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 FIRM REGISTRATION NUMBER F-7608

STATE OF TEXAS
 RUSSELL T. GULLY
 87727
 LICENSED PROFESSIONAL ENGINEER
 DEC. 15, 2021

THE SEAL APPEARING ON THIS DRAWING WAS AUTHORIZED BY RUSSELL T. GULLY, P.E. 87727 SKG ENGINEERING, LLC #F-7608 DEC. 15, 2021

PROJECT OWNER
TOM GREEN COUNTY, TEXAS

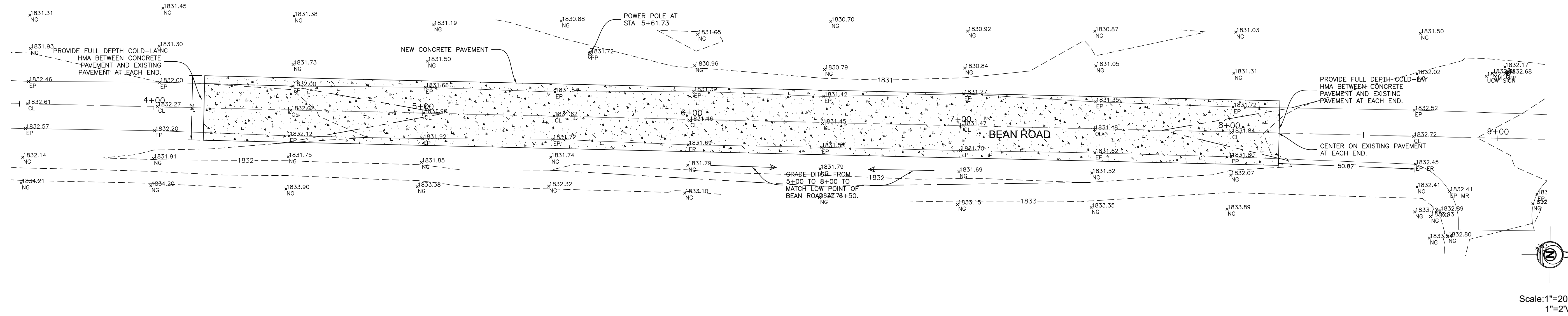
**BEAN ROAD
 LOW WATER CROSSING
 TOM GREEN COUNTY
 TEXAS**

**BEAN ROAD
 LOW WATER CROSSING
 PLAN/PROFILE**

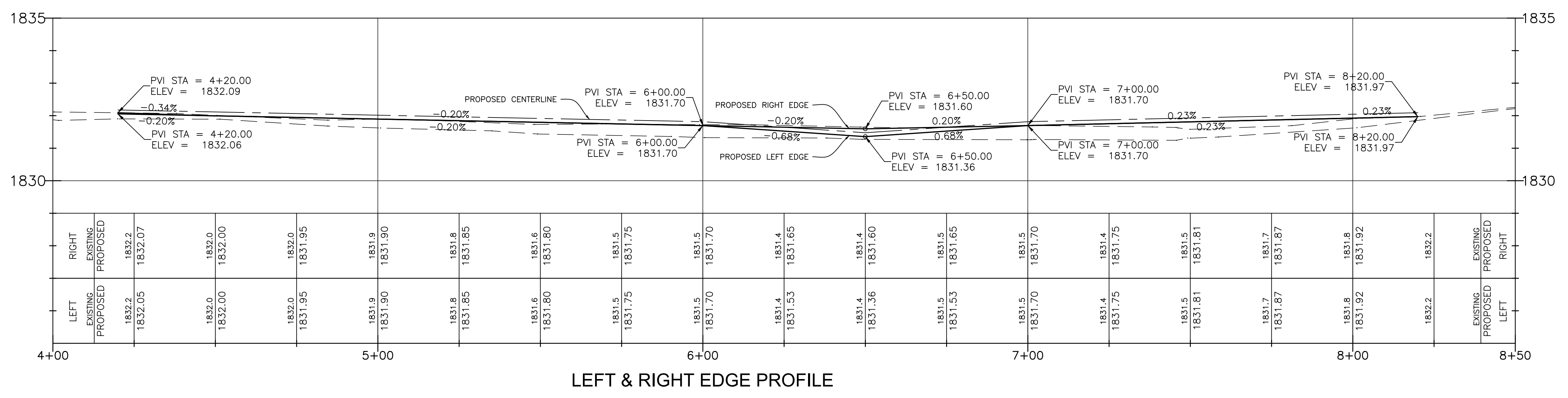
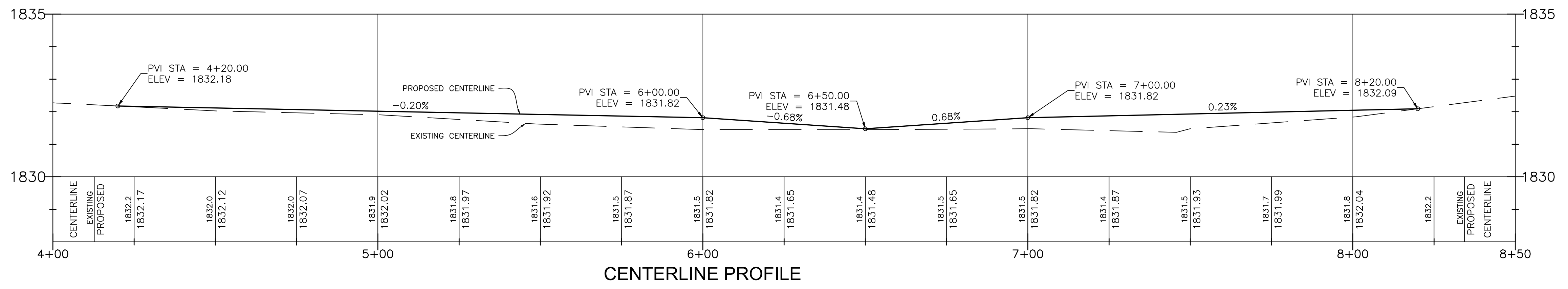
REVISIONS

NO.	DATE	DESCRIPTION

DWG. BY: RTG DWG. DATE: DEC. 15, 2021
 JOB NO. 21-E-1724 SHEET NO. C1
 SCALE: 1"=20'



Scale: 1"=20'H
 1"=2'V



- GENERAL NOTES:**
- All work shall be performed in accordance with the 2014 TxDOT Standard Specifications for Construction and Maintenance of Highways, Streets, and Bridges.
 - The contractor shall prepare a construction schedule and provide to Tom Green County Officials and shall keep the County informed of the construction schedule.
 - The contractor shall implement and maintain traffic control measures throughout the construction process as required. Bean Road can be fully closed within the construction area for no more than 60 days from closure to opening for traffic after complete. Appropriate warning signs shall be placed to provide proper notification of the closure.
 - No traffic shall be allowed on new concrete pavement for a minimum of 7 days.

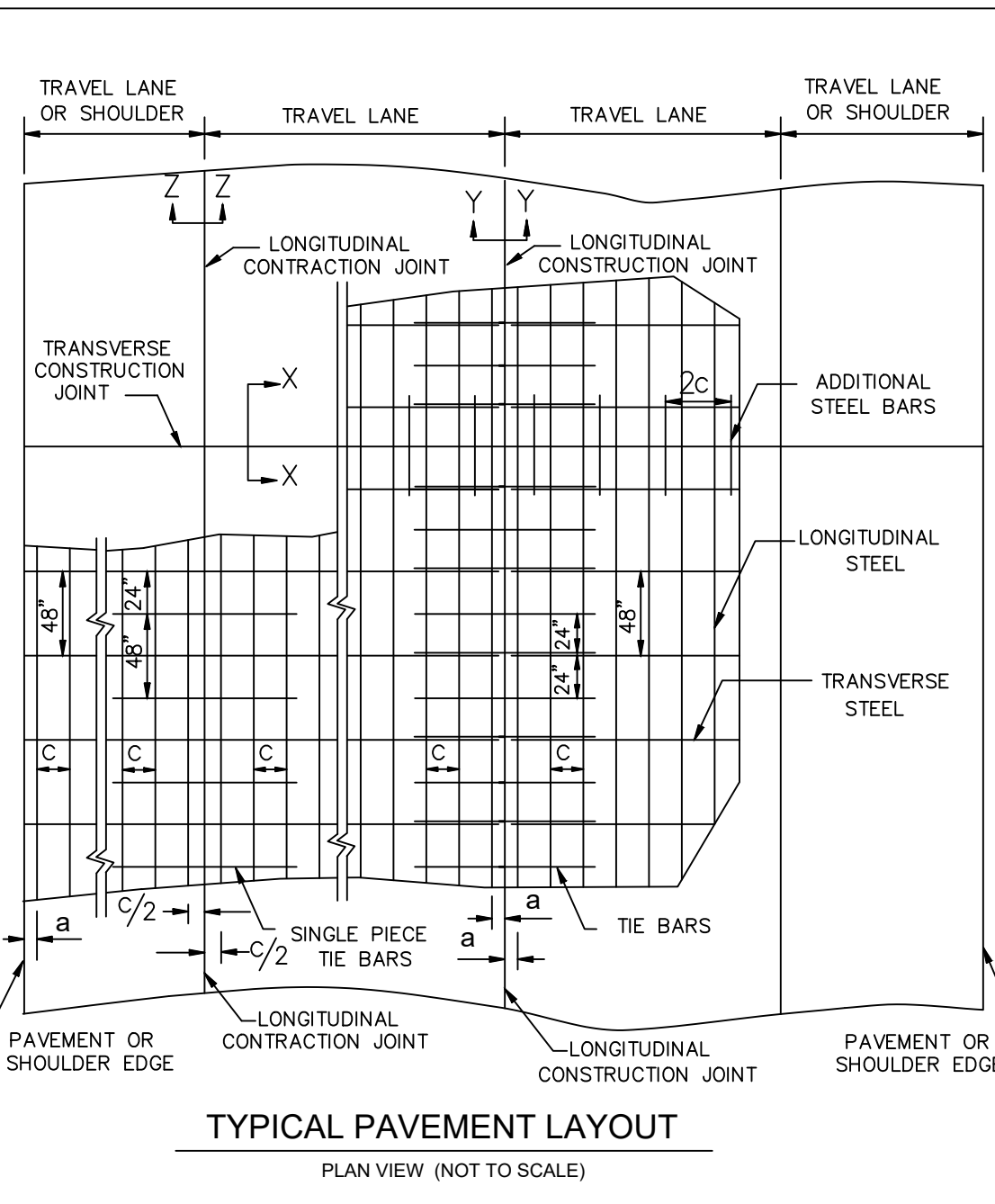
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TABLE NO. 1 LONGITUDINAL STEEL

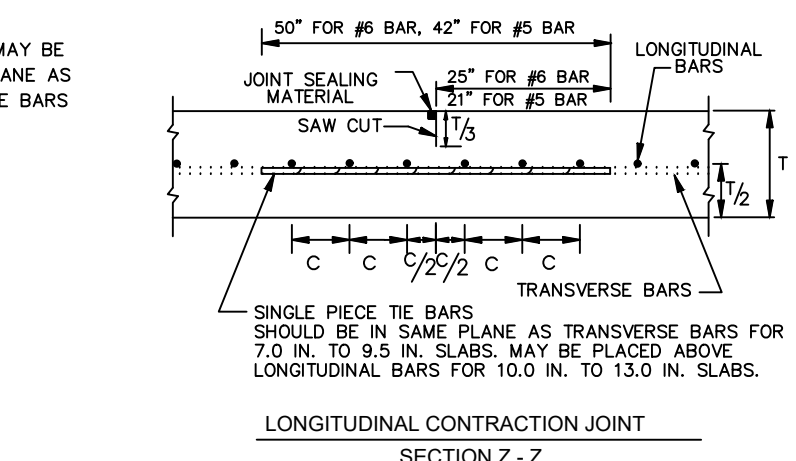
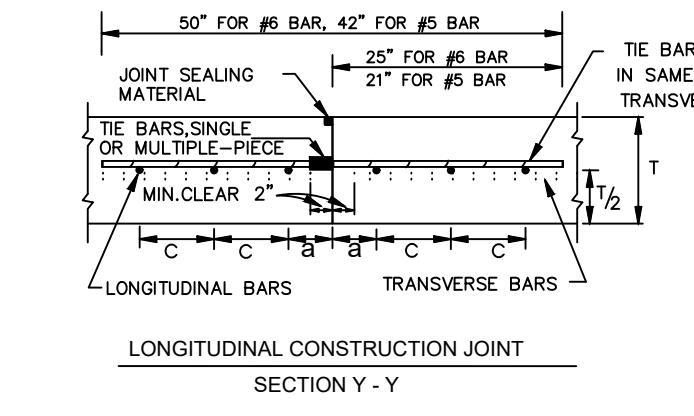
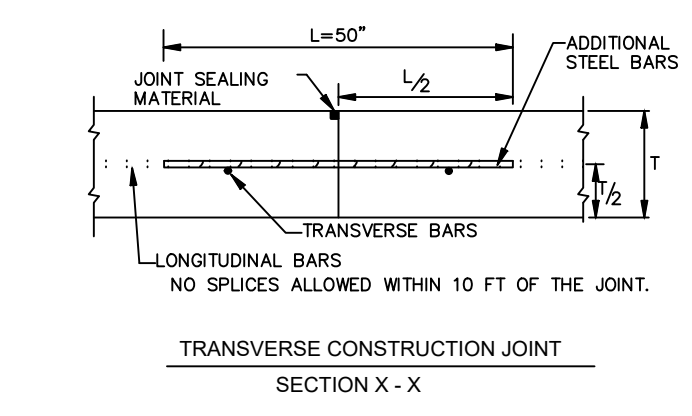
SLAB THICKNESS AND BAR SIZE	REGULAR STEEL BARS	FIRST SPACING AT EDGE OR JOINT	ADDITIONAL STEEL BARS AT TRANSVERSE CONSTRUCTION JOINT (SECTION X-X)
T (IN.)	BAR SIZE	SPACING C (IN.)	SPACING a (IN.)
7.0	#5	6.5	3 TO 4
7.5	#5	6.0	3 TO 4
8.0	#6	9.0	3 TO 4
8.5	#6	8.5	3 TO 4
9.0	#6	8.0	3 TO 4
9.5	#6	7.5	3 TO 4
10.0	#6	7.0	3 TO 4
10.5	#6	6.75	3 TO 4
11.0	#6	6.5	3 TO 4
11.5	#6	6.25	3 TO 4
12.0	#6	6.0	3 TO 4
12.5	#6	5.75	3 TO 4
13.0	#6	5.5	3 TO 4

TABLE NO.2 TRANSVERSE STEEL AND TIE BARS

SLAB THICKNESS (IN.)	TRANSVERSE STEEL	TIE BARS AT LONGITUDINAL CONSTRUCTION JOINT (SECTION Z-Z)	TIE BARS AT LONGITUDINAL CONSTRUCTION JOINT (SECTION Y-Y)
BAR SIZE	SPACING (IN.)	BAR SIZE	SPACING (IN.)
7.0 - 7.5	#5	#5	48
8.0 - 13.0	#5	#6	48



- GENERAL NOTES**
1. DETAILS FOR PAVEMENT WIDTH, PAVEMENT THICKNESS AND THE CROWN CROSS-SLOPE SHALL BE SHOWN ELSEWHERE IN THE PLANS. PAVEMENTS WIDER THAN 100 FT. WITHOUT A FREE LONGITUDINAL JOINT ARE NOT COVERED BY THIS STANDARD.
 2. USE COARSE AGGREGATES WITH A RATED COEFFICIENT OF THERMAL EXPANSION (CTE) OF NOT MORE THAN 5.5 X 10⁻⁶ IN./IN./° F AS LISTED IN THE CONCRETE RATED SOURCE QUALITY CATALOG (CRSQC).
 3. ALL THE REINFORCING STEEL AND THE BARS SHALL BE DEFORMED STEEL BARS CONFORMING TO ASTM A 615 (GRADE 60) OR ASTM A 996 (GRADE 60) OR ABOVE. STEEL BAR SIZES AND SPACINGS SHALL CONFORM TO TABLE NO.1 AND TABLE NO.2.
 4. STEEL BAR PLACEMENT TOLERANCE SHALL BE +/- 1 IN. HORIZONTALLY AND +/- 0.5 IN. VERTICALLY. CALCULATED AVERAGE BAR SPACING (CONCRETE PLACEMENT WIDTH / NUMBER OF LONGITUDINAL BARS) SHALL CONFORM TO TABLE NO.1.
 5. PAVEMENT WIDTHS OF MORE THAN 15 FT. SHALL HAVE A LONGITUDINAL JOINT (SECTION Z-Z OR SECTION Y-Y). THESE JOINTS SHALL BE LOCATED WITHIN 6 IN. OF THE LANE LINE UNLESS THE JOINT LOCATION IS SHOWN ELSEWHERE ON THE PLANS.
 6. THE SAW CUT DEPTH FOR THE LONGITUDINAL CONTRACTION JOINT (SECTION Z-Z) SHALL BE ONE THIRD OF THE SLAB THICKNESS (T/3).
 7. WHEN TYING CONCRETE GUTTER AT A LONGITUDINAL JOINT, THE TIE BAR LENGTH OR POSITION MAY BE ADJUSTED. PROVIDE 3 IN. OF CONCRETE COVER FROM THE BACK OF GUTTER TO THE END OF THE BAR.
 8. REPLACE MISSING OR DAMAGED TIE BARS WITHOUT ADDITIONAL COMPENSATION BY DRILLING MIN.10 IN. DEEP AND GROUTING THE BARS WITH TYPE III, CLASS C EPOXY. MEET THE PULL-OUT TEST REQUIREMENTS IN ITEM 361.
 9. OMIT THE BARS LOCATED WITHIN 18-IN. OF THE TRANSVERSE CONSTRUCTION JOINTS (SECTION X-X). USE HAND-OPERATED IMMERSION VIBRATORS TO CONSOLIDATE THE CONCRETE ADJACENT TO ALL FORMED JOINTS.
 10. LONGITUDINAL REINFORCING STEEL SPLICES SHALL BE A MINIMUM OF 25 IN. STAGGER THE LAP LOCATIONS SO THAT NO MORE THAN 1/3 OF THE LONGITUDINAL STEEL IS SPLICED IN ANY GIVEN 12-FT. WIDTH AND 2-FT. LENGTH OF THE PAVEMENT.
 11. THE DETAIL FOR THE JOINT SEALANT AND RESERVOIR IS SHOWN ON STANDARD SHEET "CONCRETE PAVING DETAILS, JOINT SEALS."



SHEET 1 OF 2

Texas Department of Transportation Design Division Standard

CONTINUOUSLY REINFORCED CONCRETE PAVEMENT

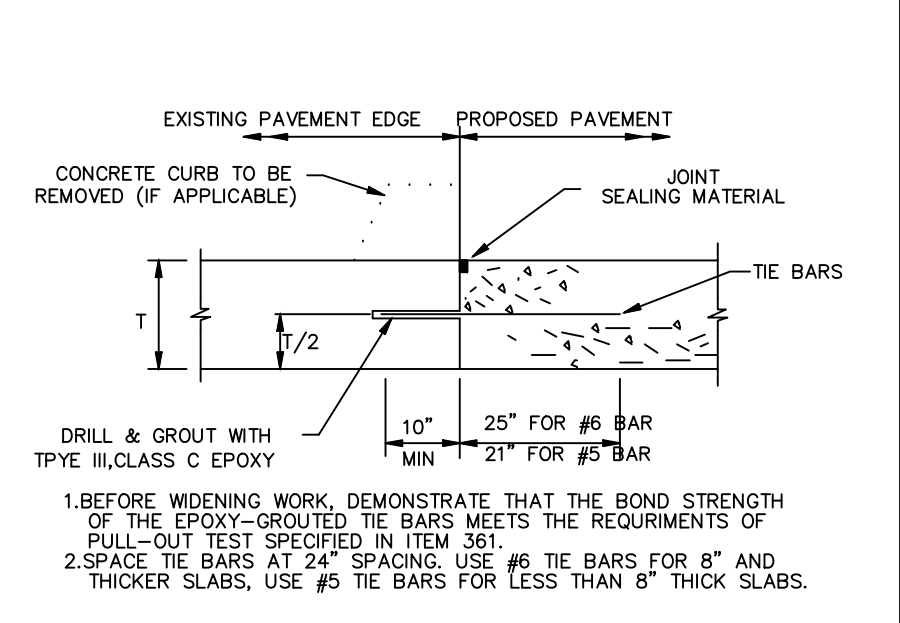
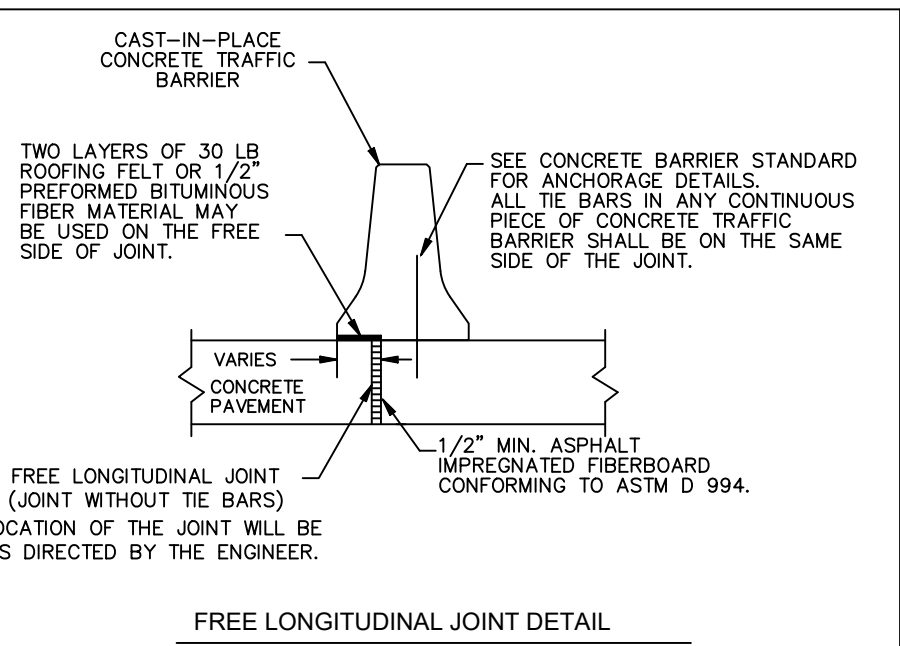
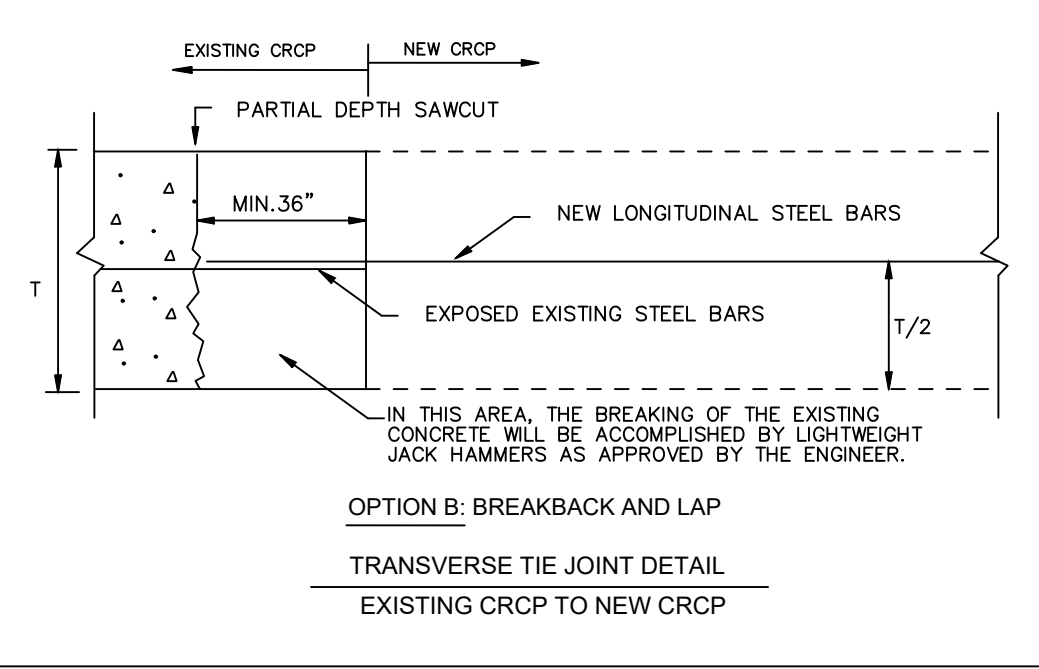
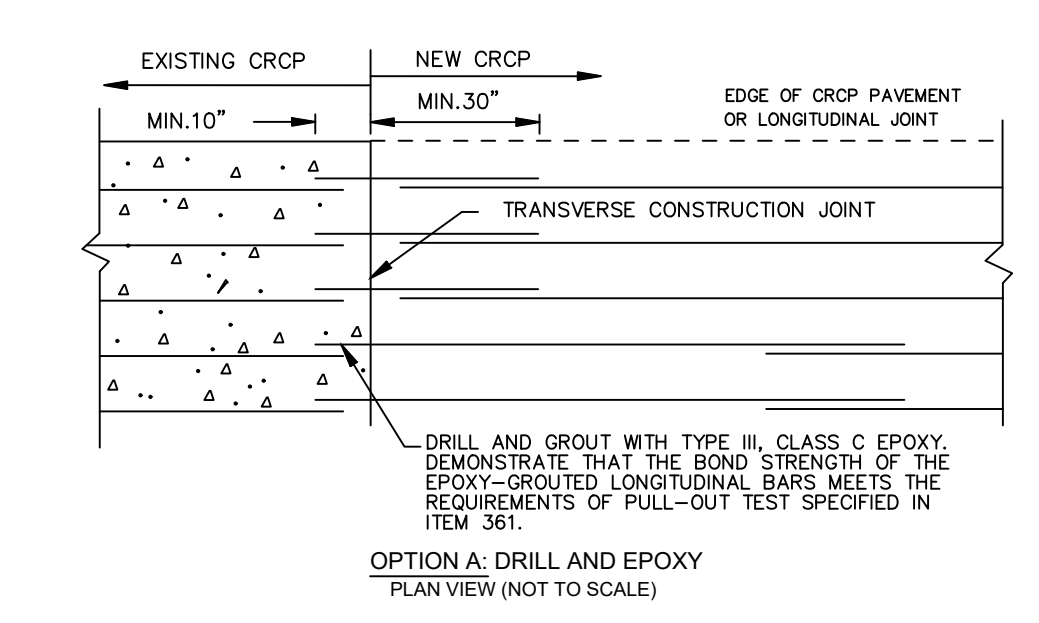
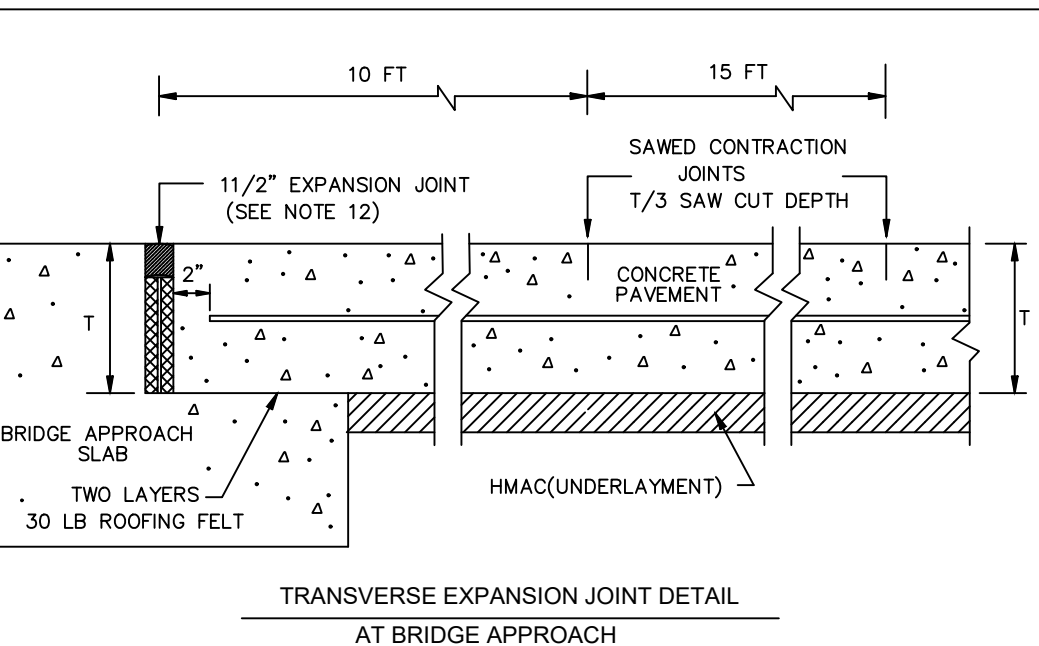
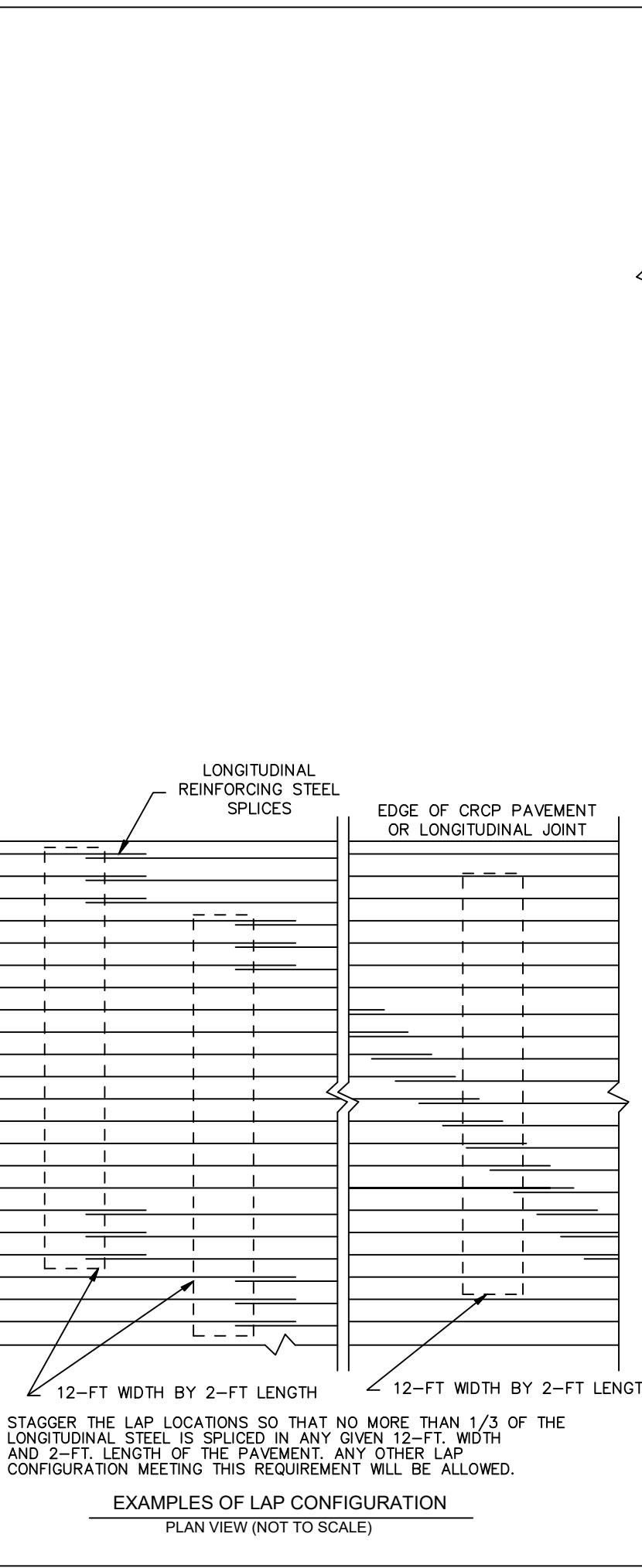
ONE LAYER STEEL BAR PLACEMENT

T - 7 TO 13 INCHES

CRCP(1)-20

REV.	DATE	BY	CHK	APP	REVISION
01	08/15/2010	SKG	SKG	SKG	ISSUED FOR BIDDING
02	02/14/2020	SKG	SKG	SKG	REVISED TO REFLECT LATEST TxDOT SPECIFICATIONS

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SHEET 2 OF 2

Texas Department of Transportation Design Division Standard

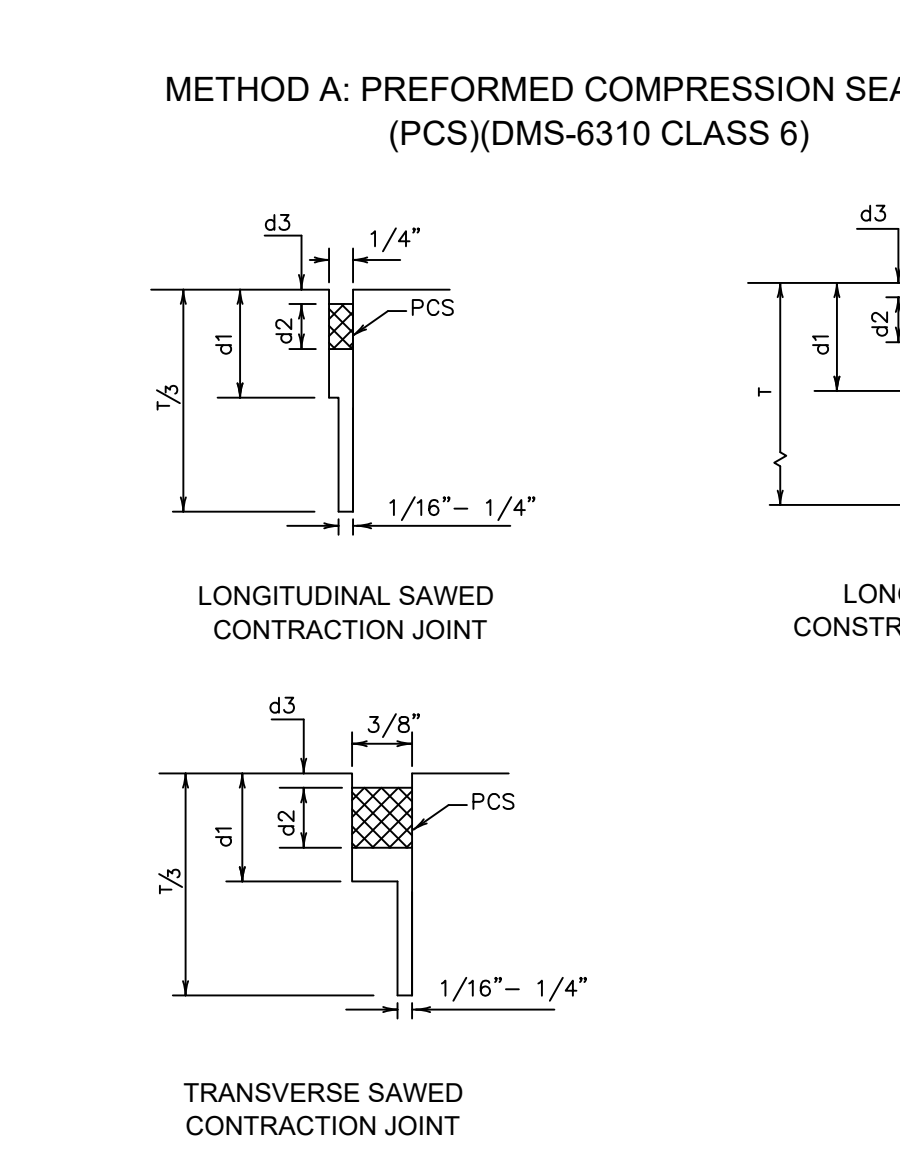
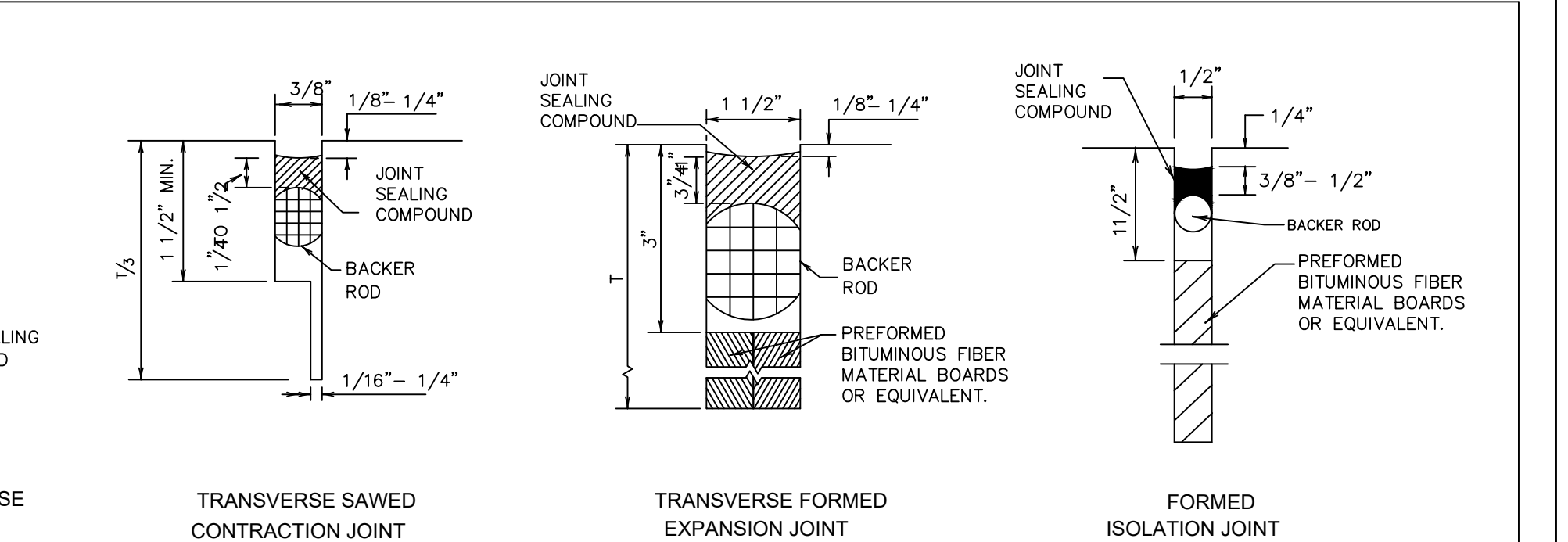
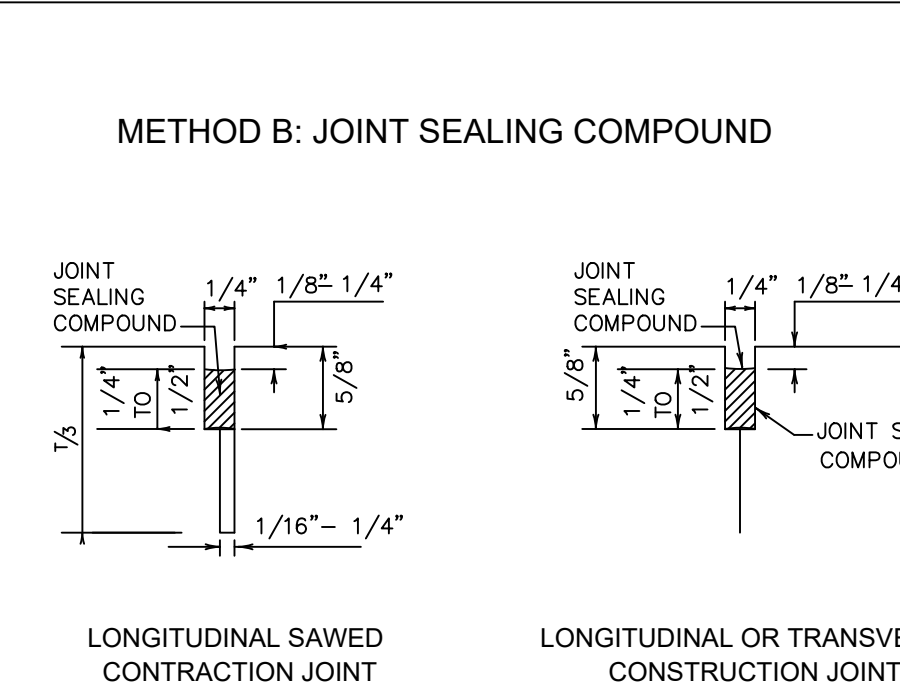
CONTINUOUSLY REINFORCED CONCRETE PAVEMENT

ONE LAYER STEEL BAR PLACEMENT

T - 7 TO 13 INCHES

CRCP(1)-20

REV.	DATE	BY	CHK	APP	REVISION
01	08/15/2010	SKG	SKG	SKG	ISSUED FOR BIDDING
02	02/14/2020	SKG	SKG	SKG	REVISED TO REFLECT LATEST TxDOT SPECIFICATIONS



- GENERAL NOTES**
1. UNLESS OTHERWISE SHOWN IN THE PLANS, EITHER METHOD "A" OR METHOD "B" MAY BE USED.
 2. THE LOCATION OF JOINTS SHALL BE AS SHOWN ELSEWHERE IN THE PLANS.
 3. THE JOINT RESERVOIR FOR SEALANT OR PCS SHALL BE SAWED UNLESS OTHERWISE SHOWN ON THE PLANS FOR THE LONGITUDINAL AND TRANSVERSE CONSTRUCTION JOINTS AND THE SAWED JOINTS.
 4. DIMENSIONS d1, d2, AND d3 SHOWN IN METHOD A SHALL BE IN ACCORDANCE WITH THE PREFORMED COMPRESSION SEAL MANUFACTURER'S RECOMMENDATION.
 5. REFER TO DMS-6310 "JOINT SEALANTS AND FILLERS" FOR THE CLASSIFICATIONS.
 6. FOR SAWED LONGITUDINAL JOINT, LONGITUDINAL OR TRANSVERSE CONSTRUCTION JOINT, USE JOINT SEALANT CLASS 5 OR 8 UNLESS OTHERWISE SHOWN ON THE PLAN OR APPROVED.
 7. FOR TRANSVERSE SAWED CONTRACTION, TRANSVERSE FORMED EXPANSION JOINT, AND ISOLATION JOINT USE JOINT SEALANT CLASS 5 OR 8 AT NEW JOINTS. USE JOINT SEALANT CLASS 4,5,7,OR 8 FOR MAINTAINING EXISTING JOINTS.
 8. THE JOINTS SHALL BE CLEANED IN ACCORDANCE WITH THE ITEM 438 "CLEANING AND SEALING JOINTS AND CRACKS (CONCRETE PAVEMENT)".
 9. ISOLATION JOINTS ACCOMMODATE HORIZONTAL AND VERTICAL MOVEMENTS THAT OCCUR BETWEEN A PAVEMENT AND A STRUCTURE. ISOLATION JOINTS MAY BE USED FOR BRIDGE ABUTMENTS, INTERSECTIONS, CURB AND GUTTER, OLD AND NEW PAVEMENTS, OR AROUND DRAINAGE INLETS, MANHOLES, FOOTINGS AND LIGHTING STRUCTURES.

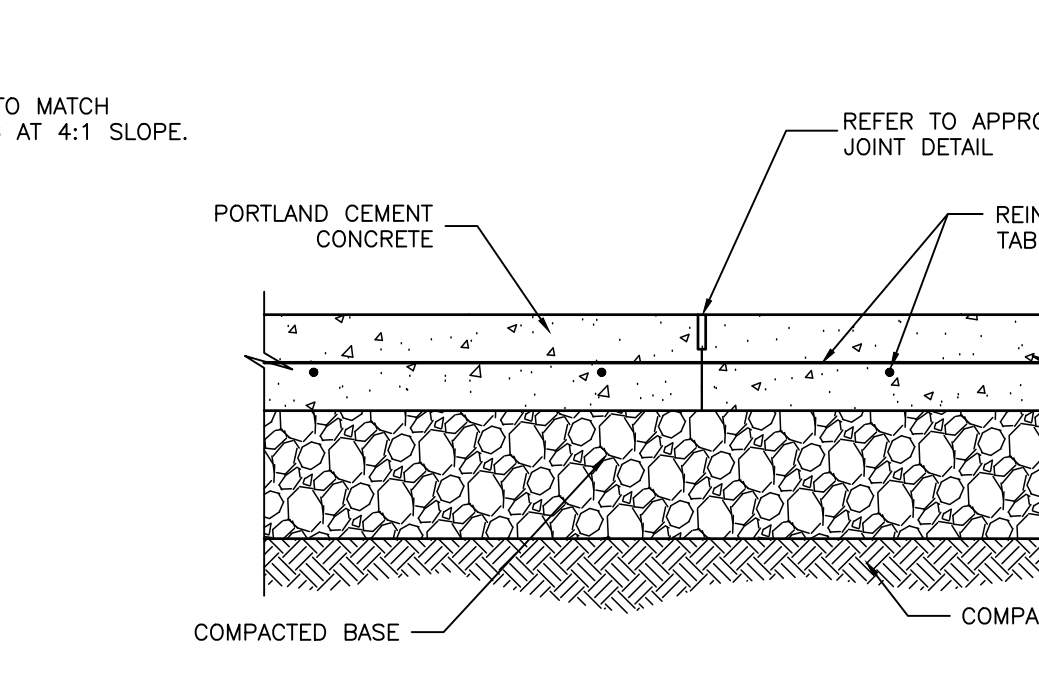
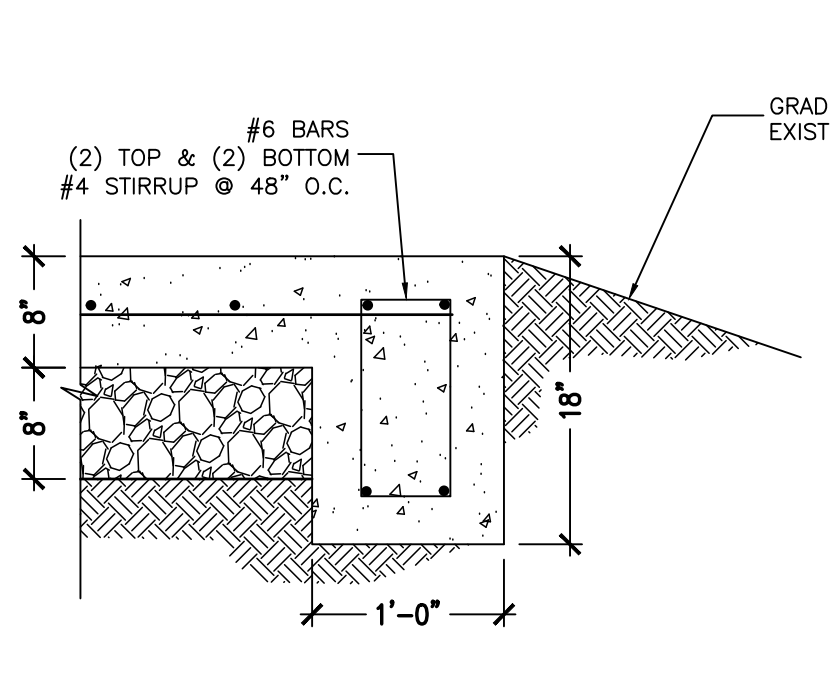
Texas Department of Transportation Design Division Standard

CONCRETE PAVING DETAILS

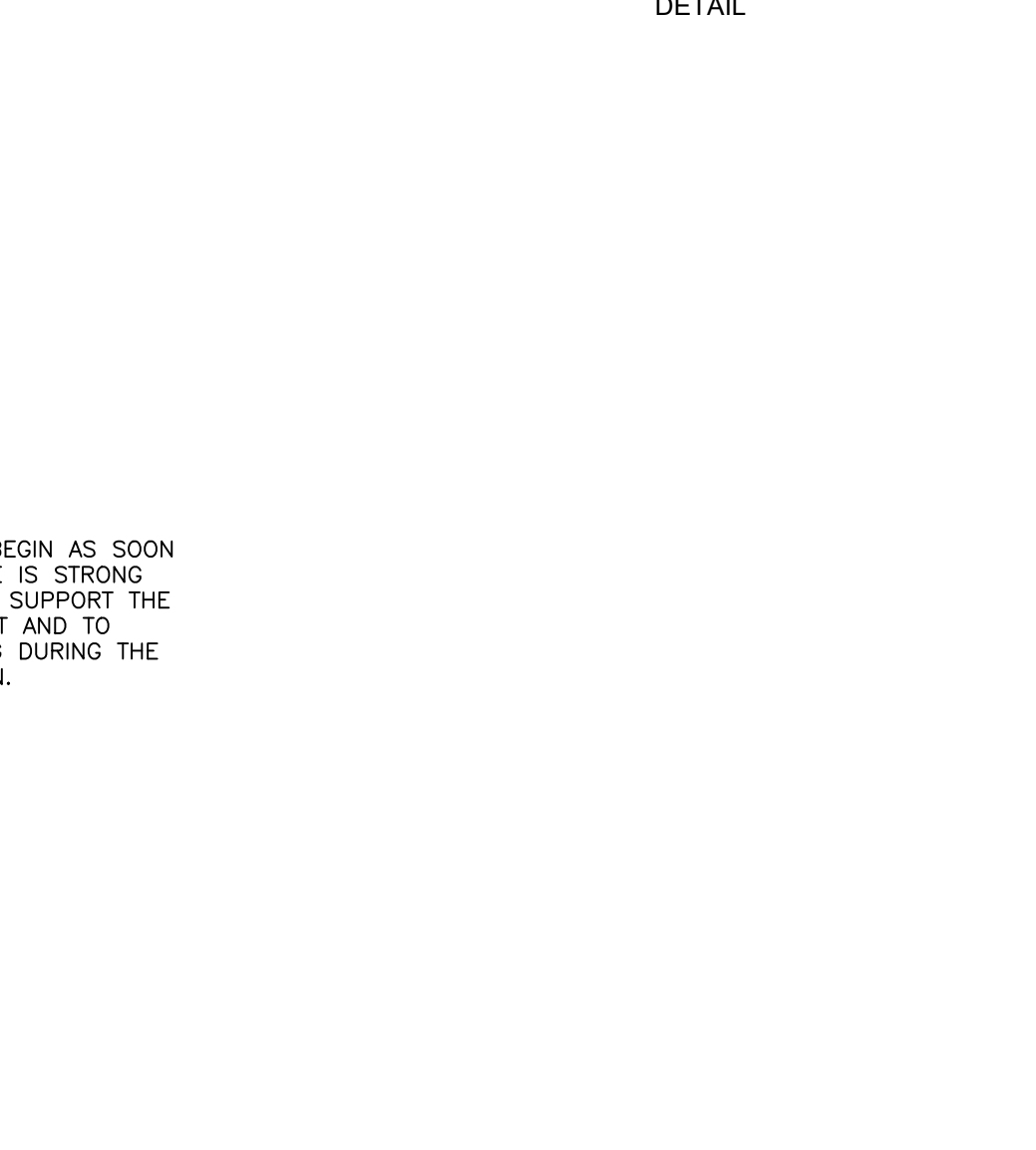
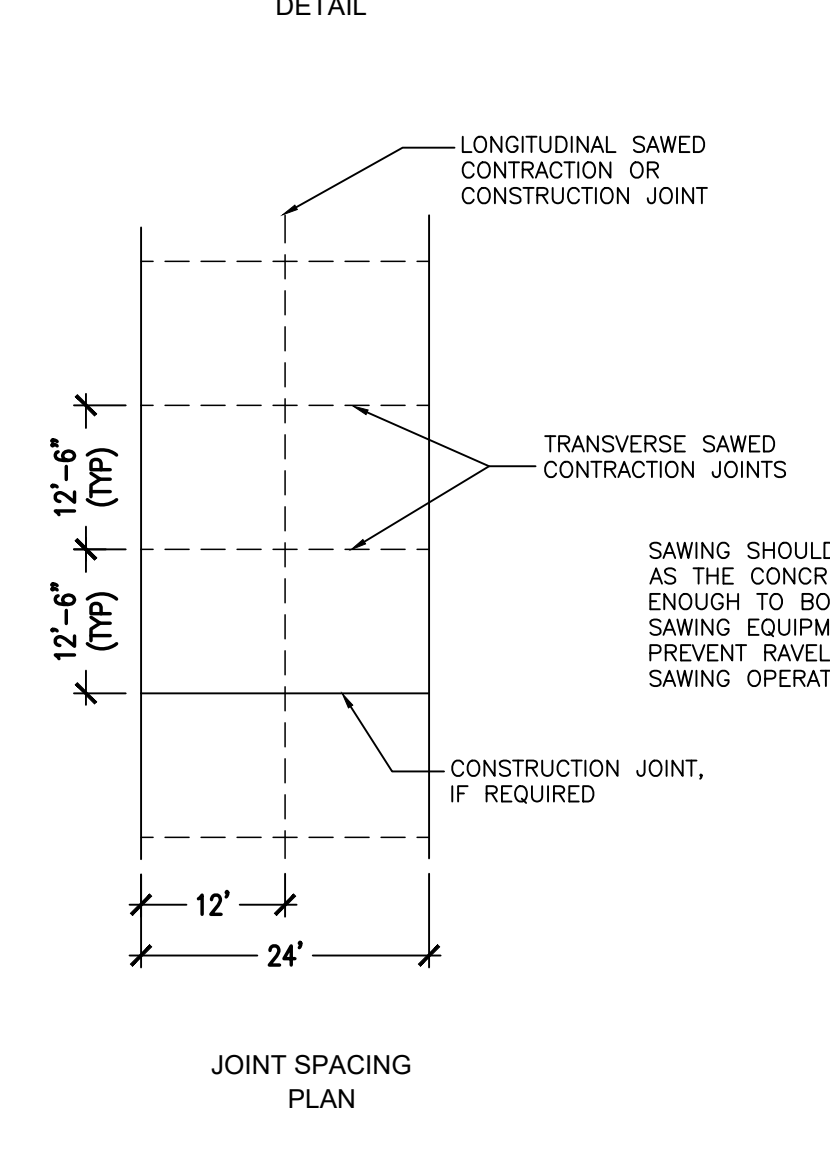
JOINT SEALS

JS-14

REV.	DATE	BY	CHK	APP	REVISION
01	08/15/2010	SKG	SKG	SKG	ISSUED FOR BIDDING
02	02/14/2020	SKG	SKG	SKG	REVISED TO REFLECT LATEST TxDOT SPECIFICATIONS



1. THE ROAD SECTION SHALL BE PER TxDOT ITEM 360, CONCRETE PAVEMENT.
2. PORTLAND CEMENT CONCRETE SHALL BE TxDOT ITEM 421, CLASS P.
3. COMPACTED BASE-CRUSHED LIMESTONE PER TxDOT ITEM 247, TYPE A, GRADE 2 COMPACTED TO AT LEAST 97% STANDARD PROCTOR DENSITY AT A MOISTURE CONTENT WITHIN ±3% POINTS OF THE OPTIMUM MOISTURE CONTENT.
4. COMPACTED SUBGRADE - SCARIFY, MOISTURE CONDITION, AND COMPACT THE TOP 6" TO AT LEAST 95% STANDARD PROCTOR DENSITY AT A MOISTURE CONTENT WITHIN ±3% POINTS OF THE OPTIMUM MOISTURE CONTENT.



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PROJECT OWNER

TOM GREEN COUNTY, TEXAS

BEAN ROAD

LOW WATER CROSSING

TOM GREEN COUNTY

TEXAS

DETAILS

REVISIONS

DWG BY:	RTG	DWG DATE:	DEC. 15, 2021
JOB NO.:	21-E-1724	SHEET NO.:	C2
SCALE:	VARIES		