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TEXAS HIGHWAY DEPARTMENT

FARM MARKET HIGHWAY NO 952

DE WITT COUNTY

STATE PROJECT NO R 941-2-1

GRADING, STRUCTURES, ROADBED TREATMENT,
AND ONE COURSE SURFACE TREATMENT
FROM HWY. S-72 3.0 MILES WEST OF YORKTOWN,
N.W. 4.463 MILES TO ROAD INTERSECTION

NET LENGTH = 23,571.0 FT. = 4.463 MI.

Roadway = 23,391.3 FT. = 4.430 MI.
Bridge = 100.0 FT. = 0.018 MI.
(Force Account) = 79.7 FT. = 0.015 MI.

Field Change Request No. 1
15" Sq. Precast Conc. Piling
Substituted for Steel 14" Piling

Sta 0+34
Begin Proj. R-941-2-1
Control 941-2-1

Sta 23+37
End Proj. R-941-2-1
Control 941-2-1

- 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

NO RAILROAD CROSSINGS

DELIVERY POINT FOR MATERIALS
Deliver Point Yorktown
T&NO 3.4 Miles Ample

EQUATIONS - NONE

EXCEPTIONS - NONE

NOTE: Special Provisions
regarding "Defours, Barricades,
Warning Signs, Sequence of Work,
etc." shall govern on this project.

SPECIFICATIONS ADOPTED BY THE STATE HIGHWAY DEPARTMENT OF
TEXAS, JANUARY 13, 1938, AND APPROVED BY THE PUBLIC ROADS AD-
MINISTRATION, FEBRUARY 16, 1939, AND SPECIFICATION ITEMS LISTED
AND DATED AS FOLLOWS SHALL GOVERN ON THIS PROJECT.
SPECIAL PROVISIONS FOR STATE PROJECTS
DATED AUGUST 11, 1948

CORRECT: June 19, 1950

TEXAS HIGHWAY DEPARTMENT

RECOMMENDED
FOR APPROVAL:

SE. RESIDENT ENGINEER

RECOMMENDED
FOR APPROVAL:

6-14-50

ENGINEER LAND SERVICE ROADS

APPROVED:

APPROVED:

DIVISION ENGINEER
BUREAU OF PUBLIC ROADS
DEPARTMENT OF COMMERCE

DISTRICT ENGINEER

CHIEF ENGINEER OF PLANNING

FED. RD. DIV. NO.	STATE	STATE PROJECT NO.			SHEET NO.
6	TEXAS	B-941-2-1			1
STATE DIST. NO.	COUNTY	CONT.	SECT.	JOB	HIGHWAY NO.
13	DE WITT	941	2	1	FM952

Maximum 120' EAW.
Usual 80' EAW.
Minimum 80' EAW.

Variable

①
PRESENT GRADED ROAD
Occurs Approximately 227 Stations

②
REGULAR SECTION
Occurs Approximately 109 Stations
Max. 4:1
Usual 7:1
13'-0"
Slope 5/6" per ft.
13'-0"
Max. 1:1
Usual 2:1
Min. 12"

③
CUT SECTION
Occurs Approximately 43 Stations
Max. 4:1
Usual 7:1
13'-0"
Slope 5/6" per ft.
13'-0"
Max. 1:1
Usual 1 1/2:1
Min. 12"

④
FILL SECTION
Occurs Approximately 83 Stations
Max. 2:1
Usual 4:1
13'-0"
Slope 5/6" per ft.
13'-0"

⑤
COMPLETED ROAD
Occurs Approximately 235 Stations
18'-6" Prime Coat (MC-1)
Min. 13'-0"
18' One Course Surf. T. Fin. (OA-175)
2" Fin. Grade
6"
Slope 5/6" per ft.
6"
Bounded 7:1 Slope
Var. Slope
Bounded 7:1 Slope
Var. Slope
Approximately 6" Compacted Bounded
Freemont Type "A" Estimated 62 cy.
per Station (Loose Measure)

GENERAL NOTES

All curves shall be super-elevated in accordance with attached Standard SMC-39, Table 2. Curves shall not be widened.
In those instances where fixed features require, the governing slopes indicated hereon may be varied from between the limits and to the extent determined by the Engineer.

TYPICAL SECTIONS

QUANTITY SUMMARY

Item No.	Description	QUANTITIES								Unit
		Grading & Culverts		Bridges		Totals				
		Est.	Final	Est.	Final	Est.	Final			
100	Clearing & Grubbing	27.17	27.17			27.17	27.17	Acres		
101	Common Road Excavation	18,818	20,823			18,818	20,823	C.Y.		
103	Common Channel Excavation	6,905	5,948			6,905	5,948	C.Y.		
Sp.(S-104)	Uncl. Structural Excavation	471	466	40	62	511	528	C.Y.		
110	Overhaul	883	741			883	741	T.O.		
202	Sprinkling	1,150	1,658.0			1,150	1,658.0	M.G.		
203 & Sp.	Rolling	100	41.5			100	41.5	Hr.		
203A & Sp.	Rolling	275	224.5			275	224.5	Hr.		
203B & Sp.	Rolling	150	184.25			150	184.25	Hr.		
210 & Sp.	Good Road Treatment, Type "A"	14709	14,625			14709	14,625	C.Y.		
210 & Sp.	Additional Quarter-Mile Haul	159,779	158,465			159,779	158,465	C.Y.		
300	Prime Coat (MC-1)	14,725	13,165			14,725	13,165	Gol.		
Special	Asphalt (OA-175)	16,730	16,640			16,730	16,640	Gol.		
Special	Aggregate (Type II, Grade A)	600	601			600	601	C.Y.		
Sp.(S-405)	Class "A" Concrete (Ext. Strs.)	567	567			567	567	C.Y.		
Sp.(S-403)	Class "A" Concrete (Culvert)	128,46	128.46			128.46	128.46	C.Y.		
Sp.(S-403)	Class "A" Concrete (Bridge)	—	—	107.16	107.16	107.16	107.16	C.Y.		
Sp.(S-405)	Reinforcing Steel	16,640	16,583	22,487	22,487	39,127	39,070	Lb.		
Sp.(S-412)	Steel H.P. Piling - 12"x12"x55#	—	—	558	0	558	0	L.F.		
Sp.(S-414)	Relaying C.V. Pipe (18" Dia & Under)	28	48			28	48	L.F.		
Sp.(S-414)	Relaying C.V. Pipe Over 18" Dia.)	72	112			72	112	L.F.		
Sp.(S-500)	Removing Old Structures	8	5			8	5	Ea.		
Sp.(S-412)	18" Std. Rein. Concrete Pipe	165	165.5			165	165.5	L.F.		
Sp.(S-412)	24" Std. Rein. Concrete Pipe	60	65.0			60	65.0	L.F.		
Sp.(S-412)	30" Std. Rein. Concrete Pipe	240	263.0			240	263.0	L.F.		
Sp.(S-412)	42" Std. Rein. Concrete Pipe	33	33.1			33	33.1	L.F.		
Sp.(S-418)	15" Sq. Precast Concrete Piling	—	—	420	420	420	420	L.F.		
Special.	Work to be performed by State Highway Maintenance Forces on Existing 80' Steel Truss - East Fork Colorado Creek (Lump Sum)									

SPECIFICATION DATA		
ONE COURSE SURFACE TREATMENT		
Item	Application - First	
Asphalt, Type	OA-175	
Asphalt, Rate (Gal. per S.Y.)	0.35	
Aggregate, Type	II	
Aggregate, Grade	A	
Aggregate, Rate (CY per S.Y.)	1.80	
Rolling, 203 (Hr. per Mile)	7	
Rolling, 203B (Hr. per Mile.)	7	

* Supplemental Agreement and Field Change No. 1 substituted 15" Square Precast Concrete Piling for Steel H.P. Piling 12"x12"x55#

QUANTITY SUMMARY

SUMMARY OF GRADING

Sheet No.	Stations	Common Road Excav. C.Y.	Common Channel Excav. C.Y.	Overhaul Yds.	Clearing & Grubbing Acre
6	0-34 - 10+00	1125	—	—	—
7	10+00 - 21+00	943	—	—	—
8	21+00 - 32+00	675	—	—	0.37
9	32+00 - 43+00	1037	70	59	1.28
10	43+00 - 54+00	1305	75	165	0.73
11	54+00 - 65+00	753	—	—	—
12	65+00 - 76+00	1033	—	—	—
13	76+00 - 87+00	1205	80	—	0.18
14	87+00 - 98+00	1958	50	279	2.02
15	98+00 - 109+00	1031	—	—	2.02
16	109+00 - 120+00	797	—	—	2.02
17	120+00 - 131+00	482	—	—	2.02
18	131+00 - 142+00	271	—	4	2.02
19	142+00 - 153+00	1048	130	55	1.29
20	153+00 - 164+00	1115	—	78	2.02
21	164+00 - 175+00	473	—	—	1.47
22	175+00 - 186+00	359	—	—	0.92
23	186+00 - 197+00	365	6500	233	2.75
24	197+00 - 208+00	238	—	—	2.02
25	208+00 - 219+00	626	—	10	2.02
26	219+00 - 230+00	1885	—	—	2.02
27	230+00 - 235+37	94	—	—	—
	TOTALS	18,818	6,905	883	27.17

SUMMARY OF CULVERTS

Sheet No.	Station	Description	Design	Uncl. Struck Exc. C.Y.	C.I."A" Conc. Culvert C.Y.	Reinf. Steel Lbs.	Std. Reinf. Conc. Pipe 18" L.F.	24" L.F.	30" L.F.	42" L.F.
6	0-34	Extend 3x2-28 to 3x2-48	Lgt Detail/ISCTN-7	18	5.67	450				
7	1/2+00	2-6x3-26' Conc. Culvert	MC6-18MCN-F-1	60		3163				
8	23+75	2-30"x30' Std. B.C. Pipe	CH-7-B	100		122			60	
9	33+50	3-6"x3-26' Conc. Culvert	MC6-18MCN-F-1	65		4541				
10	52+00	2-6"x3-26' Conc. Culvert	MC6-18MCN-F-1	30		3163				
13	82+00	3-30"x30' Std. B.C. Pipe	CH-7-B	18		152			90	
14	97+85	1-42"x33' Std. B.C. Pipe	CH-7-B	25		132				33
16	117+30	3-6x3-26' Conc. Culvert	MC6-18MCN-F-1	65		4541				
19	142+90	3-18"x42' Std. B.C. Pipe	CH-7-B	30		80	126			
20	160+25	3-30"x30' Std. B.C. Pipe	CH-7-B	38		152			90	
26	222+00	1-18"x39' Std. B.C. Pipe	CH-7-B	10		46	39			
27	232+94	2-24"x30' Std. B.C. Pipe	CH-7-B	12		98	60			
	TOTALS			471	567	128,441 Lbs.	165	60	240	33

STRUCTURES TO BE REMOVED & RELAYED		
Station	Present Location	Proposed Location
23+66	1-24"x20' C.G.M. Pipe	Stn. 187+00
33+53	1-24"x20' C.G.M. Pipe	Stn. 169+90
21+44+45	1-18"x28' C.G.M. Pipe	Stn. 144+25
21+59+73	1-24"x12' C.G.M. Pipe	Stn. 159+73
Lt. 193+68	1-30"x20' C.G.M. Pipe	Lt. 193+45
SUMMARY		
Relaying Culvert Pipe (18" Dia. & Under) =		28 L.F.
Relaying Culvert Pipe (Over 18" Dia.) =		72 L.F.

SUMMARY OF BRIDGES

Perm. Str. No.	Station to Station	Description	Design	Length Ft.	Uncl. Str. Exc. C.Y.	C.I."A" Conc. (Bridge) C.Y.	Reinf. Steel Lb.	Wx18"x153" Steel Piling L.F.
3	106+810-107+607	1-80' Steel Truss		79.7'	Repaired by SHD Forces			
2	129+450-130+4500	4-25' Conc. Slabs	FS-8-20-25	100.0	40	107.16	22487	558

STRUCTURES TO BE REMOVED	
Station	Description
11+35	1-30"x18' C.G.M. Pipe
97+85	1-24"x20' C.G.M. Pipe-Conc. Hdwall
117+42	4-30"x20' C.G.M. Pipe-Conc. Hdwall
160+04	1-30"x20' C.G.M. Pipe-Conc. Hdwall
21+69+91	1-30"x18' C.G.M. Pipe
Lt. 185+80	1-24"x32' C.G.M. Pipe
222+07	1-18"x20' C.G.M. Pipe-Conc. Hdwall
232+94	2-24"x20' C.G.M. Pipe-Conc. Hdwall
Total = 8	

NOTE: - Concrete Surfaces shall receive a Type III surface finish.

GRADING & STRUCTURE SUMMARY

SUMMARY OF GRADING

Sheet No.	Stations	Common Road Excav. C.Y.	Common Channel Excav. C.Y.	Overhaul Yds.	Clearing & Grubbing Acre
6	0+34 - 10+00	1230	—	—	—
7	10+00 - 21+00	1235	—	—	—
8	21+00 - 32+00	1101	—	—	0.37
9	32+00 - 43+00	1114	37	41	1.28
10	43+00 - 54+00	1343	24	160	0.73
11	54+00 - 65+00	866	—	—	—
12	65+00 - 76+00	1243	—	—	—
13	76+00 - 87+00	1380	22	—	0.18
14	87+00 - 98+00	1789	7	246	2.02
15	98+00 - 109+00	975	—	—	2.02
16	109+00 - 120+00	833	—	—	2.02
17	120+00 - 131+00	444	—	—	2.02
18	131+00 - 142+00	369	—	2	2.02
19	142+00 - 153+00	949	129	73	1.29
20	153+00 - 164+00	1265	—	70	2.02
21	164+00 - 175+00	580	—	—	1.47
22	175+00 - 186+00	588	—	—	0.92
23	186+00 - 197+00	535	5729	136	2.75
24	197+00 - 208+00	392	—	—	2.02
25	208+00 - 219+00	677	—	13	2.02
26	219+00 - 230+00	1853	—	—	2.02
27	230+00 - 235+37	62	—	—	—
TOTALS		20823	5948	741	27.17

STRUCTURES TO BE REMOVED & RELAYED		
Present Location		Proposed Location
Station	Description	Station
23+66	1-24" x 20' C.G.M. Pipe	St. 187+00
33+53	1-24" x 20' C.G.M. Pipe	St. 169+90
41+44+45	1-18" x 28' C.G.M. Pipe	St. 144+25
41+59+73	1-24" x 18' C.G.M. Pipe	St. 159+73
41+193+65	1-30" x 20' C.G.M. Pipe	Lt. 193+45
41+169+91	1-30" x 12' C.G.M. Pipe	Lt. 171+40
222+07	1-18" x 20' C.G.M. Pipe	St. 23+75
232+94	2-24" x 20' C.G.M. Pipe	14' relayed St. 60+50 & 14' relayed St. 137+00
Relaying Culvert Pipe (18" Dia. & Under) = 48 L.F.		
Relaying Culvert Pipe (Over 18" Dia.) = 112 L.F.		

SUMMARY OF BRIDGES

Perm. Struct. No.	Station to Station	Description	Design	Lgth. Ft.	Incl. Struct. Excav. C.Y.	Ci 24" Conc. C.Y.	Reinf. Steel Lbs.	15' Square Rebar Conc. Piling L.F.
3	106+81.0-107+60.7	1-80' Steel Truss						
2	189+45.0-190+45.0	4-25' Conc. Slobs	FS-8-20-25	79.7'-Repaired by SH.D. Forces	100.0	62	107.16	22487
								420

SUMMARY OF CULVERTS

Sheet No.	Station	Description	Design	Incl. Struct. Excav. C.Y.	Ci 24" Conc. C.Y.	Reinf. Steel Lbs.	Std. Reinf. Conc. Pipe
6	0+34	Extend 3 x 2-28 to 3 x 2-48	Lt. Debois CR-NE7	10	567	450	
7	12+00	2-6 x 3-26 Conc. Culvert	MC6-18 MCW-F1	35	2251	3146	
8	23+75	2-30" x 33.1 Std. R.C. Pipe	CH-7-B	42	324	119	662
9	33+50	3-6 x 3-26 Conc. Culvert	MC6-18 MCW-F1	76	3128	4532	
10	52+00	2-6 x 3-26 Conc. Culvert	MC6-18 MCW-F1	33	2251	3146	
13	82+00	3-30" x 32.8 Std. R.C. Pipe	CH-7-B	18	438	153	984
14	97+85	1-42 x 33.1 Std. R.C. Pipe	CH-7-B	23	354	136	33.1
16	117+30	3-6 x 3-26 Conc. Culvert	MC6-18 MCW-F1	103	3128	4532	
19	142+90	3-18 x 42.1 Std. R.C. Pipe	CH-7-B	30	206	78	
20	160+05	3-30 x 32.8 Std. R.C. Pipe	CH-7-B	60	438	149	984
26	222+00	1-18 x 39.8 Std. R.C. Pipe	CH-7-B	15	098	44	
27	232+94	2-24 x 38.5 Std. R.C. Pipe	CH-7-B	21	230	98	
				466	567	12846	16583
						1655	650
						2630	33.1

STRUCTURES TO BE REMOVED		
Station	Description	
11+35	1-30" x 18' C.G.M. Pipe	
97+85	1-24" x 20' C.G.M. Pipe - Conc. Hdwr.	
117+42	4-30" x 20' C.G.M. Pipe - Conc. Hdwr.	
160+04	1-30" x 20' C.G.M. Pipe - Conc. Hdwr.	
Lt. 185+80	1-24" x 32' C.G.M. Pipe	
Totals = 5 Eoch.		

Note:- Concrete Surfaces shall receive o type III surface finish.

FINAL
GRADING & STRUCTURE
SUMMARY

BASIS OF ESTIMATING

- ITEM 202 & SP - SPRINKLING
Embankment @ 20 Gal. per C.Y.
Roadbed Treatment @ 50 Gal. per C.Y.
- ITEM 203 & SP - ROLLING
Roadbed Treatment @ 1/3 hr. per Sta.
- ITEM 203 A & SP - ROLLING
Embankment @ 1 hr. per 150 C.Y.
Roadbed Treatment @ 1/2 hr. per Sta.
- ITEM 203 B & SP - ROLLING
Roadbed Treatment @ 1/2 hr. per Sta.
- ITEM 300 - PRIME COAT (MC-1)
2.3 Gal. per S.Y.

GENERAL NOTES

Roadway ditches and channels shall be constructed to grade before pipes are installed under Special Items "Relaying Culvert Pipe (18" Dia. & Under)" and "Relaying Culvert Pipe (Over 18" Dia.)".

Cutting, excavating, removing, and satisfactorily disposing of all trees, stumps, roots, brush, rubbish, vegetation, or other objectional matter from unclassified areas within the Right-of-Way, Channel Right-of-Way, and Material Pit area shall be considered as subsidiary work pertaining to the various bid items of this Project.

PROJECT NOTES

All obstructions within the Right-of-Way shall be removed by DeWitt County unless otherwise noted.

All elevations are based on an assumed datum.

The elevations of indicated grade profile on the Plan-Profile sheets are for contemplated finished grade elevations.

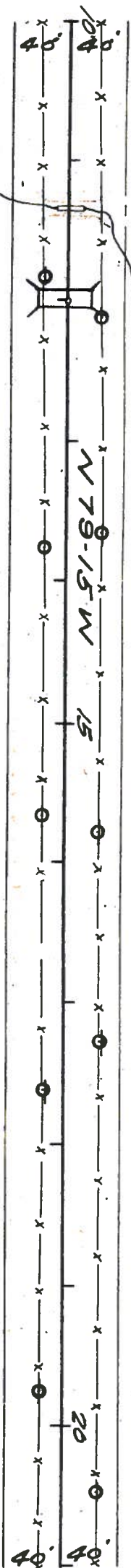
Clearing and Grubbing is calculated for a width of 80 feet. No deductions made for the present cleared County road.

PROJECT NOTES



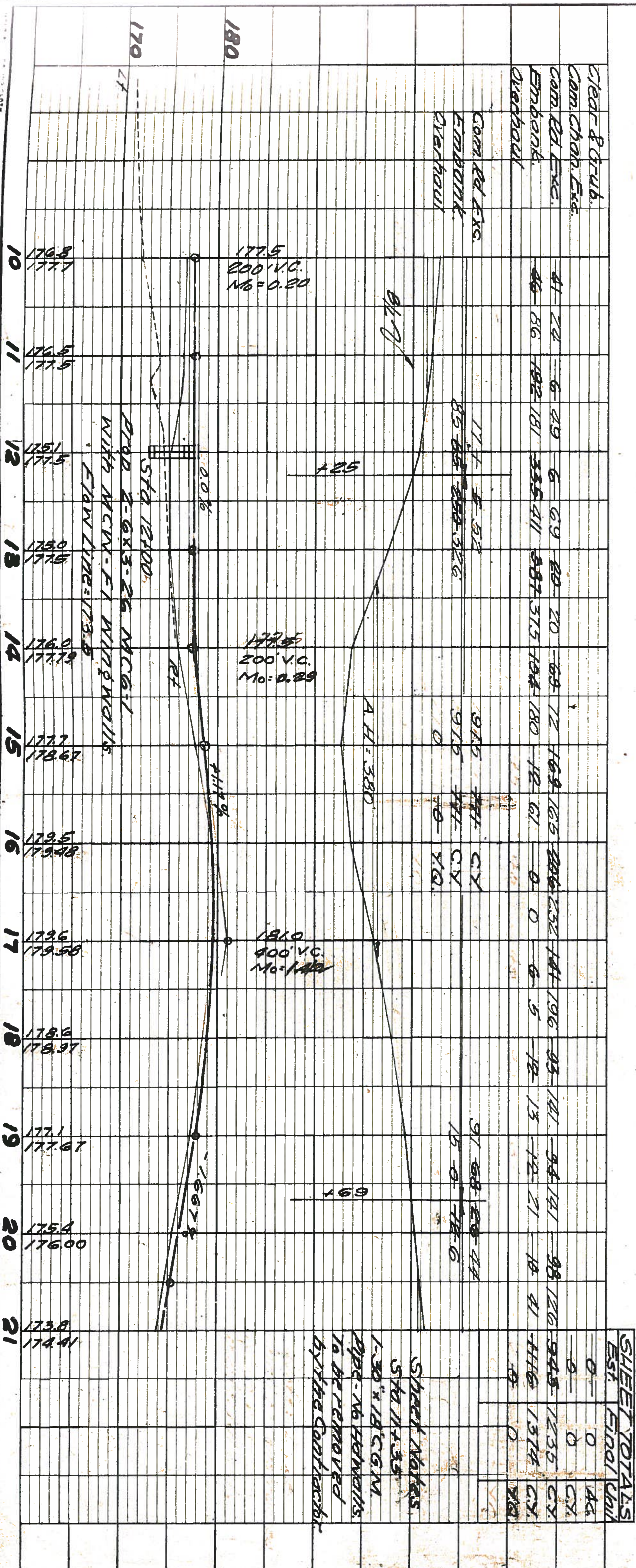
SHEET TOTALS	
Est.	Final Unit
0	Ac.
0	C.Y.
1125	1230 C.Y.
850	965 C.Y.
0	Yd.

Oscar Eckhardt
Pasture

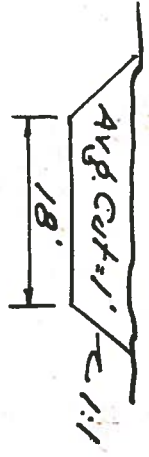


1-30" x 18' C.G.M. Pipe
To be removed

Mrs. Lewis Strieber
Pasture



Norman Gohlke
Pasture

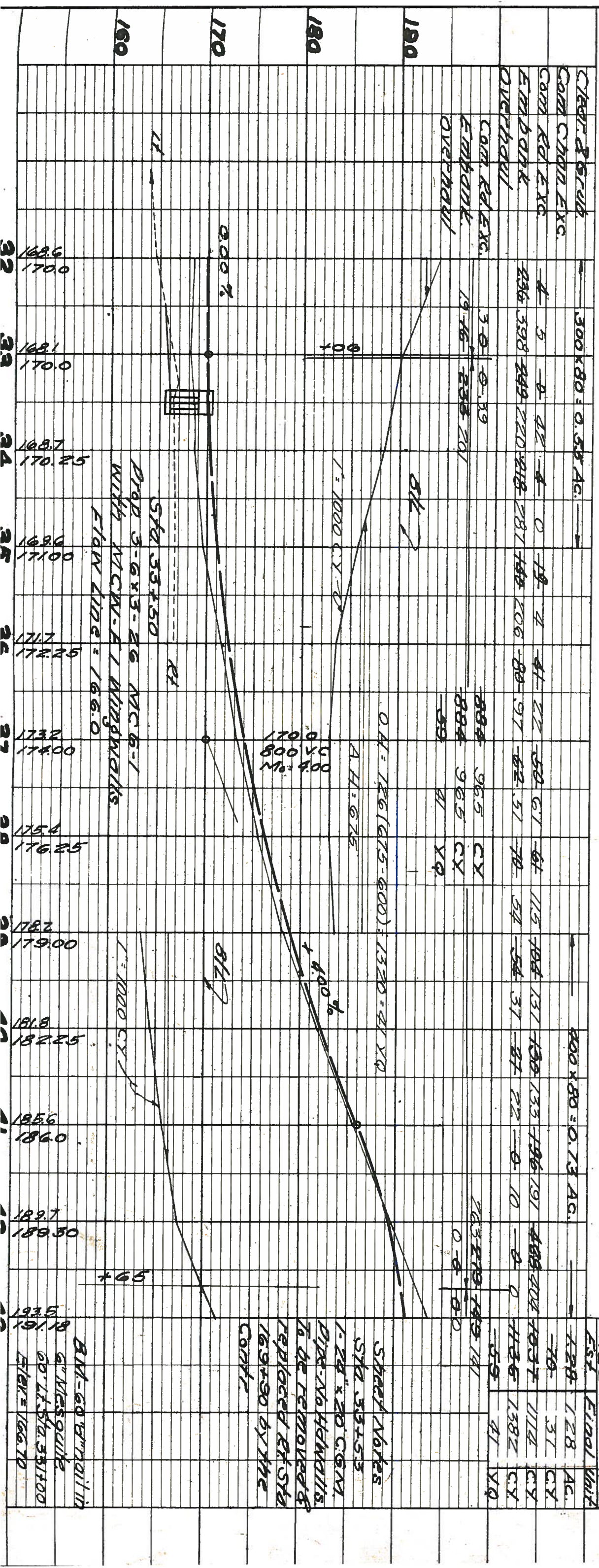
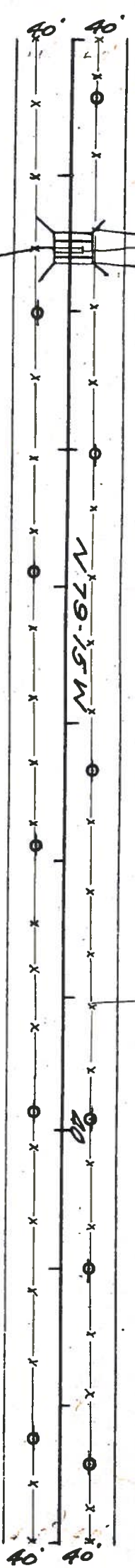


Channel Change - Sta 33+50
Est. Com Chan Exc. 100 x 1 x 19 = 27,000 cu yd
Used to flatten Emb. slopes
Final Chan Exc. = 37 CY

Norman Gohlke
Pasture

33+53
24" x 20' CGM Pipe
to be removed & replaced

W. H. Parker
Pasture



SHEET TOTALS	
EST	FINAL UNIT
128	128 AC.
70	37 CY
1124	1124 CY
1382	1382 CY
41	41 YQ

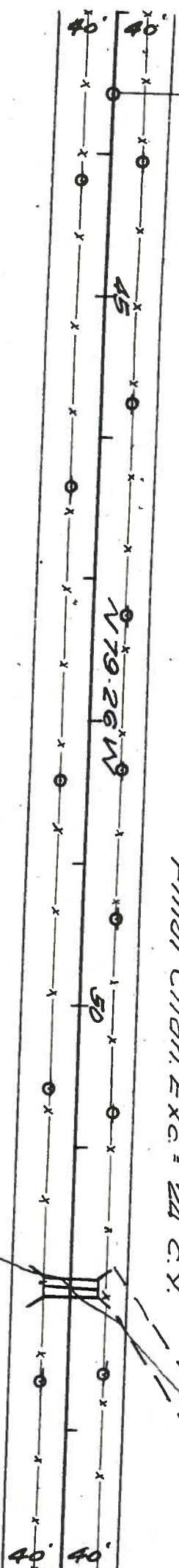
Sheet Notes
Sta 33+53
1-24" x 20' CGM
Pipe - No Hydrants
to be removed &
replaced at Sta
169+90 by the
Confr

BNL-60" 8" trail in
6" McGulke
60' Lx 5' W. 351+00
Elev = 166.70

Norman Gohlke
Pasture

Chan. Change - Sta. 52+00
Est. Chan. Exc. = 158 x 1 x 13.5 = 2137.5
Used to flatten Emb. Slopes
Final Chan. Exc. = 24 C.Y.

$P.I. = 43+59.0$
 $\Delta = 0^\circ 11' 27''$



W. H. Parker
Pasture

Clear & Grub.
Com Chan. Exc.
Com Rd. Exc.
Embank.
Overhaul.

Com Rd. Exc.
Embank.
Overhaul.

196.0
500' VC
10+4.44

1434 1464 C.Y.
1434 1464 C.Y.
165 160 Y.Q.

A.H. = 175

0.44 = 1506 (175 - 600) = 1320 = 160 Y.Q.

17.20
600' VC
10+23.2

Sta. 52+00
Prop. 2-6 x 3-26 MC 6-1
With MCW-41 Wingwalls

Flow Line = 175.00

43	193.5 191.18
44	193.6 191.64
45	190.2 190.66
46	187.2 188.27
47	184.8 185.44
48	182.3 183.12
49	180.2 181.32
50	178.3 180.03
51	177.0 179.26
52	176.3 179.00
53	176.8 179.00
54	177.4 179.00

SHEET TOTALS		
Est	Final	Unit
0.73	0.73	AC.
75	24	C.Y.
1395	1345	C.Y.
1636	1660	C.Y.
165	160	Y.Q.

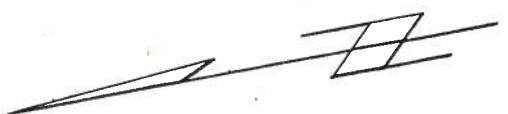
BM - 60" d nail in
ex. 6" Mesquite
50' Lt. Sta. 43+30
Elev. = 196.29
BM - 60" d nail in
ex. 6" Mesquite
60' Lt. Sta. 53+30
Elev. = 175.39

W. H. Parker
Pasture

Rudolph Roeder, Sr.
Pasture

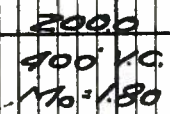


511-60 d nail
in Mosquito
130' L. St. 60 x 60
Elev. = 100.66



SALES TOTALS	
Est	Final

Com Rd. Exc.	744	967	CY
Embank.	744	967	CY
Overhaul	0	0	YQ



High Grade Approx. 0.70000 & Grade

W.O. Baker
Pasture

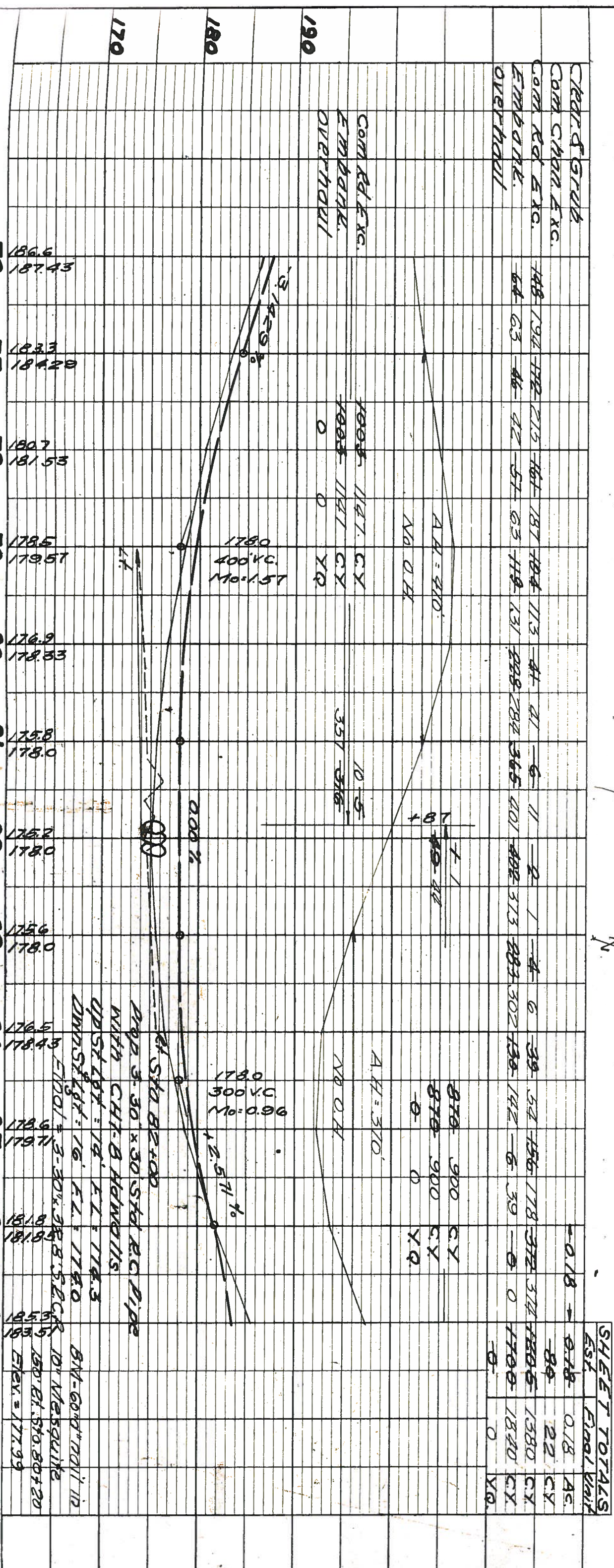
Eudolph Boeder, Sr.
Pasture

Final Chan Exc: 22 CY
Chan Change Sta. 82+00
Est. Com. Chan Exc:
180 x 1 x 12 = 80 CY
Used to fill then Emb.
slopes

Martin Osterloh
Cultivated



Pasture



Martin Osterloh
Cultivated

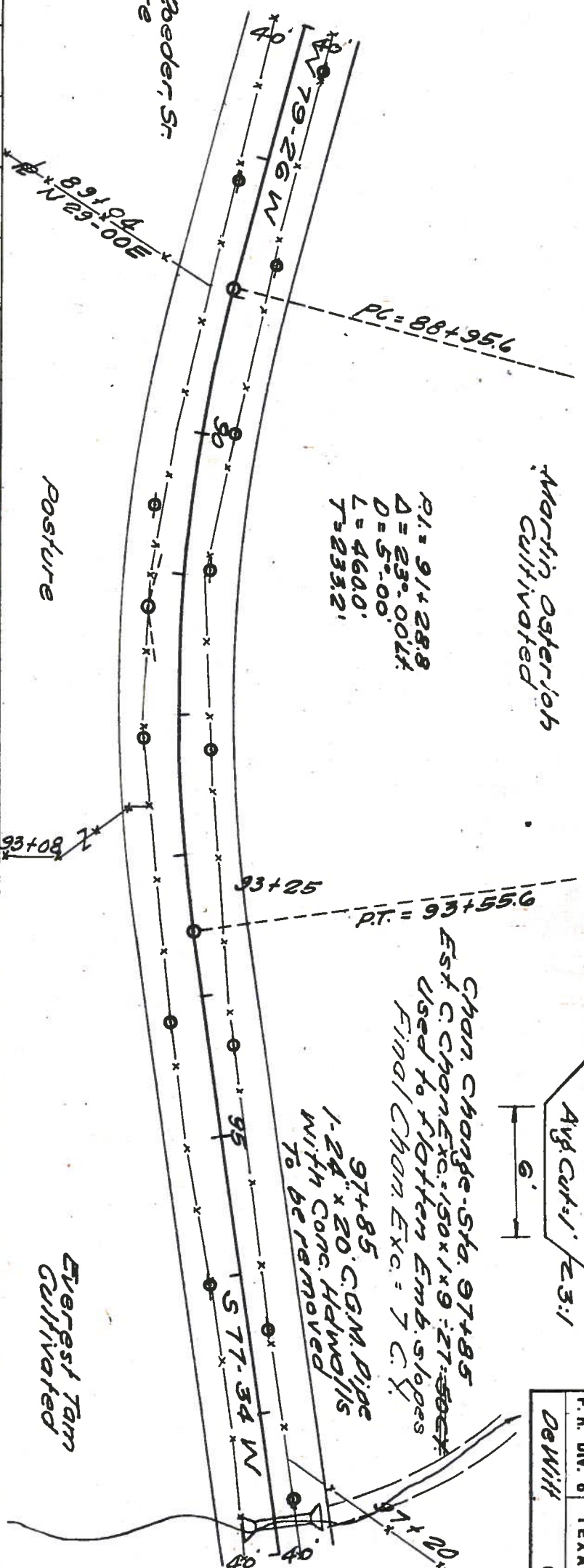
Epidolph & Eeder, Sr.
Posture

$P_1 = 91 + 28.8$
 $\Delta = 23.00 \text{ ft}$
 $D = 5.00'$
 $L = 460.0'$
 $T = 233.2'$

Chan Change - Sta. 97+85
Est. C. Chan Exc. = $150 \times 1 \times 9 = 1350 \text{ cu yd}$
Used to Flatten Emb. slopes
Final Chan Exc. = 7 C. Y.

97+85
1-24" x 20' C.G.M. Pipe
with Conc. Hdwall
to be removed

Everest Tam
Cultivated



SHEET TOTALS		
Est.	Final	Unif.

Code	Alt	100	80	202	Ag	202	202	Ag
Cledr. & Gub.								
Com Chan Exc.								
Com Rd. Exc.	512	539	418	444	210	241	114	139
Emban. k.	-2	0	-2	0	-6	21	-18	16
Overhaul								

Com. Rd. Exc.
Embark.
Overhaul

Com Rd. Exc
Embroid

187.0
400 V.C.
Mo. 3.65

1640
400 V.C.
Mo = 2.27

$$A_H = 860$$
$$12.51 (860 - 600) = 1.520 = 248 \times 6$$

Sheet Notes
Sta. 97+85
1-24" x 20 C.G.N.
Pipe with Conc.
Hdwallis - to be
removed by Contr.

8120

卷之六

218

570 97485

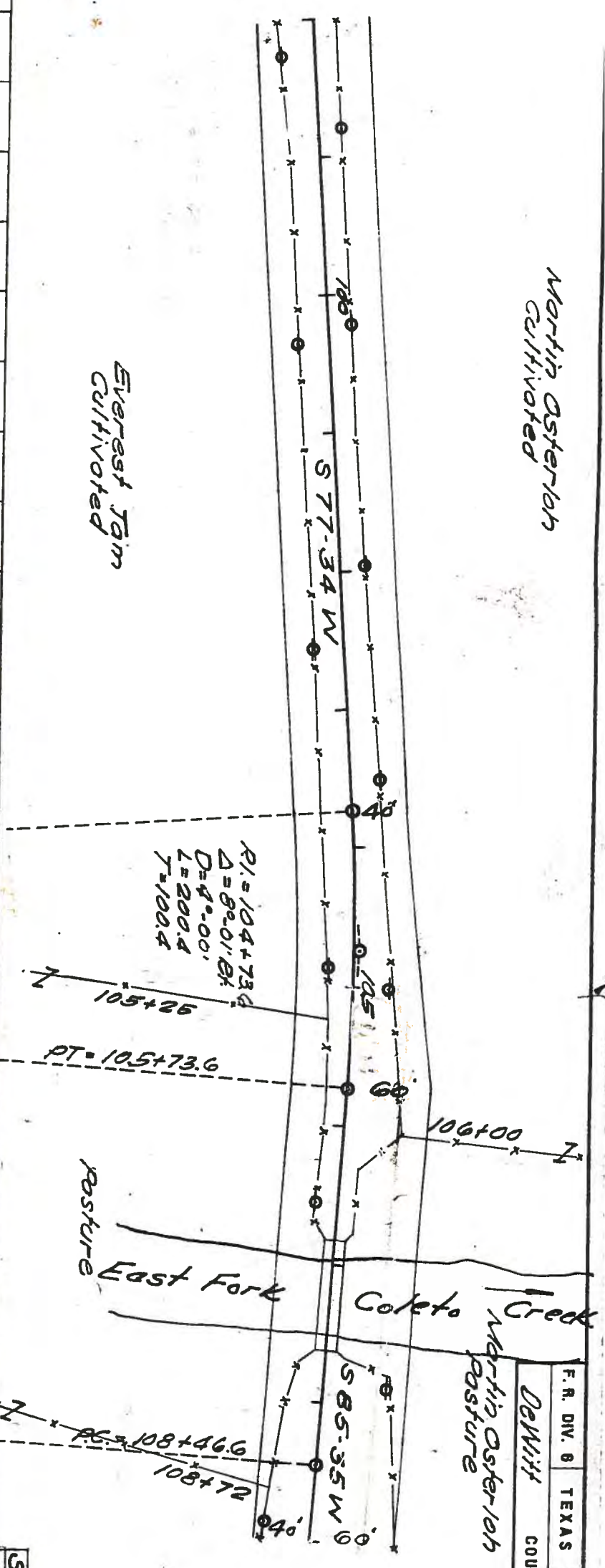
1

Prop. 1-42 x 33.5 Std. E.C. Pipe
with CH7-B Helwatts.
dP/St. Lgt = 16' A.L. = 15.75
Down-St. Lgt = 11' L.L. = 10.40
End = 1-42 x 33.1 Std. E.C. Pipe

BA-West Corner
at Hawaii Pde Crk

Martin Asterion
Cultivated

Everest Jam
Cultivated

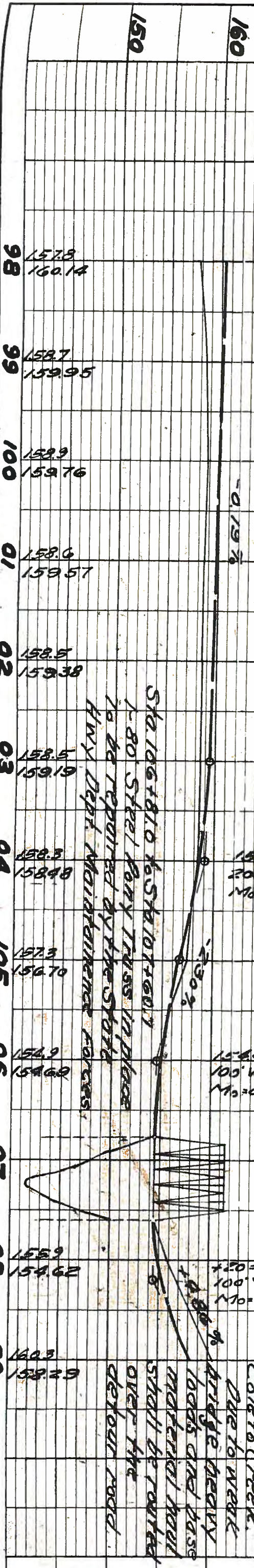


CLEAR & GRAD		1100 X 80 = 2.02 AC.		SHEET TOTALS	
COM. CHAN. EXC.				Est.	Final Unit
COM. RD. EXC.	14 60 24 34 44 30 7 26 11 10 20 13 118 163 188 34 70 65 35 338 1034 975 CY			208	2.02 AC.
EMBANK.	390 339 116 106 94 75 104 88 96 79 65 48 3 3 89 50 67 93 106 113 105 213 4349 1207 CY			0	0 CY
OVERHEAD				0	0 CY
COM. RD. EXC.	22 10 14 32			0	0 CY
EMBANK.	32 47 69 52			0	0 CY
OVERHEAD				0	0 CY



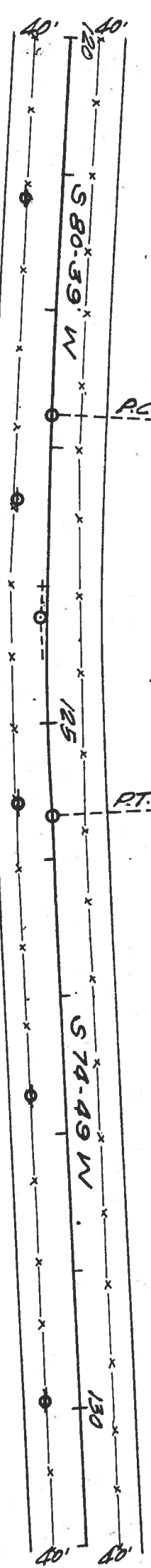
Sta 106+81.0 to Sta 107+00.7
1-80 Steel Pan Truss in place
to be repaired by the State
Hwy Dept. Maintenance Forces

Sheet Notes
It will be the Contractor's responsibility to construct & maintain a detour across the East Fork of Coleta Creek. Due to weak bridge heavy loads and pass material will shall be routed over the detour road.



Eudolph Boeder, Sr.
Pasture

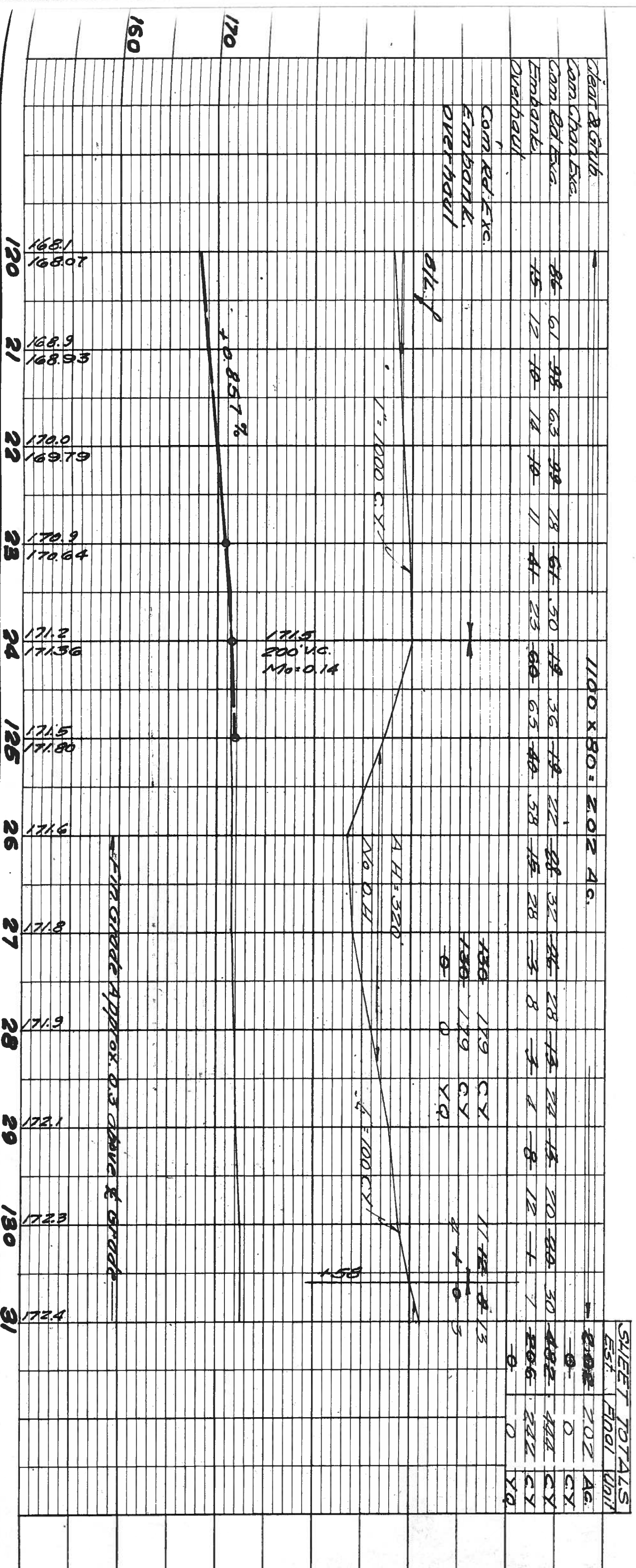
P.I. = 124+22.3
Δ = 5°-50' L.
O = 20'-00'
L = 291.7'
T = 146.0'



P.C. = 122+76.3

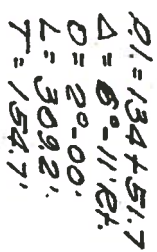
P.T. = 125+68.0

Warner Tips
Cultivated

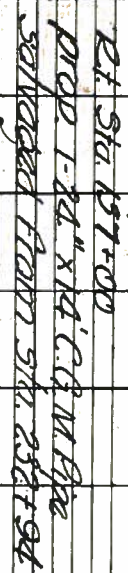


Warner Tips

Warner Tips Posture



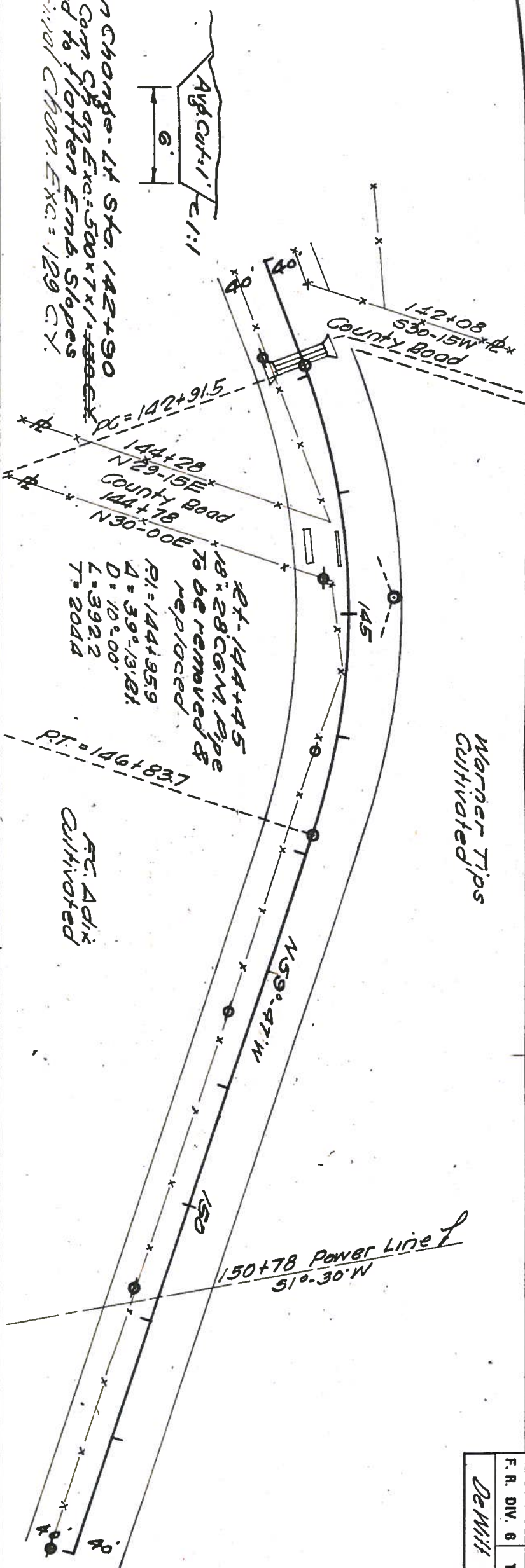
SHEET TOTALS


$$OA = \$1850 - 600 \div 1320 = 2 \times 9$$


7.11. Grade approx.
0.3' above grade

170

180



Chan Change - 14' SLO. 142+90
Est. Chan Change Exc. = 500 x 7 x 1.33 = 4655 CY
Used to flatten Emb. Slopes
Final Chan. Exc. = 129 CY.

Clear & Gravel	-	200 x 80 = 0.51	-																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																						</
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8147
1 = 1000 CY

OH = 690 (140 - 600) = 1320 = 73 YQ.
AH = 140'

175.7
200' VC
110 = 0.20

+0.25%

+0.17%

-0.60%

170

180

173.5	174.25	173.5	174.50	173.1	174.67	173.0	174.84	173.5	175.01	174.1	175.15	174.3	175.35	174.6	175.52	175.1	175.50	175.1	175.10	174.8	174.50	174.5	175.00	174.7	175.39
42	43	44	45	46	47	48	49	50	51	52	53														

Sta 142+90: Final = 3-18" x 22' STD E.C. Pipe
Prop. 3-18" x 42' STD E.C. Pipe CHT-BHdwalls.
UP STD 18" x 25' E.L. = 111.2
DWN STD 18" x 27' E.L. = 111.0

24' x 28' STD 144+25
Prop. 1-18" x 28' CGM Pipe
Salvaged from Sta 144+25

Sheet Notes
At Sta 144+25
1-18" x 28' CGM
Pipe No. 144+25
is to be removed &
replaced with
STD 144+25 by
the Comp.

BM - 60' x 11' nail
10' 12" x 12' 3' quite
50' at Sta 143+90
Elev. = 113.66

BM - 60' x 11' nail
in Power Pole
150' at Sta 151+15
Elev. = 116.99

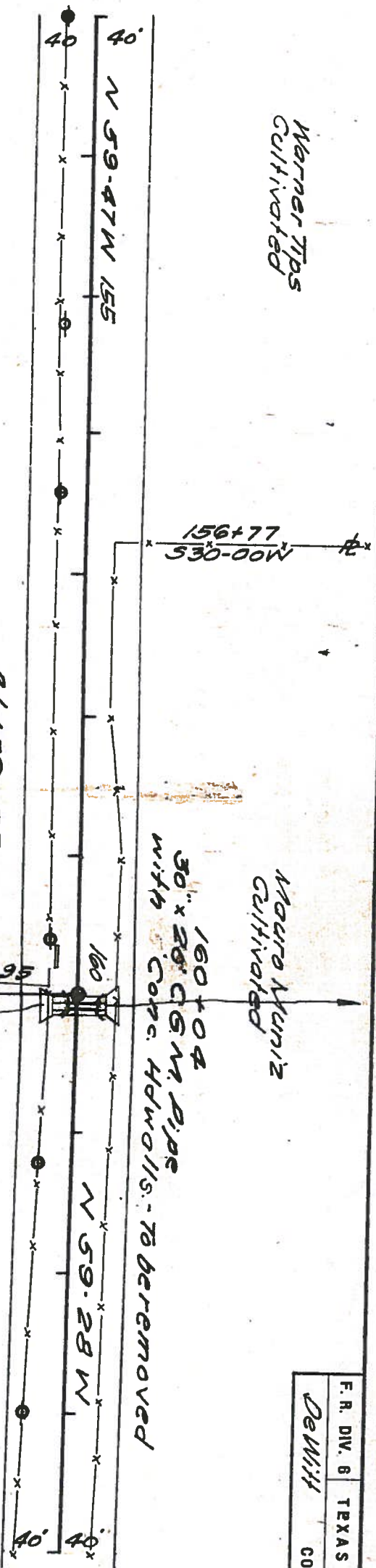
Warner Tps
Cultivated

Moore Hurniz
Cultivated

F.C. Adix
Cultivated

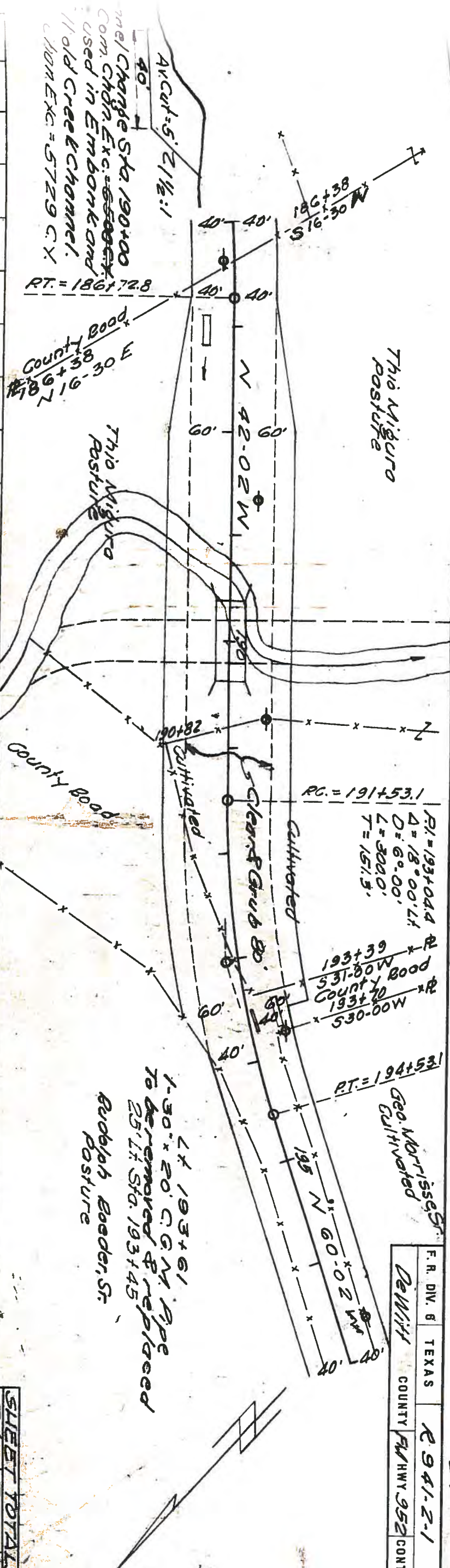
P.L. = 0°-19'18"
Sta. 160+00

F.C. Adix
Posture



SHEET TOTALS			
Est.	Final	Unit	
2.02	2.02	AC	
0	0	CY	
1115	1265	CY	
886	1003	CY	
78	70	YQ	

Clear & Grub.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																					
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[illegible][illegible]

Sta 189+00 to Sta 190+00
Prop'd - 24' concrete slabs 25' H x 10' x 23'
back walks & utility walls 4' x 8'
12" x 12" x 33" + steel H piling
see layout sheet No. 29

172.3
200' V.C.
170.94

1945-1946
 1946-1947
 1947-1948
 1948-1949
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 2200-2201
 2201-2202
 2202-2203
 2203-2204
 2204-2205
 2205-2206
 2206-2207
 2207-2208
 2208-2209
 2209-2210
 2210-2211
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 2216-2217
 2217-2218
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 2219-2220
 2220-2221
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 2236-2237
 223

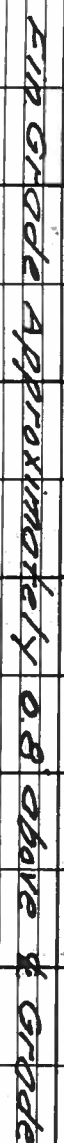
Sheet Notes
 Lt. 1935+68
 1-30 x 20 C.C.N.
 Pipe - No Hdwells.
 To be removed
 & replaced w/ 5"
 Lt. 50 to 1935+68
 by the Contr.

54-60 a m m

20" HOCKEY
2001-01-30 1:30 PM
Elev = 107.23

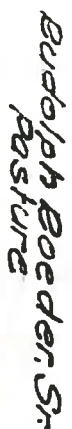


6/12/20

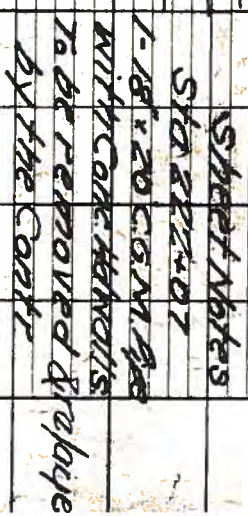




SHEET 70741.5		EST	FINAL	DATE
08	205.0	202	202	4c
09	202.7 208.50	0	0	0
210	210.6 211.37	0	0	0
211	213.7 214.25	0	0	0
212	214.6 216.76	0	0	0
213	218.6 218.56	0	0	0
214	219.7 219.74	0	0	0
215	220.1 220.00	0	0	0
216	219.9 220.00	0	0	0
217	219.3 220.00	0	0	0
218	218.8 220.00	0	0	0
219	218.2 220.00	0	0	0



Com Rd & xc
Embank
Overhaul
B.



CONT. 941-2-1



26'-0" Crown

Sta. 190+4.5 End Structure
 $\Sigma \text{ Elevation Grade} = 172.5$

1991

*Board of Water End. Exp. Comm.

5	820	18820
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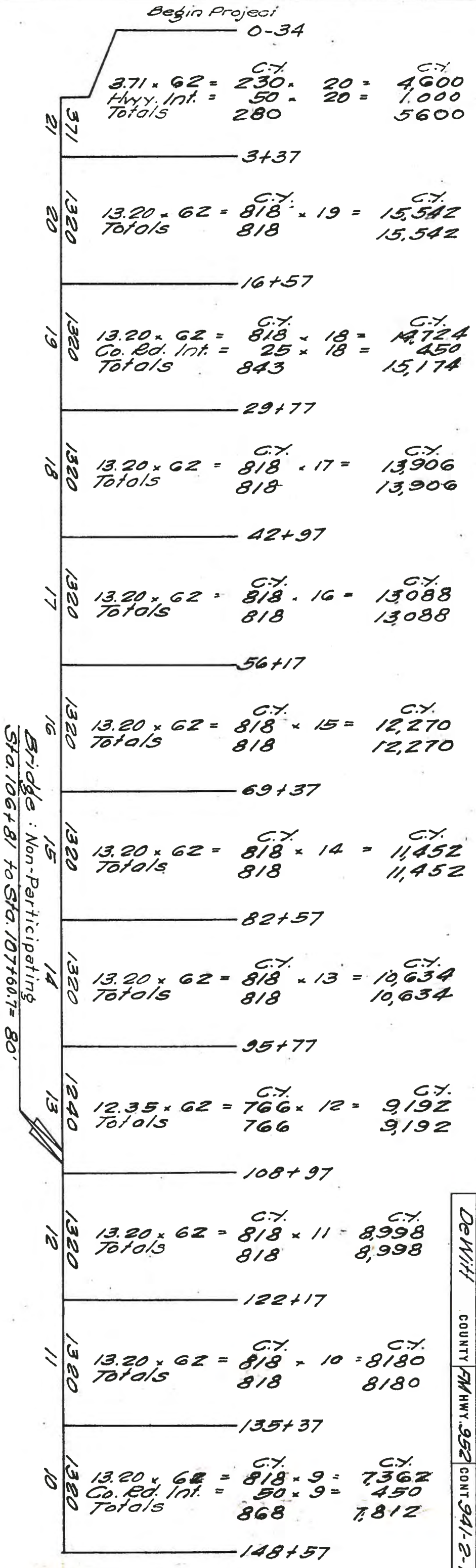
40	10716	22487	558
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Scale: 1" = 10'



750

15017



SUMMARY	
Booded Trmt.	14,709 C.Y.
Add'l. Gr. Mile Haul	15,979 C.Y.

NOTE: Stripping varies in depth from grass root depth to 18". Clearing & Grubbing about 0.3 Acre.

It is the Contractor's responsibility to construct a temporary cattle guard at the pit between the pasture and field.

Stripping, Clearing & Grubbing, Constructing Cattle Guard and furnishing material for Cattle Guard will be considered subsidiary work to the various Contract Items.

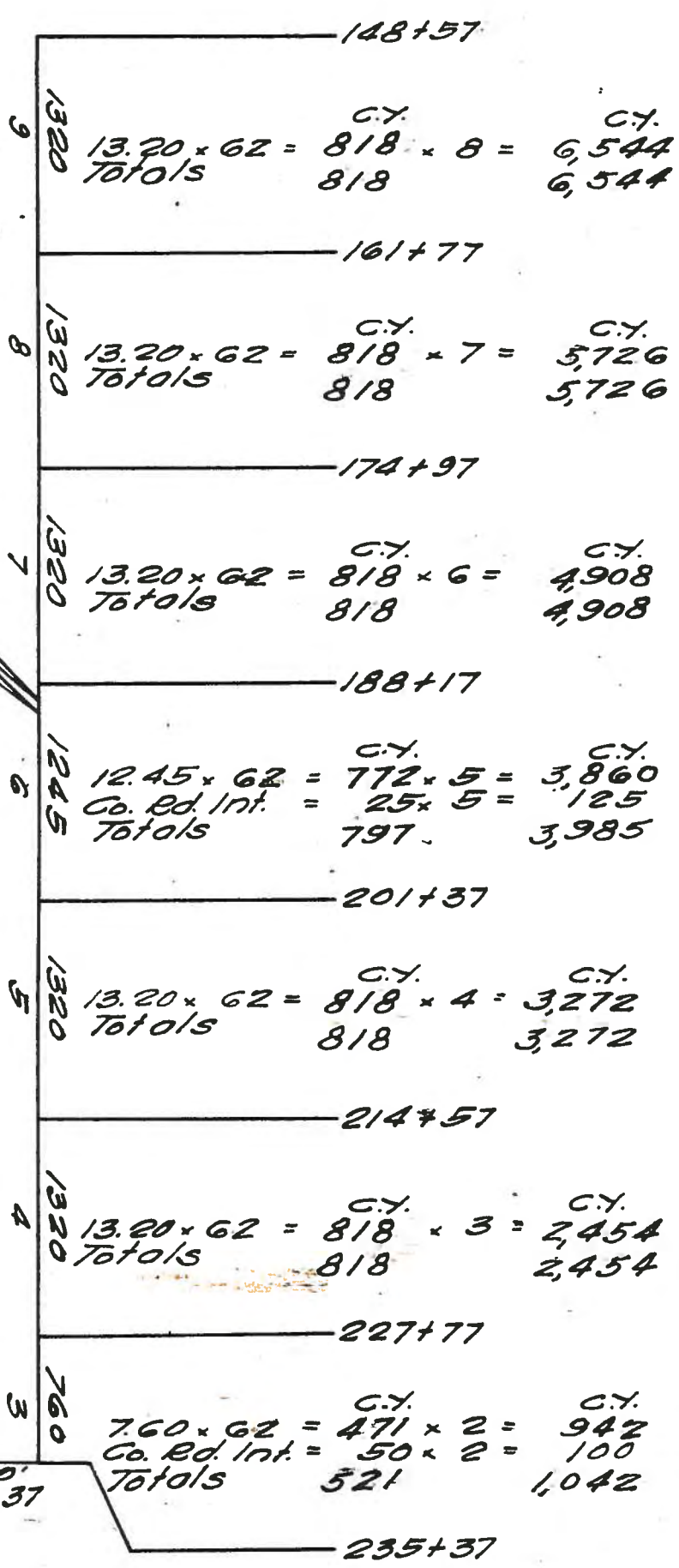
Material shall be loaded from a vertical face approx. 10 ft. in height.

ROADBED TREATMENT
HAUL DIAGRAM

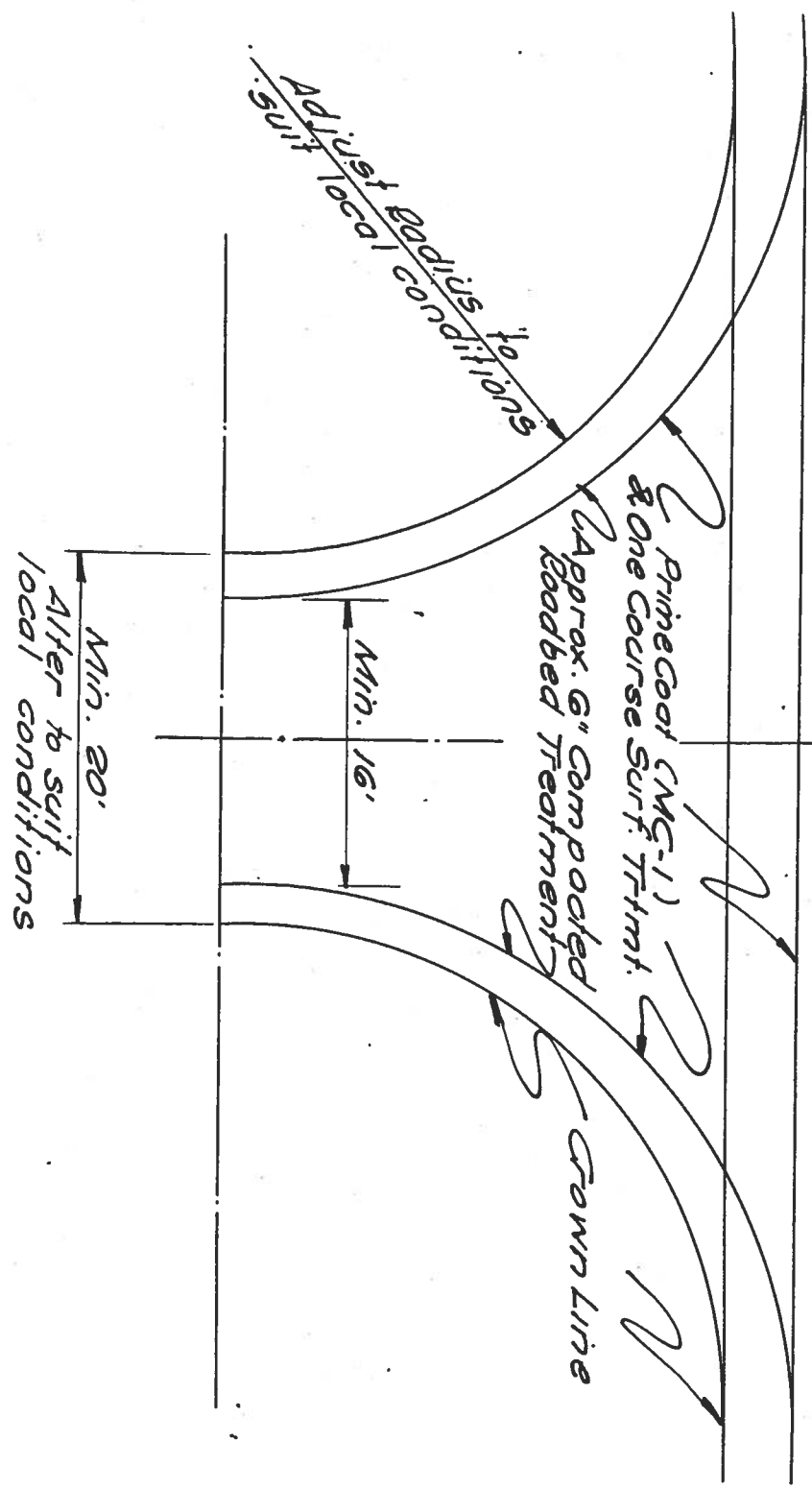
Carl Grunzmacher
Job No. 50-238E

D.H. = 3200'
Sta. 235+37

Bridge Exception:
Sta. 189+62 to Sta. 190+37 = 75'

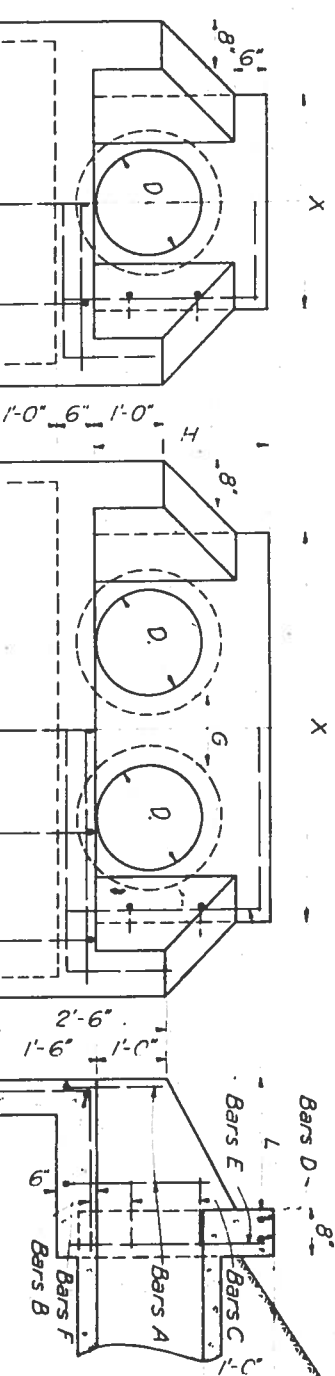


E HWY. *[Signature]*



APPROXIMATE QUANTITIES				
To be used at Approximate Following Stations				
Location	Roadbed Ttmt. C.Y.	Prime Coat (MC-1) 601.	Asphalt (64-175) 601.	Aggregate C.Y.
0-34-Hwy. Conn.	50	40	50	2
Lt. Sta. 24+12	25	20	25	1
Lt. Sta. 142+30	25	20	25	1
Rt. Sta. 144+53	25	20	25	1
Lt. Sta. 193+50	25	20	25	1
Rt. Sta. 235+05	25	20	25	1
Lt. Sta. 235+05	25	20	25	1
TOTALS	200	160	200	8

TYPE B



SECTION T PE A

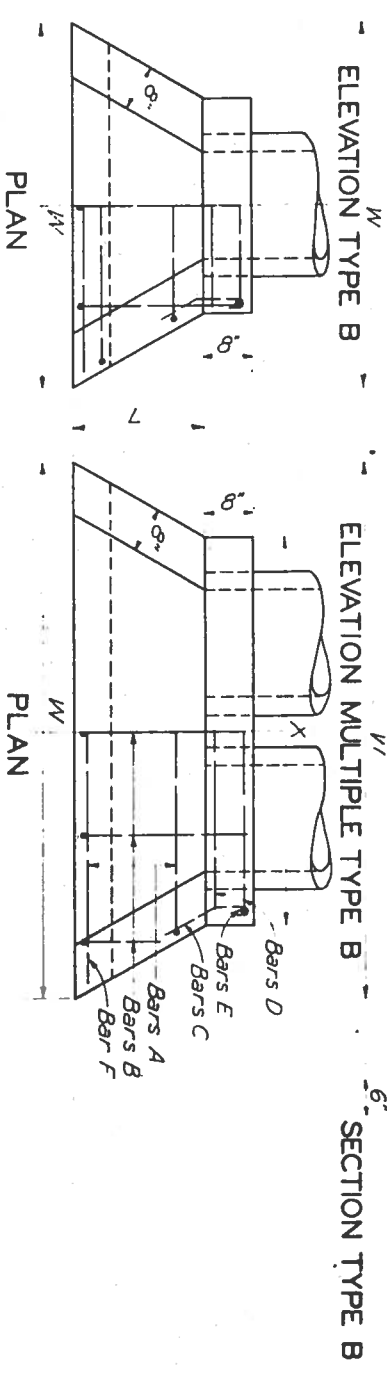


TABLE OF DIMENSIONS AND QUANTITIES FOR TYPE B HEADWALLS	TABLE OF DIMENSIONS AND QUANTITIES FOR TYPE C HEADWALLS
OF	OF
BILL OF REINFORCING STEEL AND QUANTITIES FOR O	BILL OF REINFORCING STEEL AND QUANTITIES FOR O

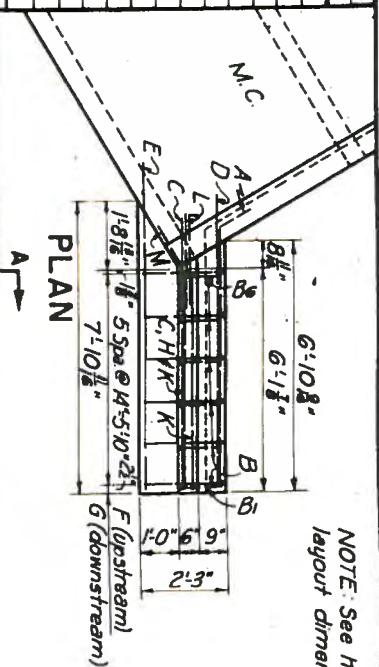
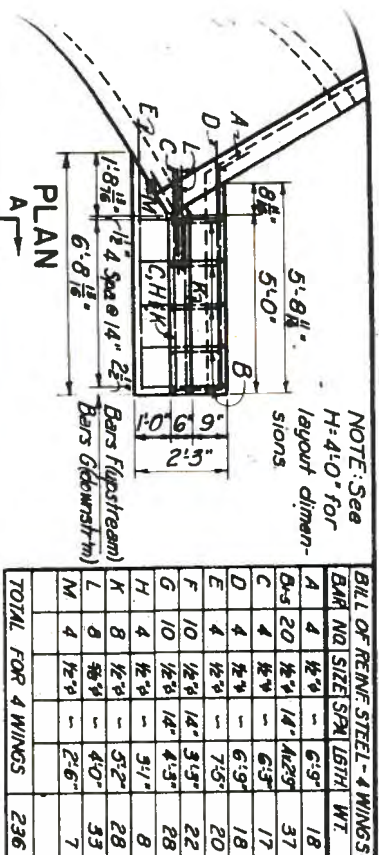
[illegible]

CONCRETE HEADWALLS

PIPE CULVERTS 18 TO 48 INCHES IN DIAMETERS

CH-7

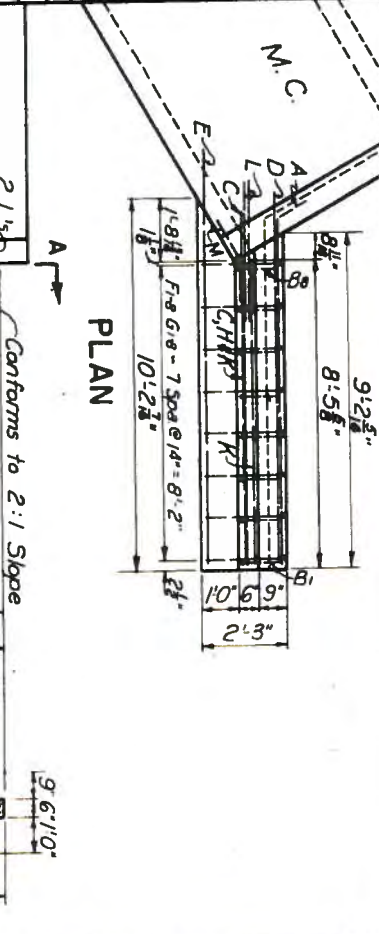
DN CES	RECEIVED	DATE	PROJECT NO.	SECTOR
DN CES	SEP 1953			
DN CES		FILE	1-2-1	31
CH HPS				
TR WPB				
CK LB				
JUNE 1959				



BILL OF REIN. STEEL - 4 WINGS

BAR NO.	SIZE	SP.1	LGTH.	WT.
A	4	1/2"	14'-0"	18
B	4	1/2"	14'-0"	18
C	4	1/2"	14'-0"	18
D	4	1/2"	14'-0"	18
E	4	1/2"	14'-0"	18
F	4	1/2"	14'-0"	18
G	4	1/2"	14'-0"	18
H	4	1/2"	14'-0"	18
I	4	1/2"	14'-0"	18
J	4	1/2"	14'-0"	18
K	4	1/2"	14'-0"	18
L	4	1/2"	14'-0"	18
M	4	1/2"	14'-0"	18

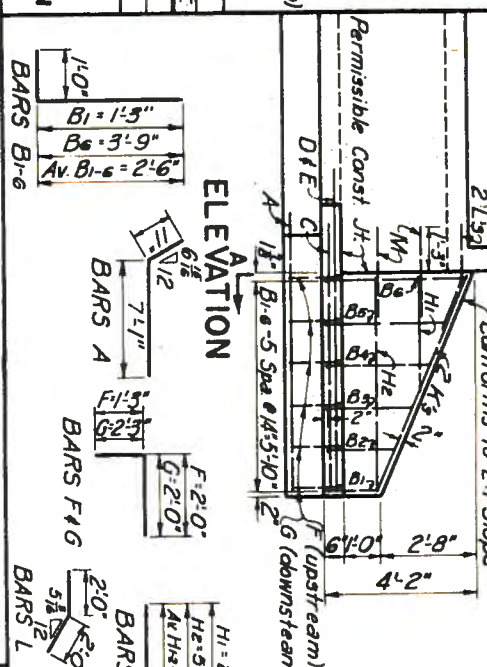
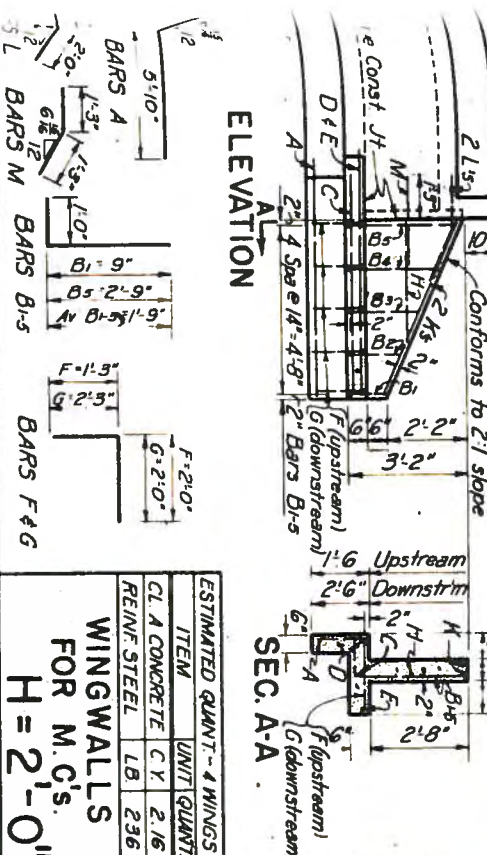
TOTAL FOR 4 WINGS 236



BILL OF REIN. STEEL - 4 WINGS

BAR NO.	SIZE	SP.1	LGTH.	WT.
A	4	1/2"	14'-0"	18
B	4	1/2"	14'-0"	18
C	4	1/2"	14'-0"	18
D	4	1/2"	14'-0"	18
E	4	1/2"	14'-0"	18
F	4	1/2"	14'-0"	18
G	4	1/2"	14'-0"	18
H	4	1/2"	14'-0"	18
I	4	1/2"	14'-0"	18
J	4	1/2"	14'-0"	18
K	4	1/2"	14'-0"	18
L	4	1/2"	14'-0"	18
M	4	1/2"	14'-0"	18

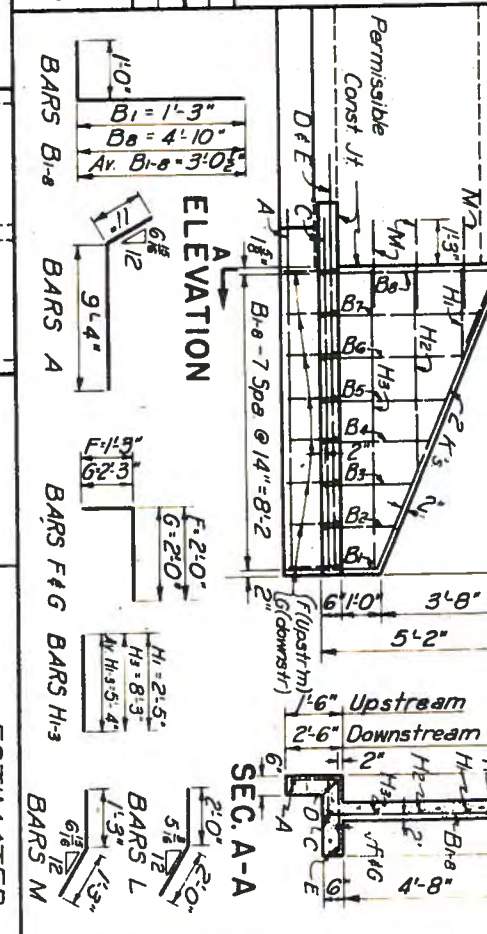
TOTAL FOR 4 WINGS 465



BILL OF REIN. STEEL - 4 WINGS

BAR NO.	SIZE	SP.1	LGTH.	WT.
A	4	1/2"	14'-0"	18
B	4	1/2"	14'-0"	18
C	4	1/2"	14'-0"	18
D	4	1/2"	14'-0"	18
E	4	1/2"	14'-0"	18
F	4	1/2"	14'-0"	18
G	4	1/2"	14'-0"	18
H	4	1/2"	14'-0"	18
I	4	1/2"	14'-0"	18
J	4	1/2"	14'-0"	18
K	4	1/2"	14'-0"	18
L	4	1/2"	14'-0"	18
M	4	1/2"	14'-0"	18

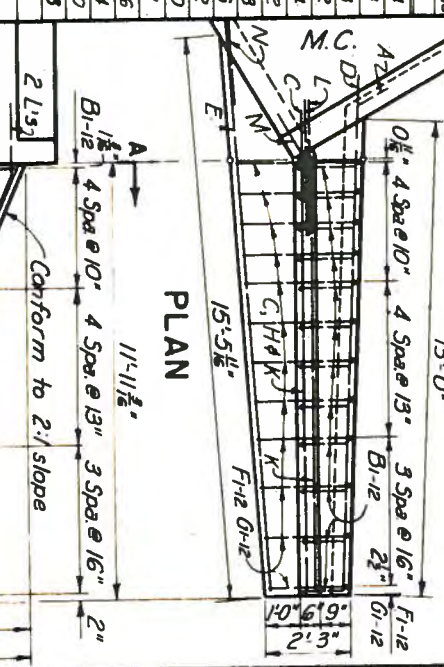
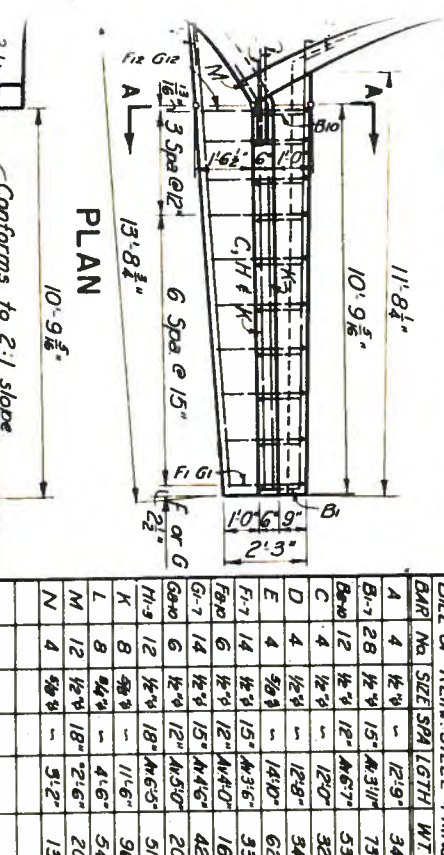
TOTAL FOR 4 WINGS 305



BILL OF REIN. STEEL - 4 WINGS

BAR NO.	SIZE	SP.1	LGTH.	WT.
A	4	1/2"	14'-0"	18
B	4	1/2"	14'-0"	18
C	4	1/2"	14'-0"	18
D	4	1/2"	14'-0"	18
E	4	1/2"	14'-0"	18
F	4	1/2"	14'-0"	18
G	4	1/2"	14'-0"	18
H	4	1/2"	14'-0"	18
I	4	1/2"	14'-0"	18
J	4	1/2"	14'-0"	18
K	4	1/2"	14'-0"	18
L	4	1/2"	14'-0"	18
M	4	1/2"	14'-0"	18

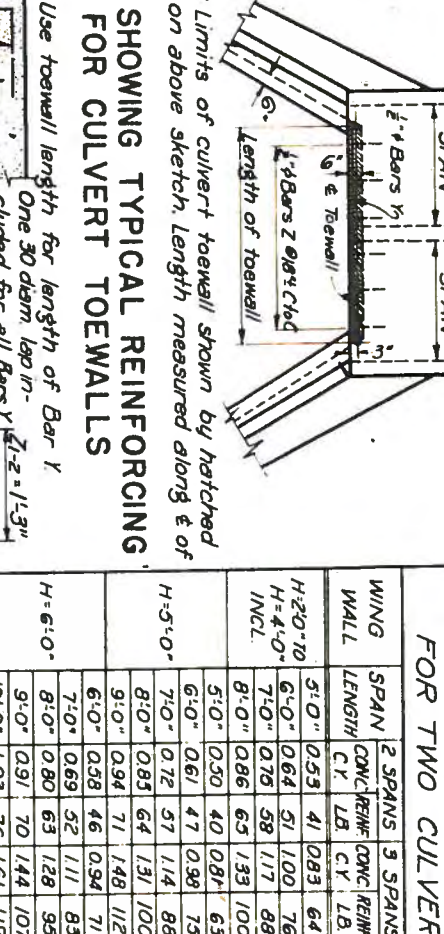
TOTAL FOR 4 WINGS 465



BILL OF REIN. STEEL - 4 WINGS

BAR NO.	SIZE	SP.1	LGTH.	WT.
A	4	1/2"	14'-0"	18
B	4	1/2"	14'-0"	18
C	4	1/2"	14'-0"	18
D	4	1/2"	14'-0"	18
E	4	1/2"	14'-0"	18
F	4	1/2"	14'-0"	18
G	4	1/2"	14'-0"	18
H	4	1/2"	14'-0"	18
I	4	1/2"	14'-0"	18
J	4	1/2"	14'-0"	18
K	4	1/2"	14'-0"	18
L	4	1/2"	14'-0"	18
M	4	1/2"	14'-0"	18

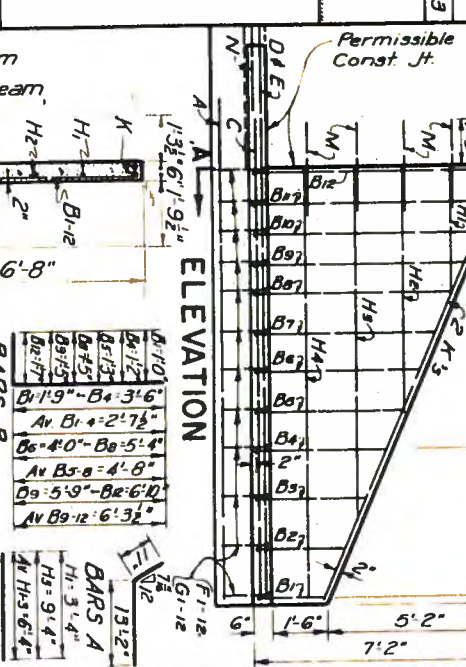
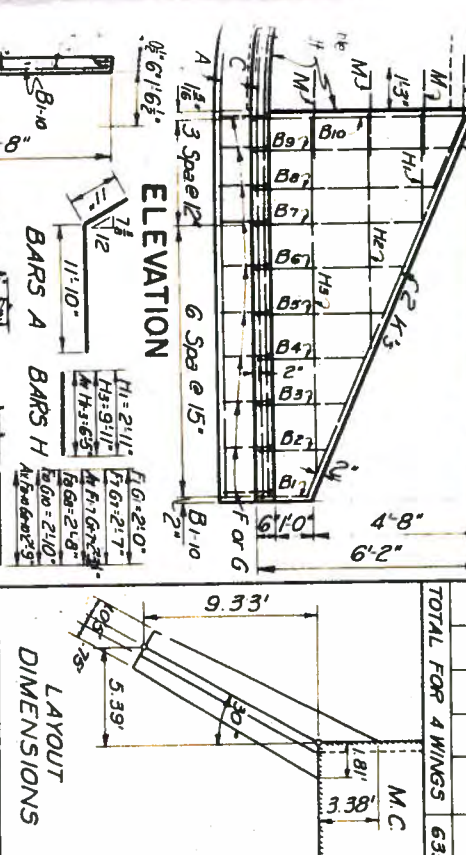
TOTAL FOR 4 WINGS 791



BILL OF REIN. STEEL - 4 WINGS

BAR NO.	SIZE	SP.1	LGTH.	WT.
A	4	1/2"	14'-0"	18
B	4	1/2"	14'-0"	18
C	4	1/2"	14'-0"	18
D	4	1/2"	14'-0"	18
E	4	1/2"	14'-0"	18
F	4	1/2"	14'-0"	18
G	4	1/2"	14'-0"	18
H	4	1/2"	14'-0"	18
I	4	1/2"	14'-0"	18
J	4	1/2"	14'-0"	18
K	4	1/2"	14'-0"	18
L	4	1/2"	14'-0"	18
M	4	1/2"	14'-0"	18

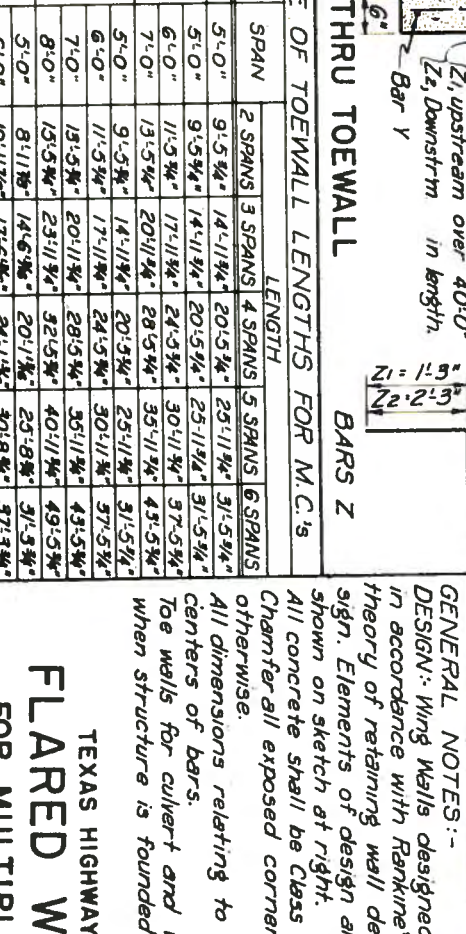
TOTAL FOR 4 WINGS 465



BILL OF REIN. STEEL - 4 WINGS

BAR NO.	SIZE	SP.1	LGTH.	WT.
A	4	1/2"	14'-0"	18
B	4	1/2"	14'-0"	18
C	4	1/2"	14'-0"	18
D	4	1/2"	14'-0"	18
E	4	1/2"	14'-0"	18
F	4	1/2"	14'-0"	18
G	4	1/2"	14'-0"	18
H	4	1/2"	14'-0"	18
I	4	1/2"	14'-0"	18
J	4	1/2"	14'-0"	18
K	4	1/2"	14'-0"	18
L	4	1/2"	14'-0"	18
M	4	1/2"	14'-0"	18

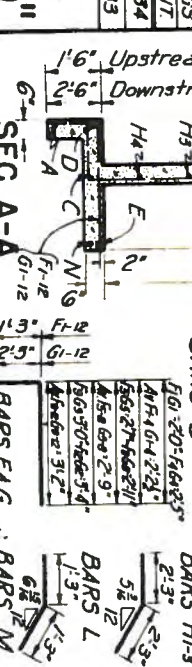
TOTAL FOR 4 WINGS 791



BILL OF REIN. STEEL - 4 WINGS

BAR NO.	SIZE	SP.1	LGTH.	WT.
A	4	1/2"	14'-0"	18
B	4	1/2"	14'-0"	18
C	4	1/2"	14'-0"	18
D	4	1/2"	14'-0"	18
E	4	1/2"	14'-0"	18
F	4	1/2"	14'-0"	18
G	4	1/2"	14'-0"	18
H	4	1/2"	14'-0"	18
I	4	1/2"	14'-0"	18
J	4	1/2"	14'-0"	18
K	4	1/2"	14'-0"	18
L	4	1/2"	14'-0"	18
M	4	1/2"	14'-0"	18

TOTAL FOR 4 WINGS 465



BILL OF REIN. STEEL - 4 WINGS

BAR NO.	SIZE	SP.1	LGTH.	WT.
A	4	1/2"	14'-0"	18
B	4	1/2"	14'-0"	18
C	4	1/2"	14'-0"	18
D	4	1/2"	14'-0"	18
E	4	1/2"	14'-0"	18
F	4	1/2"	14'-0"	18
G	4	1/2"	14'-0"	18
H	4	1/2"	14'-0"	18
I	4	1/2"	14'-0"	18
J	4	1/2"	14'-0"	18
K	4	1/2"	14'-0"	18
L	4	1/2"	14'-0"	18
M	4	1/2"	14'-0"	18

TOTAL FOR 4 WINGS 791



BILL OF REIN. STEEL - 4 WINGS

BAR NO.	SIZE	SP.1	LGTH.	WT.
A	4	1/2"	14'-0"	18
B	4	1/2"	14'-0"	18
C	4	1/2"	14'-0"	18
D	4	1/2"	14'-0"	18
E	4	1/2"	14'-0"	18
F	4	1/2"	14'-0"	18
G	4	1/2"	14'-0"	18
H	4	1/2"	14'-0"	18
I	4	1/2"	14'-0"	18
J	4	1/2"	14'-0"	18
K	4	1/2"	14'-0"	18
L	4	1/2"	14'-0"	18
M	4	1/2"	14'-0"	18

TOTAL FOR 4 WINGS 465

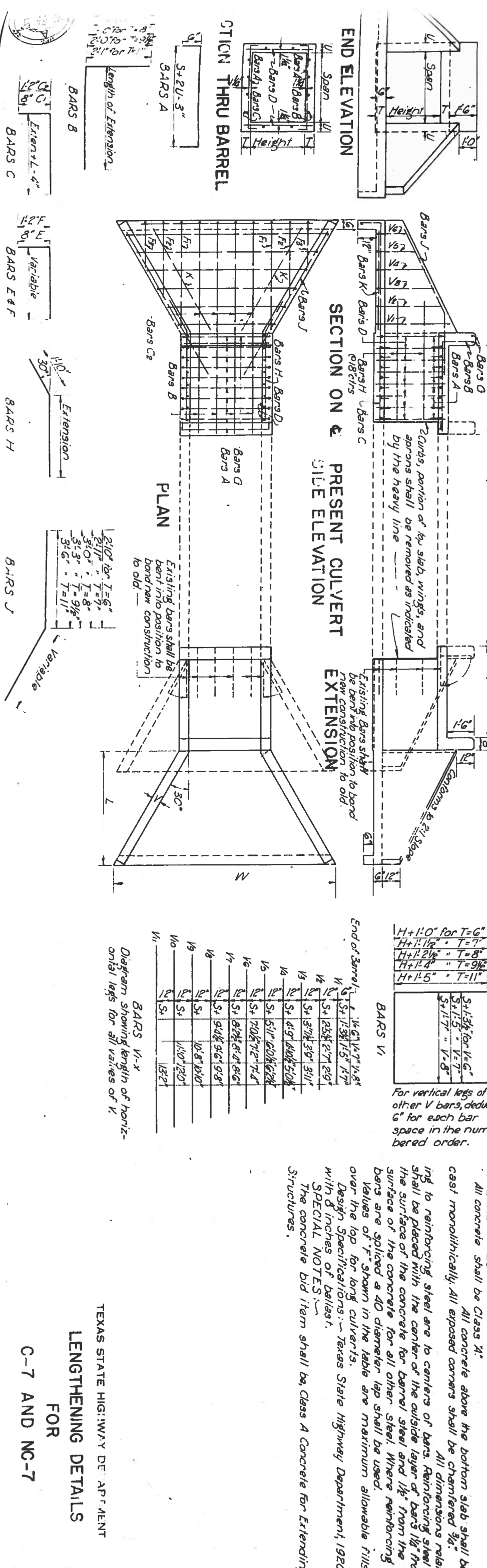
TABLE OF TOEWALL LENGTHS FOR M.C.'s

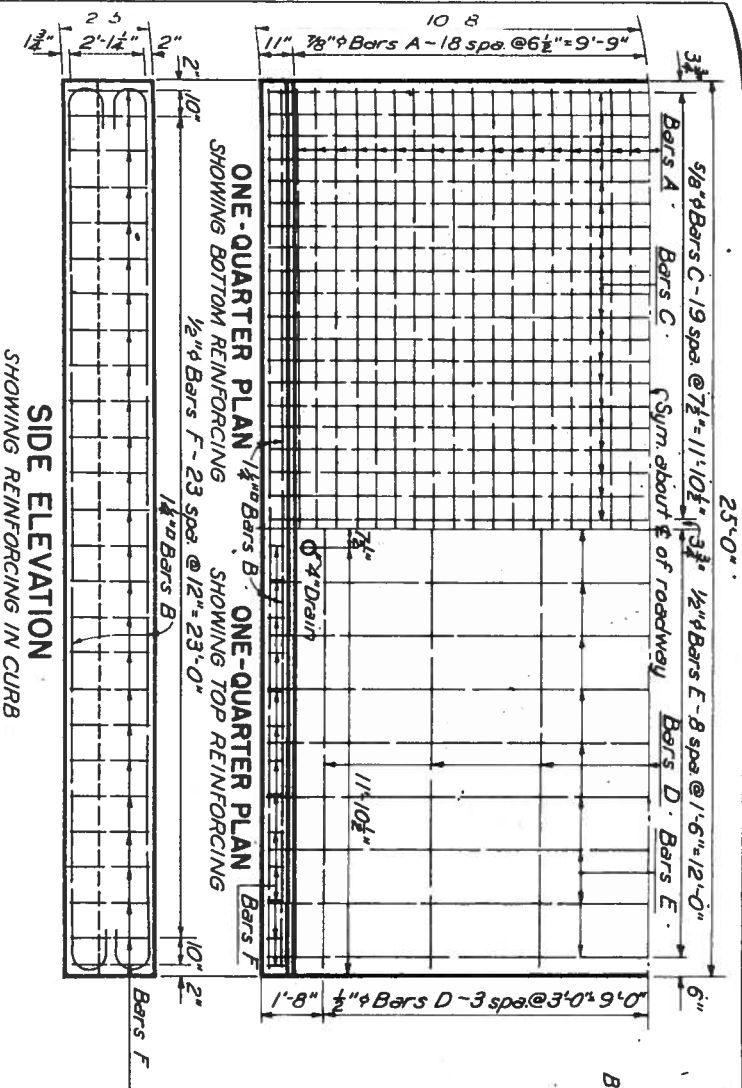
WING WALL	SPAN	2 SPANS	3 SPANS	4 SPANS	5 SPANS	6 SPANS
H=2'-0"	9'-5 3/4"	14'-1 1/4"	20'-5 1/4"	25'-11 1/4"	31'-5 3/4"	37'-5 3/4"
H=3'-0"	11'-5 3/4"	17'-11 1/4"	24'-5 3/4"	30'-11 1/4"	37'-5 3/4"	43'-5 3/4"
H=4'-0"	13'-5 3/4"	20'-11 1/4"	28'-5 3/4"	35'-11 1/4"	43'-5 3/4"	49'-5 3/4"
H=5'-0"	15'-5 3/4"	22'-11 1/4"	30'-5 3/4"	37'-5 3/4"	43'-5 3/4"	49'-5 3/4"
H=6'-0"	17'-5 3/4"	24'-11 1/4"	32'-5 3/4"	39'-5 3/4"	45'-5 3/4"	51'-5 3/4"
H=7'-0"	19'-5 3/4"	26'-11 1/4"	34'-5 3/4"	41'-5 3/4"	47'-5 3/4"	53'-5 3/4"
H=8'-0"	21'-5 3/4"	28'-11 1/4"	36'-5 3/4"	43'-5 3/4"	49'-5 3/4"	55'-5 3/4"
H=9'-0"	23'-5 3/4"	30'-11 1/4"	38'-5 3/4"	45'-5 3/4"	51'-5 3/4"	57'-5 3/4"
H=10'-0"	25'-5 3/4"	32'-11 1/4"	40'-5 3/4"	47'-5 3/4"	53'-5 3/4"	59'-5 3/4"

GENERAL NOTES:-
DESIGN: Wing Walls designed in accordance with Rankine's theory of retaining wall design. Elements of design are shown on sketch at right.
All concrete shall be Class A.
Chamfer all exposed corners 1/4" unless specified otherwise.
All dimensions relating to reinforcing steel are to centers of bars.
Toe walls for culvert and wing walls shall be omitted when structure is founded on solid rock.

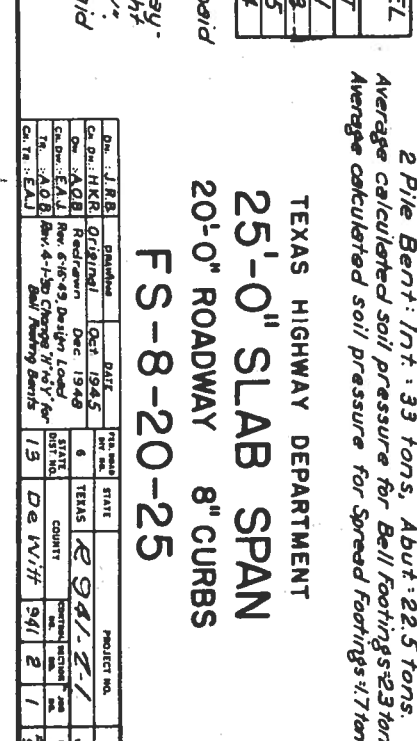
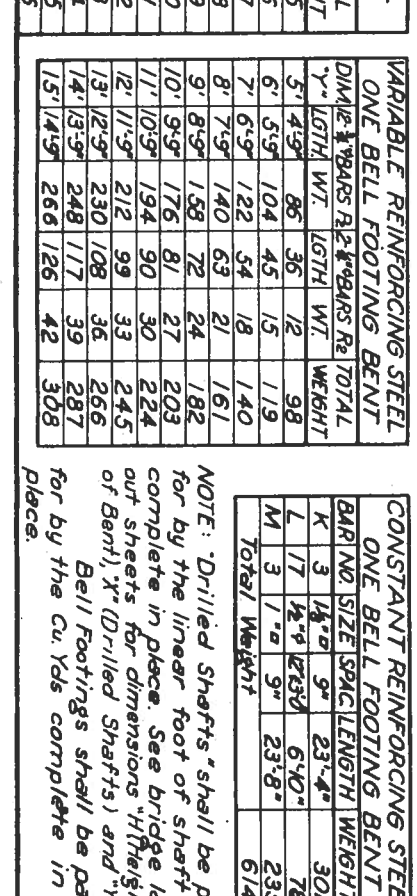
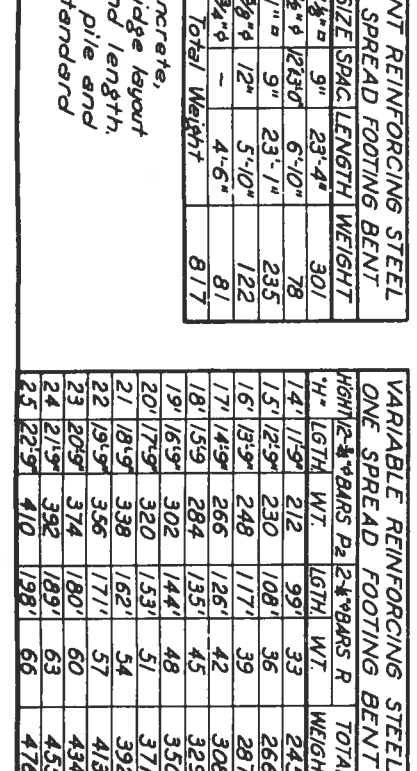
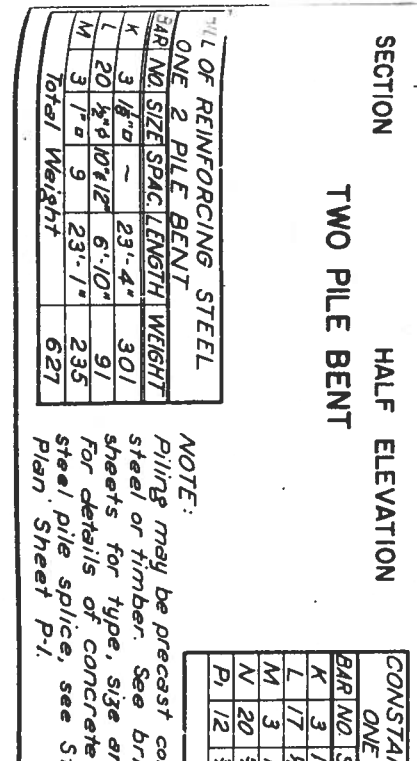
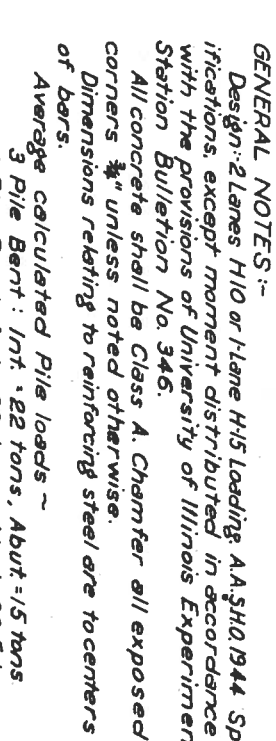
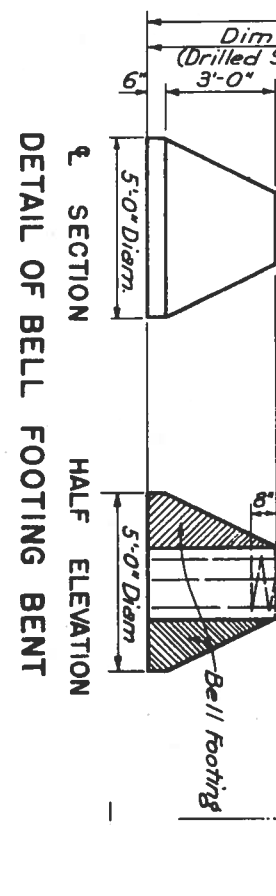
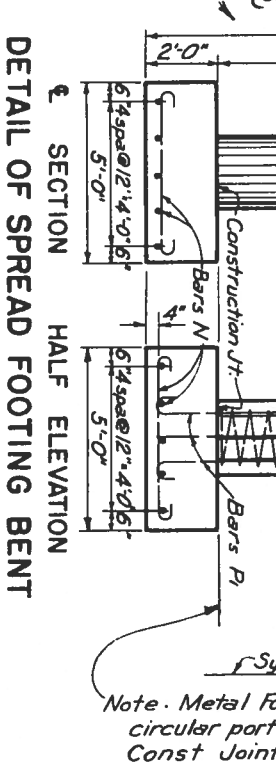
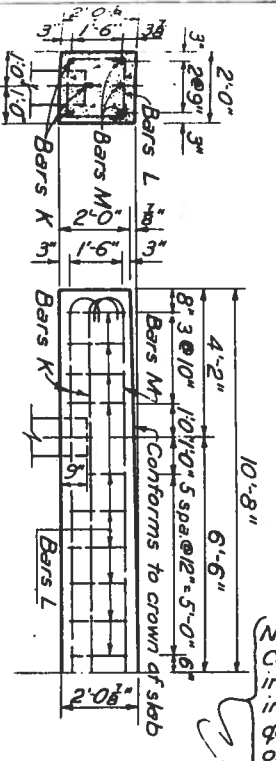
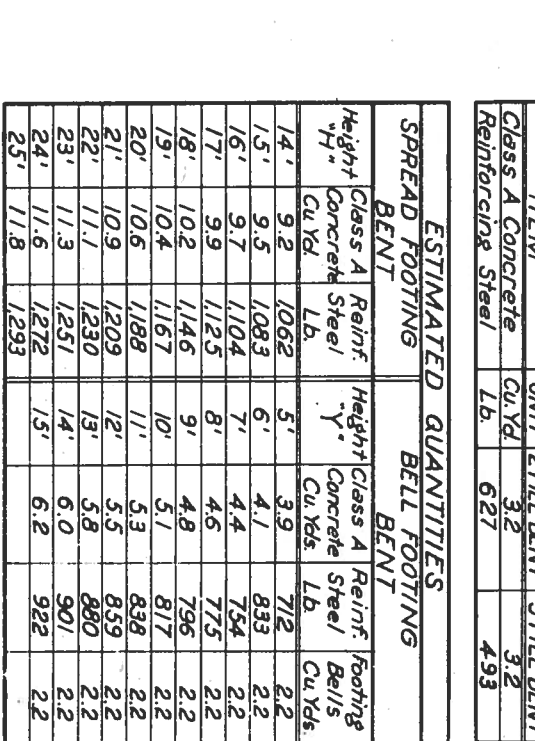
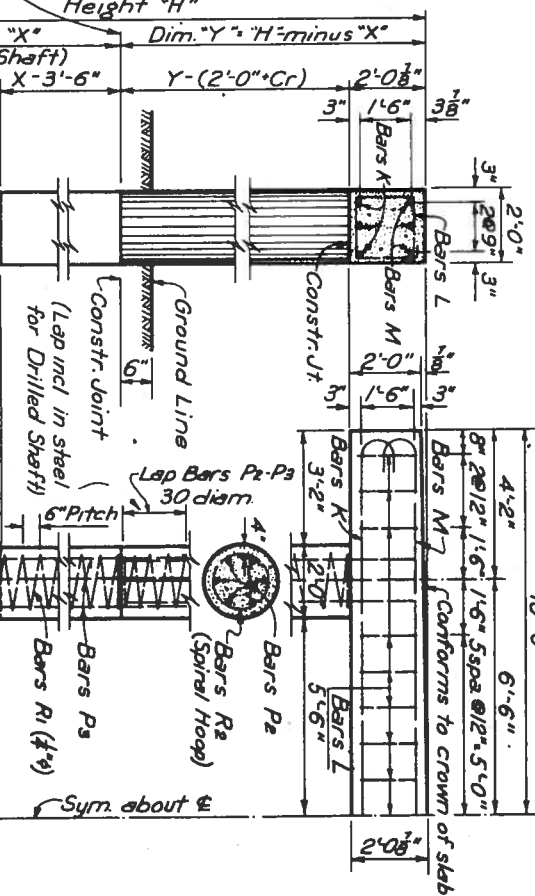
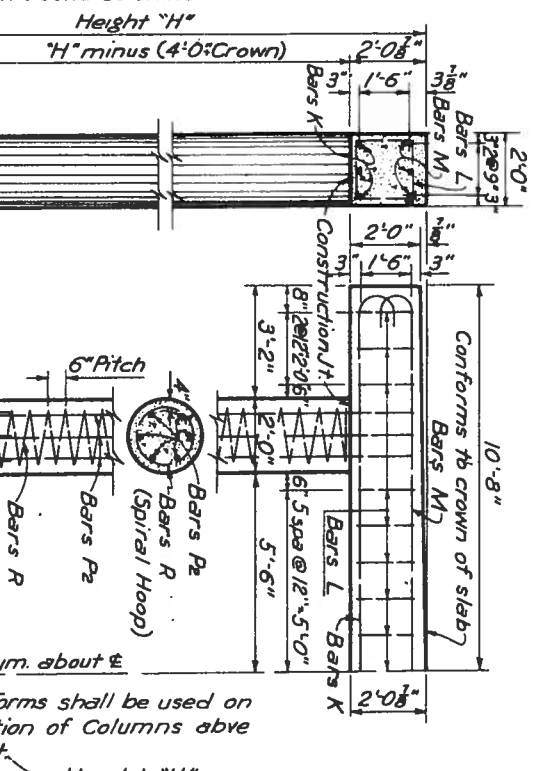
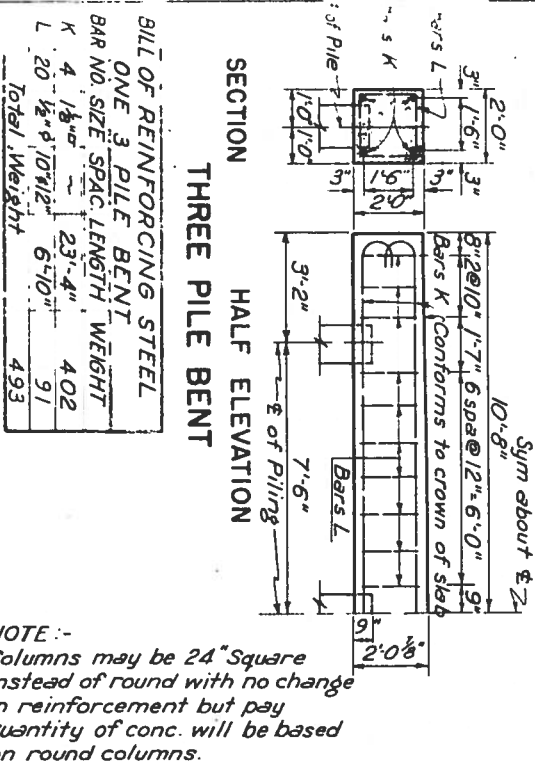
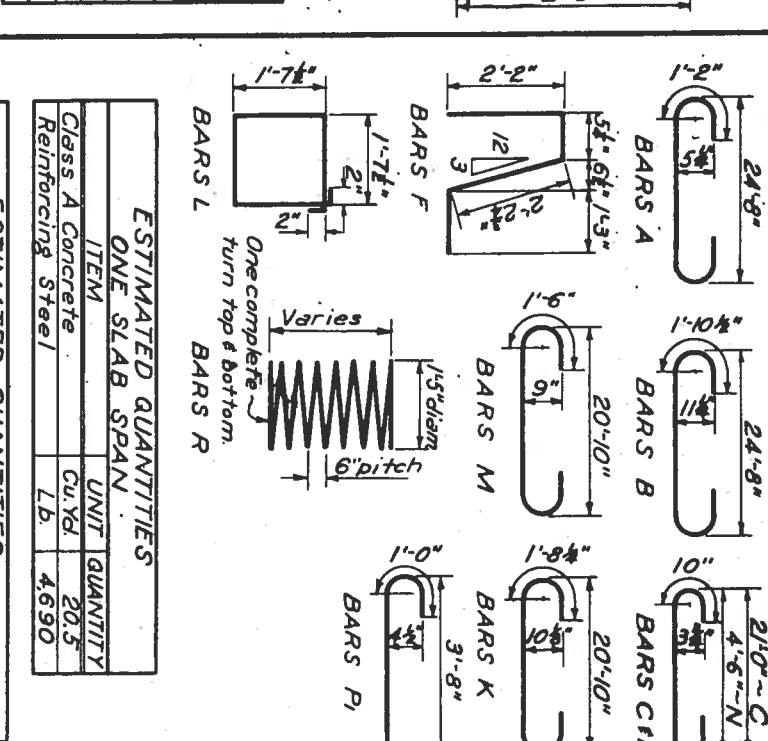
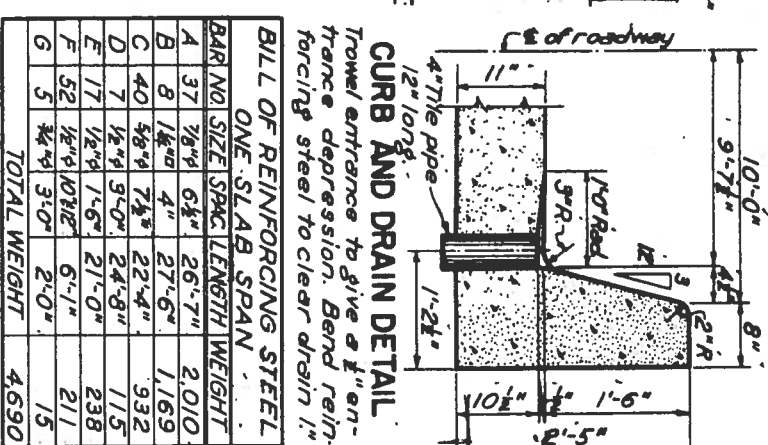
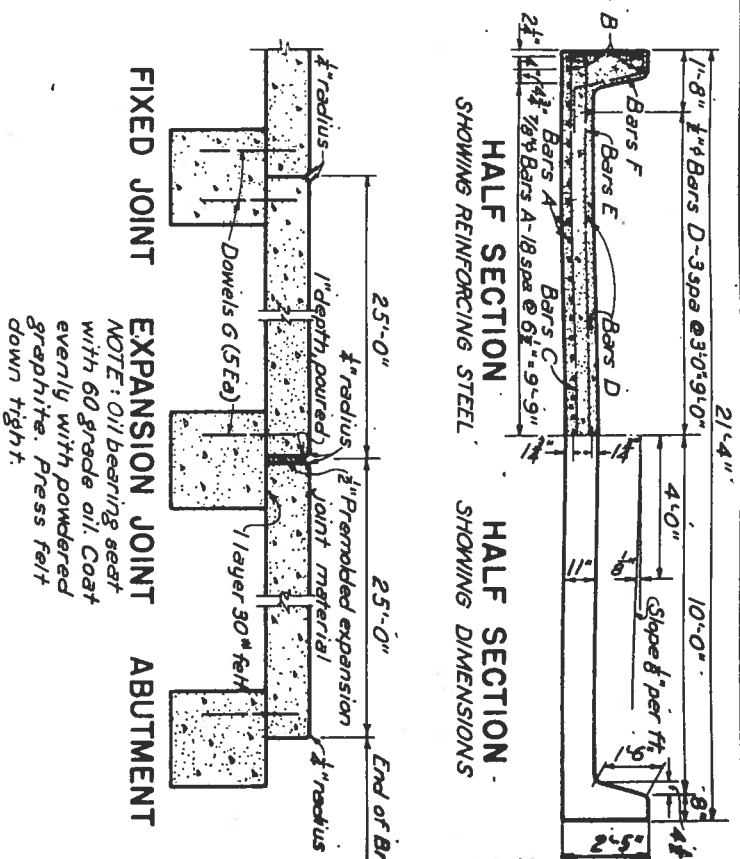
TEXAS HIGHWAY DEPARTMENT
FOR MULTIPLE CULVERTS
H=2'-0" TO 6'-0" INCL.
MCW-FI

TABLE OF REINFORCING STEEL FOR 5'-0" EXTENSIONS OF BOTH UPSTREAM AND DOWNSTREAM ENDS OF CULVERTS									
DIMENSIONS									
W	V	T	U	F	No. Size	CC length	No. Size	CC length	No. Size
1	1	1	1	1	1	1	1	1	1
2	2	2	2	2	2	2	2	2	2
3	3	3	3	3	3	3	3	3	3
4	4	4	4	4	4	4	4	4	4
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97	97	97	97	97	97	97	97	97	97
98	98	98	98	98	98	98	98	98	98
99	99	99	99	99	99	99	99	99	99
100	100	100	100	100	100	100	100	100	100





DETAIL OF SLAB SPAN



GENERAL NOTES:

Design: 2 Lanes H10 or Lane H15 Loading: AASHTO 1944 Specifications, except moment distributed in accordance with the provisions of University of Illinois Experiment Station Bulletin No. 346.

All concrete shall be Class A. Chamber all exposed corners 3/4" unless noted otherwise.

Dimensions relating to reinforcing steel are to centers of bars.

Average calculated pile loads ~

3 Pile Bent: Int. 22 tons, Abut. 15 tons

2 Pile Bent: Int. 33 tons, Abut. 22.5 tons

Average calculated soil pressure for Bell Footings 23 tons

Average calculated soil pressure for Spread Footings 17 tons

TEXAS HIGHWAY DEPARTMENT

25'-0" SLAB SPAN

FS-8-20-25

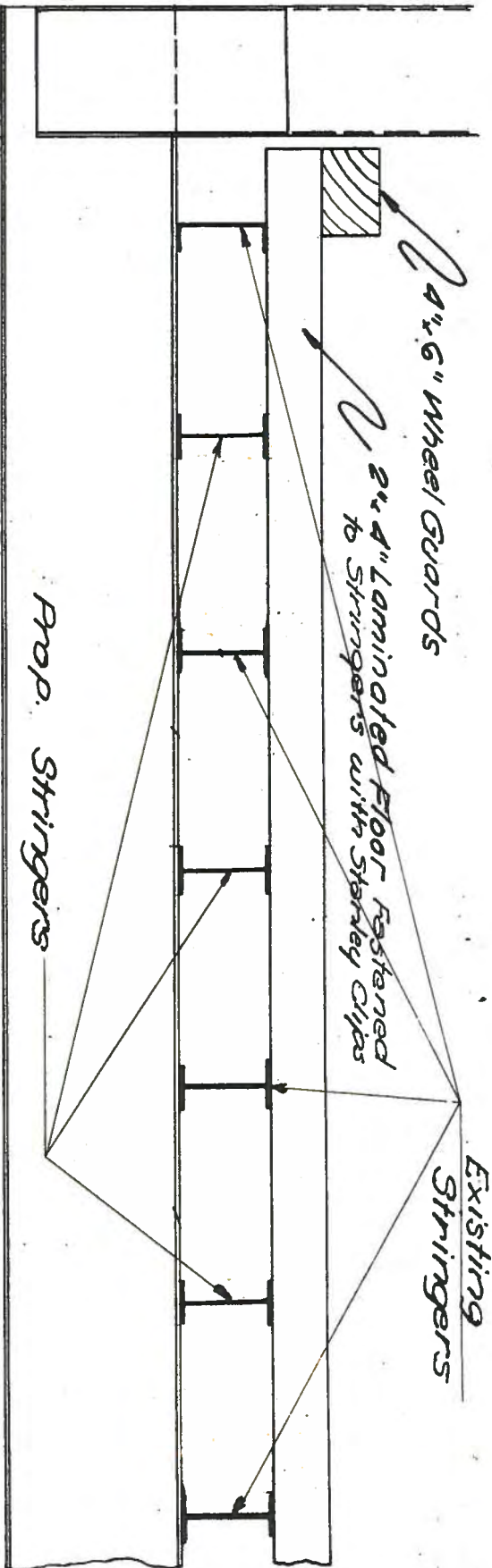
20'-0" ROADWAY 8" CURBS

NOTE: Drilled Shafts shall be paid for by the linear foot of shaft complete in place. See bridge layout sheets for dimensions "H" (Height of Bent), "Y" (Drilled Shafts) and "X" (Bell Footings) shall be paid for by the Cu Yds complete in place.

DATE	BY	CHKD	DATE	BY	CHKD
1945	J.R.B.		1945	J.R.B.	
1948	J.R.B.		1948	J.R.B.	
1949	J.R.B.		1949	J.R.B.	
1950	J.R.B.		1950	J.R.B.	
1951	J.R.B.		1951	J.R.B.	
1952	J.R.B.		1952	J.R.B.	
1953	J.R.B.		1953	J.R.B.	
1954	J.R.B.		1954	J.R.B.	
1955	J.R.B.		1955	J.R.B.	
1956	J.R.B.		1956	J.R.B.	
1957	J.R.B.		1957	J.R.B.	
1958	J.R.B.		1958	J.R.B.	
1959	J.R.B.		1959	J.R.B.	
1960	J.R.B.		1960	J.R.B.	
1961	J.R.B.		1961	J.R.B.	
1962	J.R.B.		1962	J.R.B.	
1963	J.R.B.		1963	J.R.B.	
1964	J.R.B.		1964	J.R.B.	
1965	J.R.B.		1965	J.R.B.	
1966	J.R.B.		1966	J.R.B.	
1967	J.R.B.		1967	J.R.B.	
1968	J.R.B.		1968	J.R.B.	
1969	J.R.B.		1969	J.R.B.	
1970	J.R.B.		1970	J.R.B.	
1971	J.R.B.		1971	J.R.B.	
1972	J.R.B.		1972	J.R.B.	
1973	J.R.B.		1973	J.R.B.	
1974	J.R.B.		1974	J.R.B.	
1975	J.R.B.		1975	J.R.B.	
1976	J.R.B.		1976	J.R.B.	
1977	J.R.B.		1977	J.R.B.	
1978	J.R.B.		1978	J.R.B.	
1979	J.R.B.		1979	J.R.B.	
1980	J.R.B.		1980	J.R.B.	
1981	J.R.B.		1981	J.R.B.	
1982	J.R.B.		1982	J.R.B.	
1983	J.R.B.		1983	J.R.B.	
1984	J.R.B.		1984	J.R.B.	
1985	J.R.B.		1985	J.R.B.	
1986	J.R.B.		1986	J.R.B.	
1987	J.R.B.		1987	J.R.B.	
1988	J.R.B.		1988	J.R.B.	
1989	J.R.B.		1989	J.R.B.	
1990	J.R.B.		1990	J.R.B.	
1991	J.R.B.		1991	J.R.B.	
1992	J.R.B.		1992	J.R.B.	
1993	J.R.B.		1993	J.R.B.	
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1996	J.R.B.		1996	J.R.B.	
1997	J.R.B.		1997	J.R.B.	
1998	J.R.B.		1998	J.R.B.	
1999	J.R.B.		1999	J.R.B.	
2000	J.R.B.		2000	J.R.B.	

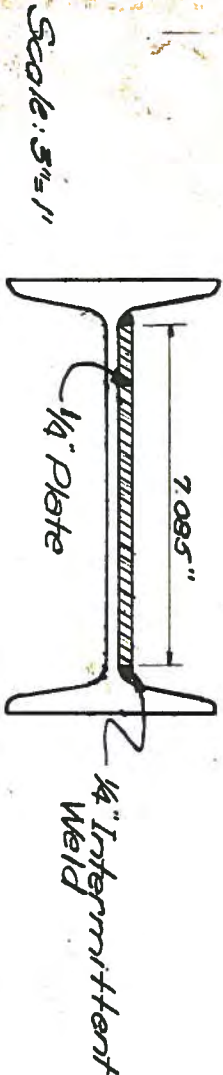
REPAIR NOTES

All steel members shall remain in place except as noted. All rivets & bolts shall be retished and tightened; if replacement is necessary 3/4" bolts will be used. The railing shall be secured and stroightened where necessary. Upper chord member U3-U4 shall be built-up as described in detail. Timber floor shall be re-placed with new timber as described in Detail. Wheel Guards shall be salvaged and replaced. Design checked for Equivalent Gross Live Load. Abutments shall remain in place; The structure shall be thoroughly painted with grease paint.



DETAIL - TIMBER FLOOR REPAIRS (Scale: 1"=2')

Timber floor and nailers in place shall be removed. Wheel Guards shall be salvaged. New floor shall be laminated 2x4" treated timber (new). Nailers shall be 3x6" treated timber (new). Bolts shall be salvaged if condition will allow.



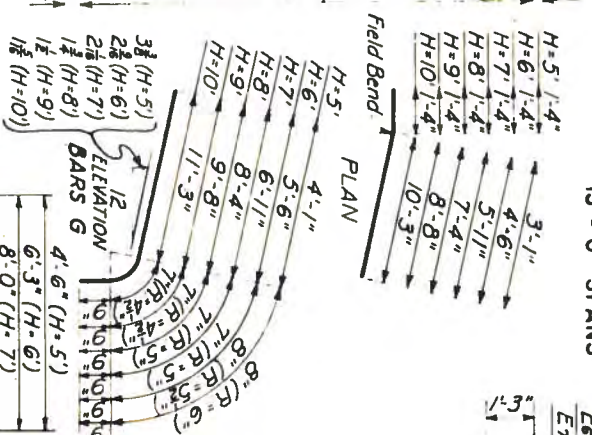
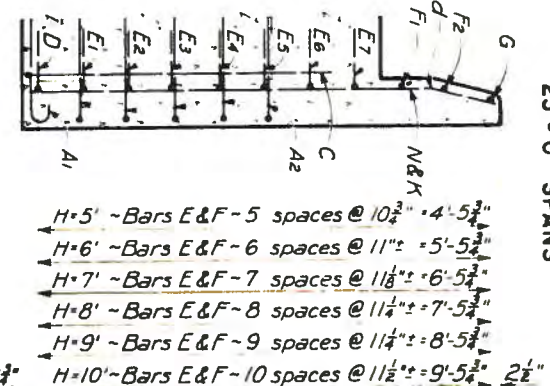
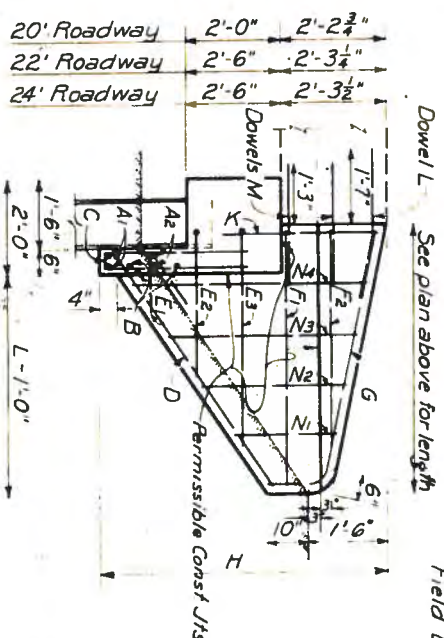
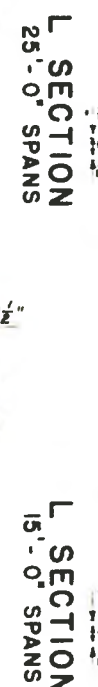
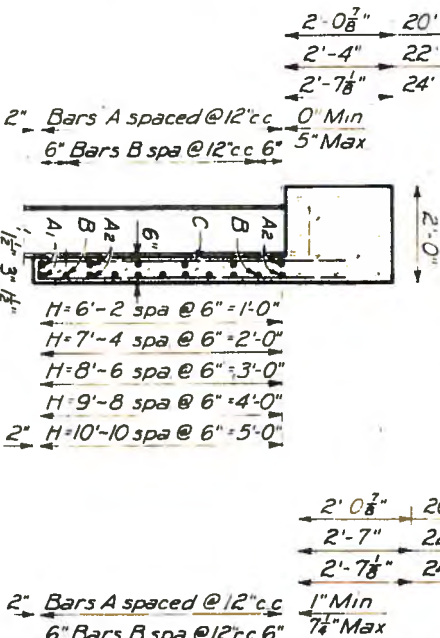
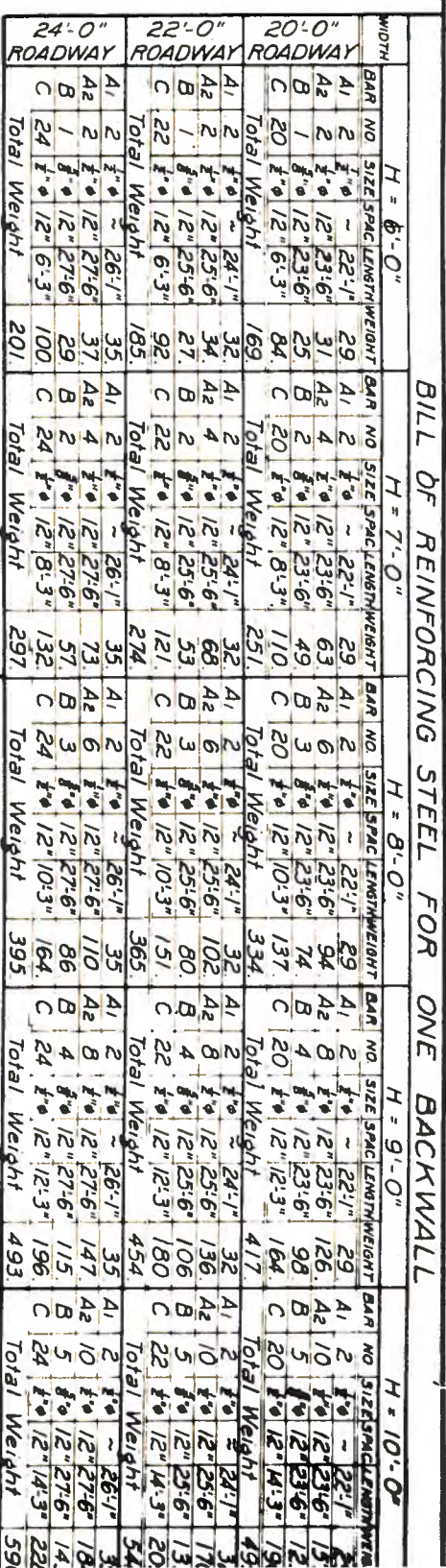
DETAIL SECTION BUILD-UP MEMBER U3-U4

Member U3-U4 shall be built-up to compensate for extremely corroded condition. The build-up plate shall be 1/4" x 7085", attached to upper face of web by an intermittent 1/4" weld along each edge. Web bolts of joints U3-U4 shall be removed, web surface cleaned sufficiently, and holes reamed smooth. Holes shall be extended through build-up plate for bolts. The horizontal splice plates of joints U3-U4 shall be replaced with new plates 72x12x5/16". Holes 1/2" in diameter shall be bored through web and build-up plate at reasonable distances to allow sufficient drainage for the upper chord.

BILL OF MATERIAL				
Description	Size	Amount	Unit	
Floor	2"x4"-16'	5120	MB	
Wheel Guards	4"x6'-12'	0.380	MB	
Total (Soln.)		0.320	MB	
Stringers	61/2x5	3978	Lb.	
Build-up Plate	7085x4x3/4	1904	Lb.	
Splice Plate (2)	72x12x5/16	15.9	Lb.	
Total		206.3	Lb.	
Stanley Clip		300	EA.	
Bolts for rail	72-1/2"	5	Lb.	
Bolts for replacement	50-3/4"	7	Lb.	
Total		12	Lb.	

EAST FORK COLETO CREEK
PROPOSED REPAIRS ON EXISTING STRUCTURE

Work to be performed by State Hwy. Maintenance Forces
Sta. 106+81 to Sta. 107+60.7

[illegible]

WINGWALLS
FOR 15' & 25' SLAB SPANS

(FS SERIES)

20', 22', & 24' RDWY. 8" CURBS

[illegible]

TEXAS HIGHWAY DEPARTMENT
BACKWALL AND

FOR 15' & 25' SLAB SPANS

20', 22', & 24' RDWY. 8" CURBS

backwalls may be used only on STD square bridges of not more than 100' in length on which all expansion joints in the slabs are omitted. The details shown on this sheet are for Abutments supported on three or more piles or columns.

backwalls shall not be used on Skewed Bridges Wing-walls as shown on this sheet may be used on any STD Square F5-6 SLAB SPAN.

NOTE ADDED 3-15-60 O.C.M.