SS 380, 65-8-87

STATE	COUNTY	STATE CONTROL NO.
TEXAS	JEFFERSON	65-8-87

IPE 75

STATE OF TEXAS
STATE HIGHWAY DEPARTMENT

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PLANS OF PROPOSED
STATE HIGHWAY IMPROVEMENT

FEDERAL AID PROJECT.
U 53(26)

SCALES: PLAN, 1 IN. = 50 FT.
PROFILE: 1 IN. HOR. = 50 FT., 1 IN. VERT. = 5 FT.
CROSS-SECTIONS 1 IN. HOR. AND VERT. = 5 FT.
OTHERS AS NOTED.

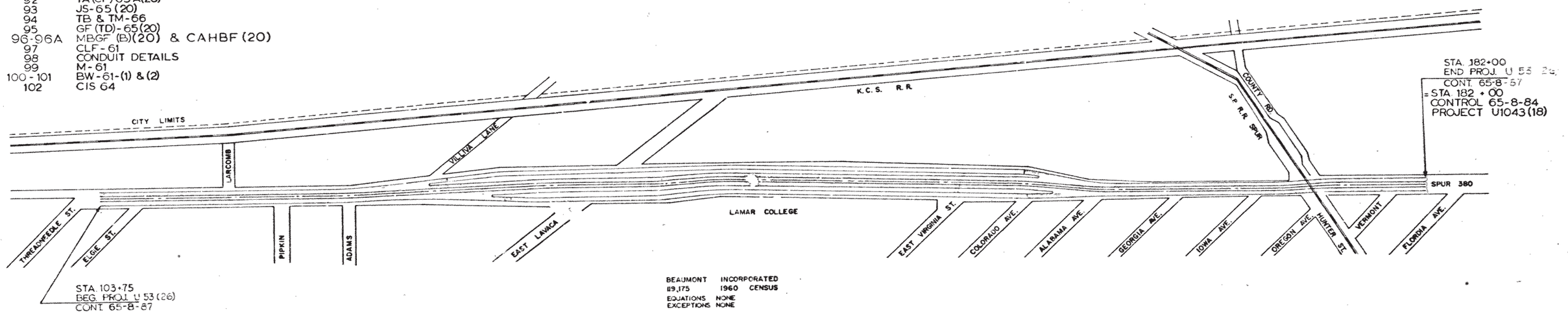
NET LENGTH OF PROJECT= 7825 FT.= 1.482 MI.

JEFFERSON COUNTY

SPUR 380

FROM FLORIDA AVENUE NORTH TO THREADNEEDLE ST.
GRADING, STRUCTURES, CEMENT STABILIZED BASE AND CONCRETE PAVEMENT

PROVIDE BARRICADES "D" SIGNS, D-34 A, D-35, D-59, D-67 & D-68 AT BEGINNING AND END OF PROJECT. PROVIDE SIGNS D-34 AT STREET CROSS WALK.



BEAUMONT INCORPORATED
119,175 1960 CENSUS
EQUATIONS NONE
EXCEPTIONS NONE

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

SPECIFICATIONS ADOPTED BY THE STATE HIGHWAY DEPARTMENT OF TEXAS, JANUARY 2, 1962 AND SPECIFICATION ITEMS LISTED AND DATED AS FOLLOWS, SHALL GOVERN ON THIS PROJECT: REQUIRED CONTRACT PROVISIONS FEDERAL-AID CONTRACTS PRIMARY HIGHWAYS (FORM PR-1274, DECEMBER, 1965)

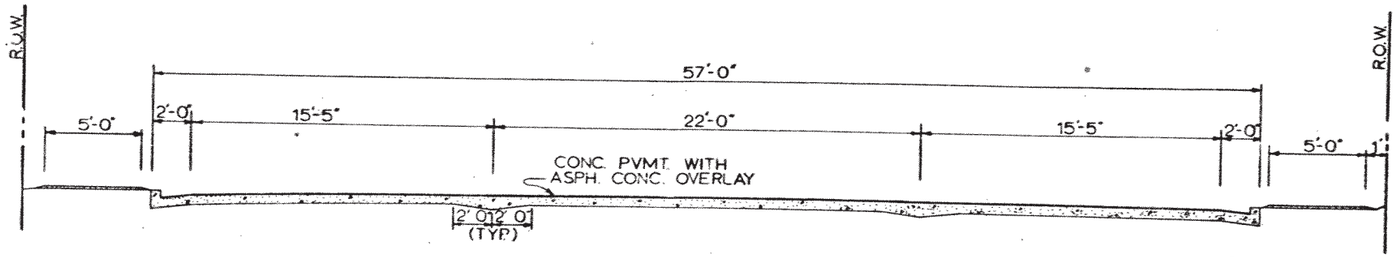
LAYOUT SCALE: 1 IN. = 300 FT.

STATE HIGHWAY DEPARTMENT

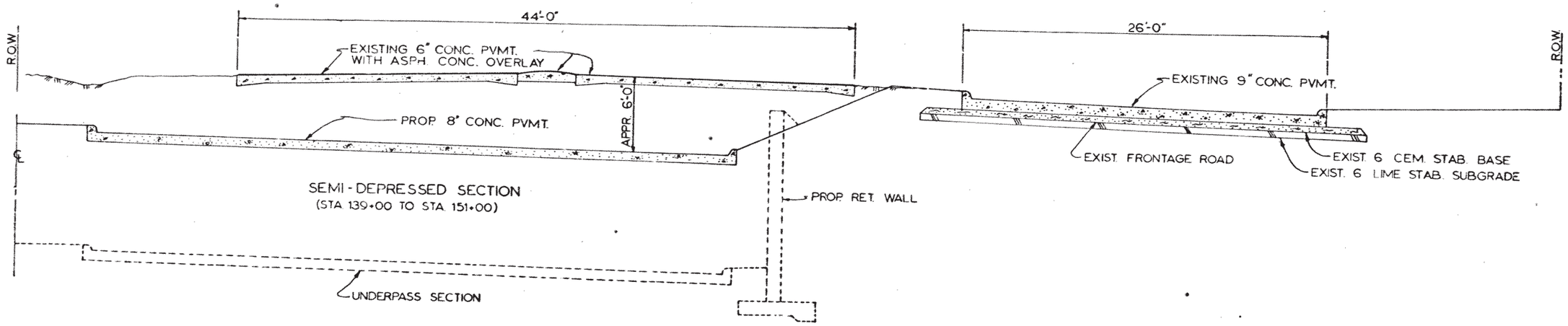
CORRECT Jan 6 19 67 — Feb. 17, 1967
Charles L. Crawford — RESIDENT ENGINEER
RECOMMENDED FOR APPROVAL Jan 11 19 67
John D. Keller — DISTRICT ENGINEER

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
APPROVED
DIVISION ENGINEER

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

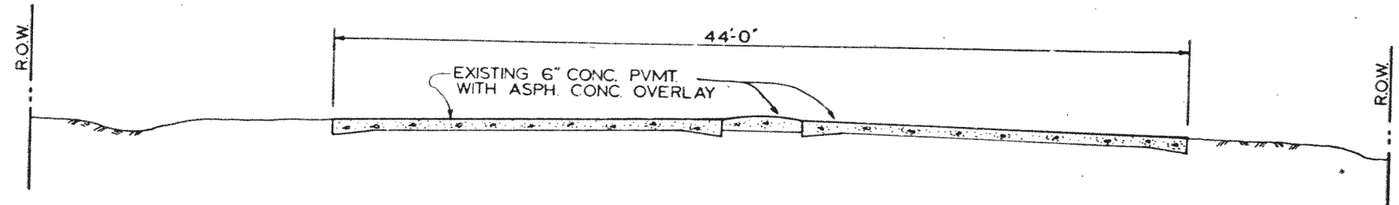


TYPICAL SECTION
OF EXISTING PAVEMENT
(STA. 103+97 TO STA. 133+00)

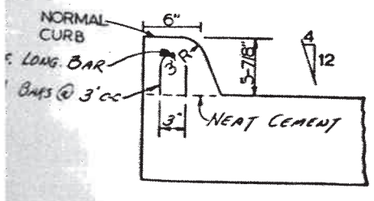


TYPICAL HALF-SECTION
DEPRESSED SECTION

REFER TO SHEET NO. 5
FOR DETAILS OF PROPOSED
SECTIONS.

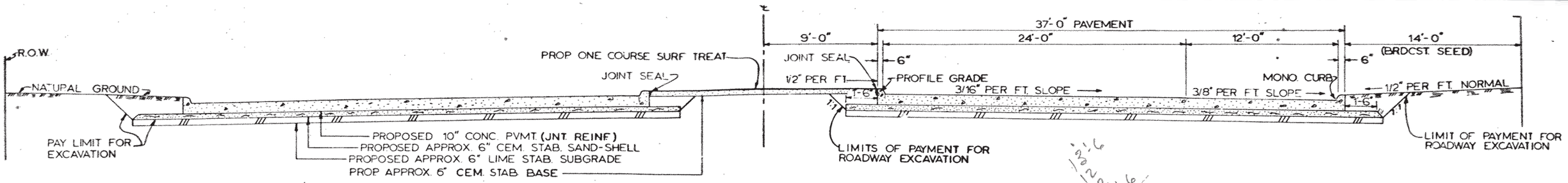


TYPICAL SECTION
EXISTING PAVEMENT
(STA. 133+00 TO STA. 182+00)



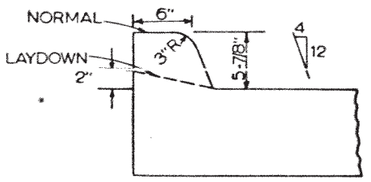
DOWEL CURB DETAIL

TYPICAL SECTIONS



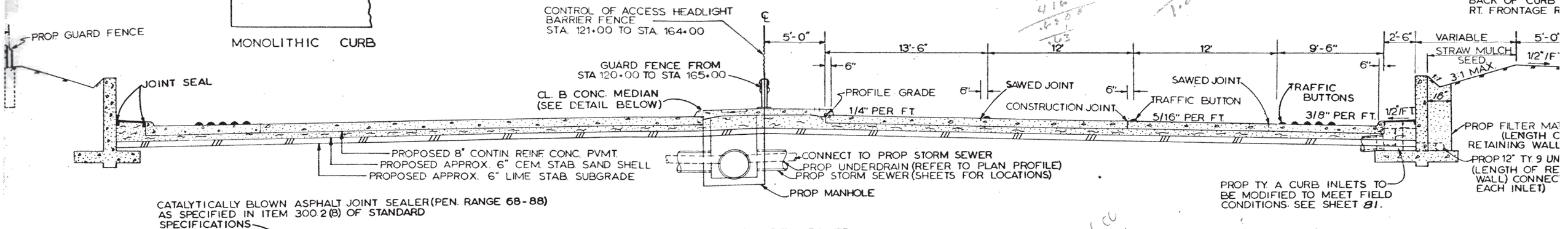
MAIN LANES AT-GRADE

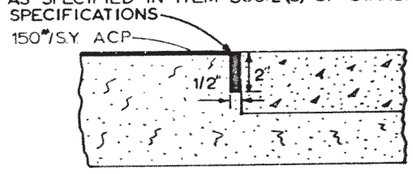
(STA. 103+97 TO STA. 128+00)
(STA. 161+80 TO STA. 182+00)



MONOLITHIC CURB

LAYDOWN CURB SHALL BE PLACED AS DIRECTED BY THE ENGINEER AND PAID FOR AT THE UNIT PRICE BID FOR "MONOLITHIC CURB"

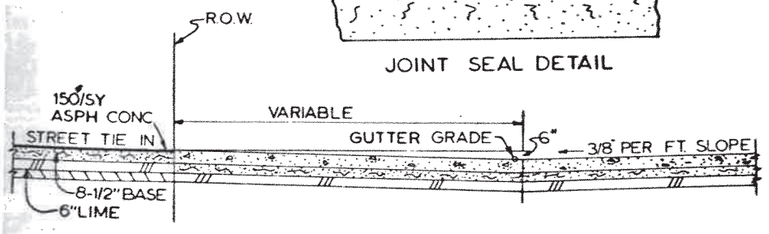




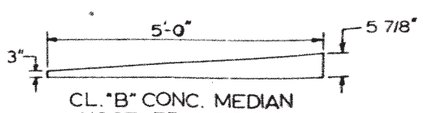
JOINT SEAL DETAIL

MAIN LANES - DEPRESSED

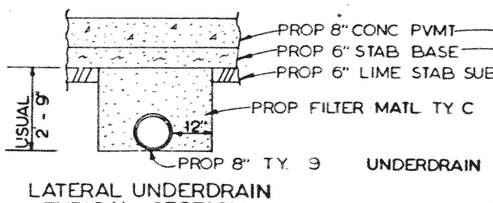
(STA 128+00 TO 161+80)



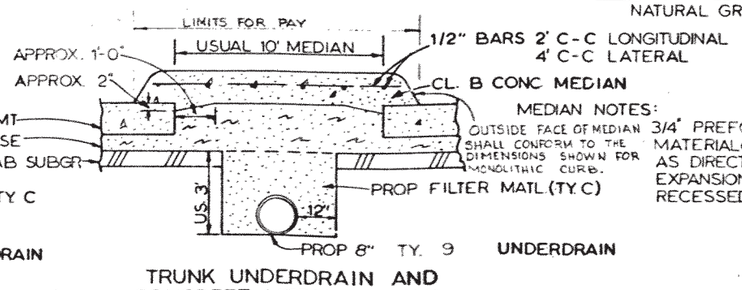
CONCRETE RETURN (SIDE STREET)



CL. "B" CONC. MEDIAN NOSE TRANSITION



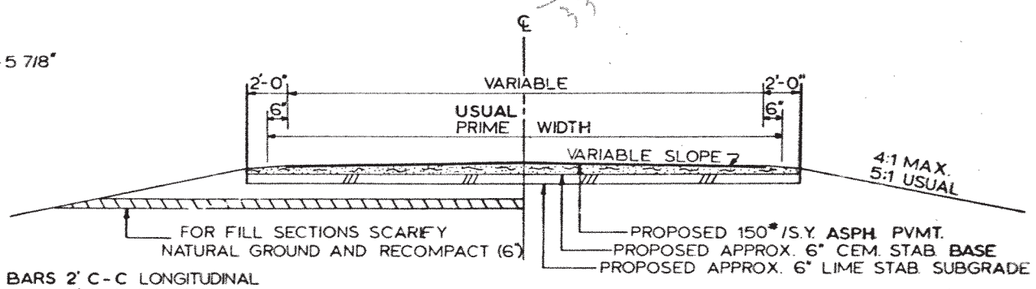
LATERAL UNDERDRAIN TYPICAL SECTION



TRUNK UNDERDRAIN AND CONCRETE MEDIAN DETAIL

MEDIAN NOTES:

3/4" PREFORMED FIBER EXPANSION JOINT MATERIAL @ APPROX. 60' CENTERS OR AS DIRECTED BY THE ENGINEER. EXPANSION JOINT MATERIAL TO BE RECESSED 3/4".

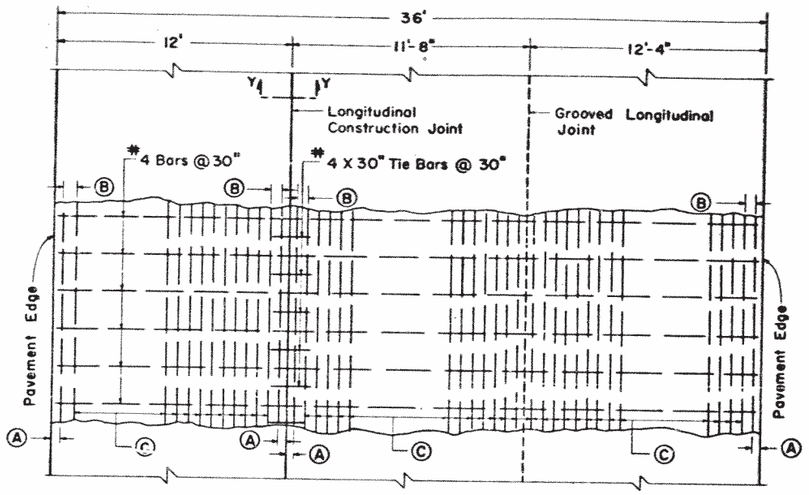


TYPICAL STREET TIE IN

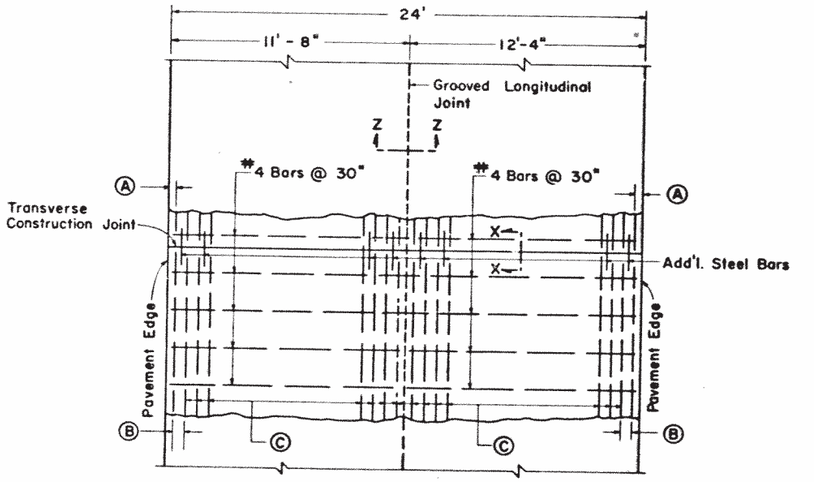
TYPICAL SECTIONS

U 55 (26)

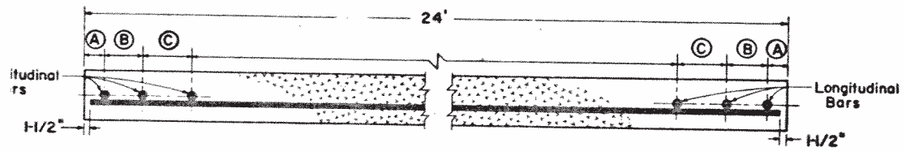
20 JEFFERSON 65 8 8



THREE LANE PAVEMENT PLAN
(12ft. and 24ft. Placement)*

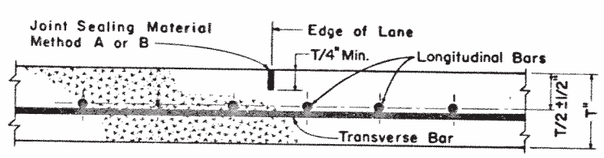


TWO LANE PAVEMENT PLAN
(24ft. Placement)*

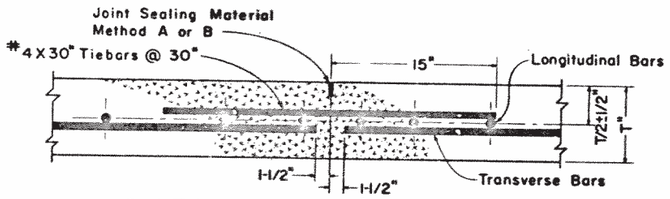


TYPICAL SECTION
(24ft. Placement)*

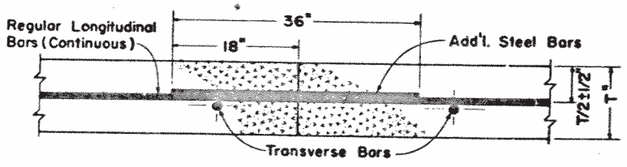
*LANE WIDTHS ARE FOR ILLUSTRATIVE PURPOSES ONLY AND SHOULD NOT BE USED IF IN CONFLICT WITH TYPICAL CROSS SECTIONS SHOWN ELSEWHERE IN THE PLANS.



GROOVED LONGITUDINAL JOINT
Section Z–Z



LONGITUDINAL CONSTRUCTION JOINT
Section Y–Y



TRANSVERSE CONSTRUCTION JOINT
Section X–X

SPECIAL NOTE
THE CONTRACTOR SHALL HOLD AND SAVE THE STATE, ITS OFFICERS, ITS AGENTS, AND ITS EMPLOYEES 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 PLANS.

GENERAL NOTES

1. NO EXPANSION JOINTS WILL BE USED EXCEPT AT STRUCTURAL ENDS OR FIXED OBJECTS AS SHOWN ELSEWHERE IN THE PLANS.
2. FOR FURTHER INFORMATION REGARDING THE PLACEMENT OF CONCRETE AND REINFORCEMENT REFER TO THE GOVERNING SPECIFICATIONS FOR "CONCRETE PAVEMENT".
3. DETAILS AS TO PAVEMENT WIDTH, PAVEMENT THICKNESS AND THE CROWN CROSS-SLOPE SHALL BE AS SHOWN ELSEWHERE IN THE PLANS.
4. WITHIN ANY AREA BOUNDED BY TWO FEET OF PAVEMENT LENGTH MEASURED PARALLEL TO THE CENTERLINE AND TWELVE FEET OF PAVEMENT WIDTH MEASURED PERPENDICULAR TO THE PAVEMENT CENTERLINE, NOT OVER 33% OF THE REGULAR LONGITUDINAL STEEL SHALL BE SPLICED.
5. LONGITUDINAL AND TRANSVERSE BARS SHALL BE OF HIGH YIELD STEEL CONFORMING TO ASTM A-432 OR ASTM A-61 (SPECIAL GRADE) AS NOTED IN THE SPECIFICATIONS.
6. SPLICES SHALL BE A MINIMUM OF 24 TIMES THE NOMINAL DIAMETER OF THE BAR.
7. BARS OF HIGH YIELD STEEL SHALL NOT BE BENT. IF THE CONTRACTOR ELECTS TO BEND THE TIEBARS, THEY SHALL BE OF STRUCTURAL OR INTERMEDIATE GRADE STEEL AND SPACED AT 24" C-C.
8. AT TRANSVERSE CONSTRUCTION JOINTS THE REGULAR LONGITUDINAL BARS SHALL EXTEND BEYOND THE JOINT SO THAT THE BAR SPLICES FOR THE REGULAR LONGITUDINAL BARS SHALL BE A MINIMUM OF FOUR FEET FROM THE CONSTRUCTION JOINT. AT LONGITUDINAL CONSTRUCTION JOINTS IF THE CONTRACTOR ELECTS TO CONTINUE THE REGULAR TRANSVERSE STEEL THROUGH THE JOINT, THE #4 ϕ TIEBARS SHOWN HEREON MAY BE DELETED. VIBRATION WITH HAND MANIPULATED MECHANICAL VIBRATORS WILL BE REQUIRED ADJACENT TO ALL TRANSVERSE CONSTRUCTION JOINTS.
9. WITH THE APPROVAL OF THE ENGINEER, MULTIPLE PIECE TIEBARS (THREADED COUPLING OR OTHER ADEQUATE DEVICE) MAY BE USED TO FACILITATE CONSTRUCTION PROVIDED THE SYSTEM DEVELOPS A FORCE EQUAL TO 1 1/2 TIMES THE MINIMUM YIELD FORCE OF THE TIEBAR SHOWN. THE SPACINGS FOR THE SYSTEM SHALL BE LESS THAN OR EQUAL TO THE SPACING ALLOWED FOR BARS OF SIMILAR YIELD STRENGTH.
10. THE CHAIRS USED TO SUPPORT THE BAR MAT SHALL BE OF SUFFICIENT STRUCTURAL QUALITY AND NUMBER TO HOLD THE MAT WITHIN THE PLACEMENT HEIGHT TOLERANCES, AND SHALL BE OF A TYPE APPROVED BY THE ENGINEER.
11. IN THE NORMAL 30" PLACEMENT FOR THE TRANSVERSE BARS, CHAIRS SHALL BE PLACED UNDER EVERY TRANSVERSE BAR. THE TRANSVERSE SPACING SHALL BE A 48" MAXIMUM. PLACEMENT MAY BE STAGGERED SO THAT CHAIRS IN ALTERNATE ROWS ARE CENTERED BETWEEN THE CHAIRS IN ADJACENT ROWS.
12. JOINT GROOVE AND SEAL DETAILS SHALL BE AS SHOWN ELSEWHERE IN THE PLANS.

Pavement Thickness "T" in.	Bar Size	24 ft. Placement Width					12 ft. Placement Width					Add'l Steel @ Trans. Const. Jt.		
		Spacing C-C			No. of Bars	Steel #/sy ①	Spacing C-C			No. of Bars	Steel #/sy ①	Size	Avg. Spa. in.	②No. per Lane	Weight #/ft.
		Ⓐin.	Ⓑin.	Ⓒin.			Ⓐin.	Ⓑin.	Ⓒin.						
8	No.5	3	6	7.5	39	17.66	3	5.25	7.5	20	18.05	5/8"ϕx36"	14	10	2.61
7	No.5	3	5	8.5	35	16.09	4	8.5	8.5	17	15.70	5/8"ϕx36"	14	10	2.61
6	No.4	3	4.5	7	42	12.93	3	6	7	21	12.93	1/2"ϕx36"	8	18	3.01

NOTE: THE SPACINGS Ⓑ SHOWN IN THE ABOVE PLACEMENT TABLE ARE THE MAXIMUM ALLOWABLE SPACINGS. WHERE THE PROPOSED PLACEMENT WIDTHS VARY FROM THE BASIC DESIGN WIDTH SHOWN, THE SPACING Ⓑ AND THE ADJACENT SPACING Ⓒ SHALL BE ADJUSTED TO ACCOMMODATE A REINFORCEMENT ARRANGEMENT EQUAL TO OR SLIGHTLY HEAVIER THAN THAT SHOWN AS DIRECTED BY THE ENGINEER.

① INCLUDES BOTH REGULAR LONGITUDINAL AND TRANSVERSE BARS BASED UPON 1 FOOT PAVEMENT LENGTHS FOR THE WIDTH INDICATED. ALL TRANSVERSE STEEL IS #4 BARS AT 30" CENTERS.

② THIS SHALL BE THE MINIMUM NUMBER OF ADDITIONAL STEEL BARS TO BE PLACED PER LANE. THE SPACING OF THE ADDITIONAL STEEL BARS SHALL BE VARIED AS DIRECTED IN ORDER TO PROVIDE A MINIMUM CLEARANCE OF 2 1/2" FROM EACH REGULAR LONGITUDINAL REINFORCING BAR.

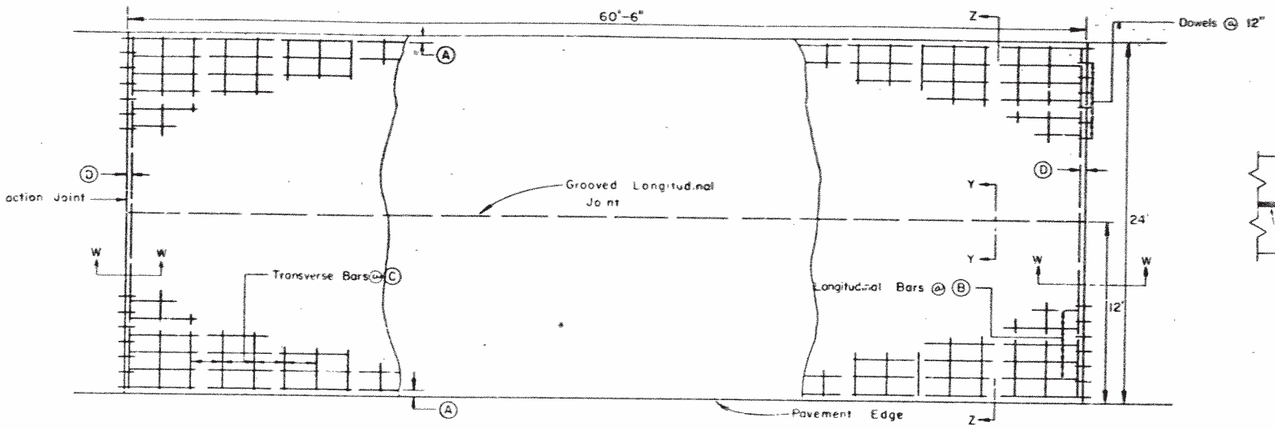
TEXAS HIGHWAY DEPARTMENT

CONCRETE PAVEMENT DETAILS CONTINUOUSLY REINFORCED

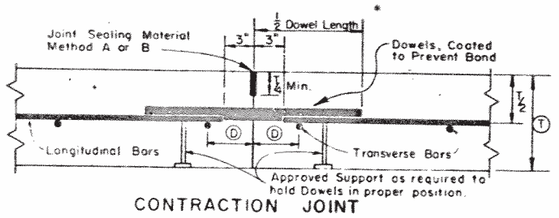
STEEL BARS

CPCR (B)-65

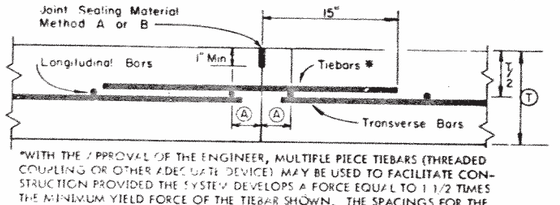
DN. BFM	DRAWING	DATE				
CK.DN. MDS	ORIGINAL	SEPT. 1964				
DW. CAK	Revised	JAN. 1965	6	11	U 55 (26)	
CK.DW. GMW	Revised	JULY 1965				
TR. CAK						
CK.TR. BFM			20	Jefferson	65	8 67



TWO LANE PAVEMENT PLAN
(24 ft. Placement)*

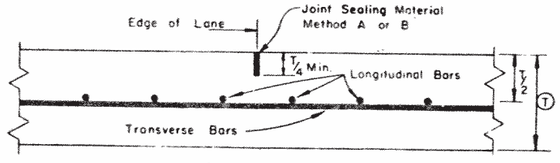


CONTRACTION JOINT
Section W – W

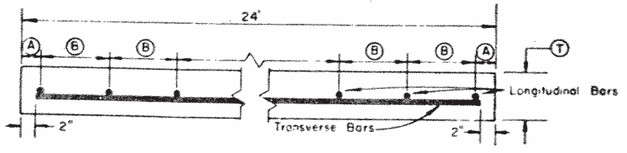


*WITH THE APPROVAL OF THE ENGINEER, MULTIPLE PIECE TIEBARS (THREADED COUPLING OR OTHER ADEQUATE DEVICE) MAY BE USED TO FACILITATE CONSTRUCTION PROVIDED THE SYSTEM DEVELOPS A FORCE EQUAL TO 1 1/2 TIMES THE MINIMUM YIELD FORCE OF THE TIEBAR SHOWN. THE SPACINGS FOR THE SYSTEM SHALL BE LESS THAN OR EQUAL TO THE SPACING ALLOWED FOR BARS OF SIMILAR YIELD STRENGTH.

LONGITUDINAL CONSTRUCTION JOINT
Section X–X



GROOVED LONGITUDINAL JOINT
Section Y–Y



TYPICAL SECTION
Section Z–Z

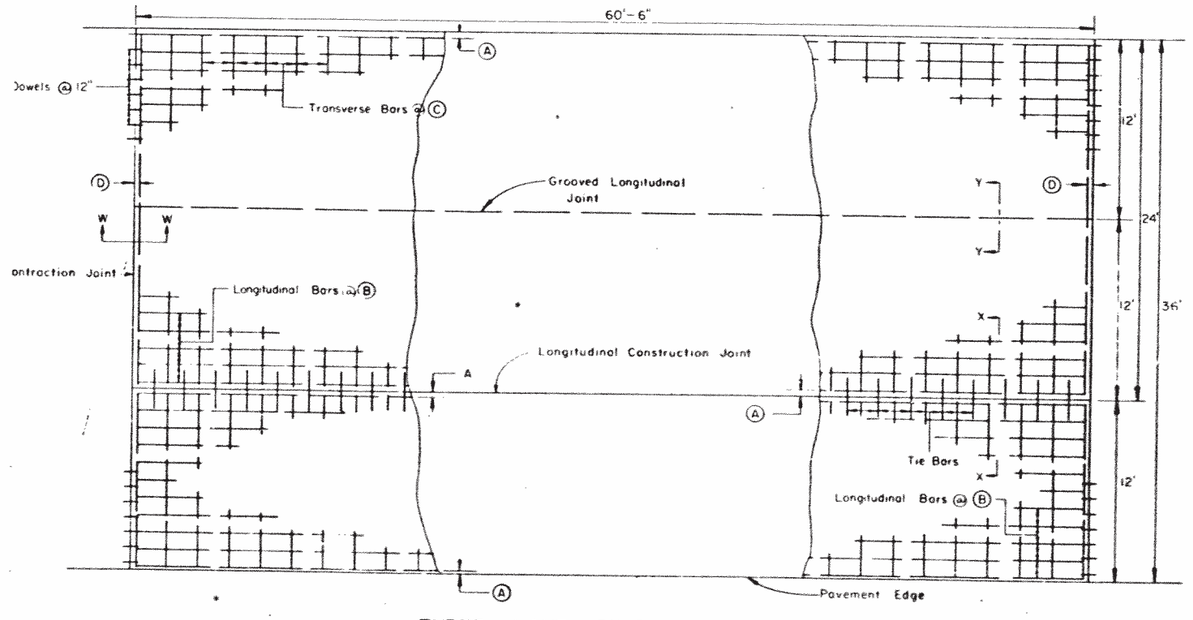
GENERAL NOTES

1. JOINT GROOVE AND SEAL DETAILS SHALL BE AS SHOWN ELSEWHERE IN THE PLANS.
2. CONSTRUCTION JOINTS MAY BE FORMED BY THE USE OF METAL OR WOOD FORMS EQUAL IN DEPTH TO THE NOMINAL DEPTH OF THE PAVEMENT, OR BY OTHER MEANS WHICH HAVE BEEN APPROVED BY THE ENGINEER PRIOR TO THEIR USE.
3. TREATMENT OF PAVEMENT ENDS AT STRUCTURES OR AT FIXED OBJECTS 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 PAVEMENT WIDTH, PAVEMENT THICKNESS, AND THE CROWN CROSS-SLOPE SHALL BE AS SHOWN ELSEWHERE IN THE PLANS.
6. LONGITUDINAL BARS AND TRANSVERSE BARS SHALL BE INTERMEDIATE GRADE, HARD GRADE, OR HIGH YIELD STEEL IN ACCORDANCE WITH THE SIZE AND SPACING SHOWN IN THE TABLE, EXCEPT THAT ONLY INTERMEDIATE GRADE STEEL SHALL BE USED WHERE BARS ARE TO BE BENT.
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.
8. CONCRETE SHALL NOT BE DISCHARGED FROM THE MIXER DIRECTLY ON TOP OF OR ON THE SIDES OF THE JOINT ASSEMBLY.
9. ANY APPROVED METAL CHAIR TYPE OR DESIGN, WHICH WILL SATISFY THE REQUIREMENTS NOTED HEREON, WILL BE PERMITTED. CHAIR SPACINGS SHALL NOT BE GREATER THAN 60" C-C MEASURED PARALLEL TO THE PAVEMENT CENTER LINE AND 30" C-C MEASURED PERPENDICULAR TO THE PAVEMENT CENTER LINE. ADDITIONAL CHAIRS SHALL BE USED IF NECESSARY TO MEET THE STEEL PLACEMENT REQUIREMENTS.
10. THE CONTRACTOR SHALL HOLD AND SAVE THE STATE, ITS OFFICERS, ITS AGENTS, AND ITS EMPLOYEES 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 PLANS.
11. Dowel bars may be placed either top or bottom of joint steel All smooth dowel bars shall be secured by dowel bar chairs.

TABLE OF REINFORCING STEEL SIZES, SPACINGS AND ESTIMATED QUANTITIES

ALTERNATE DESIGNS (1)	PAVEMENT THICKNESS (T) (INCHES)	24' PLACEMENT WIDTH LONGITUDINAL BAR #	LONGITUDINAL SPAC (A) (IN.)	TRANSVERSE SPAC (B) (IN.)	TRANSVERSE BAR #	TRANSVERSE SPAC (C) (IN.)	TRANSVERSE SPAC (D) (IN.)	(2) STEEL #/SY	12' PLACEMENT WIDTH LONGITUDINAL BAR #	LONGITUDINAL SPAC (A) (IN.)	LONGITUDINAL SPAC (B) (IN.)	TRANSVERSE BAR #	TRANSVERSE SPAC (C) (IN.)	TRANSVERSE SPAC (D) (IN.)	(2) STEEL #/SY	DOWELS (SMOOTH BARS) SIZE	DOWELS SPAC (IN.)	DOWELS AVG. WT #/FT. OF JT.	TIE BARS (DEFORMED) SIZE	TIE BARS SPAC (IN.)	TIE BARS AVG. WT #/FT. OF JT.
L	10	3	8	8	4	24	3	8.05	3	4	8	4	24	3	7.71	1 1/4" ø x 22"	12	7.89	#4 x 30"	24	0.84
	9	3	3 3/4	8 1/2	4	26 1/2	5 1/4	7.48	3	4	8 1/2	4	26 1/2	5 1/4	7.14	1 1/4" ø x 20"	12	5.66	#4 x 30"	26 1/2	0.75
	8	3	7	10	4	30	3	6.48	3	2	10	4	30	3	6.30	1" ø x 18"	12	4.01	#4 x 30"	30	0.67
H	10	4	4 1/4	10 3/4	4	18	3	10.70	4	7 1/2	10 3/4	4	18	3	10.84	1 1/4" ø x 22"	12	7.89	#4 x 30"	18	1.11
	9	4	6	12	4	20	3	9.57	4	6	12	4	20	3	9.48	1 1/8" ø x 20"	12	5.66	#4 x 30"	20	1.00
	8	4	2 1/4	13 1/2	4	22 1/2	3	8.70	4	4 1/2	13 1/2	4	22 1/2	3	8.65	1" ø x 18"	12	4.01	#4 x 30"	22	0.91

NOTE:
(1) One of the alternate designs must be crossed out.
a. L alternate – to be used with subbases having a low friction factor.
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 longitudinal and transverse bars.



THREE LANE PAVEMENT PLAN
(12 ft. and 24 ft. Placement)*

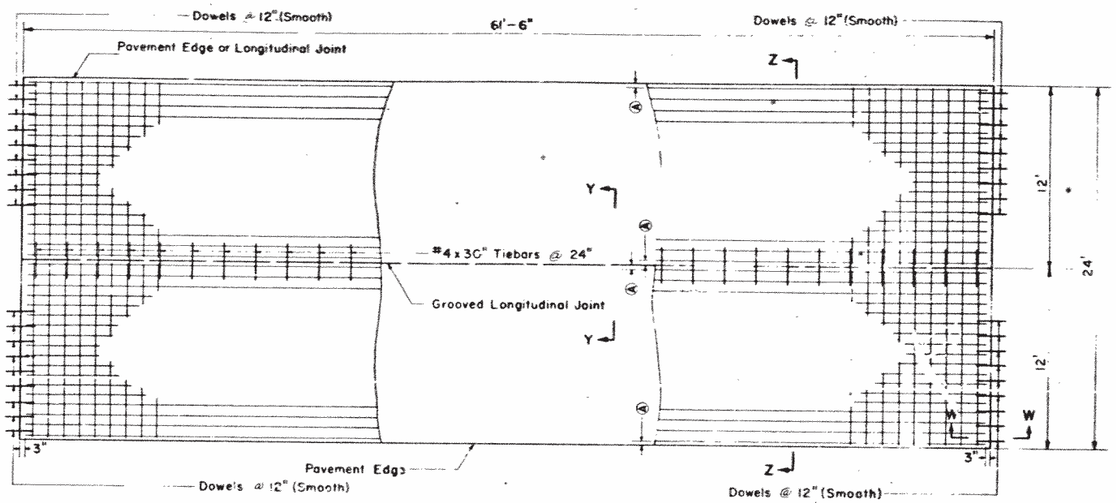
*Lane widths are for illustrative purposes only and should not be used if in conflict with typical cross sections shown elsewhere in the plans.

TEXAS HIGHWAY DEPARTMENT

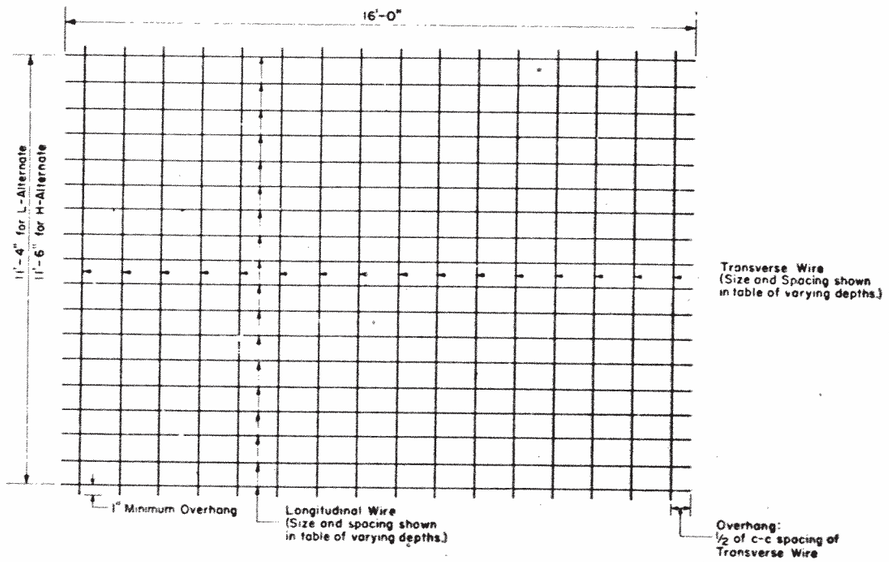
CONCRETE PAVEMENT DETAILS
JOINTED REINFORCED
STEEL BARS

CPJR (B) – 65 (20)

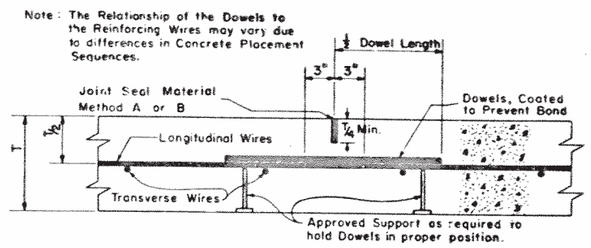
DN: B.F.M.	DRAWING	DATE	FED. RD. DIV. NO. 6	STATE: TEXAS	FEDERAL PROJECT NO. U 55 (22)	SHEET NO. 9
CK. DN: M.D.S.	ORIGINAL					
DW: J.F.C.	REVISED					
CK. DW:			STATE DIST. NO. 20	COUNTY: JEFFERSON	CONT. 65 / SECT 6 / JOB 87	HIGHWAY SPUR
TR:						
CK. TR: B.F.M.						



PAVEMENT PLAN

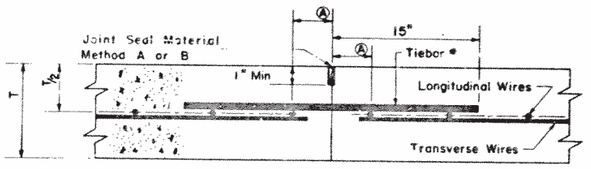


TYPICAL SHEET OF WELDED WIRE FABRIC



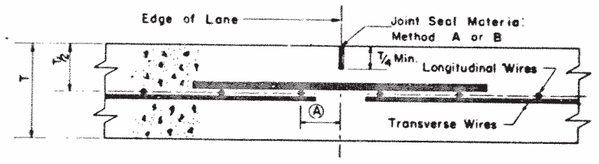
CONTRACTION JOINT

Section W-W



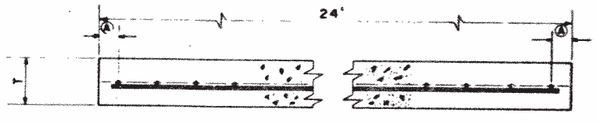
* WITH THE APPROVAL OF THE ENGINEER, MULTIPLE PIECE TIEBARS (THREADED COUPLING OR OTHER ADEQUATE DEVICE) MAY BE USED TO FACILITATE CONSTRUCTION PROVIDED THE SYSTEM DEVELOPS A FORCE EQUAL TO 1 1/2 TIMES THE MINIMUM YIELD FORCE OF THE TIEBAR SHOWN. THE SPACINGS FOR THE SYSTEM SHALL BE LESS THAN OR EQUAL TO THE SPACING ALLOWED FOR BARS OF SIMILAR YIELD STRENGTH

LONGITUDINAL CONSTRUCTION JOINT



GROOVED LONGITUDINAL JOINT

Section Y-Y



TYPICAL SECTION

Section Z-Z

GENERAL NOTES

1. JOINT GROOVE AND SEAL DETAILS SHALL BE AS SHOWN ELSEWHERE IN THE PLANS.
2. CONSTRUCTION JOINTS MAY BE FORMED BY THE USE OF METAL OR WOOD FORMS EQUAL IN DEPTH TO THE NOMINAL DEPTH OF THE PAVEMENT, OR BY OTHER MEANS WHICH HAVE BEEN APPROVED BY THE ENGINEER PRIOR TO THEIR USE.
3. TREATMENT OF PAVEMENT ENDS AT STRUCTURES OR AT FIXED OBJECTS 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 PAVEMENT WIDTH, PAVEMENT THICKNESS, AND THE CROWN CROSS-SLOPE SHALL BE AS SHOWN ELSEWHERE IN THE PLANS.
6. THE MINIMUM TRANSVERSE LAP OF THE WELDED WIRE FABRIC SHALL BE 12 INCHES LONG. THE MINIMUM LONGITUDINAL LAP, IF USED, SHALL BE EQUAL TO THE CENTER TO CENTER SPACING OF THE LONGITUDINAL WIRE
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, ITS OFFICERS, ITS AGENTS, AND ITS EMPLOYEES 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 PLANS

TABLE OF VARYING DEPTHS

Alternate Designs[1]	(T) Pavement Thickness (inches)	Steel Welded Wire Fabric* Style No.	Edge Spacing Ⓐ	Weight[2] #/sy	Dowels (Smooth Bars) Size	Dowels (Smooth Bars) Average Spacing (in.)	Dowels (Smooth Bars) Weight #/ft jt.	Tiebars (Deformed Bars) Size	Tiebars (Deformed Bars) Average Spacing (in.)	Tiebars (Deformed Bars) Weight #/ft jt.
L	10	~~812-1/0-1~~	4	5.58	1¼"ϕx22"	12	7.89	#4 x 30"	24	0.84
	9	812-1/0-1	4	5.58	1⅛"ϕx20"	12	5.66	#4 x 30"	26½	0.75
	8	~~812-12~~	4	4.71	1"ϕx18"	12	4.01	#4 x 30"	30	0.67
H	10	68-1/0-1	3	7.66	1¼"ϕx22"	12	7.89	#4 x 30"	18	1.11
	9	68-1/0-1	3	7.66	1⅛"ϕx20"	12	5.66	#4 x 30"	20	1.00
	8	68-13	3	6.20	1"ϕx18"	12	4.01	#4 x 30"	22	0.91

1. One of the alternate designs must be specified out
   a. L alternate – to be used with subbases having a low friction factor.
   b. H alternate – to be used with subbases having a high friction factor.
2. Steel weights are for contractors information only.

*Code for welded wire fabric

8 | 12 | 1/0 | 1
- 8 — Gauge of transverse wire
- 12 — Gauge of longitudinal wire
- 1/0 — Spacing of transverse wire (in)
- 1 — Spacing of longitudinal wire (in)

10. Fabric maybe placed either top or bottom of joint steel.
11. All smooth dowel bars shall be secured by dowel bars chairs.

TEXAS HIGHWAY DEPARTMENT

CONCRETE PAVEMENT DETAILS
JOINTED REINFORCED
WELDED WIRE FABRIC
CPJR(F)-65(20)

Dn	Drawing	Date	Fed. Road Div. No.	State	Federal Aid Project No.
Ck. Dn.			6	TEXAS	U 53 (26)
Dr.			State Dist. No.	County	Control No. / Section No. / Job No.
Ck. Dr.			20	JEFFERSON	65 / 8 / 87
Tr.					
Ck. Tr.					