

STATE OF TEXAS DEPARTMENT OF TRANSPORTATION

PLANS OF PROPOSED STATE HIGHWAY IMPROVEMENT

FEDERAL AID PROJECT
STP 95(190)MM

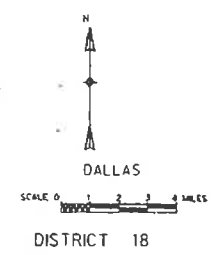
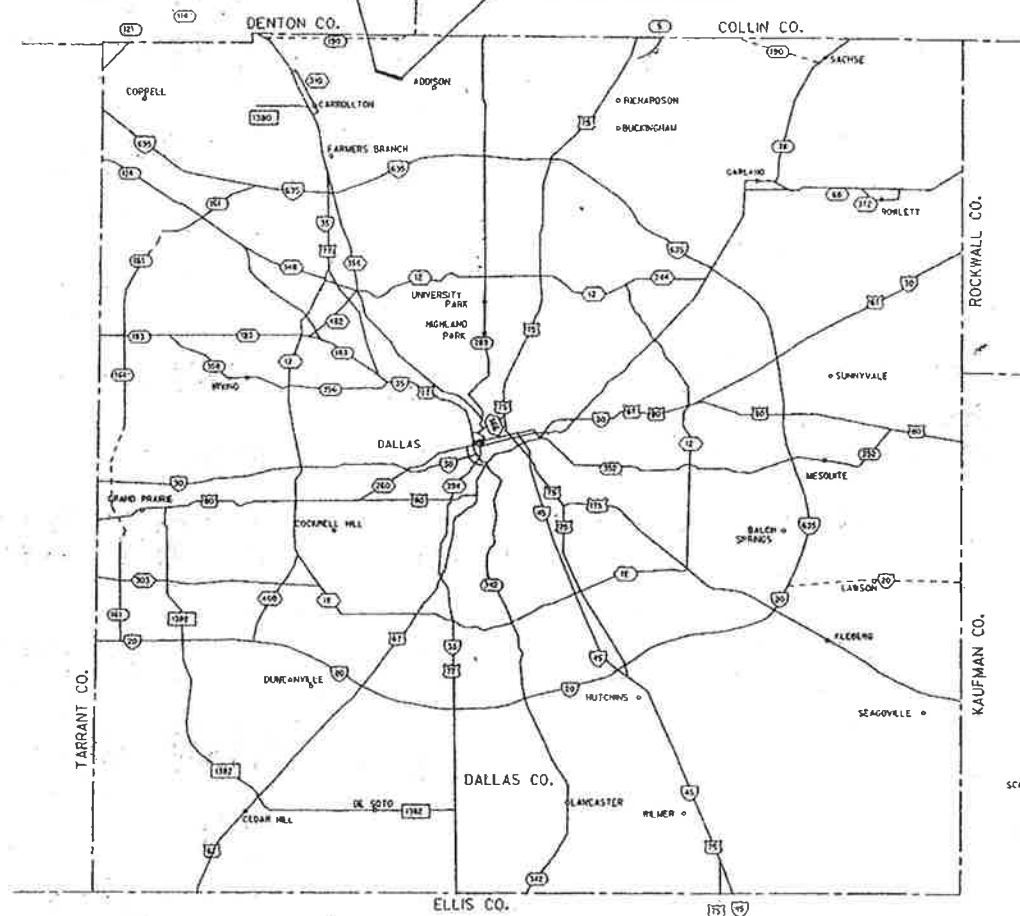
DALLAS COUNTY CS

FROM: ON KELLER SPRINGS, NORTH INTERSECTION OF MARSH LANE
TO: MIDWAY ROAD

NET LENGTH OF PROJECT: 0.850 km
ROADWAY 834 m
BRIDGE CLASS CULVERT 16 m

CONSTRUCTION OF A NEW LOCATION NON-FREWAY FACILITY
CONSISTING OF GRADING, STRUCTURES, STORM SEWERS, LIME STABILIZED SUBGRADE,
ASPHALTIC CONCRETE BASE, CONCRETE PAVEMENT AND PAVEMENT MARKINGS.

BEGIN PROJECT STA 0+092.964 CONTROL: 0918-45-222
END PROJECT STA 0+942.746 CONTROL: 0918-45-222



NO EXCEPTIONS
NO EQUATIONS

DESIGN	FED. PROJ. NO.	FEDERAL AID PROJECT NO.	SHEET NO.
STP 95(190)MM	6	STP 95(190)MM	1
STATE	STATE DIST.	COUNTY	
TEXAS	18	DALLAS	
CONTRACT	SECT.	JOB	NO. OF SHEETS
0918	45	222	CS

DESIGN SPEED = 60 km/hr

FINAL PLANS

DATE CONTRACTOR BEGAN WORK:
DATE WORK WAS COMPLETED & ACCEPTED:
FINAL CONTRACT COST: \$

INDEX OF SHEETS

SHEET NO.	DESCRIPTION
1	TITLE SHEET
2	TYPICAL SECTIONS
3	LAYOUT SHEET
4, 4A	ESTIMATE AND QUANTITY SHEETS
5-6, 6A	GENERAL NOTES AND SPECIFICATION DATA
7-10	SUMMARY SHEETS
11-14	TRAFFIC CONTROL PLANS
15-24	PAVING PLAN AND PROFILE
25	DRAINAGE AREA MAP
26	DRAINAGE CALCULATIONS
27-30	STORM SEWER PLAN AND PROFILE
31	STORM SEWER LATERAL PROFILE
32-33	STORM WATER POLLUTION PREVENTION PLANS
34-36	PAVEMENT STRIPING AND SIDEWALK PLANS
37	TOPSOIL AND GRASSING
38	TYPICAL STRUCTURAL DETAILS
39	RETAINING WALL PLAN & ELEVATION
40	R.C.B.C. - SECTIONS
41	RETAINING WALL - SECTIONS & DETAILS
42	INLET DETAILS
43	MISCELLANEOUS DETAILS
44-45	CONDUIT LAYOUTS
46-48	WATER & UTILITY PLAN PROFILE STATE STANDARD SHEETS
49	HANDRAIL DETAIL
50	JS-95(M)
51	CPCD-95(M)
52-57	EC(1)-95(M) THRU EC(6)-95(M)
58	BC (NOTES)-97(M)
59-68	BC(1)-97(M) THRU BC(10)-97(M)
69	RPM(1)-92(M)
70	PM(1)-95A(M)
71	PM(2)-95(M)
72	PM(3)-95(M)
73	TCP (NOTES)-97(M)
74-76	TCP(1)-97(M) THRU TCP(1-3)-97(M)
77	WZ(STPM)-97(M)

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

Maurice Pittman, PE 7-8-97
DATE



SPECIFICATIONS ADOPTED BY THE TEXAS DEPARTMENT OF
TRANSPORTATION, MARCH 1, 1995 AND SPECIFICATION ITEMS
LISTED AND DATED AS FOLLOWS, SHALL GOVERN ON THIS
PROJECT: REQUIRED CONTRACT PROVISIONS FOR ALL
FEDERAL-AID CONSTRUCTION CONTRACTS (FORM FHWA 1273).

COUNTY: DALLAS
PROJ. NO.: STP 95(190)MM
LETTING DATE: 7/2/97
DATE ACCEPTED:

SUBMITTED FOR LETTING 7/2/97
M. G. Romanowski
DESIGN ENGINEER

CONCURRENCE 7/2/97
Tim Tumulty, PE
TIM TUMULTY, P.E.
CITY ENGINEER
CITY OF CARROLLTON

TEXAS DEPARTMENT OF TRANSPORTATION

RECOMMENDED FOR LETTING 7/2/97
Robert M. Romanowski
AREA ENGINEER

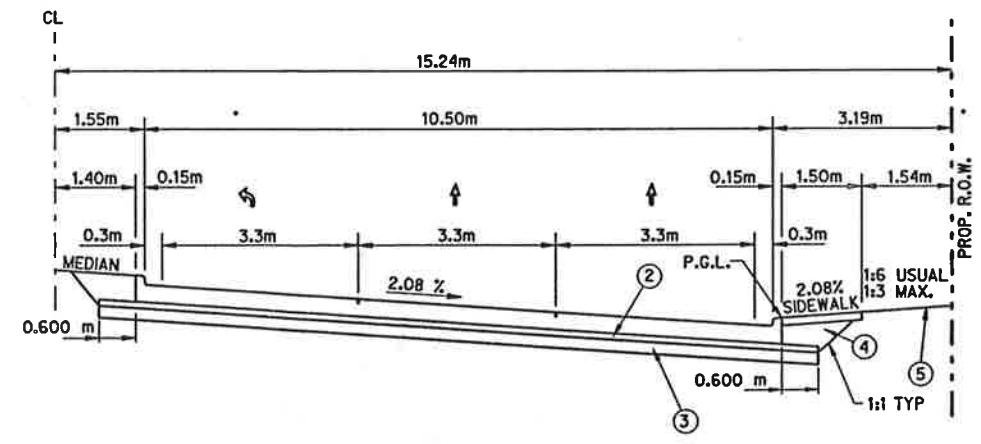
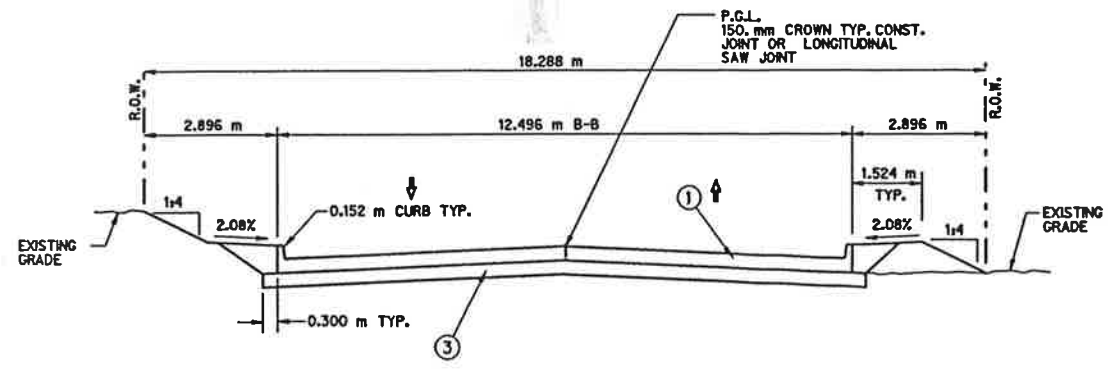
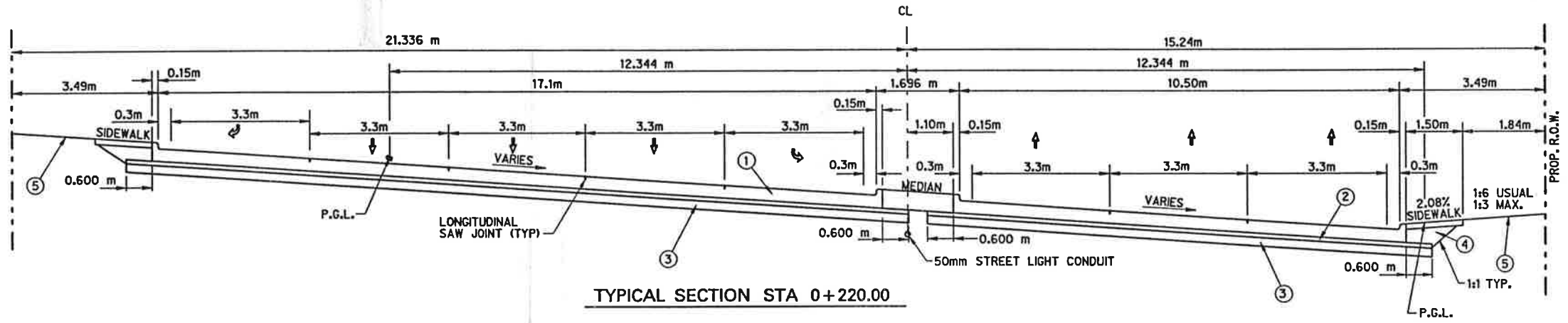
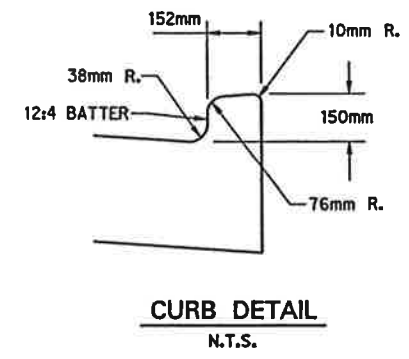
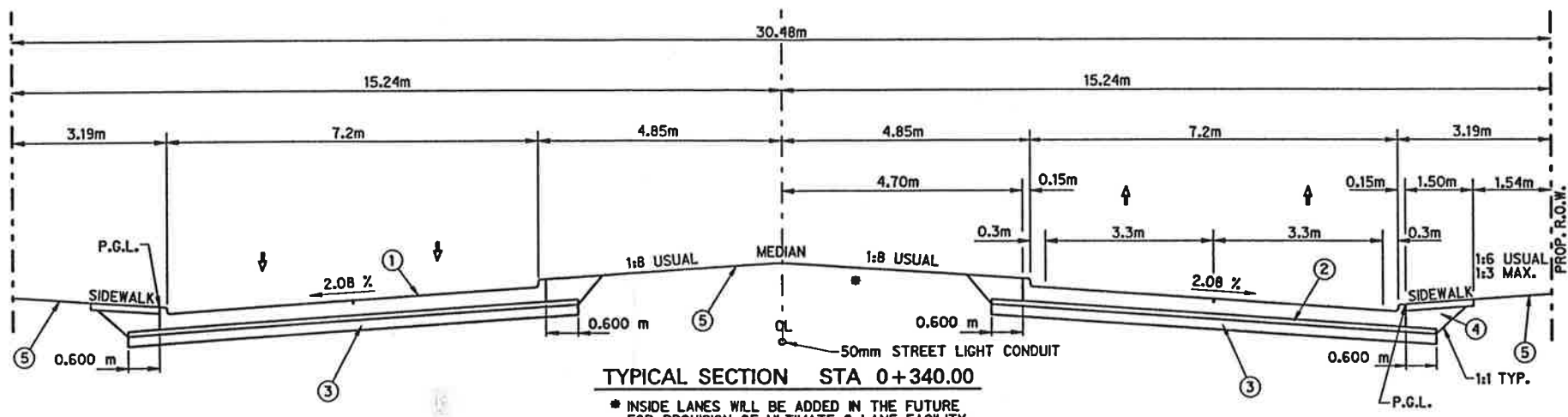
APPROVED FOR LETTING
DIRECTOR, TRAFFIC OPERATIONS DIVISION

RECOMMENDED FOR LETTING 7/7/97
Glenn M. Larson
DIRECTOR OF TRANSPORTATION
PLANNING & DEVELOPMENT

RECOMMENDED FOR LETTING 7/7/97
Jay Melton
DISTRICT ENGINEER

APPROVED FOR LETTING 8/10/97
Harold H. Walker, PE
For DIRECTOR, DESIGN DIVISION



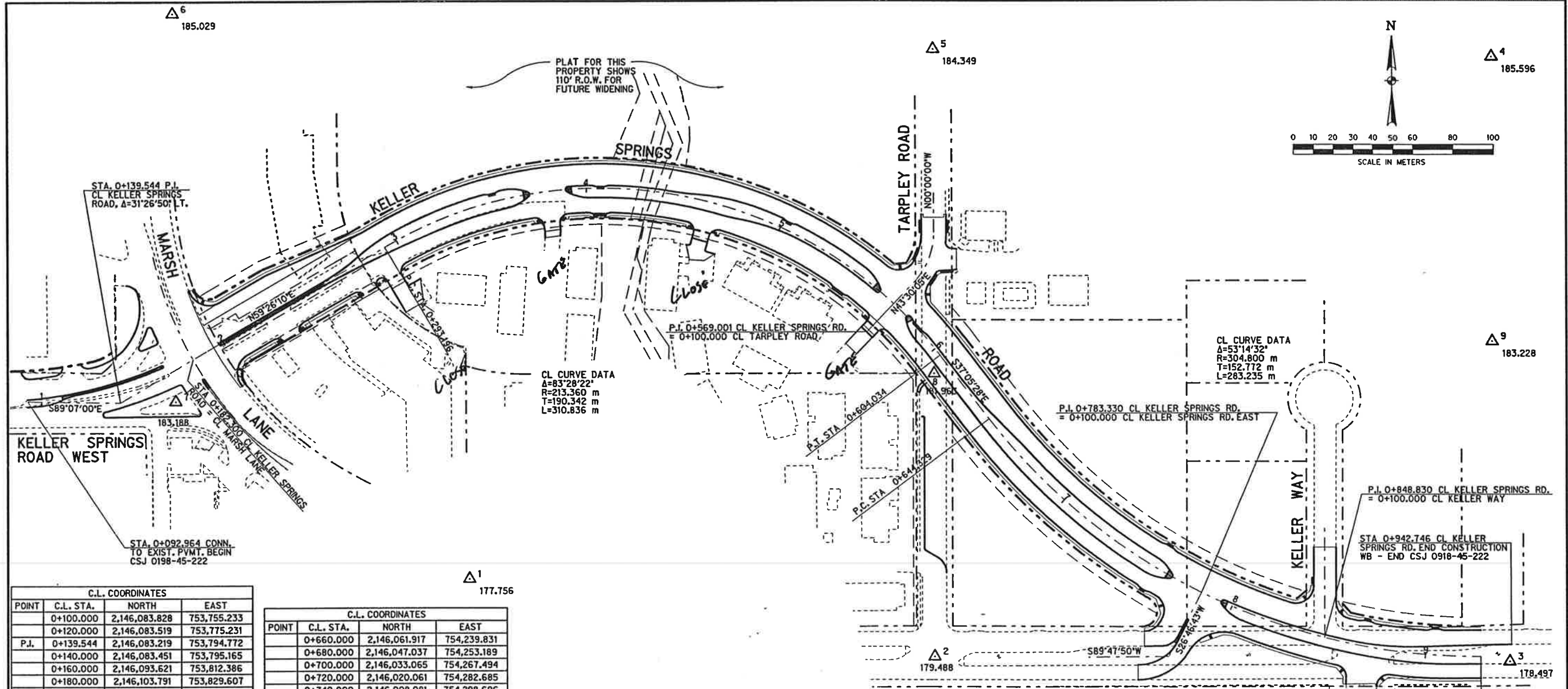
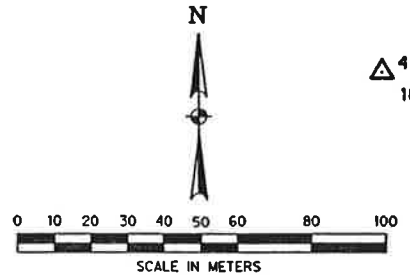


- KEY**
- ① 200mm CPCD
 - ② 100mm TY 'B' ACP
 - ③ 200mm LTS (21.57 Kg/m²)
 - ④ BACKFILL
 - ⑤ 100mm TOPSOIL AND BLOCK SOD



M.E. Romanowski 7/7/97

TYPICAL SECTIONS									
KELLER SPRINGS ROAD									
DALLAS COUNTY, TEXAS									
TEXAS DEPARTMENT OF TRANSPORTATION									
Half Associates ENGINEERS - ARCHITECTS - SCIENTISTS - PLANNERS - SURVEYORS									
DESIGN	DRAWN	NOTES	FED. NO.	STATE	FEDERAL AID PROJECT NO.	SHEET NO.			
CAZD			8	TEXAS	STP 98 (2ND MAJ)	1			
DATE	FILE	SCALE	STATE DIST. NO.	COUNTY	CONTROL NO.	SECTION NO.	JOB NO.	HIGHWAY NO.	
JULY 1997	78P07L1	1:800 HORIZ	8	DALLAS	999	46	222	CS	



C.L. COORDINATES			
POINT	C.L. STA.	NORTH	EAST
	0+100.000	2,146,083.828	753,755.233
	0+120.000	2,146,083.519	753,775.231
P.I.	0+139.544	2,146,083.219	753,794.772
	0+140.000	2,146,083.451	753,795.165
	0+160.000	2,146,093.621	753,812.386
	0+180.000	2,146,103.791	753,829.607
	0+200.000	2,146,113.961	753,846.828
	0+220.000	2,146,124.131	753,864.050
	0+240.000	2,146,134.301	753,881.271
	0+260.000	2,146,144.471	753,898.492
	0+280.000	2,146,154.641	753,915.713
P.C.	0+293.196	2,146,161.351	753,927.075
	0+300.000	2,146,164.717	753,932.989
	0+320.000	2,146,173.498	753,950.950
	0+340.000	2,146,180.558	753,969.654
	0+360.000	2,146,185.837	753,988.938
	0+380.000	2,146,189.288	754,008.630
	0+400.000	2,146,190.880	754,028.559
	0+420.000	2,146,190.600	754,048.550
	0+440.000	2,146,188.451	754,068.427
	0+460.000	2,146,184.450	754,088.015
	0+480.000	2,146,178.633	754,107.143
	0+500.000	2,146,171.051	754,125.642
	0+520.000	2,146,161.771	754,143.351
	0+540.000	2,146,150.874	754,160.113
	0+560.000	2,146,138.456	754,175.781
P.I.	0+569.001	2,146,132.400	754,182.439
	0+580.000	2,146,124.626	754,190.219
	0+600.000	2,146,109.506	754,203.298
P.T.	0+604.034	2,146,106.310	754,205.762
	0+620.000	2,146,093.575	754,215.390
	0+640.000	2,146,077.622	754,227.452
P.C.	0+644.329	2,146,074.166	754,230.065

C.L. COORDINATES			
POINT	C.L. STA.	NORTH	EAST
	0+660.000	2,146,061.917	754,239.831
	0+680.000	2,146,047.037	754,253.189
	0+700.000	2,146,033.065	754,267.494
	0+720.000	2,146,020.061	754,282.685
	0+740.000	2,146,008.081	754,298.696
	0+760.000	2,145,997.177	754,315.457
	0+780.000	2,145,987.396	754,332.898
P.I.	0+783.330	2,145,985.876	754,335.868
	0+800.000	2,145,978.779	754,350.943
	0+820.000	2,145,971.363	754,369.513
	0+840.000	2,145,965.182	754,388.530
P.I.	0+848.830	2,145,962.849	754,397.050
	0+860.000	2,145,960.260	754,407.912
	0+880.000	2,145,956.620	754,427.574
	0+900.000	2,145,954.277	754,447.433
	0+920.000	2,145,953.242	754,467.402
P.T.	0+927.564	2,145,953.192	754,474.974

TRAVERSE COORDINATES		
POINT	NORTH	EAST
1	2,145,993.360	753,969.760
2	2,145,953.519	754,202.908
3	2,145,950.683	754,547.911
4	2,146,256.218	754,480.960
5	2,146,260.266	754,202.692
6	2,146,279.011	753,821.676
7	2,146,083.592	753,822.713
8	2,146,097.185	754,202.770
9	2,146,113.069	754,481.011

- BENCHMARKS**
- PANEL POINT #7 - CUT 'X' LOCATED IN THE SOUTHWEST ISLAND AT THE INTERSECTION OF KELLER SPRINGS ROAD WEST AND MARSH LANE. ELEVATION 183.188
 - PANEL POINT #5 - F.I.R. LOCATED AT THE CENTERLINE OF TARPLEY ROAD APPROXIMATELY 307.85 m NORTH OF THE CENTERLINE OF KELLER SPRINGS ROAD EAST. ELEVATION 184.349
 - PANEL POINT #2 - CUT 'X' LOCATED AT THE CENTERLINE INTERSECTION OF TARPLEY ROAD AND KELLER SPRINGS ROAD EAST. ELEVATION 179.488
 - PANEL POINT #3 - CUT 'X' LOCATED AT PROPOSED KELLER SPRINGS ROAD CENTERLINE STATION 32+70 MEDIAN OPENING. ELEVATION 178.497

M. S. Williams 2/1/97

COORDINATE LAYOUT SHEET			
KELLER SPRINGS ROAD			
DALLAS COUNTY, TEXAS			
TEXAS DEPARTMENT OF TRANSPORTATION			
Half Associates			
ENGINEERS - ARCHITECTS - SCIENTISTS - PLANNERS - SURVEYORS			
DESIGN	DRAWN	NOTES	SHEET NO.
DATE	FILE	SCALE	PROJECT NO.
JULY 1998	7882AT1	1:800 HORIZ	DALLAS 890 48 223

GENERAL NOTES AND SPECIFICATION DATA--

SPECIFICATION DATA
TEST TO BE IN ACCORDANCE WITH TEXAS DEPARTMENT OF TRANSPORTATION STANDARD TEST METHODS

ITEM	DESCRIPTION	% RETAINED, SIEVES	CONSTANTS	NOTE
132	EMBANK (DENS CONT) (TY C)	40	8	

MINIMUM COMPACTION REQUIREMENTS FOR BASE COURSES
% DENSITY AS DETERMINED BY COMPACTION RATIO (TEX-113-E)

MATERIAL	ROADWAY	RAMPS
260	LIME TREAT SUBGR	ALL

BASIS OF ESTIMATE FOR PERMANENT CONSTRUCTION

ITEM	DESCRIPTION	RATE	UNIT	QUANTITY
186	FERT (13-13-13)	112.0	KG N /HA	0.505 MG
168	VEGETATIVE WATERING	76.0	KL/M2	852.9 KL
204	* SPRINK (DUST CONT)	3758	KL/KM	3614.6 KL
260	** LIME (TY A, B OR C SLURRY)	6.00%	BY WT	430.2 MG
3022	ASPH CONC (TY B)	2.349	KG/M2/MM	2033.9 MG

NOTE:
* CONTRACTOR'S INFORMATION ONLY

SPECIFICATION DATA
08/21 SHEET A

0.131 MG
886.1 KL
401.0 MG
4675.8 MG

GENERAL NOTES AND SPECIFICATION DATA--

** SUBGRADE WEIGHT BASED ON 1763 KG/M3 (DRY-COMPACTED)

GENERAL:

PRIOR TO CONTRACT LETTING, REPRODUCIBLE EARTHWORK CROSS SECTIONS WILL BE AVAILABLE AT THE DISTRICT OFFICE FOR BORROWING BY COPYING-SERVICE COMPANIES FOR THE PURPOSE OF MAKING COPIES FOR THE PROSPECTIVE BIDDERS AT THE PROSPECTIVE BIDDERS' EXPENSE.

THE CONSTRUCTION, OPERATION AND MAINTENANCE OF THIS PROPOSED PROJECT WILL BE CONSISTENT WITH THE STATE IMPLEMENTATION PLAN AS PREPARED BY THE TEXAS AIR CONTROL BOARD.

THE DETERMINATION OF THE LIQUID LIMIT OF SOILS SHALL BE IN ACCORDANCE WITH TEST METHOD TEX-104-E.

ERECTION OF POLES, LUMINAIRES AND STRUCTURES LOCATED NEAR ANY OVERHEAD OR UNDERGROUND UTILITIES SHALL BE ACCOMPLISHED USING ESTABLISHED INDUSTRY AND UTILITY SAFETY PRACTICES. THE CONTRACTOR SHALL CONSULT WITH THE APPROPRIATE UTILITY COMPANY PRIOR TO BEGINNING SUCH WORK.

THE CONTRACTOR IS RESPONSIBLE FOR STABILIZING ALL UNPAVED AREAS OF THE PROJECT WITH A MINIMUM 70% DENSITY OF VEGETATIVE COVER. THIS IS TO BE ACCOMPLISHED UTILIZING THE ITEMS IN THIS CONTRACT.

ONE WATER VALVE AND ONE SANITARY SEWER CLEAN OUT SHALL BE ADJUSTED. NO DIRECT PAYMENT SHALL BE MADE FOR THESE ADJUSTMENTS, BUT SHALL BE SUBSIDIARY TO THE VARIOUS BID ITEMS.

THE SW3P (STORM WATER POLLUTION PREVENTION PLAN) FOR THIS PROJECT SHALL CONSIST OF USING THE FOLLOWING ITEMS AS DIRECTED BY THE ENGINEER:

- BALED HAY
- CONSTRUCTION EXITS
- BACKHOE OR FRONT-END LOADER WORK FOR EROSION CONTROL

THIS WORK SHALL BE PAID FOR UNDER THEIR RESPECTIVE BID ITEMS.

SPECIFICATION DATA
08/21 SHEET B

GENERAL NOTES AND SPECIFICATION DATA--

ITEM 100:
THE LIMITS OF PREPARING RIGHT OF WAY WILL BE AS SHOWN IN THE SUMMARY TABLE.

CLEARING AND GRUBBING WILL NOT BE PAID FOR DIRECTLY BUT SHALL BE CONSIDERED SUBSIDIARY TO THIS ITEM.

AT STATION 0+280.000, 13.929 RT. REMOVAL OF CONCRETE RETAINING WALL WOOD FENCE, BRICK COLUMN AND RETAINING WALL FOOTING TO THE RIGHT OF LINE SHALL BE PAID FOR UNDER THIS ITEM.

ITEM 104:
ALL OF THE EXISTING OLD CONCRETE TO BE REMOVED ON THIS PROJECT WILL BECOME THE PROPERTY OF THE CONTRACTOR AND BE DISPOSED OF BY HIM OR THE LIMITS OF THE RIGHT OF WAY AT HIS OWN EXPENSE AND IN A MANNER APPROVED BY THE ENGINEER.

THE SQUARE METER QUANTITY OF SIDEWALK REMOVAL IS INCLUDED IN CONCRETE PAVEMENT REMOVAL AND SHALL BE PAID AS CONCRETE PAVEMENT REMOVAL.

ITEM 105:
EXISTING ASPHALT TO BE REMOVED SHALL BE SAWED ALONG NEAT LINES WHEN PORTIONS ARE TO BE LEFT IN PLACE TEMPORARILY OR PERMANENTLY. SAWING WILL BE CONSIDERED SUBSIDIARY TO THIS ITEM AND NO DIRECT PAYMENT WILL BE MADE.

ALL OF THE EXISTING ASPHALT TO BE REMOVED, AS SHOWN ON THE PLANS, IS TO BE SOLD TO THE CONTRACTOR. ALL ASPHALT MATERIAL TO BE REMOVED SHALL BE HAULED OFF THE PROJECT IMMEDIATELY. STOCKPILED ASPHALT MATERIAL ON SITE WILL NOT BE ALLOWED.

ITEM 110:
EXCAVATION FOR DRIVEWAYS, SLEEPER SLABS, ALLEYS AND INTERSECTIONS SHALL NOT BE PAID FOR DIRECTLY, BUT SHALL BE CONSIDERED SUBSIDIARY TO THIS ITEM.

SPECIFICATION DATA
08/21 SHEET C

GENERAL NOTES AND SPECIFICATION DATA--

ITEM 132:
WHEN THE MOISTURE CONTENT OF THE EMBANKMENT EXCEEDS THE SPECIFIED OPTIMUM CONTENT, AS DETERMINED BY THE ENGINEER, IT SHALL BE AERATED BY DISKING, HARROWING, BLADING OR OTHER MEANS SATISFACTORY TO THE ENGINEER, TO REDUCE THE MOISTURE CONTENT TO THE OPTIMUM CONDITION BEFORE ROLLING COMMENCES. THE CONTRACTOR WILL NOT BE PERMITTED TO AERATE WET MATERIAL WITH COMPACTION EQUIPMENT SUCH AS SHEEPSFOOT ROLLERS OR OTHER DEVICES THAT TEND TO OVER COMPACT THE PREVIOUS LAYER OF MATERIAL. SUCH AERATION WILL BE CONSIDERED AS SUBSIDIARY TO THIS ITEM AND WILL NOT BE PAID FOR DIRECTLY.

SHALE WILL NOT BE CONSIDERED AS SUITABLE MATERIAL.

ITEM 160:
THE TOPSOIL REQUIRED FOR THIS ITEM SHALL BE SALVAGED FROM THE RIGHT OF WAY ON THIS PROJECT AS DIRECTED BY THE ENGINEER AND SHALL BE FERTILE LOAM OR CLAY FROM NOT MORE THAN 0.6 METER BELOW NATURAL GROUND.

THE CONTRACTOR WILL BE REQUIRED, WHERE POSSIBLE, TO ARRANGE THE SEQUENCE OF HIS OPERATIONS IN SUCH A MANNER THAT TOPSOIL WILL BE SALVAGED FROM ONE LOCATION AND PLACED DIRECTLY ON NEARBY SLOPE AREAS TO RECEIVE THIS ITEM. STOCKPILING OF TOPSOIL AND GRASS SOD SHALL BE KEPT TO A MINIMUM AND SHALL BE AS APPROVED BY THE ENGINEER.

ITEM 162:
SODDING AND FERTILIZER SHALL BE PLACED ON ALL UNPAVED AREAS WITHIN THE RIGHT OF WAY.

THE CONTRACTOR WILL BE REQUIRED TO ARRANGE HIS SODDING OPERATION AFTER THE COMPLETION OF EACH CONSTRUCTION STAGE DEPENDANT UPON THE PLANTING DATE REQUIREMENTS STIPULATED BY THIS ITEM. NO ADDITIONAL COMPENSATION WILL BE GRANTED TO THE CONTRACTOR FOR THE ADDITIONAL MOVE-INS.

SPECIFICATION DATA
08/21 SHEET D

GENERAL NOTES AND SPECIFICATION DATA--

ITEM 260:
THE STANDARD PLATFORM TRUCK SCALES WILL BE REQUIRED FOR THIS PROJECT AND SHALL BE LOCATED AT A POINT APPROVED BY THE ENGINEER. CERTIFIED PUBLIC SCALES, WHEN APPROVED BY THE ENGINEER, MAY BE USED, PROVIDED THEY CONFORM TO THE REQUIREMENTS SET FORTH IN ARTICLE 520.3 (1).

THE LIMITS OF PAY ON THIS ITEM SHALL BE FROM A POINT 0.6 METER FROM THE BACK OF CURB ON CURBED SECTIONS.

TYPE A, B OR C LIME SHALL BE PLACED BY THE "SLURRY PLACING" METHOD.

ITEMS 260 AND 262:
THE FINISHED GRADE OF "LIME TREAT SUBGR (DENS CONT)" SHALL BE TO THE SECTION OF THE BOTTOM OF THE ASPHALTIC CONCRETE BASE AS SHOWN ON THE PLANS, OR LOWER. PATCHING OF CURED BASE SECTIONS WILL NOT BE ALLOWED, BUT SHALL BE FILLED WITH EXTRA DEPTH ASPHALTIC CONCRETE BASE OR BE REWORKED COMPLETELY BY SCARIFYING, ADDING MATERIAL, APPLYING LIME SLURRY AND RECOMPACTING. NO ADDITIONAL COMPENSATION WILL BE MADE FOR THE WORK REQUIRED TO REWORK A SECTION OF SUBGRADE.

ITEM 360:
THE DOWEL SUPPORT ASSEMBLIES USED IN CONCRETE PAVEMENT SHALL BE CONSTRUCTED USING NO. 1/0 (10 MM DIAMETER) WIRE IN THE MAIN VERTICAL MEMBERS. DOWELS SHALL BE RIGIDLY SUPPORTED IN PARALLEL POSITIONS AND SHALL BE WELDED ON ONE END TO THE SUPPORT FRAME. THE WELD ATTACHMENT SHALL BE MADE ALTERNATELY ON OPPOSITE ENDS OF SUCCESSIVE DOWELS. THE SUPPORT ASSEMBLY SHALL BE SUBJECT TO THE APPROVAL OF THE ENGINEER.

WHEN USED, THREADED CONNECTOR TIEBARS SHALL BE CHAIRED AND/OR TIED TO THE PAVEMENT REINFORCING STEEL.

ALL CURBS SHALL BE CONSTRUCTED MONOLITHICALLY WITH THE CONCRETE PAVEMENT.

IF CONTINUOUS MONOLITHIC CURB HAS TO BE TEMPORARILY OMITTED FOR ANY REASON, THE CONTRACTOR WILL BE REQUIRED TO DOWEL ON PROPOSED CURBS AS DETAILED IN THE PLANS. AN APPROVED EPOXY RESIN SHALL BE APPLIED TO THE PAVEMENT TO RECEIVE THE CURB AS DIRECTED BY THE ENGINEER. THIS WORK

SPECIFICATION DATA
08/21 SHEET E

GENERAL NOTES AND SPECIFICATION DATA--

ITEM 360, CONT'D
AND MATERIALS SHALL BE SUBSIDIARY TO THIS ITEM AND WILL NOT BE PAID DIRECTLY.

CONCRETE SHALL BE FURNISHED FROM A STATIONARY MIXER (CENTRAL MIX) (PAYING MIXER (TRUCK MOUNTED) MEETING THE REQUIREMENTS OF ARTICLE 360.3 (4).

CONCRETE AGGREGATES SHALL BE STOCKPILED AT THE PLANT SITE.

THE CURING MACHINE SHALL BE PROVIDED WITH RUBBER TIRES, OR ANOTHER ARRANGEMENT, APPROVED BY THE ENGINEER, SO THAT THE MACHINE WILL BRIDGE OVER OR SPAN THE PAVEMENT AND MONOLITHIC CURB OPERATIONS, IN A MANNER SATISFACTORY TO THE ENGINEER.

CURB TRANSITIONS WILL BE PAID FOR AS MONO CURB.

THESE PLANS REQUIRE SAWED JOINTS. CONSTRUCTION, SAWED AND CONTRACT JOINTS SHALL BE PLACED IN ACCORDANCE WITH THE PAVEMENT DETAIL SHEET AS DIRECTED BY THE ENGINEER. JOINT LOCATIONS, OTHER THAN AS SHOWN ON THE PLANS, SHALL BE SUBJECT TO THE APPROVAL OF THE ENGINEER.

THE CONTRACTOR WILL BE REQUIRED TO SAW TRANSVERSE AND CONSTRUCTION ACROSS PAVEMENT AND CURBS.

THE CONTRACTOR WILL BE ALLOWED TO USE A DOWEL INSERTOR OF A DESIGN HAS PROVEN EFFECTIVE AND PERFORMS IN A MANNER ACCEPTABLE TO THE ENGINEER. THE CONTRACTOR, IF HE ELECTS TO USE SUCH A DOWEL INSERTOR, WILL PROVIDE A DEVICE TO MEASURE THE DEPTH OF THE INSERTED DOWEL IN PLACE.

PAVEMENT LEAVEOUTS WILL BE REQUIRED ON THIS PROJECT AS NECESSARY TO PROVIDE FOR TRAFFIC AT DRIVEWAYS AND SIDE STREETS AS SHOWN IN THE PLANS OR AS DIRECTED BY THE ENGINEER. THE COST OF PROVIDING THESE LEAVEOUTS INCLUDING THE CONSTRUCTION OF A SUITABLE CROSSOVER CONNECTION AT EACH SITE, WILL NOT BE PAID FOR DIRECTLY BUT SHALL BE CONSIDERED SUBSIDIARY TO THIS ITEM.

IF A TRAVELING FORM PAVER IS USED, IT SHALL BE EQUIPPED WITH AN ELECTRONICALLY OPERATED HORIZONTAL CONTROL DEVICE.

TIEBARS USED IN LONGITUDINAL JOINTS SHALL NOT BE PLACED WITHIN 380 MM OF TRANSVERSE JOINTS.

ANY AREA IN EXCESS OF THREE SQUARE METERS WITH GROOVES LESS THAN 3 MM DEEP WILL BE SAW GROOVED BY THE CONTRACTOR AT HIS OWN EXPENSE.

SPECIFICATION DATA
08/21 SHEET F

F.R. DIV.6	TEXAS	STP 95 (190) MM	SHEET 6
DALLAS	COUNTY	HWY CS	CONT 0918-45-222

GENERAL NOTES AND SPECIFICATION DATA--

ITEM 360: CONT'D

OF "MECHANICAL STEEL PLACING EQUIPMENT" WILL BE AT THE DISCRETION OF THE ENGINEER ON THIS PROJECT.

SURFACE FINISH SHALL BE TESTED IN ACCORDANCE WITH SURFACE TEST TYPE

VEWAYS SHALL BE PAID AS CONCRETE PAVEMENT UNDER ITEM 360.

VEWAYS SHALL BE PLACED UPON COMPACTED SUBGRADE AS DIRECTED BY THE ENGINEER.

VEWAY DEPTHS SHALL MATCH THAT OF THE CONCRETE PAVEMENT AS SHOWN ON TYPICAL SECTIONS.

PAVATION FOR DRIVEWAYS SHALL BE CONSIDERED SUBSIDIARY TO ITEM 360.

BS FOR DRIVEWAYS AND ALLEY RETURNS, AS SHOWN ON MISCELLANEOUS DETAILS, WILL NOT BE PAID FOR DIRECTLY BUT WILL BE CONSIDERED AS SUBSIDIARY TO THIS ITEM.

VEWAY LOCATIONS SHOWN ARE SUBJECT TO CHANGE TO SUIT ACTUAL FIELD CONDITIONS AT THE TIME OF CONSTRUCTION AND MAY BE SHIFTED AS DIRECTED BY THE ENGINEER.

ITEMS 360 AND 421:

ENGINEER WILL SAMPLE ALL CONCRETE AND MAKE AND TEST ALL TEST BEAMS AND CYLINDERS.

TEST MOLDS WILL BE FURNISHED BY THE ENGINEER FOR ALL CONCRETE TESTS. THE CONTRACTOR SHALL HAVE A WHEELBARROW OR OTHER CONTAINER AVAILABLE TO THE ENGINEER, AVAILABLE TO USE IN THE SAMPLING OF THE CONCRETE.

LABOR AND EQUIPMENT FURNISHED BY THE CONTRACTOR WILL BE CONSIDERED SUBSIDIARY TO THE VARIOUS BID ITEMS AND WILL NOT BE PAID FOR DIRECTLY.

ITEM 400:

SPECIFICATION DATA

Rev. 09/29 *mwt* SHEET G

F.R. DIV.6	TEXAS	STP 95 (190) MM	SHEET 6
DALLAS	COUNTY	HWY CS	CONT 0918-45-222

GENERAL NOTES AND SPECIFICATION DATA--

ITEM 400: CONT'D

ALL EXCAVATION NOT USED IN BACKFILL OR EMBANKMENT SHALL BECOME THE PROPERTY OF THE CONTRACTOR AND SHALL BE DISPOSED OF BY HIM OUTSIDE THE LIMITS OF THE RIGHT OF WAY.

ITEMS 400 AND 416:

PRIOR TO ANY EXCAVATION OR DRILLING IN THE CLOSE VICINITY OF EXISTING UTILITIES OR SEWERS, THE CONTRACTOR SHALL BE REQUIRED TO PROBE OR EXPOSE THESE FACILITIES TO DETERMINE THEIR EXACT LOCATION. ALL COSTS INVOLVED WILL BE SUBSIDIARY TO THE RELATED BID ITEMS.

ITEM 423:

THE RETAINING WALL (STONE) SHALL CONSIST OF A MASONRY WALL CONSTRUCTED ON A CONCRETE SLAB FOUNDATION AS SHOWN. MASONRY SHALL BE CHOPPED MILSAP SANDSTONE. STONE SHALL BE OF RECTANGULAR SHAPE, 45 MM TO 200 MM LONG, MINIMUM 150 MM WIDE, AND 75 MM TO 125 MM HIGH WITH A "LEDGESTONE" PATTERN. STONE SHALL HAVE UNIFORM PARALLEL EDGES AND BE FREE FROM SEGREGATIONS, CRACKS, SEAMS OR OTHER STRUCTURAL DEFECTS OR IMPERFECTIONS TENDING TO DESTROY ITS RESISTANCE TO WEATHER. STONE SHALL HAVE A MINIMUM DENSITY OF 2200 KG PER CUBIC METER. STONE SHALL BE TAN AND RED, OR AS APPROVED BY THE ENGINEER. MASONRY MORTAR SHALL BE ONE PART CEMENT AND THREE PARTS SAND, PROPORTIONED BY VOLUME, OR AS APPROVED BY THE ENGINEER.

PRIOR TO WALL CONSTRUCTION, THE CONTRACTOR SHALL FURNISH SAMPLES OF STONE THAT HE PROPOSES TO USE ON THE PROJECT AND SECURE APPROVAL FROM THE ENGINEER FOR COLOR AND TEXTURE. THE CONTRACTOR SHALL CONSTRUCT A SAMPLE WALL 1 METER HIGH AND AT LEAST 1 METER LONG AND SECURE APPROVAL FROM THE ENGINEER FOR WORKMANSHIP.

NO CONSTRUCTION WILL BE PERMITTED WHEN THE TEMPERATURE IS BELOW 4 DEGREES CELSIUS AND FALLING, OR WHEN THE STONE CONTAINS FROST. CONSTRUCTION CAN COMMENCE WHEN THE TEMPERATURE IS 2 DEGREES CELSIUS AND RISING. TEMPERATURE SHALL BE TAKEN IN THE SHADE AWAY FROM ARTIFICIAL HEAT.

THE ADDITION OF CEMENT SHALL NOT BE USED WHEN THE MORTAR IS OLDER THAN TWO HOURS. MORTAR MAY BE RETEMPERED TO RESTORE WORKABILITY BY ADDING WATER. HOWEVER, MORTAR THAT HAS REACHED INITIAL SET SHALL NOT BE RETEMPERED.

SPECIFICATION DATA

Rev. 09/29 *mwt* SHEET H

F.R. DIV.6	TEXAS	STP 95 (190) MM	SHEET 6
DALLAS	COUNTY	HWY CS	CONT 0918-45-222

GENERAL NOTES AND SPECIFICATION DATA--

ITEM 423: CONT'D

EACH STONE SHALL BE SATURATED, BUT SURFACE DRY WHEN LAID. MORTAR BED SHALL BE CLEAN AND WELL MOISTENED PRIOR TO STONE PLACEMENT. ALL SHAPING OR DRESSING OF STONE SHALL BE DONE BEFORE STONE IS PLACED IN WALL. STONE SHALL BE ROUGHLY SQUARED ON JOINTS, BEDS AND FACES. SELECTED STONE, ROUGHLY SQUARED AND PITCHED TO LINE SHALL BE USED AT ALL ANGLES AND ENDS OF WALLS. STONE SHALL BE LAID IN A "LEDGESTONE" PATTERN AND SHALL BE PLUMB AND TRUE WITH COARSE LEVEL. THE BOTTOM OR FOUNDATION COURSES SHALL BE COMPOSED OF LARGER STONES AND ALL COURSES SHALL BE LAID WITH BEARING BEDS PARALLEL TO NATURAL BED OF THE MATERIAL.

JOINTS SHALL BE 20 MM TO 25 MM THICK, STRAIGHT AND UNIFORM PARTICULARLY WHERE EXPOSED TO VIEW. CUT EXPOSED JOINTS FLUSH, COMPRESS AND FINISH SMOOTH WITH A ROUND POINTING TOOL. JOINTS ARE TO BE SLIGHTLY CONCAVE.

THE SQUARE METER PAYMENT FOR THE CAST-IN-PLACE WALL SHALL BE THE ENTIRE VERTICAL SURFACE AREA OF THE WALL FACING AWAY FROM THE ROADWAY.

THE SQUARE METER PAYMENT FOR THE STONE WALL SHALL BE THE ENTIRE VERTICAL SURFACE AREA AT EVERY LOCATION WHERE STONE WALL IS TO BE PLACED.

ITEM 432:

THE EXPOSED CONCRETE SURFACES OF THE "RIPRAP (CONC) (CL B) (SPL) SHALL BE AS SHOWN IN THE PLANS.

ITEM 464:

ANY ABANDONED UTILITIES OR DRAINAGE STRUCTURES THAT ARE ENCOUNTERED BY THE CONTRACTOR SHALL BE REMOVED TO A MINIMUM OF 0.3 METER BELOW SUBGRADE AND PLUGGED WITH A CONCRETE PLUG OF A THICKNESS EQUAL TO 125 MM PER METER OF DIAMETER OF PIPE WITH A MINIMUM THICKNESS OF 250 MM. THE COST OF THE PLUGS SHALL BE CONSIDERED SUBSIDIARY TO THE VARIOUS BID ITEMS.

CONNECTIONS OF PIPES TO EXISTING OR PROPOSED CONCRETE BOXES OR PIPE SHALL BE CONSTRUCTED AS SHOWN IN THE PLANS OR AS DIRECTED BY THE ENGINEER. THIS WORK WILL NOT BE PAID FOR DIRECTLY.

SPECIFICATION DATA

Rev. 09/29 *mwt* SHEET I

F.R. DIV.6	TEXAS	STP 95 (190) MM	SHEET 6
DALLAS	COUNTY	HWY CS	CONT 0918-45-222

GENERAL NOTES AND SPECIFICATION DATA--

ITEMS 479 AND 496:

STANDING STRUCTURES OR PARTS OF STRUCTURES TO BE REMOVED, EXCEPT FOR CAST GRATES, SHALL BECOME THE PROPERTY OF THE CONTRACTOR AND SHALL BE DISPOSED OF BY HIM OUTSIDE THE LIMITS OF THE RIGHT OF WAY AT HIS OWN EXPENSE.

MEASUREMENT AND PAYMENT FOR "REMOVING OLD STRUCTURES (SMALL)" AND FOR "REMOVING OLD STRUCTURES (PIPES)" SHALL INCLUDE ONLY THE STRUCTURES LISTED ON THE SUMMARY SHEET. THE COST OF REMOVAL OF ALL OTHER STRUCTURES AND PIPES NOT LISTED UNDER THIS ITEM OR ITEM 104 SHALL BE CONSIDERED SUBSIDIARY TO ITEM 100. ALL PIPE TO BE REMOVED AND NOT PLACED SHALL BECOME THE PROPERTY OF THE CONTRACTOR AND SHALL BE DISPOSED OF BY HIM OUTSIDE THE LIMITS OF THE RIGHT OF WAY.

ITEM 502:

BARRICADES AND WARNING SIGNS, AS APPROPRIATE, ARE TO BE PLACED AT ALL STOCKPILE SITES TO ADEQUATELY WARN MOTORISTS. AT ALL STOCKPILE SITES THAT ARE LESS THAN 10 METERS FROM THE EDGE OF ANY TRAVELLED LANE, A CLASS II BARRICADE SHALL BE ERRECTED IMMEDIATELY IN FRONT OF OR AT EACH END AS REQUIRED. WHEN A STOCKPILE SITE EQUALS OR EXCEEDS 30 METERS IN LENGTH, ONE OBJECT MARKER (OM-2HP) PER 30 METERS SHALL BE PLACED INSIDE THE STOCKPILE.

AT ANY TIME DURING CONSTRUCTION THE CONTRACTOR'S PROPOSED PLAN OF OPERATION FOR HANDLING TRAFFIC DOES NOT PROVIDE FOR SAFE, COMFORTABLE TRAVEL, THE CONTRACTOR SHALL IMMEDIATELY CHANGE HIS OPERATIONS TO CORRECT THE UNSATISFACTORY CONDITION. THE SEQUENCE OF WORK AS OUTLINED IN THE PLANS AND BELOW IS A GUIDE ONLY AND MAY BE REVISED BY THE CONTRACTOR WITH THE APPROVAL OF THE ENGINEER.

OBJECT TO THE APPROVAL OF THE ENGINEER, PORTIONS OF THIS PROJECT WHICH ARE NOT AFFECTED BY OR IN CONFLICT WITH THE PROPOSED METHOD OF HANDLING TRAFFIC OR UTILITY ADJUSTMENTS CAN BE CONSTRUCTED DURING ANY PHASE.

BARRICADES AND SIGNS SHALL BE PLACED IN SUCH A MANNER AS NOT TO INTERFERE WITH THE SIGHT DISTANCE OF DRIVERS ENTERING THE HIGHWAY FROM DRIVEWAYS OR SIDE STREETS. TO FACILITATE SHIFTING, BARRICADES AND SIGNS IS USED IN LANE CLOSURES OR TRAFFIC STAGING MAY BE ERRECTED AND SUPPORTED ON PORTABLE SUPPORTS. THE DESIGN OF THESE SUPPORTS ARE SUBJECT TO THE APPROVAL OF THE ENGINEER.

SPECIFICATION DATA

Rev. 09/29 *mwt* SHEET J

F.R. DIV.6	TEXAS	STP 95 (190) MM	SHEET 6
DALLAS	COUNTY	HWY CS	CONT 0918-45-222

GENERAL NOTES AND SPECIFICATION DATA--

ITEM 502: CONT'D

THE CONTRACTOR WILL NOT BE PERMITTED TO COMMENCE WORK ON THE ROAD BEFORE SUNRISE AND SHALL ARRANGE HIS WORK SO THAT NO EQUIPMENT SHALL BE CLOSER THAN 10 METERS TO THE TRAVELED ROADWAY AFTER SUNSET EXCEPT AS AUTHORIZED BY THE ENGINEER.

THE CONTRACTOR SHALL KEEP TRAVELED SURFACES USED IN HIS HAULING OPERATION CLEAR AND FREE OF DIRT OR OTHER MATERIAL.

THE USE OF RUBBER TIRED EQUIPMENT WILL BE REQUIRED FOR MOVING DIRT OR OTHER MATERIALS ALONG OR ACROSS PAVED SURFACES.

WHERE THE CONTRACTOR DESIRES TO MOVE ANY EQUIPMENT NOT LICENSED FOR OPERATION ON PUBLIC HIGHWAYS OR ACROSS ANY PAVEMENT, HE SHALL PROTECT THE PAVEMENT FROM ALL DAMAGE AS DIRECTED BY THE ENGINEER.

ITEM 504:

THE CONTRACTOR WILL FURNISH ONE FIELD OFFICE (TYPE "C").

TELEPHONE SERVICE SHALL BE PROVIDED AT THE FIELD OFFICE.

IT SHALL BE THE ENTIRE RESPONSIBILITY OF THE CONTRACTOR TO MAINTAIN THE FIELD OFFICE AS DIRECTED BY THE ENGINEER.

THE PARKING LOT DIMENSIONS SHALL BE AS DIRECTED BY THE ENGINEER.

WHEN THE CONTRACTOR FURNISHES BEAM CURING TANKS, THE TANKS SHALL BE ELEVATED AS DIRECTED BY THE ENGINEER TO A MAXIMUM HEIGHT OF 0.3 METER.

ITEM 618:

CONDUIT INSTALLED FOR FUTURE USE SHALL HAVE PULL WIRES INSTALLED AND SHALL BE CAPPED USING STANDARD WEATHER TIGHT CONDUIT CAPS AS APPROVED BY THE ENGINEER. THIS WORK WILL NOT BE PAID FOR DIRECTLY BUT SHALL BE CONSIDERED SUBSIDIARY TO THIS ITEM.

THE CONTRACTOR SHALL ASSUME FULL RESPONSIBILITY FOR THE PRESERVATION OF ALL SOD, SHRUBBERY AND TREES AT THE SITE DURING THE INSTALLATION AND, WHERE NECESSARY TO REMOVE ANY SOD, SHRUBBERY OR TREE BRANCHES, HE SHALL OBTAIN PERMISSION FROM THE OWNER.

SPECIFICATION DATA

Rev. 09/29 *mwt* SHEET K

F.R. DIV.6	TEXAS	STP 95 (190) MM	SHEET 6
DALLAS	COUNTY	HWY CS	CONT 0918-45-222

GENERAL NOTES AND SPECIFICATION DATA--

ITEM 3022:

THE UTILIZATION OF RECLAIMED ASPHALT PAVEMENT (RAP) FROM OFF PROJECT, STATE OWNED, NON-DESIGNATED SOURCES CAN BE PROPOSED BY THE CONTRACTOR. THIS WILL BE CONSIDERED A VALUE ENGINEERING PROPOSAL AND HANDLED AS SUCH BY THE ENGINEER.

ASPHALT PAVEMENT TO BE REMOVED WITHIN THE LIMITS OF THE PROJECT AND ASPHALT PAVEMENT MATERIALS USED IN CONSTRUCTION OF DETOURS MAY BE USED AS RAP IN NON-SURFACE COURSES IF THE MATERIAL MEETS ALL THE PHYSICAL REQUIREMENTS OF THE APPROPRIATE ITEM. THERE WILL BE NO COST TO THE CONTRACTOR FOR THE USE OF THIS MATERIAL. THE SAME WILL HOLD TRUE OF OTHER SOURCES DESIGNATED IN THE PLANS.

STORAGE OF THE COMPLETED MIX UPON THE GROUND WILL NOT BE PERMITTED AT THE MIXING PLANT OR THE JOB SITE. ANY MIX THAT COMES IN CONTACT WITH OBJECTIONABLE FOREIGN MATTER SHALL BE REJECTED.

FOR THE DRUM MIX TYPE MIXER, THE STOCKPILED AGGREGATES WILL BE PROPORTIONED FROM SEPARATE COMPARTMENTS ONTO INDIVIDUAL FEED BELTS WITH SEPARATE BUT VARIABLE SPEED CONTROLS.

THE MOISTURE CONTENT IN THE COMPLETED MIX WILL NOT EXCEED 3/4 OF ONE PERCENT WHEN TESTED BY TEST METHOD TEX-212-F, PART II, IMMEDIATELY AFTER DISCHARGING FROM THE MIXER.

LAYDOWN OPERATIONS SHALL BE CONDUCTED IN SUCH SEQUENCE THAT VEHICLES TRANSPORTING ASPHALTIC CONCRETE MATERIAL TO THIS PROJECT WILL NOT TRAVEL OVER THE COMPLETE PAVEMENT UNTIL SAID PAVEMENT SHALL HAVE BEEN IN PLACE FOR A MINIMUM OF TWENTY-FOUR HOURS UNLESS OTHERWISE DIRECTED BY THE ENGINEER.

JOINTS SHALL BE STAGGERED SO THEY FALL AT LEAST 0.6 METER FROM THE PREVIOUS JOINT.

LAYDOWN OPERATIONS SHALL BE PERFORMED IN SUCH SEQUENCE THAT THE CENTER JOINT WILL BE CARRIED ALONG WITHOUT EXCESS DISTANCE OF LAPBACK, NOT TO EXCEED ONE DAY'S OPERATION.

MATERIALS WILL BE PLACED IN MULTIPLE COURSES. THE THICKNESS OF EACH COURSE SHALL BE SUBJECT TO APPROVAL OF THE ENGINEER.

FOR THIS PROJECT, THE ASPHALT BINDER USED IN THE MANUFACTURE OF THE HOT MIX ASPHALT CONCRETE, UNDER SPECIAL SPECIFICATION ITEM 3022, SHALL BE PG 64-22.

SPECIFICATION DATA

09/29 SHEET L

PAVING SUMMARY

SHT NO.	CL STATION LIMITS	(100) PREPARE R.O.W. (KM)	(360) CPCD (200 mm) m2	(260) LTS (200 mm) m2	(260) LIME (6% BY WT) Mg	(529) CONCRETE CURB/GUTTER m	(531) CONCRETE SIDEWALKS m2	(5027) MEDIAN PAVESTONE m2	EDGE RESTRAINT FOR PAVESTONE M	(3022) TY-B ACP (BASE) (100 mm) Mg	(160&162) TOPSOIL & BLOCK SOD (100 mm) m2	(168) VEG WATER KL	(166) FERTILIZER Mg
1	BEGIN TO STA 0+220	0.127	2211.5	2521.5	53.3	499.1	97.7	107.7	2.3	592.3	165	12.5	0.002
2	STA 0+220 TO STA 0+340	0.120	2630.8	3125.0	66.1	489.9	345.4	65.9	1.8	734.1	1250	95.0	0.014
3	STA 0+340 TO STA 0+460	0.120	2190.1	2502.0	52.9	446.8	357.8	19.5	9.8	587.7	1307	99.3	0.015
4	STA 0+460 TO STA 0+580	0.120	2171.2	2561.2	54.2	441.2	383.8	13.3	3.8	601.6	1309	99.5	0.015
5	STA 0+580 TO STA 0+700	0.120	1873.8	2172.3	46.0	475.2	368.2	5.0	4.9	510.3	3973	301.9	0.044
6	STA 0+700 TO STA 0+820	0.120	2245.5	2487.0	52.6	379.0	363.3	17.6	10.4	584.2	1857	141.1	0.021
7	STA 0+820 TO END	0.123	2027.5	2291.0	48.4	423.8	322.5	0	0	538.2	1400	106.4	0.016
8	TARPLEY ROAD	0.037	614.0	988.0	20.9	59.9	0	0	0	232.1	130	9.9	0.001
9	KELLER SPRINGS ROAD EAST	0.037	694.5	783.5	16.6	149.2	0	25.3	0	184.0	115	8.7	0.001
10	KELLER WAY	0.031	427.0	474.0	10.0	76.2	0	0	0	111.3	155	11.8	0.002
TOTALS		0.955	17,085.9	19,905.5	421.0	3440.3	2238.7	254.3	33.0	4675.8	11661	886.1	0.131

NOTE: SHEET NUMBERS ARE PAVING SHEETS.

SUMMARY OF DOWELED CURB	
130m	

SUMMARY OF CONDUIT			
75mm	50mm	38mm	PULL BOX
130m	765m	725m	16


REMOVE SMALL STRUCTURE		
SHT. NO.		m2
2	WALL/FOUNDATION	72

LOCATION	(104) REMOVING CONCRETE m2	(105) 0.15m STABILIZED BASE &/OR ASPHALTIC CONCRETE (CLASS 2) m2
WEST OF MARSH LANE	1278	0
EAST OF MARSH LANE	1498	974
TARPLEY ROAD	2103	0
KELLER SPGS RD EAST & KELLER WAY DRIVEWAYS	3458	0
	348	0
TOTAL	8685	974

• CONCRETE PAVEMENT AND SIDEWALKS

- 3 REV. 6/3/98 AHH
- 2 REV. 9/29/97
- 1 REV. 8/18/97 MWH

1
1

PAVING SUMMARY									
KELLER SPRINGS ROAD									
DALLAS COUNTY, TEXAS									
TEXAS DEPARTMENT OF TRANSPORTATION									
 ENGINEERS - ARCHITECTS - SCIENTISTS - PLANNERS - SURVEYORS									
DESIGN	DRAWN	NOTES	FED. NO. DIV. NO.	STATE	FEDERAL AID PROJECT NO.	SHEET NO.			
CADD			8	TEXAS		1			
DATE	FILE	SCALE	STATE DIST. NO.	COUNTY	CONTROL NO.	SECTION NO.	JOB NO.	HIGHWAY NO.	
JULY 1999	708SUB02	NONE	11	DALLAS	0981	46	222	CS	

SUMMARY OF PERMANENT STORM DRAINAGE SEWERAGE

Sheet No.	Begin CL Station	End CL Station	Item 464 RCP Sewer CL III							
			300 mm [m]	450 mm [m]	525 mm [m]	600 mm [m]	750 mm [m]	900 mm [m]	1050 mm [m]	
					△					
1	BEGIN	0+220		4.8						
3	0+340	0+460			60.9		6.1			26.8
4	0+460	0+580		14.3	19.2	4.6			80.5	35.7
5	0+580	0+700			17.6					
6	0+700	0+820		63.1						
7	0+820	END		10.4						
8	TARPLEY ROAD					39.3	16.8	8.5		
10	KELLER WAY			7.6						
TOTAL				100.2	△ 97.7	43.9	22.9	89.0		62.5

SUMMARY OF PERMANENT STORM DRAINAGE MANHOLES AND INLETS

Sheet No.	Begin CL Station	End CL Station	Item 465 Manholes & Inlets		
			Standard 3.048 m Curb Inlet [ea]	Recessed 3.048 m Curb Inlet [ea]	Recessed 2.438 m Curb Inlet [ea]
1	BEGIN	0+220	1		
3	0+340	0+460		4	
4	0+460	0+580		2	1
5	0+580	0+700		2	
6	0+700	0+820		1	1
7	0+820	END		1	
8	TARPLEY ROAD		10		
10	KELLER WAY		1		
TOTAL			12	10	2

SUMMARY OF PERMANENT STORM DRAINAGE APPURTENANCES

Sheet No.	Begin CL Station	End CL Station	Item 462	Item 400	Item 402	Item 496		Item 432	Textured Finish Riprap [m2]
			RCBC 3000mm x 1800mm [m]	Cement Stab. Backfill [m3]	Trench Excavation Protection [m]	Remove Old Structure	Conc. Riprap Class B [m3]		
						Pipe [m]	SMALL [ea]		
1	BEGIN	0+220			4.8		1 *		
3	0+340	0+460	154.6		109.6	13.2	1 **	117.3	100
4	0+460	0+580		3.5	154.3				
5	0+580	0+700		3.6	3.1				
6	0+700	0+820			63.1				
7	0+820	END			10.4	4.8	2 *		
8	TARPLEY ROAD			7.5	64.6				
10	KELLER WAY				7.6				
TOTAL			154.6	14.6	417.5	18.0	△ 3	117.3	100

* INLET
** HEADWALL

SUMMARY OF PERMANENT RETAINING WALLS

Location Description	CONCRETE WALL					
	ITEM 0423 WALL AREA [m2]		CONCRETE *	HANDRAIL *	FULL DEPTH WALL AREA *	MILSAP STONE
	EST.	FIN.	[m3]	[m]	[m2]	[m2]
NORTH WALL	70		108	60	117	170
SOUTH WALL	65		86	51	107	177
TOTALS	135		194	111	224	347

* FOR CONTRACTOR'S INFORMATION ONLY.

△ REV NO. 3 - 6/3/98

△ REV NO. 2 - 9/29/97

PERMANENT DRAINAGE SUMMARY							
KELLER SPRINGS ROAD							
DALLAS COUNTY, TEXAS							
TEXAS DEPARTMENT OF TRANSPORTATION							
Half Associates <small>ENGINEERS - ARCHITECTS - SCIENTISTS - PLANNERS - SURVEYORS</small>							
DESIGN	DRAWN	NOTES	FED. NO. DIV. NO.	STATE	FEDERAL AID PROJECT NO.	SHEET NO.	
CADD			6	TEXAS	STP 95 (99) M&E		
DATE	FILE	SCALE	STATE DIST. NO.	COUNTY	CONTRACT SECTION NO.	JOB NO.	HIGHWAY NO.
JULY 1998	709SLR03	NONE	15	DALLAS	09B	45	222 CS

SUMMARY OF PERMANENT REFLECTORIZED PAVEMENT MARKINGS (ITEM 666)									
SHEET NO.	STATION LIMITS	TY 1 - THERMOPLASTIC							
		100 mm (W) SOLID METER	100 mm (Y) SOLID METER	300 mm (W) SOLID METER	600 mm (W) SOLID METER	ARROW (STRAIGHT) (W) EACH	ARROW (LT TURN) (W) EACH	ARROW (RT TURN) (W) EACH	DBL ARROW (RT TN/STR) (W) EACH
1	BEGIN TO 0+420	711.1	508.3	518.8	40.0	9	4	1	2
2	0+420 TO 0+740	610.3	574.8	0	14.9	0	0	0	0
3	0+740 TO END	307.2	281.0	0	35.0	0	0	0	0
TOTALS:		1628.6	1364.1	518.8	89.9	9	4	1	2

SUMMARY OF PERMANENT RAISED PAVEMENT MARKERS (ITEM 672)			
SHEET NO.	STATION LIMITS	TYPE 1-C RPM CLASS B EACH	
		TYPE W CLASS C EACH	
1	BEGIN TO 0+420	△ 354	255
2	0+420 TO 0+740	△ 115	210
3	0+740 TO END	160	158
TOTALS:		△ 629	623

SUMMARY OF TEMPORARY PAVEMENT MARKINGS			
PHASE NO.	100 mm (Y) SOLID METER	100 mm (Y) DASHED METER	TEMP ACP TYPE B M'2
	1	1180.1	15.6
2	415.1	0	256.4
3	1941.0	59.7	0
TOTALS:	△ 3536.2	75.3	554.4

STORM WATER POLLUTION PREVENTION PLAN SUMMARY (ITEM 506)					
PROJECT TOTALS	BALED HAY (EA)	REMOVE BALED HAY (EA)	ROCK FILTER DAM CLASS 3 (m)	REMOVE ROCK FILTER DAM CLASS 3 (m)	BLOCK SOD (m2)
		100	100	38	38

NOTE: SHEET NUMBERS ARE STRIPING SHEETS

△ REV. 6/3/98 AHH

△ REV. 8/18/97

PAVEMENT MARKING AND STORM WATER POLLUTION PREVENTION PLAN SUMMARY									
KELLER SPRINGS ROAD									
DALLAS COUNTY, TEXAS									
TEXAS DEPARTMENT OF TRANSPORTATION									
 Halff Associates <small>ENGINEERS - ARCHITECTS - SCIENTISTS - PLANNERS - SURVEYORS</small>									
DESIGN	DRAWN	NOTES	FED. NO. DIV. NO.	STATE	FEDERAL AID PROJECT NO.	SHEET NO.			
	CADD		6	TEXAS	STP 95 0903 MM	1			
DATE	FILE	SCALE	STATE DIST. NO.	COUNTY	CONTRACT NO.	SECTION NO.	JOB NO.	HIGHWAY NO.	
JULY 1998	706SLN04	NONE	10	DALLAS	0910	45	222	CS	

SUMMARY BY CROSS-SECTION

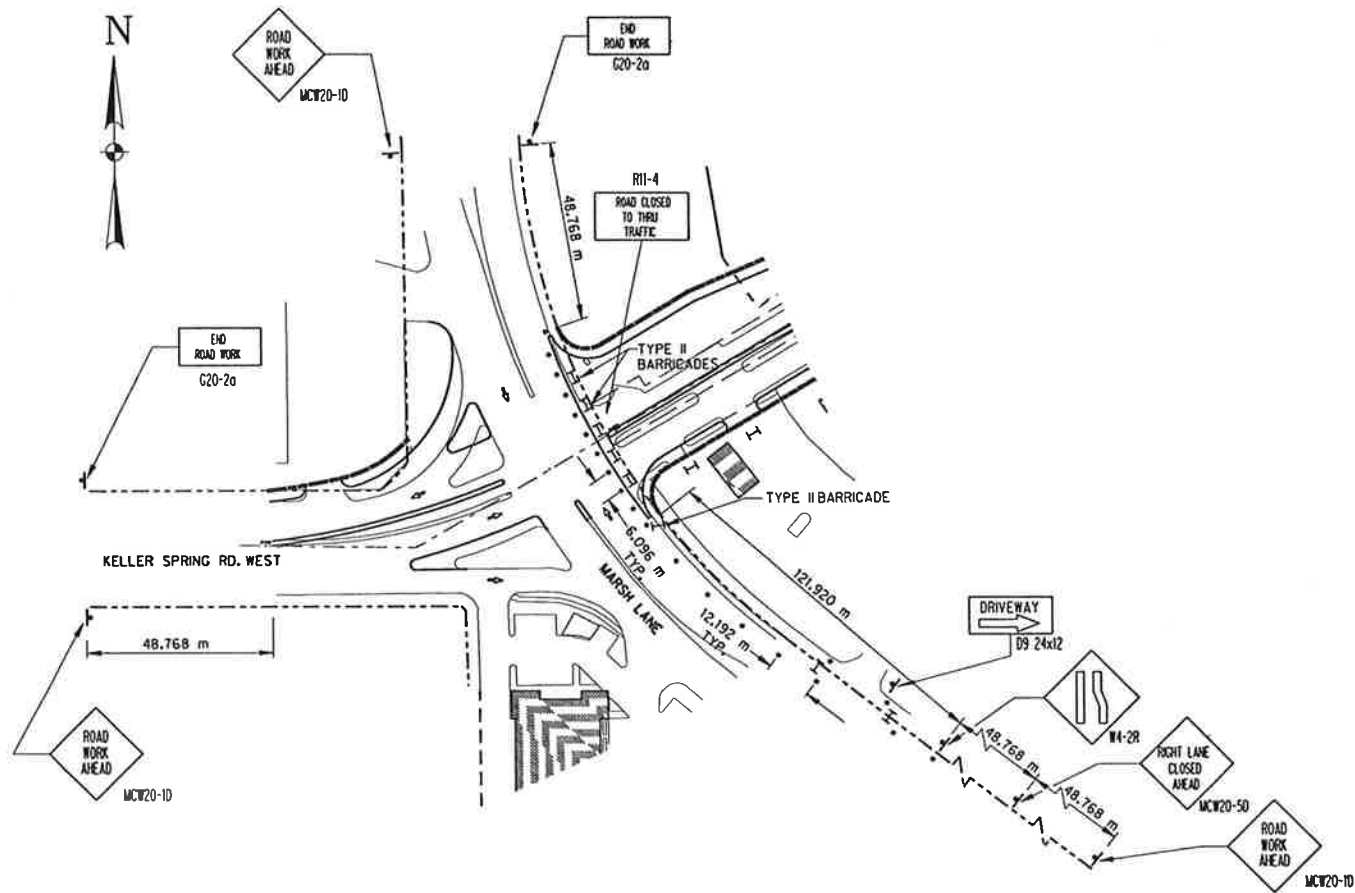
STATION	STATION EXCAVATION m ³	STATION EMBANKMENT m ³	ACCUM EXCAVATION m ³	ACCUM EMBANKMENT m ³	MASS ORDINATE m ³
0+200.00	0	0	0.0	0.0	0.0
0+220.00	303.5	6	303.5	6.0	297.5
0+240.00	214.7	4.6	518.2	10.6	507.6
0+260.00	326.6	0.3	844.8	10.9	833.9
0+280.00	369.3	0	1214.1	10.9	1203.2
0+300.00	254	8.4	1468.1	19.3	1448.8
0+320.00	215.3	8.4	1683.4	27.7	1655.7
0+340.00	204.9	1.2	1888.3	28.9	1859.4
0+360.00	97.3	42.6	1985.6	71.5	1914.1
0+370.22	20.54	49.46	2006.1	121.0	1885.2
0+380.00	15.6	48.9	2021.7	169.9	1851.9
0+381.60	1.94	6.84	2023.7	176.7	1847.0
0+397.60	21.2	47.76	2044.9	224.5	1820.4
0+400.00	3.67	6.54	2048.6	231.0	1817.6
0+402.03	2.82	8.21	2051.4	239.2	1812.2
0+411.86	8.01	62.86	2059.4	302.1	1757.3
0+420.00	1.22	162.72	2060.6	464.8	1595.8
0+421.78	0	63.93	2060.6	528.7	1531.9
0+430.40	0	403.33	2060.6	932.1	1128.6
0+437.42	0	339.14	2060.6	1271.2	789.4
0+440.00	0	80.11	2060.6	1351.3	709.3
0+460.00	150.7	311.5	2211.3	1662.8	548.5
0+480.00	434.9	0.8	2646.2	1663.6	982.6
0+500.00	620.5	0	3266.7	1663.6	1603.1
0+520.00	671.9	0	3938.6	1663.6	2275.0
0+550.23	1056.24	0	4994.8	1663.6	3331.2
0+556.45	226.13	0	5221.0	1663.6	3557.4
0+560.00	134.85	0	5355.8	1663.6	3692.2
0+577.60	574.64	0	5930.5	1663.6	4266.9
0+580.00	57.28	0	5987.7	1663.6	4324.1
0+581.55	33.35	0	6021.1	1663.6	4357.5
0+586.86	105.24	0	6126.3	1663.6	4462.7
0+600.00	201.11	0	6327.4	1663.6	4663.8
0+620.00	264	6.9	6591.4	1670.5	4920.9
0+640.00	273.3	7.4	6864.7	1677.9	5186.8
0+660.00	217	9.4	7081.7	1687.3	5394.4
0+680.00	180.3	16.3	7262.0	1703.6	5558.4
0+700.00	235	10.7	7497.0	1714.3	5782.7
0+720.00	353.8	3.3	7850.8	1717.6	6133.2
0+740.00	453.8	0	8304.6	1717.6	6587.0
0+760.00	500.9	0	8805.5	1717.6	7087.9
0+763.68	94.96	0	8900.5	1717.6	7182.9
0+767.87	114.56	0	9015.1	1717.6	7297.5
0+780.00	362.81	0	9377.9	1717.6	7660.3
0+793.15	405.02	0	9782.9	1717.6	8065.3
0+797.21	118.37	0	9901.3	1717.6	8183.7
0+800.00	75.96	0	9977.2	1717.6	8259.6
0+820.00	486.3	0	10463.5	1717.6	8745.9
0+840.00	309.4	11	10772.9	1728.6	9044.3
0+860.00	174.1	28.9	10947.0	1757.5	9189.5
0+880.00	148.8	31.9	11095.8	1789.4	9306.4
0+900.00	128.1	15.6	11223.9	1805.0	9418.9
0+927.57	277.22	15.99	11501.1	1821.0	9680.2

SUMMARY BY SHEET

SHT NO.	CL STATION LIMITS	(110) EXCAVATION m ³	(132) EMBANKMENT (DC) (TY C) m ³
1	BEGIN TO STA 0+220	303.5	6.0
2	STA 0+220 TO STA 0+340	1584.8	22.9
3	STA 0+340 TO STA 0+460	323.0	1663.9
4	STA 0+460 TO STA 0+580	3776.4	0.8
5	STA 0+580 TO STA 0+700	1509.3	50.7
6	STA 0+700 TO STA 0+820	2966.5	3.3
7	STA 0+820 TO END	1037.6	103.4
8	TARPLEY ROAD	318.4	0
9	KELLER SPRINGS ROAD EAST	388.5	0
10	KELLER WAY	262.4	0
TOTALS		12470.4	1851.0

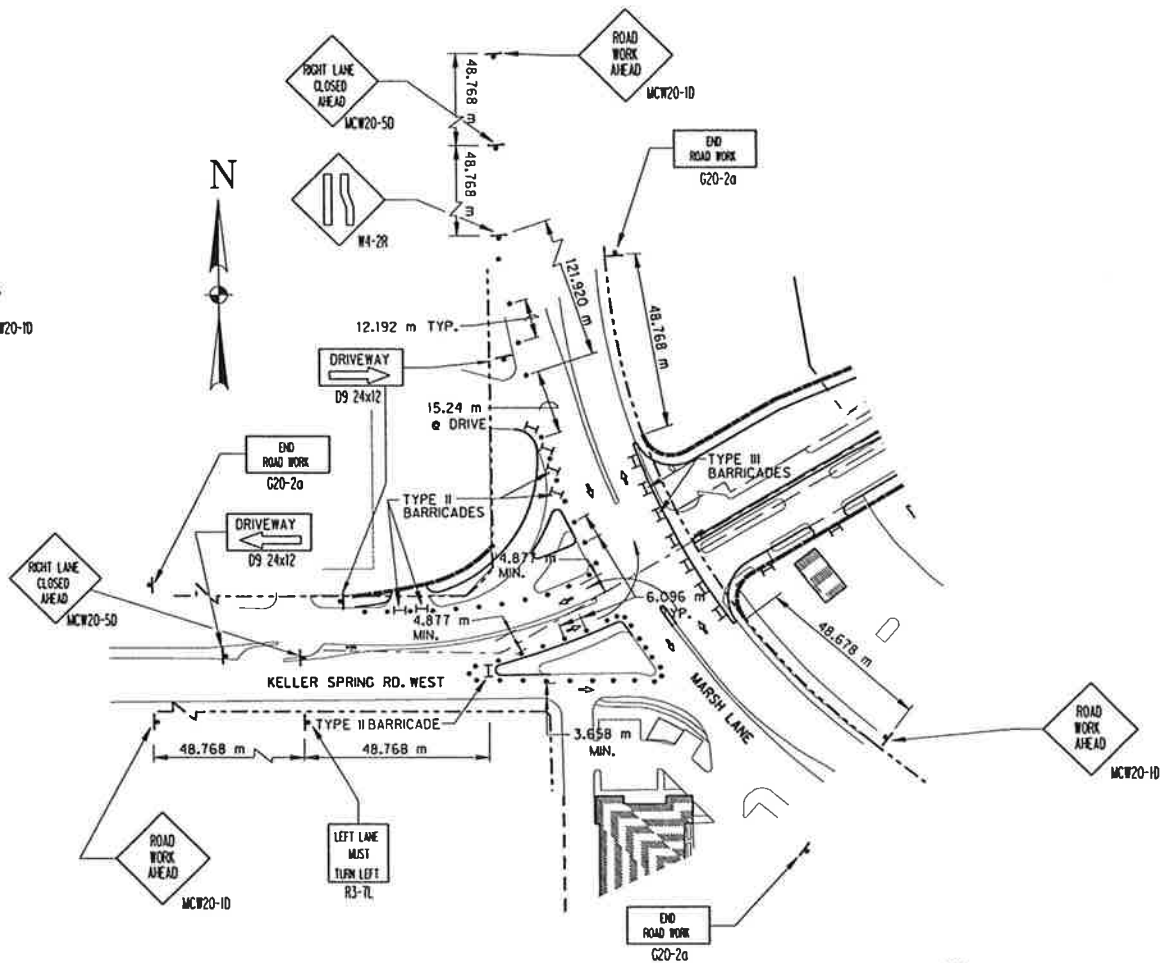
NET = 10,619.4 m³ EXCAV.

EARTHWORK SUMMARY									
KELLER SPRINGS ROAD									
DALLAS COUNTY, TEXAS									
TEXAS DEPARTMENT OF TRANSPORTATION									
Half Associates									
ENGINEERS • ARCHITECTS • SCIENTISTS • PLANNERS • SURVEYORS									
DESIGN	DRAWN	NOTES	FED. NO. / DIV. NO.	STATE	FEDERAL AID PROJECT NO.	SHEET NO.			
	CADD		4	TEXAS	STP. BE. 7082 MM	1			
DATE	FILE	SCALE	STATE DIST. NO.	COUNTY	CONTROL SECTION NO.	JOB NO.	HIGHWAY NO.		
JULY 18/18	7082WTR	NONE	18	DALLAS	8918	48	222	CS	

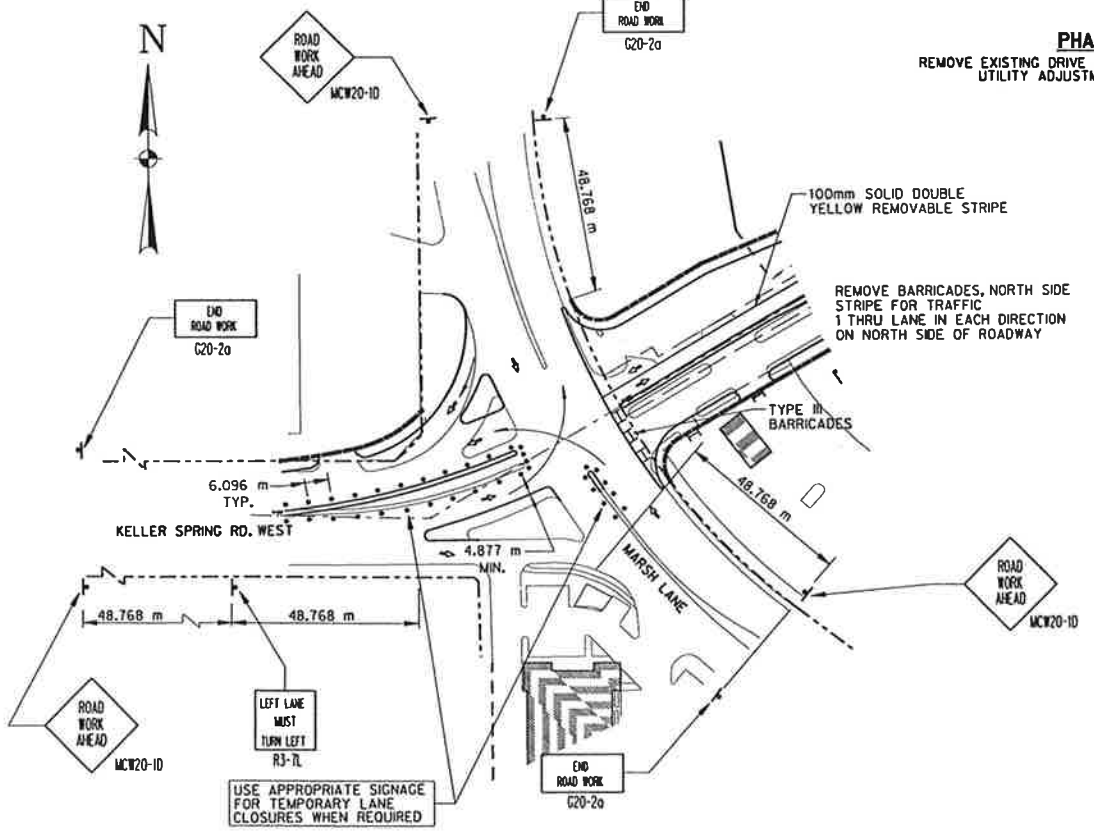


PHASE 1
REMOVE EXISTING DRIVE BY 7-11, PERFORM GRADING,
UTILITY ADJUSTMENTS AND PAVING

PHASING FOR CONSTRUCTION AT
MARSH LANE INTERSECTION



PHASE 2
MODIFY FREE RIGHT TURN LANE,
MODIFY NORTH AND SOUTH ISLANDS



PHASE 3
MODIFY CENTER MEDIAN ON
MARSH LANE AND KELLER SPRINGS WEST

NOTE: SIGNS SPACED FOR 60 K.P.H.

LEGEND

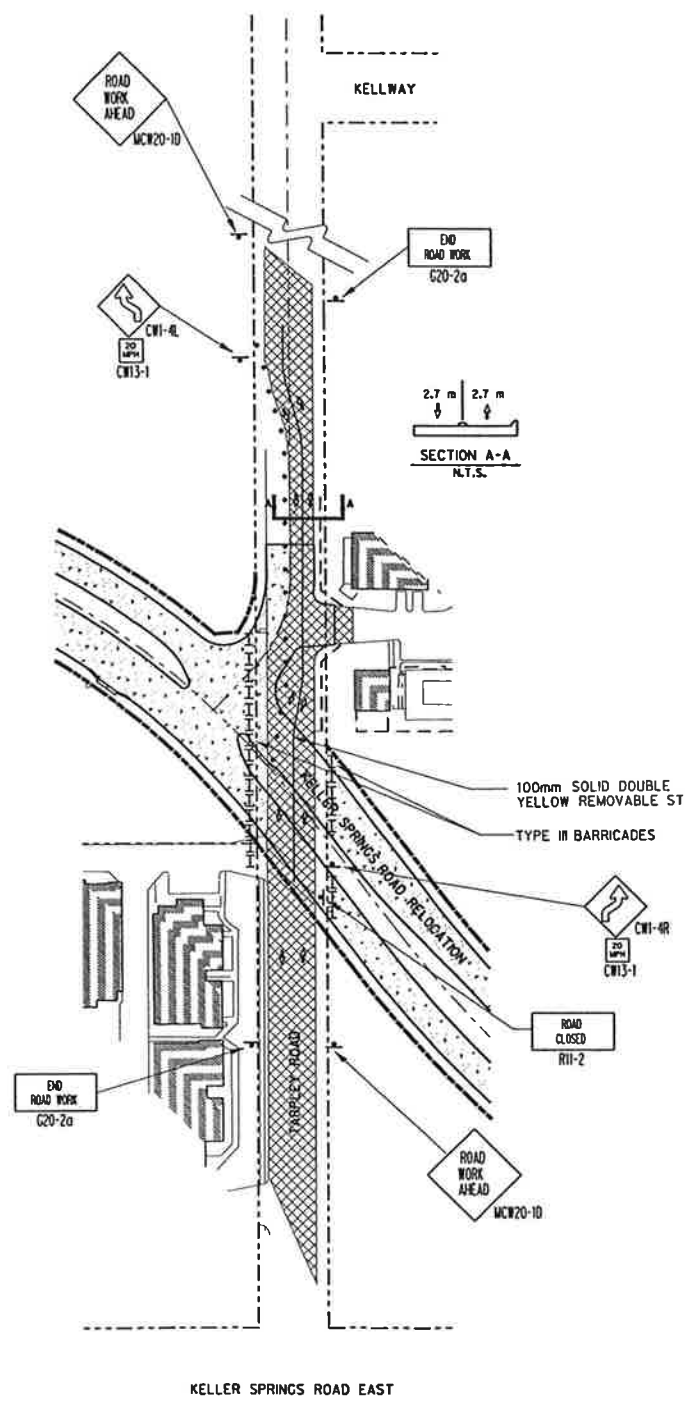
- CHANNELIZING DEVICE
- | TYPE II OR III BARRICADE AS NOTED
- W WARNING SIGN & POST



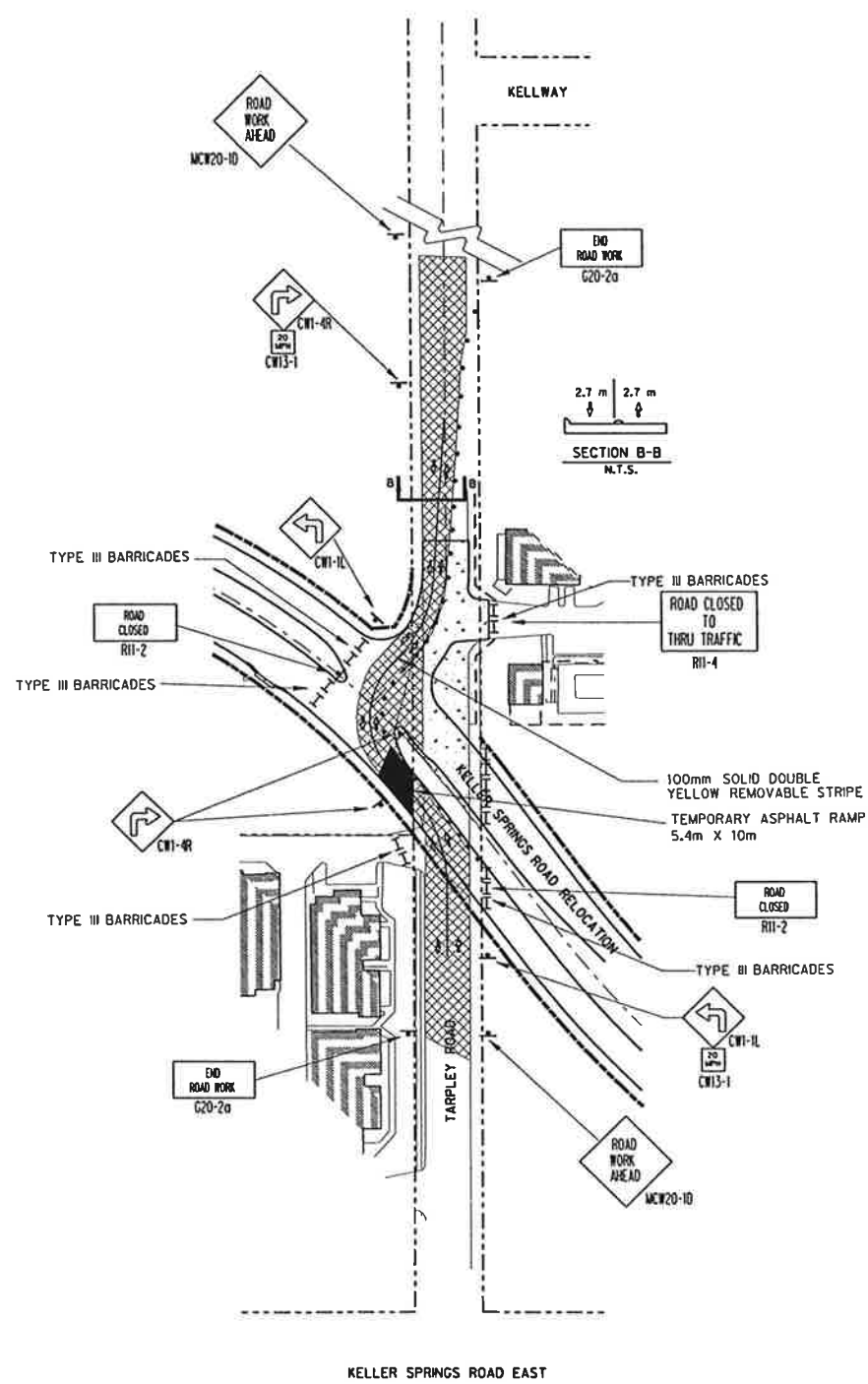
M. J. Romanowski
3/14/97

1
4

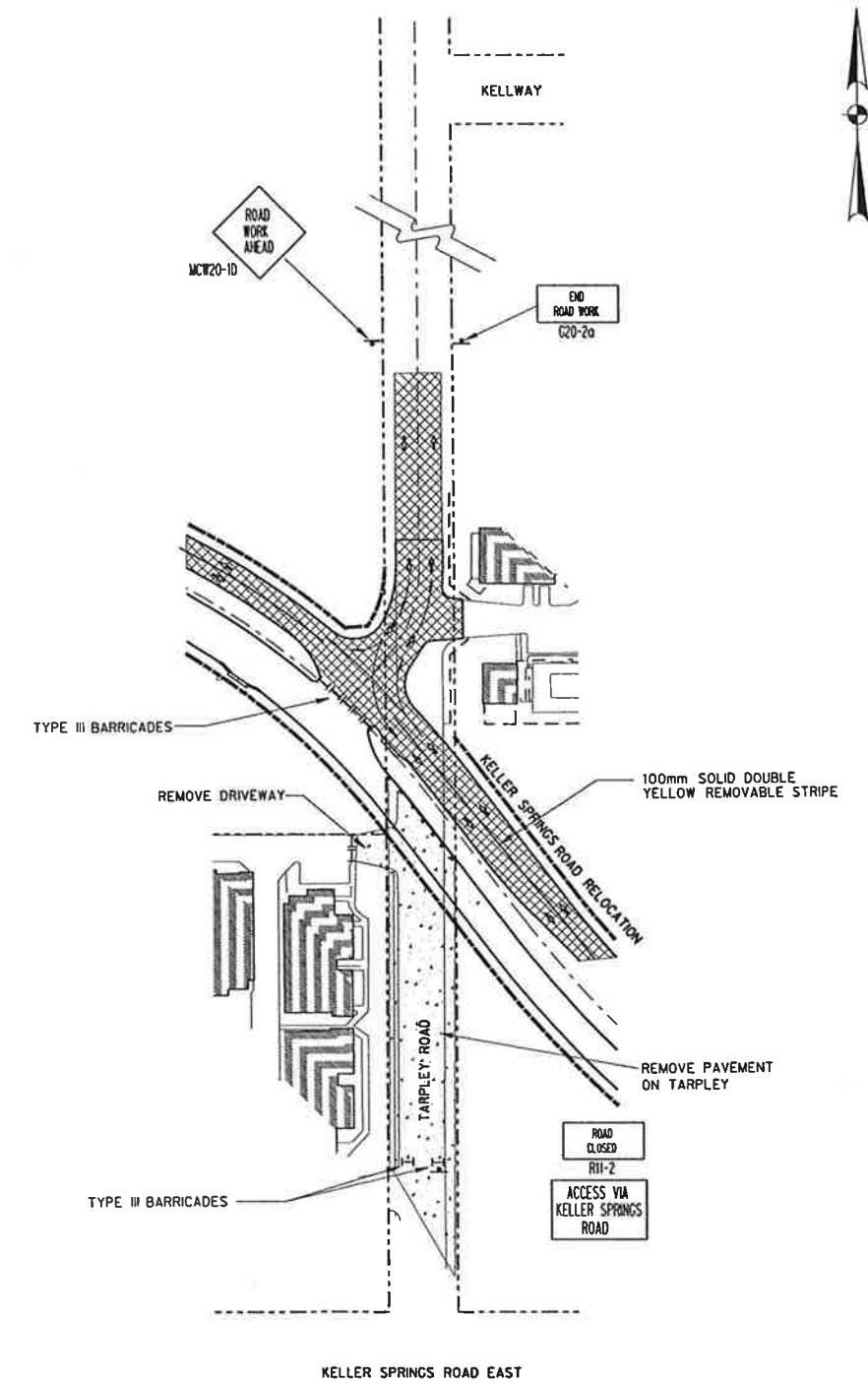
TRAFFIC CONTROL PLAN									
KELLER SPRINGS ROAD									
DALLAS COUNTY, TEXAS									
TEXAS DEPARTMENT OF TRANSPORTATION									
Half Associates									
ENGINEERS - ARCHITECTS - SCIENTISTS - PLANNERS - SURVEYORS									
DESIGN	DRAWN	NOTES	FED. NO.	STATE	FEDERAL AID	PROJECT NO.	SHEET		
DATE	FILE	SCALE	NO.	NO.	NO.	NO.	NO.	NO.	NO.
JULY 1996	Z06TRP1	1:100 HORIZ	18	DALLAS	0998	45	222	CS	CS



PHASE 1
TARPLEY TO REMAIN OPEN DURING PHASE 1



PHASE 2
TARPLEY TO REMAIN OPEN DURING PHASE 2



PHASE 3
TARPLEY TO BE CLOSED FOR DURATION OF PHASE 3

NOTE:
EMERGENCY VEHICLE ACCESS REQUIRED DURING CONSTRUCTION PERIOD.

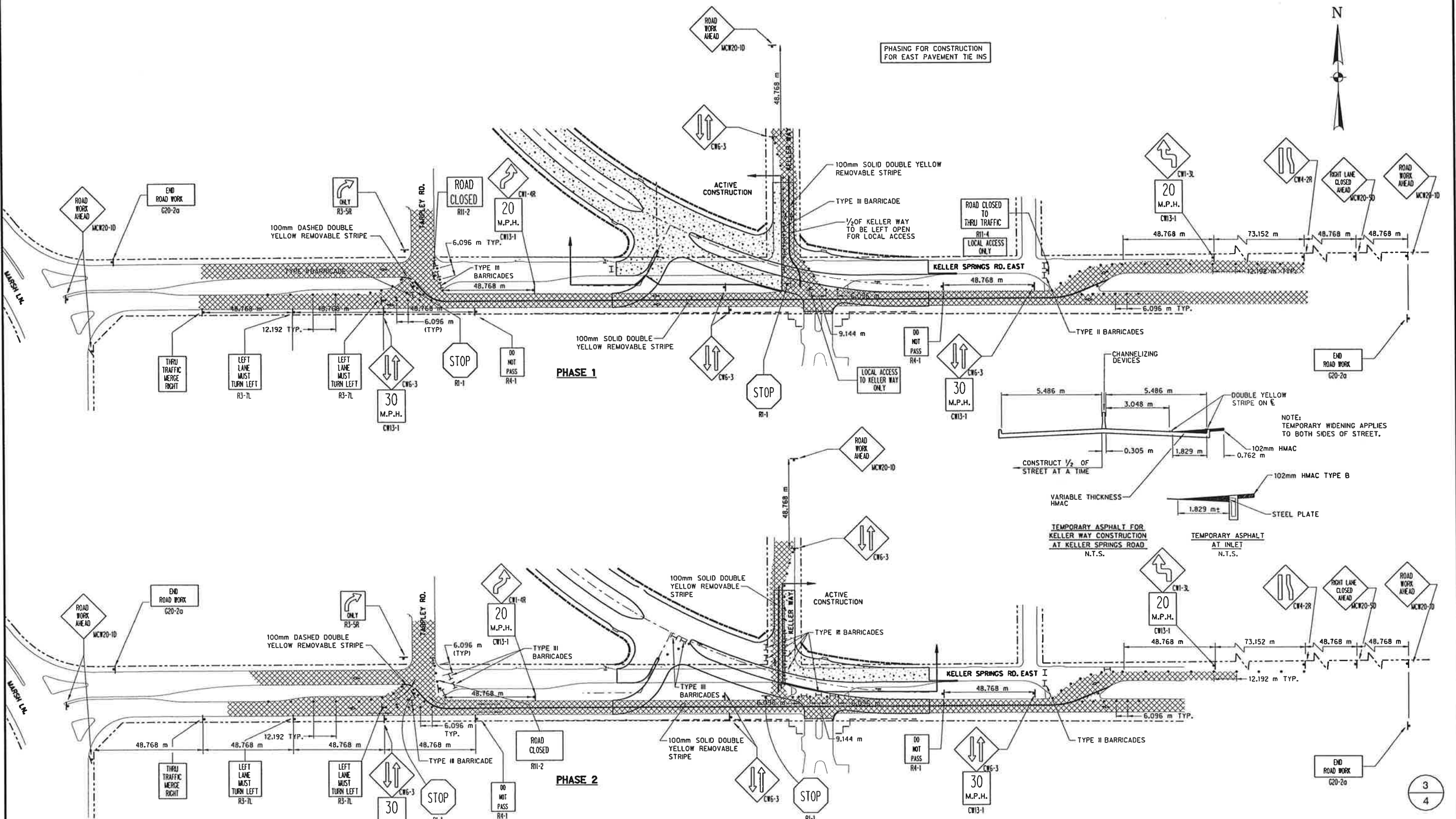
LEGEND

- CHANNELIZING DEVICE
- I- TYPE III BARRICADE AS NOTED
- W- WARNING SIGN & POST
- ▨ TRAFFIC
- ▨ CONSTRUCTION

M. Romanowski
8/14/97

2
4

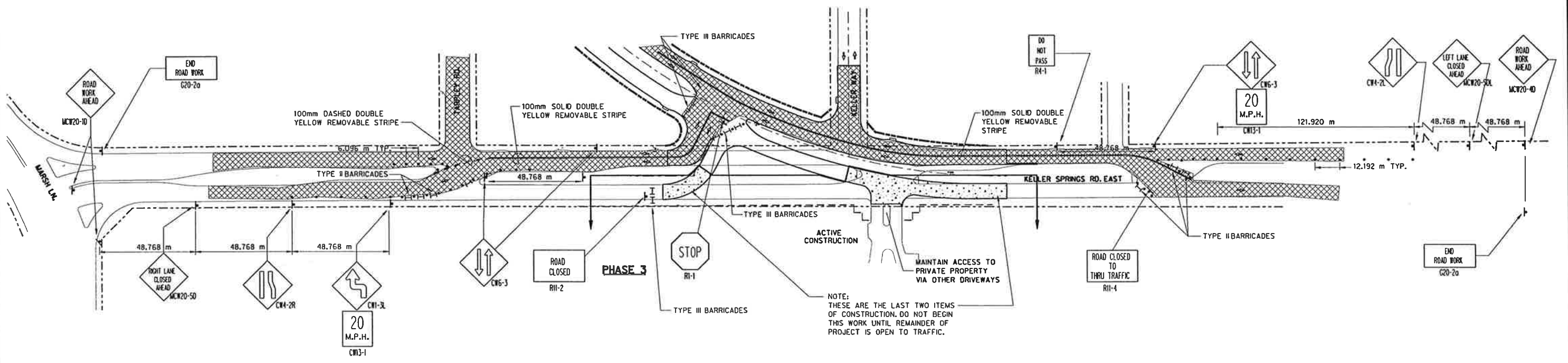
TRAFFIC CONTROL PLAN									
KELLER SPRINGS ROAD									
DALLAS COUNTY, TEXAS									
TEXAS DEPARTMENT OF TRANSPORTATION									
Half Associates									
ENGINEERS - ARCHITECTS - SCIENTISTS - PLANNERS - SURVEYORS									
DESIGN	DRAWN	NOTES	FED. NO.	STATE	FEDERAL AID PROJECT NO.	SHEET NO.			
	CADD		DNV. NO.	TEXAS	STP 88 (200) MM	20			
DATE	FILE	SCALE	STATE DIST. NO.	COUNTY	CONTROL NO.	SECTION NO.	JOB NO.	HIGHWAY NO.	
JULY 2008	708TRP2	1:100 HORIZ	10	DALLAS	0918	46	222	CS	



TRAFFIC CONTROL PLAN										
KELLER SPRINGS ROAD										
DALLAS COUNTY, TEXAS										
TEXAS DEPARTMENT OF TRANSPORTATION										
Half Associates										
ENGINEERS · ARCHITECTS · SCIENTISTS · PLANNERS · SURVEYORS										
DESIGN	DRAWN	NOTES	FED. NO.	STATE	FEDERAL AID PROJECT NO.	SHEET NO.				
CADD			NO.	TEXAS	STP 99 (99) MM					
DATE	FILE	SCALE	STATE DIST. NO.	COUNTY	CONTROL NO.	SECTION NO.	JOB NO.	HIGHWAY NO.		
JULY 1998	707R1F3	1:100 HORIZ	18	DALLAS	09B	46	222	CS		



PHASING FOR CONSTRUCTION OF EAST PAVEMENT TIE INS



NOTE: THESE ARE THE LAST TWO ITEMS OF CONSTRUCTION. DO NOT BEGIN THIS WORK UNTIL REMAINDER OF PROJECT IS OPEN TO TRAFFIC.

LEGEND

- CHANNELIZING DEVICE
- |- TYPE II OR III BARRICADE AS NOTED
- ⚠ WARNING SIGN & POST
- ▨ TRAFFIC
- ▨ CONSTRUCTION

M. Romanowski
8/14/97

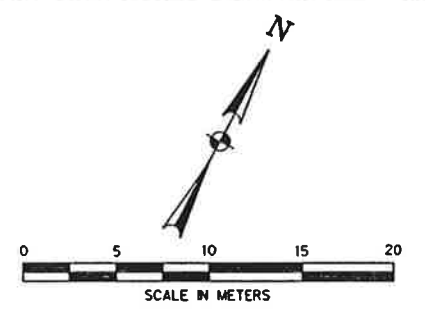
TRAFFIC CONTROL PLAN
KELLER SPRINGS ROAD
DALLAS COUNTY, TEXAS
TEXAS DEPARTMENT OF TRANSPORTATION

 ENGINEERS · ARCHITECTS · SCIENTISTS · PLANNERS · SURVEYORS

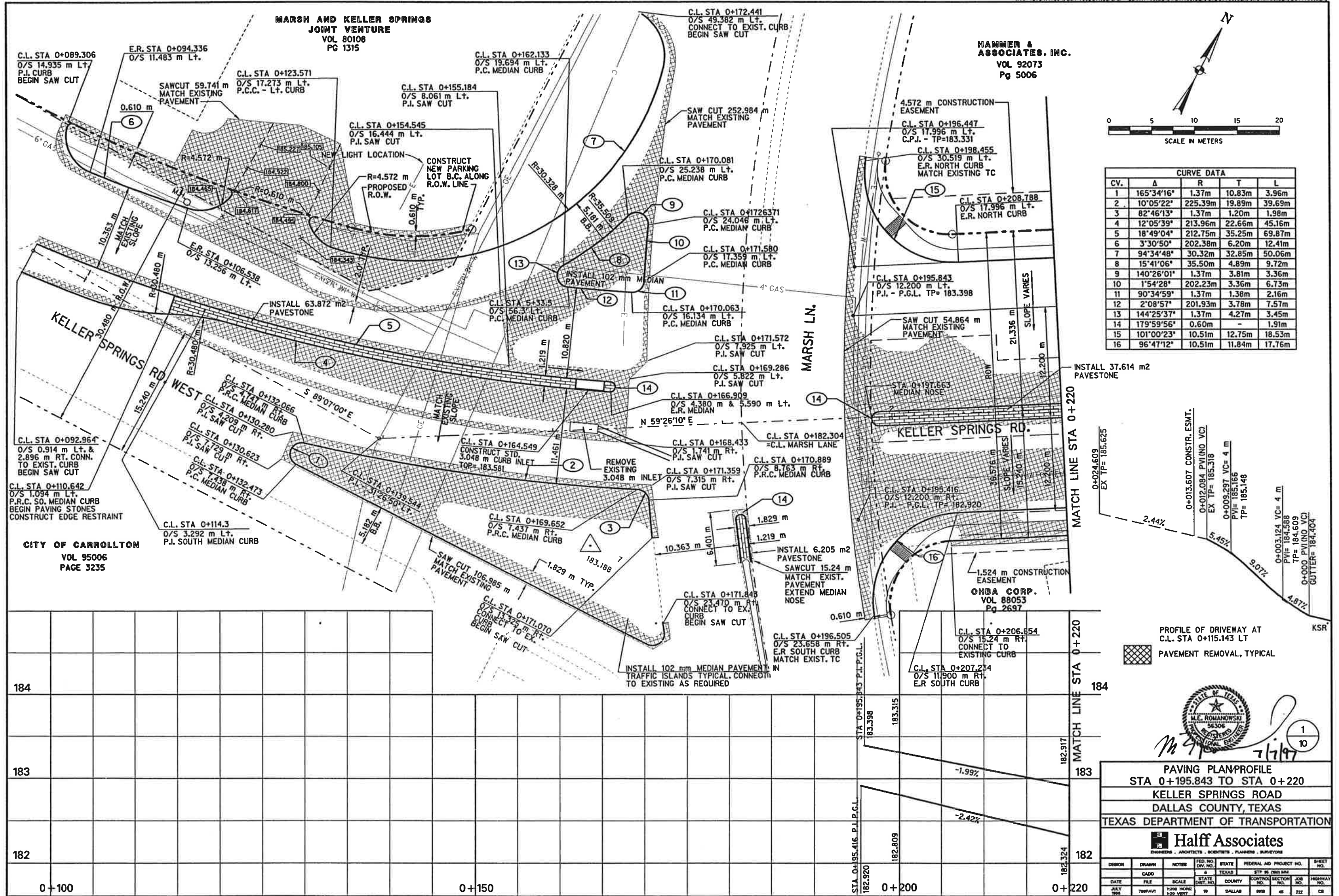
DESIGN	DRAWN	NOTES	FED. NO. DIV. NO.	STATE	FEDERAL AID PROJECT NO.	SHEET NO.
	CADD		#	TEXAS	STP #6 (R08 MM)	XX
DATE	FILE	SCALE	STATE DIST. NO.	COUNTY	CONTROL SECTION NO.	HIGHWAY NO.
JULY 1998	708179F-4	1:500 HORIZ.	18	DALLAS	0918 48	222 CS

**MARSH AND KELLER SPRINGS
JOINT VENTURE
VOL 80108
PG 1315**

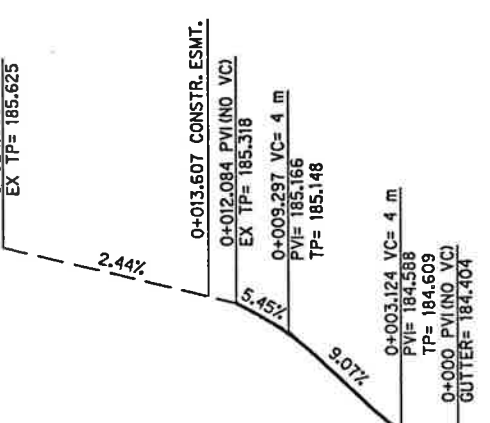
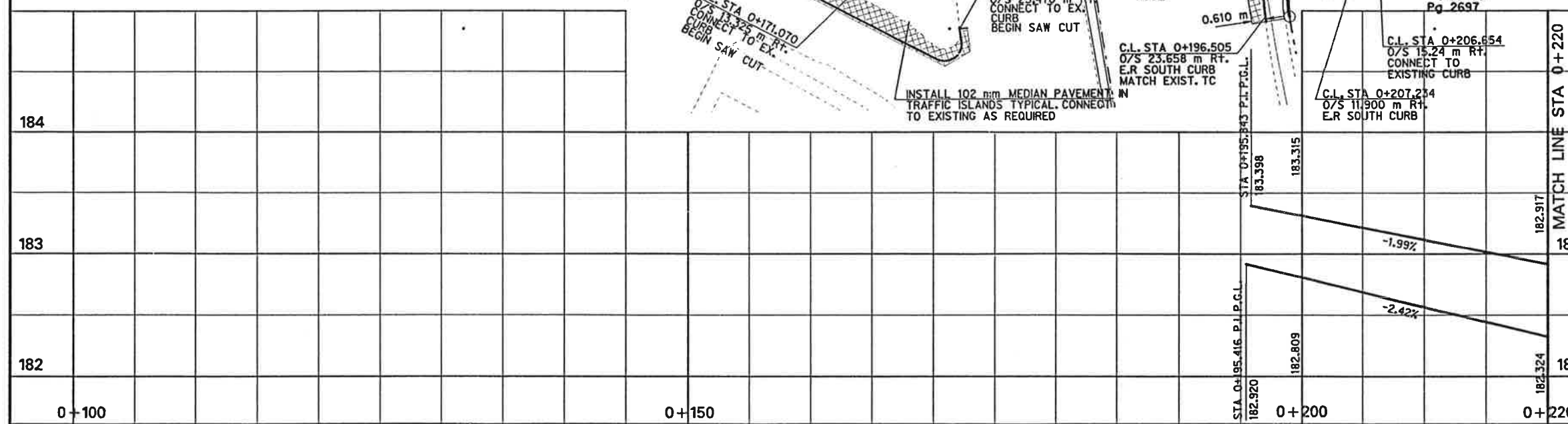
**HAMMER &
ASSOCIATES, INC.
VOL 92073
Pg 5006**



CURVE DATA				
CV.	Δ	R	T	L
1	165°34'16"	1.37m	10.83m	3.96m
2	10°05'22"	225.39m	19.89m	39.69m
3	82°46'13"	1.37m	1.20m	1.98m
4	12°05'39"	213.96m	22.66m	45.16m
5	18°49'04"	212.75m	35.25m	69.87m
6	3°30'50"	202.38m	6.20m	12.41m
7	94°34'48"	30.32m	32.85m	50.06m
8	15°41'06"	35.50m	4.89m	9.72m
9	140°26'01"	1.37m	3.81m	3.36m
10	1°54'28"	202.23m	3.36m	6.73m
11	90°34'59"	1.37m	1.38m	2.16m
12	2°08'57"	201.93m	3.78m	7.57m
13	144°25'37"	1.37m	4.27m	3.45m
14	179°59'56"	0.60m	-	1.91m
15	101°00'23"	10.51m	12.75m	18.53m
16	96°47'12"	10.51m	11.84m	17.76m



**CITY OF CARROLLTON
VOL 95006
PAGE 3235**



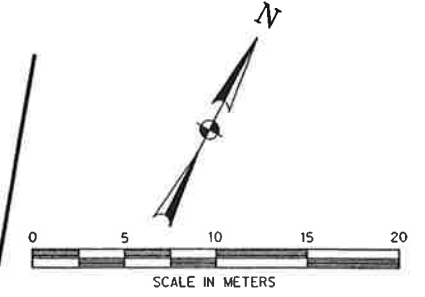
PROFILE OF DRIVEWAY AT
C.L. STA 0+115.143 LT
PAVEMENT REMOVAL, TYPICAL



**PAVING PLAN/PROFILE
STA 0+195.843 TO STA 0+220
KELLER SPRINGS ROAD
DALLAS COUNTY, TEXAS
TEXAS DEPARTMENT OF TRANSPORTATION**

Half Associates
ENGINEERS - ARCHITECTS - SCIENTISTS - PLANNERS - SURVEYORS

DESIGN	DRAWN	NOTES	FED. NO.	STATE	FEDERAL AID	PROJECT NO.	SHEET
1	1		1	TEXAS	STP 35	000 000	1
DATE	FILE	SCALE	STATE	COUNTY	FORTNOX	SECTION	JOB
NOV 1997	70001	1:200	TX	DALLAS	000	00	00



CURVE DATA				
CV.	Δ	R	T	L
1	10°10'22"	105.50m	9.39m	18.73m
2	14°56'15"	105.49m	13.83m	27.50m
3	70°08'47"	225.56m	158.36m	276.15m
4	11°55'58"	218.06m	22.78m	45.41m
5	10°25'54"	208.66m	19.04m	37.98m
6	21°00'26"	201.16m	37.29m	73.75m
7	7°41'53"	517.97m	34.84m	69.59m

NOTE:
FROM MARSH LANE TO STA 0+310.591
PAVEMENT CROSSFALL SHALL BE COMPUTED
AS THE DIFFERENCE BETWEEN NORTH AND
SOUTH PROFILE GRADES DIVIDED BY 24.689 m.



M.E. Romanowski 5/22/98
CHANGE ORDER NO. 3
MAY 22, 1998
OMIT PROPOSED DRIVEWAY AT 0+290 RT
EDIT CURVE DATA TABLE
MISC. TEXT EDITS

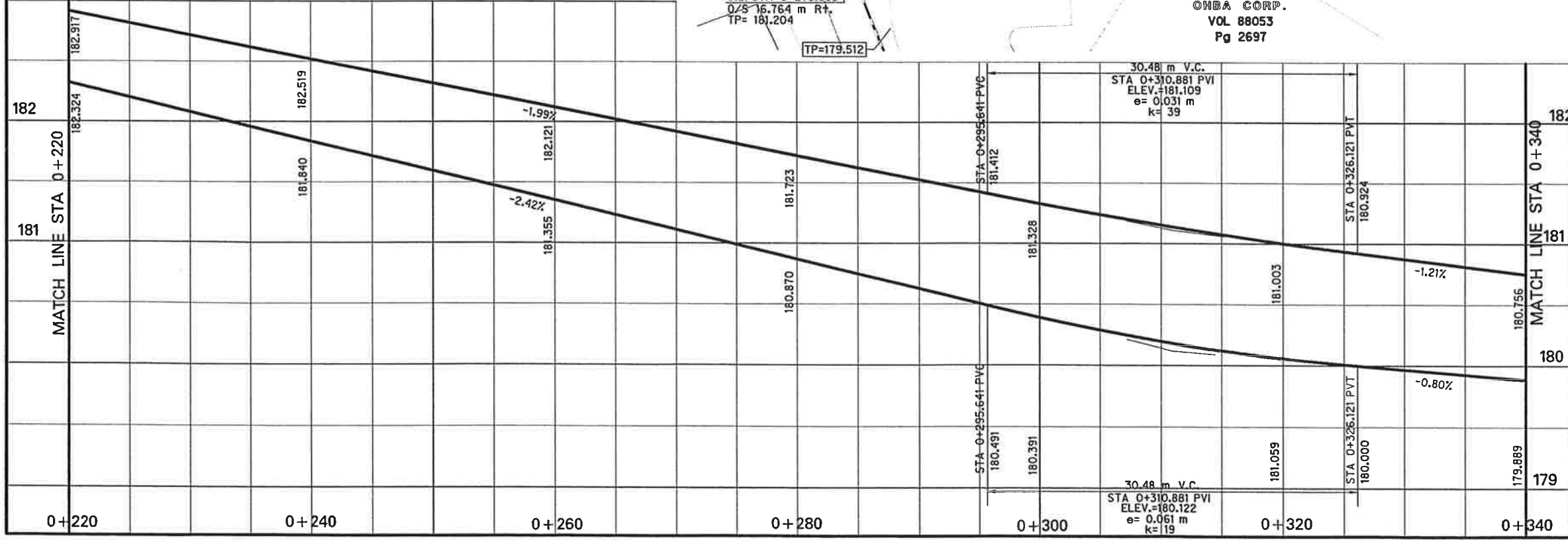
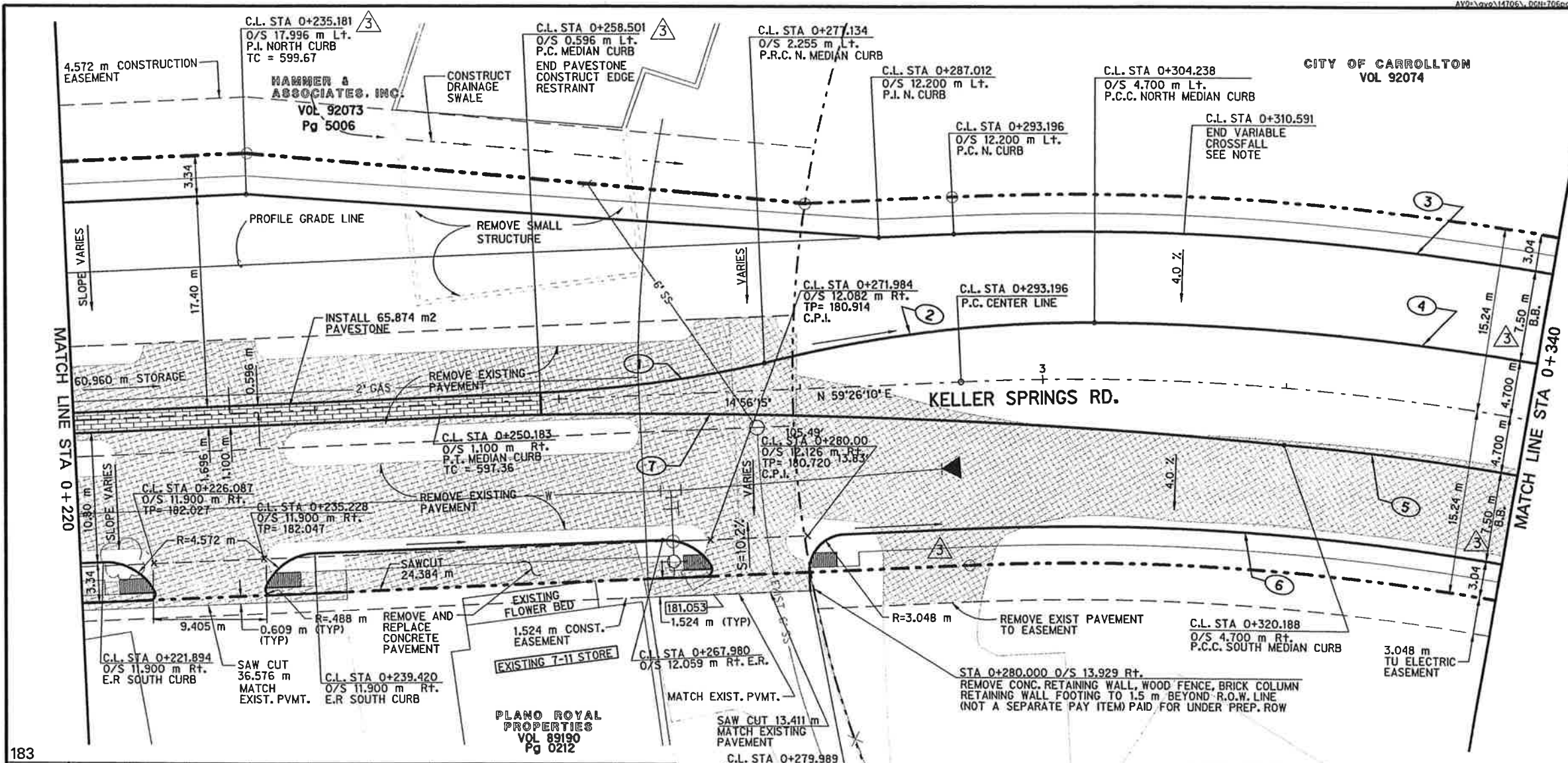
PAVEMENT REMOVAL, TYPICAL



PAVING PLAN / PROFILE
STA 0+220 TO STA 0+340
KELLER SPRINGS ROAD
DALLAS COUNTY, TEXAS
TEXAS DEPARTMENT OF TRANSPORTATION

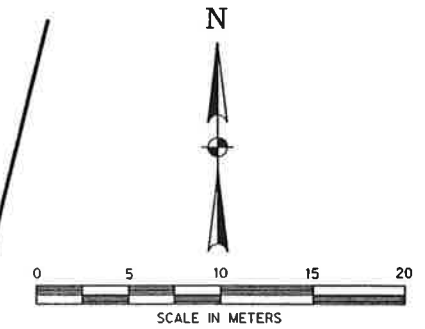
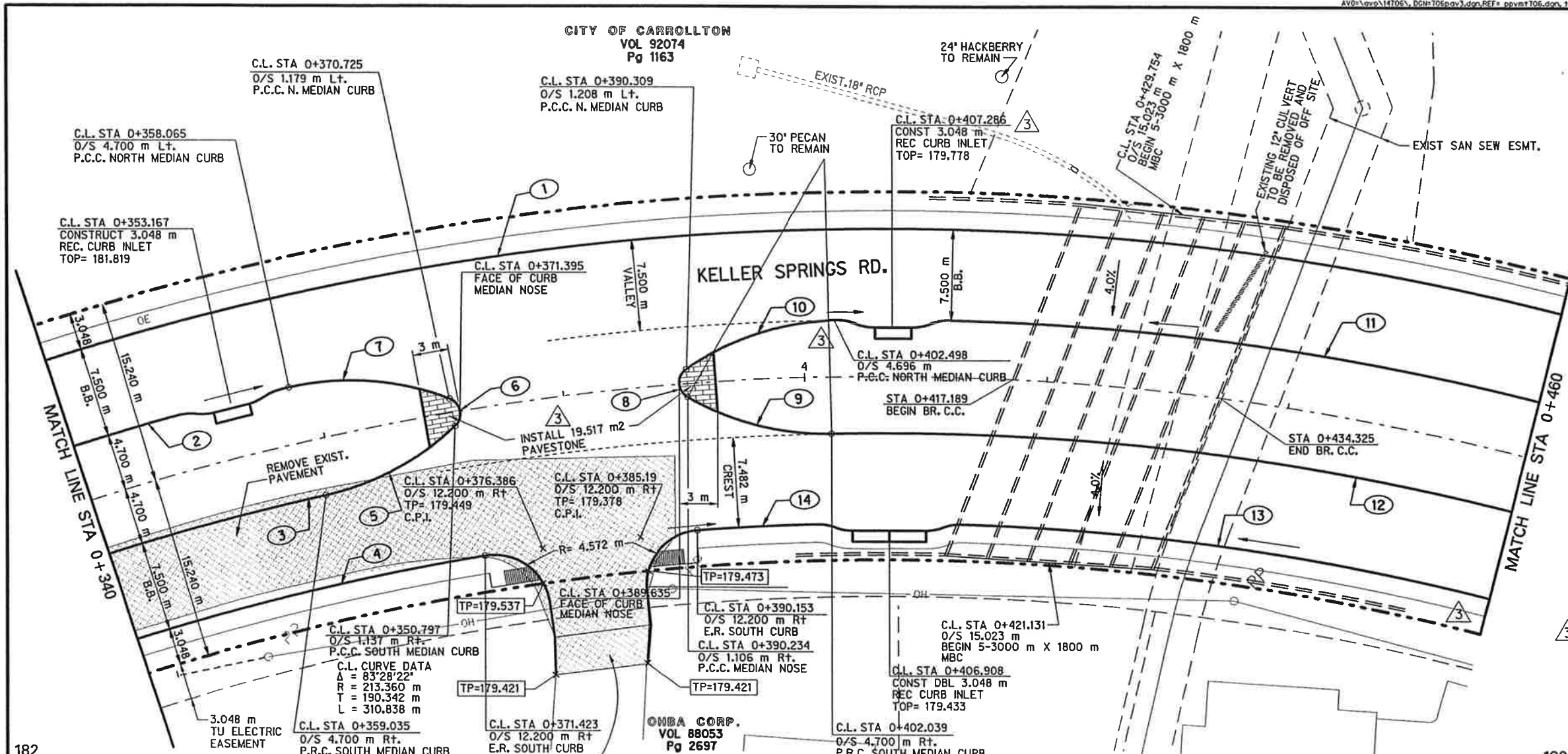
Halff Associates
ENGINEERS - ARCHITECTS - SCIENTISTS - PLANNERS - SURVEYORS

DESIGN	DRAWN	NOTES	STATE	FEDERAL AID PROJECT NO.	SHEET NO.
CADD			TEXAS	STP 98 0001 004	2
DATE	FILE	SCALE	COUNTY	SECTION NO.	TOTAL SHEETS
JULY 1998	705PAV2	1:250 HORIZ 1:25 VERT	DALLAS	0018	45



2
10

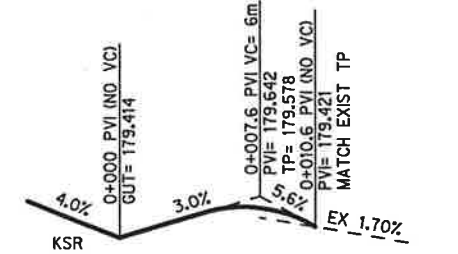
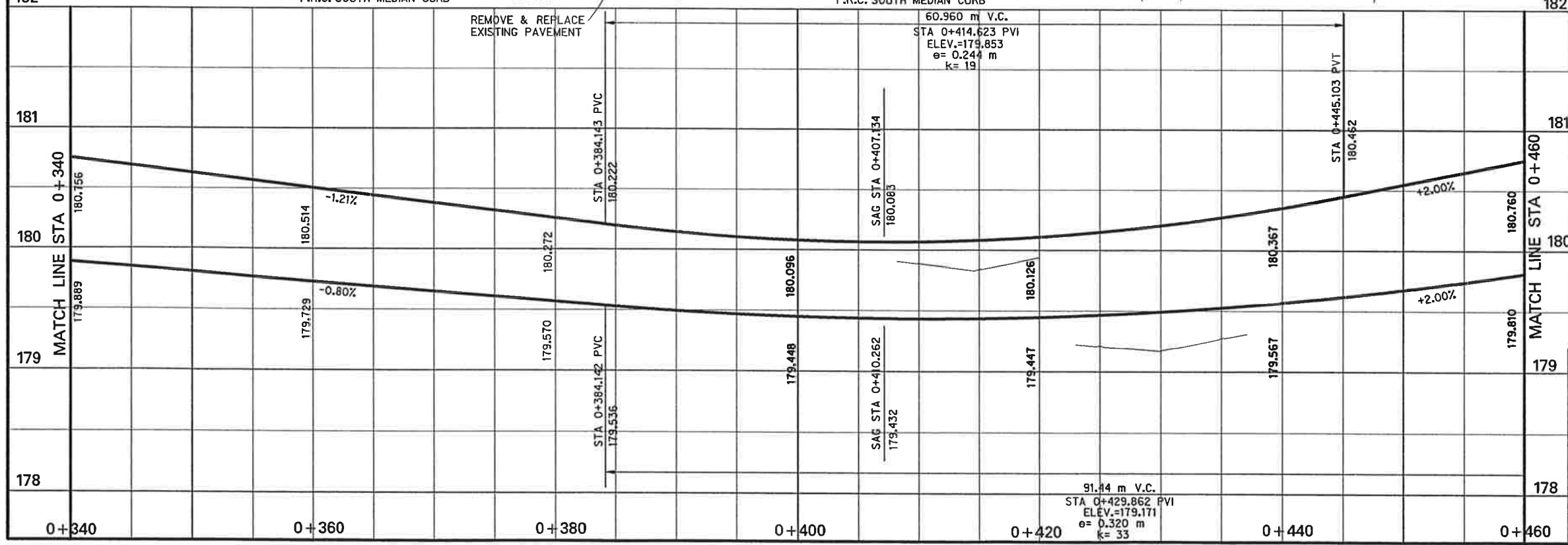
CITY OF CARROLLTON
VOL 92074
Pg 1163



CURVE DATA				
CV.	Δ	R	T	L
1	70°08'47"	225.56m	158.36m	276.15m
2	11°55'58"	218.06m	22.78m	45.41m
3	10°25'54"	208.66m	19.05m	37.98m
4	21°00'26"	201.16m	37.29m	73.75m
5	30°59'21"	22.70m	6.29m	12.28m
6	115°11'42"	1.37m	2.16m	2.75m
7	34°04'35"	22.70m	6.95m	13.50m
8	115°12'40"	1.37m	2.16m	2.75m
9	31°08'08"	22.70m	6.32m	12.33m
10	32°51'08"	22.70m	6.69m	13.01m
11	23°17'41"	218.06m	44.94m	88.65m
12	17°49'30"	208.66m	32.72m	64.91m
13	33°00'30"	201.16m	59.60m	115.88m
14	2°47'30"	201.16m	4.90m	9.80m

CHANGE ORDER NO. 3
MAY 22, 1998 -
OMIT LEFT TURN LANE
ADJUST CURB INLET
OMIT DRIVEWAY AT 0+463 RT
EDIT CURVE DATA TABLE

5/22/98



PROFILE OF DRIVEWAY AT
C.L. STA 0+380.789 RT

PAVEMENT REMOVAL, TYPICAL

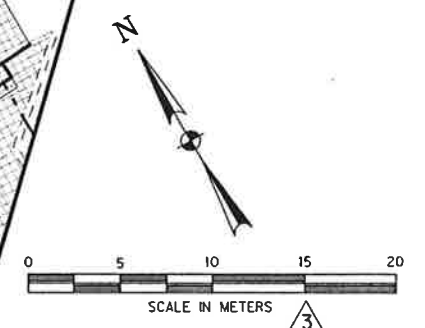
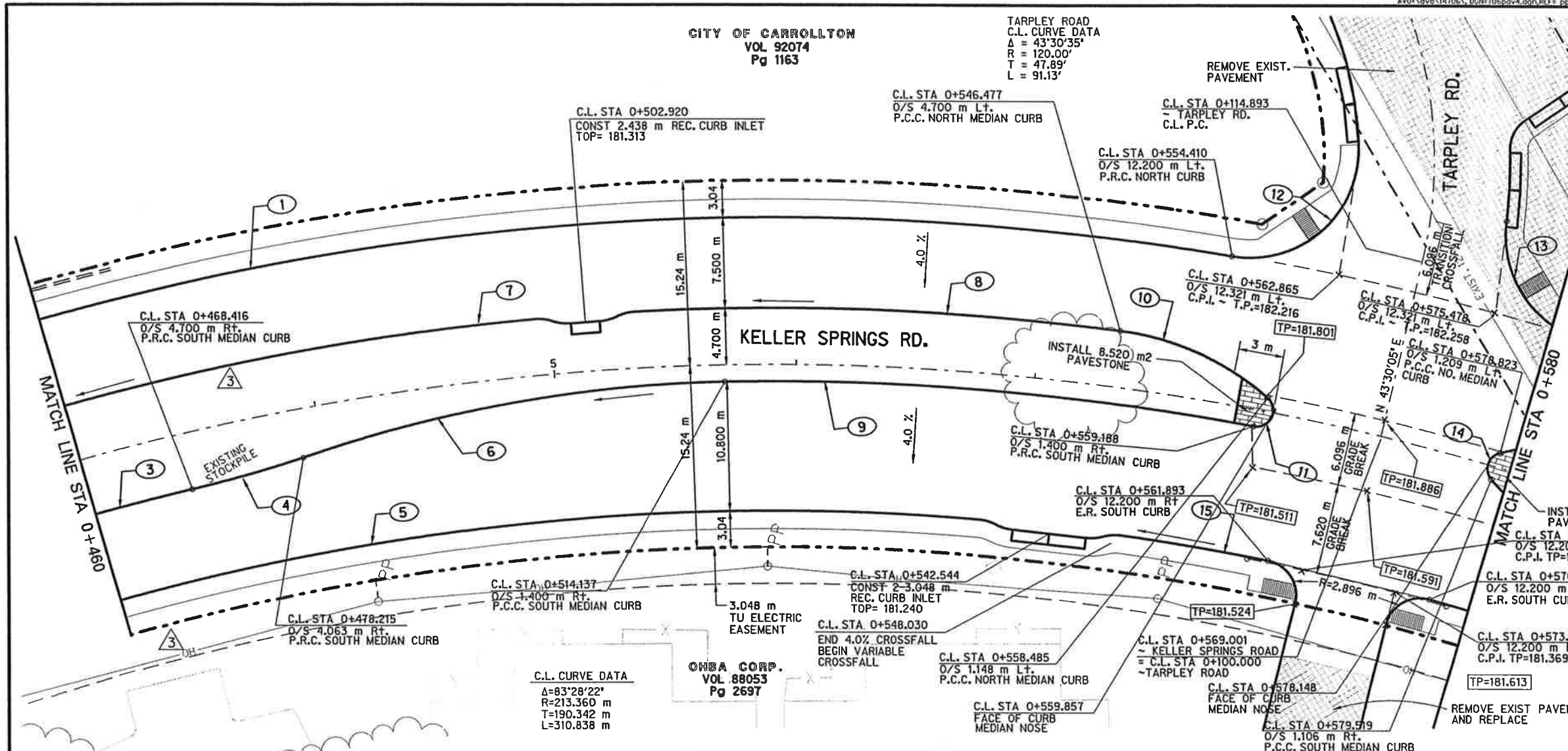
PAVING PLAN / PROFILE
STA 0+340 TO STA 0+460
KELLER SPRINGS ROAD
DALLAS COUNTY, TEXAS
TEXAS DEPARTMENT OF TRANSPORTATION

Half Associates
ENGINEERS, ARCHITECTS, SCIENTISTS, PLANNERS, SURVEYORS

DESIGN	DRAWN	NOTES	FED. AID	STATE	FEDERAL AID PROJECT NO.	SHEET NO.
DATE	FILE	SCALE	STATE	TEXAS	STP NO. 1000 100	
JULY 1998	709P493	1:200 HORIZ 1:30 VERT	COUNTY	DALLAS	SECTION NO.	JOB NO. 46 222
						CS

CITY OF CARROLLTON
VOL 92074
Pg 1163

TARPLEY ROAD
C.L. CURVE DATA
Δ = 43°30'35"
R = 120.00'
T = 47.89'
L = 91.13'



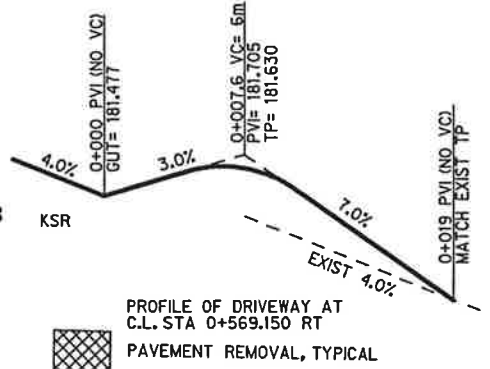
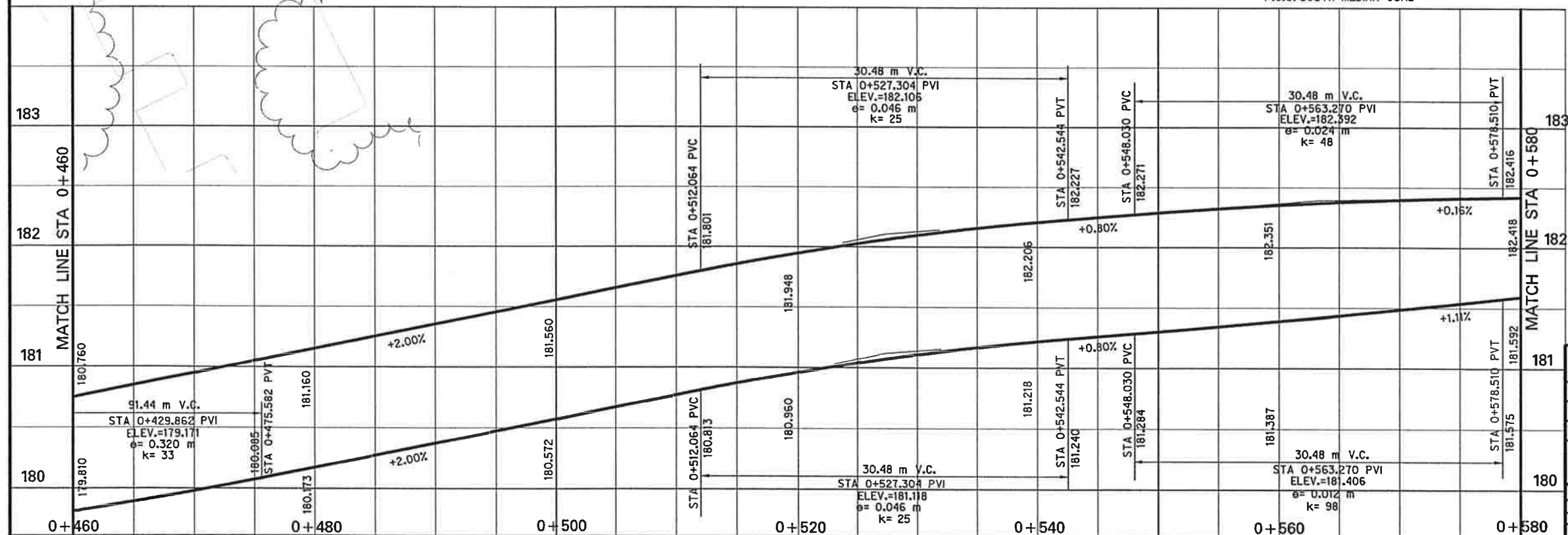
CURVE DATA				
CV.	Δ	R	T	L
1	70°08'47"	225.56m	158.36m	276.15m
3	17°49'30"	208.66m	32.72m	64.91m
4	4°55'19"	112.00m	4.81m	9.62m
5	33°00'30"	201.16m	59.60m	115.88m
6	18°12'51"	112.20m	17.98m	35.66m
7	23°17'41"	218.06m	44.94m	88.65m
8	10°34'53"	218.06m	20.19m	40.27m
9	11°54'34"	211.96m	22.10m	44.05m
10	34°13'29"	22.70m	6.99m	13.56m
11	149°00'00"	1.37m	4.94m	3.56m
12	101°41'08"	8.99m	11.04m	15.95m
13	79°51'28"	8.99m	7.52m	12.53m
14	115°11'02"	1.37m	2.16m	2.75m
15	3°29'18"	201.16m	6.12m	12.24m

C.L. CURVE DATA
Δ=83°28'22"
R=213.360 m
T=190.342 m
L=310.838 m

CHBA CORP.
VOL 88053
Pg 2697



CHANGE ORDER NO. 3
MAY 22, 1998
OMIT LEFT TURN LANE
OMIT DRIVEWAY AT 0+463 RT
EDIT CURVE DATA TABLE



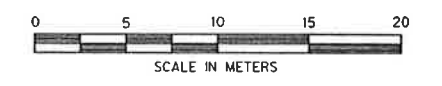
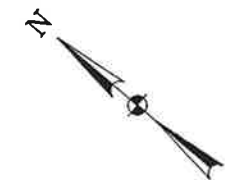
PAVING PLAN / PROFILE
STA 0+460 TO STA 0+580
KELLER SPRINGS ROAD
DALLAS COUNTY, TEXAS
TEXAS DEPARTMENT OF TRANSPORTATION

Half Associates
ENGINEERS - ARCHITECTS - SCIENTISTS - PLANNERS - SURVEYORS

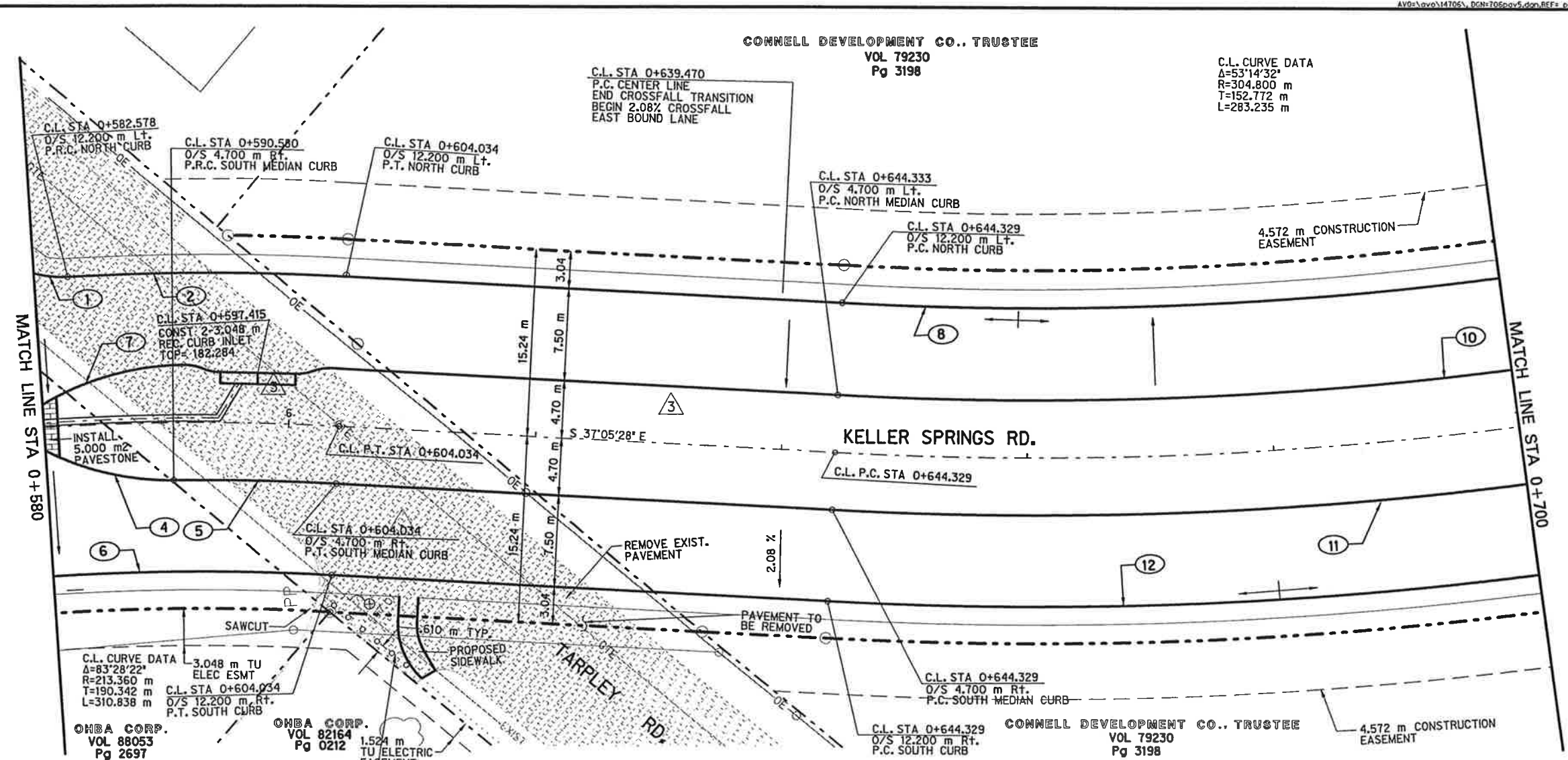
DESIGN	DRAWN	NOTES	FED. NO. 100	STATE	FEDERAL AID PROJECT NO.	SHEET NO.
CADD			TEXAS	STP. 95 (1981) 104		
DATE	FILE	SCALE	STATE	COUNTY	SECTION	HIGHWAY
APR 1998	708P4V4	1:300 HORIZ 1:25 VERT	TX	DALLAS	09B	46 222

CONNELL DEVELOPMENT CO., TRUSTEE
VOL 79230
Pg 3198

C.L. CURVE DATA
Δ=53°14'32"
R=304.800 m
T=152.772 m
L=283.235 m



CURVE DATA				
CV.	Δ	R	T	L
1	79°51'28"	8.99m	7.52m	12.53m
2	5°45'44"	225.56m	11.35m	22.68m
4	31°07'32"	22.70m	6.32m	12.33m
5	3°37'15"	208.66m	6.59m	13.18m
6	7°24'14"	201.16m	13.01m	25.99m
7	34°15'31"	22.70m	6.99m	13.57m
8	20°22'08"	292.60m	52.56m	104.02m
10	20°39'26"	300.10m	54.69m	108.19m
11	20°32'10"	309.50m	56.06m	110.93m
12	20°29'07"	317.00m	57.28m	113.33m



C.L. CURVE DATA
Δ=83°28'22"
R=213.360 m
T=190.342 m
L=310.838 m
OHBA CORP.
VOL 88053
Pg 2697

OHBA CORP.
VOL 82164
Pg 0212

STATE OF TEXAS
M.E. ROMANOWSKI
REGISTERED PROFESSIONAL ENGINEER
5/22/98

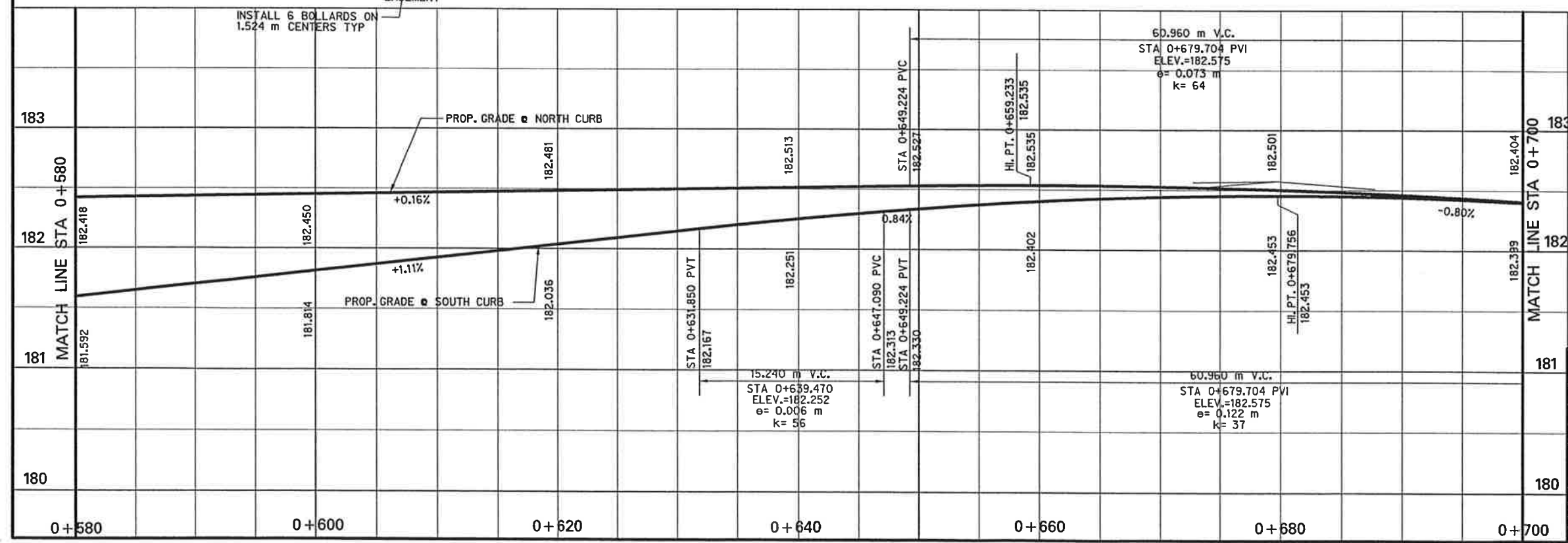
CHANGE ORDER NO. 3
MAY 22, 1998 -
OMIT LEFT TURN LANE
RELOCATE CURB INLET
EDIT CURVE DATA TABLE

PAVEMENT REMOVAL, TYPICAL

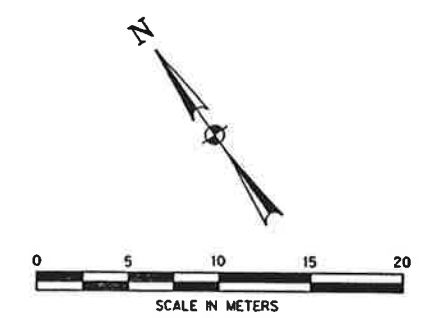
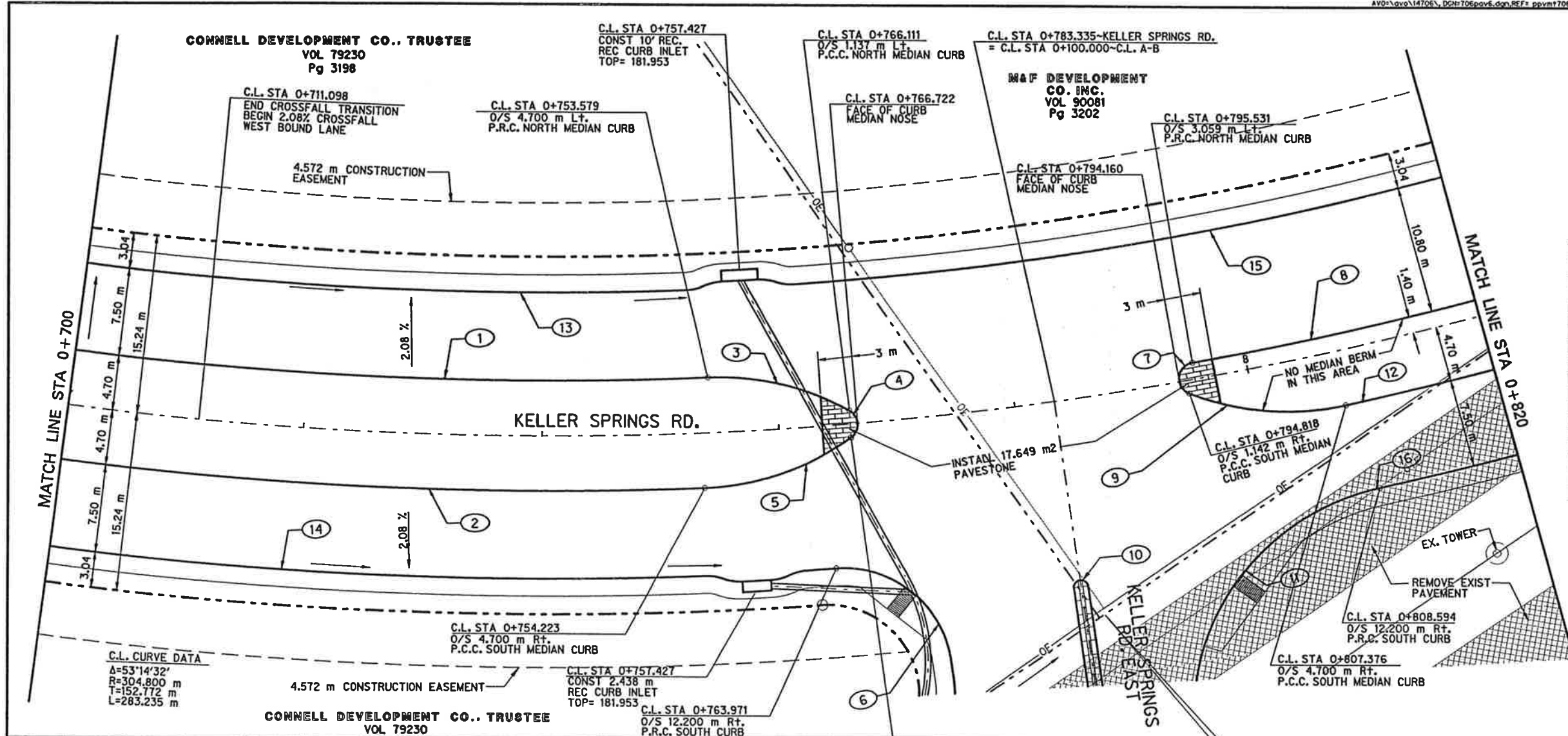
STATE OF TEXAS
M.E. ROMANOWSKI
REGISTERED PROFESSIONAL ENGINEER
7/7/97

PAVING PLAN / PROFILE
STA 0+580 TO STA 0+700
KELLER SPRINGS ROAD
DALLAS COUNTY, TEXAS
TEXAS DEPARTMENT OF TRANSPORTATION
Half Associates
ENGINEERS, ARCHITECTS, SCIENTISTS, PLANNERS, SURVEYORS

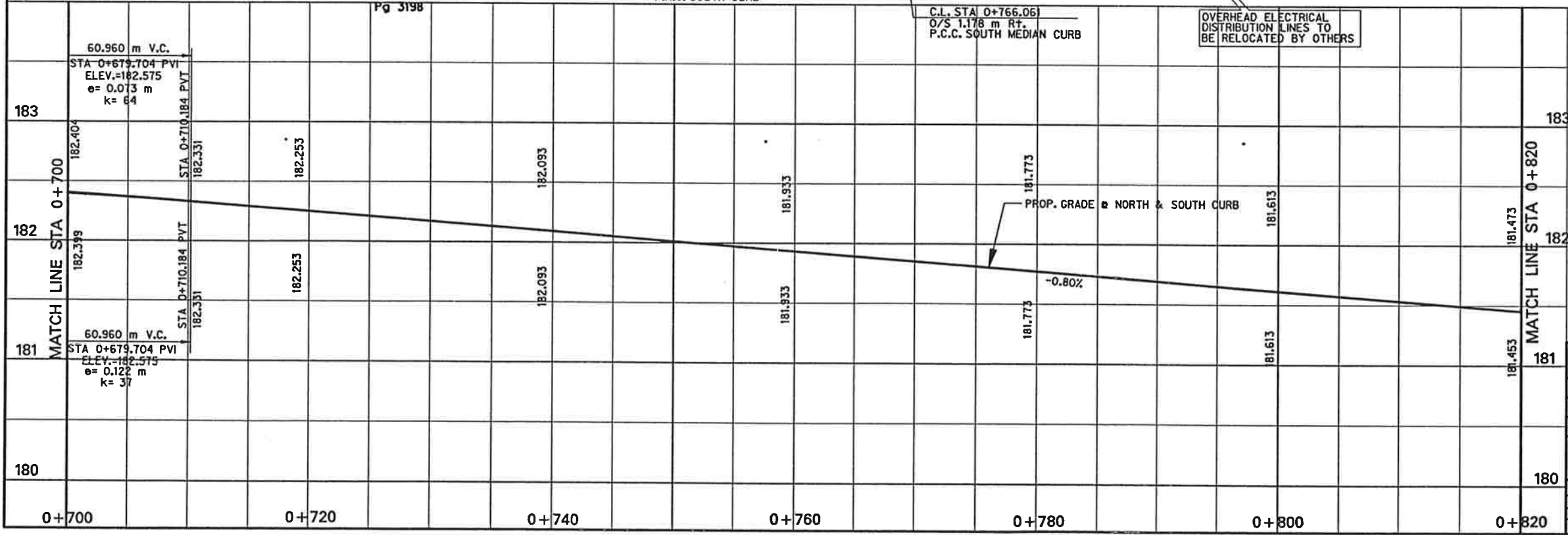
DESIGN	DRAWN	NOTES	FED. NO.	STATE	FEDERAL AID PROJECT NO.	SHEET NO.
CADD	FILE	SCALE	NO.	TEXAS	STIP NO. 1995 SMM	5
DATE	JULY 1998	TORPAYS	NO.	DALLAS	0908	46



0+580 0+600 0+620 0+640 0+660 0+680 0+700



CURVE DATA				
CV.	Δ	R	T	L
1	15°54'54"	300.10m	41.94m	83.35m
2	20°32'10"	309.50m	56.06m	110.93m
3	31°25'50"	22.70m	6.38m	12.45m
4	115°09'38"	1.37m	2.15m	2.75m
5	33°31'60"	22.70m	6.84m	13.29m
6	86°21'36"	8.99m	8.43m	13.55m
7	148°31'09"	1.37m	4.86m	3.55m
8	12°21'25"	303.40m	32.84m	65.43m
9	33°42'25"	22.70m	6.87m	13.35m
10	180°36'21"	0.61m	-115.36m	1.92m
11	81°02'16"	20.00m	17.09m	28.29m
12	15°47'28"	309.50m	42.92m	85.30m
13	20°22'08"	292.60m	52.56m	104.02m
14	20°29'07"	317m	57.28m	113.33m
15	12°07'40"	292.60m	31.08m	61.93m
16	9°17'27"	317.14m	25.77m	51.43m



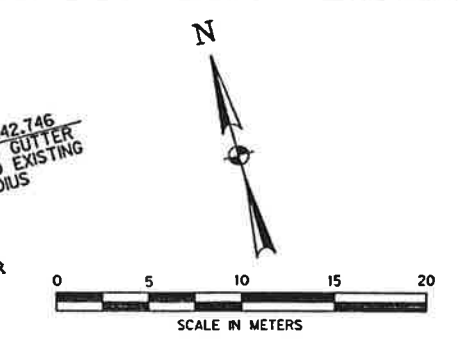
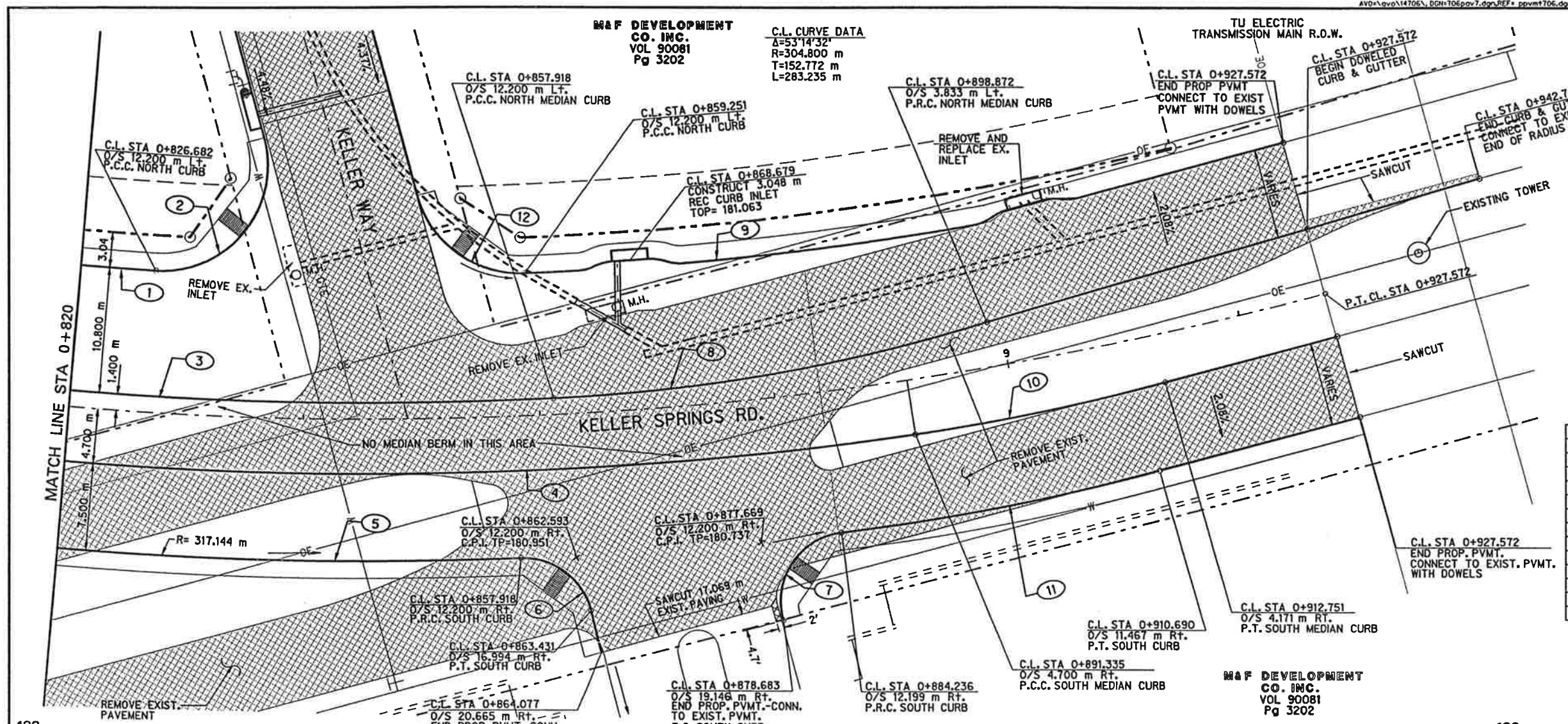
PAVEMENT REMOVAL, TYPICAL

M.E. Romanowski 7/7/97

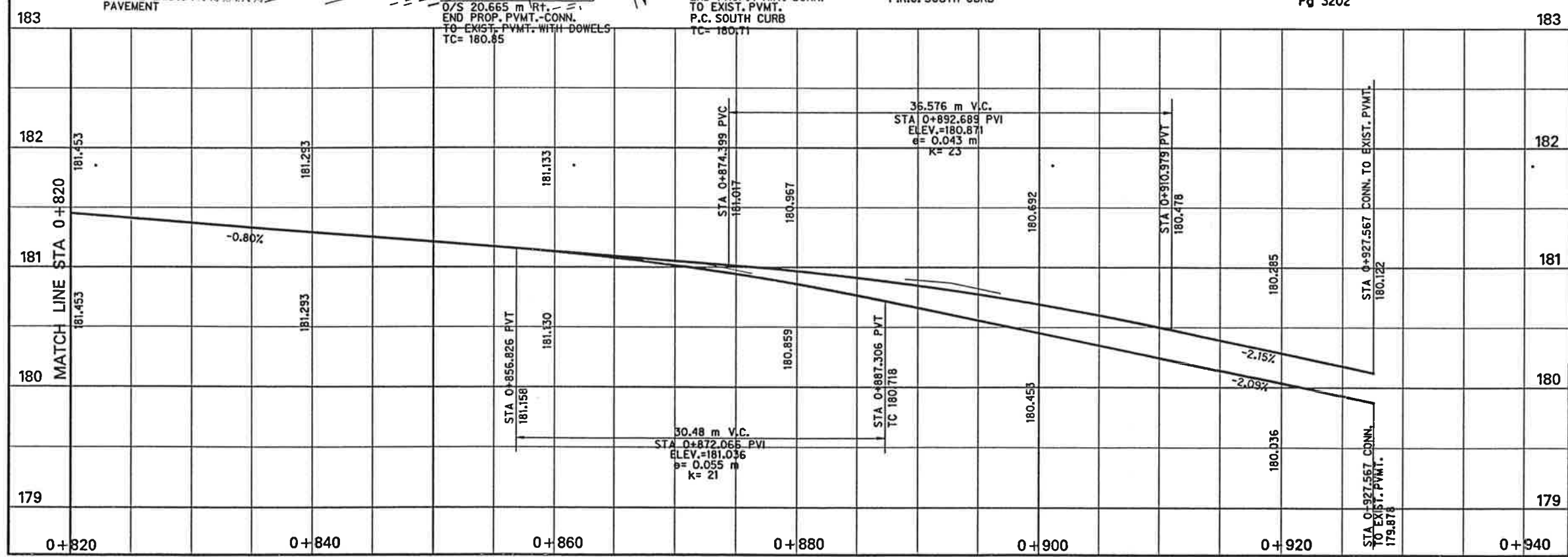
PAVING PLAN / PROFILE
 STA 0+700 TO STA 0+820
 KELLER SPRING ROAD
 DALLAS COUNTY, TEXAS
 TEXAS DEPARTMENT OF TRANSPORTATION

Half Associates
 ENGINEERS - ARCHITECTS - SCIENTISTS - PLANNERS - SURVEYORS

DESIGN	DRAWN	NOTES	FED. NO.	STATE	FEDERAL AID PROJECT NO.	SHEET NO.
DATE	FILE	SCALE	STATE	COUNTY	CONTROL NO.	SECTION NO.
APR 98	709PAVE	1:300 HORIZ 1:30 VERT	TX	DALLAS	SPS	46 222



CV.	A	R	T	L
1	12°07'40"	292.60m	31.08m	61.93m
2	108°35'15"	8.99m	12.51m	17.04m
3	12°21'25"	303.40m	32.84m	65.43m
4	15°47'28"	309.50m	42.92m	85.30m
5	9°17'27"	317.14m	25.77m	51.43m
6	78°19'51"	5.94m	4.84m	8.12m
7	97°44'18"	5.94m	6.80m	10.13m
8	14°31'35"	147.66m	18.81m	37.43m
9	4°50'25"	292.60m	12.36m	24.71m
10	6°48'43"	182.88m	10.88m	21.74m
11	8°17'02"	190.50m	13.79m	27.54m
12	77°31'51"	8.99m	7.22m	12.16m



PAVEMENT REMOVAL, TYPICAL

M.E. Romanowski

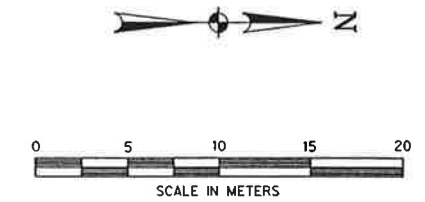
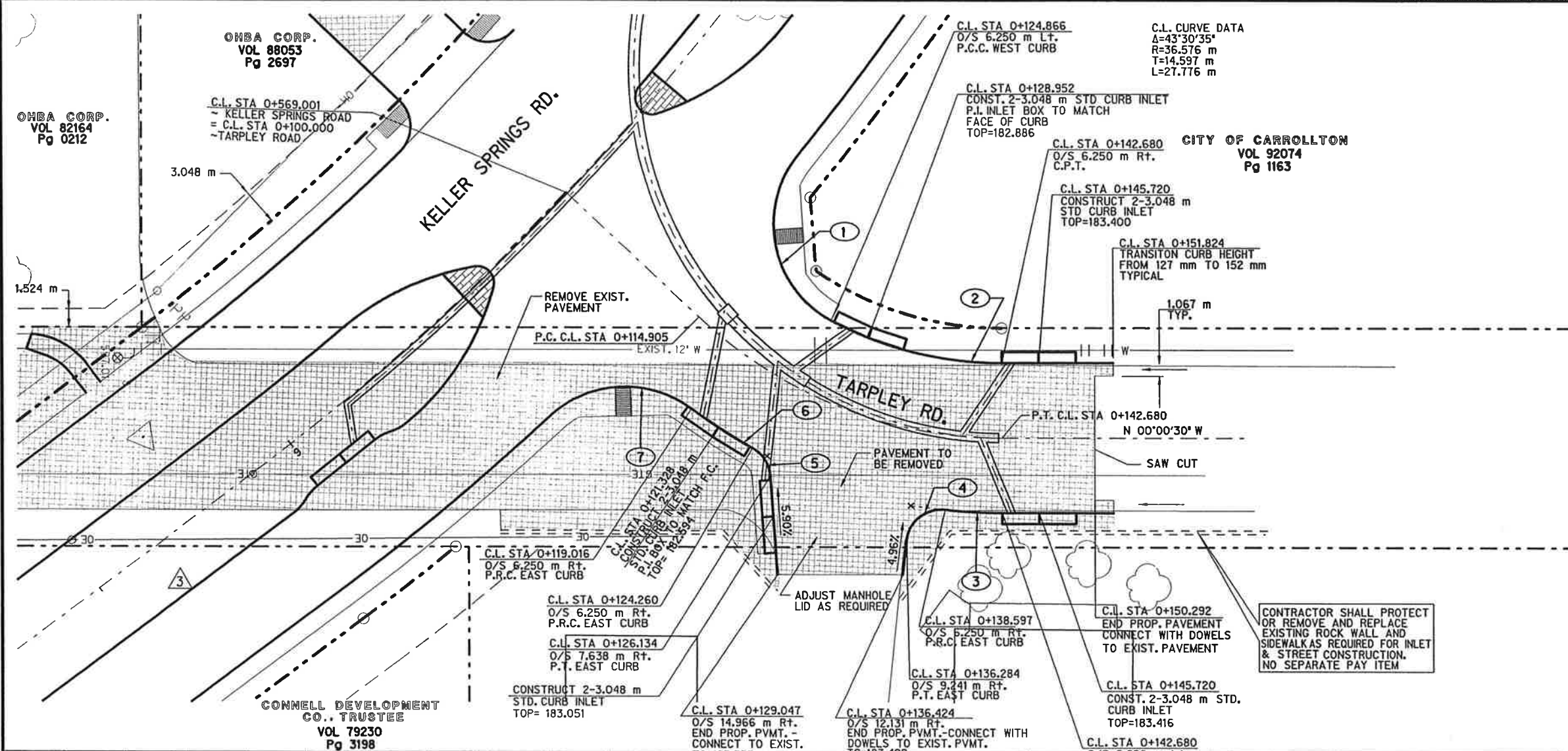
 7/7/97

7

PAVING PLAN / PROFILE
 STA 0+820 TO STA 0+927.567
KELLER SPRINGS ROAD
 DALLAS COUNTY, TEXAS
 TEXAS DEPARTMENT OF TRANSPORTATION

Half Associates
ENGINEERS • ARCHITECTS • SCIENTISTS • PLANNERS • SURVEYORS

DESIGN	DRAWN	NOTES	FED. PROJ. NO.	STATE	FEDERAL AID PROJECT NO.	SHEET NO.
CADD			TEXAS		STP 28 (RD) MMA	
DATE	FILE	SCALE	STATE PROJ. NO.	COUNTY	CONTROL NO.	SECTION NO.
JULY 2006	706P4V7	1:200 PROFILE 1:20 VERT.	21	DALLAS	010	45
						222
						CB



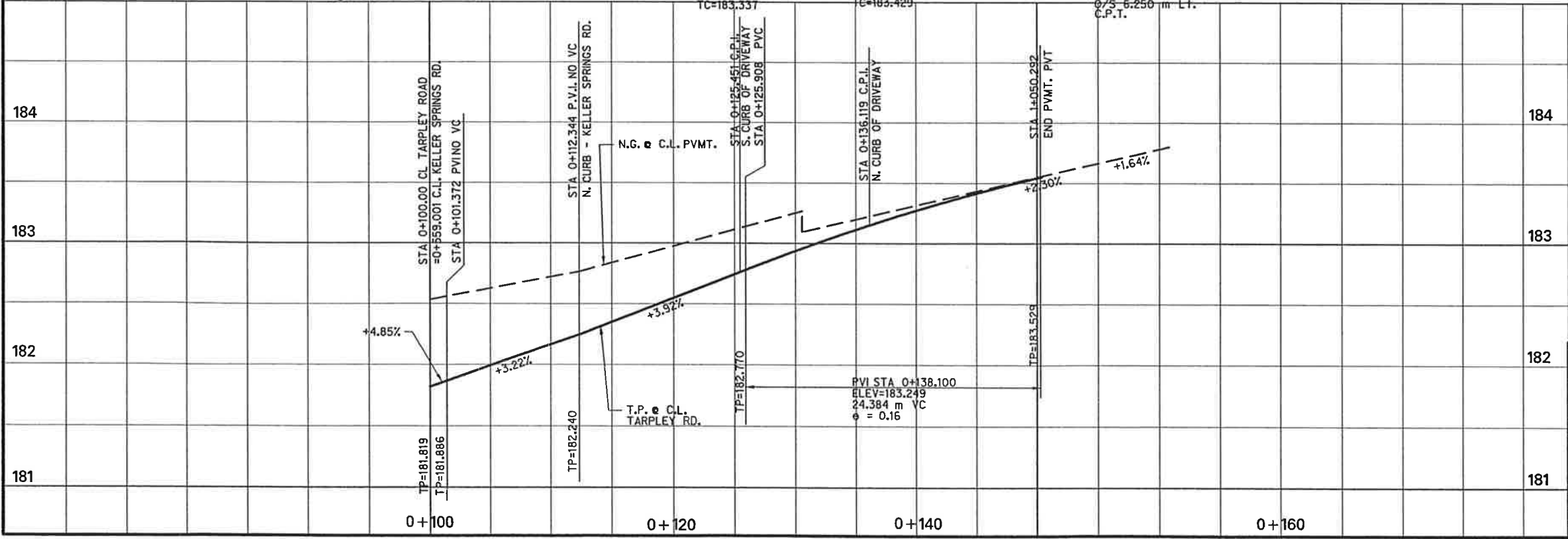
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3	6°23'43"	42.82m	2.39m	4.78m
4	90°04'05"	2.89m	2.89m	4.55m
5	56°57'38"	2.89m	1.57m	2.87m
6	8°01'04"	42.82m	3.00m	5.99m
7	79°51'28"	8.99m	7.52m	12.53m

STATE OF TEXAS
 M.E. ROMANOWSKI
 56306
 REGISTERED ENGINEER
 5/22/98

3 CHANGE ORDER NO. 3
 MAY 22, 1998 - OMIT LEFT TURN LANE

PAVEMENT REMOVAL, TYPICAL

STATE OF TEXAS
 M.E. ROMANOWSKI
 56306
 REGISTERED ENGINEER
 7/17/98



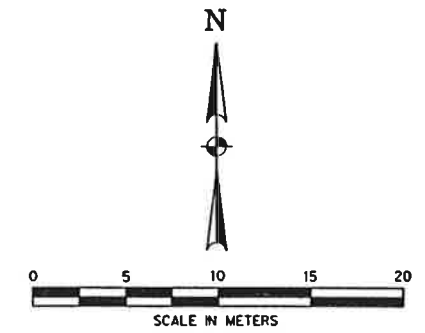
TARPLEY ROAD - PAVING
 KELLER SPRINGS ROAD
 DALLAS COUNTY, TEXAS
 TEXAS DEPARTMENT OF TRANSPORTATION

Half Associates
 ENGINEERS - ARCHITECTS - SCIENTISTS - PLANNERS - SURVEYORS

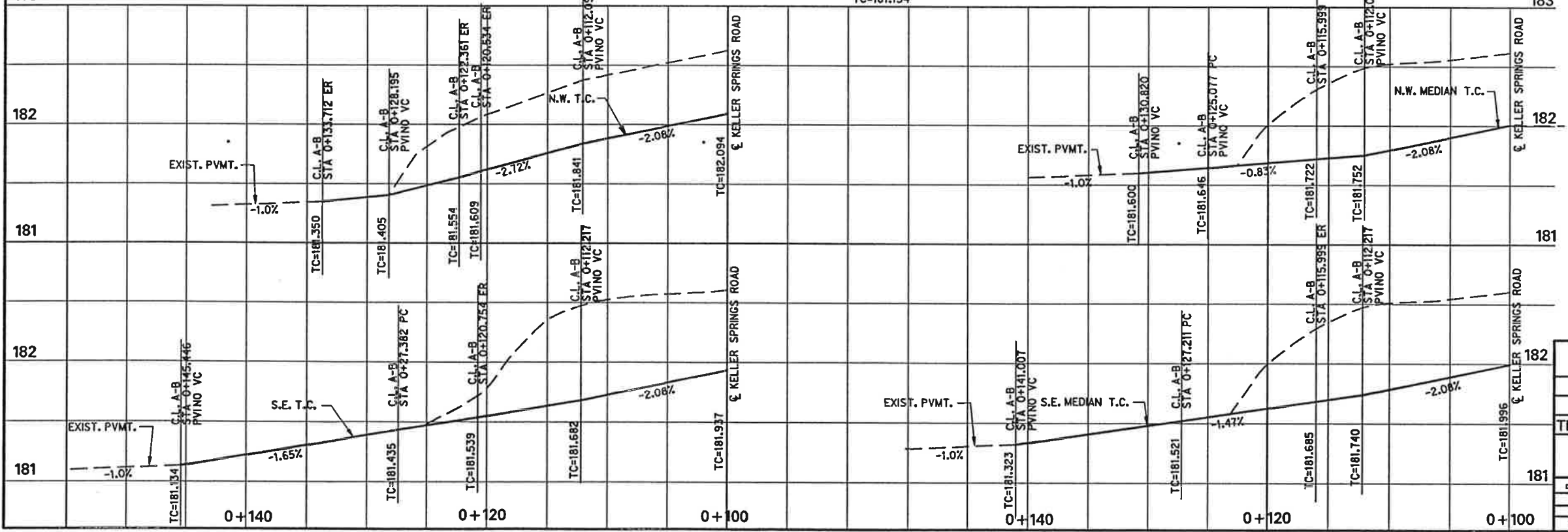
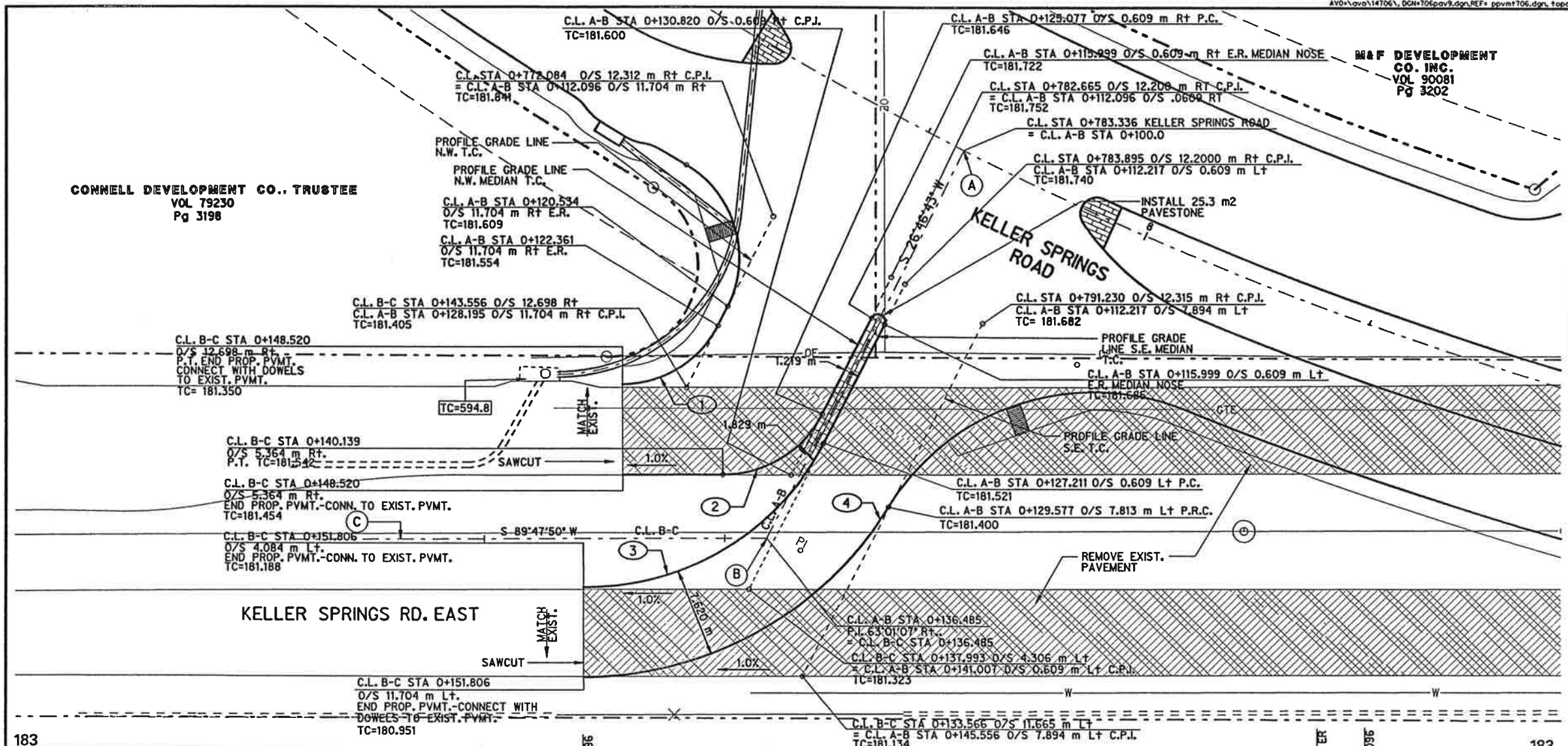
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			TEXAS		STP 45 1003 AM	8
DATE	FILE	SCALE	STATE	COUNTY	CONTRACT	JOB
NO.	NO.	NO.	NO.	NO.	NO.	NO.
APRIL 1998	706PAV8	1:50 HORIZ 1:20 VERT	18	DALLAS	018	45
						222
						CS

CONNELL DEVELOPMENT CO., TRUSTEE
VOL 79230
Pg 3198

M&F DEVELOPMENT
CO. INC.
VOL 90081
Pg 3202



CURVE DATA				
CV.	Δ	R	T	L
1	63°01'05"	8.99m	5.51m	9.88m
2	63°01'04"	9.29m	5.69m	10.22m
3	63°01'05"	22.09m	13.54m	24.30m
4	58°47'53"	29.71m	16.74m	30.49m



PAVEMENT REMOVAL, TYPICAL

M.E. Romanowski
7/1/19

KELLER SPRINGS ROAD EAST - PAVING
KELLER SPRINGS ROAD
DALLAS COUNTY, TEXAS
TEXAS DEPARTMENT OF TRANSPORTATION

Half Associates
ENGINEERS - ARCHITECTS - SCIENTISTS - PLANNERS - SURVEYORS

DESIGN	DRAWN	NOTES	FED. PROJ. NO.	STATE	FEDERAL AID PROJECT NO.	SHEET NO.
CADD	FILE	SCALE	TXAS	TEXAS	STP. NO. 100.000	9
DATE	FILE	SCALE	STATE	COUNTY	SECTION NO.	HIGHWAY NO.
JULY 1999	709PAV9	1:20 HORIZ 1:20 VERT	TX	DALLAS	46	222

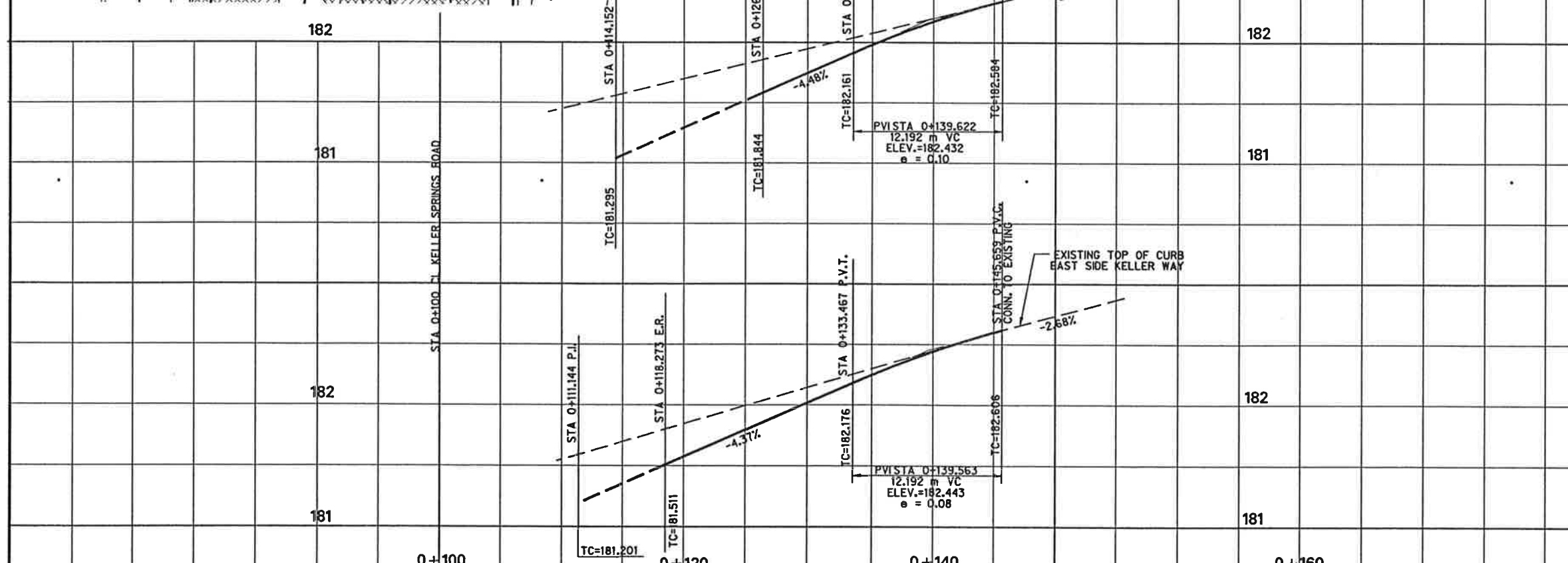
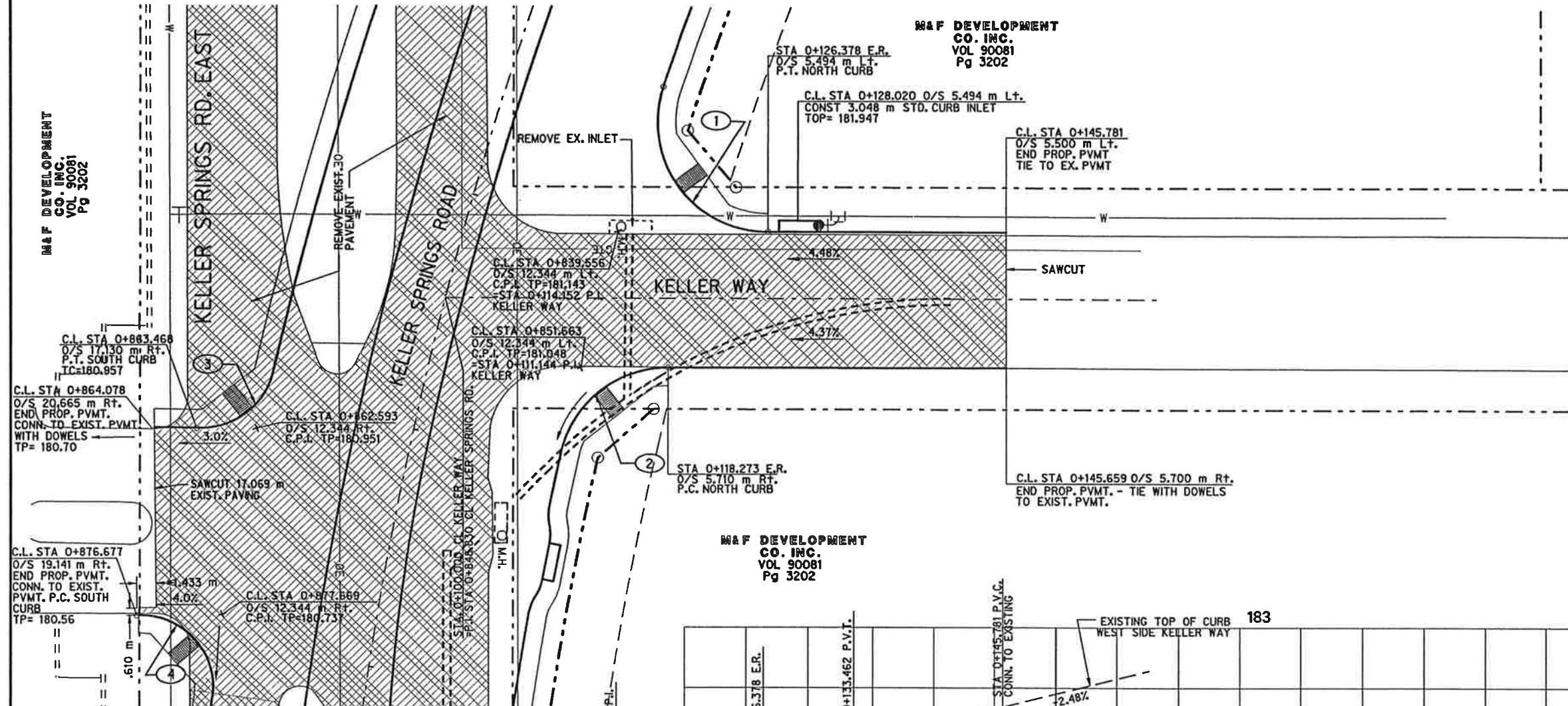
M&F DEVELOPMENT
CO. INC.
VOL 90081
Pg 3202

M&F DEVELOPMENT
CO. INC.
VOL 90081
Pg 3202

M&F DEVELOPMENT
CO. INC.
VOL 90081
Pg 3202



CURVE DATA				
CV.	A	R	T	L
1	108°35'15"	8.99m	12.51m	17.04m
2	77°31'51"	8.99m	7.22m	12.16m
3	78°19'51"	5.94m	4.84m	8.12m
4	97°44'18"	5.94m	6.80m	10.13m

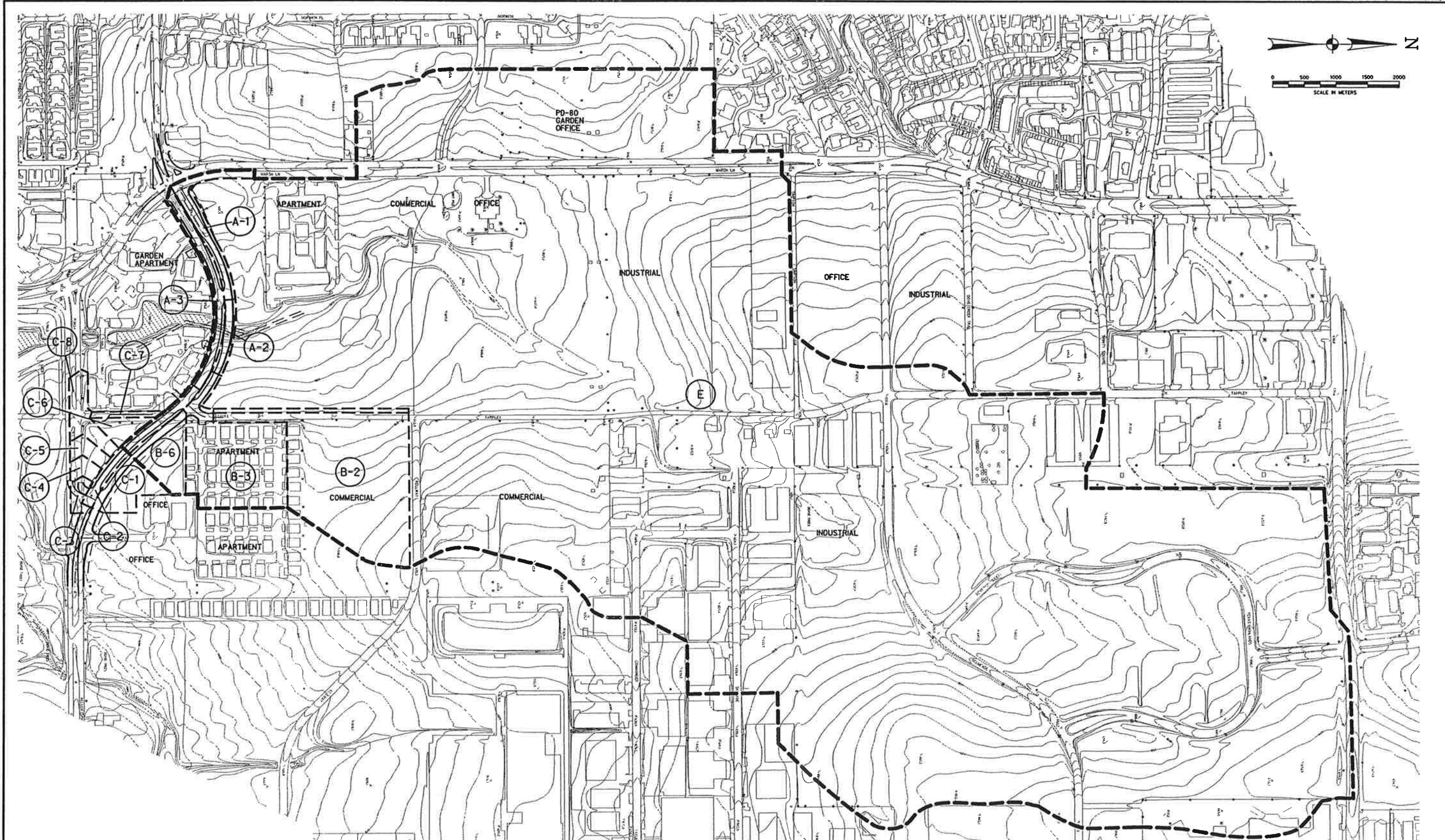


M.R.
7/1/97

KELLER WAY - PAVING
KELLER SPRINGS ROAD
DALLAS COUNTY, TEXAS
TEXAS DEPARTMENT OF TRANSPORTATION

Half Associates
ENGINEERS - ARCHITECTS - SCIENTISTS - PLANNERS - SURVEYORS

DESIGN	DRAWN	NOTES	FED. NO.	STATE	FEDERAL AID PROJECT NO.	SHEET NO.
			3	TEXAS	STP 35 (203) 33A	10
DATE	FILE	SCALE	STATE DIST. NO.	COUNTY	SECTION NO.	HIGHWAY NO.
APR 1997	78PAVB	1/2" = 10'	19	DALLAS	48	222 CB



RUNOFF COMPUTATIONS- DRAINAGE AREA E		
METHOD	PARAMETERS	Q100(m ³ /s)
RATIONAL	C=.8 tc=20min I=17.27mm/hr A=118.3	32.3
REGIONAL * REGRESSION	REGION=2 S=14.92m/km A=118.3HA	45.0
S.C.S.	T.R. 20 METHOD	60.9

* EQUATION: $Q100 = 17.78 \times (A/259)^{0.694} \times (S \times 5.28)^{0.261}$

NOTE:
SCS METHOD YIELDS HIGHEST FLOW AND IS MORE SUITED TO CALCULATING RUNOFF FROM URBAN DRAINAGE BASINS; THEREFORE 60.9 m³/s IS THE DESIGN FLOW FOR THE BOX CULVERT.

LEGEND
 - - - MAJOR DIVIDE
 — — — SUBDIVIDE

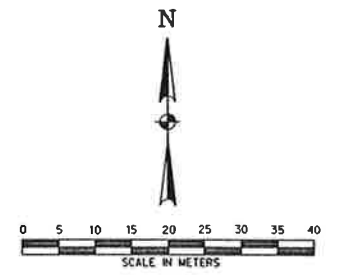
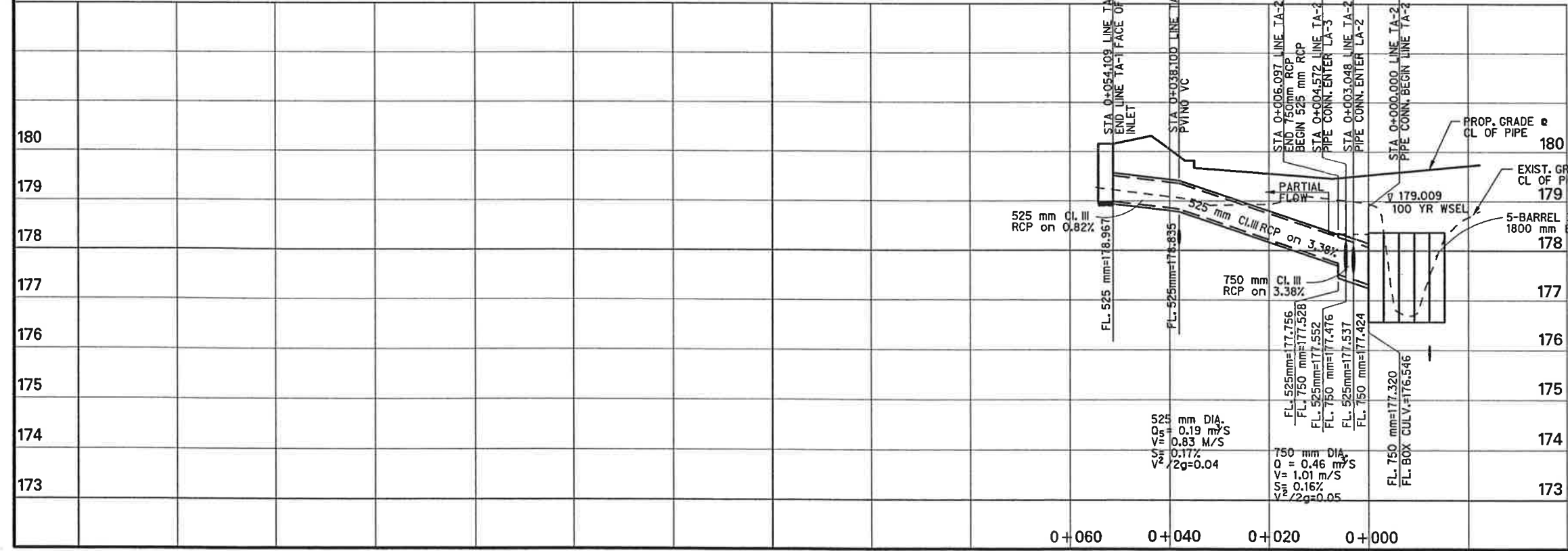
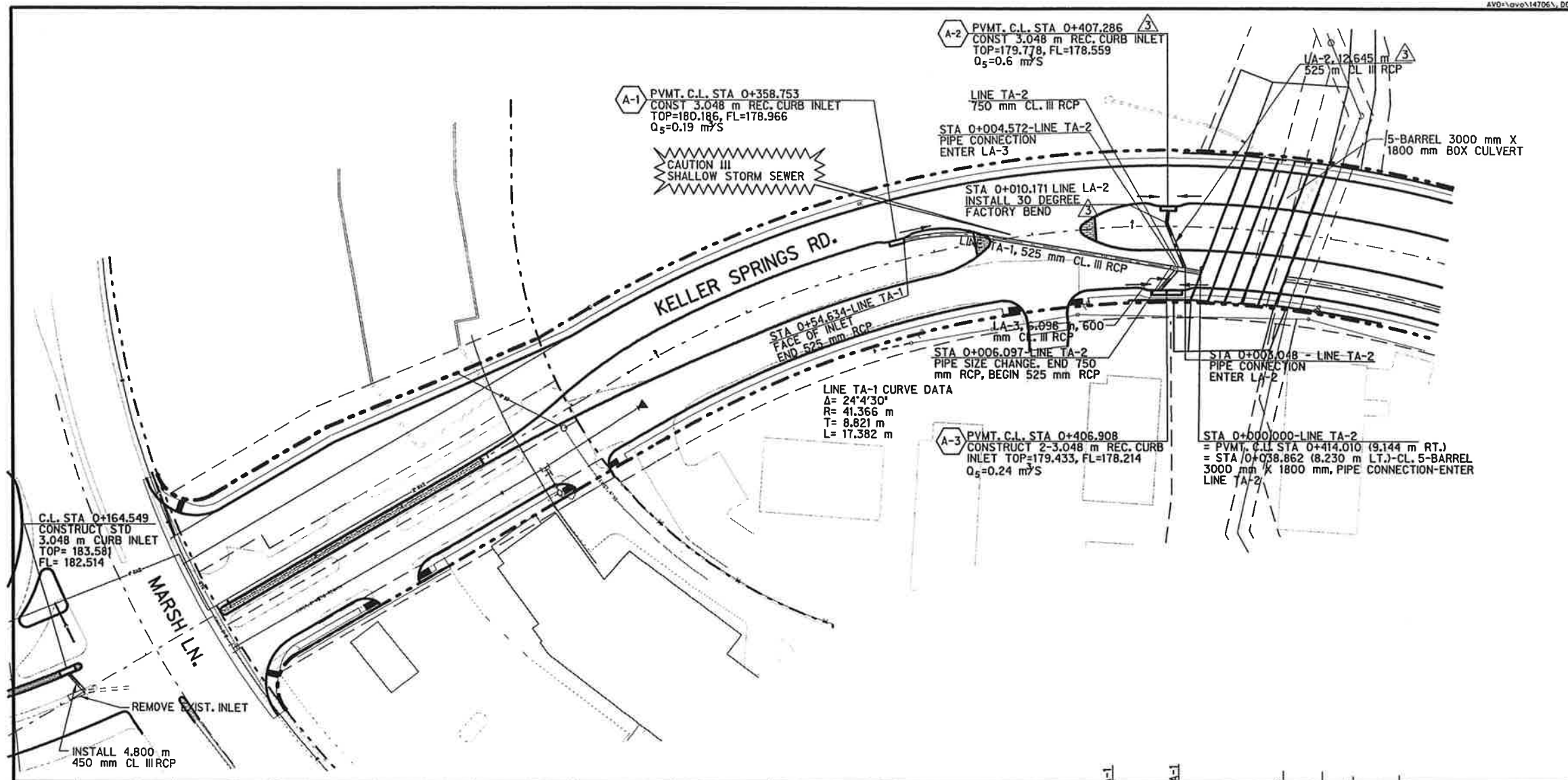


DRAINAGE AREA MAP

KELLER SPRINGS ROAD
DALLAS COUNTY, TEXAS
TEXAS DEPARTMENT OF TRANSPORTATION

Half Associates
ENGINEERS - ARCHITECTS - SCIENTISTS - PLANNERS - SURVEYORS

DESIGN	DRAWN	NOTED	FED. NO.	STATE	FEDERAL AID PROJECT NO.	SHEET NO.
	CADD		TEXAS	TEXAS	STP 86 (09) 244	1
DATE	FILE	SCALE	STATE DET. NO.	COUNTY	CONTROL SECTION NO.	JOB NO.
APRIL 1994	709DAMAP	1:3000	18	DALLAS	0918	48 222
						CB



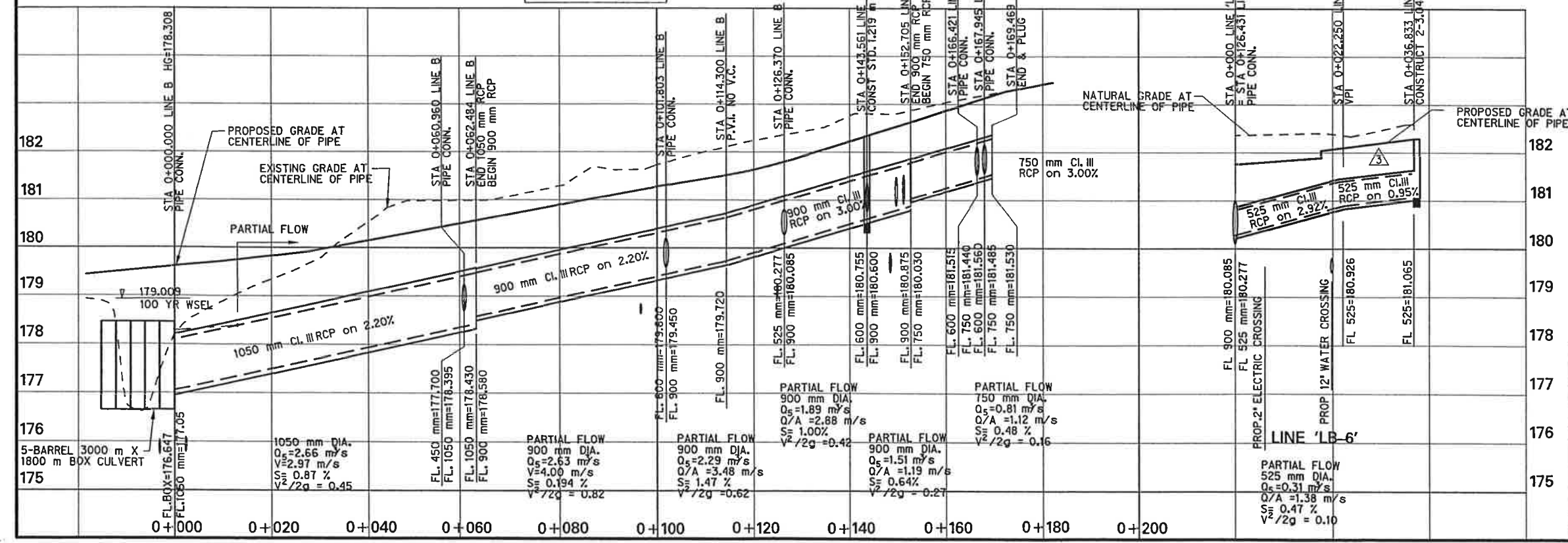
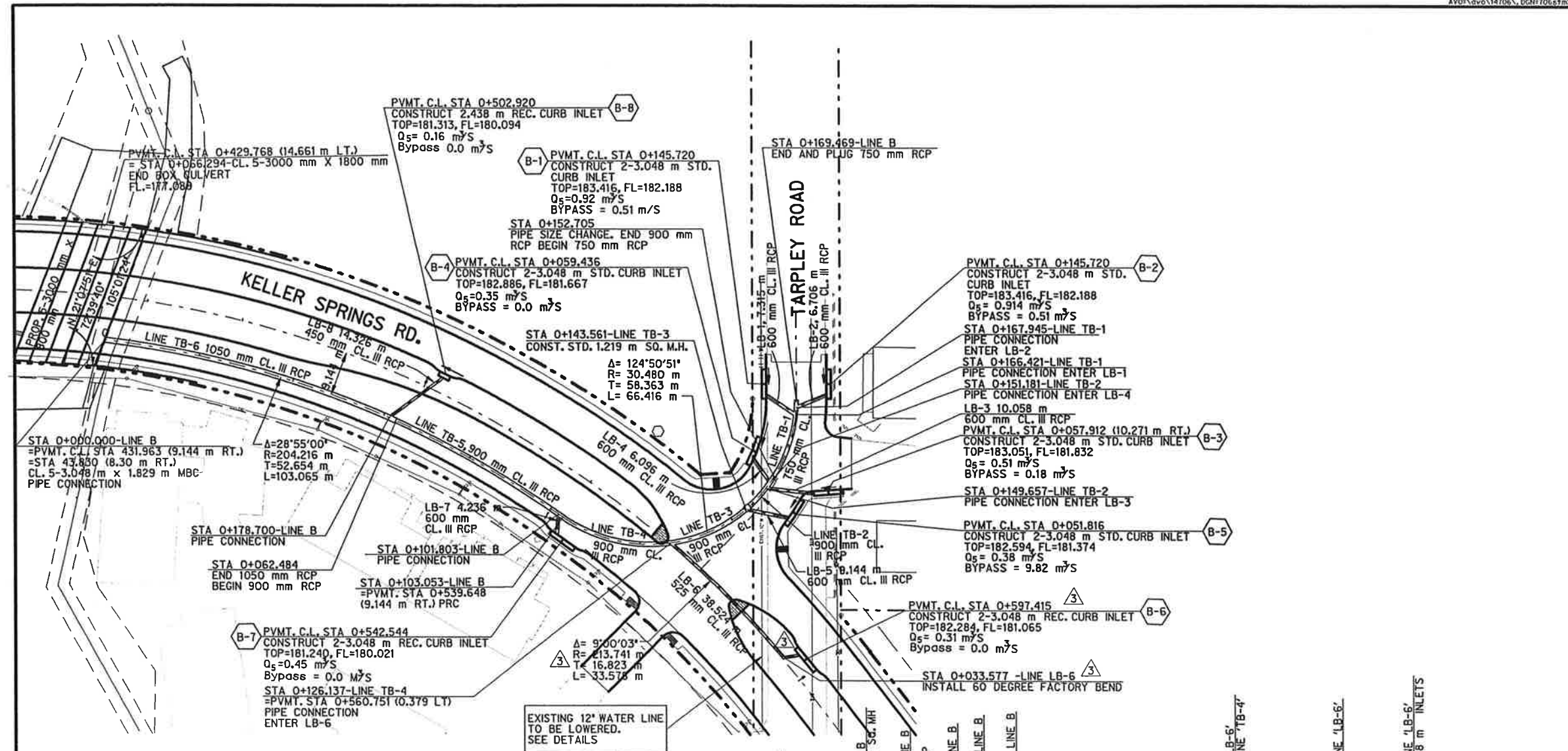
M. J. Romo 5/22/98

CHANGE ORDER NO. 3
MAY 22, 1998 - EXTEND STORM LINE LA-2



M. J. Romo 7/2/97

STORM SEWER PLAN / PROFILE									
LINE 'A'									
KELLER SPRINGS ROAD									
DALLAS COUNTY, TEXAS									
TEXAS DEPARTMENT OF TRANSPORTATION									
Half Associates									
<small>ENGINEERS - ARCHITECTS - SCIENTISTS - PLANNERS - SURVEYORS</small>									
DESIGN	DRAWN	NOTES	FED. NO.	STATE	FEDERAL AID PROJECT NO.	SHEET			
	CADD		NO.	NO.		NO.			
DATE	FILE	SCALE	STATE	COUNTY	SECTION	JOB			
JULY	708T01	1500 HORIZ	NO.	NO.	NO.	NO.			
1998		VERT.	18	DALLAS	97B	48	222	CS	



M.E. Romanoff

 5/22/98

 CHANGE ORDER NO. 3

 MAY 22, 1998 - EXTEND STORM LINE LB-6

M.E. Romanoff

 2/1/99

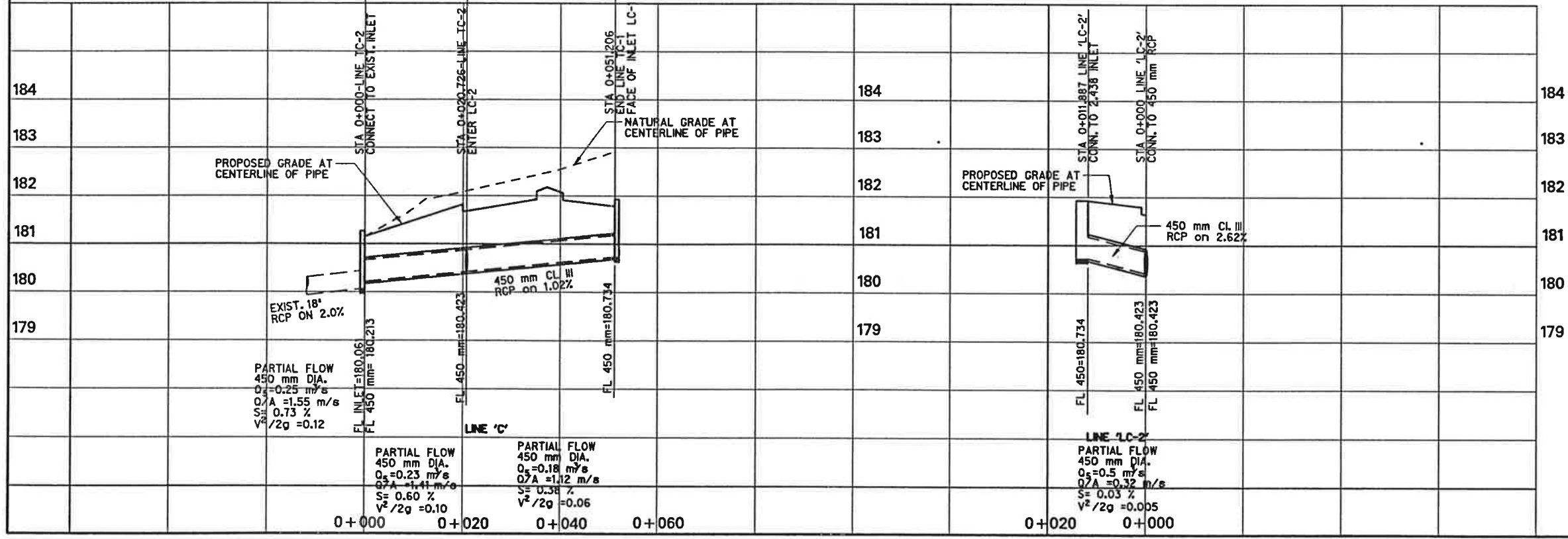
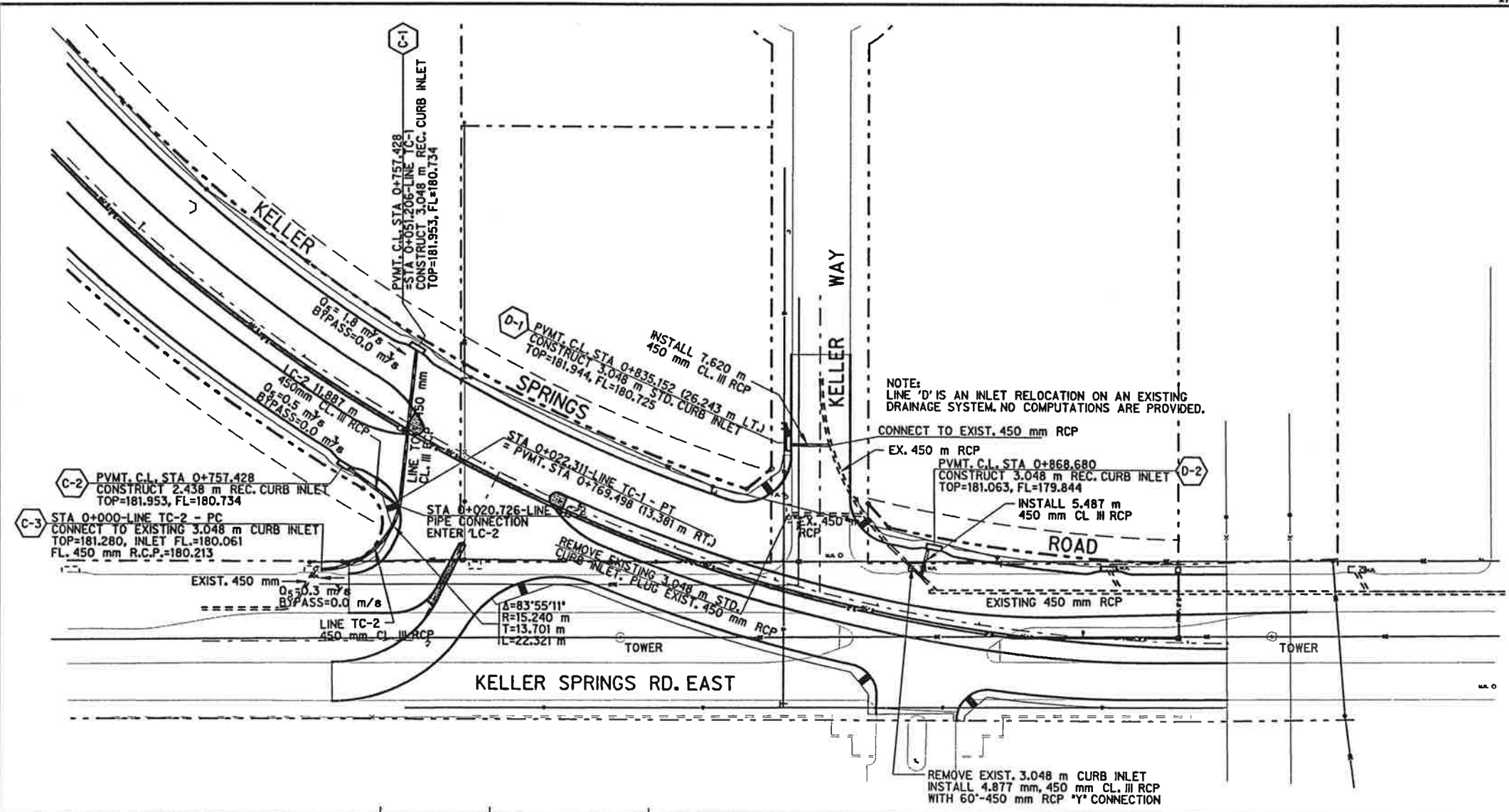
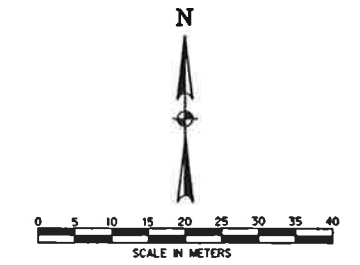
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 5

STORM SEWER PLAN / PROFILE
 LINE 'B'
 KELLER SPRINGS ROAD
 DALLAS COUNTY, TEXAS
 TEXAS DEPARTMENT OF TRANSPORTATION

Half Associates
 ENGINEERS - ARCHITECTS - SCIENTISTS - PLANNERS - SURVEYORS

DESIGN	DRAWN	NOTES	FED. NO.	STATE	FEDERAL AID PROJECT NO.	SHEET NO.
CA00			8	TEXAS	STP 85 (RWS) LMA	2
DATE	FILE	SCALE	STATE	COUNTY	CONTROL NO.	SECTION NO.
APRIL 1998	706STR2	1:50 HORIZ 1:20 VERT	8	DALLAS	0818	48
						222
						CS



M.E. Romanowski 7/1/97

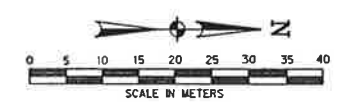
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5

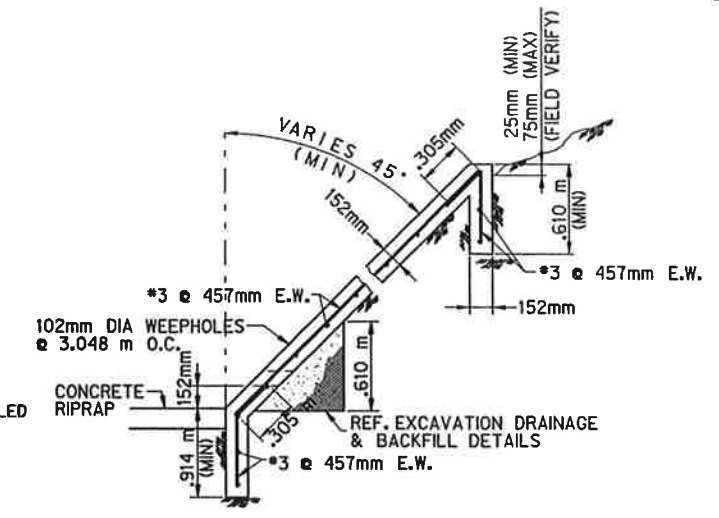
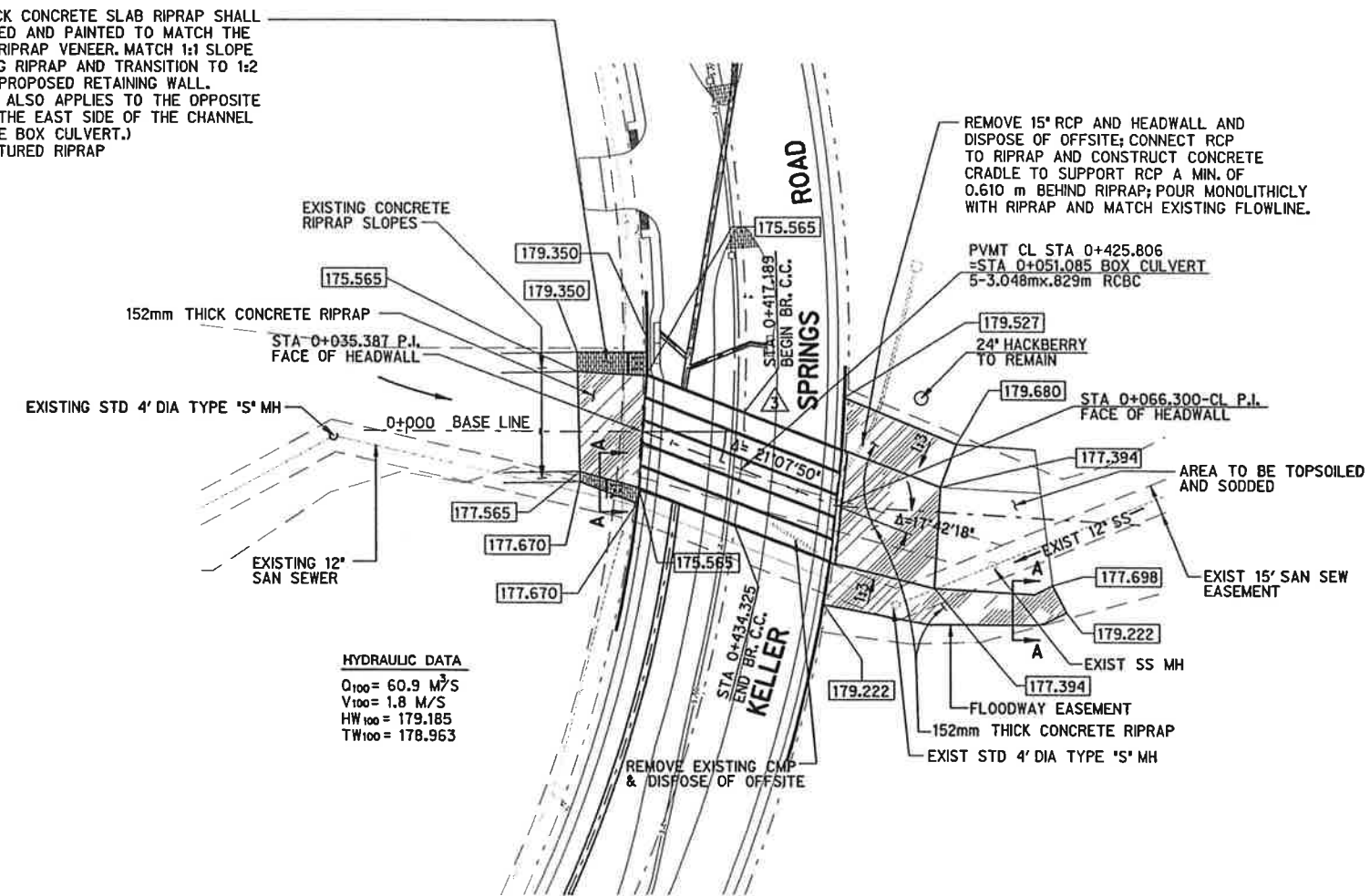
STORM SEWER PLAN / PROFILE
LINE 'C'
KELLER SPRINGS ROAD
DALLAS COUNTY, TEXAS
TEXAS DEPARTMENT OF TRANSPORTATION

Half Associates
ENGINEERS - ARCHITECTS - SURVEYORS - PLANNERS - SURVEYORS

DESIGN	DRAWN	NOTED	FED. PROJ. NO.	STATE	FEDERAL AID PROJECT NO.	SHEET NO.
APRIL 1997	7/1/97	7/1/97		TEXAS	STP 88 (08) MM	XX
DATE	FILE	SCALE	STATE DIST. NO.	COUNTY	CONTRACT NO.	SECTION NO.
APRIL 1997	7/1/97	1:20 HORIZ 1:20 VERT	11	TEXAS	8911	48
						222
						CB



152mm THICK CONCRETE SLAB RIPRAP SHALL BE TEXTURED AND PAINTED TO MATCH THE ADJACENT RIPRAP VENEER. MATCH 1:1 SLOPE AT EXISTING RIPRAP AND TRANSITION TO 1:2 SLOPE AT PROPOSED RETAINING WALL. (THIS NOTE ALSO APPLIES TO THE OPPOSITE SLOPE ON THE EAST SIDE OF THE CHANNEL D/S OF THE BOX CULVERT.)
100m² TEXTURED RIPRAP



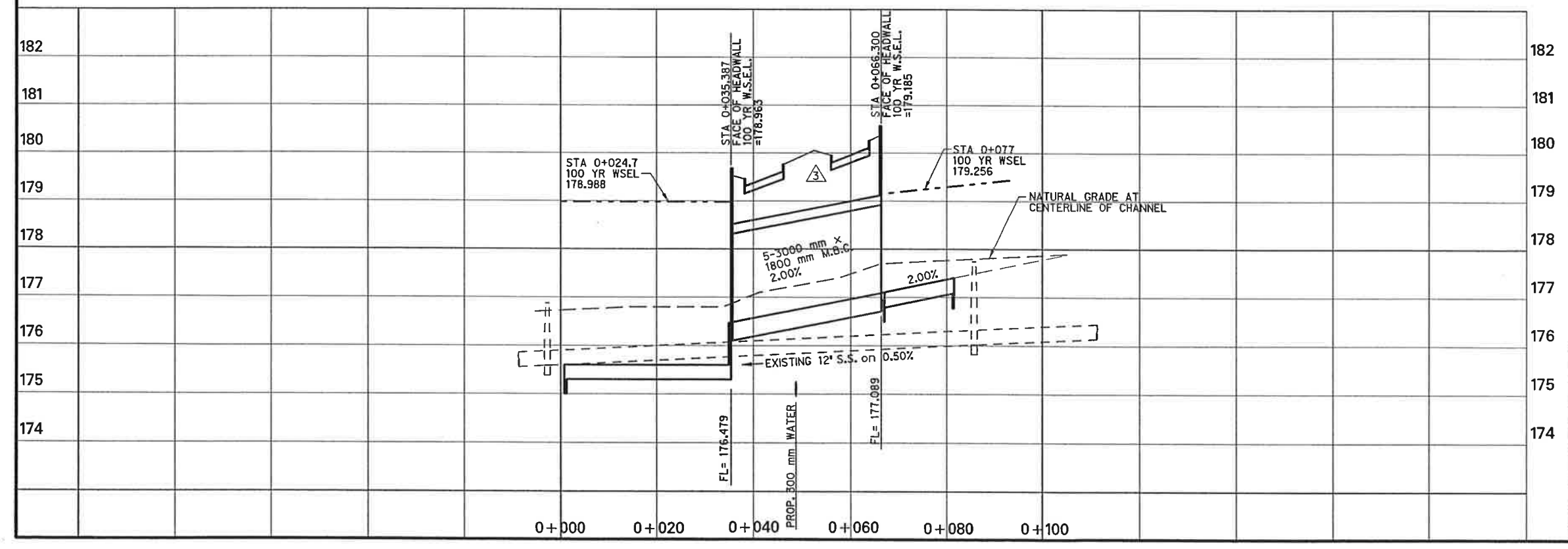
CONCRETE SLAB RIPRAP DETAIL
SECTION A-A
N.T.S.

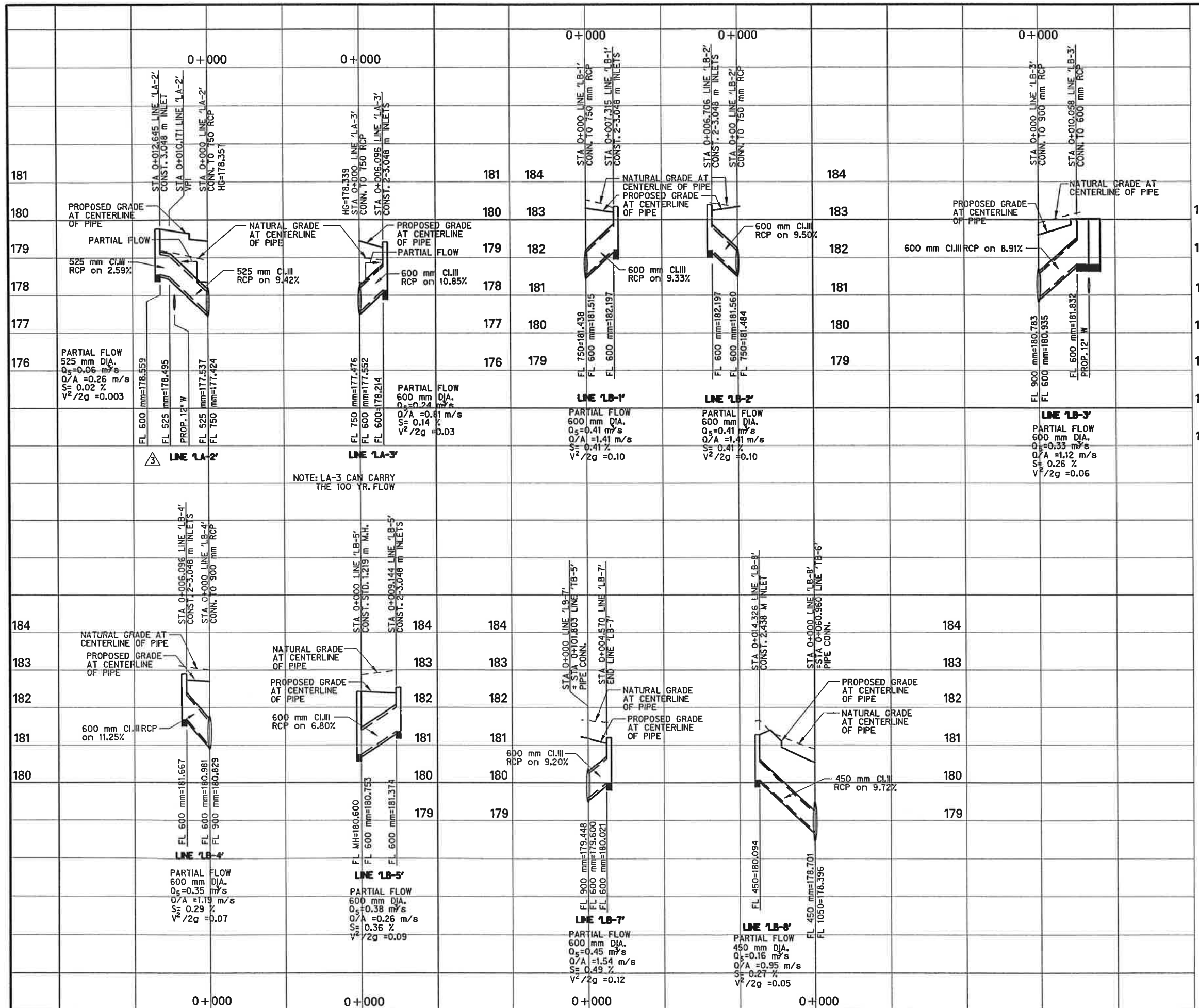
M. Romanowski
5/22/98

CHANGE ORDER NO. 3
MAY 22, 1998 - OMIT LEFT TURN LANE

M. Romanowski
2/2/97

STORM SEWER PLAN / PROFILE									
KELLER SPRINGS ROAD									
DALLAS COUNTY, TEXAS									
TEXAS DEPARTMENT OF TRANSPORTATION									
Half Associates									
ENGINEERS - ARCHITECTS - SCIENTISTS - PLANNERS - SURVEYORS									
DESIGN	DRAWN	NOTES	FED. NO.	STATE	FEDERAL AID PROJECT NO.	SHEET			
CADD			DIV. NO.	TEXAS	STIP 96 (1993) 488	NO.			
DATE	FILE	SCALE	STATE	COUNTY	SECTION	JOB	NO.	NO.	NO.
JULY 1998	706STF4	1:500 (PLAN) 1:50 (VERT)	18	DALLAS	0818	48	222	CS	





NOTE: LA-3 CAN CARRY THE 100 YR. FLOW

M.E. Romanowski
 5/22/98

CHANGE ORDER NO. 3
 MAY 22, 1998 - EXTEND STORM LINE LA-2

M.E. Romanowski
 7/7/97

STORM SEWER LATERAL PROFILES
 KELLER SPRINGS ROAD
 DALLAS COUNTY, TEXAS
 TEXAS DEPARTMENT OF TRANSPORTATION

Half Associates
 ENGINEERS - ARCHITECTS - SCIENTISTS - PLANNERS - SURVEYORS

DESIGN	DRAWN	NOTES	FED. PROJ. NO.	STATE	FEDERAL AID PROJECT NO.	SHEET NO.
CADD			8	TEXAS	STP 98 1003 MM	
DATE	FILE	SCALE	STATE DIST. NO.	COUNTY	CONTRACT NO.	JOB NO.
APRIL 1998	708576	1:500 HORIZ 1:50 VERT	10	DALLAS	09B	48 222
						CS

SITE DESCRIPTION

PROJECT LIMITS: Keller Springs Road from Marsh Lane to East of Tarpley

PROJECT DESCRIPTION:

Construction of a 4 lane divided non-freeway facility consisting of grading, soil stabilization, storm sewer, concrete pavement, box culverts and pavement markings.

MAJOR SOIL DISTURBING ACTIVITIES:

Soil disturbing activities will include preparing the right-of-way; clearing and grubbing; grading; excavation and embankment for the roadway; drop inlets and storm sewers; box culverts and topsoil for work for final planting and seeding.

TOTAL PROJECT AREA: 2.65 HECTARES

TOTAL AREA TO BE DISTURBED: 2.65 HECTARES

WEIGHTED RUNOFF COEFFICIENT (AFTER CONSTRUCTION): 0.85

EXISTING CONDITION OF SOIL & VEGETATIVE COVER AND % OF EXISTING VEGETATIVE COVER:

The existing soil is a brown clay and is covered with various grasses which are in good condition.

NAME OF RECEIVING WATERS:

This watershed drains to the upper reaches of Hunt Branch.

EROSION AND SEDIMENT CONTROLS

SOIL STABILIZATION PRACTICES:

- TEMPORARY SEEDING
- PERMANENT PLANTING, SODDING, OR SEEDING
- MULCHING
- SOIL RETENTION BLANKET
- BUFFER ZONES
- PRESERVATION OF NATURAL RESOURCES

OTHER: Disturbed areas on which construction activity has ceased (temporarily or permanently) shall be stabilized within 14 days unless activities are scheduled to resume and do within 21 days.

STRUCTURAL PRACTICES:

- SILT FENCES
- HAY BALES
- ROCK BERMS
- DIVERSION, INTERCEPTOR, OR PERIMETER DIKES
- DIVERSION, INTERCEPTOR, OR PERIMETER SWALES
- DIVERSION DIKE AND SWALE COMBINATIONS
- PIPE SLOPE DRAINS
- PAVED FLUMES
- ROCK BEDDING AT CONSTRUCTION EXIT
- TIMBER MATTING AT CONSTRUCTION EXIT
- CHANNEL LINERS
- SEDIMENT TRAPS
- SEDIMENT BASINS
- STORM INLET SEDIMENT TRAP
- STONE OUTLET STRUCTURES
- CURBS AND GUTTERS
- STORM SEWERS
- VELOCITY CONTROL DEVICES

OTHER:

NARRATIVE - SEQUENCE OF CONSTRUCTION (STORM WATER MANAGEMENT) ACTIVITIES:

The order of activities will be as follows:

1. Prepare ROW and establish perimeter controls using hay bales, and filter dams as necessary for temporary erosion controls.
2. Make required utility adjustments and install new utilities including inlets, storm sewers and culverts. Install hay bales or sediment traps around all inlets as soon as they are functional. Place channel liners as soon as possible.
3. Place lime in subgrade and place hot mix and concrete paving as soon as possible. Place topsoil for final planting or seeding or use temporary seeding.
4. When all construction activity is complete and the site is stabilized and approved by the Project Engineer, remove all temporary structural controls and reseed any areas disturbed by their removal.

STORM WATER MANAGEMENT:

Storm water drainage will be provided by inlets and storm sewer system. This system will carry drainage within the R.O.W. to lows in the roadway where cross drainage occurs.

OTHER EROSION AND SEDIMENT CONTROLS:

MAINTENANCE: All erosion and sediment controls will be maintained in good working order. If a repair is necessary, it will be done at the earliest date possible, but no later than 7 calendar days after the surrounding exposed ground has dried sufficiently to prevent further damage from heavy equipment. The areas adjacent to creeks and drainageways shall have priority followed by devices protecting storm sewer inlets.

INSPECTION: An inspection will be performed by a TxDOT Inspector every week as well as after every half inch or more of rain (as recorded on a non-freezing rain gauge to be located at the Project Site). An Inspection and Maintenance Report will be made per each inspection. Based on the inspection results, the controls shall be revised per the inspection report.

WASTE MATERIALS: All waste materials will be collected and stored in a securely lidded metal dumpster. The dumpster will meet all state and local city solid waste management regulations. All trash and construction debris from the site will be deposited in the dumpster. The dumpster will be emptied as necessary or as required by local regulation and the trash will be hauled to a local dump. No construction waste material will be buried on site.

HAZARDOUS WASTE (INCLUDING SPILL REPORTING): At a minimum, any products in the following categories are considered to be hazardous: paints, acids, cleaning solvents, asphalt products, chemical additives for soil stabilization, or concrete curing compounds and additives. In the event of a spill which may be hazardous, the spill coordinator should be contacted immediately.

SANITARY WASTE: All sanitary waste will be collected from the portable units as necessary or as required by local regulation by a licensed Sanitary Waste Management Contractor

- OFFSITE VEHICLE TRACKING:
- HAUL ROADS DAMPENED FOR DUST CONTROL
 - LOADED HAUL TRUCKS TO BE COVERED WITH TARPAULIN
 - EXCESS DIRT ON ROAD REMOVED DAILY
 - STABILIZED CONSTRUCTION ENTRANCE

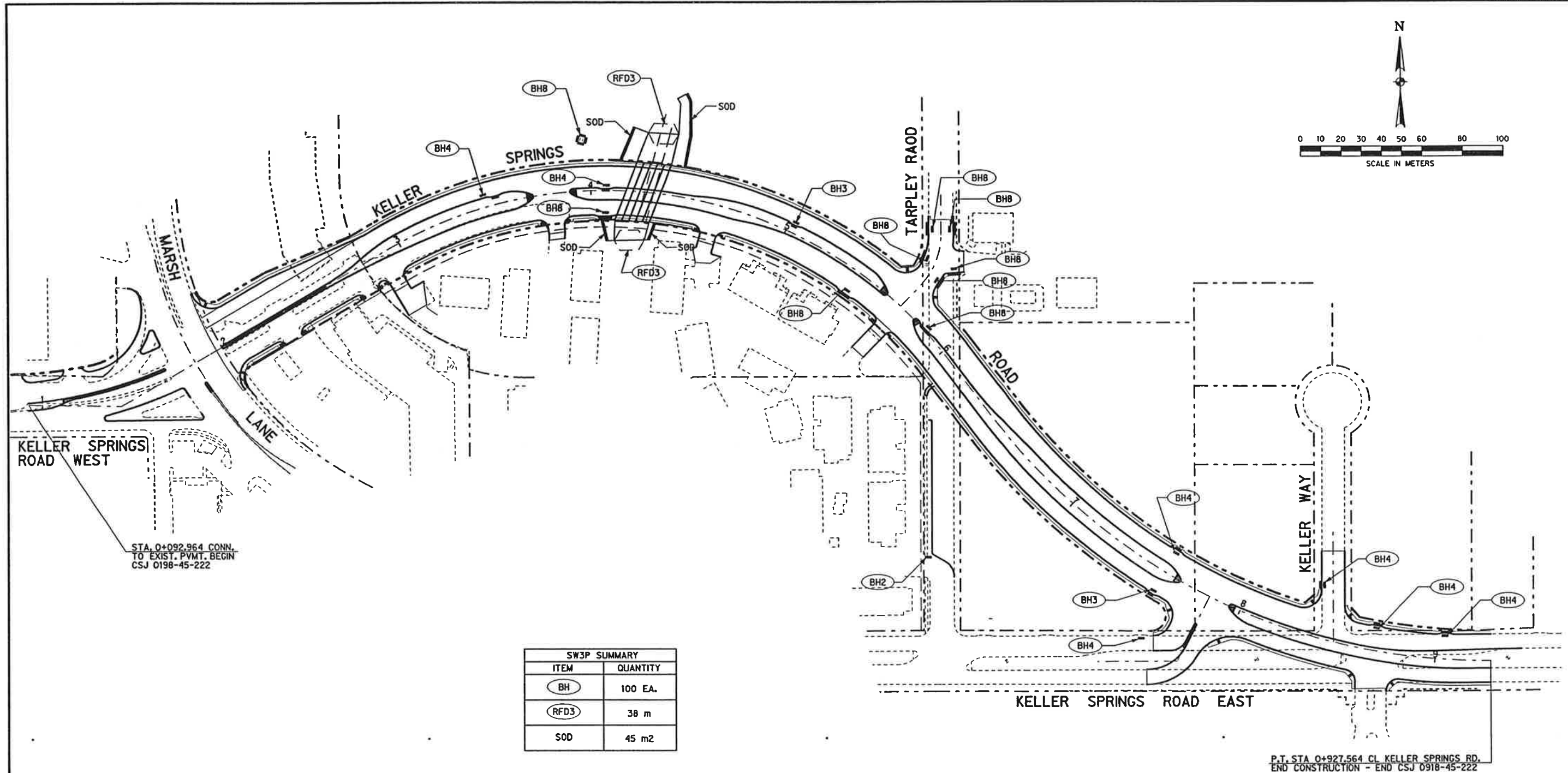
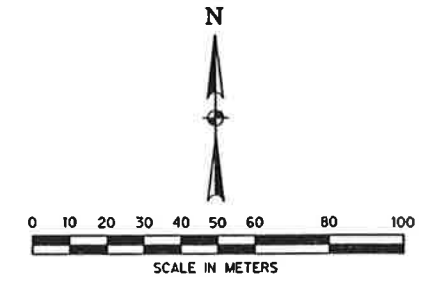
OTHER:

REMARKS: Disposal areas, stockpiles, and haulroads shall be constructed in a manner that will minimize and control the amount of sediment that may enter receiving waters. Disposal areas shall not be located in any wetland, waterbody or streambed. Construction staging areas and vehicle maintenance areas shall be constructed by the Contractor in a manner to minimize the runoff of pollutants. All waterways shall be cleared as soon as practicable of temporary embankment, temporary bridges, matting, falsework, piling, debris or other obstructions placed during construction operations that are not a part of the finished work.



7/1/97

STORM WATER POLLUTION PREVENTION PLAN									
KELLER SPRINGS ROAD									
DALLAS COUNTY, TEXAS									
TEXAS DEPARTMENT OF TRANSPORTATION									
Half Associates <small>ENGINEERS - ARCHITECTS - ROADSIDE DESIGNERS - PLANNERS - SURVEYORS</small>									
DESIGN	DRAWN	NOTES	FED. PROJ. NO.	STATE	FEDERAL AID PROJECT NO.	SHEET			
			001	TEXAS	STP 96 (96) 800	1			
DATE	FILE	SCALE	STATE DIST. NO.	COUNTY	CONTROL NO.	SECTION NO.	JOB NO.	HIGHWAY NO.	
JULY 2006	706WPOLL	NONE	18	DALLAS	000	45	222	CR	



SW3P SUMMARY	
ITEM	QUANTITY
BH	100 EA.
RFD3	38 m
SOD	45 m2

M. J. [Signature] 7/17/97

2
2

STORM WATER POLLUTION PREVENTION PLAN

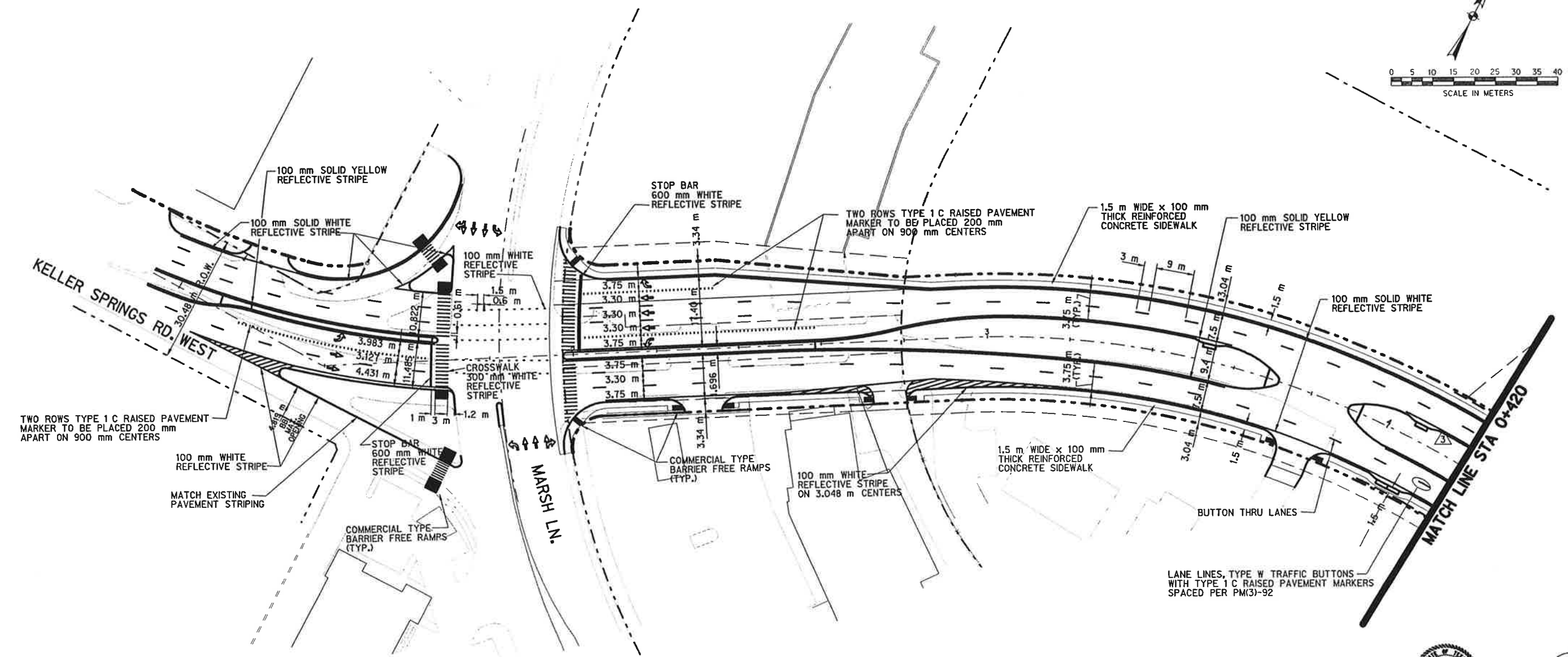
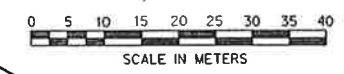
KELLER SPRINGS ROAD

DALLAS COUNTY, TEXAS

TEXAS DEPARTMENT OF TRANSPORTATION

Half Associates
ENGINEERS - ARCHITECTS - SCIENTISTS - PLANNERS - SURVEYORS

DESIGN	DRAWN	NOTES	FED. NO.	STATE	FEDERAL AID PROJECT NO.	SHEET NO.
			4	TEXAS		2
DATE	FILE	SCALE	STATE DIST. NO.	COUNTY	CONTROL SECTION NO.	JOB NO.
JULY 1997	T065W3P	1"=80' HORIZ	21	DALLAS	0918	48 222
						CS



TWO ROWS TYPE 1 C RAISED PAVEMENT MARKER TO BE PLACED 200 mm APART ON 900 mm CENTERS

100 mm WHITE REFLECTIVE STRIPE

MATCH EXISTING PAVEMENT STRIPING

COMMERCIAL TYPE BARRIER FREE RAMPS (TYP.)

MARSH LN.

COMMERCIAL TYPE BARRIER FREE RAMPS (TYP.)

100 mm WHITE REFLECTIVE STRIPE ON 3.048 m CENTERS

1.5 m WIDE x 100 mm THICK REINFORCED CONCRETE SIDEWALK

BUTTON THRU LANES

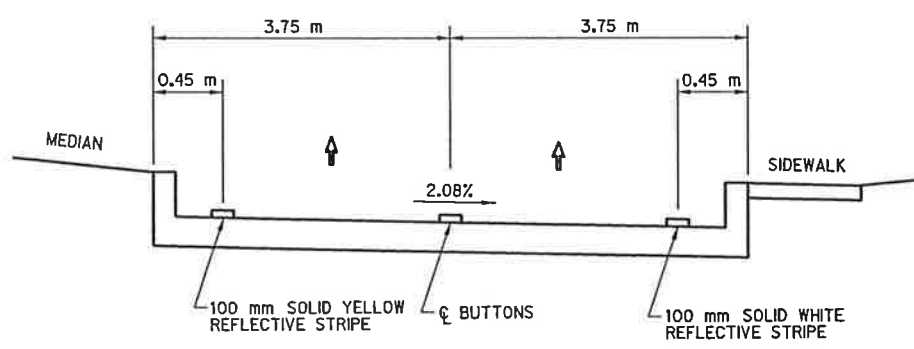
LANE LINES, TYPE W TRAFFIC BUTTONS WITH TYPE 1 C RAISED PAVEMENT MARKERS SPACED PER PM3-92



M. Romanowski 5/22/98

3 CHANGE ORDER NO. 3 MAY 22, 1998 - OMIT LEFT TURN LANE AND BUTTONS

NOTE:
DIMENSIONS ARE TO BACK OF CURB.



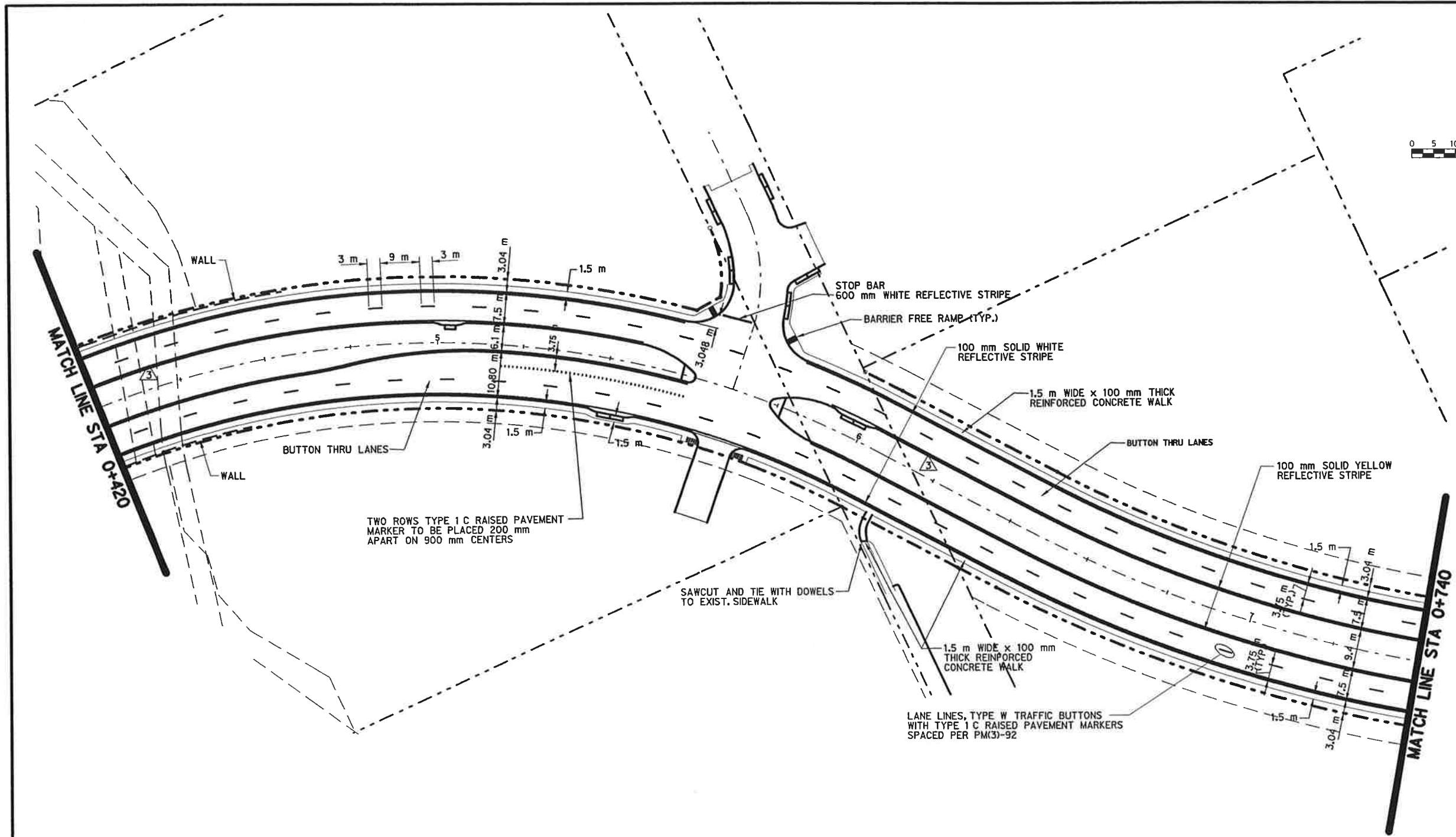
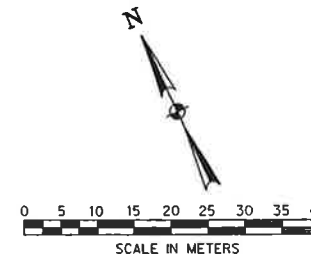
TYPICAL HALF SECTION

- SIDEWALK NOTES:
1. SIDEWALKS SHALL CONFORM TO MISCELLANEOUS DETAILS.
 2. BARRIER FREE RAMPS SHALL BE CONSTRUCTED AT ALL STREET CROSSINGS AND DRIVEWAYS. (NOT A SEPARATE PAY ITEM. AREA WILL BE INCLUDED AND PAID AS SQUARE METER OF SIDEWALK).
 3. BARRIER FREE RAMPS SHALL CONFORM TO MISCELLANEOUS DETAILS.

1
3

STRIPING AND SIDEWALK PLAN									
KELLER SPRINGS ROAD									
DALLAS COUNTY, TEXAS									
TEXAS DEPARTMENT OF TRANSPORTATION									
Halff Associates									
ENGINEERS - ARCHITECTS - SCIENTISTS - PLANNERS - SURVEYORS									
DESIGN	DRAWN	NOTES	FED. NO.	STATE	FEDERAL AID	PROJECT NO.	SHEET		
			NO.	NO.	NO.	NO.	NO.		
DATE	FILE	SCALE	STATE	COUNTY	CONTROL	SECTION	JOB	NO.	NO.
JULY 98	709STP1	1:500 HORIZ	TX	DALLAS	098	48	222		CS

M. Romanowski 7/7/98



CHANGE ORDER NO. 3
MAY 22, 1998 - OMIT LEFT TURN LANES AND BUTTONS

M. Romanowski 5/22/98

M. Romanowski 2/1/97

NOTE:
DIMENSIONS ARE TO BACK OF CURB.

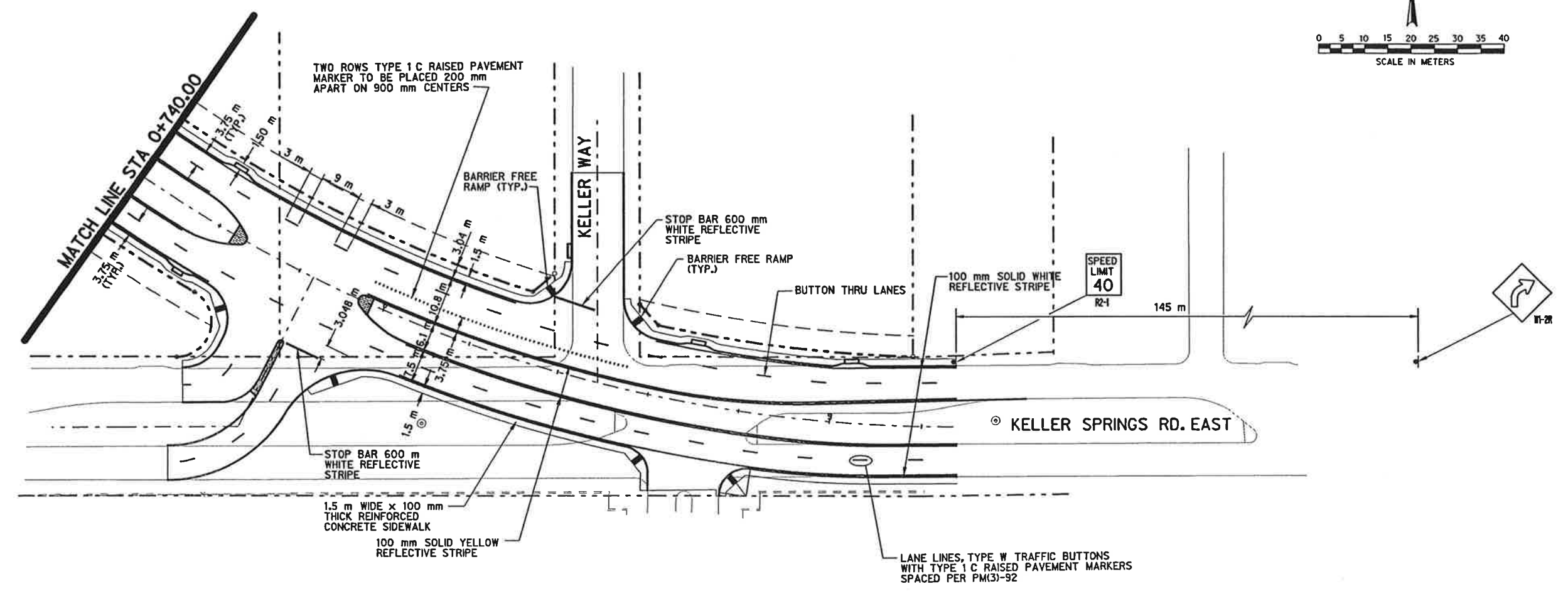
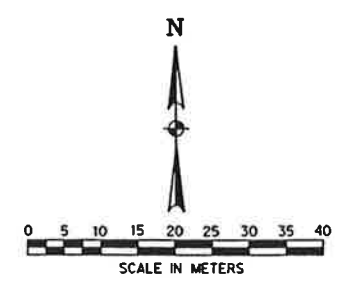
- SIDEWALK NOTES:
1. SIDEWALKS SHALL CONFORM TO MISCELLANEOUS DETAILS.
 2. BARRIER FREE RAMPS SHALL BE CONSTRUCTED AT ALL STREET CROSSINGS AND DRIVEWAYS. (NOT A SEPARATE PAY ITEM. AREA WILL BE INCLUDED AND PAID AS SQUARE METER OF SIDEWALK.)
 3. BARRIER FREE RAMPS SHALL CONFORM TO MISCELLANEOUS DETAILS.

STRIPING AND SIDEWALK PLAN

KELLER SPRINGS ROAD
DALLAS COUNTY, TEXAS
TEXAS DEPARTMENT OF TRANSPORTATION

Half Associates
ENGINEERS - ARCHITECTS - SCIENTISTS - PLANNERS - SURVEYORS

DESIGN	DRAWN	NOTES	FED. NO.	STATE	FEDERAL AID PROJECT NO.	SHEET
			6	TEXAS	STP 96 (RWS) 444	2
DATE	FILE	SCALE	STATE	COUNTY	CONTROL SECTION NO.	JOB NO.
APRIL 1998	7065TRP2	1:800 HORIZ.	TX	DALLAS	0918	46 222



- SIDEWALK NOTES:**
1. SIDEWALKS SHALL CONFORM TO MISCELLANEOUS DETAILS.
 2. BARRIER FREE RAMPS SHALL BE CONSTRUCTED AT ALL STREET CROSSINGS AND DRIVEWAYS. (NOT A SEPARATE PAY ITEM. AREA WILL BE INCLUDED AND PAID AS SQUARE METER OF SIDEWALK.)
 3. BARRIER FREE RAMPS SHALL CONFORM TO MISCELLANEOUS DETAILS.

NOTE:
DIMENSIONS ARE TO BACK OF CURB.

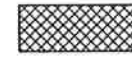
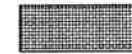

M. Romanowski

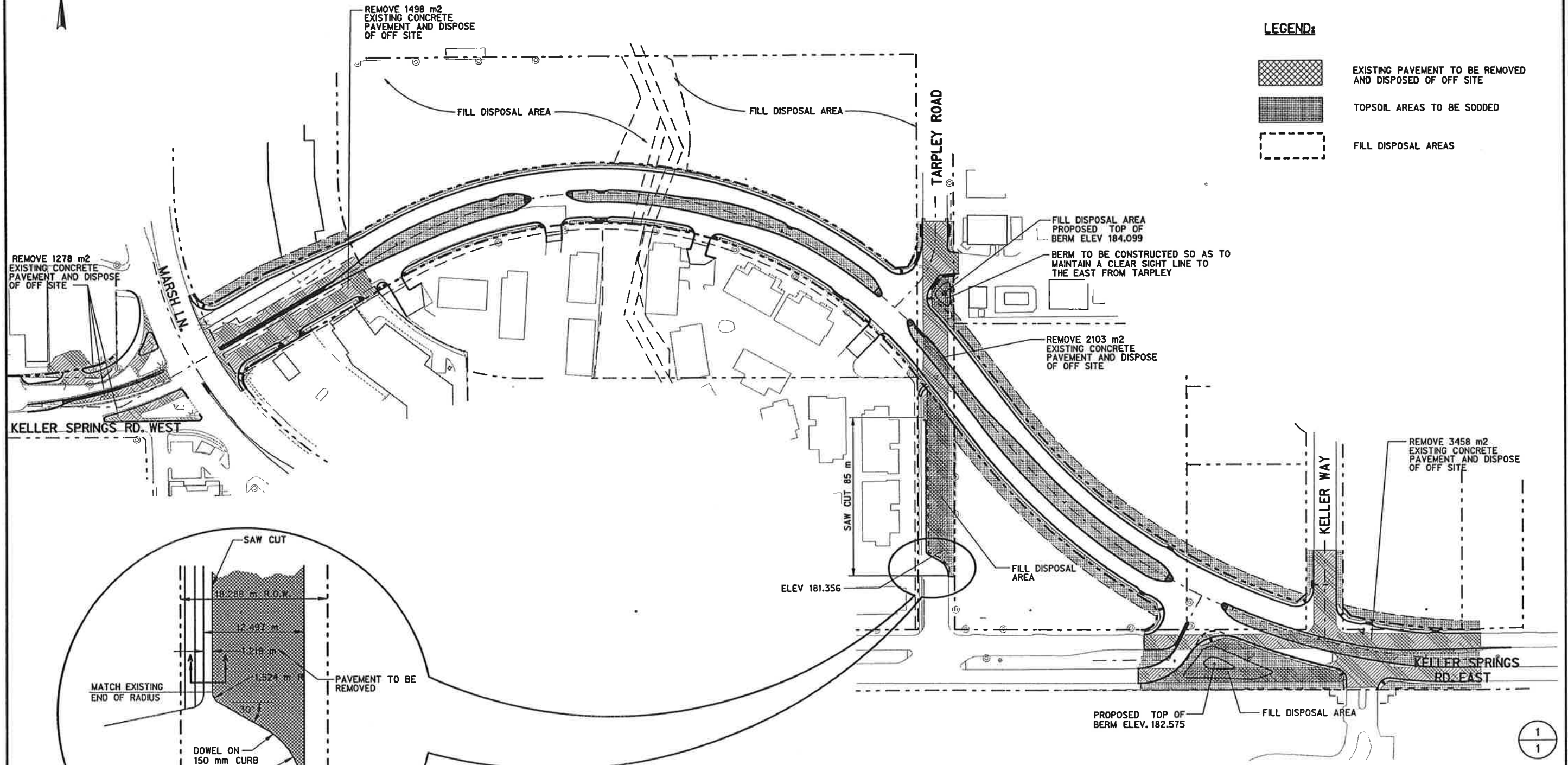
 7/7/97

STRIPING AND SIDEWALK PLAN									
KELLER SPRINGS ROAD									
DALLAS COUNTY, TEXAS									
TEXAS DEPARTMENT OF TRANSPORTATION									
Half Associates									
ENGINEERS - ARCHITECTS - SCIENTISTS - PLANNERS - SURVEYORS									
DESIGN	DRAWN	NOTED	FED. NO. DIV. NO.	STATE	FEDERAL AID PROJECT NO.	SHEET NO.			
CADD			8	TEXAS	STP 85 P105 LMS	3			
DATE	FILE	SCALE	STATE DIST. NO.	COUNTY	CONTROL NO.	SECTION NO.	JOB NO.	HIGHWAY NO.	
JULY 1997	70827P3	1:800 NONE	16	DALLAS	000	48	222	CS	



LEGEND:

-  EXISTING PAVEMENT TO BE REMOVED AND DISPOSED OF OFF SITE
-  TOPSOIL AREAS TO BE SODDED
-  FILL DISPOSAL AREAS




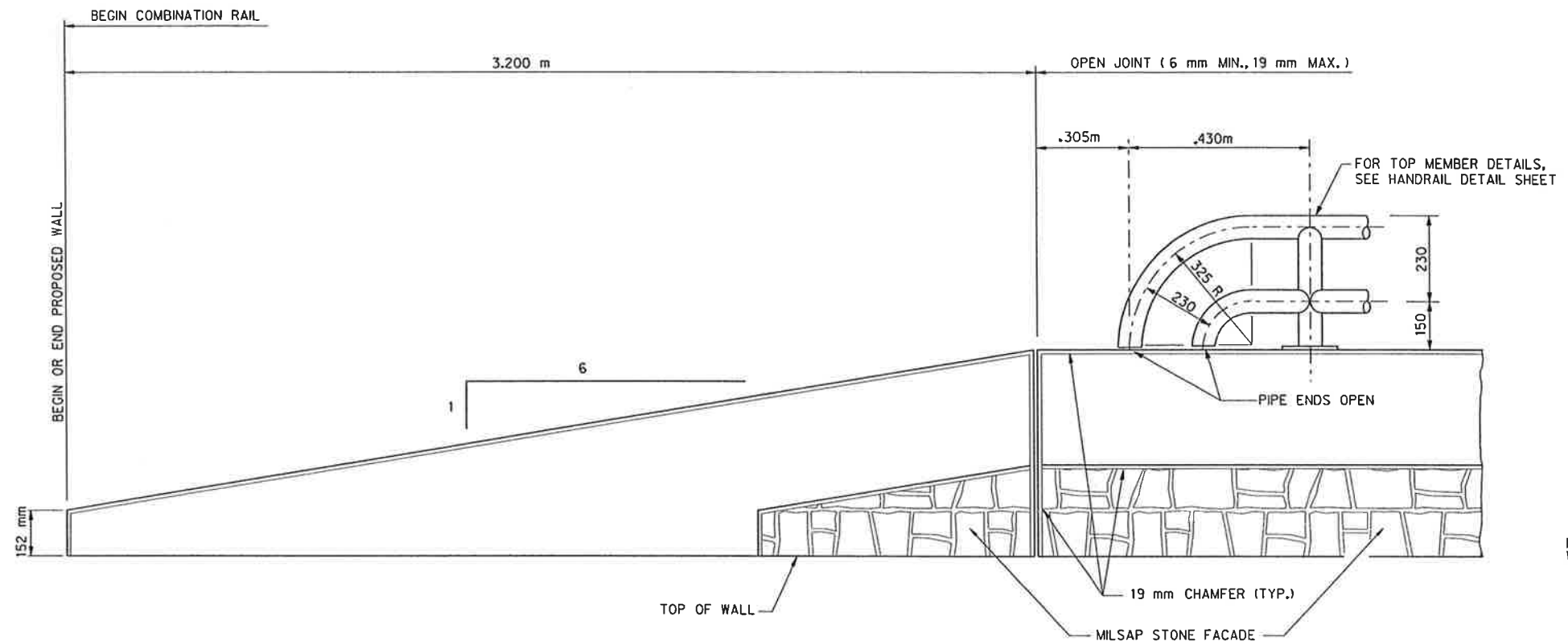
NOTES:

1. ALL SPOIL MATERIAL PLACED IN FILL DISPOSAL AREAS SHALL RECEIVE 150 mm OF TOPSOIL AND BE SEEDED AS SPECIFIED.
2. FILL AREAS SHALL BE GRADED TO THE SATISFACTION OF THE ENGINEER AND SHALL HAVE A SMOOTH FINISH WHEN COMPLETE.



M.E. Romanowski
7/2/97

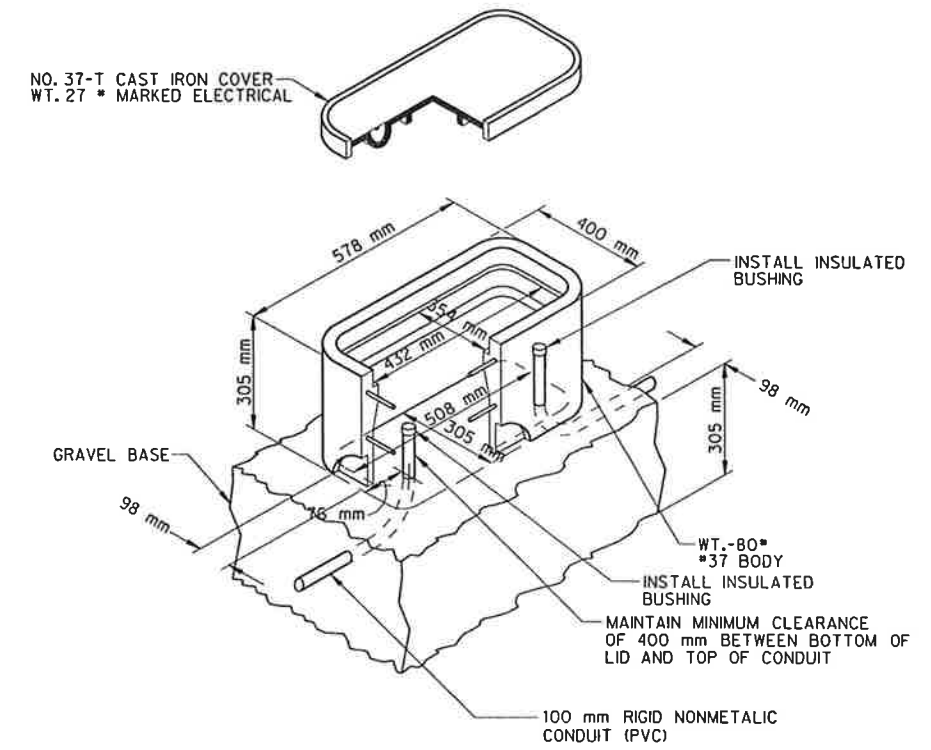
TOPSOIL AND GRASSING PLAN									
KELLER SPRINGS ROAD									
DALLAS COUNTY, TEXAS									
TEXAS DEPARTMENT OF TRANSPORTATION									
									
ENGINEERS, ARCHITECTS, SCIENTISTS, PLANNERS, SURVEYORS									
DESIGN	DRAWN	NOTES	FED. NO.	STATE	FEDERAL AID	PROJECT NO.	SHEET		
			NO.				NO.		
DATE	FILE	SCALE	STATE	COUNTY	CONTROL	SECTION	JOB	HIGHWAY	
JULY	7877POL	1:500	TX	DALLAS	898	46	232	CB	



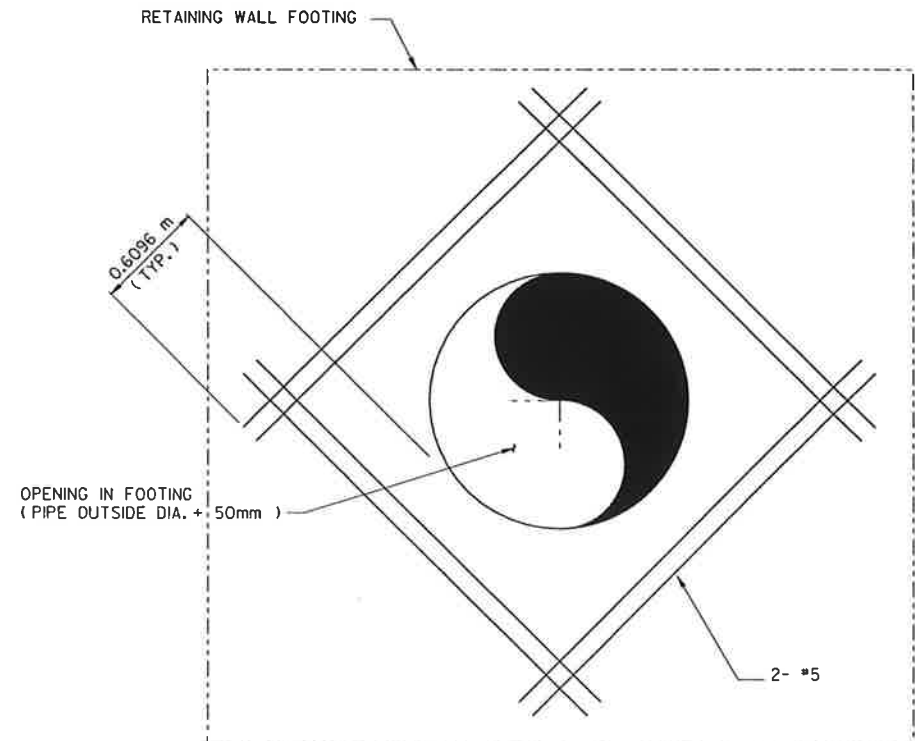
**HANDRAIL AND RETAINING WALL
END TREATMENT DETAIL**
N.T.S.

INDEX OF SHEETS

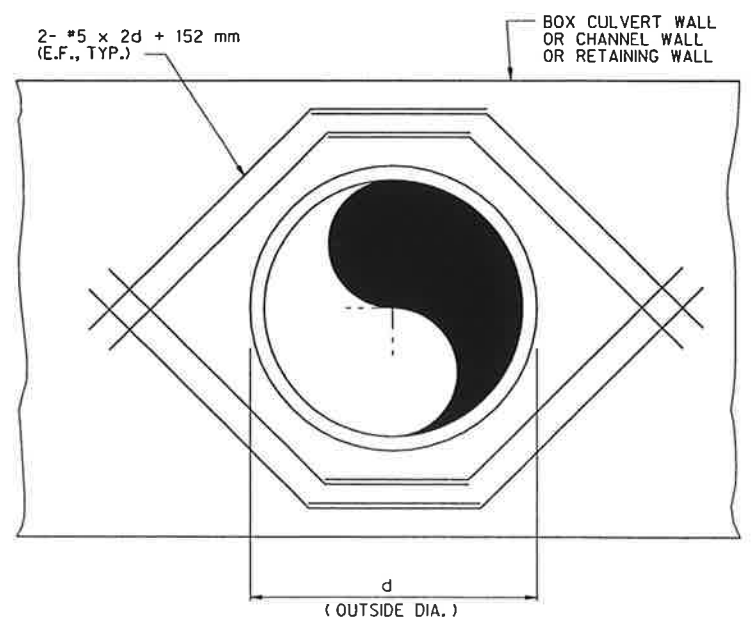
SHEET NO.	DESCRIPTION
1	TYPICAL STRUCTURAL DETAILS
2	RETAINING WALL PLAN & ELEVATIONS
3	RCBC - SECTIONS
4	RETAINING WALL SECTIONS & DETAILS



PULL BOX DETAIL
N.T.S.



**TYPICAL LEAVE OUT
(RET. WALL FOOTING)**
N.T.S.

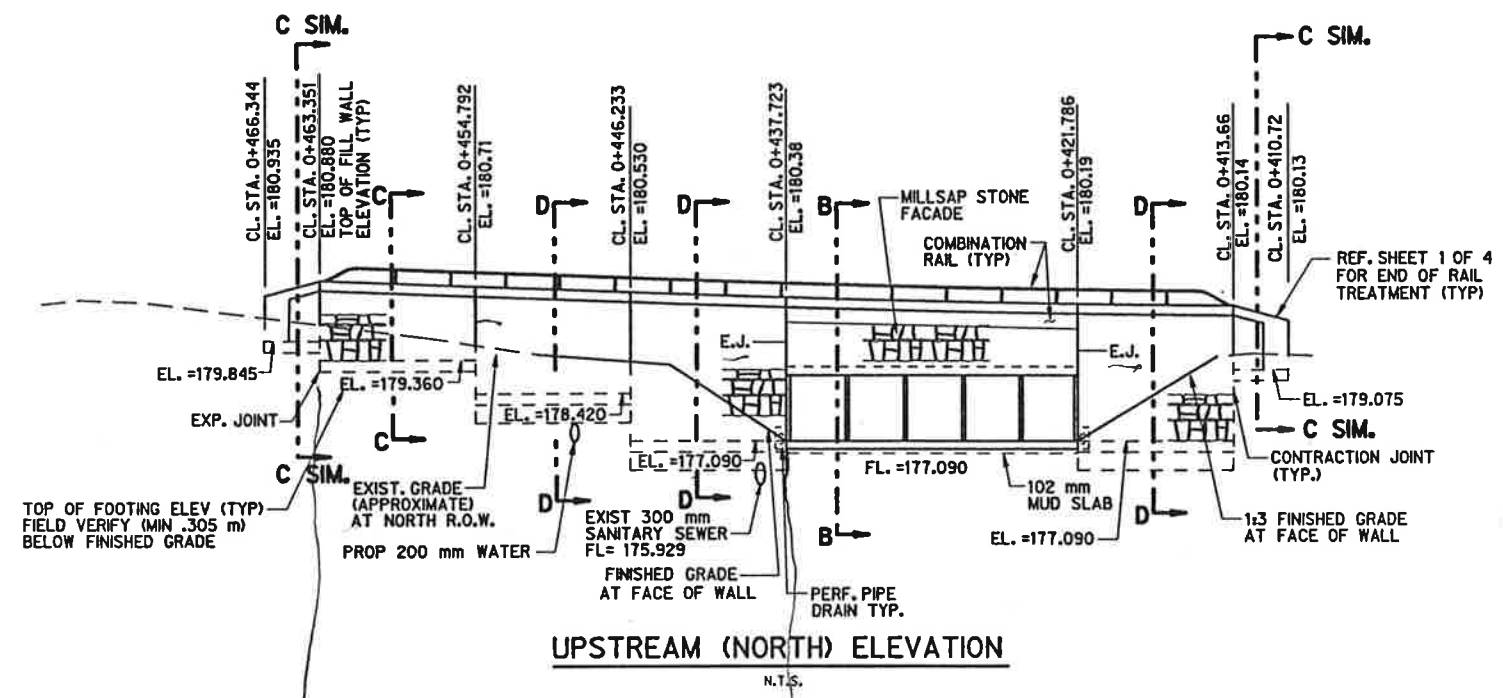


TYPICAL PIPE OPENING
N.T.S.

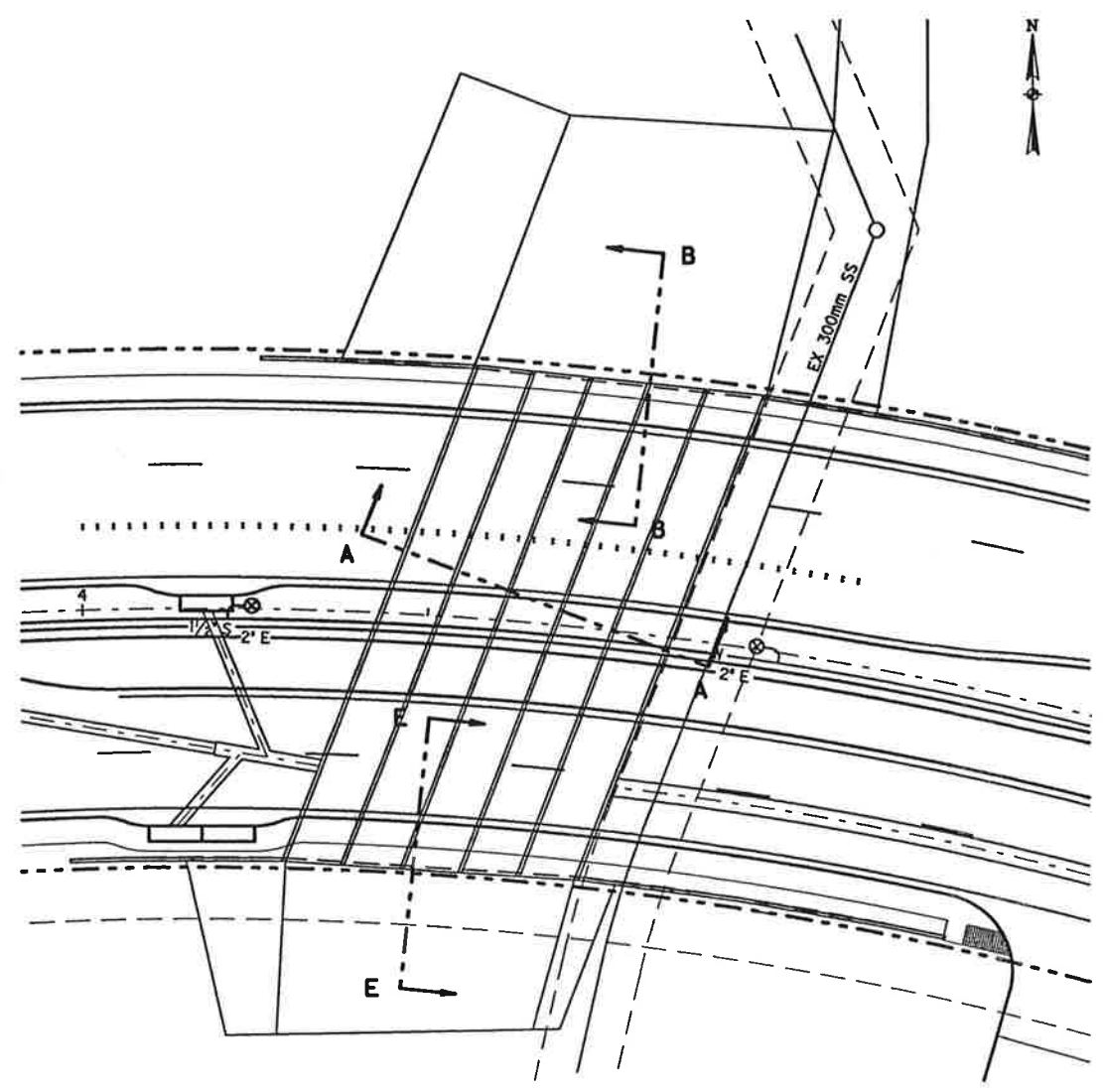
- NOTES:
- BEND BARS AS REQ'D TO MAINTAIN CLEAR COVER.
 - FOR SKEWED OPENINGS d= MAXIMUM OUTSIDE DIMENSION.



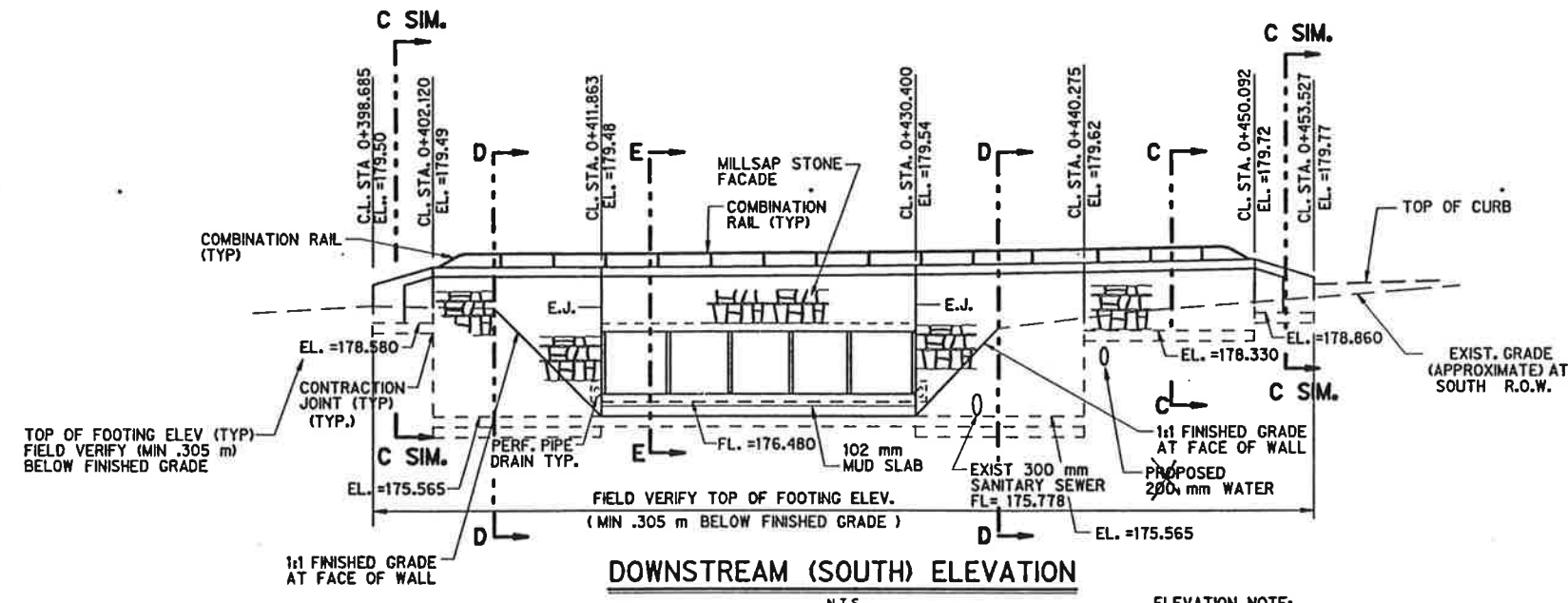
TYPICAL STRUCTURAL DETAILS									
KELLER SPRINGS ROAD									
DALLAS COUNTY, TEXAS									
TEXAS DEPARTMENT OF TRANSPORTATION									
Half Associates ENGINEERS - ARCHITECTS - SCIENTISTS - PLANNERS - SURVEYORS									
DESIGN	DRAWN	NOTES	FED. NO. DIV. NO.	STATE	FEDERAL AID PROJECT NO.	SHEET NO.			
	CADD		8	TEXAS	STP 95 (100) MM	1			
DATE	FILE	SCALE	STATE DIST. NO.	COUNTY	CONTROL SECTION NO.	JOB NO.	SECTION NO.	ROADWAY NO.	
JULY 1998	70651	1:500 HORIZ	19	DALLAS	0918	46	222	CS	



UPSTREAM (NORTH) ELEVATION
N.T.S.



PLAN VIEW
N.T.S.



DOWNSTREAM (SOUTH) ELEVATION
N.T.S.

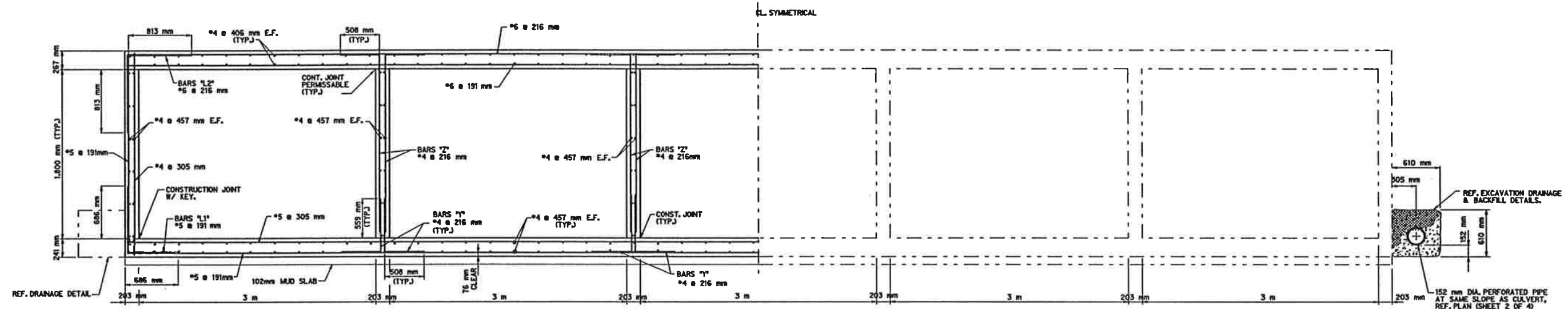
ELEVATION NOTE:
OFFSETS 14.630 m LT. (UPSTREAM)
14.630 m RT. (DOWNSTREAM), FROM CL.
MEASURED TO STREET SIDE OF WALL.

NOTES:

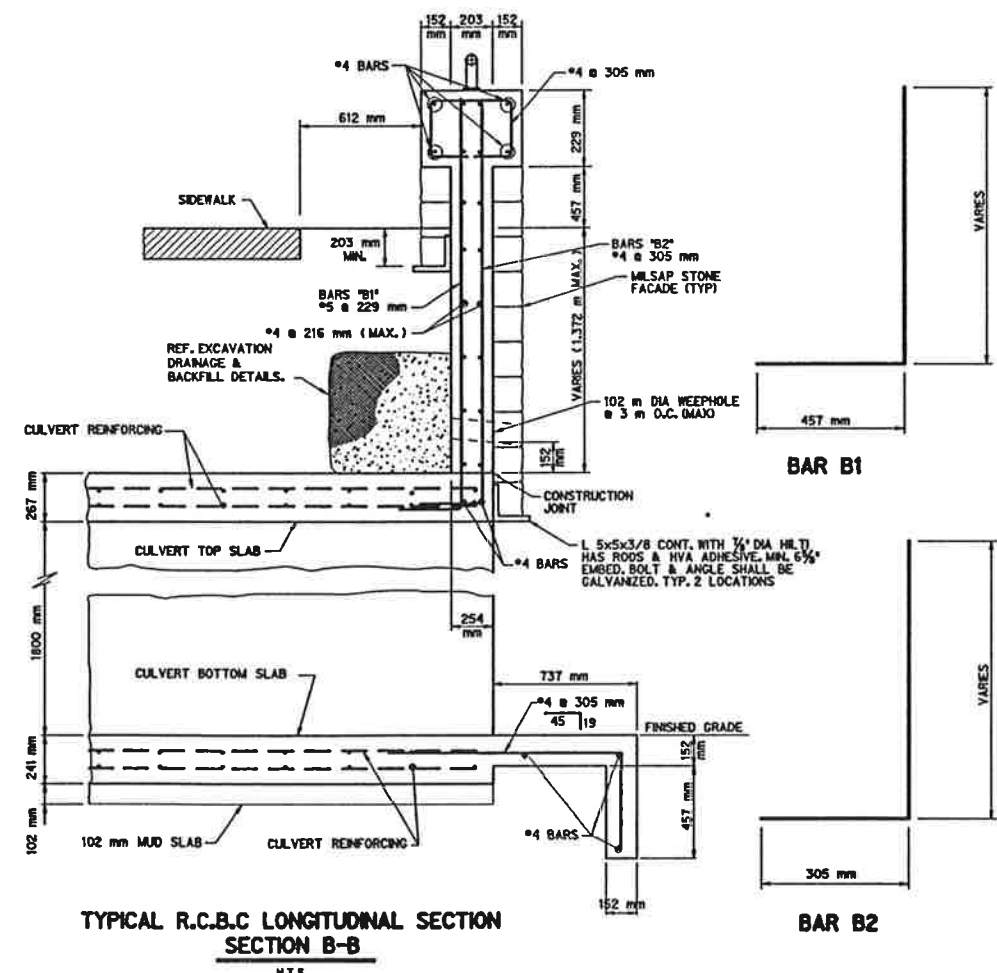
1. TEXAS DEPARTMENT OF TRANSPORTATION 1995 SPECIFICATIONS FOR CONSTRUCTION AND MAINTENANCE OF HIGHWAYS, STREETS AND BRIDGES SHALL CONTROL THE CONSTRUCTION OF THIS PROJECT.
2. ALL CONCRETE SHALL BE CLASS "C", EXCEPT RIP-RAP WHICH SHALL BE CLASS "B".
3. ALL REINFORCING STEEL SHALL BE DEFORMED, AND SHALL COMPLY WITH ASTM A615, GRADE 60, EXCEPT #3 BARS WHICH WILL BE GRADE 40.
4. ANY STRUCTURAL EXCAVATION AND BACKFILL INCLUDING SELECT FILL SHALL BE INCIDENTAL AND NOT A SEPARATE PAY ITEM. CONTRACTOR RESPONSIBLE FOR GRADING UP TO 3.05 m BEYOND LIMITS OF STRUCTURE.
5. ANY AREA OVERCUT BY THE CONTRACTOR SHALL BE FILLED WITH CLASS "A" CONCRETE OR SAND. THIS WORK SHALL BE DONE AT CONTRACTOR'S EXPENSE.
6. ALL DRAIN SYSTEMS INCLUDING PERFORATED PIPES, FABRICS, AND FILTER MATERIAL SHALL BE INCIDENTAL AND NOT A SEPARATE PAY ITEM.
7. WATERPROOFING SHALL BE TYPE 10, NO SEPERATE PAY ITEM.
8. EXPOSED BEARING SURFACES SHALL BE PROTECTED (MUD SLAB) UNTIL PLACEMENT OF REINFORCING STEEL AND FOOTING CONCRETE. THIS WORK SHALL BE CONSIDERED INCIDENTAL AND NOT A SEPERATE PAY ITEM.
9. THE FOUNDATION DESIGN IS BASE UPON A GEOTECHNICAL INVESTIGATION AND REPORT BY REED ENGINEERING GROUP, PROJECT NO. 771, DATED MAY 15, 1991.

STATE OF TEXAS
M.E. ROMANOWSKI
REGISTERED PROFESSIONAL ENGINEER
No. 36309
2/17/97

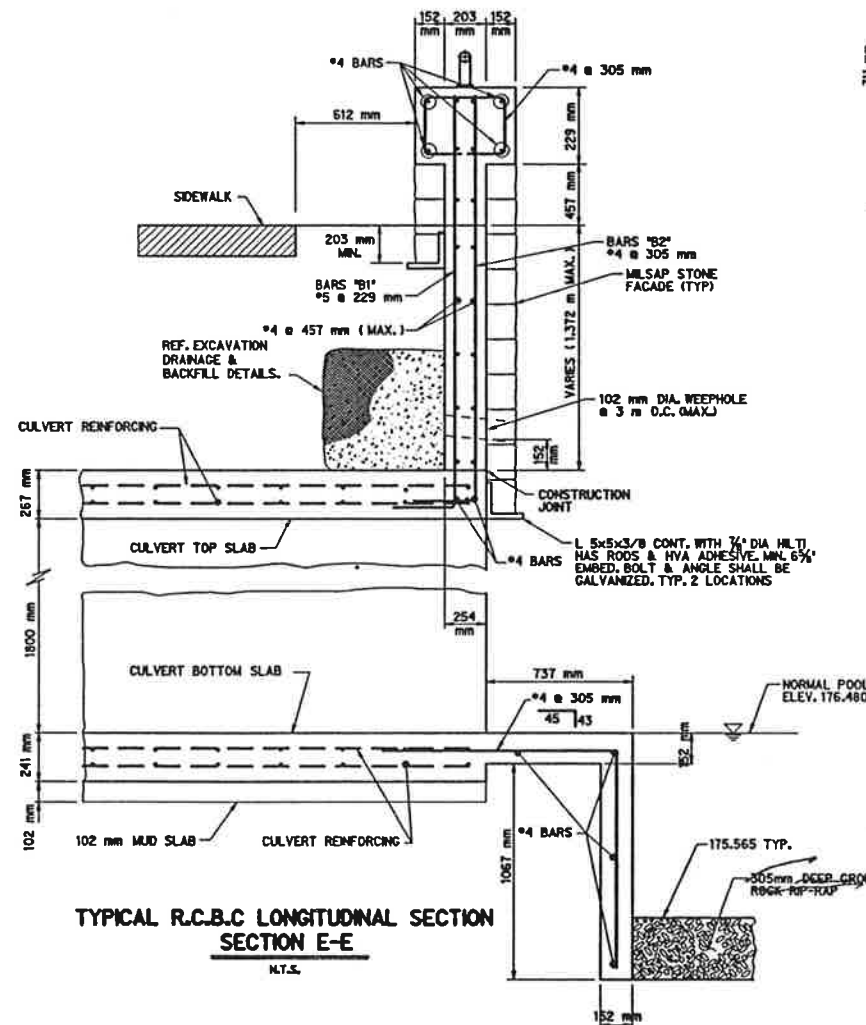
RETAINING WALL PLAN & ELEVATION									
KELLER SPRINGS ROAD									
DALLAS COUNTY, TEXAS									
TEXAS DEPARTMENT OF TRANSPORTATION									
Half Associates <small>ENGINEERS - ARCHITECTS - SCIENTISTS - PLANNERS - SURVEYORS</small>									
DESIGN	DRAWN	NOTES	FED. PROJ. NO.	STATE	FEDERAL AID PROJECT NO.	SHEET NO.			
	CADD		4	TEXAS	STP 98 (80) M&A	2			
DATE	FILE	SCALE	STATE DIST. NO.	COUNTY	CONTROL NO.	SECTION NO.	JOB NO.	HIGHWAY NO.	
JULY 2000	7982	N.T.S.	11	DALLAS	898	4	222	CR	



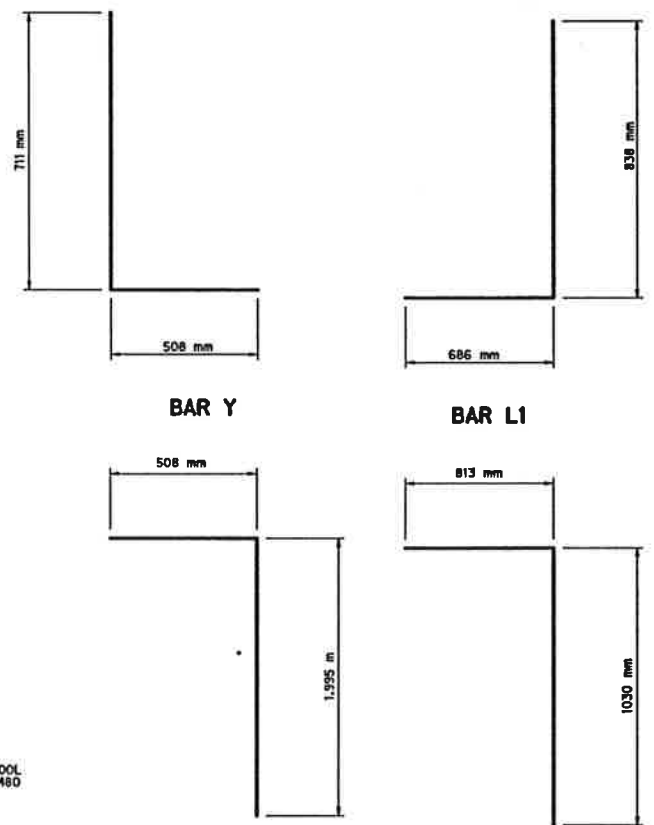
TYPICAL CULVERT SECTION
SECTION A-A 5 - 3000 mm x 1800 mm R.C.B.C
N.T.S.



TYPICAL R.C.B.C LONGITUDINAL SECTION
SECTION B-B
N.T.S.



TYPICAL R.C.B.C LONGITUDINAL SECTION
SECTION E-E
N.T.S.

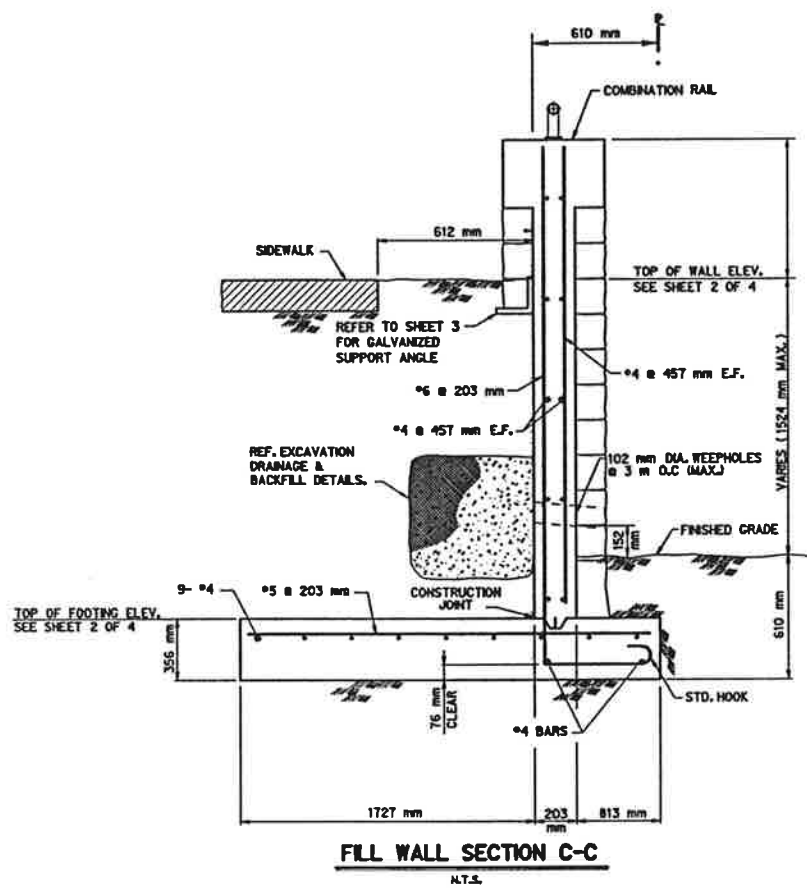


152 mm

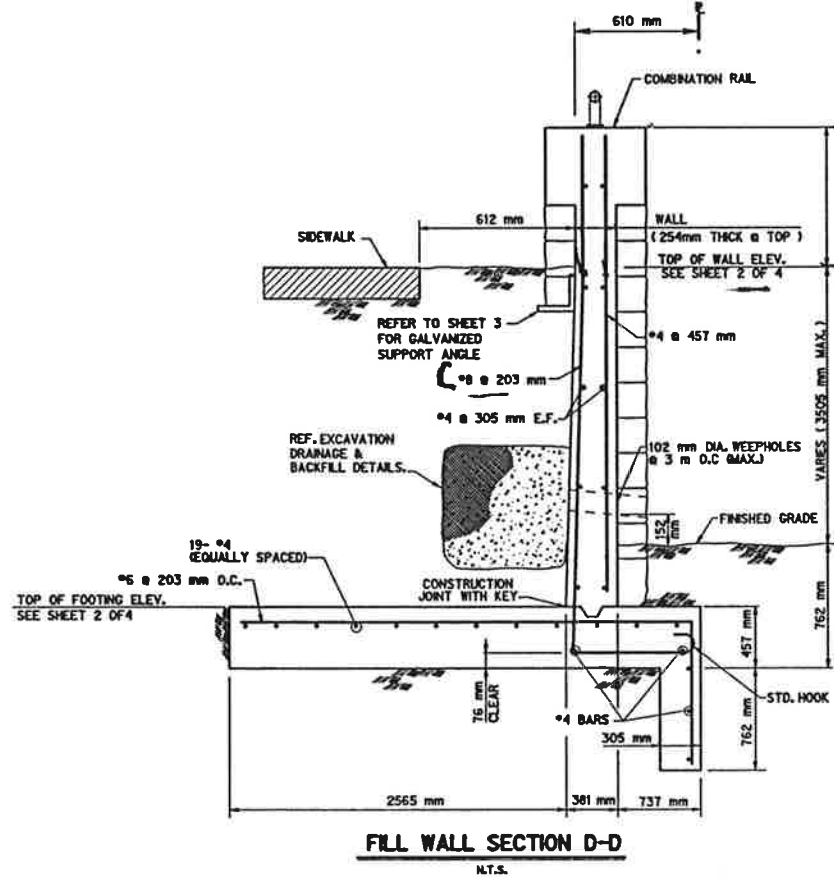
2/7/97



R.C.B.C.-SECTIONS									
KELLER SPRINGS ROAD									
DALLAS COUNTY, TEXAS									
TEXAS DEPARTMENT OF TRANSPORTATION									
Half Associates									
ENGINEERS - ARCHITECTS - SCIENTISTS - PLANNERS - SURVEYORS									
DESIGN	DRAWN	NOTES	FED. NO.	STATE	FEDERAL AID PROJECT NO.	SHEET			
CADD			4	TEXAS	STP 98 (98) 598	XX			
DATE	FILE	SCALE	STATE	COUNTY	CONTROL	SECTION	JOB	HIGHWAY	
JULY 1997	79983	1/8" = 1'-0"	TX	DALLAS	9801	48	222	CB	

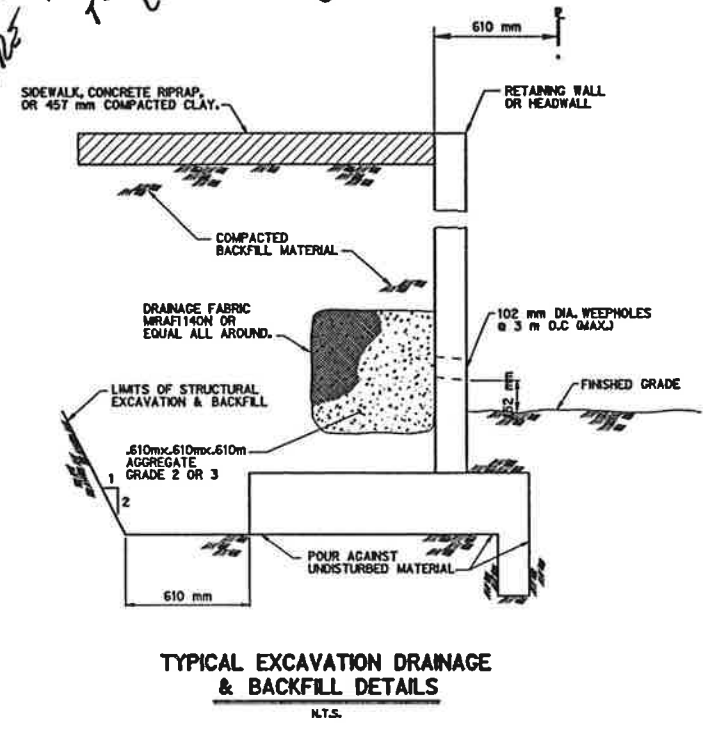


FILL WALL SECTION C-C
N.T.S.



FILL WALL SECTION D-D
N.T.S.

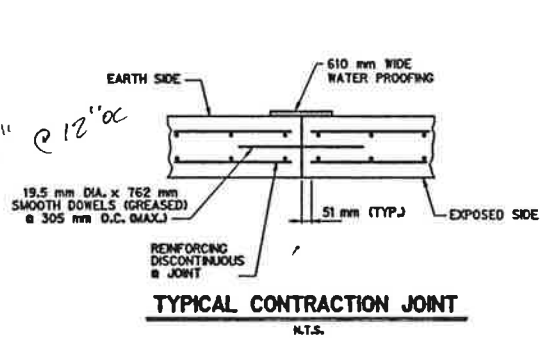
STEEL STOPPED HERE ~ TOP CONTRACTOR CAP #4 TO GET UP TO GANES



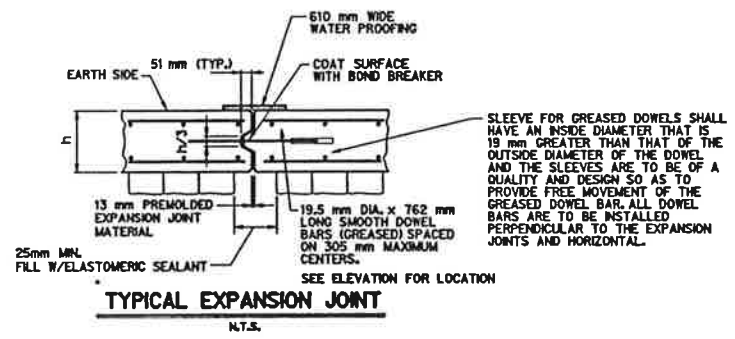
TYPICAL EXCAVATION DRAINAGE & BACKFILL DETAILS
N.T.S.

NOTE:
ANCHOR MILSAP STONE TO CONCRETE WALL EVERY 3'-0" O.C. w/ HOOKMAN 16 GA. SCREW ON ANCHOR PLATE 315-D AND 4 TIES No. 316 OR APPROVED EQUAL. TIES AND PLATES SHALL BE HOT DIPPED GALVANIZED.

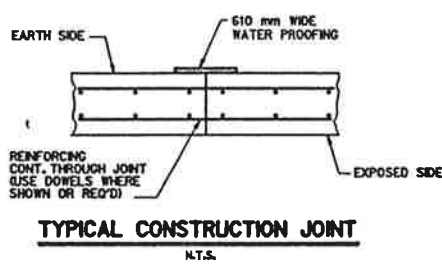
3/4" @ 12" o.c.



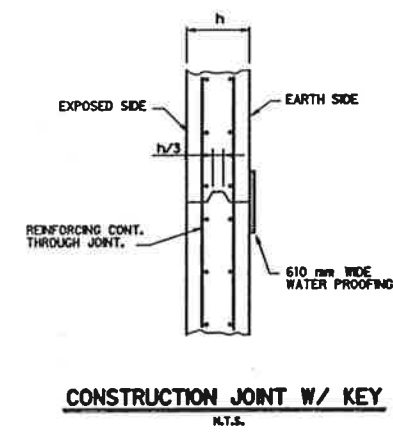
TYPICAL CONTRACTION JOINT
N.T.S.



TYPICAL EXPANSION JOINT
N.T.S.



TYPICAL CONSTRUCTION JOINT
N.T.S.



CONSTRUCTION JOINT W/ KEY
N.T.S.

M. Romanowski
7/7/97

RET. WALL - SECTIONS & DETAILS									
KELLER SPRINGS ROAD									
DALLAS COUNTY, TEXAS									
TEXAS DEPARTMENT OF TRANSPORTATION									
Half Associates <small>ENGINEERS - ARCHITECTS - SCIENTISTS - PLANNERS - SURVEYORS</small>									
DESIGN	DRAWN	NOTES	FILE NO.	STATE	FEDERAL AID PROJECT NO.	SHEET NO.			
CAZD			027	TEXAS	STP 96 1900 002	4			
DATE	FILE	SCALE	STATE	COUNTY	CONTROL SECTION	JOB	HIGHWAY		
JULY 1997	7084	1:800 HORIZ	TX	DALLAS	999	48	222	CR	

17 WILKINSON 977-319-0002 972-416-5869

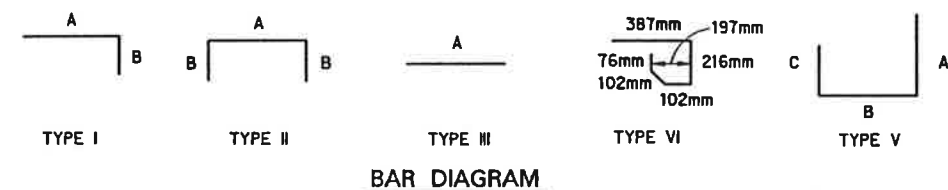
Per City - Use at AS

REINFORCING BAR SCHEDULE							
LENGTH	BAR NUMBER	BAR TYPE	SIZE	REQUIRED	A	B	C
8	A	I	#3	9	965mm	152mm	-
	B	I	#3	2	2032mm	152mm	-
	C	II	#4	VARIES	2641mm	152mm	-
	D	II	#4	12	2641mm	152mm	-
	E	IV	#3	7	*	*	*
	F	III	#3	2	1219mm	-	-
	G	V	#4	10	**	965mm	**
	H	III	#4	VARIES	965mm	-	-
10	A	I	#3	14	965mm	152mm	-
	B	I	#3	2	2641mm	152mm	-
	C	II	#4	VARIES	3251mm	152mm	-
	D	II	#4	12	3251mm	152mm	-
	E	IV	#3	8	*	*	*
	F	III	#3	2	1219mm	-	-
	G	V	#4	12	**	965mm	**
	H	III	#4	VARIES	965mm	-	-
I	III	#4	4	**	-	-	
N	III	#4	2	457mm	-	-	

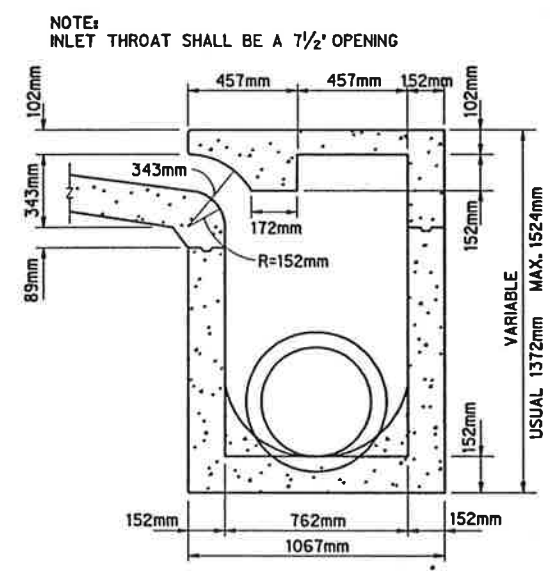
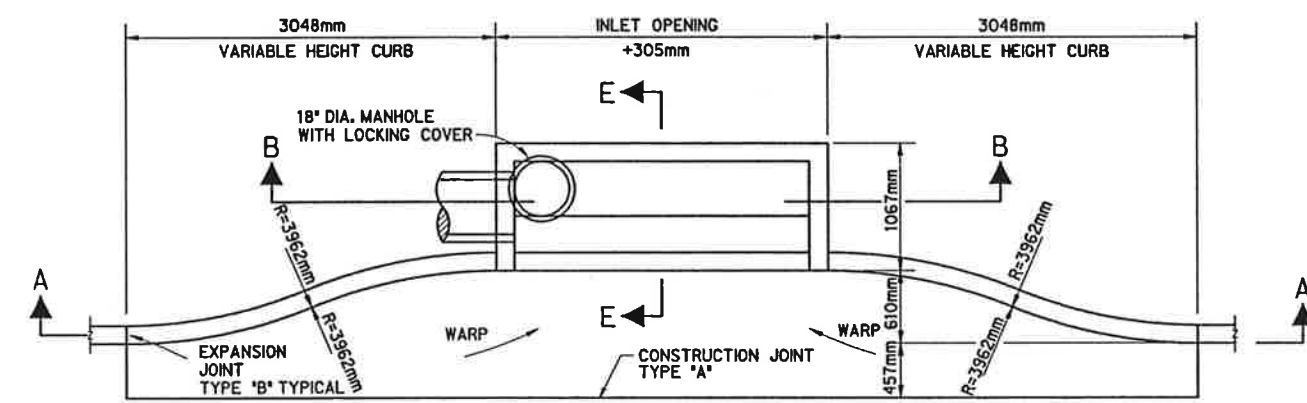
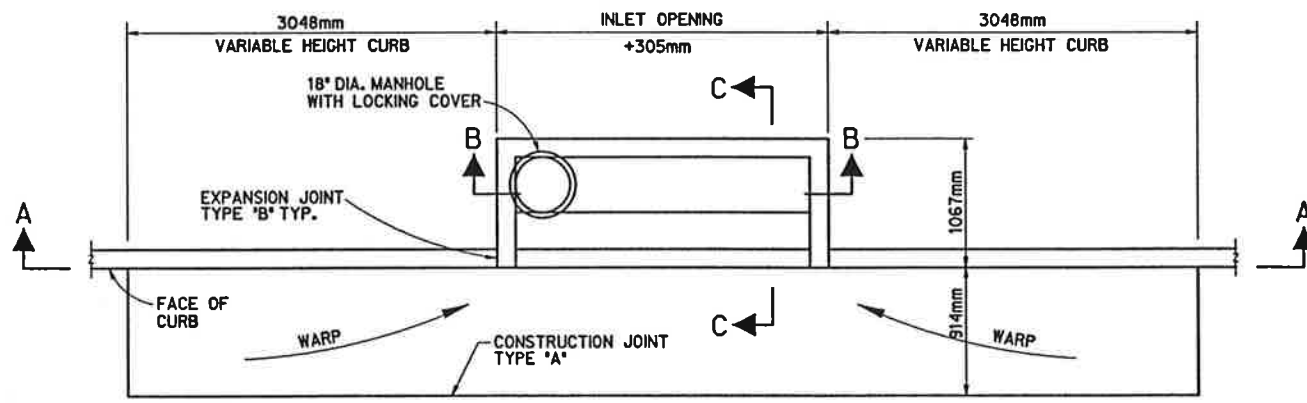
GENERAL NOTES:

1. OUTLET PIPE MAY BE LOCATED IN ANY WALL BUT SHALL NOT BE LOCATED AT ANY CORNER OR PILASTER.
2. MANHOLE RING WITH LOCKING COVER SHALL BE PLACED OVER THE OUTLET PIPE, REINFORCING BARS ARE TO BE ADJUSTED ACCORDINGLY.
3. WHEN PLANS CALL FOR A 3.048 m INLET REFER TO THE 10 FT LENGTH ON THE BAR SCHEDULE AND 10 FT INLET OPENING, LIKEWISE, WHEN PLANS CALL FOR 2.438 m INLET REFER TO 8 FT LENGTH AND INLET OPENING.

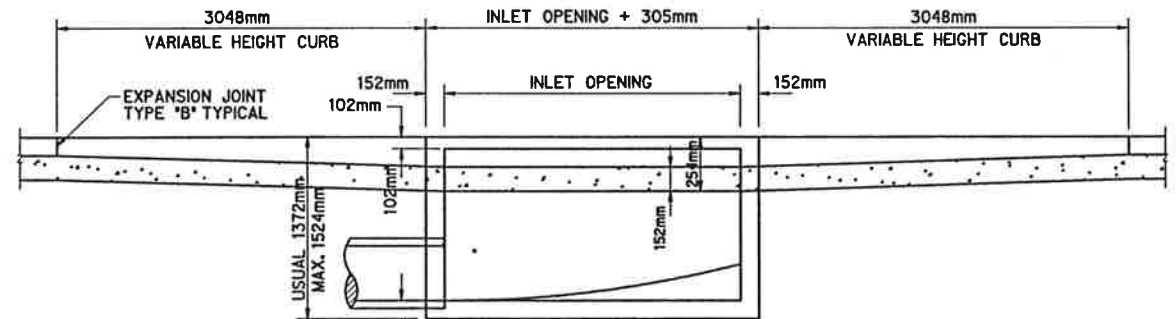
* SEE BAR DIAGRAM FOR DIMENSIONS.
 ** LENGTH VARIES DUE TO DEPTH OF INLET.



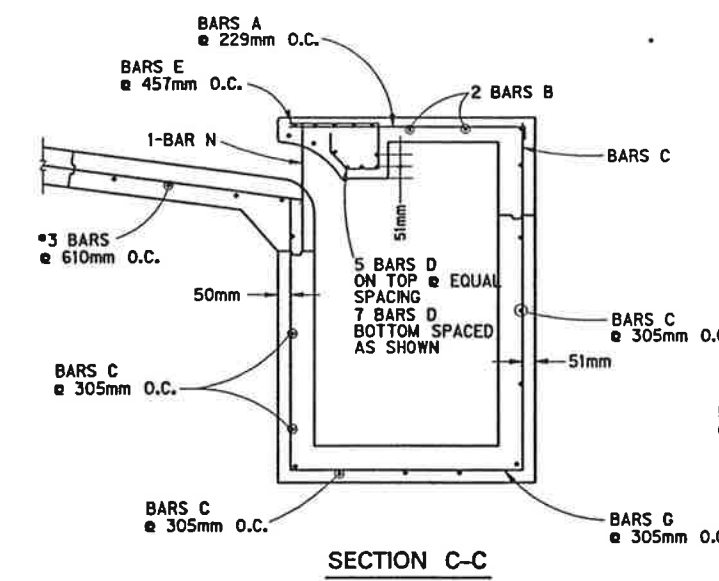
BAR DIAGRAM



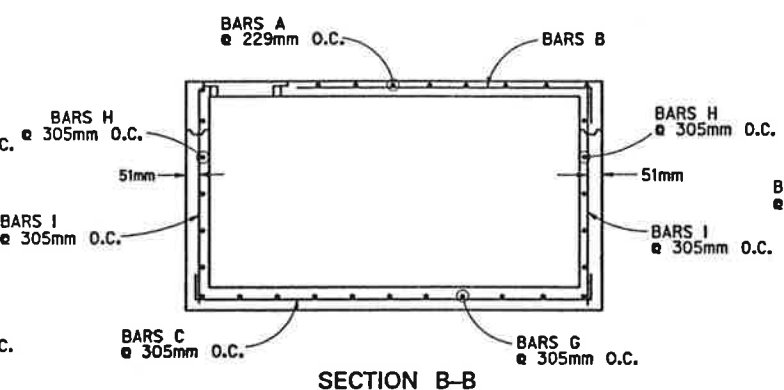
TYPICAL CROSS SECTION C-C



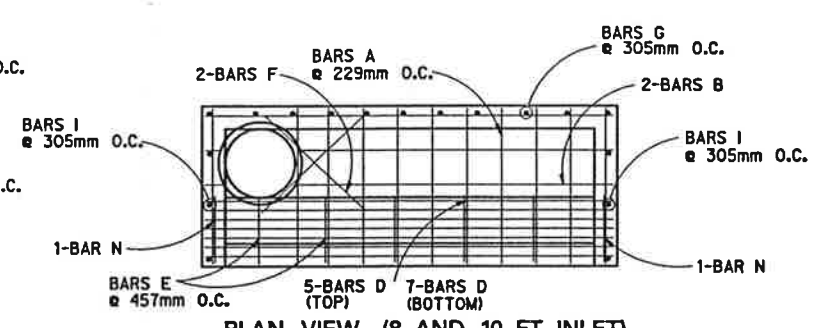
SECTION A-A (8 AND 10 FT INLETS)
(2.438m AND 3.048m)



SECTION C-C



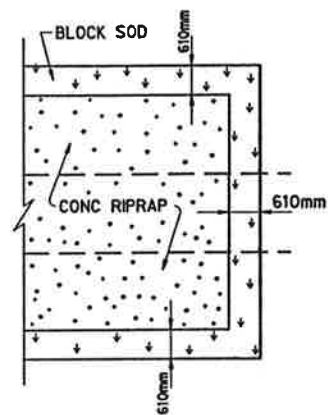
SECTION B-B



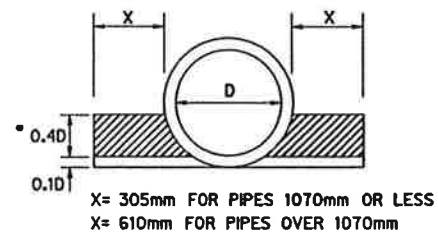
PLAN VIEW (8 AND 10 FT INLET)
(2.438m AND 3.048m)



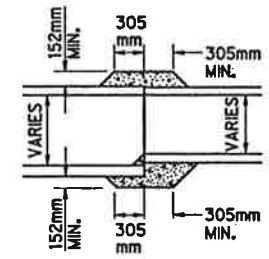
INLET DETAILS									
KELLER SPRINGS ROAD									
DALLAS COUNTY, TEXAS									
TEXAS DEPARTMENT OF TRANSPORTATION									
Half Associates ENGINEERS - ARCHITECTS - SCIENTISTS - PLANNERS - SURVEYORS									
DESIGN	DRAWN	NOTES	FED. PROJ. NO.	STATE	FEDERAL AID PROJECT NO.	SHEET NO.			
CAZD				TEXAS		1			
DATE	FILE	SCALE	STATE DIST. NO.	COUNTY	CONTROL SECTION NO.	JOB NO.	SECTION NO.	JOB NO.	HIGHWAY NO.
AAY 1998	709NDTL	N.T.S.	10	DALLAS	07B	46	322	CB	



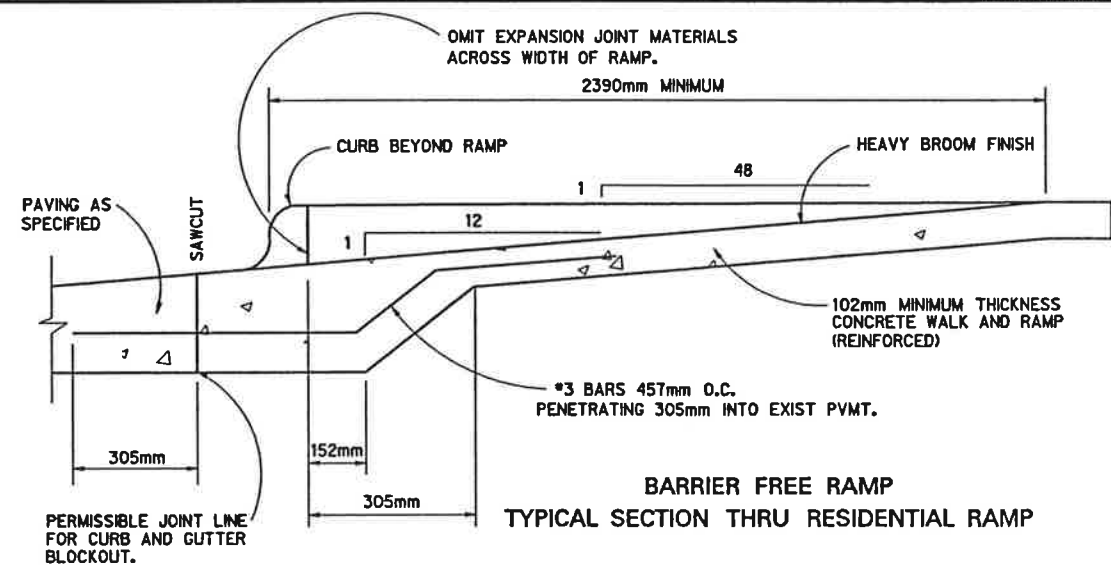
CONCRETE RIPRAP



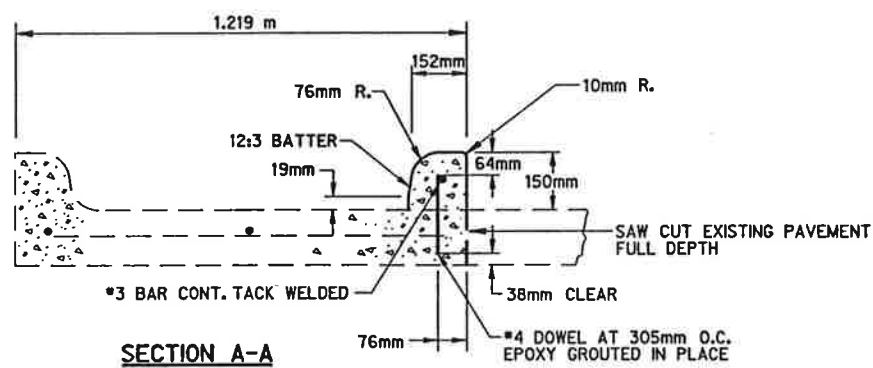
CEMENT STABILIZED BACKFILL FOR STORM SEWERS ON SLOPES GREATER THAN 8%



CONCRETE COLLAR FOR PIPE CONNECTION

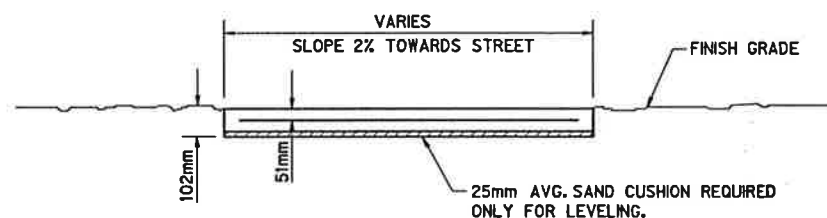


BARRIER FREE RAMP TYPICAL SECTION THRU RESIDENTIAL RAMP

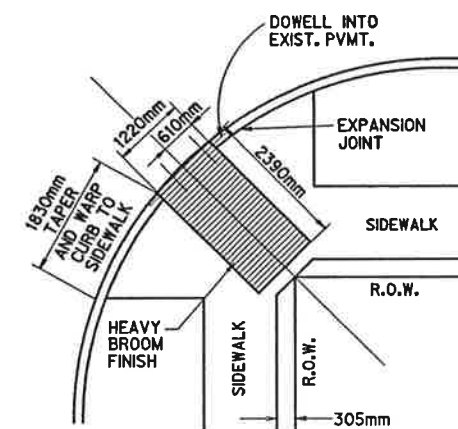


SECTION A-A N.T.S. CONCRETE FLUME DETAIL

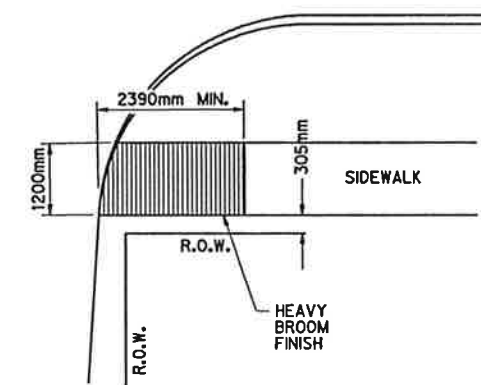
NOTE FOR DOWELED CURB: COAT EXIST. PAVEMENT WITH EPOXY BONDING AGENT BEFORE POURING CURB



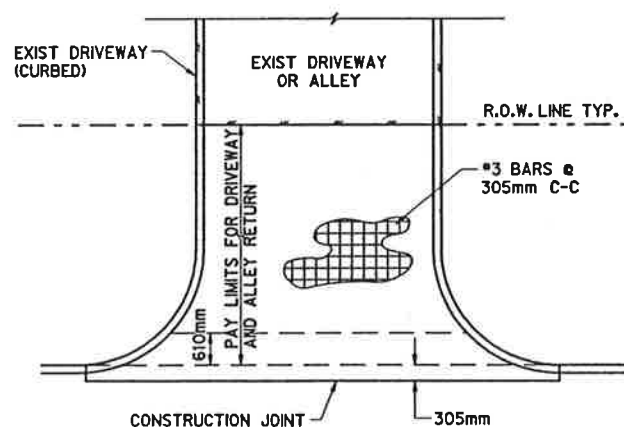
TYPICAL SIDEWALK SECTION



BARRIER FREE RAMP STREET INTERSECTION PLAN VIEW



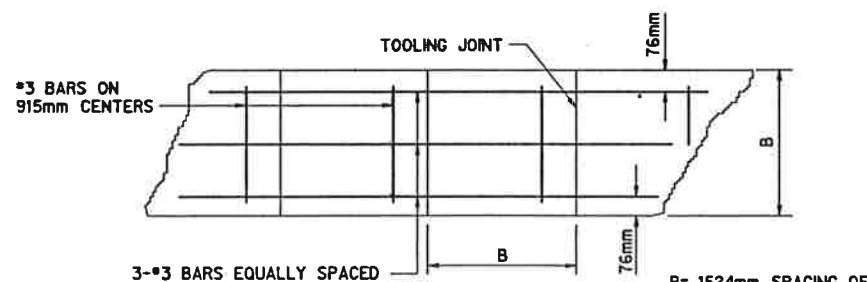
BARRIER FREE RAMP RESIDENTIAL ALLEY & DRIVEWAY INTERSECTION PLAN VIEW



DRIVEWAY AND STREET RETURNS PLAN VIEW

DRIVEWAY NOTES:

1. DRIVEWAY LOCATIONS MAY BE SHIFTED AT TIME OF CONSTRUCTION AS DIRECTED BY THE ENGINEER TO MATCH EXISTING CONDITIONS.
2. OMT 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.



TYPICAL SIDEWALK MARKING

SIDEWALK NOTES:

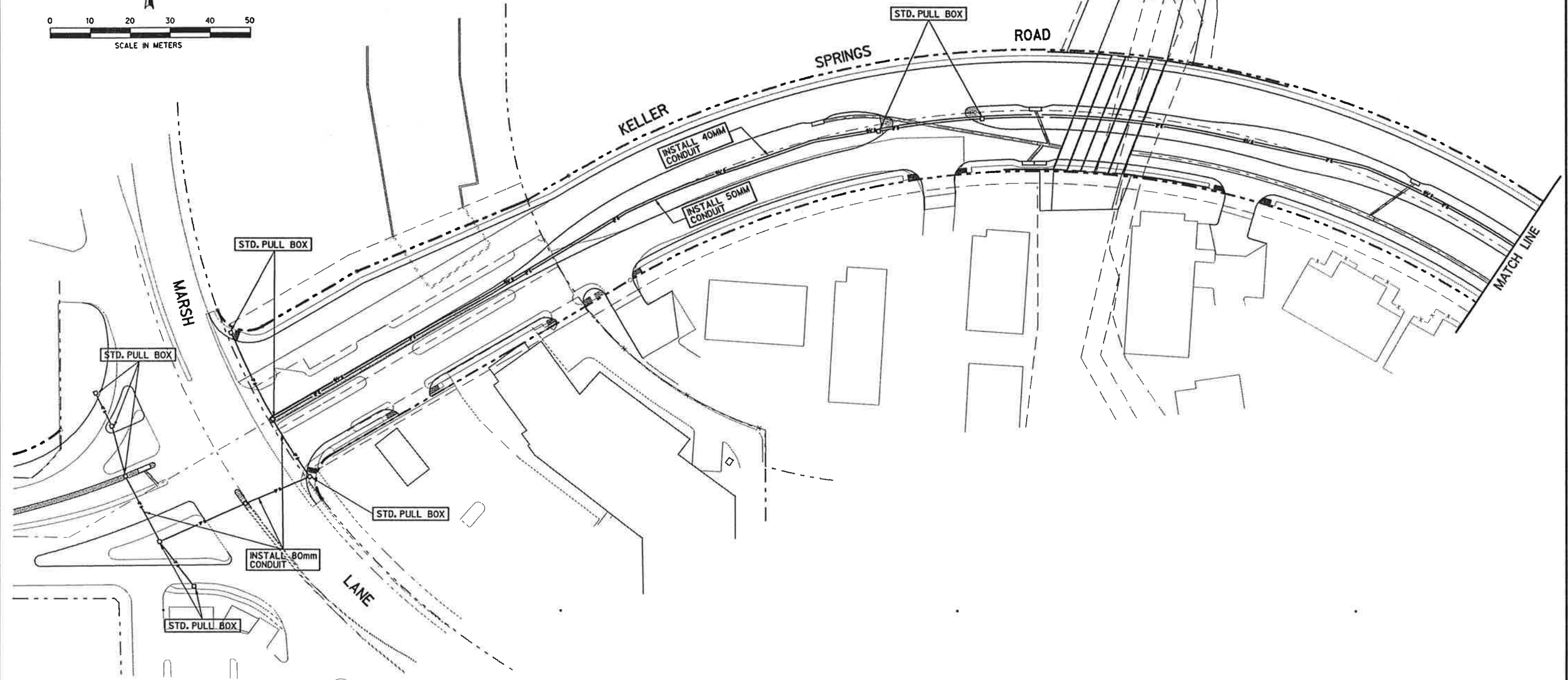
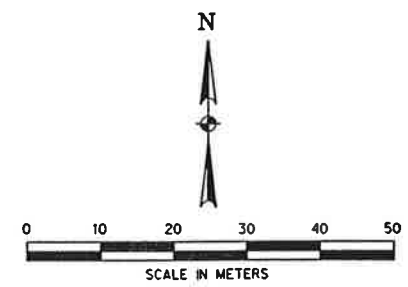
1. ALL MARKINGS SHALL BE CUT 25mm DEEP, FOLLOWED BY GROOVING TOOL. 13mm PREMOLDED EXPANSION JOINT MATERIAL SHALL BE PLACED WHERE NEW WORK ABUTS OLD OR NEW WORK IS ADJACENT TO OTHER CONCRETE WORK, WALL, FOUNDATIONS, CURBS, ETC... MAXIMUM SPACING OF TRANSVERSE EXPANSION JOINTS SHALL BE 12.192 m.
2. CONCRETE STRENGTH SHALL BE A MINIMUM OF 3000 P.S.I. AT 28 DAYS.
3. EXPANSION JOINTS SHALL BE 13mm THICK REDWOOD FOR FULL DEPTH OF SIDEWALK AND SHALL INCLUDE GREASED 610mm SMOOTH 13mm DIA. DOWEL STEEL BARS WITH CAPS.

RAMP NOTES:

- BARRIER FREE RAMPS SHALL BE CONSTRUCTED AS EXTENSIONS OF STANDARD CONCRETE SIDEWALKS EXCEPT AS NOTED IN THESE DETAILS.
- MAXIMUM SLOPE ON BARRIER FREE RAMPS SHALL NOT EXCEED 8.0% AT ANY LOCATION.
- DESIGNS SHOWN ARE FOR 150mm CURBS. FOR CURBS WITH HEIGHT GREATER THAN 150mm, DIMENSIONS SHALL BE INCREASED PROPORTIONATELY.
- STREETS ON STEEP GRADE WILL REQUIRE LONGER TRANSITIONS ON UPGRADE SIDE.
- LOCATION OF BARRIER FREE RAMP MAY BE SHIFTED TO CLEAR OBSTRUCTIONS WITH THE APPROVAL OF THE CITY ENGINEER.

M. E. ROMANOWSKI
7/7/97

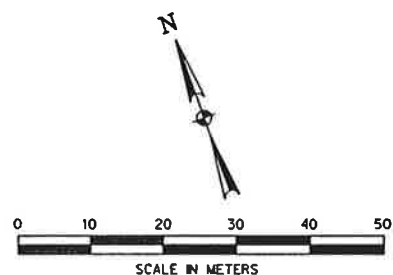
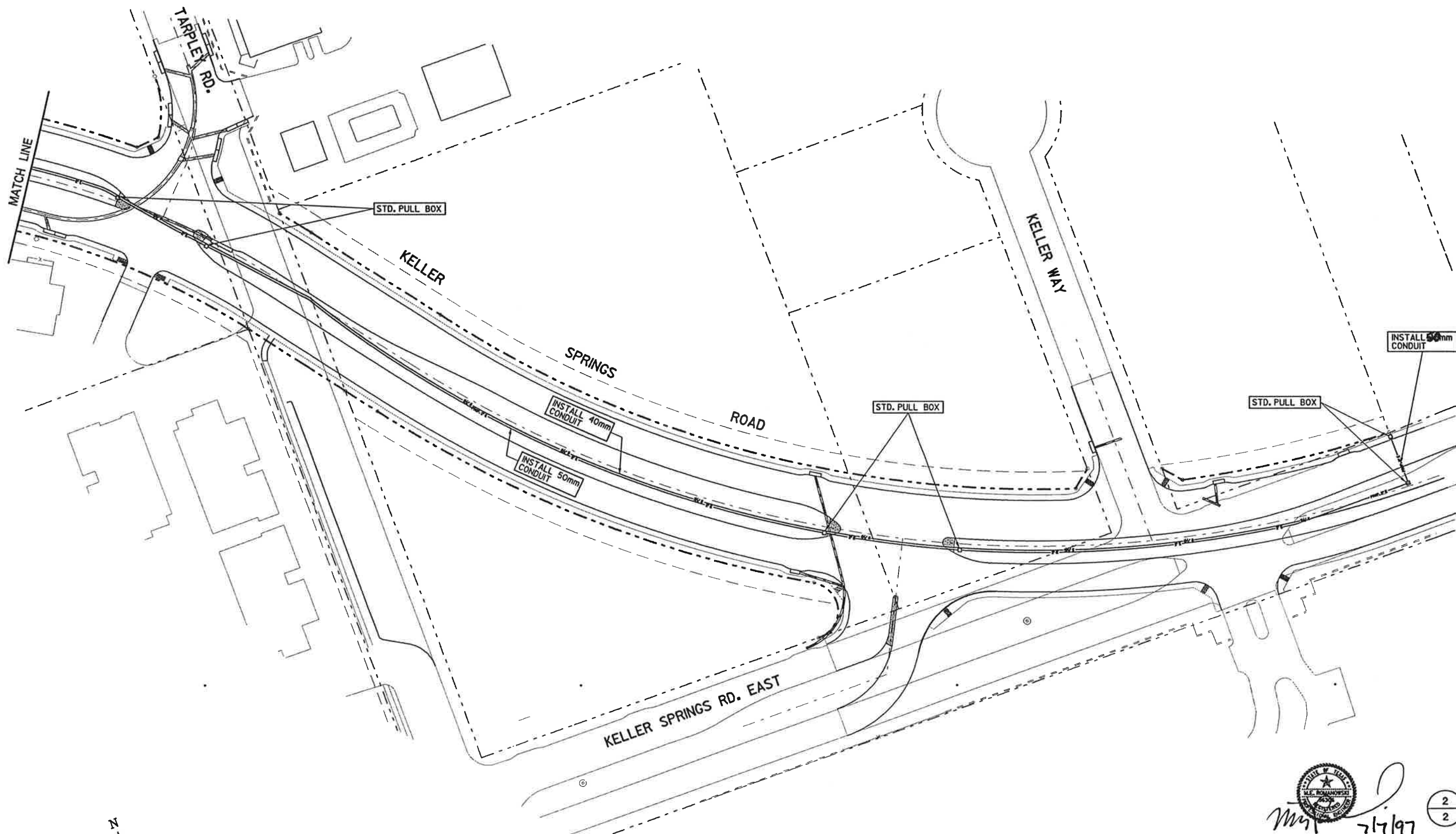
MISCELLANEOUS DETAILS									
KELLER SPRINGS ROAD									
DALLAS COUNTY, TEXAS									
TEXAS DEPARTMENT OF TRANSPORTATION									
Half Associates									
ENGINEERS, ARCHITECTS, SCIENTISTS, PLANNERS, SURVEYORS									
DESIGN	DRAWN	NOTED	FED. PROJ. NO.	STATE	FEDERAL AID PROJECT NO.	SHEET NO.			
CADD			NO.	TEXAS		1			
DATE	FILE	SCALE	STATE DIST. NO.	COUNTY	CONTROL NO.	SECTION NO.	JOB NO.	HIGHWAY NO.	
JULY 1997	70MBBC	N.T.S.	18	DALLAS	099	48	222	CS	



M.E. Romanowski
7/1/97

STREET LIGHT CONDUIT LAYOUT									
KELLER SPRINGS ROAD									
DALLAS COUNTY, TEXAS									
TEXAS DEPARTMENT OF TRANSPORTATION									
Half Associates <small>ENGINEERS - ARCHITECTS - SCIENTISTS - PLANNERS - SURVEYORS</small>									
DESIGN	DRAWN	NOTES	FED. NO.	STATE	FEDERAL AID	PROJECT NO.	SHEET		
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DATE	FILE	SCALE	STATE	COUNTY	CONTROL	SECTION	JOB	HIGHWAY	
JULY	709CON	1:800 HORIZ	98	DALLAS	9808	46	223	NO.	
97								CS	

NOTE:
INSTALL CONDUIT AT DEPTH REQUIRED
TO MISS ALL DRAINAGE STRUCTURES
AND OTHER UTILITIES, 0.6m TYPICAL.



M. J. Romanowski
 7/7/97

STREET LIGHT CONDUIT LAYOUT									
KELLER SPRINGS ROAD									
DALLAS COUNTY, TEXAS									
TEXAS DEPARTMENT OF TRANSPORTATION									
Halff Associates <small>ENGINEERS - ARCHITECTS - SCIENTISTS - PLANNERS - SURVEYORS</small>									
DESIGN	DRAWN	NOTES	FED. NO.	STATE	FEDERAL AID PROJECT NO.	SHEET NO.			
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DATE	FILE	SCALE	STATE	COUNTY	CONTROL	SECTION	JOB	HIGHWAY	
AKY 1997	706CON2	1:800 HORIZ	8	DALLAS	899	48	223	CB	

NOTE:
 INSTALL CONDUIT AT DEPTH REQUIRED
 TO MISS ALL DRAINAGE STRUCTURES
 AND OTHER UTILITIES, 0.6m TYPICAL.

STATE OF TEXAS DEPARTMENT OF TRANSPORTATION

PLANS OF PROPOSED STATE HIGHWAY IMPROVEMENT

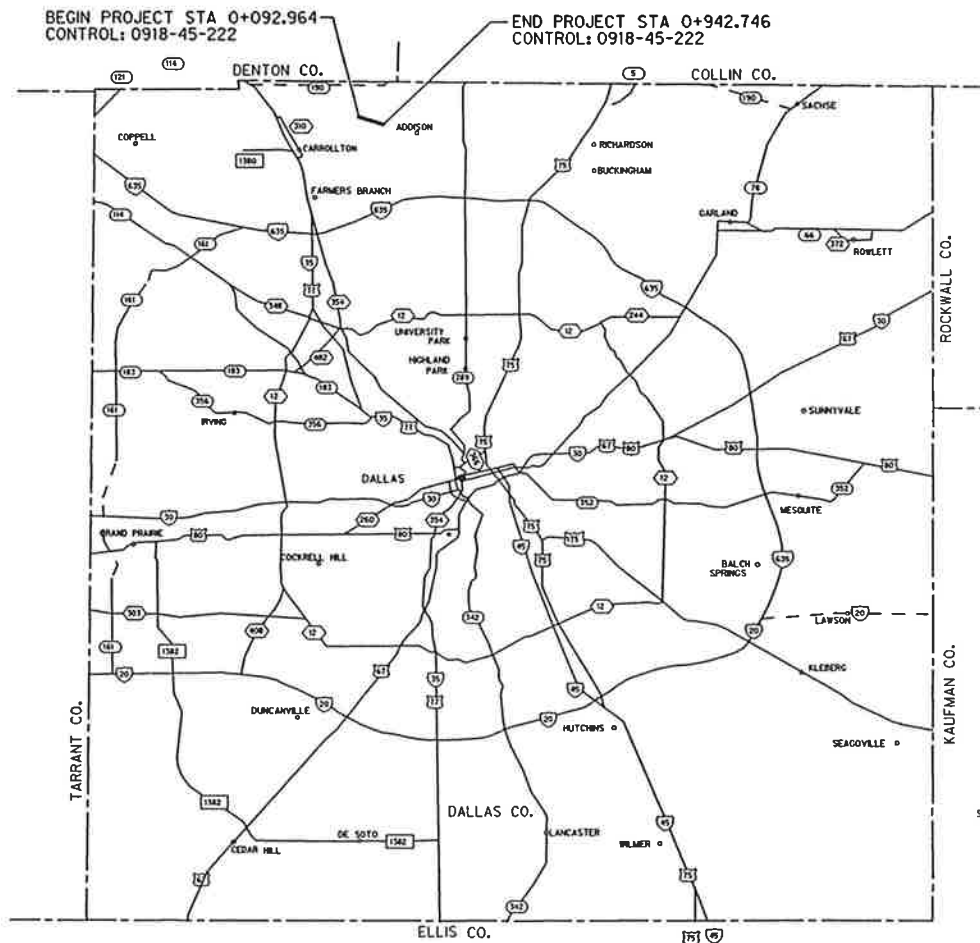
FEDERAL AID PROJECT
STP 95(190)MM

DALLAS COUNTY
CS

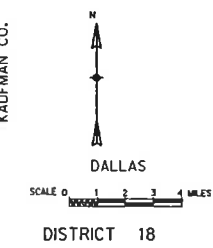
CROSS SECTIONS

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CHECKED	STATE	STATE DIST.	COUNTY
CHECKED	TEXAS	18	DALLAS
CHECKED	CONT.	SECT.	JOB
	0918	45	222
			CS

DESIGN SPEED = 60 km/hr



NO EXCEPTIONS
NO EQUATIONS



LEVELS DISPLAYED

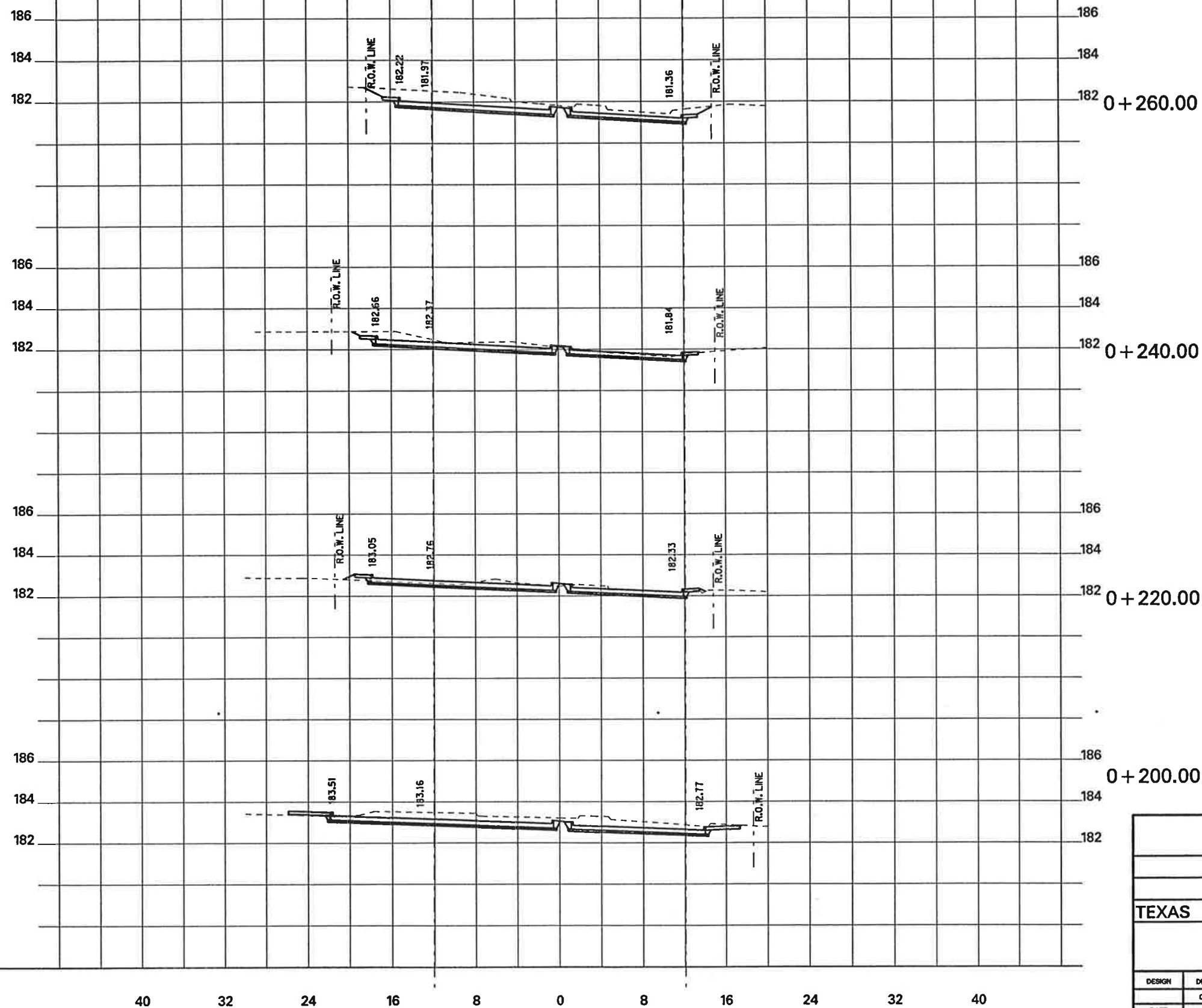
FILE LOCATION AND NAME

COUNTY _____ PROJ. NO. _____

HWY. NO. _____ LETTING DATE _____

DATE ACCEPTED _____

P.G.L. LINE (TYP. @ NORTH CURB) P.G.L. LINE (TYP. @ SOUTH CURB)

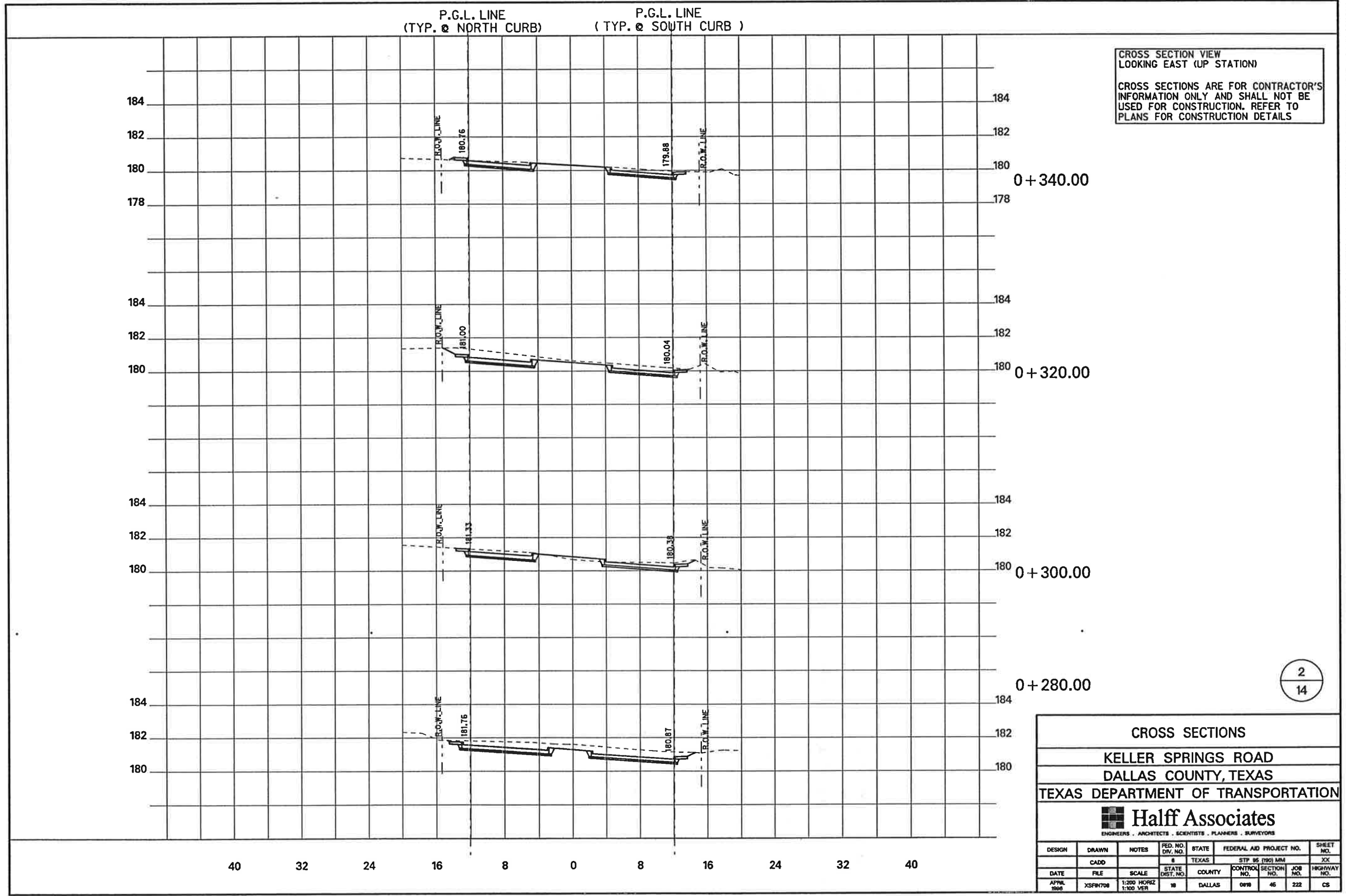


CROSS SECTION VIEW
LOOKING EAST (UP STATION)

CROSS SECTIONS ARE FOR CONTRACTOR'S
INFORMATION ONLY AND SHALL NOT BE
USED FOR CONSTRUCTION. REFER TO
PLANS FOR CONSTRUCTION DETAILS

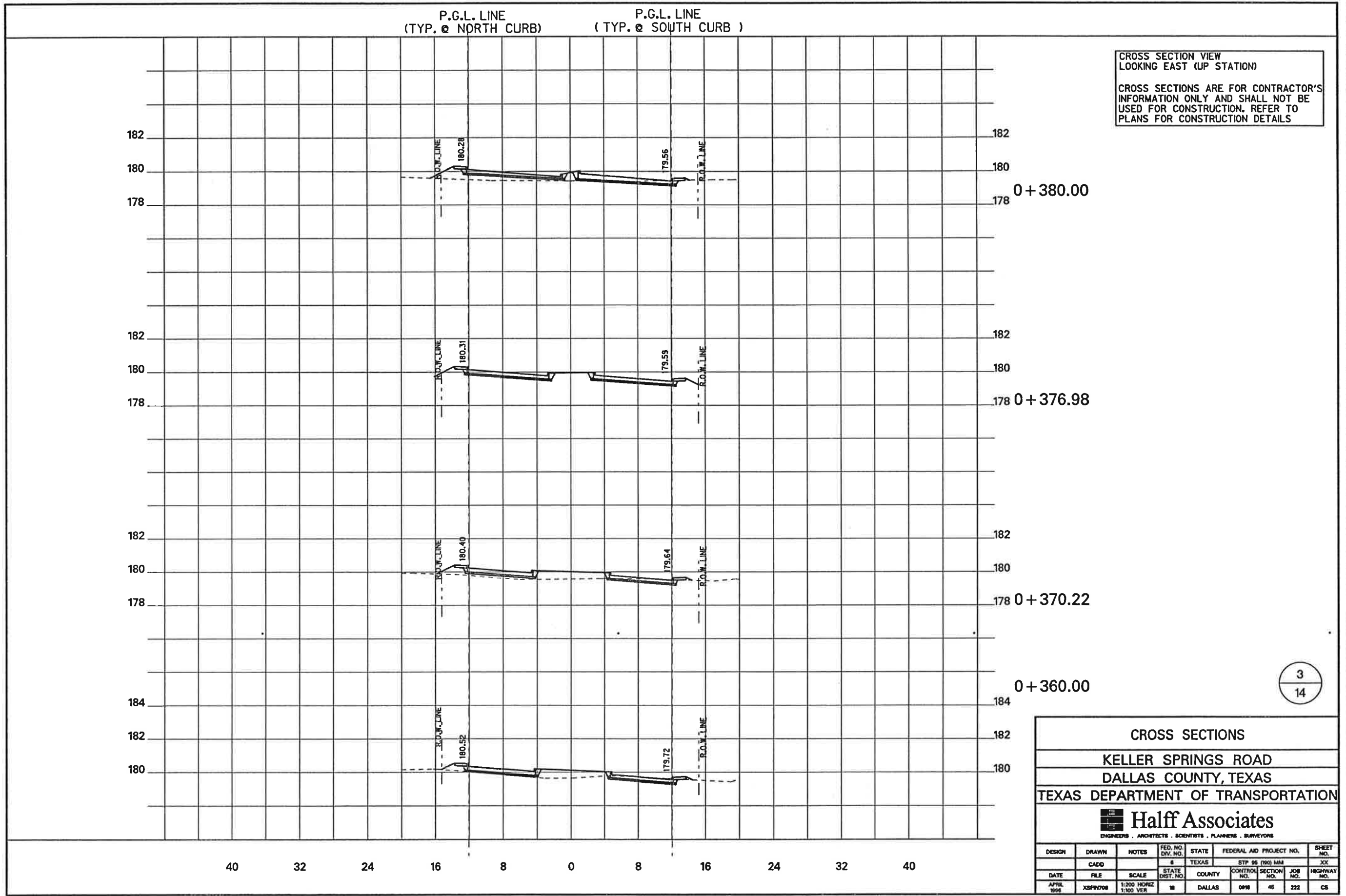
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CROSS SECTIONS							
KELLER SPRINGS ROAD							
DALLAS COUNTY, TEXAS							
TEXAS DEPARTMENT OF TRANSPORTATION							
Half Associates <small>ENGINEERS · ARCHITECTS · SCIENTISTS · PLANNERS · SURVEYORS</small>							
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APRIL 1996	XSPR706	1:200 HORIZ 1:500 VER.	18	DALLAS	0918	46	222 CS



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CROSS SECTIONS							
KELLER SPRINGS ROAD							
DALLAS COUNTY, TEXAS							
TEXAS DEPARTMENT OF TRANSPORTATION							
Half Associates <small>ENGINEERS · ARCHITECTS · SCIENTISTS · PLANNERS · SURVEYORS</small>							
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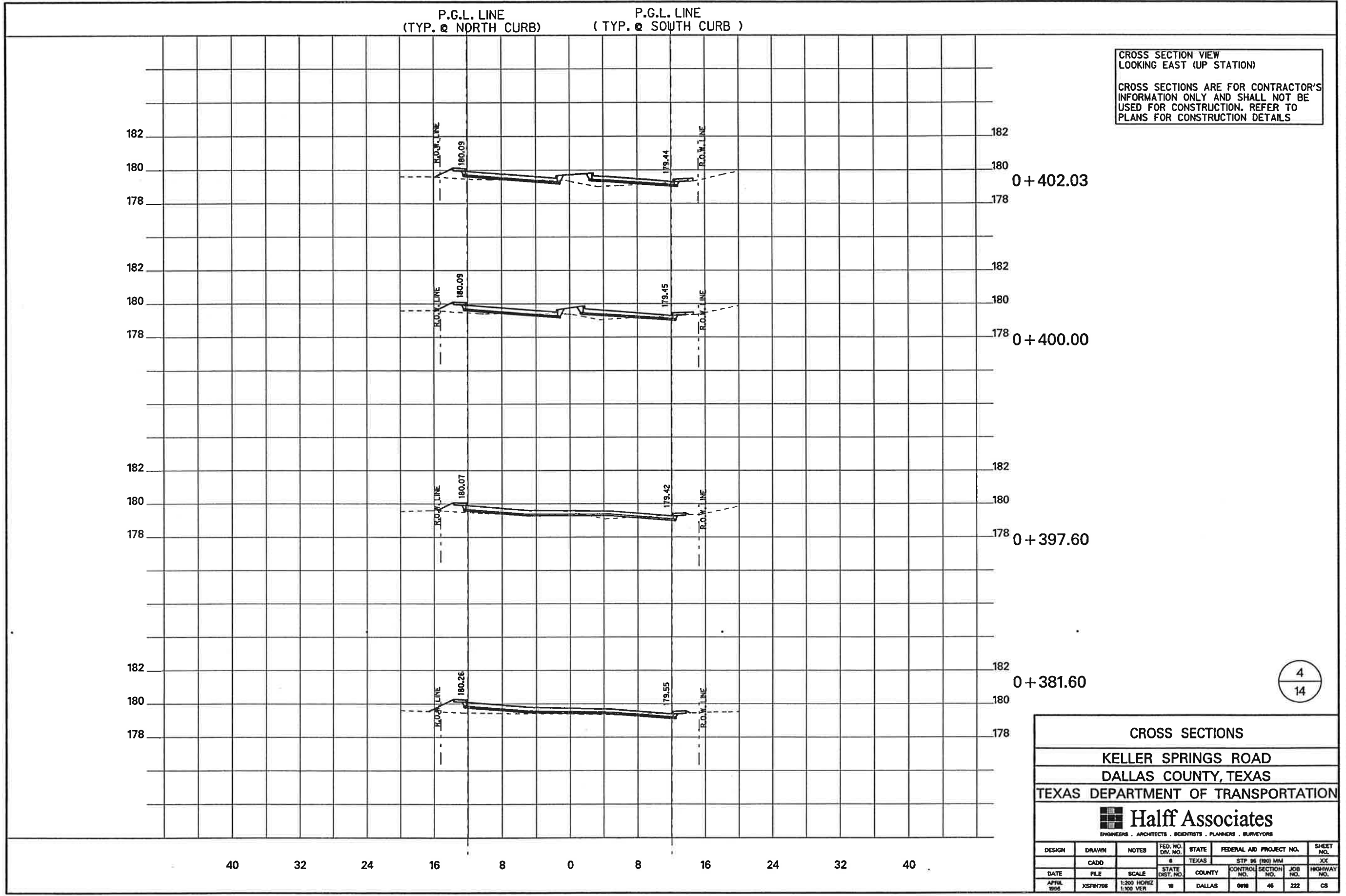


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CROSS SECTIONS
KELLER SPRINGS ROAD
DALLAS COUNTY, TEXAS
TEXAS DEPARTMENT OF TRANSPORTATION

Half Associates
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DESIGN	DRAWN	NOTES	FED. NO. DIV. NO.	STATE	FEDERAL AID PROJECT NO.	SHEET NO.		
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APRIL 1995	XSFN708	1:200 HORIZ 1:100 VERT	11	DALLAS	0918	45	222	CS



CROSS SECTION VIEW
LOOKING EAST (UP STATION)

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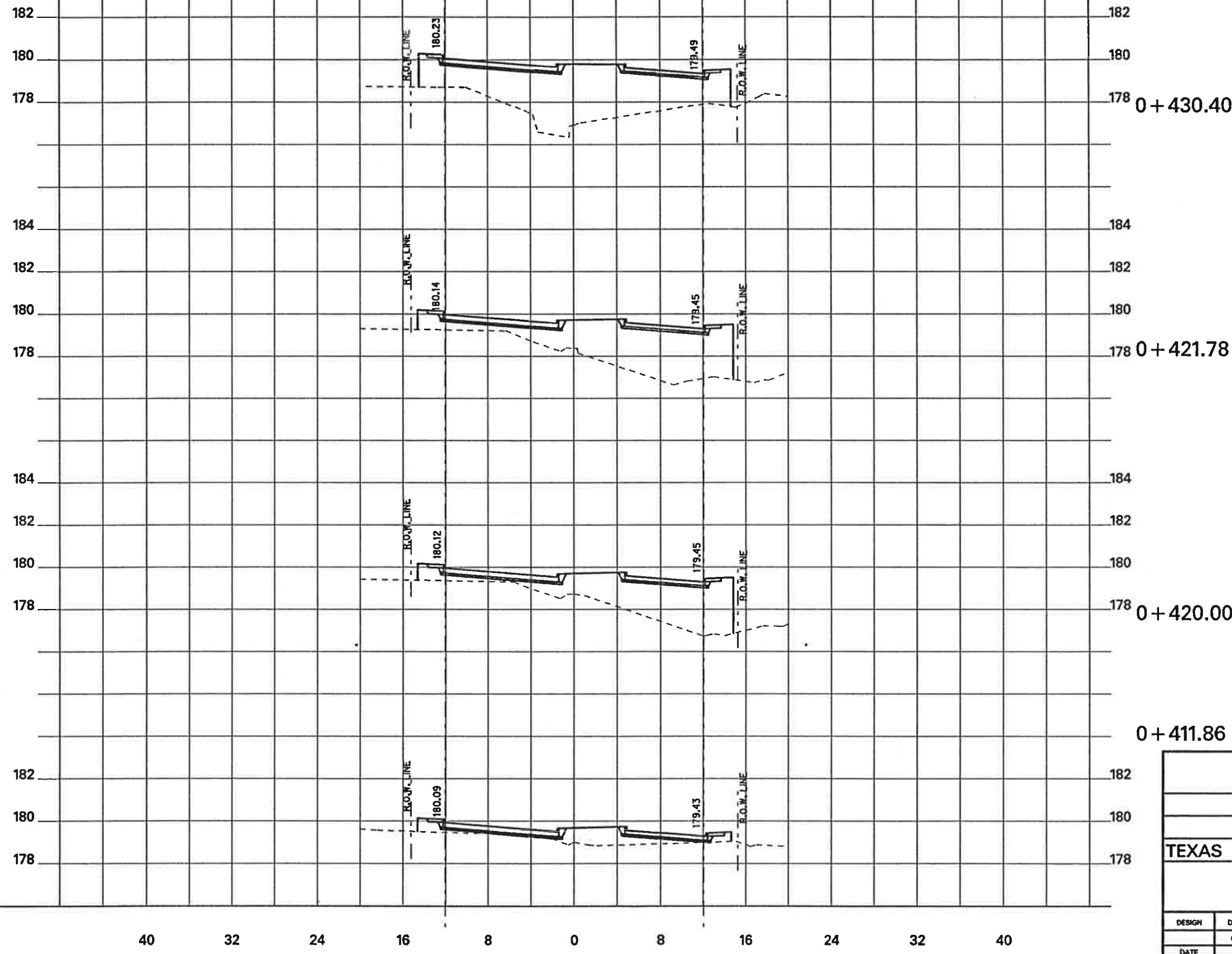
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KELLER SPRINGS ROAD								
DALLAS COUNTY, TEXAS								
TEXAS DEPARTMENT OF TRANSPORTATION								
Half Associates <small>ENGINEERS . ARCHITECTS . SCIENTISTS . PLANNERS . SURVEYORS</small>								
DESIGN	DRAWN	NOTES	FED. NO. DIV. NO.	STATE	FEDERAL AID PROJECT NO.	SHEET NO.		
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DATE	FILE	SCALE	STATE DIST. NO.	COUNTY	CONTROL NO.	SECTION NO.	JOB NO.	HIGHWAY NO.
APRIL 1995	XSPN708	1:200 HORIZ 1:100 VERT	10	DALLAS	0918	46	222	CS

P.G.L. LINE
(TYP. @ NORTH CURB)


P.G.L. LINE
(TYP. @ SOUTH CURB)

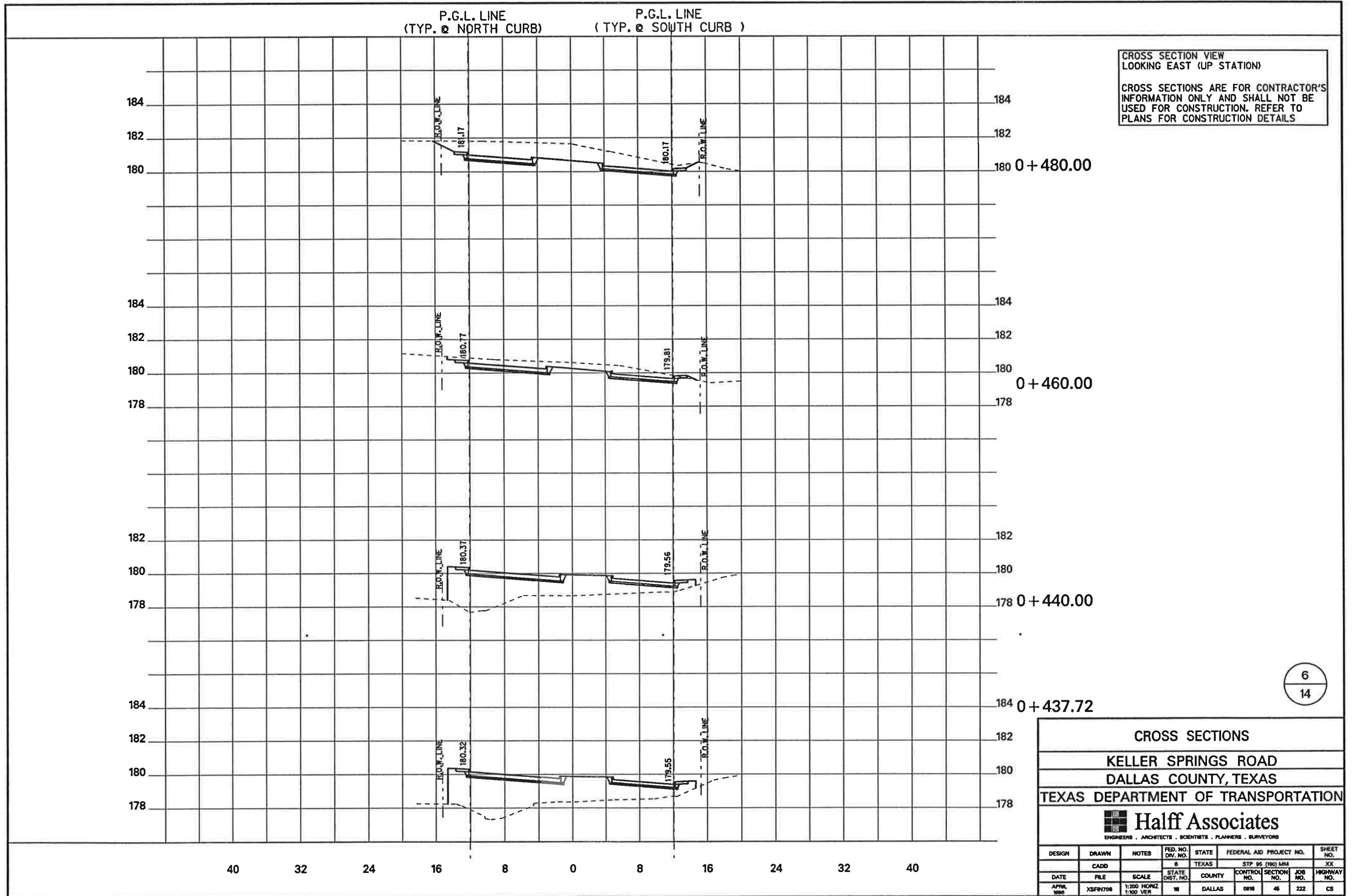
CROSS SECTION VIEW
LOOKING EAST (UP STATION)

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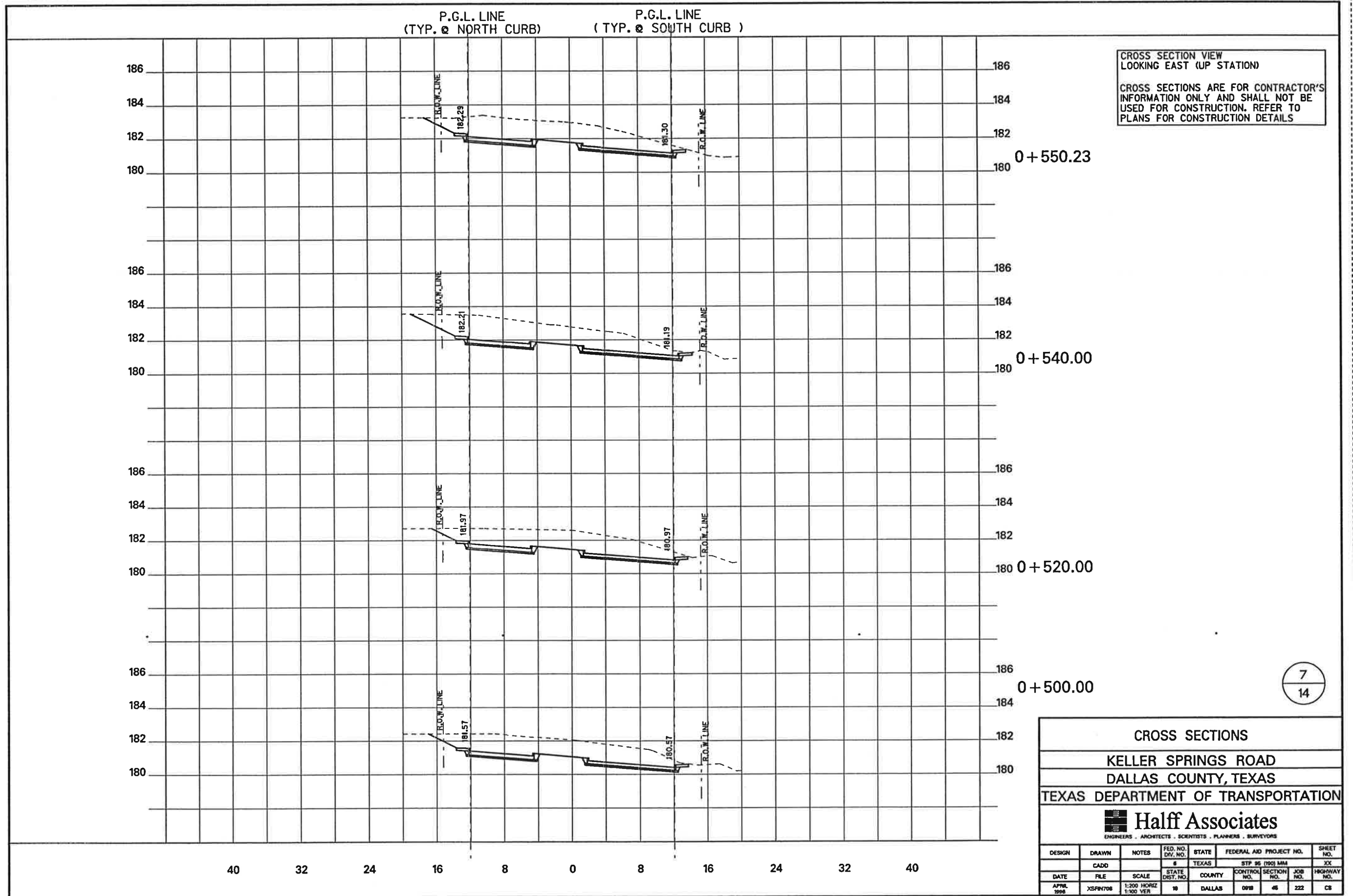


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CROSS SECTIONS								
KELLER SPRINGS ROAD								
DALLAS COUNTY, TEXAS								
TEXAS DEPARTMENT OF TRANSPORTATION								
 Half Associates <small>ENGINEERS . ARCHITECTS . SCIENTISTS . PLANNERS . SURVEYORS</small>								
DESIGN	DRAWN	NOTES	FED. NO. DIV. NO.	STATE	FEDERAL AID PROJECT NO.	SHEET NO.		
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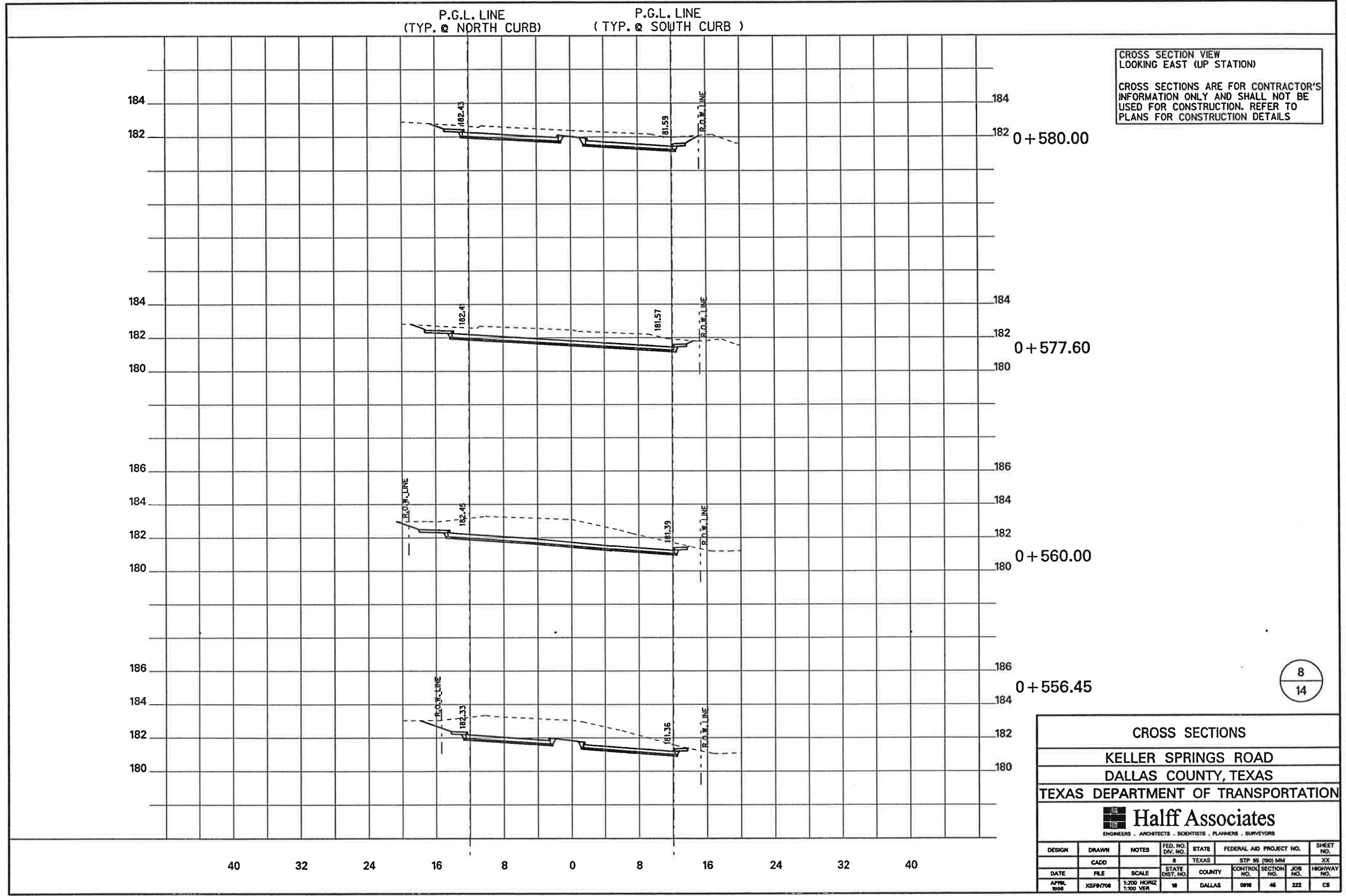


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CROSS SECTIONS							
KELLER SPRINGS ROAD							
DALLAS COUNTY, TEXAS							
TEXAS DEPARTMENT OF TRANSPORTATION							
Half Associates <small>ENGINEERS - ARCHITECTS - SCIENTISTS - PLANNERS - SURVEYORS</small>							
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DATE	FILE	SCALE	STATE DIST. NO.	COUNTY	CONTROL NO.	SECTION NO.	JOB NO. HIGHWAY NO.
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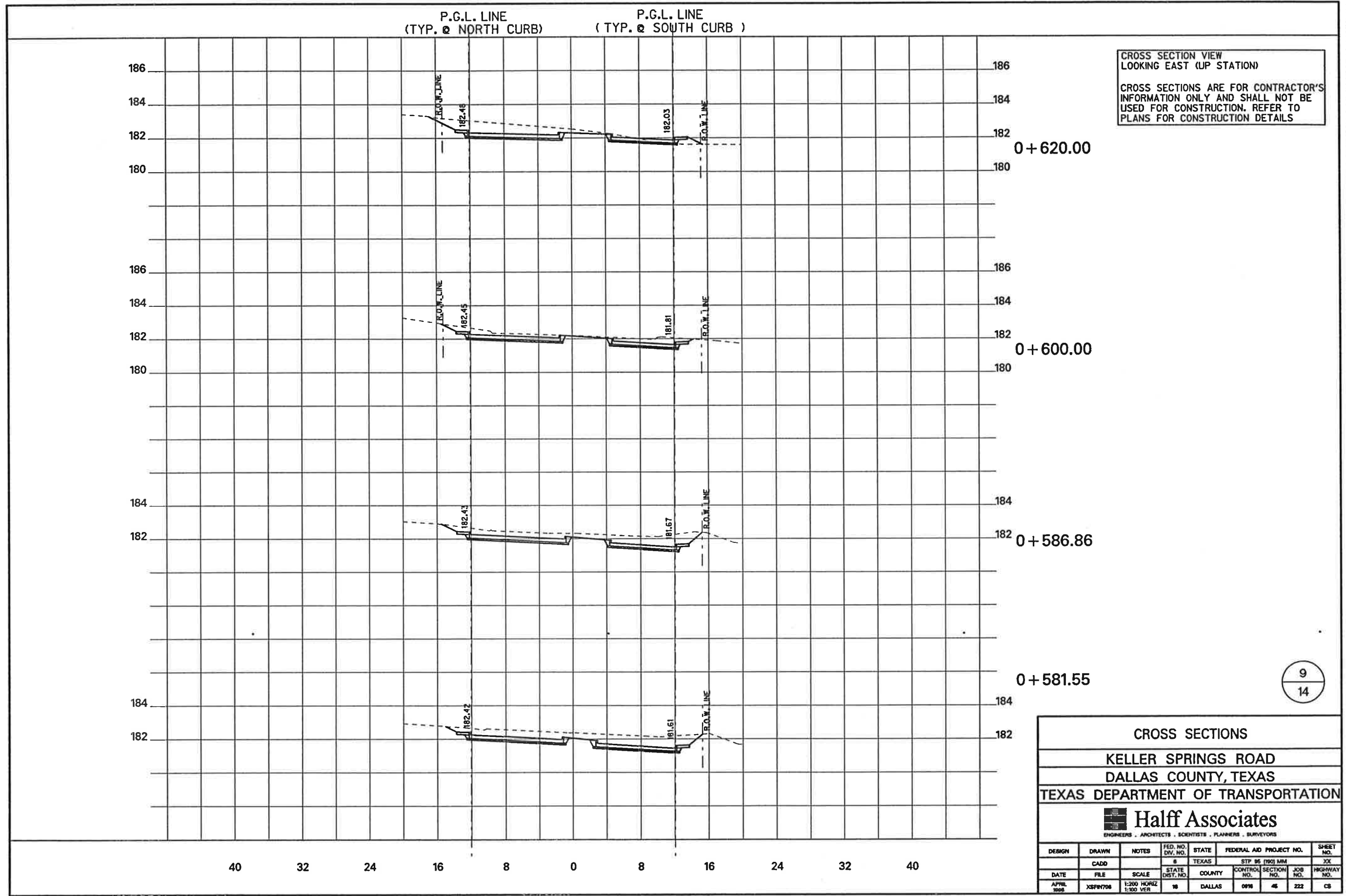


CROSS SECTION VIEW
LOOKING EAST (UP STATION)

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CROSS SECTIONS							
KELLER SPRINGS ROAD							
DALLAS COUNTY, TEXAS							
TEXAS DEPARTMENT OF TRANSPORTATION							
 Half Associates <small>ENGINEERS • ARCHITECTS • SCIENTISTS • PLANNERS • SURVEYORS</small>							
DESIGN	DRAWN	NOTES	FED. NO. DIV. NO.	STATE	FEDERAL AID PROJECT NO.	SHEET NO.	
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DATE	FILE	SCALE	STATE DIST. NO.	COUNTY	CONTROL NO.	SECTION NO.	JOB NO. HIGHWAY NO.
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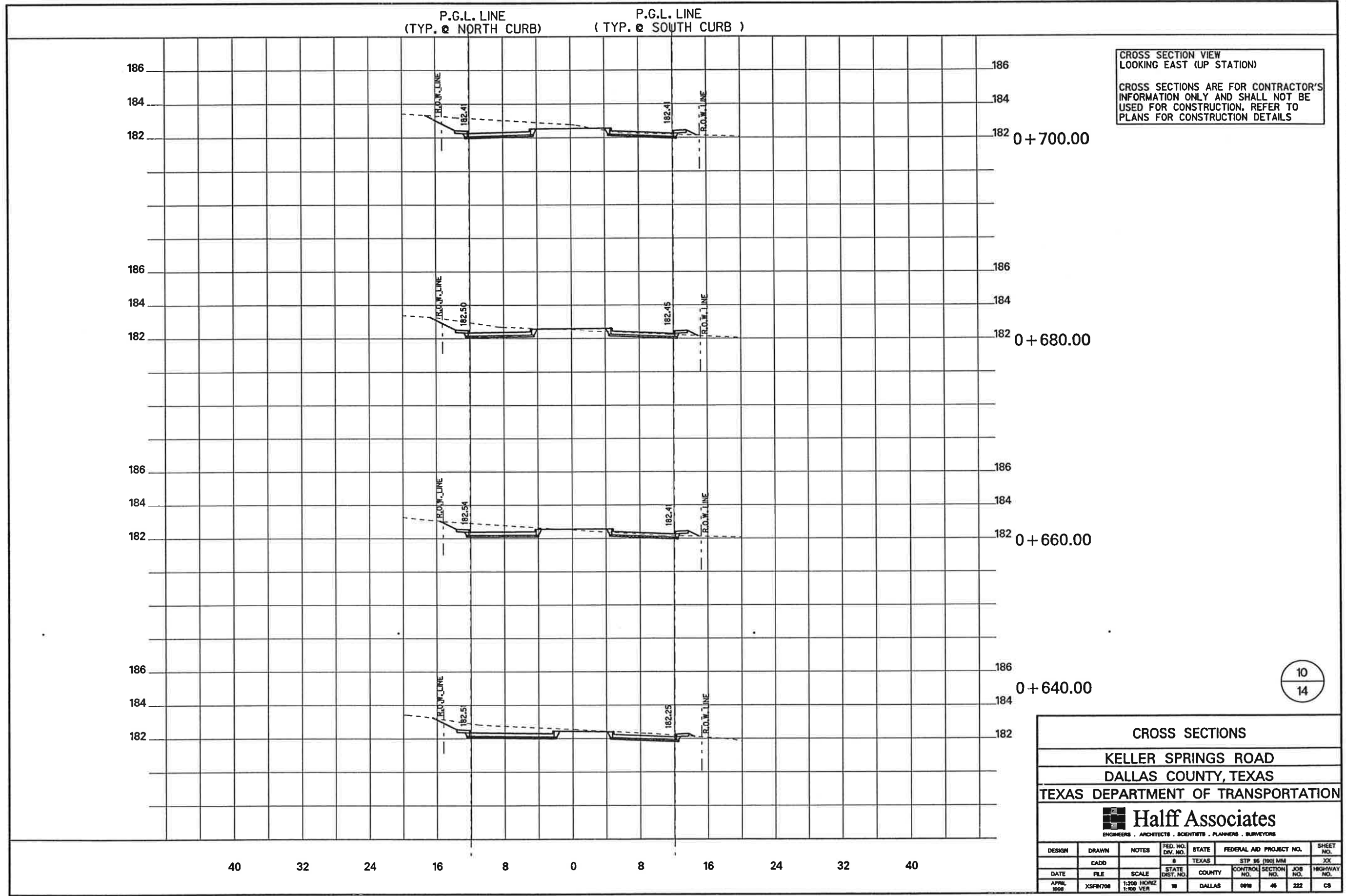


CROSS SECTION VIEW
LOOKING EAST (UP STATION)

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CROSS SECTIONS						
KELLER SPRINGS ROAD						
DALLAS COUNTY, TEXAS						
TEXAS DEPARTMENT OF TRANSPORTATION						
DESIGN	DRAWN	NOTES	FED. NO. DIV. NO.	STATE	FEDERAL AID PROJECT NO.	SHEET NO.
	CADD		8	TEXAS	STP 95 (190) MM	XX
DATE	FILE	SCALE	STATE DIST. NO.	COUNTY	CONTROL NO.	SECTION NO.
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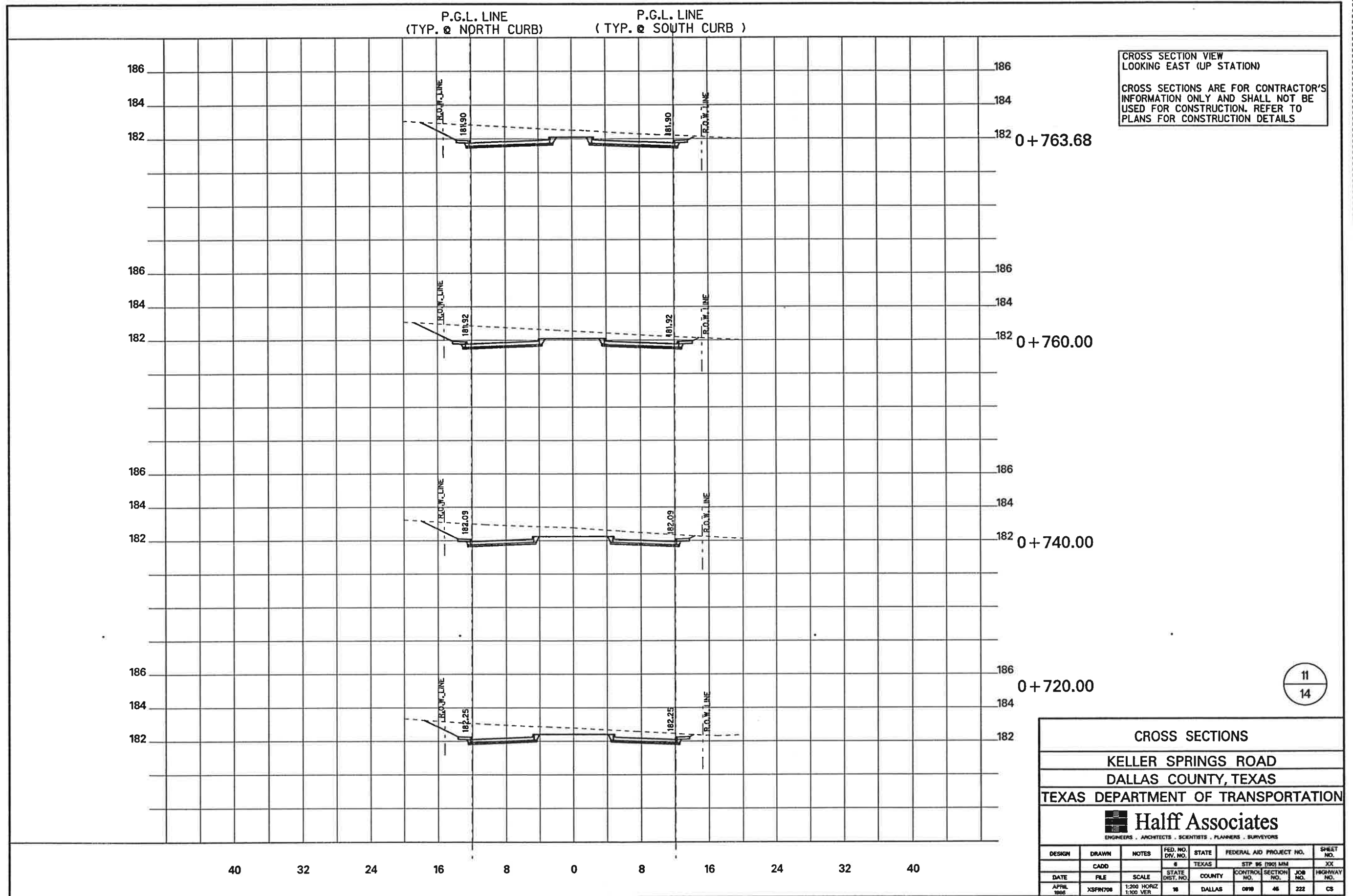


CROSS SECTION VIEW
 LOOKING EAST (UP STATION)

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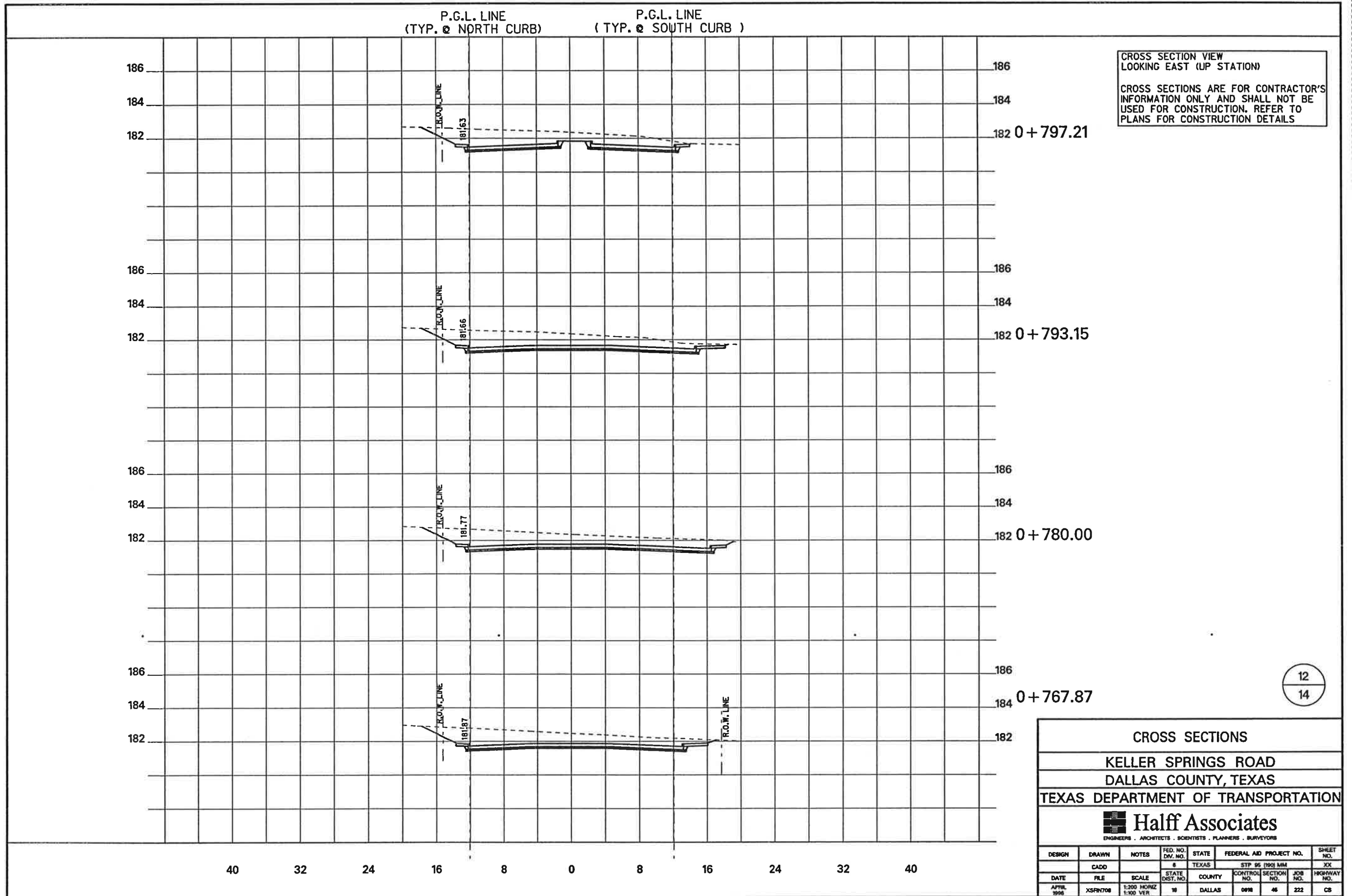
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CROSS SECTIONS								
KELLER SPRINGS ROAD								
DALLAS COUNTY, TEXAS								
TEXAS DEPARTMENT OF TRANSPORTATION								
 <small>ENGINEERS . ARCHITECTS . SCIENTISTS . PLANNERS . SURVEYORS</small>								
DESIGN	DRAWN	NOTES	FED. NO. DIV. NO.	STATE	FEDERAL AID PROJECT NO.	SHEET NO.		
	CADD		8	TEXAS	STP 95 (190) MM	XX		
DATE	FILE	SCALE	STATE DIST. NO.	COUNTY	CONTROL NO.	SECTION NO.	JOB NO.	HIGHWAY NO.
APRIL 1998	XSRN700	1:200 HORIZ 1:100 VERT	10	DALLAS	0010	46	222	CS



11
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CROSS SECTIONS								
KELLER SPRINGS ROAD								
DALLAS COUNTY, TEXAS								
TEXAS DEPARTMENT OF TRANSPORTATION								
Half Associates <small>ENGINEERS · ARCHITECTS · SCIENTISTS · PLANNERS · SURVEYORS</small>								
DESIGN	DRAWN	NOTES	FED. NO. DIV. NO.	STATE	FEDERAL AID PROJECT NO.	SHEET NO.		
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DATE	FILE	SCALE	STATE DIST. NO.	COUNTY	CONTROL NO.	SECTION NO.	JOB NO.	HIGHWAY NO.
APRIL 1998	XSPR708	1:200 HORIZ 1:100 VER	18	DALLAS	0918	46	222	CS



CROSS SECTION VIEW
LOOKING EAST (UP STATION)

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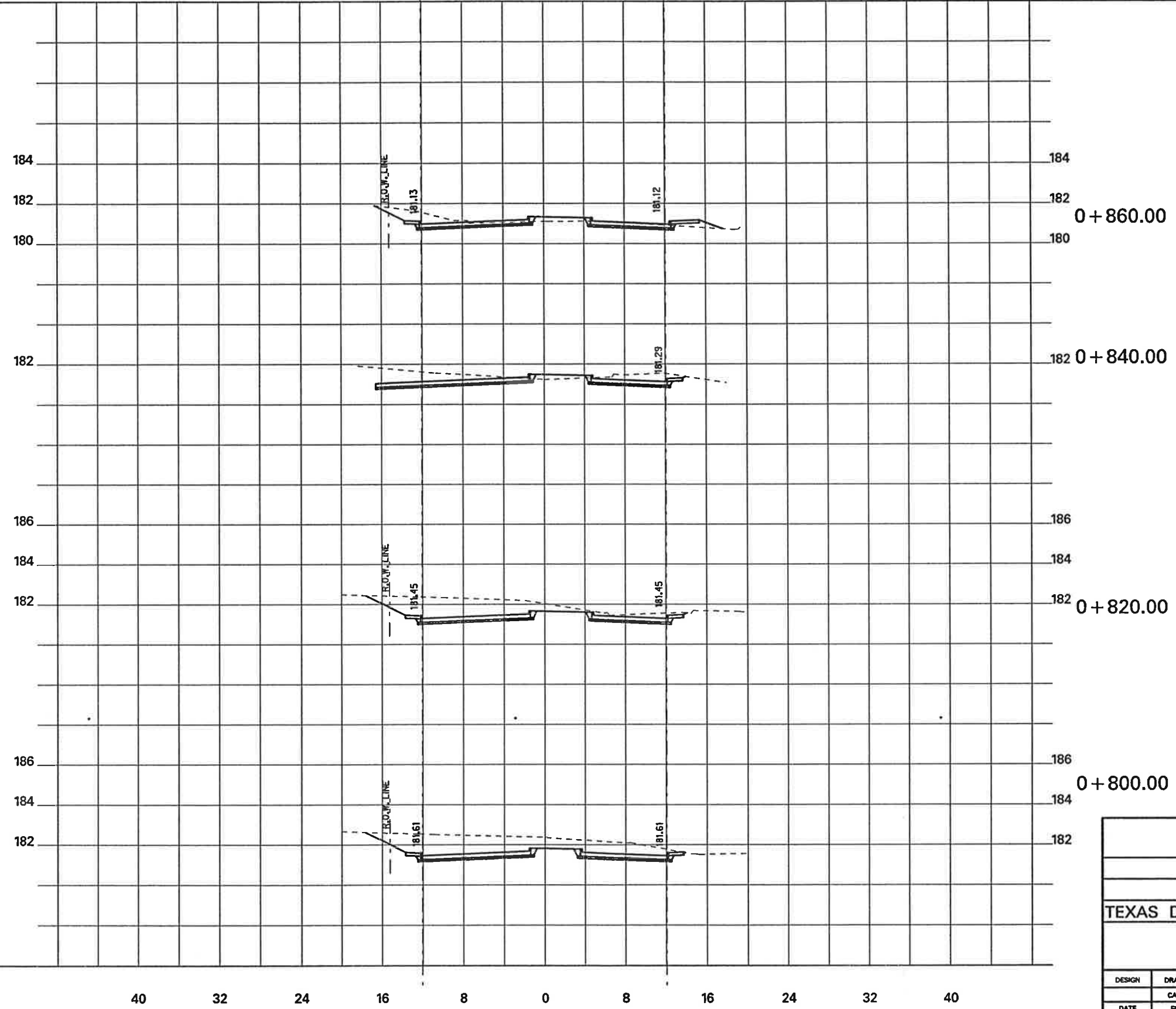
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CROSS SECTIONS						
KELLER SPRINGS ROAD						
DALLAS COUNTY, TEXAS						
TEXAS DEPARTMENT OF TRANSPORTATION						
Half Associates <small>ENGINEERS • ARCHITECTS • SCIENTISTS • PLANNERS • SURVEYORS</small>						
DESIGN	DRAWN	NOTES	FED. NO. DIV. NO.	STATE	FEDERAL AID PROJECT NO.	SHEET NO.
	CADD		8	TEXAS	STP 95 (190) MM	XX
DATE	FILE	SCALE	STATE DIST. NO.	COUNTY	CONTROL NO.	SECTION NO.
APRIL 1998	XSPR708	1:200 HORIZ 1:100 VERT	10	DALLAS	0918	46
						JOB NO.
						222
						CS


P.G.L. LINE (TYP. @ NORTH CURB) P.G.L. LINE (TYP. @ SOUTH CURB)

CROSS SECTION VIEW
LOOKING EAST (UP STATION)

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13
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CROSS SECTIONS							
KELLER SPRINGS ROAD							
DALLAS COUNTY, TEXAS							
TEXAS DEPARTMENT OF TRANSPORTATION							
 Halff Associates <small>ENGINEERS · ARCHITECTS · SCIENTISTS · PLANNERS · SURVEYORS</small>							
DESIGN	DRAWN	NOTES	FED. NO. DIV. NO.	STATE	FEDERAL AID PROJECT NO.	SHEET NO.	
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DATE	FILE	SCALE	STATE DIST. NO.	COUNTY	CONTROL NO.	SECTION NO.	JOB NO.
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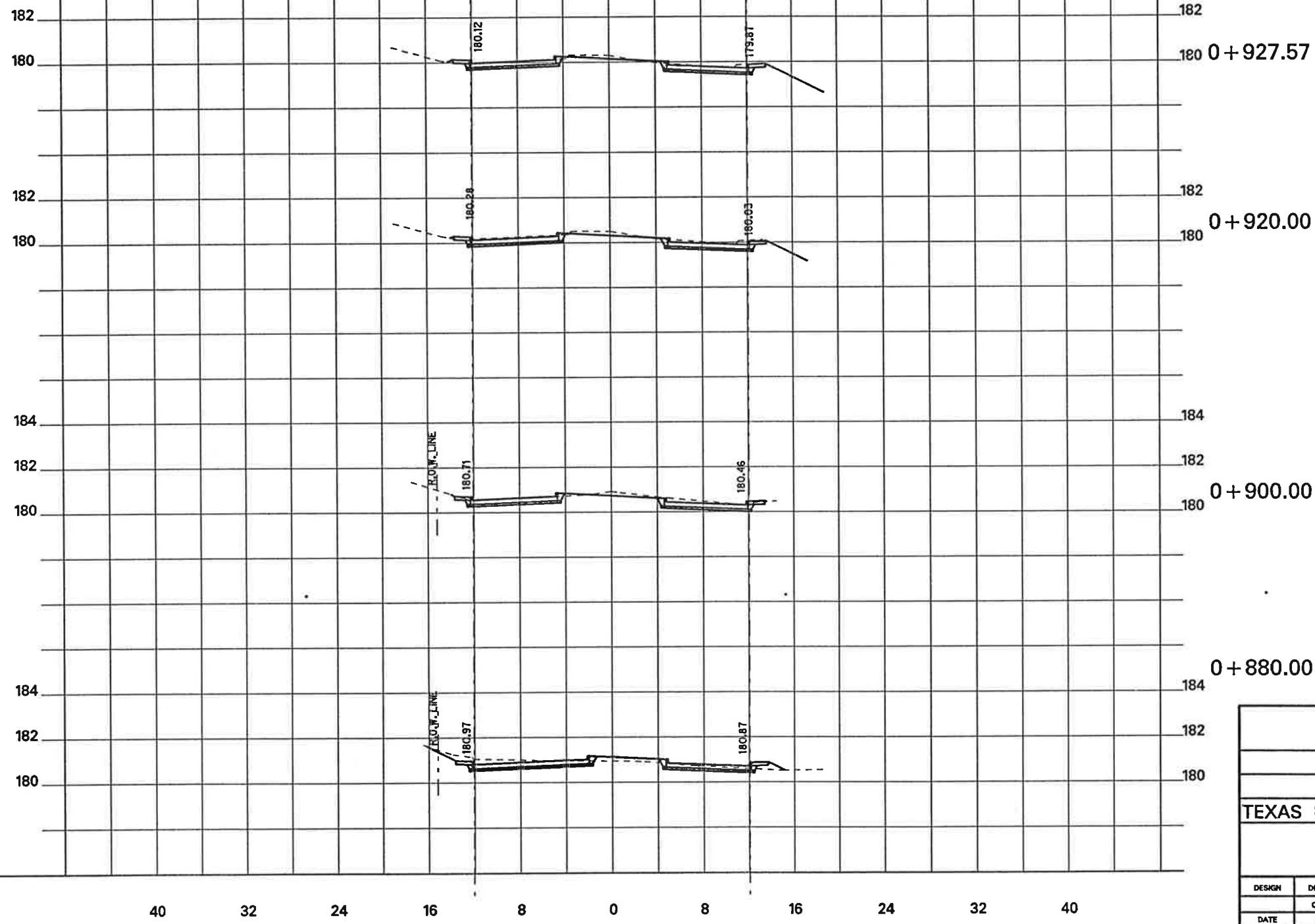
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P.G.L. LINE
(TYP. @ NORTH CURB)


P.G.L. LINE
(TYP. @ SOUTH CURB)

CROSS SECTION VIEW
LOOKING EAST (UP STATION)

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CROSS SECTIONS								
KELLER SPRINGS ROAD								
DALLAS COUNTY, TEXAS								
TEXAS DEPARTMENT OF TRANSPORTATION								
 Half Associates <small>ENGINEERS - ARCHITECTS - SCIENTISTS - PLANNERS - SURVEYORS</small>								
DESIGN	DRAWN	NOTES	FED. NO. DIV. NO.	STATE	FEDERAL AID PROJECT NO.	SHEET NO.		
	CADD		6	TEXAS	XX	XX		
DATE	FILE	SCALE	STATE DIST. NO.	COUNTY	CONTROL NO.	SECTION NO.	JOB NO.	HIGHWAY NO.
APRIL 1998	XSPN708	1:200 HORIZ 1:100 VER	10	DALLAS	0018	45	222	XX