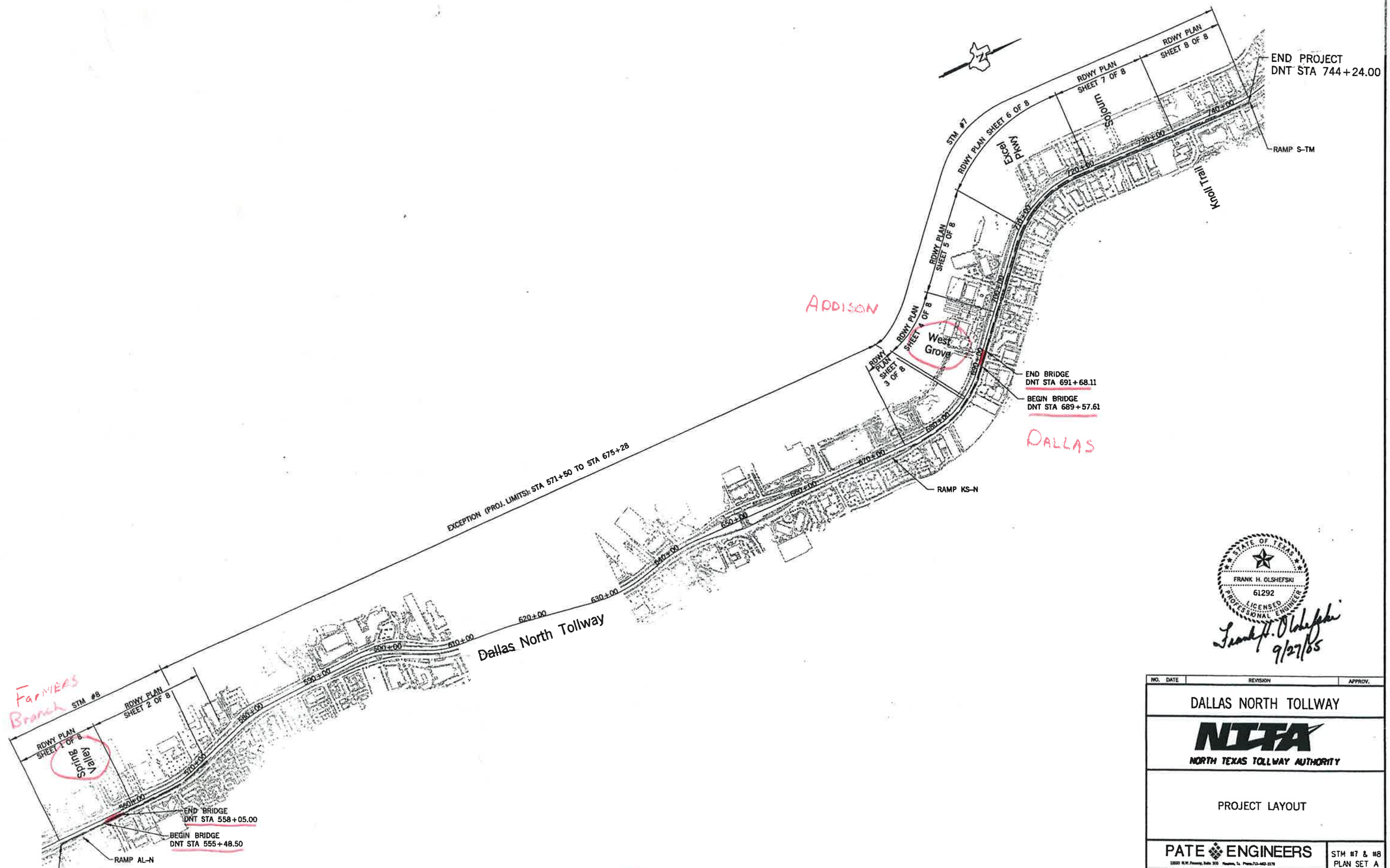

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STATE OF TEXAS
FRANK H. OLSHEFSKI
61292
LICENSED PROFESSIONAL ENGINEER
Frank H. Olshefski
9/27/05

NO.	DATE	REVISION	APPROV.

DALLAS NORTH TOLLWAY

NTTA
NORTH TEXAS TOLLWAY AUTHORITY

PROJECT LAYOUT

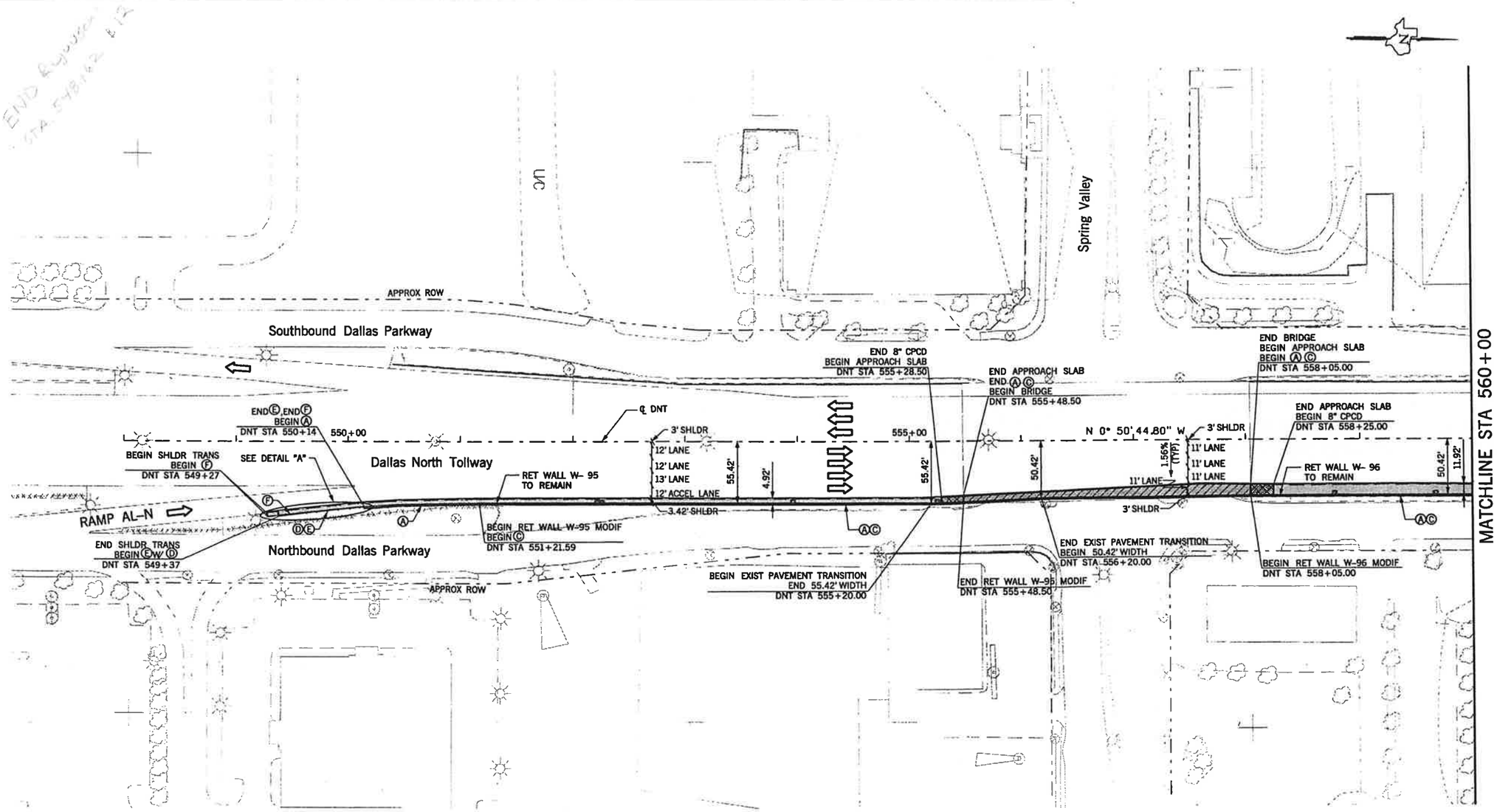
PATE ENGINEERS
13333 N.W. Freeway, Suite 300 Houston, Tx. Phone 713-462-3178

STM #7 & #8
PLAN SET A

DRAWN KMH	DATE 09-02-05	DESIGNED DD	DATE 09-02-05
CHECKED RR	DATE 09-02-05	SCALE NTS	

CONTRACT NO. 02039-DNT-02-CN-EN A3 OF A247

Sheet 1 of 1



0 50 100 150 200
SCALE IN FEET

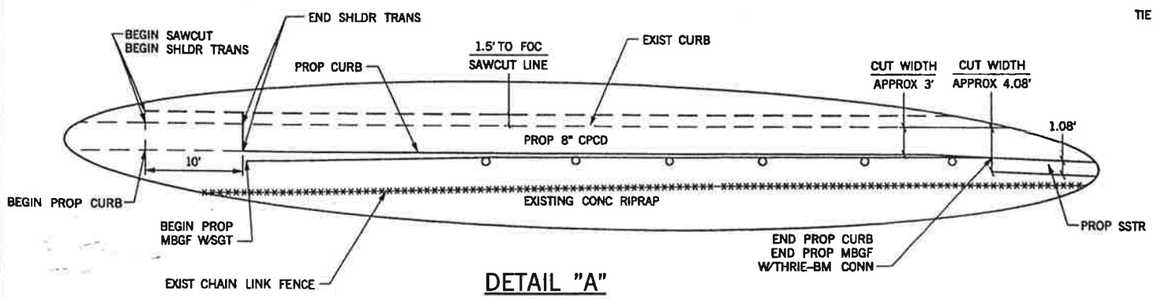
LEGEND

- 8" CPCD
- PROPOSED BRIDGE APPROACH SLAB
- PROPOSED BRIDGE DECK
- FULL DEPTH SAW CUT
- (A) NTTA SINGLE SLOPE RAIL (SSTR)
- (B) 5" CONC RIPRAP
- (C) ADJUST RETAINING WALL ELEV & REPLACE COPING
- (D) SINGLE GUARDRAIL TERMINAL (SGT)
- (E) METAL THRIE-BEAM GUARD FENCE (MBGF)
- (F) CONC CURB (TY II)
- EXISTING STORM INLET
- PROPOSED STORM INLET

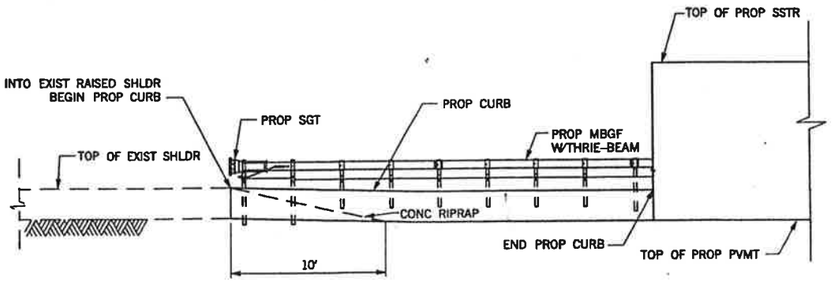
NOTES:

1. THE CONTRACTOR SHALL MATCH THE PROPOSED CROSS SLOPE WITH THE EXISTING PAVEMENT CROSS SLOPE.
2. THE PROPOSED SAW CUT LINE SHALL BE A CONTINUOUS 1.5' OFFSET FROM THE FACE OF EXISTING CURB. OFFSET FROM CENTERLINE MAY VARY.
3. ROADWAY WIDTH IS DIMENSIONED FROM CENTERLINE TO NOMINAL FACE OF RAIL.
4. MATCH EXISTING PAVEMENT ELEVATIONS AT TIE-IN POINTS.
5. SINGLE SLOPE TRANSITION DETAIL (SEE SHEET A82).
6. METHOD "B" APPLIES FOR JOINT SEALS (SEE SHEET A87).

STATE OF TEXAS
FRANK H. OLSHEFSKI
61292
LICENSED PROFESSIONAL ENGINEER
Frank H. Olshefski
9/27/05



DETAIL "A"
(RAMP STYLE SHLDR TRANSITION)
PLAN VIEW



DETAIL "A"
(RAMP STYLE SHLDR TRANSITION)
ELEVATION VIEW

NO.	DATE	REVISION	APPROV.

DALLAS NORTH TOLLWAY

NTTA
NORTH TEXAS TOLLWAY AUTHORITY

ROADWAY PLAN
BEGIN STM #8 TO STA 560+00

PATE ENGINEERS
10333 N.W. Freeway, Suite 300 Houston, Tx. Phone 713-462-2878

STM #7 & #8
PLAN SET A

DRAWN KMH DATE 09-02-05
CHECKED RR DATE 09-02-05
DESIGNED DD DATE 09-02-05
SCALE 1"=100'

CONTRACT NO. 02039-DNT-02-CN-EN A74 OF A247

Sheet 1 of 8

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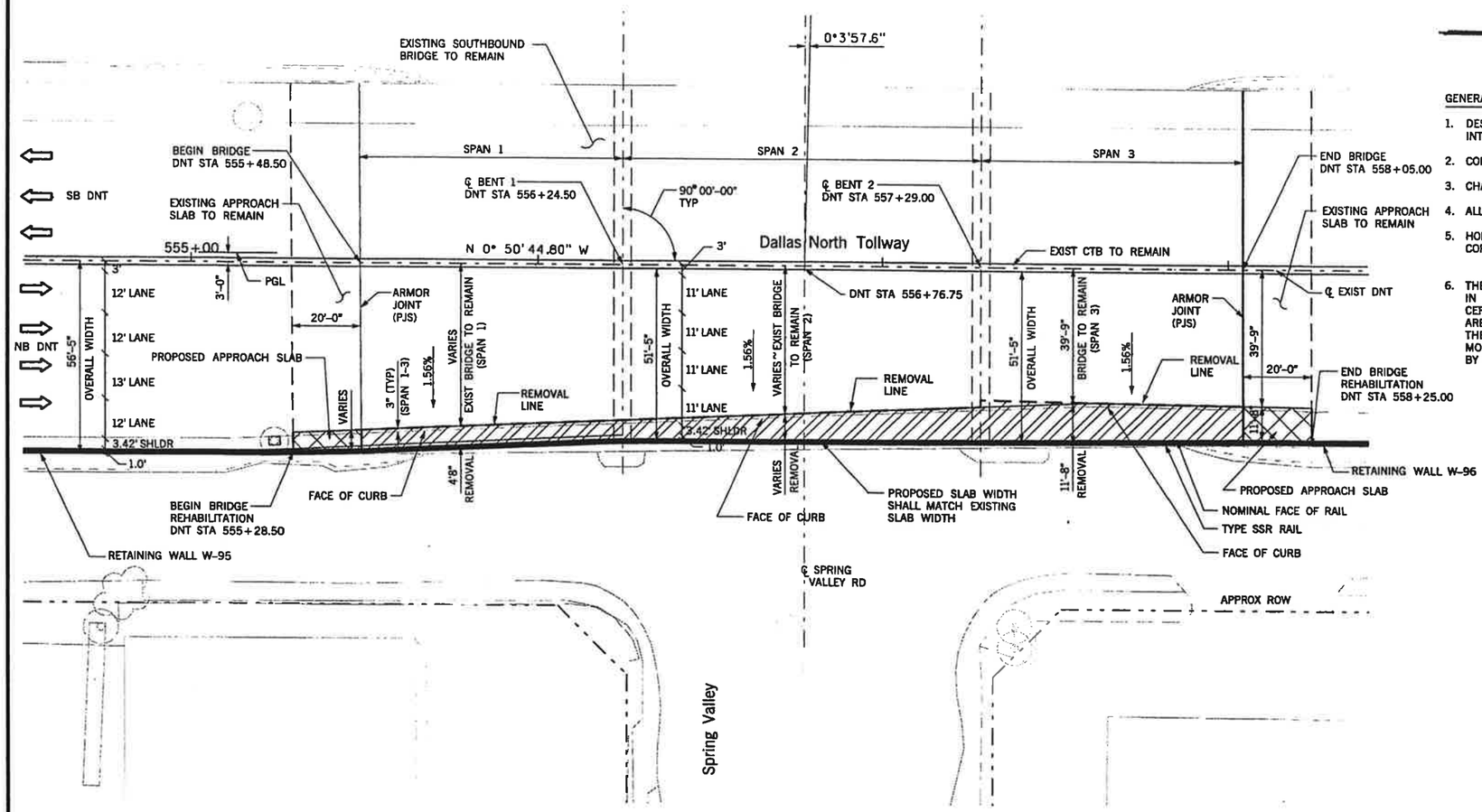
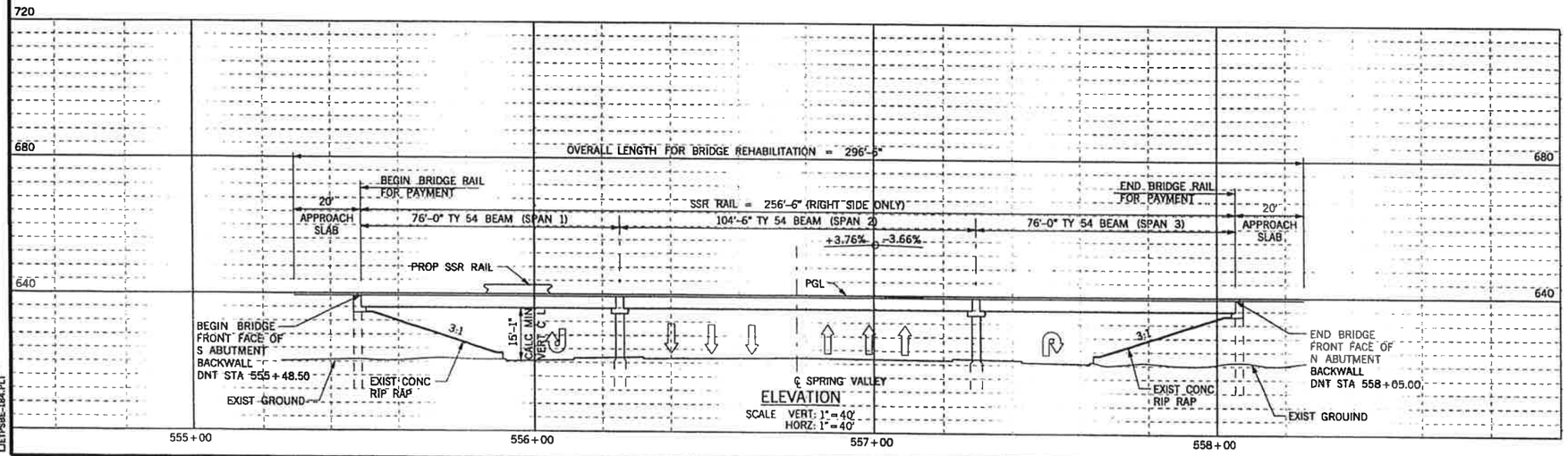


PLAN
SCALE: 1" = 40'

TOLLWAY
VERTICAL CURVE DATA

PVI STA	=	557+00.00
ELEV	=	650.820
L	=	1200'
E	=	11.13'
K	=	116.73'



ELEVATION
SCALE VERT: 1" = 40'
HORZ: 1" = 40'

LEGEND

EXTEND EXISTING APPROACH SLAB

REMOVE AND REPLACE EXISTING BRIDGE DECK

0 20 40 60 80
SCALE IN FEET

GENERAL NOTES:

1. DESIGN ACCORDING TO AASHTO 2002 STANDARD AND CURRENT INTERIM SPECIFICATIONS.
2. CONCRETE STRENGTH f'_c=4000 PSI.
3. CHAMFER ALL EXPOSED EDGES 3/4" UNLESS OTHERWISE NOTED.
4. ALL REINFORCING STEEL SHALL BE GRADE 60.
5. HORIZONTAL DIMENSIONS ARE SHOWN AND LENGTHS MUST BE CORRECTED FOR GRADE OR CROSS SLOPE WHERE APPROPRIATE.
6. THE PROPOSED PLANS ARE BASED ON INFORMATION CONTAINED IN THE AS-BUILT PLANS. STATIONS, BEARINGS GRADES AND CERTAIN DIMENSIONS GIVEN ARE FROM AS-BUILT PLANS AND ARE FOR REFERENCE ONLY. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO VERIFY ACTUAL FIELD CONDITIONS. ANY MODIFICATIONS TO THE PROPOSED PLANS MUST BE APPROVED BY THE ENGINEER.
7. BAR LAPS WHERE REQUIRED SHALL BE AS FOLLOWS:
   UNCOATED: #4 = 1'-5"
   #5 = 1'-9"
8. THE CONTRACTOR MAY SPLICE EXISTING BRIDGE SLAB REBAR BY LAP SPLICING (SEE NOTE 7) OR USING MECHANICAL COUPLING DEVICES (IN ACCORDANCE WITH CURRENT SPECIAL PROVISION (440-005) TO ITEM 440, "REINFORCING STEEL") THE COUPLER SHALL DEVELOP IN TENSION AT LEAST 125% OF THE SPECIFIED YIELD STRENGTH OF THE REINFORCING BAR.
9. SEE RETAINING WALL DETAILS SHEET FOR ADDITIONAL INFORMATION.
10. SEE STANDARD BAS-94 (MOD) FOR ADDITIONAL APPROACH SLAB INFORMATION.
11. SEE TXDOT STANDARD AJ FOR ADDITIONAL ARMOR JOINT INFORMATION.
12. EXISTING ARMOR JOINTS AT ABUTMENTS SHALL BE CLEANED AND SEALED IN ACCORDANCE WITH ITEM 438 CLEAN AND SEAL EXISTING JOINTS.

Frank H. Olshefski 9/27/05

STATE OF TEXAS
FRANK H. OLSHEFSKI
61292
PROFESSIONAL ENGINEER

NO.	DATE	REVISION	APPROV.

DALLAS NORTH TOLLWAY

NTTA
NORTH TEXAS TOLLWAY AUTHORITY

PARTIAL BRIDGE LAYOUT
DNT OVERPASS AT
SPRING VALLEY

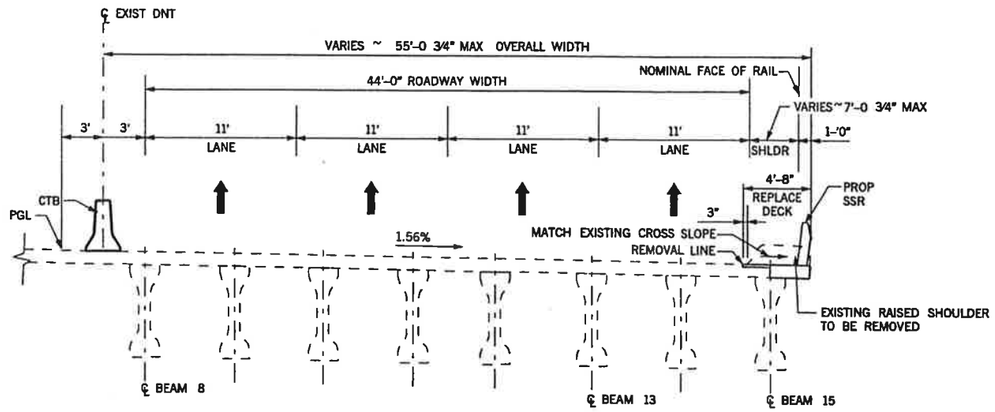
PATE ENGINEERS
12333 N.W. Freeway, Suite 300 Houston, Tx. Phone 713-462-3678

STM #7 & #8
PLAN SET A

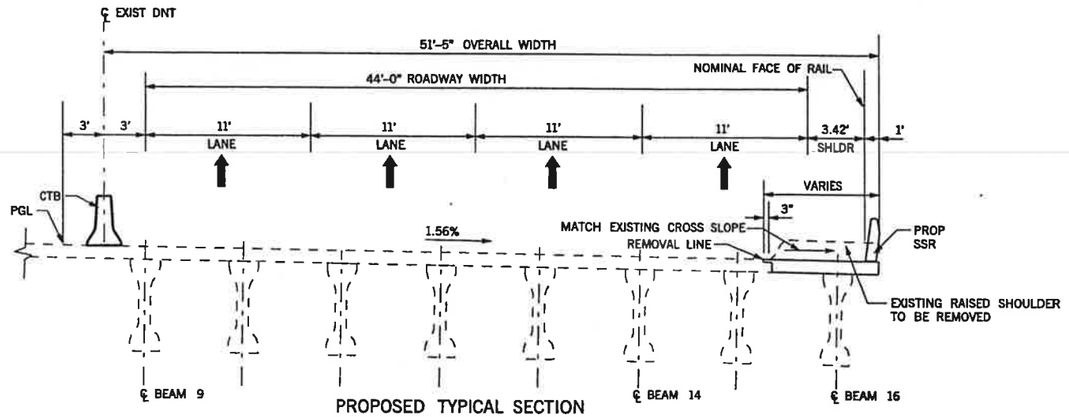
DRAWN KMH DATE 09-02-05
CHECKED RR DATE 09-02-05
DESIGNED DD DATE 09-02-05
SCALE 1" = 40'

CONTRACT NO. 02039-DNT-02-CN-EN A160 OF A247

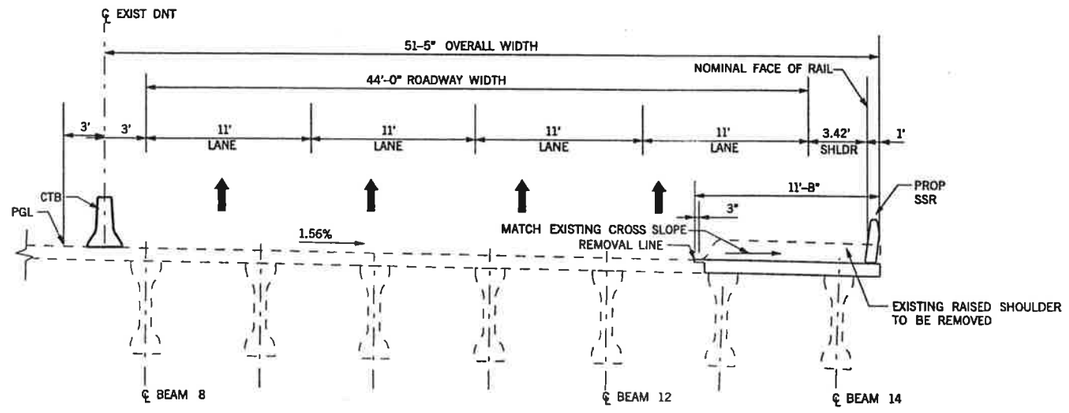
Sheet 1 of 8



PROPOSED TYPICAL SECTION
SPAN 1
NTS



PROPOSED TYPICAL SECTION
SPAN 2
NTS



PROPOSED TYPICAL SECTION
SPAN 3
NTS

CONSTRUCTION NOTES:

1. CONTRACTOR MUST PROVIDE ADEQUATE MEANS OF PROTECTING THE EXISTING BRIDGE FROM DAMAGE DURING REMOVAL STAGE.
2. CONTRACTOR MUST SUBMIT REMOVAL PLAN FOR APPROVAL BY THE ENGINEER. THE REMOVAL PLAN SHALL INCLUDE DETAILS SHOWING PROTECTION FOR ALL STRUCTURES, APPURTENANCES AND PEDESTRIAN/VEHICULAR TRAFFIC. ADDITIONALLY, THE PLAN SHALL DESCRIBE REMOVAL MEANS AND METHODS THAT WILL PROTECT THE INTEGRITY OF THE EXISTING STRUCTURE.
3. INTERIOR DIAPHRAMS TO REMAIN IN PLACE DURING THE REMOVAL PHASE, UNLESS ADDITIONAL BRACING IS PROVIDED. BRACE EXTERIOR BEAM DURING THE SLAB REMOVAL AND REPLACEMENT PROCESS. FOR ADDITIONAL INFORMATION, SEE TXDOT STANDARD DRAWING "MINIMUM ERECTION AND BRACING REQUIREMENTS:, MEBR (C). AFTER STAGE 1 REMOVAL, CONTRACTOR MUST VERIFY THAT EXISTING BEAMS REMAIN PLUMB PRIOR TO PLACEMENT OF PROPOSED BRIDGE SLAB.

A175 ←

4. ALL APPURTENANCES (INCLUDING TRAFFIC SIGNALS, ILLUMINATION, ETC.), WITHIN THE WORK ZONE, SHALL REMAIN IN OPERATION AND PROTECTED FROM DAMAGE DURING CONSTRUCTION.
5. REMOVE 3" OF EXISTING CONCRETE OR TO TOP OF PRECAST PANEL, WHICHEVER IS LESS. CONTRACTOR IS TO USE CARE NOT TO DAMAGE EXISTING REINFORCEMENT, PRECAST PANEL OR CONCRETE TO REMAIN IN PLACE. ANY PORTION DAMAGED BY THE CONTRACTOR SHALL BE REPLACED BY THE CONTRACTOR AT THE CONTRACTOR'S EXPENSE. ANY REINFORCING STEEL DAMAGED, CUT OR BROKEN BY THE CONTRACTOR'S OPERATIONS OR SECTION LOSS DUE TO CORROSION GREATER THAN 25%, SHALL BE RESTORED WITH NEW BARS OF THE SAME SIZE BY LAPPING OR WELDING AS DIRECTED BY THE ENGINEER.

REMOVAL DETAIL NOTES:

1. REMOVE HATCHED PORTION OF EXISTING BRIDGE SLAB, RAISED SHOULDER AND RAILING.
2. EXISTING TOP REBAR TO BE REMOVED FLUSH WITH BREAKBACK LINE.
3. CLEAN AND STRAIGHTEN EXISTING REINFORCING STEEL. SEE CONSTRUCTION NOTE 5.
4. CLEAN AND EXTEND EXISTING REINFORCING STEEL A MINIMUM OF 1'-9" INTO NEW CONSTRUCTION. SEE CONSTRUCTION NOTE 5.
5. PRIOR TO BREAKING BACK OF EXISTING STRUCTURE, SAW CUT VERTICAL JOINT TO A DEPTH OF 1/2" FULL LENGTH OF SLAB, ALONG REMOVAL LINE.
6. NEAT CUTTING AND REMOVAL OF EXISTING ARMOR JOINT SHALL BE CONSIDERED SUBSIDIARY TO PAYMENT ITEM 442 "STRUCTURAL STEEL (ARMOR JOINT) (WITH SEAL)".

STATE OF TEXAS
FRANK H. OLSHEFSKI
61292
PROFESSIONAL ENGINEER
Frank H. Olshefski 6/27/05

NO.	DATE	REVISION	APPROV.

DALLAS NORTH TOLLWAY

NTTA
NORTH TEXAS TOLLWAY AUTHORITY

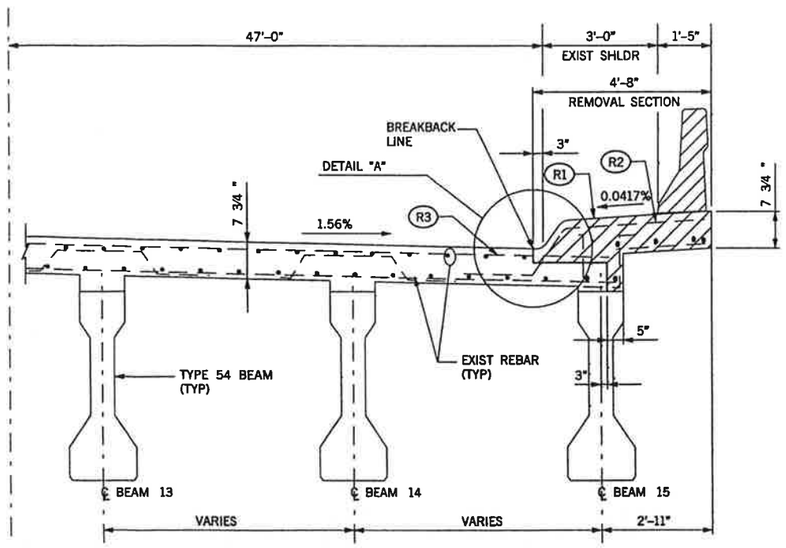
TYPICAL SECTIONS
DNT OVERPASS AT
SPRING VALLEY
SPANS 1, 2 & 3

PATE ENGINEERS
12333 N.W. Freeway, Suite 300 Houston, Tx. Phone/713-462-3278

STM #7 & #8
PLAN SET A

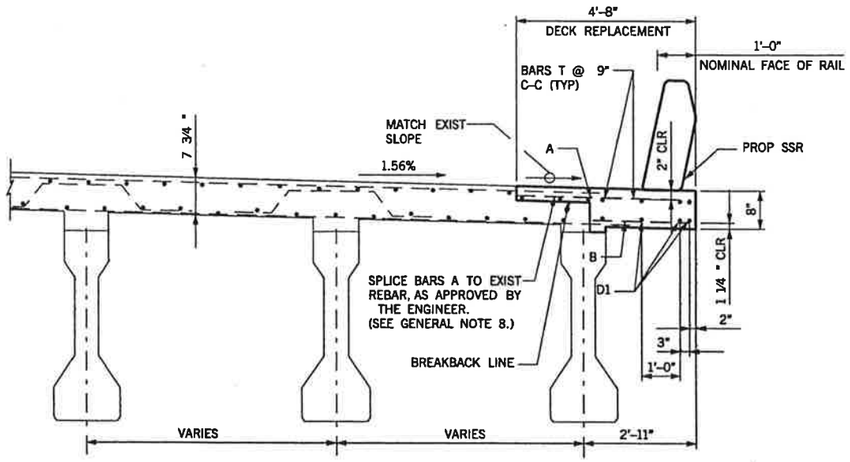
DRAWN KMH	DATE 09-02-05	DESIGNED DD	DATE 09-02-05
CHECKED RR	DATE 09-02-05	SCALE 1"=40'	

CONTRACT NO. 02039-DNT-02-CN-EN A161 OF A247



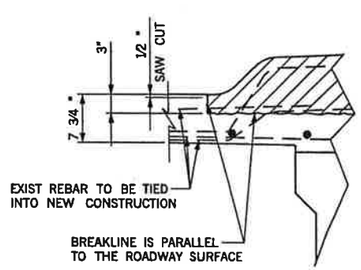
TYPICAL SLAB REMOVAL DETAIL

SCALE: 1/4" = 1'-0"



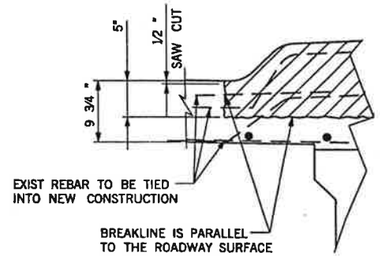
TYPICAL SLAB REPLACEMENT DETAIL

SCALE: 1/4" = 1'-0"



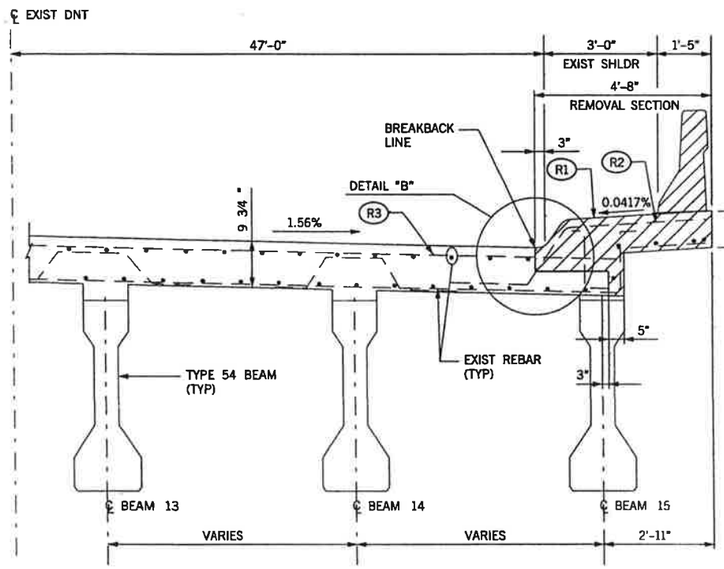
DETAIL "A"

NTS



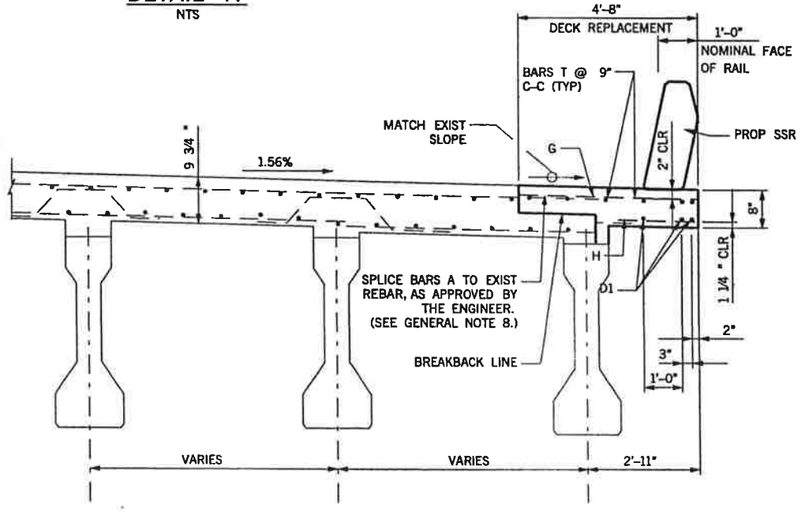
DETAIL "B"

NTS



THICKENED SLAB REMOVAL DETAIL

SCALE: 1/4" = 1'-0"



THICKENED SLAB REPLACEMENT DETAIL

SCALE: 1/4" = 1'-0"

CONSTRUCTION NOTES:

C1. CONTRACTOR MUST PROVIDE ADEQUATE MEANS OF PROTECTING THE EXISTING BRIDGE FROM DAMAGE DURING REMOVAL STAGE.

C2. CONTRACTOR MUST SUBMIT REMOVAL PLAN FOR APPROVAL BY THE ENGINEER. THE REMOVAL PLAN SHALL INCLUDE DETAILS SHOWING PROTECTION FOR ALL STRUCTURES, APPURTENANCES AND PEDESTRIAN/VEHICULAR TRAFFIC. ADDITIONALLY, THE PLAN SHALL DESCRIBE REMOVAL MEANS AND METHODS THAT WILL PROTECT THE INTEGRITY OF THE EXISTING STRUCTURE.

C3. INTERIOR DIAPHRAMS TO REMAIN IN PLACE DURING THE REMOVAL PHASE, UNLESS ADDITIONAL BRACING IS PROVIDED. BRACE EXTERIOR BEAM DURING THE SLAB REMOVAL AND REPLACEMENT PROCESS. FOR ADDITIONAL INFORMATION, SEE TXDOT STANDARD DRAWING "MINIMUM ERECTION AND BRACING REQUIREMENTS:, MEBR (C). AFTER STAGE 1 REMOVAL, CONTRACTOR MUST VERIFY THAT EXISTING BEAMS REMAIN PLUMB PRIOR TO PLACEMENT OF PROPOSED BRIDGE SLAB.

C4. ALL APPURTENANCES (INCLUDING TRAFFIC SIGNALS, ILLUMINATION, ETC.), WITHIN THE WORK ZONE, SHALL REMAIN IN OPERATION AND PROTECTED FROM DAMAGE DURING CONSTRUCTION.

C5. REMOVE 3" OF EXISTING CONCRETE OR TO TOP OF PRECAST PANEL, WHICHEVER IS LESS. CONTRACTOR IS TO USE CARE NOT TO DAMAGE EXISTING REINFORCEMENT, PRECAST PANEL OR CONCRETE TO REMAIN IN PLACE. ANY PORTION DAMAGED BY THE CONTRACTOR SHALL BE REPLACED BY THE CONTRACTOR AT THE CONTRACTOR'S EXPENSE. ANY REINFORCING STEEL DAMAGED, CUT OR BROKEN BY THE CONTRACTOR'S OPERATIONS OR SECTION LOSS DUE TO CORROSION GREATER THAN 25%, SHALL BE RESTORED WITH NEW BARS OF THE SAME SIZE BY LAPPING OR WELDING AS DIRECTED BY THE ENGINEER.

C6. ALL NEW REINFORCING TO BE EPOXY COATED.

C7 APPLY TYPE V EPOXY ADHESIVE CONFORMING TO DMS-6100, TO ALL EXPOSED SURFACE ALONG BREAK LINES PRIOR TO PLACING NEW CONCRETE.

C8 THE CONTRACTOR MAY SPLICE EXISTING BRIDGE SLAB REINFORCING BY LAP SPLICE OR USING MECHANICAL COUPLING DEVICES (IN ACCORDANCE WITH CURRENT SPECIAL PROVISION (440-005) TO ITEM 440, " REINFORCING STEEL") THE COUPLER SHALL DEVELOP IN TENSION AT LEAST 125% OF THE SPECIFIED YIELD STRENGTH OF THE REINFORCING BAR. IN AREAS WHERE SPLICE/COUPLING CAN NOT BE USED. THE CONTRACTOR SHALL USE RESIN ANCHORED DOWEL BARS AS APPROVED BY THE ENGINEER.

REMOVAL DETAIL NOTES:

R1. REMOVE HATCHED PORTION OF EXISTING BRIDGE SLAB, RAISED SHOULDER AND RAILING.

R2. EXISTING TOP REBAR TO BE REMOVED FLUSH WITH BREAKBACK LINE.

R3. CLEAN AND STRAIGHTEN EXISTING REINFORCING STEEL. SEE CONSTRUCTION NOTE C5.

R4. CLEAN AND EXTEND EXISTING REINFORCING STEEL A MINIMUM OF 1'-9" INTO NEW CONSTRUCTION. SEE CONSTRUCTION NOTE C5.

R5. PRIOR TO BREAKING BACK OF EXISTING STRUCTURE, SAW CUT VERTICAL JOINT TO A DEPTH OF 1/2" FULL LENGTH OF SLAB, ALONG REMOVAL LINE.

R6. NEAT CUTTING AND REMOVAL OF EXISTING ARMOR JOINT SHALL BE CONSIDERED SUBSIDIARY TO PAYMENT ITEM 442 "STRUCTURAL STEEL (ARMOR JOINT) (WITH SEAL)".

STATE OF TEXAS
FRANK H. OLSHEFSKI
61292
PROFESSIONAL ENGINEER
9/27/05

NO.	DATE	REVISION	APPROV.

DALLAS NORTH TOLLWAY

NTTA
NORTH TEXAS TOLLWAY AUTHORITY

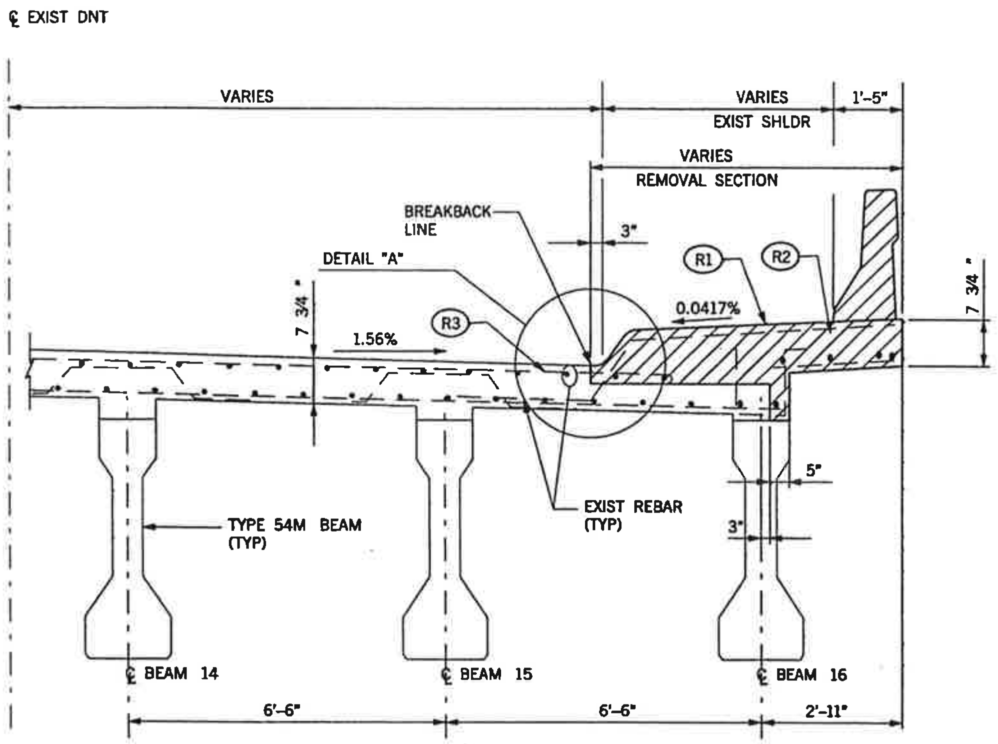
DECK REPLACEMENT DETAILS
SPRING VALLEY OVERPASS
SHOULDER REPLACEMENT
SPAN 1

PATE ENGINEERS
13333 N.W. Freeway, Suite 200 Houston, Tx. Phone 713-462-8178

STM #7 & #8
PLAN SET A

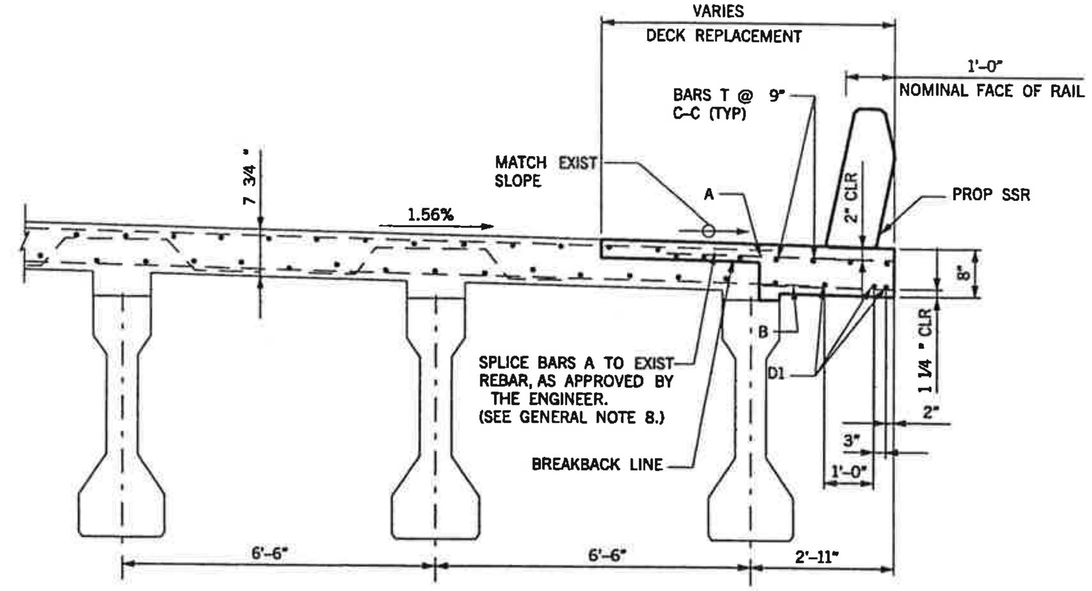
DRAWN KMH DATE 09-02-05
CHECKED RR DATE 09-02-05
DESIGNED DD DATE 09-02-05
SCALE

CONTRACT NO. 02039-DNT-02-CN-EN A162 OF A247



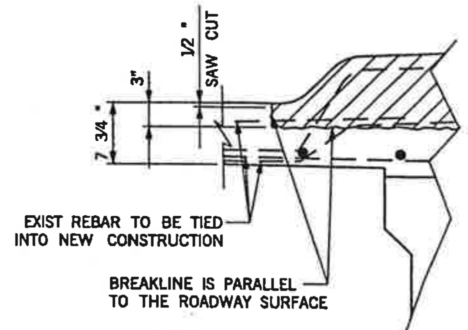
TYPICAL SLAB REMOVAL DETAIL

SCALE: 1/4" = 1'-0"



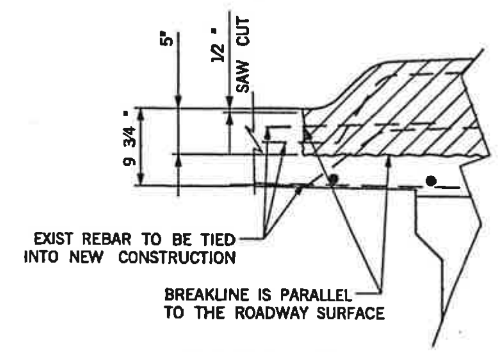
TYPICAL SLAB REPLACEMENT DETAIL

SCALE: 1/4" = 1'-0"



DETAIL "A"

NTS



DETAIL "B"

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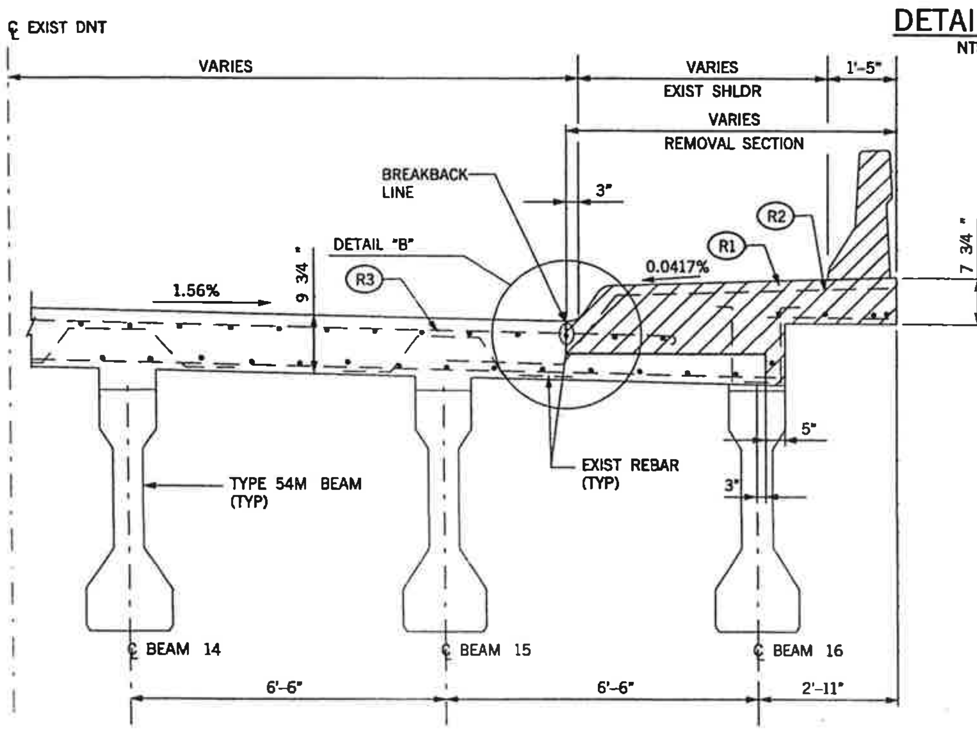
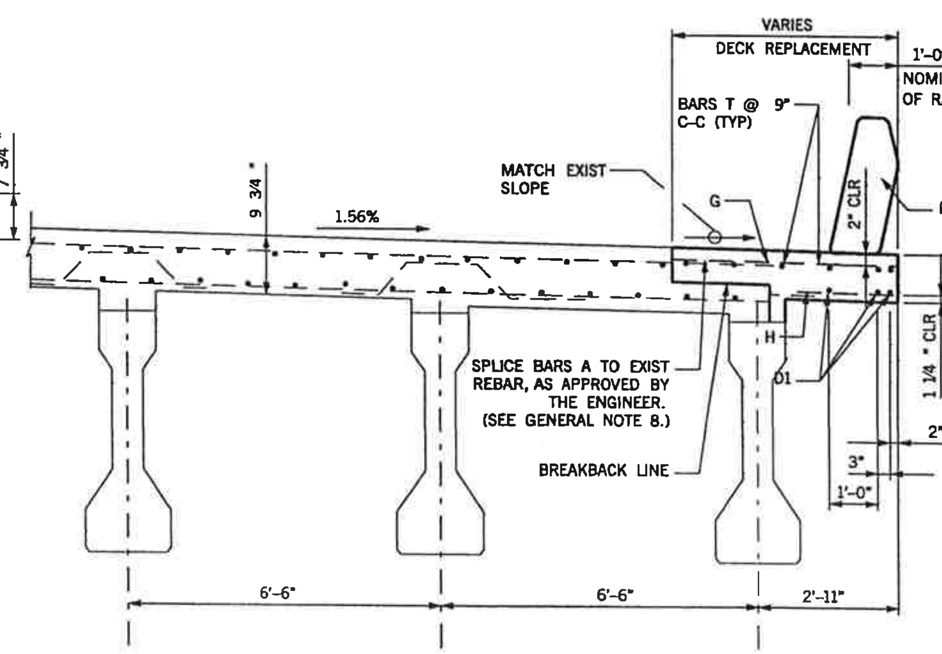


THICKENED SLAB REMOVAL DETAIL

SCALE: 1/4" = 1'-0"



THICKENED SLAB REPLACEMENT DETAIL

SCALE: 1/4" = 1'-0"

CONSTRUCTION NOTES:

C1. CONTRACTOR MUST PROVIDE ADEQUATE MEANS OF PROTECTING THE EXISTING BRIDGE FROM DAMAGE DURING REMOVAL STAGE.

C2. CONTRACTOR MUST SUBMIT REMOVAL PLAN FOR APPROVAL BY THE ENGINEER. THE REMOVAL PLAN SHALL INCLUDE DETAILS SHOWING PROTECTION FOR ALL STRUCTURES, APPURTENANCES AND PEDESTRIAN/VEHICULAR TRAFFIC. ADDITIONALLY, THE PLAN SHALL DESCRIBE REMOVAL MEANS AND METHODS THAT WILL PROTECT THE INTEGRITY OF THE EXISTING STRUCTURE.

C3. INTERIOR DIAPHRAMS TO REMAIN IN PLACE DURING THE REMOVAL PHASE, UNLESS ADDITIONAL BRACING IS PROVIDED. BRACE EXTERIOR BEAM DURING THE SLAB REMOVAL AND REPLACEMENT PROCESS. FOR ADDITIONAL INFORMATION, SEE TXDOT STANDARD DRAWING "MINIMUM ERECTION AND BRACING REQUIREMENTS:, MEBR (C). AFTER STAGE 1 REMOVAL, CONTRACTOR MUST VERIFY THAT EXISTING BEAMS REMAIN PLUMB PRIOR TO PLACEMENT OF PROPOSED BRIDGE SLAB.

C4. ALL APPURTENANCES (INCLUDING TRAFFIC SIGNALS, ILLUMINATION, ETC.), WITHIN THE WORK ZONE, SHALL REMAIN IN OPERATION AND PROTECTED FROM DAMAGE DURING CONSTRUCTION.

C5. REMOVE 3" OF EXISTING CONCRETE OR TO TOP OF PRECAST PANEL, WHICHEVER IS LESS. CONTRACTOR IS TO USE CARE NOT TO DAMAGE EXISTING REINFORCEMENT, PRECAST PANEL OR CONCRETE TO REMAIN IN PLACE. ANY PORTION DAMAGED BY THE CONTRACTOR SHALL BE REPLACED BY THE CONTRACTOR AT THE CONTRACTOR'S EXPENSE. ANY REINFORCING STEEL DAMAGED, CUT OR BROKEN BY THE CONTRACTOR'S OPERATIONS OR SECTION LOSS DUE TO CORROSION GREATER THAN 25%, SHALL BE RESTORED WITH NEW BARS OF THE SAME SIZE BY LAPPING OR WELDING AS DIRECTED BY THE ENGINEER.

C6. ALL NEW REINFORCING TO BE EPOXY COATED.

C7 APPLY TYPE V EPOXY ADHESIVE CONFORMING TO DMS-6100, TO ALL EXPOSED SURFACE ALONG BREAK LINES PRIOR TO PLACING NEW CONCRETE.

C8 THE CONTRACTOR MAY SPLICE EXISTING BRIDGE SLAB REINFORCING BY LAP SPLICE OR USING MECHANICAL COUPLING DEVICES (IN ACCORDANCE WITH CURRENT SPECIAL PROVISION (440-005) TO ITEM 440, " REINFORCING STEEL") THE COUPLER SHALL DEVELOP IN TENSION AT LEAST 125% OF THE SPECIFIED YIELD STRENGTH OF THE REINFORCING BAR. IN AREAS WHERE SPLICE/COUPLING CAN NOT BE USED. THE CONTRACTOR SHALL USE RESIN ANCHORED DOWEL BARS AS APPROVED BY THE ENGINEER.

REMOVAL DETAIL NOTES:

R1. REMOVE HATCHED PORTION OF EXISTING BRIDGE SLAB, RAISED SHOULDER AND RAILING.

R2. EXISTING TOP REBAR TO BE REMOVED FLUSH WITH BREAKBACK LINE.

R3. CLEAN AND STRAIGHTEN EXISTING REINFORCING STEEL. SEE CONSTRUCTION NOTE C5.

R4. CLEAN AND EXTEND EXISTING REINFORCING STEEL A MINIMUM OF 1'-9" INTO NEW CONSTRUCTION. SEE CONSTRUCTION NOTE C5.

R5. PRIOR TO BREAKING BACK OF EXISTING STRUCTURE, SAW CUT VERTICAL JOINT TO A DEPTH OF 1/2" FULL LENGTH OF SLAB, ALONG REMOVAL LINE.

R6. NEAT CUTTING AND REMOVAL OF EXISTING ARMOR JOINT SHALL BE CONSIDERED SUBSIDIARY TO PAYMENT ITEM 442 "STRUCTURAL STEEL (ARMOR JOINT) (WITH SEAL)".

NO.	DATE	REVISION	APPROV.

DALLAS NORTH TOLLWAY

NTTA — NORTH TEXAS TOLLWAY AUTHORITY

DECK REPLACEMENT DETAILS
SPRING VALLEY OVERPASS
SHOULDER REPLACEMENT
SPAN 2

PATE ENGINEERS

STM #7 & #8 PLAN SET A

DRAWN KMH	DATE 09-02-05	DESIGNED DD	DATE 09-02-05
CHECKED RR	DATE 09-02-05	SCALE	

CONTRACT NO. 02039-DNT-02-CN-EN A163 OF A247

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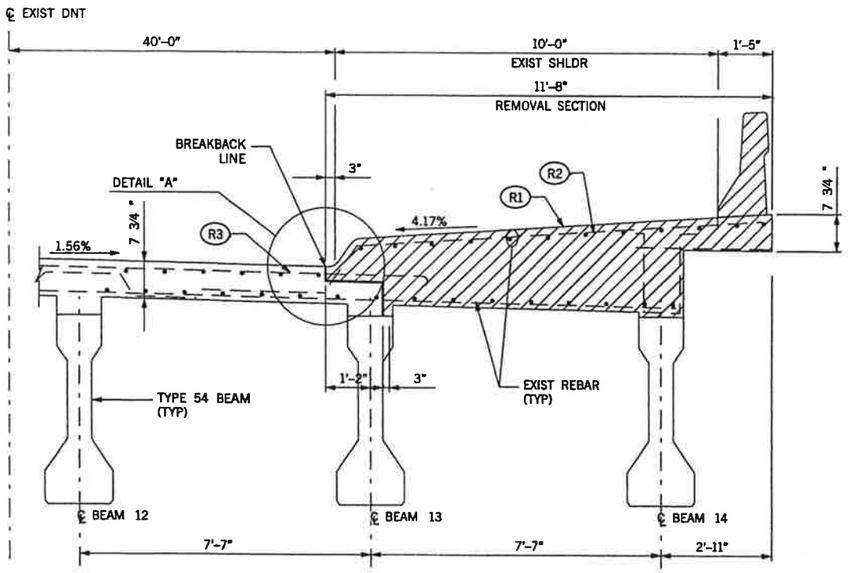
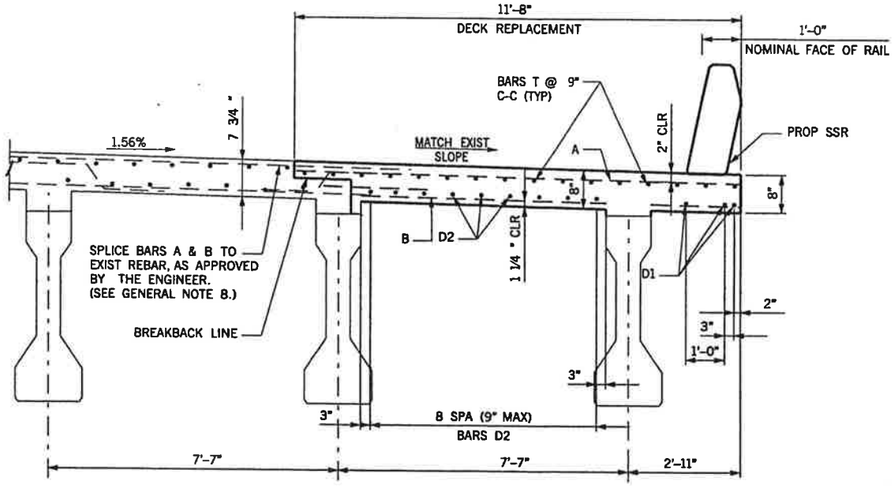
PATE ENGINEERS 6:14:09 PM 9/27/2005 x:\1308001001\sheets\ ... modification plans\d05bbd02.dgn LETP9BE-184.PLT



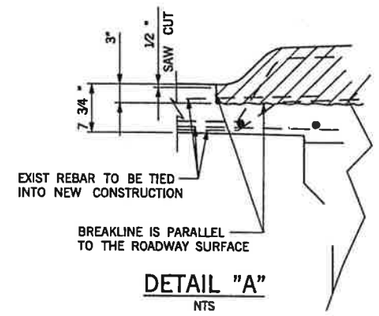
TYPICAL SLAB REMOVAL DETAIL

SCALE: 1/4" = 1'-0"



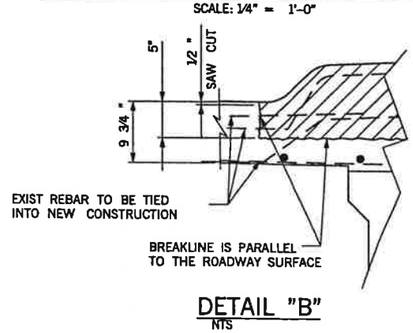
TYPICAL SLAB REPLACEMENT DETAIL

SCALE: 1/4" = 1'-0"



DETAIL "A"

NTS



DETAIL "B"

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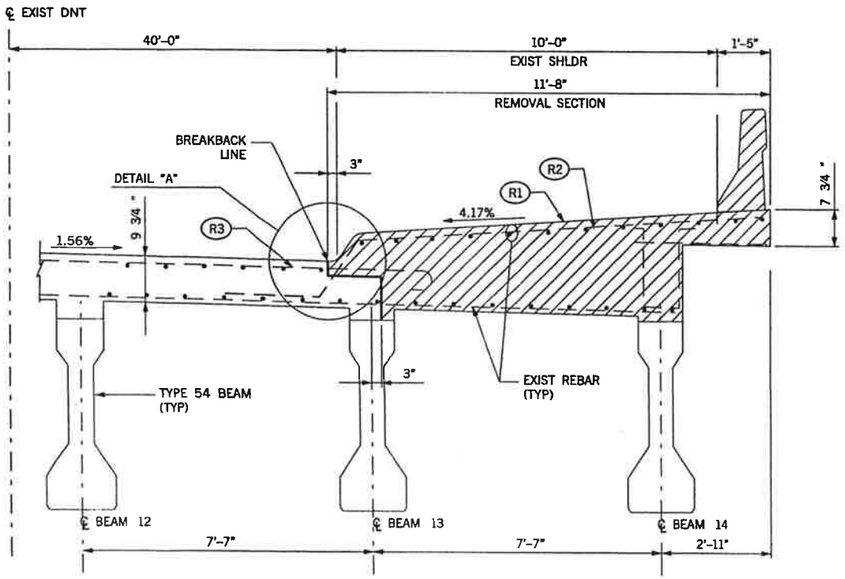
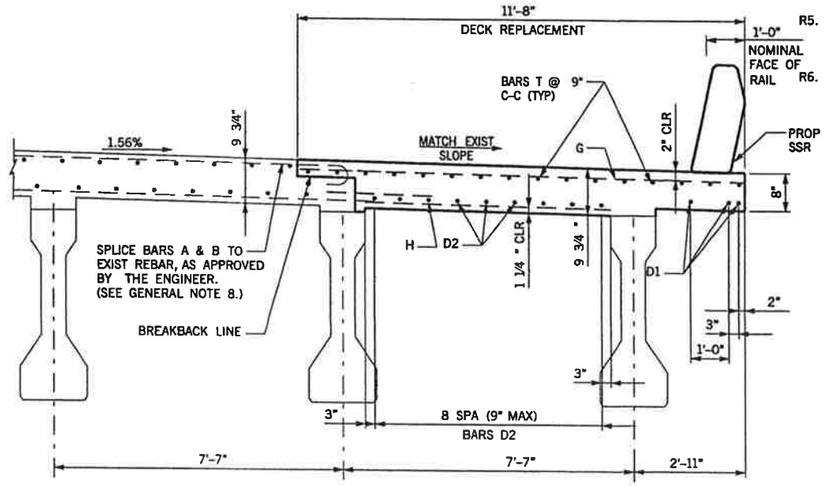


THICKENED SLAB REMOVAL DETAIL

SCALE: 1/4" = 1'-0"



THICKENED SLAB REPLACEMENT DETAIL

SCALE: 1/4" = 1'-0"

CONSTRUCTION NOTES:

C1. CONTRACTOR MUST PROVIDE ADEQUATE MEANS OF PROTECTING THE EXISTING BRIDGE FROM DAMAGE DURING REMOVAL STAGE.

C2. CONTRACTOR MUST SUBMIT REMOVAL PLAN FOR APPROVAL BY THE ENGINEER. THE REMOVAL PLAN SHALL INCLUDE DETAILS SHOWING PROTECTION FOR ALL STRUCTURES, APPURTENANCES AND PEDESTRIAN/VEHICULAR TRAFFIC. ADDITIONALLY, THE PLAN SHALL DESCRIBE REMOVAL MEANS AND METHODS THAT WILL PROTECT THE INTEGRITY OF THE EXISTING STRUCTURE.

C3. INTERIOR DIAPHRAMS TO REMAIN IN PLACE DURING THE REMOVAL PHASE, UNLESS ADDITIONAL BRACING IS PROVIDED. BRACE EXTERIOR BEAM DURING THE SLAB REMOVAL AND REPLACEMENT PROCESS. FOR ADDITIONAL INFORMATION, SEE TXDOT STANDARD DRAWING "MINIMUM ERECTION AND BRACING REQUIREMENTS:, MEBR (C). AFTER STAGE 1 REMOVAL, CONTRACTOR MUST VERIFY THAT EXISTING BEAMS REMAIN PLUMB PRIOR TO PLACEMENT OF PROPOSED BRIDGE SLAB.

C4. ALL APPURTENANCES (INCLUDING TRAFFIC SIGNALS, ILLUMINATION, ETC.), WITHIN THE WORK ZONE, SHALL REMAIN IN OPERATION AND PROTECTED FROM DAMAGE DURING CONSTRUCTION.

C5. REMOVE 3" OF EXISTING CONCRETE OR TO TOP OF PRECAST PANEL, WHICHEVER IS LESS. CONTRACTOR IS TO USE CARE NOT TO DAMAGE EXISTING REINFORCEMENT, PRECAST PANEL OR CONCRETE TO REMAIN IN PLACE. ANY PORTION DAMAGED BY THE CONTRACTOR SHALL BE REPLACED BY THE CONTRACTOR AT THE CONTRACTOR'S EXPENSE. ANY REINFORCING STEEL DAMAGED, CUT OR BROKEN BY THE CONTRACTOR'S OPERATIONS OR SECTION LOSS DUE TO CORROSION GREATER THAN 25%, SHALL BE RESTORED WITH NEW BARS OF THE SAME SIZE BY LAPPING OR WELDING AS DIRECTED BY THE ENGINEER.

C6. ALL NEW REINFORCING TO BE EPOXY COATED..

C7 APPLY TYPE V EPOXY ADHESIVE CONFORMING TO DMS-6100, TO ALL EXPOSED SURFACE ALONG BREAK LINES PRIOR TO PLACING NEW CONCRETE.

C8 THE CONTRACTOR MAY SPLICE EXISTING BRIDGE SLAB REINFORCING BY LAP SPLICE OR USING MECHANICAL COUPLING DEVICES (IN ACCORDANCE WITH CURRENT SPECIAL PROVISION (440-005) TO ITEM 440, " REINFORCING STEEL") THE COUPLER SHALL DEVELOP IN TENSION AT LEAST 125% OF THE SPECIFIED YIELD STRENGTH OF THE REINFORCING BAR. IN AREAS WHERE SPLICE/COUPLING CAN NOT BE USED. THE CONTRACTOR SHALL USE RESIN ANCHORED DOWEL BARS AS APPROVED BY THE ENGINEER.

REMOVAL DETAIL NOTES:

R1. REMOVE HATCHED PORTION OF EXISTING BRIDGE SLAB, RAISED SHOULDER AND RAILING.

R2. EXISTING TOP REBAR TO BE REMOVED FLUSH WITH BREAKBACK LINE.

R3. CLEAN AND STRAIGHTEN EXISTING REINFORCING STEEL. SEE CONSTRUCTION NOTE C5.

R4. CLEAN AND EXTEND EXISTING REINFORCING STEEL A MINIMUM OF 1'-9" INTO NEW CONSTRUCTION. SEE CONSTRUCTION NOTE C5.

R5. PRIOR TO BREAKING BACK OF EXISTING STRUCTURE, SAW CUT VERTICAL JOINT TO A DEPTH OF 1/2" FULL LENGTH OF SLAB, ALONG REMOVAL LINE.

R6. NEAT CUTTING AND REMOVAL OF EXISTING ARMOR JOINT SHALL BE CONSIDERED SUBSIDIARY TO PAYMENT ITEM 442 "STRUCTURAL STEEL (ARMOR JOINT) (WITH SEAL)".

Frank H. Olshefski 9/27/05

STATE OF TEXAS
FRANK H. OLSHEFSKI
61292
PROFESSIONAL ENGINEER

NO.	DATE	REVISION	APPROV.

DALLAS NORTH TOLLWAY

NTTA
NORTH TEXAS TOLLWAY AUTHORITY

DECK REPLACEMENT DETAILS
SPRING VALLEY OVERPASS
SHOULDER REPLACEMENT
SPAN 3

PATE ENGINEERS
12333 N.W. Freeway, Suite 300 Houston, Tx. Phone/713-462-8178

STM #7 & #8
PLAN SET A

DRAWN KMH DATE 09-02-05
CHECKED RR DATE 09-02-05
DESIGNED DD DATE 09-02-05
SCALE

CONTRACT NO. 02039-DNT-02-CN-EN A164 OF A247

Sheet 5 of 8

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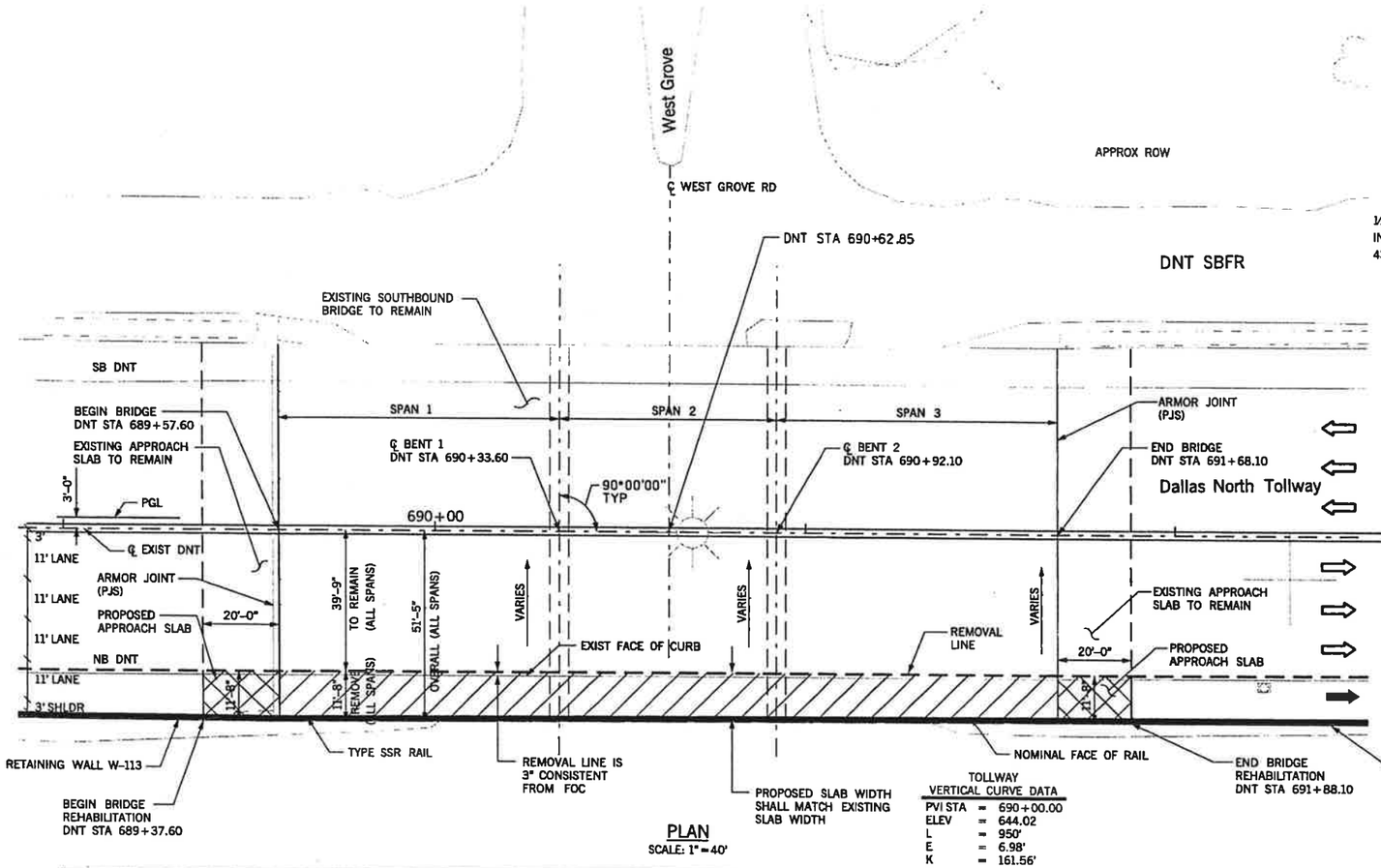
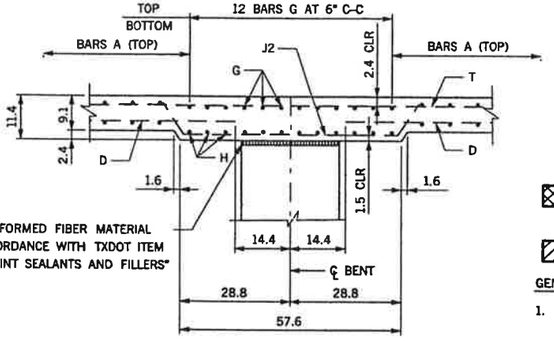


PLAN
SCALE: 1" = 40'

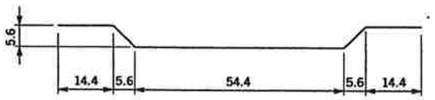
TOLLWAY VERTICAL CURVE DATA

PVI STA	=	690+00.00
ELEV	=	644.02
L	=	950'
E	=	6.98'
K	=	161.56'

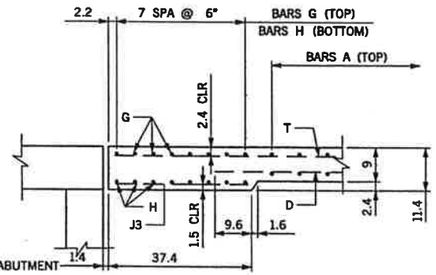


1/2" PREFORMED FIBER MATERIAL IN ACCORDANCE WITH TXDOT ITEM 433 "JOINT SEALANTS AND FILLERS"

SLAB AT ℄ BENTS DETAIL
NTS

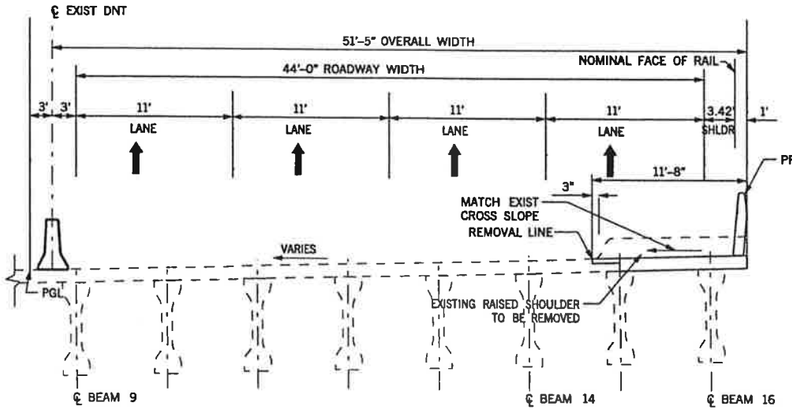


BAR J2
NTS

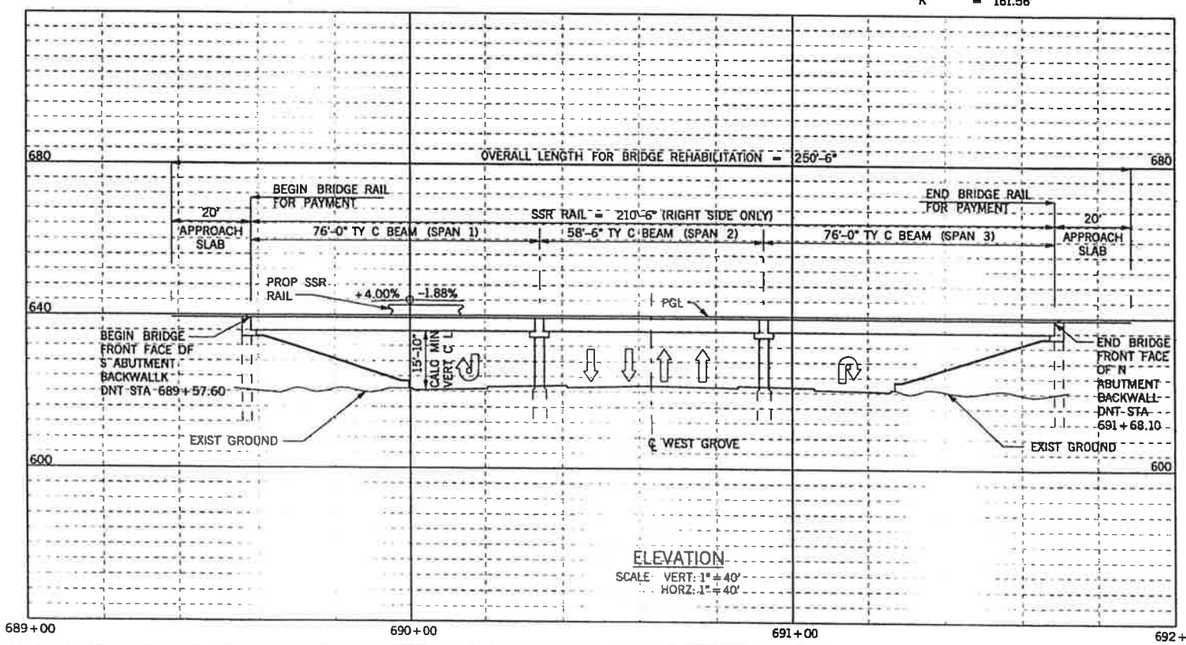


FRONT FACE ABUTMENT BACKWALL

THICKENED SLAB END DETAIL
NTS



PROPOSED TYPICAL SECTION SPANS 1, 2 & 3
NTS



ELEVATION
SCALE: VERT: 1" = 40'
HORZ: 1" = 40'

0 20 40 60 80
SCALE IN FEET

LEGEND

EXTEND EXISTING APPROACH SLAB

REMOVE AND REPLACE EXISTING BRIDGE DECK

GENERAL NOTES:

1. DESIGN ACCORDING TO AASHTO 2002 STANDARD AND CURRENT INTERIM SPECIFICATIONS.
2. CONCRETE STRENGTH f'c=4000 psi.
3. CHAMFER ALL EXPOSED EDGES 3/4" UNLESS OTHERWISE NOTED.
4. ALL REINFORCING STEEL SHALL BE GRADE 60.
5. HORIZONTAL DIMENSIONS ARE SHOWN AND LENGTHS MUST BE CORRECTED FOR GRADE OR CROSS SLOPE WHERE APPROPRIATE.
6. THE PROPOSED PLANS ARE BASED ON INFORMATION CONTAINED IN THE AS-BUILT PLANS. STATIONS, BEARINGS GRADES AND CERTAIN DIMENSIONS GIVEN ARE FROM ORIGINAL PLANS AND ARE FOR REFERENCE ONLY. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO VERIFY ACTUAL FIELD CONDITIONS. ANY MODIFICATIONS TO THE PROPOSED PLANS MUST BE APPROVED BY THE ENGINEER.
7. BAR LAPS WHERE REQUIRED SHALL BE AS FOLLOWS:
   UNCOATED: #4 = 1'-5"
   #5 = 1'-9"
8. THE CONTRACTOR MAY SPLICE EXISTING BRIDGE SLAB REBAR BY LAP SPLICING (SEE NOTE 5) OR USING MECHANICAL COUPLING DEVICES (IN ACCORDANCE WITH CURRENT SPECIAL PROVISION (440-005) TO ITEM 440, "REINFORCING STEEL") THE COUPLER SHALL DEVELOP IN TENSION AT LEAST 125% OF THE SPECIFIED YIELD STRENGTH OF THE REINFORCING BAR.
9. SEE RETAINING WALL DETAILS SHEET FOR ADDITIONAL INFORMATION.
10. SEE STANDARD BAS-94 (MOD) FOR ADDITIONAL APPROACH SLAB INFORMATION.
11. SEE TXDOT STANDARD AJ FOR ADDITIONAL ARMOR JOINT INFORMATION.
12. EXISTING ARMOR JOINTS AT ABUTMENTS SHALL BE CLEANED AND SEALED IN ACCORDANCE WITH ITEM 438 "CLEAN AND SEAL EXISTING JOINTS"

Frank H. Olshefski 9/27/05

STATE OF TEXAS
FRANK H. OLSHEFSKI
61292
PROFESSIONAL ENGINEER

NO.	DATE	REVISION	APPROV.

DALLAS NORTH TOLLWAY

NTTA
NORTH TEXAS TOLLWAY AUTHORITY

PARTIAL BRIDGE LAYOUT
DNT OVERPASS AT
WEST GROVE DRIVE

PATE ENGINEERS
15333 N.W. Freeway, Suite 350 Houston, Tx. Phone 713-462-3674

STM #7 & #8
PLAN SET A

DRAWN KMH DATE 09-02-05
CHECKED RR DATE 09-02-05
DESIGNED DD DATE 09-02-05
SCALE 1" = 40'

CONTRACT NO. 02039-DNT-02-CN-EN A168 OF A247

Sheet 1 of 4

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9/27/2005
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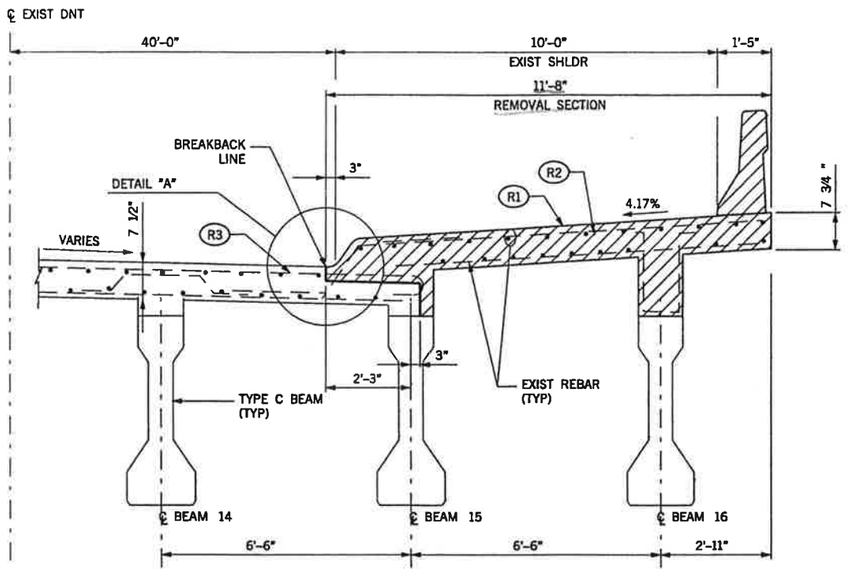
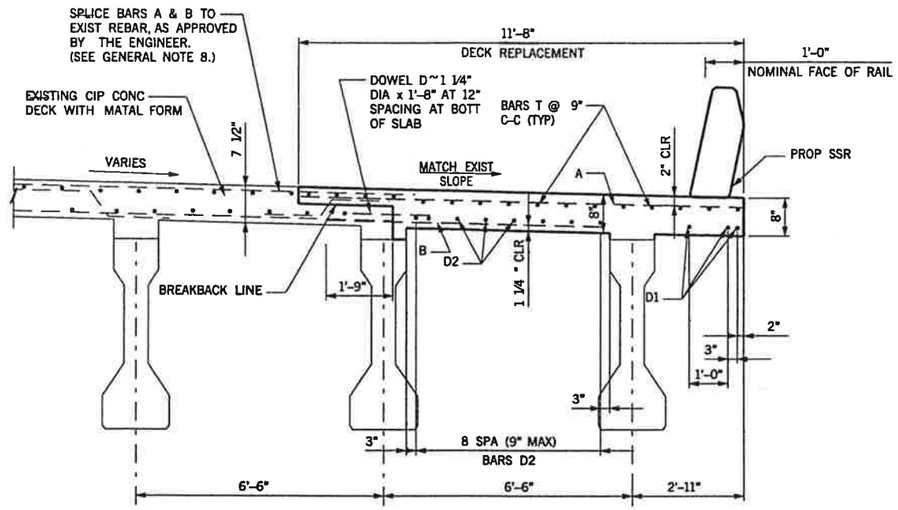


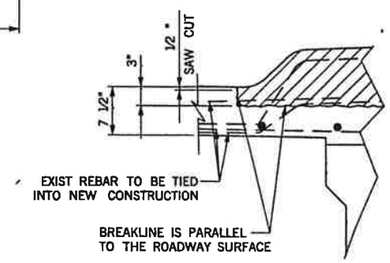
TYPICAL SLAB REMOVAL DETAIL

SCALE: 1/4" = 1'-0"



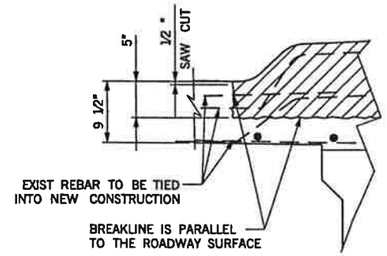
TYPICAL SLAB REPLACEMENT DETAIL

SCALE: 1/4" = 1'-0"



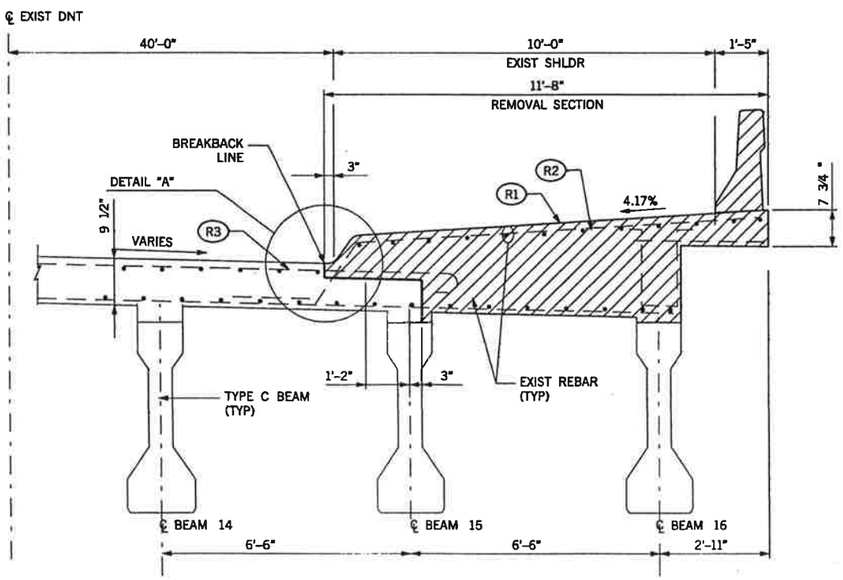
DETAIL "A"

NTS



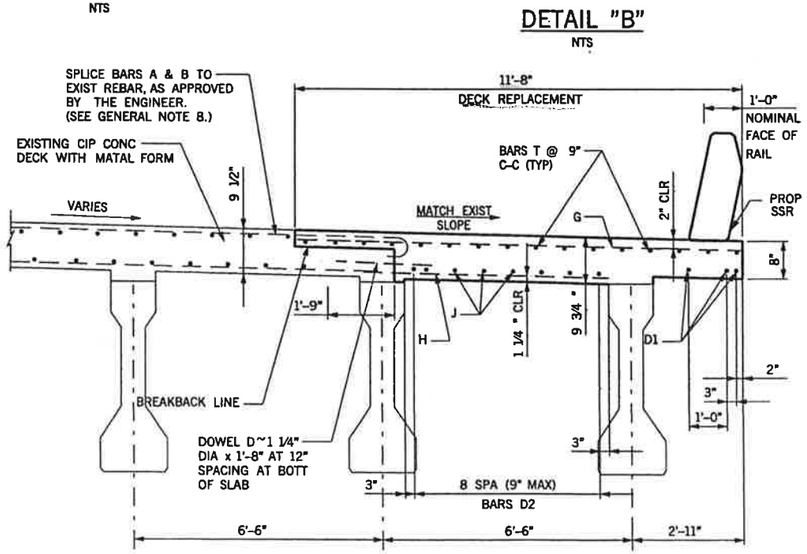
DETAIL "B"

NTS



THICKENED SLAB REMOVAL DETAIL

SCALE: 1/4" = 1'-0"



THICKENED SLAB REPLACEMENT DETAIL

SCALE: 1/4" = 1'-0"

CONSTRUCTION NOTES:

C1. CONTRACTOR MUST PROVIDE ADEQUATE MEANS OF PROTECTING THE EXISTING BRIDGE FROM DAMAGE DURING REMOVAL STAGE.

C2. CONTRACTOR MUST SUBMIT REMOVAL PLAN FOR APPROVAL BY THE ENGINEER. THE REMOVAL PLAN SHALL INCLUDE DETAILS SHOWING PROTECTION FOR ALL STRUCTURES, APPURTENANCES AND PEDESTRIAN/VEHICULAR TRAFFIC. ADDITIONALLY, THE PLAN SHALL DESCRIBE REMOVAL MEANS AND METHODS THAT WILL PROTECT THE INTEGRITY OF THE EXISTING STRUCTURE.

C3. INTERIOR DIAPHRAMS TO REMAIN IN PLACE DURING THE REMOVAL PHASE, UNLESS ADDITIONAL BRACING IS PROVIDED. BRACE EXTERIOR BEAM DURING THE SLAB REMOVAL AND REPLACEMENT PROCESS. FOR ADDITIONAL INFORMATION, SEE TXDOT STANDARD DRAWING "MINIMUM ERECTION AND BRACING REQUIREMENTS:, MEBR (C). AFTER STAGE 1 REMOVAL, CONTRACTOR MUST VERIFY THAT EXISTING BEAMS REMAIN PLUMB PRIOR TO PLACEMENT OF PROPOSED BRIDGE SLAB.

C4. ALL APPURTENANCES (INCLUDING TRAFFIC SIGNALS, ILLUMINATION, ETC.), WITHIN THE WORK ZONE, SHALL REMAIN IN OPERATION AND PROTECTED FROM DAMAGE DURING CONSTRUCTION.

C5. REMOVE 3" OF EXISTING CONCRETE OR TO TOP OF PRECAST PANEL, WHICHEVER IS LESS. CONTRACTOR IS TO USE CARE NOT TO DAMAGE EXISTING REINFORCEMENT, PRECAST PANEL OR CONCRETE TO REMAIN IN PLACE. ANY PORTION DAMAGED BY THE CONTRACTOR SHALL BE REPLACED BY THE CONTRACTOR AT THE CONTRACTOR'S EXPENSE. ANY REINFORCING STEEL DAMAGED, CUT OR BROKEN BY THE CONTRACTOR'S OPERATIONS OR SECTION LOSS DUE TO CORROSION GREATER THAN 25%, SHALL BE RESTORED WITH NEW BARS OF THE SAME SIZE BY LAPPING OR WELDING AS DIRECTED BY THE ENGINEER.

C6. ALL NEW REINFORCING TO BE EPOXY COATED.

C7 APPLY TYPE V EPOXY ADHESIVE CONFORMING TO DMS-6100, TO ALL EXPOSED SURFACE ALONG BREAK LINES PRIOR TO PLACING NEW CONCRETE.

C8 THE CONTRACTOR MAY SPLICE EXISTING BRIDGE SLAB REINFORCING BY LAP SPLICE OR USING MECHANICAL COUPLING DEVICES (IN ACCORDANCE WITH CURRENT SPECIAL PROVISION (440-005) TO ITEM 440, " REINFORCING STEEL") THE COUPLER SHALL DEVELOP IN TENSION AT LEAST 125% OF THE SPECIFIED YIELD STRENGTH OF THE REINFORCING BAR. IN AREAS WHERE SPLICE/COUPLING CAN NOT BE USED, THE CONTRACTOR SHALL USE RESIN ANCHORED DOWEL BARS AS APPROVED BY THE ENGINEER.

REMOVAL DETAIL NOTES:

R1. REMOVE HATCHED PORTION OF EXISTING BRIDGE SLAB, RAISED SHOULDER AND RAILING.

R2. EXISTING TOP REBAR TO BE REMOVED FLUSH WITH BREAKBACK LINE.

R3. CLEAN AND STRAIGHTEN EXISTING REINFORCING STEEL. SEE CONSTRUCTION NOTE C5.

R4. CLEAN AND EXTEND EXISTING REINFORCING STEEL A MINIMUM OF 1'-9" INTO NEW CONSTRUCTION. SEE CONSTRUCTION NOTE C5.

R5. PRIOR TO BREAKING BACK OF EXISTING STRUCTURE, SAW CUT VERTICAL JOINT TO A DEPTH OF 1/2" FULL LENGTH OF SLAB, ALONG REMOVAL LINE.

R6. NEAT CUTTING AND REMOVAL OF EXISTING ARMOR JOINT SHALL BE CONSIDERED SUBSIDIARY TO PAYMENT ITEM 442 "STRUCTURAL STEEL (ARMOR JOINT) (WITH SEAL)".

R7. PERMANENT METAL DECK FROM (PMDF) SHALL BE REMOVED W/THE REMOVED DECK CONCRETE COMPLETELY.

Frank H. Olshefski 9/27/05

STATE OF TEXAS
FRANK H. OLSHEFSKI
61292
PROFESSIONAL ENGINEER

NO.	DATE	REVISION	APPROV.

DALLAS NORTH TOLLWAY

NTTA
NORTH TEXAS TOLLWAY AUTHORITY

DECK REPLACEMENT DETAILS
WEST GROVE DRIVE OVERPASS
SHOULDER REPLACEMENT

PATE ENGINEERS
12880 N.W. Freeway, Suite 860 Houston, Tx. Phone 713-462-3178

STM #7 & #8
PLAN SET A

DRAWN KMH DATE 09-02-05
CHECKED RR DATE 09-02-05
DESIGNED DD DATE 09-02-05
SCALE

CONTRACT NO. 02039-DNT-02-CN-EN A169 OF A247

Sheet 2 of 4

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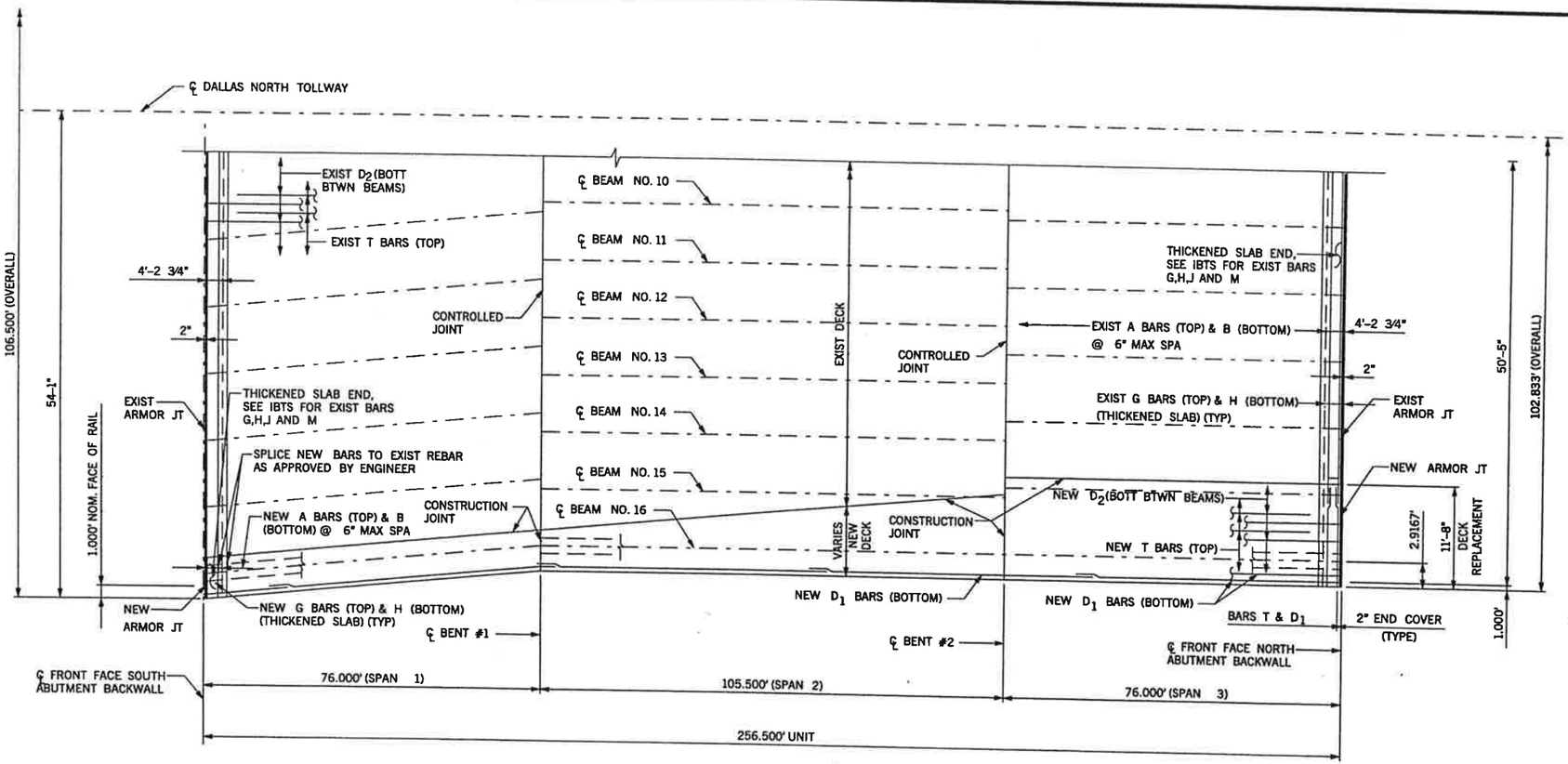
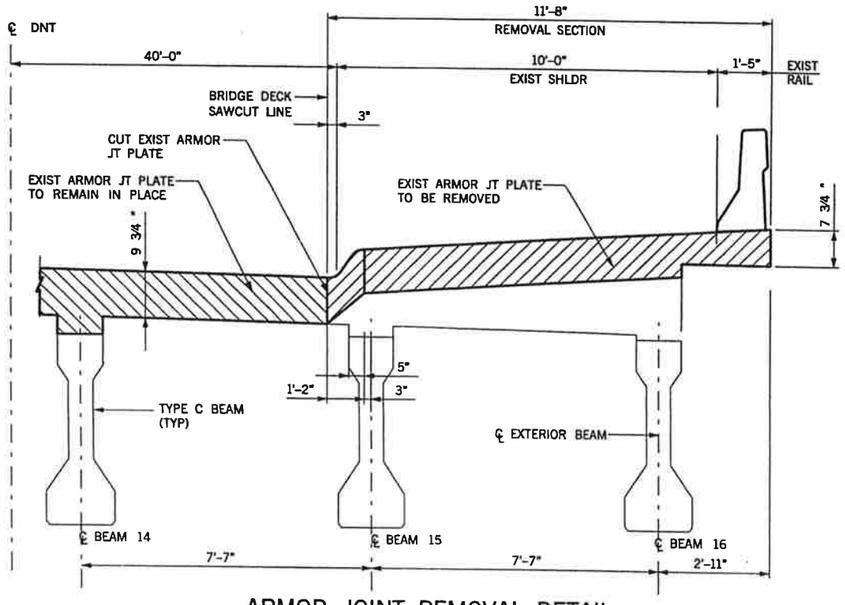
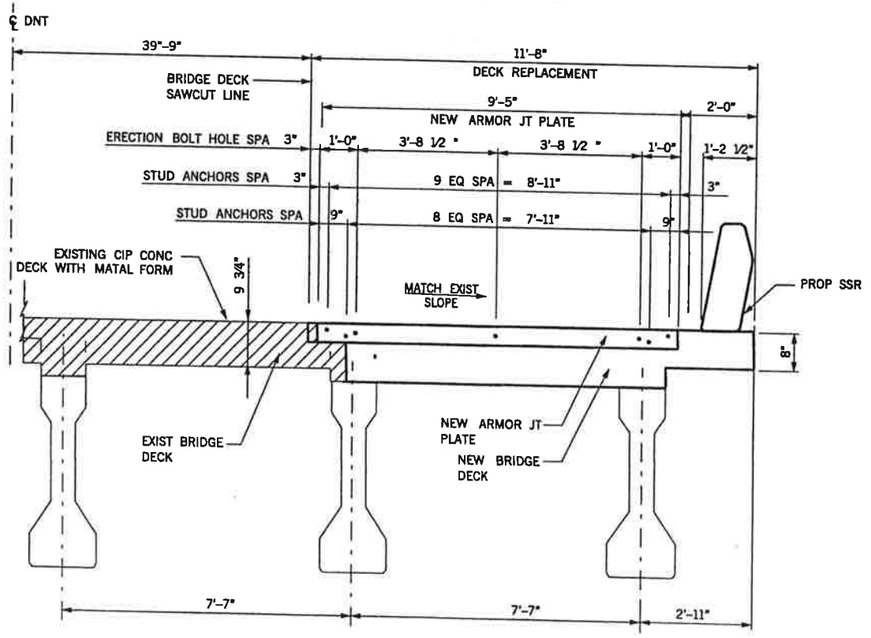




ARMOR JOINT REMOVAL DETAIL

SCALE: 1/4" = 1'-0"



ARMOR JOINT REPLACEMENT DETAIL

SCALE: 1/4" = 1'-0"

TABLE OF ESTIMATED QUANTITIES

SPAN	REINF CONCRETE SLAB	CLASS "S" CONCRETE	TOTAL REINF STEEL	STRUC STEEL (ARMOR JOINT)
	SF	CY	Lb	Lb
1	355	8.5	2307	?
2	621	14.9	4036	0
3	887	21.2	5766	?
TOTAL	1863	44.6	12109	?

BAR TABLE

BAR	SIZE
A	#5
B	#5
D, D1, D2	#5
G	#5
H	#5
J	#5
M	#5
T	#4

LENGTH SHOWN IS BOTTOM BEAM FLANGE LENGTH WITH ADJUSTMENT MADE FOR BEAM SLOPE.

LENGTH SHOWN IS BOTTOM BEAM FLANGE LENGTH WITH ADJUSTMENT MADE FOR BEAM SLOPE.

GENERAL NOTES:

1. DESIGNED ACCORDING TO AASHTO 2002 STANDARD AND CURRENT INTERIM SPECIFICATIONS.
2. SEE IBTS STANDARD FOR THICKENED SLAB END DETAILS AND QUANTITY ADJUSTMENTS.
3. SEE PCP STANDARD FOR DETAILS AND QUANTITY ADJUSTMENTS IF EITHER OF THESE OPTIONS ARE USED.
4. ALL REINFORCING STEEL SHALL BE GRADE 60. CONCRETE STRENGTH F'C = 4,000 PSI. BAR LAPS WHERE REQUIRED, SHALL BE AS FOLLOWS:
   UNCOATED = #4 = 1'-5"
   #5 = 1'-9"
5. ALL NEW REINFORCING TO BE EPOXY COATED.

Frank H. Olshefski 9/27/05

STATE OF TEXAS
FRANK H. OLSHEFSKI
61292
PROFESSIONAL ENGINEER

NO.	DATE	REVISION	APPROV.

DALLAS NORTH TOLLWAY

NTTA
NORTH TEXAS TOLLWAY AUTHORITY

PRE STRESSED CONCRETE
I-BM SPAN (TYPE C)
WEST GROVE OVERPASS
SHOULDER REPLACEMENT

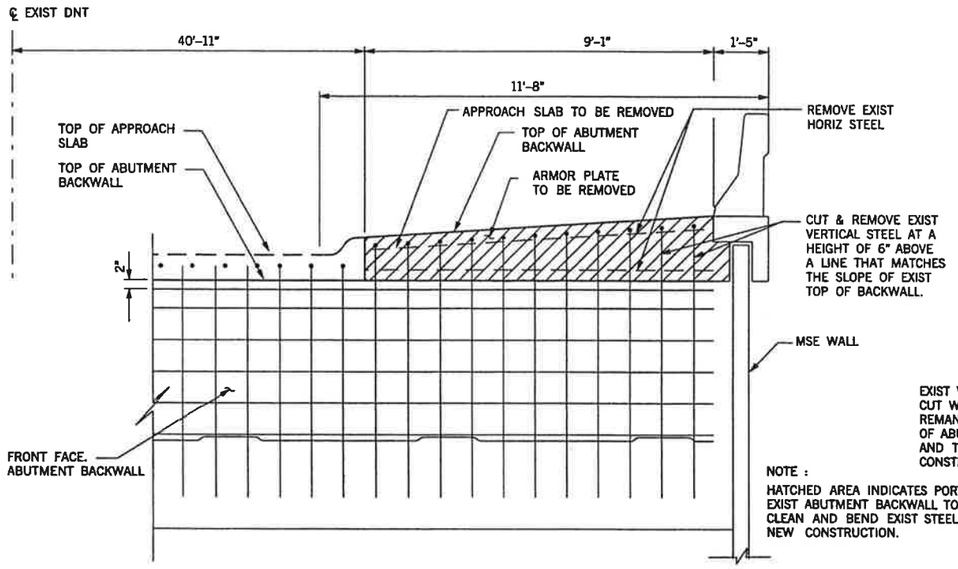
PATE ENGINEERS
15333 JFM, Fwy, Suite 300 Houston, Tx. Phone 713-462-3178

STM #7 & #8
PLAN SET A

DRAWN KMH DATE 09-02-05
CHECKED RR DATE 09-02-05
DESIGNED DD DATE 09-02-05
SCALE

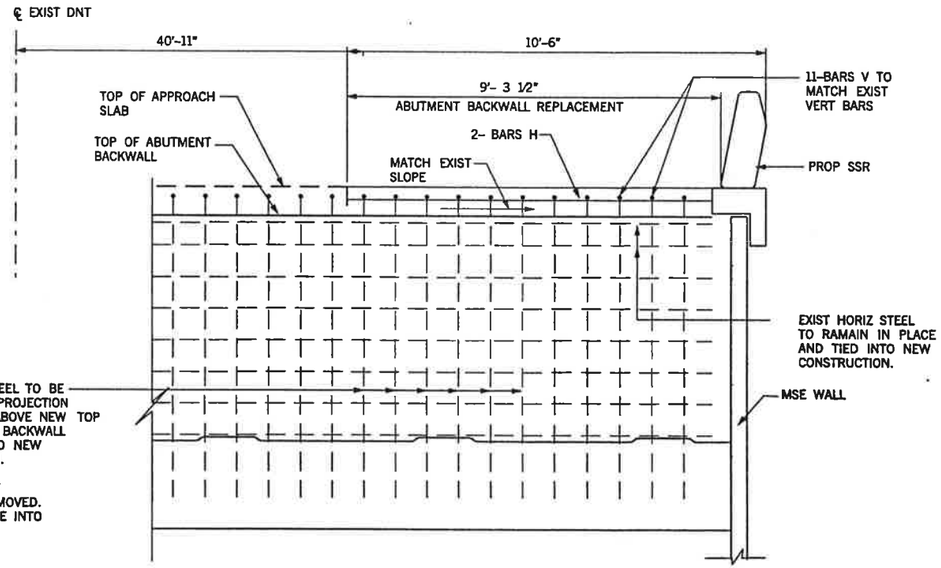
CONTRACT NO. 02039-DNT-02-CN-EN A170 OF A247

Sheet 3 of 4



ABUTMENT BACKWALL REMOVAL DETAIL

NTS



ABUTMENT BACKWALL REPLACEMENT DETAIL

NTS

Frank H. Olshefski 9/27/05

STATE OF TEXAS
FRANK H. OLSHEFSKI
61292
PROFESSIONAL ENGINEER

NO.	DATE	REVISION	APPROV.

DALLAS NORTH TOLLWAY

NTTA
NORTH TEXAS TOLLWAY AUTHORITY

ABUTMENT MODIFICATION DETAILS
WEST GROVE OVERPASS
SHOULDER REPLACEMENT

PATE ENGINEERS
13333 N.W. Freeway, Suite 300 Houston, Tx. Phone 713-462-3578

STM #7 & #8
PLAN SET A

DRAWN KMH DATE 09-02-05
CHECKED RR DATE 09-02-05
DESIGNED DD DATE 09-02-05
SCALE

CONTRACT NO. 02039-ONT-02-CN-EN A171 OF A247

Sheet 4 of 4

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SCALE IN FEET

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ROADWAY PLAN
SHEET 1 OF 11

ROADWAY PLAN
SHEET 2 OF 11

ROADWAY PLAN
SHEET 3 OF 11

ADDISON

℄ DALLAS NORTH TOLLWAY

DALLAS PKWY

570+00
575+00
580+00
585+00
590+00
595+00
600

MATCH LINE STA 600+00.00

BEGIN PROJECT 02040-DNT-02-CN-EN, PLAN SET A
BEGIN SAFETY ENHANCEMENT 1
STA 577+84.04

BEGIN S.B. BELTLINE ENTRANCE RAMP
BARRIER LINEAR DELINEATION
SYSTEM (CB)
STA 597+47.00

BEGIN N.B. DNT
BARRIER LINEAR DELINEATION
SYSTEM (CB)
STA 594+73.00

DALLAS

CONSTRUCTION AREA

STATE OF TEXAS
BRIAN C. CLARK
94598
LICENSED
PROFESSIONAL ENGINEER
09/26/05

NO.	DATE	REVISION	APPROV.

DALLAS NORTH TOLLWAY

NTTA
NORTH TEXAS TOLLWAY AUTHORITY

PROJECT LAYOUT

BEGIN PROJECT TO STA. 600+00

SHEET 1 OF 3

PBSJ

STM 4 & 5
PLAN SET A

DRAWN AJG DATE 5-27-04
CHECKED KHS DATE 7-2-04
DESIGNED BCC DATE 3-24-05
SCALE 1"=200'

CONTRACT NO. 02040-DNT-02-CN-EN SHEET A3 OF A20

02040

9/23/2005 10:40:39 AM

9/23/2005
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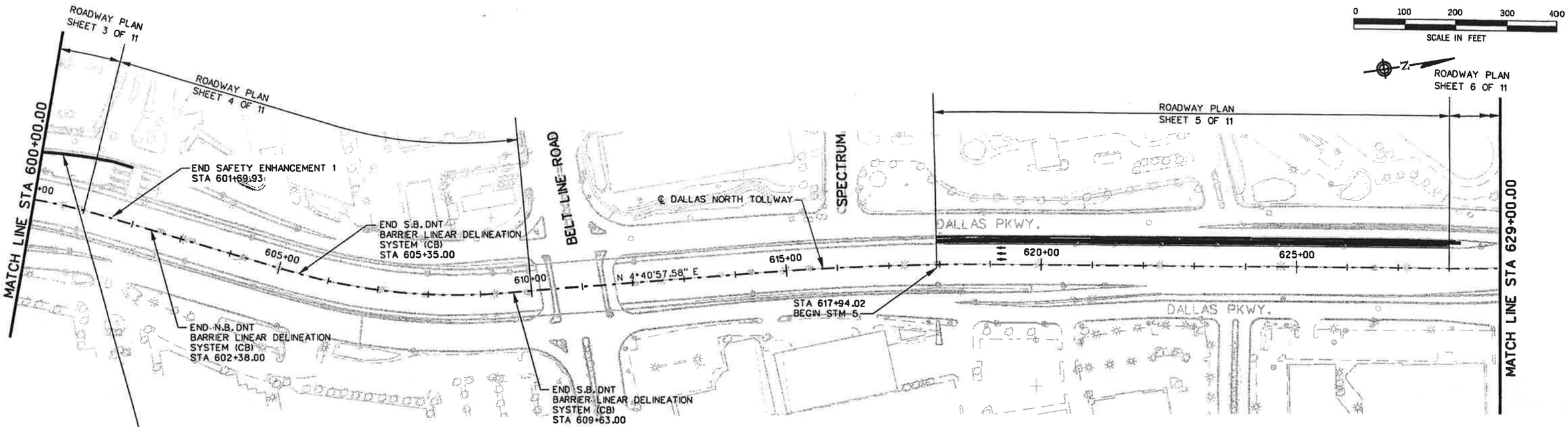
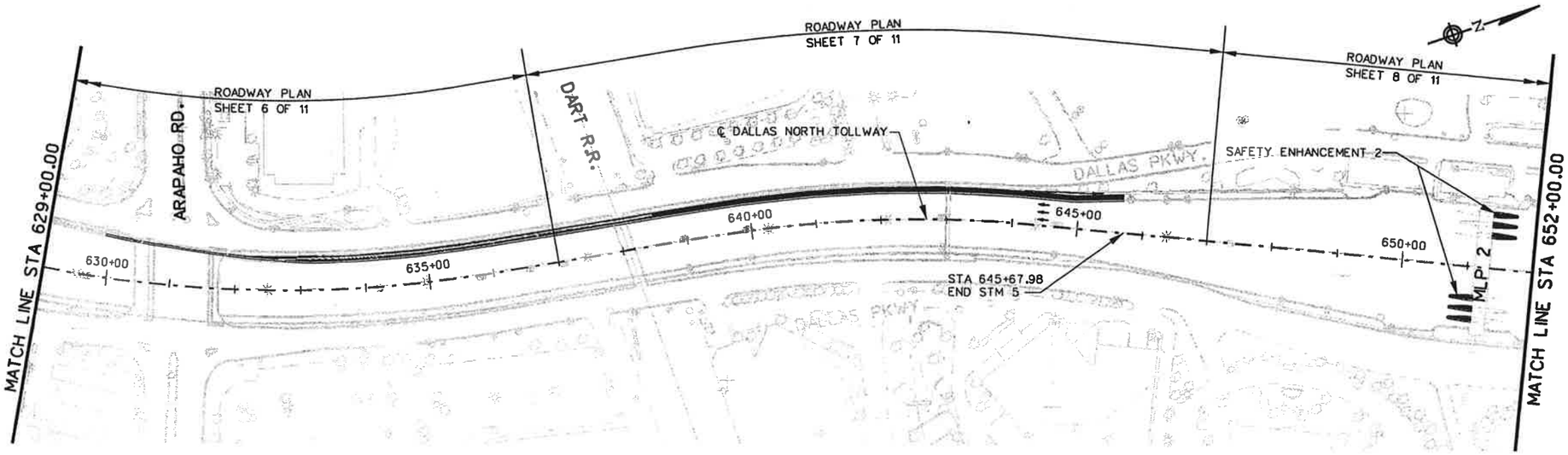
P:\52050401\DNT-STM_CIF231\Sheets\Paving Plans\d07bpl02.dgn





CONSTRUCTION AREA

STATE OF TEXAS
BRIAN C. CLARK
94598
LICENSED
PROFESSIONAL ENGINEER
09/26/05

NO.	DATE	REVISION	APPROV.

DALLAS NORTH TOLLWAY

NTTA
NORTH TEXAS TOLLWAY AUTHORITY

PROJECT LAYOUT

STA. 600+00 TO STA. 652+00

SHEET 2 OF 3

PBSJ

STM 4 & 5
PLAN SET A

DRAWN AJG DATE 5-27-04
CHECKED KHS DATE 7-2-04
DESIGNED MRM DATE 6-29-04
SCALE 1"=200'

CONTRACT NO. 02040-DNT-02-CN-EN SHEET A4 OF A200

8/31/2005 1:45:20 PM

8/31/2005
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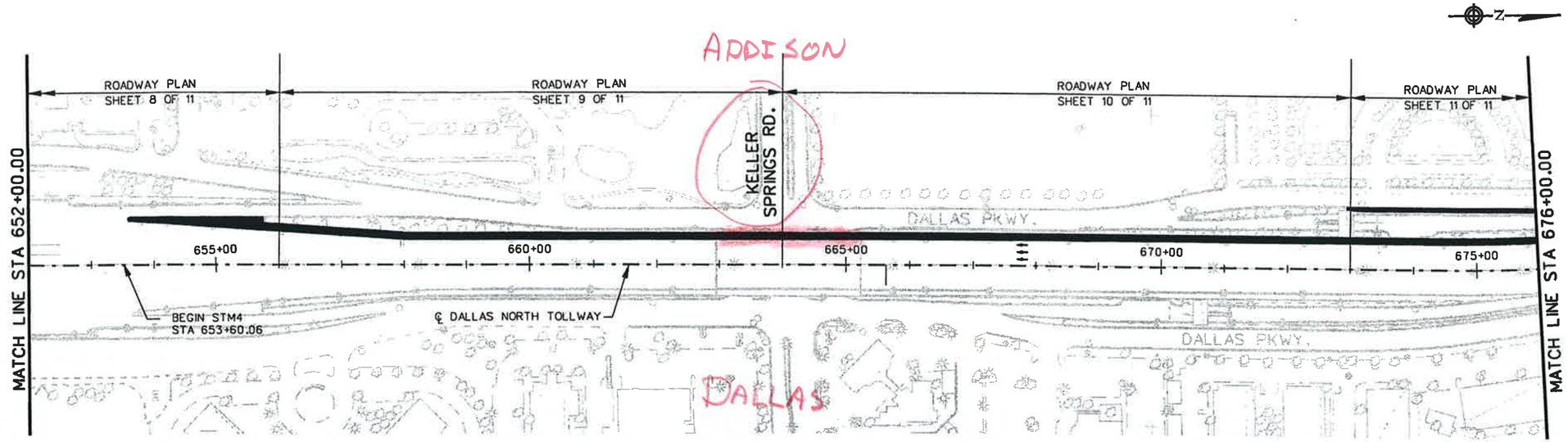
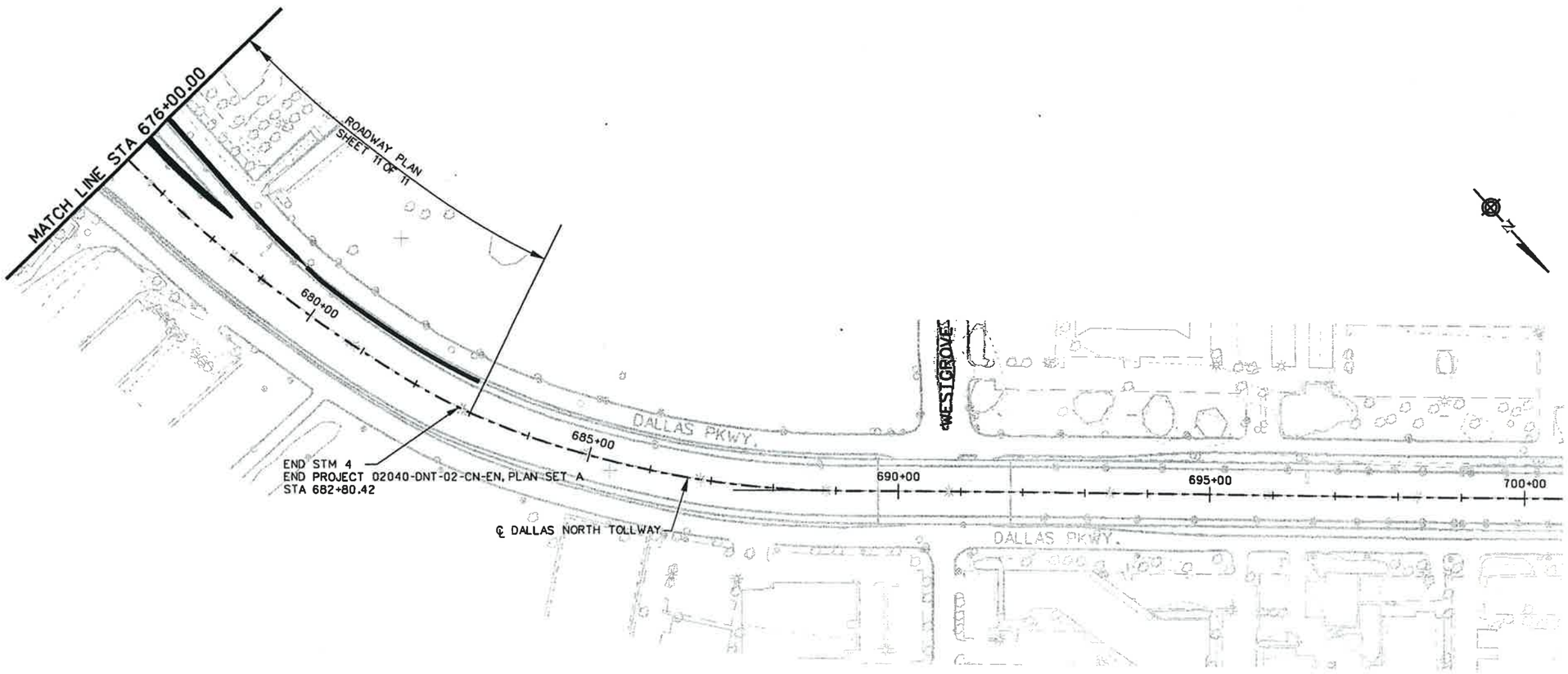
SCALE IN FEET





CONSTRUCTION AREA

STATE OF TEXAS
BRIAN C. CLARK
94598
LICENSED PROFESSIONAL ENGINEER
09/26/05

NO.	DATE	REVISION	APPROV.

DALLAS NORTH TOLLWAY

NTTA
NORTH TEXAS TOLLWAY AUTHORITY

PROJECT LAYOUT
STA. 652+00 TO END PROJECT

SHEET 3 OF 3

PBSJ

STM 4 & 5
PLAN SET A

DRAWN MJB DATE 6-30-04
CHECKED JFD DATE 7-07-04
DESIGNED MJB DATE 6-30-04
SCALE 1"=40'

CONTRACT NO. 02040-DNT-02-CN-EN SHEET A5 OF A200

9232005 10:40:59 AM

9232005
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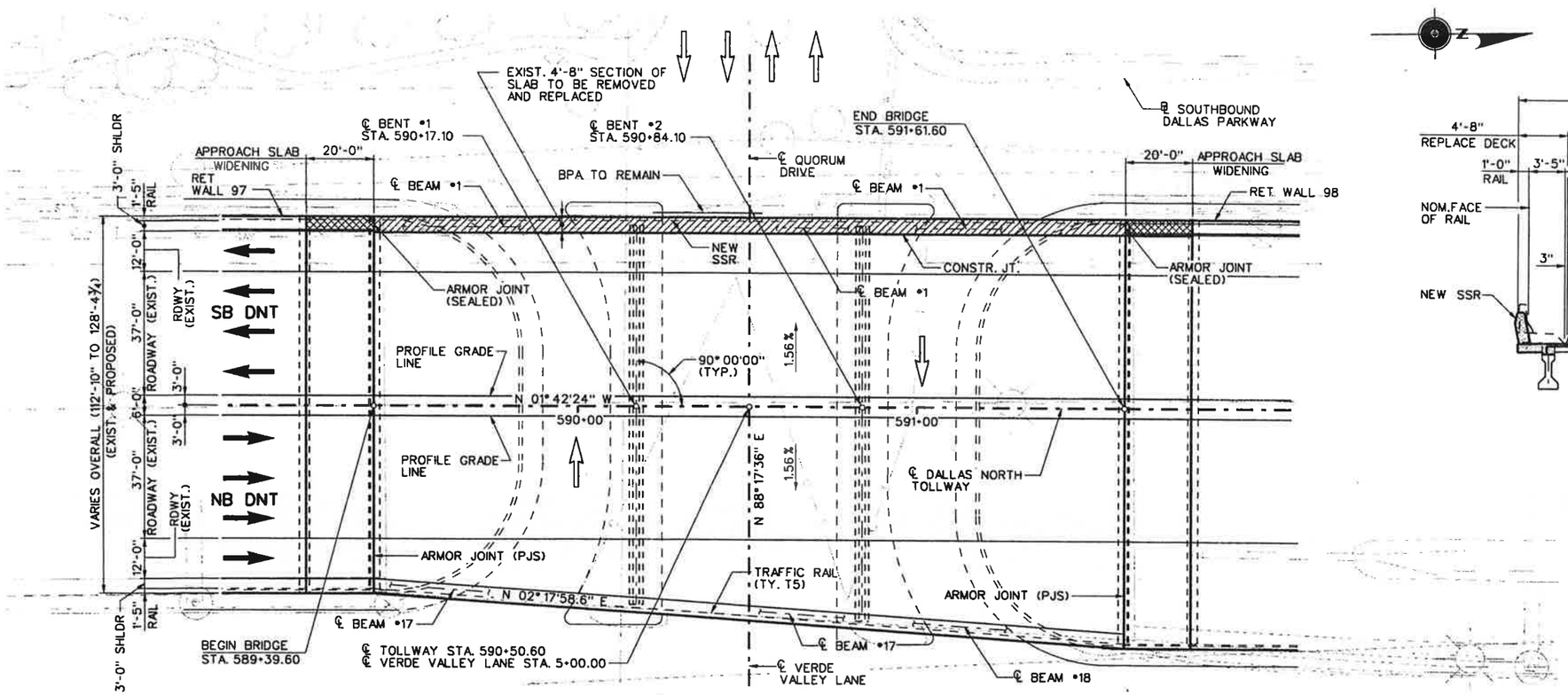
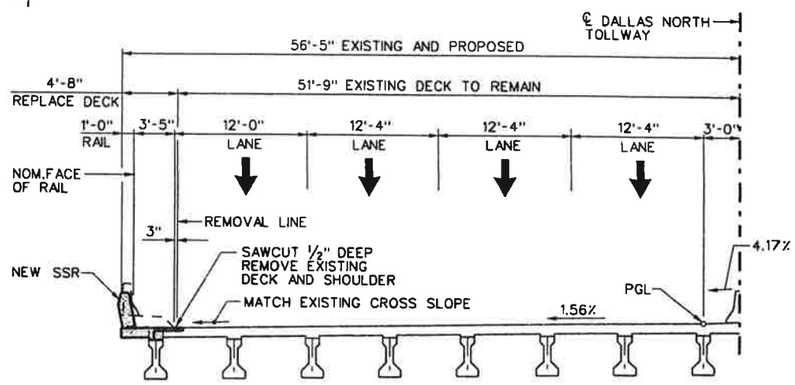


PLAN
SCALE: 1"=40'- 0"



PROPOSED SECTION

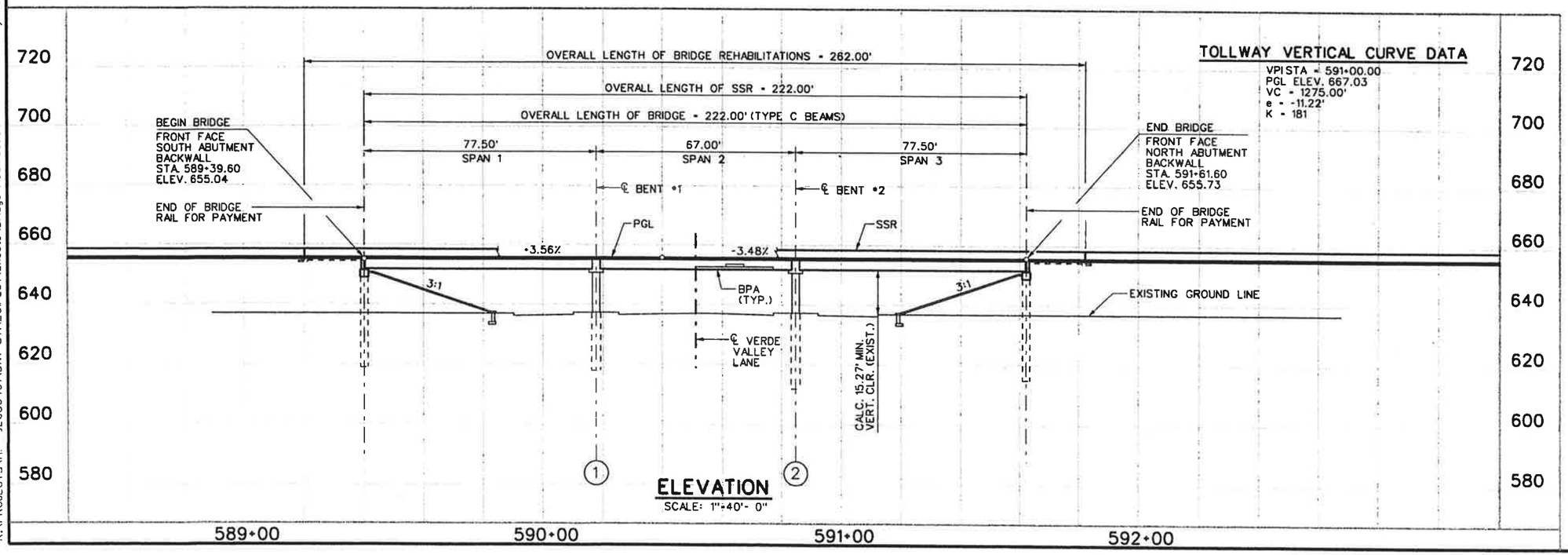
GENERAL NOTES

DESIGNED ACCORDING TO AASHTO 2002 STANDARD AND CURRENT INTERIM SPECIFICATIONS FOR HS20-44 OR ALTERNATE MILITARY LOADING.

HORIZONTAL DIMENSIONS ARE SHOWN AND LENGTHS MUST BE CORRECTED FOR GRADE OR CROSS SLOPE WHERE APPROPRIATE.

STATIONS, BEARINGS, GRADES AND CERTAIN DIMENSIONS GIVEN ARE FROM ORIGINAL PLANS AND ARE FOR REFERENCE ONLY. THE INTENT IS TO REMOVE 4'-8" (NOMINALLY) OF THE EXISTING RAISED SHOULDER AND CURB, AND REPLACE WITH NEW BRIDGE DECK MATCHING THE EXISTING DECK CROSS SLOPE. CONTRACTOR SHALL VERIFY STATIONS AND ELEVATIONS.

EXISTING ARMOR JOINTS AT ABUTMENTS SHALL BE CLEANED AND SEALED IN ACCORDANCE WITH ITEM 438, "CLEAN AND SEAL EXISTING JOINTS."



TOLLWAY VERTICAL CURVE DATA

VPI STA = 591+00.00
PGL ELEV. 667.03
VC = 1275.00'
e = -11.22'
K = 181

ELEVATION
SCALE: 1"=40'- 0"

STATE OF TEXAS
DOUGLAS W. SPRULL
35529
REGISTERED PROFESSIONAL ENGINEER
08/31/2005

NO.	DATE	REVISION	APPROV.

DALLAS NORTH TOLLWAY

NTTA
NORTH TEXAS TOLLWAY AUTHORITY

BRIDGE LAYOUT

VERDE VALLEY LANE OVERPASS SHOULDER REPLACEMENT

SHEET 1 OF 5

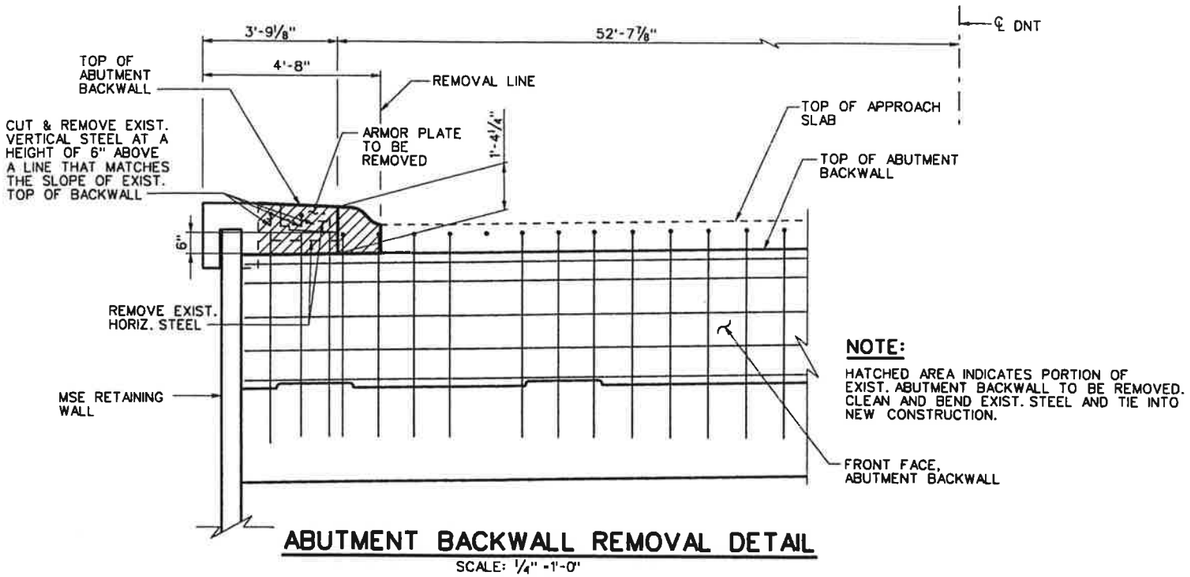
PBSJ

STM 4 & 5 PLAN SET A

DRAWN TLH DATE 03-21-05
CHECKED JFT DATE 03-25-05
DESIGNED DWS DATE 03-21-05
SCALE 1"=40'-0"

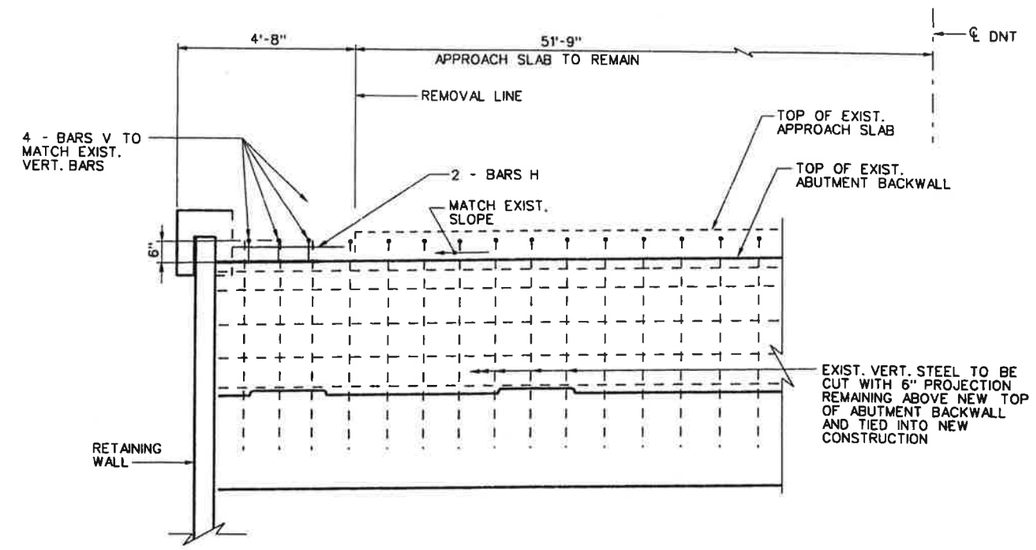
CONTRACT NO. 02040-DNT-02-CN-EN SHEET A161 OF A260

8/30/2005 12:35:56 PM



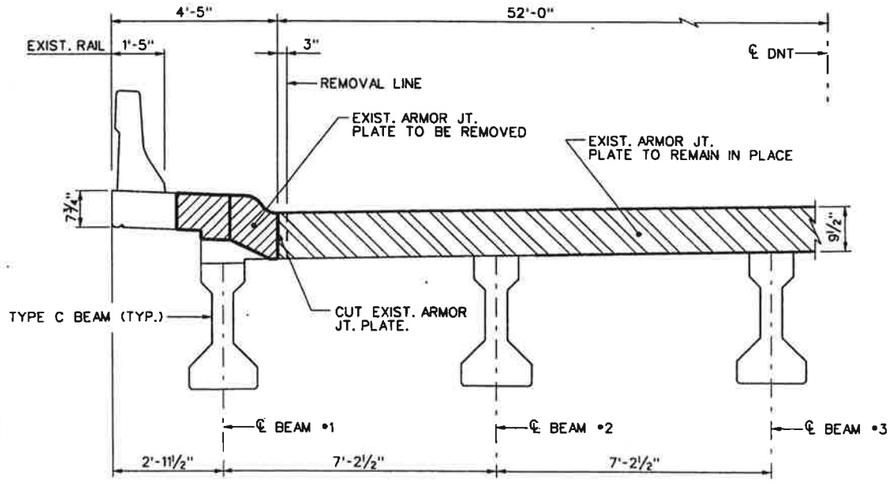
ABUTMENT BACKWALL REMOVAL DETAIL

SCALE: ¼" =1'-0"



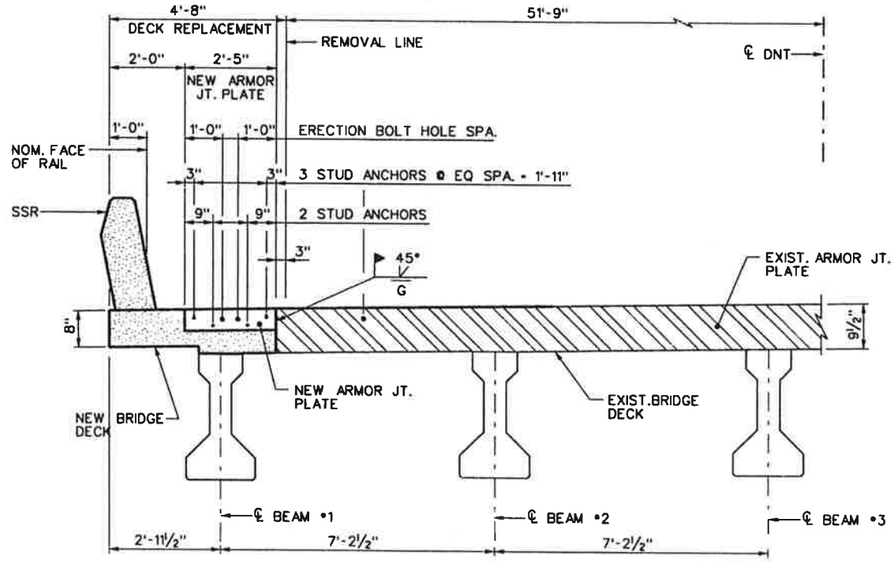
ABUTMENT BACKWALL REPLACEMENT DETAIL

SCALE: ¼" =1'-0"



ARMOR JT. REMOVAL DETAIL

SCALE: ¼"-1'- 0"

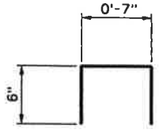


ARMOR JT. REPLACEMENT DETAIL

SCALE: ¼"-1'-0"

NOTE:

REMOVAL OF ABUTMENT CONCRETE SHALL BE CONSIDERED INCIDENTAL TO EXTENDING OF SLAB.



BARS V

STATE OF TEXAS
DOUGLAS W. SPRULL
35529
REGISTERED
PROFESSIONAL ENGINEER
08/31/2005

NO.	DATE	REVISION	APPROV.

DALLAS NORTH TOLLWAY

NTTA
NORTH TEXAS TOLLWAY AUTHORITY

ABUTMENT MODIFICATION DETAILS
VERDE VALLEY LANE OVERPASS
SHOULDER REPLACEMENT

SHEET 2 OF 5

PBSJ

STM 4 & 5 PLAN SET A

DRAWN TLH DATE 03-21-05
CHECKED JFT DATE 03-25-05
DESIGNED DWS DATE 03-21-05
SCALE

CONTRACT NO. 02040-DNT-02-CN-EN SHEET A16 2 OF A200

222.00' OVERALL LENGTH OF BRIDGE

77.50' SPAN 1 | 67.00' SPAN 2 | 77.50' SPAN 3

QUORUM DRIVE

4'-8" | 4'-5" SHLDR. & RAIL (TYP.) | 3" | 12'-0" | 37'-0" ROADWAY | 6'-0" MEDIAN | 37'-0" ROADWAY | VARIES | 12'-0" | 4'-5" SHLDR. & RAIL (TYP.)

FACE OF CURB

½" DEEP SAWCUT ALONG REMOVAL LINE. EXISTING RAISED SHOULDER TO BE REMOVED. STRAIGHTEN, CLEAN AND CUT EXISTING REINFORCING AS SHOWN ELSEWHERE FOR PROPER SPLICE TO NEW REINF.

REMOVAL LINE

CUT APPROACH SLAB AND REMOVE EXISTING CURB. CUT EXISTING REINFORCING FLUSH.

FACE OF RDWY CURB

20'-0" EXIST. APPR. SLAB (TYP.)

VARIES OVERALL (112'-10" TO 128'-4¾")

SB DNT

NB DNT

℄ DALLAS NORTH TOLLWAY

590+00

591+00

CLEAN AND SEAL EXISTING BRIDGE ARMOR JOINTS (BOTH ABUTMENTS). (ENTIRE EXISTING DECK REMAINING) SEE AJ STANDARD FOR ARMOR JOINT DETAILS

4'-5" SHLDR. & RAIL (TYP.)

4'-5" SHLDR. & RAIL (TYP.)

VERDE VALLEY LANE

PLAN

SCALE: 1"=20'- 0"

SUMMARY OF BRIDGE ITEMS			
430-2004	438-2002	450-7001	454-2005
CL S CONC FOR EXT STR (SLAB)	CLEAN AND SEAL EXIST JOINTS	TRAFFIC RAIL (SSR)	ARMOR JOINT (WITH SEAL)
CY	LF	LF	LF
26	232	222.0	5

STATE OF TEXAS
DOUGLAS W. SPRUILL
35529
REGISTERED PROFESSIONAL ENGINEER

08/31/2005

NO.	DATE	REVISION	APPROV.

DALLAS NORTH TOLLWAY

NTTA
NORTH TEXAS TOLLWAY AUTHORITY

SLAB REMOVAL PLAN

VERDE VALLEY LANE OVERPASS SHOULDER REPLACEMENT

SHEET 3 OF 5

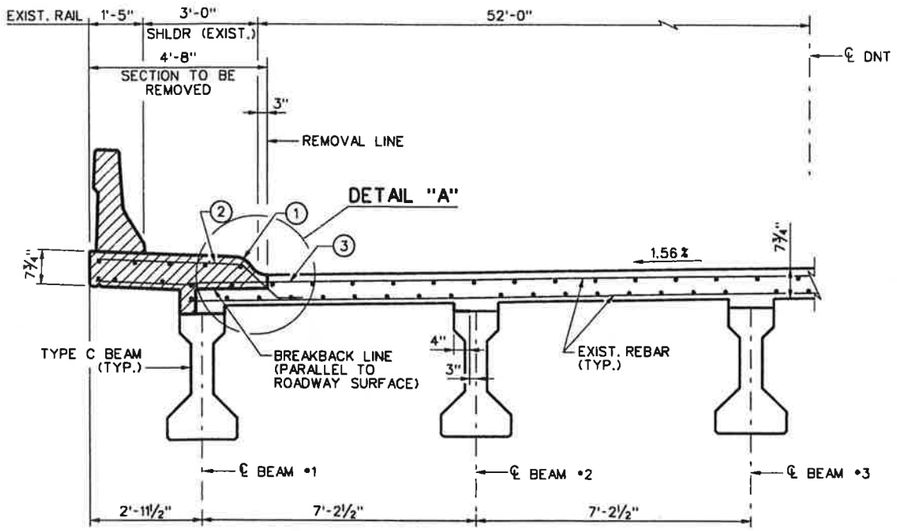
PBSJ

STM 4 & 5 PLAN SET A

DRAWN TLH DATE 03-21-05 | DESIGNED DWS DATE 03-21-05

CHECKED JFT DATE 03-25-05 | SCALE 1"=20'-0"

CONTRACT NO. 02040-DNT-02-CN-EN SHEET NO. 163 OF 2200

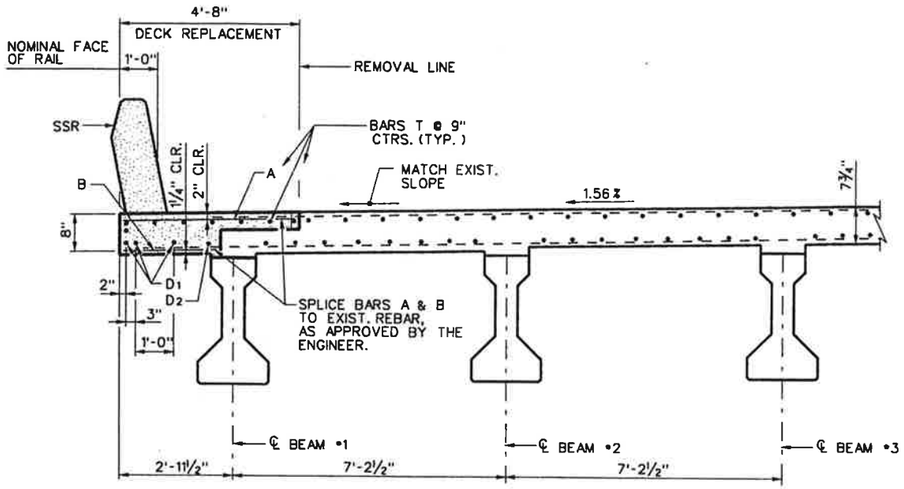


TYPICAL SLAB REMOVAL DETAIL

SCALE: ¼"=1'- 0"

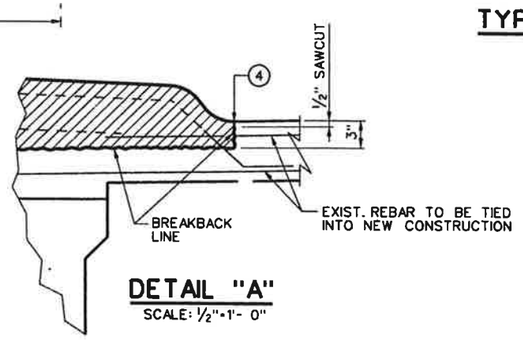
NOTE:

HATCHED AREA INDICATES PORTION OF EXIST. SLAB TO BE REMOVED. CLEAN AND BEND EXIST. STEEL AND TIE INTO NEW CONSTRUCTION.



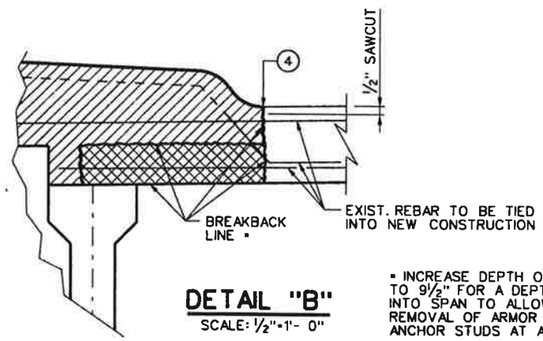
TYPICAL SLAB REPLACEMENT DETAIL

SCALE: ¼"=1'- 0"



DETAIL "A"

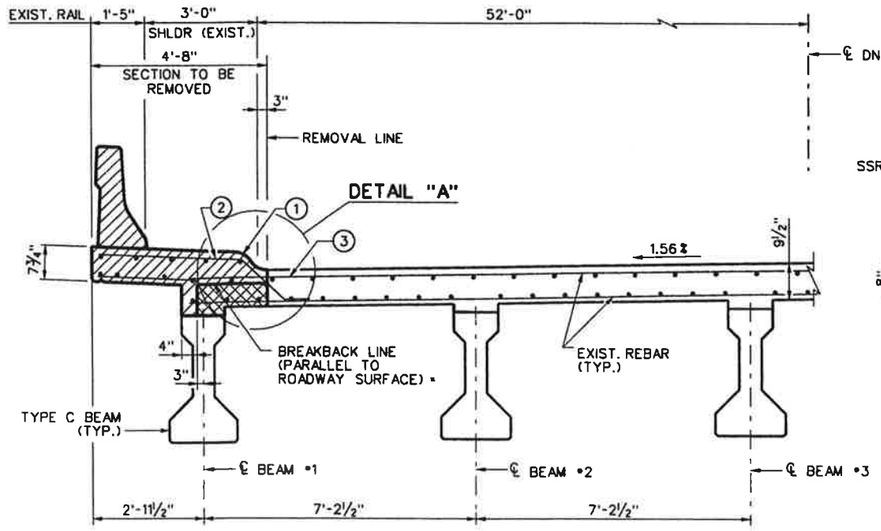
SCALE: ½"=1'- 0"



DETAIL "B"

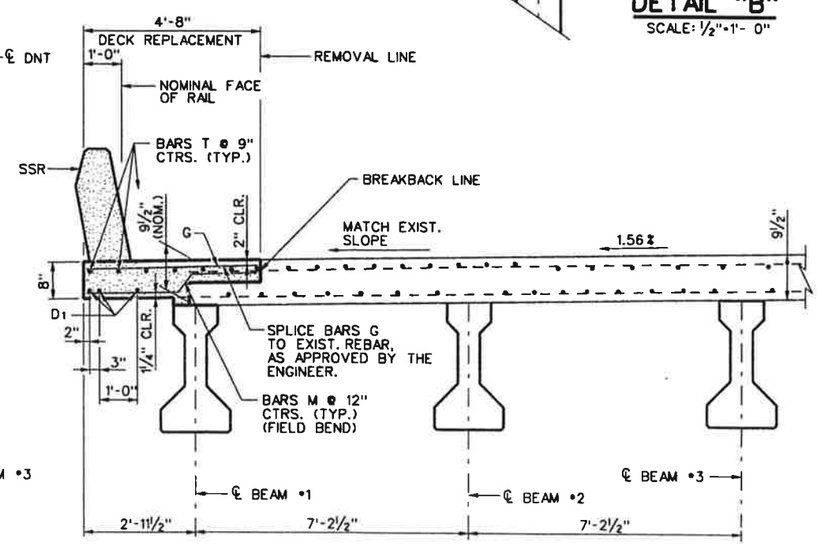
SCALE: ½"=1'- 0"

• INCREASE DEPTH OF REMOVAL TO 9½" FOR A DEPTH OF 2'-0" INTO SPAN TO ALLOW FOR REMOVAL OF ARMOR JOINT AND ANCHOR STUDS AT ABUTMENTS.



THICKENED SLAB END REMOVAL DETAIL

SCALE: ¼" =1'-0"



THICKENED SLAB END REPLACEMENT DETAIL

SCALE: ¼"=1'-0"

REMOVAL NOTES

1. HATCHED AREA INDICATES PORTION OF EXIST. BRIDGE DECK TO BE REMOVED.
2. EXISTING TOP LONGITUDINAL REBAR TO BE REMOVED FLUSH WITH BREAKBACK LINE.
3. CLEAN AND STRAIGHTEN EXISTING REINFORCING STEEL A MINIMUM OF 2'-8" INTO NEW CONSTRUCTION.
4. PRIOR TO BREAKING BACK OF EXISTING STRUCTURE, SAWCUT A VERTICAL JOINT AT A DEPTH OF ½" FULL LENGTH OF SLAB ALONG REMOVAL LINE.

CONSTRUCTION NOTES:

1. CONTRACTOR MUST PROVIDE ADEQUATE MEANS OF PROTECTING THE EXISTING BRIDGE FROM DAMAGE DURING REMOVAL STAGE.
2. CONTRACTOR MUST SUBMIT REMOVAL PLAN FOR APPROVAL BY THE ENGINEER. THE REMOVAL PLAN SHALL INCLUDE DETAILS SHOWING PROTECTION FOR ALL STRUCTURES, APPURTENANCES AND PEDESTRIAN/VEHICULAR TRAFFIC. ADDITIONALLY, THE PLAN SHALL DESCRIBE REMOVAL MEANS AND METHODS THAT WILL PROTECT THE INTEGRITY OF THE EXISTING STRUCTURE.
3. INTERIOR DIAPHRAGMS TO REMAIN IN PLACE DURING THE REMOVAL PHASE, UNLESS ADDITIONAL BRACING IS PROVIDED. BRACE EXTERIOR BEAM DURING THE SLAB REMOVAL AND REPLACEMENT PROCESS. FOR ADDITIONAL INFORMATION, SEE TXDOT STANDARD DRAWING "MINIMUM ERECTION AND BRACING REQUIREMENTS", MEBR (C). AFTER STAGE 1 REMOVAL CONTRACTOR MUST VERIFY THAT EXISTING BEAMS REMAIN PLUMB PRIOR TO PLACEMENT OF PROPOSED BRIDGE SLAB.
4. ALL APPURTENANCES (INCLUDING TRAFFIC SIGNALS, ILLUMINATION, ETC.), WITHIN THE WORK ZONE, SHALL REMAIN IN OPERATION AND PROTECTED FROM DAMAGE DURING CONSTRUCTION. SEE TRAFFIC CONTROL PLAN FOR ADDITIONAL INFORMATION.
5. REMOVE 3" OF EXIST. CONCRETE OR TO TOP OF PRECAST PANEL, WHICHEVER IS LESS. CONTRACTOR TO USE CARE NOT TO DAMAGE EXIST. REINFORCEMENT, PRECAST PANEL OR CONCRETE TO REMAIN IN PLACE. ANY PORTION DAMAGED BY THE CONTRACTOR SHALL BE REPLACED BY THE CONTRACTOR AT THE CONTRACTOR'S EXPENSE. ANY REINFORCING STEEL DAMAGED, CUT OR BROKEN BY THE CONTRACTOR'S OPERATIONS OR WITH SECTION LOSS DUE TO CORROSION GREATER THAN 25% SHALL BE RESTORED WITH NEW BARS OF THE SAME SIZE BY LAPPING OR WELDING AS DIRECTED BY THE ENGINEER.
6. ALL NEW REINFORCING TO BE EPOXY COATED.
7. APPLY TYPE V EPOXY ADHESIVE, CONFORMING TO DMS-6100, TO ALL EXPOSED SURFACES ALONG BREAK LINES PRIOR TO PLACING NEW CONCRETE.
8. CONTRACTOR MAY SPLICE EXISTING BRIDGE SLAB REINFORCING BY LAP SPLICE OR USING MECHANICAL COUPLING DEVICES (IN ACCORDANCE WITH CURRENT SPECIAL PROVISION (440-005) TO ITEM 440, "REINFORCING STEEL"). THE COUPLER SHALL DEVELOP IN TENSION AT LEAST 125% OF THE SPECIFIED YIELD STRENGTH OF THE REINFORCING BAR. IN AREAS WHERE SPLICE/COUPLING CANNOT BE USED, THE CONTRACTOR SHALL USE RESIN ANCHORED DOWEL BARS AS APPROVED BY THE ENGINEER.

NO.	DATE	REVISION	APPROV.

DALLAS NORTH TOLLWAY

NTTA
NORTH TEXAS TOLLWAY AUTHORITY

DECK REPLACEMENT DETAILS

VERDE VALLEY LANE OVERPASS SHOULDER REPLACEMENT

SHEET 4 OF 5

PBSJ

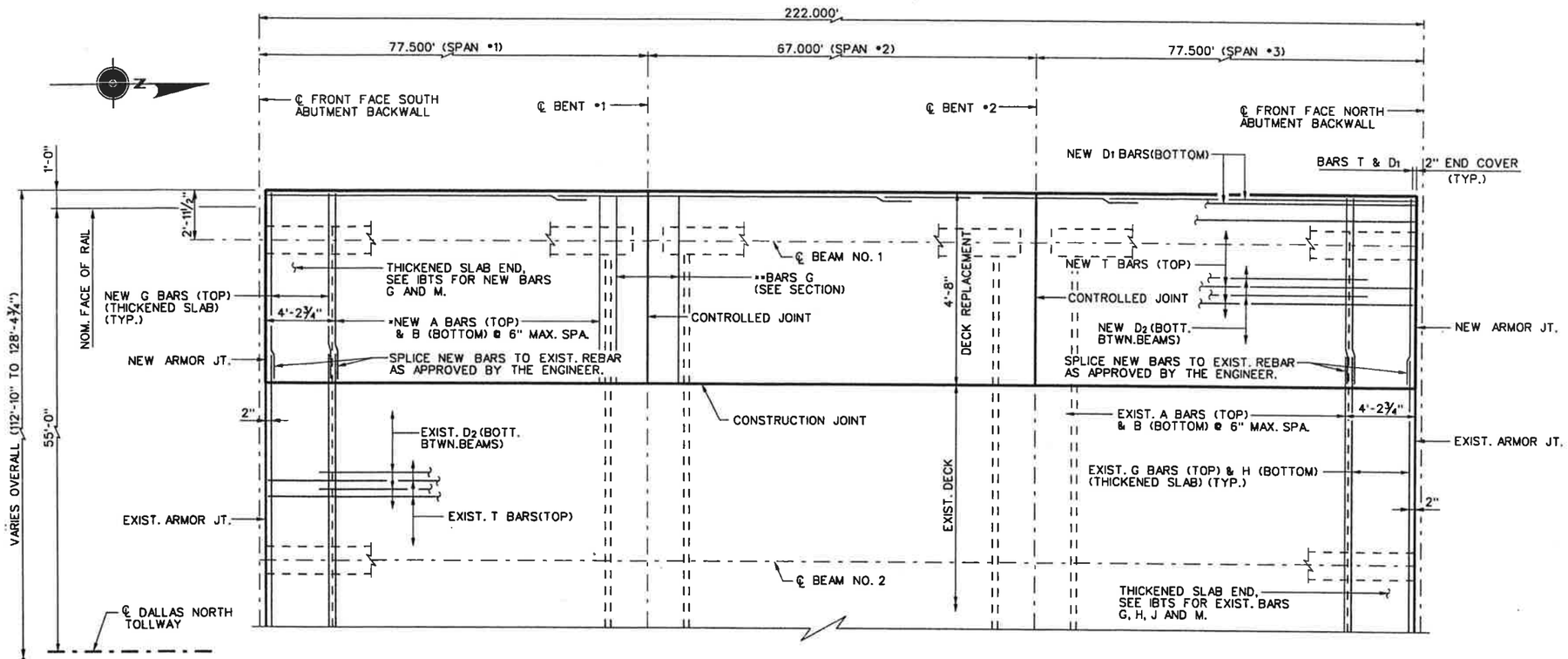
STM 4 & 5 PLAN SET A

DRAWN TLH DATE 03-21-05 | DESIGNED DWS DATE 03-21-05
CHECKED JFT DATE 03-25-05 | SCALE

CONTRACT NO. 02040-DNT-02-CN-EN SHEET A164 OF A200

8/30/2005 12:37:38 PM

BAR TABLE	
BAR	SIZE
A	#5
B	#5
D	#5
G	#5
M	#5
T	#4



* NOTE: BARS A AND B PLACED IN EACH SPAN @ 6" CTRS BETWEEN THICKENED SLABS AT ABUTMENTS AND BENTS.

PLAN

**NOTE: BARS G TO EXTEND TO EDGE OF DECK OVERHANG.

GENERAL NOTES:

DESIGNED ACCORDING TO AASHTO 2002 STANDARD AND CURRENT INTERIM SPECIFICATIONS.

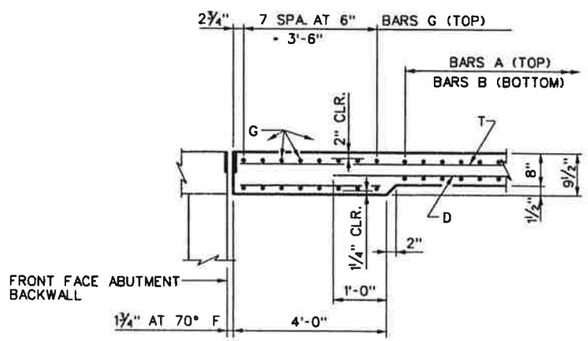
SEE IBTS STANDARD FOR THICKENED SLAB END DETAILS AND QUANTITY ADJUSTMENTS.

ALL REINFORCING STEEL SHALL BE GRADE 60, EPOXY COATED.

CONCRETE STRENGTH F'C - 4,000 PSI.

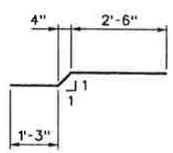
BAR LAPS, WHERE REQUIRED, SHALL BE AS FOLLOWS:

COATED - #4 - 2'-1"
#5 - 2'-7"



THICKENED SLAB END DETAIL

NTS



BARS B

STATE OF TEXAS
DOUGLAS W. SPRULL
35529
REGISTERED PROFESSIONAL ENGINEER
08/31/2005

NO.	DATE	REVISION	APPROV.

DALLAS NORTH TOLLWAY

NTTA
NORTH TEXAS TOLLWAY AUTHORITY

PRESTRESED CONCRETE I-BM SPAN (TYPE C)
VERDE VALLEY LANE OVERPASS SHOULDER REPLACEMENT

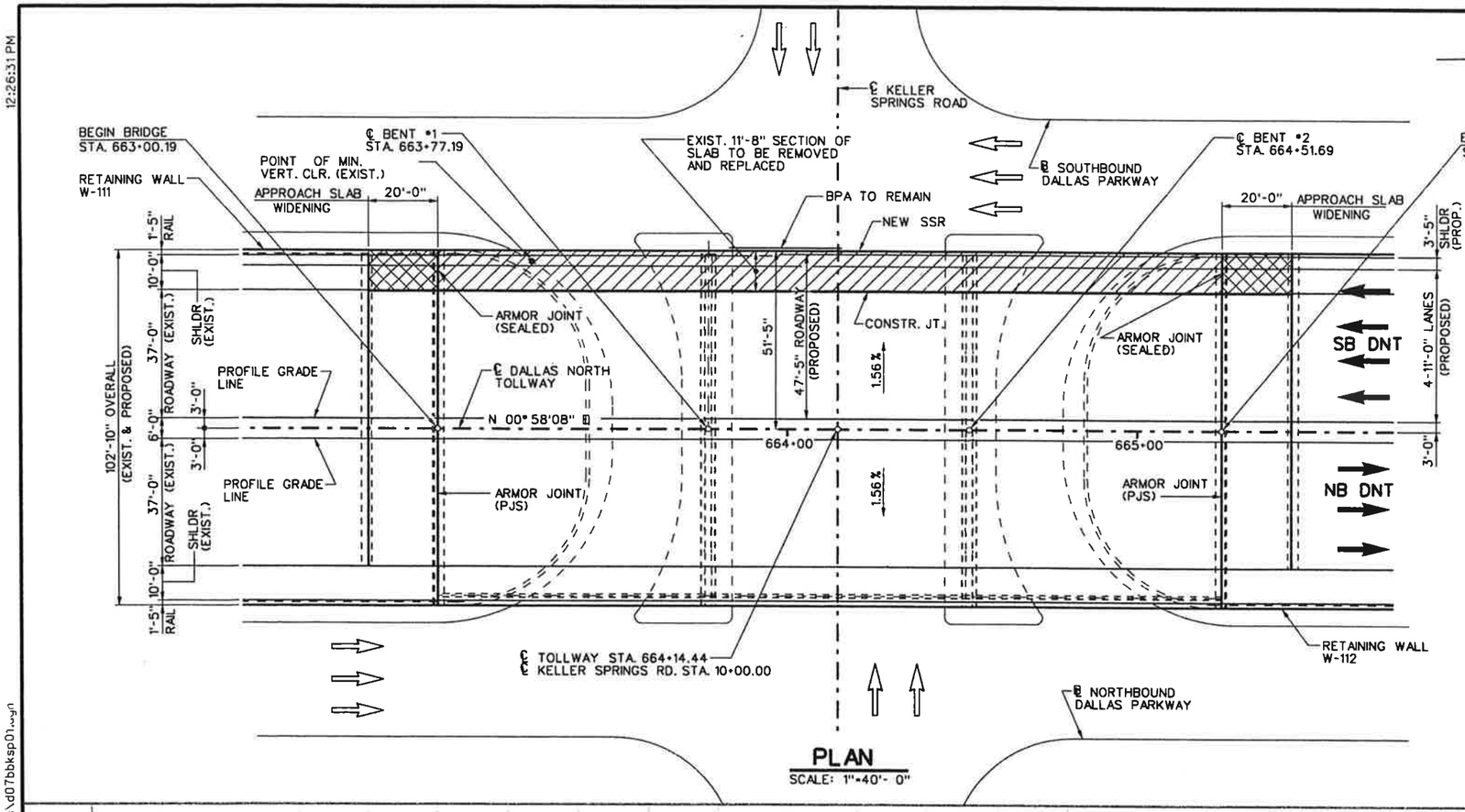
SHEET 5 OF 5

PBSJ

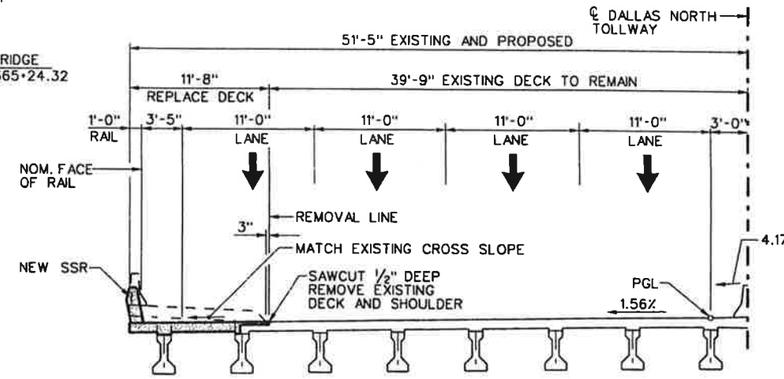
STM 4 & 5 PLAN SET A

DRAWN TLH DATE 03-21-05 | DESIGNED DWS DATE 03-21-05
CHECKED JFT DATE 03-25-05 | SCALE

CONTRACT NO. 02040-DNT-02-CN-EN SHEET AM&S OF A100



PLAN
SCALE: 1"=40'- 0"



PROPOSED SECTION

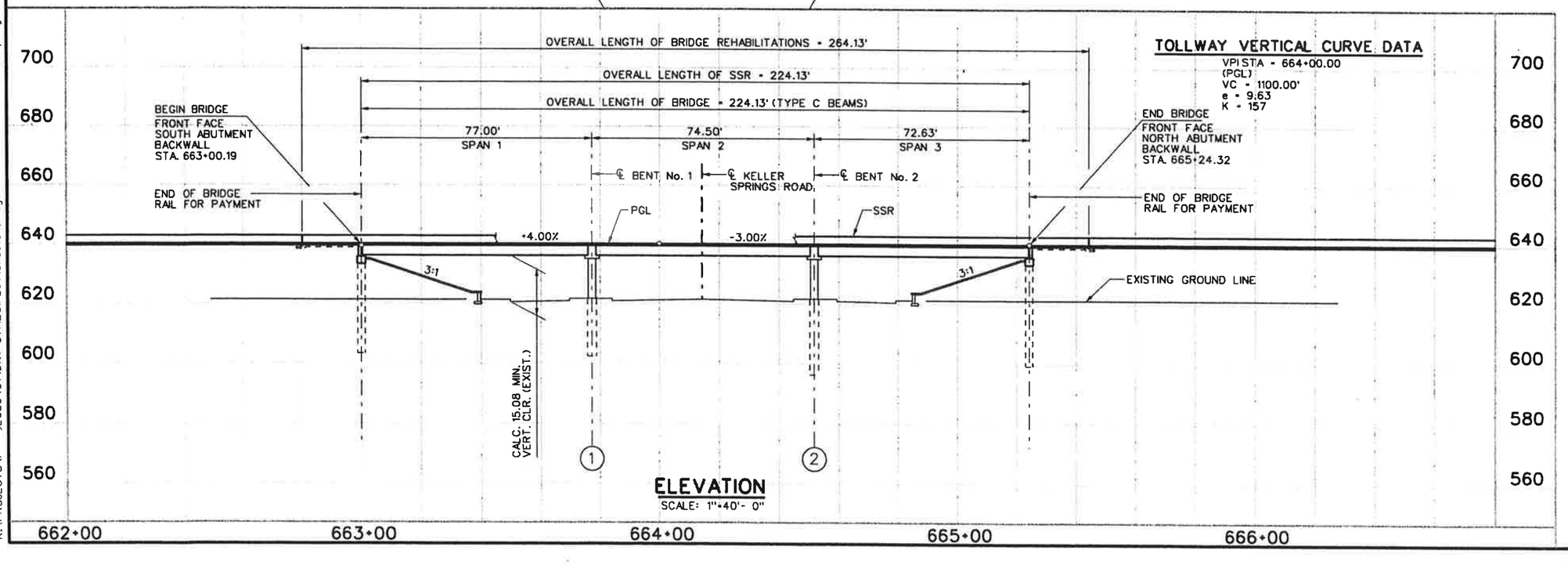
GENERAL NOTES

DESIGNED ACCORDING TO AASHTO 2002 STANDARD AND CURRENT INTERIM SPECIFICATIONS FOR HS20-44 OR ALTERNATE MILITARY LOADING.

HORIZONTAL DIMENSIONS ARE SHOWN AND LENGTHS MUST BE CORRECTED FOR GRADE OR CROSS SLOPE WHERE APPROPRIATE.

STATIONS, BEARINGS, GRADES AND CERTAIN DIMENSIONS GIVEN ARE FROM ORIGINAL PLANS AND ARE FOR REFERENCE ONLY. THE INTENT IS TO REMOVE 11'-8" (NOMINALLY) OF THE EXISTING RAISED SHOULDER AND CURB, AND REPLACE WITH NEW BRIDGE DECK MATCHING THE EXISTING DECK CROSS SLOPE. CONTRACTOR SHALL VERIFY STATIONS AND ELEVATIONS.

EXISTING ARMOR JOINTS AT ABUTMENTS SHALL BE CLEANED AND SEALED IN ACCORDANCE WITH ITEM 438, "CLEAN AND SEAL EXISTING JOINTS."



TOLLWAY VERTICAL CURVE DATA
VPI STA = 664+00.00
(PGL)
VC = 1100.00'
e = 9.63
K = 157

ELEVATION
SCALE: 1"=40'- 0"

STATE OF TEXAS
DOUGLAS W. SPRULL
35529
REGISTERED PROFESSIONAL ENGINEER
08/31/2005

NO.	DATE	REVISION	APPROV.

DALLAS NORTH TOLLWAY

NTTA
NORTH TEXAS TOLLWAY AUTHORITY

BRIDGE LAYOUT

KELLER SPRINGS ROAD OVERPASS SHOULDER REPLACEMENT

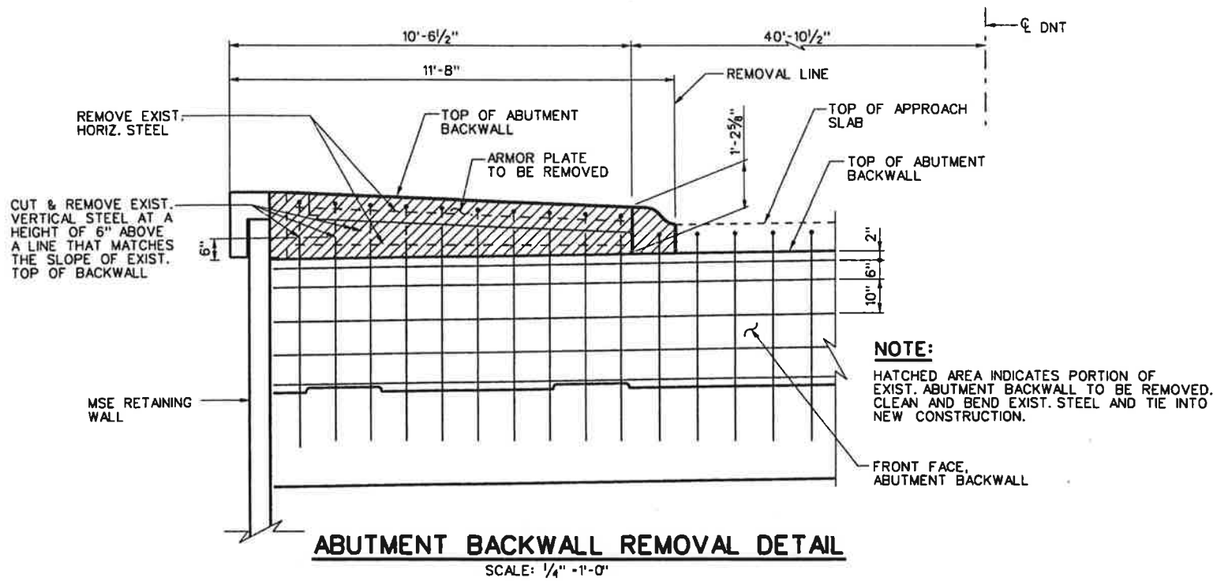
SHEET 1 OF 5

PBSJ

STM 4 & 5 PLAN SET A

DRAWN JWC DATE 09-02-04
CHECKED DWS DATE 09-03-04
DESIGNED DWS DATE 09-03-04
SCALE 1"=40'-0"

CONTRACT NO. 02040-DNT-02-CN-EN SHEET A166 OF A200

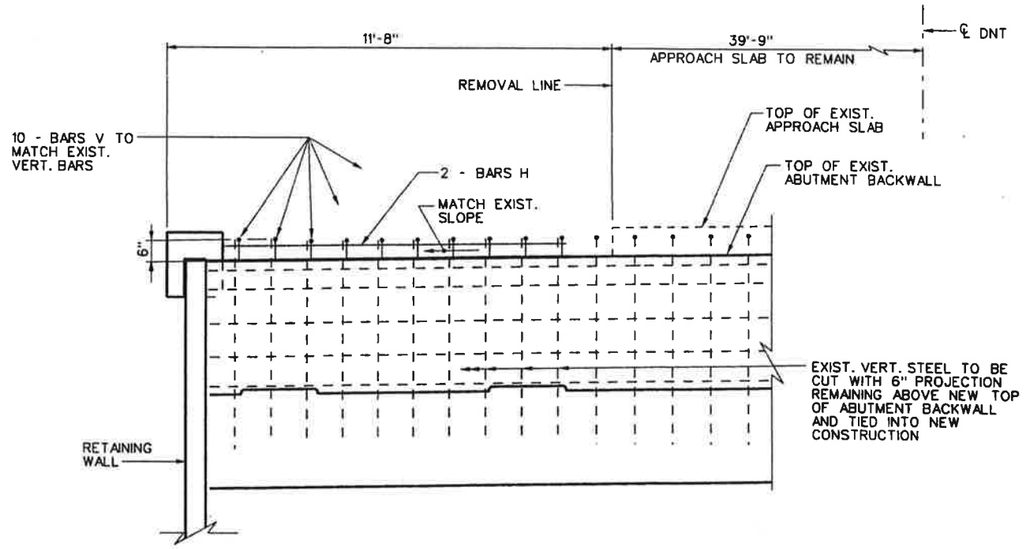


NOTE:

HATCHED AREA INDICATES PORTION OF EXIST. ABUTMENT BACKWALL TO BE REMOVED. CLEAN AND BEND EXIST. STEEL AND TIE INTO NEW CONSTRUCTION.

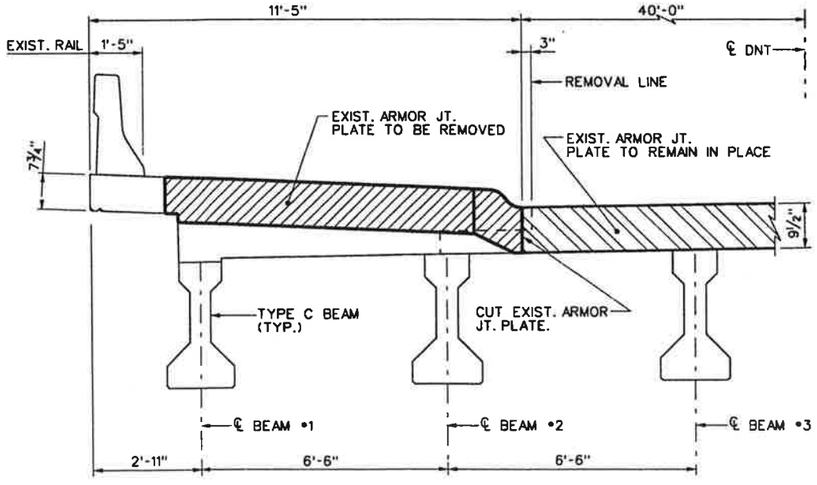
ABUTMENT BACKWALL REMOVAL DETAIL

SCALE: ¼" =1'-0"



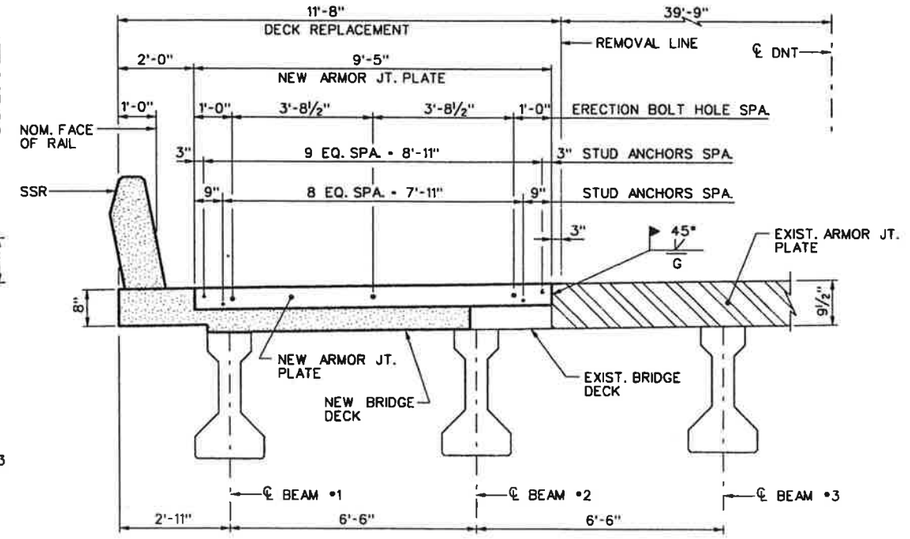
ABUTMENT BACKWALL REPLACEMENT DETAIL

SCALE: ¼" =1'-0"



ARMOR JT. REMOVAL DETAIL

SCALE: ¼"=1'- 0"

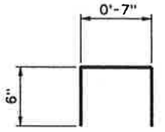


ARMOR JT. REPLACEMENT DETAIL

SCALE: ¼"=1'-0"

NOTE:

REMOVAL OF ABUTMENT CONCRETE SHALL BE CONSIDERED INCIDENTAL TO EXTENDING OF SLAB.



BARS V

STATE OF TEXAS
DOUGLAS W. SPRUILL
35529
REGISTERED PROFESSIONAL ENGINEER
08/31/2005

NO.	DATE	REVISION	APPROV.

DALLAS NORTH TOLLWAY

NTTA
NORTH TEXAS TOLLWAY AUTHORITY

ABUTMENT MODIFICATION DETAILS
KELLER SPRINGS ROAD OVERPASS SHOULDER REPLACEMENT

SHEET 2 OF 5

PBSJ

STM 4 & 5 PLAN SET A

DRAWN ALC DATE 07-09-04
CHECKED DWS DATE 09-03-04
DESIGNED DWS DATE 07-09-04
SCALE

CONTRACT NO. 02040-DNT-02-CN-EN SHEET A167 OF A200

224.13' OVERALL LENGTH OF BRIDGE

77.00' SPAN 1 | 74.50' SPAN 2 | 72.63' SPAN 3

N

11'-8" 11'-5" 3"

FACE OF CURB

½" DEEP SAWCUT ALONG REMOVAL LINE. EXISTING RAISED SHOULDER TO BE REMOVED. STRAIGHTEN, CLEAN AND CUT EXISTING REINFORCING AS SHOWN ELSEWHERE FOR PROPER SPLICE TO NEW REINF.

REMOVAL LINE

CUT APPROACH SLAB AND REMOVE EXISTING CURB. CUT EXISTING REINFORCING FLUSH.

FACE OF RDWY CURB

20'-0" EXIST. APPR. SLAB (TYP.)

102'-10" OVERALL

37'-0" ROADWAY

6'-0" MEDIAN

37'-0" ROADWAY

11'-5" SHLDR. & RAIL (TYP.)

SB DNT

NB DNT

℄ DALLAS NORTH TOLLWAY

664+00

665+00

CLEAN AND SEAL EXISTING BRIDGE ARMOR JOINTS (BOTH ABUTMENTS). (ENTIRE EXISTING DECK REMAINING) SEE AJ STANDARD FOR ARMOR JOINT DETAILS

KELLER SPRINGS ROAD

PLAN

SCALE: 1"=20'- 0"

SUMMARY OF BRIDGE ITEMS			
430-2004	438-2002	450-7001	454-2005
CL S CONC FOR EXT STR (SLAB)	CLEAN AND SEAL EXIST JOINTS	TRAFFIC RAIL (SSR)	ARMOR JOINT (WITH SEAL)
CY	LF	LF	LF
65	183	224.1	19

STATE OF TEXAS
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DALLAS NORTH TOLLWAY

NTTA
NORTH TEXAS TOLLWAY AUTHORITY

SLAB REMOVAL PLAN

KELLER SPRINGS ROAD OVERPASS SHOULDER REPLACEMENT

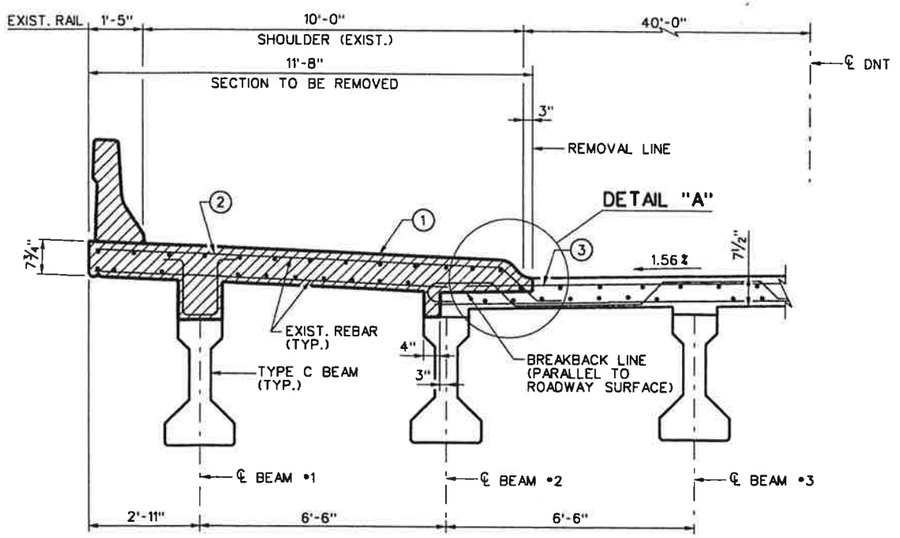
SHEET 3 OF 5

PBSJ

STM 4 & 5 PLAN SET A

DRAWN JWC DATE 09-02-04
CHECKED DWS DATE 09-03-04
DESIGNED DWS DATE 09-03-04
SCALE 1"=20'-0"

CONTRACT NO. 02040-DNT-02-CN-EN SHEET A16 OF A200

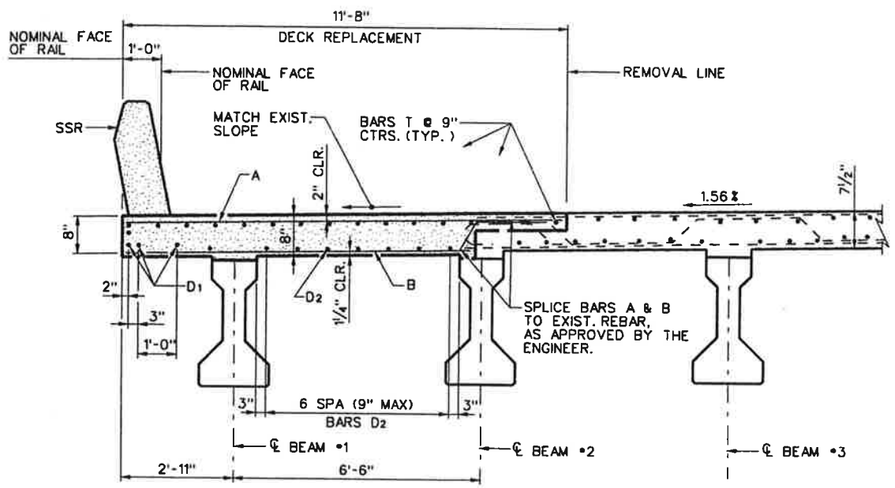


TYPICAL SLAB REMOVAL DETAIL

SCALE: 1/4"=1'- 0"

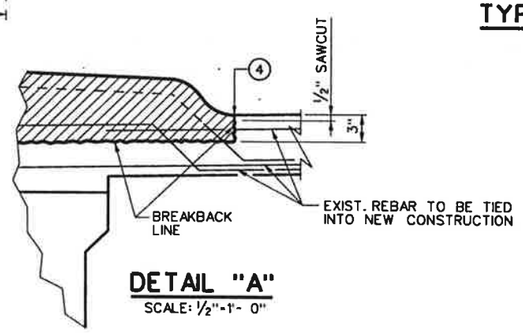
NOTE:

HATCHED AREA INDICATES PORTION OF EXIST. SLAB TO BE REMOVED .CLEAN AND BEND EXIST. STEEL AND TIE INTO NEW CONSTRUCTION.



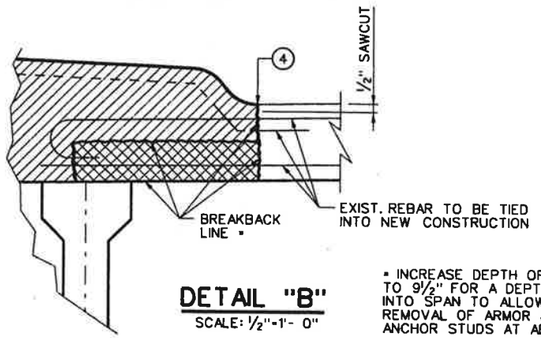
TYPICAL SLAB REPLACEMENT DETAIL

SCALE: 1/4"=1'- 0"



DETAIL "A"

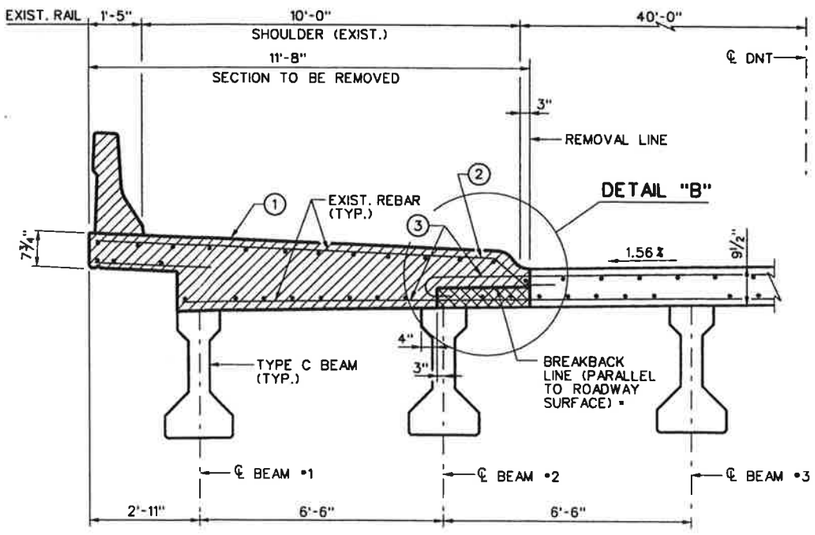
SCALE: ½"=1'- 0"



DETAIL "B"

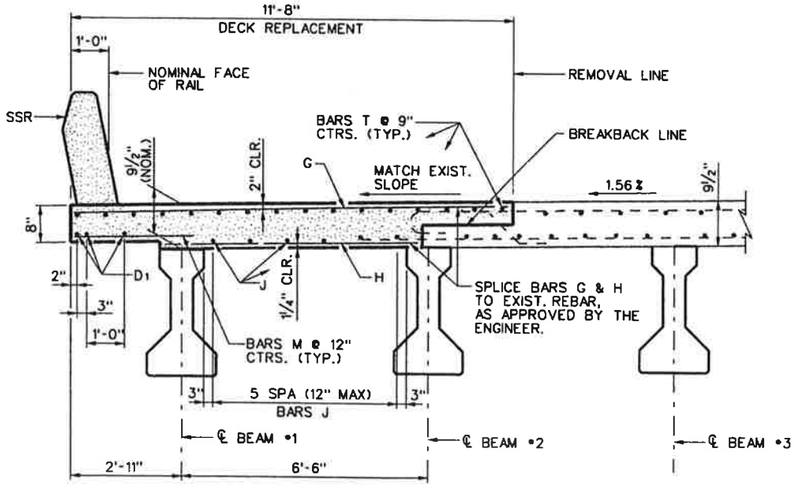
SCALE: ½"=1'- 0"

• INCREASE DEPTH OF REMOVAL TO 9½" FOR A DEPTH OF 2'-0" INTO SPAN TO ALLOW FOR REMOVAL OF ARMOR JOINT AND ANCHOR STUDS AT ABUTMENTS.



THICKENED SLAB END REMOVAL DETAIL

SCALE: 1/4" =1'-0"



THICKENED SLAB END REPLACEMENT DETAIL

SCALE: 1/4"=1'-0"

CONSTRUCTION NOTES:

1. CONTRACTOR MUST PROVIDE ADEQUATE MEANS OF PROTECTING THE EXISTING BRIDGE FROM DAMAGE DURING REMOVAL STAGE.
2. CONTRACTOR MUST SUBMIT REMOVAL PLAN FOR APPROVAL BY THE ENGINEER. THE REMOVAL PLAN SHALL INCLUDE DETAILS SHOWING PROTECTION FOR ALL STRUCTURES, APPURTENANCES AND PEDESTRIAN/VEHICULAR TRAFFIC. ADDITIONALLY, THE PLAN SHALL DESCRIBE REMOVAL MEANS AND METHODS THAT WILL PROTECT THE INTEGRITY OF THE EXISTING STRUCTURE.
3. INTERIOR DIAPHRAGMS TO REMAIN IN PLACE DURING THE REMOVAL PHASE, UNLESS ADDITIONAL BRACING IS PROVIDED. BRACE EXTERIOR BEAM DURING THE SLAB REMOVAL AND REPLACEMENT PROCESS. FOR ADDITIONAL INFORMATION, SEE TXDOT STANDARD DRAWING "MINIMUM ERECTION AND BRACING REQUIREMENTS", MEBR (C). AFTER STAGE 1 REMOVAL CONTRACTOR MUST VERIFY THAT EXISTING BEAMS REMAIN PLUMB PRIOR TO PLACEMENT OF PROPOSED BRIDGE SLAB.
4. ALL APPURTENANCES (INCLUDING TRAFFIC SIGNALS, ILLUMINATION, ETC.), WITHIN THE WORK ZONE, SHALL REMAIN IN OPERATION AND PROTECTED FROM DAMAGE DURING CONSTRUCTION. SEE TRAFFIC CONTROL PLAN FOR ADDITIONAL INFORMATION.
5. REMOVE 3" OF EXIST. CONCRETE OR TO TOP OF PRECAST PANEL, WHICHEVER IS LESS .CONTRACTOR TO USE CARE NOT TO DAMAGE EXIST. REINFORCEMENT, PRECAST PANEL OR CONCRETE TO REMAIN IN PLACE. ANY PORTION DAMAGED BY THE CONTRACTOR SHALL BE REPLACED BY THE CONTRACTOR AT THE CONTRACTOR'S EXPENSE. ANY REINFORCING STEEL DAMAGED, CUT OR BROKEN BY THE CONTRACTOR'S OPERATIONS OR WITH SECTION LOSS DUE TO CORROSION GREATER THAN 25% SHALL BE RESTORED WITH NEW BARS OF THE SAME SIZE BY LAPPING OR WELDING AS DIRECTED BY THE ENGINEER.
6. ALL NEW REINFORCING TO BE EPOXY COATED.
7. APPLY TYPE V EPOXY ADHESIVE, CONFORMING TO DMS-6100, TO ALL EXPOSED SURFACES ALONG BREAK LINES PRIOR TO PLACING NEW CONCRETE.
8. CONTRACTOR MAY SPLICE EXISTING BRIDGE SLAB REINFORCING BY LAP SPLICE OR USING MECHANICAL COUPLING DEVICES (IN ACCORDANCE WITH CURRENT SPECIAL PROVISION (440-005) TO ITEM 440, "REINFORCING STEEL"). THE COUPLER SHALL DEVELOP IN TENSION AT LEAST 125% OF THE SPECIFIED YIELD STRENGTH OF THE REINFORCING BAR. IN AREAS WHERE SPLICE/COUPLING CANNOT BE USED, THE CONTRACTOR SHALL USE RESIN ANCHORED DOWEL BARS AS APPROVED BY THE ENGINEER.

REMOVAL NOTES

1. HATCHED AREA INDICATES PORTION OF EXIST. BRIDGE DECK TO BE REMOVED.
2. EXISTING TOP LONGITUDINAL REBAR TO BE REMOVED FLUSH WITH BREAKBACK LINE.
3. CLEAN AND STRAIGHTEN EXISTING REINFORCING STEEL A MINIMUM OF 2'-8" INTO NEW CONSTRUCTION.
4. PRIOR TO BREAKING BACK OF EXISTING STRUCTURE, SAWCUT A VERTICAL JOINT AT A DEPTH OF ½" FULL LENGTH OF SLAB ALONG REMOVAL LINE.

STATE OF TEXAS
DOUGLAS W. SPRULL
35529
REGISTERED PROFESSIONAL ENGINEER
08/31/2005

NO.	DATE	REVISION	APPROV.

DALLAS NORTH TOLLWAY

NTTA
NORTH TEXAS TOLLWAY AUTHORITY

DECK REPLACEMENT DETAILS

KELLER SPRINGS ROAD OVERPASS SHOULDER REPLACEMENT

SHEET 4 OF 5

PBSJ

STM 4 & 5 PLAN SET A

DRAWN JWC	DATE 07-09-04	DESIGNED DWS	DATE 07-09-04
CHECKED DWS	DATE 09-03-04	SCALE	

CONTRACT NO. 02040-DNT-02-CN-EN SHEET A169 OF A200

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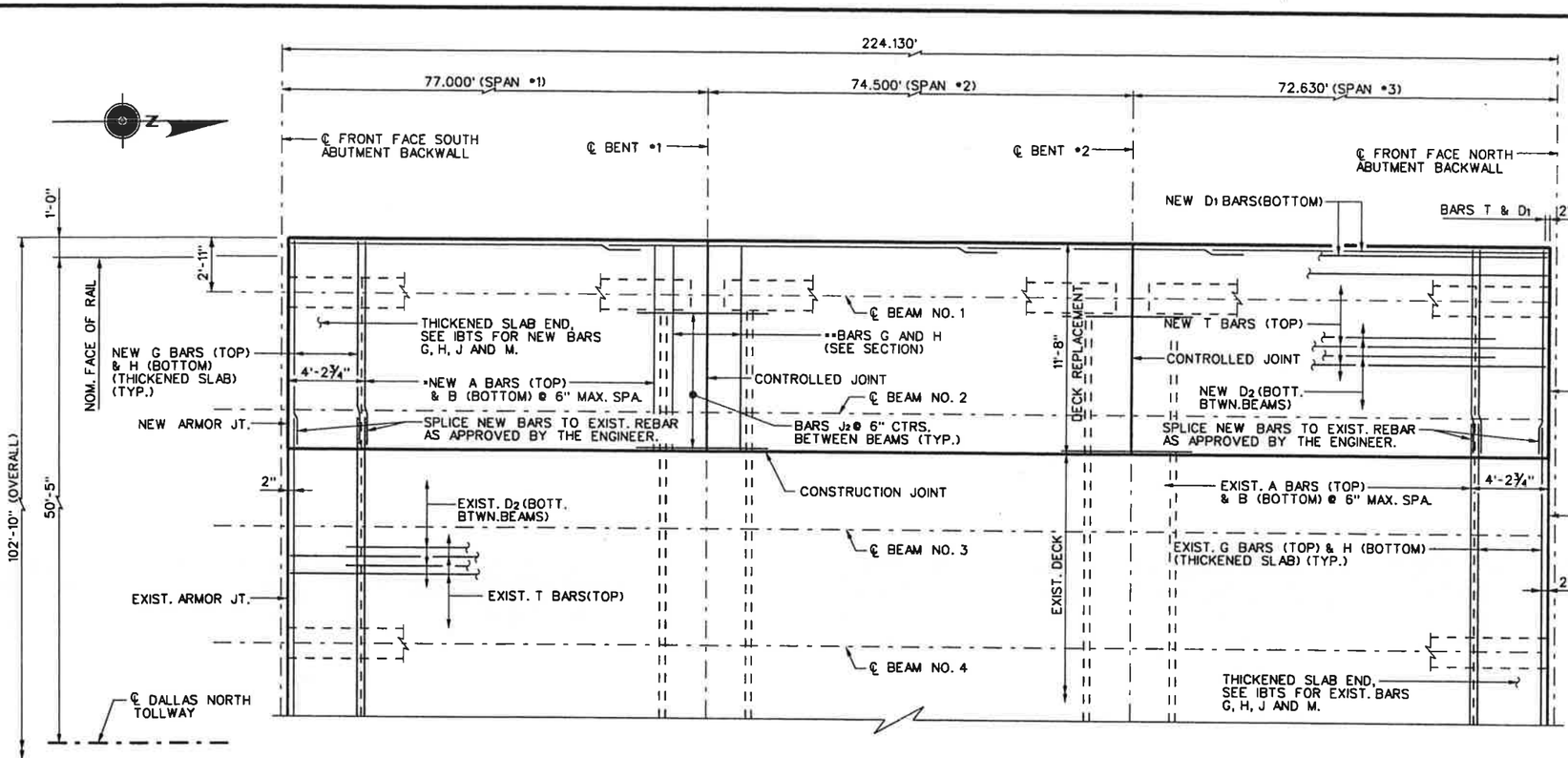


PLAN

• NOTE: BARS A AND B PLACED IN EACH SPAN @ 6" CTRS BETWEEN THICKENED SLABS AT ABUTMENTS AND BENTS.

•• NOTE: BARS G TO EXTEND TO EDGE OF DECK OVERHANG.

BAR TABLE	
BAR	SIZE
A	•5
B	•5
D	•5
G	•5
H	•5
J	•5
M	•5
T	•4

GENERAL NOTES:

DESIGNED ACCORDING TO AASHTO 2002 STANDARD AND CURRENT INTERIM SPECIFICATIONS.

SEE IBTS STANDARD FOR THICKENED SLAB END DETAILS AND QUANTITY ADJUSTMENTS.

SEE PCP(C) OR PMDF(C) STANDARDS FOR DETAILS AND QUANTITY ADJUSTMENTS IF EITHER OF THESE OPTIONS ARE USED.

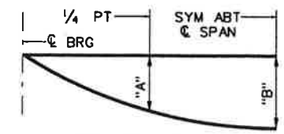
ALL REINFORCING STEEL SHALL BE GRADE 60, EPOXY COATED.

CONCRETE STRENGTH F'C = 4,000 PSI.

BAR LAPS, WHERE REQUIRED, SHALL BE AS FOLLOWS:

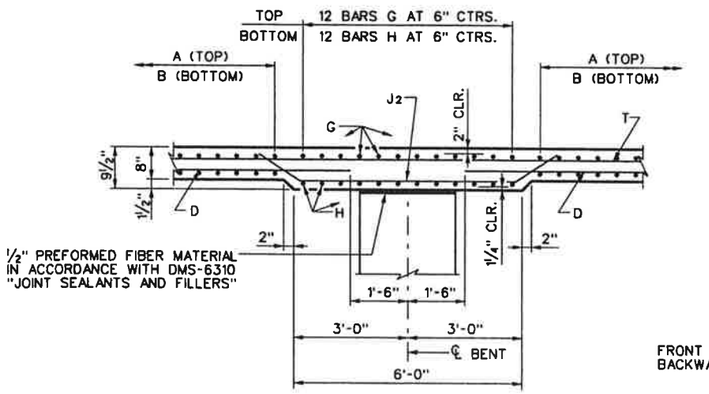
COATED - •4 - 2'-1"
•5 - 2'-7"

SPAN NO.	BEAM NO.	"A" FT.	"B" FT.
1	1	0.058	0.082
	2	0.061	0.086
2	1	0.047	0.067
	2	0.050	0.070
3	1	0.058	0.082
	2	0.061	0.086

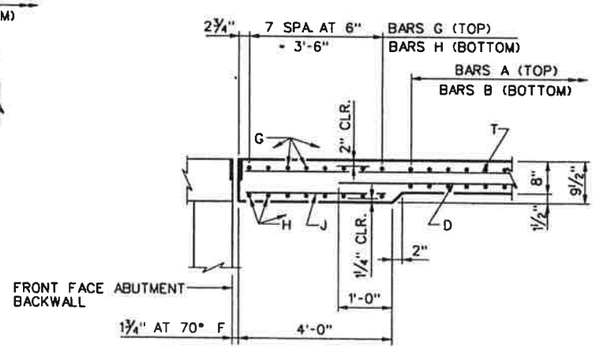


DEAD LOAD DEFLECTION DIAGRAM

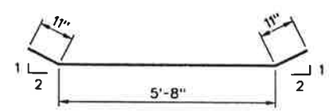
NOTE: DEFLECTIONS SHOWN ARE DUE TO CAST-IN-PLACE CONCRETE ONLY. ($E = 5 \times 10^6$ PSI) CALCULATED DEFLECTIONS SHOWN ARE THEORETICAL AND ACTUAL DIMENSIONS MAY BE LESS. DEFLECTIONS SHALL BE ADJUSTED BASED ON FIELD OBSERVATIONS.



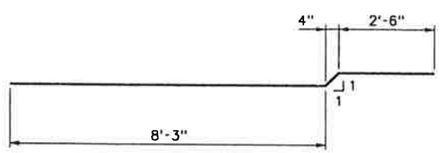
SLAB AT ℄ BENTS DETAIL
NTS



THICKENED SLAB END DETAIL
NTS



BARS J2



BARS B

STATE OF TEXAS
DOUGLAS W. SPRULL
35529
REGISTERED
PROFESSIONAL ENGINEER
08/31/2005

NO.	DATE	REVISION	APPROV.

DALLAS NORTH TOLLWAY

NTTA
NORTH TEXAS TOLLWAY AUTHORITY

PRESTRESED CONCRETE I-BM SPAN (TYPE C)
KELLER SPRINGS ROAD OVERPASS SHOULDER REPLACEMENT

SHEET 5 OF 5

PBSJ

STM 4 & 5 PLAN SET A

DRAWN JWC DATE 07-09-04
CHECKED DWS DATE 09-03-04
DESIGNED DWS DATE 07-09-04
SCALE

CONTRACT NO. 02040-DNT-02-CN-EN SHEET A170 OF A200

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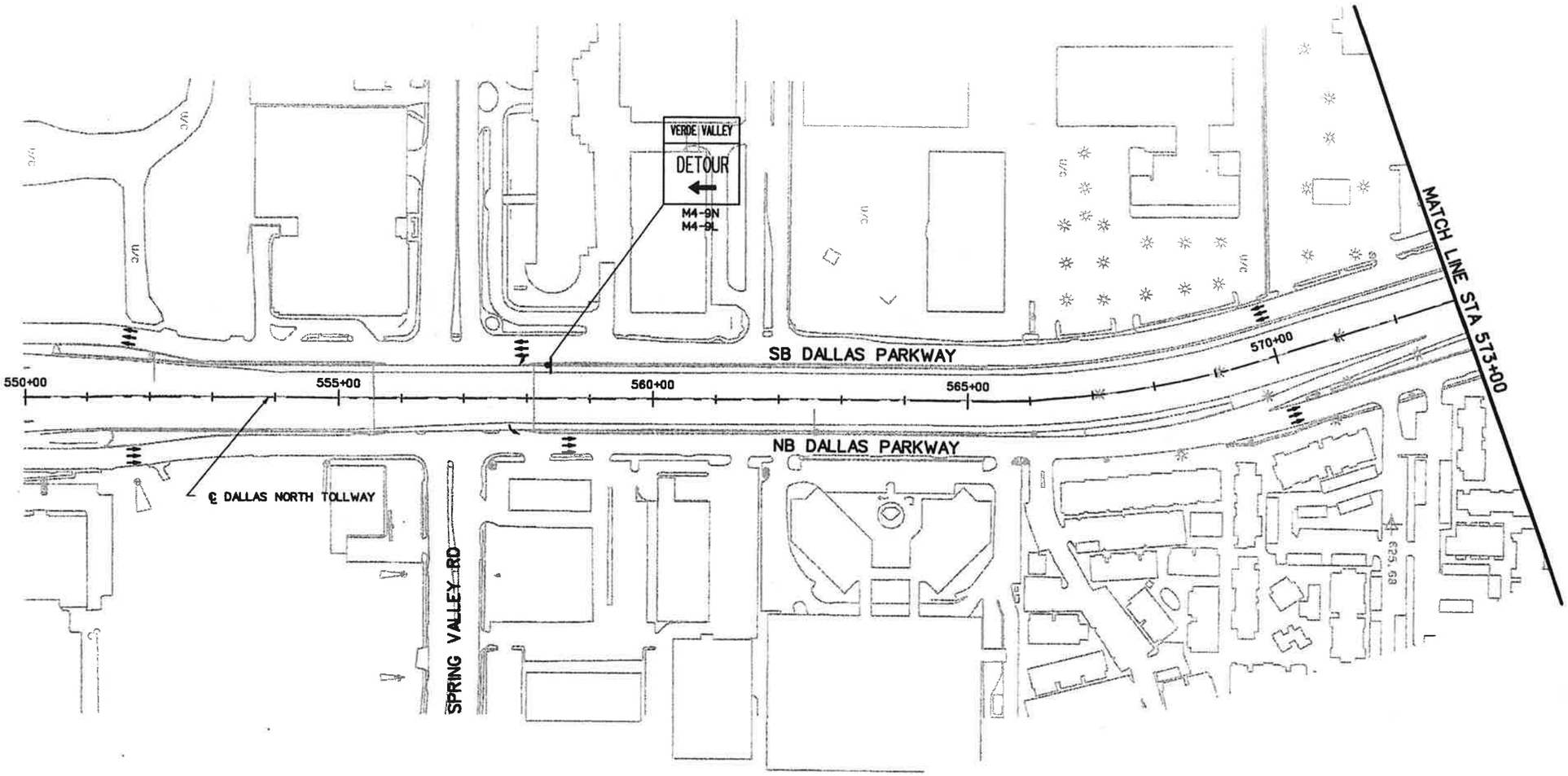
SCALE IN FEET



LEGEND:

CONSTRUCTION AREA

NOTES:

1. THIS DETOUR PLAN IS TO BE USED DURING NIGHT TIME LANE CLOSURES ONLY FOR BRIDGE REMOVAL AND BEAM HANGING OPERATIONS. TIMES AND DURATION MUST BE APPROVED BY NTTA IN ADVANCE OF PLACEMENT.

2. CAPTURE OF FALLING DEBRIS SHALL BE PROVIDED WHILE TRAFFIC OPERATIONS ARE BEING MAINTAINED ON VERDE VALLEY LANE.

Eduardo Hernandez Jr
STATE OF TEXAS
EDUARDO HERNANDEZ JR.
93760
LICENSED PROFESSIONAL ENGINEER
09/23/05

NO.	DATE	REVISION	APPROV.

DALLAS NORTH TOLLWAY

NTTA
NORTH TEXAS TOLLWAY AUTHORITY

VERDE VALLEY LANE DETOUR PLAN

SHEET 1 OF 2

CIVIL ASSOCIATES, INC.
9330 Amberton Pkwy
Suite 2380
Dallas, TX 75243

STM 4 & 5
PLAN SET A

DRAWN RO DATE 03-31-05
CHECKED CCD DATE 03-31-05
DESIGNED EH DATE 03-31-05
SCALE 1"=200'

CONTRACT NO. 02040-DNT-02-CN-EN SHEET A24 OF A200

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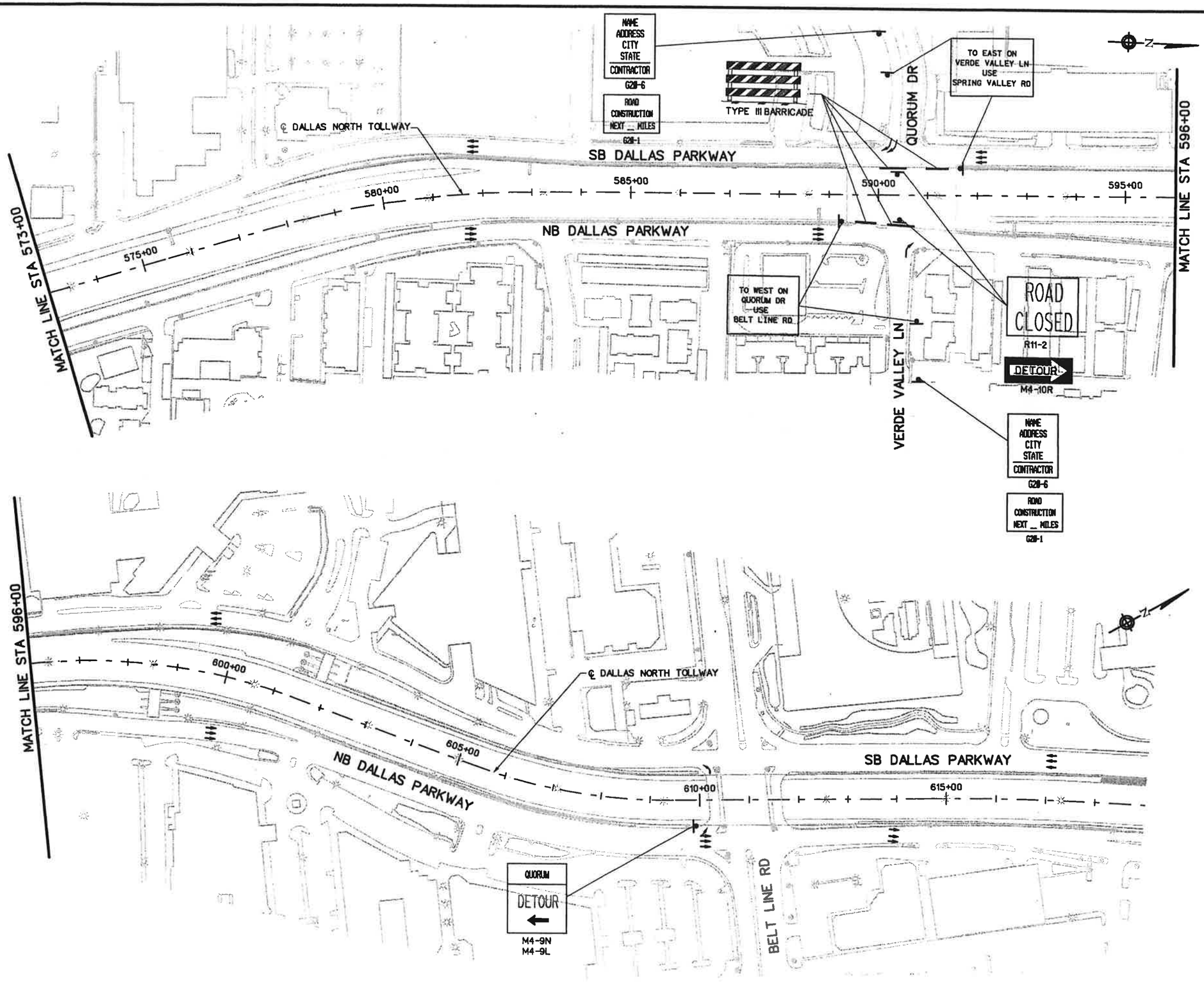

0 100 200 300 400
SCALE IN FEET

LEGEND:

CONSTRUCTION AREA

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Eduardo Hernandez Jr.
STATE OF TEXAS
EDUARDO HERNANDEZ JR.
93760
LICENSED PROFESSIONAL ENGINEER
09/23/05

NO.	DATE	REVISION	APPROV.

DALLAS NORTH TOLLWAY

NTTA
NORTH TEXAS TOLLWAY AUTHORITY

VERDE VALLEY LANE DETOUR PLAN

SHEET 2 OF 2

CIVIL ASSOCIATES, INC.
9330 Amberton Pkwy
Suite 3380
Dallas, TX 75243

STM 4 & 5 PLAN SET A

DRAWN RO DATE 03-31-05
CHECKED CCD DATE 03-31-05
DESIGNED EH DATE 03-31-05
SCALE 1"=200'

CONTRACT NO. 02040-DNT-02-CN-EN SHEET A35 OF A200

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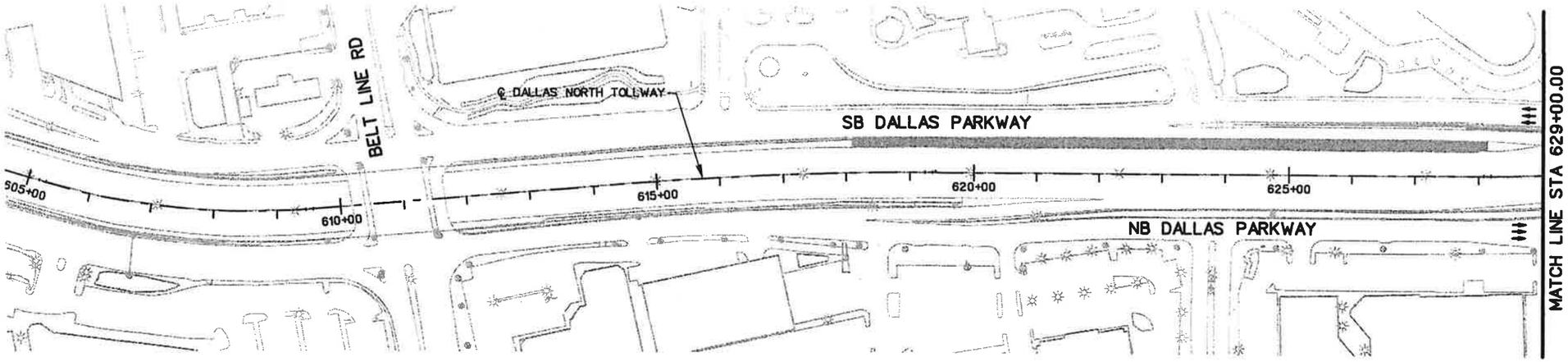
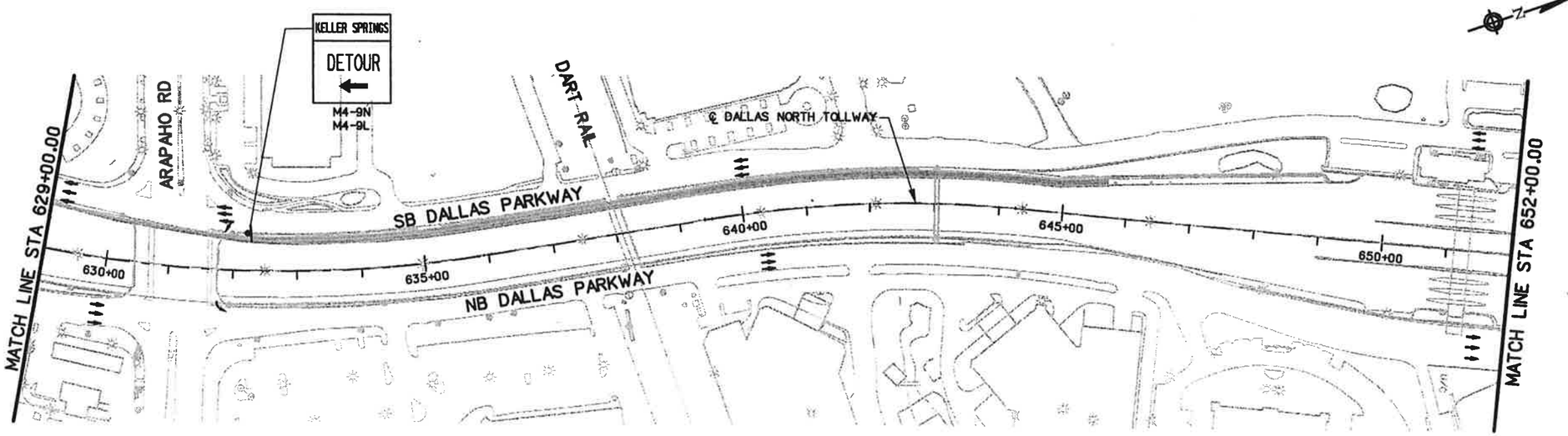
SCALE IN FEET





LEGEND:

CONSTRUCTION AREA

NOTES:

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2. CAPTURE OF FALLING DEBRIS SHALL BE PROVIDED WHILE TRAFFIC OPERATIONS ARE BEING MAINTAINED ON KELLER SPRINGS.

Eduardo Hernandez Jr
STATE OF TEXAS
EDUARDO HERNANDEZ JR.
93760
LICENSED PROFESSIONAL ENGINEER
09/23/05

NO.	DATE	REVISION	APPROV.

DALLAS NORTH TOLLWAY

NTTA
NORTH TEXAS TOLLWAY AUTHORITY

KELLER SPRINGS ROAD DETOUR PLAN

SHEET 1 OF 2

CIVIL ASSOCIATES, INC.
8330 Amberton Pkwy
Suite 3380
Dallas, TX 75243

STM 4 & 5 PLAN SET A

DRAWN TR DATE 03-31-05
CHECKED CCD DATE 03-31-05
DESIGNED EH DATE 03-31-05
SCALE 1"=200'

CONTRACT NO. 02040-DNT-02-CN-EN SHEET A34 OF A209

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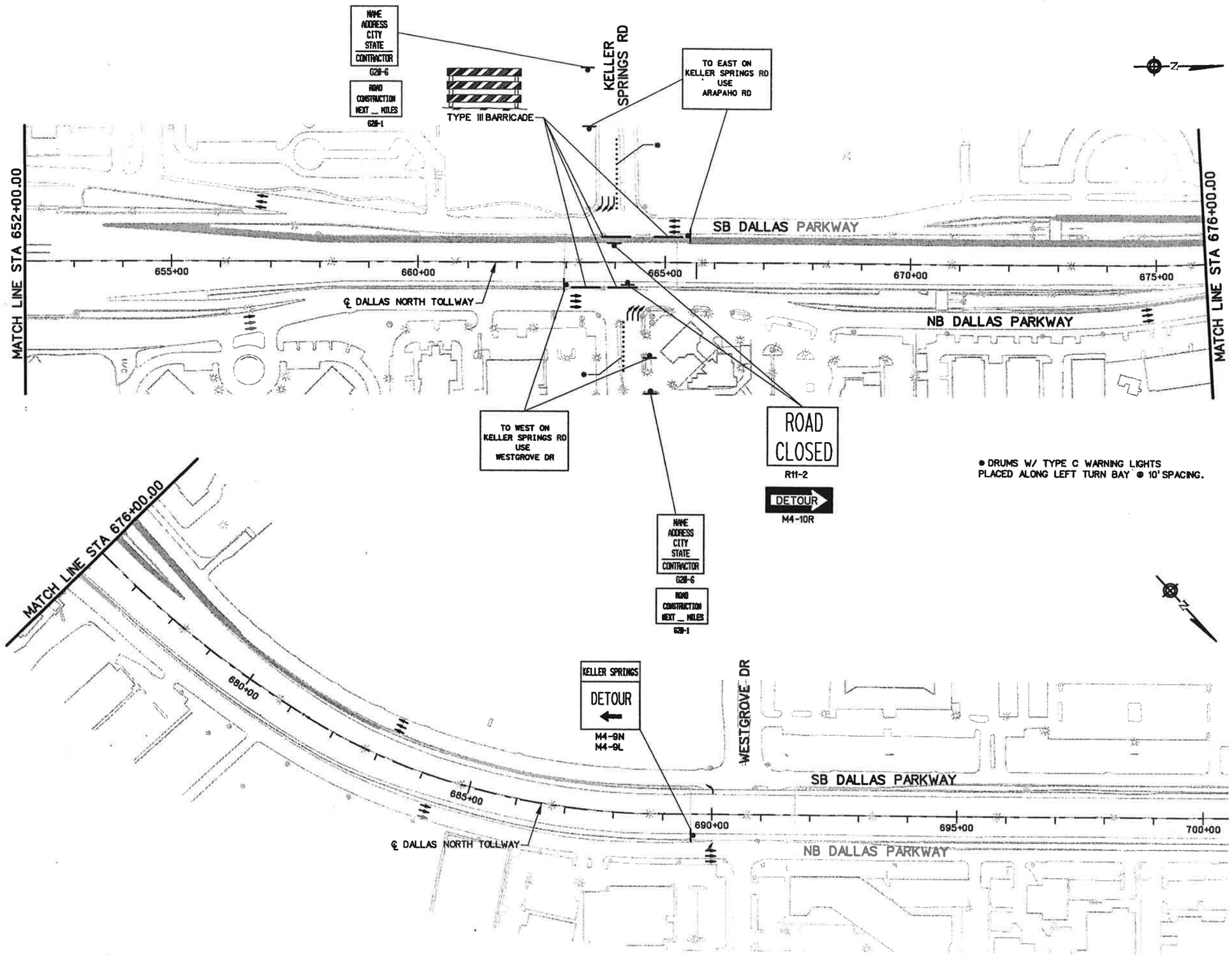

0 100 200 300 400
SCALE IN FEET

LEGEND:

CONSTRUCTION AREA

NOTES:

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* DRUMS W/ TYPE C WARNING LIGHTS PLACED ALONG LEFT TURN BAY @ 10' SPACING.

Eduardo Hernandez Jr
STATE OF TEXAS
EDUARDO HERNANDEZ JR.
93760
LICENSED PROFESSIONAL ENGINEER
09/23/05

NO.	DATE	REVISION	APPROV.

DALLAS NORTH TOLLWAY

NTTA
NORTH TEXAS TOLLWAY AUTHORITY

KELLER SPRINGS ROAD
DETOUR PLAN

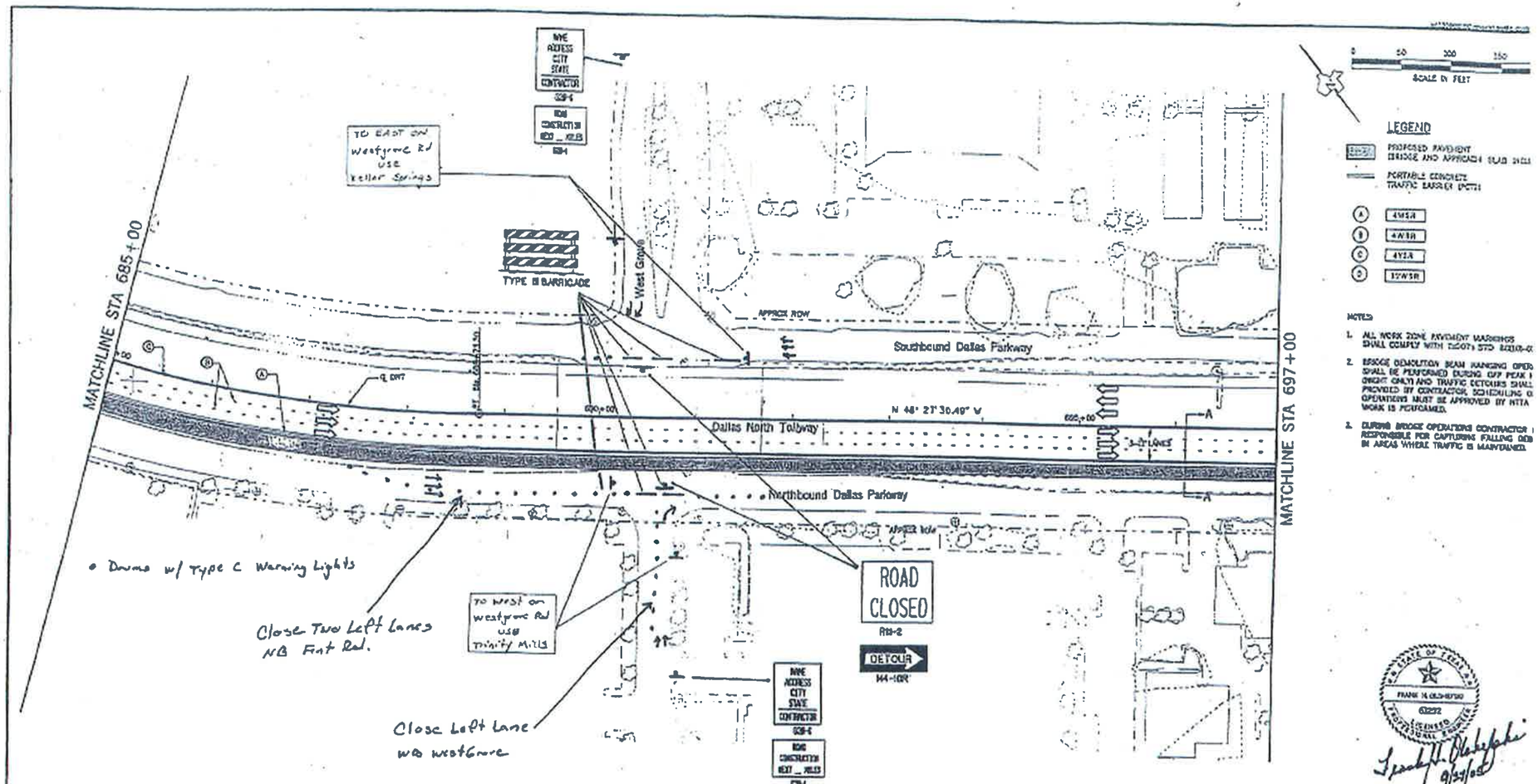
SHEET 2 OF 2

CIVIL ASSOCIATES, INC.
9330 Amberton Pkwy Suite 2380 Dallas, TX 75243

STM 4 & 5
PLAN SET B

DRAWN TR DATE 03-31-05
CHECKED CCD DATE 03-31-05
DESIGNED EH DATE 03-31-05
SCALE 1"=200'

CONTRACT NO. 02040-DNT-02-CN-EN SHEET A37 OF A200



NOTES:

1. ALL WORK ZONE PAVEMENT MARKINGS SHALL COMPLY WITH TxDOT'S STD 6X610-0
2. BRIDGE DEMOLITION BEAM HANGING OPER SHALL BE PERFORMED DURING OFF PEAK I ONLY AND TRAFFIC DETOURS SHALL PROVIDED BY CONTRACTOR. SCHEDULING O OPERATIONS MUST BE APPROVED BY NTTA WORK IS PERFORMED.
3. DURING BRIDGE OPERATIONS CONTRACTOR RESPONSIBLE FOR CAPTURING FALLING DEB IN AREAS WHERE TRAFFIC IS MAINTAINED.

Note: Orange Safety Fence to be placed as required to Prevent Pedestrian Traffic.

FRANK N. OLSHESKI 62252 LICENSED PROFESSIONAL ENGINEER STATE OF TEXAS

9/30/08

DALLAS NORTH TOLLWAY

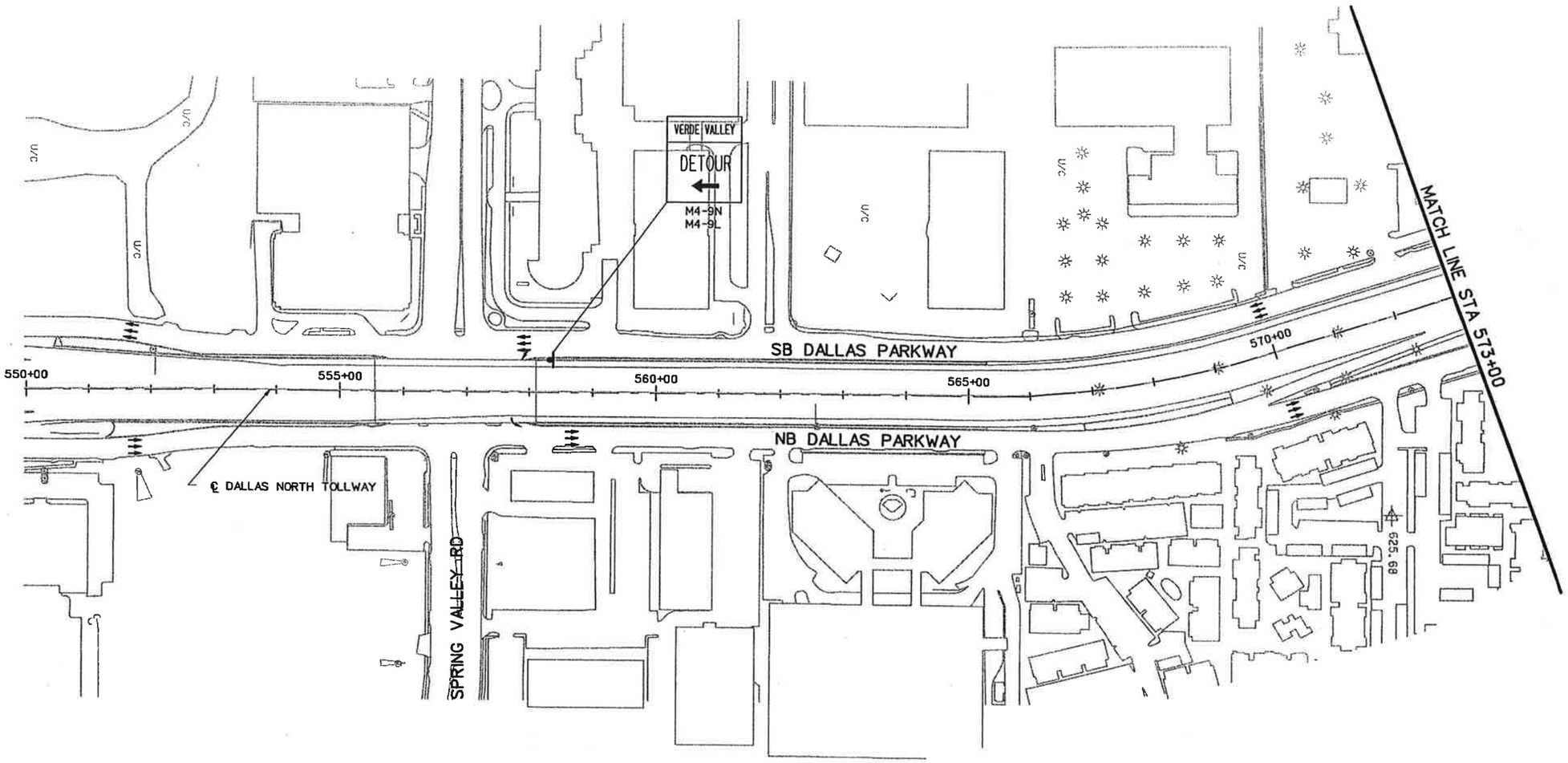
NTTA NORTH TEXAS TOLLWAY AUTHORITY

TRAFFIC CONTROL PLAN
PHASE I
STA 685+00 TO STA 697+00

PATE ENGINEERS

STA 97 I PLAN

0 100 200 300 400
SCALE IN FEET



LEGEND:

CONSTRUCTION AREA

NOTES:

1. THIS DETOUR PLAN IS TO BE USED DURING NIGHT TIME LANE CLOSURES ONLY FOR BRIDGE REMOVAL AND BEAM HANGING OPERATIONS. TIMES AND DURATION MUST BE APPROVED BY NTTA IN ADVANCE OF PLACEMENT.

2. CAPTURE OF FALLING DEBRIS SHALL BE PROVIDED WHILE TRAFFIC OPERATIONS ARE BEING MAINTAINED ON VERDE VALLEY LANE.

Eduardo Hernandez Jr.
STATE OF TEXAS
EDUARDO HERNANDEZ JR.
93760
LICENSED PROFESSIONAL ENGINEER
09/23/05

NO.	DATE	REVISION	APPROV.

DALLAS NORTH TOLLWAY

NTTA
NORTH TEXAS TOLLWAY AUTHORITY

VERDE VALLEY LANE DETOUR PLAN

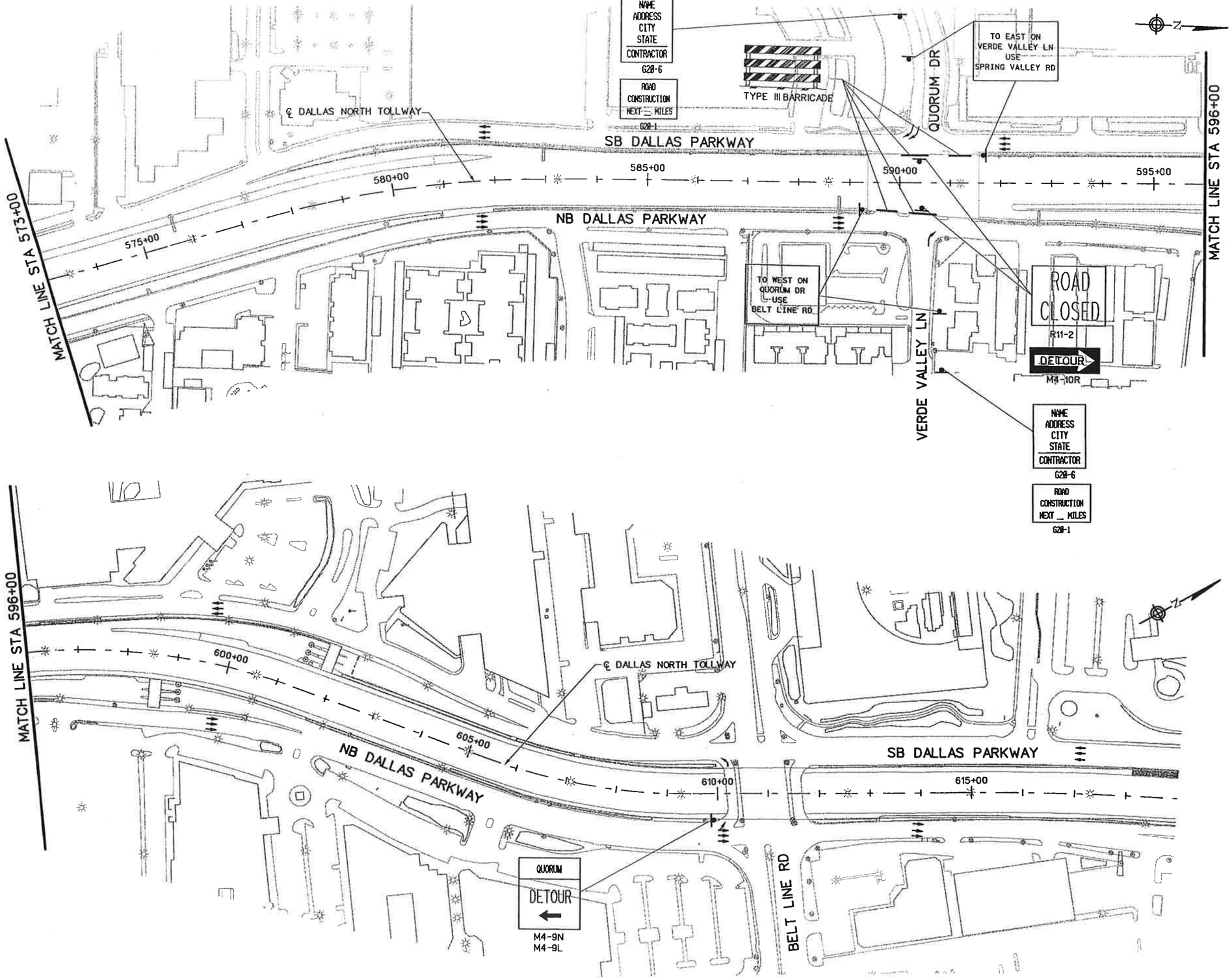
SHEET 1 OF 2

CIVIL ASSOCIATES, INC.
9330 Amberton Pkwy
Suite 2380
Dallas, TX 75243

STM 4 & 5
PLAN SET A

DRAWN RO DATE 03-31-05
CHECKED CCD DATE 03-31-05
DESIGNED EH DATE 03-31-05
SCALE 1"=200'

CONTRACT NO. 02040-DNT-02-CN-EN SHEET ~~A31~~ A210 OF A210



LEGEND:

CONSTRUCTION AREA

NOTES:

1. THIS DETOUR PLAN IS TO BE USED DURING NIGHT TIME LANE CLOSURES ONLY FOR BRIDGE REMOVAL AND BEAM HANGING OPERATIONS. TIMES AND DURATION MUST BE APPROVED BY NTTA IN ADVANCE OF PLACEMENT.

2. CAPTURE OF FALLING DEBRIS SHALL BE PROVIDED WHILE TRAFFIC OPERATIONS ARE BEING MAINTAINED ON VERDE VALLEY LANE.

Eduardo Hernandez Jr.
STATE OF TEXAS
EDUARDO HERNANDEZ JR.
93760
LICENSED PROFESSIONAL ENGINEER
09/23/05

NO.	DATE	REVISION	APPROV.

DALLAS NORTH TOLLWAY

NTTA
NORTH TEXAS TOLLWAY AUTHORITY

VERDE VALLEY LANE DETOUR PLAN

SHEET 2 OF 2

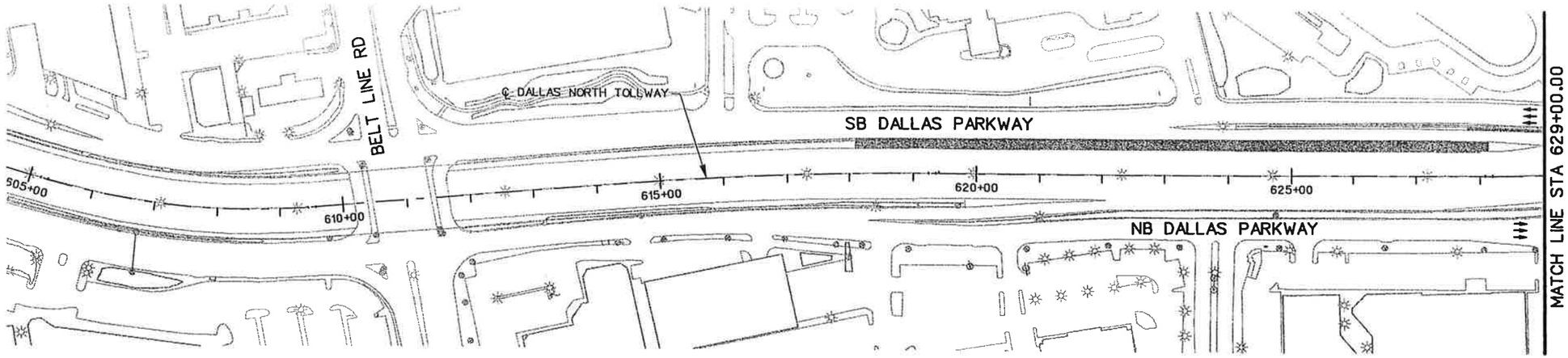
CIVIL ASSOCIATES, INC.
9330 Amberton Pkwy
Suite 1380
Dallas, TX 75243

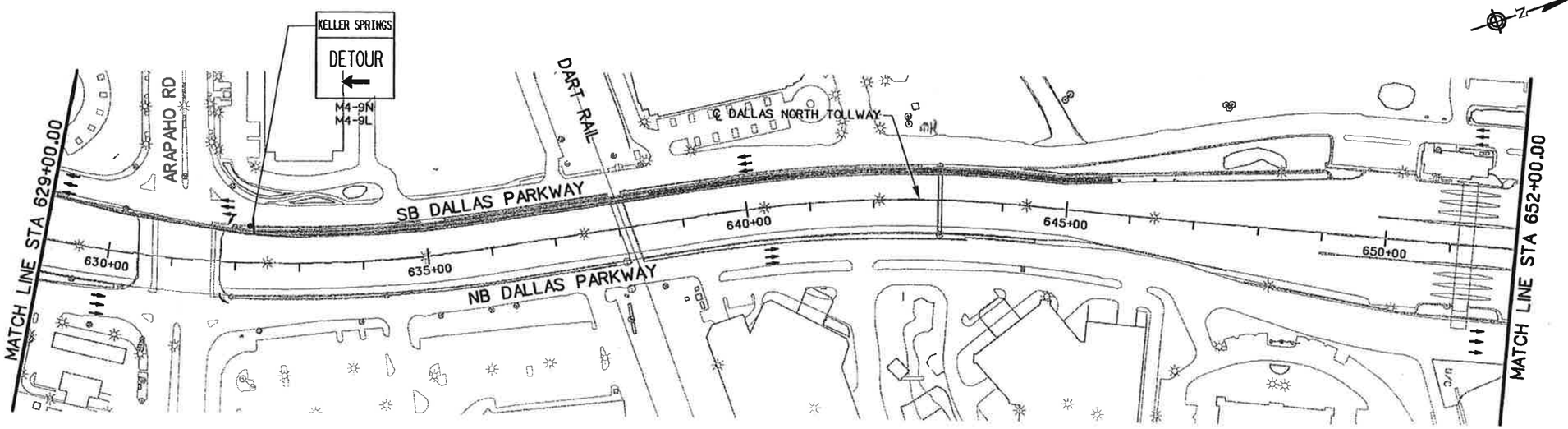
STM 4 & 5
PLAN SET A

DRAWN RO DATE 03-31-05
CHECKED CCD DATE 03-31-05
DESIGNED EH DATE 03-31-05
SCALE 1"=200'

CONTRACT NO. 02040-DNT-02-CN-EN SHEET A35 OF A200

0 100 200 300 400
SCALE IN FEET





LEGEND:

CONSTRUCTION AREA

NOTES:

1. THIS DETOUR PLAN IS TO BE USED DURING NIGHT TIME LANE CLOSURES ONLY FOR BRIDGE REMOVAL AND BEAM HANGING OPERATIONS. TIMES AND DURATION MUST BE APPROVED BY NTTA IN ADVANCE OF PLACEMENT.

2. CAPTURE OF FALLING DEBRIS SHALL BE PROVIDED WHILE TRAFFIC OPERATIONS ARE BEING MAINTAINED ON KELLER SPRINGS.

Eduardo Hernandez Jr.
STATE OF TEXAS
EDUARDO HERNANDEZ JR.
93760
LICENSED PROFESSIONAL ENGINEER
09/23/05

NO.	DATE	REVISION	APPROV.

DALLAS NORTH TOLLWAY

NTTA
NORTH TEXAS TOLLWAY AUTHORITY

KELLER SPRINGS ROAD DETOUR PLAN

SHEET 1 OF 2

CIVIL ASSOCIATES, INC.
9330 Amberton Pkwy
Suite 9380
Dallas, TX 75243

STM 4 & 5
PLAN SET A

DRAWN TR DATE 03-31-05
CHECKED CCD DATE 03-31-05
DESIGNED EH DATE 03-31-05
SCALE 1"=200'

CONTRACT NO. 02040-DNT-02-CN-EN SHEET A36 OF A200

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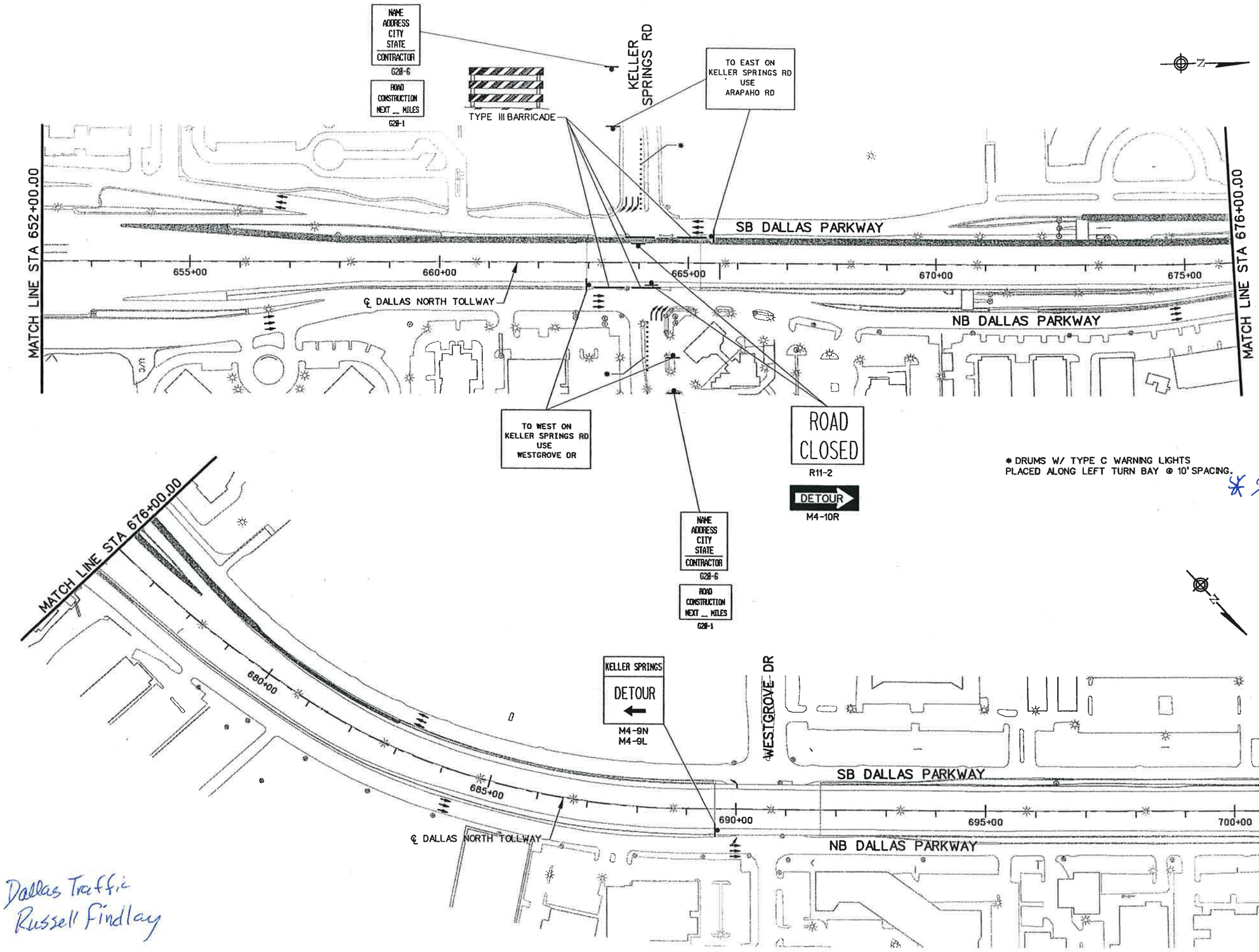

0 100 200 300 400
SCALE IN FEET

LEGEND:

CONSTRUCTION AREA

NOTES:

1. THIS DETOUR PLAN IS TO BE USED DURING NIGHT TIME LANE CLOSURES ONLY FOR BRIDGE REMOVAL AND BEAM HANGING OPERATIONS. TIMES AND DURATION MUST BE APPROVED BY NTTA IN ADVANCE OF PLACEMENT.

2. CAPTURE OF FALLING DEBRIS SHALL BE PROVIDED WHILE TRAFFIC OPERATIONS ARE BEING MAINTAINED ON KELLER SPRINGS.

* DRUMS W/ TYPE C WARNING LIGHTS PLACED ALONG LEFT TURN BAY @ 10' SPACING.

* Sunday after Memorial Day

Eduardo Hernandez Jr
EDUARDO HERNANDEZ JR 93760 LICENSED PROFESSIONAL ENGINEER
09/23/05

NO.	DATE	REVISION	APPROV.

DALLAS NORTH TOLLWAY

NTTA
NORTH TEXAS TOLLWAY AUTHORITY

KELLER SPRINGS ROAD
DETOUR PLAN

SHEET 2 OF 2

CIVIL ASSOCIATES, INC.
9330 Amberton Pkwy Suite 1350 Dallas, TX 75243

STM 4 & 5
PLAN SET B

DRAWN TR DATE 03-31-05
CHECKED CCD DATE 03-31-05
DESIGNED EH DATE 03-31-05
SCALE 1"=200'

CONTRACT NO. 02040-DNT-02-CN-EN SHEET A37 OF A200

Dallas Traffic
Russell Findlay

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