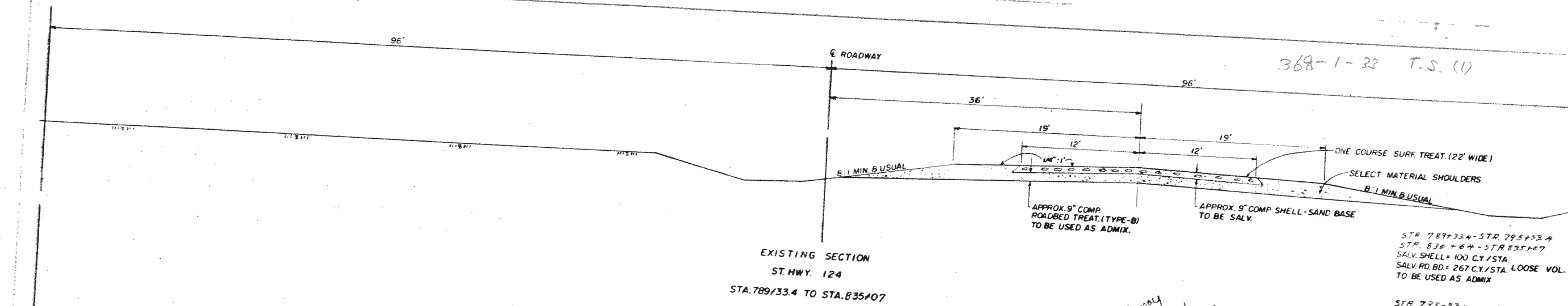


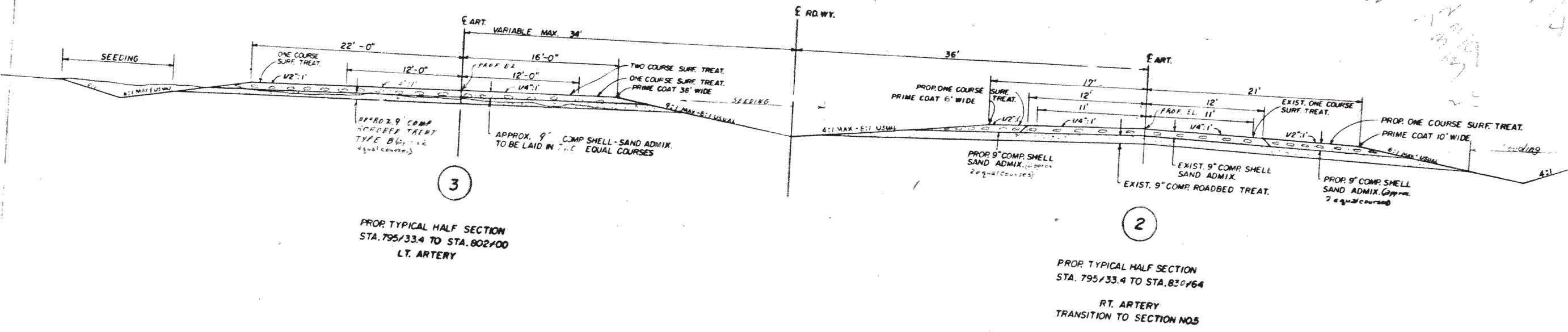
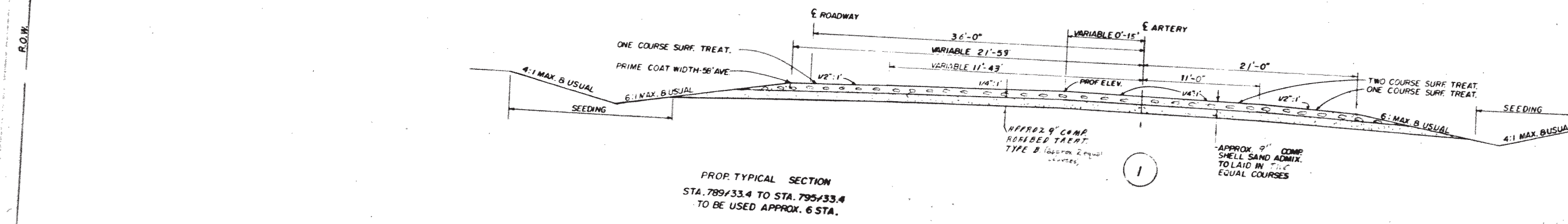
368-1-23 T.S. (1)



STA. 789+33.4 - STA. 795+33.4
STA. 830+64 - STA. 835+07
SALV. SHELL = 100 CY/STA.
SALV. RD. BD = 267 CY/STA. LOOSE VOL.
TO BE USED AS ADMIX.

STA. 795+33.4 - STA. 830+64
SALV. SAND = 71 CY/STA.
TO BE USED AS ADMIX.

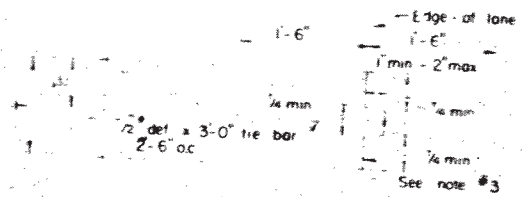
*Roadway
Produce
Low down*



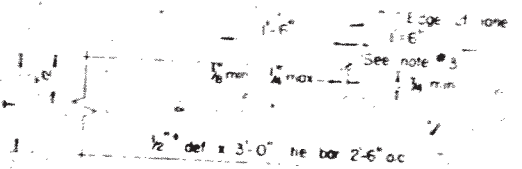
TYPICAL SECTIONS

368-1-22 C.P. 6

LONGITUDINAL JOINTS

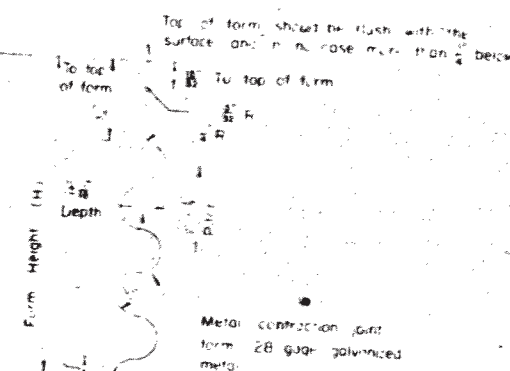


TYPE 1

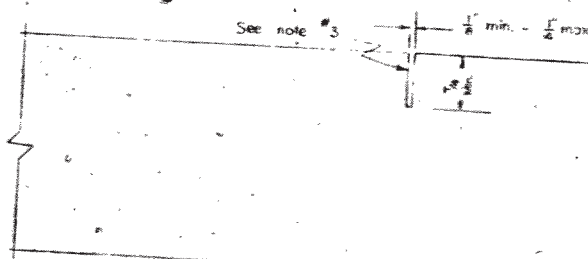


TYPE 2

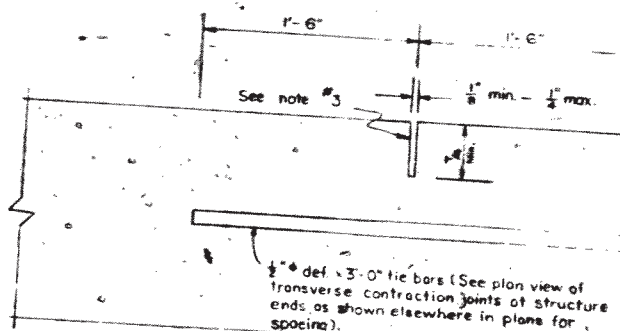
TRANSVERSE CONTRACTION JOINTS



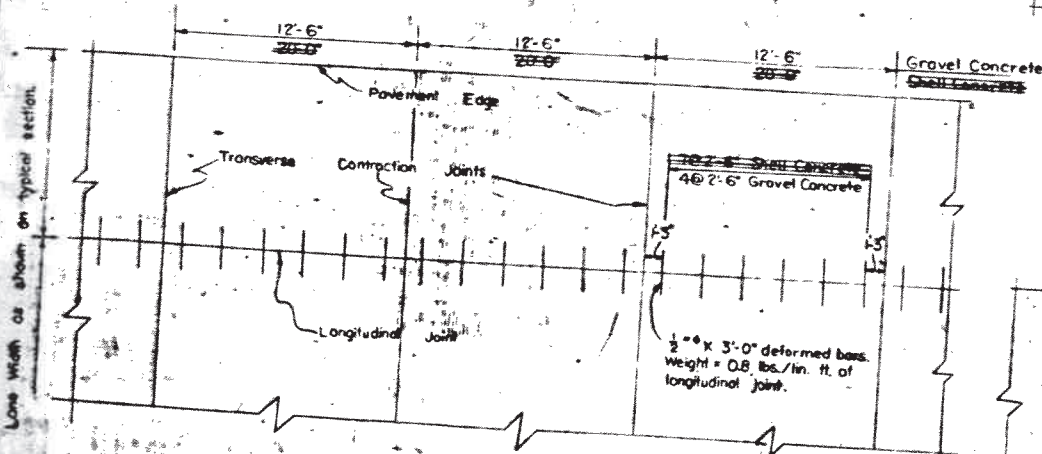
TYPE A



TYPE B



TYPE C



PLAN VIEW OF LONGITUDINAL AND TRANSVERSE CONTRACTION JOINTS

OBLIQUE SECTION SHOWING METAL CONTRACTION JOINT FORM IN PLACE

TABLE OF FORM HEIGHTS (H)

SLAB THICKNESS (T) (in.)	6	7	8	9	10	11	12
FORM HEIGHT (H) (in.)	5 1/4	5 1/4	5 1/4	6 1/4	7 1/4	8 1/4	9 1/4

The values shown above are minimum heights.

General Notes:

1. Drawing, 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 section, the Type 1 longitudinal joint shall be used at the construction joint.
2. The use of Type 1, 2, A, B, and C transverse contraction joints is shown in plans. Where more than two lanes are shown on the typical section, the Type 1 longitudinal joint shall be used at the construction joint.
3. The weakened plane in Types 1, 2, A, B, and C shall be formed by sawing and at depth shown. For Types 2, B, and C, the weakened plane may be formed by sawing by an approved machine, or by an approved continuous metal shield and placed continuously in a groove cut in the concrete. By this method, the metal shield shall be placed in the weakened plane in advance of the longitudinal joint. The weakened plane is formed by sawing with an approved machine, or by an approved continuous metal shield and placed continuously in a groove cut in the concrete. By this method, the metal shield shall be placed in the weakened plane in advance of the longitudinal joint. The weakened plane is formed by sawing with an approved machine, or by an approved continuous metal shield and placed continuously in a groove cut in the concrete. By this method, the metal shield shall be placed in the weakened plane in advance of the longitudinal joint.
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 shall be required to vibrate the concrete adjacent to the form to the extent necessary that all air is removed.
6. The bars shall be secured parallel to the pavement surface and perpendicular to the weakened plane by a bar chair or accurately placed 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 shall be placed.
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 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 12". Where shorter forms are permitted, they shall be held together by any means which holds adjoining sheets in line and which is approved by the Engineer.

TEXAS HIGHWAY DEPARTMENT
CONCRETE PAVEMENT
CONTRACTION DESIGN
CPCD-57 MOD.

DATE	12-97	REVISED	STATE	TEXAS	FEDERAL PROJECT NO.
BY	CHAMBERS	DATE	12-97	BY	CHAMBERS
CHKD	CHAMBERS	DATE	12-97	BY	CHAMBERS
APP'D	CHAMBERS	DATE	12-97	BY	CHAMBERS