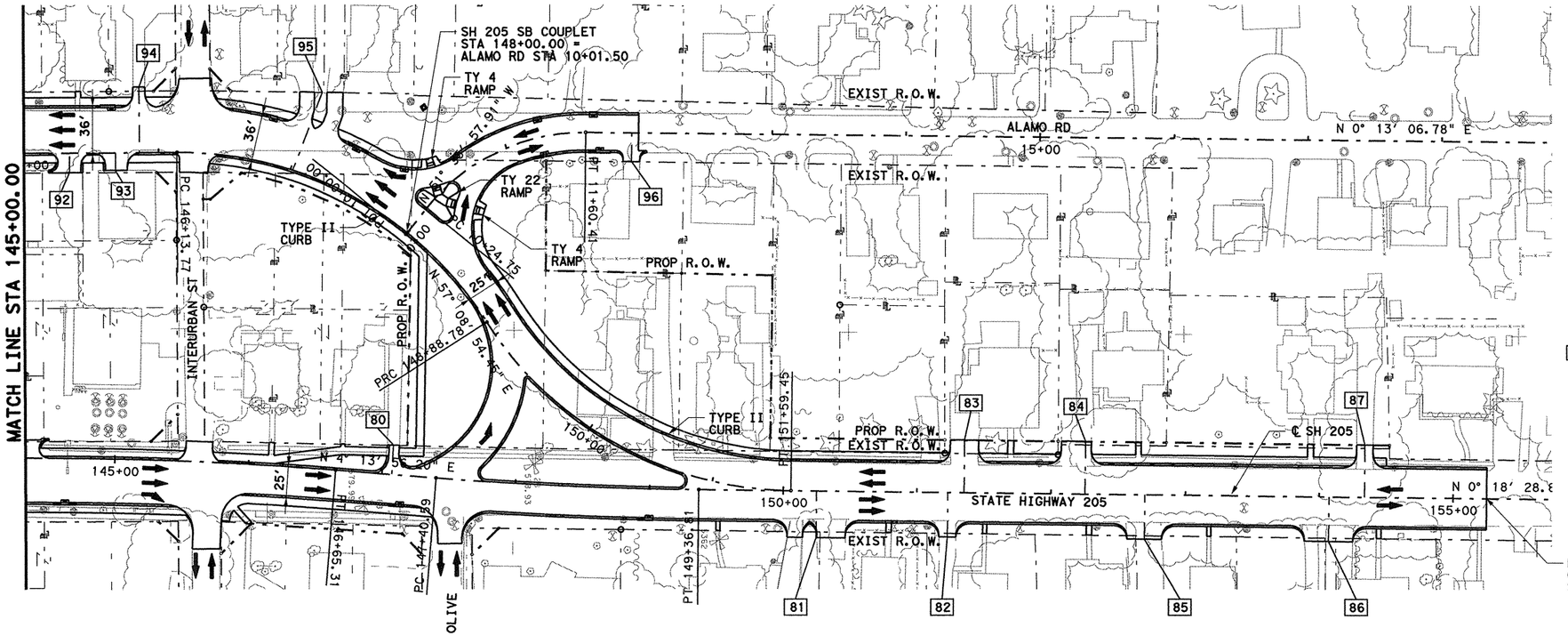
ROADWAY
SB COUPLET
PAVING PLAN & PROFILE
STA 139+00 TO 145+00

SHEET 18 OF 33

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	(SEE TITLE SHEET)	SH 205

STATE	DIST.	COUNTY	SHEET NO.
TEXAS	DALLAS	ROCKWALL	275
CONT.	SECT.	JOB	
0451	01	032, ETC	

DGN=G:\JOBS\22451C-SH205\Paving\22451opp18.dgn, ON=10-11, 13-621
3/15/2006 Plotted 15-MAR-2006 14:31



0 50 100
SCALE IN FEET
HORIZONTAL

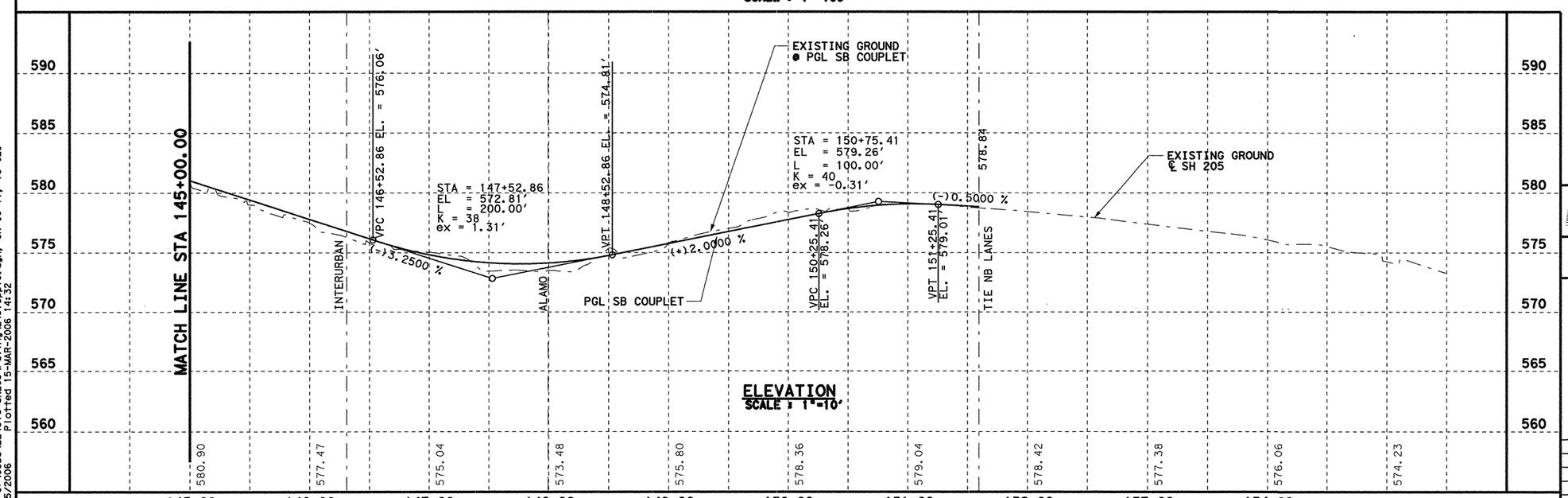
0 10 20
SCALE IN FEET
VERTICAL

[X] - DRIVEWAY NUMBER
SEE DRIVEWAY DETAIL
SHEET FOR DIMENSIONS

SB MAINLANES
PI STATION = 147+64.24
DELTA = 57° 45' 06.60" (RT)
DEGREE OF CURVE = 21° 00' 00.00"
TANGENT = 150.46
LENGTH = 275.01
RADIUS = 272.84
PC STATION = 146+13.77
PT STATION = 148+88.78

SB MAINLANES
PI STATION = 150+36.43
DELTA = 56° 50' 25.86" (LT)
DEGREE OF CURVE = 21° 00' 00.00"
TANGENT = 147.65
LENGTH = 270.67
RADIUS = 272.84
PC STATION = 148+88.78
PT STATION = 151+59.45

PLAN
SCALE : 1"=100'



ELEVATION
SCALE : 1"=10'

DGN=G:\JOBS\22451C-SH205\Paving\2451opp19.dgn, ON=[0-11, 13-62]
3/15/2006 Plotted 15-MAR-2006 14:32

3/15/06

STATE OF TEXAS
TODD P. CONSTANT
88243
LICENSED
PROFESSIONAL ENGINEER

Todd P. Constant, PE

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Suite 1333
Dallas, TX 75207

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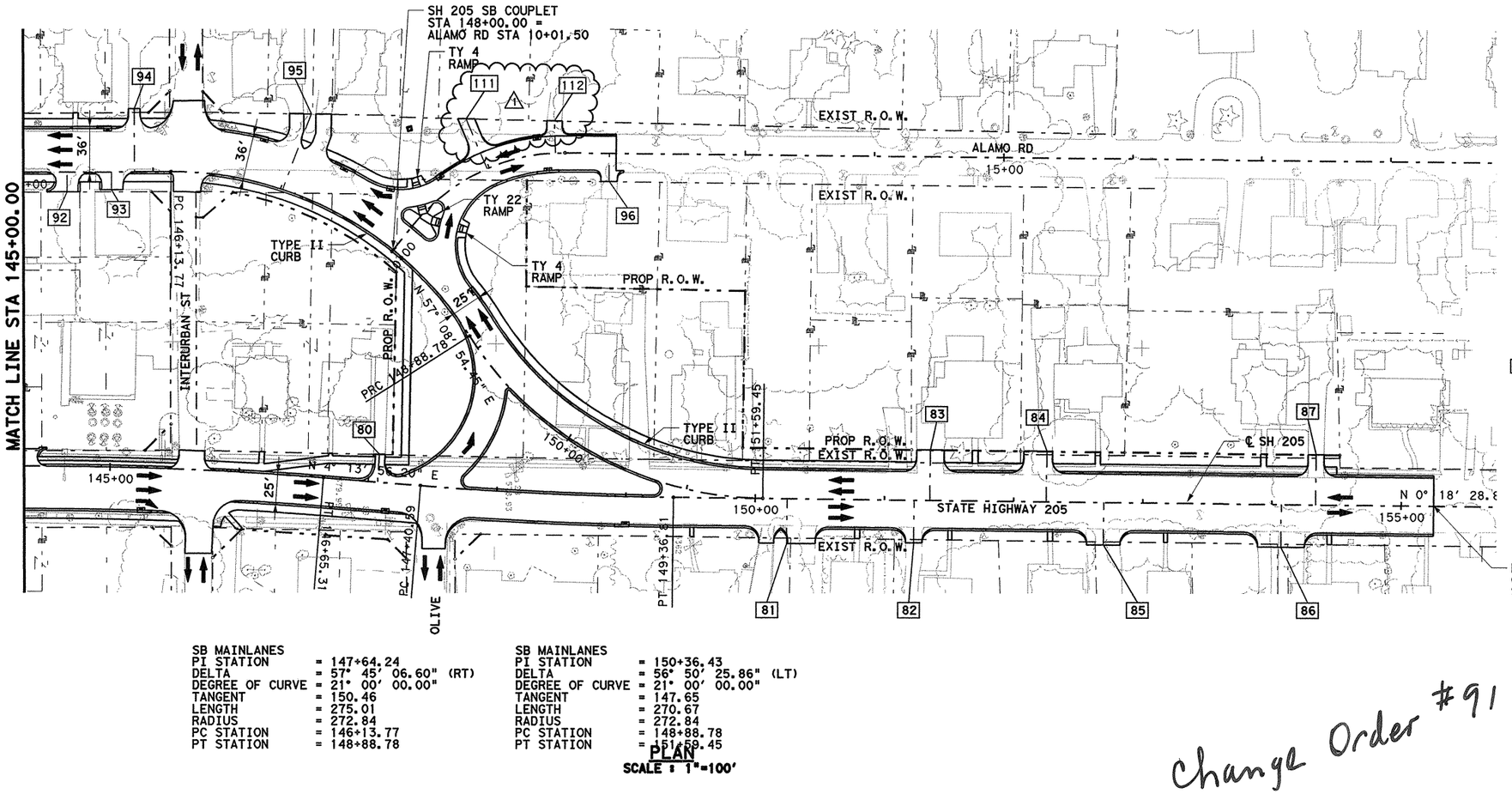
SH 205

ROADWAY
SB COUPLET
PAVING PLAN & PROFILE
STA 145+00 TO END OF PROJECT

SHEET 19 OF 33

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	(SEE TITLE SHEET)	SH 205

STATE	DIST.	COUNTY	SHEET NO.
TEXAS	DALLAS	ROCKWALL	
CONT.	SECT.	JOB	276
0451	01	032, ETC	

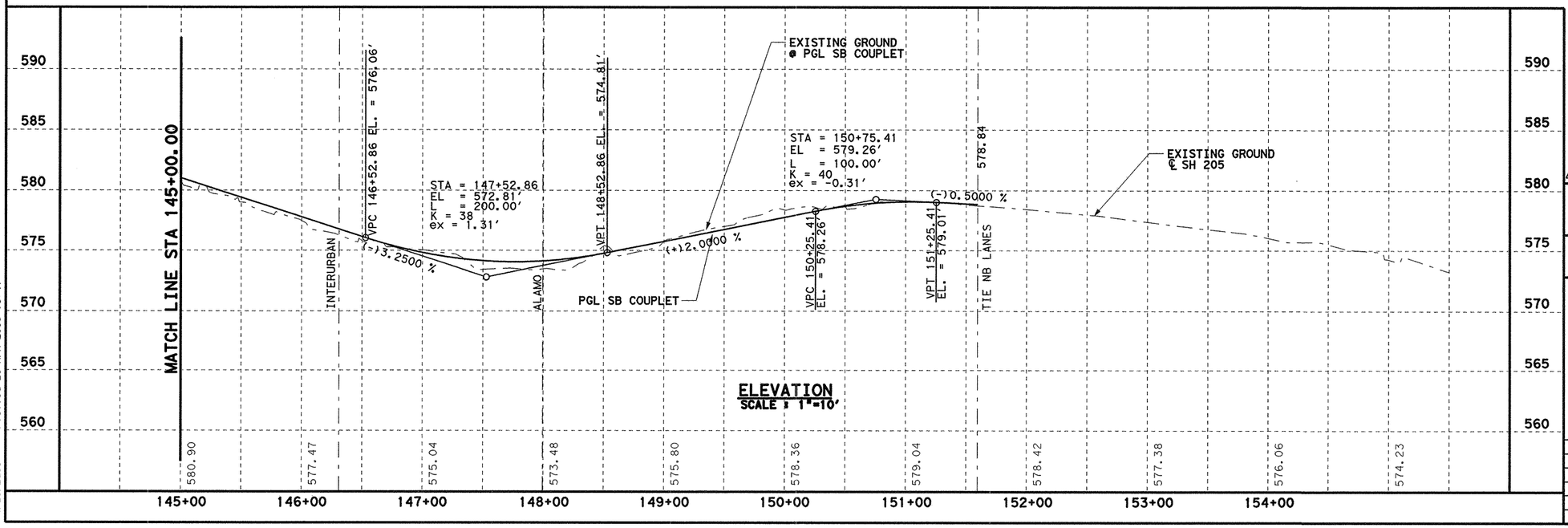


SB MAINLANES
PI STATION = 147+64.24
DELTA = 57° 45' 06.60" (RT)
DEGREE OF CURVE = 21° 00' 00.00"
TANGENT = 150.46
LENGTH = 275.01
RADIUS = 272.84
PC STATION = 146+13.77
PT STATION = 148+88.78

SB MAINLANES
PI STATION = 150+36.43
DELTA = 56° 50' 25.86" (LT)
DEGREE OF CURVE = 21° 00' 00.00"
TANGENT = 147.65
LENGTH = 270.67
RADIUS = 272.84
PC STATION = 148+88.78
PT STATION = 151+59.45

PLAN
SCALE : 1"=100'

Change Order #91



ELEVATION
SCALE : 1"=10'

STATE OF TEXAS
K. DAVID GAN
92574
LICENSED
PROFESSIONAL ENGINEER
4/20/2009

ORIGINAL PLAN SEALED BY
TODD P. CONSTANT, P.E.

ADDED DRWY #111, #112, KDG

Parsons Brinckerhoff Quade & Douglas, Inc.
2777 Stemmons Freeway
Suite 1333
Dallas, TX 75207
TBPE ID 2263

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SH 205

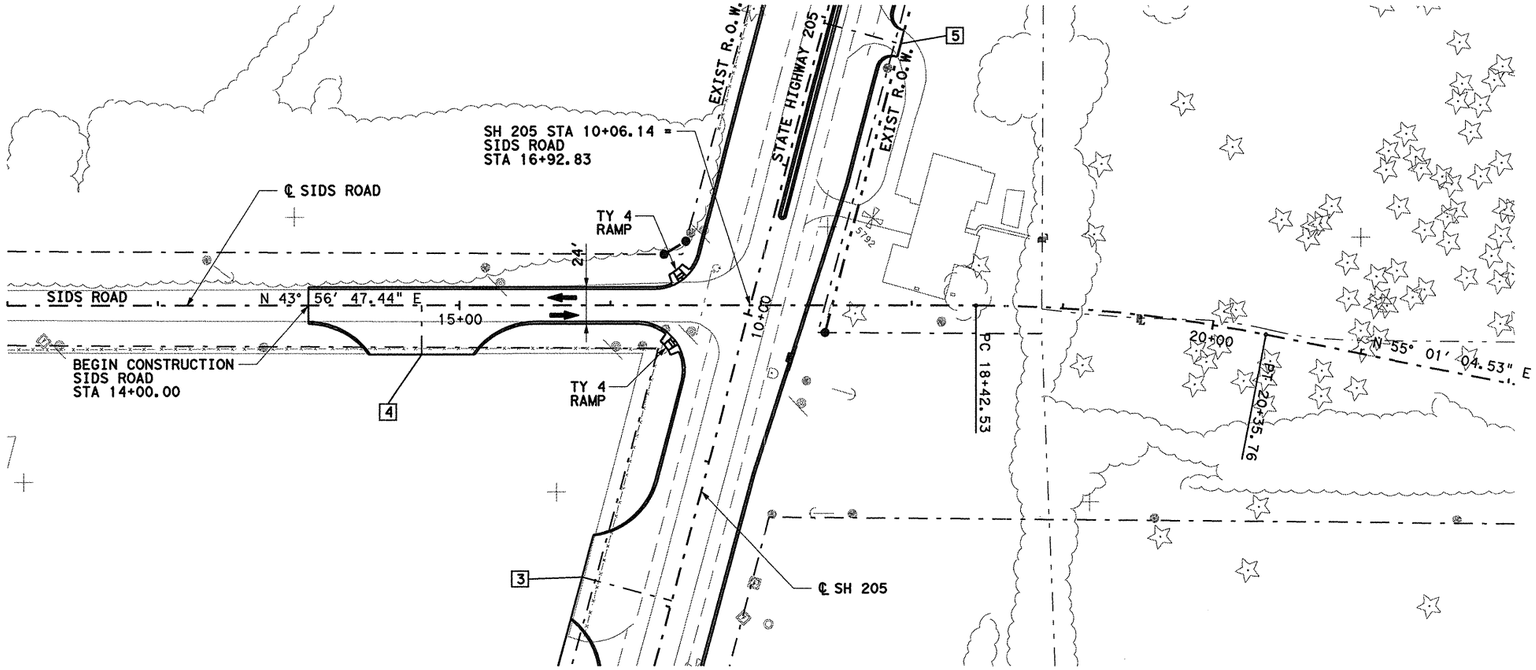
ROADWAY
SB COUPLET
PAVING PLAN & PROFILE
STA 145+00 TO END OF PROJECT

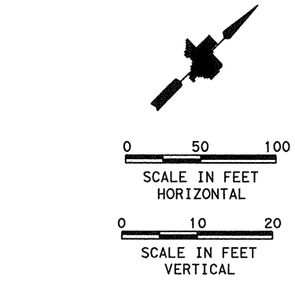
SHEET 19 OF 33

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	(SEE TITLE SHEET)	SH 205

STATE	DIST.	COUNTY	SHEET NO.
TEXAS	DALLAS	ROCKWALL	276A
CONT.	SECT.	JOB	
0451	01	032, ETC	

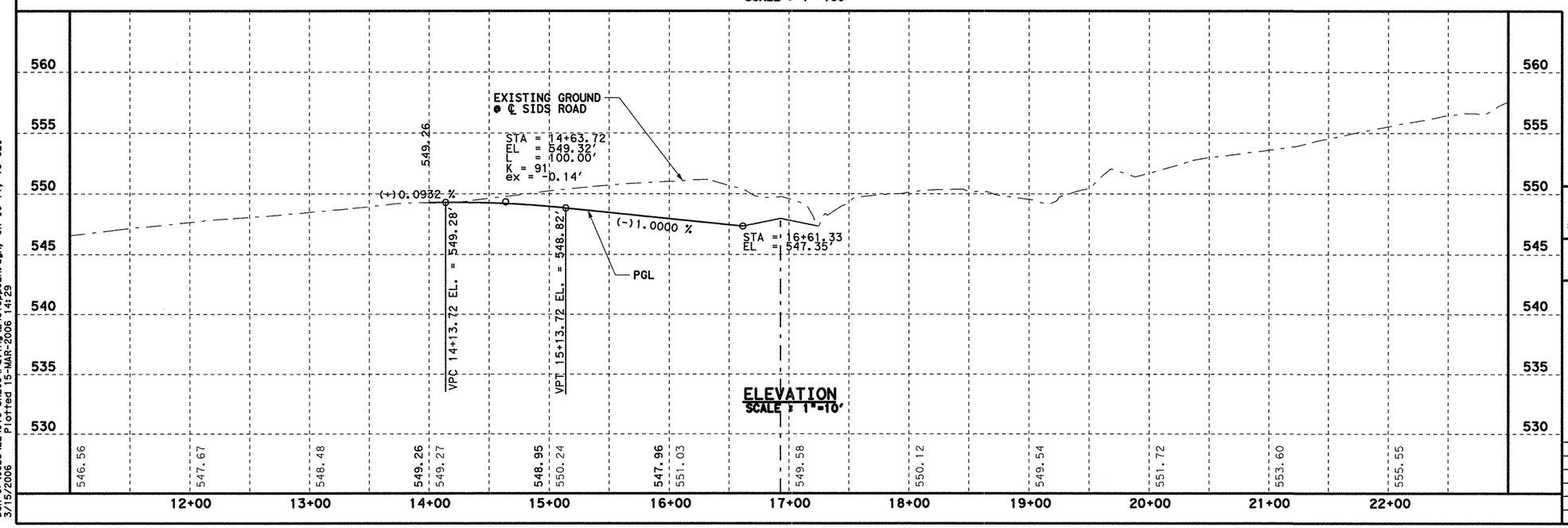
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4/20/2009 Plotted 20-APR-2009 15:47





X - DRIVEWAY NUMBER
SEE DRIVEWAY DETAIL
SHEET FOR DIMENSIONS

PLAN
SCALE : 1"=100'



ELEVATION
SCALE : 1"=10'

3/15/06

STATE OF TEXAS
TODD P. CONSTANT
88243
LICENSED
PROFESSIONAL ENGINEER

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Dallas, TX 75207

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SH 205

ROADWAY
SIDS ROAD

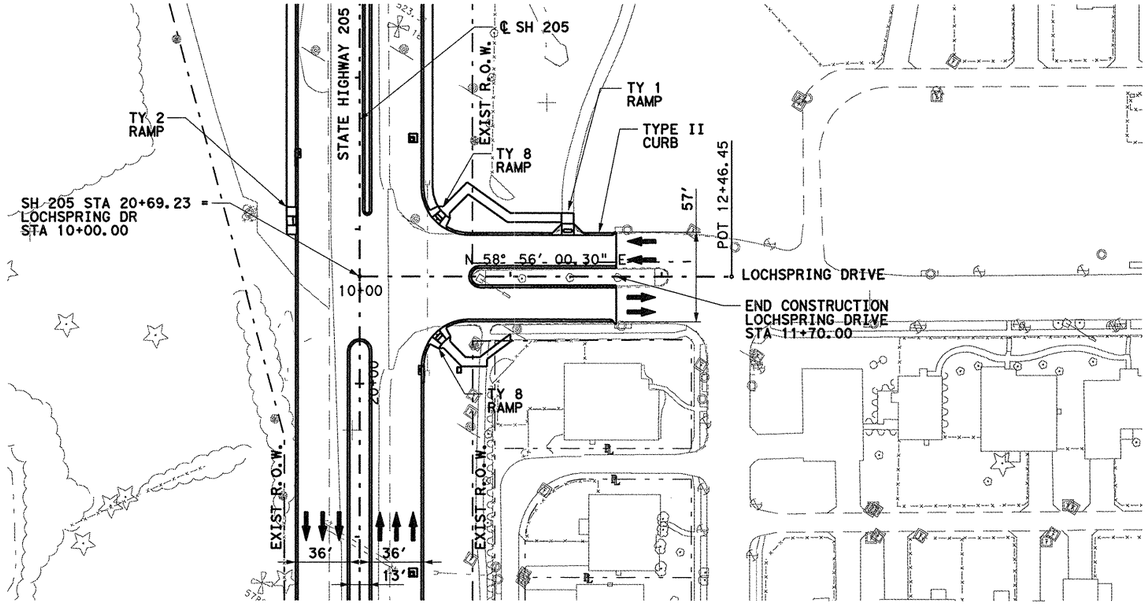
PAVING PLAN & PROFILE
STA 14+00 TO 20+35.76

SHEET 20 OF 33

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	(SEE TITLE SHEET)	SH 205

STATE	DIST.	COUNTY	SHEET NO.
TEXAS	DALLAS	ROCKWALL	277
CONT.	SECT.	JOB	
0451	01	032, ETC	

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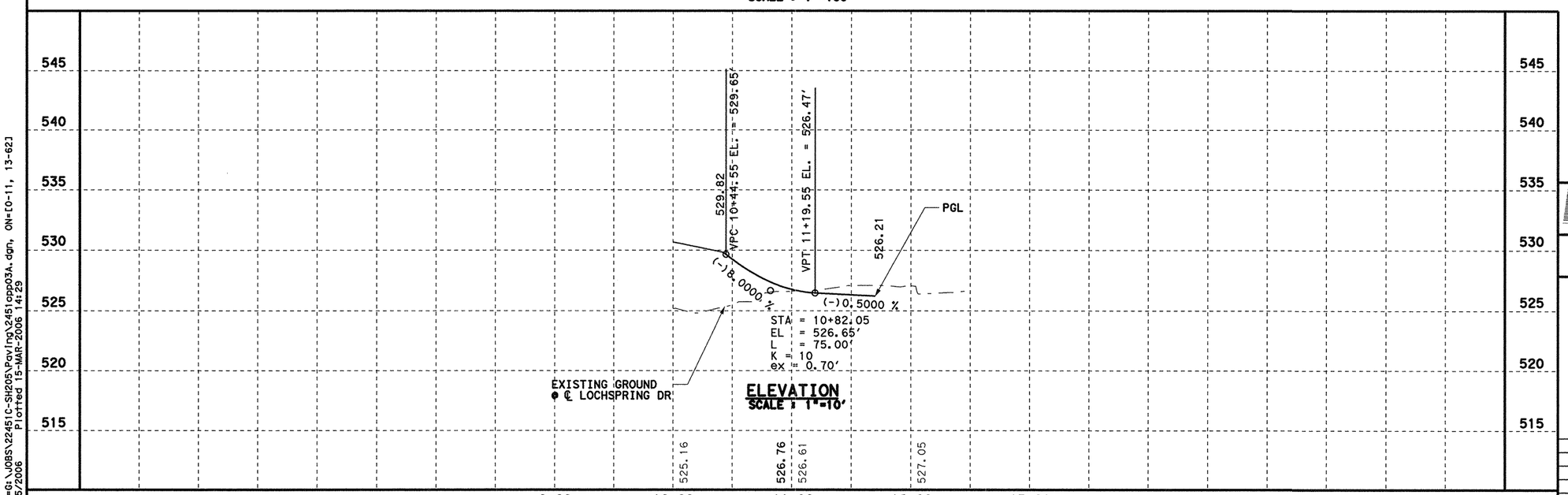


PLAN
SCALE : 1"=100'

0 50 100
SCALE IN FEET HORIZONTAL

0 10 20
SCALE IN FEET VERTICAL

X - DRIVEWAY NUMBER
SEE DRIVEWAY DETAIL SHEET FOR DIMENSIONS



ELEVATION
SCALE : 1"=10'

3/15/06

STATE OF TEXAS
TODD P. CONSTANT
88243
LICENSED PROFESSIONAL ENGINEER

Todd P. Constant, PE

Parsons Brinckerhoff Quade & Douglas, Inc.
2777 Stemmons Freeway
Suite 1333
Dallas, TX 75207

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SH 205

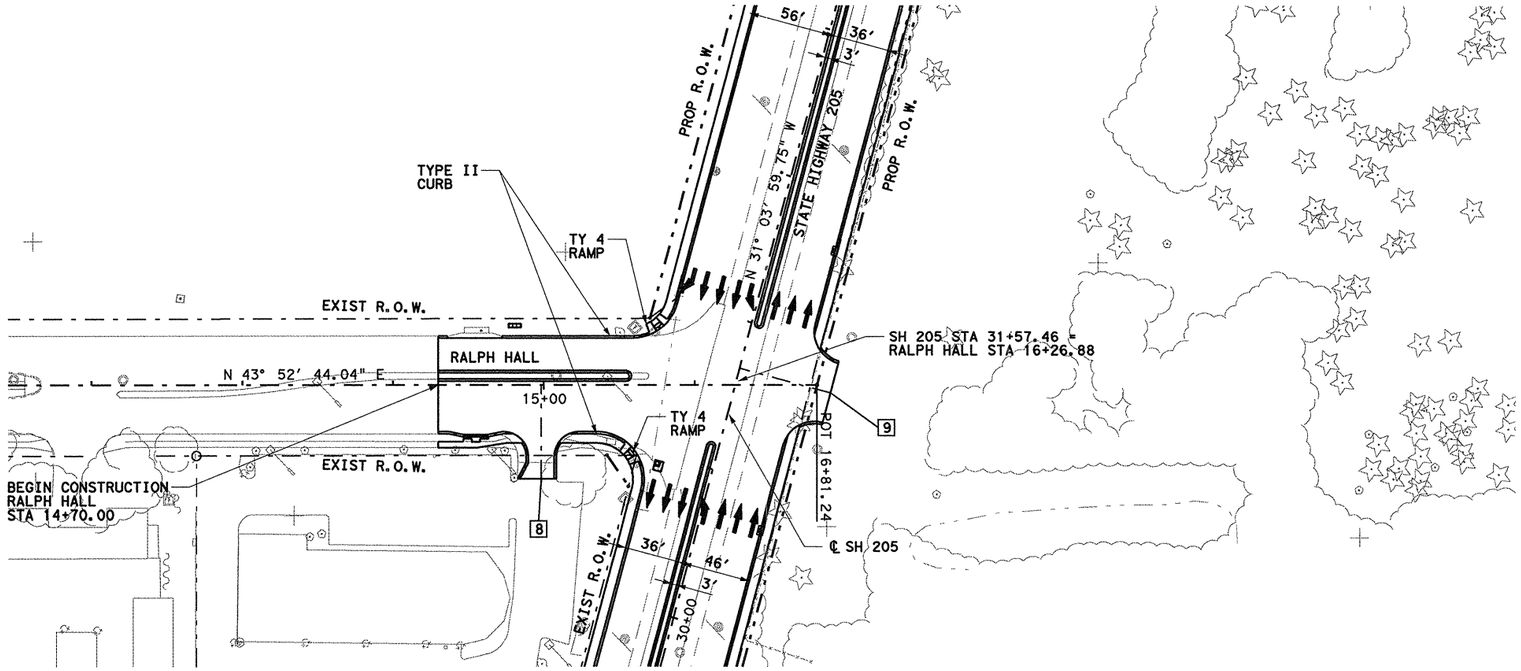
ROADWAY
LOCHSPRING DRIVE
PAVING PLAN & PROFILE
STA 10+00 TO 12+34

SHEET 21 OF 33

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	(SEE TITLE SHEET)	SH 205

STATE	DIST.	COUNTY	SHEET NO.
TEXAS	DALLAS	ROCKWALL	278
CONT.	SECT.	JOB	
0451	01	032, ETC	

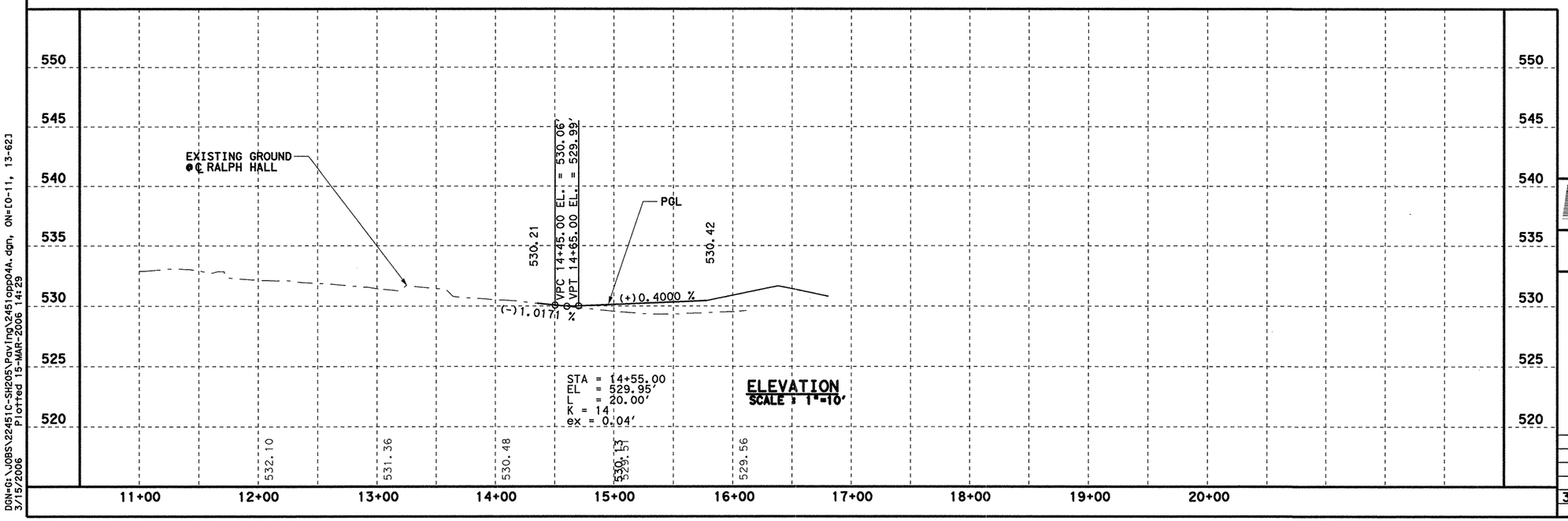
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3/15/2006 Plotted 15-MAR-2006 14:29





X - DRIVEWAY NUMBER
SEE DRIVEWAY DETAIL
SHEET FOR DIMENSIONS

PLAN
SCALE : 1"=100'



ELEVATION
SCALE : 1"=10'

DGN=G:\JOBS\224510-SH205\Paving\2451opp04A.dgn, ON=EO-11, 13-623
3/15/2006 Plotted 15-MAR-2006 14:29

3/15/06

STATE OF TEXAS
TODD P. CONSTANT
88243
LICENSED
PROFESSIONAL ENGINEER
Todd P. Constant, PE

Parsons Brinckerhoff Quade & Douglas, Inc.
2777 Stemmons Freeway
Suite 1333
Dallas, TX 75207

Texas Department of Transportation
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SH 205

ROADWAY
RALPH HALL

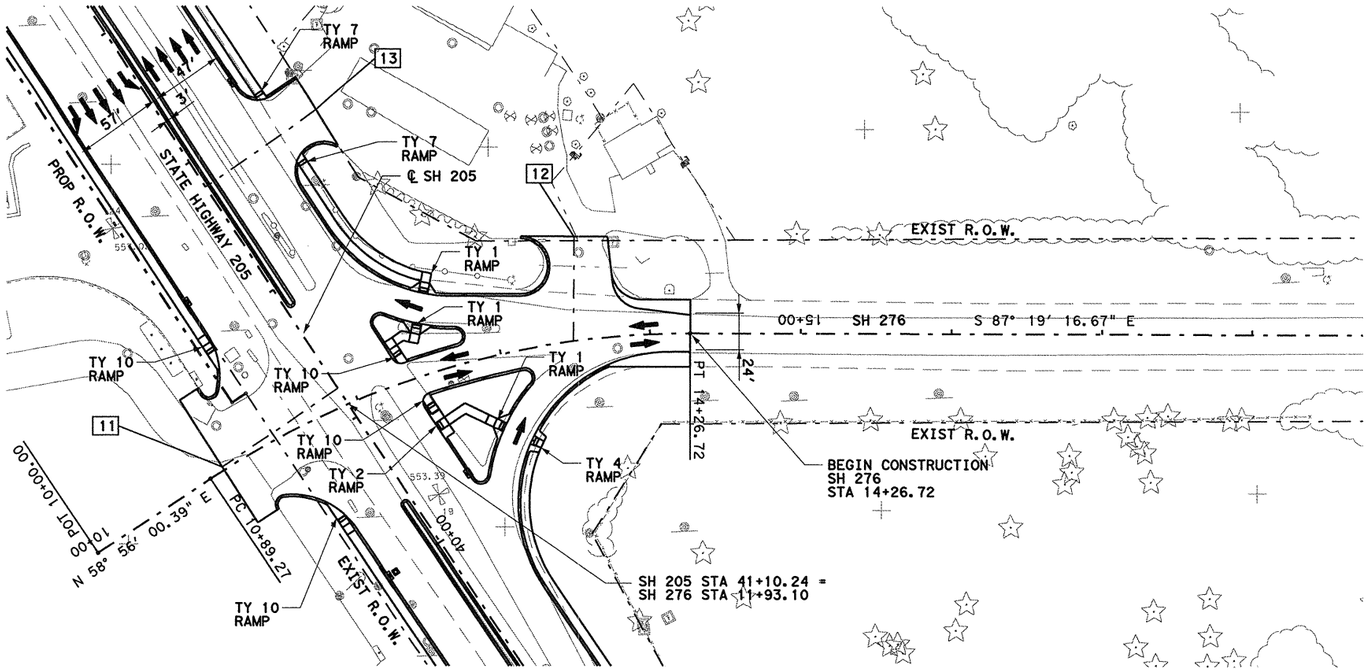
PAVING PLAN & PROFILE
STA 14+70 TO 16+00

SHEET 22 OF 33

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	(SEE TITLE SHEET)	SH 205

STATE	DIST.	COUNTY	SHEET NO.
TEXAS	DALLAS	ROCKWALL	279
CONT.	SECT.	JOB	
0451	01	032, ETC	

38+00



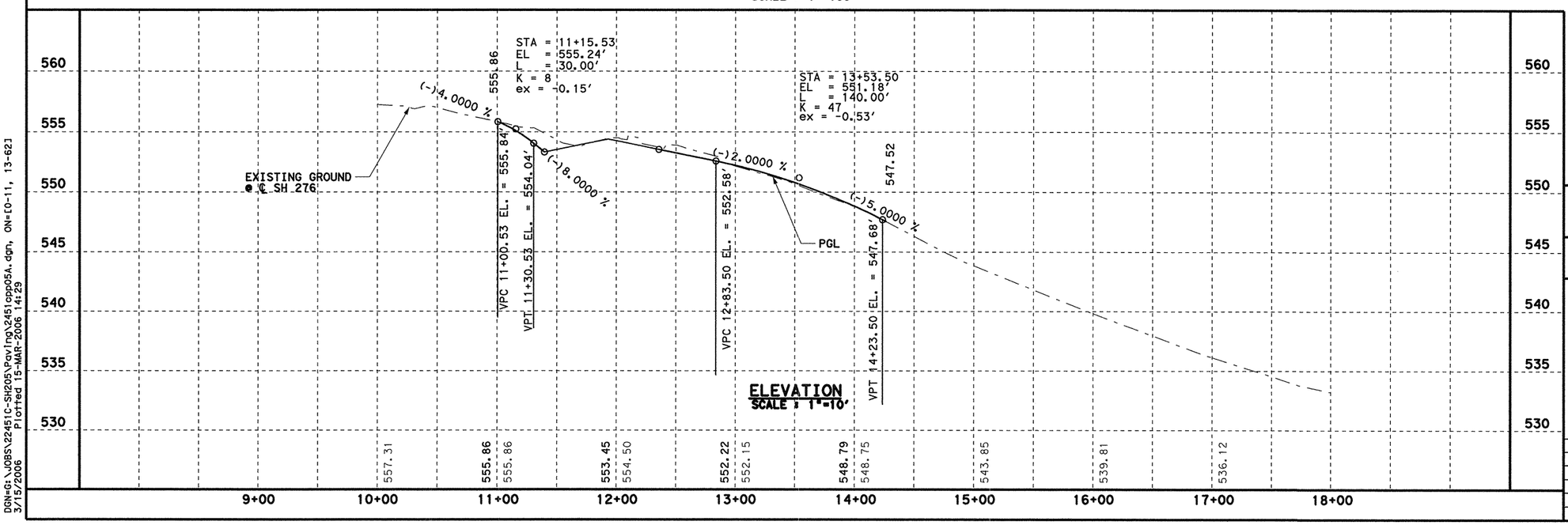
0 50 100
SCALE IN FEET HORIZONTAL

0 10 20
SCALE IN FEET VERTICAL

[X] - DRIVEWAY NUMBER
SEE DRIVEWAY DETAIL SHEET FOR DIMENSIONS

PI STATION = 12+63.04
DELTA = 33° 44' 42.94" (RT)
DEGREE OF CURVE = 10° 00' 00.00"
TANGENT = 173.78
LENGTH = 337.45
RADIUS = 572.96
PC STATION = 10+89.27
PT STATION = 14+26.72

PLAN
SCALE : 1"=100'



DGN=G:\JOBS\224510-SH205\Paving\2451opp05A.dgn, ON=10-11, 13-621
3/15/2006 Plotted 15-MAR-2006 14:29

STATE OF TEXAS
TODD P. CONSTANT
88243
LICENSED PROFESSIONAL ENGINEER
3/15/06
Todd P. Constant, PE

Parsons Brinckerhoff Quade & Douglas, Inc.
2777 Stemmons Freeway
Suite 1333
Dallas, TX 75207

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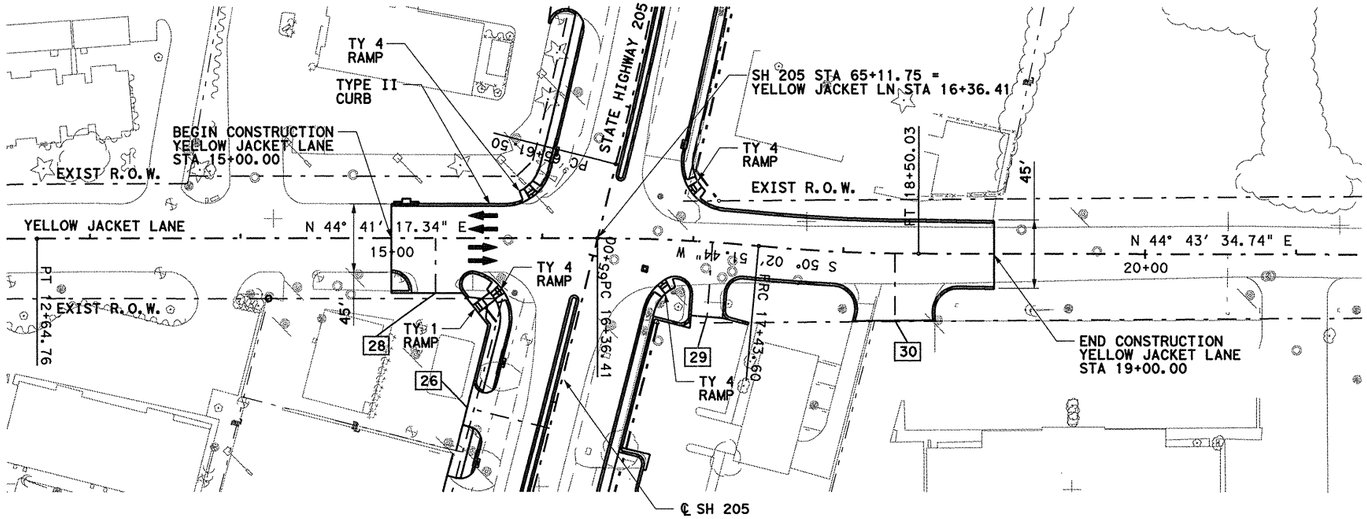
SH 205

ROADWAY
SH 276
PAVING PLAN & PROFILE
STA 11+93 TO 14+27

SHEET 23 OF 33

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	(SEE TITLE SHEET)	SH 205

STATE	DIST.	COUNTY	SHEET NO.
TEXAS	DALLAS	ROCKWALL	280
CONT.	SECT.	JOB	
0451	01	032, ETC	



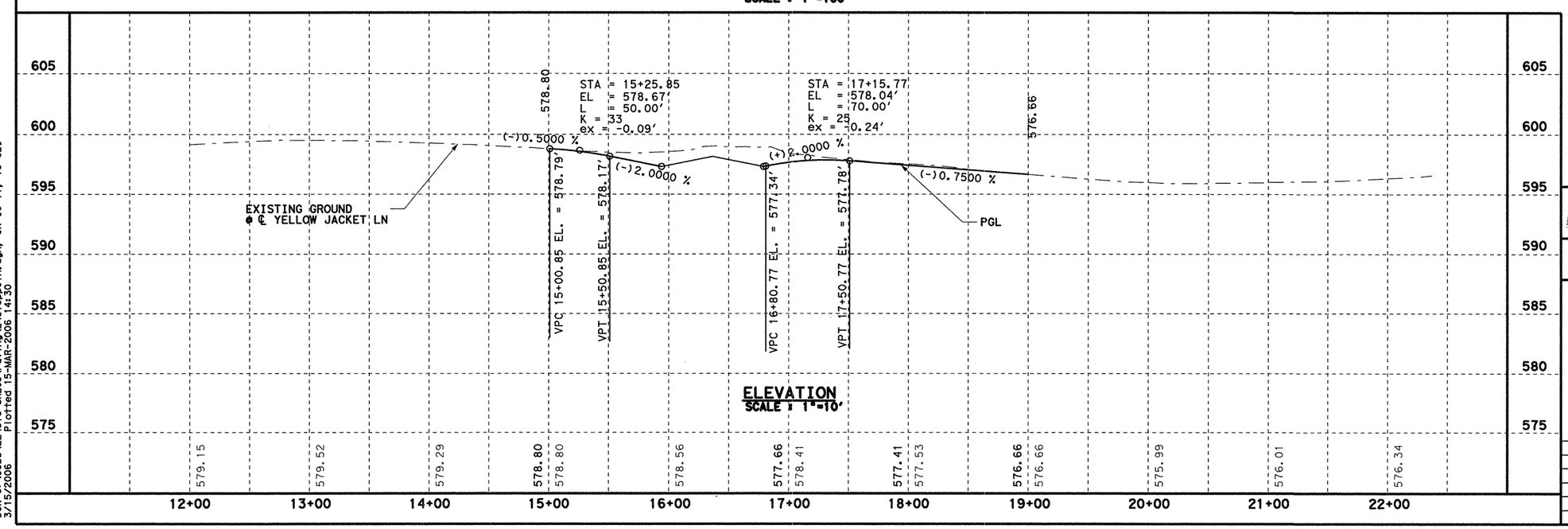
PI STATION	= 16+90.04	PI STATION	= 17+96.85
DELTA	= 5° 21' 34.08" (RT)	DELTA	= 5° 19' 16.67" (LT)
DEGREE OF CURVE	= 5° 00' 00.00"	DEGREE OF CURVE	= 5° 00' 00.00"
TANGENT	= 53.63	TANGENT	= 53.25
LENGTH	= 107.19	LENGTH	= 106.43
RADIUS	= 1,145.92	RADIUS	= 1,145.92
PC STATION	= 16+36.41	PC STATION	= 17+43.60
PT STATION	= 17+43.60	PT STATION	= 18+50.03

0 50 100
SCALE IN FEET HORIZONTAL

0 10 20
SCALE IN FEET VERTICAL

X - DRIVEWAY NUMBER
SEE DRIVEWAY DETAIL SHEET FOR DIMENSIONS

PLAN
SCALE : 1"=100'



ELEVATION
SCALE : 1"=10'

DGN=G:\J08S\224510-SH205\Paving\2451app07A.dgn, ON=[0-11, 13-62]
3/15/2006 Plotted 15-MAR-2006 14:30

3/15/06

STATE OF TEXAS
TODD P. CONSTANT
88243
LICENSED PROFESSIONAL ENGINEER

Todd P. Constant, PE

Parsons Brinckerhoff Quade & Douglas, Inc.
2777 Stemmons Freeway
Suite 1333
Dallas, TX 75207

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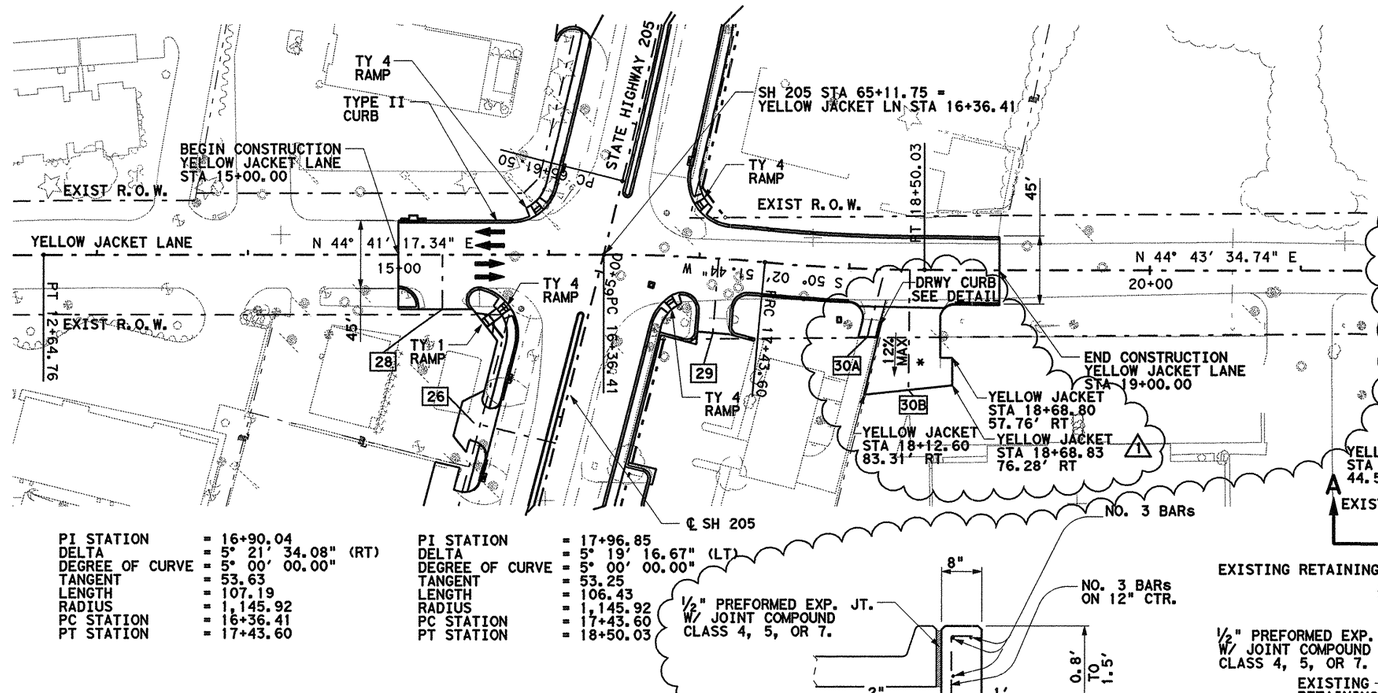
SH 205

ROADWAY
YELLOW JACKET LANE
PAVING PLAN & PROFILE
STA 14+50 TO 19+00

SHEET 24 OF 33

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	(SEE TITLE SHEET)	SH 205

STATE	DIST.	COUNTY	SHEET NO.
TEXAS	DALLAS	ROCKWALL	281
CONT.	SECT.	JOB	
0451	01	032, ETC	



PI STATION	= 16+90.04	PI STATION	= 17+96.85
DELTA	= 5° 21' 34.08" (RT)	DELTA	= 5° 19' 16.67" (LT)
DEGREE OF CURVE	= 5° 00' 00.00"	DEGREE OF CURVE	= 5° 00' 00.00"
TANGENT	= 53.63	TANGENT	= 53.25
LENGTH	= 107.19	LENGTH	= 106.43
RADIUS	= 1,145.92	RADIUS	= 1,145.92
PC STATION	= 16+36.41	PC STATION	= 17+43.60
PT STATION	= 17+43.60	PT STATION	= 18+50.03

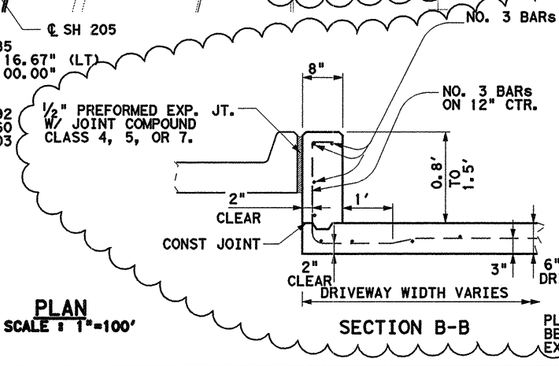
PLAN
SCALE : 1"=100'

0 50 100
SCALE IN FEET HORIZONTAL

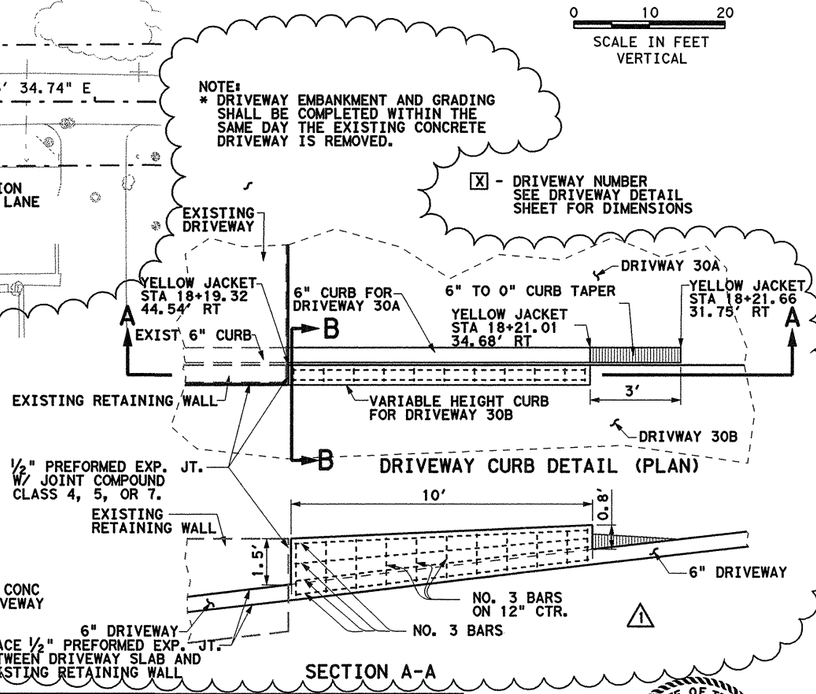
0 10 20
SCALE IN FEET VERTICAL

NOTE:
* DRIVEWAY EMBANKMENT AND GRADING SHALL BE COMPLETED WITHIN THE SAME DAY THE EXISTING CONCRETE DRIVEWAY IS REMOVED.

X - DRIVEWAY NUMBER
SEE DRIVEWAY DETAIL SHEET FOR DIMENSIONS

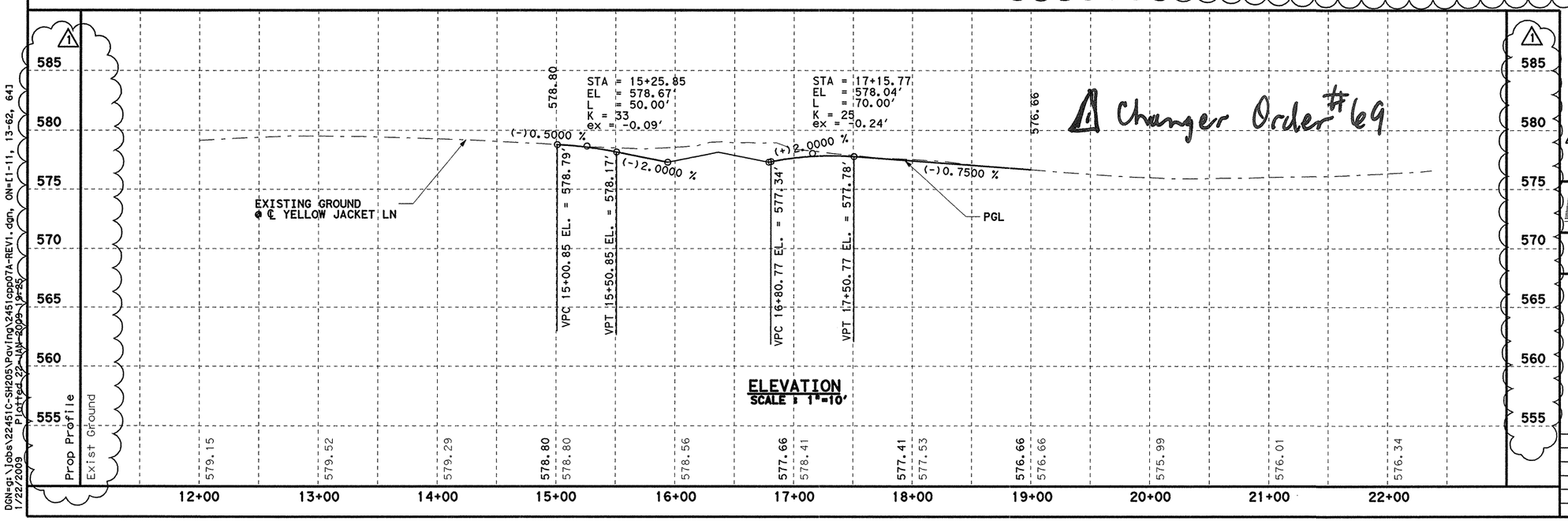


SECTION B-B



DRIVEWAY CURB DETAIL (PLAN)

SECTION A-A



ELEVATION
SCALE : 1"=10'

Change Order #69

⚠1 REVISED DRIVEWAY 30 & SLIDE ELEVATION REF FOR TABLE BY KDG-12/11/08

ORIGINAL PLAN SEALED BY TODD P. CONSTANT, P.E.

STATE OF TEXAS
K. DAVID GAN
92574
LICENSED PROFESSIONAL ENGINEER
1/22/09

Parsons Brinckerhoff Quade & Douglas, Inc.
2777 Stemmons Freeway
Suite 1333
Dallas, TX 75207

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SH 205

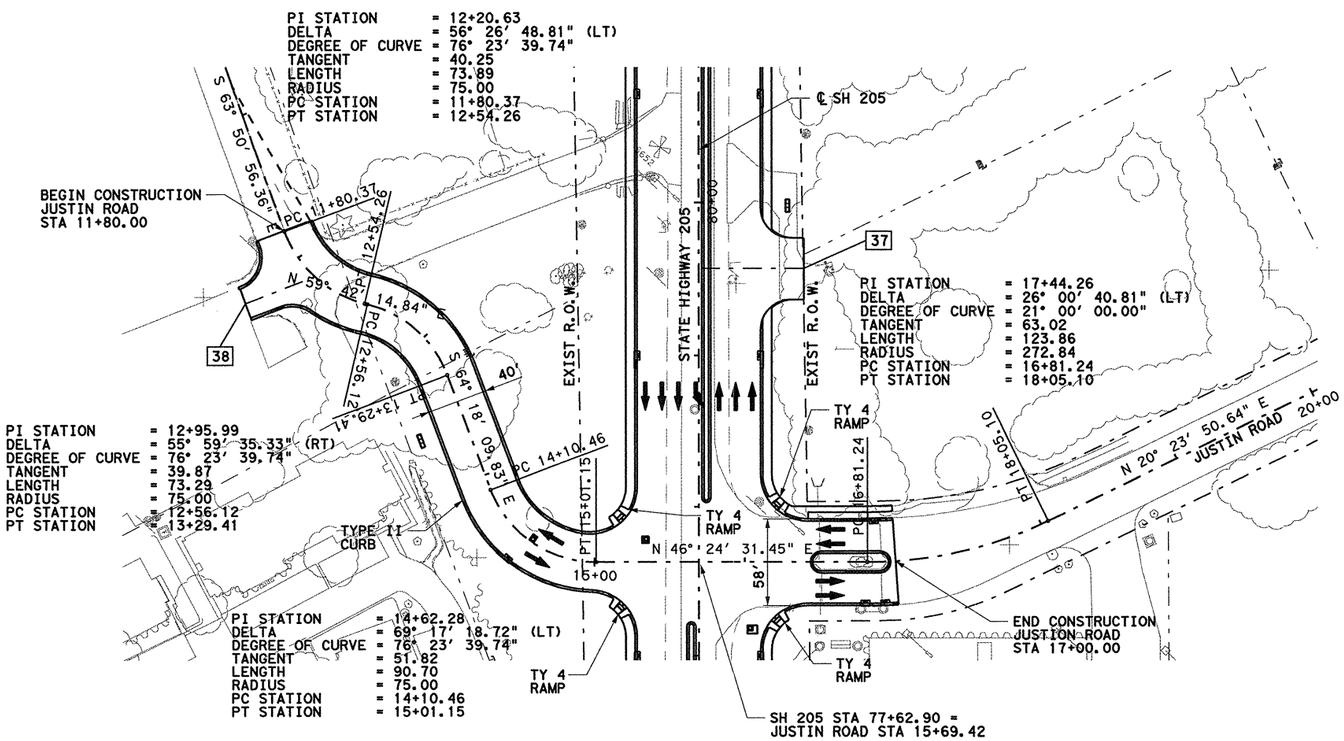
ROADWAY
YELLOW JACKET LANE
PAVING PLAN & PROFILE
STA 14+50 TO 19+00

SHEET 24 OF 33

FED.RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	(SEE TITLE SHEET)	SH 205

STATE	DIST.	COUNTY	SHEET NO.
TEXAS	DALLAS	ROCKWALL	281A
CONT.	SECT.	JOB	
0451	01	032, ETC	

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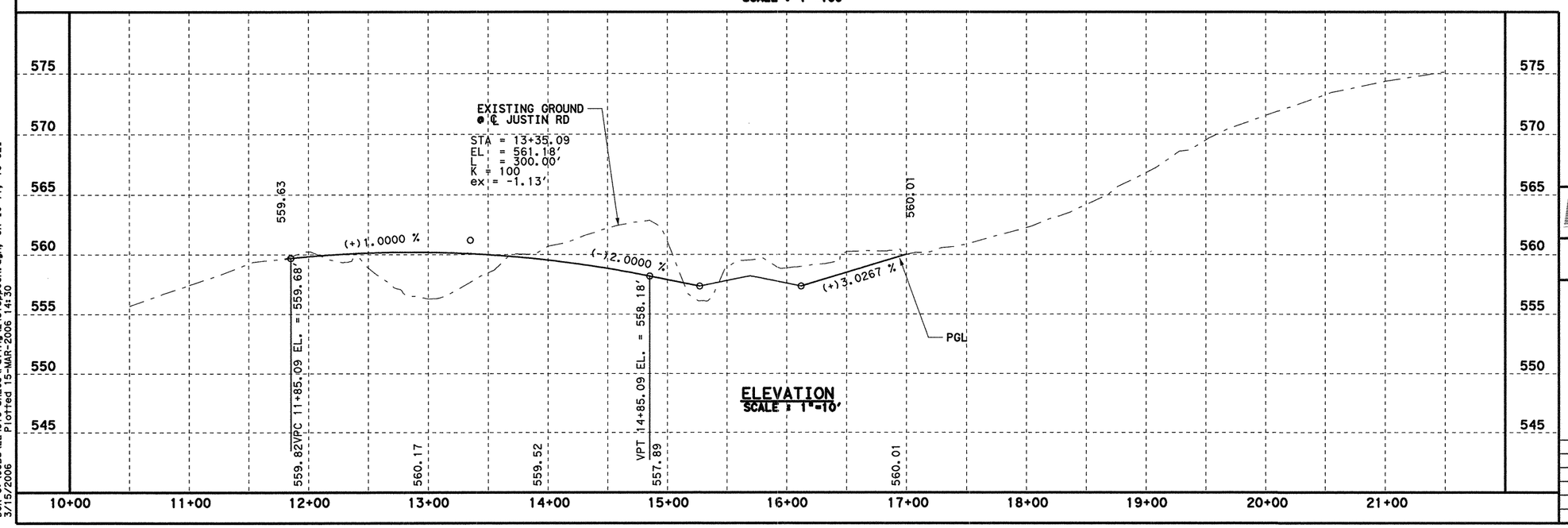


0 50 100
SCALE IN FEET
HORIZONTAL

0 10 20
SCALE IN FEET
VERTICAL

X - DRIVEWAY NUMBER
SEE DRIVEWAY DETAIL
SHEET FOR DIMENSIONS

PLAN
SCALE : 1"=100'



ELEVATION
SCALE : 1"=10'

3/15/06

STATE OF TEXAS
TODD P. CONSTANT
88243
LICENSED
PROFESSIONAL ENGINEER

Todd Constant, PE

Parsons Brinckerhoff Quade & Douglas, Inc.
2777 Stemmons Freeway
Suite 1333
Dallas, TX 75207

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SH 205

ROADWAY
JUSTIN ROAD
PAVING PLAN & PROFILE
STA 11+80 TO 17+00

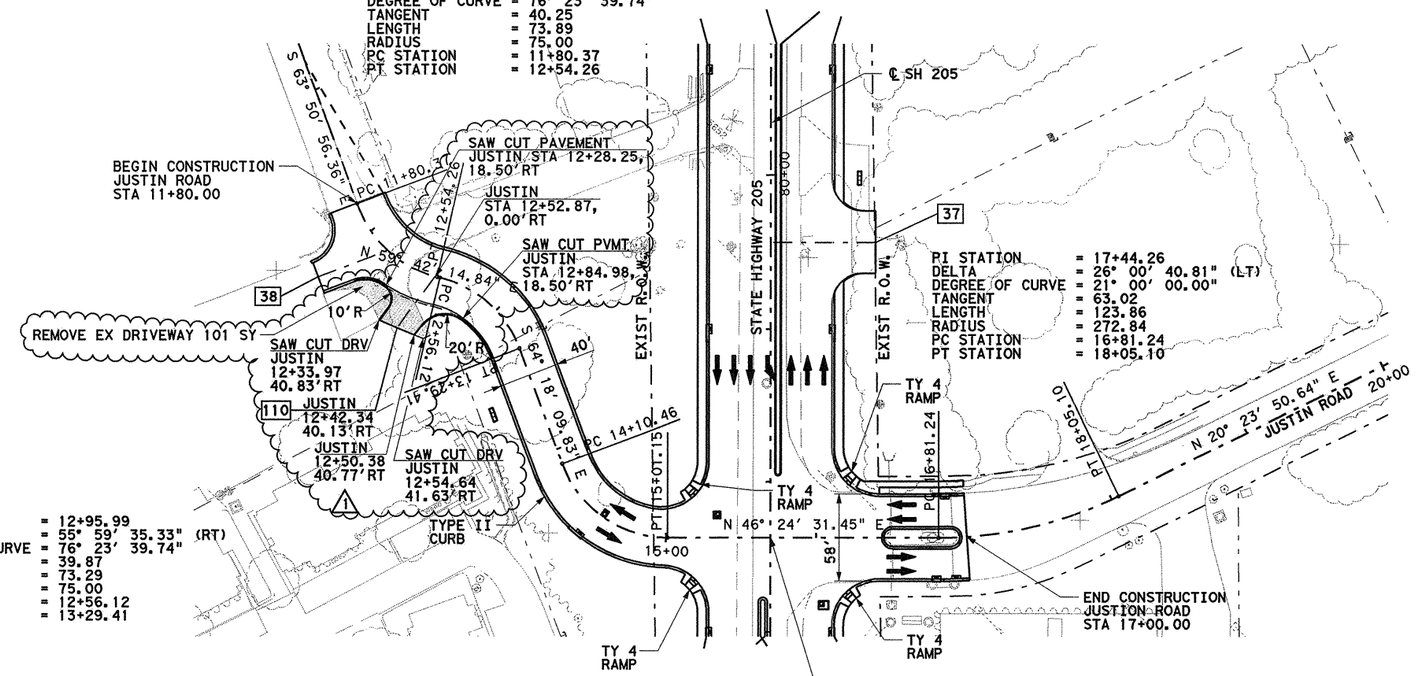
SHEET 25 OF 33

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	(SEE TITLE SHEET)	SH 205

STATE	DIST.	COUNTY	SHEET NO.
TEXAS	DALLAS	ROCKWALL	282
CONT.	SECT.	JOB	
0451	01	032, ETC	

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3/15/2006 Plotted 15-MAR-2006 14:30

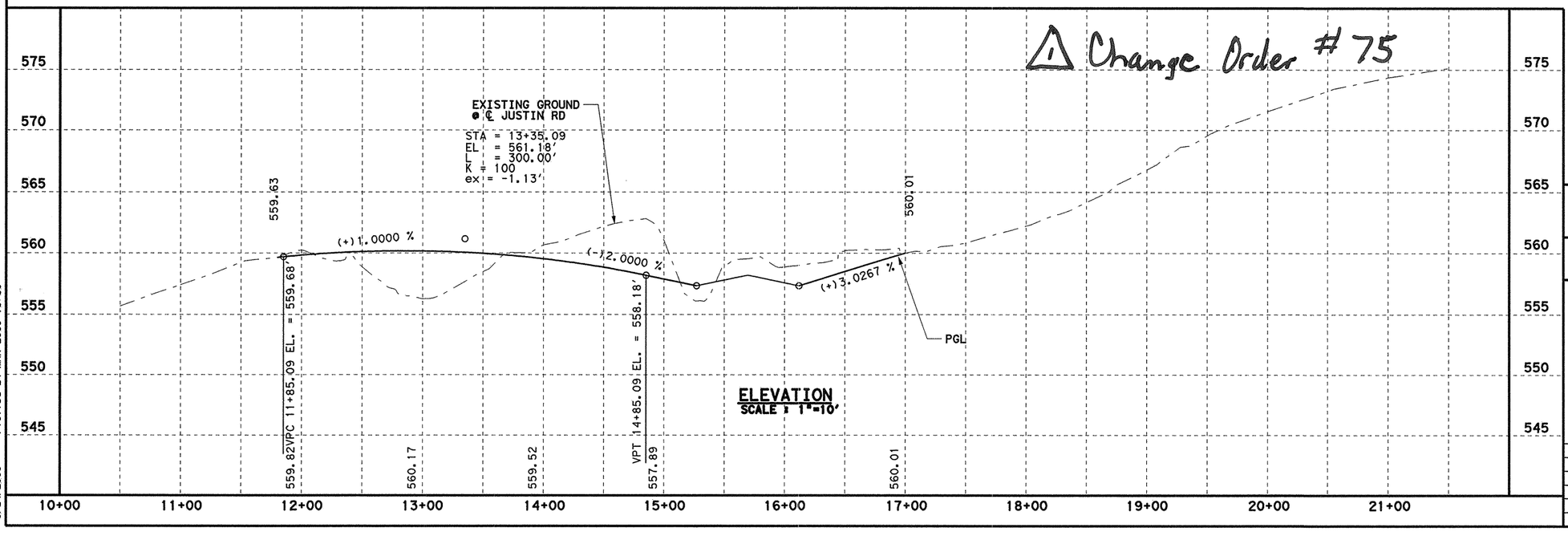
PI STATION = 12+20.63
DELTA = 56° 26' 48.81" (LT)
DEGREE OF CURVE = 76° 23' 39.74"
TANGENT = 40.25
LENGTH = 73.89
RADIUS = 75.00
PC STATION = 11+80.37
PT STATION = 12+54.26



PI STATION = 12+95.99
DELTA = 55° 59' 35.33" (RT)
DEGREE OF CURVE = 76° 23' 39.74"
TANGENT = 39.87
LENGTH = 73.29
RADIUS = 75.00
PC STATION = 12+56.12
PT STATION = 13+29.41

PI STATION = 14+62.28
DELTA = 69° 17' 18.72" (LT)
DEGREE OF CURVE = 76° 23' 39.74"
TANGENT = 51.82
LENGTH = 90.70
RADIUS = 75.00
PC STATION = 14+10.46
PT STATION = 15+01.15

PLAN
SCALE : 1"=100'



ELEVATION
SCALE : 1"=10'

Change Order #75

0 50 100
SCALE IN FEET
HORIZONTAL

0 10 20
SCALE IN FEET
VERTICAL

[X] - DRIVEWAY NUMBER
SEE DRIVEWAY DETAIL
SHEET FOR DIMENSIONS

STATE OF TEXAS
K DAVID GAN
92574
LICENSED
PROFESSIONAL ENGINEER
3/24/09

⚠1 ADDED DRIVEWAY 110 BY KDG-03/02/09

ORIGINAL PLAN SEALED BY
TODD P. CONSTANT, P.E.

Parsons Brinckerhoff Quade & Douglas, Inc.
2777 Stemmons Freeway
Suite 1333
Dallas, TX 75207
TBPE ID 2263

Texas Department of Transportation
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SH 205

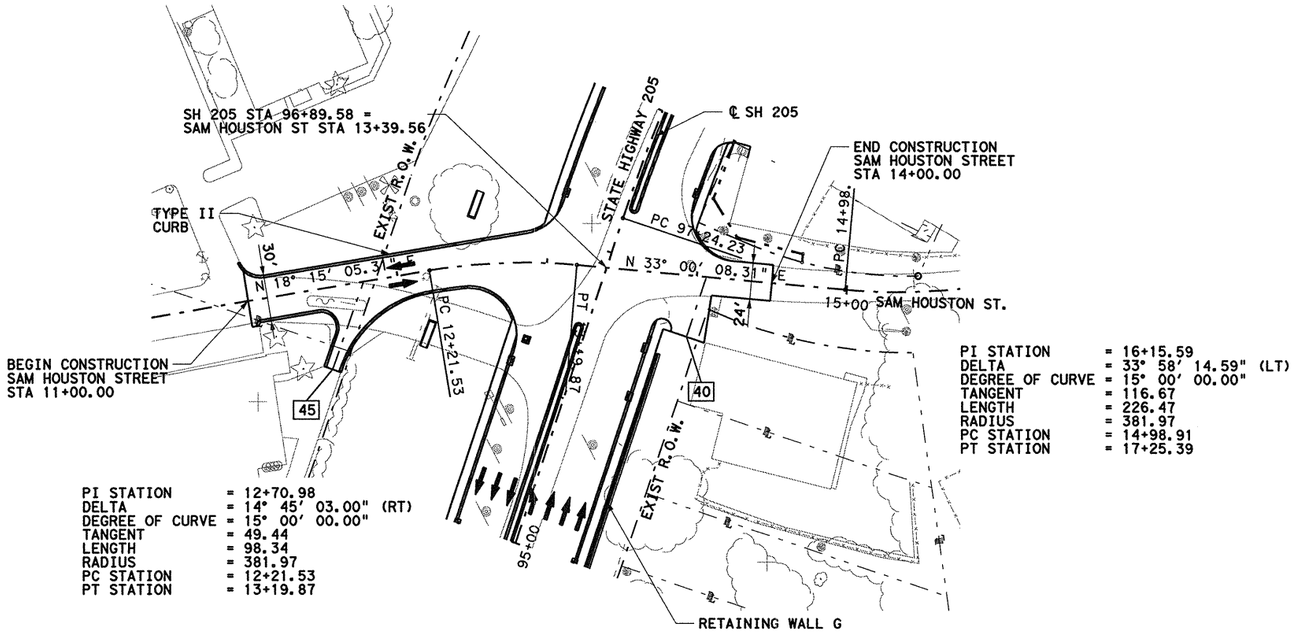
ROADWAY
JUSTIN ROAD
PAVING PLAN & PROFILE
STA 11+80 TO 17+00

SHEET 25 OF 33

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	(SEE TITLE SHEET)	SH 205

STATE	DIST.	COUNTY	SHEET NO.
TEXAS	DALLAS	ROCKWALL	282A
CONT.	SECT.	JOB	
0451	01	032, ETC	

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3/24/2009 Plotted 24-MAR-2009 13:30



PI STATION = 12+70.98
DELTA = 14° 45' 03.00" (RT)
DEGREE OF CURVE = 15° 00' 00.00"
TANGENT = 49.44
LENGTH = 98.34
RADIUS = 381.97
PC STATION = 12+21.53
PT STATION = 13+19.87

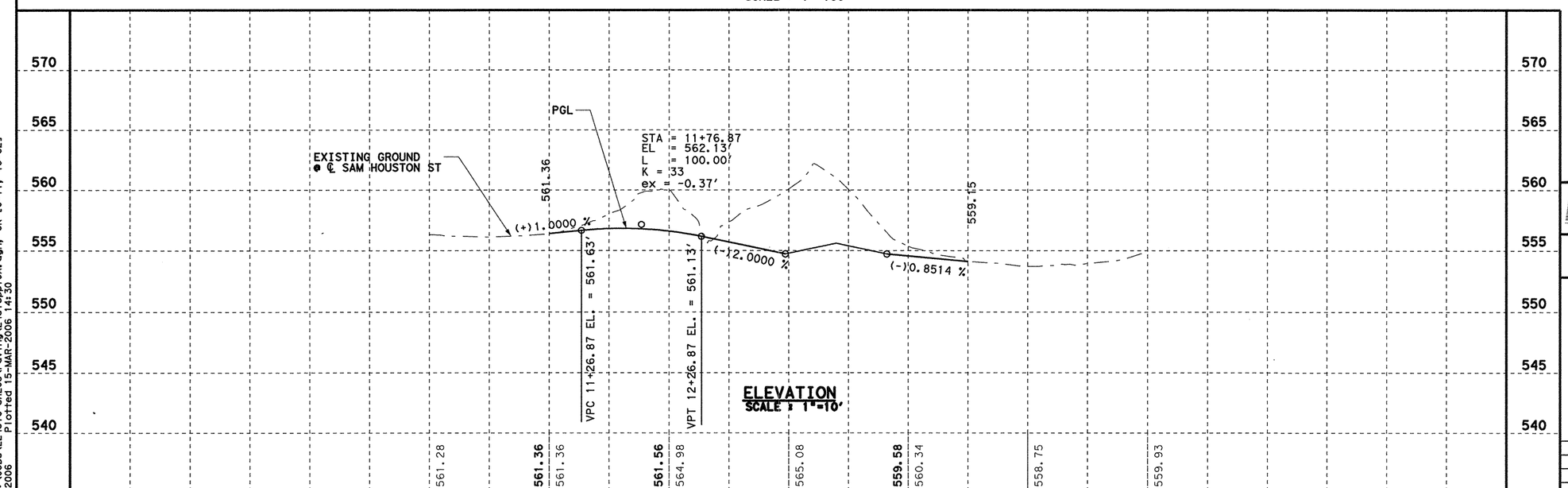
PI STATION = 16+15.59
DELTA = 33° 58' 14.59" (LT)
DEGREE OF CURVE = 15° 00' 00.00"
TANGENT = 116.67
LENGTH = 226.47
RADIUS = 381.97
PC STATION = 14+98.91
PT STATION = 17+25.39

0 50 100
SCALE IN FEET
HORIZONTAL

0 10 20
SCALE IN FEET
VERTICAL

[X] - DRIVEWAY NUMBER
SEE DRIVEWAY DETAIL
SHEET FOR DIMENSIONS

PLAN
SCALE : 1"=100'



ELEVATION
SCALE : 1"=10'

DGN=G:\JOBS\22451C-SH205\Paving\2451cpp10A.dgn, ON=10-11, 13-621
3/15/2006 Plotted 15-MAR-2006 14:30

3/15/06

STATE OF TEXAS
TODD P. CONSTANT
88243
LICENSED
PROFESSIONAL ENGINEER
, PE

Parsons Brinckerhoff Quade & Douglas, Inc.
2777 Stemmons Freeway
Suite 1333
Dallas, TX 75207

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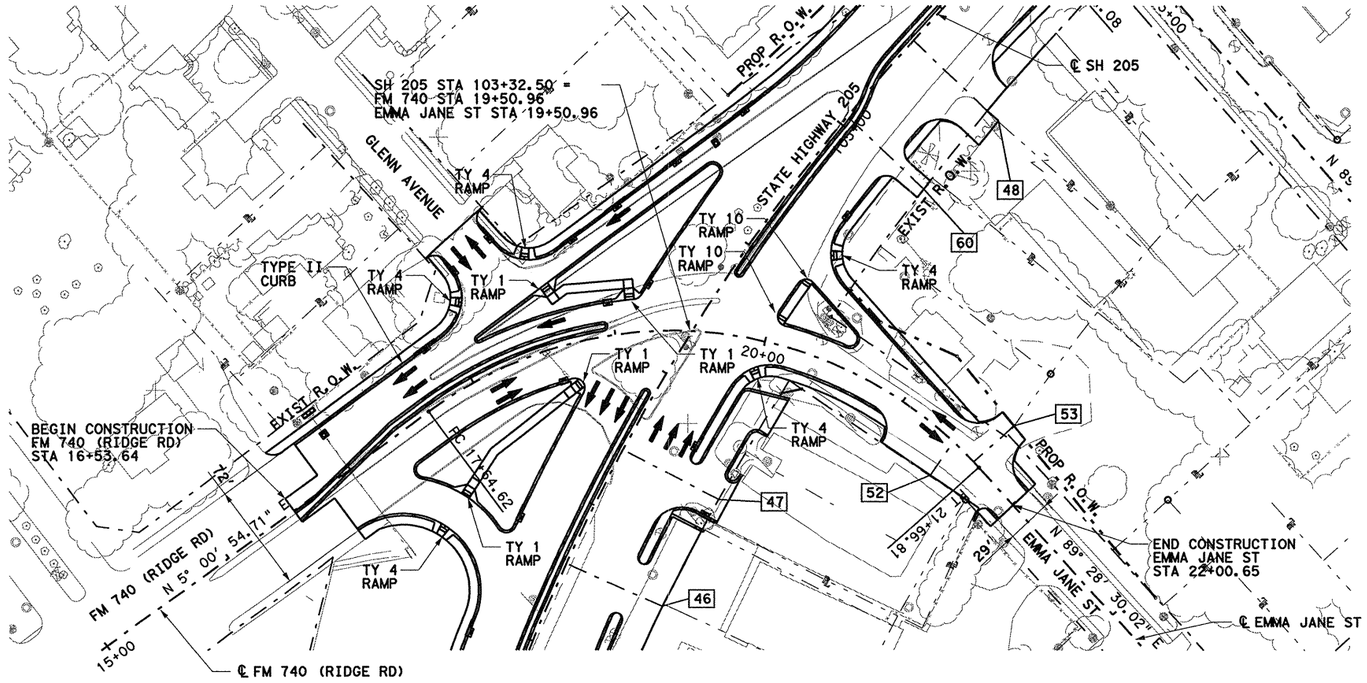
SH 205

ROADWAY
SAM HOUSTON STREET
PAVING PLAN & PROFILE
STA 11+06 TO 15+00

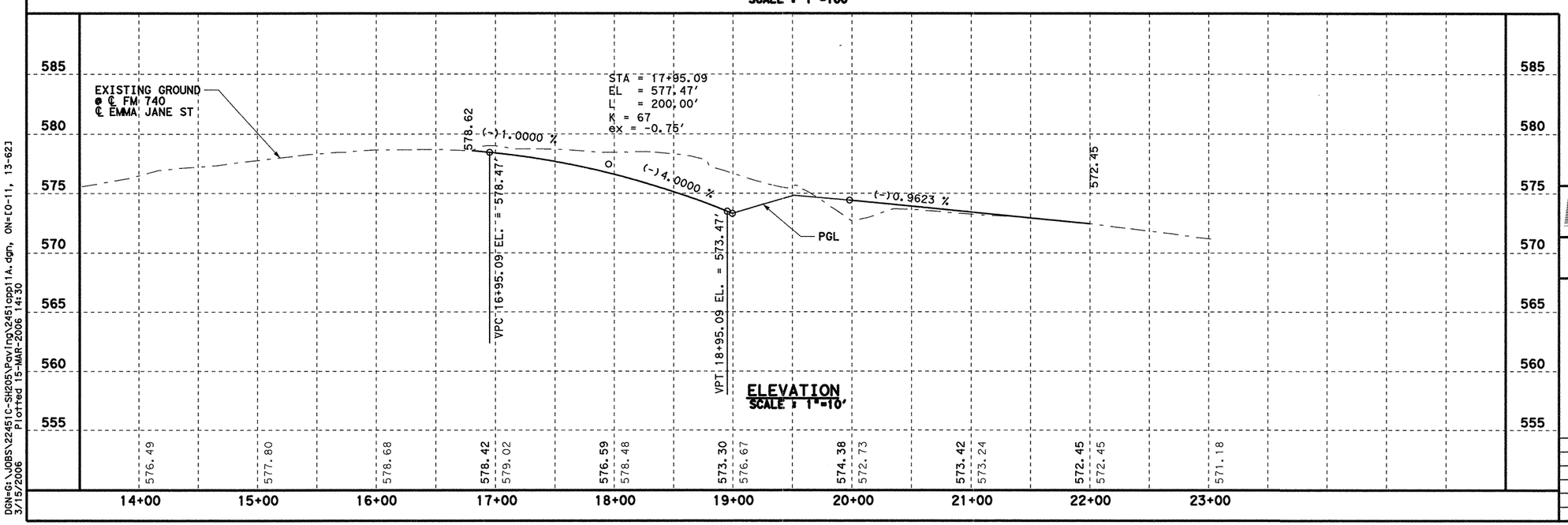
SHEET 26 OF 33

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	(SEE TITLE SHEET)	SH 205

STATE	DIST.	COUNTY	SHEET NO.
TEXAS	DALLAS	ROCKWALL	283
CONT.	SECT.	JOB	
0451	01	032, ETC	



PLAN
SCALE : 1"=100'



ELEVATION
SCALE : 1"=10'

0 50 100
SCALE IN FEET
HORIZONTAL

0 10 20
SCALE IN FEET
VERTICAL

[X] - DRIVEWAY NUMBER
SEE DRIVEWAY DETAIL
SHEET FOR DIMENSIONS

3/15/06

STATE OF TEXAS
TODD P. CONSTANT
88243
LICENSED
PROFESSIONAL ENGINEER

Todd P. Constant, PE

Parsons Brinckerhoff Quade & Douglas, Inc.
2777 Stemmons Freeway
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Dallas, TX 75207

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SH 205

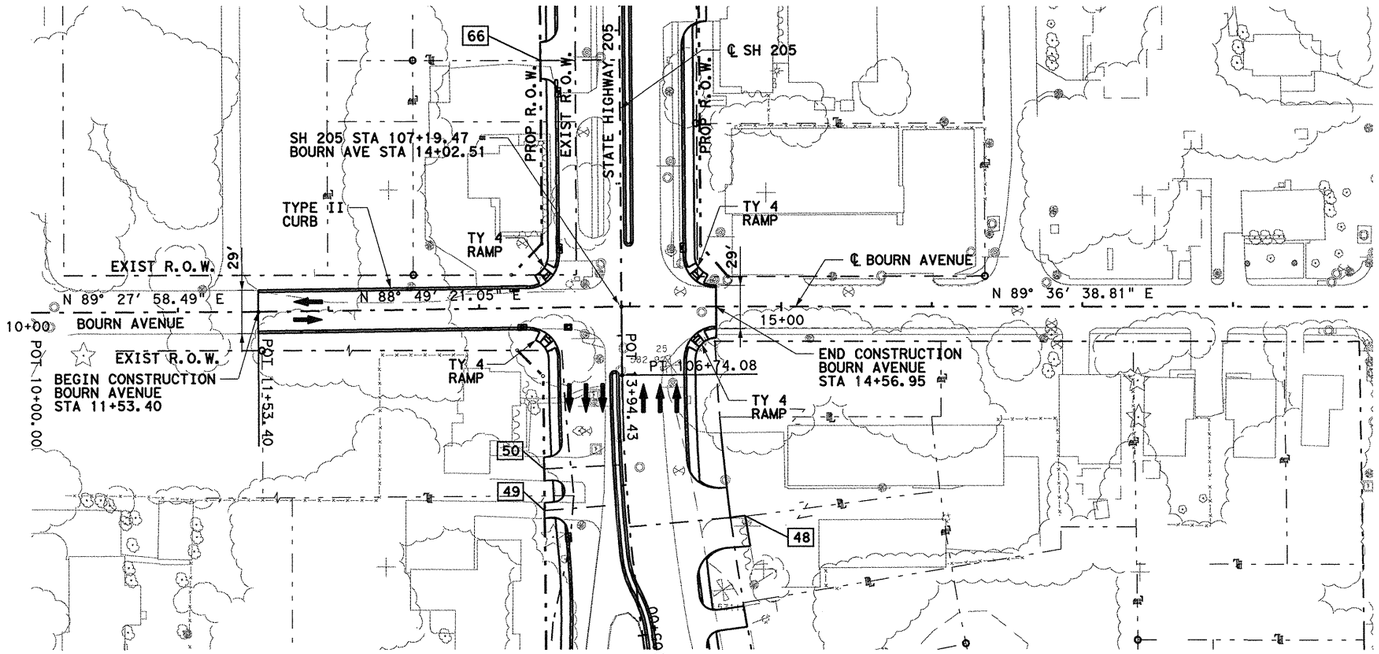
ROADWAY
FM 740 / EMMA JANE ST
PAVING PLAN & PROFILE
STA 11+30.50 TO 15+50

SHEET 27 OF 33

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	(SEE TITLE SHEET)	SH 205

STATE	DIST.	COUNTY	SHEET NO.
TEXAS	DALLAS	ROCKWALL	284
CONT.	SECT.	JOB	
0451	01	032, ETC	

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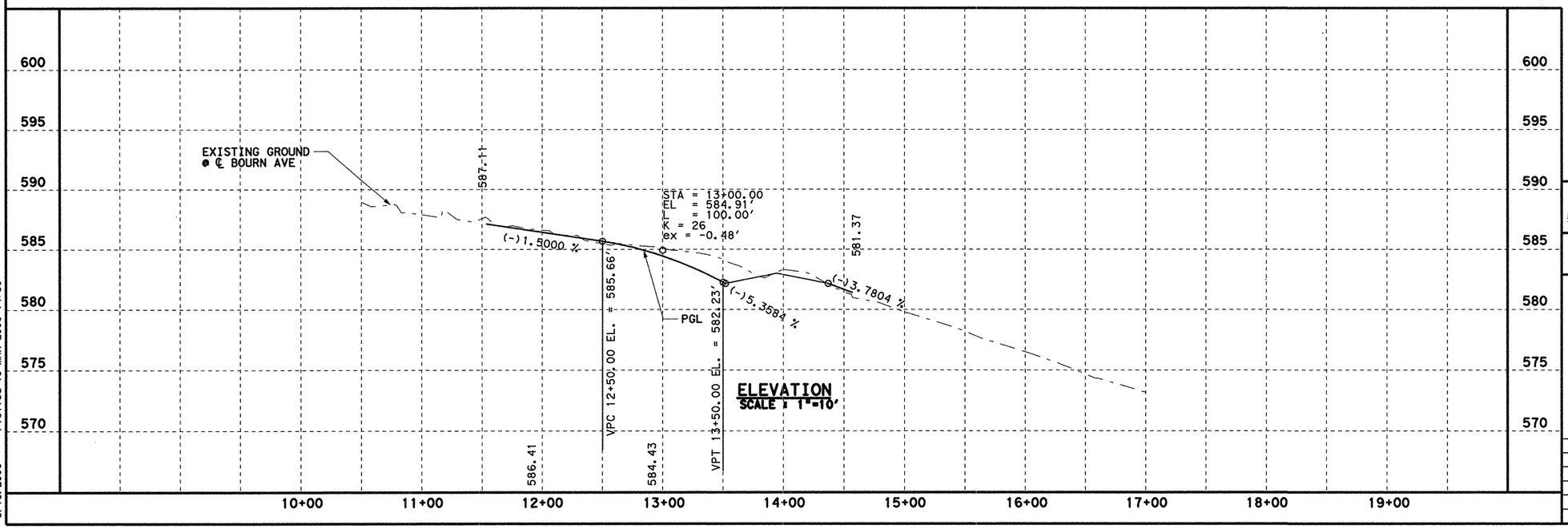


0 50 100
SCALE IN FEET
HORIZONTAL

0 10 20
SCALE IN FEET
VERTICAL

[X] - DRIVEWAY NUMBER
SEE DRIVEWAY DETAIL
SHEET FOR DIMENSIONS

PLAN
SCALE : 1"=100'



ELEVATION
SCALE : 1"=10'

DGN=G:\JOBS\224510-SH205\Paving\2451cpp118.dgn, ON=10-11, 13-623
3/15/2006 Plotted 15-MAR-2006 14:30

3/15/06

STATE OF TEXAS
TODD P. CONSTANT
88243
LICENSED
PROFESSIONAL ENGINEER

Todd P. Constant, PE

Parsons Brinckerhoff Quade & Douglas, Inc.
2777 Stemmons Freeway
Suite 1333
Dallas, TX 75207

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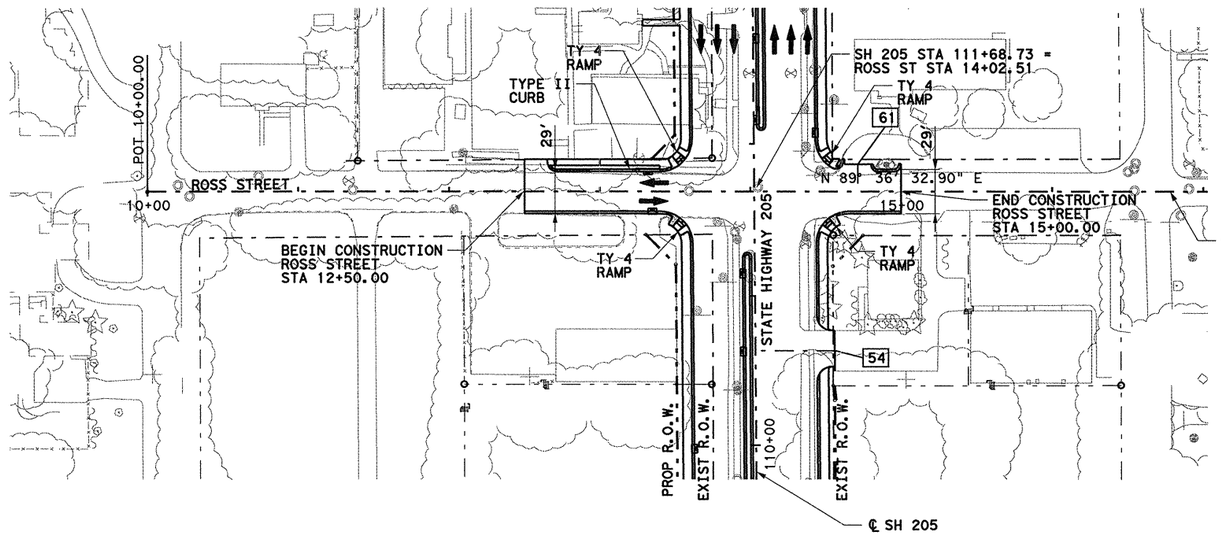
SH 205

ROADWAY
BOURN AVENUE
PAVING PLAN & PROFILE
STA 11+30.50 TO 15+50

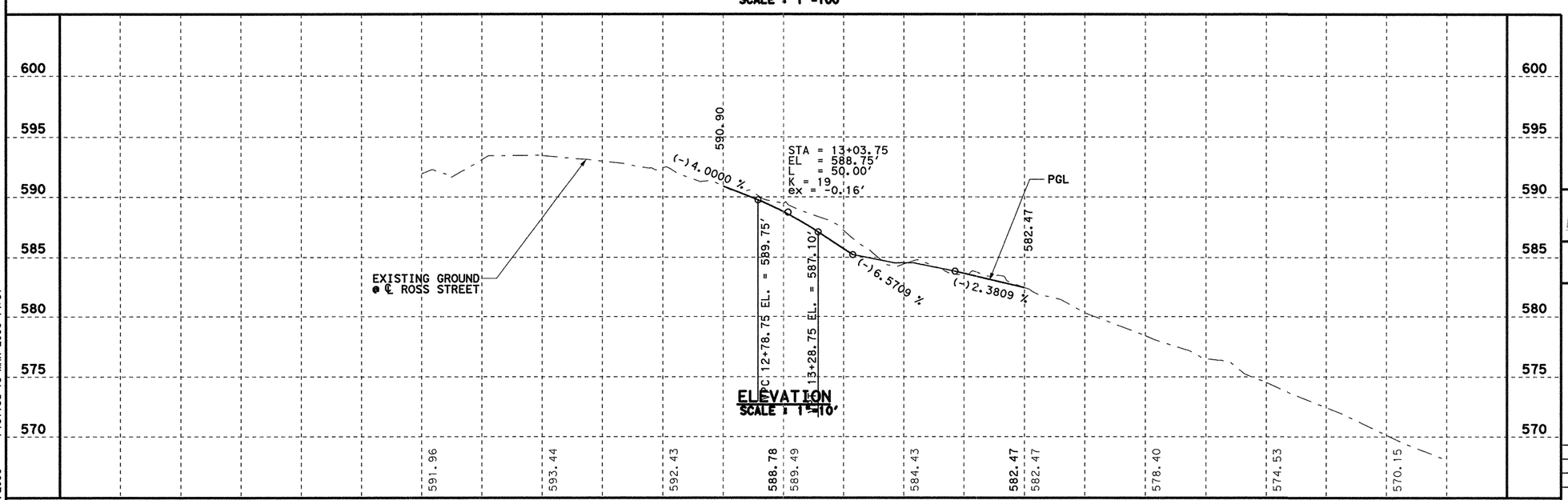
SHEET 28 OF 33

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	(SEE TITLE SHEET)	SH 205

STATE	DIST.	COUNTY	SHEET NO.
TEXAS	DALLAS	ROCKWALL	285
CONT.	SECT.	JOB	
0451	01	032, ETC	



PLAN
SCALE : 1"=100'



ELEVATION
SCALE : 1"=10'

0 50 100
SCALE IN FEET
HORIZONTAL

0 10 20
SCALE IN FEET
VERTICAL

[X] - DRIVEWAY NUMBER
SEE DRIVEWAY DETAIL
SHEET FOR DIMENSIONS

3/15/06

STATE OF TEXAS
TODD P. CONSTANT
88243
LICENSED
PROFESSIONAL ENGINEER

Todd Constant, PE

Parsons Brinckerhoff Quade & Douglas, Inc.
2777 Stemmons Freeway
Suite 1333
Dallas, TX 75207

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SH 205

ROADWAY
ROSS STREET

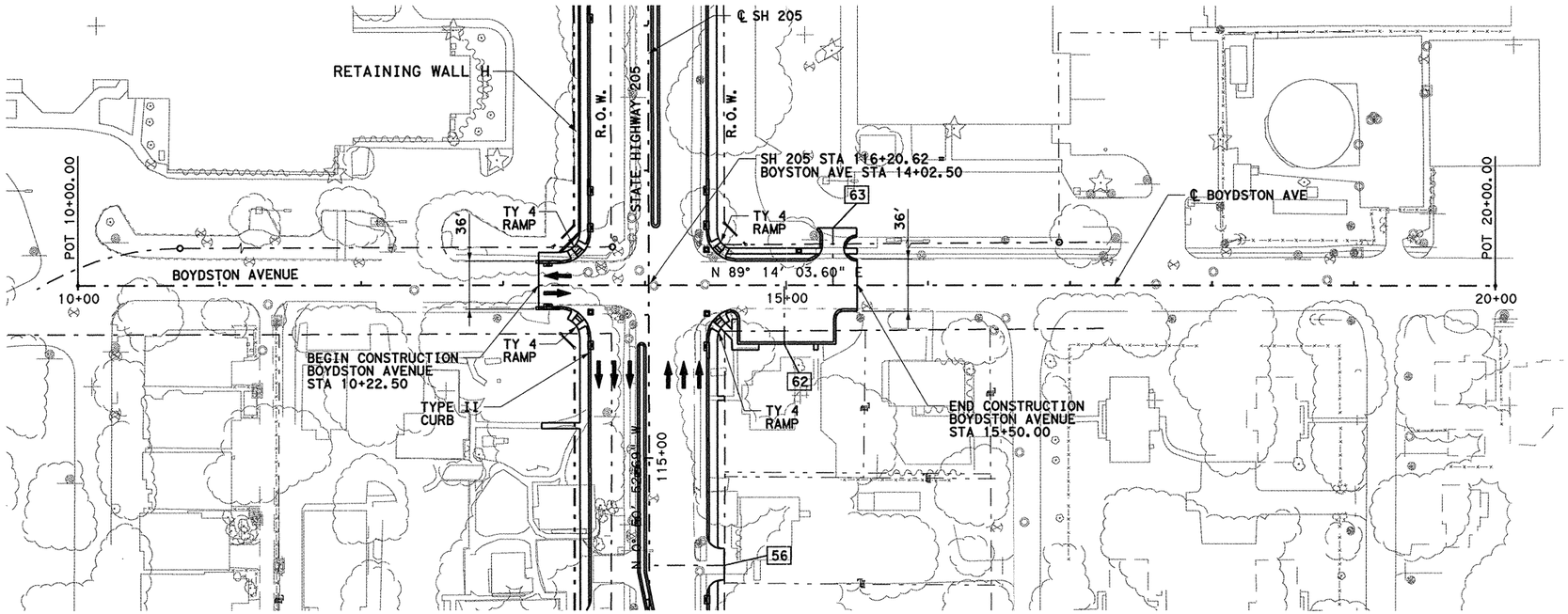
PAVING PLAN & PROFILE
STA 12+50 TO 15+00

SHEET 29 OF 33

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	(SEE TITLE SHEET)	SH 205

STATE	DIST.	COUNTY	SHEET NO.
TEXAS	DALLAS	ROCKWALL	286
CONT.	SECT.	JOB	
0451	01	032, ETC	

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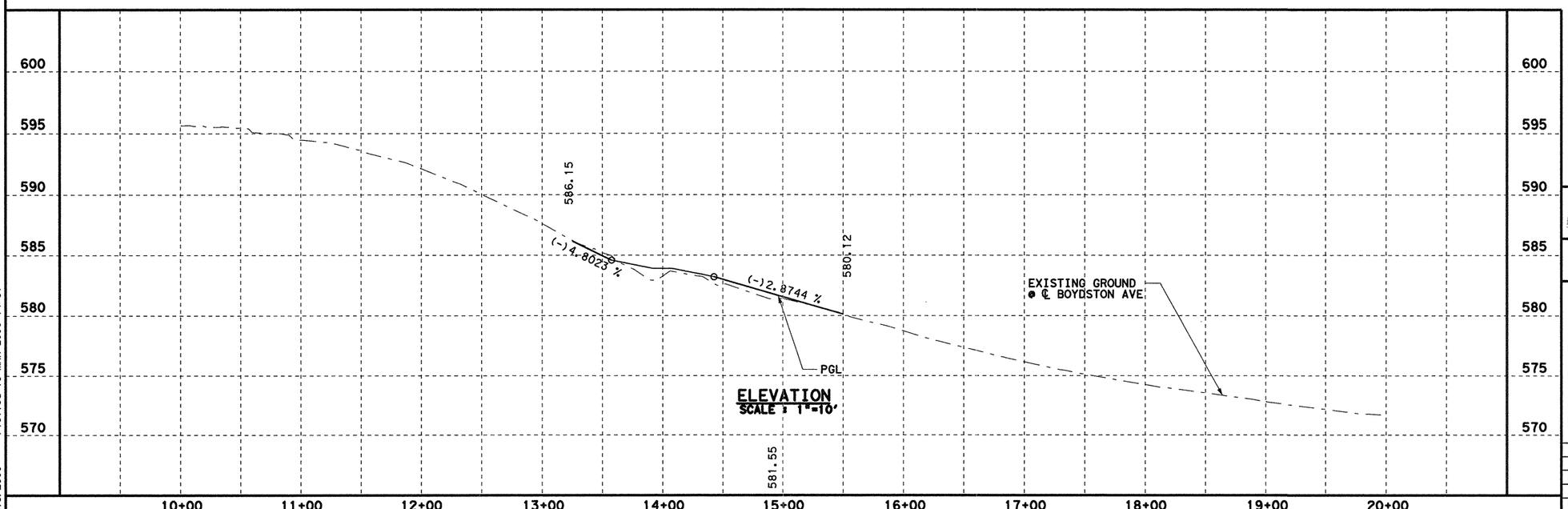


0 50 100
SCALE IN FEET
HORIZONTAL

0 10 20
SCALE IN FEET
VERTICAL

X - DRIVEWAY NUMBER
SEE DRIVEWAY DETAIL
SHEET FOR DIMENSIONS

PLAN
SCALE : 1"=100'



ELEVATION
SCALE : 1"=10'

DGN=G:\JOBS\22451C-SH205\Paving\2451app12B.dgn, ON=10-11, 13-62
3/15/2006 Plotted 15-MAR-2006 14:31

3/15/06

STATE OF TEXAS
TODD P. CONSTANT
88243
LICENSED
PROFESSIONAL ENGINEER

Parsons Brinckerhoff Quade & Douglas, Inc.
2777 Stemmons Freeway
Suite 1333
Dallas, TX 75207

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SH 205

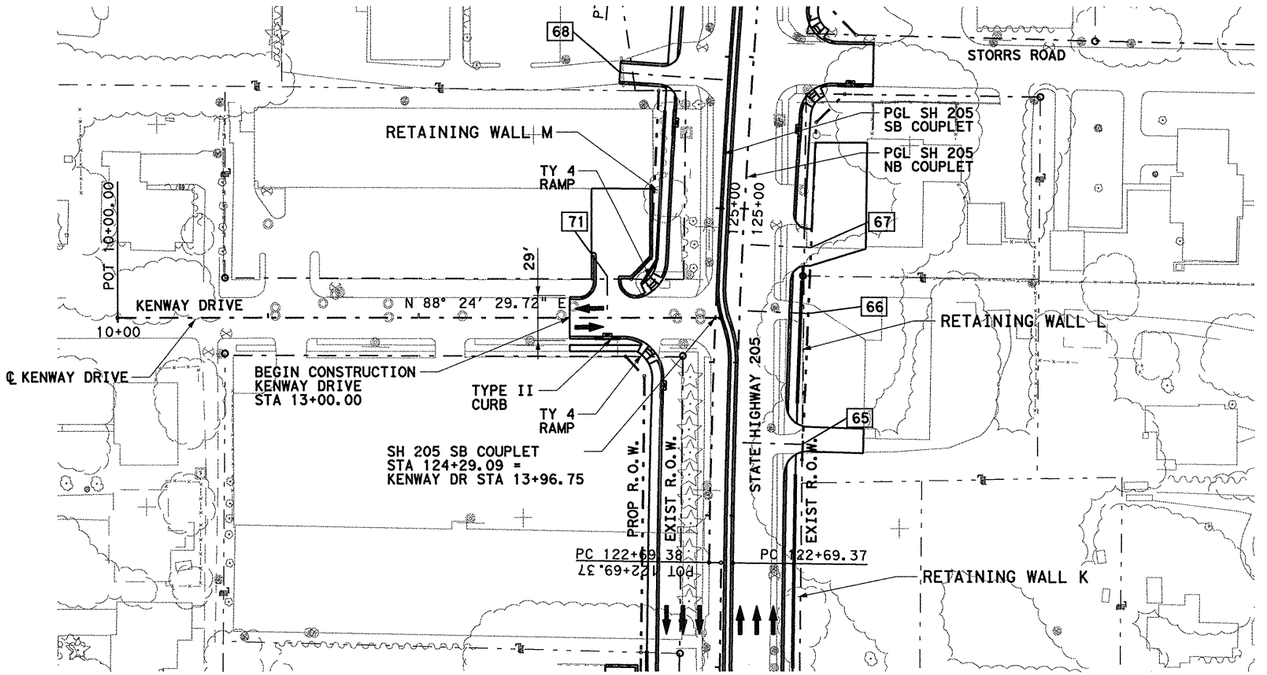
ROADWAY
BOYDSTON AVENUE

PAVING PLAN & PROFILE
STA 10+22.50 TO 15+50

SHEET 30 OF 33

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	(SEE TITLE SHEET)	SH 205

STATE	DIST.	COUNTY	SHEET NO.
TEXAS	DALLAS	ROCKWALL	287
CONT.	SECT.	JOB	
0451	01	032, ETC	

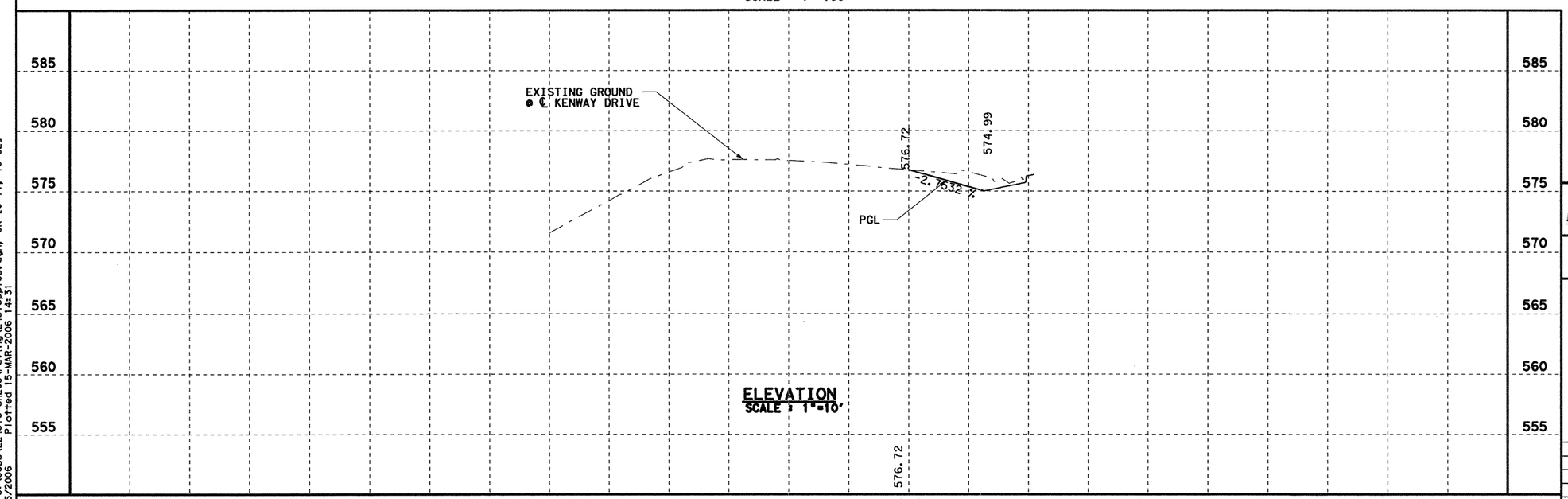


0 50 100
SCALE IN FEET
HORIZONTAL

0 10 20
SCALE IN FEET
VERTICAL

[X] - DRIVEWAY NUMBER
SEE DRIVEWAY DETAIL
SHEET FOR DIMENSIONS

PLAN
SCALE : 1"=100'



ELEVATION
SCALE : 1"=10'

DGN=G:\JOBS\22451C-SH205\Paving\2451cpp138.dgn, ON=[0-11, 13-62]
3/15/2006
Plotted 15-MAR-2006 14:31

3/15/06

STATE OF TEXAS
TODD P. CONSTANT
88243
LICENSED
PROFESSIONAL ENGINEER

Todd P. Constant, PE

Parsons Brinckerhoff Quade & Douglas, Inc.
2777 Stemmons Freeway
Suite 1333
Dallas, TX 75207

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SH 205

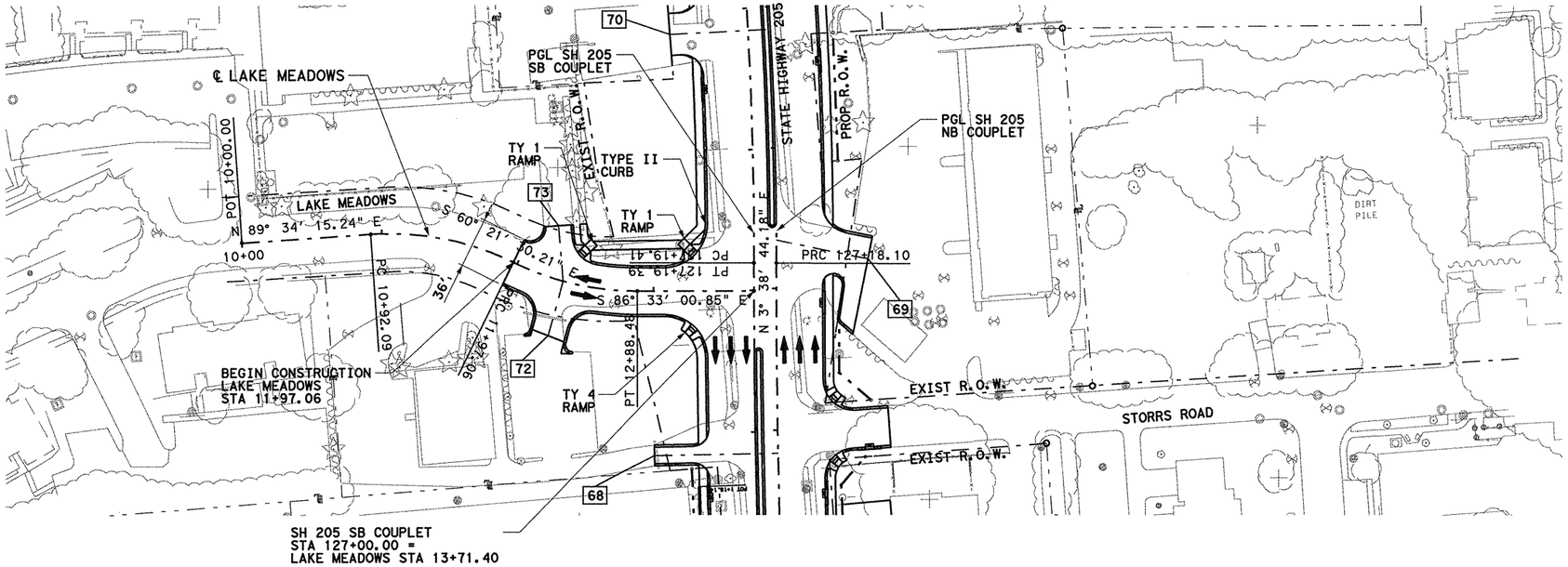
ROADWAY
KENWAY DRIVE

PAVING PLAN & PROFILE
STA 12+00 TO 14+00.03

SHEET 31 OF 33

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	(SEE TITLE SHEET)	SH 205

STATE	DIST.	COUNTY	SHEET NO.
TEXAS	DALLAS	ROCKWALL	288
CONT.	SECT.	JOB	
0451	01	032, ETC	



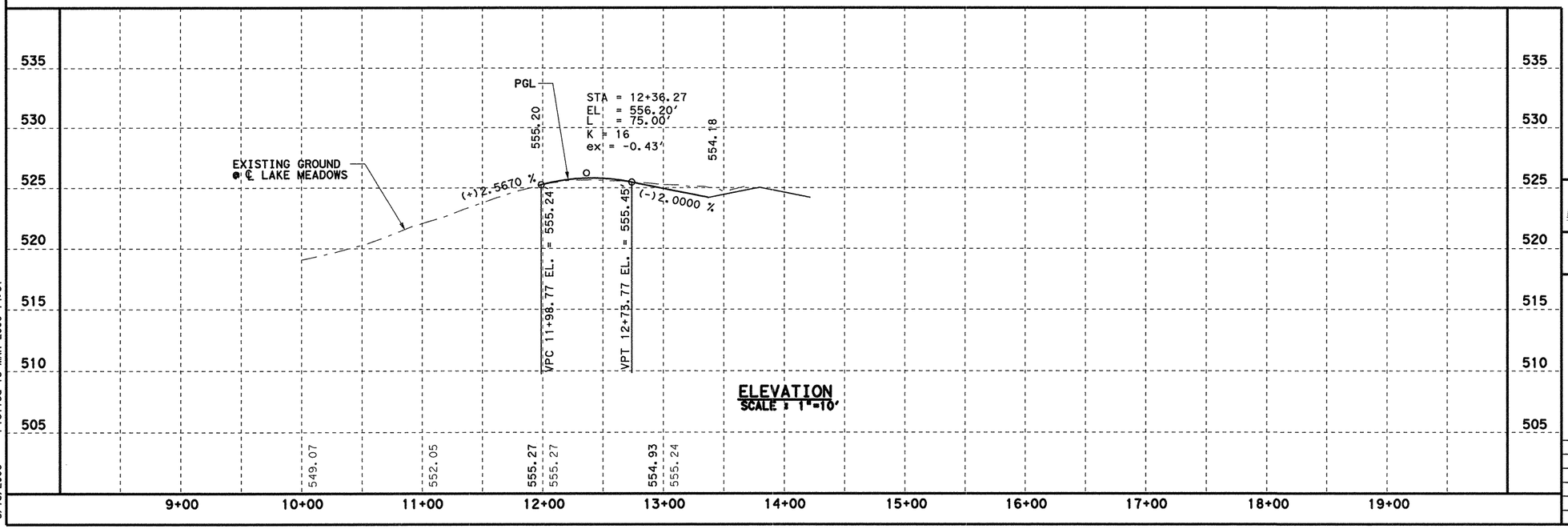
0 50 100
SCALE IN FEET
HORIZONTAL

0 10 20
SCALE IN FEET
VERTICAL

[X] - DRIVEWAY NUMBER
SEE DRIVEWAY DETAIL
SHEET FOR DIMENSIONS

PI STATION	= 11+45.81	PI STATION	= 12+43.58
DELTA	= 30° 04' 14.50" (RT)	DELTA	= 26° 11' 30.60" (LT)
DEGREE OF CURVE	= 28° 38' 52.40"	DEGREE OF CURVE	= 28° 38' 52.40"
TANGENT	= 53.72	TANGENT	= 46.53
LENGTH	= 104.97	LENGTH	= 91.43
RADIUS	= 200.00	RADIUS	= 200.00
PC STATION	= 10+92.09	PC STATION	= 11+97.06
PT STATION	= 11+97.06	PT STATION	= 12+88.48

PLAN
SCALE : 1"=100'



ELEVATION
SCALE : 1"=10'

DGN=G:\JOBS\22451C-SH205\Paving\2451capp13D.dgn, ON=[0-11, 13-62]
3/15/2006 Plotted 15-MAR-2006 14:31

3/15/06

STATE OF TEXAS
TODD P. CONSTANT
88243
LICENSED
PROFESSIONAL ENGINEER

Parsons Brinckerhoff Quade & Douglas, Inc.
2777 Stemmons Freeway
Suite 1333
Dallas, TX 75207

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SH 205

ROADWAY
LAKE MEADOWS

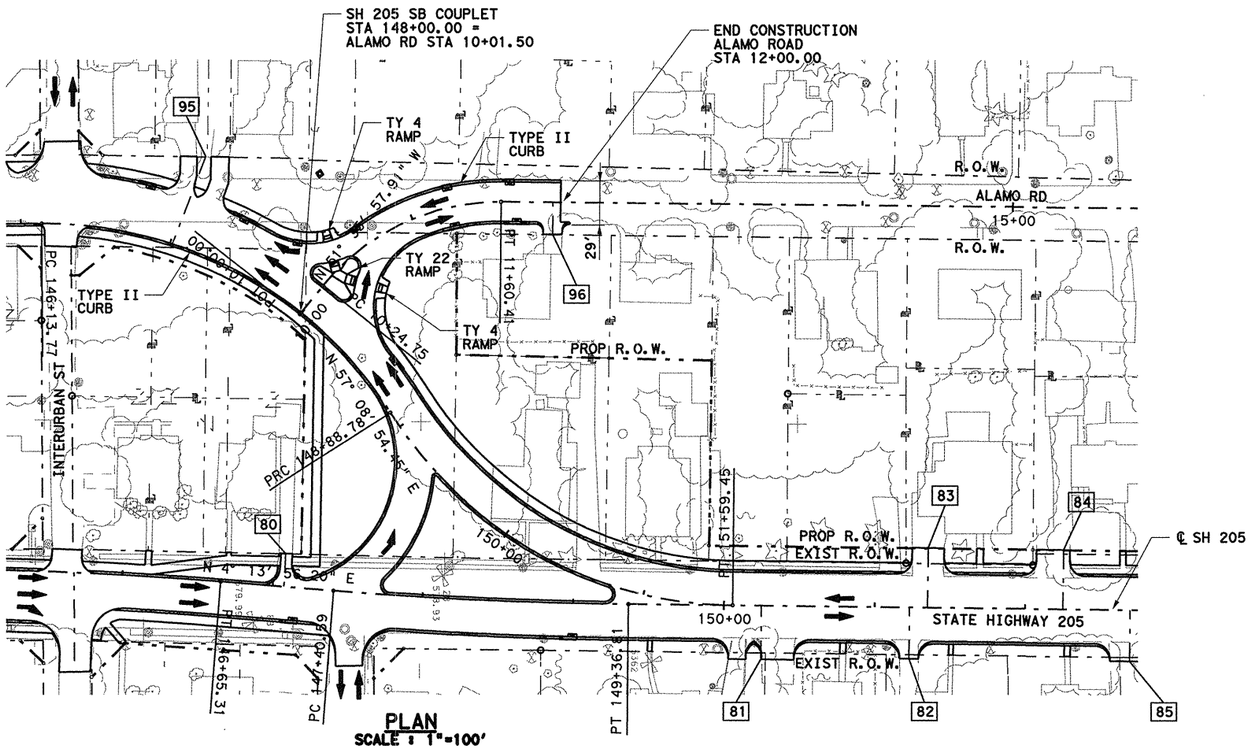
PAVING PLAN & PROFILE
STA 11+97.06 TO 13+71.40

SHEET 32 OF 33

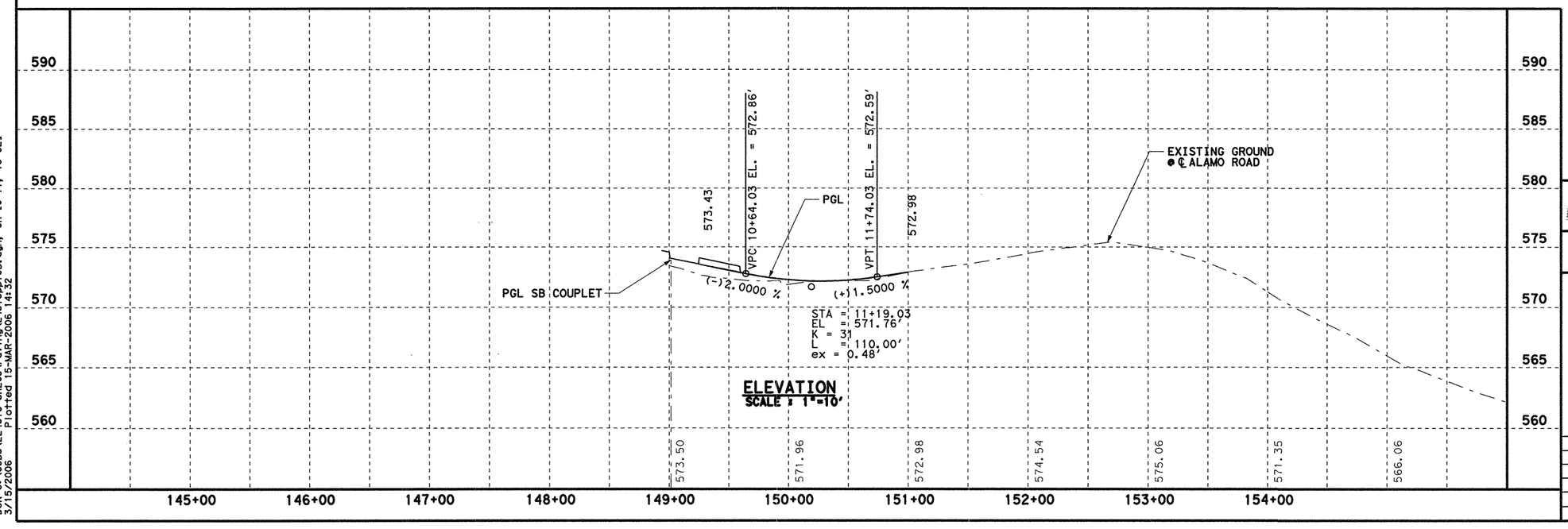
FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	(SEE TITLE SHEET)	SH 205

STATE	DIST.	COUNTY	SHEET NO.
TEXAS	DALLAS	ROCKWALL	289
CONT.	SECT.	JOB	
0451	01	032, ETC	

ALAMO RD
PI STATION = 10+97.62
DELTA = 51° 49' 04.69" (RT)
DEGREE OF CURVE = 38° 11' 49.87"
TANGENT = 72.87
LENGTH = 135.66
RADIUS = 150.00
PC STATION = 10+24.75
PT STATION = 11+60.41



PLAN
SCALE : 1"=100'



ELEVATION
SCALE : 1"=10'

0 50 100
SCALE IN FEET
HORIZONTAL

0 10 20
SCALE IN FEET
VERTICAL

[X] - DRIVEWAY NUMBER
SEE DRIVEWAY DETAIL
SHEET FOR DIMENSIONS

3/15/06

STATE OF TEXAS
TODD P. CONSTANT
88243
LICENSED
PROFESSIONAL ENGINEER

Todd P. Constant, PE

Parsons Brinckerhoff Quade & Douglas, Inc.
2777 Stemmons Freeway
Suite 1333
Dallas, TX 75207

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SH 205

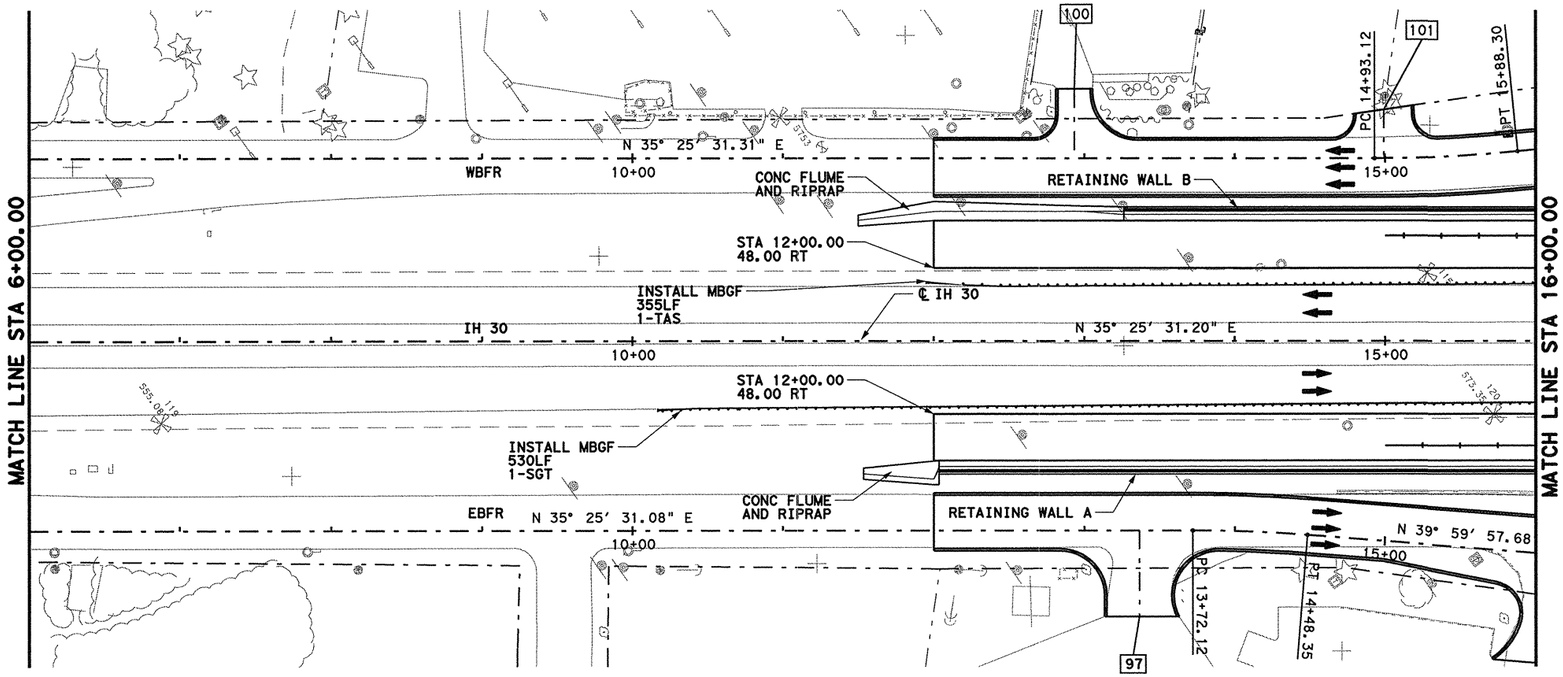
ROADWAY
ALAMO ROAD
PAVING PLAN & PROFILE
STA 145+00 TO END OF PROJECT

SHEET 33 OF 33

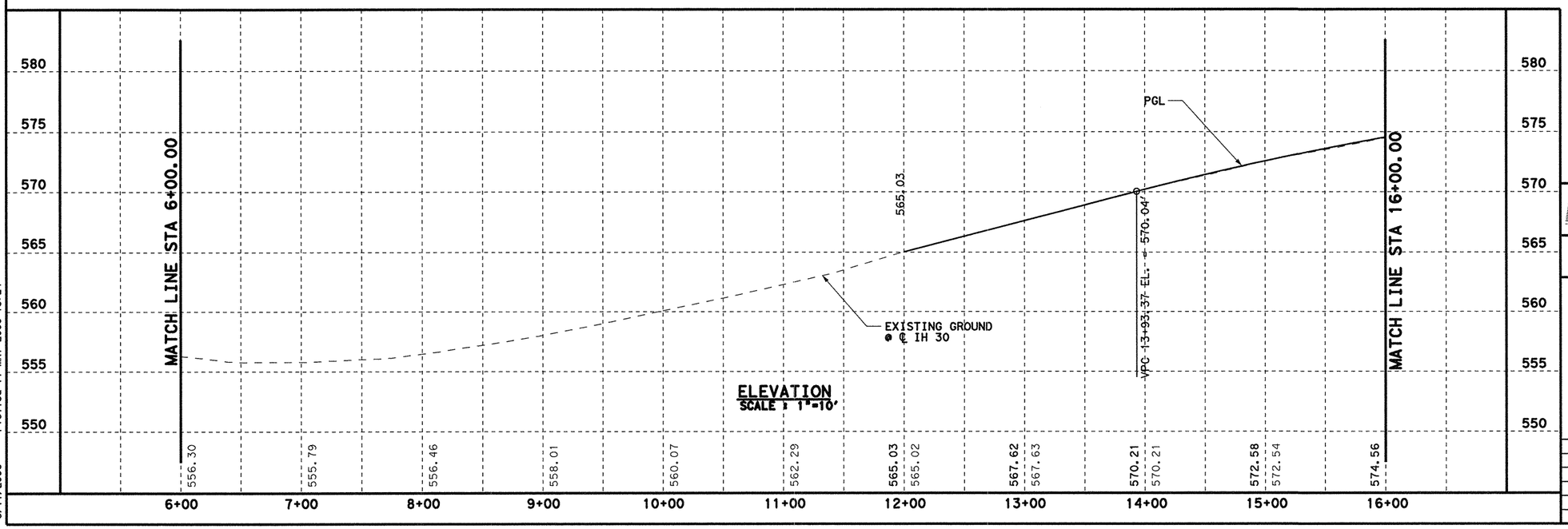
FED.RD. DIV.NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	(SEE TITLE SHEET)	SH 205

STATE	DIST.	COUNTY	SHEET NO.
TEXAS	DALLAS	ROCKWALL	290
CONT.	SECT.	JOB	
0451	01	032, ETC	

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3/15/2006 Plotted 15-MAR-2006 14:32



PLAN
SCALE : 1"=100'



ELEVATION
SCALE : 1"=10'

0 50 100
SCALE IN FEET
HORIZONTAL

0 10 20
SCALE IN FEET
VERTICAL

[X] - DRIVEWAY NUMBER
SEE DRIVEWAY DETAIL
SHEET FOR DIMENSIONS

STATE OF TEXAS
TODD P. CONSTANT
88243
LICENSED
PROFESSIONAL ENGINEER
5/17/06

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Suite 1333
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SH 205

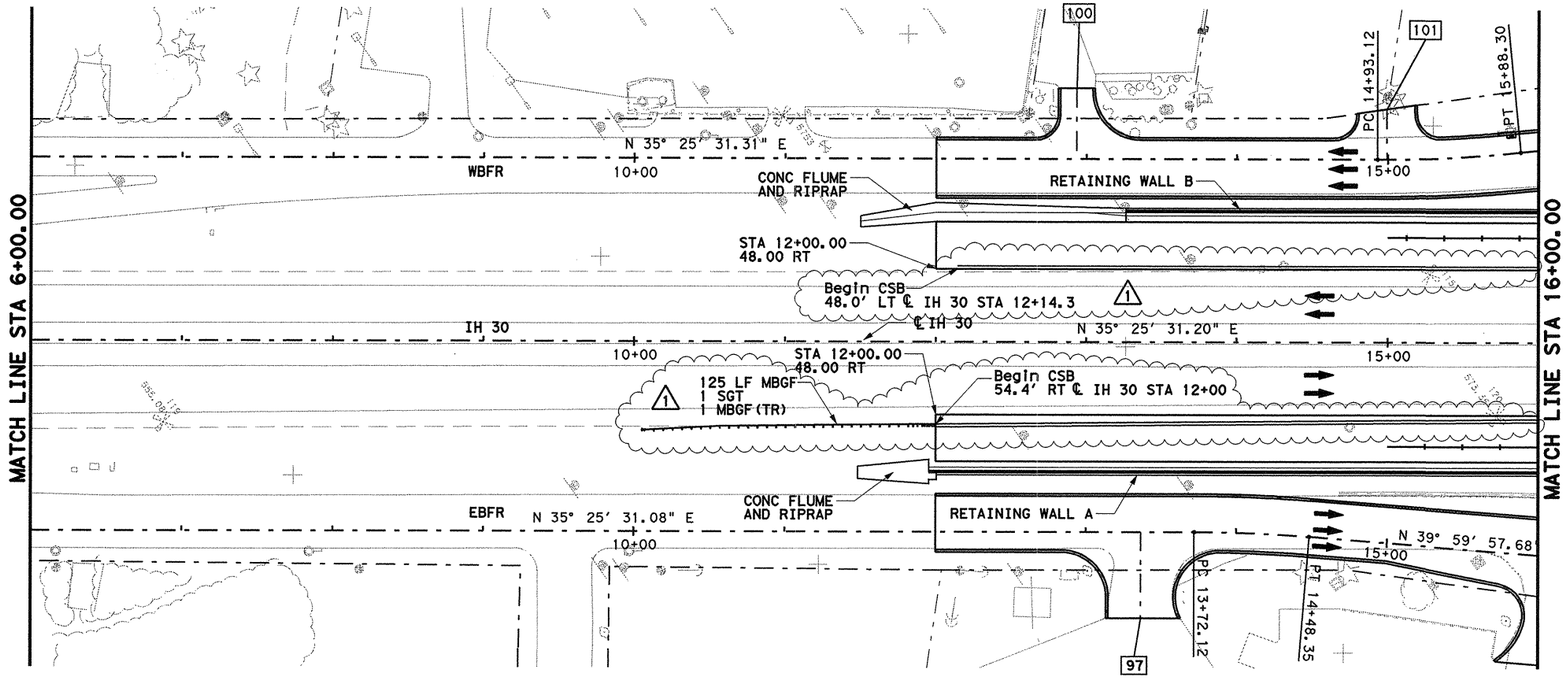
ROADWAY

I-30 PAVING PLAN & PROFILE
STA 6+00 TO 16+00

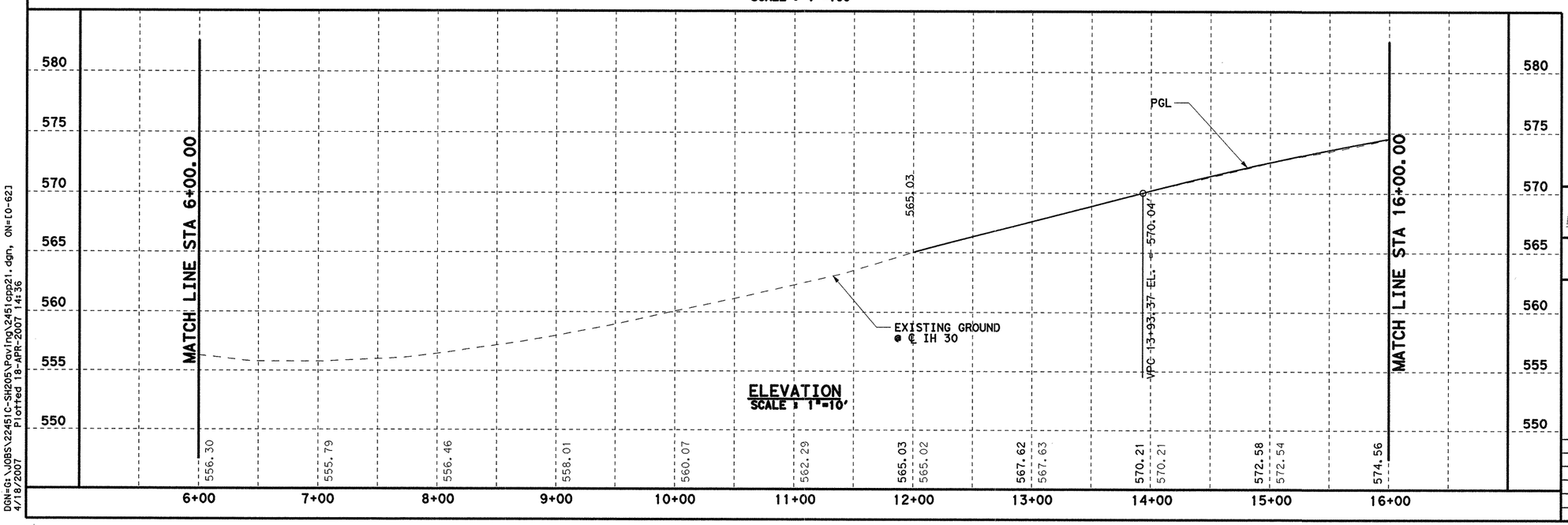
SHEET 1 OF 9

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.		HIGHWAY NO.
6	(SEE TITLE SHEET)		SH 205
STATE	DIST.	COUNTY	SHEET NO.
TEXAS	DALLAS	ROCKWALL	291
CONT.	SECT.	JOB	
0451	01	032, ETC	

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5/17/2006 Plotted 17-MAY-2006 13:24



PLAN
SCALE : 1"=100'



ELEVATION
SCALE : 1"=10'

0 50 100
SCALE IN FEET
HORIZONTAL

0 10 20
SCALE IN FEET
VERTICAL

[X] - DRIVEWAY NUMBER
SEE DRIVEWAY DETAIL
SHEET FOR DIMENSIONS

Note: Previously signed by Todd P. Constant

1 REVISED Conc Safety Barrier BY JAMES REISER ON April 18, 2007.

STATE OF TEXAS
JAMES REISER
67287
REGISTERED PROFESSIONAL ENGINEER
1-18-07

Parsons Brinckerhoff Quade & Douglas, Inc.
2777 Stemmons Freeway
Suite 1333
Dallas, TX 75207

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SH 205

ROADWAY

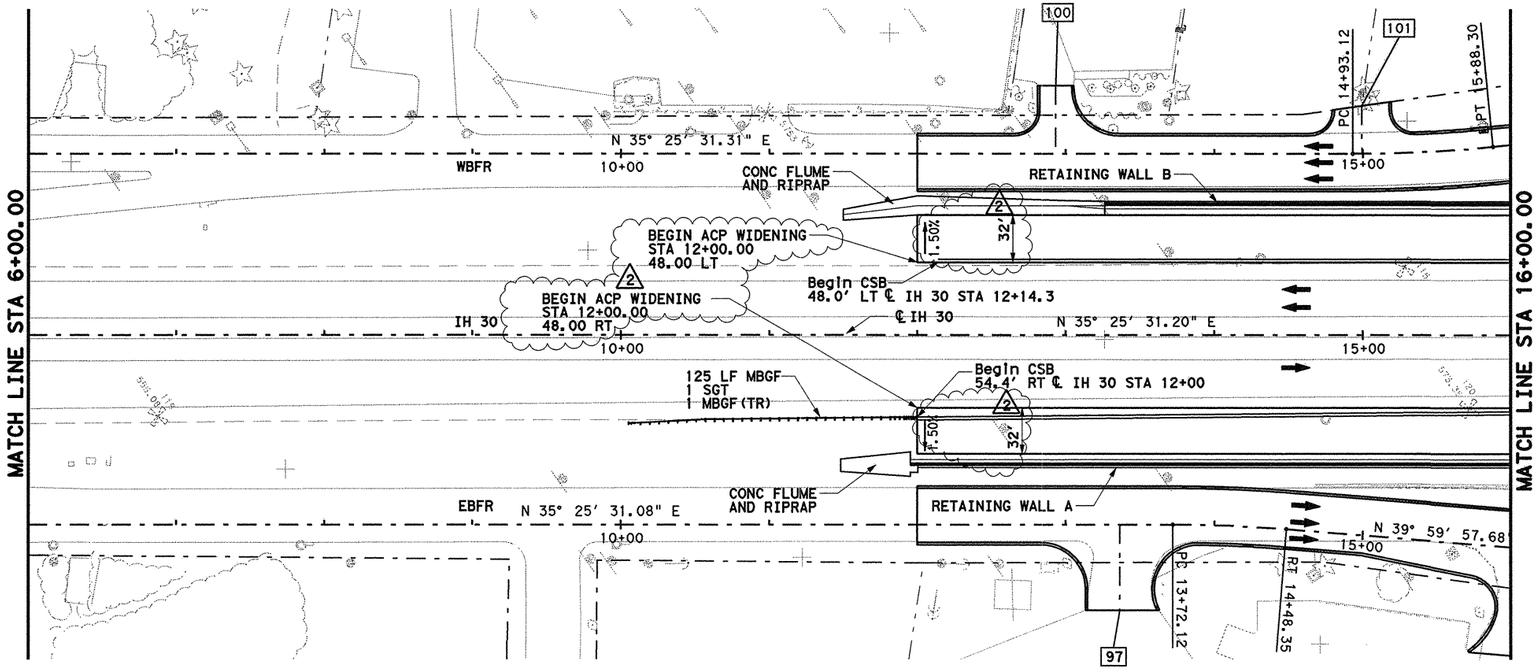
I-30 PAVING PLAN & PROFILE
STA 6+00 TO 16+00

SHEET 1 OF 9

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	(SEE TITLE SHEET)	SH 205

STATE	DIST.	COUNTY	SHEET NO.
TEXAS	DALLAS	ROCKWALL	291A
CONT.	SECT.	JOB	
0451	01	032, ETC	

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4/18/2007 Plotted 18-APR-2007 14:36



PLAN
SCALE : 1"=100'

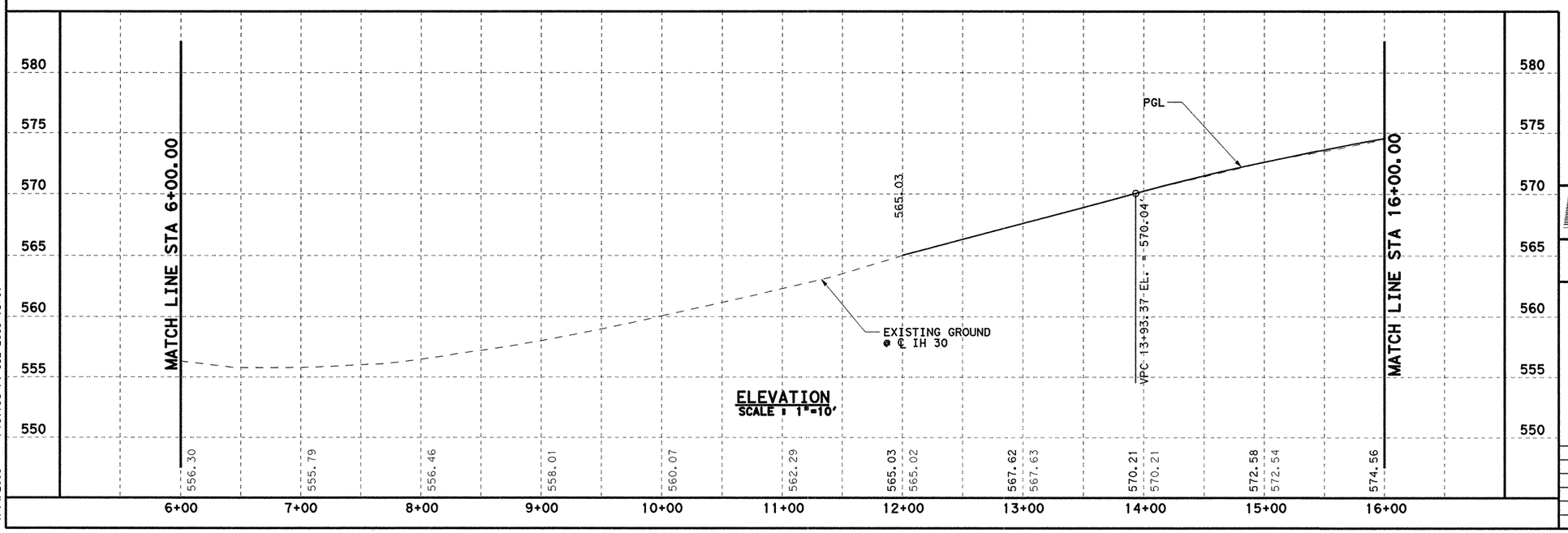
0 50 100
SCALE IN FEET HORIZONTAL

0 10 20
SCALE IN FEET VERTICAL

X - DRIVEWAY NUMBER
SEE DRIVEWAY DETAIL SHEET FOR DIMENSIONS

(2) Change Order # 49

Note: Oringinal Plan signed by Todd P. Constant
(1) REVISED Conc Safety Barrier BY JAMES REISER ON April 18, 2007.
(2) ADDED Asphalt Pavement Labels BY K. David Gan ON June 20, 2008.



ELEVATION
SCALE : 1"=10'

STATE OF TEXAS
K. DAVID GAN
92574
LICENSED PROFESSIONAL ENGINEER
7/14/08

Parsons Brinckerhoff Quade & Douglas, Inc.
2777 Stemmons Freeway
Suite 1333
Dallas, TX 75207

Texas Department of Transportation
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SH 205

ROADWAY

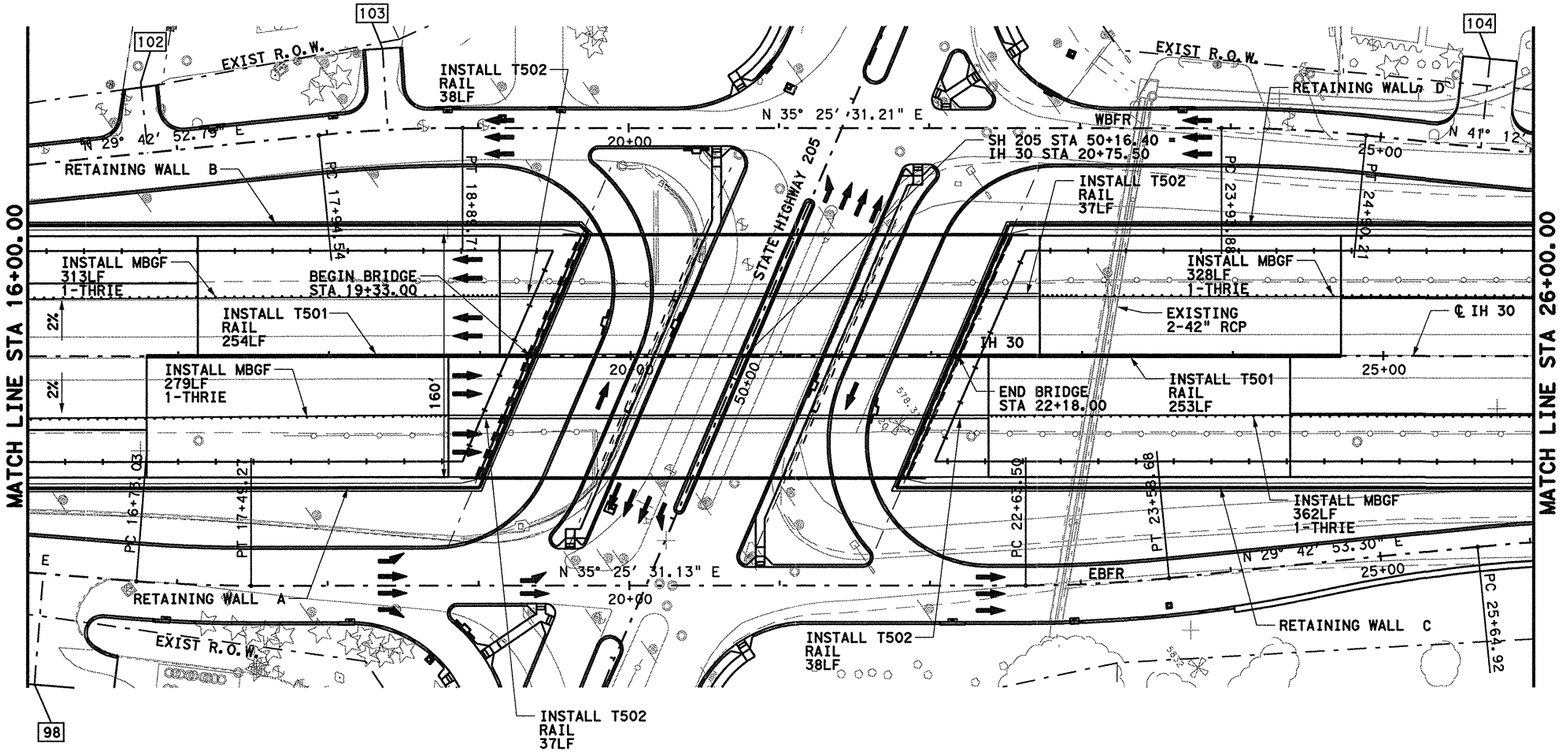
I-30 PAVING PLAN & PROFILE
STA 6+00 TO 16+00

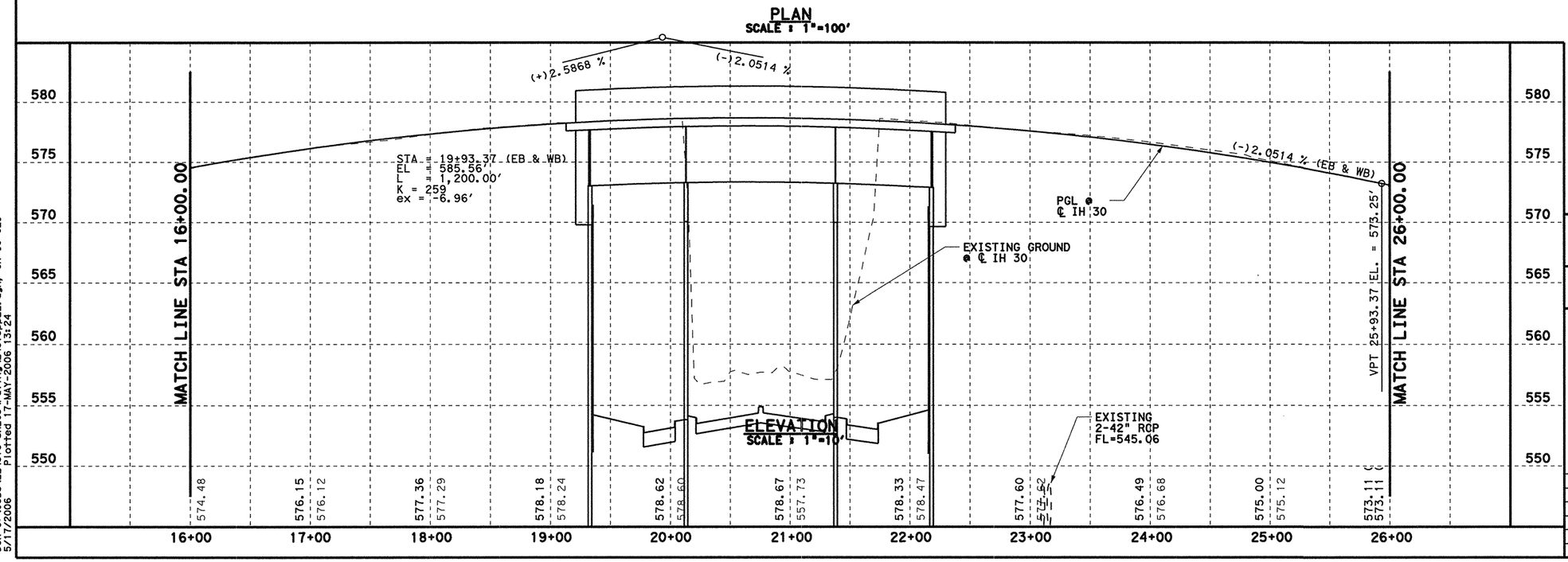
SHEET 1 OF 9

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	(SEE TITLE SHEET)	SH 205

STATE	DIST.	COUNTY	SHEET NO.
TEXAS	DALLAS	ROCKWALL	
CONT.	SECT.	JOB	291B
0451	01	032, ETC	

DGN=G:\JOBS\22451C-SH205\Paving\2451cpp21-REV2.dgn, ON=IO-623
7/14/2008 Plotted 14-JUL-2008 15:01





0 50 100
SCALE IN FEET
HORIZONTAL

0 10 20
SCALE IN FEET
VERTICAL

X - DRIVEWAY NUMBER
SEE DRIVEWAY DETAIL
SHEET FOR DIMENSIONS

STATE OF TEXAS
TODD P. CONSTANT
88243
LICENSED
PROFESSIONAL ENGINEER
5/17/06

Parsons Brinckerhoff Quade & Douglas, Inc.
2777 Stemmons Freeway
Suite 1333
Dallas, TX 75207

Texas Department of Transportation
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SH 205

ROADWAY

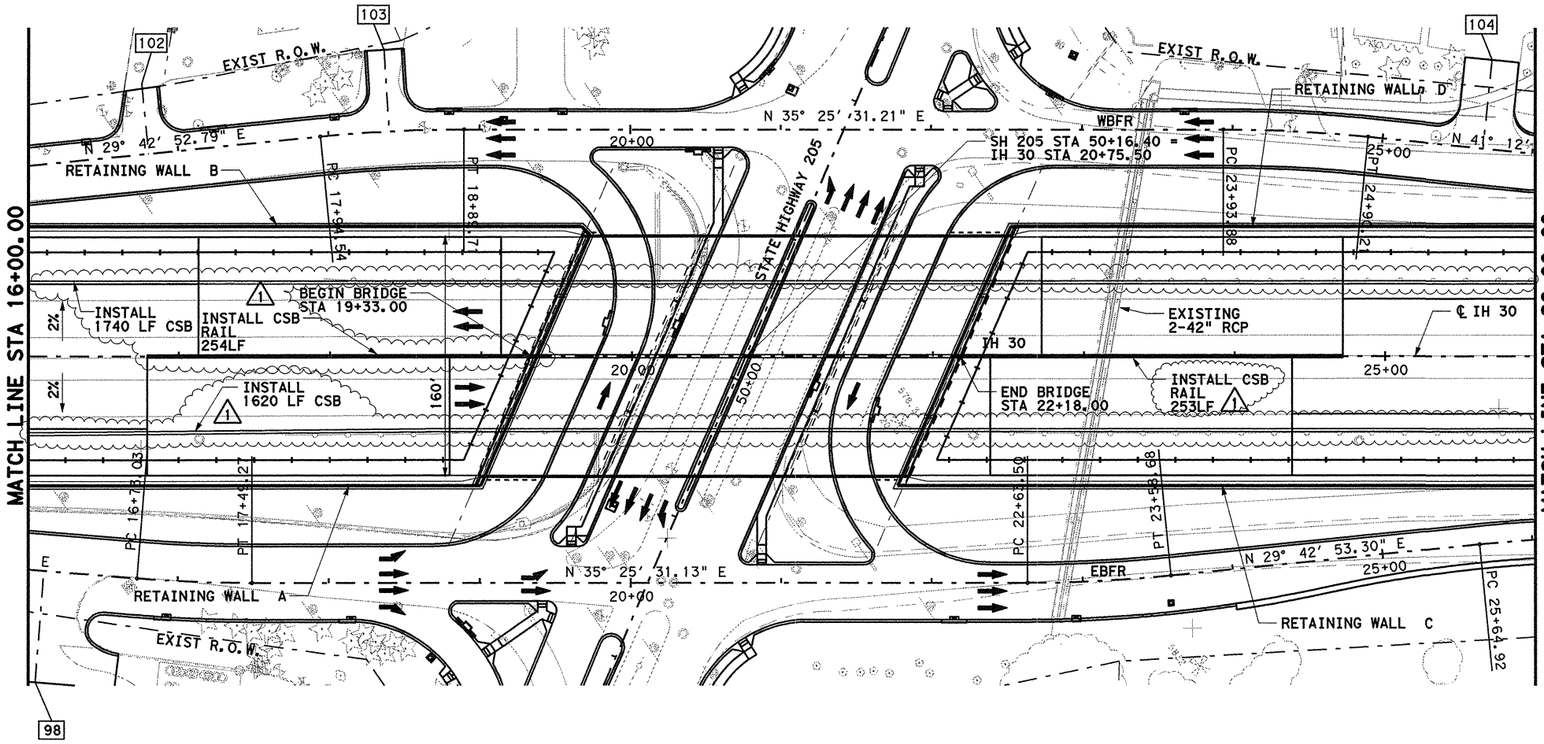
I-30 PAVING PLAN & PROFILE
STA 16+00 TO 26+00

SHEET 2 OF 9

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	(SEE TITLE SHEET)	SH 205

STATE	DIST.	COUNTY	SHEET NO.
TEXAS	DALLAS	ROCKWALL	
CONT.	SECT.	JOB	292
0451	01	032, ETC	

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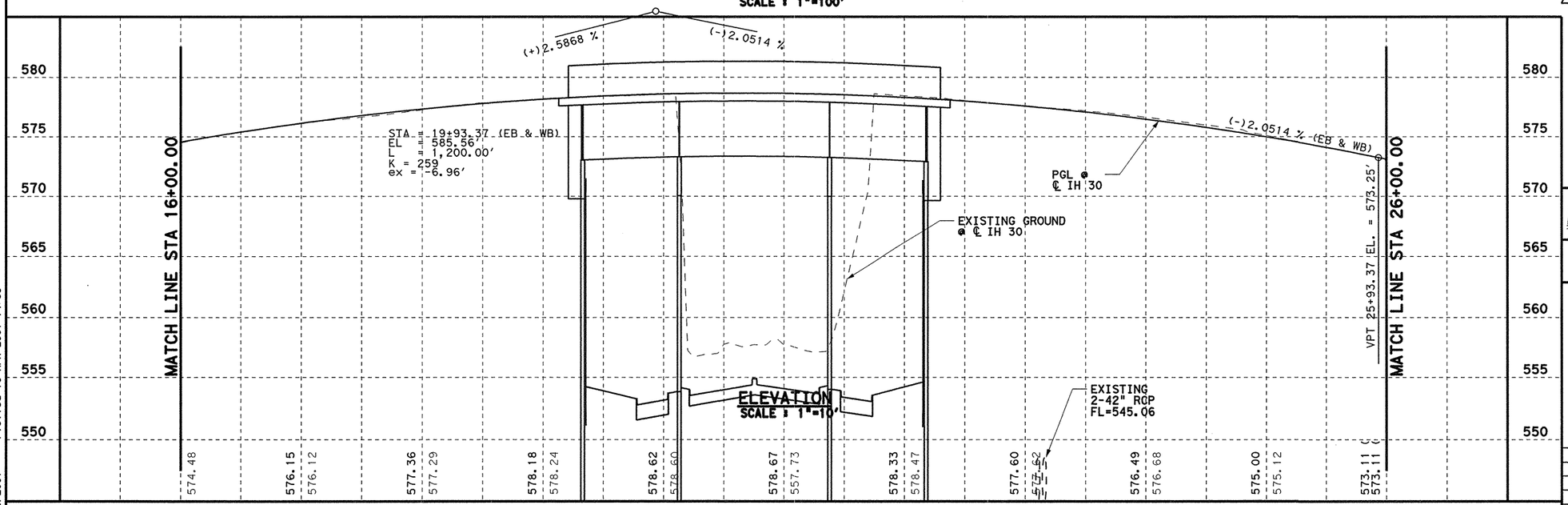


0 50 100
SCALE IN FEET
HORIZONTAL

0 10 20
SCALE IN FEET
VERTICAL

[X] - DRIVEWAY NUMBER
SEE DRIVEWAY DETAIL
SHEET FOR DIMENSIONS

PLAN
SCALE : 1"=100'



ELEVATION
SCALE : 1"=10'

Note: Previously signed by Todd P. Constant
[1] REVISED Conc Safety Barrier BY JAMES REISER ON April 18, 2007.

STATE OF TEXAS
JAMES REISER
67287
REGISTERED
PROFESSIONAL ENGINEER
4-18-07

Parsons Brinckerhoff Quade & Douglas, Inc.
2777 Stemmons Freeway
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Dallas, TX 75207

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SH 205

ROADWAY

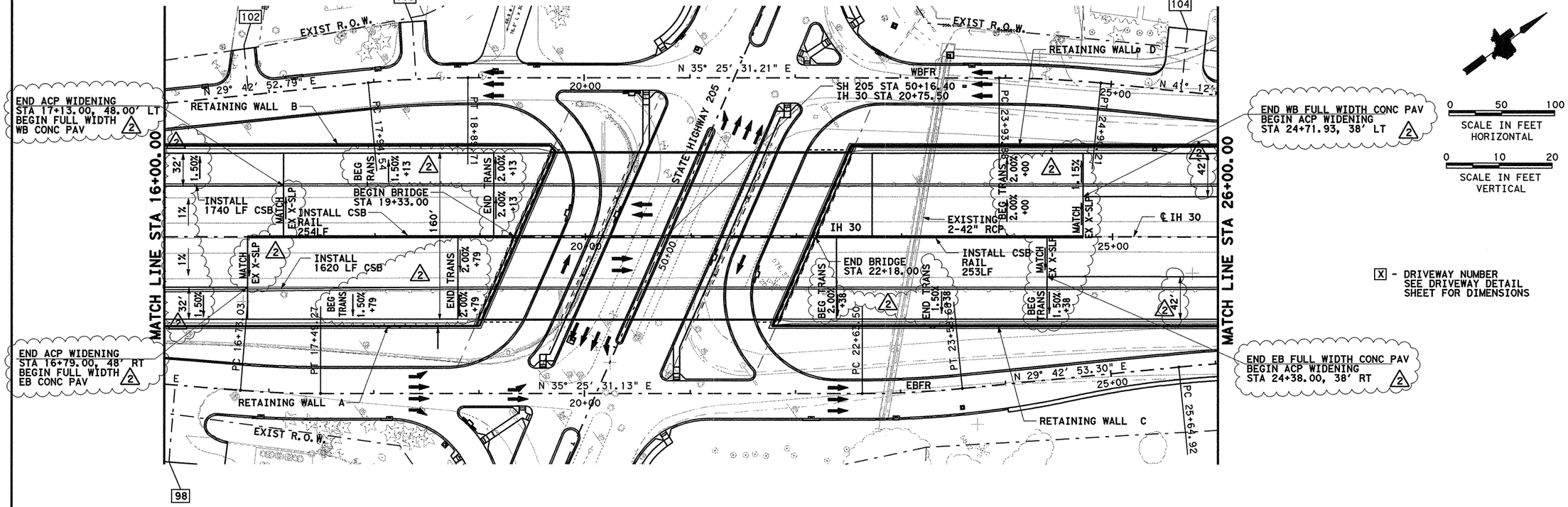
I-30 PAVING PLAN & PROFILE
STA 16+00 TO 26+00

SHEET 2 OF 9

FED.RD. DIV.NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	(SEE TITLE SHEET)	SH 205

STATE	DIST.	COUNTY	SHEET NO.
TEXAS	DALLAS	ROCKWALL	292
CONT.	SECT.	JOB	
0451	01	032, ETC	

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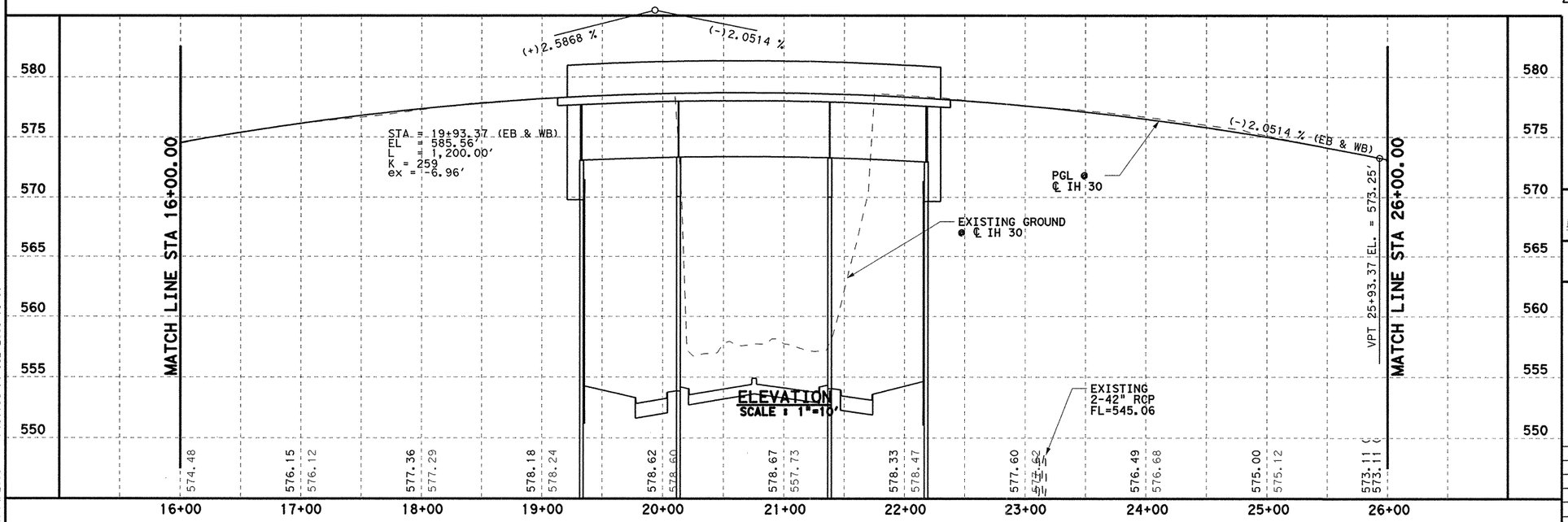


0 50 100
SCALE IN FEET
HORIZONTAL

0 10 20
SCALE IN FEET
VERTICAL

[X] - DRIVEWAY NUMBER
SEE DRIVEWAY DETAIL
SHEET FOR DIMENSIONS

PLAN
SCALE : 1"=100'



ELEVATION
SCALE : 1"=10'

2 Change Order #49

Note: Oringinal plan signed by Todd P. Constant

1 REVISED Conc Safety Barrier BY JAMES REISER ON April 18, 2007.

2 ADDED Asphalt Pavement Labels BY K. David Gan ON June 20, 2008.

STATE OF TEXAS
K. DAVID GAN
92574
LICENSED
PROFESSIONAL ENGINEER
7/14/08

Parsons Brinckerhoff Quade & Douglas, Inc.
2777 Stemmons Freeway
Suite 1333
Dallas, TX 75207

Texas Department of Transportation
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SH 205

ROADWAY

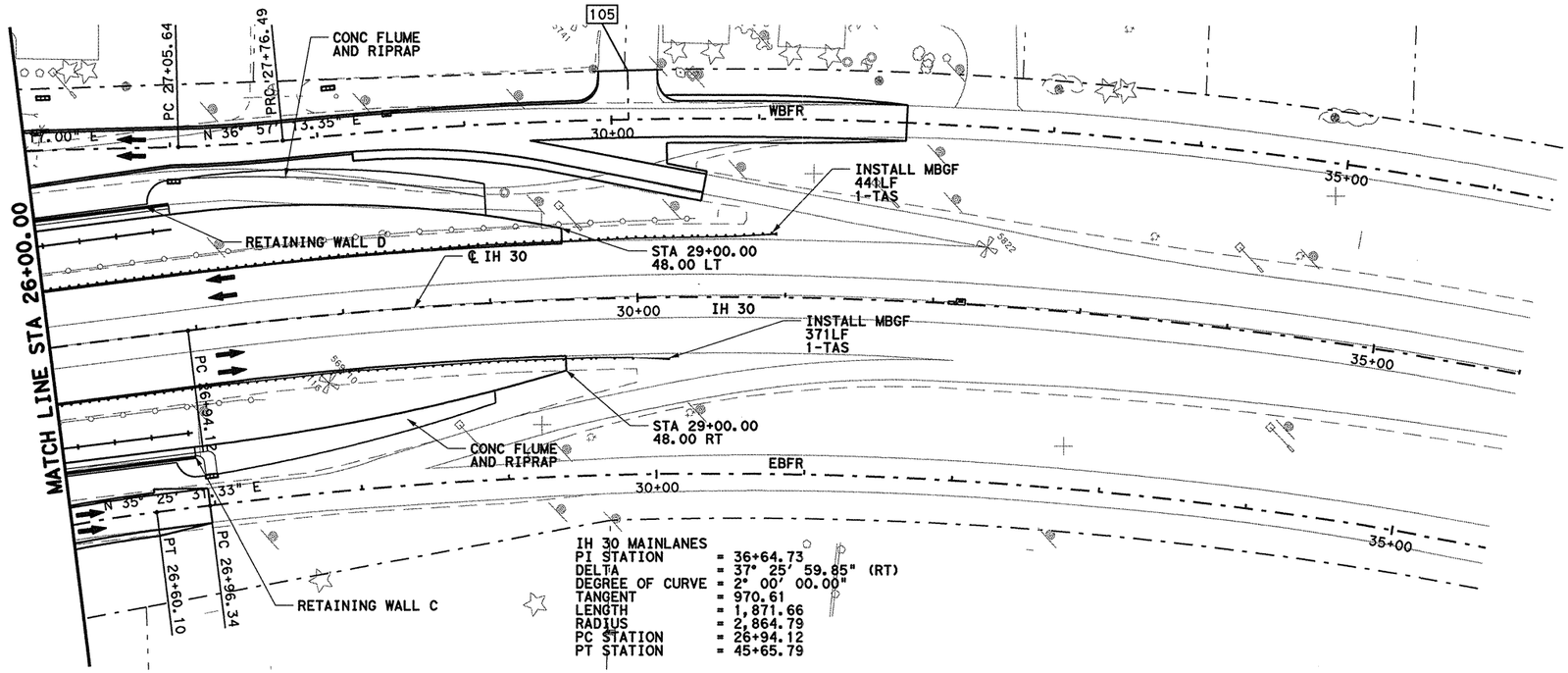
I-30 PAVING PLAN & PROFILE
STA 16+00 TO 26+00

SHEET 2 OF 9

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	(SEE TITLE SHEET)	SH 205

STATE	DIST.	COUNTY	SHEET NO.
TEXAS	DALLAS	ROCKWALL	292B
CONT.	SECT.	JOB	
0451	01	032, ETC	

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7/14/2008 Plotted 14-JUL-2008 15:01



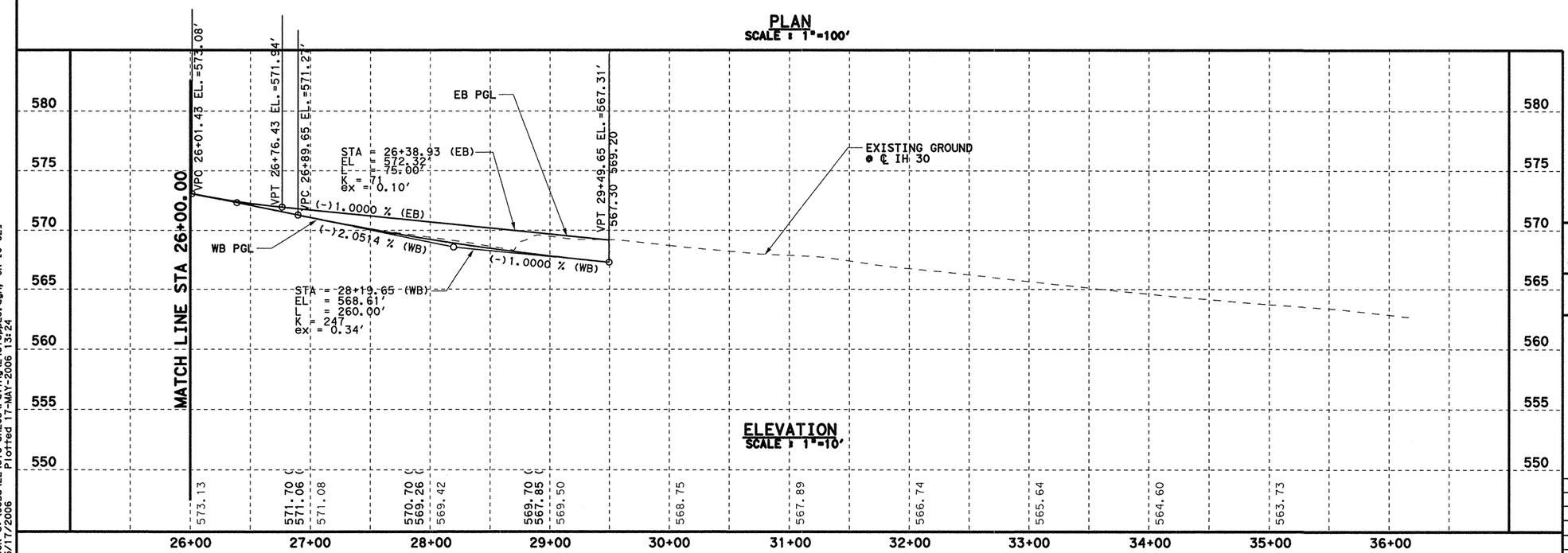
0 50 100
SCALE IN FEET HORIZONTAL

0 10 20
SCALE IN FEET VERTICAL

[X] - DRIVEWAY NUMBER
SEE DRIVEWAY DETAIL SHEET FOR DIMENSIONS

PLAN
SCALE : 1"=100'

ELEVATION
SCALE : 1"=10'



DGN=G:\JOBS\22451C-SH205\Paving\2451opp23.dgn, ON=10-621
5/17/2006 Plotted 17-MAY-2006 13:24

5/17/06
STATE OF TEXAS
TODD P. CONSTANT
88243
LICENSED PROFESSIONAL ENGINEER
Todd P. Constant, PE

Parsons Brinckerhoff Quade & Douglas, Inc.
2777 Stemmons Freeway
Suite 1333
Dallas, TX 75207

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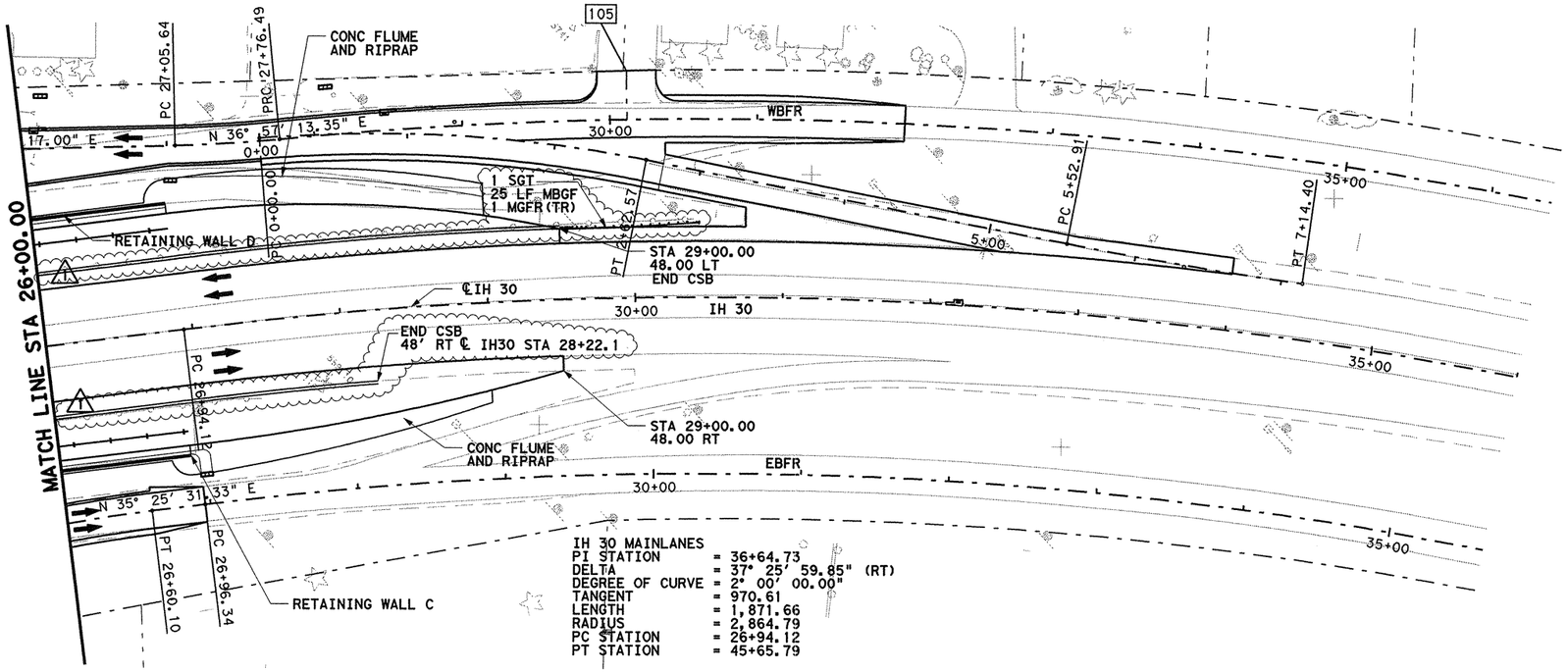
ROADWAY

I-30 PAVING PLAN & PROFILE
STA 26+00 TO 36+00

SHEET 3 OF 9

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	(SEE TITLE SHEET)	SH 205

STATE	DIST.	COUNTY	SHEET NO.
TEXAS	DALLAS	ROCKWALL	293
CONT.	SECT.	JOB	
0451	01	032, ETC	



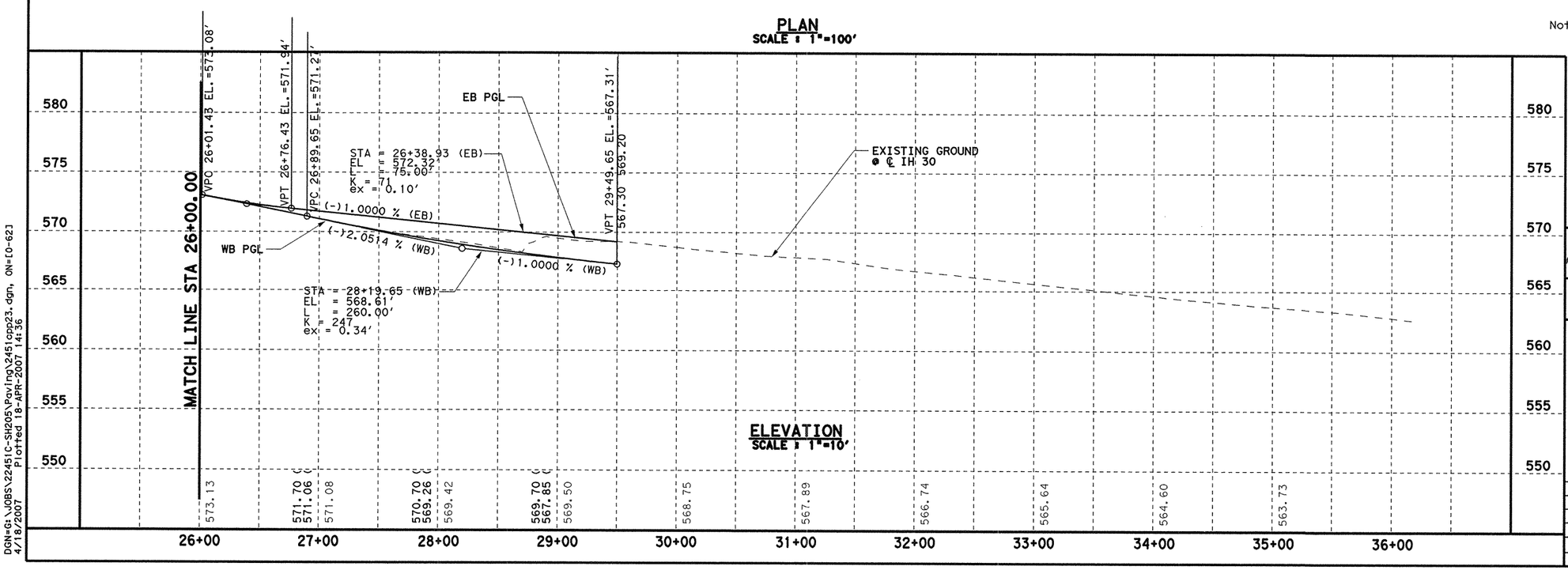
0 50 100
SCALE IN FEET
HORIZONTAL

0 10 20
SCALE IN FEET
VERTICAL

X - DRIVEWAY NUMBER
SEE DRIVEWAY DETAIL
SHEET FOR DIMENSIONS

PLAN
SCALE : 1"=100'

ELEVATION
SCALE : 1"=10'



Note: Previously signed by Todd P. Constant
1 REVISED Conc Safety Barrier BY JAMES REISER ON April 18, 2007.

STATE OF TEXAS
JAMES REISER
67287
REGISTERED
PROFESSIONAL ENGINEER
4-18-'07

Parsons Brinckerhoff Quade & Douglas, Inc.
2777 Steemmons Freeway
Suite 1333
Dallas, TX 75207

Texas Department of Transportation
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SH 205

ROADWAY

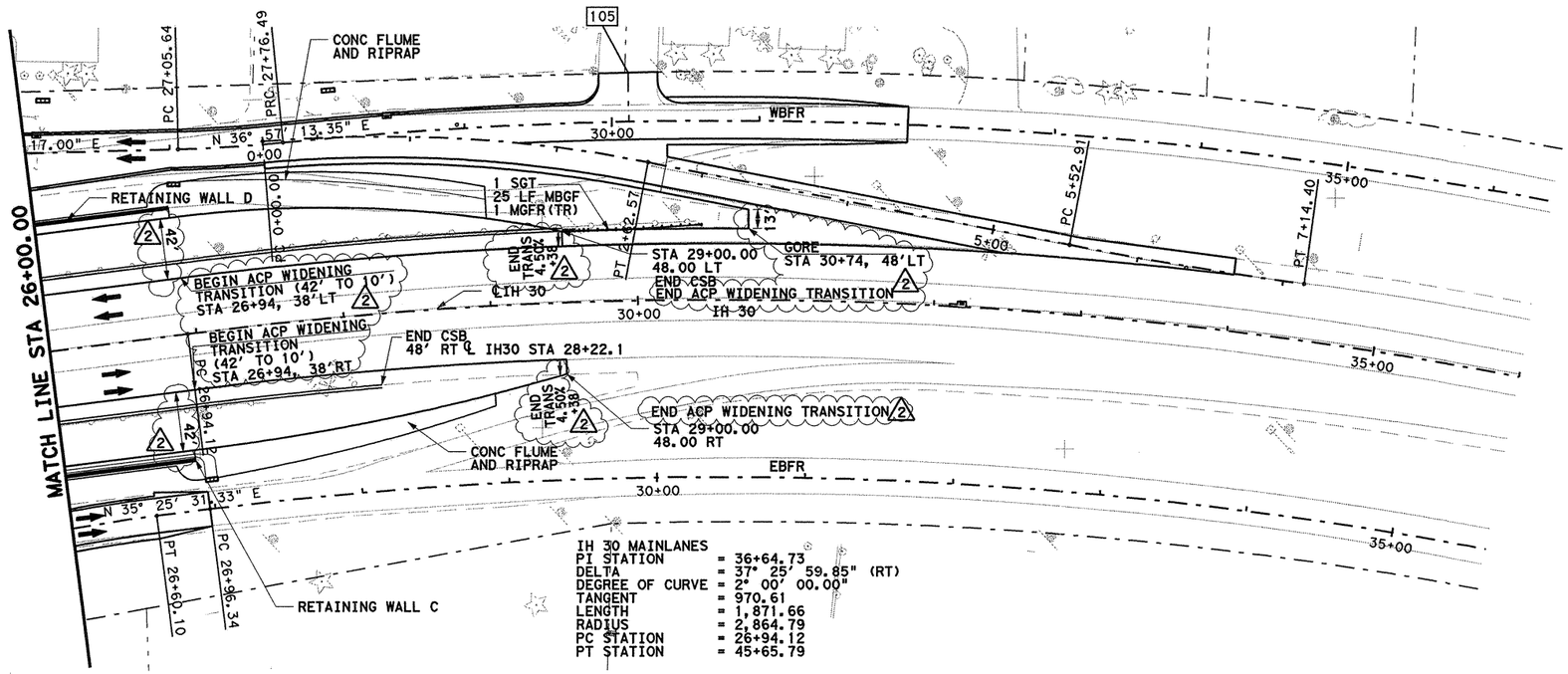
I-30 PAVING PLAN & PROFILE
STA 26+00 TO 36+00

SHEET 3 OF 9

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	(SEE TITLE SHEET)	SH 205

STATE	DIST.	COUNTY	SHEET NO.
TEXAS	DALLAS	ROCKWALL	293A
CONT.	SECT.	JOB	
0451	01	032, ETC	

DGN=G:\JOBS\22451C-SH205\Paving\24510pp23.dgn, ON=10-621
4/18/2007 Plotted 18-APR-2007 14:36



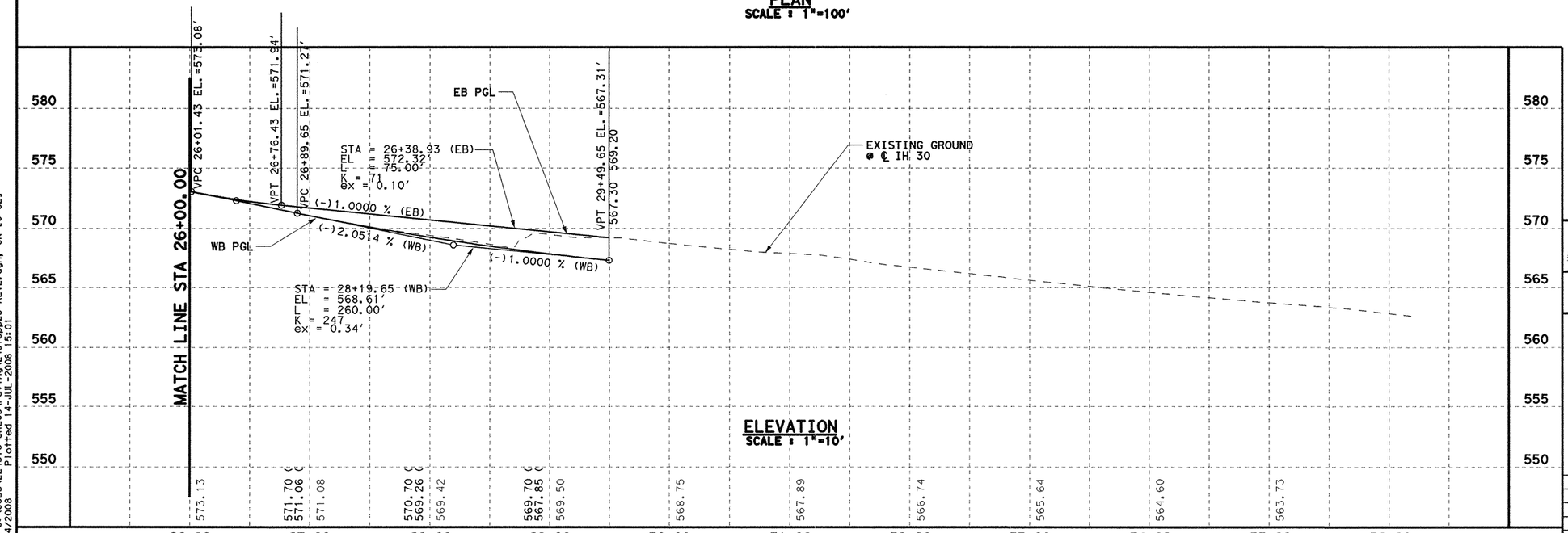
0 50 100
SCALE IN FEET HORIZONTAL

0 10 20
SCALE IN FEET VERTICAL

X - DRIVEWAY NUMBER
SEE DRIVEWAY DETAIL SHEET FOR DIMENSIONS

2 Change Order #49

PLAN
SCALE : 1"=100'



ELEVATION
SCALE : 1"=10'

Note: Original plan signed by Todd P. Constant

1 REVISED Conc Safety Barrier BY JAMES REISER ON April 18, 2007.

2 ADDED Asphalt Pavement Labels BY K. David Gan ON June 20, 2008.

STATE OF TEXAS
K. DAVID GAN
92574
LICENSED PROFESSIONAL ENGINEER
7/14/08

Parsons Brinckerhoff Quade & Douglas, Inc.
2777 Stemmons Freeway
Suite 1333
Dallas, TX 75207

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SH 205

ROADWAY

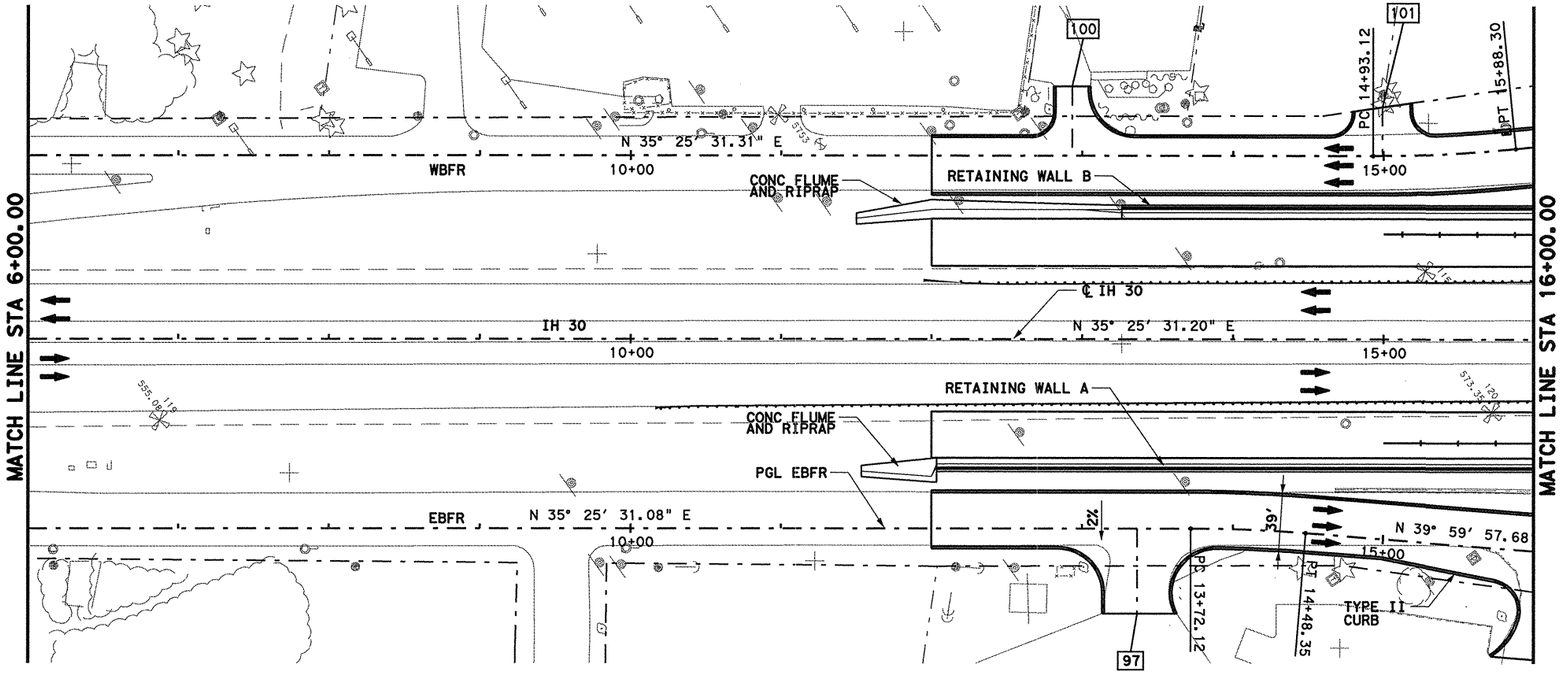
I-30 PAVING PLAN & PROFILE
STA 26+00 TO 36+00

SHEET 3 OF 9

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	(SEE TITLE SHEET)	SH 205

STATE	DIST.	COUNTY	SHEET NO.
TEXAS	DALLAS	ROCKWALL	293B
CONT.	SECT.	JOB	
0451	01	032, ETC	

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7/14/2008 Plotted 14-JUL-2008 15:01





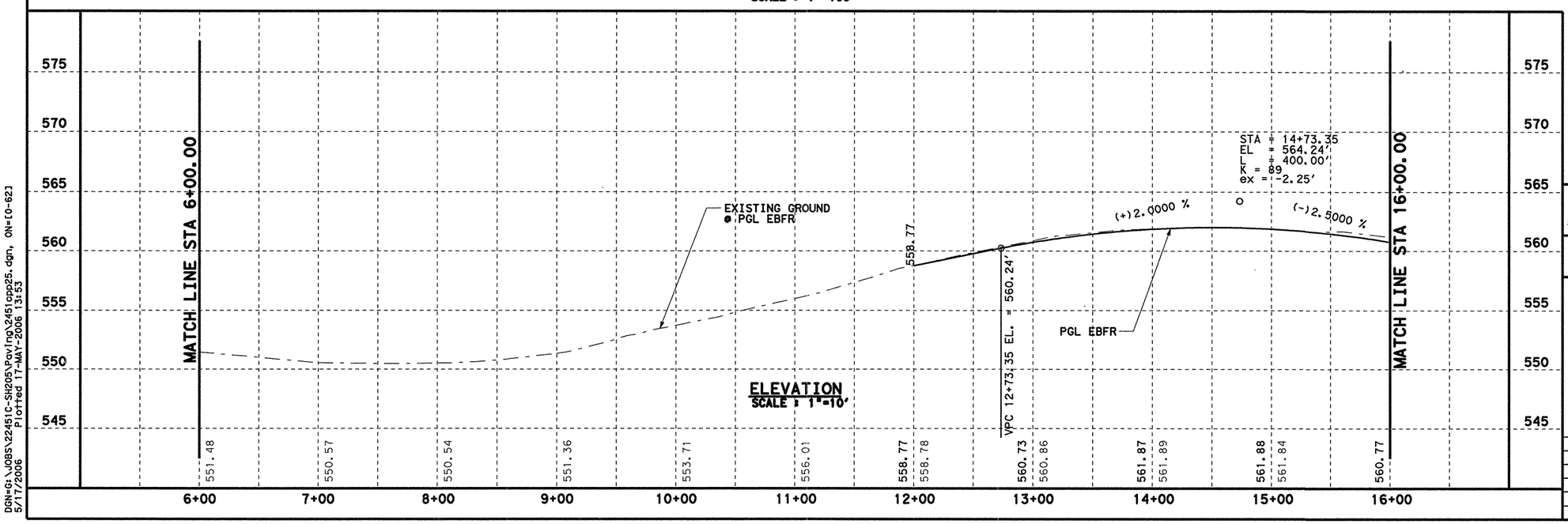
SCALE IN FEET HORIZONTAL
0 50 100

SCALE IN FEET VERTICAL
0 10 20

X - DRIVEWAY NUMBER
SEE DRIVEWAY DETAIL SHEET FOR DIMENSIONS

EB FRONTAGE ROAD
PI STATION = 14+10.25
DELTA = 4° 34' 26.59" (RT)
DEGREE OF CURVE = 6° 00' 00.00"
TANGENT = 38.14
LENGTH = 76.23
RADIUS = 954.93
PC STATION = 13+72.12
PT STATION = 14+48.35

PLAN
SCALE : 1"=100'



ELEVATION
SCALE : 1"=10'

DGN=G:\JOBS\22451C-SH205\Paving\2451opp25.dgn, ON=[0-62]
5/17/2006 Plotted 17-MAY-2006 13:53

5/17/06

STATE OF TEXAS
TODD P. CONSTANT
88243
LICENSED PROFESSIONAL ENGINEER

Todd P. Constant, P.E.

Parsons Brinckerhoff Quade & Douglas, Inc.
2777 Stemmons Freeway
Suite 1333
Dallas, TX 75207

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SH 205

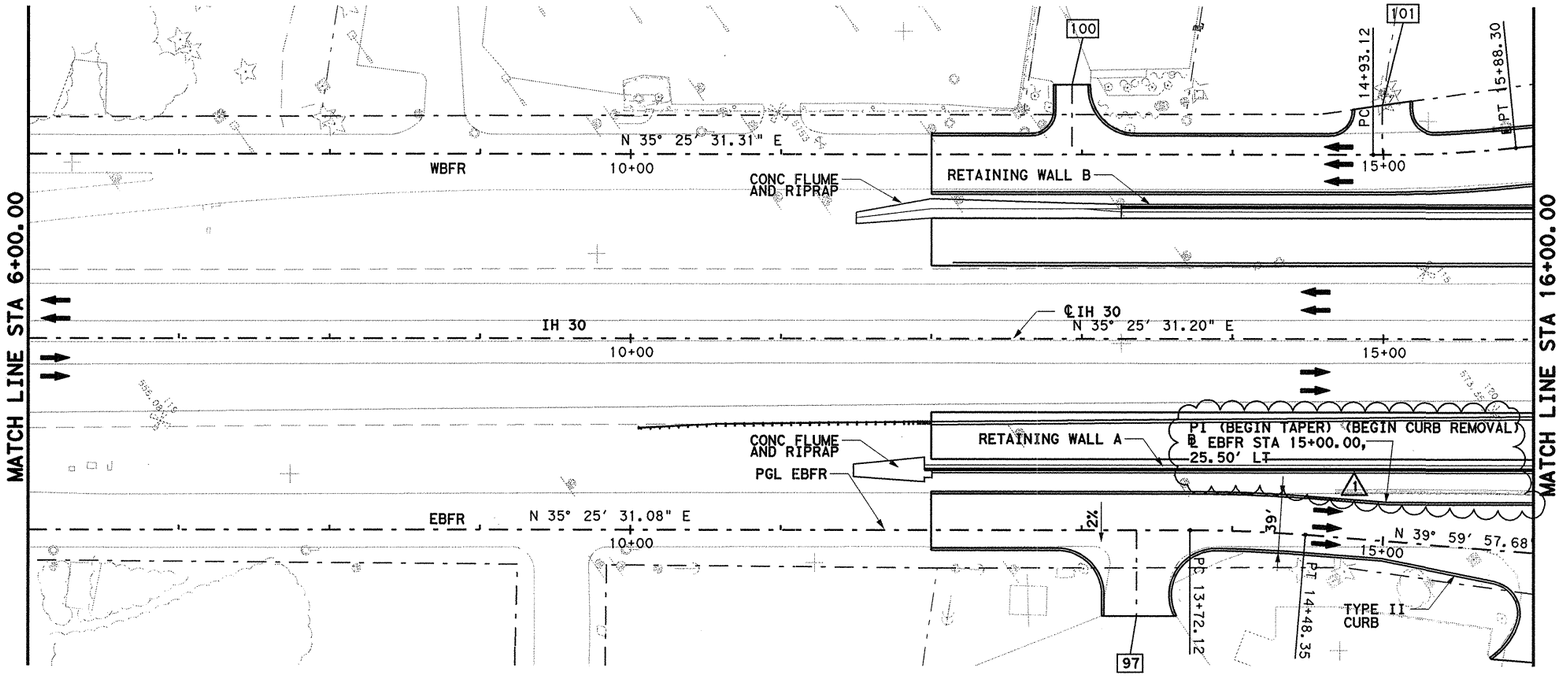
ROADWAY

I-30 EBFR PAVING PLAN & PROFILE
STA 11+00 TO 16+00

SHEET 4 OF 9

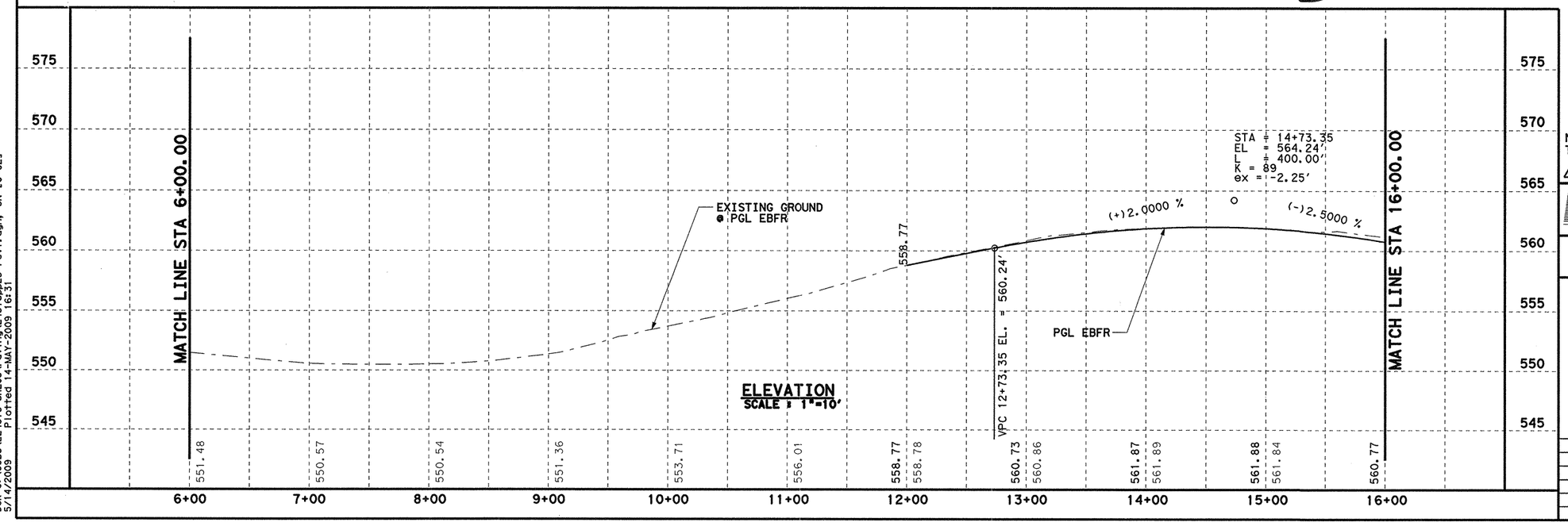
FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	(SEE TITLE SHEET)	SH 205

STATE	DIST.	COUNTY	SHEET NO.
TEXAS	DALLAS	ROCKWALL	294
CONT.	SECT.	JOB	
0451	01	032, ETC	



EB FRONTAGE ROAD
PI STATION = 14+10.25
DELTA = 4° 34' 26.59" (RT)
DEGREE OF CURVE = 6° 00' 00.00"
TANGENT = 38.14
LENGTH = 76.23
RADIUS = 954.93
PC STATION = 13+72.12
PT STATION = 14+48.35

PLAN
SCALE : 1"=100'



ELEVATION
SCALE : 1"=10'

⚠ CHANGE ORDER No. 87

0 50 100
SCALE IN FEET HORIZONTAL

0 10 20
SCALE IN FEET VERTICAL

[X] - DRIVEWAY NUMBER
SEE DRIVEWAY DETAIL SHEET FOR DIMENSIONS

STATE OF TEXAS
K. DAVID GAN
92574
LICENSED PROFESSIONAL ENGINEER

K. David Gan
5/14/09

NOTE: ORIGINAL PLAN SEALED BY TODD P. CONSTANT, P.E.

⚠ ADDED U-TURN BAY BY KDG - 05-04-2009

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2777 Stemmons Freeway
Suite 1333
Dallas, TX 75207
TBPE ID 2263

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SH 205

ROADWAY

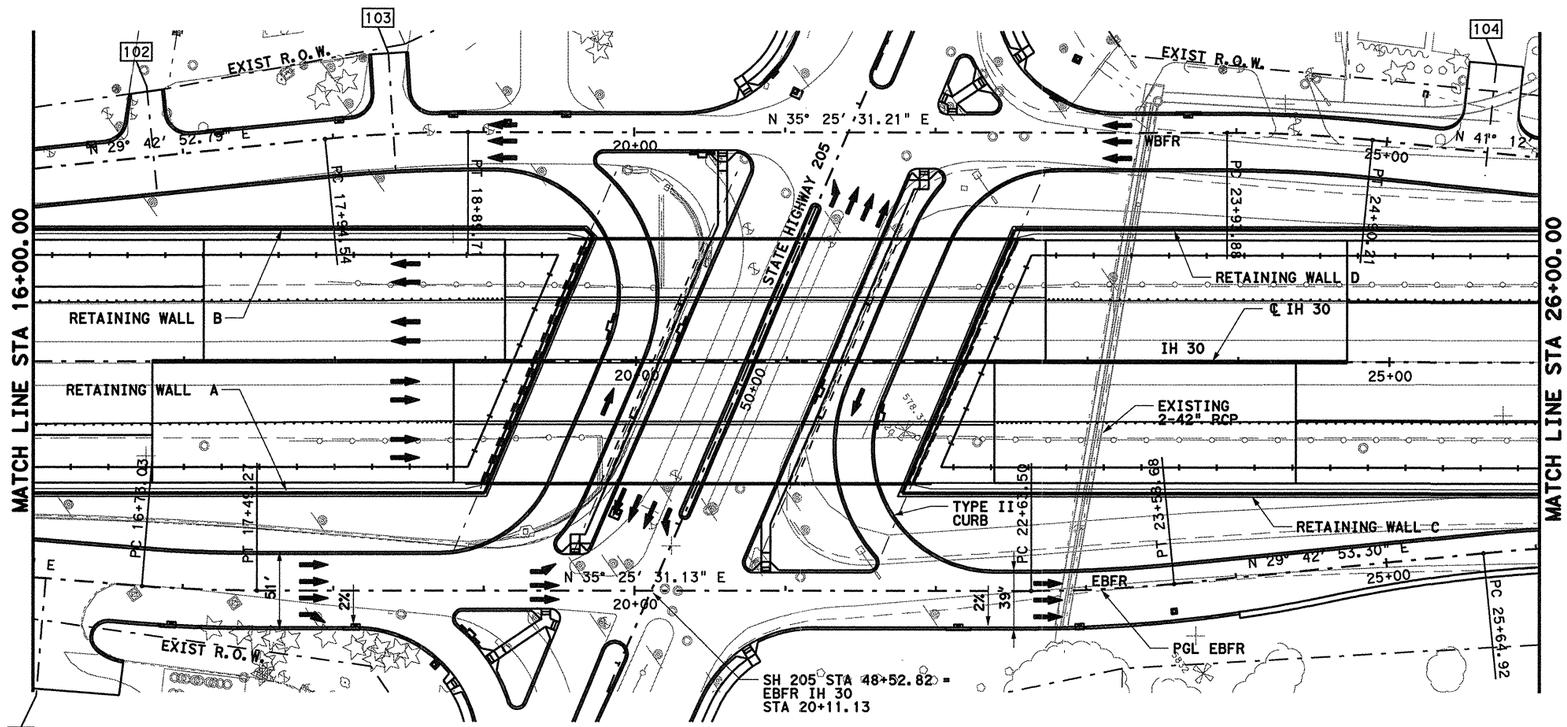
I-30 EBFR PAVING PLAN & PROFILE
STA 11+00 TO 16+00

SHEET 4 OF 9

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	(SEE TITLE SHEET)	SH 205

STATE	DIST.	COUNTY	SHEET NO.
TEXAS	DALLAS	ROCKWALL	294A
CONT.	SECT.	JOB	
0451	01	032, ETC	

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5/14/2009 Plotted 14-MAY-2009 16:31



98 102 103 104

EB FRONTAGE ROAD
PI STATION = 17+11.17
DELTA = 4° 34' 26.55" (LT)
DEGREE OF CURVE = 6° 00' 00.00"
TANGENT = 38.14
LENGTH = 76.23
RADIUS = 954.93
PC STATION = 16+73.03
PT STATION = 17+49.27

EB FRONTAGE ROAD
PI STATION = 23+11.13
DELTA = 5° 42' 37.84" (LT)
DEGREE OF CURVE = 6° 00' 00.00"
TANGENT = 47.63
LENGTH = 95.18
RADIUS = 954.93
PC STATION = 22+63.50
PT STATION = 23+58.68

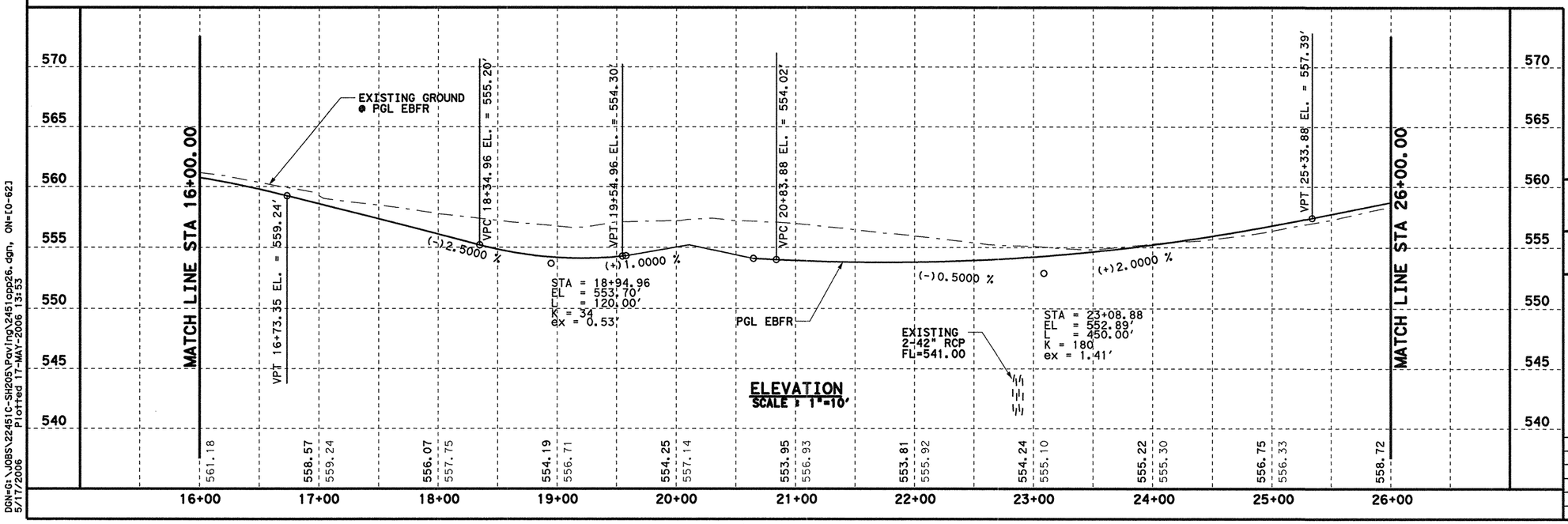
EB FRONTAGE ROAD
PI STATION = 26+12.55
DELTA = 5° 42' 38.03" (RT)
DEGREE OF CURVE = 6° 00' 00.00"
TANGENT = 47.63
LENGTH = 95.18
RADIUS = 954.93
PC STATION = 25+64.92
PT STATION = 26+60.10

0 50 100
SCALE IN FEET
HORIZONTAL

0 10 20
SCALE IN FEET
VERTICAL

X - DRIVEWAY NUMBER
SEE DRIVEWAY DETAIL
SHEET FOR DIMENSIONS

PLAN
SCALE : 1"=100'



ELEVATION
SCALE : 1"=10'

DGN=G:\JOBS\22451C-SH205\Paving\2451app26.dgn, ON=[0-62]
5/17/2006 Plotted 17-MAY-2006 13:53

5/17/06
STATE OF TEXAS
TODD P. CONSTANT
88243
LICENSED
PROFESSIONAL ENGINEER
Todd P. Constant, PE

Parsons Brinckerhoff Quade & Douglas, Inc.
2777 Stemmons Freeway
Suite 1333
Dallas, TX 75207

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SH 205

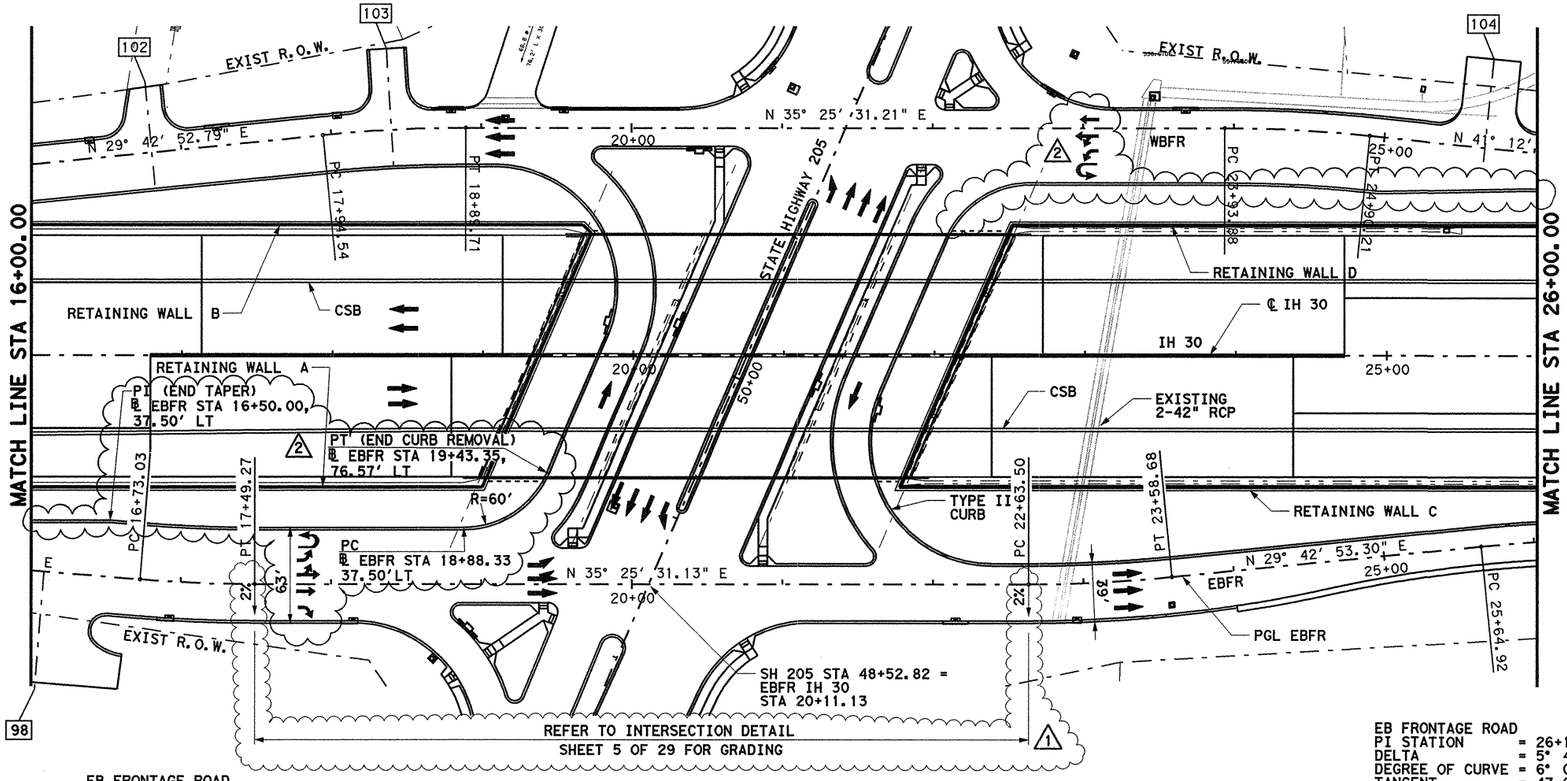
ROADWAY

I-30 EBFR PAVING PLAN & PROFILE
STA 16+00 TO 26+00

SHEET 5 OF 9

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	(SEE TITLE SHEET)	SH 205

STATE	DIST.	COUNTY	SHEET NO.
TEXAS	DALLAS	ROCKWALL	295
CONT.	SECT.	JOB	
0451	01	032, ETC	



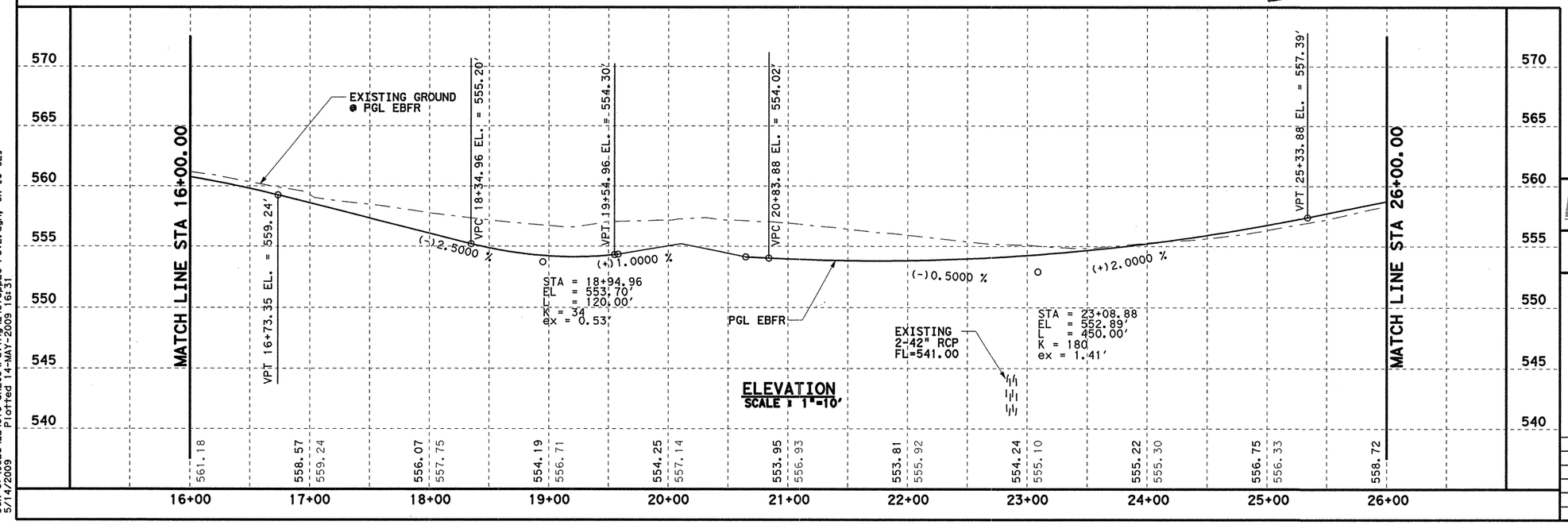
PLAN
SCALE : 1"=100'

EB FRONTAGE ROAD
PI STATION = 17+11.17
DELTA = 4° 34' 26.55" (LT)
DEGREE OF CURVE = 6° 00' 00.00"
TANGENT = 38.14
LENGTH = 76.23
RADIUS = 954.93
PC STATION = 16+73.03
PT STATION = 17+49.27

EB FRONTAGE ROAD
PI STATION = 23+11.13
DELTA = 5° 42' 37.84" (LT)
DEGREE OF CURVE = 6° 00' 00.00"
TANGENT = 47.63
LENGTH = 95.18
RADIUS = 954.93
PC STATION = 22+63.50
PT STATION = 23+58.68

EB FRONTAGE ROAD
PI STATION = 26+12.55
DELTA = 5° 42' 38.03" (RT)
DEGREE OF CURVE = 6° 00' 00.00"
TANGENT = 47.63
LENGTH = 95.18
RADIUS = 954.93
PC STATION = 25+64.92
PT STATION = 26+60.10

2 CHANGE ORDER NO. 67



ELEVATION
SCALE : 1"=10'

0 50 100
SCALE IN FEET HORIZONTAL

0 10 20
SCALE IN FEET VERTICAL

X - DRIVEWAY NUMBER SEE DRIVEWAY DETAIL SHEET FOR DIMENSIONS

NOTE: ORIGINAL PLAN SEALED BY TODD P. CONSTANT, P.E.

2 ADDED U-TURN BAY BY KDG - 05-04-2009

1 REVISED PAVEMENT CROSS SLOPE BY JAMES REISER ON MARCH 15, 2007.

STATE OF TEXAS
K. DAVID GAN
92574
LICENSED PROFESSIONAL ENGINEER
5/14/09

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2777 Stemmons Freeway
Suite 1333
Dallas, TX 75207
TBPE ID 2263

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SH 205

ROADWAY

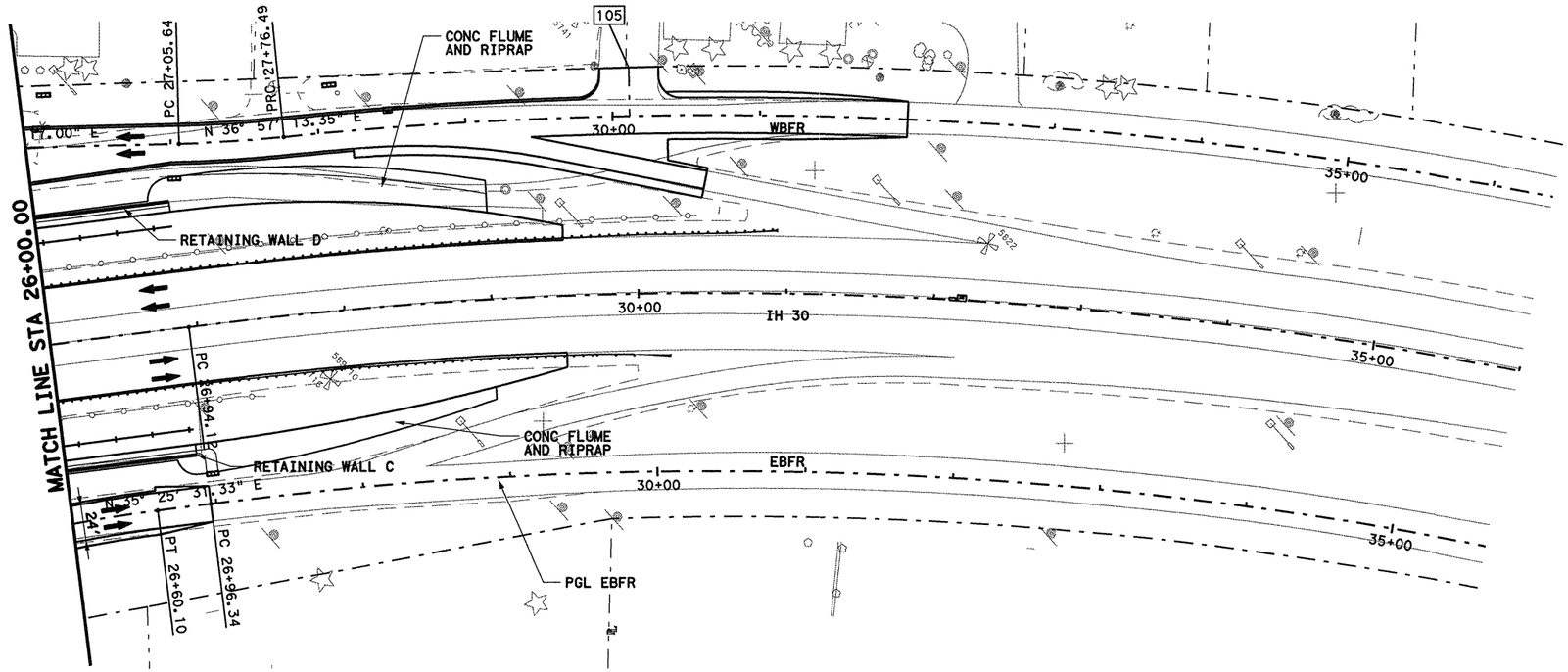
I-30 EBFR PAVING PLAN & PROFILE
STA 16+00 TO 26+00

SHEET 5 OF 9

FED.RD. DIV.NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	(SEE TITLE SHEET)	SH 205

STATE	DIST.	COUNTY	SHEET NO.
TEXAS	DALLAS	ROCKWALL	295A
CONT.	SECT.	JOB	
0451	01	032, ETC	

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5/14/2009 Plotted 14-MAY-2009 16:31





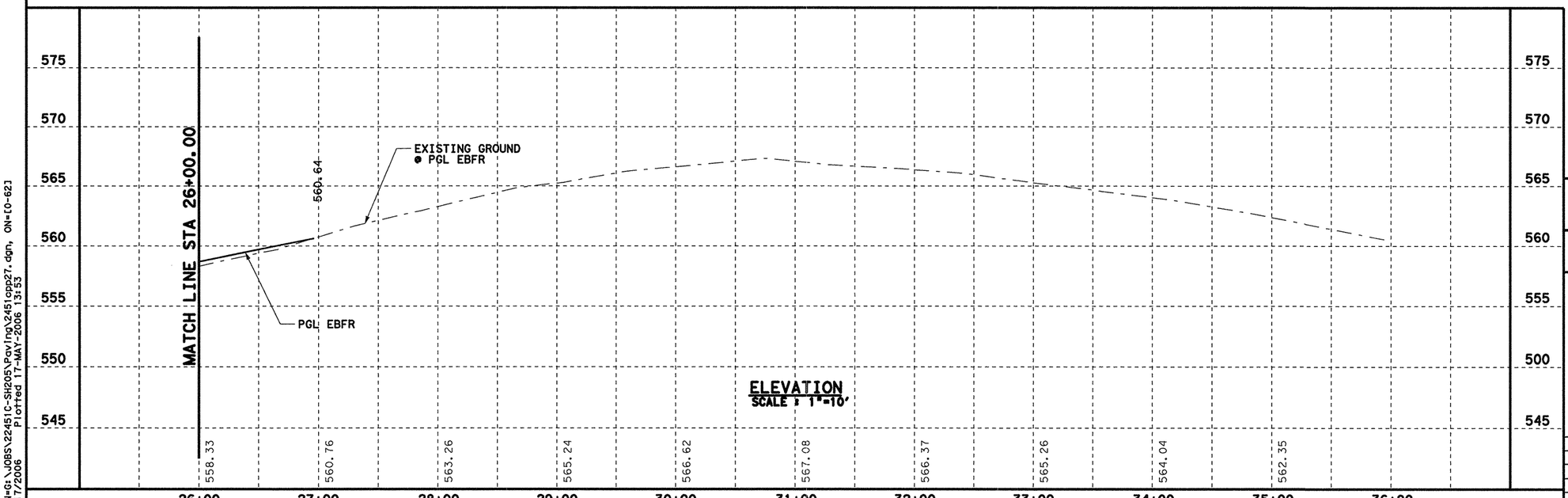
0 50 100
SCALE IN FEET
HORIZONTAL

0 10 20
SCALE IN FEET
VERTICAL

X - DRIVEWAY NUMBER
SEE DRIVEWAY DETAIL
SHEET FOR DIMENSIONS

EB FRONTAGE ROAD
PI STATION = 26+12.55
DELTA = 5° 42' 38.03" (RT)
DEGREE OF CURVE = 6° 00' 00.00"
TANGENT = 47.63
LENGTH = 95.18
RADIUS = 954.93
PC STATION = 25+64.92
PT STATION = 26+60.10

PLAN
SCALE : 1"=100'



ELEVATION
SCALE : 1"=10'



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ROADWAY

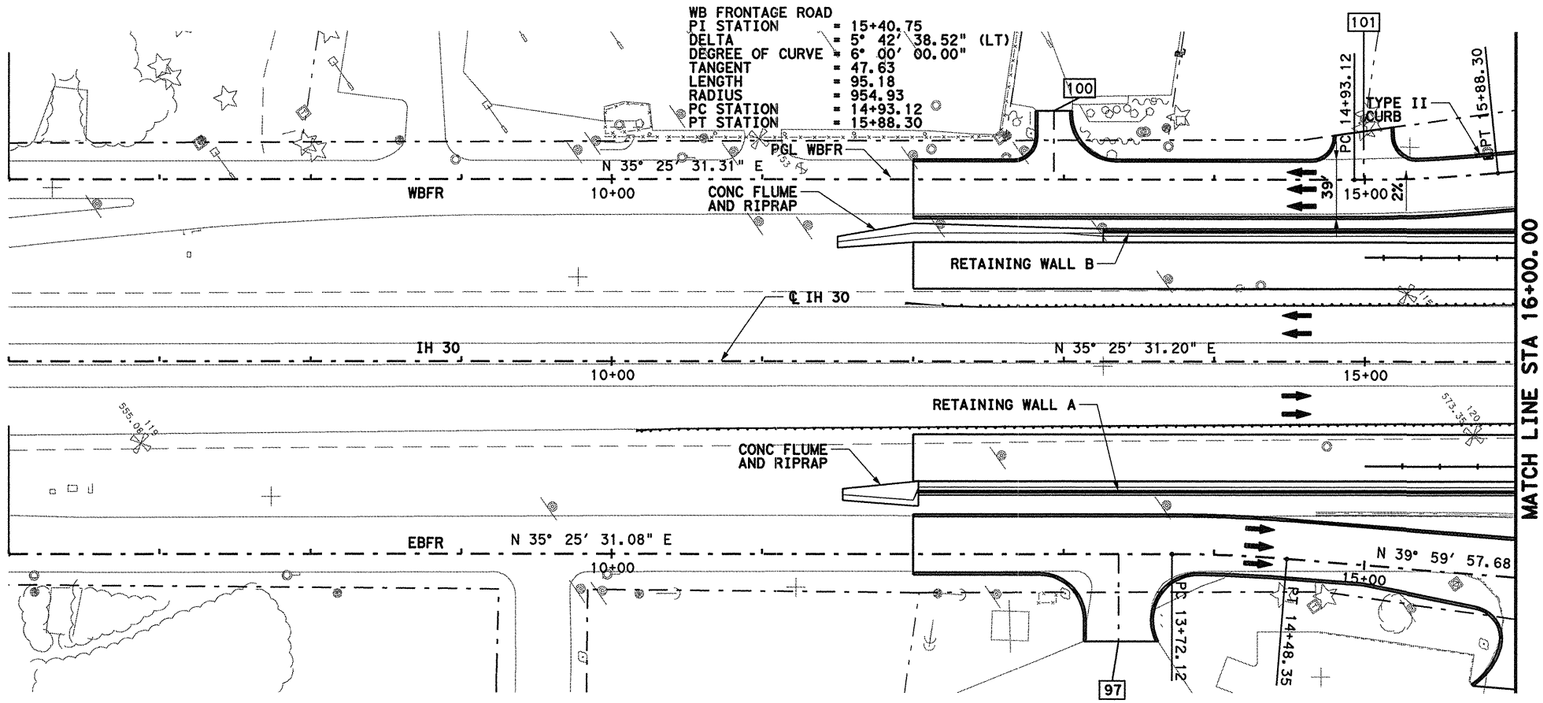
I-30 EBFR PAVING PLAN & PROFILE
STA 26+00 TO 36+00

SHEET 6 OF 9

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	(SEE TITLE SHEET)	SH 205

STATE	DIST.	COUNTY	SHEET NO.
TEXAS	DALLAS	ROCKWALL	
CONT.	SECT.	JOB	296
0451	01	032, ETC	

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5/17/2006 Plotted 17-MAY-2006 13:53

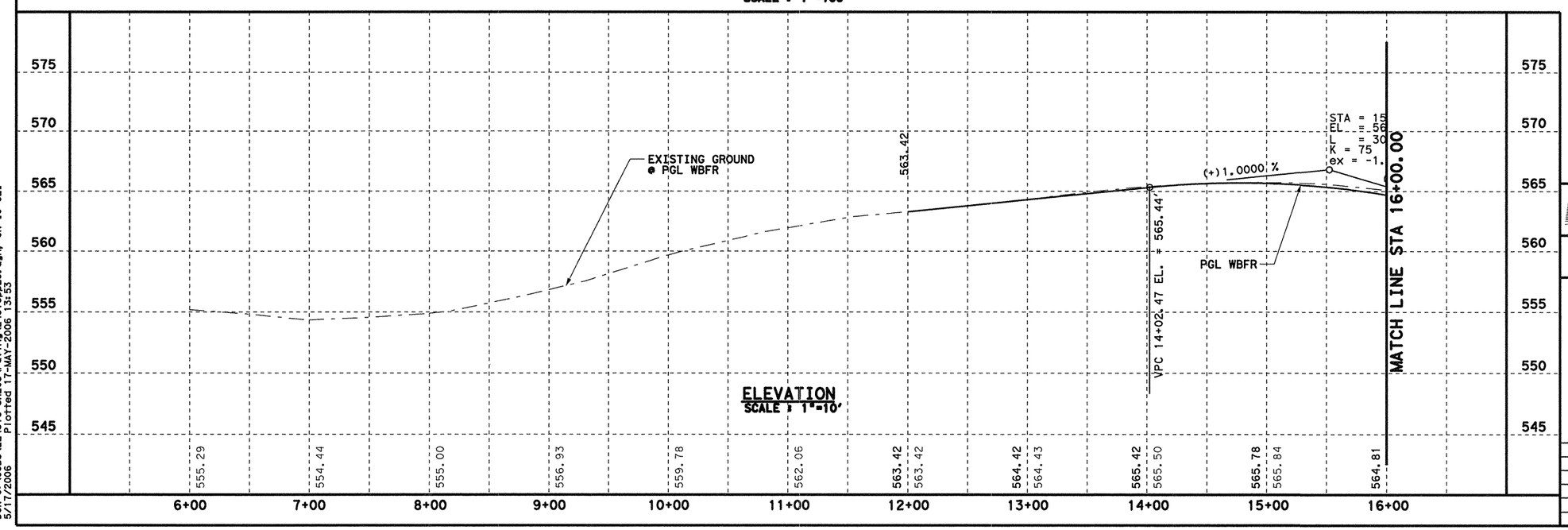


0 50 100
SCALE IN FEET
HORIZONTAL

0 10 20
SCALE IN FEET
VERTICAL

[X] - DRIVEWAY NUMBER
SEE DRIVEWAY DETAIL
SHEET FOR DIMENSIONS

PLAN
SCALE : 1"=100'



ELEVATION
SCALE : 1"=10'

DGN=G:\JOBS\22451C-SH205\Paving\2451opp28.dgn, ON=[0-62]
5/17/2006 Plotted 17-MAY-2006 13:53

STATE OF TEXAS
TODD P. CONSTANT
88243
LICENSED
PROFESSIONAL ENGINEER
5/17/06

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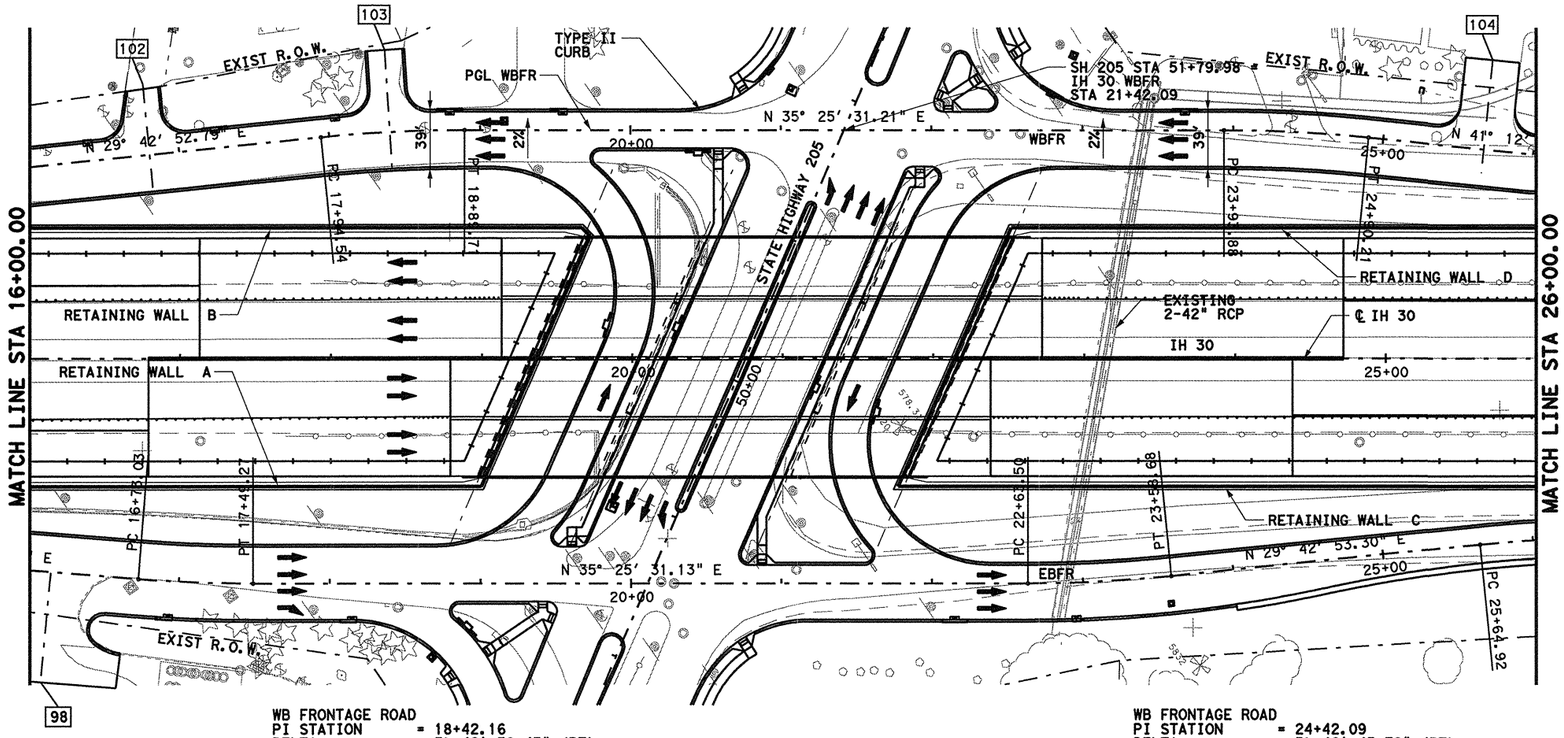
ROADWAY

I-30 WBFR PAVING PLAN & PROFILE
STA 6+00 TO 16+00

SHEET 7 OF 9

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	(SEE TITLE SHEET)	SH 205

STATE	DIST.	COUNTY	SHEET NO.
TEXAS	DALLAS	ROCKWALL	297
CONT.	SECT.	JOB	
0451	01	032, ETC	



0 50 100
SCALE IN FEET HORIZONTAL

0 10 20
SCALE IN FEET VERTICAL

X - DRIVEWAY NUMBER
SEE DRIVEWAY DETAIL SHEET FOR DIMENSIONS

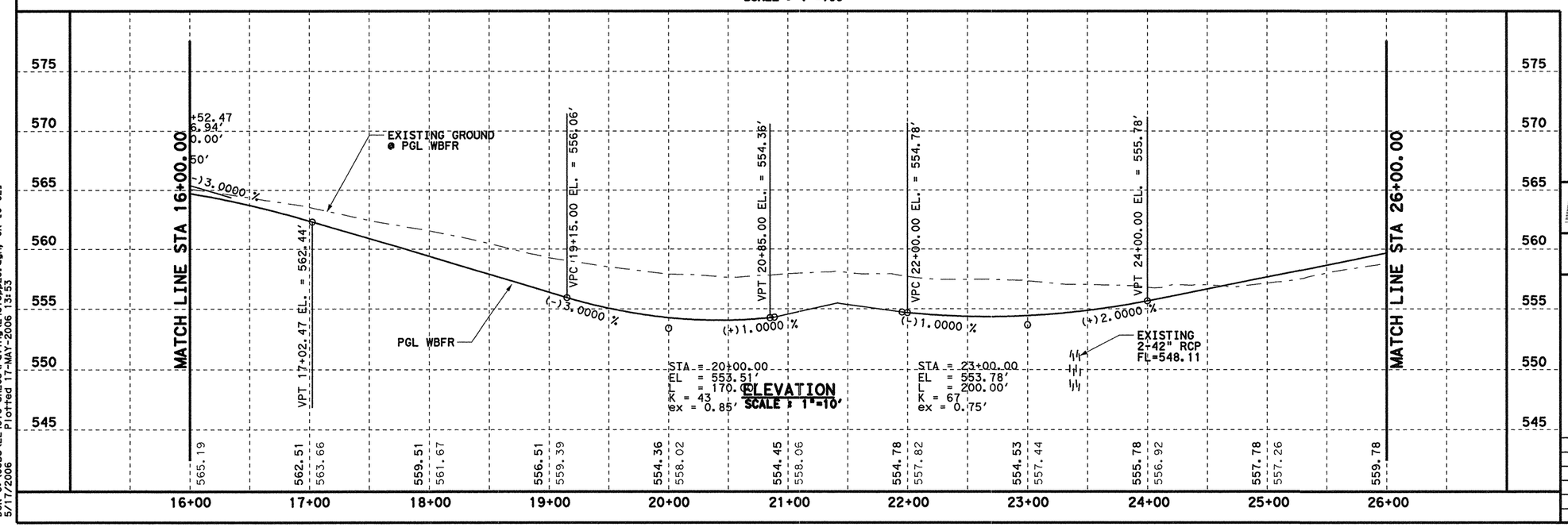
WB FRONTAGE ROAD

PI STATION	= 18+42.16
DELTA	= 5° 42' 38.43" (RT)
DEGREE OF CURVE	= 6° 00' 00.00"
TANGENT	= 47.63
LENGTH	= 95.18
RADIUS	= 954.93
PC STATION	= 17+94.54
PT STATION	= 18+89.71

WB FRONTAGE ROAD

PI STATION	= 24+42.09
DELTA	= 5° 46' 45.79" (RT)
DEGREE OF CURVE	= 6° 00' 00.00"
TANGENT	= 48.20
LENGTH	= 96.32
RADIUS	= 954.93
PC STATION	= 23+93.88
PT STATION	= 24+90.21

PLAN
SCALE : 1"=100'



ELEVATION
SCALE : 1"=10'

DGN=G:\JOBS\22451C-SH205\Paving\2451opp29.dgn, ON=10-62
5/17/2006 Plotted 17-MAY-2006 13:53

STATE OF TEXAS
TODD P. CONSTANT
88243
LICENSED
PROFESSIONAL ENGINEER
5/17/06

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SH 205

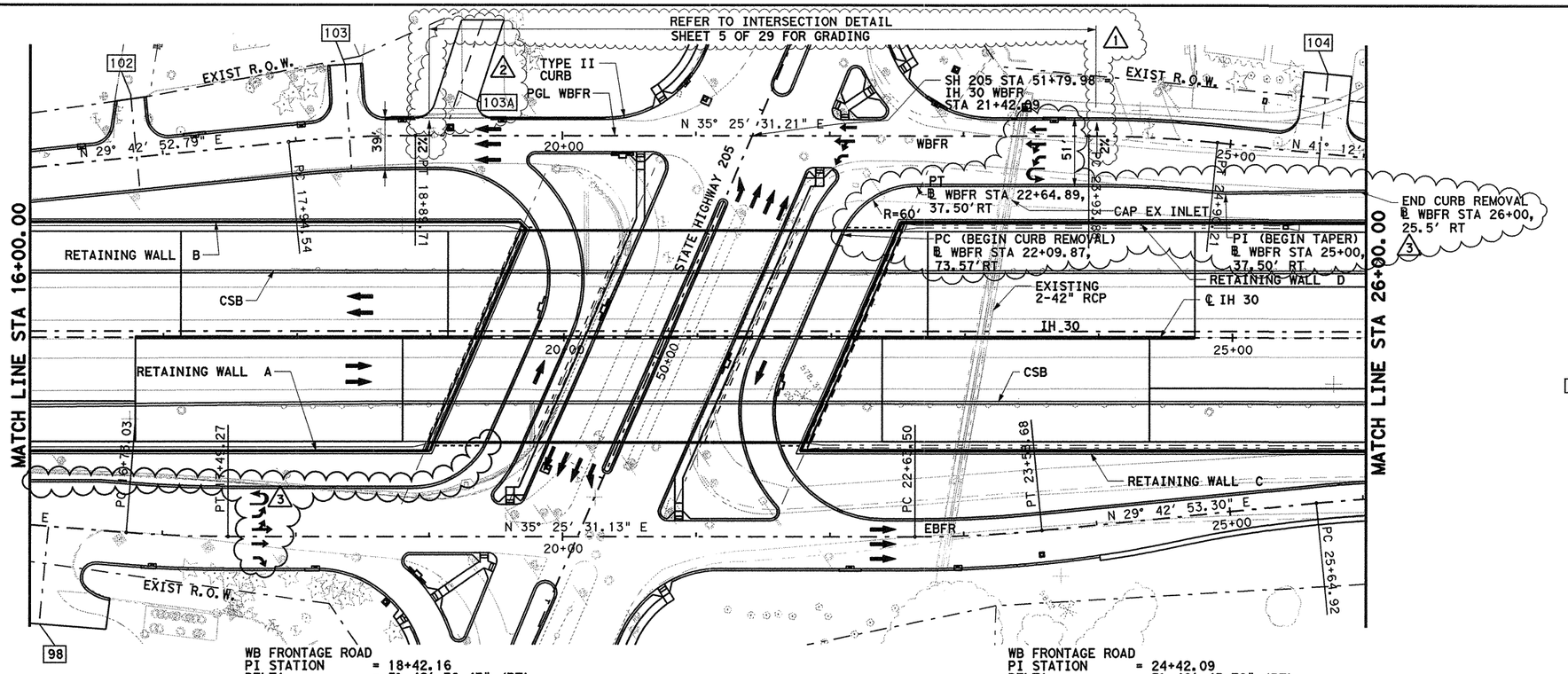
ROADWAY

I-30 WBFR PAVING PLAN & PROFILE
STA 16+00 TO 26+00

SHEET 8 OF 9

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	(SEE TITLE SHEET)	SH 205

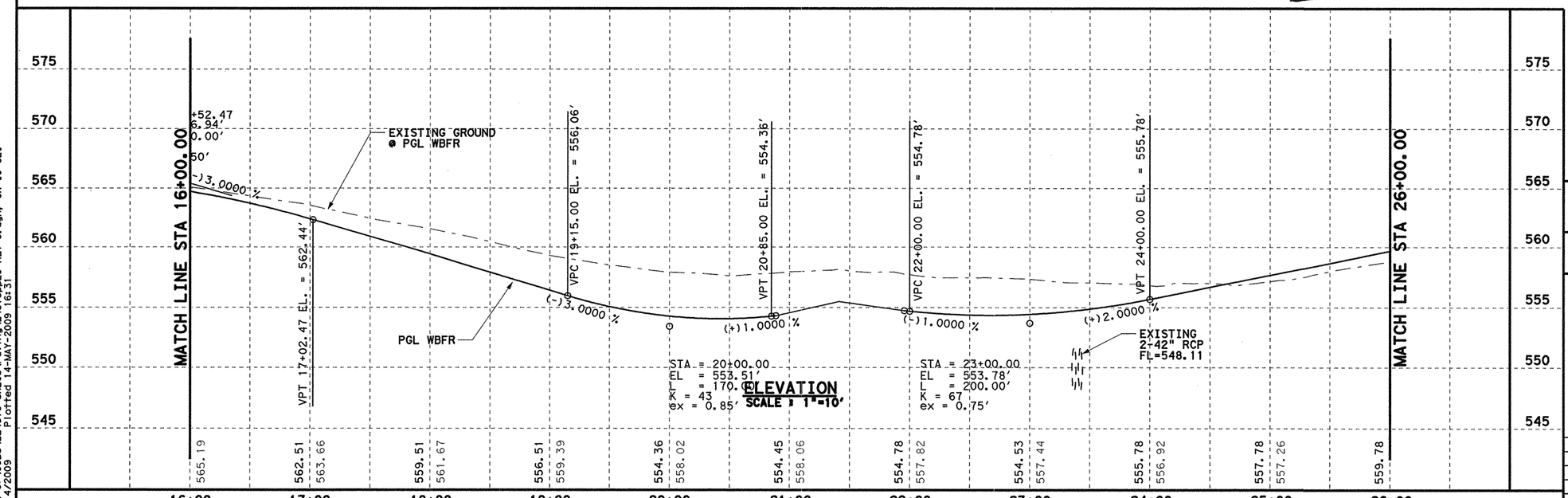
STATE	DIST.	COUNTY	SHEET NO.
TEXAS	DALLAS	ROCKWALL	298
CONT.	SECT.	JOB	
0451	01	032, ETC	



WB FRONTAGE ROAD
PI STATION = 18+42.16
DELTA = 5° 42' 38.43" (RT)
DEGREE OF CURVE = 6° 00' 00.00"
TANGENT = 47.63
LENGTH = 95.18
RADIUS = 954.93
PC STATION = 17+94.54
PT STATION = 18+89.71

WB FRONTAGE ROAD
PI STATION = 24+42.09
DELTA = 5° 46' 45.79" (RT)
DEGREE OF CURVE = 6° 00' 00.00"
TANGENT = 48.20
LENGTH = 96.32
RADIUS = 954.93
PC STATION = 23+93.88
PT STATION = 24+90.21

PLAN
SCALE : 1"=100'



ELEVATION
SCALE : 1"=10'

3 Change Order No. 87

0 50 100
SCALE IN FEET HORIZONTAL

0 10 20
SCALE IN FEET VERTICAL

X - DRIVEWAY NUMBER
SEE DRIVEWAY DETAIL SHEET FOR DIMENSIONS

3 ADDED U-TURN BAY BY KDG ON MAY 8, 2009
2 7-15-2008 ADDED DRIVEWAY #103A BY KDG
1 REVISED PAVEMENT CROSS SLOPE BY JAMES REISER ON MARCH 15, 2007.

ORIGINAL PLANS SEALED BY
TODD P. CONSTANT, P.E.

STATE OF TEXAS
K. DAVID GAN
92574
LICENSED
PROFESSIONAL ENGINEER
5/14/09

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2777 Stemmons Freeway
Suite 1333
Dallas, TX 75207
TBPE ID 2263

Texas Department of Transportation
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SH 205

ROADWAY

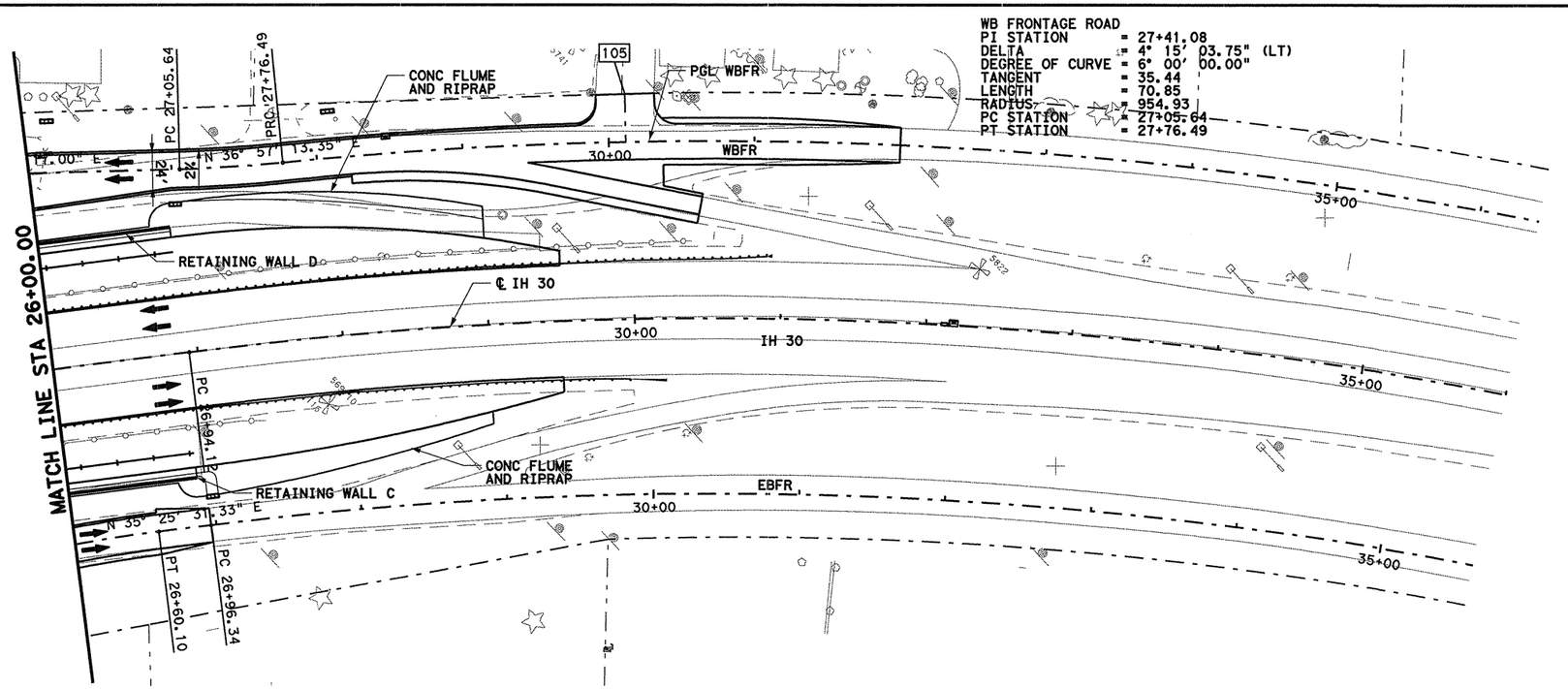
I-30 WBFR PAVING PLAN & PROFILE
STA 16+00 TO 26+00

SHEET 8 OF 9

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	(SEE TITLE SHEET)	SH 205

STATE	DIST.	COUNTY	SHEET NO.
TEXAS	DALLAS	ROCKWALL	298A
CONT.	SECT.	JOB	
0451	01	032, ETC	

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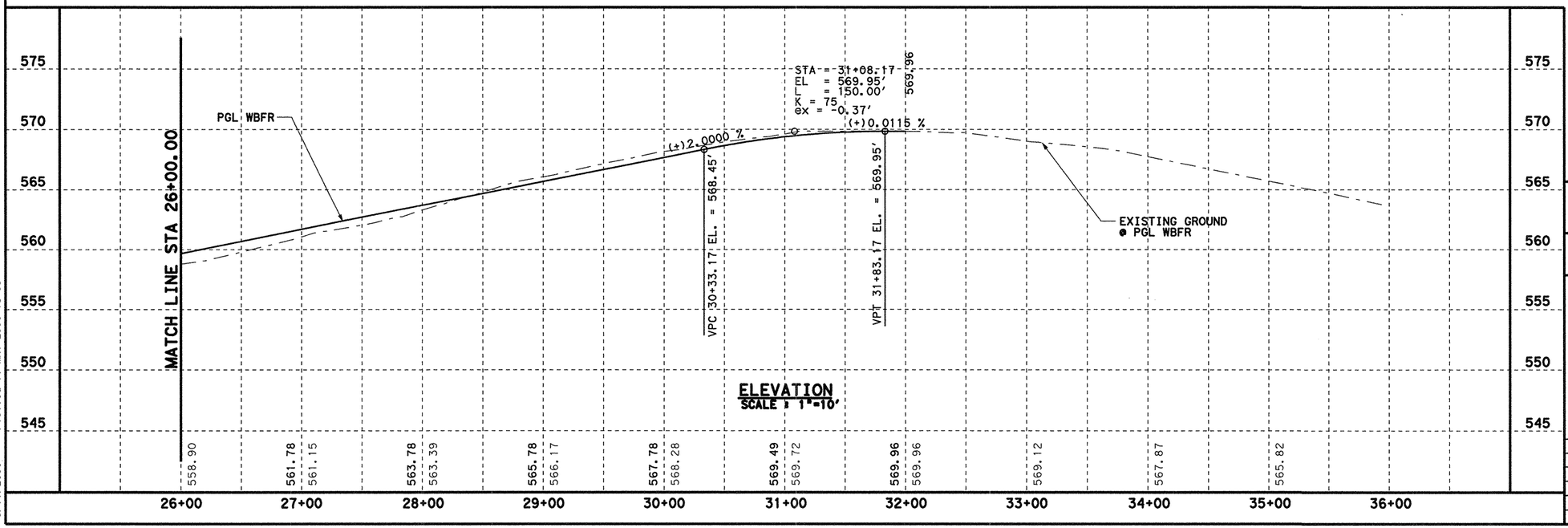


PLAN
SCALE : 1"=100'

0 50 100
SCALE IN FEET
HORIZONTAL

0 10 20
SCALE IN FEET
VERTICAL

X - DRIVEWAY NUMBER
SEE DRIVEWAY DETAIL
SHEET FOR DIMENSIONS



ELEVATION
SCALE : 1"=10'

DGN=G:\JOBS\22451C-SH205\Paving\2451cpp30.dgn, ON=10-621
5/17/2006 Plotted 17-MAY-2006 13:53

5/17/06
STATE OF TEXAS
TODD P. CONSTANT
88243
LICENSED
PROFESSIONAL ENGINEER
Todd P. Constant, PE

Parsons Brinckerhoff Quade & Douglas, Inc.
2777 Stemmons Freeway
Suite 1333
Dallas, TX 75207

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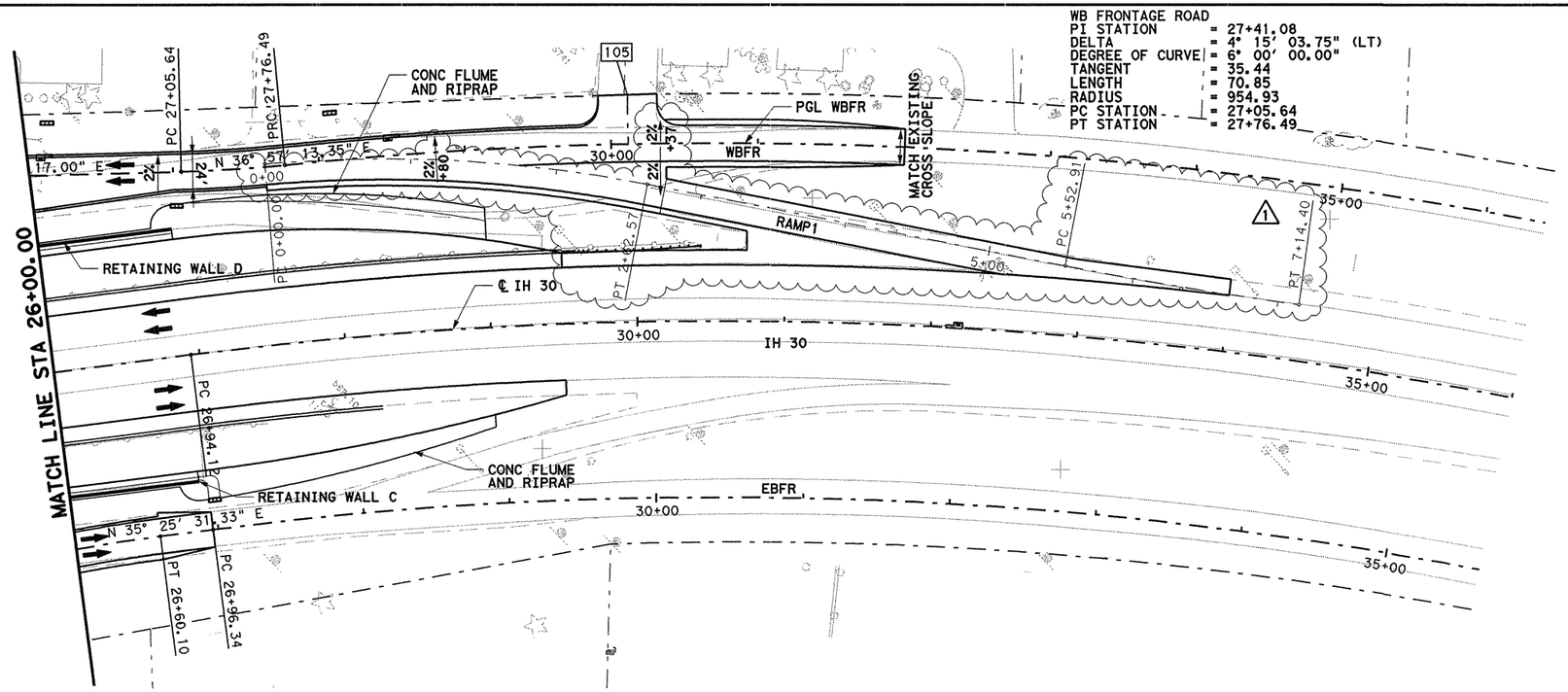
ROADWAY

I-30 WBFR PAVING PLAN & PROFILE
STA 26+00 TO 36+00

SHEET 9 OF 9

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	(SEE TITLE SHEET)	SH 205

STATE	DIST.	COUNTY	SHEET NO.
TEXAS	DALLAS	ROCKWALL	299
CONT.	SECT.	JOB	
0451	01	032, ETC	



WB FRONTAGE ROAD

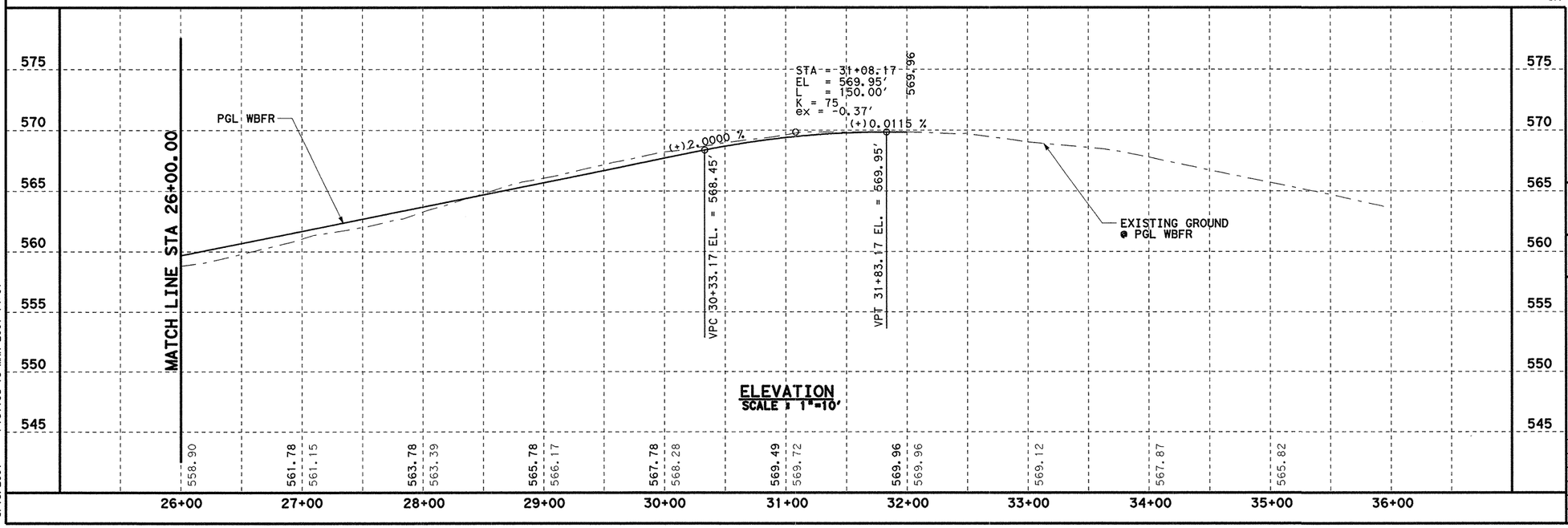
PI STATION	= 27+41.08
DELTA	= 4° 15′ 03.75" (LT)
DEGREE OF CURVE	= 6° 00′ 00.00"
TANGENT	= 35.44
LENGTH	= 70.85
RADIUS	= 954.93
PC STATION	= 27+05.64
PT STATION	= 27+76.49

0 50 100
SCALE IN FEET
HORIZONTAL

0 10 20
SCALE IN FEET
VERTICAL

[X] - DRIVEWAY NUMBER
SEE DRIVEWAY DETAIL
SHEET FOR DIMENSIONS

PLAN
SCALE : 1"=100'



ELEVATION
SCALE : 1"=10'

Note: Previously signed by Todd P. Constant
1 Added Cross Slopes to WBFR and Revised IH30 Exit Ramp by K. David Gan on March 15, 2007

STATE OF TEXAS
K. DAVID GAN
92574
LICENSED
PROFESSIONAL ENGINEER
3/15/07

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Suite 1333
Dallas, TX 75207

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SH 205

ROADWAY

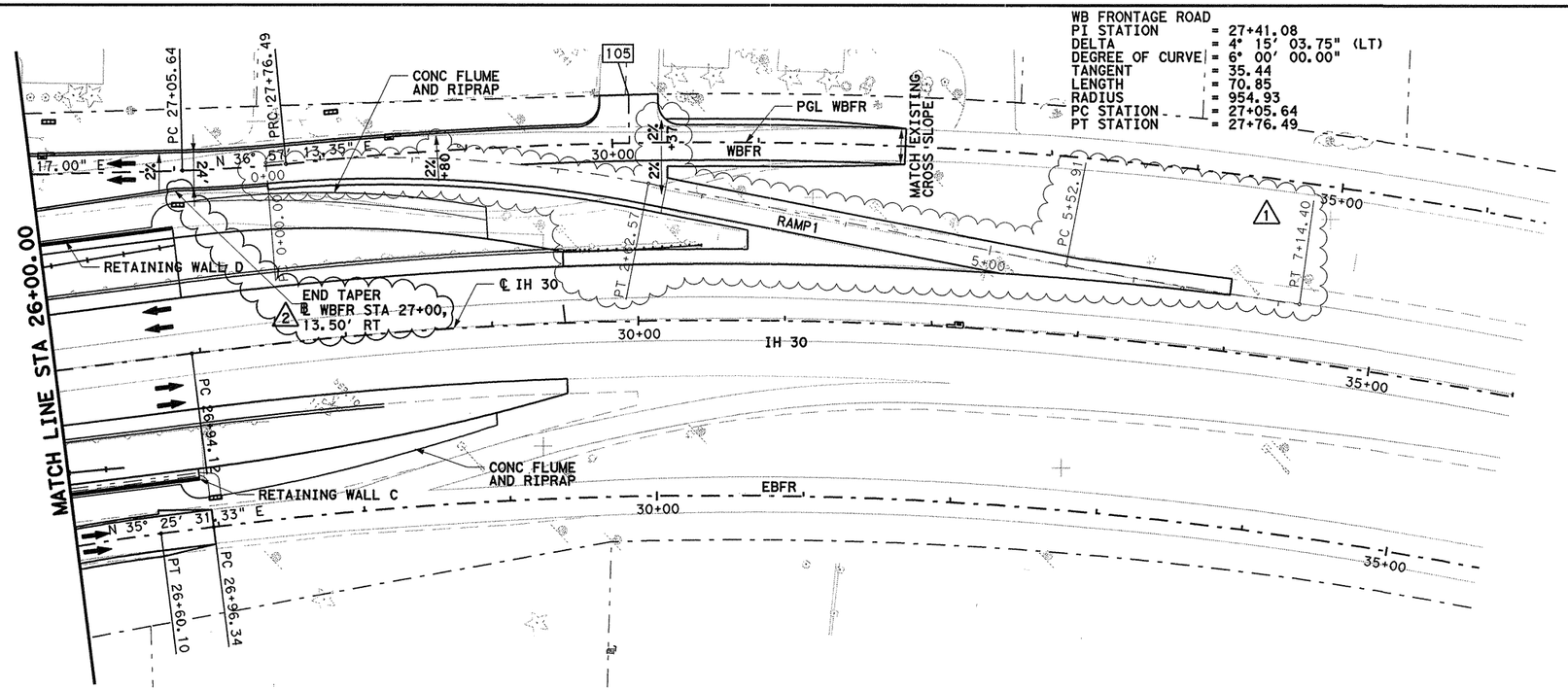
I-30 WBFR PAVING PLAN & PROFILE
STA 26+00 TO 36+00

SHEET 9 OF 9

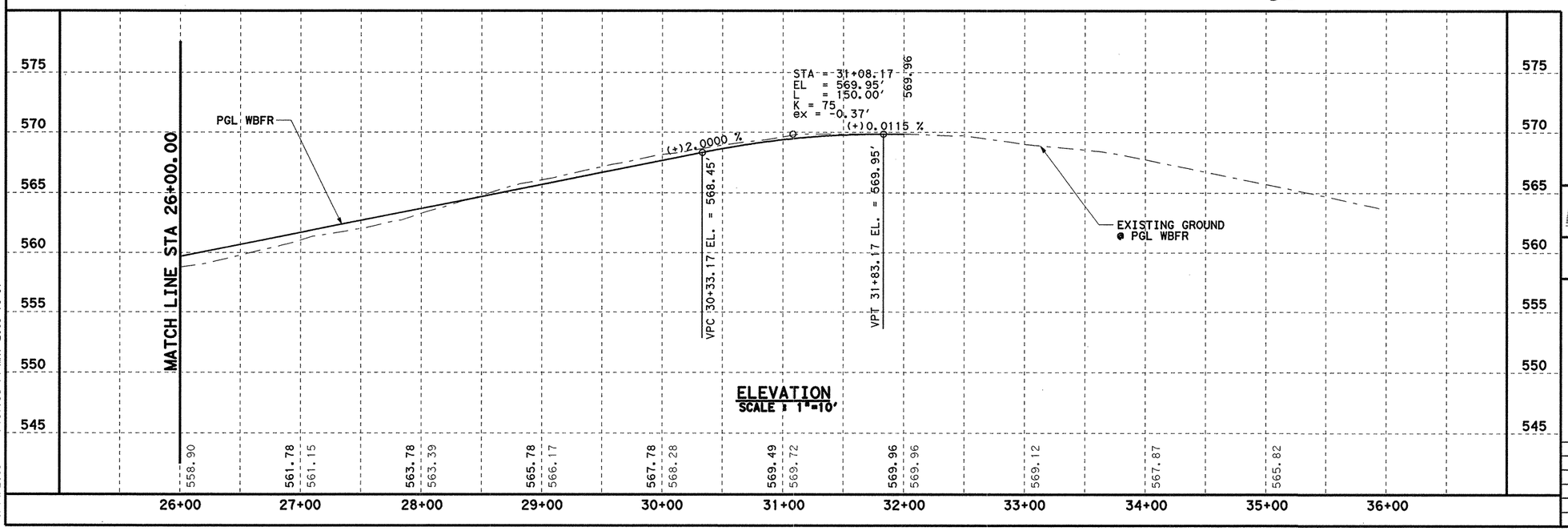
FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	(SEE TITLE SHEET)	SH 205

STATE	DIST.	COUNTY	SHEET NO.
TEXAS	DALLAS	ROCKWALL	299A
CONT.	SECT.	JOB	
0451	01	032, ETC	

DGN=G:\JOBS\22451C-SH205\Paving\2451app30.dgn, ON=[0-62]
3/15/2007 Plotted 15-MAR-2007 14:01



PLAN
SCALE : 1"=100'



ELEVATION
SCALE : 1"=10'

2 CHANGE ORDER No 87

0 50 100
SCALE IN FEET
HORIZONTAL

0 10 20
SCALE IN FEET
VERTICAL

X - DRIVEWAY NUMBER
SEE DRIVEWAY DETAIL
SHEET FOR DIMENSIONS

2 Added label for end taper by KDG on May 8, 2008

1 Added Cross Slopes to WBFR and Revised IH30 Exit Ramp by K. David Gan on March 15, 2007

Original plan sealed by Todd P. Constant, P.E.

STATE OF TEXAS
K. DAVID GAN
92574
LICENSED
PROFESSIONAL ENGINEER
5/14/09

Parsons Brinckerhoff Quade & Douglas, Inc.
2777 Stemmons Freeway
Suite 1333
Dallas, TX 75207
TBPE ID 2263

Texas Department of Transportation
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SH 205

ROADWAY

I-30 WBFR PAVING PLAN & PROFILE
STA 26+00 TO 36+00

SHEET 9 OF 9

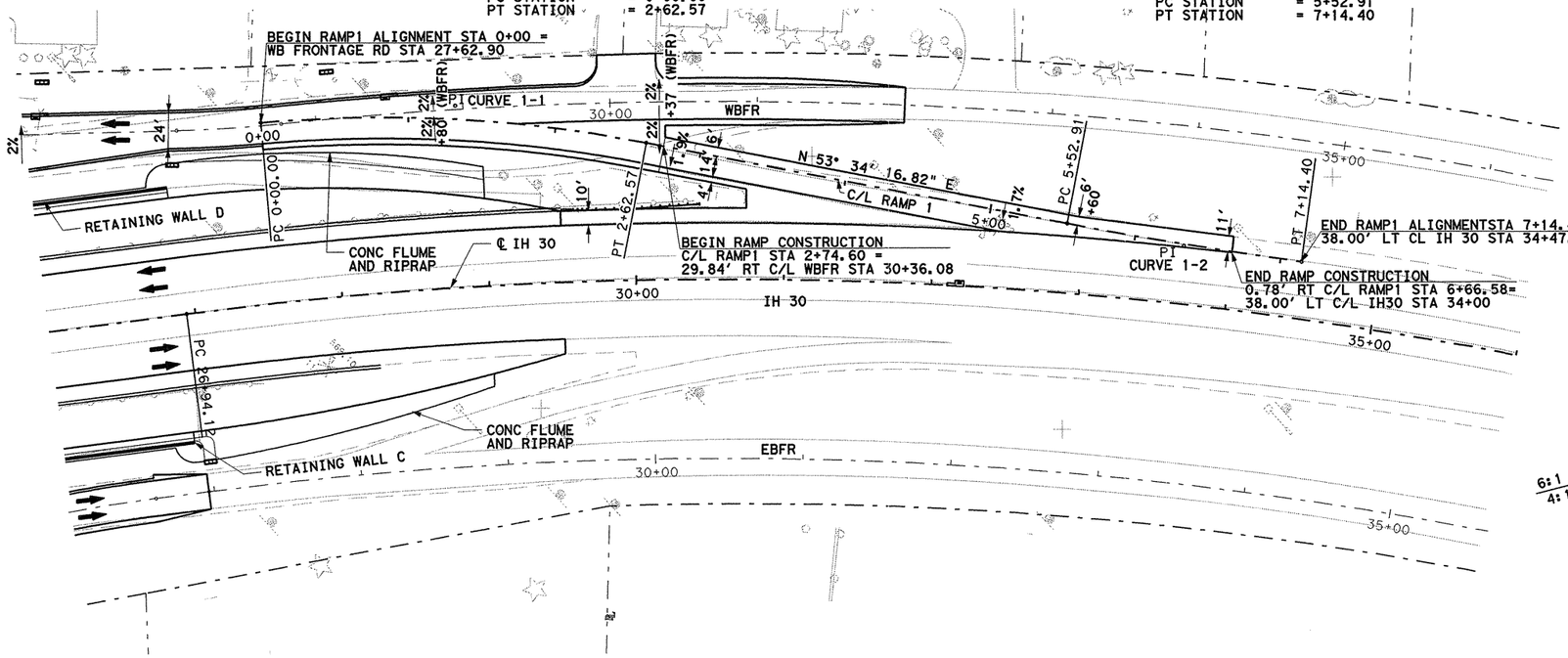
FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	(SEE TITLE SHEET)	SH 205

STATE	DIST.	COUNTY	SHEET NO.
TEXAS	DALLAS	ROCKWALL	299
CONT.	SECT.	JOB	
0451	01	032, ETC	

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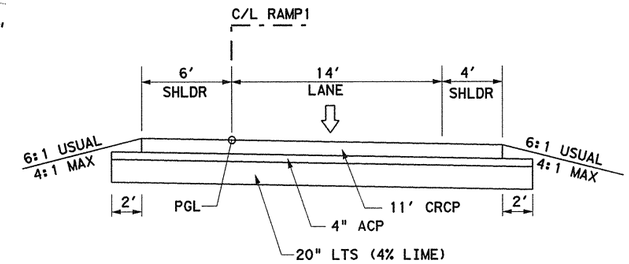
CURVE 1-1
PI STATION = 1+32.12
DELTA = 15° 48′ 08.74" (RT)
DEGREE OF CURVE = 6° 01′ 06.47"
TANGENT = 132.12
LENGTH = 262.57
RADIUS = 952.00
PC STATION = 0+00.00
PT STATION = 2+62.57

CURVE 1-2
PI STATION = 6+33.68
DELTA = 3° 05′ 03.44" (LT)
DEGREE OF CURVE = 1° 54′ 35.49"
TANGENT = 80.77
LENGTH = 161.49
RADIUS = 3,000.00
PC STATION = 5+52.91
PT STATION = 7+14.40



0 50 100
SCALE IN FEET
HORIZONTAL

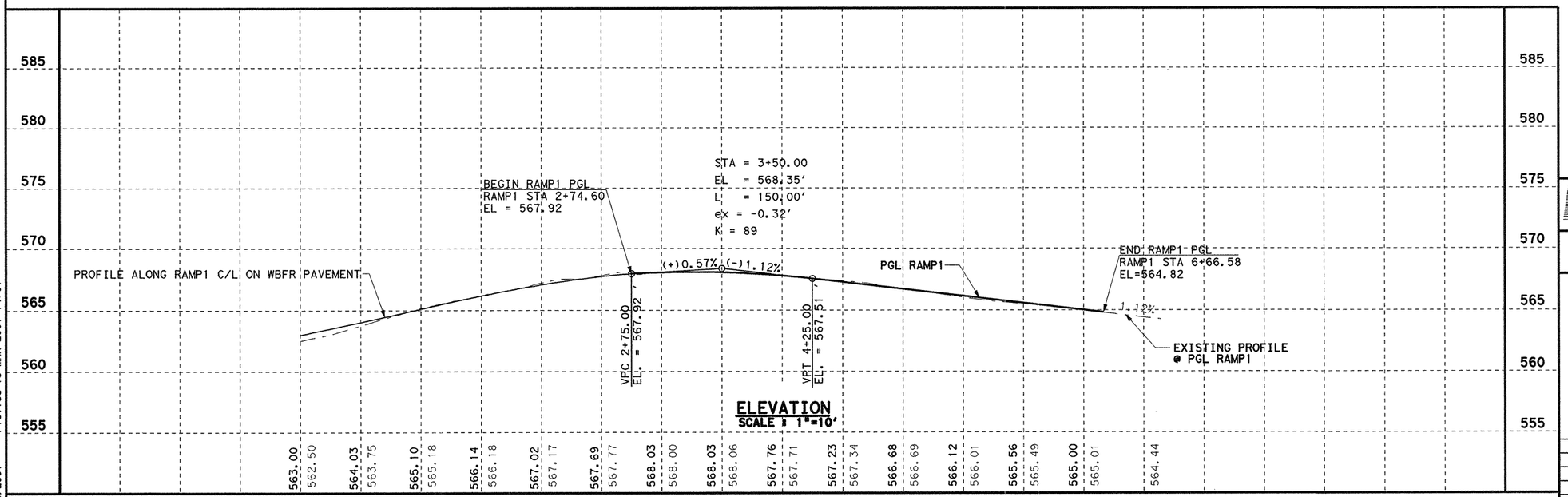
0 10 20
SCALE IN FEET
VERTICAL



TYP. SECTION

PLAN
SCALE : 1"=100′

ELEVATION
SCALE : 1"=10′



STATE OF TEXAS
K. DAVID GAN
92574
LICENSED PROFESSIONAL ENGINEER
3/15/07

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Dallas, TX 75207

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SH 205

ROADWAY

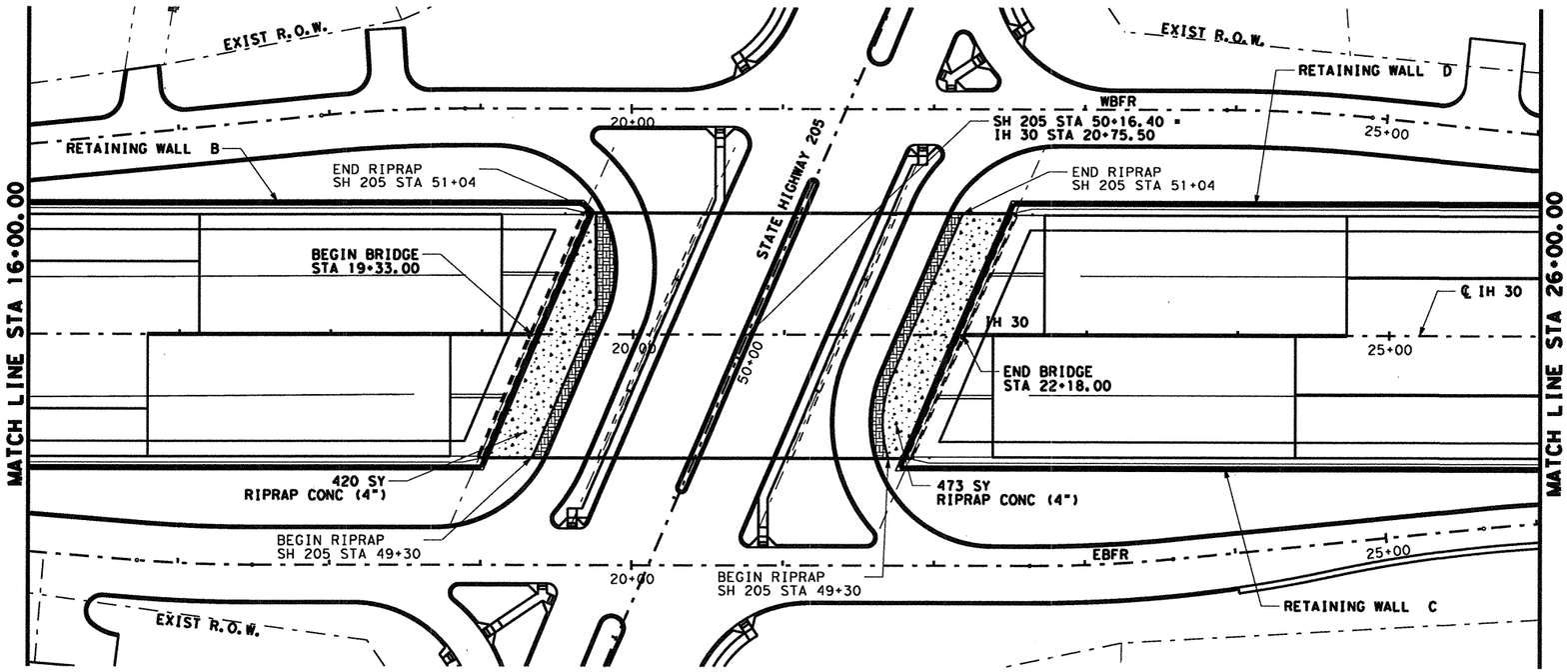
I-30 WB EXIT RAMP

SHEET 1 OF 1

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	(SEE TITLE SHEET)	SH 205

STATE	DIST.	COUNTY	SHEET NO.
TEXAS	DALLAS	ROCKWALL	299A
CONT.	SECT.	JOB	
0451	01	032, ETC	

DGN=G:\JOBS\22451C-SH205\Paving\2451cRAMP1.dgn, ON=[0-62]
3/15/2007 Plotted 15-MAR-2007 14:01



0 50 100
SCALE IN FEET
HORIZONTAL

SUMMARY		
ITEM 432	RIRRAP (CONC) (4")	103 CY

TEMPLATED REVISED: 10-23-02

CHANGE ORDER NO. 94

Texas Department of Transportation
©2010

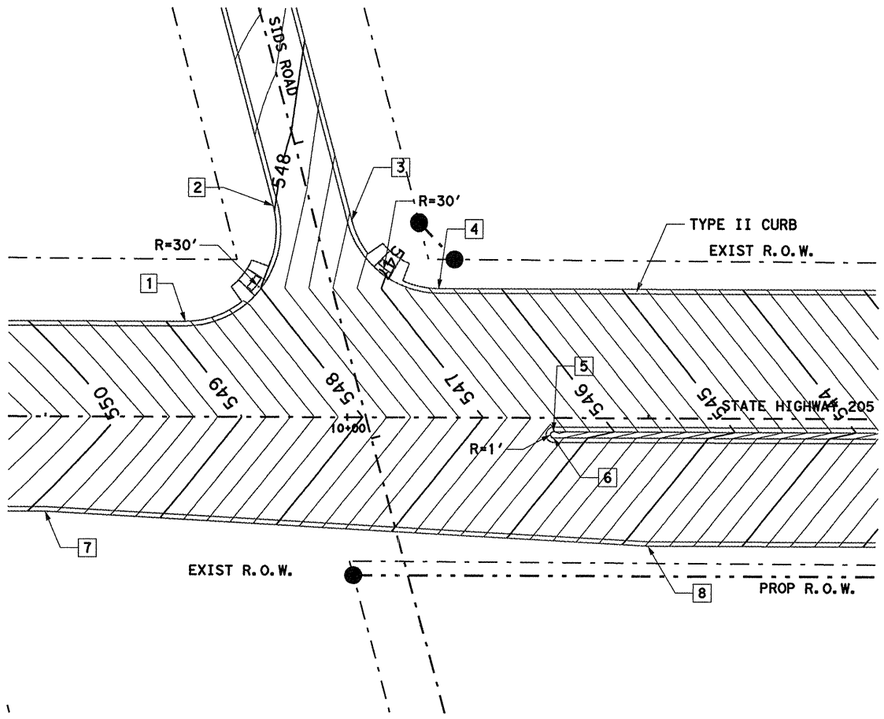
STATE OF TEXAS
JEFFREY A. BUSH
99352
LICENSED PROFESSIONAL ENGINEER

Signature of Registrant & , P.E. Date 5/19/2010

IH 30 UNDERPASS RIPRAP

SCALE: 1:100

DESIGN	FED.RD. DIV.NO.	FEDERAL AID PROJECT NO.		HIGHWAY NO.
GRAPHICS	6	(See Title Sheet)		SH 205
	STATE	DISTRICT	COUNTY	SHEET NO.
CHECK	TEXAS	DALLAS	ROCKWALL	
CHECK	CONTROL	SECTION	JOB	299AB
	0451	01	032, ETC	



0 25 50
SCALE IN FEET

SUMMARY OF POINT DATA

POINT NUMBER	STATION	OFFSET (FT)	DESCRIPTION
1	9+46.20	31.50LT	POINT OF CURVATURE
2	9+75.18	69.26LT	POINT OF TANGENCY
3	10+01.23	64.74LT	POINT OF CURVATURE
4	10+30.21	42.50LT	POINT OF TANGENCY
5	10+68.52	4.50RT	POINT OF CURVATURE
6	10+68.52	6.50RT	POINT OF TANGENCY
7	9+00.00	31.50RT	POINT OF INTERSECTION
8	11+00.00	42.50RT	POINT OF INTERSECTION
9	.	.	.
10	.	.	.
11	.	.	.
12	.	.	.
13	.	.	.
14	.	.	.
15	.	.	.
16	.	.	.
17	.	.	.
18	.	.	.
19	.	.	.
20	.	.	.

3/20/06

STATE OF TEXAS
TODD P. CONSTANT
88243
LICENSED
PROFESSIONAL ENGINEER

Todd P. Constant, PE

Parsons Brinckerhoff Quade & Douglas, Inc.
2777 Stemmons Freeway
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Dallas, TX 75207

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SH 205

INTERSECTION DETAIL

SIDS ROAD
STA 10+00

SHEET 1 OF 29

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	(SEE TITLE SHEET)	SH 205

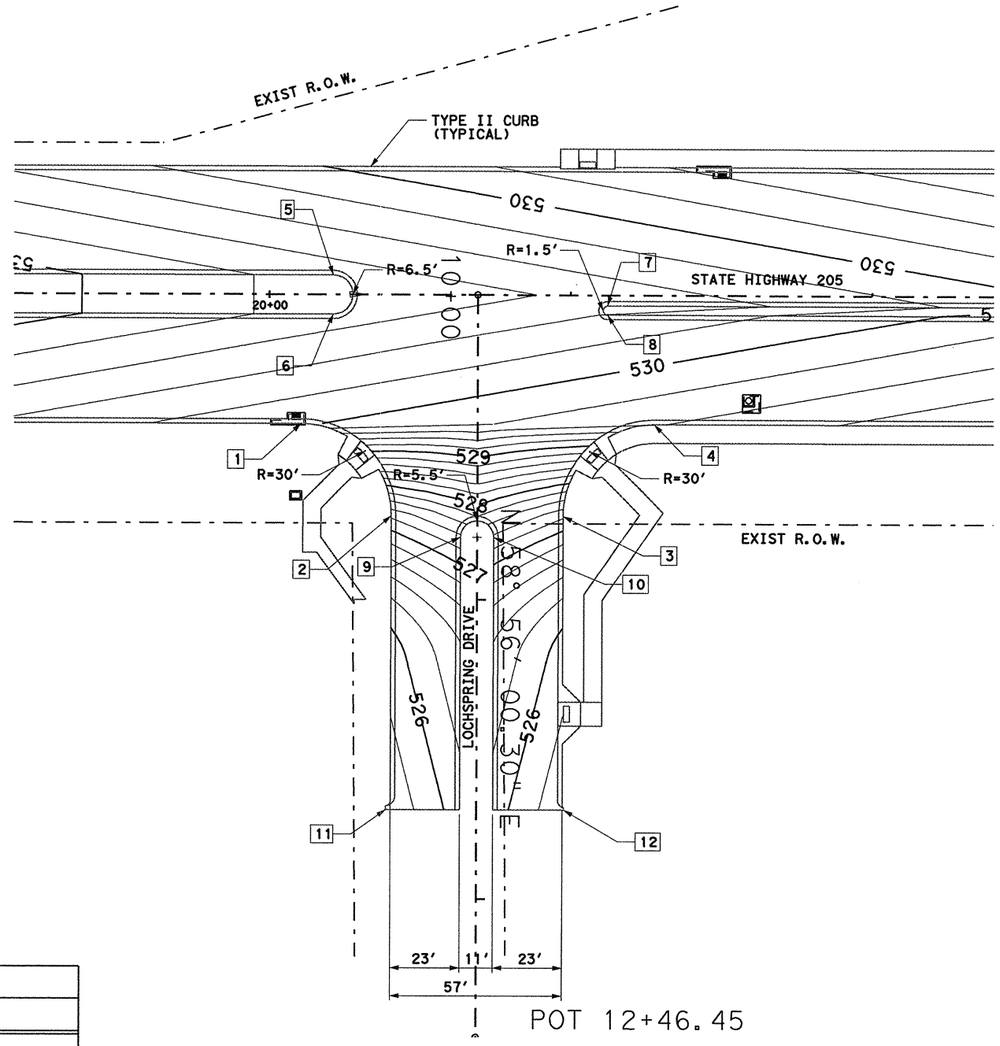
STATE	DIST.	COUNTY	SHEET NO.
TEXAS	DALLAS	ROCKWALL	300
CONT.	SECT.	JOB	
0451	01	032, ETC	

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3/20/2006 Plotted 20-MAR-2006 09:30



0 25 50

SCALE IN FEET



SUMMARY OF POINT DATA			
POINT NUMBER	STATION	OFFSET (FT)	DESCRIPTION
1	20+10.73	42.50RT	POINT OF CURVATURE
2	20+40.73	72.50RT	POINT OF TANGENCY
3	20+97.73	72.50RT	POINT OF CURVATURE
4	21+27.73	42.50RT	POINT OF TANGENCY
5	20+21.23	6.50LT	POINT OF CURVATURE
6	20+21.23	6.50RT	POINT OF TANGENCY
7	21+12.23	3.50RT	POINT OF CURVATURE
8	21+12.23	6.50RT	POINT OF TANGENCY
9	20+63.73	79.50RT	POINT OF CURVATURE
10	20+74.73	79.50RT	POINT OF TANGENCY
11	20+39.18	170.00RT	SAWCUT CORNER - MATCH EXIST
12	20+98.20	170.00RT	SAWCUT CORNER - MATCH EXIST
13	.	.	.
14	.	.	.
15	.	.	.
16	.	.	.
17	.	.	.
18	.	.	.
19	.	.	.
20	.	.	.

3/20/06

STATE OF TEXAS
TODD P. CONSTANT
88243
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Dallas, TX 75207

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SH 205

INTERSECTION DETAIL

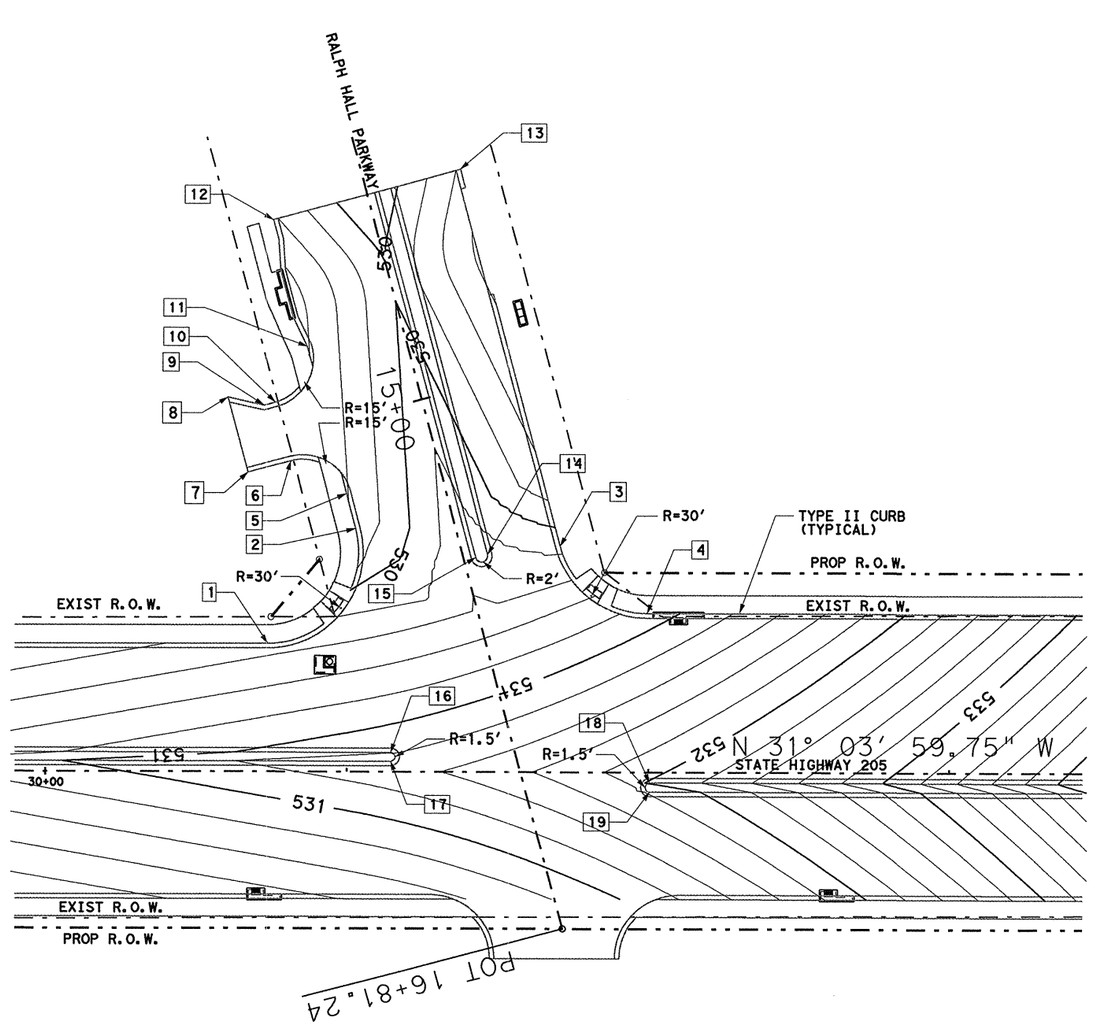
LOCHSPRING DRIVE
STA 20+69.23

SHEET 2 OF 29

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	(SEE TITLE SHEET)	SH 205

STATE	DIST.	COUNTY	SHEET NO.
TEXAS	DALLAS	ROCKWALL	301
CONT.	SECT.	JOB	
0451	01	032, ETC	

DGN=G:\JOBS\22451C-SH205\Paving\V2451cgr02.dgn, ON=10-621
3/20/2006 Plotted 20-MAR-2006 09:30



0 25 50
SCALE IN FEET

SUMMARY OF POINT DATA

POINT NUMBER	STATION	OFFSET (FT)	DESCRIPTION
1	30+73.76	42.50LT	POINT OF CURVATURE
2	31+02.73	80.29LT	POINT OF TANGENCY
3	31+70.50	74.71LT	POINT OF CURVATURE
4	31+99.47	52.50LT	POINT OF TANGENCY
5	30+99.68	91.60LT	POINT OF CURVATURE
6	30+81.30	102.19LT	POINT OF TANGENCY
7	30+67.07	98.36LT	SAWCUT CORNER - MATCH EXIST
8	30+60.41	123.13LT	SAWCUT CORNER - MATCH EXIST
9	31+72.34	120.49LT	POINT OF INTERSECTION
10	30+76.11	121.50LT	POINT OF CURVATURE
11	30+86.70	139.89LT	POINT OF TANGENCY
12	30+75.30	181.78LT	SAWCUT CORNER - MATCH EXIST
13	31+37.16	198.42LT	SAWCUT CORNER - MATCH EXIST
14	31+46.42	71.85LT	POINT OF CURVATURE
15	31+42.55	70.82LT	POINT OF TANGENCY
16	31+14.46	6.50LT	POINT OF CURVATURE
17	31+14.46	3.50LT	POINT OF TANGENCY
18	32+00.46	3.50RT	POINT OF CURVATURE
19	32+00.46	6.50RT	POINT OF TANGENCY
20	.	.	.

3/20/06

STATE OF TEXAS
TODD P. CONSTANT
88243
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SH 205

INTERSECTION DETAIL

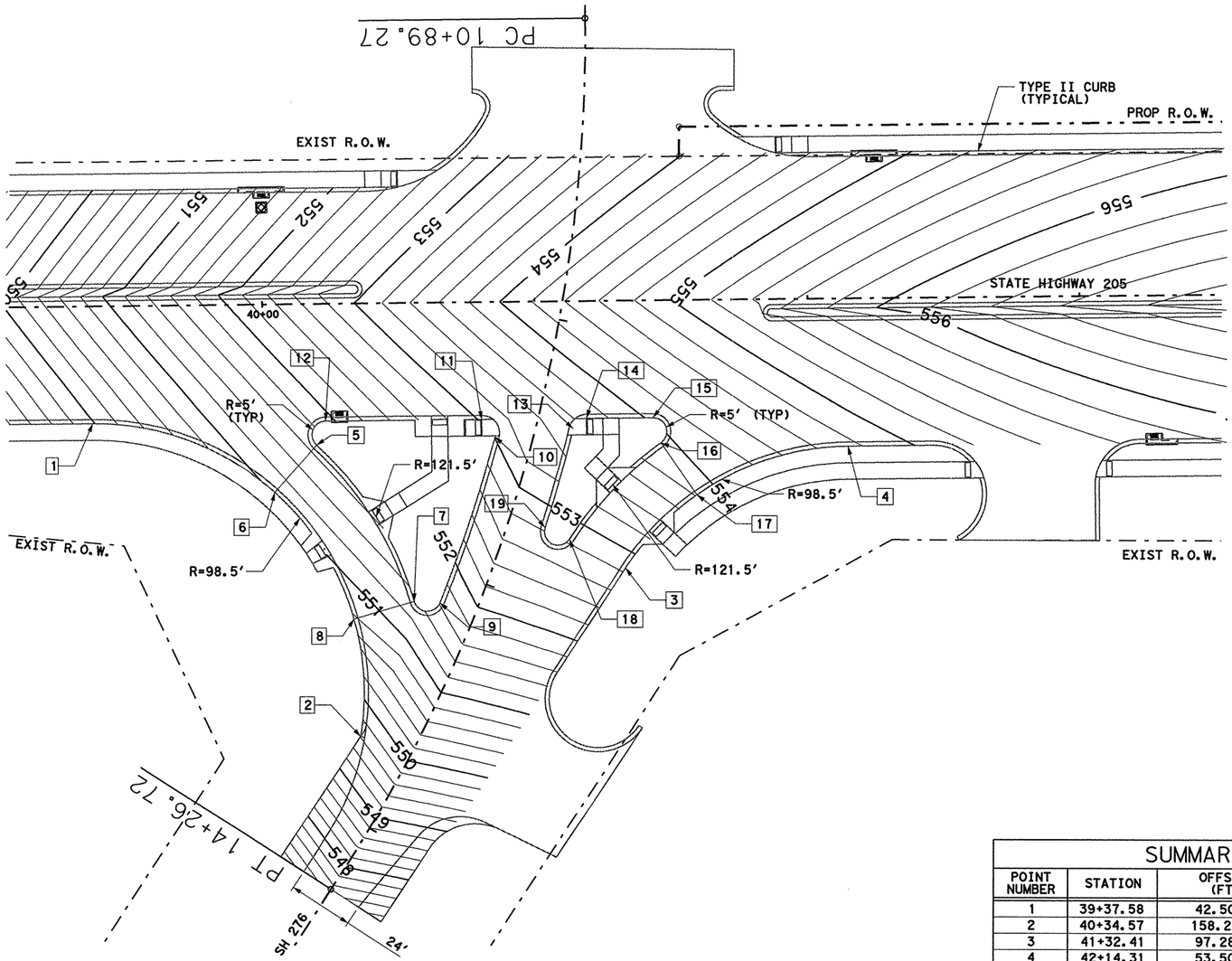
RALPH HALL PARKWAY
STA 31+39.82

SHEET 3 OF 29

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	(SEE TITLE SHEET)	SH 205

STATE	DIST.	COUNTY	SHEET NO.
TEXAS	DALLAS	ROCKWALL	302
CONT.	SECT.	JOB	
0451	01	032, ETC	

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3/20/2006 Plotted 20-MAR-2006 09:31



0 25 50
SCALE IN FEET

SH 276
PI STATION = 12+63.04
DELTA = 33° 44' 42.94" (RT)
DEGREE OF CURVE = 10° 00' 00.00"
TANGENT = 173.78
LENGTH = 337.45
RADIUS = 572.96
PC STATION = 10+89.27
PT STATION = 14+26.72

SUMMARY OF POINT DATA

POINT NUMBER	STATION	OFFSET (FT)	DESCRIPTION
1	39+37.58	42.50RT	POINT OF CURVATURE
2	40+34.57	158.23RT	POINT OF TANGENCY
3	41+32.41	97.28RT	POINT OF CURVATURE
4	42+14.31	53.50RT	POINT OF TANGENCY
5	40+19.42	51.20RT	POINT OF REVERSE CURVE
6	40+03.93	68.20RT	OPPOSITE CURB
7	40+54.72	108.74RT	POINT OF REVERSE CURVE
8	40+32.55	114.84RT	OPPOSITE CURB
9	40+64.17	109.31RT	POT / POC
10	40+85.05	48.86RT	POT / POC
11	40+80.24	42.50RT	POINT OF TANGENCY
12	40+22.79	42.50RT	PPOINT OF CURVATURE
13	41+13.75	46.23RT	POT / POC
14	41+18.59	42.50RT	POINT OF TANGENCY
15	41+43.02	42.50RT	POINT OF CURVATURE
16	41+45.84	51.63RT	POINT OF TANGENCY
17	41+58.80	70.63RT	OPPOSITE CURB
18	41+11.95	86.51RT	POINT OF CURVATURE
19	41+03.04	82.15RT	POT / POC
20	.	.	.

3/20/06

STATE OF TEXAS
TODD P. CONSTANT
88243
LICENSED
PROFESSIONAL ENGINEER

Todd P. Constant, PE

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Suite 1333
Dallas, TX 75207

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SH 205

INTERSECTION DETAIL

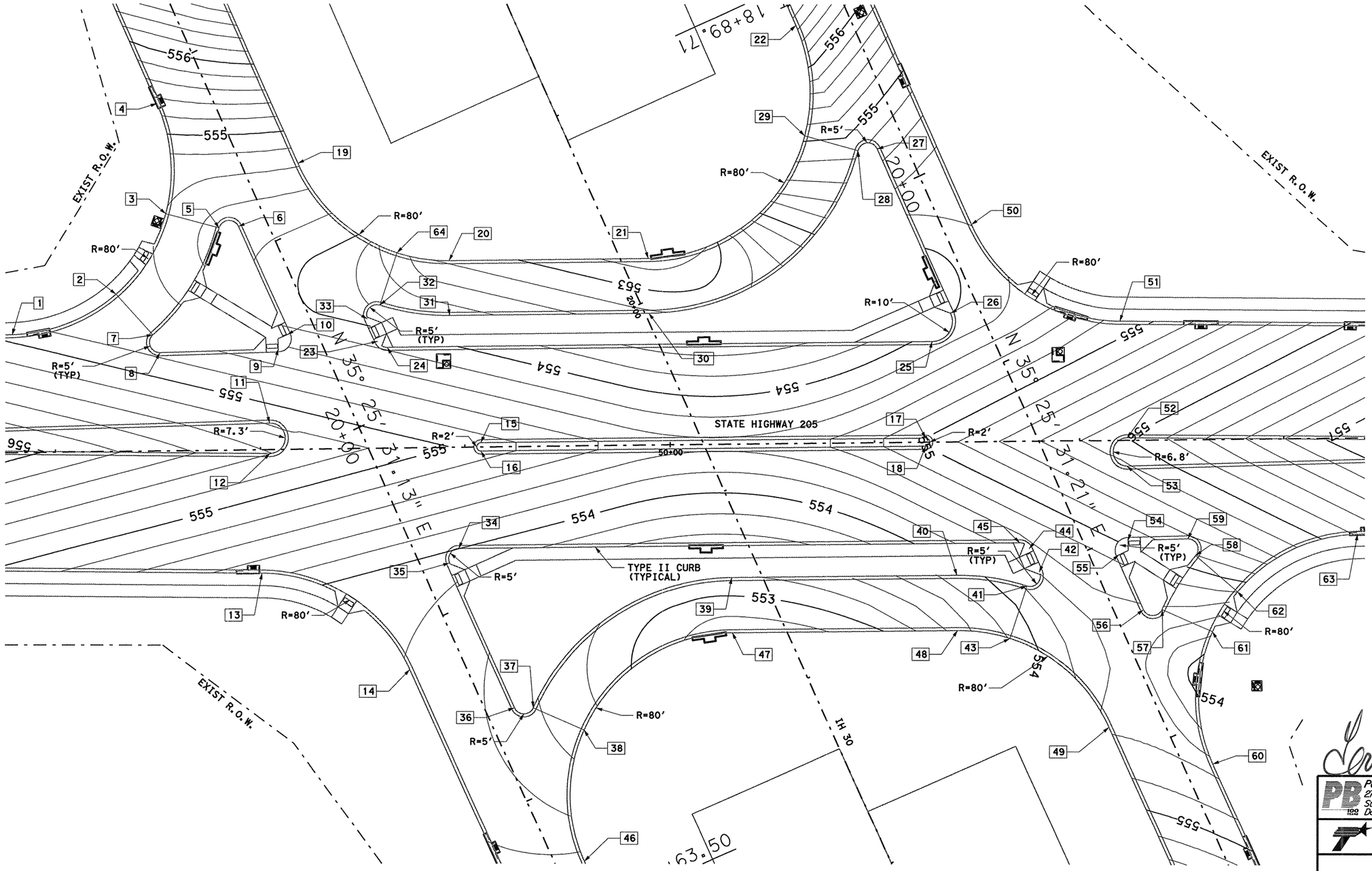
SH 276
STA 41+06.78

SHEET 4 OF 29

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	(SEE TITLE SHEET)	SH 205

STATE	DIST.	COUNTY	SHEET NO.
TEXAS	DALLAS	ROCKWALL	303
CONT.	SECT.	JOB	
0451	01	032, ETC	

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3/20/2006 Plotted 20-MAR-2006 09:31



SUMMARY OF POINT DATA			
POINT NUMBER	STATION	OFFSET (FT)	DESCRIPTION
SEE FOLLOWING SHEET FOR POINT DATA INFO (SHT 305)			

3/20/06

STATE OF TEXAS
TODD P. CONSTANT
88243
LICENSED
PROFESSIONAL ENGINEER

Todd P. Constant, PE

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Suite 1333
Dallas, TX 75207

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SH 205

INTERSECTION DETAIL

IH-30
STA 50+16.40

SHEET 5 OF 29

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	(SEE TITLE SHEET)	SH 205

STATE	DIST.	COUNTY	SHEET NO.
TEXAS	DALLAS	ROCKWALL	304
CONT.	SECT.	JOB	
0451	01	032, ETC	

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3/20/2006 Plotted 20-MAR-2006 09:31

SUMMARY OF POINT DATA

POINT NUMBER	STATION	OFFSET (FT)	DESCRIPTION
1	46+79.52	57.46LT	POINT OF CURVATURE
2	47+30.40	77.00LT	OPPOSITE CURB
3	47+55.07	116.03LT	OPPOSITE CURB
4	47+51.35	169.35LT	POINT OF TANGENCY
5	47+81.09	108.80LT	POINT OF REVERSE CURVE
6	47+90.49	109.46LT	POINT OF TANGENCY
7	47+48.09	56.61LT	POINT OF REVERSE CURVE
8	47+51.47	47.83LT	POINT OF CURVATURE
9	48+09.28	48.93LT	POINT OF CURVATURE
10	48+13.77	55.93LT	POINT OF TANGENCY
11	48+04.71	12.84LT	POINT OF CURVATURE
12	48+04.71	1.84RT	POINT OF TANGENCY
13	48+00.09	59.76RT	POINT OF CURVATURE
14	48+71.92	107.84RT	POINT OF TANGENCY
15	49+07.82	2.00LT	POINT OF CURVATURE
16	49+07.82	2.00RT	POINT OF TANGENCY
17	51+24.98	2.00LT	POINT OF CURVATURE
18	51+24.98	2.00RT	POINT OF TANGENCY
19	48+19.91	139.59LT	POINT OF CURVATURE
20	48+93.27	91.50LT	POINT OF TANGENCY

SUMMARY OF POINT DATA

POINT NUMBER	STATION	OFFSET (FT)	DESCRIPTION
21	49+90.33	91.50LT	POINT OF CURVATURE
22	50+63.69	203.41LT	POINT OF TANGENCY
23	48+58.01	52.01LT	POINT OF CURVATURE
24	48+62.59	49.00LT	POINT OF TANGENCY
25	51+28.68	49.00LT	POINT OF CURVATURE
26	51+37.85	62.99LT	POINT OF TANGENCY
27	51+02.83	143.52LT	POINT OF TANGENCY
28	50+93.42	142.86LT	POINT OF REVERSE CURVE
29	50+67.41	150.09LT	OPPOSITE CURB
30	49+90.33	64.50LT	POINT OF CURVATURE
31	48+93.27	64.50LT	POINT OF TANGENCY
32	48+59.27	70.05LT	POINT OF REVERSE CURVE
33	48+52.97	63.26LT	POINT OF CURVATURE
34	48+96.49	49.00RT	POINT OF TANGENCY
35	48+91.90	55.99RT	POINT OF CURVATURE
36	49+22.85	127.13RT	POINT OF CURVATURE
37	49+31.98	127.21RT	POINT OF REVERSE CURVE
38	49+56.56	138.39RT	OPPOSITE CURB
39	50+29.38	64.50RT	POINT OF TANGENCY
40	51+39.53	64.50RT	POINT OF CURVATURE

SUMMARY OF POINT DATA

POINT NUMBER	STATION	OFFSET (FT)	DESCRIPTION
41	51+73.53	70.05RT	POINT OF REVERSE CURVE
42	51+79.71	63.31RT	POINT OF TANGENCY
43	51+64.95	95.65RT	OPPOSITE CURB
44	51+74.79	52.01RT	POINT OF TANGENCY
45	51+70.20	49.00RT	POINT OF CURVATURE
46	49+54.94	200.91RT	POINT OF CURVATURE
47	50+29.38	91.50RT	POINT OF TANGENCY
48	51+39.53	91.50RT	POINT OF CURVATURE
49	52+12.89	139.59RT	POINT OF TANGENCY
50	51+48.42	106.39LT	POINT OF CURVATURE
51	52+20.41	58.31LT	POINT OF TANGENCY
52	52+23.27	1.26LT	POINT OF CURVATURE
53	52+23.04	12.26RT	POINT OF TANGENCY
54	52+23.23	48.26RT	POINT OF TANGENCY
55	52+18.73	55.26RT	POINT OF CURVATURE
56	52+30.35	81.96RT	POINT OF CURVATURE
57	52+39.49	82.04RT	POINT OF REVERSE CURVE
58	52+56.21	56.05RT	POINT OF REVERSE CURVE
59	52+52.35	47.76RT	POINT OF TANGENCY
60	52+63.53	158.24RT	POINT OF CURVATURE

SUMMARY OF POINT DATA

POINT NUMBER	STATION	OFFSET (FT)	DESCRIPTION
61	52+64.06	93.21RT	OPPOSITE CURB
62	52+76.57	73.78RT	OPPOSITE CURB
63	53+35.52	46.34RT	POINT OF TANGENCY
64	48+67.85	95.65LT	OPPOSITE CURB
65	.	.	.
66	.	.	.
67	.	.	.
68	.	.	.
69	.	.	.
70	.	.	.
71	.	.	.
72	.	.	.
73	.	.	.
74	.	.	.
75	.	.	.
76	.	.	.
77	.	.	.
78	.	.	.
79	.	.	.
80	.	.	.

DGN=G:\JOBS\22451C-SH205\Paving\2451cgr05A.dgn, ON=[0-62]
3/20/2006 Plotted 20-MAR-2006 09:31

STATE OF TEXAS
TODD P. CONSTANT
88243
LICENSED PROFESSIONAL ENGINEER
3/20/06

Parsons Brinckerhoff Quade & Douglas, Inc.
2777 Stemmons Freeway
Suite 1333
Dallas, TX 75207

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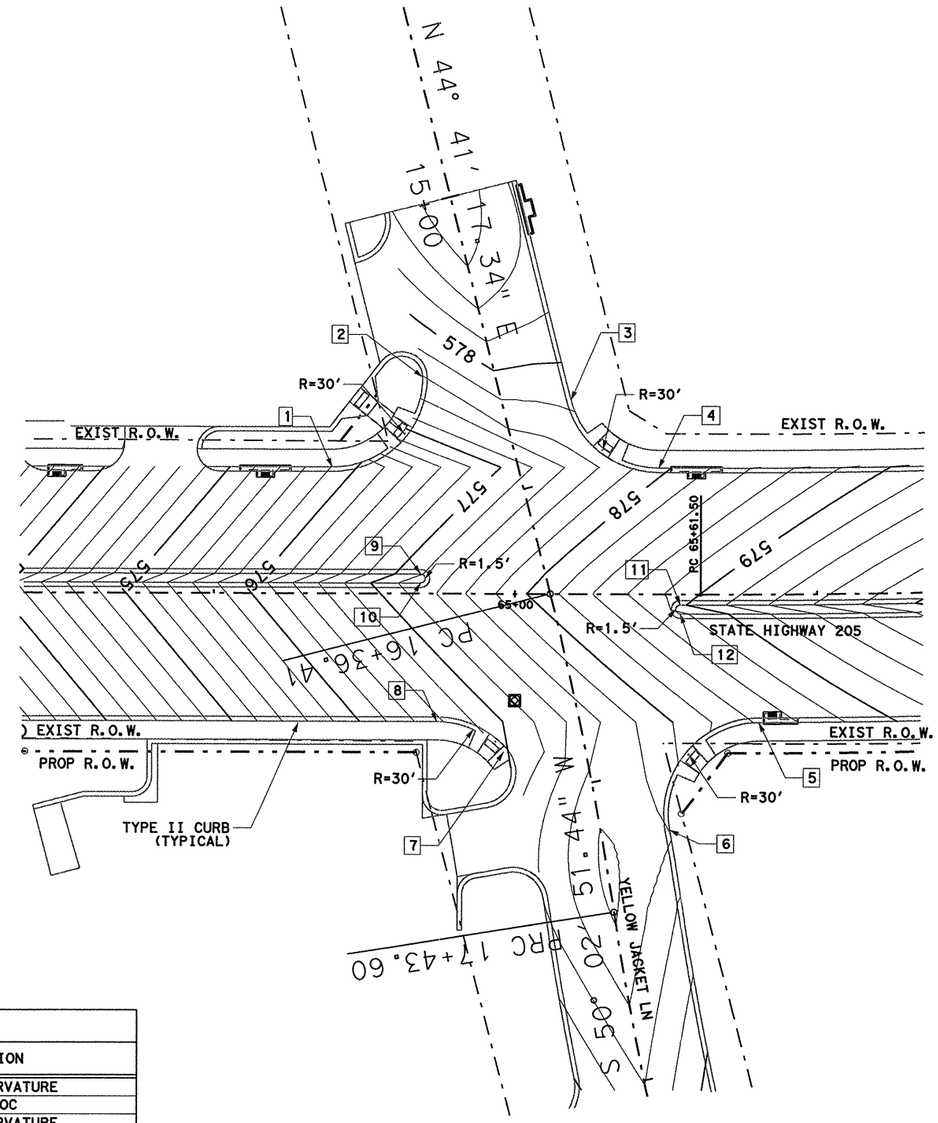
SH 205

INTERSECTION DETAIL

IH-30 POINT DATA
STA 50+16.40

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	(SEE TITLE SHEET)	SH 205

STATE	DIST.	COUNTY	SHEET NO.
TEXAS	DALLAS	ROCKWALL	305
CONT.	SECT.	JOB	
0451	01	032, ETC	



0 25 50
SCALE IN FEET

SUMMARY OF POINT DATA

POINT NUMBER	STATION	OFFSET (FT)	DESCRIPTION
1	64+39.18	42.50LT	POINT OF CURVATURE
2	64+69.18	72.66LT	POT / POC
3	65+18.43	65.12LT	POINT OF CURVATURE
4	65+47.51	42.50LT	POINT OF TANGENCY
5	65+80.54	42.50RT	POINT OF TANGENCY
6	65+51.49	77.68RT	POINT OF CURVATURE
7	64+96.43	52.32RT	POT / POC
8	64+74.23	42.50RT	POINT OF CURVATURE
9	64+68.75	6.50LT	POINT OF CURVATURE
10	64+68.75	3.50LT	POINT OF TANGENCY
11	65+54.75	3.50RT	POINT OF CURVATURE
12	65+54.75	6.50RT	POINT OF TANGENCY
13	.	.	.
14	.	.	.
15	.	.	.
16	.	.	.
17	.	.	.
18	.	.	.
19	.	.	.
20	.	.	.

3/20/06

STATE OF TEXAS
TODD P. CONSTANT
88243
LICENSED
PROFESSIONAL ENGINEER

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SH 205

INTERSECTION DETAIL

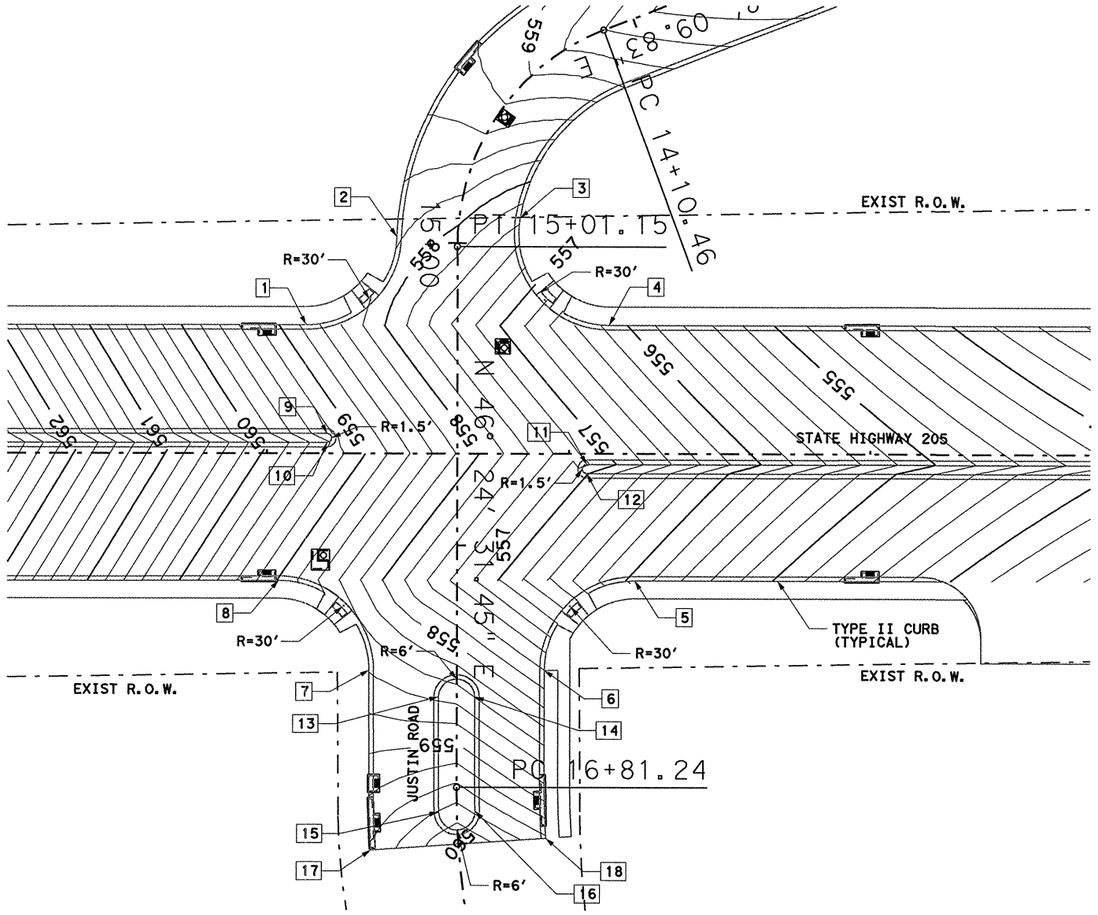
YELLOW JACKET LANE
STA 65+11.75

SHEET 7 OF 29

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	(SEE TITLE SHEET)	SH 205

STATE	DIST.	COUNTY	SHEET NO.
TEXAS	DALLAS	ROCKWALL	306
CONT.	SECT.	JOB	
0451	01	032, ETC	

DGN=G:\JOBS\22451C-SH205\Paving\2451cgr06.dgn, ON=10-623
3/20/2006 Plotted 20-MAR-2006 09:31



SUMMARY OF POINT DATA

POINT NUMBER	STATION	OFFSET (FT)	DESCRIPTION
1	77+12.97	42.50LT	POINT OF CURVATURE
2	77+42.96	71.48LT	POINT OF TANGENCY
3	77+83.70	77.58LT	POINT OF CURVATURE
4	78+13.26	42.50LT	POINT OF TANGENCY
5	78+21.90	42.50RT	POINT OF TANGENCY
6	77+91.90	72.50RT	POINT OF CURVATURE
7	77+33.90	72.50RT	POINT OF TANGENCY
8	77+03.90	42.50RT	POINT OF CURVATURE
9	77+19.90	6.50LT	POINT OF CURVATURE
10	77+19.90	3.50LT	POINT OF TANGENCY
11	78+05.90	3.50RT	POINT OF CURVATURE
12	78+05.90	6.50RT	POINT OF TANGENCY
13	77+56.90	81.50RT	POINT OF CURVATURE
14	77+68.90	81.50RT	POINT OF TANGENCY
15	77+57.03	120.11RT	POT / POC
16	77+69.02	119.75RT	POT / POC
17	77+34.62	132.55RT	SAWCUT CORNER - MATCH EXIST
18	77+92.48	128.57RT	SAWCUT CORNER - MATCH EXIST
19	.	.	.
20	.	.	.

DGN=G:\JOBS\22451C-SH205\Pav\Inc\2451sgr07.dgn, ON=10-621
3/20/2006 Plotted 20-MAR-2006 09:31

3/20/06

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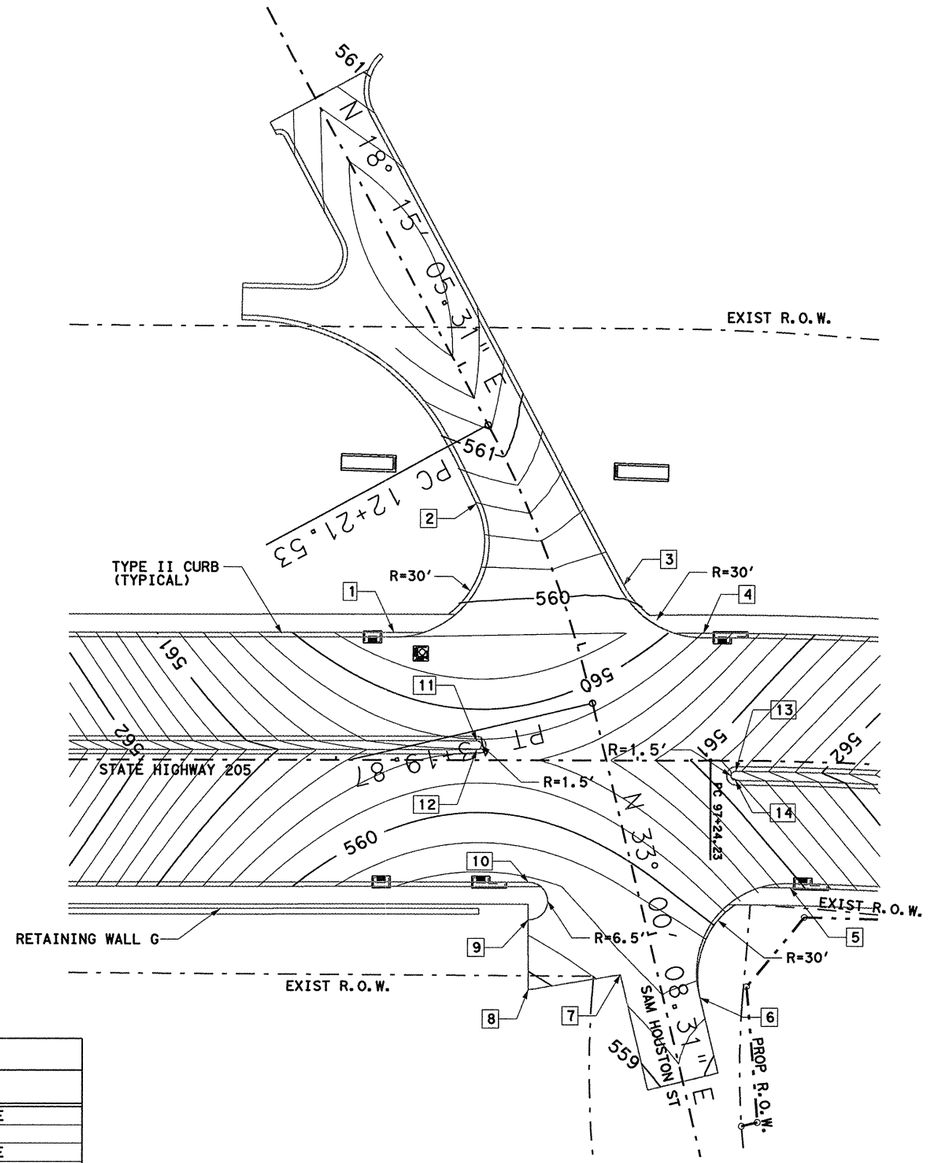
INTERSECTION DETAIL

JUSTIN ROAD
STA 77+62.90

SHEET 8 OF 29

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	(SEE TITLE SHEET)	SH 205

STATE	DIST.	COUNTY	SHEET NO.
TEXAS	DALLAS	ROCKWALL	307
CONT.	SECT.	JOB	
0451	01	032, ETC	



0 25 50
SCALE IN FEET

SUMMARY OF POINT DATA

POINT NUMBER	STATION	OFFSET (FT)	DESCRIPTION
1	96+19.09	42.50LT	POINT OF CURVATURE
2	96+16.29	85.13LT	POINT OF TANGENCY
3	96+95.33	58.34LT	POINT OF CURVATURE
4	97+21.84	42.50LT	POINT OF TANGENCY
5	97+51.67	42.50RT	POINT OF TANGENCY
6	97+20.92	79.73RT	POINT OF CURVATURE
7	96+94.42	72.05RT	SAWCUT CORNER - MATCH EXIST
8	96+63.68	77.22RT	SAWCUT CORNER - MATCH EXIST
9	96+63.68	54.00RT	POT / SAWCUT - MATCH EXIST
10	96+63.68	41.00RT	POINT OF CURVATURE
11	96+46.58	6.50LT	POINT OF CURVATURE
12	96+46.58	3.50LT	POINT OF TANGENCY
13	97+32.61	3.50RT	POINT OF CURVATURE
14	97+32.61	6.50RT	POINT OF TANGENCY
15	.	.	.
16	.	.	.
17	.	.	.
18	.	.	.
19	.	.	.
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3/20/2006 Plotted 20-MAR-2006 09:31

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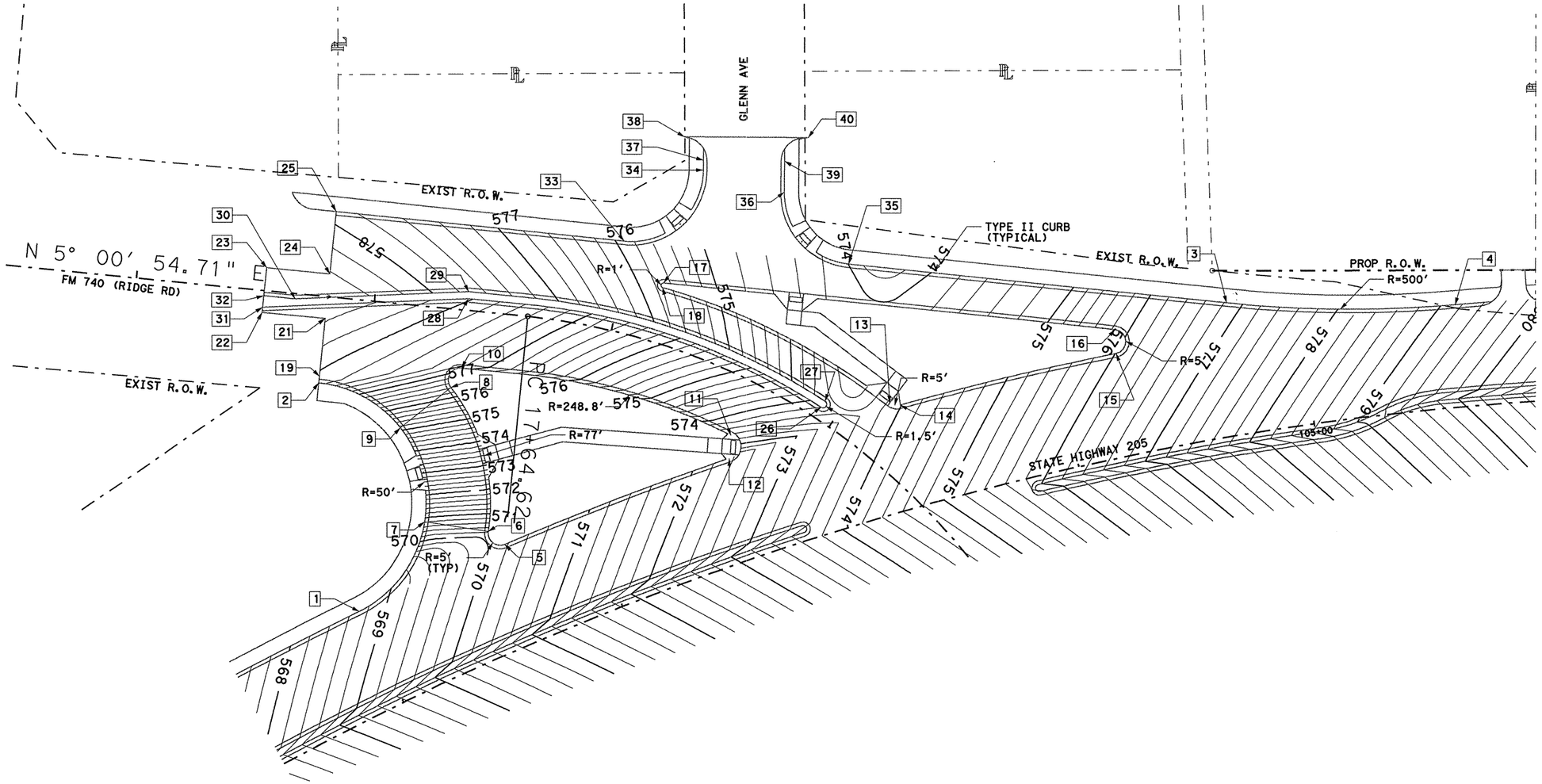
INTERSECTION DETAIL

SAM HOUSTON STREET
STA 96+89.58

SHEET 9 OF 29

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	(SEE TITLE SHEET)	SH 205

STATE	DIST.	COUNTY	SHEET NO.
TEXAS	DALLAS	ROCKWALL	308
CONT.	SECT.	JOB	
0451	01	032, ETC	



0 25 50
SCALE IN FEET

SUMMARY OF POINT DATA

POINT NUMBER	STATION	OFFSET (FT)	DESCRIPTION
1	100+99.83	42.50LT	POT / POC
2	101+23.56	135.30LT	POT / SAWCUT - MATCH EXIST
3	104+71.66	55.11LT	POINT OF CURVATURE
4	105+63.16	42.50LT	POINT OF REVERSE CURVE
5	101+64.82	42.50LT	POINT OF REVERSE CURVE
6	101+60.73	50.14LT	POINT OF REVERSE CURVE
7	101+38.94	64.64LT	OPPOSITE CURB
8	101+69.04	111.04LT	POINT OF REVERSE CURB
9	101+44.99	104.08LT	OPPOSITE CURB
10	101+75.64	116.78LT	POT / POC
11	102+65.43	51.01LT	POT / POC
12	102+62.00	42.50LT	POINT OF REVERSE CURVE
13	103+30.65	44.47LT	POINT OF REVERSE CURVE
14	103+34.48	42.50LT	POINT OF REVERSE CURVE
15	104+24.41	42.50LT	POINT OF REVERSE CURVE
16	104+25.84	52.28LT	POINT OF TANGENCY
17	102+59.46	120.28LT	POINT OF CURVATURE
18	102+58.55	118.55LT	POINT OF REVERSE CURVE
19	101+24.81	137.65LT	SAWCUT CORNER - MATCH EXIST
20	.	.	.

SUMMARY OF POINT DATA

POINT NUMBER	STATION	OFFSET (FT)	DESCRIPTION
21	101+35.66	158.37LT	SAWCUT CORNER - MATCH EXIST
22	101+15.39	171.77LT	SAWCUT CORNER - MATCH EXIST
23	101+24.02	188.24LT	SAWCUT CORNER - MATCH EXIST
24	101+44.08	174.84LT	SAWCUT CORNER - MATCH EXIST
25	101+55.50	197.88LT	SAWCUT CORNER - MATCH EXIST
26	103+03.49	50.76LT	POINT OF REVERSE CURVE
27	103+05.71	52.66LT	POT / POC
28	101+87.99	142.40LT	POINT OF INTERSECTION
29	101+89.08	145.15LT	POINT OF INTERSECTION
30	101+28.64	171.18LT	POINT OF INTERSECTION
31	101+16.42	173.71LT	SAWCUT CURB - MATCH EXIST
32	101+18.65	177.93LT	SAWCUT CURB - MATCH EXIST
33	102+50.61	142.44LT	POINT OF CURVATURE
34	102+87.01	160.15LT	POINT OF TANGENCY
35	103+29.68	105.10LT	POINT OF CURVATURE
36	103+13.63	141.40LT	POINT OF TANGENCY
37	102+88.14	164.09LT	POINT OF CURVATURE
38	102+83.89	176.01LT	POT / SAWCUT CORNER - MATCH EXIST
39	103+16.98	153.90LT	POINT OF CURVATURE
40	103+27.40	160.86LT	POT / SAWCUT CORNER - MATCH EXIST

STATE OF TEXAS
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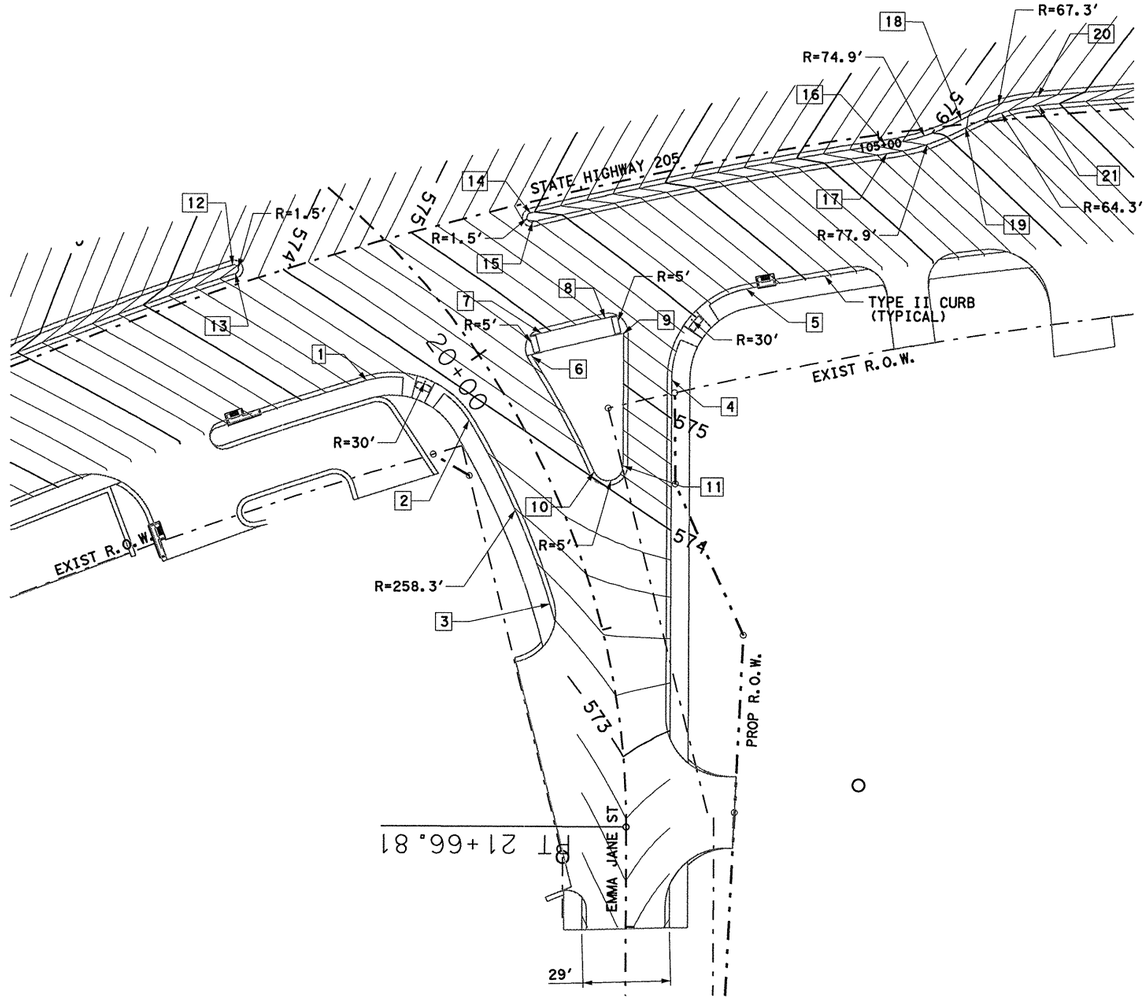
FM 740 (RIDGE ROAD)
STA 103+38.60

SHEET 10 OF 29

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	(SEE TITLE SHEET)	SH 205

STATE	DIST.	COUNTY	SHEET NO.
TEXAS	DALLAS	ROCKWALL	309
CONT.	SECT.	JOB	
0451	01	032, ETC	

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3/20/2006 Plotted 20-MAR-2006 09:31



0 25 50
SCALE IN FEET

SUMMARY OF POINT DATA

POINT NUMBER	STATION	OFFSET (FT)	DESCRIPTION
1	103+13.98	42.50RT	POT / POC
2	103+44.50	64.39RT	POT / POC
3	103+56.04	129.71RT	POINT OF TANGENCY
4	104+16.72	66.67RT	POINT OF CURVATURE
5	104+47.85	42.50RT	POT / POC
6	103+71.27	49.14RT	POT / POC
7	103+76.18	42.50RT	POT / POC
8	103+98.60	42.50RT	POT / POC
9	104+03.67	48.59RT	POINT OF TANGENCY
10	103+83.03	90.75RT	POINT OF CURVATURE
11	103+93.56	90.92RT	POINT OF TANGENCY
12	102+81.84	6.50LT	POT / POC
13	102+81.84	3.50LT	POINT OF REVERSE CURVE
14	103+81.76	3.50RT	POT / POC
15	103+81.76	6.50RT	POINT OF REVERSE CURVE
16	105+01.99	3.50RT	POINT OF REVERSE CURVE
17	105+01.99	6.50RT	POINT OF REVERSE CURVE
18	105+28.16	1.50LT	POINT OF REVERSE CURVE
19	105+29.27	1.28RT	POINT OF REVERSE CURVE
20	105+54.22	6.50LT	POT / POC

SUMMARY OF POINT DATA

POINT NUMBER	STATION	OFFSET (FT)	DESCRIPTION
21	105+54.22	3.50LT	POT / POC
22	.	.	.
23	.	.	.
24	.	.	.
25	.	.	.
26	.	.	.
27	.	.	.
28	.	.	.
29	.	.	.
30	.	.	.
31	.	.	.
32	.	.	.
33	.	.	.
34	.	.	.
35	.	.	.
36	.	.	.
37	.	.	.
38	.	.	.
39	.	.	.
40	.	.	.

3/20/06

STATE OF TEXAS
TODD P. CONSTANT
88243
PROFESSIONAL ENGINEER
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INTERSECTION DETAIL

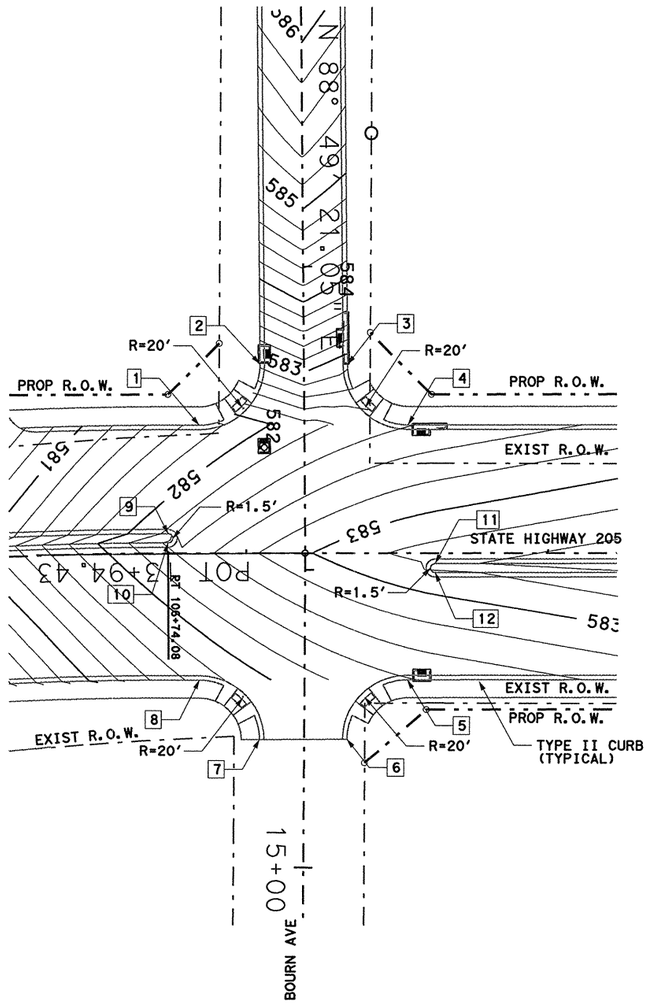
EMMA JANE STREET
STA 103+38.60

SHEET 11 OF 29

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	(SEE TITLE SHEET)	SH 205

STATE	DIST.	COUNTY	SHEET NO.
TEXAS	DALLAS	ROCKWALL	310
CONT.	SECT.	JOB	
0451	01	032, ETC	

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3/20/2006 Plotted 20-MAR-2006 09:31



0 25 50
SCALE IN FEET

SUMMARY OF POINT DATA

POINT NUMBER	STATION	OFFSET (FT)	DESCRIPTION
1	106+84.45	42.50LT	POINT OF CURVATURE
2	107+04.61	62.57LT	POINT OF TANGENCY
3	107+33.61	62.39LT	POINT OF CURVATURE
4	107+53.61	42.50LT	POINT OF TANGENCY
5	107+53.21	42.50RT	POINT OF TANGENCY
6	107+33.21	62.50RT	POC SAWCUT - MATCH EXIST
7	107+04.21	62.54RT	POT SAWCUT - MATCH EXIST
8	106+84.37	42.50RT	POINT OF CURVATURE
9	106+74.08	6.50LT	POINT OF CURVATURE
10	106+74.08	3.50LT	POINT OF TANGENCY
11	107+62.47	3.50RT	POINT OF CURVATURE
12	107+62.47	6.50RT	POINT OF TANGENCY
13	.	.	.
14	.	.	.
15	.	.	.
16	.	.	.
17	.	.	.
18	.	.	.
19	.	.	.
20	.	.	.

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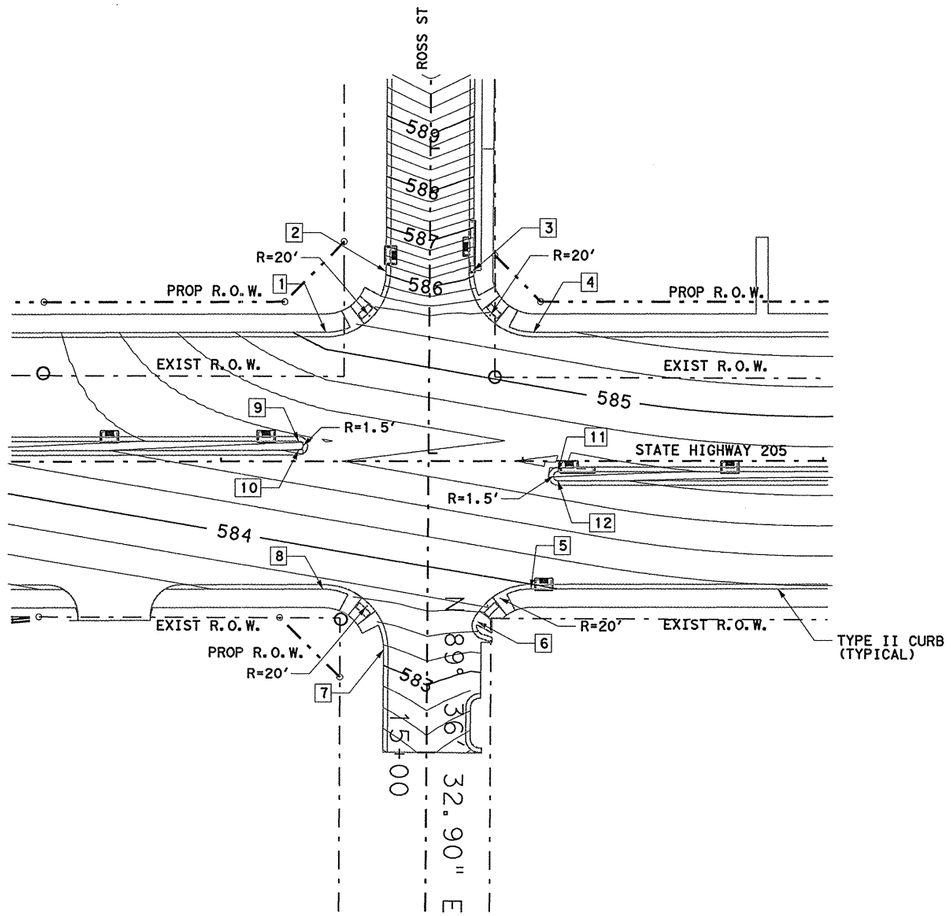
INTERSECTION DETAIL

BOURN AVENUE
STA 107+19.47

SHEET 12 OF 29

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	(SEE TITLE SHEET)	SH 205

STATE	DIST.	COUNTY	SHEET NO.
TEXAS	DALLAS	ROCKWALL	311
CONT.	SECT.	JOB	
0451	01	032, ETC	



0 25 50
SCALE IN FEET

SUMMARY OF POINT DATA			
POINT NUMBER	STATION	OFFSET (FT)	DESCRIPTION
1	111+34.72	42.50LT	POINT OF CURVATURE
2	111+54.72	62.34LT	POINT OF TANGENCY
3	111+83.73	62.66LT	POINT OF CURVATURE
4	112+03.73	42.50LT	POINT OF TANGENCY
5	112+02.73	42.50RT	POINT OF TANGENCY
6	111+84.95	53.33RT	POINT OF CURVATURE
7	111+53.72	62.66RT	POINT OF TANGENCY
8	111+33.73	42.50RT	POINT OF CURVATURE
9	111+25.73	6.50LT	POINT OF CURVATURE
10	111+25.73	3.50LT	POINT OF TANGENCY
11	112+11.73	3.50RT	POINT OF CURVATURE
12	112+11.73	6.50RT	POINT OF TANGENCY
13	.	.	.
14	.	.	.
15	.	.	.
16	.	.	.
17	.	.	.
18	.	.	.
19	.	.	.
20	.	.	.

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3/20/2006 Plotted 20-MAR-2006 09:31

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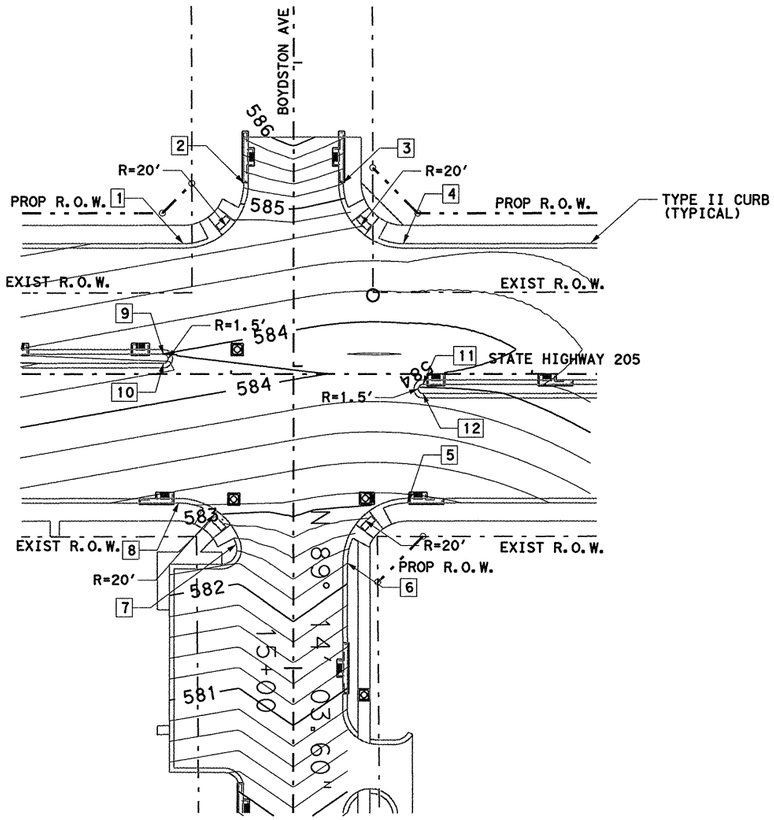
INTERSECTION DETAIL

ROSS STREET
STA 111+68.73

SHEET 13 OF 29

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	(SEE TITLE SHEET)	SH 205

STATE	DIST.	COUNTY	SHEET NO.
TEXAS	DALLAS	ROCKWALL	312
CONT.	SECT.	JOB	
0451	01	032, ETC	



0 25 50
SCALE IN FEET

SUMMARY OF POINT DATA

POINT NUMBER	STATION	OFFSET (FT)	DESCRIPTION
1	115+84.21	42.50LT	POINT OF CURVATURE
2	116+04.21	62.47LT	POINT OF TANGENCY
3	116+37.21	62.53LT	POINT OF CURVATURE
4	116+57.21	42.50LT	POINT OF TANGENCY
5	116+58.53	42.50RT	POINT OF TANGENCY
6	116+38.53	62.47RT	POINT OF CURVATURE
7	116+01.58	56.40RT	POINT OF TANGENCY
8	115+82.53	42.50RT	POINT OF CURVATURE
9	115+77.62	6.50LT	POINT OF CURVATURE
10	115+77.62	3.50LT	POINT OF TANGENCY
11	116+63.62	3.50RT	POINT OF CURVATURE
12	116+63.62	6.50RT	POINT OF TANGENCY
13	.	.	.
14	.	.	.
15	.	.	.
16	.	.	.
17	.	.	.
18	.	.	.
19	.	.	.
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3/20/06

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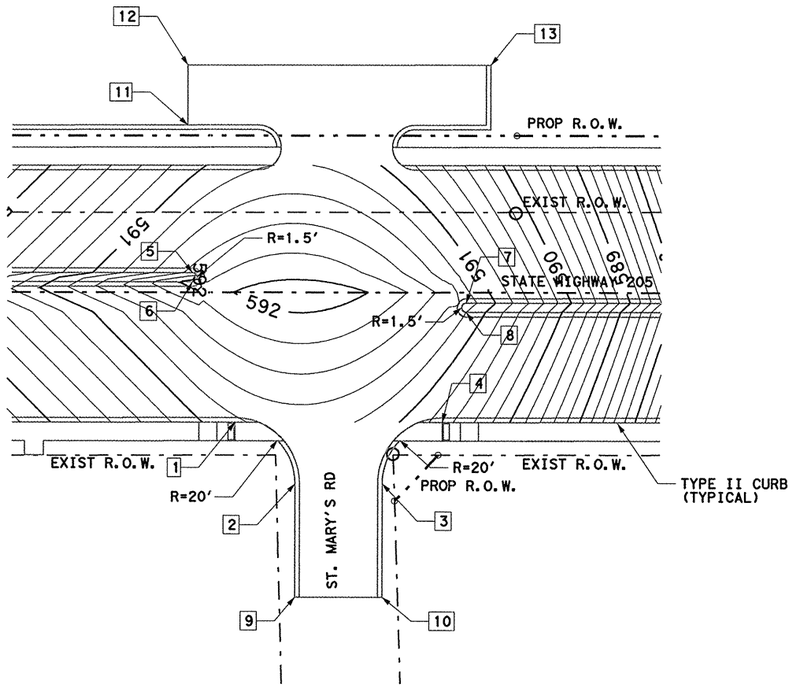
INTERSECTION DETAIL

BOYDSTON AVENUE
STA 116+20.62

SHEET 14 OF 29

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	(SEE TITLE SHEET)	SH 205

STATE	DIST.	COUNTY	SHEET NO.
TEXAS	DALLAS	ROCKWALL	313
CONT.	SECT.	JOB	
0451	01	032, ETC	



0 25 50
SCALE IN FEET

SUMMARY OF POINT DATA

POINT NUMBER	STATION	OFFSET (FT)	DESCRIPTION
1	121+15.76	42.50RT	POINT OF CURVATURE
2	121+35.76	62.50RT	POINT OF TANGENCY
3	121+64.76	62.50RT	POINT OF CURVATURE
4	121+84.76	42.50RT	POINT OF TANGENCY
5	121+01.63	6.50LT	POINT OF CURVATURE
6	121+01.63	3.50RT	POINT OF TANGENCY
7	121+92.63	3.50RT	POINT OF CURVATURE
8	121+92.63	6.50RT	POINT OF TANGENCY
9	121+35.76	100.00RT	SAWCUT CORNER - MATCH EXIST
10	121+64.76	100.00RT	SAWCUT CORNER - MATCH EXIST
11	121+00.00	56.00LT	SAWCUT CORNER - MATCH EXIST
12	121+00.00	76.00LT	SAWCUT CORNER - MATCH EXIST
13	122+00.72	76.00LT	SAWCUT CORNER - MATCH EXIST
14	.	.	.
15	.	.	.
16	.	.	.
17	.	.	.
18	.	.	.
19	.	.	.
20	.	.	.

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3/20/2006 Plotted 20-MAR-2006 09:31

3/20/06

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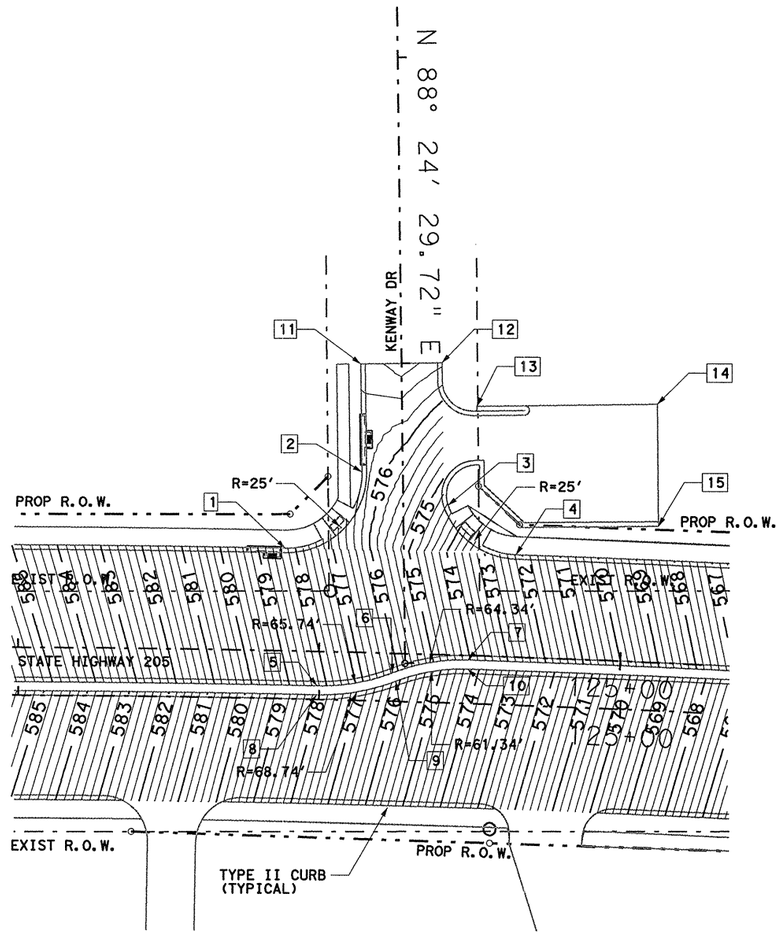
INTERSECTION DETAIL

ST. MARY'S ROAD
STA 121+49.63

SHEET 15 OF 29

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	(SEE TITLE SHEET)	SH 205

STATE	DIST.	COUNTY	SHEET NO.
TEXAS	DALLAS	ROCKWALL	314
CONT.	SECT.	JOB	
0451	01	032, ETC	



0 25 50
SCALE IN FEET

SUMMARY OF POINT DATA

POINT NUMBER	STATION NB COUPLET	OFFSET (FT)	DESCRIPTION
1	123+87.67	50.49LT	POINT OF REVERSE CURVE
2	124+12.33	76.39LT	POINT OF TANGENCY
3	124+40.88	66.03LT	POT / POC
4	124+63.73	50.49LT	POINT OF REVERSE CURVE
5	123+99.17	4.49LT	POINT OF REVERSE CURVE
6	124+24.15	9.49LT	POINT OF REVERSE CURVE
7	124+49.11	14.49LT	POT / POC
8	123+99.17	1.50LT	POINT OF REVERSE CURVE
9	124+25.30	6.72LT	POINT OF REVERSE CURVE
10	124+49.11	11.49LT	POT / POC
11	124+11.00	112.14LT	SAWCUT CORNER - MATCH EXIST
12	124+37.46	113.22LT	SAWCUT CORNER - MATCH EXIST
13	124+49.26	99.30LT	SAWCUT CORNER - MATCH EXIST
14	125+07.90	102.25LT	SAWCUT CORNER - MATCH EXIST
15	125+09.62	61.78LT	SAWCUT CORNER - MATCH EXIST
16	.	.	.
17	.	.	.
18	.	.	.
19	.	.	.
20	.	.	.

3/20/06

STATE OF TEXAS
TODD P. CONSTANT
88243
LICENSED
PROFESSIONAL ENGINEER

Gerald Todd Constant, PE

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Suite 1333
Dallas, TX 75207

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SH 205

INTERSECTION DETAIL

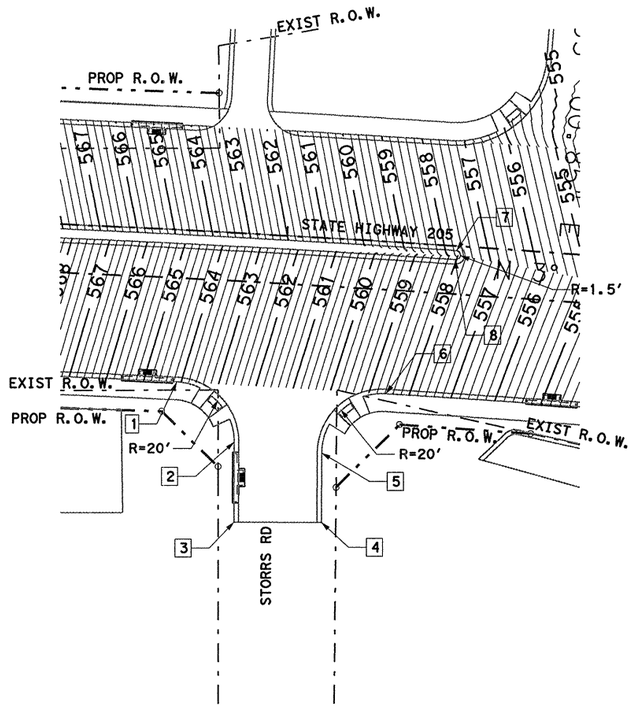
KENWAY DRIVE
NB COUPLET STA 124+28.09

SHEET 16 OF 29

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	(SEE TITLE SHEET)	SH 205

STATE	DIST.	COUNTY	SHEET NO.
TEXAS	DALLAS	ROCKWALL	315
CONT.	SECT.	JOB	
0451	01	032, ETC	

DGN=G:\JOBS\224510-SH205\Paving\2451sgr15.dgn, ON=[0-62]
3/20/2006 Plotted 20-MAR-2006 09:31



0 25 50
SCALE IN FEET

SUMMARY OF POINT DATA

POINT NUMBER	STATION NB COUPLET	OFFSET (FT)	DESCRIPTION
1	125+64.99	34.50RT	POT / POC
2	125+85.16	53.53RT	POINT OF TANGENCY
3	125+86.53	80.49RT	SAWCUT CORNER - MATCH EXIST
4	126+15.90	78.96RT	SAWCUT CORNER - MATCH EXIST
5	126+14.59	55.64RT	POINT OF CURVATURE
6	126+34.75	34.50RT	POT / POC
7	126+55.07	14.48LT	POT / POC
8	126+54.83	11.50LT	POINT OF REVERSE CURVE
9	.	.	.
10	.	.	.
11	.	.	.
12	.	.	.
13	.	.	.
14	.	.	.
15	.	.	.
16	.	.	.
17	.	.	.
18	.	.	.
19	.	.	.
20	.	.	.

3/20/06

STATE OF TEXAS
TODD P. CONSTANT
88243
LICENSED
PROFESSIONAL ENGINEER

Todd P. Constant, PE

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INTERSECTION DETAIL

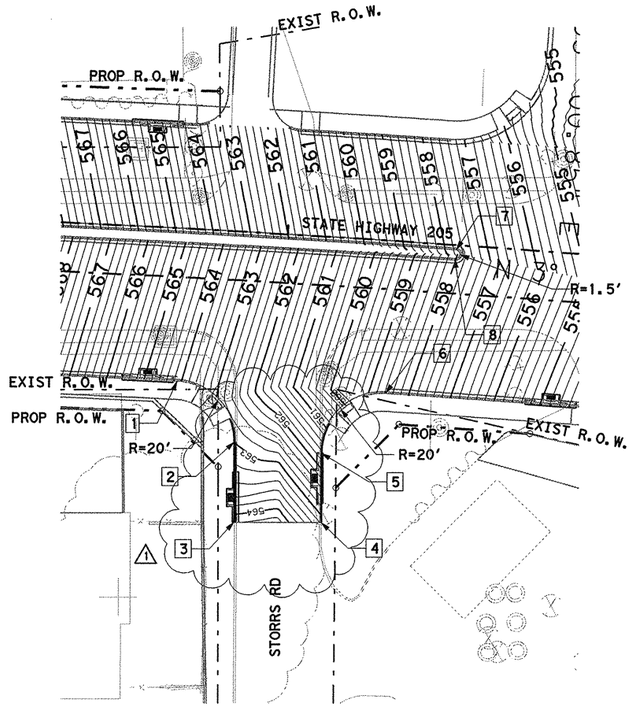
STORRS ROAD
NB COUPLET STA 125+96.99

SHEET 17 OF 29

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	(SEE TITLE SHEET)	SH 205

STATE	DIST.	COUNTY	SHEET NO.
TEXAS	DALLAS	ROCKWALL	316
CONT.	SECT.	JOB	
0451	01	032, ETC	

DGN=G:\JOBS\22451C-SH205\Paving\2451agr16.dgn, ON=10-623
3/20/2006 Plotted 20-MAR-2006 09:31



0 25 50
SCALE IN FEET

STATE OF TEXAS
K. DAVID GAN
92574
LICENSED PROFESSIONAL ENGINEER
1/13/2009

SUMMARY OF POINT DATA

POINT NUMBER	STATION NB COUPLET	OFFSET (FT)	DESCRIPTION
1	125+64.99	34.50RT	POT / POC
2	125+85.16	53.53RT	POINT OF TANGENCY
3	125+87.30	95.47RT	SAWCUT CORNER - MATCH EXIST
4	126+16.75	93.93RT	SAWCUT CORNER - MATCH EXIST
5	126+14.59	55.64RT	POINT OF CURVATURE
6	126+34.75	34.50RT	POT / POC
7	126+55.07	14.48LT	POT / POC
8	126+54.83	11.50LT	POINT OF REVERSE CURVE
9	.	.	.
10	.	.	.
11	.	.	.
12	.	.	.
13	.	.	.
14	.	.	.
15	.	.	.
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⚠1 REVISE STORRS RD CONST LIMIT AND SHOW PROP CONTOURS 9/16/08 -AM

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Suite 1333
Dallas, TX 75207

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SH 205

INTERSECTION DETAIL

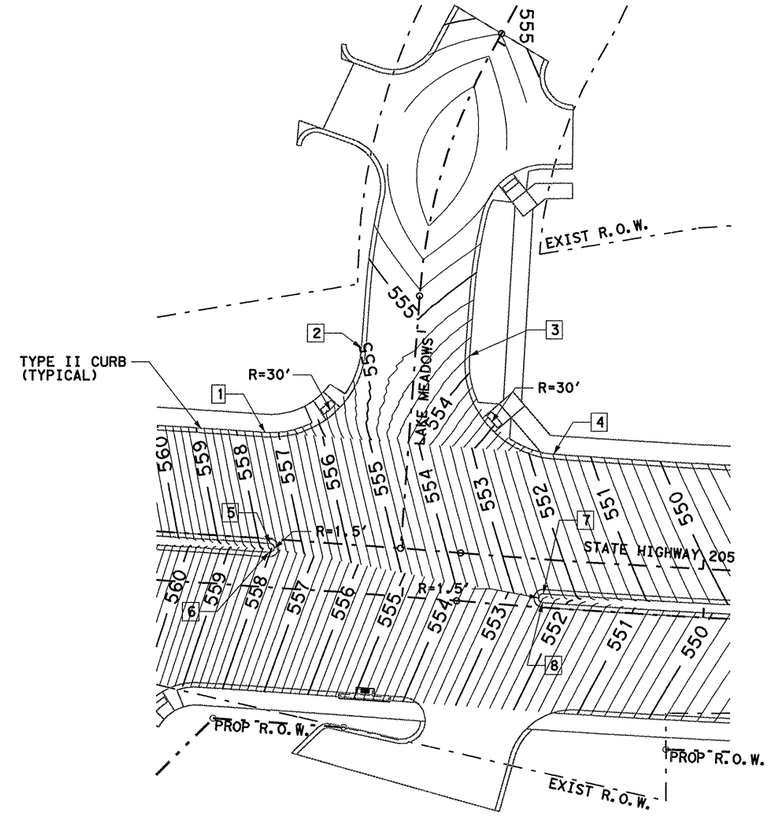
STORRS ROAD
NB COUPLET STA 125+96.99

SHEET 17 OF 29

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	(SEE TITLE SHEET)	SH 205

STATE	DIST.	COUNTY	SHEET NO.
TEXAS	DALLAS	ROCKWALL	316A
CONT.	SECT.	JOB	
0451	01	032, ETC	

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1/13/2009 Plotted 13-JAN-2009 19:46



0 25 50
SCALE IN FEET

SUMMARY OF POINT DATA

POINT NUMBER	STATION NB COUPLET	OFFSET (FT)	DESCRIPTION
1	126+50.55	50.48LT	POINT OF CURVATURE
2	126+80.14	80.31LT	POINT OF TANGENCY
3	127+15.64	80.51LT	POINT OF CURVATURE
4	127+46.40	50.48LT	POINT OF TANGENCY
5	126+55.07	14.48LT	POINT OF CURVATURE
6	126.54.83	11.50LT	POINT OF TANGENCY
7	127+46.48	4.48LT	POINT OF CURVATURE
8	127+46.48	1.50LT	POINT OF TANGENCY
9	.	.	.
10	.	.	.
11	.	.	.
12	.	.	.
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15	.	.	.
16	.	.	.
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19	.	.	.
20	.	.	.

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3/20/2006 Plotted 20-MAR-2006 09:31

3/20/06

STATE OF TEXAS
TODD P. CONSTANT
88243
LICENSED
PROFESSIONAL ENGINEER

Todd P. Constant, PE

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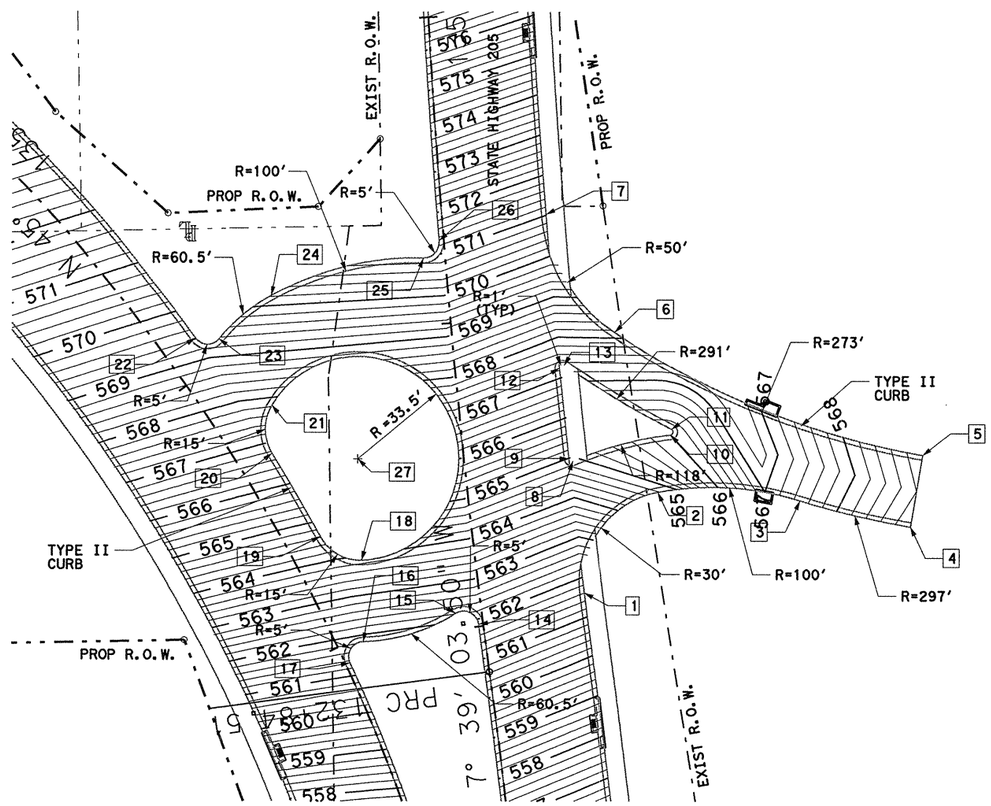
INTERSECTION DETAIL

LAKE MEADOW
NB COUPLET STA 127+04.69

SHEET 18 OF 29

FED.RD. DIV.NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	(SEE TITLE SHEET)	SH 205

STATE	DIST.	COUNTY	SHEET NO.
TEXAS	DALLAS	ROCKWALL	317
CONT.	SECT.	JOB	
0451	01	032, ETC	



0 25 50
SCALE IN FEET
HORIZONTAL

SUMMARY OF POINT DATA			
POINT NUMBER	STATION NB COUPLET	OFFSET (FT)	DESCRIPTION
1	133+06.72	34.50RT	POINT OF CURVATURE
2	133+37.35	62.64RT	POT / POC
3	133+28.97	109.23RT	POINT OF REVERSE CURVE
4	133+15.35	144.69RT	SAWCUT CORNER - MATCH EXIST
5	133+39.63	151.47RT	SAWCUT CORNER - MATCH EXIST
6	133+91.79	53.77RT	POT / POC
7	134+32.21	34.50RT	POINT OF TANGENCY
8	133+50.87	35.79RT	POINT OF REVERSE CURVE
9	133+51.84	34.50RT	POT /POC
10	133+56.02	68.85RT	POINT OF REVERSE CURVE
11	133+57.91	69.38RT	POINT OF REVERSE CURVE
12	133+82.03	34.50RT	POT / POC
13	133+82.80	36.14RT	POINT OF REVERSE CURVE
14	133+00.74	1.50LT	POINT OF REVERSE CURVE
15	133+05.26	8.63LT	POINT OF REVERSE CURVE
16	132+99.80	40.20LT	POINT OF REVERSE CURVE
17	132+93.43	45.46LT	POINT OF REVERSE CURVE
18	133+26.30	37.45LT	POT / POC
19	133+35.46	50.18LT	POINT OF REVERSE CURVE
20	133+63.94	63.16LT	POINT OF REVERSE CURVE

SUMMARY OF POINT DATA			
POINT NUMBER	STATION NB COUPLET	OFFSET (FT)	DESCRIPTION
21	133+79.30	61.62LT	POT / POC
22	134+02.87	84.88LT	POINT OF REVERSE CURVE
23	134+01.92	77.10LT	POINT OF REVERSE CURVE
24	134+14.16	58.49LT	POT / POC
25	134+21.67	7.07LT	POINT OF REVERSE CURVE
26	134+26.62	1.50LT	POINT OF REVERSE CURVE
27	133.59.30	35.00LT	RADII CENTER
28	.	.	.
29	.	.	.
30	.	.	.
31	.	.	.
32	.	.	.
33	.	.	.
34	.	.	.
35	.	.	.
36	.	.	.
37	.	.	.
38	.	.	.
39	.	.	.
40	.	.	.

3/20/06

STATE OF TEXAS
TODD P. CONSTANT
88243
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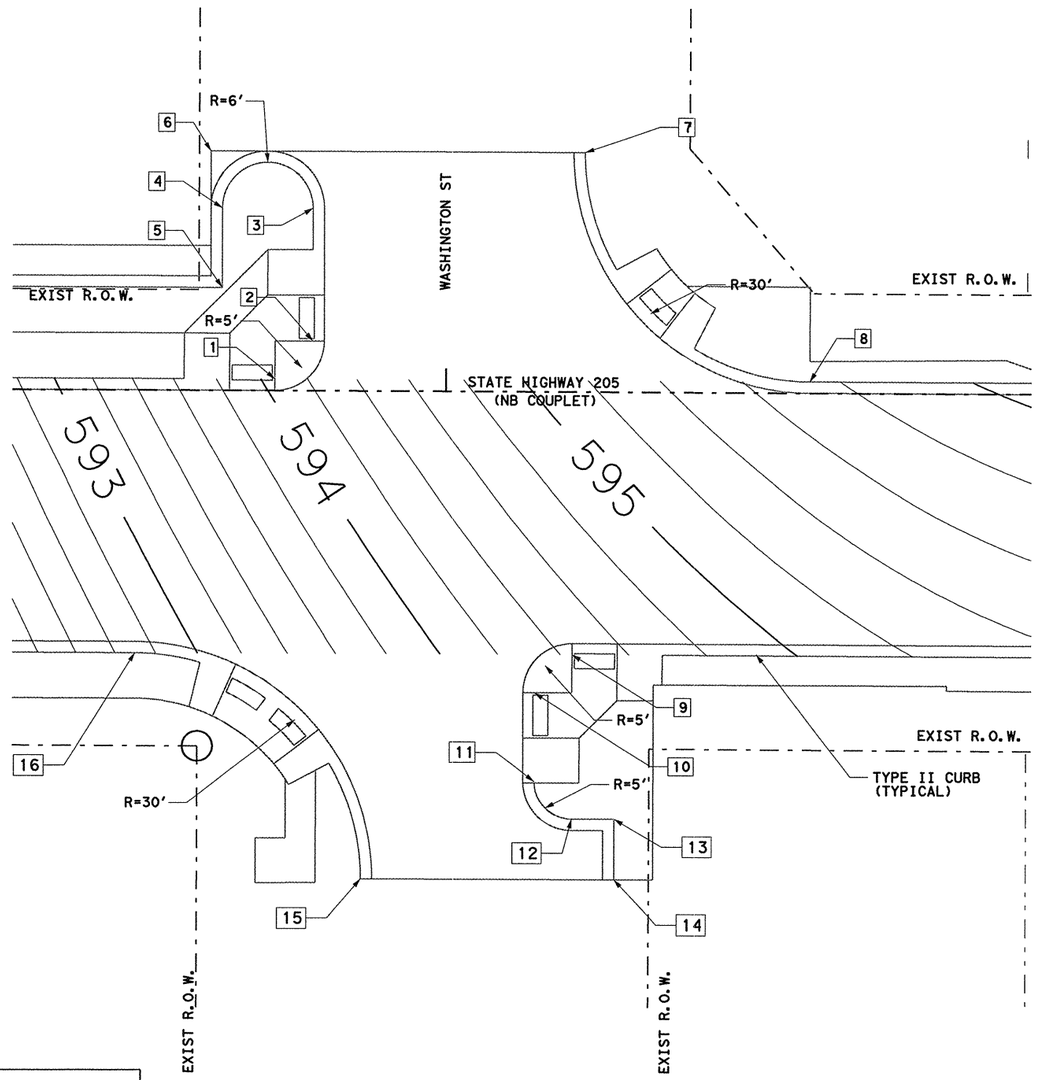
INTERSECTION DETAIL
ROCKWALL CITYPLACE ENTERANCE
@ NB COUPLET
NB COUPLET STA 133+50

SHEET 19 OF 29

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	(SEE TITLE SHEET)	SH 205

STATE	DIST.	COUNTY	SHEET NO.
TEXAS	DALLAS	ROCKWALL	318
CONT.	SECT.	JOB	
0451	01	032, ETC	

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3/20/2006 Plotted 20-MAR-2006 09:31



0 10 20
SCALE IN FEET

SUMMARY OF POINT DATA

POINT NUMBER	STATION NB COUPLET	OFFSET (FT)	DESCRIPTION
1	137+77.30	1.50LT	POINT OF CURVATURE
2	137+82.30	6.51LT	POINT OF TANGENCY
3	137+82.25	23.98LT	POINT OF CURVATURE
4	137+70.25	23.94LT	POINT OF TANGENCY
5	137+70.28	13.50LT	POINT OF INTERSECTION
6	137+68.73	31.46LT	SAWCUT CORNER - MATCH EXIST
7	138+18.38	31.48LT	POC / SAWCUT - MATCH EXIST
8	138+48.38	1.50LT	POINT OF TANGENCY
9	138+16.94	34.50RT	POINT OF CURVATURE
10	138+11.94	39.52RT	POINT OF TANGENCY
11	138+11.97	51.35RT	POINT OF CURVATURE
12	138+16.98	56.34RT	POINT OF TANGENCY
13	138+22.63	56.32RT	POINT OF INTERSECTION
14	138+22.64	64.43RT	SAWCUT CORNER - MATCH EXIST
15	137+88.94	64.47RT	POT / SAWCUT - MATCH EXIST
16	137+58.94	34.50RT	POINT OF CURVATURE
17	.	.	.
18	.	.	.
19	.	.	.
20	.	.	.

3/20/06

STATE OF TEXAS
TODD P. CONSTANT
88243
LICENSED
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2777 Stemmons Freeway
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INTERSECTION DETAIL

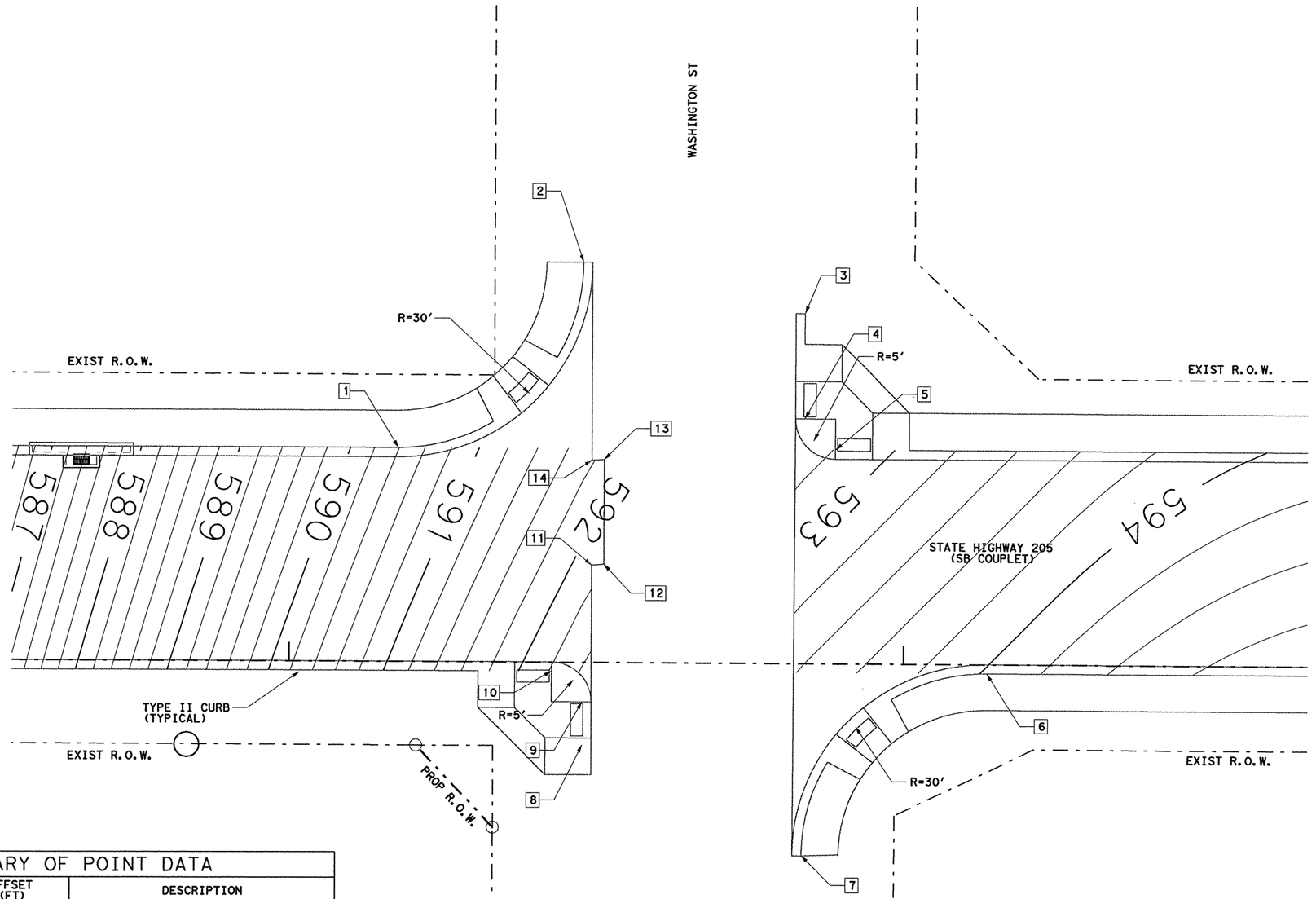
WASHINGTON STREET / NB COUPLET
NB COUPLET STA 138+02.59

SHEET 20 OF 29

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	(SEE TITLE SHEET)	SH 205

STATE	DIST.	COUNTY	SHEET NO.
TEXAS	DALLAS	ROCKWALL	319
CONT.	SECT.	JOB	
0451	01	032, ETC	

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3/20/2006 Plotted 20-MAR-2006 09:31



0 10 20
SCALE IN FEET

SUMMARY OF POINT DATA

POINT NUMBER	STATION SB COUPLET	OFFSET (FT)	DESCRIPTION
1	138+17.55	34.50LT	POINT OF CURVATURE
2	138+47.55	64.56LT	POT / SAWCUT - MATCH EXIST
3	138+83.72	56.48LT	SAWCUT CORNER - MATCH EXIST
4	138+83.75	39.49LT	POINT OF CURVATURE
5	138+88.75	34.50LT	POINT OF TANGENCY
6	139+13.54	1.50RT	POINT OF TANGENCY
7	138+83.54	31.70RT	POC / SAWCUT - MATCH EXIST
8	138+47.66	13.63RT	SAWCUT CORNER - MATCH EXIST
9	138+47.65	6.49RT	POINT OF TANGENCY
10	138+42.65	1.50RT	POINT OF CURVATURE
11	138+49.12	15.71LT	SAWCUT CORNER - MATCH EXIST
12	138+51.12	15.88LT	SAWCUT CORNER - MATCH EXIST
13	138+51.09	32.73LT	SAWCUT CORNER - MATCH EXIST
14	138+49.09	32.63LT	SAWCUT CORNER - MATCH EXIST
15	.	.	.
16	.	.	.
17	.	.	.
18	.	.	.
19	.	.	.
20	.	.	.

3/20/06

STATE OF TEXAS
TODD P. CONSTANT
88243
LICENSED
PROFESSIONAL ENGINEER

Todd P. Constant, PE

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INTERSECTION DETAIL

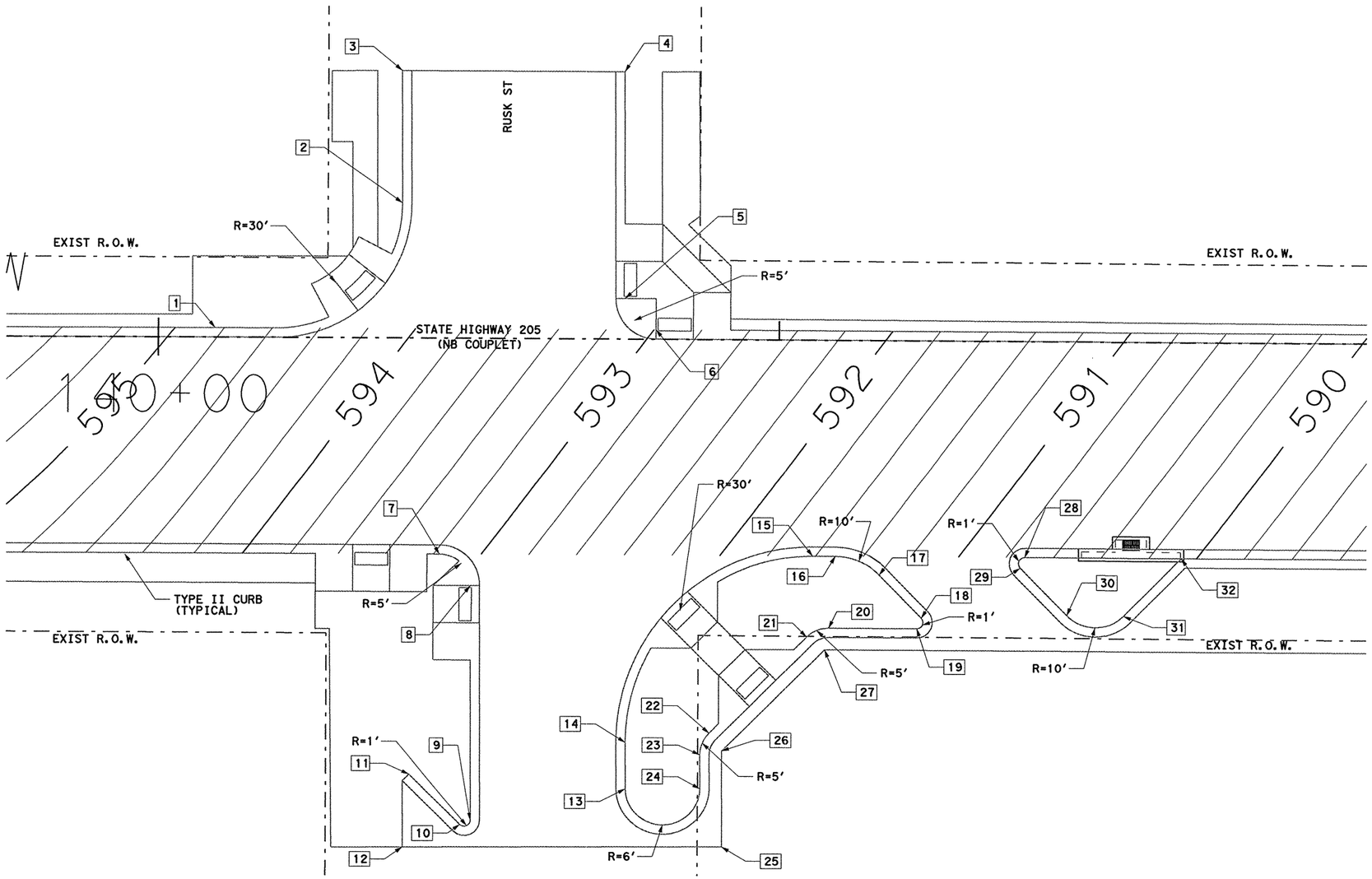
WASHINGTON STREET / SB COUPLET
NB COUPLET STA 138+02.06

SHEET 21 OF 29

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	(SEE TITLE SHEET)	SH 205

STATE	DIST.	COUNTY	SHEET NO.
TEXAS	DALLAS	ROCKWALL	320
CONT.	SECT.	JOB	
0451	01	032, ETC	

DGN=G:\JOBS\22451C-SH205\Paving\2451cgr19.dgn, ON=10-621
3/20/2006 Plotted 20-MAR-2006 09:31



0 10 20
SCALE IN FEET

SUMMARY OF POINT DATA

POINT NUMBER	STATION NB COUPLET	OFFSET (FT)	DESCRIPTION
1	140+09.13	1.50LT	POINT OF CURVATURE
2	140+39.19	21.62LT	POINT OF TANGENCY
3	140+39.06	42.80LT	SAWCUT CORNER - MATCH EXIST
4	140+76.14	6.30LT	POINT OF CURVATURE
5	140+75.18	6.47LT	POINT OF CURVATURE
6	140+80.18	1.50LT	POINT OF TANGENCY
7	140+45.44	34.50RT	POINT OF CURVATURE
8	140+50.44	39.47RT	POINT OF TANGENCY
9	140+50.65	77.57RT	POINT OF CURVATURE
10	140+48.94	78.29RT	POINT OF TANGENCY
11	140+40.66	70.01RT	SAWCUT CORNER - MATCH EXIST
12	140+39.67	81.94RT	SAWCUT CORNER - MATCH EXIST
13	140+75.62	72.24RT	POINT OF TANGENCY
14	140+75.58	64.67RT	POINT OF CURVATURE
15	141+05.58	34.50RT	POINT OF TANGENCY
16	141+09.21	34.50RT	POINT OF CURVATURE
17	141+16.28	37.43RT	POINT OF TANGENCY
18	141+23.15	44.29RT	POINT OF CURVATURE
19	141+22.44	46.00RT	POINT OF TANGENCY
20	141+08.18	46.00RT	POINT OF CURVATURE

SUMMARY OF POINT DATA

POINT NUMBER	STATION	OFFSET (FT)	DESCRIPTION
21	141+04.65	47.47RT	POINT OF TANGENCY
22	140+89.05	63.06RT	POINT OF CURVATURE
23	140+87.59	66.62RT	POINT OF TANGENCY
24	140+87.62	72.17RT	POINT OF CURVATURE
25	141+91.17	81.65RT	SAWCUT CORNER - MATCH EXIST
26	140+91.08	65.98RT	SAWCUT CORNER - MATCH EXIST
27	141+07.56	49.50RT	SAWCUT CORNER - MATCH EXIST
28	141+39.81	34.50RT	POINT OF TANGENCY
29	141+39.10	36.21RT	POINT OF CURVATURE
30	141+46.65	43.75RT	POINT OF CURVATURE
31	141+55.84	43.75RT	POINT OF TANGENCY
32	141+65.10	34.50RT	POINT OF INTERSECTION
33	.	.	.
34	.	.	.
35	.	.	.
36	.	.	.
37	.	.	.
38	.	.	.
39	.	.	.
40	.	.	.

3/20/06

STATE OF TEXAS
TODD P. CONSTANT
88243
LICENSED
PROFESSIONAL ENGINEER

Todd P. Constant, PE

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INTERSECTION DETAIL

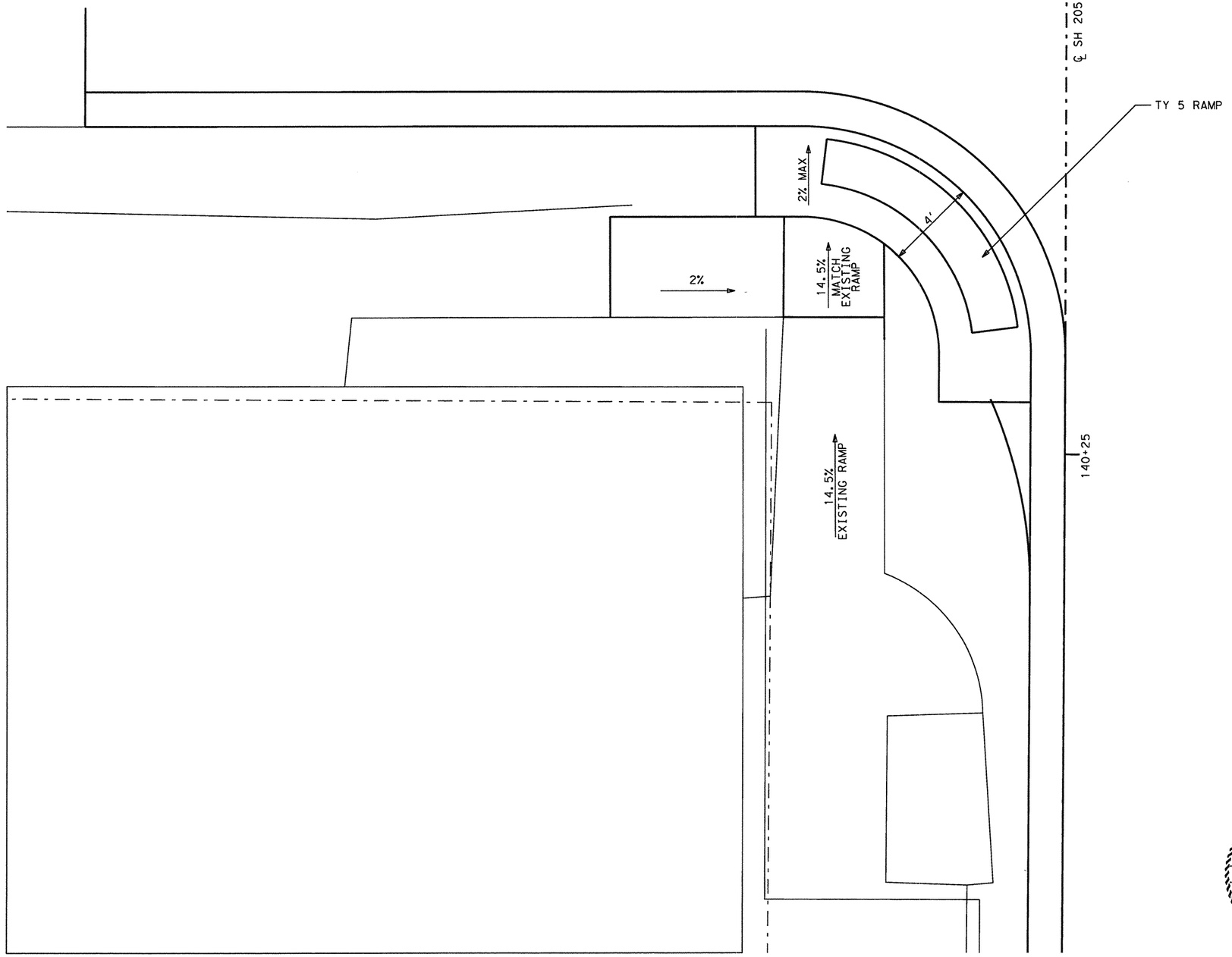
RUSK STREET / NB COUPLET
NB COUPLET STA 140+55.58

SHEET 22 OF 29

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	(SEE TITLE SHEET)	SH 205

STATE	DIST.	COUNTY	SHEET NO.
TEXAS	DALLAS	ROCKWALL	321
CONT.	SECT.	JOB	
0451	01	032, ETC	

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3/20/2006 Plotted 20-MAR-2006 09:31



SUMMARY		
104 2015	531 2004	531 2015
REMOVING CONC (SIDEWALKS) (SY)	CONC SIDEWALKS 4" (SY)	CURB RAMP (TY 5) (EA)
4	6	1

CHANGE ORDER 100

STATE OF TEXAS
JEFFREY A. BUSH
99352
LICENSED
PROFESSIONAL ENGINEER
12/30/09

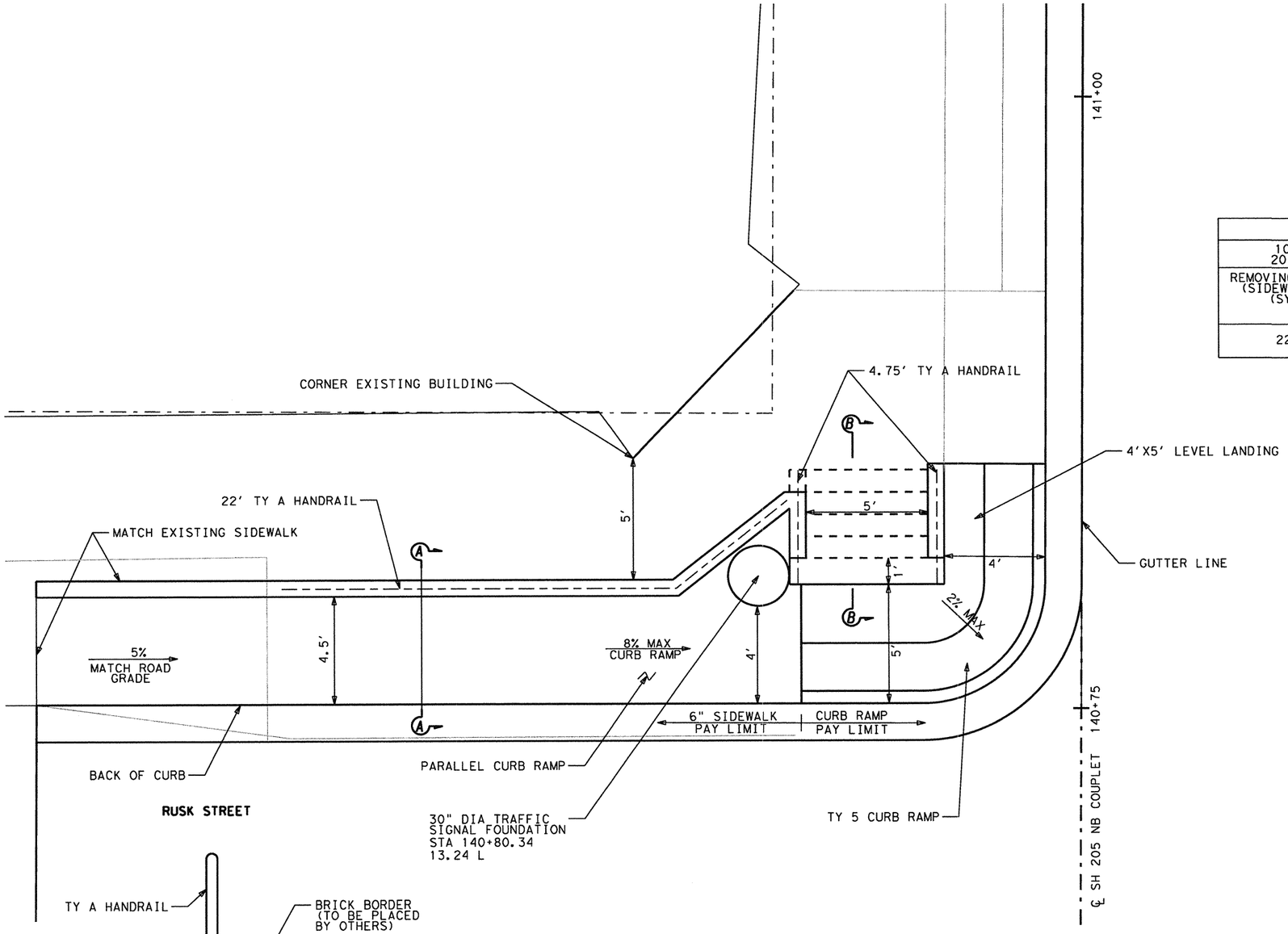
Texas Department of Transportation
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SH 205
SW RUSK
CORNER DETAIL

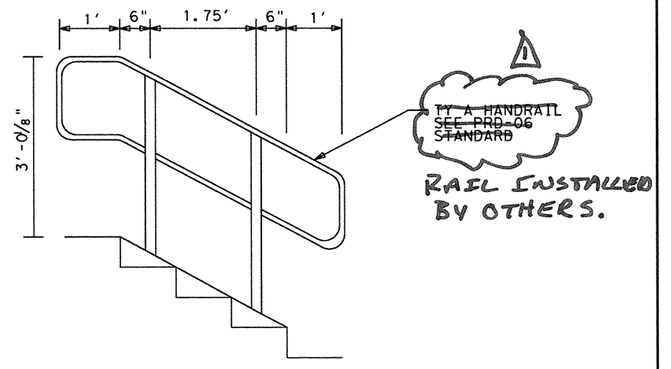
1"=5'

SHEET 1 OF 1

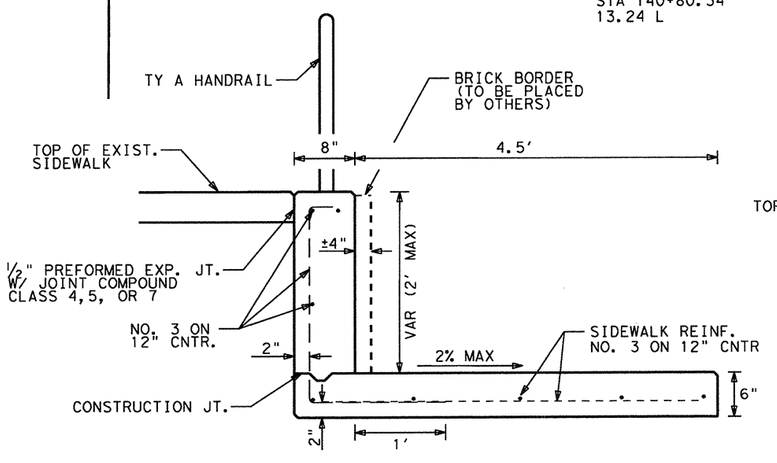
DESIGN	FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.		HIGHWAY NO.
GRAPHICS	6	(SEE TITLE SHEET)		SH 205
	STATE	DISTRICT	COUNTY	SHEET NO.
CHECK	TEXAS	DALLAS	DALLAS	
CHECK	CONTROL	SECTION	JOB	~~30100~~ 30AM
	0451	01	032	



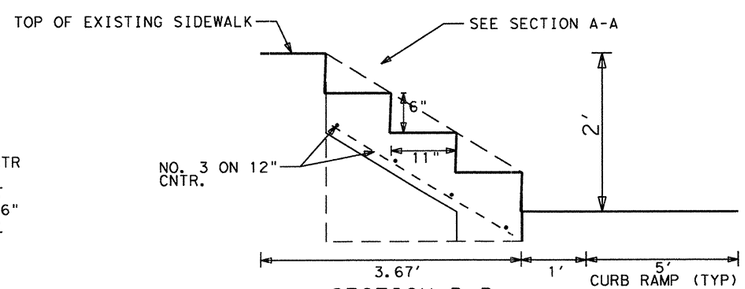
SUMMARY					
104 2015	531 2004	531 2040	UNIQUE CODE	UNIQUE CODE	450 2072
REMOVING CONC (SIDEWALKS) (SY)	CONC SIDEWALKS 6" (SY)	CURB RAMP (TY 5) (EA)	STEPS (LS)	VAR. HEIGHT CURB (SF)	TY A HANDRAIL (LF)
22	17	1	1	40	31.5



STEPS HAND RAIL DIMENSIONS
(EACH SIDE TYP)



SECTION A-A
N.T.S.



SECTION B-B
N.T.S.

CHANGE ORDER 100

Texas Department of Transportation
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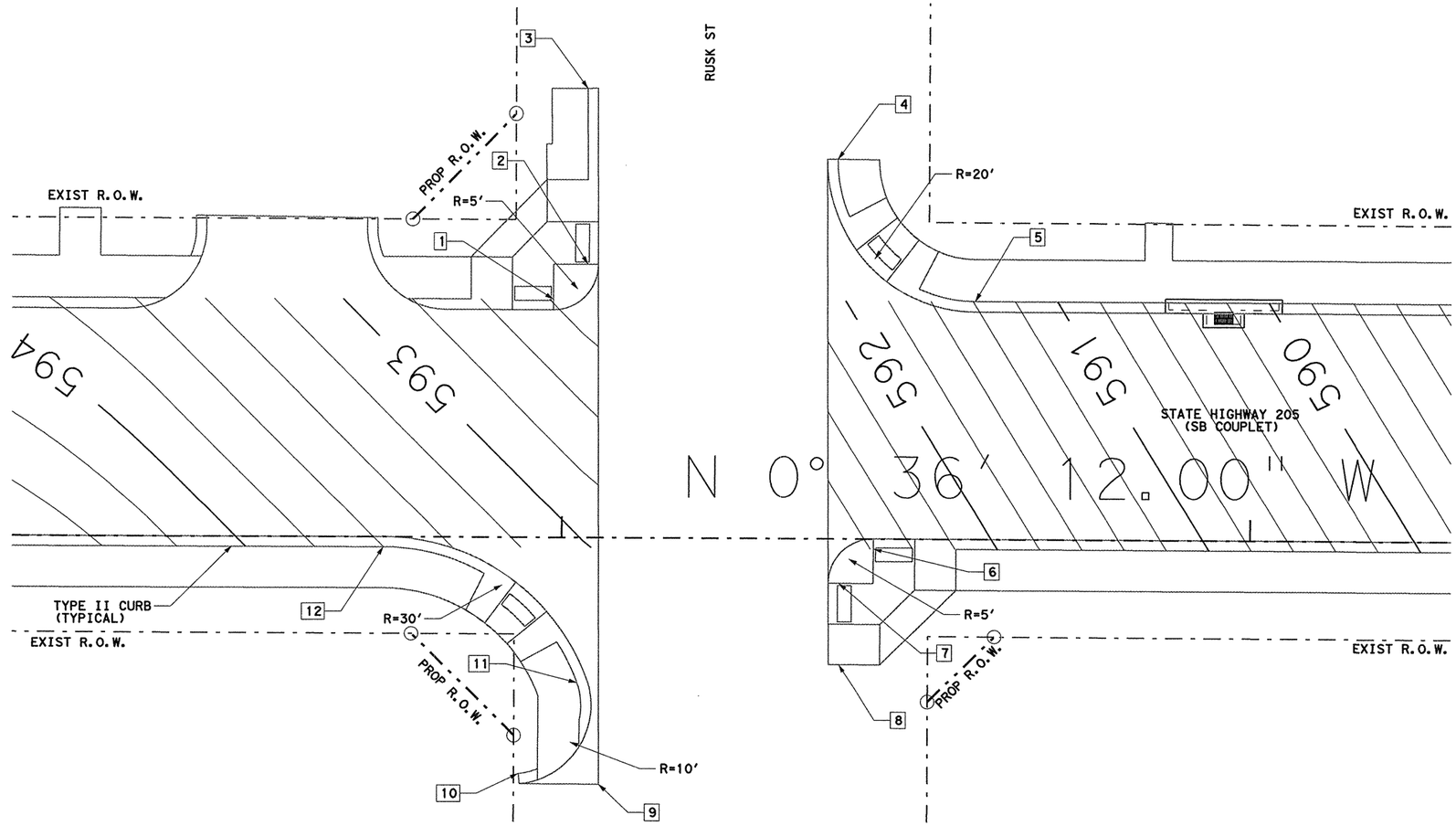
SH 205
NW RUSK
CORNER DETAIL

1"=5'

SHEET 1 OF 1

DESIGN	FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.		HIGHWAY NO.
GRAPHICS	6	(SEE TITLE SHEET)		SH 205
	STATE	DISTRICT	COUNTY	SHEET NO.
CHECK	TEXAS	DALLAS	DALLAS	
CHECK	CONTROL	SECTION	JOB	
	0451	01	032	

STATE OF TEXAS
JEFFREY A. BUSH
99352
LICENSED
PROFESSIONAL ENGINEER
12/30/09



0 10 20
SCALE IN FEET

SUMMARY OF POINT DATA

POINT NUMBER	STATION SB COUPLET	OFFSET (FT)	DESCRIPTION
1	140+98.64	34.50LT	POINT OF CURVATURE
2	141+03.64	39.52LT	POINT OF TANGENCY
3	141+03.53	64.45LT	SAWCUT CORNER - MATCH EXIST
4	141+39.85	54.63LT	POC / SAWCUT - MATCH EXIST
5	141+59.85	34.50LT	POINT OF TANGENCY
6	141+45.23	1.50RT	POINT OF TANGENCY
7	141+40.23	6.52RT	POINT OF CURVATURE
8	141+40.28	18.52RT	SAWCUT CORNER - MATCH EXIST
9	141+05.54	36.28RT	SAWCUT CORNER - MATCH EXIST
10	140+93.86	34.76RT	POT / SAWCUT - MATCH EXIST
11	141+02.32	21.45RT	POT / POC
12	140+74.05	1.50RT	POINT OF CURVATURE
13	.	.	.
14	.	.	.
15	.	.	.
16	.	.	.
17	.	.	.
18	.	.	.
19	.	.	.
20	.	.	.

3/20/06

STATE OF TEXAS
TODD P. CONSTANT
88243
LICENSED
PROFESSIONAL ENGINEER

Todd P. Constant, PE

Parsons Brinckerhoff Quade & Douglas, Inc.
2777 Stemmons Freeway
Suite 1333
Dallas, TX 75207

Texas Department of Transportation
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SH 205

INTERSECTION DETAIL

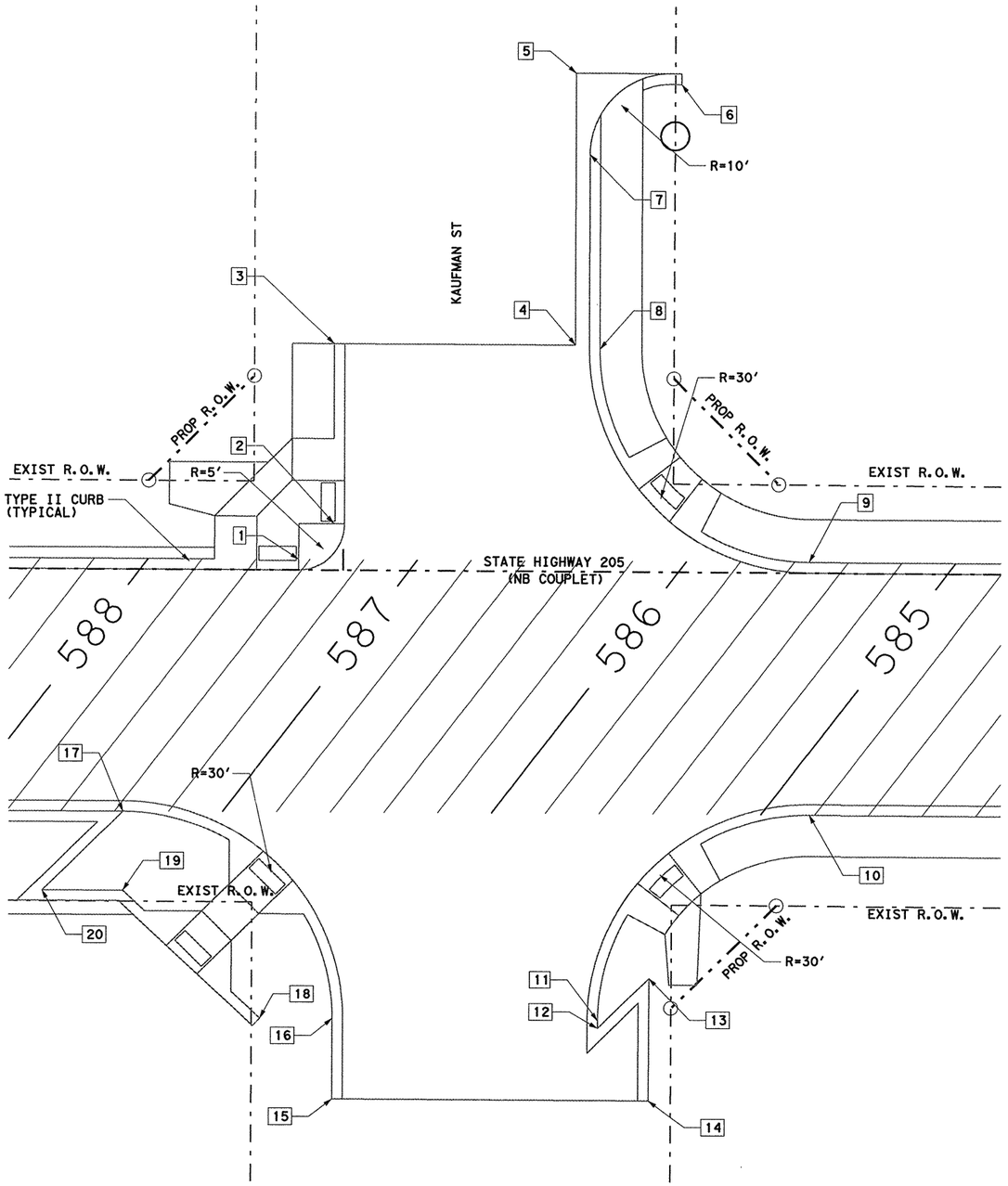
RUSK STREET / SB COUPLET
NB COUPLET STA 140+52.45

SHEET 23 OF 29

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	(SEE TITLE SHEET)	SH 205

STATE	DIST.	COUNTY	SHEET NO.
TEXAS	DALLAS	ROCKWALL	322
CONT.	SECT.	JOB	
0451	01	032, ETC	

DGN=Gr:\DBS\22451C-SH205\Paving\22451cgr21.dgn, ON=10-621
3/20/2006 Plotted 20-MAR-2006 09:31



0 10 20
SCALE IN FEET

SUMMARY OF POINT DATA			
POINT NUMBER	STATION NB COUPLET	OFFSET (FT)	DESCRIPTION
1	142+93.63	1.50LT	POINT OF CURVATURE
2	142+98.63	6.51LT	POINT OF TANGENCY
3	143+98.58	32.00LT	SAWCUT CORNER - MATCH EXIST
4	143+33.08	32.00LT	SAWCUT CORNER - MATCH EXIST
5	143+33.00	70.68LT	SAWCUT CORNER - MATCH EXIST
6	143+48.08	69.22LT	POC / SAWCUT - MATCH EXIST
7	143+35.02	59.19LT	POINT OF TANGENCY
8	143+36.58	31.44LT	POINT OF CURVATURE
9	143+66.58	1.50LT	POINT OF TANGENCY
10	143+66.77	34.50RT	POINT OF TANGENCY
11	143+36.77	64.56RT	POINT OF CURVATURE
12	143+36.77	65.67RT	POINT OF INTERSECTION
13	143+44.07	58.37RT	POINT OF INTERSECTION
14	143+44.07	76.00RT	SAWCUT CORNER - MATCH EXIST
15	142+98.79	76.00RT	SAWCUT CORNER - MATCH EXIST
16	142+98.77	64.44RT	POINT OF TANGENCY
17	142+68.77	34.50RT	POINT OF CURVATURE
18	142+88.42	64.46RT	SAWCUT CORNER - MATCH EXIST
19	142+68.77	46.00RT	POINT OF INTERSECTION
20	142+57.27	46.00RT	POINT OF INTERSECTION

3/20/06

STATE OF TEXAS
TODD P. CONSTANT
88243
LICENSED
PROFESSIONAL ENGINEER

Parsons Brinckerhoff Quade & Douglas, Inc.
2777 Stemmons Freeway
Suite 1333
Dallas, TX 75207

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INTERSECTION DETAIL

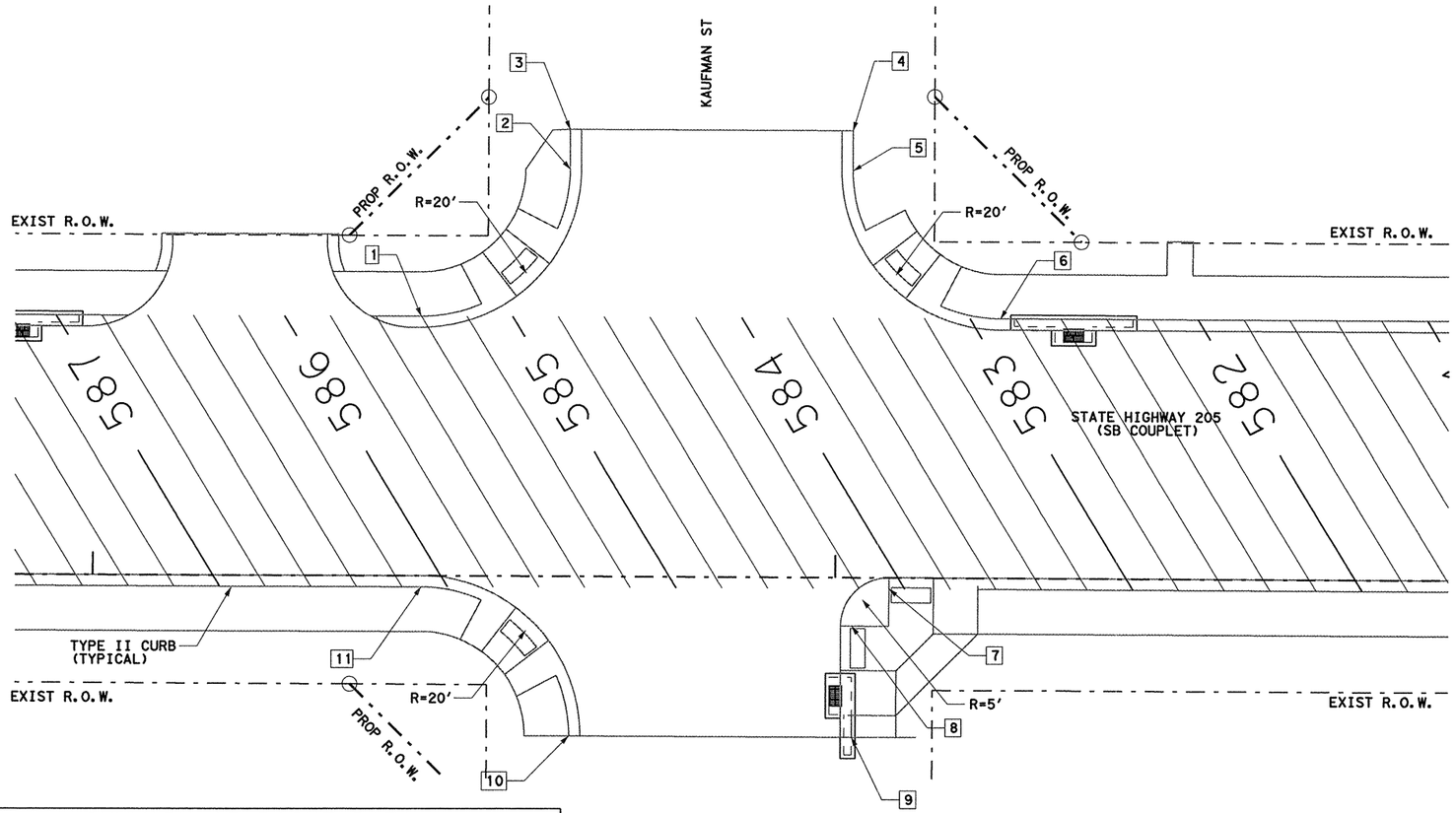
KAUFMAN STREET / NB COUPLET
NB COUPLET STA 143+16.13

SHEET 24 OF 29

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	(SEE TITLE SHEET)	SH 205

STATE	DIST.	COUNTY	SHEET NO.
TEXAS	DALLAS	ROCKWALL	323
CONT.	SECT.	JOB	
0451	01	032, ETC	

DGN=G:\JOBS\22451C-SH205\Paving\2451ogr22.dgn, ON=10-621
3/20/2006 Plotted 20-MAR-2006 09:31



0 10 20
SCALE IN FEET

SUMMARY OF POINT DATA

POINT NUMBER	STATION SB COUPLET	OFFSET (FT)	DESCRIPTION
1	143+44.12	34.50LT	POINT OF CURVATURE
2	143+64.12	54.54LT	POINT OF TANGENCY
3	143+64.11	60.00LT	SAWCUT CORNER - MATCH EXIST
4	144+02.11	60.00LT	SAWCUT CORNER - MATCH EXIST
5	144+02.12	54.46LT	POINT OF CURVATURE
6	144+22.12	34.50LT	POINT OF TANGENCY
7	144+07.24	1.50RT	POINT OF TANGENCY
8	144+02.24	6.51RT	POINT OF CURVATURE
9	144+02.27	21.50RT	SAWCUT CORNER - MATCH EXIST
10	143+64.27	21.50RT	POT / SAWCUT - MATCH EXIST
11	143+44.27	1.50RT	POINT OF CURVATURE
12	.	.	.
13	.	.	.
14	.	.	.
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3/20/2006 Plotted 20-MAR-2006 09:31

3/20/06

STATE OF TEXAS
TODD P. CONSTANT
88243
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PROFESSIONAL ENGINEER

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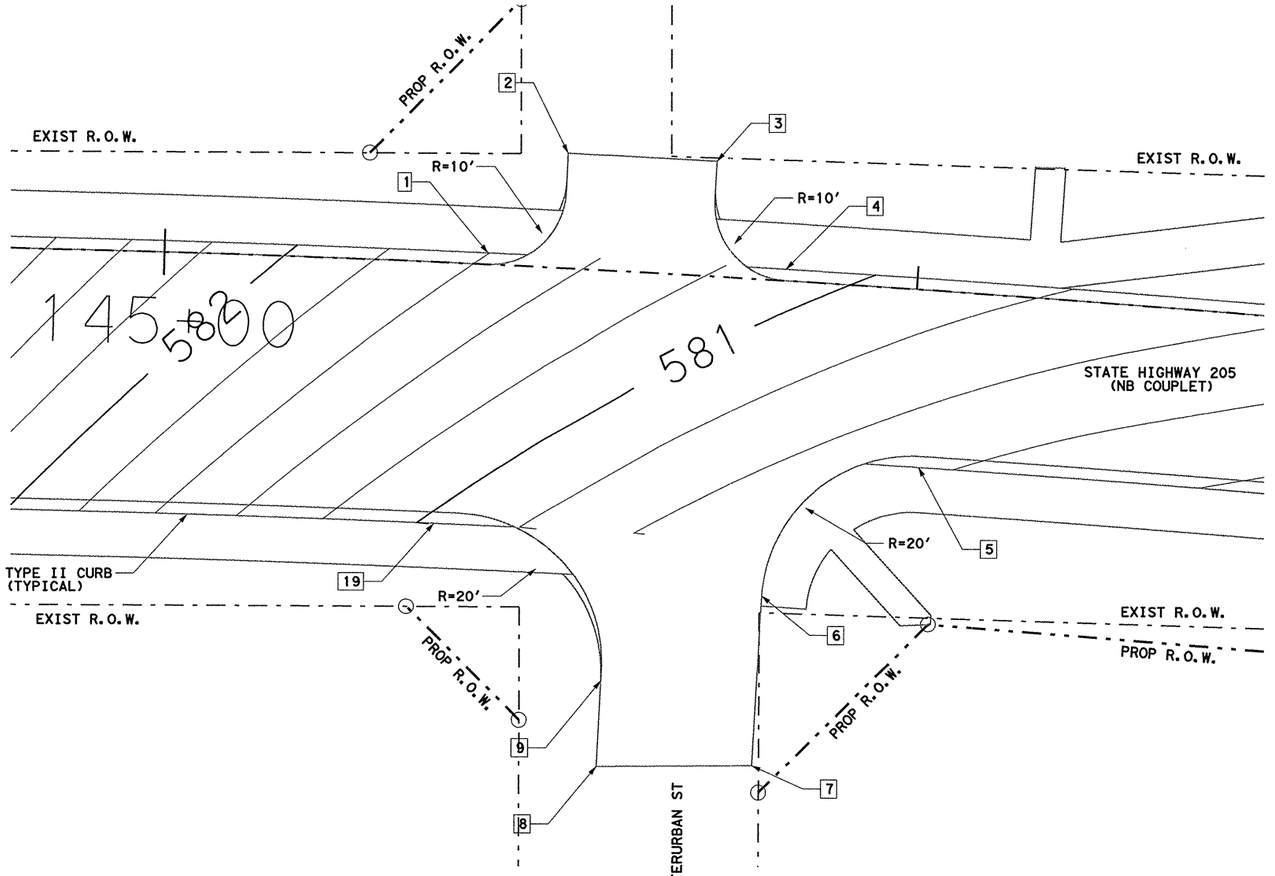
INTERSECTION DETAIL

KAUFMAN STREET / SB COUPLET
NB COUPLET STA 143+16.86

SHEET 25 OF 29

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	(SEE TITLE SHEET)	SH 205

STATE	DIST.	COUNTY	SHEET NO.
TEXAS	DALLAS	ROCKWALL	324
CONT.	SECT.	JOB	
0451	01	032, ETC	



0 10 20
SCALE IN FEET

SUMMARY OF POINT DATA			
POINT NUMBER	STATION NB COUPLET	OFFSET (FT)	DESCRIPTION
1	145+42.86	1.50LT	POINT OF CURVATURE
2	145+52.82	15.00LT	POT / SAWCUT - MATCH EXIST
3	145+72.54	15.00LT	POC / SAWCUT - MATCH EXIST
4	145+82.50	1.50LT	POINT OF REVERSE CURVE
5	146+01.78	23.50RT	POINT OF TANGENCY
6	145+81.85	42.07RT	POINT OF CURVATURE
7	145+81.85	64.66RT	SAWCUT CORNER / MATCH EXIST
8	145+60.75	65.91RT	SAWCUT CORNER / MATCH EXIST
9	145+60.75	54.57RT	POINT OF TANGENCY
10	145+37.22	34.50RT	POINT OF CURVATURE
11	.	.	.
12	.	.	.
13	.	.	.
14	.	.	.
15	.	.	.
16	.	.	.
17	.	.	.
18	.	.	.
19	.	.	.
20	.	.	.

3/20/06

STATE OF TEXAS
TODD P. CONSTANT
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PROFESSIONAL ENGINEER

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Suite 1333
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INTERSECTION DETAIL

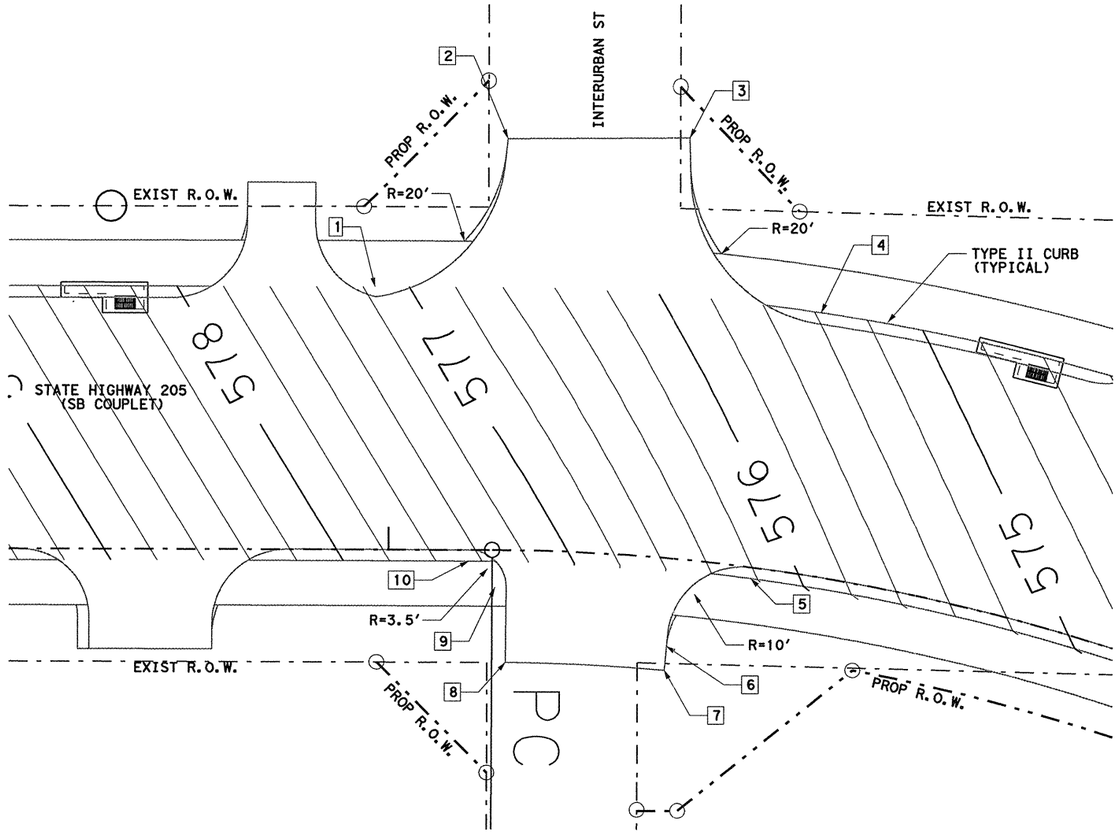
INTERURBAN STREET / NB COUPLET
STA 145+64.48

SHEET 26 OF 29

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	(SEE TITLE SHEET)	SH 205

STATE	DIST.	COUNTY	SHEET NO.
TEXAS	DALLAS	ROCKWALL	325
CONT.	SECT.	JOB	
0451	01	032, ETC	

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3/20/2006 Plotted 20-MAR-2006 09:32



0 10 20
SCALE IN FEET

SUMMARY OF POINT DATA

POINT NUMBER	STATION SB COUPLET	OFFSET (FT)	DESCRIPTION
1	145+98.07	34.50LT	POINT OF CURVATURE
2	146+15.38	53.83LT	POT / SAWCUT - MATCH EXIST
3	146+35.49	55.08LT	POC / SAWCUT - MATCH EXIST
4	146+52.60	34.50LT	POINT OF REVERSE CURVE
5	146+48.47	1.50RT	POT / POC
6	146+38.09	11.69RT	POINT OF CURVATURE
7	146+38.09	15.00RT	SAWCUT CORNER - MATCH EXIST
8	146+15.71	15.00RT	SAWCUT CORNER - MATCH EXIST
9	146+14.18	5.02RT	POINT OF TANGENCY
10	146+10.67	1.50RT	POINT OF CURVATURE
11	.	.	.
12	.	.	.
13	.	.	.
14	.	.	.
15	.	.	.
16	.	.	.
17	.	.	.
18	.	.	.
19	.	.	.
20	.	.	.

3/20/06

STATE OF TEXAS
TODD P. CONSTANT
88243
LICENSED
PROFESSIONAL ENGINEER

Todd P. Constant, PE

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INTERSECTION DETAIL

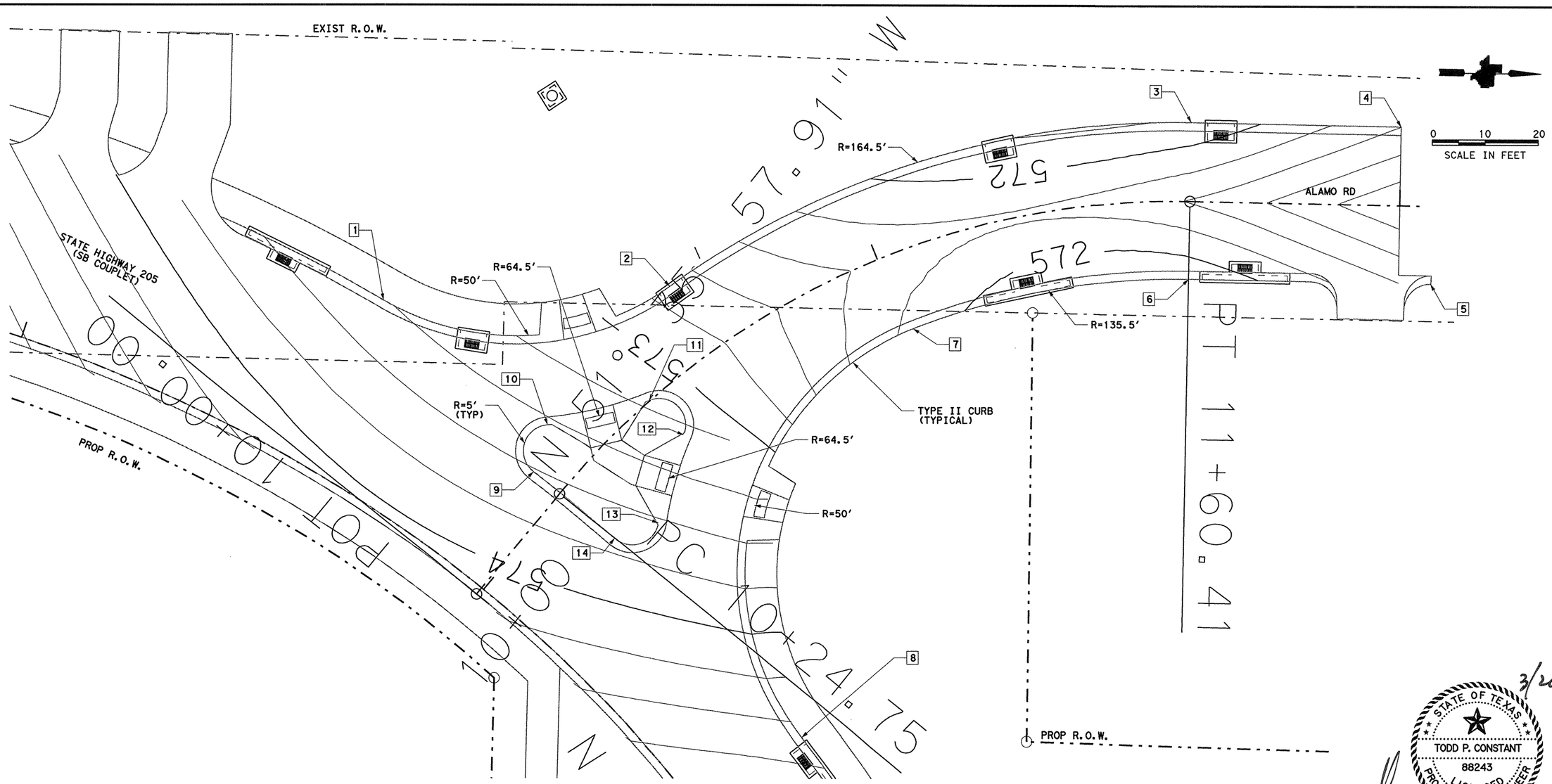
INTERURBAN STREET / SB COUPLET
NB COUPLET STA 145+50.04

SHEET 27 OF 29

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	(SEE TITLE SHEET)	SH 205

STATE	DIST.	COUNTY	SHEET NO.
TEXAS	DALLAS	ROCKWALL	326
CONT.	SECT.	JOB	
0451	01	032, ETC	

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3/20/2006 Plotted 20-MAR-2006 09:32



SUMMARY OF POINT DATA

POINT NUMBER	STATION SB COUPLET	OFFSET (FT)	DESCRIPTION
1	147+55.90	34.50LT	POINT OF CURVATURE
2	147+92.56	66.84LT	POINT OF REVERSE CURVE
3	148+30.36	155.29LT	POINT OF TANGENCY
4	148+47.15	183.83LT	SAWCUT CORNER - MATCH EXIST
5	148+63.00	169.91LT	SAWCUT CORNER - MATCH EXIST
6	148+44.00	135.18LT	POINT OF TANGENCY
7	148+23.45	91.09LT	POT / POC
8	148+59.45	23.50LT	POINT OF CURVATURE
9	147+93.55	23.50LT	POINT OF REVERSE CURVE
10	147+90.50	32.17LT	POINT OF REVERSE CURVE
11	148+01.11	47.55LT	POINT OF REVERSE CURVE
12	148+08.96	46.91LT	POINT OF REVERSE CURVE
13	148+15.66	31.29LT	POINT OF REVERSE CURVE
14	148+11.92	23.50LT	POINT OF REVERSE CURVE
15	.	.	.
16	.	.	.
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18	.	.	.
19	.	.	.
20	.	.	.

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3/20/2006 Plotted 20-MAR-2006 09:32

3/20/06

STATE OF TEXAS
TODD P. CONSTANT
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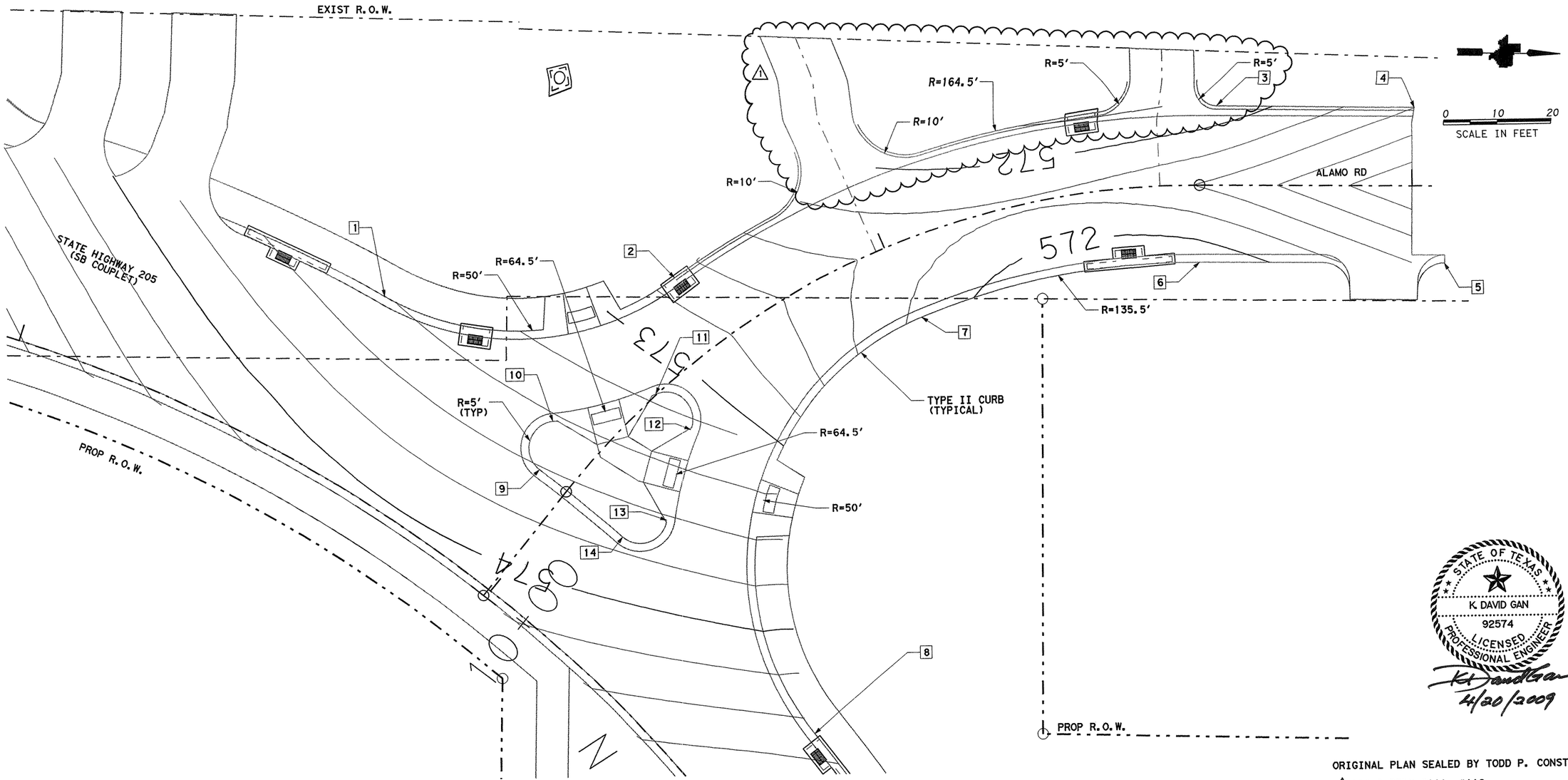
INTERSECTION DETAIL

ALAMO STREET / SB COUPLET
NB COUPLET STA 147+21.84

SHEET 28 OF 29

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	(SEE TITLE SHEET)	SH 205

STATE	DIST.	COUNTY	SHEET NO.
TEXAS	DALLAS	ROCKWALL	327
CONT.	SECT.	JOB	
0451	01	032, ETC	



SUMMARY OF POINT DATA

POINT NUMBER	STATION SB COUPLET	OFFSET (FT)	DESCRIPTION
1	147+55.90	34.50LT	POINT OF CURVATURE
2	147+92.56	66.84LT	POINT OF REVERSE CURVE
3	148+30.36	155.29LT	POINT OF TANGENCY
4	148+47.15	183.83LT	SAWCUT CORNER - MATCH EXIST
5	148+63.00	169.91LT	SAWCUT CORNER - MATCH EXIST
6	148+44.00	135.18LT	POINT OF TANGENCY
7	148+23.45	91.09LT	POT / POC
8	148+59.45	23.50LT	POINT OF CURVATURE
9	147+93.55	23.50LT	POINT OF REVERSE CURVE
10	147+90.50	32.17LT	POINT OF REVERSE CURVE
11	148+01.11	47.55LT	POINT OF REVERSE CURVE
12	148+08.96	46.91LT	POINT OF REVERSE CURVE
13	148+15.66	31.29LT	POINT OF REVERSE CURVE
14	148+11.92	23.50LT	POINT OF REVERSE CURVE
15	.	.	.
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STATE OF TEXAS
K. DAVID GAN
92574
LICENSED
PROFESSIONAL ENGINEER
4/20/2009

ORIGINAL PLAN SEALED BY TODD P. CONSTANT, P.E.

⚠1 ADDED DRWY #111, #112

Change Order #91

Parsons Brinckerhoff Quade & Douglas, Inc.
2777 Stemmons Freeway
Suite 1333
Dallas, TX 75207
TBPE ID 2263

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SH 205

INTERSECTION DETAIL

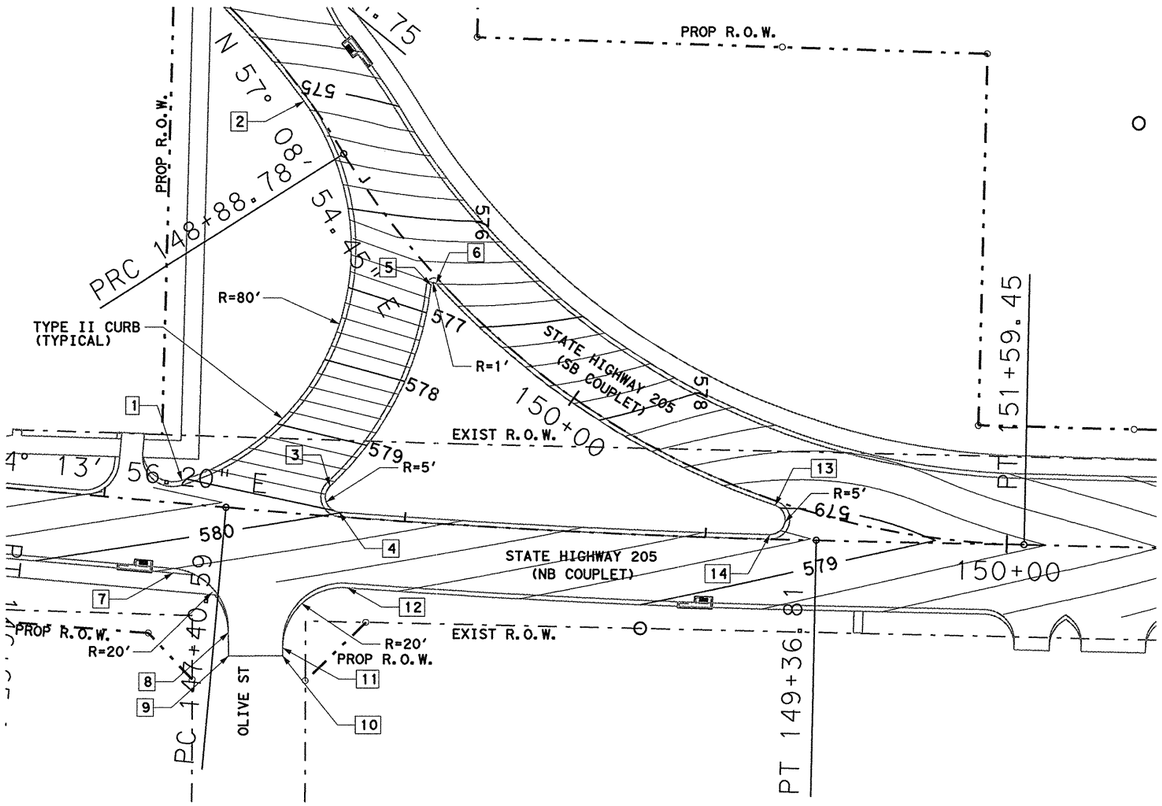
ALAMO STREET / SB COUPLET
NB COUPLET STA 147+21.84

SHEET 28 OF 29

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	(SEE TITLE SHEET)	SH 205

STATE	DIST.	COUNTY	SHEET NO.
TEXAS	DALLAS	ROCKWALL	327A
CONT.	SECT.	JOB	
0451	01	032, ETC	

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0 25 50
SCALE IN FEET

SUMMARY OF POINT DATA

POINT NUMBER	STATION NB COUPLET	OFFSET (FT)	DESCRIPTION
1	147+25.32	7.62LT	POT / POC
2	147+55.19	134.52LT	POT / POC
3	147+74.43	9.88LT	POINT OF REVERSE CURVE
4	147+78.12	1.50LT	POT / POC
5	148+03.32	78.29LT	POINT OF REVERSE CURVE
6	148+05.06	78.97LT	POINT OF REVERSE CURVE
7	148+25.17	23.50RT	POINT OF REVERSE CURVE
8	147+45.02	41.61RT	POINT OF TANGENCY
9	147+45.73	49.41RT	SAWCUT CORNER - MATCH EXIST
10	147+63.36	47.79RT	SAWCUT CORNER - MATCH EXIST
11	147+63.13	45.16RT	POINT OF CURVATURE
12	147+82.76	23.50RT	POINT OF REVERSE CURVE
13	149+18.49	6.24LT	POINT OF REVERSE CURVE
14	149+16.96	3.53LT	POT / POC
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3/20/2006 Plotted 20-MAR-2006 09:32

3/20/06

STATE OF TEXAS
TODD P. CONSTANT
88243
LICENSED PROFESSIONAL ENGINEER

Todd P. Constant, PE

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SH 205

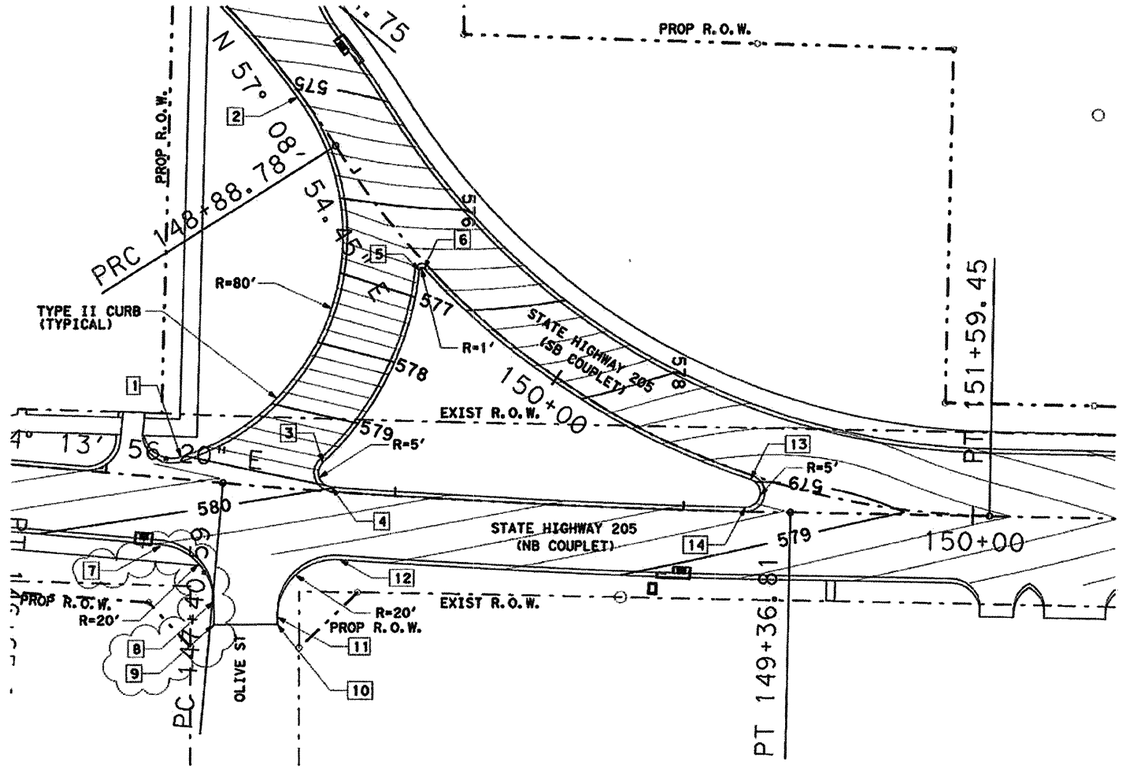
INTERSECTION DETAIL

NB COUPLET / SB COUPLET
NB COUPLET STA 148+86.88

SHEET 29 OF 29

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	(SEE TITLE SHEET)	SH 205

STATE	DIST.	COUNTY	SHEET NO.
TEXAS	DALLAS	ROCKWALL	328
CONT.	SECT.	JOB	
0451	01	032, ETC	



SCALE IN FEET

0 25 50

SUMMARY OF POINT DATA

POINT NUMBER	STATION NB COUPLET	OFFSET (FT)	DESCRIPTION
1	147+25.32	7.62LT	POT / POC
2	147+55.19	134.52LT	POT / POC
3	147+74.43	9.88LT	POINT OF REVERSE CURVE
4	147+78.12	1.50LT	POT / POC
5	148+03.32	78.29LT	POINT OF REVERSE CURVE
6	148+05.06	78.97LT	POINT OF REVERSE CURVE
7	147+21.15	23.50RT	POINT OF REVERSE CURVE
8	147+41.05	41.61RT	POINT OF TANGENCY
9	147+41.82	49.78RT	SAWCUT CORNER - MATCH EXIST
10	147+63.36	47.79RT	SAWCUT CORNER - MATCH EXIST
11	147+63.13	45.16RT	POINT OF CURVATURE
12	147+82.76	23.50RT	POINT OF REVERSE CURVE
13	149+18.49	6.24LT	POINT OF REVERSE CURVE
14	149+16.96	3.53LT	POT / POC
15	.	.	.
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19	.	.	.
20	.	.	.

⚠1 03-09-2010 ADDED 4' TO SOUTH PAVEMENT OF OLIVE TIE-IN. - BY KDG

ORIGINAL PLAN SEALED BY TODD P. CONSTANT, P.E.

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2777 Stemmons Freeway
Suite 1333
Dallas, TX 75207
TBPE ID 2263

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INTERSECTION DETAIL

NB COUPLET / SB COUPLET
NB COUPLET STA 14⁹+86.88

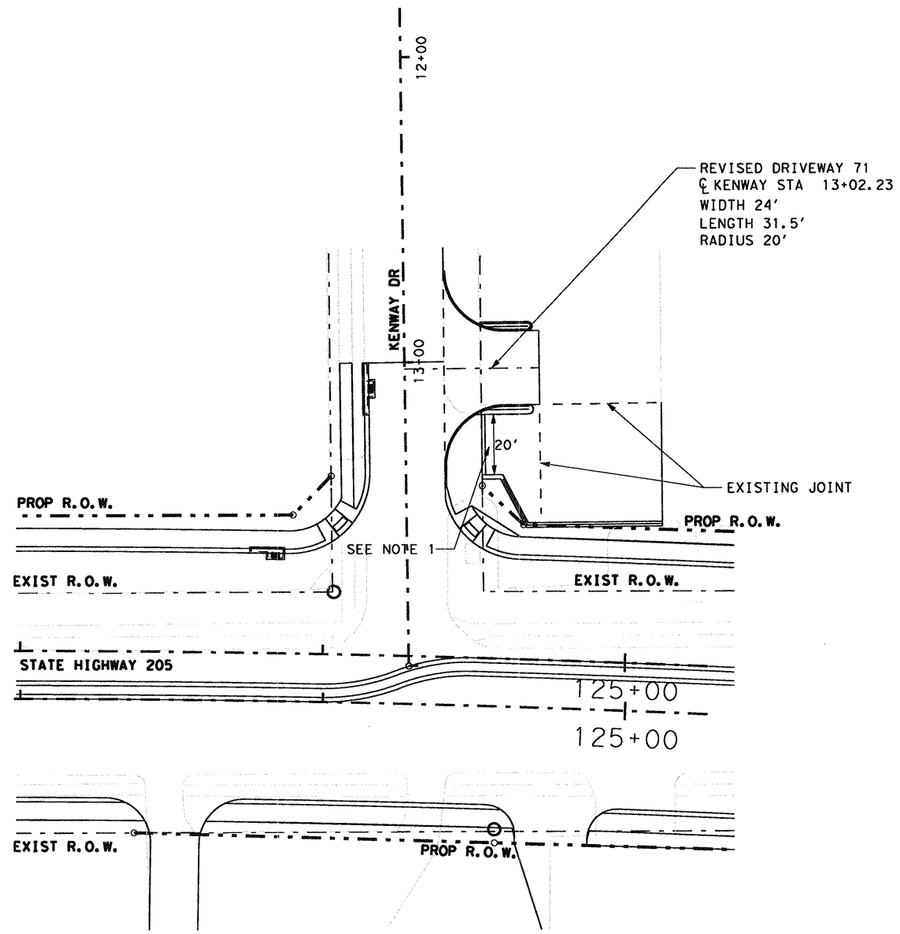
SHEET 29 OF 29

STP. NO. DIST. NO.	FEDERAL AID PROJECT NO.		HIGHWAY NO.
6	(SEE TITLE SHEET)		SH 205
STATE	DIST.	COUNTY	SHEET NO.
TEXAS	DALLAS	ROCKWALL	328A
CONT.	SECT.	JOB	
0451	01	032, ETC	

STATE OF TEXAS
K DAVID GAN
92574
LICENSED PROFESSIONAL ENGINEER
3/9/2010

⚠1 CHANGE ORDER 97

DGN=T:\2451C-SH205\Pavlng\2451ogr27.dgn, ON=[1-62, 64]
3/9/2010 Plotted 09-MAR-2010 14:59



0 25 50
SCALE IN FEET

NOTE 1: REMOVE AND REPLACE 7' (LENGTH) EXISTING DRIVEWAY ENTRANCE AND CURB. MATCH ADJACENT PARKING LOT GRADE.

SUMMARY	104 REMOVING CONC (DRIVEWAYS) (SY)	529 CONC CURB (LF)	530 DRIVEWAYS (CONC) (SY)
REVISED DRIVEWAY 71	36	50	120

DGNSPECLEV
$DATE$ $SYTIME$

328 AA

CHANGE ORDER #5

STATE OF TEXAS
JEFFREY A. BUSH
99352
LICENSED
PROFESSIONAL ENGINEER
12/2/09

Texas Department of Transportation
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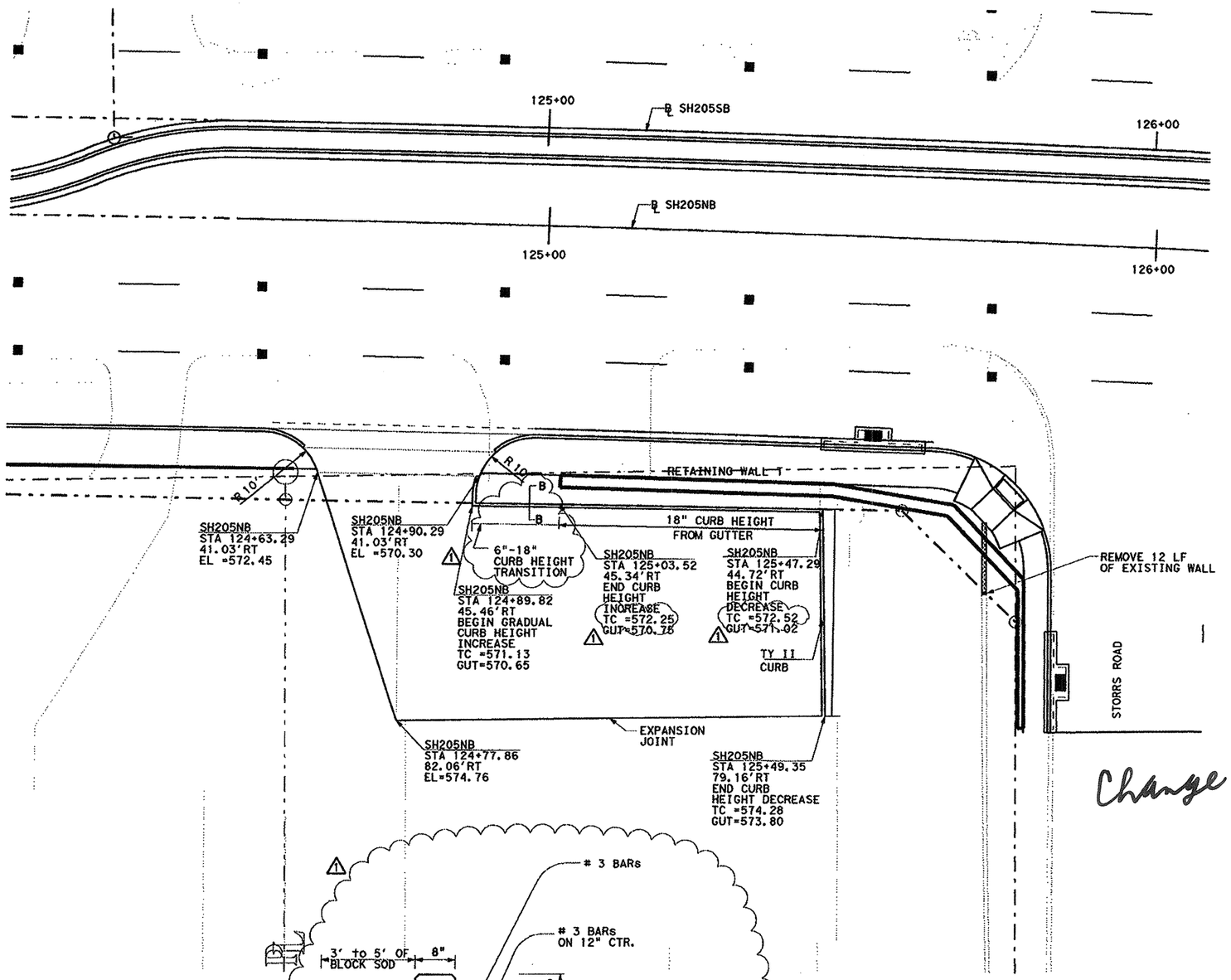
SH 205

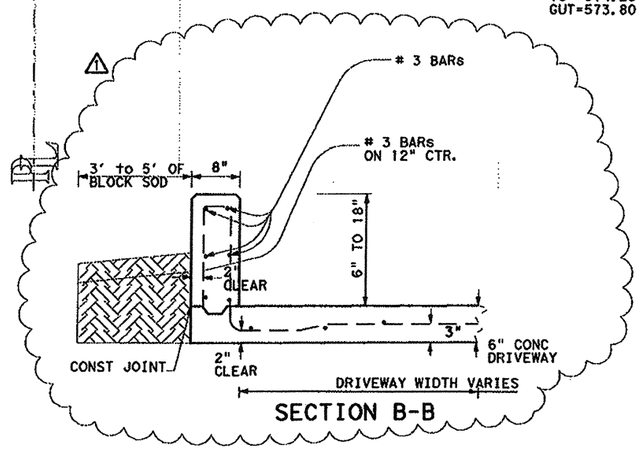
KENWAY DRIVEWAY DETAIL

KENWAY DRIVE
NB COUPLET STA 124+28.09

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	(SEE TITLE SHEET)	SH 205

STATE	DIST.	COUNTY	SHEET NO.
TEXAS	DALLAS	ROCKWALL	328 AA
CONT.	SECT.	JOB	
0451	01	032, ETC	





SECTION B-B

0 10 20
SCALE IN FEET

NOTE:
ALL STATIONS BASED ON SH205 NB COUPLET

STATE OF TEXAS
K DAVID GAN
92574
LICENSED
PROFESSIONAL ENGINEER
David Gan
2/3/2010

Change Order #91

⚠ 02/03/19 ADDED MISC CURB DETAIL by KDG
06/01/09 ADDED MISC DETAIL by KDG

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2777 Stemmons Freeway
Suite 1333
Dallas, TX 75207
TBPE ID 2263

Texas Department of Transportation
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SH 205

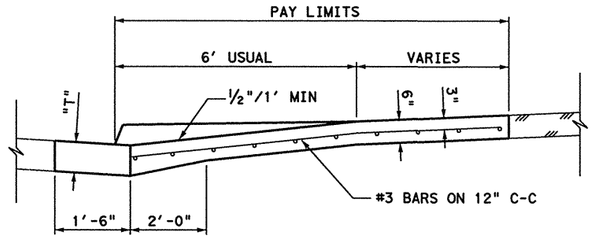
MISCELLANEOUS DETAIL SHEET DRIVEWAY #67

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	(SEE TITLE SHEET)	SH 205

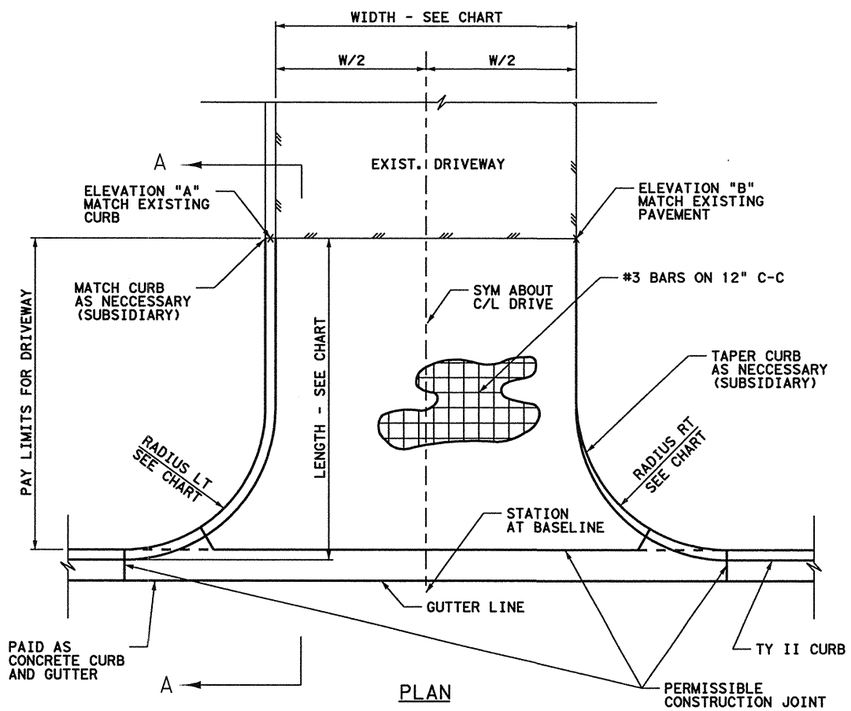
STATE	DIST.	COUNTY	SHEET NO.
TEXAS	DALLAS	ROCKWALL	
CONT.	SECT.	JOB	
0451	01	032, ETC	329BA

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2/3/2010 Plotted 03-FEB-2010 17:55

DRIVEWAY NUMBER	STREET HORIZONTAL ALIGNMENT	STATION @ PGL-C/L	RADIUS LT (FT)	RADIUS RT (FT)	WIDTH (FT)	LENGTH (FT)	AREA SY
1	SH 205	3+12	15.0	15.0	20.0	27.0	56
2	SH 205	4+01	15.0	15.0	20.0	24.0	51
3	SH 205	8+04	50.0	50.0	60.0	30.0	286
4	SIDS ROAD	14+75	50.0	50.0	70.0	20.0	230
5	SH 205	11+96	10.0	10.0	18.0	10.0	16
6	SH 205	27+23	20.0	20.0	20.0	82.0	201
7	SH 205	28+47	30.0	30.0	40.0	38.0	170
8	RALPH HALL PKWY	14+98	15.0	15.0	19.0	31.0	62
9	SH 205	31+69	20.0	20.0	43.0	20.0	64
10	SH 205	36+96	10.0	10.0	19.0	10.0	16
11	SH 205	41+24	50.0	50.0	78.0	40.0	341
12	SH 205	13+48	18.0	20.0	40.0	37.0	98
13	SH 205	42+82	15.0	18.0	42.0	36.0	83
14	SH 205	45+95	30.0	30.0	27.0	66.0	263
15	SH 205	56+31	20.0	20.0	30.0	43.0	115
16	SH 205	56+31	10.0	10.0	40.0	13.0	19
17	SH 205	58+36	30.0	30.0	40.0	49.0	206
18	SH 205	58+36	30.0	30.0	40.0	30.0	143
19	SH 205	59+20	15.0	15.0	30.0	15.0	36
20	SH 205	60+11	14.6	15.0	33.0	15.0	35
21	SH 205	60+54	14.5	15.0	19.0	26.0	53
22	SH 205	60+89	30.0	30.0	42.0	29.0	140
23	SH 205	61+69	15.0	11.3	20.0	22.0	38
24	SH 205	62+98	15.0	15.0	43.0	17.0	39
25	SH 205	63+23	18.0	8.8	24.0	15.0	30
26	SH 205	63+82	8.8	15.0	44.0	14.0	27
27	SH 205	66+71	11.0	12.0	33.0	25.0	39
28	YELLOW JACKET LN	15+29	7.0	12.0	32.0	14.0	21
29	YELLOW JACKET LN	17+13	10.0	10.0	24.0	24.0	31
30	YELLOW JACKET LN	18+33	15.0	15.0	52.0	23.0	49
31	SH 205	68+91	15.0	15.0	35.0	23.0	49
32	SH 205	70+99	19.0	16.8	54.0	35.0	83
33	SH 205	71+74	20.0	10.0	63.0	20.0	41
34	SH 205	73+13	20.0	20.0	85.0	33.0	92
35	SH 205	74+94	20.0	20.0	30.0	34.0	95
36	SH 205	75+79	20.0	20.0	34.0	33.0	92
37	SH 205	79+57	20.0	20.0	40.0	27.0	79
38	JUSTIN ROAD	12+16	20.0	20.0	23.0	21.0	66
39	SH 205	83+52	10.0	10.0	14.0	40.0	49
40	SAM HOUSTON ST	13+99	0.0	6.5	23.0	35.0	25
41	SH 205	98+04	15.0	15.0	24.0	20.0	44
42	SH 205	99+42	15.0	15.0	24.0	20.0	44
43	SH 205	99+83	20.0	20.0	33.0	90.0	219
44	SH 205	100+38	20.0	20.0	40.0	25.0	75
45	SAM HOUSTON ST	11+77	75.0	10.0	12.0	43.0	316
46	SH 205	101+57	3.0	3.0	37.0	6.0	2
47	SH 205	102+42	3.0	20.0	28.5	35.0	78
48	SH 205	105+73	20.0	20.0	40.0	37.0	101
49	SH 205	105+87	10.0	7.3	10.0	15.0	17
50	SH 205	106+14	7.3	10.0	16.0	11.0	15
51	SH 205	109+22	15.0	15.0	34.0	15.0	36
52	EMMA JANE ST	21+43	5.0	15.0	78.0	16.0	28
53	EMMA JANE ST	21+62	20.0	20.0	24.0	22.0	68
54	SH 205	110+63	10.0	10.0	24.0	10.0	16
55	SH 205	113+72	15.0	15.0	30.0	20.0	44
56	SH 205	114+24	10.0	10.0	22.0	11.0	17
57	SH 205	118+48	15.0	15.0	25.0	15.0	36
58	SH 205	118+89	13.0	13.0	54.0	28.0	49
59	SH 205	119+42	10.0	10.0	28.0	11.0	17
60	SH 205	105+03	10.0	10.0	14.0	28.0	36
61	ROSS ST	14+71	3.0	3.0	21.0	7.0	3
62	BOYDSTON AVE	15+00	5.0	5.0	70.0	23.0	14
63	BOYDSTON AVE	15+33	10.0	7.6	18.0	22.0	23
64	SH 205	121+50	6.0	6.0	40.0	12.0	10
65	SH 205 NB	123+52	15.0	15.0	16.0	50.0	94
66	SH 205	108+81	10.0	10.0	24.0	12.0	18
67	SH 205 NB	124+77	10.0	10.0	24.0	11.0	17
68	SH 205 NB	125+84	10.0	10.0	15.0	37.0	46
69	SH 205 NB	127+34	20.0	6.3	32.0	38.0	46
70	SH 205 NB	128+86	15.0	15.0	30.0	22.0	47
71	KENWAY DRIVE	13+25	10.0	10.0	18.0	14.0	20
72	LAKE MEADOWS	12+39	15.0	15.0	27.0	26.0	54
73	LAKE MEADOWS	12+35	9.5	20.0	21.0	28.0	67
74	SH 205 SB	130+02	15.0	15.0	24.0	20.0	44
75	SH 205 SB	131+34	15.0	15.0	30.0	56.0	104
76	SH 205 NB	135+47	15.0	15.0	30.0	13.0	32
77	SH 205 NB	136+95	15.0	6.0	35.0	17.5	22
78	SH 205 NB	140+91	1.0	10.0	17.0	12.0	13
79	SH 205 NB	144+28	10.0	5.8	34.0	12.0	13
80	SH 205 NB	147+07	10.0	10.0	9.0	20.0	27
81	SH 205 NB	150+25	10.0	10.0	43.0	12.0	18
82	SH 205 NB	151+23	10.0	10.0	13.0	10.0	16
83	SH 205 NB	151+35	10.0	10.0	21.0	16.0	23
84	SH 205 NB	152+25	10.0	10.0	13.0	16.0	23
85	SH 205 NB	152+70	10.0	10.0	26.0	10.0	16
86	SH 205 NB	154+07	10.0	10.0	36.0	10.0	16
87	SH 205 NB	154+34	10.0	10.0	12.0	16.0	23
88	SH 205 SB	137+34	10.0	10.0	17.0	12.0	18
89	SH 205 SB	140+60	10.0	10.0	26.0	11.0	17
90	SH 205 SB	142+52	7.7	10.0	28.0	13.0	17
91	SH 205 SB	143+21	10.0	10.0	24.0	11.0	17
92	SH 205 SB	145+34	5.7	7.6	20.0	13.0	13
93	SH 205 SB	145+68	7.6	10.0	18.0	12.0	16
94	SH 205 SB	145+86	10.0	10.0	9.0	14.0	20
95	SH 205 SB	147+02	10.0	10.0	30.0	25.0	33
96	ALAMO ROAD	11+95	5.0	5.0	12.0	7.0	5
97	I30 EB FR	13+36	30.0	30.0	46.0	44.0	190
98	I30 EB FR	16+18	10.0	20.0	50.0	50.0	116
99	~						0
100	I30 WB FR	12+93	15.0	30.0	24.0	32.0	117
101	I30 WB FR	14+99	15.0	15.0	40.0	18.0	41
102	I30 WB FR	16+80	15.0	15.0	26.0	34.0	67
103	I30 WB FR	18+41	15.0	15.0	26.0	41.0	79
104	I30 WB FR	25+67	15.0	15.0	36.0	45.0	86
105	I30 WB FR	30+12	15.0	15.0	40.0	21.0	46
							0
							6632



TYPICAL DRIVEWAY DETAIL
SECTION A-A



PLAN

3/13/06

STATE OF TEXAS
TODD P. CONSTANT
88243
LICENSED
PROFESSIONAL ENGINEER

Todd P. Constant, PE

Parsons Brinckerhoff Quade & Douglas, Inc.
2777 Stemmons Freeway
Suite 1333
Dallas, TX 75207

Texas Department of Transportation
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SH 205

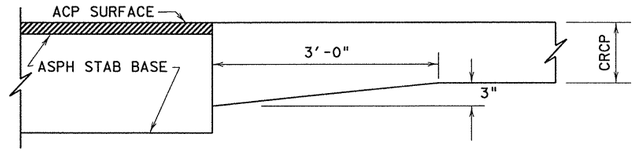
DRIVEWAY DETAIL

SHEET 1 OF 1

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	(SEE TITLE SHEET)	SH 205

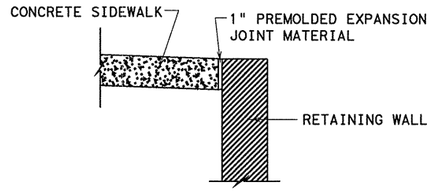
STATE	DIST.	COUNTY	SHEET NO.
TEXAS	DALLAS	ROCKWALL	329
CONT.	SECT.	JOB	
0451	01	032, ETC	

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3/15/2006 Plotted 15-MAR-2006 14:32



DETAIL FOR JUNCTURE WITH FLEXIBLE TYPE PAVEMENT STRUCTURE

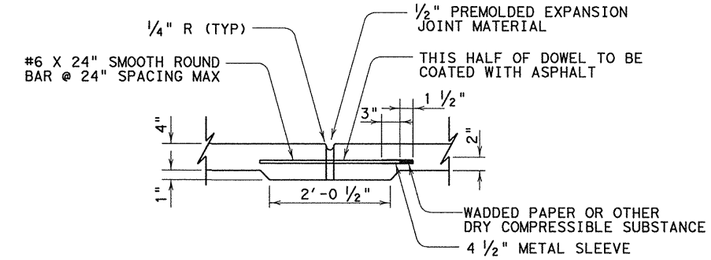
NTS



DETAIL OF PREMOLDED EXPANSION JOINT MATERIAL BETWEEN CONCRETE SIDEWALK AND RETAINING WALL

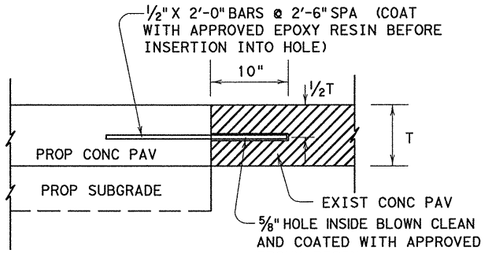
NTS

NOTE: THE TOP 2" OF THE JOINT, SHALL BE SEALED WITH A CLASS 1 OR CLASS 2 JOINT SEALING COMPOUND AS SPECIFIED IN DMS-6310 "JOINT SEALANTS AND FILLERS" IN THE 2004 SPECIFICATIONS. THE COST OF FURNISHING AND INSTALLING THE 1" PREMOLDED EXPANSION JOINT MATERIAL AND THE JOINT SEALING COMPOUND BETWEEN THE PAVEMENT AND RETAINING WALL WILL NOT BE PAID FOR DIRECTLY BUT IS SUBSIDIARY TO THE VARIOUS BID ITEMS.



SIDEWALK EXPANSION JOINT DETAIL

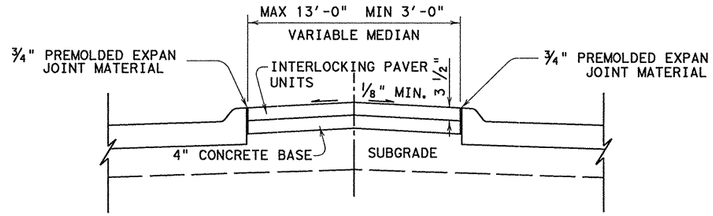
NTS



ANCHOR JOINT DETAIL

NTS

TO BE USED WHERE PROPOSED CONCRETE PAVEMENT MEETS EXISTING CONCRETE PAVEMENT

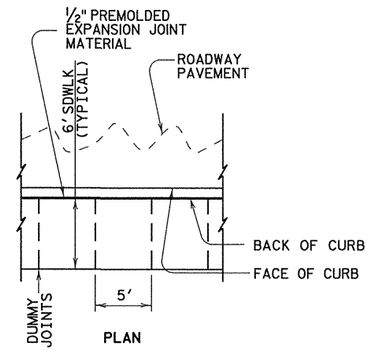


SEE SPECIAL PAVING PLANS FOR LOCATION AND DETAILS (SHT 797-808)

TYPICAL MEDIAN SECTION

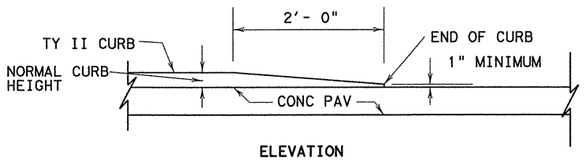
(CONCRETE INTERLOCKING PAVER UNITS)

NTS



PLAN

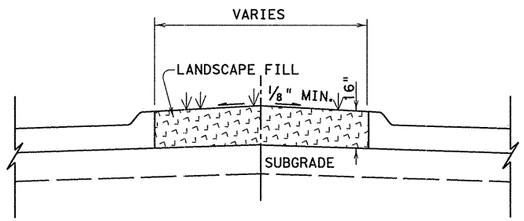
TRANSITION FROM NORMAL CURB HEIGHT TO CONCRETE PAVEMENT SURFACE IN 2'- 0" - TY II CURB



ELEVATION

CURB END TRANSITION

NTS

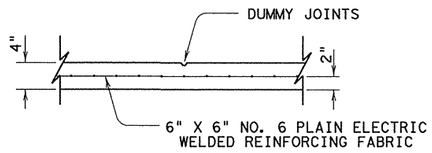


SEE LANDSCAPE PLANTING PLANS FOR LOCATION AND DETAILS (SHT 823-833)

TYPICAL MEDIAN SECTION

(GREEN SPACE)

NTS



ELEVATION

SIDEWALK DETAILS

NTS

SIDEWALK IS 6' TYPICALLY BUT VARIES AT CERTAIN AREAS. SEE PLANS FOR LOCATIONS.

3/15/06

STATE OF TEXAS
TODD P. CONSTANT
88243
LICENSED
PROFESSIONAL ENGINEER

Parsons Brinckerhoff Quade & Douglas, Inc.
2777 Stemmons Freeway
Suite 1333
Dallas, TX 75207

Texas Department of Transportation
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SH 205

MISC. ROADWAY DETAILS

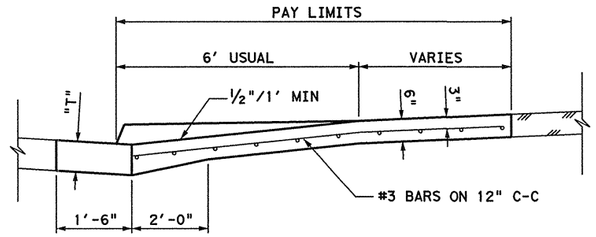
SHEET 1 OF 1

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	(SEE TITLE SHEET)	SH 205

STATE	DIST.	COUNTY	SHEET NO.
TEXAS	DALLAS	ROCKWALL	329A
CONT.	SECT.	JOB	
0451	01	032, ETC	

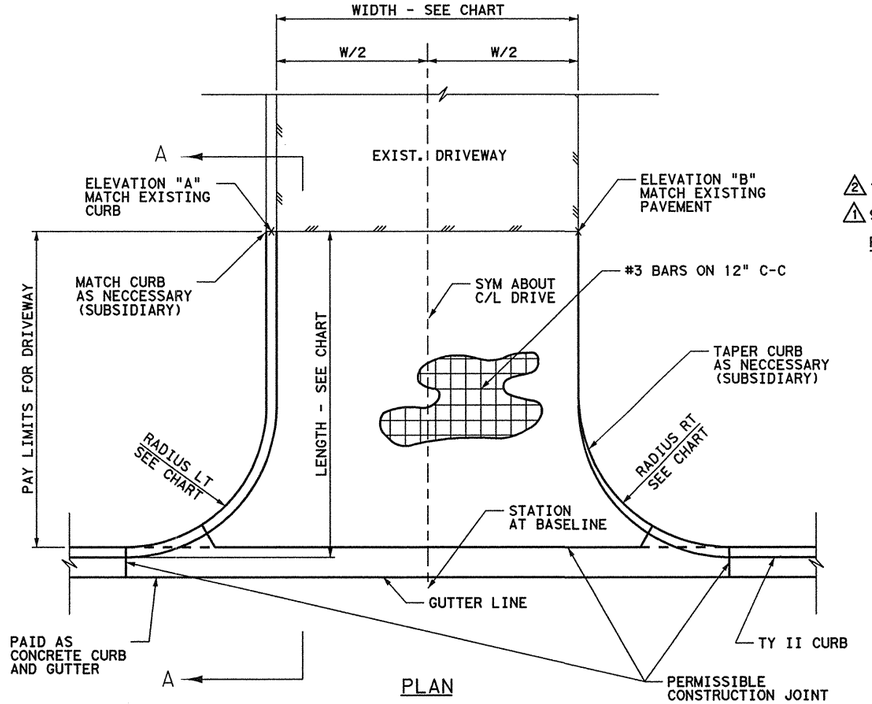
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3/15/2006 Plotted 15-MAR-2006 14:32

DRIVEWAY NUMBER	STREET HORIZONTAL ALIGNMENT	STATION @ PGL-C/L	RADIUS LT (FT)	RADIUS RT (FT)	WIDTH (FT)	LENGTH (FT)	AREA SY
1	SH 205	3+12	15.0	15.0	20.0	27.0	56
2	SH 205	4+01	15.0	15.0	20.0	24.0	51
3	SH 205	8+04	50.0	50.0	60.0	30.0	286
4	SIDS ROAD	14+75	50.0	50.0	70.0	20.0	230
5	SH 205	11+96	10.0	10.0	18.0	10.0	16
6	SH 205	27+23	20.0	20.0	20.0	82.0	201
7	SH 205	28+47	30.0	30.0	40.0	38.0	170
8	RALPH HALL PKWY	14+98	15.0	15.0	19.0	31.0	62
9	SH 205	31+69	20.0	20.0	43.0	20.0	64
10	SH 205	36+96	10.0	10.0	19.0	10.0	16
11	SH 205	41+24	50.0	50.0	78.0	40.0	341
12	SH 205	13+48	18.0	20.0	40.0	37.0	98
13	SH 205	42+82	15.0	18.0	42.0	36.0	83
14	SH 205	45+95	30.0	30.0	27.0	66.0	263
15	SH 205	56+31	20.0	20.0	30.0	43.0	115
16	SH 205	56+31	10.0	10.0	40.0	13.0	19
17	SH 205	58+36	30.0	30.0	40.0	49.0	206
18	SH 205	58+36	30.0	30.0	40.0	30.0	143
19	SH 205	59+20	15.0	15.0	30.0	15.0	36
20	SH 205	60+11	14.6	15.0	33.0	15.0	35
21	SH 205	60+54	14.5	15.0	19.0	26.0	53
22	SH 205	60+89	30.0	30.0	42.0	29.0	140
23	SH 205	61+79	10.0	10.0	20.0	23.0	71
24	SH 205	62+98	15.0	15.0	43.0	17.0	39
25	SH 205	63+23	18.0	8.8	24.0	15.0	30
26	SH 205	63+82	8.8	15.0	44.0	14.0	27
27	SH 205	66+71	11.0	12.0	33.0	25.0	39
28	YELLOW JACKET LN	15+29	7.0	12.0	32.0	14.0	21
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30	YELLOW JACKET LN	18+33	15.0	15.0	52.0	23.0	49
31	SH 205	68+91	15.0	15.0	35.0	23.0	49
32	SH 205	70+99	19.0	16.8	54.0	35.0	83
33	SH 205	71+74	20.0	10.0	63.0	20.0	41
34	SH 205	73+13	20.0	20.0	85.0	33.0	92
35	SH 205	74+94	20.0	20.0	30.0	34.0	95
36	SH 205	75+79	20.0	20.0	34.0	33.0	92
37	SH 205	79+57	20.0	20.0	40.0	27.0	79
38	JUSTIN ROAD	12+16	20.0	20.0	23.0	21.0	66
39	SH 205	83+52	10.0	10.0	14.0	40.0	49
40	SAM HOUSTON ST	13+99	0.0	6.5	23.0	35.0	25
41	SH 205	98+04	15.0	15.0	24.0	20.0	44
42	SH 205	99+42	15.0	15.0	24.0	20.0	44
43	SH 205	99+83	20.0	20.0	33.0	90.0	219
44	SH 205	100+38	20.0	20.0	40.0	25.0	75
45	SAM HOUSTON ST	11+77	75.0	10.0	12.0	43.0	316
46	SH 205	101+57	3.0	3.0	37.0	6.0	2
47	SH 205	102+42	3.0	20.0	28.5	35.0	78
48	SH 205	105+73	20.0	20.0	40.0	37.0	101
49	SH 205	105+87	10.0	7.3	10.0	15.0	17
50	SH 205	106+14	7.3	10.0	16.0	11.0	15
51	SH 205	109+22	15.0	15.0	34.0	15.0	36
52	EMMA JANE ST	21+43	5.0	15.0	78.0	16.0	28
53	EMMA JANE ST	21+62	20.0	20.0	24.0	22.0	68
54	SH 205	110+63	10.0	10.0	24.0	10.0	16
55	SH 205	113+72	15.0	15.0	30.0	20.0	44
56	SH 205	114+24	10.0	10.0	22.0	11.0	17
57	SH 205	118+48	15.0	15.0	25.0	15.0	36
58	SH 205	118+89	13.0	13.0	54.0	28.0	49
59	SH 205	119+42	10.0	10.0	28.0	11.0	17
60	SH 205	105+03	10.0	10.0	14.0	28.0	36
61	ROSS ST	14+71	3.0	3.0	21.0	7.0	3
62	BOYDSTON AVE	15+00	5.0	5.0	70.0	23.0	14
63	BOYDSTON AVE	15+33	10.0	7.6	18.0	22.0	23
64	SH 205	121+50	6.0	6.0	40.0	12.0	10
65	SH 205 NB	123+52	15.0	15.0	16.0	50.0	94
66	SH 205	108+81	10.0	10.0	24.0	12.0	18
67	SH 205 NB	124+77	10.0	10.0	24.0	11.0	17
68	SH 205 NB	125+84	10.0	10.0	15.0	37.0	46
69	SH 205 NB	127+34	20.0	6.3	32.0	38.0	46
70	SH 205 NB	128+86	15.0	15.0	30.0	22.0	47
71	KENWAY DRIVE	13+25	10.0	10.0	18.0	14.0	20
72	LAKE MEADOWS	12+39	15.0	15.0	27.0	26.0	54
73	LAKE MEADOWS	12+35	9.5	20.0	21.0	28.0	67
74	SH 205 SB	130+02	15.0	15.0	24.0	20.0	44
75	SH 205 SB	131+34	15.0	15.0	30.0	56.0	104
76	SH 205 NB	135+47	15.0	15.0	30.0	13.0	32
77	SH 205 NB	136+95	15.0	6.0	35.0	17.5	22
78	SH 205 NB	140+91	1.0	10.0	17.0	12.0	13
79	SH 205 NB	144+28	10.0	5.8	34.0	12.0	13
80	SH 205 NB	147+07	10.0	10.0	9.0	20.0	27
81	SH 205 NB	150+25	10.0	10.0	43.0	12.0	18
82	SH 205 NB	151+23	10.0	10.0	13.0	10.0	16
83	SH 205 NB	151+35	10.0	10.0	21.0	16.0	23
84	SH 205 NB	152+25	10.0	10.0	13.0	16.0	23
85	SH 205 NB	152+70	10.0	10.0	26.0	10.0	16
86	SH 205 NB	154+07	10.0	10.0	36.0	10.0	16
87	SH 205 NB	154+34	10.0	10.0	12.0	16.0	23
88	SH 205 SB	137+34	10.0	10.0	17.0	12.0	18
89	SH 205 SB	140+60	10.0	10.0	26.0	11.0	17
90	SH 205 SB	142+52	7.7	10.0	28.0	13.0	17
91	SH 205 SB	143+21	10.0	10.0	24.0	11.0	17
92	SH 205 SB	145+34	5.7	7.6	20.0	13.0	13
93	SH 205 SB	145+68	7.6	10.0	18.0	12.0	16
94	SH 205 SB	145+86	10.0	10.0	9.0	14.0	20
95	SH 205 SB	147+02	10.0	10.0	30.0	25.0	33
96	ALAMO ROAD	11+95	5.0	5.0	12.0	7.0	5
97	I30 EB FR	13+36	30.0	30.0	46.0	44.0	190
98	I30 EB FR	16+18	10.0	20.0	50.0	50.0	116
99	~						0
100	I30 WB FR	12+93	15.0	30.0	24.0	32.0	117
101	I30 WB FR	14+99	15.0	15.0	40.0	18.0	41
102	I30 WB FR	16+80	15.0	15.0	26.0	34.0	67
103	I30 WB FR	18+41	15.0	15.0	26.0	41.0	79
104	I30 WB FR	25+67	15.0	15.0	36.0	45.0	86
105	I30 WB FR	30+12	15.0	15.0	40.0	21.0	46
106	SH 205	55+41	10.0	10.0	30.0	18.0	65
24A	SH 205	62+22	10.0	10.0	22.0	12.0	34
							6764



TYPICAL DRIVEWAY DETAIL

SECTION A-A



PLAN

STATE OF TEXAS
K. DAVID GAN
92574
LICENSED PROFESSIONAL ENGINEER
10/11/07

⚠2 10-08-2007 ADDED DRWY #24A & REV #23 BY KDG

⚠1 9-19-2007 ADDED DRIVEWAY #106 BY KDG

PREVIOUSLY SEALED BY
TODD P. CONSTANT, P.E.

Parsons Brinckerhoff Quade & Douglas, Inc.
2777 Stemmons Freeway
Suite 1333
Dallas, TX 75207

Texas Department of Transportation
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SH 205

DRIVEWAY DETAIL

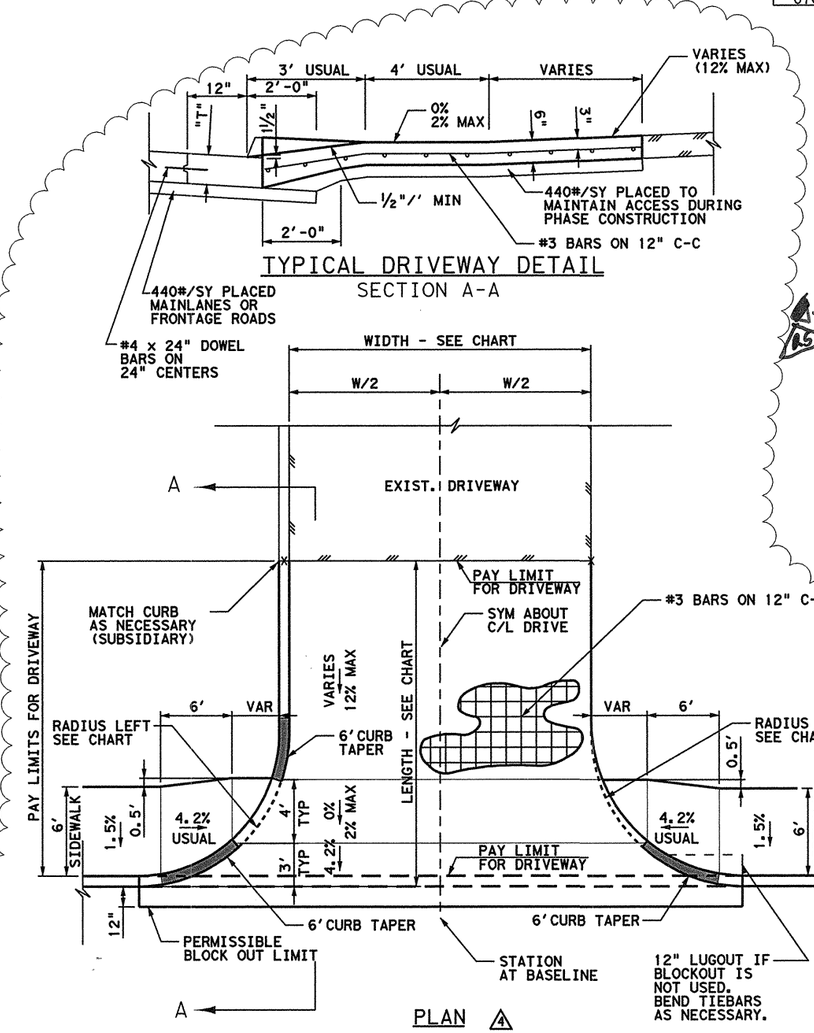
SHEET 1 OF 1

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	(SEE TITLE SHEET)	SH 205

STATE	DIST.	COUNTY	SHEET NO.
TEXAS	DALLAS	ROCKWALL	329B
CONT.	SECT.	JOB	
0451	01	032, ETC	

DGN=G:\JOBS\22451C-SH205\General\2451cdv01.dgn, ON=E0-621
10/11/2007 Plotted 11-OCT-2007 10:52

DRIVEWAY NUMBER	STREET HORIZONTAL ALIGNMENT	STATION @ PGL-C/L	RADIUS LT (FT)	RADIUS RT (FT)	WIDTH (FT)	LENGTH (FT)	AREA SY
1	SH 205	3+12	15.0	15.0	20.0	27.0	56
2	SH 205	4+01	15.0	15.0	20.0	24.0	51
3	SH 205	8+04	50.0	50.0	60.0	30.0	286
4	SIDS ROAD	14+75	50.0	50.0	70.0	20.0	230
5	SH 205	11+96	10.0	10.0	18.0	10.0	16
6	SH 205	27+23	20.0	20.0	27.5	60.0	222
7	SH 205	28+47	30.0	30.0	40.0	38.0	170
8	RALPH HALL PKWY	14+98	15.0	15.0	19.0	31.0	62
9	SH 205	31+69	20.0	20.0	43.0	20.0	64
10	SH 205	36+96	10.0	10.0	19.0	10.0	16
11	SH 205	41+24	50.0	50.0	78.0	40.0	341
12	SH 205	13+48	18.0	20.0	40.0	37.0	98
13	SH 205	42+82	15.0	18.0	42.0	36.0	83
14	SH 205	45+95	30.0	30.0	27.0	66.0	263
15	SH 205	56+31	20.0	20.0	30.0	43.0	115
16	SH 205	56+31	10.0	10.0	40.0	13.0	19
17	SH 205	58+36	30.0	30.0	40.0	49.0	206
18	SH 205	58+36	30.0	30.0	40.0	30.0	143
19	SH 205	59+20	15.0	15.0	30.0	15.0	36
20	SH 205	60+11	14.6	15.0	33.0	15.0	35
21	SH 205	60+54	14.5	15.0	19.0	26.0	53
22	SH 205	60+89	30.0	30.0	42.0	29.0	140
23	SH 205	61+79	10.0	10.0	20.0	23.0	71
24	SH 205	62+98	15.0	15.0	43.0	17.0	39
25	SH 205	63+23	18.0	8.8	24.0	15.0	30
26	SH 205	63+82	8.8	15.0	24.0	14.0	45
27	SH 205	66+71	11.0	12.0	33.0	25.0	39
28	YELLOW JACKET LN	15+29	7.0	12.0	32.0	14.0	21
29	YELLOW JACKET LN	17+13	10.0	10.0	24.0	24.0	31
30	YELLOW JACKET LN	18+33	15.0	15.0	52.0	23.0	49
31	SH 205	68+91	15.0	15.0	35.0	23.0	49
32	SH 205	70+99	19.0	16.8	54.0	35.0	83
33	SH 205	71+74	20.0	10.0	63.0	20.0	41
34	SH 205	73+13	20.0	20.0	85.0	33.0	92
35	SH 205	74+94	20.0	20.0	30.0	34.0	95
36	SH 205	75+79	20.0	20.0	34.0	33.0	92
37	SH 205	79+57	20.0	20.0	40.0	27.0	79
38	JUSTIN ROAD	12+16	20.0	20.0	23.0	21.0	66
39	SH 205	83+52	10.0	10.0	14.0	40.0	49
40	SAM HOUSTON ST	13+99	0.0	6.5	23.0	35.0	25
41	SH 205	98+04	15.0	15.0	24.0	20.0	44
42	SH 205	99+42	15.0	15.0	24.0	20.0	44
43	SH 205	99+83	20.0	20.0	33.0	90.0	219
44	SH 205	100+38	20.0	20.0	40.0	25.0	75
45	SAM HOUSTON ST	11+77	75.0	10.0	12.0	43.0	316
46	SH 205	101+57	3.0	3.0	37.0	6.0	2
47	SH 205	102+42	3.0	20.0	28.5	35.0	78
48	SH 205	105+73	20.0	20.0	40.0	37.0	101
49	SH 205	105+87	10.0	7.3	10.0	15.0	17
50	SH 205	106+14	7.3	10.0	16.0	11.0	15
51	SH 205	109+22	15.0	15.0	34.0	15.0	36
52	EMMA JANE ST	21+43	5.0	15.0	78.0	16.0	28
53	EMMA JANE ST	21+62	20.0	20.0	24.0	22.0	68
54	SH 205	110+63	10.0	10.0	24.0	10.0	16
55	SH 205	113+72	15.0	15.0	30.0	20.0	44
56	SH 205	114+24	10.0	10.0	22.0	11.0	17
57	SH 205	118+48	15.0	15.0	25.0	15.0	36
58	SH 205	118+89	13.0	13.0	54.0	28.0	49
59	SH 205	119+42	10.0	10.0	28.0	11.0	17
60	SH 205	105+03	10.0	10.0	14.0	28.0	36
61	ROSS ST	14+71	3.0	3.0	21.0	7.0	3
62	BOYDSTON AVE	15+00	5.0	5.0	70.0	23.0	14
63	BOYDSTON AVE	15+33	10.0	7.6	18.0	22.0	23
64	SH 205	121+50	6.0	6.0	40.0	12.0	10
65	SH 205 NB	123+52	15.0	15.0	16.0	50.0	94
66	SH 205	108+81	10.0	10.0	24.0	12.0	18
67	SH 205 NB	124+77	10.0	10.0	24.0	11.0	17
68	SH 205 NB	125+84	10.0	10.0	15.0	37.0	46
69	SH 205 NB	127+34	20.0	6.3	32.0	38.0	46
70	SH 205 NB	128+86	15.0	15.0	30.0	22.0	47
71	KENWAY DRIVE	13+25	10.0	10.0	18.0	14.0	20
72	LAKE MEADOWS	12+39	15.0	15.0	27.0	26.0	54
73	LAKE MEADOWS	12+35	9.5	20.0	21.0	28.0	67
74	SH 205 SB	130+02	15.0	15.0	24.0	20.0	44
75	SH 205 SB	131+34	15.0	15.0	30.0	56.0	104
76	SH 205 NB	135+47	15.0	15.0	30.0	13.0	32
77	SH 205 NB	136+95	15.0	6.0	35.0	17.5	22
78	SH 205 NB	140+91	1.0	10.0	17.0	12.0	13
79	SH 205 NB	144+28	10.0	5.8	34.0	12.0	13
80	SH 205 NB	147+07	10.0	10.0	9.0	20.0	27
81	SH 205 NB	150+25	10.0	10.0	43.0	12.0	18
82	SH 205 NB	151+23	10.0	10.0	13.0	10.0	16
83	SH 205 NB	151+35	10.0	10.0	21.0	16.0	23
84	SH 205 NB	152+25	10.0	10.0	13.0	16.0	23
85	SH 205 NB	152+70	10.0	10.0	26.0	10.0	16
86	SH 205 NB	154+07	10.0	10.0	36.0	10.0	16
87	SH 205 NB	154+34	10.0	10.0	12.0	16.0	23
88	SH 205 SB	137+34	10.0	10.0	17.0	12.0	18
89	SH 205 SB	140+60	10.0	10.0	26.0	11.0	17
90	SH 205 SB	142+52	7.7	10.0	28.0	13.0	17
91	SH 205 SB	143+21	10.0	10.0	24.0	11.0	17
92	SH 205 SB	145+34	5.7	7.6	20.0	13.0	13
93	SH 205 SB	145+68	7.6	10.0	18.0	12.0	16
94	SH 205 SB	145+86	10.0	10.0	9.0	14.0	20
95	SH 205 SB	147+02	10.0	10.0	30.0	25.0	33
96	ALAMO ROAD	11+95	5.0	5.0	12.0	7.0	5
97	I30 EB FR	13+36	30.0	30.0	46.0	44.0	190
98	I30 EB FR	16+18	10.0	20.0	50.0	50.0	116
99	~						0
100	I30 WB FR	12+93	15.0	30.0	24.0	32.0	117
101	I30 WB FR	14+99	15.0	15.0	40.0	18.0	41
102	I30 WB FR	16+80	15.0	15.0	26.0	34.0	67
103	I30 WB FR	18+41	15.0	15.0	26.0	41.0	79
104	I30 WB FR	25+67	15.0	15.0	36.0	45.0	86
105	I30 WB FR	30+12	15.0	15.0	40.0	21.0	46
106	SH 205	55+41	10.0	10.0	30.0	18.0	65
24A	SH 205	62+22	10.0	10.0	22.0	12.0	34
							6764



NOTES:
1. DRIVEWAY LOCATIONS MAY BE SHIFTED AT THE TIME OF CONSTRUCTION AS DIRECTED BY THE ENGINEER TO MATCH EXISTING CONDITIONS.
2. OMIT PAYMENT FOR CURB WITHIN LIMITS OF DRIVEWAY. CURBS ON DRIVEWAYS SHALL BE CONSIDERED SUBSIDIARY TO THE PRICE BID PER SQUARE YARD FOR DRIVEWAY AND WILL NOT BE PAID FOR DIRECTLY.

4- Change Order # 25
4- Change Order # 43
KD

STATE OF TEXAS
K. DAVID GAN
92574
LICENSED PROFESSIONAL ENGINEER
2/1/08

5 01-11-2008 REVISED DRIVEWAY LOCATIOIN
4 12-18-2007 REVISED DRIVEWAY DETAIL
3 11-12-2007 REVISED DRWY WIDTH TO MATCH PLAN
2 10-08-2007 ADDED DRWY #24A & REV #23 BY KDG
1 9-19-2007 ADDED DRIVEWAY #106 BY KDG

PREVIOUSLY SEALED BY TODD P. CONSTANT, P.E.

PB Parsons Brinckerhoff Quade & Douglas, Inc.
2777 Stemmons Freeway
Suite 1333
Dallas, TX 75207

Texas Department of Transportation
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SH 205

DRIVEWAY DETAIL

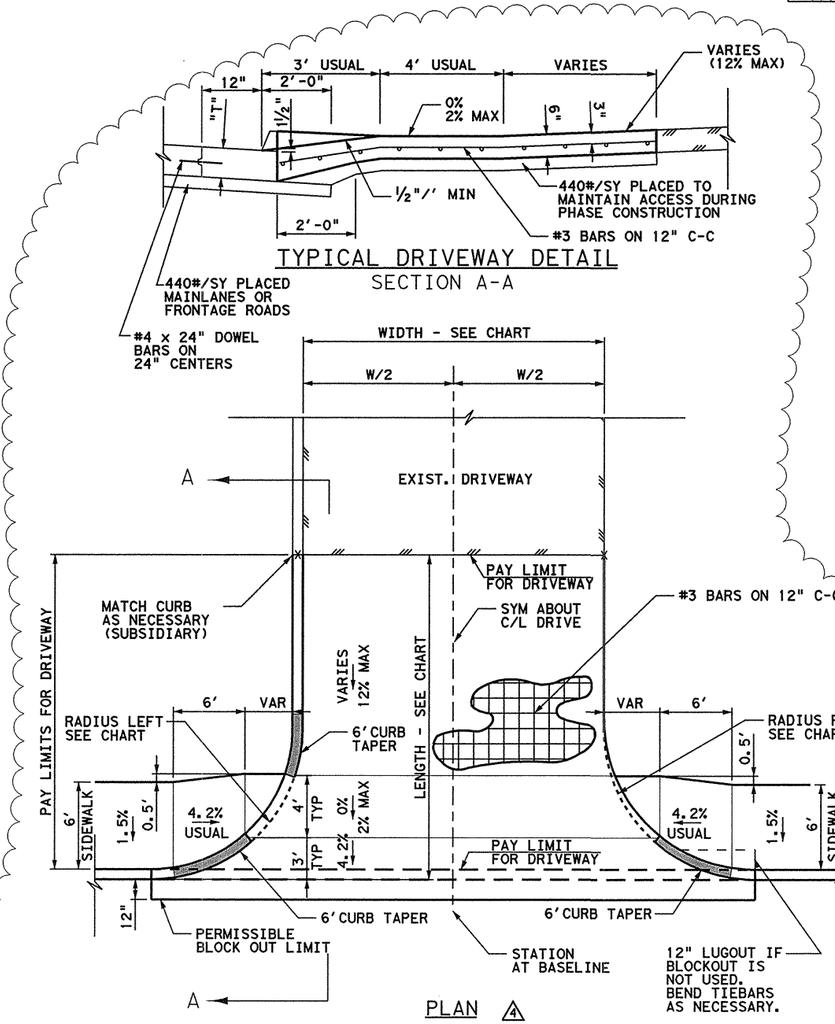
SHEET 1 OF 1

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	(SEE TITLE SHEET)	SH 205

STATE	DIST.	COUNTY	SHEET NO.
TEXAS	DALLAS	ROCKWALL	329C
CONT.	SECT.	JOB	
0451	01	032, ETC	

DGN=G:\JOBS\2245\C-SH205\General\2451cdv01-rev2.dgn, ON=10-631
2/1/2008 Plotted 01-FEB-2008 10:45

DRIVEWAY NUMBER	STREET HORIZONTAL ALIGNMENT	STATION @ PGL-C/L	RADIUS LT (FT)	RADIUS RT (FT)	WIDTH (FT)	LENGTH (FT)	AREA SY
1	SH 205	3+12	15.0	15.0	20.0	27.0	56
2	SH 205	4+01	15.0	15.0	20.0	24.0	51
3	SH 205	8+04	50.0	50.0	60.0	30.0	286
4	SIDS ROAD	14+75	50.0	50.0	70.0	20.0	230
5	SH 205	11+96	10.0	10.0	18.0	10.0	16
6	SH 205	27+23	20.0	20.0	20.0	82.0	201
7	SH 205	28+47	30.0	30.0	40.0	38.0	170
8	RALPH HALL PKWY	14+98	15.0	15.0	19.0	31.0	62
9	SH 205	31+69	20.0	20.0	43.0	20.0	64
10	SH 205	36+96	10.0	10.0	19.0	10.0	16
11	SH 205	41+24	50.0	50.0	78.0	40.0	341
12	SH 205	13+48	18.0	20.0	40.0	37.0	98
13	SH 205	42+82	15.0	18.0	42.0	36.0	83
14	SH 205	45+95	30.0	30.0	27.0	66.0	263
15	SH 205	56+31	20.0	20.0	30.0	43.0	115
16	SH 205	56+31	10.0	10.0	40.0	13.0	19
17	SH 205	58+36	30.0	30.0	40.0	49.0	206
18	SH 205	58+36	30.0	30.0	40.0	30.0	143
19	SH 205	59+20	15.0	15.0	30.0	15.0	36
20	SH 205	60+11	14.6	15.0	33.0	15.0	35
21	SH 205	60+54	14.5	15.0	19.0	26.0	53
22	SH 205	60+89	30.0	30.0	42.0	29.0	140
23	SH 205	61+79	10.0	10.0	20.0	23.0	71
24	SH 205	62+98	15.0	15.0	43.0	17.0	39
25	SH 205	63+23	18.0	8.8	24.0	15.0	30
26	SH 205	63+82	8.8	15.0	24.0	14.0	45
27	SH 205	66+71	11.0	12.0	33.0	25.0	39
28	YELLOW JACKET LN	15+29	7.0	12.0	32.0	14.0	21
29	YELLOW JACKET LN	17+13	10.0	10.0	24.0	24.0	31
30	YELLOW JACKET LN	18+33	15.0	15.0	52.0	23.0	49
31	SH 205	68+91	15.0	15.0	35.0	23.0	49
32	SH 205	70+99	19.0	16.8	54.0	35.0	83
33	SH 205	71+74	20.0	10.0	63.0	20.0	41
34	SH 205	73+13	20.0	20.0	85.0	33.0	92
35	SH 205	74+94	20.0	20.0	30.0	34.0	95
36	SH 205	75+79	20.0	20.0	34.0	33.0	92
37	SH 205	79+57	20.0	20.0	40.0	27.0	79
38	JUSTIN ROAD	12+16	20.0	20.0	23.0	21.0	66
39	SH 205	83+52	10.0	10.0	14.0	40.0	49
40	SAM HOUSTON ST	13+99	0.0	6.5	23.0	35.0	25
41	SH 205	98+04	15.0	15.0	24.0	20.0	44
42	SH 205	99+42	15.0	15.0	24.0	20.0	44
43	SH 205	99+83	20.0	20.0	33.0	90.0	219
44	SH 205	100+38	20.0	20.0	40.0	25.0	75
45	SAM HOUSTON ST	11+77	75.0	10.0	12.0	43.0	316
46	SH 205	101+57	3.0	3.0	37.0	6.0	2
47	SH 205	102+42	3.0	20.0	28.5	35.0	78
48	SH 205	105+73	20.0	20.0	40.0	37.0	101
49	SH 205	105+87	10.0	7.3	10.0	15.0	17
50	SH 205	106+14	7.3	10.0	16.0	11.0	15
51	SH 205	109+22	15.0	15.0	34.0	15.0	36
52	EMMA JANE ST	21+43	5.0	15.0	78.0	16.0	28
53	EMMA JANE ST	21+62	20.0	20.0	24.0	22.0	68
54	SH 205	110+63	10.0	10.0	24.0	10.0	16
55	SH 205	113+72	15.0	15.0	30.0	20.0	44
56	SH 205	114+24	10.0	10.0	22.0	11.0	17
57	SH 205	118+48	15.0	15.0	25.0	15.0	36
58	SH 205	118+89	13.0	13.0	54.0	28.0	49
59	SH 205	119+42	10.0	10.0	28.0	11.0	17
60	SH 205	105+03	10.0	10.0	14.0	28.0	36
61	ROSS ST	14+71	3.0	3.0	21.0	7.0	3
62	BOYDSTON AVE	15+00	5.0	5.0	70.0	23.0	14
63	BOYDSTON AVE	15+33	10.0	7.6	18.0	22.0	23
64	SH 205	121+50	6.0	6.0	40.0	12.0	10
65	SH 205 NB	123+52	15.0	15.0	16.0	50.0	94
66	SH 205	108+81	10.0	10.0	24.0	12.0	18
67	SH 205 NB	124+77	10.0	10.0	24.0	11.0	17
68	SH 205 NB	125+84	10.0	10.0	15.0	37.0	46
69	SH 205 NB	127+34	20.0	6.3	32.0	38.0	46
70	SH 205 NB	128+86	15.0	15.0	30.0	22.0	47
71	KENWAY DRIVE	13+25	10.0	10.0	18.0	14.0	20
72	LAKE MEADOWS	12+39	15.0	15.0	27.0	26.0	54
73	LAKE MEADOWS	12+35	9.5	20.0	21.0	28.0	67
74	SH 205 SB	130+02	15.0	15.0	24.0	20.0	44
75	SH 205 SB	131+34	15.0	15.0	30.0	56.0	104
76	SH 205 NB	135+47	15.0	15.0	30.0	13.0	32
77	SH 205 NB	136+95	15.0	6.0	35.0	17.5	22
78	SH 205 NB	140+91	1.0	10.0	17.0	12.0	13
79	SH 205 NB	144+28	10.0	5.8	34.0	12.0	13
80	SH 205 NB	147+07	10.0	10.0	9.0	20.0	27
81	SH 205 NB	150+25	10.0	10.0	43.0	12.0	18
82	SH 205 NB	151+23	10.0	10.0	13.0	10.0	16
83	SH 205 NB	151+35	10.0	10.0	21.0	16.0	23
84	SH 205 NB	152+25	10.0	10.0	13.0	16.0	23
85	SH 205 NB	152+70	10.0	10.0	26.0	10.0	16
86	SH 205 NB	154+07	10.0	10.0	36.0	10.0	16
87	SH 205 NB	154+34	10.0	10.0	12.0	16.0	23
88	SH 205 SB	137+34	10.0	10.0	17.0	12.0	18
89	SH 205 SB	140+60	10.0	10.0	26.0	11.0	17
90	SH 205 SB	142+52	7.7	10.0	28.0	13.0	17
91	SH 205 SB	143+21	10.0	10.0	24.0	11.0	17
92	SH 205 SB	145+34	5.7	7.6	20.0	13.0	13
93	SH 205 SB	145+68	7.6	10.0	18.0	12.0	16
94	SH 205 SB	145+86	10.0	10.0	9.0	14.0	20
95	SH 205 SB	147+02	10.0	10.0	30.0	25.0	33
96	ALAMO ROAD	11+95	5.0	5.0	12.0	7.0	5
97	I30 EB FR	13+36	30.0	30.0	46.0	44.0	190
98	I30 EB FR	16+18	10.0	20.0	50.0	50.0	116
99	~						0
100	I30 WB FR	12+93	15.0	30.0	24.0	32.0	117
101	I30 WB FR	14+99	15.0	15.0	40.0	18.0	41
102	I30 WB FR	16+80	15.0	15.0	26.0	34.0	67
103	I30 WB FR	18+41	15.0	15.0	26.0	41.0	79
104	I30 WB FR	25+67	15.0	15.0	36.0	45.0	86
105	I30 WB FR	30+12	15.0	15.0	40.0	21.0	46
106	SH 205	55+41	10.0	10.0	30.0	18.0	65
24A	SH 205	62+22	10.0	10.0	22.0	12.0	34
							6764



NOTES:
1. DRIVEWAY LOCATIONS MAY BE SHIFTED AT THE TIME OF CONSTRUCTION AS DIRECTED BY THE ENGINEER TO MATCH EXISTING CONDITIONS.
2. OMIT PAYMENT FOR CURB WITHIN LIMITS OF DRIVEWAY. CURBS ON DRIVEWAYS SHALL BE CONSIDERED SUBSIDIARY TO THE PRICE BID PER SQUARE YARD FOR DRIVEWAY AND WILL NOT BE PAID FOR DIRECTLY.

Δ-Change Order #27

STATE OF TEXAS
K. DAVID GAN
92574
LICENSED PROFESSIONAL ENGINEER

K David Gan 12/18/2007

4 12-18-2007 REVISED DRIVEWAY DETAIL -KDG
3 11-12-2007 REVISED DRWY WIDTH TO MATCH PLAN-KDG
2 10-08-2007 ADDED DRWY #24A & REV #23 BY KDG
1 9-19-2007 ADDED DRIVEWAY #106 BY KDG

PREVIOUSLY SEALED BY TODD P. CONSTANT, P.E.

Parsons Brinckerhoff Quade & Douglas, Inc.
2777 Stemmons Freeway
Suite 1333
Dallas, TX 75207

Texas Department of Transportation
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SH 205

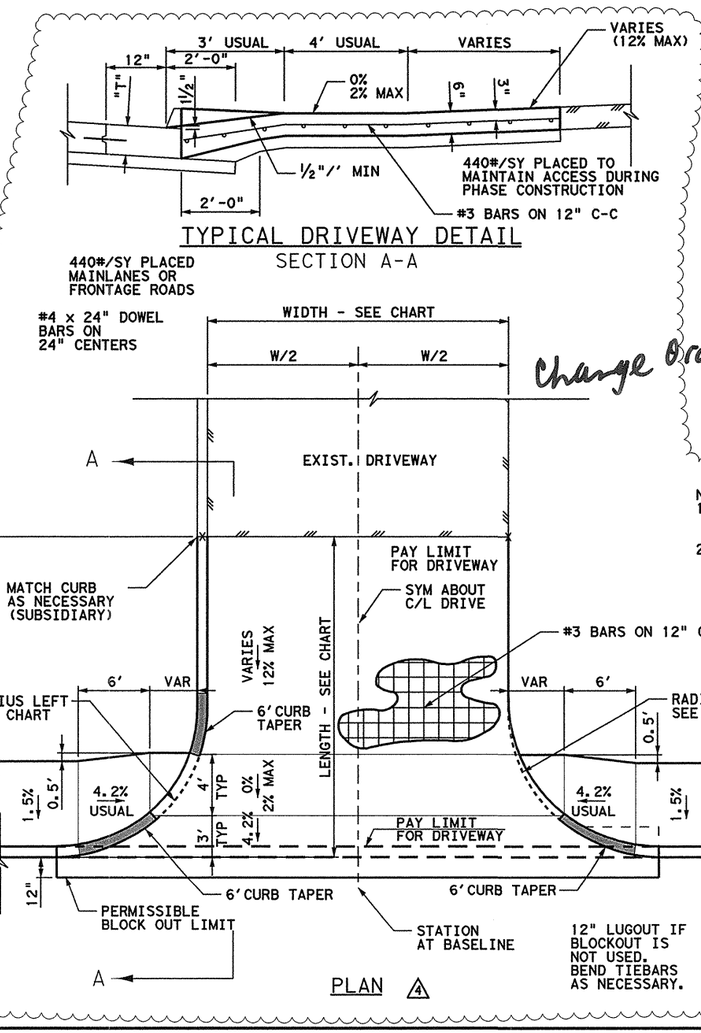
DRIVEWAY DETAIL

SHEET 1 OF 1

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	(SEE TITLE SHEET)	SH 205

STATE	DIST.	COUNTY	SHEET NO.
TEXAS	DALLAS	ROCKWALL	329D
CONT.	SECT.	JOB	
0451	01	032, ETC	

DRIVEWAY NUMBER	STREET HORIZONTAL ALIGNMENT	STATION @ PGL-C/L	RADIUS LT (FT)	RADIUS RT (FT)	WIDTH (FT)	LENGTH (FT)	AREA SY
1	SH 205	3+12	15.0	15.0	20.0	27.0	71
2	SH 205	4+01	15.0	15.0	20.0	24.0	65
3	SH 205	8+04	50.0	50.0	60.0	30.0	280
4	SIDS ROAD	14+75	50.0	50.0	70.0	20.0	209
5	SH 205	11+96	10.0	10.0	18.0	10.0	25
6	SH 205	27+23	20.0	20.0	27.5	60.0	222
7	SH 205	28+47	30.0	30.0	40.0	38.0	217
8	RALPH HALL PKWY	14+98	15.0	15.0	19.0	31.0	84
9	SH 205	31+69	20.0	20.0	43.0	20.0	113
10	SH 205	36+96	10.0	10.0	19.0	10.0	26
11	SH 205	41+24	50.0	50.0	78.0	40.0	475
12	SH 205	13+48	18.0	20.0	40.0	37.0	223
13	SH 205	42+82	15.0	18.0	42.0	36.0	187
14	SH 205	45+95	30.0	30.0	27.0	66.0	255
15	SH 205	56+31	20.0	20.0	30.0	43.0	161
15A	SH 205	54+55	10.0	10.0	30.0	34.5	120
16	SH 205	56+31	10.0	10.0	40.0	13.0	58
17	SH 205	58+36	30.0	30.0	40.0	49.0	278
18	SH 205	58+36	30.0	30.0	40.0	30.0	174
19	SH 205	59+20	15.0	15.0	30.0	15.0	59
20	SH 205	60+11	14.6	15.0	33.0	15.0	64
21	SH 205	60+54	14.5	15.0	19.0	26.0	56
22	SH 205	60+89	30.0	30.0	42.0	29.0	210
23	SH 205	61+79	10.0	10.0	20.0	23.0	71
24	SH 205	62+98	15.0	15.0	43.0	17.0	92
25	SH 205	63+23	10.0	10.0	24.0	32.2	150
26	SH 205	63+82	10.0	6.0	24.0	24.9	83
27	SH 205	66+71	11.0	12.0	33.0	25.0	102
28	YELLOW JACKET LN	15+29	7.0	12.0	32.0	14.0	59
29	YELLOW JACKET LN	17+13	10.0	10.0	24.0	24.0	137
30	YELLOW JACKET LN	18+33	15.0	15.0	52.0	23.0	142
31	SH 205	68+91	15.0	15.0	35.0	23.0	98
32	SH 205	70+99	19.0	16.8	54.0	35.0	214
33	SH 205	71+74	20.0	10.0	63.0	20.0	101
34	SH 205	72+82.70	20.0	20.0	24.0	34.0	110
34A	SH 205	74+12.60	15.0	15.0	24.0	60.0	171
35	SH 205	74+94	20.0	20.0	30.0	34.0	127
36	SH 205	75+79	20.0	20.0	34.0	33.0	144
37	SH 205	79+57	20.0	20.0	40.0	27.0	136
38	JUSTIN ROAD	12+16	20.0	20.0	23.0	21.0	100
39	SH 205	83+52	10.0	10.0	14.0	40.0	64
40	SAM HOUSTON ST	13+99	0.0	6.5	23.0	35.0	91
41	SH 205	98+04	15.0	15.0	24.0	20.0	59
42	SH 205	99+42	15.0	15.0	24.0	20.0	59
43	SH 205	99+83	20.0	20.0	33.0	90.0	348
44	SH 205	100+38	20.0	20.0	40.0	25.0	120
45	SAM HOUSTON ST	11+77	75.0	10.0	12.0	43.0	100
46	SH 205	101+57	3.0	3.0	37.0	6.0	299
47	SH 205	102+42	3.0	20.0	28.5	35.0	295
48	SH 205	105+73	20.0	20.0	40.0	37.0	144
49	SH 205	105+87	10.0	7.3	10.0	15.0	16
50	SH 205	106+14	7.3	10.0	16.0	11.0	22
51	SH 205	109+22	15.0	15.0	34.0	15.0	64
52	EMMA JANE ST	21+43	5.0	15.0	78.0	16.0	85
53	EMMA JANE ST	21+62	20.0	20.0	24.0	22.0	71
54	SH 205	110+63	10.0	10.0	24.0	10.0	30
55	SH 205	113+72	15.0	15.0	30.0	20.0	75
56	SH 205	114+24	10.0	10.0	22.0	11.0	29
57	SH 205	118+48	15.0	15.0	25.0	15.0	51
58	SH 205	118+89	13.0	13.0	54.0	28.0	167
59	SH 205	119+42	10.0	10.0	28.0	11.0	36
60	SH 205	105+03	10.0	10.0	14.0	28.0	44
61	ROSS ST	14+71	3.0	3.0	21.0	7.0	7
62	BOYDSTON AVE	15+00	5.0	5.0	70.0	23.0	175
63	BOYDSTON AVE	15+33	10.0	7.6	18.0	22.0	55
64	SH 205	121+50	6.0	6.0	40.0	12.0	312
65	SH 205 NB	123+52	15.0	15.0	16.0	50.0	98
66	SH 205	108+81	9.0	9.0	24.0	41.0	113
67	SH 205 NB	124+77	10.0	10.0	24.0	11.0	331
68	SH 205 NB	125+84	10.0	10.0	15.0	37.0	66
69	SH 205 NB	127+34	20.0	6.3	32.0	38.0	175
70	SH 205 NB	128+86	15.0	15.0	30.0	22.0	77
71	KENWAY DRIVE	13+25	10.0	10.0	18.0	14.0	285
72	LAKE MEADOWS	12+39	15.0	15.0	27.0	26.0	87
73	LAKE MEADOWS	12+35	9.5	20.0	21.0	28.0	52
74	SH 205 SB	130+02	15.0	15.0	24.0	20.0	67
75	SH 205 SB	131+34	15.0	15.0	30.0	56.0	196
75A	SH 205 NB	138+01	2.0	20.0	13.0	16.5	106
76	SH 205 NB	135+47	15.0	15.0	30.0	13.0	53
77	SH 205 NB	136+95	15.0	6.0	35.0	17.5	115
78	SH 205 NB	140+91	1.0	10.0	17.0	12.0	231
79	SH 205 NB	144+28	10.0	5.8	34.0	12.0	50
80	SH 205 NB	147+07	10.0	10.0	9.0	20.0	26
81	SH 205 NB	150+25	10.0	10.0	43.0	12.0	48
82	SH 205 NB	151+23	10.0	10.0	13.0	10.0	19
83	SH 205 NB	151+35	10.0	10.0	21.0	16.0	40
84	SH 205 NB	152+25	10.0	10.0	13.0	16.0	41
85	SH 205 NB	152+70	10.0	10.0	26.0	10.0	34
86	SH 205 NB	154+07	10.0	10.0	36.0	10.0	45
87	SH 205 NB	154+34	10.0	10.0	12.0	16.0	24
88	SH 205 SB	137+34	10.0	10.0	17.0	12.0	28
89	SH 205 SB	140+60	10.0	10.0	26.0	11.0	38
90	SH 205 SB	142+52	7.7	10.0	28.0	13.0	42
91	SH 205 SB	143+21	10.0	10.0	24.0	11.0	33
92	SH 205 SB	145+34	5.7	7.6	20.0	13.0	33
93	SH 205 SB	145+68	7.6	10.0	18.0	12.0	26
94	SH 205 SB	145+86	10.0	10.0	9.0	14.0	20
95	SH 205 SB	147+02	10.0	10.0	30.0	25.0	76
96	ALAMO ROAD	11+95	5.0	5.0	12.0	7.0	11
97	I30 EB FR	13+36	30.0	30.0	46.0	44.0	270
98	I30 EB FR	16+18	10.0	20.0	50.0	50.0	364
99	~						
100	I30 WB FR	12+93	15.0	30.0	24.0	32.0	114
101	I30 WB FR	14+99	15.0	15.0	40.0	18.0	91
102	I30 WB FR	16+80	15.0	15.0	26.0	34.0	98
103	I30 WB FR	18+41	15.0	15.0	26.0	41.0	128
103A	I30 WB FR	19+12.1	15.0	10.0	76.2	30.0	262
104	I30 WB FR	25+67	15.0	15.0	36.0	45.0	196
105	I30 WB FR	30+12	15.0	15.0	40.0	21.0	100
106	SH 205	55+41	10.0	10.0	30.0	18.0	65
24A	SH 205	62+22	10.0	10.0	22.0	12.0	34
39A	SH 205	83+54	35.0	35.0	30.0	25.0	131
39B	SH 205	86+45.3	25.0	25.0	28.0	27.0	115
66A	ROSS ST	13+05	10.0	10.0	24.0	22.0	63
							13204



9 10-23-08 REV DRWY 39B - KDG
8 07-15-08 ADDED DRWY 15A, 75A, & 103A - KDG
7 06-13-08 ADDED TXDOT DRWY 39A, 39B-KDG & REV QTY-AM
6 04-24-08 ADDED DRWY 66A & REV DRWY #66 -KDG
5 01-11-08 REVISED DRIVEWAY LOCATIOIN -KDG
4 12-18-07 REVISED DRIVEWAY DETAIL -KDG
3 11-12-07 REVISED DRWY WIDTH TO MATCH PLAN-KDG
2 10-08-07 ADDED DRWY #24A & REV #23 BY KDG
1 9-19-07 ADDED DRIVEWAY #106 BY KDG

ORIGINAL PLAN SEALED BY
TODD P. CONSTANT, P.E.

STATE OF TEXAS
K. DAVID GAN
92574
LICENSED PROFESSIONAL ENGINEER

Change Order #58

11/12/08

NOTES:
1. DRIVEWAY LOCATIONS MAY BE SHIFTED AT THE TIME OF CONSTRUCTION AS DIRECTED BY THE ENGINEER TO MATCH EXISTING CONDITIONS.
2. OMIT PAYMENT FOR CURB WITHIN LIMITS OF DRIVEWAY. CURBS ON DRIVEWAYS SHALL BE CONSIDERED SUBSIDIARY TO THE PRICE BID PER SQUARE YARD FOR DRIVEWAY AND WILL NOT BE PAID FOR DIRECTLY.

Texas Department of Transportation
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SH 205

DRIVEWAY DETAIL

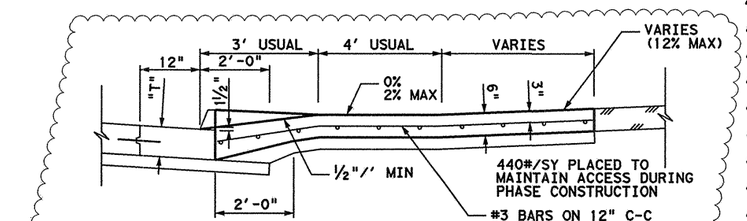
SHEET 1 OF 1

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	(SEE TITLE SHEET)	SH 205

STATE	DIST.	COUNTY	SHEET NO.
TEXAS	DALLAS	ROCKWALL	329E
CONT.	SECT.	JOB	
0451	01	032, ETC	

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11/13/2008 Plotted 13-NOV-2008 10:27

DRIVEWAY NUMBER	STREET HORIZONTAL ALIGNMENT	STATION @ PGL-C/L	RADIUS LT (FT)	RADIUS RT (FT)	WIDTH (FT)	LENGTH (FT)	AREA SY	
1	SH 205	3+12	15.0	15.0	20.0	27.0	71	4
2	SH 205	4+01	15.0	15.0	20.0	24.0	65	
3	SH 205	8+04	50.0	50.0	60.0	30.0	280	
4	SIDS ROAD	14+75	50.0	50.0	70.0	20.0	209	
5	SH 205	11+96	10.0	10.0	18.0	10.0	25	
6	SH 205	27+23	20.0	20.0	27.5	60.0	222	5
7	SH 205	28+47	30.0	30.0	40.0	38.0	217	
8	RALPH HALL PKWY	14+98	15.0	15.0	19.0	31.0	84	1
9	SH 205	31+69	20.0	20.0	43.0	20.0	113	
10	SH 205	36+96	10.0	10.0	19.0	10.0	26	
11	SH 205	41+24	50.0	50.0	78.0	40.0	475	
12	SH 205	13+48	18.0	20.0	40.0	37.0	223	
13	SH 205	42+82	15.0	18.0	42.0	36.0	187	
14	SH 205	45+95	30.0	30.0	27.0	66.0	255	
15	SH 205	56+31	20.0	20.0	30.0	43.0	161	
15A	SH 205	54+55	10.0	10.0	30.0	34.5	120	8
16	SH 205	56+31	10.0	10.0	40.0	13.0	58	
17	SH 205	58+36	30.0	30.0	40.0	49.0	278	
18	SH 205	58+36	30.0	30.0	40.0	30.0	174	
19	SH 205	59+20	15.0	15.0	30.0	15.0	59	4
20	SH 205	60+11	14.6	15.0	33.0	15.0	64	
21	SH 205	60+54	14.5	15.0	19.0	26.0	56	
22	SH 205	60+89	30.0	30.0	42.0	29.0	210	
23	SH 205	61+79	10.0	10.0	20.0	23.0	71	2
24	SH 205	62+98	15.0	15.0	43.0	17.0	92	
25	SH 205	63+23	10.0	10.0	24.0	32.2	150	
26	SH 205	63+82	10.0	6.0	24.0	24.9	83	
27	SH 205	66+71	11.0	12.0	33.0	25.0	102	
28	YELLOW JACKET LN	15+29	7.0	12.0	32.0	14.0	59	
29	YELLOW JACKET LN	17+13	10.0	10.0	24.0	24.0	137	
30	YELLOW JACKET LN	18+33	15.0	15.0	52.0	23.0	142	
31	SH 205	68+91	15.0	15.0	35.0	23.0	98	
32	SH 205	70+99	19.0	16.8	54.0	35.0	214	
33	SH 205	71+74	20.0	10.0	63.0	20.0	101	
34	SH 205	72+82.70	20.0	20.0	24.0	34.0	110	
34A	SH 205	74+12.60	15.0	15.0	24.0	60.0	171	
35	SH 205	74+94	20.0	20.0	30.0	34.0	127	
36	SH 205	75+79	20.0	20.0	34.0	33.0	144	
37	SH 205	79+57	20.0	20.0	40.0	27.0	136	
38	JUSTIN ROAD	12+16	20.0	20.0	23.0	21.0	100	
39	SH 205	83+52	10.0	10.0	14.0	40.0	64	
40	SAM HOUSTON ST	13+99	0.0	6.5	23.0	35.0	91	
41	SH 205	98+04	15.0	15.0	24.0	20.0	59	
42	SH 205	99+42	15.0	15.0	24.0	20.0	59	
43	SH 205	99+83	20.0	20.0	33.0	90.0	348	
44	SH 205	100+38	20.0	20.0	40.0	25.0	120	
45	SAM HOUSTON ST	11+77	75.0	10.0	12.0	43.0	100	
46	SH 205	101+57	3.0	3.0	37.0	6.0	299	
47	SH 205	102+42	3.0	20.0	28.5	35.0	295	
48	SH 205	105+73	20.0	20.0	40.0	37.0	144	
49	SH 205	105+87	10.0	7.3	10.0	15.0	16	7
50	SH 205	106+14	7.3	10.0	16.0	11.0	22	
51	SH 205	109+22	15.0	15.0	34.0	15.0	64	
52	EMMA JANE ST	21+43	5.0	15.0	78.0	16.0	85	
53	EMMA JANE ST	21+62	20.0	20.0	24.0	22.0	71	
54	SH 205	110+63	10.0	10.0	24.0	10.0	30	
55	SH 205	113+72	15.0	15.0	30.0	20.0	75	
56	SH 205	114+24	10.0	10.0	22.0	11.0	29	
57	SH 205	118+48	15.0	15.0	25.0	15.0	51	
58	SH 205	118+89	13.0	13.0	54.0	28.0	167	
59	SH 205	119+42	10.0	10.0	28.0	11.0	36	
60	SH 205	105+03	10.0	10.0	14.0	28.0	44	
61	ROSS ST	14+71	3.0	3.0	21.0	7.0	7	
62	BOYDSTON AVE	15+00	5.0	5.0	70.0	23.0	175	
63	BOYDSTON AVE	15+33	10.0	7.6	18.0	22.0	55	
64	SH 205	121+50	6.0	6.0	40.0	12.0	312	
65	SH 205 NB	123+52	15.0	15.0	16.0	50.0	98	
66	SH 205	108+81	9.0	9.0	24.0	41.0	113	6
67	SH 205 NB	124+77	10.0	10.0	24.0	11.0	33	
68	SH 205 NB	125+84	10.0	10.0	15.0	37.0	66	
69	SH 205 NB	127+34	20.0	6.3	32.0	38.0	175	
70	SH 205 NB	128+86	15.0	15.0	30.0	22.0	77	
71	KENWAY DRIVE	13+25	10.0	10.0	18.0	14.0	285	7
72	LAKE MEADOWS	12+39	15.0	15.0	27.0	26.0	87	
73	LAKE MEADOWS	12+35	9.5	20.0	21.0	28.0	52	
74	SH 205 SB	130+02	15.0	15.0	24.0	20.0	67	
75	SH 205 SB	131+34	15.0	15.0	30.0	56.0	196	
75A	SH 205 NB	138+01	2.0	20.0	13.0	16.5	106	8
76	SH 205 NB	135+47	15.0	15.0	30.0	13.0	53	
77	SH 205 NB	136+95	15.0	6.0	35.0	17.5	115	
78	SH 205 NB	140+91	1.0	10.0	17.0	12.0	231	
79	SH 205 NB	144+28	10.0	5.8	34.0	12.0	50	
80	SH 205 NB	147+07	10.0	10.0	9.0	20.0	26	
81	SH 205 NB	150+25	10.0	10.0	43.0	12.0	48	
82	SH 205 NB	151+23	10.0	10.0	13.0	10.0	19	
83	SH 205 NB	151+35	10.0	10.0	21.0	16.0	40	
84	SH 205 NB	152+25	10.0	10.0	13.0	16.0	41	7
85	SH 205 NB	152+70	10.0	10.0	26.0	10.0	34	
86	SH 205 NB	154+07	10.0	10.0	36.0	10.0	45	
87	SH 205 NB	154+34	10.0	10.0	12.0	16.0	24	
88	SH 205 SB	137+34	10.0	10.0	17.0	12.0	28	
89	SH 205 SB	140+60	10.0	10.0	26.0	11.0	38	
90	SH 205 SB	142+52	7.7	10.0	28.0	13.0	42	
91	SH 205 SB	143+21	10.0	10.0	24.0	11.0	33	
92	SH 205 SB	145+34	5.7	7.6	20.0	13.0	33	
93	SH 205 SB	145+68	7.6	10.0	18.0	12.0	26	
94	SH 205 SB	145+86	10.0	10.0	9.0	14.0	20	
95	SH 205 SB	147+02	10.0	10.0	30.0	25.0	76	
96	ALAMO ROAD	11+95	5.0	5.0	12.0	7.0	11	7
97	I30 EB FR	13+36	30.0	30.0	46.0	44.0	270	
98	I30 EB FR	16+18	10.0	20.0	50.0	50.0	364	
99	~							
100	I30 WB FR	12+93	15.0	30.0	24.0	32.0	114	
101	I30 WB FR	14+99	15.0	15.0	40.0	18.0	91	
102	I30 WB FR	16+80	15.0	15.0	26.0	34.0	98	
103	I30 WB FR	18+41	15.0	15.0	26.0	41.0	128	
103A	I30 WB FR	19+12.1	15.0	10.0	76.2	30.0	262	8
104	I30 WB FR	25+67	15.0	15.0	36.0	45.0	196	7
105	I30 WB FR	30+12	15.0	15.0	40.0	21.0	100	1
106	SH 205	55+41	10.0	10.0	30.0	18.0	65	
24A	SH 205	62+22	10.0	10.0	22.0	12.0	34	2
39A	SH 205	83+54	35.0	35.0	30.0	25.0	131	
39B	SH 205	86+74	35.0	35.0	30.0	26.0	134	9
66A	ROSS ST	13+05	10.0	10.0	24.0	22.0	63	6
107	SH 205	54+57	15.0	15.0	45.0	24.0	131	
108	SH205SB	132+00.48	10.0	10.0	28.0	27.5	90	10
109	SH205NB	137+44.84	15.0	15.0	24.0	23.0	72	
110	JUSTIN ROAD	12+52.87	10.0	20.0	24.5	22.5	77	11
							13593	11

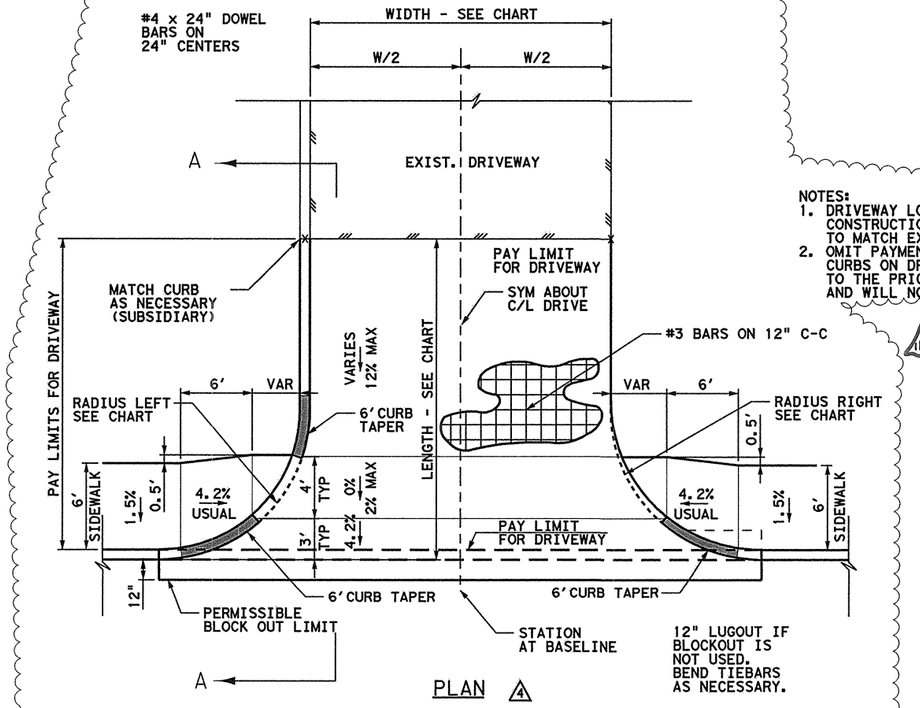


TYPICAL DRIVEWAY DETAIL

SECTION A-A

440#/SY PLACED MAINLANES OR FRONTAGE ROADS

#4 x 24" DOWEL BARS ON 24" CENTERS



PLAN 4

1 03-03-09 ADDED DRWY 110 - KDG
10 01-16-09 ADDED DRWY 107, 108, 109 - AM
9 10-23-08 REV DRWY 39B - KDG
8 07-15-08 ADDED DRWY 15A, 75A, & 103A - KDG
7 06-13-08 ADDED TXDOT DRWY 39A, 39B-KDG & REV QTY-AM
6 04-24-08 ADDED DRWY 66A & REV DRWY #66 -KDG
5 01-11-08 REVISED DRIVEWAY LOCATIOIN -KDG
4 12-18-07 REVISED DRIVEWAY DETAIL -KDG
3 11-12-07 REVISED DRWY WIDTH TO MATCH PLAN-KDG
2 10-08-07 ADDED DRWY #24A & REV #23 BY KDG
1 9-19-07 ADDED DRIVEWAY #106 BY KDG

ORIGINAL PLAN SEALED BY TODD P. CONSTANT, P.E.

STATE OF TEXAS
K. DAVID GAN
92574
LICENSED PROFESSIONAL ENGINEER

3/24/09

NOTES:
1. DRIVEWAY LOCATIONS MAY BE SHIFTED AT THE TIME OF CONSTRUCTION AS DIRECTED BY THE ENGINEER TO MATCH EXISTING CONDITIONS.
2. OMIT PAYMENT FOR CURB WITHIN LIMITS OF DRIVEWAY. CURBS ON DRIVEWAYS SHALL BE CONSIDERED SUBSIDIARY TO THE PRICE BID PER SQUARE YARD FOR DRIVEWAY AND WILL NOT BE PAID FOR DIRECTLY.

11 - Change Order #75

Texas Department of Transportation
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SH 205

DRIVEWAY DETAIL

SHEET 1 OF 1

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	(SEE TITLE SHEET)	SH 205

STATE	DIST.	COUNTY	SHEET NO.
TEXAS	DALLAS	ROCKWALL	329
CONT.	SECT.	JOB	
0451	01	032, ETC	

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3/24/2009 Plotted 24-MAR-2009 13:30

DRIVEWAY NUMBER	STREET HORIZONTAL ALIGNMENT	STATION @ PGL-C/L	RADIUS LT (FT)	RADIUS RT (FT)	WIDTH (FT)	LENGTH (FT)	AREA SY	
1	SH 205	3+12	15.0	15.0	20.0	27.0	71	1
2	SH 205	4+01	15.0	15.0	20.0	24.0	65	
3	SH 205	8+04	50.0	50.0	60.0	30.0	280	
4	SIDS ROAD	14+75	50.0	50.0	70.0	20.0	209	
5	SH 205	11+96	10.0	10.0	18.0	10.0	25	
6	SH 205	27+23	20.0	20.0	27.5	60.0	222	5
7	SH 205	28+47	30.0	30.0	40.0	38.0	217	
8	RALPH HALL PKWY	14+98	15.0	15.0	19.0	31.0	84	1
9	SH 205	31+69	20.0	20.0	43.0	20.0	113	
10	SH 205	36+96	10.0	10.0	19.0	10.0	26	
11	SH 205	41+24	50.0	50.0	78.0	40.0	475	
12	SH 205	13+48	18.0	20.0	40.0	37.0	223	
13	SH 205	42+82	15.0	18.0	42.0	36.0	187	
14	SH 205	45+95	30.0	30.0	27.0	66.0	255	
15	SH 205	56+31	20.0	20.0	30.0	43.0	161	
15A	SH 205	54+55	10.0	10.0	30.0	34.5	120	8
16	SH 205	56+31	10.0	10.0	40.0	13.0	58	
17	SH 205	58+36	30.0	30.0	40.0	49.0	278	
18	SH 205	58+36	30.0	30.0	40.0	30.0	174	
19	SH 205	59+20	15.0	15.0	30.0	15.0	59	4
20	SH 205	60+11	14.6	15.0	33.0	15.0	64	
21	SH 205	60+54	14.5	15.0	19.0	26.0	56	
22	SH 205	60+89	30.0	30.0	42.0	29.0	210	
23	SH 205	61+79	10.0	10.0	20.0	23.0	71	2
24	SH 205	62+98	15.0	15.0	43.0	17.0	92	
25	SH 205	63+23	10.0	10.0	24.0	32.2	150	
26	SH 205	63+82	10.0	6.0	24.0	24.9	83	
27	SH 205	66+71	11.0	12.0	33.0	25.0	102	
28	YELLOW JACKET LN	15+29	7.0	12.0	32.0	14.0	59	
29	YELLOW JACKET LN	17+13	10.0	10.0	24.0	24.0	137	
30	YELLOW JACKET LN	18+33	15.0	15.0	52.0	23.0	142	
31	SH 205	68+91	15.0	15.0	35.0	23.0	98	
32	SH 205	70+99	19.0	16.8	54.0	35.0	214	
33	SH 205	71+74	20.0	10.0	63.0	20.0	101	
34	SH 205	72+82.70	20.0	20.0	24.0	34.0	110	
34A	SH 205	74+12.60	15.0	15.0	24.0	60.0	171	
35	SH 205	74+94	20.0	20.0	30.0	34.0	127	
36	SH 205	75+79	20.0	20.0	34.0	33.0	144	
37	SH 205	79+57	20.0	20.0	40.0	27.0	136	
38	JUSTIN ROAD	12+16	20.0	20.0	23.0	21.0	100	
39	SH 205	83+52	10.0	10.0	14.0	40.0	64	
40	SAM HOUSTON ST	13+99	0.0	6.5	23.0	35.0	91	
41	SH 205	98+04	15.0	15.0	24.0	20.0	59	
42	SH 205	99+42	15.0	15.0	24.0	20.0	59	
43	SH 205	99+83	20.0	20.0	33.0	90.0	348	
44	SH 205	100+38	20.0	20.0	40.0	25.0	120	
45	SAM HOUSTON ST	11+77	75.0	10.0	12.0	43.0	100	
46	SH 205	101+57	3.0	3.0	37.0	6.0	299	
47	SH 205	102+42	3.0	20.0	28.5	35.0	295	
48	SH 205	105+73	20.0	20.0	40.0	37.0	144	
49	SH 205	105+87	10.0	7.3	10.0	15.0	16	7
50	SH 205	106+14	7.3	10.0	16.0	11.0	22	
51	SH 205	109+22	15.0	15.0	34.0	15.0	64	
52	EMMA JANE ST	21+43	5.0	15.0	78.0	16.0	85	
53	EMMA JANE ST	21+62	20.0	20.0	24.0	22.0	71	
54	SH 205	110+63	10.0	10.0	24.0	10.0	30	
55	SH 205	113+72	15.0	15.0	30.0	20.0	75	
56	SH 205	114+24	10.0	10.0	22.0	11.0	29	
57	SH 205	118+48	15.0	15.0	25.0	15.0	51	
58	SH 205	118+89	13.0	13.0	54.0	28.0	167	
59	SH 205	119+42	10.0	10.0	28.0	11.0	36	
60	SH 205	105+03	10.0	10.0	14.0	28.0	44	
61	ROSS ST	14+71	3.0	3.0	21.0	7.0	7	
62	BOYDSTON AVE	15+00	5.0	5.0	70.0	23.0	175	
63	BOYDSTON AVE	15+33	10.0	7.6	18.0	22.0	55	
64	SH 205	121+50	6.0	6.0	40.0	12.0	312	
65	SH 205 NB	123+52	15.0	15.0	16.0	50.0	98	
66	SH 205	108+81	9.0	9.0	24.0	41.0	113	6
67	SH 205 NB	124+77	10.0	10.0	24.0	11.0	331	
68	SH 205 NB	125+84	10.0	10.0	15.0	37.0	66	
69	SH 205 NB	127+34	20.0	6.3	32.0	38.0	175	
70	SH 205 NB	128+86	15.0	15.0	30.0	22.0	77	
71	KENWAY DRIVE	13+25	10.0	10.0	18.0	14.0	285	7
72	LAKE MEADOWS	12+39	15.0	15.0	27.0	26.0	87	
73	LAKE MEADOWS	12+35	9.5	20.0	21.0	28.0	52	
74	SH 205 SB	130+02	15.0	15.0	24.0	20.0	67	
75	SH 205 SB	131+34	15.0	15.0	30.0	56.0	196	
75A	SH 205 NB	138+01	2.0	20.0	13.0	16.5	106	8
76	SH 205 NB	135+47	15.0	15.0	30.0	13.0	53	
77	SH 205 NB	136+95	15.0	6.0	35.0	17.5	115	
78	SH 205 NB	140+91	1.0	10.0	17.0	12.0	231	
79	SH 205 NB	144+28	10.0	5.8	34.0	12.0	50	
80	SH 205 NB	147+07	10.0	10.0	9.0	20.0	26	
81	SH 205 NB	150+25	10.0	10.0	43.0	12.0	48	
82	SH 205 NB	151+23	10.0	10.0	13.0	10.0	19	
83	SH 205 NB	151+35	10.0	10.0	21.0	16.0	40	
84	SH 205 NB	152+25	10.0	10.0	13.0	16.0	41	7
85	SH 205 NB	152+70	10.0	10.0	26.0	10.0	34	
86	SH 205 NB	154+07	10.0	10.0	36.0	10.0	45	
87	SH 205 NB	154+34	10.0	10.0	12.0	16.0	24	
88	SH 205 SB	137+34	10.0	10.0	17.0	12.0	28	
89	SH 205 SB	140+60	10.0	10.0	26.0	11.0	38	
90	SH 205 SB	142+52	7.7	10.0	28.0	13.0	42	
91	SH 205 SB	143+21	10.0	10.0	24.0	11.0	33	
92	SH 205 SB	145+34	5.7	7.6	20.0	13.0	33	
93	SH 205 SB	145+68	7.6	10.0	18.0	12.0	26	
94	SH 205 SB	145+86	10.0	10.0	9.0	14.0	20	
95	SH 205 SB	147+02	10.0	10.0	30.0	25.0	76	
96	ALAMO ROAD	11+95	5.0	5.0	12.0	7.0	11	7
97	I30 EB FR	13+36	30.0	30.0	46.0	44.0	270	
98	I30 EB FR	16+18	10.0	20.0	50.0	50.0	364	
99	~							
100	I30 WB FR	12+93	15.0	30.0	24.0	32.0	114	
101	I30 WB FR	14+99	15.0	15.0	40.0	18.0	91	
102	I30 WB FR	16+80	15.0	15.0	26.0	34.0	98	
103	I30 WB FR	18+41	15.0	15.0	26.0	41.0	128	
103A	I30 WB FR	19+12.1	15.0	10.0	76.2	30.0	262	8
104	I30 WB FR	25+67	15.0	15.0	36.0	45.0	196	7
105	I30 WB FR	30+12	15.0	15.0	40.0	21.0	100	1
106	SH 205	55+41	10.0	10.0	30.0	18.0	65	2
24A	SH 205	62+22	10.0	10.0	22.0	12.0	34	
39A	SH 205	83+54	35.0	35.0	30.0	25.0	131	
39B	SH 205	86+74	35.0	35.0	30.0	26.0	134	9
66A	ROSS ST	13+05	10.0	10.0	24.0	22.0	63	6
107	SH 205	54+57	15.0	15.0	45.0	24.0	131	
108	SH205SB	132+00.48	10.0	10.0	28.0	27.5	90	10
109	SH205NB	137+44.84	15.0	15.0	24.0	23.0	72	
110	JUSTIN ROAD	12+52.87	10.0	20.0	24.5	22.5	77	11
111	ALAMO ROAD	10+98.33	10.0	10.0	12.0	28.5	43	
112	ALAMO ROAD	11+53.02	5.0	5.0	12.0	10.5	15	12
							13651	12

12 04-02-09 ADDED DRWY 111, 112 -KDG

11 03-03-09 ADDED DRWY 110 - KDG

10 01-16-09 ADDED DRWY 107, 108, 109 - AM

9 10-23-08 REV DRWY 39B - KDG

8 07-15-08 ADDED DRWY 15A, 75A, & 103A - KDG

7 06-13-08 ADDED TXDOT DRWY 39A, 39B-KDG & REV QTY-AM

6 04-24-08 ADDED DRWY 66A & REV DRWY #66 -KDG

5 01-11-08 REVISED DRIVEWAY LOCATIOIN -KDG

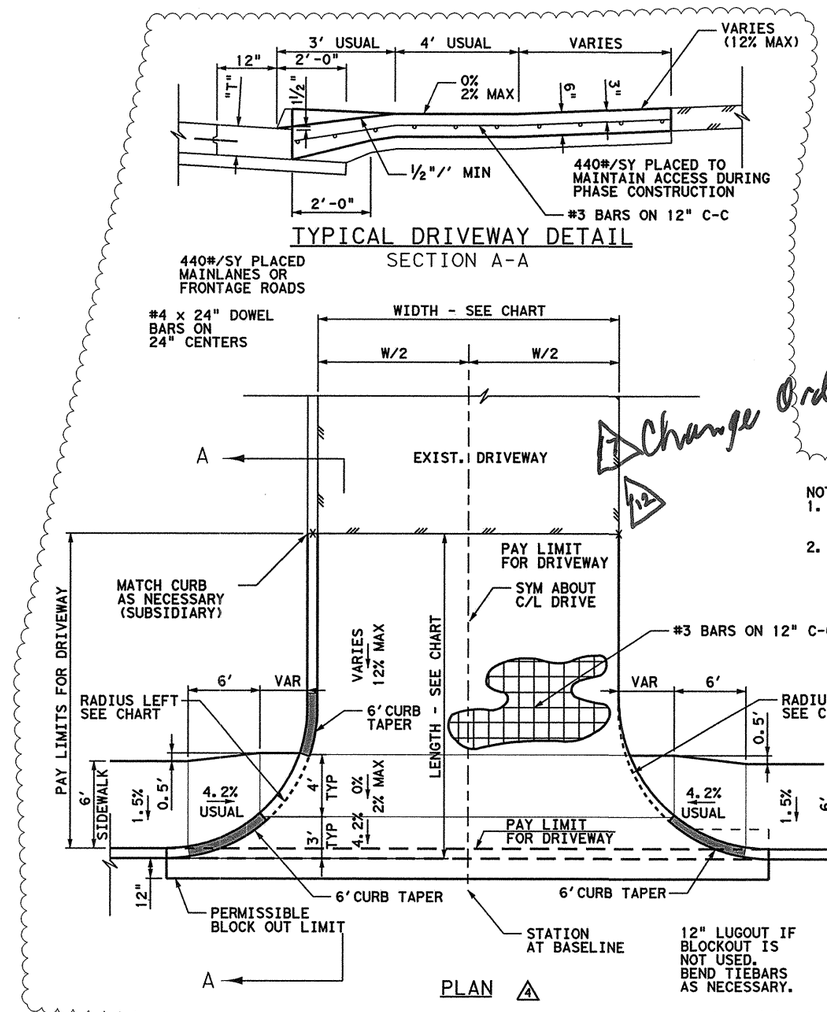
4 12-18-07 REVISED DRIVEWAY DETAIL -KDG

3 11-12-07 REVISED DRWY WIDTH TO MATCH PLAN-KDG

2 10-08-07 ADDED DRWY #24A & REV #23 BY KDG

1 9-19-07 ADDED DRIVEWAY #106 BY KDG

ORIGINAL PLAN SEALED BY TODD P. CONSTANT, P.E.



NOTES:
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STATE OF TEXAS
K. DAVID GAN
92574
LICENSED
PROFESSIONAL ENGINEER
4/20/2009

Texas Department of Transportation
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SH 205

DRIVEWAY DETAIL

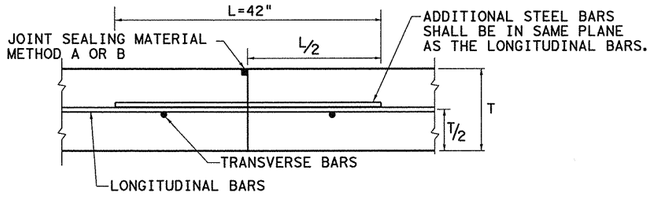
SHEET 1 OF 1

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	(SEE TITLE SHEET)	SH 205

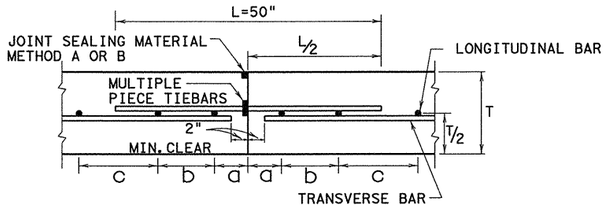
STATE	DIST.	COUNTY	SHEET NO.
TEXAS	DALLAS	ROCKWALL	329L
CONT.	SECT.	JOB	
0451	01	032, ETC	

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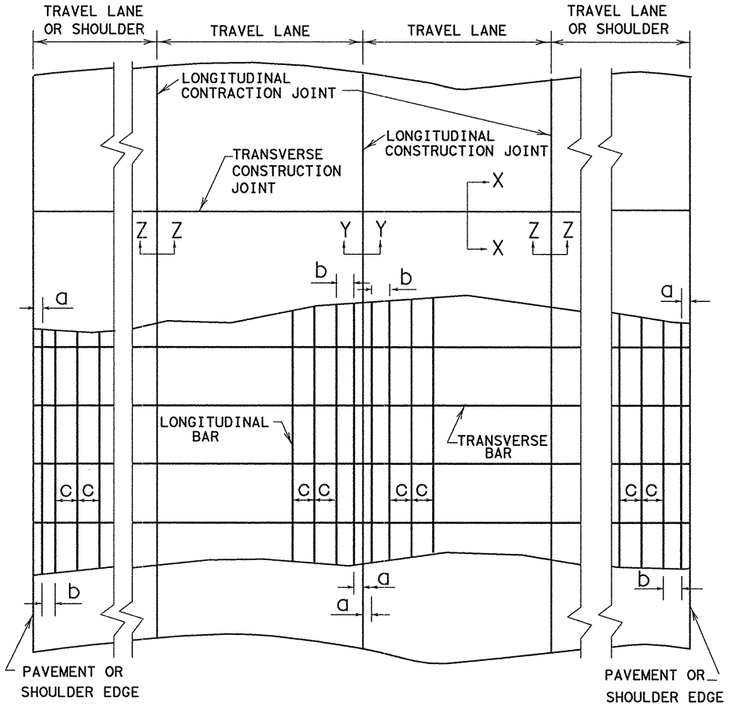
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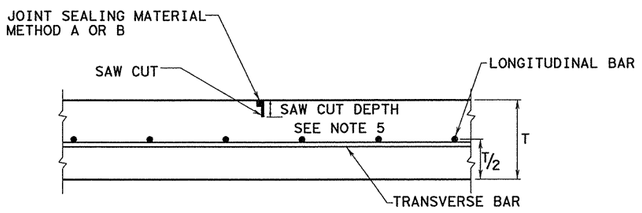
TRANSVERSE CONSTRUCTION JOINT
SECTION X - X



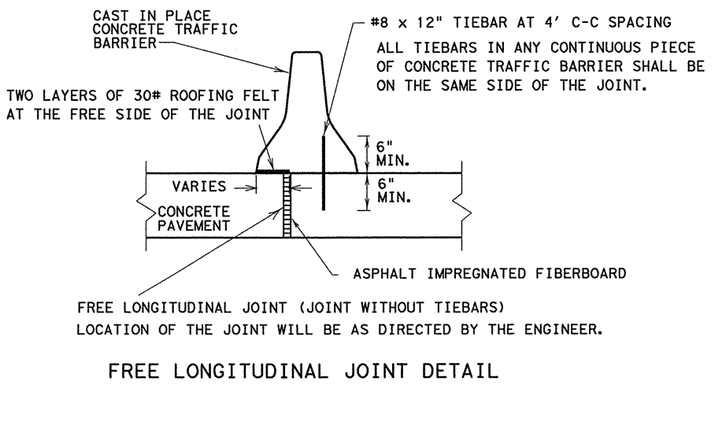
LONGITUDINAL CONSTRUCTION JOINT
SECTION Y - Y



TYPICAL PAVEMENT LAYOUT



LONGITUDINAL CONTRACTION JOINT
SECTION Z - Z



FREE LONGITUDINAL JOINT DETAIL

GENERAL NOTES

1. DETAILS FOR PAVEMENT WIDTH, PAVEMENT THICKNESS AND THE CROWN CROSS-SLOPE SHALL BE SHOWN ELSEWHERE IN THE PLANS.
2. LONGITUDINAL AND TRANSVERSE REINFORCING STEEL SHALL BE #6 DEFORMED STEEL BARS CONFORMING TO ASTM A 615 (GRADE 60) OR ASTM A 996 (GRADE 60).
3. THE DETAIL FOR THE JOINT SEALANT AND RESERVOIR IS SHOWN ON STANDARD SHEET "CONCRETE PAVING DETAILS, JOINT SEALS."
4. PAVEMENT WIDTHS OF MORE THAN 15 FT. SHALL HAVE A LONGITUDINAL JOINT (SECTION Z-Z OR Y-Y). THESE JOINTS SHALL BE LOCATED WITHIN 6 IN. OF THE LANE LINE UNLESS THE JOINT LOCATION IS SHOWN ELSEWHERE ON THE PLANS.
5. THE SAW CUT DEPTH FOR THE LONGITUDINAL JOINT SHALL BE MINIMUM OF ONE THIRD THE SLAB THICKNESS. IT MAY BE MINIMUM OF ONE FOURTH THE SLAB THICKNESS WHEN CRUSHED LIMESTONE IS USED AS THE COARSE AGGREGATE.
6. REINFORCING STEEL SPLICES SHALL BE A MINIMUM OF 25 IN.
7. MULTIPLE PIECE TIEBARS SHALL BE USED AT LONGITUDINAL CONSTRUCTION JOINTS UNLESS OTHERWISE SPECIFIED IN THE PLANS. THE TIEBARS SHALL BE #6 BARS. THE TIEBAR SPACING SHALL BE EQUAL TO THE TRANSVERSE BAR SPACING.
8. STEEL BAR PLACEMENT TOLERANCE SHALL BE +/- 1 IN. HORIZONTALLY AND +/- 0.5 IN. VERTICALLY. THE AVERAGE BAR SPACINGS SHALL CONFORM TO TABLE NO.1 AND TABLE NO.2.
9. MISSING OR DAMAGED TIEBARS SHALL BE REPLACED BY DRILLING AND EPOXY GROUTING AT THE CONTRACTOR'S EXPENSE.
10. AT TRANSVERSE CONSTRUCTION JOINTS, THE ADDITIONAL STEEL BARS SHALL BE PLACED APPROXIMATELY MIDWAY BETWEEN THE LONGITUDINAL STEEL BARS.
11. CONSOLIDATION WITH HAND-MANIPULATED MECHANICAL VIBRATORS IS REQUIRED ADJACENT TO ALL TRANSVERSE CONSTRUCTION JOINTS.

TABLE NO.1 LONGITUDINAL STEEL

SLAB THICKNESS AND BAR SIZE		REGULAR STEEL BARS	FIRST SPACING AT EDGE OR JOINT	SECOND SPACING FROM EDGE OR JOINT	ADDITIONAL STEEL BARS AT TRANSVERSE CONST. JOINT	
T (IN.)	BAR SIZE	SPACING c (IN.)	SPACING a (IN.)	SPACING b (IN.)	SPACING 2 x c (IN.)	LENGTH L (IN.)
8	#6	9	3 TO 4	3 TO 9	18	42
9	#6	8	3 TO 4	3 TO 8	16	42
10	#6	7	3 TO 4	3 TO 7	14	42
11	#6	6.5	3 TO 4	3 TO 6.5	13	42
12	#6	6	3 TO 4	3 TO 6	12	42
13	#6	5.5	3 TO 4	3 TO 5.5	11	42

TABLE NO.2 TRANSVERSE STEEL

SLAB THICKNESS AND BAR SIZE		PAVEMENT WIDTH (PW) FROM LONGITUDINAL FREE EDGE TO NEAREST LONGITUDINAL FREE EDGE, FT.						
		PW <=48	PW <=60	PW <=72	PW <=84	PW <=96	PW <=108	PW <=120
T (IN.)	BAR SIZE	SPACING (FT.)	SPACING (FT.)	SPACING (FT.)	SPACING (FT.)	SPACING (FT.)	SPACING (FT.)	SPACING (FT.)
8	#6	3	3	3	3	2.5	2.5	2
9	#6	3	3	3	2.5	2	2	1.5
10	#6	3	3	2.5	2.5	2	1.5	1.5
11	#6	3	2.5	2.5	2	2	1.5	1.5
12	#6	3	2.5	2	2	1.5	1.5	1
13	#6	2.5	2.5	2	1.5	1.5	1.5	1

Texas Department of Transportation
Construction Division (Pavements)

CONTINUOUSLY REINFORCED CONCRETE PAVEMENT

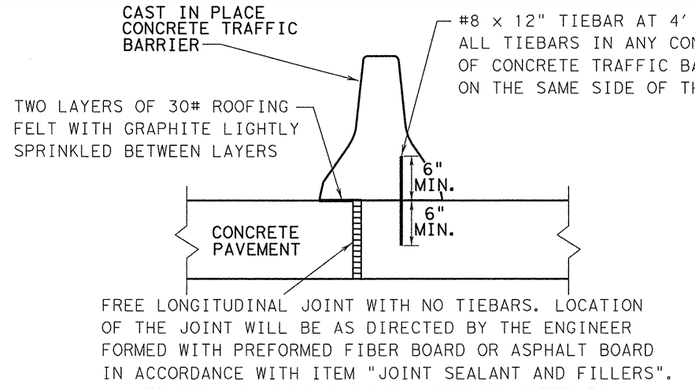
ONE LAYER STEEL BAR PLACEMENT
T-8, 9, 10, 11, 12, &13 INCHES

CRCP(1)-03

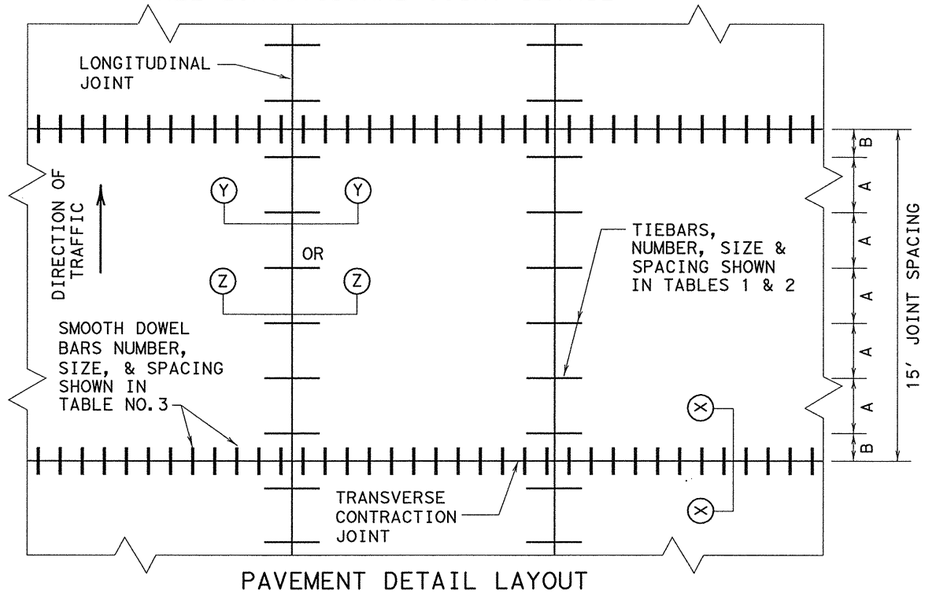
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MODIFICATIONS	DN: - HC	CK: - MCW	DW: - HC	CK: - GEL	
	DISTRICT	FEDERAL AID PROJECT			SHEET
	DALLAS	(SEE TITLE SHEET)			330
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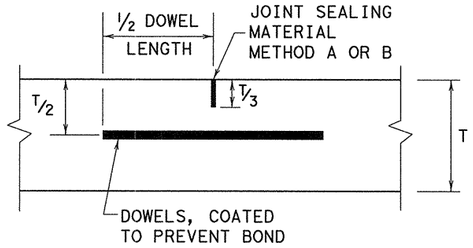
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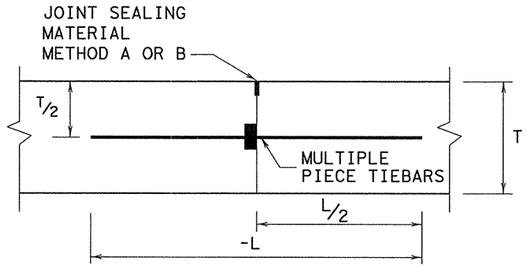
FREE LONGITUDINAL JOINT DETAIL



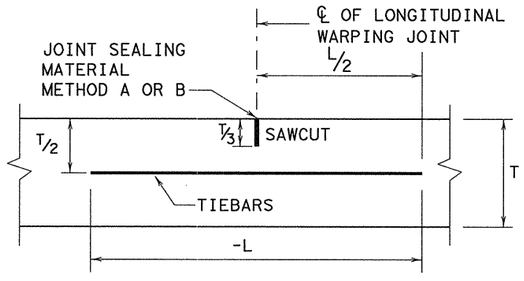
PAVEMENT DETAIL LAYOUT



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.

TABLE NO. 1 TIEBARS REQUIRED FOR LONGITUDINAL JOINT JOINTS FOR EACH 15' SLAB

ASTM A-616 OR A-615 (GRADE 60) STRAIGHT OR MULIPLE PIECE REINFORCING TIEBARS		CONCRETE SLAB THICKNESS	DISTANCE FROM THE LONGITUDINAL JOINT TO THE NEAREST LONGITUDINAL FREE EDGE			
			< OR =16'	< OR =24'	< OR =34'	< OR =50'
BAR LENGTH, "L" INCHES	BAR SIZE	"T" INCHES	REQUIRED NO. OF BARS	REQUIRED NO. OF BARS	REQUIRED NO. OF BARS	REQUIRED NO. OF BARS
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
		14	6	7	10	NA
		15	6	8	11	NA
50	#6 (3/4")	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	REGUALR 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 REQUIEMENTS

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

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LEVELS DISPLAYED

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Construction Division (Pavements)

CONCRETE PAVEMENT DETAILS

CONTRACTION DESIGN

T-8 THROUGH 15 INCHES

CPCD-94

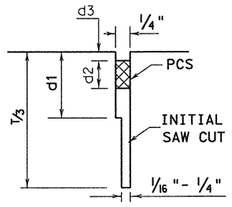
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MODIFICATIONS	DN: - LJB	CK: - LJB	DW: - BGD	CK: - GLG	
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	DALLAS	(SEE TITLE SHEET)			331
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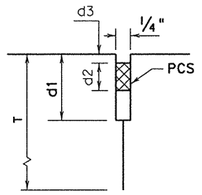
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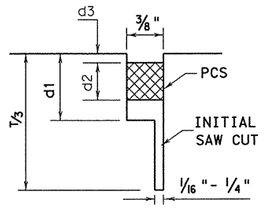


SAWED
LONGITUDINAL JOINT

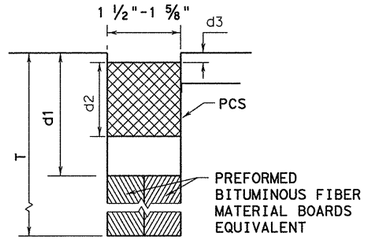


LONGITUDINAL
CONSTRUCTION JOINT

LONGITUDINAL JOINT SEALS



SAWED
CONTRACTION JOINT



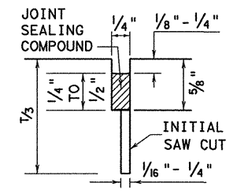
FORMED
FORMED EXPANSION JOINT

TRANSVERSE JOINT SEALS

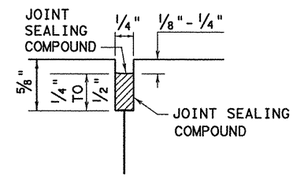
METHOD A: PREFORMED COMPRESSION SEALS (PCS)
(CLASS 6 PREFORMED JOINT SEALANT)

GENERAL NOTES FOR METHOD "A"

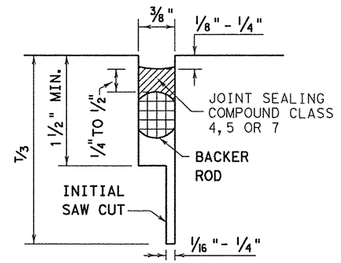
1. UNLESS OTHERWISE SHOWN IN THE PLANS, EITHER METHOD "A" OR METHOD "B" MAY BE USED.
2. THE LOCATION OF JOINTS SHALL BE AS SHOWN ELSEWHERE IN THE PLANS.
3. DIMENSIONS d1, d2, AND d3 SHALL BE IN ACCORDANCE WITH THE PREFORMED COMPRESSION SEAL MANUFACTURES RECOMMENDATION.
4. THE JOINT RESERVOIR FOR SEALANT SHALL BE SAWED UNLESS OTHERWISE SHOWN ON THE PLANS FOR THE LONGITUDINAL AND TRANSVERSE CONSTRUCTION AND THE TWO SAWED JOINTS.
5. THE JOINTS SHALL BE CLEANED IN ACCORDANCE WITH THE ITEM 438 AND PRIOR TO BEGINNING OPERATIONS, THE CONTRACTOR SHALL SUBMIT A STATEMENT FROM THE SEALANT MANUFACTURER SHOWING THE RECOMMENDED EQUIPMENT AND INSTALLATION PROCEDURES TO BE USED.
6. THE SAW CUT FOR THE LONGITUDINAL JOINT SHALL BE ONE FOURTH THE SLAB THICKNESS WHEN CRUSHED LIMESTONE IS USED AS THE COARSE AGGREGATE.



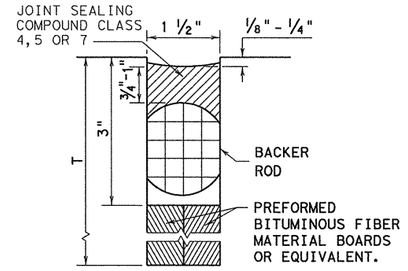
SAWED
LONGITUDINAL JOINT



LONGITUDINAL OR TRANSVERSE
CONSTRUCTION JOINT



TRANSVERSE SAWED
CONTRACTION JOINT



TRANSVERSE FORMED
EXPANSION JOINT

METHOD B: JOINT SEALING COMPOUND

GENERAL NOTES FOR METHOD "B"

1. UNLESS OTHERWISE SHOWN IN THE PLANS, EITHER METHOD "A" OR METHOD "B" MAY BE USED.
2. THE LOCATION OF JOINTS SHALL BE AS SHOWN ELSEWHERE IN THE PLANS.
3. THE ENGINEER SHALL SELECT A TARGET PLACEMENT THICKNESS FOR THE SEALANT DETAILS WHICH SHOW RANGES IN THICKNESS. THE TARGET THICKNESS WILL NORMALLY BE THE MIDPOINT OF THE RANGE.
4. THE JOINT RESERVOIR FOR SEALANT SHALL BE SAWED UNLESS OTHERWISE SHOWN ON THE PLANS FOR THE LONGITUDINAL AND TRANSVERSE CONSTRUCTION AND THE TWO SAWED JOINTS.
5. THE JOINTS SHALL BE CLEANED IN ACCORDANCE WITH THE ITEM 438 AND PRIOR TO BEGINNING OPERATIONS, THE CONTRACTOR SHALL SUBMIT A STATEMENT FROM THE SEALANT MANUFACTURER SHOWING THE RECOMMENDED EQUIPMENT AND INSTALLATION PROCEDURES TO BE USED.
6. THE SAW CUT FOR THE LONGITUDINAL JOINT SHALL BE ONE FOURTH THE SLAB THICKNESS WHEN CRUSHED LIMESTONE IS USED AS THE COARSE AGGREGATE.

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Construction Division (Pavement)

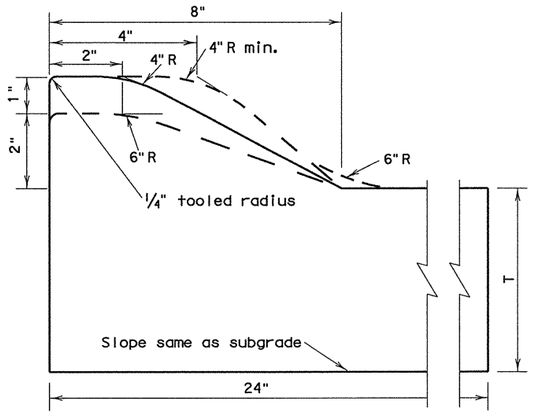
CONCRETE PAVING DETAILS
JOINT SEALS

JS-94

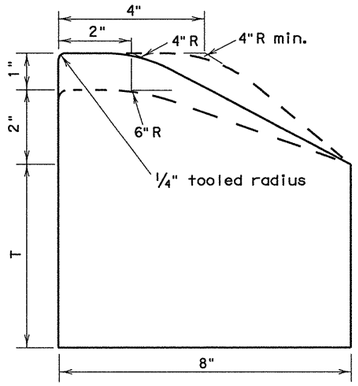
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MODIFICATIONS

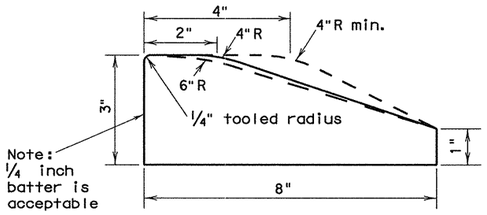
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ROCKWALL		0451	01	032	SH205



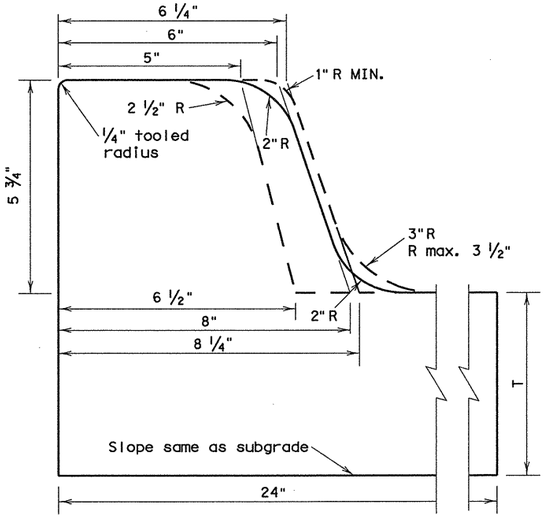
TYPE I CURB AND GUTTER



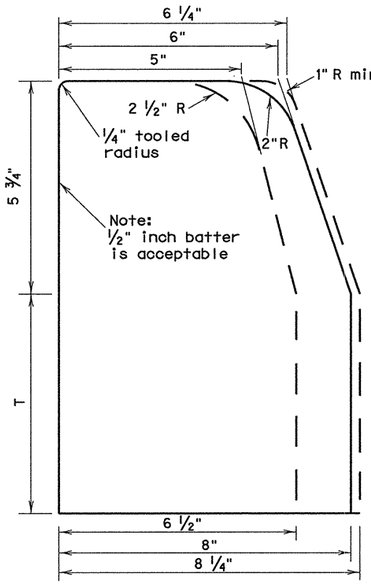
TYPE I CURB



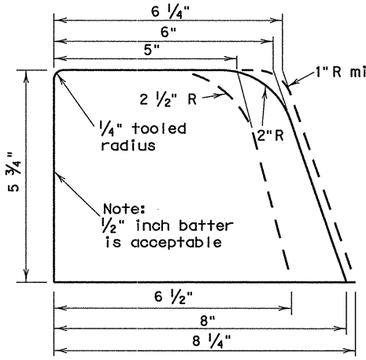
TYPE I MONO CURB OR
CURB PLACED ON PAVEMENT



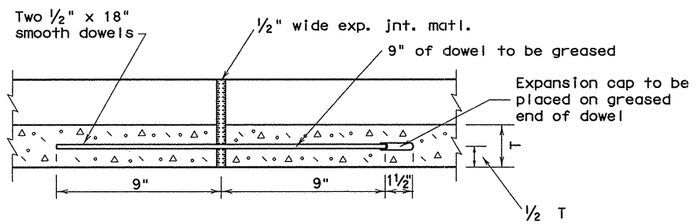
TYPE II CURB AND GUTTER



TYPE II CURB



TYPE II MONO CURB OR
CURB PLACED ON PAVEMENT



Longitudinal section thru curb and gutter showing typical expansion joint details.

Reinforcing steel (when used) shall not cross expansion joints. Steel shall be terminated 3" ± 1" from face of the joint.

GENERAL NOTES

1. Contractor may use existing forms if the cross section lies within the band shown by dotted lines. If new forms are to be purchased, leased, or constructed they shall conform to the solid line.
2. When reinforcing steel is required or placed at contractor's option, one of the following schemes of reinforcement shall be required. The manner of placement and location shall be to the satisfaction of the Engineer.
   a. Type I, or Type II, curb and gutter reinforcement shall have longitudinal reinforcing bars as follows: Three #3, two #4, two #5, or one #6.
   b. All types of curb (reinf.) shall have one #3 or #4 bar for for longitudinal reinforcement.
3. Reinforcing bars shall be lapped a minimum of 15".
4. When curb or curb and gutter is placed by a separate pour adjacent to or atop concrete pavement, curb or curb and gutter shall be tied to pavement in a manner satisfactory to the engineer with 8-inch long #3 or #4 bars spaced at 5 feet and expansion and/or contraction joints of curb or curb and gutter shall match those of pavement.

   When curb and curb and gutter is not constructed adjacent to concrete pavement, the following shall govern:
   a. Reinforced curb or curb and gutter shall have no contraction joints.
   b. Non-reinforced curb or curb and gutter shall have formed, tooled or sawed contraction joints at 10'±. The depth of these joints shall be sufficient to ensure cracking at the joints.
   c. Reinforcing curb or curb and gutter shall have expansion joints at points of curvature and at intervals no greater than 120' in all curves and at structures such as bridges, box culverts, curb inlets, etc.
   d. Non-reinforced curb or curb and gutter shall have expansion joints at points of curvature on curves of radius less than 25' and at structures such as bridges, box culverts, curb inlets, etc.
5. One-half inch expansion joint material shall be provided where curb or curb gutter is adjacent to sidewalk or riprap.
6. Unless otherwise shown, transitions between curbs or curbs and gutters of differing cross section shall be accomplished over a 20 foot length or as approved by the Engineer.
7. At contractor's option, dimension "T" may be thickness of pavement structure. In no case shall it be less than 6".
8. See the RAMP standard sheet for information on curb ramps and sidewalks crossing driveways.

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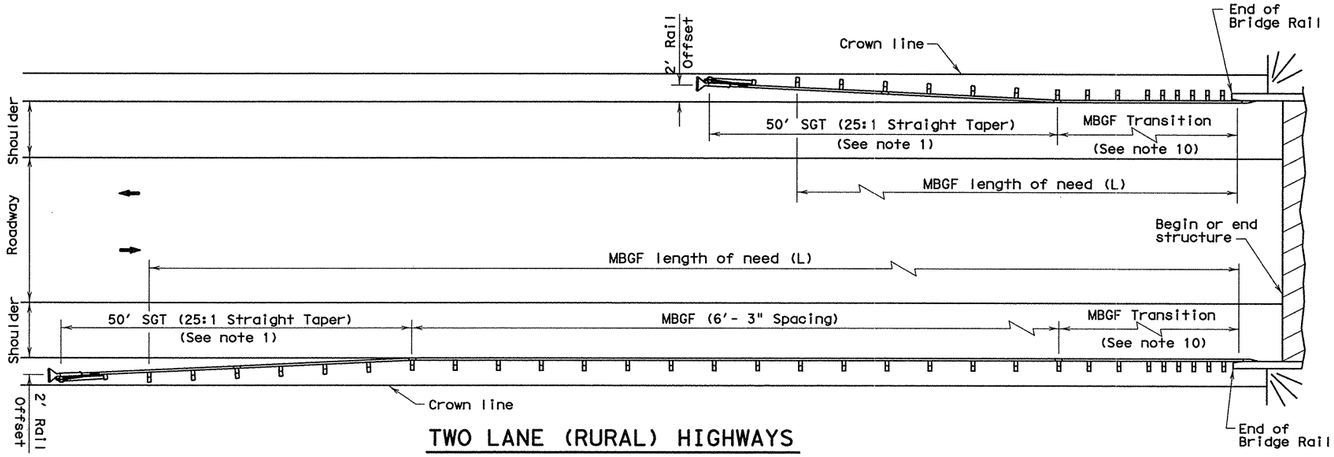
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Design Division (Roadway)

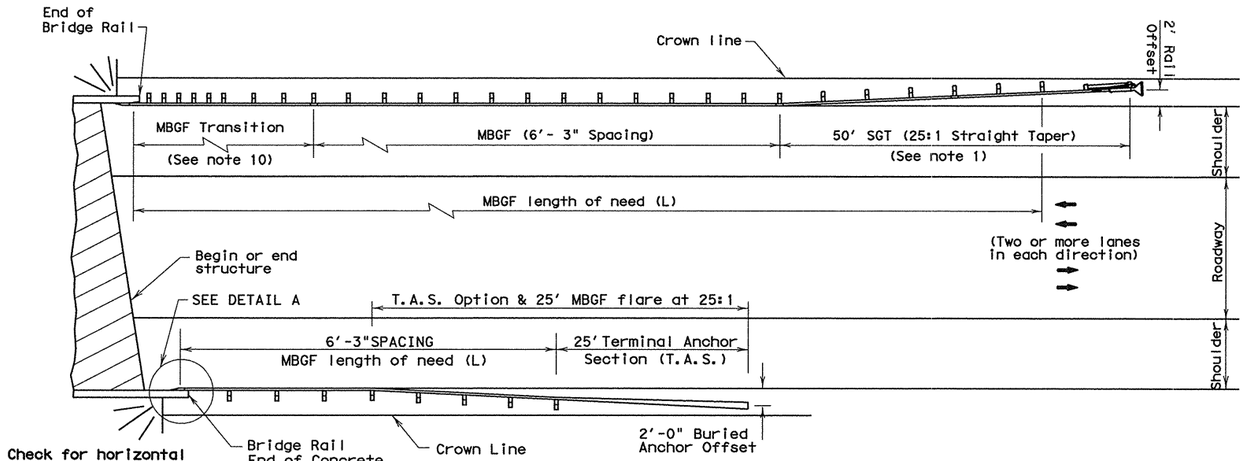
CONCRETE CURB AND CURB AND GUTTER

CCCG-01

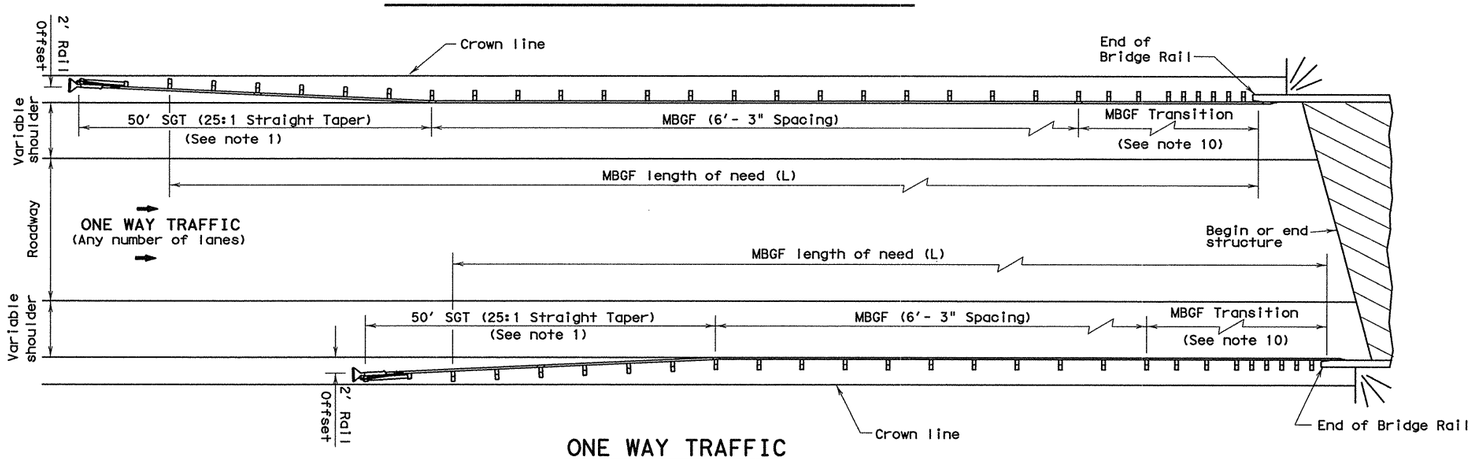
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©TxDOT 1995	DIST	FEDERAL AID PROJECT				SHEET
REVISIONS	DALLAS	(SEE TITLE SHEET)				333
	COUNTY		CONTROL	SECT	JOB	HIGHWAY
	ROCKWALL		0451	01	032	SH205



TWO LANE (RURAL) HIGHWAYS



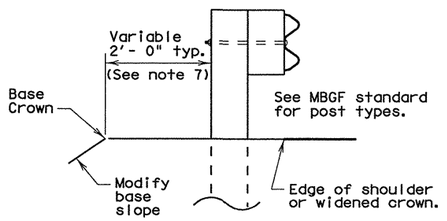
MULTILANE UNDIVIDED (RURAL) HIGHWAYS



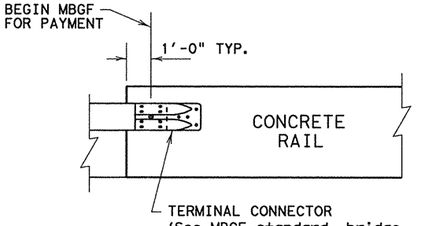
ONE WAY TRAFFIC

GENERAL NOTES

1. For more detail: See MBGF, SGT, and MBGF transition standard sheets.
2. Quantities of metal beam guard fence (MBGF) at individual bridge ends are shown elsewhere in plans.
3. Use average daily traffic (ADT) for the current year to determine MBGF length of need in accordance with the Roadway Design Manual unless otherwise specified. Where significant traffic volume growth is anticipated on low volume (0-750 ADT) highways, use length determinations for the higher volume category.
4. MBGF may not be required to shield departure end of bridge unless other obstacles within the horizontal clearance limits or opposing traffic indicate a MBGF consideration.
5. Terminal anchor sections (T.A.S) are only for downstream end anchorage usage outside the horizontal clearance area of opposing traffic.
6. Direct connection of MBGF (at 6'-3" post spacing without transition) to concrete rail is only for downstream rail connections outside the horizontal clearance area of opposing traffic.
7. The crown will be widened to accommodate MBGF. Typically the crown line should be 2'- 0" from the back of the MBGF post. This applies to new construction on new alignment or where existing roadway cross section is to be widened to increase roadway width. This does not apply to rehabilitation work where existing roadway crown width is to be retained (See Typical Cross Section at MBGF).
8. For restrictive width bridges, a 25' tangent section of MBGF should connect to the wingwall. The adjoining MBGF that lies within the roadway (Lanes & Shoulder area) crown should be flared at the rate of 25:1 (Longitudinal : Lateral). Length at these bridges should be determined as stated above or the length necessary to locate the terminal end at a 2'- 0" offset from shoulder edge, whichever is greater.
9. Variations in post spacings and/or the use of spacer blocks or shims may be required by the Engineer in order to accommodate the required rail connection to existing structures.
10. Transition length and post spacing will vary depending on the transition type. Transition type will be shown elsewhere in the plans.



TYPICAL CROSS SECTION AT MBGF



DETAIL A

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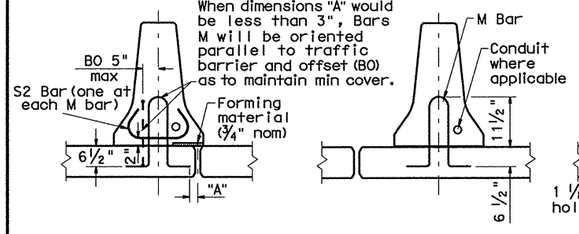
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Texas Department of Transportation
Design Division (Roadway)

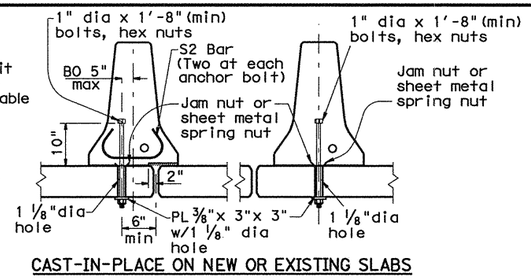
BRIDGE END DETAILS

BED-03

FILE: bed03.dgn	DN: RM	CK: RM	DW: CL	CK: RM	
©TxDOT SEPTEMBER 1991	DIST	FEDERAL AID PROJECT			SHEET
REVISIONS	DALLAS	(SEE TITLE SHEET)			334
	COUNTY		CONTROL	SECT	JOB	HIGHWAY
	ROCKWALL		0451	01	032	SH205



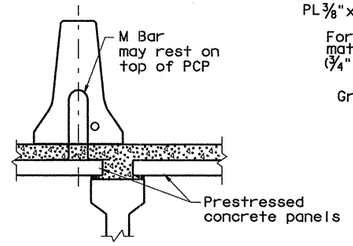
CAST-IN-PLACE ON NEW SLABS



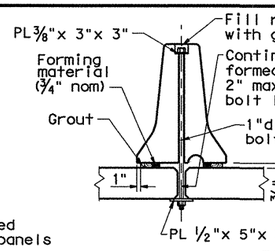
CAST-IN-PLACE ON NEW OR EXISTING SLABS

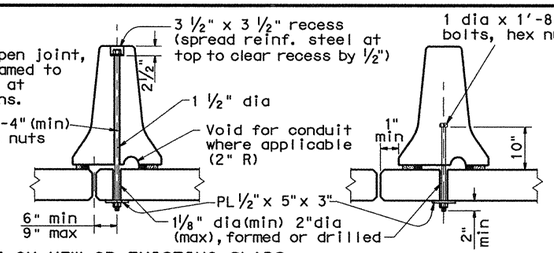
Notes: Some longer span structures with open median joints will require separate railing due to potential differential deflections (CIP and precast).

When BO is less than 2", M bars or anchor bolts shall be placed as detailed on elevation of traffic barrier. When BO is greater than 2", an additional anchor bolt or pair of M bars will be placed at the midpoint (±4") of the segment.

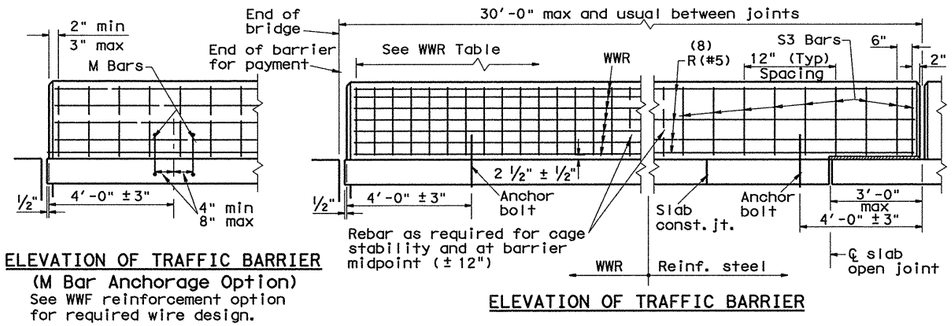


CAST-IN-PLACE WITH PCP SLABS



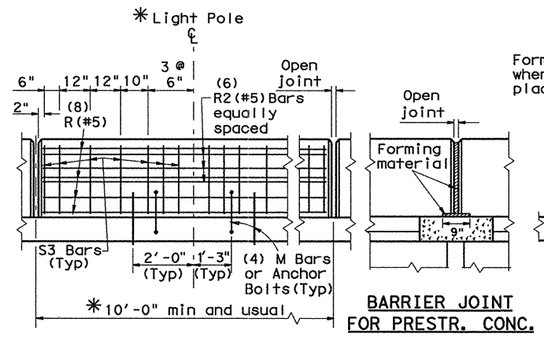


PRECAST ON NEW OR EXISTING SLABS



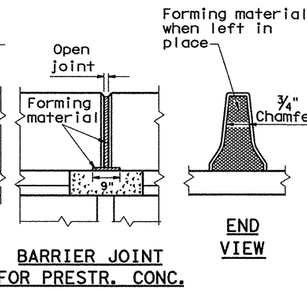
ELEVATION OF TRAFFIC BARRIER
(M Bar Anchorage Option)
See WWF reinforcement option for required wire design.

ELEVATION OF TRAFFIC BARRIER



ELEVATION AT LIGHT POLE
(Symmetrical about ℄)

✳See CSB(4) & (5) for reinforcement details and lighting components.

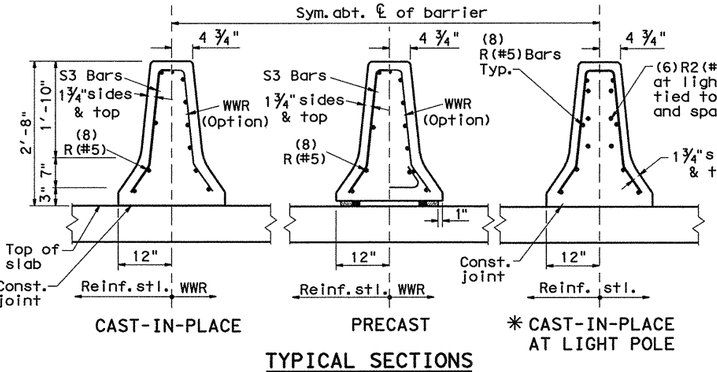


BARRIER JOINT FOR PRESTR. CONC. BOX BEAM

END VIEW

GENERAL NOTES

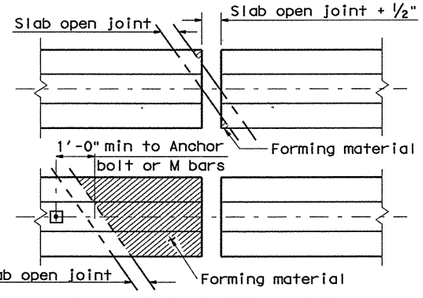
1. All concrete, reinforcement, anchor bolts, blocking, grout etc., as shown are considered as part of the barrier for payment.
2. A cast-in-place section of barrier shall be provided as shown if illumination poles are to be installed. See sheet CSB(4) for the light pole, anchor bolt, and conduit details.
3. Concrete for barrier shall be class C or H.
4. Welded wire fabric may be used as an option to the conventional reinforcement for precast or cast-in-place barrier. Only conventional reinforcement is to be used for the 10 ft. sections at light poles. Welded wire fabric shall be made in accordance with ASTM A497.
5. Grout for precast barriers shall consist of two parts sand and one part cement. Latex adhesive may be added to the grout if directed by the Engineer. Wood or other material approved by the Engineer shall be used for blocking. Enough firm blocking must be used to properly align and grade the barrier sections. At other locations, any suitable material may be used to retain the grout.
6. Joints shall be located near end of spans, at ends of light pole sections, and at intervals in between as necessary to maintain 30 ft. maximum and 15 ft. minimum section lengths. When barrier is cast-in-place, a joint shall be placed at interior supports of continuous units. Joint openings shall be ¼ inch minimum and ¾ inch maximum or ½ inch wider than adjacent open slab joints. No forming material shall be left in place adjacent to slab expansion joints. Otherwise, forming material may be left in place if it is compressible and light in color. Where portions of barriers project over adjacent spans, similar materials may be used to provide ¾ inch nominal clearance. If forming material is not left in place and barrier is on low side of roadway, the bottom 6 inches shall be plugged with concrete or joint sealing compound.
7. Anchor bolts and associated nuts, washers, and plates for the barrier to slab attachment shall be galvanized in accordance with the governing specification. Anchor bolt assemblies shall conform to Item 449, mild steel anchor bolts with tack welded nuts. Drilled anchorage holes shall be installed with rotary type equipment; percussion drilling disallowed. Spalls in the bottom of the slab exceeding one half inch from the edge of the hole shall be patched.
8. The centerline axis of the barrier shall be vertical except where the slab is superelevated in which case it shall be normal to the cross slope unless otherwise shown in the plans or directed by the Engineer.
9. The maximum offset from the center of the barrier to the true circular centerline shall be 1 inch for precast segments installed on horizontal curves. If this would require segment lengths of less than 15 ft., then the barrier shall be cast-in-place to the correct radius.
10. Shop drawings are not required for this barrier. Anchor systems equal or stronger than those shown may be used provided the details of such systems are submitted to and approved by the Engineer prior to placement.
11. Cast-in-place barrier may be slip formed. Additional reinforcement may be tack welded to the upper two-thirds of the reinforcing cage to provide bracing. Do not weld to M bars or anchor bolts.



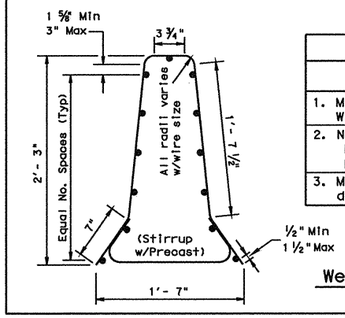
CAST-IN-PLACE | PRECAST | ✳ CAST-IN-PLACE AT LIGHT POLE

TYPICAL SECTIONS

Note: If bridge deck has asphaltic concrete overlay, the height of cast-in-place and precast barriers and full height anchor bolts must be adjusted accordingly. The height of the reinforcement will be adjusted when overlays are greater than 2". See bridge layout sheet(s) for overlay thickness.



PLAN AT SLAB OPEN JOINTS

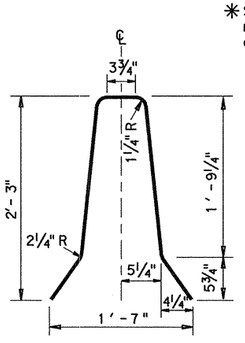


Welded Wire Reinforcement (WWR) Table		
DESCRIPTION	LONGITUDINAL WIRE	VERTICAL WIRE
1. Min. (Cumulative Total) Wire Area	Match R Bars (in^2 /ft.)	Match S Bars (in^2 /ft.) (Stirrup w/Precast)
2. Number of Wires Minimum / Maximum	No. of Wires 9 / 13	
3. Maximum wire size differential	The smaller wire shall have an area of 40% or more of the larger wire.	

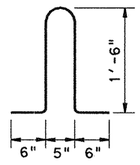
General Notes

1. Deformed Welded Wire Reinforcement shall conform to ASTM A497.
2. Welded wire cage may require a slight adjustment to accommodate the Type X connection pipes. As directed by the Engineer.
3. Deformed welded wire reinforcement (WWR) may be used as an option to conventional reinforcement. Combinations of reinforcing steel and WWR or configurations of WWR other than shown will be permitted when conditions in the table are satisfied and the dimension from the end of section to first welded wire does not exceed 3".

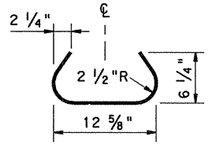
Welded Wire Reinforcement (WWR) Option for Bars S and R
(Precast or Cast-in-Place)



S3 BAR (#5)



M BAR (#4)



S2 BAR (#5)
(2) at anchor bolts
(1) at M Bars

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LEVELS DISPLAYED

Texas Department of Transportation
Design Division (Roadway)

CONCRETE SAFETY BARRIER (F-SHAPE)

PRECAST OR CAST-IN-PLACE (BRIDGE)

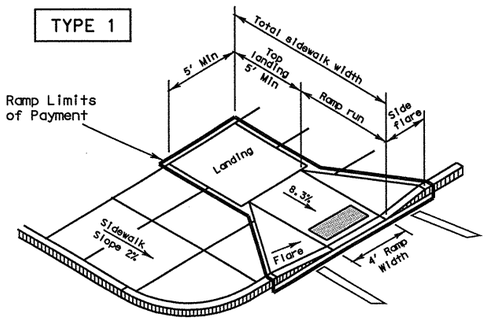
CSB(3)-04

FILE: csb304.dgn	DN: TxDOT	CK: AM	DW: BGD	CK:	
©TxDOT December 2004	DIST	FEDERAL AID PROJECT			SHEET
REVISIONS	DALLAS	(SEE TITLE SHEET)			335
	COUNTY		CONTROL	SECT	JOB	HIGHWAY
	ROCKWALL		0451	01	032	SH205

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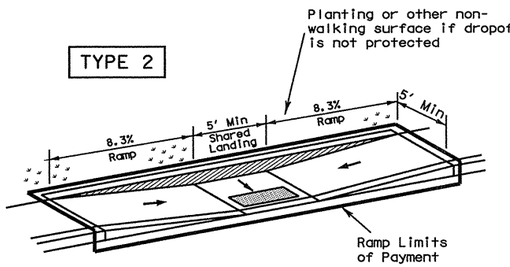
LEVELS DISPLAYED

TYPE 1



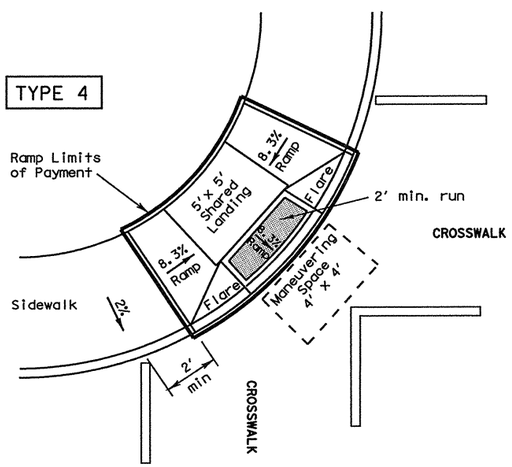
PERPENDICULAR CURB RAMP

TYPE 2



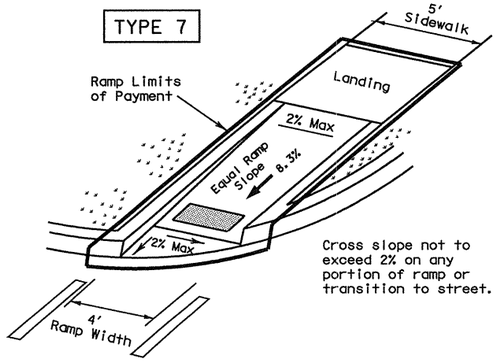
PARALLEL CURB RAMP
(Use only where water will not pond in the landing.)

TYPE 4



DIAGONAL COMBINATION CURB RAMP
Perpendicular to the Tangent of the Curb Radius and Contained in Crosswalk

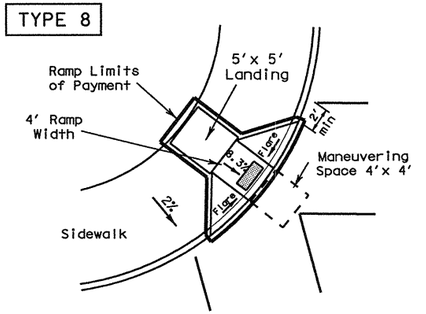
TYPE 7



Cross slope not to exceed 2% on any portion of ramp or transition to street.

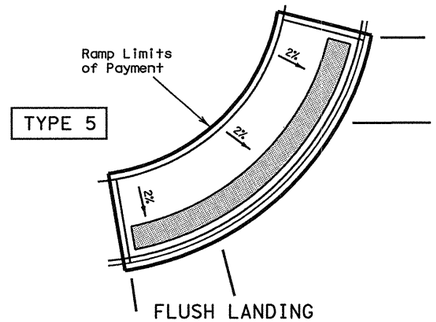
DIRECTIONAL RAMP WITHIN RADIUS
(Sidewalk set back from curb)

TYPE 8



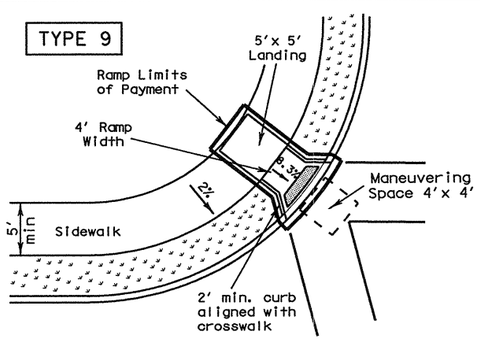
DIAGONAL CURB RAMP (FLARED SIDES)

TYPE 5



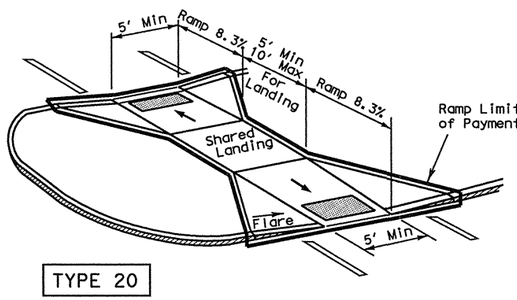
FLUSH LANDING

TYPE 9

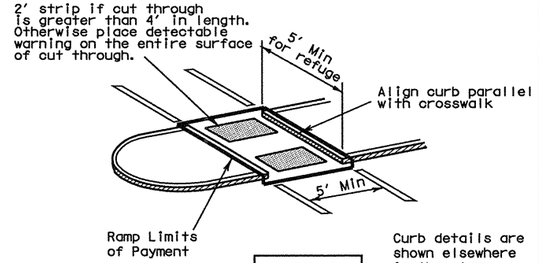


DIAGONAL CURB RAMP (RETURNED CURB)

TYPE 20



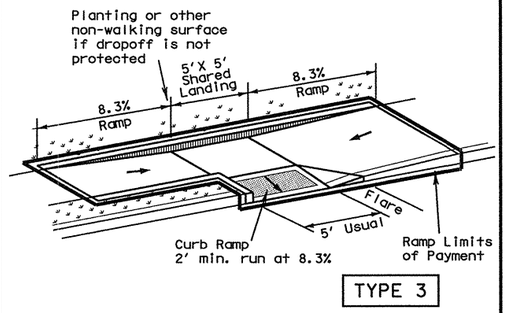
TYPE 21



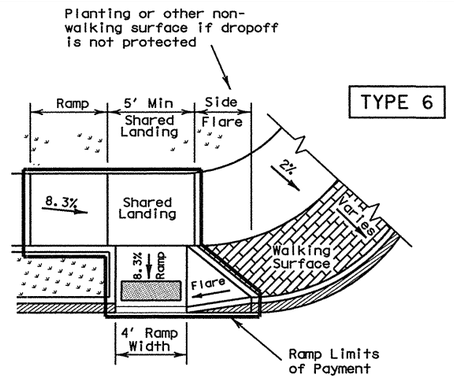
Curb details are shown elsewhere in the plans.

CURB RAMPS AT MEDIAN ISLANDS

TYPE 3

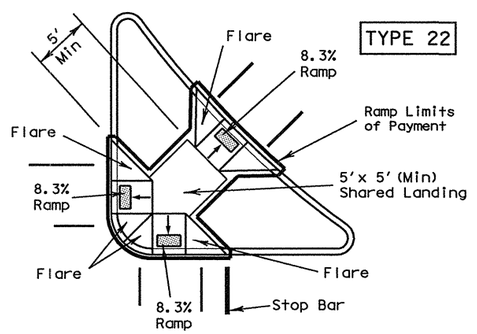


TYPE 6



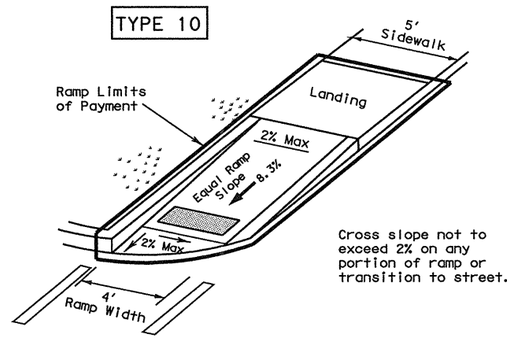
COMBINATION CURB RAMPS

TYPE 22



COMBINATION ISLAND RAMPS

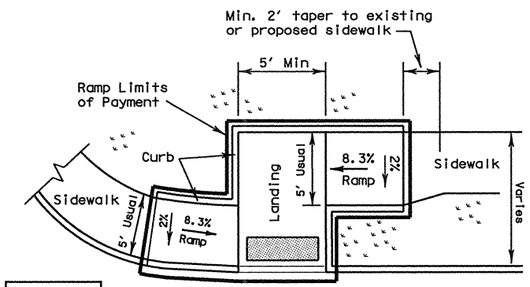
TYPE 10



Cross slope not to exceed 2% on any portion of ramp or transition to street.

DIRECTIONAL RAMP WITHIN RADIUS
(Sidewalk adjacent to curb)

TYPE 11



OFFSET PARALLEL CURB RAMP

NOTES:
See General Notes on sheet 2 of 4 for more information.

" " Denotes planting or non-walking surface.

Texas Department of Transportation
Design Division (Roadway)

PEDESTRIAN FACILITIES
CURB RAMPS

PED-05

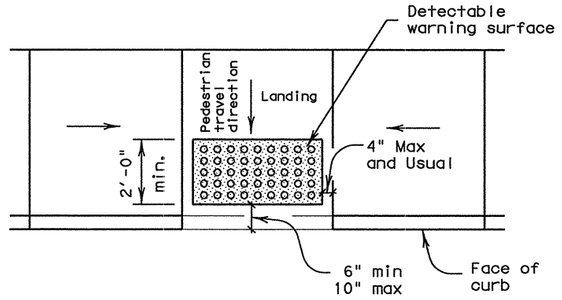
SHEET 1 OF 4

FILE: ped05.dgn	DN: EH	CK:	DW: BGD	CK:	
©TxDOT March 2002	DIST	FEDERAL AID PROJECT			SHEET
REVISIONS	DALLAS	(SEE TITLE SHEET)			336
	COUNTY		CONTROL	SECT	JOB	HIGHWAY
	ROCKWALL		0451	01	032	SH205

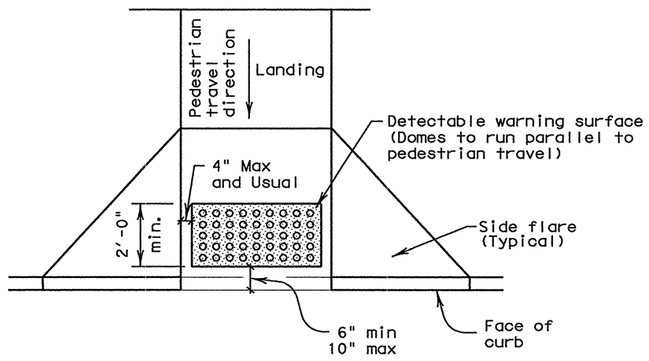
DETECTABLE WARNINGS

General Notes for Detectable Warnings

1. Curb ramps must contain a detectable warning surface that consists of raised truncated domes complying with Section 4.29 of the Texas Accessibility Standards (TAS). The surface must contrast visually with adjoining surfaces, including side flares. Furnish dark brown or dark red detectable warning surface adjacent to uncolored concrete, unless specified elsewhere in the plans.
2. Detectable warning surfaces must be slip resistant and not allow water to accumulate.
3. Align truncated domes in the direction of pedestrian travel when entering the street.
4. Shaded areas on Sheet 1 of 4 indicate the approximate location for the detectable warning surface for each curb ramp type.
5. Detectable warning surfaces shall be a minimum of 24" in depth in the direction of pedestrian travel, and extend the full width of the curb ramp or landing where the pedestrian access route enters the street.
6. Detectable warning surfaces shall be located so that the edge nearest the curb line is a minimum of 6" and a maximum of 10" from the extension of the face of curb. Detectable warning surfaces may be curved along the corner radius.
7. TxDOT maintains a list of Qualified Detectable Warning Materials. Details are provided herein for the placement of landscape pavers. For other materials, refer to the manufacturer's product manual for proper installation.



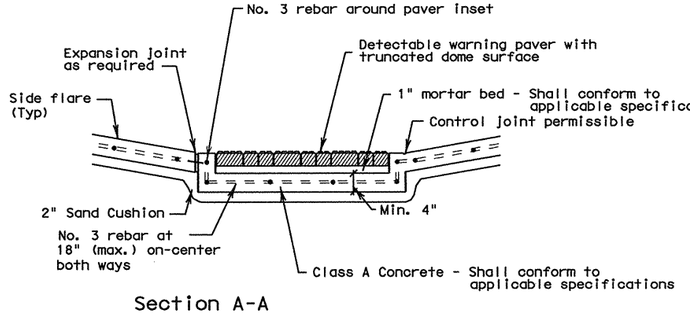
Typical placement of detectable warning surface on landing at street edge.



Typical placement of detectable warning surface on sloping ramp run.

Pedestrian Facilities General Notes

1. All slopes are maximum allowable. The least possible slope that will still drain properly should be used. Adjust curb ramp length or grade of approach sidewalks as directed.
2. The minimum sidewalk width is 5'. Where the sidewalk is adjacent to the back of curb, a 6' sidewalk width is encouraged. Where a 5' sidewalk can not be provided due to site constraints, a minimum 3' sidewalk with 5'x 5' passing areas at intervals not to exceed 200' is required.
3. Landings shall be 5'x 5' minimum with a maximum 2% slope in any direction.
4. Maneuvering space at the bottom of curb ramps shall be a minimum of 4'x 4' wholly contained within the crosswalk and wholly outside the parallel vehicular travel path.
5. Maximum allowable cross slope on sidewalk and curb ramp surfaces is 2%.
6. Curb ramps with returned curbs may be used only where pedestrians would not normally walk across the ramp, either because the adjacent surface is planting or other non-walking surface or because the side approach is substantially obstructed. Otherwise, provide flared sides.
7. Additional information on curb ramp location, design, light reflective value and texture may be found in the current edition of the Texas Accessibility Standards (TAS) and 16 TAC §68.102.
8. To serve as a pedestrian refuge area, the median should be a minimum of 5' wide. Medians should be designed to provide accessible passage over or through them.
9. Small channelization islands, which do not provide a minimum 5'x 5' landing at the top of curb ramps, shall be cut through level with the surface of the street.
10. Crosswalk dimensions, crosswalk markings and stop bar locations shall be as shown elsewhere in the plans. At intersections where crosswalk markings are not required, curb ramps shall be aligned with theoretical crosswalks, or as directed by the Engineer.
11. Existing features that comply with TAS may remain in place unless otherwise shown on the plans.
12. Handrails are not required on curb ramps. Provide curb ramps wherever on accessible route crosses (penetrates) a curb.
13. Curb ramps and landings shall be constructed and paid for in accordance with Item 531 "Sidewalks".
14. Separate curb ramp and landings from adjacent sidewalk and any other elements with premold or board joint of ¾" unless otherwise directed by the Engineer.
15. Provide a smooth transition where the curb ramps connect to the street.
16. Curbs shown on sheet 1 within the limits of payment are considered part of the curb ramp for payment, whether it is concrete curb, gutter, or combined curb and gutter.
17. Flare slope shall not exceed 10% measured along curb line.

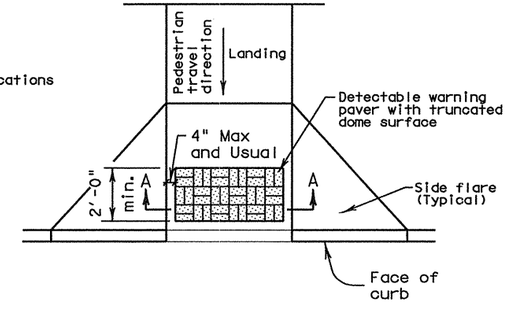


Section A-A

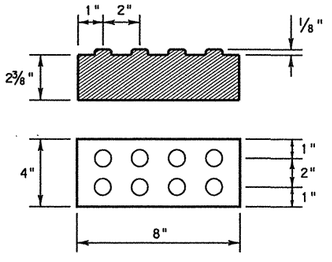
General Notes (Pavers)

Furnish detectable warning paver units meeting all requirements of ASTM C-936, C-33. Lay in a two by two unit basket weave pattern or as directed.

Lay full-size units first followed by closure units consisting of at least 25 percent of a full unit. Cut detectable warning paver units using a power saw.



Truncated Dome Pattern Curb Ramp



Detectable Warning Paver

DETECTABLE WARNING PAVER (OPTION)

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LEVELS DISPLAYED
1

Texas Department of Transportation
Design Division (Roadway)

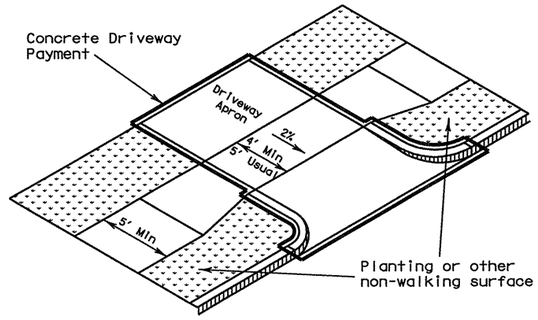
PEDESTRIAN FACILITIES

GENERAL NOTES AND DETECTABLE WARNINGS

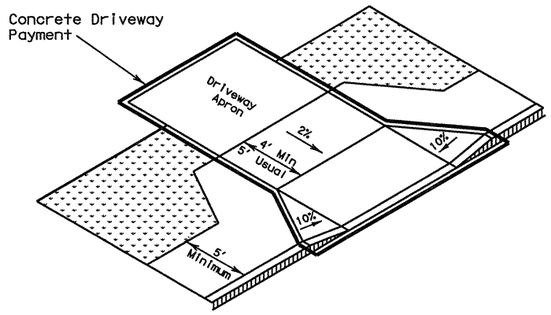
PED-05

FILE: ped05.dgn	DN: EH	CK:	DW: BGD	CK:
©TxDOT March 2002	DIST	FEDERAL AID PROJECT		SHEET
REVISIONS	DALLAS	(SEE TITLE SHEET)		337
	COUNTY	CONTROL	SECT	JOB	HIGHWAY
	ROCKWALL	0451	01	032	SH205

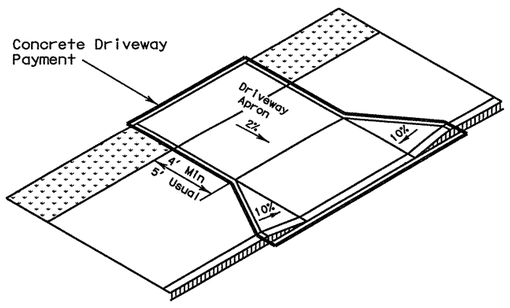
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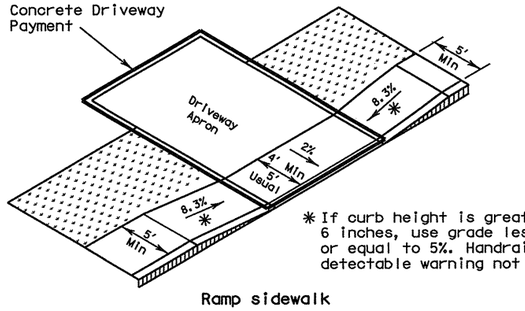
Setback sidewalk



Apron offset sidewalk



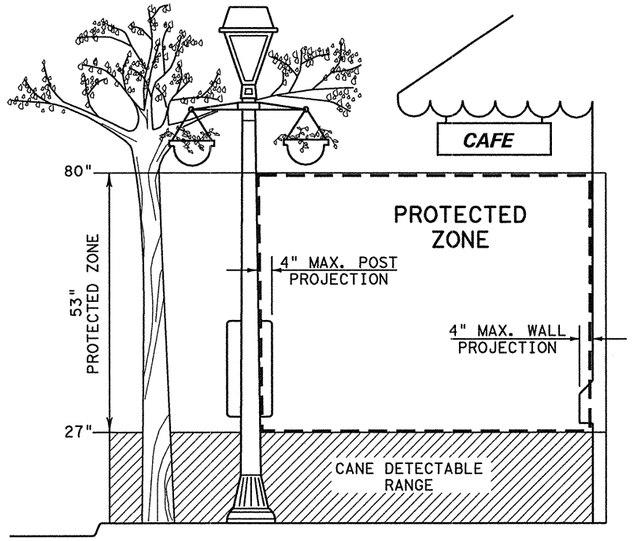
Wide sidewalk



* If curb height is greater than 6 inches, use grade less than or equal to 5%. Handrail and detectable warning not required.

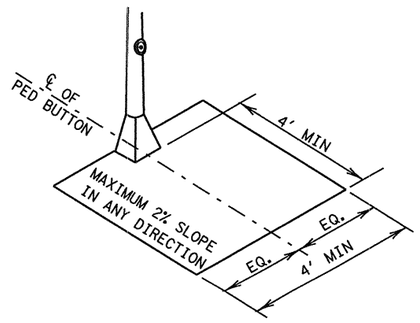
Ramp sidewalk

SIDEWALK TREATMENT AT DRIVEWAYS

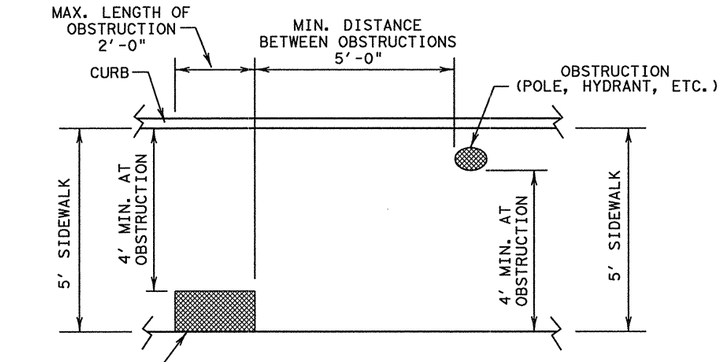


PROTECTED ZONE

In pedestrian circulation area, maximum 4" projection for post or wall mounted objects between 27"and 80" above the surface.



CLEAR GROUND SPACE CENTERED AT PEDESTRIAN PUSH BUTTON



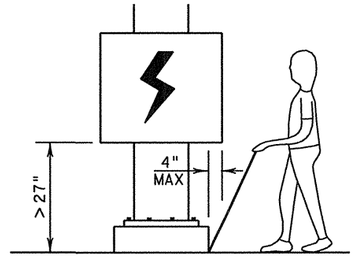
PLAN VIEW

PLACEMENT OF STREET FIXTURES

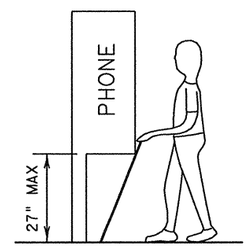
(ITEMS NOT INTENDED FOR PUBLIC USE. MINIMUM 4' x 4' CLEAR GROUND SPACE REQUIRED AT PUBLIC USE FIXTURES.)

General Notes

1. All slopes are maximum allowable. The least possible slope that will still drain properly should be used.
2. Place traffic signal or illumination poles, ground boxes, controller boxes, signs, drainage facilities and other items so as not to obstruct the accessible route or clear ground space.
3. Usual sidewalk cross slope equals 1.5%. The maximum allowable sidewalk cross slope equals 2%.
4. Street grades and cross slopes shall be as shown elsewhere in the plans.
5. Existing features that comply with TAS may remain in place unless otherwise shown on the plans.
6. Changes in level greater than ¼ inch are not permitted.
7. The least possible grade should be used to maximize accessibility. The running slope of sidewalks and crosswalks, within the public right of way, may follow the grade of the parallel roadway. Where a continuous grade greater than 5% must be provided, handrails may be desirable on one or both sides of the sidewalk to improve accessibility. Handrails may also be needed to protect pedestrians from potentially hazardous conditions. If provided, handrails must comply with TAS 4.8.5.
8. Handrail extensions shall not protrude into the usable landing area or into intersecting pedestrian routes.
9. Driveways and turnouts shall be constructed and paid for in accordance with Item, "Driveways and Turnouts". Sidewalks shall be constructed and paid for in accordance with Item, "Sidewalks".
10. Sidewalk details are shown elsewhere in the plans.



When an obstruction of a height greater than 27" from the surface would create a protrusion of more than 4" into the pedestrian circulation area, construct additional curb or foundation at the bottom to provide a maximum 4" overhang.



Protruding objects of a height ≤ 27" are detectable by cane and do not require additional treatment.

DETECTION BARRIER FOR VERTICAL CLEARANCE < 80"

LEVELS DISPLAYED

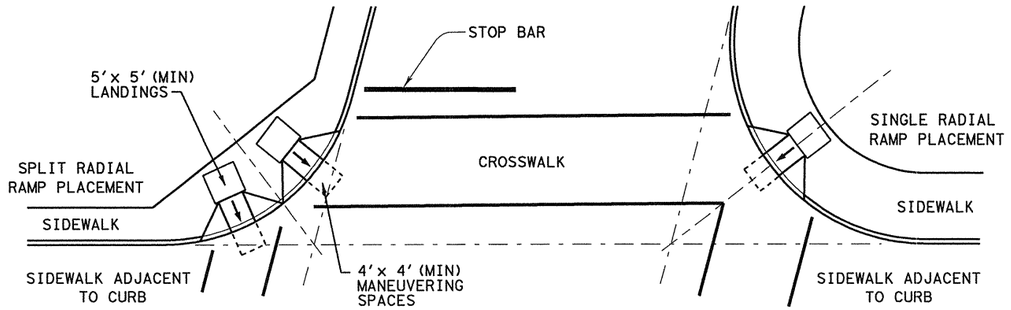
Texas Department of Transportation
Design Division (Roadway)

PEDESTRIAN FACILITIES
SIDEWALKS

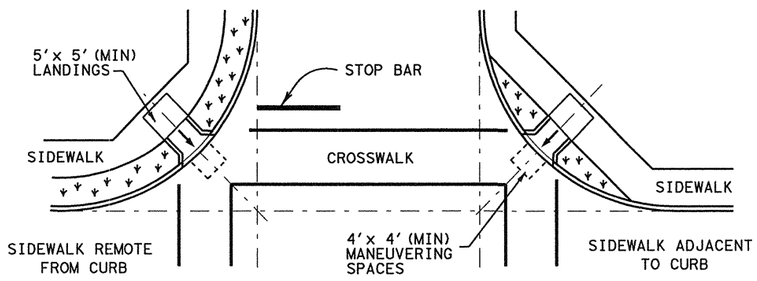
PED-05

SHEET 3 OF 4

FILE: ped05.dgn	DN: EH	CK:	DW: BGD	CK:			
©TxDOT March 2002	DIST	FEDERAL AID PROJECT					SHEET
REVISIONS	DALLAS	(SEE TITLE SHEET)					338
	COUNTY			CONTROL	SECT	JOB	HIGHWAY
	ROCKWALL			0451	01	032	SH205



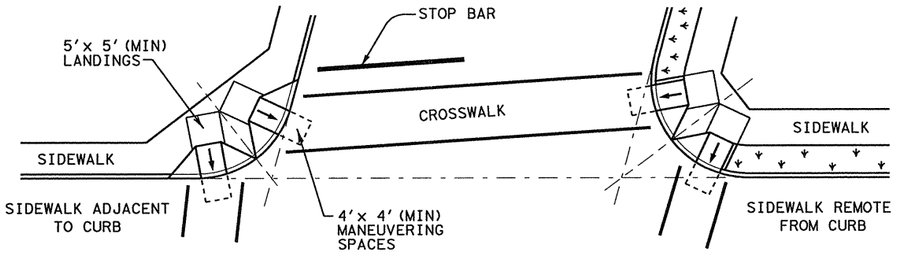
SKEWED INTERSECTION WITH "LARGE" RADIUS



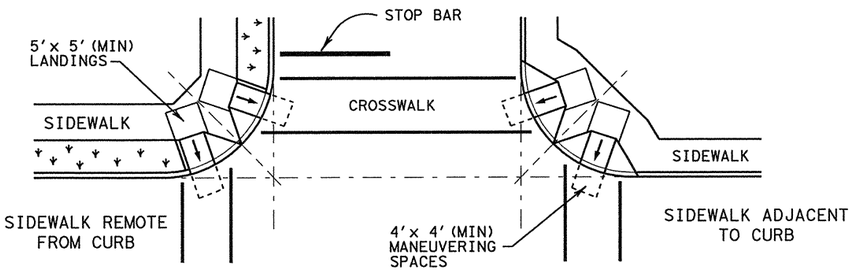
NORMAL INTERSECTION WITH "LARGE" RADIUS

General Notes

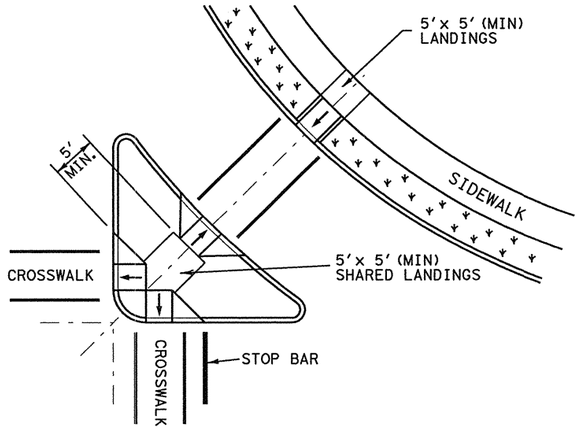
1. Street grades and cross slopes shall be as shown elsewhere in the plans.
2. Ramps are shown here without detectable warnings for simplicity. Detectable warnings are required at the locations shown on the PED Standard (Sheets 1 and 2 of 4) and in accordance with the details shown below.
3. Small channelization islands, which can not provide a minimum 5' x 5' landing at the top of ramps, shall be cut through level with the surface of the street.



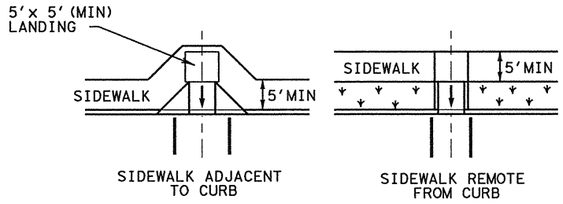
SKEWED INTERSECTION WITH "SMALL" RADIUS



NORMAL INTERSECTION WITH "SMALL" RADIUS



AT INTERSECTION
W/FREE RIGHT TURN & ISLAND



MID-BLOCK PLACEMENT
PERPENDICULAR RAMPS

TYPICAL CROSSING LAYOUTS

SEE SHEET 1 OF 4 FOR DETAILS AND DIMENSIONS

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LEVELS DISPLAYED

Texas Department of Transportation
Design Division (Roadway)

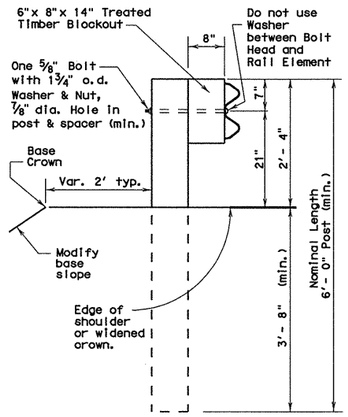
PEDESTRIAN FACILITIES

INTERSECTION LAYOUTS

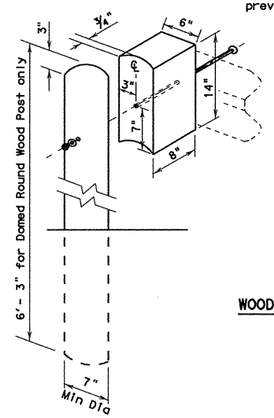
PED-05

SHEET 4 OF 4

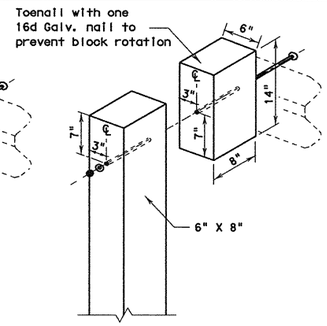
FILE: ped05.dgn	DN: EH	CK:	DW: BGD	CK:	
©TxDOT March 2002	DIST	FEDERAL AID PROJECT			SHEET
REVISIONS	DALLAS	(SEE TITLE SHEET)			339
	COUNTY		CONTROL	SECT	JOB	HIGHWAY
	ROCKWALL		0451	01	032	SH205



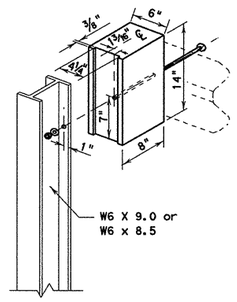
TYPICAL POST



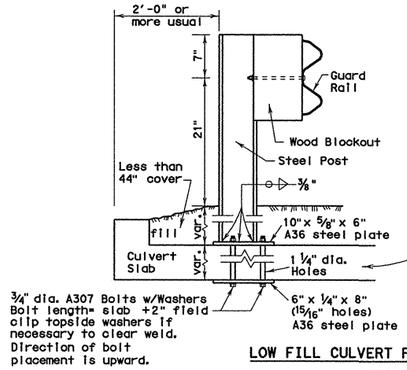
WOOD BLOCKOUT TO ROUND WOOD POST DETAIL



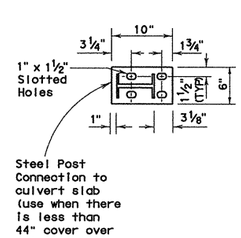
WOOD BLOCKOUT TO RECTANGULAR WOOD POST DETAIL

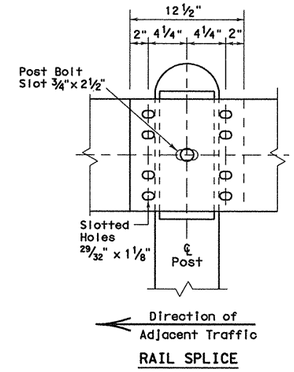


WOOD BLOCKOUT TO STEEL POST DETAIL

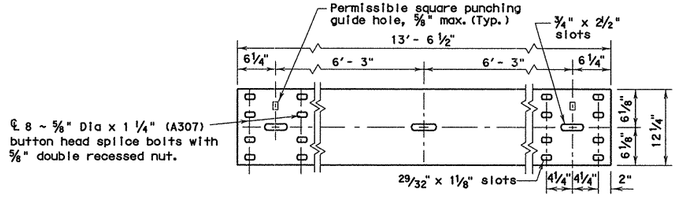


LOW FILL CULVERT POST MOUNTING OPTION





RAIL SPLICE

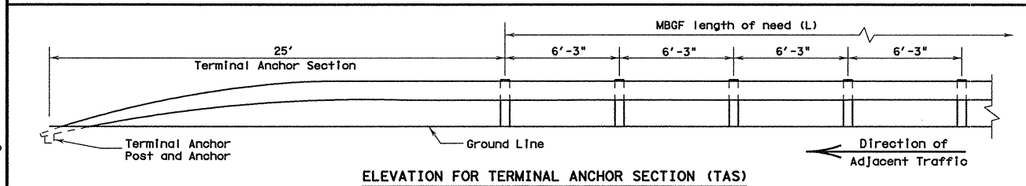


ELEVATION OF NOMINAL 12 1/2 FOOT GUARDRAIL

(25 foot sections may also be supplied)

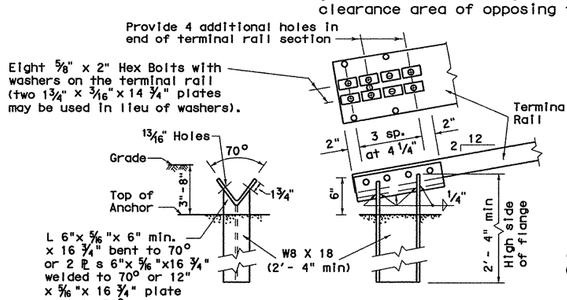
GENERAL NOTES

1. The exact position of guard fence shall be as shown elsewhere on the plans or as directed by the Engineer. Guard fence shall be transitioned to a smooth connection with other guard fence or structure railing as shown elsewhere on plans.
2. Rail element shall meet all requirements of AASHTO M-180 except as modified on the plans. The terminal connectors shall be of the same material, but shall not be less than 10 gauge. Contractor shall verify that the locations of bolt holes match those in the Terminal Connector prior to ordering of materials.
3. Unless otherwise shown in the plans, guard fence placed in the vicinity of curbs shall be blocked out so that the face of curb is located directly below or behind the face of the blockout. Rail placed over curbs shall be installed so that the post bolt is located approximately 21-inches above the gutter pan or roadway surface.
4. Unless otherwise shown in the plans, MBGF shall be placed with the face of rail directly above the shoulder edge (or curbface) except for upstream end treatments.
5. At the option of the Contractor, the rail elements for the guard fence may be furnished in either 12 1/2 or 25 foot nominal lengths with post bolt slots for connection to posts.
6. The terminal anchor post shall be set in Class "A" concrete in (unless otherwise shown on plans) in accordance with Item, "Portland Cement Concrete". Concrete shall be subsidiary to the bid item requiring construction of the terminal rail section and anchorage system.
7. An anchor other than to a terminal anchor post shall consist of a connection similar to the rail splice or similar to the terminal connector.
8. Galvanized washers used with the eight 5/8" splice bolts and nuts that are provided for terminal connectors and/or terminal anchor posts shall be 1 3/4"x 3"x 3/16", or 1" i.d. and 2" o.d. x 0.134" (ANSI B27.2) narrow Type A plain washers.
9. Special fabrication will be required at installations having a curvature of less than 150' radius.
10. Button head post bolts (A307) shall be of sufficient length to extend through the full thickness of the nut and no more than 3/4" beyond it. Button head splice bolts (A307) are 5/8"x 1 1/4" with a 5/8" double recessed nut. Fittings (bolts, nuts, and washers) shall be in accordance with Item, Metal for Structures". Fittings shall be subsidiary.
11. Crown will be widened to accommodate guard fence.
12. If guardrail is placed on a side slope away from the pavement edge, then the slope rate between the edge of the pavement and the face of the barrier will be 1V:10H or flatter.
13. Posts shall not be set full depth in concrete.
14. Where solid rock is encountered or where shown on the plans, the diameter of the holes shall be approximately 12 inches, the backfilling shall be with a cohesionless material, and embedment depth shall be 1'-6" or more as directed by the Engineer.
15. Unless otherwise directed by the Engineer, a composite material post and/or blockout from the Department approved list of suppliers may be substituted for a post and/or blockout of similar dimensions. The list of approved suppliers of posts and blockouts will be maintained by the Construction Division, TxDOT.

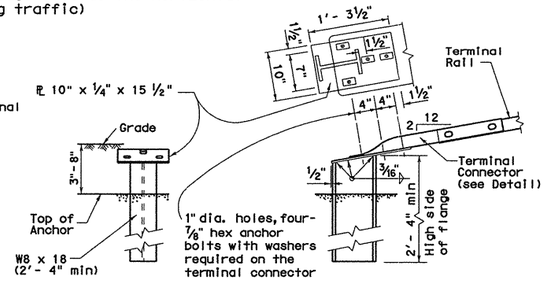


ELEVATION FOR TERMINAL ANCHOR SECTION (TAS)

(Terminal anchor sections are only for downstream guardrail end anchorage usage outside the horizontal clearance area of opposing traffic)

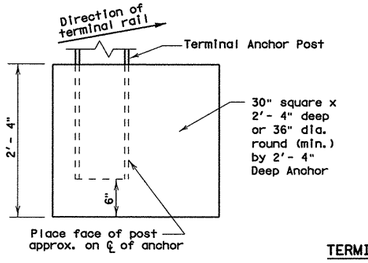


Note: This post requires four additional holes (shop or field) in the terminal rail member with eight 5/8" bolts and washer plates as shown for attachment.



Note: This optional post requires the use of the 10 ga. terminal connector with four 7/8" hex bolts for attachment to the anchor post.

TERMINAL ANCHOR POST OPTIONS



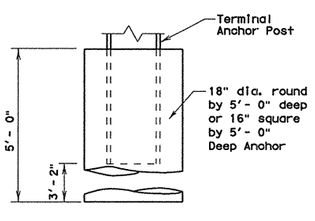
Notes:

Either post may be used with either anchor.

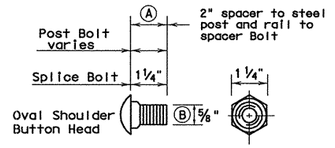
No construction joint is allowed in the concrete anchor.

Terminal rail may be bolted to post and in twist position prior to placing concrete anchor.

If concrete anchor is precast, the area should be compacted as directed by the Engineer, when placed in the field.



TERMINAL CONCRETE ANCHOR OPTIONS

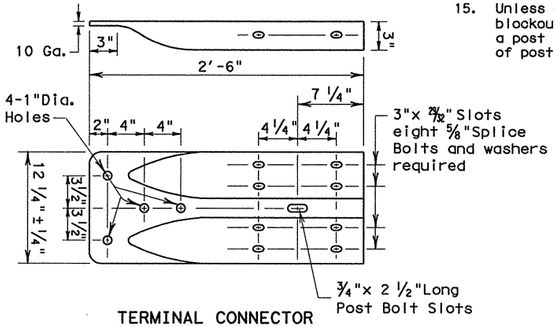


SPLICE BOLT

(A) 1 1/4" spacer to steel post hex bolt. 2" rail to spacer button head bolt.

(B) 7/8" hex bolts required for terminal connector)

TERMINAL CONNECTOR : The terminal connector may also be used on the MBGF(TL2) transition (See MBGF(TL2) Standard Sheet), or on the downstream end of a concrete rail located outside the horizontal clearance area of opposing traffic. (See BED Standard Sheet)



TERMINAL CONNECTOR

R = Radius
D = Diameter

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LEVELS DISPLAYED

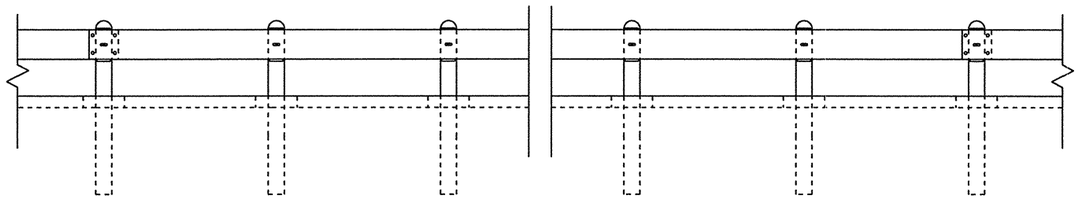
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Texas Department of Transportation
Design Division (Roadway)

METAL BEAM GUARD FENCE

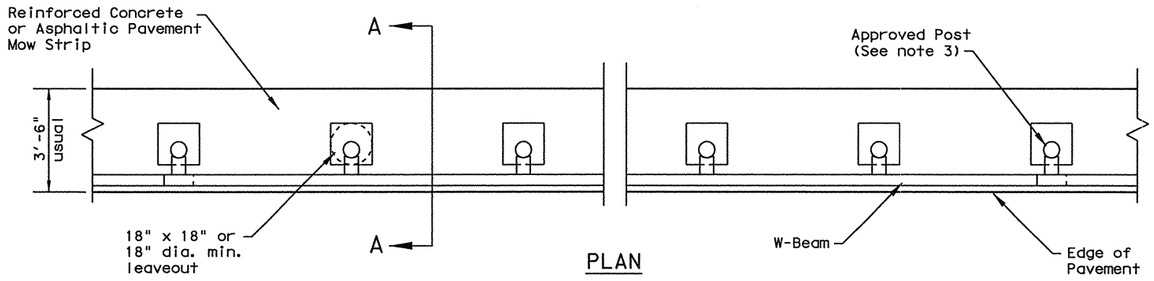
MBGF-03A

FILE: mbgf03a.dgn	DN: MAM	CK: MAM	DW: RAR	CK: MAM	
©TxDOT JULY 1994	DIST	FEDERAL AID PROJECT			SHEET
REVISIONS	DALLAS	(SEE TITLE SHEET)			339A
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	ROCKWALL		0451	01	032	SH205

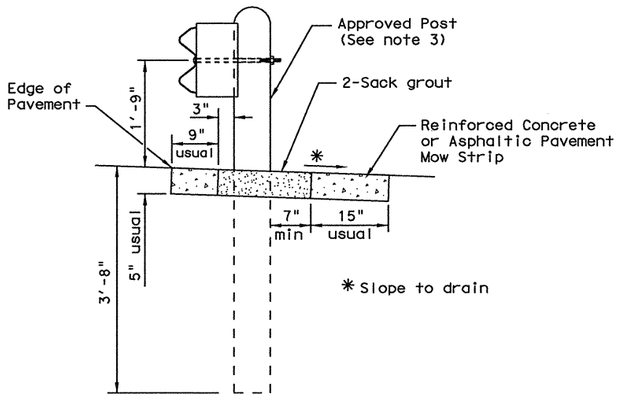


ELEVATION

TRAFFIC

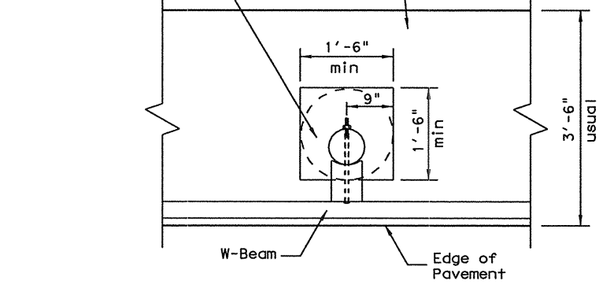


PLAN



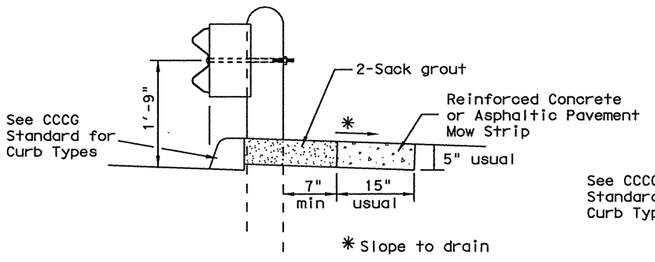
SECTION A-A

Typical



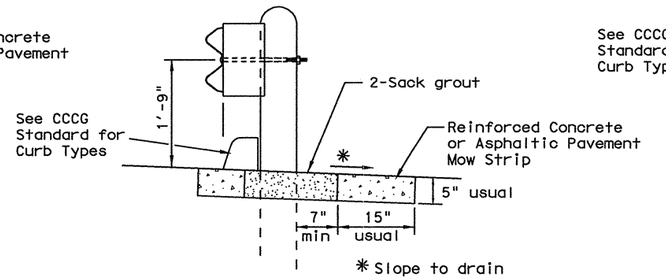
MOW STRIP DETAIL

Reinforced Concrete or Asphaltic Pavement Mow Strip with 18" x 18" or 18" dia. minimum leaveout.



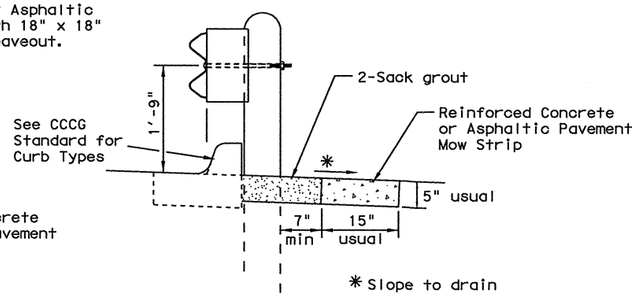
CURB OPTION (1)

Shown at curbed location



CURB OPTION (2)

Curb shown on top of mow strip



CURB OPTION (3)

GENERAL NOTES

1. Mow strips shall be asphaltic pavement or concrete riprap as shown on the plans and will be paid for under the pertinent bid item of work. Asphaltic payment shall meet the requirements of and be placed in accordance with the pertinent bid item as shown on the plans. Concrete riprap shall be placed in accordance with Item 432, "Riprap".
2. The leaveout behind the post shall be a minimum of 7".
3. The type of approved post will be shown elsewhere in the plans. See the applicable standard sheets for additional details and information.
4. Other curb placement options may be used. Curbs are not considered part of the mow strip and will be paid for under other pertinent bid item.
5. Depth of mow strip may vary, (5" usual, 8" maximum).
6. The limits of payment for asphaltic pavement or concrete riprap will include leaveouts for post.
7. The leave outs shall be filled with no more than a 2-sack grout mixture and placed in accordance with Section 421.2(8), "Mortar and Grout". Payment for furnishing and placing the grout mixture will be considered subsidiary to the pay item of asphaltic pavement or concrete riprap.

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LEVELS DISPLAYED

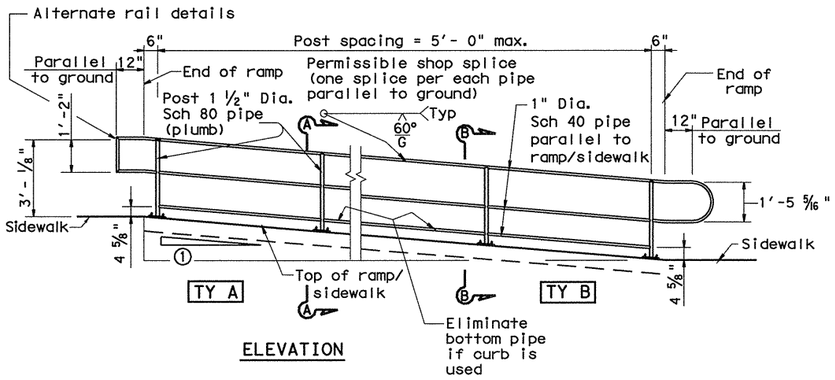
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Texas Department of Transportation
Design Division (Roadway)

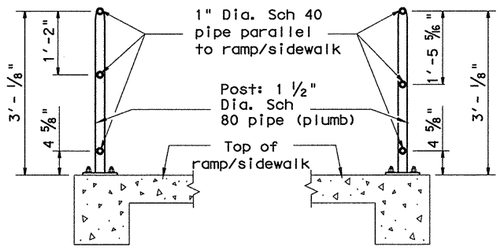
MOW STRIP

MS-03

FILE: ms03.dgn	DN: AM	CK: AM	DW: BGD	CK:	
©TxDOT April 2003	DIST	FEDERAL AID PROJECT			SHEET
REVISIONS	DALLAS	(SEE TITLE SHEET)			339C
	COUNTY		CONTROL	SECT	JOB	HIGHWAY
	ROCKWALL		0451	01	032	SH205

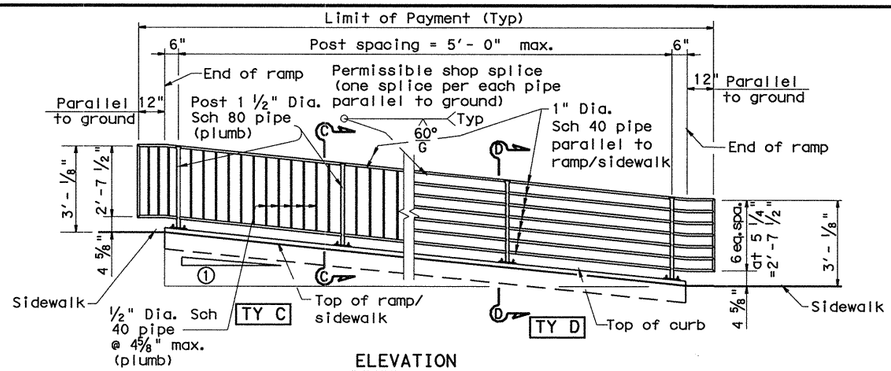


ELEVATION

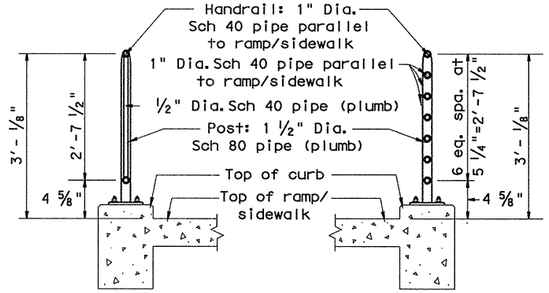


HANDRAIL TY A
SECTION A-A

HANDRAIL TY B
SECTION B-B



ELEVATION



HANDRAIL TY C
SECTION C-C

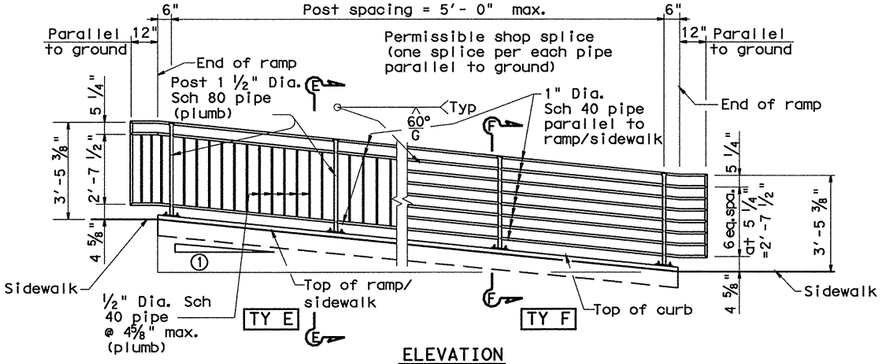
HANDRAIL TY D
SECTION D-D

RECOMMENDED USAGE②③	
Dropoff Height/ Condition	Recommended Rail Options
<30" dropoff	TY A, TY B, TY C, or TY D
≥30" dropoff, or along Bike Path	TY E or TY F

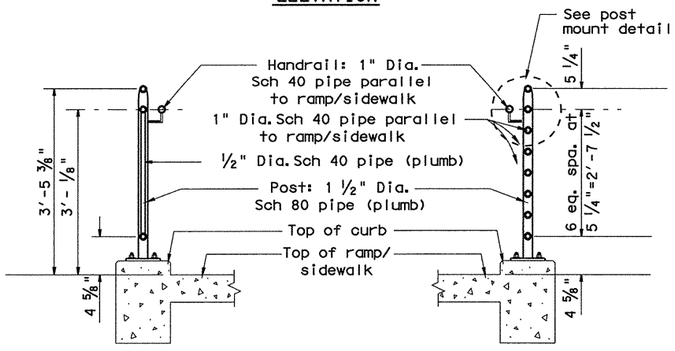
① See Ramp Details located elsewhere in plans for ramp slope and dimensions. Level landing required for each 30" rise if grade exceeds 5%.

② When needed for accessibility (grade > 5%) or as needed for pedestrian safety.

③ Not to be used on bridges.

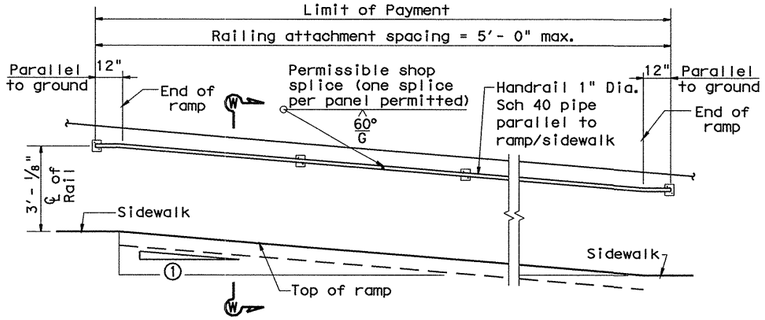


ELEVATION

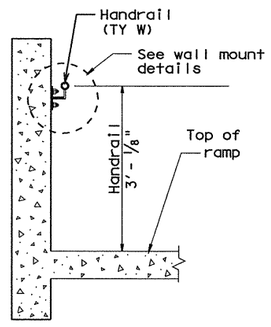


HANDRAIL TY E
SECTION E-E

HANDRAIL TY F
SECTION F-F



ELEVATION: Handrail on Wall (TY W)



HANDRAIL TY W
SECTION W-W

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LEVELS DISPLAYED

Texas Department of Transportation
Design Division (Roadway)

PEDESTRIAN HANDRAIL DETAILS

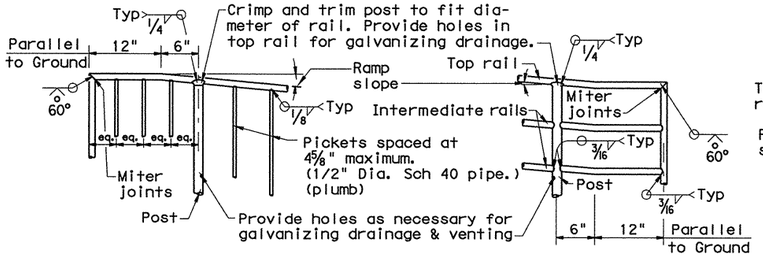
PRD-05

SHEET 1 of 2

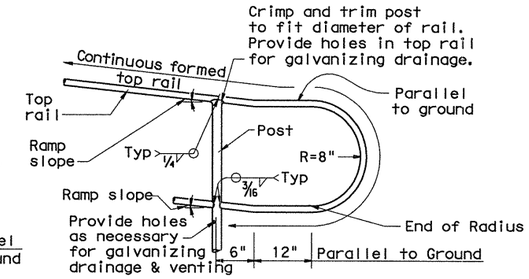
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©TxDOT 2005	DIST	FEDERAL AID PROJECT			SHEET
REVISIONS	18	(SEE TITLE SHEET)			339D
	COUNTY		CONTROL	SECT	JOB	HIGHWAY
	ROCKWALL		0451	01	032	SH205

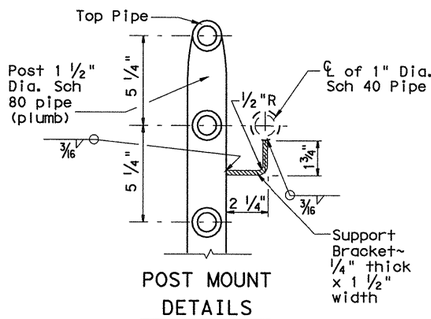
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LEVELS DISPLAYED



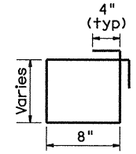
RAIL DETAILS



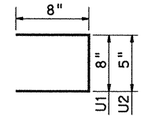


POST MOUNT DETAILS

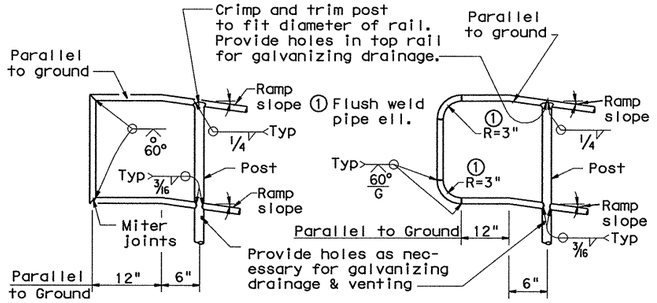
Pipe Nominal Dia. (in.)	Outside Dia. (in.)	Schedule 40 Thickness (in.)	Schedule 80 Thickness (in.)
½	0.840	0.109	——
1	1.315	0.133	——
1 ½	1.900	——	0.200



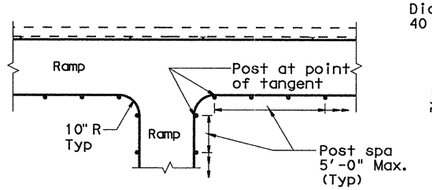
BARS S (#4)



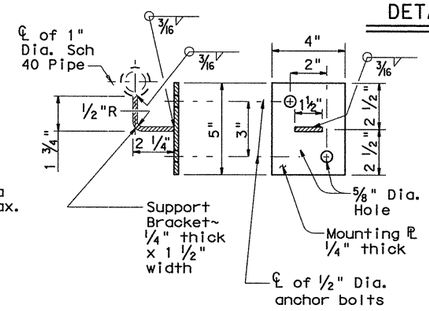
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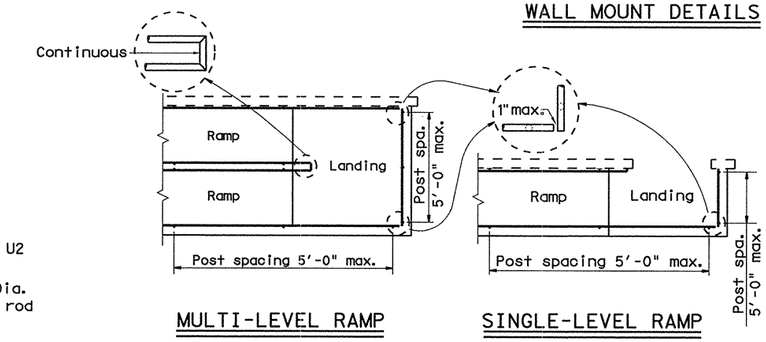
ALTERNATE RAIL DETAILS



RAIL AT RAMP INTERSECTION

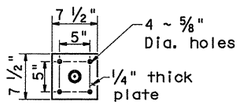


WALL MOUNT DETAILS

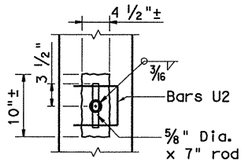


MULTI-LEVEL RAMP

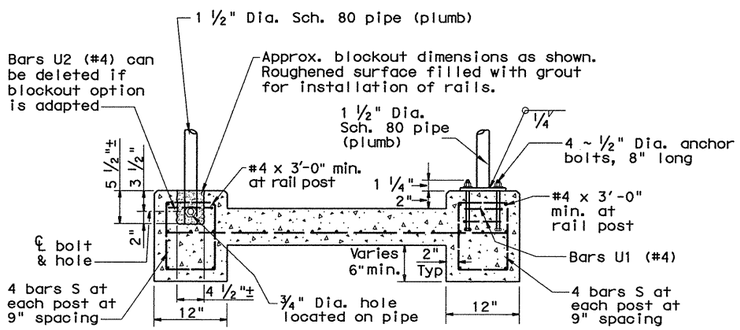
SINGLE-LEVEL RAMP



BASE PLATE DETAILS

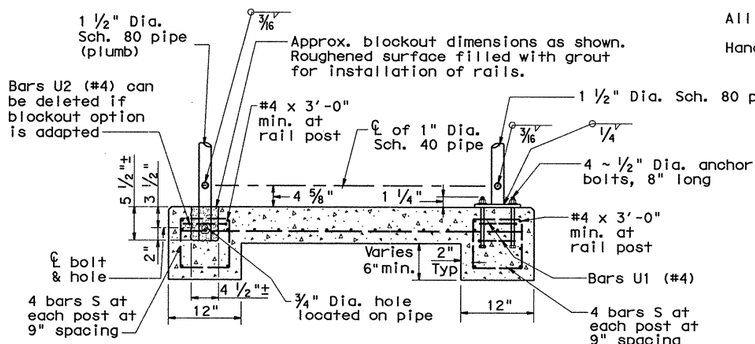


EMBEDDED POST ANCHOR



RAIL POST WITH CURB

Rail posts may be cast into sidewalk or anchored in blockout, after sidewalk concrete has cured.



OPTIONAL RAIL POST WITHOUT CURB

Rail posts may be cast into sidewalk or anchored in blockout, after sidewalk concrete has cured.

GENERAL NOTES:

Design conforms to Texas Accessibility Standards (Sept 2004), AASHTO 2002 Standard, Uniform Building Code (1997), and current Interim Specifications.

See plan details for ramp slope, dimensions, and for typical concrete and reinforcing steel. These sheets show additional reinforcing steel required for handrail.

Install posts and handrails conforming to ASTM A53 Gr B, or A501 and baseplates A36. Galvanized all hardware in accordance with the specifications.

Install anchor bolts for wall mount handrail using an approved adhesive doweling system. Install anchor bolts with an allowable capacity of 1700 lbs in tension and 1600 lbs in shear. Install anchor bolts, including hole depth and diameter in accordance with the manufacturers' recommendation. 3 of the first 10 anchors and 5% of all remaining anchors may be tested to 70% of minimum specified yield. Provide a suitable ram, pump, pressure gage, and reaction system in accordance with the manufacturers' recommendation. The anchoring system shall provide a capacity to resist the required design tension and shear acting simultaneously.

Install anchor bolts for ramp or curb mounted posts conforming to ASTM A36 or approved equal with nuts conforming to ASTM A563 Gr A or better heavy hex. Galvanize anchor bolts, exposed nuts, and washers in accordance with the specification. Anchor bolts in ramp and sidewalk may be anchored using a drill and grout system.

Grind exposed edges of handrail and handrail posts to approximately ⅛" rounded or chamfered.

Include all anchor bolts, nuts, and washers in the unit price bid for railing.

Submit erection drawings showing panel lengths, splice locations, rail posts spacing and anchor bolts setting for approval.

Install continuous inside handrail on switchback or dogleg ramps.

Handrails and any wall or other surface adjacent to them shall be free of any sharp or abrasive elements.

All dimensions shown for pipe spacings are between centerlines, except as noted.

Handrails shall not rotate in their fittings.

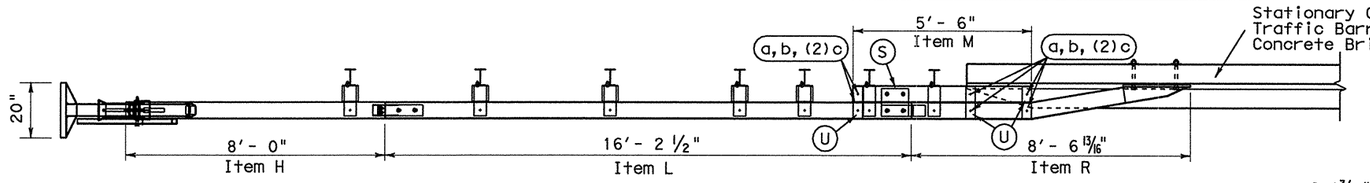
Texas Department of Transportation
Design Division (Roadway)

PEDESTRIAN HANDRAIL DETAILS

PRD-05

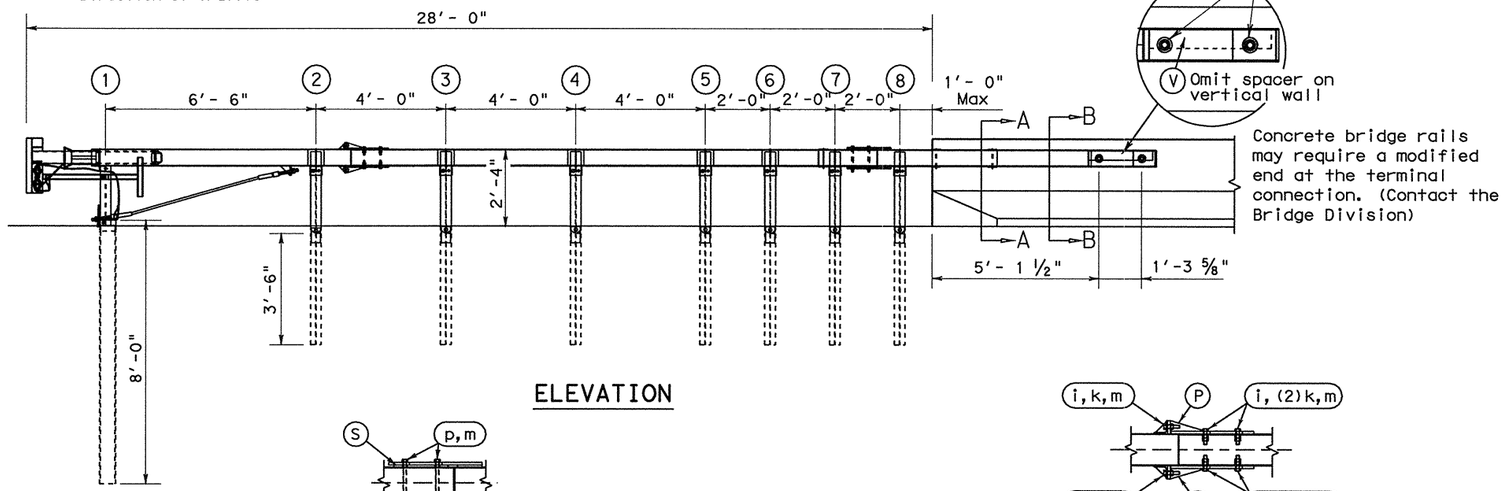
SHEET 2 of 2

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©TxDOT 2005	DIST	FEDERAL AID PROJECT			SHEET
REVISIONS	18	(SEE TITLE SHEET)			339E
	COUNTY		CONTROL	SECT	JOB	HIGHWAY
	ROCKWALL		0451	01	032	SH205

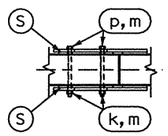


PLAN

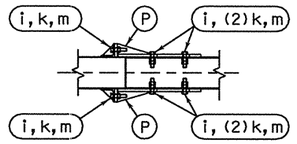
Direction of Traffic



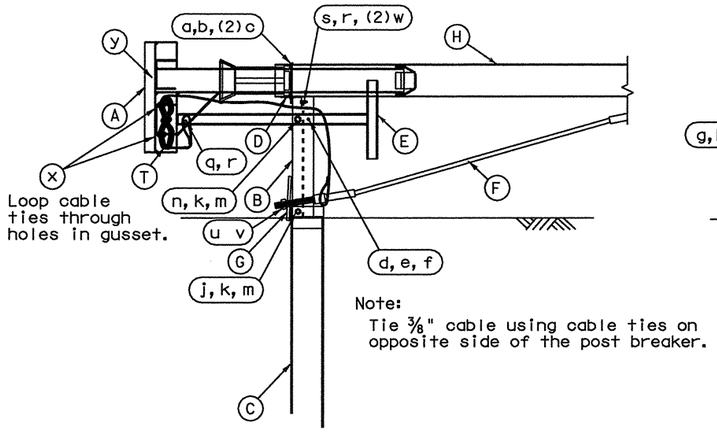
ELEVATION



SPLICE PLATE DETAIL

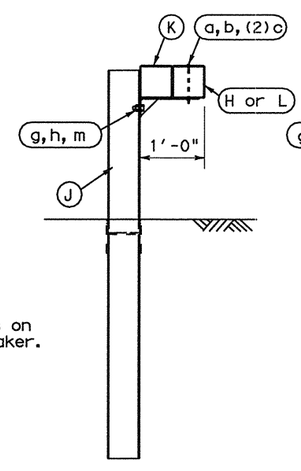


END SPLICE PLATE DETAIL

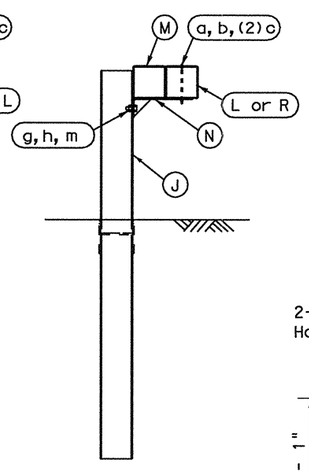


Note:
Tie 3/8" cable using cable ties on opposite side of the post breaker.

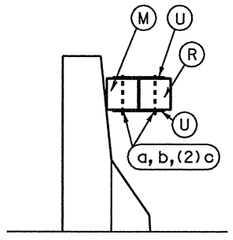
IMPACT HEAD DETAIL



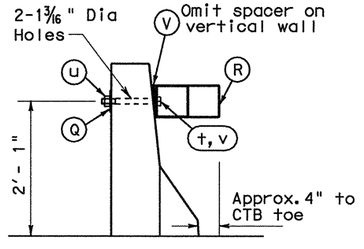
POSTS 2 THRU 6



POSTS 7 & 8



SECTION A-A



SECTION B-B

GENERAL NOTES

1. Due to it's single-sided design the BEAT-SSCC is not appropriate for use at locations where backside hits towards the rigid concrete barrier are possible, e.g. in gore areas, nor is it appropriate for use in a narrow median where backside opposite direction hits are likely.
2. All bolts, nuts, cable assemblies, cable anchors, bearing plate, tubing, post, impact heads, and other steel components shall be galvanized, unless otherwise noted.
3. The breakaway cable assembly must be taut. A locking device, (vice grips or channel lock pliers) should be used to prevent the cable from twisting when tightening the nuts.
4. When site conditions permit, posts may be driven. The lower section of post #1 should not be driven with the upper post section attached. If posts are placed in a drilled hole, the backfill material must be satisfactorily compacted to prevent settlement.
5. If rock excavation is encountered, see manufacturer's installation booklet for installation recommendations.
6. Post shall not be set full depth in concrete.
7. The appropriate connection of the SSCC to the stationary rigid structure is a critical component to insure proper performance of the system. The length of the 1" bolts used to attach the system to the rigid structure will vary with the wall structure and will need to be determined in the field.
8. The approach area in front of the SSCC and the area within the system itself shall be free of fixed obstacles greater than 4 inches in height and have a fill slope or a cut slope of 1V:10H or flatter.
9. Unless otherwise shown in the plans, SSCC rail placed in the vicinity of curbs shall be blocked out so that the face of curb is located directly below the face of rail. The steel posts shall be installed at the proper ground elevation above the gutter pan or roadway surface. Curbs located along or in front of the SSCC system shall not be greater than 4 inches in height.
10. An object marker shall be installed on the front of the impact head as detailed on D & OM(VIA).

ITEM	QTY	DESCRIPTION
A	1	Box-Beam Impact Head
B	1	Upper End Post (A1) W6 x 9 x 1'-9 1/2" LG.
C	1	Lower End Post (A4) W6 x 15 x 8'-0" LG.
D	1	Support Bracket (B1) L4 x 2 x 4" LG.
E	1	Post Breaker (A2) Welded TS2 x 2 x 1/4"
F	1	Cable Anchor Assembly
G	1	Cable Anchor Bearing Plate
H	1	End Tube Rail (A5) x 8'-0" LG.
J	7	Steel Breakaway Post W6 x 9 x 6'-0" LG.
K	5	Support Bracket w/ Blockout (A9) TS6 x 6 w/ Bent PL.
L	1	Second Rail (A11) x 16'-2 1/2" LG.
M	1	Transition Blockout (A6) x 5'-6" LG.
N	2	Trans. Support Braoket (A10) 3/8" Bent PL. w/ Gusset
P	2	End Section Splice Plate (A3) - Detail Below
Q	2	1" Square Washer (B10) PL 4 x 4 x 1/4"
R	1	Anchor Rail (A13) x 8'-6 15/16" LG.
S	2	Splice Plate (A12) PL 10 x 10 x 3/8" Detail Below
T	1	3/4" GALV. Cable x 20'-0" (A14)
U	6	Tie Plate (C10) PL 11 1/2" x 3 1/2" x 3/16"
V	1	Spacer (D10) (OMIT ON VERTICAL WALL)
		HARDWARE
a	14	5/8" x 7 1/2" Hex Bolt (A449)
b	14	5/8" Hex Nut
c	28	5/8" Washer
d	1	1/4" x 3" Hex Bolt (A449)
e	1	1/4" Hex Nut
f	1	1/4" Washer
g	7	5/8" x 1 1/2" Bolt (A307)
h	7	5/8" Recess Nut
l	8	5/8" x 2" Hex Bolt (A325 or A449)
j	1	5/8" x 8" Hex Bolt (A325 or A449)
k	18	5/8" Hex Nut
m	25	5/8" Washer
n	1	5/8" x 3" Hex Bolt (A325 or A449)
p	4	5/8" x 9" Hex Bolt (A325 or A449)
q	1	1/2" x 5" Hex Bolt (A325 or A449)
r	2	1/2" Hex Nut
s	1	1/2" x 2" Hex Bolt (A307, A325 or A449)
t	2	1" x 10"Hex Bolt(A325 or A449)(Length Varies w/Wall Sect)
u	4	1" Hex Nut (2H Heavy Hex Nut)
v	4	1" Washer Structural Washer
w	2	1/2" Washer
x	2	Cable Tie
y	1	Object Marker

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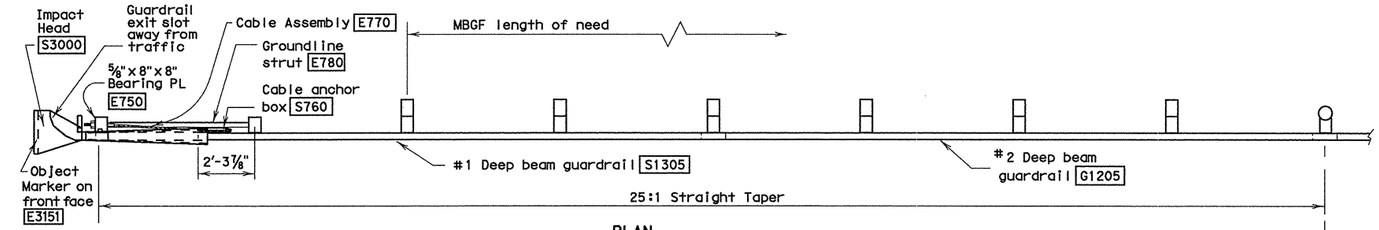
LEVELS DISPLAYED

Texas Department of Transportation
Design Division (Roadway)

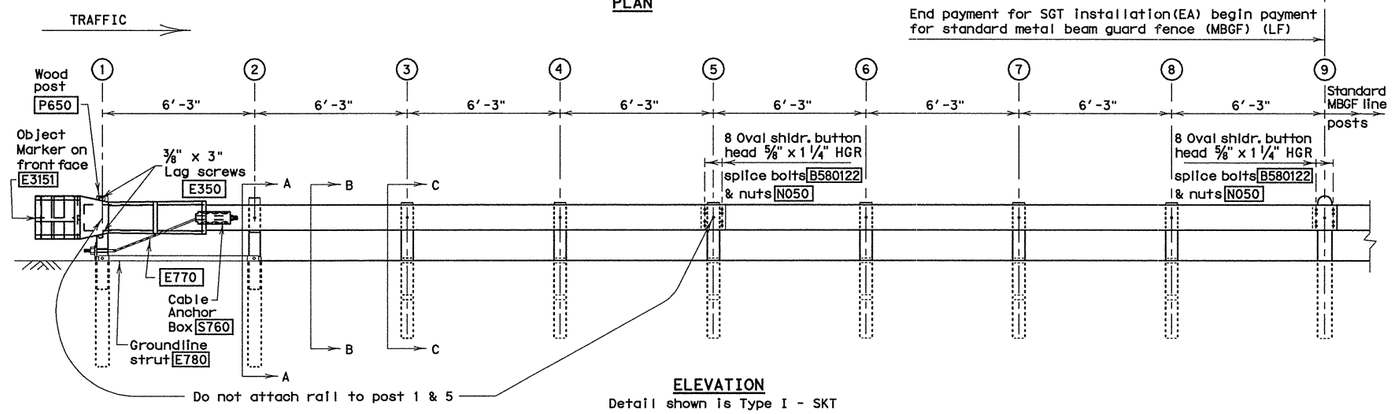
SINGLE SIDED CRASH CUSHION (BEAT-SSCC)

SSCC-03A

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©TxDOT April 2003	DIST	FEDERAL AID PROJECT			SHEET
REVISIONS	18	(SEE TITLE SHEET)			339F
	COUNTY		CONTROL	SECT	JOB	HIGHWAY
	ROCKWALL		0451	01	032	SH205

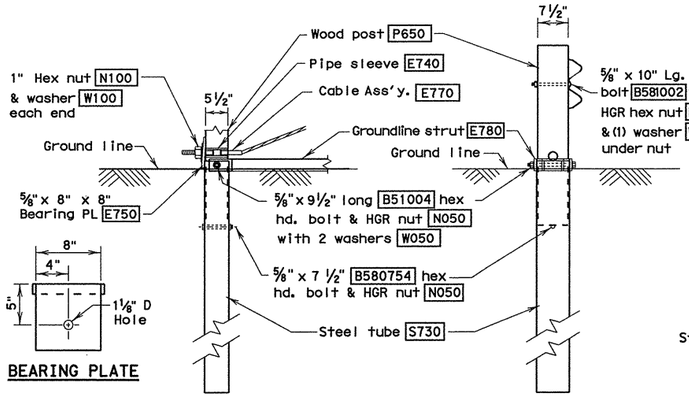


PLAN



ELEVATION

Detail shown is Type I - SKT

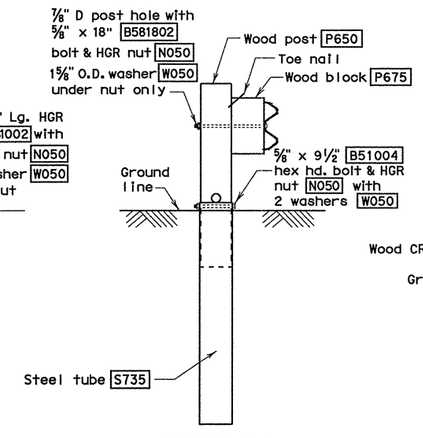


BEARING PLATE

PARTIAL VIEW AT POST #1

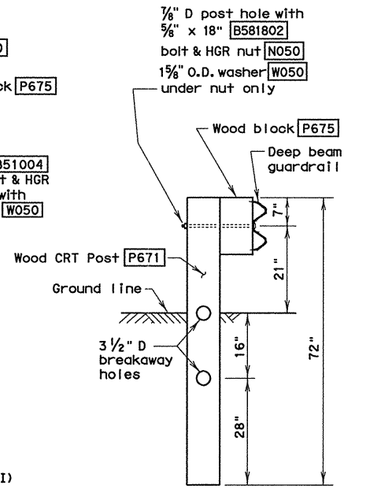
SECTION A-A

(at post 2)



SECTION B-B

(Typ. at Posts 3 Thru 8, Type II & III)

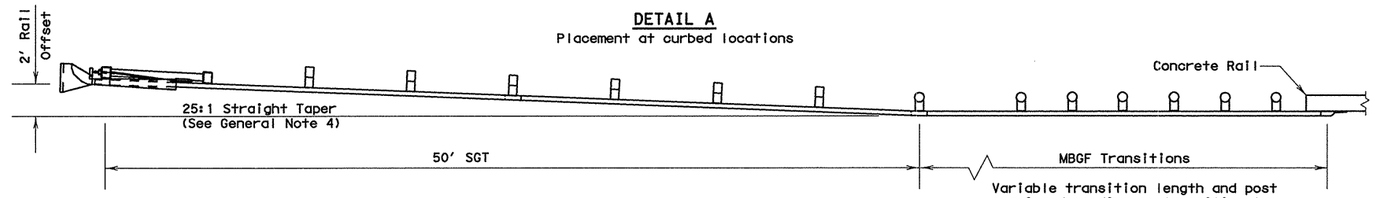


SECTION C-C

(Typ. at post only positions)

DETAIL A

Placement at curbed locations



DETAIL B

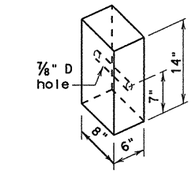
Usual minimum placement to protect bridge ends

GENERAL NOTES

1. The Type of SGT unit will be specified elsewhere in the plans. Numbers in circles indicate post position. The Type of SGT unit chosen is a maintenance consideration and does not affect the systems performance.

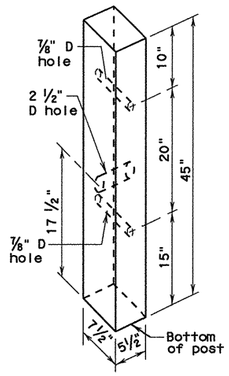
Post & Tube Options		Post Only	
Type I	Posts ① thru ②	Posts ③ thru ⑧	
Type II	Posts ① thru ④	Posts ⑤ thru ⑧	
Type III	Posts ① thru ⑧	None	

2. If the SGT system must be placed on a radius, the minimum radius is 150 feet.
3. All bolts, nuts cable assemblies, cable anchors, steel tubes & bearing plates shall be galvanized.
4. For non-curb installations, the MBGF will be flared at a rate of 25:1 over the first 50 foot of the system to prevent the terminal head from encroaching on the shoulder. The flare may be decreased or eliminated for specific installations if directed by the Engineer. A 25:1 flare rate will be used at curb sections, beginning at post number 5 and ending at post number one.
5. The steel tubes shall not protrude more than 4 inches above ground. Site grading may be necessary to meet this requirement.
6. The steel tubes may be driven with an approved driving head. They shall not be driven with the wood post in the tube. If the steel tubes are placed in drilled holes, the backfill material must be satisfactorily compacted to prevent tube settlement.
7. When rock excavation is encountered, a 12 inch diameter post hole, 20 inches into the rock may be used if approved by the Engineer. Granular material will be placed in the bottom of the hole approximately 2 ½ inches deep to provide drainage. The steel tube sleeves will be field cut to not less than 20 inches in length, placed in the hole and backfilled with adequately compacted material excavated from the hole.
8. The breakaway cable assembly must be taut. A locking device, (vice grips or channel lock pliers) should be used to prevent the cable from twisting when tightening the nuts.
9. The wood blockouts shall be "toe nailed" to the rectangular wood posts to prevent them from turning when the wood shrinks.
10. For curb installations, the soil tubes and posts shall be installed at the proper ground elevation behind the curb. The posts will then require field drilling new holes to accommodate the rail to post connection bolt to maintain the proper height of the rail above the gutter pan. The excess post length above the rail will be removed if directed by the Engineer.
11. An object marker shall be installed on the front of the impact head as detailed on D&OM(VIA).
12. A special site evaluation should be considered, prior to using this end treatment where there is less than 25 feet between the outlet side of the end treatment and any adjacent driving lane.



WOOD BLOCKOUT

P675



All measurements should be taken from bottom of posts.

WOOD POST

P650

POST & TUBE OPTIONS	
Type I	post ① thru ②
Type II	post ① thru ④
Type III	post ① thru ⑧

R = Radius
D = Diameter

BILL OF MATERIAL

Code #	POST & TUBE OPTIONS Type I Qty.	Type II Qty.	Type III Qty.	DESCRIPTION
S1305	1	1	1	#1 Deep Beam Guardrail (12 Ga.)
G1205	1	1	1	#2 Deep Beam Guardrail (12 Ga.)
S730	2	2	2	Steel Tube - 6" x 8" x 72" x 3/16" or 1/8" min
S735	0	2	6	Steel Tube - 6" x 8" x 54" x 3/16" or 1/8" min
P650	2	4	8	Wood Posts - 5 ½" x 7 ½" x 45"
P671	6	4	0	Wood CRT Posts - 6" x 8" x 72"
P675	6	6	6	Wood Blockouts - 6" x 8" x 14"
E740	1	1	1	Pipe Sleeve - 2" Std. Pipe x 5 ½"
E750	1	1	1	Bearing Plate - 5/8" x 8" x 8"
S760	1	1	1	Cable Anchor Box
E770	1	1	1	Cable Assembly
E780	1	1	1	Groundline Strut
S3000	1	1	1	Impact Head
				HARDWARE
B580754	2	2	2	5/8" x 7 ½" Hex Hd. Bolt
B51004	2	4	8	5/8" x 9 ½" Hex Hd. Bolt (Top of Tubes)
W050	11	15	23	5/8" Washers
B581002	1	1	1	5/8" x 10" HGR Post Bolt (Post 2)
B580122	16	16	16	5/8" x 1 1/4" HGR Splice Bolt
B581802	6	6	6	5/8" x 18" HGR Post Bolt (Posts ③ thru ⑧)
N050	27	29	33	5/8" HGR Nut (16-Spl, 7-Posts, 2-Strut)
E350	2	2	2	3/8" x 3" Lag Screw
N100	2	2	2	1" Hex Nut (Anchor Cable)
W100	2	2	2	1" Washer (Anchor Cable)
SB58A	8	8	8	Cable Anchor Box Shoulder Bolts
N055A	8	8	8	½" A325 Structural Nut
W050A	16	16	16	½" A325 Structural Washer
E3151	1	1	1	Object Marker - (18" x 18")

Texas Department of Transportation
Design Division (Roadway)

SINGLE GUARDRAIL TERMINAL

(SKT 350) (WOOD POST)

SGT(8)-03A

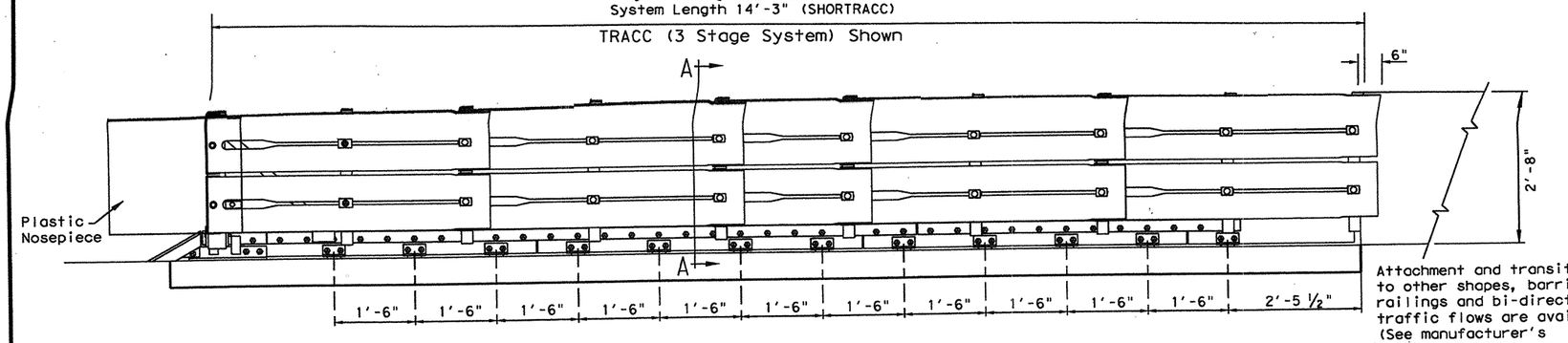
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©TxDOT July 2001	DIST	FEDERAL AID PROJECT			SHEET
REVISIONS	18	(SEE TITLE SHEET)			339G
	COUNTY		CONTROL	SECT	JOB	HIGHWAY
	ROCKWALL		0451	01	032	SH205

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The use of this standard is governed by the "Texas Engineering Practice Act". No warranty of any kind is made by TxDOT for any purpose whatsoever. TxDOT assumes no responsibility for the conversion of this standard to other formats or for incorrect results or damages resulting from its use.

LEVELS DISPLAYED

System Length 25'-9" (FASTRACC)
System Length 21'-3" (TRACC)
System Length 14'-3" (SHORTRACC)

TRACC (3 Stage System) Shown

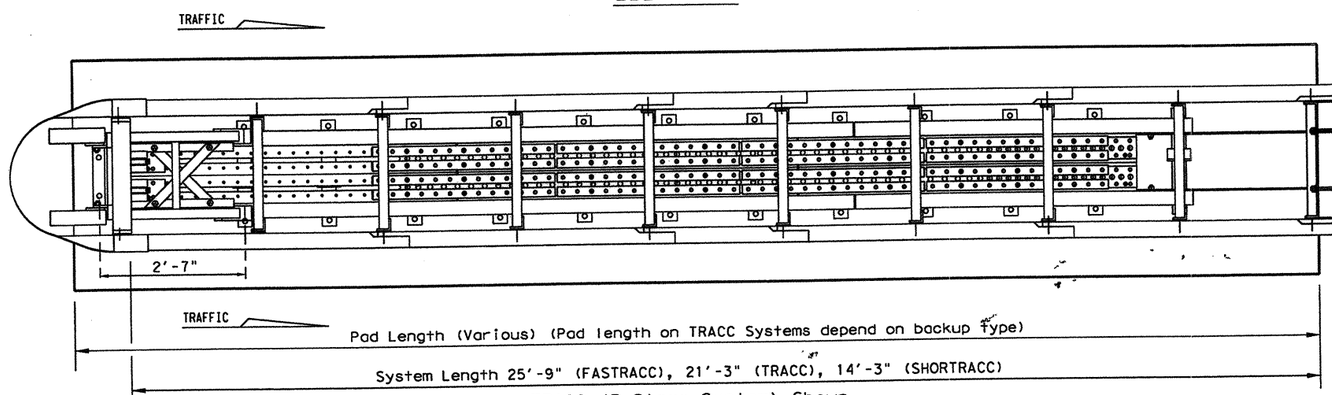


Attachment and transitions to other shapes, barriers railings and bi-directional traffic flows are available. (See manufacturer's product manual)

GENERAL NOTES

1. For additional information contact, Trinity Industries Inc. at 1-800-527-6050, Ext. 8249.
2. For bi-directional traffic, appropriate transition panels will be required.
3. *Details of components for the TRACC and backups and reinforcing details will be shown on the manufacturer's shop drawings* furnished to the Engineer.
4. Concrete shall be class "S" with a minimum compressive strength of 4,000 p.s.i.
5. If the cross-slope varies more than 2% over the length of the system, the concrete pad will require leveling. Maximum permissible cross-slope is 8%.
6. The installation area should be free from curbs, elevated objects, or depressions.
7. The TRACC system should be approximately parallel with the barrier or ℄ of merging barriers.

ELEVATION



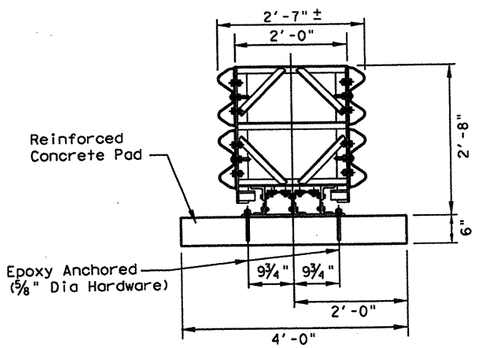
Attachment shown is to shapes with rectangular cross sections such as: Piers, Parapets and Modified Concrete Traffic Barriers, traffic flow is uni-directional.

BILL OF MATERIAL

PART #	FAST TRACC QTY	TRACC QTY	SHORT TRACC QTY	DESCRIPTION
25936A	1			FASTRACC Unit Assembly
25980A		1		TRACC Unit Assembly
25997A			1	SHORTRACC Unit Assembly
3310G	4	4	4	⅝" Lockwasher
4451G	4	4	4	⅝" Dia x 6" Wedge Exp. Anchor
6531B	1	1	1	Plastic Nosepiece
6668B	4	4	4	Reflective Sheeting
✱ ANCHOR HARDWARE (CONCRETE BASE)				
5204G	32	26	18	⅝"Dia x 7 ½" All Thd. Rod
3310G	32	26	18	⅝" Lockwasher
3361G	32	26	18	⅝" Hex Nut
3300G	32	26	18	⅝" Flat Washer
5206B	3	3	2	TRACC Adhesive HIT HY150 Kit
✱ ANCHOR HARDWARE (ASPHALT BASE)				
6380G	32	26	18	⅝" Dia x 18" All Thd. Rod
3310G	32	26	18	⅝" Lockwasher
3361G	32	26	18	⅝" Hex Nut
3300G	32	26	18	⅝" Flat Washer
5206B	7	5	4	TRACC Adhesive HIT HY150 Kit

✱ See manufacturer's product manual

PLAN



SECTION A-A

TYPE (NARROW)	DESIGN SPEED (mph)	SYSTEM LENGTH	PAD LENGTHS
FASTRACC (4 Stage System)	70	25'- 9"	26'- 8"
TRACC (3 Stage System)	50 or greater	21'- 3"	22'- 0" 23'- 0" 24'- 0"
SHORTRACC (2 Stage System)	45 or less	14'- 3"	15'- 0" 16'- 0" 17'- 0"

The Stage System refers to number of replaceable sled sections that could be replaced independently.

Concrete pad length on TRACC & SHORTRACC depends on backup type.

FOUNDATION OPTIONS
6" Reinforced Concrete
8" Unreinforced Concrete
3" Min. Asphalt over 3" Min. Concrete
6" Asphalt over 6" Compact Subbase
8" Minimum Asphalt

For steel placement in concrete foundations (See manufacturer's product manual)

BACKUP SUPPORT OPTIONS
Square Concrete Backup
Concrete Barrier (CTB) Backup
Single Slope Concrete Barrier (SSCB)
Guardrail Backup (Base-Plated Post)
Guardrail Backup (Driven Post)
TRANSITION OPTIONS
Vertical Wall
Modified (CTB) to Vertical Wall
Concrete Barrier (CTB)
Guardrail (W-Beam)
Guardrail (Thrie-Beam)

Backup and Transition types are shown elsewhere on the plans, (i.e. Attenuator location details or in the general notes).

For bi-directional transition panel details (See manufacturer's product manual)

62 - Change Order

Texas Department of Transportation
Design Division (Roadway)

TRINITY ATTENUATING CRASH CUSHION

(NARROW TRACC Systems) (FASTRACC, TRACC, SHORTRACC)

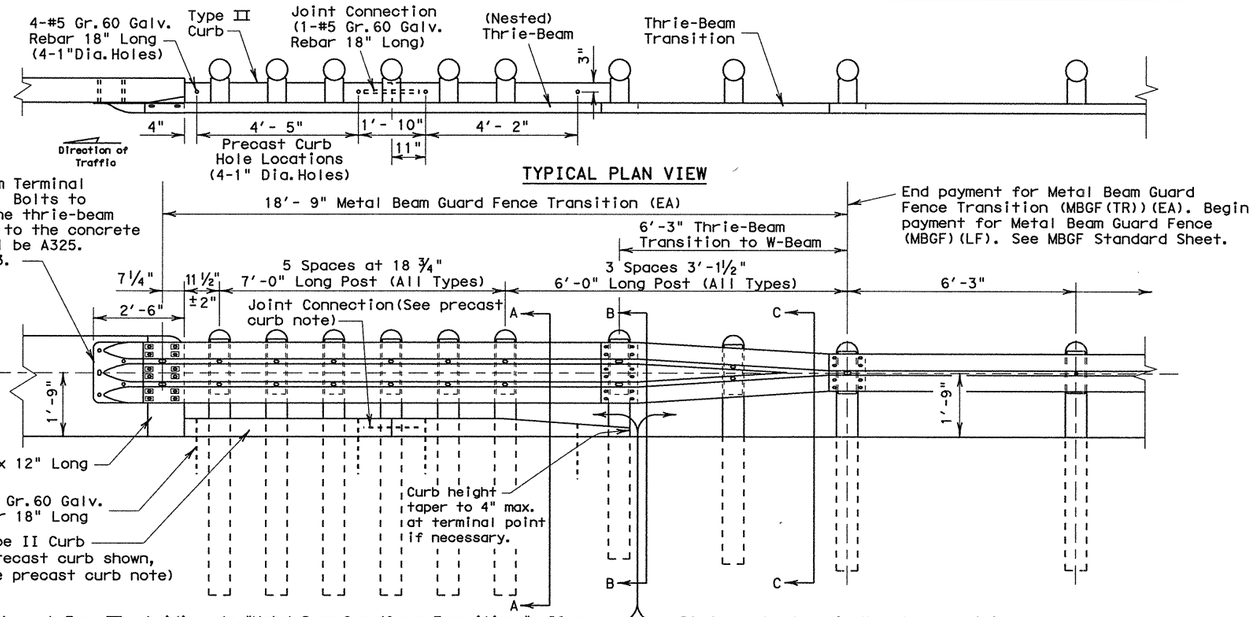
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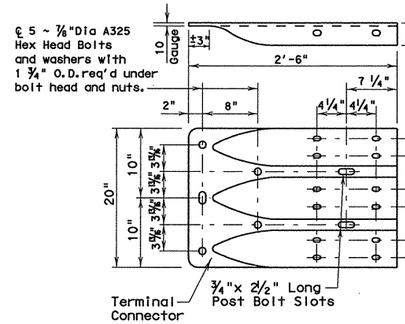
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©TxDOT OCTOBER 2001	DISTRICT	FEDERAL AID PROJECT		SHEET
REVISIONS	18	HP 2006(694)		339AA
	COUNTY	CONTROL	SECT	JOB	HIGHWAY
	Rockwall	0451	01	032	SH 205

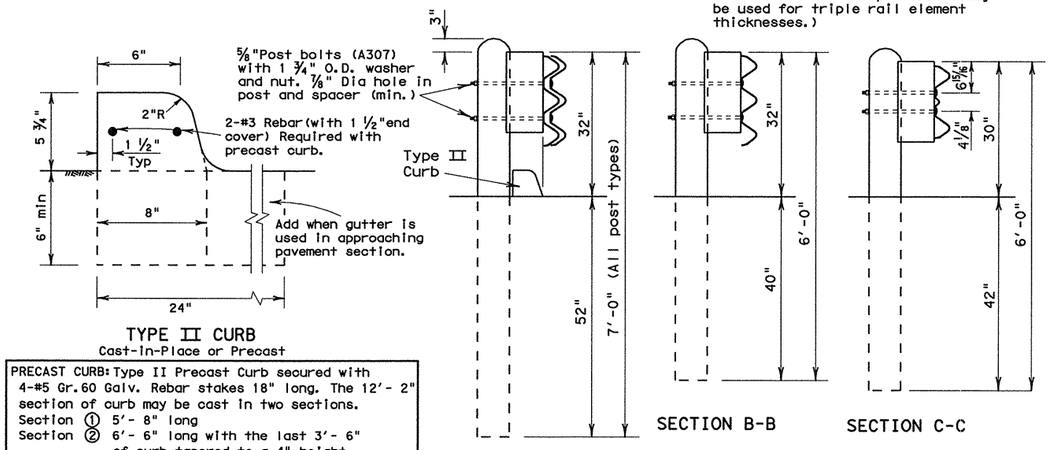
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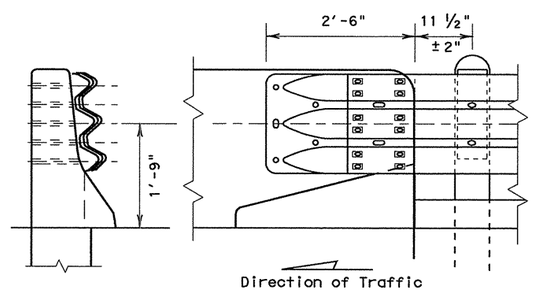
LEVELS DISPLAYED
1

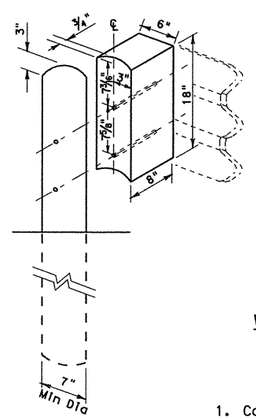
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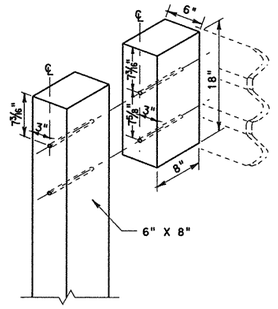


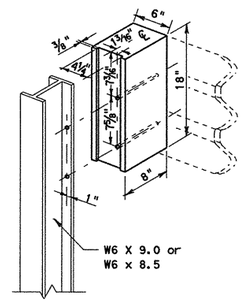












GENERAL NOTES

1. Concrete curb may be cast-in-place or precast as shown on this sheet. When used in conjunction with thrie-beam guardfence transitions, curb shall be Type II (typically 5 3/4" height above surface; See CCCG standard sheet) unless otherwise shown in the plans. If other curb heights are shown in the plans in conjunction with the transition, this curb height may be from 4" to 8" with a relatively vertical face. Concrete curbs shall be continuous to the seventh post. Any drainage cuts must be located past this post.
2. The type of post (round wood post, rectangular wood post, or steel post) will be shown elsewhere in the plans. The exact position of transitions shall be shown elsewhere in the plans or as directed by the Engineer. See MBGF standard sheet for additional details and information.
3. Rail element shall meet all requirements of AASHTO M-180 except as modified on the plans. The terminal connector and the thrie-beam transition to w-beam shall be of the same material, but shall not be less than 10 gauge.

   Contractor shall verify that the locations of bolt holes match those in the Terminal Connector prior to ordering of materials.
4. Unless otherwise shown in the plans, transitions shall be placed with the blockout face in front of or directly above the curbface.
5. Galvanized washers used with the 5/8" splice bolts and nuts that are provided for terminal connectors shall be (FWR03) (3"x 1 3/4"x 3/16" with 1"x 3/4" slotted hole).
6. Button head post bolts (A307) shall be of sufficient length to extend through the full thickness of the nut and no more than 3/4" beyond it. Button head spice bolts (A307) are 5/8" x 1 1/4" with a 5/8" double recessed nut. Galvanized fittings (bolts, nuts, and washers) shall be in accordance with Item, "Metal For Structures". Fittings shall be subsidiary to the bid item requiring construction of transition.
7. Crown will be widened to accommodate transitions.
8. Where solid rock is encountered or where shown on the plans, the diameter of the holes shall be approximately 12 inches, the backfilling shall be with a cohesionless material, and embedment depth shall be 1'- 6" or more as directed by the Engineer.
9. Posts shall not be set full depth in concrete.
10. Unless otherwise directed by the Engineer, a composite material post and/or blockout from the Department approved list of suppliers may be substituted for a post and/or blockout of similar dimensions. The list of approved suppliers of posts and blockouts will be maintained by the Construction Division, TxDOT.
11. Refer to MBGF Standard Sheet for additional details.

If connecting to existing Bridge Rails. Contact the Bridge Division for proper retrofit details.

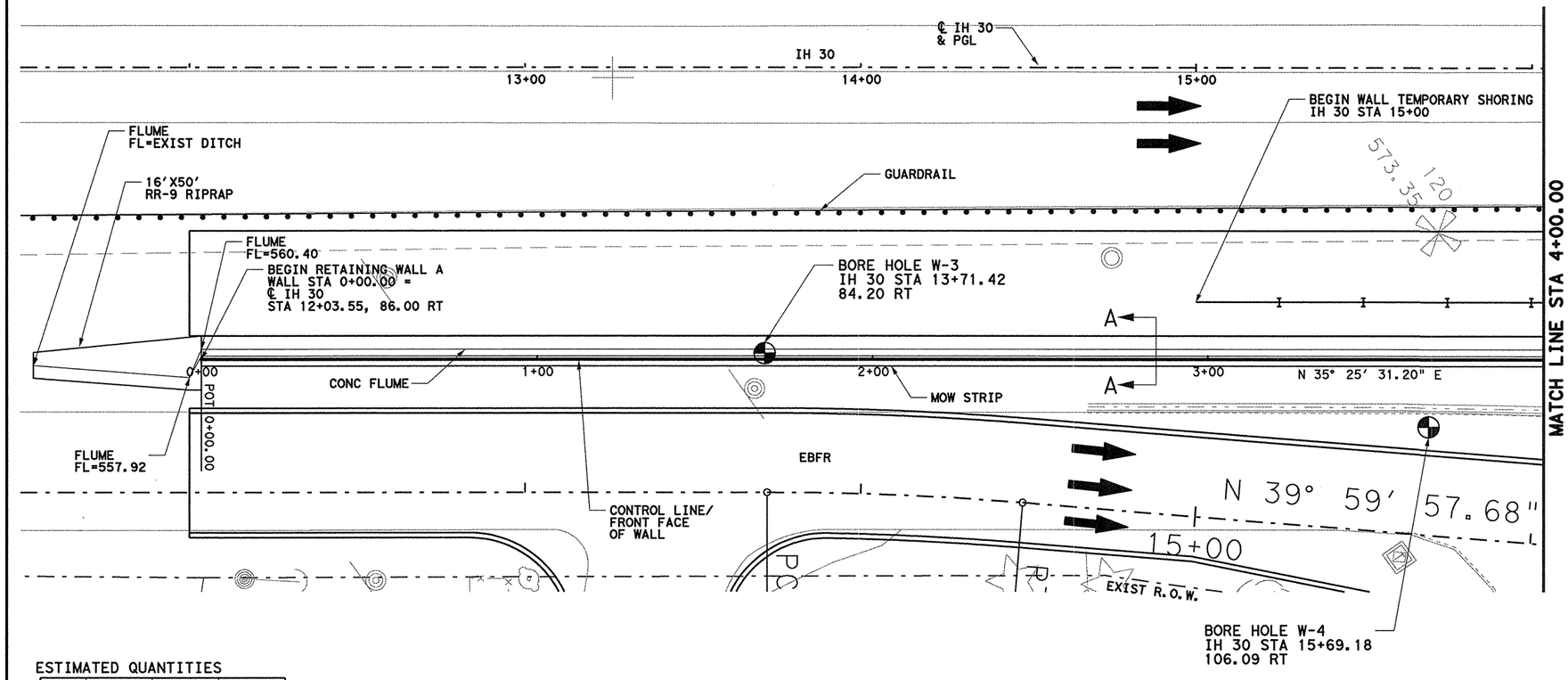
Texas Department of Transportation
Design Division (Roadway)

METAL BEAM GUARD FENCE TRANSITION

MBGF(TR)-05

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©TxDOT December 2001	DIST	FEDERAL AID PROJECT		SHEET
REVISIONS	DALLAS	(SEE TITLE SHEET)		339B
	COUNTY	CONTROL	SECT	JOB	HIGHWAY
	ROCKWALL	0451	01	032	SH205

LEVELS DISPLAYED
1



ESTIMATED QUANTITIES

WALL MSE	RIPRAP MOW STRIP	RIPRAP CONC FLUME	WALL TEMP SHORING
SF	CY	CY	SF
10392	27.0	57.6	6650

GENERAL NOTES

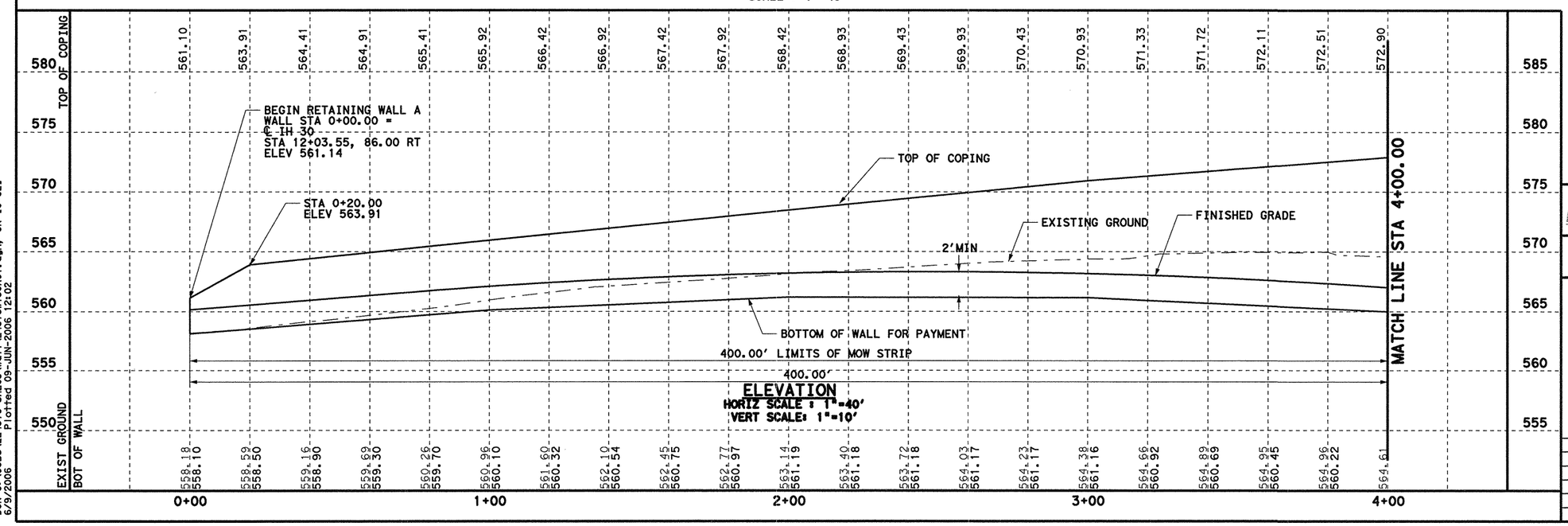
1. SEE TEST BORE HOLE SHEETS FOR SOIL COMPOSITION DATA. (SHT. 357A-B)
2. SEE RW(MSE), RW(TRF), AND EMRW 94 FOR DETAILS AND NOTES NOT SHOWN HERE.
3. SEE ROADWAY PROFILE SHEET FOR CONTROL LINE VERTICAL CURVE DATA.
4. SEE WALL DETAIL SHEET FOR WALL TYPICAL SECTIONS. (SHT. 358)
5. FOR PHASE TEMPORARY SHORING, SEE TRAFFIC CONTROL SHEETS

SPECIAL NOTE:

SEE SHEET 361 AND 362 FOR FORM LINE INSERT DETAILS.

6/23/06 ADDENDUM

PLAN
SCALE : 1"=40'



ELEVATION
HORIZ SCALE : 1"=40'
VERT SCALE: 1"=10'

6/9/06

STATE OF TEXAS
TODD P. CONSTANT
88243
LICENSED
PROFESSIONAL ENGINEER

Todd P. Constant, PE

Parsons Brinckerhoff Quade & Douglas, Inc.
2777 Stemmons Freeway
Suite 1333
Dallas, TX 75207

Texas Department of Transportation
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SH 205

RETAINING WALL LAYOUT

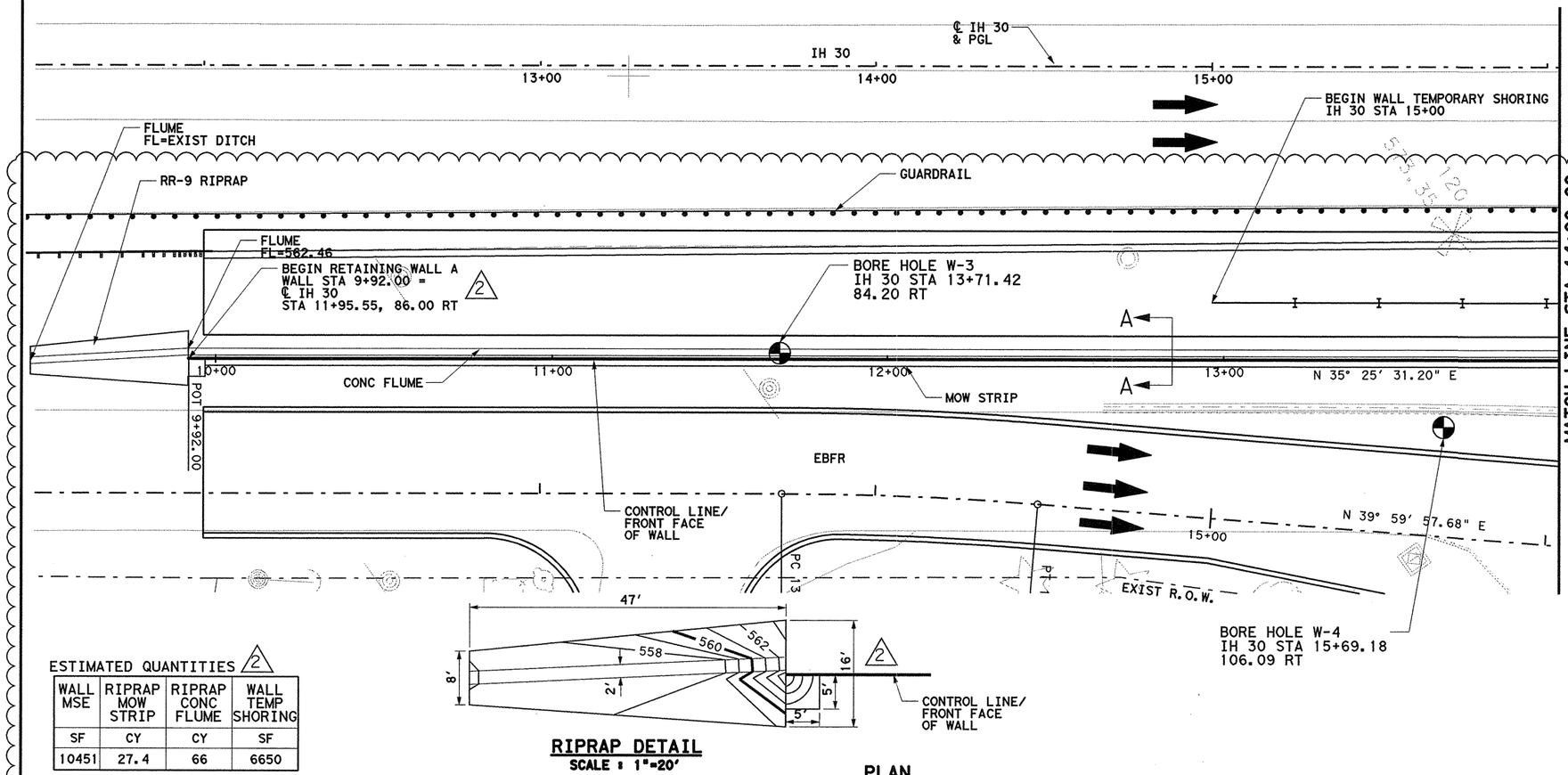
MSE WALL A
STA 0+00 TO 4+00

SHEET 1 OF 2

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	(SEE TITLE SHEET)	SH 205

STATE	DIST.	COUNTY	SHEET NO.
TEXAS	DALLAS	ROCKWALL	
CONT.	SECT.	JOB	340
0451	01	032, ETC	

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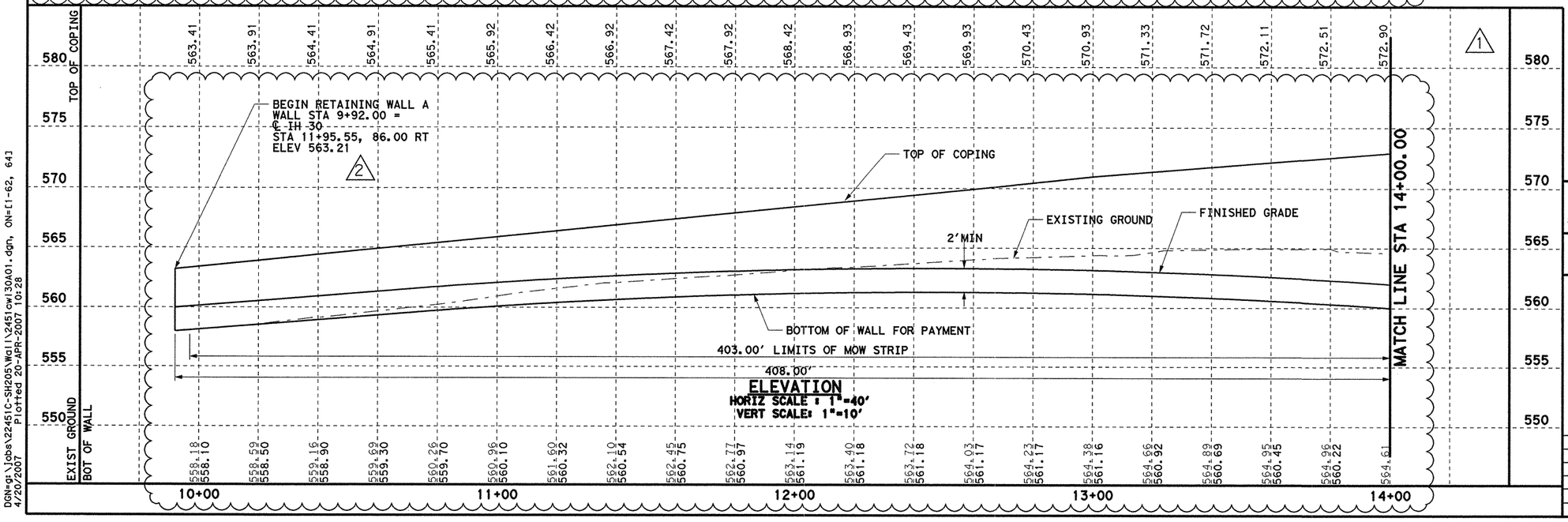


ESTIMATED QUANTITIES 2

WALL MSE	RIPRAP MOW STRIP	RIPRAP CONC FLUME	WALL TEMP SHORING
SF	CY	CY	SF
10451	27.4	66	6650

RIPRAP DETAIL
SCALE : 1"=20'

PLAN
SCALE : 1"=40'



ELEVATION
HORIZ SCALE : 1"=40'
VERT SCALE: 1"=10'

0 20 40
SCALE IN FEET HORIZONTAL

0 5 10
SCALE IN FEET VERTICAL

GENERAL NOTES

1. SEE TEST BORE HOLE SHEETS FOR SOIL COMPOSITION DATA. (SHT. 357A-B)
2. SEE RW(MSE), RW(TRF), AND EMRW 94 FOR DETAILS AND NOTES NOT SHOWN HERE.
3. SEE ROADWAY PROFILE SHEET FOR CONTROL LINE VERTICAL CURVE DATA.
4. SEE WALL DETAIL SHEET FOR WALL TYPICAL SECTIONS. (SHT. 358)
5. FOR PHASE TEMPORARY SHORING, SEE TRAFFIC CONTROL SHEETS

SPECIAL NOTE:
SEE SHEET 361 AND 362 FOR FORM LINE INSERT DETAILS.

2- Change Order #20

2 4/13/07 REVISED WALL

1 3/30/07 REVISED WALL

PREVIOUSLY SEALED BY TODD P. CONSTANT

STATE OF TEXAS
JAMES REISER
67287
REGISTERED PROFESSIONAL ENGINEER
4-20-07
James Reiser

Parsons Brinckerhoff Quade & Douglas, Inc.
2777 Stemmons Freeway
Suite 1333
Dallas, TX 75207

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SH 205

RETAINING WALL LAYOUT

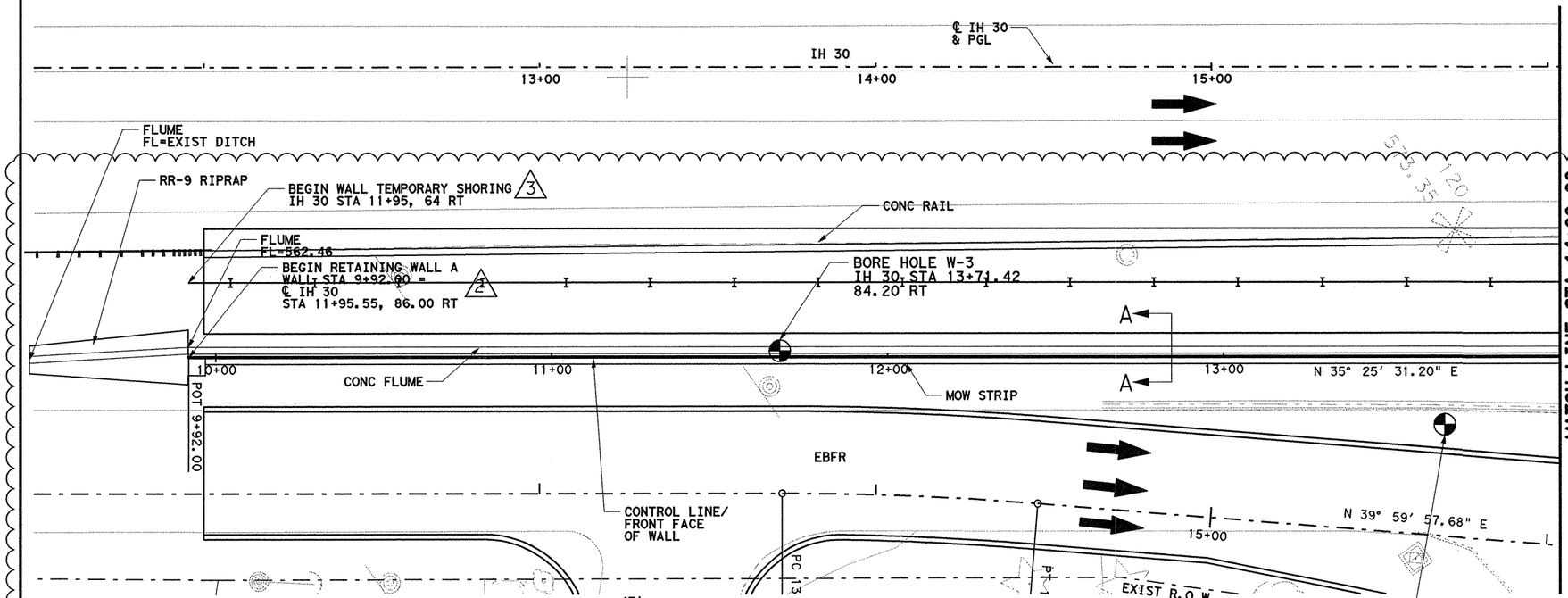
MSE WALL A
STA 9+92 TO 14+00

SHEET 1 OF 2

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	(SEE TITLE SHEET)	SH 205

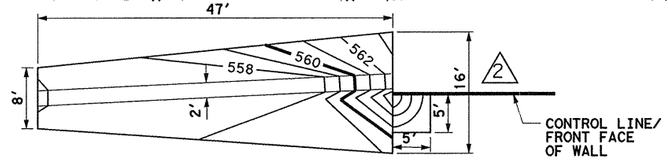
STATE	DIST.	COUNTY	SHEET NO.
TEXAS	DALLAS	ROCKWALL	340A
CONT.	SECT.	JOB	
0451	01	032, ETC	

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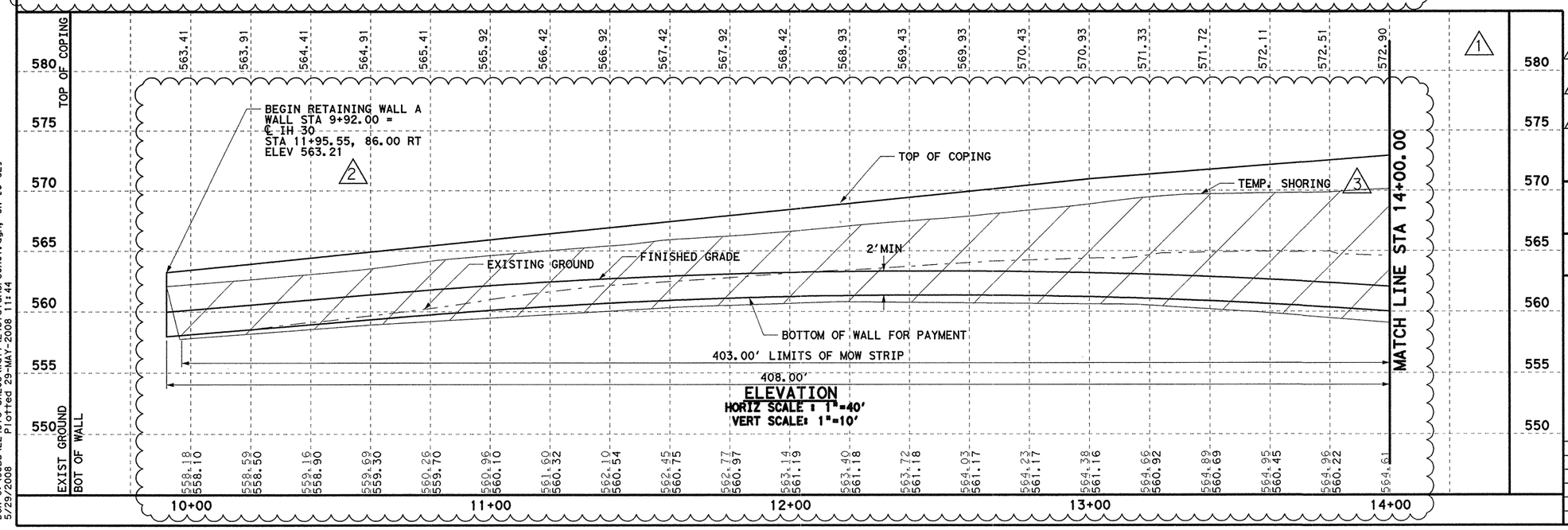
ESTIMATED QUANTITIES 2

WALL MSE	RIPRAP MOW STRIP	RIPRAP CONC FLUME	WALL TEMP SHORING
SF	CY	CY	SF
10451	27.4	66	11,958 3



RIPRAP DETAIL
SCALE : 1"=20'

PLAN
SCALE : 1"=40'



ELEVATION
HORIZ SCALE : 1"=40'
VERT SCALE: 1"=10'



0 20 40
SCALE IN FEET
HORIZONTAL

0 5 10
SCALE IN FEET
VERTICAL

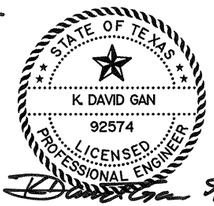
GENERAL NOTES

1. SEE TEST BORE HOLE SHEETS FOR SOIL COMPOSITION DATA. (SHT. 357A-B)
2. SEE RW(MSE), RW(TRF), AND EMRW 94 FOR DETAILS AND NOTES NOT SHOWN HERE.
3. SEE ROADWAY PROFILE SHEET FOR CONTROL LINE VERTICAL CURVE DATA.
4. SEE WALL DETAIL SHEET FOR WALL TYPICAL SECTIONS. (SHT. 358)
5. FOR PHASE TEMPORARY SHORING, SEE TRAFFIC CONTROL SHEETS

SPECIAL NOTE:

SEE SHEET 361 AND 362 FOR FORM LINE INSERT DETAILS.

2- Change Order #17



5/29/08

3 5/16/07 REV. TEMP SHORING- KDG
2 4/13/07 REVISED WALL -BY JR
1 3/30/07 REVISED WALL -BY JR

PREVIOUSLY SEALED BY
TODD P. CONSTANT

Parsons Brinckerhoff Quade & Douglas, Inc.
2777 Steemmons Freeway
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SH 205

RETAINING WALL LAYOUT

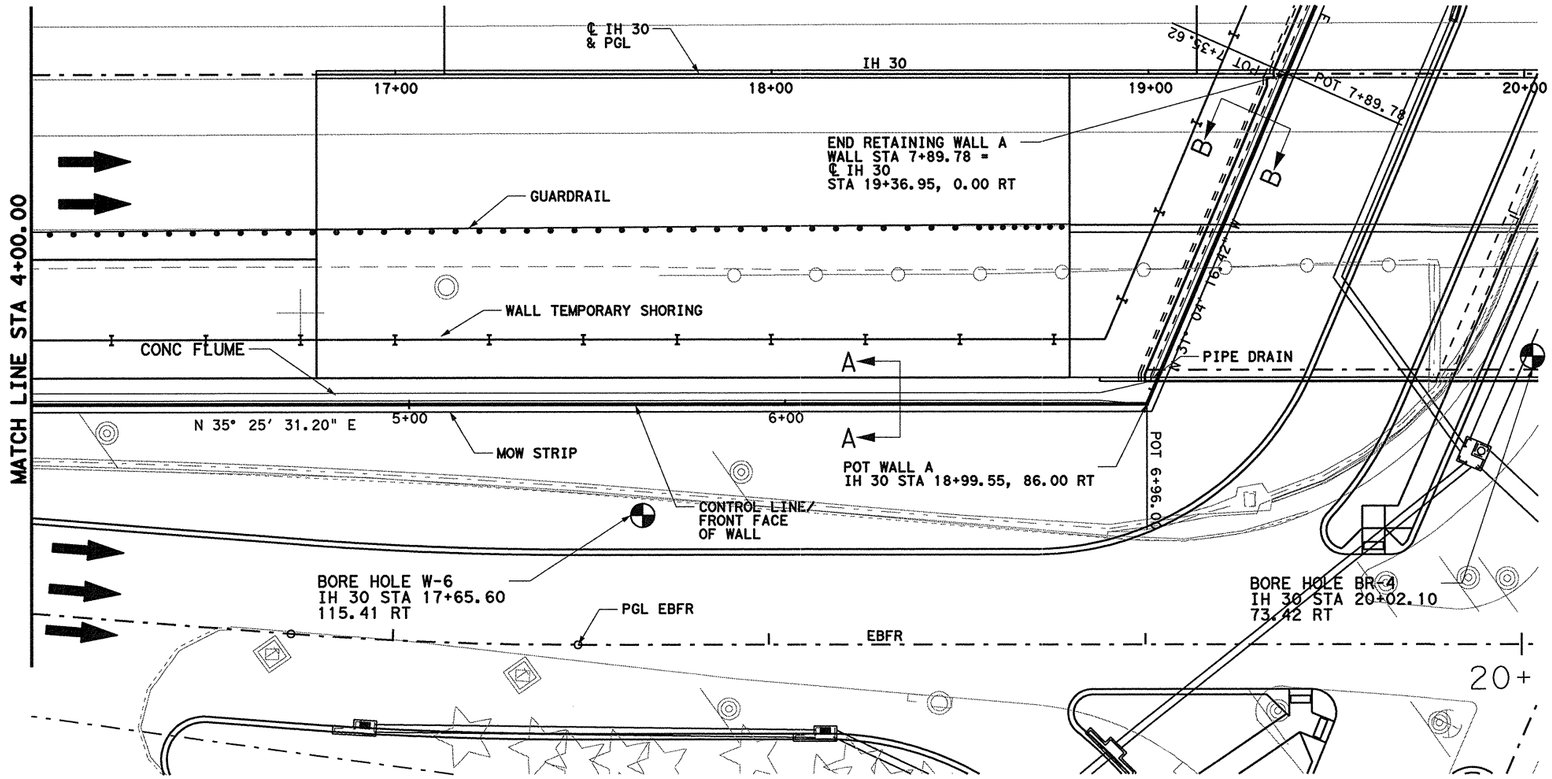
MSE WALL A
STA 9+92 TO 14+00

SHEET 1 OF 2

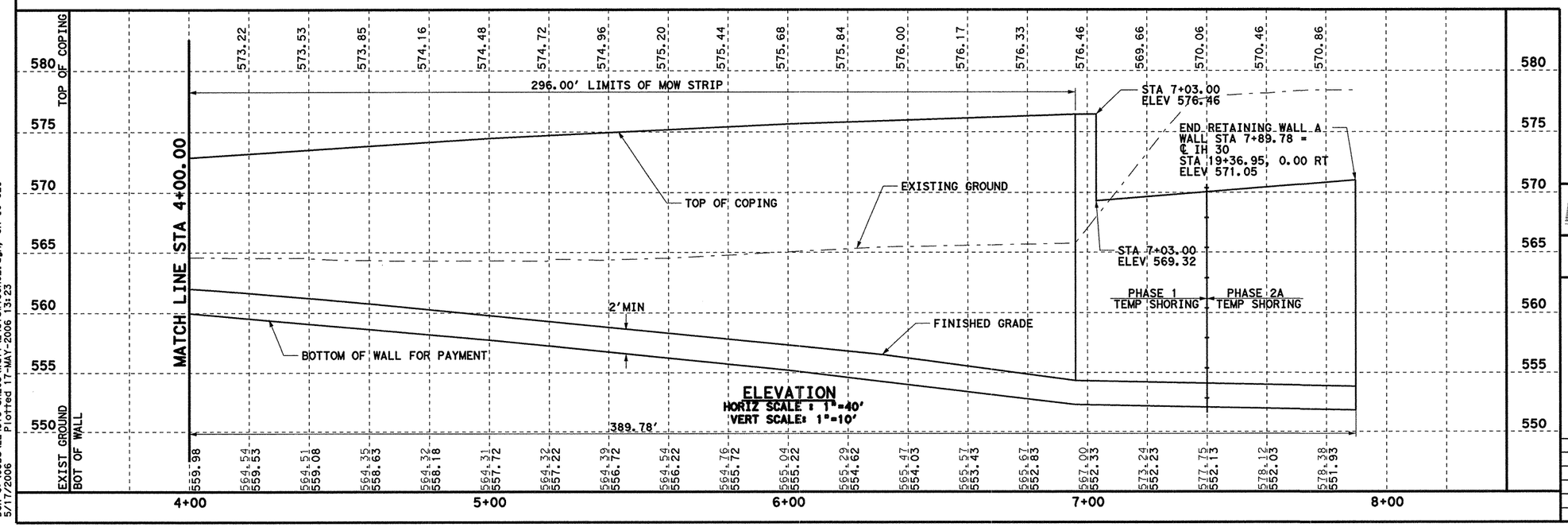
FED.RD. DIV.NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	(SEE TITLE SHEET)	SH 205

STATE	DIST.	COUNTY	SHEET NO.
TEXAS	DALLAS	ROCKWALL	340 B
CONT.	SECT.	JOB	
0451	01	032, ETC	

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5/29/2008 Plotted 29-MAY-2008 11:44



PLAN
SCALE : 1"=40'



ELEVATION
HORIZ SCALE : 1"=40'
VERT SCALE: 1"=10'

0 20 40
SCALE IN FEET
HORIZONTAL

0 5 10
SCALE IN FEET
VERTICAL

GENERAL NOTES

1. SEE TEST BORE HOLE SHEETS FOR SOIL COMPOSITION DATA. (SHT. 357A-B)
2. SEE RW(MSE), RW(TRF), AND EMRW 94 FOR DETAILS AND NOTES NOT SHOWN HERE.
3. SEE ROADWAY PROFILE SHEET FOR CONTROL LINE VERTICAL CURVE DATA.
4. SEE WALL DETAIL SHEET FOR WALL TYPICAL SECTIONS. (SHT. 358)
5. FOR PHASE TEMPORARY SHORING, SEE TRAFFIC CONTROL SHEETS.
6. PIPE DRAIN IS SUBSIDIARY TO MSE WALL.

SPECIAL NOTE:

SEE SHEET 361 AND 362 FOR FORM LINE INSERT DETAILS.

STATE OF TEXAS
TODD P. CONSTANT
88243
LICENSED
PROFESSIONAL ENGINEER
5/17/06

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RETAINING WALL LAYOUT

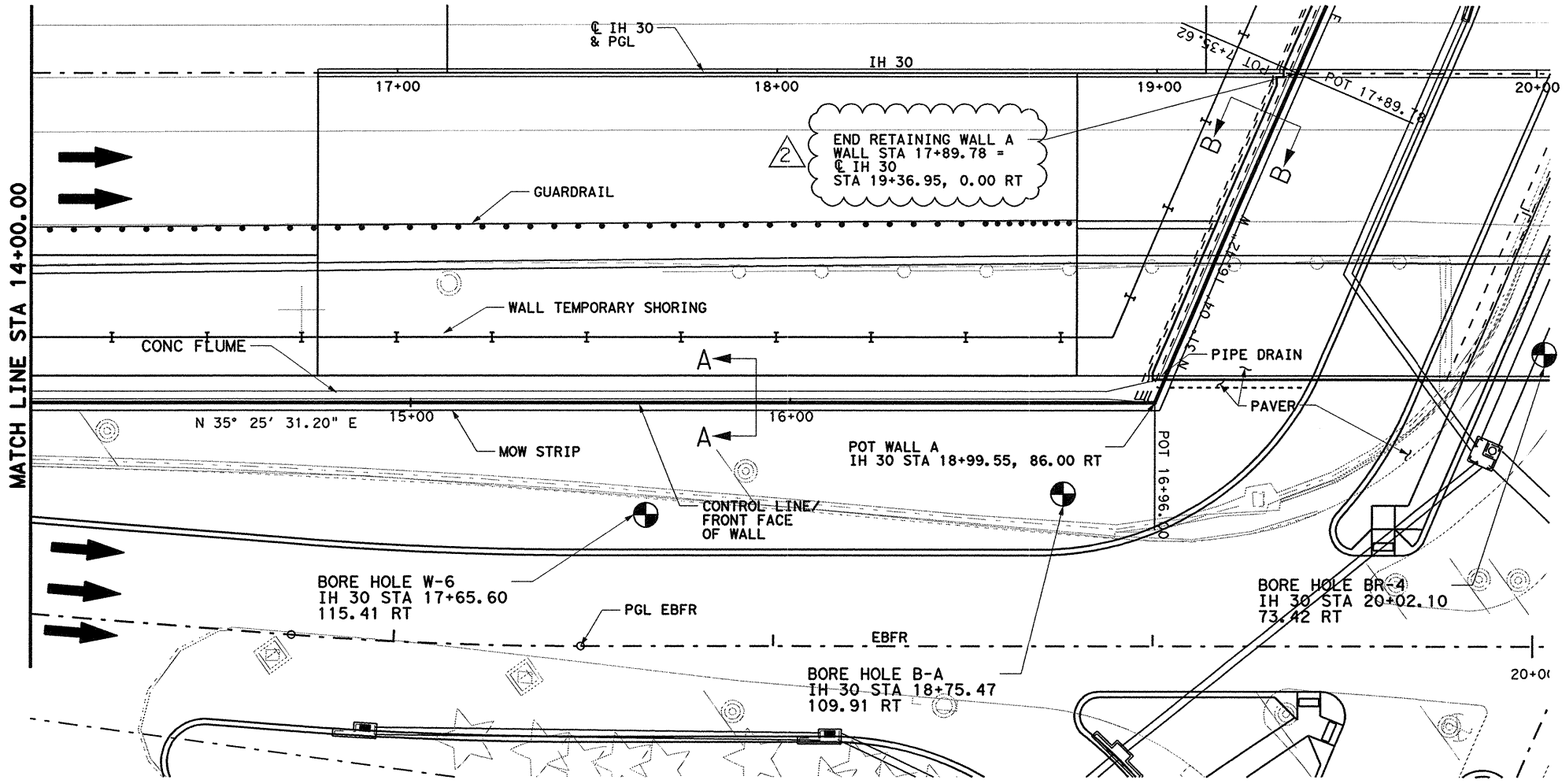
MSE WALL A
STA 4+00 TO 7+89.78

SHEET 2 OF 2

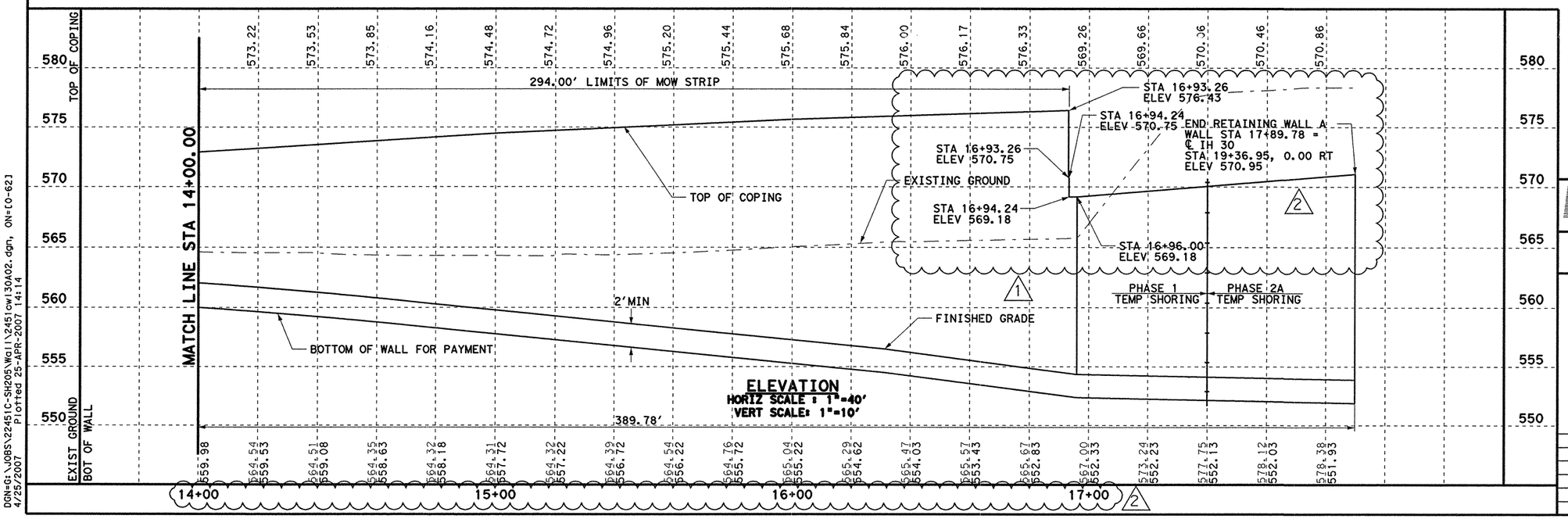
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6	(SEE TITLE SHEET)	SH 205

STATE	DIST.	COUNTY	SHEET NO.
TEXAS	DALLAS	ROCKWALL	341
CONT.	SECT.	JOB	
0451	01	032, ETC	

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5/17/2006 Plotted 17-MAY-2006 13:23



PLAN
SCALE : 1"=40'



ELEVATION
HORIZ SCALE : 1"=40'
VERT SCALE: 1"=10'

DGN=G:\JOBS\22451C-SH205\Wall\2451owl30A02.dgn, ON=[O-62]
4/25/2007 Plotted 25-APR-2007 14:14

0 20 40
SCALE IN FEET
HORIZONTAL

0 5 10
SCALE IN FEET
VERTICAL

GENERAL NOTES

1. SEE TEST BORE HOLE SHEETS FOR SOIL COMPOSITION DATA. (SHT. 357A-B)
2. SEE RW(MSE), RW(TRF), AND EMRW 94 FOR DETAILS AND NOTES NOT SHOWN HERE.
3. SEE ROADWAY PROFILE SHEET FOR CONTROL LINE VERTICAL CURVE DATA.
4. SEE WALL DETAIL SHEET FOR WALL TYPICAL SECTIONS. (SHT. 358)
5. FOR PHASE TEMPORARY SHORING, SEE TRAFFIC CONTROL SHEETS.
6. PIPE DRAIN IS SUBSIDIARY TO MSE WALL.

SPECIAL NOTE:
SEE SHEET 361 AND 362 FOR FORM LINE INSERT DETAILS.

2 - Change Order #20

2 4/13/07 REVISED WALL

1 3/30/07 REVISED WALL

PREVIOUSLY SEALED BY
TODD P. CONSTANT

STATE OF TEXAS
JAMES REISER
67287
REGISTERED
PROFESSIONAL ENGINEER
4-25-07

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Dallas, TX 75207

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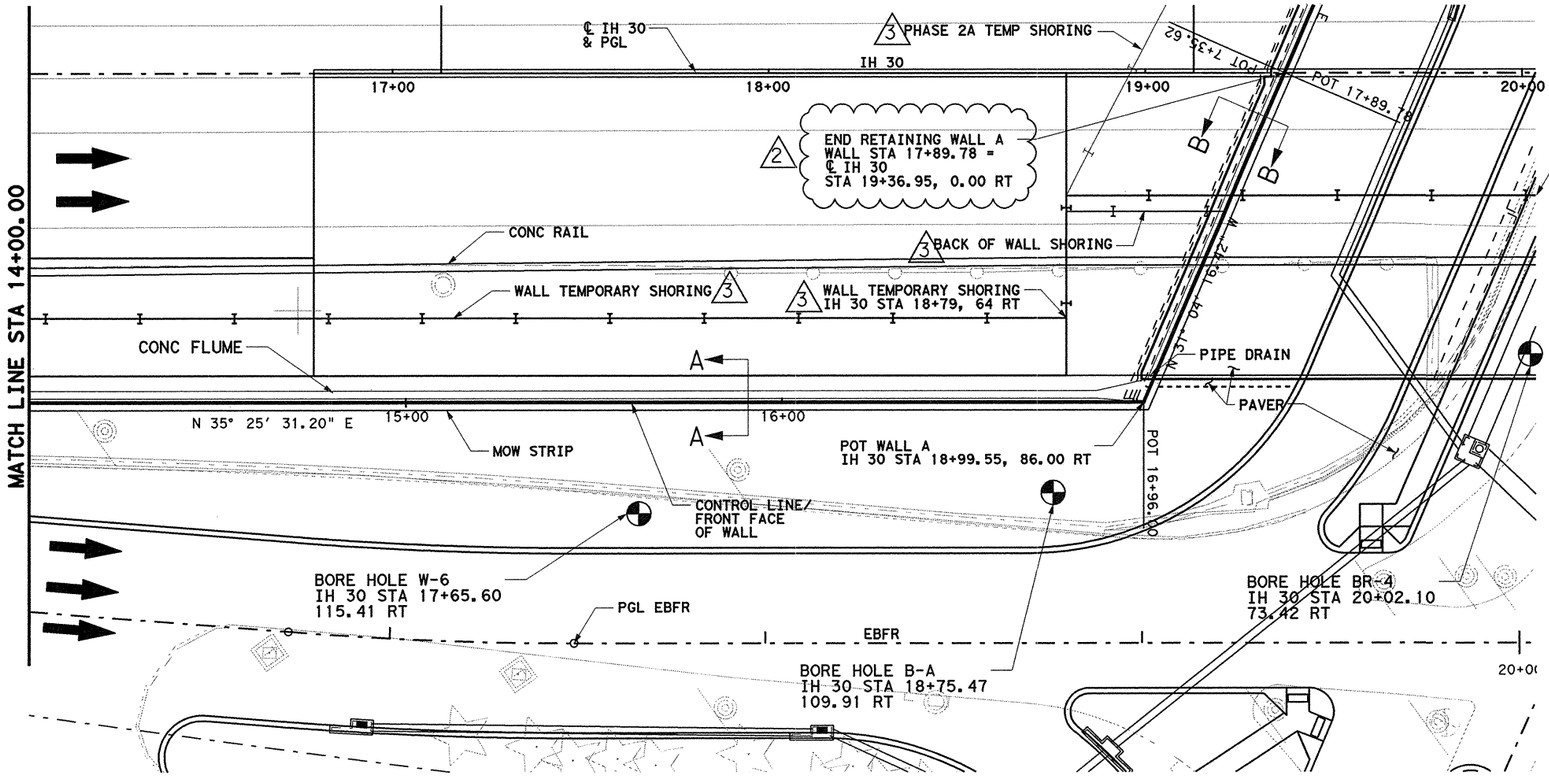
RETAINING WALL LAYOUT

MSE WALL A
STA 14+00 TO 17+89.78

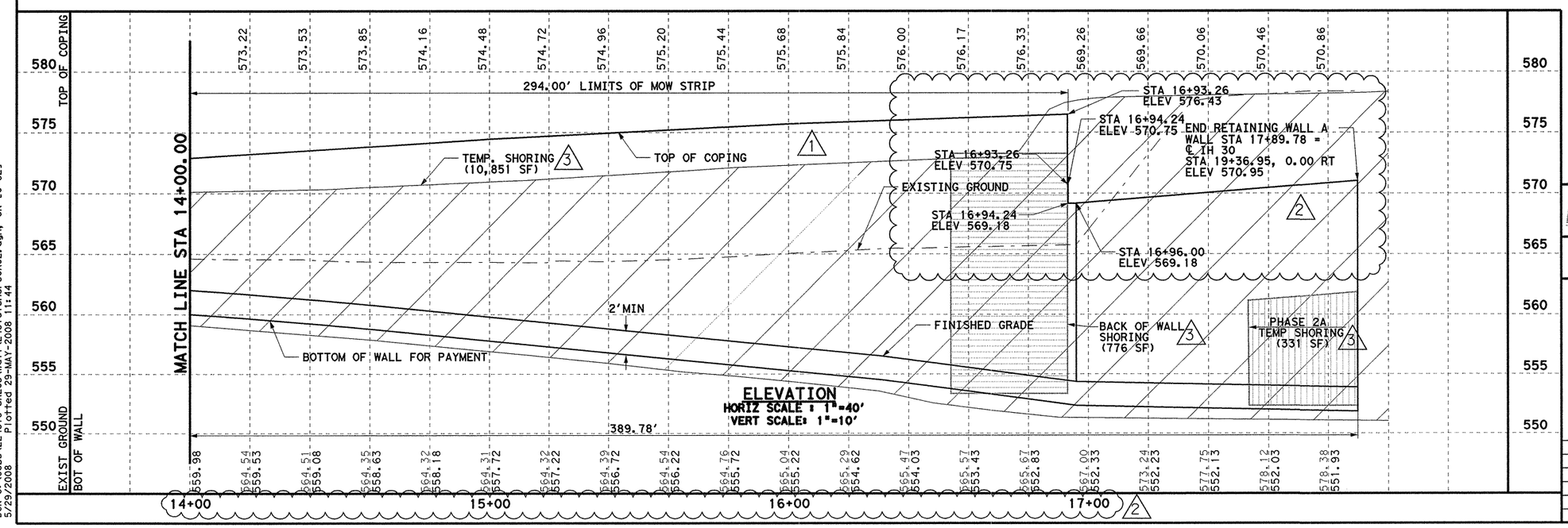
SHEET 2 OF 2

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	(SEE TITLE SHEET)	SH 205

STATE	DIST.	COUNTY	SHEET NO.
TEXAS	DALLAS	ROCKWALL	341A
CONT.	SECT.	JOB	
0451	01	032, ETC	



PLAN
SCALE : 1"=40'



ELEVATION
HORIZ SCALE : 1"=40'
VERT SCALE: 1"=10'

2- Change Order #17

0 20 40
SCALE IN FEET
HORIZONTAL

0 5 10
SCALE IN FEET
VERTICAL

GENERAL NOTES

1. SEE TEST BORE HOLE SHEETS FOR SOIL COMPOSITION DATA. (SHT. 357A-B)
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5. FOR PHASE TEMPORARY SHORING, SEE TRAFFIC CONTROL SHEETS.
6. PIPE DRAIN IS SUBSIDIARY TO MSE WALL.

SPECIAL NOTE:

SEE SHEET 361 AND 362 FOR FORM LINE INSERT DETAILS.

STATE OF TEXAS
K. DAVID GAN
92574
LICENSED
PROFESSIONAL ENGINEER
5/29/08

3 5/16/08 REV TEMP SHORING- KDG
2 4/13/07 REVISED WALL - BY JR
1 3/30/07 REVISED WALL - BY JR

PREVIOUSLY SEALED BY
TODD P. CONSTANT

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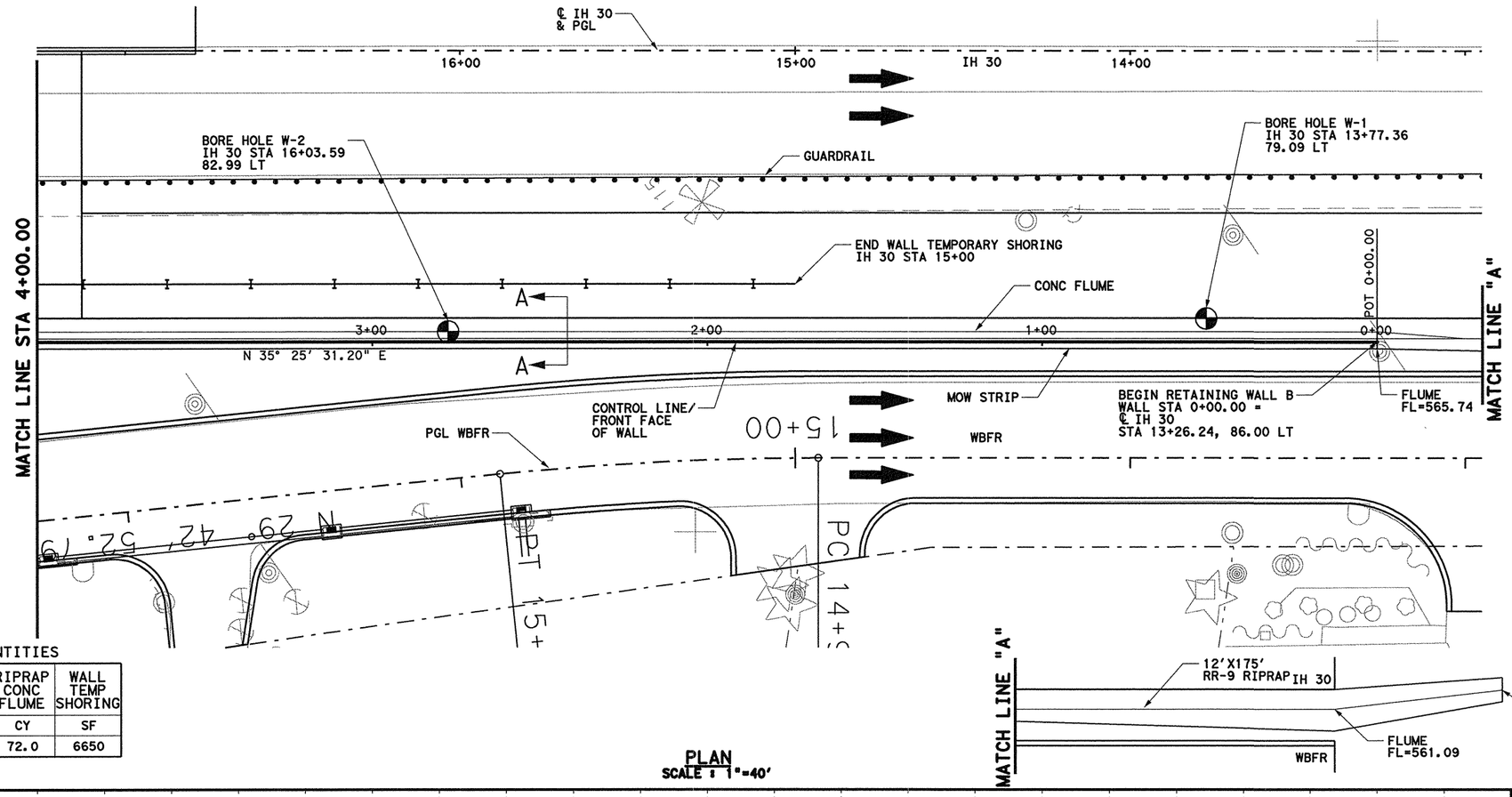
RETAINING WALL LAYOUT

MSE WALL A
STA 14+00 TO 17+89.78

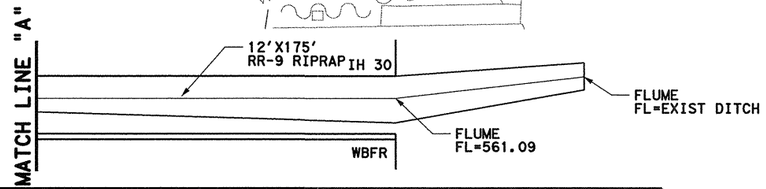
SHEET 2 OF 2

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.		HIGHWAY NO.
6	(SEE TITLE SHEET)		SH 205
STATE	DIST.	COUNTY	SHEET NO.
TEXAS	DALLAS	ROCKWALL	341B
CONT.	SECT.	JOB	
0451	01	032, ETC	

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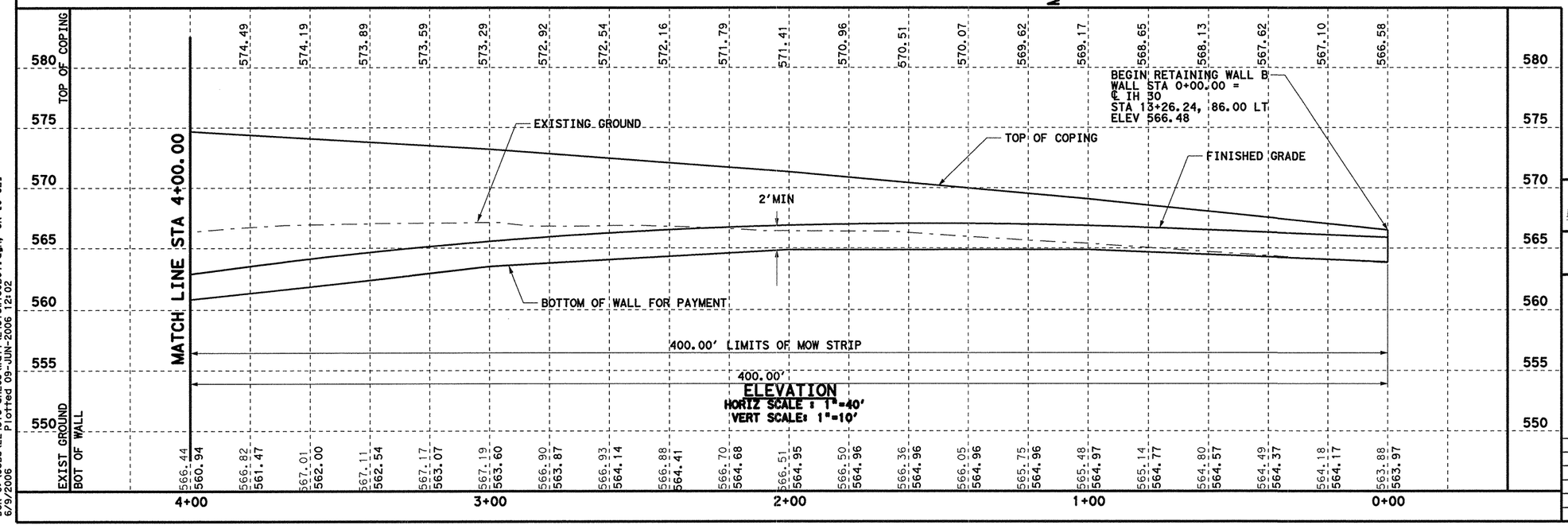


PLAN
SCALE : 1"=40'



ESTIMATED QUANTITIES

WALL MSE	RIPRAP MOW STRIP	RIPRAP CONC FLUME	WALL TEMP SHORING
SF	CY	CY	SF
9167	18.3	72.0	6650



ELEVATION
HORIZ SCALE : 1"=40'
VERT SCALE: 1"=10'

0 20 40
SCALE IN FEET
HORIZONTAL

0 5 10
SCALE IN FEET
VERTICAL

GENERAL NOTES

1. SEE TEST BORE HOLE SHEETS FOR SOIL COMPOSITION DATA. (SHT. 357A-B)
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5. FOR PHASE TEMPORARY SHORING, SEE TRAFFIC CONTROL SHEETS.

SPECIAL NOTE:

SEE SHEET 361 AND 362 FOR FORM LINE INSERT DETAILS.

6/23/06 ADDENDUM

STATE OF TEXAS
TODD P. CONSTANT
88243
LICENSED
PROFESSIONAL ENGINEER
6/9/06

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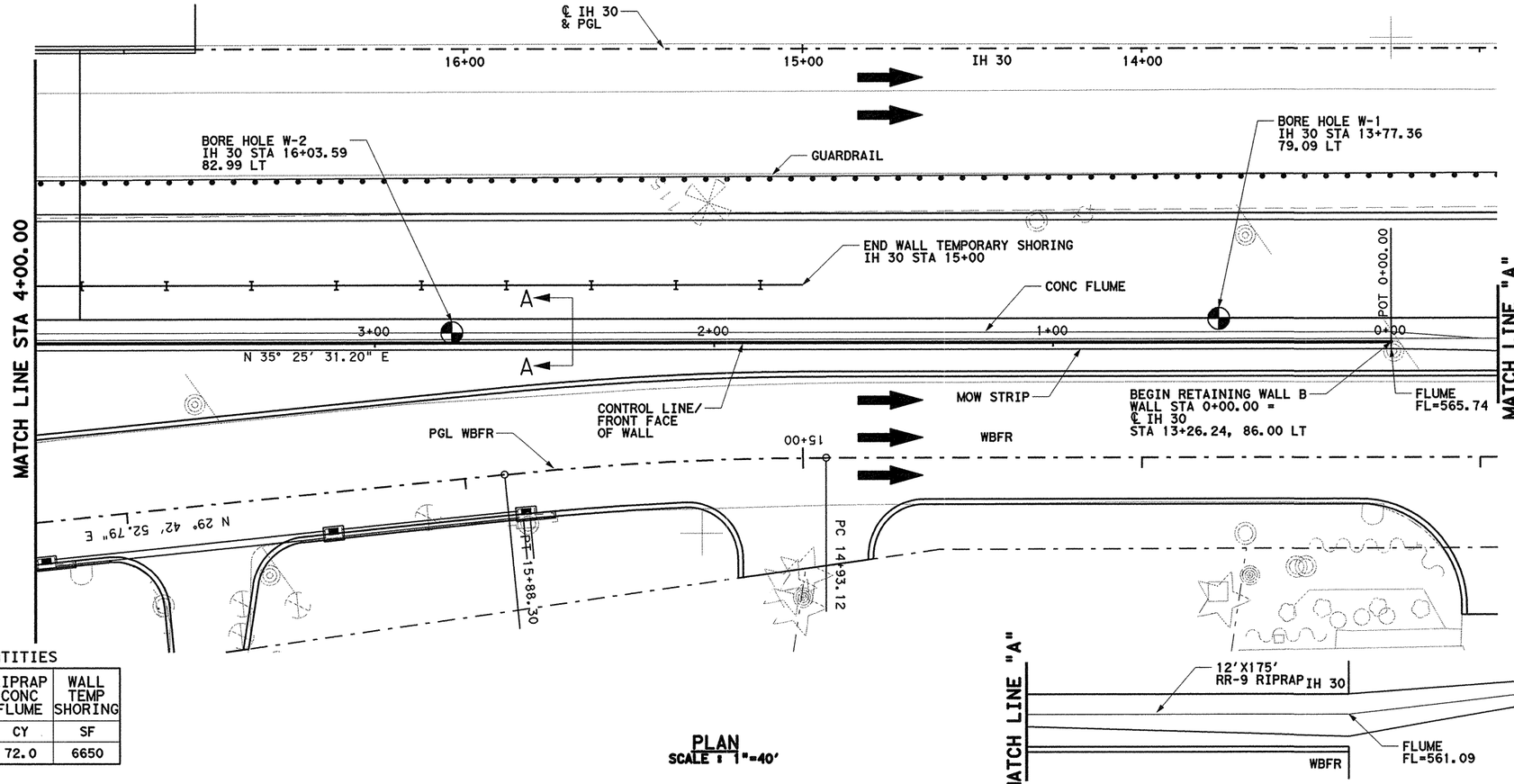
MSE WALL B
STA 0+00 TO 4+00

SHEET 1 OF 2

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	(SEE TITLE SHEET)	SH 205

STATE	DIST.	COUNTY	SHEET NO.
TEXAS	DALLAS	ROCKWALL	342
CONT.	SECT.	JOB	
0451	01	032, ETC	

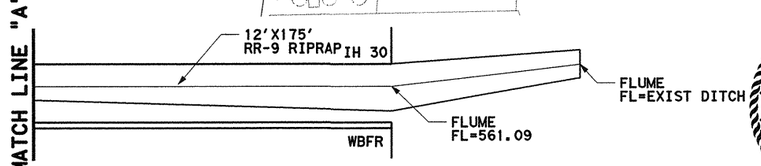
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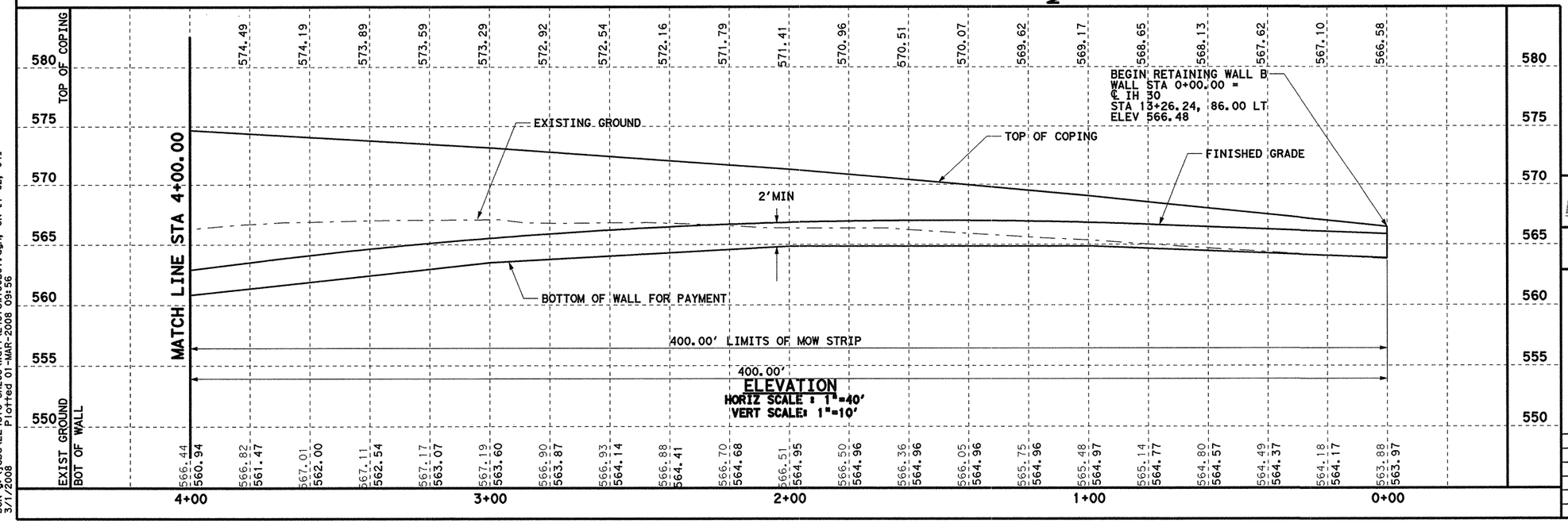


ESTIMATED QUANTITIES

WALL MSE	RIPRAP MOW STRIP	RIPRAP CONC FLUME	WALL TEMP SHORING
SF	CY	CY	SF
1 9167	18.3	72.0	6650

PLAN
SCALE : 1"=40'





ELEVATION
HORIZ SCALE : 1"=40'
VERT SCALE: 1"=10'



0 20 40
SCALE IN FEET
HORIZONTAL

0 5 10
SCALE IN FEET
VERTICAL

GENERAL NOTES

1. SEE TEST BORE HOLE SHEETS FOR SOIL COMPOSITION DATA. (SHT. 357A-B)
2. SEE RW(MSE), RW(TRF), AND EMRW 94 FOR DETAILS AND NOTES NOT SHOWN HERE.
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5. FOR PHASE TEMPORARY SHORING, SEE TRAFFIC CONTROL SHEETS.

SPECIAL NOTE:

SEE SHEET 361 AND 362 FOR FORM LINE INSERT DETAILS.



3/1/08

1 3/1/08 REVISED WALL QTY - KDG

PREVIOUSLY SEALED BY
TODD P. CONSTANT

1 - Change Order #20

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Dallas, TX 75207

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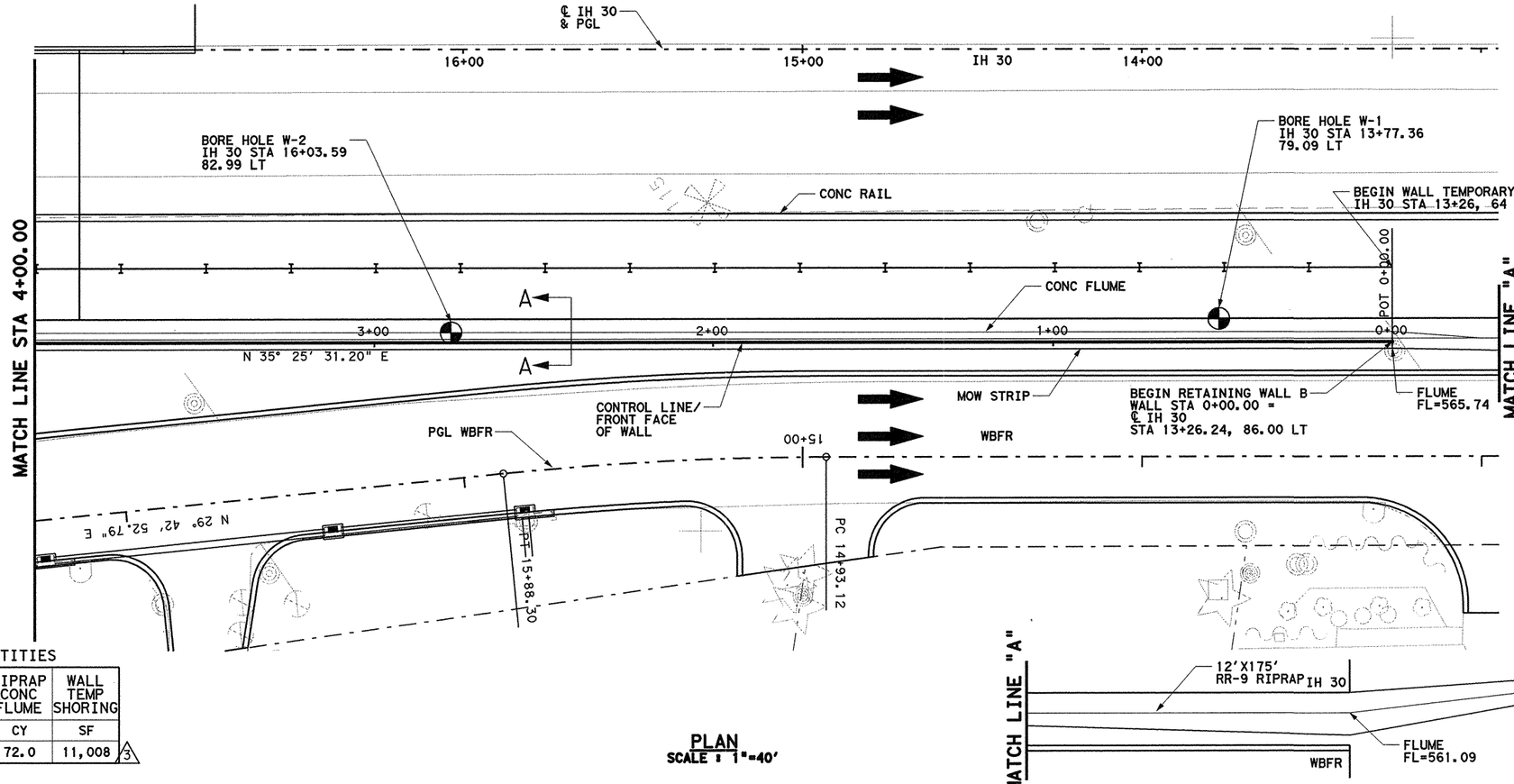
MSE WALL B
STA 0+00 TO 4+00

SHEET 1 OF 2

FED.RD. DIV.NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	(SEE TITLE SHEET)	SH 205

STATE	DIST.	COUNTY	SHEET NO.
TEXAS	DALLAS	ROCKWALL	342A
CONT.	SECT.	JOB	
0451	01	032, ETC	

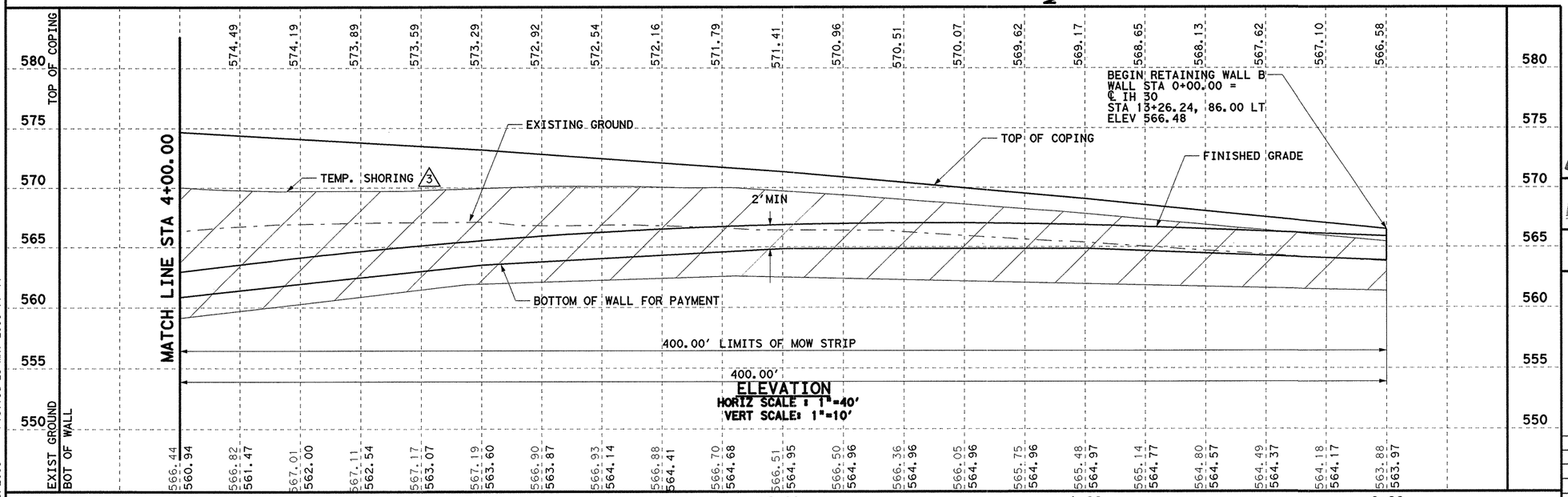
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3/1/2008 Plotted 01-MAR-2008 09:56



ESTIMATED QUANTITIES

WALL MSE	RIPRAP MOW STRIP	RIPRAP CONC FLUME	WALL TEMP SHORING
SF	CY	CY	SF
1 9167	18.3	72.0	11,008 3

PLAN
SCALE : 1"=40'



ELEVATION
HORIZ SCALE : 1"=40'
VERT SCALE: 1"=10'

0 20 40
SCALE IN FEET
HORIZONTAL

0 5 10
SCALE IN FEET
VERTICAL

GENERAL NOTES

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SPECIAL NOTE:

SEE SHEET 361 AND 362 FOR FORM LINE INSERT DETAILS.

STATE OF TEXAS
K. DAVID GAN
92574
LICENSED
PROFESSIONAL ENGINEER
5/29/08

3 5/16/08 REV. TEMP SHORING-KDG
1 3/1/08 REVISED WALL QTY - KDG

PREVIOUSLY SEALED BY
TODD P. CONSTANT

3 - Change Order #17

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Dallas, TX 75207

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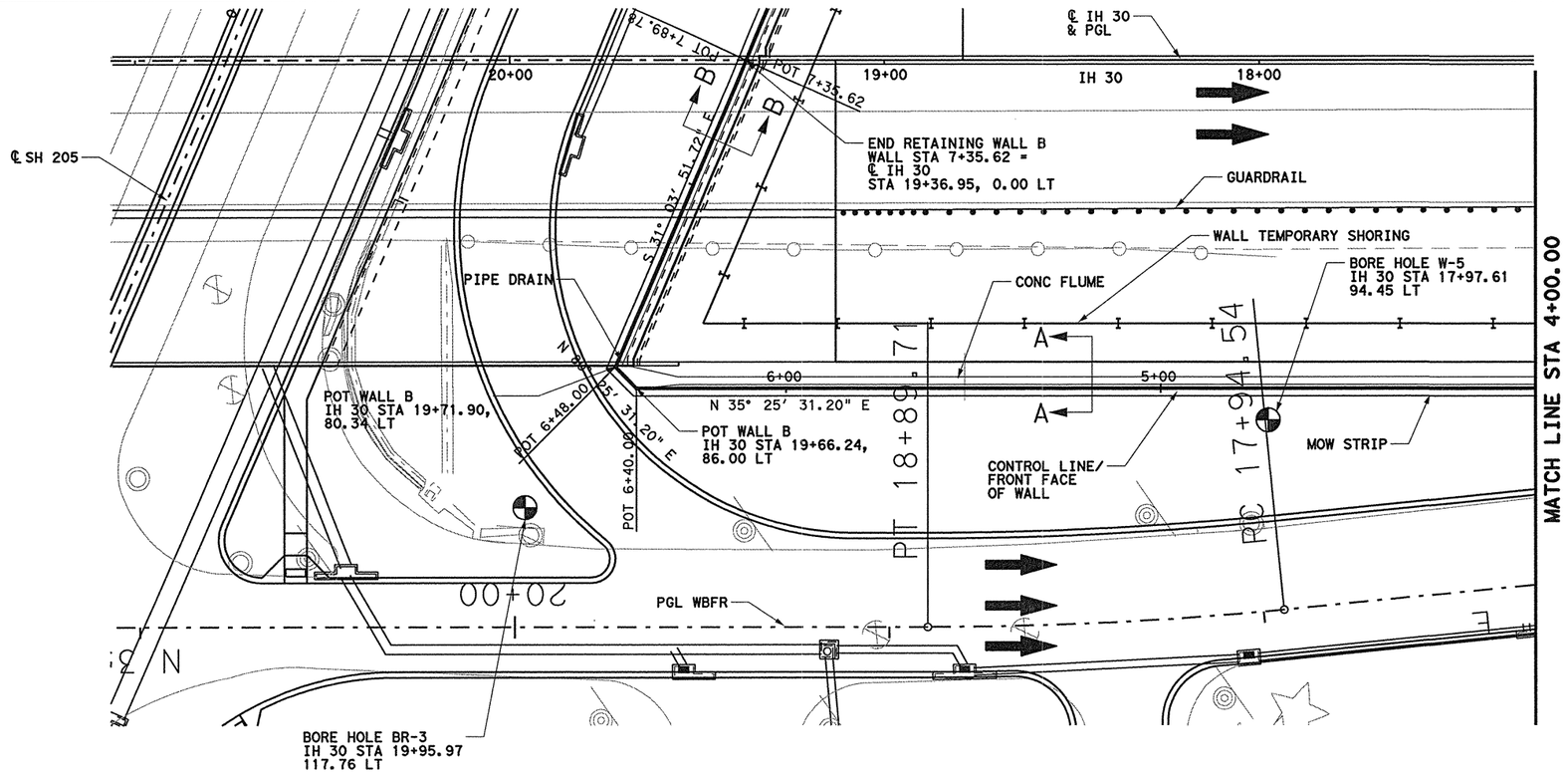
MSE WALL B
STA 0+00 TO 4+00

SHEET 1 OF 2

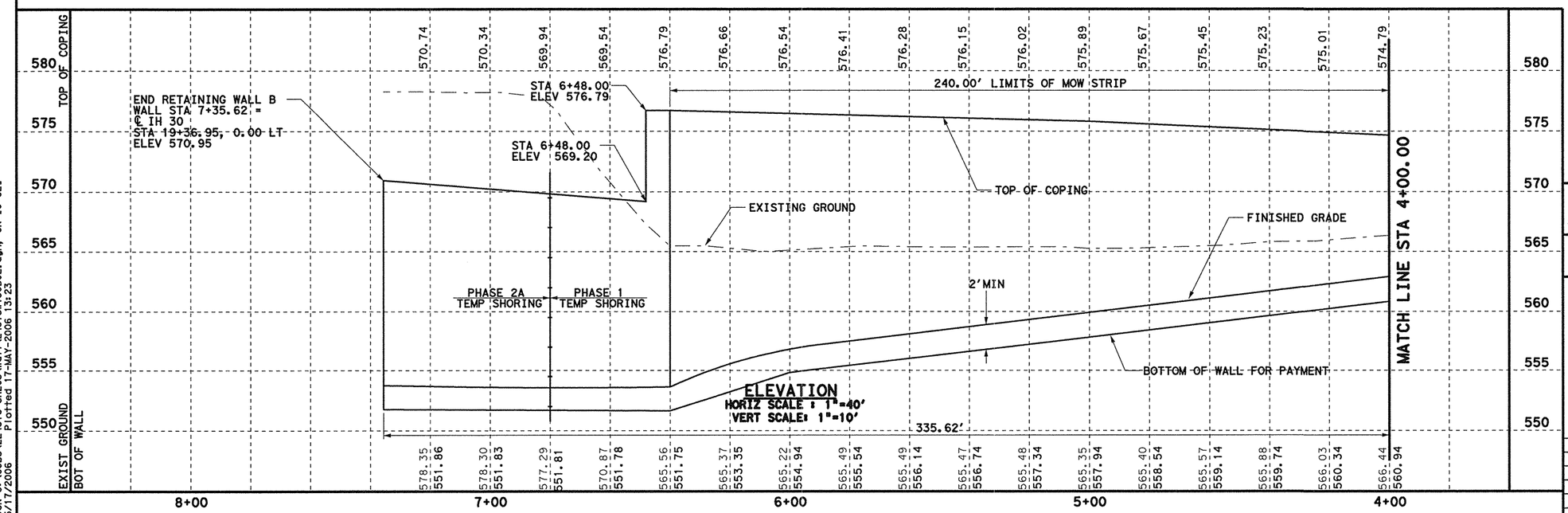
FED.RD. DIV.NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	(SEE TITLE SHEET)	SH 205

STATE	DIST.	COUNTY	SHEET NO.
TEXAS	DALLAS	ROCKWALL	
CONT.	SECT.	JOB	342B
0451	01	032, ETC	

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5/29/2008 Plotted 29-MAY-2008 11:44



PLAN
SCALE : 1"=40'



ELEVATION
HORIZ SCALE : 1"=40'
VERT SCALE: 1"=10'



0 20 40
SCALE IN FEET
HORIZONTAL

0 5 10
SCALE IN FEET
VERTICAL

GENERAL NOTES

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SPECIAL NOTE:

SEE SHEET 361 AND 362 FOR FORM LINE INSERT DETAILS.

5/17/06

STATE OF TEXAS
TODD P. CONSTANT
88243
LICENSED
PROFESSIONAL ENGINEER

Todd P. Constant, PE

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Dallas, TX 75207

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RETAINING WALL LAYOUT

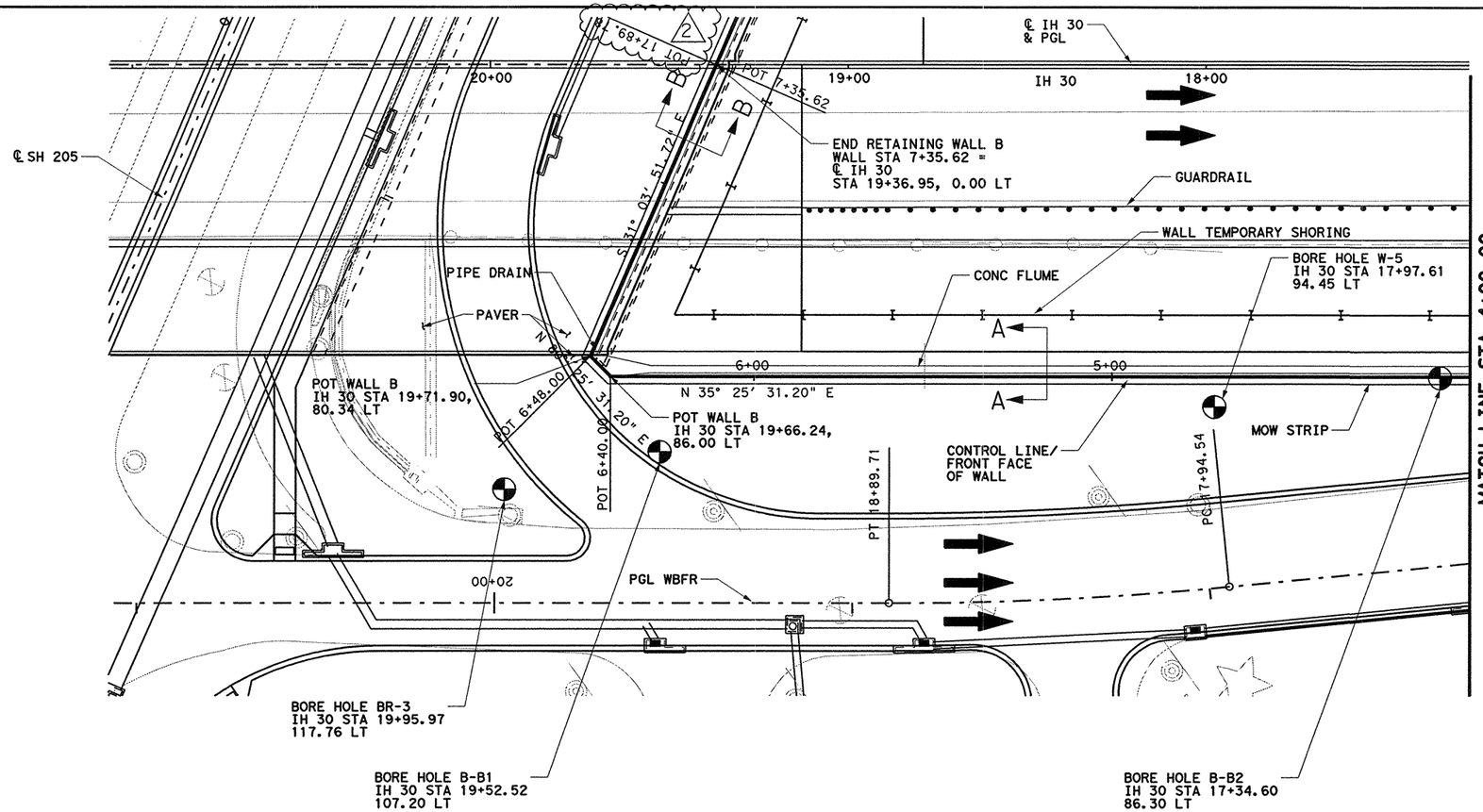
MSE WALL B
STA 4+00 TO 7+35.62

SHEET 2 OF 2

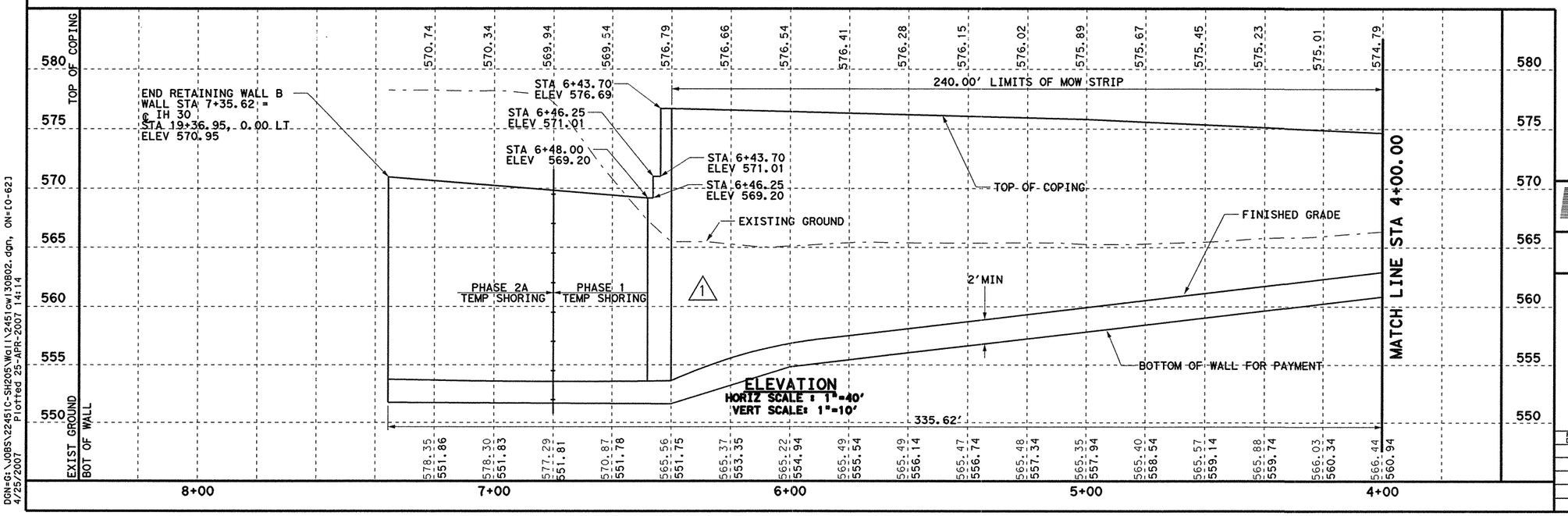
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6	(SEE TITLE SHEET)	SH 205

STATE	DIST.	COUNTY	SHEET NO.
TEXAS	DALLAS	ROCKWALL	343
CONT.	SECT.	JOB	
0451	01	032, ETC	

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5/17/2006 Plotted 17-MAY-2006 13:23



PLAN
SCALE : 1"=40'



ELEVATION
HORIZ SCALE : 1"=40'
VERT SCALE: 1"=10'



GENERAL NOTES

1. SEE TEST BORE HOLE SHEETS FOR SOIL COMPOSITION DATA. (SHT. 357A-B)
2. SEE RW(MSE), RW(TRF), AND EMRW 94 FOR DETAILS AND NOTES NOT SHOWN HERE.
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6. PIPE DRAIN IS SUBSIDIARY TO MSE WALL.

SPECIAL NOTE:

SEE SHEET 361 AND 362 FOR FORM LINE INSERT DETAILS.

Change Order #20

2 4/13/07 REVISED WALL A

1 3/30/07 REVISED WALL

PREVIOUSLY SEALED BY
TODD P. CONSTANT

STATE OF TEXAS
JAMES REISER
67287
REGISTERED PROFESSIONAL ENGINEER
4-25-07

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Suite 1333
Dallas, TX 75207

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RETAINING WALL LAYOUT

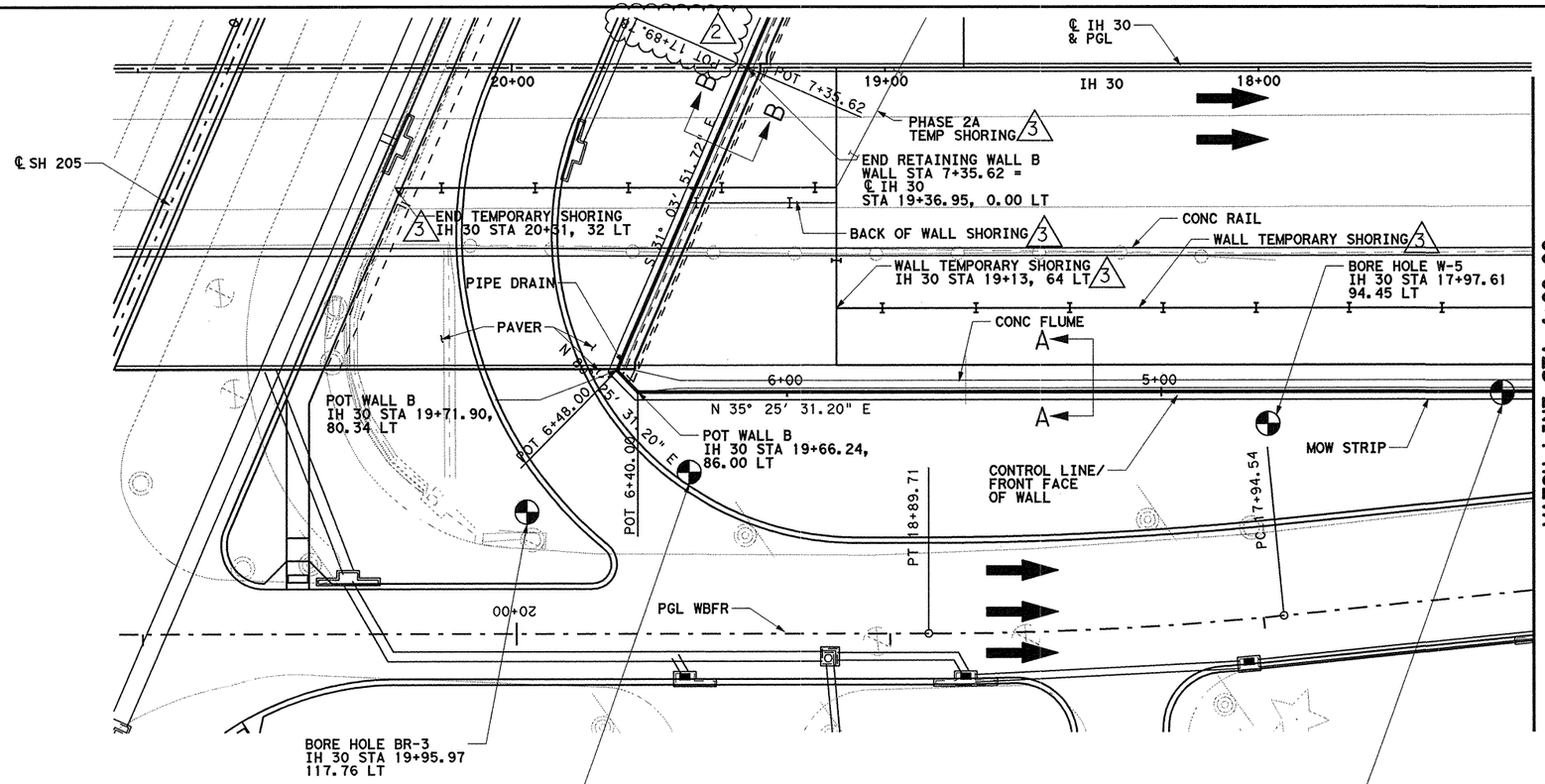
MSE WALL B
STA 4+00 TO 7+35.62

SHEET 2 OF 2

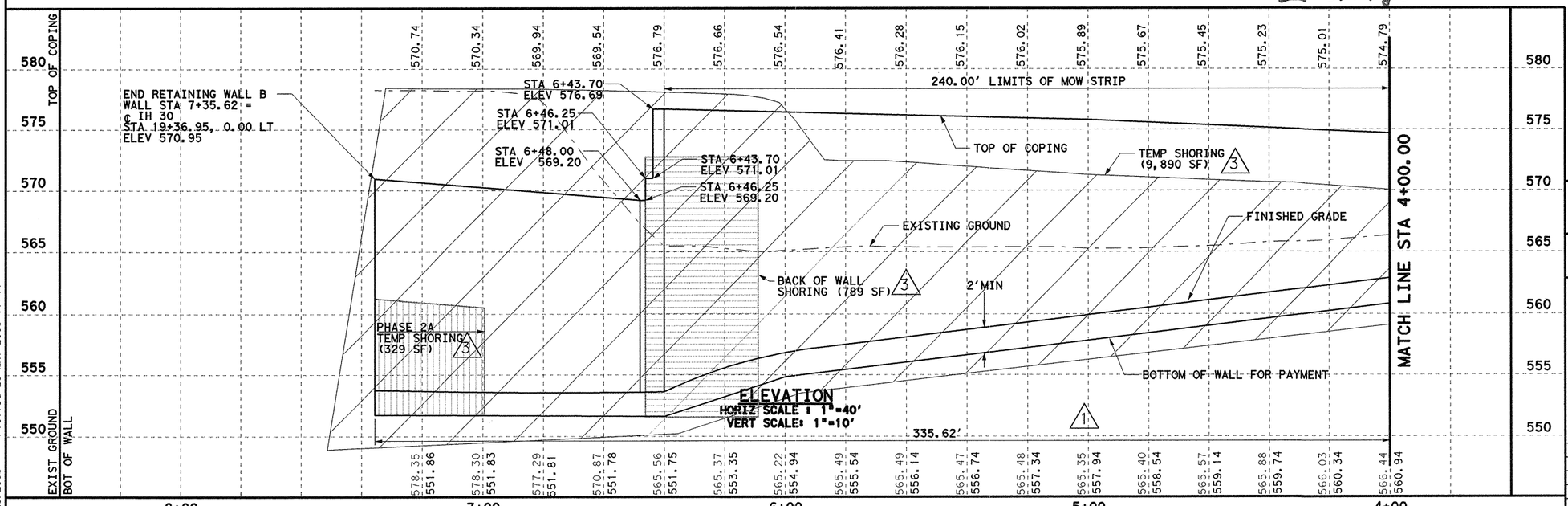
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6	(SEE TITLE SHEET)	SH 205

STATE	DIST.	COUNTY	SHEET NO.
TEXAS	DALLAS	ROCKWALL	343A
CONT.	SECT.	JOB	
0451	01	032, ETC	

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4/25/2007 Plotted 25-APR-2007 14:14



PLAN
SCALE : 1"=40'



ELEVATION
HORIZ SCALE : 1"=40'
VERT SCALE: 1"=10'

3- Change Order #17

0 20 40
SCALE IN FEET
HORIZONTAL

0 5 10
SCALE IN FEET
VERTICAL

GENERAL NOTES

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SPECIAL NOTE:

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STATE OF TEXAS
K DAVID GAN
92574
LICENSED
PROFESSIONAL ENGINEER
5/24/08

3 5/16/08 REV TEMP SHORING- KDG
2 4/13/07 REVISED WALL A - JR
1 3/30/07 REVISED WALL - JR

PREVIOUSLY SEALED BY
TODD P. CONSTANT

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Dallas, TX 75207

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RETAINING WALL LAYOUT

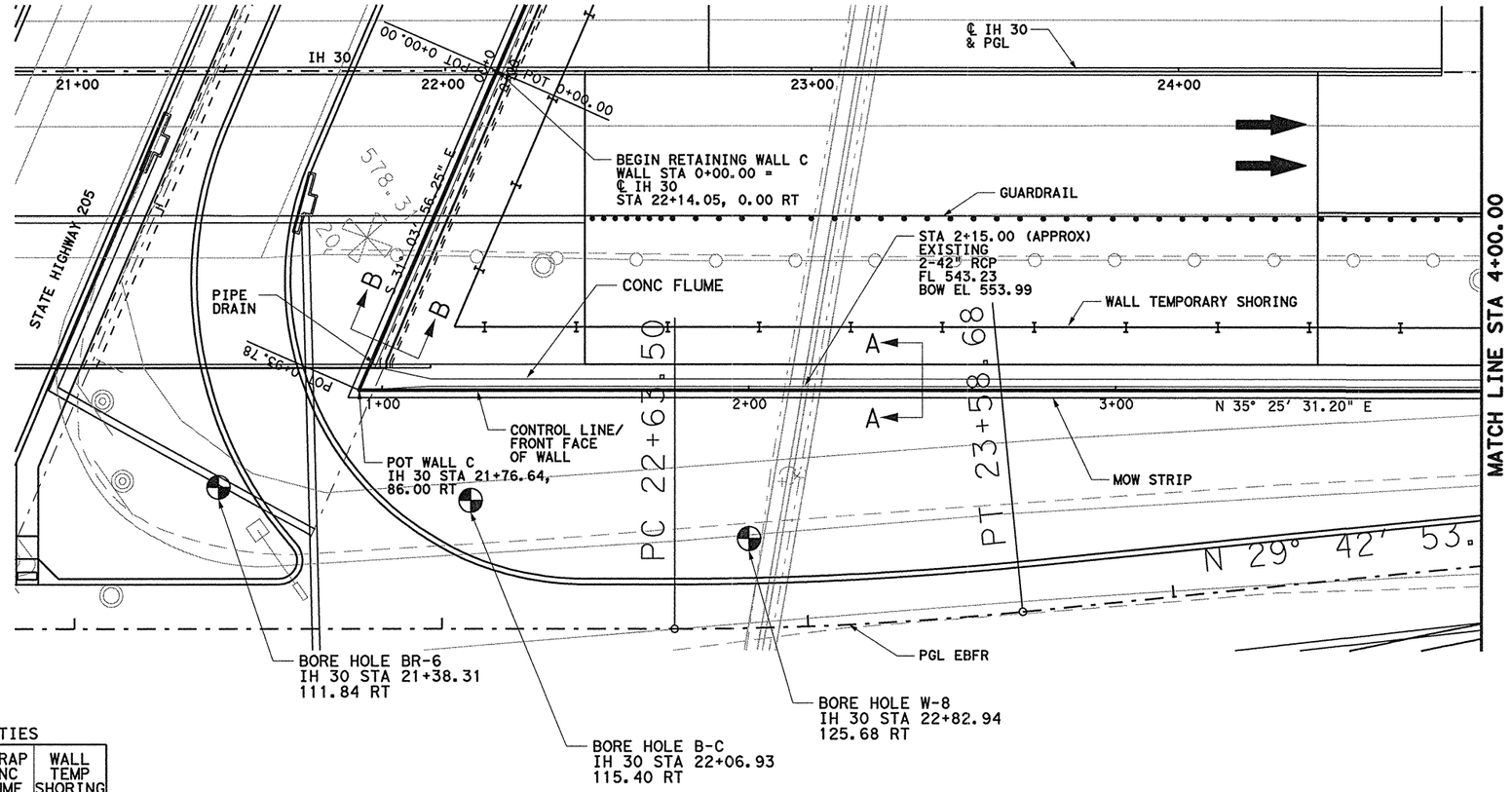
MSE WALL B
STA 4+00 TO 7+35.62

SHEET 2 OF 2

FED. RD. DIV.NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	(SEE TITLE SHEET)	SH 205

STATE	DIST.	COUNTY	SHEET NO.
TEXAS	DALLAS	ROCKWALL	343B
CONT.	SECT.	JOB	
0451	01	032, ETC	

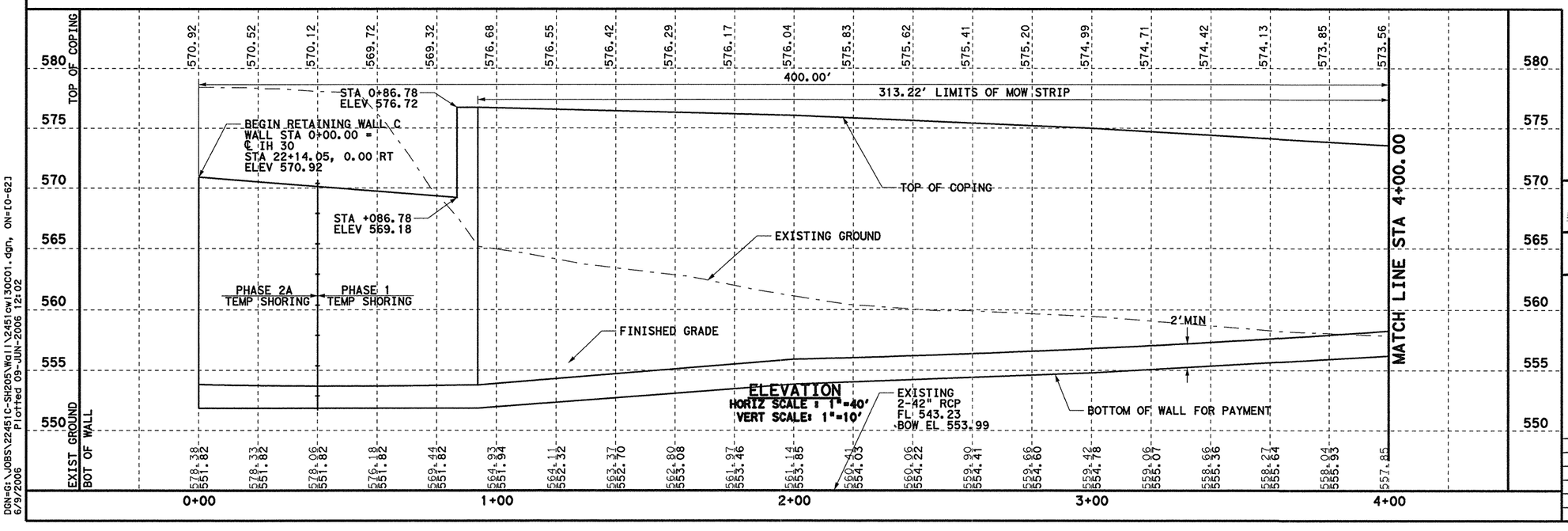
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5/29/2008 Plotted 29-MAY-2008 11:44



ESTIMATED QUANTITIES

WALL MSE	RIPRAP MOW STRIP	RIPRAP CONC FLUME	WALL TEMP SHORING
SF	CY	CY	SF
11016	15.2	79.6	6650

PLAN
SCALE : 1"=40'



ELEVATION
HORIZ SCALE : 1"=40'
VERT SCALE: 1"=10'



0 20 40
SCALE IN FEET
HORIZONTAL

0 5 10
SCALE IN FEET
VERTICAL

GENERAL NOTES

1. SEE TEST BORE HOLE SHEETS FOR SOIL COMPOSITION DATA. (SHT. 357A-B)
2. SEE RW(MSE), RW(TRF), AND EMRW 94 FOR DETAILS AND NOTES NOT SHOWN HERE.
3. SEE ROADWAY PROFILE SHEET FOR CONTROL LINE VERTICAL CURVE DATA.
4. SEE WALL DETAIL SHEET FOR WALL TYPICAL SECTIONS. (SHT. 358)
5. FOR PHASE TEMPORARY SHORING, SEE TRAFFIC CONTROL SHEETS.

SPECIAL NOTE:

SEE SHEET 361 AND 362 FOR FORM LINE INSERT DETAILS.

6/23/06 ADDENDUM

STATE OF TEXAS
TODD P. CONSTANT
88243
LICENSED
PROFESSIONAL ENGINEER
6/9/06

Parsons Brinckerhoff Quade & Douglas, Inc.
2777 Stemmons Freeway
Suite 1333
Dallas, TX 75207

Texas Department of Transportation
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SH 205

RETAINING WALL LAYOUT

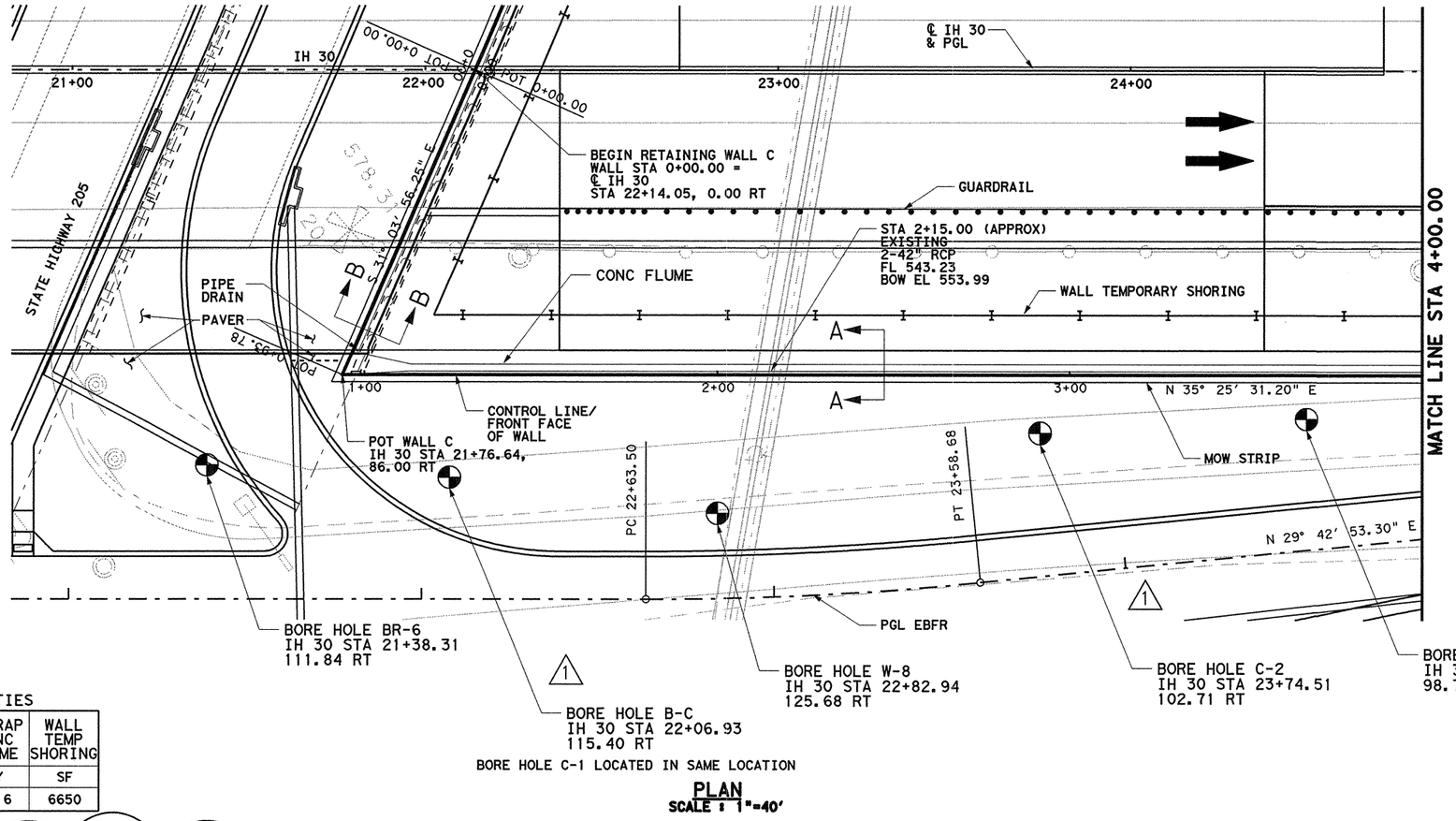
MSE WALL C
STA 0+00 TO 4+00

SHEET 1 OF 2

FED. RD. DIV.NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	(SEE TITLE SHEET)	SH 205

STATE	DIST.	COUNTY	SHEET NO.
TEXAS	DALLAS	ROCKWALL	344
CONT.	SECT.	JOB	
0451	01	032, ETC	

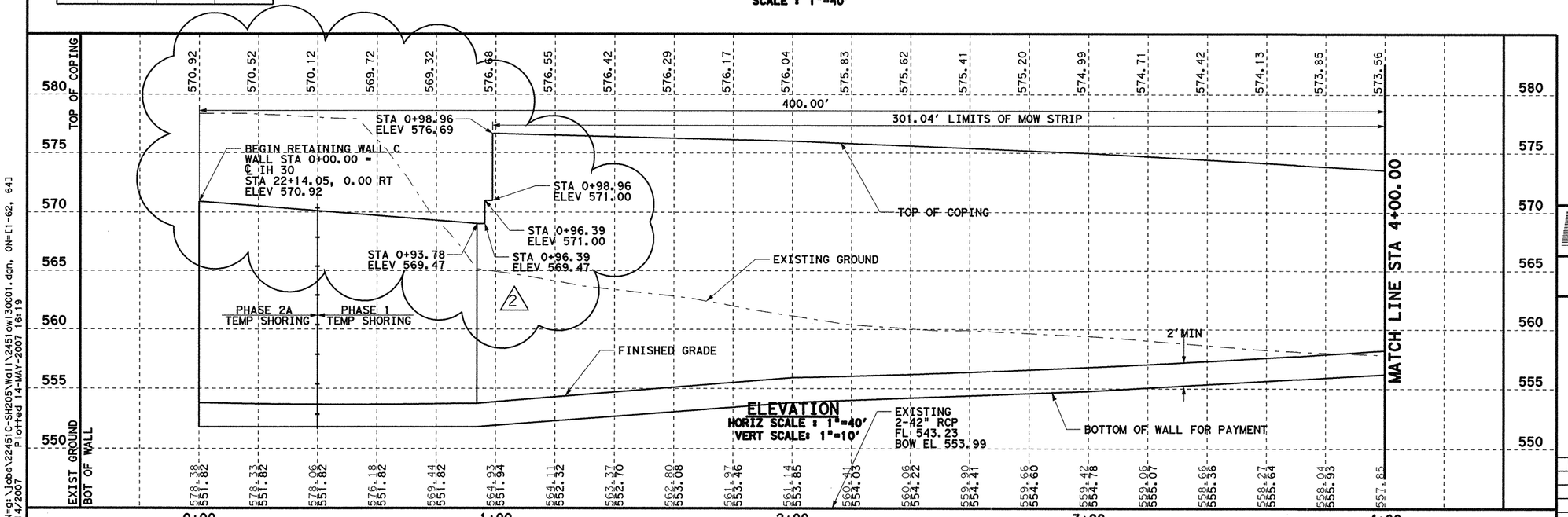
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6/9/2006 Plotted 09-JUN-2006 12:02



PLAN
SCALE : 1"=40'

ESTIMATED QUANTITIES

WALL MSE	RIPRAP MOW STRIP	RIPRAP CONC FLUME	WALL TEMP SHORING
SF	CY	CY	SF
11016	15.2	79.6	6650



ELEVATION
HORIZ SCALE : 1"=40'
VERT SCALE: 1"=10'

SCALE IN FEET HORIZONTAL: 0 20 40

SCALE IN FEET VERTICAL: 0 5 10

GENERAL NOTES

1. SEE TEST BORE HOLE SHEETS FOR SOIL COMPOSITION DATA. (SHT. 357A-B)
2. SEE RW(MSE), RW(TRF), AND EMRW 94 FOR DETAILS AND NOTES NOT SHOWN HERE.
3. SEE ROADWAY PROFILE SHEET FOR CONTROL LINE VERTICAL CURVE DATA.
4. SEE WALL DETAIL SHEET FOR WALL TYPICAL SECTIONS. (SHT. 358)
5. FOR PHASE TEMPORARY SHORING, SEE TRAFFIC CONTROL SHEETS.

SPECIAL NOTE:

SEE SHEET 361 AND 362 FOR FORM LINE INSERT DETAILS.

2 - Change Order #20

2 5/14/07 REVISED WALL

PREVIOUSLY SEALED BY
TODD P. CONSTANT

STATE OF TEXAS
JAMES REISER
67287
REGISTERED
PROFESSIONAL ENGINEER
5-14-'07

Parsons Brinckerhoff Quade & Douglas, Inc.
2777 Stemmons Freeway
Suite 1333
Dallas, TX 75207

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RETAINING WALL LAYOUT

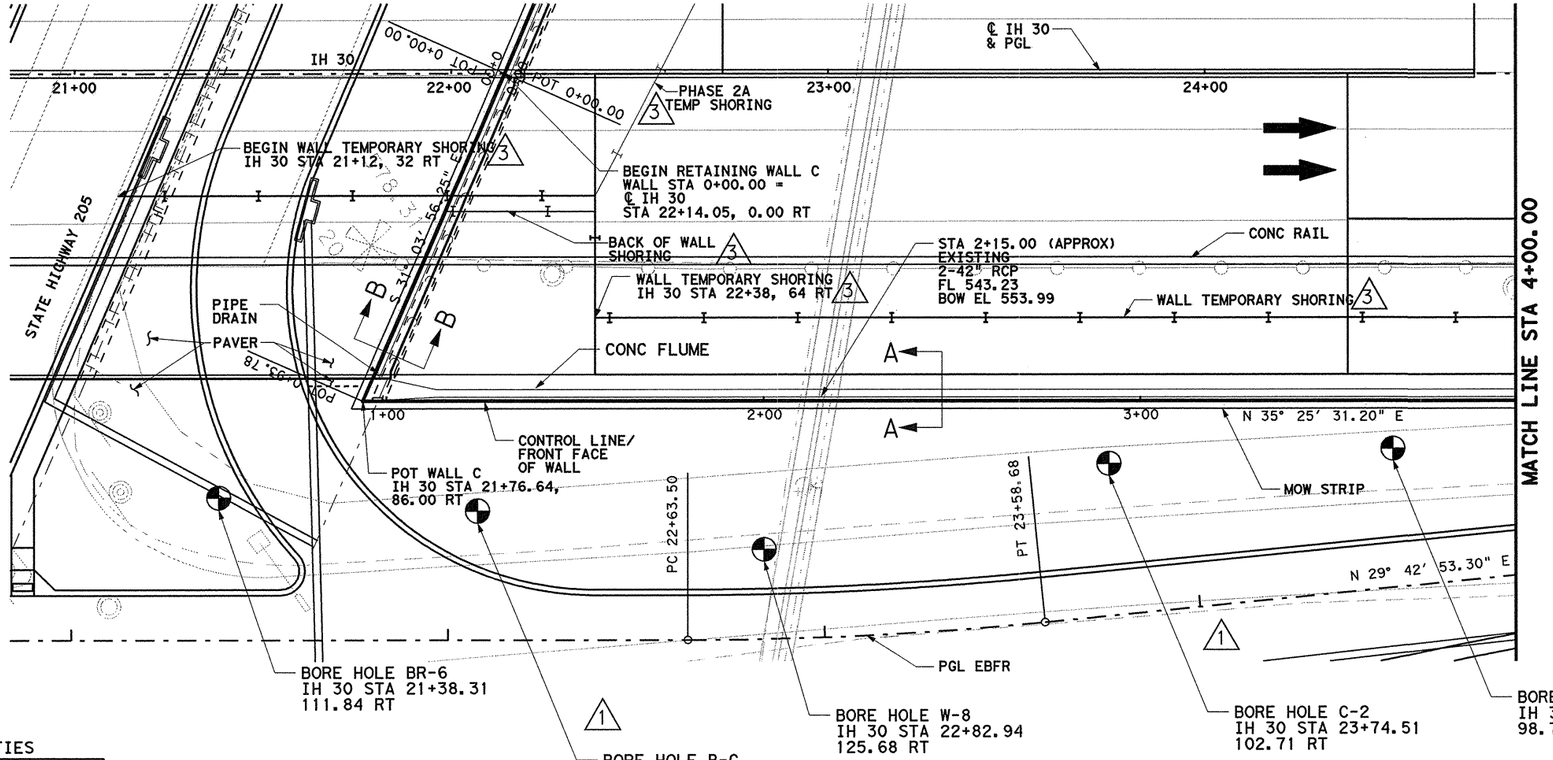
MSE WALL C
STA 0+00 TO 4+00

SHEET 1 OF 2

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	(SEE TITLE SHEET)	SH 205

STATE	DIST.	COUNTY	SHEET NO.
TEXAS	DALLAS	ROCKWALL	344A
CONT.	SECT.	JOB	
0451	01	032, ETC	

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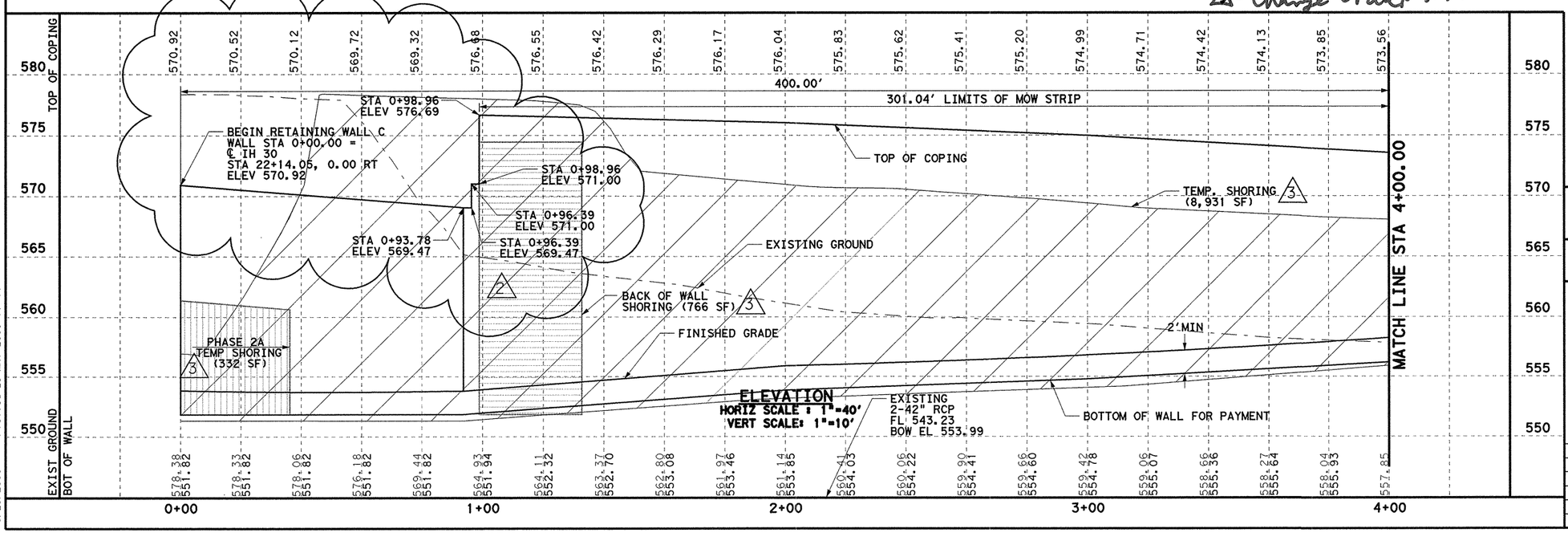
BORE HOLE C-1 LOCATED IN SAME LOCATION

PLAN
SCALE : 1"=40'

ESTIMATED QUANTITIES

WALL MSE	RIPRAP MOW STRIP	RIPRAP CONC FLUME	WALL TEMP SHORING
SF	CY	CY	SF
11016	15.2	79.6	10,029

3



ELEVATION
HORIZ SCALE : 1"=40'
VERT SCALE: 1"=10'

3- Change Order #17

0 20 40
SCALE IN FEET
HORIZONTAL

0 5 10
SCALE IN FEET
VERTICAL

GENERAL NOTES

1. SEE TEST BORE HOLE SHEETS FOR SOIL COMPOSITION DATA. (SHT. 357A-B)
2. SEE RW(MSE), RW(TRF), AND EMRW 94 FOR DETAILS AND NOTES NOT SHOWN HERE.
3. SEE ROADWAY PROFILE SHEET FOR CONTROL LINE VERTICAL CURVE DATA.
4. SEE WALL DETAIL SHEET FOR WALL TYPICAL SECTIONS. (SHT. 358)
5. FOR PHASE TEMPORARY SHORING, SEE TRAFFIC CONTROL SHEETS.

SPECIAL NOTE:

SEE SHEET 361 AND 362 FOR FORM LINE INSERT DETAILS.

STATE OF TEXAS
K. DAVID GAN
92574
LICENSED
PROFESSIONAL ENGINEER
K David Gan 5/29/08

3 5/16/08 REV TEMP SHORING- KDG
2 5/14/07 REVISED WALL -JR

PREVIOUSLY SEALED BY
TODD P. CONSTANT

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2777 Stemmons Freeway
Suite 1333
Dallas, TX 75207

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RETAINING WALL LAYOUT

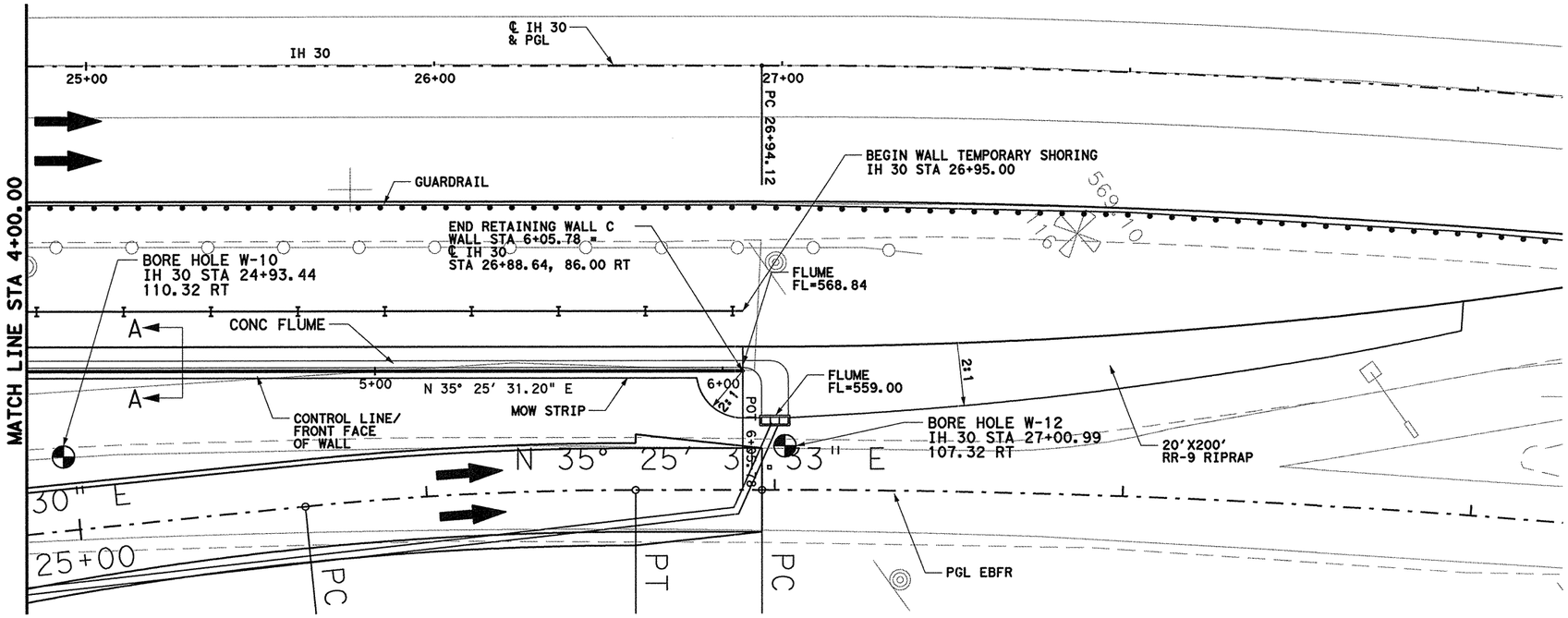
MSE WALL C
STA 0+00 TO 4+00

SHEET 1 OF 2

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	(SEE TITLE SHEET)	SH 205

STATE	DIST.	COUNTY	SHEET NO.
TEXAS	DALLAS	ROCKWALL	344B
CONT.	SECT.	JOB	
0451	01	032, ETC	

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5/29/2008 Plotted 29-MAY-2008 11:44





0 20 40
SCALE IN FEET
HORIZONTAL

0 5 10
SCALE IN FEET
VERTICAL

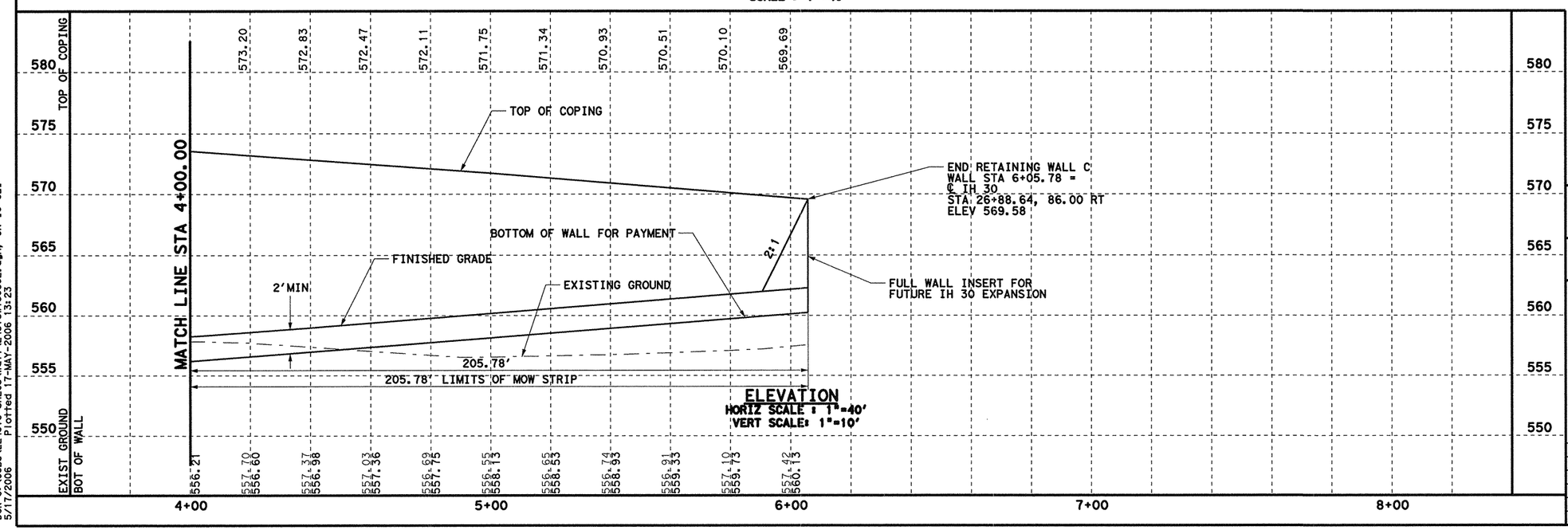
GENERAL NOTES

1. SEE TEST BORE HOLE SHEETS FOR SOIL COMPOSITION DATA. (SHT. 357A-B)
2. SEE RW(MSE), RW(TRF), AND EMRW 94 FOR DETAILS AND NOTES NOT SHOWN HERE.
3. SEE ROADWAY PROFILE SHEET FOR CONTROL LINE VERTICAL CURVE DATA.
4. SEE WALL DETAIL SHEET FOR WALL TYPICAL SECTIONS. (SHT. 358)
5. FOR PHASE TEMPORARY SHORING, SEE TRAFFIC CONTROL SHEETS.

SPECIAL NOTE:

SEE SHEET 361 AND 362 FOR FORM LINE INSERT DETAILS.

PLAN
SCALE : 1"=40'



ELEVATION
HORIZ SCALE : 1"=40'
VERT SCALE: 1"=10'

5/17/06

STATE OF TEXAS
TODD P. CONSTANT
88243
LICENSED
PROFESSIONAL ENGINEER

Todd P. Constant, PE

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Suite 1333
Dallas, TX 75207

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RETAINING WALL LAYOUT

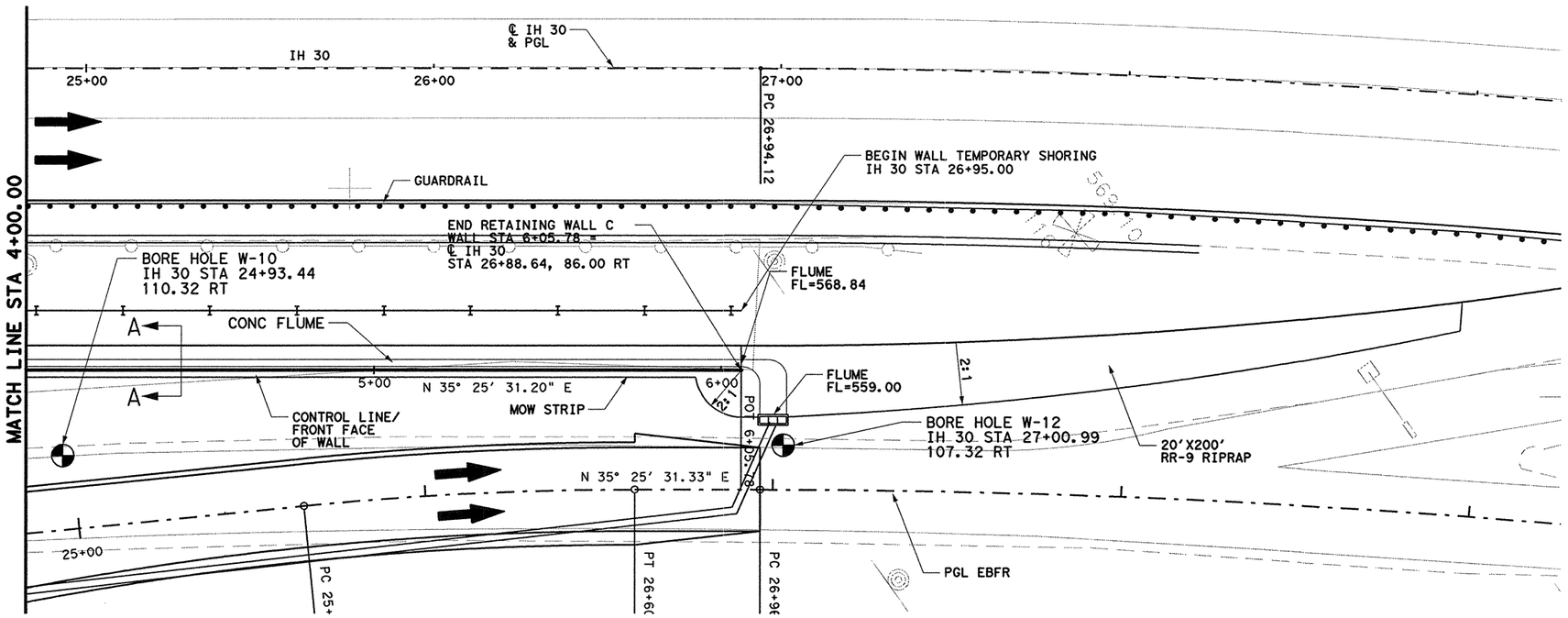
MSE WALL C
STA 4+00 TO 6+05.78

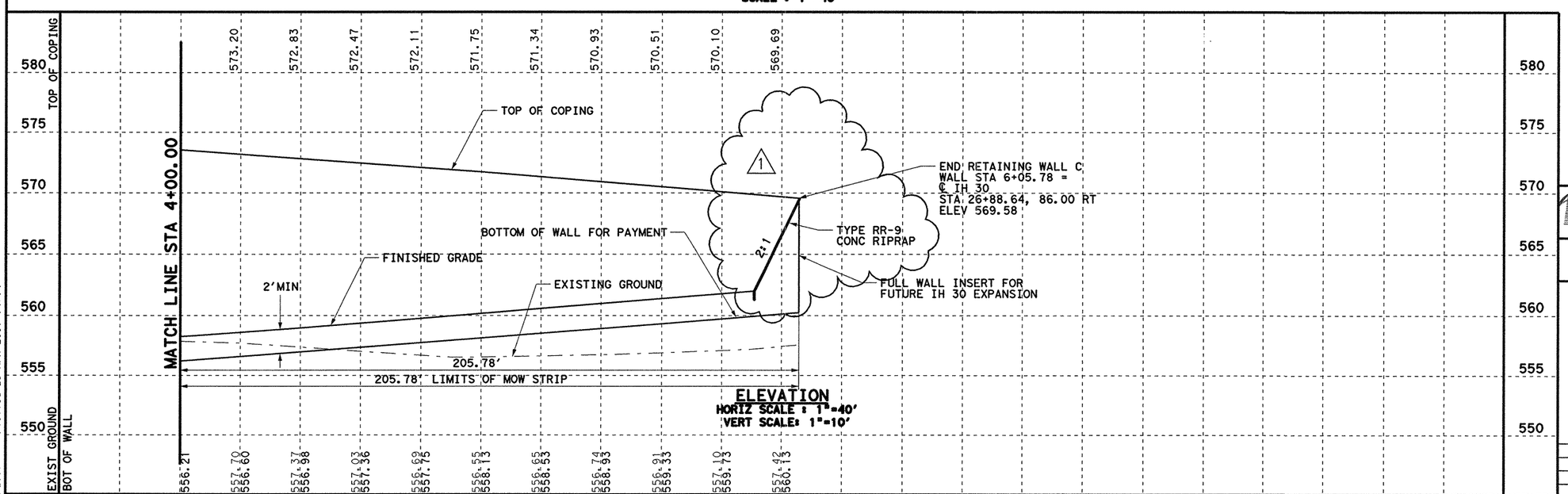
SHEET 2 OF 2

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	(SEE TITLE SHEET)	SH 205

STATE	DIST.	COUNTY	SHEET NO.
TEXAS	DALLAS	ROCKWALL	345
CONT.	SECT.	JOB	
0451	01	032, ETC	

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5/17/2006 Plotted 17-MAY-2006 13:23







0 20 40
SCALE IN FEET
HORIZONTAL

0 5 10
SCALE IN FEET
VERTICAL

GENERAL NOTES

1. SEE TEST BORE HOLE SHEETS FOR SOIL COMPOSITION DATA. (SHT. 357A-B)
2. SEE RW(MSE), RW(TRF), AND EMRW 94 FOR DETAILS AND NOTES NOT SHOWN HERE.
3. SEE ROADWAY PROFILE SHEET FOR CONTROL LINE VERTICAL CURVE DATA.
4. SEE WALL DETAIL SHEET FOR WALL TYPICAL SECTIONS. (SHT. 358)
5. FOR PHASE TEMPORARY SHORING, SEE TRAFFIC CONTROL SHEETS.

SPECIAL NOTE:

SEE SHEET 361 AND 362 FOR FORM LINE INSERT DETAILS.

1 - Change Order #27

1 3/30/07 REVISED WALL

PREVIOUSLY SEALED BY
TODD P. CONSTANT

STATE OF TEXAS
JAMES REISER
67287
REGISTERED
PROFESSIONAL ENGINEER

4-25-07

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Dallas, TX 75207

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RETAINING WALL LAYOUT

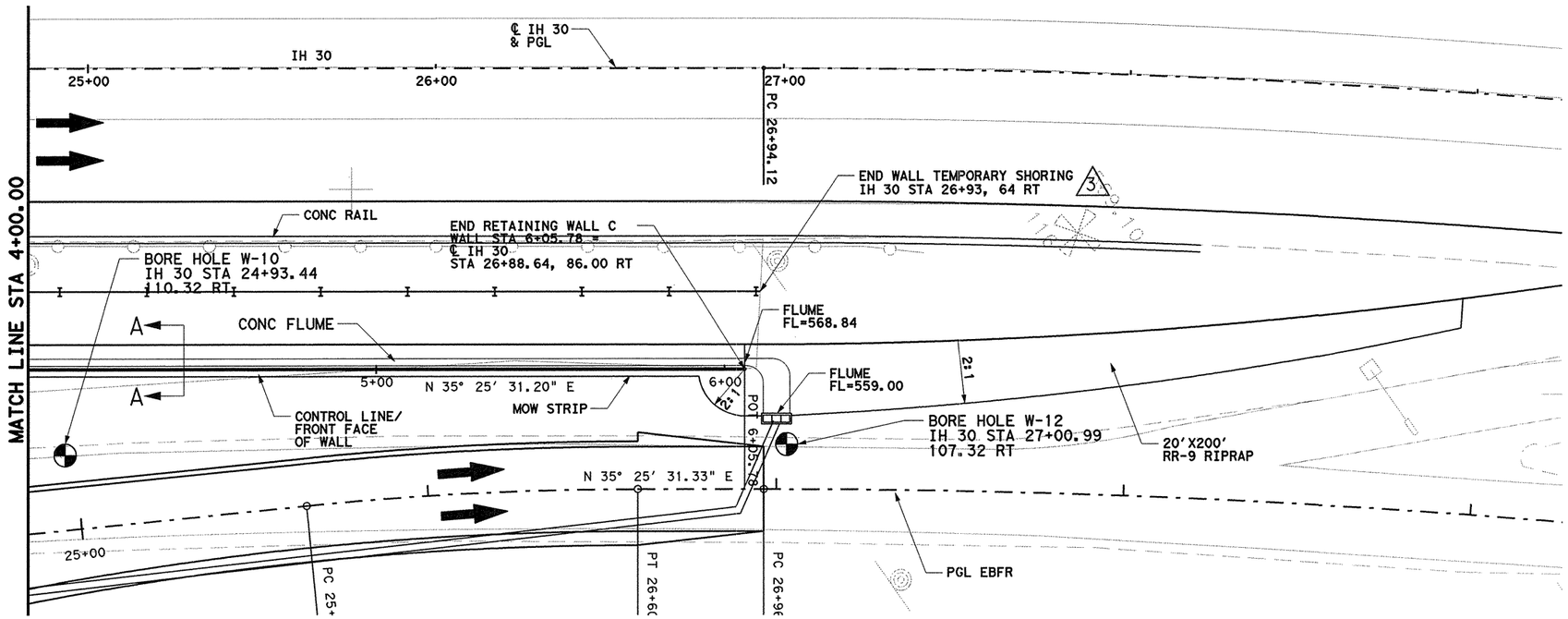
MSE WALL C
STA 4+00 TO 6+05.78

SHEET 2 OF 2

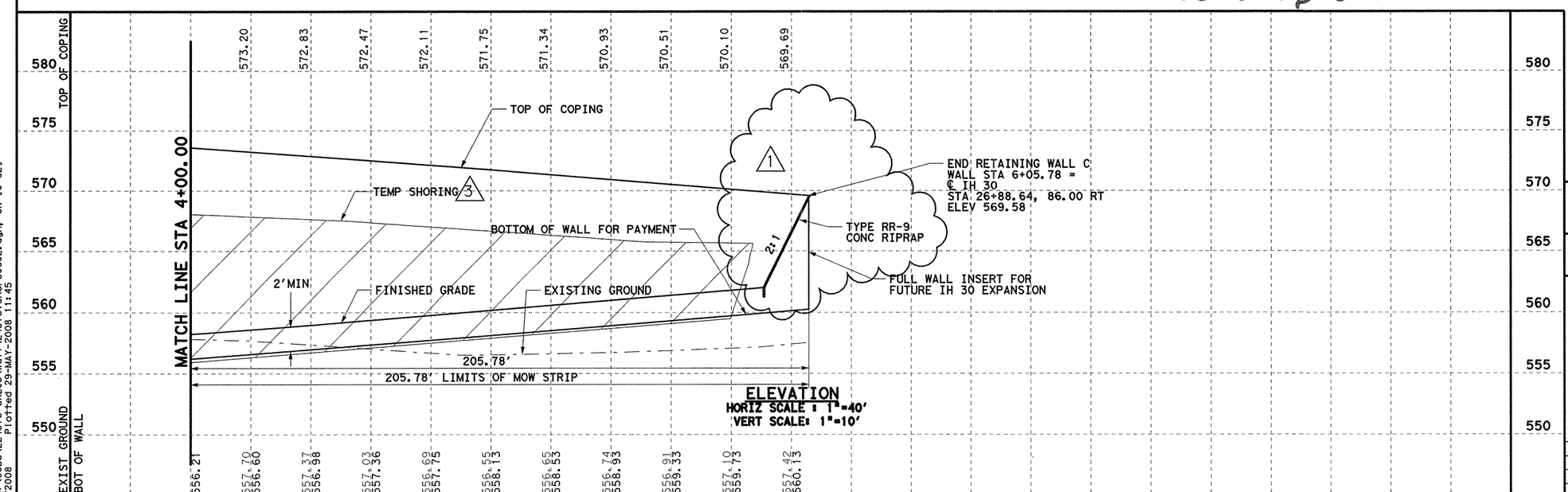
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6	(SEE TITLE SHEET)	SH 205

STATE	DIST.	COUNTY	SHEET NO.
TEXAS	DALLAS	ROCKWALL	345A
CONT.	SECT.	JOB	
0451	01	032, ETC	

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4/25/2007 Plotted 25-APR-2007 14:14



PLAN
SCALE : 1"=40'



ELEVATION
HORIZ SCALE : 1"=40'
VERT SCALE: 1"=10'

Change Order #17



0 20 40
SCALE IN FEET
HORIZONTAL

0 5 10
SCALE IN FEET
VERTICAL

GENERAL NOTES

1. SEE TEST BORE HOLE SHEETS FOR SOIL COMPOSITION DATA. (SHT. 357A-B)

2. SEE RW(MSE), RW(TRF), AND EMRW 94 FOR DETAILS AND NOTES NOT SHOWN HERE.

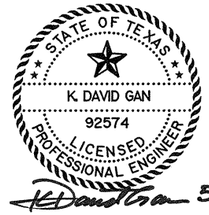
3. SEE ROADWAY PROFILE SHEET FOR CONTROL LINE VERTICAL CURVE DATA.

4. SEE WALL DETAIL SHEET FOR WALL TYPICAL SECTIONS. (SHT. 358)

5. FOR PHASE TEMPORARY SHORING, SEE TRAFFIC CONTROL SHEETS.

SPECIAL NOTE:

SEE SHEET 361 AND 362 FOR FORM LINE INSERT DETAILS.



5/29/08

3 5/16/08 REV TEMP SHORING-KDG

1 3/30/07 REVISED WALL - JR

PREVIOUSLY SEALED BY
TODD P. CONSTANT

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Suite 1333
Dallas, TX 75207

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SH 205

RETAINING WALL LAYOUT

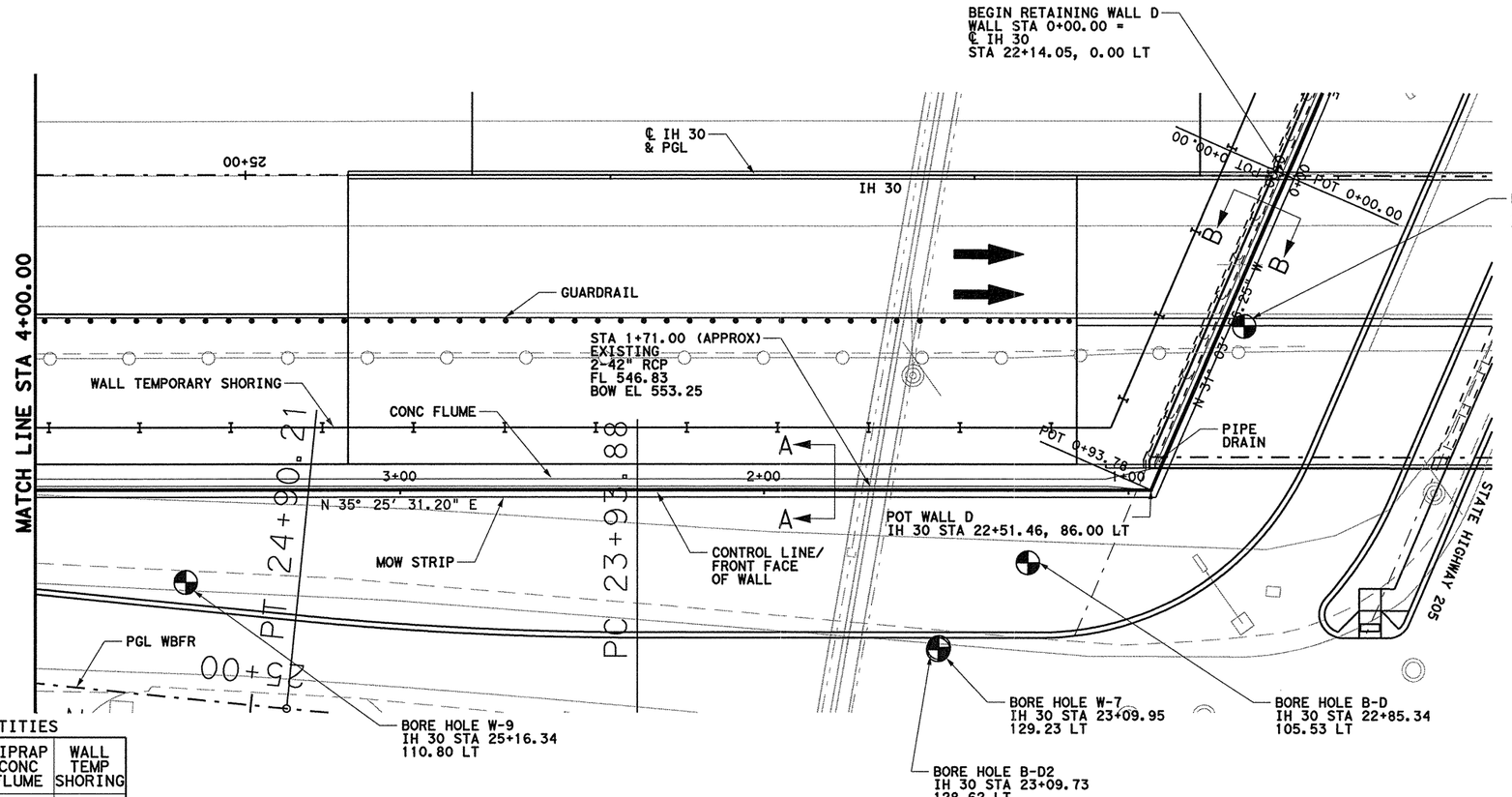
MSE WALL C
STA 4+00 TO 6+05.78

SHEET 2 OF 2

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	(SEE TITLE SHEET)	SH 205

STATE	DIST.	COUNTY	SHEET NO.
TEXAS	DALLAS	ROCKWALL	345B
CONT.	SECT.	JOB	
0451	01	032, ETC	

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5/29/2008 Plotted 29-MAY-2008 11:45



0 20 40
SCALE IN FEET
HORIZONTAL

0 5 10
SCALE IN FEET
VERTICAL

GENERAL NOTES

1. SEE TEST BORE HOLE SHEETS FOR SOIL COMPOSITION DATA. (SHT. 357A-B)
2. SEE RW(MSE), RW(TRF), AND EMRW 94 FOR DETAILS AND NOTES NOT SHOWN HERE.
3. SEE ROADWAY PROFILE SHEET FOR CONTROL LINE VERTICAL CURVE DATA.
4. SEE WALL DETAIL SHEET FOR WALL TYPICAL SECTIONS. (SHT. 358)
5. FOR PHASE TEMPORARY SHORING, SEE TRAFFIC CONTROL SHEETS.
6. PIPE DRAIN IS SUBSIDIARY TO MSE WALL.

SPECIAL NOTE:

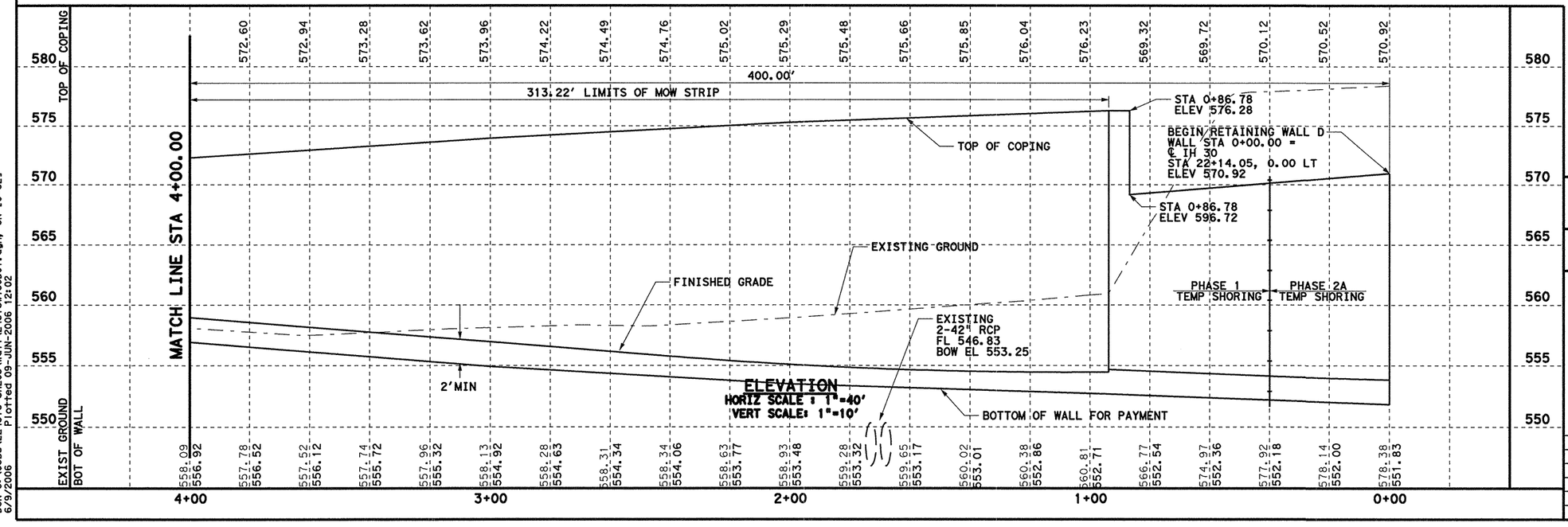
SEE SHEET 361 AND 362 FOR FORM LINE INSERT DETAILS.

ESTIMATED QUANTITIES

WALL MSE	RIPRAP MOW STRIP	RIPRAP CONC FLUME	WALL TEMP SHORING
SF	CY	CY	SF
9577	13.5	95.5	6650

6/23/06 ADDENDUM

PLAN
SCALE : 1"=40'



STATE OF TEXAS
TODD P. CONSTANT
88243
LICENSED
PROFESSIONAL ENGINEER
6/9/06

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2777 Stemmons Freeway
Suite 1333
Dallas, TX 75207

Texas Department of Transportation
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RETAINING WALL LAYOUT

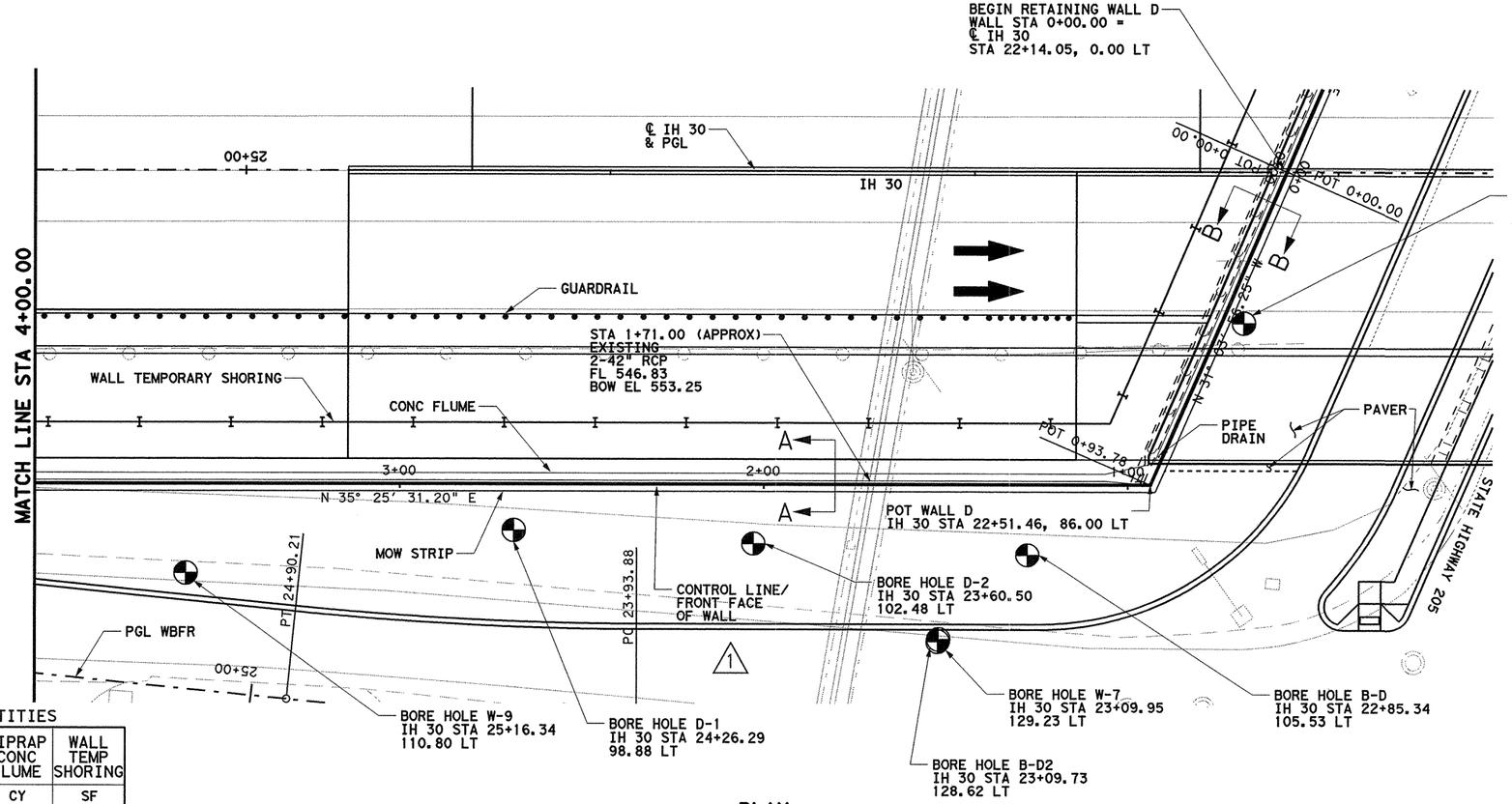
MSE WALL D
STA 0+00 TO 4+00

SHEET 1 OF 2

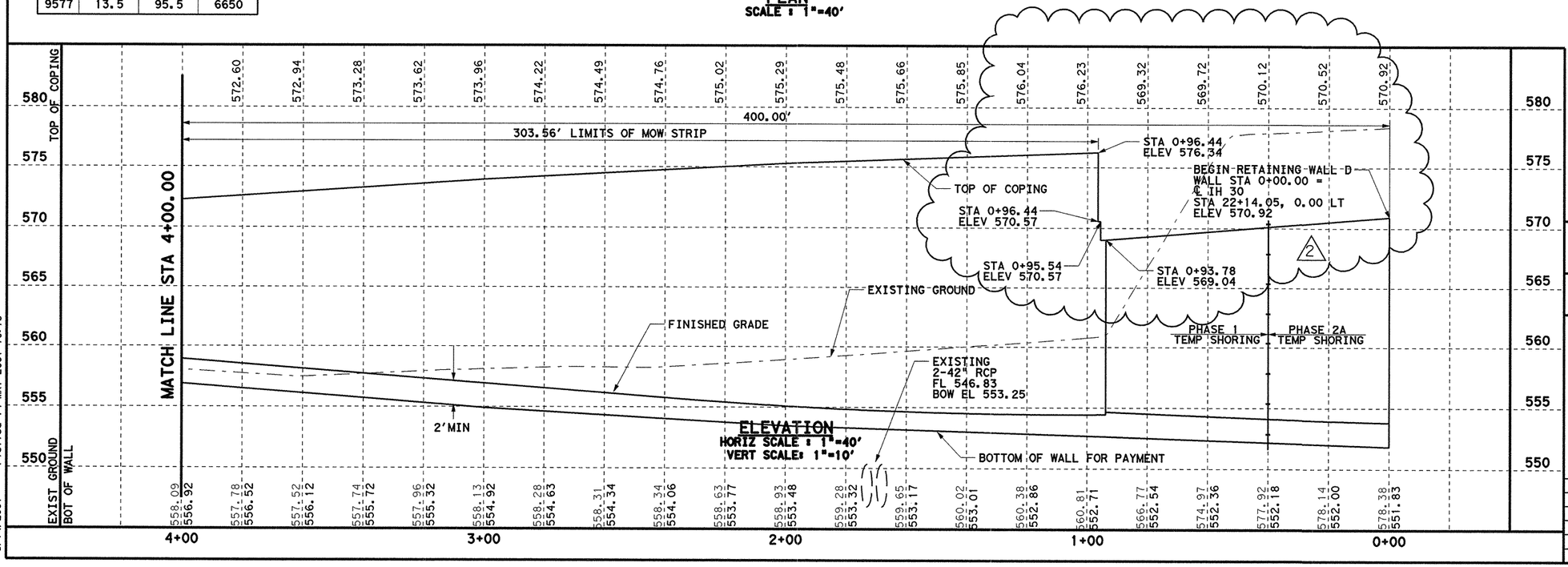
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6	(SEE TITLE SHEET)	SH 205

STATE	DIST.	COUNTY	SHEET NO.
TEXAS	DALLAS	ROCKWALL	
CONT.	SECT.	JOB	346
0451	01	032, ETC	

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6/9/2006 Plotted 09-JUN-2006 12:02



PLAN
SCALE : 1"=40'



ELEVATION
HORIZ SCALE : 1"=40'
VERT SCALE: 1"=10'

ESTIMATED QUANTITIES

WALL MSE	RIPRAP MOW STRIP	RIPRAP CONC FLUME	WALL TEMP SHORING
SF	CY	CY	SF
9577	13.5	95.5	6650

0 20 40
SCALE IN FEET
HORIZONTAL

0 5 10
SCALE IN FEET
VERTICAL

GENERAL NOTES

1. SEE TEST BORE HOLE SHEETS FOR SOIL COMPOSITION DATA. (SHT. 357A-B)
2. SEE RW(MSE), RW(TRF), AND EMRW 94 FOR DETAILS AND NOTES NOT SHOWN HERE.
3. SEE ROADWAY PROFILE SHEET FOR CONTROL LINE VERTICAL CURVE DATA.
4. SEE WALL DETAIL SHEET FOR WALL TYPICAL SECTIONS. (SHT. 358)
5. FOR PHASE TEMPORARY SHORING, SEE TRAFFIC CONTROL SHEETS.
6. PIPE DRAIN IS SUBSIDIARY TO MSE WALL.

SPECIAL NOTE:

SEE SHEET 361 AND 362 FOR FORM LINE INSERT DETAILS.

2 - Change Order #20

2 5/14/07 REVISED WALL

PREVIOUSLY SEALED BY
TODD P. CONSTANT

STATE OF TEXAS
JAMES REISER
67287
REGISTERED
PROFESSIONAL ENGINEER
5-14-'07

Parsons Brinckerhoff Quade & Douglas, Inc.
2777 Stemmons Freeway
Suite 1333
Dallas, TX 75207

Texas Department of Transportation
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RETAINING WALL LAYOUT

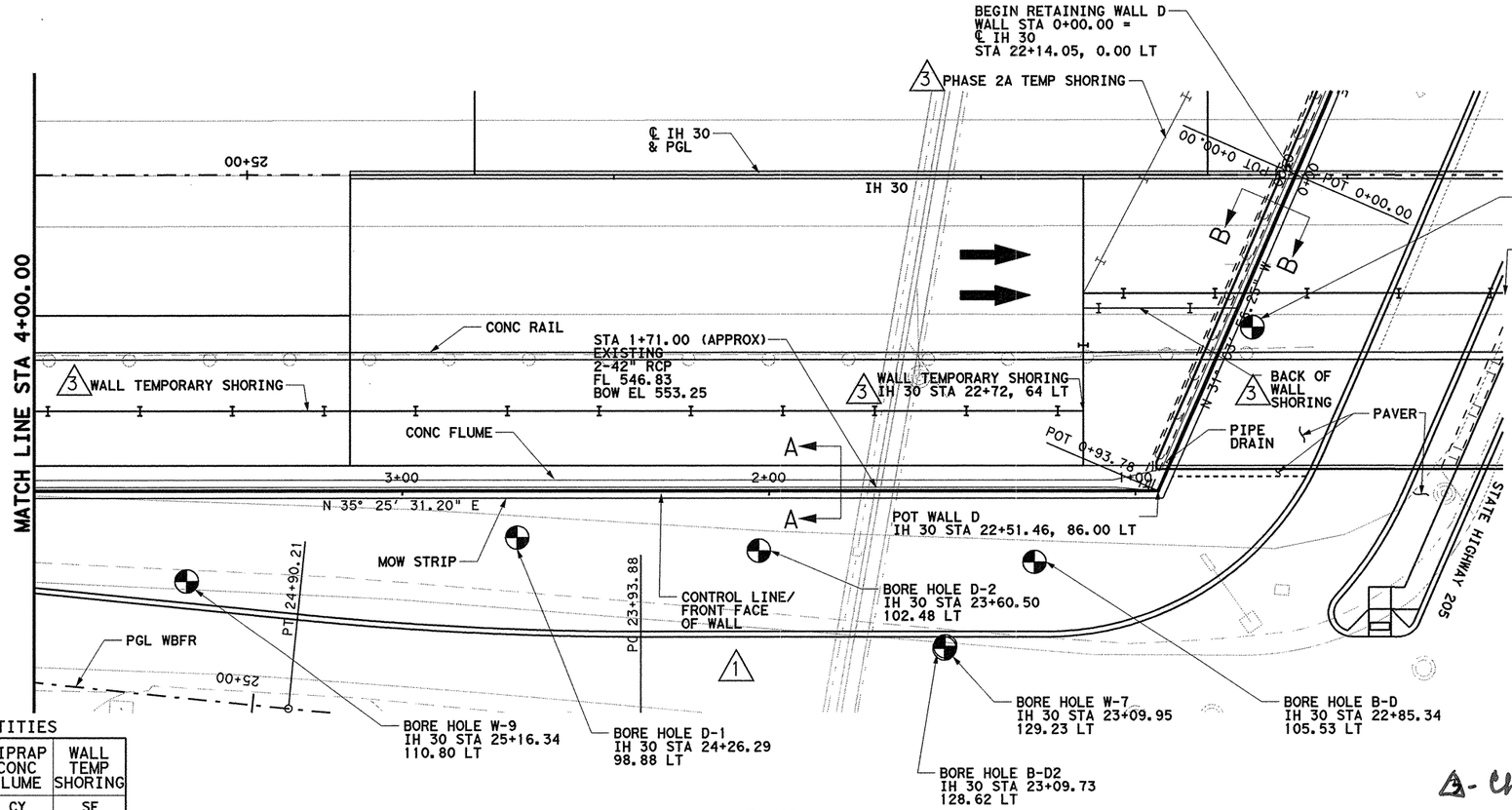
MSE WALL D
STA 0+00 TO 4+00

SHEET 1 OF 2

FED.RD. DIV.NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	(SEE TITLE SHEET)	SH 205

STATE	DIST.	COUNTY	SHEET NO.
TEXAS	DALLAS	ROCKWALL	346A
CONT.	SECT.	JOB	
0451	01	032, ETC	

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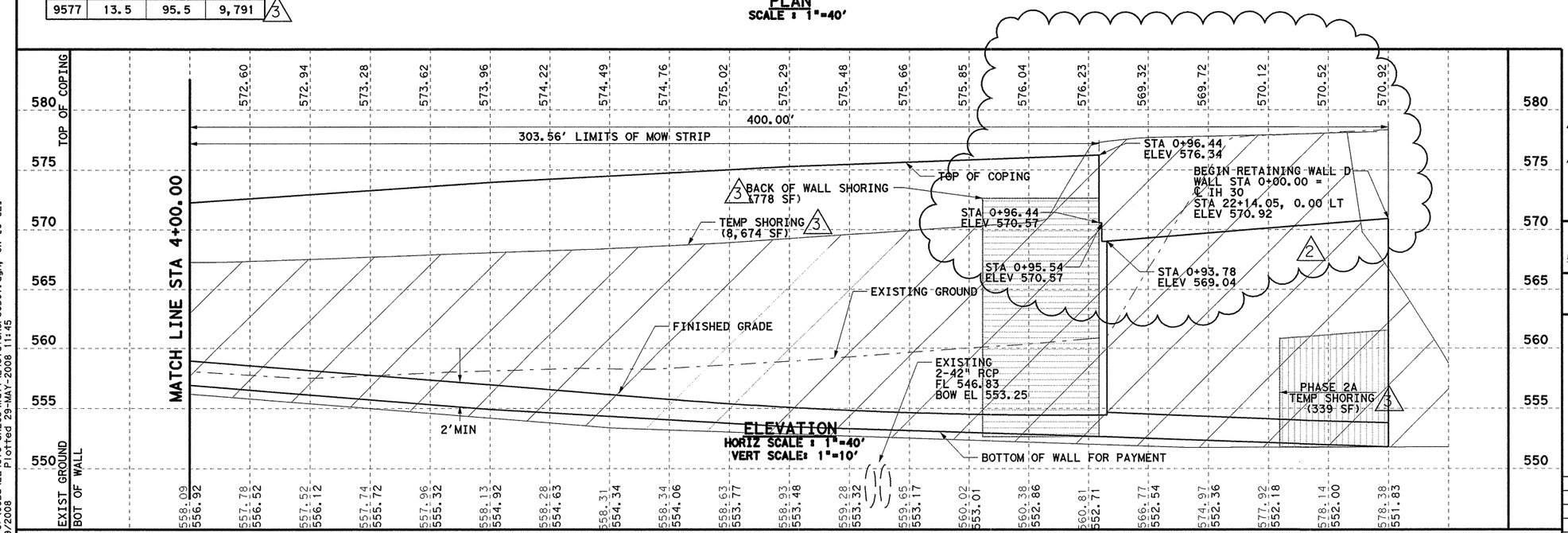


PLAN
SCALE : 1"=40'

ESTIMATED QUANTITIES

WALL MSE	RIPRAP MOW STRIP	RIPRAP CONC FLUME	WALL TEMP SHORING
SF	CY	CY	SF
9577	13.5	95.5	9,791

3



ELEVATION
HORIZ SCALE : 1"=40'
VERT SCALE: 1"=10'

0 20 40
SCALE IN FEET
HORIZONTAL

0 5 10
SCALE IN FEET
VERTICAL

GENERAL NOTES

1. SEE TEST BORE HOLE SHEETS FOR SOIL COMPOSITION DATA. (SHT. 357A-B)
2. SEE RW(MSE), RW(TRF), AND EMRW 94 FOR DETAILS AND NOTES NOT SHOWN HERE.
3. SEE ROADWAY PROFILE SHEET FOR CONTROL LINE VERTICAL CURVE DATA.
4. SEE WALL DETAIL SHEET FOR WALL TYPICAL SECTIONS. (SHT. 358)
5. FOR PHASE TEMPORARY SHORING, SEE TRAFFIC CONTROL SHEETS.
6. PIPE DRAIN IS SUBSIDIARY TO MSE WALL.

SPECIAL NOTE:

SEE SHEET 361 AND 362 FOR FORM LINE INSERT DETAILS.

3 - Change Order #17

STATE OF TEXAS
K. DAVID GAN
92574
LICENSED
PROFESSIONAL ENGINEER

K David Gan 5/29/08

3 5/16/08 REV TEMP SHORING -KDG

2 5/14/07 REVISED WALL - JR

PREVIOUSLY SEALED BY
TODD P. CONSTANT

Parsons Brinckerhoff Quade & Douglas, Inc.
2777 Stemmons Freeway
Suite 1333
Dallas, TX 75207

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RETAINING WALL LAYOUT

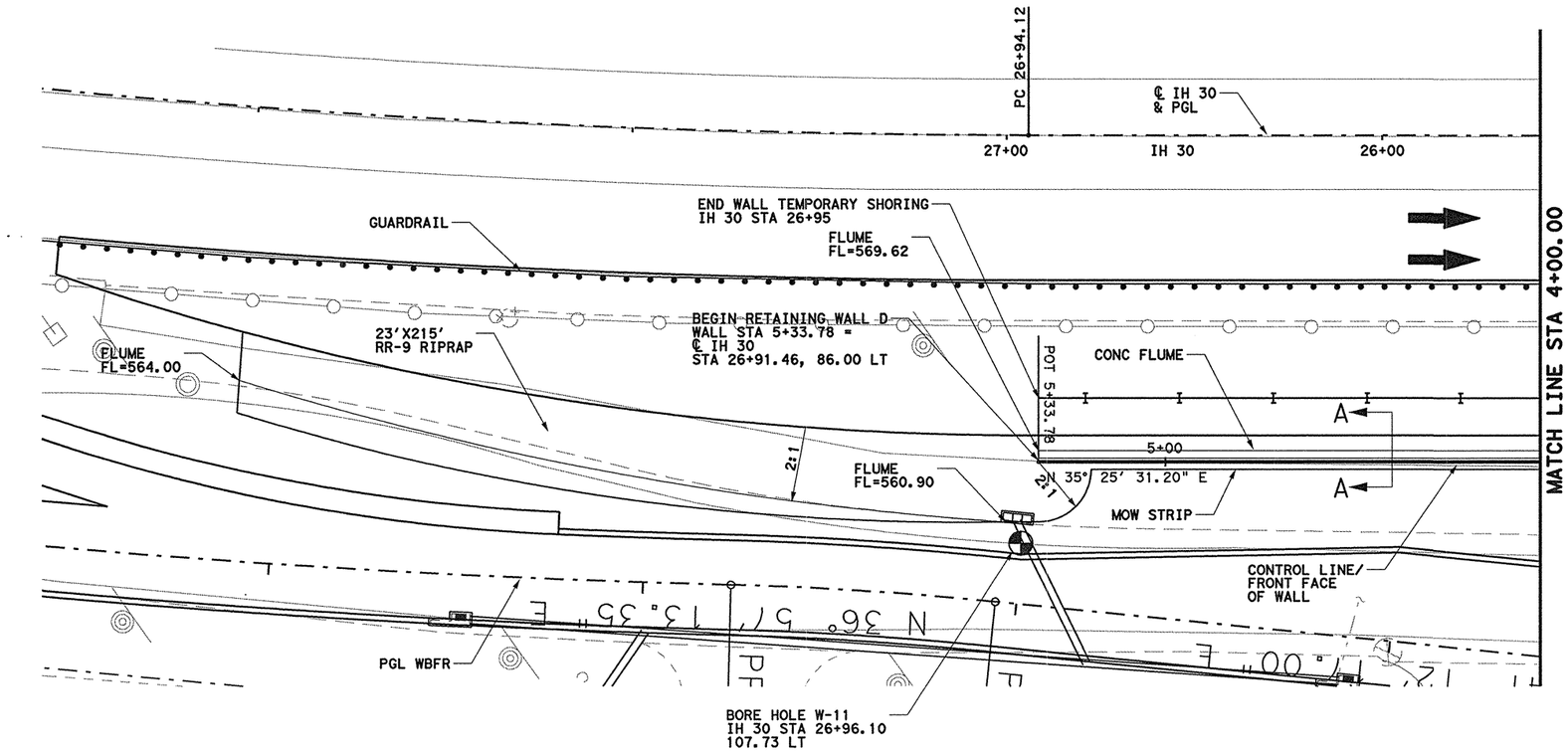
MSE WALL D
STA 0+00 TO 4+00

SHEET 1 OF 2

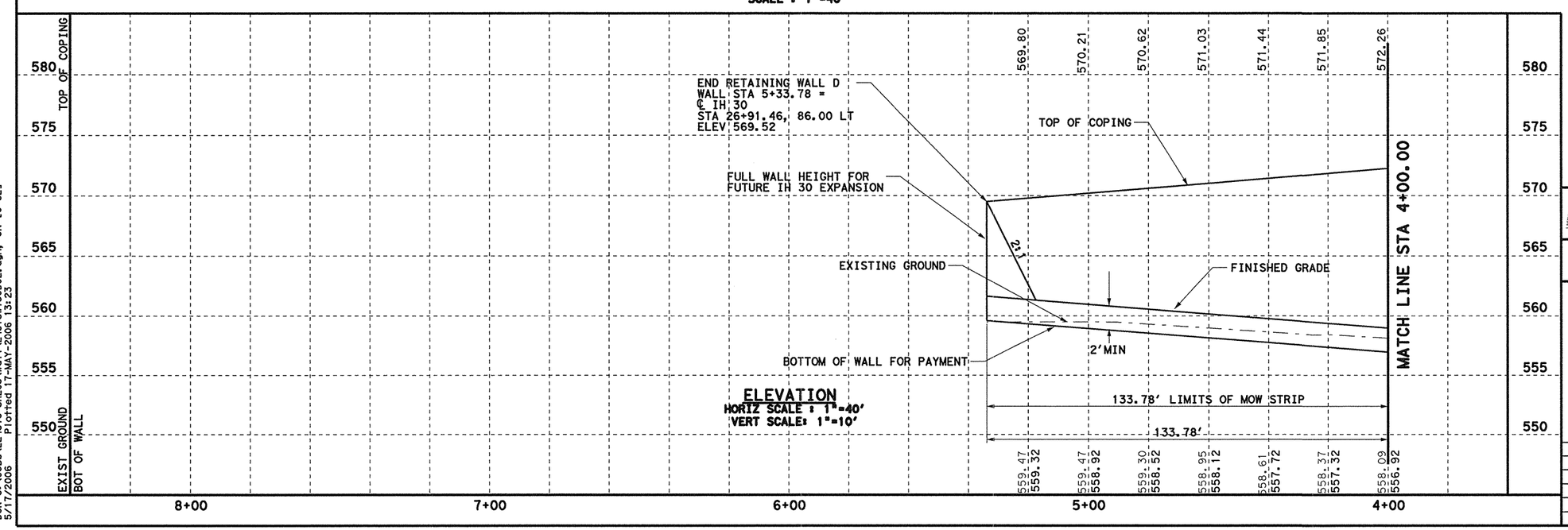
FED.RD. DIV.NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	(SEE TITLE SHEET)	SH 205

STATE	DIST.	COUNTY	SHEET NO.
TEXAS	DALLAS	ROCKWALL	346B
CONT.	SECT.	JOB	
0451	01	032, ETC	

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5/29/2008 Plotted 29-MAY-2008 11:45



PLAN
SCALE : 1"=40'



ELEVATION
HORIZ SCALE : 1"=40'
VERT SCALE: 1"=10'

0 20 40
SCALE IN FEET
HORIZONTAL

0 5 10
SCALE IN FEET
VERTICAL

GENERAL NOTES

1. SEE TEST BORE HOLE SHEETS FOR SOIL COMPOSITION DATA. (SHT. 357A-B)
2. SEE RW(MSE), RW(TRF), AND EMRW 94 FOR DETAILS AND NOTES NOT SHOWN HERE.
3. SEE ROADWAY PROFILE SHEET FOR CONTROL LINE VERTICAL CURVE DATA.
4. SEE WALL DETAIL SHEET FOR WALL TYPICAL SECTIONS. (SHT. 358)
5. FOR PHASE TEMPORARY SHORING, SEE TRAFFIC CONTROL SHEETS.

SPECIAL NOTE:

SEE SHEET 361 AND 362 FOR FORM LINE INSERT DETAILS.

STATE OF TEXAS
TODD P. CONSTANT
88243
LICENSED
PROFESSIONAL ENGINEER
5/17/06

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Dallas, TX 75207

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SH 205

RETAINING WALL LAYOUT

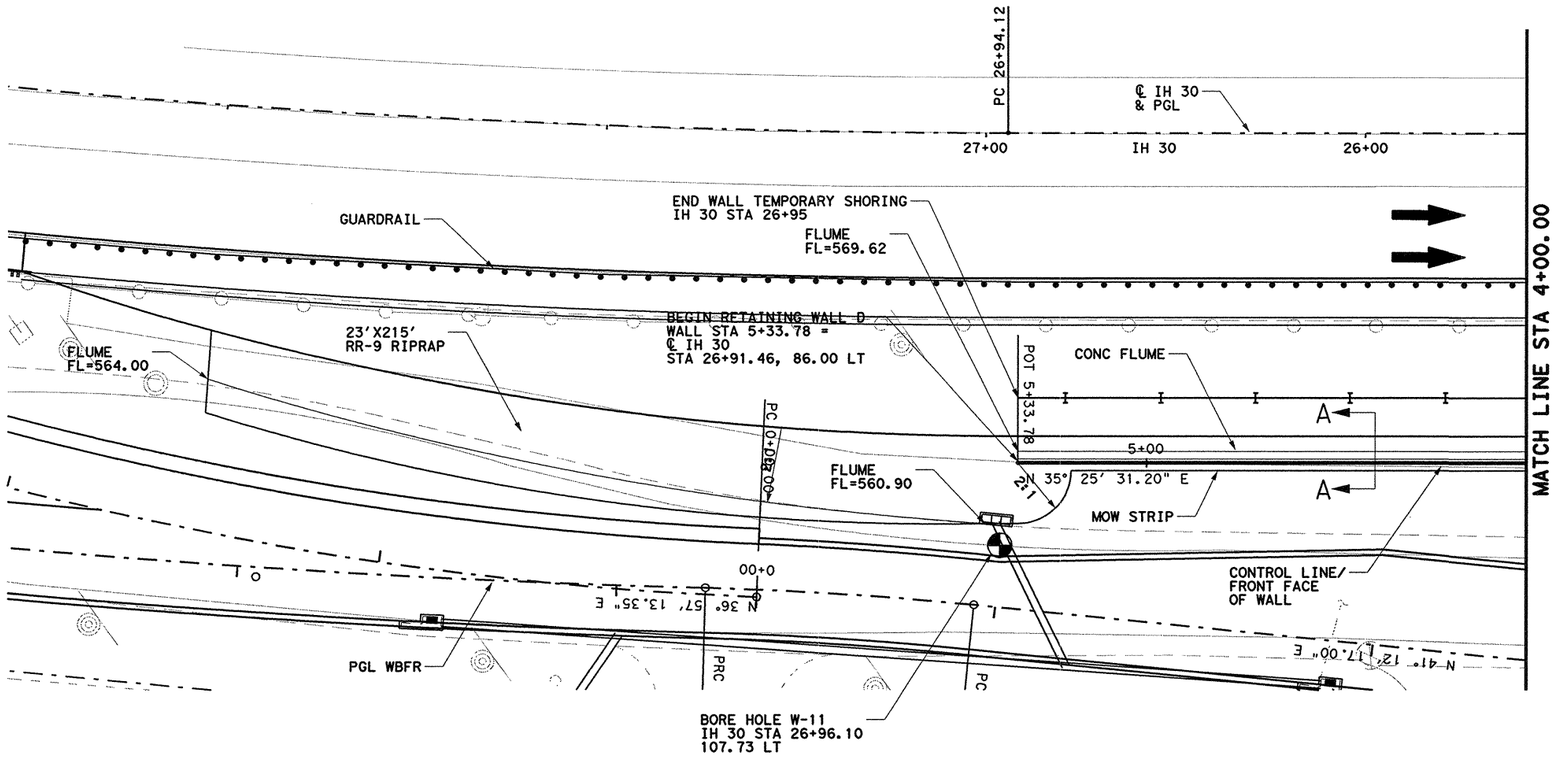
MSE WALL D
STA 4+00 TO 5+33.78

SHEET 2 OF 2

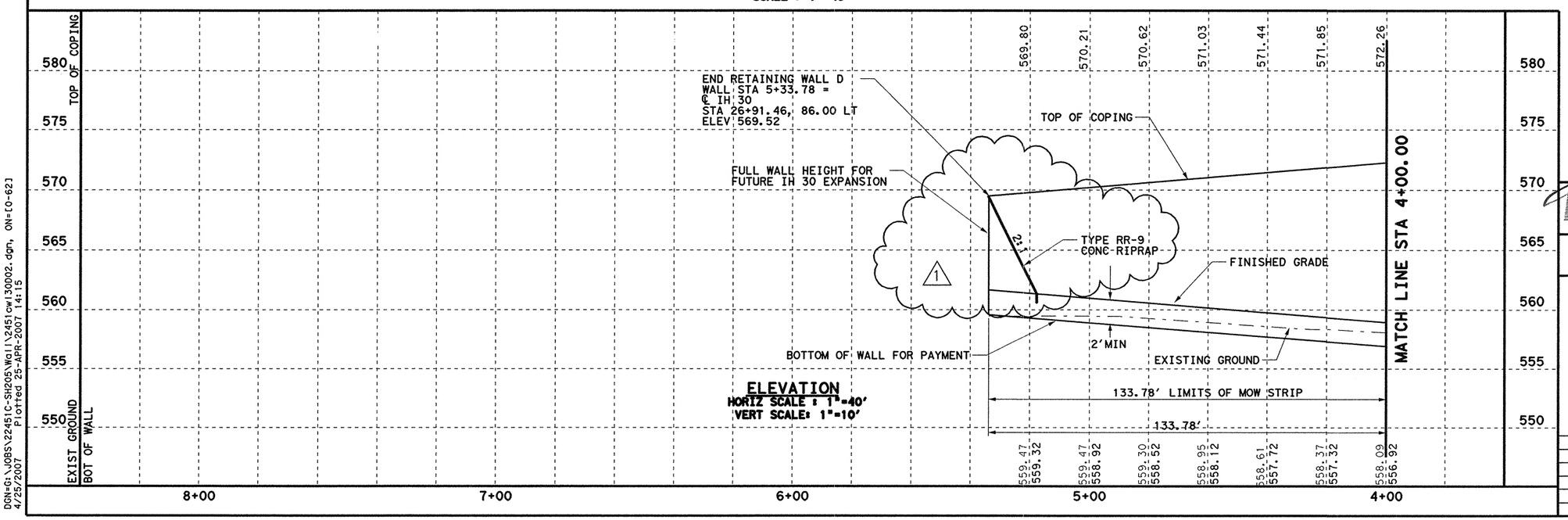
FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	(SEE TITLE SHEET)	SH 205

STATE	DIST.	COUNTY	SHEET NO.
TEXAS	DALLAS	ROCKWALL	347
CONT.	SECT.	JOB	
0451	01	032, ETC	

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5/17/2006 Plotted 17-MAY-2006 13:23



PLAN
SCALE : 1"=40'



ELEVATION
HORIZ SCALE : 1"=40'
VERT SCALE: 1"=10'



0 20 40
SCALE IN FEET
HORIZONTAL

0 5 10
SCALE IN FEET
VERTICAL

GENERAL NOTES

1. SEE TEST BORE HOLE SHEETS FOR SOIL COMPOSITION DATA. (SHT. 357A-B)
2. SEE RW(MSE), RW(TRF), AND EMRW 94 FOR DETAILS AND NOTES NOT SHOWN HERE.
3. SEE ROADWAY PROFILE SHEET FOR CONTROL LINE VERTICAL CURVE DATA.
4. SEE WALL DETAIL SHEET FOR WALL TYPICAL SECTIONS. (SHT. 358)
5. FOR PHASE TEMPORARY SHORING, SEE TRAFFIC CONTROL SHEETS.

SPECIAL NOTE:

SEE SHEET 361 AND 362 FOR FORM LINE INSERT DETAILS.

A - Change Order #20

1 3/30/07 REVISED WALL

PREVIOUSLY SEALED BY
TODD P. CONSTANT

STATE OF TEXAS
JAMES REISER
67287
REGISTERED
PROFESSIONAL ENGINEER

James Reiser 4-25-07

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Suite 1333
Dallas, TX 75207

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RETAINING WALL LAYOUT

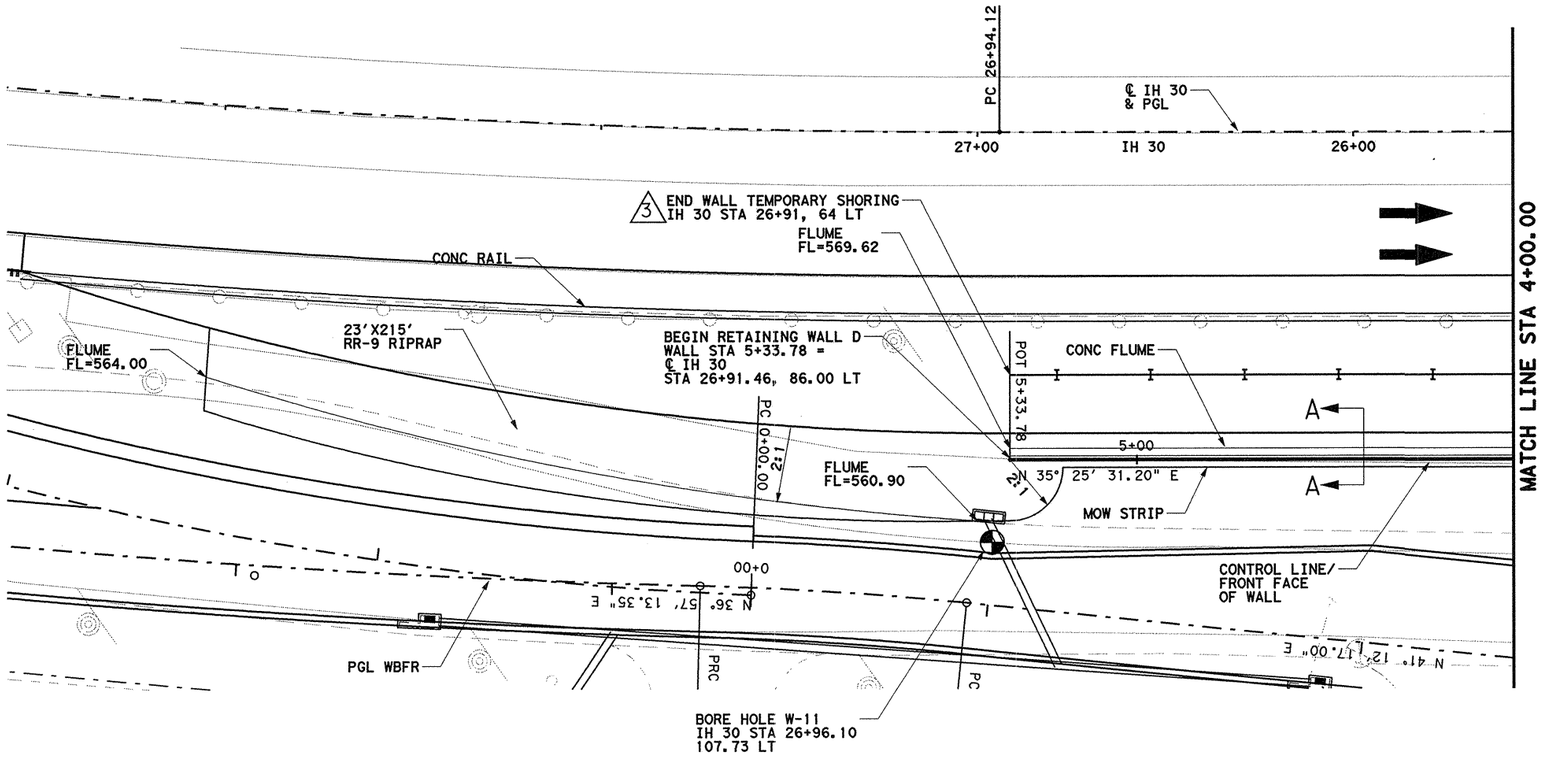
MSE WALL D
STA 4+00 TO 5+33.78

SHEET 2 OF 2

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	(SEE TITLE SHEET)	SH 205

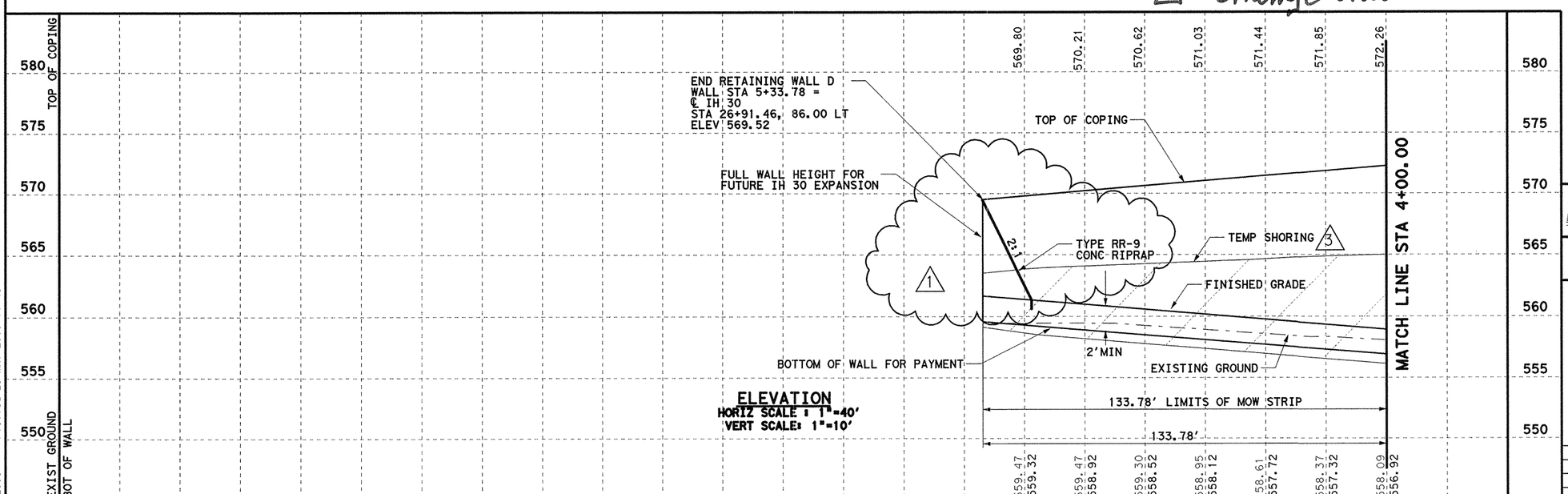
STATE	DIST.	COUNTY	SHEET NO.
TEXAS	DALLAS	ROCKWALL	
CONT.	SECT.	JOB	347A
0451	01	032, ETC	

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4/25/2007 Plotted 25-APR-2007 14:15



PLAN
SCALE : 1"=40'

3 - Change Order #17



ELEVATION
HORIZ SCALE : 1"=40'
VERT SCALE: 1"=10'

0 20 40
SCALE IN FEET
HORIZONTAL

0 5 10
SCALE IN FEET
VERTICAL

GENERAL NOTES

1. SEE TEST BORE HOLE SHEETS FOR SOIL COMPOSITION DATA. (SHT. 357A-B)
2. SEE RW(MSE), RW(TRF), AND EMRW 94 FOR DETAILS AND NOTES NOT SHOWN HERE.
3. SEE ROADWAY PROFILE SHEET FOR CONTROL LINE VERTICAL CURVE DATA.
4. SEE WALL DETAIL SHEET FOR WALL TYPICAL SECTIONS. (SHT. 358)
5. FOR PHASE TEMPORARY SHORING, SEE TRAFFIC CONTROL SHEETS.

SPECIAL NOTE:

SEE SHEET 361 AND 362 FOR FORM LINE INSERT DETAILS.

STATE OF TEXAS
K. DAVID GAN
92574
LICENSED PROFESSIONAL ENGINEER
5/29/08

3 5/16/08 REV TEMP SHORING -KDG
1 3/30/07 REVISED WALL - JR

PREVIOUSLY SEALED BY
TODD P. CONSTANT

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Suite 1333
Dallas, TX 75207

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SH 205

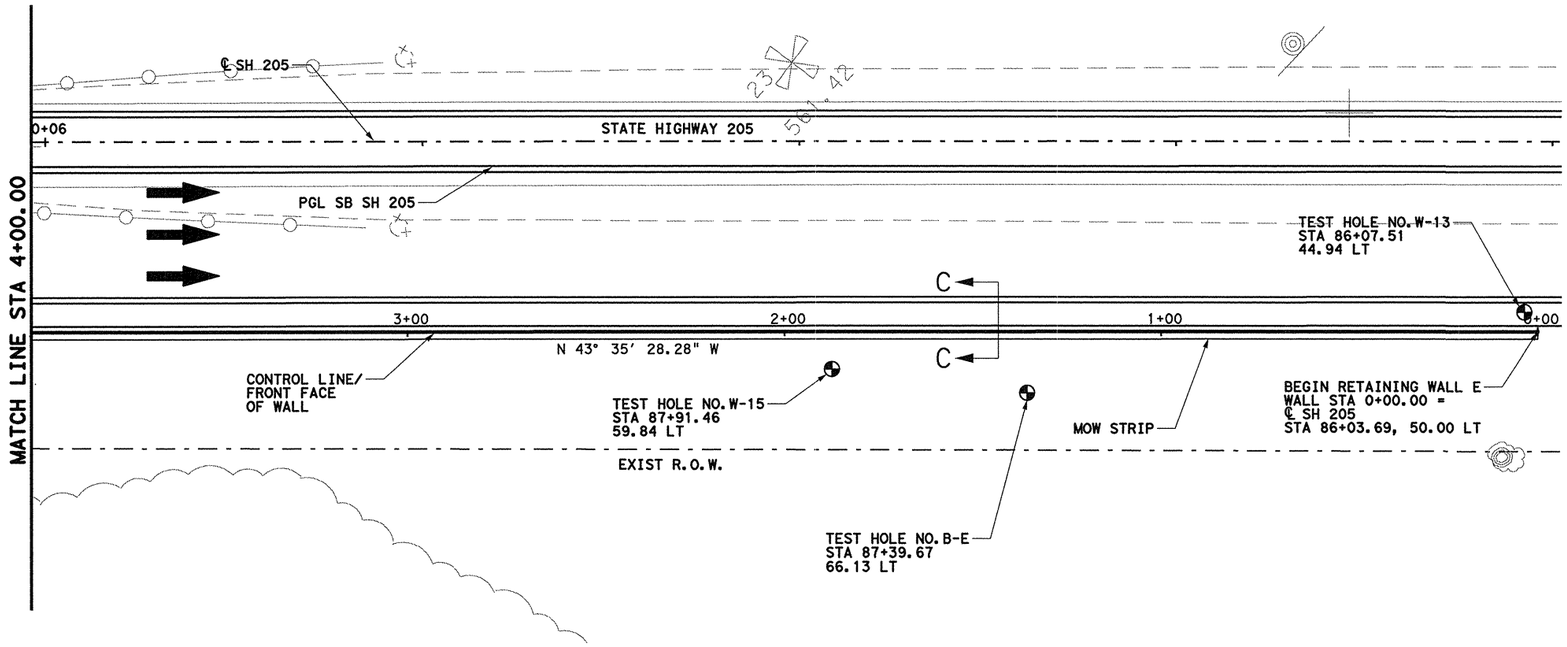
RETAINING WALL LAYOUT

MSE WALL D
STA 4+00 TO 5+33.78

SHEET 2 OF 2

FED.RD. DIV.NO.	FEDERAL AID PROJECT NO.		HIGHWAY NO.
6	(SEE TITLE SHEET)		SH 205
STATE	DIST.	COUNTY	SHEET NO.
TEXAS	DALLAS	ROCKWALL	347B
CONT.	SECT.	JOB	
0451	01	032, ETC	

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5/29/2008 Plotted 29-MAY-2008 11:45





0 20 40
SCALE IN FEET
HORIZONTAL

0 5 10
SCALE IN FEET
VERTICAL

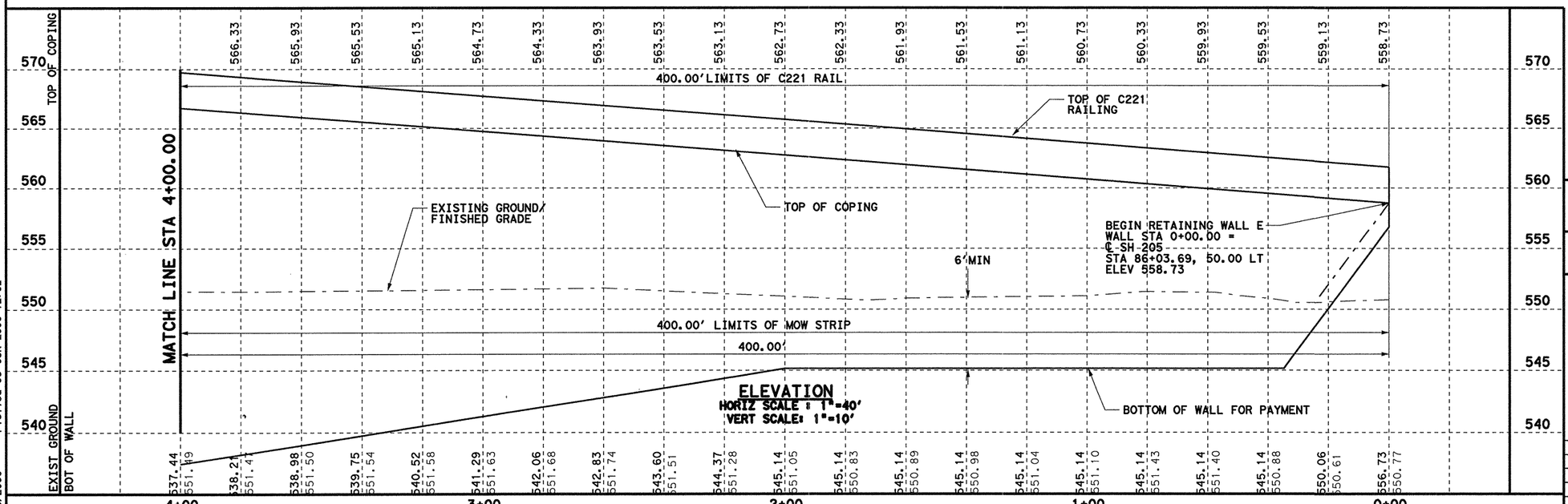
GENERAL NOTES

1. SEE TEST BORE HOLE SHEETS FOR SOIL COMPOSITION DATA. (SHT. 357A-B)
2. SEE RW(MSE), RW(TRF), AND EMRW 94 FOR DETAILS AND NOTES NOT SHOWN HERE.
3. SEE RAIL C221 FOR DETAILS NOT SHOWN HERE.
4. SEE ROADWAY PROFILE SHEET FOR CONTROL LINE VERTICAL CURVE DATA.
5. SEE WALL DETAIL SHEET FOR WALL TYPICAL SECTIONS. (SHT. 358)
6. FOR TEMPORARY SHORING, SEE TRAFFIC CONTROL.

ESTIMATED QUANTITIES

WALL MSE	RIPRAP MOW STRIP	RAIL C221
SF	CY	LF
9085	15.6	423.5

PLAN
SCALE : 1"=40'



ELEVATION
HORIZ SCALE : 1"=40'
VERT SCALE: 1"=10'

6/23/06 ADDENDUM

6/9/06

STATE OF TEXAS
TODD P. CONSTANT
88243
LICENSED
PROFESSIONAL ENGINEER

Cordell Smith, PE

PB Parsons Brinckerhoff Quade & Douglas, Inc.
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RETAINING WALL LAYOUT

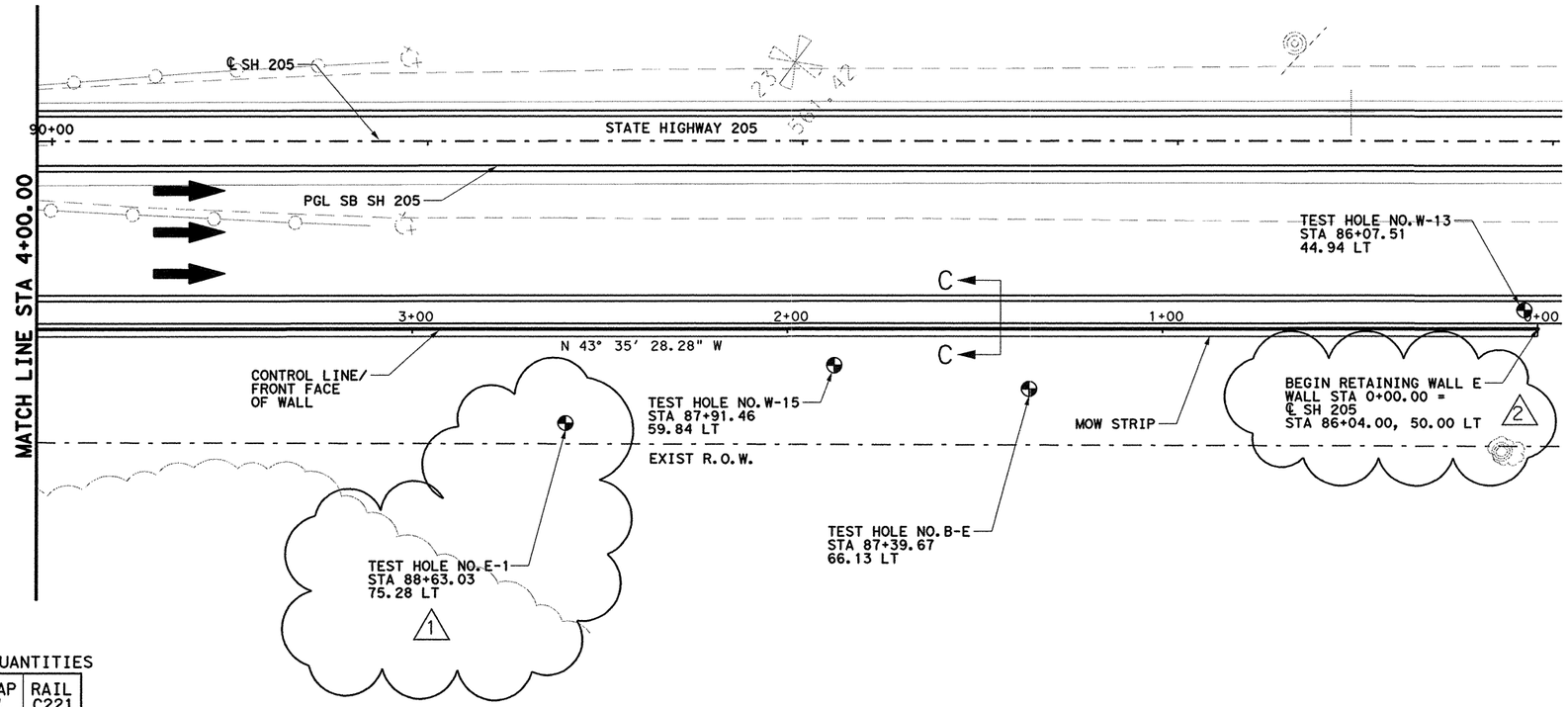
MSE WALL E

SHEET 1 OF 2

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	(SEE TITLE SHEET)	SH 205

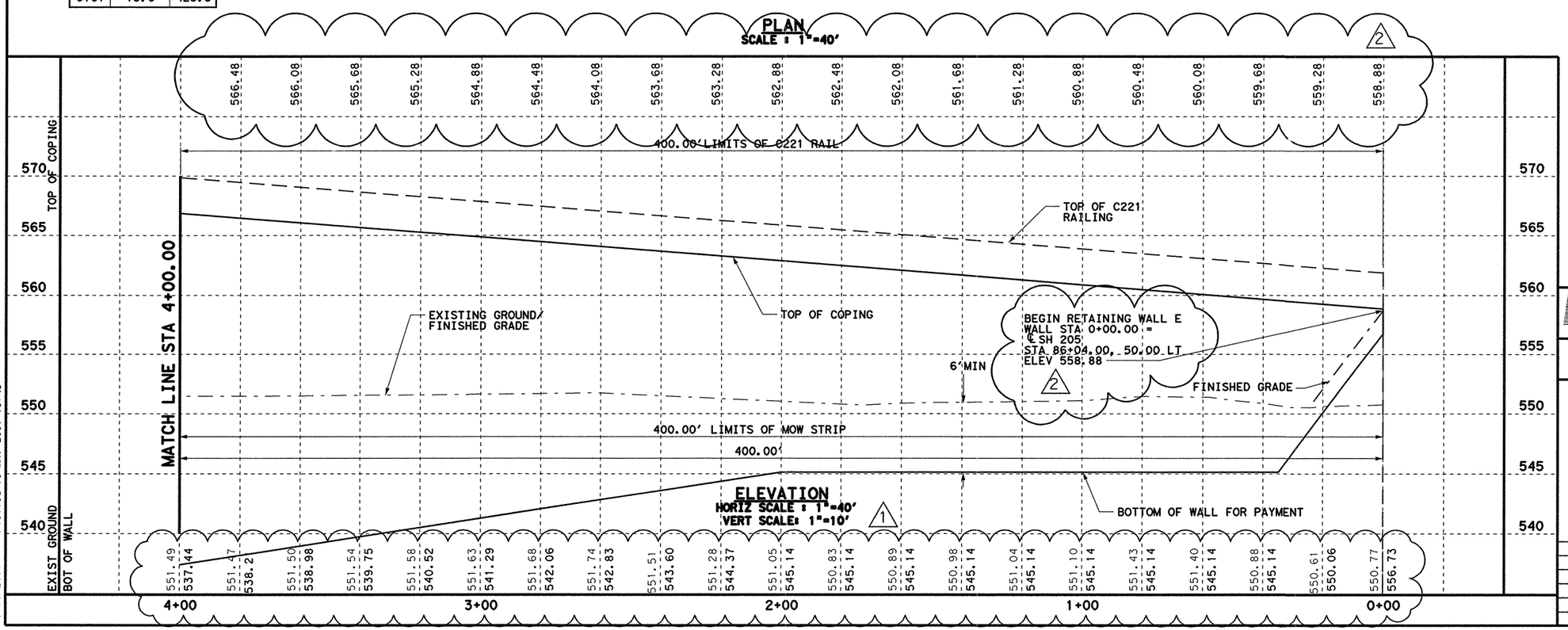
STATE	DIST.	COUNTY	SHEET NO.
TEXAS	DALLAS	ROCKWALL	348
CONT.	SECT.	JOB	
0451	01	032, ETC	

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Plotted 09-JUN-2006 12:02
6/9/2006



ESTIMATED QUANTITIES

WALL MSE	RIPRAP MOW STRIP	RAIL C221
SF	CY	LF
9167	15.6	423.5





GENERAL NOTES

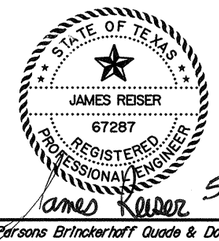
1. SEE TEST BORE HOLE SHEETS FOR SOIL COMPOSITION DATA. (SHT. 357A-B)
2. SEE RW(MSE), RW(TRF), AND EMRW 94 FOR DETAILS AND NOTES NOT SHOWN HERE.
3. SEE RAIL C221 FOR DETAILS NOT SHOWN HERE.
4. SEE ROADWAY PROFILE SHEET FOR CONTROL LINE VERTICAL CURVE DATA.
5. SEE WALL DETAIL SHEET FOR WALL TYPICAL SECTIONS. (SHT. 358)
6. FOR TEMPORARY SHORING, SEE TRAFFIC CONTROL.

1 - Change Order #20

2 5/10/07 REVISED WALL

1 3/30/07 REVISED WALL

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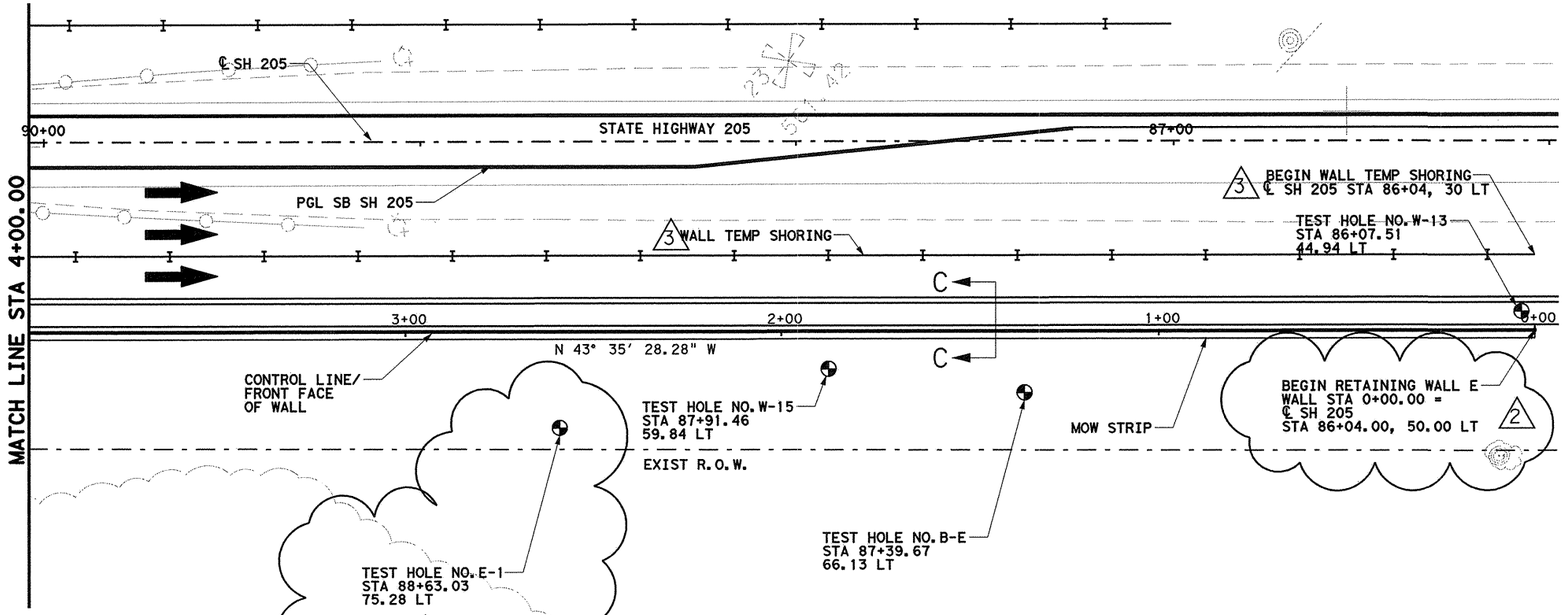
RETAINING WALL LAYOUT

MSE WALL E

SHEET 1 OF 2

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.		HIGHWAY NO.
6	(SEE TITLE SHEET)		SH 205
STATE	DIST.	COUNTY	SHEET NO.
TEXAS	DALLAS	ROCKWALL	348A
CONT.	SECT.	JOB	
0451	01	032, ETC	

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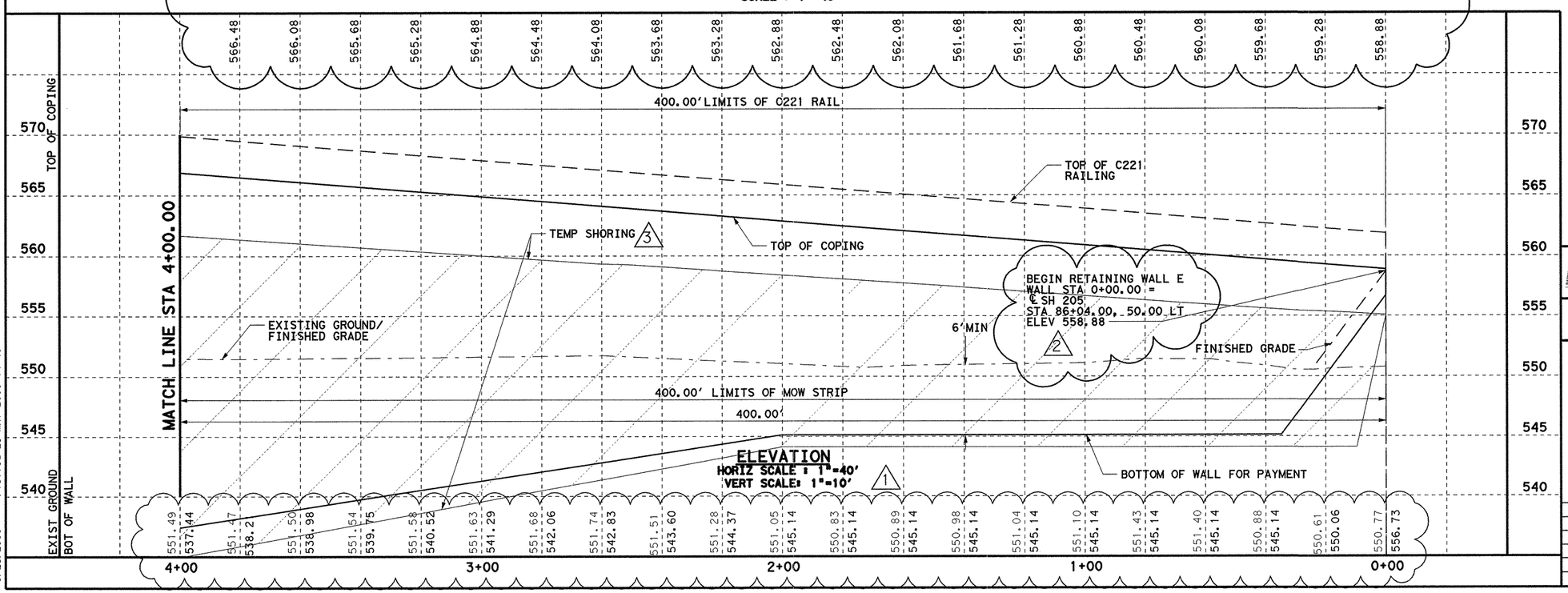


ESTIMATED QUANTITIES

WALL MSE	RIPRAP MOW STRIP	WALL TEMP SHORING	RAIL C221
SF	CY	SF	LF
9167	15.6	8127	423.5

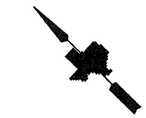
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PLAN
SCALE : 1"=40'



ELEVATION
HORIZ SCALE : 1"=40'
VERT SCALE: 1"=10'
1

DGN=G:\JOBS\22451C-SH205\Wall\2451cTShor*E.dgn, ON=IO-621
5/23/2008 Plotted 23-MAY-2008 14:48



GENERAL NOTES

1. SEE TEST BORE HOLE SHEETS FOR SOIL COMPOSITION DATA. (SHT. 357A-B)
2. SEE RW(MSE), RW(TRF), AND EMRW 94 FOR DETAILS AND NOTES NOT SHOWN HERE.
3. SEE RAIL C221 FOR DETAILS NOT SHOWN HERE.
4. SEE ROADWAY PROFILE SHEET FOR CONTROL LINE VERTICAL CURVE DATA.
5. SEE WALL DETAIL SHEET FOR WALL TYPICAL SECTIONS. (SHT. 358)
6. FOR TEMPORARY SHORING, SEE TRAFFIC CONTROL.

3 - Change Order #17

3 5/16/08 REV TEMP SHORING - KDG

2 5/10/07 REVISED WALL - JR

1 3/30/07 REVISED WALL - JR

PREVIOUSLY SEALED BY
TODD P. CONSTANT



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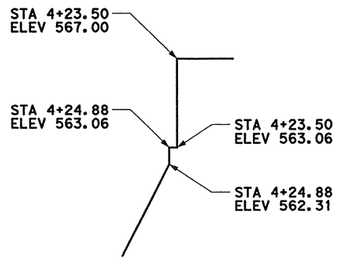
RETAINING WALL LAYOUT

MSE WALL E

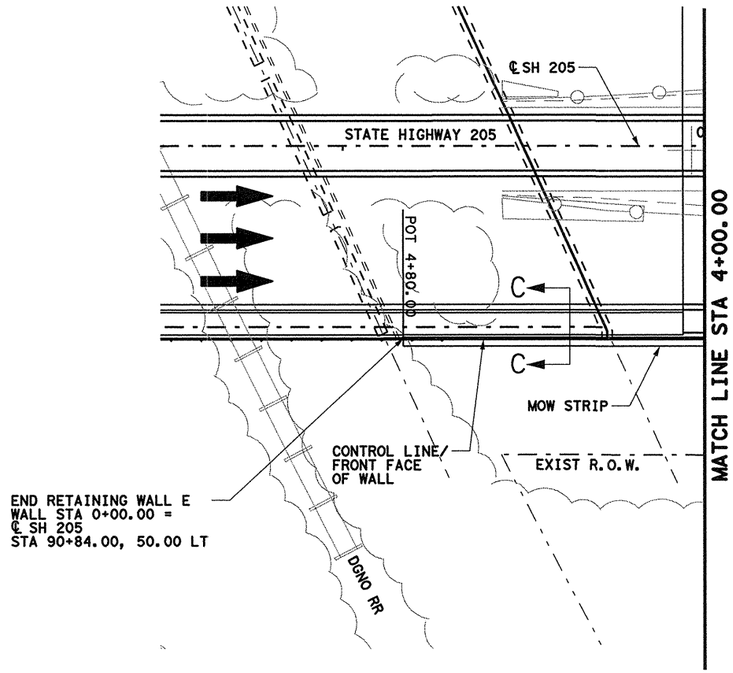
SHEET 1 OF 2

FED.RD. DIV.NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	(SEE TITLE SHEET)	SH 205

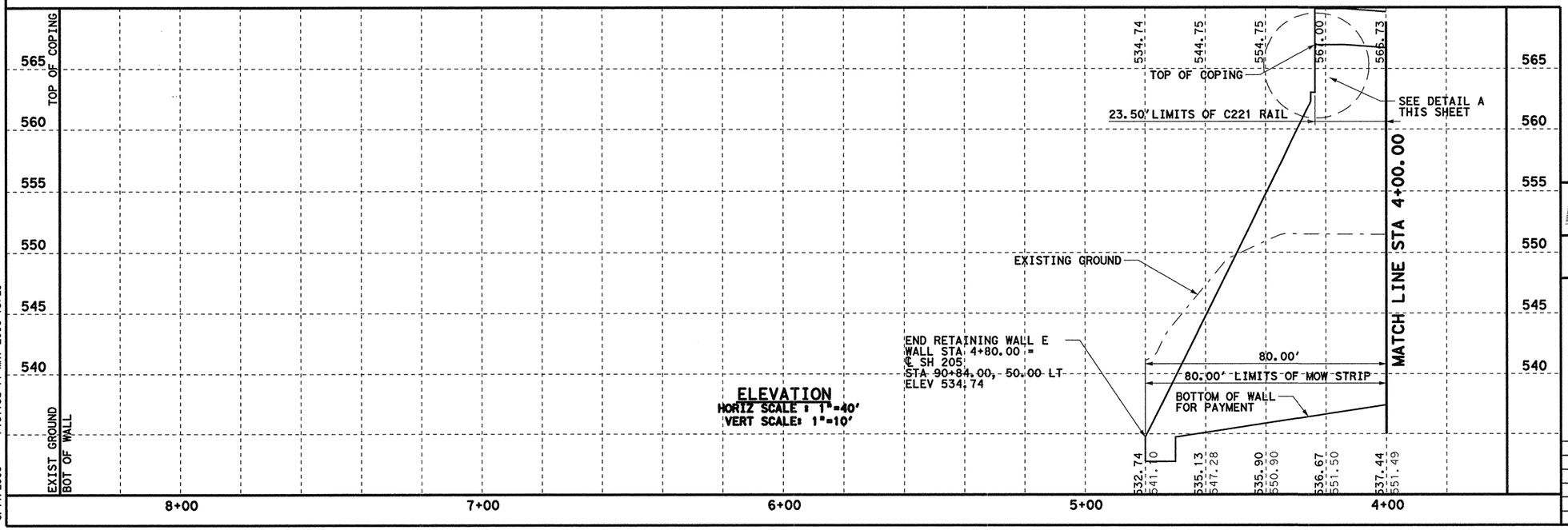
STATE	DIST.	COUNTY	SHEET NO.
TEXAS	DALLAS	ROCKWALL	348B
CONT.	SECT.	JOB	
0451	01	032, ETC	



DETAIL A
NTS



PLAN
SCALE : 1"=40'



ELEVATION
HORIZ SCALE : 1"=40'
VERT SCALE: 1"=10'



0 20 40
SCALE IN FEET
HORIZONTAL

0 5 10
SCALE IN FEET
VERTICAL

GENERAL NOTES

1. SEE TEST BORE HOLE SHEETS FOR SOIL COMPOSITION DATA. (SHT. 357A-B)
2. SEE RW(MSE), RW(TRF), AND EMRW 94 FOR DETAILS AND NOTES NOT SHOWN HERE.
3. SEE RAIL C221 FOR DETAILS NOT SHOWN HERE.
4. SEE ROADWAY PROFILE SHEET FOR CONTROL LINE VERTICAL CURVE DATA.
5. SEE WALL DETAIL SHEET FOR WALL TYPICAL SECTIONS. (SHT. 358)
6. FOR TEMPORARY SHORING, SEE TRAFFIC CONTROL.

5/17/06



Todd P. Constant, PE

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Dallas, TX 75207

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RETAINING WALL LAYOUT

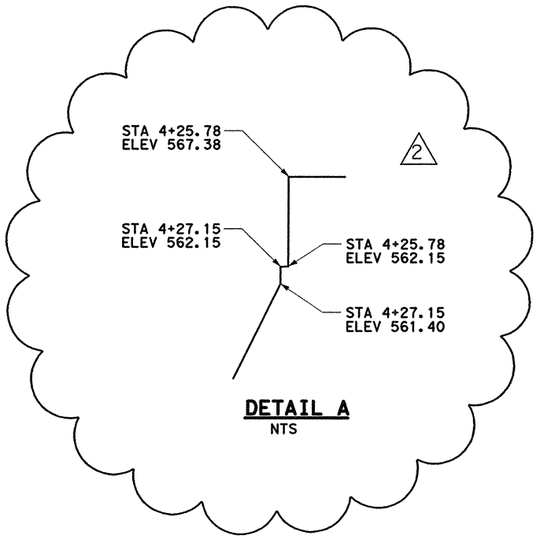
MSE WALL E

SHEET 2 OF 2

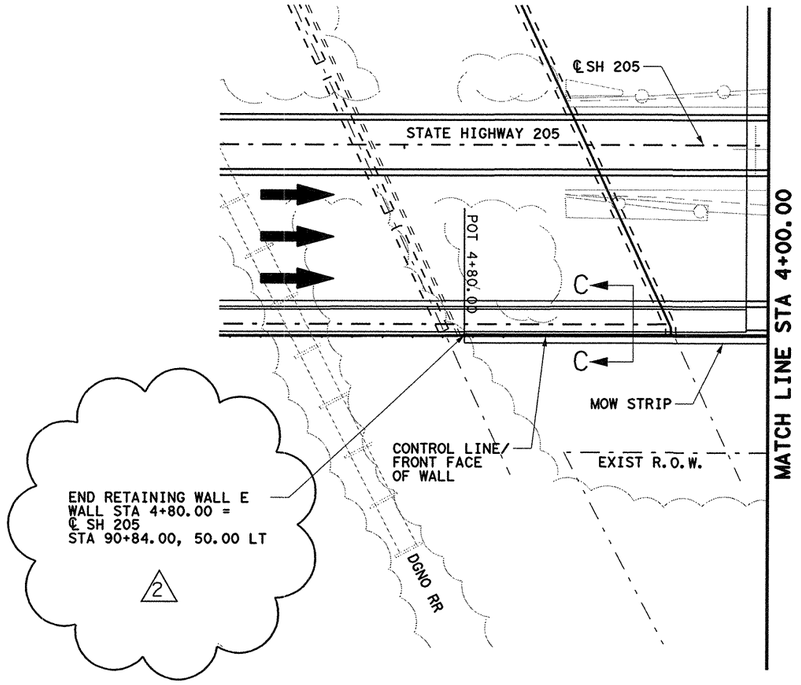
FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	(SEE TITLE SHEET)	SH 205

STATE	DIST.	COUNTY	SHEET NO.
TEXAS	DALLAS	ROCKWALL	349
CONT.	SECT.	JOB	
0451	01	032, ETC	

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5/17/2006 Plotted 17-MAY-2006 13:23



DETAIL A
NTS



PLAN
SCALE : 1"=40'

ELEVATION
HORIZ SCALE : 1"=40'
VERT SCALE: 1"=10'



GENERAL NOTES

1. SEE TEST BORE HOLE SHEETS FOR SOIL COMPOSITION DATA. (SHT. 357A-B)
2. SEE RW(MSE), RW(TRF), AND EMRW 94 FOR DETAILS AND NOTES NOT SHOWN HERE.
3. SEE RAIL C221 FOR DETAILS NOT SHOWN HERE.
4. SEE ROADWAY PROFILE SHEET FOR CONTROL LINE VERTICAL CURVE DATA.
5. SEE WALL DETAIL SHEET FOR WALL TYPICAL SECTIONS. (SHT. 358)
6. FOR TEMPORARY SHORING, SEE TRAFFIC CONTROL.

1 - Change Order #20

2 5/10/07 REVISED WALL

1 3/30/07 REVISED WALL

PREVIOUSLY SEALED BY
TODD P. CONSTANT

STATE OF TEXAS
JAMES REISER
67287
REGISTERED
PROFESSIONAL ENGINEER
5-10-07

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Suite 1333
Dallas, TX 75207

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RETAINING WALL LAYOUT

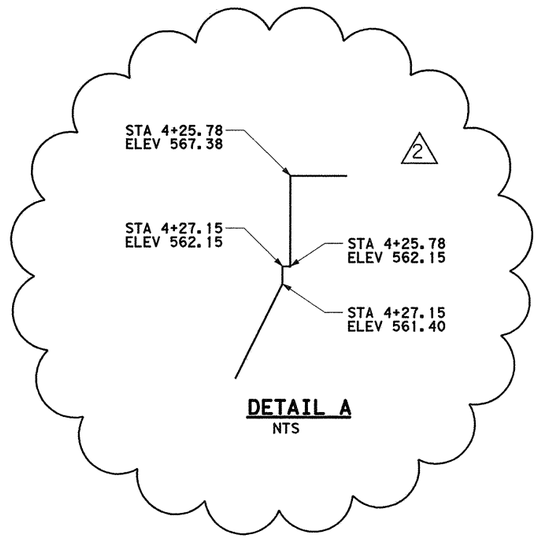
MSE WALL E

SHEET 2 OF 2

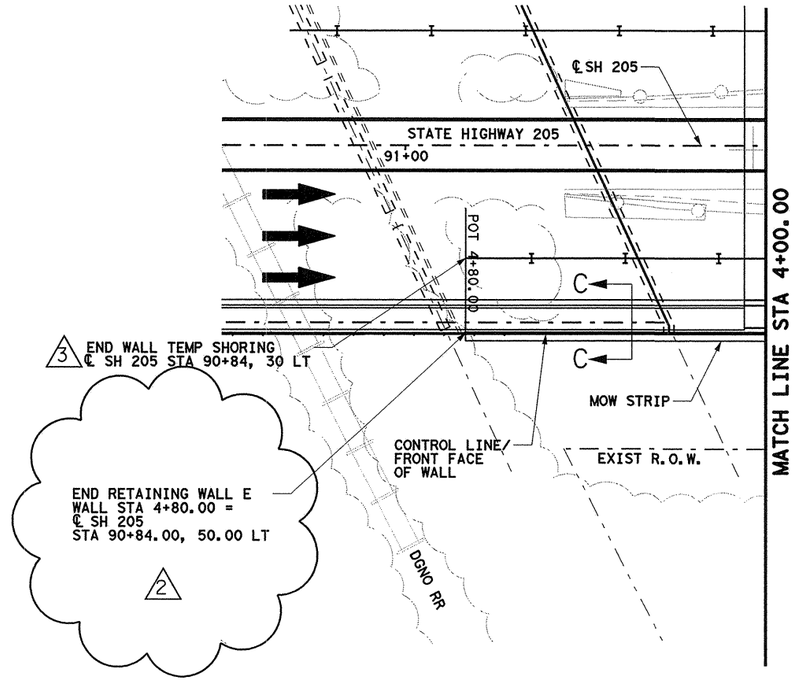
FED.RD. DIV.NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	(SEE TITLE SHEET)	SH 205

STATE	DIST.	COUNTY	SHEET NO.
TEXAS	DALLAS	ROCKWALL	349A
CONT.	SECT.	JOB	
0451	01	032, ETC	

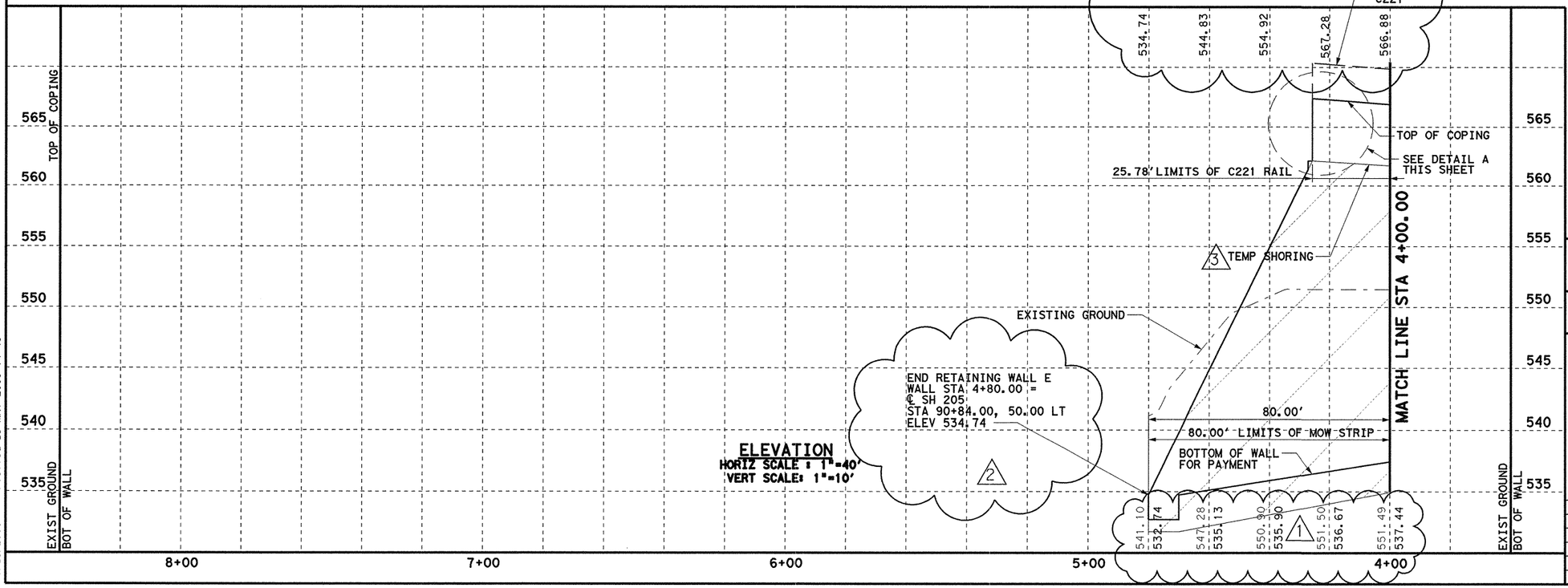
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5/10/2007 Plotted 10-MAY-2007 16:37



DETAIL A
NTS



PLAN
SCALE : 1"=40'



ELEVATION
HORIZ SCALE : 1"=40'
VERT SCALE: 1"=10'



GENERAL NOTES

1. SEE TEST BORE HOLE SHEETS FOR SOIL COMPOSITION DATA. (SHT. 357A-B)
2. SEE RW(MSE), RW(TRF), AND EMRW 94 FOR DETAILS AND NOTES NOT SHOWN HERE.
3. SEE RAIL C221 FOR DETAILS NOT SHOWN HERE.
4. SEE ROADWAY PROFILE SHEET FOR CONTROL LINE VERTICAL CURVE DATA.
5. SEE WALL DETAIL SHEET FOR WALL TYPICAL SECTIONS. (SHT. 358)
6. FOR TEMPORARY SHORING, SEE TRAFFIC CONTROL.

△2 - Change Order #17

△3 5/16/08 REV TEMP SHORING - KDG

△2 5/10/07 REVISED WALL - JR

△1 3/30/07 REVISED WALL - JR

PREVIOUSLY SEALED BY
TODD P. CONSTANT

STATE OF TEXAS
K. DAVID GAN
92574
LICENSED
PROFESSIONAL ENGINEER

5/23/08

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Dallas, TX 75207

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SH 205

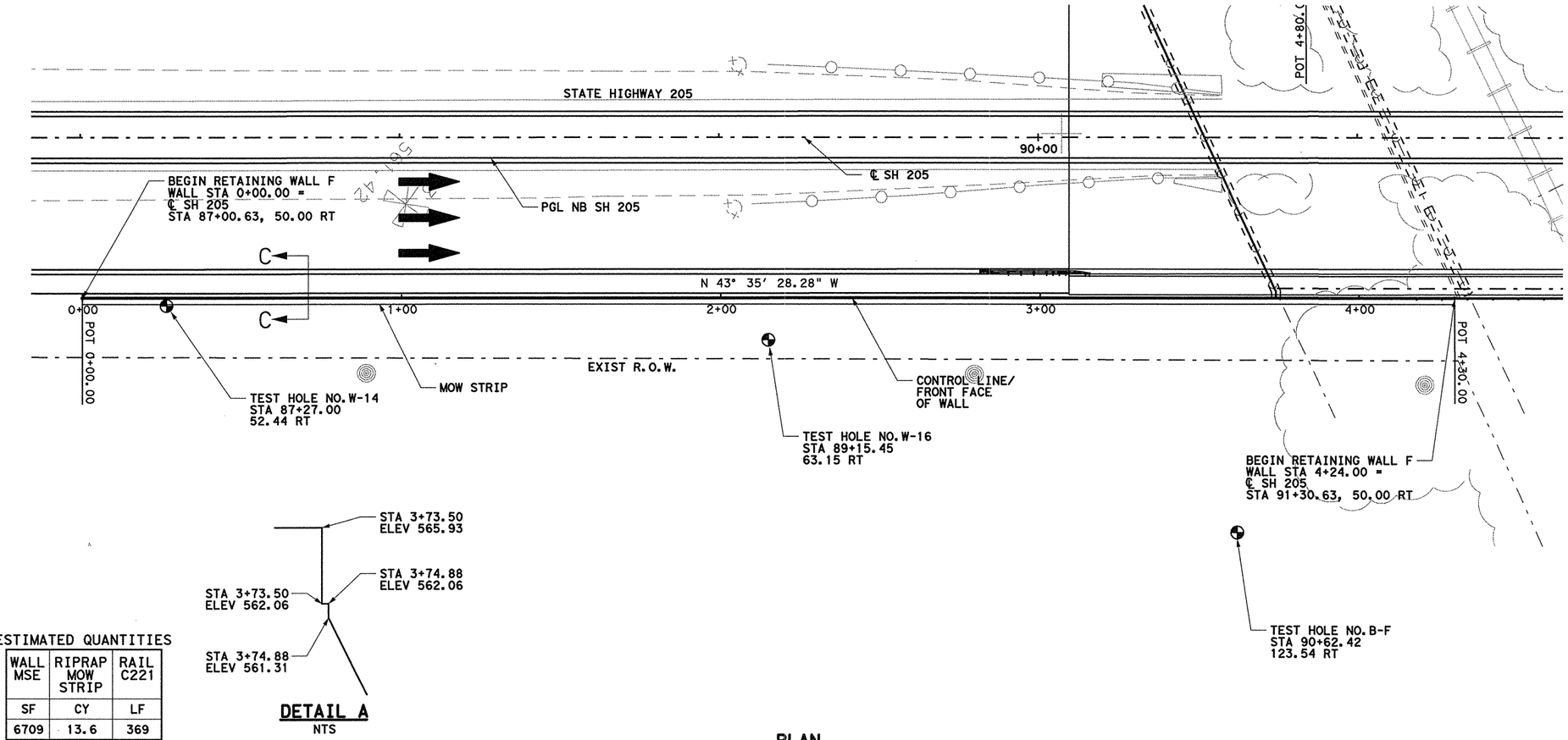
RETAINING WALL LAYOUT

MSE WALL E

SHEET 2 OF 2

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.		HIGHWAY NO.
6	(SEE TITLE SHEET)		SH 205
STATE	DIST.	COUNTY	SHEET NO.
TEXAS	DALLAS	ROCKWALL	349B
CONT.	SECT.	JOB	
0451	01	032, ETC	

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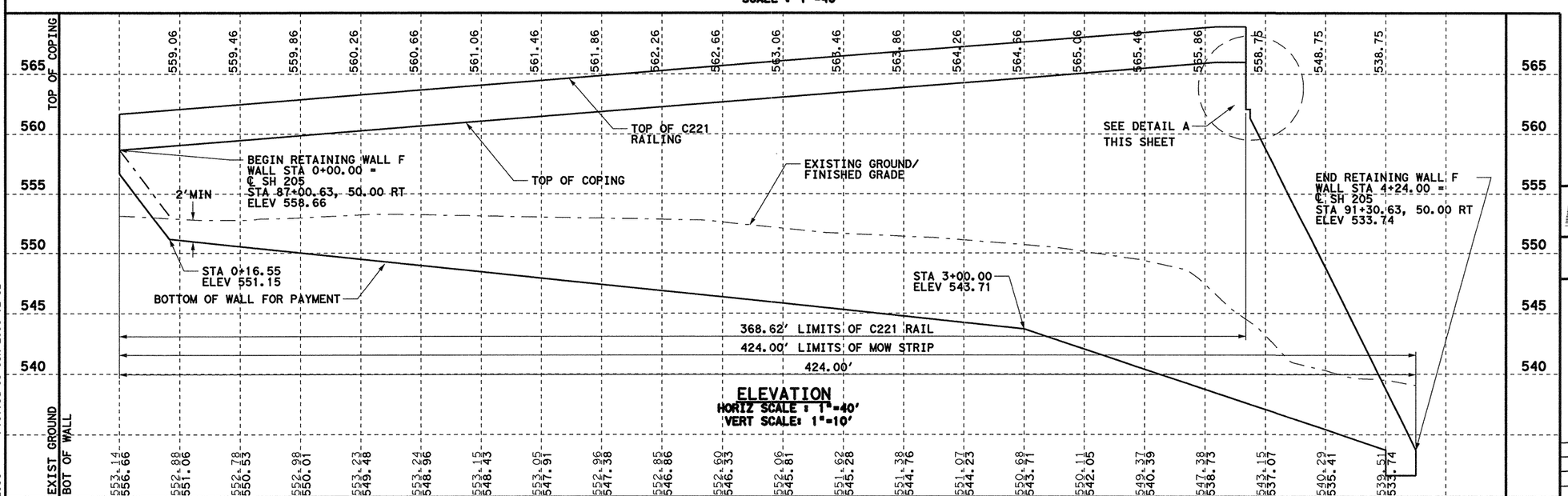


DETAIL A
NTS

ESTIMATED QUANTITIES

WALL MSE	RIPRAP MOW STRIP	RAIL C221
SF	CY	LF
6709	13.6	369

PLAN
SCALE : 1"=40'



ELEVATION
HORIZ SCALE : 1"=40'
VERT SCALE: 1"=10'



GENERAL NOTES

1. SEE TEST BORE HOLE SHEETS FOR SOIL COMPOSITION DATA. (SHT. 357A-B)
2. SEE RW(MSE), RW(TRF), AND EMRW 94 FOR DETAILS AND NOTES NOT SHOWN HERE.
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4. SEE ROADWAY PROFILE SHEET FOR CONTROL LINE VERTICAL CURVE DATA.
5. SEE WALL DETAIL SHEET FOR WALL TYPICAL SECTIONS. (SHT. 358)
6. FOR TEMPORARY SHORING, SEE TRAFFIC CONTROL.

6/23/06 ADDENDUM



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SH 205

RETAINING WALL LAYOUT

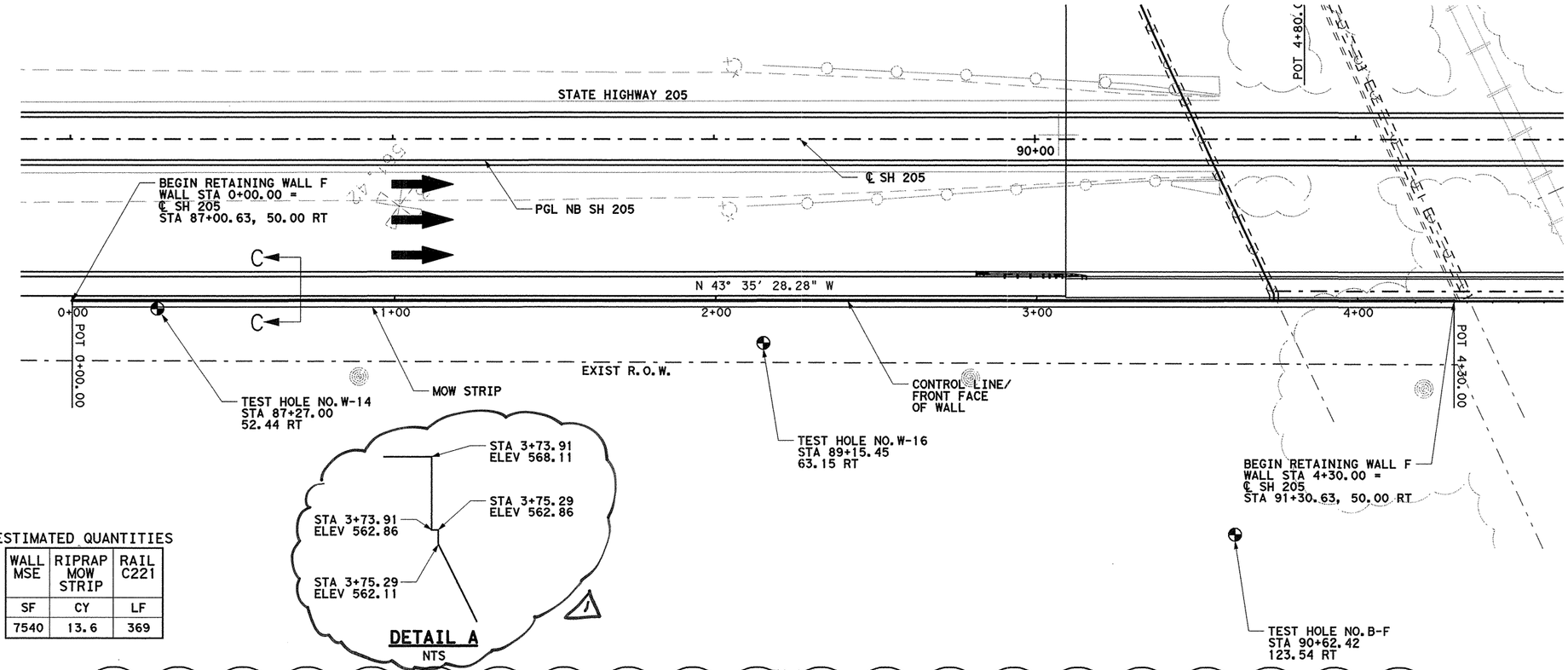
MSE WALL F

SHEET 1 OF 1

FED.RD. DIV.NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	(SEE TITLE SHEET)	SH 205

STATE	DIST.	COUNTY	SHEET NO.
TEXAS	DALLAS	ROCKWALL	350
CONT.	SECT.	JOB	
0451	01	032, ETC	

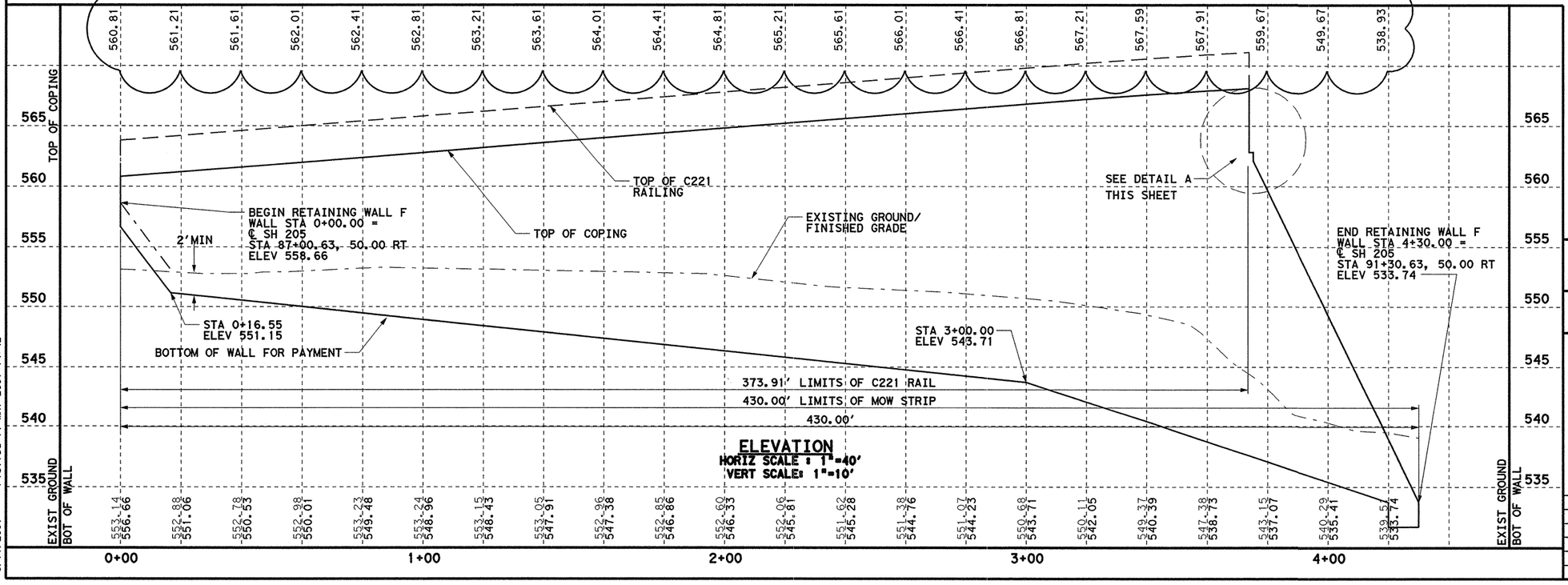
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Plotted 09-JUN-2006 12:02
6/9/2006



ESTIMATED QUANTITIES

WALL MSE	RIPRAP MOW STRIP	RAIL C221
SF	CY	LF
7540	13.6	369

PLAN
SCALE: 1"=40'



ELEVATION
HORIZ SCALE: 1"=40'
VERT SCALE: 1"=10'

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5/11/2007 Plotted 11-MAY-2007 14:42



0 20 40
SCALE IN FEET
HORIZONTAL

0 5 10
SCALE IN FEET
VERTICAL

GENERAL NOTES

1. SEE TEST BORE HOLE SHEETS FOR SOIL COMPOSITION DATA. (SHT. 357A-B)
2. SEE RW(MSE), RW(TRF), AND EMRW 94 FOR DETAILS AND NOTES NOT SHOWN HERE.
3. SEE RAIL C221 FOR DETAILS NOT SHOWN HERE.
4. SEE ROADWAY PROFILE SHEET FOR CONTROL LINE VERTICAL CURVE DATA.
5. SEE WALL DETAIL SHEET FOR WALL TYPICAL SECTIONS. (SHT. 358)
6. FOR TEMPORARY SHORING, SEE TRAFFIC CONTROL.

△1 - Change Order #20

1 5/10/07 REVISED WALL

PREVIOUSLY SEALED BY
TODD P. CONSTANT



5-11-07
James Reiser

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SH 205

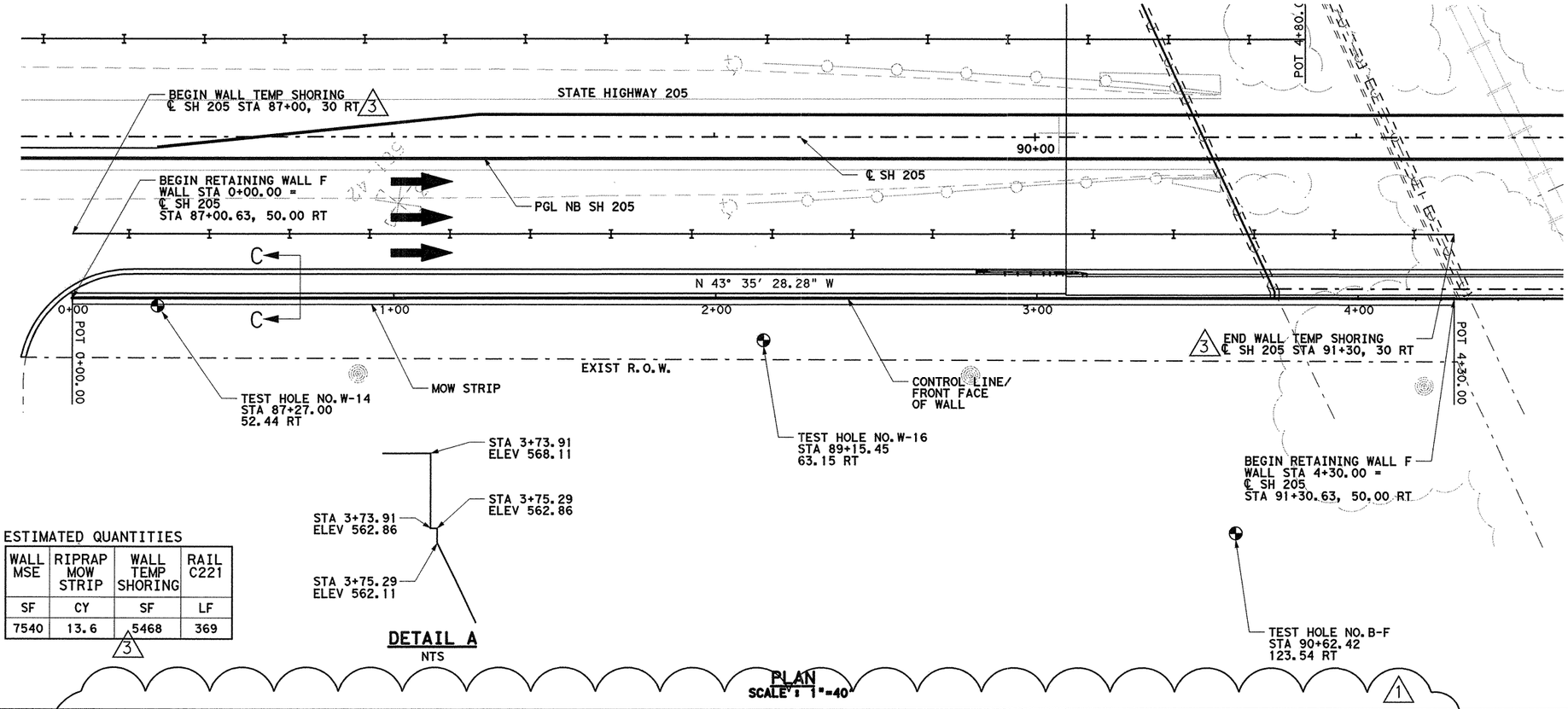
RETAINING WALL LAYOUT

MSE WALL F

SHEET 1 OF 1

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	(SEE TITLE SHEET)	SH 205

STATE	DIST.	COUNTY	SHEET NO.
TEXAS	DALLAS	ROCKWALL	350A
CONT.	SECT.	JOB	
0451	01	032, ETC	



ESTIMATED QUANTITIES

WALL MSE	RIPRAP MOW STRIP	WALL TEMP SHORING	RAIL C221
SF	CY	SF	LF
7540	13.6	5468	369

3



GENERAL NOTES

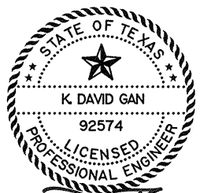
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4. SEE ROADWAY PROFILE SHEET FOR CONTROL LINE VERTICAL CURVE DATA.
5. SEE WALL DETAIL SHEET FOR WALL TYPICAL SECTIONS. (SHT. 358)
6. FOR TEMPORARY SHORING, SEE TRAFFIC CONTROL.

3 - Change Order #17

3 5/16/08 REV TEMP SHORING -KDG

1 5/10/07 REVISED WALL - JR

PREVIOUSLY SEALED BY
TODD P. CONSTANT



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RETAINING WALL LAYOUT

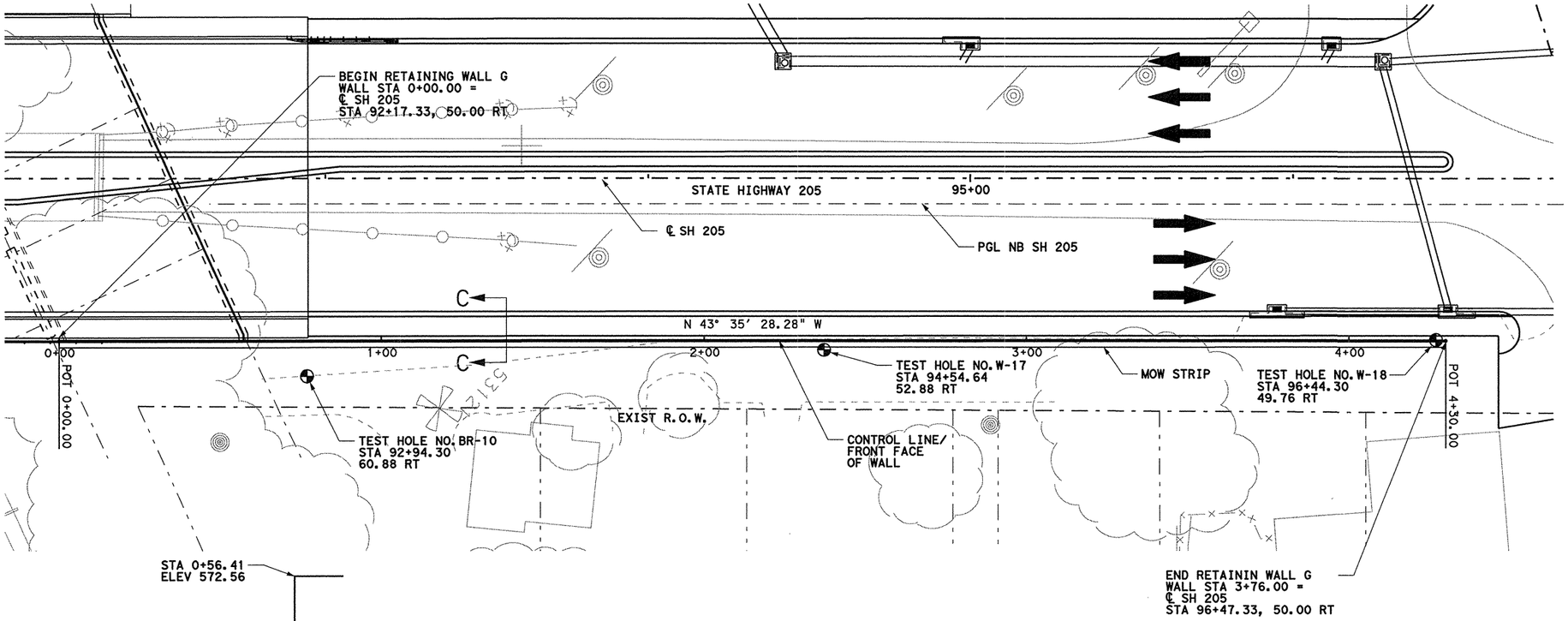
MSE WALL F

SHEET 1 OF 1

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	(SEE TITLE SHEET)	SH 205

STATE	DIST.	COUNTY	SHEET NO.
TEXAS	DALLAS	ROCKWALL	350B
CONT.	SECT.	JOB	
0451	01	032, ETC	

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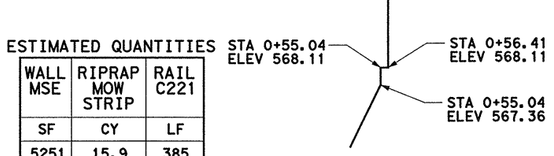


GENERAL NOTES

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6. FOR TEMPORARY SHORING, SEE TRAFFIC CONTROL.

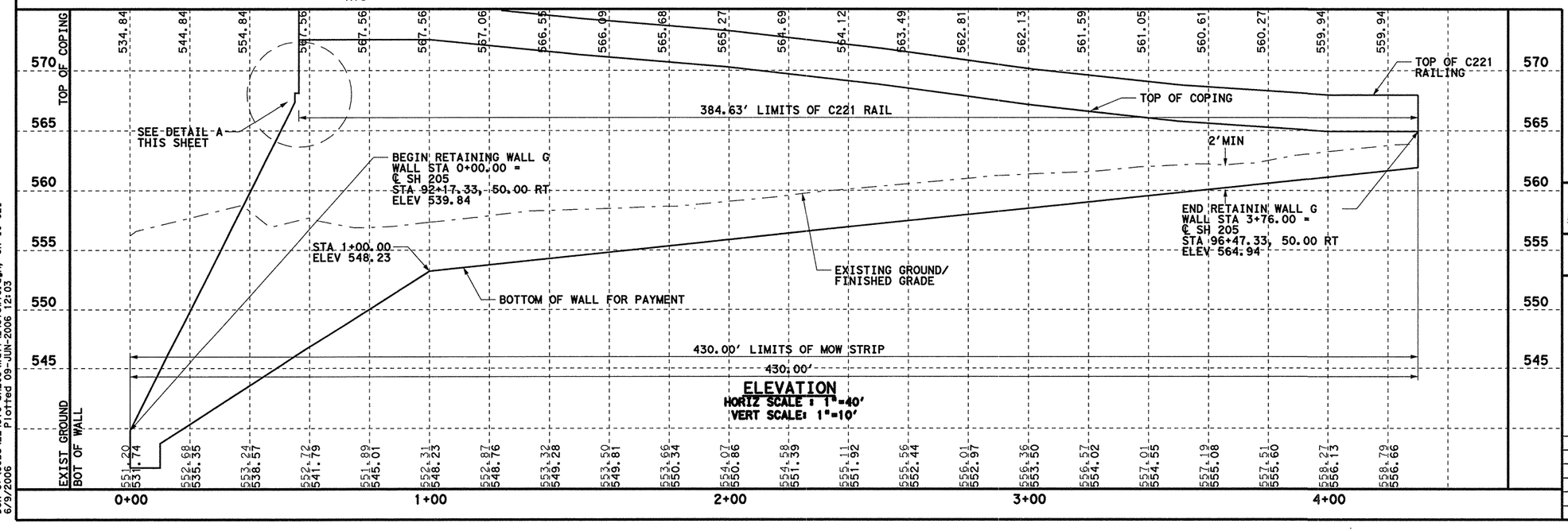
ESTIMATED QUANTITIES

WALL MSE	RIPRAP MOW STRIP	RAIL C221
SF	CY	LF
5251	15.9	385



DETAIL A
NTS

PLAN
SCALE : 1"=40'



ELEVATION
HORIZ SCALE : 1"=40'
VERT SCALE: 1"=10'

6/23/06 ADDENDUM

STATE OF TEXAS
TODD P. CONSTANT
88243
LICENSED
PROFESSIONAL ENGINEER
6/9/06

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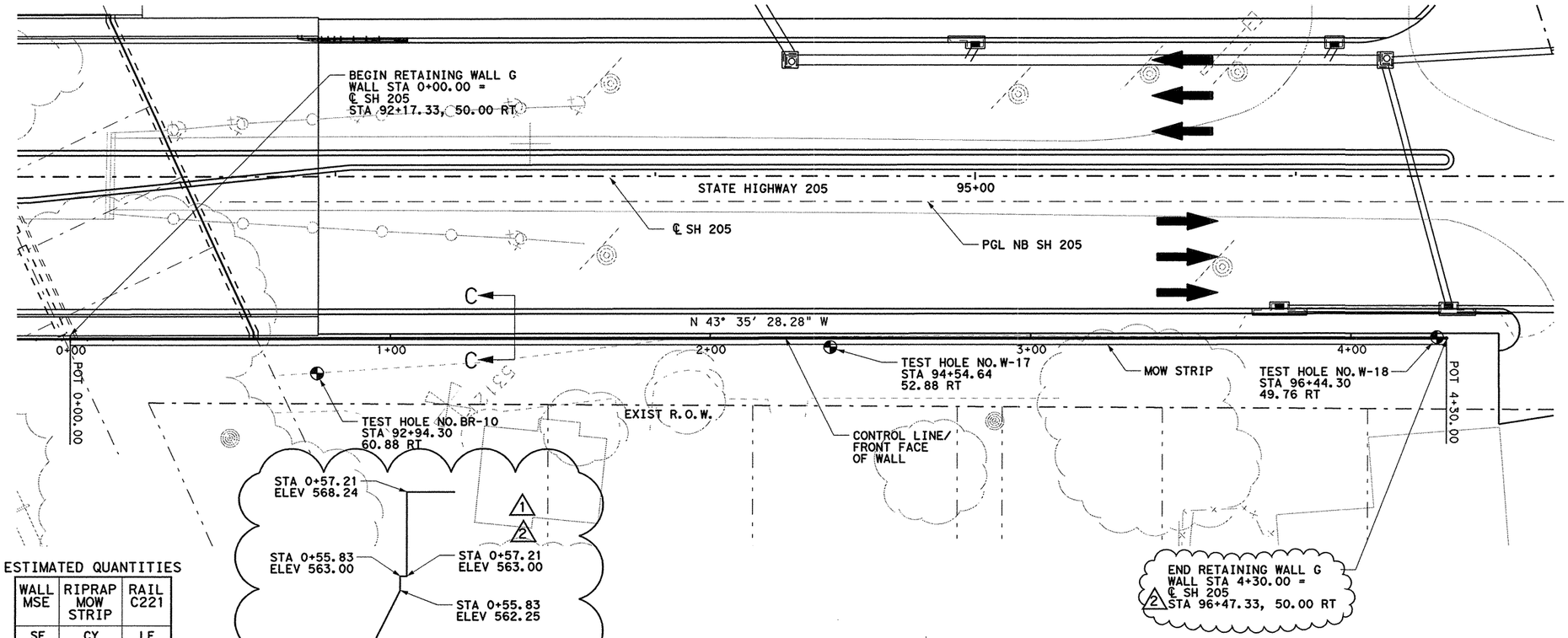
MSE WALL G

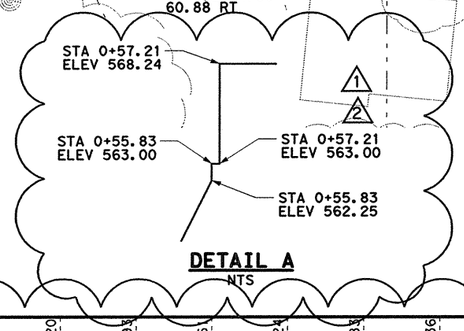
SHEET 1 OF 1

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	(SEE TITLE SHEET)	SH 205

STATE	DIST.	COUNTY	SHEET NO.
TEXAS	DALLAS	ROCKWALL	351
CONT.	SECT.	JOB	
0451	01	032, ETC	

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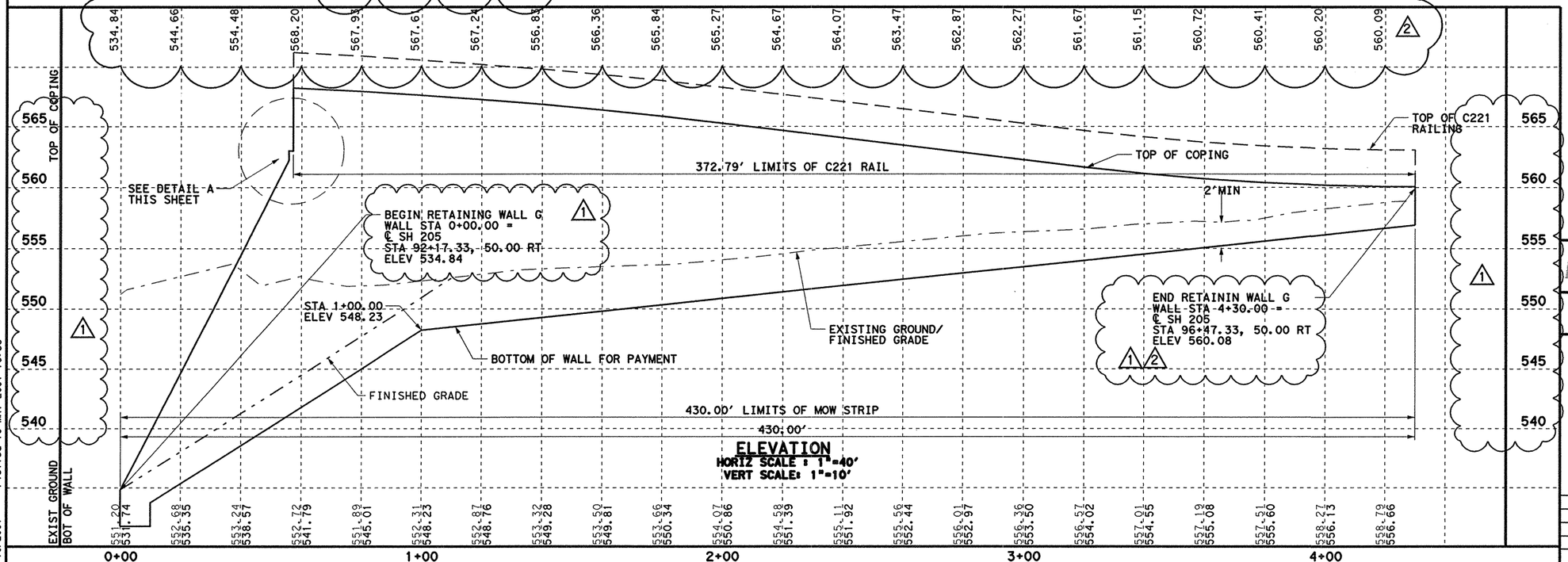


DETAIL A
NTS

PLAN
SCALE : 1"=40'

ESTIMATED QUANTITIES

WALL MSE	RIPRAP MOW STRIP	RAIL C221
SF	CY	LF
5286	15.9	385



ELEVATION
HORIZ SCALE : 1"=40'
VERT SCALE: 1"=10'



GENERAL NOTES

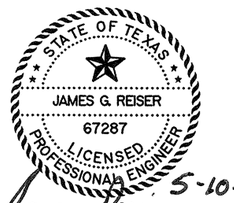
1. SEE TEST BORE HOLE SHEETS FOR SOIL COMPOSITION DATA. (SHT. 357A-B)
2. SEE RW(MSE), RW(TRF), AND EMRW 94 FOR DETAILS AND NOTES NOT SHOWN HERE.
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4. SEE ROADWAY PROFILE SHEET FOR CONTROL LINE VERTICAL CURVE DATA.
5. SEE WALL DETAIL SHEET FOR WALL TYPICAL SECTIONS. (SHT. 358)
6. FOR TEMPORARY SHORING, SEE TRAFFIC CONTROL.

2 - Change Order #20

2 5/10/07 REVISED WALL

1 3/30/07 REVISED WALL

PREVIOUSLY SEALED BY
TODD P. CONSTANT



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RETAINING WALL LAYOUT

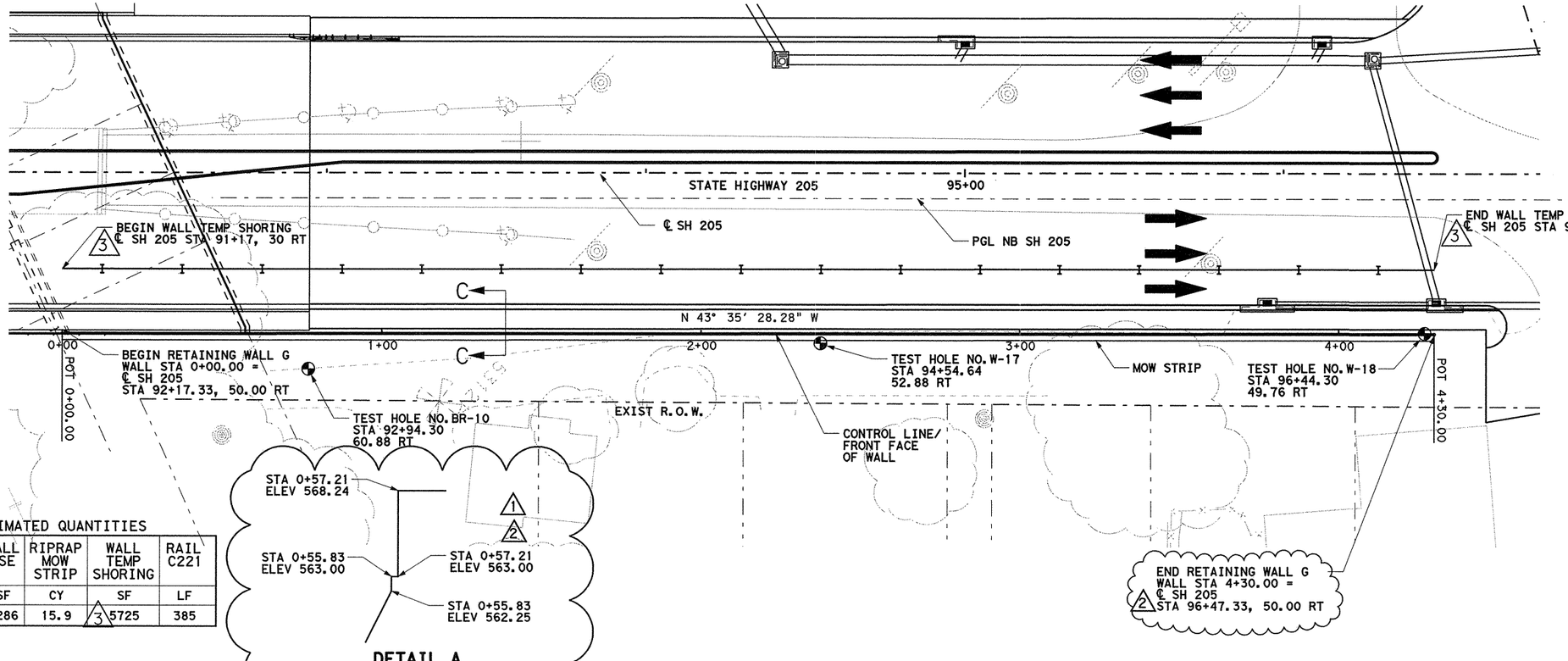
MSE WALL G

SHEET 1 OF 1

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	(SEE TITLE SHEET)	SH 205

STATE	DIST.	COUNTY	SHEET NO.
TEXAS	DALLAS	ROCKWALL	351A
CONT.	SECT.	JOB	
0451	01	032, ETC	

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5/10/2007 Plotted 10-MAY-2007 16:53



DETAIL A
NTS

PLAN
SCALE : 1"=40'

0 20 40
SCALE IN FEET
HORIZONTAL

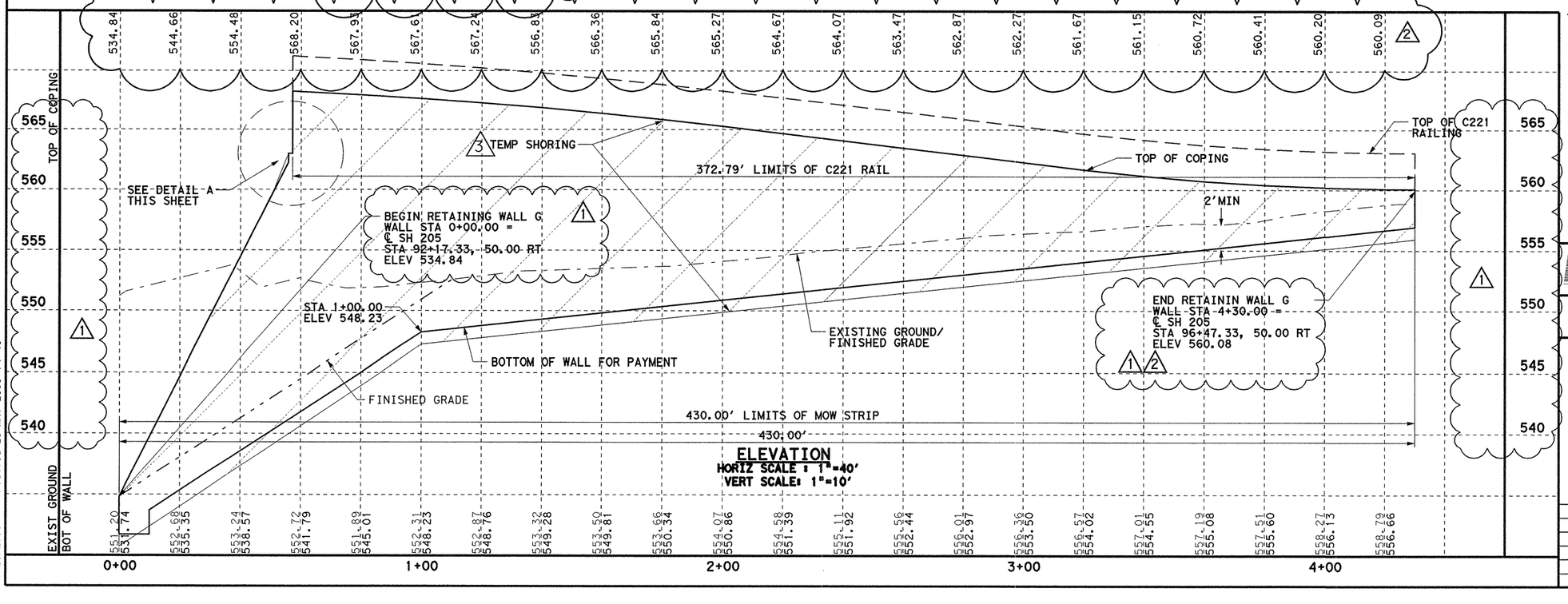
0 5 10
SCALE IN FEET
VERTICAL

GENERAL NOTES

1. SEE TEST BORE HOLE SHEETS FOR SOIL COMPOSITION DATA. (SHT. 357A-B)
2. SEE RW(MSE), RW(TRF), AND EMRW 94 FOR DETAILS AND NOTES NOT SHOWN HERE.
3. SEE RAIL C221 FOR DETAILS NOT SHOWN HERE.
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5. SEE WALL DETAIL SHEET FOR WALL TYPICAL SECTIONS. (SHT. 358)
6. FOR TEMPORARY SHORING, SEE TRAFFIC CONTROL.

ESTIMATED QUANTITIES

WALL MSE	RIPRAP MOW STRIP	WALL TEMP SHORING	RAIL C221
SF	CY	SF	LF
5286	15.9	3 5725	385



ELEVATION
HORIZ SCALE : 1"=40'
VERT SCALE: 1"=10'

3 - Change Order #17

3 5/16/08 REV TEMP SHORING -KDG
2 5/10/07 REVISED WALL - JR
1 3/30/07 REVISED WALL - JR

PREVIOUSLY SEALED BY
TODD P. CONSTANT

STATE OF TEXAS
K. DAVID GAN
92574
LICENSED
PROFESSIONAL ENGINEER
5/23/08

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RETAINING WALL LAYOUT

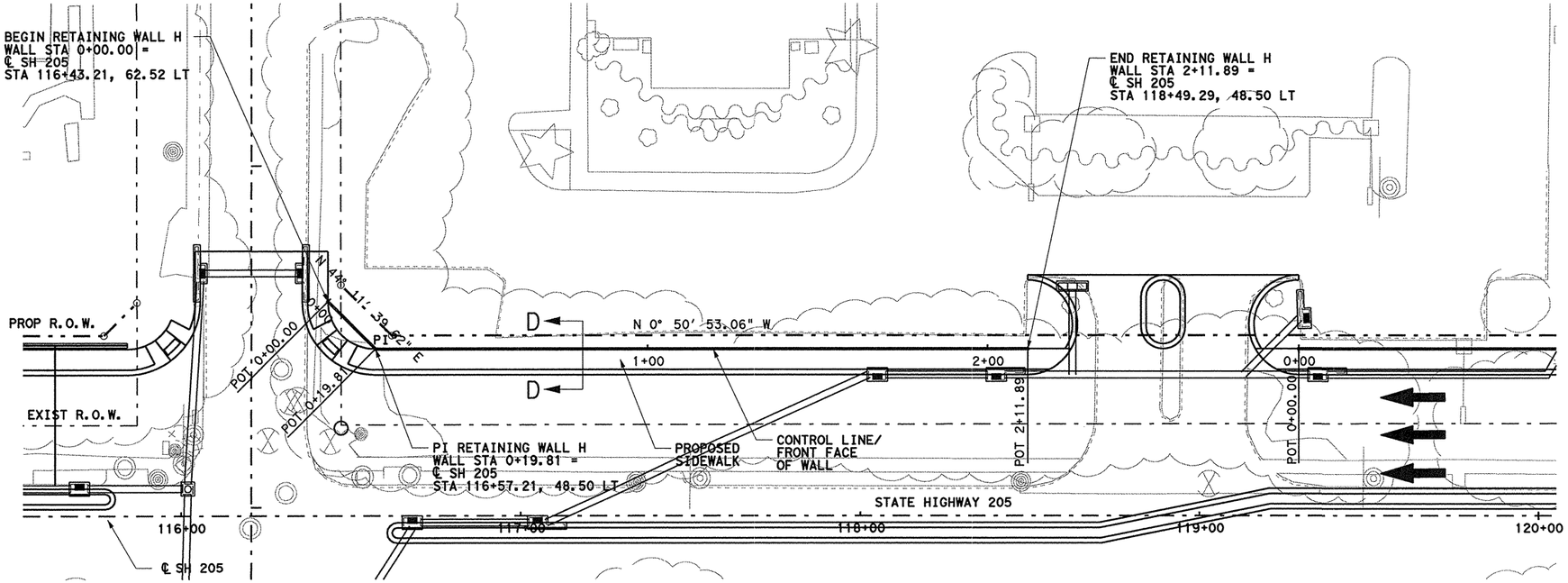
MSE WALL G

SHEET 1 OF 1

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	(SEE TITLE SHEET)	SH 205

STATE	DIST.	COUNTY	SHEET NO.
TEXAS	DALLAS	ROCKWALL	351B
CONT.	SECT.	JOB	
0451	01	032, ETC	

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0 20 40
SCALE IN FEET
HORIZONTAL

0 5 10
SCALE IN FEET
VERTICAL

GENERAL NOTES

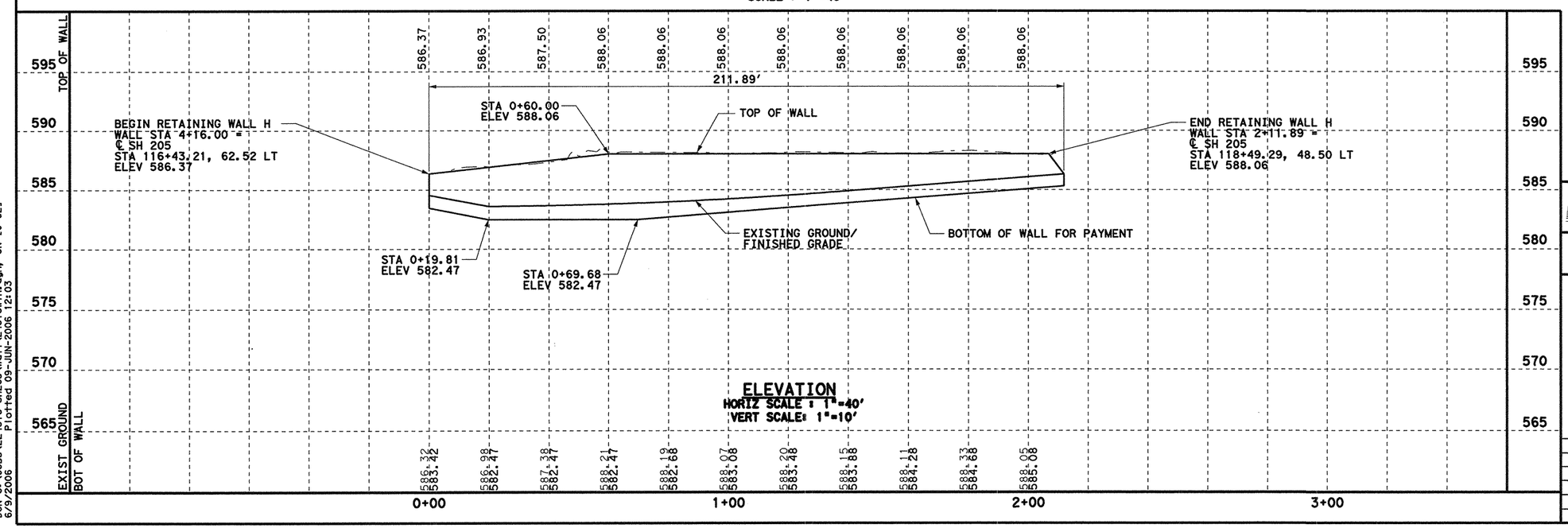
1. SEE TEST BORE HOLE SHEETS FOR SOIL COMPOSITION DATA. (SHT. 357A-B)
2. SEE RW(CB) FOR DETAILS AND NOTES NOT SHOWN HERE.
3. SEE ROADWAY PROFILE SHEET FOR CONTROL LINE VERTICAL CURVE DATA.
4. SEE WALL DETAIL SHEET FOR WALL TYPICAL SECTIONS. (SHT. 358)

WALL TO BE CONSTRUCTED USING ALLAN BLOCK "ASHLAR BLEND" CONCRETE SEGMENTAL BLOCKS OR EQUIVALENT APPROVED BY THE ENGINEER

ESTIMATED QUANTITIES

RETAINING WALL CONC BLOCK
SF
917

PLAN
SCALE : 1"=40'



ELEVATION
HORIZ SCALE : 1"=40'
VERT SCALE: 1"=10'

6/23/06 ADDENDUM

6/9/06

STATE OF TEXAS
TODD P. CONSTANT
88243
LICENSED
PROFESSIONAL ENGINEER

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RETAINING WALL LAYOUT

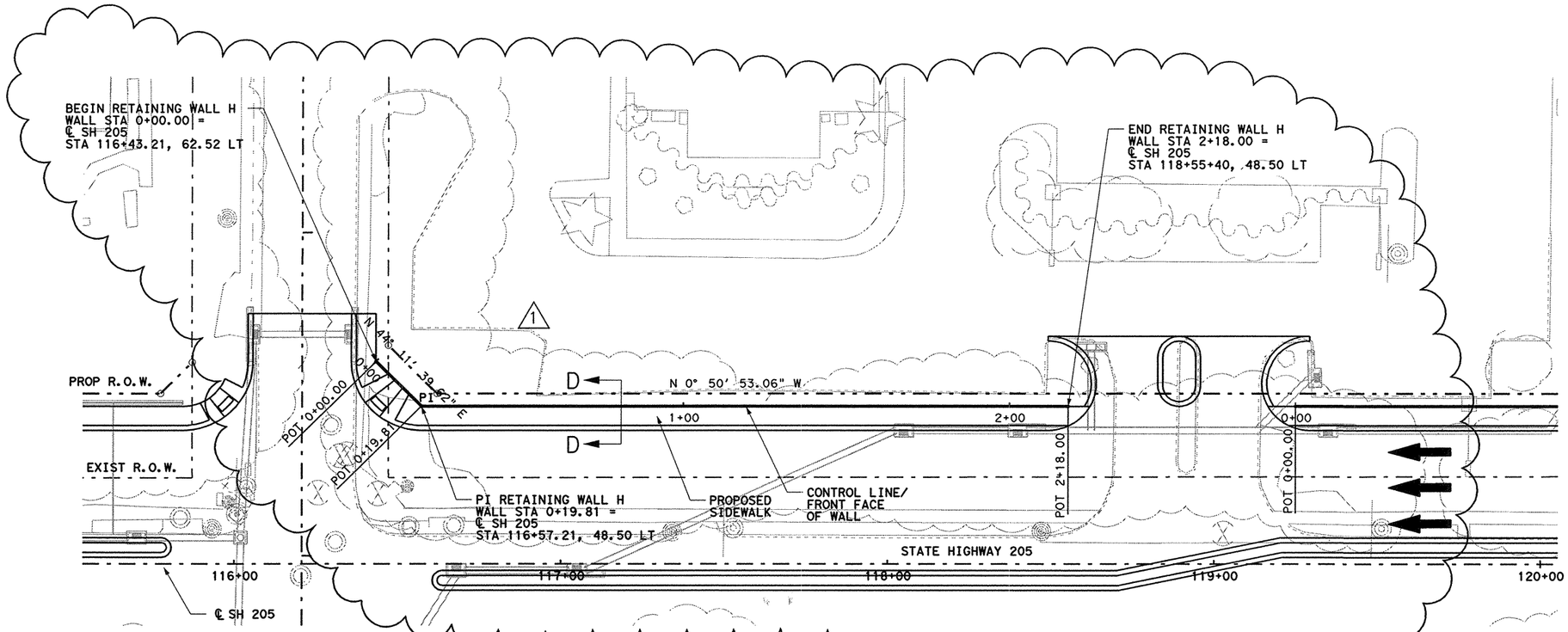
WALL H

SHEET 1 OF 1

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	(SEE TITLE SHEET)	SH 205

STATE	DIST.	COUNTY	SHEET NO.
TEXAS	DALLAS	ROCKWALL	352
CONT.	SECT.	JOB	
0451	01	032, ETC	

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6/9/2006 Plotted 09-JUN-2006 12:03



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SCALE IN FEET
HORIZONTAL

0 5 10
SCALE IN FEET
VERTICAL

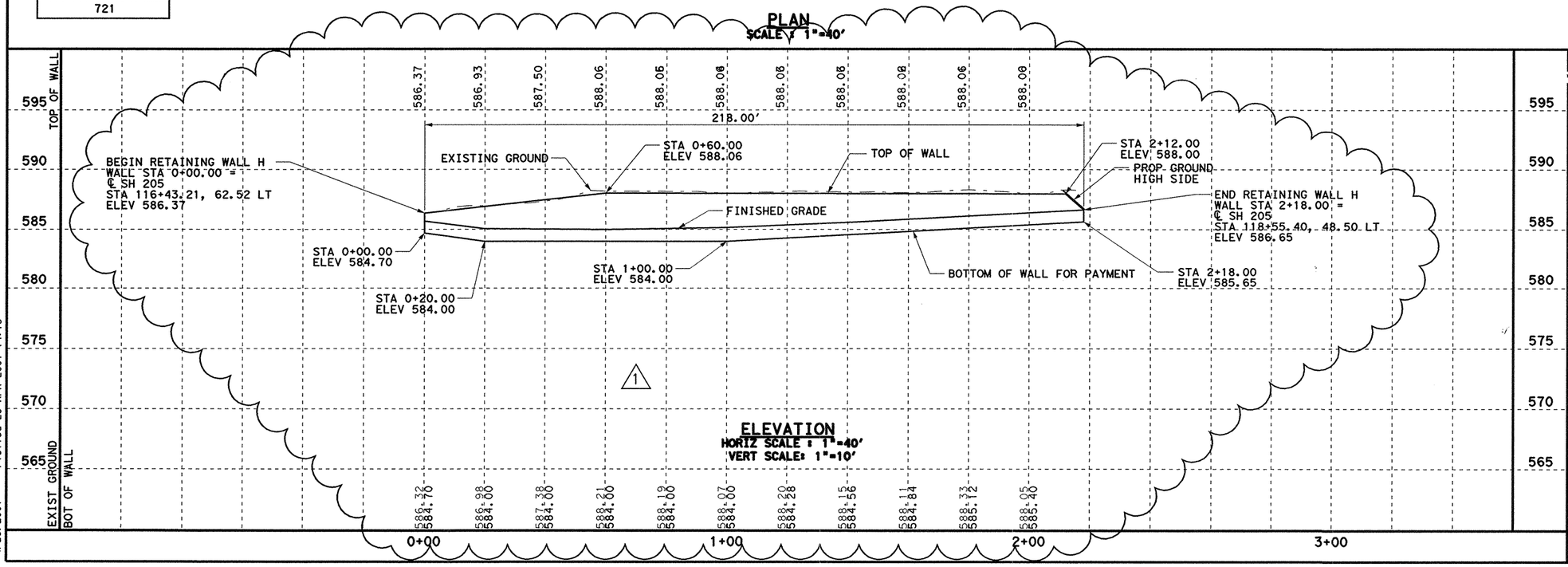
GENERAL NOTES

1. SEE TEST BORE HOLE SHEETS FOR SOIL COMPOSITION DATA. (SHT. 357A-B)
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WALL TO BE CONSTRUCTED USING ALLAN BLOCK "ASHLAR BLEND" CONCRETE SEGMENTAL BLOCKS OR EQUIVALENT APPROVED BY THE ENGINEER

ESTIMATED QUANTITIES

RETAINING WALL CONC BLOCK
SF
721



82 CHANGE ORDER #82

1 3/30/07 REVISED WALL

PREVIOUSLY SEALED BY
TODD P. CONSTANT

STATE OF TEXAS
JAMES REISER
67287
REGISTERED
PROFESSIONAL ENGINEER

4-25-07

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RETAINING WALL LAYOUT

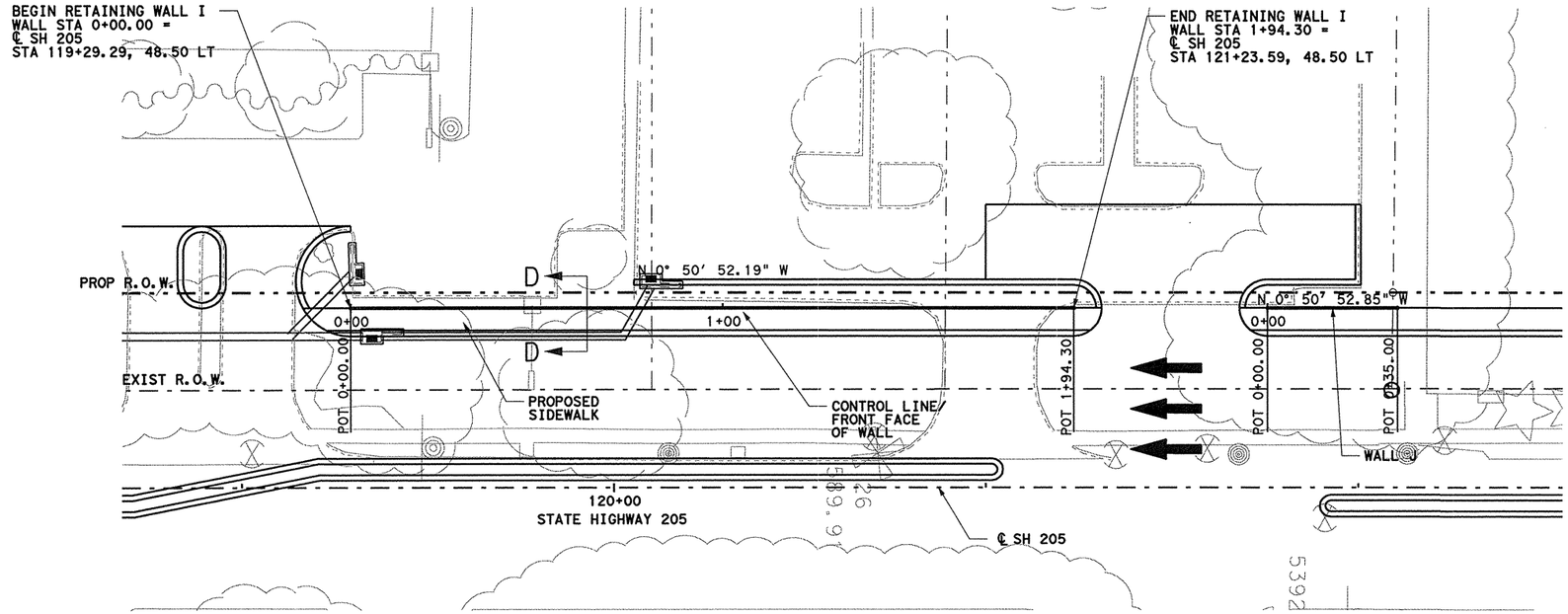
WALL H

SHEET 1 OF 1

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	(SEE TITLE SHEET)	SH 205

STATE	DIST.	COUNTY	SHEET NO.
TEXAS	DALLAS	ROCKWALL	352A
CONT.	SECT.	JOB	
0451	01	032, ETC	

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4/25/2007 Plotted 25-APR-2007 14:15



0 20 40
SCALE IN FEET
HORIZONTAL

0 5 10
SCALE IN FEET
VERTICAL

GENERAL NOTES

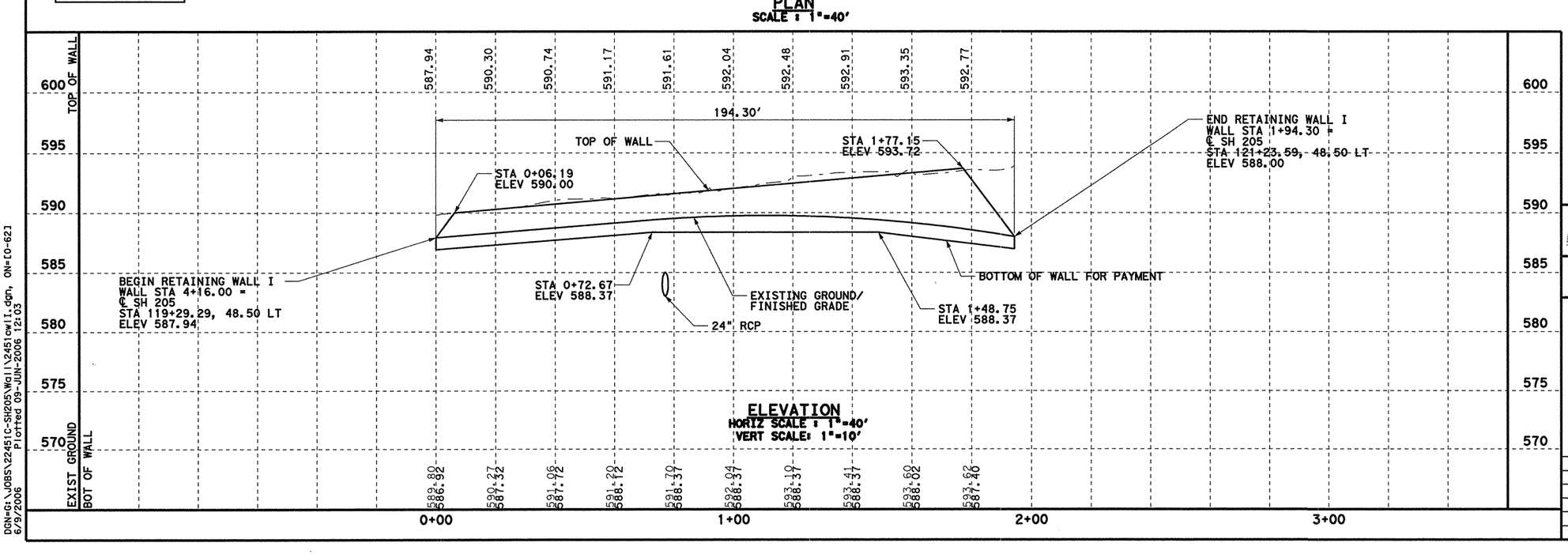
1. SEE TEST BORE HOLE SHEETS FOR SOIL COMPOSITION DATA. (SHT. 357A-B)
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4. SEE WALL DETAIL SHEET FOR WALL TYPICAL SECTIONS. (SHT. 358)

WALL TO BE CONSTRUCTED USING ALLAN BLOCK "ASHLAR BLEND" CONCRETE SEGMENTAL BLOCKS OR EQUIVALENT APPROVED BY THE ENGINEER

ESTIMATED QUANTITIES

RETAINING WALL CONC BLOCK
SF
728

6/23/06 ADDENDUM



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6/9/2006 Plotted 09-JUN-2006 12:03

6/9/06

STATE OF TEXAS
TODD P. CONSTANT
88243
LICENSED PROFESSIONAL ENGINEER

Parsons Brinckerhoff Quade & Douglas, Inc.
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Dallas, TX 75207

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SH 205

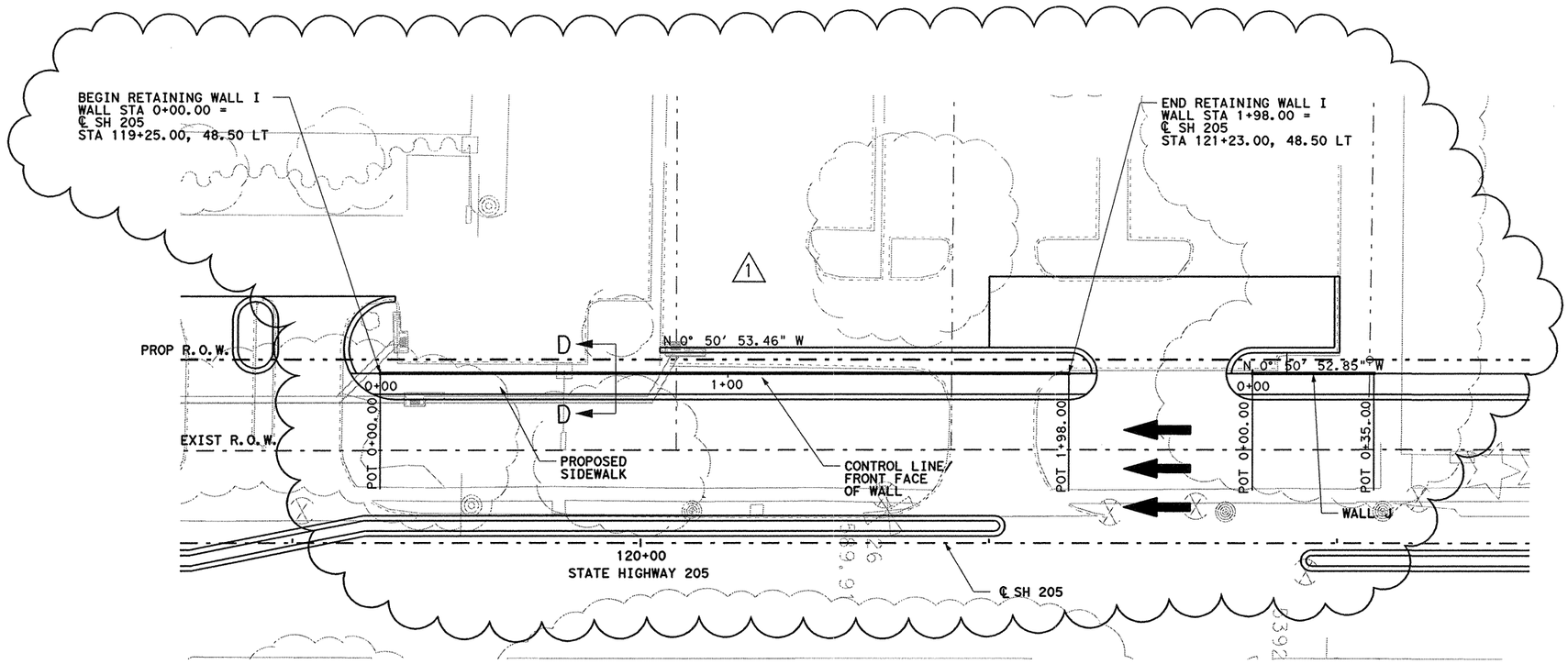
RETAINING WALL LAYOUT

WALL I

SHEET 1 OF 1

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	(SEE TITLE SHEET)	SH 205

STATE	DIST.	COUNTY	SHEET NO.
TEXAS	DALLAS	ROCKWALL	353
CONT.	SECT.	JOB	
0451	01	032, ETC	



0 20 40
SCALE IN FEET
HORIZONTAL

0 5 10
SCALE IN FEET
VERTICAL

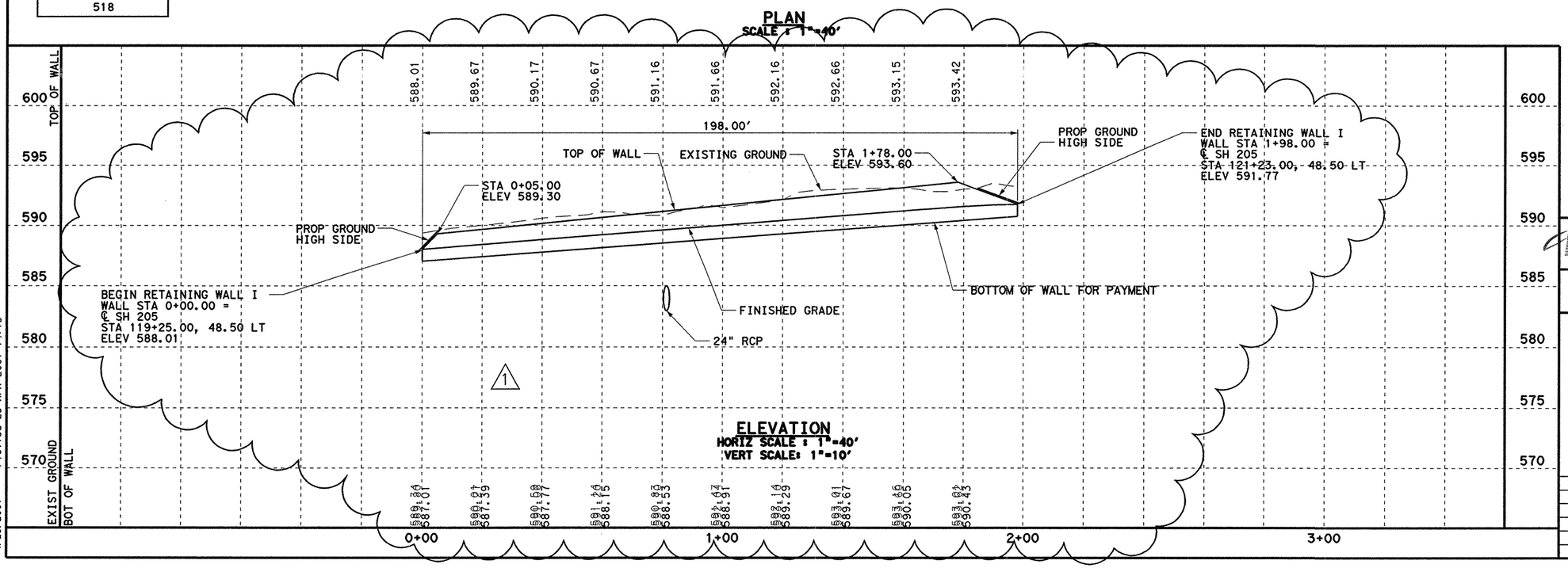
GENERAL NOTES

1. SEE TEST BORE HOLE SHEETS FOR SOIL COMPOSITION DATA. (SHT. 357A-B)
2. SEE RW(CB) FOR DETAILS AND NOTES NOT SHOWN HERE.
3. SEE ROADWAY PROFILE SHEET FOR CONTROL LINE VERTICAL CURVE DATA.
4. SEE WALL DETAIL SHEET FOR WALL TYPICAL SECTIONS. (SHT. 358)

WALL TO BE CONSTRUCTED USING ALLAN BLOCK "ASHLAR BLEND" CONCRETE SEGMENTAL BLOCKS OR EQUIVALENT APPROVED BY THE ENGINEER

ESTIMATED QUANTITIES

RETAINING WALL CONC BLOCK
SF
518



△ CHANGE ORDER #82

△1 3/30/07 REVISED WALL

PREVIOUSLY SEALED BY
TODD P. CONSTANT

STATE OF TEXAS
JAMES REISER
67287
REGISTERED PROFESSIONAL ENGINEER

4-25-07

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2777 Stemmons Freeway
Suite 1333
Dallas, TX 75207

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SH 205

RETAINING WALL LAYOUT

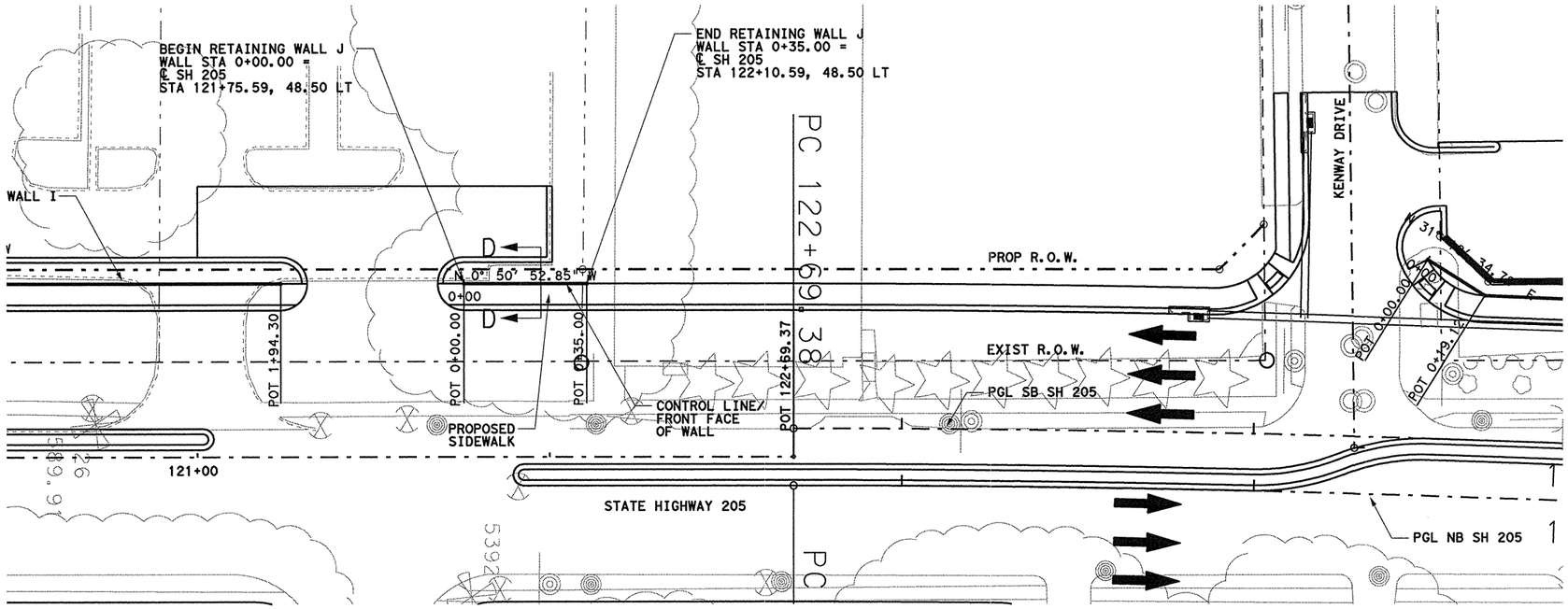
WALL I

SHEET 1 OF 1

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	(SEE TITLE SHEET)	SH 205

STATE	DIST.	COUNTY	SHEET NO.
TEXAS	DALLAS	ROCKWALL	353A
CONT.	SECT.	JOB	
0451	01	032, ETC	

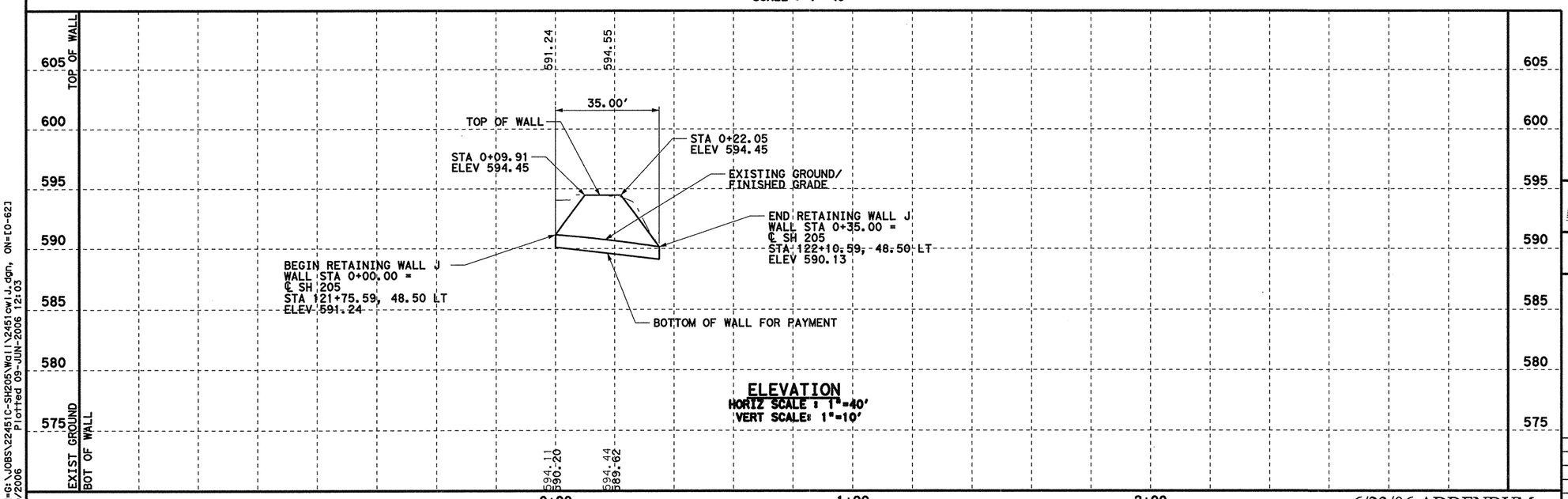
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4/25/2007 Plotted 25-APR-2007 14:15



ESTIMATED QUANTITIES

RETAINING WALL CONC BLOCK
SF
125

PLAN
SCALE : 1"=40'



ELEVATION
HORIZ SCALE : 1"=40'
VERT SCALE: 1"=10'

6/23/06 ADDENDUM

0 20 40
SCALE IN FEET
HORIZONTAL

0 5 10
SCALE IN FEET
VERTICAL

GENERAL NOTES

1. SEE TEST BORE HOLE SHEETS FOR SOIL COMPOSITION DATA. (SHT. 357A-B)
2. SEE RW(CB) FOR DETAILS AND NOTES NOT SHOWN HERE.
3. SEE ROADWAY PROFILE SHEET FOR CONTROL LINE VERTICAL CURVE DATA.
4. SEE WALL DETAIL SHEET FOR WALL TYPICAL SECTIONS. (SHT. 358)

WALL TO BE CONSTRUCTED USING ALLAN BLOCK "ASHLAR BLEND" CONCRETE SEGMENTAL BLOCKS OR EQUIVALENT APPROVED BY THE ENGINEER

STATE OF TEXAS
TODD P. CONSTANT
88243
LICENSED
PROFESSIONAL ENGINEER
6/9/06

Parsons Brinckerhoff Quade & Douglas, Inc.
2777 Stemmons Freeway
Suite 1333
Dallas, TX 75207

Texas Department of Transportation
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SH 205

RETAINING WALL LAYOUT

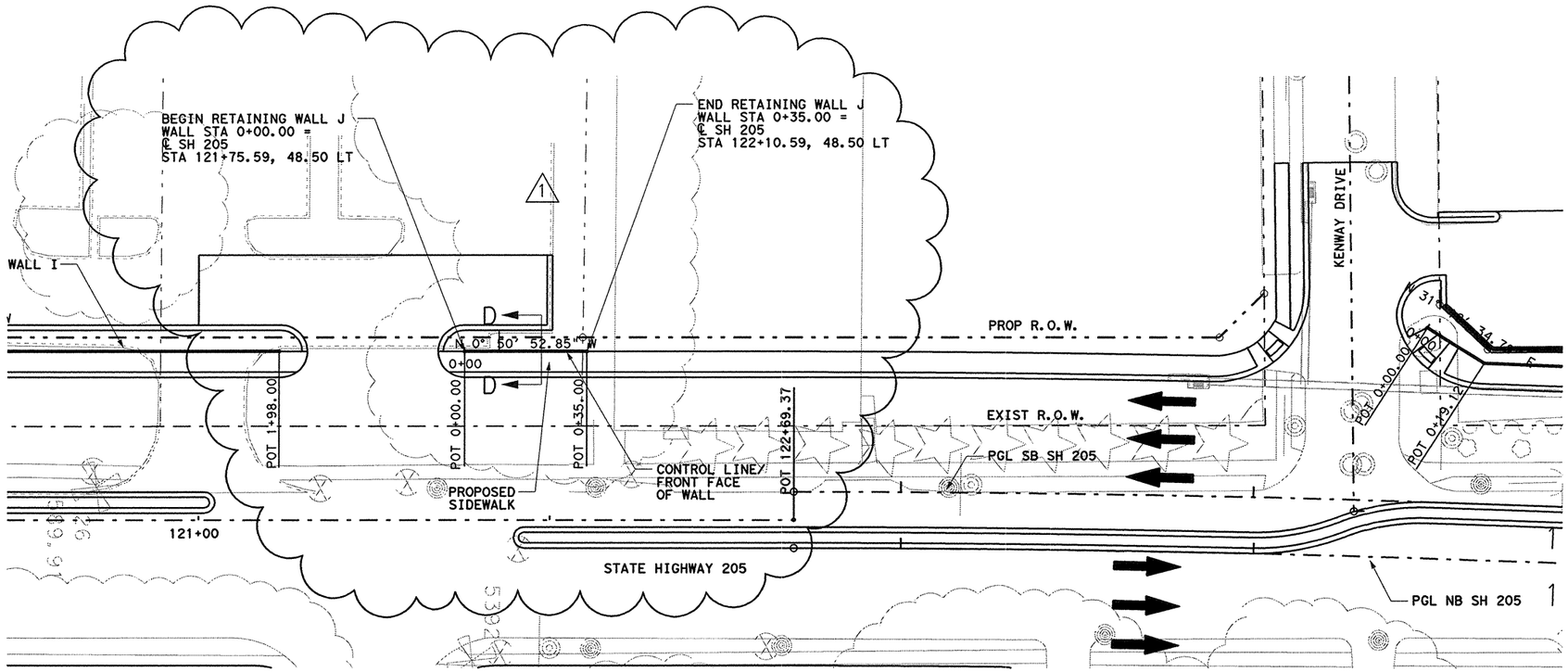
WALL J

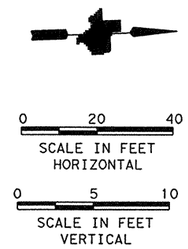
SHEET 1 OF 1

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	(SEE TITLE SHEET)	SH 205

STATE	DIST.	COUNTY	SHEET NO.
TEXAS	DALLAS	ROCKWALL	354
CONT.	SECT.	JOB	
0451	01	032, ETC	

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6/9/2006 Plotted 09-JUN-2006 12:03





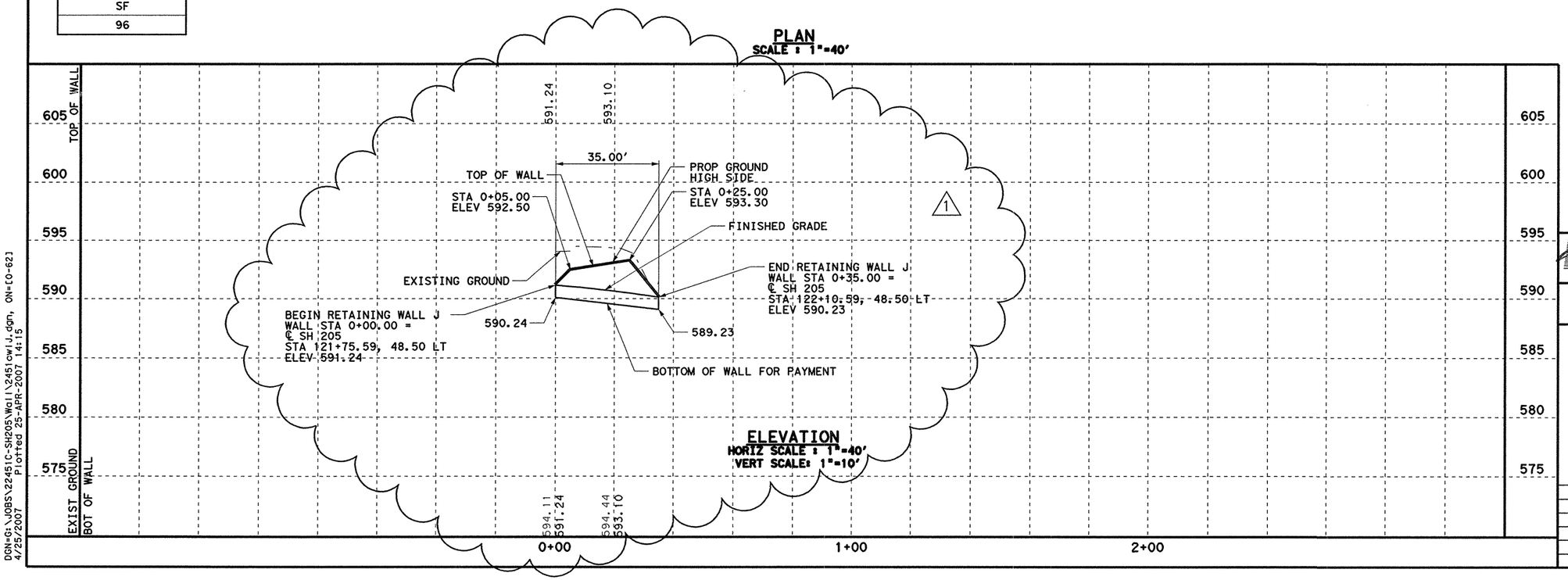
GENERAL NOTES

1. SEE TEST BORE HOLE SHEETS FOR SOIL COMPOSITION DATA. (SHT. 357A-B)
2. SEE RW(CB) FOR DETAILS AND NOTES NOT SHOWN HERE.
3. SEE ROADWAY PROFILE SHEET FOR CONTROL LINE VERTICAL CURVE DATA.
4. SEE WALL DETAIL SHEET FOR WALL TYPICAL SECTIONS. (SHT. 358)

WALL TO BE CONSTRUCTED USING ALLAN BLOCK "ASHLAR BLEND" CONCRETE SEGMENTAL BLOCKS OR EQUIVALENT APPROVED BY THE ENGINEER

ESTIMATED QUANTITIES

RETAINING WALL CONC BLOCK
SF
96



△ CHANGE ORDER #82

1 3/30/07 REVISED WALL

PREVIOUSLY SEALED BY TODD P. CONSTANT

STATE OF TEXAS
JAMES REISER
67287
REGISTERED PROFESSIONAL ENGINEER

James Reiser 4-25-07

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2777 Stemmons Freeway
Suite 1333
Dallas, TX 75207

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SH 205

RETAINING WALL LAYOUT

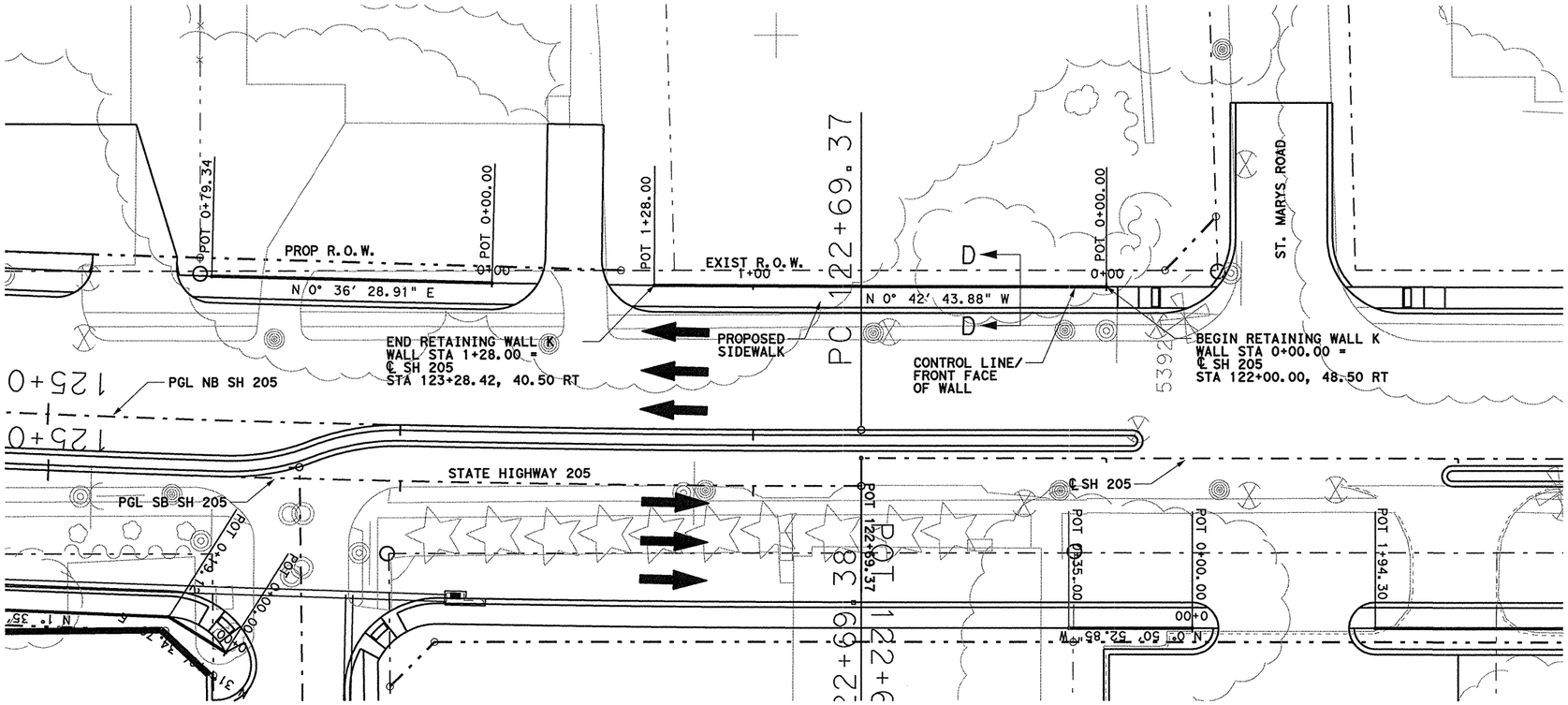
WALL J

SHEET 1 OF 1

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	(SEE TITLE SHEET)	SH 205

STATE	DIST.	COUNTY	SHEET NO.
TEXAS	DALLAS	ROCKWALL	354A
CONT.	SECT.	JOB	
0451	01	032, ETC	

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4/25/2007 Plotted 25-APR-2007 14:15



0 20 40
SCALE IN FEET
HORIZONTAL

0 5 10
SCALE IN FEET
VERTICAL

GENERAL NOTES

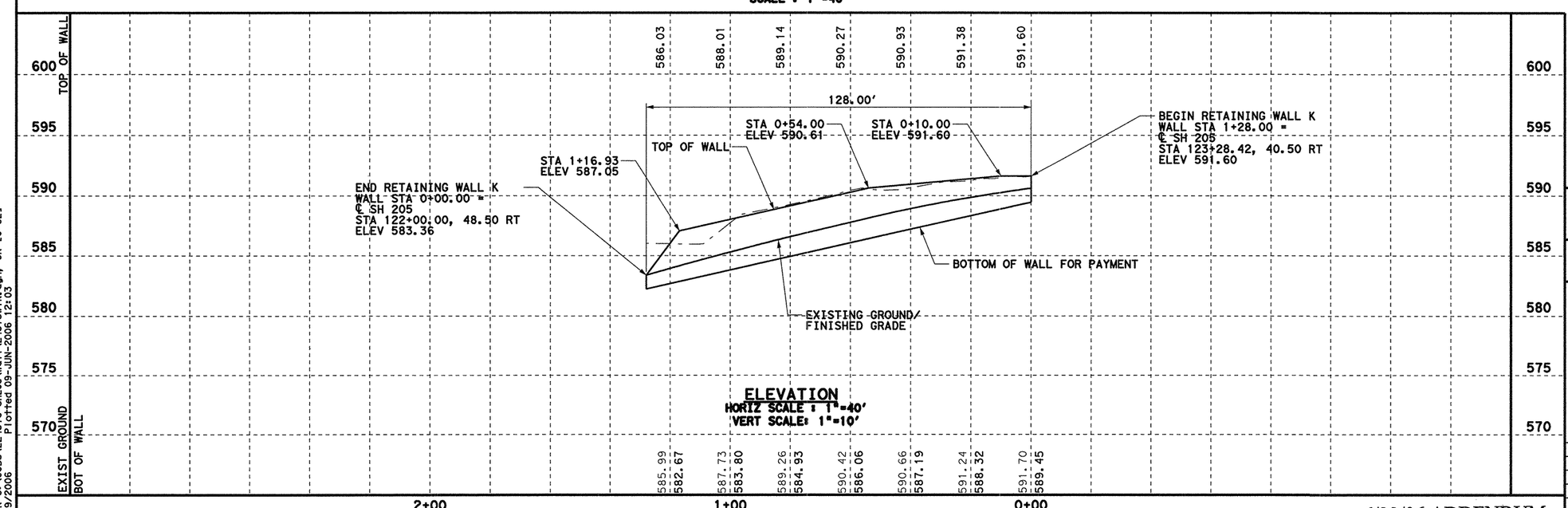
1. SEE TEST BORE HOLE SHEETS FOR SOIL COMPOSITION DATA. (SHT. 357A-B)
2. SEE RW(CB) FOR DETAILS AND NOTES NOT SHOWN HERE.
3. SEE ROADWAY PROFILE SHEET FOR CONTROL LINE VERTICAL CURVE DATA.
4. SEE WALL DETAIL SHEET FOR WALL TYPICAL SECTIONS. (SHT. 358)

WALL TO BE CONSTRUCTED USING ALLAN BLOCK "ASHLAR BLEND" CONCRETE SEGMENTAL BLOCKS OR EQUIVALENT APPROVED BY THE ENGINEER

ESTIMATED QUANTITIES

RETAINING WALL CONC BLOCK
SF
471

PLAN
SCALE : 1"=40'



ELEVATION
HORIZ SCALE : 1"=40'
VERT SCALE: 1"=10'

6/23/06 ADDENDUM

STATE OF TEXAS
TODD P. CONSTANT
88243
LICENSED
PROFESSIONAL ENGINEER
6/9/06
Todd P. Constant, PE

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Suite 1333
Dallas, TX 75207

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SH 205

RETAINING WALL LAYOUT

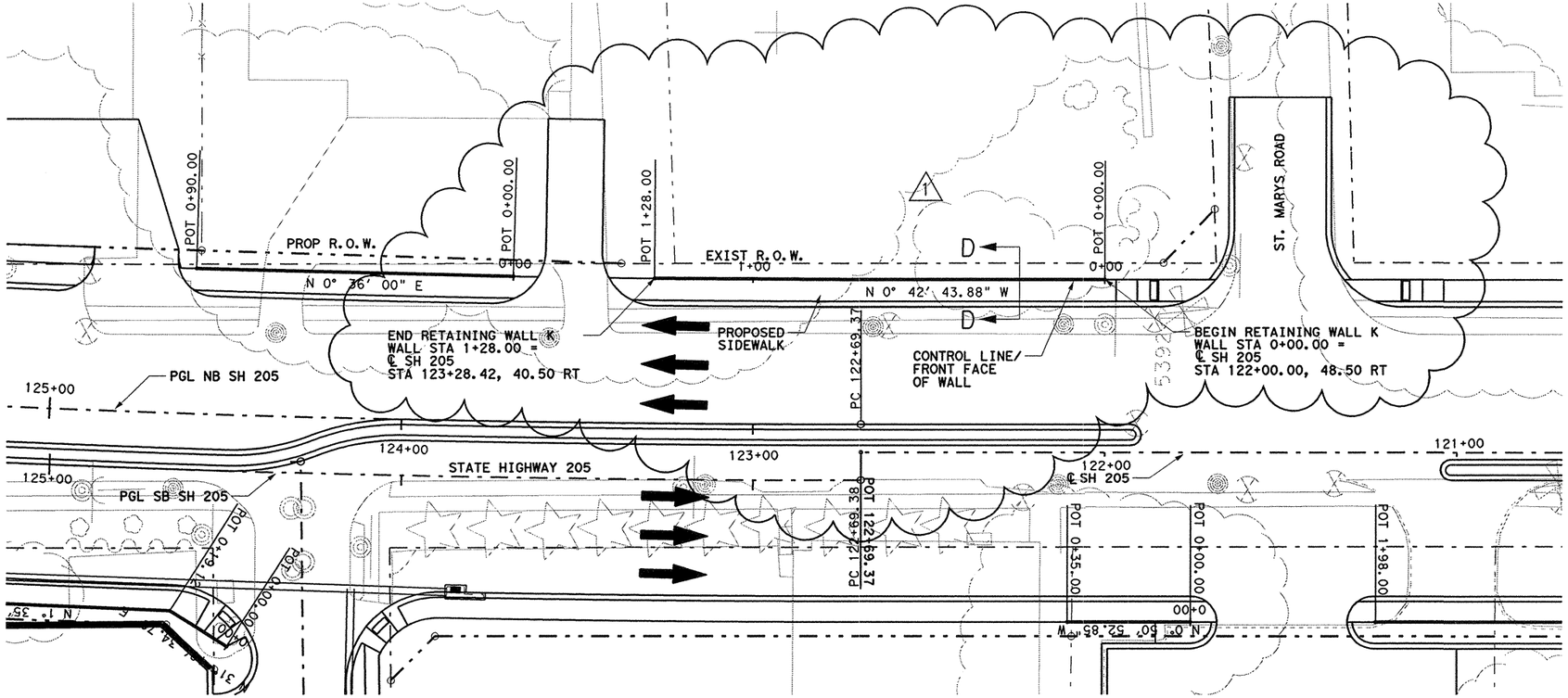
WALL K

SHEET 1 OF 1

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	(SEE TITLE SHEET)	SH 205

STATE	DIST.	COUNTY	SHEET NO.
TEXAS	DALLAS	ROCKWALL	355
CONT.	SECT.	JOB	
0451	01	032, ETC	

DGN=G:\JOBS\224510-SH205\Wall\2451cwlK.dgn, ON=[0-62]
6/9/2006 Plotted 09-JUN-2006 12:03



0 20 40
SCALE IN FEET
HORIZONTAL

0 5 10
SCALE IN FEET
VERTICAL

GENERAL NOTES

1. SEE TEST BORE HOLE SHEETS FOR SOIL COMPOSITION DATA. (SHT. 357A-B)
2. SEE RW(CB) FOR DETAILS AND NOTES NOT SHOWN HERE.
3. SEE ROADWAY PROFILE SHEET FOR CONTROL LINE VERTICAL CURVE DATA.
4. SEE WALL DETAIL SHEET FOR WALL TYPICAL SECTIONS. (SHT. 358)

WALL TO BE CONSTRUCTED USING ALLAN BLOCK "ASHLAR BLEND" CONCRETE SEGMENTAL BLOCKS OR EQUIVALENT APPROVED BY THE ENGINEER

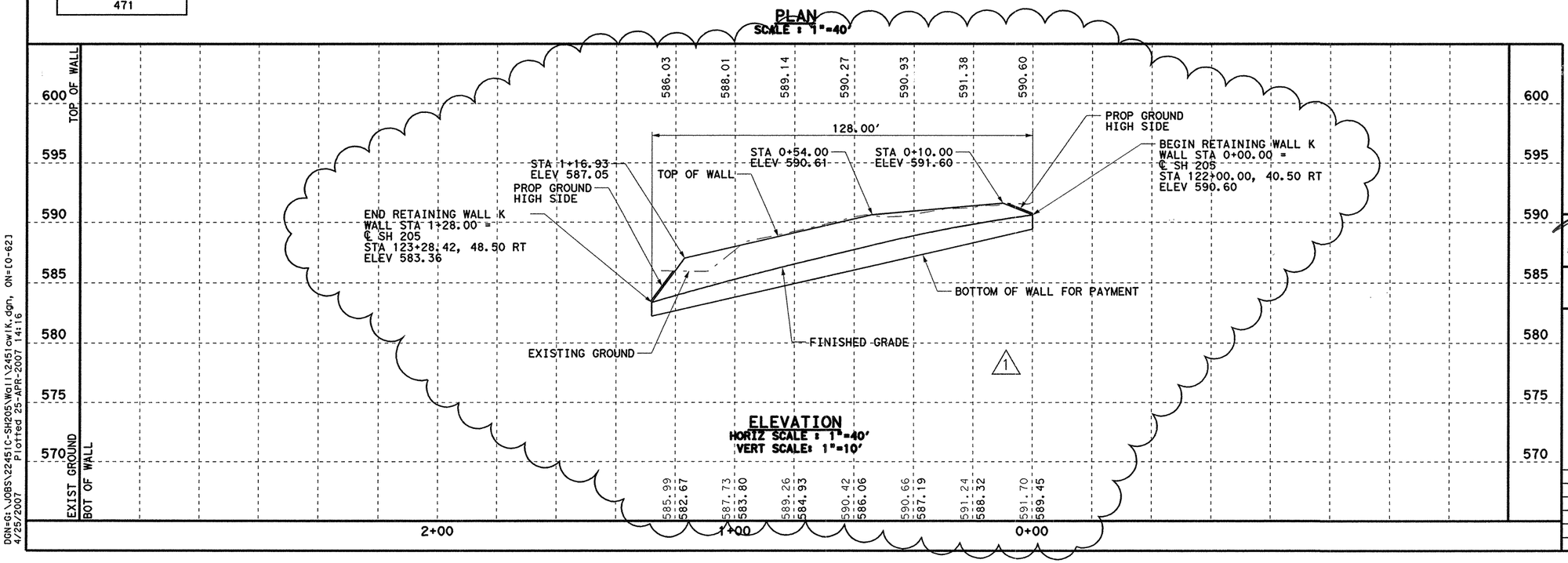
ESTIMATED QUANTITIES

RETAINING WALL CONC BLOCK
SF
471

△ CHANGE ORDER #82

1 3/30/07 REVISED WALL

PREVIOUSLY SEALED BY
TODD P. CONSTANT



PREVIOUSLY SEALED BY
TODD P. CONSTANT

STATE OF TEXAS
JAMES REISER
67287
REGISTERED
PROFESSIONAL ENGINEER
James Reiser 4-25-07

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RETAINING WALL LAYOUT

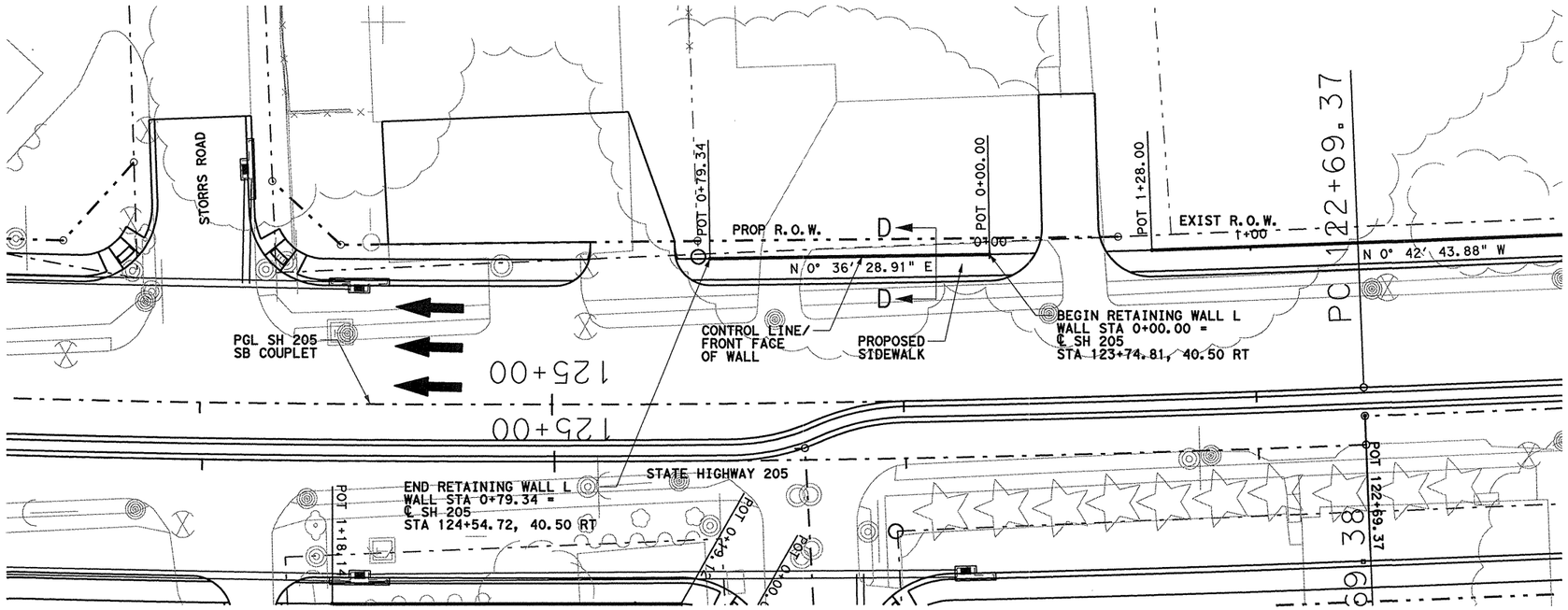
WALL K

SHEET 1 OF 1

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	(SEE TITLE SHEET)	SH 205

STATE	DIST.	COUNTY	SHEET NO.
TEXAS	DALLAS	ROCKWALL	355A
CONT.	SECT.	JOB	
0451	01	032, ETC	

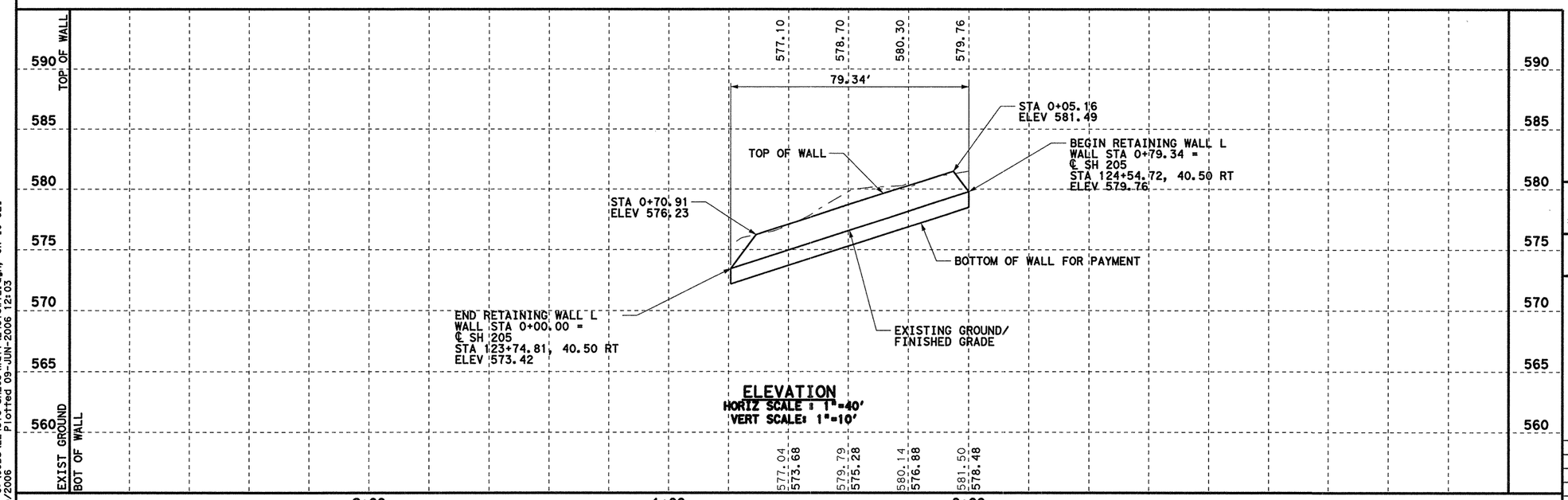
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4/25/2007 Plotted 25-APR-2007 14:16



ESTIMATED QUANTITIES

RETAINING WALL CONC BLOCK
SF
256

PLAN
SCALE : 1"=40'



ELEVATION
HORIZ SCALE : 1"=40'
VERT SCALE: 1"=10'

6/23/06 ADDENDUM



0 20 40
SCALE IN FEET
HORIZONTAL

0 5 10
SCALE IN FEET
VERTICAL

GENERAL NOTES

1. SEE TEST BORE HOLE SHEETS FOR SOIL COMPOSITION DATA. (SHT. 357A-B)
2. SEE RW(CB) FOR DETAILS AND NOTES NOT SHOWN HERE.
3. SEE ROADWAY PROFILE SHEET FOR CONTROL LINE VERTICAL CURVE DATA.
4. SEE WALL DETAIL SHEET FOR WALL TYPICAL SECTIONS. (SHT. 358)

WALL TO BE CONSTRUCTED USING ALLAN BLOCK "ASHLAR BLEND" CONCRETE SEGMENTAL BLOCKS OR EQUIVALENT APPROVED BY THE ENGINEER

6/9/06

STATE OF TEXAS
TODD P. CONSTANT
88243
LICENSED
PROFESSIONAL ENGINEER

Todd P. Constant, PE

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Suite 1333
Dallas, TX 75207

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SH 205

RETAINING WALL LAYOUT

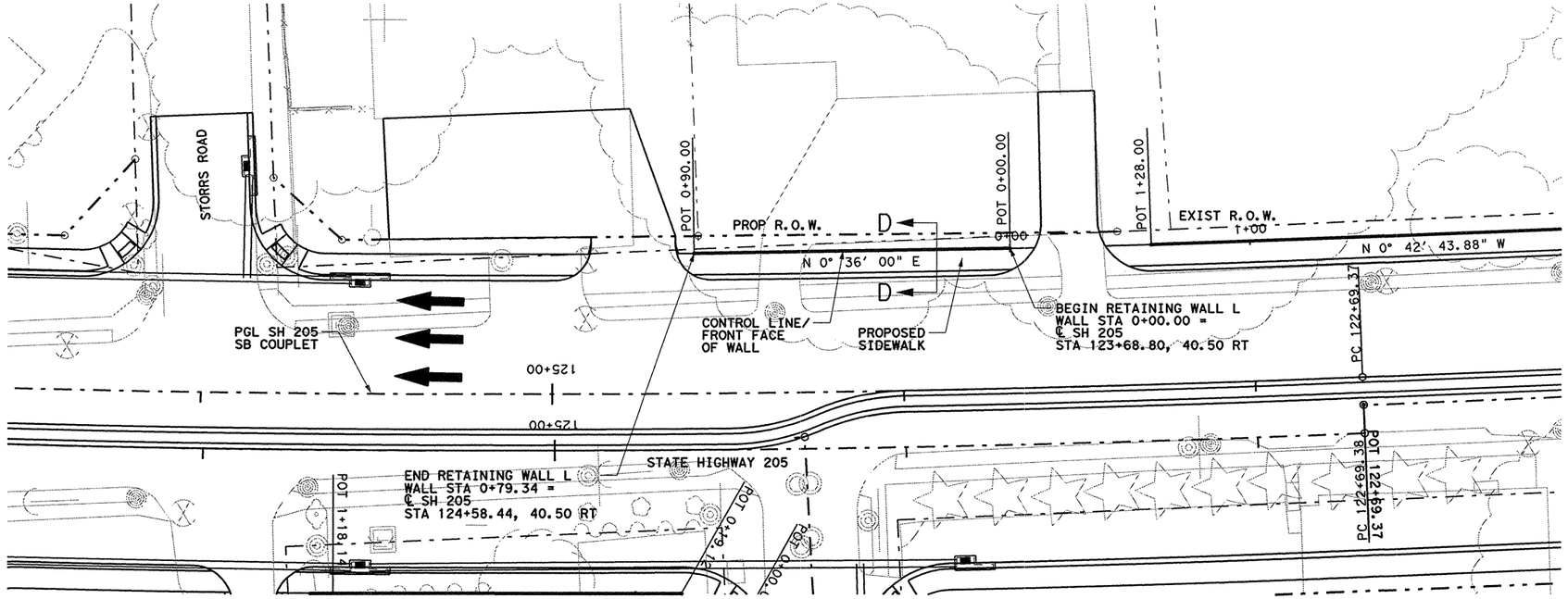
WALL L

SHEET 1 OF 1

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	(SEE TITLE SHEET)	SH 205

STATE	DIST.	COUNTY	SHEET NO.
TEXAS	DALLAS	ROCKWALL	356
CONT.	SECT.	JOB	
0451	01	032, ETC	

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Plotted 09-JUN-2006 12:03
6/9/2006



0 20 40
SCALE IN FEET
HORIZONTAL

0 5 10
SCALE IN FEET
VERTICAL

GENERAL NOTES

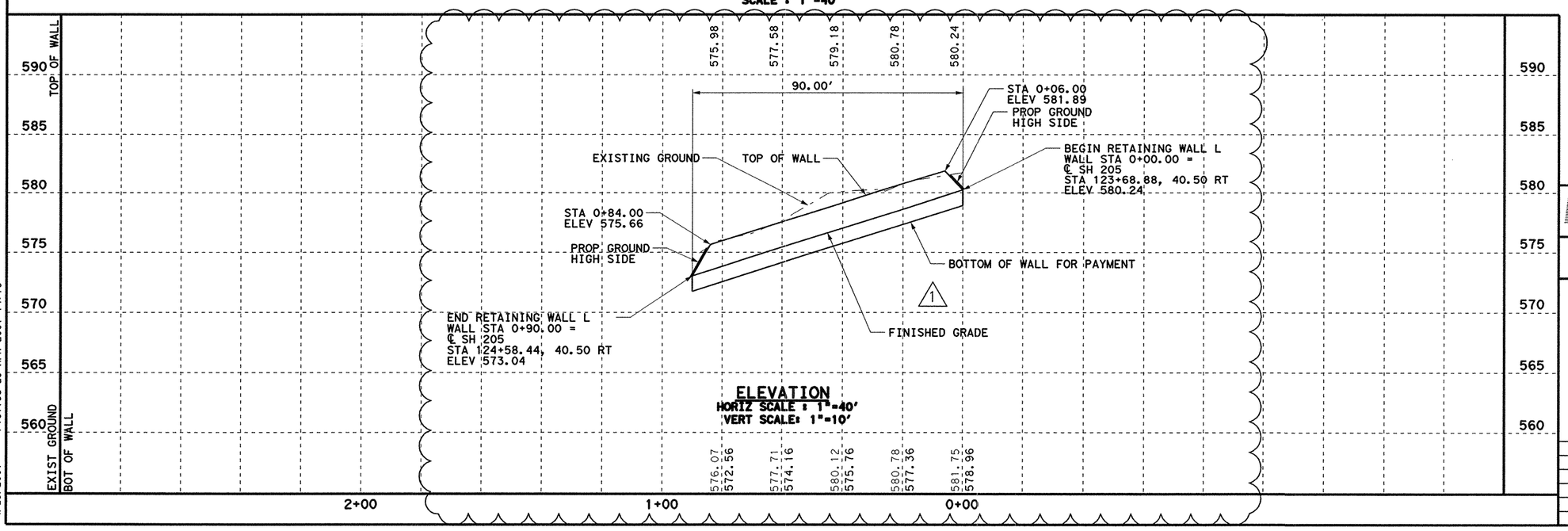
1. SEE TEST BORE HOLE SHEETS FOR SOIL COMPOSITION DATA. (SHT. 357A-B)
2. SEE RW(CB) FOR DETAILS AND NOTES NOT SHOWN HERE.
3. SEE ROADWAY PROFILE SHEET FOR CONTROL LINE VERTICAL CURVE DATA.
4. SEE WALL DETAIL SHEET FOR WALL TYPICAL SECTIONS. (SHT. 358)

WALL TO BE CONSTRUCTED USING ALLAN BLOCK "ASHLAR BLEND" CONCRETE SEGMENTAL BLOCKS OR EQUIVALENT APPROVED BY THE ENGINEER

ESTIMATED QUANTITIES

RETAINING WALL CONC BLOCK
SF
295

PLAN
SCALE : 1"=40'



ELEVATION
HORIZ SCALE : 1"=40'
VERT SCALE: 1"=10'

△ CHANGE ORDER #82

1 3/30/07 REVISED WALL

PREVIOUSLY SEALED BY
TODD P. CONSTANT

STATE OF TEXAS
JAMES REISER
67287
REGISTERED
PROFESSIONAL ENGINEER
4-25-'07

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Suite 1333
Dallas, TX 75207

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SH 205

RETAINING WALL LAYOUT

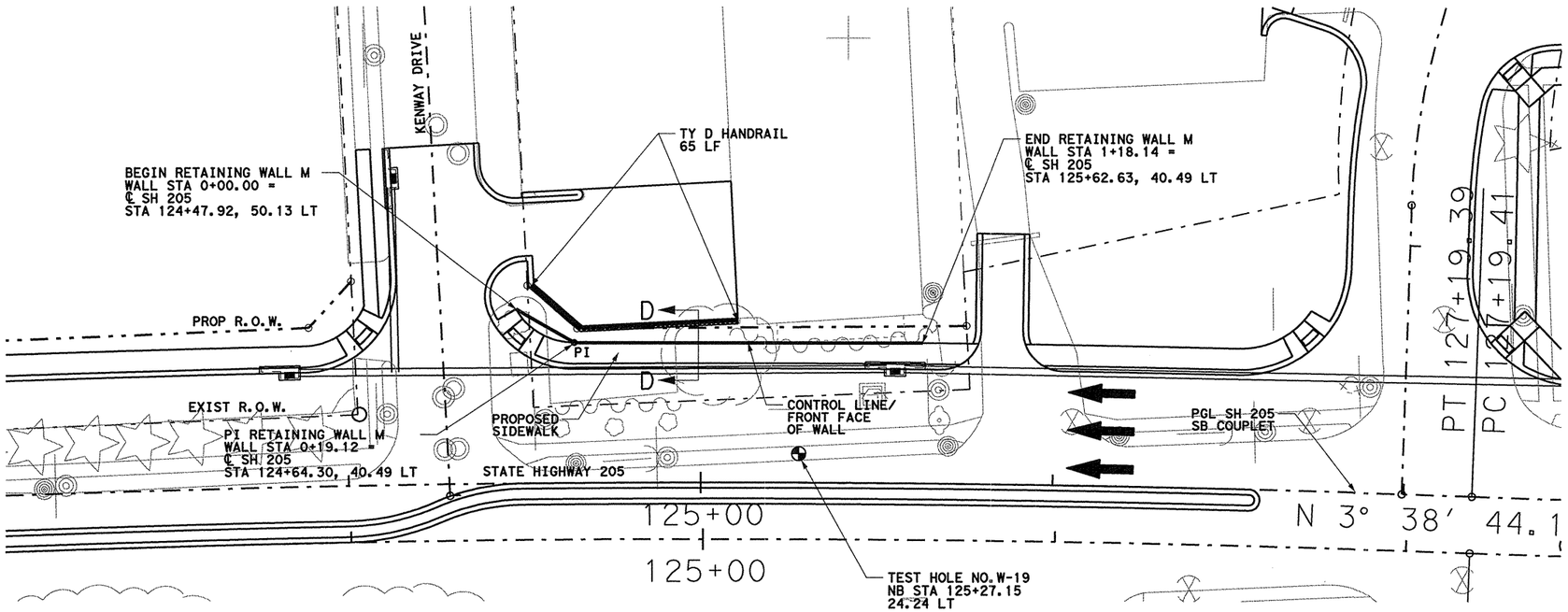
WALL L

SHEET 1 OF 1

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	(SEE TITLE SHEET)	SH 205

STATE	DIST.	COUNTY	SHEET NO.
TEXAS	DALLAS	ROCKWALL	356A
CONT.	SECT.	JOB	
0451	01	032, ETC	

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4/25/2007 Plotted 25-APR-2007 14:16



0 20 40
SCALE IN FEET
HORIZONTAL

0 5 10
SCALE IN FEET
VERTICAL

GENERAL NOTES

1. SEE TEST BORE HOLE SHEETS FOR SOIL COMPOSITION DATA. (SHT. 357A-B)
2. SEE RW(CB) FOR DETAILS AND NOTES NOT SHOWN HERE.
3. SEE ROADWAY PROFILE SHEET FOR CONTROL LINE VERTICAL CURVE DATA.
4. SEE WALL DETAIL SHEET FOR WALL TYPICAL SECTIONS. (SHT. 358)

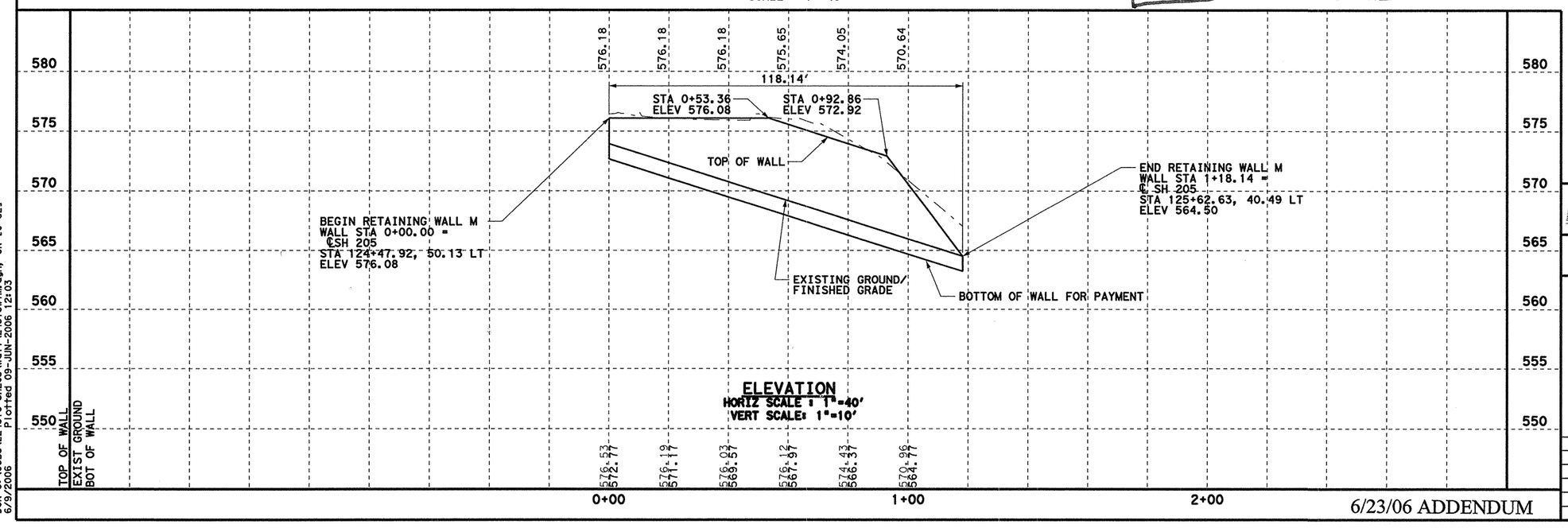
WALL TO BE CONSTRUCTED USING ALLAN BLOCK "ASHLAR BLEND" CONCRETE SEGMENTAL BLOCKS OR EQUIVALENT APPROVED BY THE ENGINEER

ESTIMATED QUANTITIES

RETAINING WALL CONC BLOCK	HANDRAIL (TY D)
SF	LF
713	65

SEE SHEET 357HA FOR REVISED WALL

PLAN
SCALE : 1"=40'



ELEVATION
HORIZ SCALE : 1"=40'
VERT SCALE: 1"=10'

6/23/06 ADDENDUM

6/9/06

STATE OF TEXAS
TODD P. CONSTANT
88243
LICENSED
PROFESSIONAL ENGINEER

Parsons Brinckerhoff Quade & Douglas, Inc.
2777 Stemmons Freeway
Suite 1333
Dallas, TX 75207

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SH 205

RETAINING WALL LAYOUT

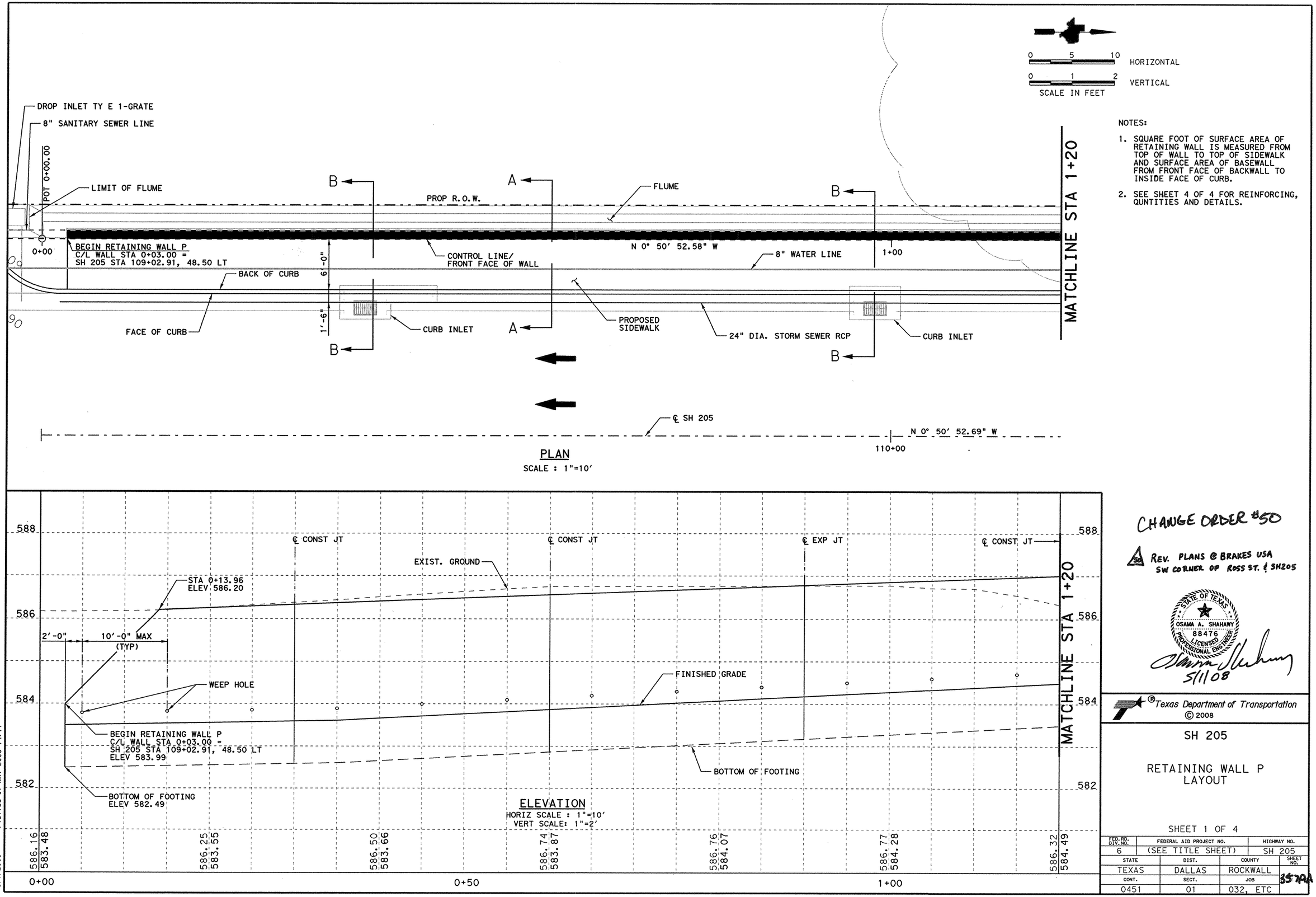
WALL M

SHEET 1 OF 1

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	(SEE TITLE SHEET)	SH 205

STATE	DIST.	COUNTY	SHEET NO.
TEXAS	DALLAS	ROCKWALL	357
CONT.	SECT.	JOB	
0451	01	032, ETC	

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6/9/2006 Plotted 09-JUN-2006 12:03



NOTES:

1. SQUARE FOOT OF SURFACE AREA OF RETAINING WALL IS MEASURED FROM TOP OF WALL TO TOP OF SIDEWALK AND SURFACE AREA OF BASEWALL FROM FRONT FACE OF BACKWALL TO INSIDE FACE OF CURB.
2. SEE SHEET 4 OF 4 FOR REINFORCING, QUNTITIES AND DETAILS.

CHANGE ORDER #50

1 REV. PLANS @ BRAKES USA SW CORNER OF ROSS ST. & SH205

STATE OF TEXAS
OSAMA A. SHAHAWY
88476
LICENSED
PROFESSIONAL ENGINEER
5/11/08

Texas Department of Transportation
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SH 205

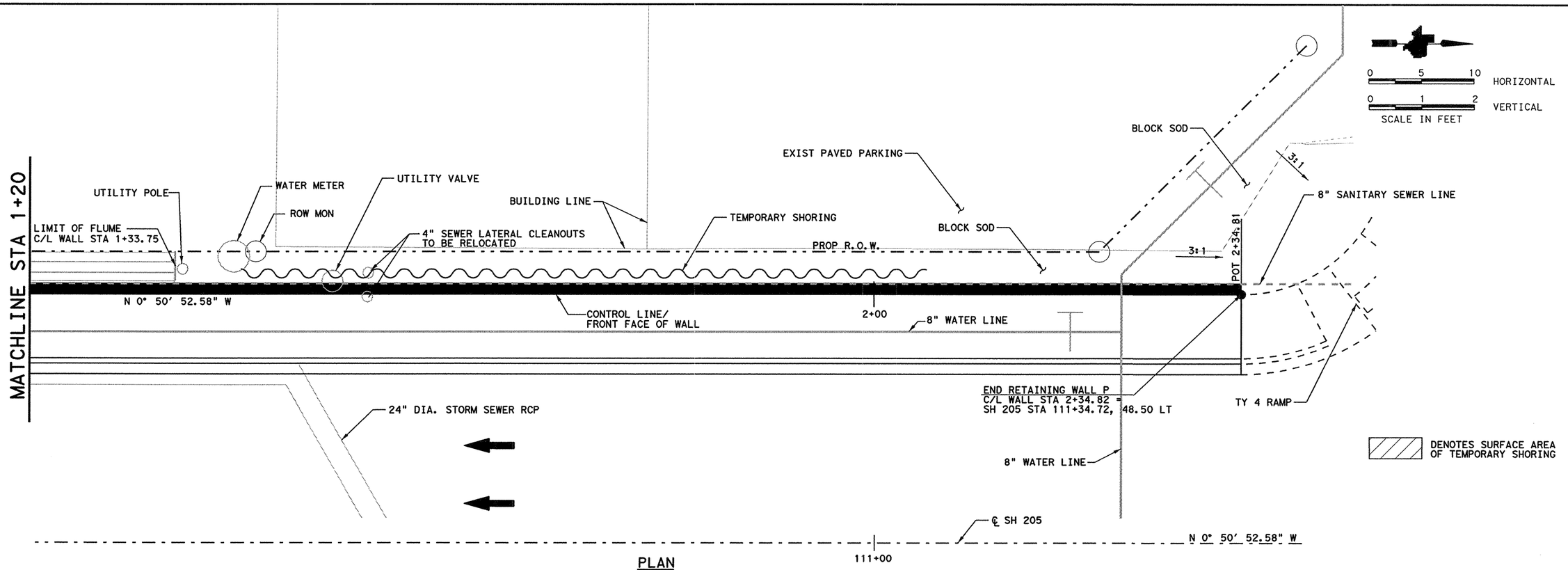
RETAINING WALL P
LAYOUT

SHEET 1 OF 4

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	(SEE TITLE SHEET)	SH 205

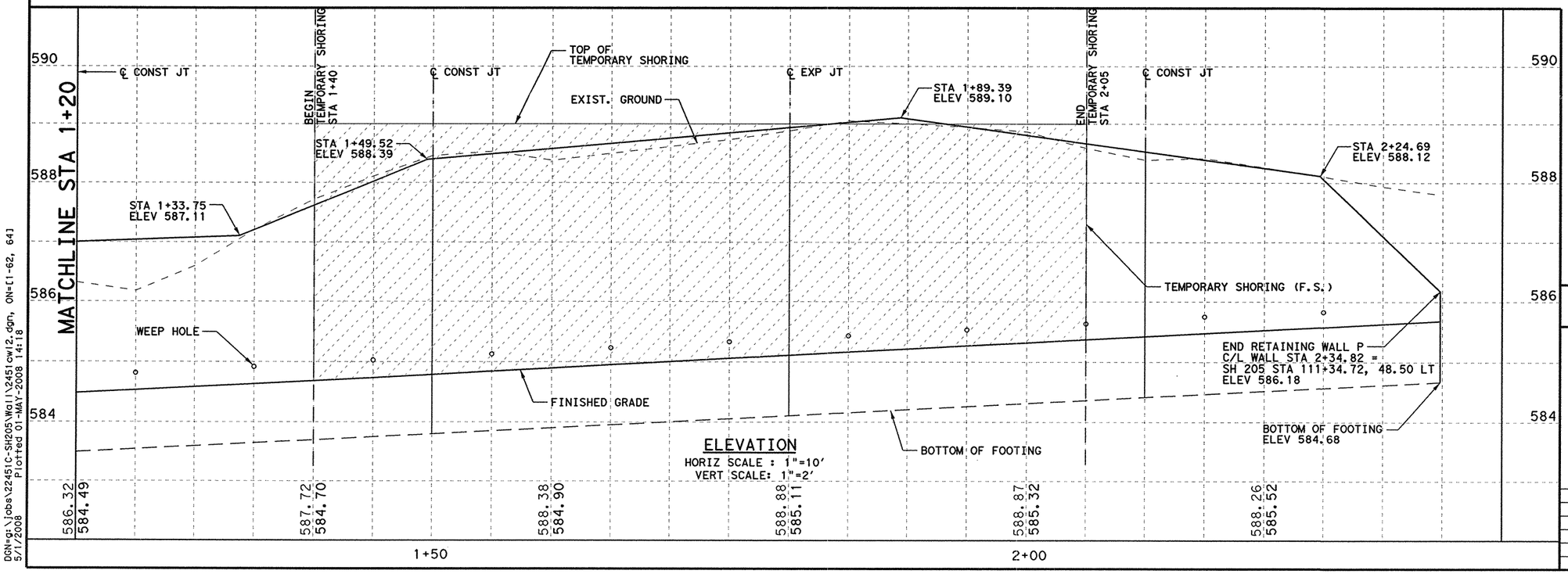
STATE	DIST.	COUNTY	SHEET NO.
TEXAS	DALLAS	ROCKWALL	357A
CONT.	SECT.	JOB	
0451	01	032, ETC	

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5/1/2008 Plotted 01-MAY-2008 14:17



PLAN

SCALE : 1"=10'



ELEVATION

HORIZ SCALE : 1"=10'
VERT SCALE: 1"=2'

Δ-change Order #50

STATE OF TEXAS
OSAMA A. SHAHAWY
88476
LICENSED
PROFESSIONAL ENGINEER
5/1/08

Texas Department of Transportation
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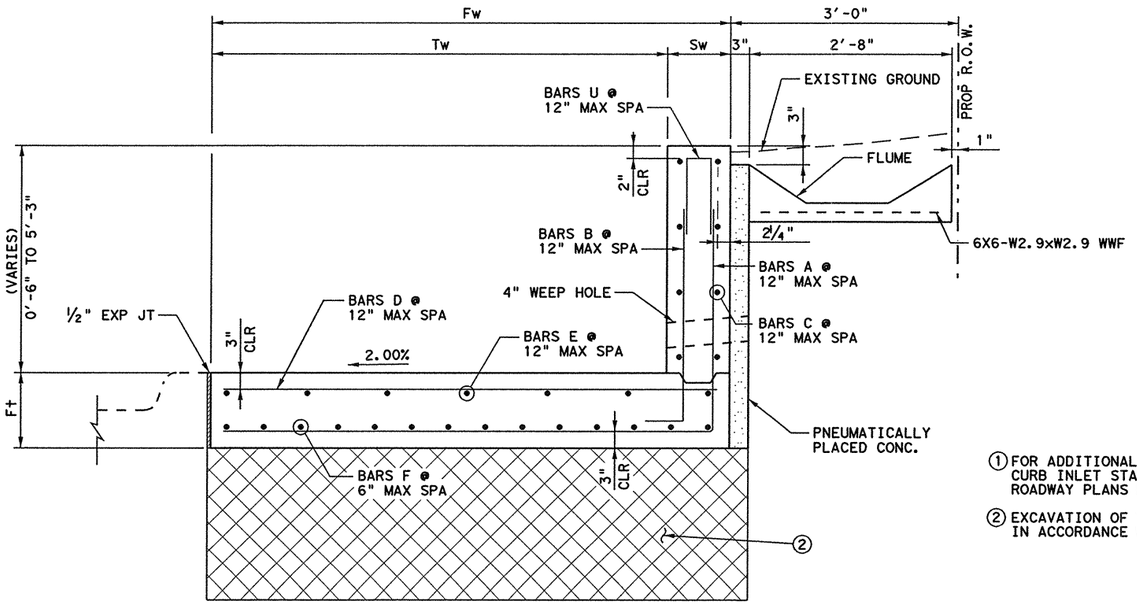
SH 205

RETAINING WALL P
LAYOUT

SHEET 2 OF 4

FED.RD. DIV.NO.	FEDERAL AID PROJECT NO.		HIGHWAY NO.
6	(SEE TITLE SHEET)		SH 205
STATE	DIST.	COUNTY	SHEET NO.
TEXAS	DALLAS	ROCKWALL	357BA
CONT.	SECT.	JOB	
0451	01	032, ETC	

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5/1/2008 Plotted 01-MAY-2008 14:18



SECTION A-A
SCALE : ½"= 1"

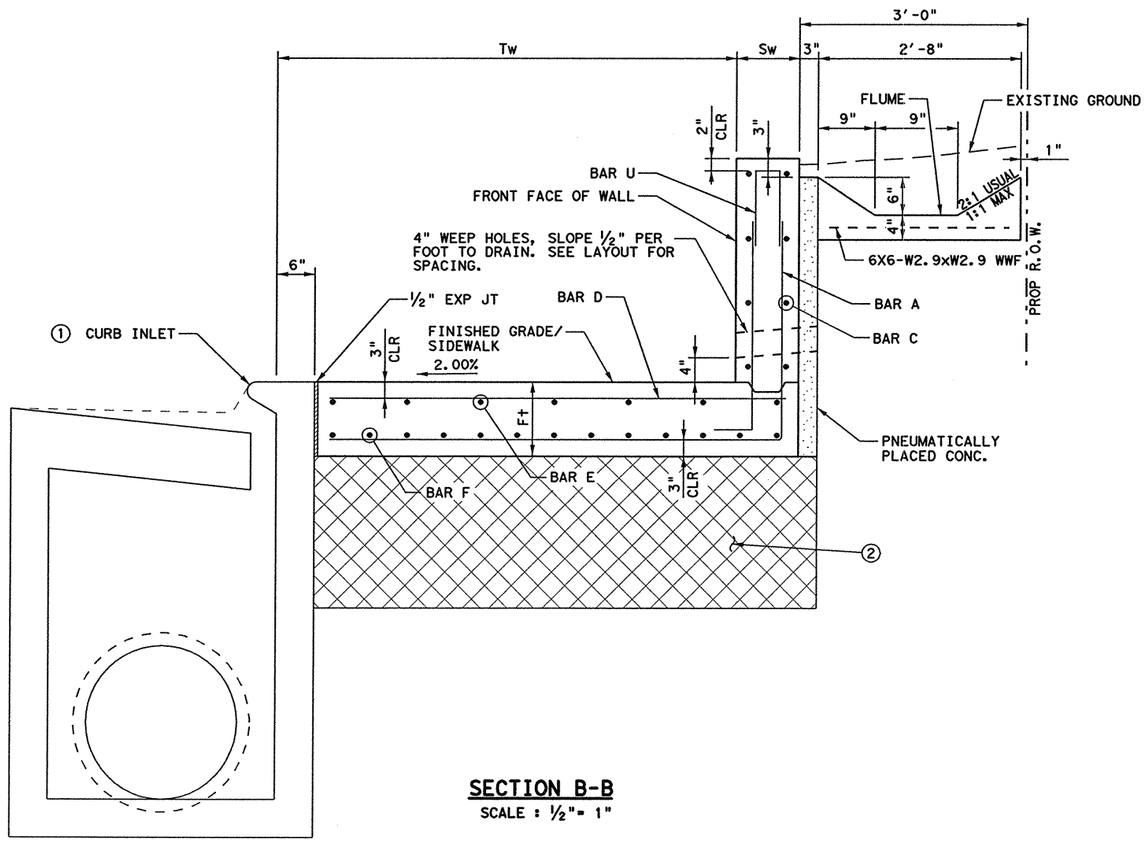
RIP RAP CONC. FLUME ESTIMATED QUANTITIES		
CLASS 'B' CONCRETE	CY	6.8

① FOR ADDITIONAL DETAILS, SEE CURB INLET STANDARD AND ROADWAY PLANS FOR FLOW LINES.

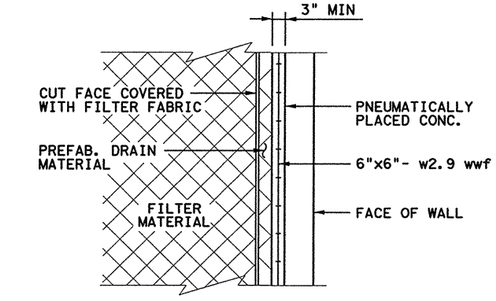
② EXCAVATION OF THE EXISTING GROUND IN ACCORDANCE WITH ITEM 110.

GENERAL NOTES:

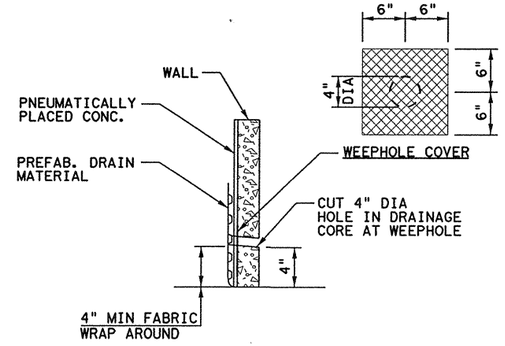
1. PNEUMATICALLY PLACED CONCRETE SHALL COMPLY WITH REQUIREMENTS OF THE ITEM "PNEUMATICALLY PLACED CONCRETE" (TYPE III), EXCEPT THAT IT WILL NOT BE PAID FOR DIRECTLY AND STRENGTH TESTING WILL NOT BE REQUIRED.
2. DRAINAGE ITEMS SHALL CONSIST OF 12" PANELS OF PREFABRICATED DRAINAGE MATS EMPTYING INTO 4" WEEP HOLES. FILTER FABRIC SHALL MEET THE REQUIREMENTS OF DMS-6200. PNEUMATICALLY PLACED CONCRETE SHALL BE PLACED OVER THE DRAINS, WITH THE DRAINAGE MATS PLACED AGAINST THE SOIL. THE DRAINAGE ITEMS WILL NOT BE PAID FOR DIRECTLY BUT WILL BE CONSIDERED SUBSIDIARY TO THE ITEM "RETAINING WALL".
3. THE PRICE BID PER SQ. FOOT OF RETAINING WALL AND THE SLAB SHALL INCLUDE ALL CONCRETE, REINFORCING STEEL, PNEUMATICALLY PLACED CONCRETE, DRAINAGE MATERIAL AND ANY OTHER MATERIALS TO COMPLETE THE WALL AND THE WALKWAY.
4. WEEP HOLE COVERING SHALL BE ONE OF THE FOLLOWING MATERIAL TYPES:
   A. GALVANIZED STEEL WIRE CLOTH WITH 0.25" TO 0.5" MESH, MINIMUM WIRE DIAMETER 0.06".
   B. STAINLESS STEEL TYPE 304 OR 316 WITH 0.25" TO 0.5" MESH, MINIMUM WIRE DIAMETER 0.05".
   C. POLYTHYLENE OR POLYPROPYLENE GEONET WITH 0.16" MIN. THICKNESS.
5. THE PNEUMATICALLY PLACED CONCRETE SHALL BE PLACED WITHIN 48 HOURS AFTER REMOVING THE EXISTING RETAINING WALL AND SOIL.
6. SQUARE FOOT SURFACE AREA OF RETAINING WALL IS MEASURED FROM TOP OF RETAINING WALL AND 1'-0" BELOW PROPOSED GROUND.



SECTION B-B
SCALE : ½"= 1"



PREFAB. DRAINAGE DETAIL - PLAN
N.T.S.



WEEP HOLE DETAIL
N.T.S.

Δ- Change Order #50

STATE OF TEXAS
OSAMA A. SHAHAWY
88476
LICENSED PROFESSIONAL ENGINEER
5/1/08

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SH 205

RETAINING WALL P LAYOUT

SHEET 3 OF 4

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	(SEE TITLE SHEET)	SH 205

STATE	DIST.	COUNTY	SHEET NO.
TEXAS	DALLAS	ROCKWALL	357GA
CONT.	SECT.	JOB	
0451	01	032, ETC	

DGN=g:\jobs\22451C-SH205\Wall\2451cw13.dgn, ON=(1-62, 64)
5/1/2008 Plotted 01-MAY-2008 14:19

WALL REINFORCING STEEL

STATION	WALL HEIGHT	AVG WALL HEIGHT (BTWN STA)	WALL DIMENSIONS				WALL + FTG HEIGHT (AVG) (H)	WALL LENGTH (BTWN STA)	A BAR - #8 @ 12" C-C			B BAR - #5 @ 12" C-C			U BAR - #5 @ 12" C-C			C BAR - #4 @ 12" C-C				
			Fw	Tw	Sw	Ft			LENGTH (AVG)	NO.	WEIGHT (LB)	LENGTH (AVG)	NO.	WEIGHT (LB)	LENGTH	NO.	WEIGHT (LB)	WALL HOR BARS	WALL HEIGHT	LENGTH	NO.	WEIGHT (LB)
0+03.00	0'-6"		6'-10"	6'-0"	0'-10"	1'-0"																
0+10.96	2'-8"	1'-7"	6'-10"	6'-0"	0'-10"	1'-0"	2'-11"	11'-0"	8'-11"	11	261	3'-0"	11	34								
1+33.75	2'-6"	2'-7"	6'-10"	6'-0"	0'-10"	1'-0"	3'-11"	122'-9"	9'-3"	123	3029	3'-4"	123	425	3'-5"	123	438	C1	0'-6"	242'-0"*	2	323
1+49.52	3'-7"	3'-0"	6'-10"	6'-0"	0'-10"	1'-0"	4'-4"	15'-9"	9'-8"	16	343	3'-9"	16	53	3'-5"	16	45	C2	1'-6"	232'-2"*	2	298
1+89.39	3'-11"	3'-9"	6'-10"	6'-0"	0'-10"	1'-0"	5'-1"	39'-10"	10'-5"	40	1109	4'-6"	40	187	3'-5"	40	142	C3	2'-6"	222'-0"*	2	297
2+24.69	2'-7"	3'-3"	6'-10"	6'-0"	0'-10"	1'-0"	4'-7"	35'-4"	9'-11"	35	933	4'-0"	35	146	3'-5"	35	126	C4	3'-6"	51'-0"	2	68
2+34.82	0'-6"	1'-6"	6'-10"	6'-0"	0'-10"	1'-0"	2'-10"	10'-2"	8'-10"	10	240	3'-0"	10	31								
TOTAL WEIGHT **											5915			877			754					986

** FOR CONTRACTORS INFORMATION ONLY

* INCLUDES (3) 2'-6" LAP SPLICES

GENERAL NOTES:

1. DESIGNED IN ACCORDANCE WITH CURRENT AASHTO STANDARD AND INTERIM SPECIFICATIONS.
2. ALL REINFORCING STEEL TO BE GRADE 60.
3. ALL CONCRETE TO BE CLASS "C".
4. QUANTITIES ARE BASED ON "H" BEING AVERAGE HEIGHT OF PANEL.
5. SEE TxDOT STANDARD (RW 2) FOR FURTHER INFORMATION.

STABILITY CRITERIA:
FACTOR OF SAFETY IN SLIDING ALONG THE BASE OF THE STRUCTURE SHALL BE GREATER THAN OR EQUAL TO 1.5.
FACTOR OF SAFETY IN OVERTURNING SHALL BE GREATER THAN OR EQUAL TO 2.0.

DESIGN PARAMETERS:
STRUCTURE SHALL BE BASED ON THE FOLLOWING DESIGN PARAMETERS:
SOIL UNIT WEIGHT = 120 PCF
SURCHARGE WEIGHT = 110 PSF

FOOTING REINFORCING STEEL

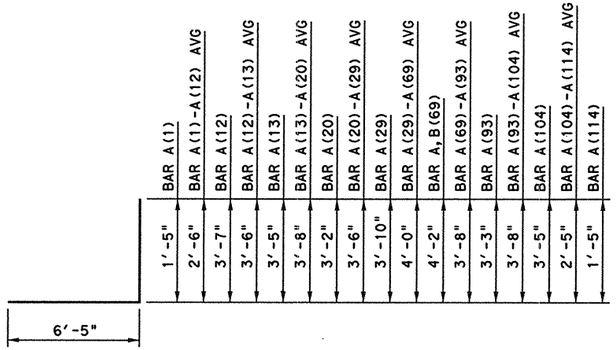
D BAR - #5 @ 12" C-C			E BAR - #4 @ 12" C-C			F BAR - #4 @ 6" C-C		
LENGTH	NO.	WEIGHT (LB)	LENGTH *	NO.	WEIGHT (LB)	LENGTH *	NO.	WEIGHT (LB)
6'-5"	236	1562	242'-0"*	7	1118	242'-0"*	14	2235
TOTAL WEIGHT **		1562			1118			2235

* INCLUDES (3) 2'-6" LAP SPLICES

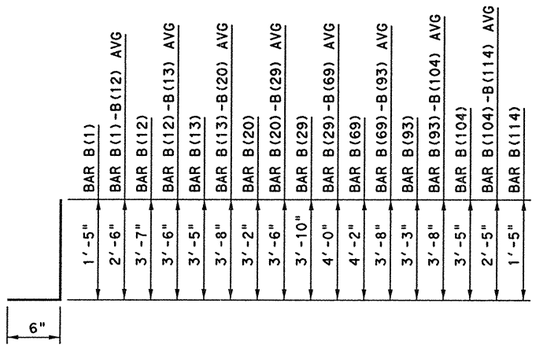
TABLE OF ESTIMATED QUANTITIES

REINFORCING STEEL	LB	13,444
CLASS 'C' CONCRETE	CY	79.3
CLASS 'B' CONCRETE	CY	6.8
WALL SURFACE AREA (1)	SF	2049.9
TEMPORARY SHORING	SF	340.0

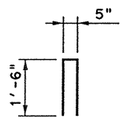
(1) INCLUDES SIDEWALK SURFACE AREA



BARS A



BARS B



BARS U

△ - Change Order #50

STATE OF TEXAS
OSAMA A. SHAHAWY
88476
LICENSED
PROFESSIONAL ENGINEER
5/1/08

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SH 205

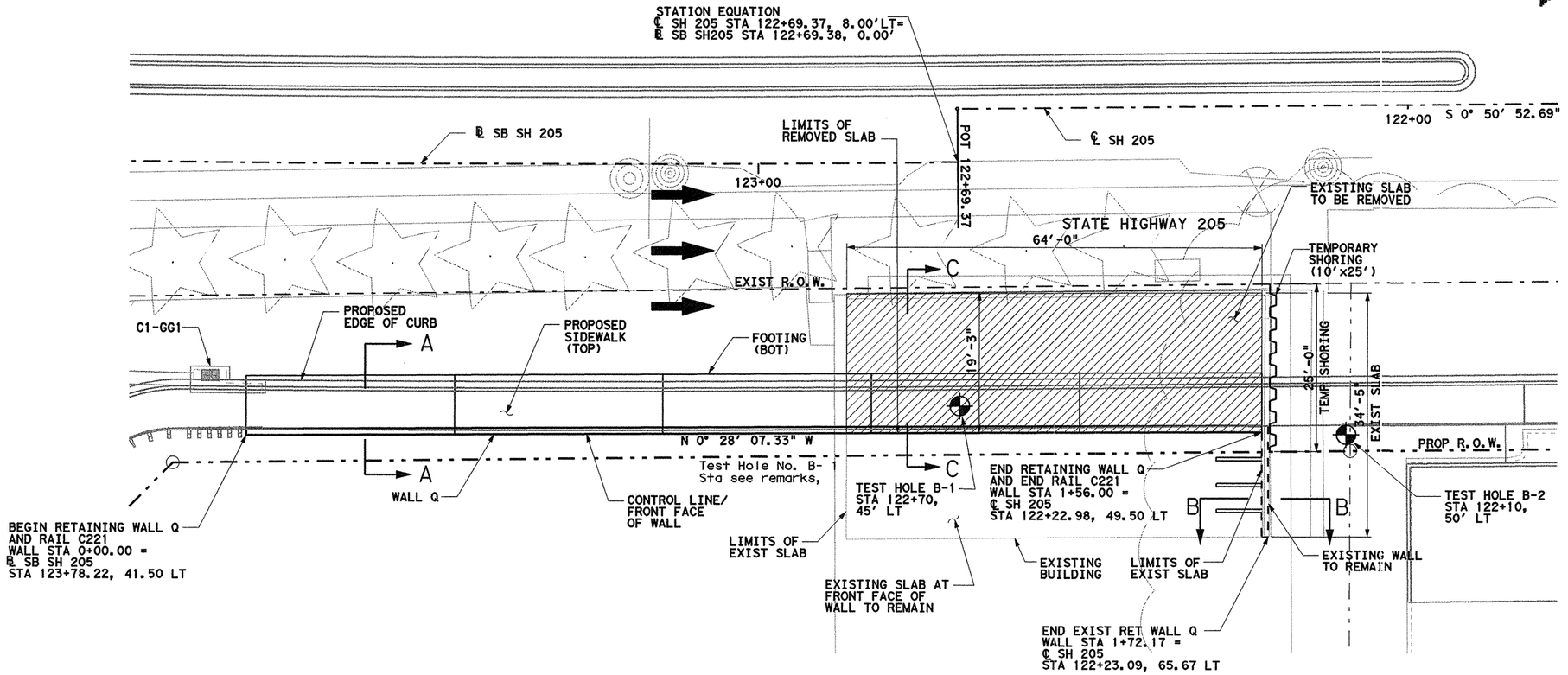
RETAINING WALL P
LAYOUT

SHEET 4 OF 4

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	(SEE TITLE SHEET)	SH 205

STATE	DIST.	COUNTY	SHEET NO.
TEXAS	DALLAS	ROCKWALL	357DA
CONT.	SECT.	JOB	
0451	01	032, ETC	

DGN=g:\jobs\22451C-SH205\Wall\2451cw14.dgn, ON=[1-62, 64]
5/1/2008 Plotted 01-MAY-2008 14:21



PLAN
SCALE : 1"=20'

GENERAL NOTES:

1. SEE ROADWAY PROFILE SHEET FOR CONTROL LINE VERTICAL CURVE DATA.
2. TEMPORARY SHORING LIMITS ROW TO ROW.
   HEIGHT: 10'
   AREA: 250 SQ FT.

Test Hole No. B- 1
El 582.15

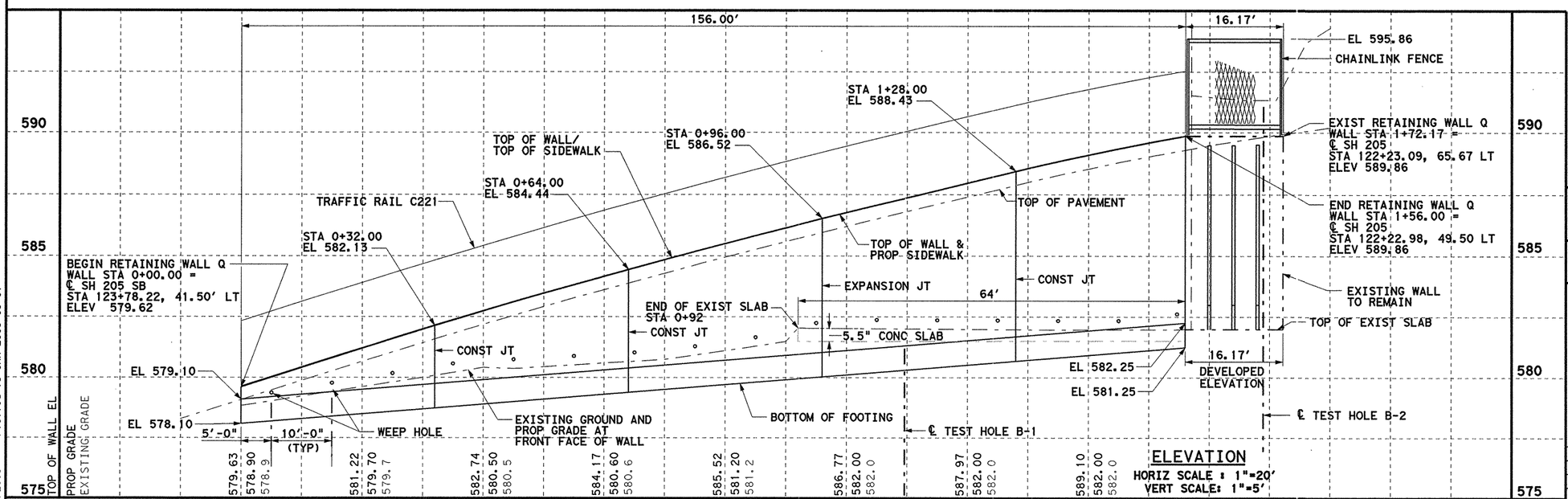
50(2) 50(2.5)	CONCRETE, 5.5" Slab
50(3) 50(2)	
50(.75) 50(.75)	CLAY, silty, light brown and tan
50(.75) 50(1)	
50(1.75) 50(1.5)	
50(.5) 50(.5)	MARL, gray

B/H = 557.15

Test Hole No. B- 2
El 591.06

5(6) 6(6)	FILL, CLAY, dark brown w/trace organics, limestone fragments and sand (CH)
20(6) 23(6)	
50(5.75) 50(3.5)	CLAY, dark gray
50(1.75) 50(1)	CLAY, silty, light brown and tan
50(.5) 50(.25)	
50(.5) 50(.75)	

B/H = 566.06



ELEVATION
HORIZ SCALE : 1"=20'
VERT SCALE: 1"=5'

OSAMA A. SHAHAWY
88476
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STATE OF TEXAS
1/15/09
Δ-Change Order #64

Parsons Brinckerhoff Quade & Douglas, Inc.
2777 Stemmons Freeway
Suite 1333
Dallas, TX 75207

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SH 205

RETAINING WALL Q LAYOUT

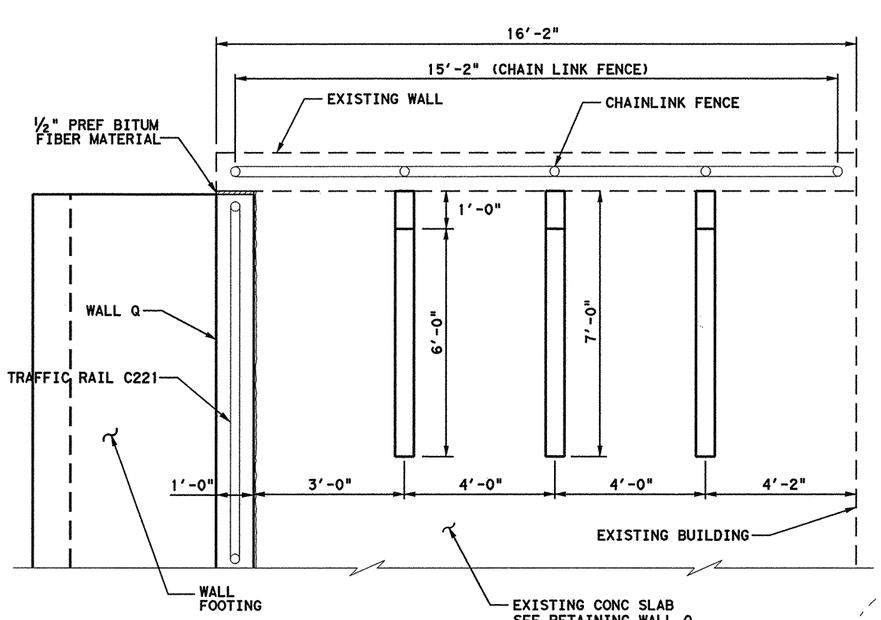
SHEET 1 OF 3

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	(SEE TITLE SHEET)	SH 205

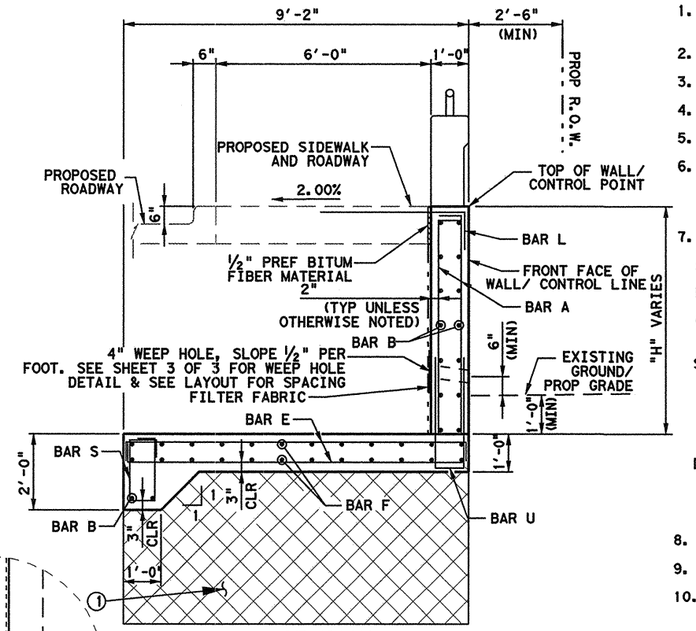
STATE	DIST.	COUNTY	SHEET NO.
TEXAS	DALLAS	ROCKWALL	
CONT.	SECT.	JOB	
0451	01	032, ETC	

357EA

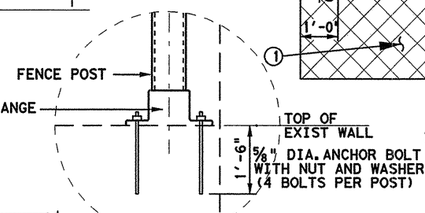
DGN=G:\JOBS\22451C-SH205\Wall\22451cwl01.dgn, ON=[0-60]
1/15/2009 Plotted 15-JAN-2009 09:07



PLAN
SCALE: ¼"= 1'-0"



SECTION A-A
SCALE: ¼"= 1'-0"
WALL STA 0+00 TO 0+92



DETAIL 1
NTS

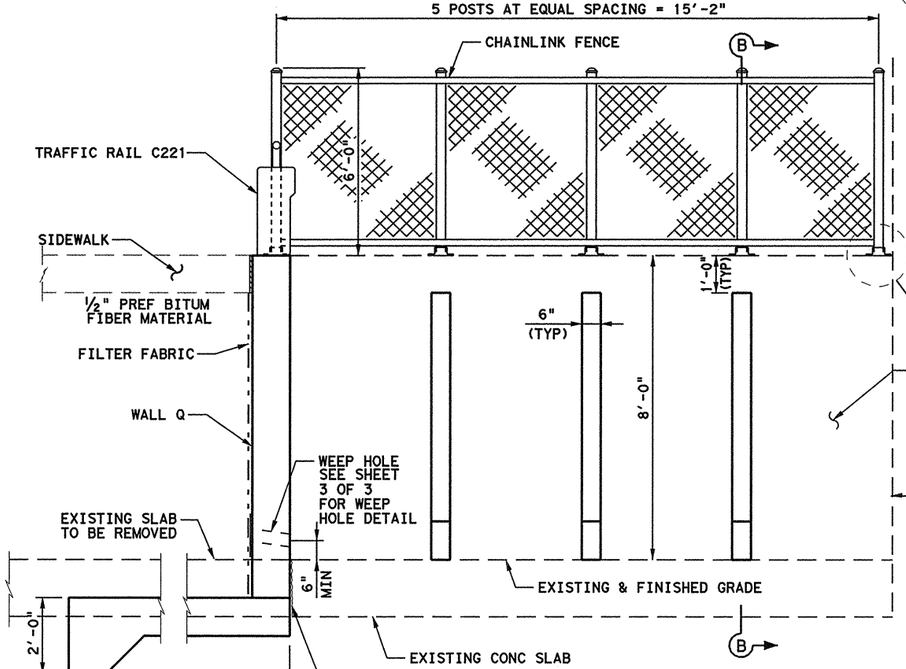
① EXCAVATION OF THE EXISTING GROUND IN ACCORDANCE WITH ITEM 110.

GENERAL NOTES:

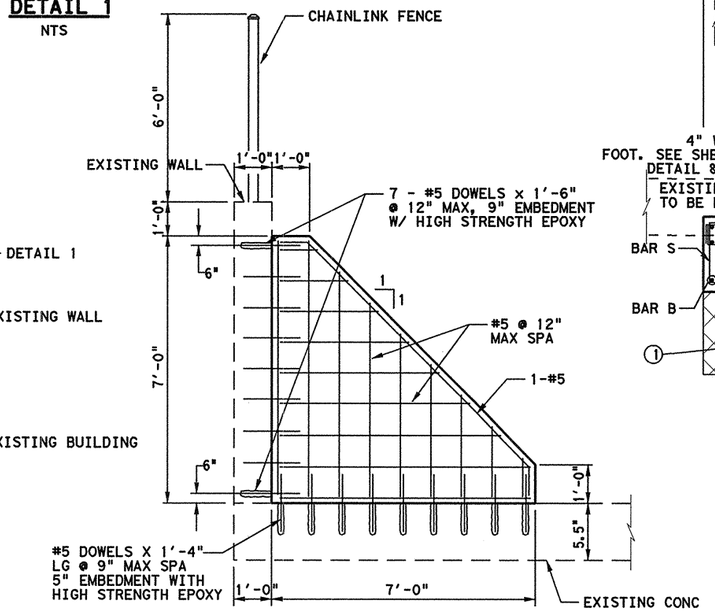
1. DESIGNED IN ACCORDANCE WITH CURRENT AASHTO LRFD FOR HIGHWAY AND BRIDGE, FOURTH EDITION AND CURRENT INTERIM SPECIFICATIONS.
2. ALL REINFORCING STEEL TO BE GRADE 60.
3. ALL CONCRETE TO BE CLASS "C".
4. QUANTITIES ARE BASED ON "H" BEING AVERAGE HEIGHT OF PANEL.
5. FOR SIDEWALK AND CURB DETAILS, SEE TYPICAL SECTIONS.
6. THE PRICE BID PER SQ. FOOT OF RETAINING WALL AND THE SLAB SHALL INCLUDE ALL CONCRETE, REINFORCING STEEL, DRAINAGE MATERIAL AND ANY OTHER MATERIALS TO COMPLETE THE WALL AND THE WALKWAY.
7. WEEP HOLE COVERING SHALL BE ONE OF THE FOLLOWING MATERIAL TYPES:
   A. GALVANIZED STEEL WIRE CLOTH WITH 0.25" TO 0.5" MESH, MINIMUM WIRE DIAMETER 0.06".
   B. STAINLESS STEEL TYPE 304 OR 316 WITH 0.25" TO 0.5" MESH, MINIMUM WIRE DIAMETER 0.05".
   C. POLYTHYLENE OR POLYPROPYLENE GEONET WITH 0.16" MIN. THICKNESS.

   STABILITY CRITERIA:
   FACTOR OF SAFETY IN SLIDING ALONG THE BASE OF THE STRUCTURE SHALL BE GREATER THAN OR EQUAL TO 1.5.
   FACTOR OF SAFETY IN OVERTURNING SHALL BE GREATER THAN OR EQUAL TO 2.0.

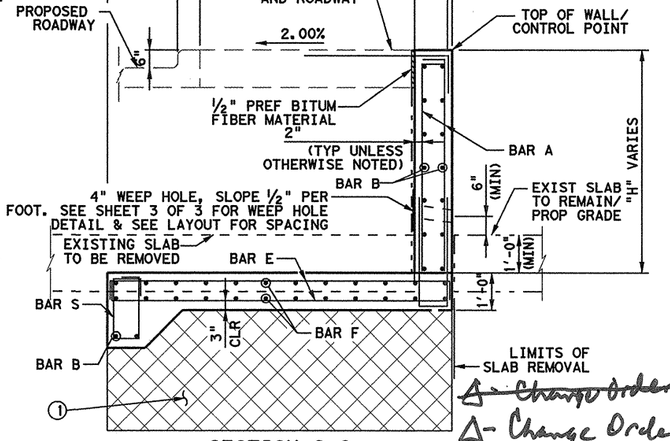
   DESIGN PARAMETERS:
   STRUCTURE SHALL BE BASED ON THE FOLLOWING DESIGN PARAMETERS:
   SOIL UNIT WEIGHT = 120 PCF
   SURCHARGE WEIGHT = 110 PSF
8. ANCHOR BOLTS SHALL BE ASTM A36 AND PLACE USING AN ADHESIVE ANCHOR SYSTEM APPROVED BY THE ENGINEER
9. ALL CHAIN LINK MATERIALS SHALL CONFORM TO STANDARD SPECIFICATION ITEM "CHAIN LINK FENCE"
10. ALL STEEL COMPONENTS EXCEPT REINFORCEMENT SHALL BE GALVANIZED UNLESS OTHERWISE SHOWN IN PLANS.



ELEVATION
SCALE: ¼"= 1'-0"



SECTION B-B
SCALE: ¼"= 1'-0"



SECTION C-C
SCALE: ¼"= 1'-0"
WALL STA 0+92 TO 1+56

~~Δ- Change Order #50~~
Δ- Change Order #64

STATE OF TEXAS
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88476
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11/13/08

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SH 205

RETAINING WALL Q DETAILS

SHEET 2 OF 3

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	(SEE TITLE SHEET)	SH 205

STATE	DIST.	COUNTY	SHEET NO.
TEXAS	DALLAS	ROCKWALL	357-A
CONT.	SECT.	JOB	
0451	01	032, ETC	

DGN=G:\JOBS\22451C-SH205\Wall\2451cw102.dgn, ON=[0-62]
11/13/2008 Plotted 13-NOV-2008 15:33

WALL REINFORCING STEEL

STATION	WALL HEIGHT (H)	AVG WALL HEIGHT (BTWN STA)	WALL + FTG HEIGHT (AVG)	WALL LENGTH (BTWN STA)	A BAR - #6 @ 12" C-C			B BAR - #5 @ 12" C-C			U BAR - #6 @ 12" C-C			L BAR - #6 @ 12" C-C		
					LENGTH (AVG)	NO.	WEIGHT (LB)	WALL HOR BARS	NO.	WEIGHT (LB)	LENGTH	NO.	WEIGHT (LB)	LENGTH	NO.	WEIGHT (LB)
0+00.00	0.52'															
0+32.00	2.39'	1.46'	3.39'	32'-0"	1'-5"	64	136	32'-0"	6	200	6'-8"	32	320	4'-10"	50	363
0+64.00	4.05'	3.22'	5.05'	32'-0"	3'-0"	64	228	32'-0"	8	267	6'-8"	32	320	4'-10"	50	363
0+96.00	5.48'	4.77'	6.48'	32'-0"	4'-7"	64	441	32'-0"	10	334	6'-8"	32	320	4'-10"	50	363
1+28.00	6.75'	6.12'	7.75'	32'-0"	5'-11"	64	569	32'-0"	12	401	6'-8"	32	320	4'-10"	50	363
1+56.00	7.61'	7.18'	8.61'	28'-0"	7'-0"	56	589	28'-0"	16	467	6'-8"	28	280	4'-10"	44	320
TOTAL WEIGHT **							1963			1669			1562			1772

** FOR CONTRACTORS INFORMATION ONLY

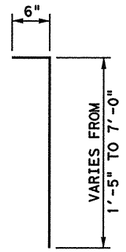
FOOTING REINFORCING STEEL

E BAR - #7 @ 10" C-C			F BAR - #5 @ 12" C-C			S BAR - #3 @ 12" C-C		
LENGTH	NO.	WEIGHT (LB)	LENGTH *	NO.	WEIGHT (LB)	LENGTH *	NO.	WEIGHT (LB)
9'-10"	375	7537	30'-10"	120	3859	5'-4"	155	310
TOTAL WEIGHT **		7537			3859			310

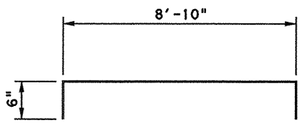
TABLE OF ESTIMATED QUANTITIES

REINFORCING STEEL	LB	18,672
CLASS 'C' CONCRETE	CY	93.9
WALL SURFACE AREA (1)	SF	931.9
FOOTING SURFACE AREA	SF	1,430

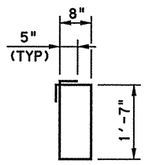
(1) DOES NOT INCLUDE SIDEWALK SURFACE AREA



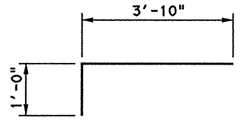
BARS A



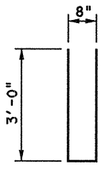
BARS E



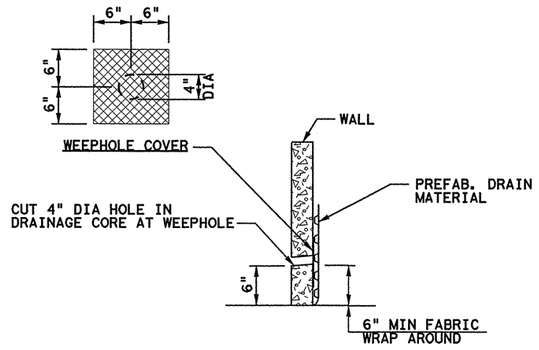
BARS S



BARS L



BARS U



WEEP HOLE DETAIL
NTS

Δ Change Order #50

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1/15/09

Δ - Change Order #64

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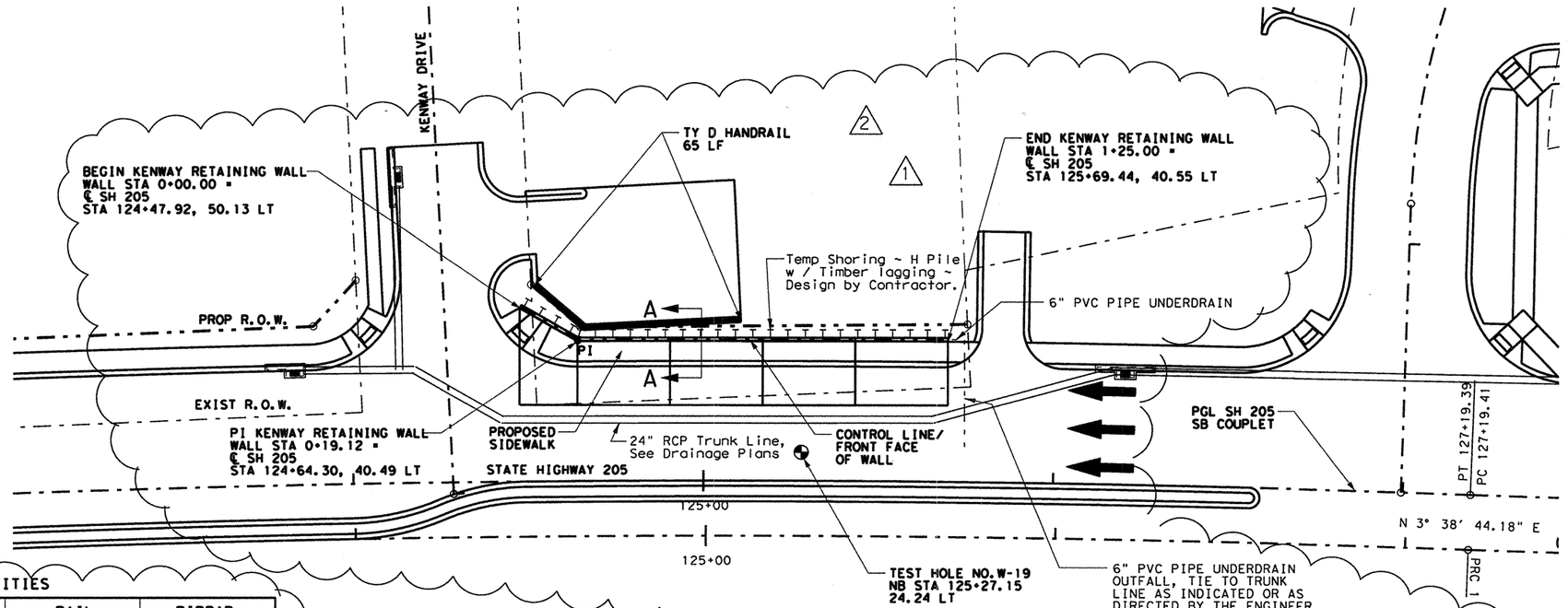
RETAINING WALL Q
REINFORCEMENT SCHEDULE
AND DETAILS

SHEET 3 OF 3

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	(SEE TITLE SHEET)	SH 205

STATE	DIST.	COUNTY	SHEET NO.
TEXAS	DALLAS	ROCKWALL	357GA
CONT.	SECT.	JOB	
0451	01	032, ETC	

DGN=G:\JOBS\22451C-SH205\Wall\2451ow103-revi.dgn, ON=[0-62]
1/15/2009 Plotted 15-JAN-2009 09:07



0 20 40
SCALE IN FEET
HORIZONTAL

0 5 10
SCALE IN FEET
VERTICAL

GENERAL NOTES

1. SEE TEST BORE HOLE SHEETS FOR SOIL COMPOSITION DATA. (SHT. 357A-B)
2. SEE KENWAY RETAINING WALL DETAILS SHEETS 1 AND 2 FOR DETAILS AND NOTES NOT SHOWN HERE.
3. SEE ROADWAY PROFILE SHEET FOR CONTROL LINE VERTICAL CURVE DATA.
4. SEE KENWAY RETAINING WALL TYPICAL SECTION AND MISC DETAILS FOR SECTION A-A, SIDEWALK AND FLUME DETAILS.
5. DRAINAGE AGGREGATE IS SUBSIDIARY TO ITEM 423.
6. INSTALL PIPE UNDERDRAIN (PVC ETC) IN ACCORDANCE WITH ITEM 556. MATERIALS, LABOR AND INCIDENTALS REQUIRED FOR THIS WORK ARE SUBSIDIARY TO ITEM 423.
7. SIDEWALK IS NOT PAID FOR DIRECTLY; BUT, IS CONSIDERED SUBSIDIARY TO VARIOUS BID ITEMS ALREADY PAID.

2

ESTIMATED QUANTITIES

RETAINING WALL (CIP)	RAIL (TY PR-1)	RIPRAP (CONC) (FLUME)
SF	LF	CY
852	125	6.4

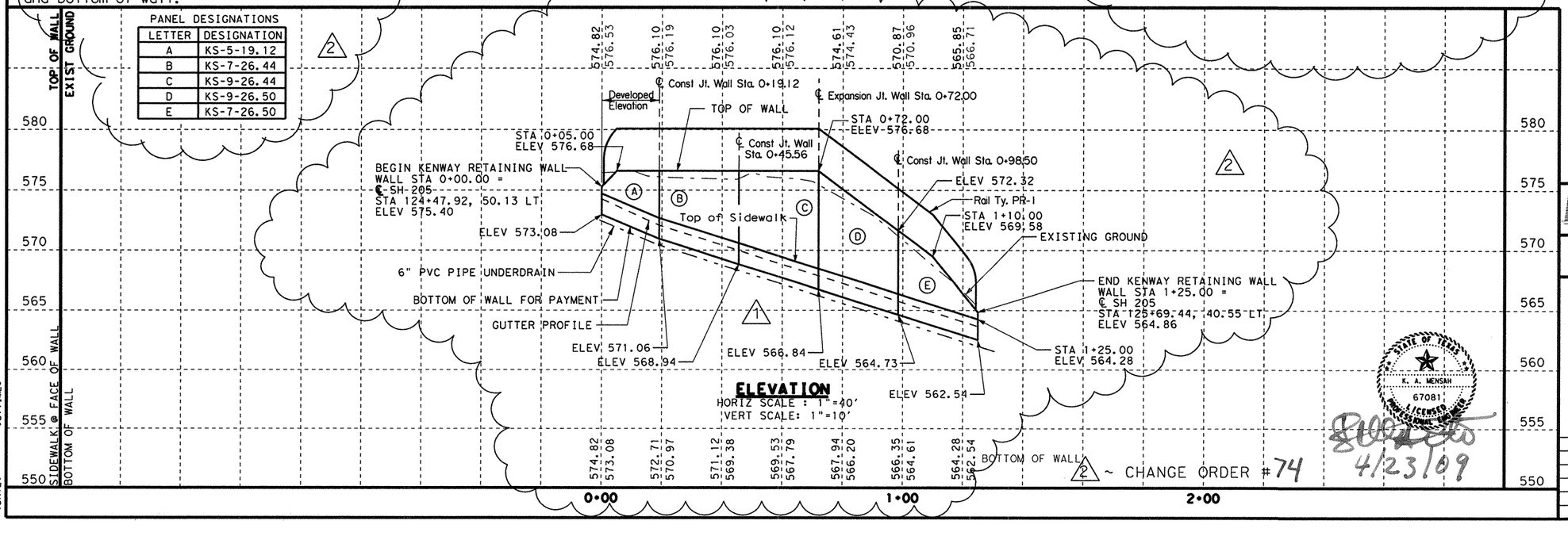
Area of Retaining Wall is based on actual wall heights measured between top of wall and bottom of wall.

Aesthetic Notes:
All KS type retaining wall panels require a form liner and stain finish in accordance with Item 427. Provide form liners consistent with paterns of adjacent project walls. Provide stain matching the colors of adjacent project walls. Formliner finish is subsidiary to the various bid items.

PLAN
SCALE : 1"=40'

PANEL DESIGNATIONS

LETTER	DESIGNATION
A	KS-5-19.12
B	KS-7-26.44
C	KS-9-26.44
D	KS-9-26.50
E	KS-7-26.50



ELEVATION
HORIZ SCALE : 1"=40'
VERT SCALE: 1"=10'

2 ~ CHANGE ORDER #74

DGNSPECLEV $SYTIME$
$DATE$

2 4/22/09 ~ Revised by TxDOT per Contractor's Request

1 3/30/07 REVISED WALL

PREVIOUSLY SEALED BY
TODD P. CONSTANT

STATE OF TEXAS
K. DAVID GAN
92574
LICENSED
PROFESSIONAL ENGINEER
4/23/2009

Parsons Brinckerhoff Quade & Douglas, Inc.
2777 Stemmons Freeway
Suite 1333
Dallas, TX 75207
TBPE ID 2263

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SH 205

KENWAY RETAINING WALL

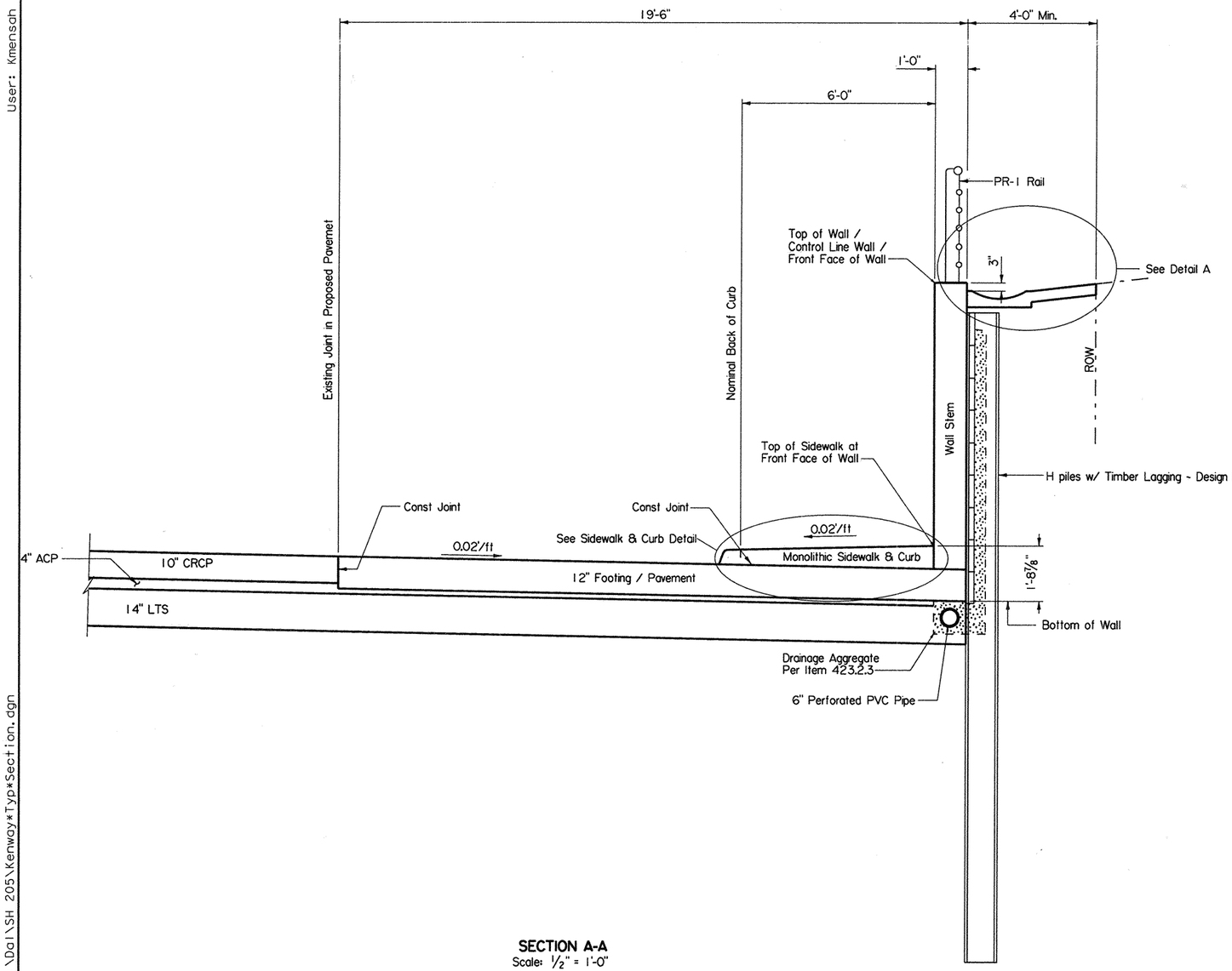
LAYOUT

SHEET 1 OF 1

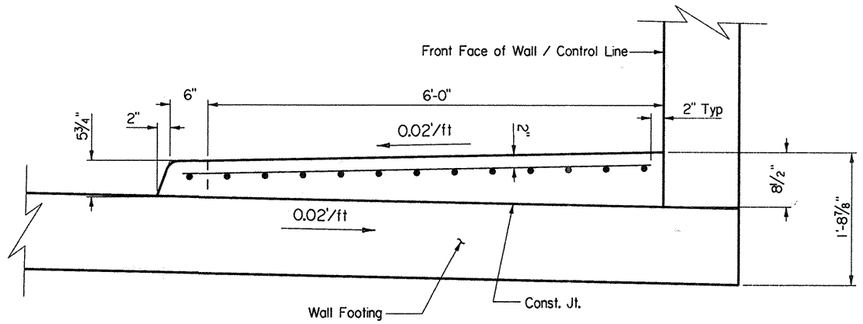
FED.RD. DIV.NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	(SEE TITLE SHEET)	SH 205

STATE	DIST.	COUNTY	SHEET NO.
TEXAS	DALLAS	ROCKWALL	357A
CONT.	SECT.	JOB	
0451	01	032, ETC	

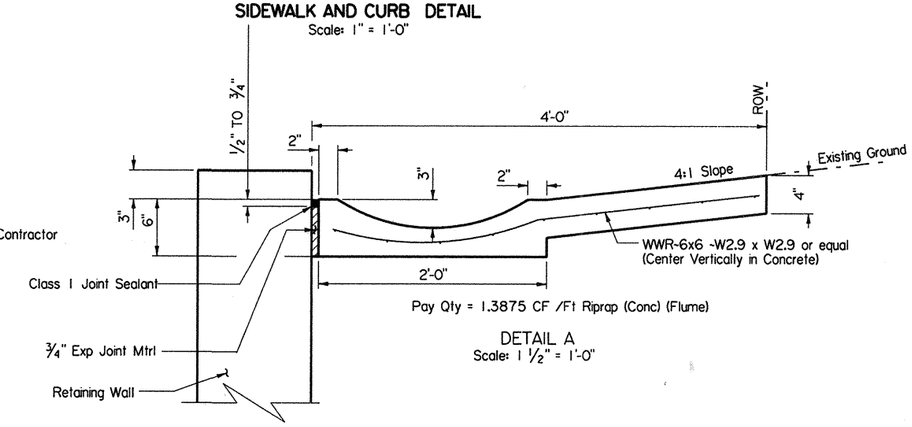
STATE OF TEXAS
K. A. MENSAH
67081
LICENSED
PROFESSIONAL ENGINEER
4/23/09



SECTION A-A
Scale: 1/2" = 1'-0"



SIDEWALK AND CURB DETAIL
Scale: 1" = 1'-0"



DETAIL A
Scale: 1 1/2" = 1'-0"

4 - change Order

Sheet of Sheets

Texas Department of Transportation
© 2006

SH205

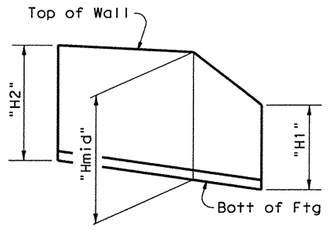
KENWAY RETAINING WALL

TYPICAL SECTION & MISC DETAILS

DESIGN	FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.		HIGHWAY NO.
DESIGN CK	6	(See Title Sheet)		SH205
	STATE	DISTRICT	COUNTY	SHEET NO.
GRAPHICS WRF	TEXAS	DALLAS	ROCKWALL	357IA
GRPH CHECK KAM	CONTROL 0451	SECTION 01	JOB 032	

STATE OF TEXAS
K. A. MENSAH
67081
LICENSED PROFESSIONAL ENGINEER
4/23/09

User: Kmensah
FILE: T:\Dal\SH 205\Kenway*Typ*Section.dgn
TIME: 5:04:15 PM
DATE: 4/23/2009

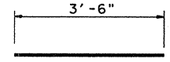


"Hmid" = Maximum wall height between ends
"H" = Maximum("H1", "H2","Hmid") - 1.5'

H DEFINITION ②

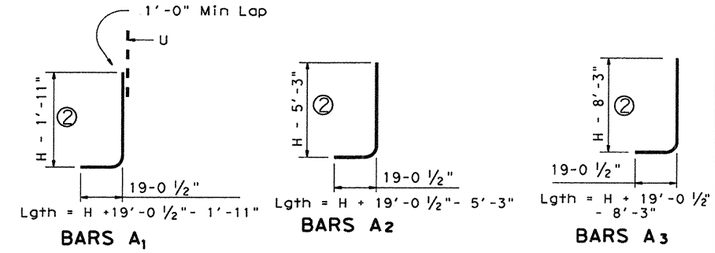
Wall Height "H"	REINFORCING STEEL FOR ONE 32' PANEL (DESIGN C)																		QUANTITY FOR ONE 32' PANEL		Wall Height "H"
	A1 ~ 26 #6 at 15" c-c		A2 ~ 25 #6 at 15" c-c		A3 ~ 25 #7 at 15" c-c		B ~ 26 #5 at 15" c-c		D (#5) at 12" c-c		Dowel F at 12" c-c		G (#6) at 7" c-c		T (#6) at 7" c-c		U ~ 26 #5 at 15" c-c		CONC (CY)	REINF (LB)	
(Ft)	Lgth	Wt	Lgth	Wt	Lgth	Wt	Lgth	Wt	No	Wt	No	Wt	No	Wt	No	Wt	Lgth	Wt			(Ft)
2	19'-2"	748							4	131	2	16	34	179	34	1609	3'-4"	90	24.3	2773	2
3	20'-2"	788							6	197	3	24	34	179	34	1609	5'-4"	145	25.5	2942	3
4	21'-2"	827					3.5	95	8	263	4	32	34	179	34	1609	7'-4"	199	26.7	3204	4
5	22'-2"	866					4.5	122	10	329	5	40	34	179	34	1609	8'-4"	226	27.9	3371	5
6	23'-2"	905					5.5	149	12	394	6	48	34	179	34	1609	8'-4"	226	29.0	3510	6
7	24'-2"	944	20'-10"	782			6.5	176	14	460	7	56	34	179	34	1609	8'-4"	226	30.2	4432	7
8	25'-2"	983	21'-10"	820			7.5	203	16	526	8	64	34	179	34	1609	8'-4"	226	31.4	4610	8
9	26'-2"	1022	22'-10"	857			8.5	231	18	591	9	72	34	179	34	1609	8'-4"	226	32.6	4787	9
10	27'-2"	1061	23'-10"	895	20'-10"	1065	9.5	258	20	657	10	80	34	179	34	1609	8'-4"	226	33.8	6030	10
11	28'-2"	1100	24'-10"	932	21'-10"	1116	10.5	285	22	723	11	88	34	179	34	1609	8'-4"	226	35.0	6258	11

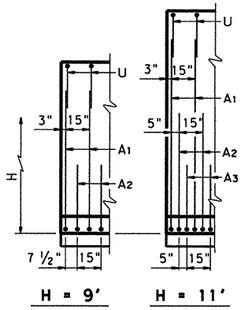
② When panel elevation differences exceed 3', Contractor shall adjust indicated bar dimensions as required to maintain 2" end cover and indicated bar laps



BARS G

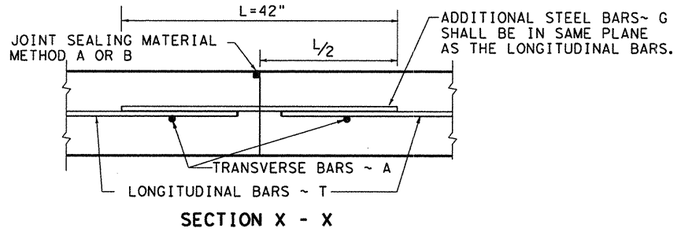
Center Bar G on transverse Construction Joint matching T bar locations as indicated



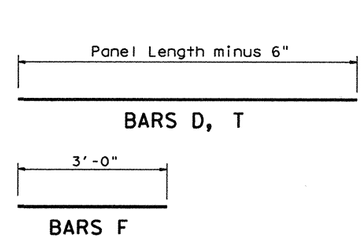


PARTIAL WALL ELEVATIONS

(Showing vertical reinforcing pattern in back face)

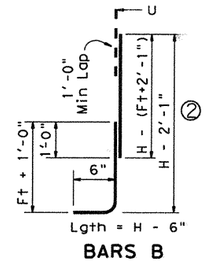


SECTION X - X

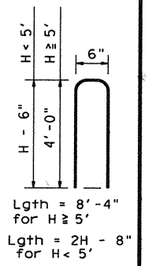


BARS D, T

BARS F



BARS B

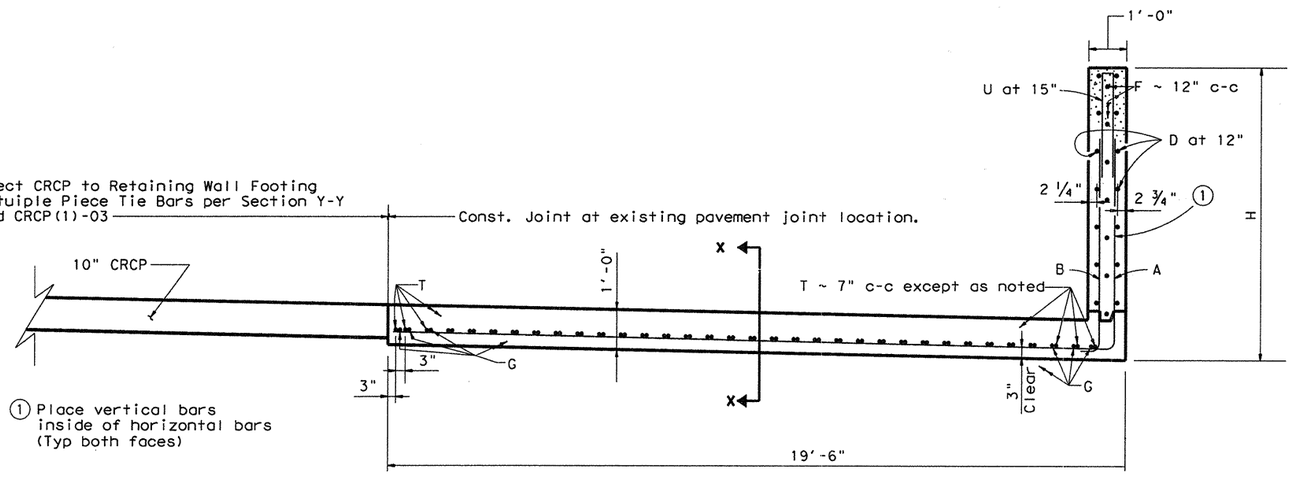


BARS U

GENERAL NOTES:

All concrete to be Class "C".
All reinforcing steel to be Grade 60.
For notes and details not shown on this sheet see sheet 2.
Quantities are based on "H" being average height of panel.
Retaining Walls are designed to be coded as follows on Retaining Wall Layout Sheets.

KS - 28 - 32
- Panel Length ~ 32' is standard; 28' requires special quantities
- Average Height "H" of panel
- Kenway Special Retaining Wall



SECTION

Change Order

DISCLAIMER:
The use of this standard is governed by the "Texas Engineering Practice Act". No warranty of any kind is made by TxDOT for any purpose whatsoever. TxDOT assumes no responsibility for the conversion of this standard to other formats or for incorrect results or damages resulting from its use.

PATH:
LEVELS DISPLAYED

STATE OF TEXAS
A.C.N. OKAFOR
62389
LICENSED ENGINEER
4-24-09

Texas Department of Transportation

SH 205

KENWAY RETAINING WALL

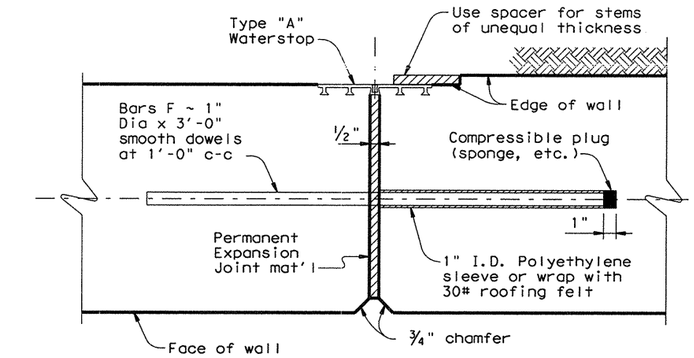
DETAILS
SHT 1 OF 2 SHTS

FILE:	DN: TxDOT	CK: TxDOT	DW: GHO	CK: MPM	
© TxDOT APRIL 2009	DISTRICT	FEDERAL AID PROJECT			SHEET
REVISIONS	DAL	SEE TITLE SHEET			357SA
	COUNTY		CONTROL	SECT	JOB	HIGHWAY
	ROCKWALL		0451	01	032	SH205

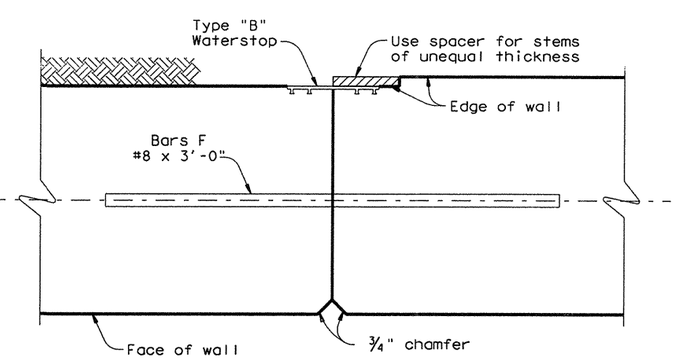
DISCLAIMER:
The use of this standard is governed by the "Texas Engineering Practice Act". No warranty of any kind is made by TxDOT for any purpose whatsoever. TxDOT assumes no responsibility for the conversion of this standard to other formats or for incorrect results or damages resulting from its use.

LEVELS DISPLAYED

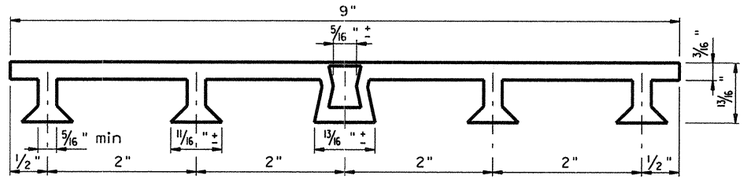
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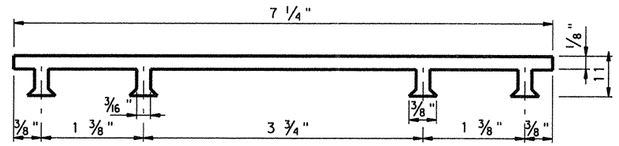
EXPANSION JOINT



CONSTRUCTION JOINT

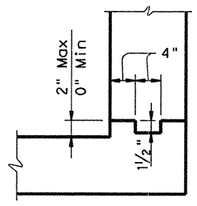


PVC WATERSTOP TYPE "A"



PVC WATERSTOP TYPE "B"

Note: Dimensions and shapes may vary slightly depending on manufacturer.



JOINT DETAILS

GENERAL NOTES:

Walls are designed assuming unit weight of soil = 120 pcf, and coefficient of horizontal earth pressure = 0.33.

Walls are designed to provide a minimum factor of safety against sliding of 1.5.

Retaining walls are detailed to be placed on grades up thru 10% with footing level, with no changes in reinforcing steel. Steeper grades can be accommodated by shortening Bars A1 and B and increasing length of legs of Bars U by the same amount. No change in Quantities will be involved

Retaining walls may be placed on Horizontal Curves by adjusting lengths of footing Bars T and H. Minor revisions of Concrete Quantities may be required.

Designed in accordance with current AASHTO Standard and Interim Specifications.

All concrete to be Class "C".

All reinforcing steel to be Grade 60.

4 - Change Order

STATE OF TEXAS
A.C.N. OKAFOR
62389
LICENSED
PROFESSIONAL ENGINEER

4-24-09

Texas Department of Transportation

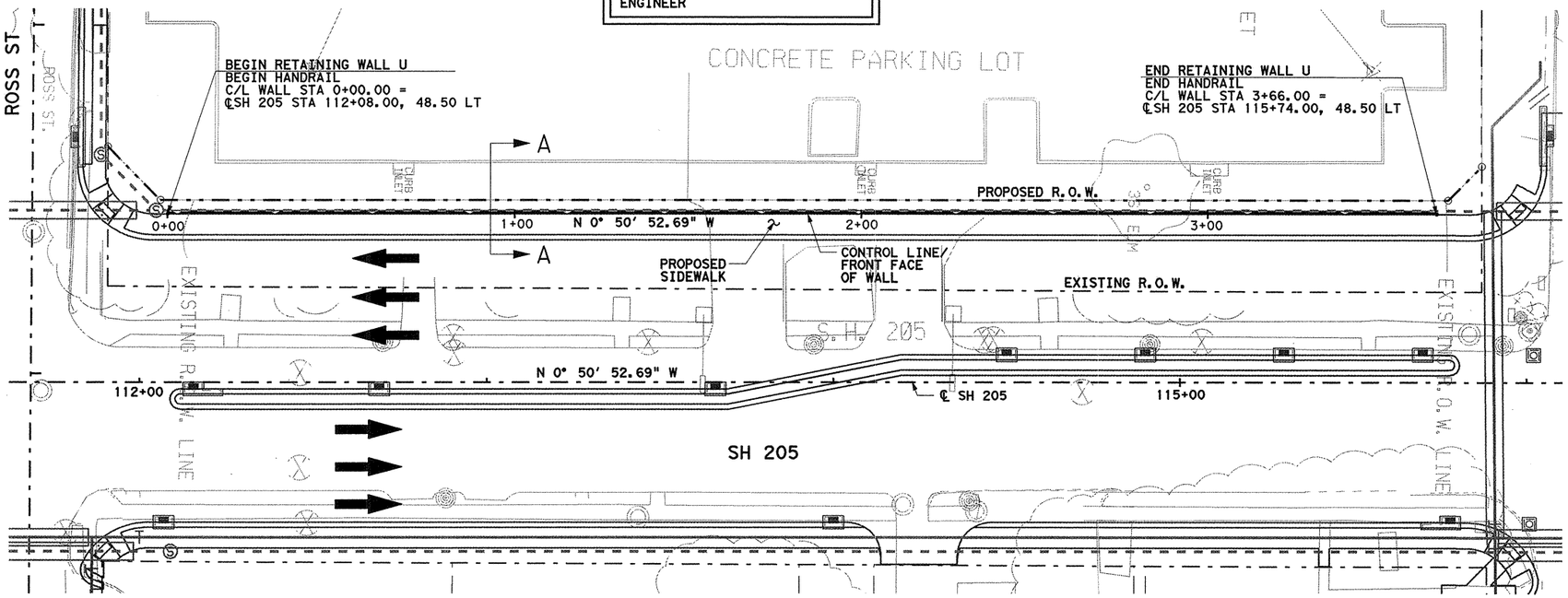
SH 205

KENWAY RETAINING WALL

DETAILS
SHT 2 OF 2 SHTS

FILE:	DN: TxDOT	CK: TxDOT	DW: GHO	CK: MPM
©TxDOT April 2009	DISTRICT	FEDERAL AID PROJECT		SHEET
REVISIONS	DAL	SEE TITLE SHEET		357KA
	COUNTY	CONTROL	SECT	JOB	HIGHWAY
	ROCKWALL	0451	01	032	SH205

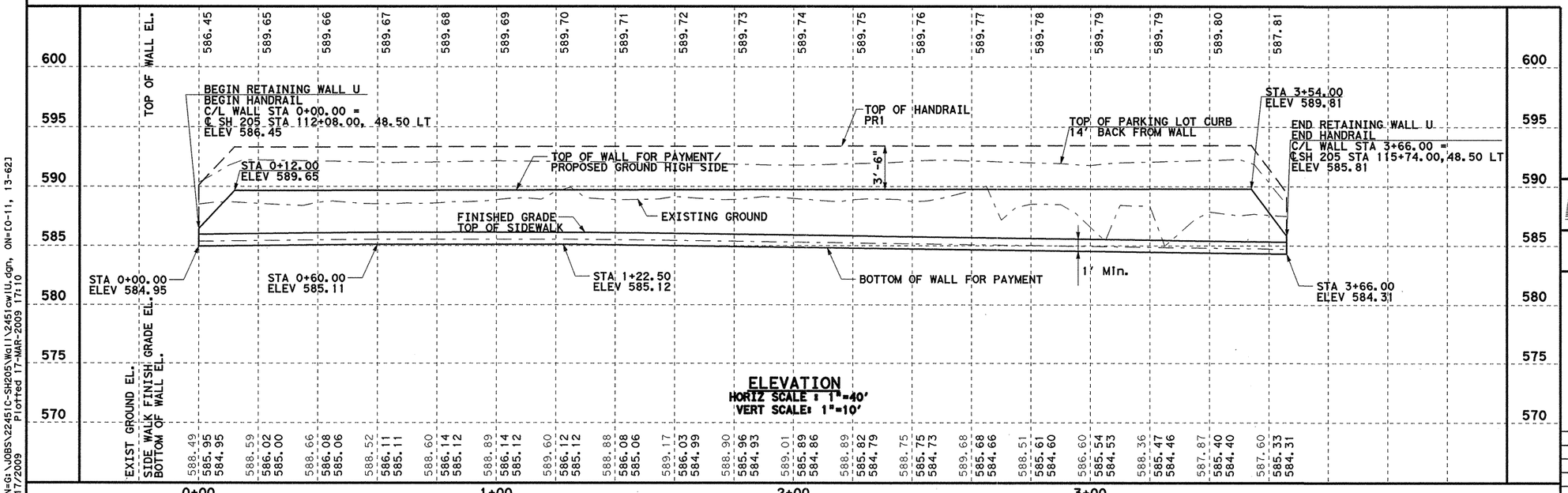
WALL TO BE CONSTRUCTED USING ALLAN BLOCK "ASHLAR BLEND" CONCRETE SEGMENTAL BLOCKS OR EQUIVALENT APPROVED BY THE ENGINEER



ESTIMATED QUANTITIES

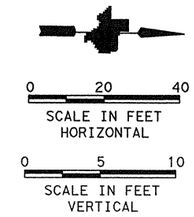
RETAINING WALL CONC BLOCK	HANDRAIL
SF	LF
1382	336 LF

PLAN
SCALE : 1"=40'



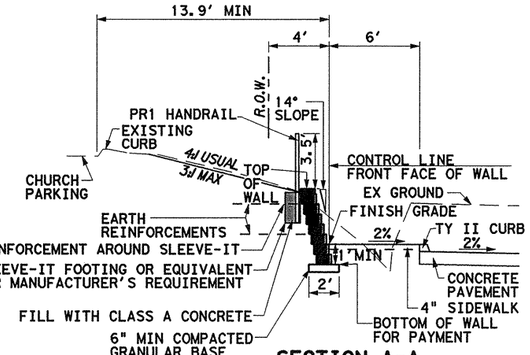
ELEVATION
HORIZ SCALE : 1"=40'
VERT SCALE: 1"=10'

△ CHANGE ORDER #82



GENERAL NOTES

1. SEE RW(CB) FOR DETAILS AND NOTES NOT SHOWN HERE.
2. SEE ROADWAY PROFILE SHEET FOR CONTROL LINE VERTICAL CURVE DATA.
3. SLEEVE-IT FOOTING SYSTEM OR EQUIVALENT MUST BE INSTALLED DURING WALL CONSTRUCTION



SECTION A-A

STATE OF TEXAS
K. DAVID GAN
92574
LICENSED PROFESSIONAL ENGINEER
3/17/09

Parsons Brinckerhoff Quade & Douglas, Inc.
2777 Stemmons Freeway
Suite 1333
Dallas, TX 75207
FIRM REGISTRATION # 2263

Texas Department of Transportation
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SH 205

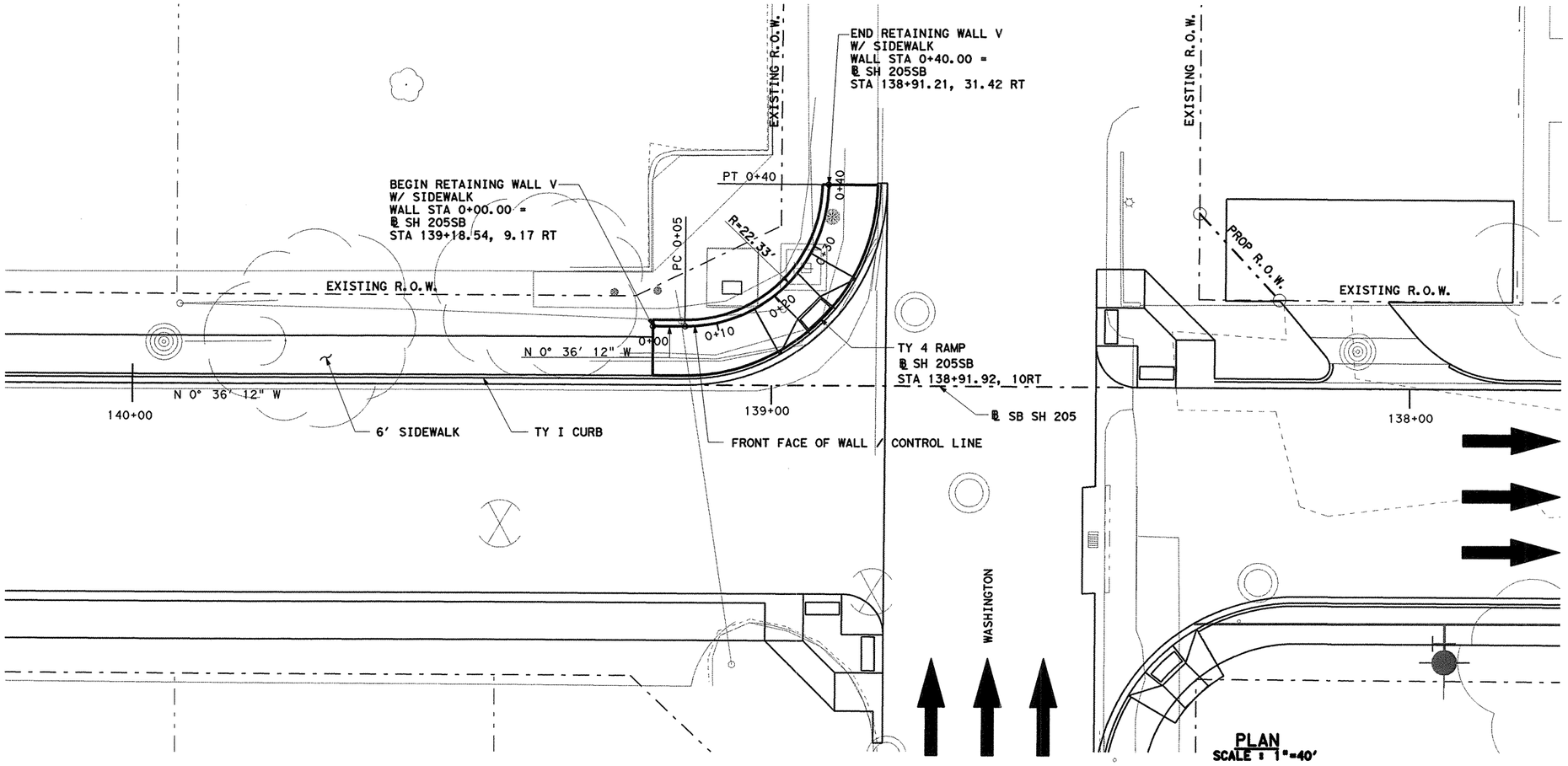
RETAINING WALL LAYOUT

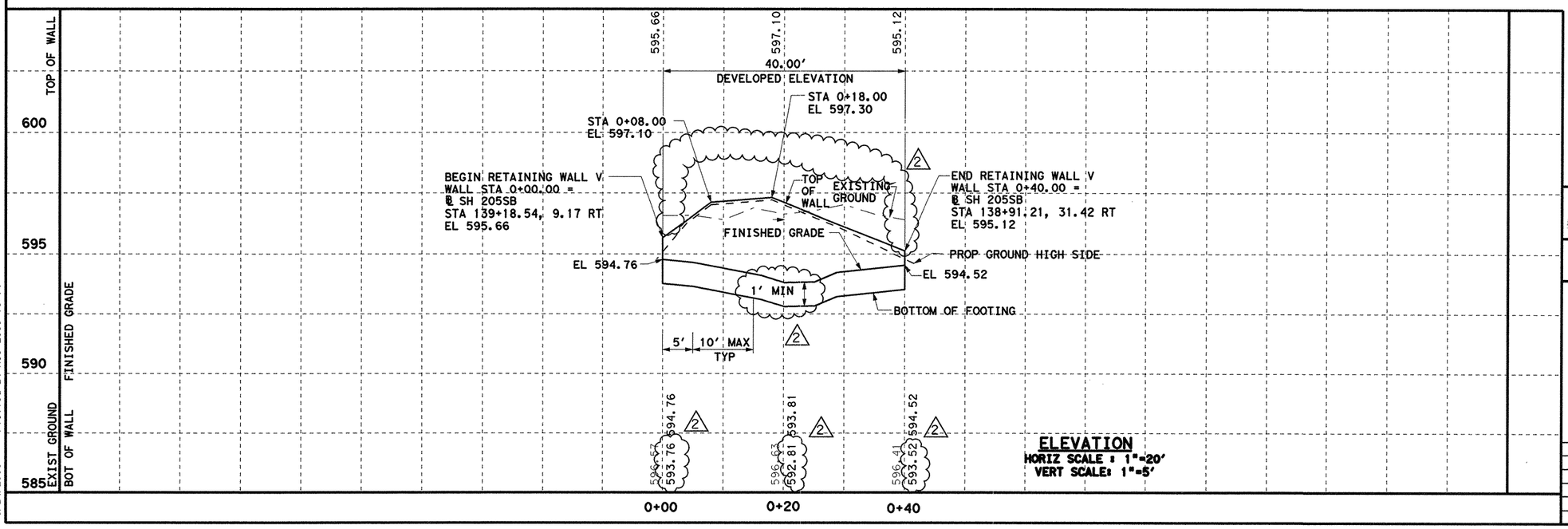
WALL U

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	(SEE TITLE SHEET)	SH 205

STATE	DIST.	COUNTY	SHEET NO.
TEXAS	DALLAS	ROCKWALL	357LA
CONT.	SECT.	JOB	
0451	01	032, ETC	

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3/17/2009 Plotted 17-MAR-2009 17:10





0 10 20
SCALE IN FEET
HORIZONTAL

0 2.5 5
SCALE IN FEET
VERTICAL

GENERAL NOTES

1. SEE TEST BORE HOLE SHEETS FOR SOIL COMPOSITION DATA. (SHT. 357A-B)
2. SEE ROADWAY PROFILE SHEET FOR CONTROL LINE VERTICAL CURVE DATA.
3. SEE RW(CB) FOR DETAILS AND NOTES NOT SHOWN HERE.

△2

WALL TO BE CONSTRUCTED USING ALLAN BLOCK "ASHLAR BLEND" CONCRETE SEGMENTAL BLOCKS OR EQUIVALENT APPROVED BY THE ENGINEER

△ CHANGE ORDER #82

STATE OF TEXAS
JUAN A. MURILLO
94313
LICENSED PROFESSIONAL ENGINEER
08.25.09

△2 8/24/09 REV CIP WALL TO BLOCKWALL AND ELIMINATE HANDRAIL

△1 3/13/09 NEW SHEET

Parsons Brinckerhoff Quade & Douglas, Inc.
2777 Stemmons Freeway
Suite 1333
Dallas, TX 75207
TBPE ID 2263

Texas Department of Transportation
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SH 205

RETAINING WALL V LAYOUT

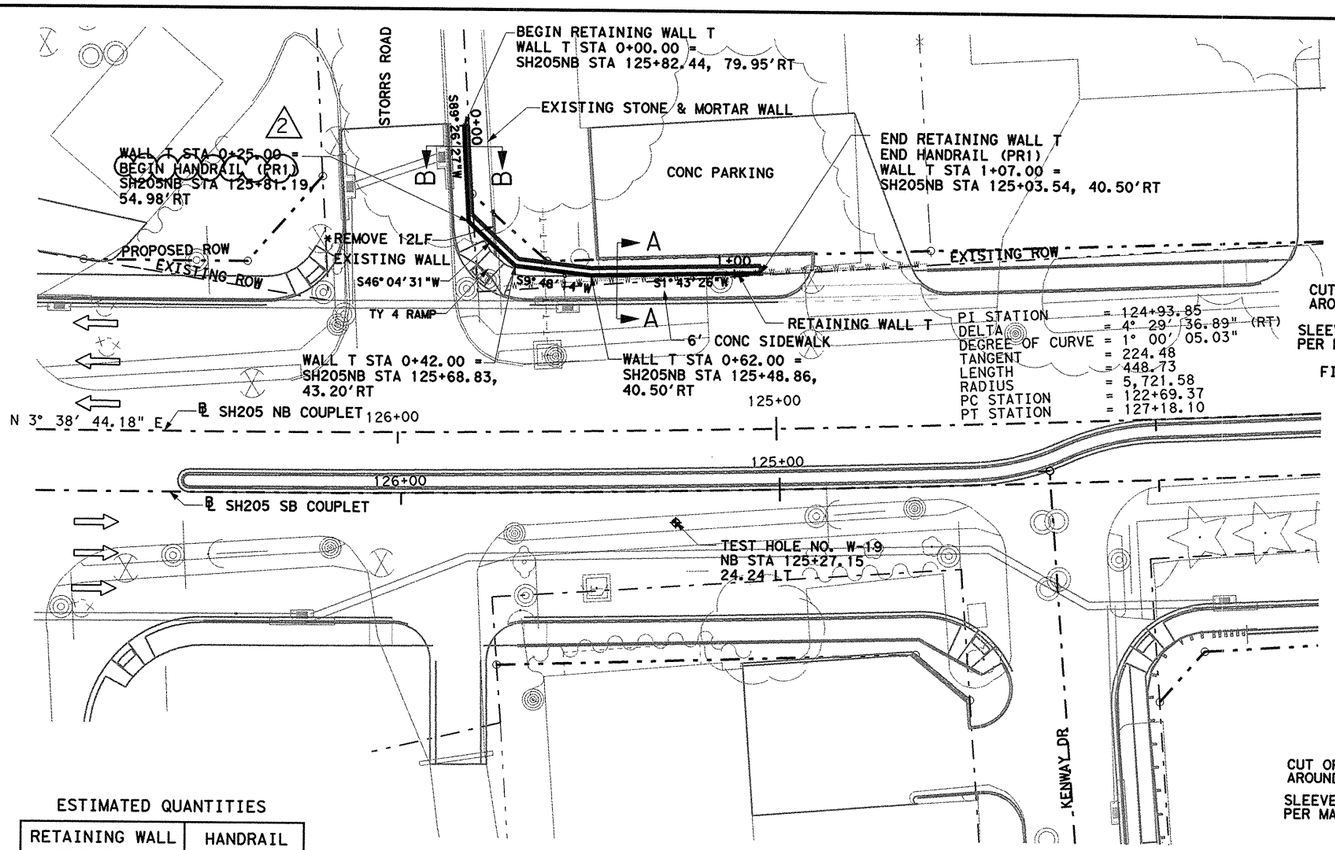
SHEET 1 OF 21

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	(SEE TITLE SHEET)	SH 205

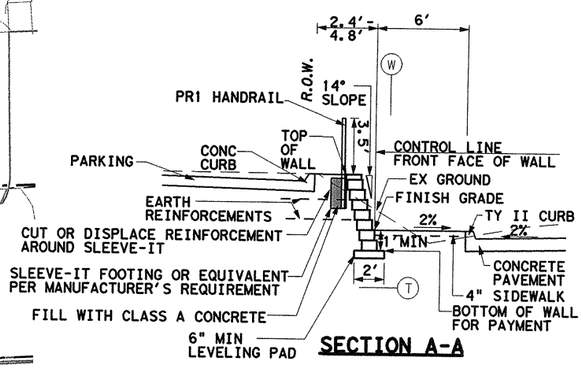
STATE	DIST.	COUNTY	SHEET NO.
TEXAS	DALLAS	ROCKWALL	357

CONT.	SECT.	JOB
0451	01	032, ETC

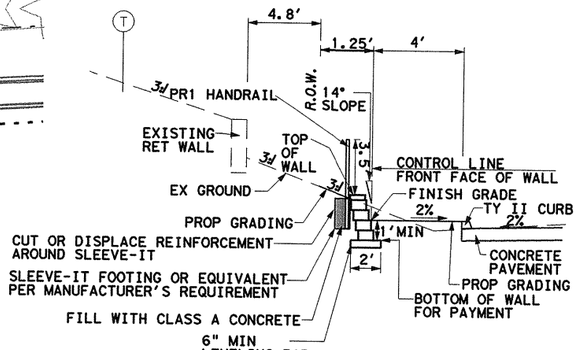
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8/24/2009 Plotted 24-AUG-2009 16:14



PLAN
SCALE : 1"=40'



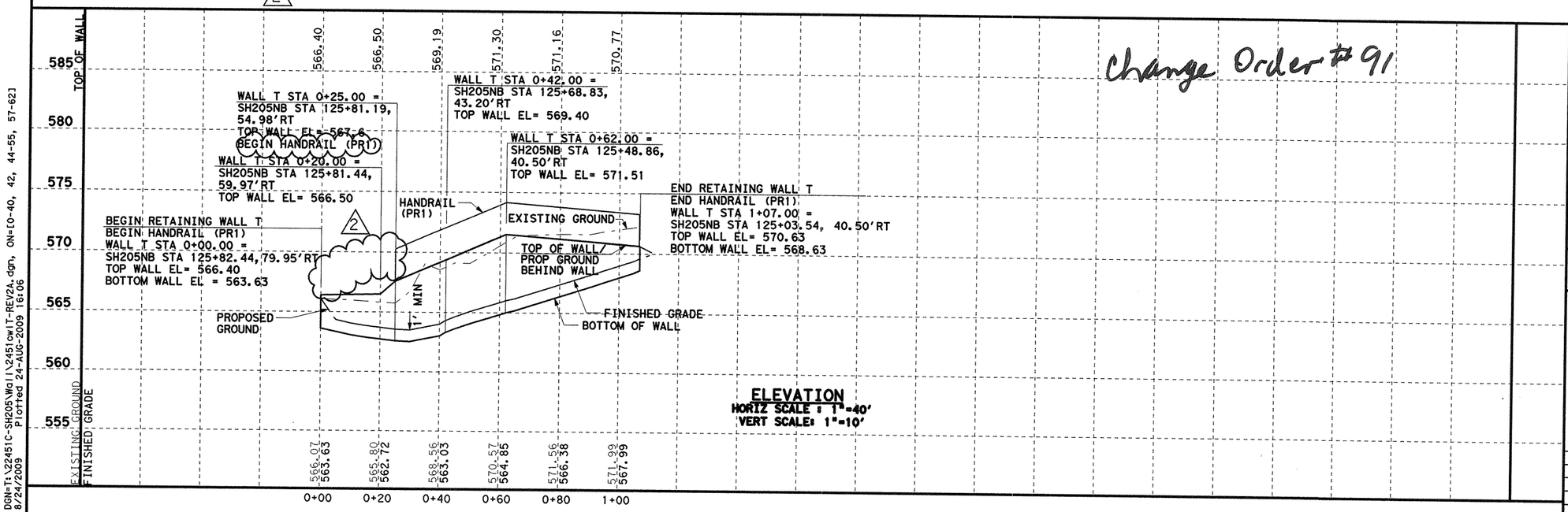
SECTION A-A



SECTION B-B

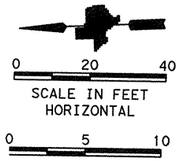
ESTIMATED QUANTITIES

RETAINING WALL CONC BLOCK	HANDRAIL (PR1)
SF	LF
506	82 (2)



ELEVATION
HORIZ SCALE : 1"=40'
VERT SCALE: 1"=10'

Change Order #91



1. SEE TEST BORE HOLE SHEETS FOR SOIL COMPOSITION DATA. (SHT. 357A-B)

2. SEE RW(CB) FOR DETAILS AND NOTES NOT SHOWN HERE.

3. SEE ROADWAY PROFILE SHEET FOR CONTROL LINE VERTICAL CURVE DATA.

* NEATLY SAW CUT AND REMOVE EXISTING WALL.

WALL TO BE CONSTRUCTED USING ALLAN BLOCK "ASHLAR BLEND" CONCRETE SEGMENTAL BLOCKS OR EQUIVALENT APPROVED BY THE ENGINEER

LEGENDS

(W) EX. WATER LINE ELEVATION UNKNOWN

(T) EX. SW BELL CABLE CROSSING ELEVATION UNKNOWN



K David Gan 8/24/2009

2 08/24/09 Revised handrail limits by KDG

1 06/01/09 Added Wall T by KDG

PB Parsons Brinckerhoff Quade & Douglas, Inc.
2777 Stemmons Freeway
Suite 1333
Dallas, TX 75207 TBPE ID 2263

Texas Department of Transportation
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SH 205

RETAINING WALL LAYOUT

WALL T

SHEET 1 OF 1

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.		HIGHWAY NO.
6	(SEE TITLE SHEET)		SH 205
STATE	DIST.	COUNTY	SHEET NO.
TEXAS	DALLAS	ROCKWALL	357NA
CONT.	SECT.	JOB	
0451	01	032, ETC	

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8/24/2009 Plotted 24-AUG-2009 16:06

590
570
550
530
510

Test Hole No. W-1
El 564.69

5(6) 5(6)	FILL, Clay, (CH), gray, calcareous
4(6) 5(6)	CLAY, (CH), yellowish brown, light gray, calcareous
8(6) 11(6)	
14(6) 36(6)	SHALE, moderately to highly weathered, light brown and light gray, calcareous
24(6) 27(6)	
39(6) 50(5.5)	

B/H = 539.69

Test Hole No. W-2
El 567.34

4(6) 5(6)	FILL, Clay, (CH), dark brown, trace sand
5(6) 5(6)	CLAY, (CH), yellowish brown, light gray, calcareous
7(6) 10(6)	
21(6) 28(6)	SHALE, moderately to highly weathered, light brown and light gray
23(6) 27(6)	
32(6) 37(6)	

B/H = 542.34

Test Hole No. W-3
El 562.82

6(6) 5(6)	FILL, Clay, (CH), dark brown, brown, trace sand, asphalt, limestone fragments
5(6) 5(6)	CLAY, (CH), dark brown, calcareous
6(6) 7(6)	CLAY, (CH), light brown, light gray
15(6) 23(6)	(Completely weathered shale)
33(6) 37(6)	SHALE, moderately to highly weathered, light brown, light gray, calcareous
44(6) 50(6)	

B/H = 537.82

590
570
550
530
510

Test Hole No. W-4
El 562.67

4(6) 5(6)	FILL, Clay, (CH), gray, yellowish brown, some sand
6(6) 6(6)	CLAY, (CH), yellowish brown, light gray, calcareous
12(6) 20(6)	
37(6) 32(6)	SHALE, moderately to highly weathered, light brown, light gray, calcareous
22(6) 27(6)	
30(6) 39(6)	

B/H = 537.67

Test Hole No. W-5
El 564.5

10(6) 10(6)	FILL, Clay, (CH), dark brown, trace sand, glass, limestone fragments
15(6) 15(6)	
15(6) 18(6)	SHALE, moderately to highly weathered, light brown, light gray, calcareous
23(6) 45(6)	
19(6) 32(6)	
50(5.5) 50(5)	

B/H = 539.5

Test Hole No. W-6
El 559.94

5(6) 6(6)	CONCRETE, with 3 inch asphalt base
6(6) 10(6)	FILL, Clay, (CH), yellowish brown
20(6) 39(6)	CLAY, (CH) yellowish brown, light gray, calcareous
42(6) 50(5.5)	
38(6) 50(5.75)	SHALE, moderately to highly weathered, light brown, light gray, calcareous
45(6) 49(6)	

B/H = 534.94

590
570
550
530
510

Test Hole No. W-7
El 557.36

4(6) 5(6)	FILL, Clay, (CH), yellowish brown, light gray, trace gravel
4(6) 4(6)	FILL, Clay, (CH), grayish brown, trace sand
3(6) 4(6)	CLAY, (CH), dark gray, dark brown, calcareous
8(6) 9(6)	CLAY, (CH), dark gray, light grayish brown, calcareous
15(6) 17(6)	CLAY, (CH), light gray, yellowish brown, calcareous
25(6) 36(6)	SHALE, moderately to highly weathered, light brown, light gray, calcareous

B/H = 532.36

Test Hole No. W-8
El 555.41

4(6) 6(6)	APHALT, pavement, with 6 inch base
5(6) 6(6)	
4(6) 3(6)	FILL, Clay, (CH), dark gray, yellowish brown, light gray
5(6) 6(6)	
10(6) 11(6)	CLAY, (CH), yellowish brown, light gray, calcareous
34(6) 47(6)	SHALE, moderately to highly weathered, light brown, light gray, calcareous

B/H = 530.41

Test Hole No. W-9
El 558.35

4(6) 4(6)	FILL, Clay, (CH), yellowish brown, gray, trace sand, gravel
4(6) 5(6)	CLAY, (CH), dark gray, calcareous
4(6) 6(6)	CLAY, (CH), yellowish brown, light gray, calcareous
10(6) 11(6)	
19(6) 24(6)	SHALE, moderatley to highly weathered, light brown, light gray, calcareous
27(6) 36(6)	

B/H = 533.35

590
570
550
530
510

3/20/06

STATE OF TEXAS
TODD P. CONSTANT
88243
LICENSED
PROFESSIONAL ENGINEER

Todd P. Constant, PE

Parsons Brinckerhoff Quade & Douglas, Inc.
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Suite 1333
Dallas, TX 75207

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SH 205

TEST BORE HOLES

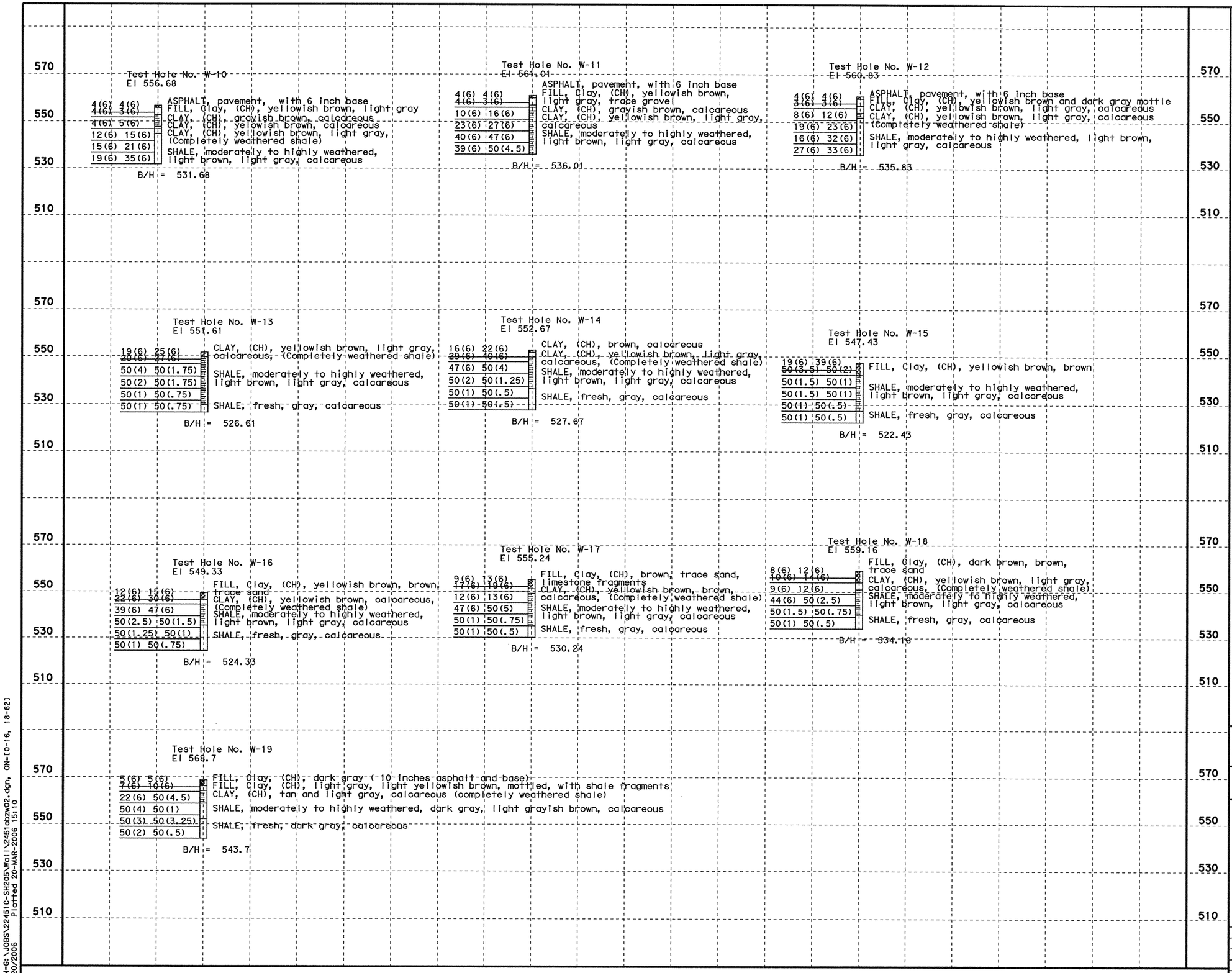
RETAINING WALLS

SHEET 1 OF 2

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	(SEE TITLE SHEET)	SH 205

STATE	DIST.	COUNTY	SHEET NO.
TEXAS	DALLAS	ROCKWALL	
CONT.	SECT.	JOB	357A
0451	01	032, ETC	

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3/20/2006 Plotted 20-MAR-2006 15:10



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Plotted 20-MAR-2006 15:10
3/20/06

STATE OF TEXAS
TODD P. CONSTANT
88243
LICENSED
PROFESSIONAL ENGINEER
3/20/06

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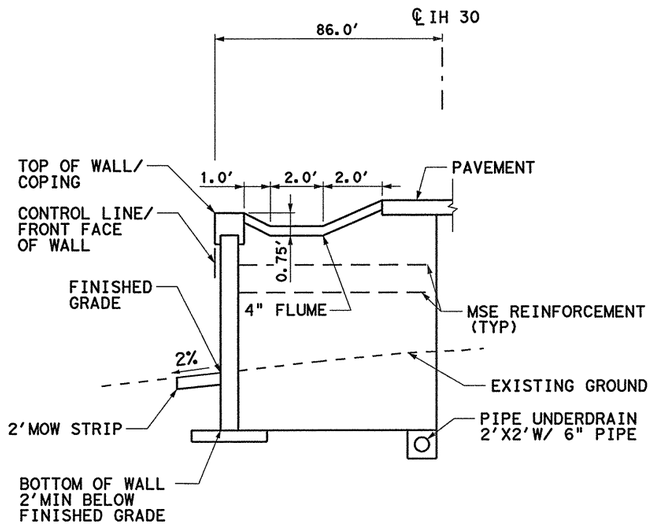
TEST BORE HOLES

RETAINING WALLS

SHEET 2 OF 2

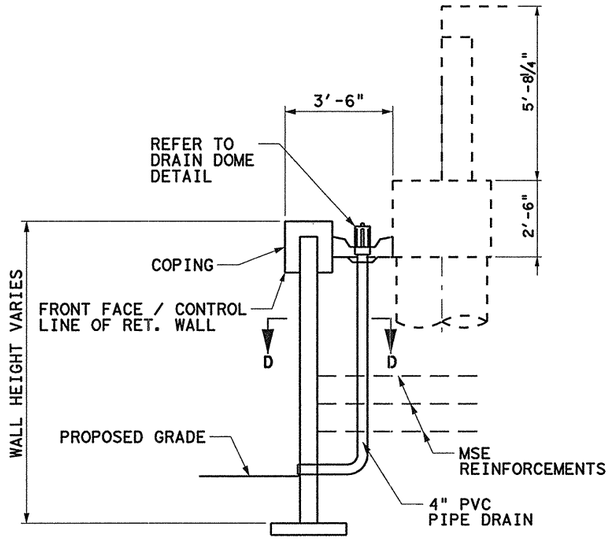
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6	(SEE TITLE SHEET)	SH 205

STATE	DIST.	COUNTY	SHEET NO.
TEXAS	DALLAS	ROCKWALL	
CONT.	SECT.	JOB	
0451	01	032, ETC	357B



TYPICAL SECTION A-A

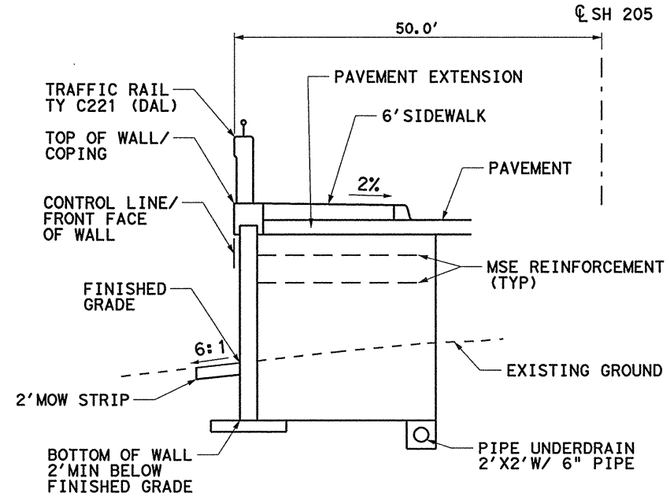
NTS



TYPICAL SECTION B-B W/ DRAIN DETAIL

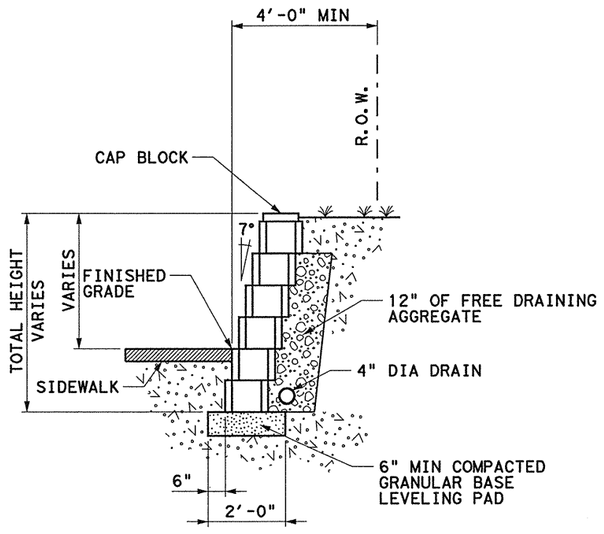
(EAST WALL DRAWN, WEST WALL SIMILAR)

NTS



TYPICAL SECTION C-C

NTS



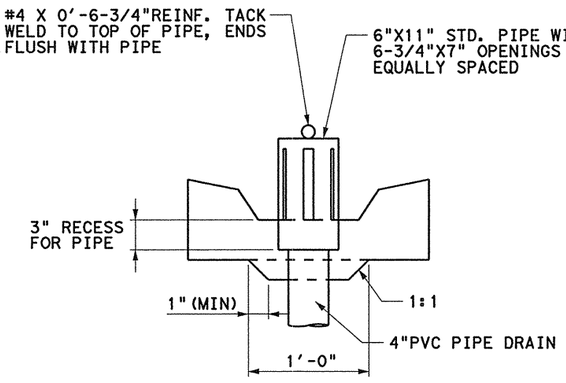
TYPICAL SECTION D-D

NTS

* NOTE:

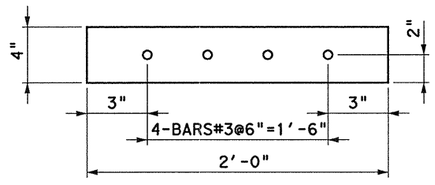
THE JOINT SEALANT SHALL BE PERFORMED UNDER ITEM 433, AND THIS SHALL BE SUBSIDIARY TO ITEM RETAINING WALL.

① FOR CONTRACTOR'S INFORMATION ONLY:
6 X 6 - W 2.9 X W 2.9 = 0.394 LBS/SF



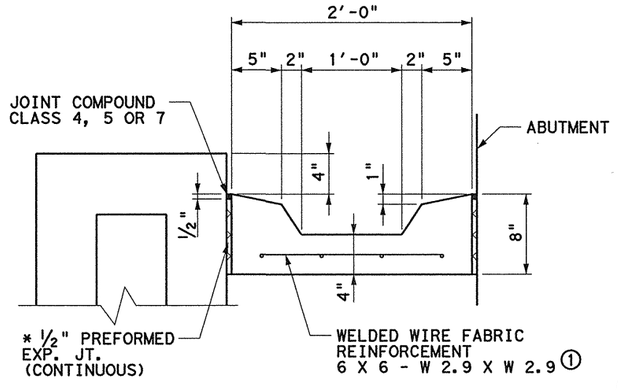
DRAIN DOME DETAIL

NTS



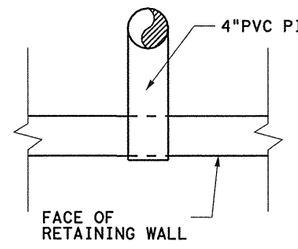
RIPRAP MOWING STRIP

NTS



FLUME DETAIL

NTS



SECTION D-D

NTS

SEE SHEET 358B FOR REVISION

5/17/06

STATE OF TEXAS
TODD P. CONSTANT
88243
LICENSED
PROFESSIONAL ENGINEER

Todd P. Constant, PE

Parsons Brinckerhoff Quade & Douglas, Inc.
2777 Stemmons Freeway
Suite 1333
Dallas, TX 75207

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SH 205

RETAINING WALL LAYOUT

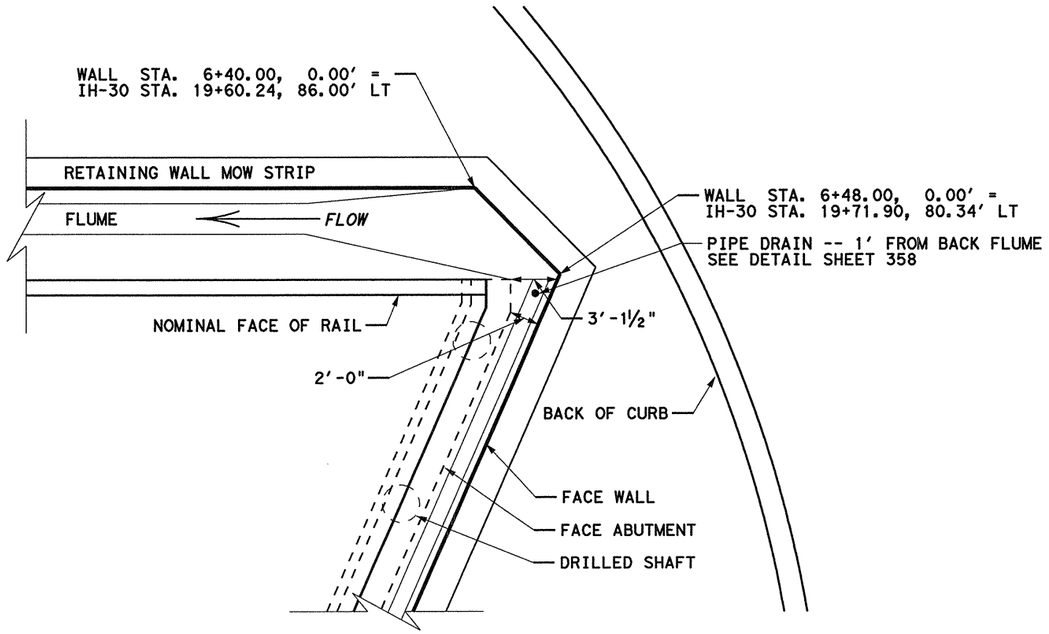
RETAINING WALL DETAILS

SHEET 1 OF 2

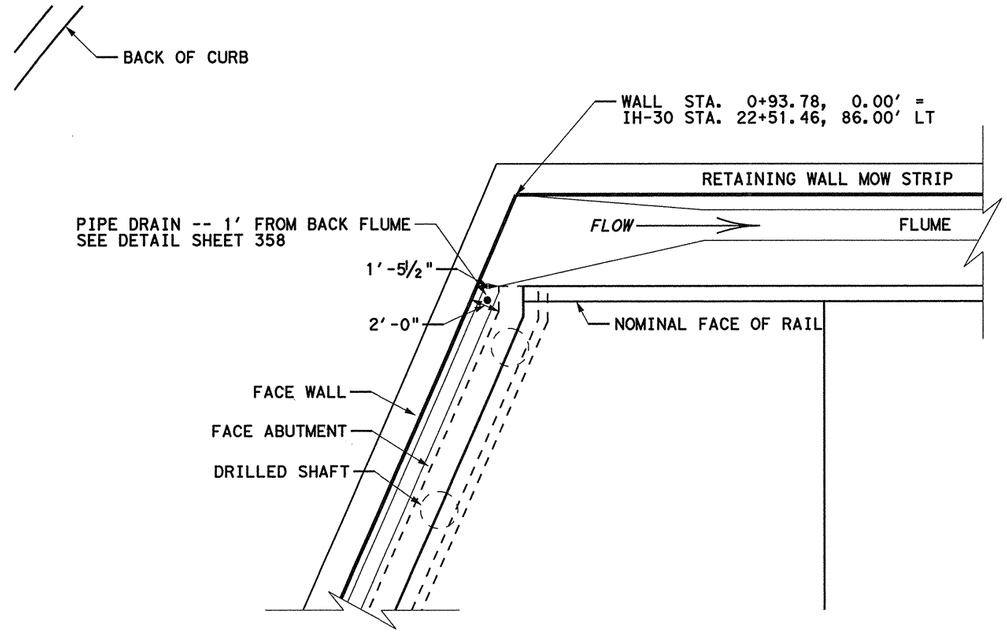
FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	(SEE TITLE SHEET)	SH 205

STATE	DIST.	COUNTY	SHEET NO.
TEXAS	DALLAS	ROCKWALL	358
CONT.	SECT.	JOB	
0451	01	032, ETC	

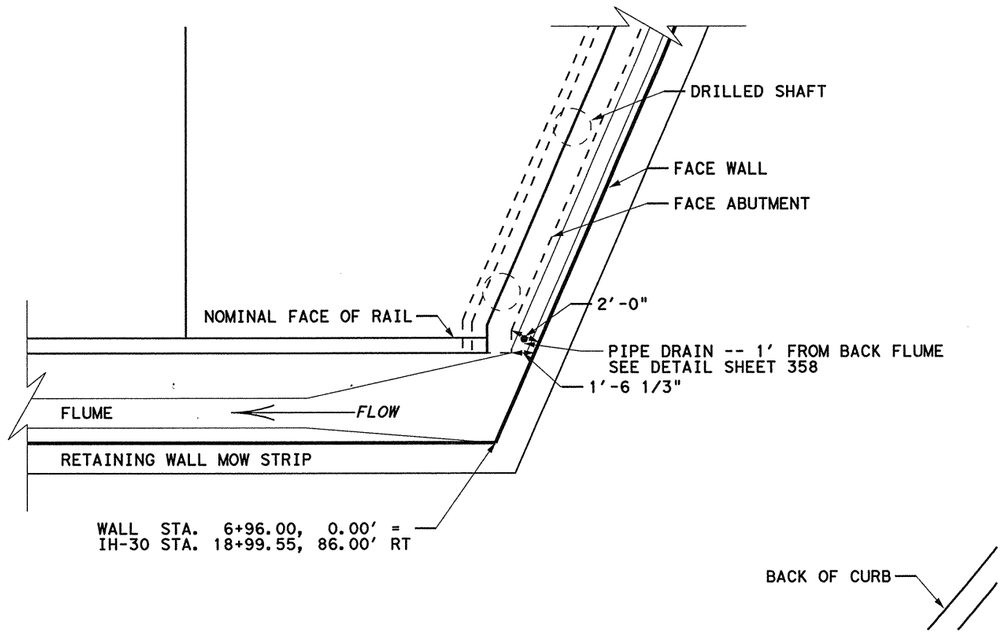
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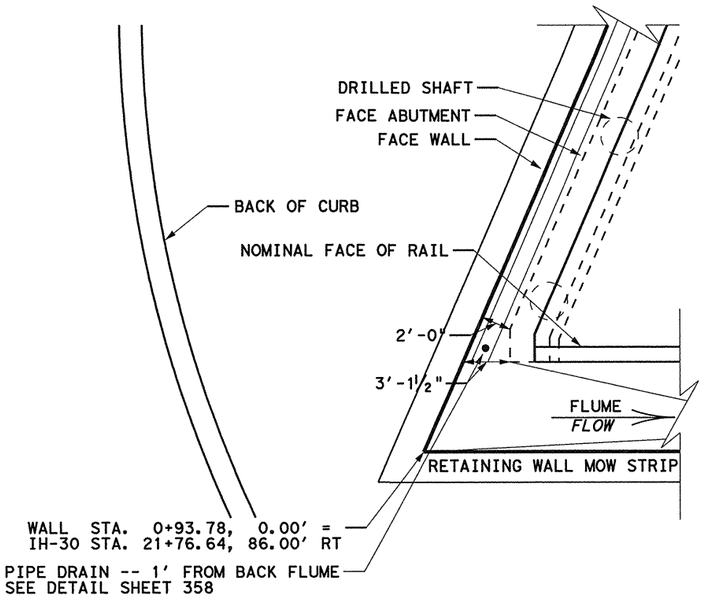
NORTHWEST QUADRANT WALL B



NORTHEAST QUADRANT WALL D



SOUTHWEST QUADRANT WALL A



SOUTHEAST QUADRANT WALL C

SCALE 1" = 10'

5/17/06

STATE OF TEXAS
TODD P. CONSTANT
88243
LICENSED
PROFESSIONAL ENGINEER

Todd P. Constant, PE

Parsons Brinckerhoff Quade & Douglas, Inc.
2777 Stemmons Freeway
Suite 1333
Dallas, TX 75207

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SH 205

RETAINING WALL LAYOUT

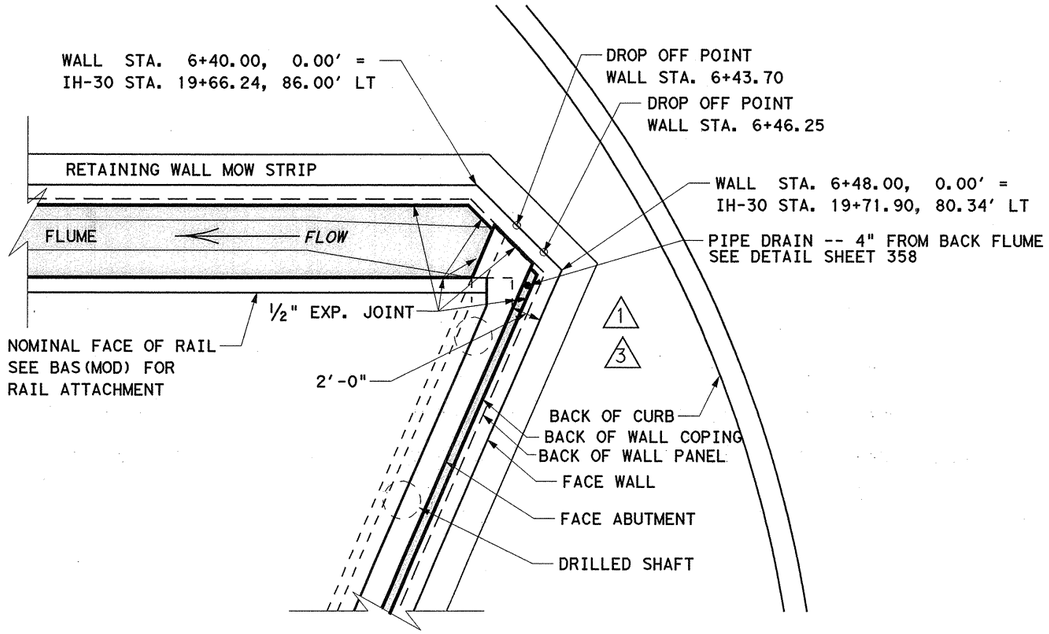
RETAINING WALL DETAILS
AT BRIDGE ABUTMENT CORNERS

SHEET 2 OF 2

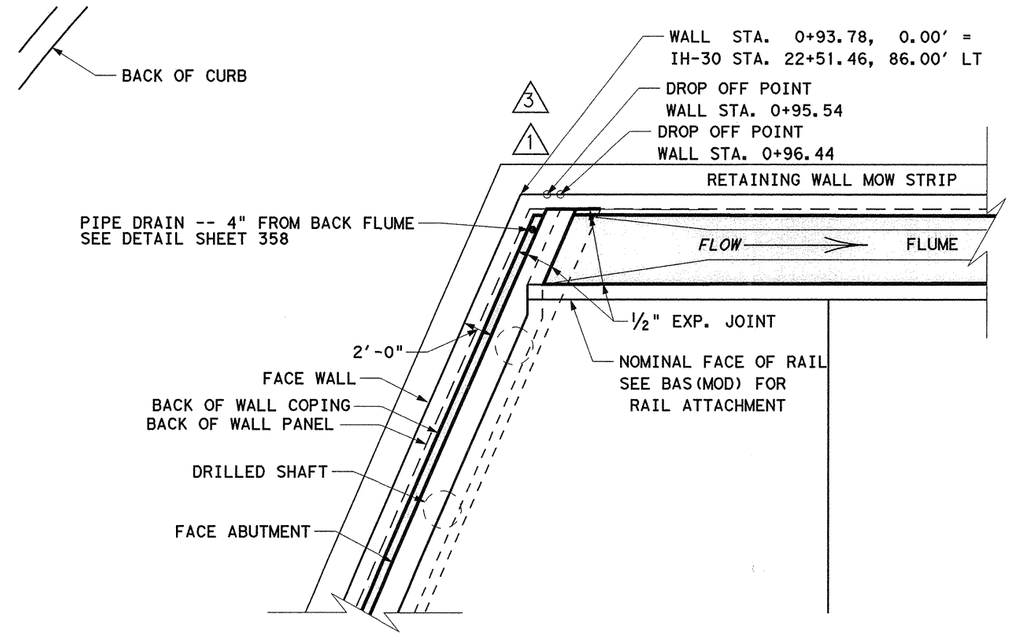
FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	(SEE TITLE SHEET)	SH 205

STATE	DIST.	COUNTY	SHEET NO.
TEXAS	DALLAS	ROCKWALL	358A
CONT.	SECT.	JOB	
0451	01	032, ETC	

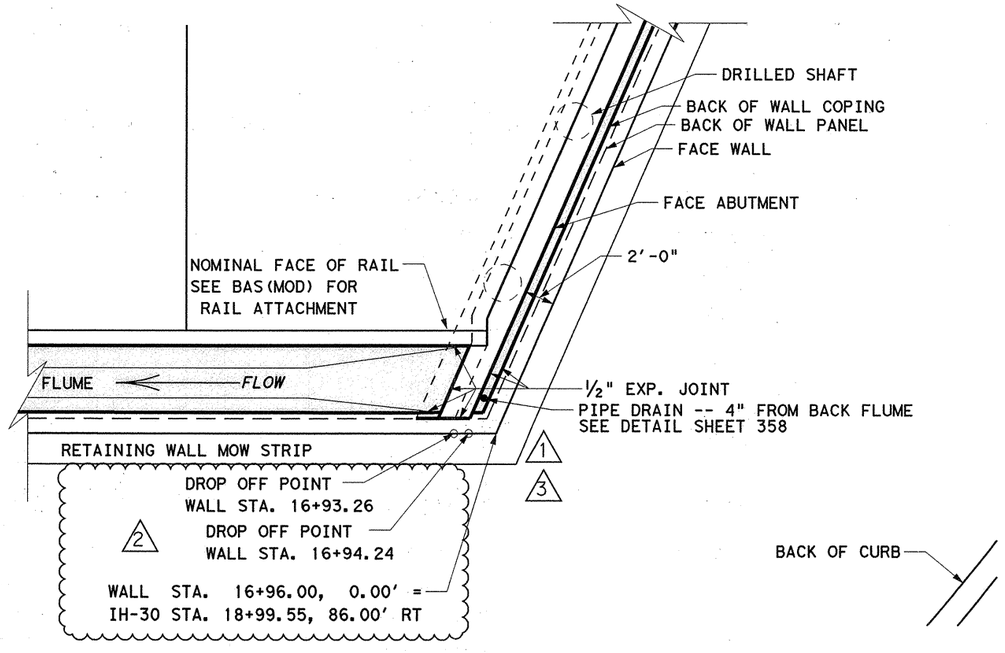
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NORTHWEST QUADRANT WALL B

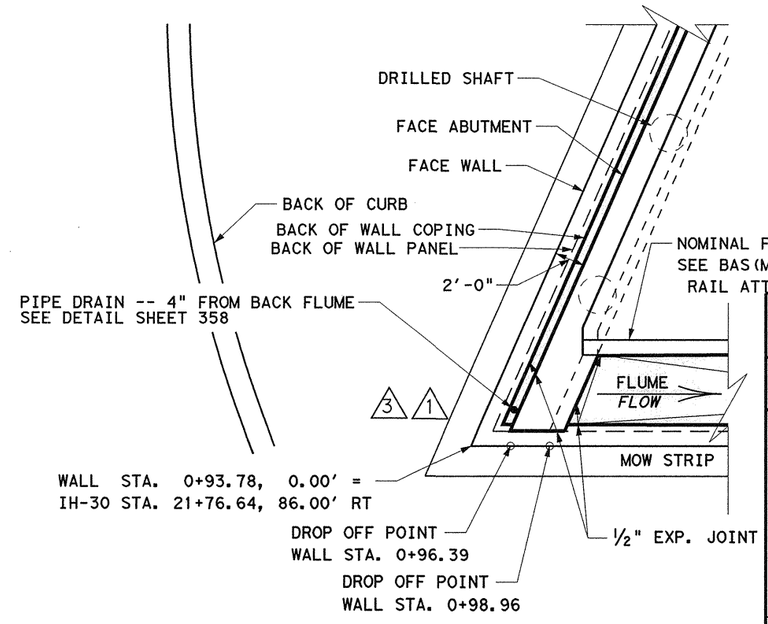


NORTHEAST QUADRANT WALL D



SOUTHWEST QUADRANT WALL A

SCALE 1" = 10'



SOUTHEAST QUADRANT WALL C

3 4/16/07 Added Back Coping & Panel, & Rev. Flume Plan View

2 4/13/07 REVISED WALL A

1 3/30/07 REVISED ABUTMENT END PREVIOUSLY SEALED BY TODD P. CONSTANT

STATE OF TEXAS
JAMES REISER
67287
REGISTERED PROFESSIONAL ENGINEER

James Reiser 4-26-07

PB 1909 Parsons Brinckerhoff Quade & Douglas, Inc.
2777 Stemmons Freeway
Suite 1333
Dallas, TX 75207

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SH 205

RETAINING WALL LAYOUT

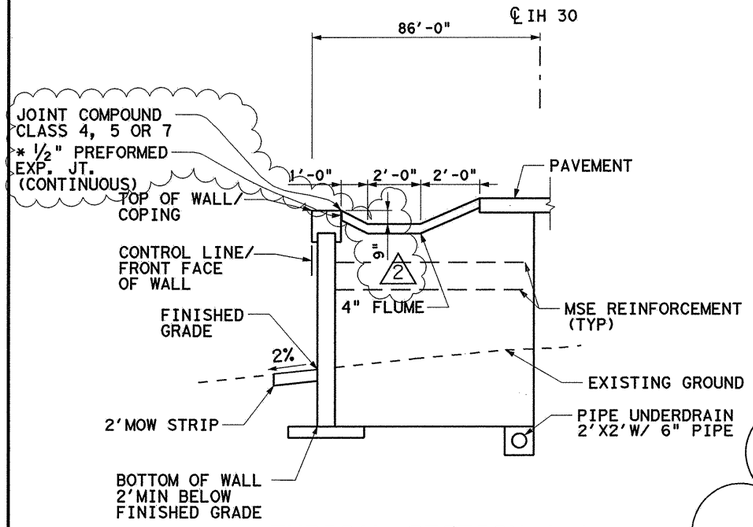
RETAINING WALL DETAILS
AT BRIDGE ABUTMENT CORNERS

SHEET 2 OF 2

FED.RD. DIV.NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	(SEE TITLE SHEET)	SH 205

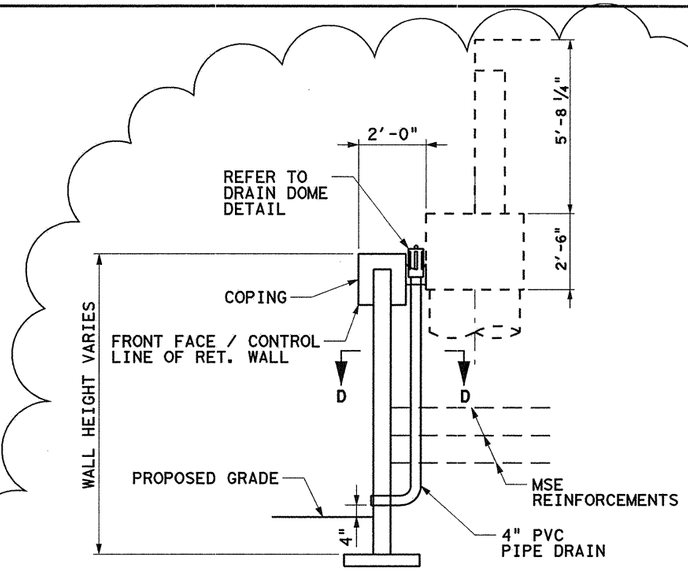
STATE	DIST.	COUNTY	SHEET NO.
TEXAS	DALLAS	ROCKWALL	
CONT.	SECT.	JOB	358AB
0451	01	032, ETC	

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TYPICAL SECTION A-A

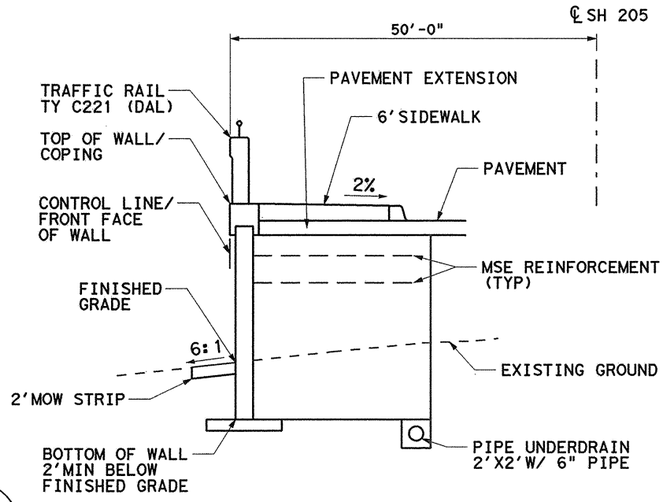
NTS



TYPICAL SECTION B-B W/ DRAIN DETAIL

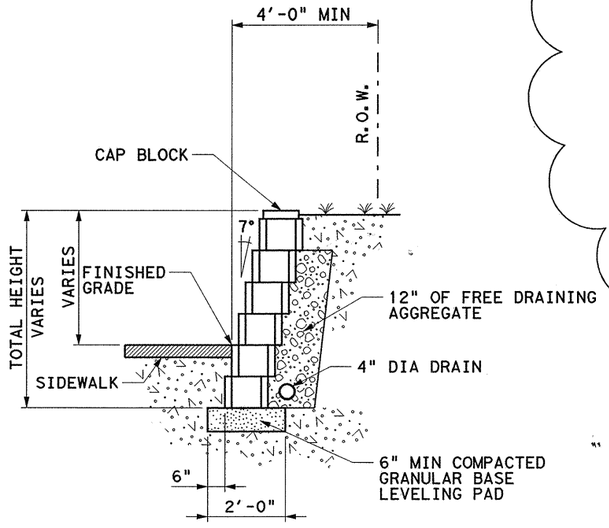
(EAST WALL DRAWN, WEST WALL SIMILAR)

NTS



TYPICAL SECTION C-C

NTS



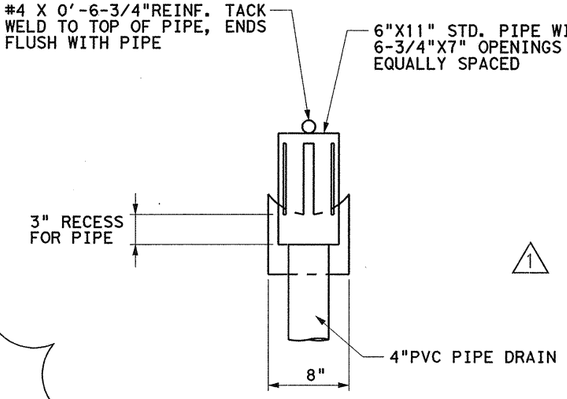
TYPICAL SECTION D-D

NTS

* NOTE:

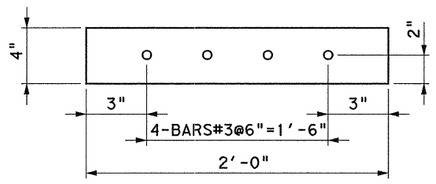
THE JOINT SEALANT SHALL BE PERFORMED UNDER ITEM 433, AND THIS SHALL BE SUBSIDIARY TO ITEM RETAINING WALL.

① FOR CONTRACTOR'S INFORMATION ONLY:
6 X 6 - W 2.9 X W 2.9 = 0.394 LBS/SF



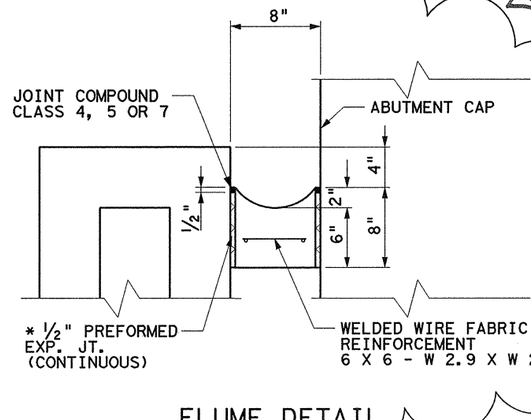
DRAIN DOME DETAIL

NTS



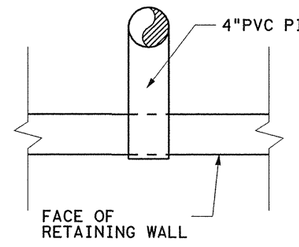
RIPRAP MOWING STRIP

NTS



FLUME DETAIL

NTS



SECTION D-D

NTS

2/55 - Change Order 55

2 6/20/08 REVISED FLUME - KDG

1 3/30/07 REVISED FLUME - JR

ORIGINAL PLAN SEALED BY TODD P. CONSTANT

STATE OF TEXAS
K. DAVID GAN
92574
LICENSED PROFESSIONAL ENGINEER

7/15/08

Parsons Brinckerhoff Quade & Douglas, Inc.
2777 Stemmons Freeway
Suite 1333
Dallas, TX 75207

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SH 205

RETAINING WALL LAYOUT

RETAINING WALL DETAILS

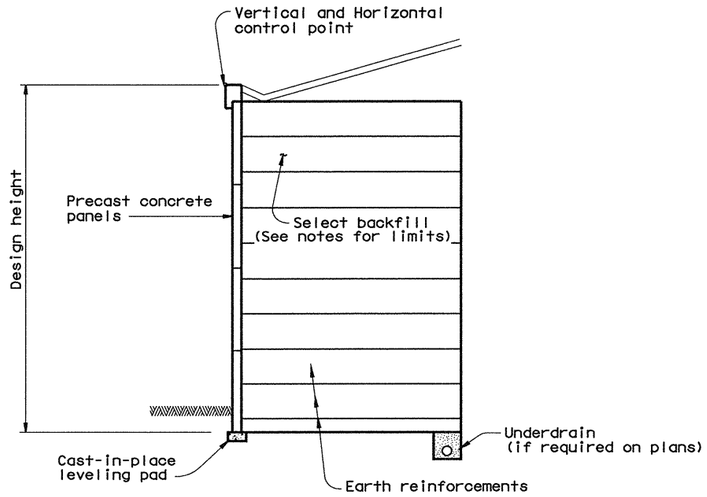
SHEET 1 OF 2

FED.RD. DIV.NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	(SEE TITLE SHEET)	SH 205

STATE	DIST.	COUNTY	SHEET NO.
TEXAS	DALLAS	ROCKWALL	358B
CONT.	SECT.	JOB	
0451	01	032, ETC	

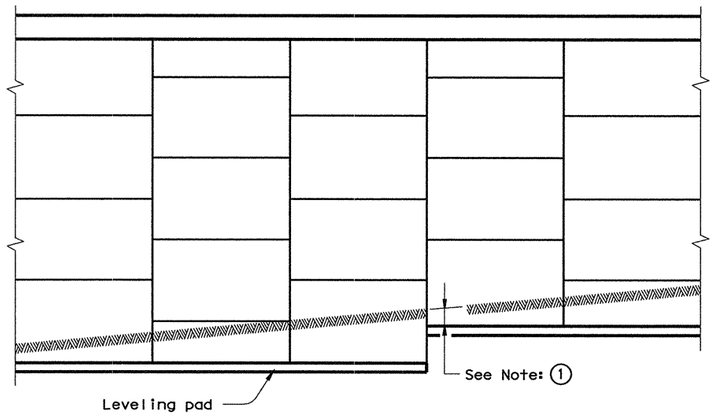
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TYPICAL SECTION

(Wall at bottom of slope)



ELEVATION

(1) NOTE: Unless noted elsewhere in the plans, 1' minimum cover shall be provided from the top of leveling pad to finish grade.

DESIGN PARAMETERS:
Design of retaining walls shall be based on the following design parameters:

Random Backfill (Embankment of Existing Soils)	unit weight = 125 pcf Ø = 30° c = 0 psf
Select Backfill	unit weight = 125 pcf Ø = 34° c = 0 psf
Cement Stabilized Select Backfill	unit weight = 125 pcf Ø = 45° c = 0 psf

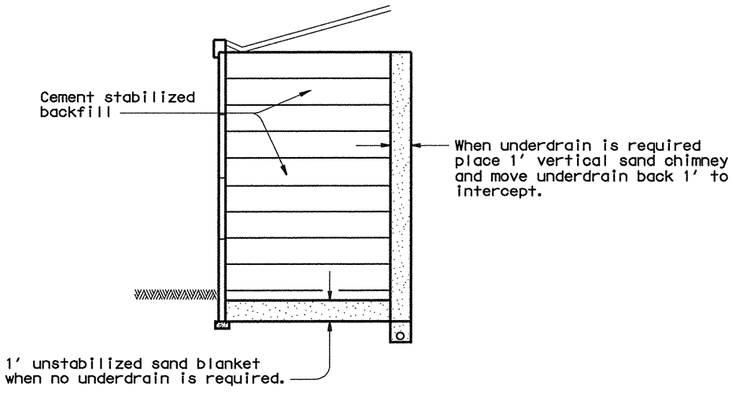
Stress in steel and concrete shall be in accordance with current AASHTO Standard and Interim Specifications.
The minimum length of earth reinforcements shall be 8'-0".

STABILITY CRITERIA:
Factor of safety in sliding along the base of the structure shall be greater than or equal to 1.5.
Factor of safety in overturning shall be greater than or equal to 2.0.
The base pressure resultant shall fall within the middle third of the retaining wall.
The factor of safety against pullout of the earth reinforcements shall be greater than or equal to 1.5 at each level. Pullout resistance shall be determined from test data evaluated at ¾inch strain.

CORROSION CRITERIA:
The earth reinforcement elements shall be designed to have a corrosion resistance - durability to ensure a minimum design life of 75 years. Maximum loss per side due to corrosion shall be computed by assuming a uniform loss model based on the following
Zinc corrosion rate (First 2 years) - 15 µm/yr.
Zinc corrosion rate (subsequent years) - 4 µm/yr.
Carbon steel corrosion rate - 12 µm/yr.
All stress and pullout calculations shall be done on the calculated earth reinforcement section remaining after 75 years.

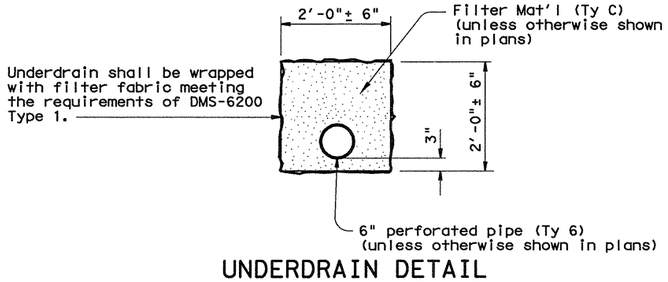
GENERAL NOTES:

Section and elevation shown is for informational purposes only. Specific geometry is to be determined based on wall layouts and other plan information.
The select backfill specified for use within the mechanically stabilized earth volume shall extend horizontally from the back of the panels to the end of the earth reinforcements. The select backfill shall extend vertically from the top of the leveling pad or 4" below the lowest earth reinforcement, whichever is lower, to the top of panels.
The uppermost earth reinforcements shall be no more than 3.0' below the top of wall.
The lowest level of earth reinforcements shall be no more than 2.0' above the top of the leveling pad.
Minimum wire size for earth reinforcements shall be W7.0. If different longitudinal and cross wires are used in an earth reinforcement mesh, the smaller wire shall have at least 50% of the cross sectional area of the larger wire.
Standard precast concrete panels shall have a maximum height of 6', and a maximum surface area of 50 sq ft. Minimum panel thickness shall be 5". Panels shall be arranged to provide offset horizontal joints.
An open joint shall be provided around the perimeter of the concrete panels. The nominal joint opening shall be between ⅜" and ¾". The joint configuration shall be such that the filter fabric or pad materials are not exposed at the wall face.
A one-piece corner panel shall be provided for wall angle changes of greater than 30 degrees. Butting of chamfered panels will be allowed for angle changes of 30 degrees or less.
Concrete coping shall be provided along the top of wall, at the vertical steps at bridge backwalls, and at other vertical steps along the top of wall. The joints between all coping segments shall be sealed to prevent infiltration of water into the retaining wall backfill. Sealing shall be in accordance with the Item "Joint Sealants and Fillers", using Class 4 joint sealant.

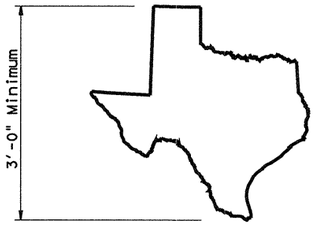


SPECIAL DRAINAGE PROVISIONS

(For use when cement stabilized backfill is used)



UNDERDRAIN DETAIL



MAP OF TEXAS EMBLEM

Map of Texas emblem shall be formed into a wall panel next to each bridge abutment. The exact location of each emblem shall be approved by the Engineer. The cost of forming the emblems will not be paid for directly, but shall be incidental to the Item "Retaining Wall".

The map of Texas shall be inset a minimum of ¾" into the face of the panel, and shall receive a smooth finish. The inset area shall be finished in a contrasting color as approved by the Engineer.

LEVELS DISPLAYED
PATH:
1

Texas Department of Transportation
Bridge Division

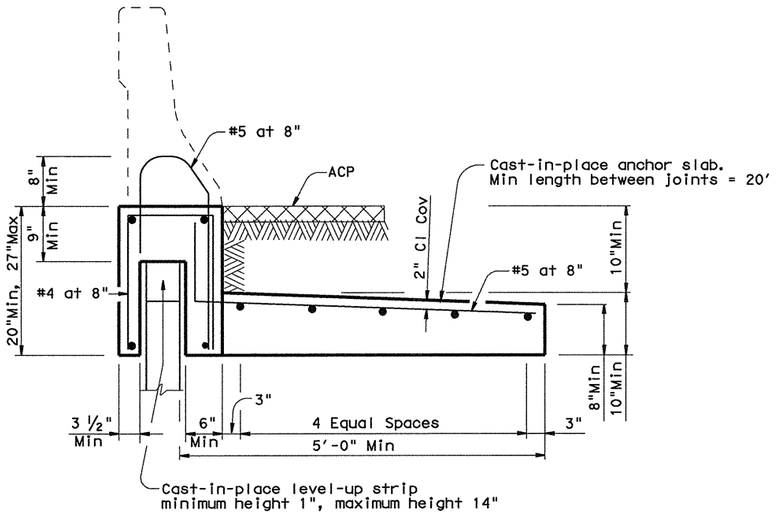
MECHANICALLY STABILIZED EARTH RETAINING WALL

RW(MSE)

FILE: rwstde01.dgn		DN: TxDOT	CK: TxDOT	DW: GHO		CK: MPM	
©TxDOT April 2002		DISTRICT	FEDERAL AID PROJECT				SHEET
REVISIONS		DAL	(SEE TITLE SHEET)				359
		COUNTY			CONTROL	SECT	JOB	HIGHWAY
		ROCKWALL			0451	01	032	SH205

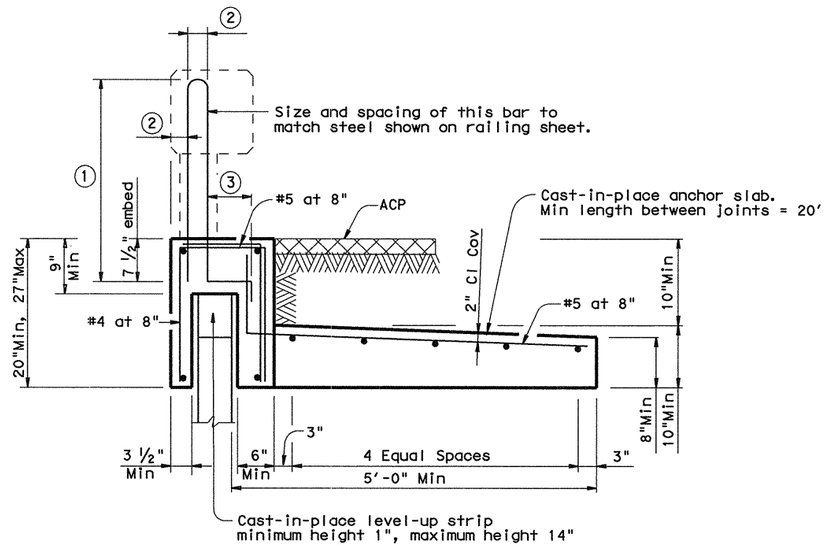
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LEVELS DISPLAYED | PATH:



"WIDE BASED" RAILING
T501, T502, C501, C502 & SSTR
ADJACENT TO ACP

(Showing T501 Rail, other rails listed similar)



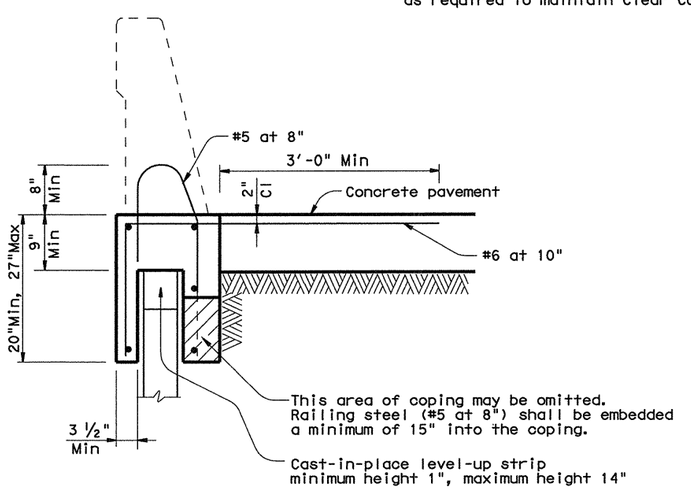
"NARROW BASED" RAILING
T221, T203, T401, T402, T411, C221, C203, C402, C411
ADJACENT TO ACP

(Showing T203 Rail, other rails listed similar)

① Reinforcement length equal to length shown on the appropriate Rail standard plus 1".

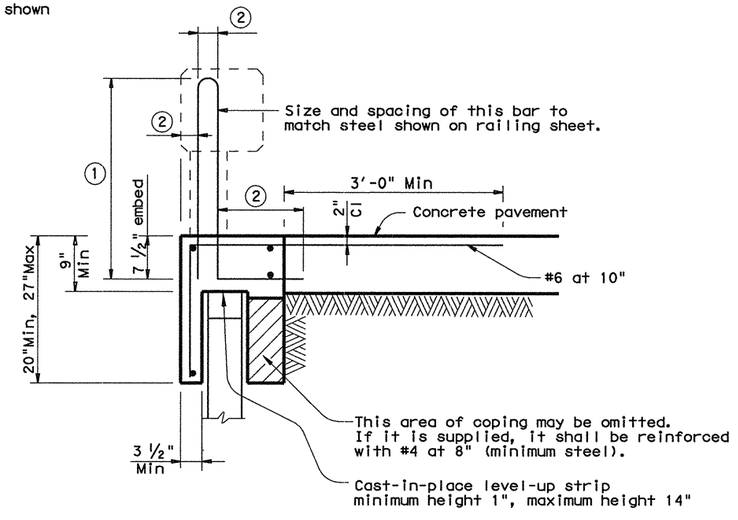
② Match dimension on the appropriate Rail standard.

③ Match dimension on the appropriate Rail standard. Bend end of rail anchorage reinforcing as shown as required to maintain Clear Cover.



"WIDE BASED" RAILING
T501, T502, C501, C502 & SSTR
ADJACENT TO CONCRETE PAVEMENT

(Showing SSTR Rail, other rails listed similar)



"NARROW BASED" RAILING
T221, T203, T401, T402, T411, C221, C203, C402, C411
ADJACENT TO CONCRETE PAVEMENT

(Showing T203 Rail, other rails listed similar)

CAST-IN-PLACE COPINGS:
Casting of the coping directly against the precast panel sides will not be permitted, as this may result in panel cracking. The contractor shall use a ¼"(Min) compressible material on both sides of the panel to isolate the coping from the precast panel.
When cast-in-place coping is anchored to reinforced concrete pavement, a smooth level-up strip shall be provided on the top of the precast panels. The purpose of the level-up is to allow the pavement and coping to move longitudinally relative to the wall without causing damage.
Railing and coping joints shall be provided at 33' maximum spacing. Railing and coping joints shall be placed to coincide with precast panel joints.

PRECAST COPINGS:
A smooth level-up strip shall be provided on top of the precast panels prior to installation of the coping. Shims may be used on top of the level-up strip to facilitate alignment.
Precast coping shall be provided in 10' minimum lengths.

JOINTED CONCRETE PAVEMENT:
When coping is adjacent to and anchored into jointed concrete pavement, the coping joints shall coincide with the pavement joints.

JOINT SEALER:
The joints between coping segments shall be sealed in accordance with the Item "Joint Sealants and Fillers", joint sealing material, Class 4. The joint shall be sealed 3" below and 6" above the adjoining pavement surface, or as directed by the Engineer. The purpose of the joint sealing is to contain surface drainage and prevent infiltration into the retaining wall backfill.

GENERAL NOTES:
Details on this sheet are to be used in development of specific details for mounting traffic railing on mechanically stabilized earth (MSE) walls.
The specific details proposed shall have strengths equivalent to those shown on this sheet. Areas of particular importance are the connection of the coping to the railing, the strength of the vertical coping leg connecting the railing to the anchor slab, and the connection of the coping to the anchor slab or concrete pavement.
Shop drawings for the traffic railing foundations shall be submitted to the Engineer in accordance with the Item "Retaining Wall". The shop drawings shall include bar bending details.
Precasting of the coping or coping and railing will be allowed. The anchor slab, when required, shall be cast-in-place.
The Contractor's attention is directed to the fact that various configurations of precast coping/railing combinations are covered by patent. The contractor shall provide for use of these systems in accordance with Article 7.3.
Concrete shall be Class "C".
All reinforcing steel shall be Grade 60.
Longitudinal bars shall be #4.
Coping and anchor slabs shall be considered subsidiary to the Item "Retaining Wall". The traffic railing will be paid for by the linear foot for the appropriate railing type.

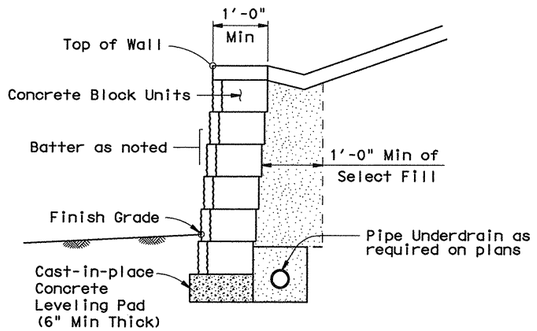
Texas Department of Transportation
Bridge Division

RETAINING WALL TRAFFIC RAILING FOUNDATIONS

RW(TRF)

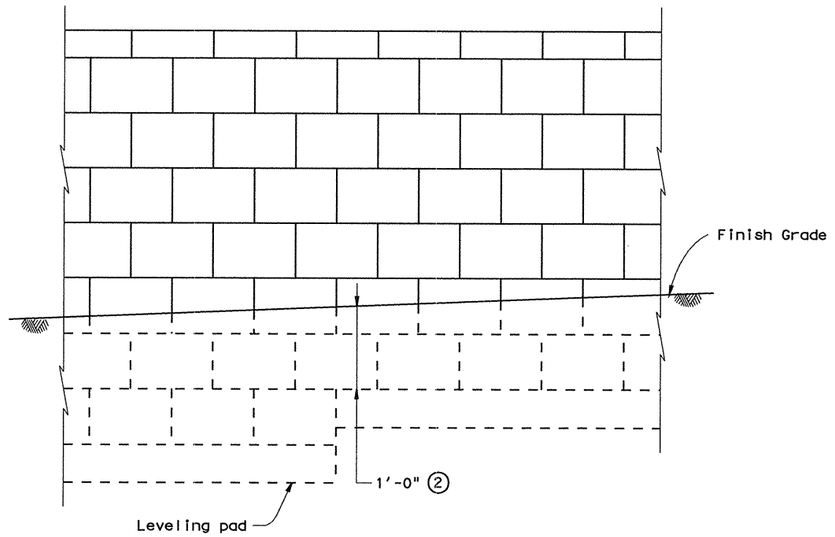
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©TxDOT April 2002	DISTRICT	FEDERAL AID PROJECT				SHEET	
REVISIONS	DAL	(SEE TITLE SHEET)				360	
4-05: Updated Rail names, anchorage.	COUNTY			CONTROL	SECT	JOB	HIGHWAY
	ROCKWALL			0451	01	032	SH205

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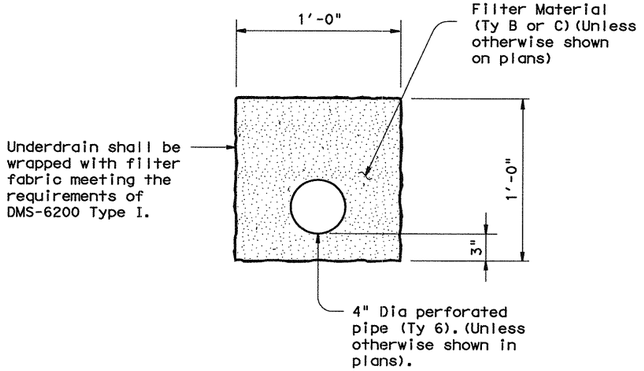


SECTION

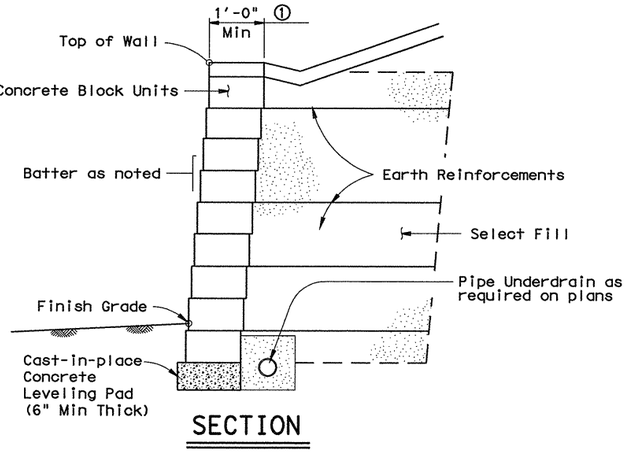
(No Earth Reinforcements)



TYPICAL ELEVATION



UNDERDRAIN DETAIL



SECTION

(With Earth Reinforcements)

① For systems utilizing continuous structural pins passing thru a minimum of 3 block layers, the minimum block depth shall be 8". The maximum vertical spacing of primary reinforcement on these systems shall be 24", and intermediate reinforcement will not be required.

② Unless noted elsewhere in the plans, 1'-0" minimum cover shall be provided from the top of leveling pad to finish grade.

③ For walls which are designated as landscape walls and are less than 6' tall, the following modifications to the design criteria will be allowed:

Factor of safety in sliding > 1.2.
Factor of safety in overturning > 1.5.
Connection strength factor of safety of 1.0 at ¾" strain.
Minimum earth reinforcement length of 4'.

The above modified criteria does not apply to walls over 6' tall regardless of designation.

EARTH REINFORCEMENTS:

Walls may be constructed without earth reinforcements if all stability criteria are met with the blocks alone. If all stability criteria are not satisfied, earth reinforcements shall be provided.

The long term design strength (LTDS) of earth reinforcement shall be calculated in accordance with current AASHTO Standard and Interim Specifications.

Soil-geogrid pullout coefficient values shall be determined in accordance with Geosynthetics Research Institute (GRI) Method GG-5, "Guidelines for Evaluating Geogrid Pullout".

For the combination of concrete block and geogrid chosen, connection strength data shall be provided. The allowable connection load shall be limited to the connection strength developed at ¾" displacement, divided by a 1.5 safety factor. ③

For internal stability calculations, the failure plane will be assumed to originate at the back of the concrete blocks.

The factor of safety against pullout of the earth reinforcements shall be determined from test data evaluated at ¾" strain.

The maximum vertical spacing of primary earth reinforcement layers shall be 40 inches. ①

The minimum length of primary earth reinforcements shall be 8 feet, measured from the front of the blocks. ③

A layer of intermediate reinforcement shall be provided between primary reinforcements when the spacing between primary layers exceeds twice the horizontal depth of the concrete block unit. Intermediate reinforcement shall have a minimum length of 4 feet, and shall provide local stability for the concrete block units. ①

STABILITY CRITERIA:

Factor of safety in sliding along the base of the structure shall be greater than or equal to 1.5. ③

Factor of safety in overturning shall be greater than or equal to 2.0. ③

The base pressure resultant shall fall within the middle third of the retaining wall.

DESIGN PARAMETERS:

Structure shall be based on the following design parameters:

Random Backfill: Unit weight = 120 pcf.
(Embankment or Existing Soils) ø = 30° c = 0 psf
Select Backfill: Unit weight = 120 pcf
ø = 34° c = 0 psf

GENERAL NOTES:

Sections and Typical Elevation shown are for informational purposes only. Specific geometry is to be determined based on wall layouts and other plan information.

Unless otherwise shown in the plans, wall batter shall be a maximum of 3" per foot. Blocks shall be placed horizontally, and a positive means of obtaining batter such as pins, keyways, or concrete lips shall be provided.

Texas Department of Transportation
Bridge Division

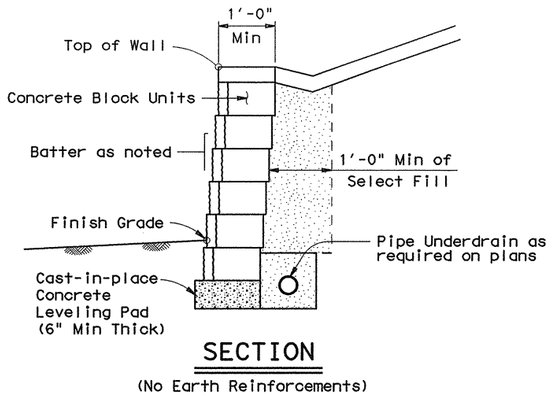
CONCRETE BLOCK RETAINING WALL

RW(CB)

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©TxDOT April 2002	DISTRICT	FEDERAL AID PROJECT				SHEET
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	COUNTY		CONTROL	SECT	JOB	HIGHWAY
	ROCKWALL		0451	01	032	SH205

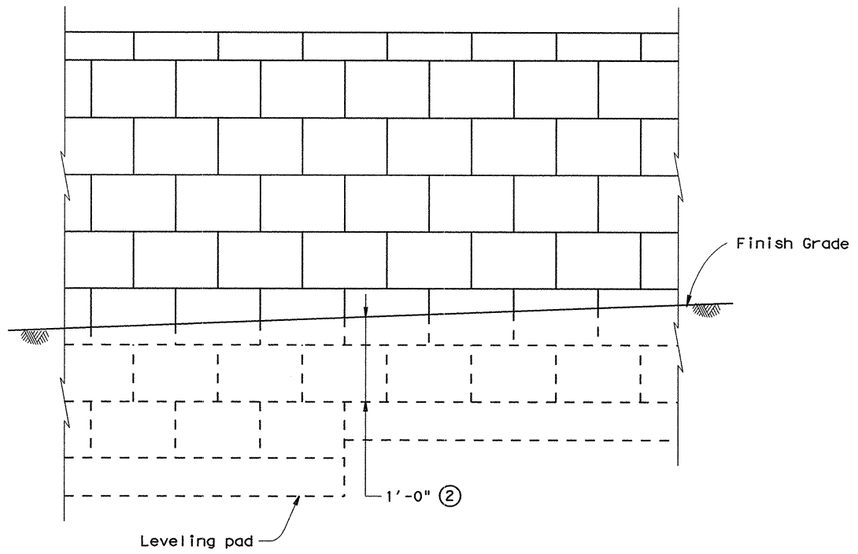
LEVELS DISPLAYED
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PATH:

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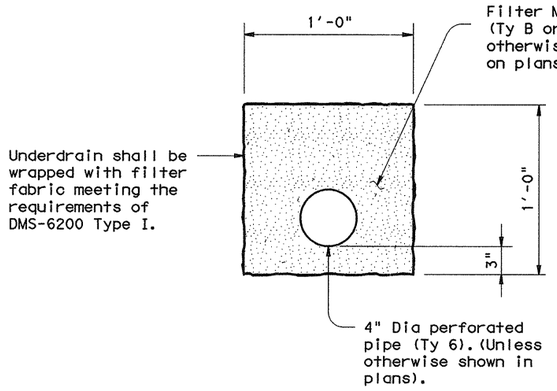


SECTION

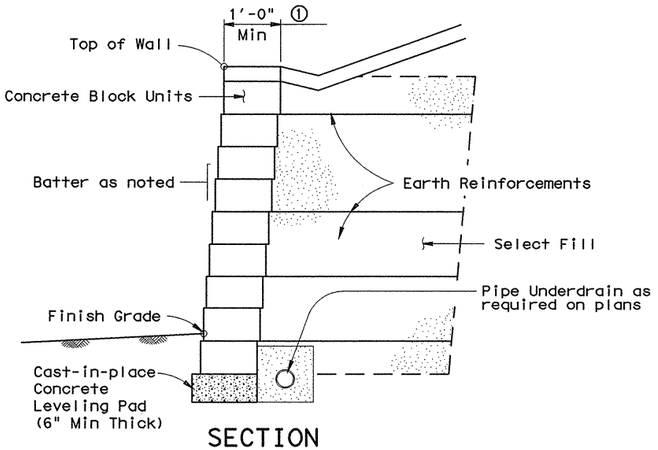
(No Earth Reinforcements)



TYPICAL ELEVATION



UNDERDRAIN DETAIL



SECTION

(With Earth Reinforcements)

EARTH REINFORCEMENTS:

Walls may be constructed without earth reinforcements if all stability criteria are met with the blocks alone. If all stability criteria are not satisfied, earth reinforcements shall be provided.

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Structure shall be based on the following design parameters:

Random Backfill: Unit weight = 120 pcf.
(Embankment or Existing Soils) ø = 30° c = 0 psf
Select Backfill: Unit weight = 120 pcf
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GENERAL NOTES:

Sections and Typical Elevation shown are for informational purposes only. Specific geometry is to be determined based on wall layouts and other plan information.

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Connection strength factor of safety of 1.0 at ¾" strain.
Minimum earth reinforcement length of 4'.

The above modified criteria does not apply to walls over 6' tall regardless of designation.

This modify standard applies to Wall H, I, J, K, & L. ②

⚠2 CHANGE ORDER # 82

⚠2 ADD WALL DESTINATION NOTE BY CTP - 02-23-09

⚠1 REMOVE LANSCAPE NOTE BY CTP - 12-22-08

STATE OF TEXAS
CHINH T. PHAN
92726
LICENSED
PROFESSIONAL ENGINEER
02.23.09

Texas Department of Transportation
Bridge Division

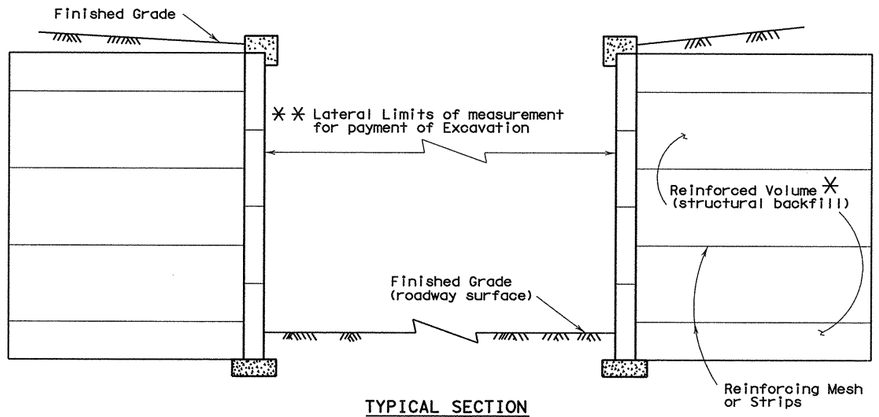
CONCRETE BLOCK RETAINING WALL

RW(CB)(MOD)

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©TxDOT April 2002	DISTRICT	FEDERAL AID PROJECT		SHEET
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	ROCKWALL	0451	01	032	SH205

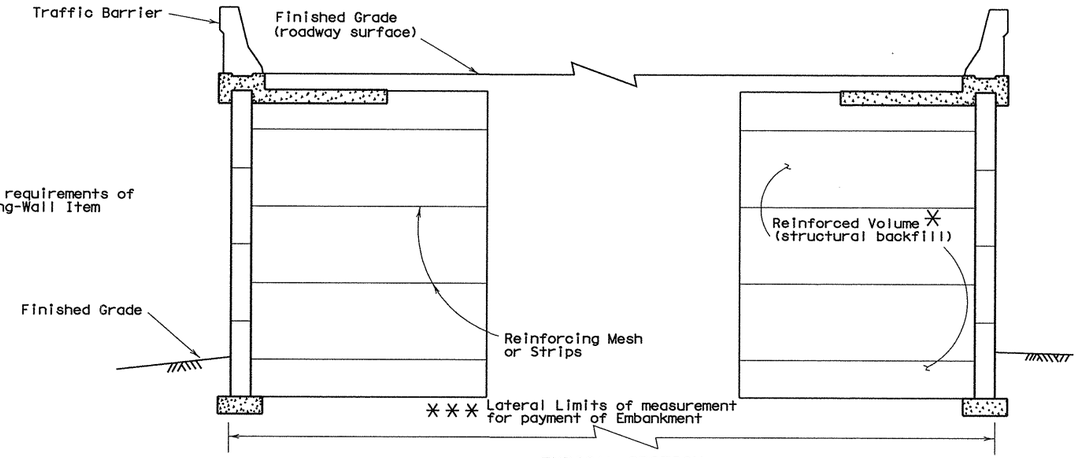
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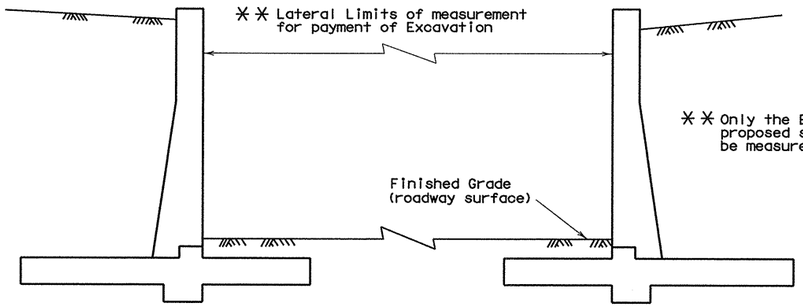
TYPICAL SECTION

Excavation Between Retained Earth or Reinforced Earth Retaining Walls



TYPICAL SECTION

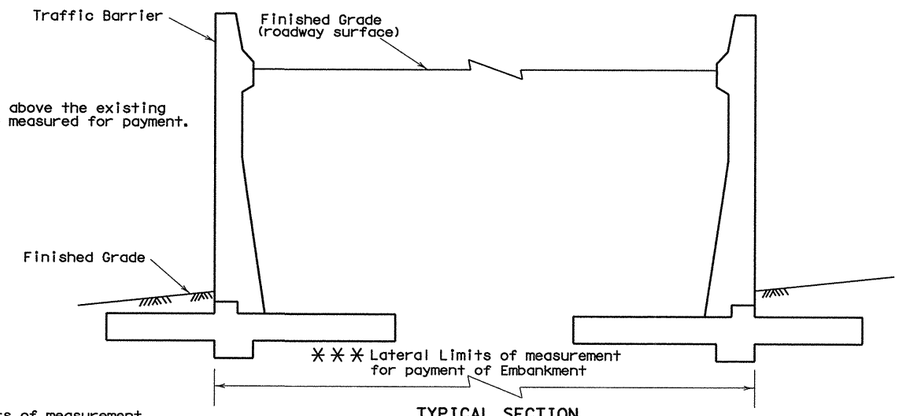
Embankment Between Retained Earth or Reinforced Earth Retaining Walls



TYPICAL SECTION

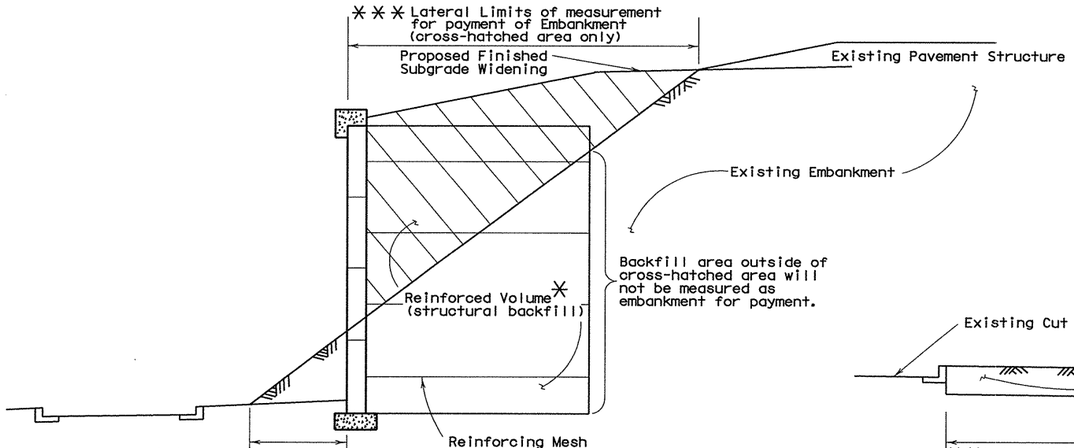
Excavation Between Conventional Retaining Walls

Earthwork measurement with other designs of retaining walls will be made to the outside finished face in the same manner.



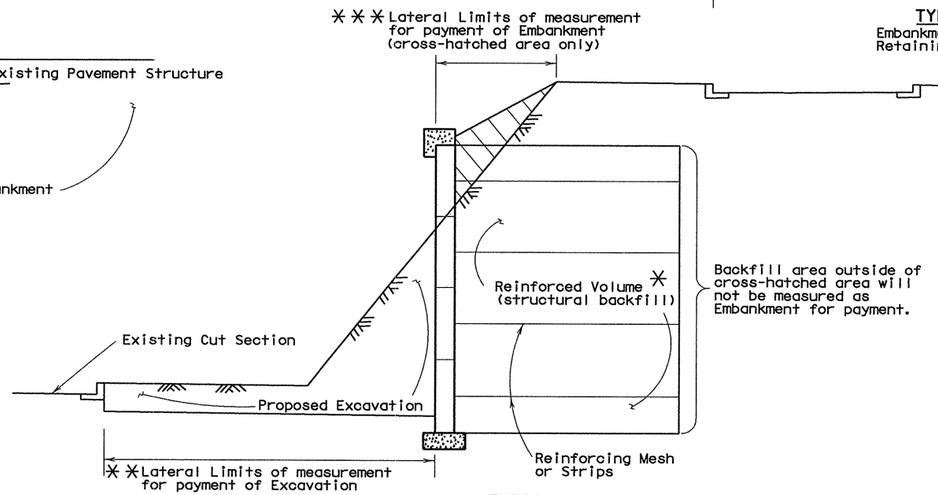
TYPICAL SECTION

Embankment Between Conventional Retaining Walls



TYPICAL SECTION

Widening Embankment with Retained Earth or Reinforced Earth Retaining Walls



TYPICAL SECTION

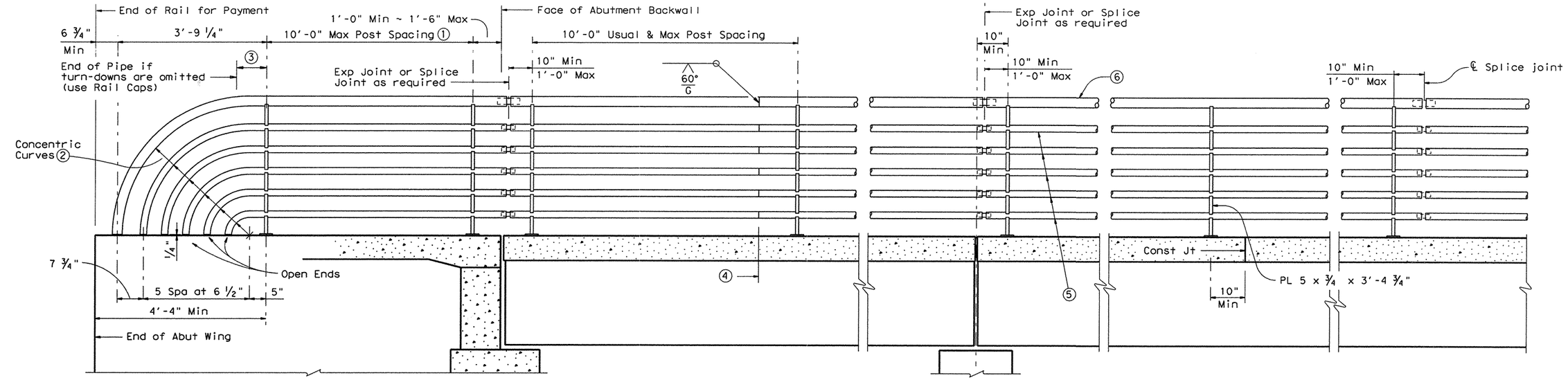
Widening Cut Section with Retained Earth or Reinforced Earth Retaining Walls

LEVELS DISPLAYED

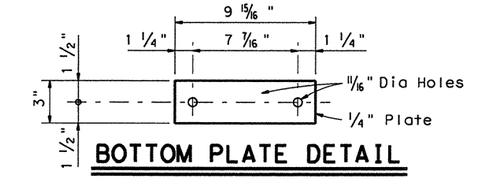
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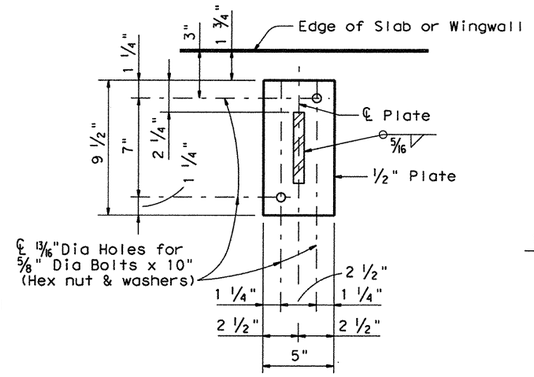
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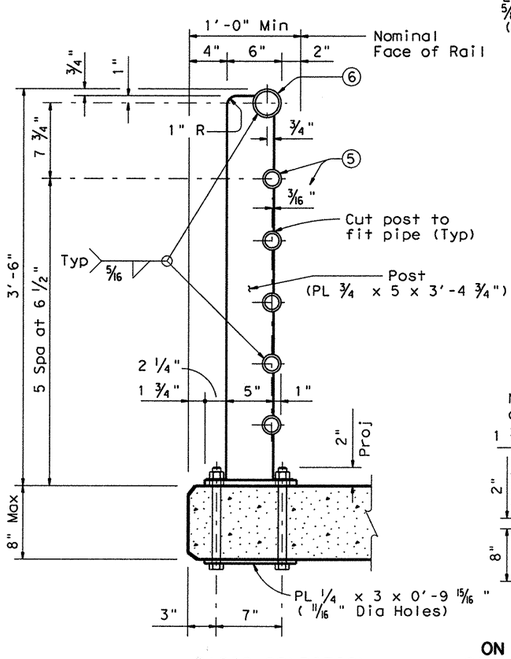
ROADWAY ELEVATION OF RAIL



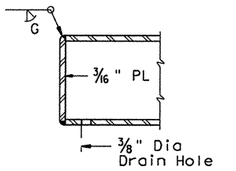
BOTTOM PLATE DETAIL



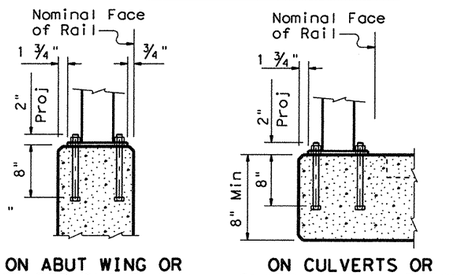
BASE PLATE DETAIL



BASIC CONDITION



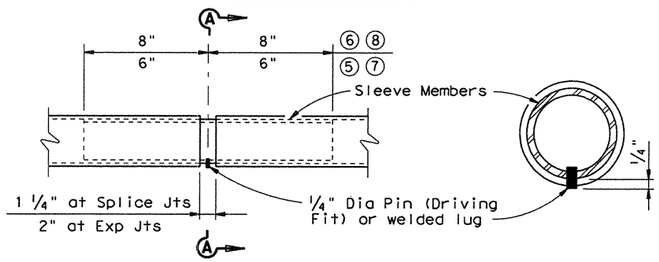
RAIL CAP DETAIL



ON ABUT WING OR CIP RETAINING WALL

ON CULVERTS OR SLABS OVER 8" THICK

POST MOUNTING DETAILS



AT SPLICE OR EXP JTS

SECTION A-A

PIPE SPLICE DETAIL

(1) Min of 2 posts required on wingwall

(2) Portion of railing with turn-downs to be used or omitted as indicated on Bridge Layout.

(3) 10" Min ~ 1'-6" Max if turn-downs are omitted.

(4) One shop splice per panel is permitted (with minimum 85 percent penetration). The weld may be square groove or single vee groove. Grind smooth.

(5) 2" Std Pipe (2.375" O.D., 0.154" wall thickness)

(6) 3" Std Pipe (3.500" O.D., 0.216" wall thickness)

(7) 1 1/2" Std Pipe Sleeve (1.900" O.D., 0.145" wall thickness)

(8) 2 1/2" Std Pipe Sleeve (2.875" O.D., 0.203" wall thickness)

CONSTRUCTION NOTES:

Panel lengths of railing must be attached to a minimum of three posts except at abutment wingwalls.

Face of rail and posts must be vertical transversely unless otherwise approved by the Engineer. Posts must be perpendicular to adjacent roadway grade. Use epoxy mortar under post base plates if gaps larger than 1/16" exist.

For curved railing applications, fabricate the pipe rails to the radius when the radius is 600' or less. Submit shop drawings for approval when tubes are required to be fabricated to a radius. Shop drawings must be submitted to the Engineer for approval.

Exposed edges of pipe rail and pipe rail posts must be rounded or chamfered to approximately 1/16" by grinding.

MATERIAL NOTES:

Pipe for pipe rail must conform to ASTM A53 Gr B, or A500 Gr B. Posts and Plates must be ASTM A36.

All steel components to be galvanized unless otherwise shown in plans.

Anchor bolts must be 5/8" Dia ASTM A307 Grade A bolts (or A36 threaded rods with one tack welded hex nut each) with one hex nut and one hardened steel washer at each bolt. Threaded rods may be 0.557" minimum diameter with rolled threads. Nuts must conform to A563 requirements.

GENERAL NOTES:

Designed according to AASHTO LRFD Specifications.

Rail anchorage details shown on this standard may require modification for select structure types. See appropriate details elsewhere in plans for these modifications.

This railing cannot be used on bridges with expansion joints providing more than 5" movement.

For all rails, erection drawings showing section lengths, splice locations, rail post spacing and anchor bolt setting must be submitted to the Engineer for approval.

Average weight of railing is 30 plf.

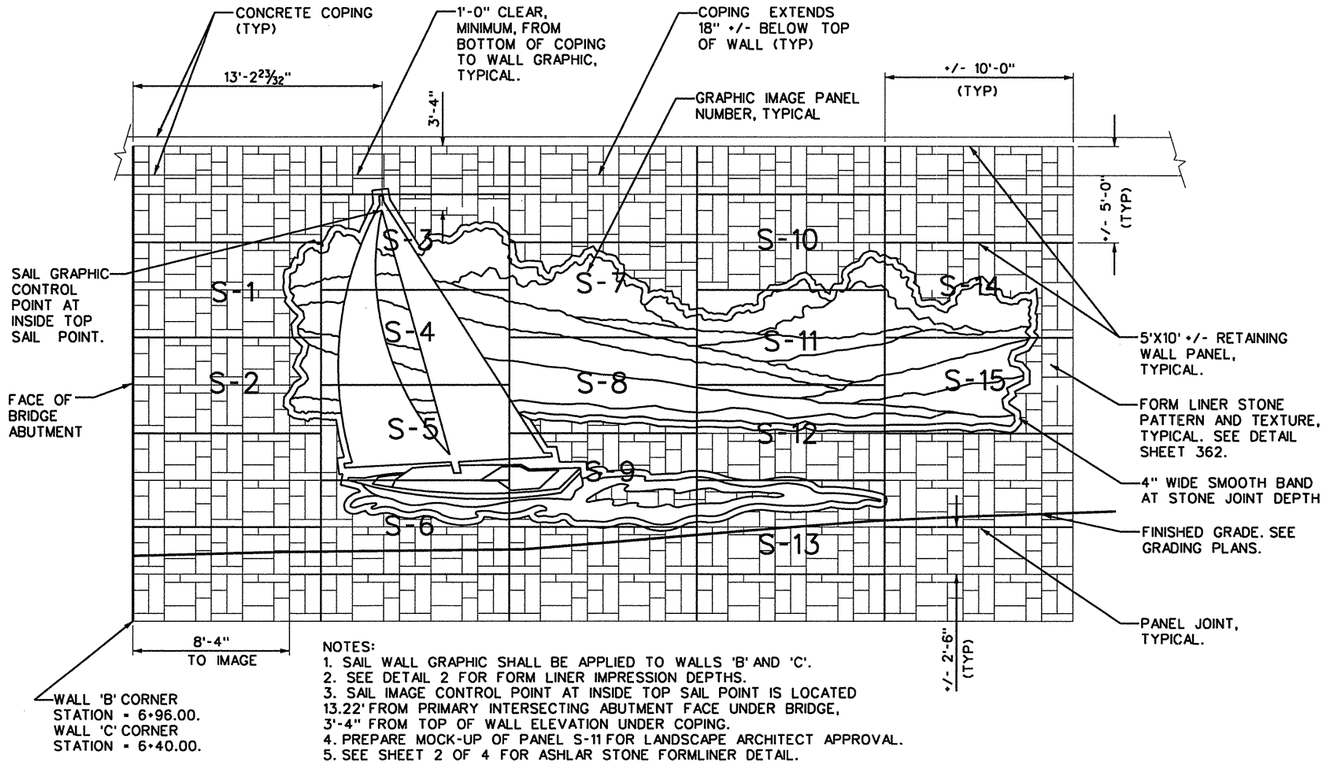
Texas Department of Transportation
Bridge Division

PEDESTRIAN RAIL

TYPE PR1

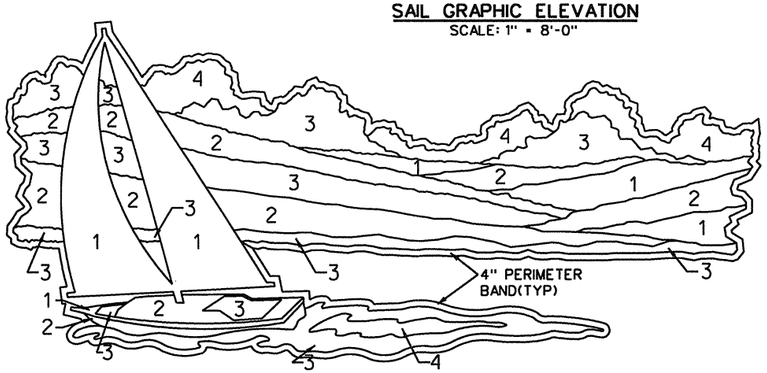
CHANGE ORDER 74

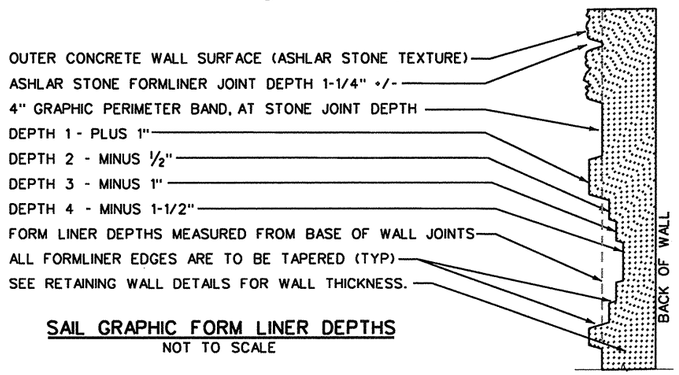
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©TxDOT April 2009	DISTRICT	FEDERAL AID PROJECT		SHEET
REVISIONS	DAL	SEE TITLE SHEET		36DCA
	COUNTY	CONTROL	SECT	JOB	HIGHWAY
	ROCKWALL	0451	01	032	SH205



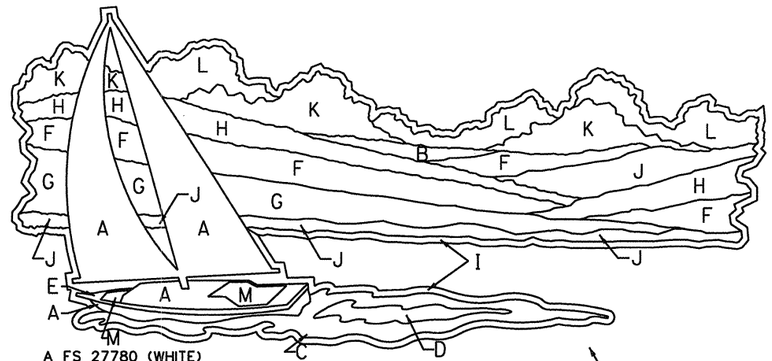
NOTES:
1. SAIL WALL GRAPHIC SHALL BE APPLIED TO WALLS 'B' AND 'C'.
2. SEE DETAIL 2 FOR FORM LINER IMPRESSION DEPTHS.
3. SAIL IMAGE CONTROL POINT AT INSIDE TOP SAIL POINT IS LOCATED 13.22' FROM PRIMARY INTERSECTING ABUTMENT FACE UNDER BRIDGE, 3'-4" FROM TOP OF WALL ELEVATION UNDER COPING.
4. PREPARE MOCK-UP OF PANEL S-11 FOR LANDSCAPE ARCHITECT APPROVAL.
5. SEE SHEET 2 OF 4 FOR ASHLAR STONE FORMLINER DETAIL.

SAIL GRAPHIC ELEVATION
SCALE: 1" = 8'-0"





SAIL GRAPHIC FORM LINER DEPTHS
NOT TO SCALE



A FS 27780 (WHITE)
B FS 20260 (TAN)
C FS 25550 (LT BLUE)
D FS 25102 (BLUE)
E FS 20109 (RED BROWN)
F FS 23785 (PALE YELLOW)
G FS 23275 (EARTH YELLOW)
H FS 23538 (ORANGE YELLOW)
I FS 23697 (YELLOW SAND) (BASE OF WALL)
J FS 22203 (MEDIUM BROWN)
K FS 24190 (GREEN)
L FS 24108 (DEEP GREEN)
M FS 25045 (DEEP BLUE)

PAINT COLOR NUMBERS ARE FEDERAL STANDARD 595-B, PAINT NAMES ARE GENERIC & NOT TO BE USED FOR SELECTION

CONCRETE COATINGS TO BE SUPPLIED BY ONE OF THE FOLLOWING MANUFACTURERS OR APPROVED EQUAL:

SHERWIN WILLIAMS CO.
INDUSTRIAL COATING SPECIALTIES CORP.
TEXTURED COATINGS OF AMERICA, INC.

SAIL GRAPHIC PAINT COLOR
NOT TO SCALE

GENERAL NOTES

1. ALL RETAINING WALLS ARE TO RECEIVE FORM LINER STONE TEXTURE, UNLESS NOTED OTHERWISE.
2. ALL EXPOSED WALL, COLUMN, PIER CAP AND BARRIER SURFACES TO BE PAINTED WITH TWO COATS OF COLOR FS23697 BY APPROVED MANUFACTURER UNLESS OTHERWISE NOTED.
3. DUE TO THE INSETTING OF THE AESTHETIC TEXTURES AND GRAPHICS INTO THE WALL PANELS, THE WALL THICKNESS MUST BE INCREASED A CORRESPONDING AMOUNT TO ENSURE THAT THE FACE OF WALL CLEARANCE TO THE EMBEDDED PANEL REINFORCEMENT IS MAINTAINED AS REQUIRED.
4. THE OUTSIDE FACE OF THE SAIL AND PRAIRIE GRAPHICS, ALL FACES OF THE ABUTMENT, COLUMNS AND SEEM COVERS SHALL BE COATED WITH A CLEAR TYPE I - SACRIFICIAL, ANTI-GRAFITTI COATING PER DMS 8111. THE APPLICATION OF THIS ITEM SHALL BE INCIDENTAL TO ITEMS TO WHICH IT IS APPLIED AS NO OTHER PAVEMENT WILL BE MADE.

REGISTERED LANDSCAPE ARCHITECT
CORY M. SCHULZ
2032
STATE OF TEXAS

6/27/06

Addendum 6/30/06

Parsons Brinckerhoff Quade & Douglas, Inc.
2777 Stemmons Freeway
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Dallas, TX 75207

Texas Department of Transportation
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SH 205

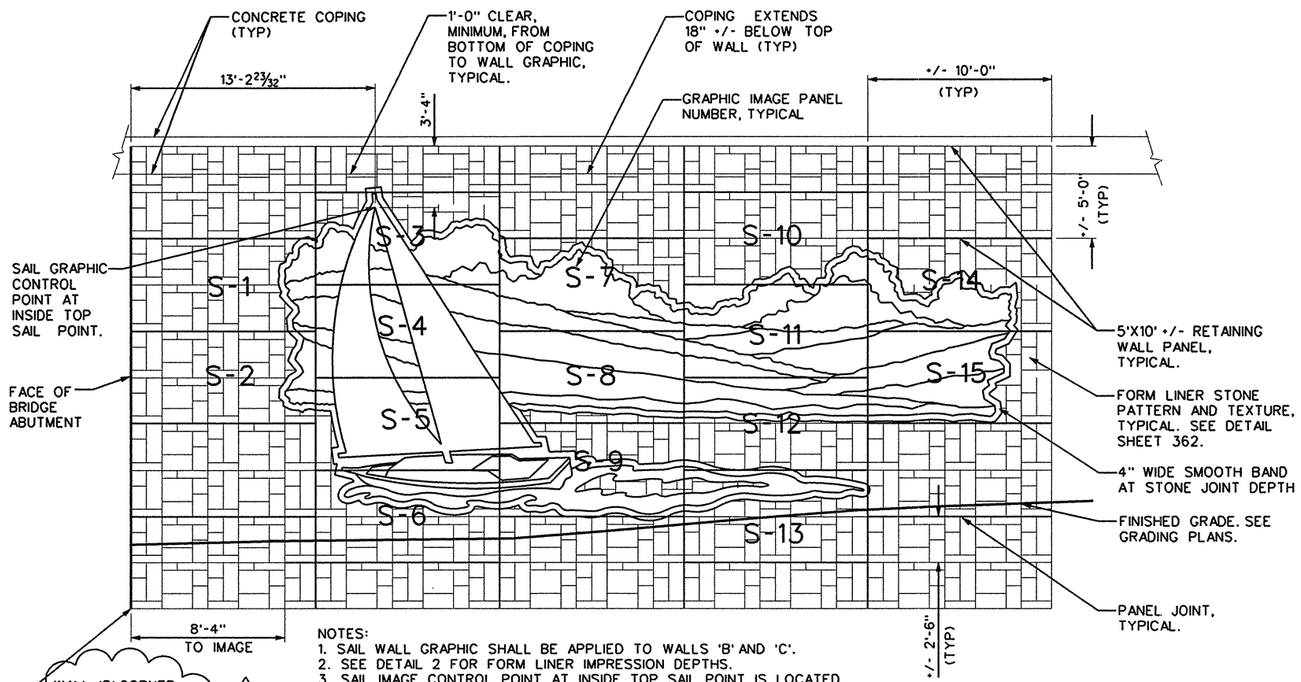
I-30 UNDERPASS

SAIL FORM LINER GRAPHIC

SHEET 1 OF 4

FED.RD. DIV.NO.	FEDERAL AID PROJECT NO.		HIGHWAY NO.
6	(SEE TITLE SHEET)		SH 205
STATE	DIST.	COUNTY	SHEET NO.
TEXAS	DALLAS	ROCKWALL	361
CONT.	SECT.	JOB	
0451	01	032, ETC	

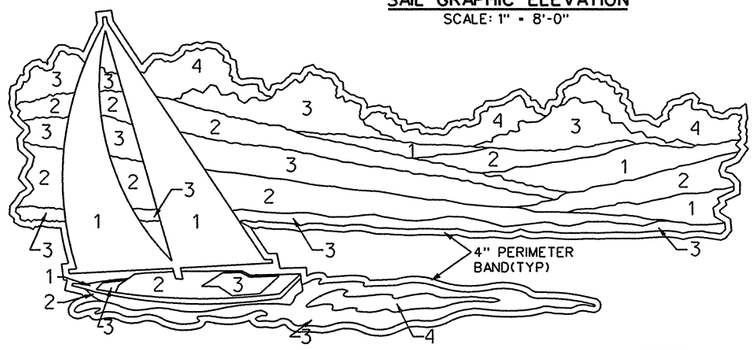
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6/27/2006

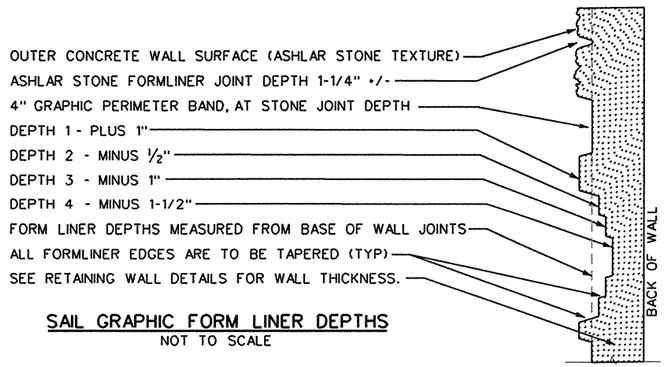


WALL 'B' CORNER STATION = 6+40.00
WALL 'C' CORNER STATION = 0+93.78

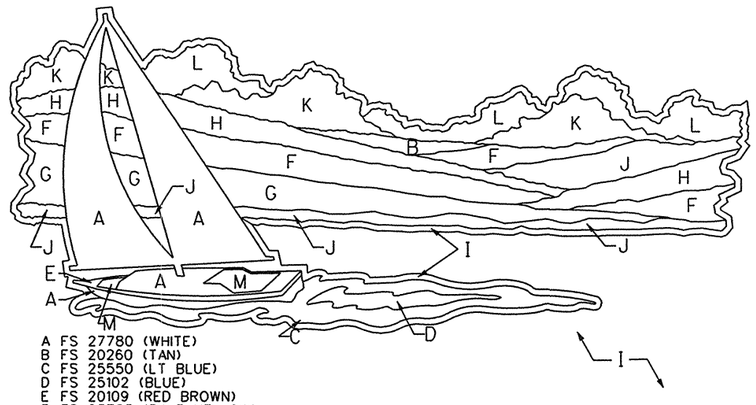
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5. SEE SHEET 2 OF 4 FOR ASHLAR STONE FORMLINER DETAIL.

SAIL GRAPHIC ELEVATION
SCALE: 1" = 8'-0"





SAIL GRAPHIC FORM LINER DEPTHS
NOT TO SCALE



A FS 27780 (WHITE)
B FS 20260 (TAN)
C FS 25550 (LT BLUE)
D FS 25102 (BLUE)
E FS 20109 (RED BROWN)
F FS 23785 (PALE YELLOW)
G FS 23275 (EARTH YELLOW)
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K FS 24190 (GREEN)
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PAINT COLOR NUMBERS ARE FEDERAL STANDARD 595-B. PAINT NAMES ARE GENERIC & NOT TO BE USED FOR SELECTION

CONCRETE COATINGS TO BE SUPPLIED BY ONE OF THE FOLLOWING MANUFACTURERS OR APPROVED EQUAL:

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INDUSTRIAL COATING SPECIALTIES CORP.
TEXTURED COATINGS OF AMERICA, INC.

SAIL GRAPHIC PAINT COLOR
NOT TO SCALE

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1 4/24/07 REVISED STATIONING

REGISTERED LANDSCAPE ARCHITECT
CORY M. SCHULZ
2032
STATE OF TEXAS

Cory M. Schulz 4/24/07

Parsons Brinckerhoff Quade & Douglas, Inc.
2777 Stemmons Freeway
Suite 1333
Dallas, TX 75207

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SH 205

I-30 UNDERPASS

SAIL FORM LINER GRAPHIC

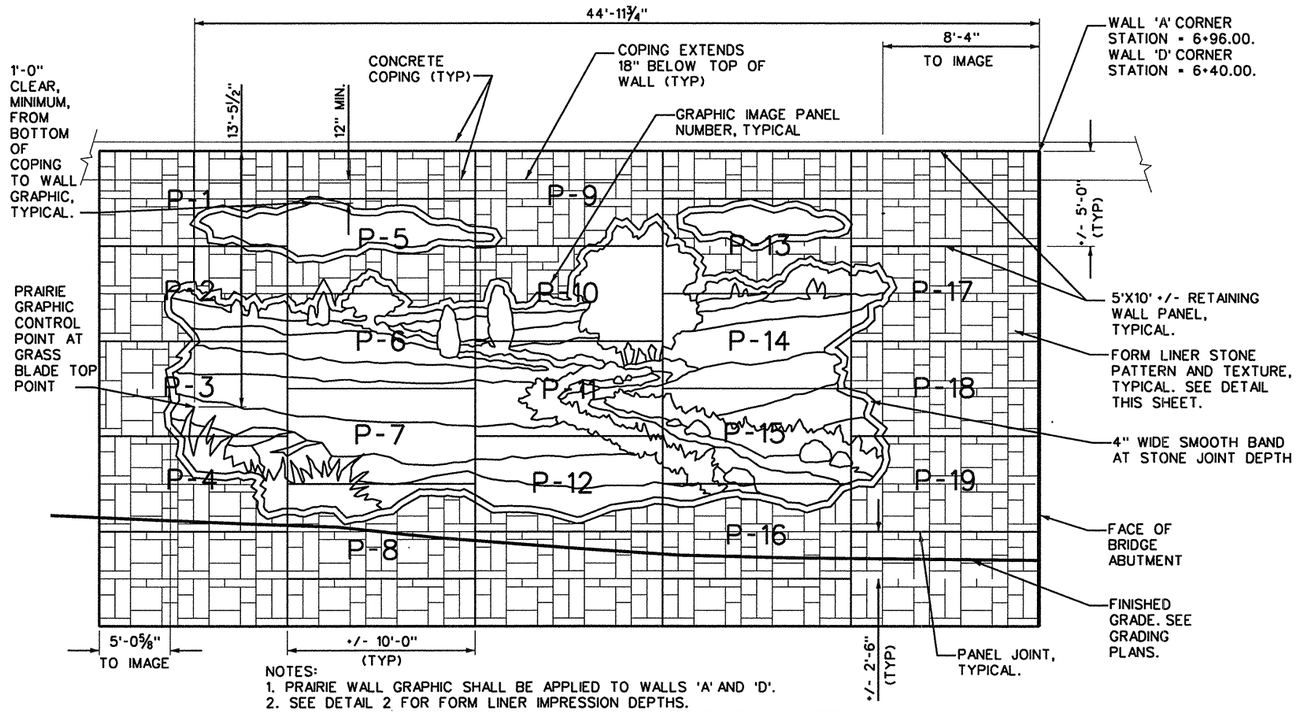
SHEET 1 OF 4

FED.RD. DIV.NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	(SEE TITLE SHEET)	SH 205

STATE	DIST.	COUNTY	SHEET NO.
TEXAS	DALLAS	ROCKWALL	361A
CONT.	SECT.	JOB	
0451	01	032, ETC	

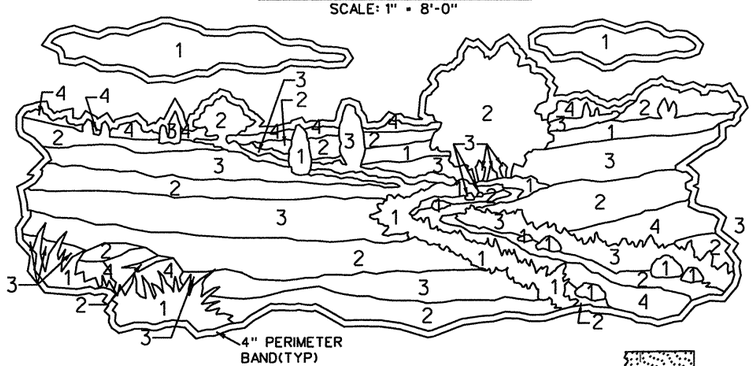
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4/24/2007

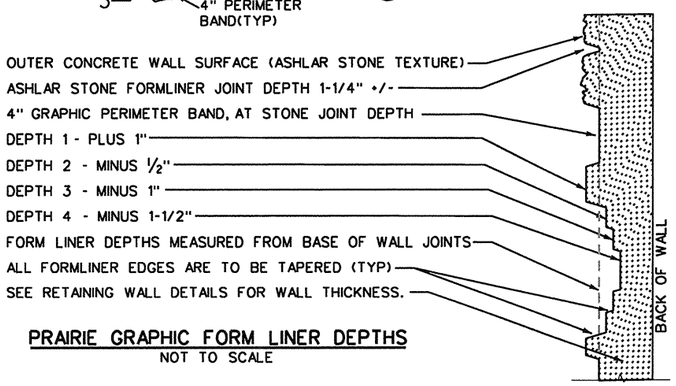
SEE SHEET 2 OF 4 FOR GENERAL NOTES



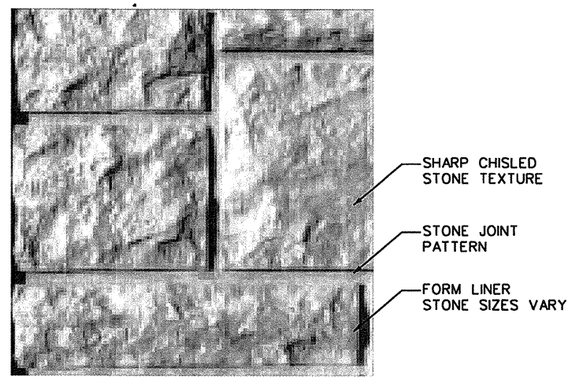
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4. PREPARE MOCK-UP OF PANEL P-11 FOR LANDSCAPE ARCHITECT APPROVAL.

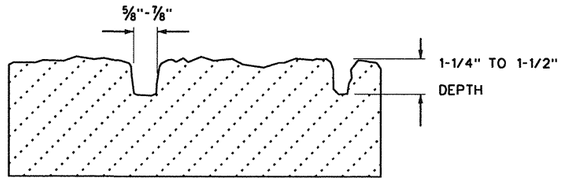
PRAIRIE GRAPHIC ELEVATION
SCALE: 1" = 8'-0"



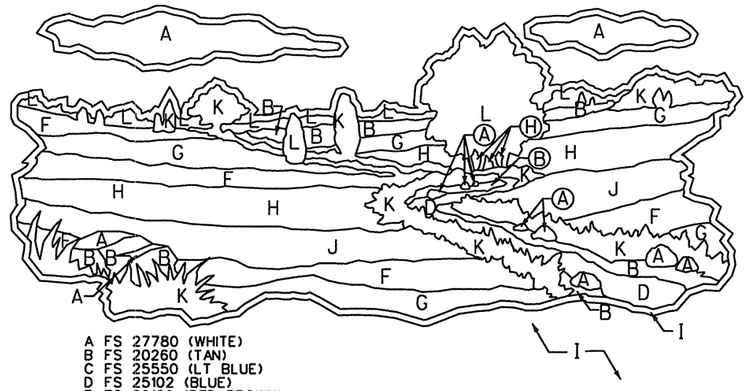


PRAIRIE GRAPHIC FORM LINER DEPTHS
NOT TO SCALE





FORMLINER STONE TEXTURE DETAIL
NOT TO SCALE



A FS 27780 (WHITE)
B FS 20260 (TAN)
C FS 25550 (LT BLUE)
D FS 25102 (BLUE)
E FS 20109 (RED BROWN)
F FS 23785 (PALE YELLOW)
G FS 23275 (EARTH YELLOW)
H FS 23538 (ORANGE YELLOW)
I FS 23697 (YELLOW SAND) (WALL FIELD COLOR)
J FS 22203 (MEDIUM BROWN)
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INDUSTRIAL COATING SPECIALTIES CORP.
TEXTURED COATINGS OF AMERICA, INC.

PRAIRIE GRAPHIC PAINT COLORS
SCALE: 1" = 8'-0"

Addendum 6/30/06

REGISTERED LANDSCAPE ARCHITECT
CORY M. SCHULZ
2032
STATE OF TEXAS

6/27/06

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2777 Stemmons Freeway
Suite 1333
Dallas, TX 75207

Texas Department of Transportation
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SH 205

I-30 UNDERPASS

PRAIRIE FORM LINER GRAPHIC

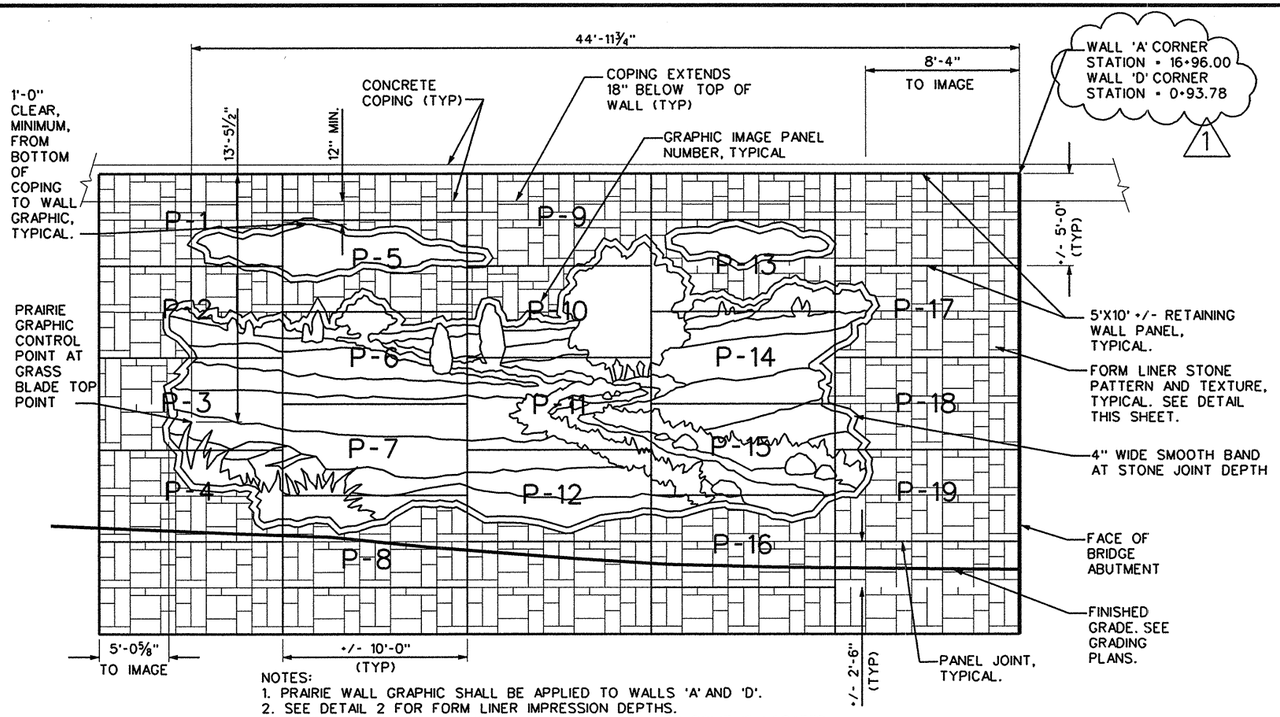
SHEET 2 OF 4

FED.RD. DIV.NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	(SEE TITLE SHEET)	SH 205

STATE	DIST.	COUNTY	SHEET NO.
TEXAS	DALLAS	ROCKWALL	362
CONT.	SECT.	JOB	
0451	01	032, ETC	

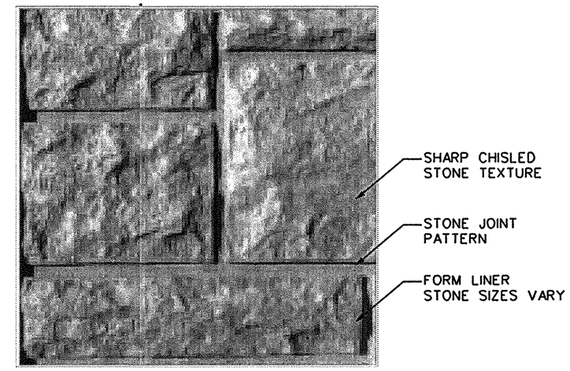
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6/27/2006

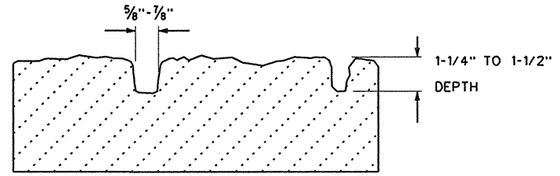
SEE SHEET 2 OF 4 FOR GENERAL NOTES



NOTES:
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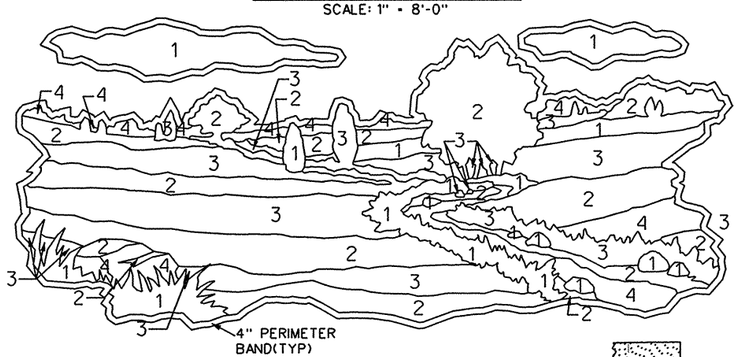
PRAIRIE GRAPHIC ELEVATION
SCALE: 1" = 8'-0"

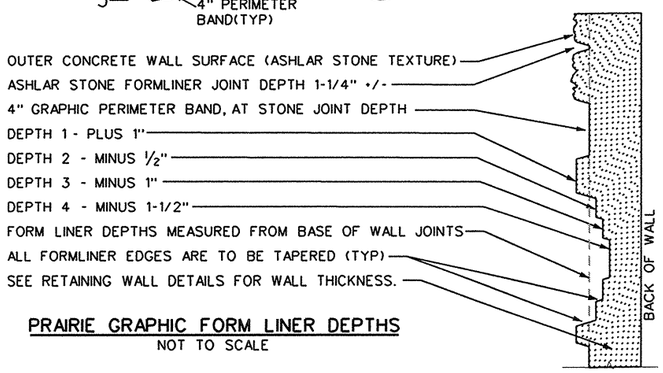




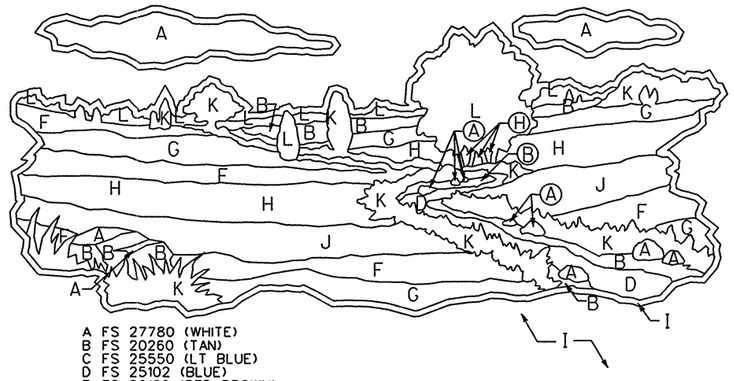
FORMLINER STONE TEXTURE DETAIL
NOT TO SCALE

1 4/24/07 REVISED STATIONING





PRAIRIE GRAPHIC FORM LINER DEPTHS
NOT TO SCALE



A FS 27780 (WHITE)
B FS 20260 (TAN)
C FS 25550 (LT BLUE)
D FS 25102 (BLUE)
E FS 20109 (RED BROWN)
F FS 23785 (PALE YELLOW)
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SHERWIN WILLIAMS CO.
INDUSTRIAL COATING SPECIALTIES CORP.
TEXTURED COATINGS OF AMERICA, INC.

PRAIRIE GRAPHIC PAINT COLORS
SCALE: 1" = 8'-0"

REGISTERED LANDSCAPE ARCHITECT
CORY M. SCHULZ
2032
STATE OF TEXAS

Cory M. Schulz 4/24/07

Parsons Brinckerhoff Quade & Douglas, Inc.
2777 Stemmons Freeway
Suite 1333
Dallas, TX 75207

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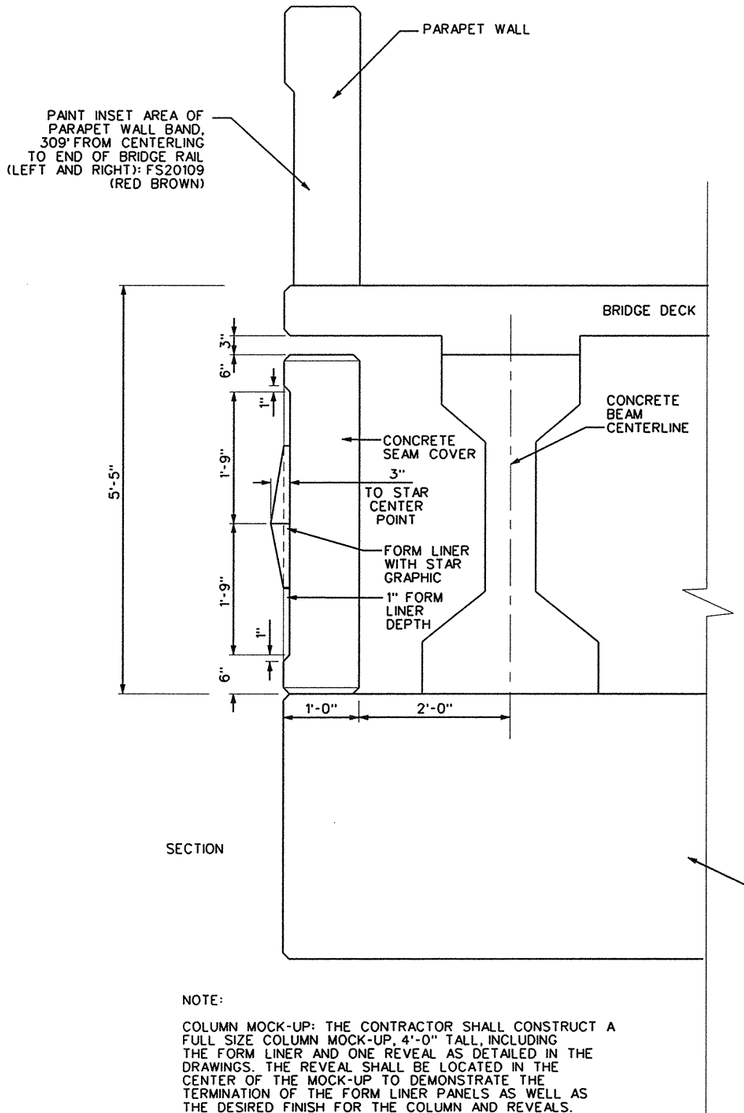
I-30 UNDERPASS

PRAIRIE FORM LINER GRAPHIC

SHEET 2 OF 4

FED.RD. DIV.NO.	FEDERAL AID PROJECT NO.		HIGHWAY NO.
6	(SEE TITLE SHEET)		SH 205
STATE	DIST.	COUNTY	SHEET NO.
TEXAS	DALLAS	ROCKWALL	362A
CONT.	SECT.	JOB	
0451	01	032, ETC	

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4/24/2007

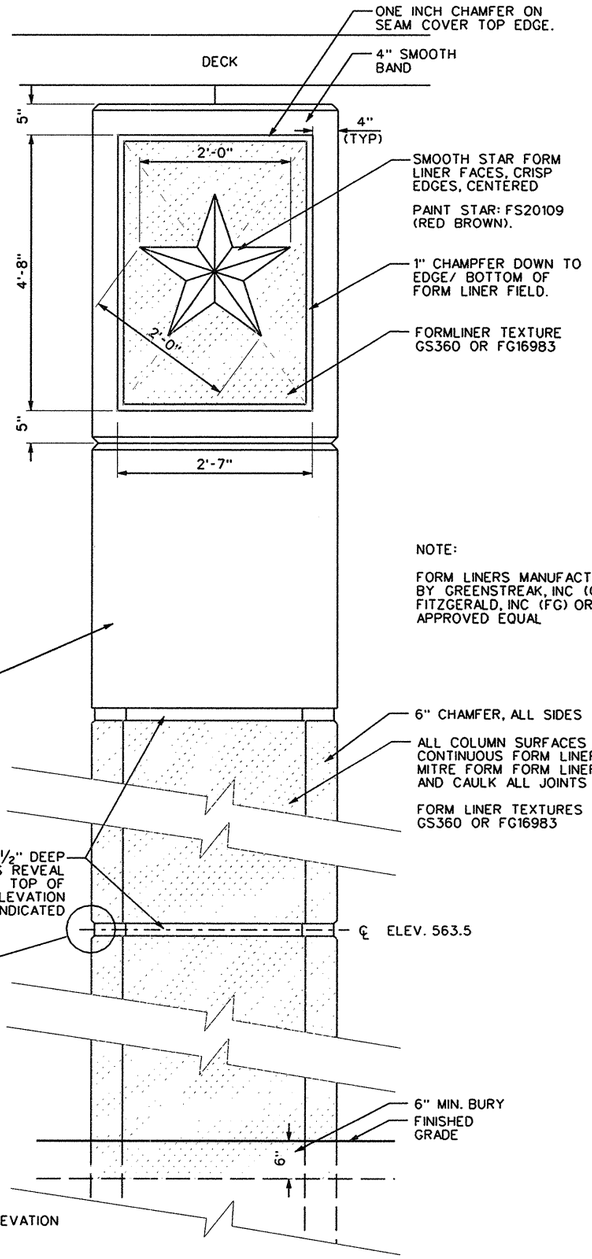


SECTION

NOTE:

COLUMN MOCK-UP: THE CONTRACTOR SHALL CONSTRUCT A FULL SIZE COLUMN MOCK-UP, 4'-0" TALL, INCLUDING THE FORM LINER AND ONE REVEAL AS DETAILED IN THE DRAWINGS. THE REVEAL SHALL BE LOCATED IN THE CENTER OF THE MOCK-UP TO DEMONSTRATE THE TERMINATION OF THE FORM LINER PANELS AS WELL AS THE DESIRED FINISH FOR THE COLUMN AND REVEALS. THE CONTRACTOR SHALL RECAST UNACCEPTABLE MOCK-UPS IN ORDER TO CORRECT THE AESTHETIC DEFICIENCIES AS OUTLINED IN ITEM 427. THE ACCEPTABLE MOCK-UPS WILL BE USED AS THE STANDARD FOR ALL COLUMNS TO BE CONSTRUCTED

CONCRETE SEAM COVER
SCALE: ½" = 1'-0"



ELEVATION

NOTE:

FORM LINERS MANUFACTURED BY GREENSTREAK, INC (GS) OR FITZGERALD, INC (FG) OR APPROVED EQUAL

REGISTERED LANDSCAPE ARCHITECT
CORY M. SCHULZ
2032
STATE OF TEXAS
3.21.06

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2777 Stemmons Freeway
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Dallas, TX 75207

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I-30 UNDERPASS

SEAM COVER AND FORM LINER DETAILS

SHEET 3 OF 4

FED.RD. DIV.NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	(SEE TITLE SHEET)	SH 205

STATE	DIST.	COUNTY	SHEET NO.
TEXAS	DALLAS	ROCKWALL	363
CONT.	SECT.	JOB	
0451	01	032, ETC	

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3/21/2006

GENERAL NOTES AND SPECIFICATIONS

1. Provide Opaque Sealer coating to concrete per 427.2.A.2 meeting DMS 8108 to all areas and colors as indicated on the plans. Provide Form Liner Concrete finish per 427.4.B.2.d and per the details in these drawings. Item 427 will be incidental to each of the various bid items contained in the drawings herein. Installation of and painting of seam covers shall be incidental to the construction of the pier caps as no additional payment will be made.

2. Fabrication of form work, production of custom form liners, casting of mockup panels and painting of Prairie and Sail graphic schemes shall be incidental to the construction of retaining walls as no additional payment will be made.

3. Painting for Prairie and Sail graphic schemes shall follow the color layout plan contained herein and will be installed (two coats) in-lieu of the standard color applied on the balance of the project.

4. All graphic panels S1-S15 and P1-P19 columns and and seam covers shall be coated with a clear Type I - Sacrificial anti-grafitti coating per DMS 8111. The application of this item shall be incidental to items to which it is applied as no other payement will be made.

CONCRETE SURFACE TREATMENT - FORM LINERS

1. Panels S-11 and P-12 shall be used for the two graphic mockup panels. See Drawings for details. A full size ashlar stone mockup panel shall also be provided for approval. See sheet 362 for details.

2. The Prairie and Sail graphic schemes shall be constructed using the layers as illustrated on the drawings herein.

3. The contractor shall provide scaled shop drawings illustrating the formalization of this design into final drawings for fabrication for review and approval by the Landscape Architect. The drawings shall include the locations of the graphic panels within each wall layout and include a numbering system identifying the level for all portions of the graphic. The contractor shall be provided a Microstation DGN file of the graphic panels.

4. The contractor shall provide 1'x 1' square samples of each form liner material that shall be incorporated into the project.

5. It is the intent that acceptable mock-up panels be incorporated into the final construction of the wall. It is the responsibility of the contractor to store and protect acceptable mock-up panels for use in future construction. The contractor shall cast a full-size wall section for evaluation by the landscape architect. The mock-up panels shall be erected temporarily, in a verticle position facing south, in a location that allows free solar exposure to the surface, while allowing it to be viewed from a distance no less than 100' from any vantage point radially measured from the center of the south face. The landscape architect will come to the site and physically examine the mockup and provide comment on the acceptability for final construction. The contractor will receive written comments regarding the mockup within 10 business days of notification that the mockup has been constructed and it's location. At the discretion of the landscape architect, the contractor shall recast unacceptable wall panel(s) in order to correct the deficiencies as outlined in Item 427.

6. The three accepted mockup panels shall be the standard of quality that will be acceptable for the balance of the wall and form liner work required for the project.

7. Due to the insetting of the aesthetic texture and graphics into the wall and parapet surfaces, the thickness must be increased by a corresponding amount to ensure that the face of wall clearance to the embedded panel reinforcement is maintained as required.

8. All MSE wall form liners shall be from the following manufactures unless otherwise noted:

SCOTT SYSTEMS, INC. PH 1-303-373-2500
GREENSTREAK, INC. PH. 1-800-325-9504
OR APPROVED EQUAL

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6/27/2006

REGISTERED LANDSCAPE ARCHITECT
CORY M. SCHULZ
2032
STATE OF TEXAS

6/27/06

Parsons Brinckerhoff Quade & Douglas, Inc.
2777 Stemmons Freeway
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I-30 UNDERPASS

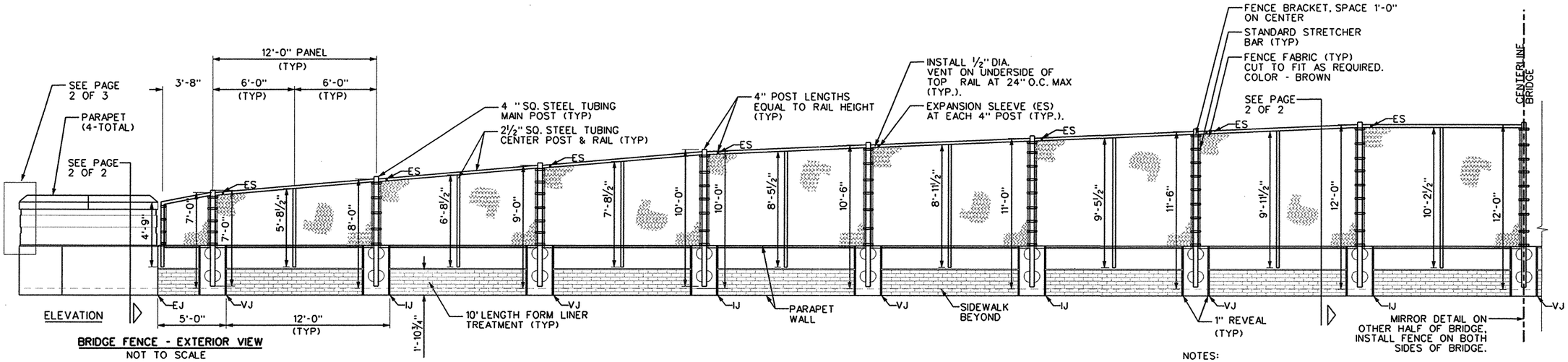
FORM LINER GRAPHICS
SPECS AND NOTES

SHEET 4 OF 4

FED.RD. DIV.NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	(SEE TITLE SHEET)	SH 205

STATE	DIST.	COUNTY	SHEET NO.
TEXAS	DALLAS	ROCKWALL	364
CONT.	SECT.	JOB	
0451	01	032, ETC	

Addendum 6/30/06



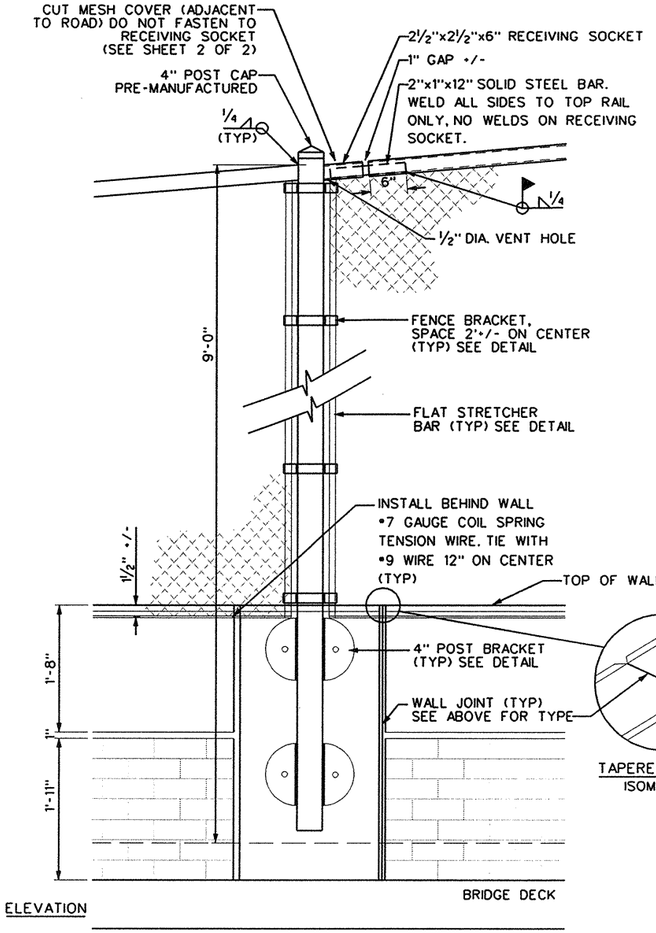
BRIDGE FENCE - EXTERIOR VIEW
NOT TO SCALE

NOTES:

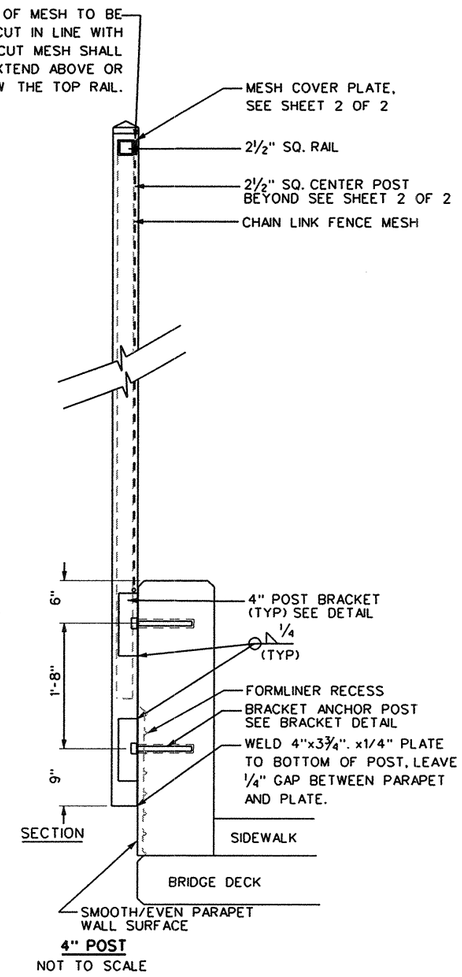
1. ALL TUBING, SOLID METAL BARS, ATTACHED BRACKETS, AND MOUNTING FLANGES SHALL CONFORM TO ASTM A36. ALL FENCE MATERIALS SHALL BE PROVIDED PER THE TXDOT STANDARD SPECIFICATIONS EXCEPT AS MODIFIED BY THESE DRAWINGS. ALL POSTS, RAIL, BRACKETS, AND ACCESSORIES SHALL BE GALVANIZED AND PVC COATED AFTER FABRICATION PER THE STANDARD SPECIFICATIONS. PVC COATING SHALL BE FS20140 (BROWN).

2. FENCE MATERIALS INCLUDE:
POSTS 4"X4"X¼" THICK WALL TUBING
CENTER POST 2½"X2½"X1/4" THICK WALL TUBING
CENTER POST SPACER PLATE ¾" THICK BRACKET STEEL
TOP RAIL 2½"X 2½"X¼" THICK WALL TUBING
CHAIN LINK MESH PER TXDOT STANDARD WITH PVC COATING

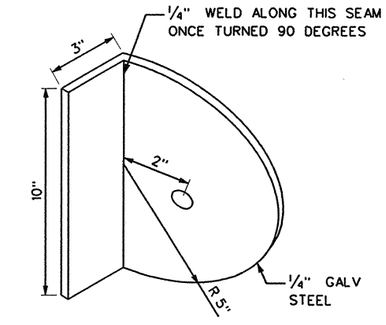
3. ADJUST FENCE HEIGHTS TO AS-BUILT BRIDGE CAMBER (1/2" CAMBER ANTICIPATED)



4" POST AND FENCE FABRIC
NOT TO SCALE

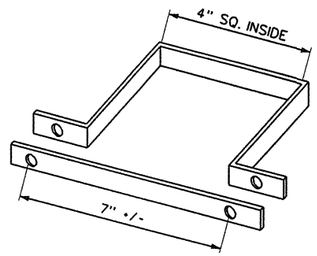


4" POST
NOT TO SCALE



FABRICATE BRACKETS TO SECURE 4" POSTS TO PARAPET WALL. GALVANIZE AND PVC COAT BRACKET AFTER WELDING TO 4" POST. POST INSTALLED BOLTS SHALL BE EPOXY ANCHOR PER DMS 6100. ANCHOR RODS SHALL BE ASTM A36, ⅝" DIA. AND 8" (12D) MIN. EMBEDMENT. SIZE FINISHED HOLES TO RECEIVE STANDARD HARDWARE. GALVANIZE AND PVC COAT AFTER FABRICATION.

POST BRACKET
NOT TO SCALE



FABRICATE SQUARE BRACKETS TO SECURE STRETCHER BARS TO POSTS. SIZE FINISHED HOLES TO RECEIVE STANDARD HARDWARE. GALVANIZE AND PVC COAT AFTER FABRICATION.

FENCE BRACKET
NOT TO SCALE

REGISTERED LANDSCAPE ARCHITECT
CORY M. SCHULZ
2032
STATE OF TEXAS
3-21-06

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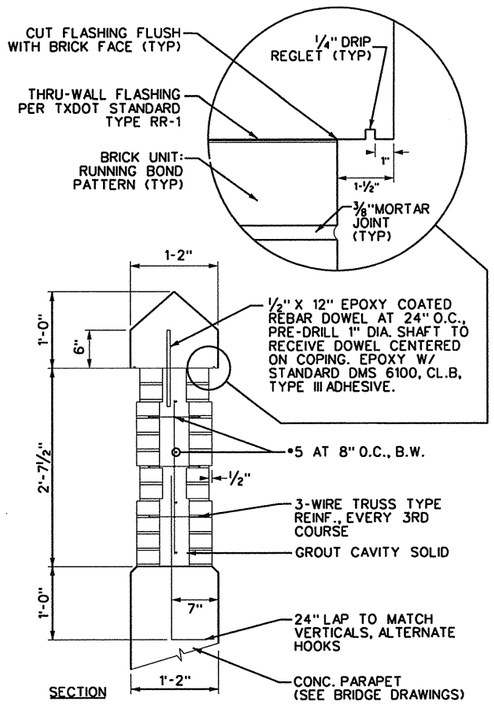
RR PROTECTION
FENCING DETAILS

SHEET 1 OF 3

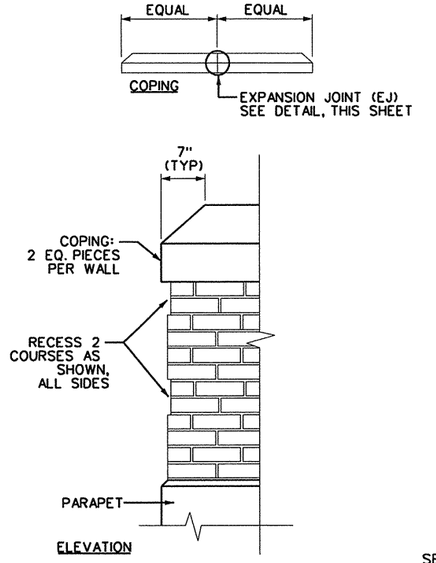
FED.RD. DIV.NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	(SEE TITLE SHEET)	SH 205

STATE	DIST.	COUNTY	SHEET NO.
TEXAS	DALLAS	ROCKWALL	365
CONT.	SECT.	JOB	
0451	01	032, ETC	

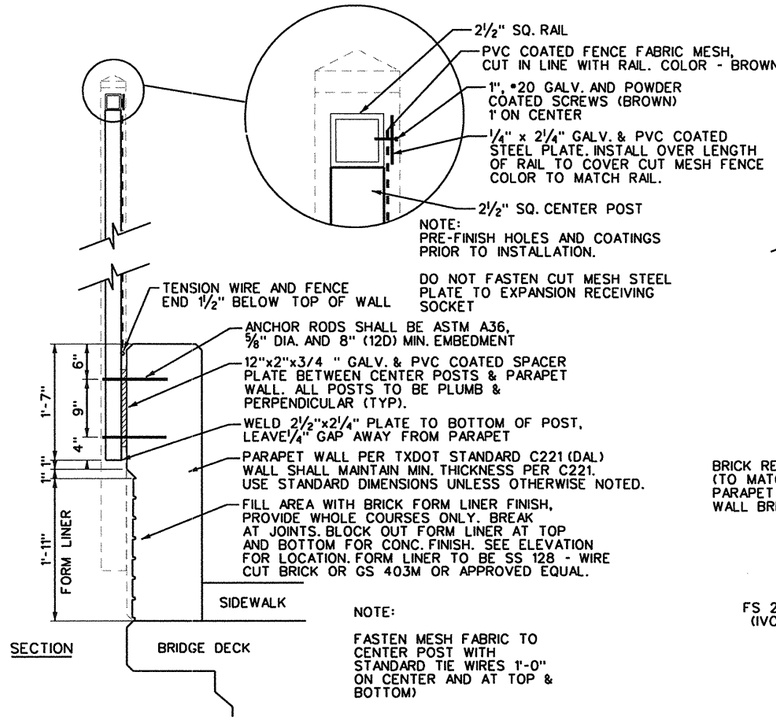
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3/21/2006



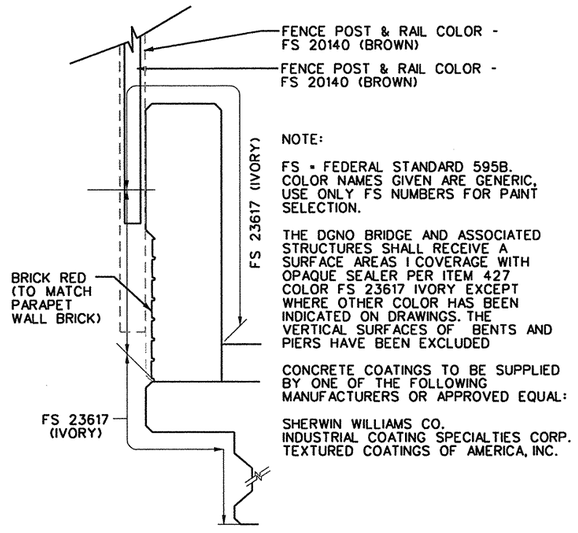
PARAPET WALL
SCALE: ½"=1'-0"



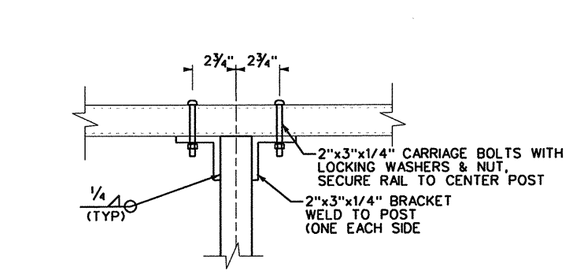
PARAPET WALL
SCALE: ½"=1'-0"



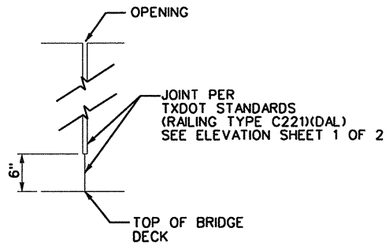
CENTER POST
SCALE: ½"=1'-0"



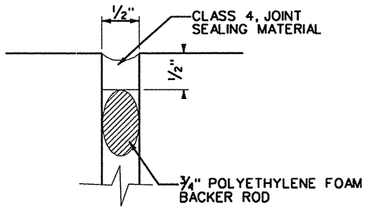
PAINT APPLICATION
SCALE: ½"=1'-0"



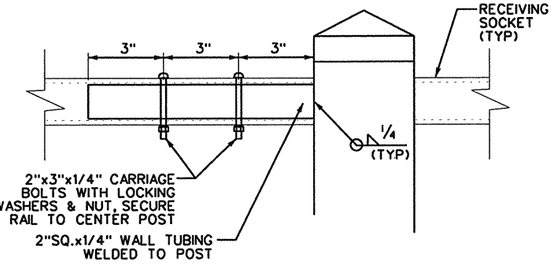
CENTER POST MOUNT
NOT TO SCALE



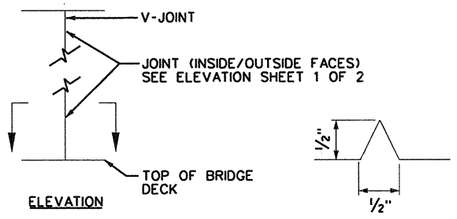
INTERMEDIATE WALL JOINT (IJ)
NOT TO SCALE



EXPANSION JOINT (EJ)
NOT TO SCALE



RAIL MOUNT
NOT TO SCALE



V-TYPE WALL JOINT (VJ)
NOT TO SCALE

GENERAL NOTES:

1. ALL MSE WALL FORM LINERS SHALL BE FROM THE FOLLOWING MANUFACTURES UNLESS OTHERWISE NOTED:

SCOTT SYSTEMS, INC. (SS) PH 1-303-373-2500
GREENSTREAK, INC. (GS) PH. 1-800-325-9504
OR APPROVED EQUAL

2. THE OUTSIDE FACE OF THE BRIDGE PARAPET AND THE FOUR TERMINAL PARAPET WALLS (ALL EXPOSED SIDES) OF THE DGNO BRIDGE WILL BE COATED WITH A CLEAR TYPE I- SACRIFICIAL, ANTI-GRAFITTI COATING PER DMS 8111. THE APPLICATION OF THIS ITEM SHALL BE INCIDENTAL TO ITEMS TO WHICH IT IS APPLIED AS NO OTHER PAVEMENT WILL BE MADE.

3. PROVIDE OPAQUE SEALER COATING TO CONCRETE PER 427.2.A.2 MEETING DMS 8108 TO ALL AREAS AND COLORS AS INDICATED ON THE PLANS. PROVIDE FORM LINER CONCRETE FINISH PER 427.4.B.2.D AND PER THE DETAILS IN THESE DRAWINGS. ITEM 427 WILL BE INCIDENTAL TO EACH OF THE VARIOUS BID ITEMS CONTAINED IN THE DRAWINGS HEREIN. INSTALLATION OF AND PAINTING OF SEAM COVERS SHALL BE INCIDENTAL TO THE CONSTRUCTION OF THE PIER CAPS AS NO ADDITIONAL PAYMENT WILL BE MADE.

ALL MASONRY CONSTRUCTION INCLUDING BUT NOT LIMITED TO CAST STONE CAPS, BRICK, GROUT CORE AND ASSOCIATED MATERIALS, LABOR AND EQUIPMENT REQUIRED TO CONSTRUCT THESE ITEMS, AS SHOWN ON THE CONTRACT DRAWINGS, SHALL BE CONSIDERED INCIDENTAL TO THE LUMP SUM PAY ITEM FOR BRIDGE CONSTRUCTION AND NO SEPARATE PAYMENT WILL BE MADE.



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MASONRY AND FORM LINER DETAILS

SHEET 2 OF 3

FED.RD. DIV.NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	(SEE TITLE SHEET)	SH 205

STATE	DIST.	COUNTY	SHEET NO.
TEXAS	DALLAS	ROCKWALL	366
CONT.	SECT.	JOB	
0451	01	032, ETC	

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3/22/2006

SPECIFICATIONS AND GENERAL NOTES

FENCING

1. Submit to the landscape architect for approval:
   -Product data for all fence components.
   -Shop drawings: dimensioned layout of all components showing anchorage, expansion and installation details. Shop drawings shall be sealed and signed by a structural engineer attesting to the suitability of the fabrication for the use intended.
   -Samples: 12" x 12" sample of fence panel showing panel to panel attachment and panel to top or bottom rail attachment, fabrication workmanship and color coating.

CAST STONE

1. Provide cast stone units complying with ASTM C 1364 using the vibrant dry tamp or wet-cast method:
   - Provide units that are resistant to freezing and thawing.
   - Provide drips on projecting elements.
   - Portland Cement: ASTM C150, Type I, containing not more than 0.60 percent total alkali when tested according to ASTM C114.
   - Coarse Aggregates: Granite, quartz or limestone complying with ASTM C33, gradation as needed to produce required textures.
   - Fine Aggregates: Manufactured or natural sands complying with ASTM C33, gradation as needed to produce required textures.
   - Air-Entraining Admixture: ASTM C260, certified by the manufacturer to be compatible with other admixtures used. Add to mixes for units exposed to the exterior at manufacturer's prescribed rate to result in an air content of 5 to 7 percent.
   - Reinforcement: Deformed steel bars complying with ASTM A615/A615M. Epoxy Coating: ASTM A775/A775M. Galvanized Coating: ASTM A767/A767M.

2. Fabricate units with sharp arris and details accurately reproduced with indicated texture on all exposed surfaces, unless otherwise indicated. Provide drops on projecting elements, unless otherwise indicated.

3. Cure and finish units as follows:
   -Cure units in totally enclosed curing room under dense fog and water spray at 95 percent relative humidity for 24 hours.- Acid etch units to remove cement film from surfaces to be exposed to view.
   - Color and Texture: Provide units with fine-grained texture and buff color resembling Indiana limestone.

4. Employ an independent testing agency to sample and test cast stone units according to ASTM C1364. Include testing for freezing and thawing resistance.

5. Set cast stone as indicated on drawings. Install anchors, supports, fasteners and other attachments indicated or necessary to secure units in place. Set units accurately in locations indicated with edges and faces aligned according to established relationships and indicated tolerances.

6. Dowel holes shall be grout filled prior to setting unit over dowels. Apply construction grade epoxy to bearing surface of unit prior to setting into final position. Do not allow epoxy to spill over sides of finished masonry.

7. Remove and replace stained and otherwise damaged units and units not matching approved samples.

8. Replace units in a manner that results in cast stone matching approved samples, complying with other requirements, and showing no evidence of replacement.

9. In-Progress Cleaning: Clean cast stone as work progresses. Remove mortar fins and smears before tooling joints.

10. Final Cleaning: Provide Job Mixed Detergent Solution: Solution of 5/64 cup (125 mL) dry measure tetrasodium polyphosphate and 5/64 cup (125 mL) of dry measure laundry detergent dissolved in 1 gallon (4 L) of water. After mortar is thoroughly set and cured, clean exposed cast stone Clean cast stone by bucket and brush hand-cleaning method described in BIA Technical Notes No. 20, Revised II, using job-mixed detergent solution. Clean cast stone with proprietary acidic cleaner applied according to manufacturer's written instructions.

11. Manufacturer Qualifications: A firm experienced in manufacturing cast stone units similar to those indicated for this project and with a record of successful in-service performance, as well as sufficient production capacity to manufacture required units.

12. Testing Agency Qualifications: An independent testing agency qualified according to ASTM E329 to conduct the testing indicated, as documented according to ASTM E548.

13. Source Limitations for Cast Stone: Obtain cast stone units through one source from a single manufacturer.

14. Submit to the landscape architect for approval:
   - Shop Drawings: Show fabrication and installation details for cast stone units.
   - Full-Size Samples: For each type of cast stone unit required. Make available for review by Owners representative at project site before installing cast stone.
   - Material Test Reports: From a qualified testing agency indicating and interpreting test results for compliance of cast stone with requirements indicated.
   - Qualification data for manufacturer

MASONRY

1. All masonry shall be face brick and shall:
   - Comply with ASTM C216, Grade SW Type FBS, Size (actual dimensions), 3 5/8 wide x 2 1/4 high x 7 5/8 inches long. Color as specified below:
   - Compressive strength of 3000 psi
   - Initial rate of absorbtion of less than 30 g/square inch.
   - Withstand 50 cycles of freezing and thawing per ASTM C 67 with no observable difference in the applied finish when viewed from 10 feet.
   - Be tested according to ASTM C 67 and rated "not effloresced".

2. Masonry mortar type "S" minimum shall be prepared in accordance with ASTM C270 and shall have compressive strength of 1800 psi at 28 days. Color: non-pigmented

3. Masonry Joint Reinforcement: Hot-Dip Galvanized, Carbon-Steel Wire, ASTM A 82. Wire size: - W1.7 or 0.148 inch

4. Submit to the landscape architect for approval:
   - Product data for each type of product indicated
   - Samples for each type and color of masonry unit and colored mortars
   - Material Certificates: For each type of product indicated.

5. If cutting required, cut units with motor-driven saw, provide clean unchipped edges. conceal cut edges.

6. Comply with tolerances in ACI 530.1/ASCE 6/TMS 602. For vertical and horizontal lines do no vary from plumb/level more than 1/8 inch.

7. Pattern: Running Bond.

8. Lay solid masonry units with complet bed and head joints: butter ends with sufficient mortar to fill joints and place into position.

9. Tool exposed joints slightly concave.

10. Masonry Materials:
   Field Brick
   -Acme Brick *230 Blend, Ruby Red Velour texture
   -Metro Brick *320 Schoolhouse Red Velour texture
   -or approved equal

   Recess Brick
   -Acme Brick *260 Blend, Ruby Red Velour texture
   -Metro Brick *320 Schoolhouse Red Velour texture
   -or approved equal

   Colored Mortar for Brick
   -Lafarge Clay Pink 441-A
   -Solomon Colors "A" Series 41 A
   -or approved equal

11. The contractor shall supply a 2'-0" x 2'-0" sample of the field brick and recessed brick with the mortar to the landscape architect for acceptance. The mortar color selected may be adjusted by the Landscape Architect using the standard color selection from the manufacturer to better match the design intent: to match the colors and materials on the City of Rockwall City Hall building. The contractor will provide cured mortar samples of standard mortar colors along with the assembled sample described above.

12. Upon acceptance of the brick and mortar samples, the contractor shall use the accepted materials to erect a 2'-0" by 2-0" mockup of the column masonry including the field and recessed brick detail. The purpose of this mockup is to demonstrate the construction techniques and set the standard for the balance of the project. The acceptable mockup will be the standard used to evaluate and accept the balance of the masonry work.The Landscape Architect will review the mockup for acceptance.

REGISTERED LANDSCAPE ARCHITECT
CORY M. SCHULZ
2032
STATE OF TEXAS
3-21-06

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Suite 1333
Dallas, TX 75207

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FENCE AND MASONRY
SPECIFICATIONS AND NOTES

SHEET 3 OF 3

FED.RD. DIV.NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
6	(SEE TITLE SHEET)	SH 205

STATE	DIST.	COUNTY	SHEET NO.
TEXAS	DALLAS	ROCKWALL	367
CONT.	SECT.	JOB	
0451	01	032, ETC	

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3/21/2006