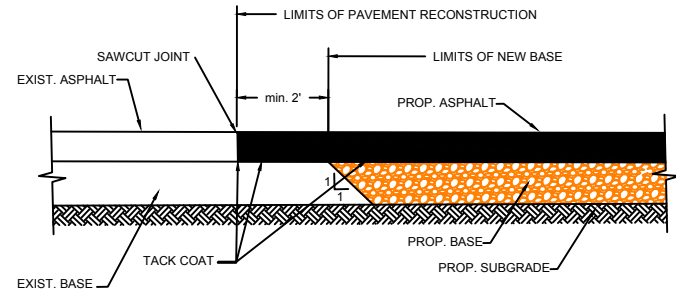
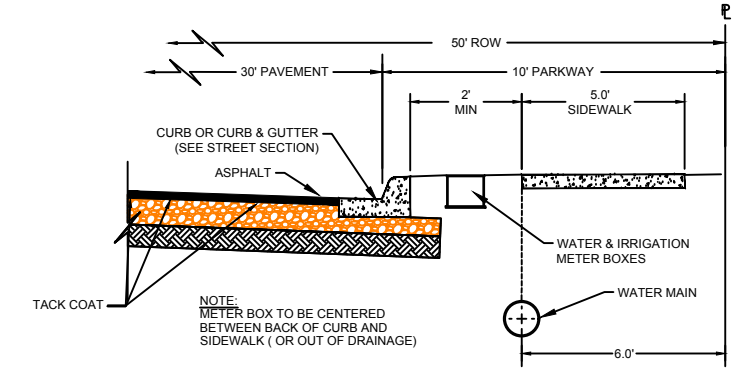


NOTE:
 1. FLUSH CURB TO BE A MINIMUM OF 12" DEEP. SEE FLUSH CURB DETAIL.
 2. PAVEMENT COURSE AND DEPTHS SHOWN ARE A MINIMUM COMPACTED THICKNESS. ENGINEER TO DESIGN PAVEMENT TO ACHIEVE MINIMUM STRUCTURAL NUMBER 3.15.
 3. SWELLING SOILS, SOILS WITH P.I. OF 20 OR MORE, SHALL BE TREATED BY REMOVAL AND REPLACEMENT, OR GEOGRID, OR CEMENT SOIL TREATMENT, OR DRAINS/BARRIERS, OR COMBINATION AS DETERMINED BY A PAVEMENT DESIGN.

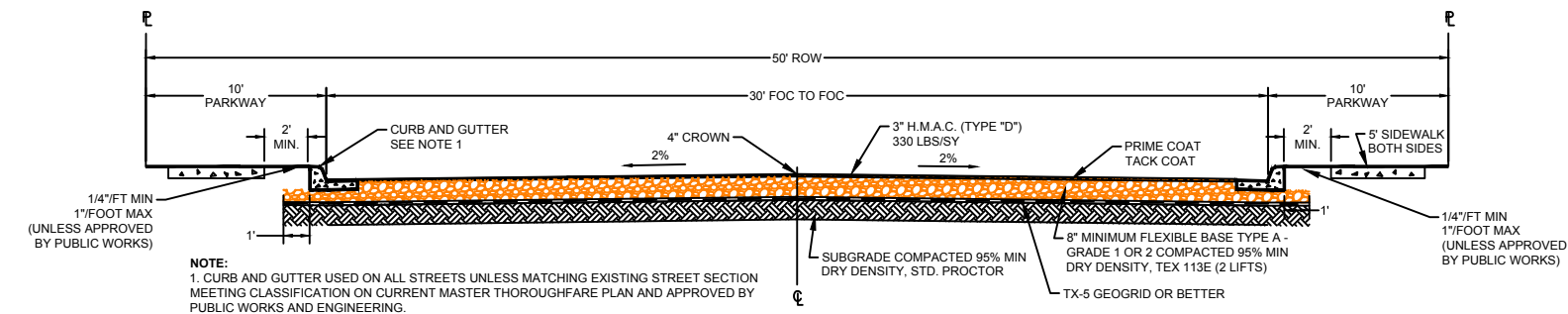
TYPICAL RURAL STREET PAVEMENT SECTION
(NOT TO SCALE)



PAVEMENT JUNCTION
(NOT TO SCALE)

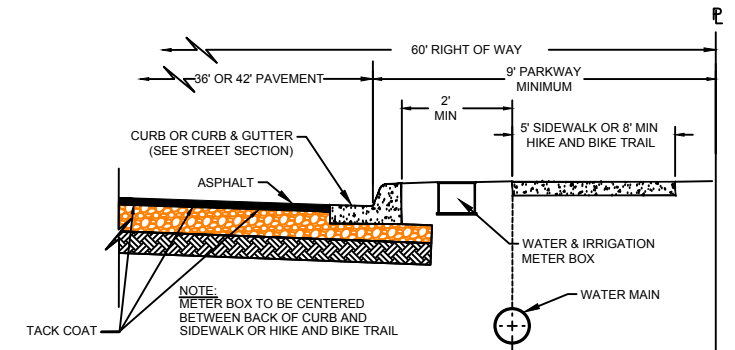


TYPICAL PARKWAY LAYOUT FOR 50' R.O.W.
(NOT TO SCALE)

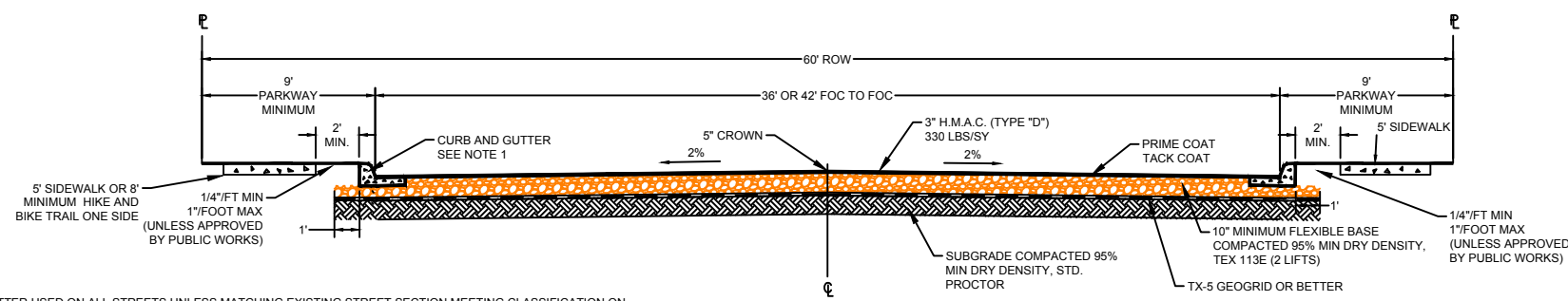


NOTE:
 1. CURB AND GUTTER USED ON ALL STREETS UNLESS MATCHING EXISTING STREET SECTION MEETING CLASSIFICATION ON CURRENT MASTER THOROUGHFARE PLAN AND APPROVED BY PUBLIC WORKS AND ENGINEERING.
 2. PAVEMENT COURSE AND DEPTHS SHOWN ARE A MINIMUM COMPACTED THICKNESS. ENGINEER TO DESIGN PAVEMENT TO ACHIEVE MINIMUM STRUCTURAL NUMBER = 2.50.
 3. SWELLING SOILS, SOILS WITH P.I. OF 20 OR MORE, SHALL BE TREATED BY REMOVAL AND REPLACEMENT, OR GEOGRID, OR CEMENT SOIL TREATMENT, OR DRAINS/BARRIERS, OR COMBINATION AS DETERMINED BY A PAVEMENT DESIGN.

TYPICAL 50' R.O.W. STREET SECTION
(NOT TO SCALE)

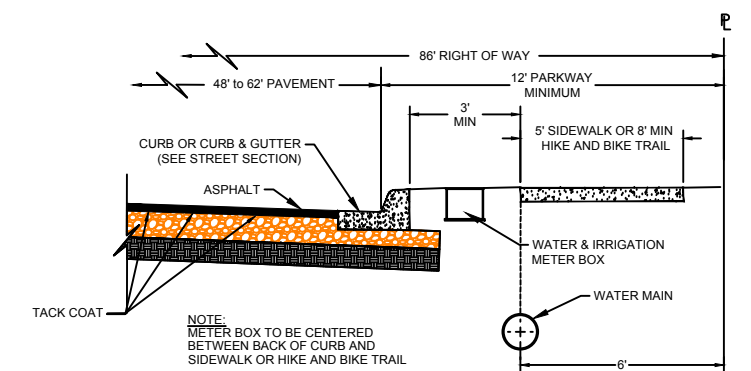


TYPICAL PARKWAY LAYOUT FOR 60' R.O.W.
(NOT TO SCALE)

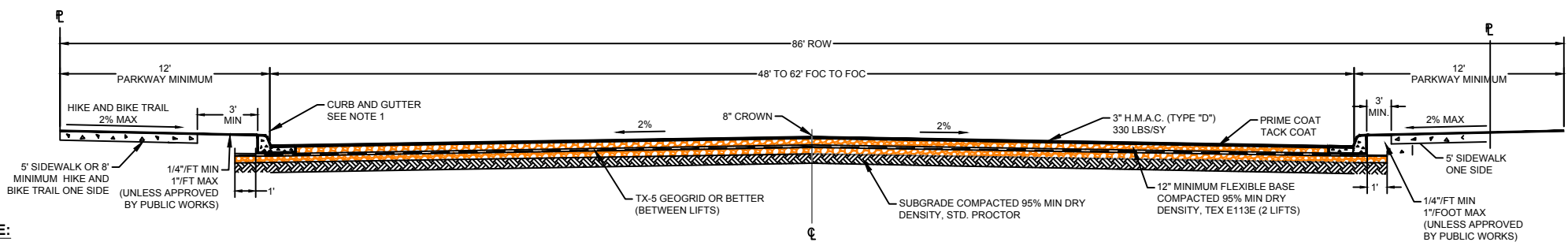


NOTE:
 1. CURB AND GUTTER USED ON ALL STREETS UNLESS MATCHING EXISTING STREET SECTION MEETING CLASSIFICATION ON CURRENT MASTER THOROUGHFARE PLAN AND APPROVED BY PUBLIC WORKS AND ENGINEERING.
 2. PAVEMENT COURSE AND DEPTHS SHOWN ARE A MINIMUM COMPACTED THICKNESS. ENGINEER TO DESIGN PAVEMENT TO ACHIEVE MINIMUM STRUCTURAL NUMBER = 2.90.
 3. SWELLING SOILS, SOILS WITH P.I. OF 20 OR MORE, SHALL BE TREATED BY REMOVAL AND REPLACEMENT, OR GEOGRID, OR CEMENT SOIL TREATMENT, OR DRAINS/BARRIERS, OR COMBINATION AS DETERMINED BY A PAVEMENT DESIGN.

TYPICAL 60' R.O.W. STREET SECTION
(NOT TO SCALE)



TYPICAL PARKWAY LAYOUT FOR 86' R.O.W.
(NOT TO SCALE)



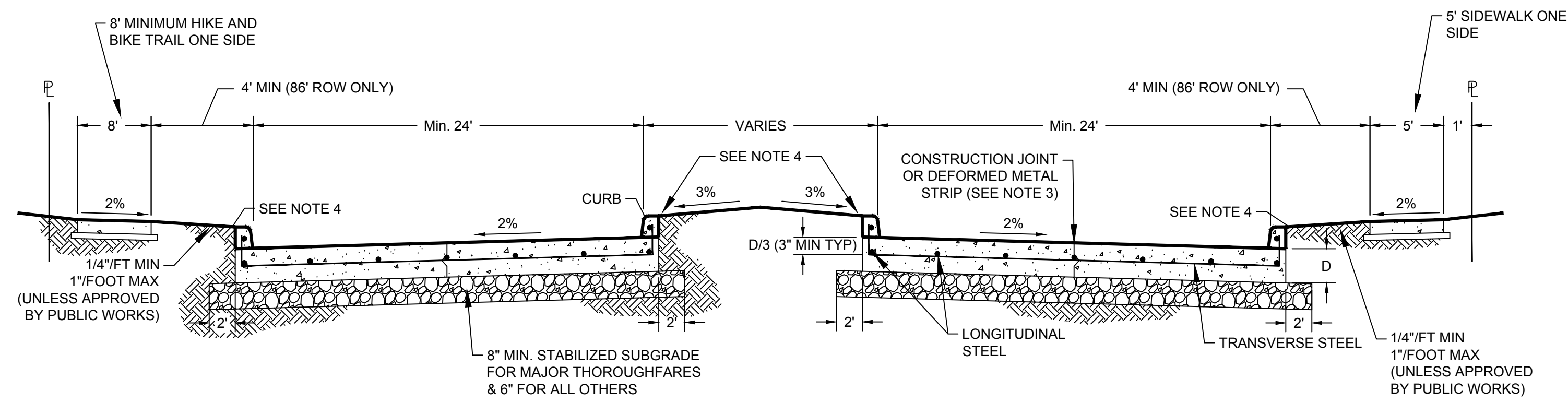
NOTE:
 1. CURB AND GUTTER USED ON ALL STREETS UNLESS MATCHING EXISTING STREET SECTION MEETING CLASSIFICATION ON CURRENT MASTER THOROUGHFARE PLAN AND APPROVED BY PUBLIC WORKS AND ENGINEERING.
 2. PAVEMENT COURSE AND DEPTHS SHOWN ARE A MINIMUM COMPACTED THICKNESS. ENGINEER TO DESIGN PAVEMENT TO ACHIEVE MINIMUM STRUCTURAL NUMBER = 3.25.
 3. SWELLING SOILS, SOILS WITH P.I. OF 20 OR MORE, SHALL BE TREATED BY REMOVAL AND REPLACEMENT, OR GEOGRID, OR CEMENT SOIL TREATMENT, OR DRAINS/BARRIERS, OR COMBINATION AS DETERMINED BY A PAVEMENT DESIGN.

TYPICAL 86' R.O.W. STREET SECTION
(NOT TO SCALE)

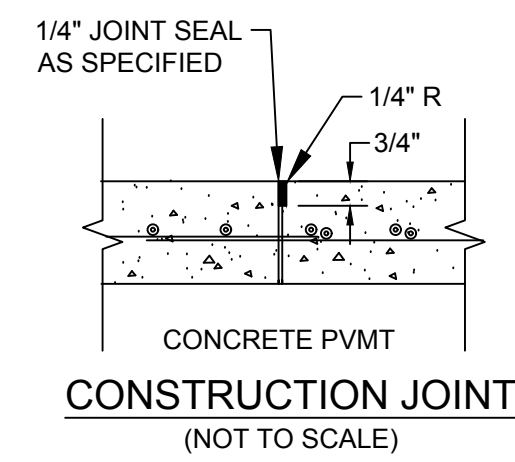
CITY OF SCHERTZ TEXAS
ENGINEERING AND PUBLIC WORKS

STREET SECTIONS

PROJECT NO.:	DATE: 2015	
DRWN. BY: BC,PLB	DSGN. BY: PW	CHKD. BY: KJL
SHEET NO. 1 of 2		

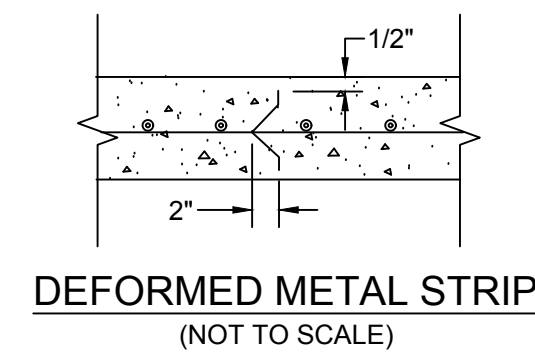


TYPICAL DIVIDED ROADWAY SECTION FOR CONCRETE PAVEMENT WITH CURBS
(NOT TO SCALE)

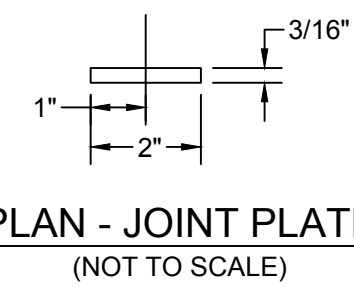


CONCRETE PAVEMENT NOTE:

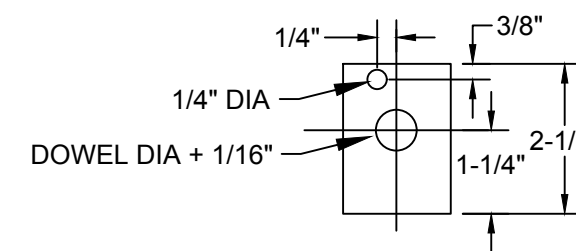
1. THE MAXIMUM WIDTH BETWEEN LONGITUDINAL JOINTS SHALL NOT EXCEED 15'-0".
2. ALL EARTHEN AREAS ARE TO BE HYDROMULCHED UNLESS OTHERWISE SHOWN ON DRAWINGS.
3. CONTRACTOR MAY SAWCUT IN LIEU OF DEFORMED METAL STRIP.
4. USE STRIP OF SOD GRASS TO PREVENT EROSION UNTIL STAND OF GRASS IS ESTABLISHED.
5. AN EQUAL OR LARGER AREA OF WELDED REINFORCEMENT BAR CONFORMING TO ASTM A497 MAY BE SUBSTITUTED FOR REBARS LISTED **TABLE 1**.



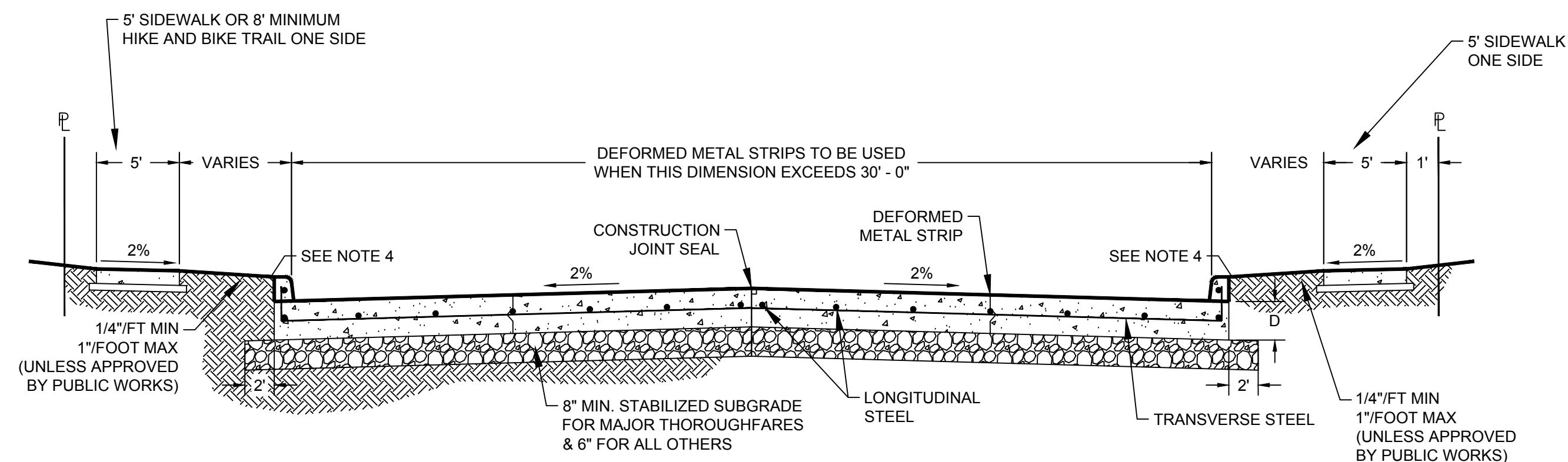
DEFORMED METAL STRIP
(NOT TO SCALE)



PLAN - JOINT PLATE
(NOT TO SCALE)



ELEV - JOINT PLATE
(NOT TO SCALE)



TYPICAL UNDIVIDED ROADWAY SECTION FOR CONCRETE PAVEMENT WITH CURBS
(NOT TO SCALE)

TABLE 1
REINFORCING STEEL BAR SIZES AND SPACINGS FOR VARIOUS PAVEMENT THICKNESSES (D) WITH MAXIMUM EXPANSIONS JOINT SPACING = 80'.
fc = 3500 PSI/28 DAYS AND Fy = 60,000 PSI.

PAVEMENT THICKNESS, D (IN)	PAVEMENT WIDTH (FT)	LONGITUDINAL STEEL									TRANSVERSE STEEL		
		#4 BARS			#5 BARS			#6 BARS			#4 BARS	#5 BARS	#6 BARS
		NUMBER OF BARS	SPACING (IN)	END BAR SPACING (IN)	NUMBER OF BARS	SPACING (IN)	END BAR SPACING (IN)	NUMBER OF BARS	SPACING (IN)	END BAR SPACING (IN)	SPACING (IN)	SPACING (IN)	SPACING (IN)
6	28	17	20.50	4.00	-	-	-	-	-	-	36	-	-
7	25	17	18.25	4.00	-	-	-	-	-	-	36	-	-
7	35	24	18.00	3.00	-	-	-	-	-	-	36	-	-
7	38	25	17.75	3.00	-	-	-	-	-	-	36	-	-
7	37	25	18.25	3.00	-	-	-	-	-	-	36	-	-
7	41	28	18.00	3.00	-	-	-	-	-	-	36	-	-
7	45	31	17.75	3.75	-	-	-	-	-	-	36	-	-
8	25	20	15.50	2.75	13	24.50	3.00	-	-	-	36	36	-
8	34	27	15.50	2.50	17	25.00	4.00	-	-	-	36	36	-
8	35	27	16.00	2.00	18	24.25	4.00	-	-	-	36	36	-
8	38	28	15.75	3.25	18	25.00	3.00	-	-	-	30	36	-
8	44	34	15.75	4.00	22	24.75	4.00	-	-	-	30	36	-
8	45	35	15.75	2.25	23	24.25	3.00	-	-	-	30	36	-
9	25	22	14.00	3.00	14	22.50	4.00	-	-	-	36	36	-
9	34	31	13.50	2.00	19	22.25	3.50	-	-	-	30	36	-
9	35	31	13.75	3.75	20	21.75	3.50	-	-	-	30	36	-
9	38	32	13.75	3.00	21	21.25	3.50	-	-	-	30	36	-
9	44	39	13.75	2.75	25	21.75	3.00	-	-	-	24	36	-
9	45	39	14.00	4.00	26	21.25	4.50	-	-	-	24	36	-
10	25	24	12.75	3.50	17	18.25	4.00	-	-	-	36	36	36
10	34	33	12.50	4.00	21	20.00	4.00	-	-	-	30	36	36
10	35	34	12.50	3.75	23	18.75	4.00	-	-	-	30	36	36
10	38	38	12.50	3.50	24	18.50	3.00	-	-	-	30	36	36
10	44	44	12.00	4.00	25	18.50	4.50	-	-	-	24	36	36
10	45	44	12.50	3.00	28	18.00	3.00	-	-	-	24	36	36
11	25	27	11.25	3.00	17	18.25	4.00	4.0	12	3	36	36	36
11	34	38	11.50	2.75	24	17.50	2.50	2.5	17	4	24	36	36
11	35	37	11.50	3.00	24	18.00	3.00	3.0	17	4	24	36	36
11	38	40	11.00	2.00	25	17.75	3.00	3.0	17	4	24	36	36
11	44	48	11.125	2.50	30	18.00	3.00	3.0	21	4	24	36	36
11	45	49	11.125	3.00	31	17.75	4.00	4.0	22	3	24	36	36
12	25	-	-	-	19	16.25	4.00	4.0	13	3	36	36	36
12	34	-	-	-	25	16.00	4.00	4.0	18	4	24	36	36
12	35	-	-	-	26	16.50	4.00	4.0	19	3	24	36	36
12	38	-	-	-	27	16.25	4.50	4.5	20	4.5	24	36	36
12	44	-	-	-	33	16.25	4.00	4.0	24	5	24	30	36
12	45	-	-	-	35	15.75	3.00	3.0	25	3	24	30	36

MINIMUM LAP LENGTHS (L):
A: #4 BARS: L = 22 INCHES
B: #5 BARS: L = 27 INCHES
C: #6 BARS: L = 32 INCHES

TABLE 2

PAVEMENT THICKNESS (IN)	DOWEL SIZES AND SPACINGS		
	DIAMETER (IN)	LENGTH (IN)	SPACING (IN)
4 1/2	1/2	18	12
5	1/2	18	12
6	3/4	18	12
7	1	18	12
8	1	18	12
9	1 1/4	18	12
10	1 1/4	18	12
11	1 1/4	18	12
12	1 1/4	18	12

- PAVEMENT EXPANSION JOINT NOTES
1. STEEL TO MEET ASTM STD SPECIFICATIONS FOR CONC. REINF. BARS. UNITS TO BE SPACED ON 12" CENTERS
 2. EXPANSION JOINT TO BE PLACED AT THE END OF EACH CURB RADIUS.
 3. CENTER DOWEL HORIZONTALLY ON JOINT
 4. CENTER DOWEL VERTICALLY IN CONCRETE AS NEEDED TO MAINTAIN 3" MIN. COVER.
 5. CITY OF SCHERTZ MAY APPROVE JOINT PLATE ALTERNATE

01-OCTOBER-2015

CITY OF SCHERTZ TEXAS
ENGINEERING AND PUBLIC WORKS



STANDARD CONCRETE PAVEMENT SECTION DETAILS