GREEN

SH 347 667 F01-08
Return to Dist. office

FED. ROAD DIST. NO.	STATE	FEDERAL AID PROJ. NO.
6	TEXAS	
STATE DIST. NO.	COUNTY	
20	JEFFERSON	

STATE OF TEXAS
STATE HIGHWAY DEPARTMENT

PLANS OF COMPLETED STATE HIGHWAY IMPROVEMENT

STATE PROJECT C667-1-8
JEFFERSON COUNTY
STATE HIGHWAY 347

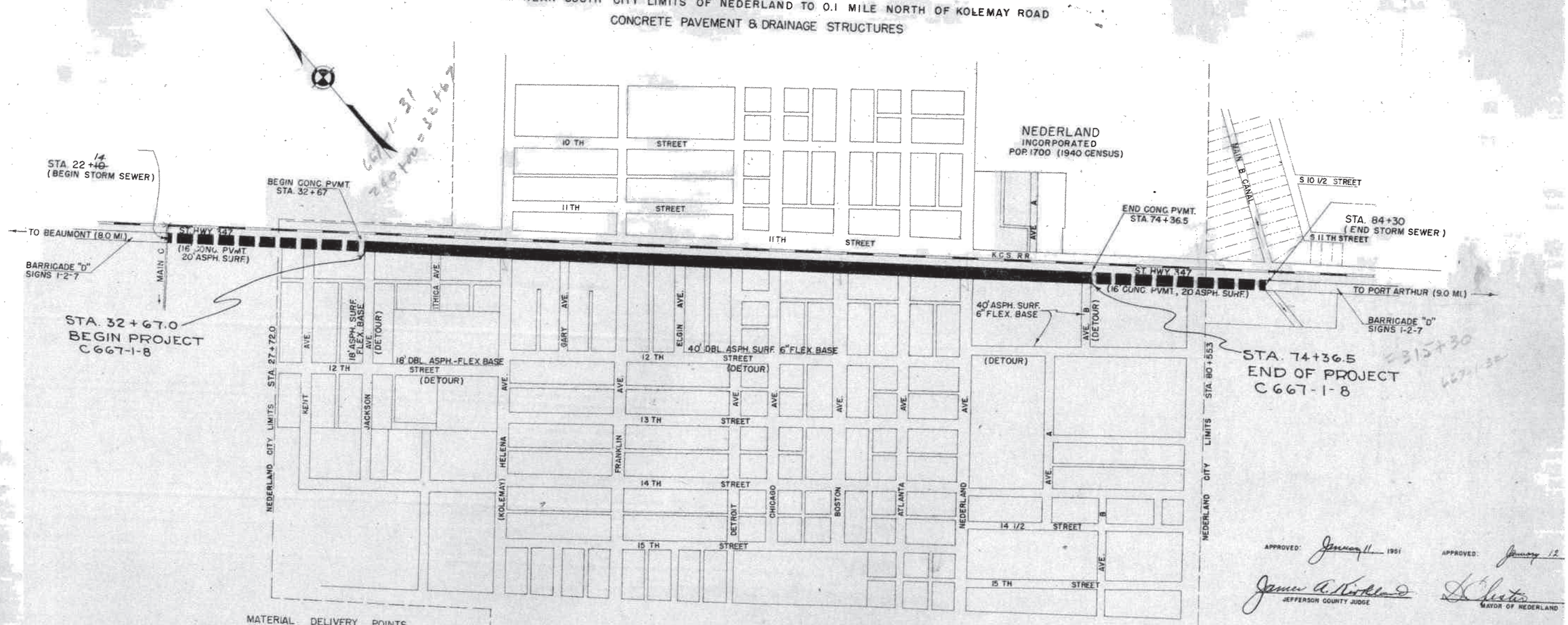
SCALES: PLAN: 1 IN. = 100 FT.
PROFILE: 1 IN. HOR. = 100 FT., 1 IN. VERT. = 5 FT.
CROSS-SECTIONS: 1 IN. HOR. AND VERT. = 5 FT.
OTHERS AS NOTED.

NET LENGTH OF PROJECT= 4,169.5 FT.=0.789 MI.

FROM NEAR SOUTH CITY LIMITS OF NEDERLAND TO 0.1 MILE NORTH OF KOLEMAY ROAD
CONCRETE PAVEMENT & DRAINAGE STRUCTURES

INDEX OF SHEETS

SHEET No.	DESCRIPTION
1	TITLE SHEET
2	TYPICAL CROSS SECTIONS
3 & 3-A	ESTIMATE AND QUANTITY
4-6	PLAN PROFILE
7	LOCATION OF MATERIAL SOURCES
8	INTERSECTION LAYOUT SHEET
9	DRAINAGE LAYOUT
10-13	STRUCTURAL DETAILS & STANDARDS
10	CATCH BASIN & CURB DETAILS
11	CONCRETE PAVEMENT (SPL. DESIGN)
12-13	BW-46 (182)



LOCATION	MATERIAL	DELIVERY POINTS DIST. TO PROJ.	CAPACITY
NEDERLAND	RAILROAD K.C.S.	0.0 MI.	AMPLE
PT. NECHES	K.C.S.	2.0 MI.	AMPLE

NO EXCEPTIONS
NO EQUATIONS
NO RAILROAD CROSSINGS INVOLVED

SPECIFICATIONS LISTED AND DATED AS FOLLOWS, SHALL GOVERN ON THIS PROJECT: SPECIAL LABOR PROVISIONS FOR STATE PROJECTS ADOPTED AUGUST 11, 1948
TEXAS HIGHWAY DEPARTMENT SPECIFICATIONS AS REVISED BY MARCH 1950 ISSUE WITH MODIFICATIONS.

PROJECT CONSTRUCTED AND FINAL PLANS PREPARED BY
[redacted]
RESIDENT ENGINEER

LAYOUT SCALE: 1 IN = 300 FT.

APPROVED: January 11 1951
[redacted]
JEFFERSON COUNTY JUDGE

APPROVED: January 12
[redacted]
MAYOR OF NEDERLAND

STATE HIGHWAY DEPARTMENT

CORRECT: 1-11, 1951
[redacted]
RESIDENT ENGINEER

RECOMMENDED FOR APPROVAL: 1-31 1951
[redacted]
DISTRICT ENGINEER

RECOMMENDED FOR APPROVAL:
[redacted]
BRIDGE ENGINEER

RECOMMENDED FOR APPROVAL:
[redacted]
ENGINEER ROAD DESIGN

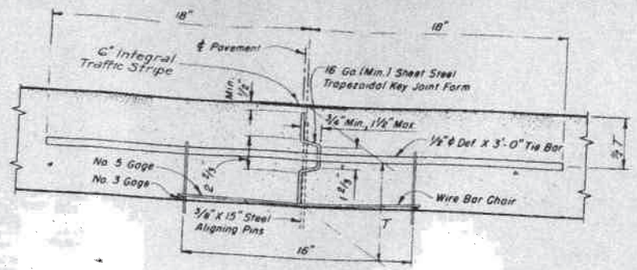
APPROVED:
[redacted]
CHIEF ENGINEER OF PLANNING

RECOMMENDED FOR APPROVAL
[redacted]
DISTRICT ENGINEER

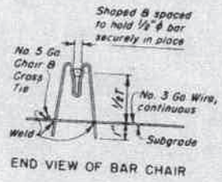
APPROVED
[redacted]

CONVENTIONAL SIGNS
STATE OR NATIONAL LINE
CITY OR VILLAGE LINE
COUNTY LINE
BASE OR SURVEY LINE
RIGHT OF WAY LINE
RIGHT OF WAY MARKERS
FENCE LINE
RAILROAD
TRAVELLED WAY
CULVERT OR BRIDGE
POWER LINE
TELEGRAPH OR TELEPHONE

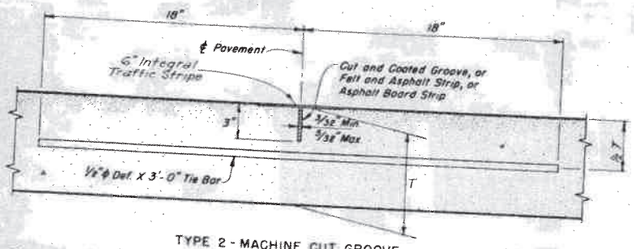
PROJ. NO.
LETTING DATE
COUNTY
HWY. NO.
DATE ACCEPTED



TYPE 1 - STEEL TONGUE-AND-GROOVE FORM



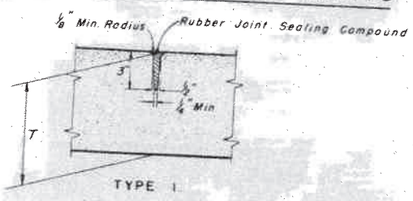
END VIEW OF BAR CHAIR



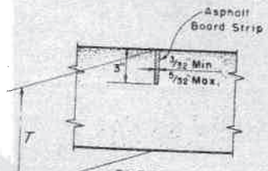
TYPE 2 - MACHINE CUT GROOVE

The groove shall be cut by an approved machine and the vertical faces of the concrete coated with an approved concrete curing compound before closing and final finishing, or a 1/16" asphalt impregnated felt strip shall be inserted, ~~continuous between expansion joints~~, or an asphalt board strip held in an approved continuous metal shield, shall be placed continuously in a groove cut in the concrete by an approved mechanical device operated in advance of the longitudinal float. The strips or groove shall be true to line, vertical, and of the depth shown. Tie bars shall be installed as in Type I, or accurately placed in position on the screeded concrete by means of an approved template and forced to the proper position with a suitable tool.

ALTERNATE TYPES OF LONGITUDINAL JOINTS



TYPE 1



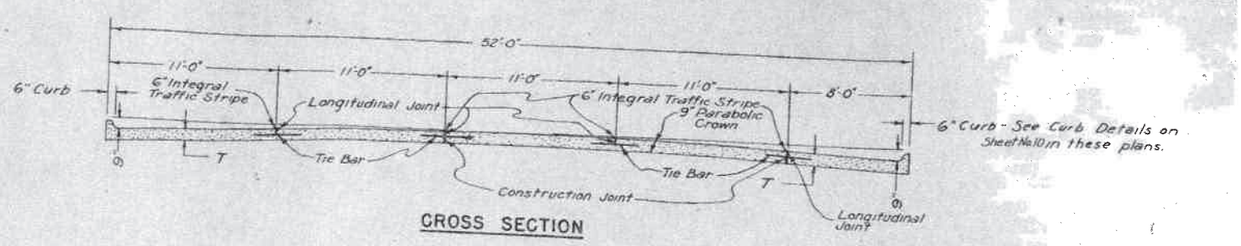
TYPE 2

ALTERNATE TYPES OF TRANSVERSE JOINTS

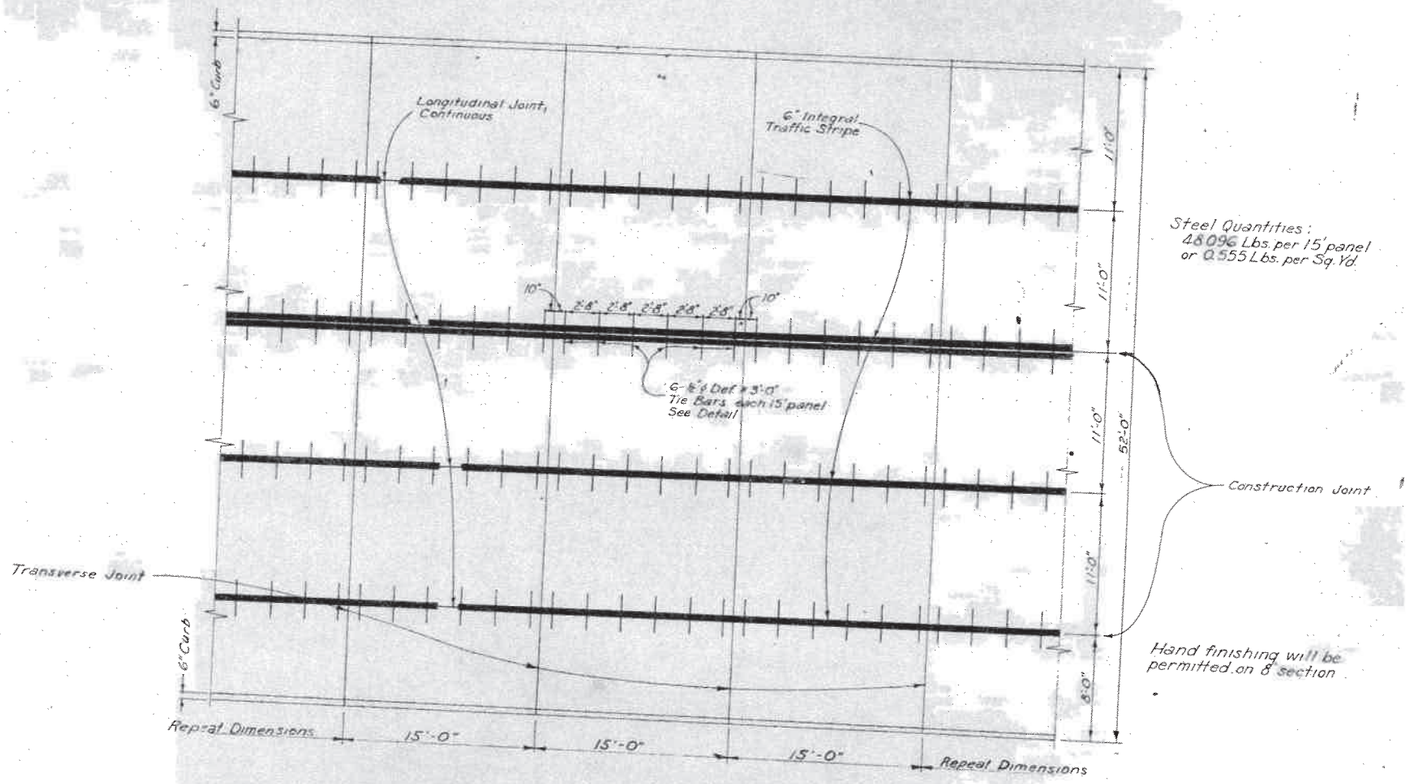
GENERAL NOTES

The asphalt board strip, held in an approved continuous metal shield, shall be placed continuously in a groove cut by an approved mechanical device operating in advance of the longitudinal float.

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 device, he shall, prior to its use, secure its approval by the Engineer.



CROSS SECTION



Steel Quantities:
480 Lbs. per 15' panel
or 9.555 Lbs. per Sq. Yd.

Hand finishing will be permitted on 8' section.

GENERAL NOTES: The Contractor shall install sufficient stakes, braces, brackets, or other devices as necessary to keep the joints true to the required lines and grades and shall leave in place such of these devices as necessary to keep the joints in this position.

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.

~~At each bridge end construct a thickened and reinforced approach slab as detailed on another 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 Stripe shall be applied as required by plans and governing specifications.

Provisions for use of this patented device have been made by the State free of royalty charges to the Contractor.

Steel quantities are for information of bidders. No direct payment will be made for reinforcing steel.

At the end of each days run, or when work is stopped, place header and install 1/2" ϕ by 3' long deformed tie bars on 5" centers (See longitudinal joint for details of tie bar.)

"T" indicates thickness of pavement as shown on Typical Sections and/or E & Q sheets.

PLAN VIEW

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

SPECIAL DESIGN

APPROVED: ENGINEER OF ROAD DESIGN					
REVISED:		STATE: TEXAS		PROJECT NO.	
STATE DIST. NO.	COUNTY	FINAL SHEET NO.	REVISION NO.	JOB NO.	
20	JEFFERSON C.	667	1	8	ST.