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# STATE OF TEXAS STATE HIGHWAY DEPARTMENT

## PLANS OF PROPOSED STATE HIGHWAY IMPROVEMENT

STATE AID PROJECT  
JEFFERSON COUNTY

PLAN: 1 IN. = 100 FT.  
PROFILE: 1 IN. HOR. = 100 FT., 1 IN. VERT. = 5 FT.  
CROSS-SECTIONS: 1 IN. HOR. AND VERT. = 5 FT.  
OTHERS AS NOTED.

NET LENGTH OF PROJECT=18,437.50 FT.=3.490MI.

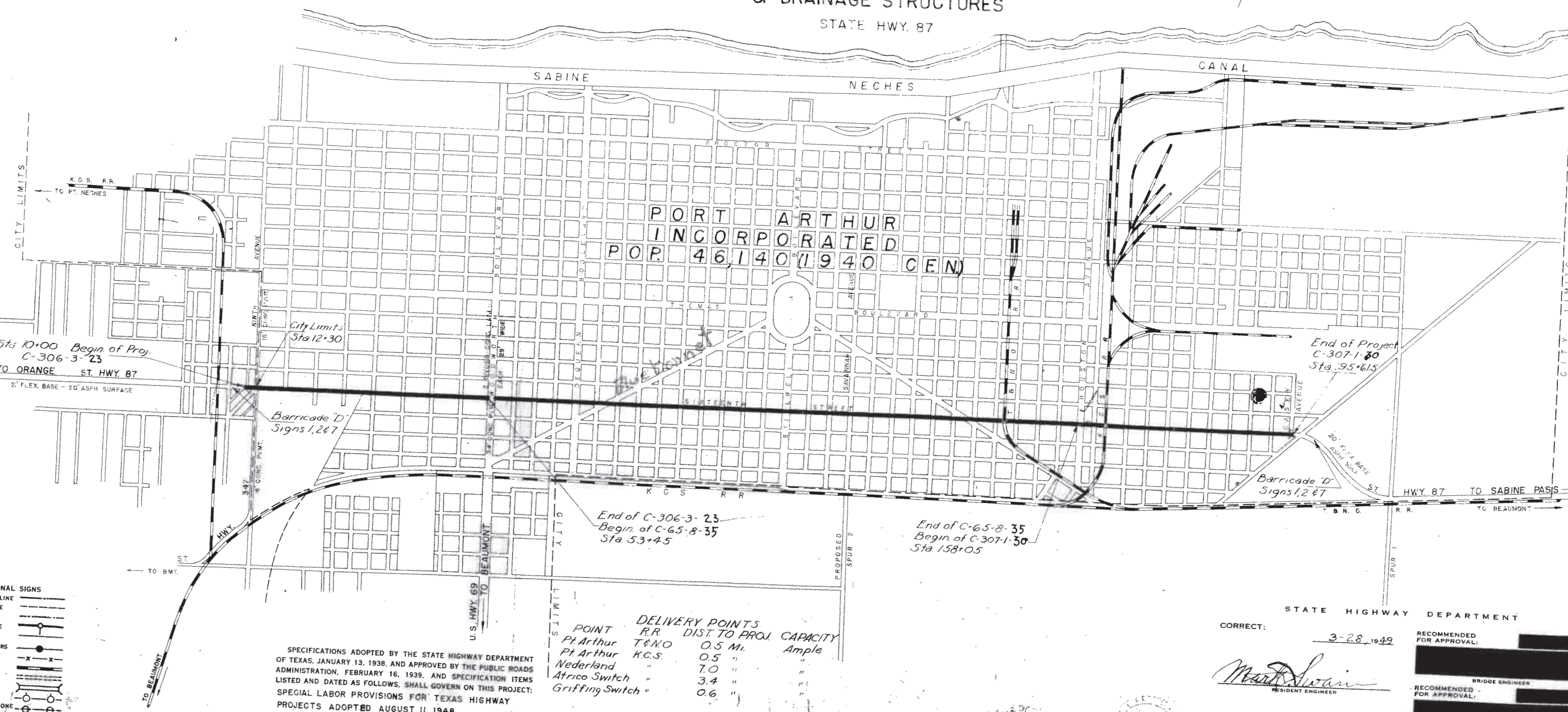
Sixteenth Street in Port Arthur  
From Ninth Avenue to Woodworth Boulevard - C-306-3-23  
From Woodworth Boulevard to Houston Avenue - C-65-8-35  
From Houston Avenue to Casey Avenue - C-307-1-30

CONCRETE PAVEMENT  
& DRAINAGE STRUCTURES

RURAL	URBAN	TOTAL
FEET	MILES	FEET MILES
230	0.043	4115 0.779
4345	0.822	
C-65-8-35		
0	0	10,344 1.959
C-307-1-30		
0	0	3748.5 0.709
TOTALS		
230	0.043	18,207.5 3.447
4345	0.822	18,437.5 3.490

STATE	COUNTY	CD
20	JEFFERSON	30
"	"	6
"	"	30

Final Plans



No Equations.  
No R.R. Crossings Eliminate

EXCEPTIONS  
Station to Station Length  
Control 65-8-35

53+63 - 54+47	84
144+39 - 144+47	8
144+55 - 144+63	8
145+68 - 145+76	8
145+84 - 145+92	8
Total	116 F

Control 307-1-30	8
162+63 - 162+71	8
Total	16 F
Grand Total	124 F

APPROVED: 3/29/49

Dr. James W. Love  
MAYOR OF CITY OF PORT ARTHUR, TEXAS

STATE HIGHWAY DEPARTMENT

CORRECT: 3-28-1949

RECOMMENDED FOR APPROVAL: *M. D. Swain*  
RESIDENT ENGINEER

RECOMMENDED FOR APPROVAL: May 6, 1949

RECOMMENDED FOR APPROVAL: *R. E. Keelmer*  
DISTRICT ENGINEER

RECOMMENDED FOR APPROVAL:

BRIDGE ENGINEER

RECOMMENDED FOR APPROVAL:

ENGINEER ROAD DESIGN

APPROVED:

ASST. STATE HIGHWAY ENGINEER

RECOMMENDED FOR APPROVAL:

DISTRICT ENGINEER  
PUBLIC ROADS ADMINISTRATION  
FEDERAL WORKS AGENCY

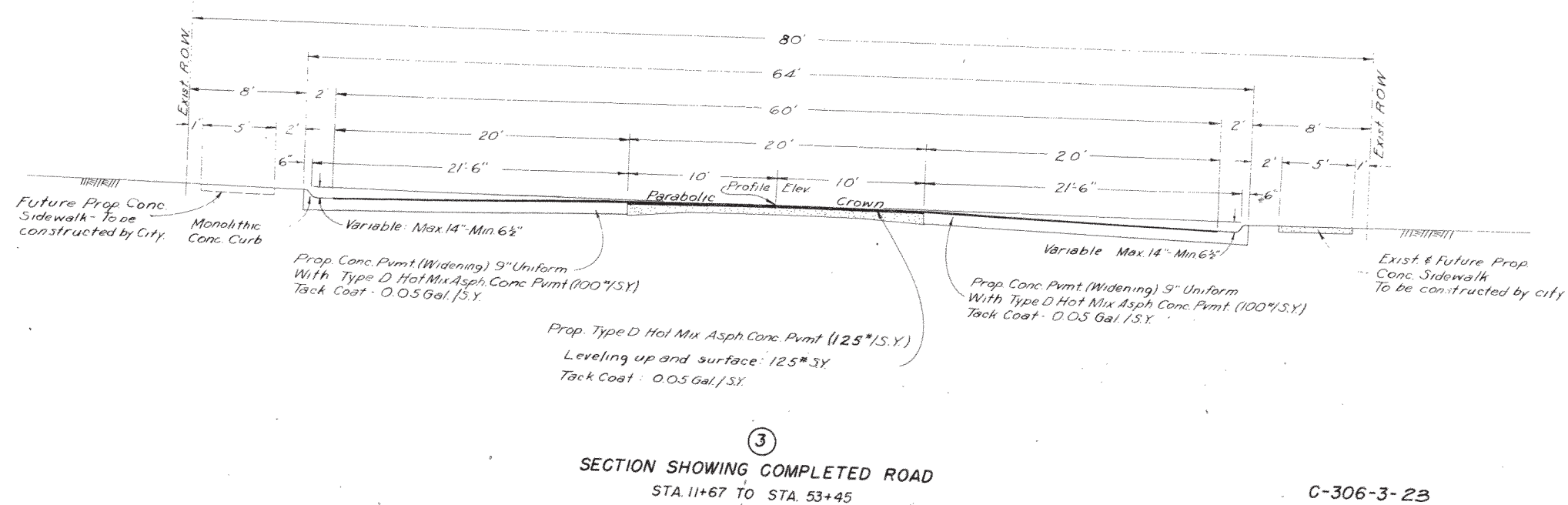
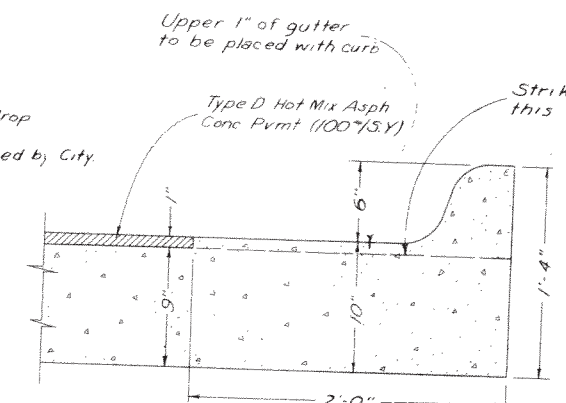
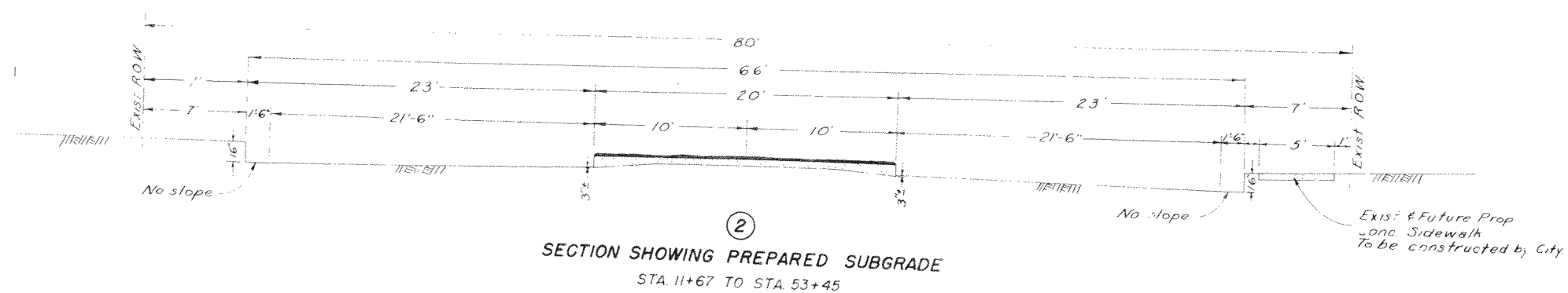
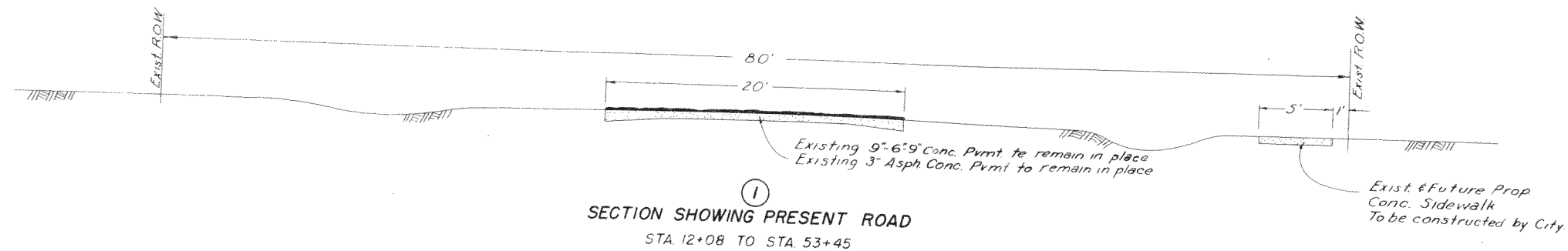
APPROVED:

PUBLIC ROADS ADMINISTRATION  
FEDERAL WORKS AGENCY

SPECIFICATIONS ADOPTED BY THE STATE HIGHWAY DEPARTMENT OF TEXAS, JANUARY 13, 1938, AND APPROVED BY THE PUBLIC ROADS ADMINISTRATION, FEBRUARY 16, 1939, AND SPECIFICATION ITEMS LISTED AND DATED AS FOLLOWS, SHALL GOVERN ON THIS PROJECT:  
SPECIAL LABOR PROVISIONS FOR TEXAS HIGHWAY PROJECTS ADOPTED AUGUST 11, 1948.

POINT	DELIVERY POINTS	R.R. DIST TO PROJ.	CAPACITY
Pt. Arthur	T&N.O.	0.5 MI.	Ample
Pt. Arthur	K.C.S.	0.5 "	"
Nederland	"	7.0 "	"
Atrico Switch	"	3.4 "	"
Griffing Switch	"	0.6 "	"

LAYOUT SCALE: 1 IN. = 1000 FT.

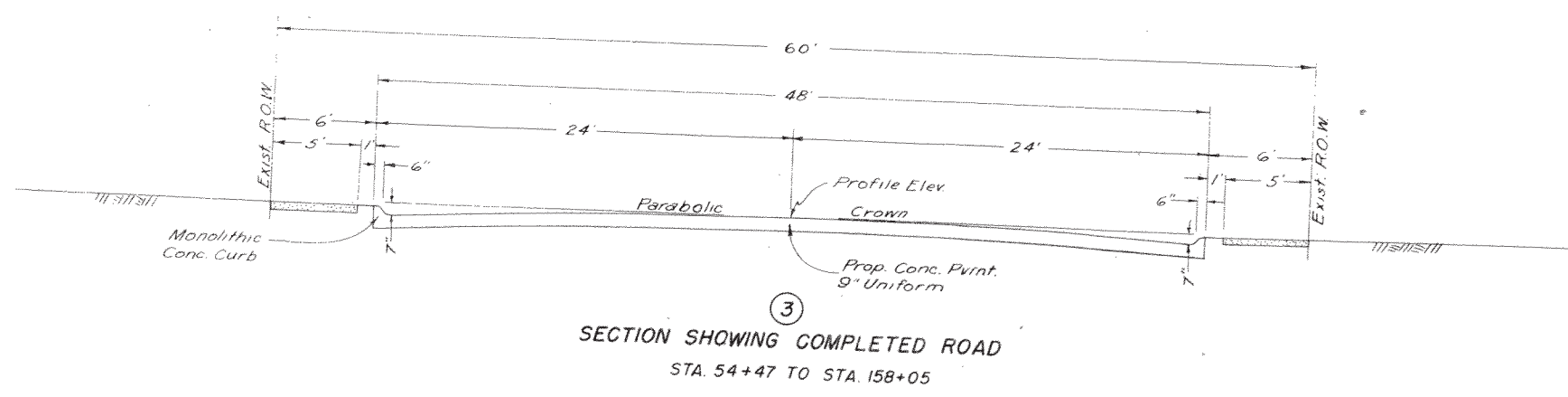
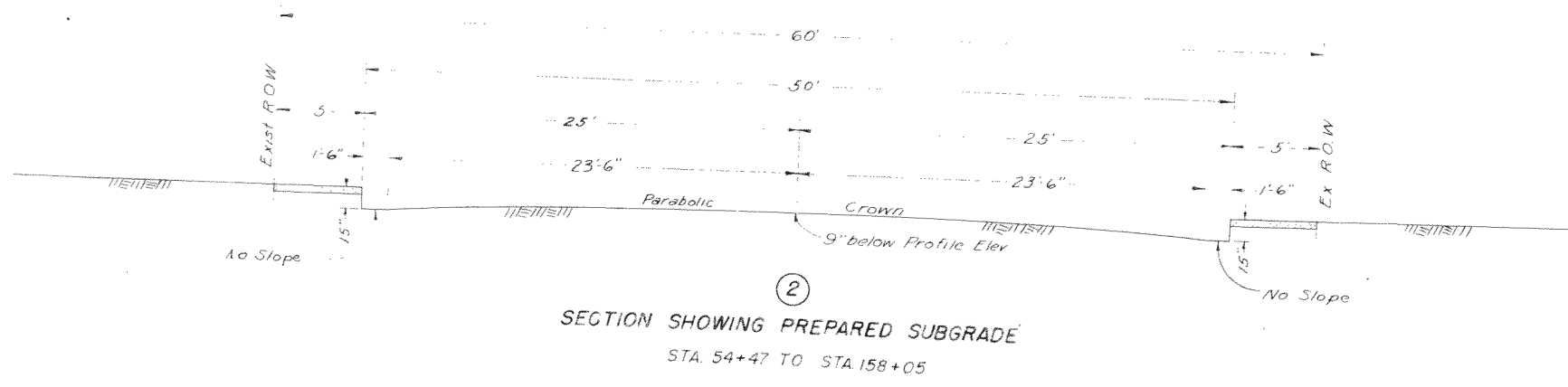
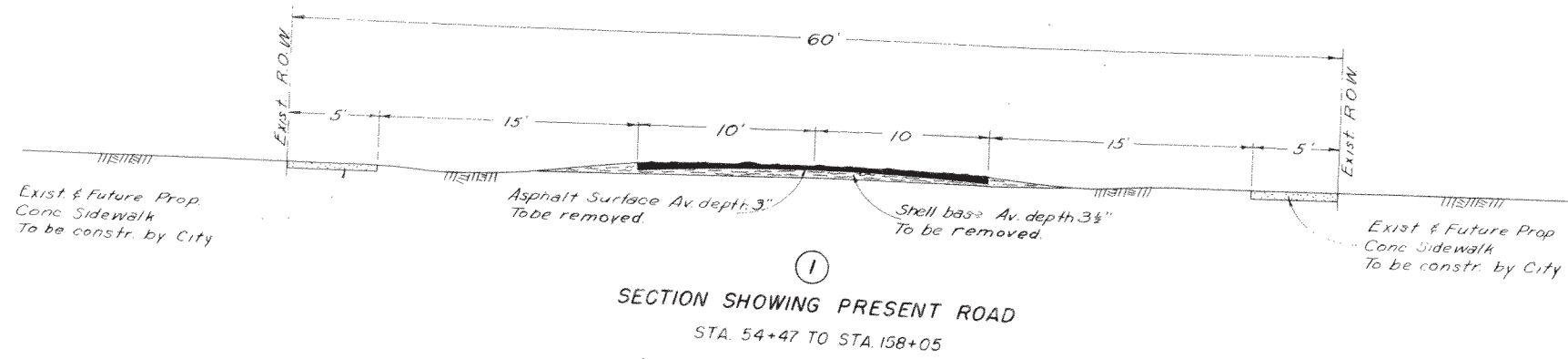


- NOTES
1. From Sta. 12+08 to Sta. 13+00 existing 9" conc. pvmnt. is to be removed and replaced with 9" uniform Conc. Pvmnt (Widening) in Type D Hot Mix Asph. Conc. Pvmnt Surface (100% per S.Y.)
  2. See Sheet 22 for additional curb details.
  3. The Hot Mix Asph. Conc. Pvmnt on the Prop. Pvmnt (Widening) and the last course on the existing pavement will be placed simultaneously.
  4. Alternate bids will be received on Type h. Mix - Cold Asphaltic Concrete Pavement or Duraco Pavement.

C-306-3-23  
TYPICAL SECTIONS  
SCALE: 1"=5'  
SHEET 1 OF 3

FED. ROAD DIST. NO.	STATE	FEDERAL AID PROJECT NO.
6	TEXAS	
STATE DIST. NO.	COUNTY	SECTION NO.
20	JEFFERSON	306 3

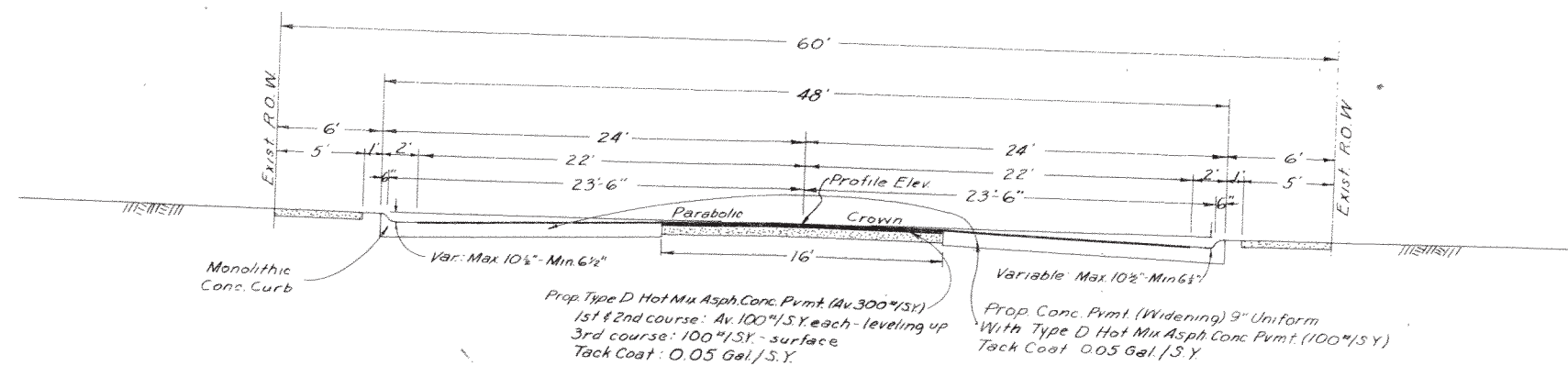
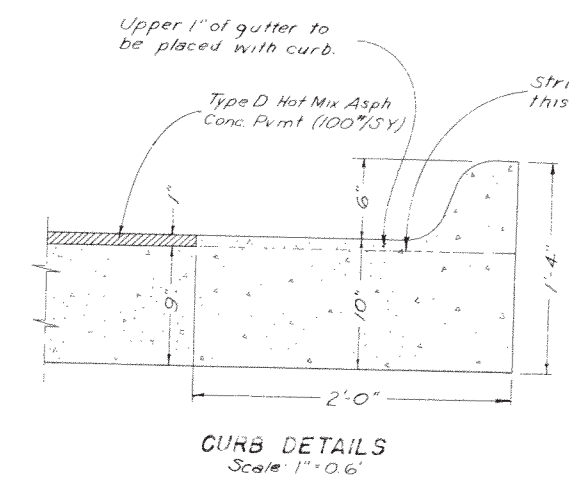
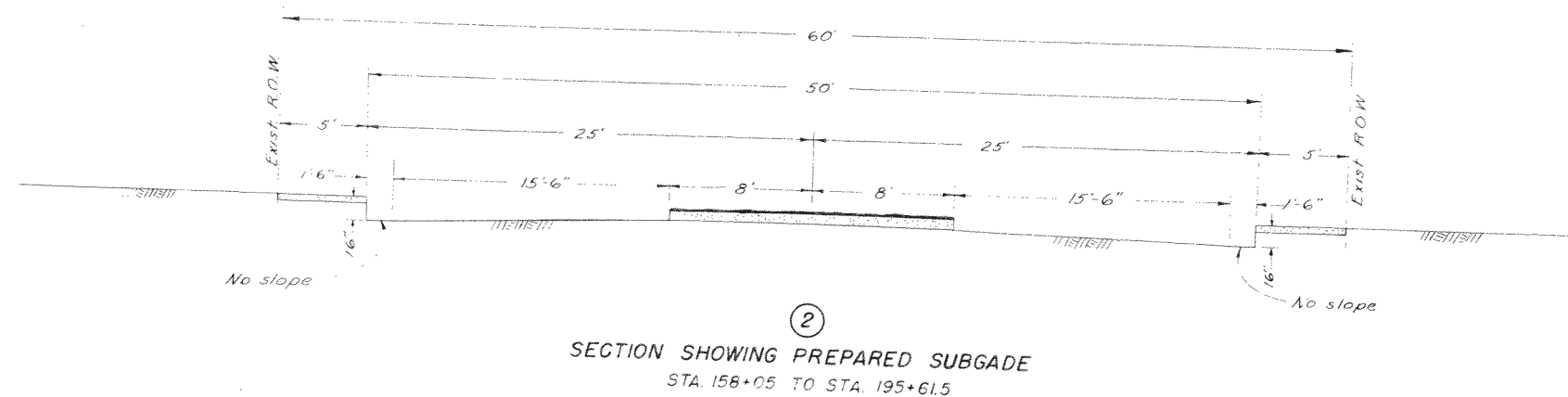
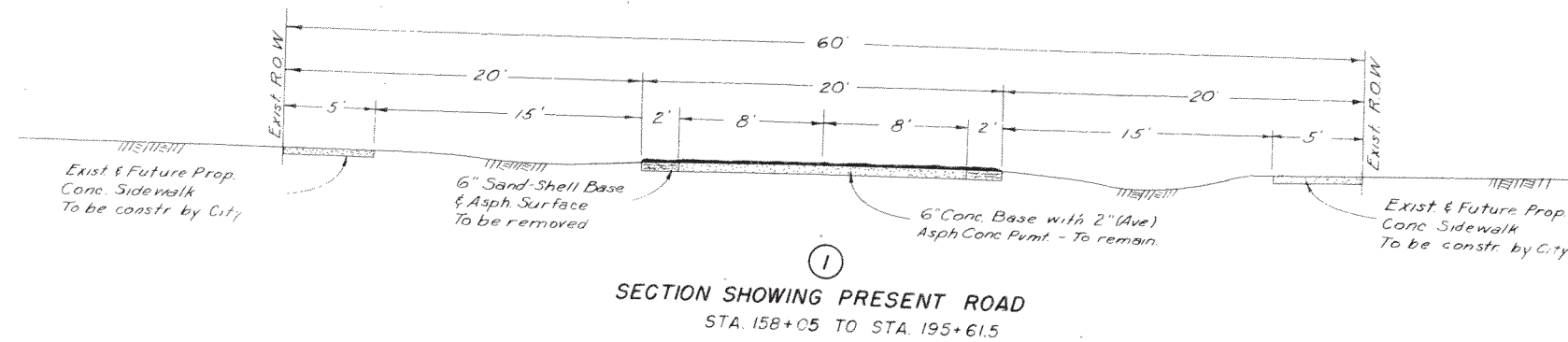




G-65-8-35  
**TYPICAL SECTIONS**

SCALE: 1" = 5'  
SHEET 2 OF 3

FED. ROAD DIV. NO.	STATE	FEDERAL AID PROJECT NO.		
6	TEXAS			
STATE DIST. NO.	COUNTY	CONTRACT NO.	SECTION NO.	JOB NO.
20	JEFFERSON	65	8	35

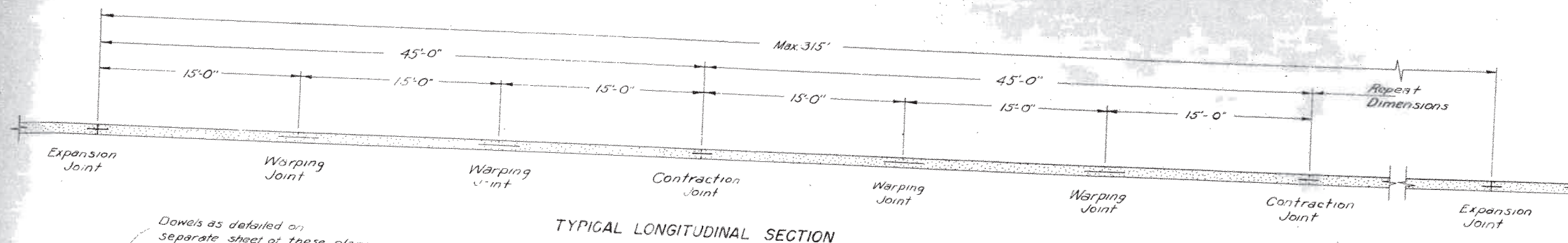


Notes:

- 1 The existing asphalt surface between Sta and Sta 159+05 (Houston Ave.) will be level grade with Type D Hot Mix Asph. Conc. Pmnt.
- 2 See Sheet 22 for additional Curb Details.
- 3 The Hot Mix Asph. Conc. Pmnt on the Proj Pmnt(Widening) and the last course on the e pavement will be placed simultaneously.
- 4 Alternate bids will be received on Type H + Cold Laid Asphaltic Concrete Pavement or Duraco Pavement.

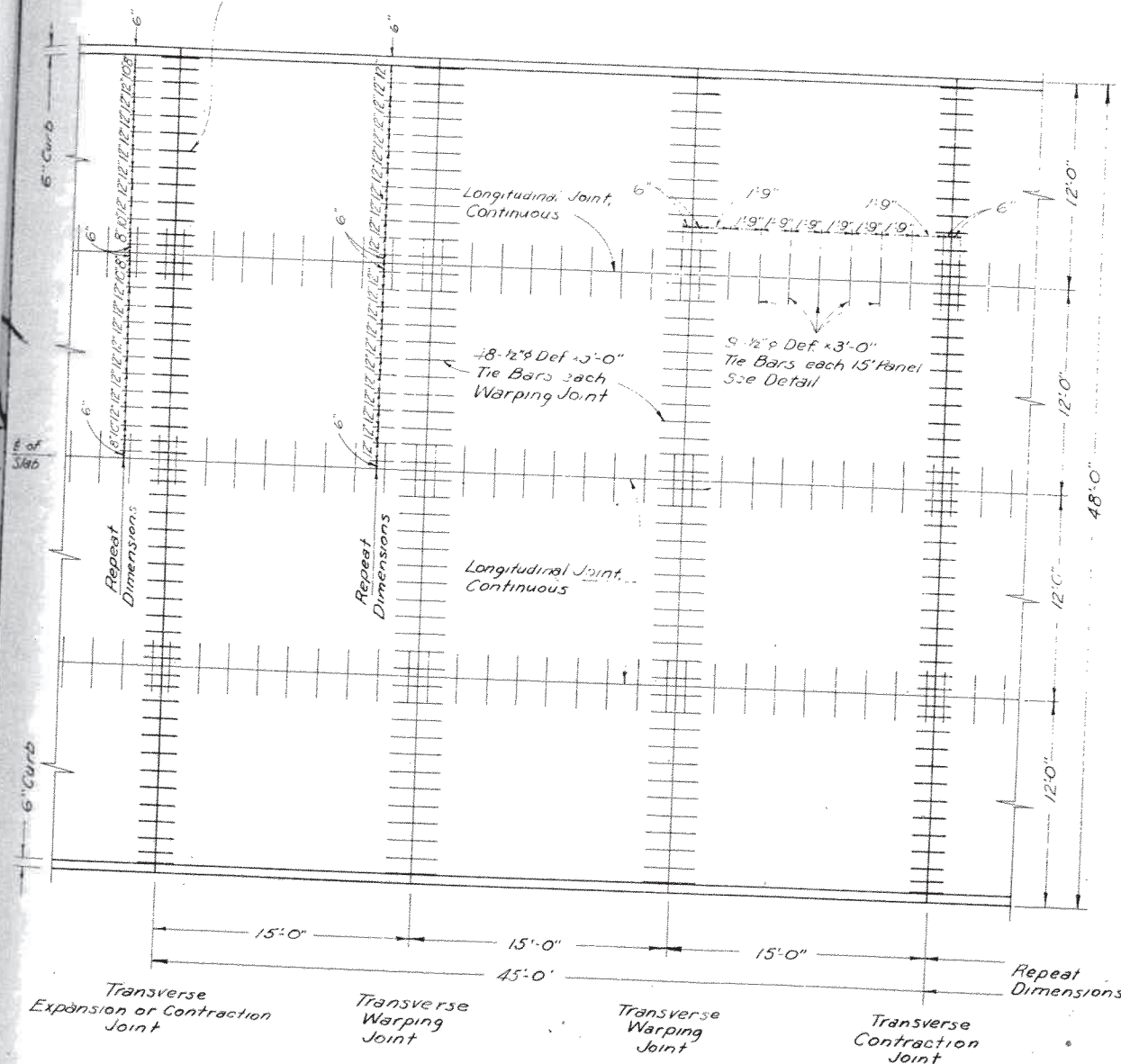
C-307-I-30  
TYPICAL SECTIONS  
SCALE: 1" = 5'  
SHEET 3 OF 3

FED. ROAD DIV. NO.	STATE	FEDERAL AID PROJECT NO.		
6	TEXAS			
STATE DIST. NO.	COUNTY	CENTRAL NO.	SECTION NO.	JOB NO.
20	JEFFERSON	307	1	3



TYPICAL LONGITUDINAL SECTION

Dowels as detailed on separate sheet of these plans.



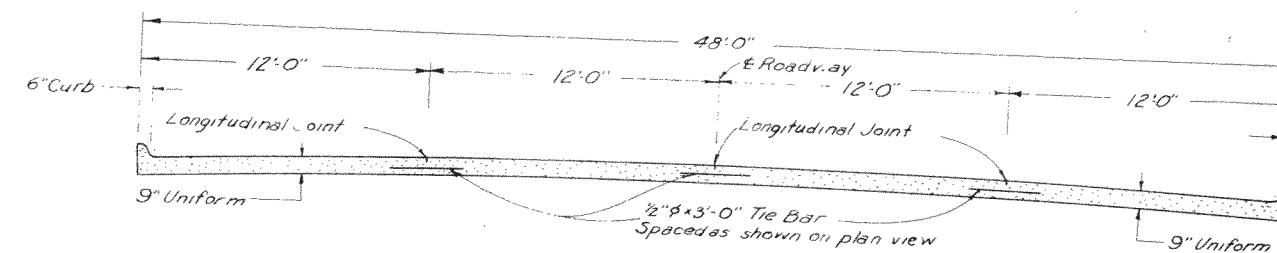
TYPICAL PLAN VIEW

Spacing of dowels in expansion joint is same as for contraction joint.

TABLE OF REINFORCING STEEL QUANTITIES

Each 45' Typical Slab:	Lb.
Warping Joint Tie Bars 2 @ 48'-1/2" x 3'-0"	192.384
Longitudinal Jt. Tie Bars 81'-1/2" x 3'-0"	162.324
Total	354.708
Lb./sqyd. of Typical 45' Slab	1.478

Steel quantities are for information of bidders. No direct payment will be made for reinforcing steel. Refer to "General Notes".



For further details see Typical Cross Section Sheet and Curb Details.

TYPICAL TRANSVERSE SECTION

GENERAL NOTES:

Expansion Joints and Contraction Joints shall be constructed in accordance with the governing details in these plans. The furnishing of all materials and the installation of reinforcing steel, tie bars, joints, including dowels and slabs and all dowel and bar chairs, shall be subsidiary work and shall be included in the unit price bid for "Concrete Pavement".

The Contractor shall hold and save the State, its office agents, and its employees harmless to liability of any kind or kind, including costs and expenses, for or on account of patent or unpatented invention, article or appliance, factored or used in accordance with the details of the

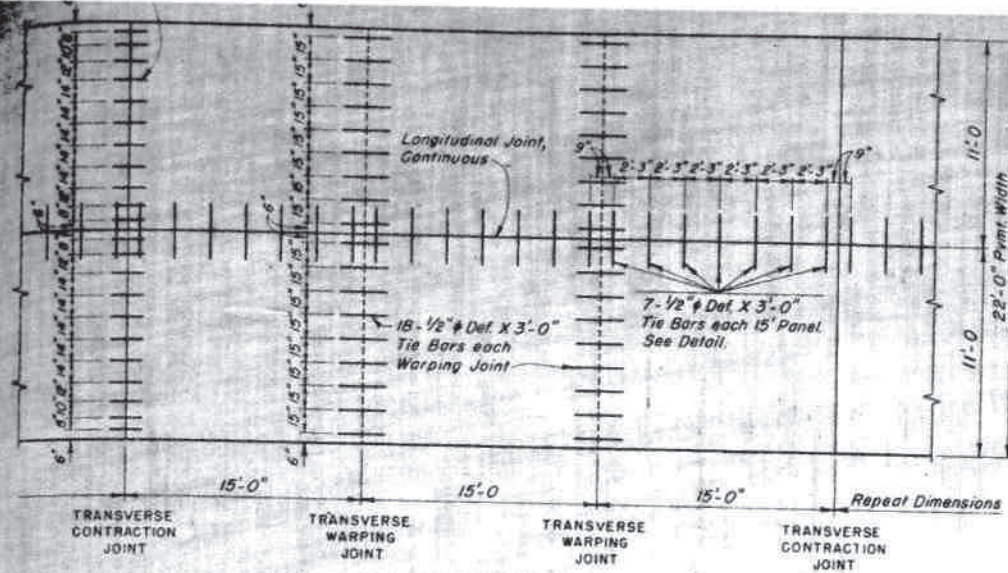
TEXAS HIGHWAY DEPARTMENT

CONCRETE PAVEMENT DETAILS

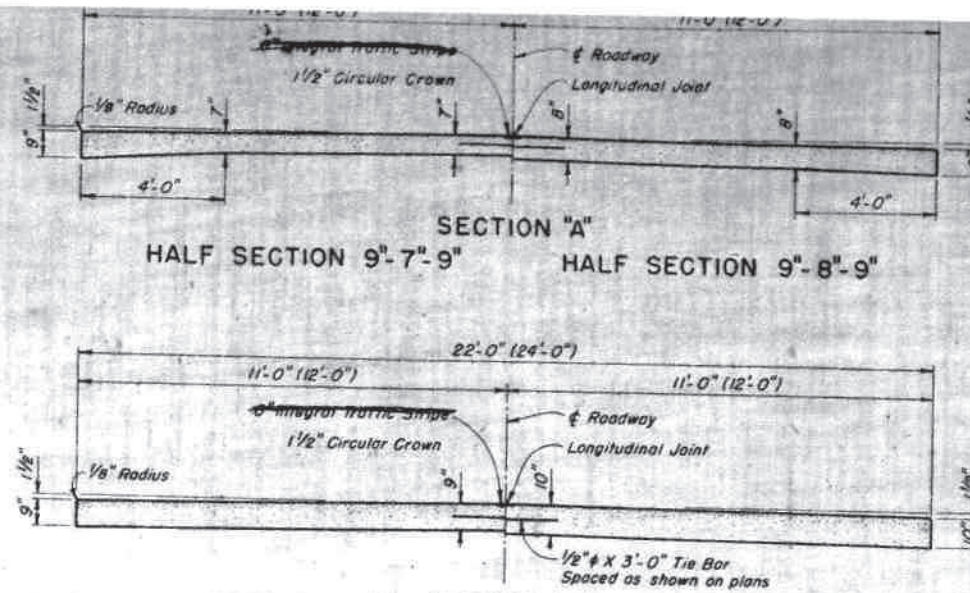
UNIFORM 9" SLAB-48' WIDTH (INCLUDING CURBS)

FED. ROAD DIST. NO.	STATE	FEDERAL AID PROJECT NO.
6	TEXAS	
STATE DIST. NO.	COUNTY	CONTRACT SECTION NO.
20	JEFFERSON	65 8 35

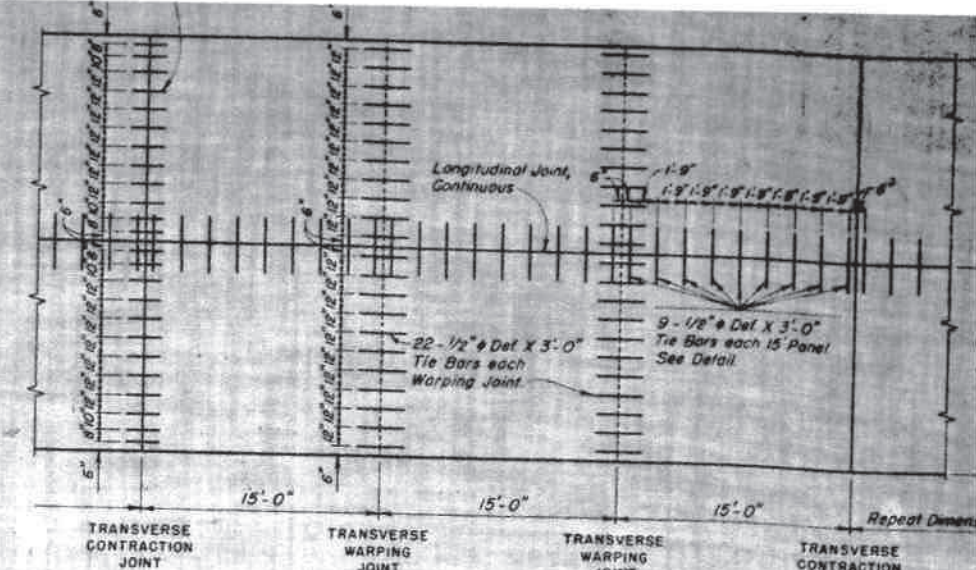




PLAN VIEW 22'-0" PAVEMENT - 7" OR 8" SECTION  
SEE SECTION "A"



SECTION "A"  
HALF SECTION 9'-7"-9" HALF SECTION 9'-8"-9"  
SECTION "B"  
9" HALF SECTION - UNIFORM THICKNESS - 10" HALF SECTION



PLAN VIEW 22'-0" PAVEMENT - 9" OR 10" UNIFORM THICKNESS  
SEE SECTION "B"

#### GENERAL NOTES:

Contraction Joints shall be constructed in accordance with the governing details in these plans. Expansion Joints shall be placed adjacent to bridge approach slabs, and when required by these plans or special provision, shall be spaced as required at a normal contraction joint location, and shall be constructed in accordance with the governing details in these plans. At each bridge end construct a thickened and reinforced approach slab as detailed on other sheet in these plans. Additional work, concrete and steel shall be included in unit price bid for "Concrete Pavement". The furnishing of all material and the installation of all reinforcing steel, tie bars, joints, including load transmission units or dowels and sleeves, and all dowel or bar chairs, shall be subsidiary work and shall be included in the unit price bid for "Concrete Pavement". Integral Traffic Stripes shall be applied as required by plans and governing specifications. Provisions for use of this patented installation have been made by the State free of royalty charges to the Contractor.

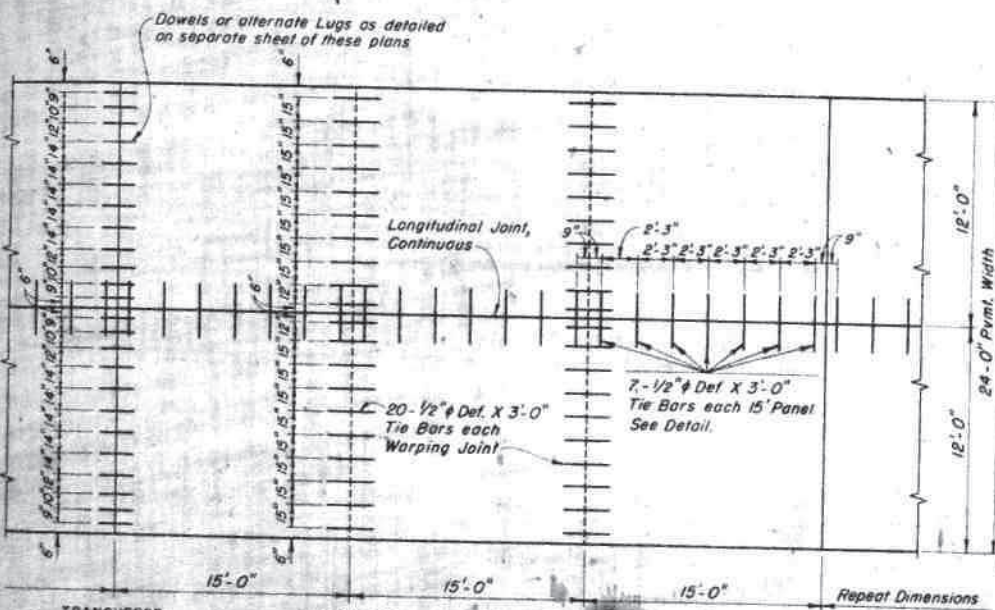
The Contractor shall hold and save the State, its officers, its agents, and its employees harmless to liability of any nature or kind, including costs and expenses, for or on account of any patent or unpatented invention, article or appliance manufactured or used in accordance with the details of these plans.

The section of pavement used will be as shown on Typical Cross Section Sheet of these plans.

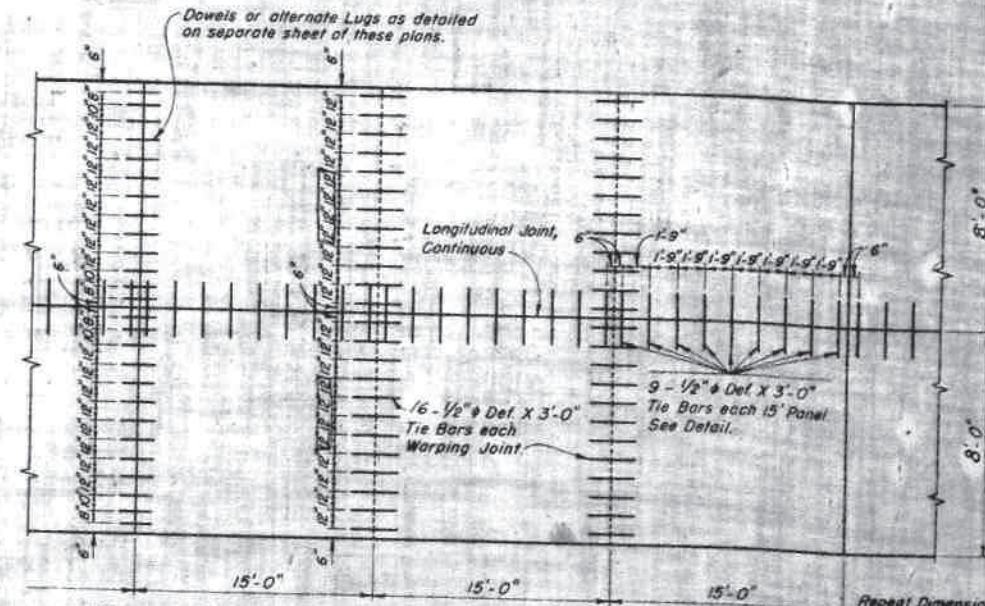
TABLE OF REINFORCING STEEL QUANTITIES

Each 45' Typical Slab:	7" or 8" Slab	Lb.	9" or 10" Slab	Lb.
Warping Joint	2 @ 18-1/2" def. x 3'-0"	72	2 @ 22-1/2" def. x 3'-0"	88
Tie Bars	16'-0" Section	2 @ 20-1/2" def. x 3'-0"	2 @ 16-1/2" def. x 3'-0"	64
Longitudinal Joint	22'-0" Section	21-1/2" def. x 3'-0"	27-1/2" def. x 3'-0"	54
Tie Bars	16'-0" Section	21-1/2" def. x 3'-0"	27-1/2" def. x 3'-0"	54
Lb./sq. yd. of Typical 45' Slab	Total	114 122	Total	142 118
22'-0" Section	1.036		1.291	
16'-0" Section	1.016		1.475	

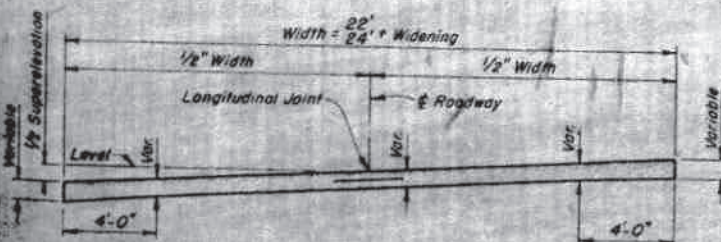
Steel quantities are for information of bidders. No direct payment will be made for reinforcing steel. Refer to "General Notes".



PLAN VIEW 24'-0" PAVEMENT - 7" OR 8" SECTION  
SEE SECTION "A"

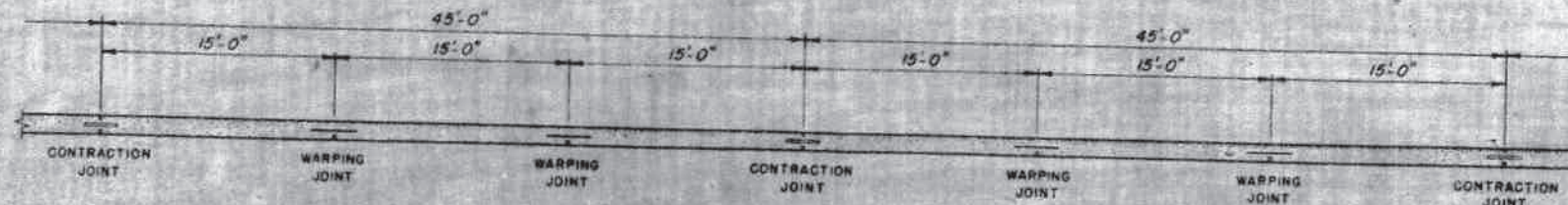


PLAN VIEW 24'-0" PAVEMENT - 9" OR 10" UNIFORM THICKNESS  
SEE SECTION "B"



TYPICAL SECTION OF PAVEMENT ON SUPERELEVATED AND WIDENED CURVES

Pavement on all curves shall be superelevated and widened as indicated on the governing Departmental Curve Standards.



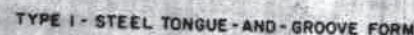
TYPICAL LONGITUDINAL SECTION

TEXAS HIGHWAY DEPARTMENT  
CONCRETE PAVEMENT DETAIL  
7"-8"-9"-10" SLABS  
22' AND 24' WIDTHS

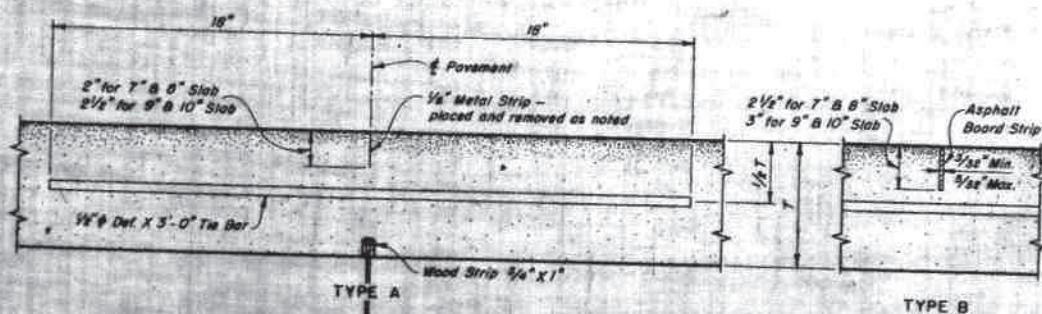
DESIGN NO. 46

APPROVED	ENGINEER	ROAD DES'N	DATE	20
REVISED				

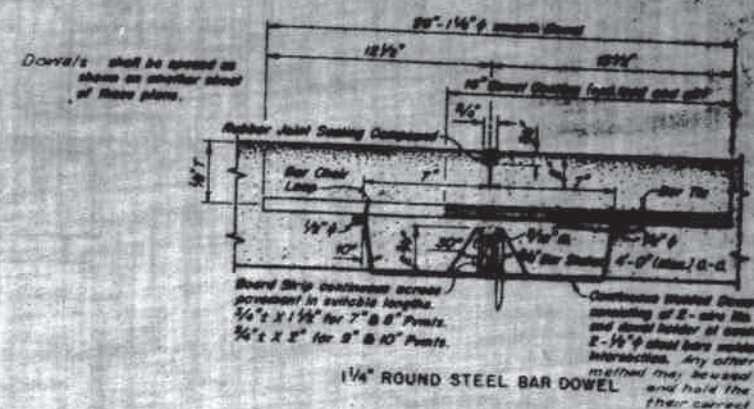




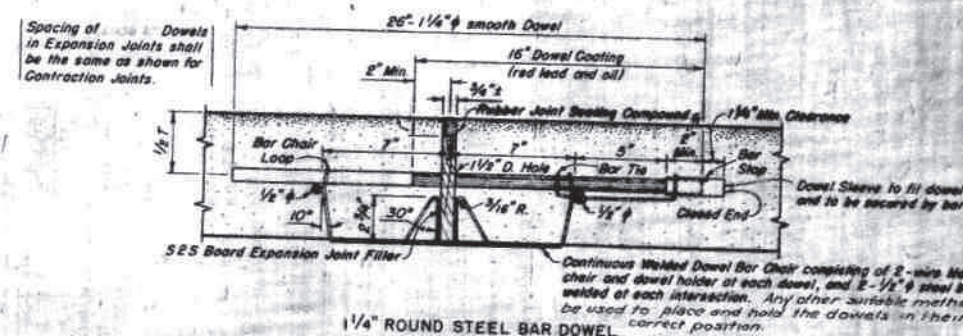
Type 2 used



Type B used



CONTRACTION JOINT SEAL FORM



### GENERAL NOTES

Either of the alternate types of Joints shown by these details may be constructed, at the option of the Contractor. If the Contractor desires to use any other alternate device, he shall, prior to its use, secure its approval by the Engineer.

Dowels shall be secured parallel to the pavement surface and center line.

All joints, including all materials, devices, and work required shall be considered subsidiary work and shall be included in the unit price bid for "Concrete Pavement." No direct payment will be made for any material, bar chair, steel, or any other device shown, nor for its installation.

\*Where the Laboratory Base is not shown, it is assumed to be concrete.

\*Where the Concrete Pavement (Widening) is covered with Asphaltic Pavement, a wooden nailing strip will be substituted for the Rubber Joint Sealing Compound.

The Contractor shall install sufficient stakes, braces, baskets or other devices to keep expansion and contraction joints true to line and grade and shall leave in place such of these devices as necessary to keep the joints in this position.

The Contractor shall hold and save the State, its officers, its agents, and its employees harmless to liability of any nature or kind, including costs and expenses, for or on account of any patent or unpatented invention, article or appliance manufactured or used in accordance with the details of these plans.

TEXAS HIGHWAY DEPARTMENT  
CONCRETE PAVEMENT  
JOINT DETAILS  
7'-8'-9'-10' SECTIONS

DESIGN NO. 46-2

— (REVISED) —

APPROVED:	(REVISED)
CHANGES BY: <u>WALDO DEBORN</u>	DATE: <u>10/1/68</u> BY: <u>WALDO DEBORN</u>
REVISED:	DATE: <u>10/1/68</u> BY: <u>WALDO DEBORN</u>
	DATE: <u>10/1/68</u> BY: <u>WALDO DEBORN</u>
	DATE: <u>10/1/68</u> BY: <u>WALDO DEBORN</u>