

# INDEX OF SHEETS

SHEET NO. 1 DESCRIPTION TITLE SHEET

234 TYPICAL CROSS SECTIONS  
5647 HAUL DIAGRAM

8 ESTIMATE AND QUANTITY SHEET  
9410 PLAN AND PROFILE SHEETS

STRUCTURAL DETAILS

11-LAYOUT & X-SEC. OF SNFAP 634 D-2  
12-13 INTERSECTION DETAILS  
19-FLEXIBLE BASE CONNECTIONS & TURNOUTS  
20-DETAILS OF CONCRETE DIPS  
21-C.P.-7-20A MOD.

22 B.C.P.-4  
23 S.V.C.-39  
24 B.V.-41

## STATE OF TEXAS STATE HIGHWAY DEPARTMENT

### PLANS OF PROPOSED STATE HIGHWAY IMPROVEMENT

S.N. FEDERAL AID PROJECTS 634 D-2, F-2 & G-2

PLAN: 1 IN. = 100 FT.  
PROFILE: 1 IN. HOR. = 100 FT. 1 IN. VERT. = 10 FT.  
CROSS-SECTIONS: 1 IN. HOR. AND VERT. = 5 FT.  
OTHERS AS NOTED

SNFAP 634 D-2 - 1,511.7 FT. = 0.286 MI.  
SNFAP 634 F-2 - 374.784 FT. = 0.707 MI.  
SNFAP 634 G-2 - 1,641.16 FT. = 3.108 MI.  
Total = 3,527.644 FT. = 6.691 MI.

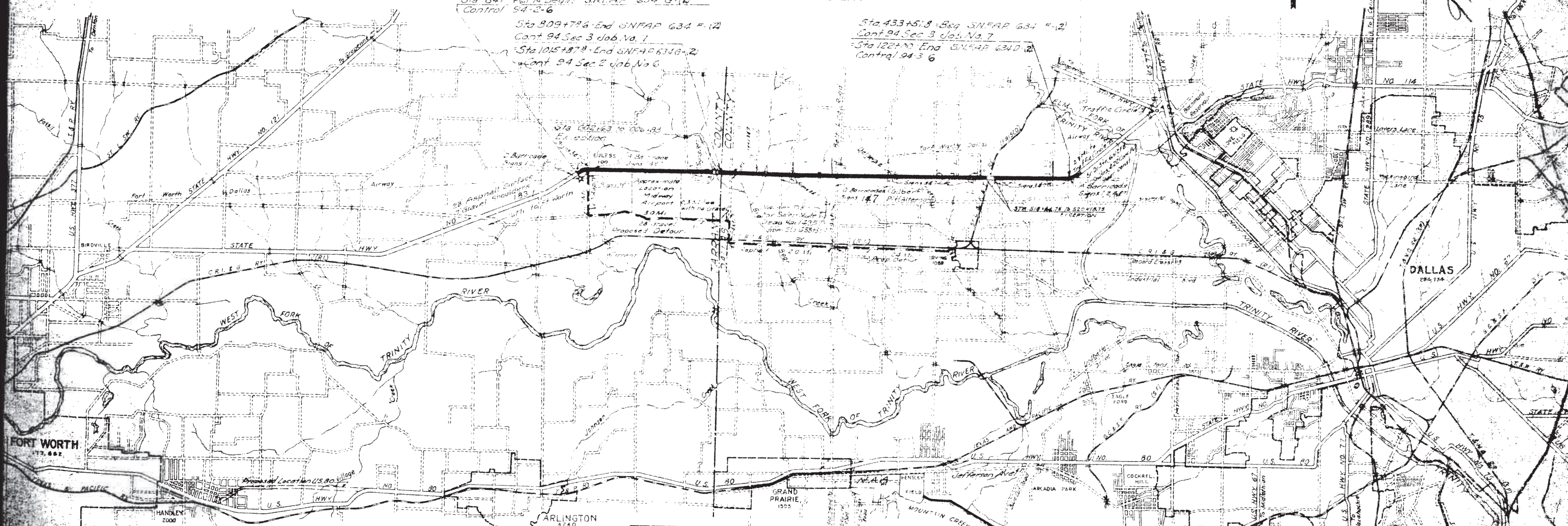
DALLAS & TARRANT COUNTIES- STATE HIGHWAY NO. 183  
FROM 2 MI. S.W. OF U.S. HWY. 77 IN DALLAS CO. TO EULESS IN TARRANT CO.  
CONCRETE PAVEMENT

Sta. 106+58.3 Begin SNFAP 634 D-2  
Control 94-3-6

Sta. 847+65.74 Begin SNFAP 634 G-2  
Control 94-3-6

Sta. 809+78.6 End SNFAP 634 F-2  
Cont. 94 Sec 3 Job No. 7  
Sta. 1015+87.8 End SNFAP 634 G-2  
Cont. 94 Sec 2 Job No. 6

Sta. 433+51.8 Begin SNFAP 634 F-2  
Cont. 94 Sec 3 Job No. 7  
Sta. 122+00 End SNFAP 634 D-2  
Control 94-3-6



EXCEPTIONS  
518+64.75 to 520+18.75 - SNFAP 634-F (2) - 154.0  
1002+63 to 1006+83 - SNFAP 634-G (2) - 420.0  
EQUATIONS

540+71.6 Back = 540+66 Ahead SNFAP 634-F (2) +5.6  
863+75.2 Back = 863+65.8 Ahead - SNFAP 634 G (2) +9.4

RAILROAD DELIVERY POINTS				
Del. Point	Railroad	Station	Distance	Capacity
IRVING	C.R.I. & G.	*537+25	1.8 MI.	50 Cars
IRVING	S.T.L. & F.T.	*537+25	1.8 MI.	50 Cars
TARRANT	C.R.I. & G.	*863+75	1.9 MI.	29 Cars

\* SNFAP 634 F  
\* SNFAP 634 G

NOTE: FEDERAL PROJECT MARKERS OF APPROVED DESIGN HAVE BEEN PLACED AT EACH END OF PROJECT.

A Marker shall be placed at beginning of 634 G-2 under this contract.

LAYOUT SCALE: 1 IN. = 5280 FT.

#### SUMMARY OF APPROVED FIELD CHANGES

Change No.	DESCRIPTION	LIMITS
1	Change Rein. Steel Turn by State from 1/2" Sucar Road to 1/2" New Steel	Begin to End
2	Change to Membrane Curing Conc. Pav.	
3	Change two Intersections from Conc. Pav. to Flex. Base & Double Asph. Surf. Treat.	454+32 to 737+06.21
4	Provide Asph. Ent. to Midway Airport	943+99 to 944+00
5	Change two Intersections from Conc. Pav. to Flex. Base & Double Asph. Surf. Treat.	916+37 to 917+49 LT.

WORK BEGAN APRIL 27, 1944  
COMPLETED OCT. 29, 1944

#### Detour & Barricade Notes:

The Contractor shall provide and maintain at his entire expense, detours and approach where the proposed improvement crosses or is adjacent to any existing road. The Contractor shall provide for all local traffic within this project area all thru traffic from Sta. 847+65 to 864+00 remainder of the detour will be maintained S.H.D. Maintenance Forces. Barricades and Warning Signs in accordance S.H.D. Standard BW-41 shall be provided and in at points indicated and at such other points as by the Engineer.

RECOMMENDED FOR APPROVAL  
Feb. 26, 1943  
S.E. RESIDENT ENGINEER

RECOMMENDED FOR APPROVAL  
Feb. 26, 1943

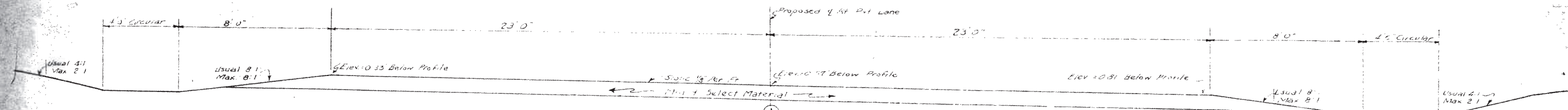
RECOMMENDED FOR APPROVAL

DISTRICT ENGINEER  
PUBLIC ROADS ADMINISTRATION  
FEDERAL WORKS AGENCY

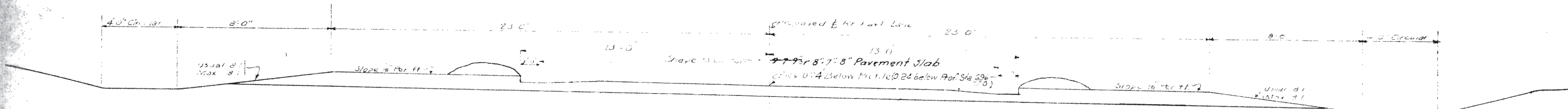
APPROVED:

COMMISSIONER  
PUBLIC ROADS ADMINISTRATION  
FEDERAL WORKS AGENCY

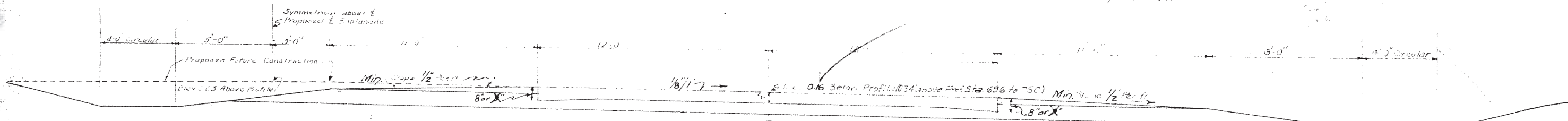




PRESENT GRADED ROAD-REGULAR & CUT SECTIONS



PREPARED SUBGRADE

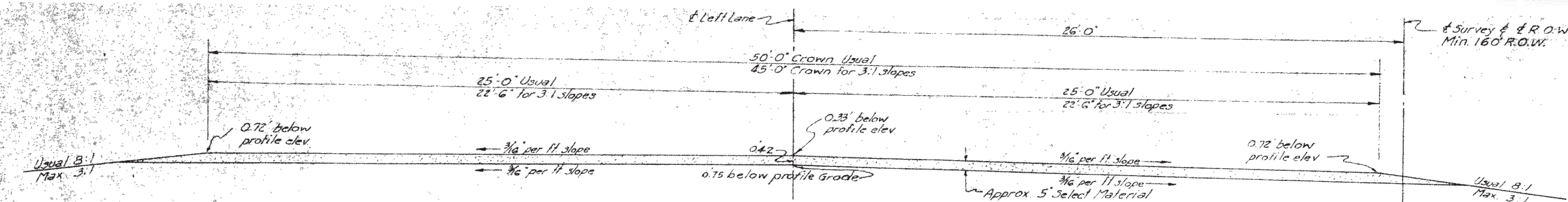


FINISHED SECTION

To be used between the following stations:

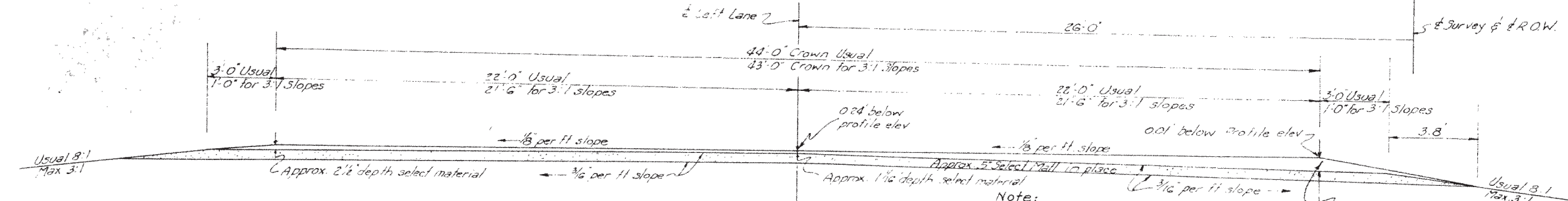
Sta. 442 to 446	Sta. 540 to 544	Sta. 602 to 606	Sta. 722 to 726
Sta. 446 to 450	Sta. 544 to 548	Sta. 606 to 610	Sta. 726 to 730
Sta. 450 to 454	Sta. 548 to 552	Sta. 610 to 614	Sta. 730 to 734
Sta. 454 to 458	Sta. 552 to 556	Sta. 614 to 618	Sta. 734 to 738
Sta. 458 to 462	Sta. 556 to 560	Sta. 618 to 622	Sta. 738 to 742
Sta. 462 to 466	Sta. 560 to 564	Sta. 622 to 626	Sta. 742 to 746
Sta. 466 to 470	Sta. 564 to 568	Sta. 626 to 630	Sta. 746 to 750
Sta. 470 to 474	Sta. 568 to 572	Sta. 630 to 634	Sta. 750 to 754
Sta. 474 to 478	Sta. 572 to 576	Sta. 634 to 638	Sta. 754 to 758
Sta. 478 to 482	Sta. 576 to 580	Sta. 638 to 642	Sta. 758 to 762
Sta. 482 to 486	Sta. 580 to 584	Sta. 642 to 646	Sta. 762 to 766
Sta. 486 to 490	Sta. 584 to 588	Sta. 646 to 650	Sta. 766 to 770
Sta. 490 to 494	Sta. 588 to 592	Sta. 650 to 654	Sta. 770 to 774
Sta. 494 to 498	Sta. 592 to 596	Sta. 654 to 658	Sta. 774 to 778
Sta. 498 to 502	Sta. 596 to 600	Sta. 658 to 662	Sta. 778 to 782
Sta. 502 to 506	Sta. 600 to 604	Sta. 662 to 666	Sta. 782 to 786
Sta. 506 to 510	Sta. 604 to 608	Sta. 666 to 670	Sta. 786 to 790
Sta. 510 to 514	Sta. 608 to 612	Sta. 670 to 674	Sta. 790 to 794
Sta. 514 to 518	Sta. 612 to 616	Sta. 674 to 678	Sta. 794 to 798
Sta. 518 to 522	Sta. 616 to 620	Sta. 678 to 682	Sta. 798 to 802
Sta. 522 to 526	Sta. 620 to 624	Sta. 682 to 686	Sta. 802 to 806
Sta. 526 to 530	Sta. 624 to 628	Sta. 686 to 690	Sta. 806 to 810
Sta. 530 to 534	Sta. 628 to 632	Sta. 690 to 694	Sta. 810 to 814
Sta. 534 to 538	Sta. 632 to 636	Sta. 694 to 698	Sta. 814 to 818
Sta. 538 to 542	Sta. 636 to 640	Sta. 698 to 702	Sta. 818 to 822
Sta. 542 to 546	Sta. 640 to 644	Sta. 702 to 706	Sta. 822 to 826
Sta. 546 to 550	Sta. 644 to 648	Sta. 706 to 710	Sta. 826 to 830
Sta. 550 to 554	Sta. 648 to 652	Sta. 710 to 714	Sta. 830 to 834
Sta. 554 to 558	Sta. 652 to 656	Sta. 714 to 718	Sta. 834 to 838
Sta. 558 to 562	Sta. 656 to 660	Sta. 718 to 722	Sta. 838 to 842
Sta. 562 to 566	Sta. 660 to 664	Sta. 722 to 726	Sta. 842 to 846
Sta. 566 to 570	Sta. 664 to 668	Sta. 726 to 730	Sta. 846 to 850
Sta. 570 to 574	Sta. 668 to 672	Sta. 730 to 734	Sta. 850 to 854
Sta. 574 to 578	Sta. 672 to 676	Sta. 734 to 738	Sta. 854 to 858
Sta. 578 to 582	Sta. 676 to 680	Sta. 738 to 742	Sta. 858 to 862
Sta. 582 to 586	Sta. 680 to 684	Sta. 742 to 746	Sta. 862 to 866
Sta. 586 to 590	Sta. 684 to 688	Sta. 746 to 750	Sta. 866 to 870
Sta. 590 to 594	Sta. 688 to 692	Sta. 750 to 754	Sta. 870 to 874
Sta. 594 to 598	Sta. 692 to 696	Sta. 754 to 758	Sta. 874 to 878
Sta. 598 to 602	Sta. 696 to 700	Sta. 758 to 762	Sta. 878 to 882
Sta. 602 to 606	Sta. 700 to 704	Sta. 762 to 766	Sta. 882 to 886
Sta. 606 to 610	Sta. 704 to 708	Sta. 766 to 770	Sta. 886 to 890
Sta. 610 to 614	Sta. 708 to 712	Sta. 770 to 774	Sta. 890 to 894
Sta. 614 to 618	Sta. 712 to 716	Sta. 774 to 778	Sta. 894 to 898
Sta. 618 to 622	Sta. 716 to 720	Sta. 778 to 782	Sta. 898 to 902
Sta. 622 to 626	Sta. 720 to 724	Sta. 782 to 786	Sta. 902 to 906
Sta. 626 to 630	Sta. 724 to 728	Sta. 786 to 790	Sta. 906 to 910
Sta. 630 to 634	Sta. 728 to 732	Sta. 790 to 794	Sta. 910 to 914
Sta. 634 to 638	Sta. 732 to 736	Sta. 794 to 798	Sta. 914 to 918
Sta. 638 to 642	Sta. 736 to 740	Sta. 798 to 802	Sta. 918 to 922
Sta. 642 to 646	Sta. 740 to 744	Sta. 802 to 806	Sta. 922 to 926
Sta. 646 to 650	Sta. 744 to 748	Sta. 806 to 810	Sta. 926 to 930
Sta. 650 to 654	Sta. 748 to 752	Sta. 810 to 814	Sta. 930 to 934
Sta. 654 to 658	Sta. 752 to 756	Sta. 814 to 818	Sta. 934 to 938
Sta. 658 to 662	Sta. 756 to 760	Sta. 818 to 822	Sta. 938 to 942
Sta. 662 to 666	Sta. 760 to 764	Sta. 822 to 826	Sta. 942 to 946
Sta. 666 to 670	Sta. 764 to 768	Sta. 826 to 830	Sta. 946 to 950
Sta. 670 to 674	Sta. 768 to 772	Sta. 830 to 834	Sta. 950 to 954
Sta. 674 to 678	Sta. 772 to 776	Sta. 834 to 838	Sta. 954 to 958
Sta. 678 to 682	Sta. 776 to 780	Sta. 838 to 842	Sta. 958 to 962
Sta. 682 to 686	Sta. 780 to 784	Sta. 842 to 846	Sta. 962 to 966
Sta. 686 to 690	Sta. 784 to 788	Sta. 846 to 850	Sta. 966 to 970
Sta. 690 to 694	Sta. 788 to 792	Sta. 850 to 854	Sta. 970 to 974
Sta. 694 to 698	Sta. 792 to 796	Sta. 854 to 858	Sta. 974 to 978
Sta. 698 to 702	Sta. 796 to 800	Sta. 858 to 862	Sta. 978 to 982
Sta. 702 to 706	Sta. 800 to 804	Sta. 862 to 866	Sta. 982 to 986
Sta. 706 to 710	Sta. 804 to 808	Sta. 866 to 870	Sta. 986 to 990
Sta. 710 to 714	Sta. 808 to 812	Sta. 870 to 874	Sta. 990 to 994
Sta. 714 to 718	Sta. 812 to 816	Sta. 874 to 878	Sta. 994 to 998
Sta. 718 to 722	Sta. 816 to 820	Sta. 878 to 882	Sta. 998 to 1002
Sta. 722 to 726	Sta. 820 to 824	Sta. 882 to 886	Sta. 1002 to 1006
Sta. 726 to 730	Sta. 824 to 828	Sta. 886 to 890	Sta. 1006 to 1010
Sta. 730 to 734	Sta. 828 to 832	Sta. 890 to 894	Sta. 1010 to 1014
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Sta. 738 to 742	Sta. 836 to 840	Sta. 898 to 902	Sta. 1018 to 1022
Sta. 742 to 746	Sta. 840 to 844	Sta. 902 to 906	Sta. 1022 to 1026
Sta. 746 to 750	Sta. 844 to 848	Sta. 906 to 910	Sta. 1026 to 1030
Sta. 750 to 754	Sta. 848 to 852	Sta. 910 to 914	Sta. 1030 to 1034
Sta. 754 to 758	Sta. 852 to 856	Sta. 914 to 918	Sta. 1034 to 1038
Sta. 758 to 762	Sta. 856 to 860	Sta. 918 to 922	Sta. 1038 to 1042
Sta. 762 to 766	Sta. 860 to 864	Sta. 922 to 926	Sta. 1042 to 1046
Sta. 766 to 770	Sta. 864 to 868	Sta. 926 to 930	Sta. 1046 to 1050
Sta. 770 to 774	Sta. 868 to 872	Sta. 930 to 934	Sta. 1050 to 1054
Sta. 774 to 778	Sta. 872 to 876	Sta. 934 to 938	Sta. 1054 to 1058
Sta. 778 to 782	Sta. 876 to 880	Sta. 938 to 942	Sta. 1058 to 1062
Sta. 782 to 786	Sta. 880 to 884	Sta. 942 to 946	Sta. 1062 to 1066
Sta. 786 to 790	Sta. 884 to 888	Sta. 946 to 950	Sta. 1066 to 1070
Sta. 790 to 794	Sta. 888 to 892	Sta. 950 to 954	Sta. 1070 to 1074
Sta. 794 to 798	Sta. 892 to 896	Sta. 954 to 958	Sta. 1074 to 1078
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Sta. 802 to 806	Sta. 900 to 904	Sta. 962 to 966	Sta. 1082 to 1086
Sta. 806 to 810	Sta. 904 to 908	Sta. 966 to 970	Sta. 1086 to 1090
Sta. 810 to 814	Sta. 908 to 912	Sta. 970 to 974	Sta. 1090 to 1094
Sta. 814 to 818	Sta. 912 to 916	Sta. 974 to 978	Sta. 1094 to 1098
Sta. 818 to 822	Sta. 916 to 920	Sta. 978 to 982	Sta. 1098 to 1102
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Sta. 830 to 834	Sta. 928 to 932	Sta. 990 to 994	Sta. 1110 to 1114
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Sta. 838 to 842	Sta. 936 to 940	Sta. 998 to 1002	Sta. 1118 to 1122
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Sta. 850 to 854	Sta. 948 to 952	Sta. 1010 to 1014	Sta. 1130 to 1134
Sta. 854 to 858	Sta. 952 to 956	Sta. 1014 to 1018	Sta. 1134 to 1138
Sta. 858 to 862	Sta. 956 to 960	Sta. 1018 to 1022	Sta. 1138 to 1142
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Sta. 866 to 870	Sta. 964 to 968	Sta. 1026 to 1030	Sta. 1146 to 1150
Sta. 870 to 874	Sta. 968 to 972	Sta. 1030 to 1034	Sta. 1150 to 1154
Sta. 874 to 878	Sta. 972 to 976	Sta. 1034 to 1038	Sta. 1154 to 1158
Sta. 878 to 882	Sta. 976 to 980	Sta. 1038 to 1042	Sta. 1158 to 1162
Sta. 882 to 886	Sta. 980 to 984	Sta. 1042 to 1046	Sta. 1162 to 1166
Sta. 886 to 890	Sta. 984 to 988	Sta. 1046 to 1050	Sta. 1166 to 1170
Sta. 890 to 894	Sta. 988 to 992	Sta. 1050 to 1054	Sta. 1170 to 1174
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Sta. 914 to 918	Sta. 1012 to 1016	Sta. 1074 to 1078	Sta. 1194 to 1198
Sta. 918 to 922	Sta. 1016 to 1020	Sta. 1078 to 1082	Sta. 1198 to 1202
Sta. 922 to 926	Sta. 1020 to 1024	Sta. 1082 to 1086	Sta. 1202 to 1206
Sta. 926 to 930	Sta. 1024 to 1028	Sta. 1086 to 1090	Sta. 1206 to 1210
Sta. 930 to 934	Sta. 1028 to 1032	Sta. 1090 to 1094	Sta. 1210 to 1214
Sta. 934 to 938	Sta. 1032 to 1036	Sta. 1094 to 1098	Sta. 1214 to 1218
Sta. 938 to 942	Sta. 1036 to 1040	Sta. 1098 to 1102	Sta. 1218 to 1222
Sta. 942 to 946	Sta. 1040 to 1044	Sta. 1102 to 1106	Sta. 1222 to 1226
Sta. 946 to 950	Sta. 1044 to 1048	Sta. 1106 to 1110	Sta. 1226 to 1230
Sta. 950 to 954	Sta. 1048 to 1052	Sta. 1110 to 1114	Sta. 1230 to 1234
Sta. 954 to 958	Sta. 1052 to 1056	Sta. 1114 to 1118	Sta. 1234 to 1238
Sta. 958 to 962	Sta. 1056 to 1060	Sta. 1118 to 1122	Sta. 1238 to 1242
Sta. 962 to 966	Sta. 1060 to 1064	Sta. 1122 to 1126	Sta. 1242 to 1246
Sta. 966 to 970	Sta. 1064 to 1068	Sta. 1126 to 1130	Sta. 1246 to 1250
Sta. 970 to 974	Sta. 1068 to 1072	Sta. 1130 to 1134	Sta. 1250 to 1254
Sta. 974 to 978	Sta. 1072 to 1076	Sta. 1134 to 1138	Sta. 1254 to 1258
Sta. 978 to 982	Sta. 1076 to 1080	Sta. 1138 to 1142	Sta. 1258 to 1262
Sta. 982 to 986	Sta. 1080 to 1084	Sta. 1142 to 1146	Sta. 1262 to 1266
Sta. 986 to 990	Sta. 1084 to 1088	Sta. 1146 to 1150	Sta. 1266 to 1270
Sta. 990 to 994	Sta. 1088 to 1092	Sta. 1150 to 1154	Sta. 1270 to 1274
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Sta. 1006 to 1010	Sta. 1104 to 1108	Sta. 1166 to 1170	Sta. 1286 to 1290
Sta. 1010 to 1014	Sta. 1108 to 1112	Sta. 1170 to 1174	Sta. 1290 to 1294
Sta. 1014 to 1018	Sta. 1112 to 1116	Sta. 1174 to 1178	Sta. 1294 to 1298
Sta. 1018 to 1022	Sta. 1116 to 1120	Sta. 1178 to 1182	Sta. 1298 to 1302
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Sta. 1034 to 1038	Sta. 1132 to 1136	Sta. 1194 to 1198	Sta. 1314 to 1318
Sta. 1038 to 1042	Sta. 1136 to 1140	Sta. 1198 to 1202	Sta. 1318 to 1322
Sta. 1042 to 1046	Sta. 1140 to 1144	Sta. 1202 to 1206	Sta. 1322 to 1326
Sta. 1046 to 1050			





# **PRESENT ROAD**

859+00 to 863+75.2  
863+65.8 to 1002+63  
1006+83 to 1015+87.8



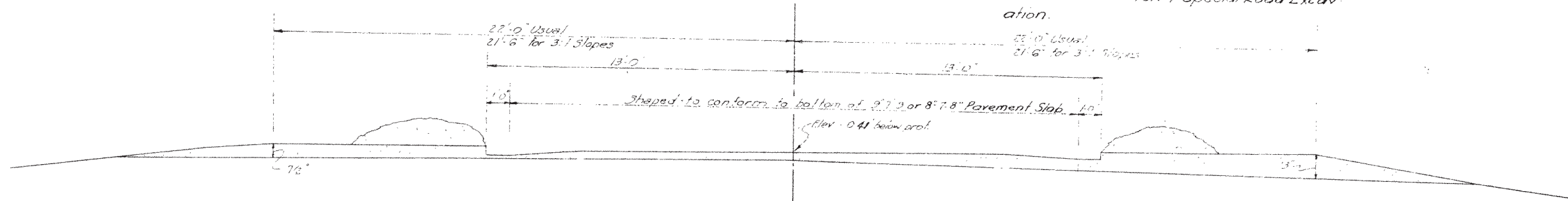
# **SELECT MATERIAL SECTION**

To be used between the following stations:

894+00 to 1002+63  
1006+83 to 1015+87.8

Note:  
Select Material (Common & Special Borrow) may be placed as shown, or it may be added to shoulders after excavation of subgrade or placement of pavement. In either event, this material will not be measured for payment under the item Common & Special Road Excavation.

Select Material estimated 67 C.Y. per Sta (Loose Measure).  
Select Material will be measured & paid for as Common & Special Borrow.

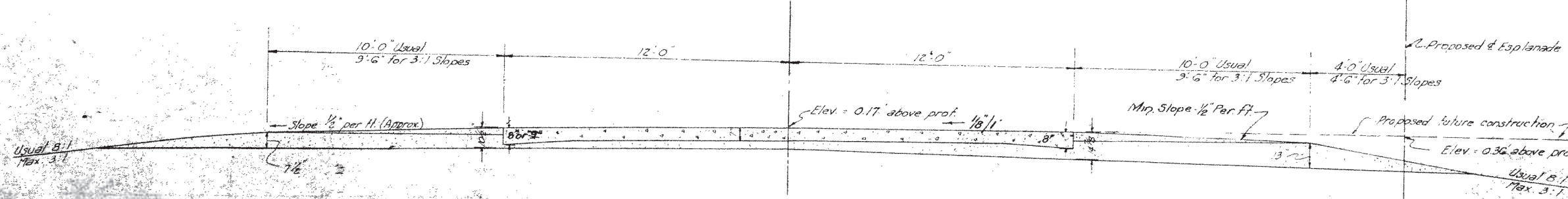


# **PAVEMENT SUBGRADE SECTION**

To be used between the following stations:

894+00 to 1002+63  
1006+83 to 1015+87.8

The subgrade shall conform to the bottom of pavement.



# **COMPLETED SECTION**

To be used between the following stations:

894+00 to 1002+63  
1006+83 to 1015+87.8

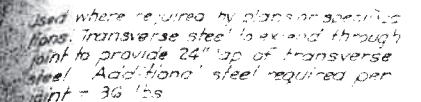
# **TYPICAL CROSS SECTIONS SNFAP 634G(2)**

DATE	DATE	FEDERAL PROJECT NO.
8	TEXAS	SNFAP 634G(2)
DATE	COUNTY	SECTION
2	Tarrant	94-2



FED. ROAD DIST. NO.	STATE	FEDERAL AID PROJECT	
6	TEXAS	SNFAP 634	
STATE DIST. NO.	COUNTY	CONTRACT NO.	SECT. NO.
2	TARRANT	94	2





SIZE	WEIGHT IN LBS. PER LIN. FOOT
1/2" $\phi$ DEFORMED	0.668
5/8" $\phi$ DEFORMED	1.043
3/4" $\phi$ SMOOTH	1.502

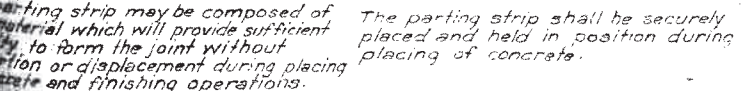
Joints shall be filled with  
OA-30 Special Asphalt



DETAIL OF EXPANSION JOINT (TRANSVERSE)



DETAIL OF DUMMY JOINT  
(TRANSVERSE)



LONGITUDINAL JOINT WITH  
PARTING STRIP

An equivalent parting strip approved by the Engineer may be used

Pavement at bridge end and for 1'-6" from bridge end shall be 9" thick for the entire width and the section shall be transitioned from the latter point to the normal section at the end of the Floating Slab. The center joint shall be omitted from the "Floating Slab" except those poured one-half at a time in order to maintain traffic through the construction. In this case, construct according to the detail at left.

BILL OF REINFORCING STEEL FOR  
ONE 20' FLOATING SLAB

BARS	NO.	SIZE	LENGTH	TOTAL WEIGHT
20' PAVEMENT				
LONGITUDINAL	40	5/8" DEE	20'-3"	6.11
TRANSVERSE	27	1" DEE	9'-6"	15.7
DOWELS	9	3/4" DIA	9'	13.7
			TOTAL	35.5

22' PAVEMENT			
LONGITUDINAL	44	5" DEF	22-3 329.3
TRANSVERSE	27	1/2" DEF	21-6 387.1
DOWELS	0	3/4" DEF	1-3 26.1
TOTAL			1,344

24' PAVEMENT			
LONGITUDINAL	48	24' 0.00'	20' 3" 1.013
TRANSVERSE	27	27' 0.00'	23' 6" 1.293
DOWELS	1'	34' 0.50'	1'-8" 2.555
		TOTAL	1.467

ADDITIONAL STEEL ONE 20' FLOATING SLAB OVER			
NORMAL SLAB REINFORCEMENT			
Pavement Width	20'	22'	24'
Lbs. Add'l Steel	1252	1168	1233

ELEVATION

DETAILS OF 20'-0" FLOATING SLAB

## GENERAL NOTES

[illegible]

An reinforcement steel, although deems shall be vertically wired of edge, intersecting in

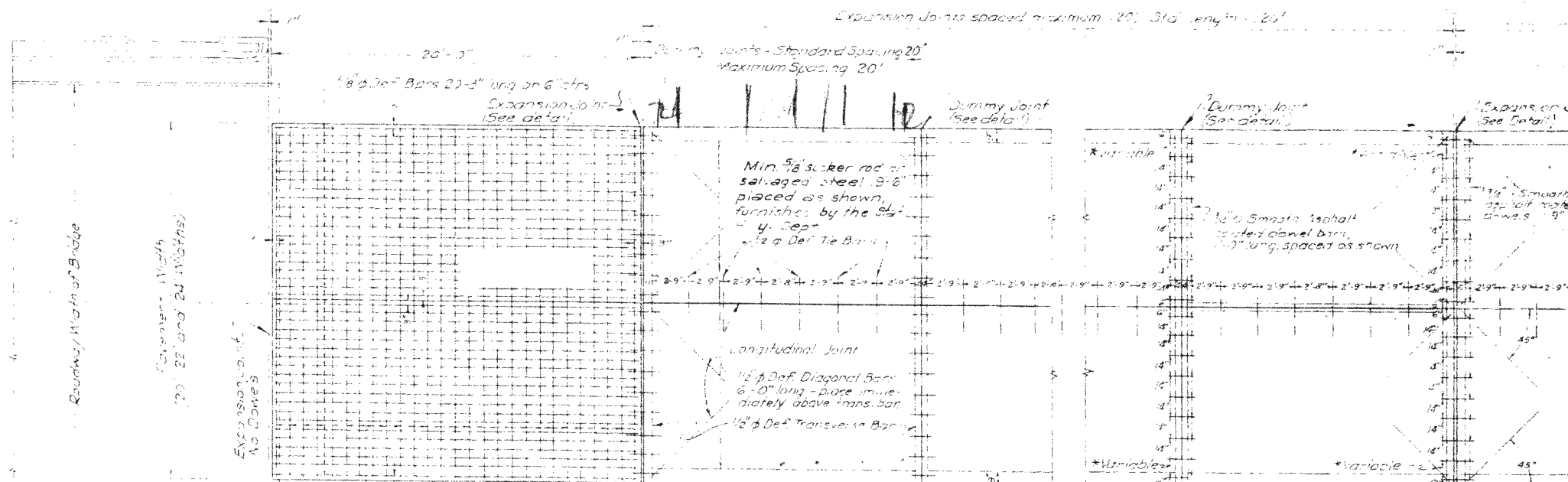
Unless the 8' 11 1/2" section of the 14' 7" 9" section is required by the engineer and  
Quantity Sheet 4 allows, no turn may be constructed.  
A traffic signal will not be required.  
\* Steel for 16' longitudinal base will be furnished to the Engineer by owner.  
25' long at the State Highways Department section, Washington State, Bids  
77, Dallas.

LONGITUDINAL JOINT  
ALTERNATE

1/4" to 1/8" felt strip impregnated with asphalt to be placed by machine as indicated before final screening. Felt strip shall be slightly recessed below pavement surface as directed by the Engineer.

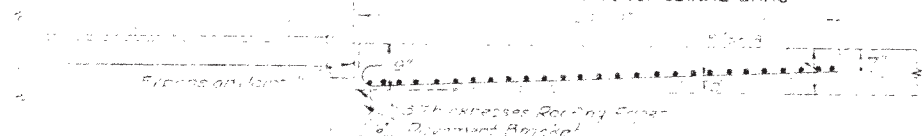
LONGITUDINAL JOINT  
ALTERNATE

Grout shall be formed after first screeding and before final finishing

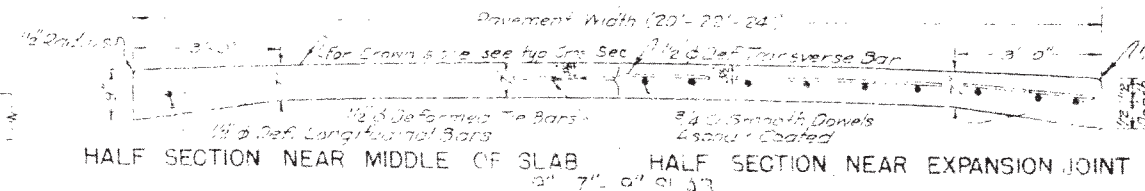


PLAN OF FLOATING SLAB

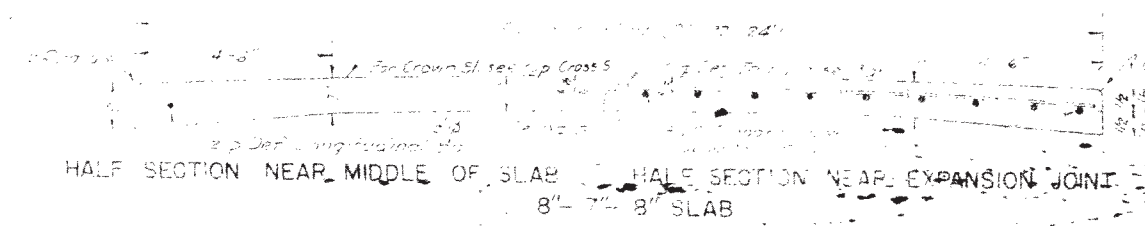
BENDING DIAGRAM LONGITUDINAL BARS



DETAIL SHOWING STEEL ARRANGEMENT IN SLAB



HALF SECTION NEAR MIDDLE OF SLAB      HALF SECTION NEAR EXPANSION JOINT



HALF SECTION NEAR MIDDLE OF SLAB      HALF SECTION NEAR EXPANSION JOINT

SECTION SHOWING SUPERELEVATION AND WIDENING OF CURVES

BILL OF REINFORCING STEEL FOR ONE 120' SLAB

[illegible]

TEXAS STATE HIGHWAY DEPARTMENT  
CONCRETE PAVEMENT

24 FT. WIDTH

APPROVED *W. J. Green* STATE HIGHWAY ENGINEER  
DATE *9-5-47* DE SIGN *1-13-41* BY *W. J. Green*  
DRAWN *W. J. Green* ORIGIN *W. J. Green* CHECKED *W. J. Green*  
DATE *9-5-47* REVISION *W. J. Green* NO. *1*  
1882 DALLAS DIST. 9433