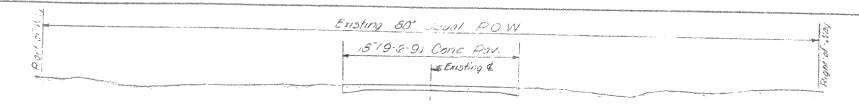
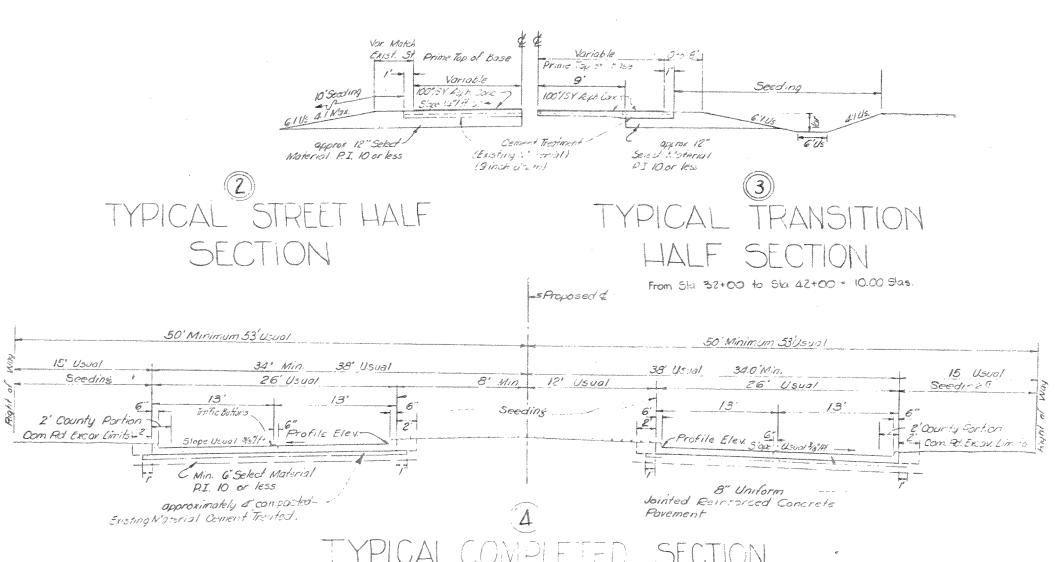
SH326, 601-01-22 STATE OF TEXAS INDEX OF SHEETS SHEET NO. DESCRIPTION STATE HIGHWAY DEPARTMENT TITLE SHEET TYPICAL CROSS SECTIONS SPECIFICATION DATA STRUCTURE SUMMARY 4.1.1644 PLANS OF COMPLETED ESTIMATE SUMMERY G-12 PLAN PROFILE OVERHAUL DIAGRAM STATE HIGHWAY IMPROVEMENT 13 14 N'AP OF DRAINAGE AREAS 15 TYPE A INLET DETAILS FEDERAL AID PROJECT. 5-1513 (6) . N'ANHOLE DETAILS INLET AND MANIFOL! QUANTITIES AND DESIGNS TYPE C INLET DETAILS 19 PLAN: 1 IN. = 20 FT. PROFILE: 1 IN. MOR. = 20 FT., 1 IN. VERT. = 4 FT. CROSS-SECTIONS- 1 IN. MOR. AND VERT. = 5 FT. OTHERS AS MOTED. CURB DETAILS MISCELLANEOUS DETAILS SCALES: 20 NET LENGTH OF PROJECT= 2,765 FT.= 0.523MI. 22 - 26 STRUCTURAL DETAILS AND STANDARDS 11-H2 25 HARDIN COUNTY 23 CPUR (B) SPECIAL 24 CPJR(F) SPECIAL STATE HIGHWAY 326 25 M-G1 26-27 BW-G1(1) &(2) FROM U.S HWY. 69 IN KOUNTZE, S.W. 28 C15-64 GRADING, STRUCTURES AND CONCRETE PAVEMENT END OF PROJECT S 15/8 (G BEG OF PROJECT STA 32+00 STA. 4+35 CONT. GO! SEC. IL Cos CONT. GOI SEC / JOB Class D' Barreul J Signs: D-36A, D-35 D-57 D-59, D-67 & W-155 Class'S Carrioudes Sons D. 34A D.35. 0-37,059,0-678 257.53' 11 79°C1 & From Sb. 1+35 = Sta. -4+46.55 on US. Hay 69 F355(6) AS CONSTRUCTED DATA CORRECT Seet & Carriage - SR. Res ENGR Cot. 17, 1967 LESTER P. LANDGRAF SR. RES. ENGR. DATE FINAL PLANS FINAL PLANS FINAL PLANS FINAL PLANS CONSTRUCTED KOUNTZE 2 P 1763 1920 CENCES APPROVED Tol Pare CONVENTIONAL SIGNS STATE HIGHWAY DEPARTMENT SEVER LINE VATER METER SAS METER SAS DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS FENCE LYC -E FENCE LYC SPECIFICATIONS ADOPTED BY THE 5"4"E HIGHWAY DEPARTMENT OF TEXAS JANUARY 2, 1962 AND FENCE L NE RAKINGAD TRAVELLET WAY ONE RAILRUAD CRICK SING (MAINTHACK & -SPECIFICATION ITEMS LISTED AND DATED AS FOLLOWS. GOVERNED CY THIS PROJECT Culater . a Battiat NO EXCEPTIONS REQUIRED PROVISIONS FOR FEDERAL AID CONTRACTS SECONDARY HIGHWAYS (FORM PR -12TG, DECEMBER 1965) NO EQUATIONS 6-9 -66 APPROVED LAYOUT SCALE: 1 IN. - 400 FT. DIVISION ENGINEER



TYPICAL EXISTING SECTION



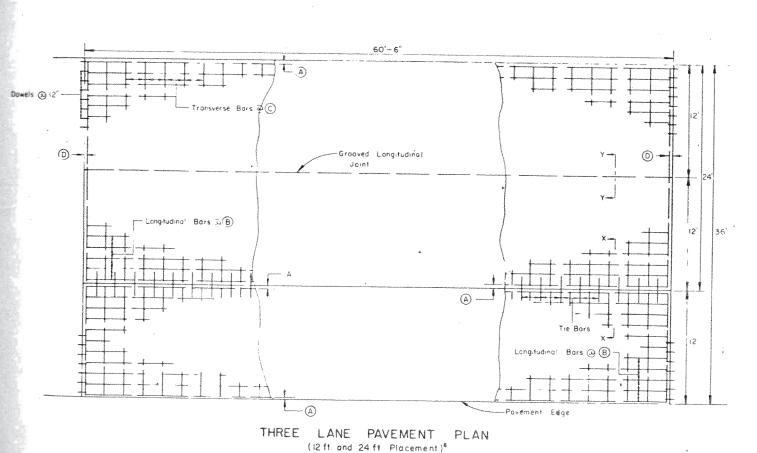
From Sta 4+35 To Sta 32+00 = 27.65 Stas.

UNDERCUT SECTIONS

From Sta 12+00 Sta 16+00 22+00 Lt of & Only 1+00 Lt So Red Wood TO 20+00 0+38

0+38 1400 LASo Dagwood Seeding N.S. placed from Crown line to toe of slope where excess contain road coccavation, the place of the Cypress Creek fill.

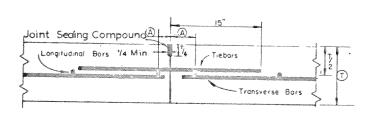
(24 ft. Placement)*



*Lane widths are for illustrative purposes only and should not be used if in conflict with typical cross sections shown elsewhere in the plans

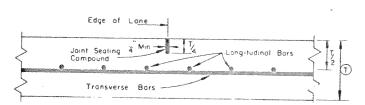
2 Dowel Length

CONTRACTION JOINT Section W - W



LONGITUDINAL CONSTRUCTION JOINT

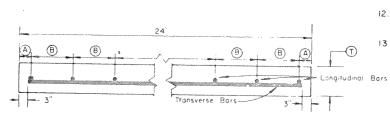
SAWED with Tie Bors) Section X - X



GROOVED LONGITUDINAL JOINT

with Tie Bars)

Section Y-Y



TYPICAL SECTION Section Z-Z

GENERAL NOTES

- ALL GROOVED JOINTS SHAIL BE SAWED VERTICAL AND TRUE TO LINE BY AN APPROVED METHOD AND FILLED WITH CATALYTICALLY BLOWN ASPHALT JOINT SEALING COMPOUND (PENETRATION 68 66).

 CONSTRUCTION JOINTS MAY BE FORMED BY THE USE OF METAL OR WOOD FORMS EQUAL IN DEPTH TO THE NOMINAL CEPTH OF THE PAVEMENT, OR BY OTHER MEANS WHICH HAVE BEEN APPROVED BY THE ENGINEER PRIOR TO THEIR USE
- TREATMENT OF PAVEMENT ENDS AT STRUCTURES OR AT FIXED OBJECTS WILL BE SHOWN ELSEWHERE
- FOR FURTHER INFORMATION REGARDING. THE PLACEMENT OF CONCRETE AND REINFORCEMENT REFER TO THE GOVERNING SPECIFICATIONS FOR "CONCRETE PAVEMENT".
- DETAILS AS TO PAVEMENT WIDTH, PAVEMENT THICKNESS, AND THE CROWN CROSS--SLOPE SHALL BE AS SHOWN ELSEWHERE IN THE PLANS.
- LONGITUDINAL BARS AND TRANSVERSE BARS SHALL BE INTERMEDIATE GRADE, MARD CRADE, OR HIGH YIELD STEEL IN ACCORDANCE WITH THE SIZE AND SPACING SMOWN IN THE TABLE, EXCEPT THAT ONLY INTERMEDIATE GRADE STEEL SHALL BE USED WHERE BARS ARE TO BE BENT.
- IT IS THE INTENT OF THIS DESIGN THAT THE LONGITUDINAL STEEL BE AT THE CENTER OF THE SLAB. I SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO TAKE ALL NECESSARY PRECAUTIONS TO INSUITHAT THE FINAL POSITION OF THE STEEL IS WITHIN 1-2 INCH OF THE SLAB CENTER.
- 8. CONCRETE SHALL NOT BE DISCHARGED FROM THE MIXER DIRECTLY ON TOP OF OR ON THE SIDES OF
- 9. ANY APPROVED METAL CHAIR TYPE OR DESIGN, WHICH WILL SATISFY THE REQUIREMENTS NOTED HERE WILL BE PERMITTED. CHAIR SPACINGS SHALL NOT BE GREATER THAN 30' C-C MEASURED PARALLEL TO PAVEMENT CENTER LINE AND 37" C-C MEASURED PERPENDICULAR TO THE PAVEMENT CENTER LINE ADDITIONAL CHAIRS SHALL BE USED IF NECESSARY TO MEET THE STEEL PLACEMENT REQUIREMENTS.
- THE CONTRACTOR SHALL HOLD AND SAVE THE STATE, ITS OFFICERS, ITS AGENTS, AND ITS EMPLOYEE HARMLESS TO LIABILITY OF ANY NATURE OF KIND, INCLUDING COST AND EXPENSES FOR OR ON AC OF ANY PATENT OR UNPATENTED INVENTION, ARTICLE OR APPLIANCE MANUFACTURED OR USED IN ACCORDANCE WITH THE DETAILS OF THESE PLANS
- BARS MAY BE PLACED EITHER TOP OR BOTTOM OF JOINT STEEL.

TABLE OF REINE STEEL SIZES, SPACINGS AND ESTIMATED QU

| ALTERNATE | | 24' PLACEMENT WIDTH | | | | | | | 12' PLACEMENT WILTH | | | | | DOWELS GMOOTH BARSI | | | 1 | E | | |
|-----------|--------------------------------|---------------------|---------------------|--------------------|------------|---------------------|---------------------|------------|---------------------|-------------------|-------------------|-----------|-----------|------------------------|------|--------------|----|---------------------------|----------------|------------|
| | THICKNESS THICKNESS (INCHES) | LONGITUDINAL | | | TRANSVERSE | | | ② STEEL | LONGITUDINAL | | TRANSVER | | RSE | 2) 5 tel | | AVG WT | wī | | AVC | |
| | | BAR # | SPAC (A) (BN) | SPAC (B) (N) | 8AR # | SPAC (G) (FN) | SPAC (3) (8N) | #/ SY | BAR ## | SPAC Â) JN: | SPAC (B) IN | BAR ## | SPAC © | SPAC Di | #/ | SIZE | | # _{/FT} OF JT | | SPA: JN |
| L | 10 | 3 | 4 | 8 | 4 | 24 | | 800 | | | -6 | -4- | 2A_ | 3 | 7.7. | 144 | 12 | 7.89 | = 4 ~ 3∩' | 24 |
| | 9 | 3 | 4 | 8 . | 4 | 26 <u>‡</u> | .54 | 7,4G | 3 | -4) | 01 | -12 | Z5‡. | 51 | 7,14 | x20 | 12 | | # 4 x 30 | 26 |
| | 8 | 3 | 4 | 10 | 4 | 30 | 3 | 548 | 9- | -6 | 10 | -24 | 30 | 3 | 6,30 | 1114 | 12 | 401 | = 4 × 30° | 30 |
| Н | 10 | 4 | 44 | 10≹ | 4 | -18 | 3 | 0.70 | 4 | 7 <u>1</u> | 103 | 4 | 18 | 3 | 084 | x22 | 12 | | гн-ф- х 30° | 18 |
| | 9 | 4 | _6_ | .12 | -4- | 20 | 3 | 957 | 4 | 6 | 12 | 4 | 20 | 3 | 9:46 | 1 0 20 | 12 | 566 | :: 4 x 30" | 20 |
| | 8 | 4 | 24 | 13½ | 4 | 22 | 11 | 8.68 | 4 | 41 | 131 | 4 | 22 | 11 | 8.60 | 1" ¢ x18" | 12 | ani | #4 x 30° | 22 |

NOTE

- One of the alternate designs must be crossed out
- a. L alternate—to be used with subbases having a low friction factor
- ${\bf b}$ H alternate—to be used with subbases having a high friction factor

2) Steel weights are for contractor's use only and include weights of iongitudinal and transverse bars GENERAL NOTES CONT'D.

- 12. ALL SMOOTH DOWEL BARS SHALL BE SECURED BY DOWEL BAR CHAIR EXCEPT WHEN PLACED BY APPROVED VIBRATORY METHODS.
- 13 PAVEMENT SHALL TERMINATE WITH A CONSTRUCTION WITH TIE BARS, ALL EXPOSED STEEL SHALL BE COATED WITH ASPHALT

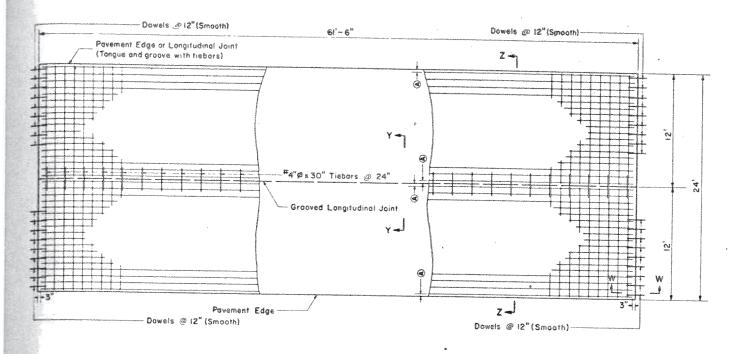
TEXAS HIGHWAY DEPARTMENT

CONCRETE PAVEMENT DETAILS

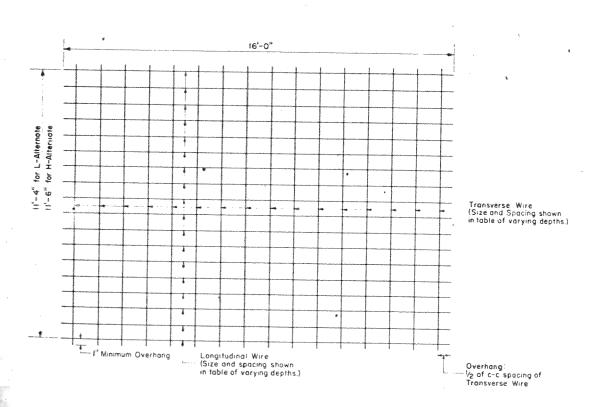
JOINTED REINFORCED STEEL BARS

CPJR (B) - 62 (SPL)

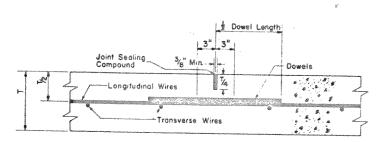
\$747£ 20 Rev longitudinal const. jt Apr. 15,1966 HAROIN 601



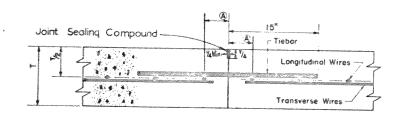
PAVEMENT PLAN



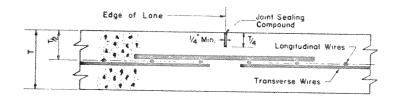
TYPICAL SHEET OF WELDED WIRE FABRIC



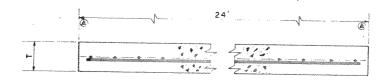
CONTRACTION JOINT Section W-W



LONGITUDINAL CONSTRUCTION JOINT (SAWED WITH TIEBARS



GROOVED LONGITUDINAL JOINT with Tiebars) Section Y-Y



TYPICAL SECTION Section Z-Z

GENERAL NOTES

- 1. ALL GROOVED JOINTS SHALL BE ALL GROOVED JOINTS SHALL BE SAVET VERIFICAL AND TRUE TO LINE BY AN APPROVED METHOD AND FILLER WITH JOINT STALING COMPOUND,
- CONSTRUCTION JOINTS MAY BE FORMED BY THE USE OF METAL OR WOOD FORMS FOUAL IN CEPTH TO THE NOMINAL DEPTH OF THE PAYER ANT, OR BY OTHER MEANS WHICH HAVE BEEN APPROVED BY THE ENGINESE PRIOP TO THEIR USE.
- 3 TREATMENT OF PAVEMENT ENDS AT STRUCTURES OR AT FIXED DEJECTS WILL BE SHOWN ELSEWHERE IN THE PLANS
- 4. FOR FURTHER INFORMATION REGARDING THE PLACEMENT OF CONCRETE AND REINFORCEMENT REFER TO THE GOVERNING SPECIFICATIONS FOR "CONCRETE PAVEMENT."
- 5 DETAILS AS TO PAVENENT WIDTH, PAVEMENT THICKNESS, AND THE CROWN CROSS--SLOPE SHALL BE AS SHOWN ELSEWHERE IN THE PLANS.
- 6. THE MINIMUM TRANSVERSE LAP OF THE WELCED WIRE FABRIC SHALL BE TE INCHES LONG. THE MINIMAL CONCINCIONAL LAN, IF USED, SHALL BE EQUAL TO THE CENTER TO CENTER SPACING OF THE LONGITUDINAL
- 7. IT IS THE INTENT OF THIS DESIGN THAT THE LONGITUDINAL STEEL BE AT THE CENTER OF THE SLAB. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO TAKE ALL NECESSARY PRECAUTIONS TO INSURE THAT THE FINAL POSITION OF THE STEEL IS WITHIN 1 2 INCH OF THE SLAB CENTER.
- 9. CONCRETE SHALL NOT BE DISCHARGED FROM THE MIXER DIRECTLY ON TOP OF OR ON THE SIDES OF THE JOINT ASSEMBLY
- 9. THE CONTRACTOR SHALL HOLD AND SAVE THE STATE, LTS OFFICERS, LTS
 AGENTS, AND ITS EMPLOYES HARMLESS TO LIABILITY OF ANY NATURE
 OR KIND, INCLUDING COST 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

TABLE OF VARYING DEPTHS

| Alternate Designs | (T) Pavement | Steel Welded | | Weight | (Si | Dowels mooth Ba | rs) | Tiebars (Deformed Bars) | | | |
|----------------------|-----------------------|---------------------------|----------------|------------------|--------------|-----------------------------|--------|----------------------------|-----------------------------|--------|--|
| | Thickness (inches) | Wire Fabric* Style No. | Spacing (A) | ^{®y} sy | Size | Average Spacing (in.) | Weight | Size | Average Spacing (in.) | Weight | |
| L | 10 | 812-10-1 | 4_ | 5.58 | 14 VX22" | -12 | 789 | #4 x 30" | 24 | 0 84 | |
| | 9 | 812-10-1 | 4 | 5.58 | 7 Ta 120 | ==== | 566 | 17 4 x 30" | 261/2 | 0.75 | |
| | 8 | 812-12 | 4 | 4.71 | †"∜×18" | | 401 | #4 x 30" | 30 | 0 67 | |
| Н | 10 | 68-16-1 | _3 | 785 | 74 0 x 22" | | 7.89 | [∷] 4x30" | 18 | 1.11 | |
| | 9 | 68-1/6-1 | 3 | 765 | 1 | | 5.66 | [≘] 4 x 30° | 20 · | 1.00 | |
| | 8 | 68-13 | 3 | | l"¢ x 18" | 12 | 4.01 | [#] 4×30" | 22 | 0 91 | |

- I. One of the alternate designs must be crossed out.
 a. L. alternate to be used with subbases having a low friction factor.
 b. Holternate to be used with subbases having a high friction factor.
- 2. Steel weights are for contractors information only.
- *Code for welded wire fabric B 12 6 I Gauge of transverse wire Gauge of longitudinal wire Spacing of transverse wire (in) Spacing of longitudinal wire (in)

10. BARS MAY BE PLACED EITHER TOP OR BOTTOM OF JOINT STEEL

- 11 ALL SMOOTH DOWEL BARS SHALL BE SECURED BY DOWEL BAR CHAIRS EXCEPT WHEN PLACED BY APPROVED VIBRATOR METHODS
- 12 PAVEMENT SHALL TERMINATE WITH A CONSTRUCTION JOINT WITH TIE BARS. ALL EXPOSED STEEL SHALL BE COATED WITH ASPHALT

TEXAS HIGHWAY DEPARTMENT

CONCRETE PAVEMENT DETAILS JOINTED REINFORCED WELDED WIRE FABRIC

CPJR (F) - 62 (SPL)

6 IFRAS 20 HARDIN GOI

Rev longitudinal const. jt Apr. 15,1966