SH347, 667-01-23

FED. ROAD DIV. NO.	STATE	FEDERAL AID PROJECT NO.
6	TEXAS	US 1281 (4)
STATE DIST. NO.	COUNTY	STATE CONTROL NO.
20	Jefferson	667-1-23

HIGHWAY CLASS AA

SEE SHEET 29 FOR FIELD CHANGES

STATE OF TEXAS
STATE HIGHWAY DEPARTMENT

PLANS OF PROPOSED STATE HIGHWAY IMPROVEMENT

FEDERAL AID PROJECT. US 1281 (4)

STATE HIGHWAY 347 JEFFERSON COUNTY

SCALES: AS NOTED

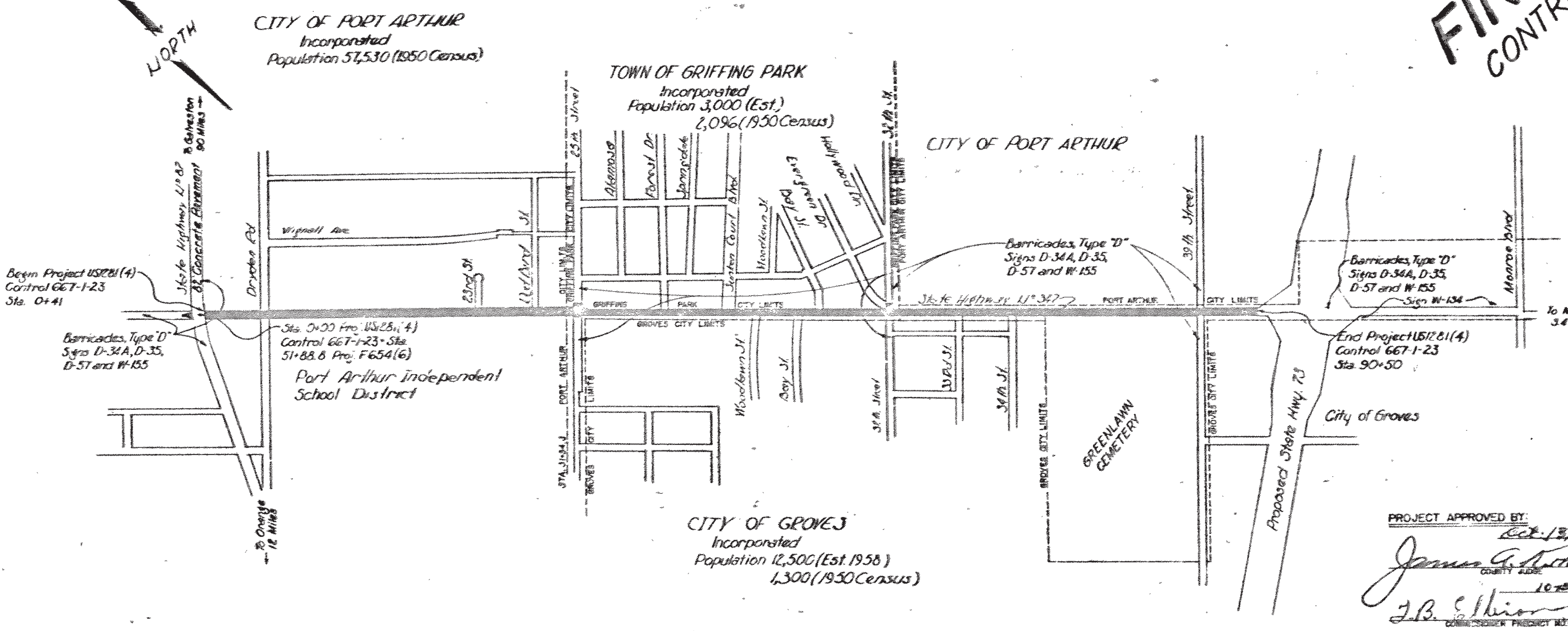
NET LENGTH OF PROJECT= 9,009.0 FT.=1.706 MI.

FROM STATE HIGHWAY 87 TO STATE HIGHWAY 73

GRADING, AND 10" UNIFORM CONCRETE PAVEMENT

FINAL PLANS
CONTROL 667-1-23

INDEX OF SHEETS



PROJECT CONSTRUCTED AND FINAL PLANS PREPARED BY:
William A. Fitts
SENIOR RESIDENT ENGINEER

PROJECT APPROVED BY:

Oct. 13, 1958 — COUNTY JUDGE
10-13, 1958 — COMMISSIONER PRECINCT NO. 1
10-15, 1958 — COMMISSIONER PRECINCT NO. 2
10-13, 1958 — COMMISSIONER PRECINCT NO. 3
10-13, 1958 — COMMISSIONER PRECINCT NO. 4
Oct. 10, 1958 — COUNTY ENGINEER
10/15, 1958 — MAYOR, CITY OF PORT ARTHUR
10/13, 1958 — MAYOR, CITY OF GROVES
10-13, 1958 — MAYOR, TOWN OF GRIFFING PARK

NO EXCEPTIONS
NO EQUATIONS

R.R. MATERIAL DELIVERY POINTS		
Location	Name of RR	Capacity
Griffin Park	K.C.S.	8 Cars
Port Arthur	T&NO	Ample

NOTE: The Information Under R.R. Delivery Points for Materials is Approximate. The Contractor Shall Make his own Investigations and arrangements, for Trackage Facilities.

No Railroad Crossings Involved

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

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

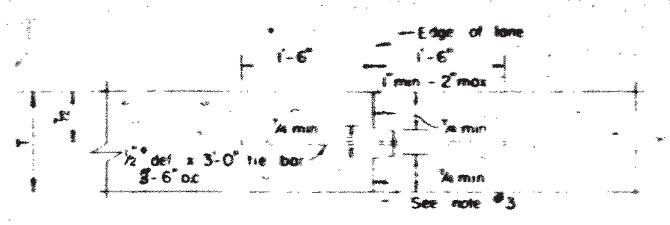
LAYOUT SCALE: 1" = 600'

STATE HIGHWAY DEPARTMENT

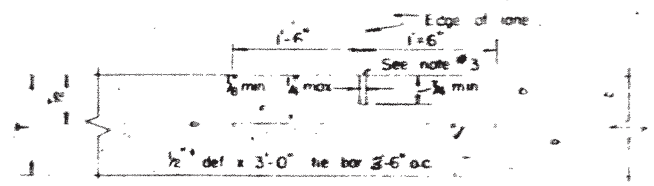
Oct 16, 1958
William A. Fitts — RESIDENT ENGINEER
10-17, 1958
DISTRICT ENGINEER

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
APPROVED
DATE

LONGITUDINAL JOINTS

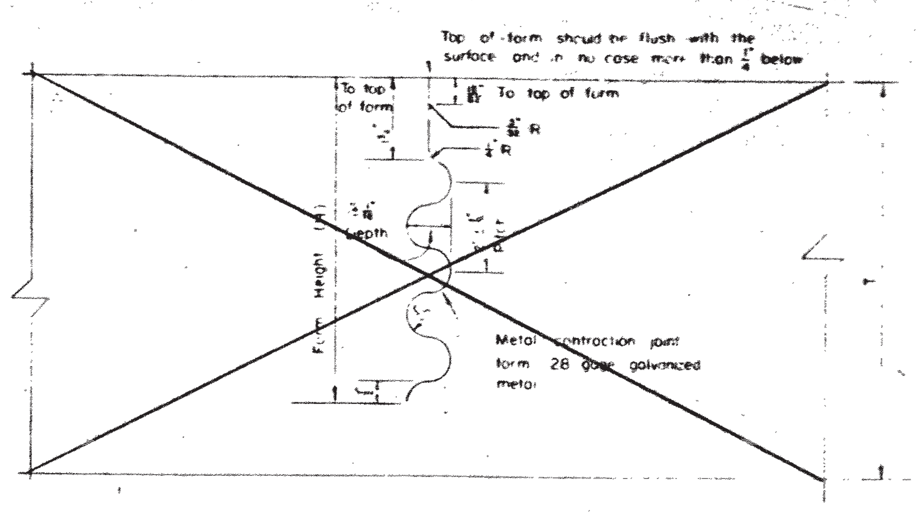


TYPE 1

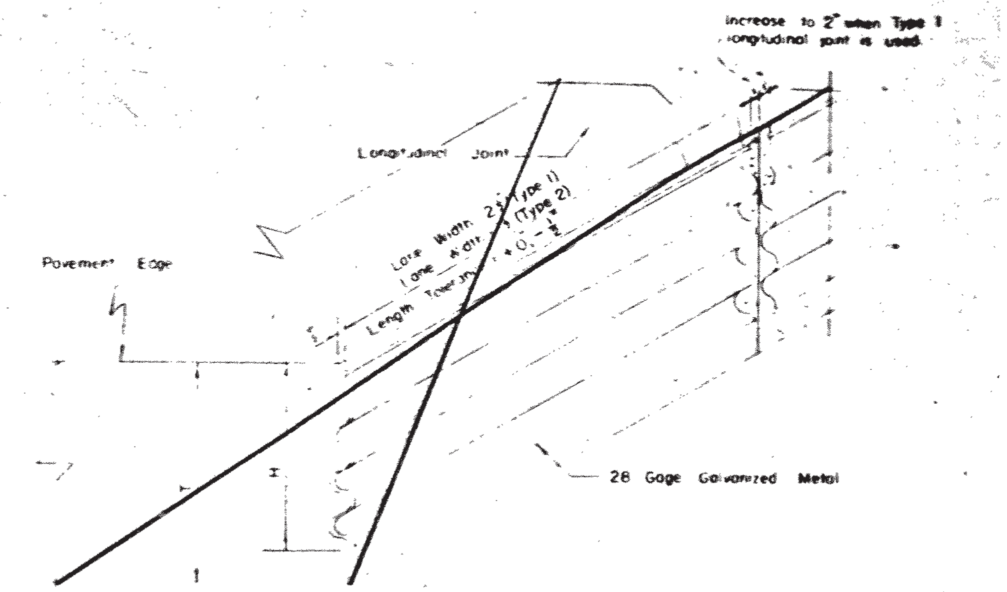


TYPE 2

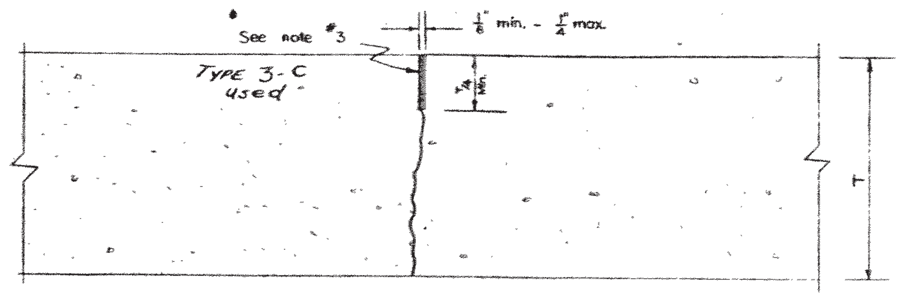
TRANSVERSE CONTRACTION JOINTS



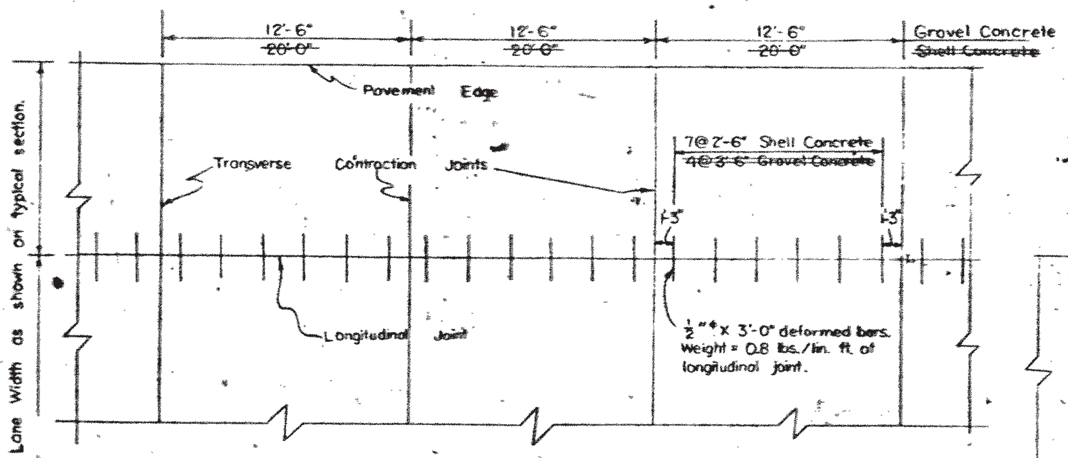
~~TYPE A~~



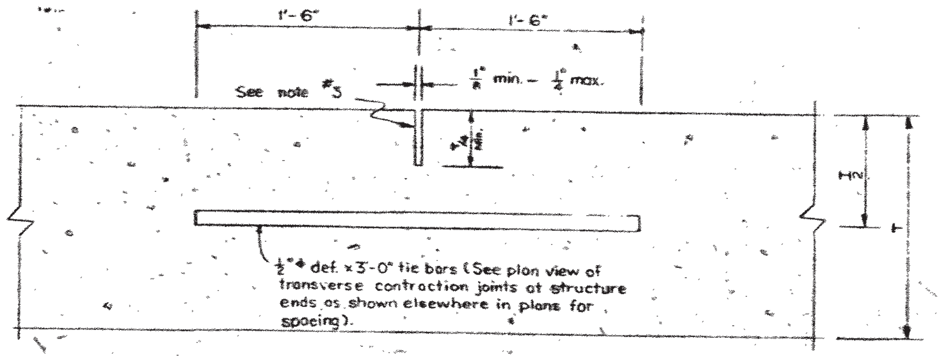
~~OBLIQUE SECTION SHOWING METAL CONTRACTION JOINT FORM IN PLACE.~~



TYPE B



PLAN VIEW OF LONGITUDINAL AND TRANSVERSE CONTRACTION JOINTS



TYPE C

TABLE OF FORM HEIGHTS (H)

SLAB THICKNESS (T)(in.)	6	7	8	9	10	11	12
FORM HEIGHT (H) (in.)	5¼	5¼	5¼	6¼	7¼	8¼	9¼

The values shown above are minimum heights.

General Notes:

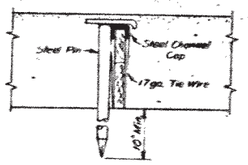
1. Crown, pavement width, and pavement thickness shall be as shown on typical sections elsewhere in plans. Where more than two lanes are shown on the typical sections, the Type 1 longitudinal joint shall be used as a construction joint. ~~unless a "Traveling Form Paver" is being used in lieu of stationary side forms as provided in the Specifications, in which case the Type 2 longitudinal joint may be used as a construction joint.~~
2. The use of Types A & B transverse contraction joints is optional except at headers and structure ends. Type C transverse contraction joints shall be provided at all headers and at all structure ends as shown elsewhere in plans. Other means of load transfer may be used when approved by the Engineer.
3. The weakened plane in Types 1, 2, A, B, & C shall be true to line, vertical, and of depth shown. For Types 2, B, & C, the weakened plane may be formed by (a) sawing by an approved machine, or (b) an asphalt board strip held in an approved continuous metal shield and placed continuously in a groove cut in the concrete by an approved mechanical device operating in advance of the longitudinal float, or (c) an asphalt impregnated felt, or (d) any alternate method which, prior to its use, has been approved by the Engineer. If the weakened plane is formed by sawing with an approved machine it shall be sealed with rubber joint compound, ~~except when shell concrete is used, in which case the joint shall be filled with an inert material just prior to surfacing.~~ The minimum thickness of the weakened plane as shown in Types 2, B, & C does not apply to (b) and (c) above.
4. Type 1 longitudinal joint may be formed by a metal form, wood form, or other means, which prior to its use, has been approved by the Engineer.
5. The Contractor will be required to vibrate the concrete adjacent to the form to the extent necessary that all corrugations are filled with concrete. Over vibration shall be avoided in all cases.
6. Tie bars shall be secured parallel to the pavement surface and perpendicular to the weakened plane by a bar chair or accurately placed in position on the screeded concrete by means of an approved template and forced to the proper position with suitable tool, or any other means, which prior to its use, has been approved by the Engineer.
7. When work is stopped due to breakdown or other cause, concrete shall be removed beyond last contraction joint in place and header installed.
8. Where monolithic curb is specified, the joint in the curb shall coincide with pavement joints and be formed by any means which, prior to its use, has been approved by the Engineer.
9. On two lane pavements where circular or parabolic crown is specified, the Metal Contraction Joint Form shall be placed with ends flush with pavement surface. Cutting crown in top of form is not necessary.
10. Unless otherwise specified by the Engineer, the minimum length of Metal Contraction Joint Form shall be lane width minus 1½". Where shorter lengths are permitted, they shall be held together by any means which holds adjoining sheets in line and which is approved by the Engineer.
11. Expansion joints shall be provided only at structure ends as shown elsewhere in plans.

TEXAS HIGHWAY DEPARTMENT

CONCRETE PAVEMENT CONTRACTION DESIGN CPCD-57 MOD.

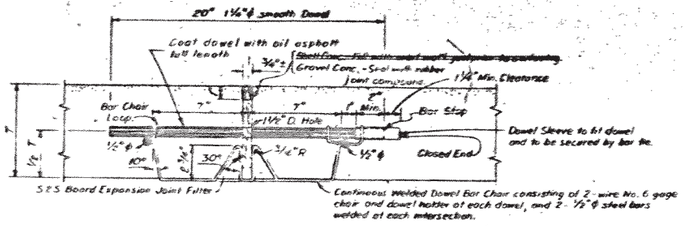
DN. AFB	DRAWING	DATE	
CK.	ORIGINAL	12-57	
TN. AFB	Modified District 20	8-58	
CK.			
JBW			
AFB			

FED. RD. DIV. NO.	STATE	FEDERAL PROJECT NO.	
6	TEXAS	U.S. 1281 (4)	2[illegible]
STATE DIST. NO.	COUNTY	CONTROL / SECT. / JOB	
20	Jefferson	667 / 1 / 23	31 [illegible]



INSTALLING PIN
FOR EXPANSION JOINT

Board Joint Filler of specified type shall be secured on subgrade in exact position and line as illustrated or by other approved device. Pins shall be removed after passage of finishing machine, then pavement resurfaced by second pass of finishing machine. After second passage of finishing machine remove concrete to 1" below top of board and nail 3/4"x2½" wood strip to top of board filler to form joint seal space. Replace concrete and finish with longitudinal float. The wood top strip shall not be removed until immediately prior to filling joint.



1¼" ROUND STEEL BAR DOWEL
(See plan view for spacing of dowels)

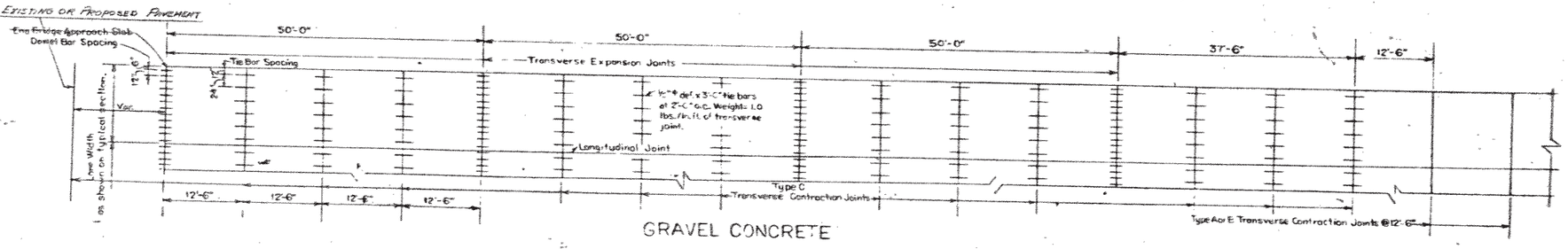
TRANSVERSE EXPANSION JOINT

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 patented or unpatented invention, article or appliance manufactured or used in accordance with the details of these plans.

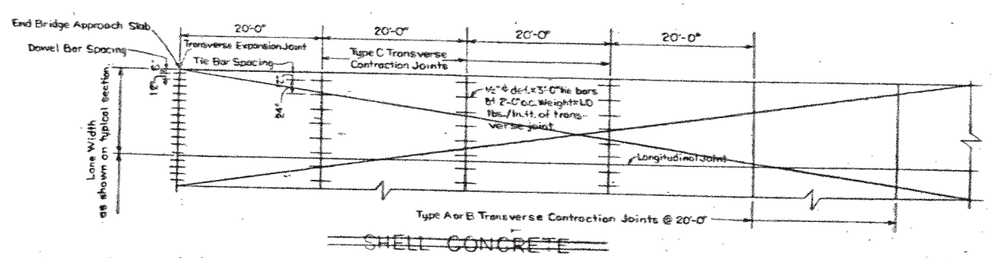
GENERAL NOTES

1. If the Contractor desires to use any other alternate device, he shall, prior to its use, secure its approval by the Engineer.
2. Dowels shall be secured parallel to the pavement surface and center line
3. 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" or ~~"Shell Concrete Base"~~ No direct payment will be made for any material, bar chair, steel, or any other device shown, nor for its installation.

EDGE OF EXISTING OR PROPOSED PAVEMENT



GRAVEL CONCRETE



~~SHELL CONCRETE~~

PLAN VIEW OF TRANSVERSE EXPANSION & CONTRACTION JOINTS ~~AT STRUCTURE ENDS~~

Note: For details of Types A, B, & C transverse contraction joints see CPCD-57 MOD. standard.

NOTE

EXPANSION JOINTS REQUIRED ONLY AT STATE HIGHWAYS 87 AND 73. SEE SHEETS 14 AND 17 FOR LOCATIONS.

CONCRETE PAVEMENT
EXPANSION JOINT DETAILS AND
JOINT LAYOUT

REV. 10-7-58 PAT.

FED. ROAD DIV. NO.	STATE	FEDERAL PROJECT NO.		SHEET NO.
6	TEXAS	U.S. 128 (4)		25
STATE DIST. NO.	COUNTY	CONT.	SECT.	JOB NO.	HIGHWAY NO.
20	Jefferson	667	1	23	347