FEDROAD DIV NO	STATE	FEDERAL AID PROJECT NO	SHEET NO
6	TEXAS	F 2021(884)	1
STATE DIST NO	COUNTY	STATE CONTROL NO	HIGHWAY NO
22	VAL VERDE	0161-03-024	SS 239

DESIGN CRITERIA: SA
ADT (XXXX): N/A
ADT (XXXX): N/A
% TRUCK IN ADT: N/A
FUNCTIONAL CLASS: N/A
DESIGN SPEED: N/A
TDLR REQUIRED YES ✓ NO

STATE OF TEXAS
DEPARTMENT OF TRANSPORTATION

PLANS OF PROPOSED
STATE HIGHWAY IMPROVEMENTS

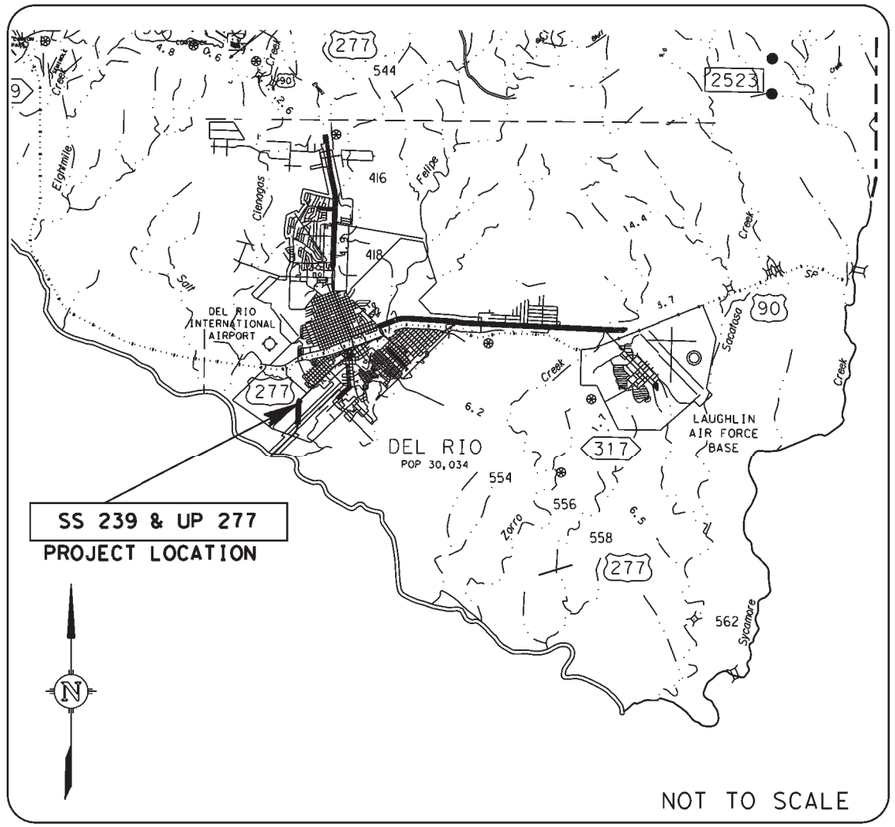
FEDERAL PROJECT No. F 2021(884)

SS 239, ETC.
VAL VERDE
CSJ: 0161-03-024, ETC.

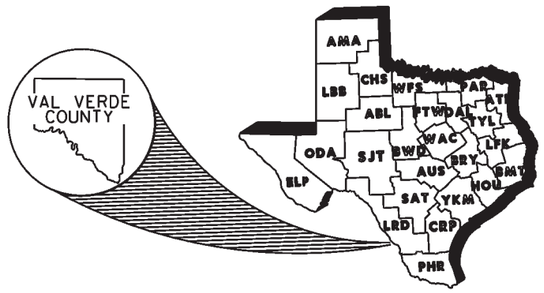
NET LENGTH OF PROJECT : 4,371.84 FT = 0.828 MI { ROADWAY = 4,335.84 FT = 0.821 MILES; BRIDGE = 36 FT = 0.0068 MILES

CONTROLLING LIMITS FROM: FARELY LANE, ETC.
TO: LAS VACAS RD, ETC.

FOR THE CONSTRUCTION OF SIDEWALKS AND SAFETY ILLUMINATION



TDLR(=)/(EABPRJ=) :TABS2021015496



SPECIFICATIONS ADOPTED BY THE TEXAS DEPARTMENT OF TRANSPORTATION, NOVEMBER 1, 2014 AND SPECIFICATION ITEMS LISTED AND DATED AS FOLLOWS, SHALL GOVERN ON THIS PROJECT: REQUIRED CONTRACT PROVISIONS FOR ALL FEDERAL - AID CONSTRUCTION CONTRACTS (FORM FHWA 1273, MAY 1, 2012).

EQUATIONS: NONE
EXCEPTIONS: NONE
RAILROAD CROSSINGS: NONE

INDEX OF SHEETS

SHEET NO.	DESCRIPTION
SEE SHEET 2	

FINAL PLANS

LETTING DATE:
DATE CONTRACTOR BEGAN WORK:
DATE WORK WAS ACCEPTED:
CONTRACTOR:
TOTAL CONTRACTOR COST:

FINALS AS BUILTS

THE CONSTRUCTION WAS PERFORMED UNDER MY SUPERVISION IN ACCORDANCE WITH THE PLANS AND CONTRACT

AREA ENGINEER

DATE

SUBMITTED FOR LETTING: 5/26/2021
DocuSigned by: Girardo Rangel FE312A7E28BA41D...
TRANSPORTATION ENGINEER

RECOMMENDED FOR LETTING: 5/27/2021
DocuSigned by: Jose Franco III 1118D671045349C...
DISTRICT ENGINEER

RECOMMENDED FOR LETTING: 5/27/2021
DocuSigned by: Rafael Guzman 5CB9C1491FA542A...
DIRECTOR OF TRANSPORTATION OPERATION

RECOMMENDED FOR LETTING: 5/27/2021
DocuSigned by: Humberto Gonzalez Jr, P.E F7C3A305BFEB4F2...
DIRECTOR OF TRANSPORTATION PLANING AND DEVELOPMENT

APPROVED FOR LETTING: 5/27/2021
DocuSigned by: David Salazar B741E64FAD8241...
DISTRICT ENGINEER

Texas Department of Transportation®

5/26/2021 RCHAPA ...\CAD\sh1-2*Titlesheet.dgn

GENERAL

1	TITLE SHEET
2	INDEX OF SHEETS
3	PROJECT LOCATION MAP
4-5	TYPICAL SECTIONS
6-11	GENERAL NOTES
12-14	ESTIMATE & QUANTITY SHEET
15-16	SUMMARY OF QUANTITIES
17-18	SUMMARY OF SMALL SIGNS
19	SUMMARY OF LARGE SIGNS
20	SUMMARY OF SW3P AND SOIL STABILIZATION

TRAFFIC CONTROL PLAN SHEETS & STANDARDS

21	TCP GENERAL NOTES
22-23	TCP SEQUENCE OF CONSTRUCTION
24	TCP CONSTRUCTION SEQUENCE FOR DRIVEWAYS
25	TCP SIDEWALK DETAIL
26-37	*BC(1)-14 THRU BC(12)-14
38	*TCP(1-4)-18
39	*TCP(2-1)-18
40	*TCP(2-5)-18
41-44	*TCP(3-1)-13, TCP(3-2)-13, TCP(3-3)-14 & TCP(3-4)-13
45	*WZ(BRK)-13

ROADWAY DETAILS SHEETS & STANDARDS

46-50	SIDEWALK LAYOUT
51	EXISTING INTERSECTION LAYOUT
52	PROPOSED INTERSECTION LAYOUT
53-54	DRIVEWAY DETAILS
55-62	DRIVEWAY PROFILES
63-64	CONSTRUCTION DETAILS
65	*JS-14
66	*CCCG-21
67-70	*PED-18
71-73	*PRD-13
74-75	*TYPE PR11

DRAINAGE DETAILS SHEETS & STANDARDS

76-80	DRAINAGE LAYOUT
81	RUNOFF COMPUTATIONS
82	CULVERT CROSS SECTION DETAILS
83	*BCS
84-86	*SETB-FW-S(MOD)
87	*ECD
88	*MC-MD
89-90	*SETB-CD
91-92	*CURB INLET COMPLETE TY C1 MOD & MOD 2
93-96	*CCO
97-98	*PCO
99-10	*PCU
101-102	*PSL
103	*CGT-PCO
104	*CGT-PCU

ILLUMINATION DETAIL SHEETS & STANDARDS

105-109	ILLUMINATION LAYOUT
110	ELECTRICAL SERVICE DATA SHEET
111	CIRCUIT DIAGRAM
112	CONDUIT OBSTRUCTION CROSSING

ELECTRICAL & ILLUMINATION SHEETS & STANDARDS

113-124	*ED(1)-14 THRU ED(12)-14
125-127	*RID (1)-20 THRU RID (3)-20
128-131	*RIP(1)-19 THRU RIP(4)-19

SIGNING AND PAVEMENT MARKING DETAIL SHEETS & STANDARDS

132-136	SIGNING LAYOUT
137	SIGN DETAILS
138-143	*D&OM(1)-20 THRU D&OM(6)-20
144	*D&OM(VIA)-20
145-148	*PM(1)-20 THRU PM(4)-20
149-153	*TSR(1)-13 THRU TSR(5)-13
154	*SMD(GEN)-08
155-157	*SMD(SLIP-1)-08 THRU SMD(SLIP-3)-08
158	*SMD(TWT)-08
159	*SMD(FRP)-08
160	*SMD(2-1)-08
161	*SMD(2-2)-08
162	*SMD(2-3)-08
163	*SMD(2-4)-08
164	*SMD(2-6)-01
165	*SMD(TYG)-08
166	*SMD(8W1)-08
167	*SMD(8W2)-08

ENVIRONMENTAL ISSUES & STANDARDS

168	SW3P AND SOIL STABILIZATION DETAILS
169	*EC(1)-16
170	*EC(2)-16
171	*EC(3)-16
172-174	*EC(9)-16
175	*ENVIRONMENTAL PERMITS, ISSUES AND COMMITMENTS
176-177	*REVEGETATION NOTES AND SPEFICICATIONS

STANDARD SHEETS SPECIFICALLY IDENTIFIED ON THE "INDEX OF SHEETS" HAVE BEEN SELECTED BY ME OR UNDER MY RESPONSIBLE SUPERVISION AS BEING APPLICABLE TO THIS PROJECT.

DocuSigned by:
Gerardo Rangel, P.E.
FE312A7E28BA41D...

6/8/2021
DATE

STATE OF TEXAS
GERARDO A. RANGEL JR.
133699
LICENSED
PROFESSIONAL ENGINEER

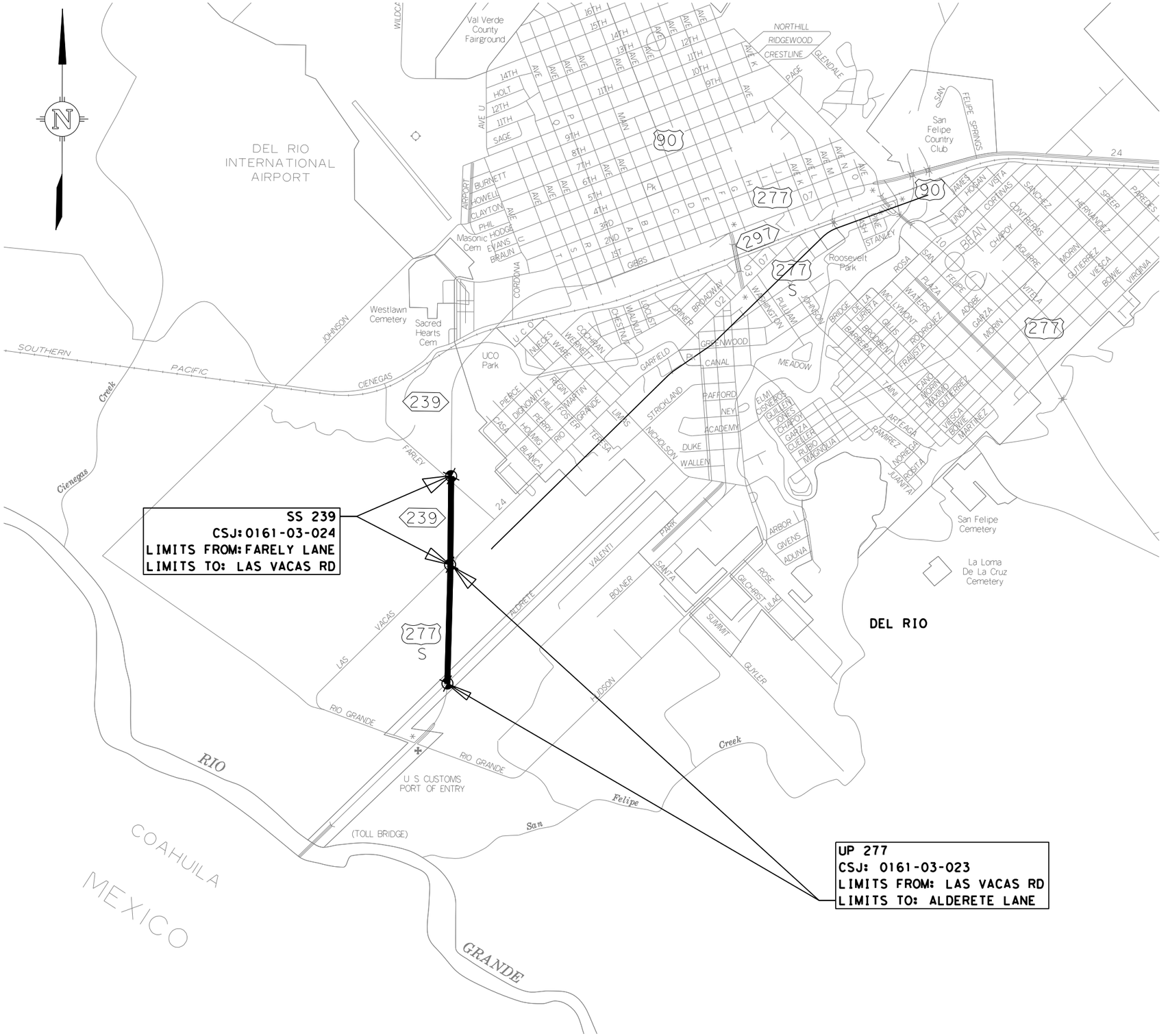
TEXAS DEPARTMENT OF TRANSPORTATION ®

INDEX OF SHEETS

DN: RC	DW: RC
CK: GR	CK: GR

FED.RD. DIV.NO.	FEDERAL PROJECT NO.	SHEET NUMBER	SHEET NO.
6	F 2021(884)		2

STATE	STATE DIST.NO.	COUNTY	CONTROL	SECTION	JOB	HIGHWAY NO.
TEXAS	22	VAL VERDE	0161	03	024	SS 239



STATE OF TEXAS
GERARDO A. RANGEL JR.
133699
LICENSED
PROFESSIONAL ENGINEER

THE SEAL APPEARING ON THIS DOCUMENT WAS AUTHORIZED BY GERARDO RANGEL, P.E. 133699.
ON 6/3/2021
DocuSigned by:
Gerardo Rangel
FE312A7E28BA41D...

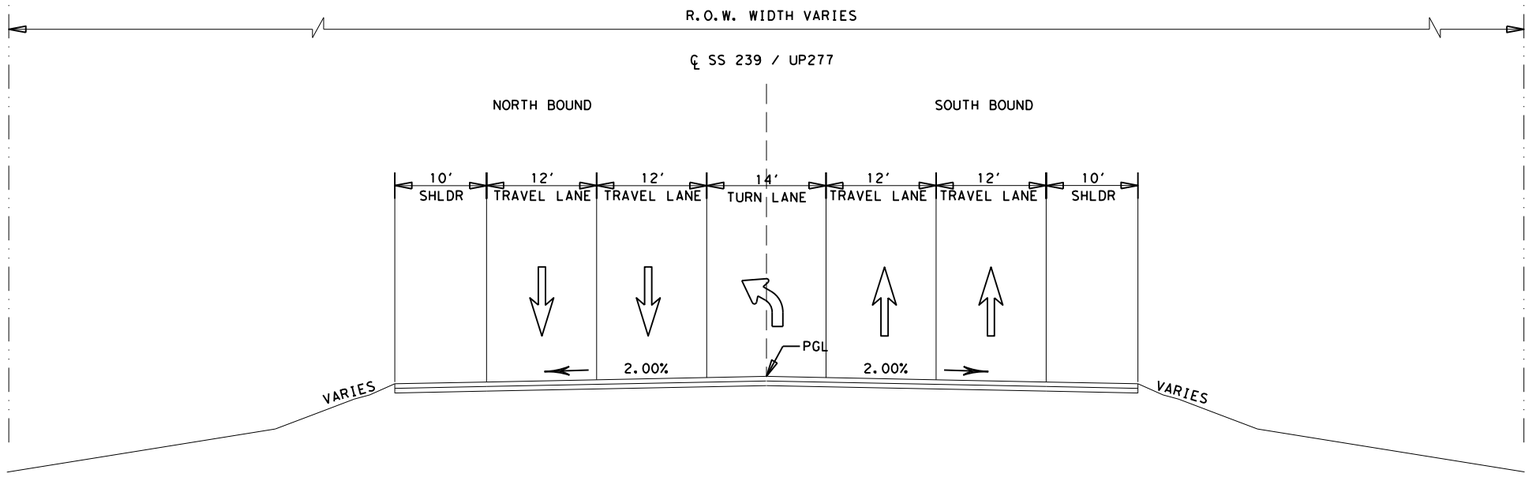
PROJECT LOCATION MAP

DN: RC	DW: RC
CK: GR	CK: GR

FED.RD. DIV.NO.	FEDERAL PROJECT NO.	SHEET NUMBER	SHEET NO.
6			3

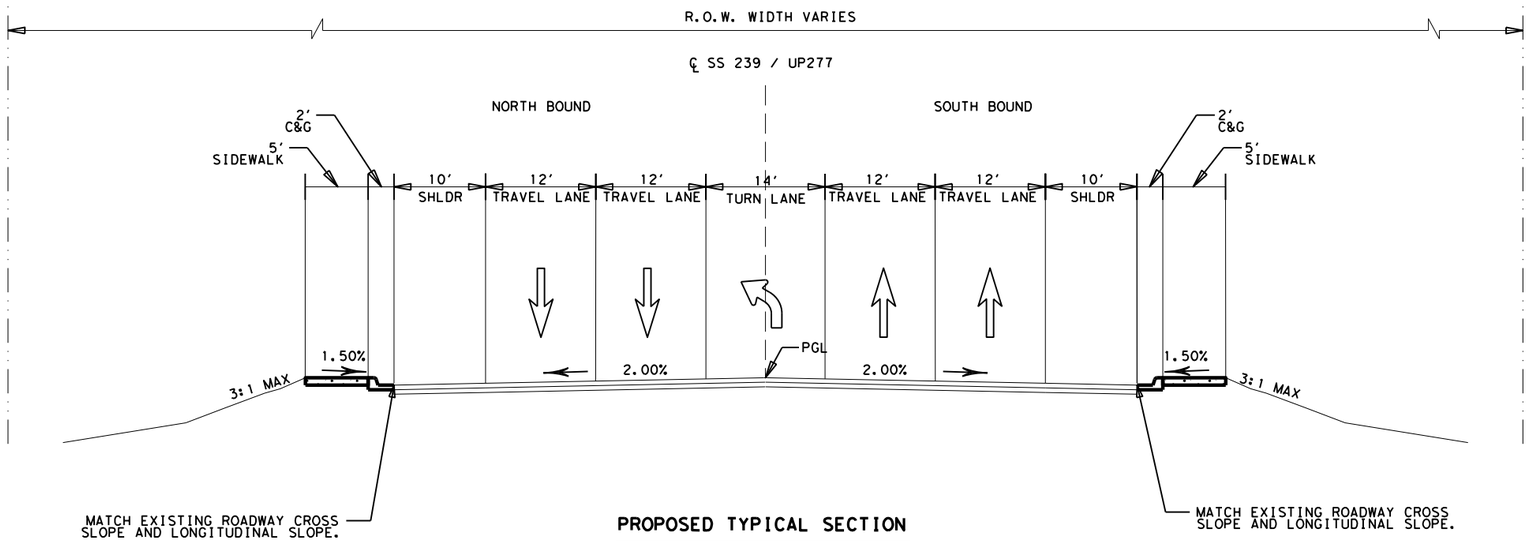
STATE	STATE DIST. NO.	COUNTY	CONTROL	SECTION	JOB	HIGHWAY NO.
TEXAS	22	VAL VERDE	0161	03	024	SS 239

6/3/2021 JTOVIAST ...\CAD\Location Map.dgn



EXISTING TYPICAL SECTION

STA 95+50 TO STA 142+00



PROPOSED TYPICAL SECTION

STA 95+50 TO STA 142+00

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GERARDO A. RANGEL JR.
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PROFESSIONAL ENGINEER

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DocuSigned by:
Gerardo Rangel
FE312A7E28BA41D...

TEXAS DEPARTMENT OF TRANSPORTATION ®

TYPICAL SECTIONS

				DN: RC		DW: RC	
				CK: GR		CK: GR	
FED.RD. DIV.NO.	FEDERAL PROJECT NO.		SHEET NUMBER				SHEET NO.
6	0161-03-024		SHEET 1 OF 2				4
STATE	STATE DIST. NO.	COUNTY	CONTROL	SECTION	JOB	HIGHWAY NO.	
TEXAS	22	VAL VERDE	0161	03	024	SS 239	

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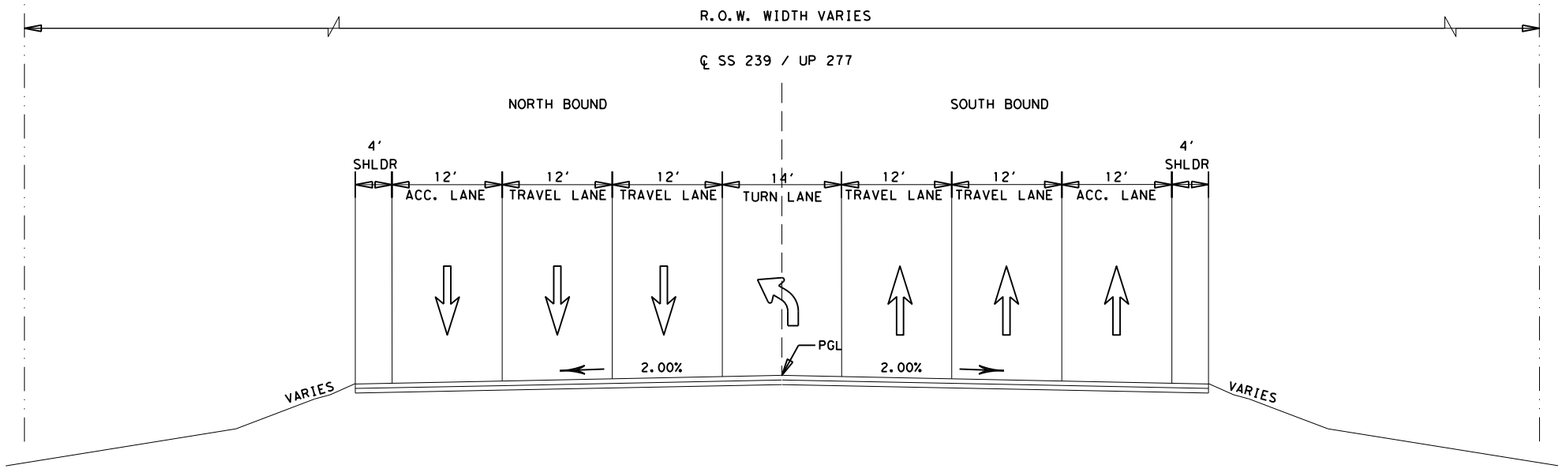
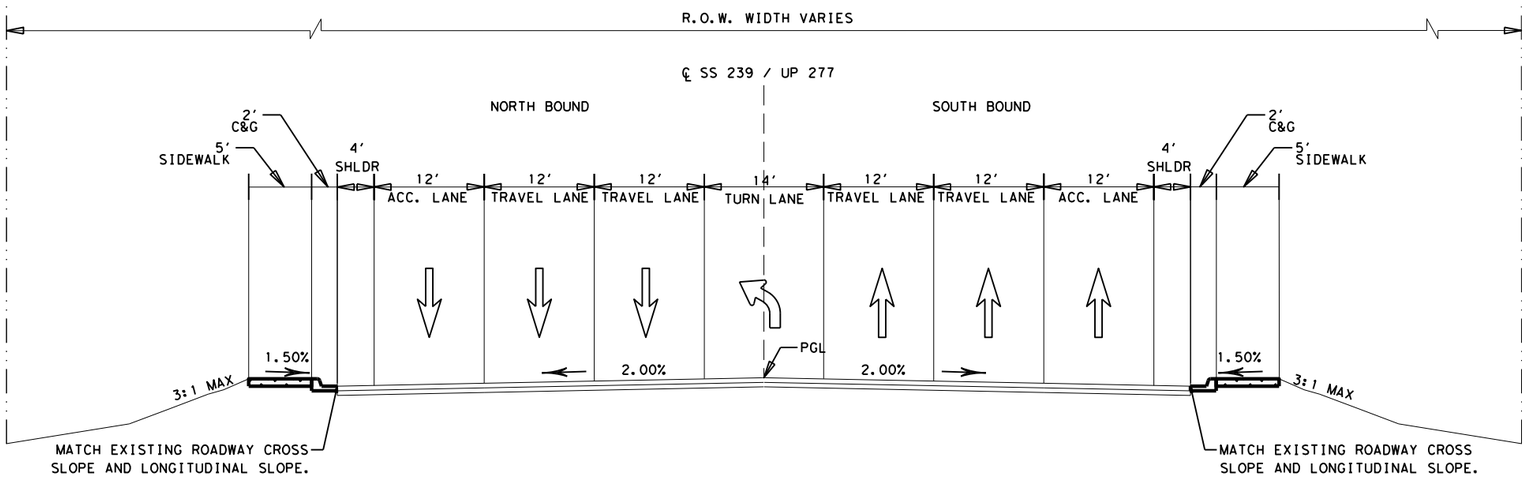


EXISTING TYPICAL SECTION

STA 95+50 TO STA 116+89.27



PROPOSED TYPICAL SECTION

STA 95+50 TO STA 116+89.27

STATE OF TEXAS
GERARDO A. RANGEL JR.
133699
LICENSED
PROFESSIONAL ENGINEER

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DocuSigned by:
Gerardo Rangel
FE312A7E28BA41D...

TYPICAL SECTIONS

						DN: RC	DW: RC	
						CK: GR	CK: GR	
FED.RD. DIV.NO.	FEDERAL PROJECT NO.			SHEET NUMBER				SHEET NO.
6	0161-03-024			SHEET 2 OF 2				5
STATE	STATE DIST. NO.	COUNTY		CONTROL	SECTION	JOB	HIGHWAY NO.	
TEXAS	22	VAL VERDE		0161	03	024	SS 239	

GENERAL NOTES:

Contractor questions on this project are to be addressed to the following individual(s):

Antonio Reyna – Antonio.Reyna1@txdot.gov

Alberto Chavez – Alberto.Chavez@txdot.gov

Contractor questions will be accepted through email , phone, and in person by the above individuals.

All contractor questions will be reviewed by the Engineer. Once a response is developed, it will be posted to TxDOT's Public FTP at the following address: https://ftp.dot.state.tx.us/pub/txdot-info/Pre-Letting%20Responses/

All questions submitted that generate a response will be posted through this site. The site is organized by the District, Project Type (Construction or Maintenance), Letting Date, CCSJ/Project Name.

Item 5 - Control of the Work

The Contractor shall maintain and preserve the integrity of all "existing survey markers" by avoiding the disturbance of such markers; which include all control points (horizontal and/or vertical), stakes, marks, and right-of-way markers. The Department will repair all Contractor disturbed control points, stakes, marks, and right-of-way markers. The cost for any and all repairs to the "existing survey markers" will be deducted from money due or to become due to the Contractor. Contact the Laredo District Signal Section (956-712-7770) for coordination with TxDOT underground lines and/or facilities.

Prior to construction must call 811 to verify any utilities located within project limits. Contractor will also coordinate with utility owners listed below for any adjustments needed to sanitary sewer manholes, water valves, gas valve, telecommunication, television manhole located within project limits. The utility company is responsible for any adjustment when necessary. The work should be performed in a manner as to not delay construction contractor work activity.

Contractor will make necessary arrangements with the utility owner(s) when utility adjustments are required, as a result of construction activities.

Utility Owner	Phone Number	City/County
TxDOT	(956) 712-7400	Laredo/ Webb
AEP TEXAS	(361) 881-5532	Corpus Christi/ Nueces
City of Del Rio (Gas System)	(830) 774-8622	Del Rio/ Val Verde

Item 7 - Legal Relations and Responsibilities

No significant traffic generator events identified.

Roadway closures during the following key dates and/or special events are prohibited (list the dates and events road closures will be prohibited).

Jurisdictional Waters of the United States and Project Specific Locations (PSL) Coordination - This project requires permit(s) with environmental resource agencies. There is a high probability that environmentally sensitive areas will be encountered on contractor designated project specific locations (PSLS) for the project (including but not limited to haul roads, equipment staging areas, parking areas, etc.).
Requirements for Work within Jurisdictional Waters of the United States:
The department has been authorized to perform work within designated areas of the project under U.S. Army Corps of Engineers (USACE) nationwide permit (NWP) #14 and/or #3a and/or #3b.

The contractor will not initiate activities in a project specific location (PSL) associated with a U.S. Army Corps of Engineers (USACE) permit area (i.e. an area where the USACE has jurisdiction) that has not been previously evaluated by the USACE as part of the permitting for this project. Such activities include, but are not limited to, haul roads, equipment staging areas, borrow and disposal sites. Associated defined here includes materials delivered to or from the PSL. The permit area includes all waters of the U.S. and their associated wetlands affected by activities associated with this project. Special restrictions may be required for such work in these USACE jurisdictional areas. The contractor will be responsible for any and all consultations with the USACE regarding activities, including PSLs, which have not been previously evaluated by the USACE. The Contractor will provide the department with a copy of all consultation(s) or approval(s) from the USACE prior to initiating activities.

The contractor may proceed with activities in PSLs that do not affect a USACE permit area if a self determination has been made that the PSL is non-jurisdictional or proper USACE clearances have been obtained in

jurisdictional areas or have been previously evaluated by the USACE as part of the permit review of this project. The contractor is solely responsible for documenting any determination(s) that their activities do not affect a USACE permit area. The contractor will maintain copies of their determination(s) for review by the department and/or any regulatory agency.

The disturbed area for all project locations in the Contract, and the Contractor project specific locations (PSLs) within 1 mile of the project limits for the Contract, will further establish the authorization requirements for storm water discharges. The Department will obtain an authorization to discharge storm water from the Texas Commission on Environmental Quality (TCEQ) for the construction activities shown on the plans. The Contractor is to obtain required authorization from the TCEQ for Contractor PSLs for construction support activities on or off the ROW. When the total area disturbed in the Contract and PSLs within 1 mile of the project limits exceeds 5 acres, the Contractor shall provide a copy of the Contractor Notice of Intent (NOI) for the PSLs to the Engineer and to the local government operating a municipal separate storm sewer system (MS4) if applicable. If the total area of project disturbed areas and PSLs total between 1-acre but less than 5-acres, the Contractor shall post the appropriate Contractor Construction Site Notice for all Contractor PSLs to be in compliance with TCEQ storm water regulations.

In order to expedite the approval process for PSLs or to eliminate or minimize potential impacts to project progress, initiate coordination efforts with the U.S.A.C.E. within 30 days from the date of "authorization to begin work" for all PSLs that are in areas where the USACE has jurisdiction (i.e. USACE permit areas). If this is not done, the contractor waives the right to request any contract time considerations if project progress is impacted and PSL'S approval is still pending.

Requests submitted to the area engineer will be evaluated on this basis, and will require documentation showing substantial early coordination efforts to expedite the approval process as herein stated. The request will include a detailed chronological summary status with dates of coordination activities with the resource agencies, including those occurring after the initial coordination, to be reviewed and confirmed by the district's environmental section.

For PSLs that fall within USACE permit areas, the Contractor must document and coordinate with the USACE, if required, before any excavation hauled from or embankment hauled into a USACE permit area by either (1) or (2) below.

1. Restricted Use of Materials for Previously Evaluated Permit Areas. The Contractor will document both the project specific location (PSL) and their authorization and the Contractor will maintain copies for review by the Department and/or any regulatory agency. When an area within the project limits has been evaluated by the USACE as part of the permit process for this project, then:
   a. Suitable excavation of required material in the areas shown on the plans and cross sections as specified in Item 110 is used for permanent or temporary fill (Item 132, Embankment) within a USACE permit area may be restricted;
   b. Suitable embankment (Item 132) from within the USACE permit area is used as fill within a USACE evaluated area may be restricted; and,
   c. Unsuitable excavation or excess excavation ["Waste"] (Item 110) that is disposed of at an approved location within a USACE evaluated area may be restricted.

2. Contractor Materials from Areas Other than Previously Evaluated Areas. The Contractor will provide the Department with a copy of all USACE coordination or approvals before initiating any activities for an area within the project limits that has not been evaluated by the USACE or for any off right-of-way locations used for the following, but not limited to, haul roads, equipment staging areas, borrow and disposal sites, including:
   a. Item 132, Embankment, used for temporary or permanent fill within a USACE permit area; and,
   b. Unsuitable excavation or excess excavation ["Waste"] (Item 110, Excavation) that is disposed of outside a USACE evaluated area.

Storm Water Regulations Requirements:
The Contractor shall be responsible for (off ROW) PSLs applicable to the TCEQ Construction General Permit (CGP) requirements and will notify the Engineer of the disturbed acreage within one (1) mile of the project limits. The Contractor shall obtain any required authorization form the TCEQ for any Contractor PSLs for construction support activities on or off ROW.

The total disturbed areas within the ROW are anticipated at less than one (1) acre and/or this project is classified as "surface work" consisting of an asphalt overlay of an existing roadway without shoulder-up disturbances. Due to this type of construction, the project qualifies for exclusion under the *Construction General Permit* (CGP) issued by the Texas Commission on Environmental Quality (TCEQ) on February 15, 2008. However; should the sum of the Engineer's anticipated disturbances and all of the Contractor's (On ROW and off ROW) PSLs equal or exceed the one (1) acre threshold, both TxDOT and the

Contractor shall have project responsibilities under the CGP that reverts to non-exclusion status. To insure project compliance with all applicable water quality regulations, the Contractor shall obtain Engineer approval for all non-depicted areas of disturbance that increases the Engineer's initial soil and vegetation disturbed area estimates before associated work operations start.

Item 8 - Prosecution and Progress

No closures will be allowed on the weekends which include the following holidays: January 1, the last Monday in May, July 4, the first Monday in September, the fourth Thursday in November, December 25 and Easter weekend.

Item 9 - Measurement and Payment

Submit Material on hand (MOH) payment requests at least 5 working days prior to the end of the month for payment on that month's estimate. For out of town MOH submit requests at least 10 working days prior to the end of the month.

Item 132 - Embankment

For fill sections from embankment finished grade line and below, to a depth of 4 feet:
Field compact density to ≥ 98% dry density.
Plasticity Index (PI) limit is: 2≤ PI ≤ 15.
Liquid limit ≤ 45
Bar linear shrinkage ≥ 2 Plasticity Index (PI).

For all other fill sections, Plasticity Index (PI) limit is less than or equal to 30.

Item 164 - Seeding for Erosion Control

Drill seeding will be used for this project. Refer to the Laredo District Standard Revegetation notes and specifications for additional information.

Item 166 - Fertilizer

Fertilize all areas of project to be seeded or sodded.

Item 168 - Vegetative Watering

Water all areas of project to be seeded or sodded at a rate of ¼ in per cycle.

Apply vegetative watering as needed to supplement natural rainfall during the vegetation establishment period. Provide a schedule and coordinate watering cycles and rates per cycle with the Engineer. Obtain approval if the quantity of water to be applied is expected to exceed the plan quantity. Adjust the amount of water applied with each cycle and the number of cycles each wk. according to actual site conditions. Drought or other conditions, as determined by the Engineer, may require the application of supplemental irrigation during hours other than normal working hours.

Maintain the seed bed in a condition favorable for the growth of grass. Watering can be postponed immediately after a rainfall on the site of ½ in. or greater, but will be resumed before the soil dries out. Watering will continue until final acceptance.

Obtain water at a source that is metered or furnish the manufacturer's specifications showing the tank capacity for each truck used. Notify the Engineer before watering so meter readings or truck counts may be verified.

Establish 70% uniform vegetative coverage during this period in order to comply with stabilization requirements. Operate and meter water equipment under pumping pressure in order to deliver the required quantities of water necessary. During periods of adequate moisture, as determined by the Engineer, mechanical watering may not be required. In addition to metering the water equipment, provide a log book showing daily water usage and receipts of water applied upon request of the Engineer.

Upon establishment of 70% vegetative coverage as determined by the Engineer, the Engineer has the option to require the Contractor to continue watering as specified for a period not to exceed 30 days.

Item 247 - Flexible Base

Conform to the following flexible base (TY E GR 1-2) requirements:

A pre-placement meeting must be conducted at least 48 hrs prior to flex base placing operations.

If the flexible base comes from a stockpile, test the stockpile before delivery to the project. Stockpile must be labeled and designated the contractor and the project. Follow the department guide schedule for testing frequency. The Contractor's attention is called to the fact that the preliminary test will require approximately 30 days and it is the Contractor's responsibility to advise the

Engineer of the location of the flexible base source sufficiently in advance to avoid delays. Blade the side slopes to remove all grass from the area of construction before placing flexible base on that portion of the roadway to be widened, level-up, seal coat, or HMAC overlay. Blade the sod back onto the side slopes after the proposed items of work have been completed. This work is subsidiary to pertinent work items.

PI (plasticity index) to be a minimum of 2.
Linear shrinkage to be a minimum of 3.

Item 310 - Prime Coat

Remove all loose and scabbed material from the surface prior to prime coat application. Allow the prime coat to cure for a minimum of 48-72 hours before placing any successive layers, unless otherwise approved by the Engineer. In winter weather, allow the prime to cure for a minimum of 72 hours.

Do not allow any type of traffic including construction vehicles to drive on the curing prime coat. Make necessary adjustments for driveways and accesses that need to be maintained during construction, as approved by the Engineer.

Item 320 – Equipment for Hot Mix Asphalt Materials

For staged construction, all longitudinal ACP joints shall be constructed with a 3:1 to 6:1 taper. For placement of 2 inches or more, the device will provide a maximum ½ inch vertical edge. Outside edges (next to the grass/earth) will also have a taper or will be backfilled the same day.

Final Surface course: all longitudinal ACP joints for the final Hot Mix surface course shall be in widths equal to travel lane widths so that all final course ACP joints will match the proposed lane striping (pavement markings), unless otherwise directed by the engineer

Item 340 – Dense Graded Hot Mix Asphalt (Small Quantity)

Apply the Bonding Course in accordance to Item 3084.

When underseals (including tack coats and prime coats) are left open to traffic for more than 14 days or when the application is visually inconsistent such as but no limited to streaking, ridging, puddling, and tracking, the surface shall be tacked according to item 3084 at a rate of 0.04 GAL/SY or as specified by the Engineer at no additional cost to the Department.

Waterproof thermal tarps are required on all loads unless otherwise approved by the Engineer

Contractor is allowed to use RAP below the riding surface.

HMACP TY	Application Rate	PG Binder	Lab Density
A*	115 #/SY/IN	70 -22	96.5%
B*	115 #/SY/IN	70 -22	96.5%
C*	115 #/SY/IN	70 -22	96.5%
D*	115 #/SY/IN	70 -22	96.5%

* If mix has RAP, the required lab density will be 97%.

In addition to the tack coat materials specified in these standard specifications, MS-2 or MS-1 may be used.

Use the point of sampling for tests, test method TEX-217-F (part I and part II), for the coarse aggregate stockpile when the dryer-drum mixing plant is used. The point of sampling when the batch plant is used will be at the hot bins.

The use of RAP or RAS will not be allowed on the final riding surface.

Item 420 - Concrete Substructures

Sulfate resistant concrete shall be used in all situations for concrete structures in contact with the natural ground.

Check the sign plans for locations of clearance signs and brackets on structures which will require inserts in the pre-stressed beams. Forward such locations to the beam fabricator.

Item 421 - Hydraulic Cement Concrete

Sulfate resistant cement concrete shall be used in all situations for structural elements in contact with the natural ground. These includes, but is not limited to, all reinforced concrete pipe, concrete box culverts, drill shafts, bridge columns, bridge abutments, wingwalls, approach slabs, inlets, manholes, junction boxes, ground boxes and all concrete riprap.

Air entrainment is not required. If concrete is supplied with air entrainment, the concrete must adhere to the requirements of item 421.4.2.4.

Item 500 - Mobilization

"Materials-on-Hand" payments will not be considered in determining percentages used to compute mobilization payments.

Item 502 - Barricades, Signs, and Traffic Handling

Designate, as the Contractor Responsible Person (CRP), an English speaking employee on-call nights and weekends (or any other time that work is not in progress) with a local address and telephone number for maintenance of signs and barricades. This employee will be located within one (1) hour of traveling time to the project site. Notify the Engineer in writing of the name, address and telephone number of this employee. Furnish this information to local law enforcement officials.

The time frame for the Contractor to provide properly maintained traffic control devices before they are considered to be in non-compliance with this Item, is 48 hours regardless of the days of the week involved after notification is done in writing by the Engineer.

When advanced warning flashing arrow panel(s) is/are specified, maintain one standby unit in good condition at the job site ready for immediate use is required.

Ensure equipment not in use, stockpile aggregate, and other working materials are:
A minimum of 30 feet from the edge of the travel lane;
Do not obstruct traffic or sight distance;
Do not interfere with the access from abutting property; or
Do not interfere with roadway drainage.

Erect signs in locations not obstructing the traveling public's view of the normal roadway signing or necessary sight distance at intersections and curves.

During the holiday time frame of December 21st through January 1st, every effort should be taken to ensure that all travel lanes remain open where possible.

The Contractor Force Account "Safety Contingency" that has been established for this project is intended to be utilized for work zone enhancements, to improve the effectiveness of the Traffic Control Plan, that could not be foreseen in the project planning and design stage. These enhancements will be mutually agreed upon by the Engineer and the Contractor's Responsible Person based on weekly or more frequent traffic management reviews on the project. The Engineer may choose to use existing bid items if it does not slow the implementation of enhancement.

Item 506 - Temporary Erosion, Sedimentation, and Environmental Controls

The Department will take over responsibility for the establishment of 70% vegetative cover, based on adjacent undisturbed vegetation, upon the completion of all other work in accordance with the contract and final acceptance.

Item 618 - Conduit

If using the trenching method outside of existing pavement, place conduit on a 2-inch sand cushion and then backfill with a minimum of 6 inches of sand fill. Backfill the remainder of the trench with flexible base, soil, or two-sack concrete as directed.

Place conduit in an area not exceeding 2 feet in any direction from a straight line and the depth of the conduit will be 2 feet, except when crossing a roadway, where the depth will not be more than 3 feet or less than 1 foot below the bottom of the base material in the roadway when placed by the jacking or boring method. Any evidence of damage to the roadway during the jacking or boring operation will be sufficient grounds to stop the method being used. Repair any roadway damage, due to daily operations in jacking or boring, at no additional cost to the State.

Item 620 - Electrical Conductors

Provide a sized, self-insulated, solderless terminal to ends of wires to be attached to terminal posts. Attach these terminals to wires with a ratchet type compression crimping tool properly sized to the wire. Place pre-numbered identification tags of plastic or tape around each wire adjacent to wire ends in the controller, signal heads, and signal pole terminal blocks.

Item 624 - Ground Boxes

Do not place ground boxes in driveways or wheelchair ramps. Alternate ground box locations will be as directed. Ground box aprons will have a 2% slope.

Item 628 - Electrical Services

All traffic signal electrical service pole(s) for this project will be as shown on the plans.

Consider any and all costs associated with the installation and connection of electrical services to the electrical utility company subsidiary to bid item 628 "Electrical Services." This includes conduit, conduit fittings, and electrical conductors.

Ground all electrical service poles in accordance with the latest edition of the National Electrical Code (NEC) and TXDOT Standards. Include the cost of such grounding in the unit price for this bid item.

Provide breakaway electrical connectors for breakaway poles. Use BUSSMAN HEBW, LITTLEFUSE LEB, FERRAZ-SHAWMUT FEB, or equal on ungrounded conductors. For grounded conductors, use BUSSMAN HET, LITTLEFUSE LET, FERRAZ-SHAWMUT FEBN, or equal. These breakaway connectors have a white colored marking and a permanently installed solid neutral. See the latest RID (2) standard for additional details.

Item 636 - Signs

Salvage and deliver all aluminum sign faces to the local TxDOT maintenance office.

Item 644 - Small Roadside Sign Assemblies

Salvage and deliver all aluminum sign faces to the local TxDOT maintenance office.

Item 666 – Reflectorized Pavement Markings

Reflectivity requirements for Type I will be as per Item 666.

Item 6001 - Portable Changeable Message Sign

Provide two (2) electronic portable changeable message signs as required by the Engineer. Provide backups and keep operational and available on the jobsite at all times during traffic control operations. The electronic portable changeable message signs will be made available for utilization for the entire duration of the project, including all alternative locations.

Item 6185 – Truck Mounted Attenuator (TMA) and Trailer

Provide 1 Truck Mounted Attenuator as required by the Engineer. Provide backup and keep operational and available on the jobsite at all times during traffic control operations. The Truck Mounted Attenuator will be made available for utilization for the entire duration of the project, including all alternative locations.

Texas Department of Transportation

QUANTITY SHEET

CONTROLLING PROJECT ID 0161-03-024 **DISTRICT** Laredo **COUNTY** Val Verde
HIGHWAY SS 239, UP 277

				0161-03-023		0161-03-024		TOTAL EST.	TOTAL FINAL
		CONTROL SECTION JOB							
		PROJECT ID		A00137587		A00137588			
		COUNTY		Val Verde		Val Verde			
		HIGHWAY		UP 277		SS 239			
ALT	**BID CODE**	**DESCRIPTION**	**UNIT**	EST.	FINAL	EST.	FINAL		
	104-6029	REMOVING CONC (CURB OR CURB & GUTTER)	LF	40.000		40.000		80.000	
	104-6036	REMOVING CONC (SIDEWALK OR RAMP)	SY	10.000		10.000		20.000	
	132-6001	EMBANKMENT (FINAL)(ORD COMP)(TY A)	CY	233.000		185.000		418.000	
	164-6039	DRILL SEEDING (PERM) (URBAN) (CLAY)	SY	1,434.000		1,434.000		2,868.000	
	164-6041	DRILL SEEDING (TEMP) (WARM)	SY	1,434.000		1,434.000		2,868.000	
	168-6001	VEGETATIVE WATERING	MG	120.500		120.500		241.000	
	416-6015	DRILL SHAFT (NON - REINFORCED) (12 IN)	LF	14.000				14.000	
	416-6018	DRILL SHAFT (SIGN MTS) (24 IN)	LF	20.000				20.000	
	416-6029	DRILL SHAFT (RDWY ILL POLE) (30 IN)	LF	168.000		96.000		264.000	
	432-6002	RIPRAP (CONC)(5 IN)	CY			17.000		17.000	
	432-6006	RIPRAP (CONC)(CL B)	CY	29.150		25.300		54.450	
	450-6103	RAIL (TY PR11)	LF	268.000		306.000		574.000	
	462-6055	CONC BOX CULV (6 FT X 4 FT)(EXTEND)	LF	5.000				5.000	
	465-6403	INLET (COMPL)(CURB)(MOD 2 TY C1)	EA	9.000		3.000		12.000	
	465-6547	INLET (COMPL)(CURB)(TY C1) MOD	EA	3.000		5.000		8.000	
	467-6219	SET (TY I)(S= 6 FT)(HW= 5 FT)(4:1) (C)	EA	1.000				1.000	
	467-6224	SET (TY I)(S= 6 FT)(HW= 6 FT)(4:1) (C)	EA			4.000		4.000	
	480-6001	CLEAN EXIST CULVERTS	EA	2.000		4.000		6.000	
	496-6005	REMOV STR (WINGWALL)	EA	1.000		1.000		2.000	
	500-6001	MOBILIZATION	LS			100.00%		100.00%	
	502-6001	BARRICADES, SIGNS AND TRAFFIC HANDLING	MO	5.000		3.000		8.000	
	506-6003	ROCK FILTER DAMS (INSTALL) (TY 3)	LF	22.000		22.000		44.000	
	506-6011	ROCK FILTER DAMS (REMOVE)	LF	22.000		22.000		44.000	
	506-6020	CONSTRUCTION EXITS (INSTALL) (TY 1)	SY	78.000		78.000		156.000	
	506-6024	CONSTRUCTION EXITS (REMOVE)	SY	78.000		78.000		156.000	
	506-6030	BACKHOE WORK (EROSION & SEDMT CONT)	HR	56.500		56.500		113.000	
	506-6038	TEMP SEDMT CONT FENCE (INSTALL)	LF	2,261.000		2,261.000		4,522.000	
	506-6039	TEMP SEDMT CONT FENCE (REMOVE)	LF	2,261.000		2,261.000		4,522.000	
	506-6041	BIODEG EROSN CONT LOGS (INSTL) (12")	LF	148.500		148.500		297.000	
	506-6043	BIODEG EROSN CONT LOGS (REMOVE)	LF	148.500		148.500		297.000	
	528-6006	REMOVE AND RELAY PAVERS	SY	35.000		35.000		70.000	
	529-6005	CONC CURB (MONO) (TY II)	LF	30.000		30.000		60.000	
	529-6008	CONC CURB & GUTTER (TY II)	LF	4,017.290		2,702.150		6,719.440	
	530-6005	DRIVEWAYS (ACP)	SY	1,851.000		387.000		2,238.000	
	530-6025	DRIVEWAYS (CONC) (FAST TRACK)	SY	675.000		437.000		1,112.000	
	531-6001	CONC SIDEWALKS (4")	SY	2,799.640		1,618.750		4,418.390	
	531-6004	CURB RAMPS (TY 1)	EA	2.000		2.000		4.000	

Texas Department of Transportation

QUANTITY SHEET

CONTROLLING PROJECT ID 0161-03-024 **DISTRICT** Laredo **COUNTY** Val Verde
HIGHWAY SS 239, UP 277

			CONTROL SECTION JOB	**0161-03-023**		**0161-03-024**		TOTAL EST.	TOTAL FINAL
			PROJECT ID	**A00137587**		**A00137588**			
			COUNTY	**Val Verde**		**Val Verde**			
			HIGHWAY	**UP 277**		**SS 239**			
ALT	**BID CODE**	**DESCRIPTION**	**UNIT**	EST.	FINAL	EST.	FINAL		
	531-6005	CURB RAMPS (TY 2)	EA	1.000		1.000		2.000	
	531-6017	CURB RAMPS (TY 22)	EA	1.000		1.000		2.000	
	610-6103	REPLACE LUMINAIRE W/LED (400W EQ)	EA	3.000		5.000		8.000	
	610-6320	IN RD IL (TY ST) 50T-10 (400W EQ) LED	EA	21.000		12.000		33.000	
	618-6023	CONDT (PVC) (SCH 40) (2")	LF	3,440.000		2,617.000		6,057.000	
	618-6047	CONDT (PVC) (SCH 80) (2") (BORE)	LF	1,482.000		706.000		2,188.000	
	618-6068	CONDT (RM) (1 1/2")	LF	244.000		210.000		454.000	
	620-6007	ELEC CONDR (NO.8) BARE	LF	2,014.000		3,348.000		5,362.000	
	620-6008	ELEC CONDR (NO.8) INSULATED	LF	4,060.000		6,746.000		10,806.000	
	620-6011	ELEC CONDR (NO.4) BARE	LF	3,048.000				3,048.000	
	620-6012	ELEC CONDR (NO.4) INSULATED	LF	6,096.000				6,096.000	
	624-6008	GROUND BOX TY C (162911)W/APRON	EA	1.000		5.000		6.000	
	628-6002	REMOVE ELECTRICAL SERVICES	EA	1.000		1.000		2.000	
	628-6009	ELC SRV TY A 120/240 060(NS)SS(E)SP(O)	EA	1.000		1.000		2.000	
	636-6002	ALUMINUM SIGNS (TY G)	SF	96.000				96.000	
	644-6001	IN SM RD SN SUP&AM TY10BWG(1)SA(P)	EA	4.000		4.000		8.000	
	644-6009	IN SM RD SN SUP&AM TY10BWG(1)SB(P)	EA	2.000				2.000	
	644-6050	IN SM RD SN SUP&AM TYS80(2)SA(P)	EA	2.000				2.000	
	644-6068	RELOCATE SM RD SN SUP&AM TY 10BWG	EA	6.000		4.000		10.000	
	644-6070	RELOCATE SM RD SN SUP&AM TY S80	EA	1.000				1.000	
	644-6076	REMOVE SM RD SN SUP&AM	EA	2.000		2.000		4.000	
	647-6001	INSTALL LRSS (STRUCT STEEL)	LB	527.360				527.360	
	647-6002	RELOCATE LRSA	EA	2.000				2.000	
	647-6003	REMOVE LRSA	EA	1.000				1.000	
	666-6033	REFL PAV MRK TY I (W)8"(LNDP)(100MIL)	LF	12.500		12.500		25.000	
	666-6036	REFL PAV MRK TY I (W)8"(SLD)(100MIL)	LF	662.500		662.500		1,325.000	
	666-6048	REFL PAV MRK TY I (W)24"(SLD)(100MIL)	LF	262.000		262.000		524.000	
	666-6054	REFL PAV MRK TY I (W)(ARROW)(100MIL)	EA	4.000		4.000		8.000	
	666-6078	REFL PAV MRK TY I (W)(WORD)(100MIL)	EA	4.000		4.000		8.000	
	666-6230	PAVEMENT SEALER 24"	LF	262.000		262.000		524.000	
	666-6231	PAVEMENT SEALER (ARROW)	EA	4.000		4.000		8.000	
	666-6232	PAVEMENT SEALER (WORD)	EA	4.000		4.000		8.000	
	666-6300	RE PM W/RET REQ TY I (W)4"(BRK)(100MIL)	LF	200.000		200.000		400.000	
	666-6303	RE PM W/RET REQ TY I (W)4"(SLD)(100MIL)	LF	1,000.000		1,000.000		2,000.000	
	666-6312	RE PM W/RET REQ TY I (Y)4"(BRK)(100MIL)	LF	175.000		175.000		350.000	
	666-6315	RE PM W/RET REQ TY I (Y)4"(SLD)(100MIL)	LF	500.000		500.000		1,000.000	
	672-6007	REFL PAV MRKR TY I-C	EA	34.000		34.000		68.000	

QUANTITY SHEET

CONTROLLING PROJECT ID 0161-03-024 **DISTRICT** Laredo **COUNTY** Val Verde
HIGHWAY SS 239, UP 277

				CONTROL SECTION JOB		0161-03-023		0161-03-024		TOTAL EST.	TOTAL FINAL
				PROJECT ID		A00137587		A00137588			
				COUNTY		Val Verde		Val Verde			
				HIGHWAY		UP 277		SS 239			
ALT	BID CODE	DESCRIPTION		UNIT	EST.	FINAL	EST.	FINAL			
	672-6009	REFL PAV MRKR TY II-A-A		EA	30.000		30.000		60.000		
	677-6001	ELIM EXT PAV MRK & MRKS (4")		LF	50.000		50.000		100.000		
	677-6003	ELIM EXT PAV MRK & MRKS (8")		LF	30.000		30.000		60.000		
	677-6007	ELIM EXT PAV MRK & MRKS (24")		LF	262.000		262.000		524.000		
	677-6008	ELIM EXT PAV MRK & MRKS (ARROW)		EA	3.000		3.000		6.000		
	677-6012	ELIM EXT PAV MRK & MRKS (WORD)		EA	3.000		3.000		6.000		
	678-6008	PAV SURF PREP FOR MRK (24")		LF	262.000		262.000		524.000		
	678-6009	PAV SURF PREP FOR MRK (ARROW)		EA	4.000		4.000		8.000		
	678-6016	PAV SURF PREP FOR MRK (WORD)		EA	4.000		4.000		8.000		
	690-6001	REMOVAL OF CONDUIT		LF	50.000				50.000		
	690-6009	REMOVAL OF CABLES		LF	972.000				972.000		
	6001-6002	PORTABLE CHANGEABLE MESSAGE SIGN		EA	1.000		1.000		2.000		
	6027-6003	CONDUIT (PREPARE)		LF	324.000				324.000		
	6027-6008	GROUND BOX (PREPARE)		EA	2.000				2.000		
	6185-6002	TMA (STATIONARY)		DAY	110.000		50.000		160.000		
	18	EROSION CONTROL MAINTENANCE: CONTRACTOR FORCE ACCOUNT WORK (PART)		LS			1.000		1.000		
		SAFETY CONTINGENCY: CONTRACTOR FORCE ACCOUNT WORK (PARTICIPATING)		LS			1.000		1.000		
		LAW ENFORCEMENT: CONTRACTOR FORCE ACCOUNT WORK (PARTICIPATING)		LS			1.000		1.000		

SUMMARY OF ILLUMINATION

LOCATION: SS 239 at Farely Ln, Las Vacas Rd., Alderete Ln.	416 6029 DRILL SHAFT (RDWY ILL POLE) (30 IN)	432 6006 RIPRAP (CONC)(CL B)	610 6103 REPLACE LUMINAIRE W/LED (400W EQ)	610 6320 IN RD IL (TY ST) 50T-10 (400W EQ) LED	618 6023 CONDT (PVC) (SCH 40) (2")	618 6068 CONDT (RM) (1 1/2")	618 6047 CONDT (PVC) (SCH 80) (2") (BORE)	620 6007 ELEC CONDR (NO. 8) BARE	620 6008 ELEC CONDR (NO. 8) INSULATED	620 6011 ELEC CONDR (NO. 4) BARE	620 6012 ELEC CONDR (NO. 4) INSULATED	624 6008 GROUND BOX TY C (162911) W/APRON	628 6002 REMOVE ELECTRICAL SERVICES	628 6009 ELC SRV TY A 120/240 060(NS)SS(E)SP(O)	690 6001 REMOVAL OF CONDUIT	690 6009 REMOVAL OF CABLES	6027 6003 CONDUIT (PREPARE)	6027 6008 GROUND BOX (PREPARE)
	LF	CY	EA	EA	LF	LF	LF	LF	LF	LF	LF	EA	EA	EA	LF	LF	LF	EA
Sheet 1 of 5	32	1.40	4	4	1376	120	432	1808	3716	0	0	5	1	1	0	0	0	0
Sheet 2 of 5	64	2.80	1	8	1241	90	274	1540	3030	0	0	0	0	0	0	0	0	0
Sheet 3 of 5	56	2.45	1	7	1027	70	535	516	1032	846	1692	0	0	0	0	0	0	0
Sheet 4 of 5	64	2.80	0	8	1548	94	449.00	996.00	1992.00	1001.00	2002.00	0	0	0	0	0	0	0
Sheet 5 of 5	48	2.10	2	6	865	80	498.00	502.00	1036.00	1201.00	2402.00	1	1	1	50	972	324	2
PROJECT TOTALS	**264**	**11.55**	**8.00**	**33.00**	**6057**	**454**	**2188**	**5362**	**10806**	**3,048.00**	**6096**	**6**	**2**	**2**	**50.00**	**972.00**	**324**	**2**

SUMMARY OF ROADWAY

LOCATION: SS 239 at Farely Ln, Las Vacas Rd., Alderete Ln.	104 6029 REMOVING CONC (CURB OR CURB & GUTTER)	104 6036 REMOVING CONC (SIDEWALK OR RAMP)	132 6001 EMBANKMENT (FINAL)(ORD COMP)(TY A)	432 6006 RIPRAP (CONC)(CL B)	450 6103 RAIL (TY PR11)	528 6006 REMOVE AND RELAY PAVERS	529 6005 CONC CURB (MONO) (TY II)	529 6008 CONC CURB & GUTTER (TY II)	530 6025 DRIVEWAYS (CONC) (FAST TRACK)	530 6005 DRIVEWAYS (ACP)	531 6001 CONC SIDEWALKS (4")	531 6004 CURB RAMPS (TY 1)	531 6005 CURB RAMPS (TY 2)	531 6017 CURB RAMPS (TY 22)
	LF	SY	CY	CY	LF	SY	LF	LF	SY	SY	SY	EA	EA	EA
Sheet 1 of 5	0	0	85	0.8	134	0	0	1166.71	0	79	685.96	0.00	0	0
Sheet 2 of 5	40	10	100	6.3	172	35	30	1535.44	437	308	932.79	2.00	1	1
Sheet 3 of 5	40	10	88	3.0	116	35	30	1536.87	494	536	944.86	2.00	1	1
Sheet 4 of 5	0	0	87	0.0	76	0	0	1565.55	181	787	1093.26	0.00	0	0
Sheet 5 of 5	0	0	58	0.0	76	0	0	914.87	0	528	761.52	0.00	0	0
PROJECT TOTALS	**80**	**20**	**418**	**10.1**	**574**	**70**	**60**	**6719.44**	**1112**	**2238**	**4418.39**	**4.00**	**2.00**	**2.00**

SUMMARY OF QUANTITIES

DN: RC	DW: RC
CK: GR	CK: GR

FED.RD. DIV.NO.	FEDERAL PROJECT NO.	SHEET NUMBER	SHEET NO.
6	F 2021(884)	SHEET 1 OF 2	15

STATE	STATE DIST.NO.	COUNTY	CONTROL	SECTION	JOB	HIGHWAY NO.
TEXAS	22	VAL VERDE	0161	03	024	SS 239

6/8/2021 JTOVIAST ...\Summary of Quantity Sheet.dgn

SUMMARY OF PAVEMENT MARKINGS

LOCATION: SS 239 at Farely Ln, Las Vacas Rd., Alderete Ln.	666 6303 RE PM W/RET REQ TY I (W)4"(SLD)(100MIL)	666 6300 RE PM W/RET REQ TY I (W)4"(BRK)(100MIL)	666 6315 RE PM W/RET REQ TY I (Y)4"(SLD)(100MIL)	666 6312 RE PM W/RET REQ TY I (Y)4"(BRK)(100MIL)	666 6036 REFL PAV MRK TY I (W)8"(SLD)(100MIL)	666 6033 REFL PAV MRK TY I (W)8"(LNDP)(100MIL)	666 6048 REFL PAV MRK TY I (W)24"(SLD)(100MIL)	666 6054 REFL PAV MRK TY I (W)(ARROW)(100MIL)	666 6078 REFL PAV MRK TY I (W)(WORD)(100MIL)	672 6007 REFL PAV MRKR TY I-C	672 6009 REFL PAV MRKR TY II-A-A	677 6001 ELIM EXT PAV MRK & MRKS (4")	677 6003 ELIM EXT PAV MRK & MRKS (8")	0677 6007 ELIM EXT PAV MRK & MRKS (24")	0677 6008 ELIM EXT PAV MRK & MRKS (ARROW)	677 6012 ELIM EXT PAV MRK & MRKS (WORD)	0678 6008 PAV SURF PREP FOR MRK (24")	678 6009 PAV SURF PREP FOR MRK (ARROW)	678 6016 PAV SURF PREP FOR MRK (WORD)	666 6230 PAVEMENT SEALER 24"	666 6231 PAVEMENT SEALER (ARROW)	666 6232 PAVEMENT SEALER (WORD)
	LF	LF	LF	LF	LF	LF	LF	EA	EA	EA	EA	LF	LF	LF	EA	EA	LF	EA	EA	LF	EA	EA
INTERSECTION LAYOUT	2000.00	400.00	1000.00	350.00	1325.00	25.00	524.00	8.00	8.00	68.00	60.00	100.00	60.00	524.00	6.00	6.00	524.00	8.00	8.00	524.00	8.00	8.00
PROJECT TOTALS	**2000**	**400**	**1000**	**350.00**	**1325**	**25**	**524**	**8**	**8**	**68**	**60**	**100**	**60**	**524**	**6**	**6**	**524**	**8**	**8**	**524**	**8**	**8**

SUMMARY OF SIGNS

LOCATION: SS 239 at Farely Ln, Las Vacas Rd., Alderete Ln.	416 6015 DRILL SHAFT (NON-REINFORCED) (12 IN)	416 6018 DRILL SHAFT (SIGN MTS) (24 IN)	636 6002 ALUMINUM SIGNS (TYG)	644 6001 IN SM RD SN SUP&AM TY10BWG(1)SA(P)	644 6009 IN SM RD SN SUP&AM TY10BWG(1)SB(P)	644 6050 IN SM RD SN SUP&AM TYS80(2)SA(P)	644 6068 RELOCATE SM RD SN SUP&AM TY 10BWG	644 6070 RELOCATE SM RD SN SUP&AM TY S80	644 6076 REMOVE SM RD SN SUP&AM	647 6001 INSTALL LRSS (STRUCT STEEL)	647 6002 RELOCATE LRSA	647 6003 REMOVE LRSA
	LF	EA	CY	EA	EA	EA	EA	EA	EA	LB	EA	EA
Sheet 1 of 5	0.00	0.00	0.00	1	0	0	2	0	0	0	0	0
Sheet 2 of 5	0.00	0.00	0.00	3	1	0	2	0	2	0	0	0
Sheet 3 of 5	0.00	0.00	0.00	1	1	0	4	0	1	0	0	0
Sheet 4 of 5	0.00	0.00	0.00	2	0	0	2	0	0	0	0	0
Sheet 5 of 5	14.00	20.00	96.00	1	0	2	0	1	1	527.36	2	1
PROJECT TOTALS	**14.00**	**20.00**	**96.00**	**8.00**	**2.00**	**2.00**	**10.00**	**1.00**	**4.00**	**527.36**	**2.00**	**1.00**

SUMMARY OF WORKZONE TRAFFIC CONTROL

LOCATION: SS 239 at Farely Ln, Las Vacas Rd., Alderete Ln.	500 6001 MOBILIZATION	502 6001 BARRICADES, SIGNS AND TRAFFIC HANDLING	6185 6002 TMA (STATIONARY)	6001 6002 PORTABLE CHANGEABLE MESSAGE SIGN
	LS	MO	DAY	EA
Sheet 1 of 5	1.00	8.00	160.00	2.00
Sheet 2 of 5				
Sheet 3 of 5				
Sheet 4 of 5				
Sheet 5 of 5				
PROJECT TOTALS	**1.00**	**8.00**	**160.00**	**2.00**

SUMMARY OF DRAINAGE

LOCATION: SS 239 at Farely Ln, Las Vacas Rd., Alderete Ln.	465 6403 INLET (COMPL)(CURB)(MOD 2 TY C1)	465 6547 INLET (COMPL)(CURB)(TY C1) MOD	432 6002 RIPRAP (CONC)(5 IN)	432 6006 RIPRAP (CONC)(CL B)	462 6055 CONC BOX CULV (6 FT X 4 FT)(EXTEND)	467 6219 SET (TY I)(S= 6 FT)(HW= 5 FT)(4:1)(C)	467 6224 SET (TY I)(S= 6 FT)(HW= 6 FT)(4:1)(C)	480 6001 CLEAN EXIST CULVERTS	496 6005 REMOV STR (WINGWALL)
	EA	EA	CY	CY	LF	EA	EA	EA	EA
Sheet 1 of 5	0.00	4.00	0.00	7.00	0.00	0.00	0.00	3.00	0.00
Sheet 2 of 5	3.00	1.00	17.00	7.00	0.00	0.00	4.00	1.00	1.00
Sheet 3 of 5	1.00	3.00	0.00	7.00	5.00	1.00	0.00	1.00	1.00
Sheet 4 of 5	4.00	0.00	0.00	7.00	0.00	0.00	0.00	1.00	0.00
Sheet 5 of 5	4.00	0.00	0.00	4.80	0.00	0.00	0.00	0.00	0.00
PROJECT TOTALS	**12.00**	**8.00**	**17.00**	**32.80**	**5.00**	**1.00**	**4.00**	**6.00**	**2.00**

SUMMARY OF QUANTITIES

DN: RC	DW: RC
CK: GR	CK: GR

FED.RD. DIV.NO.	FEDERAL PROJECT NO.	SHEET NUMBER	SHEET NO.
6	F 2021(884)	SHEET 2 OF 2	16

STATE	STATE DIST. NO.	COUNTY	CONTROL	SECTION	JOB	HIGHWAY NO.
TEXAS	22	VAL VERDE	0161	03	024	SS 239

6/10/2021 JTOVIAST ...\Summary of Quantity Sheet.dgn

SUMMARY OF SMALL SIGNS PROPOSED

SM RD SGN ASSM TY XXXXX (X) XX (X-XXXX)

PLAN SHEET NO.	SIGN NO.	SIGN NOMENCLATURE	SIGN	DIMENSIONS	FLAT ALUMINUM (TYPE A)	EXAL ALUMINUM (TYPE G)	POST TYPE FRP = Fiberglass TWT = Thin-Wall 10BWG = 10 BWG S80 = Sch 80	POSTS 1 or 2	ANCHOR TYPE UA=Universal Conc UB=Universal Bolt SA=Slipbase-Conc SB=Slipbase-Bolt WS=Wedge Steel WP=Wedge Plastic	MOUNTING DESIGNATION PREFABRICATED P = "Plain" T = "T" U = "U"	1EXT or 2EXT = # of Ext BM = Extruded Wind Beam WC = 1.12 #/ft Wing Channel EXAL= Extruded Alum Sign Panels	BRIDGE MOUNT CLEARANCE SIGNS (See Note 2) TY = TYPE TY N TY S
132	P1	M2-1 M1-4	JCT 277	21X15 30X24	X X		10BWG	1	SA	P		
133	P2	M2-1 M1-4	NORTH SPUR 239	21X15 30X24	X		10BWG	1	SA	P		
133	P3	R1-2	YIELD	48X48	X		10BWG	1	SA	P		
133	P4	R3-7R	RIGHT LANE MUST TURN RIGHT	36X36	X		10BWG	1	SA	P		
133	P5	M1-6S M6-3 M1-4 M6-1	SPUR 239 277	24X24 21X15 30X24 21X15	X		10BWG	1	SB	P		
134	P6	M1-4 M6-6L	277	30X24 21X15	X		10BWG	1	SB	P		
134	P7	M3-3 M1-4	SOUTH 277	24X12 30X24	X		10BWG	1	SA	P		
135	P8	M1-4 M5-1R	277	30X24 21X15	X		10BWG	1	SA	P		
135	P9	M1-4 M1-6S	JCT SPUR 239	21X15 30X24	X		10BWG	1	SA	P		
136	P10	D1-3	U.S. Customs Border Protection Export Lot	90X36	X		S80	2	SA	P		

ALUMINUM SIGN BLANKS THICKNESS	
Square Feet	Minimum Thickness
Less than 7.5	0.080"
7.5 to 15	0.100"
Greater than 15	0.125"

The Standard Highway Sign Designs for Texas (SHSD) can be found at the following website.

http://www.txdot.gov/

NOTE:

1. Sign supports shall be located as shown on the plans, except that the Engineer may shift the sign supports, within design guidelines, where necessary to secure a more desirable location or to avoid conflict with utilities. Unless otherwise shown on the plans, the Contractor shall stake and the Engineer will verify all sign support locations.
2. For installation of bridge mount clearance signs, see Bridge Mounted Clearance Sign Assembly (BMCS)Standard Sheet.
3. For Sign Support Descriptive Codes, see Sign Mounting Details Small Roadside Signs General Notes & Details SMD(GEN).

Texas Department of Transportation

Traffic Operations Division Standard

SUMMARY OF SMALL SIGNS PROPOSED

SOSS

FILE: sums16.dgn	DN: TxDOT	CK: TxDOT	DW: TxDOT	CK: TxDOT
© TxDOT May 1987	CONT	SECT	JOB	HIGHWAY
REVISIONS	0161	03	024	SS 239
4-16 8-16	DIST	COUNTY		SHEET NO.
	22	VAL VERDE		17

18

DATE: 6/10/2021 8:55:53 AM
FILE: ...\sums16.dgn

SUMMARY OF SMALL SIGNS RELOCATES

PLAN SHEET NO.	SIGN NO.	SIGN NOMENCLATURE	SIGN	DIMENSIONS	FLAT ALUMINUM (TYPE A)	EXAL ALUMINUM (TYPE G)	SM RD SGN ASSM TY XXXXX (X) XX (X-XXXX) POST TYPE FRP = Fiberglass TWT = Thin-Wall 10BWG = 10 BWG S80 = Sch 80	POSTS 1 or 2	ANCHOR TYPE UA=Universal Conc UB=Universal Bolt SA=Slipbase-Conc SB=Slipbase-Bolt WS=Wedge Steel WP=Wedge Plastic	MOUNTING DESIGNATION PREFABRICATED P = "Plain" T = "T" U = "U"	1EXT or 2EXT = # of Ext BM = Extruded Wind Beam WC = 1.12 #/ft Wing Channel EXAL= Extruded Alum Sign Panels	BRIDGE MOUNT CLEARANCE SIGNS (See Note 2) TY = TYPE TY N TY S
132	1	R3-9b	CENTER LANE ONLY	24X36	X		10BWG	1	SA	P		
132 134	2 5	R3-7R	RIGHT LANE MUST TURN RIGHT	36X36	X		10BWG	1	SA	P		
133 134	3 7	R2-1	SPEED LIMIT 45	30X36	X		10BWG	1	SA	P		
133	4	M1-6S	SPUR 239	24X24	X		10BWG	1	SA	P		
134	6	R1-2	YIELD	48X48	X		10BWG	1	SA	P		
134	8	W9-2TL	LANE ENDS MERGE LEFT	36X36	X		10BWG	1	SA	P		
135	9	R19-6bT	PROHIBITED ELECTRONIC MESSAGING WHILE DRIVING STATE LAW - UP TO $200 FINE	54X48	X		10BWG	2	SA	P		
135	10	W2-1aT	HIGHWAY INTERSECTION AHEAD	48X48	X		10BWG	1	SA	P		
136	11	D1-3	TOLL AHEAD Drop-Off Area Access Alderete St		X		S80	2	SA	P		

ALUMINUM SIGN BLANKS THICKNESS	
Square Feet	Minimum Thickness
Less than 7.5	0.080"
7.5 to 15	0.100"
Greater than 15	0.125"

The Standard Highway Sign Designs for Texas (SHSD) can be found at the following website.

http://www.txdot.gov/

NOTE:

1. Sign supports shall be located as shown on the plans, except that the Engineer may shift the sign supports, within design guidelines, where necessary to secure a more desirable location or to avoid conflict with utilities. Unless otherwise shown on the plans, the Contractor shall stake and the Engineer will verify all sign support locations.
2. For installation of bridge mount clearance signs, see Bridge Mounted Clearance Sign Assembly (BMCS)Standard Sheet.
3. For Sign Support Descriptive Codes, see Sign Mounting Details Small Roadside Signs General Notes & Details SMD(GEN).

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Texas Department of Transportation

Traffic Operations Division Standard

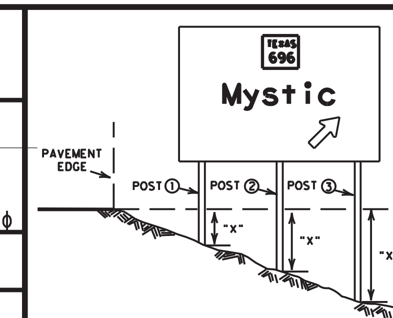
SUMMARY OF SMALL SIGNS RELOCATES

SOSS

FILE: sums16.dgn	DN: TxDOT	CK: TxDOT	DW: TxDOT	CK: TxDOT
©TxDOT May 1987	CONT	SECT	JOB	HIGHWAY
REVISIONS	0161	03	024	SS 239
4-16	DIST	COUNTY		SHEET NO.
8-16	22	VAL VERDE		18

SUMMARY OF LARGE SIGNS

PLAN SHEET NO.	SIGN NO.	SIGN BACK-GROUND COLOR	SIGN TEXT	SIGN DIMENSIONS	PLAQUES, & OTHER ATTACHMENTS		BACKGROUND SUBSTRATE (SQ FT)		TYPE OF MOUNT	"X" DIMENSION ⊖			GALVANIZED STRUCTURAL STEEL					DRILLED SHAFT			
					DIRECT APPLY	* ALUMINUM (TYPE A)	GROUND MOUNT (TYPE G)	OVERHEAD (TYPE O)		post (1)	post (2)	post (3)	SIZE	LINEAR FEET post (1)	post (2)	post (3)	TOTAL WEIGHT LBS.	LINEAR FEET NON-REINF 12"ϕ	REINFORCED 24"ϕ	30"ϕ	36"ϕ
136	** R1	GREEN	SERGIO GONZALES JR AND ALFREDO GUTIERREZ JR MD LOOP	9'6"X1'6"			14.25		320	1.81	2.51		S4X7.7	11.41	12.11		251.50	7.00			
136	** R2	BLUE	BIENVENIDOS A DEL RIO LO MEJOR DE LA FRONTERA	8'0"X5'0"			40.00		320	2.68	3.56		S4X7.7	18.68	19.56		364.84	7.00			
136	P3	GREEN	WELCOME TO TEXAS DRIVE FRIENDLY - THE TEXAS WAY	12'0"X8'0"			96.00		320	2.12	3.11		W6X12	18.12	19.11		527.36		20.00		
PAGE TOTALS							150.25										1,143.70	14.00	20.00		



⊖ The "X" dimension is the elevation difference at the post between the ground and the edge of pavement or top of curb.

Sign supports shall be located as shown on the plans, except that the Engineer may shift the sign supports, within design guidelines, where necessary to secure a more desirable location or to avoid conflict with utilities. Unless otherwise shown on the plans, the Contractor shall stake and the Engineer will verify all sign support locations.

The post lengths listed here are approximations, The corrected post lengths will be furnished by the Contractor after the stud posts are placed.

Tower heights shall be verified with the Engineer before fabrication.

* This column is for aluminum Type A and not direct apply. Direct apply is subsidiary to the sign.

** Existing signs to be relocated

SIGN TYPE

SIGN TYPE 1 3 0
- 1 — Wind Design Zone
- 3 — No. of Posts
- 0 — Series No.: 0 Aluminum/Fiberglass, 1 Aluminum, 2 Fiberglass

See sheet SMD(8W1)

SUMMARY OF LARGE SIGNS

SOLS

DN.: TxDOT CK.: TxDOT DW.: TxDOT CK.: TxDOT

REVISIONS: 11-93, 8-95, 5-01, 1-04, 9-08

CONT	SECT	JOB	HIGHWAY
0161	03	024	SS 239

DIST	COUNTY	SHEET NO.
22	VAL VERDE	19

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NOTES:

** DRILL SEEDING TO BE USED ALONG BACKFILLED SIDEWALK EDGES TO A WIDTH OF 4 FT OR AS APPROVED BY THE ENGINEER.

*** BACKHOE EROSION CONTROL BASED ON A RATE OF 40 LF OF TEMPORARY SEDIMENTATION CONTROL FENCE PER HOUR.

SUMMARY OF EROSION CONTROL

LOCATION: SS 239 at Farely Ln, Las Vacas Rd., Alderete Ln.	LOCATION		EROSION CONTROL TYPE	164 6039 ** DRILL SEEDING (PERM) (URBAN) (CLAY)	164 6041 ** DRILL SEEDING (TEMP) (WARM)	168 6001 VEGETATIVE WATERING	506 6003 ROCK FILTER DAMS (INSTALL) (TY 3)	506 6011 ROCK FILTER DAMS (REMOVE)	506 6020 CONSTRUCTION EXITS (INSTALL) (TY 1)	506 6024 CONSTRUCTION EXITS (REMOVE)	506 6030 *** BACKHOE WORK (EROSION & SEDMT CONT)	506 6038 TEMP SEDMT CONT FENCE (INSTALL)	506 6039 TEMP SEDMT CONT FENCE (REMOVE)	506 6041 BIODEG EROSN CONT LOGS (INSTL) (12")	506 6043 BIODEG EROSN CONT LOGS (REMOVE)
				SY	SY	MG	LF	LF	SY	SY	HR	LF	LF	LF	LF
				2868	2868	241			156	156					
	EXISTING DRAINAGE STRUCTURES														
Sheet 1 of 5	1	96+78.00	1								2.9	116.0	116.0		
Sheet 1 of 5	2	97+48.00	1								2.9	116.0	116.0		
Sheet 1 of 5	3	102+11.00	2								2.5	100.0	100.0		
Sheet 2 of 5	4	112+00.00	3				44.0	44.0			7.2	288.0	288.0		
Sheet 3 of 5	5	116+86.00	1								2.0	80.0	80.0		
Sheet 4 of 5	6	129+11.00	1								2.9	116.0	116.0		
	PROPOSED CURB INLETS														
Sheet 1 of 5	1	97+48.00	4								1.6	65.5	65.5	16.5	16.5
Sheet 1 of 5	2	99+00.00	4								1.6	65.5	65.5	11	11
Sheet 1 of 5	3	99+50.00	4								1.6	65.5	65.5	11	11
Sheet 2 of 5	4	109+50.00	4								1.6	65.5	65.5	16.5	16.5
Sheet 2 of 5	5	114+00.00	4								1.6	65.5	65.5	16.5	16.5
Sheet 3 of 5	6	117+00.00	4								1.6	65.5	65.5	11	11
Sheet 3 of 5	7	120+20.00	4								1.6	65.5	65.5	11	11
Sheet 4 of 5	8	125+85.00	4								1.6	65.5	65.5	16.5	16.5
Sheet 4 of 5	9	131+00.00	4								1.6	65.5	65.5	16.5	16.5
Sheet 5 of 5	10	135+42.00	4								1.6	65.5	65.5	16.5	16.5
Sheet 5 of 5	11	140+76.00	4								1.6	65.5	65.5	16.5	16.5
Sheet 1 of 5	12	99+00.00	4								1.6	65.5	65.5	11	11
Sheet 1 of 5	13	99+50.00	4								1.6	65.5	65.5	11	11
Sheet 2 of 5	14	105+70.00	4								1.6	65.5	65.5	11	11
Sheet 2 of 5	15	112+37.00	4								1.6	65.5	65.5	16.5	16.5
Sheet 3 of 5	16	117+00.00	4								1.6	65.5	65.5	16.5	16.5
Sheet 3 of 5	17	120+20.00	4								1.6	65.5	65.5	11	11
Sheet 4 of 5	18	125+85.00	4								1.6	65.5	65.5	16.5	16.5
Sheet 4 of 5	19	131+00.00	4								1.6	65.5	65.5	16.5	16.5
Sheet 5 of 5	20	135+42.00	4								1.6	65.5	65.5	11	11
Sheet 5 of 5	21	140+76.00	4								1.6	65.5	65.5	16.5	16.5
	DRIVEWAY PIPES														
Sheet 1 of 5	1	102+80	5								2.0	80.0	80.0		
Sheet 2 of 5	2	106+20	5								2.3	90.0	90.0		
Sheet 2 of 5	3	106+30	5								2.0	80.0	80.0		
Sheet 2 of 5	4	108+50	5								2.3	90.0	90.0		
Sheet 2 of 5	5	110+00	5								2.0	80.0	80.0		
Sheet 2 of 5	6	110+70	5								2.3	90.0	90.0		
Sheet 3 of 5	7	117+50	5								1.5	60.0	60.0		
Sheet 3 of 5	8	119+40	5								2.0	80.0	80.0		
Sheet 3 of 5	9	119+60	5								1.5	60.0	60.0		
Sheet 3 of 5	10	120+50	5								2.0	80.0	80.0		
Sheet 3 of 5	11	121+50	5								2.0	80.0	80.0		
Sheet 3 of 5	12	121+80	5								1.5	60.0	60.0		
Sheet 3 of 5	13	122+50	5								2.0	80.0	80.0		
Sheet 3 of 5	14	123+30	5								2.0	80.0	80.0		
Sheet 3 of 5	15	124+20	5								2.0	80.0	80.0		
Sheet 4 of 5	16	125+00	5								1.5	60.0	60.0		
Sheet 4 of 5	17	126+30	5								1.5	60.0	60.0		
Sheet 4 of 5	18	126+50	5								1.8	70.0	70.0		
Sheet 4 of 5	19	127+00	5								1.8	70.0	70.0		
Sheet 4 of 5	20	127+70	5								1.5	60.0	60.0		
Sheet 4 of 5	21	130+20	5								2.0	80.0	80.0		
Sheet 4 of 5	22	131+60	5								2.0	80.0	80.0		
Sheet 4 of 5	23	131+70	5								1.5	60.0	60.0		
Sheet 4 of 5	24	133+20	5								2.0	80.0	80.0		
Sheet 4 of 5	25	134+20	5								2.0	80.0	80.0		
Sheet 5 of 5	26	136+00	5								2.0	80.0	80.0		
Sheet 5 of 5	27	136+40	5								1.5	60.0	60.0		
Sheet 5 of 5	28	137+10	5								2.0	80.0	80.0		
Sheet 5 of 5	29	138+30	5								2.0	80.0	80.0		
Sheet 5 of 5	30	139+20	5								2.0	80.0	80.0		
Sheet 5 of 5	31	140+10	5								2.0	80.0	80.0		
		PROJECT TOTALS		2868	2868	241	44	44	156	156	113	4522	4522	297	297

TEXAS DEPARTMENT OF TRANSPORTATION ®

SUMMARY OF SW3P AND SOIL STABILIZATION

DN: RC	DW: RC
CK: GR	CK: GR

FED.RD. DIV.NO.	FEDERAL PROJECT NO.	SHEET NUMBER	SHEET NO.
6	F 2021(884)		20

STATE	STATE DIST. NO.	COUNTY	CONTROL	SECTION	JOB	HIGHWAY NO.
TEXAS	22	VAL VERDE	0161	03	024	SS 239

6/10/2021 JTOVIAST ...\CAD\SW3P DETAIL SHEET.dgn

TCP GENERAL NOTES

1. This is a suggested Traffic Control Plan (TCP). The Contractor may submit an alternate Traffic Control Plan, signed and sealed by a Licensed Professional Engineer in Texas, for approval by the Engineer. When mutually beneficial changes are proposed to the existing Traffic Control Plan and are agreed upon by the Contractor and the Department, the plan sheets may be developed and signed and sealed by the Engineer.

2. Refer to Item 8 "Prosecution and Progress" and project general notes for additional information regarding the Traffic Control Plan.

3. Furnish and install all Traffic Control Plans devices, including but not limited to barricades, signs, and work zone markings, in compliance with the latest version of the Texas Manual on Uniform Traffic Control Devices (TxMUTCD), the State Standard Traffic Control Plans (TCP) sheets, and the Barricades and Construction (BC) sheets. Refer to the project general notes for additional information regarding the Traffic Control Plan.

4. Limit the length of lane closures to maximum of two miles. Refer to sequence of construction for further information. Allow for all lanes open to traffic during non-working hours unless otherwise specified in the sequence of construction. Any additional overnight lane closures not specified in the sequence of construction will require approval by the engineer.

5. Verify the location and spacing of signs, barricades, and channelizing devices prior to their placement along vertical curves, horizontal curves, and other geometric constraints to assure visibility to all motorists.

6. Place the traffic control devices only while work is actually in progress or a definite need exists. Always have enough barricades, channelizing devices, and signs at all times to replace those damaged.

7. Cover all existing signs that conflict with the Traffic Control Plan and uncover during non-working hours or as directed by the Engineer. Partial coverage of the sign or coverage by material that will not cover the entire sign all the time is not permitted.

8. Vary the spacing of signs to meet traffic conditions or as directed by the engineer and assure that all traffic control devices and work zone pavement markings are kept in a highly visible condition (clean, upright and at proper location).

9. Conduct construction operations so as to provide the least possible interference to traffic and to permit the continuous movement of traffic in all allowable directions at all times or as permitted by the sequence of construction. Provide for safe and convenient access to abutting property, highways, public roads, and street crossings except as otherwise shown on the sequence of construction.

10. Place all stockpiled material, waste material, signs, barricades, channelizing devices and work vehicles not in use, at a minimum of 30 feet from the outer edge of the nearest travel lane.

11. Maintain all existing drainage conditions during all construction phases until the permanent drainage facilities are constructed and ready to use. Handle excavated and stockpiled material in such a way that it will not block drainage.

12. Regulate all construction traffic so as to cause a minimal inconvenience to the traveling public. At the times when it is necessary for trucks to stop, unload or cross roadways under traffic, provide warning signs and flaggers as needed to adequately protect the traveling public.

13. During the holiday time frame of December 21st through January 1st, every effort should be taken to ensure that all travel lanes remain open where possible.

14. Remove from the work area all loose materials and debris resulting from construction operations at the end of each work day.

15. Maintain a minimum of one through lane open in each direction during working hours except as directed by the Engineer.

16. Implement all required erosion control measures as shown in the plans during the various stages of construction.

17. Use of portable changeable message sign as advance notice of lane closures will be required, as directed by the engineer. For locations that are adjacent to each other, a single sign in advance of the entire work area is acceptable.

18. Place portable changeable message boards at locations requiring lane closures for 1 week(s) before the closures or as directed by the engineer.

19. Additional signs, barricades and channelizing devices may be required to maintain traffic during construction, as shown on TCP standards. Additional signs, barricades, etc. (if any), will be subsidiary to items 502 "Barricades, Signs and Traffic Handling".

20. If the contractor chooses to work multiple locations in urban/rural areas simultaneously, contractor will be responsible for providing all applicable traffic control devices, including portable changeable message boards, and truck mounted attenuators at their own expense.

21. Use of truck mounted attenuators as noted on plans, TxDOT traffic control plan standards, or as directed by the engineer. For locations that are adjacent to each other, a single truck mounted attenuator of the entire work area is acceptable.

22. Refer to BC(6)-14 Portable Changeable Message Sign (PCMS) Standards for a listing of abbreviated words and two-word phrases that are acceptable for use on PCMS. Submit the suggested message for the board to the Engineer for approval.

23. Within the 2 mile section, only close off the area where actual work is being performed.

STATE OF TEXAS
GERARDO A. RANGEL JR.
133699
LICENSED
PROFESSIONAL ENGINEER

THE SEAL APPEARING ON THIS DOCUMENT WAS AUTHORIZED BY GERARDO RANGEL, P.E. 133699.
ON 6/3/2021
DocuSigned by:
Gerardo Rangel
FE312A7E28BA41D...

TEXAS DEPARTMENT OF TRANSPORTATION ®
© 2021

TCP GENERAL NOTES

DN: GMG	DW: GMG
CK: GR	CK: GR

FED.RD. DIV.NO.	FEDERAL PROJECT NO.	SHEET NUMBER	SHEET NO.
6	F 2021(884)		21

STATE	STATE DIST. NO.	COUNTY	CONTROL	SECTION	JOB	HIGHWAY NO.
TEXAS	22	VAL VERDE	0161	03	024	SS 239

6/3/2021 JTOVIAST ...\Sequence of Construction Sheet.dgn

SEQUENCE OF CONSTRUCTION

GENERAL INSTRUCTIONS

THE FOLLOWING WORK WILL BE PERFORMED ON THE ROADWAY AND NEAR THE SHOULDER. REFER TO THE TCP PHASES, TCP GENERAL NOTES, AND CORRESPONDING PLAN SHEETS FOR MORE DETAILED INFORMATION.

INSTALL ALL APPLICABLE BARRICADES, SIGNS, AND WORK ZONE MARKINGS IN ACCORDANCE WITH TCP, BC AND WZ TxDOT STANDARD SHEETS FOR TRAFFIC CONTROL SETUP.

INSTALL REQUIRED SW3P MEASURES WITHIN CONSTRUCTION LIMITS AS SHOWN IN THE PLANS OR AS DIRECTED BY THE ENGINEER.

GENERAL SEQUENCE OF CONSTRUCTION

PHASE I - INSTALL PROPOSED ELECTRICAL SERVICES, EXTEND DRAINAGE STRUCTURES, INSTALL PROPOSED C&G AND SIDEWALK SECTIONS WITH PEDESTRIAN RAIL, INSTALL PEDESTIRAN RAIL, AND INSTALL DRAIN INLETS.

PHASE II - REMOVE EXISTING RAIL, INSTALL REMAINING SECTIONS OF PROPOSED C&G AND SIDEWALK, INSTALL PROPOSED CURB RAMPS, AND MODIFY EXISTING DRIVEWAYS.

PHASE III - INSTALL PROPOSED ILLUMINATION, RELOCATE EXISTING ROADSIDE SIGN ASSEMBLIES, AND INSTALL PAVEMENT MARKINGS.

PHASE IV - PERFORM FINAL CLEAN UP.

PHASE I

SET UP TCP(2-1a)-18 OR TCP(2-1c)-18 AS APPLICABLE.

PROPOSED ELECTRICAL SERVICES ARE TO BE INSTALLED AS SHOWN IN THE ILLUMINATION DETAILS. COORDINATE WITH UTILITY COMPANY IF NEEDED. REMOVE ANY EXISTING ILLUMINATION CABLING OR CONDUIT TO BE REPLACED THAT IS IN CONFLICT WITH ANY PROPOSED STRUCTURES.

EXTEND DRAINAGE STRUCTURES AS PER DRAINAGE DETAIL.

INSTALL PROPOSED SIDEWALK SECTIONS REQUIRING PEDESTRIAN RAIL AS SHOWN IN THE PLANS. INSTALL PEDESTRIAN RAIL AT THESE SECTIONS. DO NOT OPEN THESE SIDEWALK SECTIONS UNTIL RAIL HAS BEEN INSTALLED.

CONSTRUCT DRAIN INLET SECTIONS AS SHOWN IN THE PLANS. INSTALL TEMPORARY EROSION CONTROL LOGS FOR INLETS ONCE THEY ARE COMPLETED.

BACKFILL SIDEWALK AND DRAIN INLET EDGES TO EXISTING GROUND AND CONDUCT DRILL SEEDING OPERATIONS. ENSURE NO CHANGE TO EXISTING DRAINAGE PATTERNS.

PHASE II

SET UP TCP(2-1a)-18 OR TCP(2-1c)-18 AS APPLICABLE.

REMOVE EXISTING METAL BEAM GUARDRAIL.

INSTALL REMAINING PROPOSED SIDEWALK AND CURB & GUTTER SECTIONS SHOWN IN THE PLANS. INSTALL PROPOSED CURB RAMPS AS SHOWN IN THE PLANS. PERFORM ALL EXCAVATION REQUIRED FOR THIS INSTALLATION.

SAW CUT AND MODIFY EXISTING DRIVEWAYS AS SHOWN IN THE PLANS. REFER TO DRIVEWAY TCP DETAILS. PERFORM DRIVEWAY MODIFICATIONS TO MINIMIZE DISRUPTION TO BUSINESS OR RESIDENCE. DO NOT PERFORM CONSTRUCTION CONCURRENTLY ON MULTIPLE ACCESS POINTS BELONGING TO A SINGLE BUSINESS.

BACKFILL SIDEWALK AND DRAIN INLET EDGES TO EXISTING GROUND AND CONDUCT DRILL SEEDING OPERATIONS. ENSURE NO CHANGE TO EXISTING DRAINAGE PATTERNS.

PHASE III

SET UP TCP(1-4a)-18, TCP(2-1a)-18, TCP (2-1c)-18 AS APPLICABLE.

CONSTRUCT CURB RAMPS AND CONCRETE ISLAND MODIFICATIONS.

SET UP TCP(3-(1-4))-18 AS APPLICABLE.

REMOVE AND INSTALL PAVEMENT MARKINGS AS SHOWN IN PLANS.

STATE OF TEXAS
GERARDO A. RANGEL JR.
133699
LICENSED
PROFESSIONAL ENGINEER

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DocuSigned by:
Gerardo Rangel
FE312A7E28BA41D...

TEXAS DEPARTMENT OF TRANSPORTATION ®

TCP SEQUENCE OF CONSTRUCTION

DN: GMG	DW: GMG
CK: GR	CK: GR

FED.RD. DIV.NO.	FEDERAL PROJECT NO.	SHEET NUMBER	SHEET NO.
6	F 2021(884)	SHEET 1 OF 2	22

STATE	STATE DIST. NO.	COUNTY	CONTROL	SECTION	JOB	HIGHWAY NO.
TEXAS	22	VAL VERDE	0161	03	024	SS 239

6/3/2021 JTOVIAST ...\Sequence of Construction Sheet.dgn

SEQUENCE OF CONSTRUCTION

PHASE IV

SET UP TCP(2-1a)-18 OR TCP(2-1c)-18 AS APPLICABLE.

REPLACE LUMINAIRES ON EXISTING ILLUMINATION AND TRAFFIC SIGNAL POLES AS SHOWN IN THE PLANS.

INSTALL PROPOSED CONDUIT, GROUNDBOXES, AND ILLUMINATION POLE ASSEMBLIES WITH RIPRAP AS SHOWN IN THE PLANS.

RELOCATE ALL LARGE AND SMALL ROADSIDE SIGNS AS SHOWN IN THE PLANS.

INSTALL PAVEMENT MARKINGS AS SHOWN IN THE PLANS.

PHASE V

SET UP TCP(2-1a)-18 OR TCP(2-1c)-18 AS APPLICABLE.

PERFORM FINAL CLEAN UP, REMOVE ALL BARRICADES AND ALL SW3P MEASURES AS DIRECTED BY THE ENGINEER.

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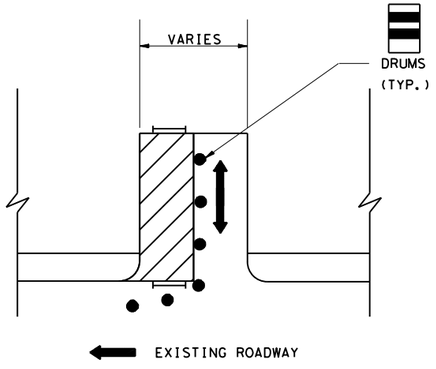
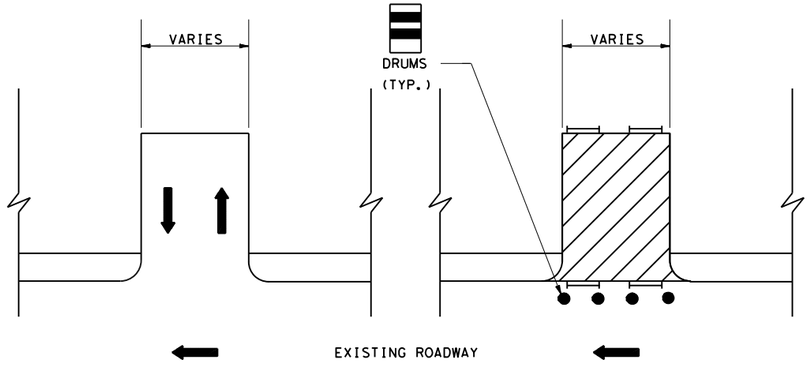
TCP
SEQUENCE OF CONSTRUCTION

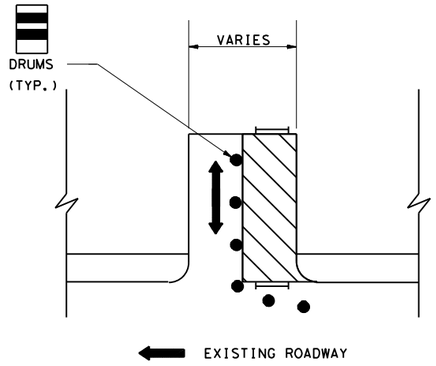
			DN: GMG		CK: GR	DW: GMG / CK: GR
FED.RD. DIV.NO.	FEDERAL PROJECT NO.		SHEET NUMBER			SHEET NO.
6	F 2021(884)		SHEET 2 OF 2			23
STATE	STATE DIST. NO.	COUNTY	CONTROL	SECTION	JOB	HIGHWAY NO.
TEXAS	22	VAL VERDE	0161	03	024	SS 239



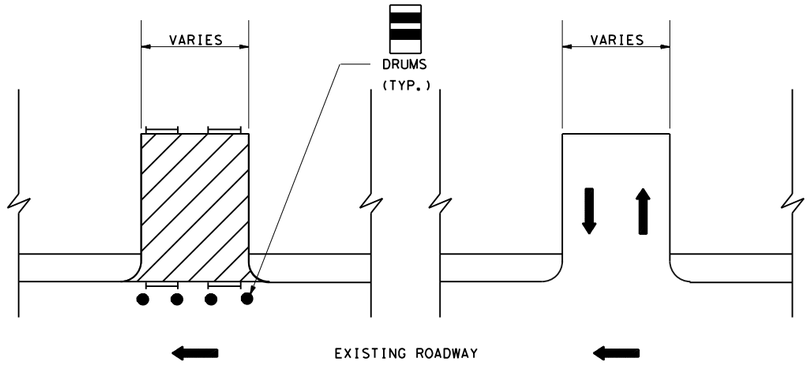
1) BUILD ONE-HALF OF DRIVEWAY.



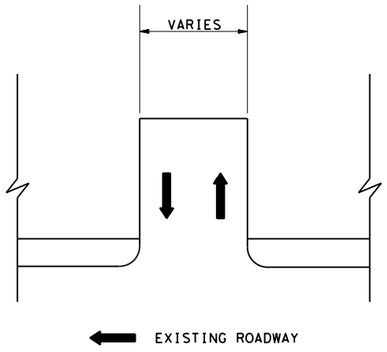
1) BUILD ONE DRIVEWAY.



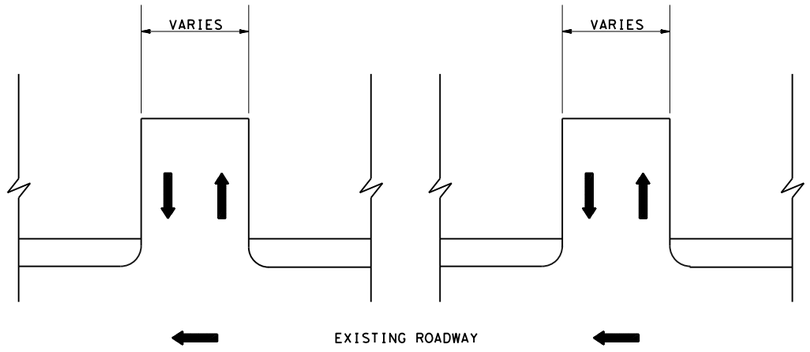
2) BUILD OTHER HALF OF DRIVEWAY.



2) OPEN COMPLETED DRIVEWAY AND BUILD NEXT DRIVEWAY.



3) OPEN DRIVEWAY.



3) OPEN COMPLETED DRIVEWAY.

SINGLE ACCESS DRIVES

MULTIPLE ACCESS DRIVES

LEGEND

- ● – TYPICAL PLASTIC DRUM
- ⊢⊣ – TYPE 3 BARRICADE
- ⬅ – DIRECTION OF TRAFFIC
- ▨ – WORK AREA

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TCP CONSTRUCTION SEQUENCE FOR DRIVEWAYS

DN: GMG	DW: GMG
CK: GR	CK: GR

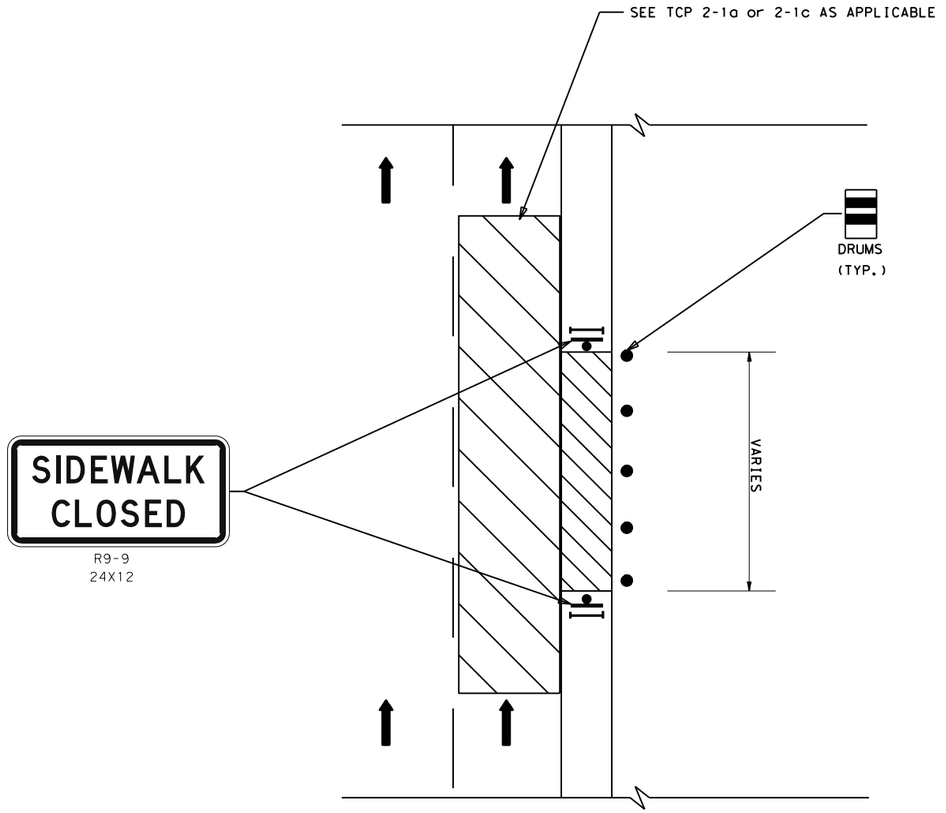
FED.RD. DIV.NO.	FEDERAL PROJECT NO.	SHEET NUMBER	SHEET NO.
6	F 2021(884)		24

STATE	STATE DIST.NO.	COUNTY	CONTROL	SECTION	JOB	HIGHWAY NO.
TEXAS	22	VAL VERDE	0161	03	024	SS 239

6/3/2021 JTOVIAST ...\Sequence of Construction Sheet.dgn

LEGEND

- ● – TYPICAL PLASTIC DRUM
- ⊢⊣ – DETECTABLE PEDESTRIAN BARRICADE
- ⬅ – DIRECTION OF TRAFFIC
- ▨ – WORK AREA
- ⊥ – SIGN



1) BUILD SIDEWALK.

NOTES:

1. REFER TO BC(8) FOR DETECTABLE PEDESTRIAN BARRICADES DETAILS.
2. REFER TO BC STANDARDS FOR SIGN MOUNTING DETAILS.

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TCP SIDEWALK DETAIL

DN: RC	DN: RC
CK: GR	CK: GR

FED.RD. DIV.NO.	FEDERAL PROJECT NO.	SHEET NUMBER	SHEET NO.
6	0161-03-024		25

STATE	STATE DIST.NO.	COUNTY	CONTROL	SECTION	JOB	HIGHWAY NO.
TEXAS	22	VAL VERDE	0161	03	024	SS 239

6/3/2021 JTOVIAST ...\TCP\TCP Sidewalk details.dgn

BARRICADE AND CONSTRUCTION (BC) STANDARD SHEETS GENERAL NOTES:

1. The Barricade and Construction Standard Sheets (BC sheets) are intended to show typical examples for placement of temporary traffic control devices, construction pavement markings, and typical work zone signs. The information contained in these sheets meet or exceed the requirements shown in the "Texas Manual on Uniform Traffic Control Devices" (TMUTCD).

2. The development and design of the Traffic Control Plan (TCP)is the responsibility of the Engineer.

3. The Contractor may propose changes to the TCP that are signed and sealed by a licensed professional engineer for approval. The Engineer may develop, sign and seal Contractor proposed changes.

4. The Contractor is responsible for installing and maintaining the traffic control devices as shown in the plans. The Contractor may not move or change the approximate location of any device without the approval of the Engineer.

5. Geometric design of lane shifts and detours should, when possible, meet the applicable design criteria contained in manuals such as the American Association of State Highway and Transportation Officials (AASHTO), "A Policy on Geometric Design of Highways and Streets," the TxDOT "Roadway Design Manual" or engineering judgment.

6. When projects abut, the Engineer(s) may omit the END ROAD WORK, TRAFFIC FINES DOUBLE, and other advance warning signs if the signing would be redundant and the work areas appear continuous to the motorists. If the adjacent project is completed first, the Contractor shall erect the necessary warning signs as shown on these sheets, the TCP sheets or as directed by the Engineer. The BEGIN ROAD WORK NEXT X MILES sign shall be revised to show appropriate work zone distance.

7. The Engineer may require duplicate warning signs on the median side of divided highways where median width will permit and traffic volumes justify the signing.

8. All signs shall be constructed in accordance with the details found in the "Standard Highway Sign Designs for Texas," latest edition. Sign details not shown in this manual shall be shown in the plans or the Engineer shall provide a detail to the Contractor before the sign is manufactured.

9. The temporary traffic control devices shown in the illustrations of the BC sheets are examples. As necessary, the Engineer will determine the most appropriate traffic control devices to be used.

10. As shown on BC(2), the OBEY WARNING SIGNS STATE LAW sign, STAY ALERT TALK OR TEXT LATER (see Sign Detail G20-10T) and the WORK ZONE TRAFFIC FINES DOUBLE sign with plaque shall be erected in advance of the CSJ limits. However, the TRAFFIC FINES DOUBLE sign will not be required on projects consisting solely of mobile operation work, such as striping or milling edgeline rumble strips. The BEGIN ROAD WORK NEXT X MILES, CONTRACTOR and END ROAD WORK signs shall be erected at or near the CSJ limits.

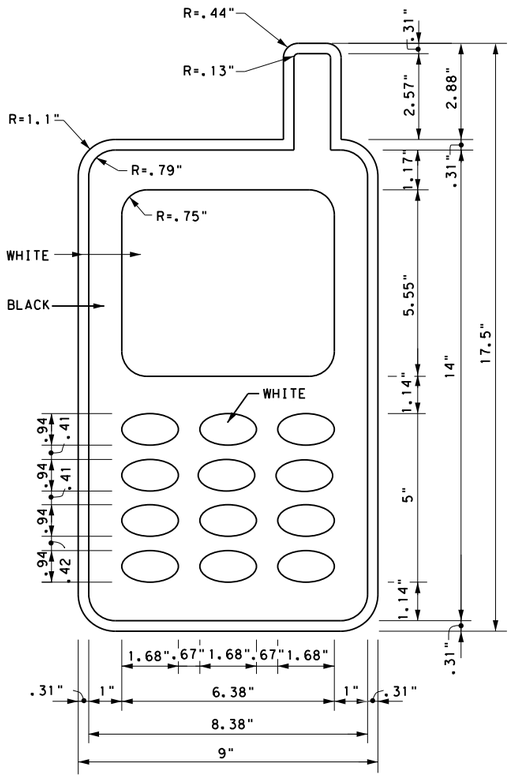
11. Except for devices required by Note 10, traffic control devices should be in place only while work is actually in progress or a definite need exists.

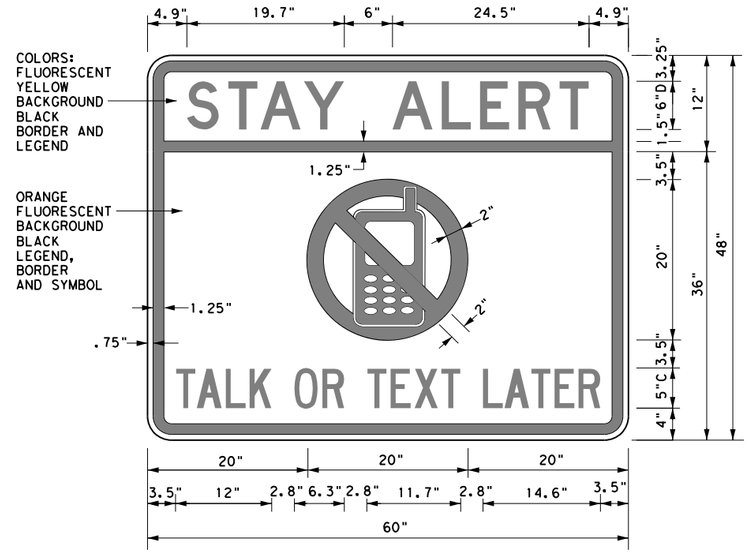
12. The Engineer has the final decision on the location of all traffic control devices.

13. Inactive equipment and work vehicles, including workers' private vehicles must be parked away from travel lanes. They should be as close to the right-of-way line as possible, or located behind a barrier or guardrail, or as approved by the Engineer.

WORKER SAFETY APPAREL NOTES:

1. Workers on foot who are exposed to traffic or to construction equipment within the right-of-way shall wear high-visibility safety apparel meeting the requirements of ISEA "American National Standard for High-Visibility Apparel," or equivalent revisions, and labeled as ANSI 107-2004 standard performance for Class 2 or 3 risk exposure. Class 3 garments should be considered for high traffic volume work areas or night time work.





3.0" Radius, 1.25" Border, 0.75" Indent, Black on Yellow;
[STAY ALERT] Font: D
3.0" Radius, 1.25" Border, 0.75" Indent, Black on Orange;
[TALK OR TEXT LATER] Font: C specified length;

SIGN DETAIL (G20-10T)

Only pre-qualified products shall be used. The "Compliant Work Zone Traffic Control Devices List" (CWZTCD) describes pre-qualified products and their sources and may be found on-line at the web address given below or by contacting:

Texas Department of Transportation
Traffic Operations Division - TE
Phone (512) 416-3118

THE DOCUMENTS BELOW CAN BE FOUND ON-LINE AT http://www.txdot.gov
COMPLIANT WORK ZONE TRAFFIC CONTROL DEVICES LIST (CWZTCD)
DEPARTMENTAL MATERIAL SPECIFICATIONS (DMS)
MATERIAL PRODUCER LIST (MPL)
ROADWAY DESIGN MANUAL - SEE "MANUALS (ONLINE MANUALS)"
STANDARD HIGHWAY SIGN DESIGNS FOR TEXAS (SHSD)
TEXAS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (TMUTCD)
TRAFFIC ENGINEERING STANDARD SHEETS

Texas Department of Transportation | Traffic Operations Division Standard

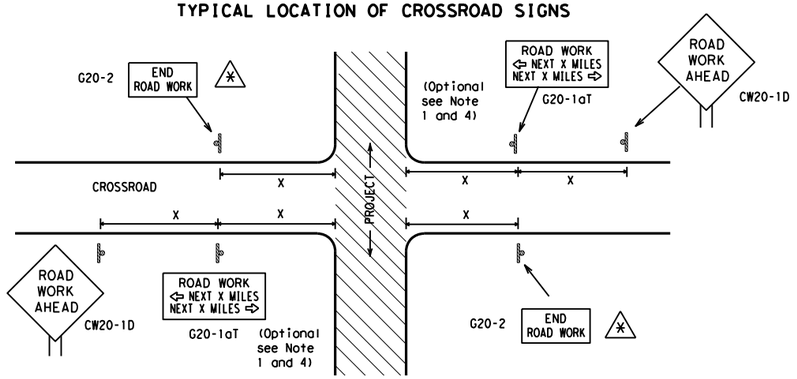
BARRICADE AND CONSTRUCTION GENERAL NOTES AND REQUIREMENTS

BC(1)-14

FILE: bc-14.dgn	DN: TxDOT	CK: TxDOT	DW: TxDOT	CK: TxDOT
©TxDOT November 2002	CONT	SECT	JOB	HIGHWAY
REVISIONS	0161	03	024	SS 239
4-03 5-10 8-14	DIST	COUNTY		SHEET NO.
9-07 7-13	22	VAL VERDE		26

DATE: 6/3/2021 9:37:16 AM
FILE: ...\TCP Standards\bc-14.dgn

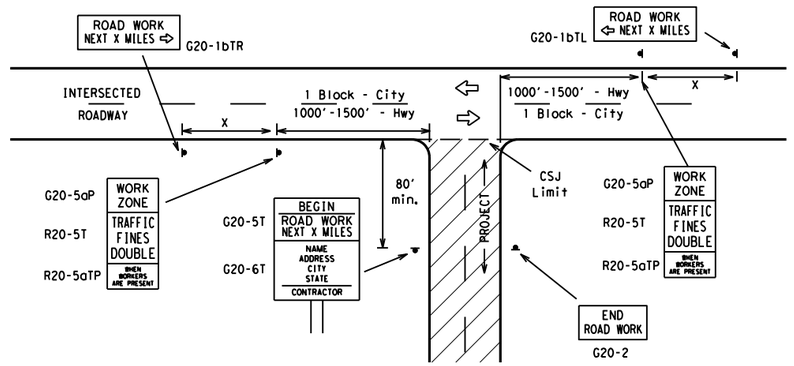
TYPICAL LOCATION OF CROSSROAD SIGNS



✱ May be mounted on back of "ROAD WORK AHEAD"(CW20-1D) sign with approval of Engineer. (See note 2 below)

1. The typical minimum signing on a crossroad approach should be a "ROAD WORK AHEAD" (CW20-1D)sign and a (G20-2) "END ROAD WORK" sign, unless noted otherwise in plans.
2. The Engineer may use the reduced size 36" x 36" ROAD WORK AHEAD (CW20-1D) sign mounted back to back with the reduced size 36" x 18" "END ROAD WORK"(G20-2) sign on low volume crossroads (see Note 4 under "Typical Construction Warning Sign Size and Spacing"). See the "Standard Highway Sign Designs for Texas" manual for sign details. The Engineer may omit the advance warning signs on low volume crossroads. The Engineer will determine whether a road is low volume. This information shall be shown in the plans.
3. Based on existing field conditions, the Engineer/Inspector may require additional signs such as FLAGGER AHEAD, LOOSE GRAVEL, or other appropriate signs. When additional signs are required, these signs will be considered part of the minimum requirements. The Engineer/Inspector will determine the proper location and spacing of any sign not shown on the BC sheets, Traffic Control Plan sheets or the Work Zone Standard Sheets.
4. The "ROAD WORK NEXT X MILES"(G20-1aT)sign shall be required at high volume crossroads to advise motorists of the length of construction in either direction from the intersection. The Engineer will determine whether a roadway is considered high volume.
5. Additional traffic control devices may be shown elsewhere in the plans for higher volume crossroads.
6. When work occurs in the intersection area, appropriate traffic control devices, as shown elsewhere in the plans or as determined by the Engineer/Inspector, shall be in place.

T-INTERSECTION



CSJ LIMITS AT T-INTERSECTION

1. The Engineer will determine the types and location of any additional traffic control devices, such as a flagger and accompanying signs, or other signs, that should be used when work is being performed at or near an intersection.
2. If construction closes the road at a T-intersection the Contractor shall place the "CONTRACTOR NAME"(G20-6T) sign behind the Type 3 Barricades for the road closure (see BC(10) also). The "ROAD WORK NEXT X MILES" left arrow(G20-1bTL) and "ROAD WORK NEXT X MILES" right arrow (G20-1bTR)" signs shall be replaced by the detour signing called for in the plans.

TYPICAL CONSTRUCTION WARNING SIGN SIZE AND SPACING[1,5,6]

SIZE			SPACING	
Sign Number or Series	Conventional Road	Expressway/ Freeway	Posted Speed	Sign Spacing Δ "X"
			MPH	Feet (Apprx.)
CW20[4] CW21 CW22 CW23 CW25	48" x 48"	48" x 48"	30	120
			35	160
			40	240
			45	320
CW1, CW2, CW7, CW8, CW9, CW11, CW14	36" x 36"	48" x 48"	50	400
			55	500[2]
			60	600[2]
CW3, CW4, CW5, CW6, CW8-3, CW10, CW12	48" x 48"	48" x 48"	65	700[2]
			70	800[2]
			75	900[2]
			80	1000[2]
			✱	✱[3]

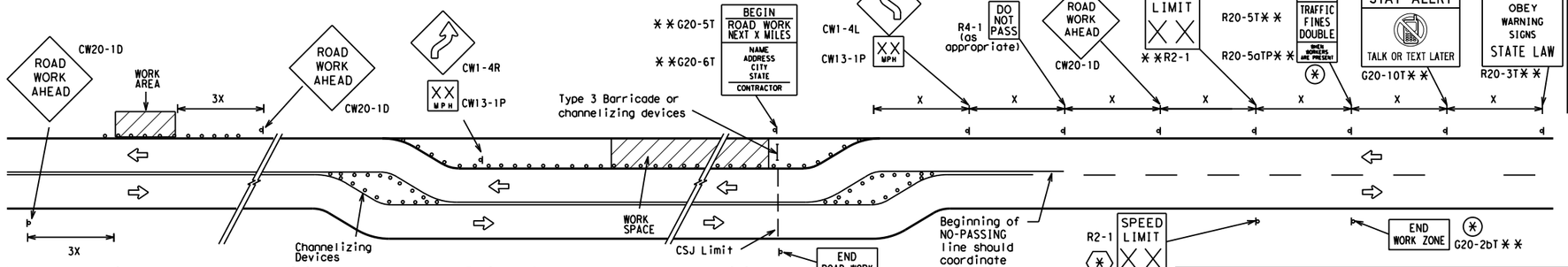
✱ For typical sign spacings on divided highways, expressways and freeways, see Part 6 of the "Texas Manual on Uniform Traffic Control Devices" (TMUTCD) typical application diagrams or TCP Standard Sheets.

Δ Minimum distance from work area to first Advance Warning sign nearest the work area and/or distance between each additional sign.

GENERAL NOTES

1. Special or larger size signs may be used as necessary.
2. Distance between signs should be increased as required to have 1500 feet advance warning.
3. Distance between signs should be increased as required to have 1/2 mile or more advance warning.
4. 36" x 36" "ROAD WORK AHEAD" (CW20-1D)signs may be used on low volume crossroads at the discretion of the Engineer. See Note 2 under "Typical Location of Crossroad Signs".
5. Only diamond shaped warning sign sizes are indicated.
6. See sign size listing in "TMUTCD", Sign Appendix or the "Standard Highway Sign Designs for Texas" manual for complete list of available sign design sizes.

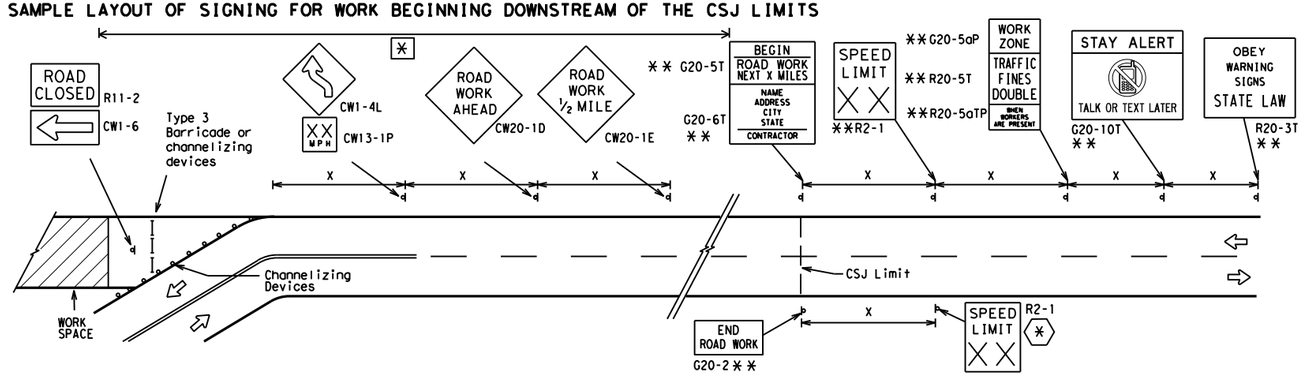
WORK AREAS IN MULTIPLE LOCATIONS WITHIN CSJ LIMITS



When extended distances occur between minimal work spaces, the Engineer/Inspector should ensure additional "ROAD WORK AHEAD"(CW20-1D)signs are placed in advance of these work areas to remind drivers they are still within the project limits. See the applicable TCP sheets for exact location and spacing of signs and channelizing devices.

SAMPLE LAYOUT OF SIGNING FOR WORK BEGINNING AT THE CSJ LIMITS

SAMPLE LAYOUT OF SIGNING FOR WORK BEGINNING DOWNSTREAM OF THE CSJ LIMITS



NOTES

The Contractor shall determine the appropriate distance to be placed on the G20-1 series signs and "BEGIN ROAD WORK NEXT X MILES"(G20-5T)sign for each specific project. This distance shall replace the "X" and shall be rounded to the nearest whole mile with the approval of the Engineer. No decimals shall be used.

(✱) The "BEGIN WORK ZONE"(G20-9TP) and "END WORK ZONE" (G20-2bT) shall be used as shown on the sample layout when advance signs are required outside the CSJ Limits. They inform the motorist of entering or leaving a part of the work zone lying outside the CSJ Limits where traffic fines may double if workers are present.

✱✱ Required CSJ Limit signing. See Note 10 on BC(1). TRAFFIC FINES DOUBLE signs will not be required on projects consisting solely of mobile operations work.

[✱] Area for placement of "ROAD WORK AHEAD" (CW20-1D)sign and other signs or devices as called for on the Traffic Control Plan.

(✱) Contractor will install a regulatory speed limit sign at the end of the work zone.

LEGEND	
⊢⊣	Type 3 Barricade
○○○	Channelizing Devices
▬	Sign
X	See Typical Construction Warning Sign Size and Spacing chart or the TMUTCD for sign spacing requirements.

SHEET 2 OF 12

Texas Department of Transportation

Traffic Operations Division Standard

BARRICADE AND CONSTRUCTION PROJECT LIMIT

BC(2)-14

FILE: bc-14.dgn	DN: TxDOT	CK: TxDOT	DW: TxDOT	CK: TxDOT
©TxDOT November 2002	CONT	SECT	JOB	HIGHWAY
REVISIONS	0161	03	024	SS 239
9-07 8-14	DIST	COUNTY		SHEET NO.
7-13	22	VAL VERDE		27

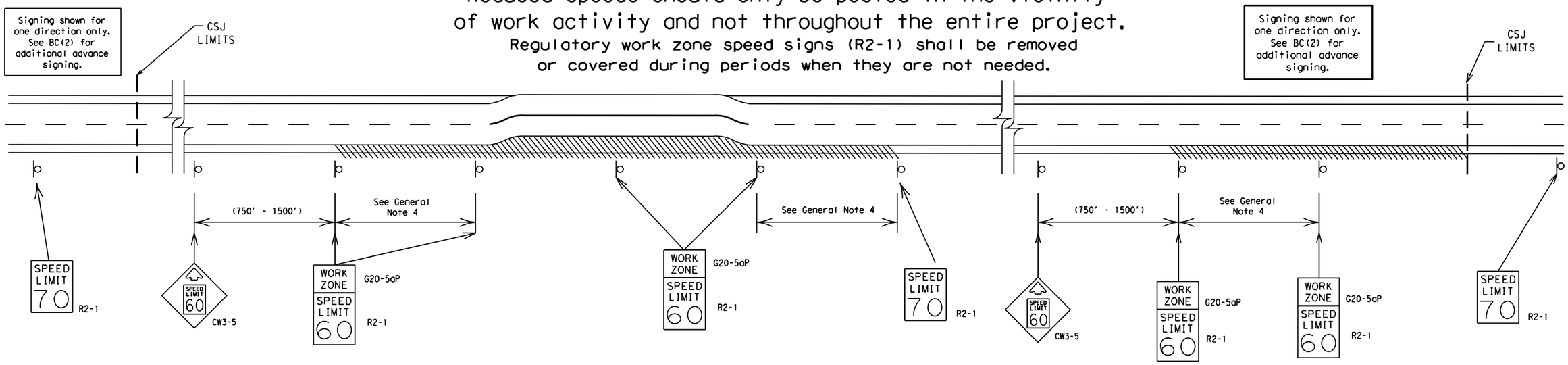
DATE: 6/3/2021 9:37:16 AM
FILE: ...\TCP Standards\bc-14.dgn

TYPICAL APPLICATION OF WORK ZONE SPEED LIMIT SIGNS

Work zone speed limits shall be regulatory, established in accordance with the "Procedures for Establishing Speed Zones," and approved by the Texas Transportation Commission, or by City Ordinance when within Incorporated City Limits.

Reduced speeds should only be posted in the vicinity of work activity and not throughout the entire project.

Regulatory work zone speed signs (R2-1) shall be removed or covered during periods when they are not needed.



GUIDANCE FOR USE:

LONG/INTERMEDIATE TERM WORK ZONE SPEED LIMITS

This type of work zone speed limit should be included on the design of the traffic control plans when restricted geometrics with a lower design speed are present in the work zone and modification of the geometrics to a higher design speed is not feasible.

Long/Intermediate Term Work Zone Speed Limit signs, when approved as described above, should be posted and visible to the motorist when work activity is present. Work activity may also be defined as a change in the roadway that requires a reduced speed for motorists to safely negotiate the work area, including:

a) rough road or damaged pavement surface
b) substantial alteration of roadway geometrics (diversions)
c) construction detours
d) grade
e) width
f) other conditions readily apparent to the driver

As long as any of these conditions exist, the work zone speed limit signs should remain in place.

SHORT TERM WORK ZONE SPEED LIMITS

This type of work zone speed limit may be included on the design of the traffic control plans when workers or equipment are not behind concrete barrier, when work activity is within 10 feet of the traveled way or actually in the travelled way.

Short Term Work Zone Speed Limit signs should be posted and visible to the motorists only when work activity is present. When work activity is not present, signs shall be removed or covered.
(See Removing or Covering on BC(4)).

GENERAL NOTES

1. Regulatory work zone speed limits should be used only for sections of construction projects where speed control is of major importance.
2. Regulatory work zone speed limit signs shall be placed on supports at a 7 foot minimum mounting height.
3. Speed zone signs are illustrated for one direction of travel and are normally posted for each direction of travel.
4. Frequency of work zone speed limit signs should be:
   40 mph and greater 0.2 to 2 miles
   35 mph and less 0.2 to 1 mile
5. Regulatory speed limit signs shall have black legend and border on a white reflective background (See "Reflective Sheeting" on BC(4)).
6. Fabrication, erection and maintenance of the"ADVANCE SPEED LIMIT"(CW3-5)sign, "WORK ZONE"(G20-5aP) plaque and the "SPEED LIMIT"(R2-1)signs shall not be paid for directly, but shall be considered subsidiary to Item 502.
7. Turning signs from view, laying signs over or down will not be allowed, unless as otherwise noted under "REMOVING OR COVERING" on BC(4).
8. Techniques that may help reduce traffic speeds include but are not limited to:
   A. Law enforcement.
   B. Flagger stationed next to sign.
   C. Portable changeable message sign (PCMS).
   D. Low-power (drone) radar transmitter.
   E. Speed monitor trailers or signs.
9. Speeds shown on details above are for illustration only. Work Zone Speed Limits should only be posted as approved for each project.
10. For more specific guidance concerning the type of work, work zone conditions and factors impacting allowable regulatory construction speed zone reduction see TxDOT form #1204 in the TxDOT e-form system.

Texas Department of Transportation

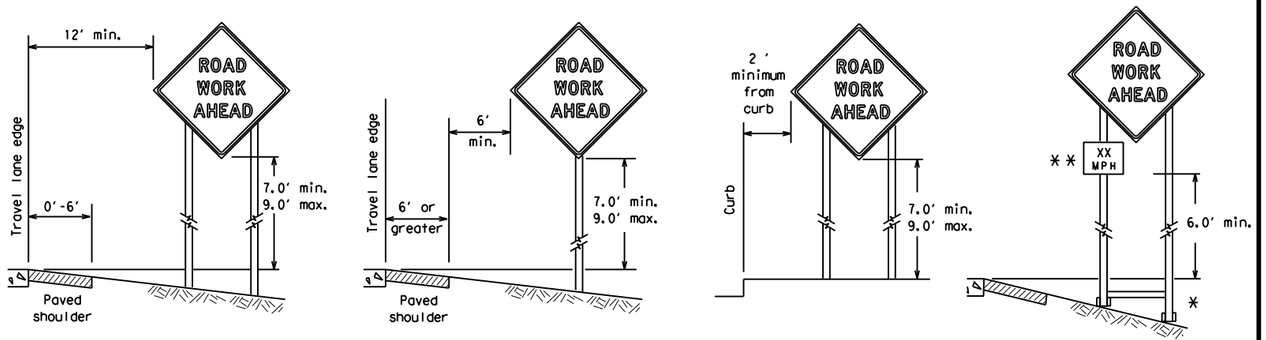
Traffic Operations Division Standard

BARRICADE AND CONSTRUCTION WORK ZONE SPEED LIMIT

BC(3)-14

FILE: bc-14.dgn	DN: TxDOT	CK: TxDOT	DW: TxDOT	CK: TxDOT
©TxDOT November 2002	CONT	SECT	JOB	HIGHWAY
REVISIONS 9-07 8-14 7-13	0161	03	024	SS 239
	DIST	COUNTY		SHEET NO.
	22	VAL VERDE		28

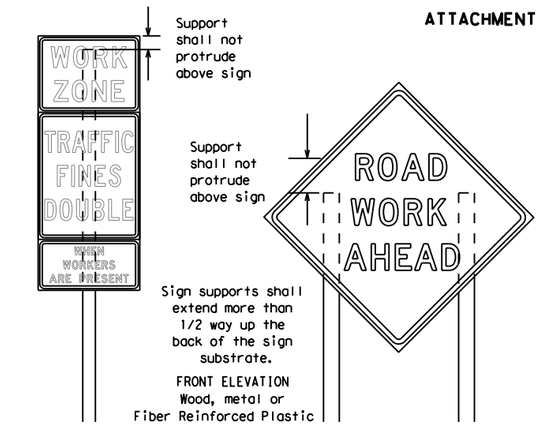
TYPICAL MINIMUM CLEARANCES FOR LONG TERM AND INTERMEDIATE TERM SIGNS

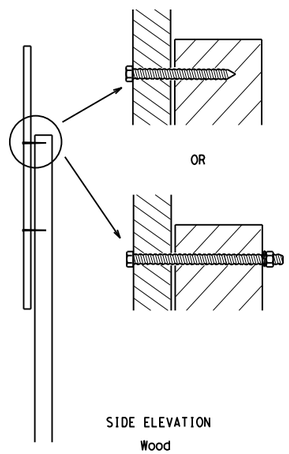


* When placing skid supports on unlevel ground, the leg post lengths must be adjusted so the sign appears straight and plumb. Objects shall NOT be placed under skids as a means of leveling.

** When plaques are placed on dual-leg supports, they should be attached to the upright nearest the travel lane. Supplemental plaques (advisory or distance) should not cover the surface of the parent sign.

ATTACHMENT FOR SIGN SUPPORTS





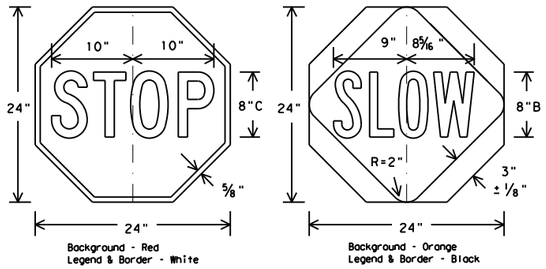
Attachment to wooden supports will be by bolts and nuts or screws. Use TxDOT's or manufacturer's recommended procedures for attaching sign substrates to other types of sign supports

Nails shall NOT be allowed. Each sign shall be attached directly to the sign support. Multiple signs shall not be joined or spliced by any means. Wood supports shall not be extended or repaired by splicing or other means.

Splicing embedded perforated square metal tubing in order to extend post height will only be allowed when the splice is made using four bolts, two above and two below the spice point. Splice must be located entirely behind the sign substrate, not near the base of the support. Splice insert lengths should be at least 5 times nominal post size, centered on the splice and of at least the same gauge material.

STOP/SLOW PADDLES

1. STOP/SLOW paddles are the primary method to control traffic by flaggers. The STOP/SLOW paddle size should be 24" x 24" as detailed below.
2. When used at night, the STOP/SLOW paddle shall be retroreflectorized.
3. STOP/SLOW paddles may be attached to a staff with a minimum length of 6' to the bottom of the sign.
4. Any lights incorporated into the STOP or SLOW paddle faces shall only be as specifically described in Section 6E.03 Hand Signaling Devices in the TMUTCD.



CONTRACTOR REQUIREMENTS FOR MAINTAINING PERMANENT SIGNS WITHIN THE PROJECT LIMITS

1. Permanent signs are used to give notice of traffic laws or regulations, call attention to conditions that are potentially hazardous to traffic operations, show route designations, destinations, directions, distances, services, points of interest, and other geographical, recreational, or cultural information. Drivers proceeding through a work zone need the same, if not better route guidance as normally installed on a roadway without construction.
2. When permanent regulatory or warning signs conflict with work zone conditions, remove or cover the permanent signs until the permanent sign message matches the roadway condition.
3. When existing permanent signs are moved and relocated due to construction purposes, they shall be visible to motorists at all times.
4. If existing signs are to be relocated on their original supports, they shall be installed on crashworthy bases as shown on the SMD Standard sheets. The signs shall meet the required mounting heights shown on the BC Sheets or the SMD Standards. This work should be paid for under the appropriate pay item for relocating existing signs.
5. If permanent signs are to be removed and relocated using temporary supports, the Contractor shall use crashworthy supports as shown on the BC sheets or the CWZTCD. The signs shall meet the required mounting heights shown on the BC Sheets or the SMD Standards during construction. This work should be paid for under the appropriate pay item for relocating existing signs.
6. Any sign or traffic control device that is struck or damaged by the Contractor or his/her construction equipment shall be replaced as soon as possible by the Contractor to ensure proper guidance for the motorists. This will be subsidiary to Item 502.

GENERAL NOTES FOR WORK ZONE SIGNS

1. Contractor shall install and maintain signs in a straight and plumb condition and/or as directed by the Engineer.
2. Wooden sign posts shall be painted white.
3. Barricades shall NOT be used as sign supports.
4. All signs shall be installed in accordance with the plans or as directed by the Engineer. Signs shall be used to regulate, warn, and guide the traveling public safely through the work zone.
5. The Contractor may furnish either the sign design shown in the plans or in the "Standard Highway Sign Designs for Texas" (SHSD). The Engineer/Inspector may require the Contractor to furnish other work zone signs that are shown in the TMUTCD but may have been omitted from the plans. Any variation in the plans shall be documented by written agreement between the Engineer and the Contractor's Responsible Person. All changes must be documented in writing before being implemented. This can include documenting the changes in the Inspector's TxDOT diary and having both the Inspector and Contractor initial and date the agreed upon changes.
6. The Contractor shall furnish sign supports listed in the "Compliant Work Zone Traffic Control Device List" (CWZTCD). The Contractor shall install the sign support in accordance with the manufacturer's recommendations. If there is a question regarding installation procedures, the Contractor shall furnish the Engineer a copy of the manufacturer's installation recommendations so the Engineer can verify the correct procedures are being followed.
7. The Contractor is responsible for installing signs on approved supports and replacing signs with damaged or cracked substrates and/or damaged or marred reflective sheeting as directed by the Engineer/Inspector.
8. Identification markings may be shown only on the back of the sign substrate. The maximum height of letters and/or company logos used for identification shall be 1 inch.
9. The Contractor shall replace damaged wood posts. New or damaged wood sign posts shall not be spliced.

DURATION OF WORK (as defined by the "Texas Manual on Uniform Traffic Control Devices" Part 6)

1. The types of sign supports, sign mounting height, the size of signs, and the type of sign substrates can vary based on the type of work being performed. The Engineer is responsible for selecting the appropriate size sign for the type of work being performed. The Contractor is responsible for ensuring the sign support, sign mounting height and substrate meets manufacturer's recommendations in regard to crashworthiness and duration of work requirements.
   a. Long-term stationary - work that occupies a location more than 3 days.
   b. Intermediate-term stationary - work that occupies a location more than one daylight period up to 3 days, or nighttime work lasting more than one hour.
   c. Short-term stationary - daytime work that occupies a location for more than 1 hour in a single daylight period.
   d. Short, duration - work that occupies a location up to 1 hour.
   e. Mobile - work that moves continuously or intermittently (stopping for up to approximately 15 minutes.)

SIGN MOUNTING HEIGHT

1. The bottom of Long-term/Intermediate-term signs shall be at least 7 feet, but not more than 9 feet, above the paved surface, except as shown for supplemental plaques mounted below other signs.
2. The bottom of Short-term/Short Duration signs shall be a minimum of 1 foot above the pavement surface but no more than 2 feet above the ground.
3. Long-term/Intermediate-term Signs may be used in lieu of Short-term/Short Duration signing.
4. Short-term/Short Duration signs shall be used only during daylight and shall be removed at the end of the workday or raised to appropriate Long-term/Intermediate sign height.
5. Regulatory signs shall be mounted at least 7 feet, but not more than 9 feet, above the paved surface regardless of work duration.

SIZE OF SIGNS

1. The Contractor shall furnish the sign sizes shown on BC (2) unless otherwise shown in the plans or as directed by the Engineer.

SIGN SUBSTRATES

1. The Contractor shall ensure the sign substrate is installed in accordance with the manufacturer's recommendations for the type of sign support that is being used. The CWZTCD lists each substrate that can be used on the different types and models of sign supports.
2. "Mesh" type materials are NOT an approved sign substrate, regardless of the tightness of the weave.
3. All wooden individual sign panels fabricated from 2 or more pieces shall have one or more plywood cleat, 1/2" thick by 6" wide, fastened to the back of the sign and extending fully across the sign. The cleat shall be attached to the back of the sign using wood screws that do not penetrate the face of the sign panel. The screws shall be placed on both sides of the splice and spaced at 6" centers. The Engineer may approve other methods of splicing the sign face.

REFLECTIVE SHEETING

1. All signs shall be retroreflective and constructed of sheeting meeting the color and retro-reflectivity requirements of DMS-8300 for rigid signs or DMS-8310 for roll-up signs. The web address for DMS specifications is shown on BC(1).
2. White sheeting, meeting the requirements of DMS-8300 Type A, shall be used for signs with a white background.
3. Orange sheeting, meeting the requirements of DMS-8300 Type B_{FL} or Type C_{FL}, shall be used for rigid signs with orange backgrounds.

SIGN LETTERS

1. All sign letters and numbers shall be clear, and open rounded type uppercase alphabet letters as approved by the Federal Highway Administration (FHWA) and as published in the "Standard Highway Sign Design for Texas" manual. Signs, letters and numbers shall be of first class workmanship in accordance with Department Standards and Specifications.

REMOVING OR COVERING

1. When sign messages may be confusing or do not apply, the signs shall be removed or completely covered.
2. Long-term stationary or intermediate stationary signs installed on square metal tubing may be turned away from traffic 90 degrees when the sign message is not applicable. This technique may not be used for signs installed in the median of divided highways or near any intersections where the sign may be seen from approaching traffic.
3. Signs installed on wooden skids shall not be turned at 90 degree angles to the roadway. These signs should be removed or completely covered when not required.
4. When signs are covered, the material used shall be opaque, such as heavy mil black plastic, or other materials which will cover the entire sign face and maintain their opaque properties under automobile headlights at night, without damaging the sign sheeting.
5. Burlap shall NOT be used to cover signs.
6. Duct tape or other adhesive material shall NOT be affixed to a sign face.
7. Signs and anchor stubs shall be removed and holes backfilled upon completion of work.

SIGN SUPPORT WEIGHTS

1. Where sign supports require the use of weights to keep from turning over, the use of sandbags with dry, cohesionless sand should be used.
2. The sandbags will be tied shut to keep the sand from spilling and to maintain a constant weight.
3. Rock, concrete, iron, steel or other solid objects shall not be permitted for use as sign support weights.
4. Sandbags should weigh a minimum of 35 lbs and a maximum of 50 lbs.
5. Sandbags shall be made of a durable material that tears upon vehicular impact. Rubber (such as tire inner tubes) shall NOT be used.
6. Rubber ballasts designed for channelizing devices should not be used for ballast on portable sign supports. Sign supports designed and manufactured with rubber bases may be used when shown on the CWZTCD list.
7. Sandbags shall only be placed along or laid over the base supports of the traffic control device and shall not be suspended above ground level or hung with rope, wire, chains or other fasteners. Sandbags shall be placed along the length of the skids to weigh down the sign support.
8. Sandbags shall NOT be placed under the skid and shall not be used to level sign supports placed on slopes.

FLAGS ON SIGNS

1. Flags may be used to draw attention to warning signs. When used the flag shall be 16 inches square or larger and shall be orange or fluorescent red-orange in color. Flags shall not be allowed to cover any portion of the sign face.

Texas Department of Transportation — Traffic Operations Division Standard

BARRICADE AND CONSTRUCTION TEMPORARY SIGN NOTES

BC(4)-14

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© TxDOT November 2002	CONT	SECT	JOB	HIGHWAY
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	22	VAL VERDE		29

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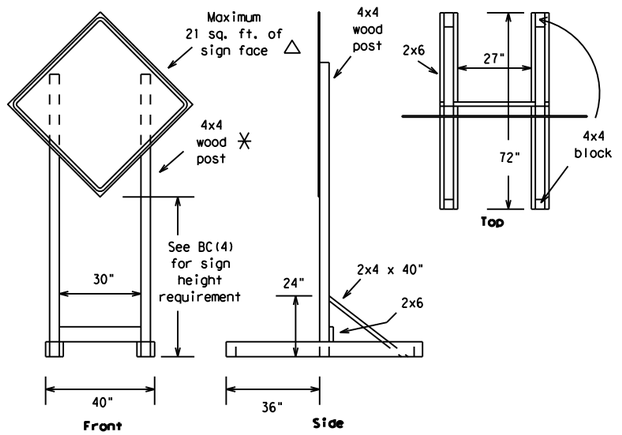
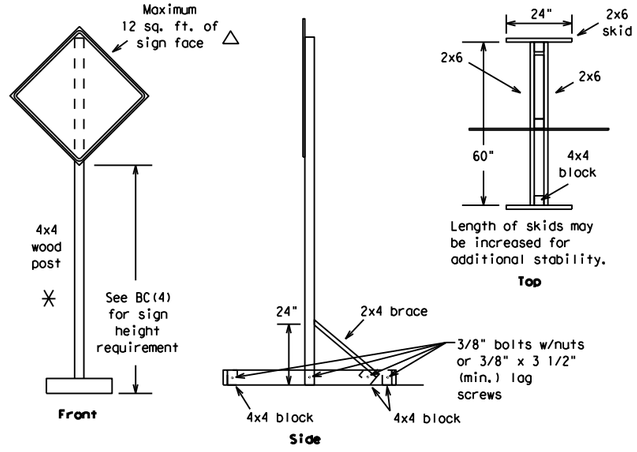
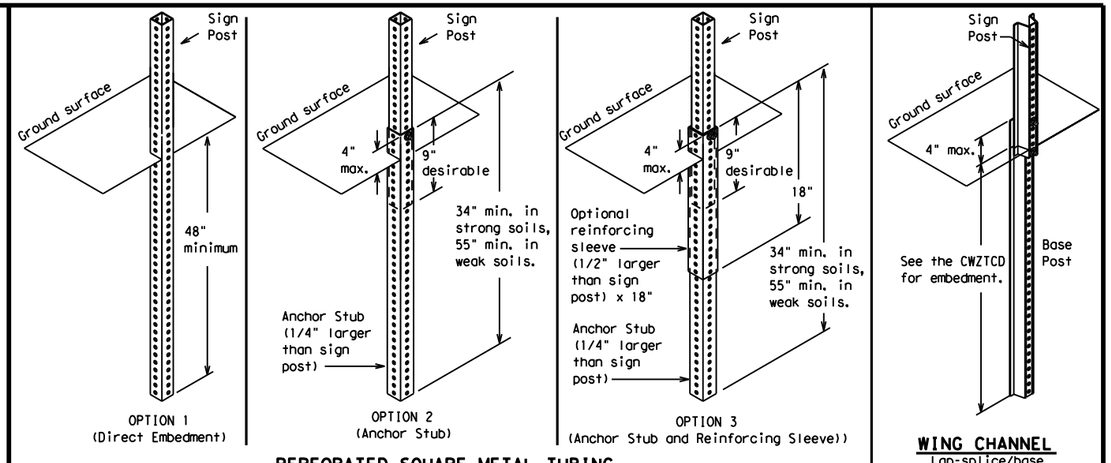




SKID MOUNTED WOOD SIGN SUPPORTS

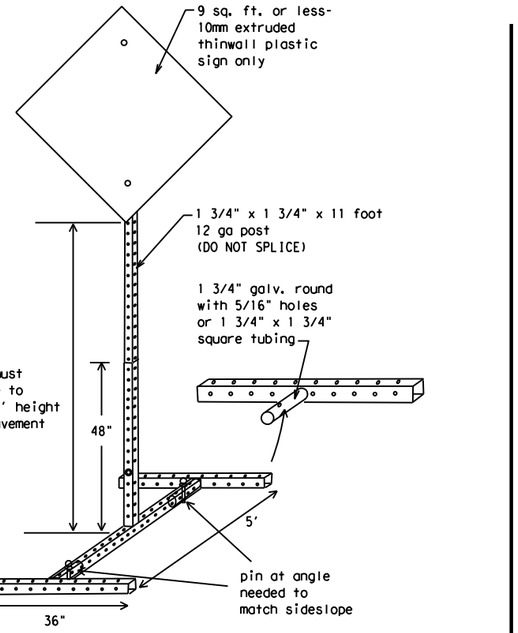
LONG/INTERMEDIATE TERM STATIONARY - PORTABLE SKID MOUNTED SIGN SUPPORTS □

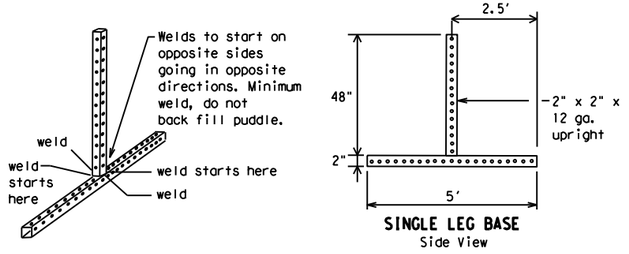


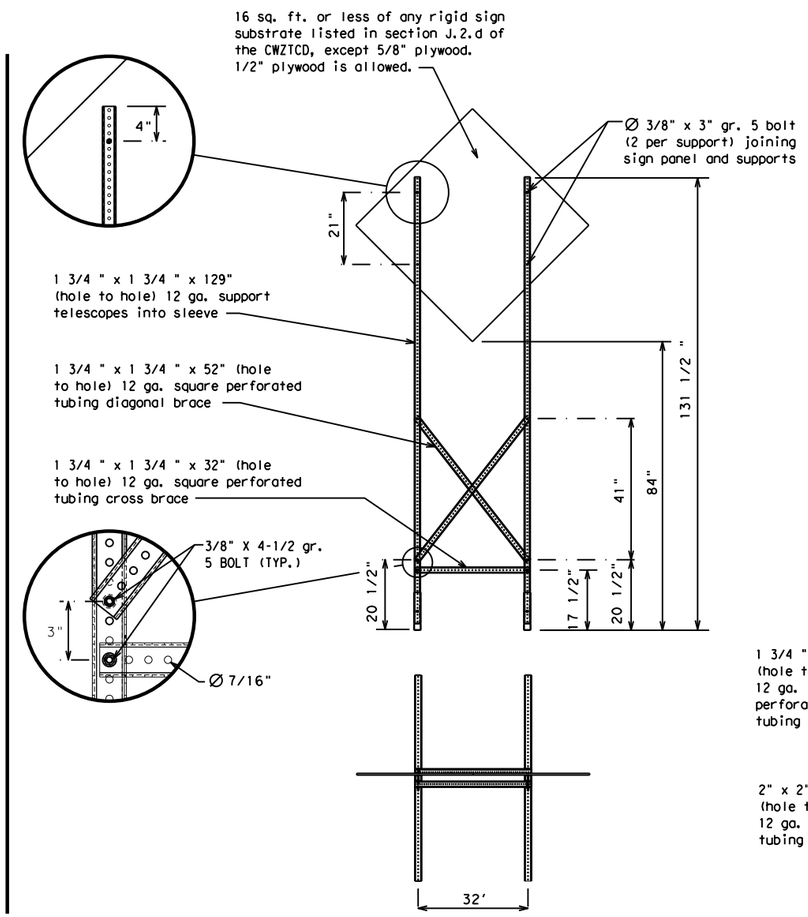
PERFORATED SQUARE METAL TUBING

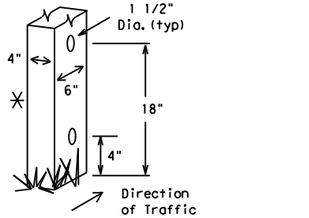
GROUND MOUNTED SIGN SUPPORTS

Refer to the CWZTCD and the manufacturer's installation procedure for each type sign support.
The maximum sign square footage shall adhere to the manufacturer's recommendation.
Two post installations can be used for larger signs.



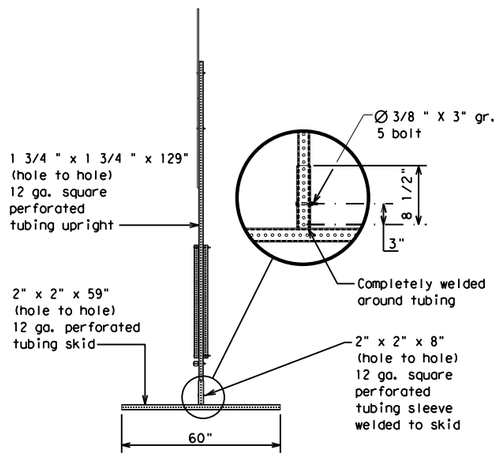






Nominal Post Size	Number of Posts	Maximum Sq. feet of Sign Face	Minimum Soil Embedment	Drilled Hole(s) Required
4 x 4	1	12	36"	NO
4 x 4	2	21	36"	NO
4 x 6	1	21	36"	YES
4 x 6	2	36	36"	YES

WOOD POST SYSTEM FOR GROUND MOUNTED SIGN SUPPORTS



WEDGE ANCHORS

Both steel and plastic Wedge Anchor Systems as shown on the SMD Standard Sheets may be used as temporary sign supports for signs up to 10 square feet of sign face. They may be set in concrete or in sturdy soils if approved by the Engineer. (See web address for "Traffic Engineering Standard Sheets" on BC(1)).

OTHER DESIGNS

MORE DETAILS OF APPROVED LONG/INTERMEDIATE AND SHORT TERM SUPPORTS CAN BE FOUND ON THE CWZTCD LIST. SEE BC(1) FOR WEBSITE LOCATION.

GENERAL NOTES

1. Nails may be used in the assembly of wooden sign supports, but 3/8" bolts with nuts or 3/8" x 3 1/2" lag screws must be used on every joint for final connection.
2. No more than 2 sign posts shall be placed within a 7 ft. circle, except for specific materials noted on the CWZTCD List.
3. When project is completed, all sign supports and foundations shall be removed from the project site. This will be considered subsidiary to Item 502.

□ See BC(4) for definition of "Work Duration."

✳ Wood sign posts MUST be one piece. Splicing will NOT be allowed. Posts shall be painted white.

△ See the CWZTCD for the type of sign substrate that can be used for each approved sign support.

Texas Department of Transportation — Traffic Operations Division Standard

SKID MOUNTED PERFORATED SQUARE STEEL TUBING SIGN SUPPORTS

BARRICADE AND CONSTRUCTION TYPICAL SIGN SUPPORT

BC(5)-14

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7-13	22	VAL VERDE		30

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WHEN NOT IN USE, REMOVE THE PCMS FROM THE RIGHT-OF-WAY OR PLACE THE PCMS BEHIND BARRIER OR GUARDRAIL WITH SIGN PANEL TURNED PARALLEL TO TRAFFIC

PORTABLE CHANGEABLE MESSAGE SIGNS

1. The Engineer/Inspector shall approve all messages used on portable changeable message signs (PCMS).
2. Messages on PCMS should contain no more than 8 words (about four to eight characters per word), not including simple words such as "TO," "FOR," "AT," etc.
3. Messages should consist of a single phase, or two phases that alternate. Three-phase messages are not allowed. Each phase of the message should convey a single thought, and must be understood by itself.
4. Use the word "EXIT" to refer to an exit ramp on a freeway; i.e., "EXIT CLOSED." Do not use the term "RAMP."
5. Always use the route or interstate designation (IH, US, SH, FM) along with the number when referring to a roadway.
6. When in use the bottom of a stationary PCMS message panel should be a minimum 7 feet above the roadway, where possible.
7. The message term "WEEKEND" should be used only if the work is to start on Saturday morning and end by Sunday evening at midnight. Actual days and hours of work should be displayed on the PCMS if work is to begin on Friday evening and/or continue into Monday morning.
8. The Engineer/Inspector may select one of two options which are available for displaying a two-phase message on a PCMS. Each phase may be displayed for either four seconds each or for three seconds each.
9. Do not "flash" messages or words included in a message. The message should be steady burn or continuous while displayed.
10. Do not present redundant information on a two-phase message; i.e., keeping two lines of the message the same and changing the third line.
11. Do not use the word "Danger" in message.
12. Do not display the message "LANES SHIFT LEFT" or "LANES SHIFT RIGHT" on a PCMS. Drivers do not understand the message.
13. Do not display messages that scroll horizontally or vertically across the face of the sign.
14. The following table lists abbreviated words and two-word phrases that are acceptable for use on a PCMS. Both words in a phrase must be displayed together. Words or phrases not on this list should not be abbreviated, unless shown in the TMUTCD.
15. PCMS character height should be at least 18 inches for trailer mounted units. They should be visible from at least 1/2 (.5) mile and the text should be legible from at least 600 feet at night and 800 feet in daylight. Truck mounted units must have a character height of 10 inches and must be legible from at least 400 feet.
16. Each line of text should be centered on the message board rather than left or right justified.
17. If disabled, the PCMS should default to an illegible display that will not alarm motorists and will only be used to alert workers that the PCMS has malfunctioned. A pattern such as a series of horizontal solid bars is appropriate.

WORD OR PHRASE	ABBREVIATION
Access Road	ACCS RD
Alternate	ALT
Avenue	AVE
Best Route	BEST RTE
Boulevard	BLVD
Bridge	BRDG
Cannot	CANT
Center	CTR
Construction Ahead	CONST AHD
CROSSING	XING
Detour Route	DETOUR RTE
Do Not	DONT
East	E
Eastbound	(route) E
Emergency	EMER
Emergency Vehicle	EMER VEH
Entrance, Enter	ENT
Express Lane	EXP LN
Expressway	EXPWY
XXXX Feet	XXXX FT
Fog Ahead	FOG AHD
Freeway	FRWY, FWY
Freeway Blocked	FWY BLKD
Friday	FRI
Hazardous Driving	HAZ DRIVING
Hazardous Material	HAZMAT
High-Occupancy	HOV
Vehicle Highway	HWY
Hour(s)	HR, HRS
Information	INFO
It Is	ITS
Junction	JCT
Left	LFT
Left Lane	LFT LN
Lane Closed	LN CLOSED
Lower Level	LWR LEVEL
Maintenance	MAINT

WORD OR PHRASE	ABBREVIATION
Major	MAJ
Miles	MI
Miles Per Hour	MPH
Minor	MNR
Monday	MON
Normal	NORM
North	N
Northbound	(route) N
Parking	PKING
Road	RD
Right Lane	RT LN
Saturday	SAT
Service Road	SERV RD
Shoulder	SHLDR
Slippery	SLIP
South	S
Southbound	(route) S
Speed	SPD
Street	ST
Sunday	SUN
Telephone	PHONE
Temporary	TEMP
Thursday	THURS
To Downtown	TO DWNTN
Traffic	TRAF
Travelers	TRVLRS
Tuesday	TUES
Time Minutes	TIME MIN
Upper Level	UPR LEVEL
Vehicles (s)	VEH, VEHS
Warning	WARN
Wednesday	WED
Weight Limit	WT LIMIT
West	W
Westbound	(route) W
Wet Pavement	WET PVMT
Will Not	WONT

Roadway designation * IH-number, US-number, SH-number, FM-number

RECOMMENDED PHASES AND FORMATS FOR PCMS MESSAGES DURING ROADWORK ACTIVITIES

(The Engineer may approve other messages not specifically covered here.)

Phase 1: Condition Lists

Road/Lane/Ramp Closure List

- FREEWAY CLOSED X MILE
- FRONTAGE ROAD CLOSED
- ROAD CLOSED AT SH XXX
- SHOULDER CLOSED XXX FT
- ROAD CLSD AT FM XXXX
- RIGHT LN CLOSED XXX FT
- RIGHT X LANES CLOSED
- RIGHT X LANES OPEN
- CENTER LANE CLOSED
- DAYTIME LANE CLOSURES
- NIGHT LANE CLOSURES
- I-XX SOUTH EXIT CLOSED
- VARIOUS LANES CLOSED
- EXIT XXX CLOSED X MILE
- EXIT CLOSED
- RIGHT LN TO BE CLOSED
- MALL DRIVEWAY CLOSED
- X LANES CLOSED TUE - FRI
- XXXXXXXX BLVD CLOSED

Other Condition List

- ROADWORK XXX FT
- ROAD REPAIRS XXXX FT
- FLAGGER XXXX FT
- LANE NARROWS XXXX FT
- RIGHT LN NARROWS XXXX FT
- TWO-WAY TRAFFIC XX MILE
- MERGING TRAFFIC XXXX FT
- CONST TRAFFIC XXX FT
- LOOSE GRAVEL XXXX FT
- UNEVEN LANES XXXX FT
- DETOUR X MILE
- ROUGH ROAD XXXX FT
- ROADWORK PAST SH XXXX
- ROADWORK NEXT FRI-SUN
- BUMP XXXX FT
- US XXX EXIT X MILES
- TRAFFIC SIGNAL XXXX FT
- LANES SHIFT *

* LANES SHIFT in Phase 1 must be used with STAY IN LANE in Phase 2.

Phase 2: Possible Component Lists

Action to Take/Effect on Travel List

- MERGE RIGHT
- FORM X LINES RIGHT
- DETOUR NEXT X EXITS
- USE XXXXX RD EXIT
- USE EXIT XXX
- USE EXIT I-XX NORTH
- STAY ON US XXX SOUTH
- USE I-XX E TO I-XX N
- TRUCKS USE US XXX N
- WATCH FOR TRUCKS
- WATCH FOR TRUCKS
- EXPECT DELAYS
- EXPECT DELAYS
- PREPARE TO STOP
- REDUCE SPEED XXX FT
- END SHOULDER USE
- USE OTHER ROUTES
- WATCH FOR WORKERS
- STAY IN LANE *

Location List

- AT FM XXXX
- BEFORE RAILROAD CROSSING
- NEXT X MILES
- PAST US XXX EXIT
- XXXXXXX TO XXXXXXX
- US XXX TO FM XXXX

Warning List

- SPEED LIMIT XX MPH
- MAXIMUM SPEED XX MPH
- MINIMUM SPEED XX MPH
- ADVISORY SPEED XX MPH
- RIGHT LANE EXIT
- USE CAUTION
- DRIVE SAFELY
- DRIVE WITH CARE

** Advance Notice List

- TUE-FRI XX AM- X PM
- APR XX-XX X PM-X AM
- BEGINS MONDAY
- BEGINS MAY XX
- MAY X-X XX PM - XX AM
- NEXT FRI-SUN
- XX AM TO XX PM
- NEXT TUE AUG XX
- TONIGHT XX PM- XX AM

* STAY IN LANE in Phase 2 must be used with LANES SHIFT in Phase 1.

** See Application Guidelines Note 6.

APPLICATION GUIDELINES

1. Only 1 or 2 phases are to be used on a PCMS.
2. The 1st phase (or both) should be selected from the "Road/Lane/Ramp Closure List" and the "Other Condition List".
3. A 2nd phase can be selected from the "Action to Take/Effect on Travel, Location, General Warning, or Advance Notice Phase Lists".
4. A Location Phase is necessary only if a distance or location is not included in the first phase selected.
5. If two PCMS are used in sequence, they must be separated by a minimum of 1000 ft. Each PCMS shall be limited to two phases, and should be understandable by themselves.
6. For advance notice, when the current date is within seven days of the actual work date, calendar days should be replaced with days of the week. Advance notification should typically be for no more than one week prior to the work.

WORDING ALTERNATIVES

1. The words RIGHT, LEFT and ALL can be interchanged as appropriate.
2. Roadway designations IH, US, SH, FM and LP can be interchanged as appropriate.
3. EAST, WEST, NORTH and SOUTH (or abbreviations E, W, N and S) can be interchanged as appropriate.
4. Highway names and numbers replaced as appropriate.
5. ROAD, HIGHWAY and FREEWAY can be interchanged as needed.
6. AHEAD may be used instead of distances if necessary.
7. FT and MI, MILE and MILES interchanged as appropriate.
8. AT, BEFORE and PAST interchanged as needed.
9. Distances or AHEAD can be eliminated from the message if a location phase is used.

PCMS SIGNS WITHIN THE R.O.W. SHALL BE BEHIND GUARDRAIL OR CONCRETE BARRIER OR SHALL HAVE A MINIMUM OF FOUR (4) PLASTIC DRUMS PLACED PERPENDICULAR TO TRAFFIC ON THE UPSTREAM SIDE OF THE PCMS, WHEN EXPOSED TO ONE DIRECTION OF TRAFFIC. WHEN EXPOSED TO TWO WAY TRAFFIC, THE FOUR DRUMS SHOULD BE PLACED WITH ONE DRUM AT EACH OF THE FOUR CORNERS OF THE UNIT.

FULL MATRIX PCMS SIGNS

1. When Full Matrix PCMS signs are used, the character height and legibility/visibility requirements shall be maintained as listed in Note 15 under "PORTABLE CHANGEABLE MESSAGE SIGNS" above.
2. When symbol signs, such as the "Flagger Symbol"(CW20-7) are represented graphically on the Full Matrix PCMS sign and, with the approval of the Engineer, it shall maintain the legibility/visibility requirement listed above.
3. When symbol signs are represented graphically on the Full Matrix PCMS, they shall only supplement the use of the static sign represented, and shall not substitute for, or replace that sign.
4. A full matrix PCMS may be used to simulate a flashing arrow board provided it meets the visibility, flash rate and dimming requirements on BC(7), for the same size arrow.

Texas Department of Transportation

Traffic Operations Division Standard

BARRICADE AND CONSTRUCTION PORTABLE CHANGEABLE MESSAGE SIGN (PCMS)

BC(6)-14

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9-07 8-14	DIST	COUNTY		SHEET NO.
7-13	22	VAL VERDE		31

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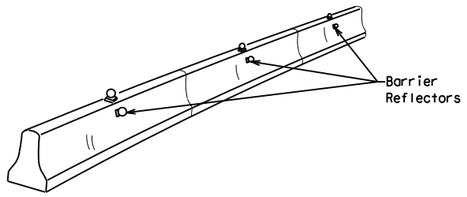
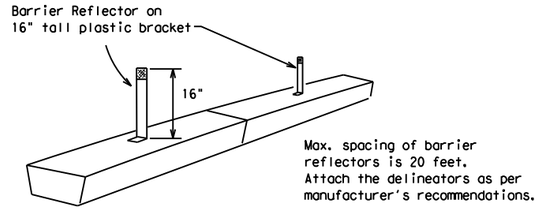
1. Barrier Reflectors shall be pre-qualified, and conform to the color and reflectivity requirements of DMS-8600. A list of prequalified Barrier Reflectors can be found at the Material Producer List web address shown on BC(1).
2. Color of Barrier Reflectors shall be as specified in the TMUTCD. The cost of the reflectors shall be considered subsidiary to Item 512.

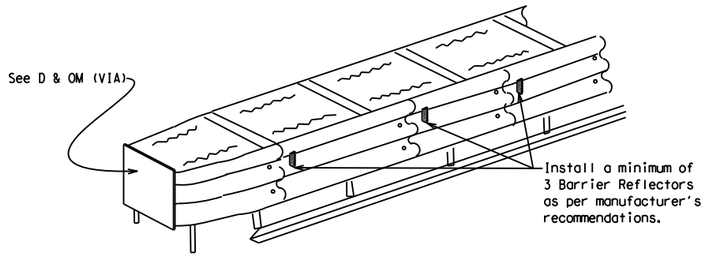


CONCRETE TRAFFIC BARRIER (CTB)

3. Where traffic is on one side of the CTB, two (2) Barrier Reflectors shall be mounted in approximately the midsection of each section of CTB. An alternate mounting location is uniformly spaced at one end of each CTB. This will allow for attachment of a barrier grapple without damaging the reflector. The Barrier Reflector mounted on the side of the CTB shall be located directly below the reflector mounted on top of the barrier, as shown in the detail above.
4. Where CTB separates two-way traffic, three barrier reflectors shall be mounted on each section of CTB. The reflector unit on top shall have two yellow reflective faces (Bi-Directional)while the reflectors on each side of the barrier shall have one yellow reflective face, as shown in the detail above.
5. When CTB separates traffic traveling in the same direction, no barrier reflectors will be required on top of the CTB.
6. Barrier Reflector units shall be yellow or white in color to match the edgeline being supplemented.
7. Maximum spacing of Barrier Reflectors is forty (40) feet.
8. Pavement markers or temporary flexible-reflective roadway marker tabs shall NOT be used as CTB delineation.
9. Attachment of Barrier Reflectors to CTB shall be per manufacturer's recommendations.
10. Missing or damaged Barrier Reflectors shall be replaced as directed by the Engineer.
11. Single slope barriers shall be delineated as shown on the above detail.



LOW PROFILE CONCRETE BARRIER (LPCB)

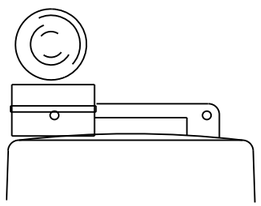


DELINEATION OF END TREATMENTS

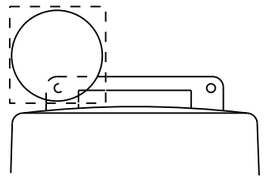
END TREATMENTS FOR CTB'S USED IN WORK ZONES

End treatments used on CTB's in work zones shall meet crashworthy standards as defined in the National Cooperative Highway Research Report 350. Refer to the CWZTCD List for approved end treatments and manufacturers.

BARRIER REFLECTORS FOR CONCRETE TRAFFIC BARRIER AND ATTENUATORS



Type C Warning Light or approved substitute mounted on a drum adjacent to the travel way.



Warning reflector may be round or square. Must have a yellow reflective surface area of at least 30 square inches

WARNING LIGHTS

1. Warning lights shall meet the requirements of the TMUTCD.
2. Warning lights shall NOT be installed on barricades.
3. Type A-Low Intensity Flashing Warning Lights are commonly used with drums. They are intended to warn of or mark a potentially hazardous area. Their use shall be as indicated on this sheet and/or other sheets of the plans by the designation "FL". The Type A Warning Lights shall not be used with signs manufactured with Type B_{FL} or C_{FL} Sheeting meeting the requirements of Departmental Material Specification DMS-8300.
4. Type-C and Type D 360 degree Steady Burn Lights are intended to be used in a series for delineation to supplement other traffic control devices. Their use shall be as indicated on this sheet and/or other sheets of the plans by the designation "SB".
5. The Engineer/Inspector or the plans shall specify the location and type of warning lights to be installed on the traffic control devices.
6. When required by the Engineer, the Contractor shall furnish a copy of the warning lights certification. The warning light manufacturer will certify the warning lights meet the requirements of the latest ITE Purchase Specifications for Flashing and Steady-Burn Warning Lights.
7. When used to delineate curves, Type-C and Type D Steady Burn Lights should only be placed on the outside of the curve, not the inside.
8. The location of warning lights and warning reflectors on drums shall be as shown elsewhere in the plans.

WARNING LIGHTS MOUNTED ON PLASTIC DRUMS

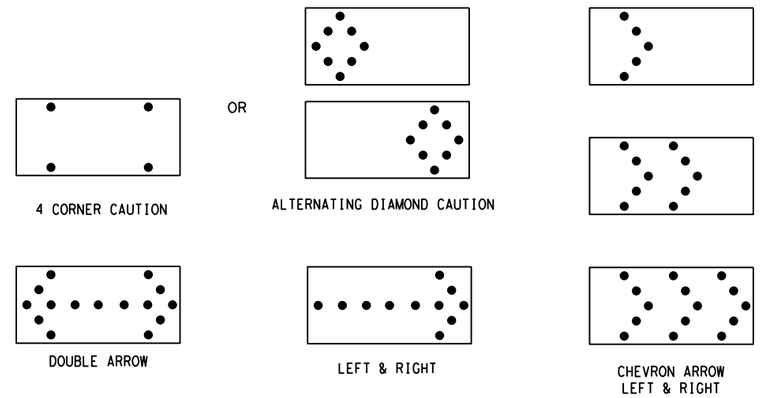
1. Type A flashing warning lights are intended to warn drivers that they are approaching or are in a potentially hazardous area.
2. Type A random flashing warning lights are not intended for delineation and shall not be used in a series.
3. A series of sequential flashing warning lights placed on channelizing devices to form a merging taper may be used for delineation. If used, the successive flashing of the sequential warning lights should occur from the beginning of the taper to the end of the merging taper in order to identify the desired vehicle path. The rate of flashing for each light shall be 65 flashes per minute, plus or minus 10 flashes.
4. Type C and D steady-burn warning lights are intended to be used in a series to delineate the edge of the travel lane on detours, on lane changes, on lane closures, and on other similar conditions.
5. Type A, Type C and Type D warning lights shall be installed at locations as detailed on other sheets in the plans.
6. Warning lights shall not be installed on a drum that has a sign, chevron or vertical panel.
7. The maximum spacing for warning lights on drums should be identical to the channelizing device spacing.

WARNING REFLECTORS MOUNTED ON PLASTIC DRUMS AS A SUBSTITUTE FOR TYPE C (STEADY BURN) WARNING LIGHTS

1. A warning reflector or approved substitute may be mounted on a plastic drum as a substitute for a Type C, steady burn warning light at the discretion of the Contractor unless otherwise noted in the plans.
2. The warning reflector shall be yellow in color and shall be manufactured using a sign substrate approved for use with plastic drums listed on the CWZTCD.
3. The warning reflector shall have a minimum retroreflective surface area (one-side) of 30 square inches.
4. Round reflectors shall be fully reflectorized, including the area where attached to the drum.
5. Square substrates must have a minimum of 30 square inches of reflectorized sheeting. They do not have to be reflectorized where it attaches to the drum.
6. The side of the warning reflector facing approaching traffic shall have sheeting meeting the color and retroreflectivity requirements for DMS 8300-Type B or Type C.
7. When used near two-way traffic, both sides of the warning reflector shall be reflectorized.
8. The warning reflector should be mounted on the side of the handle nearest approaching traffic.
9. The maximum spacing for warning reflectors should be identical to the channelizing device spacing requirements.

Arrow Boards may be located behind channelizing devices in place for a shoulder taper or merging taper, otherwise they shall be delineated with four (4) channelizing devices placed perpendicular to traffic on the upstream side of traffic.

1. The Flashing Arrow Board should be used for all lane closures on multi-lane roadways, or slow moving maintenance or construction activities on the travel lanes.
2. Flashing Arrow Boards should not be used on two-lane, two-way roadways, detours, diversions or work on shoulders unless the "CAUTION" display (see detail below) is used.
3. The Engineer/Inspector shall choose all appropriate signs, barricades and/or other traffic control devices that should be used in conjunction with the Flashing Arrow Board.
4. The Flashing Arrow Board should be able to display the following symbols:



5. The "CAUTION" display consists of four corner lamps flashing simultaneously, or the Alternating Diamond Caution mode as shown.
6. The straight line caution display is NOT ALLOWED.
7. The Flashing Arrow Board shall be capable of minimum 50 percent dimming from rated lamp voltage. The flashing rate of the lamps shall not be less than 25 nor more than 40 flashes per minute.
8. Minimum lamp "on time" shall be approximately 50 percent for the flashing arrow and equal intervals of 25 percent for each sequential phase of the flashing chevron.
9. The sequential arrow display is NOT ALLOWED.
10. The flashing arrow display is the TxDOT standard; however, the sequential Chevron display may be used during daylight operations.
11. The Flashing Arrow Board shall be mounted on a vehicle, trailer or other suitable support.
12. A Flashing Arrow Board SHALL NOT BE USED to laterally shift traffic.
13. A full matrix PCMS may be used to simulate a Flashing Arrow Board provided it meets visibility, flash rate and dimming requirements on this sheet for the same size arrow.
14. Minimum mounting height of trailer mounted Arrow Boards should be 7 feet from roadway to bottom of panel.

REQUIREMENTS			
TYPE	MINIMUM SIZE	MINIMUM NUMBER OF PANEL LAMPS	MINIMUM VISIBILITY DISTANCE
B	30 x 60	13	3/4 mile
C	48 x 96	15	1 mile

ATTENTION

Flashing Arrow Boards shall be equipped with automatic dimming devices.

WHEN NOT IN USE, REMOVE THE ARROW BOARD FROM THE RIGHT-OF-WAY OR PLACE THE ARROW BOARD BEHIND CONCRETE TRAFFIC BARRIER OR GUARDRAIL.

FLASHING ARROW BOARDS

TRUCK-MOUNTED ATTENUATORS

1. Truck-mounted attenuators (TMA) used on TxDOT facilities must meet the requirements outlined in the National Cooperative Highway Research Report No. 350 (NCHRP 350) or the Manual for Assessing Safety Hardware (MASH).
2. Refer to the CWZTCD for the requirements of Level 2 or Level 3 TMAs.
3. Refer to the CWZTCD for a list of approved TMAs.
4. TMAs are required on freeways unless otherwise noted in the plans.
5. A TMA should be used anytime that it can be positioned 30 to 100 feet in advance of the area of crew exposure without adversely affecting the work performance.
6. The only reason a TMA should not be required is when a work area is spread down the roadway and the work crew is an extended distance from the TMA.

Texas Department of Transportation

Traffic Operations Division Standard

BARRICADE AND CONSTRUCTION ARROW PANEL, REFLECTORS, WARNING LIGHTS & ATTENUATOR

BC(7)-14

FILE: bc-14.dgn	DN: TxDOT	CK: TxDOT	DW: TxDOT	CK: TxDOT
©TxDOT November 2002	CONT	SECT	JOB	HIGHWAY
REVISIONS	0161	03	024	SS 239
9-07 8-14	DIST	COUNTY		SHEET NO.
7-13	22	VAL VERDE		32

101

GENERAL NOTES

1. For long term stationary work zones on freeways, drums shall be used as the primary channelizing device.
2. For intermediate term stationary work zones on freeways, drums should be used as the primary channelizing device but may be replaced in tangent sections by vertical panels, or 42" two-piece cones. In tangent sections one-piece cones may be used with the approval of the Engineer but only if personnel are present on the project at all times to maintain the cones in proper position and location.
3. For short term stationary work zones on freeways, drums are the preferred channelizing device but may be replaced in tapers, transitions and tangent sections by vertical panels, two-piece cones or one-piece cones as approved by the Engineer.
4. Drums and all related items shall comply with the requirements of the current version of the "Texas Manual on Uniform Traffic Control Devices" (TMUTCD) and the "Compliant Work Zone Traffic Control Devices List" (CWZTCD).
5. Drums, bases, and related materials shall exhibit good workmanship and shall be free from objectionable marks or defects that would adversely affect their appearance or serviceability.
6. The Contractor shall have a maximum of 24 hours to replace any plastic drums identified for replacement by the Engineer/Inspector. The replacement device must be an approved device.

GENERAL DESIGN REQUIREMENTS

Pre-qualified plastic drums shall meet the following requirements:

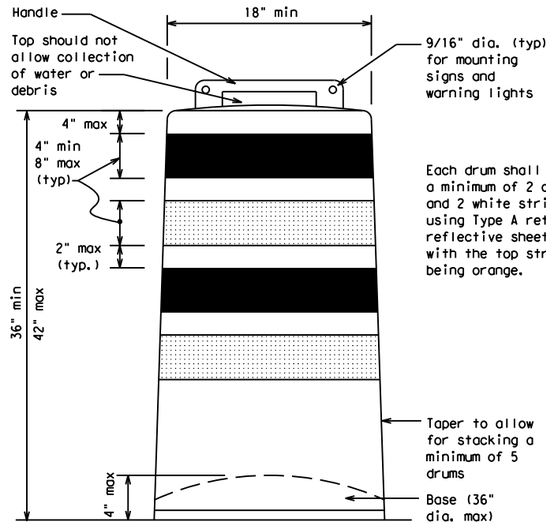
1. Plastic drums shall be a two-piece design; the "body" of the drum shall be the top portion and the "base" shall be the bottom.
2. The body and base shall lock together in such a manner that the body separates from the base when impacted by a vehicle traveling at a speed of 20 MPH or greater but prevents accidental separation due to normal handling and/or air turbulence created by passing vehicles.
3. Plastic drums shall be constructed of lightweight flexible, and deformable materials. The Contractor shall NOT use metal drums or single piece plastic drums as channelization devices or sign supports.
4. Drums shall present a profile that is a minimum of 18 inches in width at the 36 inch height when viewed from any direction. The height of drum unit (body installed on base) shall be a minimum of 36 inches and a maximum of 42 inches.
5. The top of the drum shall have a built-in handle for easy pickup and shall be designed to drain water and not collect debris. The handle shall have a minimum of two widely spaced 9/16 inch diameter holes to allow attachment of a warning light, warning reflector unit or approved compliant sign.
6. The exterior of the drum body shall have a minimum of four alternating orange and white retroreflective circumferential stripes not less than 4 inches nor greater than 8 inches in width. Any non-reflectorized space between any two adjacent stripes shall not exceed 2 inches in width.
7. Bases shall have a maximum width of 36 inches, a maximum height of 4 inches, and a minimum of two footholds of sufficient size to allow base to be held down while separating the drum body from the base.
8. Plastic drums shall be constructed of ultra-violet stabilized, orange, high-density polyethylene (HDPE) or other approved material.
9. Drum body shall have a maximum unballasted weight of 11 lbs.
10. Drum and base shall be marked with manufacturer's name and model number.

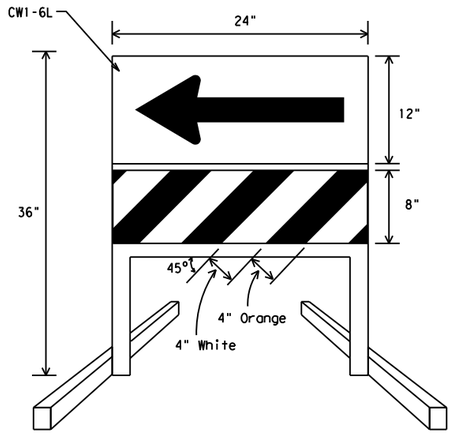
RETROREFLECTIVE SHEETING

1. The stripes used on drums shall be constructed of sheeting meeting the color and retroreflectivity requirements of Departmental Materials Specification DMS-8300, "Sign Face Materials." Type A reflective sheeting shall be supplied unless otherwise specified in the plans.
2. The sheeting shall be suitable for use on and shall adhere to the drum surface such that, upon vehicular impact, the sheeting shall remain adhered in-place and exhibit no delaminating, cracking, or loss of retroreflectivity other than that loss due to abrasion of the sheeting surface.

BALLAST

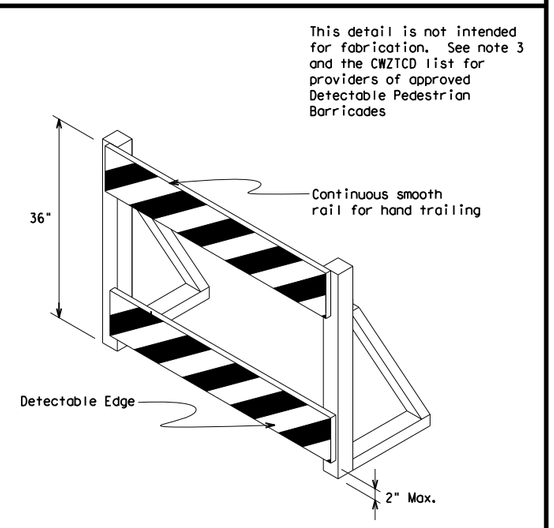
1. Unballasted bases shall be large enough to hold up to 50 lbs. of sand. This base, when filled with the ballast material, should weigh between 35 lbs (minimum) and 50 lbs (maximum). The ballast may be sand in one to three sandbags separate from the base, sand in a sand-filled plastic base, or other ballasting devices as approved by the Engineer. Stacking of sandbags will be allowed, however height of sandbags above pavement surface may not exceed 12 inches.
2. Bases with built-in ballast shall weigh between 40 lbs. and 50 lbs. Built-in ballast can be constructed of an integral crumb rubber base or a solid rubber base.
3. Recycled truck tire sidewalls may be used for ballast on drums approved for this type of ballast on the CWZTCD list.
4. The ballast shall not be heavy objects, water, or any material that would become hazardous to motorists, pedestrians, or workers when the drum is struck by a vehicle.
5. When used in regions susceptible to freezing, drums shall have drainage holes in the bottoms so that water will not collect and freeze becoming a hazard when struck by a vehicle.
6. Ballast shall not be placed on top of drums.
7. Adhesives may be used to secure base of drums to pavement.





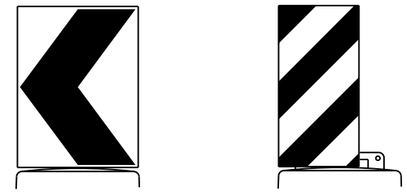
DIRECTION INDICATOR BARRICADE

1. The Direction Indicator Barricade may be used in tapers, transitions, and other areas where specific directional guidance to drivers is necessary.
2. If used, the Direction Indicator Barricade should be used in series to direct the driver through the transition and into the intended travel lane.
3. The Direction Indicator Barricade shall consist of One-Direction Large Arrow (CW1-6) sign in the size shown with a black arrow on a background of Type B_{FL} or Type C_{FL} Orange retroreflective sheeting above a rail with Type A retroreflective sheeting in alternating 4" white and orange stripes sloping downward at an angle of 45 degrees in the direction road users are to pass. Sheeting types shall be as per DMS 8300.
4. Double arrows on the Direction Indicator Barricade will not be allowed.
5. Approved manufacturers are shown on the CWZTCD List. Ballast shall be as approved by the manufacturers instructions.



DETECTABLE PEDESTRIAN BARRICADES

1. When existing pedestrian facilities are disrupted, closed, or relocated in a TTC zone, the temporary facilities shall be detectable and include accessibility features consistent with the features present in the existing pedestrian facility.
2. Where pedestrians with visual disabilities normally use the closed sidewalk, a device that is detectable by a person with a visual disability traveling with the aid of a long cane shall be placed across the full width of the closed sidewalk.
3. Detectable pedestrian barricades similar to the one pictured above, longitudinal channelizing devices, some concrete barriers, and wood or chain link fencing with a continuous detectable edging can satisfactorily delineate a pedestrian path.
4. Tape, rope, or plastic chain strung between devices are not detectable, do not comply with the design standards in the "Americans with Disabilities Act Accessibility Guidelines for Buildings and Facilities (ADAAG)" and should not be used as a control for pedestrian movements.
5. Warning lights shall not be attached to detectable pedestrian barricades.
6. Detectable pedestrian barricades may use 8" nominal barricade rails as shown on BC(10) provided that the top rail provides a smooth continuous rail suitable for hand trailing with no splinters, burrs, or sharp edges.



18" x 24" Sign
(Maximum Sign Dimension)
Chevron CW1-8, Opposing Traffic Lane Divider, Driveway sign D70a, Keep Right R4 series or other signs as approved by Engineer

12" x 24"
Vertical Panel
mount with diagonals sloping down towards travel way

Plywood, Aluminum or Metal sign substrates shall NOT be used on plastic drums

SIGNS, CHEVRONS, AND VERTICAL PANELS MOUNTED ON PLASTIC DRUMS

1. Signs used on plastic drums shall be manufactured using substrates listed on the CWZTCD.
2. Chevrons and other work zone signs with an orange background shall be manufactured with Type B_{FL} or Type C_{FL} Orange sheeting meeting the color and retroreflectivity requirements of DMS-8300, "Sign Face Material," unless otherwise specified in the plans.
3. Vertical Panels shall be manufactured with orange and white sheeting meeting the requirements of DMS-8300 Type A Diagonal stripes on Vertical Panels shall slope down toward the intended traveled lane.
4. Other sign messages (text or symbolic) may be used as approved by the Engineer. Sign dimensions shall not exceed 18 inches in width or 24 inches in height, except for the R9 series signs discussed in note 8 below.
5. Signs shall be installed using a 1/2 inch bolt (nominal) and nut, two washers, and one locking washer for each connection.
6. Mounting bolts and nuts shall be fully engaged and adequately torqued. Bolts should not extend more than 1/2 inch beyond nuts.
7. Chevrons may be placed on drums on the outside of curves, on merging tapers or on shifting tapers. When used in these locations they may be placed on every drum or spaced not more than on every third drum. A minimum of three (3) should be used at each location called for in the plans.
8. R9-9, R9-10, R9-11 and R9-11a Sidewalk Closed signs which are 24 inches wide may be mounted on plastic drums, with approval of the Engineer.

Texas Department of Transportation

Traffic Operations Division Standard

BARRICADE AND CONSTRUCTION CHANNELIZING DEVICES

BC(8)-14

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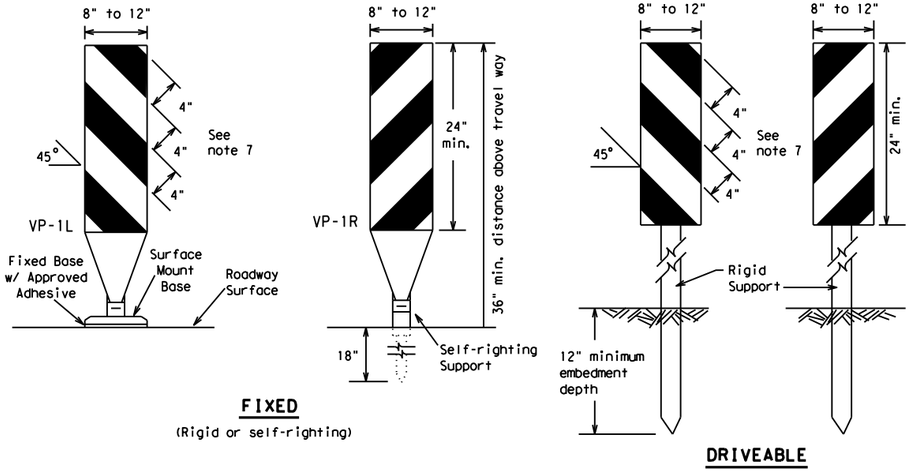
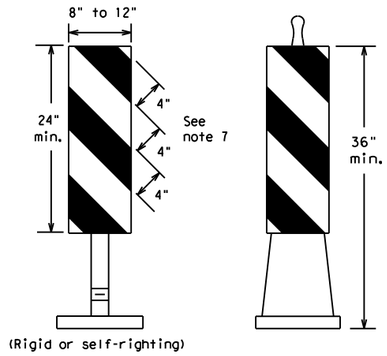


FIXED
(Rigid or self-righting)

DRIVEABLE

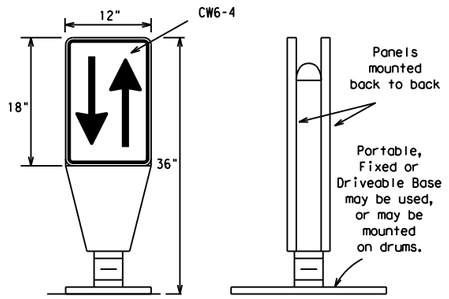


(Rigid or self-righting)

PORTABLE

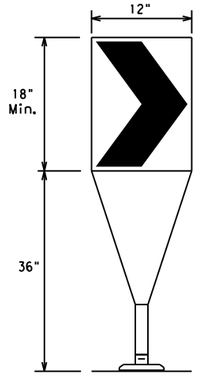
1. Vertical Panels (VP's) are normally used to channelize traffic or divide opposing lanes of traffic.
2. VP's may be used in daytime or nighttime situations. They may be used at the edge of shoulder drop-offs and other areas such as lane transitions where positive daytime and nighttime delineation is required. The Engineer/Inspector shall refer to the Roadway Design Manual Appendix B "Treatment of Pavement Drop-offs in Work Zones" for additional guidelines on the use of VP's for drop-offs.
3. VP's should be mounted back to back if used at the edge of cuts adjacent to two-way two lane roadways. Stripes are to be reflective orange and reflective white and should always slope downward toward the travel lane.
4. VP's used on expressways and freeways or other high speed roadways, may have more than 270 square inches of retroreflective area facing traffic.
5. Self-righting supports are available with portable base. See "Compliant Work Zone Traffic Control Devices List" (CWZTCD).
6. Sheeting for the VP's shall be retroreflective Type A conforming to Departmental Material Specification DMS-8300, unless noted otherwise.
7. Where the height of reflective material on the vertical panel is 36 inches or greater, a panel stripe of 6 inches shall be used.

VERTICAL PANELS (VPs)



1. Opposing Traffic Lane Dividers (OTLD) are delineation devices designed to convert a normal one-way roadway section to two-way operation. OTLD's are used on temporary centerlines. The upward and downward arrows on the sign's face indicate the direction of traffic on either side of the divider. The base is secured to the pavement with an adhesive or rubber weight to minimize movement caused by a vehicle impact or wind gust.
2. The OTLD may be used in combination with 42" cones or VPs.
3. Spacing between the OTLD shall not exceed 500 feet. 42" cones or VPs placed between the OTLD's should not exceed 100 foot spacing.
4. The OTLD shall be orange with a black non-reflective legend. Sheeting for the OTLD shall be retroreflective Type B_{FL} or Type C_{FL} conforming to Departmental Material Specification DMS-8300, unless noted otherwise. The legend shall meet the requirements of DMS-8300.

OPPOSING TRAFFIC LANE DIVIDERS (OTLD)



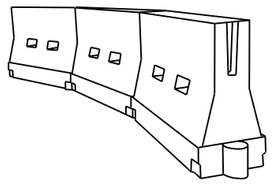
Fixed Base w/ Approved Adhesive (Driveable Base, or Flexible Support can be used)

1. The chevron shall be a vertical rectangle with a minimum size of 12 by 18 inches.
2. Chevrons are intended to give notice of a sharp change of alignment with the direction of travel and provide additional emphasis and guidance for vehicle operators with regard to changes in horizontal alignment of the roadway.
3. Chevrons, when used, shall be erected on the outside of a sharp curve or turn, or on the far side of an intersection. They shall be in line with and at right angles to approaching traffic. Spacing should be such that the motorist always has three in view, until the change in alignment eliminates its need.
4. To be effective, the chevron should be visible for at least 500 feet.
5. Chevrons shall be orange with a black nonreflective legend. Sheeting for the chevron shall be retroreflective Type B_{FL} or Type C_{FL} conforming to Departmental Material Specification DMS-8300, unless noted otherwise. The legend shall meet the requirements of DMS-8300.
6. For Long Term Stationary use on tapers or transitions on freeways and divided highways self-righting chevrons may be used to supplement plastic drums but not to replace plastic drums.

CHEVRONS

GENERAL NOTES

1. Work Zone channelizing devices illustrated on this sheet may be installed in close proximity to traffic and are suitable for use on high or low speed roadways. The Engineer/Inspector shall ensure that spacing and placement is uniform and in accordance with the "Texas Manual on Uniform Traffic Control Devices" (TMUTCD).
2. Channelizing devices shown on this sheet may have a driveable, fixed or portable base. The requirement for self-righting channelizing devices must be specified in the General Notes or other plan sheets.
3. Channelizing devices on self-righting supports should be used in work zone areas where channelizing devices are frequently impacted by errant vehicles or vehicle related wind gusts making alignment of the channelizing devices difficult to maintain. Locations of these devices shall be detailed elsewhere in the plans. These devices shall conform to the TMUTCD and the "Compliant Work Zone Traffic Control Devices List" (CWZTCD).
4. The Contractor shall maintain devices in a clean condition and replace damaged, nonreflective, faded, or broken devices and bases as required by the Engineer/Inspector. The Contractor shall be required to maintain proper device spacing and alignment.
5. Portable bases shall be fabricated from virgin and/or recycled rubber. The portable bases shall weigh a minimum of 30 lbs.
6. Pavement surfaces shall be prepared in a manner that ensures proper bonding between the adhesives, the fixed mount bases and the pavement surface. Adhesives shall be prepared and applied according to the manufacturer's recommendations.
7. The installation and removal of channelizing devices shall not cause detrimental effects to the final pavement surfaces, including pavement surface discoloration or surface integrity. Driveable bases shall not be permitted on final pavement surfaces. The Engineer/Inspector shall approve all application and removal procedures of fixed bases.



LONGITUDINAL CHANNELIZING DEVICES (LCD)

1. LCDs are crashworthy, lightweight, deformable devices that are highly visible, have good target value and can be connected together. They are not designed to contain or redirect a vehicle on impact.
2. LCDs may be used instead of a line of cones or drums.
3. LCDs shall be placed in accordance to application and installation requirements specific to the device, and used only when shown on the CWZTCD list.
4. LCDs should not be used to provide positive protection for obstacles, pedestrians or workers.
5. LCDs shall be supplemented with retroreflective delineation as required for temporary barriers on BC(7) when placed roughly parallel to the travel lanes.
6. LCDs used as barricades placed perpendicular to traffic should have at least one row of reflective sheeting meeting the requirements for barricade rails as shown on BC(10) placed near the top of the LCD along the full length of the device.

WATER BALLASTED SYSTEMS USED AS BARRIERS

1. Water ballasted systems used as barriers shall not be used solely to channelize road users, but also to protect the work space per the appropriate NCHRP 350 crashworthiness requirements based on roadway speed and barrier application.
2. Water ballasted systems used to channelize vehicular traffic shall be supplemented with retroreflective delineation or channelizing devices to improve daytime/nighttime visibility. They may also be supplemented with pavement markings.
3. Water ballasted systems used as barriers shall be placed in accordance to application and installation requirements specific to the device, and used only when shown on the CWZTCD list.
4. Water ballasted systems used as barriers should not be used for a merging taper except in low speed (less than 45 MPH) urban areas. When used on a taper in a low speed urban area, the taper shall be delineated and the taper length should be designed to optimize road user operations considering the available geometric conditions.
5. When water ballasted systems used as barriers have blunt ends exposed to traffic, they should be attenuated as per manufacturer recommendations or flared to a point outside the clear zone.

If used to channelize pedestrians, longitudinal channelizing devices or water ballasted systems must have a continuous detectable bottom for users of long canes and the top of the unit shall not be less than 32 inches in height.

HOLLOW OR WATER BALLASTED SYSTEMS USED AS LONGITUDINAL CHANNELIZING DEVICES OR BARRIERS

Posted Speed *	Formula	Minimum Desirable Taper Lengths ** 10' Offset	11' Offset	12' Offset	Suggested Maximum Spacing of Channelizing Devices On a Taper	On a Tangent
30	$L = \frac{WS^2}{60}$	150'	165'	180'	30'	60'
35		205'	225'	245'	35'	70'
40		265'	295'	320'	40'	80'
45	L = WS	450'	495'	540'	45'	90'
50		500'	550'	600'	50'	100'
55		550'	605'	660'	55'	110'
60		600'	660'	720'	60'	120'
65		650'	715'	780'	65'	130'
70		700'	770'	840'	70'	140'
75		750'	825'	900'	75'	150'
80		800'	880'	960'	80'	160'

** Taper lengths have been rounded off.
L=Length of Taper (FT.) W=Width of Offset (FT.)
S=Posted Speed (MPH)

SUGGESTED MAXIMUM SPACING OF CHANNELIZING DEVICES AND MINIMUM DESIRABLE TAPER LENGTHS

SHEET 9 OF 12

Texas Department of Transportation | Traffic Operations Division Standard

BARRICADE AND CONSTRUCTION CHANNELIZING DEVICES

BC(9)-14

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REVISIONS 9-07 8-14 7-13	0161	03	024	SS 239
	DIST	COUNTY		SHEET NO.
	22	VAL VERDE		34

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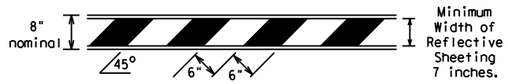
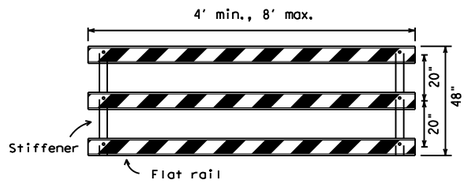
TYPE 3 BARRICADES

1. Refer to the Compliant Work Zone Traffic Control Devices List (CWZTCD) for details of the Type 3 Barricades and a list of all materials used in the construction of Type 3 Barricades.
2. Type 3 Barricades shall be used at each end of construction projects closed to all traffic.
3. Barricades extending across a roadway should have stripes that slope downward in the direction toward which traffic must turn in detouring. When both right and left turns are provided, the chevron striping may slope downward in both directions from the center of the barricade. Where no turns are provided at a closed road striping should slope downward in both directions toward the center of roadway.
4. Striping of rails, for the right side of the roadway, should slope downward to the left. For the left side of the roadway, striping should slope downward to the right.
5. Identification markings may be shown only on the back of the barricade rails. The maximum height of letters and/or company logos used for identification shall be 1".
6. Barricades shall not be placed parallel to traffic unless an adequate clear zone is provided.
7. Warning lights shall NOT be installed on barricades.
8. Where barricades require the use of weights to keep from turning over, the use of sandbags with dry, cohesionless sand is recommended. The sandbags will be tied shut to keep the sand from spilling and to maintain a constant weight. Sand bags shall not be stacked in a manner that covers any portion of a barricade rails reflective sheeting. Rock, concrete, iron, steel or other solid objects will NOT be permitted. Sandbags should weigh a minimum of 35 lbs and a maximum of 50 lbs. Sandbags shall be made of a durable material that tears upon vehicular impact. Rubber (such as tire inner tubes) shall not be used for sandbags. Sandbags shall only be placed along or upon the base supports of the device and shall not be suspended above ground level or hung with rope, wire, chains or other fasteners.
9. Sheeting for barricades shall be retroreflective Type A conforming to Departmental Material Specification DMS-8300 unless otherwise noted.

Barricades shall NOT be used as a sign support.



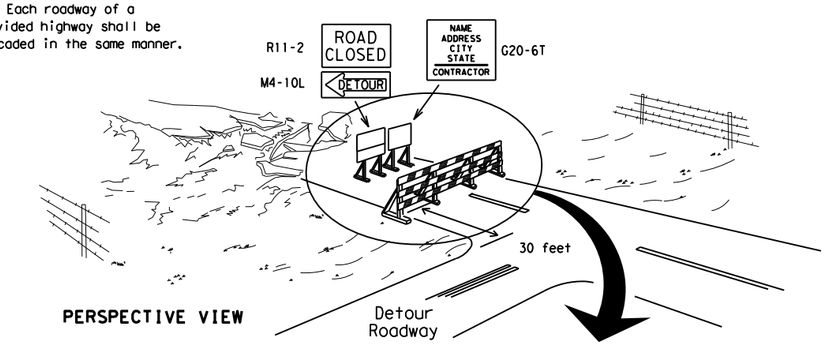
TYPICAL STRIPING DETAIL FOR BARRICADE RAIL



Stiffener may be inside or outside of support, but no more than 2 stiffeners shall be allowed on one barricade.

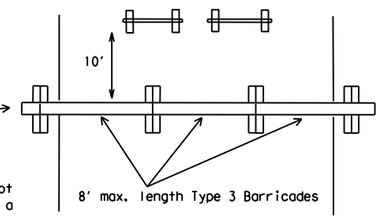
TYPICAL PANEL DETAIL FOR SKID OR POST TYPE BARRICADES

Each roadway of a divided highway shall be barricaded in the same manner.



PERSPECTIVE VIEW

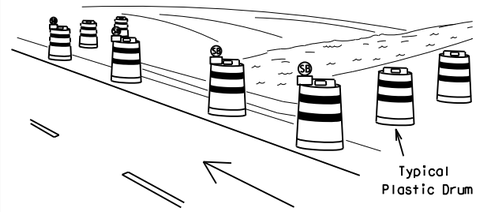
The three rails on Type 3 barricades shall be reflectorized orange and reflective white stripes on one side facing one-way traffic and both sides for two-way traffic.
Barricade striping should slant downward in the direction of detour.



PLAN VIEW

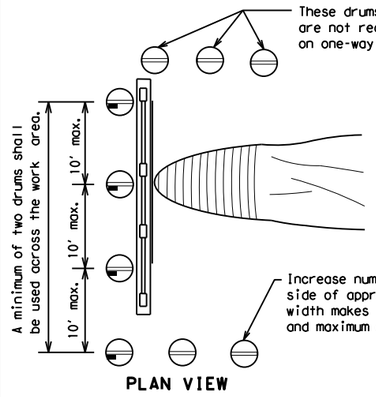
1. Signs should be mounted on independent supports at a 7 foot mounting height in center of roadway. The signs should be a minimum of 10 feet behind Type 3 Barricades.
2. Advance signing shall be as specified elsewhere in the plans.

TYPE 3 BARRICADE (POST AND SKID) TYPICAL APPLICATION



PERSPECTIVE VIEW

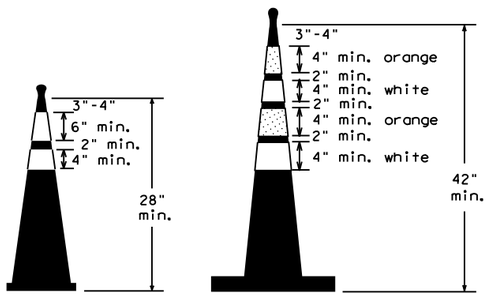
1. Where positive redirectional capability is provided, drums may be omitted.
2. Plastic construction fencing may be used with drums for safety as required in the plans.
3. Vertical Panels on flexible support may be substituted for drums when the shoulder width is less than 4 feet.
4. When the shoulder width is greater than 12 feet, steady-burn lights may be omitted if drums are used.
5. Drums must extend the length of the culvert widening.



PLAN VIEW

LEGEND	
	Plastic drum
	Plastic drum with steady burn light or yellow warning reflector
SB	Steady burn warning light or yellow warning reflector

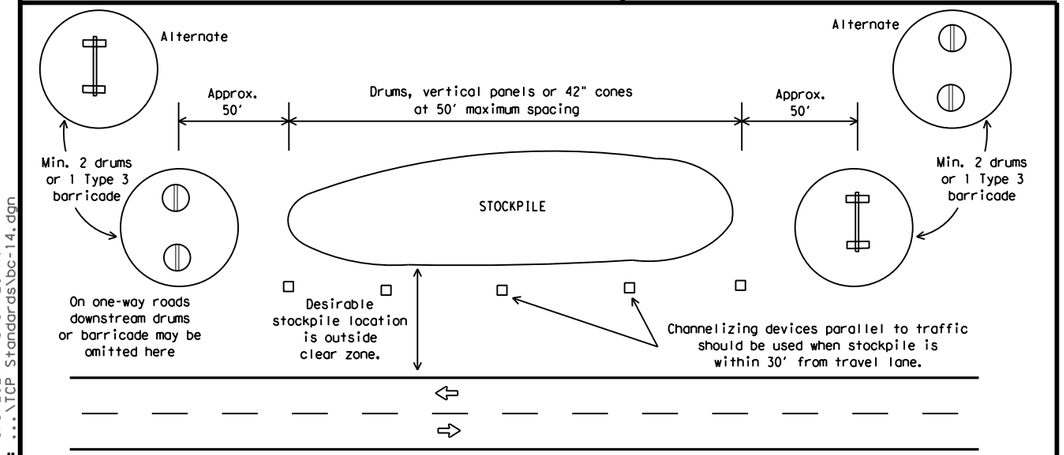
CULVERT WIDENING OR OTHER ISOLATED WORK WITHIN THE PROJECT LIMITS



28" Cones shall have a minimum weight of 9 1/2 lbs.

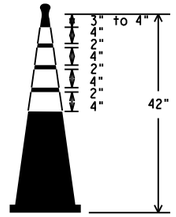
42" 2-piece cones shall have a minimum weight of 30 lbs. including base.

1. Traffic cones and tubular markers shall be predominantly orange, and meet the height and weight requirements shown above.
2. One-piece cones have the body and base of the cone molded in one consolidated unit. Two-piece cones have a cone shaped body and a separate rubber base, or ballast, that is added to keep the device upright and in place.
3. Two-piece cones may have a handle or loop extending up to 8" above the minimum height shown, in order to aid in retrieving the device.
4. Cones or tubular markers used at night shall have white or white and orange reflective bands as shown above. The reflective bands shall have a smooth, sealed outer surface and meet the requirements of Departmental Material Specification DMS-8300 Type A.
5. 28" cones and tubular markers are generally suitable for short duration and short-term stationary work as defined on BC(4). These should not be used for intermediate-term or long-term stationary work unless personnel is on-site to maintain them in their proper upright position.
6. 42" two-piece cones, vertical panels or drums are suitable for all work zone durations.
7. Cones or tubular markers used on each project should be of the same size and shape.



TRAFFIC CONTROL FOR MATERIAL STOCKPILES

THIS DEVICE SHALL NOT BE USED ON PROJECTS LET AFTER MARCH 2014.



EDGELINE CHANNELIZER

1. This device is intended only for use in place of a vertical panel to channelize traffic by indicating the edge of the travel lane. It is not intended to be used in transitions or tapers.
2. This device shall not be used to separate lanes of traffic (opposing or otherwise) or warn of objects.
3. This device is based on a 42 inch, two-piece cone with an alternate striping pattern: four 4 inch retroreflective bands, with an approximate 2 inch gap between bands. The color of the band should correspond to the color of the edgeline (yellow for left edgeline, white for right edgeline) for which the device is substituted or for which it supplements. The reflectorized bands shall be retroreflective Type A conforming to Departmental Material Specification DMS-8300, unless otherwise noted.
4. The base must weigh a minimum of 30 lbs.

Texas Department of Transportation — Traffic Operations Division Standard

BARRICADE AND CONSTRUCTION CHANNELIZING DEVICES

BC(10)-14

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WORK ZONE PAVEMENT MARKINGS

GENERAL

1. The Contractor shall be responsible for maintaining work zone and existing pavement markings, in accordance with the standard specifications and special provisions, on all roadways open to traffic within the CSJ limits unless otherwise stated in the plans.
2. Color, patterns and dimensions shall be in conformance with the "Texas Manual on Uniform Traffic Control Devices" (TMUTCD).
3. Additional supplemental pavement marking details may be found in the plans or specifications.
4. Pavement markings shall be installed in accordance with the TMUTCD and as shown on the plans.
5. When short term markings are required on the plans, short term markings shall conform with the TMUTCD, the plans and details as shown on the Standard Plan Sheet WZ(STPM).
6. When standard pavement markings are not in place and the roadway is opened to traffic, DO NOT PASS signs shall be erected to mark the beginning of the sections where passing is prohibited and PASS WITH CARE signs at the beginning of sections where passing is permitted.
7. All work zone pavement markings shall be installed in accordance with Item 662, "Work Zone Pavement Markings."

RAISED PAVEMENT MARKERS

1. Raised pavement markers are to be placed according to the patterns on BC(12).
2. All raised pavement markers used for work zone markings shall meet the requirements of Item 672, "RAISED PAVEMENT MARKERS" and Departmental Material Specification DMS-4200 or DMS-4300.

PREFABRICATED PAVEMENT MARKINGS

1. Removable prefabricated pavement markings shall meet the requirements of DMS-8241.
2. Non-removable prefabricated pavement markings (foil back) shall meet the requirements of DMS-8240.

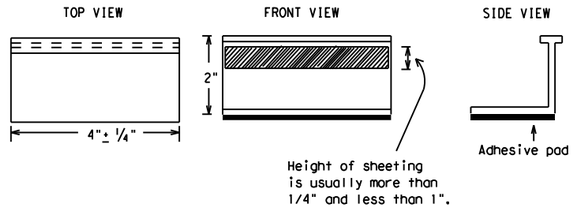
MAINTAINING WORK ZONE PAVEMENT MARKINGS

1. The Contractor will be responsible for maintaining work zone pavement markings within the work limits.
2. Work zone pavement markings shall be inspected in accordance with the frequency and reporting requirements of work zone traffic control device inspections as required by Form 599.
3. The markings should provide a visible reference for a minimum distance of 300 feet during normal daylight hours and 160 feet when illuminated by automobile low-beam headlights at night, unless sight distance is restricted by roadway geometrics.
4. Markings failing to meet this criteria within the first 30 days after placement shall be replaced at the expense of the Contractor as per Specification Item 662.

REMOVAL OF PAVEMENT MARKINGS

1. Pavement markings that are no longer applicable, could create confusion or direct a motorist toward or into the closed portion of the roadway shall be removed or obliterated before the roadway is opened to traffic.
2. The above shall not apply to detours in place for less than three days, where flaggers and/or sufficient channelizing devices are used in lieu of markings to outline the detour route.
3. Pavement markings shall be removed to the fullest extent possible, so as not to leave a discernable marking. This shall be by any method approved by TxDOT Specification Item 677 for "Eliminating Existing Pavement Markings and Markers".
4. The removal of pavement markings may require resurfacing or seal coating portions of the roadway as described in Item 677.
5. Subject to the approval of the Engineer, any method that proves to be successful on a particular type pavement may be used.
6. Blast cleaning may be used but will not be required unless specifically shown in the plans.
7. Over-painting of the markings SHALL NOT BE permitted.
8. Removal of raised pavement markers shall be as directed by the Engineer.
9. Removal of existing pavement markings and markers will be paid for directly in accordance with Item 677, "ELIMINATING EXISTING PAVEMENT MARKINGS AND MARKERS," unless otherwise stated in the plans.
10. Black-out marking tape may be used to cover conflicting existing markings for periods less than two weeks when approved by the Engineer.

Temporary Flexible-Reflective Roadway Marker Tabs



STAPLES OR NAILS SHALL NOT BE USED TO SECURE TEMPORARY FLEXIBLE-REFLECTIVE ROADWAY MARKER TABS TO THE PAVEMENT SURFACE

1. Temporary flexible-reflective roadway marker tabs used as guidemarks shall meet the requirements of DMS-8242.
2. Tabs detailed on this sheet are to be inspected and accepted by the Engineer or designated representative. Sampling and testing is not normally required, however at the option of the Engineer, either "A" or "B" below may be imposed to assure quality before placement on the roadway.
   A. Select five (5) or more tabs at random from each lot or shipment and submit to the Construction Division, Materials and Pavement Section to determine specification compliance.
   B. Select five (5) tabs and perform the following test. Affix five (5) tabs at 24 inch intervals on an asphaltic pavement in a straight line. Using a medium size passenger vehicle or pickup, run over the markers with the front and rear tires at a speed of 35 to 40 miles per hour, four (4) times in each direction. No more than one (1) out of the five (5) reflective surfaces shall be lost or displaced as a result of this test.
3. Small design variances may be noted between tab manufacturers.
4. See Standard Sheet WZ(STPM) for tab placement on new pavements. See Standard Sheet TCP(7-1) for tab placement on seal coat work.

RAISED PAVEMENT MARKERS USED AS GUIDEMARKS

1. Raised pavement markers used as guidemarks shall be from the approved product list, and meet the requirements of DMS-4200.
2. All temporary construction raised pavement markers provided on a project shall be of the same manufacturer.
3. Adhesive for guidemarks shall be bituminous material hot applied or butyl rubber pad for all surfaces, or thermoplastic for concrete surfaces.

Guidemarks shall be designated as:
YELLOW - (two amber reflective surfaces with yellow body).
WHITE - (one silver reflective surface with white body).

DEPARTMENTAL MATERIAL SPECIFICATIONS	
PAVEMENT MARKERS (REFLECTORIZED)	DMS-4200
TRAFFIC BUTTONS	DMS-4300
EPOXY AND ADHESIVES	DMS-6100
BITUMINOUS ADHESIVE FOR PAVEMENT MARKERS	DMS-6130
PERMANENT PREFABRICATED PAVEMENT MARKINGS	DMS-8240
TEMPORARY REMOVABLE, PREFABRICATED PAVEMENT MARKINGS	DMS-8241
TEMPORARY FLEXIBLE, REFLECTIVE ROADWAY MARKER TABS	DMS-8242

A list of prequalified reflective raised pavement markers, non-reflective traffic buttons, roadway marker tabs and other pavement markings can be found at the Material Producer List web address shown on BC(1).

Texas Department of Transportation — Traffic Operations Division Standard

BARRICADE AND CONSTRUCTION PAVEMENT MARKINGS

BC(11)-14

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2-98 9-07	DIST	COUNTY		SHEET NO.
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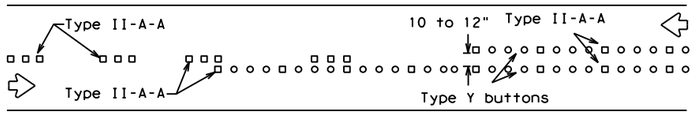
11-02 8-14				

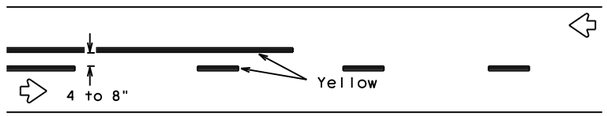
105

PAVEMENT MARKING PATTERNS

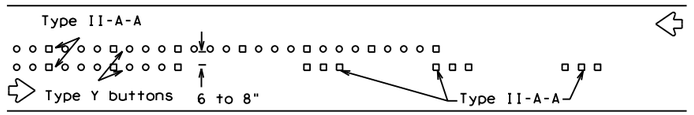
REFLECTORIZED PAVEMENT MARKINGS - PATTERN A



RAISED PAVEMENT MARKERS - PATTERN A



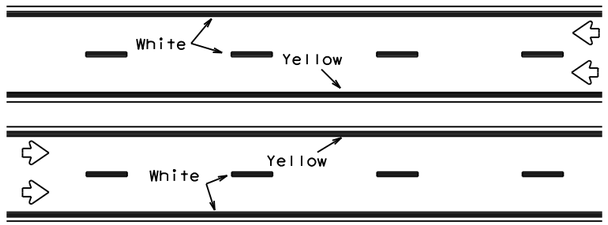
REFLECTORIZED PAVEMENT MARKINGS - PATTERN B



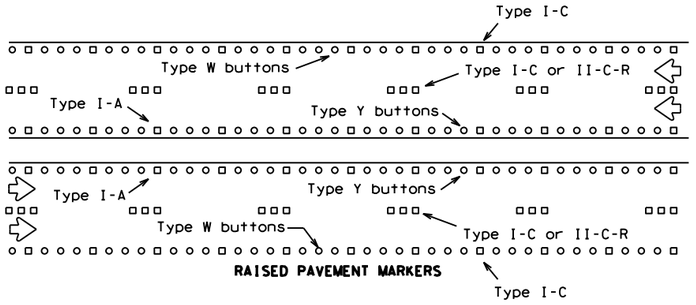
RAISED PAVEMENT MARKERS - PATTERN B

Pattern A is the TXDOT Standard, however Pattern B may be used if approved by the Engineer.
Prefabricated markings may be substituted for reflectorized pavement markings.

CENTER LINE & NO-PASSING ZONE BARRIER LINES FOR TWO-LANE, TWO-WAY HIGHWAYS



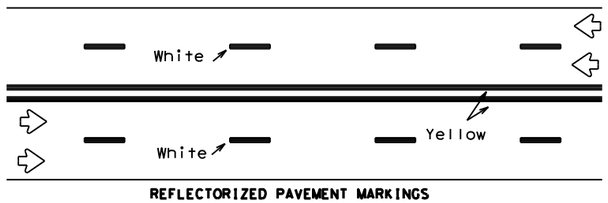
REFLECTORIZED PAVEMENT MARKINGS



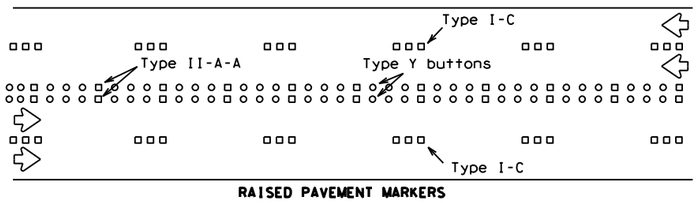
RAISED PAVEMENT MARKERS

Prefabricated markings may be substituted for reflectorized pavement markings.

EDGE & LANE LINES FOR DIVIDED HIGHWAY



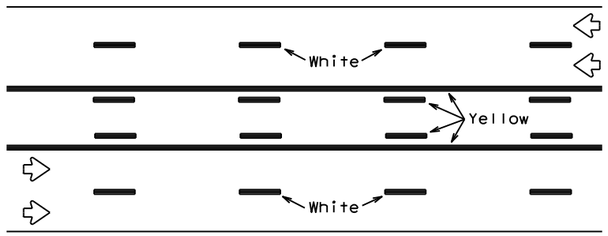
REFLECTORIZED PAVEMENT MARKINGS



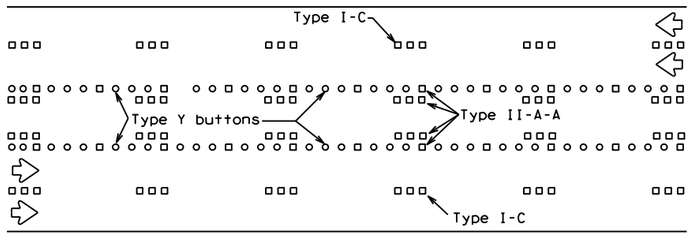
RAISED PAVEMENT MARKERS

Prefabricated markings may be substituted for reflectorized pavement markings.

LANE & CENTER LINES FOR MULTILANE UNDIVIDED HIGHWAYS



REFLECTORIZED PAVEMENT MARKINGS



RAISED PAVEMENT MARKERS

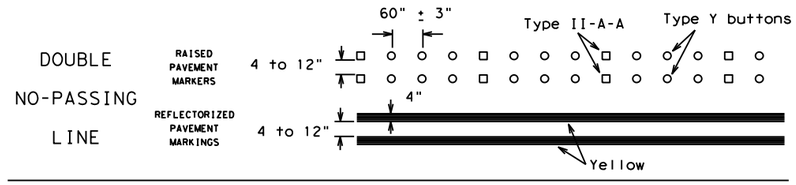
Prefabricated markings may be substituted for reflectorized pavement markings.

TWO-WAY LEFT TURN LANE

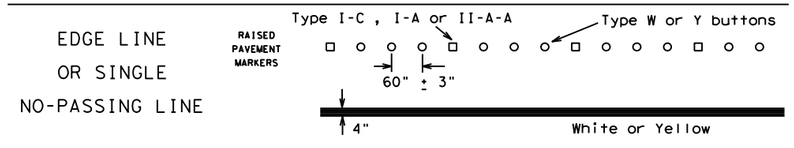
STANDARD WORK ZONE PAVEMENT MARKINGS DETAILS

SOLID LINES

DOUBLE NO-PASSING LINE

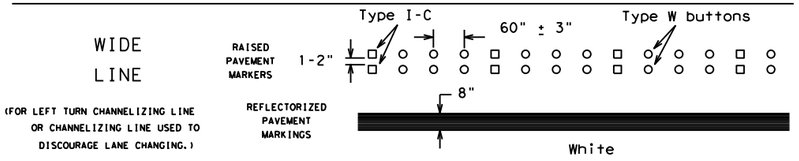


EDGE LINE OR SINGLE NO-PASSING LINE



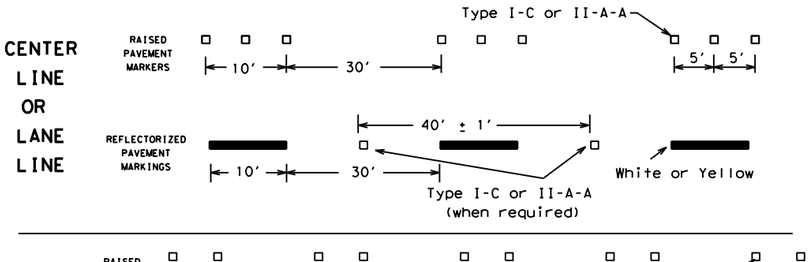
WIDE LINE

(FOR LEFT TURN CHANNELIZING LINE OR CHANNELIZING LINE USED TO DISCOURAGE LANE CHANGING.)

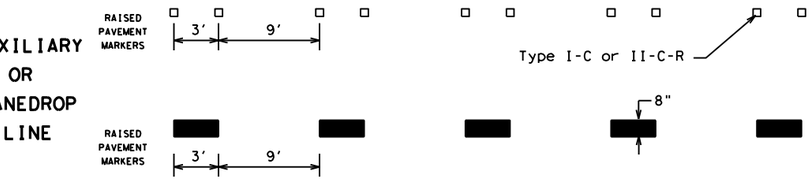


BROKEN LINES

CENTER LINE OR LANE LINE

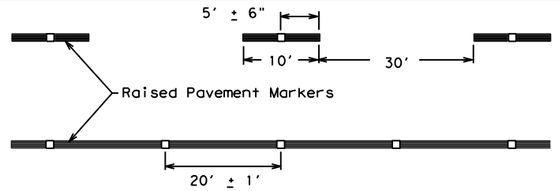


AUXILIARY OR LANEDROP LINE



REMOVABLE MARKINGS WITH RAISED PAVEMENT MARKERS

If raised pavement markers are used to supplement REMOVABLE markings, the markers shall be applied to the top of the tape at the approximate mid length of tape used for broken lines or at 20 foot spacing for solid lines. This allows an easier removal of raised pavement markers and tape.



Centerline only - not to be used on edge lines

Raised pavement markers used as standard pavement markings shall be from the approved products list and meet the requirements of Item 672 "RAISED PAVEMENT MARKERS."

Texas Department of Transportation

Traffic Operations Division Standard

BARRICADE AND CONSTRUCTION PAVEMENT MARKING PATTERNS

BC(12)-14

FILE: bc-14.dgn	DN: TxDOT	CK: TxDOT	DW: TxDOT	CK: TxDOT
© TxDOT February 1998	CONT	SECT	JOB	HIGHWAY
REVISIONS	0161	03	024	SS 239
1-97 9-07	DIST	COUNTY		SHEET NO.
2-98 7-13	22	VAL VERDE		37
11-02 8-14				

106

DATE: 6/3/2021 9:37:21 AM
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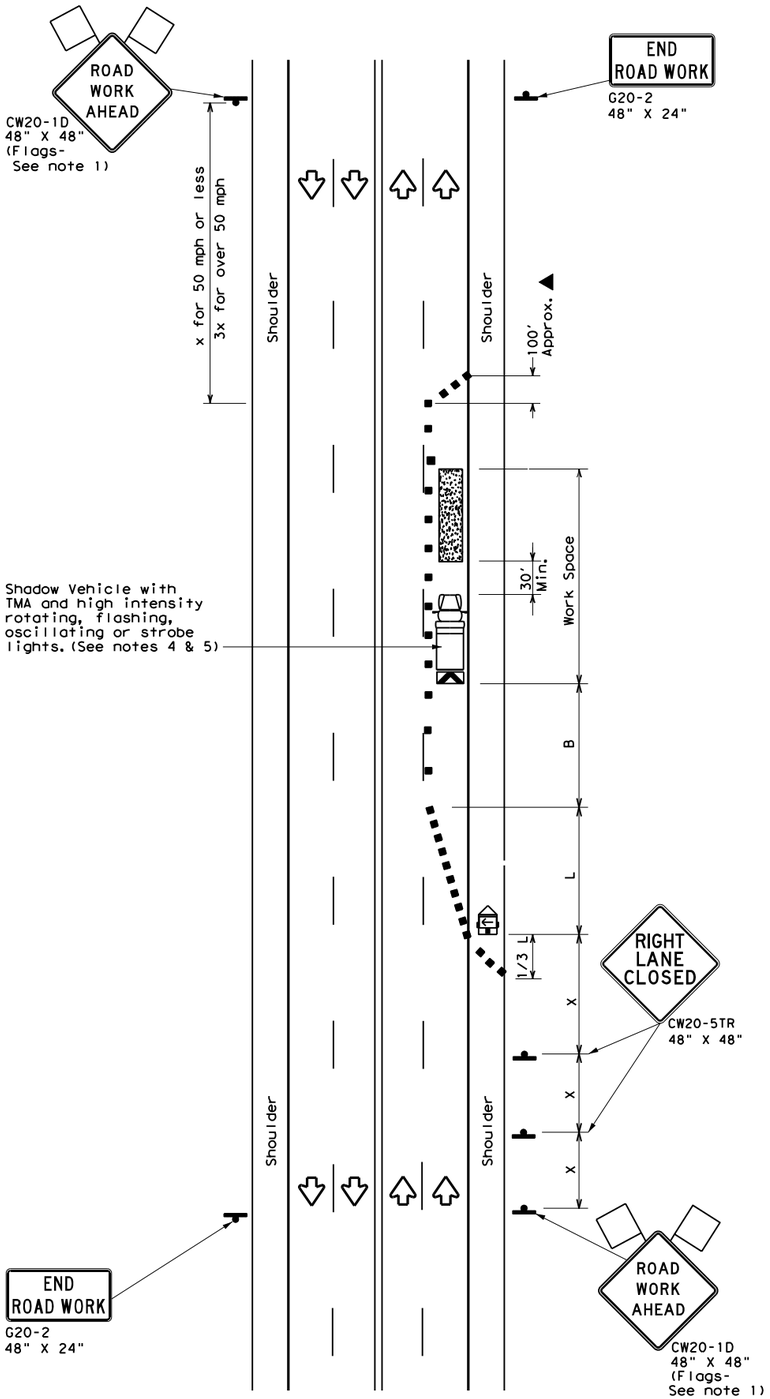
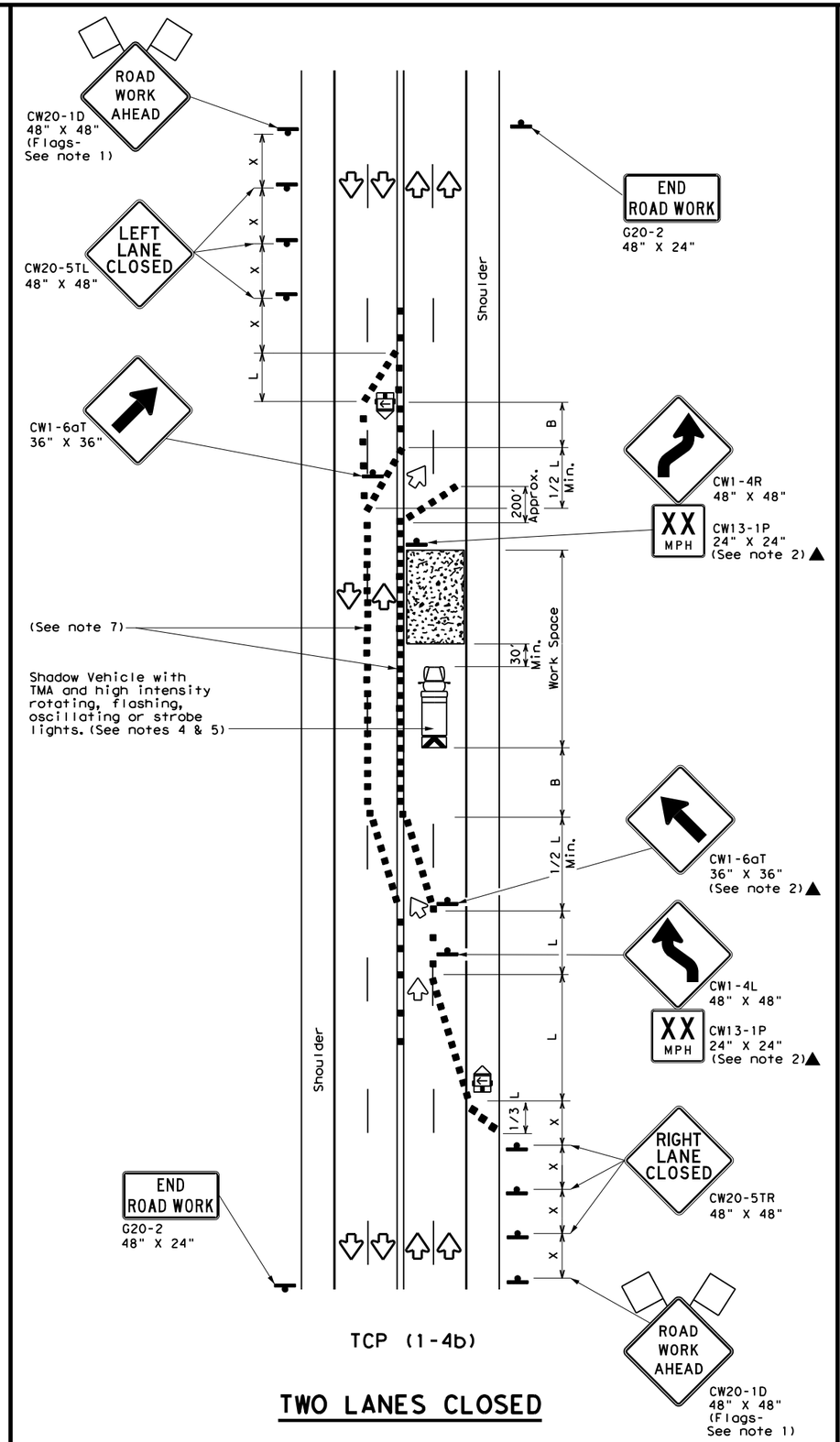


TCP (1-4a)

ONE LANE CLOSED



TCP (1-4b)

TWO LANES CLOSED

LEGEND			
	Type 3 Barricade		Channelizing Devices
	Heavy Work Vehicle		Truck Mounted Attenuator (TMA)
	Trailer Mounted Flashing Arrow Board	M	Portable Changeable Message Sign (PCMS)
	Sign		Traffic Flow
	Flag		Flagger

Posted Speed *	Formula	Minimum Desirable Taper Lengths ** 10' Offset	11' Offset	12' Offset	Suggested Maximum Spacing of Channelizing Devices On a Taper	On a Tangent	Minimum Sign Spacing "X" Distance	Suggested Longitudinal Buffer Space "B"
30	$L=\frac{WS^2}{60}$	150′	165′	180′	30′	60′	120′	90′
35		205′	225′	245′	35′	70′	160′	120′
40		265′	295′	320′	40′	80′	240′	155′
45	L=WS	450′	495′	540′	45′	90′	320′	195′
50		500′	550′	600′	50′	100′	400′	240′
55		550′	605′	660′	55′	110′	500′	295′
60		600′	660′	720′	60′	120′	600′	350′
65		650′	715′	780′	65′	130′	700′	410′
70		700′	770′	840′	70′	140′	800′	475′
75		750′	825′	900′	75′	150′	900′	540′

* Conventional Roads Only
** Taper lengths have been rounded off.
L=Length of Taper(FT) W=Width of Offset(FT) S=Posted Speed(MPH)

TYPICAL USAGE				
MOBILE	SHORT DURATION	SHORT TERM STATIONARY	INTERMEDIATE TERM STATIONARY	LONG TERM STATIONARY
	✓	✓		

GENERAL NOTES

1. Flags attached to signs where shown are REQUIRED.
2. All traffic control devices illustrated are REQUIRED, except those denoted with the triangle symbol may be omitted when stated elsewhere in the plans, or for routine maintenance work, when approved by the Engineer.
3. The CW20-1D "ROAD WORK AHEAD" sign may be repeated if the visibility of the work zone is less than 1500 feet.
4. A Shadow Vehicle with a TMA should be used anytime it can be positioned 30 to 100 feet in advance of the area of crew exposure without adversely affecting the performance or quality of the work. If workers are no longer present but road or work conditions require the traffic control to remain in place, Type 3 Barricades or other channelizing devices may be substituted for the Shadow Vehicle and TMA.
5. Additional Shadow Vehicles with TMAs may be positioned off the paved surface, next to those shown in order to protect wider work spaces.

TCP (1-4a)

6. If this TCP is used for a left lane closure , CW20-5TL "LEFT LANE CLOSED" signs shall be used and channelizing devices shall be placed on the centerline where needed to protect the work space from opposing traffic with the arrow panel placed in the closed lane near the end of the merging taper.

TCP (1-4b)

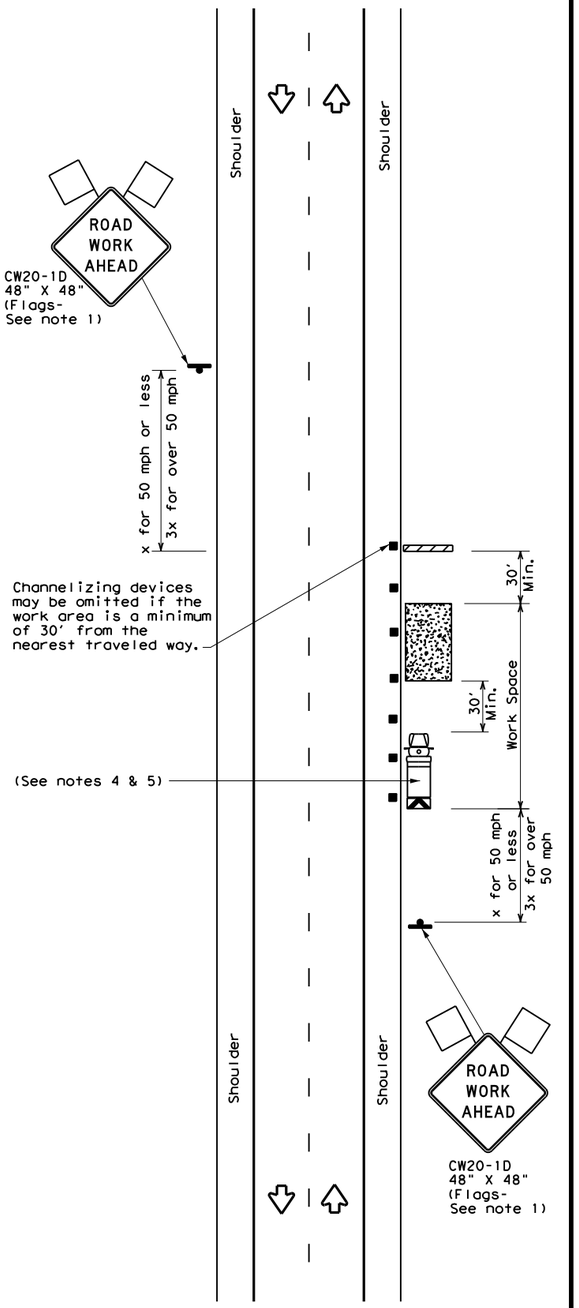
7. Where traffic is directed over a yellow centerline, channelizing devices which separate two-way traffic should be spaced on tapers at 20′ or 15′ if posted speeds are 35 mph or slower, and for tangent sections, at 1/2S where S is the speed in mph. This tighter device spacing is intended for the areas of conflicting markings, not the entire work zone.

Texas Department of Transportation — Traffic Operations Division Standard

TRAFFIC CONTROL PLAN LANE CLOSURES ON MULTILANE CONVENTIONAL ROADS

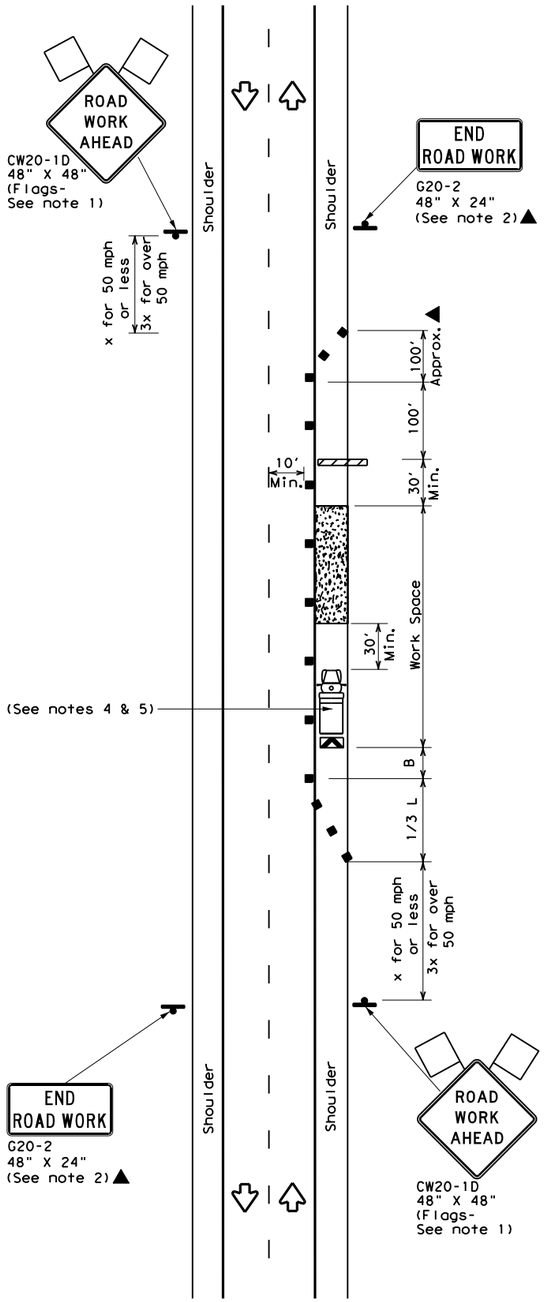
TCP(1-4)-18

FILE: tcp1-4-18.dgn	DN:	CK:	DW:	CK:
© TxDOT December 1985	CONT	SECT	JOB	HIGHWAY
REVISIONS	0161	03	024	SS 239
2-94 4-98	DIST	COUNTY		SHEET NO.
8-95 2-12	22	VAL VERDE		38
1-97 2-18				



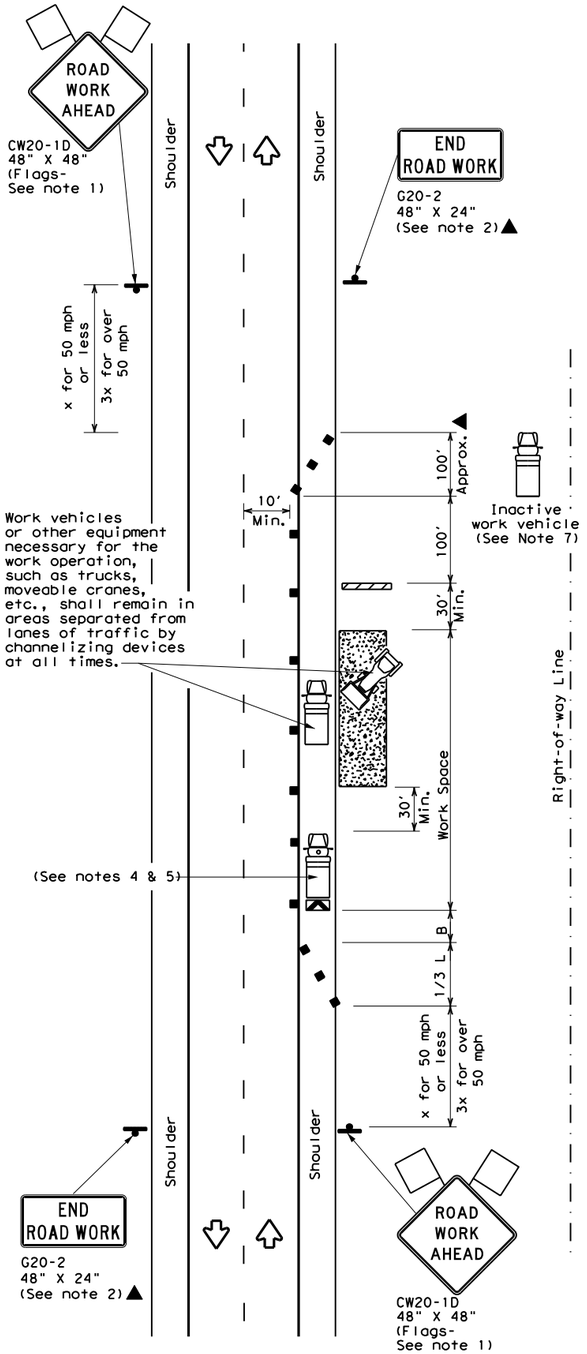
TCP (2-1a)

WORK SPACE NEAR SHOULDER
Conventional Roads



TCP (2-1b)

WORK SPACE ON SHOULDER
Conventional Roads



TCP (2-1c)

WORK VEHICLES ON SHOULDER
Conventional Roads

LEGEND			
	Type 3 Barricade		Channelizing Devices
	Heavy Work Vehicle		Truck Mounted Attenuator (TMA)
	Trailer Mounted Flashing Arrow Board	M	Portable Changeable Message Sign (PCMS)
	Sign		Traffic Flow
	Flag		Flagger

Posted Speed *	Formula	Minimum Desirable Taper Lengths ** 10' Offset	11' Offset	12' Offset	Suggested Maximum Spacing of Channelizing Devices: On a Taper	On a Tangent	Minimum Sign Spacing "X" Distance	Suggested Longitudinal Buffer Space "B"
30	$L=\frac{WS^2}{60}$	150'	165'	180'	30'	60'	120'	90'
35		205'	225'	245'	35'	70'	160'	120'
40		265'	295'	320'	40'	80'	240'	155'
45	L=WS	450'	495'	540'	45'	90'	320'	195'
50		500'	550'	600'	50'	100'	400'	240'
55		550'	605'	660'	55'	110'	500'	295'
60		600'	660'	720'	60'	120'	600'	350'
65		650'	715'	780'	65'	130'	700'	410'
70		700'	770'	840'	70'	140'	800'	475'
75		750'	825'	900'	75'	150'	900'	540'

* Conventional Roads Only

** Taper lengths have been rounded off.
L=Length of Taper(FT) W=Width of Offset(FT) S=Posted Speed(MPH)

TYPICAL USAGE				
MOBILE	SHORT DURATION	SHORT TERM STATIONARY	INTERMEDIATE TERM STATIONARY	LONG TERM STATIONARY
	✓	✓	✓	✓

GENERAL NOTES

1. Flags attached to signs where shown, are REQUIRED.
2. All traffic control devices illustrated are REQUIRED, except those denoted with the triangle symbol may be omitted when stated in the plans, or for routine maintenance work, when approved by the Engineer.
3. Stockpiled material should be placed a minimum of 30 feet from nearest traveled way.
4. Shadow Vehicle with TMA and high intensity rotating, flashing, oscillating or strobe lights. A Shadow Vehicle with a TMA should be used anytime it can be positioned 30 to 100 feet in advance of the area of crew exposure without adversely affecting the performance or quality of the work. If workers are no longer present but road or work conditions require the traffic control to remain in place, Type 3 Barricades or other channelizing devices may be substituted for the Shadow Vehicle and TMA.
5. Additional Shadow Vehicles with TMAs may be positioned off the paved surface, next to those shown in order to protect a wider work space.
6. See TCP(5-1) for shoulder work on divided highways, expressways and freeways.
7. Inactive work vehicles or other equipment should be parked near the right-of-way line and not parked on the paved shoulder.
8. CW21-5 "SHOULDER WORK" signs may be used in place of CW20-1D "ROAD WORK AHEAD" signs for shoulder work on conventional roadways.

Texas Department of Transportation

Traffic Operations Division Standard

TRAFFIC CONTROL PLAN CONVENTIONAL ROAD SHOULDER WORK

TCP(2-1)-18

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© TxDOT December 1985	CONT	SECT	JOB	HIGHWAY
REVISIONS	0161	03	024	SS 239
2-94 4-98	DIST	COUNTY		SHEET NO.
8-95 2-12	22	VAL VERDE		39
1-97 2-18				

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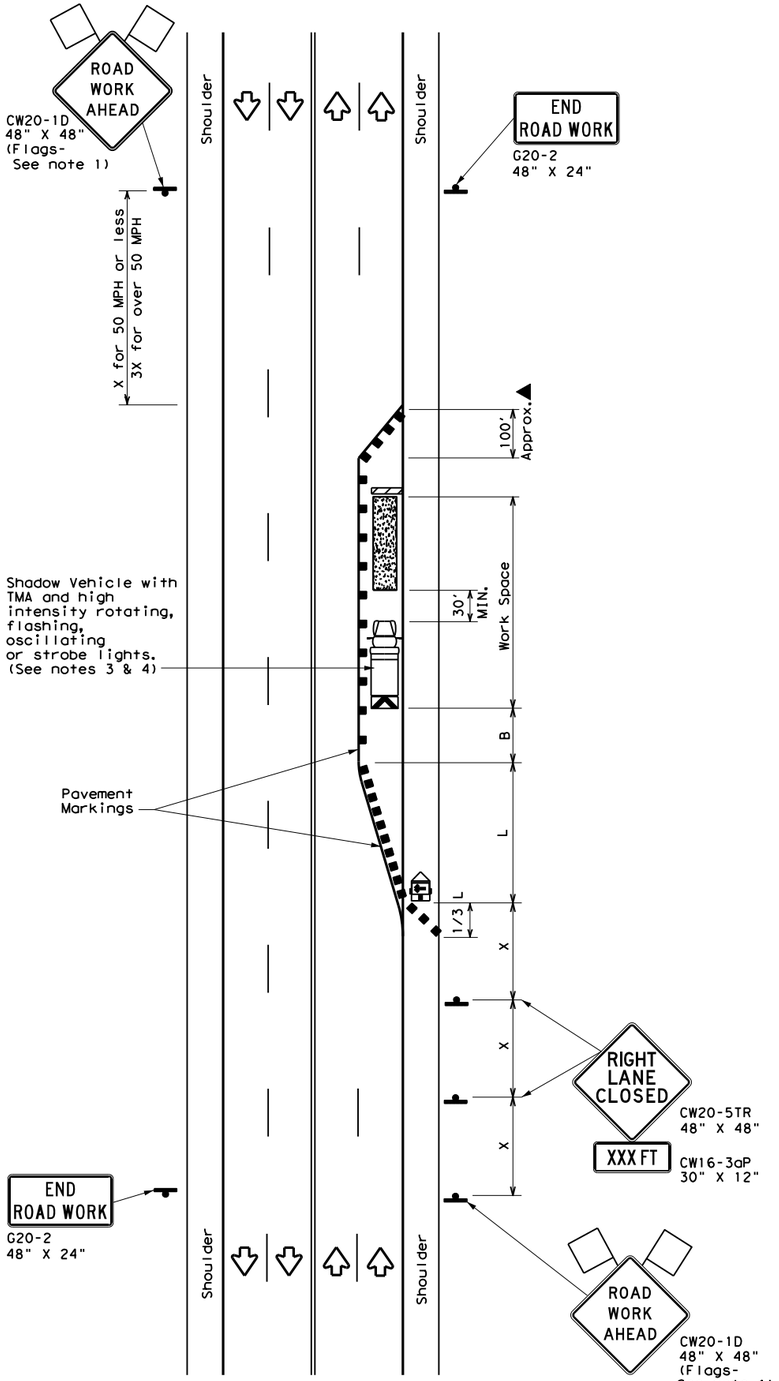
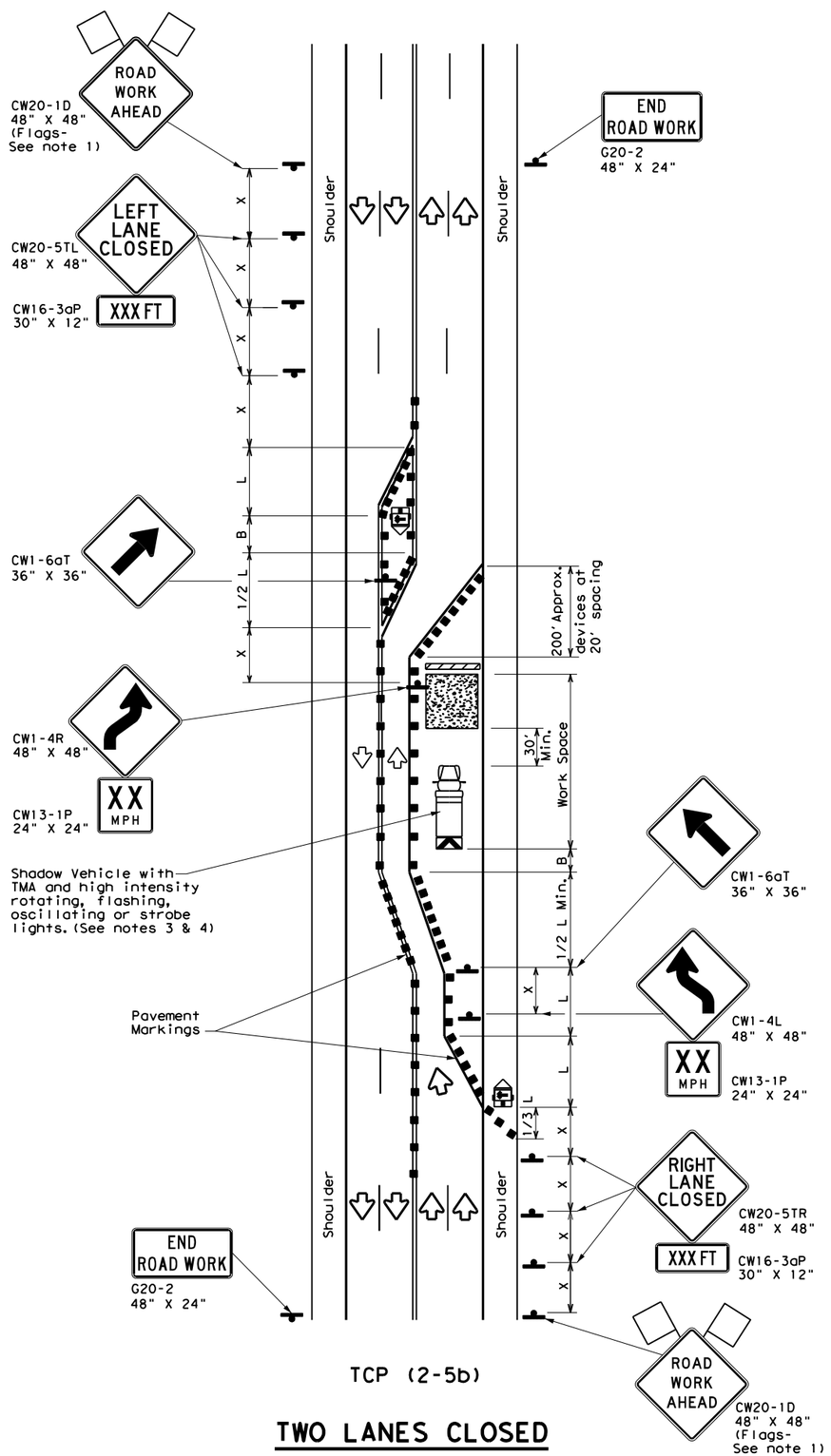


TCP (2-5a)

ONE LANE CLOSED



TCP (2-5b)

TWO LANES CLOSED

LEGEND			
	Type 3 Barricade		Channelizing Devices
	Heavy Work Vehicle		Truck Mounted Attenuator (TMA)
	Trailer Mounted Flashing Arrow Board	M	Portable Changeable Message Sign (PCMS)
	Sign		Traffic Flow
	Flag		Flagger

Posted Speed *	Formula	Minimum Desirable Taper Lengths **			Suggested Maximum Spacing of Channelizing Devices		Minimum Sign Spacing "X" Distance	Suggested Longitudinal Buffer Space "B"
		10' Offset	11' Offset	12' Offset	On a Taper	On a Tangent		
30	$L = \frac{WS^2}{60}$	150'	165'	180'	30'	60'	120'	90'
35		205'	225'	245'	35'	70'	160'	120'
40		265'	295'	320'	40'	80'	240'	155'
45	L=WS	450'	495'	540'	45'	90'	320'	195'
50		500'	550'	600'	50'	100'	400'	240'
55		550'	605'	660'	55'	110'	500'	295'
60		600'	660'	720'	60'	120'	600'	350'
65		650'	715'	780'	65'	130'	700'	410'
70		700'	770'	840'	70'	140'	800'	475'
75		750'	825'	900'	75'	150'	900'	540'

* Conventional Roads Only

** Taper lengths have been rounded off.
L=Length of Taper(FT) W=Width of Offset(FT) S=Posted Speed(MPH)

TYPICAL USAGE				
MOBILE	SHORT DURATION	SHORT TERM STATIONARY	INTERMEDIATE TERM STATIONARY	LONG TERM STATIONARY
			✓	✓

GENERAL NOTES

1. Flags attached to signs where shown, are REQUIRED.
2. All traffic control devices illustrated are REQUIRED, except those denoted with the triangle symbol may be omitted when stated elsewhere in the plans, or for routine maintenance work, when approved by the Engineer.
3. A Shadow Vehicle with a TMA should be used anytime it can be positioned 30 to 100 feet in advance of the area of crew eposure without adversely affecting the performance or quality of the work. If workers are no longer present but road or work conditions require the traffic control to remain in place, Type 3 Barricades or other channelizing devices may be substitutued for the Shadow Vehicle and TMA.
4. Additional Shadow Vehicles with TMAs may be positioned in each closed lane, on the shoulder or off the paved surface, next to those shown in order to protect a wider work space.
5. The downstream taper is optional. When used, it should be 100 feet approximately per lane, with channelizing devices spaced at 20 feet.

TCP (2-5a)

6. If this TCP is used for a left lane closure, CW20-5TL "LEFT LANE CLOSED" signs shall be used and channelizing devices shall be placed on the centerline to protect the work space from opposing traffic, with the arrow board placed in the closed lane near the end of the merging taper.

TCP (2-5b)

7. Conflicting pavement markings shall be removed for long-term projects.

Texas Department of Transportation

Traffic Operations Division Standard

TRAFFIC CONTROL PLAN
LONG TERM LANE CLOSURES
MULTILANE CONVENTIONAL RDS.

TCP(2-5)-18

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©TxDOT December 1985	CONT	SECT	JOB	HIGHWAY
REVISIONS	0161	03	024	SS 239
8-95 2-12	DIST	COUNTY		SHEET NO.
1-97 3-03	22	VAL VERDE		40
4-98 2-18				

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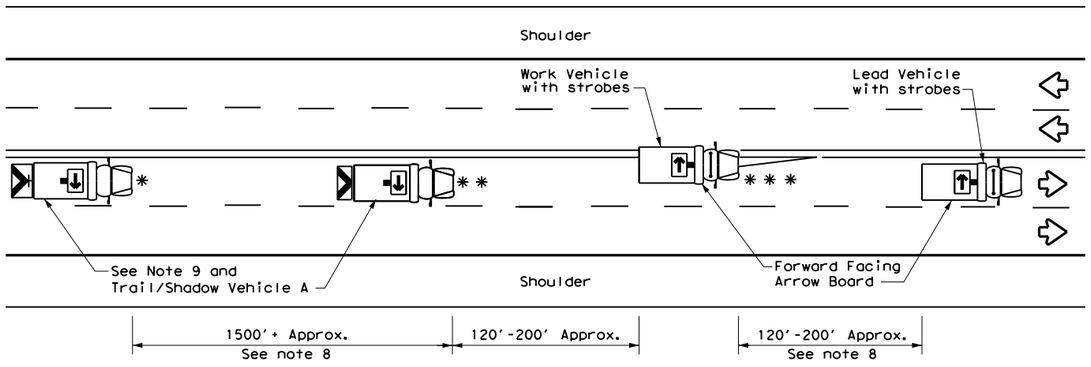
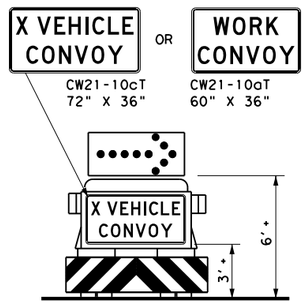


TCP (3-1a)

UNDIVIDED MULTILANE ROADWAY



TRAIL/SHADOW VEHICLE A

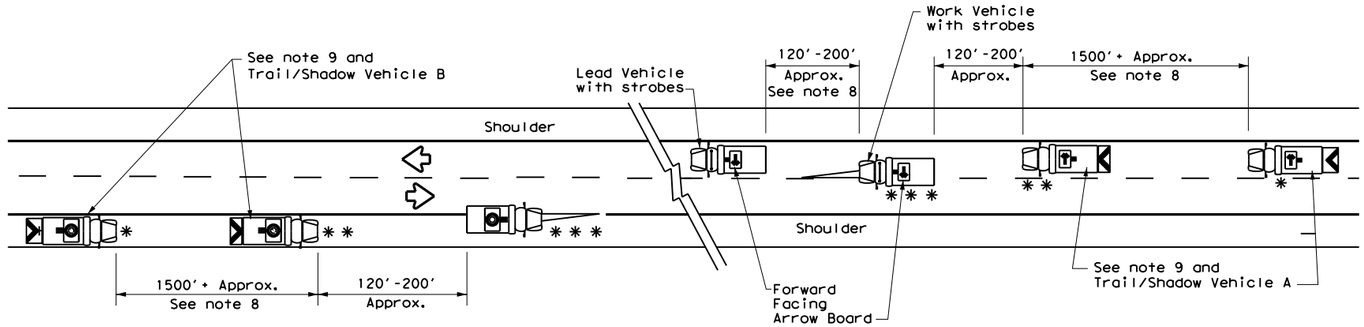
with RIGHT Directional display Flashing Arrow Board

LEGEND			
*	Trail Vehicle	ARROW BOARD DISPLAY	
**	Shadow Vehicle		
***	Work Vehicle		RIGHT Directional
	Heavy Work Vehicle		LEFT Directional
	Truck Mounted Attenuator (TMA)		Double Arrow
	Traffic Flow		CAUTION (Alternating Diamond or 4 Corner Flash)

TYPICAL USAGE				
MOBILE	SHORT DURATION	SHORT TERM STATIONARY	INTERMEDIATE TERM STATIONARY	LONG TERM STATIONARY
✓				

GENERAL NOTES

1. TRAIL, SHADOW, and LEAD vehicles shall be equipped with arrow boards as illustrated. When a LEAD vehicle is not used the WORK vehicle must be equipped with an arrow board. The Engineer will determine if the LEAD VEHICLE and/or TRAIL VEHICLE are required based on prevailing roadway conditions, traffic volume, and sight distance restrictions.
2. The use of amber high intensity rotating, flashing, oscillating, or strobe lights on vehicles are required. Blue high intensity rotating, flashing, oscillating or strobe lights when mounted on the driver's side of the vehicle may be operated simultaneously with the amber beacons or strobe lights.
3. The use of truck mounted attenuators (TMA) on the SHADOW VEHICLE and TRAIL VEHICLE are required.
4. Reflective sheeting on the rear of the TMA shall meet or exceed the reflectivity and color requirements of DEPARTMENTAL MATERIAL SPECIFICATION DMS 8300, Type A.
5. Flashing arrow boards shall be Type B or Type C as per the Barricade and Construction (BC) standards. The board shall be controlled from inside the vehicle.
6. Each vehicle shall have two-way radio communication capability.
7. When work convoys must change lanes, the TRAIL VEHICLE should change lanes first to shadow the other convoy vehicles.
8. Vehicle spacing between the TRAIL VEHICLE and the SHADOW VEHICLE will vary depending on sight distance restrictions. Motorists approaching the work convoy should be able to see the TRAIL VEHICLE in time to slow down and/or change lanes as they approach the TRAIL VEHICLE. Vehicle spacing between the WORK VEHICLE and SHADOW VEHICLE and vehicle spacing between WORK VEHICLE and LEAD VEHICLE may vary according to terrain, work activity and other factors.
9. "X VEHICLE CONVOY" (CW21-10cT) or "WORK CONVOY" (CW21-10aT) signs shall be used on TRAIL VEHICLES and SHADOW VEHICLES as shown. As an option 48" X 48" diamond shaped "WORK CONVOY"(CW21-10T) or "X VEHICLE CONVOY" (CW21-10bT) signs may be used where adequate mounting space exists. When used, the X VEHICLE CONVOY sign shall have the number of the convoy vehicles displayed on the sign in the number designation "X" location. The "X VEHICLE CONVOY" sign shall not be used on the SHADOW VEHICLE if a TRAIL VEHICLE is used.
10. On two-lane two-way roadways, the work and protection vehicles should pull over periodically to allow motor vehicle traffic to pass. If motorists are not allowed to pass the work convoy, a "DO NOT PASS" (R4-1) sign should be placed on the back of the rearmost protection vehicle.

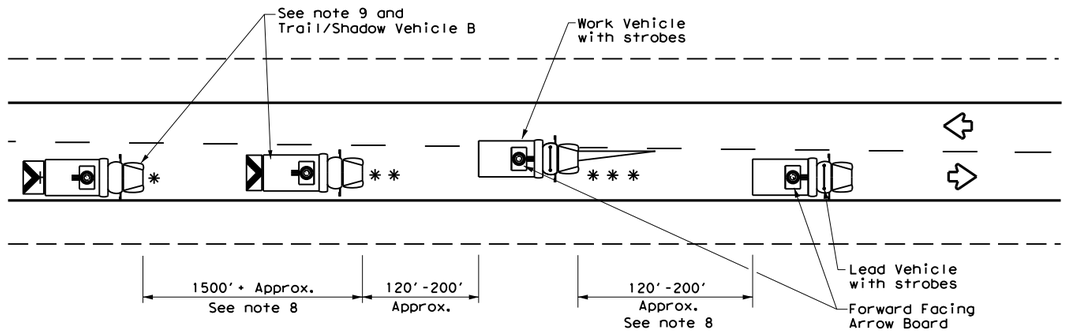


WORK ON SHOULDER

WORK ON TRAVEL LANE

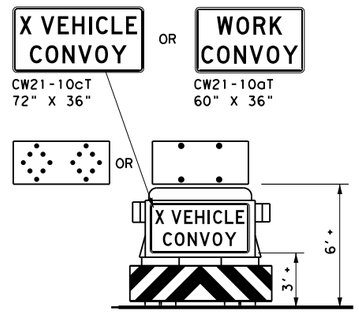
TCP (3-1b)

TWO-WAY ROADWAY WITH PAVED SHOULDERS



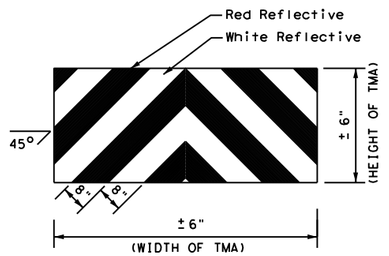
TCP (3-1c)

TWO-WAY ROADWAY WITHOUT PAVED SHOULDERS



TRAIL/SHADOW VEHICLE B

with Flashing Arrow Board in CAUTION display



STRIPING FOR TMA

Texas Department of Transportation

Traffic Operations Division Standard

TRAFFIC CONTROL PLAN MOBILE OPERATIONS UNDIVIDED HIGHWAYS

TCP(3-1)-13

FILE: tcp3-1.dgn	DN: TxDOT	CK: TxDOT	DW: TxDOT	CK: TxDOT
© TxDOT December 1985	CONT	SECT	JOB	HIGHWAY
REVISIONS 2-94 4-98 8-95 7-13 1-97	0161	03	024	SS 239
	DIST	COUNTY		SHEET NO.
	22	VAL VERDE		41

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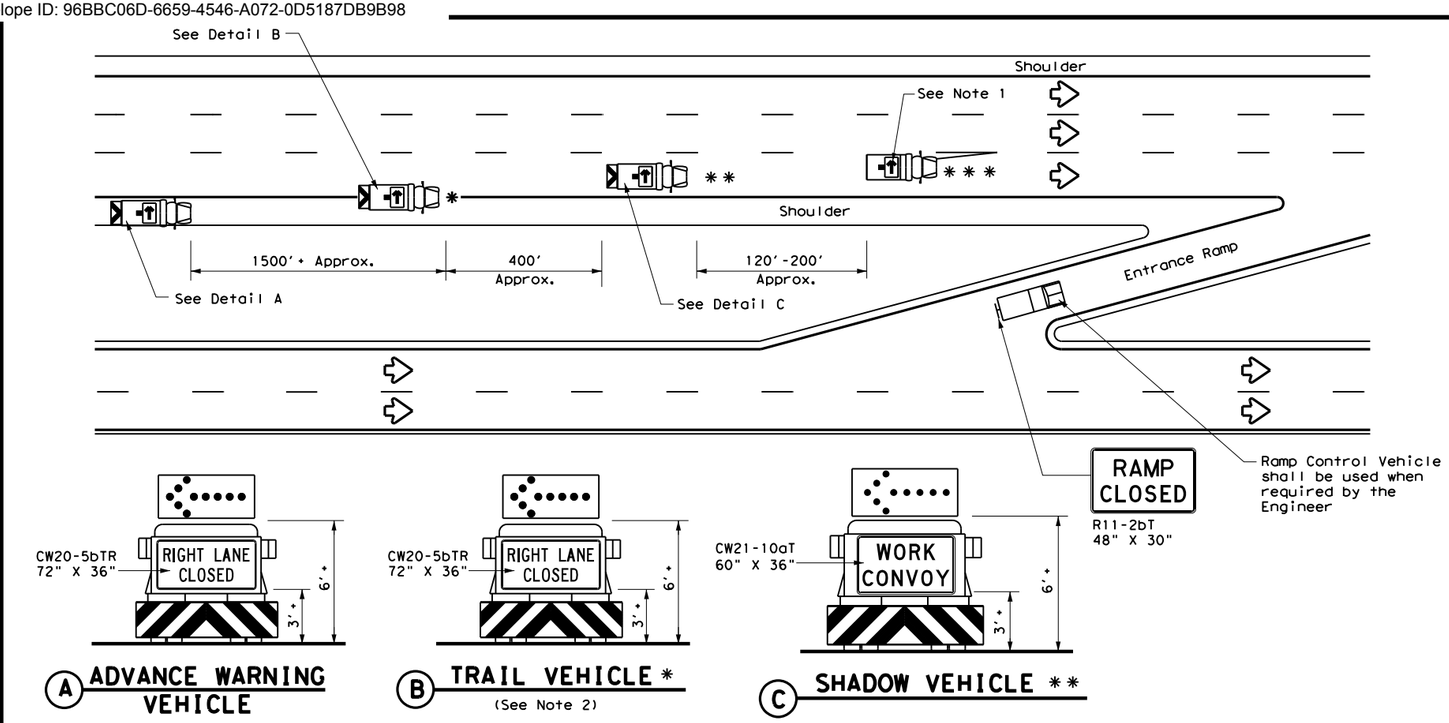
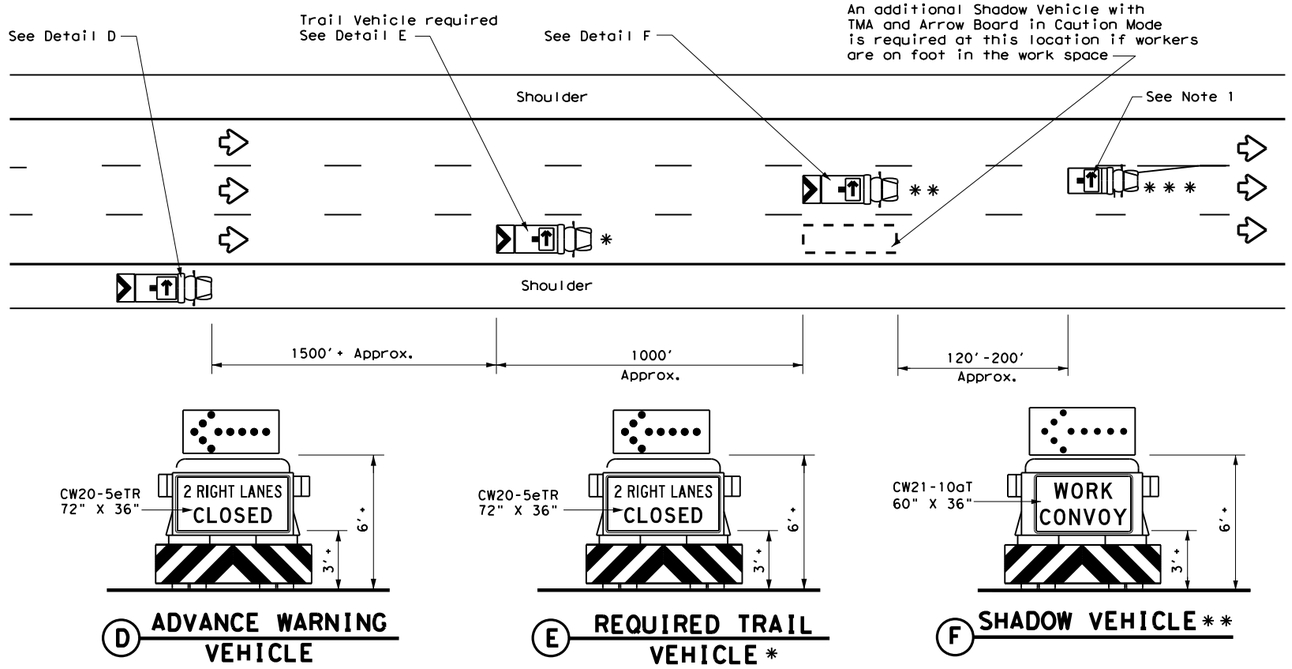


RIGHT LANE CLOSURE ON DIVIDED HIGHWAY - TCP(3-2a)



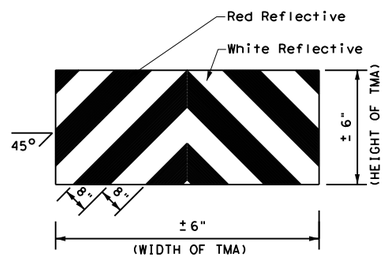
INTERIOR LANE CLOSURE ON MULTI-LANE DIVIDED HIGHWAY - TCP(3-2b)

LEGEND			
*	Trail Vehicle	ARROW BOARD DISPLAY	
**	Shadow Vehicle		
***	Work Vehicle		RIGHT Directional
	Heavy Work Vehicle		LEFT Directional
	Truck Mounted Attenuator (TMA)		Double Arrow
	Traffic Flow		CAUTION (Alternating Diamond or 4 Corner Flash)

TYPICAL USAGE				
MOBILE	SHORT DURATION	SHORT TERM STATIONARY	INTERMEDIATE TERM STATIONARY	LONG TERM STATIONARY
✓				

GENERAL NOTES

1. ADVANCE WARNING, TRAIL and SHADOW vehicles shall be equipped with Type B or Type C flashing arrow boards as per the Barricade and Construction (BC) standards. Arrow boards on WORK vehicles will be optional based on the type of work being performed. The arrow boards shall be operated from inside the vehicle.
2. For TCP(3-2a) the Engineer will determine if the TRAIL VEHICLE is required based on prevailing roadway conditions, traffic volume, and sight distance restrictions. All other vehicles shown for both TCP(3-2a) and TCP(3-2b) are required.
3. The use of amber high intensity rotating, flashing, oscillating, or strobe lights on vehicles are required. Blue high intensity rotating, flashing, oscillating or strobe lights when mounted on the driver's side of the vehicle may be operated simultaneously with the amber beacons or strobe lights.
4. The use of truck mounted attenuators (TMA) on the ADVANCE WARNING, SHADOW, and TRAIL vehicles are required.
5. Reflective sheeting on the rear of the TMA shall meet or exceed the reflectivity and color requirements of DMS 8300, Type A.
6. Each vehicle shall have two-way radio communication capability.
7. When work convoys must change lanes, the TRAIL VEHICLE should change lanes first to shadow the other convoy vehicles.
8. Vehicle spacing between the TRAIL VEHICLE and the SHADOW VEHICLE will vary depending on sight distance restrictions. Motorists approaching the work convoy should be able to see the TRAIL VEHICLE in time to slow down and/or change lanes as they approach the TRAIL VEHICLE. Vehicle spacing between the WORK VEHICLE and SHADOW VEHICLE may vary according to terrain, work activity and other factors.
9. Standard 48" X 48" diamond shaped warning signs with the same message as those shown may be used where adequate mounting space exists.
10. The signs shown should be used on the Advance Warning Vehicle. As an option, a portable changeable message sign (PCMS) or a truck mounted changeable message sign (TMCMS) with a minimum character height of 12", and displaying the same legend may be substituted for these signs. An appropriate directional arrow display, simulating the size and legibility of the flashing arrow board, must be used in the second phase of the PCMS/TMCMS message. When this is done, the arrow board will not be required on the Advance Warning Vehicle.
11. Standard diamond shape versions of the CW20-5 series signs may be used as an option if the rectangular signs shown are not available.
12. The principles on this sheet may be used to close lanes from the left side of the roadway considering the number of lanes, shoulder width, sight distance, and ramp frequency.
13. Signs and flashing arrow board modes shall be appropriately altered when implementing left lane closures or interior closures which close the left lanes.
14. The Advance Warning Vehicle may straddle the edgeline when shoulder width makes it necessary.



STRIPING FOR TMA

Texas Department of Transportation

Traffic Operations Division Standard

TRAFFIC CONTROL PLAN MOBILE OPERATIONS DIVIDED HIGHWAYS

TCP(3-2)-13

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© TxDOT December 1985	CONT	SECT	JOB	HIGHWAY
REVISIONS	0161	03	024	SS 239
2-94 4-98	DIST	COUNTY		SHEET NO.
8-95 7-13	22	VAL VERDE		42
1-97				

176

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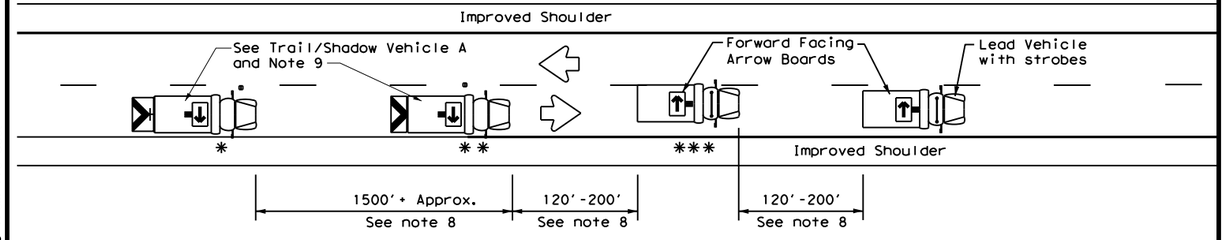
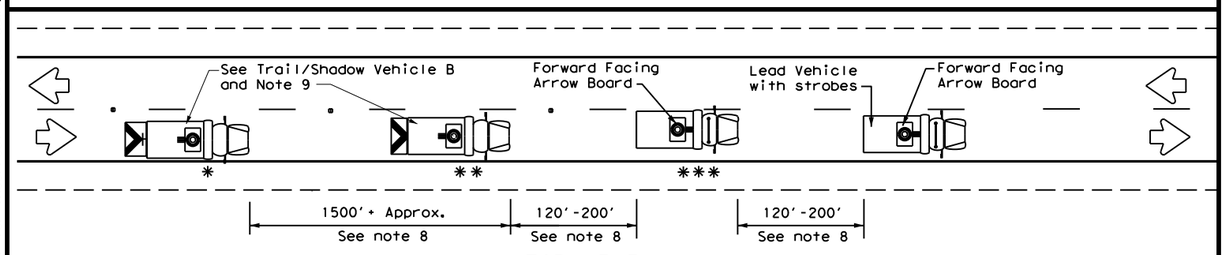


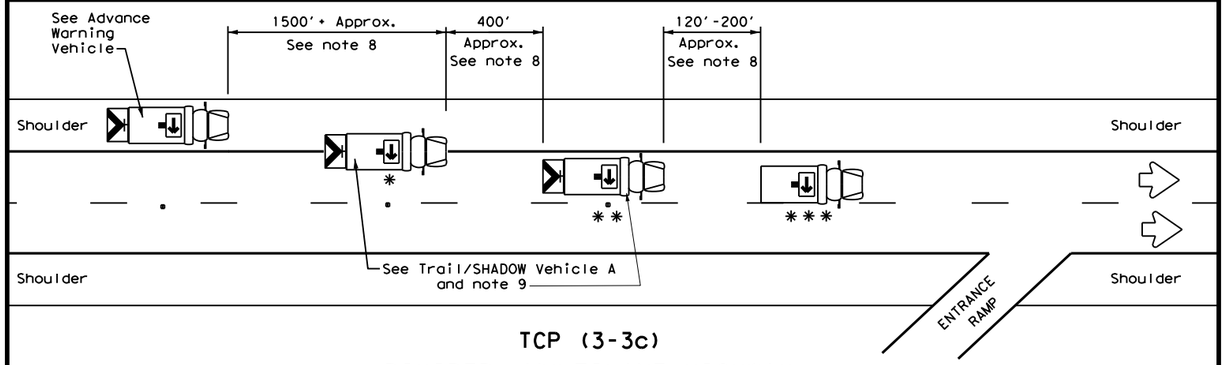
TCP (3-3a)

TWO LANE HIGHWAY WITH PAVED SHOULDERS (WORK ON TRAVEL LANE)



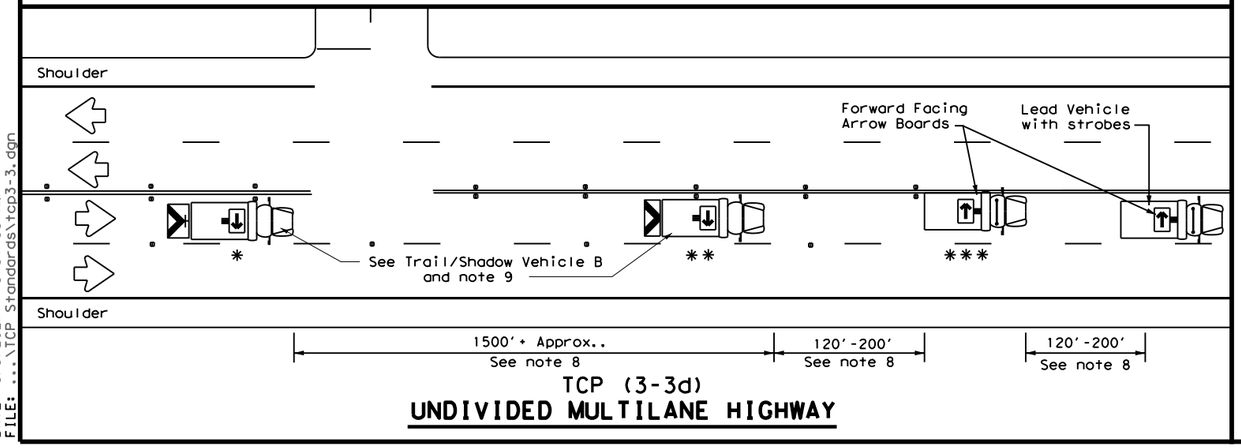
TCP (3-3b)

TWO LANE HIGHWAY WITHOUT PAVED SHOULDERS (WORK ON TRAVEL LANE)



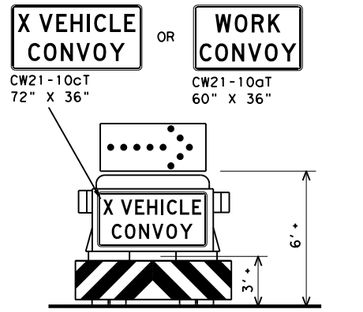
TCP (3-3c)

DIVIDED MULTILANE HIGHWAY



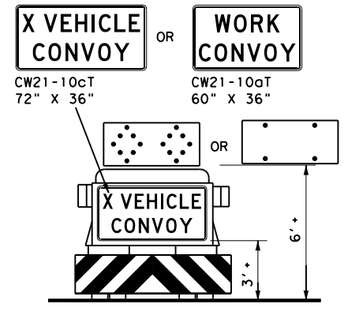
TCP (3-3d)

UNDIVIDED MULTILANE HIGHWAY



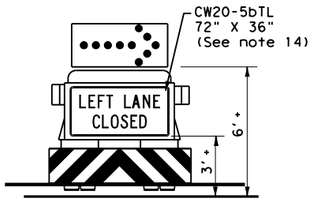
TRAIL/SHADOW VEHICLE A

with RIGHT Directional display
Flashing Arrow Board

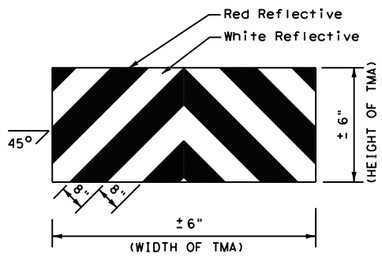


TRAIL/SHADOW VEHICLE B

with Flashing Arrow Board
in Caution Mode



ADVANCE WARNING VEHICLE



STRIPING FOR TMA

LEGEND			
*	Trail Vehicle	ARROW BOARD DISPLAY	
**	Shadow Vehicle		
***	Work Vehicle		RIGHT Directional
	Heavy Work Vehicle		LEFT Directional
	Truck Mounted Attenuator (TMA)		Double Arrow
	Traffic Flow		CAUTION (Alternating Diamond or 4 Corner Flash)

TYPICAL USAGE				
MOBILE	SHORT DURATION	SHORT TERM STATIONARY	INTERMEDIATE TERM STATIONARY	LONG TERM STATIONARY
✓				

GENERAL NOTES

1. TRAIL, SHADOW, and LEAD vehicles shall be equipped with arrow boards as illustrated. When a LEAD vehicle is not used on two way roads the WORK vehicle must have an arrow board. For divided roadways, the arrow board on the WORK vehicle is optional based on the type of work being performed. The Engineer will determine if the LEAD vehicle and/or TRAIL vehicle are required based on prevailing roadway conditions, traffic volume, and sight distance restrictions.
2. The use of amber high intensity rotating, flashing, oscillating, or strobe lights on vehicles are required. Blue high intensity rotating, flashing, oscillating, or strobe lights when mounted on the driver's side of the vehicle may be operated simultaneously with the amber beacons or strobe lights.
3. The use of truck mounted attenuators (TMA) on the SHADOW VEHICLE, ADVANCE WARNING and TRAIL VEHICLE are required.
4. Reflective sheeting on the rear of the TMA shall meet or exceed the reflectivity and color requirements of DEPARTMENTAL MATERIAL SPECIFICATION DMS 8300, Type A.
5. Flashing arrow boards shall be Type B or Type C as per the Barricade and Construction (BC) standards. The board shall be controlled from inside the vehicle.
6. Each vehicle shall have two-way radio communication capability.
7. When work convoys must change lanes, the TRAIL VEHICLE should change lanes first to shadow the other convoy vehicles.
8. Vehicle spacing between the TRAIL VEHICLE and the SHADOW VEHICLE will vary depending on sight distance restrictions. Motorists approaching the convoy should be able to see the TRAIL VEHICLE in time to slow down and/or change lanes as they approach the TRAIL VEHICLE. Vehicle spacing between the WORK VEHICLE and SHADOW VEHICLE and vehicle spacing between WORK VEHICLE and LEAD VEHICLE may vary according to terrain, work activity and other factors.
9. X VEHICLE CONVOY (CW21-10cT) or WORK CONVOY (CW21-10aT) signs shall be used on TRAIL VEHICLES and SHADOW VEHICLES as shown. As an option 48" x 48" diamond shaped WORK CONVOY (CW21-10T) or X VEHICLE CONVOY (CW21-10bT) signs may be used where adequate mounting space exists. When used, the X VEHICLE CONVOY sign shall have the number of the convoy vehicles displayed on the sign in the number designation "X" location. The X VEHICLE CONVOY sign shall not be used on the SHADOW VEHICLE if a TRAIL VEHICLE is used.
10. For divided highways with two or three lanes in one direction, the appropriate LEFT LANE CLOSED (CW20-5bTL), RIGHT LANE CLOSED (CW20-5bTR), or CENTER LANE CLOSED (CW20-5dT) sign should be used on the Advance Warning Vehicle. As an option, a portable changeable message sign (PCMS) or truck mounted changeable message sign (TMCMS) with a minimum character height of 12", and displaying the same legend may be substituted for these signs. An appropriate directional arrow display, simulating the size and legibility of the flashing arrow board may be used in the second phase of the PCMS/TMCMS message. When this is done, the arrow board will not be required on the Advance Warning Vehicle.
11. A double arrow shall not be displayed on the arrow board on the Advance Warning Vehicle.
12. For divided highways with three or four lanes in each direction, use TCP(3-2).
13. Standard diamond shape versions of the CW20-5 series signs may be used as an option if the rectangular signs shown are not available.
14. The Advance Warning Vehicle may straddle the edgeline when Shoulder width makes it necessary.
15. On two-lane two-way roadways, the work and protection vehicles should pull over periodically to allow motor vehicle traffic to pass. If motorists are not allowed to pass the work convoy, a DO NOT PASS (R4-1) sign should be placed on the back of the rearmost protection vehicle.

Texas Department of Transportation

Traffic Operations Division Standard

TRAFFIC CONTROL PLAN MOBILE OPERATIONS RAISED PAVEMENT MARKER INSTALLATION/ REMOVAL

TCP(3-3)-14

FILE: tcp3-3.dgn	DN: TxDOT	CK: TxDOT	DW: TxDOT	CK: TxDOT
©TxDOT September 1987	CONT	SECT	JOB	HIGHWAY
REVISIONS	0161	03	024	SS 239
2-94 4-98	DIST	COUNTY		SHEET NO.
8-95 7-13	22	VAL VERDE		43
1-97 7-14				

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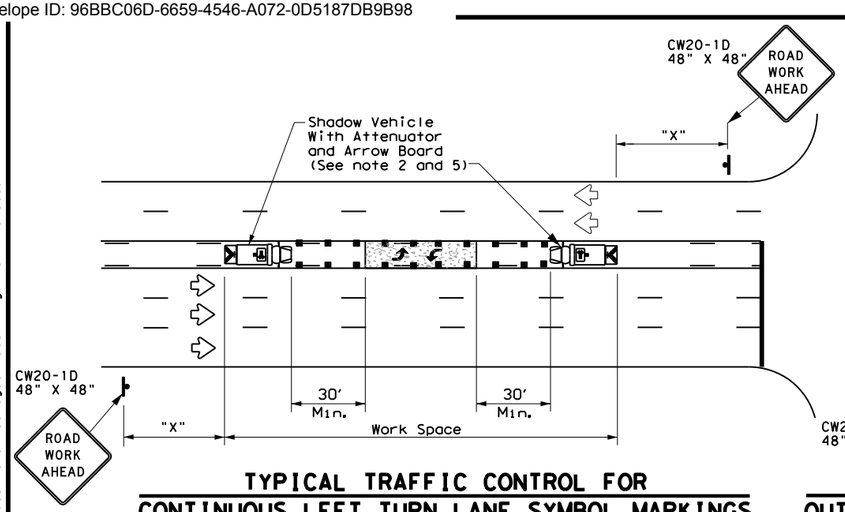
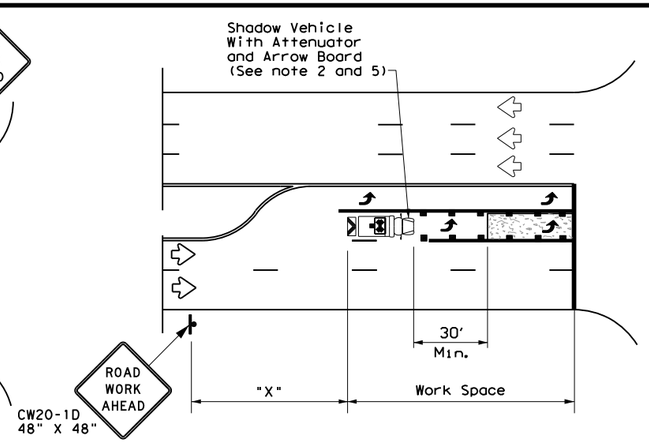
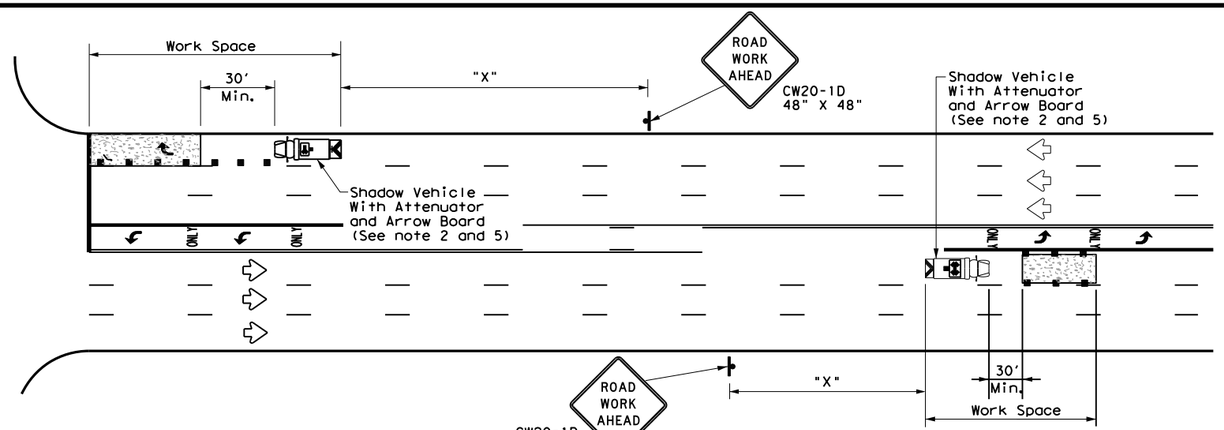


TYPICAL TRAFFIC CONTROL FOR CONTINUOUS LEFT TURN LANE SYMBOL MARKINGS

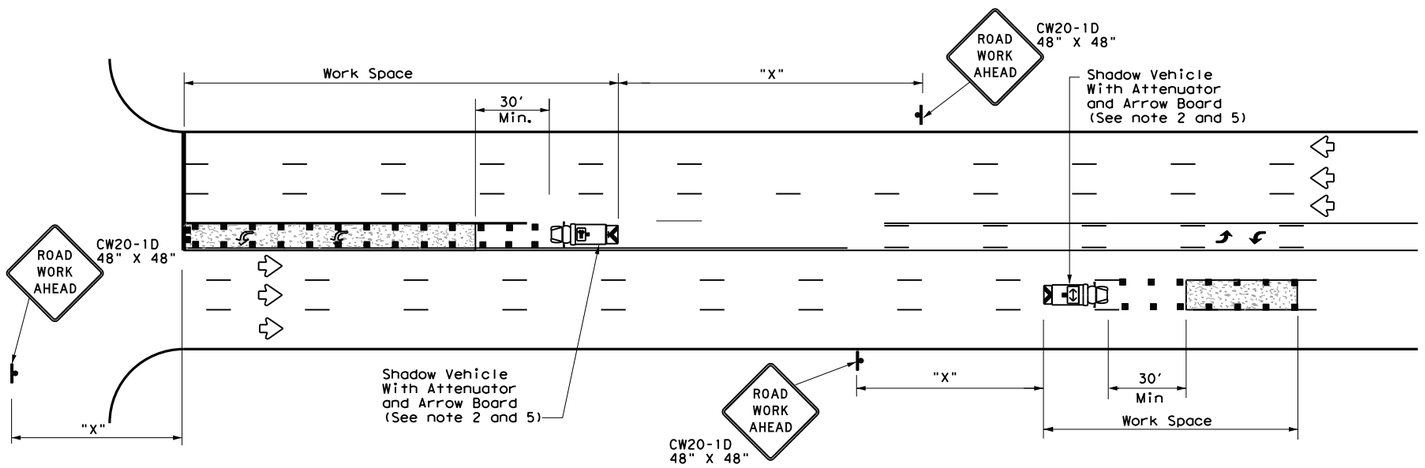


TYPICAL TRAFFIC CONTROL FOR OUTSIDE DUAL LEFT TURN LANE SYMBOL MARKINGS



TYPICAL TRAFFIC CONTROL FOR OUTSIDE LANE MARKINGS

TYPICAL TRAFFIC CONTROL FOR INSIDE LANE MARKINGS



TYPICAL TRAFFIC CONTROL FOR LEFT TURN LANE MARKINGS

TYPICAL TRAFFIC CONTROL FOR CENTER LANE MARKINGS

LEGEND			
*	Trail Vehicle	ARROW BOARD DISPLAY	
**	Shadow Vehicle		
***	Work Vehicle		RIGHT Directional
	Heavy Work Vehicle		LEFT Directional
	Truck Mounted Attenuator (TMA)		Double Arrow
	Traffic Flow		Channelizing Devices

Posted Speed *	Formula	Minimum Desirable Taper Lengths ** 10' Offset	11' Offset	12' Offset	Suggested Maximum Spacing of Channelizing Devices On a Taper	On a Tangent	Minimum Sign Spacing "X" Distance	Suggested Longitudinal Buffer Space "B"
30	$L=\frac{WS^2}{60}$	150'	165'	180'	30'	60'	120'	90'
35		205'	225'	245'	35'	70'	160'	120'
40		265'	295'	320'	40'	80'	240'	155'
45	L=WS	450'	495'	540'	45'	90'	320'	195'
50		500'	550'	600'	50'	100'	400'	240'
55		550'	605'	660'	55'	110'	500'	295'
60		600'	660'	720'	60'	120'	600'	350'
65		650'	715'	780'	65'	130'	700'	410'
70		700'	770'	840'	70'	140'	800'	475'
75		750'	825'	900'	75'	150'	900'	540'

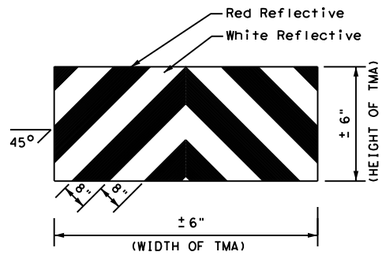
* Conventional Roads Only

** Taper lengths have been rounded off.
L=Length of Taper(FT) W=Width of Offset(FT) S=Posted Speed(MPH)

TYPICAL USAGE				
MOBILE	SHORT DURATION	SHORT TERM STATIONARY	INTERMEDIATE TERM STATIONARY	LONG TERM STATIONARY
✓				

GENERAL NOTES

1. This traffic control plan is for use on conventional roads posted at 45 mph or less and is intended for mobile operations that move continuously or intermittently (stopping up to approximately 15 minutes) such as short-line striping and in-lane rumble strips. When activities are anticipated to take longer amounts of time or traffic conditions warrant, a short duration or short-term stationary traffic control plan should be used.
2. A Truck Mounted Attenuator shall be used on Shadow Vehicle. Striping on the back panel of all truck mounted attenuators shall be 8" red and white reflective sheeting placed in an inverted "V" design. Reflective sheeting shall meet or exceed the reflectivity and color requirements of departmental material specification DMS-8300, Type A.
3. All traffic control devices shall be in accordance with the "Texas Manual on Uniform Traffic Control Devices" (TMUTCD), latest edition.
4. The use of yellow rotating beacons or strobe lights on vehicles are required. Blue high intensity rotating, flashing, oscillating or strobe lights when mounted on the drivers side of the vehicle may be operated simultaneously with the amber beacons or strobe lights.
5. Flashing arrow board shall be used on Shadow Vehicle. Flashing arrow board shall be Type B or Type C as per BC Standards. The arrow board operation shall be controlled from inside the truck.



STRIPING FOR TMA

Texas Department of Transportation

Traffic Operations Division Standard

TRAFFIC CONTROL PLAN MOBILE OPERATIONS FOR ISOLATED WORK AREAS UNDIVIDED HIGHWAYS

TCP(3-4)-13

FILE: tcp3-4.dgn	DN: TxDOT	CK: TxDOT	DW: TxDOT	CK: TxDOT
©TxDOT July, 2013	CONT	SECT	JOB	HIGHWAY
REVISIONS	0161	03	024	SS 239
	DIST	COUNTY		SHEET NO.
	22	VAL VERDE		44

DATE: 6/3/2021 9:37:36 AM
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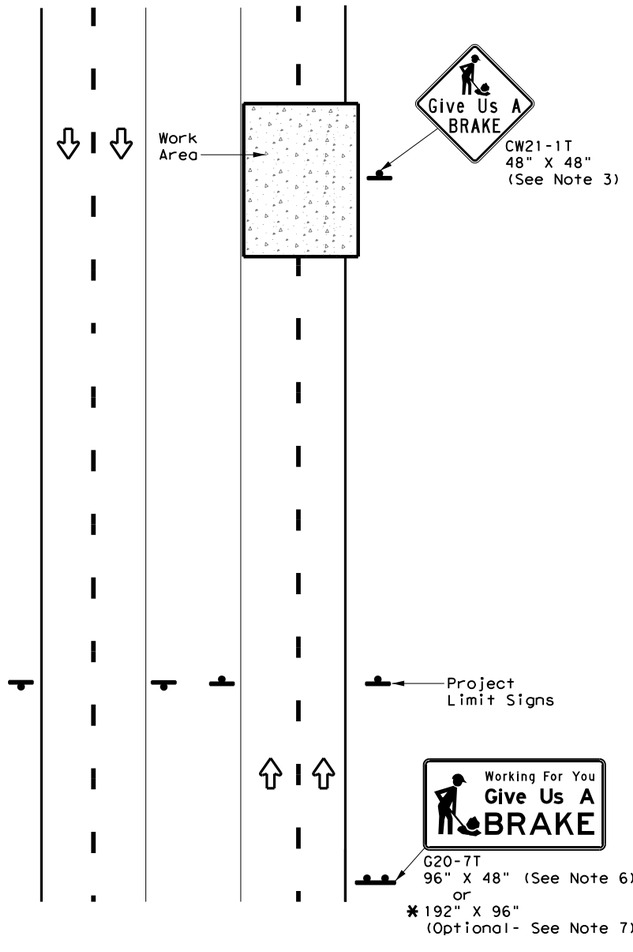
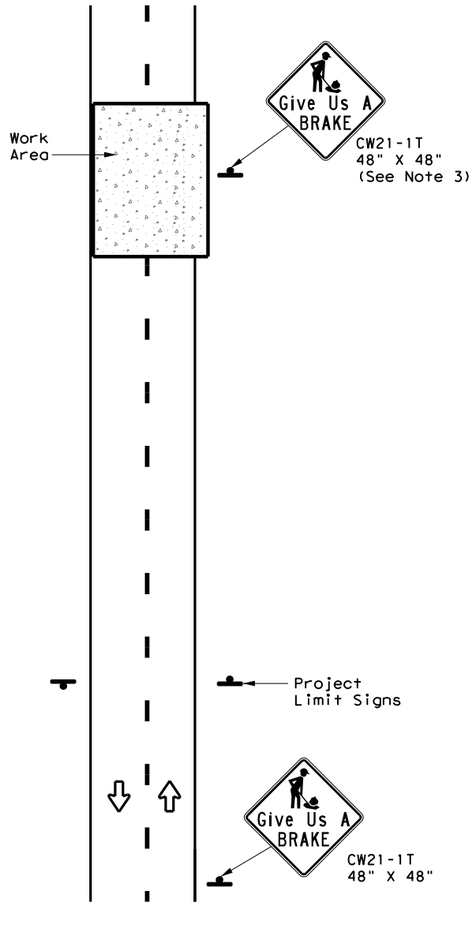


DIVIDED HIGHWAY



UNDIVIDED HIGHWAY

SIGNS ARE SHOWN FOR ONE DIRECTION OF TRAVEL

* When the optional larger WORKING FOR YOU GIVE US A BRAKE (G20-7T) 192" x 96" sign is required, the locations shall be noted elsewhere in the plans.

SUMMARY OF LARGE SIGNS

BACKGROUND COLOR	SIGN DESIGNATION	SIGN	SIGN DIMENSIONS	REFLECTIVE SHEETING	SQ FT	GALVANIZED STRUCTURAL STEEL			DRILLED SHAFT 24" DIA. (LF)
						Size	(LF) ①	(LF) ②	
Orange	G20-7T	Working For You Give Us A BRAKE	96" X 48"	Type B_{FL} or C_{FL}	32	▲	▲	▲	▲
Orange	G20-7T	Working For You Give Us A BRAKE	192" X 96"	Type B_{FL} or C_{FL}	128	W8x18	16	17	12

▲ See Note 6 Below

LEGEND	
	Sign
	Large Sign
	Traffic Flow

DEPARTMENTAL MATERIAL SPECIFICATIONS	
PLYWOOD SIGN BLANKS	DMS-7100
ALUMINUM SIGN BLANKS	DMS-7110
SIGN FACE MATERIALS	DMS-8300

COLOR	USAGE	SHEETING MATERIAL
ORANGE	BACKGROUND	TYPE B_{FL} OR TYPE C_{FL}
BLACK	LEGEND & BORDERS	NON-REFLECTIVE ACRYLIC FILM

GENERAL NOTES

1. See BC and SMD sheets for additional sign support details.
2. Sign locations shall be approved by the Engineer.
3. For projects more than two miles in length, Give Us a BRAKE signs should be repeated halfway through the project. The Give Us a Brake (CW21-1T) may be used for this purpose.
4. Work zone speed limits are sometimes used in conjunction with GIVE US A BRAKE signing. See BC(3) for location and spacing of construction speed zone signing when required.
5. Give Us a Brake (CW21-1T) signs and supports shall be considered subsidiary to Item 502, "Barricades, Signs and Traffic Handling."
6. The 96" X 48" Working For You Give Us A BRAKE (G20-7T) may use a 1/2" or 5/8" plywood substrate or 0.125" aluminum sheeting substrate and may be supported by two 4" x 6" wood posts with drilled holes for breakaway as per BC(5) and will be subsidiary to Item 502.
7. The Working For You Give Us A BRAKE (G20-7T) 192" X 96" sign shall be paid for under the following specification items:
   Item 636 - Aluminum Signs
   Item 647 - Large Roadside Sign Supports and Assemblies.
   Item 416 - Drilled Shaft Foundations
8. All signs shall be constructed in accordance with the details found in the "Standard Highway Sign Designs for Texas," latest edition. Sign details not shown in this manual shall be shown in the plans or the Engineer shall provide a detail to the Contractor before the sign is manufactured.

Texas Department of Transportation

Traffic Operations Division Standard

WORK ZONE "GIVE US A BRAKE" SIGNS

WZ(BRK)-13

FILE: wzbrk-13.dgn	DN: TxDOT	CK: TxDOT	DW: TxDOT	CK: TxDOT
©TxDOT August 1995	CONT	SECT	JOB	HIGHWAY
REVISIONS	0161	03	024	SS 239
6-96 5-98 7-13	DIST	COUNTY		SHEET NO.
8-96 3-03	22	VAL VERDE		45

116

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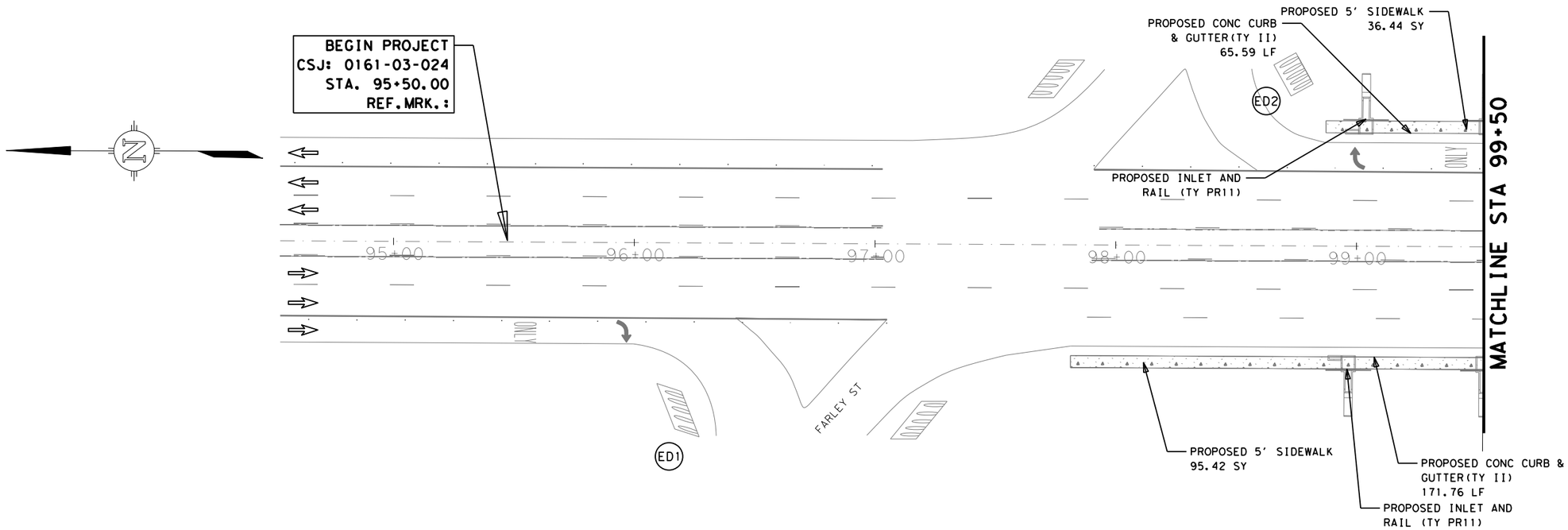

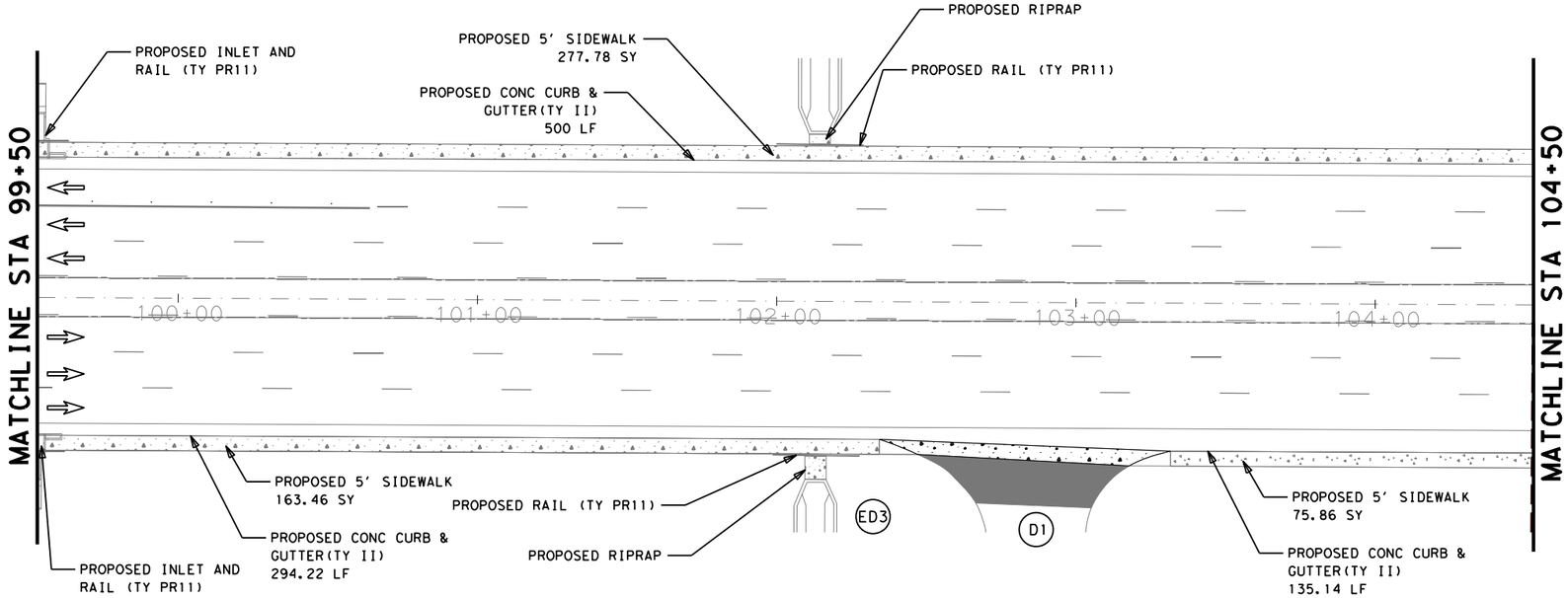

NOTES:

1. VERIFY WITH ALL UTILITY COMPANIES THE EXACT LOCATION OF EXISTING UNDERGROUND UTILITIES PRIOR TO CONSTRUCTION OR DRILLING TO AVOID CONFLICT OR DAMAGE.
2. REFER TO SHEET 63 "MISCELLANEOUS DETAILS" FOR RAIL LENGTHS AND RIPRAP DETAILS.
3. SEE SHEET 92 FOR POST MOUNTING DETAIL. ADDITIONAL MATERIAL NEEDED FOR POST MOUNTING DETAIL WILL SUBSIDIARY TO ITEM 450-6103 RAIL (TY PR11).
4. FOR CURB AND GUTTER TRANSITION AND DEPRESSED SECTIONS AT INLET LOCATIONS REFER TO CGT-PCO STANDARD.
5. PLACEMENT OF PR11 RAIL SHOULD BE EVEN IN LENGTH TO BOTH SIDES FROM CENTER OF DITCH DRAIN SECTIONS OR CULVERT OPENINGS.

STATE OF TEXAS
GERARDO A. RANGEL JR.
133699
LICENSED
PROFESSIONAL ENGINEER

THE SEAL APPEARING ON THIS DOCUMENT WAS AUTHORIZED BY GERARDO RANGEL, P.E. 133699. ON 6/3/2021

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Gerardo Rangel
FE312A7E28BA41D...

50 0 50
SCALE: 1" = 50'

TEXAS DEPARTMENT OF TRANSPORTATION ®

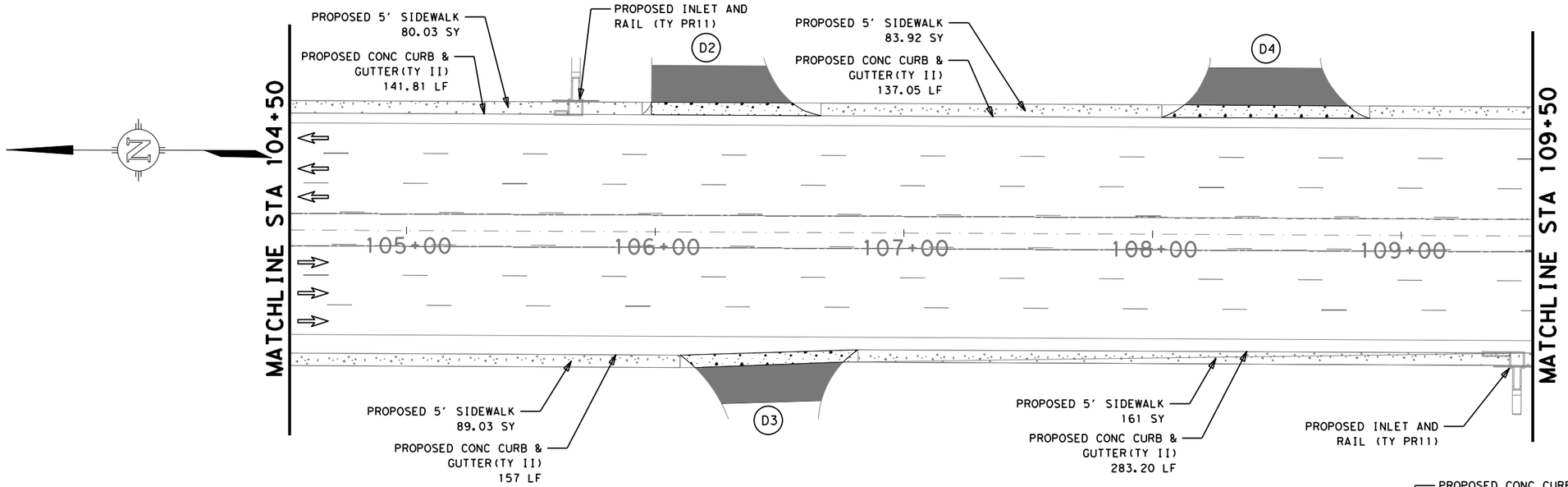
SIDEWALK LAYOUT

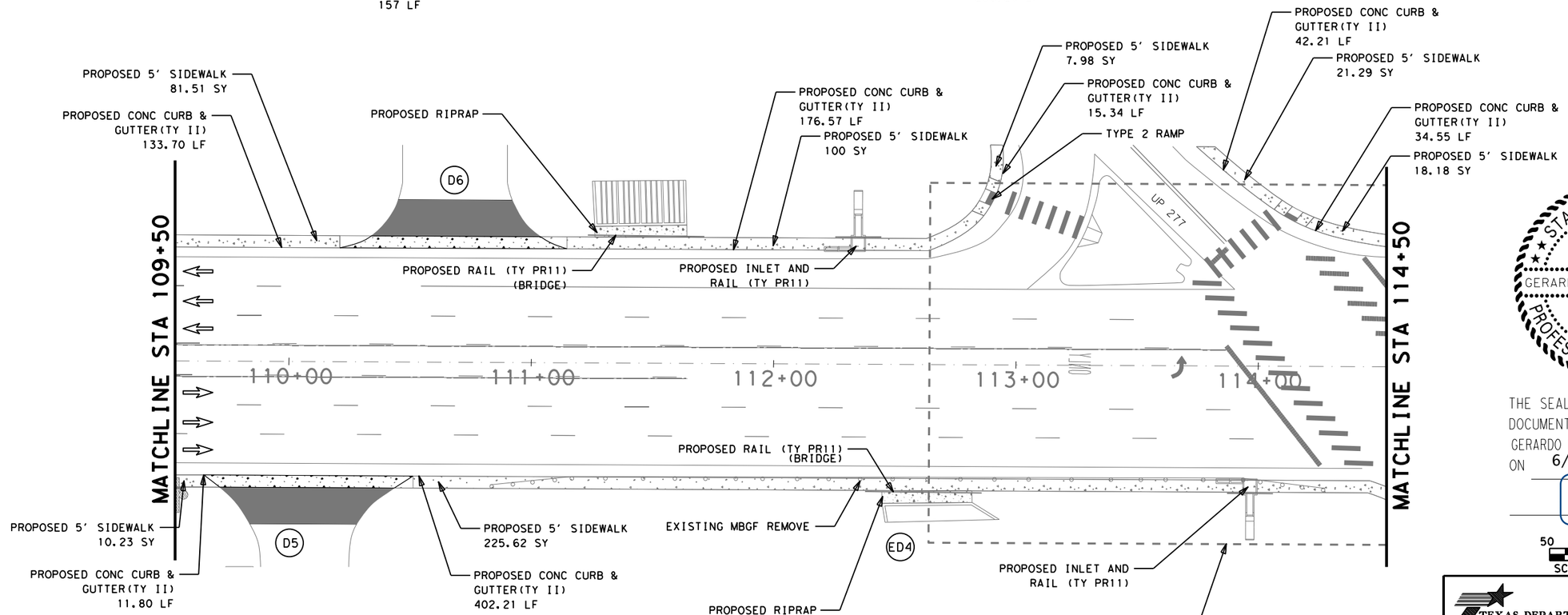
DN: RC	DN: RC
CK: GR	CK: GR

FED.RD. DIV.NO.	FEDERAL PROJECT NO.	SHEET NUMBER	SHEET NO.
6	0161-03-024	SHEET 1 OF 5	46

STATE	STATE DIST.NO.	COUNTY	CONTROL	SECTION	JOB	HIGHWAY NO.
TEXAS	22	VAL VERDE	0161	03	024	SS 239

6/3/2021 JTOVIAST ...\CAD\Sheets sidewalks.dgn





LEGEND

- ⇦ – DIRECTION OF TRAFFIC
- ▭ – PROPOSED MODIFY DRIVEWAY
- ⋰⋱ – CONC. SIDEWALK
- ▨ – CURB & GUTTER
- (D#) – DRIVEWAY ID NUMBER
- (ED#) – EXISTING DRAINAGE ID NUMBER
- MBGF – METAL BEAM GUARD FENCE

NOTES:

1. VERIFY WITH ALL UTILITY COMPANIES THE EXACT LOCATION OF EXISTING UNDERGROUND UTILITIES PRIOR TO CONSTRUCTION OR DRILLING TO AVOID CONFLICT OR DAMAGE.
2. REFER TO SHEET 63 "MISCELLANEOUS DETAILS" FOR RAIL LENGTHS AND RIPRAP DETAILS.
3. SEE SHEET 92 FOR POST MOUNTING DETAIL. ADDITIONAL MATERIAL NEEDED FOR POST MOUNTING DETAIL WILL SUBSIDIARY TO ITEM 450-6103 RAIL (TY PR11).
4. FOR CURB AND GUTTER TRANSITION AND DEPRESSED SECTIONS AT INLET LOCATIONS REFER TO CGT-PCO STANDARD.
5. PLACEMENT OF PR11 RAIL SHOULD BE EVEN IN LENGTH TO BOTH SIDES FROM CENTER OF DITCH DRAIN SECTIONS OR CULVERT OPENINGS.

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50 0 50
SCALE: 1" = 50'

TEXAS DEPARTMENT OF TRANSPORTATION ®

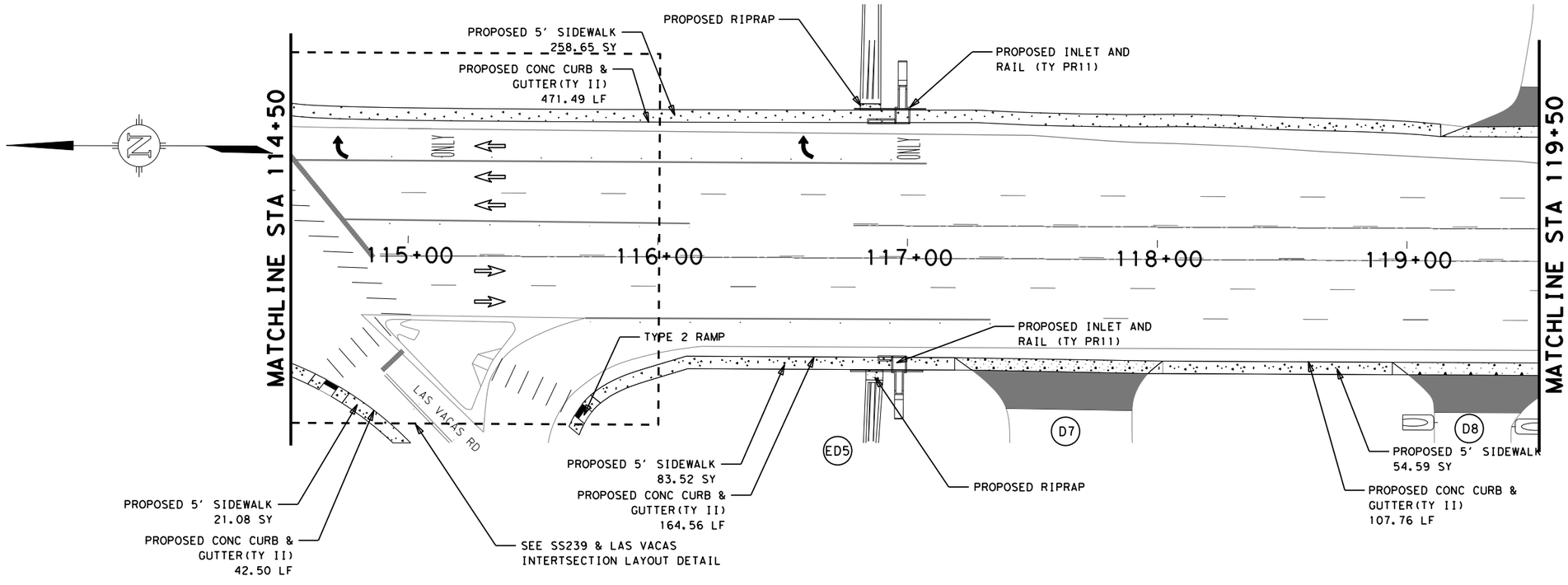
SIDEWALK LAYOUT

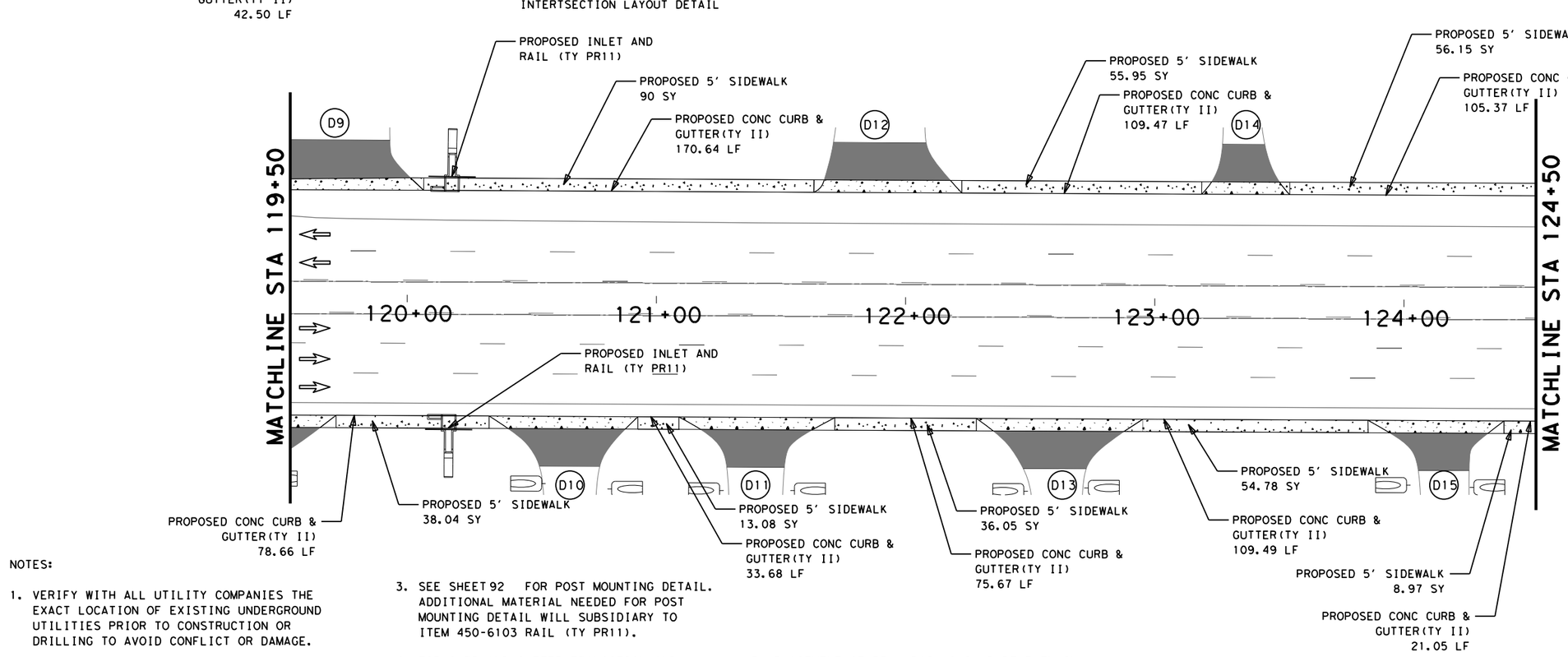
DN: RC	DN: RC
CK: GR	CK: GR

FED.RD. DIV.NO.	FEDERAL PROJECT NO.	SHEET NUMBER	SHEET NO.
6	0161-03-024	SHEET 2 OF 5	47

STATE	STATE DIST. NO.	COUNTY	CONTROL	SECTION	JOB	HIGHWAY NO.
TEXAS	22	VAL VERDE	0161	03	024	SS 239

6/3/2021 JTOVIAST ...\CAD\Sheets sidewalks.dgn





LEGEND

- ⇦ – DIRECTION OF TRAFFIC
- PROPOSED MODIFY DRIVEWAY
- CONC. SIDEWALK
- CURB & GUTTER
- (D#) – DRIVEWAY ID NUMBER
- (ED#) – EXISTING DRAINAGE ID NUMBER
- MBGF – METAL BEAM GUARD FENCE

NOTES:

1. VERIFY WITH ALL UTILITY COMPANIES THE EXACT LOCATION OF EXISTING UNDERGROUND UTILITIES PRIOR TO CONSTRUCTION OR DRILLING TO AVOID CONFLICT OR DAMAGE.
2. REFER TO SHEET 63 "MISCELLANEOUS DETAILS" FOR RAIL LENGTHS AND RIPRAP DETAILS.
3. SEE SHEET 92 FOR POST MOUNTING DETAIL. ADDITIONAL MATERIAL NEEDED FOR POST MOUNTING DETAIL WILL SUBSIDIARY TO ITEM 450-6103 RAIL (TY PR11).
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SCALE: 1" = 50'

TEXAS DEPARTMENT OF TRANSPORTATION ®

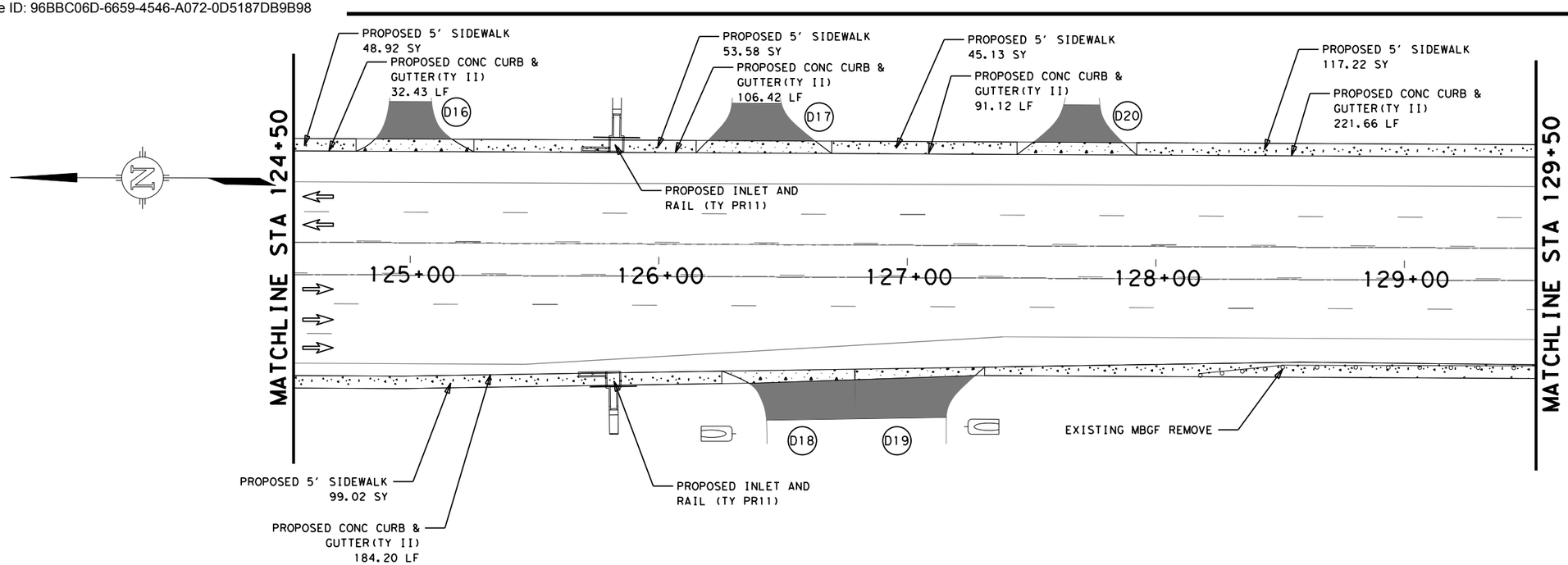
SIDEWALK LAYOUT

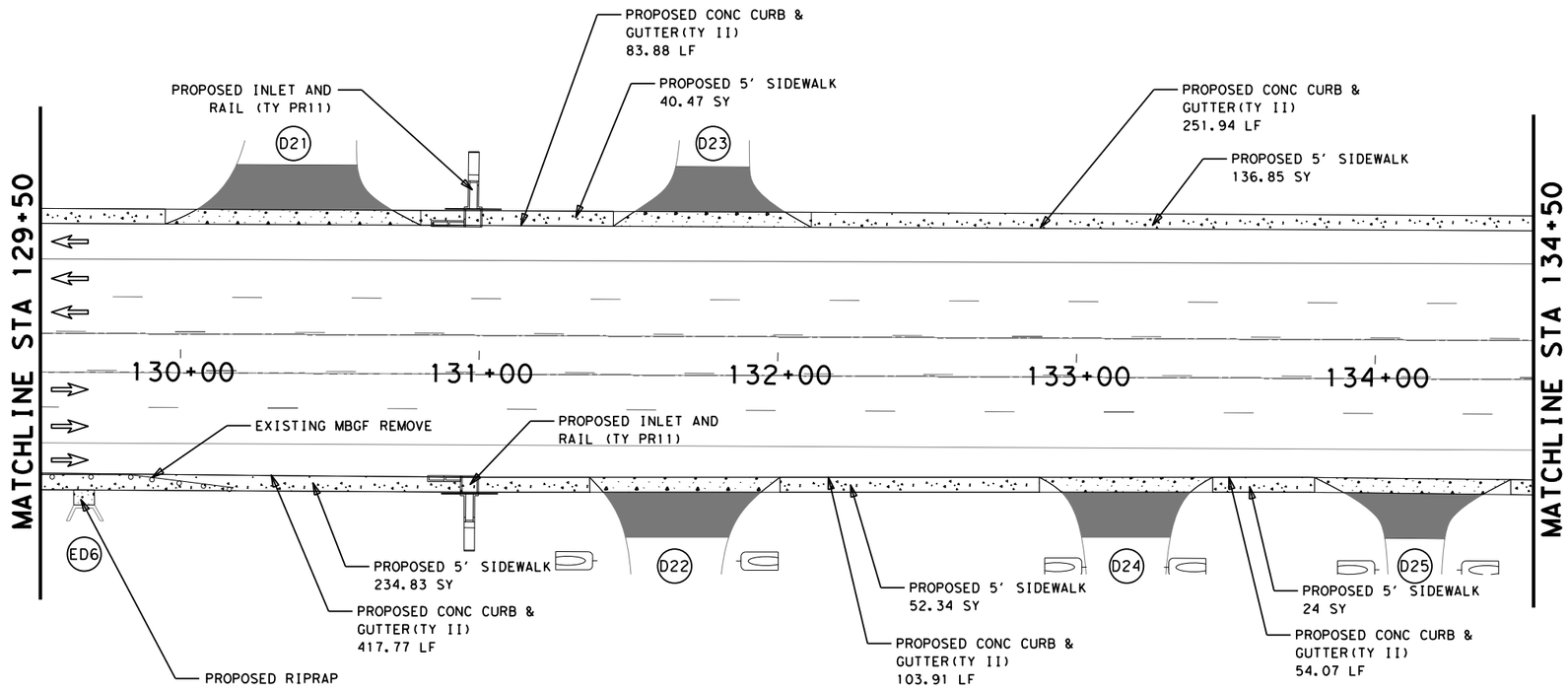
DN: RC	DN: RC
CK: GR	CK: GR

FED.RD. DIV.NO.	FEDERAL PROJECT NO.	SHEET NUMBER	SHEET NO.
6	0161-03-024	SHEET 3 OF 5	48

STATE	STATE DIST.NO.	COUNTY	CONTROL	SECTION	JOB	HIGHWAY NO.
TEXAS	22	VAL VERDE	0161	03	024	SS 239

6/3/2021 JTOVIAST ...\CAD\Sheets sidewalks.dgn





LEGEND

- ⇦ – DIRECTION OF TRAFFIC
- PROPOSED MODIFY DRIVEWAY
- CONC. SIDEWALK
- CURB & GUTTER
- (D#) – DRIVEWAY ID NUMBER
- (ED#) – EXISTING DRAINAGE ID NUMBER
- MBGF – METAL BEAM GUARD FENCE

NOTES:

1. VERIFY WITH ALL UTILITY COMPANIES THE EXACT LOCATION OF EXISTING UNDERGROUND UTILITIES PRIOR TO CONSTRUCTION OR DRILLING TO AVOID CONFLICT OR DAMAGE.
2. REFER TO SHEET 63 "MISCELLANEOUS DETAILS" FOR RAIL LENGTHS AND RIPRAP DETAILS.
3. SEE SHEET 92 FOR POST MOUNTING DETAIL. ADDITIONAL MATERIAL NEEDED FOR POST MOUNTING DETAIL WILL SUBSIDIARY TO ITEM 450-6103 RAIL (TY PR11).
4. FOR CURB AND GUTTER TRANSITION AND DEPRESSED SECTIONS AT INLET LOCATIONS REFER TO CGT-PCO STANDARD.
5. PLACEMENT OF PR11 RAIL SHOULD BE EVEN IN LENGTH TO BOTH SIDES FROM CENTER OF DITCH DRAIN SECTIONS OR CULVERT OPENINGS.

STATE OF TEXAS
GERARDO A. RANGEL JR.
133699
LICENSED
PROFESSIONAL ENGINEER

THE SEAL APPEARING ON THIS DOCUMENT WAS AUTHORIZED BY GERARDO RANGEL, P.E. 133699. ON 6/3/2021

DocuSigned by:
Gerardo Rangel
FE312A7E28BA41D...

50 0 50
SCALE: 1" = 50'

TEXAS DEPARTMENT OF TRANSPORTATION ®

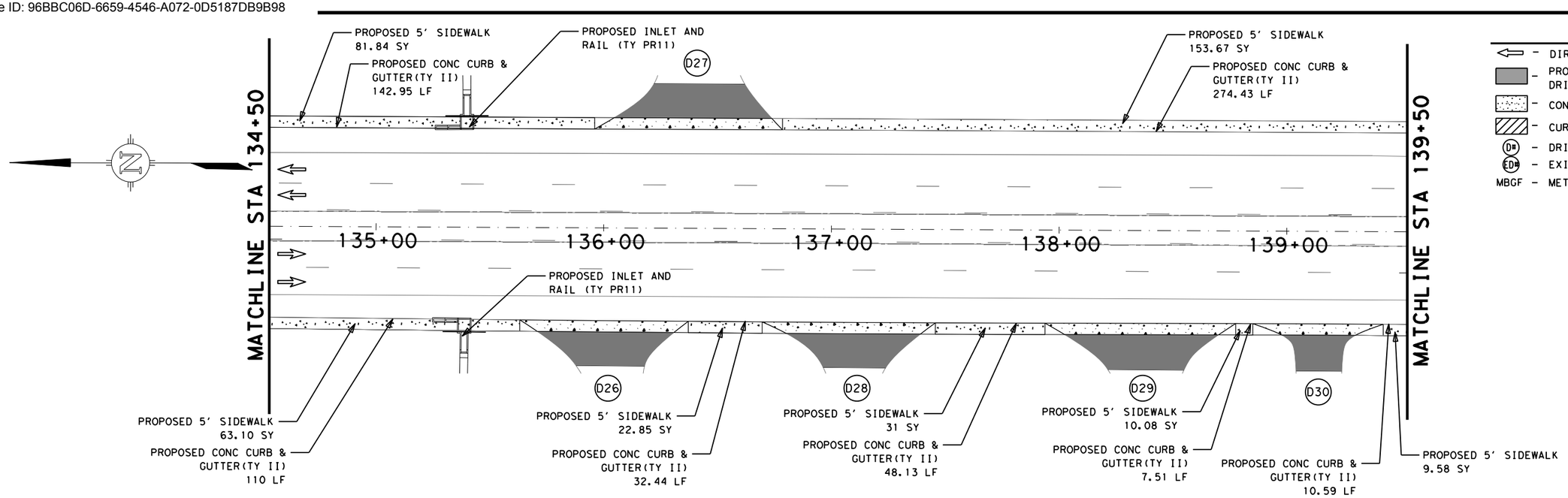
SIDEWALK LAYOUT

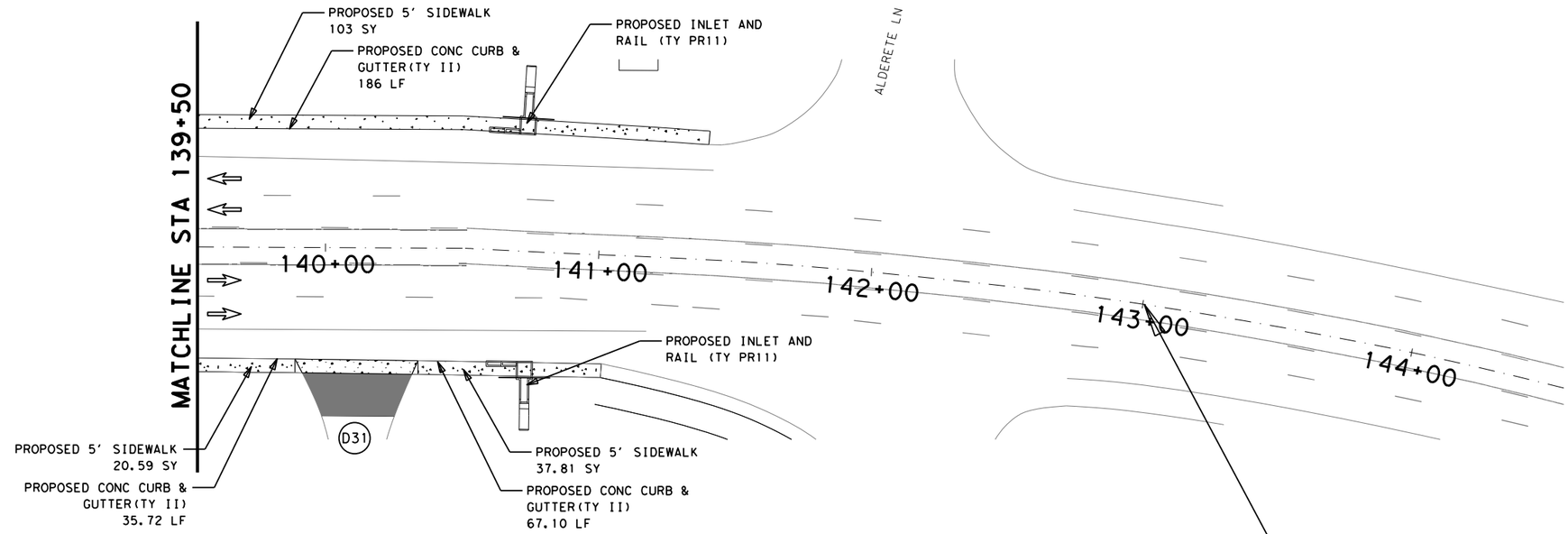
DN: RC	DW: RC
CK: GR	CK: GR

FED.RD. DIV.NO.	FEDERAL PROJECT NO.	SHEET NUMBER	SHEET NO.
6	0161-03-024	SHEET 4 OF 5	49

STATE	STATE DIST. NO.	COUNTY	CONTROL	SECTION	JOB	HIGHWAY NO.
TEXAS	22	VAL VERDE	0161	03	024	SS 239

6/3/2021 JTOVIAST ...\CAD\Sheets sidewalks.dgn





NOTES:

1. VERIFY WITH ALL UTILITY COMPANIES THE EXACT LOCATION OF EXISTING UNDERGROUND UTILITIES PRIOR TO CONSTRUCTION OR DRILLING TO AVOID CONFLICT OR DAMAGE.
2. REFER TO SHEET 63 "MISCELLANEOUS DETAILS" FOR RAIL LENGTHS AND RIPRAP DETAILS.
3. SEE SHEET 92 FOR POST MOUNTING DETAIL. ADDITIONAL MATERIAL NEEDED FOR POST MOUNTING DETAIL WILL SUBSIDIARY TO ITEM 450-6103 RAIL (TY PR11).
4. FOR CURB AND GUTTER TRANSITION AND DEPRESSED SECTIONS AT INLET LOCATIONS REFER TO CGT-PCO STANDARD.
5. PLACEMENT OF PR11 RAIL SHOULD BE EVEN IN LENGTH TO BOTH SIDES FROM CENTER OF DITCH DRAIN SECTIONS OR CULVERT OPENINGS.

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50 0 50
SCALE: 1" = 50'

TEXAS DEPARTMENT OF TRANSPORTATION ®

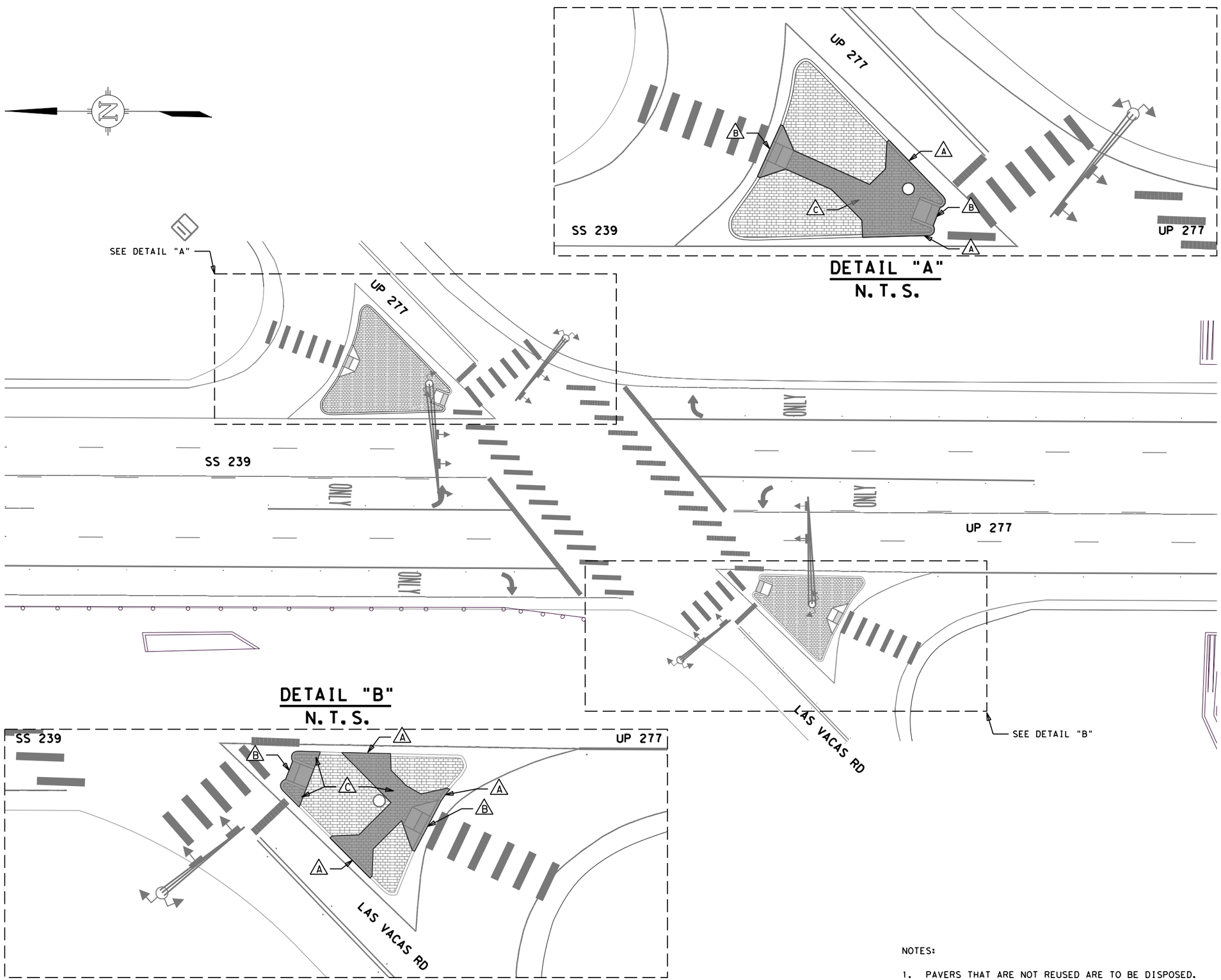
SIDEWALK LAYOUT

DN: RC	DN: RC
CK: GR	CK: GR

FED.RD. DIV.NO.	FEDERAL PROJECT NO.	SHEET NUMBER	SHEET NO.
6	0161-03-024	SHEET 5 OF 5	50

STATE	STATE DIST. NO.	COUNTY	CONTROL	SECTION	JOB	HIGHWAY NO.
TEXAS	22	VAL VERDE	0161	03	024	SS 239

6/3/2021 JTOVIAST ...\CAD\Sheets sidewalks.dgn



DETAIL "A"
N. T. S.

DETAIL "B"
N. T. S.

LEGEND

- EXISTING TO BE REMOVED
- EXISTING PAVERS
- SIGN POST
- DIRECTION OF TRAFFIC
- (A) CURB TO BE REMOVED
- (B) CURB RAMP TO BE REMOVED
- (C) PAVERS TO BE REMOVED AND RELAID

NOTES:

1. PAVERS THAT ARE NOT REUSED ARE TO BE DISPOSED.

STATE OF TEXAS
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20 0 20
SCALE: 1" = 40'

TEXAS DEPARTMENT OF TRANSPORTATION ®

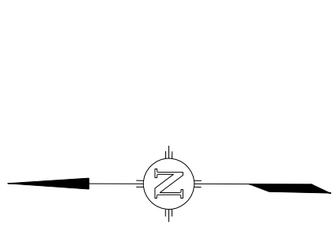
EXISTING INTERSECTION LAYOUT

DN: RC	DW: RC
CK: GR	CK: GR

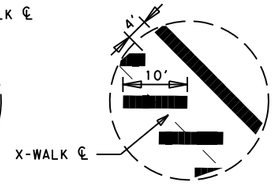
FED.RD. DIV.NO.	FEDERAL PROJECT NO.	SHEET NUMBER	SHEET NO.
6	0161-03-024	SHEET 1 OF 2	51

STATE	STATE DIST. NO.	COUNTY	CONTROL	SECTION	JOB	HIGHWAY NO.
TEXAS	22	VAL VERDE	0161	03	024	SS 239

6/3/2021 JTOVIAST ...\Sheets Intersection Layout.dgn



DETAIL "C"
N.T.S.



DETAIL "D"
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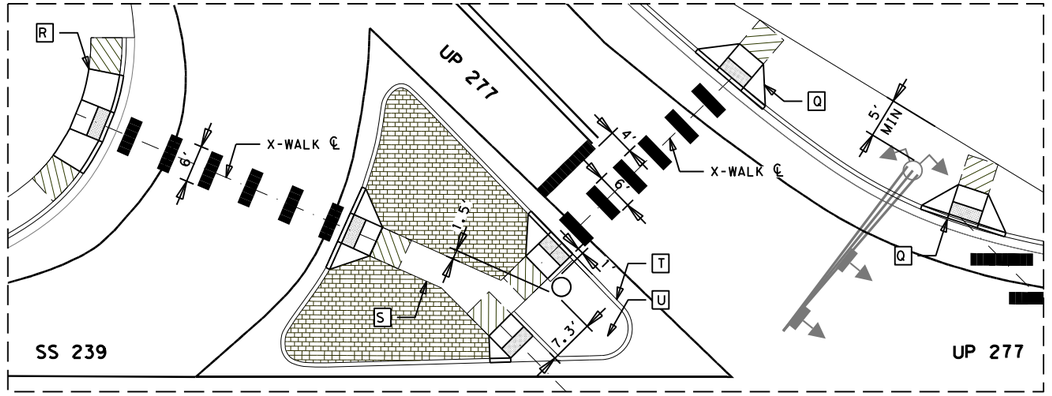

DETAIL "A"
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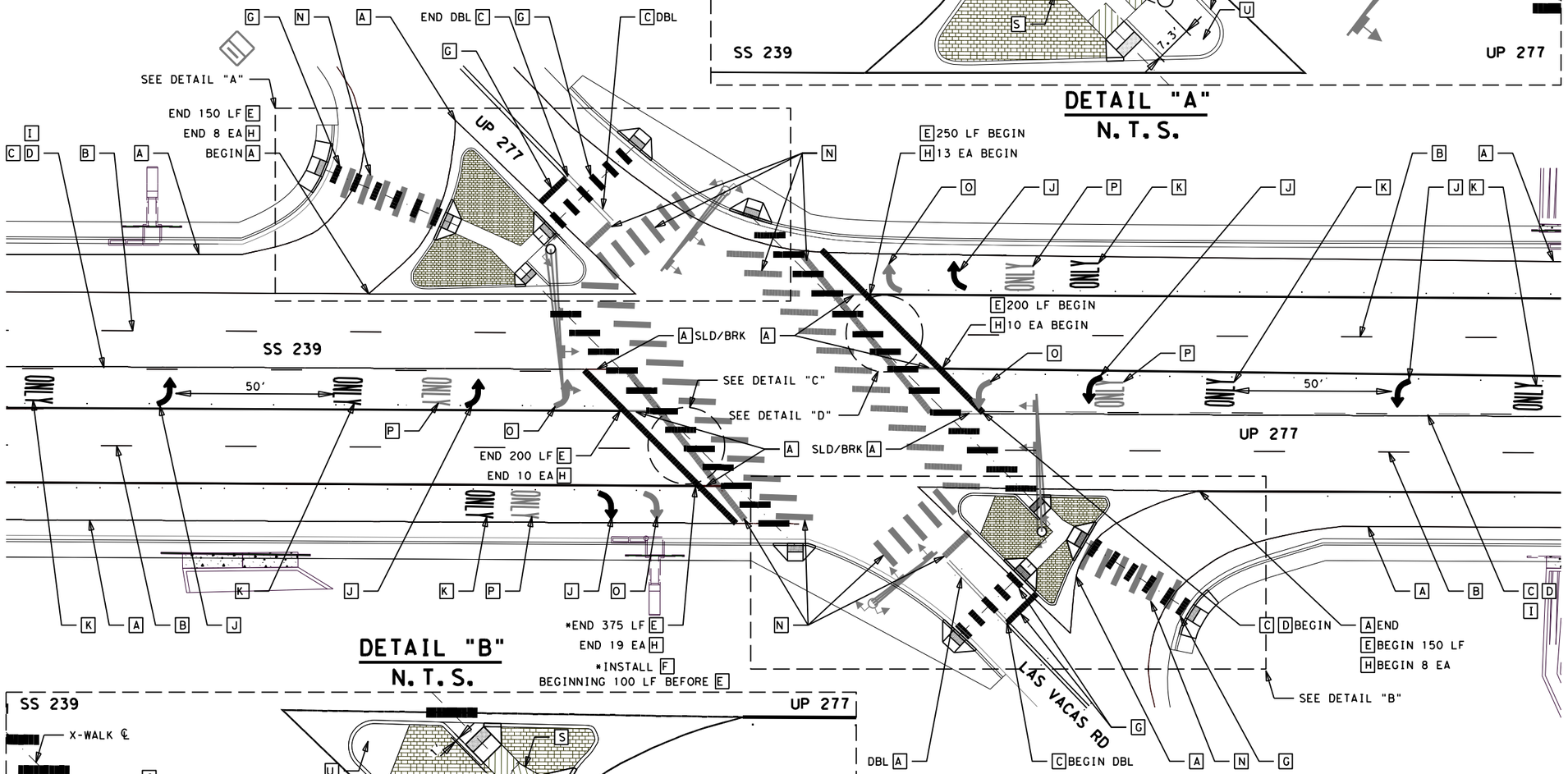
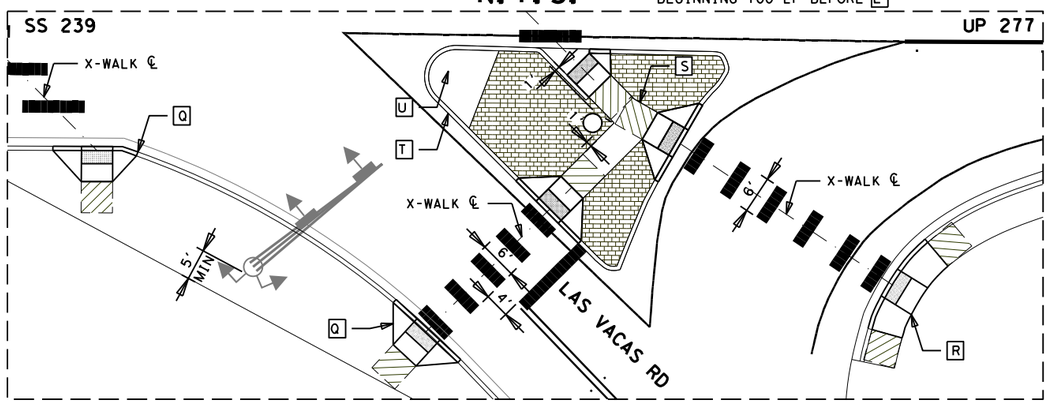


DETAIL "B"
N.T.S.



NOTES:

1. EXISTING PAVEMENT MARKINGS IN CONFLICT WITH PROPOSED PAVEMENT MARKINGS ARE TO BE REMOVED. PROPOSED PAVEMENT MARKINGS AT END AND BEGIN POINTS ARE TO MATCH WITH EXISTING PAVEMENT MARKINGS.
2. "END" AND "BEGIN" CALLOUTS FOR PAVEMENT MARKINGS ARE TO BE READ FROM LEFT TO RIGHT AND TOP TO BOTTOM.
3. SS 239 AND UP 277 APPROACHES ARE TO BE RE-STRIPED 400' FROM PROPOSED STOP BAR UNLESS OTHERWISE SHOWN ON THE PLANS. LAS VACAS RD APPROACH IS TO BE RE-STRIPED 200' FROM PROPOSED STOP BAR.

LEGEND

- 5'x 5' RAMP LANDING
- EXISTING PAVERS
- SIGN POST
- DIRECTION OF TRAFFIC
- A — REFL PAV MRK TY I (W)4"(SLD)(100MIL)
- B — REFL PAV MRK TY I (W)4"(BRK)(100MIL)
- C — REFL PAV MRK TY I (Y)4"(SLD)(100MIL)
- D — REFL PAV MRK TY I (Y)4"(BRK)(100MIL)
- E — REFL PAV MRK TY I (W)8"(SLD)(100MIL)
- F — REFL PAV MRK TY I (W)8"(LNDP)(100MIL)
- G — REFL PAV MRK TY I (W)24"(SLD)(100MIL)
- H — REFL PAV MRKR TY I-C
- I — REFL PAV MRKR TY II-A-A
- J — REFL PAV MRK TY I (W)(ARROW)(100MIL)
- K — REFL PAV MRK TY I (W)(WORD)(100MIL)
- L — ELIM EXT PAV MRK & MRKS (4")
- M — ELIM EXT PAV MRK & MRKS (8")
- N — ELIM EXT PAV MRK & MRKS (24")
- O — ELIM EXT PAV MRK & MRKS (ARROW)
- P — ELIM EXT PAV MRK & MRKS (WORD)
- Q — TY 1 CURB RAMP
- R — TY 2 CURB RAMP
- S — TY 22 CURB RAMP
- T — MONOLITHIC CURB TY II
- U — RIPRAP

STATE OF TEXAS
GERARDO A. RANGEL JR.
133699
LICENSED
PROFESSIONAL ENGINEER

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ON 6/3/2021
DocuSigned by: Gerardo Rangel FE312A7E28BA41D...

20 0 20
SCALE: 1" = 40'

TEXAS DEPARTMENT OF TRANSPORTATION ®

PROPOSED INTERSECTION LAYOUT

DN: RC	DN: RC
CK: GR	CK: GR

FED.RD. DIV.NO.	FEDERAL PROJECT NO.	SHEET NUMBER	SHEET NO.
6	0161-03-024	SHEET 2 OF 2	52

STATE	STATE DIST. NO.	COUNTY	CONTROL	SECTION	JOB	HIGHWAY NO.
TEXAS	22	VAL VERDE	0161	03	024	SS 239

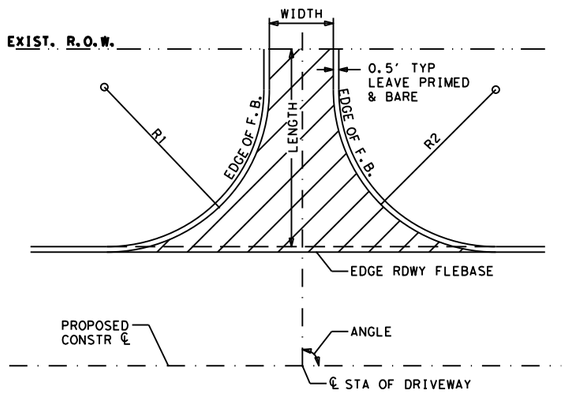
6/3/2021 JTOVIAST ...\Sheets Intersection Layout.dgn

SUMMARY OF DRIVEWAYS

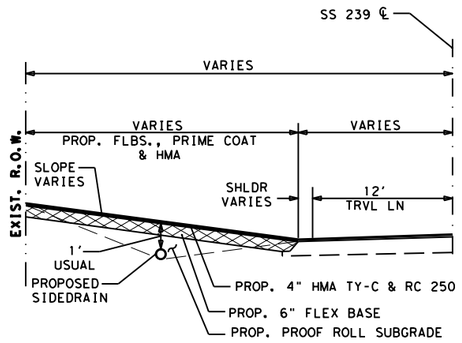
DRIVEWAY	APPROX. STA.	SIDE	EXISTING MATERIAL / PROPOSED	ANGLE	RADIUS		WIDTH	LENGTH	ITEMS 531 6001 ** CONC SIDEWALKS (4")	ITEMS 530 6025 DRIVEWAYS (CONC) (FAST TRACK)	ITEMS 530 6005 DRIVEWAYS (ACP)	FOR CONTRACTOR INFORMATION: FLEXBASE FL BS (TY E) (GR 1&2) (6")		PRIME COAT ASPH.	HOTMIX D-GR HMA TY-C PG 70-22 (4")	CONCRETE CONC.
#			TYPE	DEGREE	R1 FT	R2 FT	FT	FT	SY	SY	SY	CY	TON	GAL	TON	SY
1	102+80	RT	ASPH	90	25	25	35	22	37		79	13.09	20.06	23.57	18.07	
2	106+20	LT	CONC	90		30	45	22		131						131
3	106+30	RT	ASPH	90	25	25	35	51	37		191	31.89	48.87	57.40	44.01	
4	108+50	LT	CONC	90	30	30	45	22		153						153
5	110+00	RT	ASPH	90	25	25	35.00	32	37		117	19.57	30.00	35.23	27.01	
6	110+70	LT	CONC	90	30	30	45	22		153						153
7	117+50	RT	CONC	90	25	25	45	32		190						190
8	119+40	RT	CONC	90	25	25	28	32		129						129
9	119+60	LT	ASPH	90	20	20	40	42	36		170	28.27	43.33	50.89	39.02	
10	120+50	RT	ASPH	90	20	20	20	22	25		43	7.16	10.97	12.89	9.88	
11	121+50	RT	ASPH	90	20	20	25	22	28		52	8.73	13.39	15.72	12.05	
12	121+80	LT	ASPH	90	20	20	28	57	29		167	27.83	42.65	50.09	38.40	
13	122+50	RT	ASPH	90	20	20	25	22	28		52	8.73	13.39	15.72	12.05	
14	123+30	LT	CONC	90	20	20	28	50		175						175
15	124+20	RT	ASPH	90	20	20	25	22	28		52	8.73	13.39	15.72	12.05	
16	125+00	LT	ASPH	90	20	20	28	50	29		145	24.20	37.08	43.56	33.39	
17	126+30	LT	ASPH	90	20	20	28	50	29		145	24.20	37.08	43.56	33.39	
18	126+50	RT	CONC	90	25		35	22		100						100
19	127+00	RT	CONC	90		25	35	17		81						81
20	127+70	LT	ASPH	90	15	15	24	50	24		120	20.05	30.73	36.09	27.67	
21	130+20	LT	ASPH	90	25	25	35	17	37		59	9.85	15.10	17.73	13.60	
22	131+60	RT	ASPH	90	20	20	30	33	31		97	16.16	24.77	29.10	22.31	
23	131+70	LT	ASPH	90	20	20	25	50	28		130	21.70	33.25	39.06	29.94	
24	133+20	RT	ASPH	90	20	20	25	17	28		39	6.42	9.84	11.56	8.86	
25	134+20	RT	ASPH	90	20	20	25	22	28		52	8.73	13.39	15.72	12.05	
26	136+00	RT	ASPH	90	30	30	28	22	36		75	12.50	19.15	22.49	17.24	
27	136+40	LT	ASPH	90	40	40	30	50	44		199	33.09	50.71	59.56	45.66	
28	137+10	RT	ASPH	90	30	30	28	22	36		75	12.50	19.15	22.49	17.24	
29	138+30	RT	ASPH	90	30	30	28	22	36		75	12.50	19.15	22.49	17.24	
30	139+20	RT	ASPH	90	20	20	25	22	28		52	8.73	13.39	15.72	12.05	
31	140+10	RT	ASPH	90	20	20	25	22	28		52	8.73	13.39	15.72	12.05	
								TOTALS	727	1112	2238	374	573	673	516	1112

NOTES

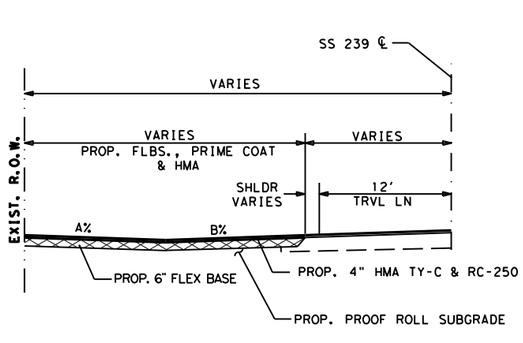
- DRIVEWAYS (ACP) WILL CONSIST OF:
  - * 4" D-GR HMA TY-C SAC-A PG70-22 (ITEM 3076)
  - * PRIME COAT RC-250 (ITEM 0310) OR AS APPROVED BY THE ENGINEER
  - * 6" FLEX BASE TY-E GR1-2 DENSITY COMPACTED (ITEM 0247) OR AS APPROVED BY THE ENGINEER
- THE WORK PERFORMED TO REMOVE EXISTING DRIVEWAYS WILL NOT BE PAID FOR DIRECTLY BUT WILL BE CONSIDERED SUBSIDIARY TO ITEM 530 "INTERSECTIONS, DRIVEWAYS, AND TURNOUTS."
- SIDEWALK SECTIONS THAT CROSS ACP DRIVEWAYS WILL BE PAID FOR UNDER ITEM 531 "SIDEWALKS". SIDEWALK SECTIONS THAT CROSS CONC. DRIVEWAYS WILL BE PAID FOR UNDER ITEM 530 "INTERSECTIONS, DRIVEWAYS, AND TURNOUTS".
- ** SIDEWALK AREAS SHOWN FOR ACP DRIVEWAYS ONLY FOR QUANTITY PURPOSES. BOTH ACP & CONC. DRIVEWAYS WILL HAVE SIDEWALK CONTINUATIONS.
- ALL SUBGRADE MATERIAL AND PROOF ROLLING NEEDED TO CONSTRUCT THE DRIVEWAYS WILL NOT BE PAID FOR DIRECTLY BUT WILL BE CONSIDERED SUBSIDIARY TO ITEM 530 "INTERSECTIONS, DRIVEWAYS, AND TURNOUTS."
- SAW CUT WORK WILL BE SUBSIDAIRY TO PERTINENT ITEMS OF WORK.
- LAYDOWN CURB ALONG DRIVEWAY OPENINGS WILL NOT BE PAID FOR DIRECTLY BUT WILL BE CONSIDERED SUBSIDAIRY TO ITEM 530 "INTERSECTIONS, DRIVEWAYS, AND TURNOUTS."
- COMPACTED BACKFILL SHALL BE IN ACCORDANCE TO ITEM 400 "EXCAVATION AND BACKFILL FOR STRUCTURES".
- EXISTING DRIVEWAY MATERIAL WILL NOT BE SALVAGED FOR USE IN RECONSTRUCTING THE PROPOSED ROADWAY OR DRIVEWAYS.
- MAXIMUM DRIVEWAY GRADES WILL BE AS SHOWN ON DRIVEWAY PROFILES. EVERY EFFORT SHOULD BE TAKEN TO ACHIEVE FLATTER DRIVEWAY GRADES THAN THOSE SHOWN ON PROFILES WHERE POSSIBLE.
- WHEN BREAK IN GRADE IS PRESENT A%+B%=10% MAX AS SHOWN ON DETAILS.
- REFER TO SUMMARY OF DRIVEWAYS SHEET 2 OF 2 FOR CONCRETE DRIVEWAY DETAILS.



TYPICAL SURF TREAT DRIVEWAY



TYPICAL DRIVEWAY SECTION
NON-DIP



TYPICAL DRIVEWAY SECTION
DIP

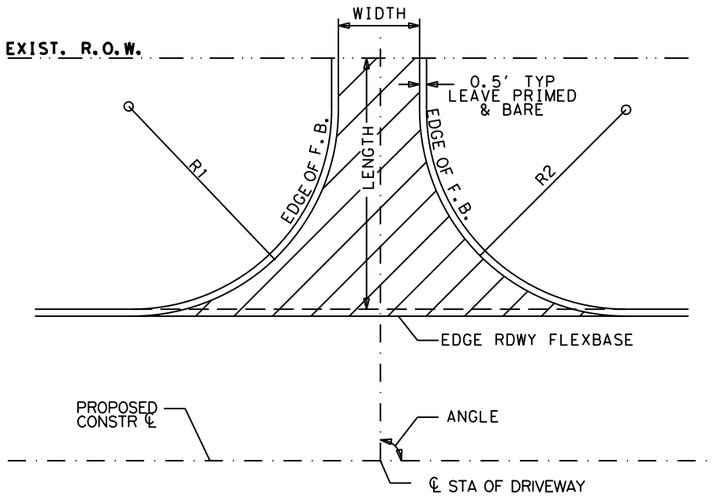
DRIVEWAY DETAILS

DN: RC	DW: RC
CK: GR	CK: GR

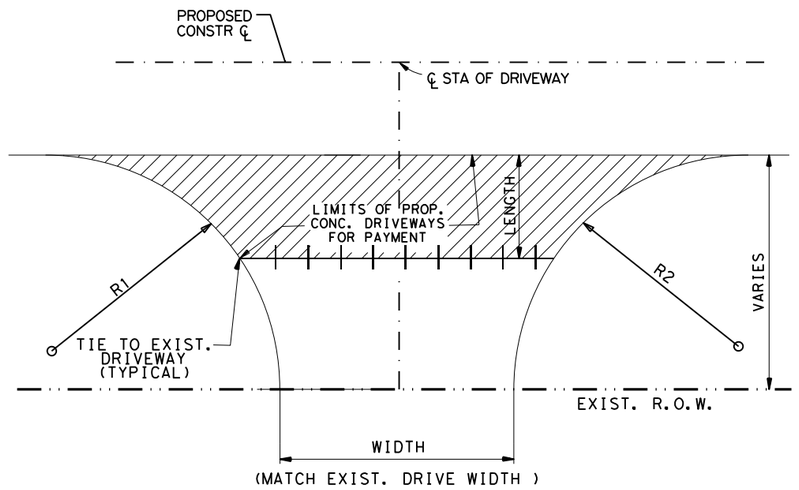
FED.RD. DIV.NO.	FEDERAL PROJECT NO.	SHEET NUMBER	SHEET NO.
6	0161-03-024	SHEET 1 OF 2	53

STATE	STATE DIST.NO.	COUNTY	CONTROL	SECTION	JOB	HIGHWAY NO.
TEXAS	22	VAL VERDE	0161	03	024	SS 239

6/3/2021 JTOVIAST ...\Drainage & Driveways Summary.dgn



TYPICAL DRIVEWAY DETAIL



CONCRETE DRIVEWAY DETAIL

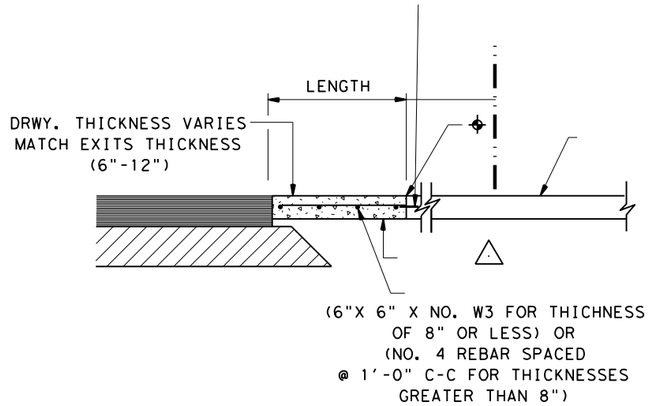
GENERAL NOTES

- CONCRETE DRIVEWAYS STRUCTURE WILL CONSIST OF:
  * VARIES(6"-12") FOR DRIVEWAYS (COMMERCIAL OR RESIDENTIAL) W/(6"X 6" X NO. W3 FOR THICKNESS OF 8" OR LESS) OR (NO. 4 REBAR SPACED @ 1'-0" C-C FOR THICKNESSES GREATER THAN 8")
- ALL SUBGRADE MATERIAL AND PROOF ROLLING NEEDED TO CONSTRUCT THE DRIVEWAYS WILL NOT BE PAID FOR DIRECTLY BUT WILL BE CONSIDERED SUBSIDIARY TO ITEM 530 "INTERSECTIONS, DRIVEWAYS, AND TURNOUTS."
- SAW CUT WORK WILL BE SUBSIDAIRY TO PERTINENT ITEMS OF WORK.
- LAYDOWN CURB ALONG DRIVEWAY OPENINGS WILL NOT BE PAID FOR DIRECTLY BUT WILL BE CONSIDERED SUBSIDAIRY TO ITEM 530 "INTERSECTIONS, DRIVEWAYS, AND TURNOUTS."
- COMPACTED BACKFILL SHALL BE IN ACCORDANCE TO ITEM 400 "EXCAVATION AND BACKFILL FOR STRUCTURES".
- EXISTING DRIVEWAY MATERIAL WILL NOT BE SALVAGED FOR USE IN RECONSTRUCTING THE PROPOSED ROADWAY OR DRIVEWAYS.
- MAXIMUM DRIVEWAY GRADES WILL BE AS SHOWN ON DRIVEWAY PROFILES. EVERY EFFORT SHOULD BE TAKEN TO ACHIEVE FLATTER DRIVEWAY GRADES THAN THOSE SHOWN ON PROFILES WHERE POSSIBLE.
- WHEN BREAK IN GRADE IS PRESENT A%+B%=10% MAX AS SHOWN ON DETAILS.

NOTE:

⌖ CONC. WILL BE SAW CUT TO THE LIMITS OF REMOVAL AND CONTRACTOR WILL INSTALL 24" x #4 DOWELS @ 18" C. to C. REGULAR SPACING EPOXY GROUTED

△ CLEAR COVER TYPICAL AT HALF OF THE CONCRETE SLAB THICKNESS. KEEP 2" MIN. CLEAR COVER FROM THE BOTTOM OF SLAB.



TYPICAL CONCRETE DRIVEWAY SECTION

STATE OF TEXAS
GERARDO A. RANGEL JR.
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FE312A7E28BA41D...

TEXAS DEPARTMENT OF TRANSPORTATION ®

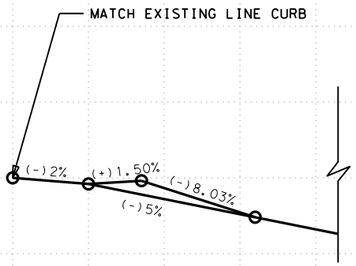
DRIVEWAY DETAILS

DN: RC	DW: RC
CK: GR	CK: GR

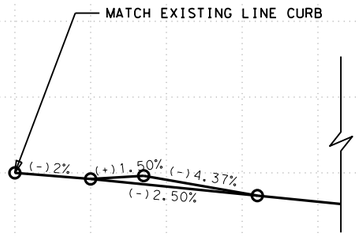
FED.RD. DIV.NO.	FEDERAL PROJECT NO.	SHEET NUMBER	SHEET NO.
6	0161-03-024	SHEET 2 OF 2	54

STATE	STATE DIST. NO.	COUNTY	CONTROL	SECTION	JOB	HIGHWAY NO.
TEXAS	22	VAL VERDE	0161	03	024	SS 239

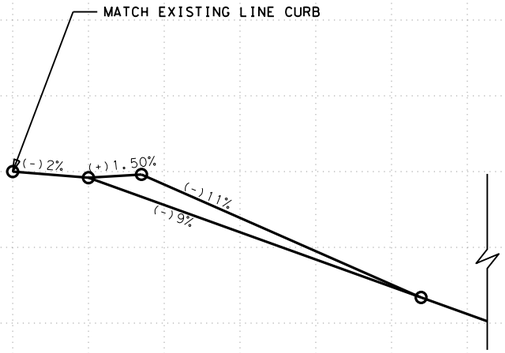
6/3/2021 JTOVIAST ...\Drainage & Driveways Summary.dgn



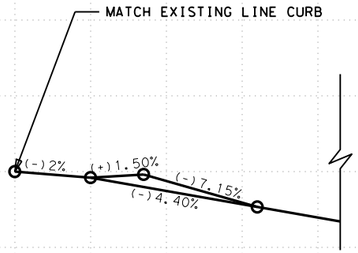
DRIVEWAY D-1 ELEVATION VIEW



DRIVEWAY D-2 ELEVATION VIEW



DRIVEWAY D-3 ELEVATION VIEW



DRIVEWAY D-4 ELEVATION VIEW

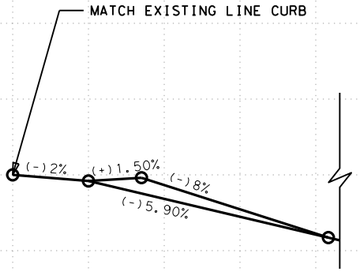
10 0 10
SCALE: 1" = 20'

TEXAS DEPARTMENT OF TRANSPORTATION ®

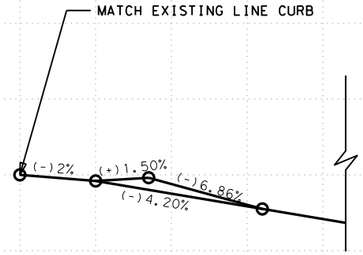
DRIVEWAY PROFILES

			DN: RC			CK: GR	DW: RC / CK: GR
FED.RD. DIV.NO.	FEDERAL PROJECT NO.		SHEET NUMBER				SHEET NO.
6	0161-03-024		SHEET 1 OF 8				55
STATE	STATE DIST. NO.	COUNTY	CONTROL	SECTION	JOB	HIGHWAY NO.	
TEXAS	22	VAL VERDE	0161	03	024	SS 239	

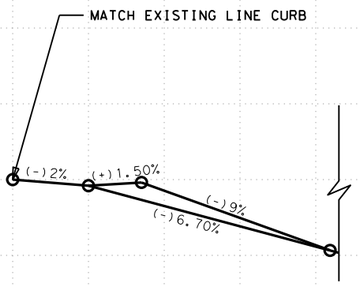
6/3/2021 JTOVIAST ...\CAD\Driveway profiles.dgn



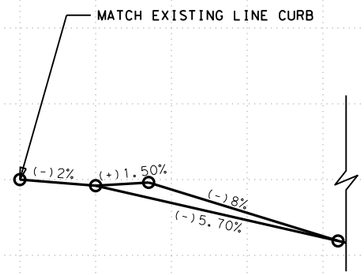
DRIVEWAY D-5 ELEVATION VIEW



DRIVEWAY D-6 ELEVATION VIEW



DRIVEWAY D-7 ELEVATION VIEW



DRIVEWAY D-8 ELEVATION VIEW

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10 0 10
SCALE: 1" = 20'

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DRIVEWAY PROFILES

			DN: RC			CK: GR	DW: RC / CK: GR
FED.RD. DIV.NO.	FEDERAL PROJECT NO.		SHEET NUMBER				SHEET NO.
6	0161-03-024		SHEET 2 OF 8				56
STATE	STATE DIST. NO.	COUNTY	CONTROL	SECTION	JOB	HIGHWAY NO.	
TEXAS	22	VAL VERDE	0161	03	024	SS 239	

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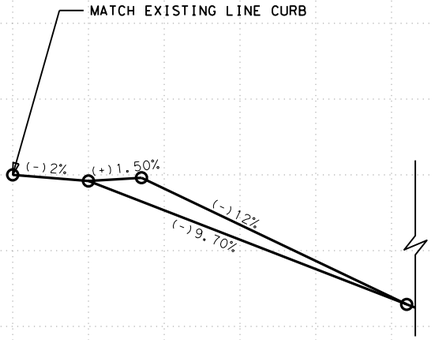
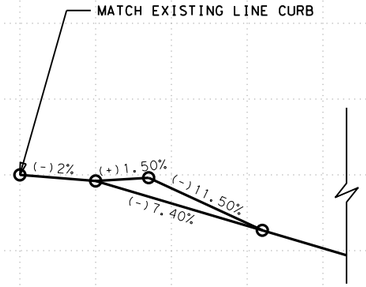
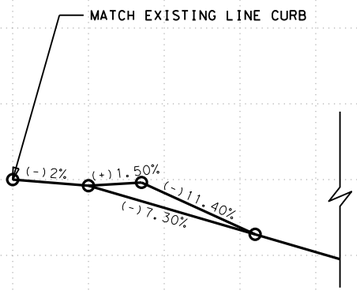


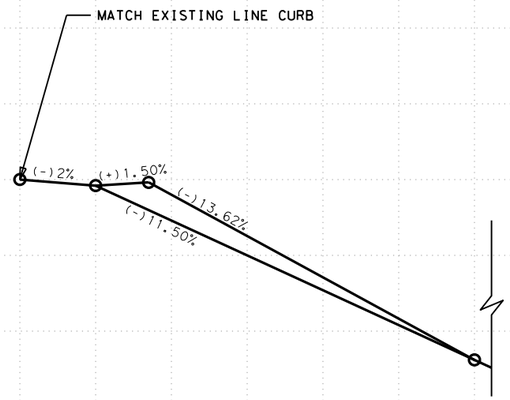
DRIVEWAY D-9 ELEVATION VIEW



DRIVEWAY D-10 ELEVATION VIEW



DRIVEWAY D-11 ELEVATION VIEW



DRIVEWAY D-12 ELEVATION VIEW

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DRIVEWAY PROFILES

			DN: RC			CK: GR	DW: RC / CK: GR
FED.RD. DIV.NO.	FEDERAL PROJECT NO.		SHEET NUMBER				SHEET NO.
6	0161-03-024		SHEET 3 OF 8				57
STATE	STATE DIST. NO.	COUNTY	CONTROL	SECTION	JOB	HIGHWAY NO.	
TEXAS	22	VAL VERDE	0161	03	024	SS 239	

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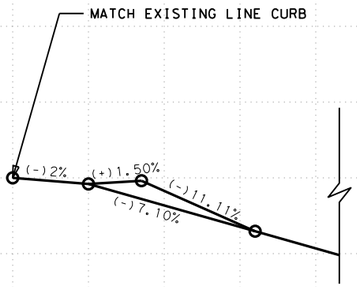
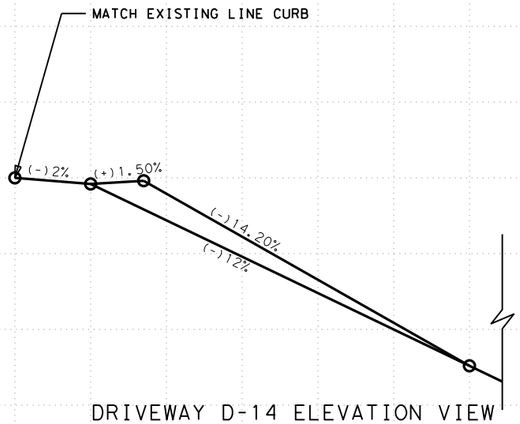
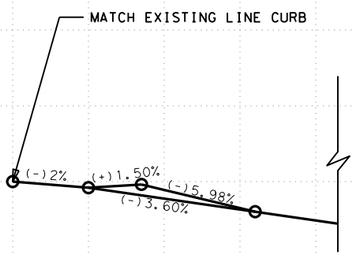


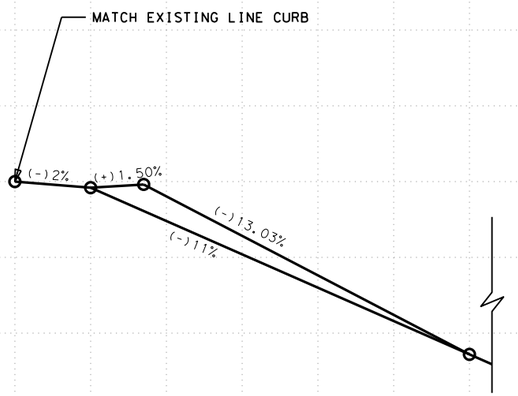
DRIVEWAY D-13 ELEVATION VIEW



DRIVEWAY D-14 ELEVATION VIEW



DRIVEWAY D-15 ELEVATION VIEW



DRIVEWAY D-16 ELEVATION VIEW

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			DN: RC			DW: RC	
			CK: GR			CK: GR	
FED.RD. DIV.NO.	FEDERAL PROJECT NO.		SHEET NUMBER				SHEET NO.
6	0161-03-024		SHEET 4 OF 8				58
STATE	STATE DIST. NO.	COUNTY	CONTROL	SECTION	JOB	HIGHWAY NO.	
TEXAS	22	VAL VERDE	0161	03	024	SS 239	

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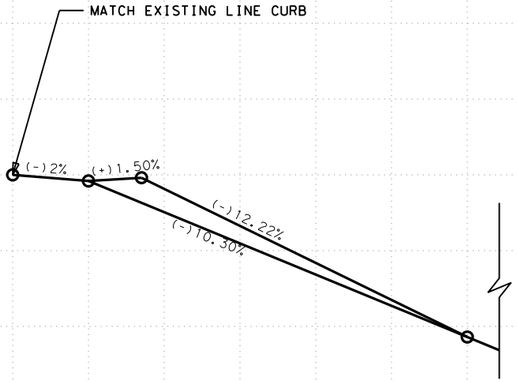
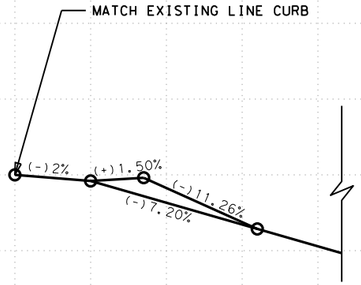
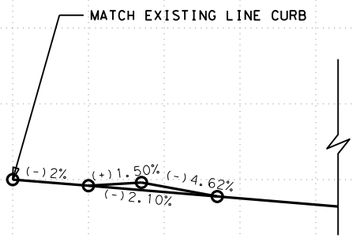


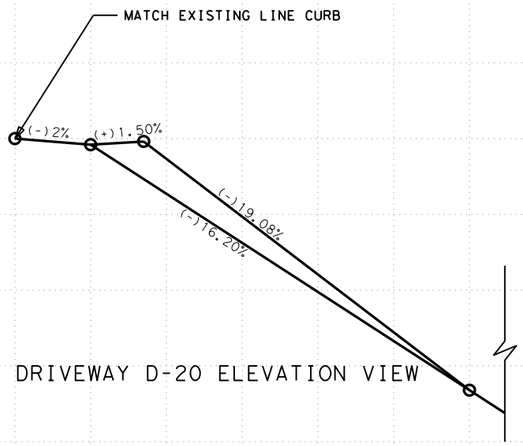
DRIVEWAY D-17 ELEVATION VIEW



DRIVEWAY D-18 ELEVATION VIEW



DRIVEWAY D-19 ELEVATION VIEW



DRIVEWAY D-20 ELEVATION VIEW

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DRIVEWAY PROFILES

			DN: RC			DW: RC	
			CK: GR			CK: GR	
FED.RD. DIV.NO.	FEDERAL PROJECT NO.		SHEET NUMBER				SHEET NO.
6	0161-03-024		SHEET 5 OF 8				59
STATE	STATE DIST. NO.	COUNTY	CONTROL	SECTION	JOB	HIGHWAY NO.	
TEXAS	22	VAL VERDE	0161	03	024	SS 239	

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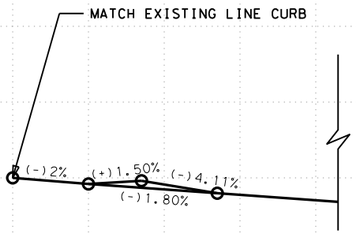
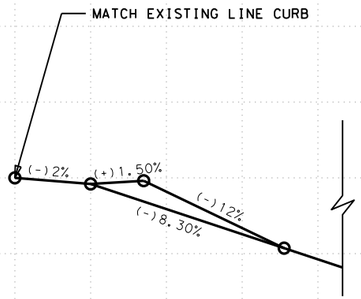
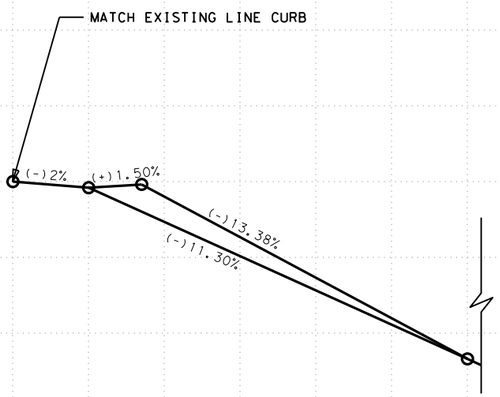


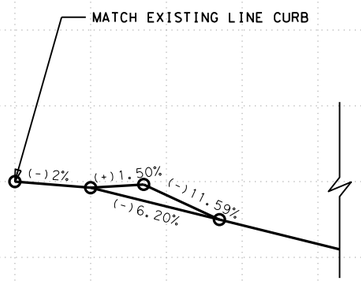
DRIVEWAY D-21 ELEVATION VIEW



DRIVEWAY D-22 ELEVATION VIEW



DRIVEWAY D-23 ELEVATION VIEW



DRIVEWAY D-24 ELEVATION VIEW

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DRIVEWAY PROFILES

				DN: RC			CK: GR	DW: RC / CK: GR
FED.RD. DIV.NO.	FEDERAL PROJECT NO.		SHEET NUMBER					SHEET NO.
6	0161-03-024		SHEET 6 OF 8					60
STATE	STATE DIST. NO.	COUNTY	CONTROL	SECTION	JOB	HIGHWAY NO.		
TEXAS	22	VAL VERDE	0161	03	024	SS 239		

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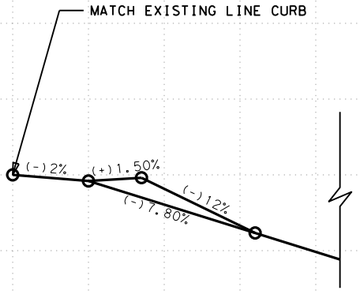
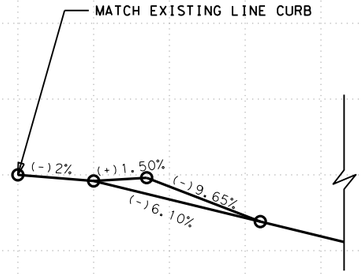
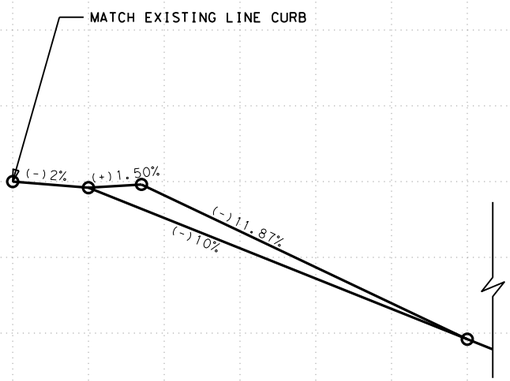


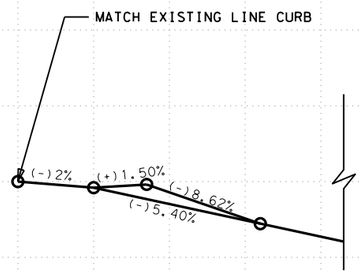
DRIVEWAY D-25 ELEVATION VIEW



DRIVEWAY D-26 ELEVATION VIEW



DRIVEWAY D-27 ELEVATION VIEW



DRIVEWAY D-28 ELEVATION VIEW

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SCALE: 1" = 20'

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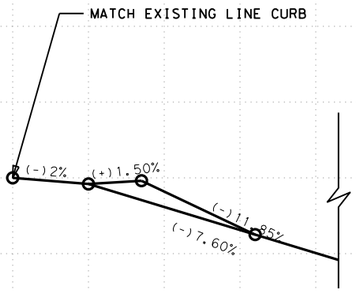
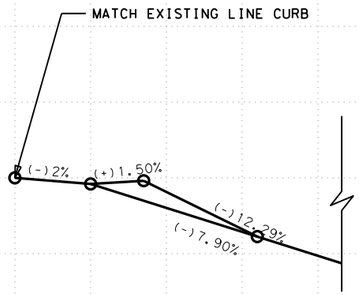
DRIVEWAY PROFILES

				DN: RC			CK: GR	DW: RC / CK: GR
FED.RD. DIV.NO.	FEDERAL PROJECT NO.			SHEET NUMBER				SHEET NO.
6	0161-03-024			SHEET 7 OF 8				61
STATE	STATE DIST. NO.	COUNTY		CONTROL	SECTION	JOB	HIGHWAY NO.	
TEXAS	22	VAL VERDE		0161	03	024	SS 239	

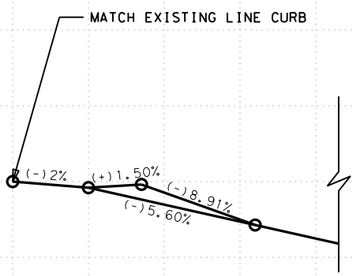
6/3/2021 JTOVIAST ...\CAD\Driveway profiles.dgn



DRIVEWAY D-29 ELEVATION VIEW



DRIVEWAY D-30 ELEVATION VIEW



DRIVEWAY D-31 ELEVATION VIEW

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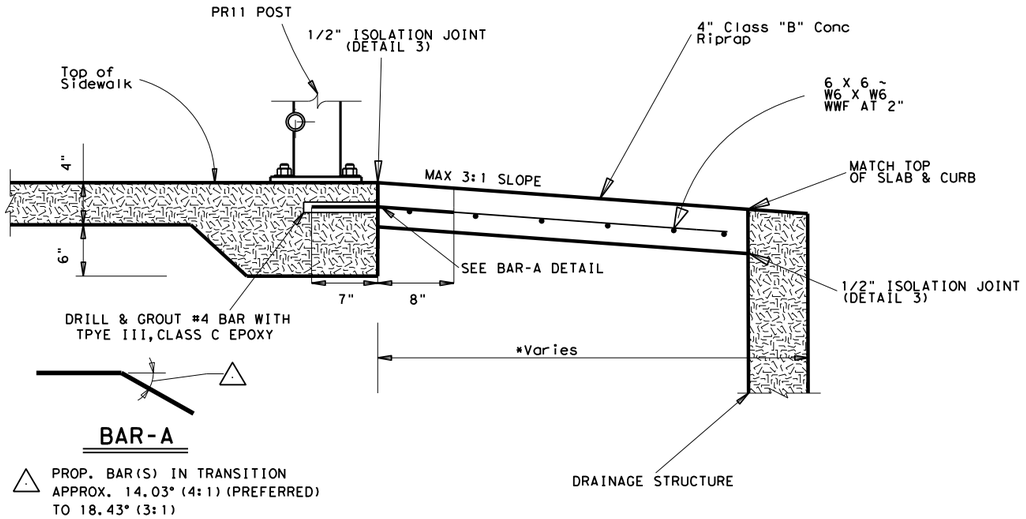
DRIVEWAY PROFILES

			DN: RC			DW: RC	
			CK: GR			CK: GR	
FED.RD. DIV.NO.	FEDERAL PROJECT NO.		SHEET NUMBER				SHEET NO.
6	0161-03-024		SHEET 8 OF 8				62
STATE	STATE DIST. NO.	COUNTY	CONTROL	SECTION	JOB	HIGHWAY NO.	
TEXAS	22	VAL VERDE	0161	03	024	SS 239	



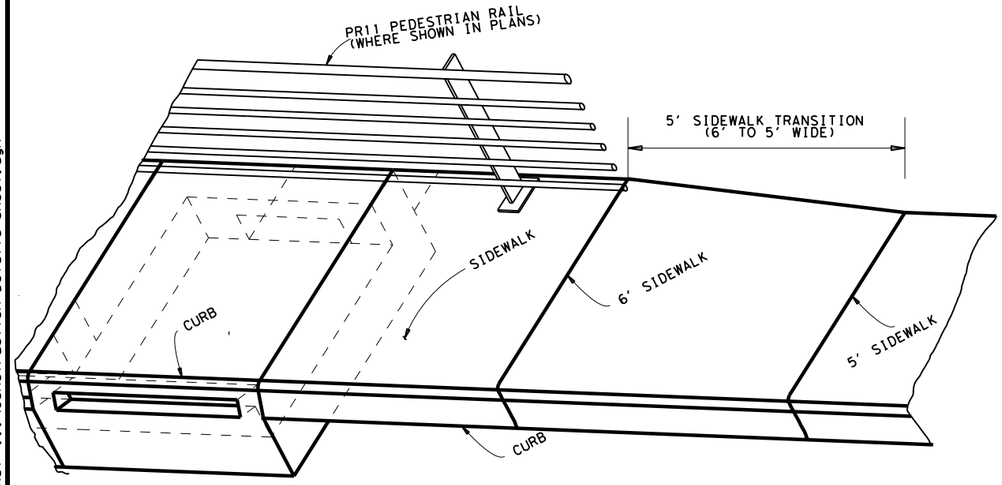
BAR-A

△ PROP. BAR(S) IN TRANSITION APPROX. 14.03° (4:1) (PREFERRED) TO 18.43° (3:1)

RIPRAP DETAIL AT CULVERT TOP SLAB & CURB (N.T.S.)

NOTES:

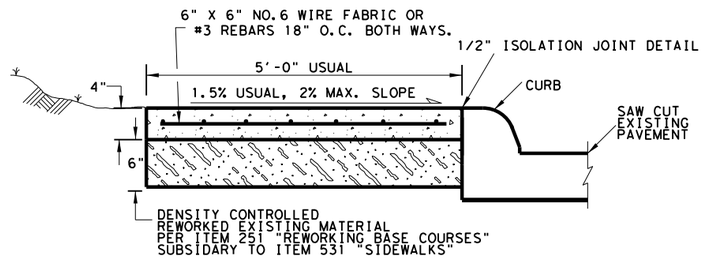
1. FOR RIPRAP DIMENSIONS REFERENCE TABLE IN SHEET 2 OF CONSTRUCTION DETAILS.
2. SPACE LONGITUDINAL DOWEL BARS AT 24" O.C. ALONG SIDEWALK/RAIL FOUNDATION FOR THE COMPLETE LENGTH OF EACH RESPECTIVE CULVERT STRCUTURE.
3. WHERE NO CURB IS PRESENT RIPRAP SHOULD NOT EXCEED PIPE RUNNER CROSS PIPE HEIGHT.
4. PR-11 FOUNDATION DETAILS SHOWN ELSEWHERE IN PLANS.
5. TRANSVERSE EXPANSION JOINT (DETAIL 2) TO BE INSTALLED AT BOTH ENDS (EXTREMES) OF SIDEWALK WHERE SIDEWALK MEETS THE CORNERS OF RIPRAP CONNECTION.
6. 1/2" ISOLATION JOINT (DETAIL 3) TO BE INSTALLED BETWEEN SIDEWALK AND RIPRAP ALONG LENGTH OF RIPRAP CONNECTIONS.
4. ALL WORK AND MATERIALS REQUIRED TO CONSTRUCT DETAIL WILL BE SUBSIDARY TO ITEM 432 "RIPRAP".



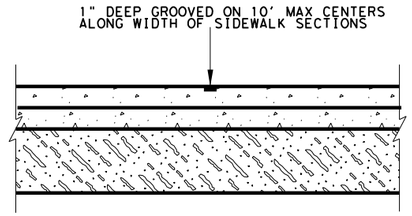
SIDEWALK 6 FT TO 5 FT TRANSITION DETAIL (N.T.S.)

NOTES:

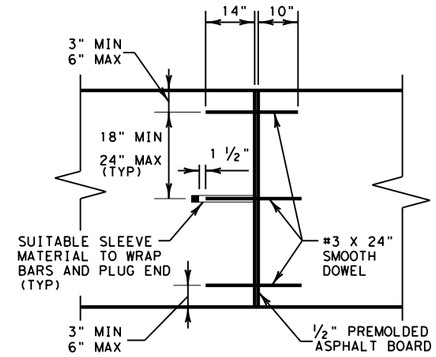
1. TRANSITION DETAIL TO BE USED AT ENDS OF SIDEWALK WHERE PR-11 RAIL IS INSTALLED.
2. SIDEWALK 5' TRANSITION WILL BE PAID UNDER ITEM 531 CONC SIDEWALKS (4").
3. TRANSITION DETAIL TO BEGIN WHERE LENGTH OF RAIL IS TERMINATED.



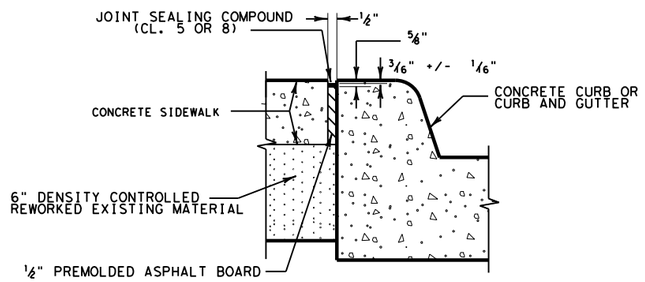
TYPICAL SIDEWALK SECTION (N.T.S.)



(1) CONTROL (CONTRACTION) JOINT (N.T.S.)



(2) SIDEWALK TRANSVERSE (EXPANSION) JOINT (N.T.S.)



(3) 1/2" ISOLATION JOINT (N.T.S.)

(SIDEWALK ADJACENT TO CURB)

GENERAL NOTES:

1. ALL EDGES SHOULD BE ROUNDED WITH 3/8" RADIUS.
2. ALL SIDEWALK JOINTING MATERIAL WILL BE SUBSIDARY TO ITEM 531 "SIDEWALKS".
3. PLACE SIDEWALK CONTROL (CONTRACTION) JOINT (DETAIL 1) AT A MAX SPACING OF 10 FT.
4. PLACE SIDEWALK TRANSVERSE EXPANSION JOINT (DETAIL 2) AT A MAX SPACING OF 40 FT TO COINCIDE WITH THE CURB AND SIDEWALK EXPANSION JOINTS.
5. PLACE 1/2" ISOLATION JOINT (DETAIL 3) WHERE SIDEWALKS ABUT BUILDINGS, CURBS, DRIVEWAYS, OR EXISITNG STRUCTURES.
6. TRANSVERSE (EXPANSION) JOINT (DETAIL 2) AND 1/2" ISOLATION JOINT (DETAIL 3), TO BE FILLED WITH CLASS 5 OR 8 SEALENT. SEE STANDARD "JS-14" FOR SPECIFICATIONS.
7. LONGITUDINAL SLOPE OF SIDEWALKS SHALL NOT EXCEED 5% EXCEPT IN CASES WHERE THE ADJACENT ROADWAY SLOPE EXCEEDS 5%, LONGITUDINAL SLOPE OF SIDEWALK MAY MATCH THAT OF ROADWAY.
8. ALL SAW CUT WORK WILL NOT BE PAID FOR DIRECTLY BUT WILL BE SUBSIDIARY TO PERTAINING ITEMS OF WORK.
9. SLOPED SIDEWALK SECTIONS AT DRIVEWAYS WILL BE PAID AS SIDEWALKS.

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CONSTRUCTION DETAILS

DN: RC	DN: RC
CK: GR	CK: GR

FED.RD. DIV.NO.	FEDERAL PROJECT NO.	SHEET NUMBER	SHEET NO.
6	0161-03-024	SHEET 1 OF 2	63

STATE	STATE DIST. NO.	COUNTY	CONTROL	SECTION	JOB	HIGHWAY NO.
TEXAS	22	VAL VERDE	0161	03	024	SS 239

6/3/2021 JTOVIAST ...\Construction Details Sheet.dgn

*** EXISTING DRAINAGE STRUCTURE ID	CURB INLET ID	CURB INLET & STRUCTURE LOCATION (STA)	0450-6103 RAIL (TY PR11) (LF)
1	-	96+78	0
-	1	97+48	19
2	-	98+10	0
-	2	99+00	19
-	3	99+50	19
3	-	102+11	58
-	4	109+50	19
4	-	112+00	96
-	5	114+00	19
5	-	116+86	** 39
-	6	117+00	** 19.5
-	7	120+20	19
-	8	125+85	19
6	-	129+11	0
	9	131+00	19
	10	135+42	19
	11	140+76	19
	12	99+00	19
	13	99+50	19
	14	105+70	19
	15	112+37	19
	16	117+00 **	19.5
	17	120+20	19
	18	125+85	19
	19	131+00	19
	20	135+42	19
	21	140+76	19
		TOTAL	**593**

RMC- (4") MOWSTRIP APPROXIMATE QUANTITIES			
EXISTING DRAINAGE STRUCTURE ID	CURB INLET ID	CURB INLET & STRUCTURE LOCATION (STA)	432-6006 RIPRAP (CONC)(CL B) (CY)
1	-	96+78	0
2	-	98+10	0
-	1	99+00	1.2
-	2	99+50	1.2
3	-	102+11	2.2
-	3	109+50	1.2
4	-	112+00	2.2
-	4	114+00	1.2
5	-	116+86	2.2
-	5	117+00	1.2
-	6	120+20	1.2
-	7	125+85	1.2
6	-	129+11	2.2
	8	131+00	1.2
	9	135+42	1.2
	10	140+76	1.2
	11	99+00	1.2
	12	99+50	1.2
	13	105+70	1.2
	14	112+37	1.2
	15	117+00	1.2
	16	120+20	1.2
	17	125+85	1.2
	18	131+00	1.2
	19	135+42	1.2
	20	140+76	1.2
		TOTAL	**32.8**

EXISTING DRAINAGE STRUCTURE ID	STRUCTURE LOCATION (STA)	SIDE	WIDTH FT	LENGTH FT	432-6006 RIPRAP (CONC)(CL B) (CY)
3	102+11	RT	7	6	0.5
		LT	7	3.5	0.3
4	112+00	RT	26.5	8	2.6
		LT	26.5	4	1.3
5	116+86	RT	7	4	0.3
		LT	7	4	0.3
				TOTAL	**5.4**

NOTES:

1. *** QUANTITIES FOR EXISTING DRAINAGE STRUCTURES ACCOUNT FOR BOTH ENDS(SIDES) EVENLY.

2. ** A CONTINOUS RAIL SECTION WILL BE INSTALLED ON BOTH ENDS(SIDES) OF CULVERT 6, THAT WILL COVER CURB INLETS 6 AND 16. ONE SET OF PR11 TURN-DOWNS ARE TO BE INSTALLED AT THESE LOCATIONS.

3. RIPRAP LIMITS MAY BE MODIFIED BY THE ENGINEER.

STATE OF TEXAS
GERARDO A. RANGEL JR.
133699
LICENSED
PROFESSIONAL ENGINEER

THE SEAL APPEARING ON THIS DOCUMENT WAS AUTHORIZED BY GERARDO RANGEL, P.E. 133699.
ON 6/3/2021

DocuSigned by:
Gerardo Rangel
FE312A7E28BA41D...

TEXAS DEPARTMENT OF TRANSPORTATION ®

CONSTRUCTION DETAILS

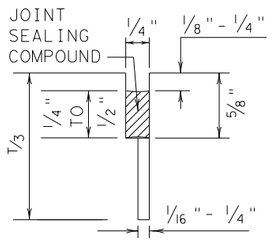
DN: RC	DW: RC
CK: GR	CK: GR

FED.RD. DIV.NO.	FEDERAL PROJECT NO.	SHEET NUMBER	SHEET NO.
6	0161-03-024	SHEET 2 OF 2	64

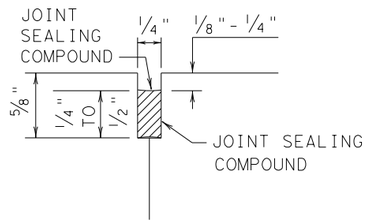
STATE	STATE DIST. NO.	COUNTY	CONTROL	SECTION	JOB	HIGHWAY NO.
TEXAS	22	VAL VERDE	0161	03	024	SS 239

6/3/2021 JTOVIAST ...\Construction Details Sheet.dgn

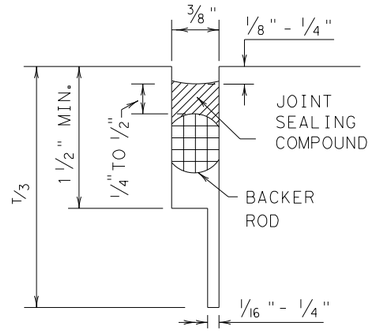
METHOD B: JOINT SEALING COMPOUND



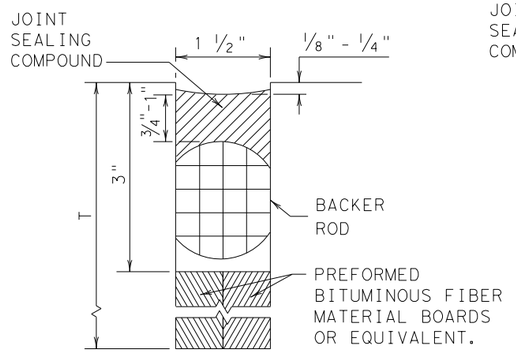
LONGITUDINAL SAWED
CONTRACTION JOINT



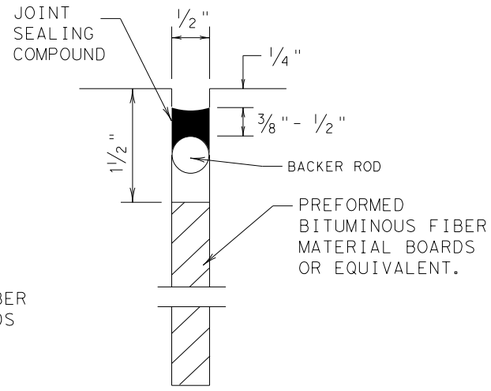
LONGITUDINAL OR TRANSVERSE
CONSTRUCTION JOINT



TRANSVERSE SAWED
CONTRACTION JOINT

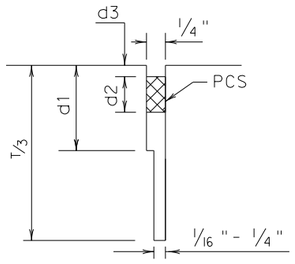


TRANSVERSE FORMED
EXPANSION JOINT

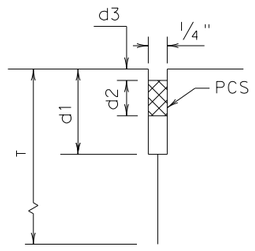


FORMED
ISOLATION JOINT

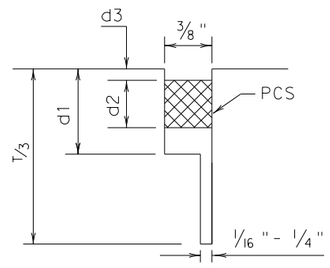
METHOD A: PREFORMED COMPRESSION SEALS (PCS)(DMS-6310 CLASS 6)



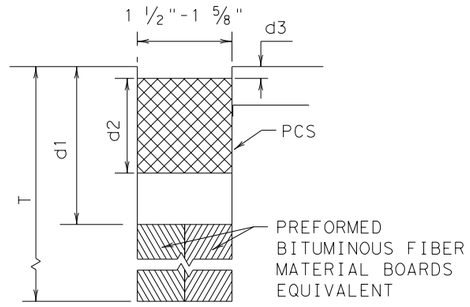
LONGITUDINAL SAWED
CONTRACTION JOINT



LONGITUDINAL
CONSTRUCTION JOINT



TRANSVERSE SAWED
CONTRACTION JOINT



TRANSVERSE FORMED
EXPANSION JOINT

GENERAL NOTES

1. UNLESS OTHERWISE SHOWN IN THE PLANS, EITHER METHOD "A" OR METHOD "B" MAY BE USED.
2. THE LOCATION OF JOINTS SHALL BE AS SHOWN ELSEWHERE IN THE PLANS.
3. THE JOINT RESERVOIR FOR SEALANT OR PCS SHALL BE SAWED UNLESS OTHERWISE SHOWN ON THE PLANS FOR THE LONGITUDINAL AND TRANSVERSE CONSTRUCTION JOINTS AND THE SAWED JOINTS.
4. DIMENSIONS d1, d2, AND d3 SHOWN IN METHOD A SHALL BE IN ACCORDANCE WITH THE PREFORMED COMPRESSION SEAL MANUFACTURER'S RECOMMENDATION.
5. REFER TO DMS-6310 "JOINT SEALANTS AND FILLERS" FOR THE CLASSIFICATIONS.
6. FOR SAWED LONGITUDINAL JOINT, LONGITUDINAL OR TRANSVERSE CONSTRUCTION JOINT, USE JOINT SEALANT CLASS 5 OR 8 UNLESS OTHERWISE SHOWN ON THE PLAN OR APPROVED.
7. FOR TRANSVERSE SAWED CONTRACTION, TRANSVERSE FORMED EXPANSION JOINT, AND ISOLATION JOINT USE JOINT SEALANT CLASS 5 OR 8 AT NEW JOINTS. USE JOINT SEALANT CLASS 4,5,7,OR 8 FOR MAINTAINING EXISTING JOINTS.
8. THE JOINTS SHALL BE CLEANED IN ACCORDANCE WITH THE ITEM 438 "CLEANING AND SEALING JOINTS" OR ITEM 713 "CLEANING AND SEALING JOINTS AND CRACKS (CONCRETE PAVEMENT)".
9. ISOLATION JOINTS ACCOMMODATE HORIZONTAL AND VERTICAL MOVEMENTS THAT OCCUR BETWEEN A PAVEMENT AND A STRUCTURE. ISOLATION JOINTS MAY BE USED FOR BRIDGE ABUTMENTS, INTERSECTIONS, CURB AND GUTTER, OLD AND NEW PAVEMENTS, OR AROUND DRAINAGE INLETS, MANHOLES, FOOTINGS AND LIGHTING STRUCTURES.

Texas Department of Transportation | Design Division Standard

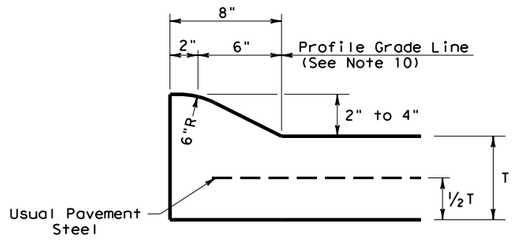
CONCRETE PAVING DETAILS

JOINT SEALS

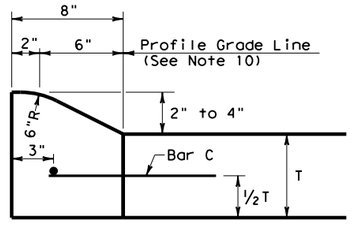
JS-14

FILE: js14.dgn	DN: TxDOT		DN: HC	DW: HC		CK: AN
©TxDOT: DECEMBER 2014	CONT	SECT	JOB		HIGHWAY	
REVISIONS	0161	03	024		SS 239	
	DIST	COUNTY				SHEET NO.
	22	VAL VERDE				65

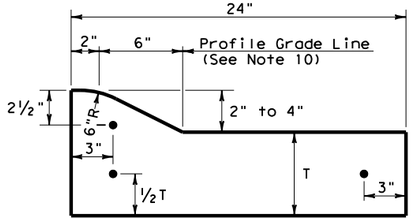
DATE: 6/3/2021
FILE: ...\js14.dgn



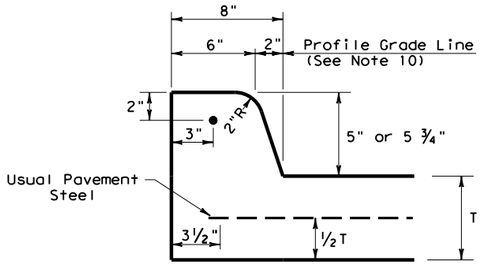
TYPE I CURB (MONOLITHIC)
2" - 4" HEIGHT



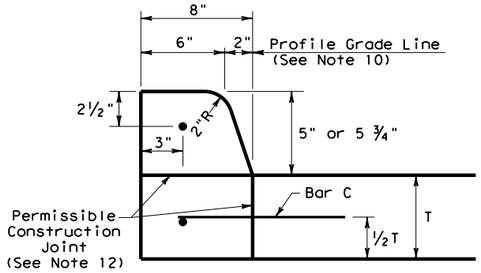
TYPE I CURB
2" - 4" HEIGHT



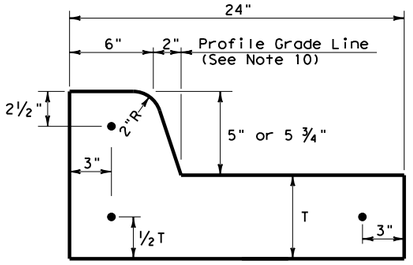
TYPE I CURB AND GUTTER
2" - 4" HEIGHT



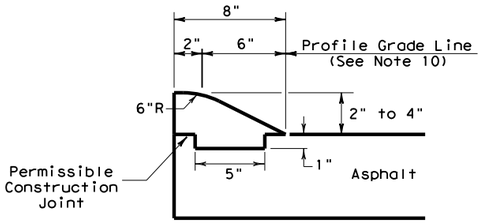
TYPE II CURB (MONOLITHIC)
5" - 5 ¾" HEIGHT



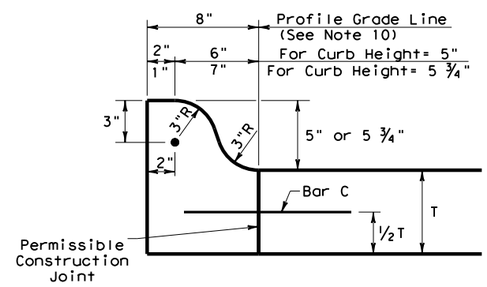
TYPE II CURB
5" - 5 ¾" HEIGHT



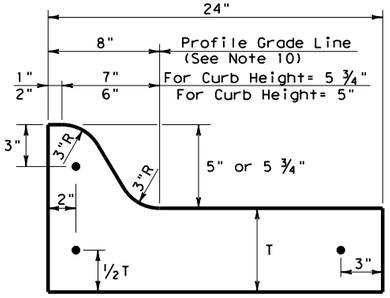
TYPE II CURB AND GUTTER
5" - 5 ¾" HEIGHT



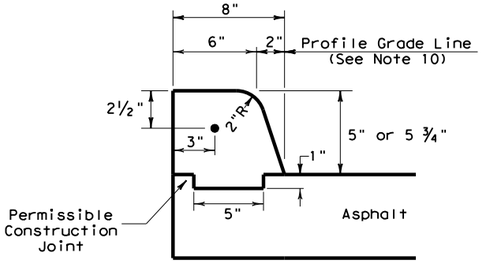
TYPE III CURB (KEYED)
2" - 4" HEIGHT



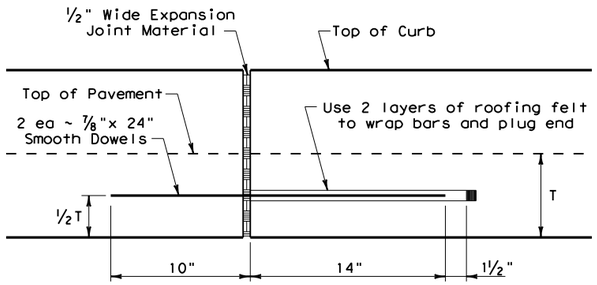
TYPE IIa CURB
5" - 5 ¾" HEIGHT



TYPE IIa CURB AND GUTTER
5" - 5 ¾" HEIGHT

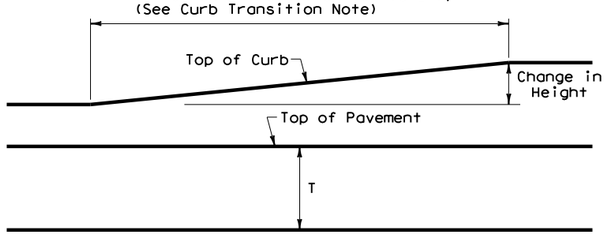


TYPE IV CURB (KEYED)
5" - 5 ¾" HEIGHT



EXPANSION JOINT DETAIL

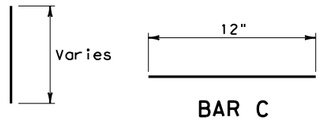
CURB TRANSITION NOTE:
Field conditions may require a longer or shorter transition, and shall be shown elsewhere in the plans, or as directed by the Engineer.



CURB TRANSITION
Note: To be paid for as Highest Curb

GENERAL NOTES

1. All materials and construction shall be in accordance with Item 529, "Concrete Curb, Gutter, and Combined Curb and Gutter."
2. Concrete shall be Class A.
3. When reinforcing bars are used, they shall be No.4 unless otherwise shown. The use of fiber reinforced concrete in lieu of reinforcing steel is acceptable. Use fibers meeting the requirements of DMS 4550, "Fibers for Concrete," and dose fibers in accordance with Material Producers List (MPL) "Fibers for Class A and B Concrete Applications."
4. Round exposed sharp edges with a rounding tool, to a minimum radius of ¼ inch.
5. All existing curbs and driveways to be removed shall be sawed or removed at existing joints.
6. Where concrete curb is to be placed on existing concrete pavement, Bar B may be drilled and the grouted in place, or may be inserted into fresh concrete.
7. Expansion and contraction joints shall be constructed to match pavement joints in all curbs and curb and gutter adjacent to jointed concrete pavement. Where placement of curb or curb and gutter is not adjacent to concrete pavement, expansion joints shall be provided at structures, curb returns at streets, and at locations directed by The Engineer.
8. Vertical and horizontal dowel bars and transverse reinforcing bars shall be placed at four feet C~C.
9. Dimension 'T' shown is the thickness of concrete pavement. When curb is installed adjacent to flexible pavement dimension 'T' is 8" maximum.
10. Usual profile grade line. Refer to typical sections and plan-profile sheets for exact locations.
11. One-half inch expansion joint material shall be provided where curb or curb and gutter is adjacent to sidewalk or riprap.
12. When horizontal permissible construction joints are used, the longitudinal pavement steel shall be placed in accordance with pavement details shown elsewhere in the plans. Reinforcing steel for curb section shall then conform to that required for concrete curb.
13. Bar B used as needed to support curb reinforcing steel during concrete placement.



BAR B

BAR C

Texas Department of Transportation

Design Division Standard

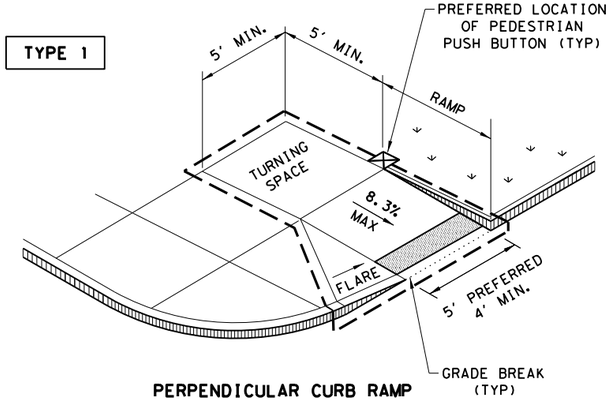
CONCRETE CURB AND CURB AND GUTTER

CCCG-21

FILE: cccg21.dgn	DN: TXDOT	CK: AN	DW: SS	CK: KM
©TxDOT: FEBRUARY 2021 REVISIONS	CONT	SECT	JOB	HIGHWAY
	0161	03	024	SS 239
	DIST	COUNTY		SHEET NO.
	22	VAL VERDE		66

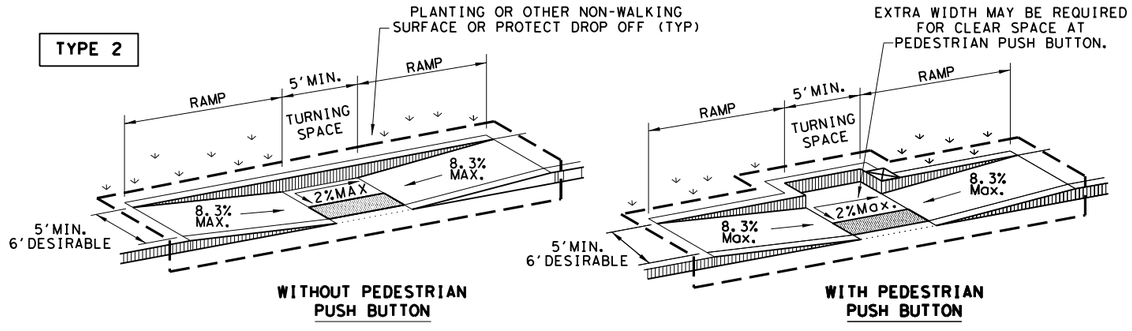
DATE: 6/3/2021
FILE: ...\cccg21.dgn

TYPE 1



PERPENDICULAR CURB RAMP

TYPE 2

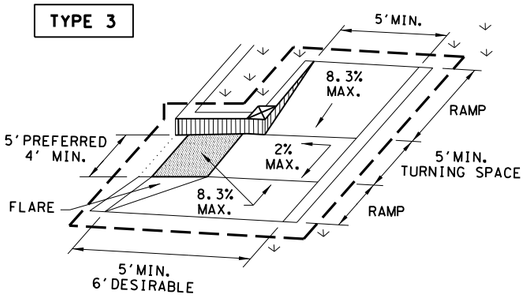


WITHOUT PEDESTRIAN PUSH BUTTON

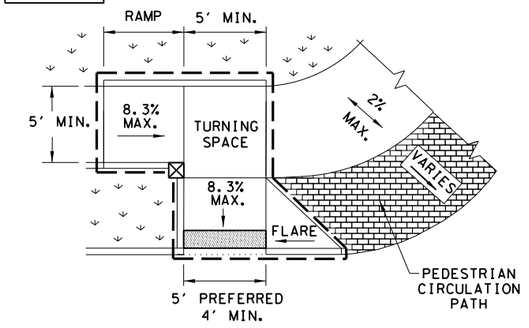
WITH PEDESTRIAN PUSH BUTTON

PARALLEL CURB RAMP

TYPE 3

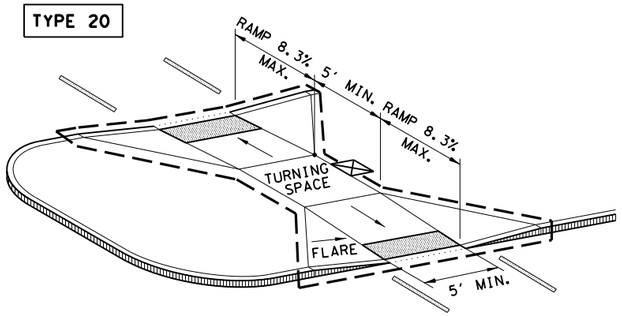


TYPE 6



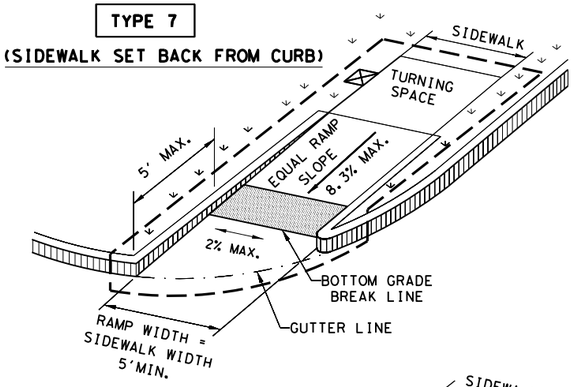
COMBINATION CURB RAMPS

TYPE 20

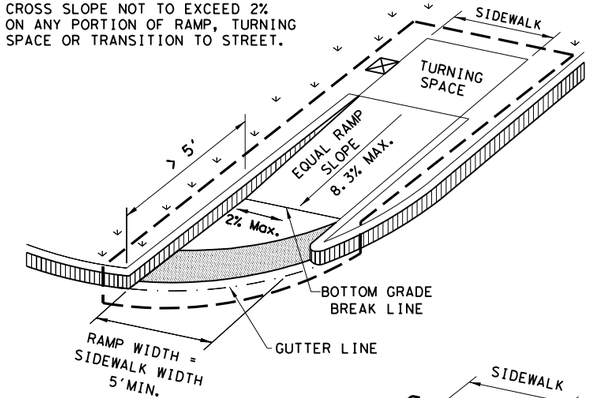


CURB RAMPS AT MEDIAN ISLANDS

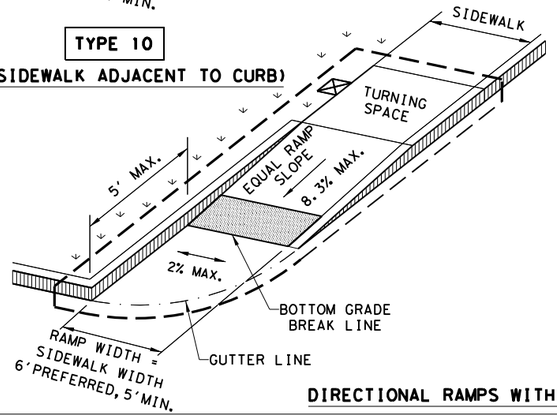
TYPE 7
(SIDEWALK SET BACK FROM CURB)



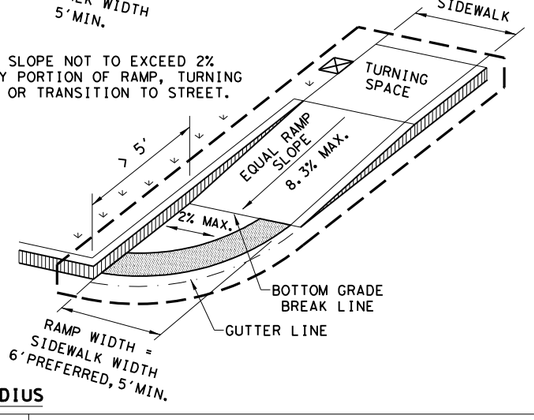
CROSS SLOPE NOT TO EXCEED 2% ON ANY PORTION OF RAMP, TURNING SPACE OR TRANSITION TO STREET.



TYPE 10
(SIDEWALK ADJACENT TO CURB)

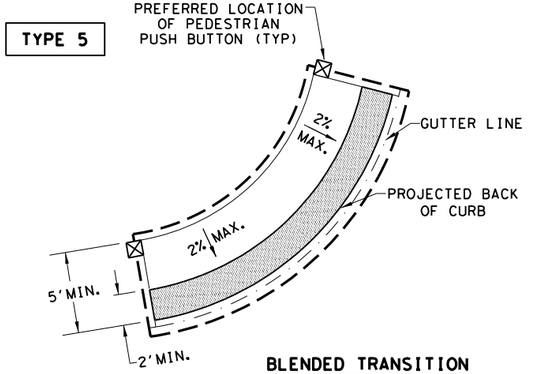


CROSS SLOPE NOT TO EXCEED 2% ON ANY PORTION OF RAMP, TURNING SPACE OR TRANSITION TO STREET.



DIRECTIONAL RAMPS WITHIN RADIUS

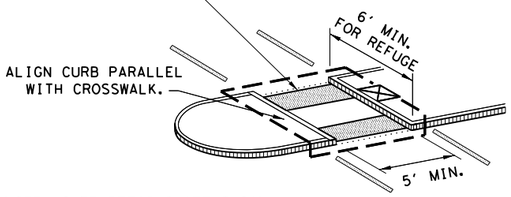
TYPE 5



BLENDED TRANSITION
(FLUSH LANDING)

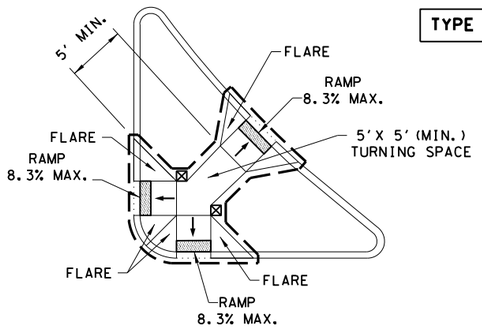
TYPE 21

INSTALL DETECTABLE WARNING SURFACE AT EACH END OF THE CUT-THROUGH RAMP WITH A MINIMUM 2' USUAL SIDEWALK SURFACE BETWEEN. IF MEDIAN IS LESS THAN 6' WIDE, ELIMINATE DETECTABLE WARNING SURFACES.



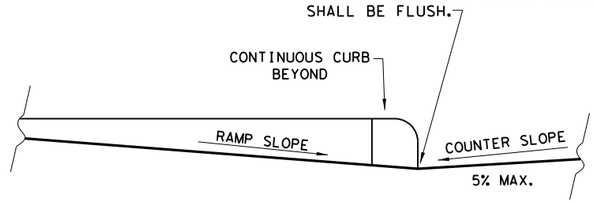
NOTE: CURB DETAILS ARE SHOWN ELSEWHERE IN THE PLANS.

TYPE 22



COMBINATION ISLAND RAMPS

BOTTOM GRADE BREAK OF CURB RAMP WILL NORMALLY BE AT GUTTER LINE. SURFACE SLOPES AT GRADE BREAKS SHALL BE FLUSH.



TYPICAL SECTION OF PERPENDICULAR CURB RAMP AT CONNECTION TO ROADWAY

NOTES / LEGEND:

SEE GENERAL NOTES ON SHEET 2 OF 4 FOR MORE INFORMATION.

DENOTES PLANTING OR NON-WALKING SURFACE NOT PART OF PEDESTRIAN CIRCULATION PATH.

DETECTABLE WARNING SURFACE

DENOTES PREFERRED LOCATION OF PEDESTRIAN PUSH BUTTON IF APPLICABLE.

GUTTER LINE

GRADE BREAK

RAMP LIMITS OF PAYMENT

Texas Department of Transportation

Design Division Standard

PEDESTRIAN FACILITIES CURB RAMPS

PED-18

FILE: ped18	DN: TxDOT	DW: VP	CK: KM	CK: PK & JG
© TxDOT: MARCH, 2002	CONT	SECT	JOB	HIGHWAY
REVISIONS	0161	03	024	SS 239
REVISED 08,2005 REVISED 06,2012 REVISED 01,2018	DIST	COUNTY		SHEET NO.
	22	VAL VERDE		67

DATE: 6/3/2021
FILE: ...\ped18.dgn

GENERAL NOTES

CURB RAMPS

1. Install a curb ramp or blended transition at each pedestrian street crossing.
2. All slopes shown are maximum allowable. Cross slopes of 1.5% and lesser running should be used. Adjust curb ramp length or grade of approach sidewalks as directed.
3. Maximum allowable cross slope on sidewalk and curb ramp surfaces is 2%.
4. The minimum sidewalk width is 5'. Where the sidewalk is adjacent to the back of curb, a 6' sidewalk width is desirable. Where a 5' sidewalk cannot be provided due to site constraints, sidewalk width may be reduced to 4' for short distances. 5'x 5' passing areas at intervals not to exceed 200' are required.
5. Turning Spaces shall be 5'x 5' minimum. Cross slope shall be maximum 2%.
6. Clear space at the bottom of curb ramps shall be a minimum of 4'x 4' wholly contained within the crosswalk and wholly outside the parallel vehicular travel path.
7. Provide flared sides where the pedestrian circulation path crosses the curb ramp. Flared sides shall be sloped at 10% maximum, measured parallel to the curb. Returned curbs may be used only where pedestrians would not normally walk across the ramp, either because the adjacent surface is planted, substantially obstructed, or otherwise protected.
8. Additional information on curb ramp location, design, light reflective value and texture may be found in the latest draft of the Proposed Guidelines for Pedestrian Facilities in the Public Right of Way (PROWAG) as published by the U.S. Architectural and Transportation Barriers Compliance Board (Access Board).
9. To serve as a pedestrian refuge area, the median should be a minimum of 6' wide, measured from back of curbs. Medians should be designed to provide accessible passage over or through them.
10. Small channelization islands, which do not provide a minimum 5'x 5' landing at the top of curb ramps, shall be cut through level with the surface of the street.
11. Crosswalk dimensions, crosswalk markings and stop bar locations shall be as shown elsewhere in the plans. At intersections where crosswalk markings are not required, curb ramps shall align with theoretical crosswalks unless otherwise directed.
12. Provide curb ramps to connect the pedestrian access route at each pedestrian street crossing. Handrails are not required on curb ramps.
13. Curb ramps and landings shall be constructed and paid for in accordance with Item 531 "Sidewalks".
14. Place concrete at a minimum depth of 5" for ramps, flares and landings, unless otherwise directed.
15. Furnish and install No. 3 reinforcing steel bars at 18" o.c. both ways, unless otherwise directed.
16. Provide a smooth transition where the curb ramps connect to the street.
17. Curbs shown on sheet 1 within the limits of payment are considered part of the curb ramp for payment, whether it is concrete curb, gutter, or combined curb and gutter.
18. Existing features that comply with applicalble standards may remain in place unless otherwise shown on the plans.

DETECTABLE WARNING MATERIAL

19. Curb ramps must contain a detectable warning surface that consists of raised truncated domes complying with PROWAG. The surface must contrast visually with adjoining surfaces, including side flares. Furnish and install an approved cast-in-place dark brown or dark red detectable warning surface material adjacent to uncolored concrete, unless specified elsewhere in the plans.
20. Detectable Warning Materials must meet TxDOT Departmental Materials Specification DMS 4350 and be listed on the Material Producer List. Install products in accordance with manufacturer's specifications.
21. Detectable warning surfaces must be firm, stable and slip resistant.
22. Detectable warning surfaces shall be a minimum of 24 inches in depth in the direction of pedestrian travel, and extend the full width of the curb ramp or landing where the pedestrian access route enters the street.
23. Detectable warning surfaces shall be located so that the edge nearest the curb line is at the back of curb and neither end of that edge is greater than 5 feet from the back of curb. Detectable warning surfaces may be curved along the corner radius.
24. Shaded areas on Sheet 1 of 4 indicate the approximate location for the detectable warning surface for each curb ramp type.

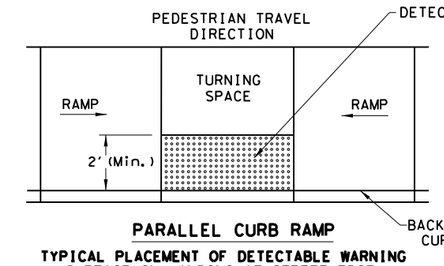
DETECTABLE WARNING PAVERS (IF USED)

25. Furnish detectable warning paver units meeting all requirements of ASTM C-936, C-33. Lay in a two by two unit basket weave pattern or as directed.
26. Lay full-size units first followed by closure units consisting of at least 25 percent (25%) of a full unit. Cut detectable warning paver units using a power saw.

SIDEWALKS

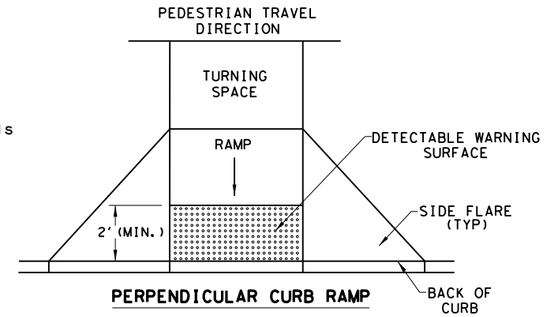
27. Provide clear ground space at operable parts, including pedestrian push buttons. Operable parts shall be placed within unobstructed reach range specified in PROWAG section R406.
28. Place traffic signal or illumination poles, ground boxes, controller boxes, signs, drainage facilities and other items so as not to obstruct the pedestrian access route or clear ground space.
29. Street grades and cross slopes shall be as shown elsewhere in the plans.
30. Changes in level greater than 1/4 inch are not permitted.
31. The least possible grade should be used to maximize accessibility. The running slope of sidewalks and crosswalks within the public right of way may follow the grade of the parallel roadway. Where a continuous grade greater than five percent (5%) must be provided, handrails may be desirable to improve accessibility. Handrails may also be needed to protect pedestrians from potentially hazardous conditions. If provided, handrails shall comply with PROWAG R409.
32. Handrail extensions shall not protrude into the usable landing area or into intersecting pedestrian routes.
33. Driveways and turnouts shall be constructed and paid for in accordance with Item "Intersections, Driveways and Turnouts". Sidewalks shall be constructed and paid for in accordance with Item, "Sidewalks".
34. Sidewalk details are shown elsewhere in the plans.

DETECTABLE WARNING SURFACE DETAILS



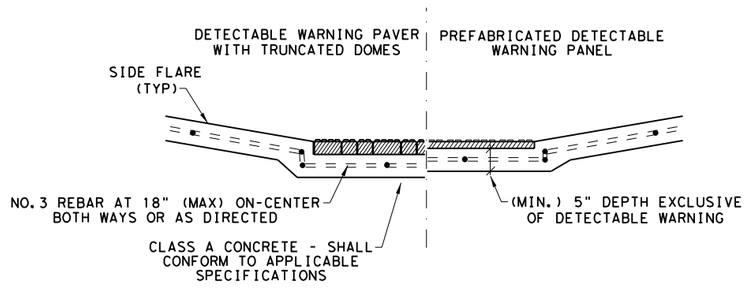
PARALLEL CURB RAMP

TYPICAL PLACEMENT OF DETECTABLE WARNING SURFACE ON LANDING AT STREET EDGE.



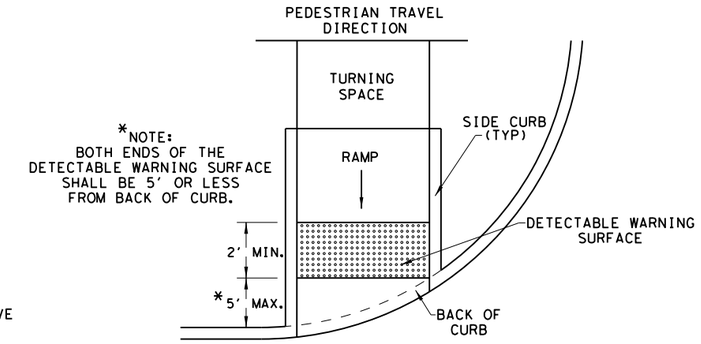
PERPENDICULAR CURB RAMP

TYPICAL PLACEMENT OF DETECTABLE WARNING SURFACE ON SLOPING RAMP RUN.



SECTION VIEW DETAIL

CURB RAMP AT DETECTIBLE WARNINGS



DIRECTIONAL CURB RAMP

TYPICAL PLACEMENT OF DETECTABLE WARNING SURFACE ON SLOPING RAMP RUN.

Texas Department of Transportation | Design Division Standard

PEDESTRIAN FACILITIES CURB RAMPS

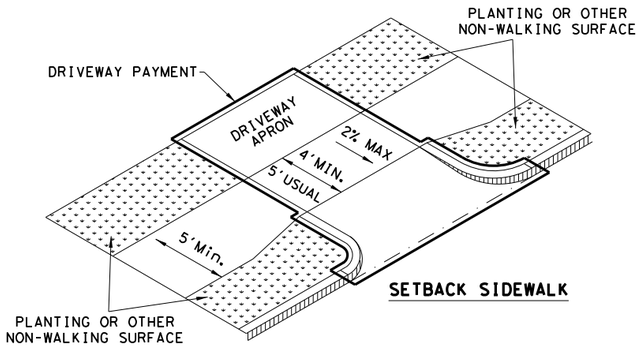
PED-18

FILE: ped18	DN: TxDOT		DW: VP	CK: KM	CK: PK & JG
© TxDOT: MARCH, 2002	CONT	SECT	JOB		HIGHWAY
REVISIONS	0161	03	024		SS 239
REVISED 08, 2005 REVISED 06, 2012 REVISED 01, 2018	DIST	COUNTY			SHEET NO.
	22	VAL VERDE			68

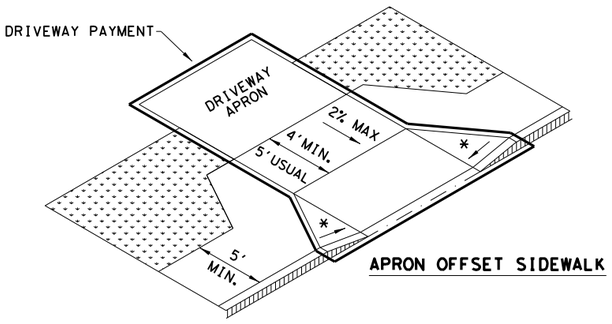
DATE: 6/3/2021
FILE: ...\ped18.dgn

DATE: 6/3/2021
FILE: ...\ped18.dgn

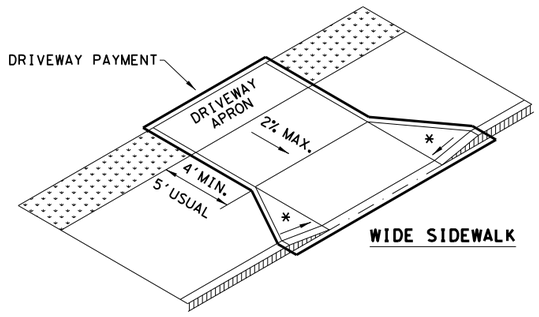
SIDEWALK TREATMENT AT DRIVEWAYS



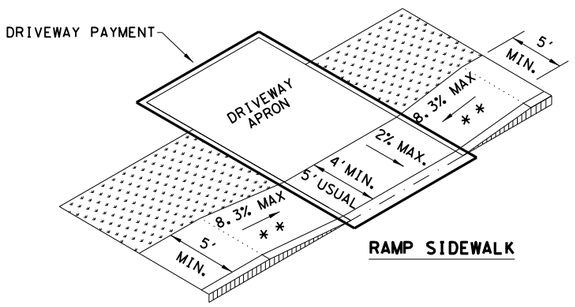
SETBACK SIDEWALK



APRON OFFSET SIDEWALK



WIDE SIDEWALK

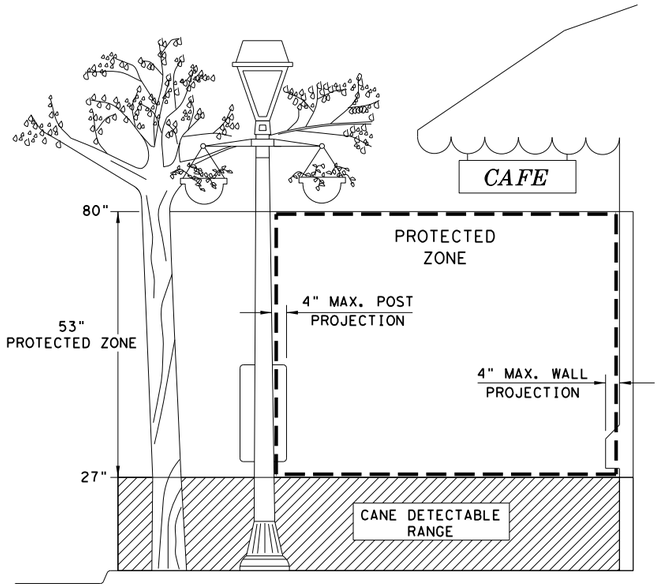


RAMP SIDEWALK

NOTES:

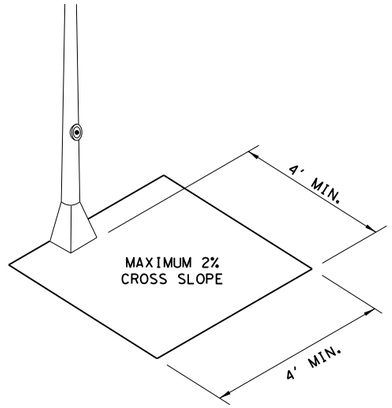
* WHERE DRIVEWAYS CROSS THE PEDESTRIAN ROUTE, SIDES SHALL BE FLARED AT 10% MAX SLOPE.

* * IF CURB HEIGHT IS GREATER THAN 6 INCHES, USE GRADE LESS THAN OR EQUAL TO 5%. HANDRAIL AND DETECTABLE WARNING ARE NOT REQUIRED.

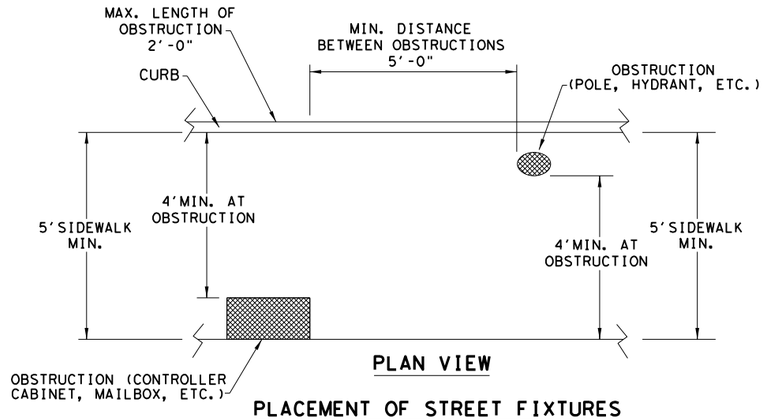


PROTECTED ZONE

NOTE: IN PEDESTRIAN CIRCULATION AREA, MAXIMUM 4" PROJECTION FOR POST OR WALL MOUNTED OBJECTS BETWEEN 27" AND 80" ABOVE THE SURFACE.



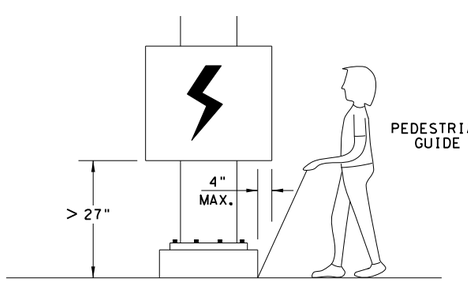
CLEAR SPACE ADJACENT TO PEDESTRIAN PUSH BUTTON



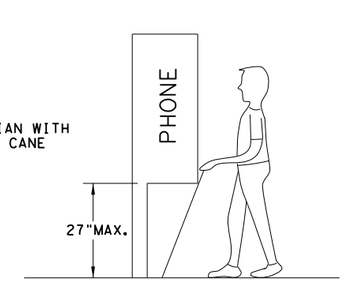
PLAN VIEW

PLACEMENT OF STREET FIXTURES

NOTE: ITEMS NOT INTENDED FOR PUBLIC USE. MINIMUM 4' X 4' CLEAR GROUND SPACE REQUIRED AT PUBLIC USE FIXTURES.



WHEN AN OBSTRUCTION OF A HEIGHT GREATER THAN 27" FROM THE SURFACE WOULD CREATE A PROTRUSION OF MORE THAN 4" INTO THE PEDESTRIAN CIRCULATION AREA, CONSTRUCT ADDITIONAL CURB OR FOUNDATION AT THE BOTTOM TO PROVIDE A MAXIMUM 4" OVERHANG.



PROTRUDING OBJECTS OF A HEIGHT ≤ 27" ARE DETECTABLE BY CANE AND DO NOT REQUIRE ADDITIONAL TREATMENT.

DETECTION BARRIER FOR VERTICAL CLEARANCE < 80"

Texas Department of Transportation | Design Division Standard

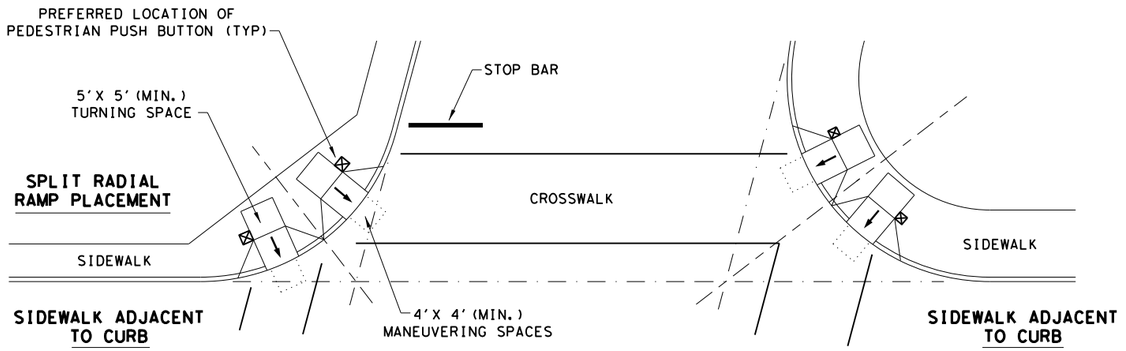
PEDESTRIAN FACILITIES CURB RAMPS

PED-18

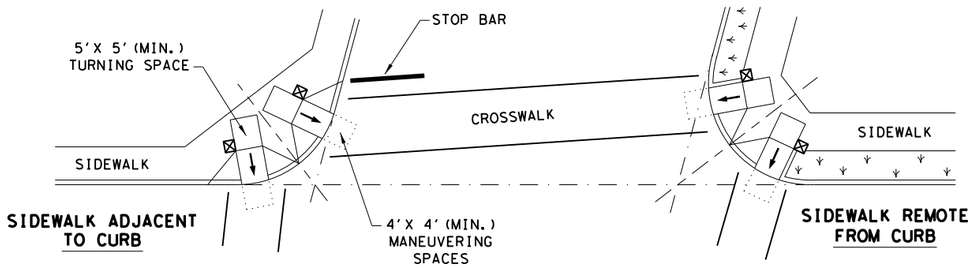
FILE: ped18	DN: TxDOT	DW: VP	CK: KM	CK: PK & JG	
© TxDOT: MARCH, 2002	CONT	SECT	JOB	HIGHWAY	
REVISIONS	0161	03	024	SS 239	
REVISED 08, 2005 REVISED 06, 2012 REVISED 01, 2018	DIST	COUNTY		SHEET NO.	
	22	VAL VERDE		69	

TYPICAL CROSSING LAYOUTS

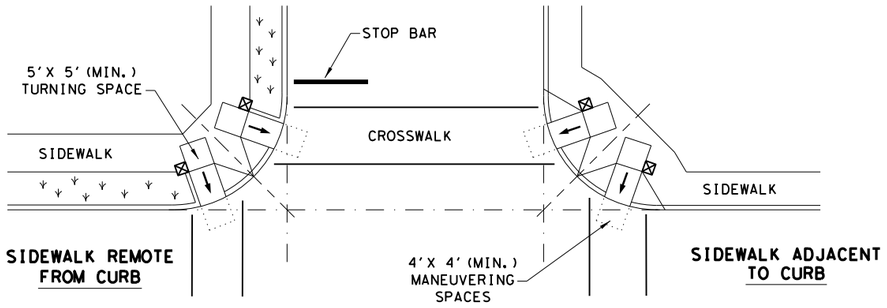
SEE SHEET 1 OF 4 FOR DETAILS AND DIMENSIONS



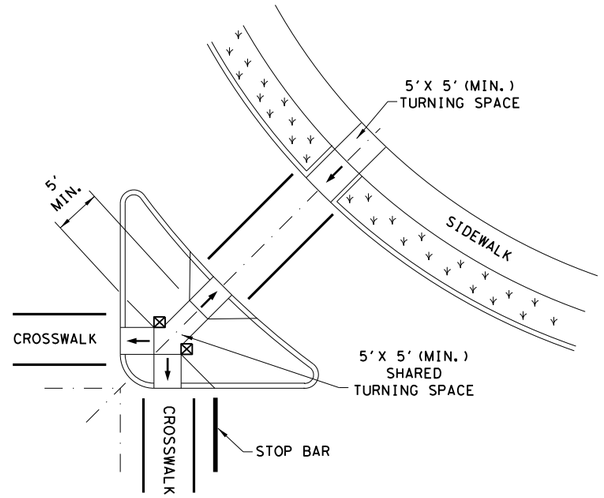
SKEWED INTERSECTION WITH "LARGE" RADIUS



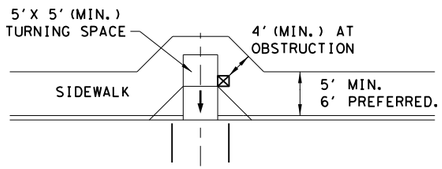
SKEWED INTERSECTION WITH "SMALL" RADIUS

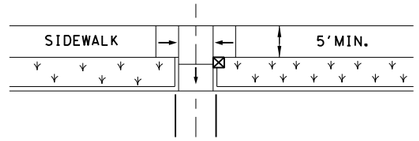


NORMAL INTERSECTION WITH "SMALL" RADIUS



AT INTERSECTION
W/FREE RIGHT TURN & ISLAND





MID-BLOCK PLACEMENT
PERPENDICULAR RAMPS

LEGEND:

SHOWS DOWNWARD SLOPE. →

DENOTES PREFERRED LOCATION OF PEDESTRIAN PUSH BUTTON (IF APPLICABLE). ☒

DENOTES PLANTING OR NON-WALKING SURFACE NOT PART OF PEDESTRIAN CIRCULATION PATH.

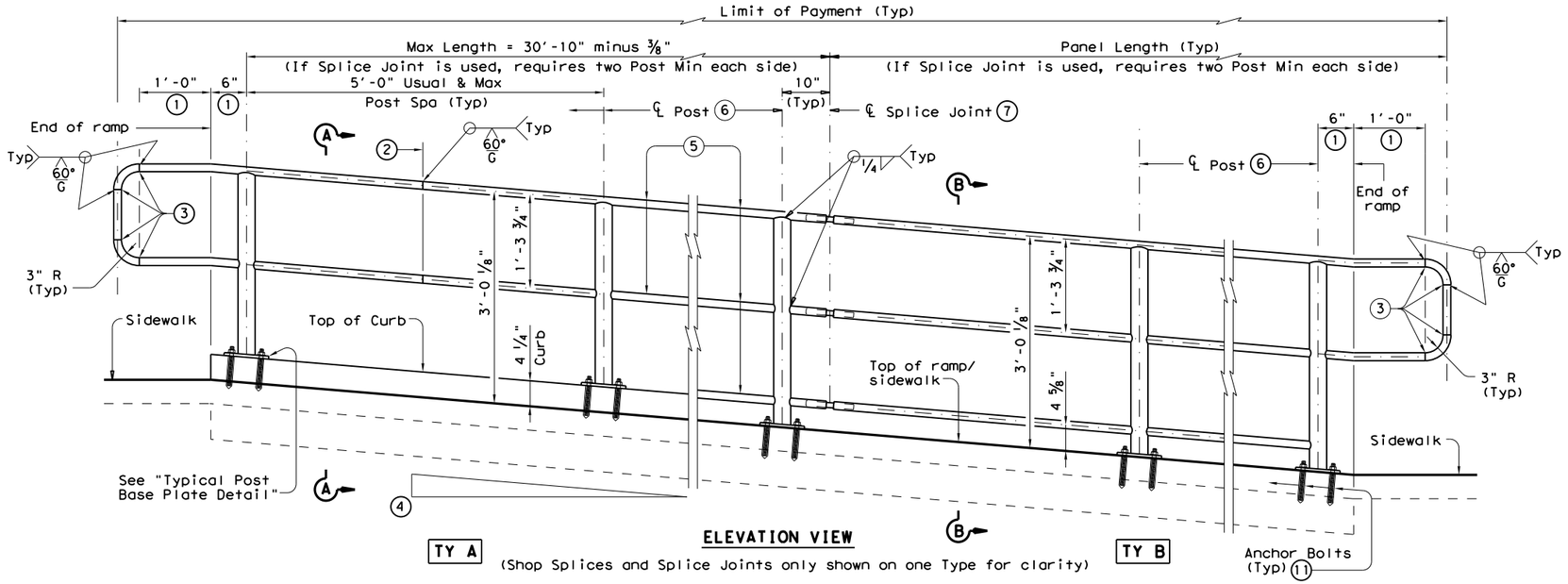
Texas Department of Transportation — Design Division Standard

PEDESTRIAN FACILITIES CURB RAMPS

PED-18

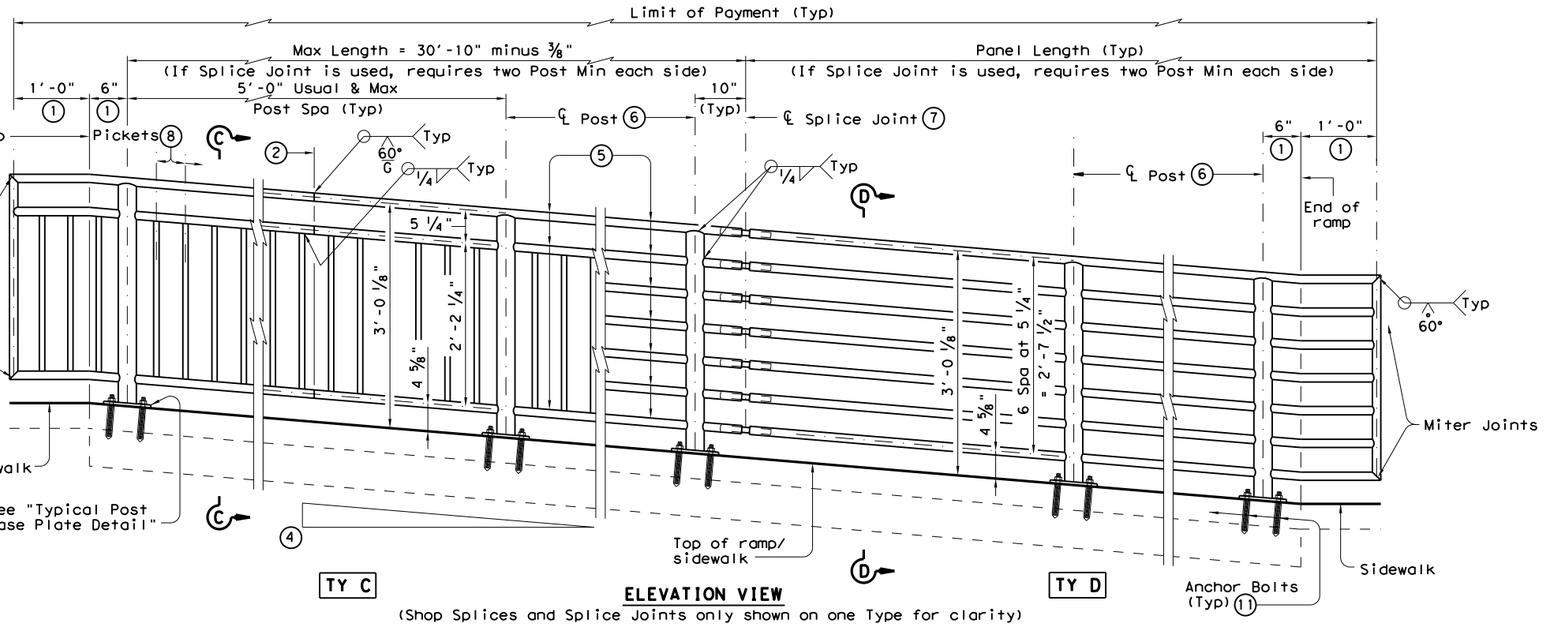
FILE: ped18	DN: TxDOT	DW: VP	CK: KM	CK: PK & JG
© TxDOT: MARCH, 2002	CONT	SECT	JOB	HIGHWAY
REVISIONS	0161	03	024	SS 239
REVISED 08, 2005 REVISED 06, 2012 REVISED 01, 2018	DIST	COUNTY		SHEET NO.
	22	VAL VERDE		70

DATE: 6/3/2021
FILE: ...\ped18.dgn



ELEVATION VIEW

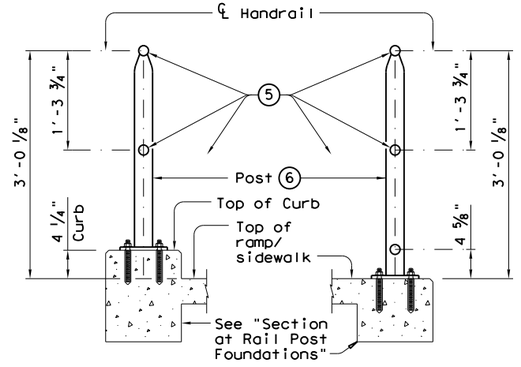
(Shop Splices and Splice Joints only shown on one Type for clarity)



ELEVATION VIEW

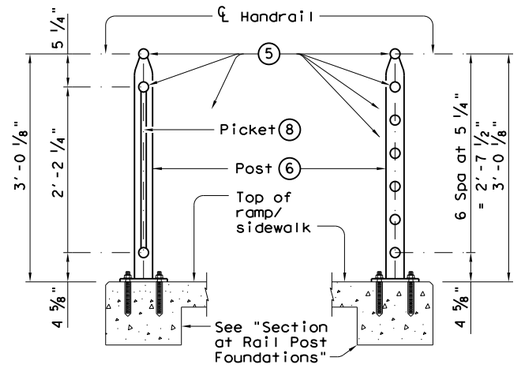
(Shop Splices and Splice Joints only shown on one Type for clarity)

RECOMMENDED USAGE ⑨⑩	
Dropoff Height/ Condition	Recommended Rail Options
<30" dropoff	TY A, TY B, TY C, or TY D
≥ 30" dropoff, or along Bike Path	TY E or TY F



SECTION A-A
(Showing Handrail **TY A**)

SECTION B-B
(Showing Handrail **TY B**)



SECTION C-C
(Showing Handrail **TY C**)

SECTION D-D
(Showing Handrail **TY D**)

① Parallel to ground.

② One shop splice per panel is permitted with minimum 85 percent penetration. The weld may be square groove or single vee groove. Grind smooth.

③ Shop splice is permitted with minimum 85 percent penetration. The weld may be square groove or single vee groove. Grind smooth.

④ See Ramp Details located elsewhere in plans for ramp slope and dimensions. Maximum ramp slope will not exceed 8.3 percent. Level landing required for each 30" rise if grade exceeds 5 percent.

⑤ 1 ½" Dia. Standard Pipe (1.900" O.D., 0.145" wall thickness). Parallel to ramp / sidewalk. Provide holes as needed in 1 ½" Dia. pipe for galvanizing drainage and venting.

⑥ 2 ½" Dia. Standard Pipe (2.875" O.D., 0.203" wall thickness). See "Post Mount Detail" for crimping and trimming post to fit Dia. of top rail. Provide holes as needed in post for galvanizing drainage and venting. Plumb all posts.

⑦ See "Handrail Fabrication Details" for Splice Joints.

⑧ ℄ ⅝" Dia. Round Bar equal spacing at 4 ½" Max. Plumb all pickets.

⑨ When needed for accessibility (grade > 5 percent) or as needed for pedestrian safety.

⑩ Not to be used on bridges.

⑪ See "General Notes" for anchor bolt information.

SHEET 1 OF 3

Texas Department of Transportation

Design Division Standard

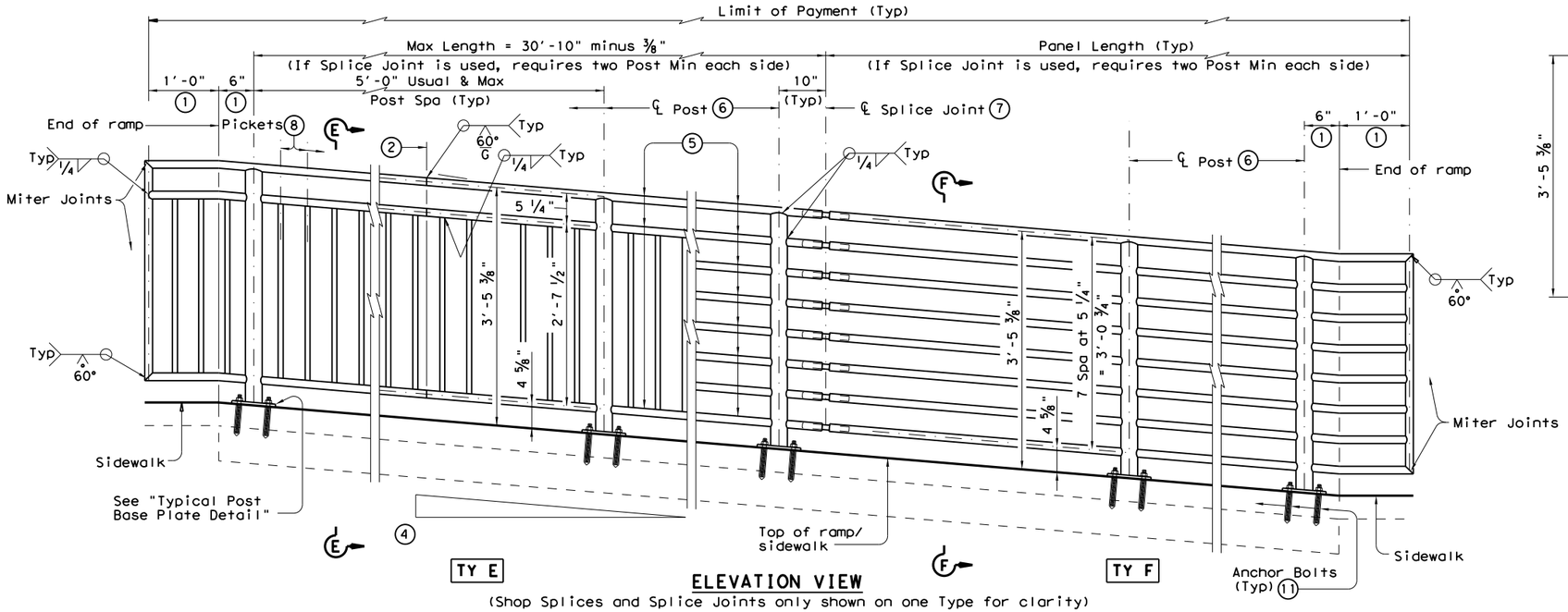
PEDESTRIAN HANDRAIL DETAILS

PRD-13

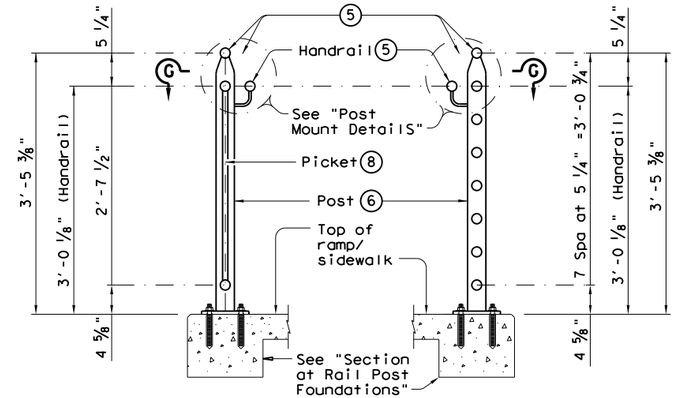
FILE: prd13.dgn	DN: TxDOT	CK: AM	DW: JTR	CK: CGL
©TxDOT Decmeber 2006	CONT	SECT	JOB	HIGHWAY
REVISIONS REVISED MAY, 2013 (VP)	0161	03	024	SS 239
	DIST	COUNTY		SHEET NO.
	22	VAL VERDE		71

DATE: 6/3/2021
FILE: ...\prd13.dgn

DATE: 6/3/2021
FILE: ...\prd13.dgn

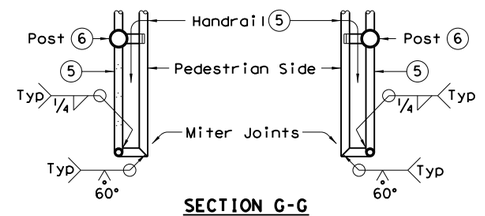


ELEVATION VIEW
(Shop Splices and Splice Joints only shown on one Type for clarity)

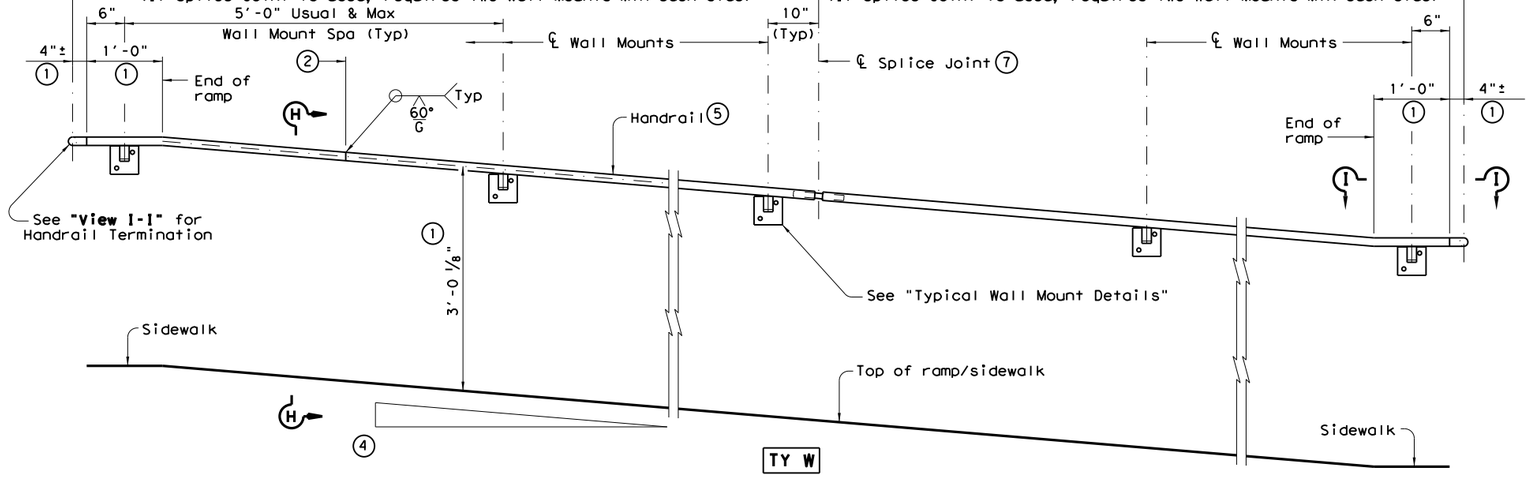


SECTION E-E
(Showing Handrail **TY E**)

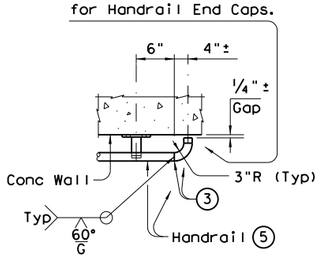
SECTION F-F
(Showing Handrail **TY F**)



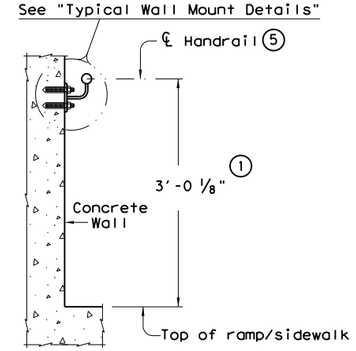
SECTION G-G
(Showing Handrail Termination)



ELEVATION VIEW



VIEW I-I
(Showing Handrail Termination)



SECTION H-H
(Showing Handrail **TY W**)

(1) Parallel to ground.

(2) One shop splice per panel is permitted with minimum 85 percent penetration. The weld may be square groove or single vee groove. Grind smooth.

(3) Shop splice is permitted with minimum 85 percent penetration. The weld may be square groove or single vee groove. Grind smooth.

(4) See Ramp Details located elsewhere in plans for ramp slope and dimensions. Maximum ramp slope will not exceed 8.3 percent. Level landing required for each 30" rise if grade exceeds 5 percent.

(5) 1 ½" Dia. Standard Pipe (1.900" O.D., 0.145" wall thickness). Parallel to ramp / sidewalk. Provide holes as needed in 1 ½" Dia. pipe for galvanizing drainage and venting.

(6) 2 ½" Dia. Standard Pipe (2.875" O.D., 0.203" wall thickness). See "Post Mount Detail" for crimping and trimming post to fit Dia. of top rail. Provide holes as needed in post for galvanizing drainage and venting. Plumb all posts.

(7) See "Handrail Fabrication Details" for Splice Joints.

(8) ℄ ⅝" Dia. Round Bar equal spacing at 4 ½" Max. Plumb all pickets.

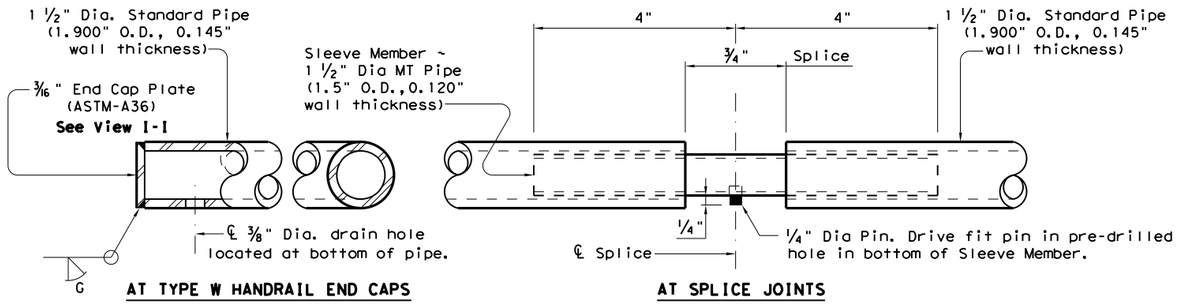
(11) See "General Notes" for anchor bolt information.

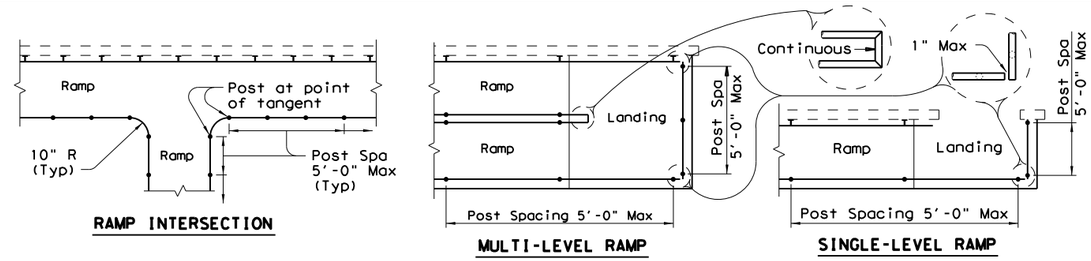
Texas Department of Transportation | Design Division Standard

PEDESTRIAN HANDRAIL DETAILS

PRD-13

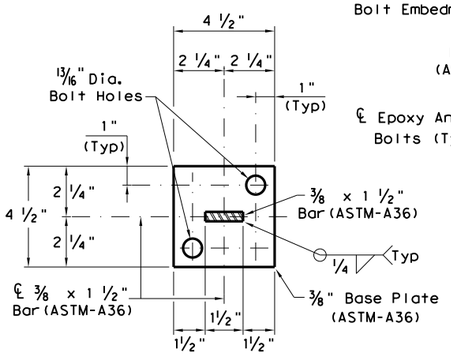
FILE: prd13.dgn	DN: TxDOT	CK: AM	DW: JTR	CK: CGL
©TxDOT December 2006	CONT	SECT	JOB	HIGHWAY
REVISIONS REVISED MAY, 2013 (VP)	0161	03	024	SS 239
	DIST	COUNTY		SHEET NO.
	22	VAL VERDE		72



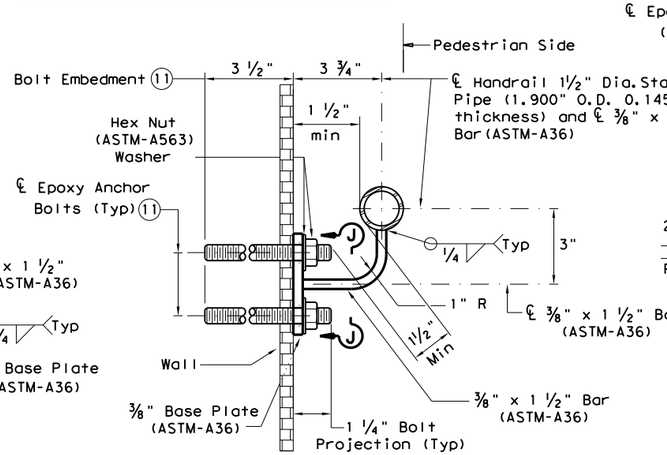


PLAN SHOWING RAIL AT RAMP CONDITIONS

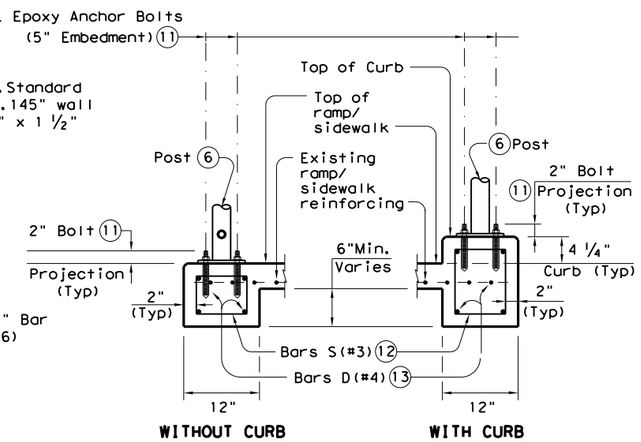
HANDRAIL FABRICATION DETAILS



SECTION J-J
(Anchor Bolts not shown for clarity)



SECTION AT WALL MOUNT



SECTION AT RAIL POST FOUNDATIONS

GENERAL NOTES

Designed according to ADAAG, Texas Accessibility Standards, Uniform Building Code, and AASHTO LRFD Specifications.

Handrail anchorage details shown on this standard may require modification for select structure types. See appropriate details elsewhere in plans for these modifications.

Pipe will conform to ASTM-A53 Grade B or A500 Grade B. Steel plates and steel bars will conform to ASTM-A36. Mechanical tubing (MT) will conform to ASTM A513 Grade 1015 or higher. Galvanize all steel components except reinforcing steel unless noted otherwise.

Concrete for foundations will be in accordance with Item 531 "Sidewalks". All reinforcing steel must be Grade 60. Bar laps, where required, will be as follows: Uncoated ~ #4 = 1'-5" Epoxy coated ~ #4 = 2'-1"

When the plans require painted steel, follow the requirements for painting galvanized steel in Item 446, "Cleaning and Painting Steel". Sleeve Members will receive galvanization and only get field painted after installation unless directed otherwise by Engineer.

Epoxy Anchor bolts for wall mount and post base plate will be ⅝" Dia. ASTM A36 threaded rods with one hex nut and one hardened steel washer at each bolt. ⅝" Dia. threaded rod embedment depth for wall mounts is 3 ½" and embedment depth for post base plate is 5".

Embed threaded rods into concrete with a Type III (Class C) epoxy meeting the requirements of DMS-6100, "Epoxies and Adhesives". Mix and dispense adhesive with the manufacturer's static mixing nozzle/dual cartridge system. Core drill holes (percussion drilling not permitted).

At the contractor's option the post base plate anchor bolts may be cast with the Ramp/Sidewalk (See Cast-in-Place Anchor Bolt Options).

Optional cast-in-place anchor bolts will be ⅝" Dia ASTM A307 Grade A bolts (or A36 threaded rods with one tack welded hex nut each) with one hex nut and one hardened steel washer at each bolt. Embedment depth of cast-in-place bolt will be 8" for post base plate.

Handrails and any wall or other surface adjacent to them will be free of any sharp or abrasive elements.

Submit shop drawings to the Engineer unless otherwise noted. For curved handrail applications, fabricate the handrail to the curve if radius is less than 600 ft. Shop drawings are required when rail is fabricated to the curve.

For all handrails, erection drawings will be submitted to the Engineer for approval to ensure proper installation.

Drawings will show handrail mount locations with bolts setting, spacing, ramp slope, and/or splice joint locations, and handrail lengths with identification showing where each handrail goes on the layout.

Payment for concrete sidewalks or curb ramps will be paid for in accordance with Item 531 "Sidewalks".

Payment for all items shown is to be included in unit price bid in accordance with Item 450 "Railing" of the type specified.

All exposed edges will be rounded or chamfered to approximately ⅛" by grinding.

TYPICAL WALL MOUNT DETAILS

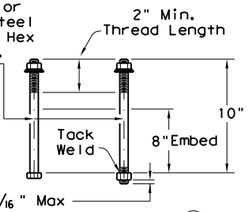
(5) 1 ½" Dia. Standard Pipe (1.900" O.D., 0.145" wall thickness). Parallel to ramp/sidewalk. Provide holes as needed in 1 ½" Dia. pipe for galvanizing drainage and venting.

(6) 2 ½" Dia. Standard Pipe (2.875" O.D., 0.203" wall thickness). Plumb all posts. See "Post Mount Detail" for crimping and trimming post to fit the diamenter of top rail. Provide holes as needed in post for galvanizing drainage and venting.

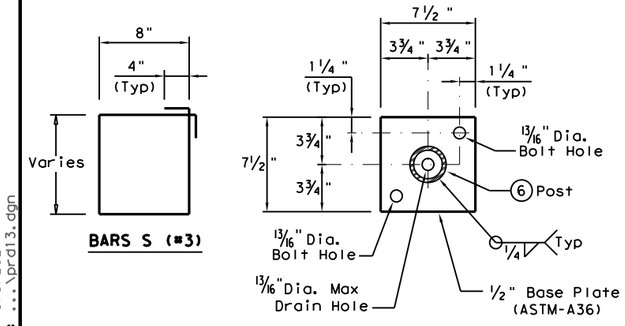
(11) See "General Notes" for anchor bolt information.

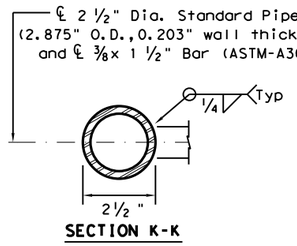
(12) Bars S(#3) spaced at 12" Max (Spaced 3" from outside edge of overall length of Ramp/Sidewalk).

(13) Provide 1 ½" end cover to Bars D(#4) from outside edge of overall length of Ramp/Sidewalk.

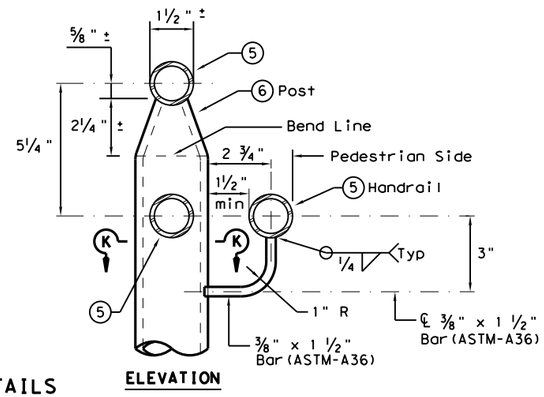


CAST-IN-PLACE ANCHOR BOLT OPTIONS
(Used for Post Base Plate only)





POST MOUNT DETAILS



SHEET 3 OF 3

Texas Department of Transportation

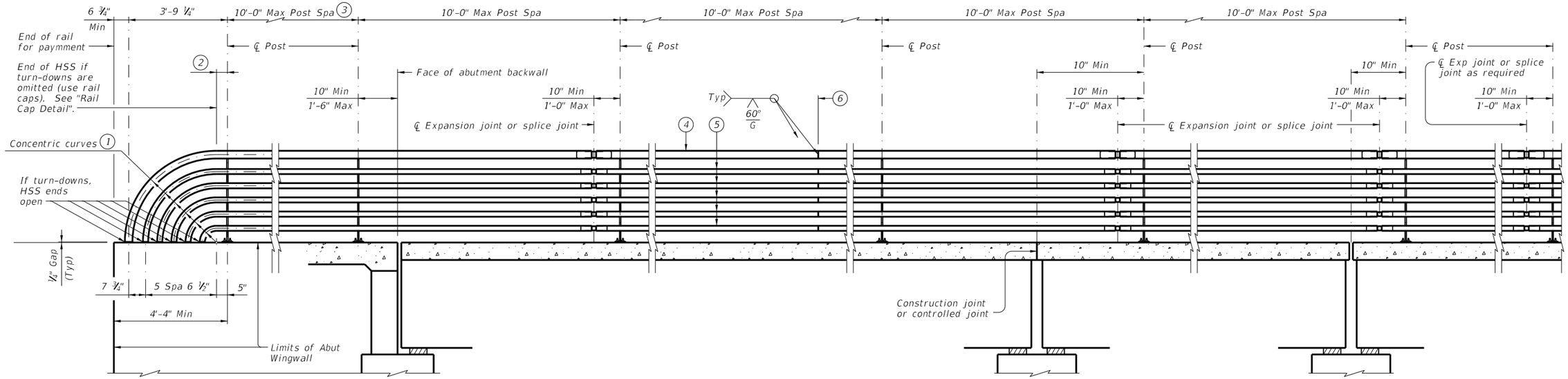
Design Division Standard

PEDESTRIAN HANDRAIL DETAILS

PRD-13

FILE: prd13.dgn	DN: TxDOT	CK: AM	DW: JTR	CK: CGL
©TxDOT December 2006	CONT	SECT	JOB	HIGHWAY
REVISIONS	0161	03	024	SS 239
REVISED MAY, 2013 (VP)	DIST	COUNTY		SHEET NO.
	22	VAL VERDE		73

DATE: 6/3/2021
FILE: ...\prd13.dgn

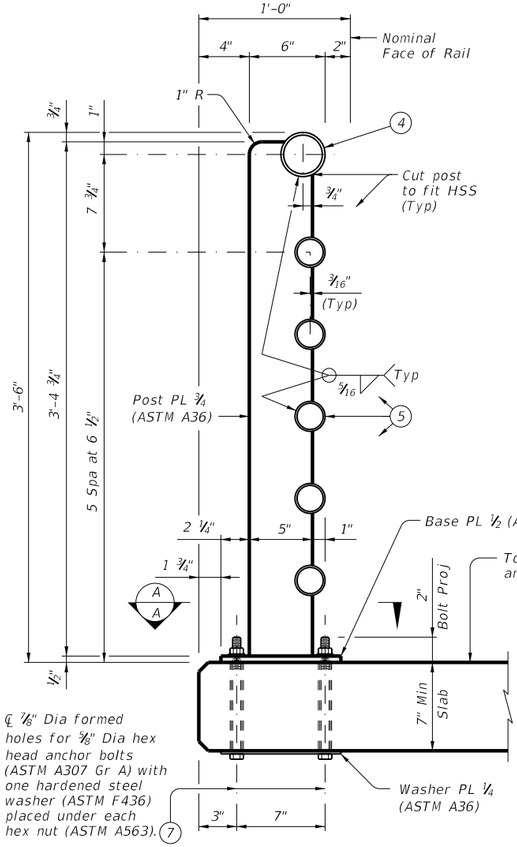


AT ABUTMENTS

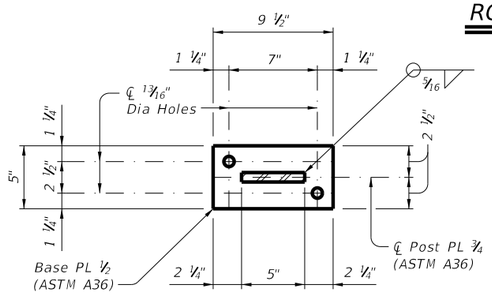
AT BENTS WITHOUT SLAB EXP JOINTS

AT BENTS WITH SLAB EXP JOINTS

ROADWAY ELEVATION OF RAIL

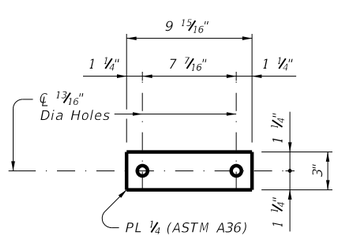


ON BRIDGE SLAB

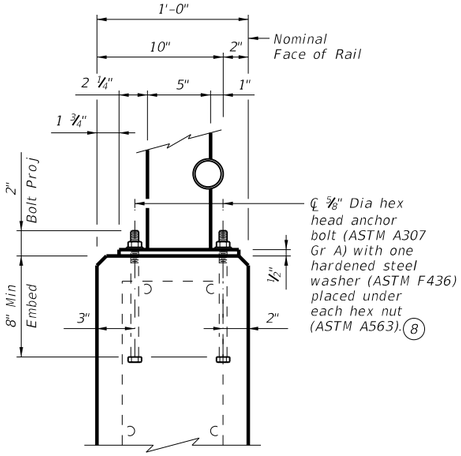


SECTION A-A

Showing base plate detail.

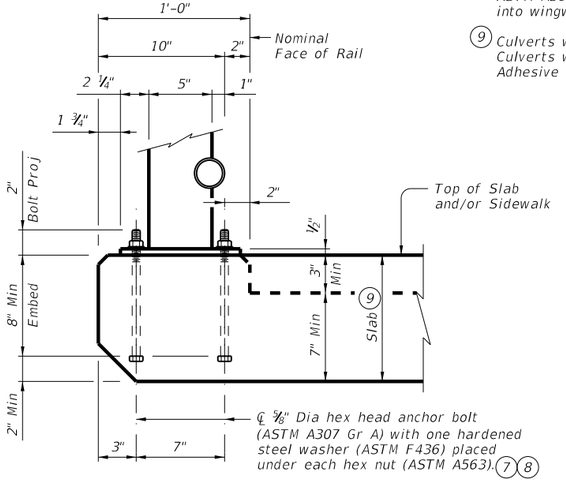


WASHER PLATE DETAIL



ON ABUTMENT WINGWALLS OR CIP RETAINING WALLS

SECTIONS THRU RAIL



ON CULVERTS WITH OR WITHOUT CURBS

Used with 1'-0" Min thick parallel wings on culverts.

(1) Portion of railing with turn-downs to be used or omitted as indicated on Bridge Layout.

(2) 10" Min ~ 1'-6" Max if turn-downs are omitted.

(3) Min of 2 posts required on wingwall.

(4) HSS 3.500 x 0.216 (Rail Member)

(5) HSS 2.375 x 0.154 (Rail Member)

(6) One shop splice per panel is permitted (with minimum 85 percent penetration). The weld may be square groove or single vee groove. Grind smooth.

(7) At Contractor's option, adhesive anchors may be used. Adhesive anchors must be ⅝" Dia ASTM A307 Grade A fully threaded rods. Minimum adhesive anchor embedment depth is 5" into slabs or culverts without curbs. See "Material Notes" for adhesive anchor requirements.

(8) At Contractor's option, adhesive anchors may be used. Adhesive anchors must be ⅝" Dia ASTM A307 Grade A fully threaded rods. Minimum adhesive anchor embedment depth is 7" into wingwalls or culverts with curbs. See "Material Notes" for adhesive anchor requirements.

(9) Culverts without curbs for cast-in-place anchor bolts require a 10" Min slab thickness. Culverts with curbs for cast-in-place anchor bolts require a curb plus slab thickness of 10" Min. Adhesive anchors may be used with a 7" Min slab thickness or culverts with curbs.

Texas Department of Transportation

Bridge Division Standard

PEDESTRIAN RAIL

TYPE PR11

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©TxDOT September 2019	CONT	SECT	JOB	HIGHWAY
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	22	VAL VERDE		74

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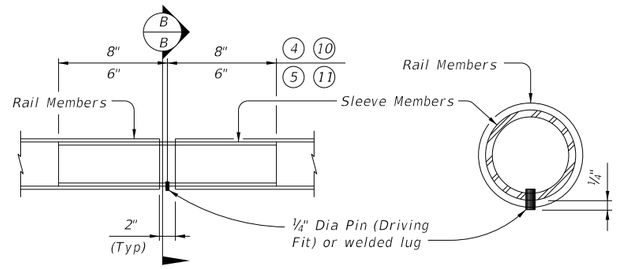
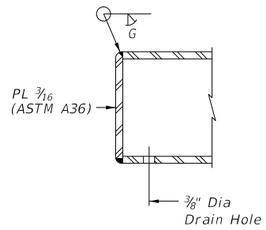


AT SPLICES OR EXP JTS SECTION B-B

PIPE SPLICE DETAIL



RAIL CAP DETAIL

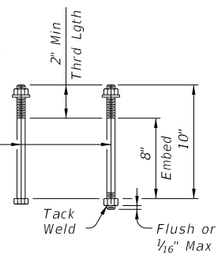
(4) HSS 3.500 x 0.216 (Rail Member)

(5) HSS 2.375 x 0.154 (Sleeve Member)

(10) HSS 2.875 x 0.203 (Sleeve Member)

(11) HSS 1.900 x 0.145 (Sleeve Member)

℄ ⅝" Dia hex head anchor bolt or threaded rod (ASTM A307 Gr A) with one hardened steel washer (ASTM F436) placed under each hex nut (ASTM A563). One additional hex nut must be furnished and tack welded for each threaded rod.



CAST-IN-PLACE & FORMED HOLE ANCHOR BOLT OPTIONS

CONSTRUCTION NOTES:

Panel lengths of railing must be attached to a minimum of three posts except at abutment wingwalls.

At the Contractor's option anchor bolts may be an adhesive anchorage system. See "Material Notes".

Test adhesive anchors in accordance with Item 450.3.3, "Tests". Test 3 anchors per 100 anchors installed. Perform corrective measures to provide adequate capacity if any of the tests do not meet the required test load. Repair damage from testing as directed.

Face of rail and posts must be vertical transversely unless otherwise approved. Posts must be perpendicular to adjacent roadway grade. Use Type VIII epoxy mortar under post base plates if gaps larger than 1/16" exist.

For curved railing applications, fabricate the HSS rail to the radius when the radius is 600' or less. Submit shop drawings for approval when tubes are required to be fabricated to a radius. Shop drawings must be submitted to the Engineer for approval.

Round or chamfer all exposed edges of steel components 1/16" by grinding prior to galvanizing.

MATERIAL NOTES:

Provide ASTM A500 Gr B, A1085 or A53 Gr B for all HSS.

Galvanize all metal components of steel rail system. Apply additional coatings when shown elsewhere on the plans. When plans require paint over galvanizing, follow the requirements for painting galvanized steel in Item 445, "Galvanizing" and when field painting, Item 446, "Field Cleaning and Painting Steel". Sleeve members and anchor bolts must receive galvanization prior to installation and only field paint after installation unless directed otherwise by Engineer.

Anchor bolts must be ⅝" Dia ASTM A307 Gr A with one hardened steel washer (ASTM F436) placed under each hex nut or ASTM A307 Gr A threaded rods with one tack welded hex nut each and with one hex nut with one hardened steel washer (ASTM F436) each. Nuts must conform to ASTM A563 requirements.

Optional adhesive anchorage system must be ⅝" Dia ASTM A307 Gr A fully threaded rods with one hex nut and one hardened steel washer (ASTM F436). Nuts must conform to ASTM A563 requirements. Embed fully threaded rods into slab, wingwalls, or culvert curbs using a Type III, Class C, D, E, or F anchor adhesive. Anchor adhesive chosen must be able to achieve a nominal bond strength in tension, Na, of a single anchor of 10 kips (edge distance must be accounted for). Submit signed and sealed calculations or the manufacturer's published literature showing the proposed anchor adhesive's ability to develop this load to the Engineer for approval prior to use. Anchor installation, including hole size, drilling, and clean out, must be in accordance with Item 450, "Railing".

GENERAL NOTES:

Designed according to AASHTO LRFD Specifications.

Do not use this railing on bridges with expansion joints providing more than 5" movement.

Rail anchorage details shown on this standard may require modification for select structure types. See appropriate details elsewhere in plans for these modifications.

For all rails, submit erection drawings showing section lengths, splice locations, rail post spacing and anchor bolt setting for approval.

Average weight of railing is 30 plf.

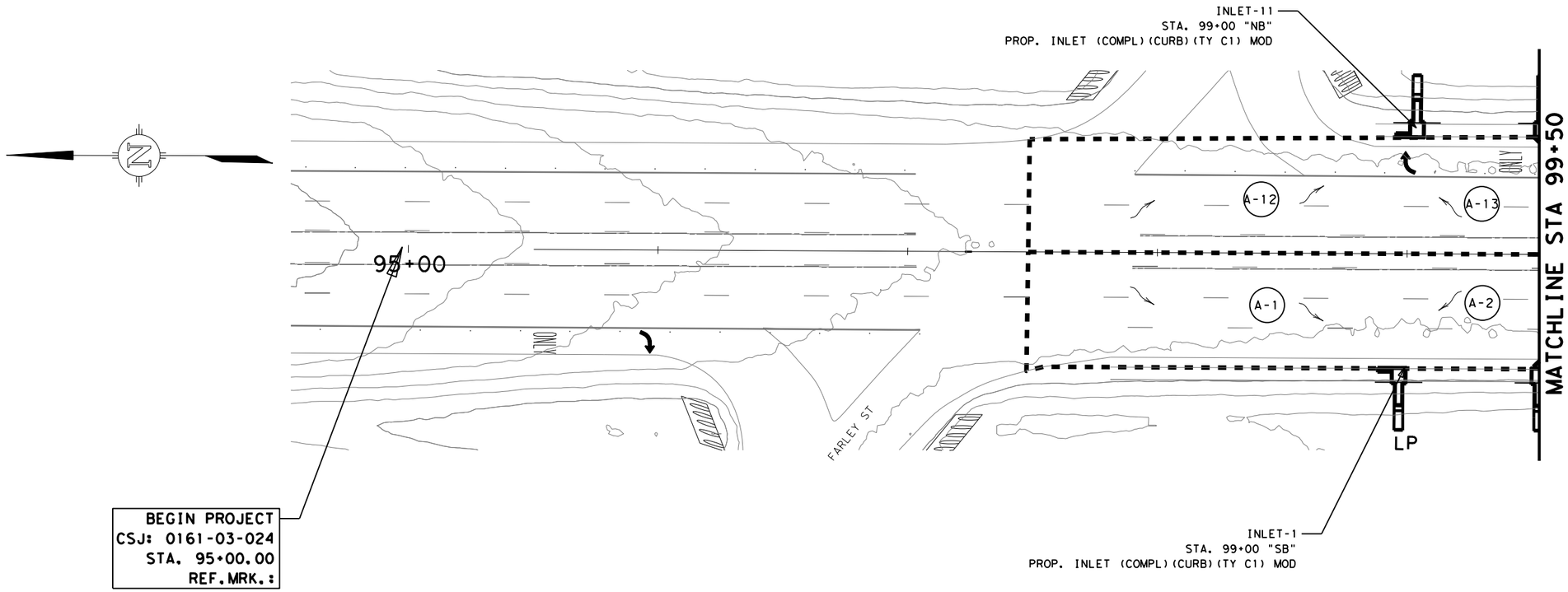
Texas Department of Transportation

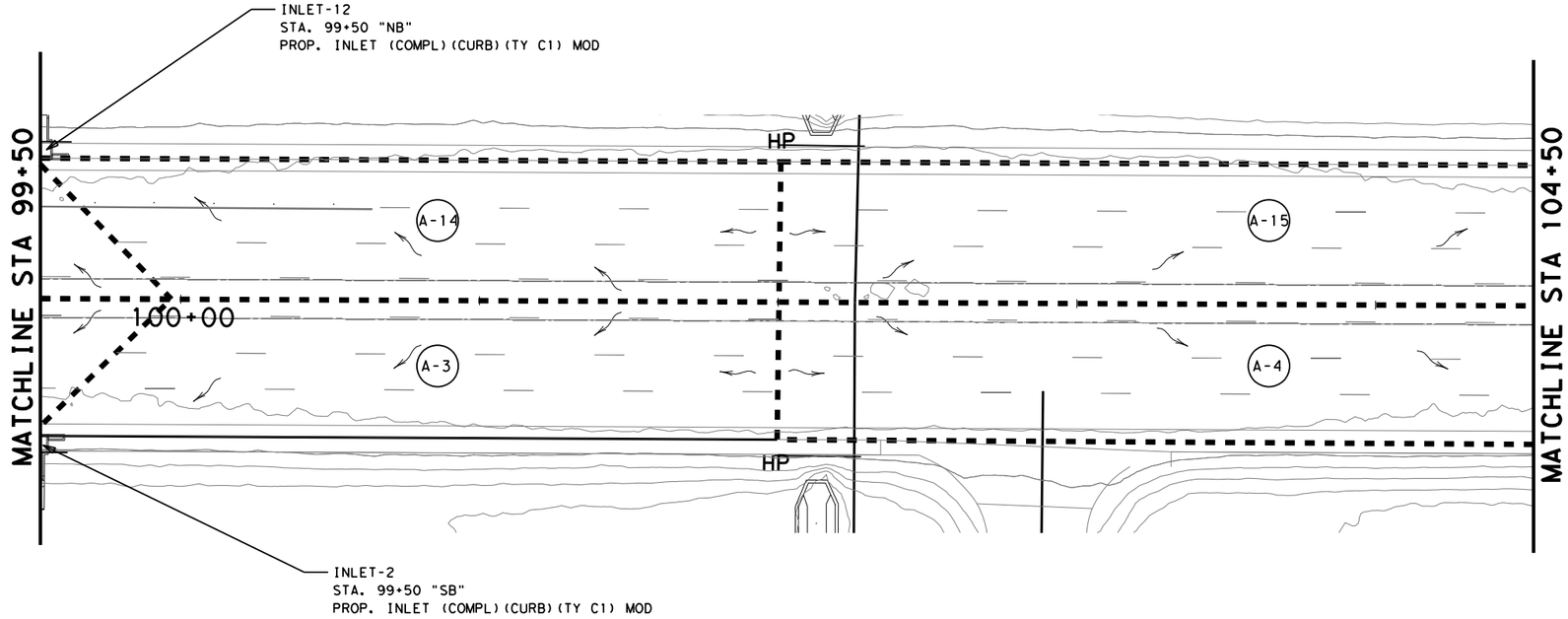
Bridge Division Standard

PEDESTRIAN RAIL

TYPE PR11

FILE: rlstd028-19.dgn	DN: TAR	CK: TBE	DW: JTR	CK: TAR
©TxDOT September 2019	CONT	SECT	JOB	HIGHWAY
REVISIONS	0161	03	024	SS 239
	DIST	COUNTY		SHEET NO.
	22	VAL VERDE		75





STATE OF TEXAS
GERARDO A. RANGEL JR.
133699
LICENSED
PROFESSIONAL ENGINEER

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SCALE: 1" = 50'

TEXAS DEPARTMENT OF TRANSPORTATION ®

DRAINAGE LAYOUT

DN: RC	DN: RC
CK: GR	CK: GR

FED.RD. DIV.NO.	FEDERAL PROJECT NO.	SHEET NUMBER	SHEET NO.
6	0161-03-024	SHEET 1 OF 5	76

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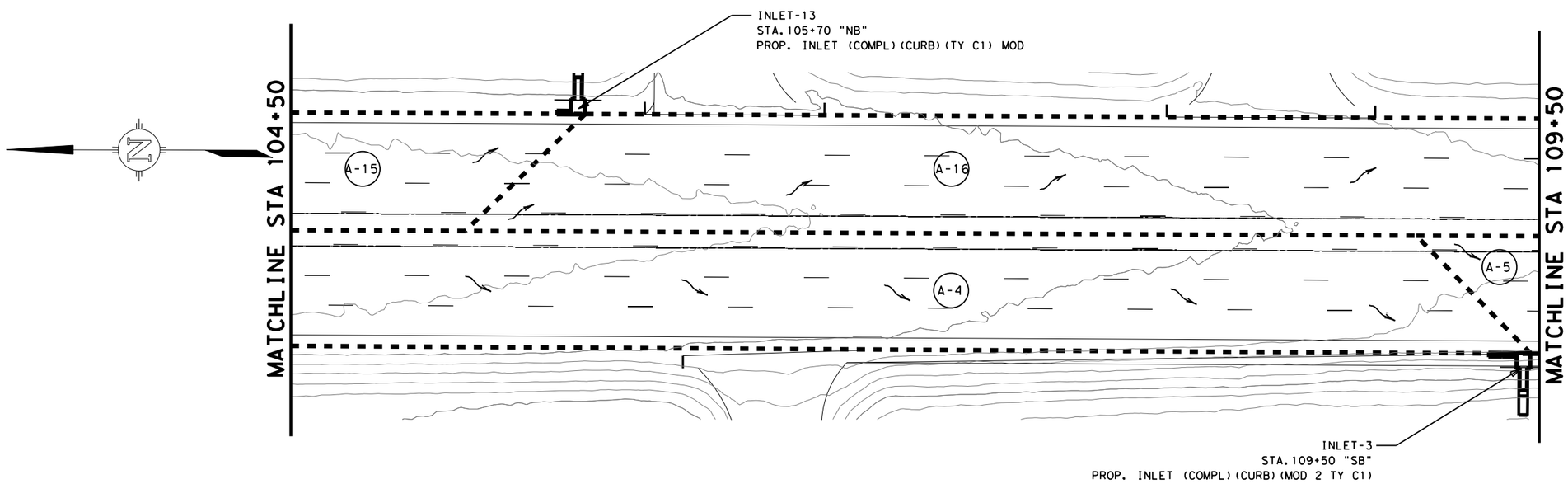

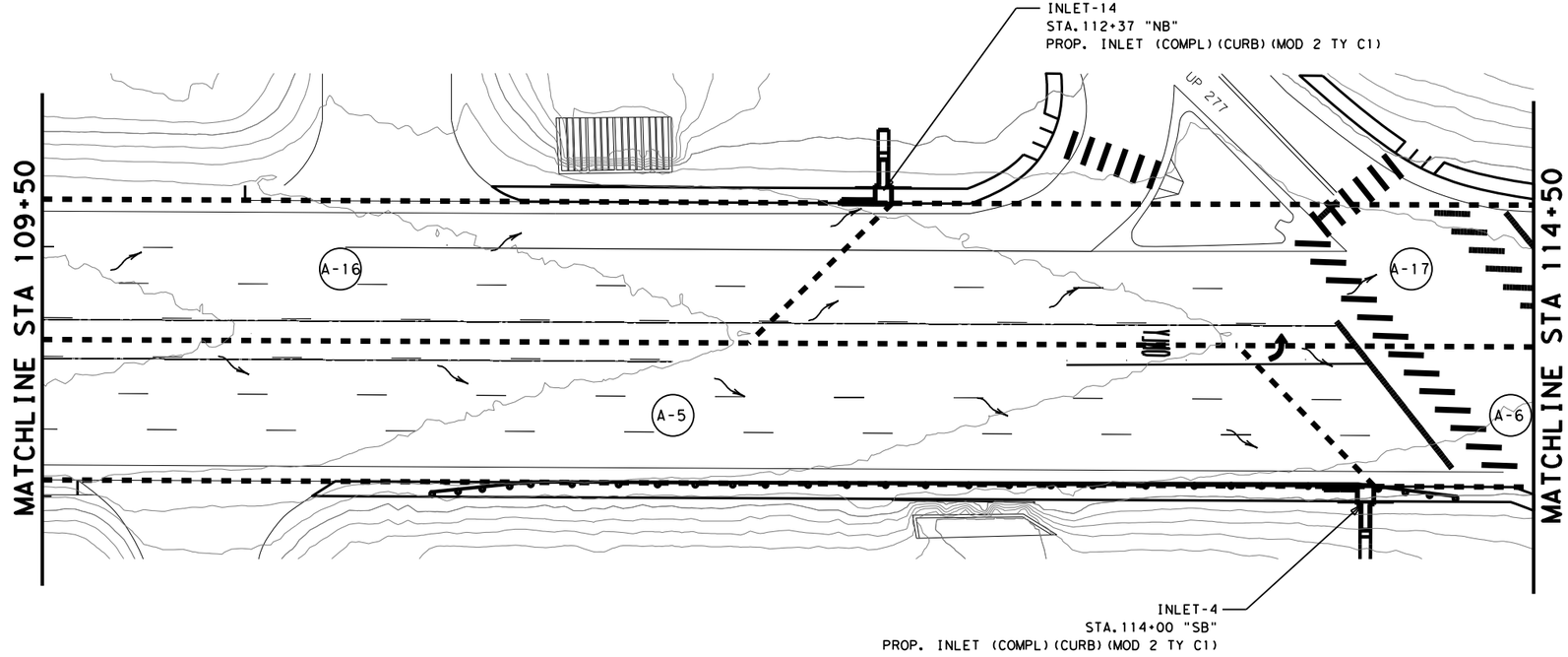

DRAINAGE LEGEND

- DRAINAGE AREA BOUNDARY
- (A-#) DRAINAGE AREA NUMBER
- DIRECTION OF FLOW

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DRAINAGE LAYOUT

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STATE	STATE DIST.NO.	COUNTY	CONTROL	SECTION	JOB	HIGHWAY NO.
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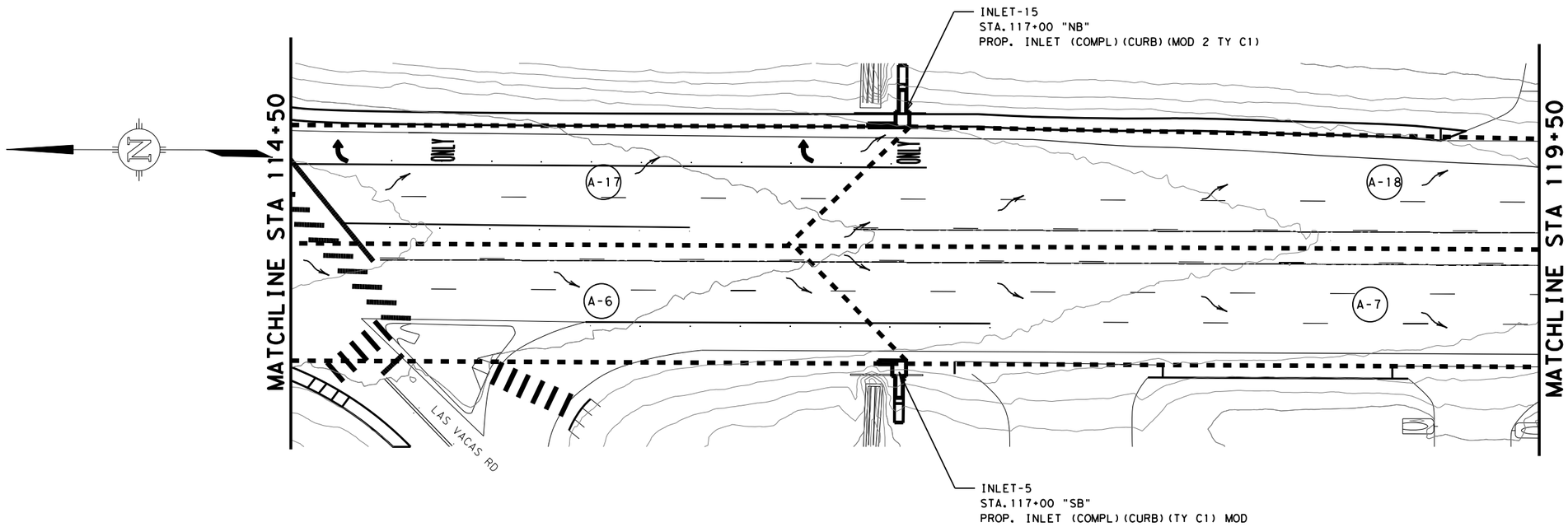

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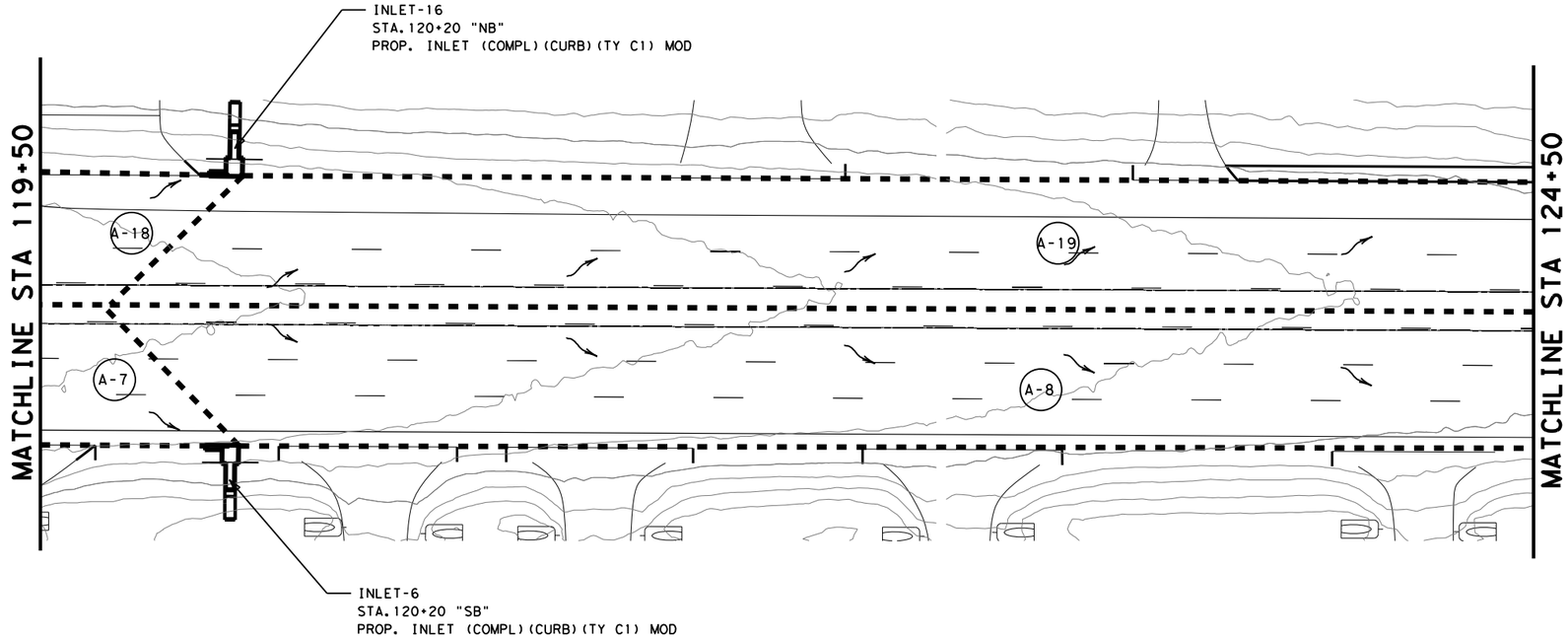

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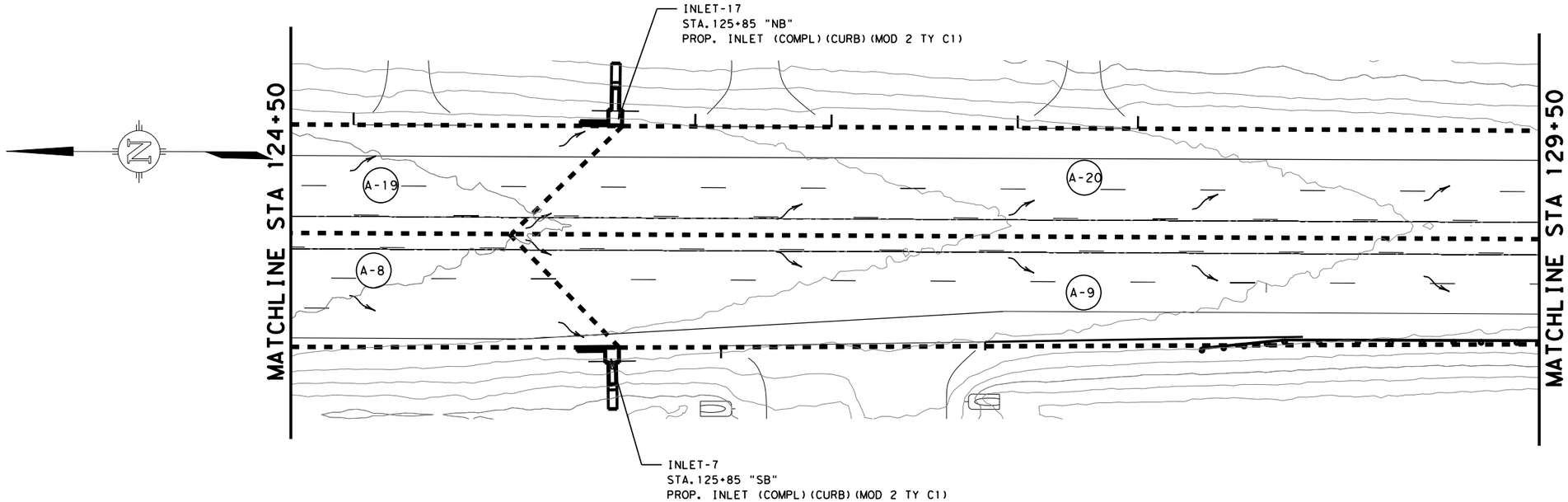

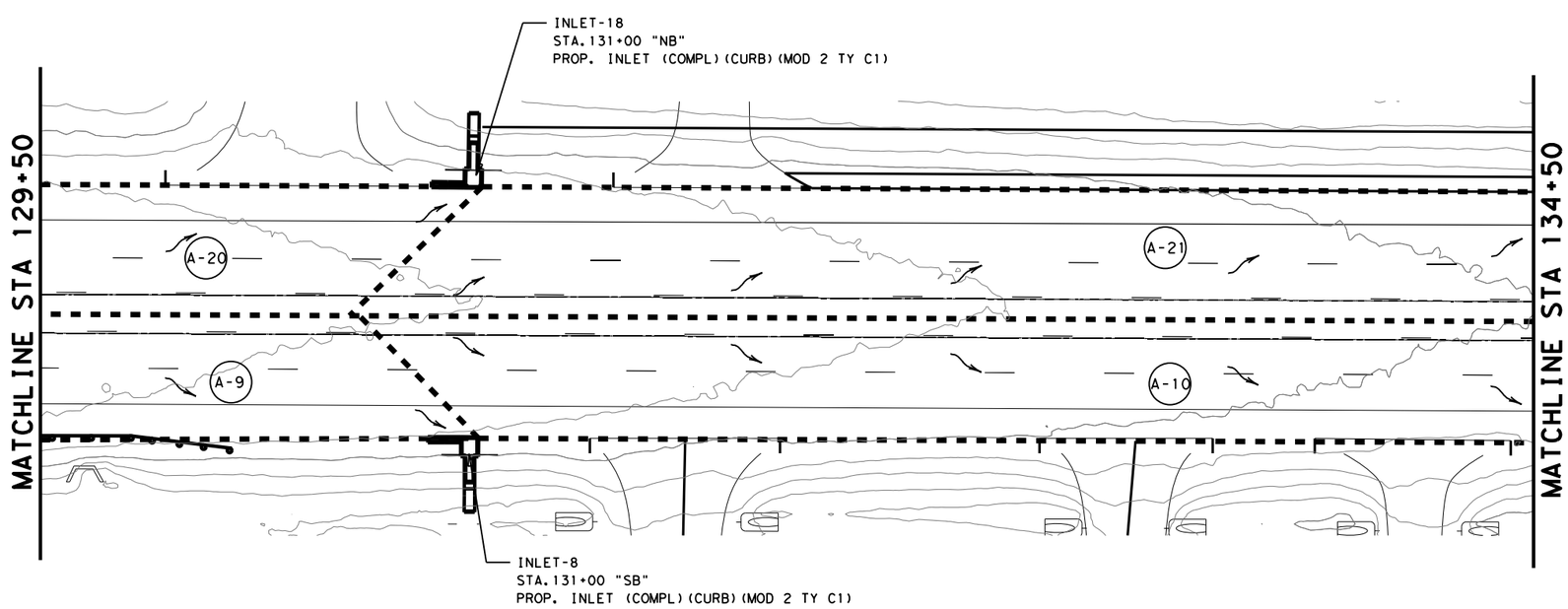

DRAINAGE LEGEND

- DRAINAGE AREA BOUNDARY
- (A-#) DRAINAGE AREA NUMBER
- DIRECTION OF FLOW

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DRAINAGE LAYOUT

DN: RC	DW: RC
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FED.RD. DIV.NO.	FEDERAL PROJECT NO.	SHEET NUMBER	SHEET NO.
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TEXAS	22	VAL VERDE	0161	03	024	SS 239

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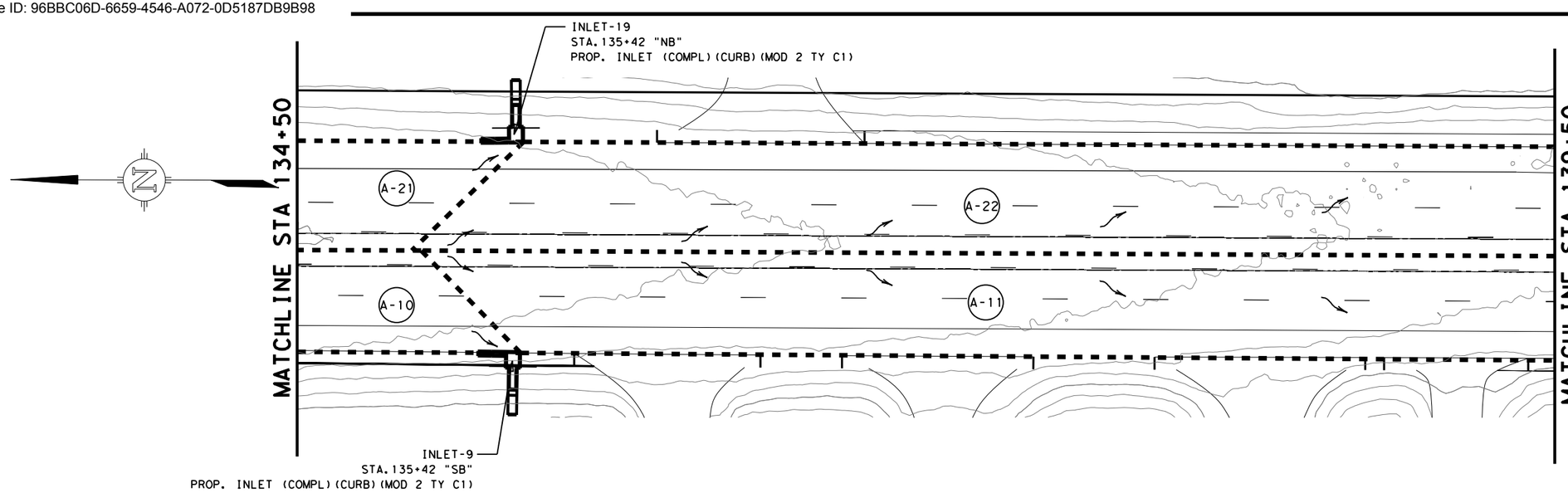

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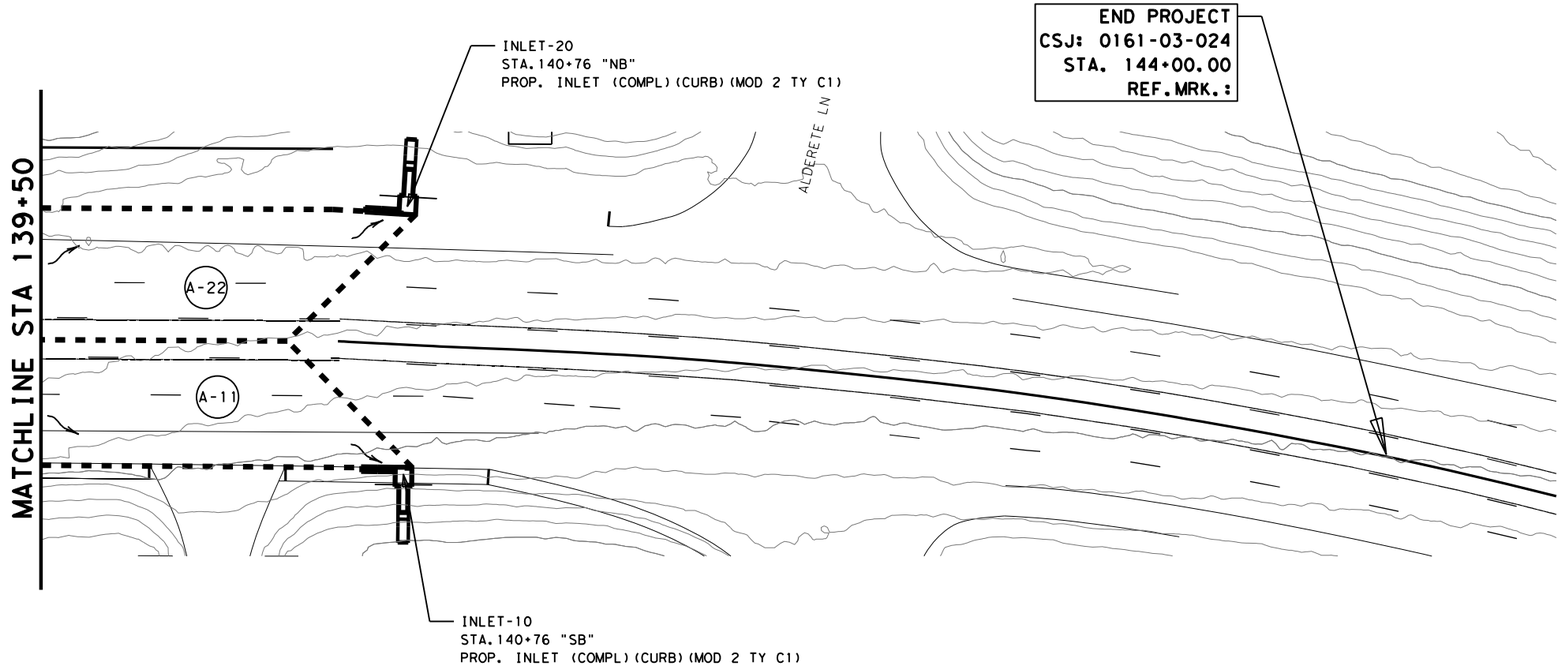

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DRAINAGE LAYOUT

DN: RC	DW: RC
CK: GR	CK: GR

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TEXAS	22	VAL VERDE	0161	03	024	SS 239

6/3/2021 JTOVIAST ...\CAD\Sheets Drainage.dgn

DESIGN FREQUENCY 5 YEARS																			
		GUTTER DISCHARGE						GUTTER DISCHARGE							INLET DISCHARGE				
Inlet ID	Inlet Location	Drain Area A (Acres)		Runoff Coeff. C	Time of Conc. Tc (Min)	Rainfall Intens I (In/Hr)	Total Q=CIA Q (cfs)	Long Slope Sl (ft/ft)	Cross Slope Sx (ft/ft)	Prev. Bypass Flow (cfs)	Total Gutter Flow (cfs)	Ponded Width T (ft)	Pond Width Allowed Ta (ft)	Depth of Flow Y (ft)	Inlet Type	Intercept Flow Qi (cfs)	Bypass Flow Qb (cfs)	Required Length Lr (ft)	Actual Length L (ft)	No. of Extension
1	99+00	A-1	0.16	0.95	10	5.94	0.93	0.003	0.020	0	0.93	8.72	16	0.17	(TY C1) MOD	0.93	0	6	10	1
		A-2	0.05	0.95	10	5.94	0.30	0.002	0.020	0	0.30	6.23		0.12		0.30	0	3		
2	99+50	A-3	0.27	0.95	10	5.94	1.52	0.001	0.020	0	1.52	11.94	16	0.24	(TY C1) MOD	1.52	0	6	10	1
3	109+50	A-4	0.81	0.95	10	5.94	4.57	0.003	0.020	0	4.57	15.23	16	0.30	(TY C1) MOD	4.57	0	14	15	2
4	114+00	A-5	0.49	0.95	10	5.94	2.74	0.006	0.020	0	2.74	11.37	16	0.23	(TY C1) MOD	2.74	0	12	15	2
5	117+00	A-6	0.32	0.95	10	5.94	1.83	0.006	0.020	0	1.83	9.78	16	0.19	(TY C1) MOD	1.83	0	10	10	1
6	120+20	A-7	0.35	0.95	10	5.94	1.95	0.006	0.020	0	1.95	10.03	16	0.20	(TY C1) MOD	1.95	0	10	10	1
7	125+85	A-8	0.61	0.95	10	5.94	3.44	0.006	0.020	0	3.44	12.46	22	0.25	(TY C1) MOD	3.44	0	13	15	2
8	131+00	A-9	0.48	0.95	10	5.94	2.74	0.006	0.020	0	2.74	11.43	22	0.23	(TY C1) MOD	2.74	0	12	15	2
9	135+42	A-10	0.42	0.95	10	5.94	2.35	0.005	0.020	0	2.35	10.94	22	0.22	(TY C1) MOD	2.35	0	11	15	2
10	140+76	A-11	0.50	0.95	10	5.94	2.84	0.005	0.020	0	2.84	11.86	22	0.24	(TY C1) MOD	2.84	0	12	15	2
11	99+00	A-12	0.16	0.95	10	5.94	0.93	0.003	0.020	0	0.93	8.721	16	0.17	(TY C1) MOD	0.93	0	6	10	1
		A-13	0.05	0.95	10	5.94	0.30	0.002	0.020	0	0.30	6.228		0.12		0.30	0	3		
12	99+50	A-14	0.27	0.95	10	5.94	1.52	0.001	0.020	0	1.52	11.939	16	0.24	(TY C1) MOD	1.52	0	6	10	1
13	105+70	A-15	0.40	0.95	10	5.94	2.25	0.002	0.020	0	2.25	13.193	16	0.26	(TY C1) MOD	2.25	0	8	10	1
14	112+37	A-16	0.72	0.95	10	5.94	4.06	0.005	0.020	0	4.06	13.361	16	0.27	(TY C1) MOD	4.06	0	15	15	2
15	117+00	A-17	0.50	0.95	10	5.94	2.82	0.006	0.020	0	2.82	11.510	16	0.23	(TY C1) MOD	2.82	0	12	15	2
16	120+20	A-18	0.35	0.95	10	5.94	1.95	0.006	0.020	0	1.95	10.033	16	0.20	(TY C1) MOD	1.95	0	10	10	1
17	125+85	A-19	0.56	0.95	10	5.94	3.15	0.006	0.020	0	3.15	12.048	16	0.24	(TY C1) MOD	3.15	0	13	15	2
18	131+00	A-20	0.51	0.95	10	5.94	2.87	0.006	0.020	0	2.87	11.637	22	0.23	(TY C1) MOD	2.87	0	12	15	2
19	135+42	A-21	0.44	0.95	10	5.94	2.46	0.005	0.020	0	2.46	11.139	16	0.22	(TY C1) MOD	2.46	0	11	15	2
20	140+76	A-22	0.53	0.95	10	5.94	2.97	0.005	0.020	0	2.97	12.072	16	0.24	(TY C1) MOD	2.97	0	12	15	2

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Gerardo Rangel
FE312A7E28BA41D...

6/3/2021 JTOVIAST ...\Drainage & Driveways Summary.dgn

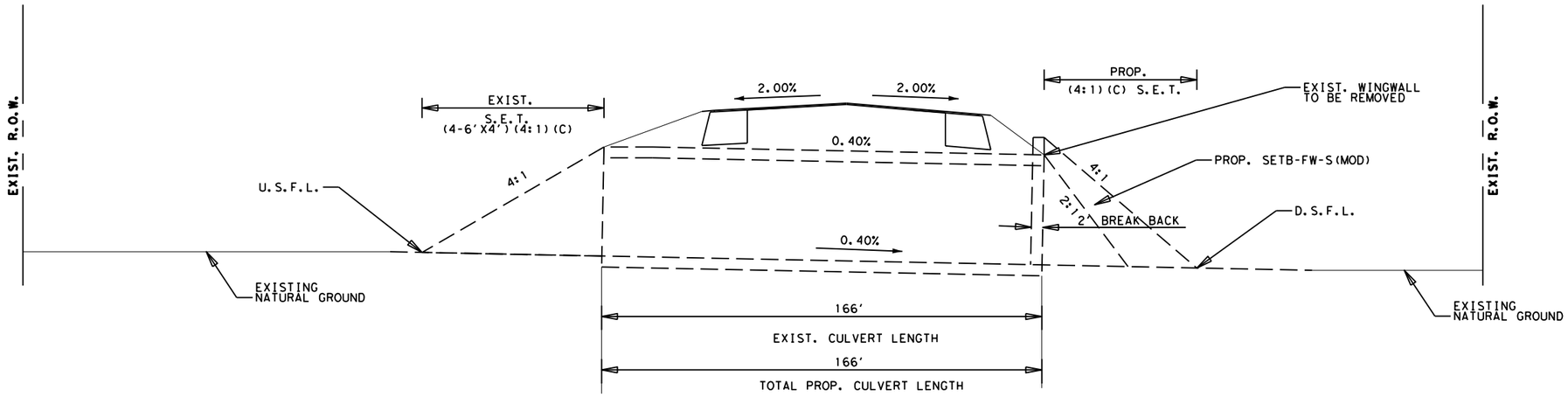
TEXAS DEPARTMENT OF TRANSPORTATION ®

RUNOFF COMPUTATIONS

DN: RC	DW: RC
CK: GR	CK: GR

FED.RD. DIV.NO.	FEDERAL PROJECT NO.	SHEET NUMBER	SHEET NO.
6	0161-03-024		81

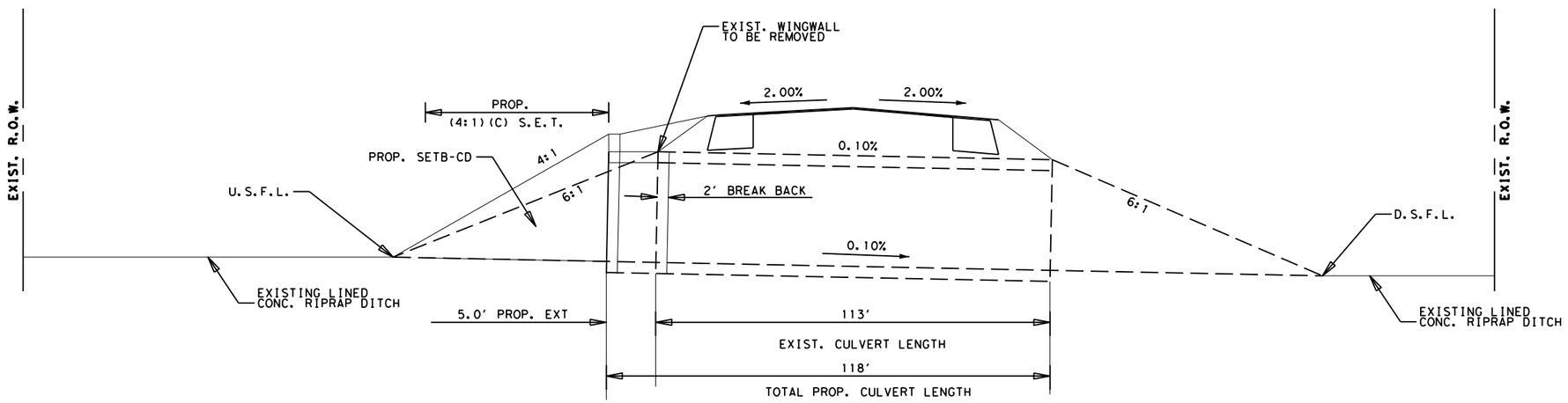
STATE	STATE DIST. NO.	COUNTY	CONTROL	SECTION	JOB	HIGHWAY NO.
TEXAS	22	VAL VERDE	0161	03	024	SS 239



EXISTING DRAINAGE STRUCTURE # 4

TO BE MODIFIED:
EXIST. 4-6'X4'X166'-0"@45° (RT)FWD. SKEW MBC
(MCW-F1-45°)

PROPOSED:
W/ 1-WINGWALL TO BE REMOVED
4-6'X4'X166'-0"@45° (RT)FWD. SKEW MBC
W/ 4-S.E.T. (SETB-FW-S(MOD)(4:1)(RT)



EXISTING DRAINAGE STRUCTURE # 5

TO BE MODIFIED
EXIST. 1-6'X4'X113'-0" SC-NA
1 S.E.T (TY 1)(1-6'X4')(6:1)(C)

PROPOSED:
W/ 1-WINGWALL TO BE REMOVED
PROP. 1-6'X4'X118'-0" SC
W/ 1-S.E.T. (SET-B)(4:1)(LT)

NOTES:

1. BREAK BACK REMOVAL & REPLACEMENT WILL NOT BE PAID FOR DIRECTLY BUT WILL BE CONSIDERED SUBSIDIARY TO ITEM 462 "CONCRETE BOX CULVERTS AND STORM DRAINS" AS PER TXDOT SPECIFICATIONS.
2. CONTRACTOR WILL FIELD VERIFY THE SIZE OF ALL STRCUTURES TO BE MODIFIED BEFORE FABRICATING, ACQUIRING AND/OR PURCHASING MATERIALS.
3. NO CULVERT LENGTH EXTENSION WILL OCCUR ALONG EXISTING DRAINAGE STRUCTURE #4. BREAK BACK WILL BE CONDUCTED TO CONSTRUCT PROPSOED SET.

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TEXAS DEPARTMENT OF TRANSPORTATION ®

CULVERT CROSS SECTION DETAILS

DN: RC	DW: RC
CK: GR	CK: GR

FED.RD. DIV.NO.	FEDERAL PROJECT NO.	SHEET NUMBER	SHEET NO.
6	0161-03-024		82

STATE	STATE DIST. NO.	COUNTY	CONTROL	SECTION	JOB	HIGHWAY NO.
TEXAS	22	VAL VERDE	0161	03	024	SS 239

6/3/2021 JTOVIAST ...\CULVERT EXTENSION SHEET.dgn

Culvert Station and/or Creek Name followed by applicable end (Lt, Rt or Both)	Description of Box Culvert No. Spans ~ Span X Height	Max Fill Height (Ft)	Applicable Box Culvert Standard (4)	Applicable Wingwall or End Treatment Standard	Skew Angle (0°,15°, 30° or 45°)	Side Slope or Channel Slope Ratio (SL:1)	T Culvert Top Slab Thickness (In)	U Culvert Wall Thickness (In)	C Estimated Curb Height (Ft)	Hw (1) Height of Wingwall (Ft)	A Curb to End of Wingwall (Ft)	B Offset of End of Wingwall (Ft)	Lw Length of Longest Wingwall (Ft)	Ltw Culvert Toewall Length (Ft)	Atw Anchor Toewall Length (Ft)	Riprap Apron (CY)	Class "C" Conc (Curb) (2) (CY)	Class "C" Conc (Wingwall) (3) (CY)	Total Wingwall Area (SF)
DRAINAGE STRUCTURE 4 (112+00) (Rt)	4 ~ 6'x 4'	2'	Non-Stndrd	SETB-FW-S(MOD)	45°	4:1	6"	6"	1.500'	5.750'	21.667'	37.528'	43.333'	N/A	73.590'	16.3	2.1	17.2	396
DRAINAGE STRUCTURE 5 (116+86) (Lt)	1 ~ 6'x 4'	2'	Non-Stndrd	SETB-CD	0°	4:1	6"	6"	1.000'	5.250'	N/A	N/A	19.667'	N/A	7.167'	0.0	0.3	5.6	N/A

NOTES:
Skew = 0° on SW-0, FW-0, SETB-CD, SETB-SW-0, and SETB-FW-0 standard sheets;
30° maximum for safety end treatment

SL:1 = Horizontal : 1 Vertical
- Side slope at culvert for flared or straight wingwalls.
- Channel slope for parallel wingwalls.
- Slope must be 3:1 or flatter for safety end treatments.

T = Box culvert top slab thickness. Dimension can be found on the applicable box culvert standard sheet.

U = Box culvert wall thickness. Dimension can be found on the applicable box culvert standard sheet.

C = Curb height

See applicable wing or end treatment standard sheets for calculations of Hw, A, B, Lw, Ltw, Atw, and Total Wingwall Area.

Hw = Height of wingwall

A = Distance from face of curb to end of wingwall (not applicable to parallel or straight wingwalls)

B = Offset of end of wingwall (not applicable to parallel or straight wingwalls)

Lw = Length of longest wingwall.

Ltw = Length of culvert toewall (not applicable when using riprap apron)

Atw = Length of anchor toewall (applicable to safety end treatment only)
Total Wingwall Area = Wingwall area in sq. ft. for two wingwalls (one structure end) if Lt or Rt.
Area for four wingwalls (two structure ends) if Both.

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Gerardo Rangel
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(1) Round the wall heights shown to the nearest foot for bidding purposes.

(2) Concrete volume shown is for box culvert curb only. For curbs using the Box Culvert Rail Mounting Details (RAC) standard sheet quantities shown must be increased by a factor of 2.25. If Class S concrete is required for the top slab of the culvert, also provide Class S concrete for the curb. Curb concrete is considered part of the Box Culvert for payment.

(3) Concrete volume shown is total of wings, footings, culvert toewall (if any), anchor toewalls (if any) and wingwall toewalls. Riprap aprons, culverts, and curb quantities are not included.

(4) Regardless of the type of culvert shown on this sheet, the Contractor has the option of furnishing cast-in-place or precast culverts unless otherwise shown elsewhere on the plans. If the Contractor elects to provide culverts of a different type than those shown on this sheet, it is the Contractor's responsibility to make the necessary adjustments to the dimensions and quantities shown.

SPECIAL NOTE:

This sheet is a supplement to the box culvert standards. It is to be filled out by the culvert specifier and provides dimensions for the construction of the box culvert wingwalls and safety end treatments.

An Excel 2010 spreadsheet to assist in completing this table can be downloaded from the Bridge Standards (English) web page on the TxDOT web site. The completed sheet must be signed, sealed, and dated by a licensed Professional Engineer.

Texas Department of Transportation

Bridge Division Standard

BOX CULVERT SUPPLEMENT
WINGS AND END TREATMENTS

BCS

FILE: bcsstde1-20.dgn	DN: TxDOT	CK: TxDOT	DW: TxDOT	CK: TxDOT
©TxDOT February 2020	CONT	SECT	JOB	HIGHWAY
REVISIONS	0161	03	024	SS 239
	DIST	COUNTY		SHEET NO.
	22	VAL VERDE		83

DATE: 6/3/2021 9:40:15 AM
FILE: ...\Drainage\bcsstde1-20.dgn

TABLE OF DIMENSIONS & REINFORCING STEEL
(Wings for One Structure End)

Maximum Wingwall Height (10) Hw	W	X	Y	Z	Variable Reinforcing Bars J1 Size	Bars J1 Spa	Bars J2 Size	Bars J2 Spa	Estimated (3) Quantities per ft of wing length (2~Wings) Reinf (Lb/Ft)	Conc (CY/Ft)
2'-6"	2'- 5"	1'- 0"	9"	7"	#4	1'-0"	#4	1'-0"	33.73	0.248
3'-0"	2'- 5"	1'- 0"	9"	7"	#4	1'-0"	#4	1'-0"	37.07	0.261
3'-6"	2'- 5"	1'- 0"	9"	7"	#4	1'-0"	#4	1'-0"	37.74	0.273
4'-0"	2'- 5"	1'- 0"	9"	7"	#4	1'-0"	#4	1'-0"	38.41	0.285
4'-6"	3'- 2"	1'- 6"	1'- 0"	7"	#4	1'-0"	#4	1'-0"	41.75	0.330
5'-0"	3'- 2"	1'- 6"	1'- 0"	7"	#4	1'-0"	#4	1'-0"	45.09	0.343
5'-6"	3'- 2"	1'- 6"	1'- 0"	7"	#4	1'-0"	#4	1'-0"	45.75	0.355
6'-0"	3'- 2"	1'- 6"	1'- 0"	7"	#4	1'-0"	#4	1'-0"	46.42	0.367
7'-0"	3'- 8"	1'- 9"	1'- 3"	7"	#4	1'-0"	#4	1'-0"	52.77	0.414
8'-0"	4'- 2"	2'- 0"	1'- 6"	8"	#5	1'-0"	#4	1'-0"	60.19	0.486
9'-0"	4'- 8"	2'- 3"	1'- 9"	8"	#4	6"	#4	6"	81.49	0.535
10'-0"	5'- 2"	2'- 6"	2'- 0"	8"	#5	6"	#4	6"	97.25	0.584
11'-0"	5'- 8"	2'- 9"	2'- 3"	8"	#6	6"	#5	6"	133.65	0.634
12'-0"	6'- 2"	3'- 0"	2'- 6"	9"	#7	6"	#5	6"	162.29	0.721

TABLE OF WINGWALL REINFORCING (2~Wings)

Bar	Size	No.	Spa
DL & DS	#5	~	1'-0"
E	#4	~	1'-0"
F	#4	~	1'-0"
G	#6	4	~
M	#4	4	~
P	#4	~	1'-0"
RL	#5	3	~
RS	#5	3	~
V	#4	~	1'-0"

TABLE OF ESTIMATED CULVERT TOEWALL QUANTITIES

Bar	Size	No.	Spa
L	#4	~	1'-6"
Q	#4	1	~
Reinf (Lb/Ft)			2.45
Conc (CY/Ft)			0.037

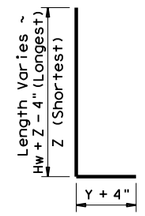
TABLE OF ESTIMATED ANCHOR TOEWALL QUANTITIES

Bar	Size	No.	Spa
K	#4	~	1'-0"
N	#5	6	~
OL	#4	3	~
OS	#4	3	~
Reinf (Lb/Ft)			9.82
Conc (CY/Ft)			0.074

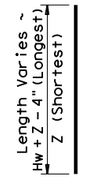
(1) Extend Bars P 3'-0" minimum into bottom slab of Box Culvert.
(2) Adjust to fit as necessary to maintain 1 ¼" clear cover and 4" minimum between bars.
(3) Quantities shown are based on an average wing height for two wings (one structure end). To determine total quantities for two wings multiply the tabulated values by 0.5(A + Lw).
(4) Recommended values of Slope are: 3:1, 4:1, & 6:1. Slope shall be 3:1 or flatter.
(5) When shown elsewhere on the plans, a 5" deep concrete riprap shall be constructed. Payment for riprap shall be as required by Item 432, "Riprap". Unless otherwise shown on the plans or directed by the Engineer, construction joints or grooved joints, oriented in the direction of flow, and shall extend across the full distance of the riprap, at intervals of approximately 20'. When such riprap is provided, the culvert toewall shown in SECTION B-B will not be required.
(6) At Contractor's option, Culvert Toewall may be ended flush with Wingwall Toewall. Adjust reinforcing from that shown as necessary.
(7) 3" min to 5'-0" max. Estimated curb heights are shown elsewhere in the plans. For structures without railing and curbs taller than 1'-0", refer to ECD standard.
(8) For vehicle safety, curbs shall project no more than 3" above finished grade. Curb heights shall be reduced, if necessary, to meet these requirements. No changes will be made in quantities and no additional compensation will be allowed for this work.
(9) Culvert Skew (limited to 15°, 30° or 45°)
(10) See "Table Of Maximum Wing Heights" for various slopes. Height is limited based on a 33'-6" maximum safety pipe runner length.
(11) Typical Wingwall angle for all skews.

TABLE OF MAXIMUM (10) WING HEIGHTS (Hw max)

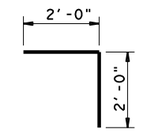
Side Slope	Hw max
3:1	11'- 5"
4:1	8'-10"
6:1	6'- 1"



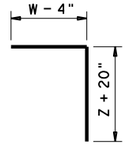
BARS J1



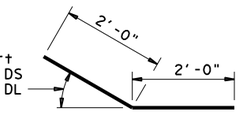
BARS V



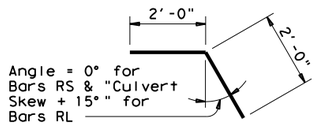
BARS L



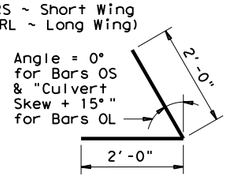
BARS J2



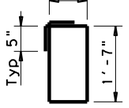
BARS DS & DL
(DS ~ Short Wing & DL ~ Long Wing)



BARS RS & RL
(RS ~ Short Wing & RL ~ Long Wing)



BARS OS & OL
(OS ~ Short Wing & OL ~ Long Wing)



BARS K
(Length = 5'-4")

WING DIMENSION CALCULATIONS:

Formulas: (All values are in Feet)
Hw = H + T + C - 0.250' (10)
A = (Hw - 0.333') (SL)
B = (A) [Tangent (Θ + 15°)]
Lw = (A) ÷ [Cosine (Θ + 15°)]

For Cast-in-place culverts:
Ltw = [(N) (S) + (N + 1) (U)] ÷ (Cosine Θ)
For Precast culverts:
Ltw = [(N) (2U + S) + (N - 1) (0.500')] ÷ (Cosine Θ)

Lc = (Ltw) - (2U) ÷ (Cosine Θ)
Atw = (Lc) + (B)
Total Wingwall Area (Two Wings ~ S.F.)
= (0.5) (Hw + 0.333') (Lw + A)

Hw = Height of Wingwall
SL:1 = Side Slope Ratio (Horizontal : 1 Vertical)
Lw = Length of Wingwall
Ltw = Culvert Toewall Length
Lc = Culvert Curb between Wings
Atw = Anchor Toewall Length
N = Number of Culvert Spans
Θ = Culvert Skew

See applicable box culvert standard for H, S, T, and U values. See Table of Maximum Wall Heights for limits on Hw.

GENERAL NOTES:

Designed according to AASHTO LRFD Specifications.

The Safety End Treatments shown herein are intended for use in those installations where out of control vehicles are likely to traverse the openings approximately perpendicular to the Pipe Runners.

Pipe Runners are designed for a traversing load of 1,800 pounds at yield as recommended by Research Report 280-1, "Safety Treatment of Roadside Cross-Drainage Structures", Texas Transportation Institute, March 1981.

All reinforcing steel shall be Grade 60.

Synthetic fibers listed on the "Fibers for Concrete" Material Producer List (MPL) may be used in lieu of steel reinforcing in riprap concrete unless noted otherwise.

All concrete shall be Class "C" and shall have a minimum compressive strength of 3600 psi.

All reinforcing bars shall be adjusted to provide a minimum of 1 ¼" clear cover.

When structure is founded on solid rock, depth of toewalls for culverts and wingwalls may be reduced or eliminated as directed by the Engineer.

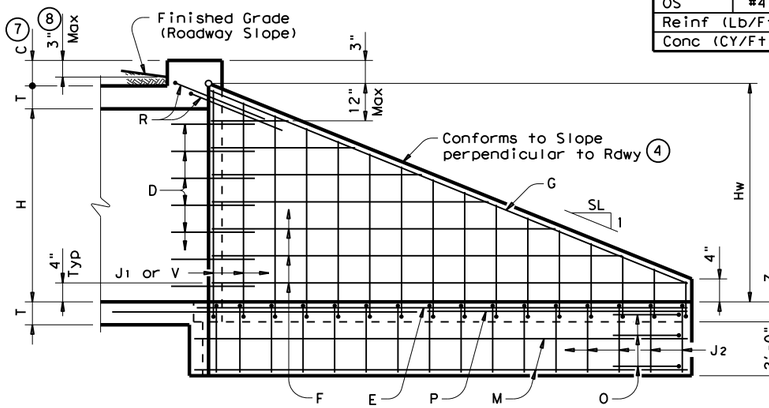
See BCS sheet for additional dimensions and information.

All bolts, nuts, washers, brackets, angles, and pipe runners are considered parts of the Safety End Treatment for payment.

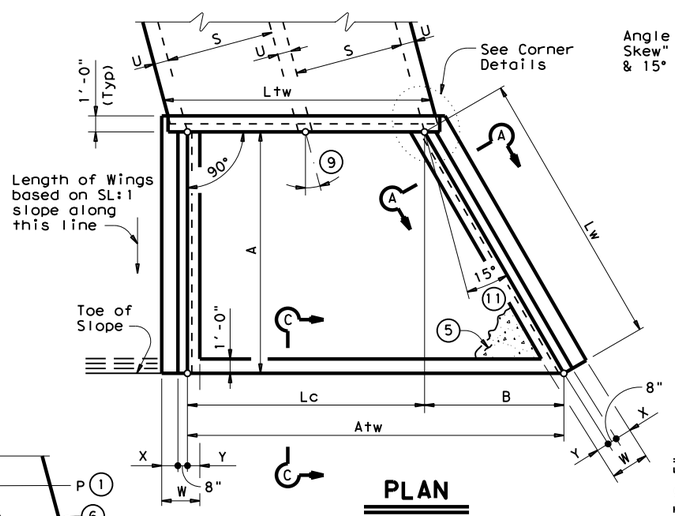
Pipe Runners shall conform to the requirements of ASTM A53 (Type E or S, Grade B), ASTM A500 (Grade B), or API 5LX52.

Bolts and nuts shall conform to ASTM A307. Steel plates shall conform to ASTM A36. All steel components, except reinforcing, shall be galvanized. Galvanizing damaged during transport or construction shall be repaired in accordance with the specifications.

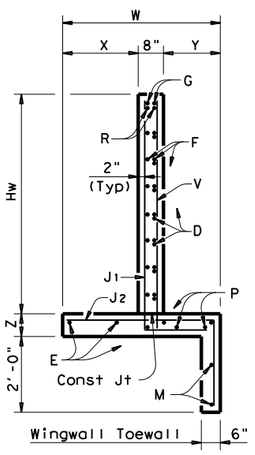
The quantities for concrete and reinforcing steel resulting from the formulas given on this sheet are for Contractor's information only.



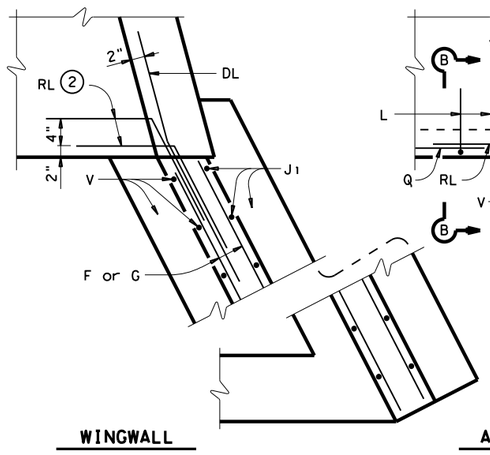
INSIDE ELEVATION OF WINGWALL
(Showing reinforcing. Culvert and Culvert Toewall reinforcing not shown for clarity.)



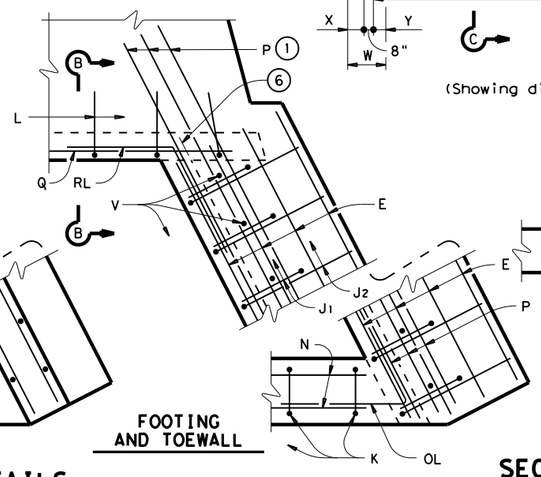
PLAN
(Showing dimensions and 15° Skew.)



SECTION A-A

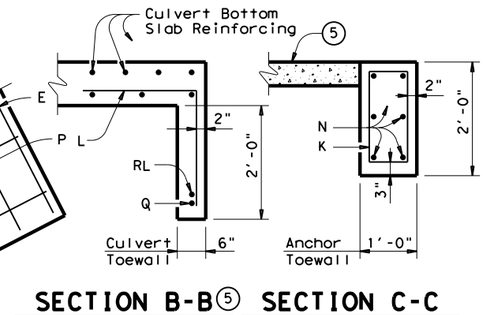


WINGWALL



FOOTING AND TOEWALL

CORNER DETAILS
(Culvert and Culvert Toewall reinforcing not shown for clarity.)



SECTION B-B (5) SECTION C-C

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TEXAS DEPARTMENT OF TRANSPORTATION ®

SAFETY END TREATMENT WITH FLARED WINGS

FOR 15°, 30° & 45° SKEW BOX CULVERTS
TYPE I ~ CROSS DRAINAGE

SETB-FW-S (MOD)

DN:	DW:	STATE	SHEET NUMBER				SHEET NO.
CK:	CK:	TEXAS	SHEET 1 OF 3				
FED. RD. DIV. NO.	STATE DIST. NO.	COUNTY	CONTROL	SECTION	JOB	HIGHWAY NO.	84
	22	VAL VERDE	0161	03	024	SS 239	

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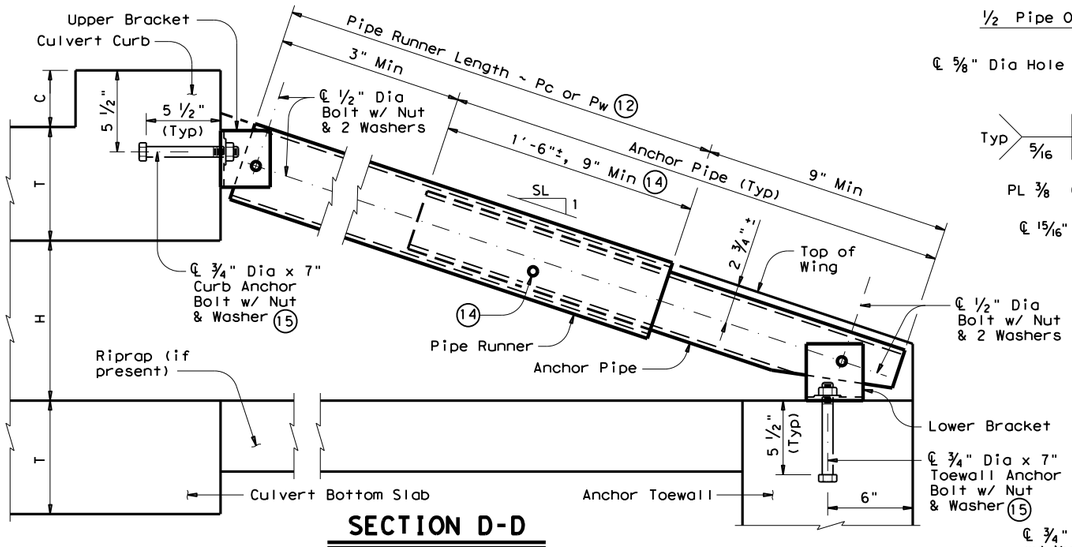
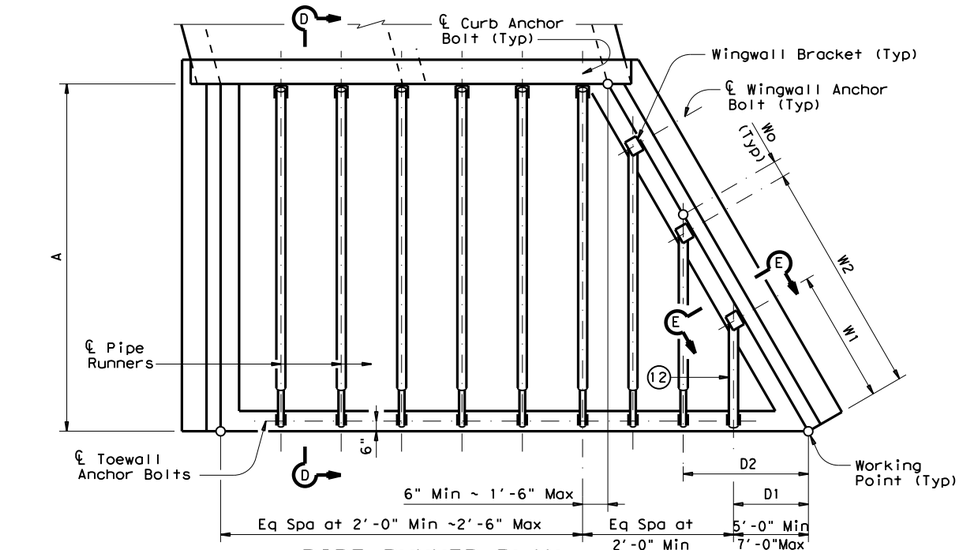
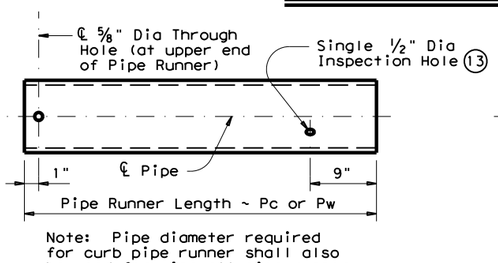


SECTION D-D

(Showing Curb Pipe Runner. Except for upper bracket, Wingwall Pipe Runners are similar.)

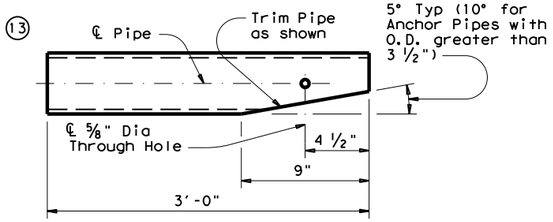


PIPE RUNNER PLAN

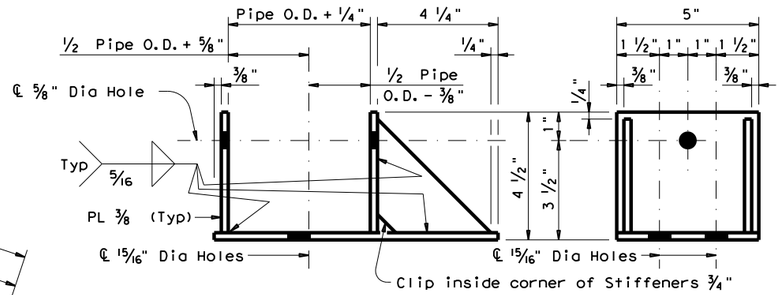


Note: Pipe diameter required for curb pipe runner shall also be used for wingwall pipe runner.

PIPE RUNNER DETAILS

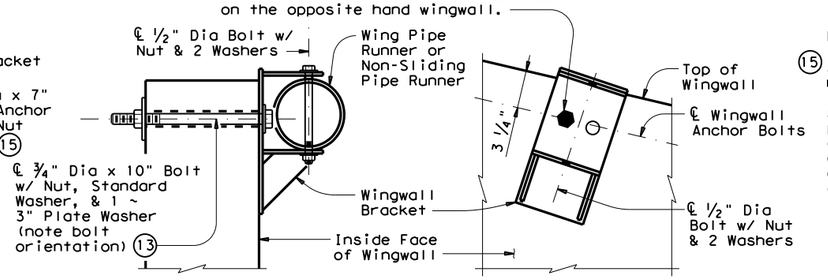


ANCHOR PIPE DETAILS



ELEVATION **SIDE VIEW**

¾" Anchor Bolt shall be installed in hole nearest to the culvert curb. Other bolt hole is intended for use on the opposite hand wingwall.

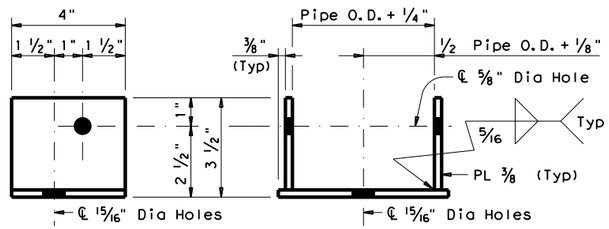


SECTION E-E (Showing installed bracket.)

ELEVATION (Showing installed bracket normal to Wall. Pipe not shown for clarity.)

Note: Wingwall Bracket shall match the Upper Curb Bracket size.

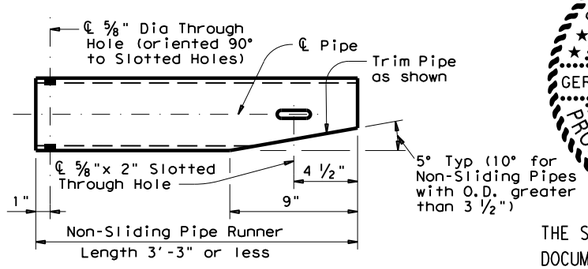
WINGWALL BRACKET DETAILS



SIDE VIEW **ELEVATION**

Note: Upper and Lower Brackets shall, except for the brackets used with Non-Sliding Pipe Runners, match the required pipe diameters as shown in the table.

UPPER & LOWER BRACKET DETAILS



Note: Pipe size shall be same as required for curb pipe runner. Adjust the corresponding Lower Bracket accordingly.

NON-SLIDING PIPE RUNNER DETAILS

MAXIMUM PIPE RUNNER LENGTHS & REQUIRED PIPE RUNNER AND ANCHOR PIPE SIZES

Maximum Pipe Runner Length (Pc or Pw)	Required Pipe Runner Size			Required Anchor Pipe Size		
	Pipe Size	Pipe O.D.	Pipe I.D.	Pipe Size	Pipe O.D.	Pipe I.D.
9'-4"	3" STD	3.500"	3.068"	2" STD	2.375"	2.067"
19'-0"	4" STD	4.500"	4.026"	3" STD	3.500"	3.068"
33'-6"	5" STD	5.563"	5.047"	4" STD	4.500"	4.026"

(12) If Pipe Runner Length Pw is 1'-9" or less, a single Non-Sliding Pipe Runner shall replace the normal Pipe Runner and Anchor Pipe. See NON-SLIDING PIPE RUNNER DETAILS for additional information.

(13) At Contractor's option, ⅞" diameter hole may be formed or cored drilled. Percussion drilling is not permitted. Adjust placement of reinforcing steel as necessary to avoid bolt holes.

(14) After installation of Pipe Runner, the ½" inspection hole shall be utilized to ensure that the lap of the Anchor Pipe with the Pipe Runner is adequate.

(15) At Contractor's option, an epoxy anchorage system may be used. Anchorage system chosen must be able to achieve an ultimate tensile resistance of 20 kips. Anchor diameter shall be ¾". The Contractor must provide evidence to the Engineer that this can be achieved. Evidence of adequate tensile resistance can be based on the manufacturer's published values of ultimate tensile strength (anchor spacing and edge distance must be accounted for). Anchor installation, including hole size, drilling, and clean-out, must be in accordance with the manufacturer's recommendations.

PIPE RUNNER DIMENSION CALCULATIONS:

Formulas:
W"n" = (K3) (D"n") - (Wo)
Pw"n" = (D"n") (K2) - (2.063)
Pw1 Non-Sliding Pipe Runner (If required) = (D1) (K2) - (0.563)
Pc = (A) (K1) - (1.688)

W"n" = Distance from Working Point to centerline Anchor Bolt measured along bottom inside face of Wing
D"n" = Distance from Working Point to centerline Pipe Runner measured along outside face of Anchor Toewall
Pw = Wingwall Pipe Runner Length
Pc = Curb Pipe Runner Length
K = Constant Values for use in formulas

Slope SL:1	K1	K2~15° Skew	K2~30° Skew	K2~45 Skew
3:1	~ 1.054	~ 1.826	~ 1.054	~ 0.609
4:1	~ 1.031	~ 1.785	~ 1.031	~ 0.595
6:1	~ 1.014	~ 1.756	~ 1.014	~ 0.585

K3 = 15° Skew ~ 2.000
30° Skew ~ 1.414
45° Skew ~ 1.155

"n" = Wing Pipe Runner Number
Wo = 15° Skew ~ 5"
30° Skew ~ 2 ½"
45° Skew ~ 1"

THE SEAL APPEARING ON THIS DOCUMENT WAS AUTHORIZED BY GERARDO RANGEL, P.E. 133699. ON 6/3/2021 2021

DocuSigned by: Gerardo Rangel FE312A7E28BA41D...

TEXAS DEPARTMENT OF TRANSPORTATION ®

SAFETY END TREATMENT WITH FLARED WINGS

FOR 15°, 30° & 45° SKEW BOX CULVERTS
TYPE I ~ CROSS DRAINAGE

SETB-FW-S (MOD)

DN:	DW:	STATE	SHEET NUMBER				SHEET NO.
CK:	CK:	TEXAS	SHEET 3 OF 3				
FED. RD. DIV. NO.	STATE DIST. NO.	COUNTY	CONTROL	SECTION	JOB	HIGHWAY NO.	85
	22	VAL VERDE	0161	03	024	SS 239	

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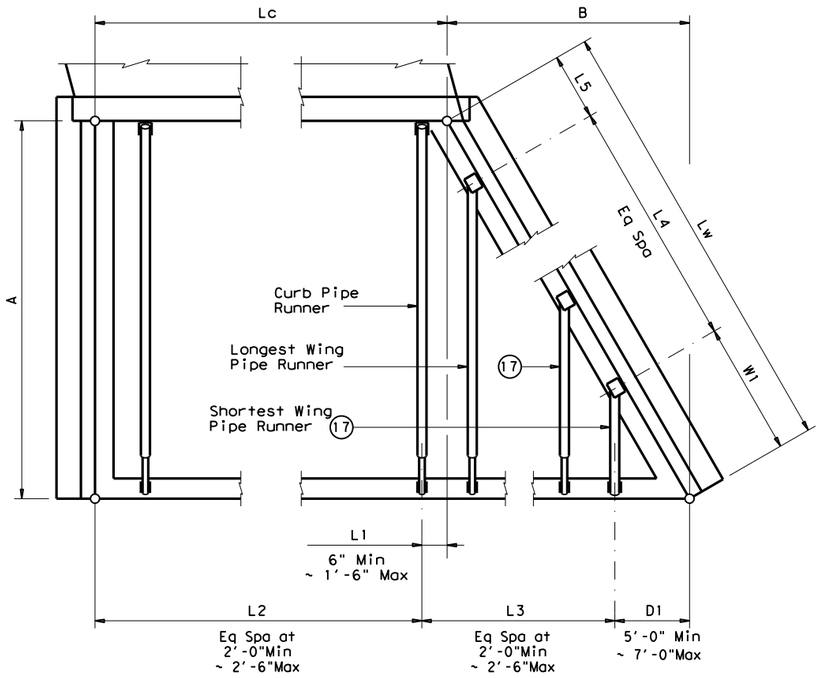
Culvert Station and/or Creek name followed by applicable end (Lt, Rt or Both) (16)	Lc	L1	L2			D1	L3			W1	L4			L5	Curb Pipe Runner (Pc)		Longest Wing Pipe Runner (Pw)	Shortest Wing Pipe Runner (Pw)	Non-Sliding Wing Pipe Runner (if applicable)	Curb, Wing, and/or Non-Sliding Pipe Runners		3'-0" Anchor Pipe	
			No. Spa	Spa at	Overall Length		No. Spa	Spa at	Overall Length		No. Spa	Spa at	Overall Length		No.	Length				Size (3",4" or 5")	Total (16) Length	Size (2",3" or 4")	Total (16) Length
	(Ft)	(Ft)		(Ft)	(Ft)	(Ft)		(Ft)	(Ft)	(Ft)		(Ft)	(Ft)	(Ft)		(Ft)	(Ft)	(Ft)	(Ft)				
DRAINAGE STRUCTURE 4 (112+00) (R)	36.062'	0.500'	15	2.371'	35.562'	5.000'	14	2.359'	33.028'	5.692'	13	2.725'	35.422'	2.219'	15	20.646'	19.167'	2.313'	2.417'	5"	451.719'	4"	84.000'



PIPE RUNNER LAYOUT

Note: Right forward culvert skew shown, actual culvert skew may be opposite hand.

(16) Quantities shown are for one structure end if Lt or Rt. Quantities shown are for two structure ends if Both.

(17) If the outermost Wing Pipe Runner is a Non-Sliding Pipe Runner, the next outermost Wing Pipe Runner shall be considered the Shortest.

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STATE OF TEXAS
GERARDO A. RANGEL JR.
133699
LICENSED
PROFESSIONAL ENGINEER

THE SEAL APPEARING ON THIS DOCUMENT WAS AUTHORIZED BY GERARDO RANGEL, P.E. 133699. ON 6/3/2021

DocuSigned by:
Gerardo Rangel
FE312A7E28BA41D...

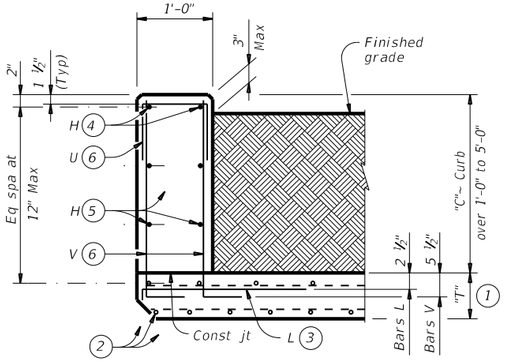
TEXAS DEPARTMENT OF TRANSPORTATION ®

SAFETY END TREATMENT WITH FLARED WINGS

FOR 15°, 30° & 45° SKEW BOX CULVERTS
TYPE I ~ CROSS DRAINAGE

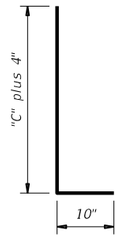
SETB-FW-S (MOD)

DN:	DW:	STATE	SHEET NUMBER				SHEET NO.
CK:	CK:	TEXAS	SHEET 3 OF 3				
FED.RD. DIV.NO.	STATE DIST.NO.	COUNTY	CONTROL	SECTION	JOB	HIGHWAY NO.	86
6	22	VAL VERDE	0161	03	024	SS 239	

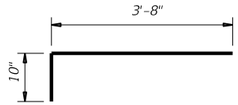


TYPICAL SECTION

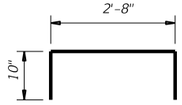
Used for curbs over 1'–0" to 5'–0"



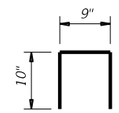
BARS V (#5) (6)
Spaced at 12" Max



BARS L (#5) (3)
Spaced at 12" Max



OPTIONAL BARS L (#5) (3) (7)
Spaced at 12" Max



BARS U (#4) (6)
Spaced at 12" Max

(1) "T" is equal to the culvert top slab thickness. For precast boxes with slabs less than 8" thick, see SCP-MD standard for additional details.

(2) Adjust normal culvert slab bars as necessary to clear obstructions.

(3) Place bars L as shown. Tilt hook as necessary to maintain cover.

(4) Place normal culvert curb bars H(#4) as shown. Adjust as necessary to clear obstructions.

(5) Additional bars H(#4) as required to maintain 12" Max spacing.

(6) Replace normal culvert curb bars K with one bar U and two bars V as shown spaced at 12" Max. Adjust length of bars V as necessary to maintain clear cover.

(7) Optional bars L are to be used only for precast box culverts with 3'–0" closure pour.

(8) Quantities shown are for Contractor's information only. Quantities are per linear foot of curb length. The value in table can be interpolated for intermediate values of curb height, "C". Quantity includes bars K (when applicable).

TABLE OF ESTIMATED CURB QUANTITIES (8)

Curb Height "C"	Conc (CY/LF)	Reinf Steel (Lb/LF)
1'–0"	0.037	10.4
1'–6"	0.056	14.5
2'–0"	0.074	15.6
2'–6"	0.093	18.0
3'–0"	0.111	19.0
3'–6"	0.130	21.3
4'–0"	0.148	22.4
4'–6"	0.167	24.8
5'–0"	0.185	25.9

CONSTRUCTION NOTES:

Adjust reinforcing steel as necessary to provide 1 ¼" cover.

For vehicle safety, top of the curb must not project more than 3" above the finished grade.

MATERIAL NOTES:

Provide Grade 60 reinforcing steel.

Provide galvanized reinforcing steel if required elsewhere in the plans.

Provide Class "C" concrete (f'_c = 3,600 psi) minimum for curbs.

Provide bar laps, where required, as follows:

- Uncoated or galvanized ~ #4 = 1'–8" Min

GENERAL NOTES:

Designed according to AASHTO LRFD Bridge Design Specifications.

These extended curb details have sufficient strength to allow for future retrofit of Type T631 or T631LS railing. These details are suitable for use with PR11, PR22 and PR3 type rails. These details are not suitable for the mounting of other rail types. For new construction using T631 or T631LS railing, use the T631-CM standard.

This Curb is considered as part of the Box Culvert for payment.

Cover dimensions are clear dimensions, unless noted otherwise.

Reinforcing bar dimensions shown are out-to-out of bar.

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Texas Department of Transportation

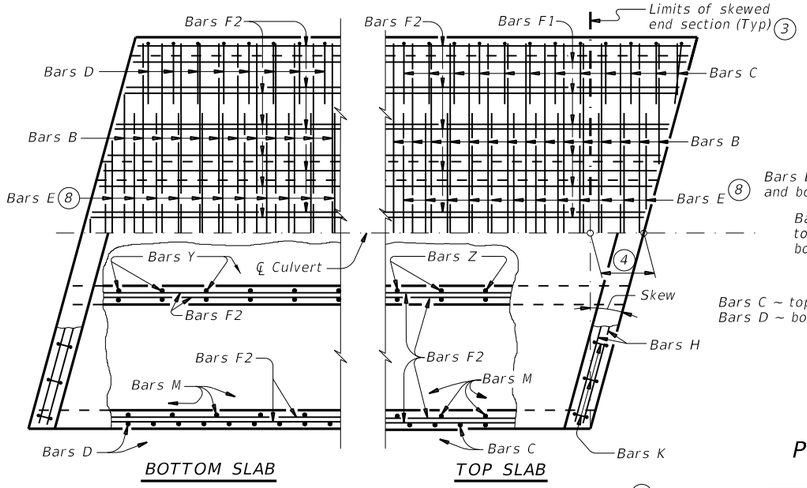
Bridge Division Standard

EXTENDED CURB DETAILS

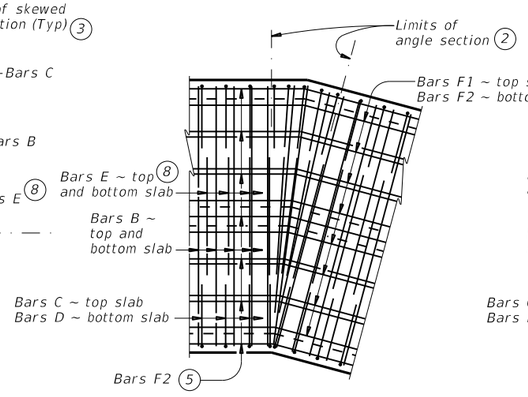
FOR BOX CULVERTS WITH CURBS OVER 1'-0" TO 5'-0" TALL

ECD

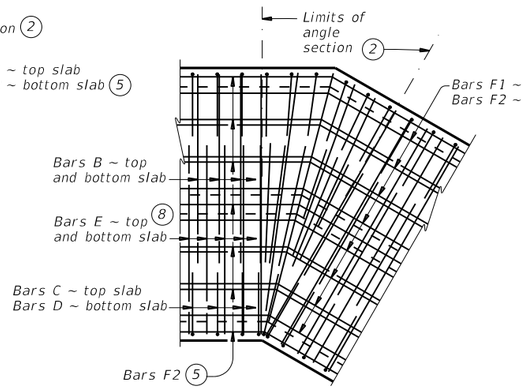
FILE: ecdstde1-20.dgn	DN: GAF	CK: TxDOT	DW: TxDOT	CK: GAF
©TxDOT February 2020	CONT	SECT	JOB	HIGHWAY
REVISIONS	0161	03	024	SS 239
	DIST	COUNTY		SHEET NO.
	22	VAL VERDE		87



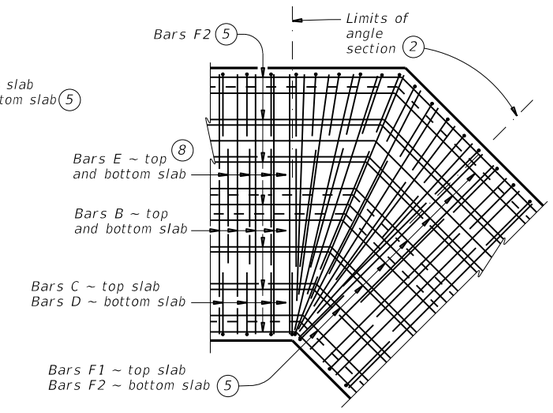
PLAN OF SKEWED ENDS ~ FROM 0° TO 15° 7



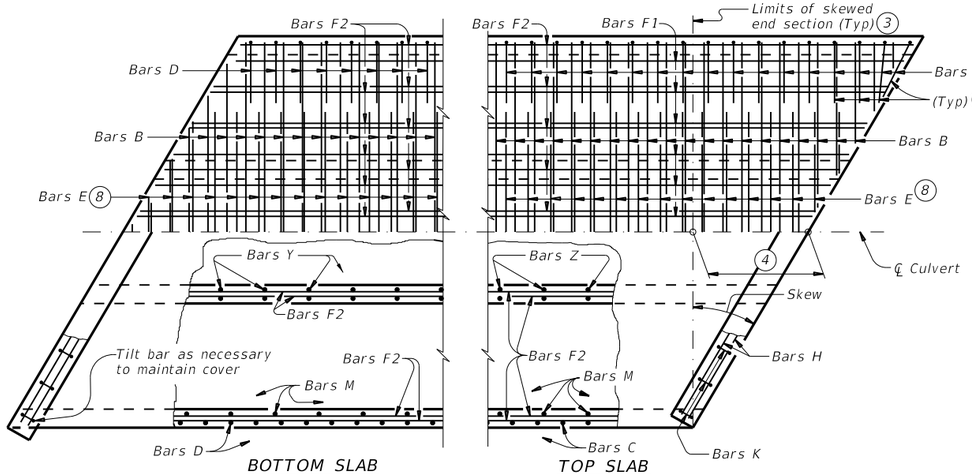
PLAN OF ANGLE SECTION ~ FROM 0° TO 15°



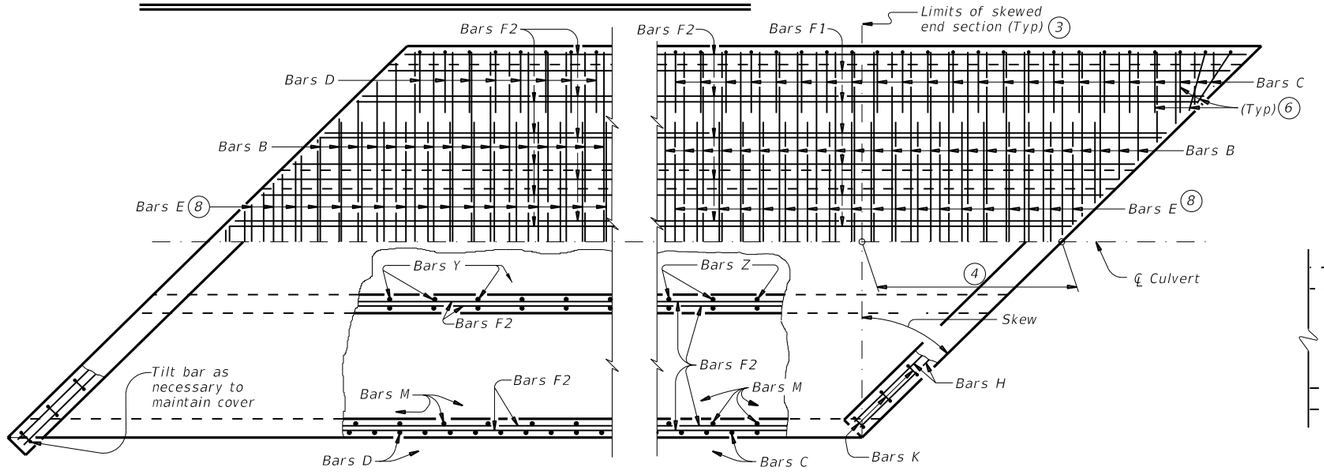
PLAN OF ANGLE SECTION ~ OVER 15° TO 30°



PLAN OF ANGLE SECTION ~ OVER 30° TO 45°



PLAN OF SKEWED ENDS ~ OVER 15° TO 30°



PLAN OF SKEWED ENDS ~ OVER 30° TO 45°

(1) For skewed box culverts with less than 2'-0" of fill, break back the top slab to provide a 1'-10" minimum lap of the existing longitudinal bars with the longitudinal bars in the extension.

For non-skewed box culverts with less than 2'-0" of fill and for skewed or non-skewed culverts with a fill depth of 2'-0" or greater, break back the top slab to provide a 1'-10" minimum lap of the existing longitudinal bars with the longitudinal bars in the extension. Alternatively, if the box is non-skewed, embed #6 anchor bars with a Type III, Class C, D, E, or F anchor adhesive into the existing walls, top and bottom slab at 1'-6" center-to-center spacing. Minimum embedment depth is 8". Anchor adhesive chosen must be able to achieve a basic bond strength in tension, Nba, of 26.4 kips. Submit signed and sealed calculations or the manufacturer's published literature showing the proposed anchor adhesive's ability to develop this load to the Engineer for approval prior to use. Anchor installation, including hole size, drilling, and clean out, must be in accordance with Item 450, "Railing." Test adhesive anchors in accordance with Item 450.3.3, "Tests." Test 3 anchors per 100 anchors installed.

Break back wings and apron as necessary to install the extension. Clean and extend the exposed wingwall and apron reinforcing into the extension. When lengthening existing box culverts with dimensions different than current standard dimensions, form horizontal and vertical transitions as directed by the Engineer. Match bottom slabs to maintain an uninterrupted flow line. Field bend existing and new reinforcing into transitions and maintain specified cover requirements. For top slabs of culverts with overlay, with 1-to-2 course surface treatment, or with the top slab as the final riding surface, adjust the "H" dimension to provide a smooth riding surface.

(2) When the spacing between Bars B or Bars E becomes less than half of the normal spacing, cut bars to avoid conflict.

(3) The length of Bars B and Bars E will vary in the skewed end sections.

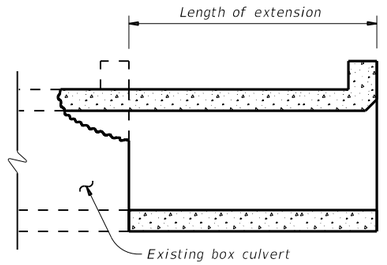
(4) [One half of overall width] x [tangent of the skew angle]

(5) Place Bars F1 and F2 continuously through the angle section. Bend Bars F1 and F2 to remain parallel to the walls of the box culvert.

(6) When necessary to avoid conflict in acute corners, shorten the slab extension leg of Bars C and Bars D to a minimum of 1'-6" for skews of 30° thru 45°.

(7) At the Contractor's option, for skews of 15° or less, place Bars B, C, D, and E parallel to the skewed end while maintaining spacing along centerline of box. Increase lengths of Bars B and Bars E shown on the Multiple Box Culverts Cast-In-Place (MC) standard sheets to accommodate the skew.

(8) Extend Bars E as shown on the MC standard sheet for direct traffic culverts.



LENGTHENING DETAIL (1)

CONSTRUCTION NOTES:

Do not use permanent forms.
When required, lap Bars H 1'-8" for uncoated or galvanized bars.
Provide a minimum of 1 ½" clear cover.

MATERIAL NOTES:

Provide Grade 60 reinforcing steel.
Provide galvanized reinforcing steel, if required elsewhere in the plans.
Provide Class C concrete (f'c = 3,600 psi) with these exceptions: provide Class S concrete (f'c = 4,000 psi) for top slabs of culverts with overlay, with 1-to-2 course surface treatment, or with the top slab as the final riding surface.

GENERAL NOTES:

Designed according to AASHTO LRFD Bridge Design Specifications.
Refer to Multiple Box Culverts Cast-in-Place (MC) standard sheets for details of straight sections of culvert.
For skewed sections and angle sections, refer to Multiple Box Culverts Cast-in-Place (MC) standard sheets for slab and wall dimensions, bar sizes, maximum bar spacing, and any other details not shown.
For skewed ends with curbs, adjust length of Bars H, number of Bars K, curb concrete volume, and reinforcing steel weight by dividing the values shown on the Multiple Box Culverts Cast-In-Place (MC) standard sheets by the cosine of the skew angle.

Cover dimensions are clear dimensions, unless noted otherwise.

HL93 LOADING

Texas Department of Transportation

Bridge Division Standard

MULTIPLE BOX CULVERTS CAST-IN-PLACE MISCELLANEOUS DETAILS

MC-MD

FILE: mc-mdste-20.dgn	DN: TxDOT	CK: TxDOT	DW: TxDOT	CK: TxDOT
©TxDOT February 2020	CONT	SECT	JOB	HIGHWAY
REVISIONS	0161	03	024	SS 239
	DIST	COUNTY		SHEET NO.
	22	VAL VERDE		88

DATE: 6/3/2021 9:40:22 AM
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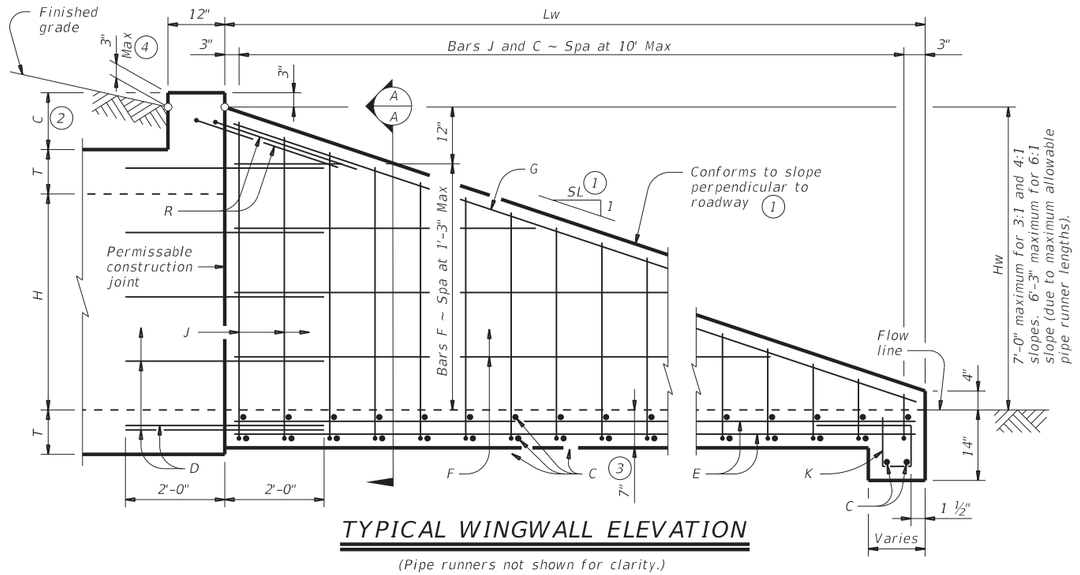
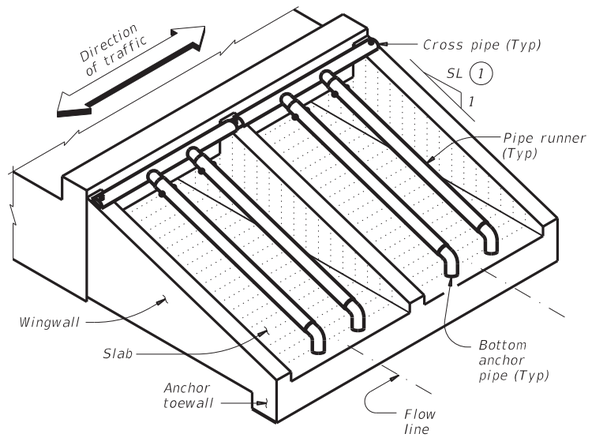


TYPICAL WINGWALL ELEVATION

(Pipe runners not shown for clarity.)



ISOMETRIC VIEW OF TYPICAL INSTALLATION

WING DIMENSION CALCULATIONS:

$Hw = H + T + C - 0.250'$

$Lw = (Hw - 0.333') (SL)$

For cast-in-place culverts:

$Atw = (N) (S) + (N + 1) (U)$

For precast culverts:

$Atw = (N) (2U + S) + (N - 1) (0.500')$

Total Wingwall Area (SF)
$= (0.5) (Hw + 0.333') (Lw) (N + 1)$

Total Concrete Volume (CY)
$= [(\text{Wingwall Area}) (0.583') + (Lw) (Atw) (0.583') + (Atw) (1.167') (1.167' - 0.583')] \div (27)$

PIPE RUNNER DIMENSION CALCULATIONS:

Pipe Runner Length
$= (Lw) (K1) - (1.917')$

Total Reinforcing (Lb)
$= (1.55) (Lw) (Atw) + (4.43) (Atw) + (K2) (Hw) (N + 1) (\sqrt{Lw})$

C = Height of curb above top of top slab (feet)
Hw = Height of wingwall (feet)
K = Constant value for use in formulas

Slope SL:1	K1	K2
3:1	~ 1.054 ~	7.45
4:1	~ 1.031 ~	8.49
6:1	~ 1.014 ~	10.30

Atw = Anchor toewall length (feet)
Lw = Length of wingwall (feet)
N = Number of culvert barrels
SL:1 = Side slope ratio (horizontal : 1 vertical)

See applicable box culvert standard for H, S, T, and U values.

MATERIAL NOTES:

Provide Grade 60 reinforcing steel.

Provide galvanized reinforcing steel if required elsewhere in the plans.

Adjust reinforcing as necessary to provide a minimum clear cover of 1 ½".

Provide Class "C" concrete (f`c = 3,600 psi).

Provide pipe runners, cross pipes, and anchor pipes meeting the requirements of ASTM A53 (Type E or S, Gr B), ASTM A500 Gr B, or API 5LX52.

Provide ASTM A307 bolts.

Galvanize all steel components, except the concrete reinforcing, unless required elsewhere in the plans, after fabrication.

Repair galvanizing damaged during transport or construction in accordance with the Item 445, "Galvanizing".

GENERAL NOTES:

Designed according to AASHTO LRFD Bridge Design Specifications.

The safety end treatments shown herein are intended for use in those installations where out of control vehicles are likely to traverse the openings approximately perpendicular to the pipe runners.

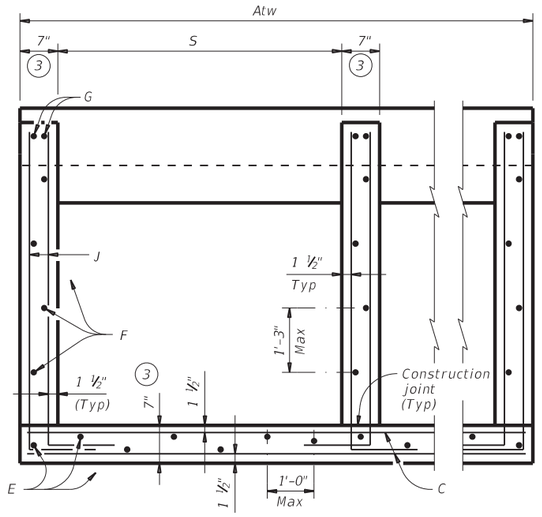
Pipe runners are designed for a traversing load of 1,800 pounds at yield as recommended by Research Report 280-1, "Safety Treatment of Roadside Cross-Drainage Structures", Texas Transportation Institute, March 1981.

The quantities for pipe runners, reinforcing steel, and concrete resulting from the formulas given herein are for Contractor's information only.

See the Box Culvert Supplement (BCS) standard sheet for additional dimensions and information.

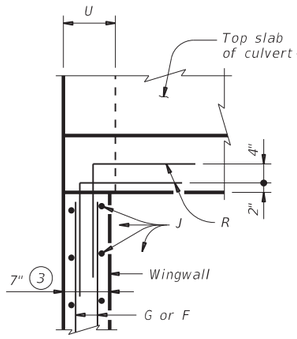
Alternate design drawings bearing the seal of a professional engineer will be acceptable for precast construction of the safety end treatments.

Cover dimensions are clear dimensions, unless noted otherwise. Reinforcing dimensions are out-to-out of bars.



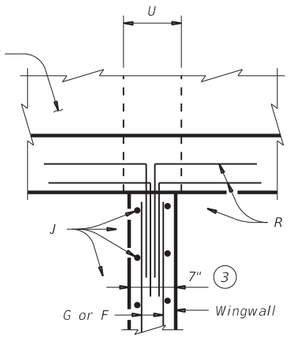
SECTION A-A

(Showing typical wingwall and wing slab reinforcing. Pipe runners not shown for clarity.)



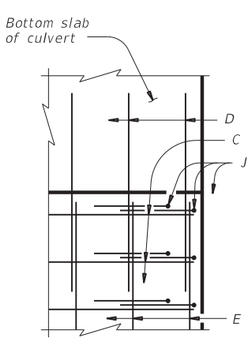
AT TOP OF EXTERIOR WINGWALL

(Cast-in-place culvert)



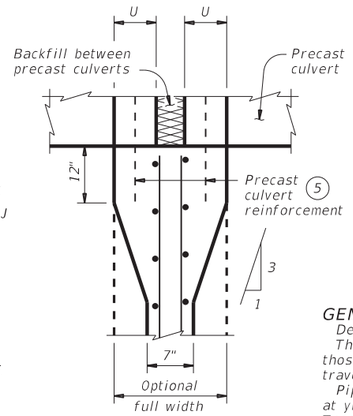
AT TOP OF INTERIOR WINGWALL

(Cast-in-place culvert)



AT OUTSIDE OF BOTTOM SLAB

(Cast-in-place culvert)



AT INTERIOR WINGWALL

(Precast culvert)

PLAN VIEWS OF CORNER DETAILS

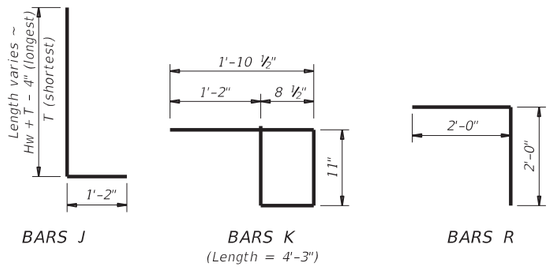


TABLE OF REINFORCING BAR SIZES AND SPACING		
Bar	Size	Spacing
C	#4	10" Max
D	#4	Match F and E
E	#4	1'-0" Max
F	#4	1'-3" Max
G	#6	As shown
J	#4	10" Max
K	#4	1'-0" Max
R	#4	As shown

(1) Recommended values of slope are: 3:1, 4:1, and 6:1. Provide 3:1 or flatter slope.

(2) 0" Min to 5'-0" Max. Estimated curb heights are shown elsewhere in the plans. For structures without railing and curbs taller than 1'-0", refer to the Extended Curb Details (ECD) standard sheet.

(3) Wingwall and slab thicknesses may be the same as the adjacent culvert wall and slab thicknesses (7" minimum). If thicknesses greater than the minimum (7") are used, no changes will be made in quantities and no additional compensation will be allowed.

(4) For vehicle safety, reduce curb height, if necessary, to provide a maximum 3" projection. No changes will be made in quantities and no additional compensation will be allowed for this work.

(5) For culverts with C = 0", the precast culvert reinforcing may extend 1'-0" minimum into wingwall. Wingwall Bars D and R may be omitted. Otherwise, refer to the Wingwall Connection detail on the Box Culvert Precast Miscellaneous Details (SCP-MD) standard sheet.

SHEET 1 OF 2

Texas Department of Transportation

Bridge Division Standard

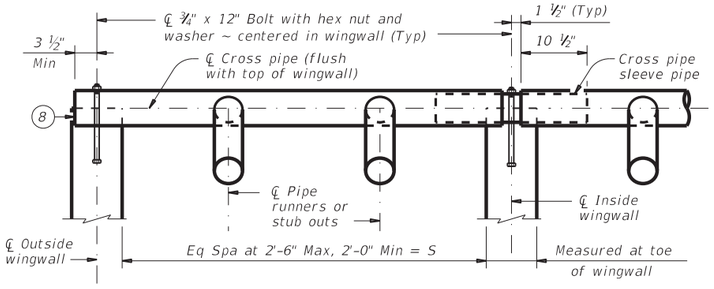
SAFETY END TREATMENT

FOR 0° SKEW BOX CULVERTS (MAXIMUM Hw = 7'-0") TYPE I ~ CROSS DRAINAGE

SETB-CD

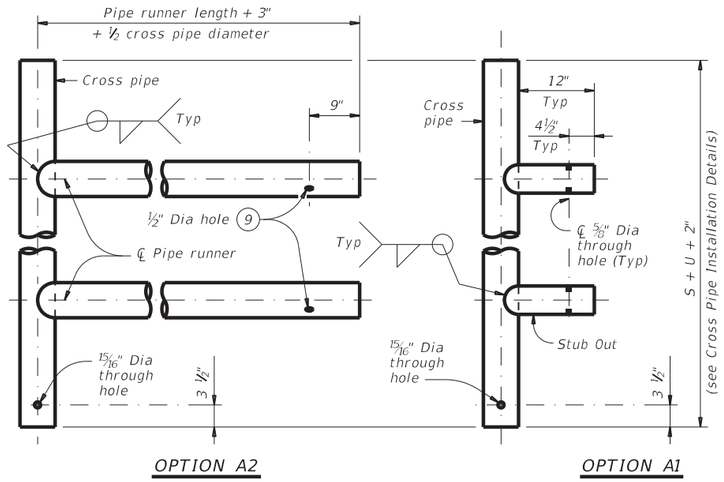
FILE: setbcdse-20.dgn	DN: GAF	CK: CAT	DW: TxDOT	CK: TxDOT
©TxDOT February 2020	CONT	SECT	JOB	HIGHWAY
REVISIONS	0161	03	024	SS 239
	DIST	COUNTY		SHEET NO.
	22	VAL VERDE		89

DATE: 6/3/2021 9:40:25 AM
FILE: ...\Drainage\Setbcdse-20.dgn

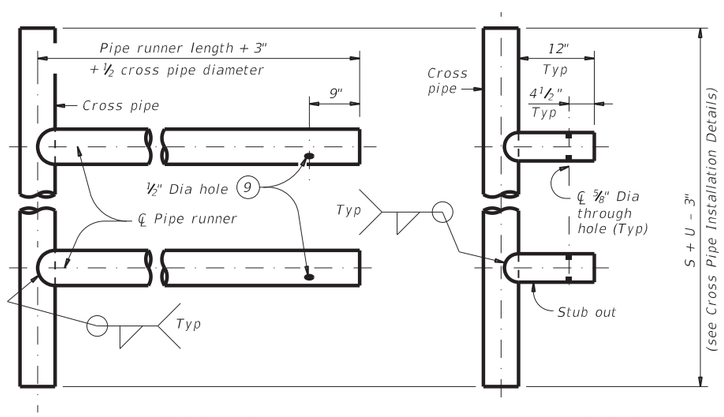


NOTE: At Contractor's option, make the cross pipe continuous across the inside wingwalls. If option is selected, omit the sleeve pipe and make a 15⁄16" diameter through hole in the cross pipe to accept the anchor bolt at the centerline of each inside wingwall.

CROSS PIPE INSTALLATION DETAILS

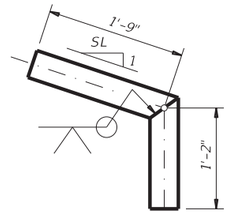


FOR USE IN OUTSIDE CULVERT BAY

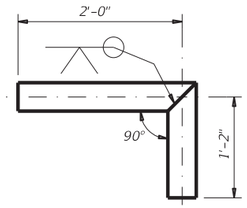


FOR USE IN INSIDE CULVERT BAY

CROSS PIPE AND CONNECTIONS DETAILS

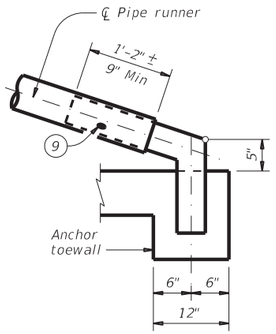


OPTION A

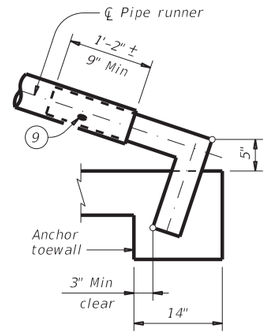


OPTION B

BOTTOM ANCHOR PIPE DETAILS (10)



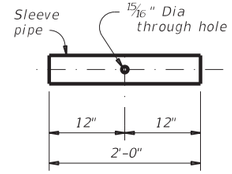
OPTION B1



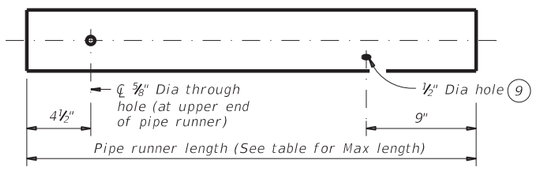
OPTION B2

BOTTOM ANCHOR TOEWALL DETAILS

(Wingwall not shown for clarity.)

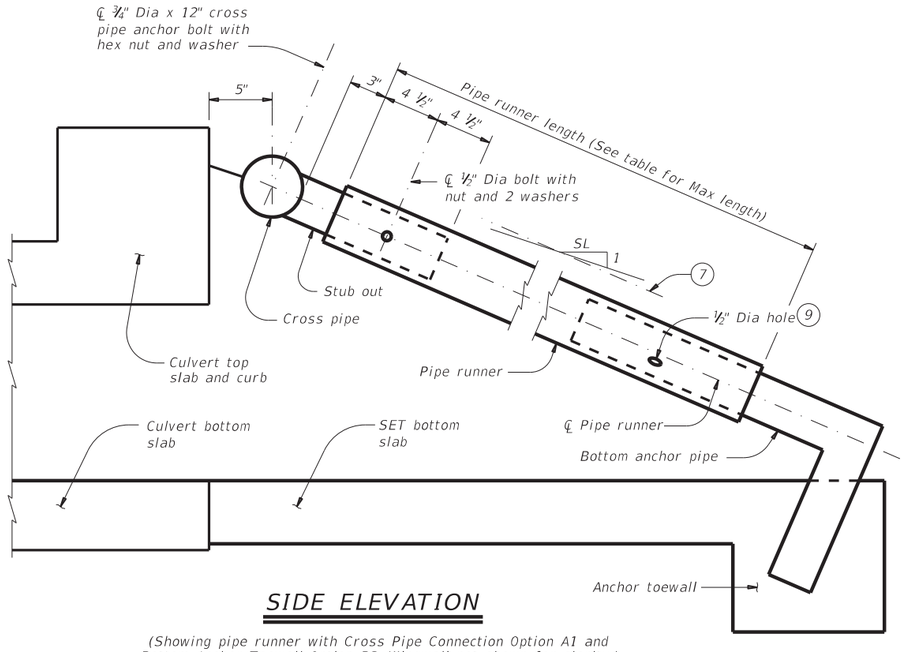


CROSS PIPE SLEEVE PIPE DETAILS



NOTE: The separate pipe runner shown is required when Cross Pipe Connection Option A1 is used.

PIPE RUNNER DETAILS



SIDE ELEVATION

(Showing pipe runner with Cross Pipe Connection Option A1 and Bottom Anchor Toewall Option B2. Wingwall not shown for clarity.)

(6) Cross pipe is the same size as the pipe runner. Cross pipe stub out is the same size as the anchor pipe.

(7) Note that actual slope of safety pipe runner may vary slightly from side slope.

(8) Take care to ensure that riprap concrete does not flow into the cross pipe so as to permit disassembly of the bolted connection to allow cleanout access.

(9) After installation, inspect the 1#2" hole to ensure that the lap of the safety pipe runner with the bottom anchor pipe is adequate.

(10) At fabricator's option, a heat bend to a smooth 5" radius or a manufactured elbow (of the same material as the runner) may be substituted for the mitered and welded joint in the bottom anchor pipe.

MAXIMUM PIPE RUNNER LENGTHS AND (6) REQUIRED PIPE RUNNER AND ANCHOR PIPE SIZES

Maximum Pipe Runner Length	Required Pipe Runner Size			Required Anchor Pipe Size		
	Pipe Size	Pipe O.D.	Pipe I.D.	Pipe Size	Pipe O.D.	Pipe I.D.
10'- 0"	3" STD	3.500"	3.068"	2" STD	2.375"	2.067"
19'- 8"	4" STD	4.500"	4.026"	3" STD	3.500"	3.068"
34'- 2"	5" STD	5.563"	5.047"	4" STD	4.500"	4.026"

SHEET 2 OF 2

Texas Department of Transportation | Bridge Division Standard

SAFETY END TREATMENT

FOR 0° SKEW BOX CULVERTS
(MAXIMUM Hw = 7'-0")
TYPE I ~ CROSS DRAINAGE

SETB-CD

FILE: setbcdse-20.dgn	DN: GAF	CK: CAT	DW: TxDOT	CK: TxDOT
©TxDOT February 2020	CONT	SECT	JOB	HIGHWAY
REVISIONS	0161	03	024	SS 239
	DIST	COUNTY		SHEET NO.
	22	VAL VERDE		90

DATE: 6/3/2021 9:40:25 AM
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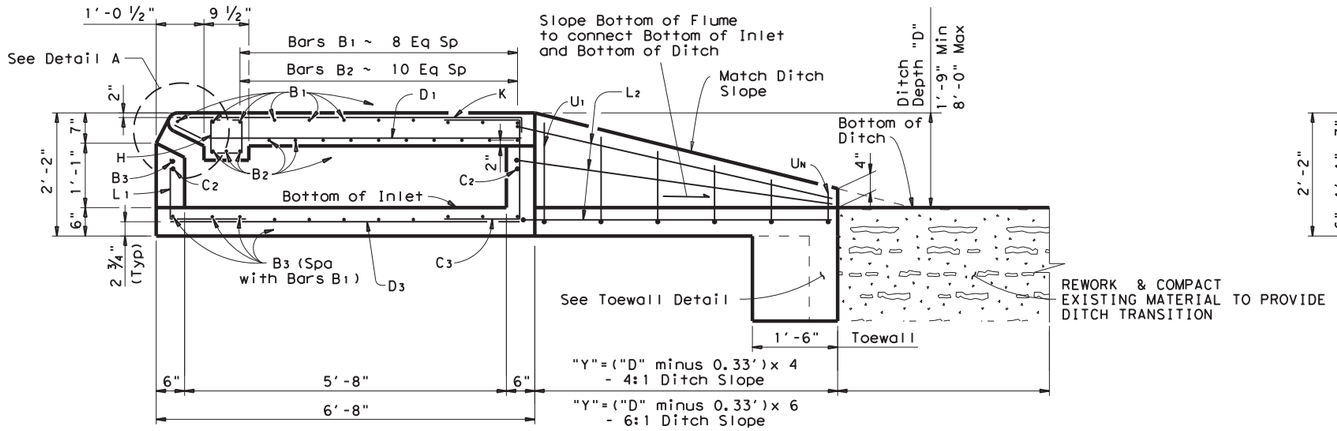
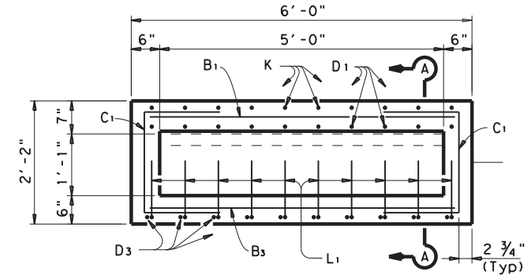
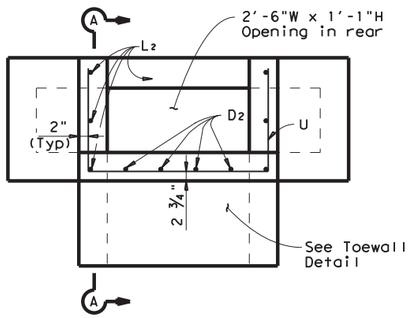


SECTION A-A



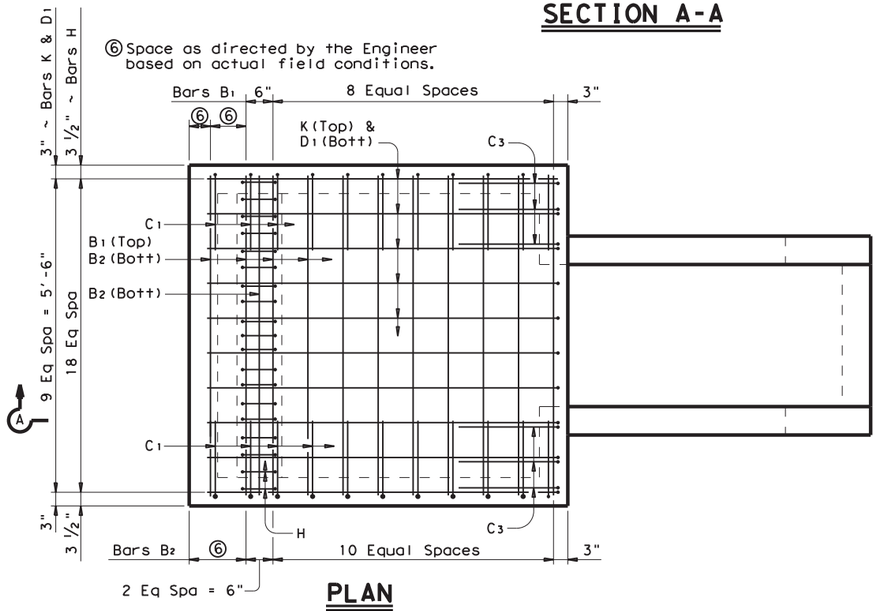
ELEVATION

(At front of inlet)



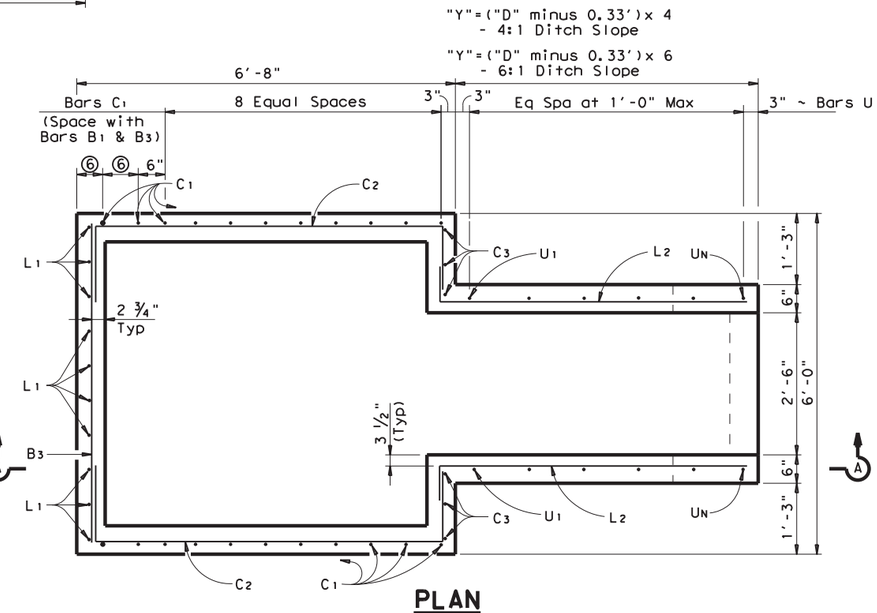
ELEVATION

(At rear of inlet)



PLAN

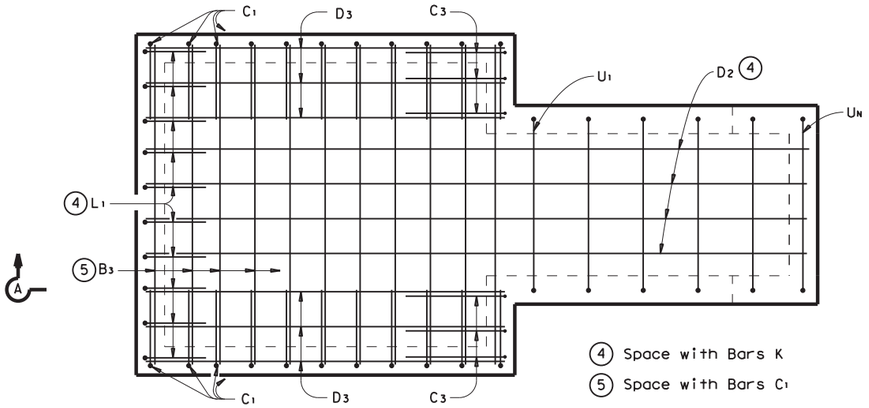
(Showing Top Slab Reinforcing, Some B2 Bars not shown for clarity)



PLAN

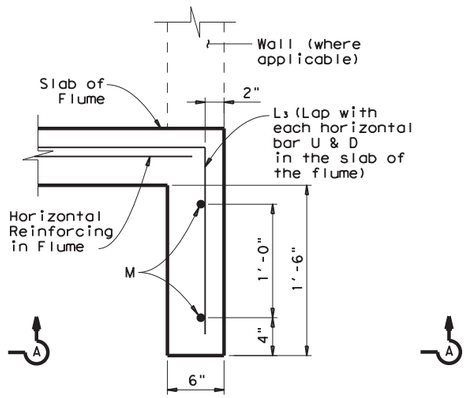
(Showing Dimensions & Wall Reinforcing)

DETAIL A



PLAN

(Showing Bottom Slab Reinforcing)



TOEWALL DETAIL

STATE OF TEXAS
GERARDO A. RANGEL JR.
133699
LICENSED
PROFESSIONAL ENGINEER

THE SEAL APPEARING ON THIS DOCUMENT WAS AUTHORIZED BY GERARDO RANGEL, P.E. 133699. ON 6/3/2021

DocuSigned by: Gerardo Rangel EF312A7E28BA41D...

SHEET 1 OF 2

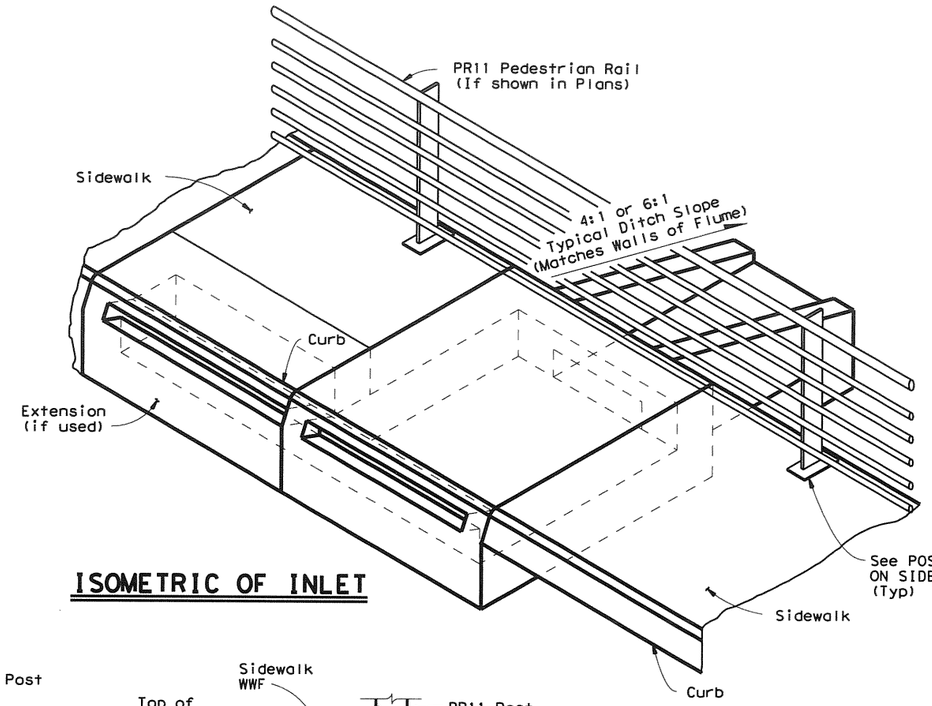
Texas Department of Transportation
Laredo District

CURB INLET COMPLETE TY C1 MOD & MOD 2

FOR DITCH DISCHARGE WITH 6 FT SIDEWALK

FILE: bc61701.dgn	DN: MDH	CK:	DW: RGS	CK: MDH
©TxDOT MAY 2003	DISTRICT	FEDERAL AID PROJECT		SHEET
REVISIONS	22			91
	COUNTY	CONTROL	SECT	JOB	HIGHWAY
	VAL VERDE	0161	03	024$S	239

6/3/2021 JTOVIAST ...\Curb Inlet Spec 5ft.dgn



ISOMETRIC OF INLET

EXTENSION QUANTITIES

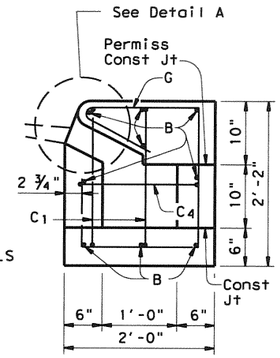
Ext	"X"	Cl "A" Conc	Reinf Steel
No.	Ft	CY	Lb
1	5	0.7	104
2	10	1.2	190
3	15	1.8	277
4	20	2.4	366

TABLE OF ESTIMATED QUANTITIES (7)

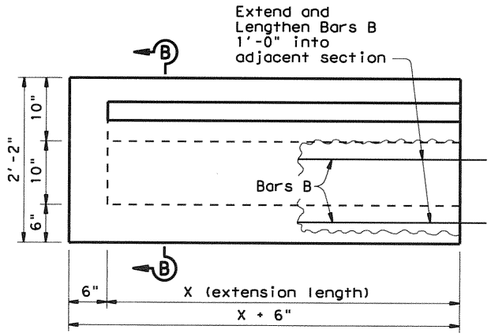
4:1 DITCH SLOPE					6:1 DITCH SLOPE				
Bar	No.	Size	Length	Weight	Bar	No.	Size	Length	Weight
B_1	11	# 5	5'- 8"	65	B_1	11	# 5	5'- 8"	65
B_2	13	# 5	5'- 8"	77	B_2	13	# 5	5'- 8"	77
B_3	11	# 4	5'- 8"	42	B_3	11	# 4	5'- 8"	42
C_1	22	# 4	4'- 4"	64	C_1	22	# 4	4'- 4"	64
C_2	2	# 4	8'-10"	12	C_2	2	# 4	8'-10"	12
C_3	6	# 4	3'- 7"	14	C_3	6	# 4	3'- 7"	14
D_1	10	# 4	6'- 1"	41	D_1	10	# 4	6'- 1"	41
D_2	4	# 4	17'- 0" (8)	45	D_2	4	# 4	22'- 4" (8)	60
D_3	6	# 4	6'- 4"	25	D_3	6	# 4	6'- 4"	25
H	19	# 3	2'- 1"	15	H	19	# 3	2'- 1"	15
K	10	# 4	6'- 4"	42	K	10	# 4	6'- 4"	42
L_1	10	# 4	2'- 9"	18	L_1	10	# 4	2'- 9"	18
L_2	6	# 4	12'- 0"	48	L_2	6	# 4	17'- 4"	70
L_3	8	# 4	3'- 0"	16	L_3	8	# 4	3'- 0"	16
M	2	# 4	5'- 4"	7	M	2	# 4	5'- 4"	7
U_{1-6}	12	# 4	5'- 4"Av	43	U_{1-9}	17	# 4	5'- 4"Av	61
Reinforcing Steel			Lb	574	Reinforcing Steel			Lb	629
Class "A" Concrete			CY	3.6	Class "A" Concrete			CY	4.1

(7) Based upon a ditch depth "D" of 3 ft.
For each 1 ft variation in dimension "Y" adjust:
Bars D_2 and L_2 length by 1 ft.
Number of Bars U by 1.
Reinforcing Steel Total by 10 lbs.
Cl. A Conc Total by 0.1 CY.

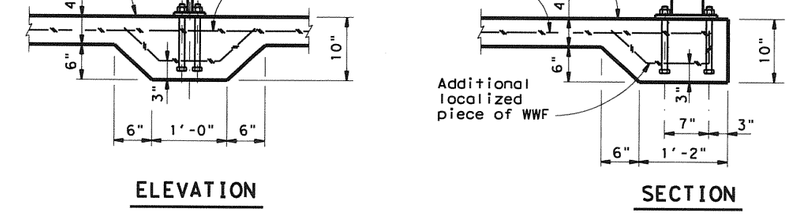
(8) Length = Y Plus 5'-4".



SECTION B-B



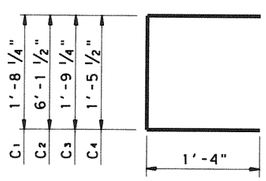
EXTENSION ELEVATION



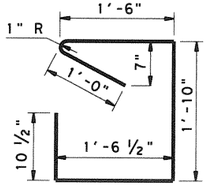
ELEVATION

SECTION

POST MOUNTING ON SIDEWALK DETAILS



BARS C



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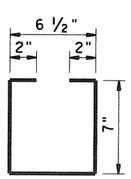
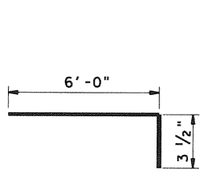
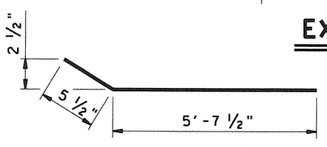


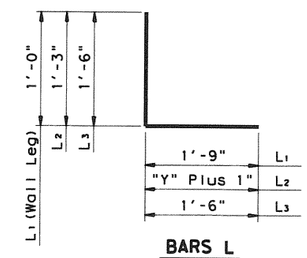
BARS H



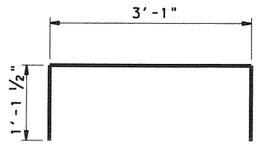
BARS K



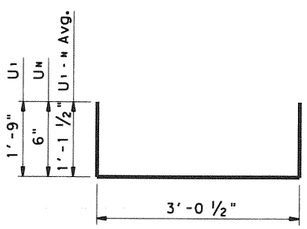
BARS D_1



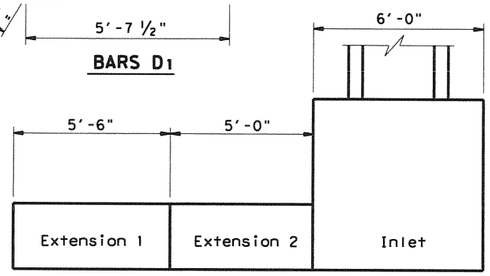
BARS L



BARS M



BARS U



Note: If more than one extension is required, they should all be located on one side as indicated above. No slope is required in flowline of extension.

EXTENSION PLACEMENT

GENERAL NOTES:

Quantities shown herein are for Contractor's information only. Unless otherwise shown in the plans, payment will be made for as per Item 465, "Junction Boxes, Manholes, and Inlets" by the type, size, and extension placement. Extensions are subsidiary to respective inlet items.

Each five foot curb opening of extension is considered "one extension" regardless of whether placed monolithically or precast. Extension length shall be in multiples of 5 feet.

Alternate design drawings bearing the seal of a registered professional engineer will be acceptable for precast construction of inlets.

When approved by the Engineer opening configurations of equivalent hydraulic design may be furnished.

Shop drawings will not be required.

The Contractor may with the approval of the Engineer furnish inlets of equivalent structural design.

In areas of conflict, reinforcing steel shall be bent or adjusted to clear as directed by the Engineer.

STATE OF TEXAS
GERARDO A. RANGEL JR.
133699
LICENSED
PROFESSIONAL ENGINEER

THE SEAL APPEARING ON THIS DOCUMENT WAS AUTHORIZED BY GERARDO RANGEL, P.E. 133699.

ON 6/8/2021

Designed by:
Gerardo Rangel
FE312A7E28BA41D...

Texas Department of Transportation
Laredo District

CURB INLET COMPLETE TY C1 MOD & MOD 2

FOR DITCH DISCHARGE WITH 6 FT SIDEWALK

FILE: bc61701.dgn	DN: MDH	CK:	DW: RGS	CK: MDH	
© TxDOT MAY 2003	DISTRICT	FEDERAL AID PROJECT			SHEET
REVISIONS	22	F 2021 (884)			92
	COUNTY	CONTROL	SECT	JOB	HIGHWAY
	VAL VERDE	0161	03	024	SS 239

6/8/2021 JTOVIAST ...\Curb Inlet Spec 5ft.dgn

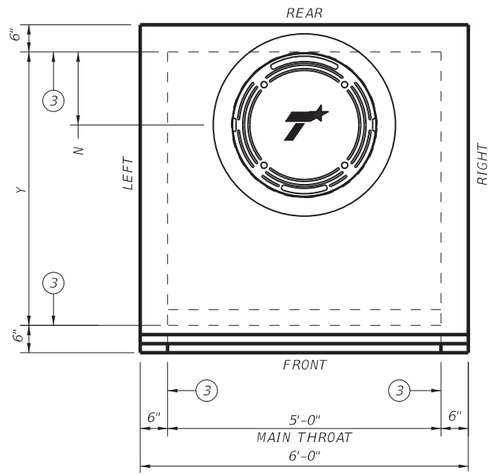
Size (Y)	N	MH Dia (2)
3'	9"	18"
4'	16"	32"
5'	16"	32"
6'	16"	32"

BAR TABLE	
BAR	SIZE
A1	#3
A2	#3
A3 (1)	#3
A4 (1)	#3
B1	#4
B2	#4
B3 (1)	#4
C (1)	#4
G	#4
L (1)	#5
Ra	#5
U1 (1)	#5
U2 (1)	#5

(1) Reinforcing bar used only with extension(s).

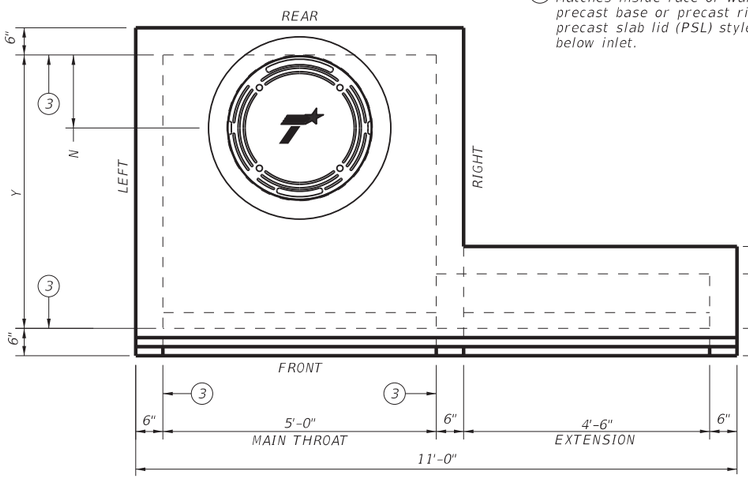
(2) Nominal ring and cover size.

(3) Matches inside face of wall of precast base or precast riser or precast slab lid (PSL) style "S1" below inlet.



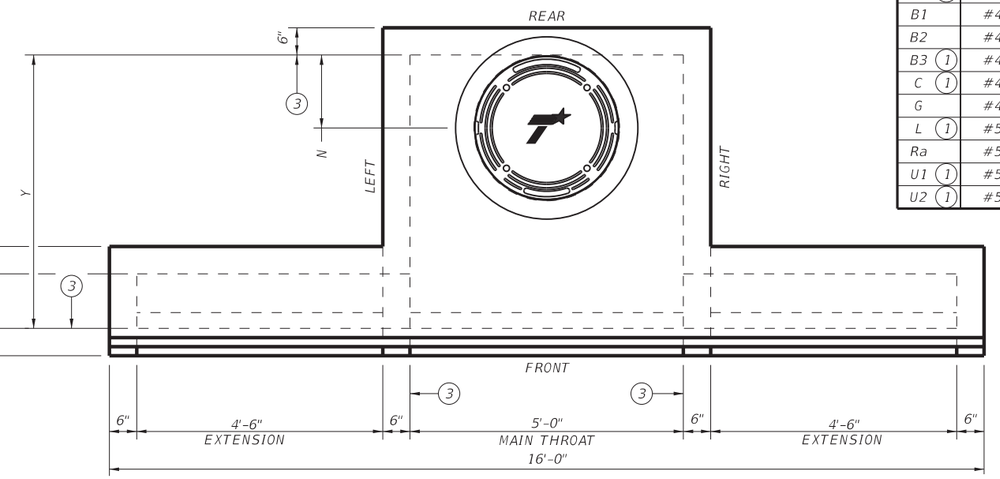
PLAN VIEW

(Shown without extensions.)
See SHEET 2 OF 4 for details.



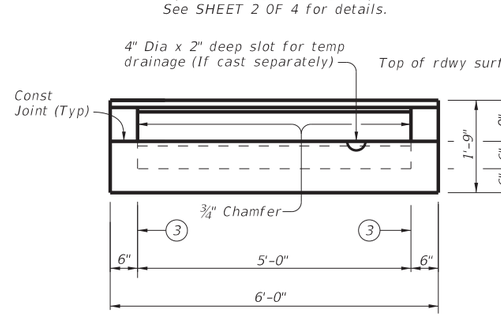
PLAN VIEW

(Showing one extension.)
See SHEET 3 OF 4 for details.



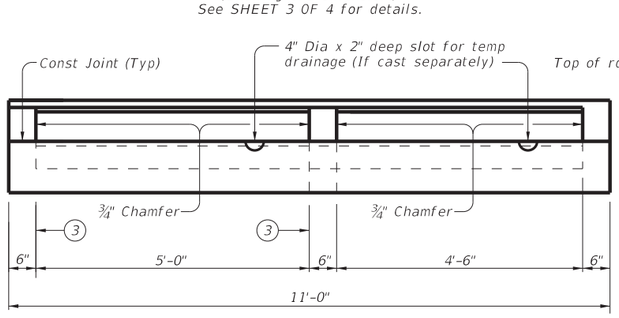
PLAN VIEW

(Showing extension on each side)
See SHEET 4 OF 4 for details.



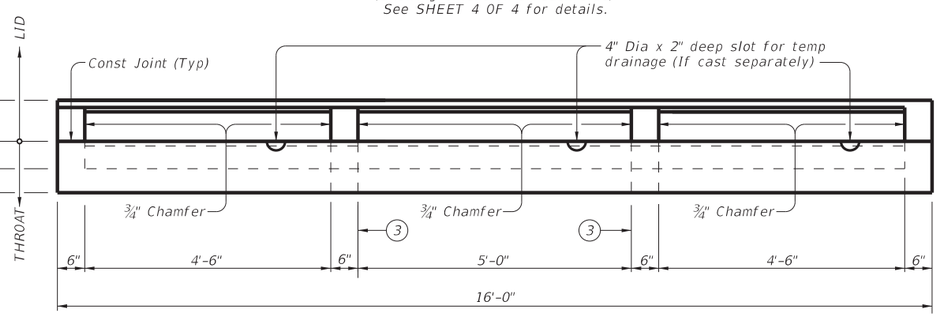
FRONT VIEW

(Shown without extensions.)
See SHEET 2 OF 4 for details.



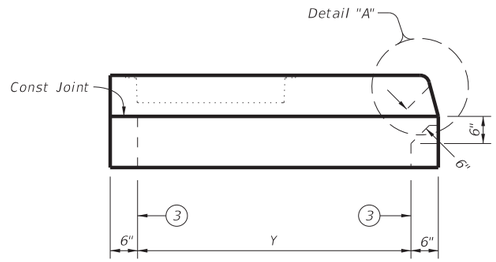
FRONT VIEW

(Showing one extension.)
See SHEET 3 OF 4 for details.



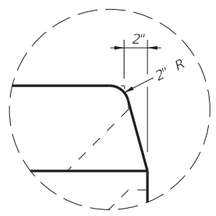
FRONT VIEW

(Showing extension on each side.)
See SHEET 4 OF 4 for details.



LEFT SIDE VIEW

(Extensions not shown for clarity.)



DETAIL "A"

CONSTRUCTION NOTES:

Chamfer all vertical edges of inlet lid ¾" as shown in Front View, Sheet 1 of 4.

Maintain 1 ½" clear cover to ends of all vertical reinforcing bars, unless otherwise noted.

MATERIAL NOTES:

Provide Class "S" concrete (f'c = 4,000 psi).

Provide Grade 60 reinforcing steel or equivalent area of WWR.

Provide cast iron solid cover, unless noted otherwise elsewhere in the plans.

GENERAL NOTES:

Designed according to AASHTO LRFD Bridge Design Specifications.

The intent of this standard is to provide a cast-in-place lid to be used with precast base, precast riser or precast slab lid style "S1".

Inlet throat and lid are not intended for direct traffic. Do not place in roadway.

Lid and throat may be cast monolithically or separately.

See Precast Base (PB) standard for details and notes not shown.

See Precast Slab Lid (PSL) standard for details and notes not shown.

See Curb & Gutter Transitions Details (CGT-PCO) standard for transition examples.

Extensions may be right, left, both, or none. Provide extensions as specified elsewhere in the plans.

Shop drawings for approval are not required.

Payment for inlet is per Item 465, "Junction Boxes, Manholes, and Inlets" by type, size, and extension placement. Extensions are subsidiary to inlet.

Open area of main throat = 360 sq in.

Open area of one extension throat = 324 sq in.

Cover dimensions are clear dimensions, unless noted otherwise.
Reinforcing bar dimensions shown are out-to-out of bar.

HL93 LOADING SHEET 1 OF 4

Texas Department of Transportation

Bridge Division Standard

CAST-IN-PLACE CURB INLET OUTSIDE ROADWAY

CCO

FILE: ccostds1-20.dgn	DN: TxDOT	CK: TxDOT	DW: TxDOT	CK: TxDOT
©TxDOT February 2020	CONT	SECT	JOB	HIGHWAY
REVISIONS	0161	03	024	SSS 239
	DIST	COUNTY		SHEET NO.
	22	VAL VERDE		93

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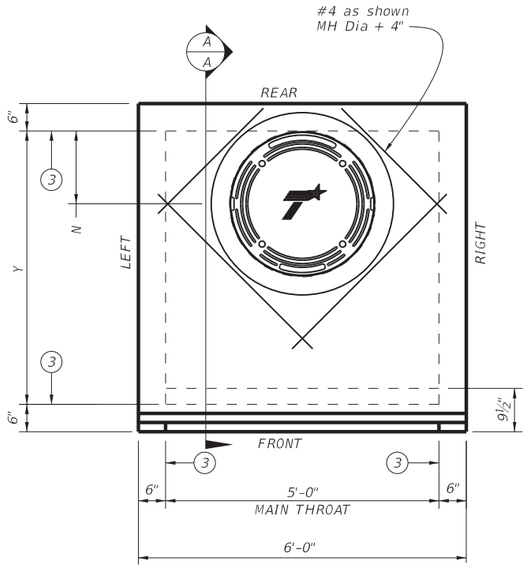
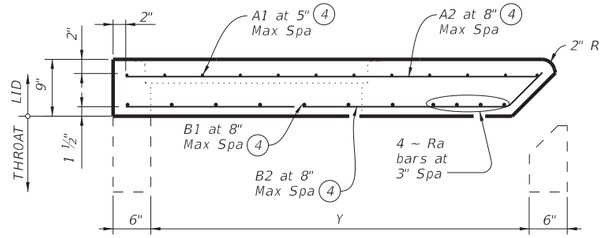
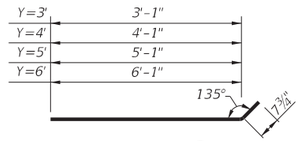


LID PLAN VIEW

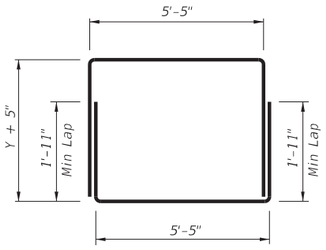
(Shown without extensions)



LID SECTION A-A

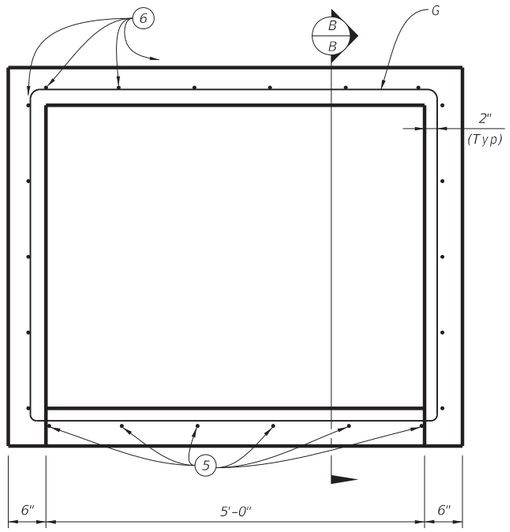


BARS B2 (4)



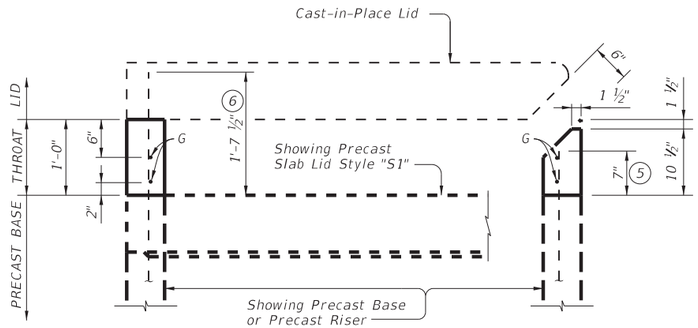
BARS G

Showing one complete bar.



THROAT PLAN VIEW

(Shown without extensions)



THROAT SECTION B-B

(Showing reinforcing bar extended from pecast base or precast riser or precast slab lid style "S1".)

(3) Matches inside face of wall of precast base or precast riser or precast slab lid style "S1" below inlet.

(4) Cut reinforcing bars as needed to provide 1 ½" clear to manhole.

(5) Extend reinforcing bars from precast base or precast riser or precast slab lid style "S1" 7".

(6) Extend reinforcing bars from precast base or precast riser or precast slab lid style "S1" 1'-7 ½".

HL93 LOADING

Texas Department of Transportation

Bridge Division Standard

CAST-IN-PLACE CURB INLET OUTSIDE ROADWAY

CCO

FILE: ccostds1-20.dgn	DN: TxDOT	CK: TxDOT	DW: TxDOT	CK: TxDOT
©TxDOT February 2010	CONT	SECT	JOB	HIGHWAY
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	22	VAL VERDE		94

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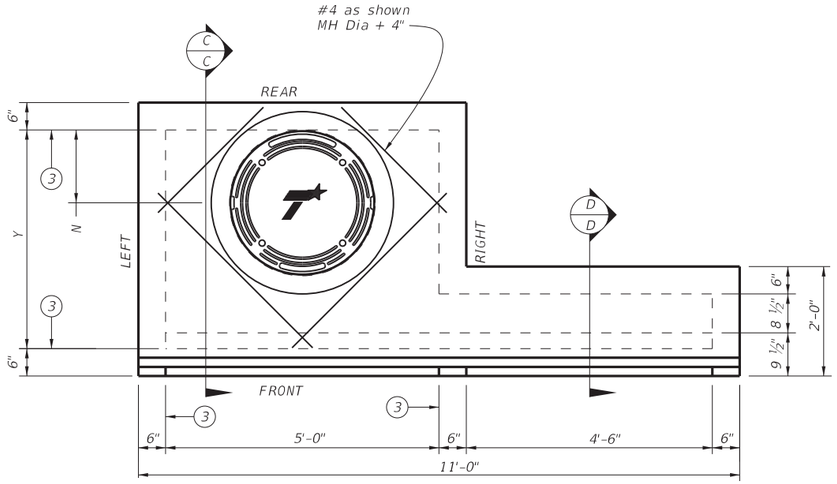
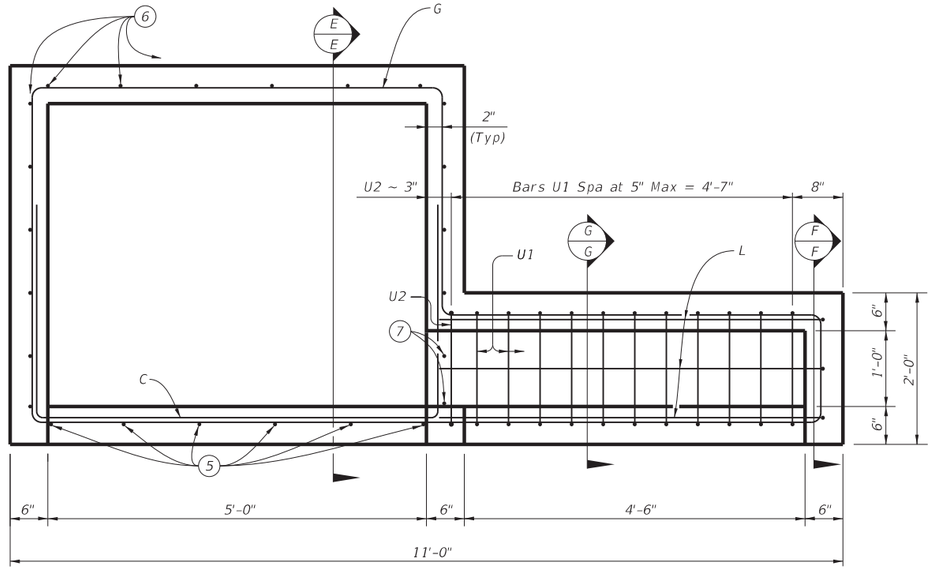


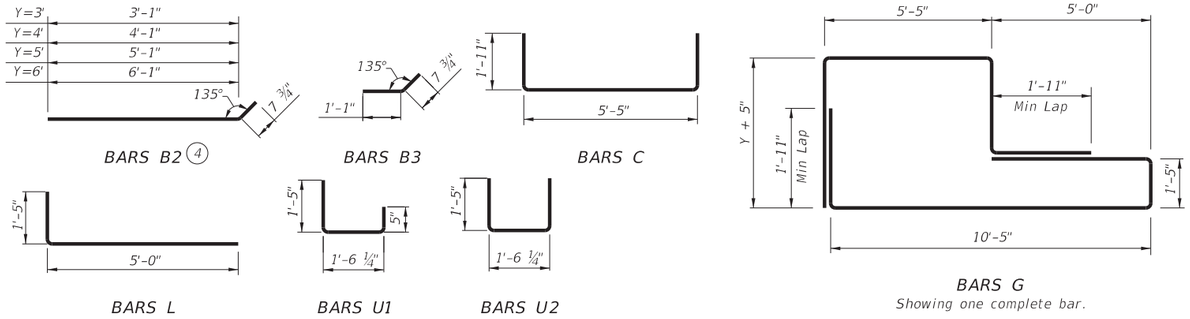
LID PLAN VIEW

(Showing one extension.)

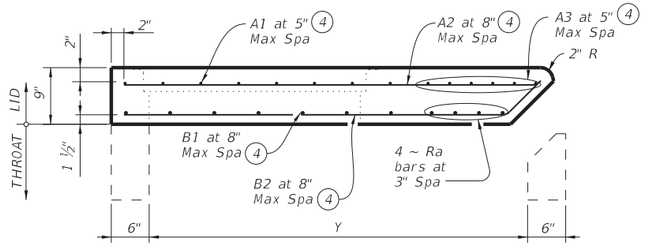


THROAT PLAN VIEW

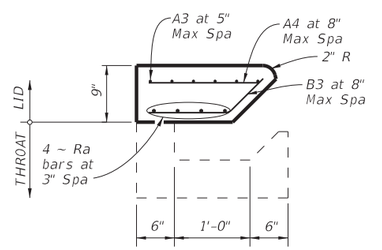
(Showing one extension.)



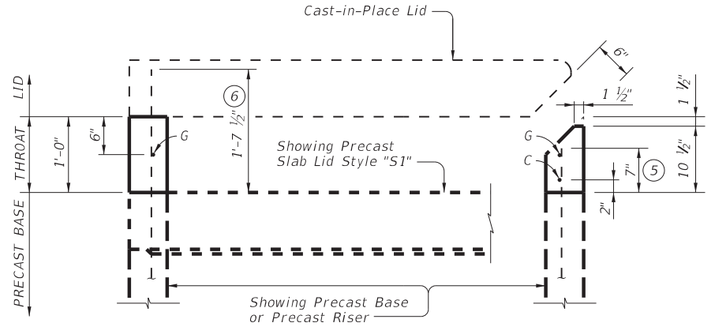
BARS G
Showing one complete bar.



LID SECTION C-C

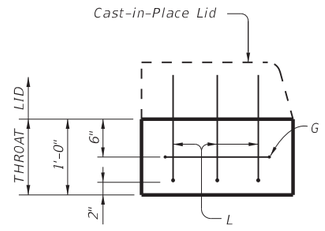


LID SECTION D-D

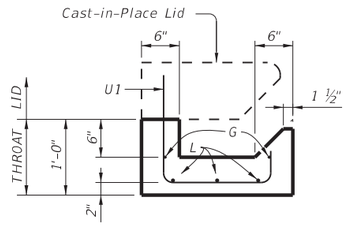


THROAT SECTION E-E

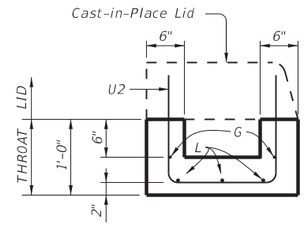
(Showing reinforcing bar extended from pecast base or precast riser or precast slab lid style "S1".)



THROAT SECTION F-F



BARS U1 LOCATION



BARS U2 LOCATION

THROAT SECTION G-G

(3) Matches inside face of wall of precast base or precast riser or precast slab lid style "S1" below inlet.

(4) Cut reinforcing bars as needed to provide 1 ½" clear to manhole.

(5) Extend reinforcing bars from precast base or precast riser or precast slab lid style "S1" 7".

(6) Extend reinforcing bars from precast base or precast riser or precast slab lid style "S1" 1'-7 ½".

(7) Do not extend reinforcing bars from precast base.

HL93 LOADING

Texas Department of Transportation

Bridge Division Standard

CAST-IN-PLACE CURB INLET OUTSIDE ROADWAY

CCO

FILE: ccostds1-20.dgn	DN: TxDOT	CK: TxDOT	DW: TxDOT	CK: TxDOT
©TxDOT February 2020	CONT	SECT	JOB	HIGHWAY
REVISIONS	0161	03	024	SBS 239
	DIST	COUNTY		SHEET NO.
	22	VAL VERDE		95

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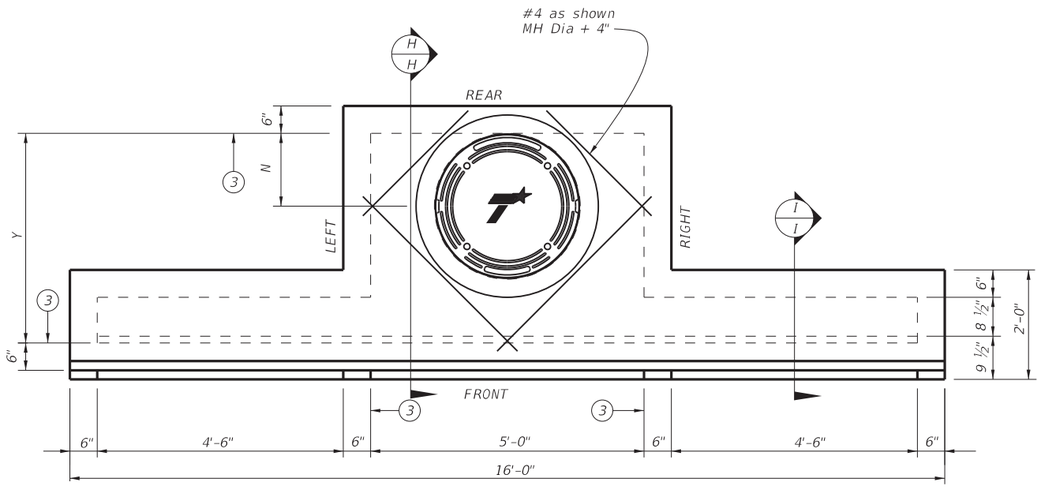
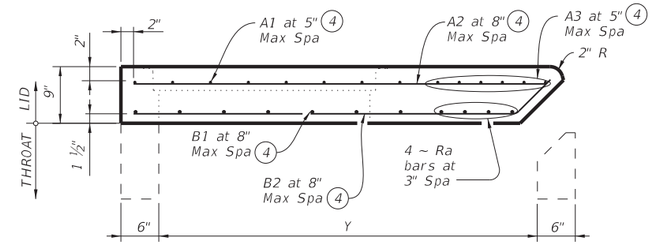
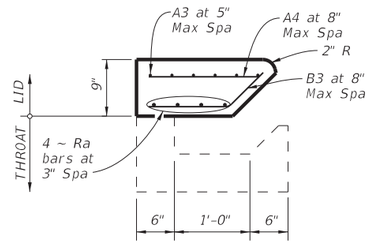


LID PLAN VIEW

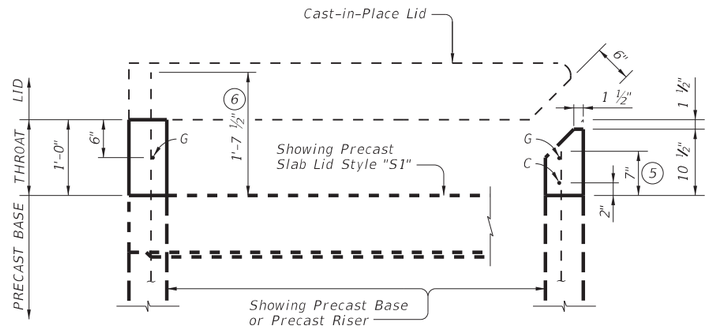
(Showing extension on each side.)



LID SECTION H-H

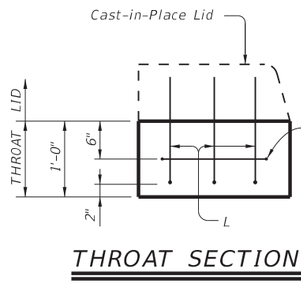


LID SECTION I-I

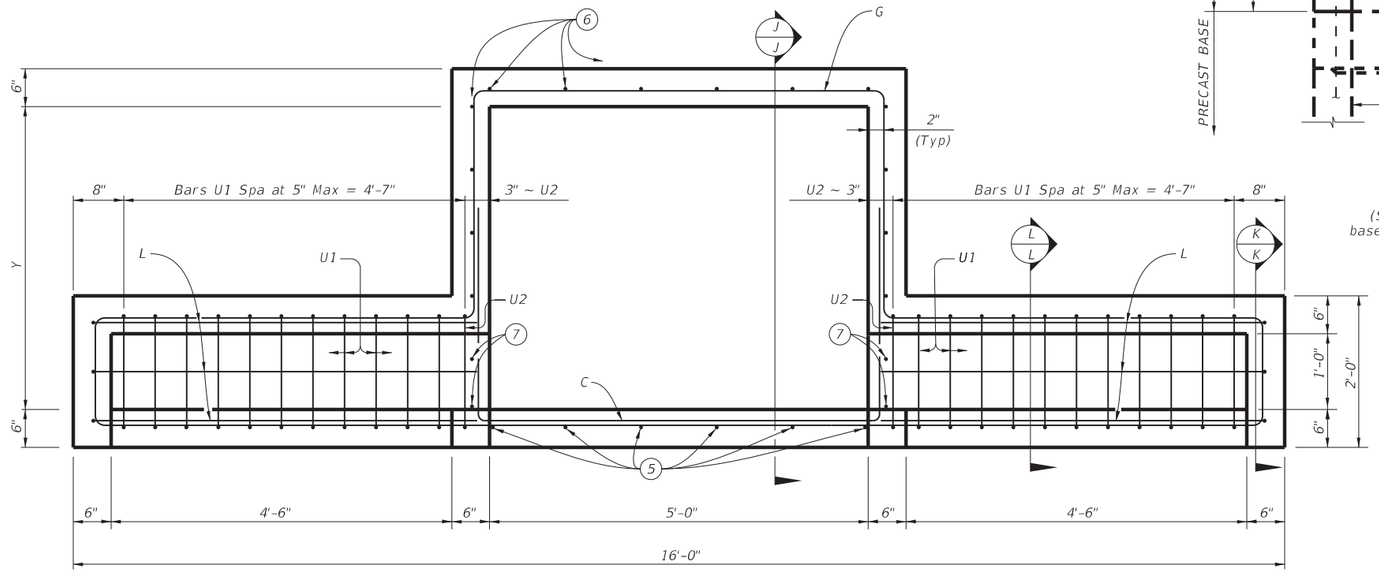


THROAT SECTION J-J

(Showing reinforcing bar extended from pecast base or precast riser or precast slab lid style "S1".)

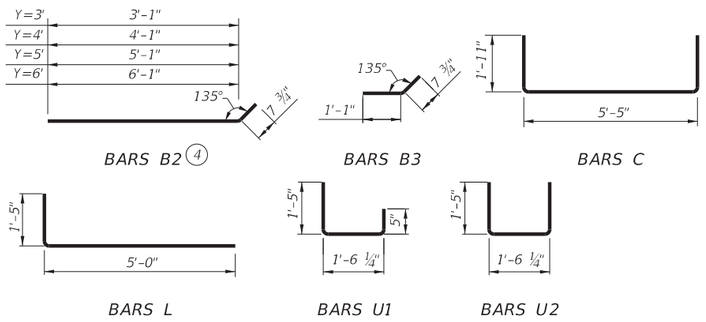


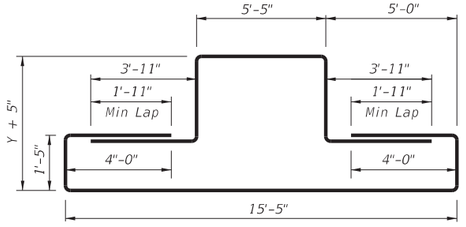
THROAT SECTION K-K



THROAT PLAN VIEW

(Showing extension on each side.)





BARS G
Showing one complete bar.

THROAT SECTION L-L

(3) Matches inside face of wall of precast base or precast riser or precast slab lid style "S1" below inlet.

(4) Cut reinforcing bars as needed to provide 1 ½" clear to manhole.

(5) Extend reinforcing bars from precast base or precast riser or precast slab lid style "S1" 7".

(6) Extend reinforcing bars from precast base or precast riser or precast slab lid style "S1" 1'-7 ½".

(7) Do not extend reinforcing bars from precast base.

HL93 LOADING

Texas Department of Transportation

Bridge Division Standard

CAST-IN-PLACE CURB INLET OUTSIDE ROADWAY

CCO

FILE: ccostds1-20.dgn	DN: TxDOT	CK: TxDOT	DW: TxDOT	CK: TxDOT
©TxDOT February 2020	CONT	SECT	JOB	HIGHWAY
REVISIONS	0161	03	024	SBS 239
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	22	VAL VERDE		96

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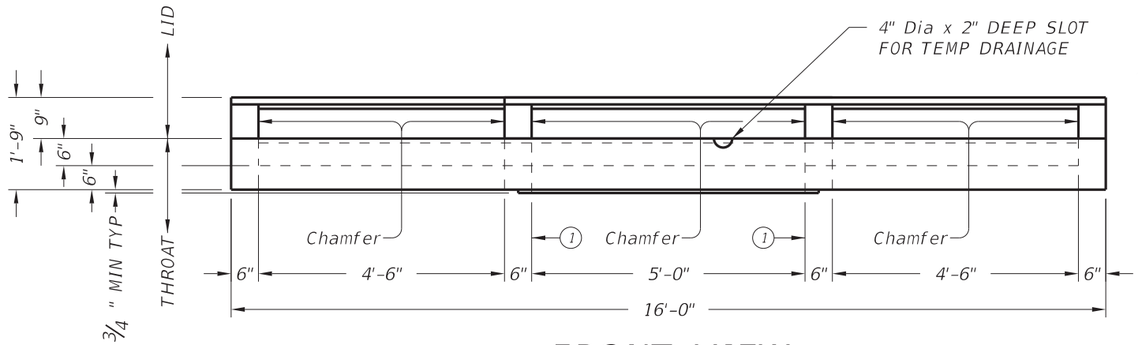
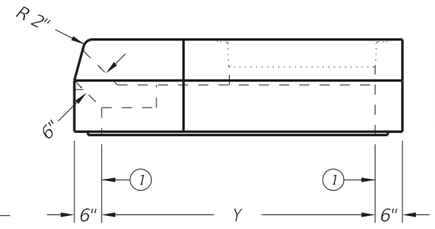
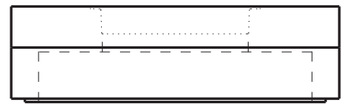


FRONT VIEW

(SHOWING LEFT AND RIGHT EXTENSIONS)

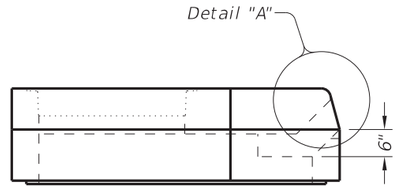


RIGHT VIEW



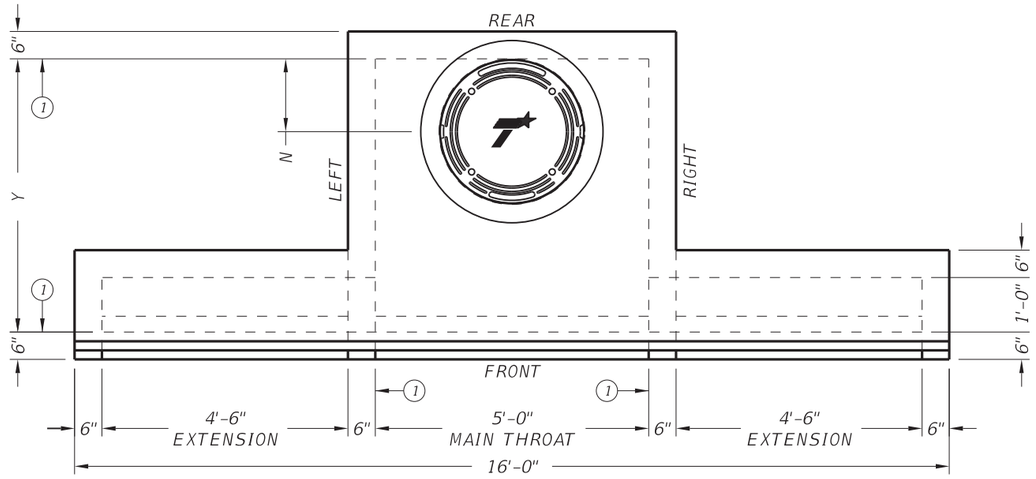
REAR VIEW

(EXTENSIONS NOT SHOWN)



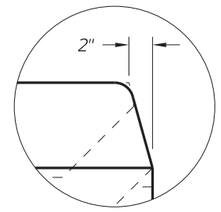
LEFT VIEW

(1) Matches inside face of wall of precast base or riser below inlet.



PLAN VIEW

(SHOWING LEFT AND RIGHT EXTENSIONS)



DETAIL "A"

DATE: 6/3/2021 9:40:36 AM
FILE: ...\Drainage\prestd03-20.dgn

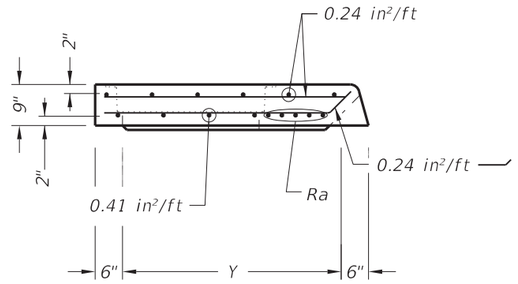
HS20 LOADING SHEET 1 OF 2

Texas Department of Transportation | Bridge Division Standard

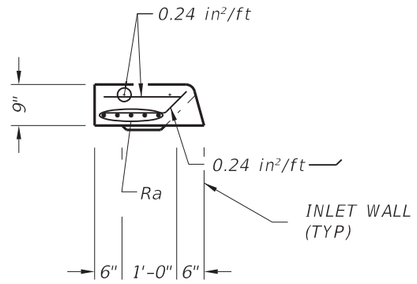
PRECAST CURB INLET OUTSIDE ROADWAY

PCO

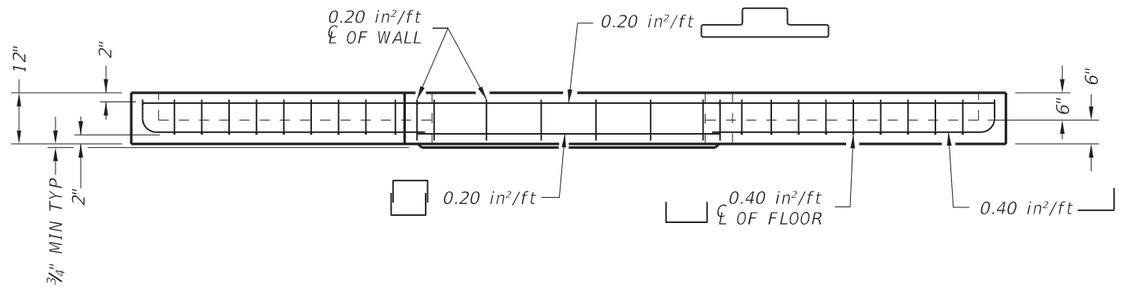
FILE: prestd03-20.dgn	DN: TxDOT	CK: TxDOT	DW: TxDOT	CK: TxDOT
©TxDOT February 2020	CONT	SECT	JOB	HIGHWAY
REVISIONS	0161	03	024	SBS 239
	DIST	COUNTY		SHEET NO.
	22	VAL VERDE		97



LID SECTION A-A

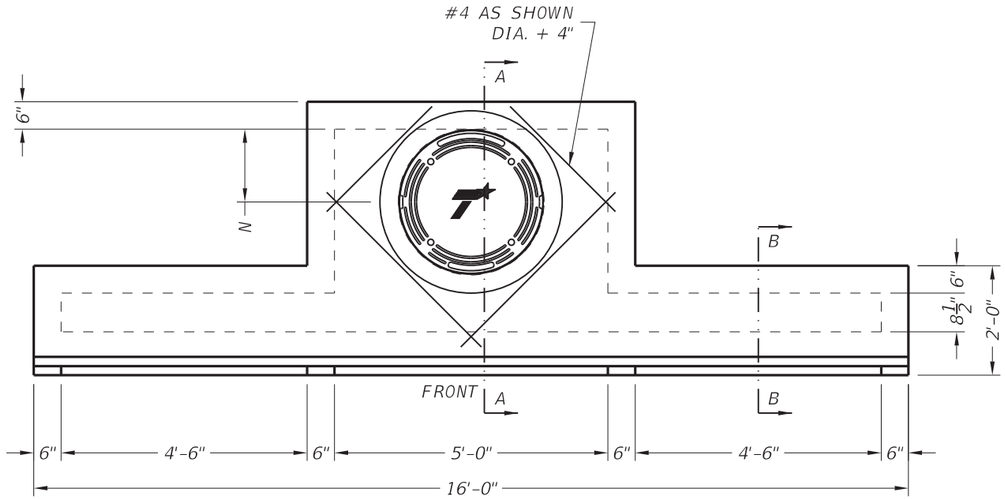


LID SECTION B-B



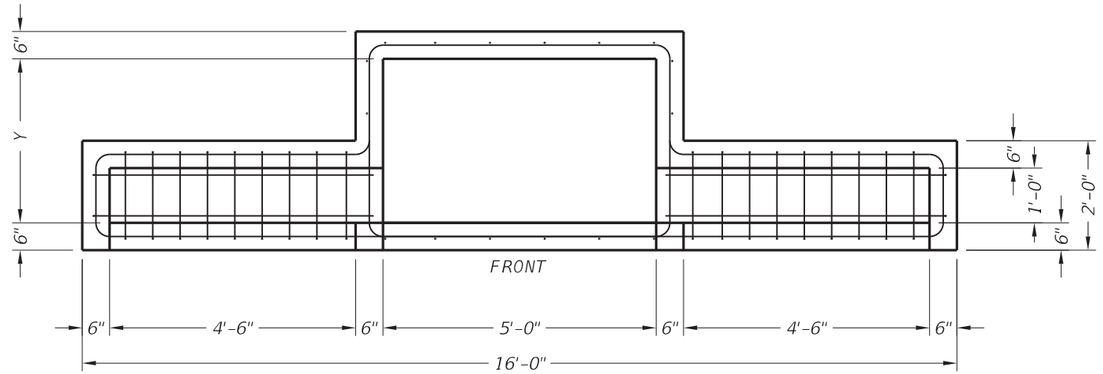
THROAT ELEVATION VIEW

(SHOWING LEFT AND RIGHT EXTENSIONS)



LID PLAN VIEW

(SHOWING LEFT AND RIGHT EXTENSIONS)



THROAT PLAN VIEW

(SHOWING LEFT AND RIGHT EXTENSIONS)

SIZE(Y)	N	MH DIA*	Ra
3'	9"	18"	(4) #5 Additional
4'	16"	32"	(4) #5 Additional
5'	16"	32"	(4) #5 Additional
6'	16"	32"	(4) #5 Additional

* Nominal ring and cover size.

FABRICATION NOTES:

1. Provide Class "H" concrete in accordance with Item 421 and having a minimum compressive strength of 5,000 psi.
2. Provide Grade 60 reinforcing steel or equivalent area of WWR.
3. Extensions may be right, left, both or none. Provide extensions as specified elsewhere in the plans.
4. Design tongue and groove joints for full closure on both shoulders. Minimum spigot depth is 3/4". Lid may employ a butt joint with dowels at the Contractor's option.
5. Provide lifting devices in conformance with Manufacturer's recommendations.
6. Provide cast iron solid cover, unless noted otherwise elsewhere in the plans.
7. Chamfer vertical edges of inlet lid 3/4" as shown in Front View, sheet 1.

INSTALLATION NOTES:

1. Inlet throat and lid are not intended for direct traffic. Do not place in roadway.
2. Seal tongue and groove joints and butt joints with preformed or bulk mastic in conformance with Manufacturer's recommendations. Tongue and groove joints may be grouted no more than 1" between each section, or 1/2 the joint depth, whichever is greater.
3. Do not grout rubber gasket joints without Manufacturer's recommendation.

GENERAL NOTES:

1. Designed according to ASTM C913.
2. Open area of main throat = 360 sq in. Open area of one extension throat = 324 sq in.
3. Payment for inlet is per Item 465, "Junction Boxes, Manholes, and Inlets" by type, size, and extension placement. Extensions are subsidiary to inlet.

Cover dimensions are clear dimensions, unless noted otherwise.

HS20 LOADING SHEET 2 OF 2

Texas Department of Transportation

Bridge Division Standard

PRECAST CURB INLET OUTSIDE ROADWAY

PCO

FILE: prestd03-20.dgn	DN: TxDOT	CK: TxDOT	DW: TxDOT	CK: TxDOT
©TxDOT February 2020	CONT	SECT	JOB	HIGHWAY
REVISIONS	0161	03	024	SSS 239
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	22	VAL VERDE		98

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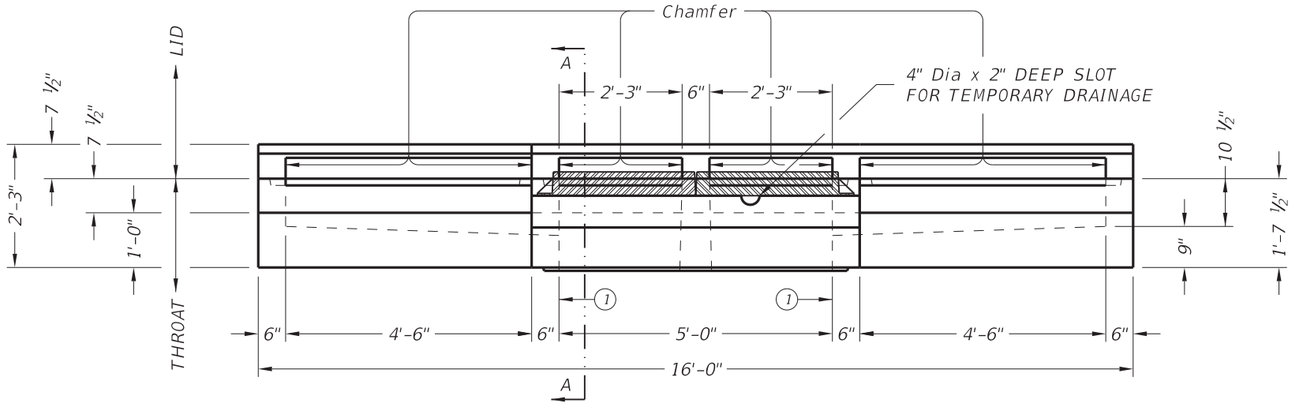
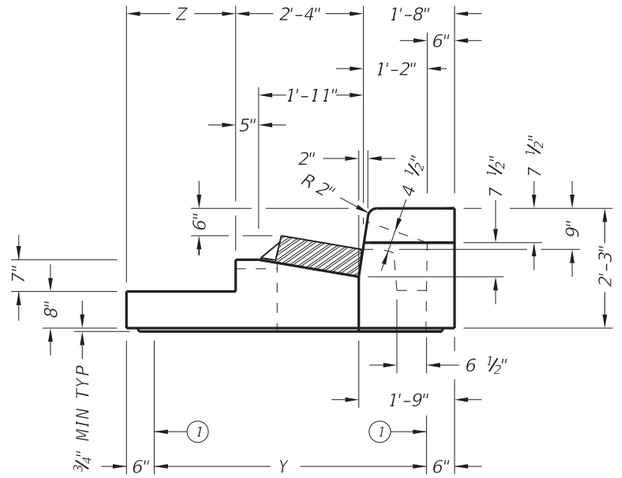
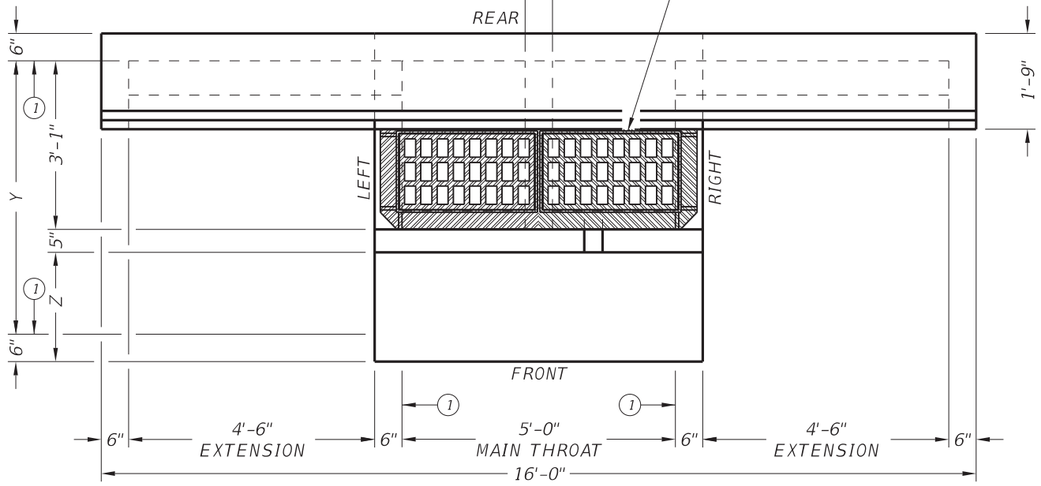


FRONT VIEW

(SHOWING LEFT AND RIGHT EXTENSIONS)



SECTION A-A



PLAN VIEW

(SHOWING LEFT AND RIGHT EXTENSIONS)

(1) Matches inside face of wall of precast base or riser below inlet.

HS20 LOADING

SHEET 1 OF 2

Texas Department of Transportation

Bridge Division Standard

PRECAST CURB INLET UNDER ROADWAY

PCU

FILE: prestd04-20.dgn	DN: TxDOT	CK: TxDOT	DW: TxDOT	CK: TxDOT
©TxDOT February 2020	CONT	SECT	JOB	HIGHWAY
REVISIONS	0161	03	024	SSS 239
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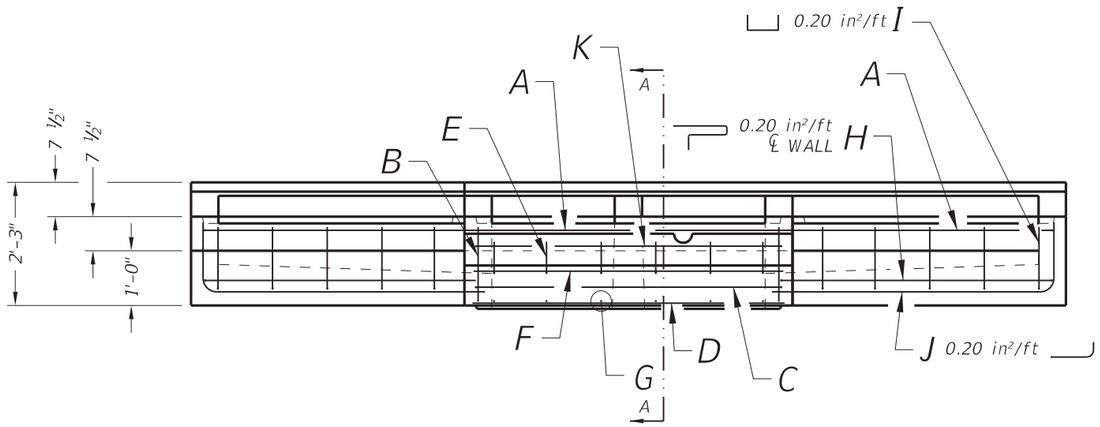
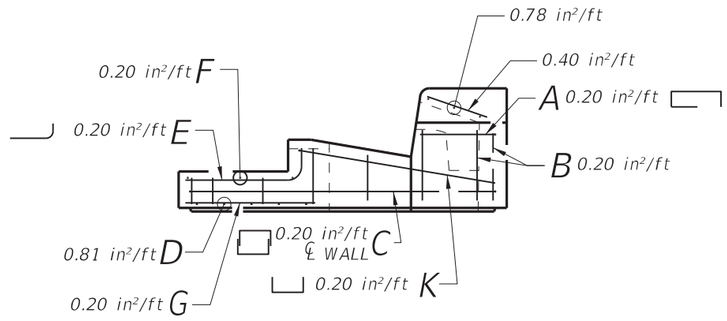
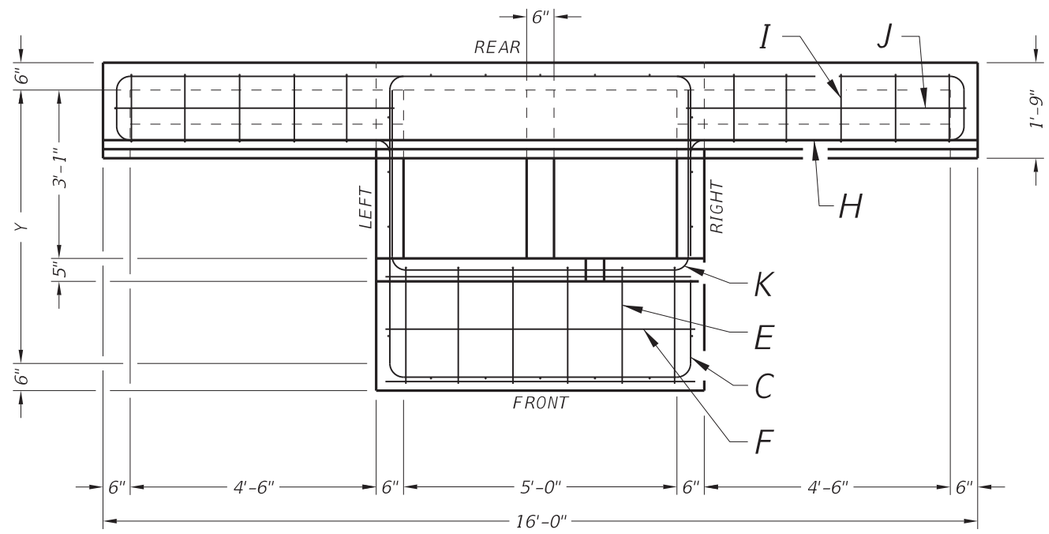


FRONT VIEW

(SHOWING LEFT AND RIGHT EXTENSIONS)



SECTION A-A



PLAN VIEW

(SHOWING LEFT AND RIGHT EXTENSIONS)

FABRICATION NOTES:

1. Provide Class "H" concrete in accordance with Item 421 and having a minimum compressive strength of 5,000 psi.
2. Provide Grade 60 reinforcing steel or equivalent area of WWR.
3. Provide typical clear cover of 1 ½" to reinforcing steel from surface of concrete or lower outside shoulder.
4. Extensions may be right, left, both or none. Provide extensions as specified elsewhere in plans.
5. Design tongue and groove joints for full closure on both shoulders. Minimum spigot depth is ¾". Top slab may employ a butt joint with dowels at the Contractor's option.
6. Provide lifting devices in conformance with Manufacturer's recommendations.
7. Chamfer vertical edges on inlet lid ¾" as shown in Front View, sheet 1.

INSTALLATION NOTES:

1. Inlet throat is placed under roadway and intended for direct traffic. Inlet lid is not for direct traffic. Do not place Inlet lid in roadway.
2. Seal tongue and groove joints and butt joints with preformed or bulk mastic in conformance with Manufacturer's recommendations. Tongue and groove joints may be grouted no more than 1" between each section, or ½ the joint depth, whichever is greater.
3. Do not grout rubber gasket joints without Manufacturer's recommendation.

GENERAL NOTES:

1. Designed according to ASTM C913.
2. Open area of main throat = 324 sq in. Open area of one extension throat = 324 sq in.
3. Payment for inlet is per Item 465, "Junction Boxes, Manholes and Inlets" by type, size and extension placement. Extensions are subsidiary to inlet.

SIZE(Y)	Z
3'	0'
4'	1'
5'	2'
6'	3'

HS20 LOADING

Texas Department of Transportation

Bridge Division Standard

PRECAST CURB INLET UNDER ROADWAY

PCU

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©TxDOT February 2020	CONT	SECT	JOB	HIGHWAY
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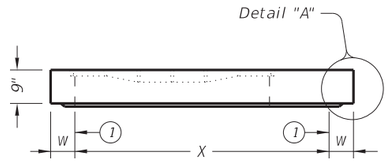
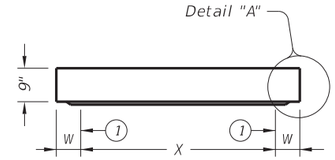
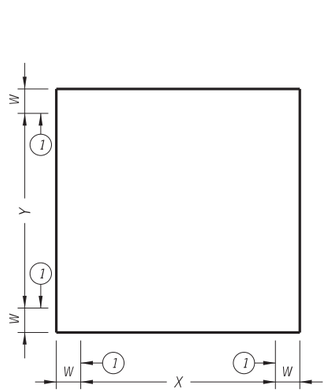


STYLE 'FG'



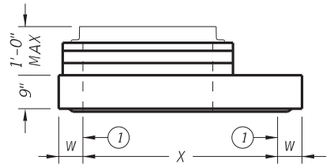
ELEVATION VIEW



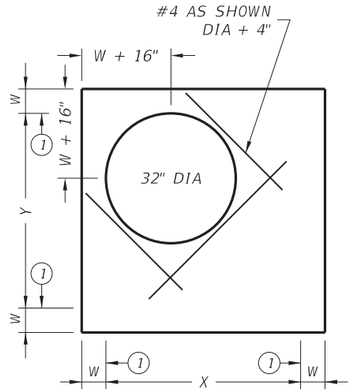
PLAN VIEW

NO OPENINGS

STYLE 'SL'



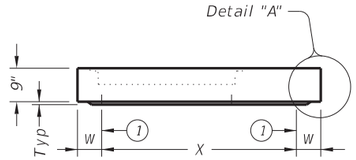
ELEVATION VIEW



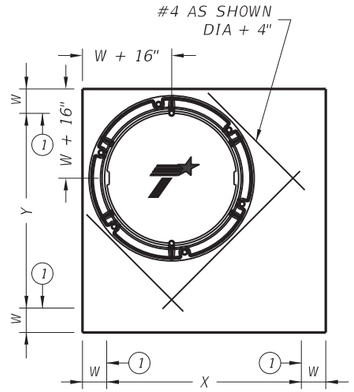
PLAN VIEW

SHIP LOOSE RING & COVER

STYLE 'RH'



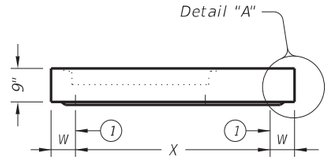
ELEVATION VIEW



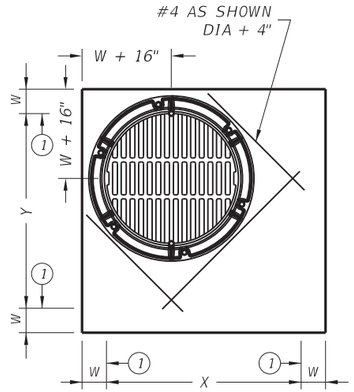
PLAN VIEW

32" DIA CAST-IN RING & COVER

STYLE 'RC'



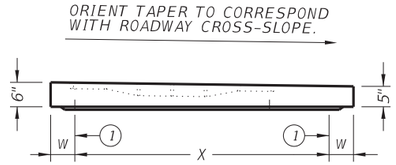
ELEVATION VIEW



PLAN VIEW

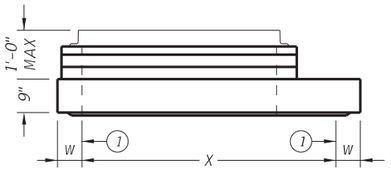
32" DIA CAST-IN RING & GRATE

STYLE 'RG'

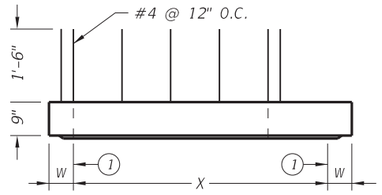


STYLE 'SFG'

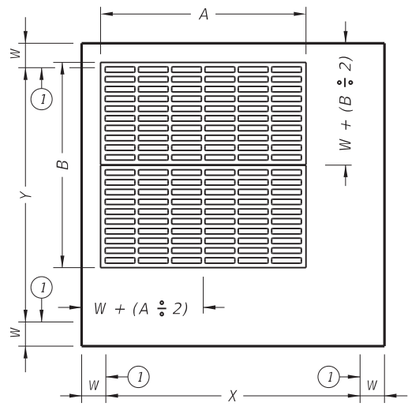
ELEVATION VIEW



ELEVATION VIEW



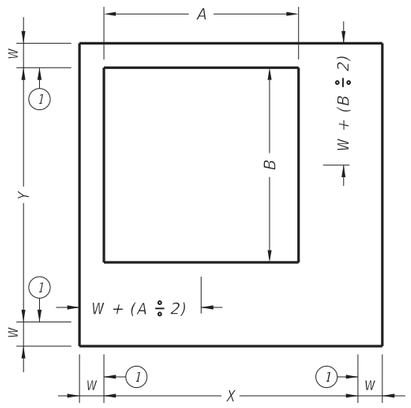
ELEVATION VIEW



PLAN VIEW

CAST-IN FRAME & GRATE

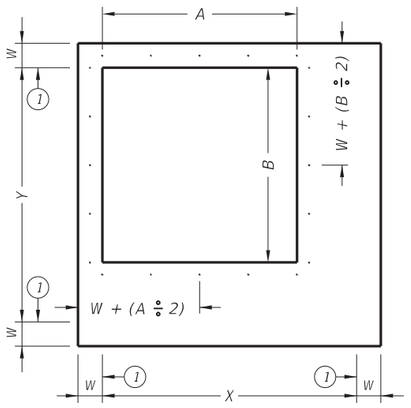
STYLES 'FG' & 'SFG'



PLAN VIEW

SHIP LOOSE FRAME & GRATE

STYLE 'SH'



PLAN VIEW

EXPOSED REBAR

STYLE 'S1'

(1) Matches inside face of wall of precast base or riser below inlet.

HL93 LOADING

Texas Department of Transportation

Bridge Division Standard

PRECAST SLAB LID

PSL

FILE: prestd05-20.dgn	DN: TxDOT	CK: TxDOT	DW: TxDOT	CK: TxDOT	
©TxDOT February 2020	CONT	SECT	JOB	HIGHWAY	
REVISIONS	0161	03	024	SSS 239	
	DIST	COUNTY		SHEET NO.	
	22	VAL VERDE		101	

DATE: 6/3/2021 9:40:45 AM
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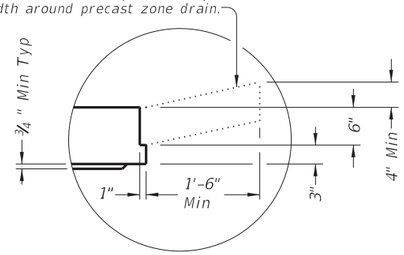
Style	Size (X x Y)	W (2)	A x B (nominal)	Short Span Reinf Steel Area	Long Span Reinf Steel Area
SL	3'x3'	6"	n/a	0.37 in²/ft	0.37 in²/ft
RH,RC,RG,SH,S1,FG	3'x3'	6"	3'x3' or 32" Dia	0.37 in²/ft	0.37 in²/ft
SFG	3'x3'	6"	3'x3'	0.32 in²/ft	0.32 in²/ft
SL	4'x4'	6"	n/a	0.34 in²/ft	0.34 in²/ft
RH,RC,RG,SH,S1,FG	4'x4'	6"	3'x3' or 32" Dia	0.41 in²/ft	0.41 in²/ft
SH,S1,FG	4'x4'	6"	4'x4'	0.41 in²/ft	0.41 in²/ft
SFG	4'x4'	6"	4'x4'	0.32 in²/ft	0.32 in²/ft
SL	3'x5'	6"	n/a	0.39 in²/ft	0.39 in²/ft
RH,RC,RG,SH,S1,FG	3'x5'	6"	3'x3' or 32" Dia	0.48 in²/ft	0.48 in²/ft
SH,S1,FG	3'x5'	6"	3'x5'	0.48 in²/ft	0.48 in²/ft
SFG	3'x5'	6"	3'x5'	0.32 in²/ft	0.32 in²/ft
SL	4'x5'	6"	n/a	0.42 in²/ft	0.42 in²/ft
RH,RC,RG,SH,S1,FG	4'x5'	6"	3'x3' or 32" Dia	0.42 in²/ft	0.42 in²/ft
SH,S1,FG	4'x5'	6"	4'x4'	0.63 in²/ft	0.63 in²/ft
SH,S1,FG	4'x5'	6"	3'x5'	0.66 in²/ft	0.66 in²/ft
SL	5'x5'	6"	n/a	0.36 in²/ft	0.36 in²/ft
RH,RC,RG,SH,S1,FG	5'x5'	6"	3'x3' or 32" Dia	0.43 in²/ft	0.43 in²/ft
SH,S1,FG	5'x5'	6"	4'x4'	0.63 in²/ft	0.63 in²/ft
SH,S1,FG	5'x5'	6"	3'x5'	0.63 in²/ft	0.63 in²/ft
SL	5'x6'	6"/8"	n/a	0.48 in²/ft	0.48 in²/ft
RH,RC,RG,SH,S1,FG	5'x6'	6"/8"	3'x3' or 32" Dia	0.48 in²/ft	0.48 in²/ft
SH,S1,FG	5'x6'	6"/8"	4'x4'	0.60 in²/ft	0.60 in²/ft
SH,S1,FG	5'x6'	6"/8"	3'x5'	0.60 in²/ft	0.60 in²/ft
SL	6'x6'	6"/8"	n/a	0.43 in²/ft	0.43 in²/ft
RH,RC,RG,SH,S1,FG	6'x6'	6"/8"	3'x3' or 32" Dia	0.56 in²/ft	0.56 in²/ft
SH,S1,FG	6'x6'	6"/8"	4'x4'	0.56 in²/ft	0.56 in²/ft
SH,S1,FG	6'x6'	6"/8"	3'x5'	0.59 in²/ft	0.59 in²/ft
SL	8'x8'	8"/10"	n/a	0.45 in²/ft	0.45 in²/ft
RH,RC,RG,SH,S1,FG	8'x8'	8"/10"	3'x3' or 32" Dia	0.45 in²/ft	0.45 in²/ft
SH,S1,FG	8'x8'	8"/10"	4'x4'	0.45 in²/ft	0.45 in²/ft
SH,S1,FG	8'x8'	8"/10"	3'x5'	0.45 in²/ft	0.45 in²/ft

(2) See sheet PDD for corresponding wall thickness (W) of base unit or riser.

Construct cast-in-place reinforced concrete apron, when shown elsewhere in plans. Use Class "A" concrete. Apron is subsidiary to PSL. Apron is 1'-6" Min width around precast zone drain.



DETAIL "A"

(Reinforcing not shown for clarity)

When an apron is to be cast around PSL, use detail above to create an apron ledge on all 4 sides.

FABRICATION NOTES:

1. Locate penetration (Style 'RH'), ring and cover (Style 'RC'), ring and grate (Style 'RG'), and frame and grate (Style 'FG') in a corner. Only one penetration is allowed per slab lid.
2. Provide Class "H" concrete in accordance with Item 421 and having a minimum compressive strength of 5,000 psi.
3. Provide Grade 60 reinforcing steel or equivalent area of WWR.
4. Provide clear cover of ¾" to reinforcing from lower outside shoulder of slab for structural reinforcement, and 2" from top of slab for shrinkage and temperature reinforcement. Place short span reinforcing closest to surface.
5. Slabs with a thickness of 8" or greater require shrinkage and temperature reinforcing. Provide steel area = 0.11 in²/ft each way.
6. No substitution is allowed for diagonal #4 bars around openings.
7. Design tongue and groove joints for full closure on both shoulders. Minimum spigot depth is ¾".
8. Provide lifting devices in conformance with Manufacturer's recommendations.

INSTALLATION NOTES:

1. Precast slab lids are intended for direct traffic and may be placed in roadway.
2. Seal tongue and groove joints with preformed or bulk mastic in conformance with Manufacturer's recommendations. Tongue and groove joints may be grouted no more than 1" between each section, or ½ the joint depth, whichever is greater.
3. Do not grout rubber gasket joints without Manufacturer's recommendation.
4. Initial installation of grade adjustment rings for Styles 'RH' and 'SH' is limited to 1'-0" Max as shown.
5. Grade adjustment rings for Styles 'RH' and 'SH' may be increased to 2'-0" Max when future construction affects final grade of structure. Make adjustments greater than 2'-0" with additional risers. Adjustments can be made up to Max depth shown on sheet PDD. Structure must be evaluated if Max depth will be exceeded.
6. Orient long dimension of grate slots perpendicular to traffic, unless noted otherwise on plans

GENERAL NOTES:

1. Designed according to ASTM C913.
2. Payment for lid is per Item 465, "Junction Boxes, Manholes, and Inlets" by type, style, size, and opening size (when applicable).

Cover dimensions are clear dimensions, unless noted otherwise.

Texas Department of Transportation

Bridge Division Standard

PRECAST SLAB LID

PSL

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©TxDOT February 2020	CONT	SECT	JOB	HIGHWAY
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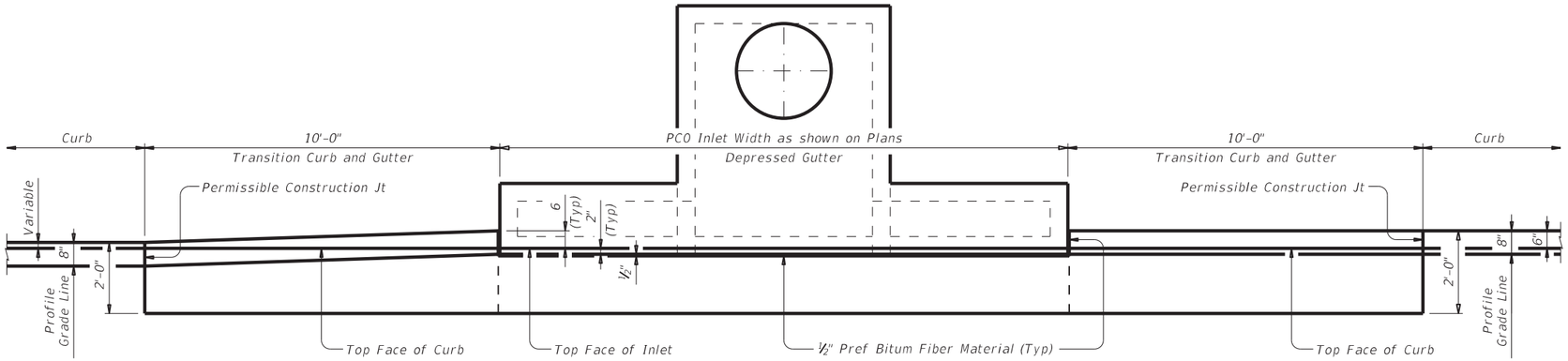
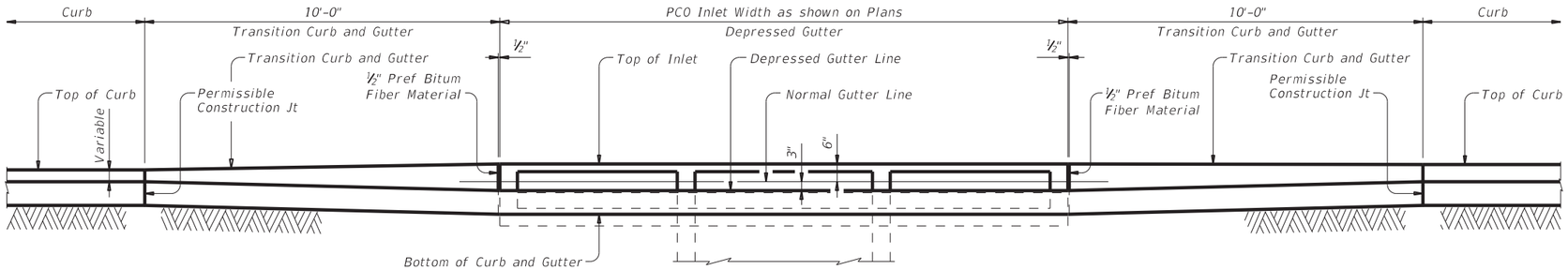


SHOWING TYPE I, IIa & III Curb and Gutter

SHOWING TYPE II & IV Curb and Gutter

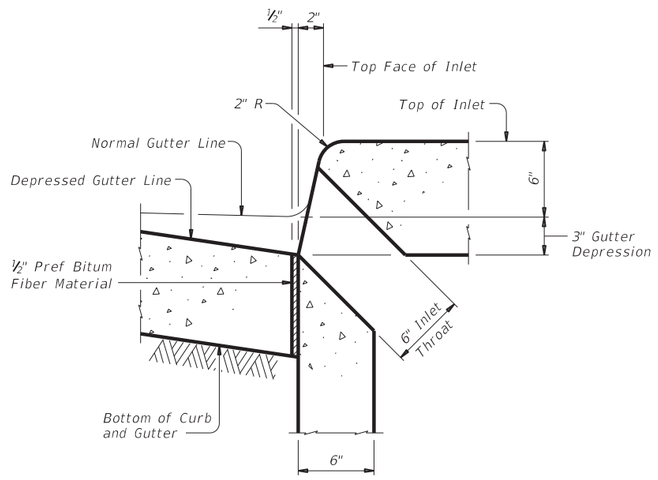
PLAN



SHOWING TYPE I, IIa & III Curb and Gutter

SHOWING TYPE II & IV Curb and Gutter

ELEVATION



SECTION AT GUTTER AND INLET

Reinforcing steel not shown for clarity.

CONSTRUCTION NOTES:
Align top face of curb with PCO Inlet as shown.

MATERIAL NOTES:
Provide ½" Preformed Bituminous Fiber Material.

GENERAL NOTES:
See Precast Curb Inlet Outside Roadway (PCO) standard for details and notes not shown.
See Concrete Curb and Curb and Gutter (CCCG-12) standard for details and notes not shown.
Curb and Gutter Transitions is paid for and in accordance with Item 529, "Concrete Curb, Gutter, and Combined Curb and Gutter."
Preformed Bituminous Fiber Material is subsidiary to PCO Inlet.

Texas Department of Transportation

Bridge Division Standard

CURB AND GUTTER TRANSITION DETAILS FOR PCO INLET

CGT-PCO

FILE: prestd13-20.dgn	DN: TxDOT	CK: AES	DW: JTR	CK: AES		
©TxDOT February 2020	CONT	SECT	JOB	HIGHWAY		
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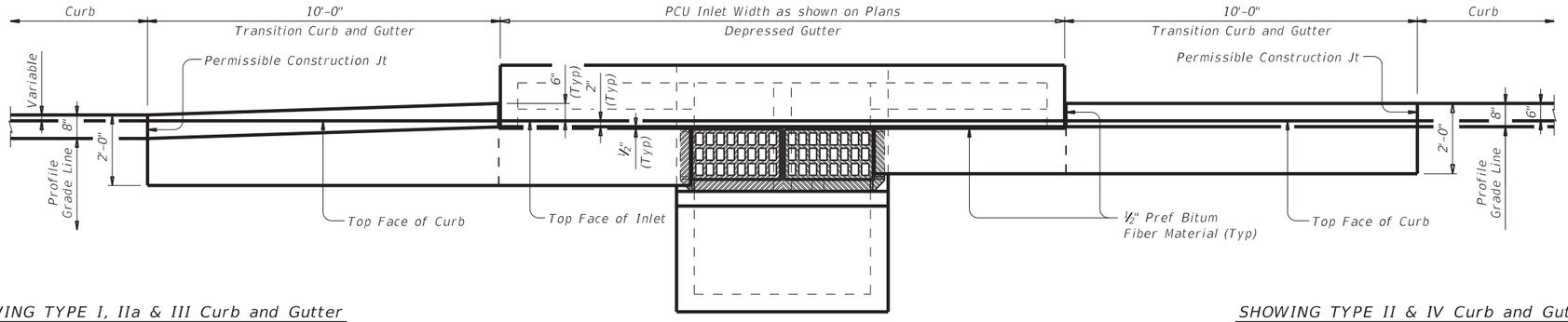
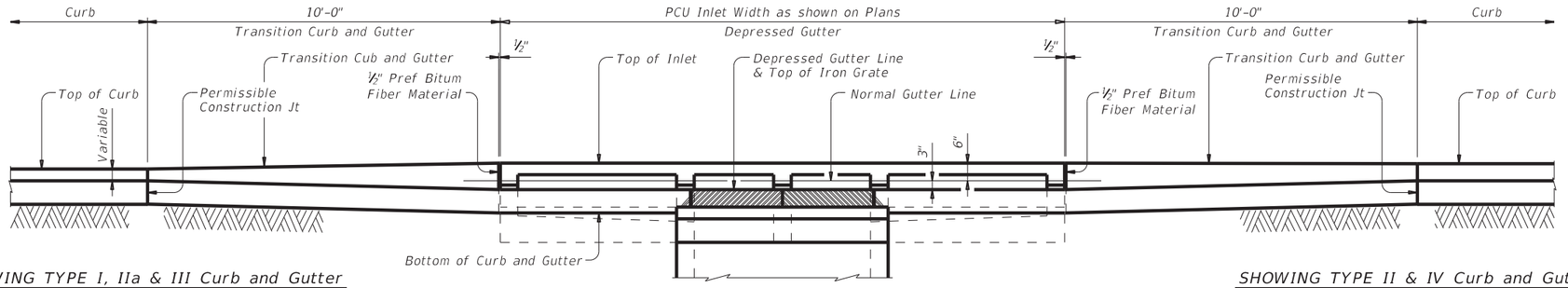


SHOWING TYPE I, IIa & III Curb and Gutter

SHOWING TYPE II & IV Curb and Gutter

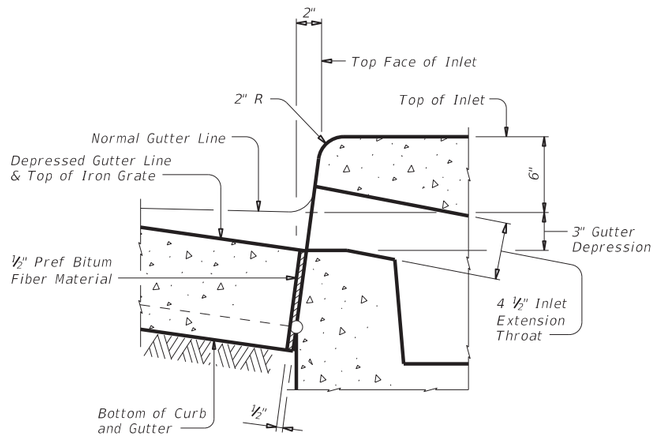
PLAN



SHOWING TYPE I, IIa & III Curb and Gutter

SHOWING TYPE II & IV Curb and Gutter

ELEVATION



SECTION AT GUTTER AND INLET

Reinforcing steel not shown for clarity.

CONSTRUCTION NOTES:
Align top face of curb with PCU Inlet as shown.

MATERIAL NOTES:
Provide ½" Preformed Bituminous Fiber Material.

GENERAL NOTES:
See Precast Curb Inlet Under Roadway standard PCU for details and notes not shown.
See Concrete Curb and Curb and Gutter standard CCCG-12 for details and notes not shown.
Curb and Gutter Transitions is paid for and in accordance with Item 529, "Concrete Curb, Gutter, and Combined Curb and Gutter."
Preformed Bituminous Fiber Material is subsidiary to PCU Inlet.

Texas Department of Transportation

Bridge Division Standard

CURB AND GUTTER TRANSITION DETAILS FOR PCU INLET

CGT-PCU

FILE: prestd14-20.dgn	DN: TxDOT	CK: AES	DW: JTR	CK: AES
©TxDOT February 2020	CONT	SECT	JOB	HIGHWAY
REVISIONS	0161	03	024	SBS 239
	DIST	COUNTY		SHEET NO.
	22	VAL VERDE		104

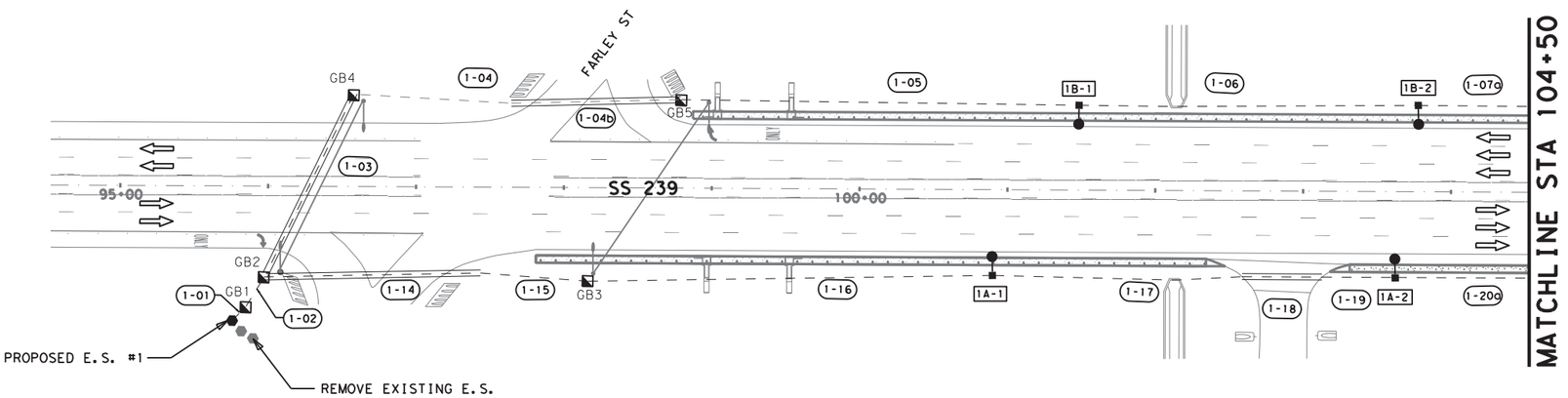
DATE: 6/3/2021 9:40:49 AM
FILE: ...\Drainage\prestd14-20.dgn

ESTIMATED QUANTITIES		
DESCRIPTION	UNIT	QTY.
DRILL SHAFT (RDWY ILL POLE) (30 IN)	LF	32
IN RD IL (TY ST) 50T-10 (400W EQ) LED	EA	4
CONDT (PVC) (SCH 40) (2")	LF	1376
CONDT (PVC) (SCH 80) (2") (BORE)	LF	432
CONDT (RM) (1 1/2")	LF	120
CONDUIT (PREPARE)	LF	0
REMOVAL OF CABLES	LF	0
REMOVAL OF CONDUIT	LF	0
ELEC CONDR (NO. 4) BARE	LF	0
ELEC CONDR (NO. 4) INSULATED	LF	0
ELEC CONDR (NO. 8) BARE	LF	1808
ELEC CONDR (NO. 8) INSULATED	LF	3716
GROUND BOX TY C (162911) W/APRON	EA	5
REMOVE ELECTRICAL SERVICES	EA	1
ELC SRV TY A 120/240 060(NS)SS(E)SP(O	EA	1
REPLACE LUMINAIRE W/LED (400W EQ)	EA	4
GROUND BOX (PREPARE)	EA	0
RIPRAP (CONC)(CL B)	CY	1.4

ROADWAY ILLUMINATION ASSEMBLY SUMMARY		
POLE	TYPE	STA
1A-1	IN RD IL (TY ST) 50T-10 (400W EQ) LED	100+89.9
1A-2	IN RD IL (TY ST) 50T-10 (400W EQ) LED	103+62.2
1B-1	IN RD IL (TY ST) 50T-10 (400W EQ) LED	101+48.4
1B-2	IN RD IL (TY ST) 50T-10 (400W EQ) LED	103+78.0

LEGEND

- PROPOSED GROUND BOX
- DIRECTION OF TRAFFIC
- PROPOSED ELECTRICAL SERVICE
- EXISTING ELECTRICAL SERVICE
- PROP. RDWY IL. ASM. (SINGLE ARM)
- EXISTING STRAIN POLE W/LUM ARM
- CONDUIT (BORE)
- CONDUIT (TRENCH)
- POWER POLE
- XX-X – LUMINAIRE DESIGNATION
- X-X – CONDUIT RUN NUMBER



ELECTRICAL RUNS																		
ITEM	RUN NUMBER	1-1	1-2	1-3	1-4	1-4b	1-5	1-6	1-7a	1-14	1-15	1-16	1-17	1-18	1-19	1-20a	EXTRA (LF)	TOTAL
	RUN LENGTH (LF)	13	37	129	102	114	269	230	75	135	76	269	168	54	48	89		
CONDUIT	CONDT (PVC) (SCHD 40) (2")	1	1	0	1	0	1	1	1	0	1	1	1	0	1	1	0	1376
	CONDT (PVC) (SCHD 80) (2") (BORE)	0	0	1	0	1	0	0	0	1	0	0	0	1	0	0	0	432
	CONDT (RM) (1 1/2")	0	0	0	0	0	40	20	0	0	0	40	20	0	0	0	0	120
	CONDUIT (PREPARE)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	REMOVAL OF CABLES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	REMOVAL OF CONDUIT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CONDUCTOR	ELEC CONDR (NO. 4) BARE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	ELEC CONDR (NO. 4) INSULATED	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	ELEC CONDR (NO. 8) BARE	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	0	1808
	ELEC CONDR (NO. 8) INSULATED	4	4	2	2	2	2	2	2	2	2	2	2	2	2	2	0	3716

NOTES:

1. VERIFY WITH ALL UTILITY COMPANIES THE EXACT LOCATION OF EXISTING UNDERGROUND UTILITIES PRIOR TO CONSTRUCTION OR DRILLING TO AVOID CONFLICT OR DAMAGE.
2. SEE STANDARD ED(7)-14 FOR ELECTRICAL SERVICE FOUNDATION DETAILS.
3. RIPRAP TO BE INSTALLED ON FOUNDATIONS FOR ALL ILLUMINATION POLE ASSEMBLIES OR AS DIRECTED BY THE ENGINEER. SEE STANDARD RID (2)-17 FOR DETAILS.
4. EXISTING LUMINAIRE ON STRAIN POLE TO BE REPLACED

STATE OF TEXAS
GERARDO A. RANGEL JR.
133699
LICENSED
PROFESSIONAL ENGINEER

THE SEAL APPEARING ON THIS DOCUMENT WAS AUTHORIZED BY GERARDO RANGEL, P.E. 133699. ON 6/3/2021

DocuSigned by:
Gerardo Rangel
FE312A7E28BA41D...

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SCALE: 1" = 100'

TEXAS DEPARTMENT OF TRANSPORTATION ®

ILLUMINATION LAYOUT

DN: RC	DW: RC
CK: GR	CK: GR

FED.RD. DIV.NO.	FEDERAL PROJECT NO.	SHEET NUMBER	SHEET NO.
6	0161-03-024	SHEET 1 OF 5	105

STATE	STATE DIST. NO.	COUNTY	CONTROL	SECTION	JOB	HIGHWAY NO.
TEXAS	22	VAL VERDE	0161	03	024	SS 239

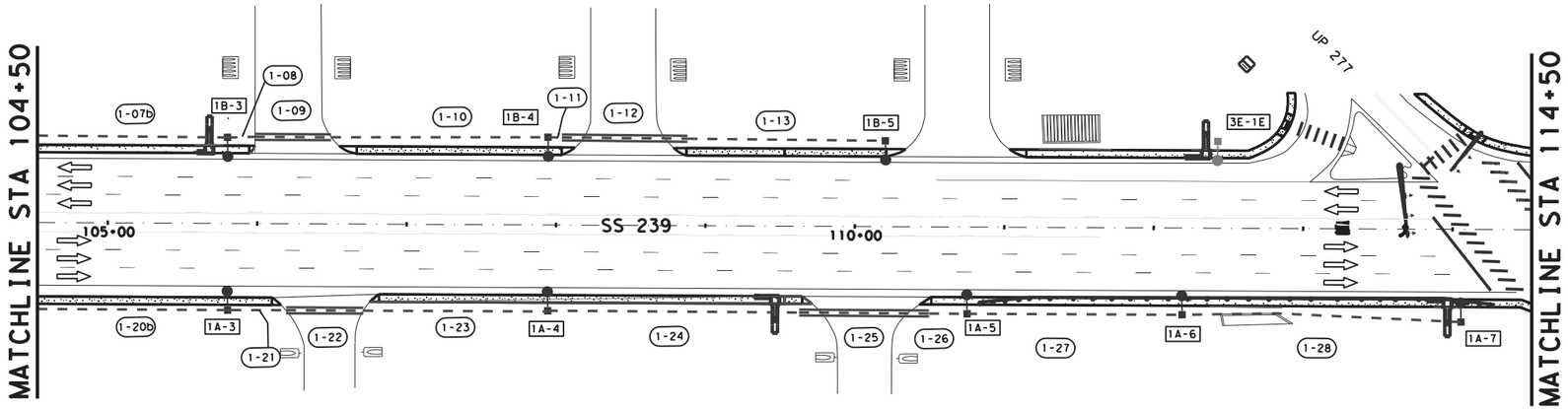
6/3/2021 JTOVIAST ...\CAD\Sheets Illumination.dgn

ESTIMATED QUANTITIES		
DESCRIPTION	UNIT	QTY.
DRILL SHAFT (RDWY ILL POLE) (30 IN)	LF	64
IN RD IL (TY ST) 50T-10 (400W EQ) LED	EA	8
CONDT (PVC) (SCH 40) (2")	LF	1241
CONDT (PVC) (SCH 80) (2") (BORE)	LF	274
CONDT (RM) (1 1/2")	LF	90
CONDUIT (PREPARE)	LF	0
REMOVAL OF CABLES	LF	0
REMOVAL OF CONDUIT	LF	0
ELEC CONDR (NO. 4) BARE	LF	0
ELEC CONDR (NO. 4) INSULATED	LF	0
ELEC CONDR (NO. 8) BARE	LF	1540
ELEC CONDR (NO. 8) INSULATED	LF	3030
GROUND BOX TY C (162911) W/APRON	EA	0
REMOVE ELECTRICAL SERVICES	EA	0
ELC SRV TY A 120/240 060(NS)SS(E)SP(O	EA	0
REPLACE LUMINAIRE W/LED (400W EQ)	EA	1
GROUND BOX (PREPARE)	EA	0
RIPRAP (CONC)(CL B)	CY	2.8

ROADWAY ILLUMINATION ASSEMBLY SUMMARY		
POLE	TYPE	STA
1B-3	IN RD IL (TY ST) 50T-10 (400W EQ) LED	105+80.2
1A-3	IN RD IL (TY ST) 50T-10 (400W EQ) LED	105+80.2
1B-4	IN RD IL (TY ST) 50T-10 (400W EQ) LED	107+94.5
1A-4	IN RD IL (TY ST) 50T-10 (400W EQ) LED	107+94.5
1B-5	IN RD IL (TY ST) 50T-10 (400W EQ) LED	110+20.4
1A-5	IN RD IL (TY ST) 50T-10 (400W EQ) LED	110+75.0
1A-6	IN RD IL (TY ST) 50T-10 (400W EQ) LED	112+18.9
1A-7	IN RD IL (TY ST) 50T-10 (400W EQ) LED	114+05.4

LEGEND

- PROPOSED GROUND BOX
- DIRECTION OF TRAFFIC
- PROPOSED ELECTRICAL SERVICE
- EXISTING ELECTRICAL SERVICE
- PROP. RDWY IL. ASM. (SINGLE ARM)
- EXISTING STRAIN POLE W/LUM ARM
- CONDUIT (BORE)
- CONDUIT (TRENCH)
- POWER POLE
- XX-X – LUMINAIRE DESIGNATION
- X-X – CONDUIT RUN NUMBER



ELECTRICAL RUNS																				
ITEM	RUN NUMBER	1-7b	1-8	1-9	1-10	1-11	1-12	1-13	1-20b	1-21	1-22	1-23	1-24	1-25	1-26	1-27	1-28	EXTRA (LF)	TOTAL
	RUN LENGTH (LF)	127	18	51	145	9	84	132	125	37	52	124	168	87	25	144	187		
CONDUIT	CONDT (PVC) (SCHD 40) (2")	1	1	0	1	1	0	1	1	1	0	1	1	0	1	1	1	0	**1241**
	CONDT (PVC) (SCHD 80) (2") (BORE)	0	0	1	0	0	1	0	0	0	1	0	0	1	0	0	0	0	**274**
	CONDT (RM) (1 1/2")	20	0	0	0	0	0	0	0	0	0	0	20	0	0	0	50	0	**90**
	CONDUIT (PREPARE)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
	REMOVAL OF CABLES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
	REMOVAL OF CONDUIT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
CONDUCTOR	ELEC CONDR (NO. 4) BARE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
	ELEC CONDR (NO. 4) INSULATED	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
	ELEC CONDR (NO. 8) BARE	1	1	1	1	1	1	1	1	1	1	1	1	1	2	1	1	0	**1540**
	ELEC CONDR (NO. 8) INSULATED	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	0	**3030**

NOTES:

1. VERIFY WITH ALL UTILITY COMPANIES THE EXACT LOCATION OF EXISTING UNDERGROUND UTILITIES PRIOR TO CONSTRUCTION OR DRILLING TO AVOID CONFLICT OR DAMAGE.
2. SEE STANDARD ED(7)-14 FOR ELECTRICAL SERVICE FOUNDATION DETAILS.
3. RIPRAP TO BE INSTALLED ON FOUNDATIONS FOR ALL ILLUMINATION POLE ASSEMBLIES OR AS DIRECTED BY THE ENGINEER. SEE STANDARD RID (2)-17 FOR DETAILS.
4. EXISTING LUMINAIRE ON STRAIN POLE TO BE REPLACED

STATE OF TEXAS
GERARDO A. RANGEL JR.
133699
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DocuSigned by:
Gerardo Rangel
FE312A7E28BA41D...

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SCALE: 1" = 100'

TEXAS DEPARTMENT OF TRANSPORTATION ®

ILLUMINATION LAYOUT

DN: RC	DW: RC
CK: GR	CK: GR

FED.RD. DIV.NO.	FEDERAL PROJECT NO.	SHEET NUMBER	SHEET NO.
6	0161-03-024	SHEET 2 OF 5	106

STATE	STATE DIST. NO.	COUNTY	CONTROL	SECTION	JOB	HIGHWAY NO.
TEXAS	22	VAL VERDE	0161	03	024	SS 239

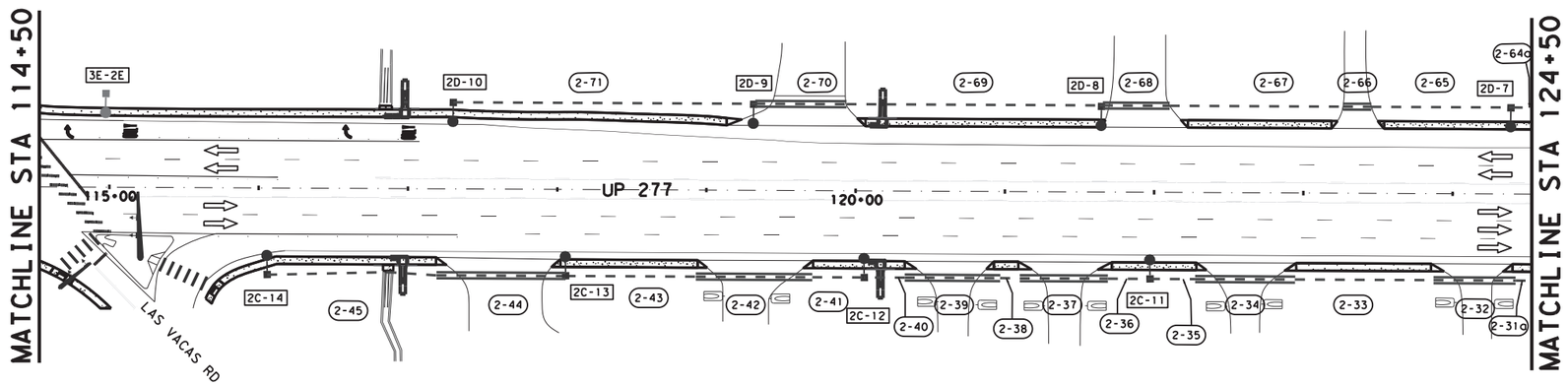
6/3/2021 JTOVIAST ...\CAD\Sheets Illumination.dgn

ESTIMATED QUANTITIES		
DESCRIPTION	UNIT	QTY.
DRILL SHAFT (RDWY ILL POLE) (30 IN)	LF	56
IN RD IL (TY ST) 50T-10 (400W EQ) LED	EA	7
CONDT (PVC) (SCH 40) (2")	LF	1027
CONDT (PVC) (SCH 80) (2") (BORE)	LF	535
CONDT (RM) (1 1/2")	LF	70
CONDUIT (PREPARE)	LF	0
REMOVAL OF CABLES	LF	0
REMOVAL OF CONDUIT	LF	0
ELEC CONDR (NO. 4) BARE	LF	846
ELEC CONDR (NO. 4) INSULATED	LF	1692
ELEC CONDR (NO. 8) BARE	LF	516
ELEC CONDR (NO. 8) INSULATED	LF	1032
GROUND BOX TY C (162911) W/APRON	EA	0
REMOVE ELECTRICAL SERVICES	EA	0
ELC SRV TY A 120/240 060(NS)SS(E)SP(O	EA	0
REPLACE LUMINAIRE W/LED (400W EQ)	EA	1
GROUND BOX (PREPARE)	EA	0
RIPRAP (CONC)(CL B)	CY	2.45

ROADWAY ILLUMINATION ASSEMBLY SUMMARY		
POLE	TYPE	STA
2C-11	IN RD IL (TY ST) 50T-10 (400W EQ) LED	121+97.5
2C-12	IN RD IL (TY ST) 50T-10 (400W EQ) LED	120+05.9
2C-13	IN RD IL (TY ST) 50T-10 (400W EQ) LED	119+65.0
2D-7	IN RD IL (TY ST) 50T-10 (400W EQ) LED	124+39.0
2D-8	IN RD IL (TY ST) 50T-10 (400W EQ) LED	121+64.7
2D-9	IN RD IL (TY ST) 50T-10 (400W EQ) LED	119+31.5
2D-10	IN RD IL (TY ST) 50T-10 (400W EQ) LED	116+98.6

LEGEND

- PROPOSED GROUND BOX
- DIRECTION OF TRAFFIC
- PROPOSED ELECTRICAL SERVICE
- EXISTING ELECTRICAL SERVICE
- PROP. RDWY IL. ASM. (SINGLE ARM)
- EXISTING STRAIN POLE W/LUM ARM
- CONDUIT (BORE)
- CONDUIT (TRENCH)
- POWER POLE
- XX-X — LUMINAIRE DESIGNATION
- X-X — CONDUIT RUN NUMBER



ELECTRICAL RUNS																											
ITEM	RUN NUMBER	2-31a	2-32	2-33	2-34	2-35	2-36	2-37	2-38	2-39	2-40	2-41	2-42	2-43	2-44	2-45	2-64a	2-65	2-66	2-67	2-68	2-69	2-70	2-71	EXTRA (LF)	TOTAL
	RUN LENGTH (LF)	10	55	93	67	30	28	59	13	64	27	35	78	87	87	113	13	92	19	116	45	170	61	200		
CONDUIT	CONDT (PVC) (SCHD 40) (2"	1	0	1	0	1	1	0	1	0	1	1	0	1	0	1	1	1	0	1	0	1	0	1	0	0	**1027**
	CONDT (PVC) (SCHD 80) (2"	0	1	0	1	0	0	1	0	1	0	0	1	0	1	0	0	0	1	0	1	0	1	0	0	0	**535**
	CONDT (RM) (1 1/2")	0	0	0	0	0	0	0	0	0	20	0	0	0	0	30	0	0	0	0	0	20	0	0	0	0	**70**
	CONDUIT (PREPARE)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
	REMOVAL OF CABLES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
	REMOVAL OF CONDUIT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
CONDUCTOR	ELEC CONDR (NO. 4) BAR	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	0	0	0	0	0	0	0	0	0	0	**846**
	ELEC CONDR (NO. 4) INSULAT	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	0	0	0	0	0	0	0	0	0	0	**1692**
	ELEC CONDR (NO. 8) BAR	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	1	1	1	0	0	0	**516**
	ELEC CONDR (NO. 8) INSULAT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2	2	2	2	2	0	0	0	**1032**

NOTES:

1. VERIFY WITH ALL UTILITY COMPANIES THE EXACT LOCATION OF EXISTING UNDERGROUND UTILITIES PRIOR TO CONSTRUCTION OR DRILLING TO AVOID CONFLICT OR DAMAGE.

2. SEE STANDARD ED(7)-14 FOR ELECTRICAL SERVICE FOUNDATION DETAILS.

3. RIPRAP TO BE INSTALLED ON FOUNDATIONS FOR ALL ILLUMINATION POLE ASSEMBLIES OR AS DIRECTED BY THE ENGINEER. SEE STANDARD RID (2)-17 FOR DETAILS.

4. EXISTING LUMINAIRE ON STRAIN POLE TO BE REPLACED

STATE OF TEXAS
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DocuSigned by:
Gerardo Rangel
FE312A7E28BA41D...

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SCALE: 1" = 100'

TEXAS DEPARTMENT OF TRANSPORTATION ®

ILLUMINATION LAYOUT

DN: RC	DW: RC
CK: GR	CK: GR

FED.RD. DIV.NO.	FEDERAL PROJECT NO.	SHEET NUMBER	SHEET NO.
6	0161-03-024	SHEET 3 OF 5	107

STATE	STATE DIST. NO.	COUNTY	CONTROL	SECTION	JOB	HIGHWAY NO.
TEXAS	22	VAL VERDE	0161	03	024	SS 239

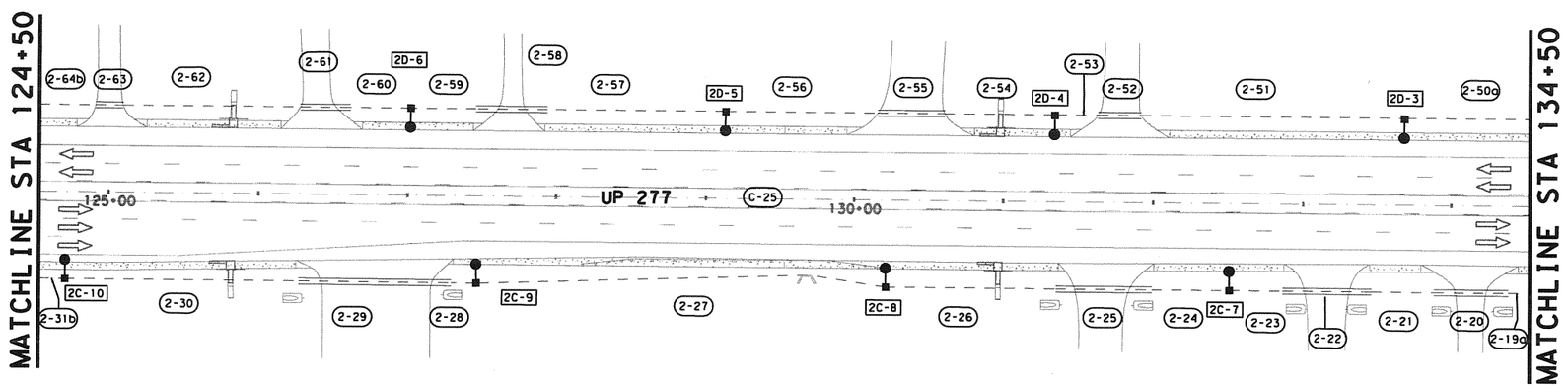
6/3/2021 JTOVIAST ...\CAD\Sheets Illumination.dgn

ESTIMATED QUANTITIES		
DESCRIPTION	UNIT	QTY.
DRILL SHAFT (RDWY ILL POLE) (30 IN)	LF	64
IN RD IL (TY ST) 50T-10 (400W EQ) LED	EA	8
CONDT (PVC) (SCH 40) (2")	LF	1548
CONDT (PVC) (SCH 80) (2") (BORE)	LF	449
CONDT (RM) (1 1/2")	LF	94
CONDUIT (PREPARE)	LF	0
REMOVAL OF CABLES	LF	0
REMOVAL OF CONDUIT	LF	0
ELEC CONDR (NO. 4) BARE	LF	1001
ELEC CONDR (NO. 4) INSULATED	LF	2002
ELEC CONDR (NO. 8) BARE	LF	996
ELEC CONDR (NO. 8) INSULATED	LF	1992
GROUND BOX TY C (162911) W/APRON	EA	0
REMOVE ELECTRICAL SERVICES	EA	0
ELC SRV TY A 120/240 060(NS)SS(E)SP(O)	EA	0
REPLACE LUMINAIRE W/LED (400W EQ)	EA	0
GROUND BOX (PREPARE)	EA	0
RIPRAP (CONC)(CL B)	CY	2.8

ROADWAY ILLUMINATION ASSEMBLY SUMMARY		
POLE	TYPE	STA
2C-7	IN RD IL (TY ST) 50T-10 (400W EQ) LED	132+51.5
2C-8	IN RD IL (TY ST) 50T-10 (400W EQ) LED	130+21.6
2C-9	IN RD IL (TY ST) 50T-10 (400W EQ) LED	127+46.7
2C-10	IN RD IL (TY ST) 50T-10 (400W EQ) LED	124+70.8
2D-3	IN RD IL (TY ST) 50T-10 (400W EQ) LED	133+68.5
2D-4	IN RD IL (TY ST) 50T-10 (400W EQ) LED	131+34.2
2D-5	IN RD IL (TY ST) 50T-10 (400W EQ) LED	129+13.3
2D-6	IN RD IL (TY ST) 50T-10 (400W EQ) LED	126+61.7

LEGEND

- PROPOSED GROUND BOX
- DIRECTION OF TRAFFIC
- PROPOSED ELECTRICAL SERVICE
- EXISTING ELECTRICAL SERVICE
- PROP. RDWY IL. ASM. (SINGLE ARM)
- EXISTING STRAIN POLE W/LUM ARM
- CONDUIT (BORE)
- CONDUIT (TRENCH)
- POWER POLE
- XX-X - LUMINAIRE DESIGNATION
- X-X - CONDUIT RUN NUMBER



ELECTRICAL RUNS																																
ITEM	RUN NUMBER	2-19a	2-20	2-21	2-22	2-23	2-24	2-25	2-26	2-27	2-28	2-29	2-30	2-31b	2-50a	2-51	2-52	2-53	2-54	2-55	2-56	2-57	2-58	2-59	2-60	2-61	2-62	2-63	2-64b	EXTRA (LF)	TOTAL
	RUN LENGTH (LF)	14	50	42	60	35	52	64	114	276	17	102	157	18	84	176	28	28	73	45	102	119	48	44	41	33	118	19	38		
CONDUIT	CONDT (PVC) (SCHD 40) (2"	1	0	1	0	1	1	0	1	1	1	0	1	1	1	0	1	1	0	1	1	0	1	1	0	1	1	0	1	0	**1548**
	CONDT (PVC) (SCHD 80) (2"	0	1	0	1	0	0	1	0	0	0	1	0	0	0	0	1	0	0	1	0	0	1	0	0	1	0	1	0	0	**449**
	CONDT (RM) (1 1/2")	0	0	0	0	0	0	0	20	14	0	0	20	0	0	0	0	0	20	0	0	0	0	0	0	0	20	0	0	0	**94**
	CONDUIT (PREPARE)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
	REMOVAL OF CABLES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
	REMOVAL OF CONDUIT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
CONDUCTOR	ELEC CONDR (NO. 4) BARE	1	1	1	1	1	1	1	1	1	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**1001**
	ELEC CONDR (NO. 4) INSULAT	2	2	2	2	2	2	2	2	2	2	2	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**2002**
	ELEC CONDR (NO. 8) BARE	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	0	**996**
	ELEC CONDR (NO. 8) INSULAT	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	0	**1992**

NOTES:

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2. SEE STANDARD ED(7)-14 FOR ELECTRICAL SERVICE FOUNDATION DETAILS.
3. RIPRAP TO BE INSTALLED ON FOUNDATIONS FOR ALL ILLUMINATION POLE ASSEMBLIES OR AS DIRECTED BY THE ENGINEER. SEE STANDARD RID (2)-17 FOR DETAILS.
4. EXISTING LUMINAIRE ON STRAIN POLE TO BE REPLACED

STATE OF TEXAS
GERARDO A. RANGEL JR.
133699
LICENSED
PROFESSIONAL ENGINEER

THE SEAL APPEARING ON THIS DOCUMENT WAS AUTHORIZED BY GERARDO RANGEL, P.E. 133699. ON 6/8/2021

Docusigned by:
Gerardo Rangel
FE312A7E28BA41D...

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SCALE: 1" = 100'

TEXAS DEPARTMENT OF TRANSPORTATION®

ILLUMINATION LAYOUT

DN: RC	DW: RC
CK: GR	CK: GR

FED.RD. DIV.NO.	FEDERAL PROJECT NO.	SHEET NUMBER	SHEET NO.
6	F 2021(884)	SHEET 4 OF 5	108

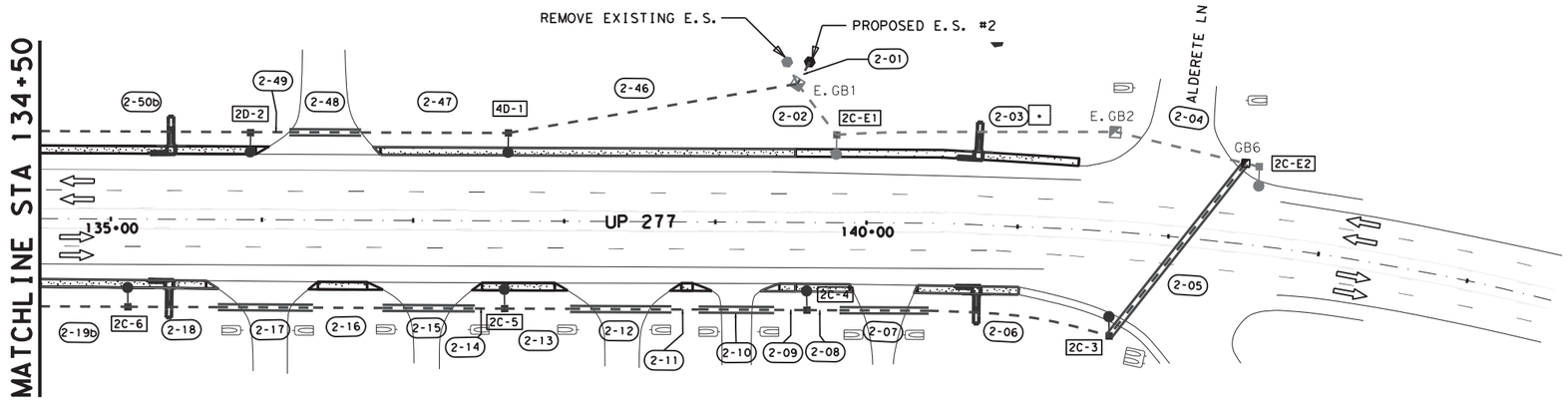
STATE	STATE DIST.NO.	COUNTY	CONTROL	SECTION	JOB	HIGHWAY NO.
TEXAS	22	VAL VERDE	0161	03	024	SS 239

ESTIMATED QUANTITIES		
DESCRIPTION	UNIT	QTY.
DRILL SHAFT (RDWY ILL POLE) (30 IN)	LF	48
IN RD IL (TY ST) 50T-10 (400W EQ) LED	EA	6
CONDT (PVC) (SCH 40) (2")	LF	865
CONDT (PVC) (SCH 80) (2") (BORE)	LF	498
CONDT (RM) (1 1/2")	LF	80
CONDUIT (PREPARE)	LF	324
REMOVAL OF CABLES	LF	972
REMOVAL OF CONDUIT	LF	50
ELEC CONDR (NO. 4) BARE	LF	1201
ELEC CONDR (NO. 4) INSULATED	LF	2402
ELEC CONDR (NO. 8) BARE	LF	502
ELEC CONDR (NO. 8) INSULATED	LF	1036
GROUND BOX TY C (162911) W/APRON	EA	1
REMOVE ELECTRICAL SERVICES	EA	1
ELC SRV TY A 120/240 060(NS)SS(E)SP(O	EA	1
REPLACE LUMINAIRE W/LED (400W EQ)	EA	2
GROUND BOX (PREPARE)	EA	2
RIPRAP (CONC)(CL B)	CY	2.1

ROADWAY ILLUMINATION ASSEMBLY SUMMARY		
POLE	TYPE	STA
2C-3	IN RD IL (TY ST) 50T-10 (400W EQ) LED	141+65.4
2C-4	IN RD IL (TY ST) 50T-10 (400W EQ) LED	139+60.8
2C-5	IN RD IL (TY ST) 50T-10 (400W EQ) LED	137+60.8
2C-6	IN RD IL (TY ST) 50T-10 (400W EQ) LED	135+11.6
2D-1	IN RD IL (TY ST) 50T-10 (400W EQ) LED	137+63.0
2D-2	IN RD IL (TY ST) 50T-10 (400W EQ) LED	135+92.4

LEGEND

- PROPOSED GROUND BOX
- DIRECTION OF TRAFFIC
- PROPOSED ELECTRICAL SERVICE
- EXISTING ELECTRICAL SERVICE
- PROP. RDWY IL. ASM. (SINGLE ARM)
- EXISTING STRAIN POLE W/LUM ARM
- CONDUIT (BORE)
- CONDUIT (TRENCH)
- POWER POLE
- XX-X – LUMINAIRE DESIGNATION
- X-X – CONDUIT RUN NUMBER



ELECTRICAL RUNS																											
ITEM	RUN NUMBER	2-1	2-2	2-3	2-4	2-5	2-6	2-7	2-8	2-9	2-10	2-11	2-12	2-13	2-14	2-15	2-16	2-17	2-18	2-19b	2-46	2-47	2-48	2-49	2-50b	EXTRA (LF)	TOTAL
	RUN LENGTH (LF)	16	42	184	98	150	121	59	22	22	50	18	67	43	20	61	46	63	60	59	194	97	48	25	138		
CONDUIT	CONDT (PVC) (SCHD 40) (2")	0	0	0	0	0	1	0	1	1	0	1	0	1	1	0	1	0	1	1	1	1	0	1	1	0	**865**
	CONDT (PVC) (SCHD 80) (2") (BORE)	0	0	0	0	1	0	1	0	0	1	0	1	0	0	1	0	1	0	0	0	0	1	0	0	0	**498**
	CONDT (RM) (1 1/2")	0	0	20	0	0	20	0	0	0	0	0	0	0	0	0	0	0	20	0	0	0	0	0	20	0	**80**
	CONDUIT (PREPARE)	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**324**
	REMOVAL OF CABLES	0	3	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**972**
	REMOVAL OF CONDUIT	0	0	30	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**50**
CONDUCTOR	ELEC CONDR (NO. 4) BARE	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	0	0	0	0	0	0	**1201**
	ELEC CONDR (NO. 4) INSULATED	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	0	0	0	0	0	0	**2402**
	ELEC CONDR (NO. 8) BARE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	1	0	**502**
	ELEC CONDR (NO. 8) INSULATED	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2	2	2	0	**1036**

NOTES:

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4. EXISTING LUMINAIRE ON STRAIN POLE TO BE REPLACED

STATE OF TEXAS
GERARDO A. RANGEL JR.
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PROFESSIONAL ENGINEER

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DocuSigned by:
Gerardo Rangel
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SCALE: 1" = 100'

ILLUMINATION LAYOUT

DN: RC	DW: RC
CK: GR	CK: GR

FED.RD. DIV.NO.	FEDERAL PROJECT NO.	SHEET NUMBER	SHEET NO.
6	0161-03-024	SHEET 5 OF 5	109

STATE	STATE DIST. NO.	COUNTY	CONTROL	SECTION	JOB	HIGHWAY NO.
TEXAS	22	VAL VERDE	0161	03	024	SS 239

6/3/2021 JTOVIAST ...\CAD\Sheets Illumination.dgn

ELECTRICAL SERVICE DATA

SERVICE POLE NO.	SHEET NO.	SERVICE POLE DESCRIPTION (SEE ED (4)-03)	SERVICE CONDUIT	SERVICE CONDUCTORS NO./SIZE	SAFETY SWITCH AMPS	MAIN DISCONNECT SWITCH AMP/FUSE	MAIN DISCONNECT CKT. BKR. POLE/A	TWO-POLE CONTACTOR AMPS	PANELBD./LOADCENTER AMP RATING	CIRCUIT DESCRIPTION	BRANCH CKT. BKR POLE/AMPS	BRANCH CIRCUIT AMPS	KVA LOAD
ES#1	105	TY A 120/240 060 (NS) SS (E) SP (O)	1 1/4"	3/#8 AWG	N/A	N/A	2P/60	60	N/A	NB ILLUMINATION CKT A	2P/20	9.36	3.99
										NB ILLUMINATION CKT B	2P/20	7.28	
ES#2	109	TY A 120/240 060 (NS) SS (E) SP (O)	1 1/4"	3/#4 AWG	N/A	N/A	2P/60	60	N/A	SB ILLUMINATION CKT C	2P/20	14.56	5.99
										SB ILLUMINATION CKT D	2P/20	10.4	

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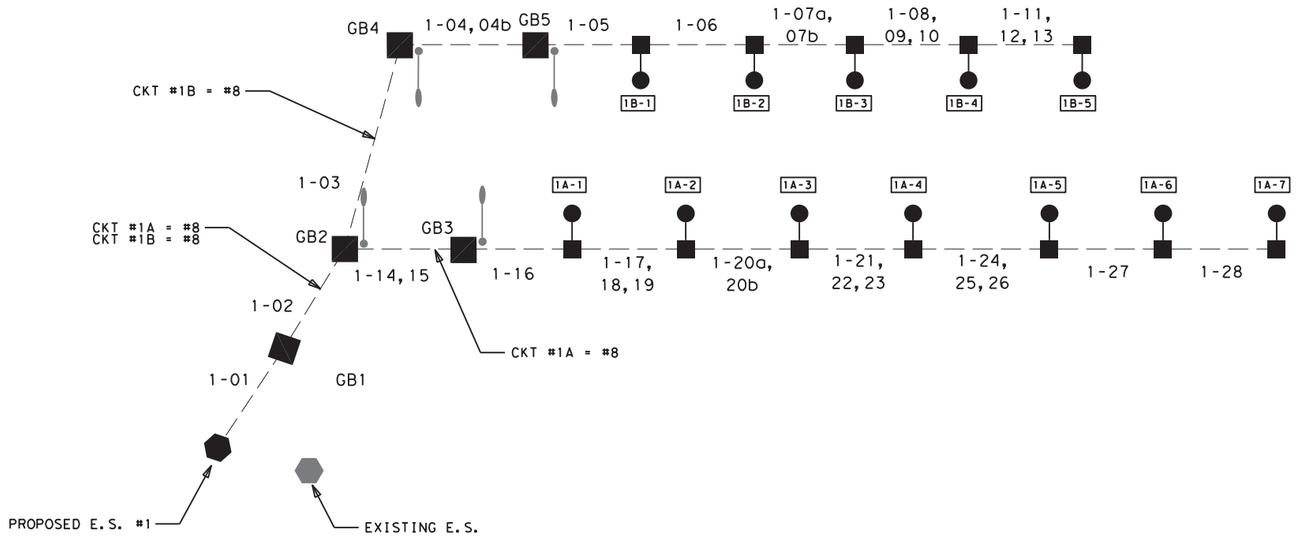
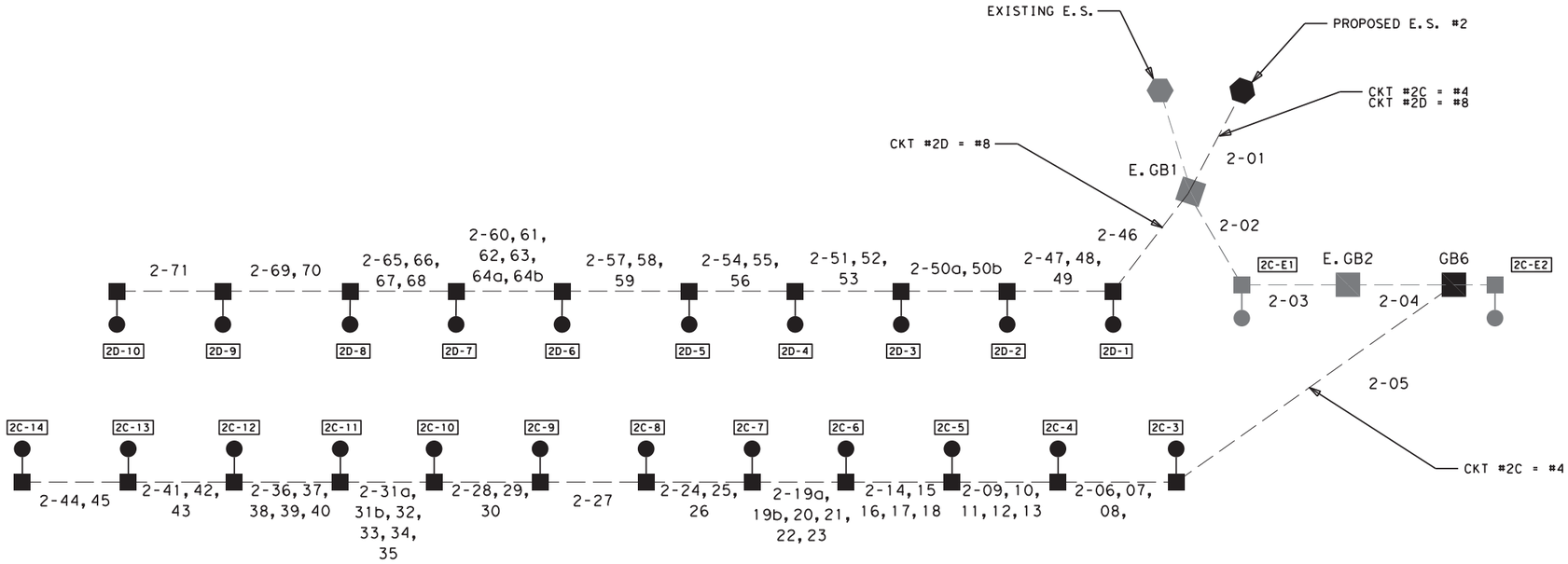
ELECTRICAL SERVICE DATA SHEET

DN: RC	DW: RC
CK: GR	CK: GR

FED.RD. DIV.NO.	FEDERAL PROJECT NO.	SHEET NUMBER	SHEET NO.
6	0161-03-024		110

STATE	STATE DIST. NO.	COUNTY	CONTROL	SECTION	JOB	HIGHWAY NO.
TEXAS	22	VAL VERDE	0161	03	024	SS 239





LEGEND

- PROPOSED GROUND BOX
- EXISTING GROUND BOX
- PROPOSED ELECTRICAL SERVICE
- EXISTING RDWY IL. ASM. (SINGLE ARM)
- PROP. RDWY IL. ASM. (SINGLE ARM)
- CONDUIT & CONDUCTOR
- XX-X — LUMINAIRE DESIGNATION
- X-X — CONDUIT RUN NUMBER

STATE OF TEXAS
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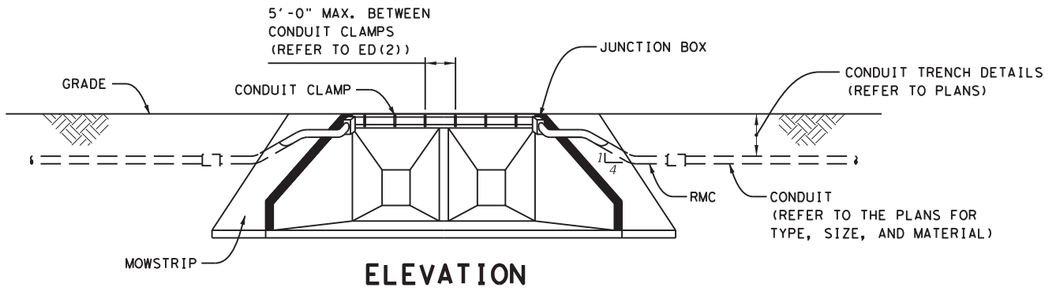
CIRCUIT DIAGRAM

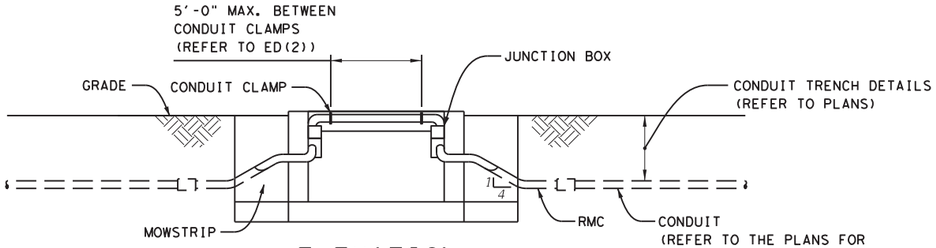
DN: RC	DW: RC
CK: GR	CK: GR

FED.RD. DIV.NO.	FEDERAL PROJECT NO.	SHEET NUMBER	SHEET NO.
6	0161-03-024		111

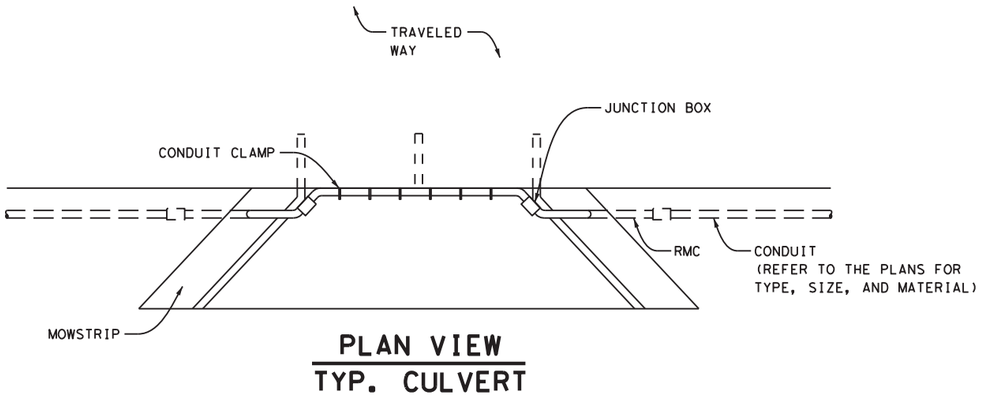
STATE	STATE DIST. NO.	COUNTY	CONTROL	SECTION	JOB	HIGHWAY NO.
TEXAS	22	VAL VERDE	0161	03	024	SS 239



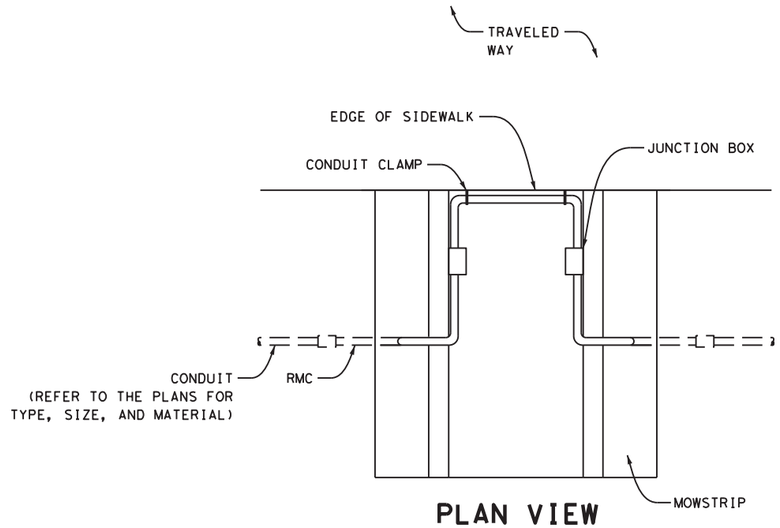
ELEVATION
TYP. CULVERT



ELEVATION
CURB INLET



PLAN VIEW
TYP. CULVERT



PLAN VIEW
CURB INLET

NOTES:

1. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO VERUFY ALL EXISTING UNDERGROUND INFRAESTRUCTURE. THE CONTRACTOR IS RESPONSIBLE FOR ANY DAMAGETO ANY UNDERGROUND INFRAESTRUCTURE DURING CONSTRUCTION. VERIFY ALL UTILITY LOCATIONS AT LEAST 100' IN ADVANCE OF TRENCHES, PLOWING OR BORING , AND MAKES CHANGES IN CONDUIT PLACEMENT IN THE EVENT OF CONFLICT.

2. ENSURE ALL WORK IS IN COMPLIANCE WITH THE LATEST EDITION OF NFPA70, NATIONAL ELECTRICAL CODE.

3. UTILIZE PVC CONDUIT FOR ALL UNDERGROUND APPLICATIONS AS REQUIRED BY DESIGN. TRANSITIONS WITH A CONDUIT COUPLING TO RMC COUNDUIT OR OTHER AS REQUIRED BY DESIGN THAT IS APPROVED FOR ABOVE GROUND APPLICATIONS.

4. DO NOT EXCEED A RISE:RUN RATIO OF 1:4 FOR CONFUIT SLOPED THROUGH INCREASES OR DECREASES IN ELEVATION.

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Gerardo Rangel
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TEXAS DEPARTMENT OF TRANSPORTATION ®

CONDUIT OBSTRUCTION CROSSING

DN: RC	DN: RC
CK: GR	CK: GR

FED.RD. DIV.NO.	FEDERAL PROJECT NO.	SHEET NUMBER	SHEET NO.
6	0161-03-024		112

STATE	STATE DIST.NO.	COUNTY	CONTROL	SECTION	JOB	HIGHWAY NO.
TEXAS	22	VAL VERDE	0161	03	024	SS 239

6/3/2021 JTOVIAST ...\CAD\Circuit Diagram.dgn

GENERAL NOTES FOR ALL ELECTRICAL WORK

1. The location of all conduits, junction boxes, ground boxes, and electrical services is diagrammatic and may be shifted to accommodate field conditions.

2. Provide new and unused materials. Ensure that all materials and installations comply with the applicable articles of the National Electrical Code (NEC), TxDOT standards and specifications, National Electrical Manufacturers Association (NEMA), and are listed by Underwriters Laboratories (UL) or a Nationally Recognized Testing Lab (NRTL). NRTLs such as Canadian Standard Association (CSA), Intertek Testing Services NA Inc., or FM Approvals LLC can be considered equivalent to UL. Where reference is made to NEMA listed devices, International Electrotechnical Commission (IEC) listed devices will not be considered an acceptable equal to a NEMA listed device. Acceptable devices may have both a NEMA and IEC listing. Faulty fabrication or poor workmanship in any material, equipment, or installation is justification for rejection. Replace or reinstall rejected material or equipment at no additional cost to the Department.

3. Miscellaneous nuts, bolts and hardware, except for high strength bolts, may be stainless steel when plans specify galvanized, provided the bolt size is ½ in. or less in diameter.

4. Provide the following test equipment as required by the Engineer to confirm compliance with the contract and the NEC: voltmeter, ammeter, megohm meter (1000 volt DC), ground resistance tester, torque wrenches, and torque screwdrivers. Ensure all equipment has been properly calibrated within the last year. Provide calibration certification to the Engineer upon request. Operate test equipment during inspection as requested by the Engineer.

5. Install grounding as shown on the plans and in accordance with the NEC. Ensure all metallic conduits; metal poles; luminaires; and metal enclosures are bonded to the equipment grounding conductor. Provide stranded bare copper or green insulated grounding conductors. Ground rods, connectors, and bonding jumpers are subsidiary to the various bid items.

6. When required by the Engineer, notify the Department in writing of materials from the Material Producers List (MPL) intended for use on each project. Prequalified materials are listed on the MPL on TxDOT's website under "Roadway Illumination and Electrical Supplies." No substitutions will be allowed for materials on this list.

CONDUIT

A. MATERIALS

1. Provide conduit, junction boxes, fittings, and hardware as per TxDOT Departmental Material Specification (DMS) 11030 "Conduit" and Item 618 "Conduit" of TxDOT's "Standard Specifications For Construction And Maintenance Of Highways, Streets, And Bridges," latest edition. Provide conduits listed under Item 618 on the MPL under "Roadway Illumination and Electrical Supplies." Provide conduit types according to the descriptive code or as shown on the plans. Do not substitute other types of conduits for those shown. Provide liquidtight flexible metal conduit (LFMC) when flexible conduit is called for on galvanized steel rigid metallic conduit (RMC) systems. Provide liquidtight flexible nonmetallic conduit (LFNC) when flexible conduit is called for on polyvinyl chloride (PVC) systems.

2. Provide galvanized steel RMC for all exposed conduits, unless otherwise shown on the plans. Properly bond all metal conduits.

3. Unless otherwise shown on the plans, provide junction boxes with a minimum size as shown in the following table, which applies to the greatest number of conductors entering the box through one conduit with no more than four conduits per box. When a mixture of conductor sizes is present, count the conductors as if all are of the larger size. For situations not applicable to the table, size junction boxes in accordance with NEC.

AWG	3 CONDUCTORS	5 CONDUCTORS	7 CONDUCTORS
#1	10" x 10" x 4"	12" x 12" x 4"	16" x 16" x 4"
#2	8" x 8" x 4"	10" x 10" x 4"	12" x 12" x 4"
#4	8" x 8" x 4"	10" x 10" x 4"	10" x 10" x 4"
#6	8" x 8" x 4"	8" x 8" x 4"	10" x 10" x 4"
#8	8" x 8" x 4"	8" x 8" x 4"	8" x 8" x 4"

4. Junction boxes with an internal volume of less than 100 cu. in. and supported by entering raceways must have threaded entries or hubs identified for the intended purpose and supported by connection of two or more rigid metal conduits. Secure conduit within 3 ft. of the enclosure or within 18 in. of the enclosure if all conduit entries are on the same side. Mechanically secure all junction boxes with an internal volume greater than 100 cu. inches.

5. Provide hot dipped galvanized cast iron or sand cast aluminum outlet boxes for junction boxes containing only 10 AWG or 12 AWG conductors. Do not use die cast aluminum boxes. Size outlet boxes according to the NEC.

6. Do not use intermediate metal conduit (IMC) or electrical metallic tubing (EMT) unless specifically required by the plan sheets. When EMT is called for, provide junction boxes made from galvanized steel sheeting, listed and approved for outdoor use, unless otherwise noted on the plans. Size all galvanized steel junction boxes in accordance with the NEC. Provide junction boxes for IMC conduit systems that meet the same requirements for junction boxes used with RMC systems.

7. Provide PVC junction boxes intended for outdoor use on PVC conduit systems, unless otherwise noted on the plans.

8. Provide PVC elbows in PVC conduit systems, unless otherwise shown on the plans. Use only a flat, high tensile strength polyester fiber pull tape for pulling conductors through the PVC conduit system. When galvanized steel RMC elbows are specifically called for in the plans and any portion of the RMC elbow is buried less than 18 in., ground the RMC elbow by means of a grounding bushing on a rigid metal extension. Grounding of the rigid metal elbow is not required if the entire RMC elbow is encased in a minimum of 2 in. of concrete. PVC extensions are allowed on these concrete encased rigid metal elbows. RMC or PVC elbows are subsidiary to various bid items.

9. When required, provide High-Density Polyethylene (HDPE) conduit with factory installed internal conductors according to Item 622 "Duct Cable." At the Contractor's request and with approval by the Engineer, substitute HDPE conduit with no conductors for bored schedule 40 or schedule 80 PVC conduit bid under Item 618. Ensure bored HDPE substituted for PVC is schedule 40 and of the same size PVC called for in the plans. Ensure the substituted HDPE meets the requirements of Item 622, except that the conduit is supplied without factory-installed conductors. Make the transition of the HDPE conduit to PVC (or RMC elbow when required) at the bore pit. Provide conduit of the size and schedule as shown on the plans. Do not extend substituted conduit into ground boxes or foundations. Provide PVC or galvanized steel RMC elbows as called for at all ground boxes and foundations.

10. Use two-hole straps when supporting 2 in. and larger conduits. On electrical service poles, properly sized stainless steel or hot dipped galvanized one-hole standoff straps are allowed on the service riser conduit.

B. CONSTRUCTION METHODS

1. Provide and install expansion joint conduit fittings on all structure-mounted conduits at the structure's expansion joints to allow for movement of the conduit. In addition, provide and install expansion joint fittings on all continuous runs of galvanized steel RMC conduit externally exposed on structures such as bridges at maximum intervals of 150 ft. When requested by the project Engineer, supply manufacturer's specification sheet for expansion joint conduit fittings. Repair or replace expansion joint fittings that do not allow for movement at no additional cost to the Department. Provide the method of determining the amount of expansion to the Engineer upon request. Do not use LFMC or LFNC as a substitute for the required expansion conduit fittings.

2. Space all conduit supports at maximum intervals of 5 ft. Install conduit spacers when attaching metal conduit to surface of concrete structures. See "Conduit Mounting Options" on ED(2). Install conduit support within 3 ft. of all enclosures and conduit terminations.

3. Do not attach conduit supports directly to pre-stressed concrete beams except as shown specifically in the plans or as approved by the Engineer.

4. Unless otherwise shown on the plans, jack or bore conduit placed beneath existing roadways, driveways, sidewalks, or after the base or surfacing operation has begun. Backfill and compact the bore pits below the conduit per Item 476 "Jacking, Boring, or Tunneling Pipe or Box" prior to installing conduit or duct cable to prevent bending of the connections.

5. When placing conduit in the sub-grade of new roadways, backfill all trenches with excavated material unless otherwise noted on the plans. When placing conduit in the sub-base of new roadways, backfill all trenches with cement-stabilized base as per requirements of Items 110 "Excavation", 400 "Excavation and Backfill for Structures", 401 "Flowable Backfill", 402 "Trench Excavation Protection", and 403 "Temporary Special Shoring."

6. Provide and place warning tape approximately 10 in. above all trenched conduit as per Item 618.

7. During construction, temporarily cap or plug open ends of all conduit and raceways immediately after installation to prevent entry of dirt, debris and animals. Temporary caps constructed of durable duct tape are allowed. Tightly fix the tape to the conduit opening. Clean out the conduit and prove it clear in accordance with Item 618 prior to installing any conductors.

8. Ensure conduit entry into the top of any enclosure is waterproof by installing conduit sealing hubs or using boxes with threaded bosses. This includes surface mounted safety switches, meter cans, service enclosures, auxiliary enclosures and junction boxes. Grounding bushings on water tight sealing hubs are not required.

9. Fit the ends of all PVC conduit terminations with bushings or bell end fittings. Provide and install a grounding type bushing on all metal conduit terminations.

10. Install a bonding jumper from each grounding bushing to the nearest ground rod, grounding lug, or equipment grounding conductor. Ensure all bonding jumpers are the same size as the equipment grounding conductor. Bonding of conduit used as a casing under roadways for duct cable is not required, if the duct extends the full length through the casing.

11. At all electrical services, install a 6 AWG solid copper grounding electrode conductor.

12. Place conduits entering ground boxes so that the conduit openings are between 3 in. and 6 in. from the bottom of the box. See the ground box detail on sheet ED(4).

13. Seal ends of all conduits with duct seal, expandable foam, or by other methods approved by the Engineer. Seal conduit immediately after completion of conductor installation and pull tests. Do not use duct tape as a permanent conduit sealant. Do not use silicone caulk as a conduit sealant.

14. File smooth the cut ends of all mounting strut and conduit. Before installing, paint the field cut ends of all mounting strut and RMC (threaded or non-threaded) with zinc rich paint (94% or more zinc content) to alleviate overspray. Use zinc rich paint to touch up galvanized material as allowed under Item 445 "Galvanizing." Do not paint non-galvanized material with a zinc rich paint as an alternative for materials required to be galvanized.

Texas Department of Transportation

Traffic Operations Division Standard

ELECTRICAL DETAILS CONDUITS & NOTES

ED(1)-14

FILE:	ed1-14.dgn	DN:	CK:	DW:	CK:
© TxDOT	October 2014	CONT	SECT	JOB	HIGHWAY
REVISIONS		0161	03	024	SS 239
		DIST	COUNTY		SHEET NO.
		22	VAL VERDE		113

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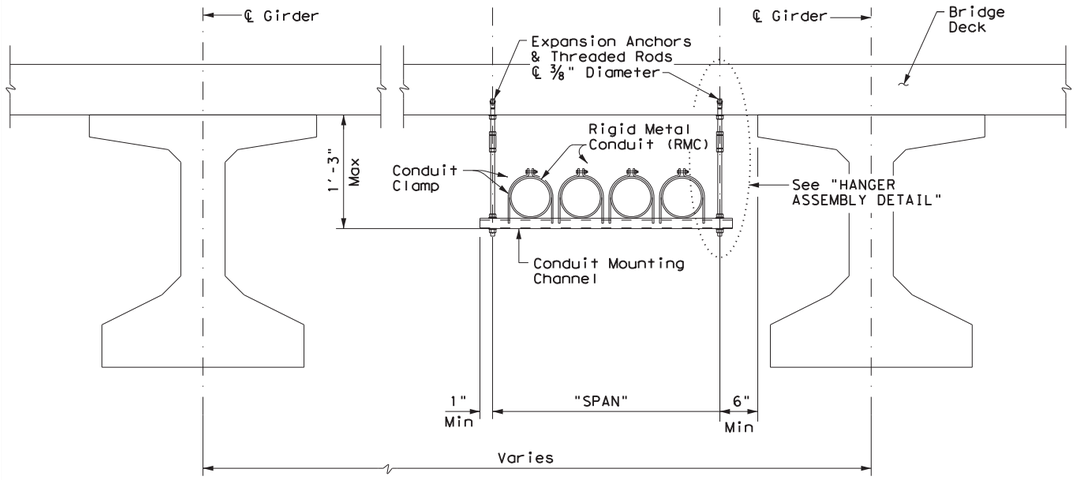
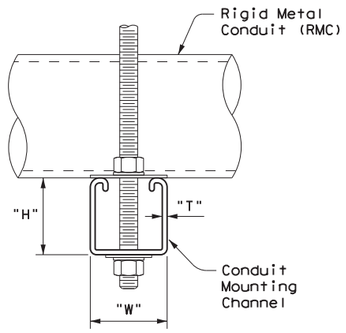
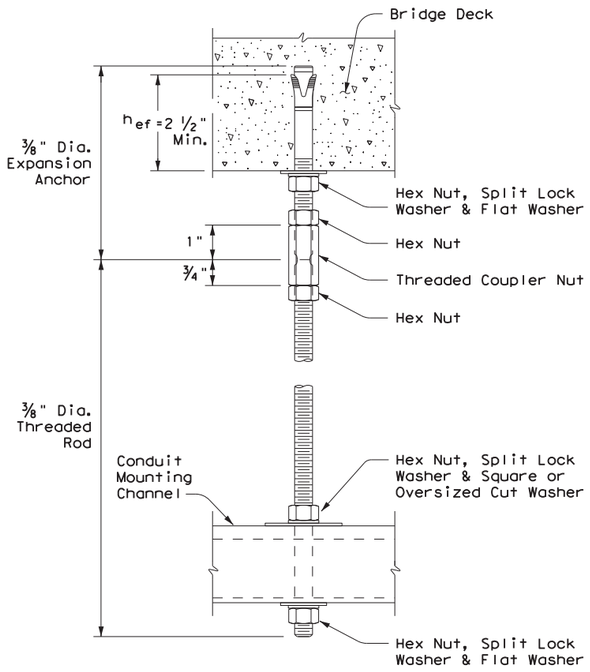


CONDUIT HANGING DETAIL

CONDUIT MOUNTING CHANNEL		
"SPAN"	"W" x "H"	"T"
less than 2'	1 5/8" x 1 3/8"	12 Ga.
2'-0" to 2'-6"	1 5/8" x 1 5/8"	12 Ga.
>2'-6" to 3'-0"	1 5/8" x 2 7/16"	12 Ga.

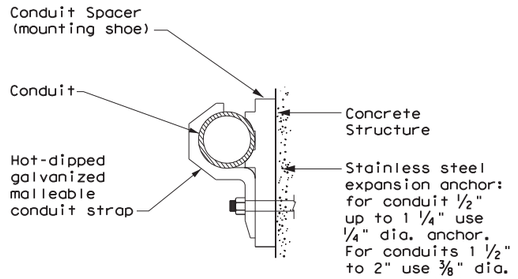
Channels with round or short slotted hole patterns are allowed, if the load carrying capacity is not reduced by more than 15%.

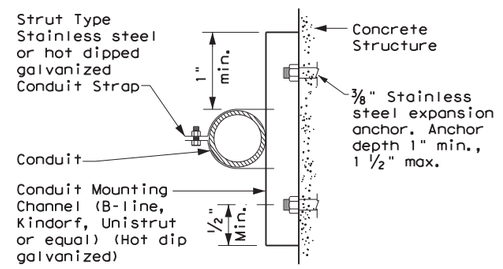




HANGER ASSEMBLY DETAIL

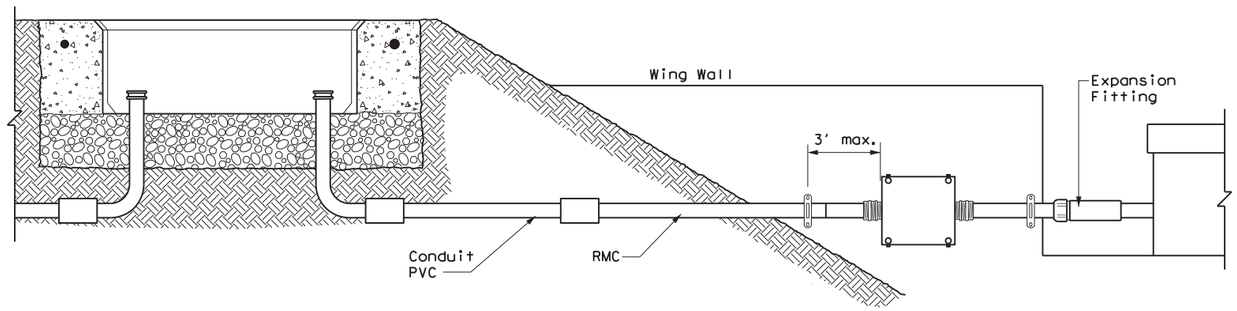
ELECTRIC CONDUIT TO BRIDGE DECK ATTACHMENT





CONDUIT MOUNTING OPTIONS

Attachment to concrete surfaces
See ED(1)B.2



TYPICAL CONDUIT ENTRY TO BRIDGE STRUCTURE DETAIL

EXPANSION ANCHOR NOTES FOR BRIDGE DECK ATTACHMENT

1. Use torque controlled mechanical expansion anchors that are approved for use in cracked concrete by the International Code Council, Evaluation Service (ICC-ES). The chosen anchor product shall have a designated ICC-ES Evaluation Report number, and its approval status shall be maintained on the ICC-ES website under Division 031600 for Concrete Anchors.

2. Unless otherwise approved by the Engineer: do not use adhesive anchors; do not use expansion anchors that are not included in the ICC-ES approval list; and do not use expansion anchors that are only approved for use in uncracked concrete.

3. Use anchors manufactured with stainless steel expansion wedges. Anchors manufactured with carbon steel expansion wedges are not allowed. Anchor bodies can be either zinc-plated carbon steel or stainless steel. For application in marine environment, both the anchor body and expansion wedge shall be stainless steel.

4. Install anchors as shown on the plans and in accordance with the anchor manufacturer's published installation instructions. Arrange a field demonstration test to evaluate the procedures and tools. The test shall be witnessed and approved by the Engineer prior to furnishing anchors on the structure.

5. Prior to hole drilling, use rebar locator to ensure clearing of existing deck strands or reinforcement. Install anchors to ensure a minimum effective embedment depth, (h_{ef}), as shown. Increase (h_{ef})as needed to ensure sufficient thread length for proper torqueing and tightening of anchors.

6. Use anchors of minimum 1600 Lbs tensile capacity (minimum of steel, concrete breakout, and concrete pullout strengths as determined by ACI 318 Appendix D) at the required minimum embedment depth (h_{ef}). No lateral loads shall be introduced after conduit installation.

Texas Department of Transportation

Traffic Operations Division Standard

ELECTRICAL DETAILS
CONDUIT SUPPORTS

ED(2)-14

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ELECTRICAL CONDUCTORS

A. MATERIAL INFORMATION

1. Provide Type XHHW insulated conductors in accordance with Departmental Material Specification (DMS)11040 "Conductors" and Item 620 "Electrical Conductors." Provide conductors as listed on the Material Producers List (MPL) on the Department web site under "Roadway Illumination and Electrical Supplies" Item 620. Color code insulated conductors in conformance with the NEC. Identify grounded (neutral) conductors with white insulation. Identify grounding conductors (ground wires) with green insulation or bare conductors. Identify ungrounded (hot) conductors with any color insulation except green, white, or gray. Keep color scheme consistent throughout the wiring system. Identify conductors 6 American Wire Gauge (AWG) and smaller by continuous color jacket. Identify electrical conductors 4 AWG and larger by continuous color jacket or by colored tape. When identifying conductors with colored tape, mark at least 6 in. of the conductor's insulation with half laps of tape.

2. Provide a solid copper 6 AWG grounding electrode conductor to bond the electrical service equipment to the concrete encased grounding electrode or the ground rod at the service location. Connect the grounding electrode conductor to the ground rod with a UL listed connector in accordance with DMS 11040. Connect the grounding electrode conductor to the concrete encased grounding electrode as shown in the plans.

3. Where two or more circuits are present in one conduit or enclosure, permanently identify the conductors of each branch circuit by attaching a non-metallic tag around both circuit conductors at each accessible location. Provide tags with two straps, large enough to indicate circuit number, letter, or other identification as shown in the plans. Print circuit identification on the tag with a permanent marker.

4. Use listed compression or screw type pressure connectors, terminal blocks, or split bolt connectors for splicing as specified in DMS 11040. Use hot melt adhesive tape to fill the gap and seal the ends of heat shrink tubing. Provide UL listed gel-filled insulating splice covers. Splicing materials, insulating materials, breakaway disconnects, splice covers, and fuse holders are subsidiary to various bid items.

B. CONSTRUCTION METHODS

1. Use only a flat, high tensile strength polyester fiber pull tape for pulling conductors through the conduit system. After installing conductors in conduit, perform conductor pull test. If a conductor cannot be freely pulled, make any needed alterations or repairs at no additional cost to the department. Perform insulation resistance tests in accordance with Item 620. Coordinate with the Engineer to witness the tests.

2. Leave 2 ft. minimum, 3 ft. maximum length for each conductor up to the splice in ground boxes. Leave 3 ft. minimum, 4 ft. maximum length of conductor in ground boxes when pulled through with no splice. Leave 1 ft. minimum, 1.5 ft. maximum length of conductor at enclosures, weatherheads and pole bases.

3. Make splices only in junction boxes, ground boxes, pole bases, or electrical enclosures and use only listed compression or screw type pressure connectors, terminal blocks, or split bolt connectors. Insulate splices with heavy wall heat shrink tubing or gel-filled insulating splice covers to provide a watertight splice. Overlap conductor insulation with heat shrink tubing a minimum of 2 in. past both sides of the splice. Where heat shrink tubing may not shrink sufficiently to provide a watertight seal around the individual conductors, prior to heating the tubing, increase the diameter of the conductor insulation using hot melt adhesive tape to provide a watertight seal between the individual conductors and the heat shrink tubing. Ensure the tape extends past the heat shrink tubing. Use hot melt adhesive tape to fill the gap and seal the ends of heat shrink tubing. Heat shrink tubing that appears to have been burned, or overheated, is considered defective and must be replaced.

4. Size and install gel-filled insulating splice covers according to manufacturer's specifications when used in place of heat shrink tubing.

5. Wire nuts with factory applied waterproof sealant may be used for 8 AWG or smaller conductors in above ground junction boxes, but not in pole bases or ground boxes. Install wire nuts in an upright position to prevent the accumulation of water.

6. Support conductors in illumination poles with a J-hook at the top of the pole.

7. When terminating conductors, remove the insulation and jacketing material without nicking the individual strands of the conductor. Conductors with nicked individual conductor strands or removed strands will be considered damaged.

8. Replace conductors and cables that are damaged beyond repair or that fail an insulation resistance test at no additional cost to the department.

9. Do not repair damaged conductors with duct tape, electrical tape, or wire nuts. Use only approved splicing methods.

10. Do not terminate more than one conductor under a single connector, unless the connector is rated for multiple conductors. Do not exceed the pressure connector's listing for maximum number and size of conductors allowed.

11. Install breakaway connectors on conductors bid under Item 620 whenever those conductors pass through a breakaway support device. Follow manufacturer's instructions when terminating conductors to breakaway connectors. Properly torque threaded connections. Proper terminations are critical to the safe operation of breakaway devices. Trim waterproofing boots on breakaway connectors to fit snugly around the conductor to ensure waterproof connection. Only one conductor may enter a single opening in a boot. Provide waterproof boots with the correct number of openings. Leave unused openings factory sealed. Use prequalified breakaway connectors as shown on the MPL.

12. Provide and install a separate stranded equipment grounding conductor (EGC) in all conduits that contain circuit wiring of 50 volts or more. Unless shown elsewhere, size the EGC to be the same size as the largest current carrying conductor contained in the conduit. Ensure all EGCs are bonded together at every accessible location. For traffic signal installations, provide a minimum size 8 AWG EGC. The EGC is paid for under Item 620.

C. TEMPORARY WIRING

1. Install temporary conductors and electrical equipment in accordance with the NEC article "Temporary Installations" and Department standard sheets.

2. Provide a ground fault circuit interrupter (GFCI) for power outlets for portable electrical equipment, power tools, ice machines, ice storage bins and refrigerators located outdoors at grade. GFCI may be any one of the following: molded cord and plug set, receptacle, or circuit breaker type.

3. Use listed wire nuts with factory applied sealant for temporary wiring where approved.

4. Enclose conductor splices within a listed enclosure or ground box, or ensure the splices are more than 10 ft. above grade vertically and more than 5 ft. horizontally from any metal structure. Where installing temporary conductors in areas subject to vehicle traffic or mobile construction equipment, ensure the vertical clearance to ground is at least 18 ft. when measured at the lowest point. Ground messenger wires that support power conductors in conformance with the NEC.

5. Protect and when necessary repair any existing electrical conduits uncovered during the construction process in a timely manner and in conformance with the NEC.

GROUND RODS & GROUNDING ELECTRODES

A. MATERIAL INFORMATION

1. Provide and install a grounding electrode at electrical services. Provide ground rods according to DMS 11040 and the plans. Larger diameter or longer length rods may be called for in some specific locations, see the individual plans sheets. Concrete encased grounding electrodes may be called for in specific locations including electrical service, see individual plan sheets.

B. CONSTRUCTION METHODS

1. Furnish auxiliary ground rods for lightning protection and install in soil, concrete, or both, as called for in the plans. For ground rods installed in concrete, ensure the connection of the conductor to the ground rod is readily accessible for inspection or repairs. For ground rods installed in soil, ensure that the upper end is between 2 to 4 in. below finished grade.

2. Do not place ground rods in the same drilled hole as a timber pole.

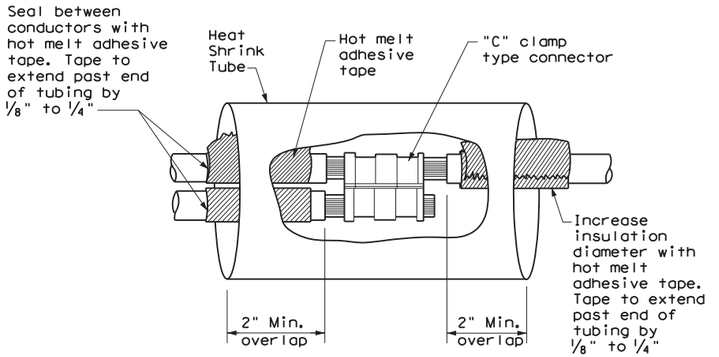
3. Install ground rods so the imprinted part number is at the upper end of the rod.

4. Remove all non-conductive coatings such as concrete splatter from the rod at the clamp location.

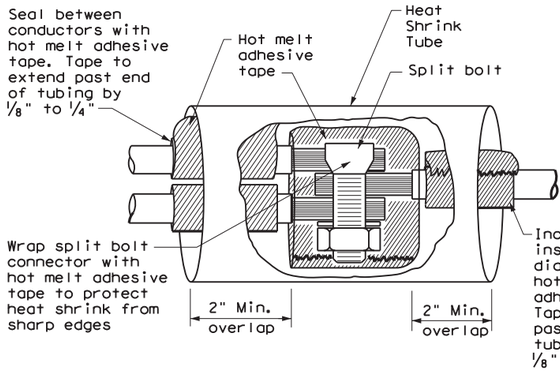
5. Route all conductors as short and straight as possible for connection to lightning protection ground rods. When a bend is required, ensure a minimum radius bend of four inches for these conductors.

6. Unless otherwise called for in the plans, protect grounding electrode conductors with non-metallic conduit. When protecting grounding electrode conductors with metal conduit, provide and install a grounding type bushing and properly sized bonding jumper on each end of the metal conduit.

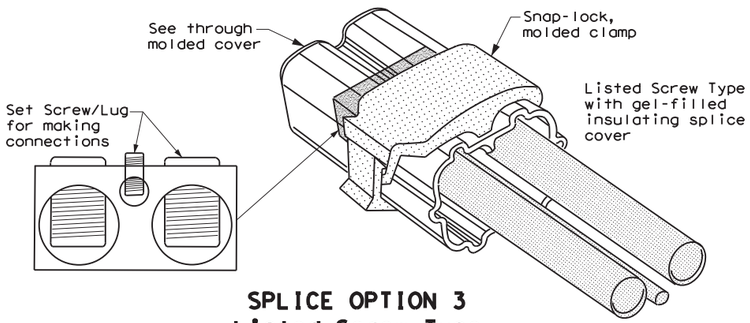
7. Written authorization is required before installing a ground rod in a horizontal trench for rocky soil or a solid rock bottom.



SPLICE OPTION 1
Compression Type



SPLICE OPTION 2
Split Bolt Type



SPLICE OPTION 3
Listed Screw Type

Texas Department of Transportation

Traffic Operations Division Standard

ELECTRICAL DETAILS CONDUCTORS

ED(3)-14

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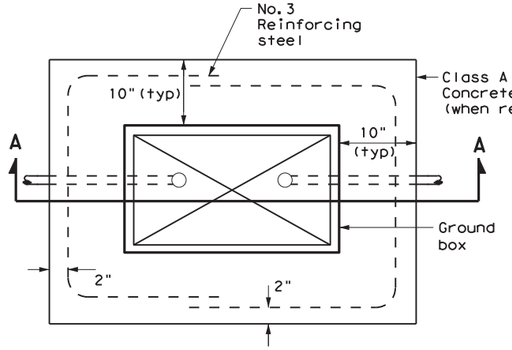
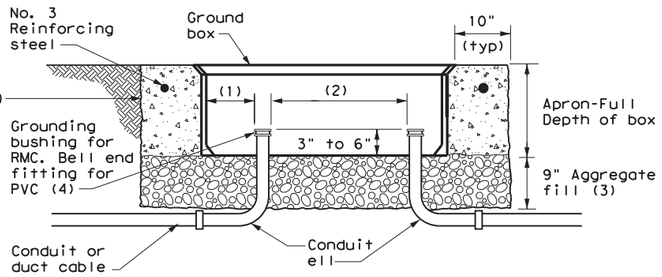


PLAN VIEW



SECTION A - A

APRON FOR GROUND BOX

(1) Uniformly space ends of conduits within the ground box. Position ends of conduits so that ground box walls do not interfere with the installation of grounding bushings or bell end fittings.

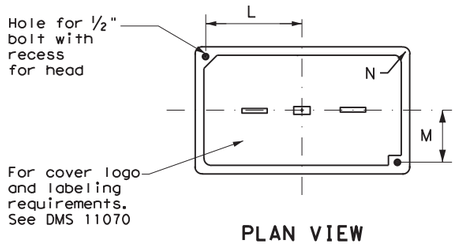
(2) Maintain sufficient space between conduits to allow for proper installation of bushing.

(3) Place aggregate under the box, not in the box. Aggregate should not encroach on the interior volume of the box.

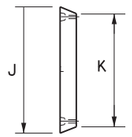
(4) Install a grounding bushing on the upper end of all RMC terminating in a ground box. Ground RMC elbows when any part of the elbow is less than 18 in. below the bottom of the ground box. Install a PVC bushing or bell end fitting on the upper end of all PVC conduits terminating in a ground box.

GROUND BOX DIMENSIONS	
TYPE	OUTSIDE DIMENSIONS (INCHES) (Width x Length X Depth)
A	12 X 23 X 11
B	12 X 23 X 22
C	16 X 29 X 11
D	16 X 29 X 22
E	12 X 23 X 17

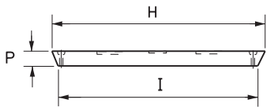
GROUND BOX COVER DIMENSIONS								
TYPE	DIMENSIONS (INCHES)							
	H	I	J	K	L	M	N	P
A, B & E	23 1/4	23	13 3/4	13 1/2	9 7/8	5 1/8	1 3/8	2
C & D	30 1/2	30 1/4	17 1/2	17 1/4	13 1/4	6 3/4	1 3/8	2



PLAN VIEW



END



SIDE

GROUND BOX COVER

GROUND BOXES

A. MATERIALS

1. Provide polymer concrete ground boxes measuring 16x30x24 in. (WxLxD) or smaller in accordance with Departmental Material Specification (DMS) 11070 "Ground Boxes" and Item 624 "Ground Boxes."

2. Provide Type A, B, C, D, and E ground boxes as shown in the plans, and as listed on the Material Producers List (MPL) on the Department web site under "Roadway Illumination and Electrical Supplies," Item 624.

3. Ensure ground box cover is correctly labeled in accordance with DMS 11070.

4. Provide larger ground boxes in accordance with Item 624 and as shown in the plans.

B. CONSTRUCTION METHODS

1. Remove all gravel and dirt from conduit. Cap all conduits prior to placing aggregate and setting ground box. Provide Grade 3 or 4 coarse aggregate as shown on Table 2 of Item 302 "Aggregates for Surface Treatments." Ensure aggregate bed is in place and at least 9 inches deep, prior to setting the ground box. Install ground box on top of aggregate.

2. Cast ground box aprons in place. Reinforcing steel may be field bent. Ensure the depth of concrete for the apron extends from finished grade to the top of the aggregate bed under the box. Ground box aprons, including concrete and reinforcing steel, are subsidiary to ground boxes when called for by descriptive code.

3. Keep bolt holes in the box clear of dirt. Bolt covers down when not working in ground boxes.

4. Install all conduits and ells in a neat and workmanlike manner. Uniformly space conduits so grounding bushings and bell end fittings can easily be installed.

5. Temporarily seal all conduits in the ground box until conductors are installed.

6. Permanently seal conduits immediately after the completion of conductor installation and pull tests. Permanently seal the ends of all conduits with duct seal, expandable foam, or other method as approved. Do not use duct tape as a permanent conduit sealant. Do not use silicone caulk as a sealant.

7. When a ground rod is present in a ground box, bond all equipment grounding conductors together and to the ground rod with listed connectors.

8. When a type B or D ground box is stacked to meet volume requirements, it is allowable to cut an appropriately sized hole for conduit entry in the side wall at least 18 inches below grade.

9. If an existing ground box in the contract has a metal cover, bond the cover to the equipment grounding conductor with a 3 ft. long stranded bonding jumper the same size as the grounding conductor. The bonding jumper is subsidiary to various bid items. Verify existing ground boxes with metal covers are shown on the plans, with notes fully describing the work required.

10. If other ground boxes with metal covers are within the project limits but are not part of the contract, the Engineer may direct the Contractor to bond the metal covers, identifying the specific boxes in writing. This work will be paid for separately.

11. Bond metal ground box covers to the grounding conductor with a tank ground type lug.

Texas Department of Transportation

Traffic Operations Division Standard

ELECTRICAL DETAILS
GROUND BOXES

ED(4)-14

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ELECTRICAL SERVICES NOTES

1. Provide new materials. Ensure installation and materials comply with the applicable provisions of the National Electrical Code (NEC) and National Electrical Manufacturers Association (NEMA) standards. Ensure material is Underwriters Laboratories (UL) listed. Provide and install electrical service conduits, conductors, disconnects, contactors, circuit breaker panels, and branch circuit breakers as shown on the Electrical Service Data chart in the plans. Faulty fabrication or poor workmanship in material, equipment, or installation is justification for rejection. Where manufacturers provide warranties and guarantees as a customary trade practice, furnish these to the State.

2. Provide electrical services in accordance with Electrical Details standard sheets, Departmental Material Specification (DMS) 11080 "Electrical Services,"DMS 11081 "Electrical Services-Type A," DMS 11082 "Electrical Services-Type C," DMS 11083 "Electrical Services-Type D," DMS 11084 "Electrical Services-Type T," DMS 11085 "Electrical Services-Pedestal (PS)", and Item 628 "Electrical Services" of the Standard Specifications. Provide electrical service types A, C, and D, as listed on the Material Producers List (MPL) on the Department web site under "Roadway Illumination and Electrical Supplies," Item 628. Provide other service types as detailed on the plans.

3. Provide all work, materials, services, and any incidentals needed to install a complete electrical service as specified in the plans.

4. Coordinate with the Engineer and the utility provider for metering and compliance with utility requirements. Primary line extensions, connection charges, meter charges, and other charges by the utility company to provide power to the location are paid for in accordance with Item 628. Get approval for the costs associated with these charges prior to engaging the utility company to do the work. Consult with the utility provider to determine costs and requirements, and coordinate the work as approved.

5. The enclosure manufacturer will provide Master Lock Type 2 with brass tumblers keyed #2195 for all custom electrical enclosures. Installing Contractor is to provide Master Lock #2195 Type 2 with brass tumblers for "off the shelf" enclosures. Master Lock #2195 keys and locks become property of the State. Unless otherwise approved, do not energize electrical service equipment until locks are installed.

6. Enclosures with external disconnects that de-energize all equipment inside the enclosure do not need a dead front trim. Protect incoming line terminations from incidental contact as required by the NEC.

7. When galvanized is specified for nuts, screws, bolts or miscellaneous hardware, stainless steel may be used.

8. Provide wiring and electrical components rated for 75°C. Provide red, black, and white colored XHHW service entrance conductors of minimum size 6 American Wire Gauge (AWG). Identify size 6 AWG conductors by continuous color jacket. Identify electrical conductors sized 4 AWG and larger by continuous color jacket or by colored tape. Mark at least 6 inches of the conductor's insulation with half laps of colored tape, when identifying conductors. Ensure each service entrance conductor exits through a separately bushed non-metallic opening in the weatherhead. The lengths of the conductors outside the weatherhead are to be 12 inches minimum, 18 inches maximum, or as required by utility.

9. All electrical service conduit and conductors attached to the electrical service including the riser or the elbow below ground are subsidiary to the electrical service. For an underground utility feed, all service conduit and conductors after the elbow, including service conduit and conductors for the utility pole riser when furnished by the Contractor, will be paid for separately.

10. Provide rigid metal conduit (RMC) for all conduits on service, except for the ½ in. PVC conduit containing the electrical service grounding electrode conductor. Size the service entrance conduit as shown in the plans. Ensure conduit for branch circuit entry to enclosure is the same size as that shown on the layout sheets for branch circuit conduit. Extend all rigid metal conduits a minimum of 6 inches underground and then couple to the type and schedule of the conduit shown on the layout for that particular branch circuit. Install a grounding bushing on the RMC where it terminates in the service enclosure.

11. Use of liquidtight flexible metal conduit (LFMC) is allowed between the meter and service enclosure when they are mounted 90 to 180 degrees to each other. Size the LFMC the same size as service entrance conduit. LFMC must not exceed 3 feet in length. Strap LFMC within 1 foot of each end. LFMC less than 12 inches in length need not be strapped. Each end of LFMC must have a grounding bushing or be terminated with a grounding fitting. The LFMC must contain a grounded (neutral) conductor. Ensure any bend in LFMC never exceeds 180 degrees. A pull test is required on all installed conductors, with at least six inches of free conductor movement demonstrated to the satisfaction of the Engineer.

12. Ensure all mounting hardware and installation details of services conform to utility company specifications.

13. For all electrical service enclosures listed under Item 628 on the MPL, the UL 508 enclosure manufacturers will prepare and submit a schematic drawing unique to each service. Before shipment to the job site, place the applicable laminated schematic drawings and the laminated plan sheet showing the electrical service data chart used to build the enclosure in the enclosure's data pocket. The installing contractor will copy and laminate the actual project plan sheets detailing all equipment and branch circuits supplied by that service. The laminated plan sheets are to be placed in the service enclosure's document pocket. Reduce 11 in. x 17 in. plan sheets to 8 ½ in. x 11 in. before laminating. If the installation differs from the plan sheets, the installing contractor is to redline plan sheets before laminating.

14. When providing an "Off The Shelf" Type D or Type T service, provide laminated plan sheets detailing equipment and branch circuits supplied by that service. Reduce 11 in. x 17 in. plan sheets to 8 ½ in. x 11 in before laminating. Deliver these drawings before completion of the work to the Engineer, instead of placing in enclosure that has no door pocket.

15. Do not install conduit in the back wall of a service enclosure where it would penetrate the equipment mounting panel inside the enclosure. Provide grounding bushings on all metal conduits, and terminate bonding jumpers to grounding bus. Grounding bushings are not required when the end of the metal conduit is fitted with a conduit sealing hub or threaded boss, such as a meter base hub.

SERVICE ASSEMBLY ENCLOSURE

1. Provide threaded hub for all conduit entries into the top of enclosure.

2. Type galvanized steel (GS) enclosures may be used for Type C panelboards and for Type D and T services that do not use an enclosure mounted photocell or lighting contactor. Provide GS enclosures in accordance with DMS 11080, 11082, 11083, and 11084.

3. Provide aluminum (AL) and stainless steel (SS) enclosures for Types A, C, and D in accordance with DMS 11080, 11081, 11082, 11083, and 11084. Do not paint stainless steel.

4. Provide pedestal service (PS) enclosures in accordance with ED(9) and DMS 11080 and 11085. Do not provide GS pedestal services. If GS is shown in the PS descriptive code, provide an AL enclosure.

MAIN DISCONNECT & BRANCH CIRCUIT BREAKERS

1. Field drill flange-mounted remote operator handle if needed, to ensure handle is lockable in both the "On" and "Off" positions.

2. When the utility company provides a transformer larger than 50 KVA, verify that the available fault current is less than the circuit breaker's ampere interrupting capacity (AIC) rating and provide documentation from the electric utility provider to the Engineer.

PHOTOELECTRIC CONTROL

1. Provide photocell as listed on the MPL. Move, adjust, or shield the photocell from stray or ambient night time light to ensure proper operation. Mount photocell facing north when practical. Mount top of pole photocells as shown on Top Mounted Photocell Detail.

*ELECTRICAL SERVICE DATA

Elec. Service ID	Plan Sheet Number	Electrical Service Description	Service Conduit **Size	Service Conductors No./Size	Safety Switch Amps	Main Ckt. Bkr. Pole/Amps	Two-Pole Contractor Amps	Panelbd/ Loadcenter Amp Rating	Branch Circuit ID	Branch Ckt. Bkr. Pole/Amps	Branch Circuit Amps	KVA Load
SB 183	289	ELC SRV TY A 240/480 100(SS)AL(E)SF(U)	2"	3/#2	100	2P/100	100	N/A	Lighting NB	2P/40	26	28.1
									Lighting SB	2P/40	25	
									Underpass	1P/20	15	
NB Access	30	ELC SRV TY D 120/240 060(NS)SS(E)TS(O)	1 ¼"	3/#6	N/A	2P/60		100	Sig. Controller	1P/30	23	5.3
							30		Luminaires	2P/20	9	
									CCTV	1P/20	3	
2nd & Main	58	ELC SRV TY T 120/240 000(NS)GS(N)SP(O)	1 ¼"	3/#6	N/A	N/A	N/A	70	Flashing Beacon 1	1P/20	4	1.0
									Flashing Beacon 2	1P/20	4	

* Example only, not for construction. All new electrical services must have electrical service data chart specific to that service as shown in the plans.

** Verify service conduit size with utility. Size may change due to utility meter requirements. Ensure conduit size meets the National ELectrical Code.

EXPLANATION OF ELECTRICAL SERVICE DESCRIPTIVE CODE

ELEC SERV TY X XXX/XXX XXX (XX) XX (X) XX (X)

Schematic Type

Service Voltage V / V

Disconnect Amp Rating
000 indicates main lug only/
Typically Type T

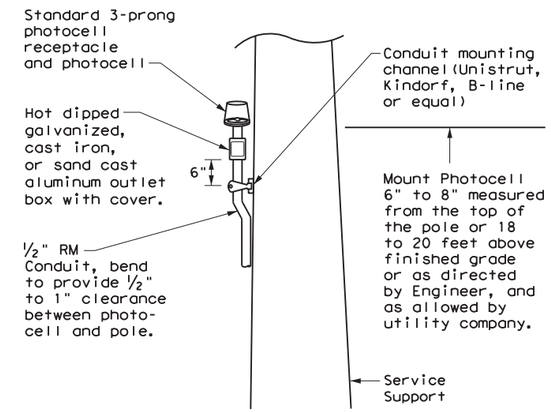
(SS)= Safety Switch Ahead of Meter-Check with Utility
(NS)= No safety Switch Ahead of Meter-Check with Utility

Enclosure Type
GS= Galvanized steel("off the shelf")
SS= Stainless steel(Custom Enclosure)See MPL
AL= Aluminum (Custom Enclosure)See MPL

Photocell Mounting Location
(E)= Inside Service/Enclosure Mounted
(T)= Top of pole
(L)= Luminaire mounted
(N)= None/No Photocell or Lighting Contactor Required

Service Support Type
GC= Granite concrete
OC= Other concrete
TP= Timber pole
SP= Steel pole
SF= Steel frame
OT= Pole by others or paid for separately
EX= Existing pole
TS= Service on traffic signal pole
PS= Pedestal Service

O= Overhead Service Feed from Utility
U= Underground Service Feed from Utility



TOP MOUNTED PHOTOCELL

Install conduit strap maximum 3 feet from box. 5 foot maximum spacing between straps supporting conduit.

Texas Department of Transportation

Traffic Operations Division Standard

ELECTRICAL DETAILS SERVICE NOTES & DATA

ED(5)-14

FILE: ed5-14.dgn	DN: TxDOT	CK: TxDOT	DW: TxDOT	CK: TxDOT
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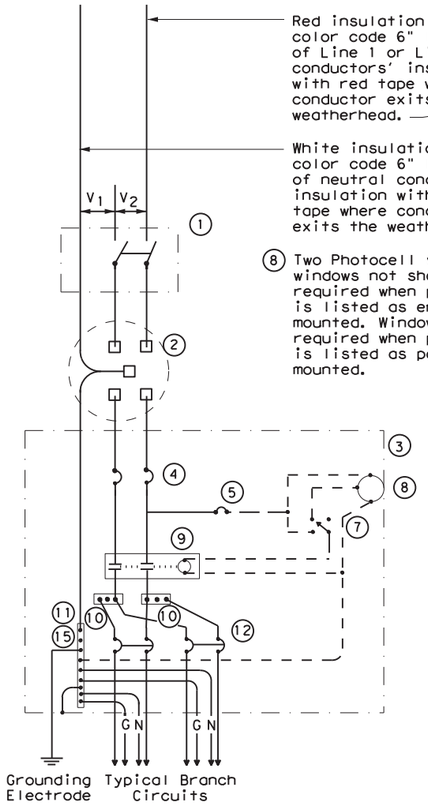
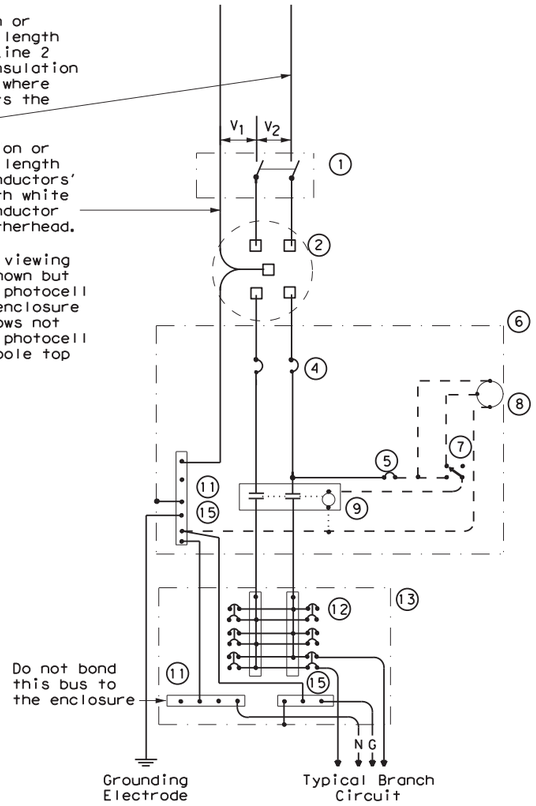
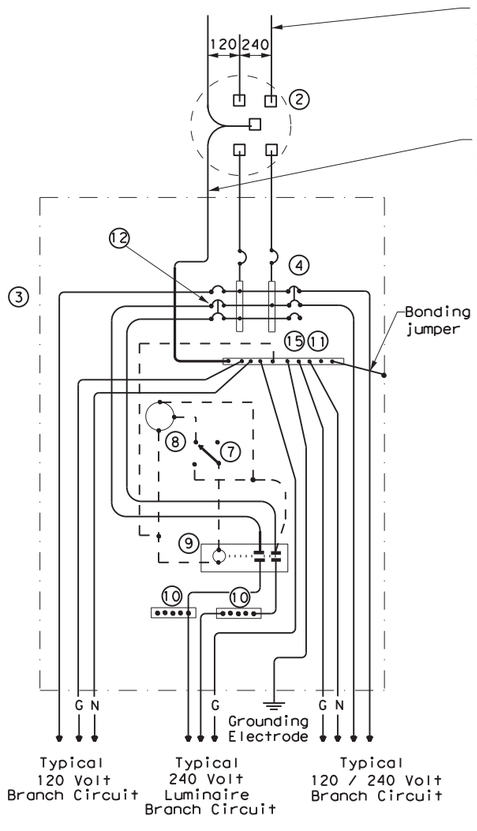


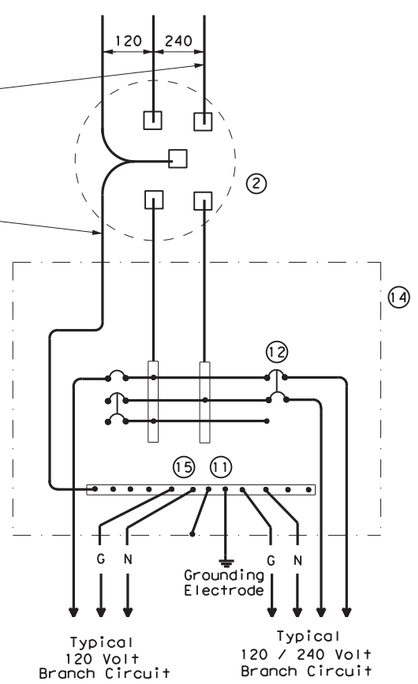
SCHEMATIC TYPE A
THREE WIRE



SCHEMATIC TYPE C
THREE WIRE



SCHEMATIC TYPE D - CUSTOM
120/240 VOLTS - THREE WIRE



SCHEMATIC TYPE T
120/240 VOLTS - THREE WIRE

Galvanized steel-"Buy Off The Shelf" only. When required install photocell top of the pole or on luminaire only, no lighting contractor will be installed.

WIRING LEGEND	
———	Power Wiring
- - - -	Control Wiring
—N—	Neutral Conductor
—G—	Equipment grounding conductor-always required

SCHEMATIC LEGEND	
1	Safety Switch (when required)
2	Meter (when required-verify with electric utility provider)
3	Service Assembly Enclosure
4	Main Disconnect Breaker (See Electrical Service Data)
5	Circuit Breaker, 15 Amp (Control Circuit)
6	Auxiliary Enclosure
7	Control Station ("H-O-A" Switch)
8	Photo Electric Control (enclosure-mounted shown)
9	Lighting Contactor
10	Power Distribution Terminal Blocks
11	Neutral Bus
12	Branch Circuit Breaker (See Electrical Service Data)
13	Separate Circuit Breaker Panelboard
14	Load Center
15	Ground Bus

Texas Department of Transportation

Traffic Operations Division Standard

ELECTRICAL DETAILS SERVICE ENCLOSURE AND NOTES

ED(6)-14

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	22	VAL VERDE		118

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SUPPORT TYPE STEEL POLE (SP) AND STEEL FRAME (SF)

1. Provide steel pole and steel frame supports as per TxDOT Departmental Material Specification (DMS)11080 "Electrical Services." Mount all equipment and conduit on 12 gauge galvanized steel or stainless steel channel strut, 1 ½ in. or 1 ⅝ in. wide by 1 in. up to 3 ¾ in. deep Unistrut, Kindorf, B-line or equal. Bolt or weld all channel and hardware to vertical members as approved. Do not stack channel. File smooth and paint field cut ends of all channel with zinc-rich paint before installing.

2. Provide poles for overhead service with an eyebolt or similar fitting for attachment of the service drop to the pole in conformance with the electric utility provider's specifications.

3. Provide and install galvanized ¾ in. x 18 in. x 4 in. (dia. x length x hook length) anchor bolts for underground service supports. Provide and install galvanized ¾ in. x 56 in. x 4 in. anchor bolts for overhead service supports. Ensure anchor bolts have 3 in of thread, with 3 ¼ in. to 3 ½ in. of the exposed anchor bolt projecting above finished foundation. Provide and install leveling nuts for all anchor bolts.

4. Bond one of the anchor bolts to the rebar cage with 6 AWG bare stranded copper conductor. Use listed mechanical connectors rated for embedment in concrete. See Inset B.

5. Furnish and install rigid metallic ells in all steel pole and steel frame foundations for all conduits entering the service from underground.

6. Use class C concrete for foundations. Ensure reinforcing steel is Grade 60 with 3" of unobstructed concrete cover.

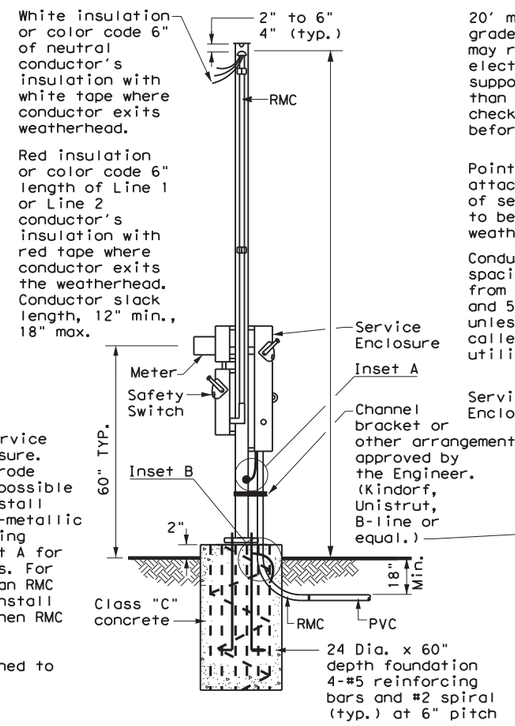
7. Drill and tap steel poles and frames for ½ in. X 13 UNC tank ground fitting. For steel pole service supports, provide and install tank ground fitting 4 in. to 6 in. below electrical service enclosure. Provide properly sized hole through the bottom of the enclosure for the service grounding electrode conductor. Ensure electrical service grounding electrode conductor is as short and straight as possible from the enclosure to the tank ground fitting. For steel frame service supports, provide and install tank ground fitting on steel frame post. Install service grounding electrode conductor in a non-metallic conduit or tubing from the enclosure to the steel frame post. Connect electrical service grounding electrode conductor to the tank ground fitting. See steel frame and steel pole details and Inset A for more information. Size service entrance conduit and branch circuit conduit as shown in the plans. For underground conduit runs from the electrical service, extend RMC from the service enclosure to an RMC elbow, and then connect the schedule type and size of conduit shown in the plans. Provide and install grounding bushings where RMC terminates in the enclosure. Grounding bushings are not required when RMC is fitted into a sealing hub or threaded boss.

8. If Steel pole or frame is painted, bond each separate painted piece with a bonding jumper attached to a tapped hole.

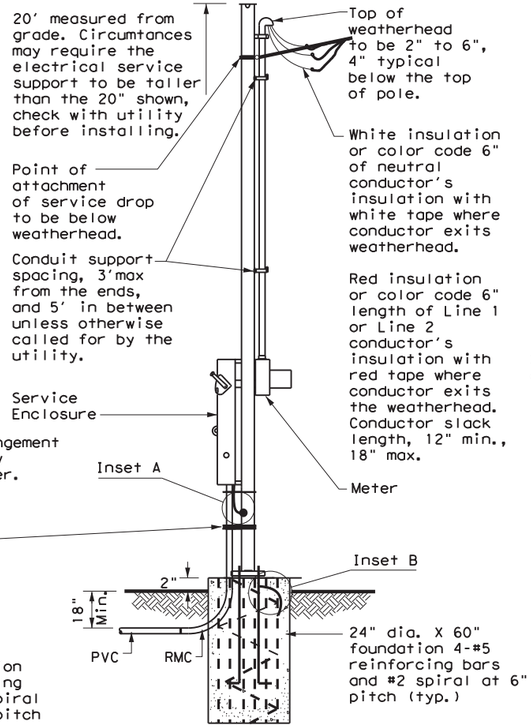
9. Provide ¼" - 20 machine screws for bonding. Do not use sheet metal screws. Remove all non-conductive material at contact points. Terminate bonding jumpers with listed devices. Install minimum size 6 AWG stranded copper bonding jumpers. Make up all threaded bonding connections wrench tight.

10. Avoid contact of the service drop and service entrance conductors with the metal pole to prevent abrasion of the insulated conductors.

11. Shop drawings are not required for service support structure unless specifically stated elsewhere or directed by the Engineer.

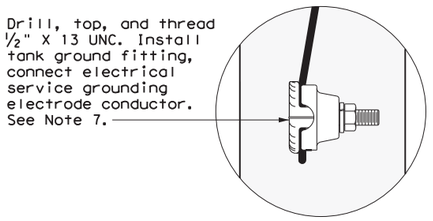


WITH SAFETY SWITCH



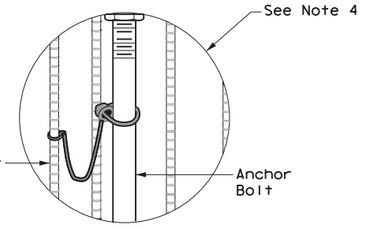
WITHOUT SAFETY SWITCH

SERVICE SUPPORT TYPE SP (O) - OVERHEAD SERVICE

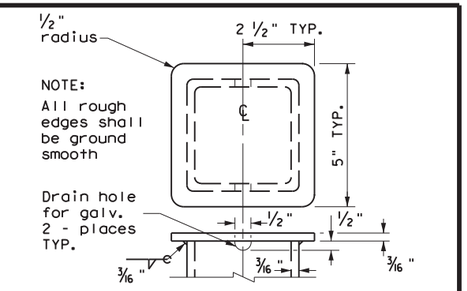


FRONT VIEW

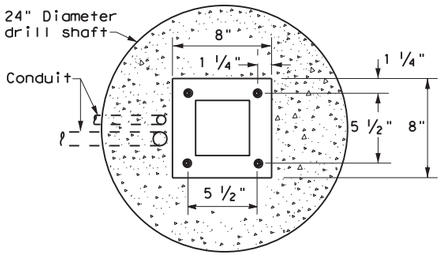
INSET A



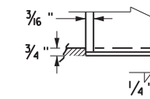
INSET B



POLE TOP PLATE

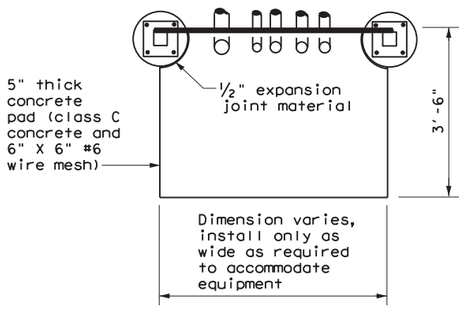


BASE PLATE DETAIL



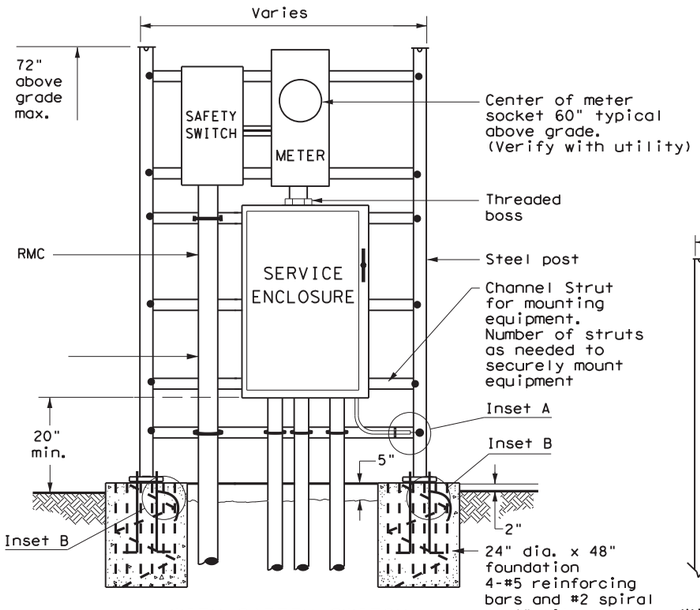
BOTTOM OF POLE

SERVICE SUPPORT TYPE SF & SP



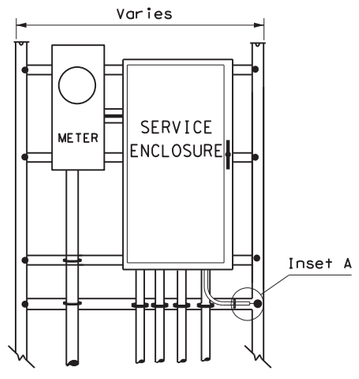
TOP VIEW

SERVICE SUPPORT TY SF (O) & SF (U)



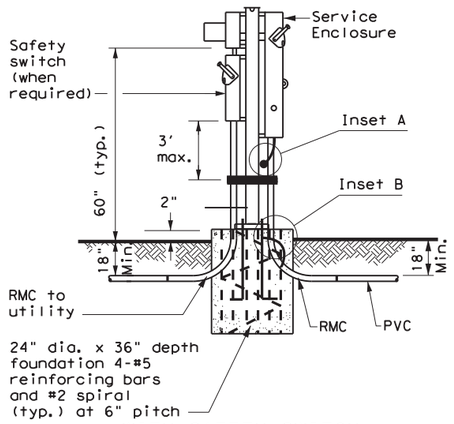
WITH SAFETY SWITCH

FRONT VIEW

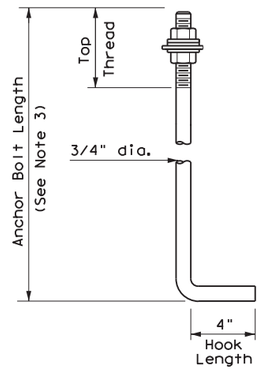


WITHOUT SAFETY SWITCH

SERVICE SUPPORT TYPE SF(U) - UNDERGROUND SERVICE



WITH SAFETY SWITCH



HOOKED ANCHOR DETAIL

SERVICE SUPPORT TYPE SP(U) - UNDERGROUND SERVICE

Texas Department of Transportation

Traffic Operations Division Standard

ELECTRICAL DETAILS SERVICE SUPPORT TYPES SF & SP

ED(7)-14

FILE: ed7-14.dgn	DN: TxDOT	CK: TxDOT	DW: TxDOT	CK: TxDOT
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	22	VAL VERDE		119

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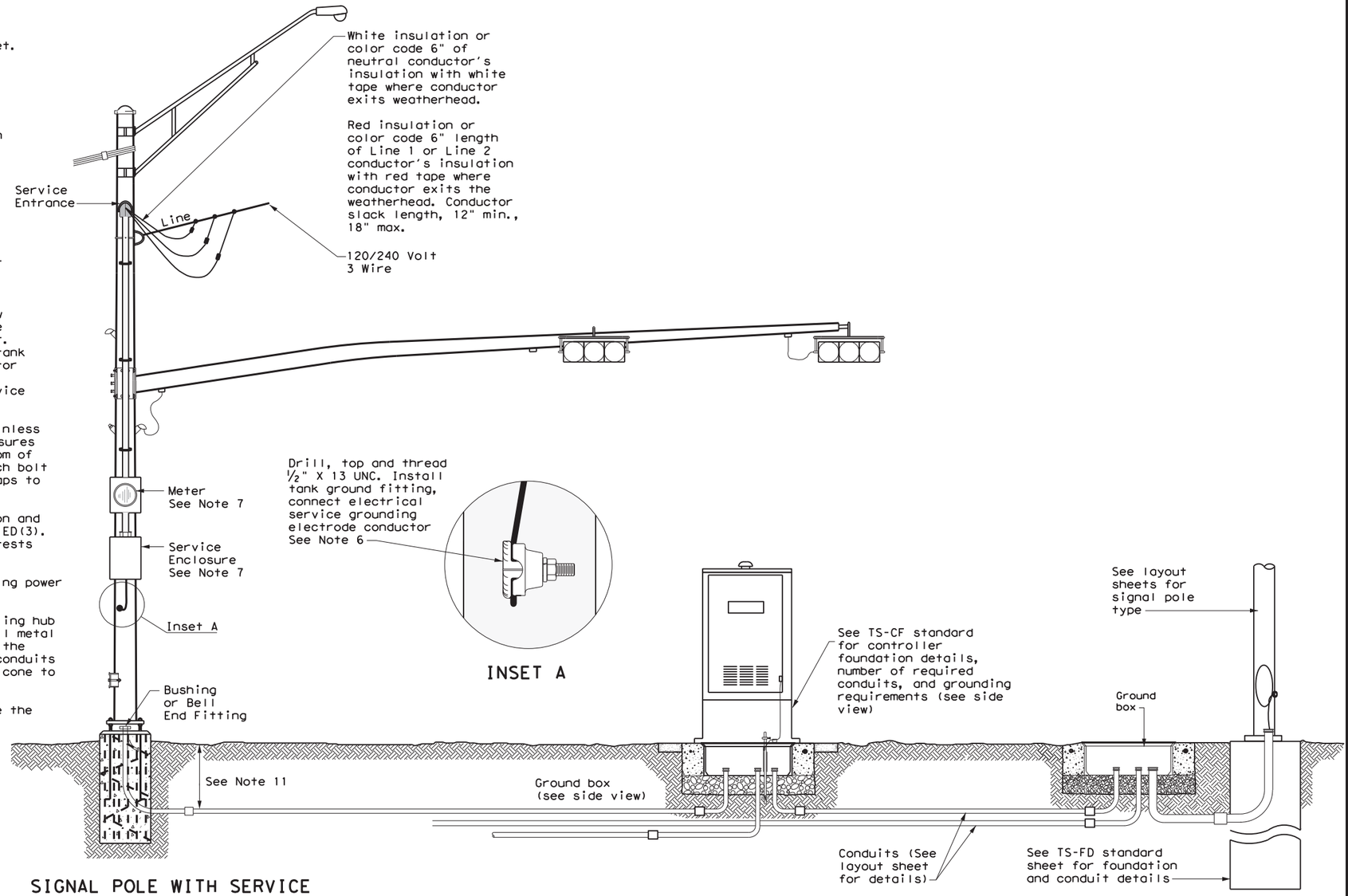
TRAFFIC SIGNAL NOTES

1. Do not pass luminaire conductors through the signal controller cabinet.
2. Include an equipment grounding conductor in all conduits throughout the electrical system. Bond all exposed metal parts to the grounding conductor.
3. Provide roadway luminaires, when required, in accordance with the material and construction sections of Item 610, "Roadway Illumination Assemblies," except for performance testing of luminaires. Test installed roadway luminaires for proper operation as a part of the associated traffic signal system test.
4. If internally illuminated street name signs are approved for use, ground the fixture to the pole with a 12 AWG green XHHW conductor.
5. Bond anchor bolts to rebar cage in two locations using #3 bars or 6 AWG stranded copper conductors. Use listed mechanical connectors rated for embedment in concrete. See TXDOT standard TS-FD for further details.
6. Drill and tap signal poles for ½ in. X 13 UNC tank ground fitting. Provide and install tank ground fitting 4 in. to 6 in. directly below electrical service enclosure. Provide properly sized hole through the bottom of the enclosure for the service grounding electrode conductor. Connect the electrical service grounding electrode conductor to the tank ground fitting. Ensure electrical service grounding electrode conductor is as short and straight as possible from the enclosure to the tank ground fitting. See Inset A detail for further information. Size service entrance conduit and branch circuit conduit as shown in the plans.
7. Mount electrical service enclosure and meter to signal pole with stainless steel bands. Ensure bands are a minimum width of ¾ in. Secure enclosures to bands using two-bolt brackets. Install brackets near top and bottom of each enclosure. Install properly sized stainless steel washers on each bolt in the enclosure. Band or drill and tap properly sized stand-off straps to signal pole for attaching conduit.
8. Conduct pull tests and insulation resistance tests on all illumination and power conductors as required in Item 620 "Electrical Conductors" and ED(3). To prevent electronics damage, do not conduct insulation resistance tests on traffic signal cables after termination.
9. Lock all enclosures and bolt down all ground box covers before applying power to the signal installation.
10. Terminate conduits entering the top of enclosures with a conduit-sealing hub or threaded boss such as meter hub. Install a grounding bushing on all metal conduits not connected to conduit-sealing hub or threaded boss. Bond the grounding bushing to the ground bus with a bonding jumper. Seal all conduits entering enclosures with duct seal or expanding foam. Do not use silicone to seal conduit ends.
11. For all conduits, ensure the burial depth is a minimum of 18". Ensure the minimum burial depth for conduit placed under a roadway is 24".



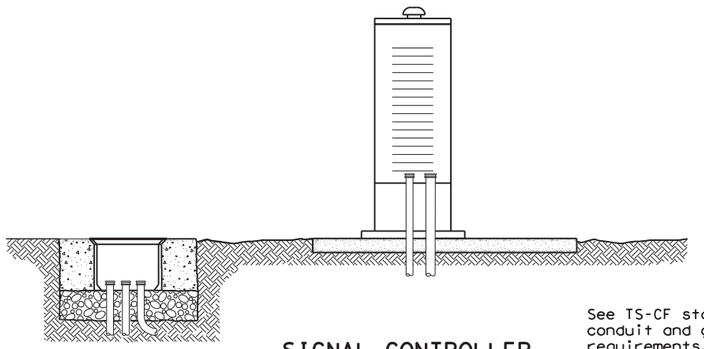
INSET A

SIGNAL POLE WITH SERVICE

Type T electrical service mounted on signal pole shown as an example. See electrical details, layout sheets, and electrical service data chart for additional details.

SIGNAL CONTROLLER FRONT VIEW

SIGNAL POLE



SIGNAL CONTROLLER SIDE VIEW

See TS-CF standard for conduit and grounding requirements. See layout sheets for ground box locations and any additional conduits that are required.

Texas Department of Transportation

Traffic Operations Division Standard

ELECTRICAL DETAILS TYPICAL TRAFFIC SIGNAL SYSTEM DETAILS

ED(8)-14

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PEDESTAL SERVICE NOTES

1. Manufacture pedestal electrical services in accordance with Departmental Material Specifications (DMS)11080 "Electrical Services", 11085 "Electrical Services-Pedestal (PS)" and Item 628 "Electrical Services. "Provide pedestal electrical services as listed on the Material Producers list (MPL) on the Department's web site under "Roadway Illumination and Electrical Supplies," Item 628. Ensure all mounting hardware and installation details of services meet utility company specifications. Contact the local utility company for approval of pedestal details prior to installing the electrical pedestal service. Submit any changes required by the utility company prior to manufacturing the pedestal enclosure.

2. When a meter socket is required, provide a socket with a minimum 100 amp rating that complies with local utility requirements.

3. Provide Class A or C concrete for pedestal service foundations in accordance with Item 420, "Concrete Substructures," except that concrete will not be paid for directly but is considered subsidiary to Item 628.

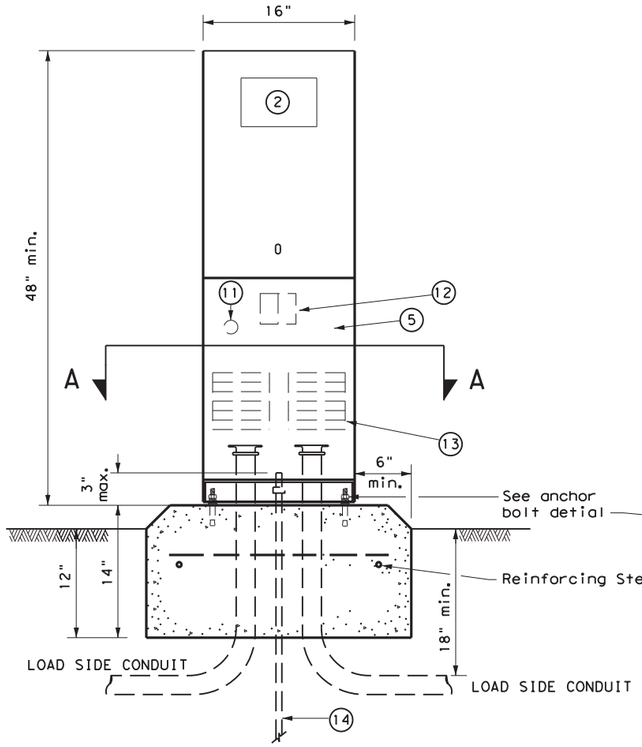
4. Provide #4 reinforcing steel for foundations in accordance with Item 440, "Reinforcement for Concrete."

5. Install ½ in. X 2 1/16 in. minimum length concrete single expansion type anchors for mounting pedestal enclosure to foundation. Anchor location to match mounting holes in each corner of enclosure. Secure each of the four corners of the pedestal enclosure to the anchors in the foundation with a ½ in. galvanized or stainless steel machine thread bolt, a properly sized locknut and a flat washer.

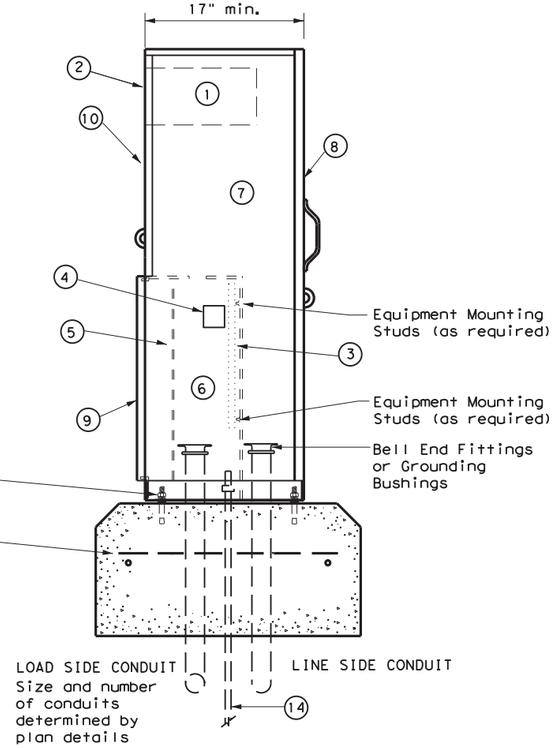
6. Finish top of concrete foundation in a neat and workmanlike manner. If leveling washers are used, ensure no more than ⅛ in. gap at any corner. Do not exceed a maximum dip or rise in the foundation of ⅛ in. per foot. When properly installed, ensure the top of the service enclosure is level front to back and side to side within ¼ in. Repair rocking or movement of the service enclosure at no additional cost to the department.

7. Do not use liquidtight flexible metal conduit (LFMC) on pedestal type services.

8. Ensure all elbows in the foundation are sized as per utility provider's conduit requirements for underground conduit and feeders. PVC extensions may be installed provided the ends of the rigid metal conduits are more than 2 in. below the top of the concrete foundation. Where extension conduits are metal, grounding bushings must be installed with a bonding jumper properly terminated.

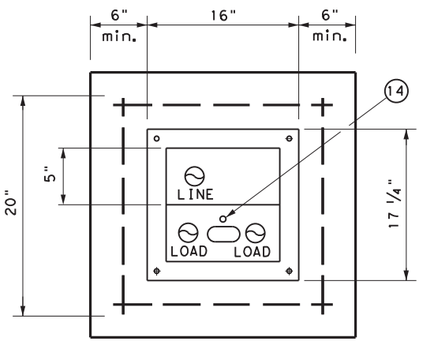


FRONT VIEW

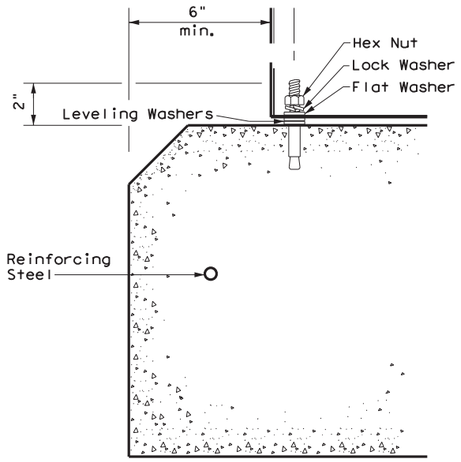


SIDE VIEW

TYPE C shown, TYPE A similar except that TYPE A shall have individual circuit breakers (CB) mounted on an equipment mounting panel. CB Handles shall protrude through hinged deadfront trim.



SECTION A-A



ANCHOR BOLT DETAIL

LEGEND	
1	Meter Socket, (when required)
2	Meter Socket Window, (when required)
3	Equipment Mounting Panel
4	Photo Electric Control Window, (When required)
5	Hinged Deadfront Trim
6	Load Side Conduit Trim
7	Line Side Conduit Area
8	Utility Access Door, with handle
9	Pedestal Door
10	Hinged Meter Access
11	Control Station (H-O-A Switch)
12	Main Disconnect
13	Branch Circuit Breakers
14	Copper Clad Ground Rod - 5/8" X 10'

Texas Department of Transportation

Traffic Operations Division Standard

ELECTRICAL DETAILS
ELECTRICAL SERVICE SUPPORT
PEDESTAL SERVICE TYPE PS
ED(9)-14

FILE: ed9-14.dgn	DN: TxDOT	CK: TxDOT	DW: TxDOT	CK: TxDOT
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	DIST	COUNTY		SHEET NO.
	22	VAL VERDE		121

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TIMBER POLE (TP) SERVICE SUPPORT NOTES

1. Ensure electrical service support is a class 5 treated timber pole as per Item 627 "Treated Timber Poles." Embed timber pole to depth required in Item 627.
2. Conduit and electrical conductors attached to the electrical service pole and underground within 12 in. of service pole are not paid for directly but are subsidiary to the electrial service.
3. Install pole-top mounted photocell (T) on north side of pole, or in service enclosure (E) as required. See Electrical Service Data chart in plan set.
4. Gain pole as required to provide flat surface for each channel. Gain timber pole to 5/8 in. max. depth and 1 7/8 in. max. height. Gain pole in a neat and workmanlike manner.
5. Mount meter and service equipment on stainless steel or galvanized channel (Unistrut, Kindorf, or equal). Provide channel sized 1 in. to 3 3/4 in. maximum depth, and 1 1/2 in. to 1 5/8 in. maximum width. File smooth the cut ends of galvanized channel and paint with zinc rich paint before installing on pole. Secure each channel section to timber pole with two galvanized or SS lag bolts, 1/4 in. minimum diameter by 1 1/2 in. minimum length. Use a galvanized or SS flat washer on each lag bolt. Do not stack channel.
6. When excess length must be trimmed from poles, trim from the top end only.

(1) Class 5 pole, height as required

(2) Service drop from utility company (attached below weatherhead)

(3) Service conduit (RMC) and service entrance conductors - One Red, One Black, One White (See Electrical Service Data)

(4) Safety switch (when required)

(5) Meter (when required)

(6) Service enclosure

(7) 6 AWG bare grounding electrode conductor in 1/2 in. PVC to ground rod - extend 1/2 in. PVC 6 in. underground.

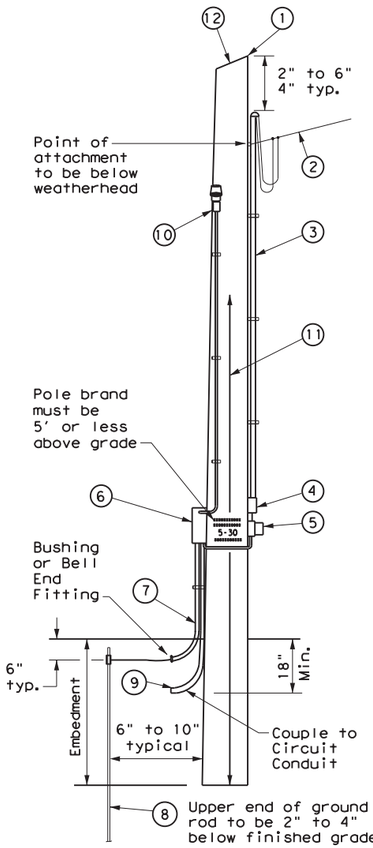
(8) 5/8 in. x 8 ft. Copper clad ground rod - drive ground rod to a depth of 2 in. to 4 in. below grade.

(9) RMC same size as branch circuit conduit.

(10) See pole-top mounted photocell detail on ED(5).

(11) When required by the serving utility provide bare 6 AWG copper conductor. Run wire from pole top to butt wrap or copper butt plate. Protect conductor with non-conductive material to a height of 8 ft. above finished grade.

(12) When required by utility, cut top of pole at an angle to enhance rain run off.

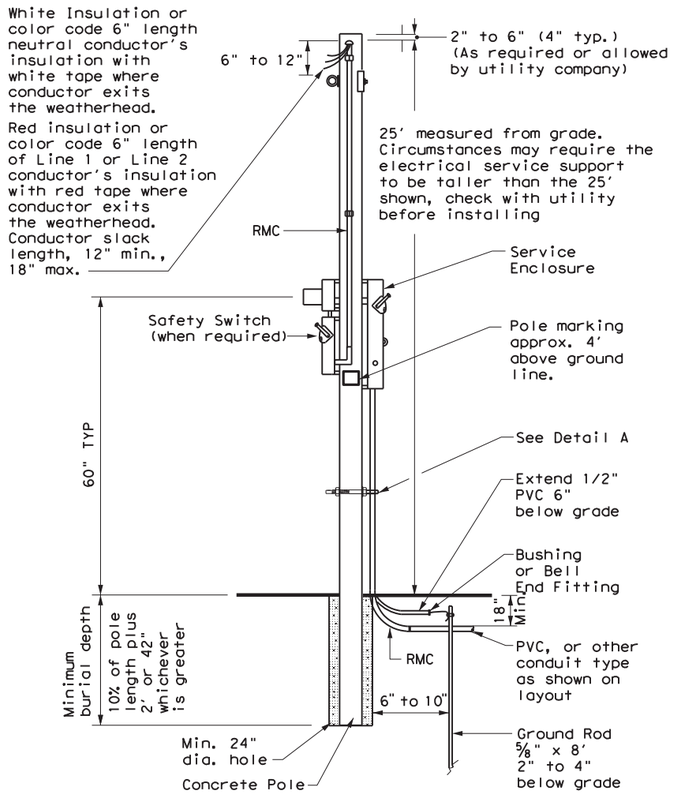


SERVICE SUPPORT TYPE TP (O)

GRANITE CONCRETE (GC) & OTHER CONCRETE (OC) NOTES

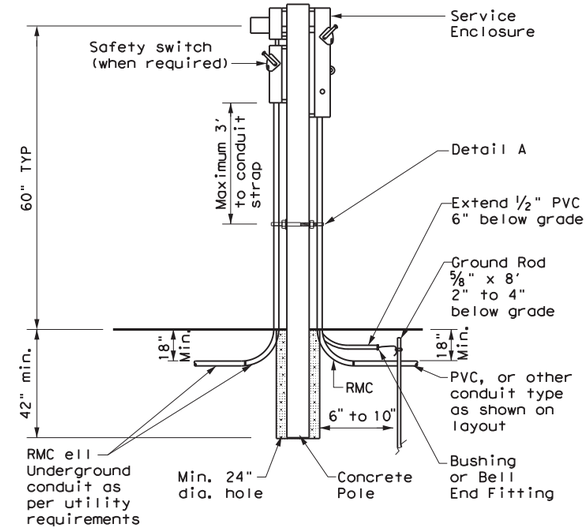
Ensure electrical service support structures bid as type Granite Concrete (GC) or Other Concrete (OC) meet the following requirements.

1. Provide GC and OC poles that meet the requirements of DMS 11080 "Electrical Services."
2. Provide prestressed concrete poles suitable for direct embedment into the ground without special foundations.
3. Verify poles are marked as required on DMS 11080. Location of marking should be approximately 4' above final grade. Use the two-point pickup locations when handling pole in horizontal position, and one-point pickup location for use in raising the pole to a vertical position. These marks are small but conspicuous.
4. Embed poles 42 in. or 10% of the length plus 2 ft., whichever is greater.
5. Ensure all installation details of services are in accordance with utility company specifications.
6. Install a one point rack or eye bolt bracket 6 inches to 12 inches below the weatherhead as an overhead service drop anchoring point for the electric utility.
7. Furnish and install galvanized or stainless steel channel strut 1 1/2 in. or 1 5/8 in. wide by 1 in. up to 3 3/4 in. deep (Unistrut, Kindorf, B-line or equal). Attach channel strut with stainless steel concrete anchors (max. 1" depth), square U-bolts or back to back channel strut with long bolts, or other secure mounting as approved by the Engineer. Ensure bolts are galvanized in accordance with ASTM A153. Do not stack channel struts.
8. Backfill the holes thoroughly by tamping in 6 in. lifts. After tamping to grade, place additional backfill material in a 6 inch high cone around the pole to allow for settling. Use material equal in composition and density to the surrounding area. Backfilling will not be paid for directly but is subsidiary to various bid items.



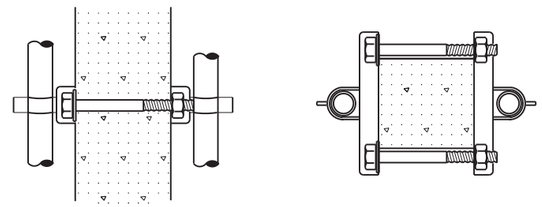
CONCRETE SERVICE SUPPORT

Overhead (O)



CONCRETE SERVICE SUPPORT

Underground (U)



DETAIL A

See Note 7. Before installing channel that has been cut, file sharp edges and paint with zinc-rich paint. Ensure there is no paint splatter on the pole.

Texas Department of Transportation

Traffic Operations Division Standard

ELECTRICAL DETAILS SERVICE SUPPORT TYPES GC, OC, & TP

ED(10)-14

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DUCT CABLE & HDPE CONDUIT NOTES

1. Provide duct cable in accordance with Departmental Material Specification (DMS) 11060 "Duct Cable" and Item 622 "Duct Cable." Provide duct cable as listed on the Material Producer List (MPL) on the Department web site under "Roadway Illumination and Electrical Supplies" Item 622.

2. Provide High-Density Polyethylene (HDPE) conduit in accordance with DMS 11060 and Item 618, "Conduit." Provide HDPE as listed on the MPL on the Department web site under "Roadway Illumination and Electrical Supplies," Item 618.

3. Supply duct cable with a minimum 2 in. diameter, unless otherwise shown in the plans. Provide duct cable and HDPE conduit as shown by descriptive code or on the plans. Bend duct cable and HDPE conduit as recommended by the manufacturer, with a minimum bending radius of 26 in. for 2 in. duct. Follow manufacturers' recommendations when handling duct cable and HDPE conduit reels and during installation of duct cable and HDPE conduit.

4. Do not splice conductors within duct cable or HDPE conduit. Couple duct cable and HDPE entering a ground box or foundation to a PVC elbow. When galvanized steel RMC elbows are called for in the plans and any portion of the RMC elbow is buried less than 18" from possible contact, ground the RMC elbow.

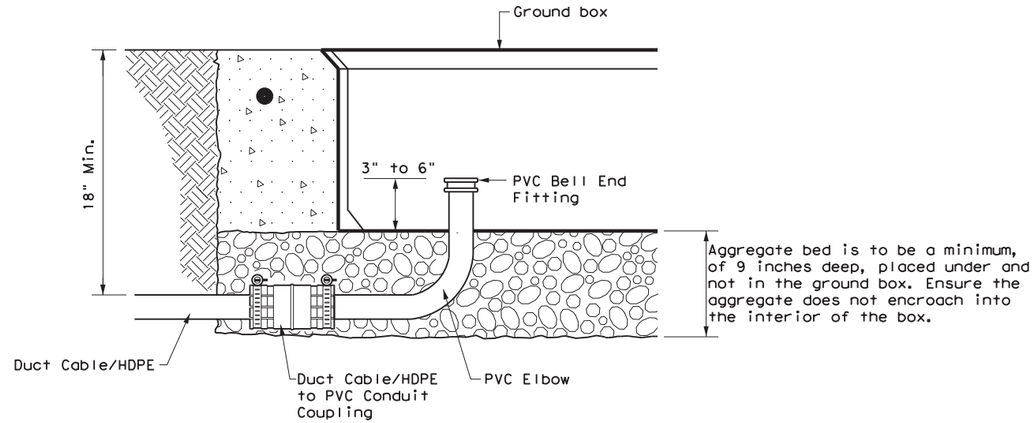
5. Furnish and install duct cable with factory installed conductors, sized as shown in the plans and as required by the National Electrical Code (NEC). The NEC contains specific requirements for duct cable in Article, "Nonmetallic Underground Conduit with Conductors: Type NUCC."

6. When conduit casing is called for in the plans, extend duct cable or HDPE conduit through the conduit casing in one continuous length without connection to the casing.

7. Seal the ends of duct cable or HDPE conduit with duct seal, expandable foam, or other approved method after completing the pull tests required by Item 622.

8. Provide minimum cover of 24 in. under roadways, 18 in. in other locations, or as shown on the plans.

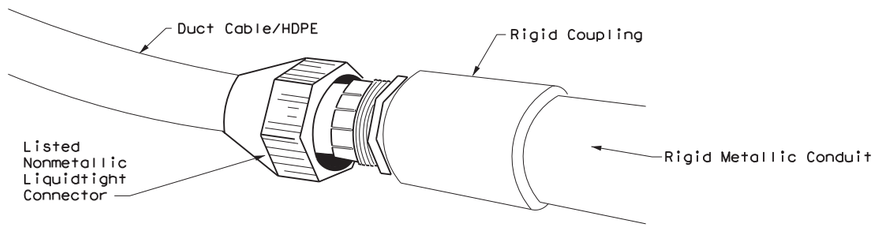
9. Furnish and install listed fittings to couple duct cable or HDPE conduit to other types of conduit. Duct cable and HDPE conduit may be field-threaded and spliced with PVC or RMC threaded couplings; connected with listed tie-wrap fittings; connected using listed coupling made of HDPE with stainless steel external banding clamps and locking rings; connected with approved electrofusion conduit couplings; or connected using an approved chemical fusion method using an epoxy or adhesive specifically designed for HDPE couplings and connectors all installed in accordance with their manufacturer's instructions. Do not use PVC glue on HDPE. Do not use water pipe fittings, or connect conduit with heat shrink tubing.



DUCT CABLE/HDPE AT GROUND BOX

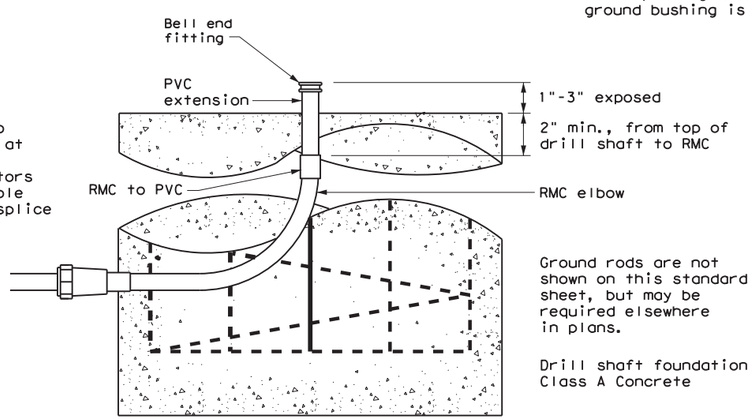
When the upper end of an RMC Ell does not enter the ground box, it may be extended with a SCH-40 PVC conduit nipple and bell end, provided there is a minimum of 18" of cover over all parts of the elbow. If not, a rigid extension and ground bushing is required.

DUCT CABLE/HDPE TO PVC

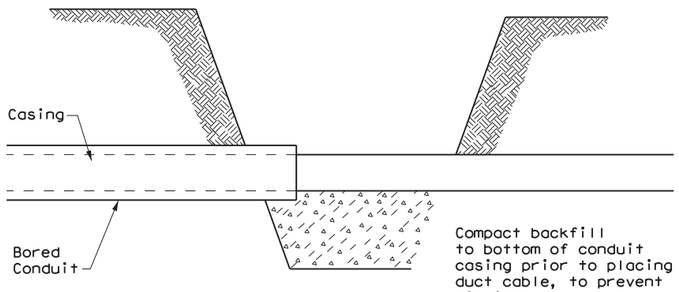


DUCT CABLE/HDPE TO RMC

Couple duct to conduit elbow at foundations. Ensure conductors extend into pole base. Do not splice conductors in conduit.



DUCT CABLE / HDPE AT FOUNDATION



BORE PIT DETAIL

Texas Department of Transportation — Traffic Operations Division Standard

ELECTRICAL DETAILS
DUCT CABLE/ HDPE CONDUIT
ED(11)-14

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BATTERY BOX GROUND BOXES NOTES

A. MATERIALS

1. Provide polymer concrete or fiberglass reinforced plastic (FRP) battery box ground box and cover in accordance with Departmental Material Specification (DMS) 11071 "Battery Box Ground Boxes." Battery box will accommodate up to 4 batteries, each measuring 8 in. x 13.5 in. x 10 in. (W x L x D). Label battery box ground box cover in accordance with DMS 11071.

2. Supply a marine grade batteries with covers. Secure the marine grade batteries with covers to the stainless steel rack in the bottom of the ground box with tie down straps.

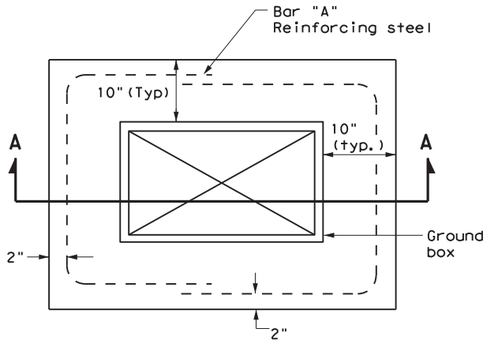
B. CONSTRUCTION METHODS

1. Ensure conduit entry will not interfere with placement of the batteries in the battery box ground box.

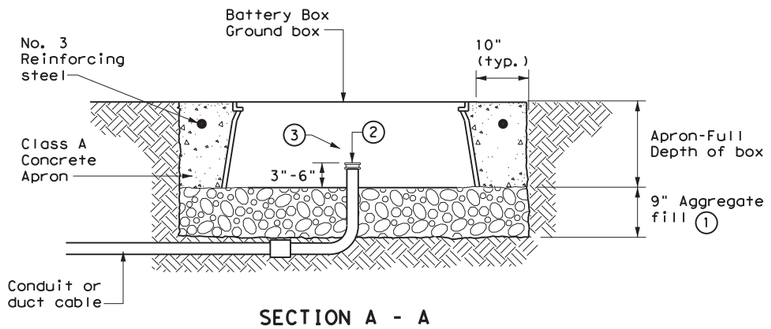
2. Remove all gravel and dirt from conduit. Cap all conduits prior to placing aggregate and setting battery box ground box. Provide Grade 3 or 4 coarse aggregate as shown on Table 2 of Item 302 "Aggregates for Surface Treatments." Ensure the aggregate bed is in place and is a minimum of 9 in. deep prior to setting the box. Install battery box ground box on top of aggregate.

3. Cast battery box aprons in place. Reinforcing steel may be field bent. Ensure the depth of concrete for the apron extends from finished grade to the top of the aggregate bed under the box. Battery box ground box aprons, including concrete and reinforcing steel, are subsidiary to battery box ground boxes when called for by descriptive code.

4. Bolt covers down when not working in battery box ground boxes. Keep bolt holes in the box clear of dirt.



PLAN VIEW



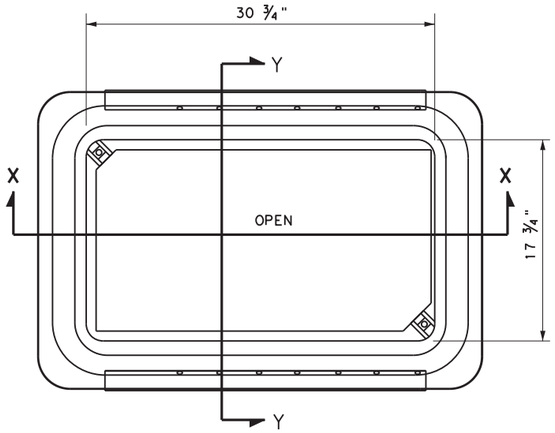
SECTION A - A

APRON FOR BATTERY BOX GROUND BOXES

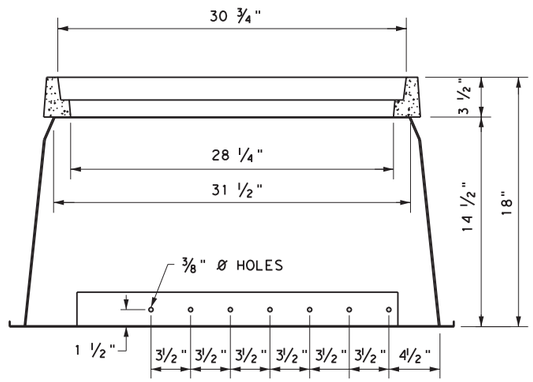
(1) Place aggregate under the box and not in the box. Aggregate should not encroach on the interior volume of the box.

(2) Install bushing or bell end fitting on the upper end of all ells.

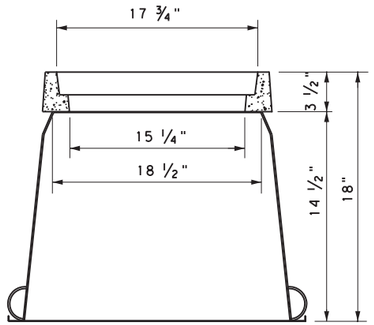
(3) Install all conduits in a neat and workmanlike manner.



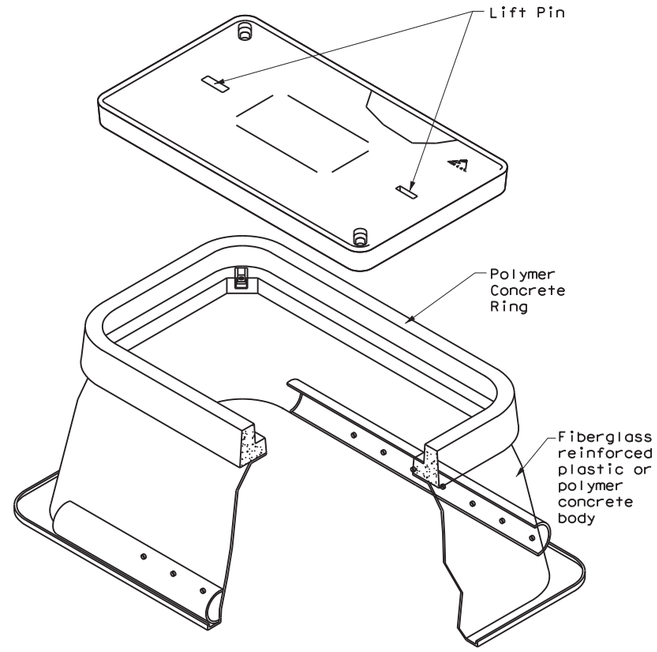
BATTERY BOX TOP VIEW



SECTION X-X



SECTION Y-Y



Texas Department of Transportation

Traffic Operations Division Standard

ELECTRICAL DETAILS BATTERY BOX GROUND BOXES

ED(12)-14

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ROADWAY ILLUMINATION ASSEMBLY NOTES

1. Details apply to roadway lighting installations bid or referenced under Item 610, "Roadway Illumination Assemblies." Provide, furnish, and install all other materials not shown on the plans which may be necessary for complete and proper construction. Where manufacturers provide warranties or guarantees as a customary trade practice, furnish to the State such warranties or guarantees.

2. The locations of poles and fixtures may be shifted by the Engineer to accommodate local conditions. Install or remove poles and luminaires located near overhead electrical lines using established industry and utility safety practices and in accordance with laws governing such work. Consult with the appropriate utility company prior to beginning such work.

3. Provide new and unused materials. Ensure that all materials and installations comply with the applicable articles of the National Electrical Code (NEC),TxDOT standards and specifications, National Electrical Manufacturers Association (NEMA),and are listed by Underwriters Laboratories (UL) or a Nationally Recognized Testing Lab (NRTL). NRTLs such as Canadian Standard Association, Intertek Testing Services NA Inc., or FM Approvals LLC can be considered equivalent to UL. Faulty fabrication or poor workmanship in any material, equipment, or installation is justification for rejection.

4. Provide Roadway Illumination Light Fixtures as per TxDOT Departmental Material Specification (DMS) 11010, Item 610, and as shown on the Material Producers List (MPL) for Roadway Illumination and Electrical Supplies.

5. Fabricate steel roadway illumination poles in accordance with Roadway Illumination Poles (RIP) standards and Item 610. Poles fabricated according to RIP standards do not require shop drawing submittals.

   a. Alternate designs to RIP standards or the use of aluminum to fabricate poles will require the submission of shop drawings electronically. For instructions on submitting shop drawings electronically see "Guide to Electronic Shop Drawing Submittal" on the TxDOT web site.

   b. Limitations on use of the RIP standard: The RIP standard details were developed for installations in locations where the 3-second gust basic maximum wind speed is 110 mph, and where the elevation of the base of the pole is less than (i.e. not more than) 25′ above the elevation of the surrounding terrain, in accordance with the "AASHTO Standard Specifications for Structural Supports for Highway Signs, Luminaires and Traffic Signals," 6th Edition (2013) of the AASHTO Design Specifications. For poles to be installed in regions where the maximum basic wind speed exceeds 110 mph or to be mounted more than 25′ above the surrounding terrain, provide poles meeting the following requirements:

      i. Submittals. Following the electronic shop drawing submittal process (see Guide to Electronic Shop Drawing Submittal on the TxDOT web site), submit to the Engineer for approval fabrication drawings and calculations for the poles, sealed by a Texas licensed professional engineer (P.E.).

      ii. Luminaire Structural Support Requirements. Provide light poles, arms, and anchor bolt assemblies with a 25 year design life to safely resist dead loads, ice loads and the required basic wind speeds at the location of installation in accordance with the 6th edition (2013) of the AASHTO Design Specifications. For transformer base poles, include transformer base and connecting hardware in calculations and shop drawing submittals. Structurally test all transformer bases to resist the theoretical plastic moment capacity of the pole. Submit certification of the plastic moment load test and FHWA breakaway requirement test of the model of base being furnished with the shop drawings. Show breakaway base model number, manufacturer's name, and logo on shop drawings. Include on manufacturer's shop drawings the ASTM designations for all materials to be used.

6. For both transformer and shoe-base type illumination poles, provide and install double-pole breakaway fuse holders as specified by DMS-11040. Breakaway fuse holders are listed on the MPL for Roadway Illumination and Electrical Supplies under Items 610 & 620. Provide 10 amp time delay fuses for breakaway connectors in light poles, or inside the light fixture for underpass luminaires. In each pole, connect luminaires to the breakaway connector with continuous stranded 12 AWG copper conductors as listed on the MPL. Bond all equipment grounding conductors together and to the ground lug in the transformer base or hand hole.

7. Tighten anchor bolts for shoe base, concrete traffic barrier base, and bridge mount roadway illumination poles, in accordance with Item 449.

8. Install T-Base with following procedure:

   a. Anchor Bolt Tightening.

      i. Coat the threads of the anchor bolts with electrically conductive lubricant.

      ii. Place the T-base over the anchor bolts. Foundation must be level and flat. The maximum permissible gap under any one corner of the t-base is 1/8" before nuts are tightened.

      iii. Coat the bearing surfaces of the nuts and washers with electrically conductive lubricant. Install (1) 1/2" hold down washer, (1) lock washer, and (1) nut on each anchor bolt. Turn the nuts onto the bolts so that each is hand-tight against the washer.

      iv. Using a torque wrench, tighten each nut to 150 ft-lb. Uniform contact is required between the foundation and the T-base in the corner regions of the T-base, and all corner gaps must be closed after applying torque. If a gap still exists after torquing to 150 ft-lbs, continue torquing each bolt incrementally until gap is closed or maximum allowable torque of 250 ft. pound is reached, whichever comes first. If 250 ft-lbs is not enough to close the gap the foundation must be leveled. Gaps along the straight sides of the T-bases and the foundation are permissible. Ensure that no high point of contact occurs between the straight sides of the T-base and the foundation.

      v. Check top of T-base for level. If not level then foundation must be leveled.

   b. Top Bolt Procedure

      i. Erect pole over T-base with crane. Coat bolts, nuts, washers, and lock washers with electrically conductive lubricant.

      ii. Install bolts and 1/2" connecting washers from the inside of the T-base, thread up through the pole base. Install flat washers, lock washers and nuts snug tight according to Item 447, "Structural Bolting."

      iii. Tighten each nut to 150 ft-lb. using a torque wrench.

   c. Level and Plumb

      i. Ensure pole is plumb and mast arm is perpendicular to the roadway according to plans to within 5 degrees.

9. Construct luminaire pole foundations in accordance with Item 416, "Drilled Shaft Foundations," and TxDOT standard sheet RID(2).

10. Provide and install underpass luminaires in accordance with Item 610, DMS-11010, and TxDOT standard sheet RID(3). Typical luminaire size for underpass luminaires is 150W HPS or 150W EQ LED.

11. Mount luminaires on arms level as shown by the luminaire level indicator.

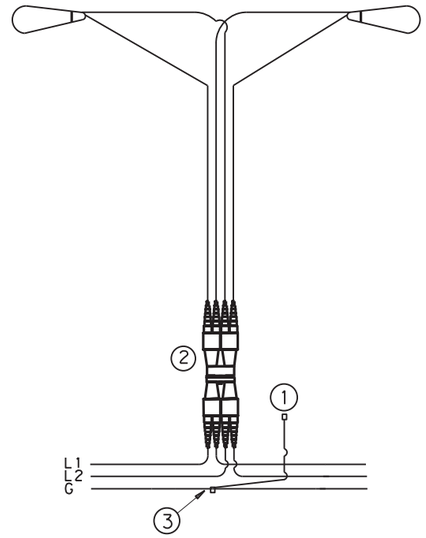
12. Orient luminaires perpendicular to the roadway intended to be lit unless otherwise shown on the plans.

Wiring Diagram Notes:

(1) Use 1/2 in.-13 UNC threaded, copper or tin-plated copper, pole bonding connector, sized appropriately for conductors, bonded to T-base, or use ground lug in handhole as available.

(2) Use pre-qualified two-pole breakaway connectors for all luminaire pole installations. For luminaires fed by a circuit with a neutral conductor, use double pole breakaway connectors with the neutral side unfused and marked white.

(3) Split Bolt or other connector.



L1,L2 = Hot Conductors
G = Grounding Conductor

TYPICAL WIRING DIAGRAM

LUMINAIRES SERVED AT 480V ON 240/480 VOLT SERVICE OR LUMINAIRES SERVED AT 240V FOR 120/240 VOLT SERVICE.

Decorative LED Lighting Notes:

1. LED Drivers in Remote Outdoor enclosures (for drivers that do not include an enclosure as part of a factory assembly):

   a. Provide NEMA 3R outdoor enclosure or as approved.

   b. Install enclosure at least 12" above ground or other horizontal surface. Mount vertically or on ceiling, and avoid direct sun where possible.

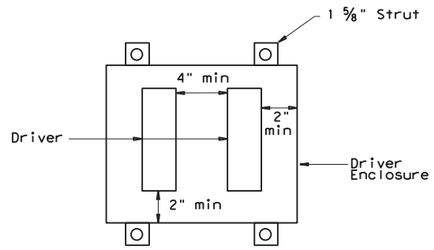
   c. Install drivers with at least 2 inches of space from enclosure walls.

   d. For multiple drivers in an enclosure, provide at least 4 inches side to side and 1 inch end to end from other drivers or electronic equipment

   e. For drivers mounted on back wall of enclosure, mount enclosure on 1 5/8" strut or other standoff to dissipate heat, or mount driver to side of the enclosure or to the metal cover.

   f. Provide remote drivers with a maximum of 100 watts

   g. Provide drivers with documentation of 100,000 hr lifetime at Tcase of 65C or higher.



Driver Spacing In Remote Enclosure

Texas Department of Transportation — Traffic Safety Division Standard

ROADWAY ILLUMINATION DETAILS

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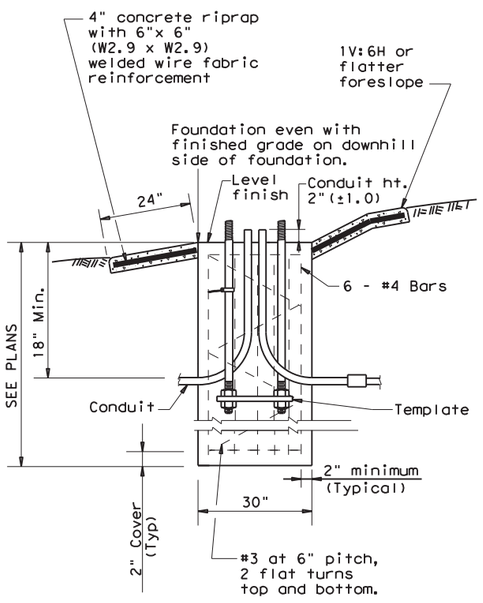
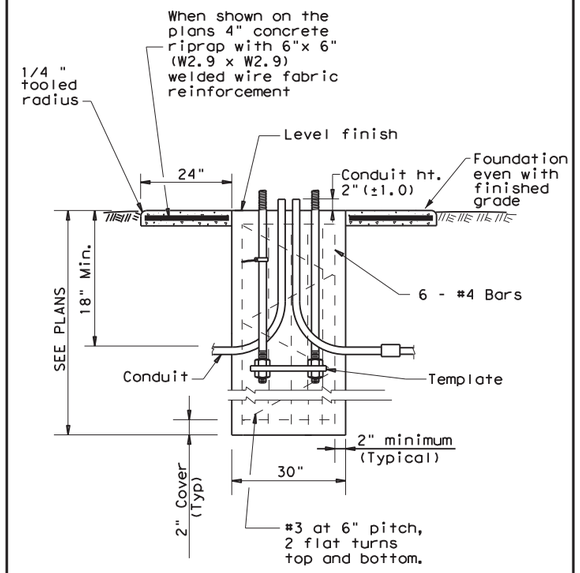


SECTION A-A
SHOWING SLOPED GRADE



SECTION A-A
SHOWING CONSTANT GRADE

TABLE 1

ANCHOR BOLTS

POLE MOUNTING HEIGHT	BOLT CIRCLE		ANCHOR BOLT SIZE
	Shoe Base	T-Base	
<40 ft.	13 in.	14 in.	1in. x 30in.
40-50 ft.	15 in.	17 ¼in.	1 ¼in. x 30in.

TABLE 2

RECOMMENDED FOUNDATION LENGTHS
(See note 1)

MOUNTING HEIGHT	TEXAS CONE PENETROMETER N Blows/ft		
	10	15	40
≤20 ft.	6′	6′	6′
>20 ft. to 30 ft.	8′	6′	6′
>30 ft. to 40 ft.	8′	8′	6′
>40 ft. to 50 ft.	10′	8′	6′

TABLE 3

PAY QUANTITY OF RIPRAP PER FOUNDATION (Install only when shown on the plans)

Foundation Diameter	RIPRAP DIAMETER	RIPRAP (CONC) (CL B)
30 in.	78 in.	0.35 CY

GENERAL NOTES:

1. "Recommended Foundation Lengths" table is for information purposes only. Foundation lengths shall be as shown on the plans, or as directed by the Engineer. Foundations will be paid for under Item 416, "Drilled Shaft Foundations," unless otherwise shown on the plans.
2. Erect roadway illumination assembly poles plumb and true. Form and level the top 6" of the foundation so the pole will be plumb. Use leveling nuts to plumb shoe base poles. Do not use shims or leveling nuts under transformer bases. Do not grout between baseplate and the foundation.
3. Ensure Class 2A and 2B fit for anchor bolts and nuts. Tap and chase nuts after galvanizing. Anchor bolt body with rolled threads need not be full size.
4. Use appropriate class of concrete as specified in Items 416 and 432. Concrete for riprap may be upgraded to Class C at no extra cost to the Department.
5. Place riprap around the foundation when called for elsewhere in the plans. Riprap will be paid for under Item 432.
6. Locate breakaway roadway illumination assemblies as shown in the placement table, unless otherwise dimensioned on the plans. Protect non-breakaway illumination assemblies from vehicular impact (i.e. 2.5 ft. behind guard rail or mounted on traffic barrier), or located outside the clear zone, except that 2.5 ft. from curb face is minimum desired for light poles on city streets, 45 mph or less. See Roadway Design Manual for further information.
7. Use 4 hold down and 4 connecting washers on transformer base poles as recommended by the manufacturer and supplied with base.
8. Install a minimum of 2 conduits in each foundation. See lighting layout sheets for locations of foundations with more than 2 conduits. Cap unused conduits in foundations on both ends.
9. Conduit location in foundations is critical for breakaway devices. Place conduits 2 in. apart on centerline as shown.
10. Bond anchor bolt to rebar cage with #6 bare stranded copper conductor. Use listed mechanical connectors rated for embedment in concrete. The bonded steel in the foundation creates a concrete encased grounding electrode which replaces the ground rod.
11. Grade earthwork around T-base foundations even with the finished grade as shown in Section A-A to ensure proper function of the breakaway device. Use riprap on T-base foundations that are located on sloped grades, and as shown on the plans for level grades.

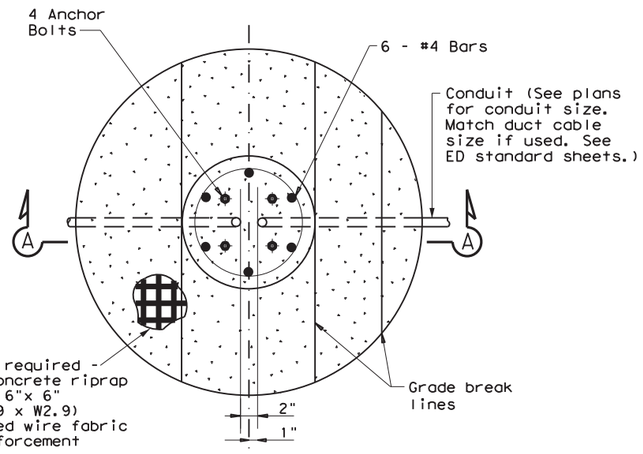
TABLE 4

BREAKAWAY POLE PLACEMENT (See note 6)

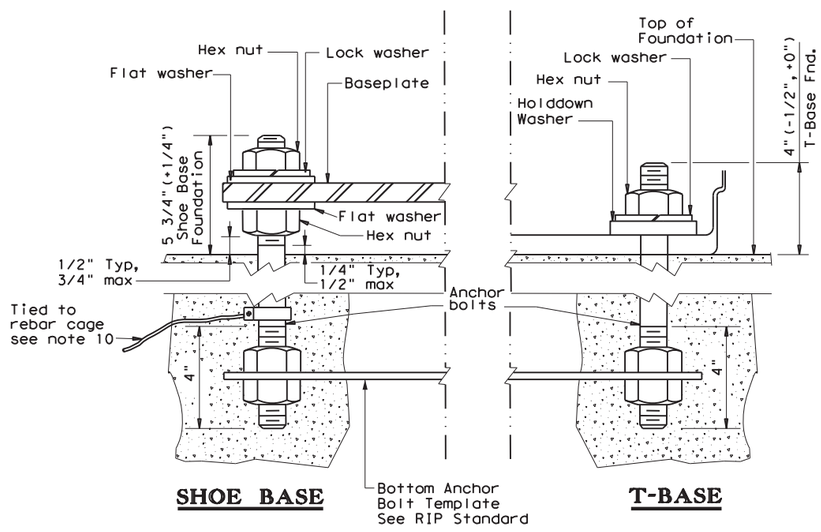
ROADWAY FUNCTIONAL CLASSIFICATION	** POLE OFFSET (DISTANCE TO FACE OF TRANSFORMER BASE)
Freeway Mainlanes (roadway with full control of access)	15 ft. (minimum and typical) from lane edge
All curbed, 45 mph or less design speed	2.5 ft. minimum (15 ft. desirable) from curb face
All others	10 ft. minimum*(15 ft. desirable) from lane edge

* or as close to ROW line as is practical

** provide 2/5 of the luminaire mounting height behind the pole for "falling area" to prevent encroachment on the other travel lanes. See design guidelines.



FOUNDATION DETAIL



SHOE BASE **T-BASE**

ANCHOR BOLT DETAIL

Texas Department of Transportation

Traffic Safety Division Standard

ROADWAY ILLUMINATION DETAILS
(RDWY ILLUM FOUNDATIONS)

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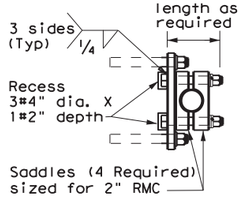
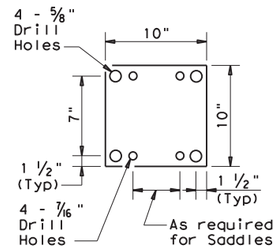
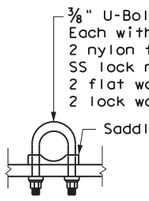


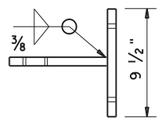
SECTION A-A



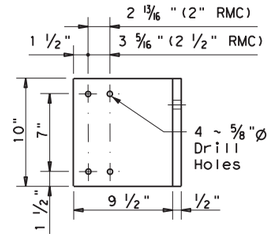
MOUNTING PLATE
(ASTM A-36 or better)



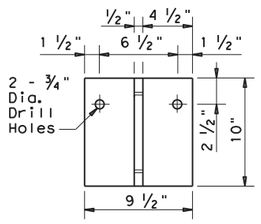
CLAMP DETAIL
(2 Req'd)



PLAN VIEW

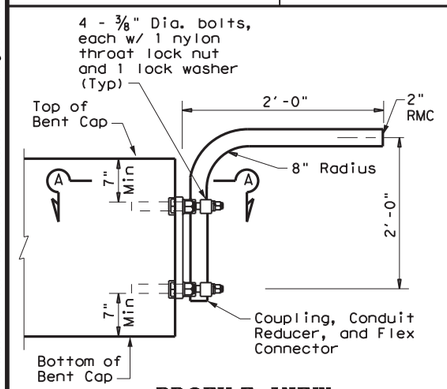


FRONT

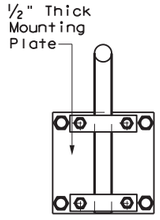


SIDE

BRACKET DETAIL
Make from 1/2" plate (ASTM A-36 or better)

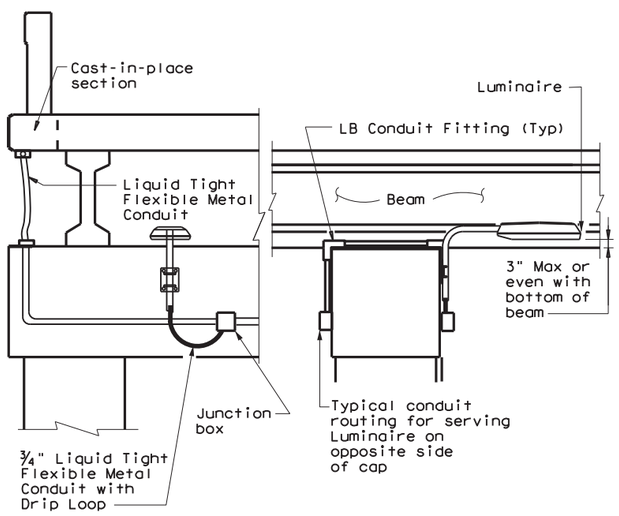


PROFILE VIEW
Or as Required
(See Note A.3)



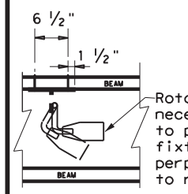
END VIEW

UNDERPASS LIGHTING ARM

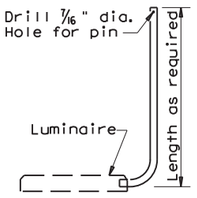


IN RD IL AM (U/P)(TY 1)
If bridge has pre-cast panels under deck, run circuit under deck edge.

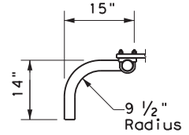
UNDERPASS LIGHTING TYPE 1



PLAN VIEW



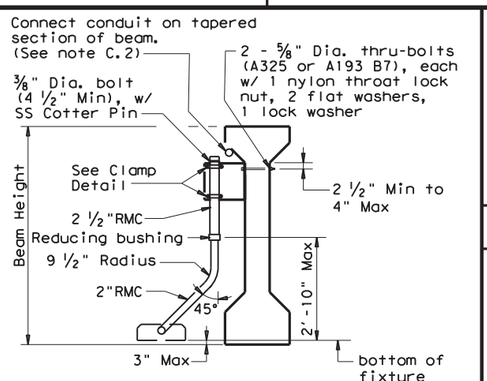
SIDE



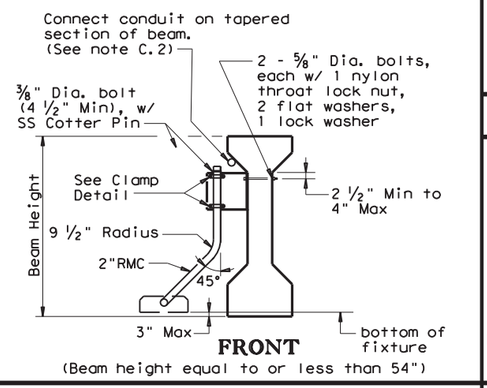
PLAN VIEW

FIXTURE ORIENTATION

ARM DETAIL



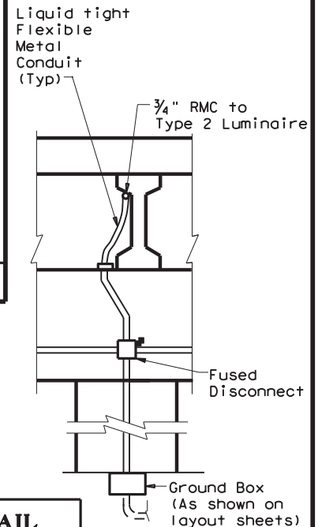
FRONT
(Beam height greater than 54")



FRONT
(Beam height equal to or less than 54")

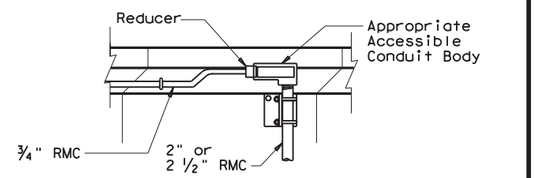
IN RD IL AM (U/P)(TY 2)

UNDERPASS LIGHTING TYPE 2

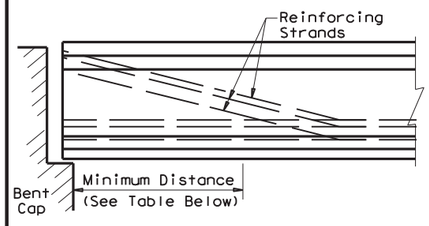


3 - No. 12 XHHW in 3/4" RMC for Branch Circuit runs from fused disconnect to underpass Luminaires

CONDUIT DETAIL



CONDUIT CONNECTION PROFILE



LOCATION OF UNDERPASS LIGHT MOUNTING BRACKET

TABLE 5
LOCATION OF UNDERPASS LIGHT MOUNTING BRACKET TABLE

SPAN LENGTH	MINIMUM DISTANCE
≤ 50'	10'-0"
50' - 70'	15'-0"
70' - 90'	20'-0"
> 90'	25'-0"

GENERAL NOTES:

A. ALL 150 watt HPS and 150 watt equivalent LED Luminaires

1. Luminaire locations, conduit and conductor sizes and routing are typical and diagrammatic only. See project layout sheets for specific details.
2. Conduit will be paid for under Item 618, "Conduit" and conductors will be paid for under Item 620, "Electrical Conductors," unless otherwise shown on the plans.
3. Adjust conduit in saddles to place fixture height and orientation as required. See fixture orientation detail and plans. Where practicable, place luminaires so the bottom of luminaire is above the bottom of the beam, maximum of 3 in. (See detail UNDERPASS LIGHTING ARM TYPE 2)
4. Except as noted, galvanize all structural steel and exposed bolts, nuts, and washers in accordance with Item 445 "Galvanizing".
5. Fabrication of brackets and support arms will not be paid for directly but is subsidiary to Item 610, "Roadway Illumination Assemblies."
6. Install a heavy duty NEMA 3R fused disconnect or breaker enclosure rated at 30 amps and 480 volts to switch underpass luminaires as shown on plans, with at least one per bridge circuit. Install 20 amp time-delay fuses or inverse-time circuit breakers. Mount disconnect or breaker enclosure 10 ft.(min) above grade on columns or bent caps as approved by the Department. Modify disconnect to allow padlocking in the "ON" and "OFF" positions. Padlocks and disconnect switches or circuit breakers for underpass fixtures will not be paid for directly but are subsidiary to the various bid items of the contract.
7. Conduit on columns, caps, and slab is shown surface mounted. For new columns and caps, embed PVC conduit in concrete. Bond and ground metal junction boxes and conduit.

B. TYPE 1

1. Provide 2 in. rigid metal conduit (2.375" O.D., 0.146" wall) for Type 1 arm shaft.
2. Use 3/8 in. stainless steel bolt or stud non-epoxy type expansion anchors for concrete for Type 1 mounting. Except as noted, provide an allowable 2650 lbs minimum pull-out force (after consideration of adjustment factors for edge distance and bolt spacing) for each anchor. Install each anchor to the embedment depth recommended by the manufacturer.
3. Attach conduit to plate with 4 saddles, four - 3/8 in. diameter bolts, nylon throat lock nuts, and lock washers.

C. TYPE 2

1. Provide 2 in. rigid metal conduit (2.375" O.D., 0.146" wall) or provide a combination of 2 1/2 in. (2.875" O.D., 0.193" wall) and 2 in. (2.375" O.D., 0.146" wall) rigid metal conduits with a reducing bushing as beam height stipulated for Type 2 arm shaft. Field cutting and threading will be permitted. Paint cut and threaded areas with zinc rich paint after conduit is connected to adjacent fitting.
2. Connecting conduit may be strapped to tapered section only of precast beams as shown. Anchor as approved by the Engineer. Maximum anchor depth is 1 in.
3. Indiscriminate drilling into precast concrete beams may result in reduced beam strength. Use drilling location and method as directed by the Engineer. See Location of Underpass Lighting Mounting Bracket detail. The locations shown in the table are such that reinforcing strands will not be damaged.

Texas Department of Transportation

Traffic Safety Division Standard

ROADWAY ILLUMINATION DETAILS
(UNDERPASS LIGHT FIXTURES)

RID(3)-20

FILE: rid3-20.dgn	DN: TxDOT	CK: TxDOT	DW: TxDOT	CK: TxDOT
©TxDOT May 2013	CONT	SECT	JOB	HIGHWAY
REVISIONS	0161	03	024	SS 239
2-14	DIST	COUNTY		SHEET NO.
7-17	22	VAL VERDE		127
12-20				

72C

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FILE: ...\sh46_rid3-20.dgn

SHIPPING PARTS LIST - POLES AND LUMINAIRE ARMS

Nominal Mounting Ht. (ft)	Shoe Base Designation Pole	A1	A2	Luminaire	Quantity	T-Base Designation Pole	A1	A2	Luminaire	Quantity	CSB/SSCB Mounted Designation Pole	A1	A2	Luminaire	Quantity
20	(Type SA 20 S - 4)			(150W EQ) LED		(Type SA 20 T - 4)			(150W EQ) LED						
	(Type SA 20 S - 4 - 4)			(150W EQ) LED		(Type SA 20 T - 4 - 4)			(150W EQ) LED						
30	(Type SA 30 S - 4)			(250W EQ) LED		(Type SA 30 T - 4)			(250W EQ) LED		(Type SP 28 S - 4)			(250W EQ) LED	
	(Type SA 30 S - 4 - 4)			(250W EQ) LED		(Type SA 30 T - 4 - 4)			(250W EQ) LED		(Type SP 28 S - 4 - 4)			(250W EQ) LED	
	(Type SA 30 S - 8)			(250W EQ) LED		(Type SA 30 T - 8)			(250W EQ) LED		(Type SP 28 S - 8)			(250W EQ) LED	
	(Type SA 30 S - 8 - 8)			(250W EQ) LED		(Type SA 30 T - 8 - 8)			(250W EQ) LED		(Type SP 28 S - 8 - 8)			(250W EQ) LED	
40	(Type SA 40 S - 4)			(250W EQ) LED		(Type SA 40 T - 4)			(250W EQ) LED		(Type SP 38 S - 4)			(250W EQ) LED	
	(Type SA 40 S - 4 - 4)			(250W EQ) LED		(Type SA 40 T - 4 - 4)			(250W EQ) LED		(Type SP 38 S - 4 - 4)			(250W EQ) LED	
	(Type SA 40 S - 8)			(250W EQ) LED		(Type SA 40 T - 8)			(250W EQ) LED		(Type SP 38 S - 8)			(250W EQ) LED	
	(Type SA 40 S - 8 - 8)			(250W EQ) LED		(Type SA 40 T - 8 - 8)			(250W EQ) LED		(Type SP 38 S - 8 - 8)			(250W EQ) LED	
	(Type SA 40 S - 10)			(250W EQ) LED		(Type SA 40 T - 10)			(250W EQ) LED		(Type SP 38 S - 10)			(250W EQ) LED	
	(Type SA 40 S - 10 - 10)			(250W EQ) LED		(Type SA 40 T - 10 - 10)			(250W EQ) LED		(Type SP 38 S - 10 - 10)			(250W EQ) LED	
	(Type SA 40 S - 12)			(250W EQ) LED		(Type SA 40 T - 12)			(250W EQ) LED		(Type SP 38 S - 12)			(250W EQ) LED	
	(Type SA 40 S - 12 - 12)			(250W EQ) LED		(Type SA 40 T - 12 - 12)			(250W EQ) LED		(Type SP 38 S - 12 - 12)			(250W EQ) LED	
50	(Type SA 50 S - 4)			(400W EQ) LED		(Type SA 50 T - 4)			(400W EQ) LED		(Type SP 48 S - 4)			(400W EQ) LED	
	(Type SA 50 S - 4 - 4)			(400W EQ) LED		(Type SA 50 T - 4 - 4)			(400W EQ) LED		(Type SP 48 S - 4 - 4)			(400W EQ) LED	
	(Type SA 50 S - 8)			(400W EQ) LED		(Type SA 50 T - 8)			(400W EQ) LED		(Type SP 48 S - 8)			(400W EQ) LED	
	(Type SA 50 S - 8 - 8)			(400W EQ) LED		(Type SA 50 T - 8 - 8)			(400W EQ) LED		(Type SP 48 S - 8 - 8)			(400W EQ) LED	
	(Type SA 50 S - 10)			(400W EQ) LED		(Type SA 50 T - 10)			(400W EQ) LED		(Type SP 48 S - 10)			(400W EQ) LED	
	(Type SA 50 S - 10 - 10)			(400W EQ) LED		(Type SA 50 T - 10 - 10)			(400W EQ) LED		(Type SP 48 S - 10 - 10)			(400W EQ) LED	
	(Type SA 50 S - 12)			(400W EQ) LED		(Type SA 50 T - 12)			(400W EQ) LED		(Type SP 48 S - 12)			(400W EQ) LED	
	(Type SA 50 S - 12 - 12)			(400W EQ) LED		(Type SA 50 T - 12 - 12)			(400W EQ) LED		(Type SP 48 S - 12 - 12)			(400W EQ) LED	

OTHER Designation Pole	A1	A2	Luminaire	Quantity

GENERAL NOTES:

1. All work, materials and services not shown on the plans which may be necessary for complete and proper construction shall be performed, furnished and installed by the Contractor. Faulty fabrication or poor workmanship in any material, equipment or installation will be considered justification for rejection. Where manufacturers provide warranties or guarantees as a customary trade practice, furnish to the Department such warranties or guarantees.

2. The location of poles and fixtures are diagrammatic only and may be shifted by the Engineer to accommodate local conditions. Install or remove poles and luminaires located near overhead electrical lines using established industry and utility safety practices and in accordance with laws governing such work. Consult with the appropriate utility company prior to beginning such work.

3. Standard Steel Pole Designs. Steel poles fabricated in accordance with the details and dimensions shown herein, shall be considered standard designs. Submission of shop drawings and design calculations for standard designs is not required.

4. Optional Steel Pole Designs. Multi-sided steel poles may be allowed as optional designs, if steel poles are permitted or required, pending approval by the Department as outlined below.

   a. Shop Drawings. Optional designs require submission of shop drawings and design calculations bearing the seal of an engineer licensed in the State of Texas, in accordance with Item 441, "Steel Structures." The Department may elect to pre-approve some shop drawings for optionally designed poles. Submission of shop drawings and design calculations is not required for structures fabricated in accordance with the details of shop drawings on the pre-approved list maintained by the TxDOT Traffic Operations Division. Any deviation from the pre-approved shop drawings will require submission of shop drawings of the complete assembly and design calculations as described above.
   b. Structural Support Design for Luminaires. Lighting support structures shall be designed for a 25 year design life in accordance with the AASHTO Standard Specifications for Structural Supports for Highway Signs, Luminaires and Traffic Signals, 6th Edition (2013) and Interim Revisions thereto. All poles shall be designed for 110 mph 3-second gust wind speeds. The Gust Factor, G, and Wind Importance Factor, Ir, shall be applied as per the AASHTO Specifications assuming a 25-year design life. The design wind pressure for hurricane wind velocities greater than 100 mph shall not be less than the design wind pressure using 100 mph with the non-hurricane Wind Importance Factor, Ir, value. For transformer base poles, fabricator shall include transformer base and connecting hardware in design calculations and shop drawing submittals. All transformer bases shall have been structurally tested to resist the theoretical plastic moment capacity of the pole. Certification of the plastic moment load test and FHWA breakaway requirement test of the model of base being furnished shall be submitted with the shop drawings. Shop drawings shall show breakaway base model number, and manufacturer's name and logo. Manufacturer's shop drawings shall include the ASTM designations for all materials to be used.
   c. Mast Arm Attachments. All poles and attachments shall be structurally designed to support two 12-foot mast arms and luminaires. Poles shall be supplied with mast arm combinations as shown in the plans. All mast arms shall be designed for a 60-pound luminaire having an effective projected area of 1.6 square feet.
   d. Anchor Bolt Assembly. Anchor bolt assemblies for optionally designed poles shall be the same as those shown herein.

5. Aluminum Pole Designs. Aluminum pole designs may be allowed, if aluminum poles are permitted or required, pending approval by the Department as outlined below.

   a. Meet all of the requirements stated above for optional steel pole designs and the following:
      1. Aluminum poles shall be fabricated in accordance with "Structural Welding Code-Aluminum" AWS D1.2.
      2. Aluminum pole designs shall use the same anchor bolt assembly and be subject to the same geometric restraints and other requirements for steel poles specified herein.
      3. Aluminum poles shall be equipped with vibration mitigation devices, as approved by the engineer.
      4. Pole components shall be constructed using the following material:
         Shaft: ASTM B221 or B241 Alloy 6063-T6, ASTM B209 Alloy 5086-H34, ASTM B221 Alloy 6005-T5.
         Base Flange: ASTM B26 Alloy 356.0-T6 or ASTM B108 Alloy 356.0-T6 (Yield strength test required).
         Mast Arm Fitting: ASTM B209 Alloy 6061-T6 or ASTM B221 Alloy 6005-T5.
         Mast Arms: ASTM B241 Alloy 6061-T6 or Alloy 6063-T6.
         Pole Cap: ASTM B209 Alloy 5086-H32 or ASTM B108 or B26 Alloy 356.0-T6.
         Bolts: Stainless Steel AISI 300 series. Bolts threading into aluminum threads shall be treated with anti-seize compound, Never-Seez Compound, Permatex 133K or equal.

6. Special Designs. Poles with architectural treatments shall meet the requirements shown elsewhere in the plans.

7. Luminaire Mounting Height. Actual luminaire mounting height shall be the nominal mounting height given on RIP(2) for all pole-arm combinations except for poles with 4 ft. luminaire arms, which shall be 3'-0" lower than the nominal height, unless otherwise shown or directed.

EXPLANATION OF ROADWAY ILLUMINATION ASSEMBLY DESIGNATIONS

(TYPE SA 50 T - X - X) (400W EQ) LED

- SA: Pole and mast arm may be steel or aluminum.
- ST: Pole and mast arm must be steel.
- AL: Pole and mast arm must be aluminum.
- SP: Special (ovalized) steel or aluminum pole for installing on CSB or SSCB. See standard sheet CSB (4), or SSCB (4).

Two numerical digits denote nominal mounting height in feet.

Next letter denotes type of base, (S-Shoe Base, T-Transformer Base, or B-Bridge/Ret.Wall Mount)

First number denotes length of mast arm in feet.

Use of second mast arm is indicated by second dashed number which denotes length in feet.

Luminaire rating in watts (i.e. 400W). Equivalent wattage LED fixtures will include EQ (i.e. 400W EQ)

Last letters indicate light source (S - High Pressure Sodium; LED - LED luminaire)

Texas Department of Transportation

Traffic Safety Division Standard

ROADWAY ILLUMINATION POLES

RIP(1)-19

FILE: rip-19.dgn	DN:	CK:	DW:	CK:
© TxDOT January 2007	CONT	SECT	JOB	HIGHWAY
REVISIONS 7-17 12-19	0161	03	024	SS 239
	DIST	COUNTY		SHEET NO.
	22	VAL VERDE		128

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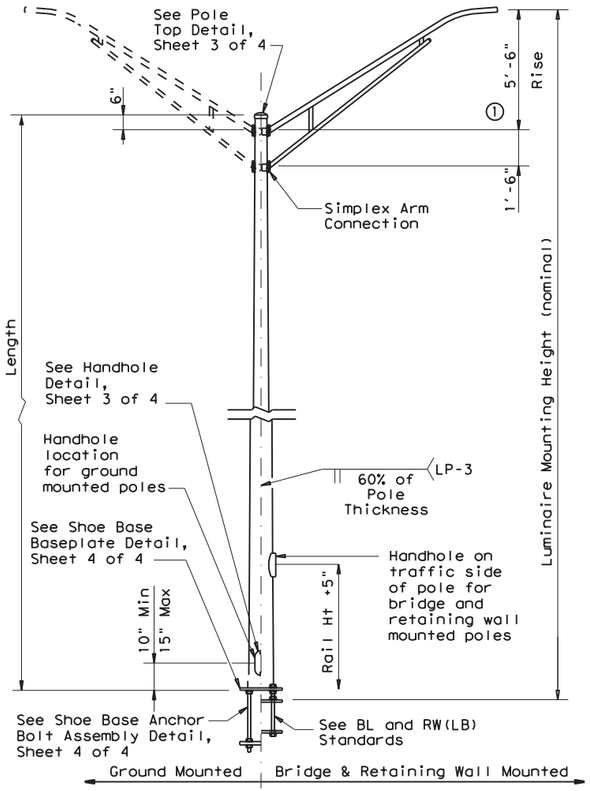
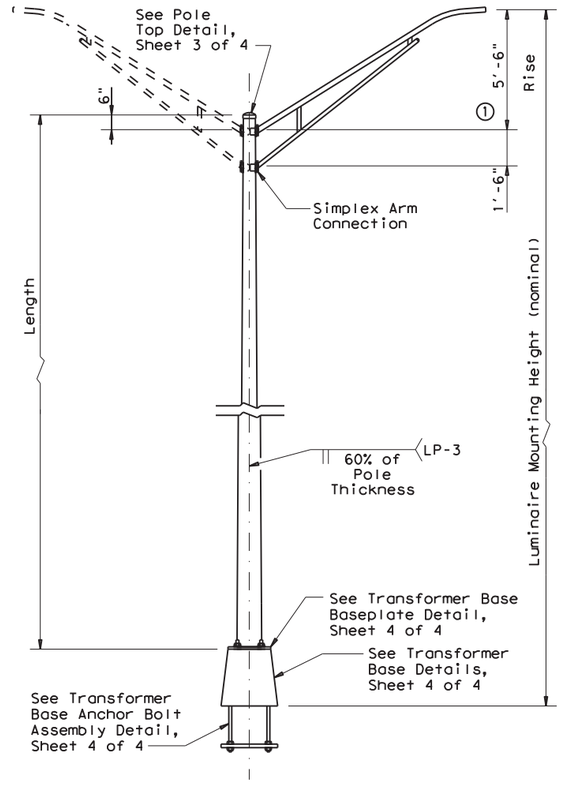


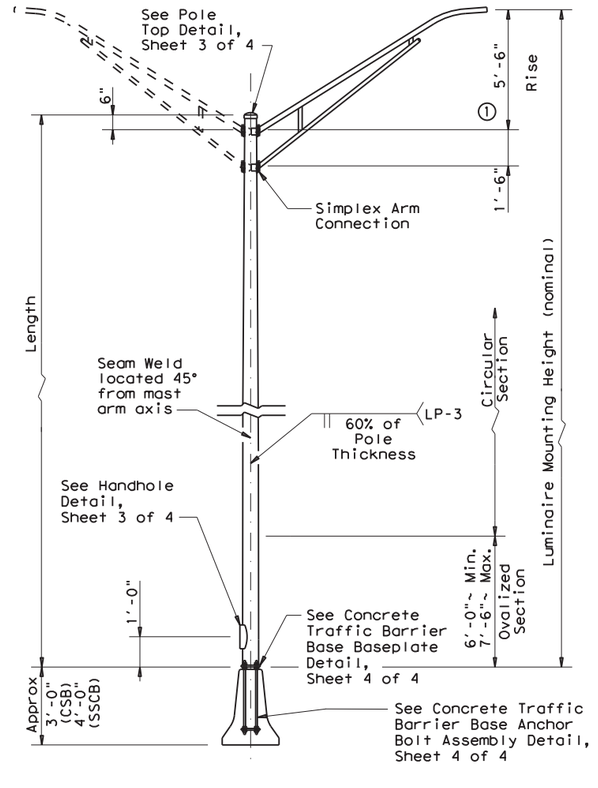
SHOE BASE POLE

SHOE BASE POLE					
Luminaire Mounting Height (Nominal) (ft)	Base Diameter (in)	Top Diameter (in)	Length (ft)	Pole Thickness (in)	Design Moment (K-ft)
20.00	7.00	4.90	15.00	0.1196	7.1
30.00	7.50	4.00	25.00	0.1196	13.2
31.00-39.00	8.00	4.36-3.24	26.00-34.00	0.1196	20.7
40.00	8.50	3.60	35.00	0.1196	20.7
50.00	10.50	4.20	45.00	0.1196	30.3



TRANSFORMER BASE POLE

TRANSFORMER BASE POLE					
Luminaire Mounting Height (Nominal) (ft)	Base Diameter (in)	Top Diameter (in)	Length (ft)	Pole Thickness (in)	Design Moment (K-ft)
20.00	7.00	5.11	13.50	0.1196	7.1
30.00	7.50	4.21	23.50	0.1196	13.2
31.00-39.00	8.00	4.57-3.45	24.50-32.50	0.1196	20.7
40.00	8.50	3.81	33.50	0.1196	20.7
50.00	10.00	3.91	43.50	0.1196	30.3



CONCRETE TRAFFIC BARRIER BASE POLE

CONCRETE TRAFFIC BARRIER BASE POLE (CSB/SSCB)						
Luminaire Mounting Height (Nominal) (ft)	Base ② Diameter (in)	Top Diameter (in)	Length (ft)	Pole Thickness (in)	Design Moment (K-ft)	
					About ℄ of Rail	Perp. to Rail
28.00	9.00	5.78	23.00	0.1196	10.3	13.2
38.00	9.00	4.38	33.00	0.1196	16.6	20.8
48.00	10.50	4.48	43.00	0.1345	25.1	30.5

MATERIAL DATA		
COMPONENT	ASTM DESIGNATION	MIN. YIELD (ksi)
Pole Shaft (0.14"/ft. Taper)	A572 Gr 50, A595 Gr A, A1011 HSLAS Gr 50 Cl 2 ③, or A1008 HSLAS Gr 50 Cl 2	50
Base Plate and Handhole Frame	A572 Gr.50, or A36	36
T-Base Connecting Bolts	F3125 Gr A325	92
Anchor Bolts	F1554 Gr 55, A193-B7 or A321	55 105
Anchor Bolt Templates	A36	36
Heavy Hex (H.H.) Nuts	A194 Gr 2H, or A563 Gr DH	
Flat Washers	F436	

NOTES:

① 2'-6" rise for 4 ft. luminaire arms.

② Before ovalized as shown on Concrete Traffic Barrier Base Baseplate details, Sheet 4 of 4.

③ A1011 SS Gr 50 may be used instead of HSLAS, provided the material meets the elongation requirements for HSLAS.

POLE ASSEMBLY FABRICATION TOLERANCES TABLE	
DIMENSION	TOLERANCE
Shaft length	+1"
I.D. of outside piece of slip fitting pieces	+1/8", -1/16"
O.D. of inside piece of slip fitting pieces	+1/32", -1/8"
Shaft diameter: other	+3/16"
Out of "round"	1/4"
Straightness of shaft	±1/4" in 10 ft
Twist in multi-sided shaft	4° in 50 ft
Perpendicular to baseplate	1/8" in 24"
Pole centered on baseplate	±1/4"
Location of Attachments	±1/4"
Bolt hole spacing	±1/16"

GENERAL NOTES:

1. Designs conform to AASHTO Standard Specifications for Structural Supports for Highway Signs, Luminaires, and Traffic Signals , 6th Edition (2013) and Interim Revisions thereto. Design 3-Second Gust Wind Speed equals 110 mph with a 1.14 gust factor. A wind importance factor of 0.80 is applied to adjust the wind speed to a 25 year recurrence interval. Design moments listed in tables assume base of pole is 25' above natural ground level.
2. Structures are designed to support two 12' luminaire mast arms and luminaires. Mast arms are designed to support a 60-pound luminaire having an effective projected area of 1.6 square feet.
3. Fabrication shall be in accordance with the Specifications and with the details, dimensions, and weld procedures shown herein. Do not submit shop drawings for roadway illumination pole assemblies fabricated in accordance with the details, dimensions, and weld procedures shown herein. Weld references call for preapproved weld procedures which the Fabricator must obtain prior to fabrication. Materials, fabrication tolerances, and shipping practices shall meet the requirements of these sheets and the Specifications. In the absence of specified fabrication tolerances, dimensions shall be within the tolerances generally obtainable in normal fabrication practice.
4. For mounting heights between values shown in the tables, use base diameter and thickness values for the larger height.
5. Unless otherwise noted, all steel parts shall be galvanized in accordance with Item 445, "Galvanizing."
6. Steel poles shall be fabricated in accordance with Item 441, "Steel Structures." Longitudinal seam welds for pole sections shall have 60% minimum penetration. All welding shall be in accordance with AWS D1.1, Structural Welding Code-Steel.
7. Two-section poles joined by circumferential welds will not be permitted, unless otherwise shown on the plans. Poles may be fabricated in two sections and field-assembled by the lap-joint method. The two sections shall telescope together with a lap length of not less than 1-1/2 times the shaft diameter at the lap joint.
8. Alternate material equal to or better than material specified may be substituted with the approval of the Engineer.
9. Lubricate and tighten anchor bolts, when erecting shoe base poles and concrete traffic barrier base poles, in accordance with Item 449, "Anchor Bolts."
10. All poles, except Transformer Base Poles, shall have hand holes with reinforcing frames and covers. For ground mounted shoe base poles, hand holes shall be placed 90 degrees to mast arm unless otherwise noted on the plans. For poles mounted on a concrete traffic barrier with one luminaire arm, hand holes shall be located 180 degrees from luminaire arm. For poles mounted on a concrete traffic barrier with two luminaire arms, all hand holes shall be on the same side of the barrier. For poles mounted on a bridge lighting bracket or a retaining wall lighting bracket, hand hole shall be on traffic side of the pole, at a height that will clear the barrier.
11. The finished pole shall have a smooth, uniform finish free of pits, blisters, or other defects. Scratched, chipped, and other damaged galvanized areas on poles and mast arms shall be repaired in accordance with Item 445, "Galvanizing."
12. Pole length is based on a 5'-6" luminaire arm rise. 4 ft. luminaire arms have a 2'-6" rise. A pole with 4 ft. luminaire arms will have an actual mounting height 3'-0" less than the nominal mounting height. Increasing the pole length to meet the nominal mounting height is allowed, but unnecessary unless otherwise directed by the engineer.
13. Erect transformer base poles in accordance with sheet RID(1).

Texas Department of Transportation

Traffic Safety Division Standard

ROADWAY ILLUMINATION POLES

RIP(2)-19

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	22	VAL VERDE		129

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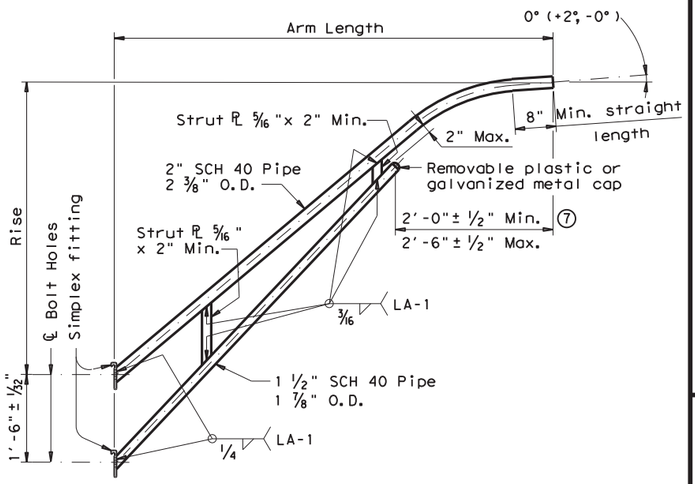
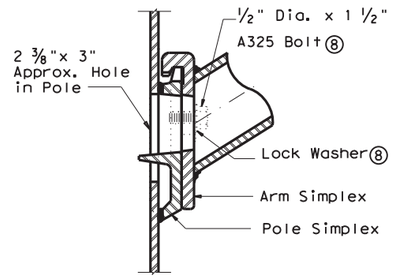


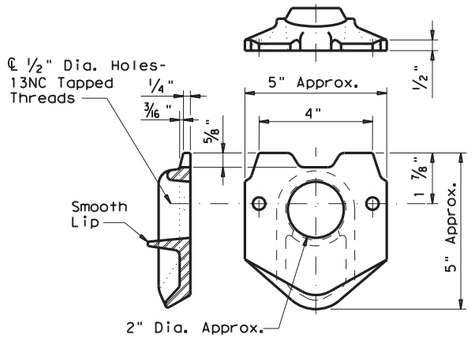
LUMINAIRE ARM

LUMINAIRE ARM DIMENSIONS		
Nominal Arm Length	Arm Length	Rise
4'-0"	3'-6"	2'-6"
6'-0"	5'-6"	5'-6"
8'-0"	7'-6"	5'-6"
10'-0"	9'-6"	5'-6"
12'-0"	11'-6"	5'-6"

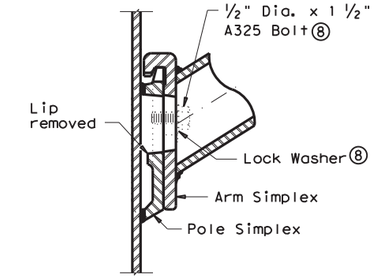
ARM ASSEMBLY FABRICATION TOLERANCES TABLE	
DIMENSION	TOLERANCE
Arm Length	±1"
Arm Rise	±1"
Deviation from flat	1/8" in 12"
Spacing between holes	±1/32"



UPPER SIMPLEX FITTING
(Gusset not shown for clarity)

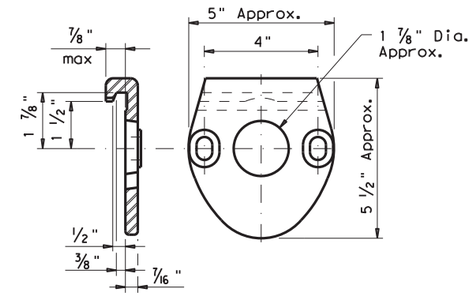


POLE SIMPLEX DETAIL ⑨



LOWER SIMPLEX FITTING
(Gusset not shown for clarity)

SECTION B-B



ARM SIMPLEX DETAIL ⑨

NOTES:

④ Any of the materials listed for plates may be used where the drawings do not specify a particular ASTM designation.

⑤ A576 must be suitable for forging and also meet minimum tensile strength of 65 ksi, minimum yield of 35 ksi, and elongation in 2 inches of 22 percent.

⑥ A572, A1008 HSLAS-F, and A1011 HSLAS-F materials may have higher yield strengths but shall not have less elongation than the grade indicated.

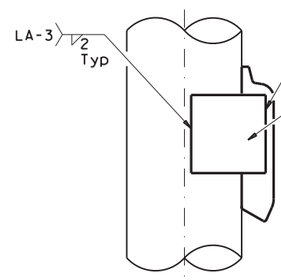
⑦ Dimensional limits are given to show acceptable variation in design. All of a Fabricator's production of a particular arm length shall have the same dimensions within specified tolerances.

⑧ Each pole simplex fitting shall be supplied with 2 bolts and 2 lock washers of the size specified. The bolts and lock washers shall be secured to the pole with the other hardware items called for in the plans.

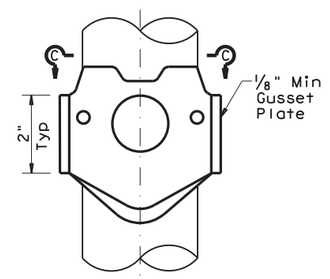
⑨ Proposed deviations in arm simplex dimensions or materials must be submitted to the Department for approval.

⑩ A welded handhole frame is permissible. Maximum of two (2) CJP weld splices is allowed.

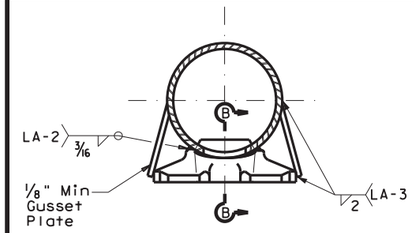
MATERIALS	
Pole or Arm Simplex	ASTM A27 Gr 65-35 or Gr 70-36, A148 Gr 80-50, A576 Gr 1021 ⑤, or A36 (Arm only)
Arm Pipes	ASTM A53 Gr A or B, A500 Gr B, A501, A 1008 HSLAS-F Gr 50 ⑥, or A1011 HSLAS-F Gr 50 ⑥
Arm Struts and Gusset Plates ④	ASTM A36, A572 Gr 50 ⑥, or A588
Misc.	ASTM designations as noted



SIDE

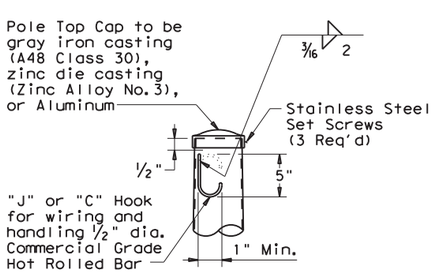


ELEVATION

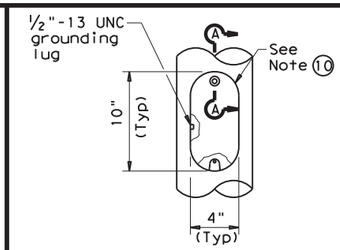


SECTION C-C

SIMPLEX ATTACHMENT DETAIL



POLE TOP



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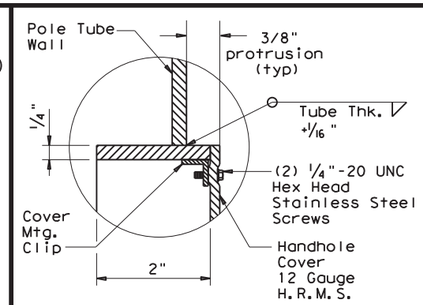

SECTION A-A

HANDHOLE

SHEET 3 OF 4

Texas Department of Transportation

Traffic Safety Division Standard

ROADWAY ILLUMINATION POLES

RIP(3)-19

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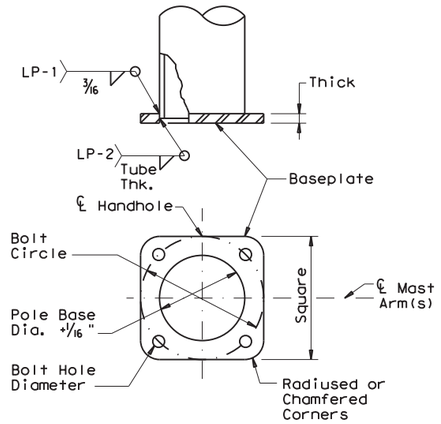
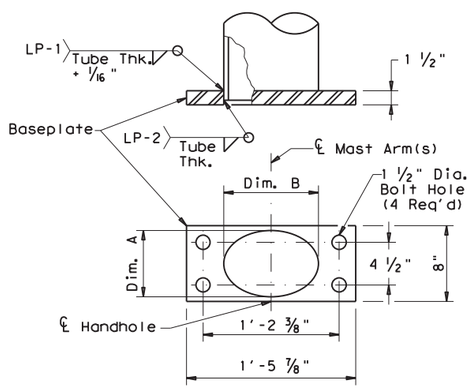


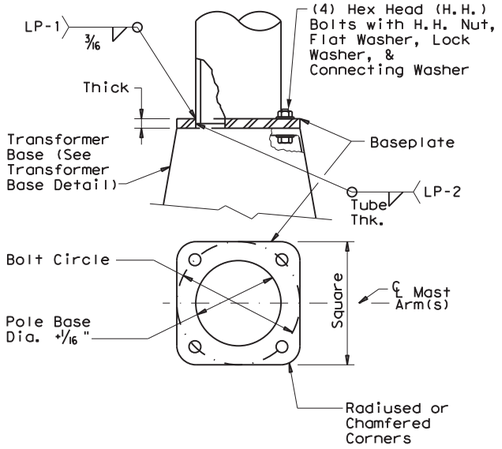
SHOE BASE BASEPLATE

SHOE BASE BASEPLATE TABLE				
MOUNTING HEIGHTS (nominal)	BOLT CIRCLE	SQUARE	THICK	BOLT HOLE DIAMETER
20' - 39'	13"	13"	1 1/4"	1 1/4"
40'	15"	15"	1 1/4"	1 1/2"
50'	15"	15"	1 1/2"	1 1/2"



CONCRETE TRAFFIC BARRIER BASE BASEPLATE

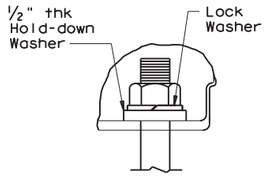
CONCRETE TRAFFIC BARRIER BASE BASEPLATE TABLE			
MOUNTING HEIGHTS (nominal)	POLE DIA.(12)	DIM. A	DIM. B
28' - 38'	9"	7" ± 1/4"	10" ± 1/4"
48'	10 1/2"	7" ± 1/4"	13" ± 1/4"



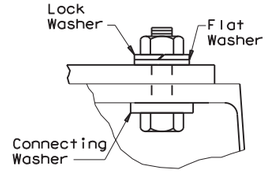
TRANSFORMER BASE BASEPLATE

TRANSFORMER BASE BASEPLATE TABLE						
MOUNTING HEIGHTS (nominal)	BOLT CIRCLE	SQUARE	THICK	CONNECTING BOLT DIA.	BOLT HOLE DIAMETER	TRANSFOMER BASE TYPE
20' - 39'	13"	13"	1 1/4"	1"	1 1/4"	A
40'	15"	15"	1 1/4"	1 1/4"	1 1/2"	B
50'	15"	15"	1 1/2"	1 1/4"	1 1/2"	B

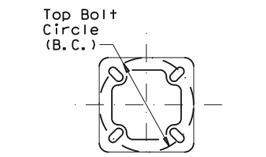
TRANSFORMER BASE TABLE		
TYPE	TOP B.C.	BTM. B.C.
A	13"	14"
B	15"	17 1/4"



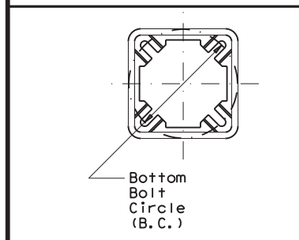
DETAIL A



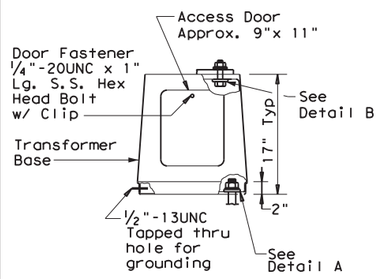
DETAIL B



TOP PLAN



BOTTOM PLAN



ELEVATION

TRANSFORMER BASE DETAILS

GENERAL NOTES:

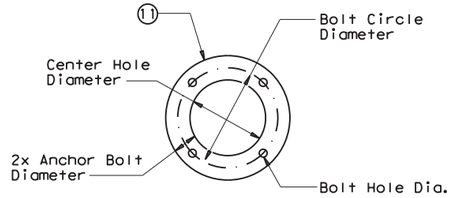
1. For mounting heights between those shown in the table, use the values in the table for the larger mounting height.
2. All breakaway bases shall meet the breakaway requirements of the AASHTO Standard Specifications for Structural Supports for Highway Signs, Luminaires and Traffic Signals, 6th Edition (2013) and Interim Revisions thereto, and shall have been tested by FHWA-approved methods. All bases shall have been structurally tested to resist 150% of the design moment.
3. Transformer bases shall be cast from aluminum, ASTM B108 or B26 Alloy 356.0-T6, or other material approved by the Engineer. Four Hex Head (H.H.) bolts with four H.H. nuts, four lock washers, four flat washers, and connecting and hold-down washers as recommended by the manufacturer, galvanized to ASTM A153 Class C or D, or B695 Class 50, shall be provided with each transformer base for connecting the pole. Bolts shall be ASTM A325 or approved equal. Nuts shall be ASTM A563 grade DH galvanized.
4. Bases shall be stamped, incised or by other approved permanent means, marked to show fabricator's name or logo, and model number. Such information shall be placed in a readily seen location, inside or outside the base, but shall not be placed on the door.
5. Doors for transformer bases shall be made of plastic, fiberglass or other non-metallic material approved by the Engineer and shall be attached with stainless steel screws or bolts. Transformer bases shall be cleaned by grit blast cleaning after heat treatment. Certification by the manufacturer of heat treatment shall be furnished with transformer bases. The certification shall show the metal alloy and temper and that the base meets those requirements, chemical and physical. The certification shall also show the material ASTM specification. Transformer bases shall be cast with a removable tab bar for material testing. Some bars may have been removed by the manufacturer for testing.

NOTES:

(11) Anchor Bolt Templates do not need to be galvanized.

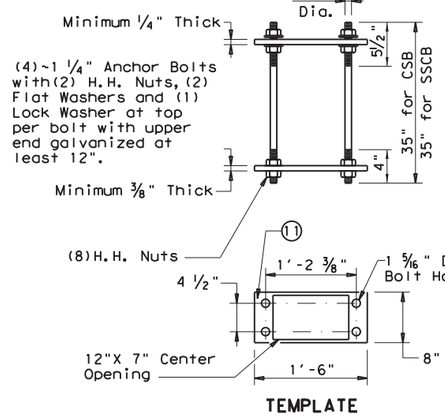
(12) Pole diameter before ovalized.

ANCHOR BOLT FABRICATION TOLERANCES TABLE	
DIMENSION	TOLERANCE
Length	± 1/2"
Threaded length	± 1/2"
Galvanized length (if required)	- 1/4"



SHOE BASE ANCHOR BOLT ASSEMBLY

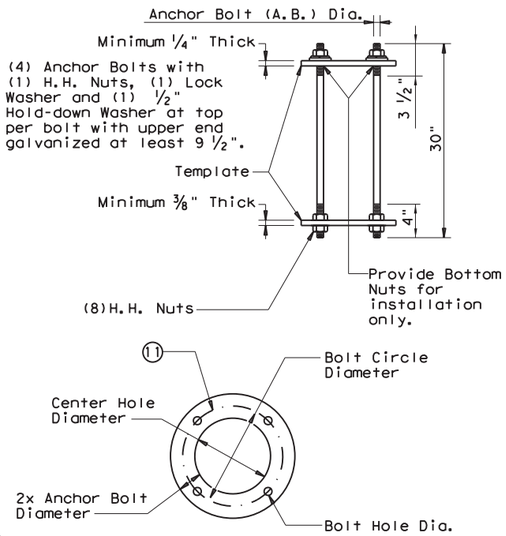
SHOE BASE ANCHOR BOLT ASSEMBLY TABLE				
MOUNTING HEIGHTS (nominal)	A.B. Dia.	BOLT CIRCLE DIAMETER	CTR. HOLE DIAMETER	BOLT HOLE DIAMETER
20'-39'	1"	13"	11"	1 1/16"
40'-50'	1 1/4"	15"	12 1/2"	1 5/16"



TEMPLATE

CONCRETE TRAFFIC BARRIER BASE ANCHOR BOLT ASSEMBLY

TRANSFORMER BASE ANCHOR BOLT ASSEMBLY TABLE				
MOUNTING HEIGHTS (nominal)	A.B. Dia.	BOLT CIRCLE DIAMETER	CTR. HOLE DIAMETER	BOLT HOLE DIAMETER
20' - 39'	1"	14"	12"	1 1/16"
40' - 50'	1 1/4"	17 1/4"	14 3/4"	1 5/16"



TRANSFORMER BASE ANCHOR BOLT ASSEMBLY

SHEET 4 OF 4

Texas Department of Transportation

Traffic Safety Division Standard

ROADWAY ILLUMINATION POLES

RIP(4)-19

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LEGEND

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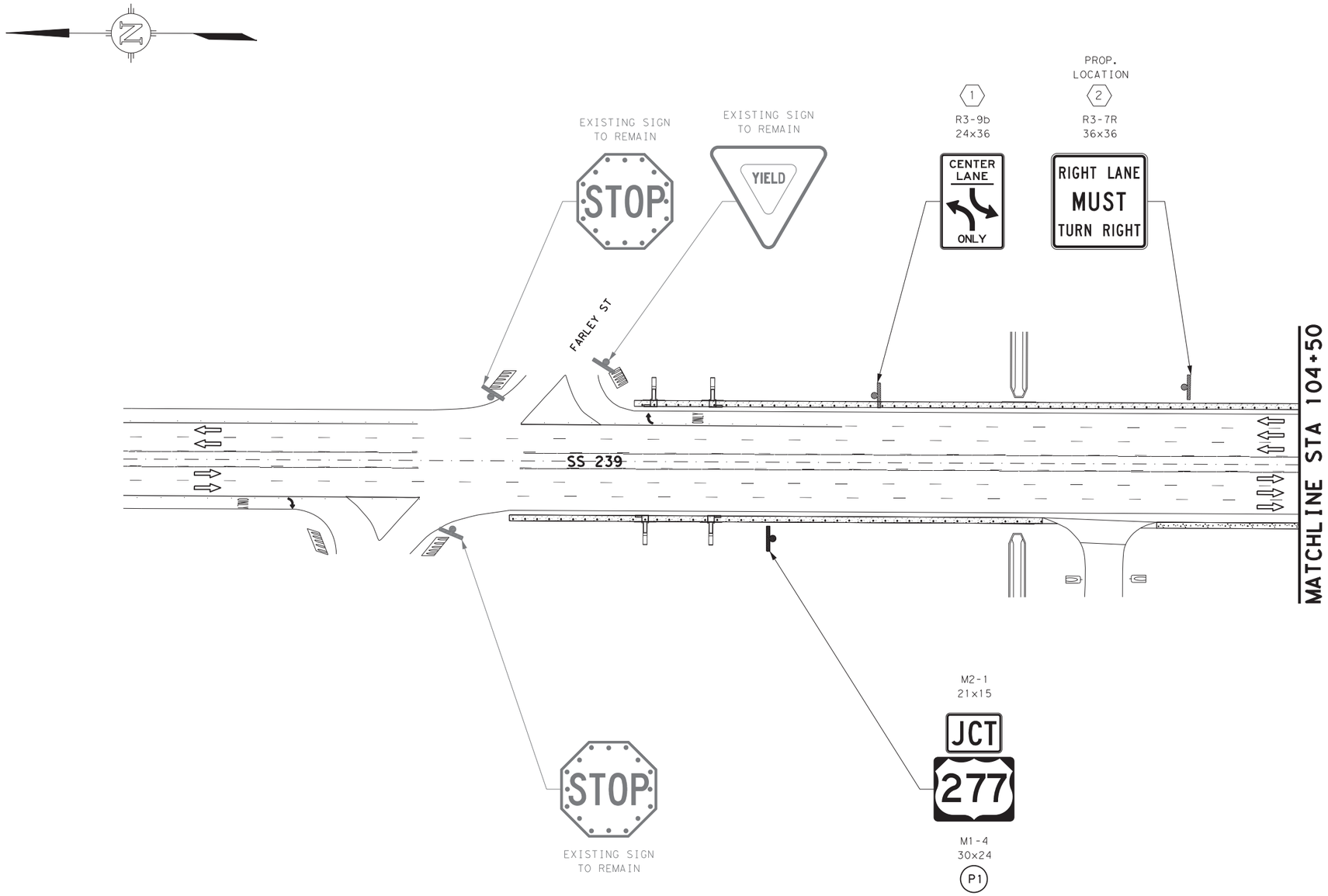
- P# – PROPOSED SIGN
- # – RELOCATED SIGN
- R# – REMOVED SIGN
- P# – PROPOSED LARGE SIGN
- R# – LARGE SIGN TO BE RELOCATED
- – LARGE SIGN ASSEMBLY
- – SMALL SIGN ASSEMBLY



GENERAL NOTES:

1. ALL PROPOSED SIGNS AND SIGNS TO BE RELOCATED MUST HAVE A MINIMUM 2 FEET LATERAL OFFSET FROM PROPOSED SIDEWALK.

2. SIGNS TO BE RELOCATED LATERALLY ONLY UNLESS OTHERWISE SHOWN IN THE PLANS. FIELD ADJUSMENTS MAY BE NECESSARY AS DIRECTED BY THE ENGINEER.

3. REFER TO SUMMARY OF SMALL AND LARGE SIGNS FOR MORE INFORMATION ON SIGN SUPPORTS.

STATE OF TEXAS
GERARDO A. RANGEL JR.
133699
LICENSED
PROFESSIONAL ENGINEER

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Gerardo Rangel
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TEXAS DEPARTMENT OF TRANSPORTATION ®

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6	F 2021(884)	SHEET 1 OF 5	132

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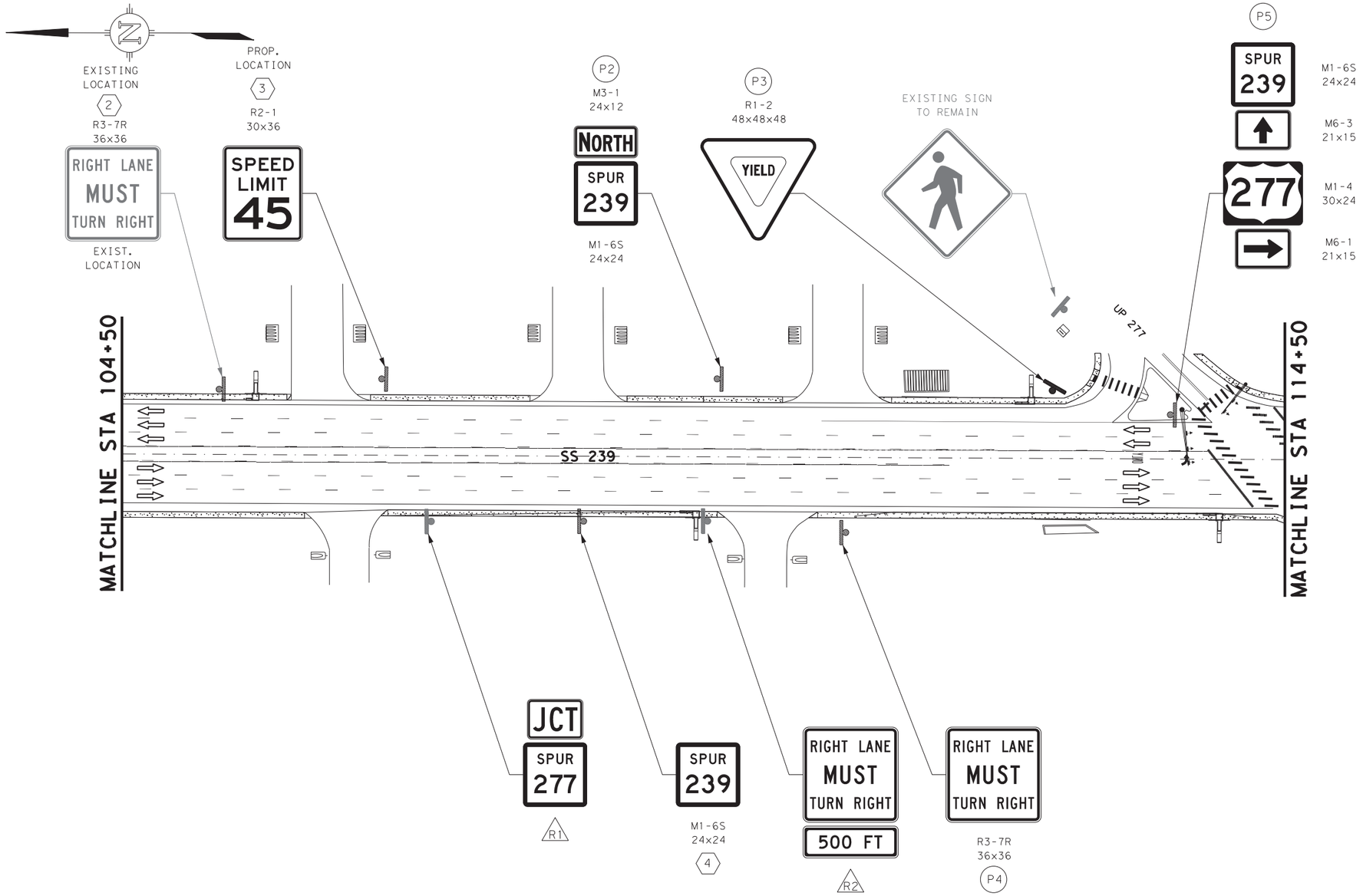
- – SMALL SIGN ASSEMBLY



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STATE OF TEXAS
GERARDO A. RANGEL JR.
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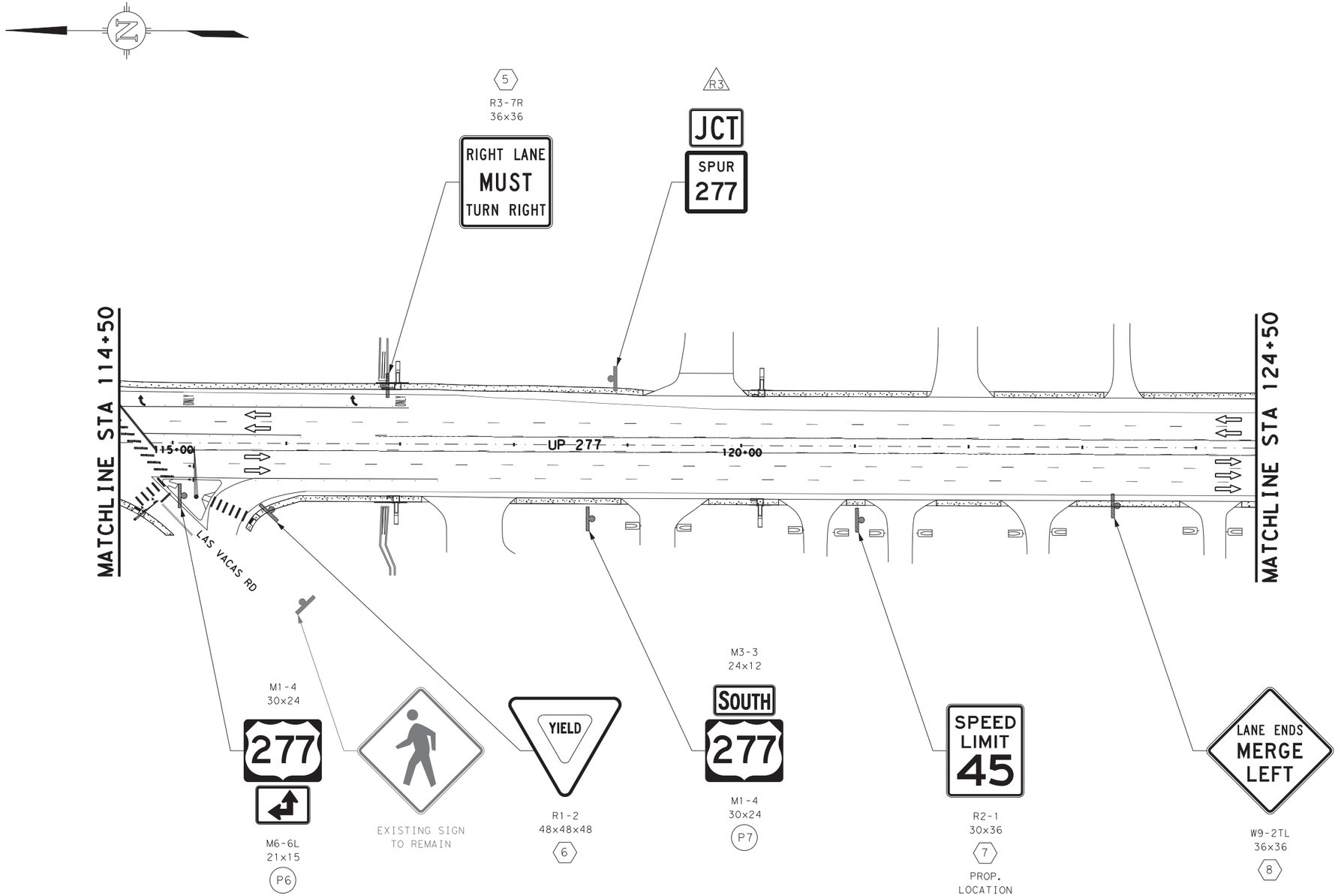
- R# – LARGE SIGN TO BE RELOCATED
- LARGE SIGN ASSEMBLY
- SMALL SIGN ASSEMBLY



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2. SIGNS TO BE RELOCATED LATERALLY ONLY UNLESS OTHERWISE SHOWN IN THE PLANS. FIELD ADJUSMENTS MAY BE NECESSARY AS DIRECTED BY THE ENGINEER.

3. REFER TO SUMMARY OF SMALL AND LARGE SIGNS FOR MORE INFORMATION ON SIGN SUPPORTS.

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6	F 2021(884)	SHEET 3 OF 5	134

STATE	STATE DIST. NO.	COUNTY	CONTROL	SECTION	JOB	HIGHWAY NO.
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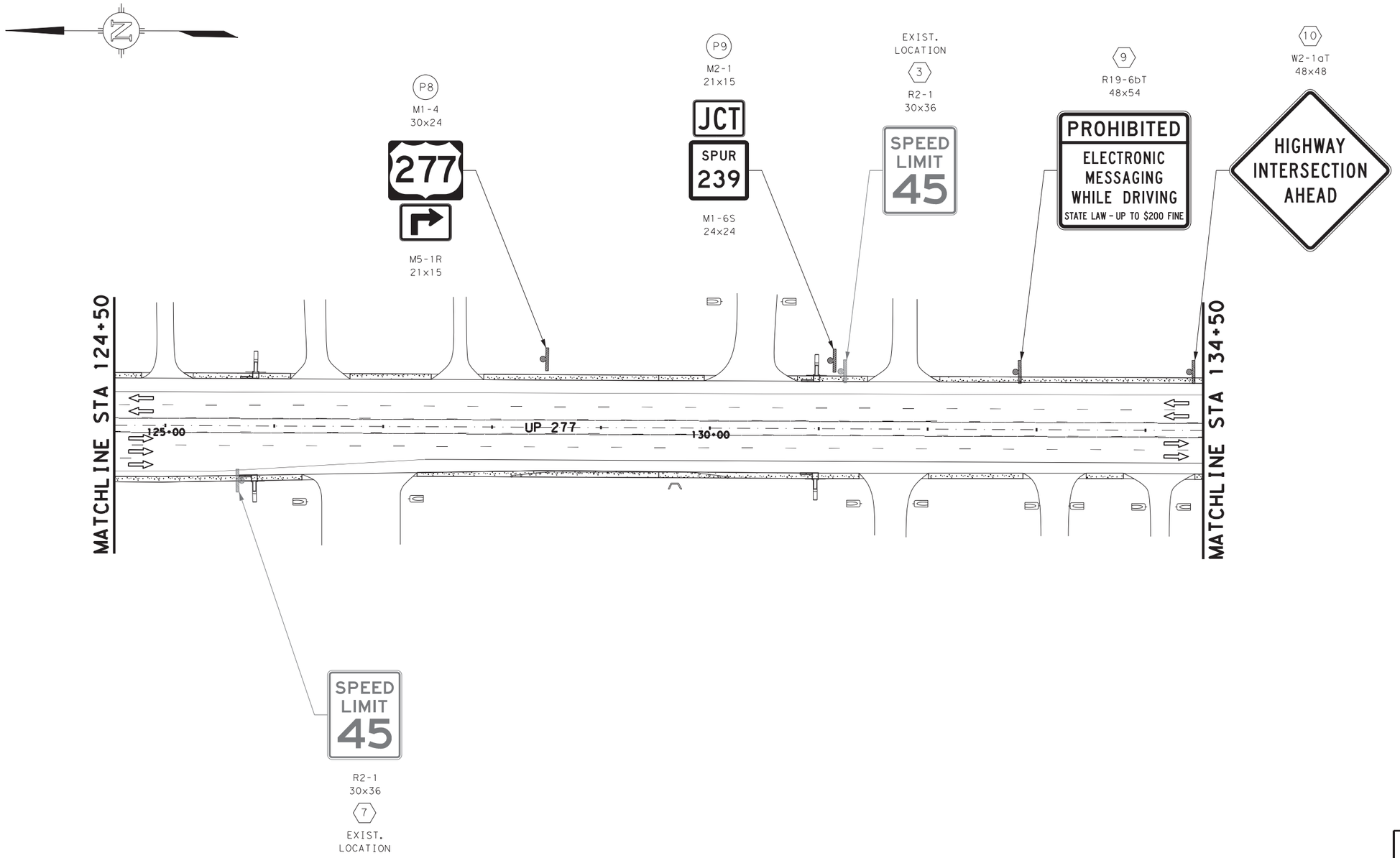
- R# – LARGE SIGN TO BE RELOCATED
- – LARGE SIGN ASSEMBLY
- – SMALL SIGN ASSEMBLY



GENERAL NOTES:

1. ALL PROPOSED SIGNS AND SIGNS TO BE RELOCATED MUST HAVE A MINIMUM 2 FEET LATERAL OFFSET FROM PROPOSED SIDEWALK.

2. SIGNS TO BE RELOCATED LATERALLY ONLY UNLESS OTHERWISE SHOWN IN THE PLANS. FIELD ADJUSMENTS MAY BE NECESSARY AS DIRECTED BY THE ENGINEER.

3. REFER TO SUMMARY OF SMALL AND LARGE SIGNS FOR MORE INFORMATION ON SIGN SUPPORTS.

STATE OF TEXAS
GERARDO A. RANGEL JR.
133699
LICENSED
PROFESSIONAL ENGINEER

THE SEAL APPEARING ON THIS DOCUMENT WAS AUTHORIZED BY GERARDO RANGEL, P.E. 133699. ON 6/10/2021

DocuSigned by:
Gerardo Rangel
FE312A7E28BA41D...

50 0 50
SCALE: 1" = 100'

TEXAS DEPARTMENT OF TRANSPORTATION ®

SIGNING LAYOUT

DN: RC	DW: RC
CK: GR	CK: GR

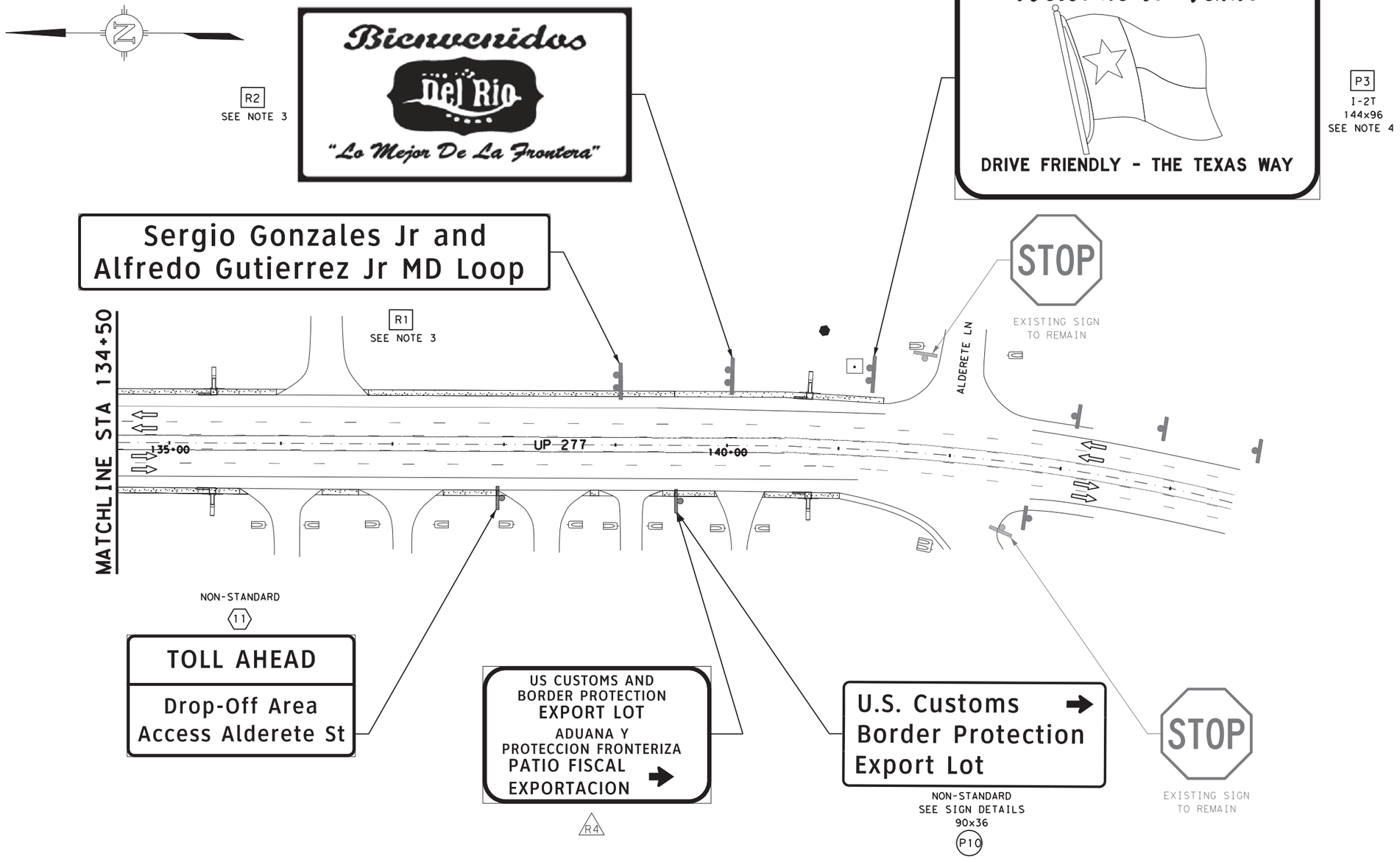
FED.RD. DIV.NO.	FEDERAL PROJECT NO.	SHEET NUMBER	SHEET NO.
6	F 2021(884)	SHEET 4 OF 5	135

STATE	STATE DIST. NO.	COUNTY	CONTROL	SECTION	JOB	HIGHWAY NO.
TEXAS	22	VAL VERDE	0161	03	024	SS 239

6/10/2021 JTOVIAST ...\CAD\Sheets Signing.dgn

LEGEND

- DIRECTION OF TRAFFIC
- P# – PROPOSED SIGN
- # – RELOCATED SIGN
- R# – REMOVED SIGN
- P# – PROPOSED LARGE SIGN
- R# – LARGE SIGN TO BE RELOCATED
- LARGE SIGN ASSEMBLY
- SMALL SIGN ASSEMBLY



GENERAL NOTES:

1. ALL PROPOSED SIGNS AND SIGNS TO BE RELOCATED MUST HAVE A MINIMUM 2 FEET OFFSET FROM PROPOSED SIDEWALK.

2. SIGNS TO BE RELOCATED LATERALLY ONLY UNLESS OTHERWISE SHOWN IN THE PLANS. FIELD ADJUSMENTS MAY BE NECESSARY AS DIRECTED BY THE ENGINEER.

3. EXISTING LARGE SIGN ASSEMBLIES TO BE RELOCATED AS SHOWN ON THE PLANS. EXISTING SIGNS TO BE REUSED. EXISTING SUPPORTS AND MOUNTING HARDWARE MAY BE REUSED IF IN GOOD CONDITION AS DIRECTED BY THE ENGINEER. REPLACE SUPPORTS AS NEEDED TO MEET MOUNTING HEIGHT REQUIREMENTS AS PER TMUTCD AT PROPOSED LOCATIONS. THIS WORK AND MATERIALS FURNISHED WILL BE PAID FOR UNDER ITEM 647-6002 "RELOCATE LRSA."

4. EXISTING LARGE SIGN ASSEMBLIES TO BE REMOVED AS SHOWN ON THE PLANS. PROPOSED LARGE SIGN ASSEMBLY TO BE INSTALLED TO REPLACE EXISTING SIGN ASSEMBLY. REFER TO SIGN DETAILS FOR MORE INFORMATION ON PROPOSED SIGN. REMOVAL TO BE PAID FOR WITH ITEM 647-6003. INSTALLATION OF PROPOSED SIGN ASSEMBLY TO BE PAID FOR WITH ITEMS 647-6001, 636-6001, AND 416-6008.

5. REFER TO SUMMARY OF SMALL AND LARGE SIGNS FOR MORE INFORMATION ON SIGN SUPPORTS.

STATE OF TEXAS
GERARDO A. RANGEL JR.
133699
LICENSED
PROFESSIONAL ENGINEER

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DocuSigned by:
Gerardo Rangel
FE312A7E28BA41D...

50 0 50
SCALE: 1" = 100'

TEXAS DEPARTMENT OF TRANSPORTATION ®

SIGNING LAYOUT

DN: RC	DW: RC
CK: GR	CK: GR

FED.RD. DIV.NO.	FEDERAL PROJECT NO.	SHEET NUMBER	SHEET NO.
6	F 2021(884)	SHEET 5 OF 5	136

STATE	STATE DIST. NO.	COUNTY	CONTROL	SECTION	JOB	HIGHWAY NO.
TEXAS	22	VAL VERDE	0161	03	024	SS 239

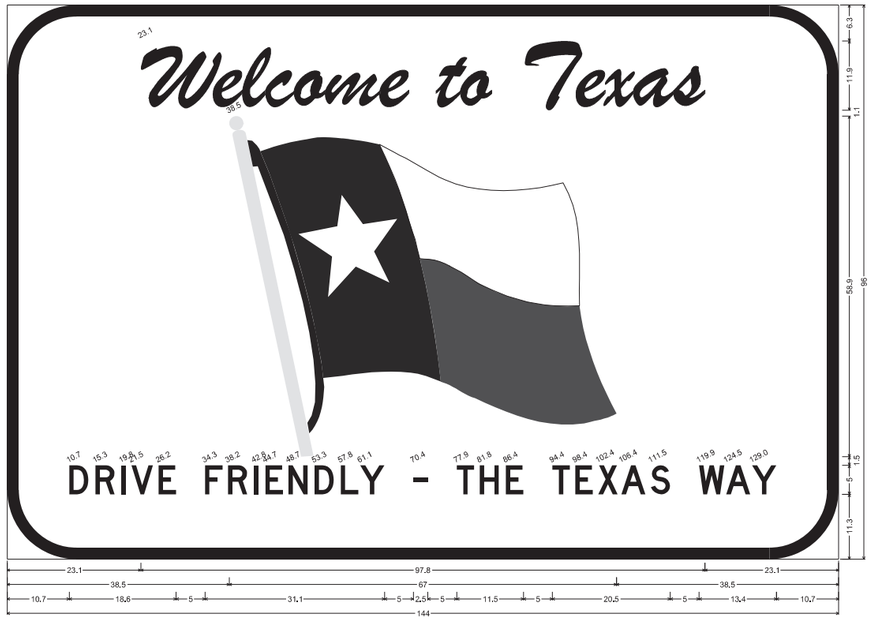
6/10/2021 JTOVIAST ...\CAD\Sheets Signing.dgn

LEGEND

[#] — PROPOSED LARGE SIGN

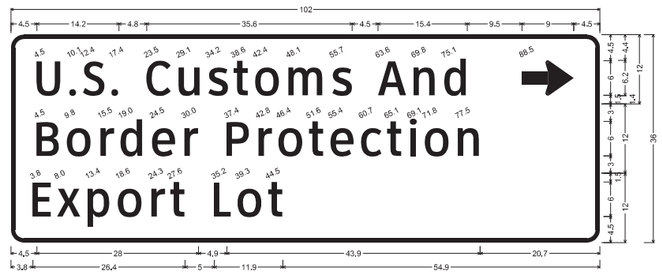
(#) — PROPOSED SMALL SIGN

3



I-2T_144x96 - 12" Radius;
2.0" Border, White on, Green;
◇Welcome to Texas◇ White Brush Script MT; Texas flag; "DRIVE FRIENDLY - THE TEXAS WAY", D;

10



D1-3 6in RT-RT-RT;

2.3" Radius, 0.8" Border, White on, Green;
"U.S. Customs And", ClearviewHwy-3-W; Standard Arrow Custom 9.0" X 6.1" 0';

2.3" Radius, 0.8" Border, White on, Green;
"Border Protection", ClearviewHwy-3-W;

2.3" Radius, 0.8" Border, White on, Green;
"Export Lot", ClearviewHwy-3-W;

STATE OF TEXAS
GERARDO A. RANGEL JR.
133699
LICENSED
PROFESSIONAL ENGINEER

THE SEAL APPEARING ON THIS DOCUMENT WAS AUTHORIZED BY GERARDO RANGEL, P.E. 133699.
ON 6/3/2021

DocuSigned by:
Gerardo Rangel
FE312A7E28BA41D...

6/3/2021 JTOVIAST ...\CAD\Sign Details Sheet.dgn

TEXAS DEPARTMENT OF TRANSPORTATION ®

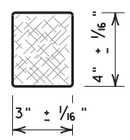
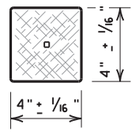
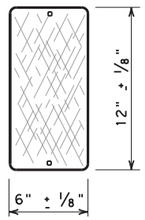
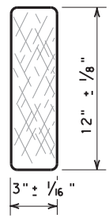
SIGN DETAILS

DN: RC	DW: RC
CK: GR	CK: GR

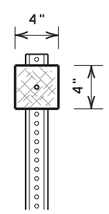
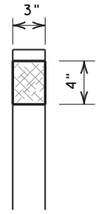
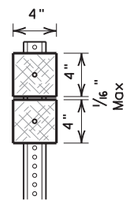
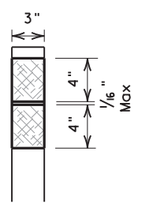
FED.RD. DIV.NO.	FEDERAL PROJECT NO.	SHEET NUMBER	SHEET NO.
6	0161-03-024		137

STATE	STATE DIST. NO.	COUNTY	CONTROL	SECTION	JOB	HIGHWAY NO.
TEXAS	22	VAL VERDE	0161	03	024	SS 239

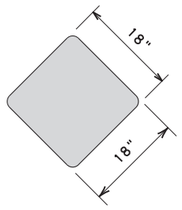
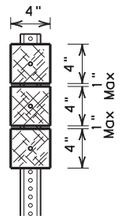
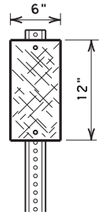
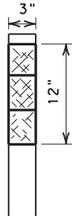
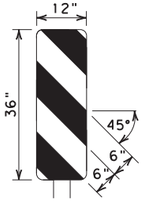
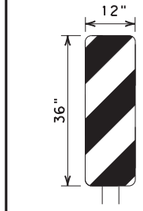
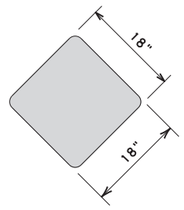
REFLECTOR UNIT SIZES FOR DELINEATORS AND OBJECT MARKERS

	SIZE 1	SIZE 2	SIZE 3	SIZE 4
DEVICE				
SHEETING	Yellow, White or Red Type B or C reflective sheeting			
NOTE	1. Size 1 and 4 - Direct applied reflective sheeting for use on flexible post (flx). 2. Size 2 and 3 - For use on wing channel (wc) post only. Use approved metal, plastic or fiberglass backplate with 17/64" mounting holes.			

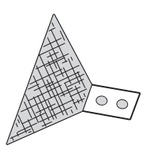
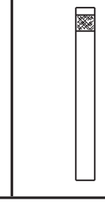
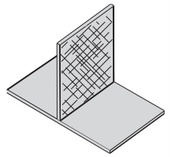
DELINEATORS

	SINGLE		DOUBLE	
DEVICE				
	1-Size 2 reflector unit	1-Size 1 reflector unit	2-Size 2 reflector units	2-Size 1 reflector units
SHEETING	Yellow, White or Red Type B or C Reflective Sheeting			
POST TYPE	WC	YFLX, WFLX	WC	YFLX, WFLX
MOUNT TYPE	GND	GND, SRF	GND	GND, SRF

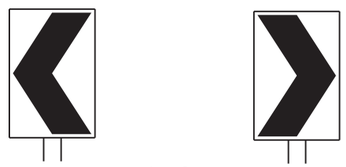
OBJECT MARKERS

	Type 1 (OM-1)	Type 2 (OM-2)			Type 3 (OM-3)			Type 4 (OM-4)
	OM-1	OM-2X	OM-2Y	OM-2Z	OM-3L	OM-3R	OM-3C	OM-4
DEVICE								
		3-Size 2 reflector units	1-Size 3 reflector unit	3-Size 1 reflector units or 1-Size 4 reflector unit				
SHEETING	Yellow-Type B_{FL} or C_{FL} Sheeting	Yellow - Type B or C Sheeting			Alternating acrylic black and retroflective yellow - Type B_{FL} or C_{FL} Sheeting			Red -Type B_{FL} or C_{FL} Sheeting
POST TYPE	TWT	WC	WC	WFLX	TWT			TWT
MOUNT TYPE	WAS, WAP	GND	GND	GND, SRF	WAS, WAP			WAS, WAP

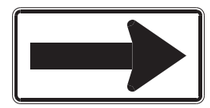
BARRIER REFLECTORS (BRF)

	GF1	GF2	CTB
DEVICE			
	1. Barrier reflectors shall meet the requirements of DMS 8600. 2. Approved Barrier Reflectors are listed on the "Barrier Reflectors" Material Producer List at: www.txdot.gov.		
SHEETING	Yellow, White, Red		
NOTE	1. Reflective sheeting shall have a minimum dimension of 3 inches and minimum surface area of 9 square inches.		

CHEVRONS

DEVICE	 W1-8			
SIZE (W x L)	18"x 24" (Conventional)	24"x 30" (Conventional Oversize)	30"x 36" (Expressway)	36" x 48" (Freeway)
MOUNTING HEIGHT	4'-0" or 7'-0"		7'-0" Only	
NOTE	1. CHEVRON (W1-8) signs and ONE DIRECTION LARGE ARROW (W1-6) Signs shall be installed per Sign Mounting Details (SMD) Standard Sheets and paid under Item 644 (Small Roadside Sign Assemblies). 2. When there is a need to increase conspicuity, the Texas version of the ONE DIRECTION LARGE ARROW sign (W1-9T) may be used instead of the ONE DIRECTION LARGE ARROW (W1-6).			

ONE DIRECTION LARGE ARROW

DEVICE	 W1-6	
SIZE (W x L)	48" x 24" (Conventional)	60" x 30" (Expressway & Freeway)
MOUNTING HEIGHT	7'-0"	

D & OM DESCRIPTIVE CODES

INSTL DEL ASSM (D-XX)SZ X (XXXX)XXX(XX)

NUMBER OF REFLECTORS
S = Single
D = Double

COLOR OF REFLECTORS
W = White
Y = Yellow
R = Red

REFLECTOR UNIT SIZE
1 or 2

TYPE OF POST OR DELINEATOR
WC = Wing Channel Post
YFLX = Yellow Flexible Post
WFLX = White Flexible Post
BRF = Barrier Reflector

TYPE OF MOUNT
GND = Embedded (drivable or set in concrete)
CTB = Concrete Barrier Mount
GF1 or GF2 = Guard Fence Attachment
SRF = Surface Mount

DIRECTION
If Required
BI = Bi-Directional
BR = Bi-Directional with red on back

INSTL OM ASSM (OM-XX) (XXXX)XXX(XX)

TYPE OF OBJECT MARKER
1, 2, 3, or 4

NUMBER OF REFLECTORS OR DIRECTION
X = 3-Size 2 reflector units (Type 2 only)
Y = 1-Size 3 reflector unit (Type 2 only)
Z = 3-Size 1 or 1-Size 4 reflector unit(s) (Type 2 only)
L = Left Side (Type 3 Object Marker only)
R = Right Side (Type 3 Object Marker only)
C = Center (Type 3 Object Marker only)

TYPE OF POST
WC = Wing Channel Post
WFLX = White Flexible Post
TWT = Thin Walled Tubing

TYPE OF MOUNT
GND = Embedded (drivable)
SRF = Surface Mount
WAS = Wedge Anchor Steel
WAP = Wedge Anchor Plastic

DIRECTION
If Required
BI = Bi-Directional

DEPARTMENTAL MATERIAL SPECIFICATIONS	
FLEXIBLE DELINEATOR & OBJECT MARKER POSTS (EMBEDDED & SURFACE MOUNT TYPES)	DMS-4400
SIGN FACE MATERIALS	DMS-8300
DELINEATORS, OBJECT MARKERS AND BARRIER REFLECTORS	DMS-8600

NOTE:

Delineator and object marker substrates and sign substrates shall be 0.080" Aluminum sign blank to conform to ASTM B-209 Alloy 6061-T6 or approved alternative.

Texas Department of Transportation

Traffic Safety Division Standard

DELINEATOR & OBJECT MARKER MATERIAL DESCRIPTION

D & OM(1)-20

FILE: dom1-20.dgn	DN: TXDOT	CK: TXDOT	DW: TXDOT	CK: TXDOT
©TxDOT August 2004	CONT	SECT	JOB	HIGHWAY
REVISIONS	0161	03	024	SS 239
10-09 3-15	DIST	COUNTY		SHEET NO.
4-10 7-20	22	VAL VERDE		138

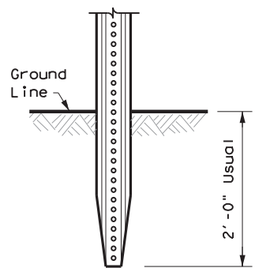
20A

DATE: 6/3/2021 9:42:54 AM
FILE: ...\dom1-20.dgn

POST TYPE AND SUPPORT FOUNDATION DETAILS

WING CHANNEL (WC)

GND

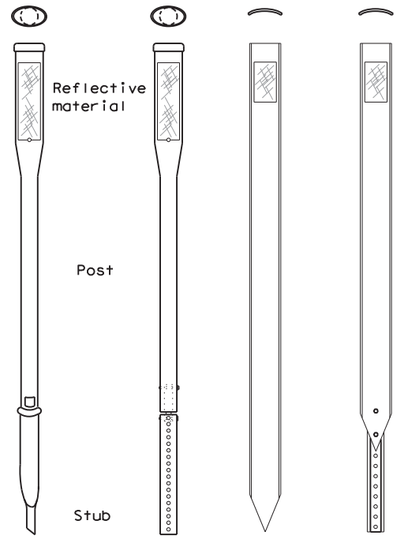


NOTES

1. Embedded Wing Channel (WC) post option may be used for Type 2 Object Markers and Delineators only.
2. 1.12 lbs/ft steel per ASTM A 1011 SS Gr. 50, or ASTM A499.

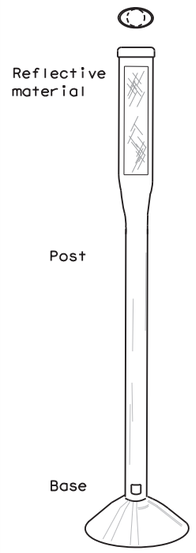
FLEXIBLE POSTS (YFLX, WFLX)

GND



EMBEDDED

SRF



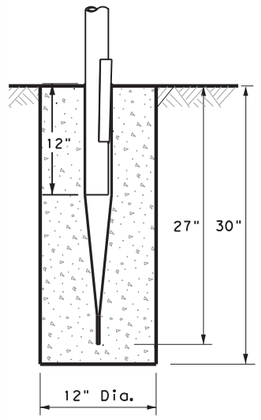
SURFACE MOUNT

NOTES

1. See "Flexible Delineator and Object Marker Posts" Material Producer List for approved devices.
2. Install per manufacturer's recommendations.
3. Post length may vary to meet field conditions.
4. When using yellow delineators with flexible posts to separate opposing direction of travel, such as centerline or median use, the flexible posts shall be yellow.

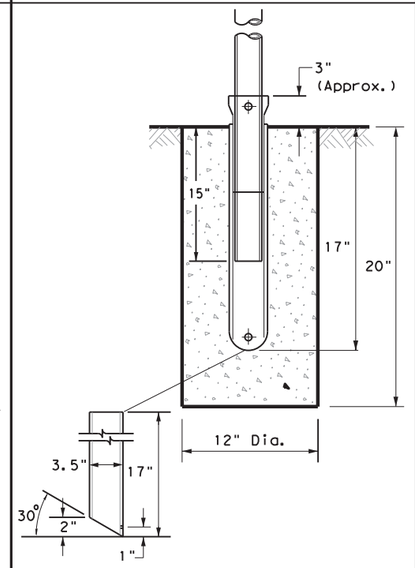
WEDGE ANCHOR SYSTEMS

WAS



STEEL

WAP



PLASTIC

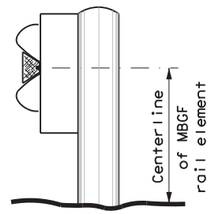
NOTE

1. Install per manufacturer's recommendations.

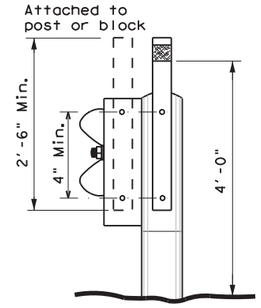
TYPE OF BARRIER MOUNTS

GUARD FENCE ATTACHMENT

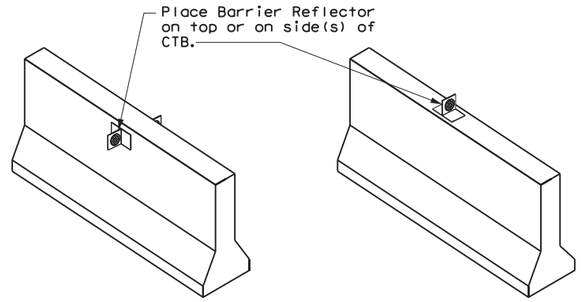
GF1



GF2



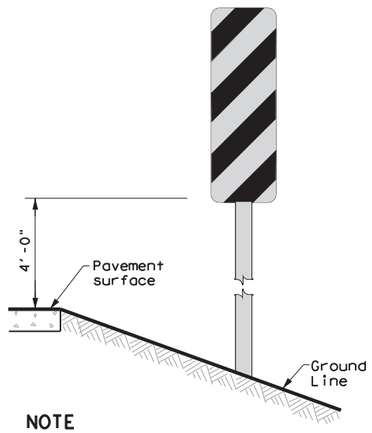
CONCRETE TRAFFIC BARRIER (CTB)



GENERAL NOTES

1. Place delineators on a section of roadway at a consistent distance from the edge of pavement.
2. Where a restriction prevents consistent placement from the pavement edge, place the affected object markers in line with the innermost edge of the obstruction.
3. When Type 2 object markers and delineators are more than 8'-0" from the edge of the pavement, it may not be possible to maintain a height of approximately 4'-0". If this is the case, place the object marker or delineator as close to the desired height as possible.
4. Install all delineators, object markers and barrier reflectors in accordance with the manufacturer's recommendation.
5. Barrier reflectors should be installed a minimum of 18 inches above the edge of the pavement surface.
6. Diagonal stripes on Type 3 object markers shall slope down toward the intended travel lane.

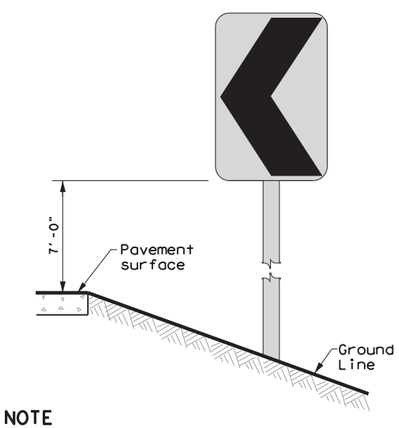
TYPES 1, 3, AND 4 OBJECT MARKERS AND CHEVRONS



NOTE

Mounting at 4 feet to the bottom of the chevron is permitted for chevrons that will not exceed a height of 6'-6" to the top of the chevron (sizes 24" x 30" and smaller)

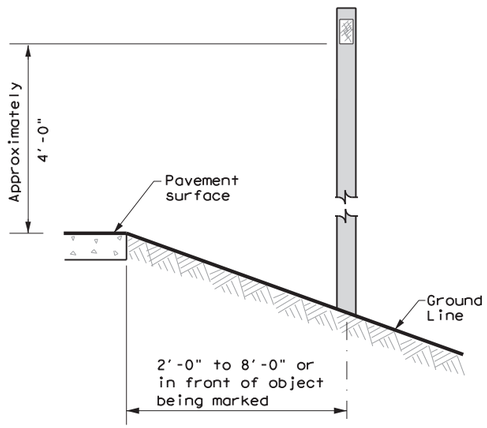
CHEVRONS AND ONE DIRECTION LARGE ARROW SIGN



NOTE

Chevrons 30" x 36" and larger shall be mounted at a height of 7' to the bottom of the chevron. Chevron sign and ONE DIRECTION LARGE ARROW sign (W1-9T) shall be installed per SMD standard sheets and paid under item 644.

DELINEATORS AND TYPE 2 OBJECT MARKERS



See general notes 1, 2 and 3.

Texas Department of Transportation — Traffic Safety Division Standard

DELINEATOR & OBJECT MARKER INSTALLATION

D & OM(2)-20

FILE: dom2-20.dgn	DN: TXDOT	CK: TXDOT	DW: TXDOT	CK: TXDOT
©TxDOT August 2004	CONT	SECT	JOB	HIGHWAY
REVISIONS	0161	03	024	SS 239
10-09 3-15	DIST	COUNTY		SHEET NO.
4-10 7-20	22	VAL VERDE		139

20B

DATE: 6/3/2021 9:42:57 AM
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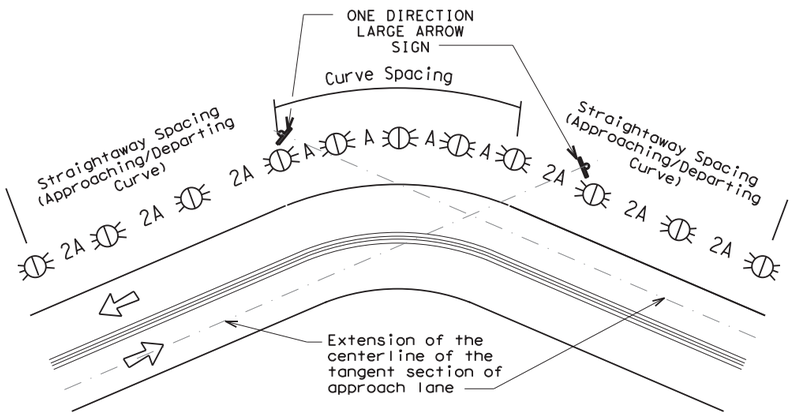
MINIMUM WARNING DEVICES AT CURVES WITH ADVISORY SPEEDS

Amount by which Advisory Speed is less than Posted Speed	Curve Advisory Speed	
	Turn (30 MPH or less)	Curve (35 MPH or more)
5 MPH & 10 MPH	• RPMs	• RPMs
15 MPH & 20 MPH	• RPMs and One Direction Large Arrow sign	• RPMs and Chevrons; or • RPMs and One Direction Large Arrow sign where geometric conditions or roadside obstacles prevent the installation of chevrons.
25 MPH & more	• RPMs and Chevrons; or • RPMs and One Direction Large Arrow sign where geometric conditions or roadside obstacles prevent the installation of chevrons	• RPMs and Chevrons

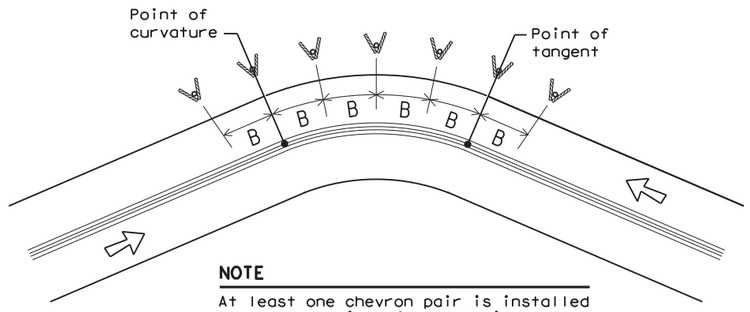
SUGGESTED SPACING FOR DELINEATORS ON HORIZONTAL CURVES



NOTE

ONE DIRECTION LARGE ARROW (W1-6) sign should be located at approximately and perpendicular to the extension of the centerline of the tangent section of approach lane.

SUGGESTED SPACING FOR CHEVRONS ON HORIZONTAL CURVES



NOTE

At least one chevron pair is installed beyond the point of tangent in tangent section.

DELINEATOR AND CHEVRON SPACING

WHEN DEGREE OF CURVE OR RADIUS IS KNOWN

Degree of Curve	FEET			
	Radius of Curve	Spacing in Curve	Spacing in Straightaway	Chevron Spacing in Curve
		A	2A	B
1	5730	225	450	——
2	2865	160	320	——
3	1910	130	260	200
4	1433	110	220	160
5	1146	100	200	160
6	955	90	180	160
7	819	85	170	160
8	716	75	150	160
9	637	75	150	120
10	573	70	140	120
11	521	65	130	120
12	478	60	120	120
13	441	60	120	120
14	409	55	110	80
15	382	55	110	80
16	358	55	110	80
19	302	50	100	80
23	249	40	80	80
29	198	35	70	40
38	151	30	60	40
57	101	20	40	40

Curve delineator approach and departure spacing should include 3 delineators spaced at 2A. This spacing should be used during design preparation or when the degree of curve is known.

DELINEATOR AND CHEVRON SPACING

WHEN DEGREE OF CURVE OR RADIUS IS NOT KNOWN

Advisory Speed (MPH)	Spacing in Curve	Spacing in Straightaway	Chevron Spacing in Curve
	A	2xA	B
65	130	260	200
60	110	220	160
55	100	200	160
50	85	170	160
45	75	150	120
40	70	140	120
35	60	120	120
30	55	110	80
25	50	100	80
20	40	80	80
15	35	70	40

If the degree of curve is not known, delineator spacing may be determined based on the Advisory Speed of the curve. Use the delineator curve spacing for each Advisory Speed (MPH).

DELINEATOR AND OBJECT MARKER APPLICATION AND SPACING

CONDITION	REQUIRED TREATMENT	MINIMUM SPACING
Frwy./Exp. Tangent	RPMs	See PM-series and FPM-series standard sheets
Frwy./Exp. Curve	Single delineators on right side	See delineator spacing table
Frwy/Exp.Ramp	Single delineators on at least one side of ramp (should be on outside of curves) (see Detail 3 on D&OM(4))	100 feet on ramp tangents Use delineator spacing table for ramp curves ("straightway spacing" does not apply to ramp curves)
Acceleration/Deceleration Lane	Double delineators (see Detail 3 on D&OM(4))	100 feet (See Detail 3 on D & OM (4))
Truck Escape Ramp	Single red delineators on both sides	50 feet
Bridge Rail (steel or concrete)and Metal Beam Guard Fence	Bi-Directional Delineators when undivided with one lane each direction Single Delineators when multiple lanes each direction	Equal spacing (100'max) but not less than 3 delineators
Concrete Traffic Barrier (CTB) or Steel Traffic Barrier	Barrier reflectors matching the color of the edge line	Equal spacing 100' max
Cable Barrier	Reflectors matching the color of the edge line	Every 5th cable barrier post (up to 100'max)
Guard Rail Terminus/Impact Head	Divided highway - Object marker on approach end Undivided 2-lane highways - Object marker on approach and departure end	Requires reflective sheeting provided by manufacturer per D & OM (VIA) or a Type 3 Object Marker (OM-3) in front of the terminal end See D & OM (5) and D & OM (6)
Bridges with no Approach Rail	Type 3 Object Marker (OM-3) at end of rail and 3 single delineators approaching rail	See D & OM(5)
Reduced Width Approaches to Bridge Rail	Type 2 and Type 3 Object Markers (OM-3) and 3 single delineators approaching bridge	Requires reflective sheeting provided by manufacturer per D & OM (VIA) or a Type 3 Object Marker (OM-3) in front of the terminal end See D & OM (5)
Culverts without MBGF	Type 2 Object Markers	See Detail 2 on D & OM(4)
Crossovers	Double yellow delineators and RPMs	See Detail 1 on D & OM (4)
Pavement Narrowing (lane merge) on Freeways/Expressway	Single delineators adjacent to affected lane for full length of transition	100 feet

NOTES

1. Unless indicated otherwise, the delineator or barrier reflector color shall conform to the color of the pavement edge line on the side of the road where the delineators or barrier reflectors are placed.
2. Barrier reflectors may be used to replace required delineators.
3. Single red delineators may be mounted on the back side of delineator posts for wrong way driver applications

LEGEND	
	Bi-directional Delineator
	Delineator
	Sign

Texas Department of Transportation

Traffic Safety Division Standard

DELINEATOR & OBJECT MARKER PLACEMENT DETAILS

D & OM(3)-20

FILE: dom3-20.dgn	DN: TXDOT	CK: TXDOT	DW: TXDOT	CK: TXDOT
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REVISIONS	0161	03	024	SS 239
3-15 8-15	DIST	COUNTY		SHEET NO.
8-15 7-20	22	VAL VERDE		140

20C

DATE: 6/3/2021 9:42:59 AM
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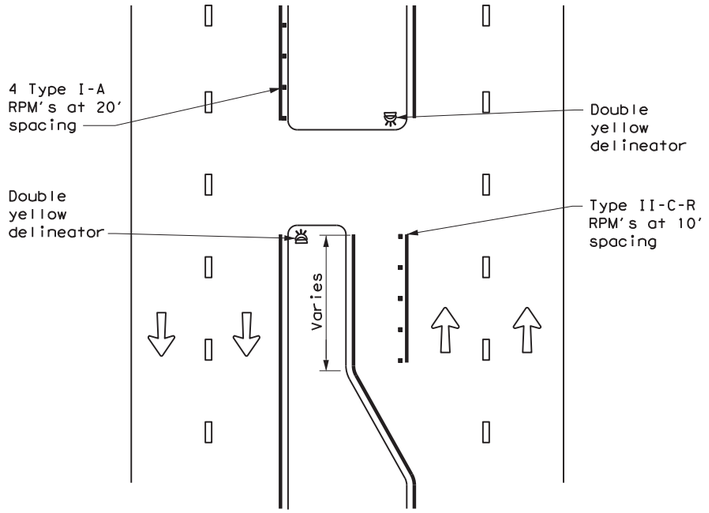
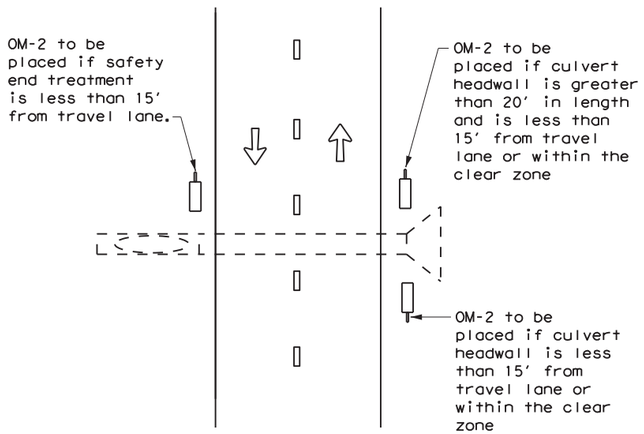
CROSSOVERS



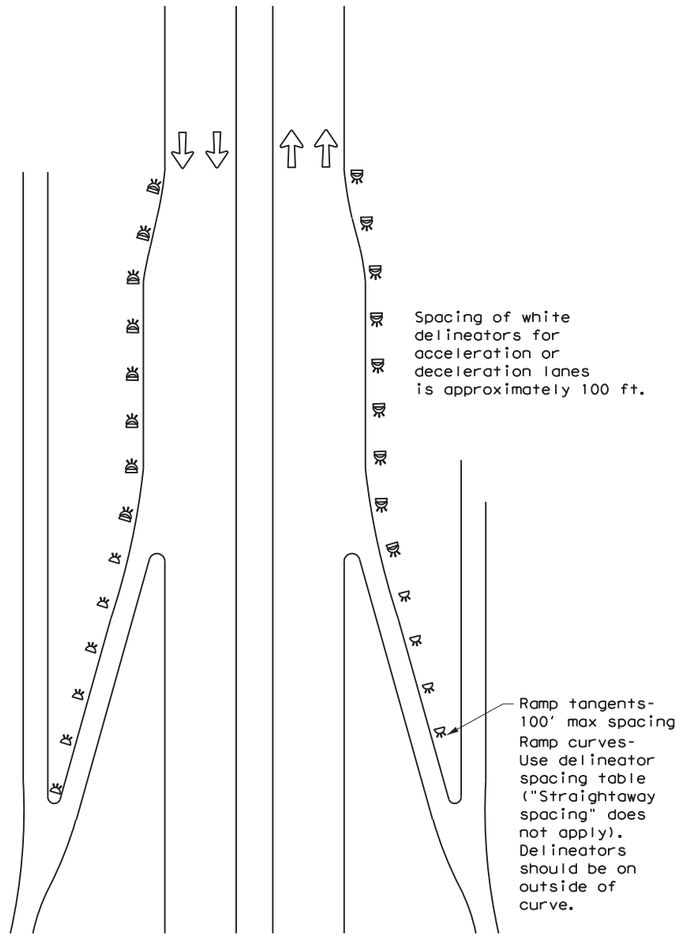
DETAIL 1

FOR CULVERTS WITHOUT MBGF



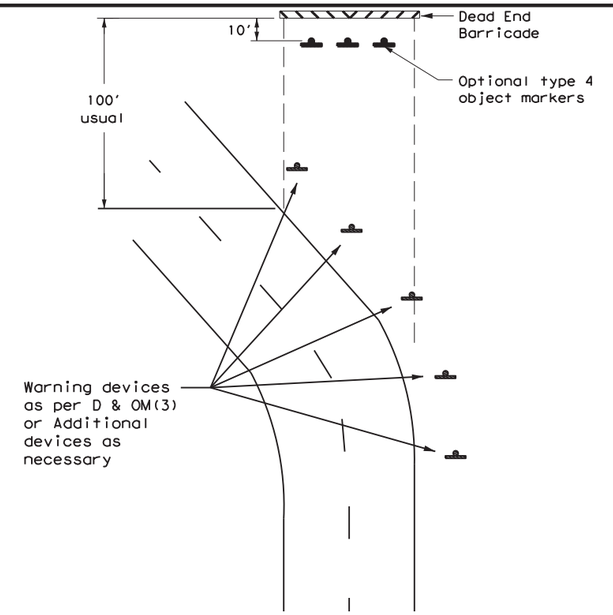
DETAIL 2

FREEWAY DELINEATION FOR RAMPS AND ACCELERATION/DECELERATION LANES



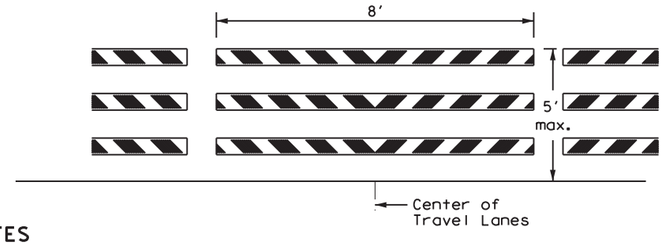
DETAIL 3

TYPICAL APPLICATION OF DEAD END BARRICADE



DETAIL 4

TYPICAL DEAD END BARRICADE INSTALLATION



NOTES

1. Barricade striping shall be red and white reflective sheeting for all permanent road closures.
2. Barricade striping is red and white sloping toward the center of the roadway.
3. Type 3 Barricade Supports should be anchored to soil or pavement as described in compliant Work Zone Traffic Control Devices List, section D.2.f and D.2.g.

DETAIL 5

LEGEND	
	Bidirectional Delineator
	Delineator
	OM-3
	Barricade
	Sign
	OM-2
	Double Delineator

Texas Department of Transportation

Traffic Safety Division Standard

DELINEATOR & OBJECT MARKER PLACEMENT DETAILS

D & OM(4)-20

FILE: dom4-20.dgn	DN: TXDOT	CK: TXDOT	DW: TXDOT	CK: TXDOT
©TxDOT August 2004	CONT	SECT	JOB	HIGHWAY
REVISIONS	0161	03	024	SS 239
3-15 7-20	DIST	COUNTY		SHEET NO.
	22	VAL VERDE		141

20D

DATE: 6/3/2021 9:43:01 AM
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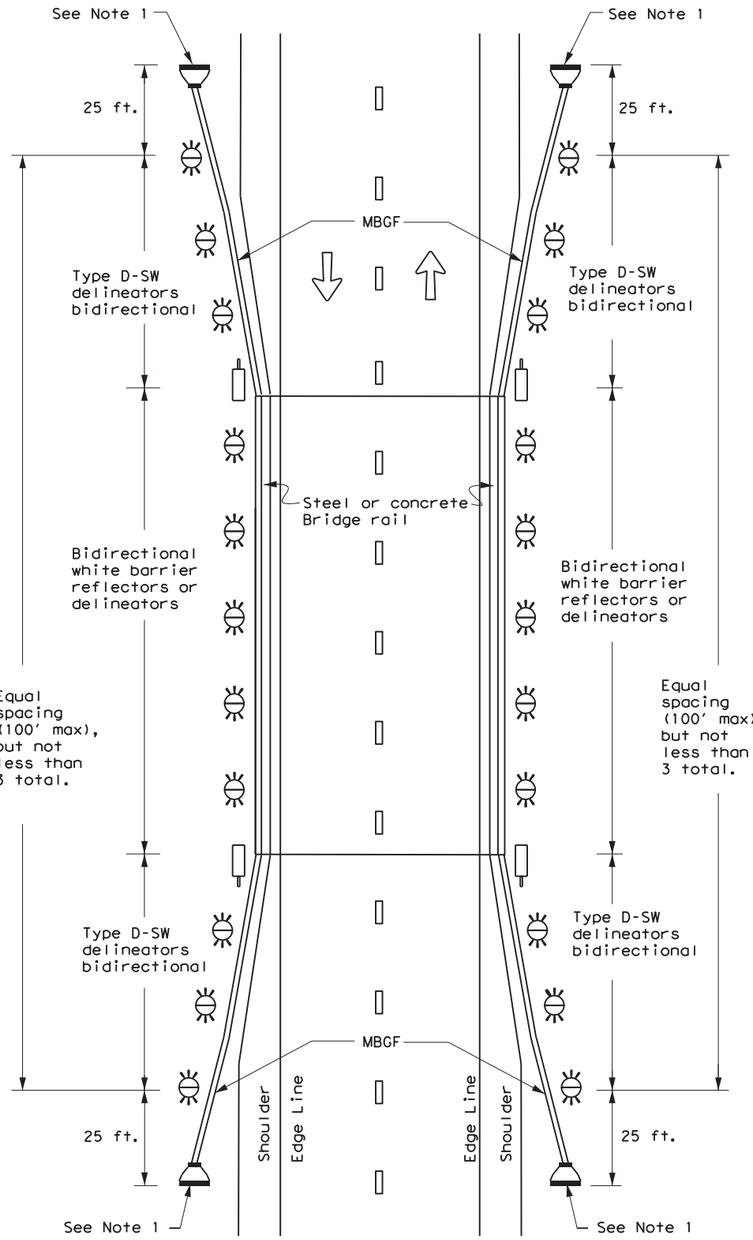
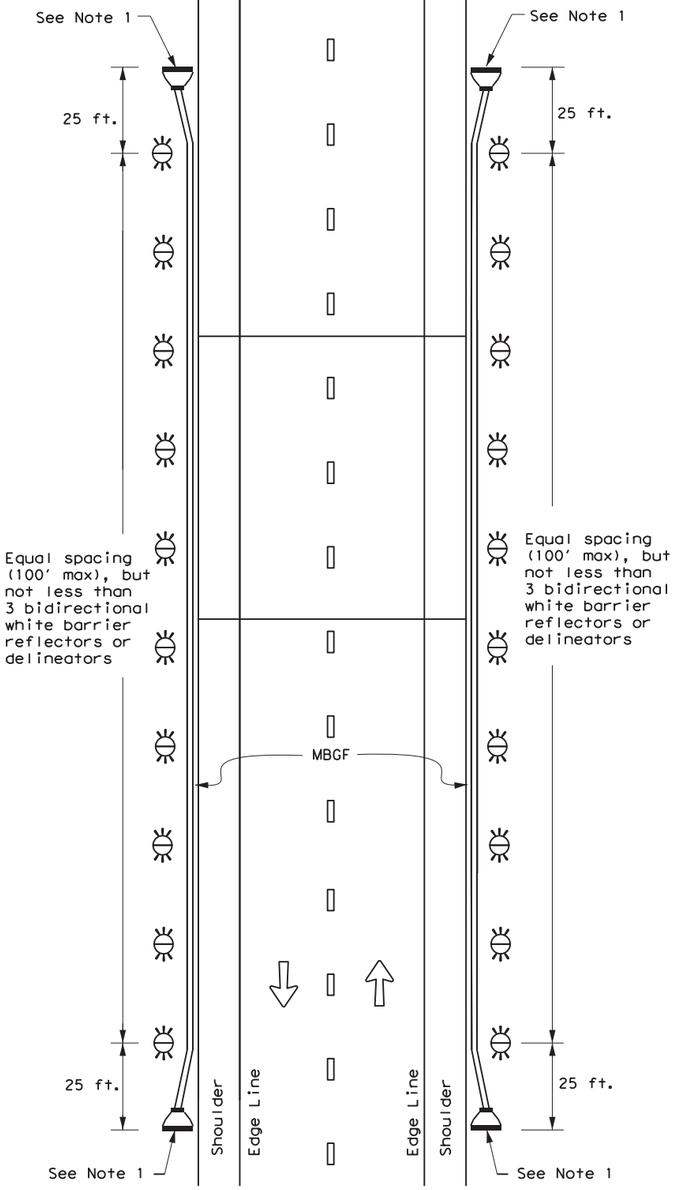
TWO-WAY, TWO LANE ROADWAY WITH REDUCED WIDTH APPROACH RAIL



NOTE:

1. Terminal ends require reflective sheeting provided by manufacturer per D & OM (VIA) or a Type 3 Object Marker (OM-3) in front of the terminal end.

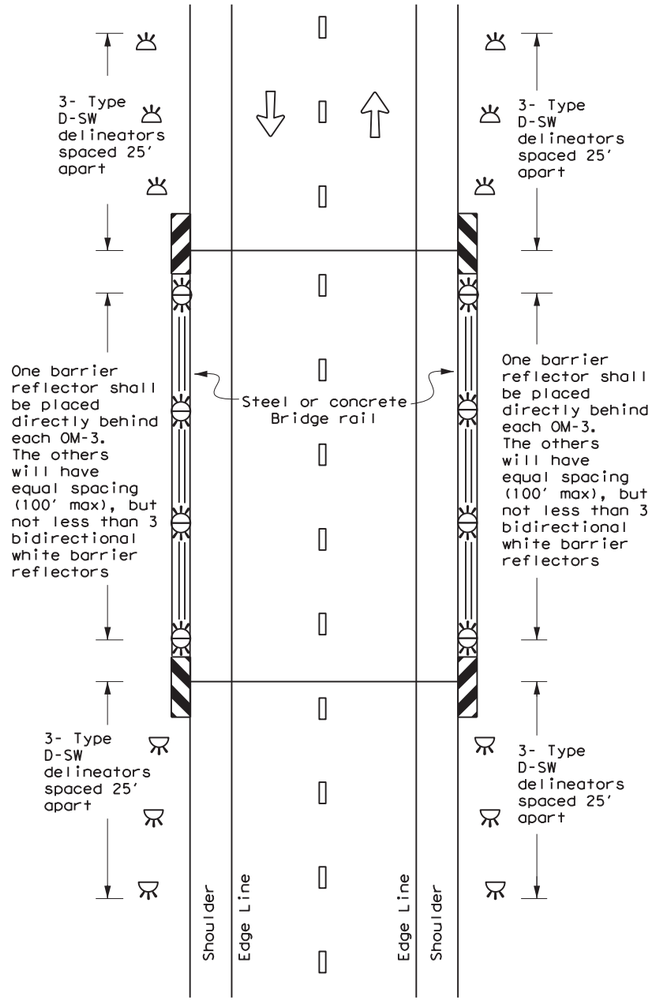
TWO-WAY, TWO LANE ROADWAY WITH METAL BEAM GUARD FENCE (MBGF)



NOTE:

1. Terminal ends require reflective sheeting provided by manufacturer per D & OM (VIA) or a Type 3 Object Marker (OM-3) in front of the terminal end.

TWO-WAY, TWO LANE ROADWAY BRIDGE WITH NO APPROACH RAIL



LEGEND

	Bidirectional Delineator
	Delineator
	OM-3
	OM-2
	Terminal End
	Traffic Flow

Texas Department of Transportation

Traffic Safety Division Standard

DELINEATOR & OBJECT MARKER PLACEMENT DETAILS

D & OM(5)-20

FILE: dom5-20.dgn	DN: TxDOT	CK: TxDOT	DW: TxDOT	CK: TxDOT
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REVISIONS	0161	03	024	SS 239
7-20	DIST	COUNTY		SHEET NO.
	22	VAL VERDE		142

20E

DATE: 6/3/2021 9:43:03 AM
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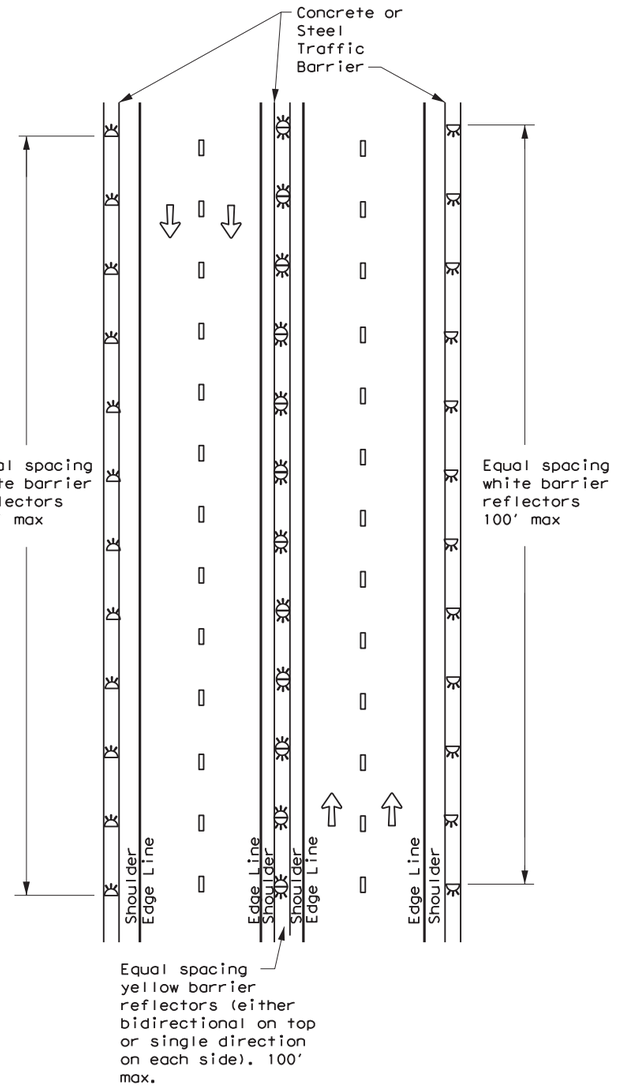
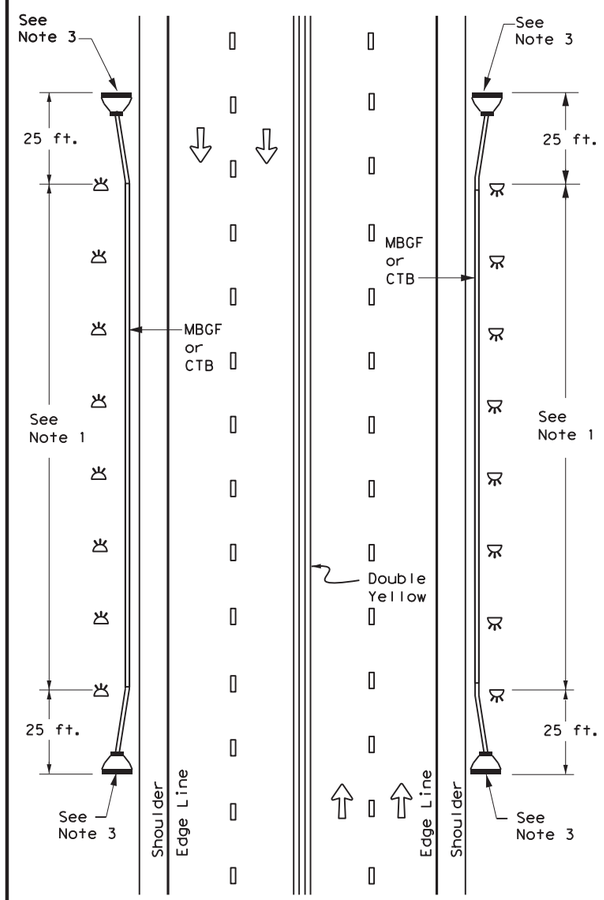
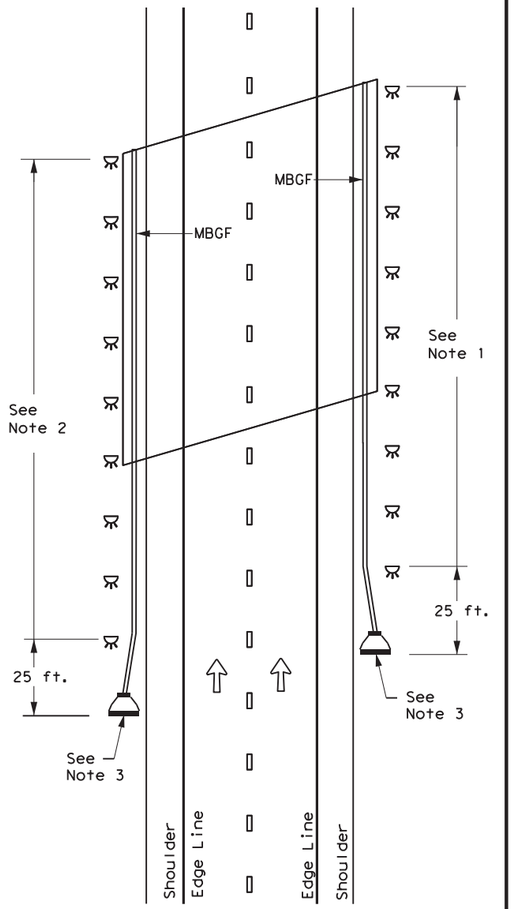
CONTINUOUS CONCRETE OR STEEL BARRIER



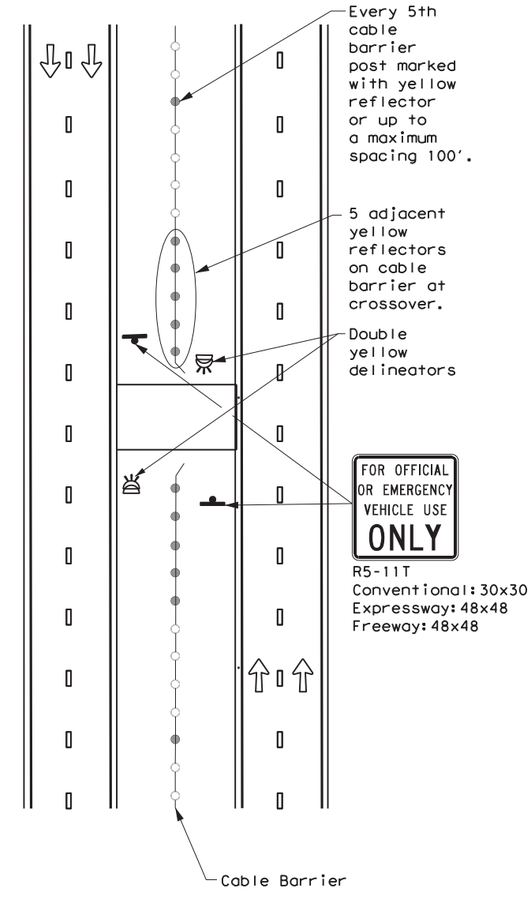
MULTI-LANE UNDIVIDED, TWO-WAY ROADWAY WITH METAL BEAM GUARD FENCE (MBGF)



DIVIDED ROADWAY WITH METAL BEAM GUARD FENCE (MBGF)



EMERGENCY CROSSOVER



NOTES

1. Equal spacing (100′ max), but not less than 3 single directional white barrier reflectors or delineators. On Continuos Barrier, equal spacing (100′ max.)
2. Equal spacing (100′ max), but not less than 3 single directional yellow barrier reflectors or delineators.
3. Terminal ends require reflective sheeting provided by manufacturer per D & OM (VIA) or a Type 3 Object Marker (OM-3)in front of the terminal end.

LEGEND

	Bidirectional Delineator
	Delineator
	OM-3
	OM-2
	Terminal End
	Traffic Flow

Texas Department of Transportation

Traffic Safety Division Standard

DELINEATOR & OBJECT MARKER PLACEMENT DETAILS

D & OM(6)-20

FILE: dom6-20.dgn	DN: TxDOT	CK: TxDOT	DW: TxDOT	CK: TxDOT
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	22	VAL VERDE		143

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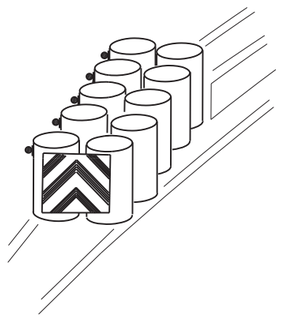
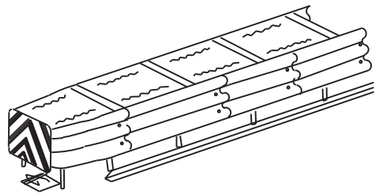
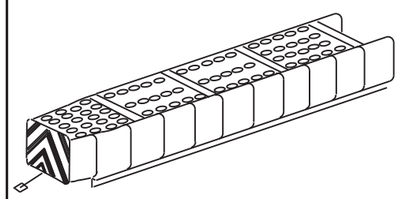
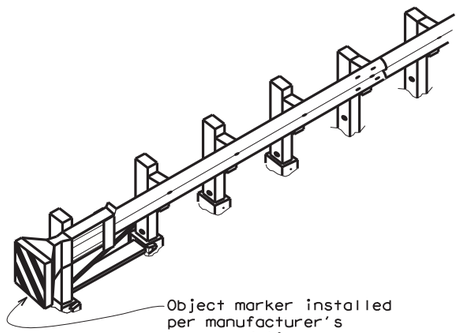
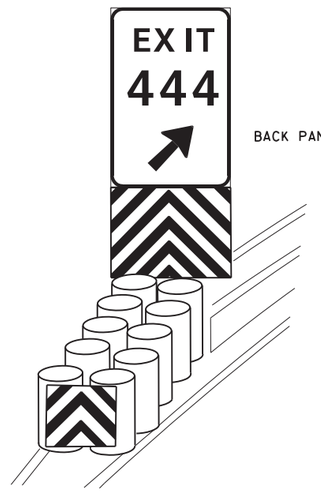
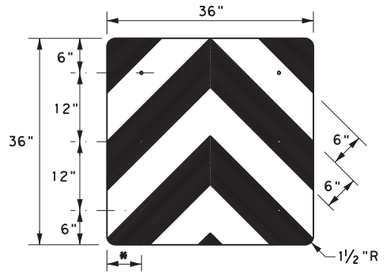


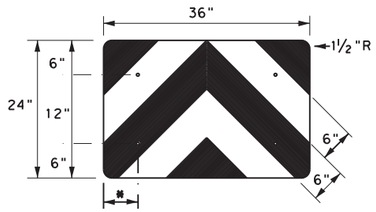




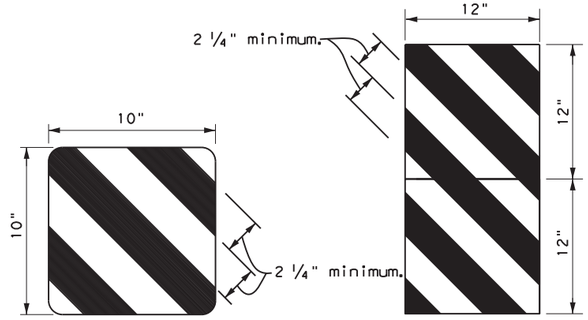




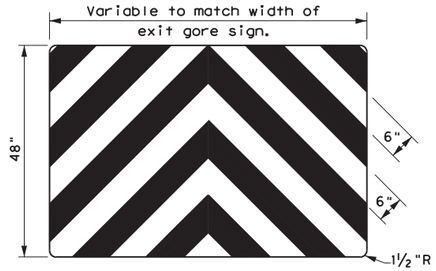


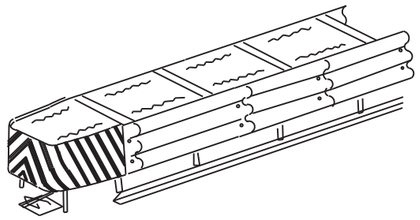


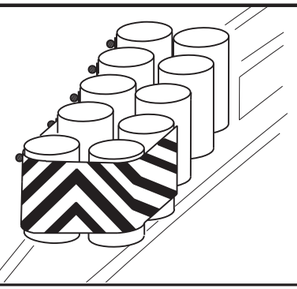
* Adjust to fit attenuator per manufacturer's recommendation, or as directed by the Engineer

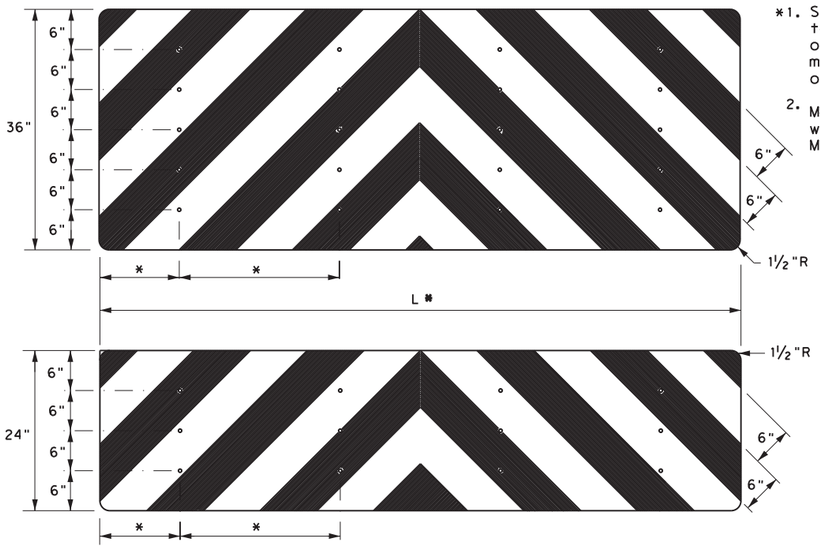


OBJECT MARKERS SMALLER THAN 3 FT^2









NOTES

*1. Spacing should be adjusted to attach through centerline of drum, per attenuator manufacturers recommendation, or as directed by the Engineer.

2. Mounting should be flush with top of attenuator. Minimum size 96" x 24".

NOTES

1. Object Markers shall conform to the Texas MUTCD and meet the color and reflectivity requirement of Department Material Specification DMS 8300. Background shall be yellow reflective sheeting (Type B or C) and Chevron shall be black.

2. Object Markers may be fabricated from adhesive backed reflective sheeting applied directly to guardrail end treatment, or applied directly to an "end cap" as per the manufacturer's recommendation. Direct applied sheeting shall provide a smooth surface and have no wrinkles, air bubbles, cuts or tears. A radius at the corners is not required for direct applied sheeting.

3. Object Marker size may be reduced to fit smaller devices. Width of alternating black and yellow stripes are typically 6". Object Markers smaller than 3ft may have reduced width stripes of a minimum of 2 ¼".

4. Pop rivets, screws, or nuts and bolts may be used to attach object markers and reflectors. Holes, slots or other openings may be cut or drilled through object markers to allow cable or other attachments.

5. Object Marker at nose of attenuator is subsidiary to the attenuator.

6. See D & OM (1-4) for required barrier reflectors.

Texas Department of Transportation

Traffic Safety Division Standard

DELINEATOR & OBJECT MARKER FOR VEHICLE IMPACT ATTENUATORS

D & OM(VIA)-20

FILE: domvia20.dgn	DN: TXDOT	CK: TXDOT	DW: TXDOT	CK: TXDOT
© TxDOT December 1989	CONT	SECT	JOB	HIGHWAY
REVISIONS	0161	03	024	SS 239
4-92 8-04	DIST	COUNTY		SHEET NO.
8-95 3-15	22	VAL VERDE		144
4-98 7-20				

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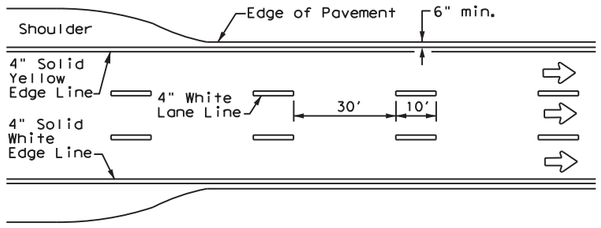
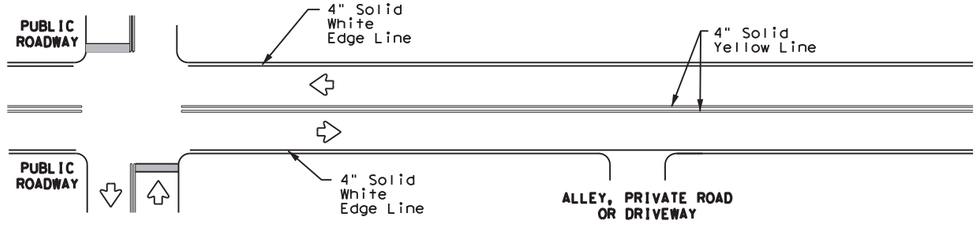
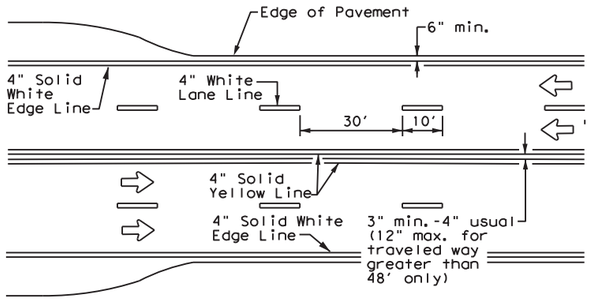


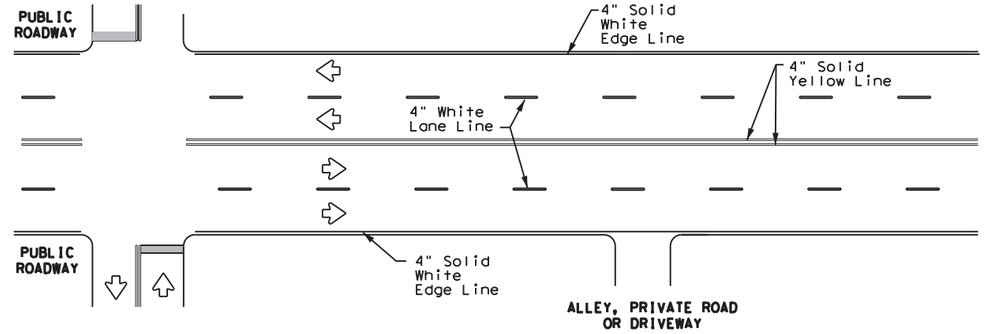
EDGE LINE AND LANE LINES ONE-WAY ROADWAY WITH OR WITHOUT SHOULDERS



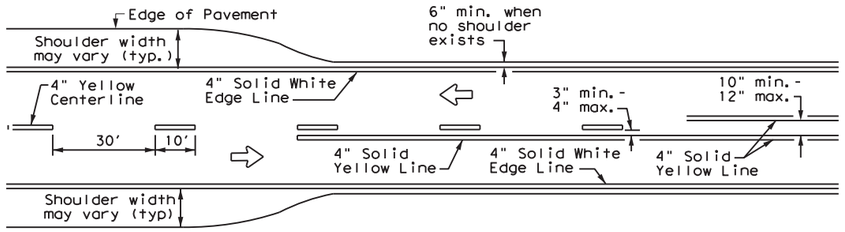
TYPICAL TWO-LANE, TWO-WAY PAVEMENT MARKINGS THROUGH INTERSECTIONS



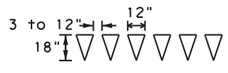
CENTERLINE AND LANE LINES FOUR LANE TWO-WAY ROADWAY WITH OR WITHOUT SHOULDERS



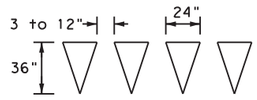
TYPICAL MULTI-LANE, TWO-WAY PAVEMENT MARKINGS THROUGH INTERSECTIONS



TWO LANE TWO-WAY ROADWAY WITH OR WITHOUT SHOULDERS

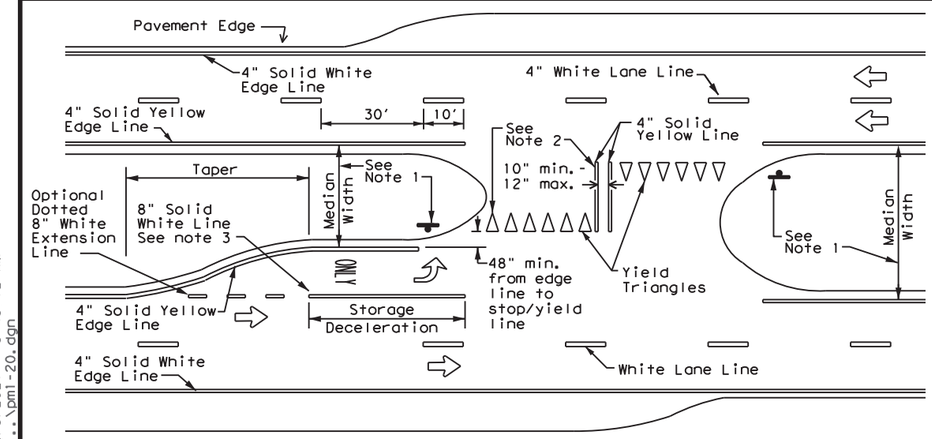


For posted speed on road being marked equal to or less than 40 MPH.



For posted speed on road being marked equal to or greater than 45 MPH.

YIELD LINES



FOUR LANE DIVIDED ROADWAY CROSSOVERS

NOTES

1. Where divided highways are separated by median widths at the median opening itself of 30 feet or more, median openings shall be signed as two separate intersections. Each median opening has two width measurements, with one measurement for each approach. The narrow median width will be the controlling width to determine if signs are required. Yield signs are the typical intersection control. Stop signs are optional as determined by the Engineer.

2. Install median striping (double yellow centerlines and stop bars/yield triangles) when a 50' or greater median centerline can be placed. Stop bars shall only be used with stop signs. Yield traingles shall only be used with yield signs.

3. Length of turn bays, including taper, deceleration, and storage lengths shall be as shown on the plans or as directed by the Engineer.

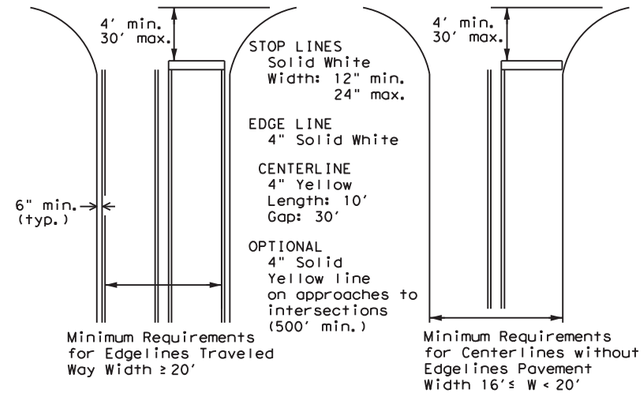
GENERAL NOTES

1. Edgeline striping shall be as shown in the plans or as directed by the Engineer. The edgeline should not be placed less less than 6 inches from the edge of pavement. This distance may vary due to pavement raveling or other conditions. Edgelines are not required in curb and gutter sections of roadways.

2. The traveled way includes only that portion of the roadway used for vehicular travel. It does not include the parking lanes, sidewalks, berms and shoulders. The traveled ways shall be measured from the inside of edgeline to the inside of edgeline of a two lane roadway.

MATERIAL SPECIFICATIONS	
PAVEMENT MARKERS (REFLECTORIZED)	DMS-4200
EPOXY AND ADHESIVES	DMS-6100
BITUMINOUS ADHESIVE FOR PAVEMENT MARKERS	DMS-6130
TRAFFIC PAINT	DMS-8200
HOT APPLIED THERMOPLASTIC	DMS-8220
PERMANENT PREFABRICATED PAVEMENT MARKINGS	DMS-8240

All pavement marking materials shall meet the required Departmental Material Specifications as specified by the plans.



GUIDE FOR PLACEMENT OF STOP LINES, EDGE LINE & CENTERLINE

Based on Traveled Way and Pavement Widths for Undivided Highways

Texas Department of Transportation

Traffic Safety Division Standard

TYPICAL STANDARD PAVEMENT MARKINGS

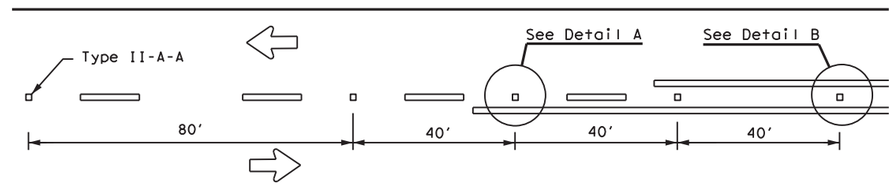
PM(1)-20

FILE: pm1-20.dgn	DN:	CK:	DW:	CK:
© TxDOT November 1978	CONT	SECT	JOB	HIGHWAY
REVISIONS 8-95 3-03	0161	03	024	SS 239
5-00 2-12	DIST	COUNTY		SHEET NO.
8-00 6-20	22	VAL VERDE		145

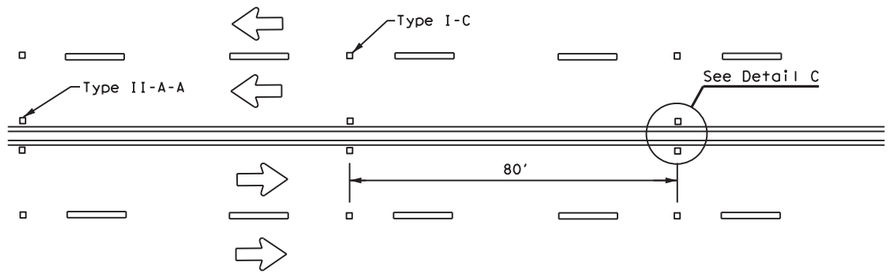
22A

DATE: 6/3/2021 9:43:12 AM
FILE: ...\pm1-20.dgn

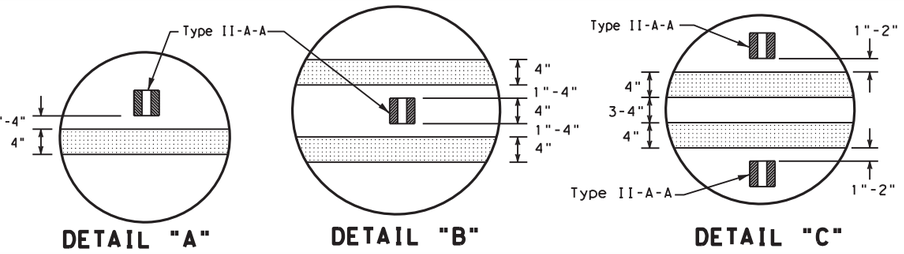
REFLECTIVE RAISED PAVEMENT MARKERS FOR VEHICLE POSITIONING GUIDANCE



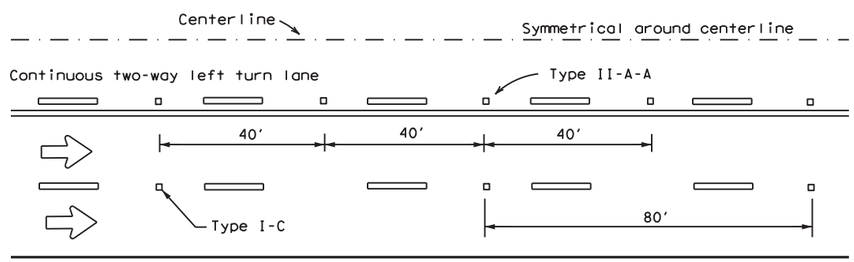
CENTERLINE FOR ALL TWO LANE ROADWAYS



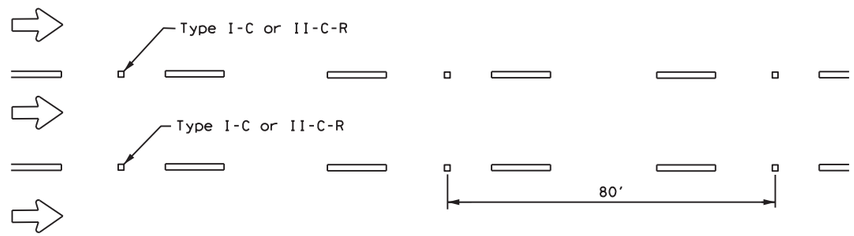
CENTERLINE & LANE LINES FOR FOUR LANE TWO-WAY HIGHWAYS



DETAIL "A" **DETAIL "B"** **DETAIL "C"**

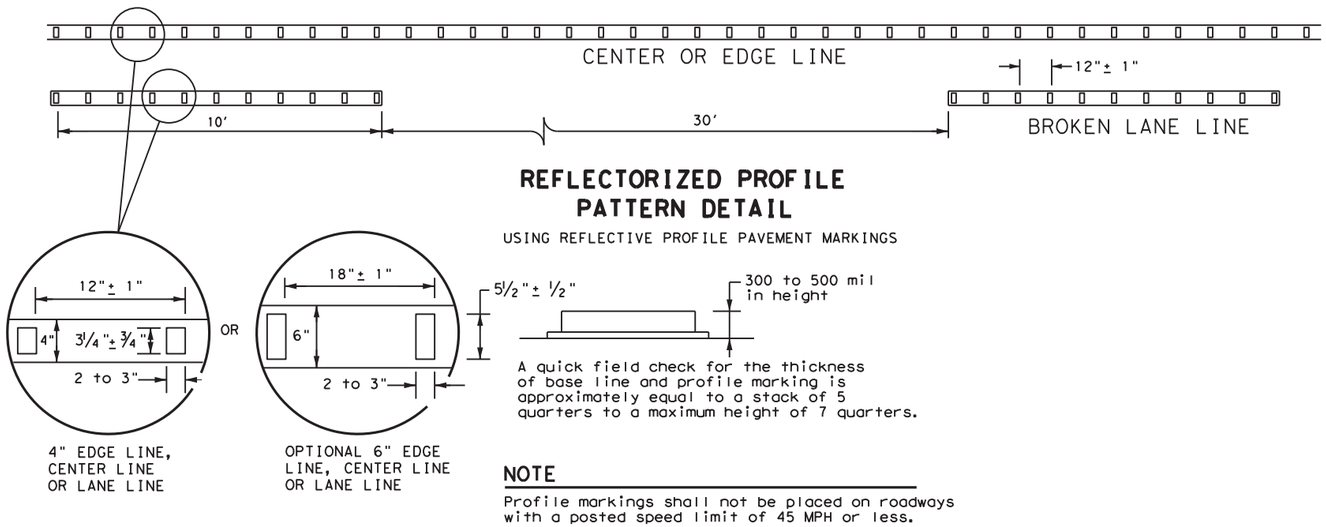


CENTERLINE AND LANE LINES FOR TWO-WAY LEFT TURN LANE



LANE LINES FOR ONE-WAY ROADWAY (NON-FREEWAY FACILITIES)

Raised pavement markers Type II-C-R shall have clear face toward normal traffic and red face toward wrong-way traffic.



REFLECTORIZED PROFILE PATTERN DETAIL

USING REFLECTIVE PROFILE PAVEMENT MARKINGS

4" EDGE LINE, CENTER LINE OR LANE LINE

OPTIONAL 6" EDGE LINE, CENTER LINE OR LANE LINE

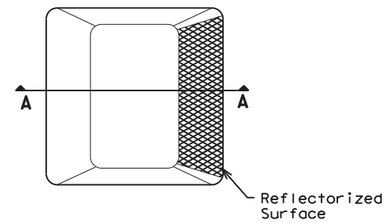
A quick field check for the thickness of base line and profile marking is approximately equal to a stack of 5 quarters to a maximum height of 7 quarters.

NOTE

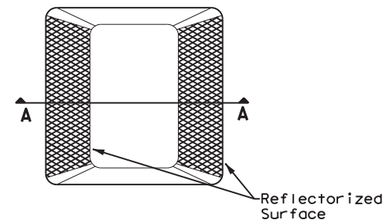
Profile markings shall not be placed on roadways with a posted speed limit of 45 MPH or less.

MATERIAL SPECIFICATIONS	
PAVEMENT MARKERS (REFLECTORIZED)	DMS-4200
EPOXY AND ADHESIVES	DMS-6100
BITUMINOUS ADHESIVE FOR PAVEMENT MARKERS	DMS-6130
TRAFFIC PAINT	DMS-8200
HOT APPLIED THERMOPLASTIC	DMS-8220
PERMANENT PREFABRICATED PAVEMENT MARKINGS	DMS-8240

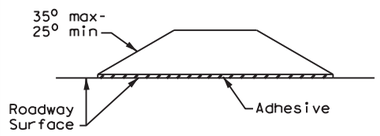
All pavement marking materials shall meet the required Departmental Material Specifications as specified by the plans.



Type I (Top View)



Type II (Top View)



SECTION A

RAISED PAVEMENT MARKERS

GENERAL NOTES

1. All raised pavement markers placed in broken lines shall be placed in line with and midway between the stripes.
2. On concrete pavements the raised pavement markers should be placed to one side of the longitudinal joints.

Texas Department of Transportation

Traffic Safety Division Standard

POSITION GUIDANCE USING RAISED MARKERS RELECTORIZED PROFILE MARKINGS PM(2)-20

FILE: pm2-20.dgn	DN:	CK:	DW:	CK:
©TxDOT April 1977	CONT	SECT	JOB	HIGHWAY
REVISIONS 4-92 2-10 5-00 2-12 8-00 6-20	0161	03	024	SS 239
	DIST	COUNTY		SHEET NO.
	22	VAL VERDE		146

22B

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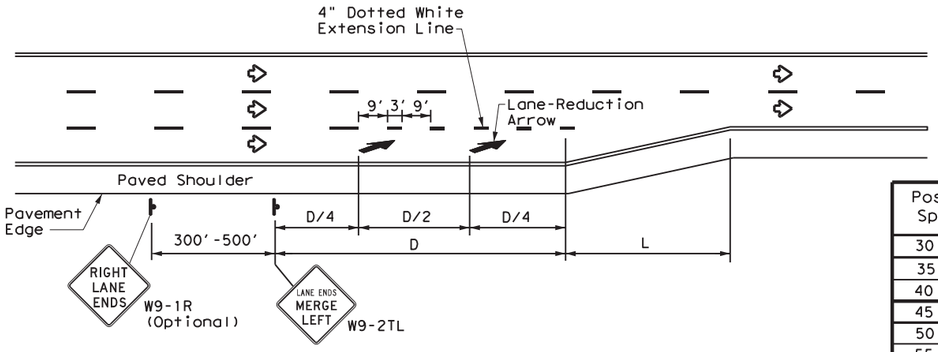
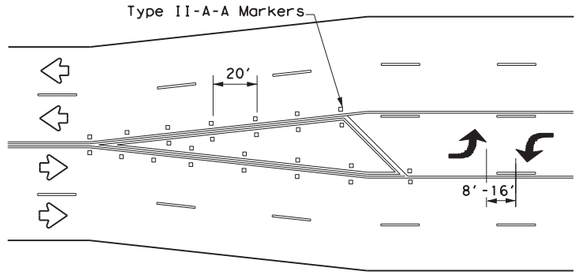


LANE REDUCTION

Posted Speed	D (ft)	L (ft)
30 MPH	460	$L=\frac{WS^2}{60}$
35 MPH	565	
40 MPH	670	
45 MPH	775	L=WS
50 MPH	885	
55 MPH	990	
60 MPH	1,100	
65 MPH	1,200	
70 MPH	1,250	
75 MPH	1,350	

NOTES

1. Lane reduction pavement markings are used where the number of through lanes is reduced because of narrowing of the roadway or because of a section of on-street parking in what would otherwise be a through lane. For Texas Super 2 Passing Lanes, see TS2(PL) standard sheets.
2. On divided highways, an additional W9-1R "RIGHT LANE ENDS" sign may be installed in the median aligned with the W9-1R sign on the right side of the highway.
3. Lane reduction arrows are required for speeds of 45 mph or greater. An optional third lane reduction arrow may be added based on engineering judgement. If used, the optional third lane reduction arrow should be centered between the first and last lane reduction arrows.
4. For lane reductions on Freeways and Expressways, signing shall conform to the TxDOT Freeway Signing Handbook.



A two-way left-turn (TWLT) lane-use arrow pavement marking should be used at or just downstream from the beginning of a two-way left-turn lane within a corridor. Repeating the marking after each intersection or dedicated turn bay is not required unless stated elsewhere in the plans.

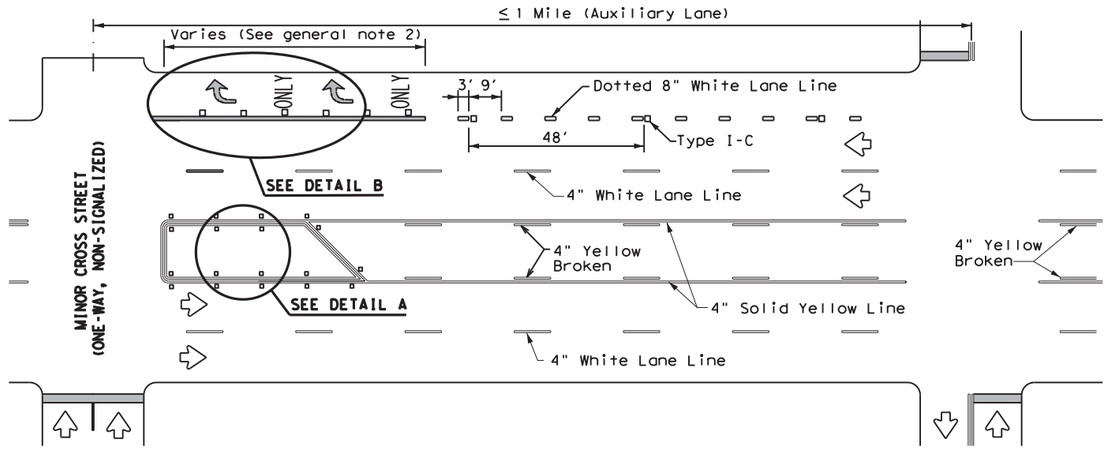
TYPICAL TRANSITION FOR TWLTL AND DIVIDED HIGHWAY

GENERAL NOTES

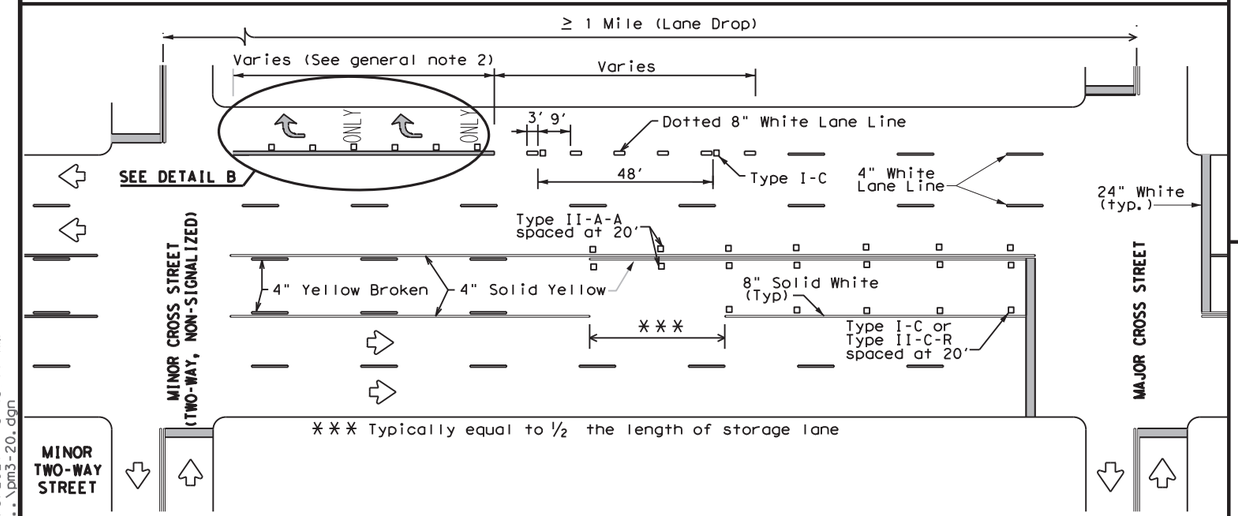
1. Lane use word and arrow markings shall be used where through lanes approaching an intersection become mandatory turn lanes. Lane use word and arrow markings should be used in auxiliary lanes of substantial length. Lane use arrow markings or word and arrow markings may be used in other lanes and turn bays for emphasis. Details for words and arrows are as shown in the Standard Highway Sign Designs for Texas.
2. When lane-use words and arrow markings are used, two sets of arrows should be used if the length of the bay is greater than 180 feet. When a single lane use arrow or word and arrow marking is used for a short turn lane, it should be located at or near the upstream end of the full-width turn lane.
3. Use raised pavement marker Type I-C with undivided highways, flush medians and two way left turn lanes. Use raised pavement marker Type II-C-R with divided highways and raised medians.
4. Length of turn bays, including taper, deceleration, and storage lengths shall be as shown on the plans or as directed by the Engineer.

MATERIAL SPECIFICATIONS	
PAVEMENT MARKERS (REFLECTORIZED)	DMS-4200
EPOXY AND ADHESIVES	DMS-6100
BITUMINOUS ADHESIVE FOR PAVEMENT MARKERS	DMS-6130
TRAFFIC PAINT	DMS-8200
HOT APPLIED THERMOPLASTIC	DMS-8220
PERMANENT PREFABRICATED PAVEMENT MARKINGS	DMS-8240

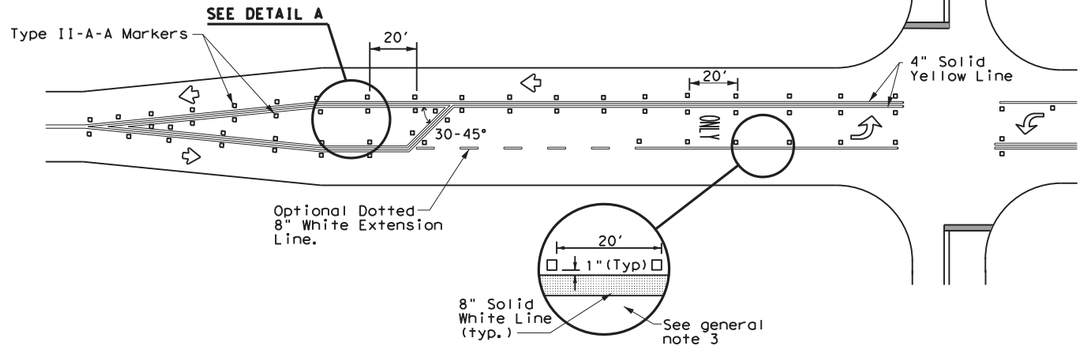
All pavement marking materials shall meet the required Departmental Material Specifications as specified by the plans.



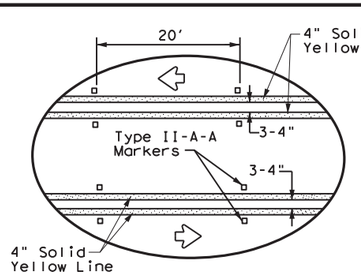
TYPICAL TWLTL AT ONE-WAY STREET AND RIGHT TURN AUXILIARY LANE



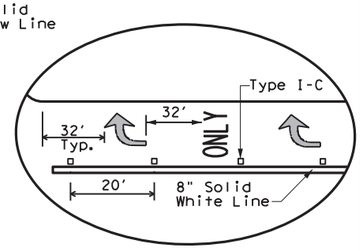
TYPICAL TWLTL AT TWO-WAY CROSS STREET AND RIGHT TURN LANE DROP



TYPICAL TWO-LANE HIGHWAY INTERSECTION WITH LEFT TURN BAYS



DETAIL A



DETAIL B

Texas Department of Transportation

Traffic Safety Division Standard

TWO-WAY LEFT TURN LANES, RURAL LEFT TURN BAYS, AND LANE REDUCTION PAVEMENT MARKINGS PM(3)-20

FILE: pm3-20.dgn	DN:	CK:	DW:	CK:
©TxDOT April 1998	CONT	SECT	JOB	HIGHWAY
REVISIONS	0161	03	024	SS 239
5-00 2-10	DIST	COUNTY		SHEET NO.
8-00 2-12	22	VAL VERDE		147
3-03 6-20				

220

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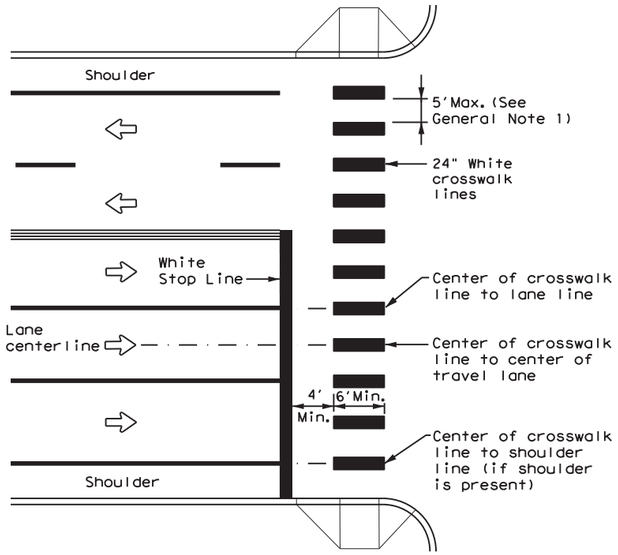


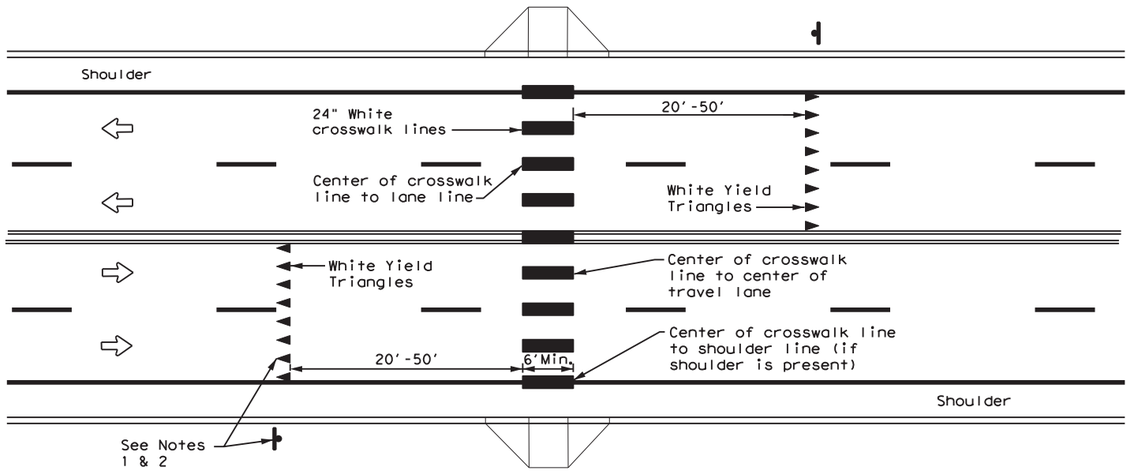
HIGH-VISIBILITY LONGITUDINAL CROSSWALK AT CONTROLLED APPROACH

GENERAL NOTES

1. Longitudinal crosswalk lines should not be placed in the wheel path of vehicles. Center the crosswalk lines on travel lanes, lane lines, and shoulder lines (if present).
2. A minimum 6" clear distance shall be provided to the curb face. If the last crosswalk line falls into this distance it must be omitted.
3. For divided roadways, adjustments in spacing of the crosswalk lines should be made in the median so that the crosswalk lines are maintained in their proper location across the travel portion of the roadway.
4. At skewed crosswalks, the crosswalk lines are to remain parallel to the lane lines.
5. Each crosswalk shall be a minimum of 6' wide.
6. The High-Visibility Longitudinal Crosswalk is the preferred crosswalk pattern on State Highways. Other crosswalk patterns as shown in the "Texas Manual on Uniform Traffic Control Devices" may be used. All crosswalk designs and dimension shall comply with the "Texas Manual on Uniform Traffic Control Devices."
7. Final placement of Stop Bar/Yield Triangles and Crosswalk shall be approved by the Engineer in the field.

MATERIAL SPECIFICATIONS	
PAVEMENT MARKERS (REFLECTORIZED)	DMS-4200
EPOXY AND ADHESIVES	DMS-6100
BITUMINOUS ADHESIVE FOR PAVEMENT MARKERS	DMS-6130
TRAFFIC PAINT	DMS-8200
HOT APPLIED THERMOPLASTIC	DMS-8220
PERMANENT PREFABRICATED PAVEMENT MARKINGS	DMS-8240

All pavement marking materials shall meet the required Departmental Material Specifications as specified by the plans.



UNSIGNALIZED MID BLOCK HIGH-VISIBILITY LONGITUDINAL CROSSWALK

NOTES

1. Use yield triangles with "Yield Here to Pedestrians" signs at unsignalized mid block crosswalks.
2. Use stop bars with "Stop Here on Red" signs at mid block crosswalks controlled by traffic signals or pedestrian hybrid beacons.

Texas Department of Transportation

Traffic Safety Division Standard

CROSSWALK PAVEMENT MARKINGS

PM(4)-20

FILE: pm4-20.dgn	DN:	CK:	DW:	CK:
© TxDOT June 2020	CONT	SECT	JOB	HIGHWAY
REVISIONS	0161	03	024	SS 239
	DIST	COUNTY		SHEET NO.
	22	VAL VERDE		148

22D

DATE: 6/3/2021 9:43:20 AM
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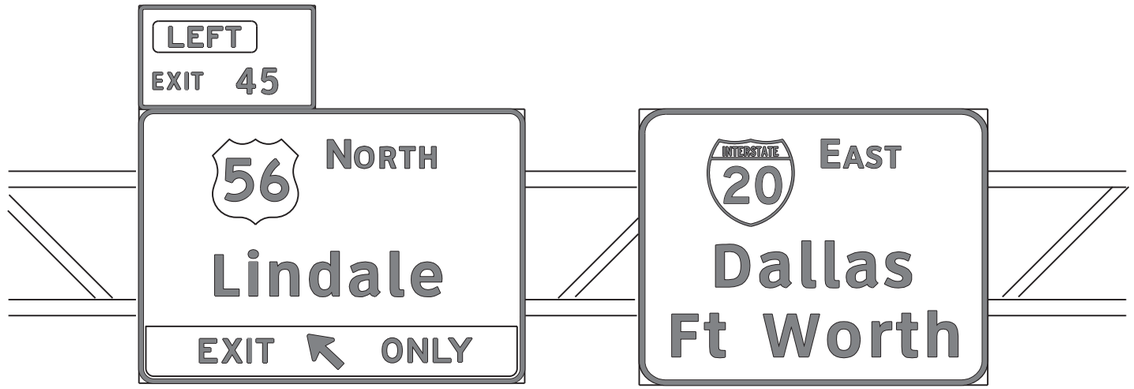
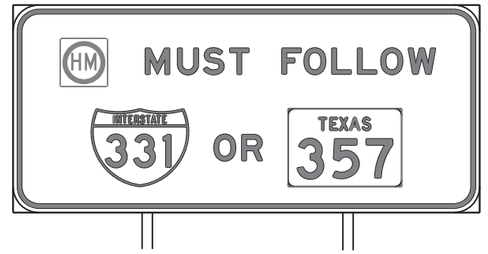
REQUIREMENTS FOR OVERHEAD AND LARGE GROUND-MOUNTED SIGNS

TYPICAL EXAMPLES





GENERAL NOTES

1. Signs to be furnished shall be as detailed elsewhere in the plans and/or as shown on sign summary sheet. Standard sign designs and arrow dimensions can be found in the "Standard Highway Sign Designs for Texas" (SHSD).
2. Black legend shall use the Federal Highway Administration (FHWA) Standard Highway Alphabets (B, C, D, E, Emod, or F).
   White legend shall use the Clearview Alphabet.
   The following Clearview fonts shall be used to replace the existing white FHWA lettering, when not specified in the SHSD or in the plans.

B	CV-1W
C	CV-2W
D	CV-3W
E	CV-4W
Emod	CV-5WR
F	CV-6W

3. Lateral spacing between letters and numerals shall conform with the SHSD, and any approved changes thereto. Lateral spacing of legend shall provide a balanced appearance when spacing is not shown.
4. Black legend shall be applied by screening process or cut-out acrylic non-reflective black film to background sheeting, or combination thereof.
5. White legend and borders shall be cut-out white sheeting applied to colored background sheeting.
6. Information regarding borders and radii for signs is found in the "Standard Highway Sign Designs for Texas". Dimensions shown and described for borders and corner radii on parent sign are nominal. Borders may vary in width as much as 1/2 inch. Corner radii above 3 inches may vary in width as much as 1 inch. Borders and corner radii within a parent sign must be of matching widths. The sign area outside the corner radius need not be trimmed or rounded if fabricated from an extruded material.
7. Sign substrate for ground-mounted signs shall be any material that meets the Departmental Material Specification requirements of DMS-7110 or approved alternative. Sign substrate for overhead signs shall be any material that meets DMS-7110. Exit Number Panels attached above the parent sign shall be made with the same substrate and sheeting as the parent sign.
8. Mounting details of attachments to parent sign face are shown on Standard Plan Sheet TSR(5). Mounting details of exit number panels above parent sign are shown in the "SMD series" Standard Plan Sheets.
9. Background sheeting shall be applied to the substrate per sheeting manufacturer's recommendations. Sheeting will not be allowed to bridge the horizontal gap between panels.
10. Cut all legend, symbols, borders, and direct applied sign attachments at panel joints.

DEPARTMENTAL MATERIAL SPECIFICATIONS	
ALUMINUM SIGN BLANKS	DMS-7110
SIGN FACE MATERIALS	DMS-8300

The Standard Highway Sign Designs for Texas (SHSD) can be found at the following website.

http://www.txdot.gov/

SHEETING REQUIREMENTS		
USAGE	COLOR	SIGN FACE MATERIAL
BACKGROUND	WHITE	TYPE B OR C SHEETING
BACKGROUND	ALL OTHERS	TYPE B OR C SHEETING
LEGEND & BORDERS	WHITE	TYPE D SHEETING
LEGEND & BORDERS	BLACK	ACRYLIC NON-REFLECTIVE FILM

Texas Department of Transportation

Traffic Operations Division Standard

TYPICAL SIGN REQUIREMENTS

TSR(1)-13

FILE: tsr1-13.dgn	DN: TxDOT	CK: TxDOT	DW: TxDOT	CK: TxDOT
©TxDOT October 2003	CONT	SECT	JOB	HIGHWAY
REVISIONS	0161	03	024	SS 239
12-03 7-13	DIST	COUNTY		SHEET NO.
9-08	22	VAL VERDE		149

DATE: BASEDATE 9:43:22 AM
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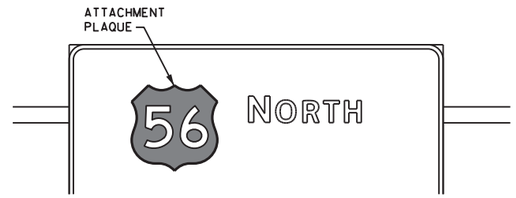
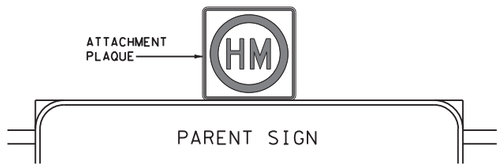
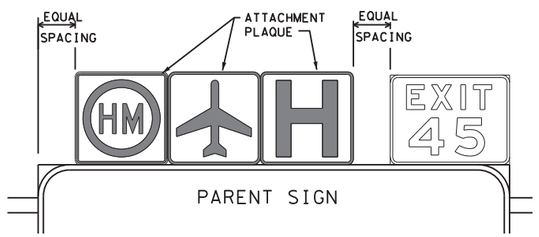
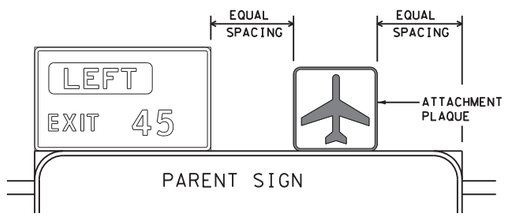
REQUIREMENTS FOR ATTACHMENTS TO OVERHEAD AND LARGE GROUND MOUNTED SIGNS









DEPARTMENTAL MATERIAL SPECIFICATIONS	
ALUMINUM SIGN BLANKS	DMS-7110
SIGN FACE MATERIALS	DMS-8300

SHEETING REQUIREMENTS		
USAGE	COLOR	SIGN FACE MATERIAL
BACKGROUND	ALL	TYPE B OR C SHEETING
LEGEND & BORDERS	BLACK	ACRYLIC NON-REFLECTIVE FILM
LEGEND & BORDERS	ALL OTHERS	TYPE B OR C SHEETING

GENERAL NOTES

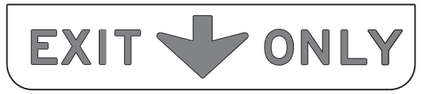
1. Signs to be furnished shall be as detailed elsewhere in the plans and/or as shown on sign tabulation sheet. Standard sign designs and arrow dimensions can be found in the "Standard Highway Sign Designs for Texas" (SHSD).
2. Route Marker legends (ie. IH, US, SH and FM shields) shall use the Federal Highway Administration (FHWA) Standard Highway Alphabets (B, C, D, E, Emod, or F).
3. Lateral spacing between letters and numerals shall conform with the SHSD, and any approved changes thereto. Lateral spacing of legend shall provide a balanced appearance when spacing is not shown.
4. Black legend and borders shall be applied by screening process or cut-out acrylic non-reflective black film to background sheeting, or combination thereof.
5. White legend and borders shall be applied by screening process with transparent colored ink, transparent colored overlay film to white background sheeting or cut-out white sheeting to colored background sheeting, or combination thereof.
6. Colored legend and borders shall be applied by screening process with transparent colored ink, transparent colored overlay film or colored sheeting to white background sheeting, or combination thereof.
7. Route markers and other attachments within the parent sign face shall be direct applied unless otherwise specified in the plans. Attachments not direct applied shall use 0.063 inch thick one piece sheet aluminum signs (Type A).
8. General Service Plaques shall be 0.080 inch thick and Routing Plaques shall be 0.100 inch thick.
9. The priority for Routing Plaques shall be (left to right) Hazardous Material, Airport then Hospital. See examples for mounting location.
10. Mounting details of attachments to parent signs face are shown on Standard Plan Sheet TSR(5). Mounting details of sign plaque attachments above and below parent sign are shown in the "SMD series" Standard Plan Sheets.
11. Plaques shall be horizontally centered at the top of the parent sign. If an exit number panel exists, the plaque shall be centered between the edge of the parent sign and the edge of the exit number panel. The plaque may be placed above the exit number panel when there is insufficient space.

TYPICAL EXAMPLES

REQUIREMENTS FOR EXIT ONLY AND LEFT EXIT PANELS

DEPARTMENTAL MATERIAL SPECIFICATIONS	
ALUMINUM SIGN BLANKS	DMS-7110
SIGN FACE MATERIALS	DMS-8300

SHEETING REQUIREMENTS FOR OVERHEAD EXIT PANELS		
USAGE	COLOR	SIGN FACE MATERIAL
BACKGROUND	FLUORESCENT YELLOW	TYPE B_{FL} OR C_{FL} SHEETING
LEGEND	BLACK	ACRYLIC NON-REFLECTIVE FILM



TYPICAL EXAMPLES

GENERAL NOTES

1. Signs to be furnished shall be as detailed elsewhere in the plans and/or as shown on sign tabulation sheet. Standard sign designs and arrow dimensions can be found in the "Standard Highway Sign Designs for Texas" (SHSD). Individual panel sizes shown in the plans may be adjusted to fit actual parent sign sizes if necessary.
2. Exit Panel legend shall use the Federal Highway Administration (FHWA)Standard Highway Alphabets E Series.
3. Lateral spacing between letters and numerals shall conform with the SHSD, and any approved changes thereto. Lateral spacing of legend shall provide a balanced appearance when spacing is not shown.
4. Black legend shall be applied by screening process or cut-out acrylic non-reflective black film to yellow background sheeting, or combination thereof.
5. Exit Only and Left Exit panels within the parent sign face shall be direct applied unless otherwise specified in the plans. Panels not direct applied shall use 0.063 inch thick one piece sheet aluminum signs (Type A).
6. Mounting details of Exit Only and Left Exit panel attachments to parent signs face are shown on Standard Plan Sheet TSR(5).

The Standard Highway Sign Designs for Texas (SHSD) can be found at the following website.

http://www.txdot.gov/

Texas Department of Transportation

Traffic Operations Division Standard

TYPICAL SIGN REQUIREMENTS

TSR(2)-13

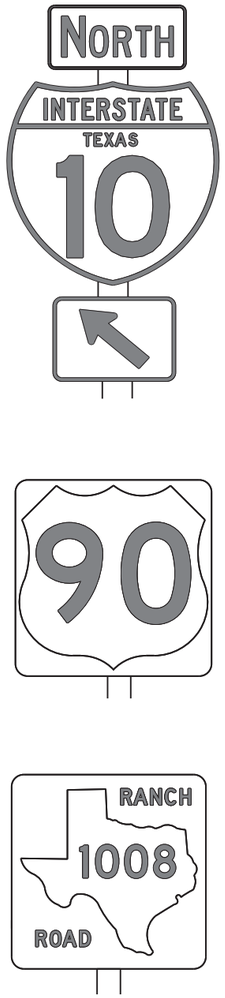
FILE: tsr2-13.dgn	DN: TxDOT	CK: TxDOT	DW: TxDOT	CK: TxDOT
©TxDOT October 2003	CONT	SECT	JOB	HIGHWAY
REVISIONS	0161	03	024	SS 239
12-03 7-13	DIST	COUNTY		SHEET NO.
9-08	22	VAL VERDE		150

DATE: DATE/TIME 9:43:24 AM
FILE: DOCUMENT-NAME.dgn

DATE: 6/3/2021 9:43:27 AM
FILE: ...\tsr3-13.dgn

REQUIREMENTS FOR INDEPENDENT MOUNTED ROUTE SIGNS

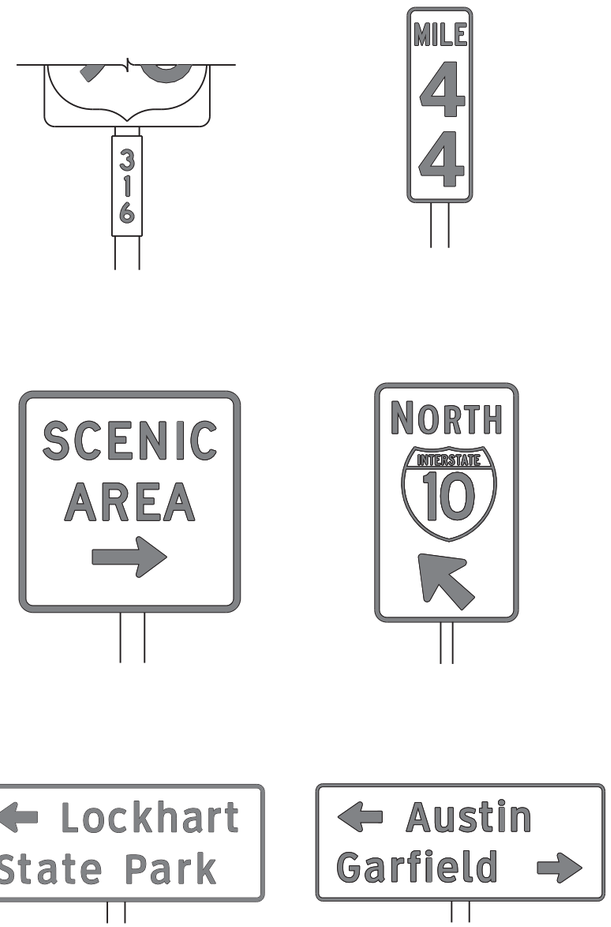
SHEETING REQUIREMENTS		
USAGE	COLOR	SIGN FACE MATERIAL
BACKGROUND	WHITE	TYPE A SHEETING
BACKGROUND	ALL OTHERS	TYPE B OR C SHEETING
LEGEND & BORDERS	WHITE	TYPE A SHEETING
LEGEND & BORDERS	BLACK	ACRYLIC NON-REFLECTIVE FILM
LEGEND & BORDERS	ALL OTHERS	TYPE B or C SHEETING



TYPICAL EXAMPLES

REQUIREMENTS FOR BLUE, BROWN & GREEN D AND I SERIES GUIDE SIGNS

SHEETING REQUIREMENTS		
USAGE	COLOR	SIGN FACE MATERIAL
BACKGROUND	ALL	TYPE B OR C SHEETING
LEGEND & BORDERS	WHITE	TYPE D SHEETING
LEGEND, SYMBOLS & BORDERS	ALL OTHERS	TYPE B OR C SHEETING



TYPICAL EXAMPLES

GENERAL NOTES

1. Signs to be furnished shall be as detailed elsewhere in the plans and/or as shown on sign tabulation sheet. Standard sign designs and arrow dimensions can be found in the "Standard Highway Sign Designs for Texas" (SHSD).

2. White legend shall use the Clearview Alphabet. The following Clearview fonts shall be used to replace the existing white Federal Highway Administration (FHWA) Standard Highway Alphabets, when not specified in the SHSD, or in the plans.

B	CV-1W
C	CV-2W
D	CV-3W
E	CV-4W
Emod	CV-5WR
F	CV-6W

3. Route sign legend (ie. IH, US, SH and FM shields) shall use the Federal Highway Administration (FHWA) Standard Highway Alphabets B, C, D, E, Emod or F).

4. Lateral spacing between letters and numerals shall conform with the SHSD, and any approved changes thereto. Lateral spacing of legend shall provide a balanced appearance when spacing is not shown.

5. Independent mounted route sign with white or colored legend and borders shall be applied by screening process with transparent color ink, transparent colored overlay film to white background sheeting or cut-out white sheeting to colored background sheeting, or combination thereof. White legend, symbols and borders on all other signs shall be cut-out white sheeting applied to colored background sheeting.

6. Information regarding borders and radii for signs is found in the "Standard Highway Sign Designs for Texas". Dimensions shown and described for borders and corner radii on parent sign are nominal. Borders may vary in width as much as 1/2 inch. Corner radii above 3 inches may vary in width as much as 1 inch. Borders and corner radii within a parent sign must be of matching widths. The sign area outside the corner radius should be trimmed or rounded.

7. Sign substrate shall be any material that meets the Departmental Material Specification requirements of DMS-7110 or approved alternative.

8. Mounting details of roadside signs are shown in the "SMD series" Standard Plan Sheets.

DEPARTMENTAL MATERIAL SPECIFICATIONS	
ALUMINUM SIGN BLANKS	DMS-7110
SIGN FACE MATERIALS	DMS-8300

ALUMINUM SIGN BLANKS THICKNESS	
Square Feet	Minimum Thickness
Less than 7.5	0.080
7.5 to 15	0.100
Greater than 15	0.125

The Standard Highway Sign Designs for Texas (SHSD) can be found at the following website.

http://www.txdot.gov/

Texas Department of Transportation

Traffic Operations Division Standard

TYPICAL SIGN REQUIREMENTS

TSR(3)-13

FILE: tsr3-13.dgn	DN: TxDOT	CK: TxDOT	DW: TxDOT	CK: TxDOT
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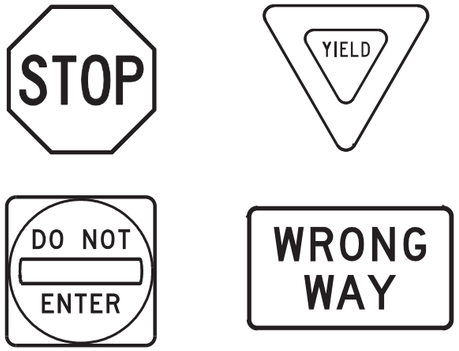
REVISIONS	0161	03	024	SS 239
12-03 7-13	DIST	COUNTY		SHEET NO.
9-08	22	VAL VERDE		151

REQUIREMENTS FOR RED BACKGROUND REGULATORY SIGNS

(STOP, YIELD, DO NOT ENTER AND WRONG WAY SIGNS)



REQUIREMENTS FOR FOUR SPECIFIC SIGNS ONLY

SHEETING REQUIREMENTS		
USAGE	COLOR	SIGN FACE MATERIAL
BACKGROUND	RED	TYPE B OR C SHEETING
BACKGROUND	WHITE	TYPE B OR C SHEETING
LEGEND & BORDERS	WHITE	TYPE B OR C SHEETING
LEGEND	RED	TYPE B OR C SHEETING

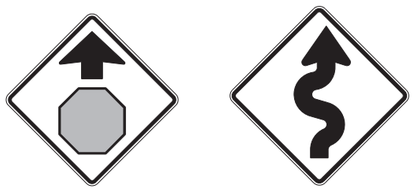
REQUIREMENTS FOR WHITE BACKGROUND REGULATORY SIGNS

(EXCLUDING STOP, YIELD, DO NOT ENTER AND WRONG WAY SIGNS)

TYPICAL EXAMPLES

SHEETING REQUIREMENTS		
USAGE	COLOR	SIGN FACE MATERIAL
BACKGROUND	WHITE	TYPE A SHEETING
BACKGROUND	ALL OTHERS	TYPE B OR C SHEETING
LEGEND, BORDERS AND SYMBOLS	BLACK	ACRYLIC NON-REFLECTIVE FILM
LEGEND, BORDERS AND SYMBOLS	ALL OTHER	TYPE B OR C SHEETING

REQUIREMENTS FOR WARNING SIGNS



TYPICAL EXAMPLES

SHEETING REQUIREMENTS		
USAGE	COLOR	SIGN FACE MATERIAL
BACKGROUND	FLOURESCENT YELLOW	TYPE B_{FL} OR C_{FL} SHEETING
LEGEND & BORDERS	BLACK	ACRYLIC NON-REFLECTIVE FILM
LEGEND & SYMBOLS	ALL OTHER	TYPE B OR C SHEETING

REQUIREMENTS FOR SCHOOL SIGNS

TYPICAL EXAMPLES

SHEETING REQUIREMENTS		
USAGE	COLOR	SIGN FACE MATERIAL
BACKGROUND	WHITE	TYPE A SHEETING
BACKGROUND	FLOURESCENT YELLOW GREEN	TYPE B_{FL} OR C_{FL} SHEETING
LEGEND, BORDERS AND SYMBOLS	BLACK	ACRYLIC NON-REFLECTIVE FILM
SYMBOLS	RED	TYPE B OR C SHEETING

GENERAL NOTES

1. Signs to be furnished shall be as detailed elsewhere in the plans and/or as shown on sign tabulation sheet. Standard sign designs and arrow dimensions can be found in the "Standard Highway Sign Designs for Texas" (SHSD).
2. Sign legend shall use the Federal Highway Administration (FHWA) Standard Highway Alphabets (B, C, D, E, Emod or F).
3. Lateral spacing between letters and numerals shall conform with the SHSD, and any approved changes thereto. Lateral spacing of legend shall provide a balanced appearance when spacing is not shown.
4. Black legend and borders shall be applied by screening process or cut-out acrylic non-reflective black film to background sheeting, or combination thereof.
5. White legend and borders shall be applied by screening process with transparent colored ink, transparent colored overlay film to white background sheeting or cut-out white sheeting to colored background sheeting, or combination thereof.
6. Colored legend shall be applied by screening process with transparent colored ink, transparent colored overlay film or colored sheeting to background sheeting, or combination thereof.
7. Sign substrate shall be any material that meets the Departmental Material Specification requirements of DMS-7110 or approved alternative.
8. Mounting details for roadside mounted signs are shown in the "SMD series" Standard Plan Sheets.

ALUMINUM SIGN BLANKS THICKNESS	
Square Feet	Minimum Thickness
Less than 7.5	0.080
7.5 to 15	0.100
Greater than 15	0.125

DEPARTMENTAL MATERIAL SPECIFICATIONS	
ALUMINUM SIGN BLANKS	DMS-7110
SIGN FACE MATERIALS	DMS-8300

The Standard Highway Sign Designs for Texas (SHSD) can be found at the following website.

http://www.txdot.gov/

Texas Department of Transportation

Traffic Operations Division Standard

TYPICAL SIGN REQUIREMENTS

TSR(4)-13

FILE: tsr4-13.dgn	DN: TxDOT	CK: TxDOT	DW: TxDOT	CK: TxDOT
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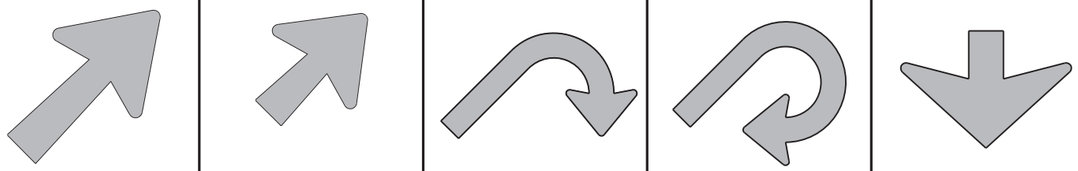
REVISIONS	0161	03	024	SS 239
12-03 7-13 9-08	DIST	COUNTY		SHEET NO.
	22	VAL VERDE		152

DATE: 6/3/2021 9:43:29 AM
FILE: ...\tsr4-13.dgn

ARROW DETAILS

for Large Ground-Mounted and Overhead Guide Signs



TYPE	LETTER SIZE	USE
A-1	10.67" U/L and 10" Caps	Single Lane Exits
A-2	13.33" U/L and 12" Caps	
A-3	16" & 20" U/L	
B-1	10.67" U/L and 10" Caps	Multiple Lane Exits
B-2	13.33" U/L and 12" Caps	
B-3	16" & 20" U/L	

CODE	USED ON SIGN NO.
E-3	E5-1aT
E-4	E5-1bT

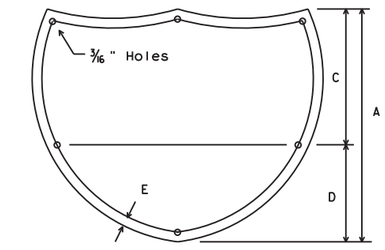
NOTE

Arrow dimensions are shown in the "Standard Highway Sign Designs for Texas" manual.

The Standard Highway Sign Designs for Texas (SHSD) can be found at the following website.

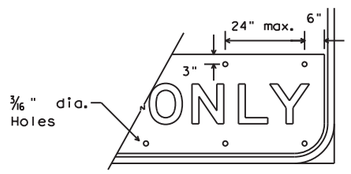
http://www.txdot.gov/

SIGN BLANK PUNCHING DETAILS FOR ATTACHMENTS WHEN SPECIFIED TO BE TYPE A ALUMINUM SIGNS (FOR MOUNTING TO GUIDE SIGN FACE)

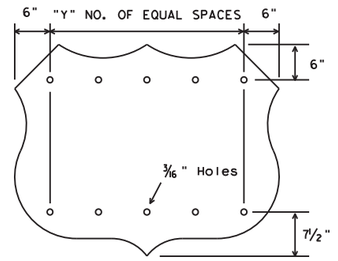


INTERSTATE ROUTE MARKERS

A	C	D	E
36	21	15	1 1/2
48	28	20	1 3/4

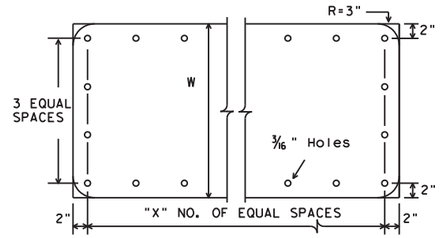


EXIT ONLY PANEL



U.S. ROUTE MARKERS

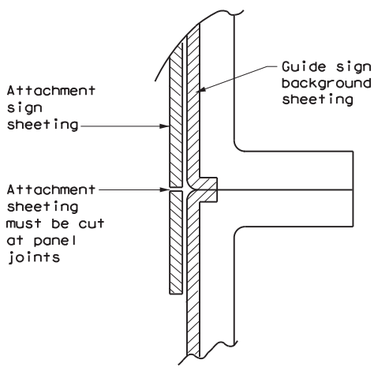
Sign Size	"Y"
24x24	2
30x24	3
36x36	3
45x36	4
48x48	4
60x48	5



STATE ROUTE MARKERS

No. of Digits	W	X
4	24	4
4	36	5
4	48	6
3	24	3
3	36	4
3	48	5

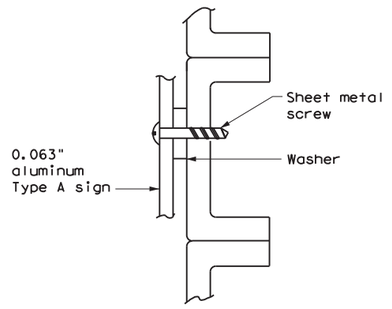
MOUNTING DETAILS OF ATTACHMENTS TO GUIDE SIGN FACE ("EXIT ONLY" AND "LEFT EXIT" PANELS, ROUTE MARKERS AND OTHER ATTACHMENTS)



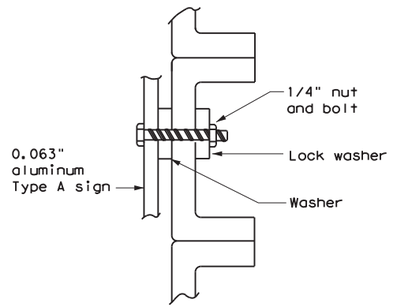
DIRECT APPLIED ATTACHMENT

NOTE:

1. Sheeting for legend, symbols, and borders must be cut at panel joints.
2. Direct applied attachment signs will be subsidiary to "Aluminum Signs" or "Fiberglass Signs".



SCREW ATTACHMENT



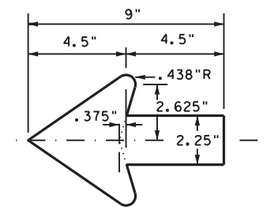
NUT/BOLT ATTACHMENT

NOTE:

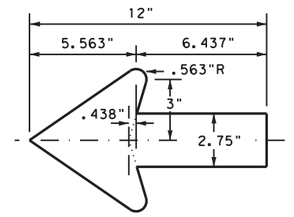
Furnish Type A aluminum sign attachments only when specified in the plans. These signs will be paid for under "Aluminum Signs".

ARROW DETAILS

for Destination Signs (Type D)



Standard arrow to be used with 6 inch letters.



Standard arrow to be used with 8 inch letters.

Texas Department of Transportation

Traffic Operations Division Standard

TYPICAL SIGN REQUIREMENTS

TSR(5)-13

FILE: tsr5-13.dgn	DN: TxDOT	CK: TxDOT	DW: TxDOT	CK: TxDOT
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REVISIONS	0161	03	024	SS 239
12-03 7-13	DIST	COUNTY		SHEET NO.
9-08	22	VAL VERDE		153

5

DATE: 6/3/2021 9:43:30 AM
FILE: ...\tsr5-13.dgn

SIGN SUPPORT DESCRIPTIVE CODES

(Descriptive Codes correspond to project estimate and quantities sheets)

SM RD SGN ASSM TY XXXXX(X)XX(X-XXXX)

Post Type

FRP = Fiberglass Reinforced Plastic Pipe (see SMD(FRP))
TWT = Thin-Walled Tubing (see SMD(TWT))
10BWG = 10 BWG Tubing (see SMD(SLIP-1) to (SLIP-3))
S80 = Schedule 80 Pipe (see SMD(SLIP-1) to (SLIP-3))

Number of Posts (1 or 2)

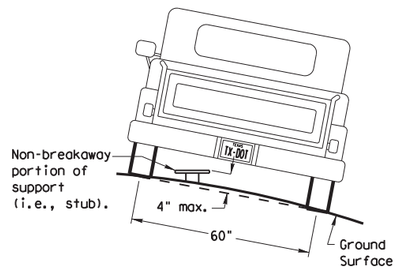
Anchor Type

UA = Universal Anchor - Concreted (see SMD(FRP) and (TWT))
UB = Universal Anchor - Bolted down (see SMD(FRP) and (TWT))
WS = Wedge Anchor Steel - (see SMD(TWT))
WP = Wedge Anchor Plastic (see SMD(TWT))
SA = Slipbase - Concreted (see SMD(SLIP-1) to (SLIP-3))
SB = Slipbase - Bolted Down (see SMD(SLIP-1) to (SLIP-3))

Sign Mounting Designation

P = Prefab. "Plain" (see SMD(SLIP-1) to (SLIP-3), (TWT), (FRP))
T = Prefab. "T" (see SMD(SLIP-1) to (SLIP-3), (TWT))
U = Prefab. "U" (see SMD(SLIP-1) to (SLIP-3))
IF REQUIRED
1EXT or 2EXT = Number of Extensions (see SMD(SLIP-1) to (SLIP-3), (TWT))
BM = Extruded Wind Beam (see SMD(SLIP-1) to (SLIP-3))
WC = 1.12 #/ft Wing Channel (see SMD(SLIP-1) to (SLIP-3))
EXAL = Extruded Aluminum Sign Panels (see SMD(SLIP-1) to (SLIP-3))

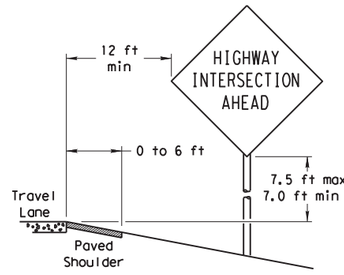
REQUIRED CLEARANCE FOR BREAKAWAY SUPPORT



To avoid vehicle undercarriage snagging, any substantial remains of a breakaway support, when it is broken away, should not project more than 4 inches above a 60-inch chord (i.e., typical space between wheel paths).

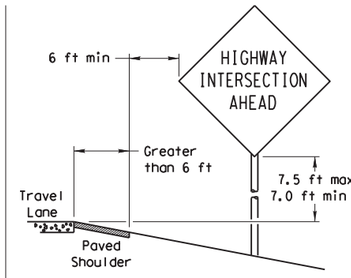
SIGN LOCATION

PAVED SHOULDERS



LESS THAN 6 FT. WIDE

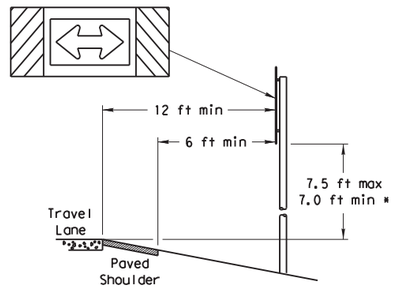
When the shoulder is 6 ft. or less in width, the sign must be placed at least 12 ft. from the edge of the travel lane.



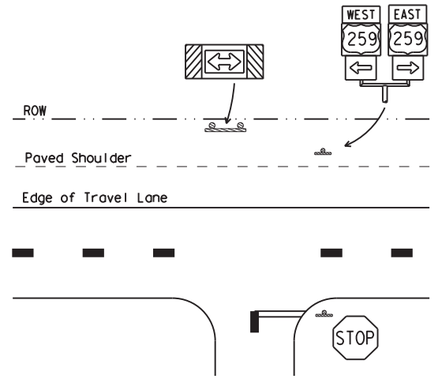
GREATER THAN 6 FT. WIDE

When the shoulder is greater than 6 ft in width, the sign must be placed at least 6 ft. from the edge of the shoulder.

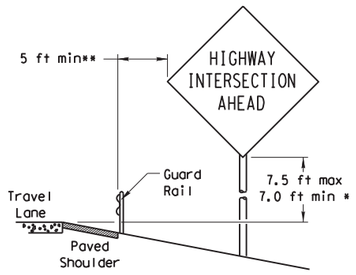
T-INTERSECTION



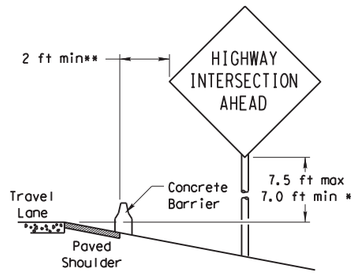
When this sign is needed at the end of a two-lane, two way roadway, the right edge of the sign should be in line with the centerline of the roadway. Place as close to ROW as practical.



BEHIND BARRIER



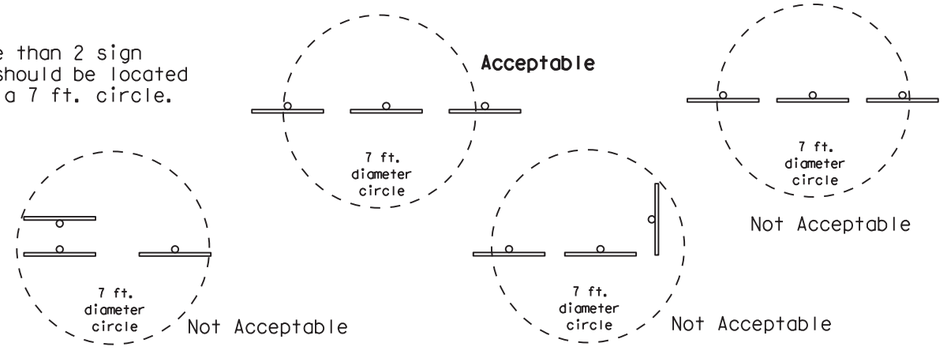
BEHIND GUARDRAIL



BEHIND CONCRETE BARRIER

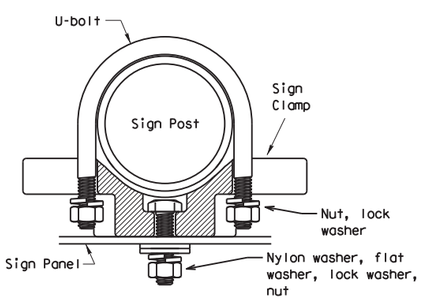
**Sign clearance based on distance required for proper guard rail or concrete barrier performance.

No more than 2 sign posts should be located within a 7 ft. circle.



TYPICAL SIGN ATTACHMENT DETAIL

Single Signs

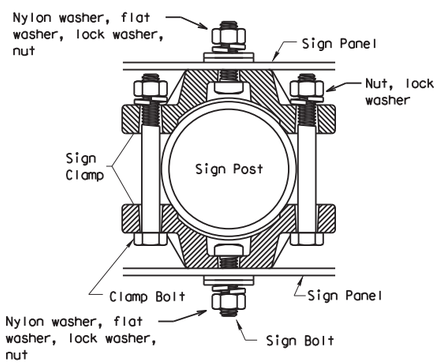


Bolts used to mount sign panels to the clamp are 5/16-18 UNC galvanized square head with nut, nylon washer, flat washer and lock washer. The bolt length is 1 inch for aluminum.

When two sign clamps are used to mount signs back-to-back, use a 5/16-18 UNC galvanized hex head per ASTM A307 with nut and helical-spring lock washer. The approximate bolt lengths for various post sizes and sign clamp types are given in the table at right. The bolt length may need to be adjusted depending upon field conditions.

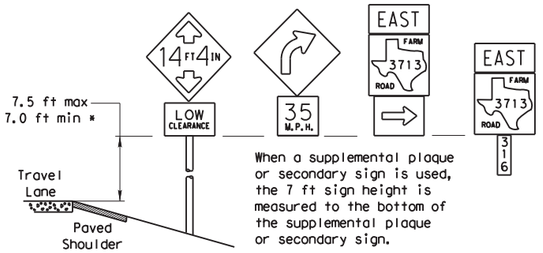
Sign clamps may be either the specific size clamp or the universal clamp.

Back-to-Back Signs



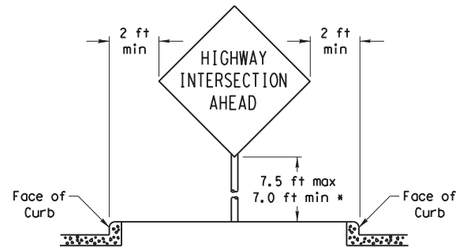
Pipe Diameter	Approximate Bolt Length	
	Specific Clamp	Universal Clamp
2" nominal	3"	3 or 3 1/2"
2 1/2" nominal	3 or 3 1/2"	3 1/2 or 4"
3" nominal	3 1/2 or 4"	4 1/2"

SIGNS WITH PLAQUES



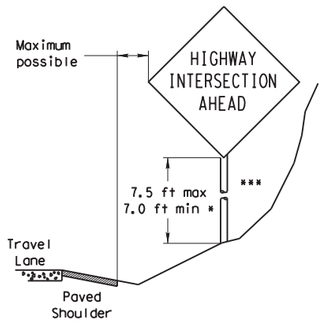
When a supplemental plaque or secondary sign is used, the 7 ft sign height is measured to the bottom of the supplemental plaque or secondary sign.

CURB & GUTTER OR RAISED ISLAND



RESTRICTED RIGHT-OF-WAY

(When 6 ft min. is not possible.)



Right-of-way restrictions may be created by rocks, water, vegetation, forest, buildings, a narrow island, or other factors.

In situations where a lateral restriction prevents the minimum horizontal clearance from the edge of the travel lane, signs should be placed as far from the travel lane as practical.

*** Post may be shorter if protected by guardrail or if Engineer determines the post could not be hit due to extreme slope.

* Signs shall be mounted using the following condition that results in the greatest sign elevation:

(1) a minimum of 7 to a maximum of 7.5 feet above the edge of the travel lane or

(2) a minimum of 7 to a maximum of 7.5 feet above the grade at the base of the support when sign is installed on the backslope.

The maximum values may be increased when directed by the Engineer.

See the Traffic Operations Division website for detailed drawings of sign clamps, Triangular Slipbase System components and Wedge Anchor System components.

The website address is:
http://www.txdot.gov/publications/traffic.htm

Texas Department of Transportation
Traffic Operations Division

SIGN MOUNTING DETAILS SMALL ROADSIDE SIGNS GENERAL NOTES & DETAILS

SMD(GEN)-08

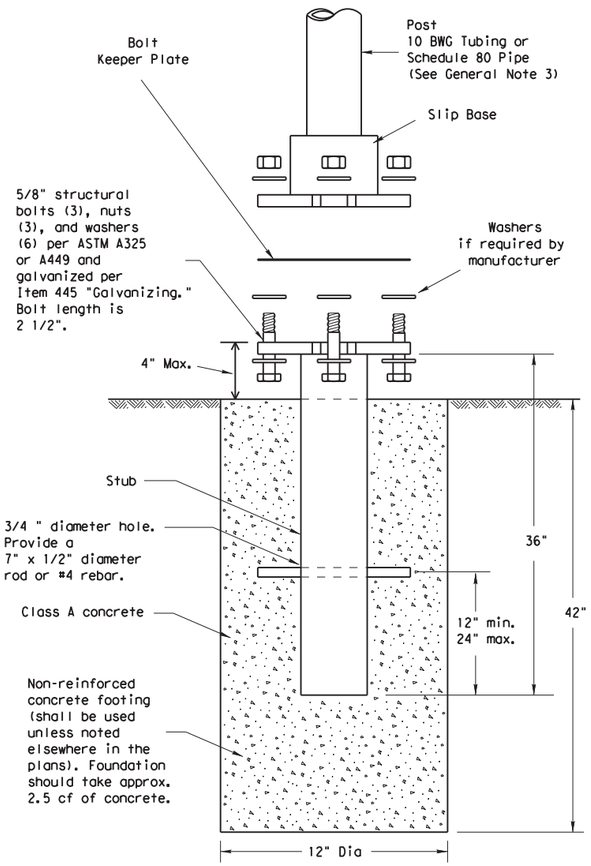
DN: TXDOT	CK: TXDOT	DW: TXDOT	CK: TXDOT

9-08 REVISIONS

CONT	SECT	JOB	HIGHWAY
0161	03	024	SS 239
DIST	COUNTY		SHEET NO.
22	VAL VERDE		154

DATE: 6/3/2021 9:43:32 AM
FILE: ...\smdgen.dgn

TRIANGULAR SLIPBASE INSTALLATION GENERAL REQUIREMENTS



SM RD SGN ASSM TY XXXXX(X)SA(X-XXXX)

NOTE

There are various devices approved for the Triangular Slipbase System. Please reference the Material Producer List for approved slip base systems. http://www.txdot.gov/business/producer_list.htm The devices shall be installed per manufacturers' recommendations. Installation procedures shall be provided to the Engineer by Contractor.

GENERAL NOTES:

1. Slip base shall be permanently marked to indicate manufacturer. Method, design, and location of marking are subject to approval of the TxDOT Traffic Standards Engineer.
2. Material used as post with this system shall conform to the following specifications:
   10 BWG Tubing (2.875" outside diameter)
   - 0.134" nominal wall thickness
   - Seamless or electric-resistance welded steel tubing or pipe
   - Steel shall be HSLAS Gr 55 per ASTM A1011 or ASTM A1008
   - Other steels may be used if they meet the following:
     - 55,000 PSI minimum yield strength
     - 70,000 PSI minimum tensile strength
     - 20% minimum elongation in 2"
   - Wall thickness (uncoated) shall be within the range of 0.122" to 0.138"
   - Outside diameter (uncoated) shall be within the range of 2.867" to 2.883"
   - Galvanization per ASTM A123 or ASTM A653 G210. For precoated steel tubing (ASTM A653), recoat tube outside diameter weld seam by metallizing with zinc wire per ASTM B833.

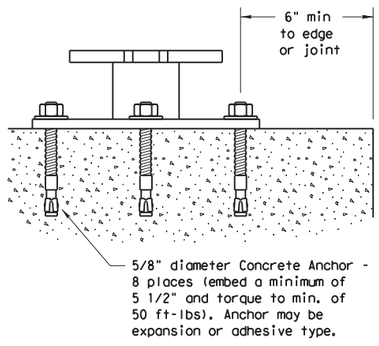
   Schedule 80 Pipe (2.875" outside diameter)
   - 0.276" nominal wall thickness
   - Steel tubing per ASTM A500 Gr C
   - Other seamless or electric-resistance welded steel tubing or pipe with equivalent outside diameter and wall thickness may be used if they meet the following:
     - 46,000 PSI minimum yield strength
     - 62,000 PSI minimum tensile strength
     - 21% minimum elongation in 2"
   - Wall thickness (uncoated) shall be within the range of 0.248" to 0.304"
   - Outside diameter (uncoated) shall be within the range of 2.855" to 2.895"
   - Galvanization per ASTM A123
3. See the Traffic Operations Division website for detailed drawings of sign clamps and Texas Universal Triangular Slipbase System components. The website address is: http://www.txdot.gov/publications/traffic.htm
4. Sign supports shall not be spliced except where shown. Sign support posts shall not be spliced.

ASSEMBLY PROCEDURE

Foundation
1. Prepare 12-inch diameter by 42-inch deep hole. If solid rock is encountered, the depth of the foundation may be reduced such that it is embedded a minimum of 18 inches into the solid rock.
2. The Engineer may permit batches of concrete less than 2 cubic yards to be mixed with a portable, motor-driven concrete mixer. For small placements less than 0.5 cubic yards, hand mixing in a suitable container may be allowed by Engineer. Concrete shall be Class A.
3. Push the pipe end of the slip base stub into the center of the concrete. Rotate the stub back and forth while pushing it down into the concrete to assure good contact between the concrete and stub. Continue to work the stub into the concrete until it is between 2 to 4 inches above the ground.
4. Plumb the stub. Allow a minimum of 4 days to set, unless otherwise directed by the Engineer.
5. The triangular slipbase system is multidirectional and is designed to release when struck from any direction.

Support
1. Cut support so that the bottom of the sign will be 7 to 7.5 feet above the edge of the travelway (i.e., edge of the closest lane) when slip plate is below the edge of pavement or 7 to 7.5 feet above slip plate when the slip plate is above the edge of the travelway. The cut shall be plumb and straight.
2. Attach sign to support using connections shown. When multiple signs are installed on the same support, ensure the minimum clearance between each sign is maintained. See SMD(SLIP-2) for clearances based on sign types.

CONCRETE ANCHOR



SM RD SGN ASSM TY XXXXX(X)SB(X-XXXX)

Concrete anchor consists of 5/8" diameter stud bolt with UNC series bolt threads on the upper end. Heavy hex nut per ASTM A563, and hardened washer per ASTM F436. The stud bolt shall have a minimum yield and ultimate tensile strength of 50 and 75 KSI, respectively. Nuts, bolts and washers shall be galvanized per Item 445, "Galvanizing." Adhesive type anchors shall have stud bolts installed with Type III epoxy per DMS-6100, "Epoxies and Adhesives." Adhesive anchors may be loaded after adequate epoxy cure time per the manufacturer's recommendations. Top of bolt shall extend at least flush with top of the nut when installed. The anchor, when installed in 4000 psi normal-weight concrete with a 5 1/2" minimum embedment, shall have a minimum allowable tension and shear of 3900 and 3100 psi, respectively.

Texas Department of Transportation
Traffic Operations Division

SIGN MOUNTING DETAILS
SMALL ROADSIDE SIGNS
TRIANGULAR SLIPBASE SYSTEM

SMD(SLIP-1)-08

DN: TXDOT	CK: TXDOT	DW: TXDOT	CK: TXDOT

REVISIONS 9-08

CONT	SECT	JOB	HIGHWAY
0161	03	024	SS 239

DIST	COUNTY	SHEET NO.
22	VAL VERDE	155

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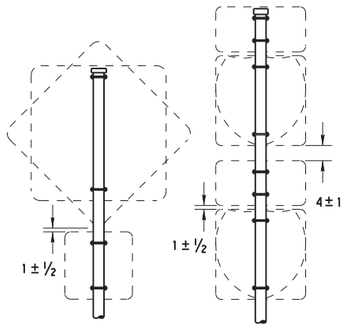
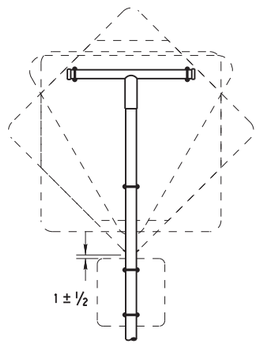


SM RD SGN ASSM TY XXXXX(1)XX(P)



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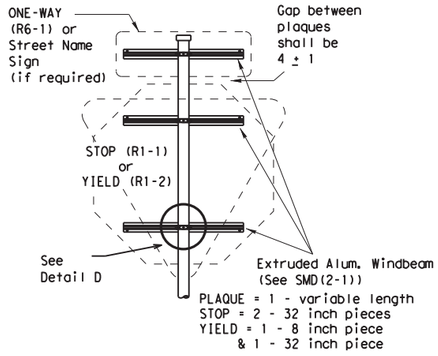
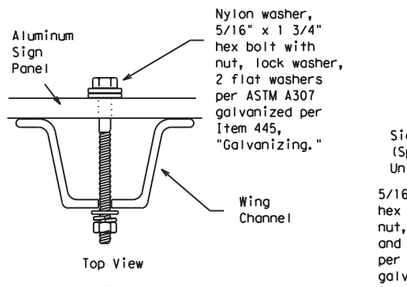
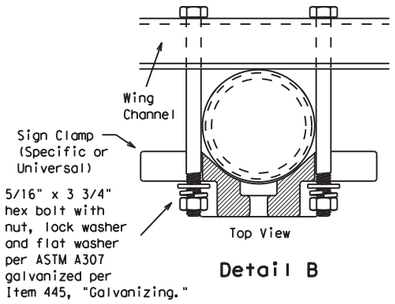


SM RD SGN ASSM TY XXXXX(1)XX(P-BM)



Detail A



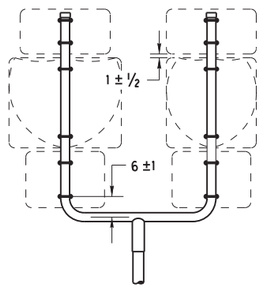
Detail B

GENERAL NOTES:

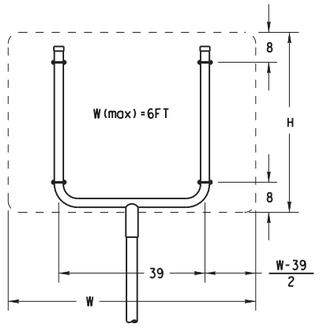
1.

SIGN SUPPORT	# OF POSTS	MAX. SIGN AREA
10 BWG	1	16 SF
10 BWG	2	32 SF
Sch 80	1	32 SF
Sch 80	2	64 SF

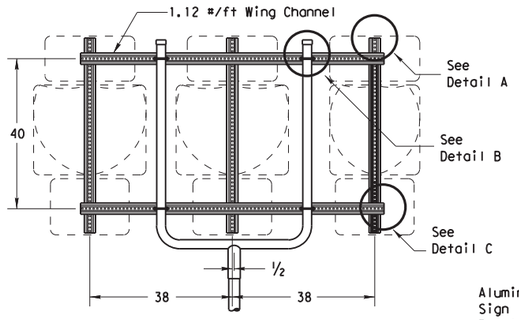
2. The Engineer may require that a Schedule 80 post be used in place of a 10 BWG where a sign height is abnormally high due to a fill slope.
3. Sign supports shall not be spliced except where shown. Sign support posts shall not be spliced.
4. Aluminum sign blanks shall conform to Departmental Material Specifications DMS-7110 and shall have the following minimum thicknesses: 0.080 for signs less than 7.5 sq. ft., 0.100 for signs 7.5 to 15 sq. ft., and 0.125 for signs greater than 15 sq. ft.
5. Signs that require specific supports due to reasons in addition to windloading are indicated on the "REQUIRED SUPPORT" table on this sheet.
6. For horizontal rectangular signs fabricated from flat aluminum, T-brackets are used for signs 24 inches or less in height. U-brackets are used for signs of greater height.
7. When two triangular slipbase supports are used to support a single sign, they shall not be "rigidly" connected to each other except through the sign panel. This will allow each support to act independently when impacted by an errant vehicle.
8. Wing channel shall meet ASTM A 1011 SS Gr 50 and be galvanized per ASTM A 123.
9. Excess pipe, wing channel, or windbeam shall be cut off so that it does not extend beyond the sign panel (i.e., excess support shall not be visible when the sign is viewed from the front.) Repair galvanized coating at cut support ends per Item 445, "Galvanizing."
10. Additional route markers may be added vertically, provided the total sign area does not exceed the maximum allowable amount per Note 1.
11. Additional sign clamp required on the "T-bracket" post for 24 inch height signs. Place the clamp 3 inches above bottom of sign when possible.
12. Post open ends shall be fitted with Friction Caps.
13. Sign blanks shall be the sizes and shapes shown on the plans.



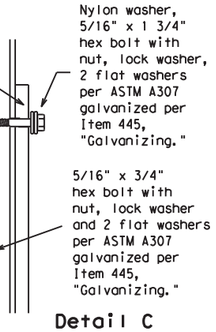
SM RD SGN ASSM TY XXXXX(1)XX(U)



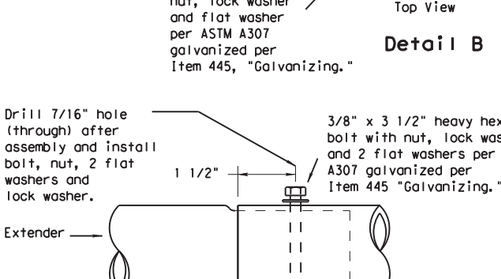
SM RD SGN ASSM TY XXXXX(1)XX(U)



SM RD SGN ASSM TY XXXXX(1)XX(U-WC)
(See Note 11)

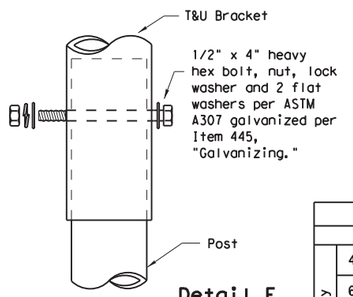


Detail C

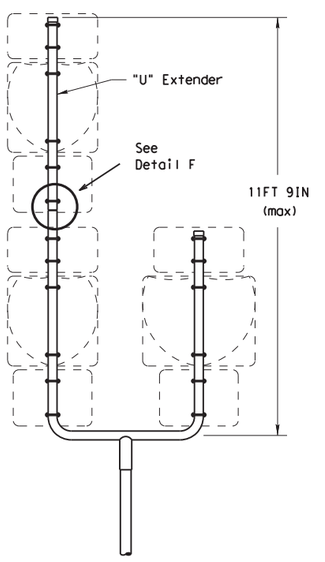


Detail F

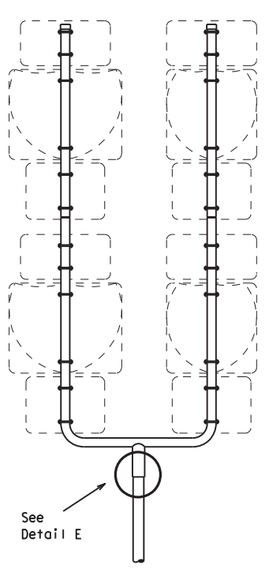
Splices shall only be allowed behind the sign substrate.



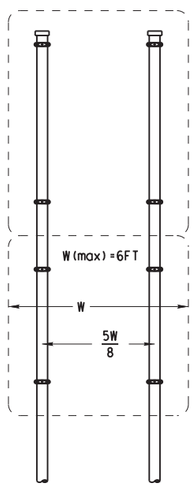
Detail E



SM RD SGN ASSM TY S80(1)XX(U-1EXT)

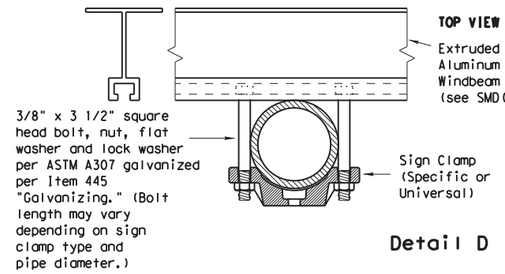


SM RD SGN ASSM TY S80(1)XX(U-2EXT)

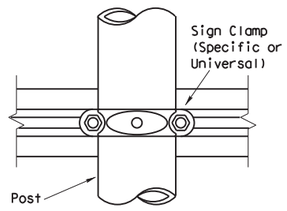


SM RD SGN ASSYM TY XXXXX(2)XX(P)

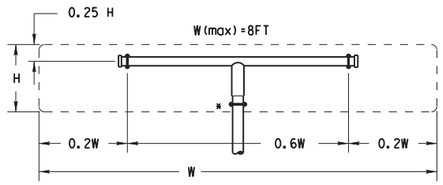
SIDE VIEW



Detail D



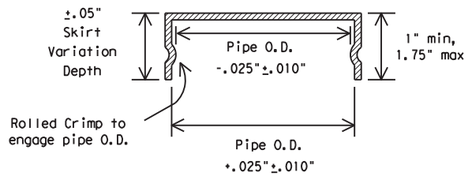
REQUIRED SUPPORT		
	SIGN DESCRIPTION	SUPPORT
Regulatory	48-inch STOP sign (R1-1)	TY 10BWG(1)XX(T) TY 10BWG(1)XX(P-BM)
	60-inch YIELD sign (R1-2)	TY 10BWG(1)XX(T) TY 10BWG(1)XX(P-BM)
	48x16-inch ONE-WAY sign (R6-1)	TY 10BWG(1)XX(T) TY 10BWG(1)XX(P-BM)
	36x48, 48x36, and 48x48-inch signs	TY 10BWG(1)XX(T)
	48x60-inch signs	TY S80(1)XX(T)
Warning	48x48-inch signs (diamond or square)	TY 10BWG(1)XX(T)
	48x60-inch signs	TY S80(1)XX(T)
	48-inch Advance School X-ing sign (S1-1)	TY 10BWG(1)XX(T)
	48-inch School X-ing sign (S2-1)	TY 10BWG(1)XX(T)
	Large Arrow sign (W1-6 & W1-7)	TY 10BWG(1)XX(T)



All dimensions are in english unless detailed otherwise.

SM RD SGN ASSM TY XXXXX(1)XX(T)
(* - See Note 12)

FRICTION CAP DETAIL



Friction caps may be manufactured from hot rolled or cold rolled steel sheets. The minimum sheet metal thickness shall be 24 gauge for all cap sizes.

The rim edges shall be reasonably straight and smooth. Caps shall be sized and formed in such a manner as to produce a drive-on friction fit and have no tendency to rock when seated on the pipe. The depth shall be sufficient to give positive protection against entrance of rainwater. They shall be free of sharp creases or indentations and show no evidence of metal fracture.

Caps shall have an electrodeposited coating of zinc in accordance with the requirements of ASTM B633 Class FE/ZN 8.

Texas Department of Transportation
Traffic Operations Division

SIGN MOUNTING DETAILS SMALL ROADSIDE SIGNS TRIANGULAR SLIPBASE SYSTEM

SMD(SLIP-2)-08

DN: TXDOT	CK: TXDOT	DW: TXDOT	CK: TXDOT
CONT	SECT	JOB	HIGHWAY
0161	03	024	SS 239
DIST	COUNTY		SHEET NO.
22	VAL VERDE		156

9-08 REVISIONS

26C

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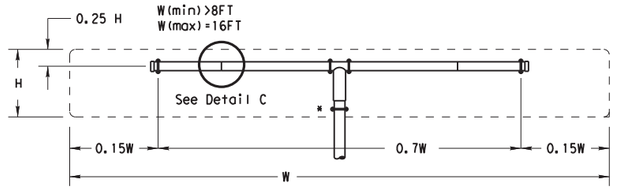
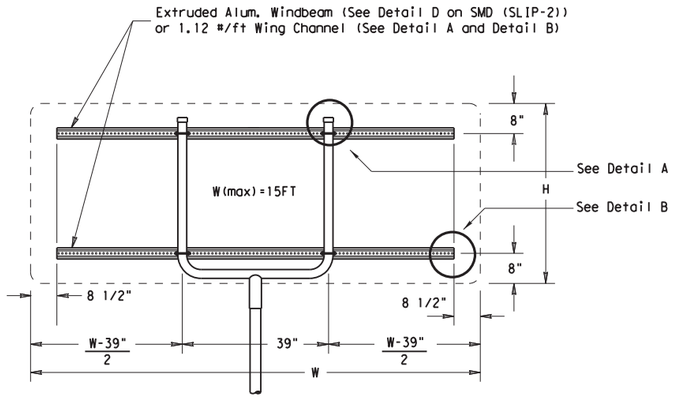
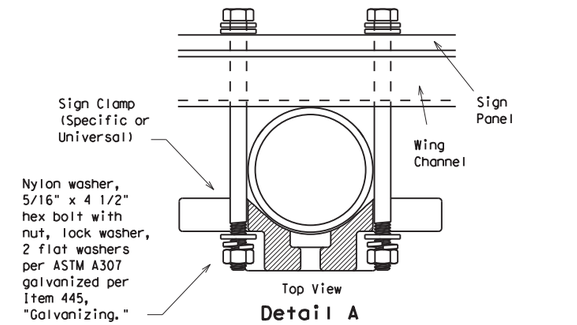


SM RD SGN ASSM TY XXXXX(1)XX(T-2EXT)

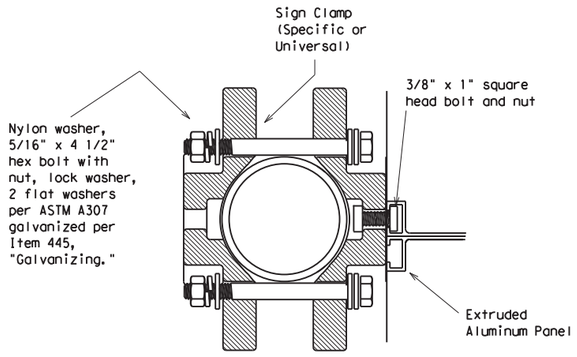
(* - See Note 12)



SM RD SGN ASSM TY XXXXX(1)XX(U-XX)

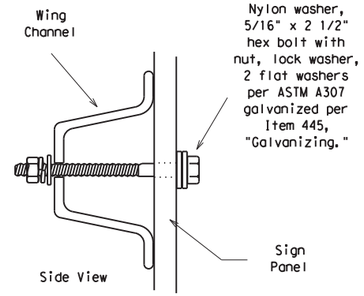


Detail A

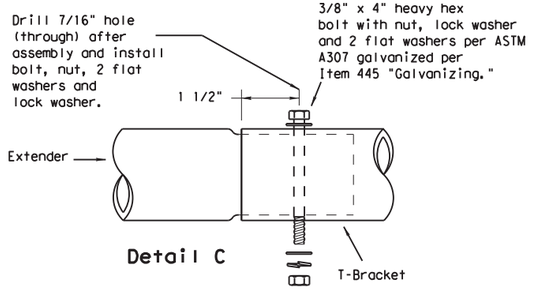


Detail D

EXTRUDED ALUMINUM SIGN WITH T BRACKET

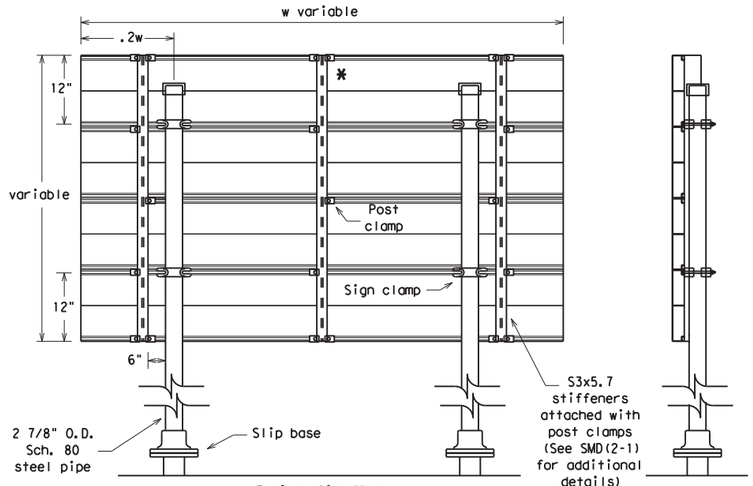


Detail B



Detail C

Splices shall only be allowed behind the sign substrate.

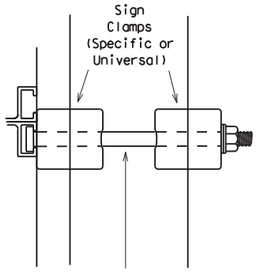


Typical Sign Mount

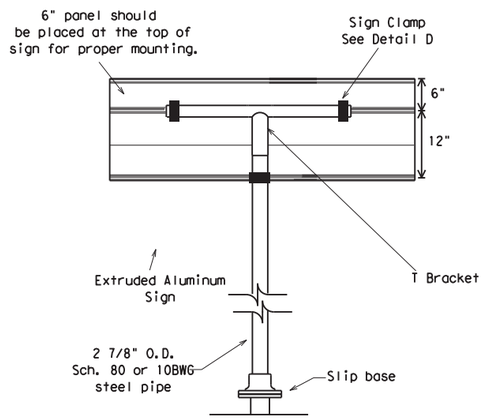
SM RD SGN ASSM TY S80(2)XX(P-EXAL)

* Additional stiffener placed at approximate center of signs when sign width is greater than 10'.

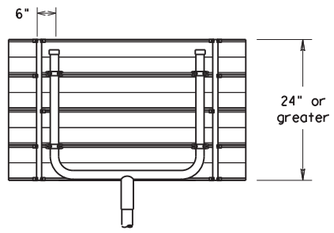
See Detail E
for clamp installation



Detail E



Extruded Aluminum Sign
With T Bracket



Use Extruded Alum. Windbeam as stiffeners
See SMD (2-1) for additional details

See Detail E
for clamp installation

GENERAL NOTES:

SIGN SUPPORT	# OF POSTS	MAX. SIGN AREA
10 BWG	1	16 SF
10 BWG	2	32 SF
Sch 80	1	32 SF
Sch 80	2	64 SF

1. The Engineer may require that a Schedule 80 post be used in place of a 10 BWG where a sign height is abnormally high due to a fill slope.
2. Sign supports shall not be spliced except where shown. Sign support posts shall not be spliced.
3. Aluminum sign blanks shall conform to Departmental Material Specifications DMS-7110 and shall have the following minimum thicknesses: 0.080 for signs less than 7.5 sq. ft., 0.100 for signs 7.5 to 15 sq. ft., and 0.125 for signs greater than 15 sq. ft.
4. Signs that require specific supports due to reasons in addition to windloading are indicated on the "REQUIRED SUPPORT" table on this sheet.
5. For horizontal rectangular signs fabricated from flat aluminum, T-brackets are used for signs 24 inches or less in height. U-brackets are used for signs of greater height.
6. When two triangular slipbase supports are used to support a single sign, they shall not be "rigidly" connected to each other except through the sign panel. This will allow each support to act independently when impacted by an errant vehicle.
7. Wing channel shall meet ASTM A 1011 SS Gr 50 and be galvanized per ASTM A 123.
8. Excess pipe, wing channel, or windbeam shall be cut off so that it does not extend beyond the sign panel (i.e., excess support shall not be visible when the sign is viewed from the front.) Repair galvanized coating at cut support ends per Item 445, "Galvanizing."
9. Sign blanks shall be the sizes and shapes shown on the plans.
10. Additional sign clamp required on the "T-bracket" post for 24 inch high signs. Place the clamp 3 inches above bottom of sign when possible.
11. Post open ends shall be fitted with Friction Caps.

REQUIRED SUPPORT

	SIGN DESCRIPTION	SUPPORT
Regulatory	48-inch STOP sign (R1-1)	TY 10BWG(1)XX(T) TY 10BWG(1)XX(P-BM)
	60-inch YIELD sign (R1-2)	TY 10BWG(1)XX(T) TY 10BWG(1)XX(P-BM)
	48x16-inch ONE-WAY sign (R6-1)	TY 10BWG(1)XX(T) TY 10BWG(1)XX(P-BM)
	36x48, 48x36, and 48x48-inch signs	TY 10BWG(1)XX(T)
	48x60-inch signs	TY S80(1)XX(T)
Warning	48x48-inch signs (diamond or square)	TY 10BWG(1)XX(T)
	48x60-inch signs	TY S80(1)XX(T)
	48-inch Advance School X-ing sign (S1-1)	TY 10BWG(1)XX(T)
	48-inch School X-ing sign (S2-1)	TY 10BWG(1)XX(T)
	Large Arrow sign (W1-6 & W1-7)	TY 10BWG(1)XX(T)

Texas Department of Transportation
Traffic Operations Division

SIGN MOUNTING DETAILS SMALL ROADSIDE SIGNS TRIANGULAR SLIPBASE SYSTEM

SMD(SLIP-3)-08

REVISIONS
9-08

DN: TXDOT	CK: TXDOT	DW: TXDOT	CK: TXDOT
CONT	SECT	JOB	HIGHWAY
0161	03	024	SS 239
DIST	COUNTY		SHEET NO.
22	VAL VERDE		157

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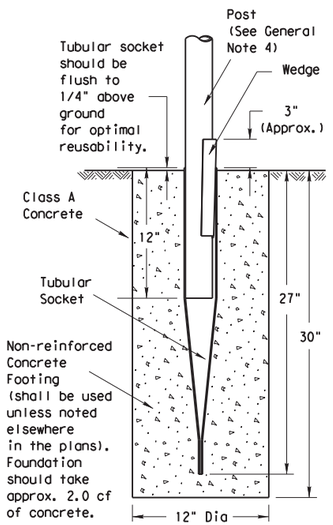
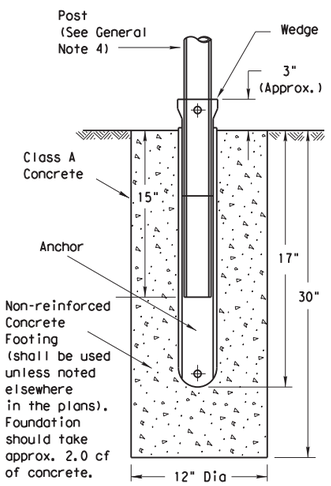
Wedge Anchor Steel System



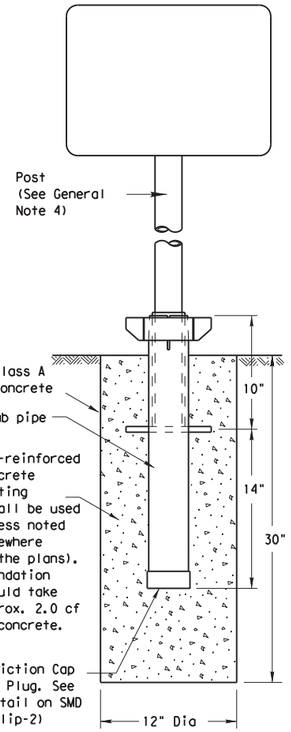
SM RD SGN ASSM TY TWT(X)WS(X)

Wedge Anchor High Density Polyethylene (HDPE) System

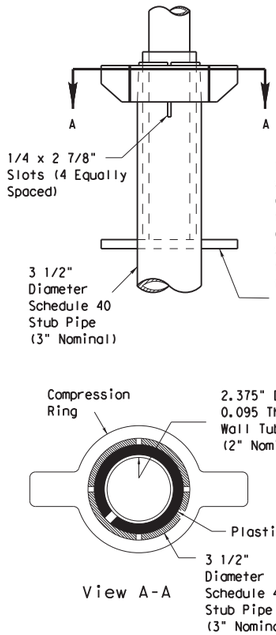


SMD RD SGN ASSM TY TWT(X)WP(X)

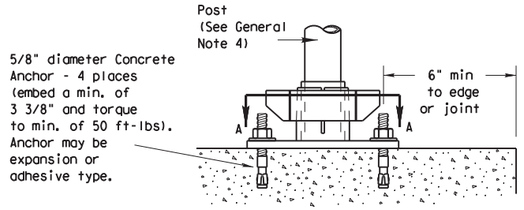
Universal Anchor System with Thin-Walled Tubing Post



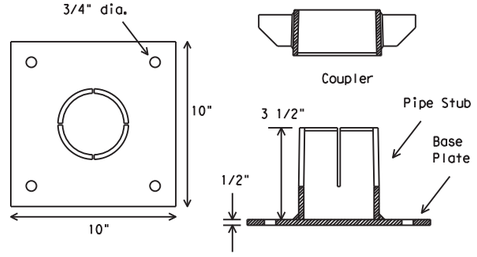
SM RD SGN ASSM TY TWT(X)UA(P)



Plastic insert must be used when using the TWT with either the Universal Anchor System or the Bolt Down Universal Anchor System. The insert should be approx. 10" long and cover the tubing from just above the top of the stub pipe to the bottom of the sign post when using the Universal Anchor System. The insert should be cut to approx. 4 1/2" when used with the Bolt Down Universal Anchor System.

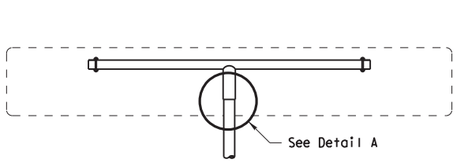


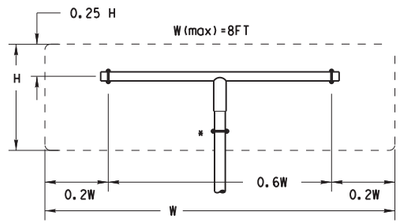
Concrete anchor consists of 5/8" diameter stud bolt with UNC series bolt threads on the upper end. A heavy hex nut per ASTM A563 and hardened washer per ASTM F436. The stud bolt shall have minimum yield and ultimate tensile strengths of 50 and 75 ksi, respectively. Nuts, bolts and washers shall be galvanized per Item 445, "Galvanizing." Top of bolt shall extend at least flush with top of nut when installed. The anchor, when installed in 4000 psi normal-weight concrete with a 3 3/8" minimum embedment, shall have a minimum allowable tension and shear of 2450 and 1525 psi, respectively. Adhesive type anchors shall have stud bolts installed with Type III epoxy per DMS-6100, "Epoxies and Adhesives." Adhesive anchors may be loaded after adequate epoxy cure time per the manufacturer's recommendations.



SM RD SGN ASSM TY TWT(X)UB(P)

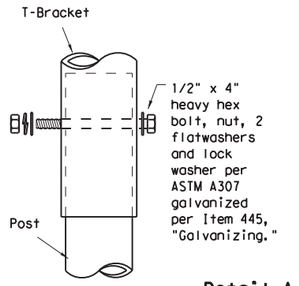
Sign Installation Using a Prefabricated T-Bracket for Thin-Wall Tubing Post





SM RD SGN ASSM TY TWT(X)XX(T)

(* - See General Note 6)



Detail A

9/16" hole may need to be drilled through post to accommodate bolt.

NOTE

The devices shall be installed per manufacturer's recommendations.
Installation procedures shall be provided to the Engineer by Contractor.

GENERAL NOTES:

1. The Wedge Anchor System and the Universal Anchor System with thin wall tubing post may be used to support up to 10 square feet of sign area.
2. The tubular socket, wedge and prefabricated T-bracket shall be permanently marked to indicate manufacturer. Method, design, and location of marking are subject to the approval of the TxDOT Traffic Standards Engineer.
3. Except for posts (13 BWG Tubing), clamps, nuts and bolts, all components shall be prequalified. A list of prequalified vendors may be obtained from the Material Producer List web page. The website address is: http://www.txdot.gov/business/producer list.htm
4. Material used as post with this system shall conform to the following specifications:
   13 BWG Tubing (2.375" outside diameter) (TWT)
   0.095" nominal wall thickness
   Seamless or electric-resistance welded steel tubing
   Steel shall be HSLAS Gr 55 per ASTM A1011 or ASTM A1008
   Other steels may be used if they meet the following:
   55,000 PSI minimum yield strength
   70,000 PSI minimum tensile strength
   18% minimum elongation in 2"
   Wall thickness (uncoated) shall be within the range of .083" to .099"
   Outside diameter (uncoated) shall be within the range of 2.369" to 2.381"
   Galvanization per ASTM 123 or ASTM A653 G210. For precoated steel tubing (ASTM A653), recoat tube outside diameter weld seam by metallizing with zinc wire per ASTM B833.
5. Sign blanks shall be the sizes and shapes shown on the plans.
6. Additional sign clamp required on the "T-bracket" post for 24" high signs. Place clamp at least 3" above bottom of sign when possible.
7. Sign supports shall not be spliced except where shown. Sign support posts shall not be spliced.
8. See the Traffic Operations Division website for detailed drawings of sign clamps and Wedge Anchor System components. The website address is: http://www.txdot.gov/publications/traffic.htm

WEDGE ANCHOR SYSTEM INSTALLATION PROCEDURE

1. Dig foundation hole. Where solid rock is encountered at ground level, the foundation shall be a minimum depth of 18". When solid rock is encountered below ground level, the foundation shall extend in the solid rock a minimum depth of 18" or provide a minimum foundation depth of 30". If solid rock is encountered, the socket/stub may be reduced in length as required to a minimum length of 18". Any material removed from the socket/stub shall be from the bottom and the clearance requirements given on SMD(GEN) must be followed. The inner surfaces of the socket/stub must remain free of concrete or other debris.
2. The Engineer may permit batches of concrete less than 2 cubic yards to be mixed with a portable, motor driven concrete mixer. For small placements less than 0.5 cubic yards, hand mixing in a suitable container may be allowed by Engineer. Place concrete into hole until it is approximately flush with the ground. Concrete shall be Class A.
3. Insert tubular socket into concrete until top of socket is approximaely 1/4 " above the concrete footing.
4. Plumb the socket. Allow a minimum 4 days for concrete to set, unless otherwise directed by Engineer..
5. Attach the sign to the sign post.
6. Insert the sign post into socket and align sign face with roadway.
7. Drive the wedge into the socket to secure post. This will leave approximately 3 inches of the wedge exposed.

UNIVERSAL ANCHOR SYSTEM INSTALLATION PROCEDURE

1. Dig foundation hole. Where solid rock is encountered at ground level, the foundation shall be a minimum depth of 18". When solid rock is encountered below ground level, the foundation shall extend in the solid rock a minimum depth of 18" or provide a minimum foundation depth of 30". If solid rock is encountered, the socket/stub may be reduced in length as required to a minimum length of 18". Any material removed from the socket/stub shall be from the bottom and the clearance requirements given on SMD(GEN) must be followed. The inner surfaces of the socket/stub must remain free of concrete or other debris.
2. Insert base post in hole to depths shown and backfill hole with concrete.
3. Level and plumb the base post using a torpedo level and allow concrete adequate time to set. The bottom of the slots provided in the stub pipe shall remain above the top of the concrete foundation.
4. Attach the sign to the sign post.
5. Install plastic insert around bottom of post.
6. Insert sign post into base post. Lower until the post comes to rest on steel rod.
7. Seat compression ring using a hammer. Typically, the top of compression ring will be approximately level with top of stub post when optimally installed.
8. Check sign post by hand to ensure it is unable to turn. If loose, increase the tightening of the compression ring.

Texas Department of Transportation
Traffic Operations Division

SIGN MOUNTING DETAILS SMALL ROADSIDE SIGNS WEDGE & UNIVERSAL ANCHOR WITH THIN WALL TUBING POST

SMD(TWT)-08

DN: TXDOT	CK: TXDOT	DW: TXDOT	CK: TXDOT

9-08 REVISIONS

CONT	SECT	JOB	HIGHWAY
0161	03	024	SS 239

DIST	COUNTY	SHEET NO.
22	VAL VERDE	158

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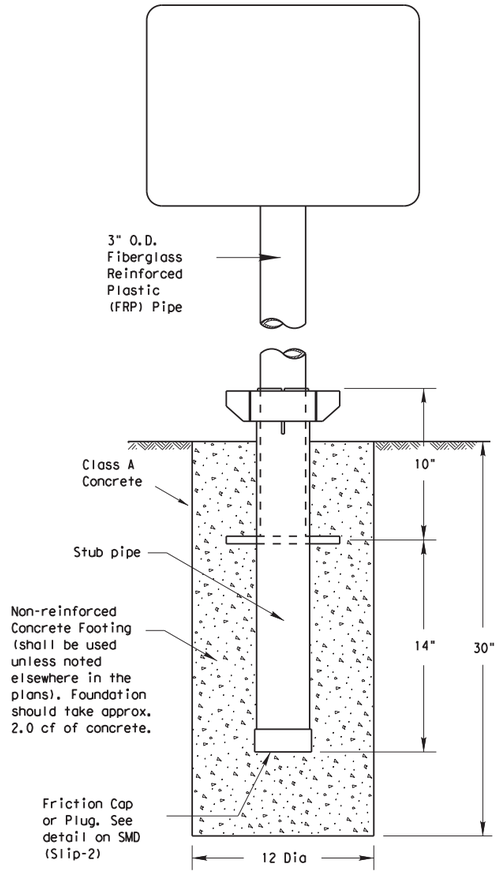
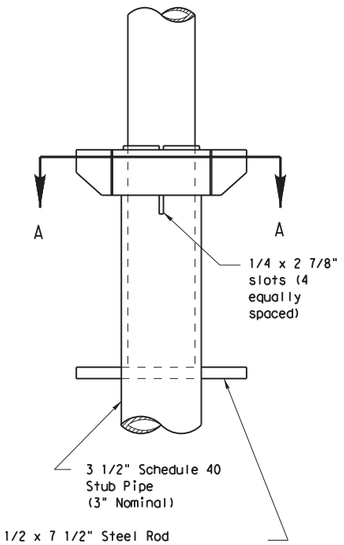
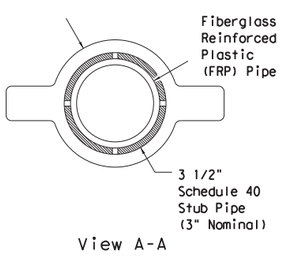
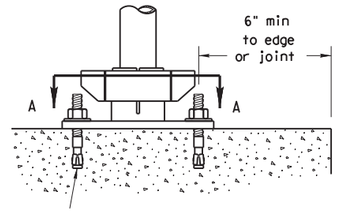
Universal Anchor System with Fiberglass Reinforced Plastic (FRP) Post





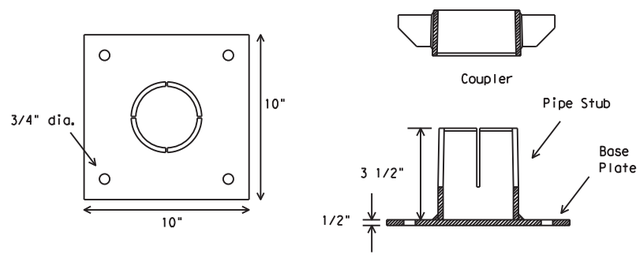


SM RD SGN ASSM TY FRP(X)UA(P)



Concrete anchor consists of 5/8" diameter stud bolt with UNC series bolt threads on the upper end. A heavy hex nut per ASTM A563 and hardened washer per ASTM F436. The stud bolt shall have minimum yield and ultimate tensile strengths of 50 and 75 ksi, respectively. Nuts, bolts and washers shall be galvanized per Item 445, "Galvanizing." Top of bolt shall extend at least flush with top of nut when installed. The anchor, when installed in 4000 psi normal-weight concrete with a 3 3/8" minimum embedment, shall have a minimum allowable tension and shear of 2450 and 1525 psi, respectively. Adhesive type anchors shall have stud bolts installed with Type III epoxy per DMS-6100, "Epoxies and Adhesives." Adhesive anchors may be loaded after adequate epoxy cure time per the manufacturer's recommendations.

BOLT-DOWN DETAILS



SM RD SGN ASSM TY FRP(X)UB(P)

GENERAL NOTES:

1. FRP sign supports for a single type sign support may be used for signs up to and including 16 square feet. Dual post installation may be used for signs up to and including 32 square feet.
2. All nuts, bolts and washers shall be galvanized per Item 445, "Galvanizing."
3. See the Traffic Operations Division website for detailed drawings of sign clamps. The website address is: http://www.txdot.gov/publications/traffic.htm

FRP POST REQUIREMENTS

1. Materials shall conform to the requirements of Departmental Material Specification DMS-4410 and will be furnished in a yellow or gray color as specified elsewhere in the plans.
2. Thickness of FRP sign support is 0.125" + 0.031", - 0.0".
3. FRP sign supports are prequalified by the Traffic Operations Division. Prequalification procedures are obtained by writing:
   Texas Department of Transportation
   Traffic Operations Division
   125 East 11th Street
   Austin, Texas 78701-2483

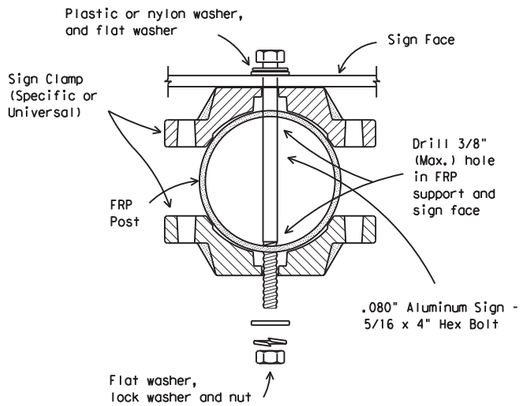
UNIVERSAL ANCHOR SYSTEM INSTALLATION PROCEDURES

1. Dig foundation hole. Where solid rock is encountered at ground level, the foundation shall be a minimum depth of 18". When solid rock is encountered below ground level, the foundation shall extend in the solid rock a minimum depth of 18" or provide a minimum foundation depth of 30". If solid rock is encountered, the socket/stub may be reduced in length as required to a minimum length of 18". Any material removed from the socket/stub shall be from the bottom and the clearance requirements given on SMD(GEN) must be followed. The inner surfaces of the socket/stub must remain free of concrete or other debris.
2. The Engineer may permit batches of concrete less than 2 cubic yards to be mixed with a portable, motor driven concrete mixer. For small placements less than 0.5 cubic yards, hand mixing in a suitable container may be allowed by Engineer. Concrete shall be Class A.
3. Insert base post in foundation hole to depths shown and fill hole with concrete. Cut base post from bottom and ensure a minimum of 18" embedment if installed in solid rock.
4. Level and plumb the base post with coupler using a torpedo level and let concrete set a minimum of 4 days, unless otherwise directed by Engineer. Bottom of base post slots shall be above the concrete footing.
5. Attach sign to FRP post.
6. Insert sign post into base post. Lower until the post comes to rest on the steel rod.
7. Use hammer to ensure the coupler is firmly seated. Top of coupler should be level with top of base post in most instances.
8. Check sign to ensure there is no twist. If loose, increase the tightening of coupler.

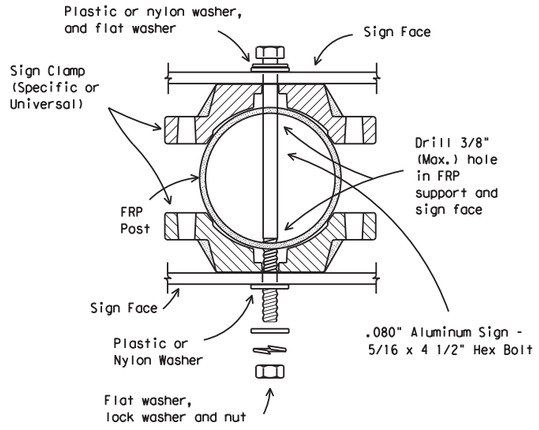
BOLT DOWN SIGN SUPPORT

1. Position base plate with coupler on existing concrete.
2. Drill holes into concrete and insert the 5/8" diameter bolts with wedge anchors, and tighten nuts.
3. Attach sign to FRP post.
4. Insert bottom of sign post into pipe stub.
5. Use hammer to ensure the coupler is firmly seated. Top of coupler should be level with top of base post in most instances.
6. Check sign to ensure there is no twist. If loose, increase the tightening of coupler.

Typical Sign Mounting Detail for FRP Support with Single Sign



Typical Sign Mounting Detail for FRP Support with Back-to-Back Signs



Texas Department of Transportation
Traffic Operations Division

SIGN MOUNTING DETAILS SMALL ROADSIDE SIGNS UNIVERSAL ANCHOR SYSTEM WITH FRP POST

SMD(FRP)-08

DN: TXDOT	CK: TXDOT	DW: TXDOT	CK: TXDOT

CONT	SECT	JOB	HIGHWAY
0161	03	024	SS 239

DIST	COUNTY	SHEET NO.
22	VAL VERDE	159

9-08 REVISIONS

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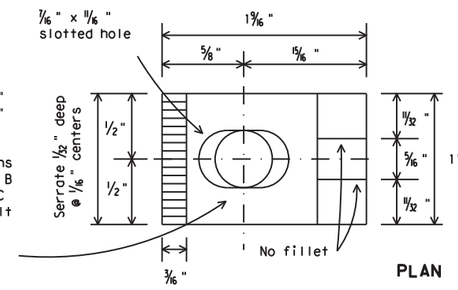
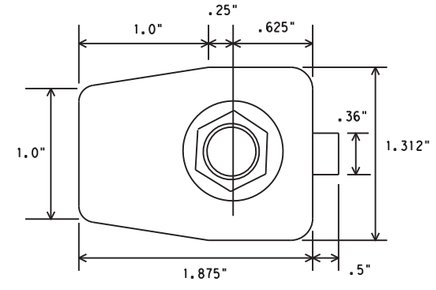
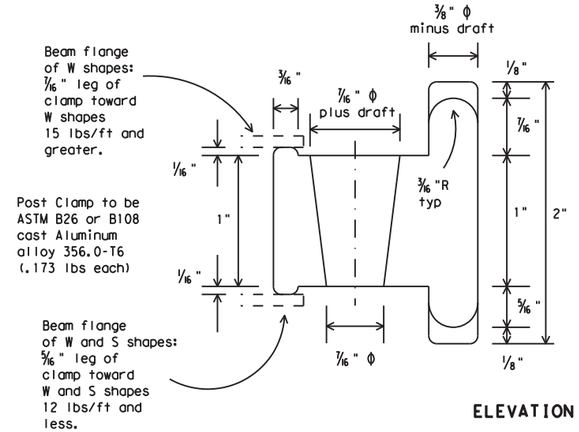
NOTE: centerline of hole for 3/8" diameter squarehead bolt x 2 1/4" long with a flat washer and self-locking nut, or lock washer and hex. nut. Bolt head dimensions shall be in accordance with ANSI B 18.2.1 as referred to in the AISC Manual of steel construction. Bolt assembly shall be galvanized.



PLAN

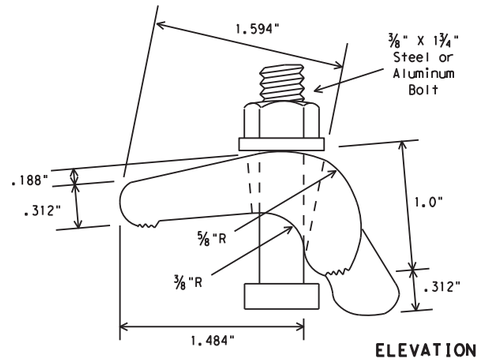


PLAN



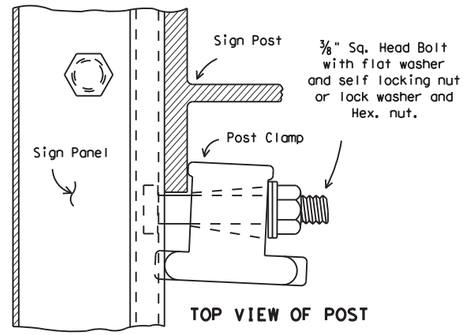
ELEVATION

POST CLAMP DETAIL

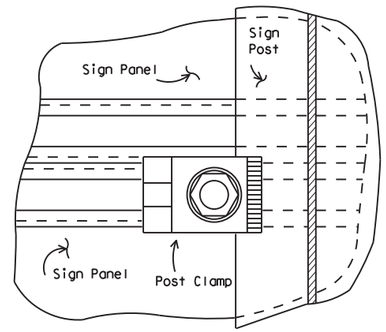


ELEVATION

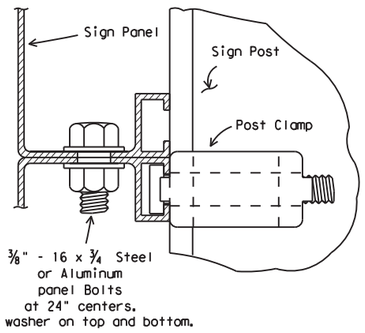
ALTERNATE POST CLAMP DETAIL



TOP VIEW OF POST



TOP VIEW OF CLAMP



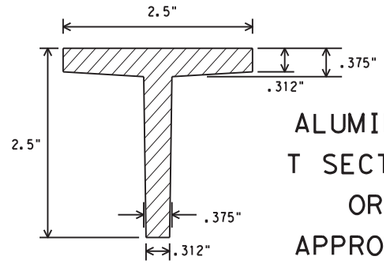
SIDE VIEW OF PANELS

CONNECTION DETAILS

DEPARTMENTAL MATERIAL SPECIFICATIONS	
SIGN HARDWARE	DMS-7120

GENERAL NOTES:

1. Design conforms with AASHTO Specifications for the design and construction of structural supports for highway signs.
2. Materials and fabrication shall conform to the requirements of the Department material specifications.
3. Structural steel shall be "low-alloy steel" for non-bridge structures per Item 442, "Metal For Structures."
4. For fiberglass substrate connection details, see manufacturer's recommendations.

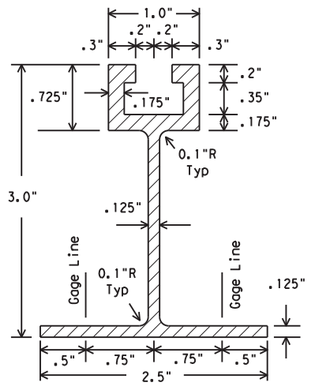


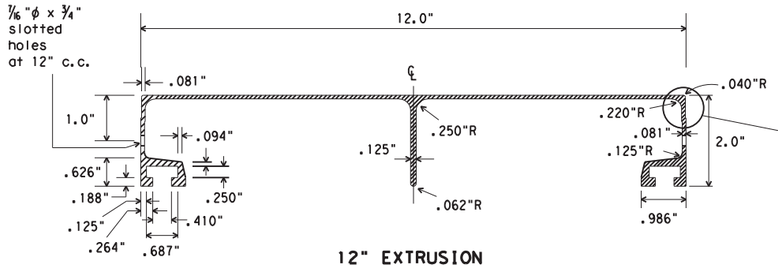
1.912 lbs/ft

ALUMINUM T SECTION OR APPROVED ALTERNATIVE

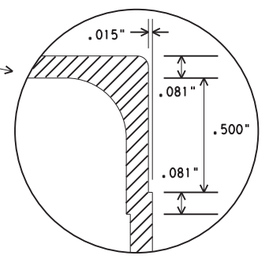
WINDBEAM CROSS SECTION

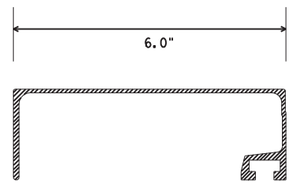
Windbeam to be extruded aluminum (1.175 lbs/ft) or approved alternative



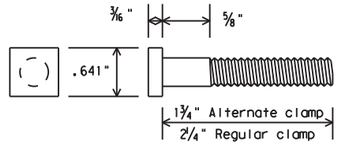


12" EXTRUSION





6" EXTRUSION



POST CLAMP BOLT DETAIL

ALUMINUM SIGN PANEL EXTRUSION DETAILS

Texas Department of Transportation
Traffic Operations Division

SIGN MOUNTING DETAILS- EXTRUDED ALUMINUM SIGN PANELS & HARDWARE

SMD(2-1)-08

DN: TXDOT	CK: TXDOT	DW: TXDOT	CK: TXDOT

REVISIONS	CONT	SECT	JOB	HIGHWAY
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DIST	COUNTY	SHEET NO.
22	VAL VERDE	160

DATE: 6/3/2021 9:43:45 AM
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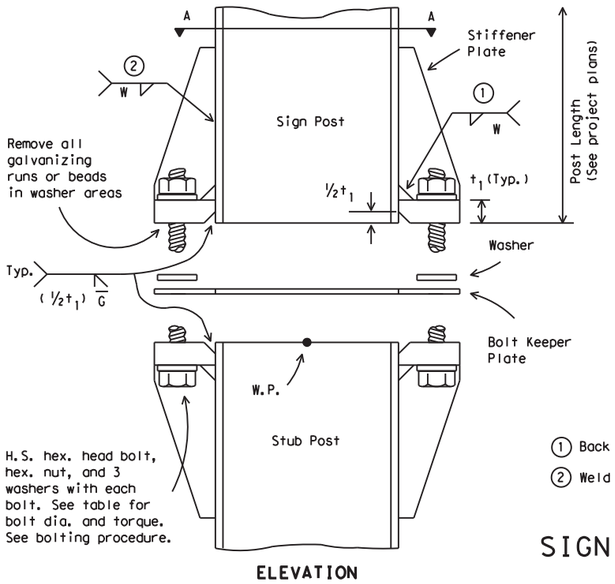
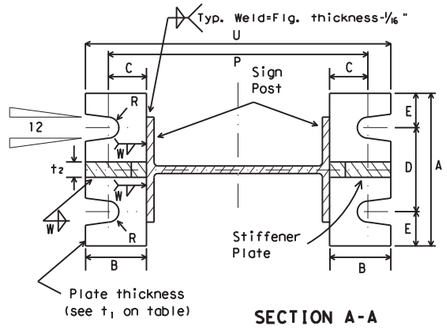
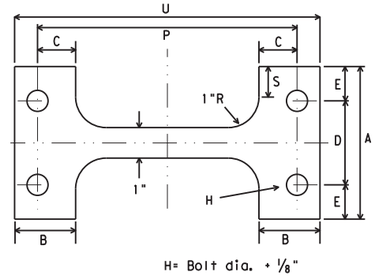


ELEVATION

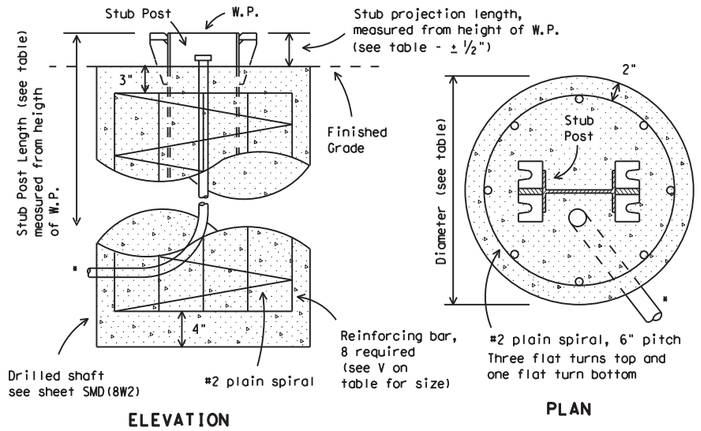


SECTION A-A



H= Bolt dia. + ⅛"

BOLT KEEPER PLATE
30 Ga galv. sheet steel



ELEVATION

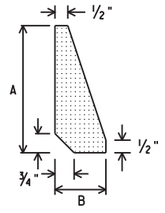
PLAN

(1) Back up weld to be made before installing stiffener plate

(2) Weld W may be continued across clips to seal joint

SIGN POST AND STUB POST

(For W Shapes)



STIFFENER PLATE DETAIL

Steel Plate (thickness = t_2)

(See table for dimensions)

FOUNDATION DETAIL

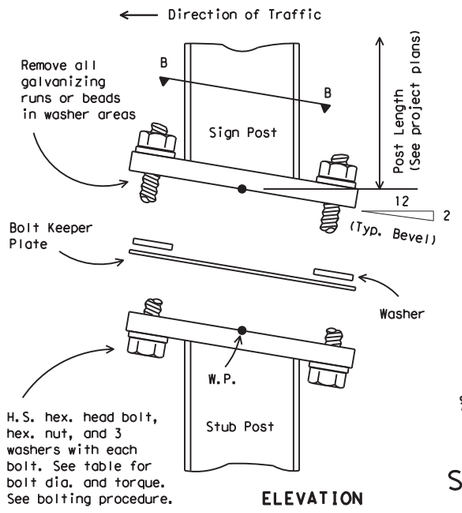
*Note: For signs with electrical apparatus, see ED(10) for conduit required in founation.

BOLTING PROCEDURE FOR ASSEMBLY OF BASE CONNECTION:

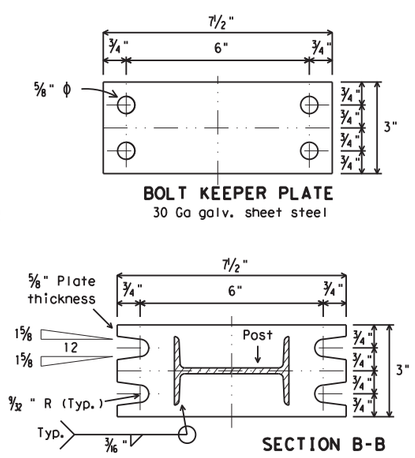
1. Assemble sign post, BOLT KEEPER PLATE and stub post with bolts and three flat washers per bolt as shown.
2. Shim as required to plumb post.
3. Tighten all bolts the maximum possible with a 12 to 15 inch wrench to clean bolt threads and to bed washers and shims.
4. Loosen each bolt in sequence and retighten bolts in a systematic order to the prescribed torque. Do not overtighten.
5. To prevent nut loosening, burr threads of bolt at junction with nut using a center punch.

Dimensions / Post Size	Base Connection Data Table: Bolt Size & Torque	A	B	C	D	E	t_1	t_2	W	R	Perforated Fuse Plate Data Table: F	G	J	K	M	d_1	d_2	t_3	Bolt Dia.	Wt. (ea.) (lbs.)	Bolt length	Bolt Keeper Data: P	S	U	Foundation Data: Stub length	Stub projection	Dr. Shaft diameter	Bar V Size
W6x9	⅝"ϕ x 2¾" 440-450 inch pounds 36-38 foot pounds	5"	2"	1¼"	2¾"	1⅛"	¾"	½"	¼"	11/32"	4¼"	2"	4"	2¼"	1"	9/16"	¾"	¼"	½"	1.01	1½"	8⅜"	1"	9⅞"	2'-0"	3"	24"	#5
W6x12																						8½"		10"	2'-0"	3"		#5
W6x15											5"	2½"	6"	3½"	1½"	11/16"	1¼"	⅜"	⅝"	2.51	2¼"	8½"		10"	2'-6"	3"		#6
W8x18											5"	2½"	5¼"	2¾"	1¼"	11/16"	1 1/16"	⅜"	⅝"	2.26	2¼"	10⅝"		12⅛"	2'-6"	3"		#7
W8x21	¾"ϕ x 3½" 740-750 inch pounds 62-63 foot pounds	6"	2¼"	1⅜"	3½"	1¼"	1"	¾"	5/16"	13/32"	5½"	2½"	5¼"	2¾"	1¼"	13/16"	1"	½"	¾"	3.35	2¼"	11"	1½"	12¾"	3'-0"	2½"		#8
W10x22											6"	3"	5¾"	2¾"	1⅜"	13/16"	1⅛"	½"	¾"	4.03	2¼"	12⅞"		14⅝"	3'-0"	2½"		#9
W10x26																						13⅛"		14⅞"	3'-0"	2½"		#10
W12x26											6"	3"	6½"	3½"	1⅝"	13/16"	1 5/16"	½"	¾"	4.47	2¼"	15"		16¾"	3'-0"	2½"		#11
S3x5.7	½"ϕ x 2½" 440-450 inch pounds 36-38 foot pounds	See Detail Below									3¾"	1½"	2⅝"	1½"	⅝"	9/16"	⅜"	¼"	½"	0.60	1½"	See Detail Below			3'-3½"	3½"	12"	Non-reinforced (3)
S4x7.7																												

(3) Foundation design shall be Type G Mount, see SMD (TY G).

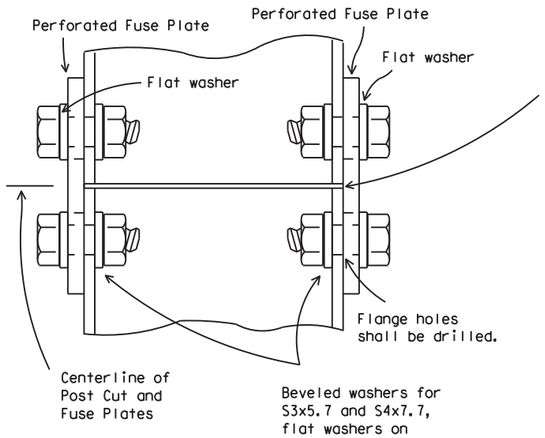


ELEVATION



SIGN POST AND STUB POST

(For S4x7.7 and S3x5.7)



DETAIL "A"

Parts shall be saw cut either before galvanizing and the galvanized cut cleaned of zinc build-up, or saw cut after galvanizing and the cut surface repaired per Item 445, "Galvanizing."

SHIM DETAIL

Furnish two .012"± thick and two .032"± thick shims per post. Shims shall be fabricated from brass shim stock or strip conforming to ASTM B36.

PERFORATED FUSE PLATE DETAIL

Use H.S. hex head bolts, hex head nut and bevel or flat washer (where req'd) under nut. All holes shall be drilled, sub-punched and reamed. All plate cuts shall preferably be saw cuts. However, flame cutting will be permitted provided all edges are ground. Metal projecting beyond the plane of the plate face will not be permitted. Steel fuse plates shall conform to the requirements of ASTM A36. ASTM A572 Grade 50 or ASTM A588 may be substituted for A36 at the option of the fabricator. Mill test reports shall be submitted for Fuse Plates. Steel used shall have an ultimate tensile strength not to exceed 80 KSI. For alternative Fuse Plate contact Traffic Operations Division.

Texas Department of Transportation
Traffic Operations Division

SIGN MOUNTING DETAILS- LARGE ROADSIDE SIGNS FOUNDATION & STUB

SMD(2-2)-08

REVISIONS	DN: TXDOT	CK: TXDOT	DW: TXDOT	CK: TXDOT
4-98	CONT	SECT	JOB	HIGHWAY
9-08	0161	03	024	SS 239
	DIST	COUNTY		SHEET NO.
	22	VAL VERDE		161

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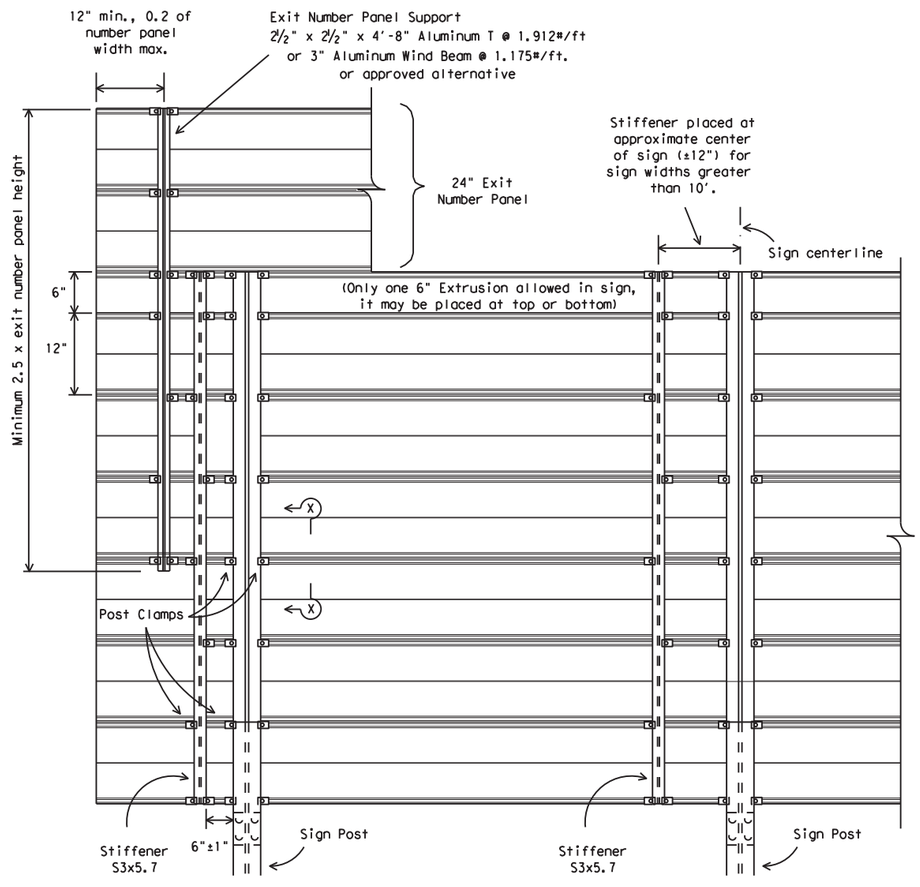
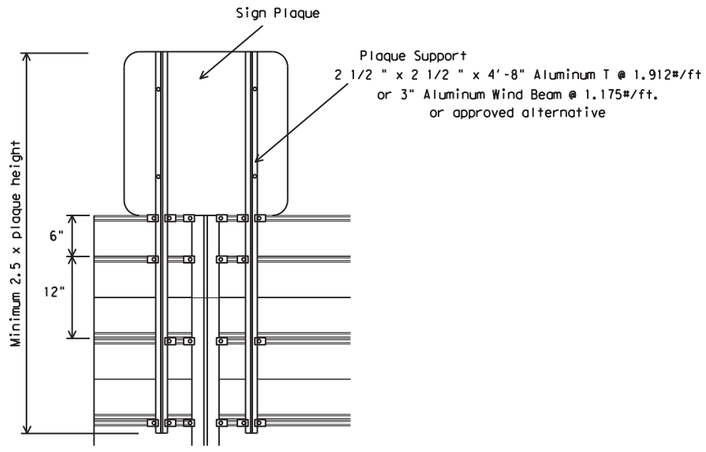
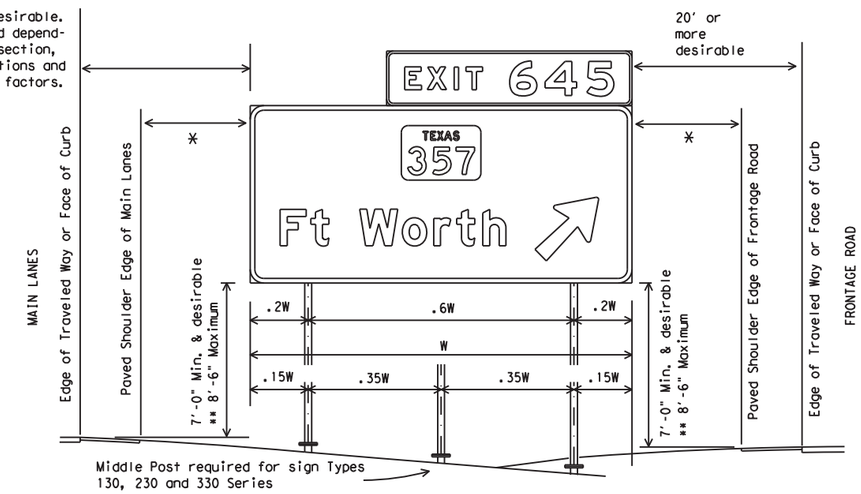


ALUMINUM PARENT SIGN & EXIT NUMBER PANEL MOUNTING DETAILS



SIGN PLAQUE MOUNTING DETAIL TO ALUMINUM PARENT SIGN

30' or more desirable. May be reduced depending on cross section, viewing conditions and other related factors.



TYPICAL SIGN INSTALLATION AND LOCATION

LATERAL CLEARANCE NOTES:

Lateral clearances of signs mounted on median side of main lanes are the same as shown above where space will permit.

Where a sign is to be located behind guardrail, an allowable minimum clearance of five feet may be used, measured from the face of the guardrail to the near edge of sign.

* - 6' minimum and desirable may be used only in areas of limited lateral clearance and when approved by the Engineer.

POST SPACING NOTES:

Post spacing on a two post sign may vary a maximum of plus or minus 10% of total sign width to fit field conditions.

Post spacing on a three post sign may vary a maximum of plus or minus 5% of total sign width to fit field conditions.

SIGN HEIGHT NOTES:

** The 8' 6" maximum may be exceeded when placing signs on extreme slopes. In these conditions, a 7' minimum from natural ground to bottom of sign must be maintained.

DEPARTMENTAL MATERIAL SPECIFICATIONS	
ALUMINUM SIGN BLANKS	DMS-7110
SIGN HARDWARE	DMS-7120

GENERAL NOTES:

1. Exit number panel shall be mounted to the right hand side of the parent sign for right exits and to the left hand side for left exits. The number panel shall be mounted with two uprights so its right edge is even with the right edge of the parent sign or vice-versa for left hand exits.
2. Exit number panel support shall be symmetrical about number panel centerline.
3. Exit number panel support shall be ASTM A36 structural steel galvanized after fabrication, or ASTM B221 aluminum alloy 6061-T6 or approved alternative.
4. All bolts, nuts and washers shall be galvanized per ASTM Designation: B695 Class 50, or A153 Class C or D.
5. Posts, parent sign panels, and exit number panels shall comply with notes on sheets SMD(2-1) and SMD(2-2).
6. Signs (such as exit number panels) attached above a parent sign shall be made of the same type material as the parent sign. General Service and Routing signs may be fabricated from flat sheet aluminum.
7. Exit number panel support and other connection hardware required to fasten exit number panel to parent sign shall be subsidiary to "Aluminum Signs" or "Fiberglass Signs."
8. For fiberglass sign installation details, see manufacturer's recommendations.

Texas Department of Transportation
Traffic Operations Division

SIGN MOUNTING DETAILS-LARGE ROADSIDE SIGNS

SMD(2-3)-08

DN: TXDOT	CK: TXDOT	DW: TXDOT	CK: TXDOT

REVISIONS
9-08

CONT	SECT	JOB	HIGHWAY
0161	03	024	SS 239
DIST	COUNTY		SHEET NO.
22	VAL VERDE		162

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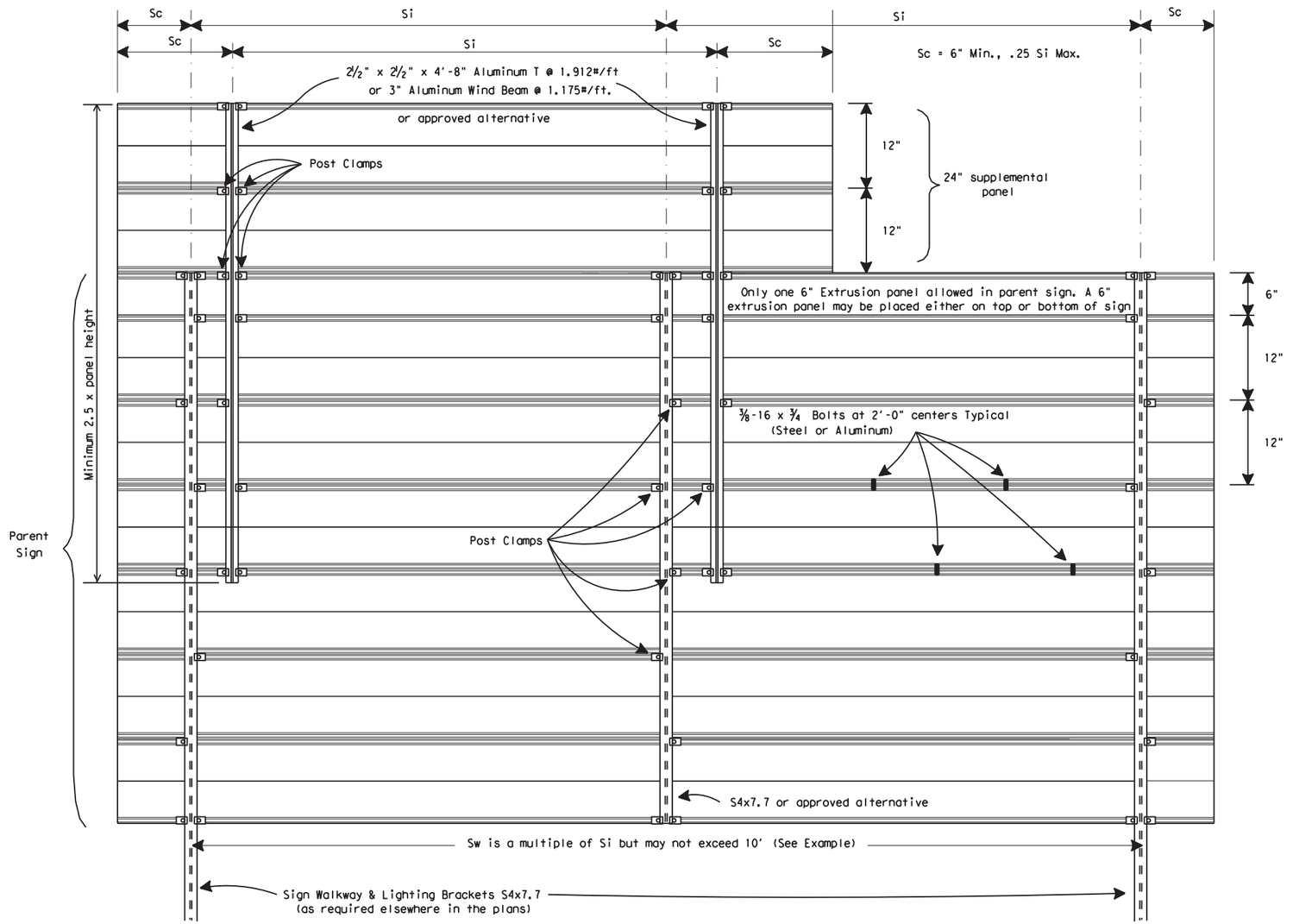
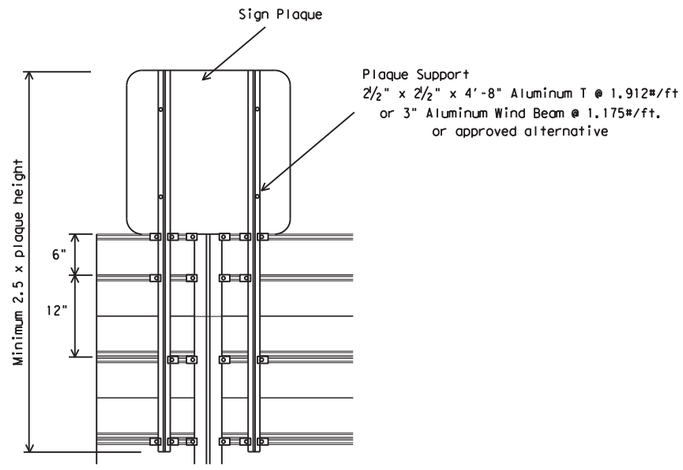


REAR VIEW

EXAMPLES (FOR DETERMINING Si and Sw)

NO.	ZONE	"d"	EXIT PANEL	WALKWAY	Si	Sw	COMMENT
1	1	15.0	YES	YES	4.5	9.0	Sw=2x(Si)
2	2	14.0	YES	NO	7.5	7.5	Sw = Si
3	1	15.0	NO	NO	8.5	8.5	Sw = Si
4	3	14.0	NO	YES	10.0	10.0	Sw = Si

Values shown for Si are maximum values. Si may be varied for different sign lengths and Truss mounting conditions. Sw should not exceed two times Si(Max.) or 10 feet.



SIGN PLAQUE MOUNTING DETAIL

MAXIMUM SIGN SUPPORT SPACING "Si" (FEET)

"d" Deepest Sign in Group (Ft.)	EXTRUDED ALUMINUM SIGN PANELS															
	WITH EXIT NUMBER PANELS								WITHOUT EXIT NUMBER PANELS							
	WITH WALKWAYS				WITHOUT WALKWAYS				WITH WALKWAYS				WITHOUT WALKWAYS			
	WIND ZONE				WIND ZONE				WIND ZONE				WIND ZONE			
	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
15	4.5	7	8	10	5	7	8	10	7	8	9	10	8.5	10	10	10
14	6	7.5	9.5	10	6	7.5	9.5	10	8	9	10	10	10	10	10	10
13	7.5	9	10	10	7.5	9	10	10	9	10	10	10	10	10	10	10
12	8.5	10	10	10	8.5	10	10	10	10	10	10	10	10	10	10	10
11 or less	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10

For fiberglass sign installations, see manufacturer's recommendations.

Texas Department of Transportation
Traffic Operations Division

SIGN MOUNTING DETAILS- OVERHEAD SIGNS EXTRUDED ALUMINUM

SMD(2-4)-08

DN: TXDOT	CK: TXDOT	DW: TXDOT	CK: TXDOT

REVISIONS	CONT	SECT	JOB	HIGHWAY
9-08	0161	03	024	SS 239
	DIST	COUNTY		SHEET NO.
	22	VAL VERDE		163

27D

DATE: 6/3/2021 9:43:50 AM
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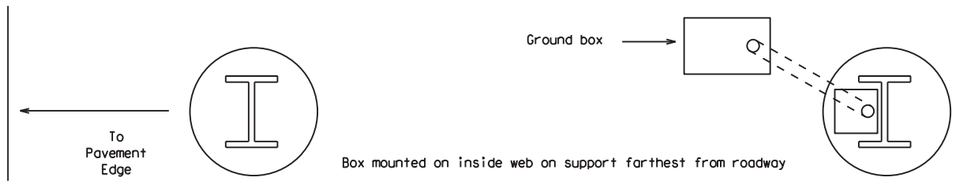
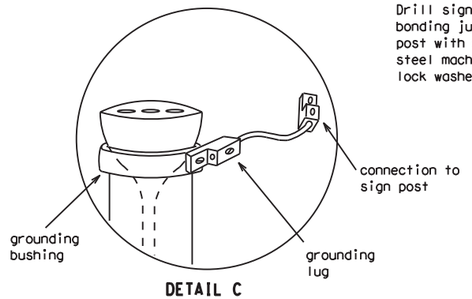


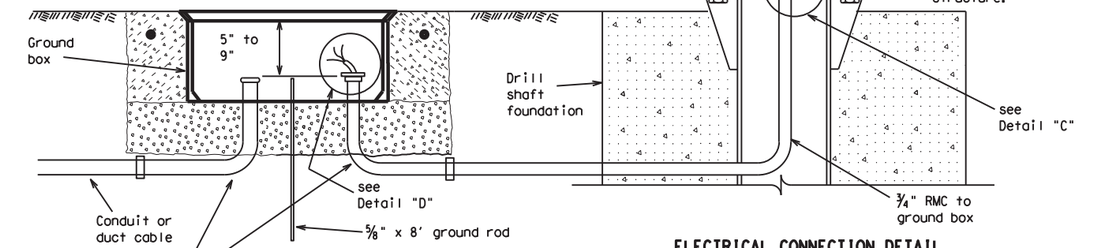
PLAN VIEW



DETAIL C

Drill sign post - structure leg, terminate bonding jumper with listed connector to post with a 10-24 (3/16") min. stainless steel machine screw, nut, flat washer and lock washer made wrench tight.

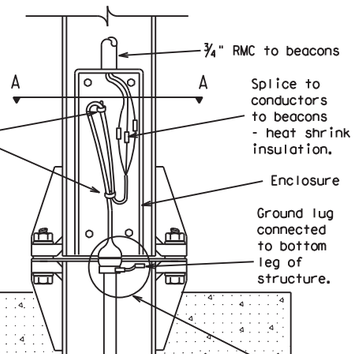
2 Pull connector down tight against conduit then clamp in ground box. See Detail "D"

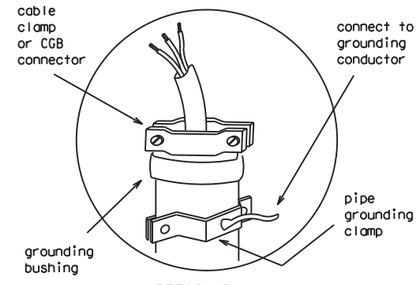


ELECTRICAL CONNECTION DETAIL

Enclosure cover not shown for clarity
Detail shows channel greater than 4 inches.
Less than 4 inches similar, see Detail A.

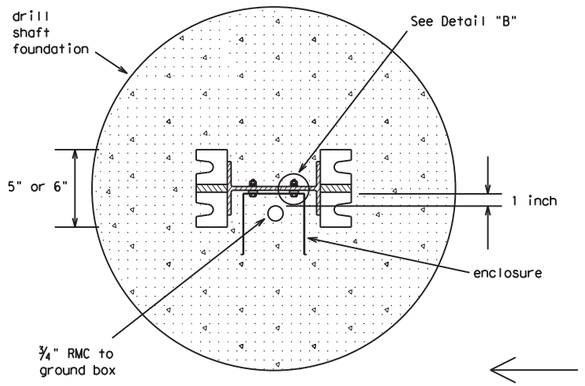
Use RMC Ells, provide grounding bushings. Terminate bonding jumper to ground rod and equipment grounding conductors.





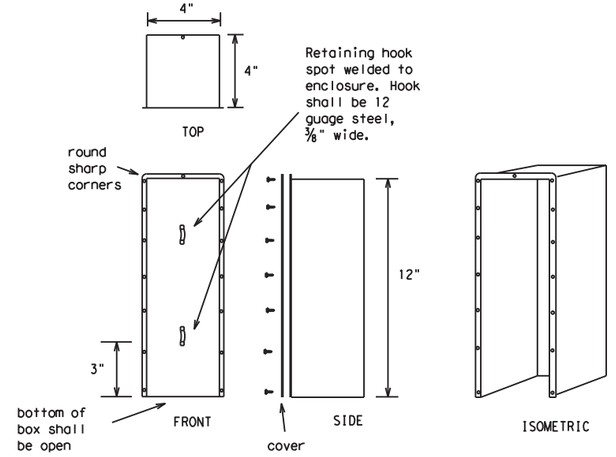
DETAIL D

Pull cable so opposite end connector is tight against conduit end, clamp cable at top of conduit as shown.



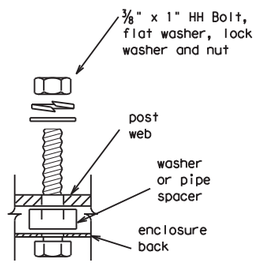
SECTION A-A

Stub-post connection
conduit, bolts and enclosure
(cover not shown)



ENCLOSURE

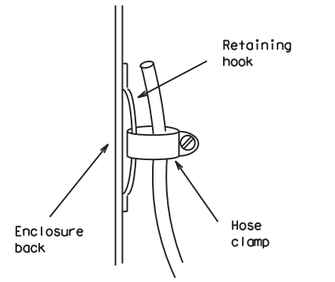
make from 12 gauge
galvanized sheet metal



DETAIL B

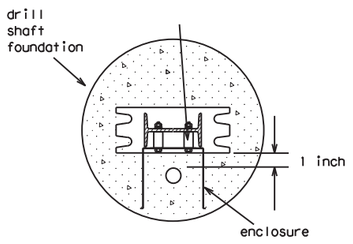
enclosure connection
(4 places)

(use 2 inch bolt for
3 and 4 inch channels)



DETAIL E

steel pipe spacer
(1" for 3" channel,
1¼" for 4" channel)
See detail B



DETAIL A

Stub-post connection
conduit, bolts and enclosure
for 3 and 4 inch channel
(cover not shown)

direction of
traffic

NOTES:

1. Breakaway connector shall be rated for 300 VAC, 30 amps and shall be waterproof. Connector shall be a three pole (two line conductors and neutral) polarized elastomer connector made from thermosetting synthetic polymer which remains fexible over the temperature range of -40 degrees C to 90 degrees C. The pins on the connector shall be overmolded 1 ¼" from the face of the connector toward the tips of the pins with the same material used in the construction of the connector body. This overmolding of the pins shall provide a non-conductive double taper which prevents the intrusion of water into the connection when the connectors are fully engaged. The pin receptors shall have current carrying barrels recessed 1 ½" from the face of the connector and surrounded by beryllium copper spring sleeves. The plug/receptacle combination shall be listed by an approved testing facility (UL or Factory Mutual) as suitable for outdoor use and shall have passed a rain test and a watertight (immersion) test as approved by the Engineer.
2. The female connector shall be integrally molded to a 13' length of type SO cord containing three number 10 or number 8 AWG conductors. The male connector shall be integrally molded to a 20" length of Type SO cord containing three number 10 or number 8 AWG conductors. Cord conductors shall have colored insulation, two black and one white, or shall be taped or painted to be two black and one white. Tape or paint marking shall cover entire exposed length. The contractor shall make a brochure submittal on cord connectors. Breakaway connector and cord shall not be paid for separately, but shall be subsidiary to the various items.
3. The contractor shall install in-line waterproof fuseholders for each line conductor in the ground box. Fuses shall be fast-acting 5 amp (Bussman KTK5, Gould ATM5, Littlefuse KLK5 or equal).
1 4. Conduit shall convert to ¾" liquidtight flexible metalic conduit below the fuse plate or knee joint and shall revert to ¾" RMC above the fuse plate or knee joint. The length of liquidtight flexible metal conduit shall not exceed 6".
5. Ground rod clamp shall be Blackburn GG 5/8H, Weaver W5.8 or equal.
6. Ground rod to be driven to a depth to leave between 2 to 4 inches of rod above the gravel placed under the ground box. See ED(2) standard sheet for ground box details.

11-01 Revision

1 Liquidtight conduit size corrected.
2 Editing of minor notes.

Texas Department of Transportation
Traffic Operations Division

SIGN MOUNTING DETAILS-LARGE ROADSIDE SIGNS ELECTRICAL CONNECTION

SMD(2-6)-01

DN: TXDOT	CK: TXDOT	DW: TXDOT	CK: TXDOT

REVISIONS	CONT	SECT	JOB	HIGHWAY
11-98	0161	03	024	SS 239
11-01	DIST	COUNTY		SHEET NO.
	22	VAL VERDE		164

DATE: 6/3/2021 9:43:51 AM
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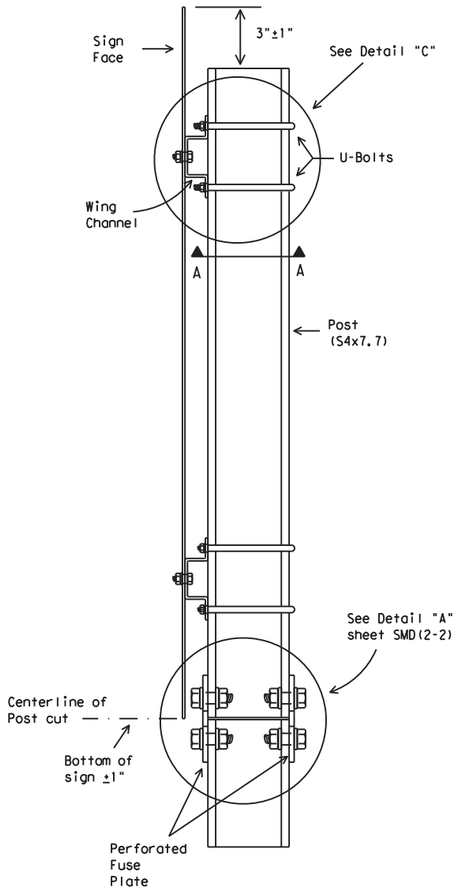
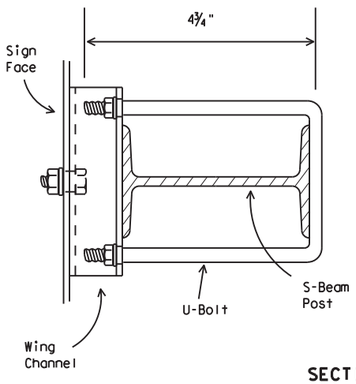
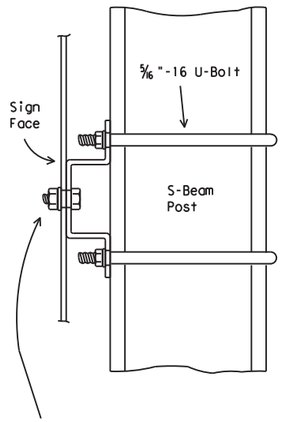
WING CHANNEL CLAMP DETAIL FOR TYPE G MOUNT



SIDE VIEW

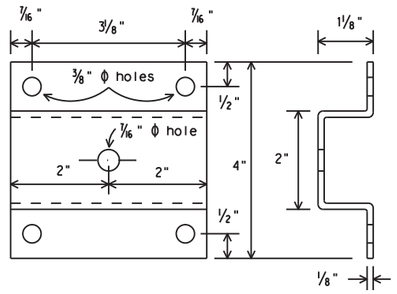


SECTION A-A



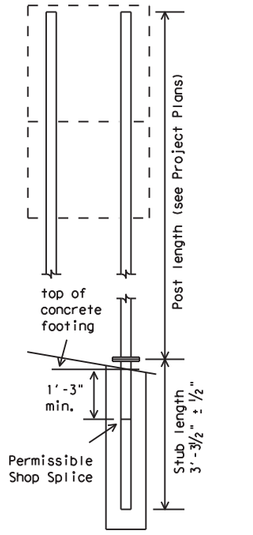
Galvanized steel or aluminum self-locking hex. head nut. 3/8 " - 16 x 3/4 " hex. head bolt for sheet metal. 3/8 " - 16 x 1 1/4 " hex. head bolt for plywood. 3/8 " galvanized medium washer.

DETAIL "C"

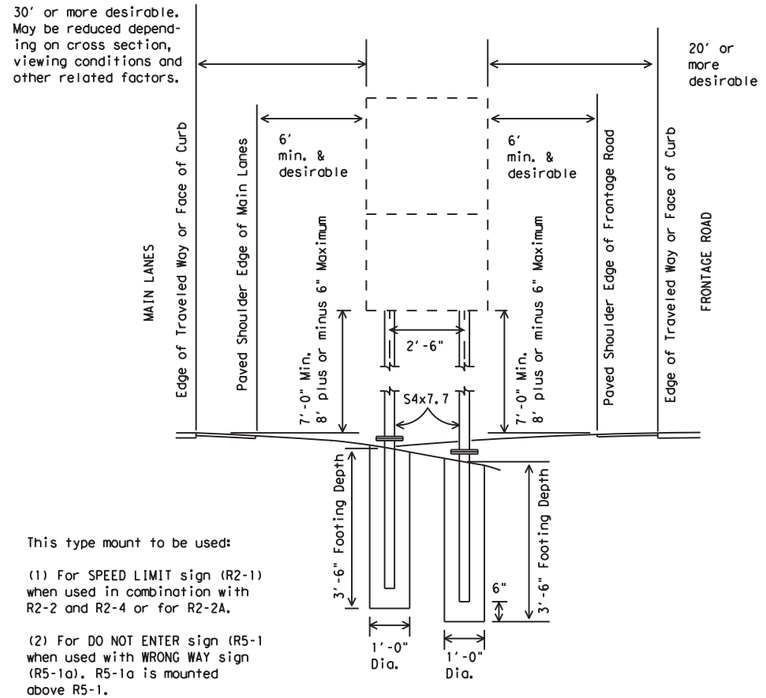


WING CHANNEL

Wing channel, 4" width x 1⅛" depth x ⅛" thickness, shall be aluminum (ASTM B221 6061-T6 or B308 6061-T6), galvanized steel (ASTM A36) or stainless steel (ASTM A167 type 304, No. 2B finish).



The weight of one S4x7.7 post is equal to 112.2 lbs. plus 7.7 lbs./ft x (post length in feet minus 10 ft). The weight of 112.2 lbs. includes 10 feet of post length, post foundation stub, related connection plates, friction fuse plate, and all high strength bolts, nuts and washers.



This type mount to be used:

(1) For SPEED LIMIT sign (R2-1) when used in combination with R2-2 and R2-4 or for R2-2A.

(2) For DO NOT ENTER sign (R5-1 when used with WRONG WAY sign (R5-1a). R5-1a is mounted above R5-1.

DEPARTMENTAL MATERIAL SPECIFICATIONS
SIGN HARDWARE DMS-7120

GENERAL NOTES:

1. Design conforms with AASHTO Specifications for the design and construction of structural supports for highway signs.
2. Materials and fabrication shall conform to the requirements of the Department material specifications.
3. Structural steel shall be "Low-Alloy Steel" for non-bridge structures per Item 442, "Metal For Structures."
4. Parts shall be saw cut either before galvanizing and the galvanized cut cleaned of zinc build-up, or saw cut after galvanizing and the cut surface repaired per Item 445, "Galvanizing." (Cut surface will not be treated until plate is installed and all bolts fully tightened.)

Texas Department of Transportation
Traffic Operations Division

SIGN MOUNTING DETAILS, TYPE G SUPPORT

SMD(TY G)-08

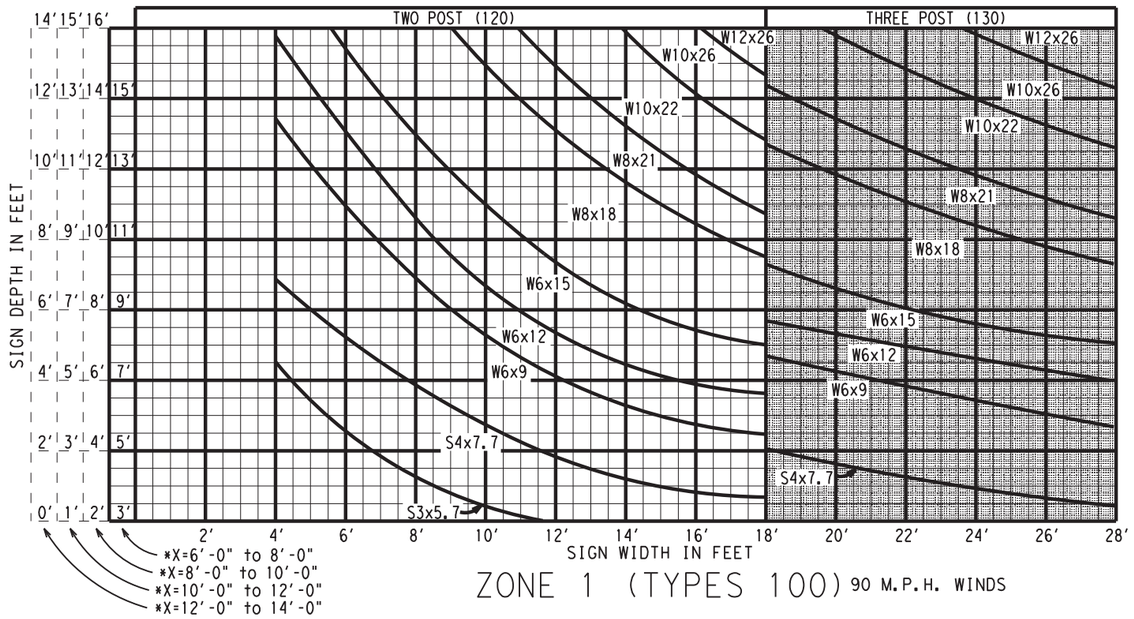
DN: TXDOT	CK: TXDOT	DW: TXDOT	CK: TXDOT

REVISIONS
1-97
9-08

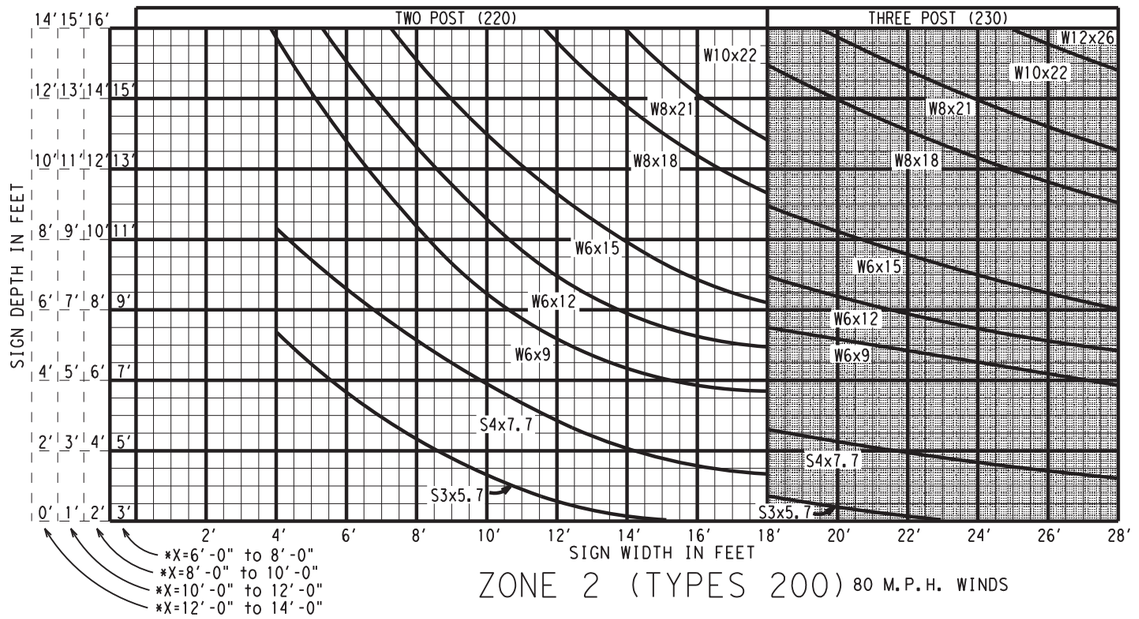
CONT	SECT	JOB	HIGHWAY
0161	03	024	SS 239

DIST	COUNTY	SHEET NO.
22	VAL VERDE	165

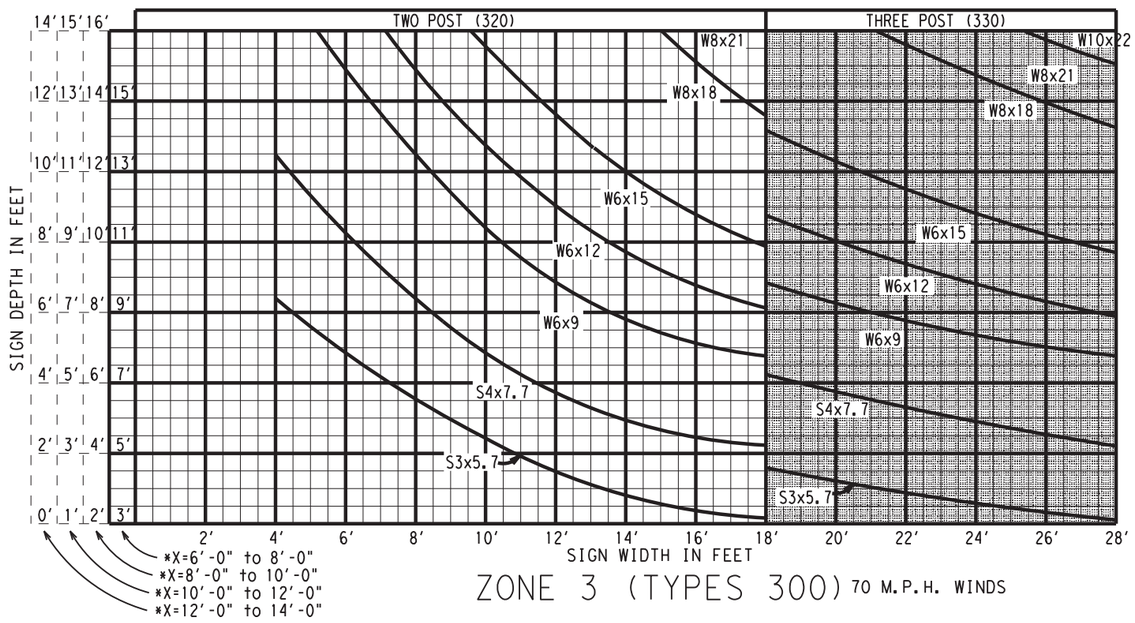
DATE: 6/3/2021 9:43:53 AM
FILE: ...\smdtyg08.dgn



ZONE 1 (TYPES 100) 90 M.P.H. WINDS



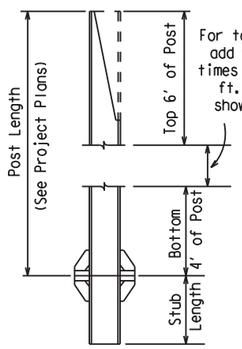
ZONE 2 (TYPES 200) 80 M.P.H. WINDS



ZONE 3 (TYPES 300) 70 M.P.H. WINDS

* NOTE: "X" EQUALS THE AVERAGE HEIGHT FROM THE GROUND LINE TO THE BOTTOM EDGE OF THE SIGN.

SHADED AREA DENOTES 3 POST SUPPORTS



POST WEIGHT DATA

POST SIZE	WEIGHT OF ONE POST (#)	WEIGHT OF TWO POSTS (#)	WEIGHT OF THREE POSTS (#)
W6x9*	123.2	246.4	369.6
W6x12*	160.3	320.6	480.9
W6x15*	167.8	335.6	503.4
W8x18*	201.8	403.6	605.4
W8x21*	254.7	509.4	764.1
W10x22*	266.0	532.0	798.0
W10x26*	308.0	616.0	924.0
W12x26*	308.6	617.2	925.8
S3x5.7*	85.9	171.8	257.7
S4x7.7*	112.2	224.4	336.6

*LAST FIGURES=POST WT. PER FT.

Weight Data is the weight of items shown for one, two or three posts - (includes top 6' of post, bottom 4' of post, post foundation stub, related base connection plates and stiffeners, friction fuse plate and all high strength bolts, nuts and washers).

SIGN TYPE

SIGN TYPE 1 3 0

- 1 — Wind Design Zone
- 3 — Series No.
- 0 — No. of Posts

Series No.: 0 Aluminum/Fiberglass; 1 Aluminum; 2 Fiberglass

Note: Footings for S3x5.7 and S4x7.7 post sizes shall be non-reinforced with Class A concrete, while footing for all other post sizes shall be reinforced with Class C concrete.

Texas Department of Transportation
Traffic Operations Division

LARGE ROADSIDE SIGN SUPPORTS
POST SELECTION
WORKSHEET
SMD(8W1)-08

DN: TXDOT	CK: TXDOT	DW: TXDOT	CK: TXDOT

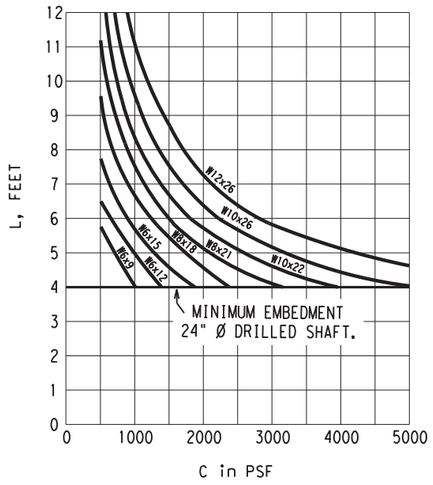
REVISIONS
1-82
5-01
9-08

CONT	SECT	JOB	HIGHWAY
0161	03	024	SS 239

DIST	COUNTY	SHEET NO.
22	VAL VERDE	166

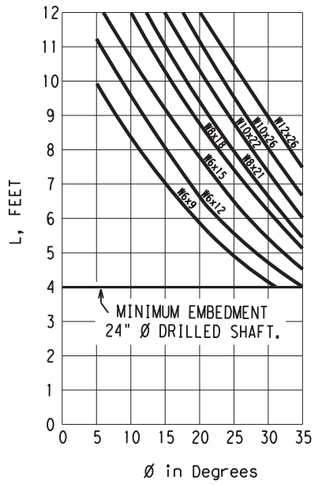
DATE: 6/3/2021 9:44:01 AM
FILE: ...\smd8-08.dgn

I



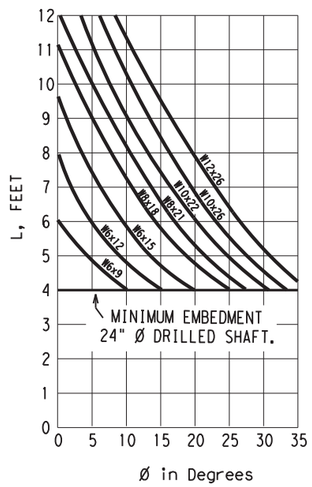
Ø = 0 Degrees

II



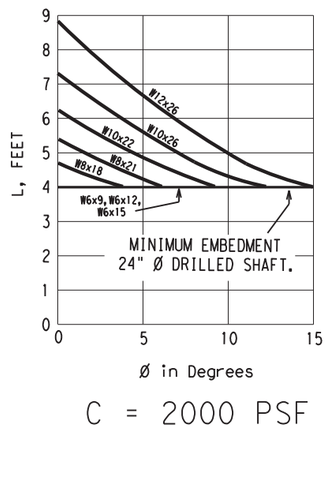
C = 0 PSF

III



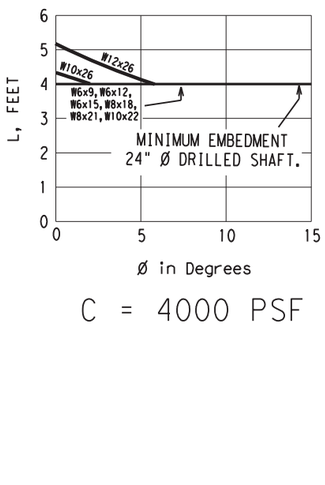
C = 500 PSF

IV



C = 2000 PSF

V



C = 4000 PSF

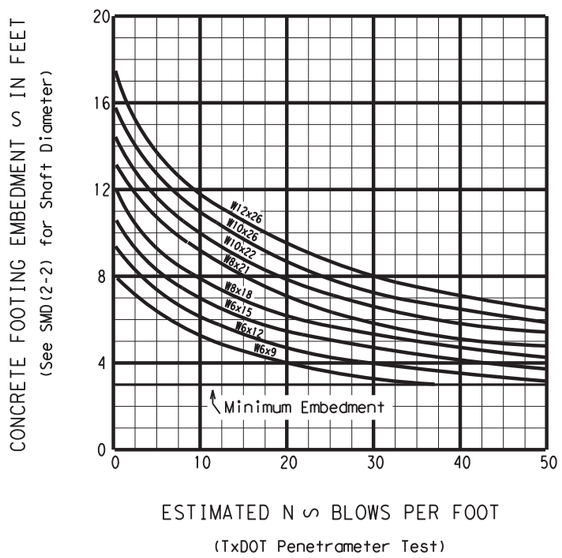
DRILLED CONCRETE FOOTING DEPTH CHART
(COHFRIC DESIGN)

NOTE: THESE CHARTS MAY BE USED AS AN ALTERNATE TO THE CHART BELOW, PROVIDED THAT SOIL COHESION AND INTERNAL FRICTION (COHFRIC) DATA ARE AVAILABLE.

LEGEND:

L = Required embedment of concrete drilled shaft, in feet
C = Cohesive shear strength of soil, in psf
Ø = Angle of internal friction of soil, in degrees

For values of C and Ø which are intermediate to those on the charts, embedments may be determined by straight - line interpolation.



DRILLED CONCRETE FOOTING DEPTH CHART
(TxDOT PENETROMETER DESIGN)

NOTE: ESTIMATED N SHOULD BE BASED AT APPROXIMATELY THE UPPER ONE-THIRD POINT OF THE DRILLED CONCRETE FOOTING BELOW THE GROUND LINE

Note:
1. Curves shown on this sheet are applicable for reinforced concrete footings only.

Texas Department of Transportation
Traffic Operations Division

LARGE ROADSIDE SIGN SUPPORTS FOUNDATION WORKSHEET
SMD(8W2)-08

DN: TXDOT	CK: TXDOT	DW: TXDOT	CK: TXDOT

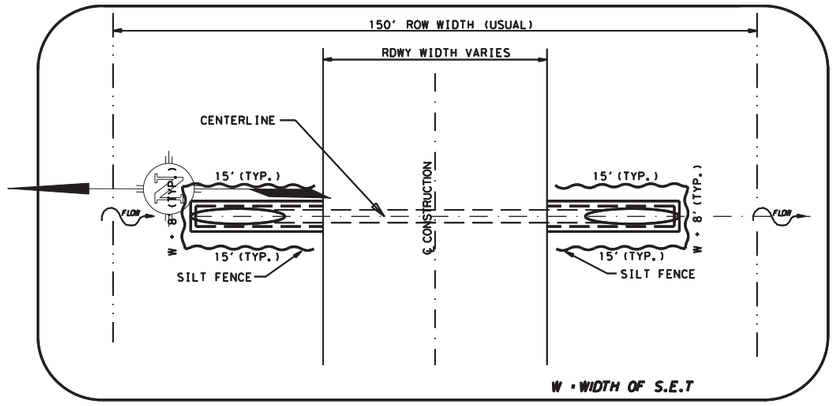
REVISIONS
5-74
4-78
9-08

CONT	SECT	JOB	HIGHWAY
0161	03	024	SS 239

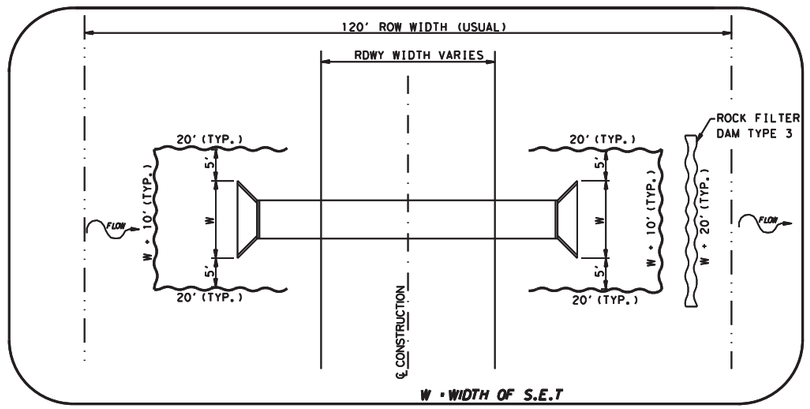
DIST	COUNTY	SHEET NO.
22	VAL VERDE	167

29B

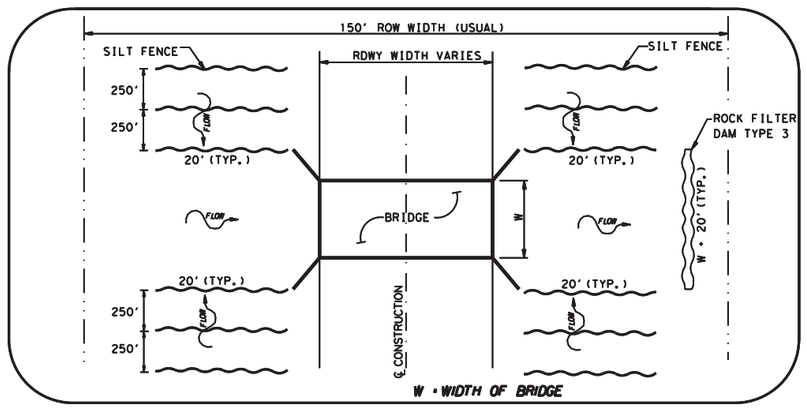
DATE: 6/3/2021 9:44:03 AM
FILE: ...\Smd8-08.dgn



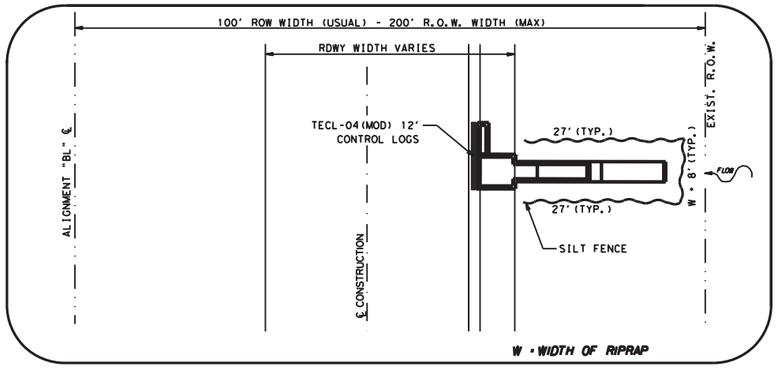
1 SILT FENCE DETAIL FOR PIPE ON ROADWAY



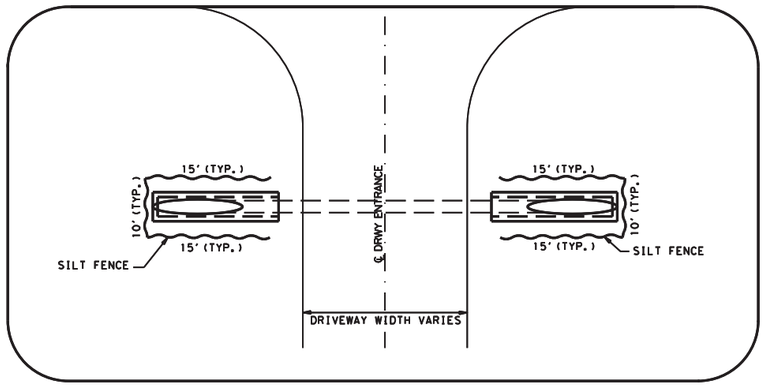
2 SILT FENCE DETAIL FOR CROSSING STRUCTURES ON ROADWAY



3 SILT FENCE DETAIL BRIDGE ON ROADWAY



4 SILT FENCE DETAIL FOR INLET W/RIPRAP ROADWAY



5 SILT FENCE DETAIL FOR PIPE ON DRIVEWAYS

SYMBOL LEGEND

Silt Fence

Rock Filter Dam Type 3

STATE OF TEXAS
GERARDO A. RANGEL JR.
133699
LICENSED
PROFESSIONAL ENGINEER

THE SEAL APPEARING ON THIS DOCUMENT WAS AUTHORIZED BY GERARDO RANGEL, P.E. 133699. ON 6/3/2021

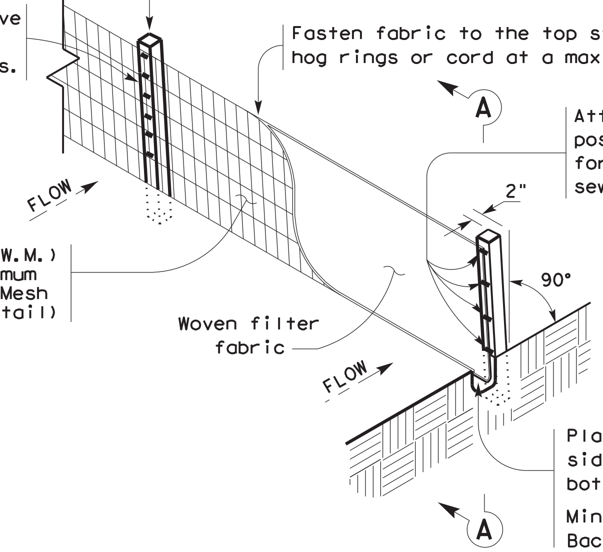
DocuSigned by:
Gerardo Rangel
FE312A7E28BA41D...

TEXAS DEPARTMENT OF TRANSPORTATION ®

SW3P AND SOIL STABILIZATION DETAILS

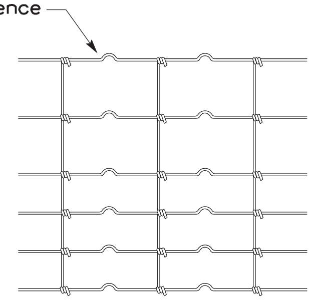
				DN: RC		DN: RC	
				CK: GR		CK: GR	
FED.RD. DIV.NO.	FEDERAL PROJECT NO.		SHEET NUMBER				SHEET NO.
6	0161-03-024						168
STATE	STATE DIST.NO.	COUNTY	CONTROL	SECTION	JOB	HIGHWAY NO.	
TEXAS	22	VAL VERDE	0161	03	024	SS 239	

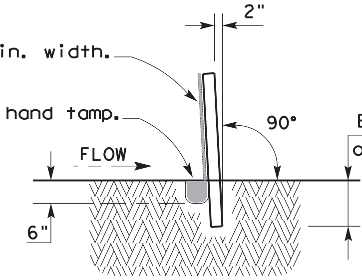
6/3/2021 JTOVIAST ...\CAD\SW3P DETAIL SHEET.dgn



TEMPORARY SEDIMENT CONTROL FENCE

SCF





SECTION A-A

HINGE JOINT KNOT WOVEN MESH (OPTION) DETAIL

Galvanized hinge joint knot woven mesh (12.5 GA.SWG Min.) requires a minimum of five horizontal wires spaced at a maximum of 12 inches apart and all vertical wires spaced at a maximum of 12 inches apart.

SEDIMENT CONTROL FENCE USAGE GUIDELINES

A sediment control fence may be constructed near the downstream perimeter of a disturbed area along a contour to intercept sediment from overland runoff. A 2 year storm frequency may be used to calculate the flow rate to be filtered.

Sediment control fence should be sized to filter a maximum flow through rate of 100 GPM/FT^2. Sediment control fence is not recommended to control erosion from a drainage area larger than 2 acres.

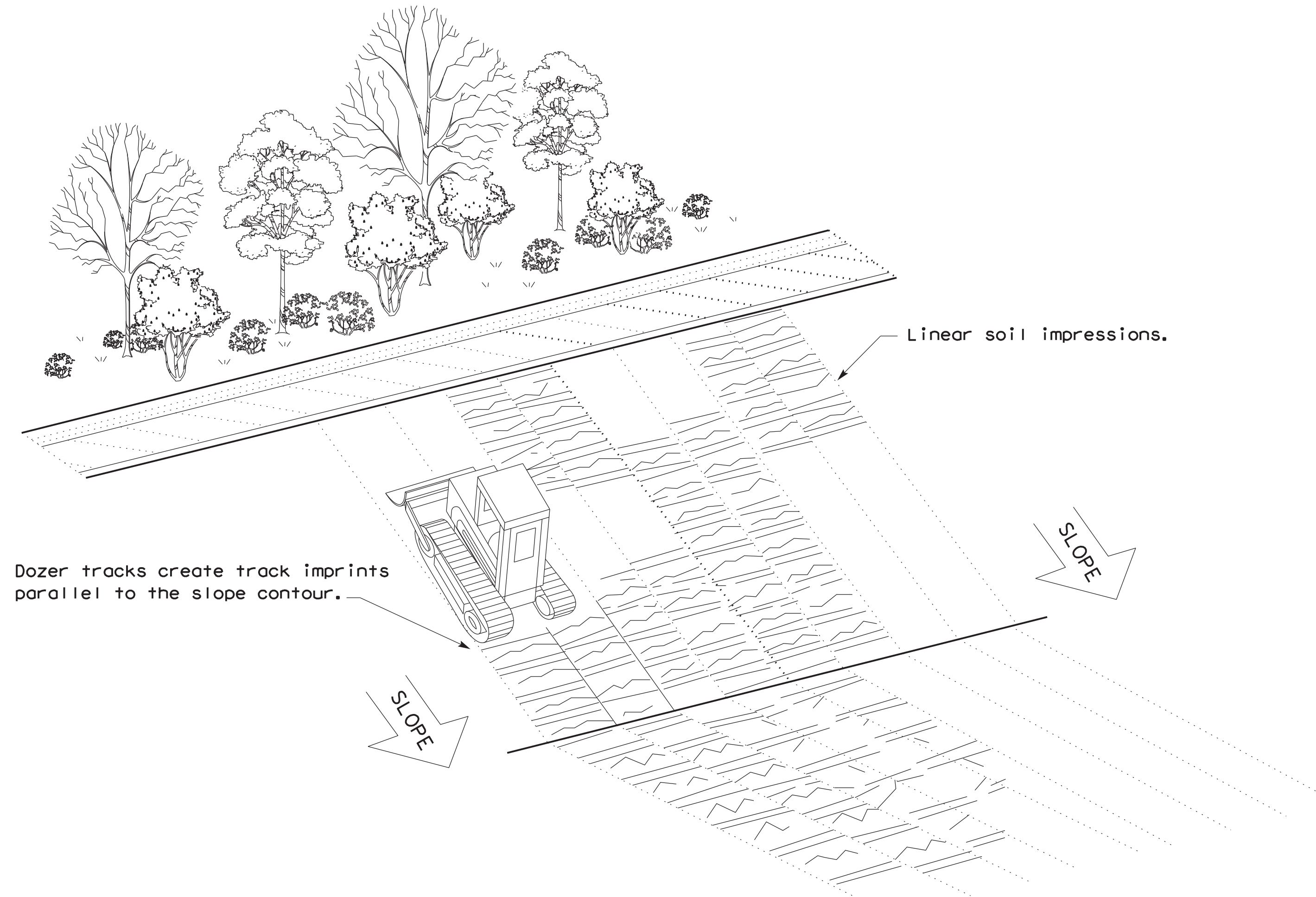
LEGEND

Sediment Control Fence

SCF

GENERAL NOTES

1. Vertical tracking is required on projects where soil distributing activities have occurred unless otherwise approved.
2. Perform vertical tracking on slopes to temporarily stabilize soil.
3. Provide equipment with a track undercarriage capable of producing linear soil impressions measuring a minimum of 12" in length by 2" to 4" in width by 1/2" to 2" in depth.
4. Do not exceed 12" between track impressions.
5. Install continous linear track impressions where the minimum 12" length impressions are perpendicular to the slope or direction of water flow.



VERTICAL TRACKING

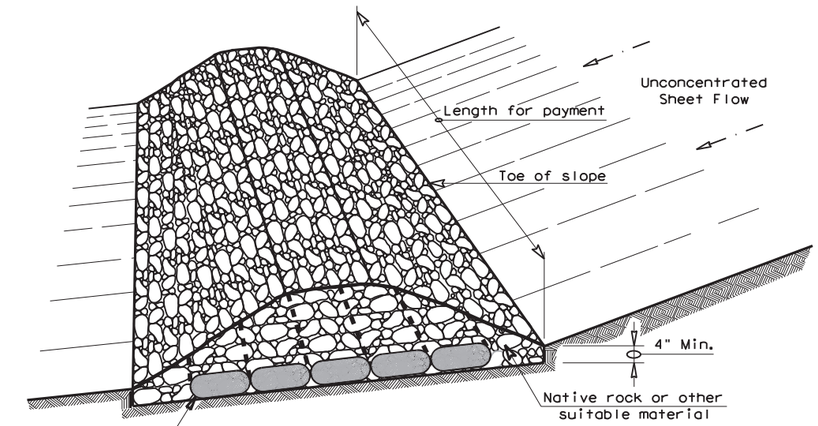
Texas Department of Transportation | Design Division Standard

TEMPORARY EROSION, SEDIMENT AND WATER POLLUTION CONTROL MEASURES

FENCE & VERTICAL TRACKING

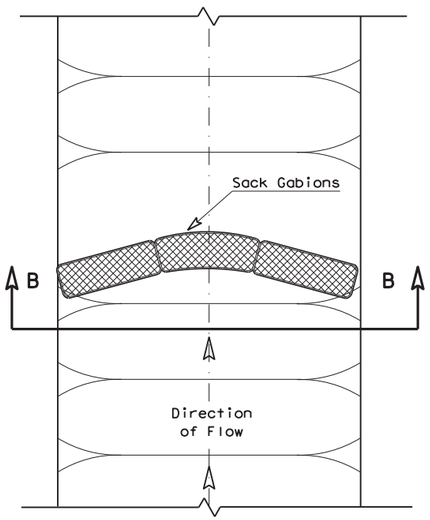
EC(1)-16

FILE: ec116	DN: TxDOT	CK: KM	DW: VP	DN/CK: LS
© TxDOT: JULY 2016	CONT	SECT	JOB	HIGHWAY
REVISIONS	0161	03	024	SS 239
	DIST		COUNTY	SHEET NO.
	22		VAL VERDE	169

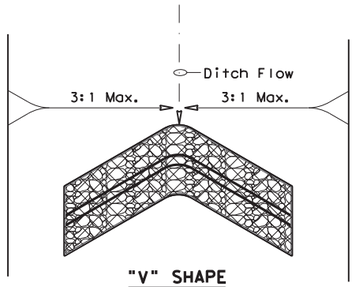


FILTER DAM AT TOE OF SLOPE

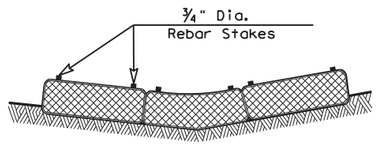
RFD1



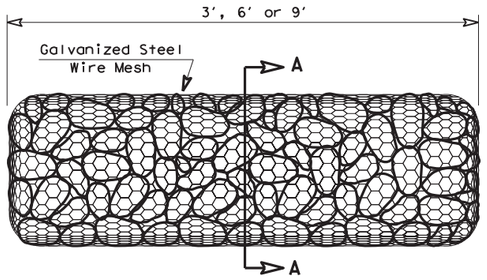
PLAN VIEW



"V" SHAPE
PLAN VIEW

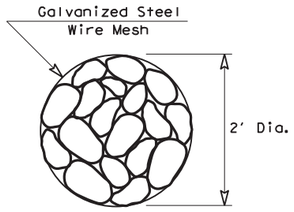


SECTION B-B

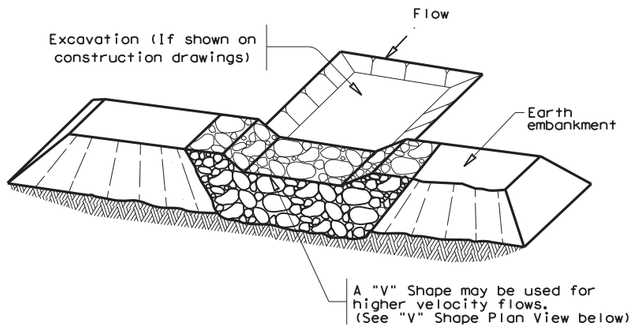


TYPE 4 (SACK GABIONS)

RFD4

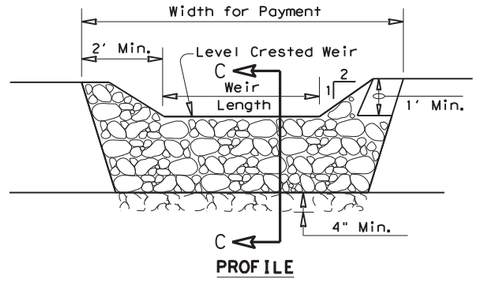


SECTION A-A

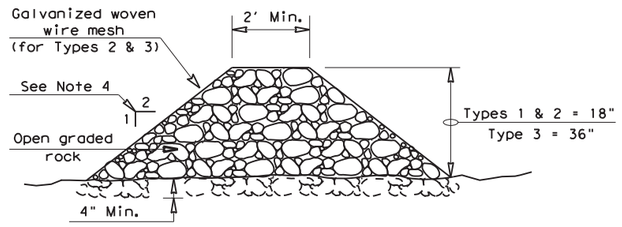


FILTER DAM AT SEDIMENT TRAP

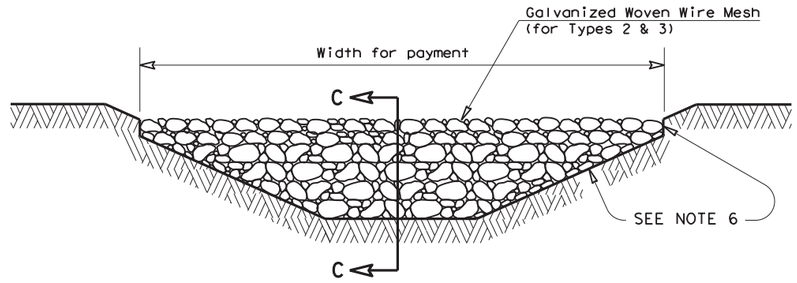
RFD1 — OR — RFD2



PROFILE



SECTION C-C



FILTER DAM AT CHANNEL SECTIONS

RFD1 — OR — RFD2 — OR — RFD3

ROCK FILTER DAM USAGE GUIDELINES

Rock Filter Dams should be constructed downstream from disturbed areas to intercept sediment from overland runoff and/or concentrated flow. The dams should be sized to filter a maximum flow through rate of 60 GPM/FT^2 of cross sectional area. A 2 year storm frequency may be used to calculate the flow rate.

Type 1 (18" high with no wire mesh) (3" to 6" aggregate): Type 1 may be used at the toe of slopes, around inlets, in small ditches, and at dike or swale outlets. This type of dam is recommended to control erosion from a drainage area of 5 acres or less. Type 1 may not be used in concentrated high velocity flows (approximently 8 Ft/Sec or more) in which aggregate wash out may occur. Sandbags may be used at the embedded foundation (4" deep min.) for better filtering efficiency of low flows if called for on the plans or directed by the Engineer.

Type 2 (18" high with wire mesh) (3" to 6" aggregate): Type 2 may be used in ditches and at dike or swale outlets.

Type 3 (36" high with wire mesh) (4" to 8" aggregate): Type 3 may be used in stream flow and should be secured to the stream bed.

Type 4 (Sack gabions) (3" to 6" aggregate): Type 4 May be used in ditches and smaller channels to form an erosion control dam.

Type 5: Provide rock filter dams as shown on plans.

GENERAL NOTES

1. If shown on the plans or directed by the Engineer, filter dams should be placed near the toe of slopes where erosion is anticipated, upstream and/or downstream at drainage structures, and in roadway ditches and channels to collect sediment.
2. Materials (aggregate, wire mesh, sandbags, etc.) shall be as indicated by the specification for "Rock Filter Dams for Erosion and Sedimentation Control".
3. The rock filter dam dimensions shall be as indicated on the SW3P plans.
4. Side slopes should be 2:1 or flatter. Dams within the safety zone shall have sideslopes of 6:1 or flatter.
5. Maintain a minimum of 1' between top of rock filter dam weir and top of embankment for filter dams at sediment traps.
6. Filter dams should be embedded a minimum of 4" into existing ground.
7. The sediment trap for ponding of sediment laden runoff shall be of the dimensions shown on the plans.
8. Rock filter dam types 2 & 3 shall be secured with 20 gauge galvanized woven wire mesh with 1" diameter hexagonal openings. The aggregate shall be placed on the mesh to the height & slopes specified. The mesh shall be folded at the upstream side over the aggregate and tightly secured to itself on the downstream side using wire ties or hog rings. For in stream use, the mesh should be secured or staked to the stream bed prior to aggregate placement.
9. Sack Gabions should be staked down with ¾" dia. rebar stakes, and have a double-twisted hexagonal weave with a nominal mesh opening of 2 ½" x 3 ¼"
10. Flow outlet should be onto a stabilized area (vegetation, rock, etc.).
11. The guidelines shown hereon are suggestions only and may be modified by the Engineer.

PLAN SHEET LEGEND

Type 1 Rock Filter Dam	RFD1
Type 2 Rock Filter Dam	RFD2
Type 3 Rock Filter Dam	RFD3
Type 4 Rock Filter Dam	RFD4

Texas Department of Transportation — Design Division Standard

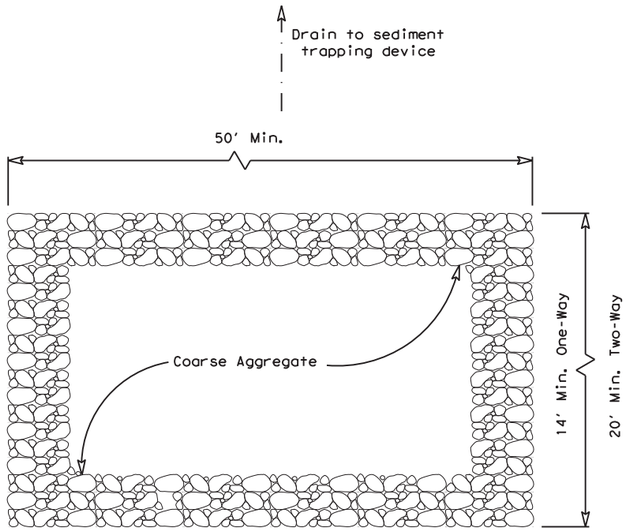
TEMPORARY EROSION, SEDIMENT AND WATER POLLUTION CONTROL MEASURES

ROCK FILTER DAMS

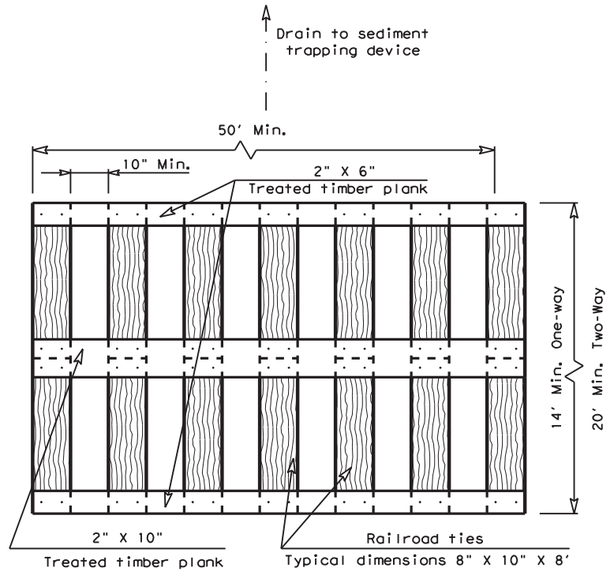
EC(2)-16

FILE: ec216	DN: TxDOT	CK: KM	DW: VP	DN/CK: LS
© TxDOT: JULY 2016	CONT	SECT	JOB	HIGHWAY
REVISIONS	0161	03	024	SS 239
	DIST	COUNTY		SHEET NO.
	22	VAL VERDE		170

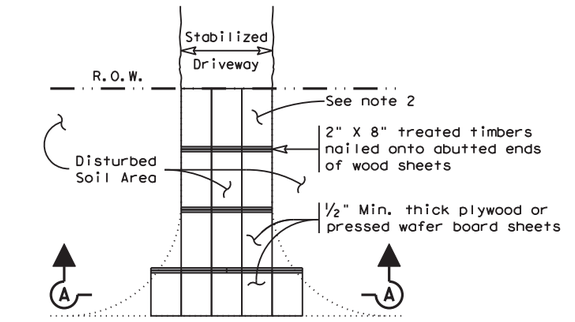
DATE: 6/3/2021
FILE: ...\ec216.dgn



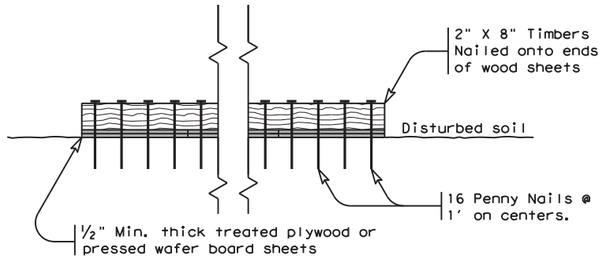
PLAN VIEW



PLAN VIEW



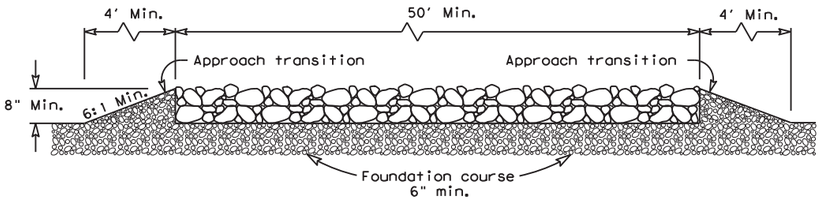
PLAN VIEW



SECTION A-A

CONSTRUCTION EXIT (TYPE 3)

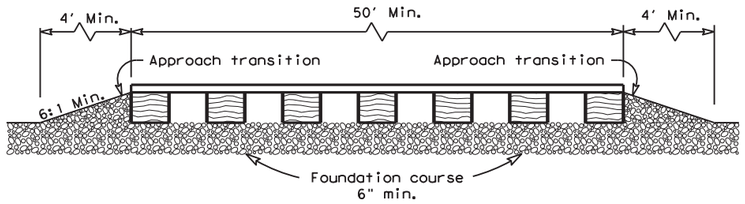
SHORT TERM



ELEVATION VIEW

CONSTRUCTION EXIT (TYPE 1)

ROCK CONSTRUCTION (LONG TERM)



ELEVATION VIEW

CONSTRUCTION EXIT (TYPE 2)

TIMBER CONSTRUCTION (LONG TERM)

GENERAL NOTES (TYPE 1)

1. The length of the type 1 construction exit shall be as indicated on the plans, but not less than 50'.
2. The coarse aggregate should be open graded with a size of 4" to 8".
3. The approach transitions should be no steeper than 6:1 and constructed as directed by the Engineer.
4. The construction exit foundation course shall be flexible base, bituminous concrete, portland cement concrete or other materialas approved by the Engineer.
5. The construction exit shall be graded to allow drainage to a sediment trapping device.
6. The guidelines shown hereon are suggestions only and may be modified by the Engineer.
7. Construct exits with a width of at least 14 ft. for one-way and 20 ft. for two-way traffic for the full width of the exit, or as directed by the engineer.

GENERAL NOTES (TYPE 2)

1. The length of the type 2 construction exit shall be as indicated on the plans, but not less than 50'.
2. The treated timber planks shall be attached to the railroad ties with ½"x 6" min. lag bolts. Other fasteners may be used as approved by the Engineer.
3. The treated timber planks shall be #2 grade min., and should be free from large and loose knots.
4. The approach transitions shall be no steeper than 6:1 and constructed as directed by the Engineer.
5. The construction exit foundation course shall be flexible base, bituminous concrete, portland cement concrete or other material as approved by the Engineer.
6. The construction exit should be graded to allow drainage to a sediment trapping device.
7. The guidelines shown hereon are suggestions only and may be modified by the Engineer.
8. Construct exits with a width of at least 14 ft. for one-way and 20 ft. for two-way traffic for the full width of the exit, or as directed by the engineer.

GENERAL NOTES (TYPE 3)

1. The length of the type 3 construction exit shall be as shown on the plans, or as directed by the Engineer.
2. The type 3 construction exit may be constructed from open graded crushed stone with a size of two to four inches spread a min. of 4" thick to the limits shown on the plans.
3. The treated timber planks shall be #2 grade min., and should be free from large and loose knots.
4. The guidelines shown hereon are suggestions only and may be modified by the Engineer.

Texas Department of Transportation | Design Division Standard

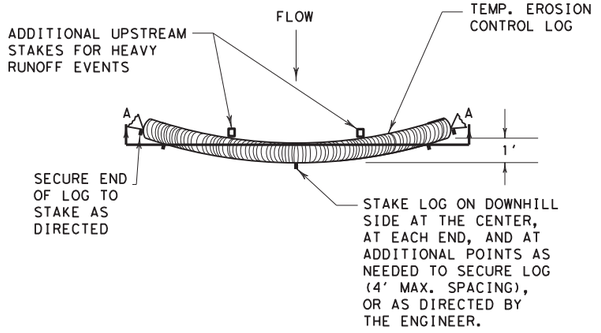
TEMPORARY EROSION, SEDIMENT AND WATER POLLUTION CONTROL MEASURES

CONSTRUCTION EXITS

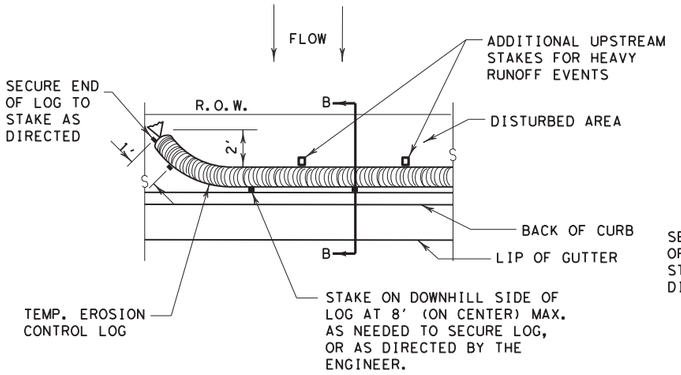
EC(3)-16

FILE: ec316	DN: TxDOT	CK: KM	DW: VP	DN/CK: LS
©TxDOT: JULY 2016	CONT	SECT	JOB	HIGHWAY
REVISIONS	0161	03	024	SS 239
	DIST	COUNTY		SHEET NO.
	22	VAL VERDE		171

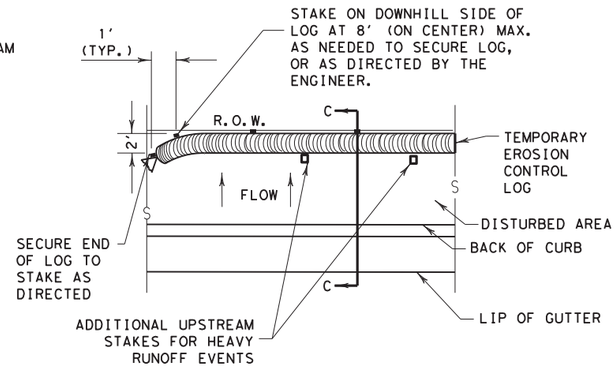
DATE: 6/3/2021
FILE: ...\SH53_ec316.dgn



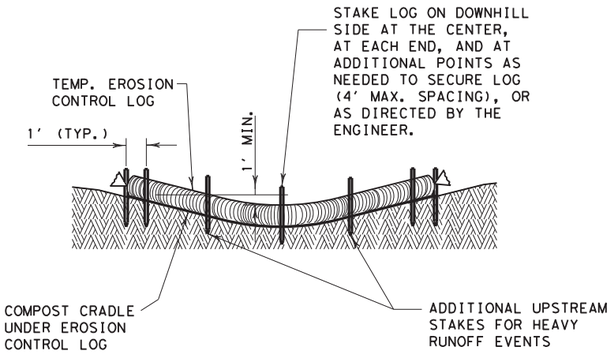
PLAN VIEW



PLAN VIEW



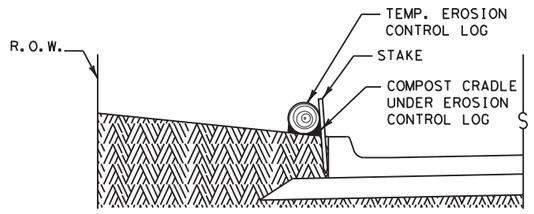
PLAN VIEW



SECTION A-A

EROSION CONTROL LOG DAM

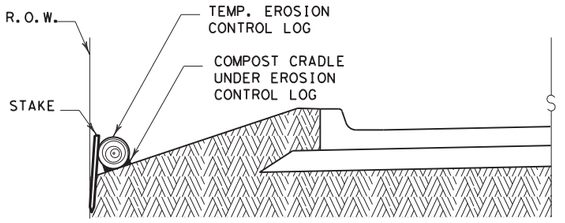
CL-D



SECTION B-B

EROSION CONTROL LOG AT BACK OF CURB

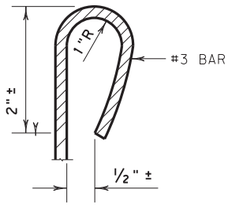
CL-BOC



SECTION C-C

EROSION CONTROL LOG AT EDGE OF RIGHT-OF-WAY

CL-ROW



REBAR STAKE DETAIL

GENERAL NOTES:

1. EROSION CONTROL LOGS SHALL BE INSTALLED IN ACCORDANCE WITH MANFACTURER'S RECOMMENDATIONS, OR AS DIRECTED BY THE ENGINEER.
2. LENGTHS OF EROSION CONTROL LOGS SHALL BE IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS AND AS REQUIRED FOR THE PURPOSE INTENDED.
3. UNLESS OTHERWISE DIRECTED, USE BIODEGRADABLE OR PHOTODEGRADABLE CONTAINMENT MESH ONLY WHERE LOG WILL REMAIN IN PLACE AS PART OF A VEGETATIVE SYSTEM. FOR TEMPORARY INSTALLATIONS, USE RECYCLABLE CONTAINMENT MESH.
4. FILL LOGS WITH SUFFICIENT FILTER MATERIAL TO ACHIEVE THE MINIMUM COMPACTED DIAMETER SPECIFIED IN THE PLANS WITHOUT EXCESSIVE DEFORMATION.
5. STAKES SHALL BE 2" X 2" WOOD OR #3 REBAR, 2'-4' LONG, EMBEDDED SUCH THAT 2" PROTRUDES ABOVE LOG, OR AS DIRECTED BY THE ENGINEER.
6. DO NOT PLACE STAKES THROUGH CONTAINMENT MESH.
7. COMPOST CRADLE MATERIAL IS INCIDENTAL & WILL NOT BE PAID FOR SEPARATELY.
8. SANDBAGS USED AS ANCHORS SHALL BE PLACED ON TOP OF LOGS & SHALL BE OF SUFFICIENT SIZE TO HOLD LOGS IN PLACE.
9. TURN THE ENDS OF EACH ROW OF LOGS UPSLOPE TO PREVENT RUNOFF FROM FLOWING AROUND THE LOG.
10. FOR HEAVY RUNOFF EVENTS, ADDITIONAL UPSTREAM STAKES MAY BE NECESSARY TO KEEP LOG FROM FOLDING IN ON ITSELF.

LEGEND

- CL-D — EROSION CONTROL LOG DAM
- CL-BOC — EROSION CONTROL LOG AT BACK OF CURB
- CL-ROW — EROSION CONTROL LOG AT EDGE OF RIGHT-OF-WAY
- CL-SST — EROSION CONTROL LOGS ON SLOPES STAKE AND TRENCHING ANCHORING
- CL-SSL — EROSION CONTROL LOGS ON SLOPES STAKE AND LASHING ANCHORING
- CL-DI — EROSION CONTROL LOG AT DROP INLET
- CL-CI — EROSION CONTROL LOG AT CURB INLET
- CL-GI — EROSION CONTROL LOG AT CURB & GRATE INLET

SEDIMENT BASIN & TRAP USAGE GUIDELINES

An erosion control log sediment trap may be used to filter sediment out of runoff draining from an unstabilized area.

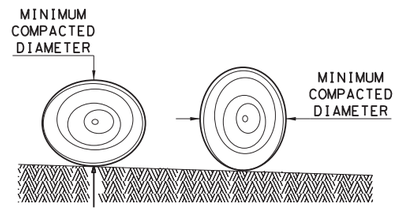
Log Traps: The drainage area for a sediment trap should not exceed 5 acres. The trap capacity should be 1800 CF/Acre (0.5" over the drainage area).

Control logs should be placed in the following locations:

1. Within drainage ditches spaced as needed or min. 500' on center
2. Immediately preceding ditch inlets or drain inlets
3. Just before the drainage enters a water course
4. Just before the drainage leaves the right of way
5. Just before the drainage leaves the construction limits where drainage flows away from the project.

The logs should be cleaned when the sediment has accumulated to a depth of 1/2 the log diameter.

Cleaning and removal of accumulated sediment deposits is incidental and will not be paid for separately.



DIAMETER MEASUREMENTS OF EROSION CONTROL LOGS SPECIFIED IN PLANS

Texas Department of Transportation

Design Division Standard

TEMPORARY EROSION, SEDIMENT AND WATER POLLUTION CONTROL MEASURES

EROSION CONTROL LOG

EC(9)-16

FILE: ec916	DN: TxDOT		CK: KM		DW: LS/PT		CK: LS
© TxDOT: JULY 2016	CONT	SECT	JOB		HIGHWAY		
REVISIONS	0161	03	024		SS 239		
	DIST	COUNTY			SHEET NO.		
	22	VAL VERDE			172		

DATE: 6/3/2021
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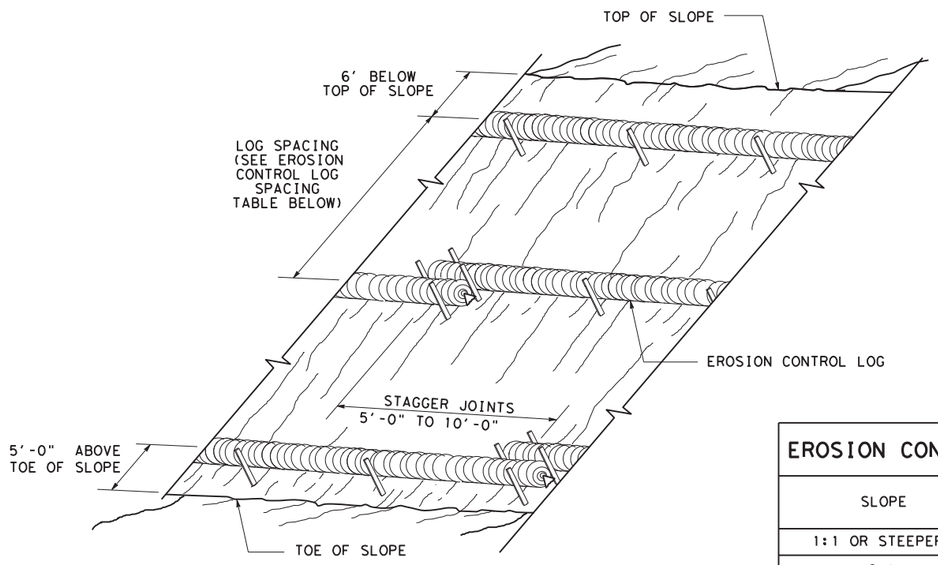
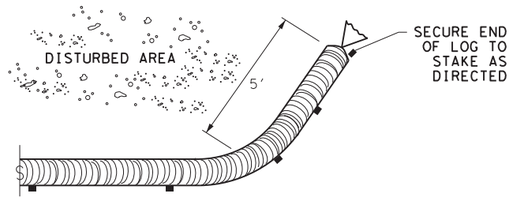


EROSION CONTROL LOGS ON SLOPES
STAKE AND TRENCHING ANCHORING

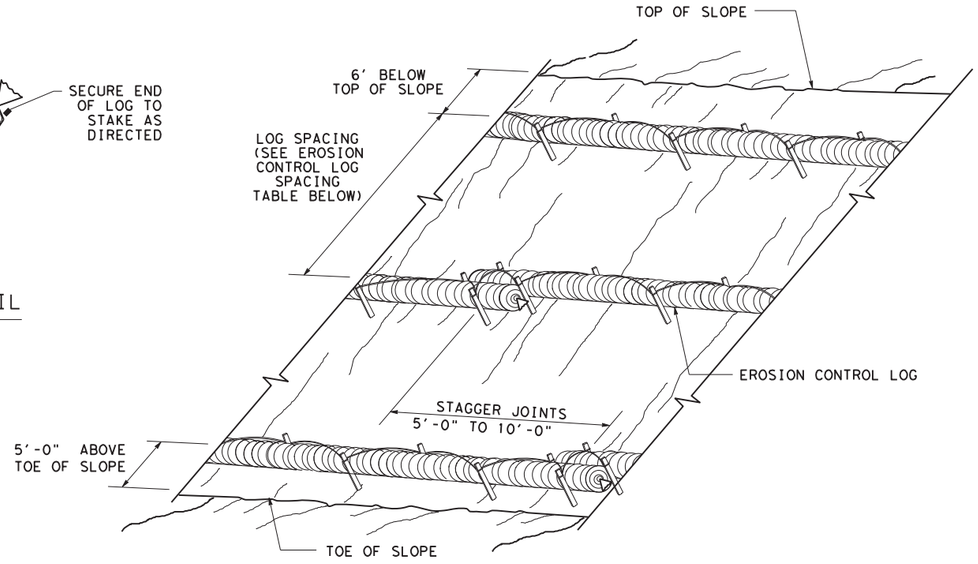
CL-SST



END SECTION RAP DETAIL

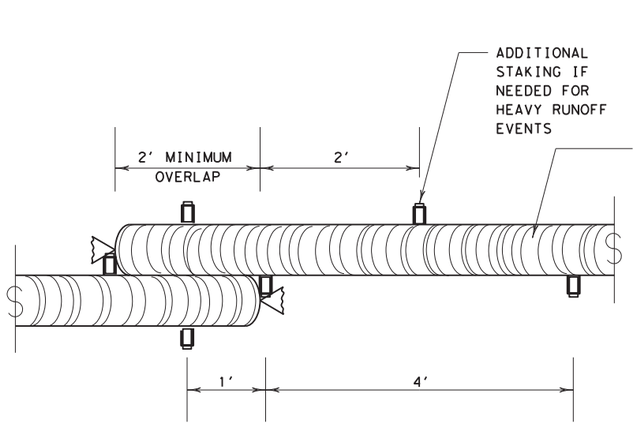
EROSION CONTROL LOG SPACING TABLE				
SLOPE	LOG DIAMETER			
	6"	8"	12"	18"
1:1 OR STEEPER	5'	10'	15'	20'
2:1	10'	20'	30'	40'
3:1	15'	30'	45'	60'
4:1 OR FLATTER	20'	40'	60'	80'

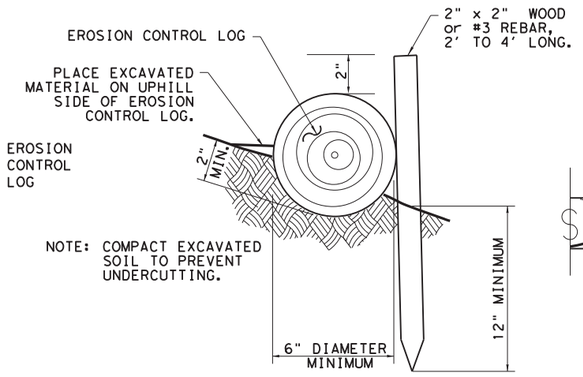
* ADJUSTMENTS CAN BE MADE FOR SOIL TYPE:
SOFT, LOAMY SOILS-ADJUST ROWS CLOSER TOGETHER;
HARD, ROCKY SOILS- ADJUST ROWS FARTHER APART



EROSION CONTROL LOGS ON SLOPES
STAKE AND LASHING ANCHORING

CL-SSL

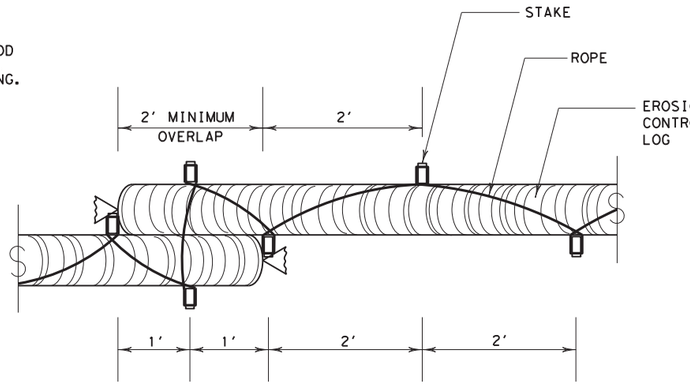


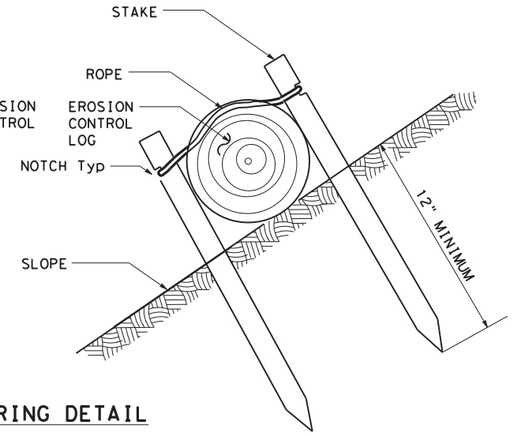


STAKE AND TRENCHING ANCHORING DETAIL

CL-SST

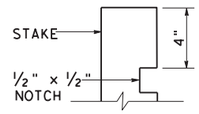
TRENCH DEPTH TABLE	
LOG DIAMETER	DEPTH
6"	2"
8"	3"
12"	4"
18"	5"





STAKE AND LASHING ANCHORING DETAIL

CL-SSL



STAKE NOTCH DETAIL

Texas Department of Transportation | Design Division Standard

TEMPORARY EROSION, SEDIMENT AND WATER POLLUTION CONTROL MEASURES
EROSION CONTROL LOG
EC(9)-16

FILE: ec116	DN: TxDOT		CK: KM		DW: LS/PT	CK: LS
© TxDOT: JULY 2016	CONT	SECT	JOB		HIGHWAY	
REVISIONS	0161	03	024		SS 239	
	DIST	COUNTY			SHEET NO.	
	22	VAL VERDE			173	

DATE: 6/3/2021
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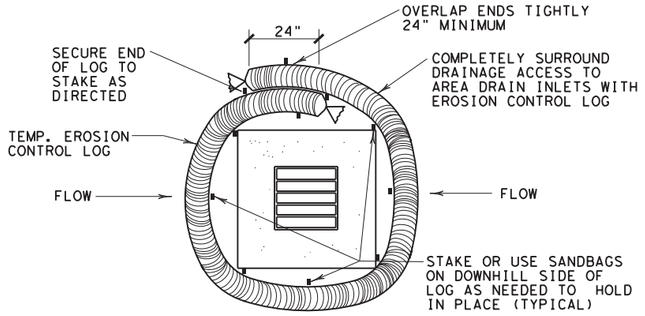
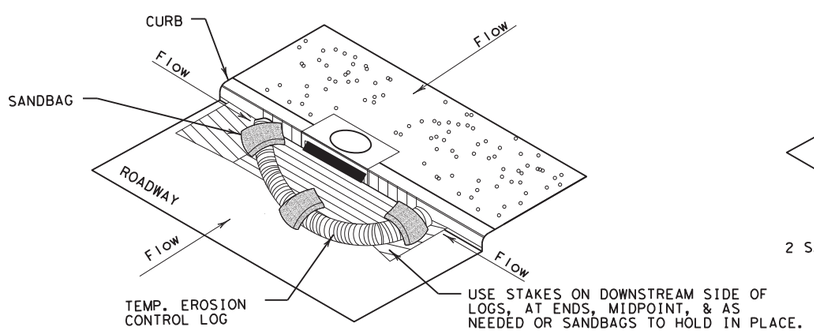


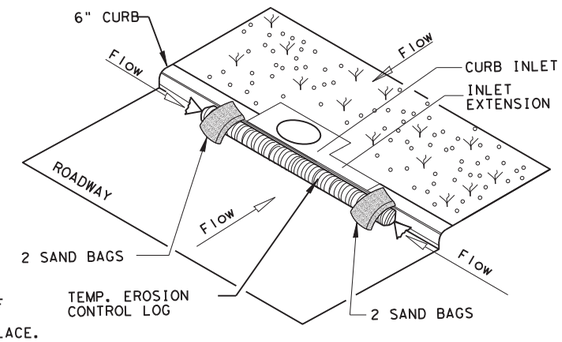
EROSION CONTROL LOG AT DROP INLET

CL-DI



EROSION CONTROL LOG AT CURB INLET

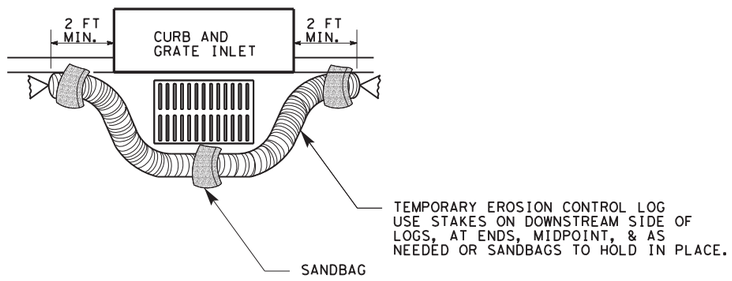
CL-CI



EROSION CONTROL LOG AT CURB INLET

CL-CI

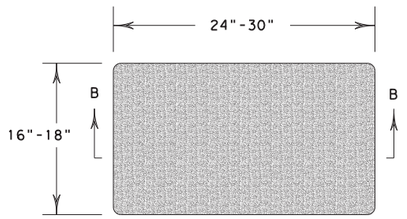
NOTE:
EROSION CONTROL LOGS USED AT CURB INLETS SHOULD ONLY BE USED IF THEY WILL NOT IMPEDE TRAFFIC OR FLOOD THE ROADWAY OR WHEN THE STORM SEWER SYSTEM IS NOT FULLY FUNCTIONAL.



EROSION CONTROL LOG AT CURB & GRADE INLET

CL-GI

SECTION B-B



SANDBAG DETAIL

SHEET 3 OF 3

Texas Department of Transportation

Design Division Standard

TEMPORARY EROSION, SEDIMENT AND WATER POLLUTION CONTROL MEASURES

EROSION CONTROL LOG

EC(9)-16

FILE: ec916	DN: TxDOT		CK: KM	DW: LS/PT		CK: LS
© TxDOT: JULY 2016	CONT	SECT	JOB		HIGHWAY	
REVISIONS	0161	03	024		SS 239	
	DIST	COUNTY			SHEET NO.	
	22	VAL VERDE			174	

DATE: 6/3/2021
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DATE: 6/3/2021
FILE: ...\0161-03-024, etc. EPIC.dgn

I. STORMWATER POLLUTION PREVENTION-CLEAN WATER ACT SECTION 402

TPDES TXR 150000: Stormwater Discharge Permit or Construction General Permit required for projects with 1 or more acres disturbed soil. Projects with any disturbed soil must protect for erosion and sedimentation in accordance with Item 506.

List MS4 Operator(s) that may receive discharges from this project. They may need to be notified prior to construction activities.

1.

2.

☐ No Action Required ☒ Required Action

Action No.

1. Prevent stormwater pollution by controlling erosion and sedimentation in accordance with TPDES Permit TXR 150000
2. Comply with the SW3P and revise when necessary to control pollution or required by the Engineer.
3. Post Construction Site Notice (CSN) with SW3P information on or near the site, accessible to the public and TCEQ, EPA or other inspectors.
4. When Contractor project specific locations (PSL's) increase disturbed soil area to 5 acres or more, submit NOI to TCEQ and the Engineer.

II. WORK IN OR NEAR STREAMS, WATERBODIES AND WETLANDS CLEAN WATER ACT SECTIONS 401 AND 404

USACE Permit required for filling, dredging, excavating or other work in any water bodies, rivers, creeks, streams, wetlands or wet areas.

The Contractor must adhere to all of the terms and conditions associated with the following permit(s):

☒ No Permit Required
☐ Nationwide Permit 14 - PCN not Required (less than 1/10th acre waters or wetlands affected)
☐ Nationwide Permit 14 - PCN Required (1/10 to <1/2 acre, 1/3 in tidal waters)
☐ Individual 404 Permit Required
☐ Other Nationwide Permit Required: NWP# _____

Required Actions: List waters of the US permit applies to, location in project and check Best Management Practices planned to control erosion, sedimentation and post-project TSS.

1.

2.

3.

4.

The elevation of the ordinary high water marks of any areas requiring work to be performed in the waters of the US requiring the use of a nationwide permit can be found on the Bridge Layouts.

Best Management Practices:

Erosion	Sedimentation	Post-Construction TSS
☒ Temporary Vegetation	☒ Silt Fence	☐ Vegetative Filter Strips
☐ Blankets/Matting	☒ Rock Berm	☐ Retention/Irrigation Systems
☐ Mulch	☐ Triangular Filter Dike	☐ Extended Detention Basin
☐ Sodding	☐ Sand Bag Berm	☐ Constructed Wetlands
☐ Interceptor Swale	☐ Straw Bale Dike	☐ Wet Basin
☐ Diversion Dike	☐ Brush Berms	☐ Erosion Control Compost
☐ Erosion Control Compost	☐ Erosion Control Compost	☐ Mulch Filter Berm and Socks
☐ Mulch Filter Berm and Socks	☐ Mulch Filter Berm and Socks	☐ Compost Filter Berm and Socks
☐ Compost Filter Berm and Socks	☐ Compost Filter Berm and Socks	☒ Vegetation Lined Ditches
	☐ Stone Outlet Sediment Traps	☐ Sand Filter Systems
	☐ Sediment Basins	☐ Grassy Swales

III. CULTURAL RESOURCES

Refer to TxDOT Standard Specifications in the event historical issues or archeological artifacts are found during construction. Upon discovery of archeological artifacts (bones, burnt rock, flint, pottery, etc.) cease work in the immediate area and contact the Engineer immediately.

☒ No Action Required ☐ Required Action

Action No.

1.

2.

IV. VEGETATION RESOURCES

Preserve native vegetation to the extent practical.
Contractor must adhere to Construction Specification Requirements Specs 162, 164, 192, 193, 506, 730, 751, 752 in order to comply with requirements for invasive species, beneficial landscaping, and tree/brush removal commitments.

☒ No Action Required ☐ Required Action

Action No.

1.

2.

3.

4.

V. FEDERAL LISTED, PROPOSED THREATENED, ENDANGERED SPECIES, CRITICAL HABITAT, STATE LISTED SPECIES, CANDIDATE SPECIES AND MIGRATORY BIRDS.

☒ No Action Required ☐ Required Action

Action No.

1. Texas Horned Lizard - The Contractor will avoid harvester ant mound in the selection of PSLs where feasible
2. Texas Tortoise -The Contractor should cover utility trenches overnight, and should visually inspect all trenches before filling.
3. Reticulated Collared Lizard - This lizard may potentially occur in the project area. The Contractor shall avoid harming or handeling this species.
4. Texas Indigo Snake - This snake may potentially occur in the project area. The Contractor shall avoid harming or handeling this species.

If any of the listed species are observed, cease work in the immediate area, do not disturb species or habitat and contact the Engineer immediately. The work may not remove active nests from bridges and other structures during nesting season of the birds associated with the nests. If caves or sinkholes are discovered, cease work in the immediate area, and contact the Engineer immediately.

LIST OF ABBREVIATIONS

BMP:	Best Management Practice	SPCC:	Spill Prevention Control and Countermeasure
CGP:	Construction General Permit	SW3P:	Storm Water Pollution Prevention Plan
DSHS:	Texas Department of State Health Services	PCN:	Pre-Construction Notification
FHWA:	Federal Highway Administration	PSL:	Project Specific Location
MOA:	Memorandum of Agreement	TCEQ:	Texas Commission on Environmental Quality
MOU:	Memorandum of Understanding	TPDES:	Texas Pollutant Discharge Elimination System
MS4:	Municipal Separate Stormwater Sewer System	TPWD:	Texas Parks and Wildlife Department
MBTA:	Migratory Bird Treaty Act	TxDOT:	Texas Department of Transportation
NOT:	Notice of Termination	T&E:	Threatened and Endangered Species
NWP:	Nationwide Permit	USACE:	U.S. Army Corps of Engineers
NOI:	Notice of Intent	USFWS:	U.S. Fish and Wildlife Service

VI. HAZARDOUS MATERIALS OR CONTAMINATION ISSUES

General (applies to all projects):

Comply with the Hazard Communication Act (the Act) for personnel who will be working with hazardous materials by conducting safety meetings prior to beginning construction and making workers aware of potential hazards in the workplace. Ensure that all workers are provided with personal protective equipment appropriate for any hazardous materials used.

Obtain and keep on-site Material Safety Data Sheets (MSDS) for all hazardous products used on the project, which may include, but are not limited to the following categories: Paints, acids, solvents, asphalt products, chemical additives, fuels and concrete curing compounds or additives. Provide protected storage, off bare ground and covered, for products which may be hazardous. Maintain product labelling as required by the Act.

Maintain an adequate supply of on-site spill response materials, as indicated in the MSDS. In the event of a spill, take actions to mitigate the spill as indicated in the MSDS, in accordance with safe work practices, and contact the District Spill Coordinator immediately. The Contractor shall be responsible for the proper containment and cleanup of all product spills.

Contact the Engineer if any of the following are detected:
* Dead or distressed vegetation (not identified as normal)
* Trash piles, drums, canister, barrels, etc.
* Undesirable smells or odors
* Evidence of leaching or seepage of substances

Does the project involve any bridge class structure rehabilitation or replacements (bridge class structures not including box culverts)?
☐ Yes ☒ No

If "No", then no further action is required.
If "Yes", then TxDOT is responsible for completing asbestos assessment/inspection.

Are the results of the asbestos inspection positive (is asbestos present)?
☐ Yes ☒ No

If "Yes", then TxDOT must retain a DSHS licensed asbestos consultant to assist with the notification, develop abatement/mitigation procedures, and perform management activities as necessary. The notification form to DSHS must be postmarked at least 15 working days prior to scheduled demolition.

If "No", then TxDOT is still required to notify DSHS 15 working days prior to any scheduled demolition.

In either case, the Contractor is responsible for providing the date(s) for abatement activities and/or demolition with careful coordination between the Engineer and asbestos consultant in order to minimize construction delays and subsequent claims.

Any other evidence indicating possible hazardous materials or contamination discovered on site. Hazardous Materials or Contamination Issues Specific to this Project:

☒ No Action Required ☐ Required Action

Action No.

1.

2.

3.

VII. OTHER ENVIRONMENTAL ISSUES

(includes regional issues such as Edwards Aquifer District, etc.)

☒ No Action Required ☐ Required Action

Action No.

1.

2.

3.

Texas Department of Transportation — Design Division Standard

ENVIRONMENTAL PERMITS, ISSUES AND COMMITMENTS

EPIC

FILE: epic.dgn	DN: TxDOT	CK: RG	DW: VP	CK: AR
©TxDOT: February 2015	CONT	SECT	JOB	HIGHWAY
REVISIONS 12-12-2011 (DS)	0161	03	024	SS 239
05-07-14 ADDED NOTE SECTION IV.	DIST	COUNTY		SHEET NO.
01-23-2015 SECTION I (CHANGED ITEM 1122 TO ITEM 506, ADDED GRASSY SWALES.	22	VAL VERDE		175

DRILL SEEDING WITH STRAW/HAY MULCH

PREFERRED RURAL/SMALL URBAN SEEDING METHOD

RECOMMENDED USES:
- PERMANENT SEEDING (BARE SOIL) (YEAR-ROUND)

REQUIRED BID ITEMS:

164 6001 DRILL SEEDING (PERM) (RURAL) (SANDY)
OR
164 6003 DRILL SEEDING (PERM) (RURAL) (CLAY)
OR
164 6005 DRILL SEEDING (PERM) (URBAN) (SANDY)
OR
164 6007 DRILL SEEDING (PERM) (URBAN) (CLAY)
AND
164 6045 STRAW OR HAY MULCHING
AND

CONSTRUCTION SEQUENCE:

■ **Refer** to Items 162 & 164 of the Texas Standard Specifications for Construction of Highways, Streets, and Bridges 2014 for specifications, dimensions, volumes and measurements that have been modified or not shown.

1. **Distribute topsoil**
   Refer to Item 160 for instructions and requirements. Uniformly distribute topsoil at a thickness of 6 inches unless otherwise specified in the plans.
2. **Prepare seed bed**
   Refer to section 164.3 for instructions.
3. **Apply seed mixture**
   Refer to Item 164 for instructions. Refer to "Seed Mix" shown on sheet 2 of 2 for a list of species and rates.
4. **Apply fertilizer**
   Refer to Item 166 for instructions.
5. **Apply straw/hay mulch & emulsion**
   Refer to section 164.3.E for instructions.
   Anchor mulch with emulsion (SS-1, CSS-1, MS-2, CMS-2); undiluted, at the following rates:
   Hay - 0.15 gallons/sy
   Straw - 0.30 gallons/sy

*Vegetative watering is not required unless otherwise specified in the general notes under Item 168.

STRAW/HAY MULCH SEEDING

PREFERRED RURAL/SMALL URBAN SEEDING METHOD

RECOMMENDED USES:
- PERMANENT SEEDING (BARE SOIL)(YEAR-ROUND)
- TEMPORARY SEEDING (BARE SOIL)(YEAR-ROUND)

REQUIRED BID ITEMS:

164 6013 STRAW / HAY MLCH SEED (PERM) (RURAL) (SANDY)
OR
164 6015 STRAW / HAY MLCH SEED (PERM) (RURAL) (CLAY)
OR
164 6017 STRAW / HAY MLCH SEED (PERM) (URBAN) (SANDY)
OR
164 6019 STRAW / HAY MLCH SEED (PERM) (URBAN) (CLAY)
OR
164 6029 STRAW / HAY MLCH SEED (TEMP) (WARM)
OR
164 6031 STRAW / HAY MLCH SEED (TEMP) (COOL)
AND

CONSTRUCTION SEQUENCE:

■ **Refer** to Items 162 & 164 of the Texas Standard Specifications for Construction of Highways, Streets, and Bridges 2014 for specifications, dimensions, volumes and measurements that have been modified or not shown.

1. **Distribute topsoil**
   Refer to Item 160 for instructions and requirements. Uniformly distribute topsoil at a thickness of 6 inches unless otherwise specified in the plans.
2. **Prepare seed bed**
   Refer to section 164.3 for instructions.
3. **Apply seed mixture**
   Refer to Item 164 for instructions. Refer to "Seed Mix" shown on sheet 2 of 2 for a list of species and rates.
4. **Apply fertilizer**
   Refer to Item 166 for instructions.
5. **Apply straw/hay mulch & emulsion**
   Refer to section 164.3.B for instructions.
   Anchor mulch with emulsion (SS-1, CSS-1, MS-2, CMS-2); undiluted, at the following rates:
   Hay - 0.15 gallons/sy
   Straw - 0.30 gallons/sy

*Vegetative watering is not required unless otherwise specified in the general notes under Item 168.

CELLULOSE FIBER MULCH SEEDING

PREFERRED LARGE URBAN SEEDING METHOD

RECOMMENDED USES:
- TEMPORARY SEEDING (BARE SOIL)(COOL ONLY)
- OVERSEEDING PERMANENT GRASSES INTO TEMP GRASSES (YEAR-ROUND)

REQUIRED BID ITEMS:

164 6031 CELL FBR MLCH SEED (TEMP) (COOL)
OR
164 6021 CELL FBR MLCH SEED (PERM) (RURAL) (SANDY)
OR
164 6023 CELL FBR MLCH SEED (PERM) (RURAL) (CLAY)
OR
164 6025 CELL FBR MLCH SEED (PERM) (URBAN) (SANDY)
OR
164 6027 CELL FBR MLCH SEED (PERM) (URBAN) (CLAY)

CONSTRUCTION SEQUENCE:

■ **Refer** to Items 162 & 164 of the Texas Standard Specifications for Construction of Highways, Streets, and Bridges 2014 for specifications, dimensions, volumes and measurements that have been modified or not shown.

1. **Distribute topsoil**
   Refer to Item 160 for instructions and requirements. Uniformly distribute topsoil at a thickness of 6 inches unless otherwise specified in the plans.
2. **Prepare seed bed**
   Refer to section 164.3 for instructions.
   Prior to seeding:
   - If seeding into bare ground - till soil to a 4 inch depth.
   - If seeding into temporary vegetation cover - mow at a height range of 4-7 inches.
3. **Apply seed, fertilizer, mulch mixture, & emulsion**
   Refer to Items 164 and 166 for instructions.
   Refer to "Seed Mix" shown on sheet 2 of 2 for a list of species and rates.
   Use the 2-step method in which the seed and less than 10% of the required mulch is applied in the first application. The remainder of the mulch and is then applied in the subsequent applications.
4. **Begin Vegetative Watering**
   Initiate vegetative watering as follows:
   Cool temporary vegetation - within 5 days of placing the seed.
   Permanent vegetation - delay watering until after next rainfall of 1/2" or greater or as directed by the Area Engineer.

BROADCAST SEEDING

RECOMMENDED USES:
- TEMPORARY SEEDING (BARE SOIL)(COOL ONLY)
- OVERSEEDING PERMANENT GRASSES INTO TEMP GRASSES (YEAR-ROUND)

REQUIRED BID ITEMS:

164 6011 BROADCAST SEED (TEMP) (COOL)
OR
164 6001 BROADCAST SEED (PERM) (RURAL) (SANDY)
OR
164 6003 BROADCAST SEED (PERM) (RURAL) (CLAY)
OR
164 6005 BROADCAST SEED (PERM) (URBAN) (SANDY)
OR
164 6007 BROADCAST SEED (PERM) (URBAN) (CLAY)

CONSTRUCTION SEQUENCE:

■ **Refer** to Items 162 & 164 of the Texas Standard Specifications for Construction of Highways, Streets, and Bridges 2014 for specifications, dimensions, volumes and measurements that have been modified or not shown.

1. **Distribute topsoil**
   Refer to Item 160 for instructions and requirements. Uniformly distribute topsoil at a thickness of 6 inches unless otherwise specified in the plans.
2. **Prepare seed bed**
   Refer to section 164.3 for instructions.
   Prior to seeding:
   If seeding into bare ground - till soil to a 4 inch depth.
   If seeding into temporary vegetation cover - mow at a height range of 4-7 inches.
3. **Apply seed mixture**
   Refer to Items 164 and 166 for instructions.
   Refer to "Seed Mix" shown on sheet 2 of 2 for a list of species and rates.
4. **Apply fertilizer**
   Refer to Item 166 for instructions.
5. **Begin Vegetative Watering**
   Initiate vegetative watering as follows:
   Cool temporary vegetation - within 5 days of placing the seed.
   Permanent vegetation - delay watering until after next rainfall of 1/2" or greater or as directed by the Area Engineer.

DRILL SEEDING

PREFERRED RURAL/URBAN OVER-SEEDING METHOD

RECOMMENDED USES:
- OVERSEEDING PERMANENT GRASSES INTO TEMP GRASSES (YEAR-ROUND)

REQUIRED BID ITEMS:

164 6034 DRILL SEEDING (PERM) (RURAL) (SANDY)
OR
164 6036 DRILL SEEDING (PERM) (RURAL) (CLAY)
OR
164 6038 DRILL SEEDING (PERM) (URBAN) (SANDY)
OR
164 6040 DRILL SEEDING (PERM) (URBAN) (CLAY)

CONSTRUCTION SEQUENCE:

■ **Refer** to Items 162 & 164 of the Texas Standard Specifications for Construction of Highways, Streets, and Bridges 2014 for specifications, dimensions, volumes and measurements that have been modified or not shown.

1. **Distribute topsoil**
   Refer to Item 160 for instructions and requirements. Uniformly distribute topsoil at a thickness of 6 inches unless otherwise specified in the plans.
2. **Prepare seed bed**
   Refer to section 164.3 for instructions.
   Prior to seeding:
   If seeding into bare ground - till soil to a 4 inch depth.
   If seeding into temporary vegetation cover - mow at a height range of 4-7 inches.
3. **Apply seed mixture**
   Refer to Items 164 and 166 for instructions.
   Refer to "Seed Mix" shown on sheet 2 of 2 for a list of species and rates.
4. **Apply fertilizer**
   Refer to Item 166 for instructions.
5. **Begin Vegetative Watering**
   Initiate vegetative watering as follows:
   Cool temporary vegetation - within 5 days of placing the seed.
   Permanent vegetation - delay watering until after next rainfall of 1/2" or greater.

TEXAS DEPARTMENT OF TRANSPORTATION
LAREDO DISTRICT

SHEET 1 OF 2

REVEGETATION NOTES AND SPECIFICATIONS

REVISIONS	DN: -	CK: -	DW: -	CK: -

STATE DISTRICT	FEDERAL REGION	FEDERAL AID PROJECT	SHEET
22	6		176

COUNTY	CONTROL	SECTION	JOB	HIGHWAY
VAL VERDE	0161	03	024	SS 239

PERMANENT SOIL STABILIZATION

PERMANENT SEED MIX

January 15 thru April 30

RURAL

■ Clay Soils	*
Green Sprangletop (Van Horn)	1.0
Sideoats Grama (South Texas)	1.0
Texas Grama	1.0
Slender Grama (Dilley)	1.0
Shortspike Windmillgrass (Welder)	0.2
Pink Pappusgrass (Maverick)	0.6
Halls Panicum (Oso)	0.2
Plains Bristlegrass (Catarina Blend)	0.2
False Rhodes Grass (Kinney)	0.1
Hooded Windmillgrass (Mariah)	0.2
Arizona Cottontop (La Salle)	0.2

■ Sandy Soils	*
Green Sprangletop (Van Horn)	1.0
Slender Grama (Dilley)	1.0
Shortspike Windmillgrass (Welder)	0.2
Pink Pappusgrass (Maverick)	0.6
Halls Panicum (Oso)	0.2
Plains Bristlegrass (Catarina Blend)	0.2
False Rhodes Grass (Kinney)	0.1
Hooded Windmillgrass (Mariah)	0.2
Arizona Cottontop (La Salle)	0.2

URBAN

■ Clay Soils	*
Green Sprangletop	0.3
Sideoats Grams (Haskell)	4.5
Buffalograss (Texoka)	1.6
Bermudagrass	1.8

■ Sandy Soils	*
Green Sprangletop	0.3
Bermudagrass	1.0
Buffalograss	3.2
Sand Dropseed	0.3

May 1 thru August 31

RURAL

■ Clay Soils	*
Green Sprangletop	0.3
Sideoats Grams (Haskell)	3.6
Plains Bristlegrass	1.2
Buffalograss (Texoka)	1.6
Bermudagrass	1.2
Illinois Bundleflower	1.0
Foxtail Millet	3.0
Browntop Millet	6.0

■ Sandy Soils	*
Green Sprangletop	0.3
Bermudagrass	0.6
Sand Dropseed	0.2
Lehmans Lovegrass	0.2
Purple Prairieclover	0.5
Foxtail Millet	3.0
Browntop Millet	6.0

URBAN

■ Clay Soils	*
Green Sprangletop	0.3
Sideoats Grams (Haskell)	4.5
Buffalograss (Texoka)	1.6
Bermudagrass	1.2
Foxtail Millet	3.0
Browntop Millet	6.0

■ Sandy Soils	*
Green Sprangletop	0.3
Bermudagrass	0.8
Buffalograss	3.2
Sand Dropseed	0.3
Foxtail Millet	3.0
Browntop Millet	6.0

September 1 thru January 14

RURAL

■ Clay Soils	*
Green Sprangletop	0.3
Sideoats Grams (Haskell)	3.6
Plains Bristlegrass	1.2
Buffalograss (Texoka)	1.6
Bermudagrass	1.2
Illinois Bundleflower	1.0
Oats	40.0

■ Sandy Soils	*
Green Sprangletop	0.3
Bermudagrass	0.6
Sand Dropseed	0.2
Lehmans Lovegrass	0.2
Purple Prairieclover	0.5
Oats	40.0

URBAN

■ Clay Soils	*
Green Sprangletop	0.3
Sideoats Grams (Haskell)	4.5
Buffalograss (Texoka)	1.6
Bermudagrass	1.8
Oats	40.0

■ Sandy Soils	*
Green Sprangletop	0.3
Bermudagrass	0.8
Buffalograss	3.2
Sand Dropseed	0.3
Oats	40.0

TEMPORARY SOIL STABILIZATION

TEMPORARY SEED MIX

February 15 thru September 31

WARM SEASON

Foxtail Millet	34.0 Lbs PLS/Acre

October 1 thru February 14

COOL SEASON

Oats	72.0

* SEED QUANTITIES ARE POUNDS PURE LIVE SEED (PLS) PER ACRE.

VEGETATIVE WATERING FOR SEED AND SOD

ITEM 168---VEGETATIVE WATERING

RURAL---NO VEGETATIVE WATERING

URBAN---TEMPORARY IRRIGATION---REFER TO IRRIGATION PLAN SHEETS FOR ZONE TIMES.

URBAN---TRUCK IRRIGATION---REFER TO WATERING SCHEDULE BELOW:

WATERING SCHEDULE

	DAYS 1-14	DAYS 15-28	DAYS 29-42	TOTAL CYCLES
Seeded Sites	Twice per day	Twice per day	Once per day	70
Sodded Sites	Twice per day	Once per day	———	42

Standard watering rate is 1/4 inch per cycle. However, rate and frequency may be adjusted, with the approval of the engineer, to meet site conditions.

SEEDING NOTES:

1. All seed shall meet labeling, delivery, analysis, and testing requirements as described in Item 164.2.
2. All drill seeding shall be accomplished using a pasture or rangeland type drill seeder. Grain drills or Brillion seeders are not acceptable. Seedbed prep is required, even for no-till drill seeders, when seeding into bare soil.
3. All seed shall be drilled to a depth of 1/4 inch to 1/3 inch.
4. Seeding with compost:
   - Prior to seeding, one inch of compost shall be applied to the soil followed by an application of fertilizer. Refer to Item 166 Fertilizer for specifications and application rate.
   - Compost/fertilizer shall be tilled into the soil to a depth of four inches. Seed into prepared seedbed.
5. Where drill seeding is specified, and site conditions prevent it, broadcast seeding is permitted as approved by the engineer.
6. CELL FIBER MULCH SEEDING shall only be used where site conditions prevent drill seeding (refer to plan sheets for type of seeding). Seeding shall be a two-step process as detailed above.
7. Vegetative watering shall be paid for under Item 168. Watering rate and specifications shall be as shown on sheet 2 of 2 under Item 168.

TEXAS DEPARTMENT OF TRANSPORTATION
LAREDO DISTRICT

SHEET 2 OF 2

REVEGETATION
NOTES AND SPECIFICATIONS

© TxDOT JANUARY 2002	DN: -	CK: -	DW: -	CK: -
REVISIONS				

STATE DISTRICT	FEDERAL REGION	FEDERAL AID PROJECT	SHEET
22	6		177

COUNTY	CONTROL	SECTION	JOB	HIGHWAY
VAL VERDE	0161	03	024	SS 239

LEVELS DISPLAYED
1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62

DATE: 6/3/2021
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DW:

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