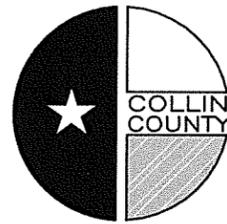
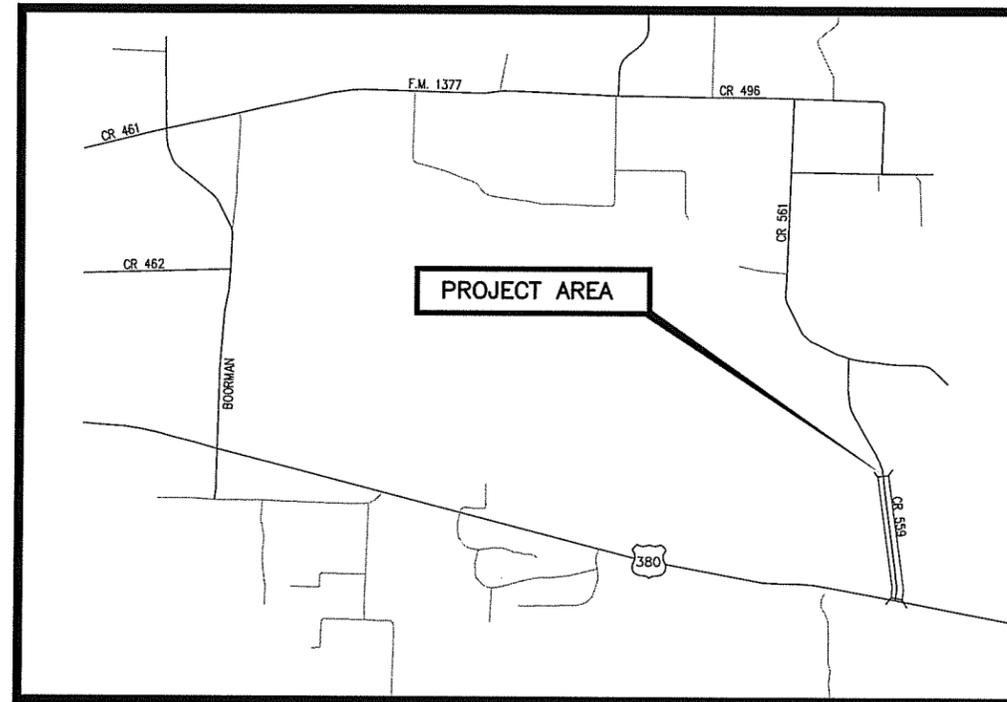


CONSTRUCTION PLANS FOR
 COUNTY ROAD 559 OVER LAKE LAVON
 APPROACH SLAB REPAIR
 COLLIN COUNTY, TEXAS



COLLIN COUNTY



VICINITY MAP

INDEX OF DRAWINGS

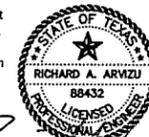
<u>SHEET NO.</u>	<u>DESCRIPTION</u>
C1	COVER SHEET AND INDEX
S1	PLAN, DETAILS, & SECTIONS
BAS-A	BRIDGE APPROACH SLAB - ASPHALTIC CONCRETE PAVEMENT
TCP1	TRAFFIC CONTROL DETOUR PLAN
TCP2	TRAFFIC CONTROL DETOUR PLAN

JANUARY 2013
 COUNTY ROAD 559 OVER LAKE LAVON

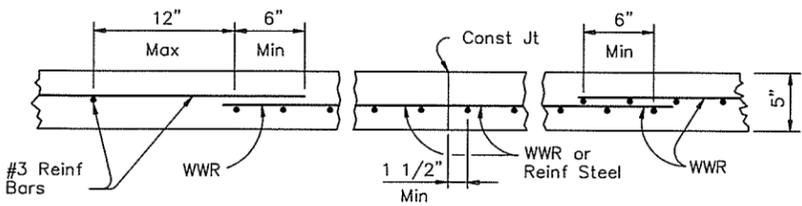


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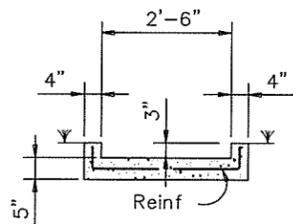
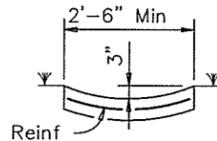


Richard A. Arvizu
 12-14-12

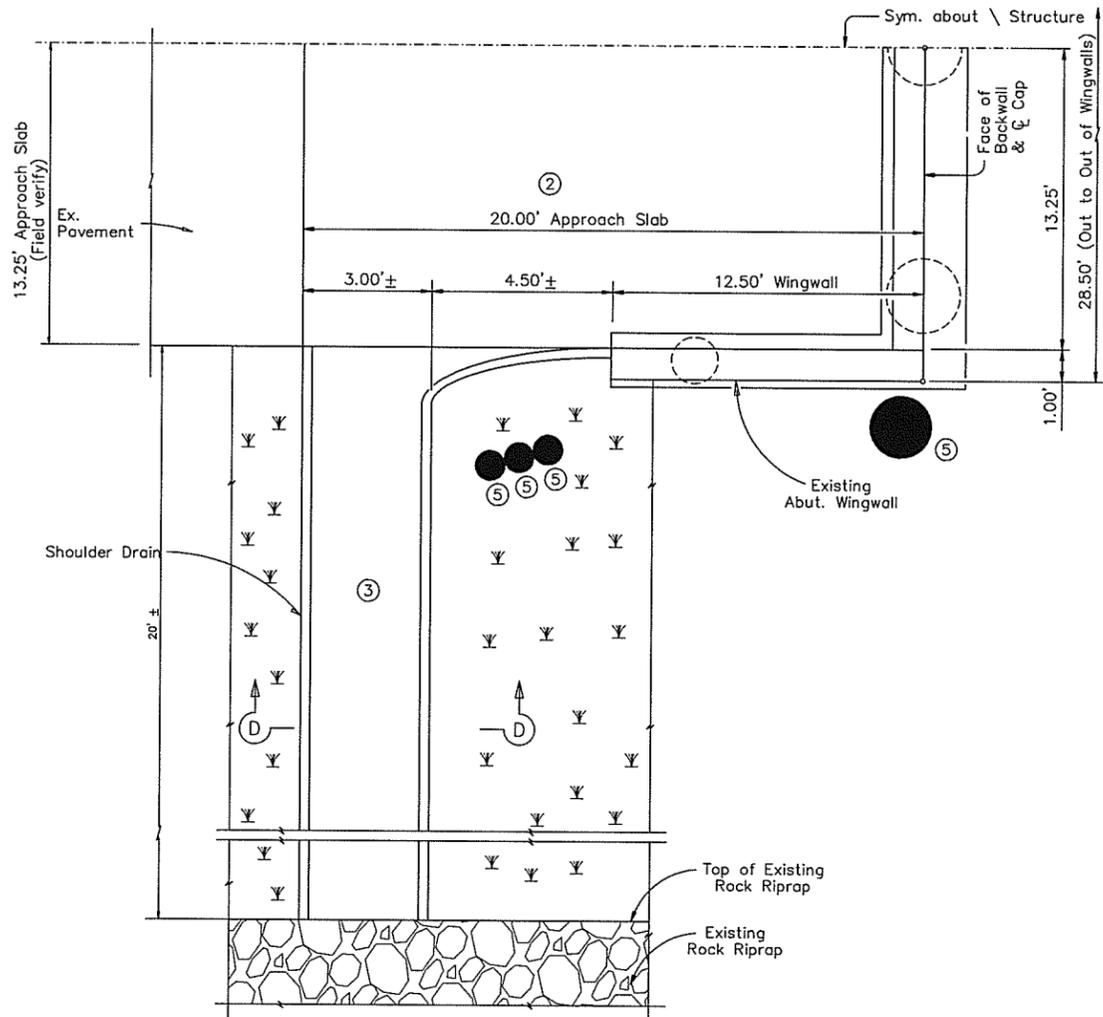


REINFORCEMENT DETAILS
(Shoulder Drain)

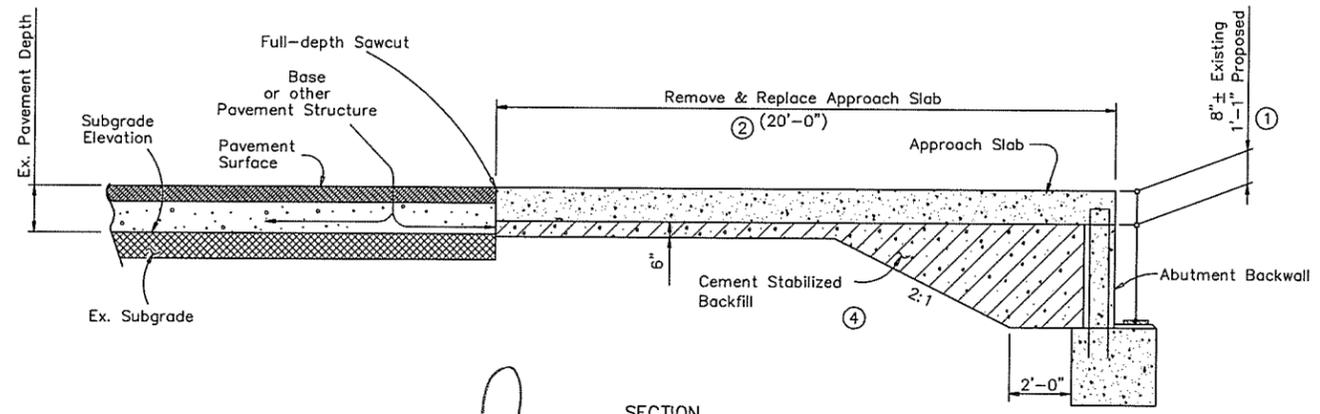
See General Notes for optional synthetic fiber reinforcement and use of reinforcing steel and WWR.



SEC D-D
(Shoulder Drain)



PLAN



SECTION

GENERAL NOTES:

See Bridge Approach Slab (BAS-A) standard detail sheet for approach slab details.
Concrete for Approach Slab shall be Class HES concrete and meet the requirements of Class P with a minimum of 3,000 psi compressive strength at the end of 24 hours and a minimum 4,000 psi compressive strength at the end of 28 days. Type III cement is allowed for HES concrete. The Contractor must submit for approval an HES mix design.

Concrete for Shoulder Drain shall be Class "B" with a minimum compressive strength of 2,000 psi unless noted elsewhere in plans.

All reinforcing steel shall be Grade 60.

Reinforcing bars shall be #3 at 18" Spa c-c. Welded Wire Reinforcement (WWR) shall be 6X6-W2.9XW2.9. Combinations of WWR and reinforcing bars may be used if both are permitted. Lap splices shall be a minimum of 6 inches, measured from the transverse wire of WWR, and the ends of reinforcing bars.

Synthetic fibers listed on the "Fibers for Concrete" Material Producer List (MPL) may be used in lieu of steel reinforcing in Shoulder Drain concrete unless noted otherwise.

Location of Shoulder Drain must consider limitations imposed by rail transition. Do not locate shoulder drains at expansion joints between approach slab and concrete pavement.

- ① Remove existing Approach Slab and top of Abutment Backwall to 13" below top of Approach Slab. Protect vertical "U" bar in the backwall for reuse. Remove and re-install Steel Armor Joint.
- ② Remove and replace Approach Slab.
- ③ Remove and replace Shoulder Drains.
- ④ Remove existing subgrade and place Cement Stabilized Backfill.
- ⑤ Remove Trees near the west Wingwall of the Abutment.

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△				Designed By: SR	Job No.: BC12000
△				Drawn By: CAD	Date: 10.16.12
△				Checked By: RAA	Scale:
△				Approved By:	
Rev	Date	Description	App.		

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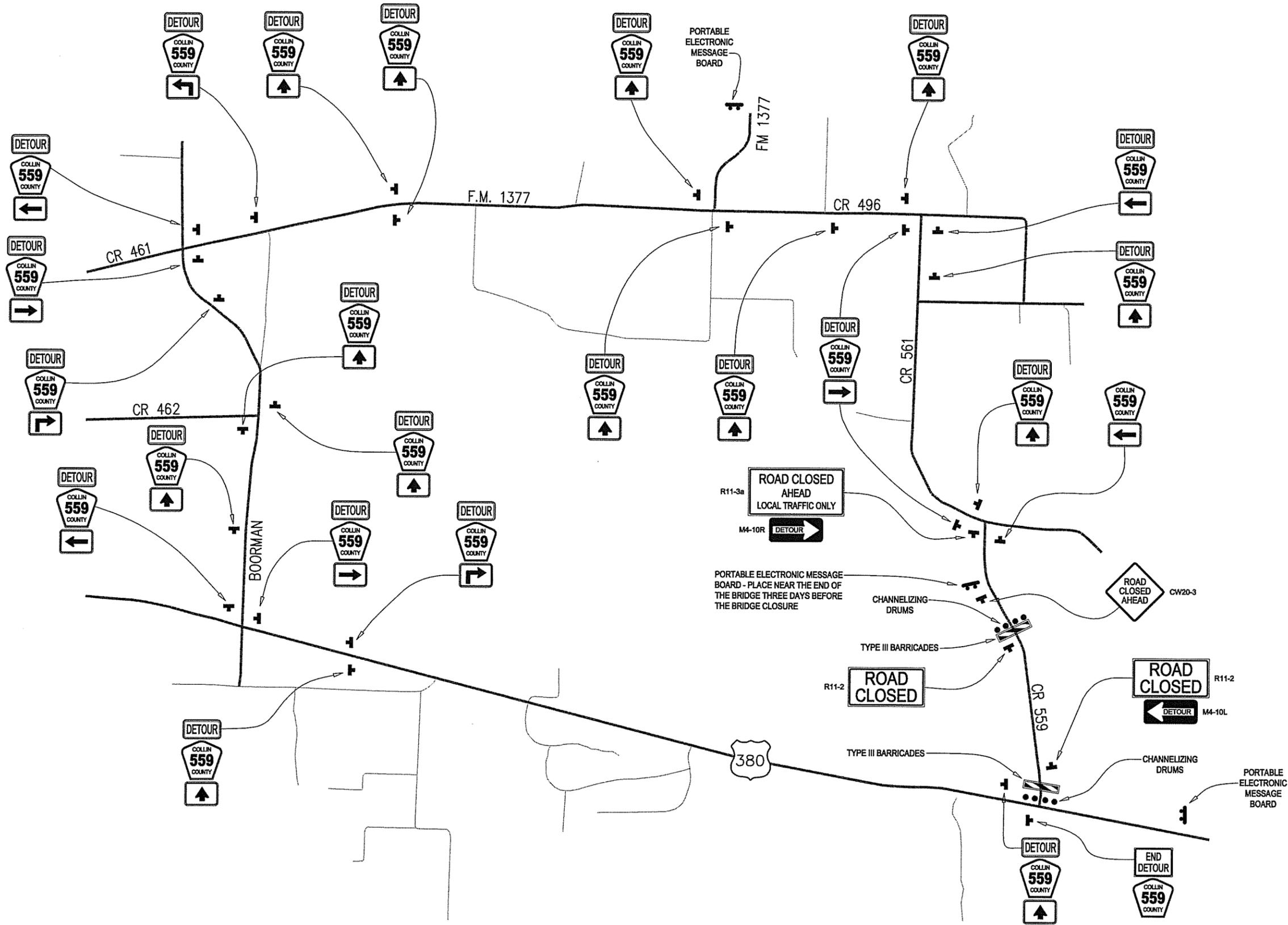
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**COLLIN COUNTY ROAD 559
OVER LAKE LAVON**

BRIDGE APPROACH SLAB

Sheet No:
S1
of



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Designed By: DC
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 Checked By: RAA
 Job No.: BC12000
 Date: 10.15.12
 Scale:

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Dannie R. Cummings 11-26-12

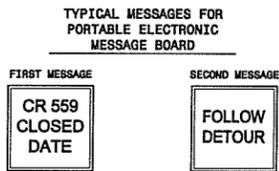
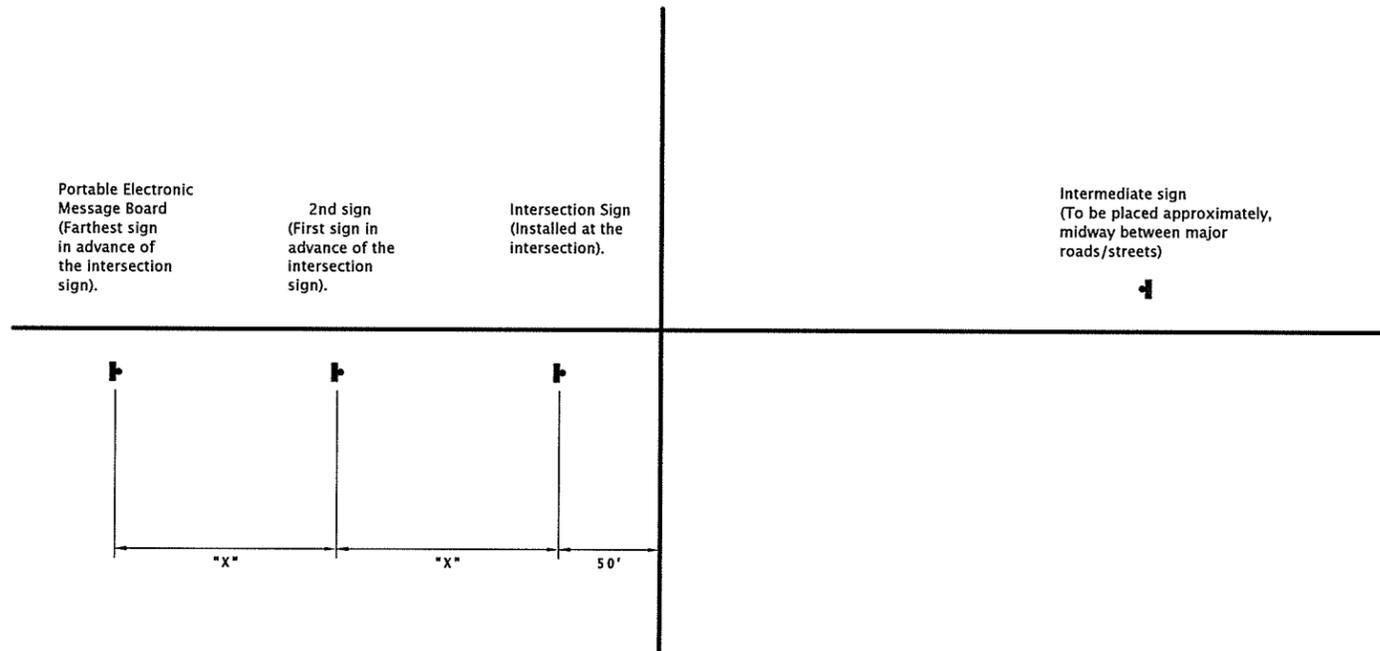
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**COLLIN COUNTY ROAD 559
 OVER LAKE LAVON**
TRAFFIC CONTROL DETOUR PLAN

Sheet No:
TCP 1
 of ____

TYPICAL SPACINGS



ADVANCE SIGN SPACING

SPEED LIMIT (mph)	SPACING (X')
30	120'
35	160'
40	240'
45	320'
50	400'
55	500'
60	600'
65	700'
70	800'

GENERAL NOTES:

All advance warning signs to be set prior to start of construction activities and to remain in place until all construction activities are complete and accepted by Collin County.

General Construction - The Contractor shall plan his work sequence in a manner that will cause minimum interference with traffic during construction operations. Before beginning work on this project, the Contractor may submit, for approval by the Engineer, an optional plan of construction operations outlining in detail a sequence of work to be followed; setting out the method of handling traffic on streets, roads and driveways along, across and adjacent to the work. If at any time during the construction, if approved, the Contractor's proposed plan of operation for handling traffic does not provide for safe comfortable movement, the Contractor shall immediately change his operations to correct the unsatisfactory conditions.

Safety - The Contractor shall provide, construct and maintain barricades and signs at locations set out in the plans. In addition, he shall provide and maintain such other barricades and signs as deemed necessary by the Engineer, and provide and maintain, between sunset and sunrise, a sufficient number of lights at barricades and points of danger for the protection of vehicular and pedestrian traffic.

All traffic control devices shall have ASTM Type III High Intensity Reflective Sheeting. Through the construction sequence, adequate traffic control measures shall be provided to safely guide traffic through the project.

Barricades shall be placed in such a manner as not to interfere with the sight distance of drivers entering the street from adjacent roadways.

The Contractor shall keep traveled surfaces used in his hauling operation clear and free of dirt or other material.

The Contractor shall provide and maintain qualified flagmen at such points and for such periods of time as may be required to provide for the safety and convenience of public travel and Contractor's personnel.

Work equipment, worker's private vehicles, materials, and debris should be stored in such a manner to reduce the probability of being impacted by run-off-the-road vehicles.

All traffic control items for the guidance and protection of traffic must conform to the 2011 edition of the Texas Manual on Uniform Traffic Control Devices.

Portable electronic message boards will be placed as shown on the plans for the two week period immediately preceding the bridge closure. The message shall inform motorists of the upcoming closure of the bridge.

By reference TxDOT Barricade and Construction Standard Details BC(1)-07 through BC(12)-07 are included in these plans.

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 Date: 10.15.12
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**COLLIN COUNTY ROAD 559
 OVER LAKE LAVON**
TRAFFIC CONTROL DETOUR PLAN

Sheet No:
TCP 2
 of _____