FED. ROAD DIV NO	STATE	PROJECT NO.		SHEET NO.
6	TEXAS	C 265-8-44, ETC.		1
STATE DIST. NO.	COUNTY	STATE CONTROL NO.		HIGHWAY NO.
13	FAYETTE	265-08-44, ETC		SH 71

STATE OF TEXAS FINAL PLANS
STATE DEPARTMENT OF HIGHWAYS AND PUBLIC TRANSPORTATION

DESIGN SPEED: 60 MPH

CONTRACTOR NAME: BAY INC.
CONTRACTOR ADDRESS: CORPUS CHRISTI, TX.
DATE COMPLETED: FEBRUARY 28, 1989
LIST OF APPROVED FIELD CHANGES:

SEE SHEET 1A.

7852
12

PLANS OF PROPOSED STATE HIGHWAY IMPROVEMENT

PROJECTS C 265-8-44 & C 265-8-48
FAYETTE COUNTY
STATE HIGHWAY 71

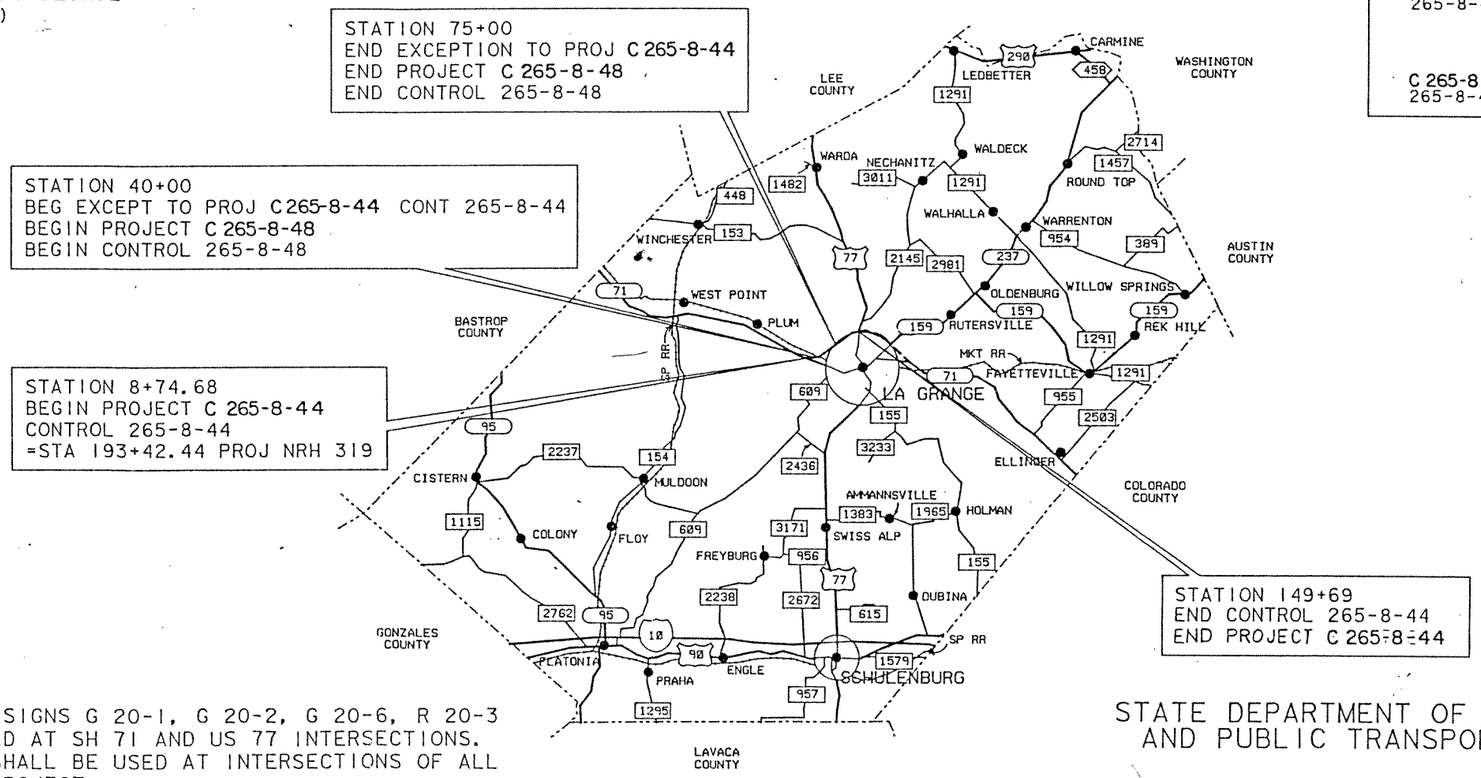
LIMITS: FROM 1.2 MI WEST OF F.M. 609 EAST TO U.S. 77
TYPE: BASE AND SURFACING FOR FOUR LANE DIVIDED FACILITY

NET LENGTH OF PROJECT = 14,094.32 FT = 2.667 MI

PROJECT CONTROL	ROADWAY FT	ROADWAY MILES	BRIDGES FT	BRIDGES MILES	TOTAL FT	TOTAL MILES
C 265-8-44 265-8-44	9,009.32	1.706	1,585.00	0.300	10,594.32	2.006
C 265-8-48 265-8-48	3,115.00	0.589	385.00	0.072	3,500.00	0.661

INDEX OF SHEETS

SHT NO.	DESCRIPTION
	TITLE SHEET
5	TYPICAL SECTIONS
10,10A	SPEC DATA, GENERAL NOTES, & BASIS OF ESTIMATE
-11A	ESTIMATE AND QUANTITY SUMMARY
	RAMPS & TURNAROUNDS QUANTITY SUMMARY
27	PLAN PROFILE SHEETS
31	TRAFFIC CONTROL PLAN
	PRIVATE ENTRANCES
	COUNTY ROAD INTERSECTIONS
41	RAMP DETAILS
	SLOTTED MEDIAN DRAINS
44	SD (1-2)
	CRCP(B)-85
	4" EXPANSION JOINT DETAIL
	TA(CPCR)-83 (MOD)
	BAS-75 (MOD)
	JS-75 (MOD)
	CTB1(1)-85
	CTB(2)-81
	IPM(1)
	IPM(2)
	PCTB(1)-83
	PCTB(2)-85
	GREAT-85
	GF(TD)-86
	BED(OWT)-84
	CST-75
	PM (0)
	PM (1)
68	BC (1-7)-82



FAYETTE COUNTY

NO EQUATIONS
NO AT-GRADE RAILROAD CROSSINGS

CADE NOTES:
11 (C) BARRICADES AND SIGNS G 20-1, G 20-2, G 20-6, R 20-3
W 20-1D SHALL BE PLACED AT SH 71 AND US 77 INTERSECTIONS.
CW 20-1D AND G 20-2 SHALL BE USED AT INTERSECTIONS OF ALL
C ROADS ENTERING THE PROJECT.

THER SIGNS, BARRICADES, AND TRAFFIC CONTROL REFER TO TRAFFIC
OL PLANS, SPECIAL PROVISION "DETOUR, BARRICADES, WARNING SIGNS,
NCE OF WORK, ETC.", AND BC (1-7)-82 STANDARDS.

FICATIONS ADOPTED BY THE STATE DEPARTMENT
GHWAYS AND PUBLIC TRANSPORTATION, SEPTEMBER 1, 1982,
SPECIFICATION ITEMS, LISTED AND DATED AS FOLLOWS,
. GOVERN ON THESE PROJECTS: SPECIAL LABOR PROVISIONS
STATE PROJECTS (000---011).

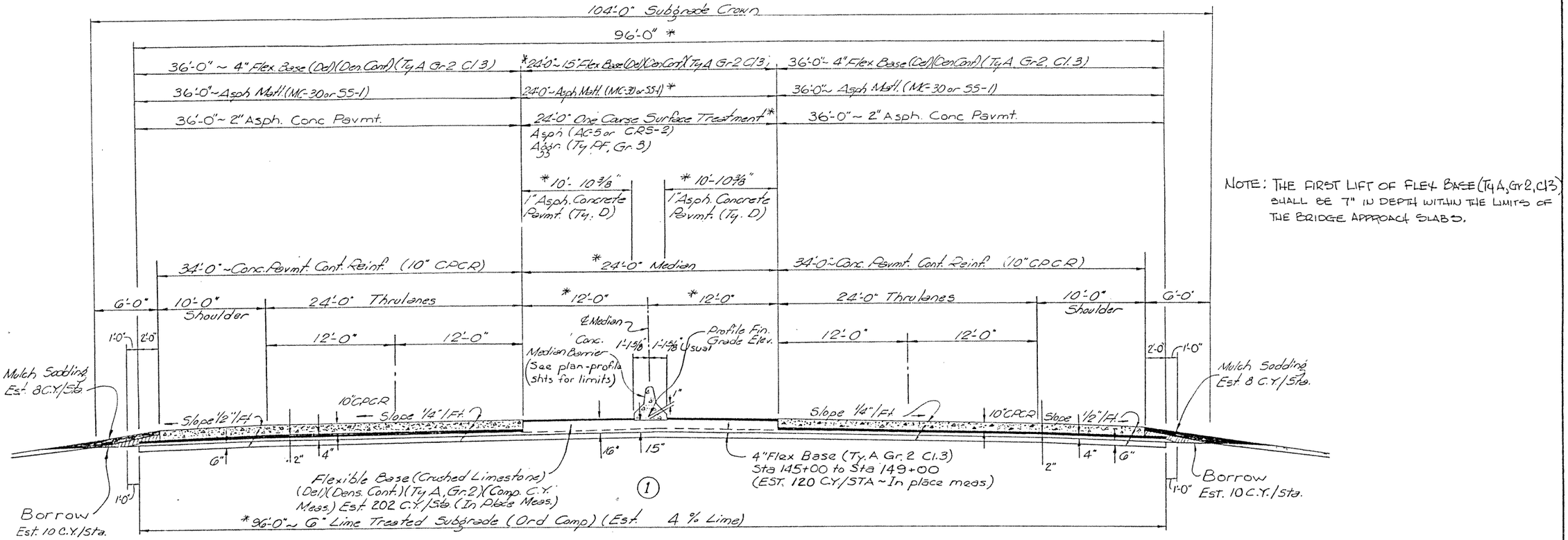
STATE DEPARTMENT OF HIGHWAYS
AND PUBLIC TRANSPORTATION

CORRECT: 9-1 19 86
RESIDENT ENGINEER

RECOMMENDED FOR APPROVAL: _____ 19 __
DISTRICT ENGINEER

APPROVED 10-10-86
BRIDGE ENGINEER

APPROVED FOR LETTING: 10-10-86
Robert R. Kinser

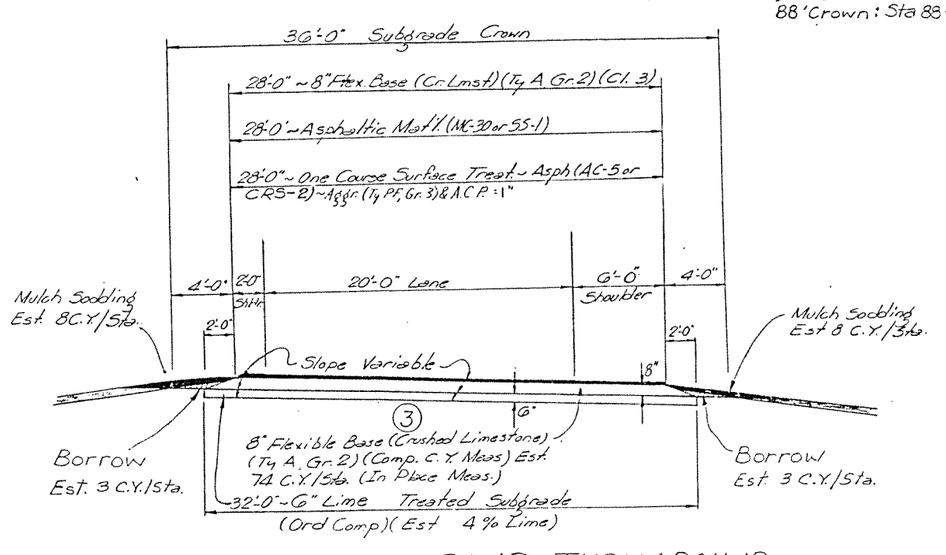


NOTE: THE FIRST LIFT OF FLEX BASE (TY A, GR 2, CL 3) SHALL BE 7" IN DEPTH WITHIN THE LIMITS OF THE BRIDGE APPROACH SLABS.

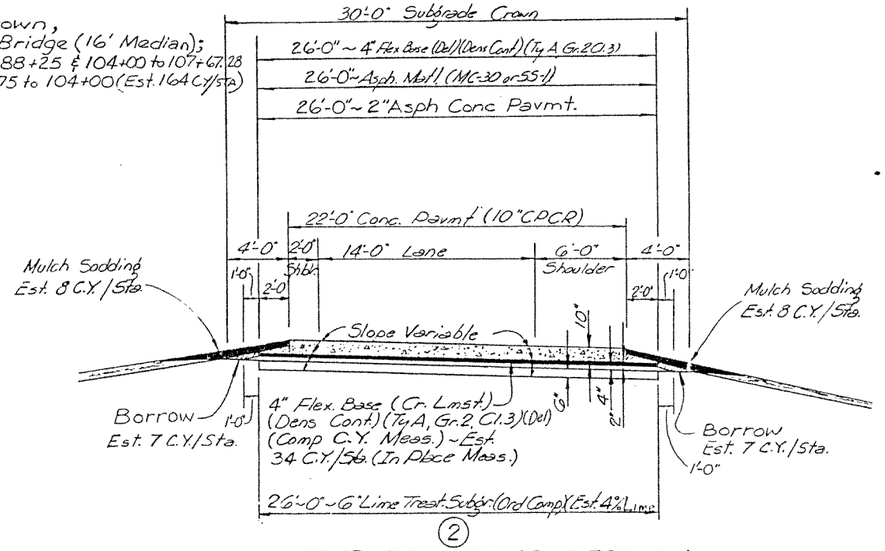
COMPLETED ROADWAY ~ 24 FT. MEDIAN

STA. 17+00 TO STA. 149+69
(10" CPCR ENDS @ STA 145+00)

* Widths shown for usual 96' crown, width varies at Colorado River Bridge (16' Median); 96'-88' Transition: Sta 84+25 to 88+25 & 104+00 to 107+67.28 88' Crown: Sta 88+25 to 89+50 & 102+75 to 104+00 (Est. 164 C.Y./sta)



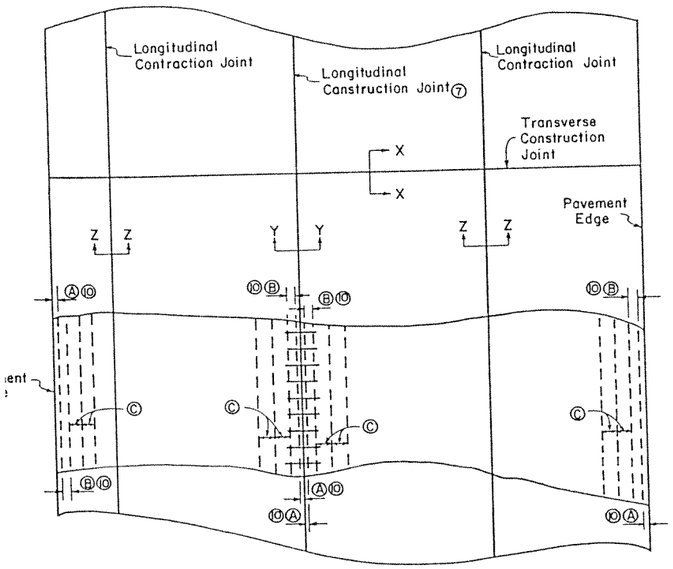
TYPICAL SECTION ~ RAMP TURNAROUND



TYPICAL RAMP SECTION

OCCURS APPROX. 69 STATIONS

FED. RD. DIV. NO.	STATE	PROJECT NO.	SHEET NO.
6	TEXAS	C 365-3-44, ETC.	2



TWO LANE PAVEMENT PLAN
(38' PLACEMENT OR 16' & 22' PLACEMENT ⑦)

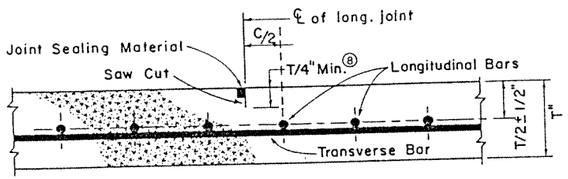
SPACING C (IN.)	NUMBER OF BARS REQUIRED FOR VARIOUS TYPICAL PLACEMENT WIDTHS (FT.) ⑩						
	12	16	22	24	27	34	38
6	24	32	44	48	54	68	76
7	21	27	37	41	46	58	65
8	18	24	33	36	41	51	57
9	16	22	30	32	36	46	51

% ①	T (IN.)	LONGITUDINAL BAR SIZE	SPACING C (IN.)	TRANS. BAR SIZE	MAXIMUM ALLOWABLE ③ PAVEMENT WIDTH (FT.) FOR GIVEN TRANSVERSE STEEL SPACINGS (IN.)			B_sW ④ (IN.-FT.)
					12	24	36	
0.6	8	6	9	4	120	60	40	120.0
				5	186	93	62	186.0
				6	264	132	88	264.0
	9	6	8	4	106	53	35	106.7
				5	165	82	55	165.3
				6	234	117	78	234.7
	10	6	7	4	96	48	32	96.0
				5	148	74	49	148.8
				6	211	105	70	211.2
	11	6	7	4	87	43	29	87.3
		4 ②	6	5	135	67	45	135.3
				6	192	96	64	192.0
	12	6	6	4	80	40	26	80.0
		5 ②	9	5	124	62	41	124.0
				6	176	88	58	176.0
	13	7	8	4	73	36	24	73.8
		5 ②	8	5	114	57	38	114.5
				6	162	81	54	162.5
	14	7	7	4	68	34	22	68.6
		5 ②	7.5	5	106	53	35	106.3
				6	150	75	50	150.9
	15	7	7	4	64	32	21	64.0
		5 ②	7	5	99	49	33	99.2
				6	140	70	46	140.8

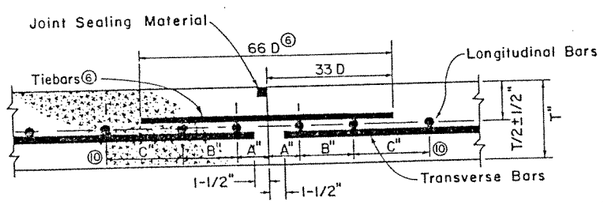
ASTM A 615 or ASTM A-616 (GRADE 60)

GENERAL NOTES

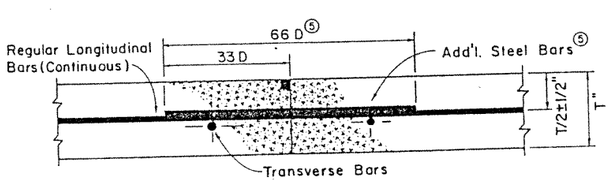
1. NO EXPANSION JOINTS WILL BE USED EXCEPT AT STRUCTURE ENDS OR FIXED OBJECTS AS SHOWN ELSEWHERE IN THE PLANS.
2. FOR FURTHER INFORMATION REGARDING THE PLACEMENT OF CONCRETE AND REINFORCEMENT REFER TO THE GOVERNING SPECIFICATIONS FOR "CONCRETE PAVEMENTS."
3. DETAILS AS TO PAVEMENT WIDTH, PAVEMENT THICKNESS 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. THE LONGITUDINAL STEEL SHALL BE PLACED AT THE VERTICAL SLAB CENTER WITH A TOLERANCE OF 1/2 INCH. TRANSVERSE STEEL SHALL BE PLACED DIRECTLY ABOVE OR BELOW THE LONGITUDINAL STEEL.
6. SPLICES SHALL BE A MINIMUM OF 33 TIMES THE NOMINAL STEEL DIAMETER ("D").
7. BARS THAT REQUIRE BENDING SHALL BE GRADE 40 STEEL CONFORMING TO REQUIREMENTS OF ASTM DESIGNATION: A 615. SPACINGS FOR GRADE 40 STEEL SHALL BE 2/3 OF THAT SPECIFIED FOR GRADE 60 STEEL.
8. AT TRANSVERSE CONSTRUCTION JOINTS THE REGULAR LONGITUDINAL STEEL SHALL EXTEND A MINIMUM OF FOUR FEET ON EITHER SIDE OF THE JOINT.
9. VIBRATION WITH HAND-MANIPULATED MECHANICAL VIBRATORS WILL BE REQUIRED ADJACENT TO ALL TRANSVERSE CONSTRUCTION JOINTS.
10. THE CHAIRS USED TO SUPPORT THE STEEL SHALL BE OF SUFFICIENT STRUCTURAL QUALITY AND NUMBER TO HOLD THE STEEL MAT WITHIN THE PLACEMENT HEIGHT TOLERANCES. CHAIRS SHALL BE OF A TYPE APPROVED BY THE ENGINEER.
11. 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 STRENGTH OF THE TIEBAR SHOWN. THE SPACING FOR THE SYSTEM SHALL BE LESS THAN OR EQUAL TO THAT OF THE TIEBARS SHOWN.
12. JOINT, GROOVE AND SEAL DETAILS SHALL BE AS SHOWN ELSEWHERE IN THE PLANS.
13. LONGITUDINAL AND TRANSVERSE STEEL SPACING SHALL NOT VARY MORE THAN ONE-TWELFTH OF THE SPACING SHOWN HEREON.
14. IF WIDTHS OCCUR, OTHER THAN THE TYPICAL WIDTHS SHOWN, INDIVIDUAL BARS (WIRES) OF THE SIZE SPECIFIED HEREON MAY BE ADDED OR REMOVED TO OBTAIN THE APPROPRIATE WIDTH. SPACING REQUIREMENTS SHALL NOT BE EXCEEDED, HOWEVER.



LONGITUDINAL CONTRACTION JOINT
Section Z–Z



LONGITUDINAL CONSTRUCTION JOINT
Section Y–Y



TRANSVERSE CONSTRUCTION JOINT
Section X–X

NOTE: ① LONGITUDINAL AND TRANSVERSE BARS SHALL BE DEFORMED STEEL CONFORMING TO ASTM A-615 OR ASTM A-616 (GRADE 60) AS NOTED IN THE STANDARD SPECIFICATIONS AND THEREFORE THE PERCENTAGE OF STEEL REQUIRED IS HIGHER THAN THAT FOR WIRE MATS. (GRADE 70 STEEL).

② FOR PAVEMENTS GREATER THAN 11" IN THICKNESS, CONTRACTORS MAY HAVE THE OPTION OF PLACING TWO LAYERS OF STEEL. THE SMALLER LONGITUDINAL BAR SIZES INDICATED ARE ONLY TO BE USED WHEN TWO LAYERS OF STEEL ARE PLACED. FOR TRANSVERSE BARS, IF ALL OTHER VARIABLES ARE HELD CONSTANT, THE MAXIMUM ALLOWABLE PAVEMENT WIDTH MAY BE DOUBLED WHEN TWO LAYERS OF STEEL ARE USED.

WHEN THE "DOUBLE STRIKE-OFF" PROCEDURE IS NOT USED CHAIRS WILL BE REQUIRED TO SUPPORT BOTH LAYERS OF STEEL.

③ PAVEMENT WIDTH SHALL BE MEASURED AT RIGHT ANGLES TO THE CENTERLINE AND SHALL INCLUDE ALL MAINLANES, CONNECTORS, RAMPS AND CONCRETE SHOULDERS THAT ARE TIED TOGETHER. TRANSVERSE STEEL REQUIREMENTS AND THE MAXIMUM ALLOWABLE PAVEMENT WIDTH WERE DETERMINED USING SUBGRADE DRAG THEORY (SEE APPENDIX F, SECTION 109 OF THE HIGHWAY DESIGN DIVISION OPERATIONS AND PROCEDURES MANUAL) WITH A COEFFICIENT OF SLIDING RESISTANCE (F OF 1.5, AND AN ALLOWABLE STEEL STRESS (F_S) OF 45.0 KSI.

④ TO DETERMINE THE MAXIMUM ALLOWABLE PAVEMENT WIDTH (W) FOR SPACING OTHER THAN THOSE GIVEN, DIVIDE "B_sW" (FOR THE GIVEN BAR SIZE) BY THE DESIRED TRANSVERSE BAR SPACING (B_S). TRANSVERSE BAR SPACING SHALL NOT BE LESS THAN 12" NOR GREATER THAN 36".

⑤ ADDITIONAL STEEL AT THE TRANSVERSE CONSTRUCTION JOINTS SHALL BE BARS OF EQUAL DIAMETER; AND A SPACING OF DOUBLE THAT SPECIFIED FOR THE LONGITUDINAL STEEL OF THE GIVEN THICKNESS. THE LENGTH OF THE BARS SHALL BE 66 TIMES THE BAR DIAMETER ("D").

⑥ TRANSVERSE TIEBARS AT THE LONGITUDINAL CONSTRUCTION JOINTS SHALL BE BARS OF EQUAL DIAMETER AND SPACING TO THOSE SPECIFIED FOR THE TRANSVERSE STEEL OF THE GIVEN THICKNESS. THE LENGTH OF THE BARS SHALL BE 66 TIMES THE BAR DIAMETER ("D").

⑦ THE LONGITUDINAL CONSTRUCTION JOINT CAN BE RELOCATED OR MAY BE REPLACED BY A LONGITUDINAL CONTRACTION JOINT DEPENDING ON THE PLACEMENT WIDTH.

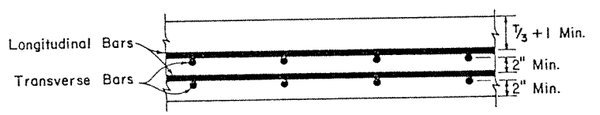
⑧ IF SILICEOUS RIVER GRAVEL IS USED AS A COARSE AGGREGATE, A CUT OF T/3 SHALL BE REQUIRED.

⑨ WHEN MACHINE-PLACING OF STEEL REINFORCEMENT IS USED, THE USE OF CHAIRS SHALL NOT BE REQUIRED, AND THE TRANSVERSE STEEL MAY BE PLACED ABOVE OR BELOW THE LONGITUDINAL STEEL.

⑩ THE NUMBER OF BARS REQUIRED FOR THE VARIOUS PLACEMENT WIDTHS (INDICATED IN THE TABLE) INCLUDES 2 BARS AT "B" SPACING ON BOTH SIDES WITH AN OVERHANG "A".

"A" SPACING SHALL BE BETWEEN 3" AND 4".
"B" SPACING SHALL BE BETWEEN 3" AND 9".

THE TWO SPACINGS COMBINED ("A" AND "B"), LOCATED AT BOTH LONGITUDINAL EDGES OF THE POUR, SHALL PROVIDE FOR THE REMAINING SPACE AND STEEL LOCATION TO ROUND OUT THE PLACEMENT WIDTH.



OPTIONAL STEEL PLACEMENT ②

45

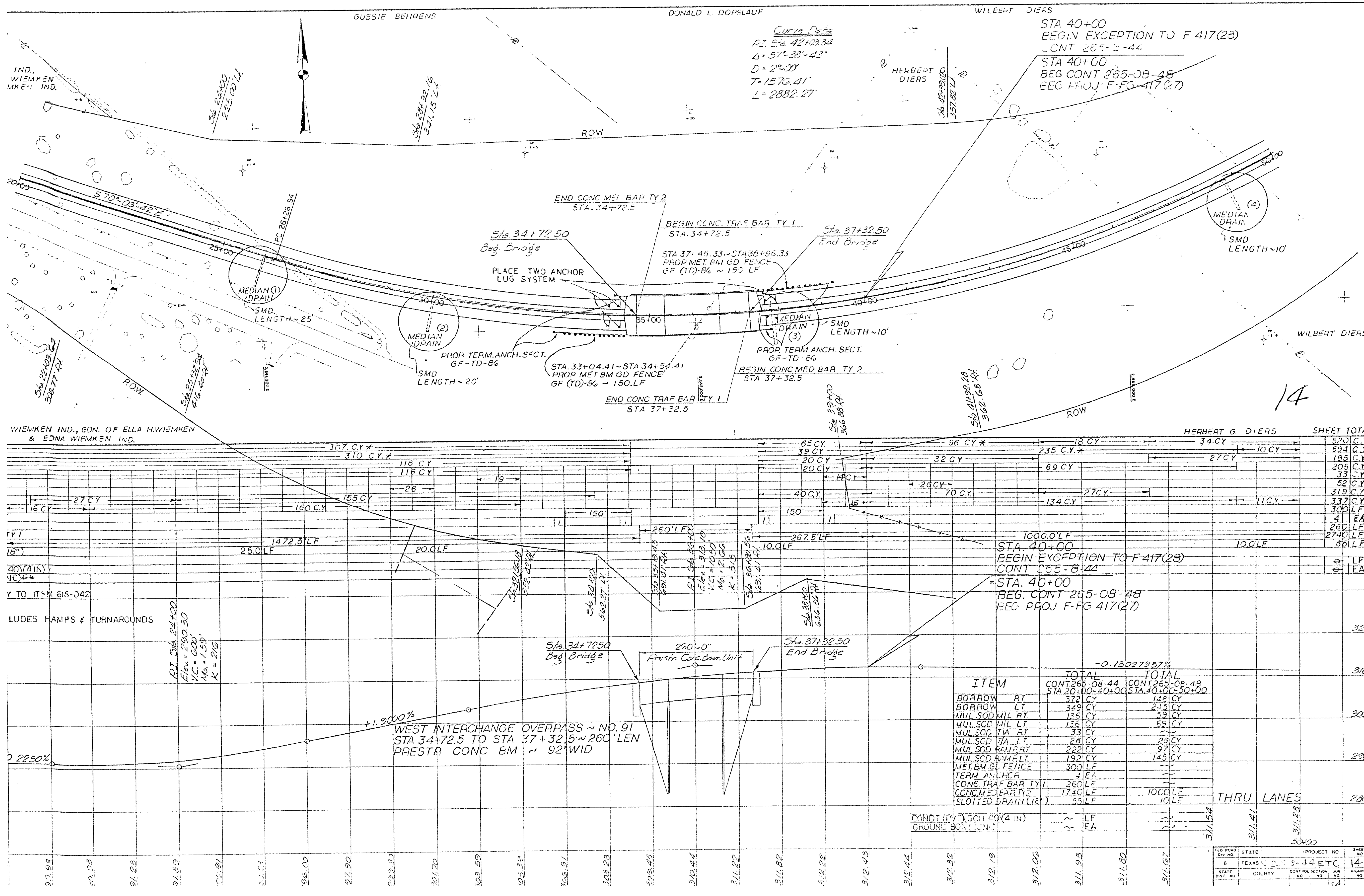
STATE DEPARTMENT OF HIGHWAYS AND PUBLIC TRANSPORTATION

CONCRETE PAVEMENT DETAILS

CONTINUOUSLY REINFORCED STEEL BARS

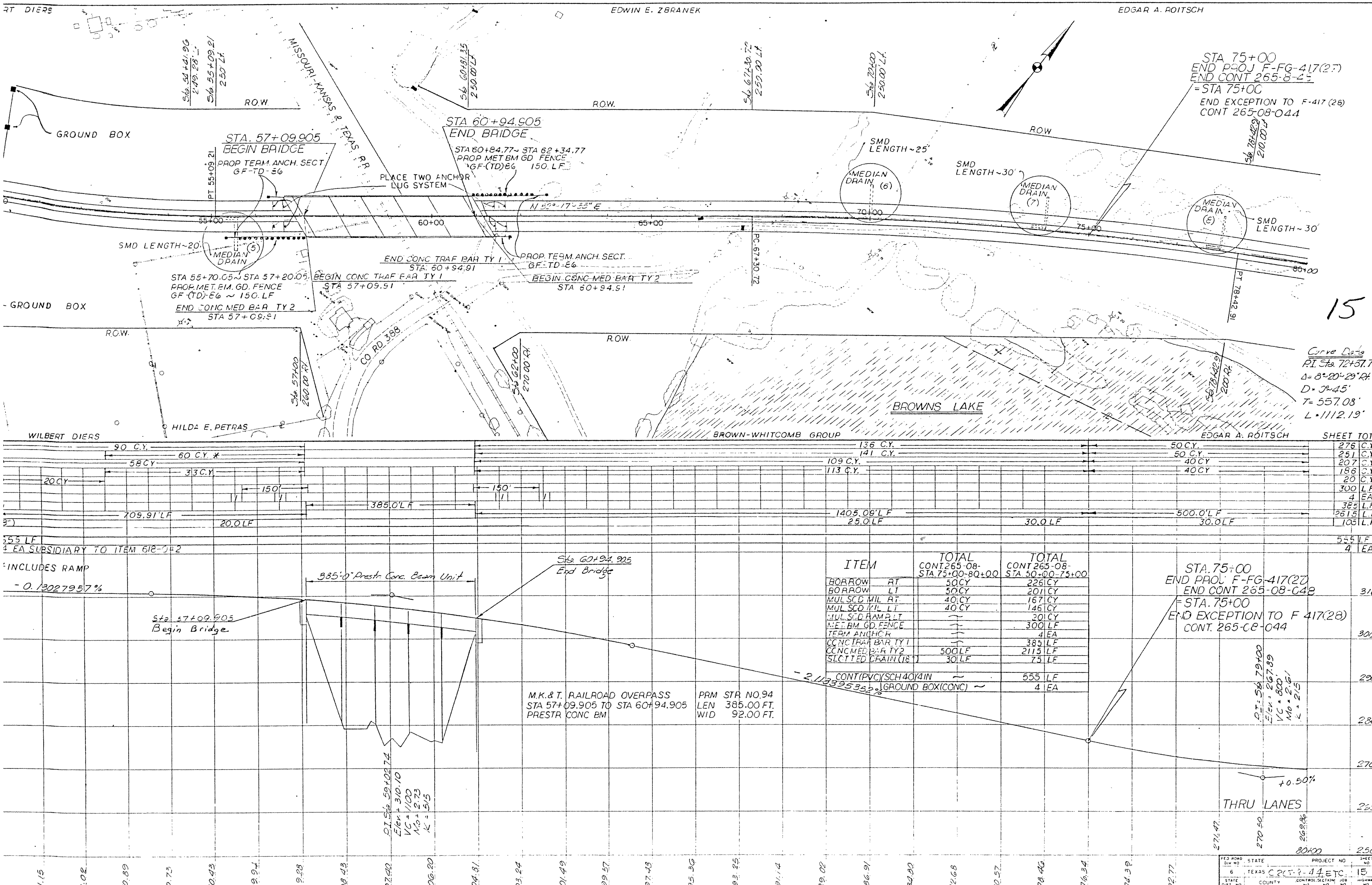
CRCP (B) - 85

DN	DRAWING	DATE	FED RD DIV NO	STATE	PROJECT NO				SHEET NO.
CK DN	ORIGINAL		6	TEXAS	C.S.J. ETC.				45
DW	REVISED		STATE DIST NO	COUNTY		CONT.	SECT.	JOB	HIGHWAY NO
CK DW	REVISED		13	FAYETTE		265	8	44,	SH 71
TR									
CK TR									



ITEM	TOTAL CONT. 265-08-44 STA 20+00~40+00		TOTAL CONT. 265-08-48 STA. 40+00~50+00	
BORROW RT.	372	CY	148	CY
BORROW LT.	349	CY	245	CY
MUL. SOD MIL RT.	136	CY	59	CY
MUL. SOD MIL LT.	136	CY	69	CY
MUL. SOD T/A RT.	33	CY	~	
MUL. SOD T/A LT.	26	CY	26	CY
MUL. SOD RAMP RT.	222	CY	97	CY
MUL. SOD RAMP LT.	192	CY	145	CY
MET. BM. GD FENCE	300	LF	~	
TERM ANCHOR	4	EA	~	
CONC. TRAF BAR TY 1	260	LF	~	
CONC. MED BAR TY 2	1740	LF	1000	LF
SLOTTED DRAIN (18")	55	LF	10	LF
CONDT (PVC) SCH 40 (4 IN)	~	LF	~	
GROUND BOX (CONC)	~	EA	~	

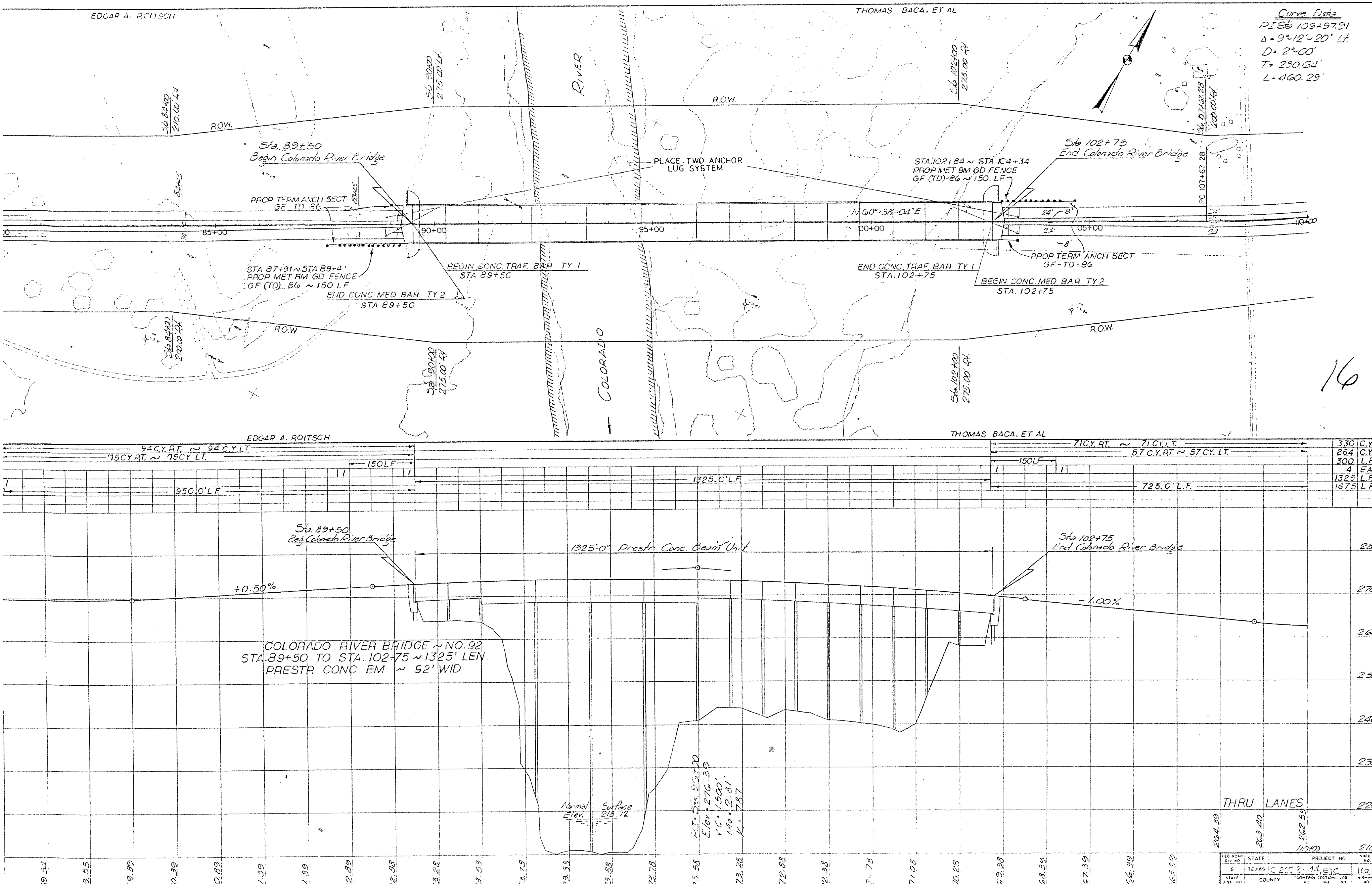
FED. ROAD DIV. NO.	STATE	PROJECT NO.	SHEET NO.
6	TEXAS	[illegible] -44 ETC.	14

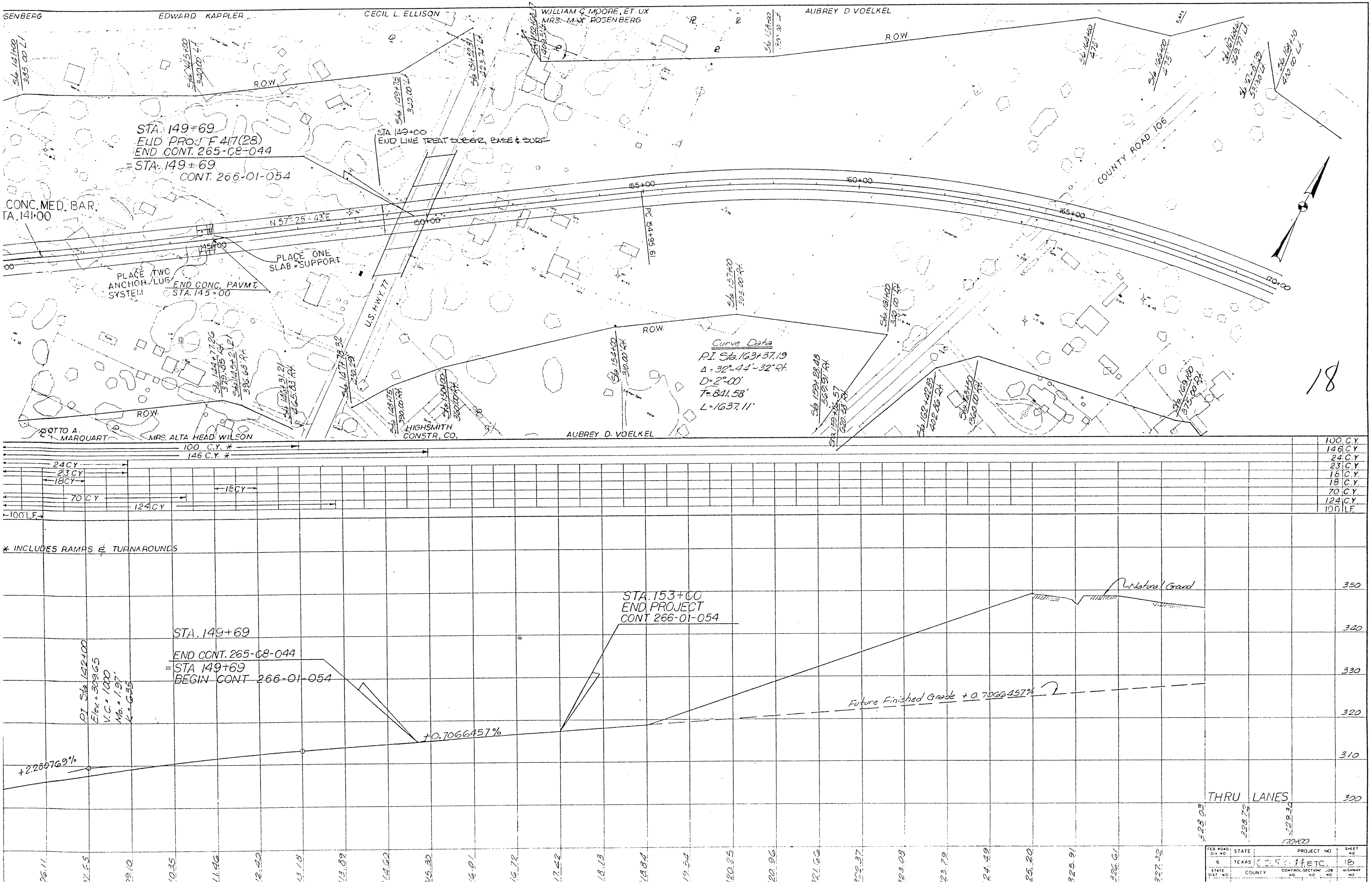


ITEM	TOTAL CONT 265-08- STA 75+00-80+00	TOTAL CONT 265-08- STA 50+00-75+00
BORROW RT	50 CY	226 CY
BORROW LT	50 CY	201 CY
MUL SCD MIL RT	40 CY	167 CY
MUL SCD MIL LT	40 CY	146 CY
MUL SCD RAMP LT	~	20 CY
MET BM GD FENCE	~	300 LF
TERM ANCHOR	~	4 EA
CONC TRAF BAR TY I	~	385 LF
CONC MED BAR TY 2	500 LF	2115 LF
SLOTTED DRAIN (18")	30 LF	75 LF
CONT (PVC)(SCH 40)(4 IN	~	555 LF
GROUND BOX (CONC)	~	4 EA

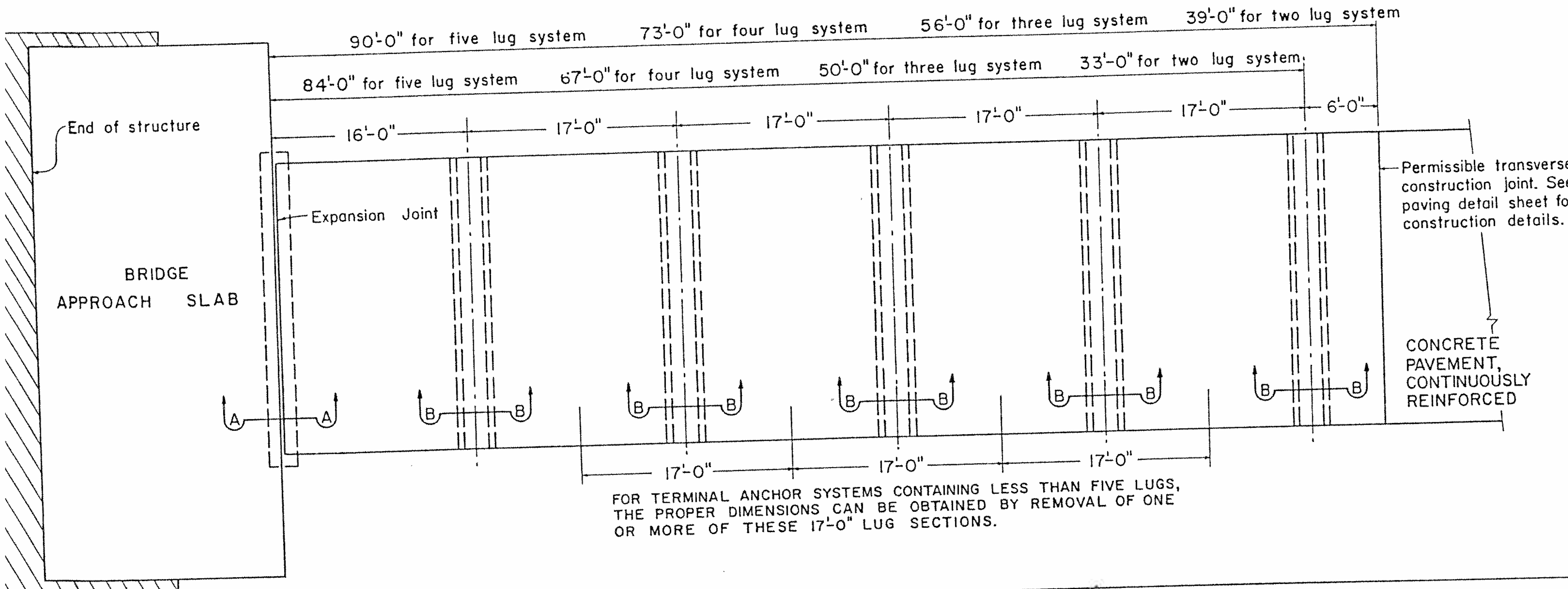
SHEET TOTAL	
276	C.Y.
251	C.Y.
207	C.Y.
186	C.Y.
20	C.Y.
300	L.F.
4	EA.
385	L.F.
2615	L.F.
105	L.F.
555	LF
4	EA

FED ROAD DIV NO	STATE	PROJECT NO	SHEET NO
6	TEXAS	C 265-8-44 ETC.	15
STATE DIST NO	COUNTY	CONTROL SECTION JOB NO	HIGHWAY NO


EDGAR A. ROITSCH
THOMAS BACA, ET AL
Curve Data
P.I. Sta. 109+97.91
Δ = 9°-12'-20" Lt.
D = 2°-00'
T = 230.64'
L = 460.29'
RIVER
COLORADO
R.O.W.
Sta. 89+50
Begin Colorado River Bridge
PLACE TWO ANCHOR LUG SYSTEM
STA.102+84 ~ STA 104+34
PROP MET BM GD FENCE
GF (TD)-86 ~ 150. LF
Sta. 102+75
End Colorado River Bridge
PROP TERM ANCH SECT
GF-TD-86
N 60°-38'-04" E
85+00
90+00
95+00
100+00
105+00
110+00
STA 87+91 ~ STA 89+4'
PROP MET BM GD FENCE
GF (TD)-86 ~ 150 LF
BEGIN CONC. TRAF. BAR TY I
STA 89+50
END CONC MED BAR TY 2
STA 89+50
END CONC. TRAF. BAR TY I
STA. 102+75
BEGIN CONC. MED. BAR TY 2
STA. 102+75
PC 107+67.28
16
94 C.Y. RT. ~ 94 C.Y. LT.
75 CY RT. ~ 75 CY LT.
150 LF
950.0' L.F.
1325.0' L.F.
71 C.Y. RT. ~ 71 C.Y. LT.
57 C.Y. RT. ~ 57 CY. LT.
725.0' L.F.
330 C.Y.
264 C.Y.
300 L.F.
4 EA.
1325 L.F.
1675 L.F.
Sta. 89+50
Beg. Colorado River Bridge
1325'-0" Prestr. Conc. Beam Unit
+0.50%
-1.00%
Sta. 102+75
End Colorado River Bridge
COLORADO RIVER BRIDGE ~ NO. 92
STA. 89+50 TO STA. 102+75 ~ 1325' LEN.
PRESTR. CONC. BM ~ 92' WID
Normal Surface Elev. 218.12
Elev. 276.39
VC = 1500'
K = 787
THRU LANES
280
270
260
250
240
230
220
210
FED. ROAD DIV. NO. 6
STATE TEXAS
PROJECT NO.
SHEET NO. 16



EDWARD KAPPLER
CECIL L. ELLISON
WILLIAM C. MOORE, ET UX
MRS. MAX ROSENBERG
AUBREY D VOELKEL
R.O.W.
STA. 149+69
END PROJ F 417(28)
END CONT. 265-08-044
=STA. 149+69
CONT. 266-01-054
STA 149+00
END LIME TREAT SUBGR, BASE & SURF
CONC. MED. BAR.
STA. 141+00
N 57° 25' 43" E
PLACE ONE SLAB SUPPORT
PLACE TWO ANCHOR LUG SYSTEM
END CONC. PAVMT. STA. 145+00
U.S. HWY. 77
COUNTY ROAD 106
PC 154+95.61
Curve Data
P.I. Sta. 163+37.19
Δ = 32°-44'-32" Rt.
D = 2°-00'
T = 841.58'
L = 1637.11'
OTTO A. MARQUART
MRS. ALTA HEAD WILSON
HIGHSMITH CONSTR. CO.
AUBREY D. VOELKEL
100 C.Y. *
146 C.Y. *
24 C.Y.
23 C.Y.
16 C.Y.
18 C.Y.
70 C.Y.
124 C.Y.
100 LF.
* INCLUDES RAMPS & TURNAROUNDS
STA. 153+00
END PROJECT
CONT 266-01-054
STA. 149+69
END CONT. 265-08-044
=STA 149+69
BEGIN CONT 266-01-054
PI Sta. 142+00
Elev. = 309.65
V.C. = 1000
+2.280769%
+0.7066457%
Future Finished Grade +0.7066457%
Natural Ground
THRU LANES
350
340
330
320
310
300
18
FED. ROAD DIV. NO. 6
STATE TEXAS
SHEET NO. 18



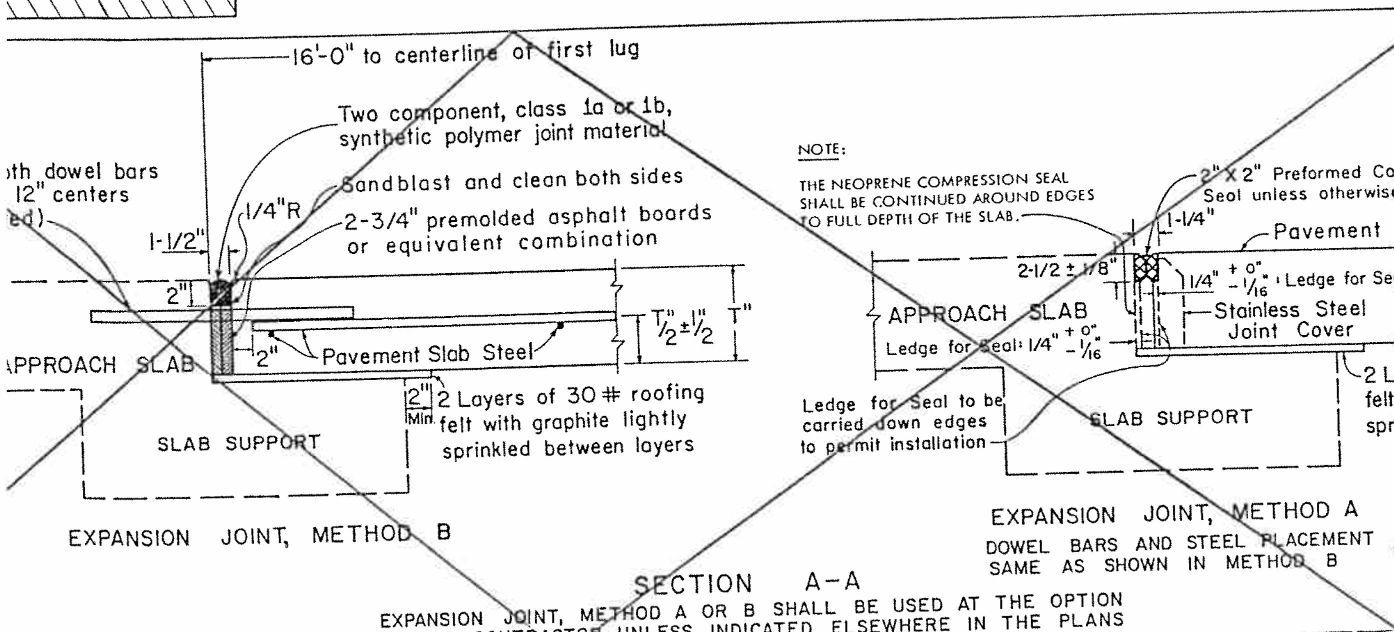
GENERAL NOTES

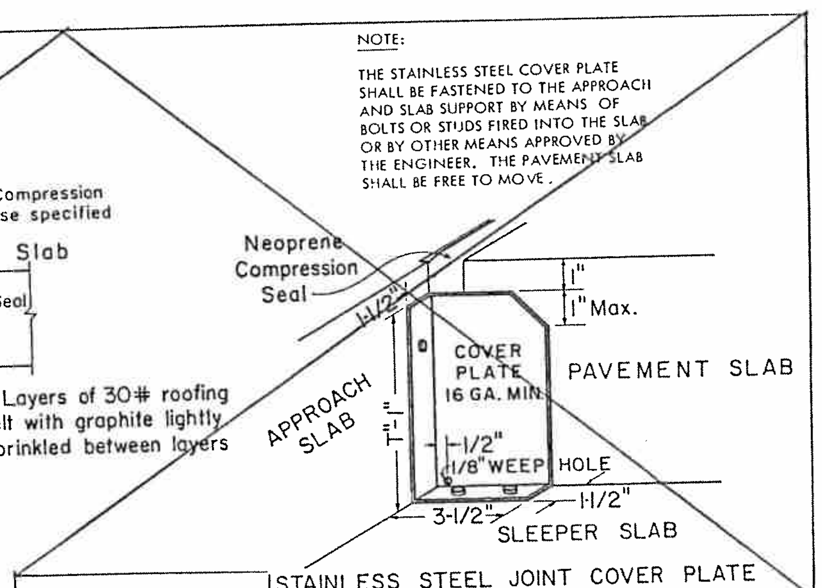
1. THE DETAILS OF THE BRIDGE APPROACH SLAB ARE SHOWN ELSEWHERE IN THE PLANS.
2. THE LOCATIONS OF THE TERMINAL ANCHORAGE SYSTEMS AND NUMBER OF LUGS PER SYSTEM SHALL BE AS SHOWN ELSEWHERE IN THE PLANS.
3. DETAILS AS TO PAVEMENT SLAB WIDTH, THICKNESS, AND CROWN CROSS-SLOPE SHALL BE AS SHOWN ELSEWHERE IN THE PLANS.
4. THE CONCRETE PAVEMENT SLAB SHALL CONTINUE ACROSS THE ANCHOR LUGS AS SHOWN. ALL REQUIREMENTS AS TO CONSTRUCTION, MEASUREMENT, AND PAYMENT FOR THE PAVEMENT SLABS SHALL BE MADE UNDER THE ITEM "CONCRETE PAVEMENT (CONTINUOUSLY REINFORCED)".
5. ~~REINFORCING STEEL THAT IS NOT A PART OF THE STANDARD PAVEMENT SLAB REINFORCEMENT SHALL BE OF THE SIZE AND SPACING NOTED HEREON AND SHALL BE PAID FOR UNDER THE ITEM "TERMINAL ANCHORAGE (CONCRETE PAVEMENT)". STEEL CONFORMING TO ASTM DESIGNATION: A-615, GRADE 40, OR ANY GRADE OF REINFORCING STEEL APPROVED UNDER THIS ITEM WILL BE PERMITTED~~
6. SPLICES IN STEEL CONFORMING TO ASTM DESIGNATION: A-615, GRADE 40, SHALL BE A MINIMUM OF 20 TIMES THE DIAMETER OF THE BAR. SPLICES IN OTHER GRADES OF STEEL SHALL BE AS NOTED ON THE PAVING DETAIL THAT PERMITS ITS USE.
7. DETAILS OF LONGITUDINAL JOINTS (TRANSVERSE JOINTS, IF NECESSARY) AND REQUIRED JOINT SEALS ARE SHOWN ON THE APPROPRIATE PAVING DETAIL SHEET.
8. TRANSVERSE CONSTRUCTION JOINTS WILL NOT BE PERMITTED WITHIN THE LIMITS OF THE ANCHOR LUGS EXCEPT IN AN EMERGENCY STOPPAGE OF THE CONCRETE PLACEMENT AND WITH THE APPROVAL OF THE ENGINEER.
9. THE PERMISSIBLE TRANSVERSE CONSTRUCTION JOINT SHALL BE AS DETAILED ON THE PAVEMENT DETAIL SHEET, BUT MAY BE DELETED IF THE CONTRACTOR ELECTS TO PLACE THE ENTIRE PAVEMENT SLAB IN A SINGLE OPERATION.
10. ~~EXCAVATION FOR, AND CONCRETE USED IN THE ANCHOR LUG SHALL BE PAID FOR UNDER THE ITEM "TERMINAL ANCHORAGE (CONCRETE PAVEMENT)".~~
11. FOR FURTHER INFORMATION REGARDING THE PLACEMENT OF CONCRETE AND REINFORCING STEEL, REFER TO THE ITEM "TERMINAL ANCHORAGE (CONCRETE PAVEMENT)".
12. DIMENSIONS SHOWN FOR THE SEAT OF THE PREFORMED COMPRESSION SEAL MAY BE MODIFIED TO MORE EFFECTIVELY ACCOMMODATE THE SEAL APPROVED BY THE ENGINEER AND FURNISHED BY THE CONTRACTOR PROVIDED PRIOR APPROVAL IS OBTAINED FROM THE ENGINEER FOR THIS MODIFICATION.
13. IN THE PLANE OF THE STEEL PARALLEL TO THE NEAREST SURFACE OF CONCRETE, BARS SHALL NOT VARY FROM PLAN PLACEMENT BY MORE THAN ONE-TWELFTH OF THE SPACING BETWEEN BARS.
14. CONCRETE AND REINFORCING STEEL UTILIZED TO CONSTRUCT THE SLAB SUPPORT SHALL BE SUBSIDARY TO ITEM 366, CONCRETE PAVEMENT (CONTINUOUSLY REINFORCED). SEE 4" EXPANSION JOINT DETAIL

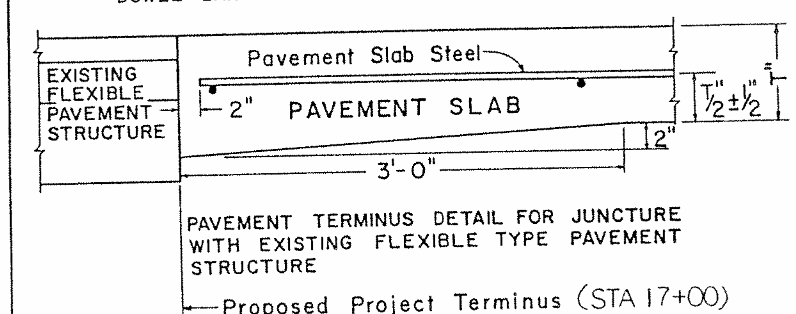
MATERIAL	ESTIMATING QUANTITIES FOR ANCHOR LUG	
	24 FOOT LENGTH	PER FOOT OF LENGTH
EXCAVATION AND CONCRETE (CU. YD.)	5.56	0.23148
STEEL (LBS)	653	27.369 *

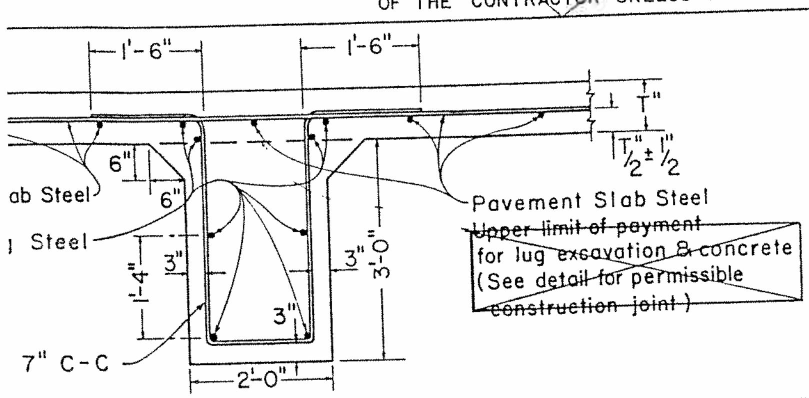
* SUBTRACT FOUR LBS. FROM TOTAL TO ALLOW FOR EDGE COVER

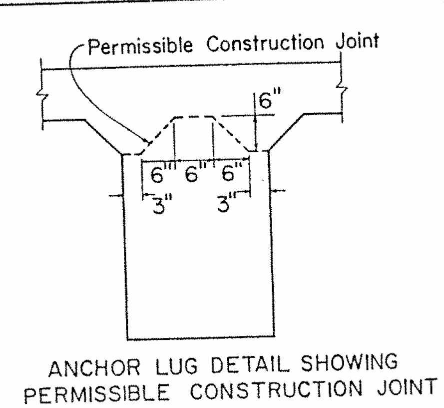
DOWEL BARS SHALL BE SUBSIDARY TO OTHER BID ITEMS

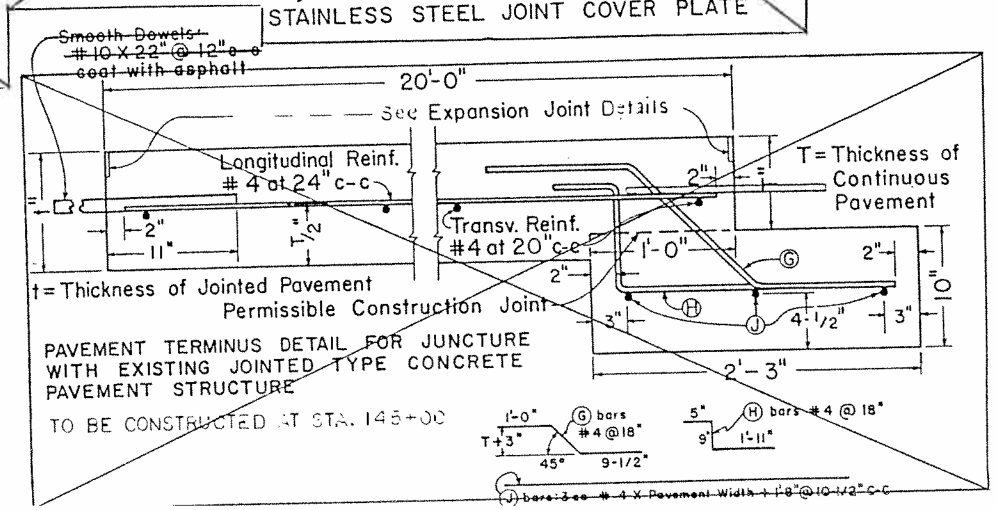












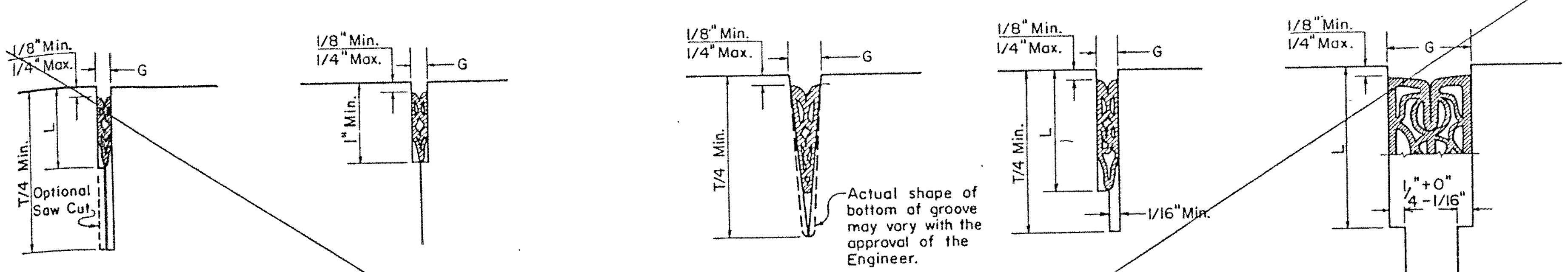
47

STATE DEPARTMENT OF HIGHWAYS AND PUBLIC TRANSPORTATION

TERMINAL ANCHORAGE FOR CONCRETE PAVEMENT CONTINUOUSLY REINFORCED TA (CPCR)-83 (MOD)

FED RD DIV NO	STATE	PROJECT NO	SHEET NO
6	TEXAS	C 265-3-34 ETC	47

STATE DIST NO	COUNTY	CONT	SECT	JOB	HIGHWAY NO
13	FAYETTE	265	08	044	SH 71



GROOVED LONGITUDINAL JOINT (TYPES L-1 or L-2)

LONGITUDINAL CONSTRUCTION JOINT (TYPE L-2)

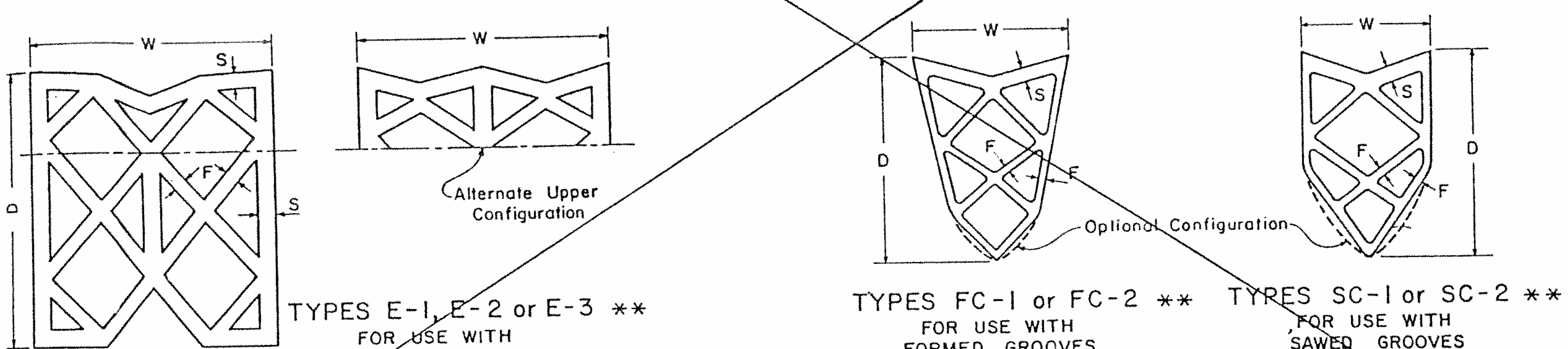
LONGITUDINAL JOINT SEALS

FORMED CONTRACTION JOINT (TYPES FC-1 or FC-2)

SAWED CONTRACTION JOINT (TYPES SC-1 or SC-2)

EXPANSION JOINT (TYPES E-1, E-2 or E-3)

TRANSVERSE JOINT SEALS



TYPES E-1, E-2 or E-3 ** FOR USE WITH EXPANSION JOINTS

TYPES FC-1 or FC-2 ** FOR USE WITH FORMED GROOVES

TYPES SC-1 or SC-2 ** FOR USE WITH SAWED GROOVES

PREFORMED COMPRESSION SEAL TYPES

** See General Note No. 6

METHOD A: PREFORMED COMPRESSION SEALS

JOINT TYPE	JOINT GROOVE		MINIMUM JOINT SEAL SIZE TO BE USED [2]							SEAL DESIGNATION & TYPE
	WIDTH G (In.)	DEPTH[1] L (In.)	WIDTH W (In.)	DEPTH D (In.)	MAX. WID. LAT. COMP.	THICK. S (In.)	TOLER.[3] S (In.)	THICK. F (In.)	TOLER.[3] F (In.)	
LONGITUDINAL JOINT	1/8 -0 +1/16	7/8	5/16	5/8	1/8	0.040	-0.005	0.040	-0.005	L-1
	1/4 ∓ 1/32	1	7/16	23/32	7/32	0.062	-0.005	0.040	-0.005	L-2
SAWED TRANSVERSE CONTRACTION JOINT	1/4 -0 +1/16	1-1/2	11/16	1-1/8	1/4	0.080	-0.012	0.040	-0.009	SC-1
	3/8 -0 +1/16	1-3/4	13/16	1-1/8	5/16	0.080	-0.012	0.040	-0.009	SC-2
FORMED TRANSVERSE CONTRACTION JOINT	3/8	N/A	13/16	1-1/8	5/16	0.080	-0.012	0.040	-0.009	FC-1
	5/8	N/A	1-1/4	1-1/2	5/8	0.080	-0.012	0.080	-0.012	FC-2
EXPANSION JOINTS	1 *	2-1/8	1-5/8	1-5/8	7/8	0.094	-0.016	0.080	-0.012	E-1
	1-1/4 *	2-3/4	2	2	1	0.125	-0.016	0.110	-0.016	E-2
	1-5/8 *	3-3/8	2-1/2	2-3/4	1-1/4	0.187	-0.016	0.125	-0.016	E-3

* THIS GROOVE WIDTH IS FOR SUMMER CONCRETE PLACEMENT. WHEN CONCRETE IS PLACED DURING THE WINTER SEASON, THIS GROOVE SHALL BE INCREASED 1/8".

1. DUE TO SMALL VARIATIONS IN SEAL SIZES, THIS DIMENSION MAY HAVE TO BE MODIFIED SLIGHTLY TO INSURE PROPER INSTALLATION. THIS DIMENSION IS APPLICABLE ONLY WHEN A STEPPED GROOVE IS USED. N/A: NOT APPLICABLE.

2. THESE DIMENSIONS ARE MINIMUM DIMENSIONS. DIMENSIONS GREATER THAN THOSE SHOWN MAY BE USED IF APPROVED BY THE ENGINEER AND IF THEY PERMIT INSTALLATION IN A WORKMANLIKE MANNER AT NO EXTRA EXPENSE TO THE STATE.

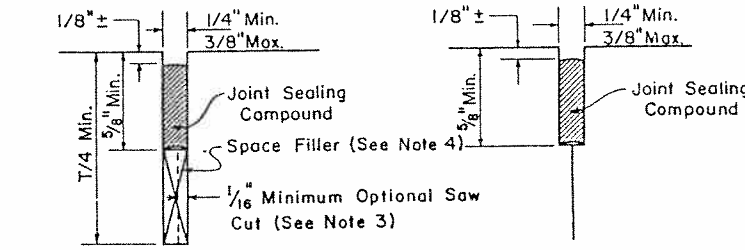
3. ONLY MINIMUM TOLERANCES ARE SHOWN. ANY REASONABLE OVERSIZE WILL BE ACCEPTED PROVIDED PROPER INSTALLATION IS POSSIBLE.

GENERAL NOTES FOR METHOD "A"

1. A SAMPLE OF EACH SIZE AND TYPE OF SEAL PROPOSEO FOR USE SHALL BE APPROVED BY THE ENGINEER PRIOR TO INSTALLATION.
2. THE SEALS SHOWN AS METHOD "A" OR METHOO "B" MAY BE USED AT ANY JOINT REQUIRING A SEAL, HOWEVER, THE SAME SEAL SHALL BE USED THROUGHOUT THE PROJECT UNLESS OTHERWISE AUTHORIZED BY THE ENGINEER.
3. LONGITUDINAL JOINTS SHALL BE SAWED STRAIGHT AND TRUE TO LINE AS DETAILED IN THE STANDARD SPECIFICATIONS.
4. TRANSVERSE JOINTS MAY BE SAWED OR FORMED AND SHALL BE PLACED AS SHOWN ELSEWHERE IN THE PLANS.
5. THE SEALS DESIGNATED L-1 AND L-2 SHALL HAVE A CONFIGURATION SIMILAR TO THE TYPE FC OR SC.

** 6 OTHER INTERIOR CONFIGURATIONS MAY BE USED PROVIDED THE MATERIAL MEETS ALL OF THE REQUIREMENTS OF THE SPECIFICATIONS ANO AS OTHERWISE SHOWN HEREON OR ELSEWHERE IN THE PLANS. THE NUMBER OF INTERIOR CELLS AND/OR THE THICKNESS OF THE EXTERIOR AND INTERIOR WALLS SHALL BE SUCH AS TO PROVIDE AN ADEQUATE COMPRESSIVE FORCE TO MAINTAIN A POSITIVE SEAL.

7. UNLESS OTHERWISE SPECIFIED, THE SIDES OF THE FORMED CONTRACTION JOINT MAY BE FORMED PARALLEL, BUT IF SO FORMED, THE SEAL SHALL BE AN APPROPRIATE TYPE SC SEAL APPROVED BY THE ENGINEER.
8. UNLESS THE GROOVE AND SEAL COMBINATION IS SPECIFICALLY DESIGNATED ELSEWHERE IN THE PLANS, ANY GROOVE AND SEAL COMBINATION SHOWN IN THE TABLE FOR A PARTICULAR TYPE JOINT MAY BE USED, BUT MUST BE APPROVED BY THE ENGINEER.
9. SEE EXPANSION JOINT DETAIL FOR TRANSVERSE EXPANSION JOINTS.

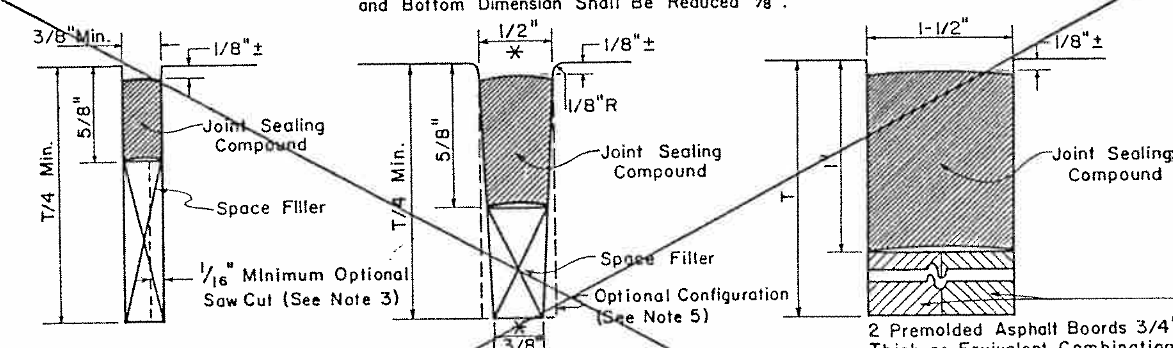


GROOVED LONGITUDINAL JOINT

LONGITUDINAL CONSTRUCTION JOINT

LONGITUDINAL JOINT SEALS

* For Joint Spacing Less Than 20' The Top and Bottom Dimension Shall Be Reduced 1/8".



SAWED CONTRACTION JOINT

FORMED CONTRACTION JOINT (Joint Spacing Greater Than 20')

EXPANSION JOINT

TRANSVERSE JOINT SEALS

METHOD B: JOINT SEALING COMPOUND

GENERAL NOTES FOR METHOD "B"

1. LONGITUDINAL JOINTS MAY BE SAWED OR FORMED AS DETAILED IN THE STANDARD SPECIFICATIONS.
2. TRANSVERSE JOINTS MAY BE SAWED OR FORMED AND SHALL BE PLACED AS SHOWN ELSEWHERE IN THE PLANS.
3. A SUITABLE SPACE FILLER SHALL BE USED WHERE SHOWN AND THE JOINT SEAL COMPOUND POURED TO THE DEPTH INDICATED EXCEPT THAT IF THE MINIMUM SAW CUT IS USED, THE SPACE FILLER MAY BE DELETED.
4. AT THE OPTION OF THE CONTRACTOR, THE SPACE FILLER MAY BE OMITTED IN THE LONGITUDINAL JOINT ONLY AND THE JOINT SEALING COMPOUND POURED FULL DEPTH.
5. UNLESS OTHERWISE SPECIFIED THE SIDES OF THE FORMED CONTRACTION JOINT MAY BE FORMED PARALLEL AT THE OPTION OF THE CONTRACTOR.
6. UNLESS OTHERWISE SHOWN IN THE PLANS, EITHER METHOD "A" OR METHOD "B" MAY BE USED.

49

STATE DEPARTMENT OF HIGHWAYS AND PUBLIC TRANSPORTATION

CONCRETE PAVING DETAILS JOINT SEALS

JS-75 (MOD)

DN	DRAWING	DATE	FED RD DIV NO	STATE	PROJECT NO	SHEET NO.
CK DN	ORIGINAL		6	TEXAS	C 265-8-41, ETC	49
DW	REVISED		STATE DIST NO	COUNTY	CONT. SECT JOB	HIGHWAY NO
CK DW	REVISED					