

INDEX OF SHEETS

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THE CONSTRUCTION WORK WAS PERFORMED IN ACCORDANCE WITH THE PLANS AND CONTRACT.

P. E.

DATE

**STATE OF TEXAS
DEPARTMENT OF TRANSPORTATION**

**PLANS OF PROPOSED
STATE HIGHWAY IMPROVEMENT**

FEDERAL PROJECT: STP 2022(260)HES
US 283

COLEMAN COUNTY

FOR CONSTRUCTION OF HIGHWAY IMPROVEMENT
CONSISTING OF SAFETY TREAT FIXED OBJECTS,
INSTALL PASSING LANES ON 2-LANE ROADWAY

LIMITS: FROM CR 256 TO DRY CREEK

US 283	0099-01-035
ROADWAY	= 16,407.00 FT = 3.107 MI.
BRIDGE	= 190.00 FT = 0.036 MI.
TOTAL	= 16,597.00 FT = 3.143 MI.

FEDERAL AID PROJECT NO.			
STP 2022(260)HES			
CONT	SECT	JOB	HIGHWAY
0099	01	035	US 283
DIST	COUNTY		SHEET NO.
23	COLEMAN		1

FUNCTIONAL CLASSIFICATION = MINOR ARTERIAL
DESIGN SPEED = 40 M.P.H.
A.D.T.(2020) = 970
A.D.T.(2040) = 1,358

FINAL PLANS

LETTING DATE: _____

DATE CONTRACTOR BEGAN WORK: _____

DATE WORK WAS COMPLETED & ACCEPTED: _____

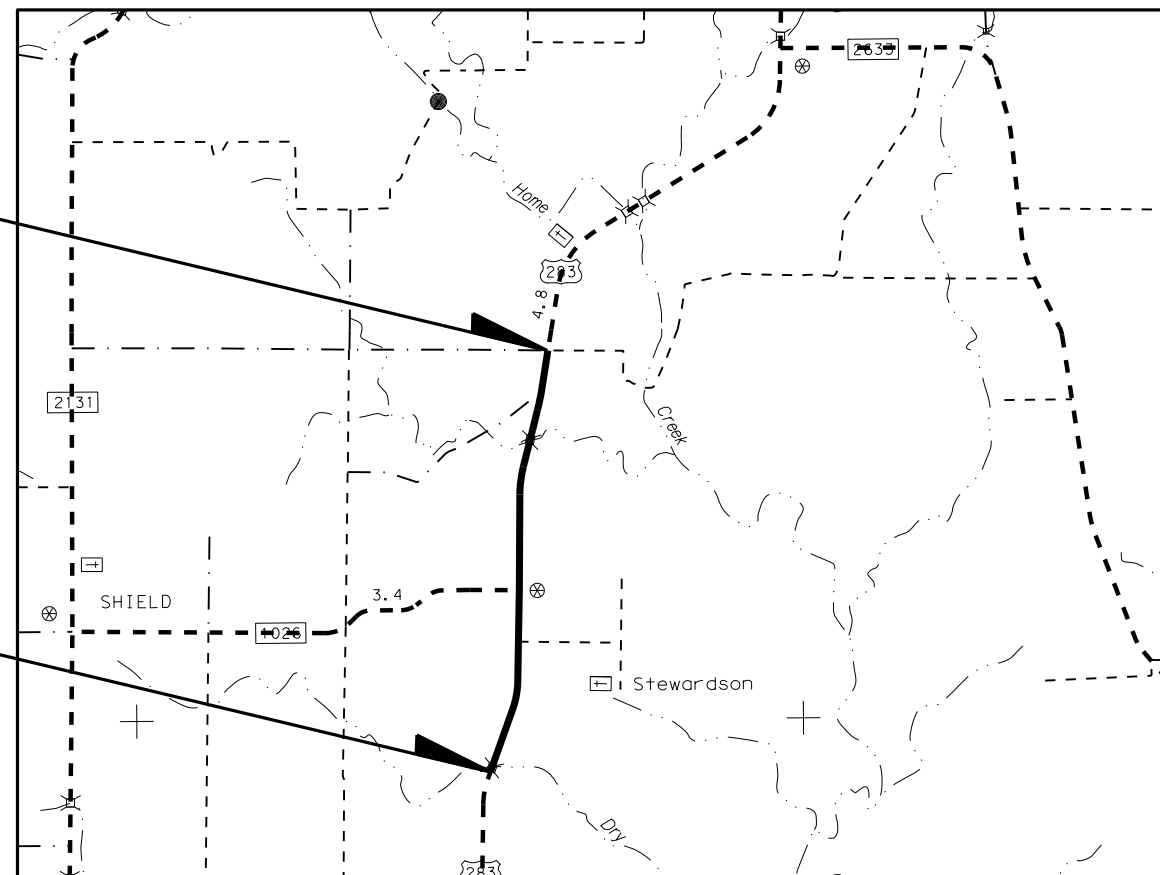
FINAL CONTRACT COST: \$ _____

CONTRACTOR: _____

REQUIRED SIGNS SHALL BE IN ACCORDANCE WITH BC (1) - 21 THRU BC (12) - 21 AND THE "TEXAS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES".

STA 516+48.00 BEGIN PROJECT
(REF MKR 0370+01.969)
CONT 0099-01-035

STA 350+51.00 BEGIN PROJECT
(REF MKR 0374+01.124)
CONT 0099-01-035



SCALE 0 1.0 2.0 MILES

EXCEPTIONS: NONE
EQUATIONS: NONE
RAILROAD CROSSINGS - NONE

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, 2012)



11/5/2021

SUBMITTED FOR LETTING:

DocuSigned by:

Don A. Hochmann, P.E.

2E74F333C7B14AA...

DISTRICT DESIGN ENGINEER

11/5/2021

RECOMMENDED FOR LETTING:

DocuSigned by:

M. St. P.E.

77D1477834646F...

DISTRICT DIRECTOR OF TRANSPORTATION
PLANNING AND DEVELOPMENT

11/5/2021

RECOMMENDED FOR LETTING:

DocuSigned by:

Elias Rmeili, P.E.

BB9FD402431A4A3...

DISTRICT ENGINEER

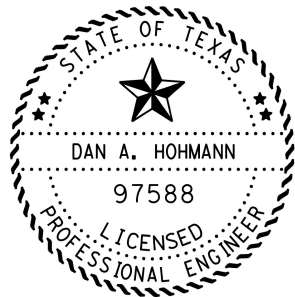
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THE STANDARD SHEETS SPECIFICALLY IDENTIFIED ON THIS SHEET HAVE BEEN ISSUED BY ME AND ARE APPLICABLE TO THIS PROJECT.



Dan A. Hohmann, P.E.

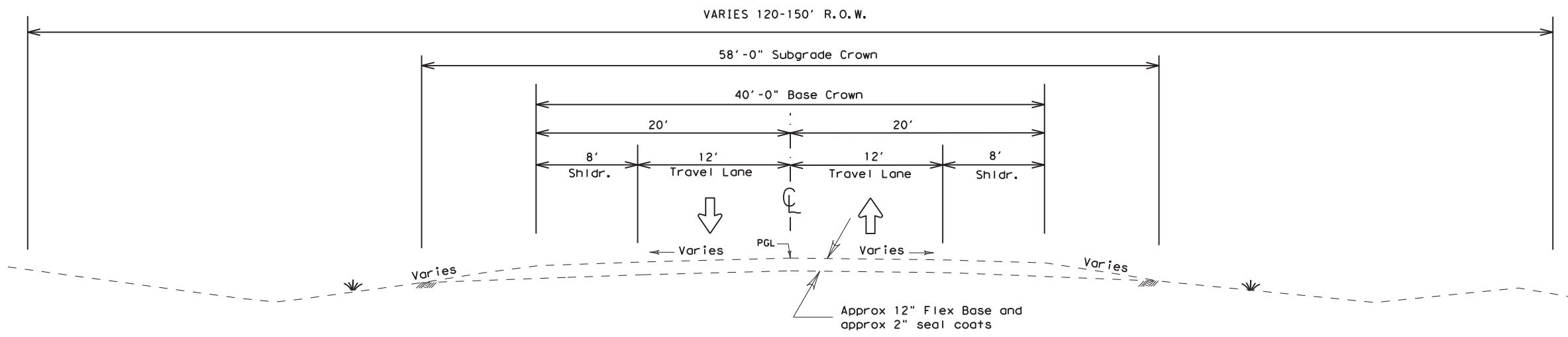
11/05/2021

**US 283
PROJECT INDEX**



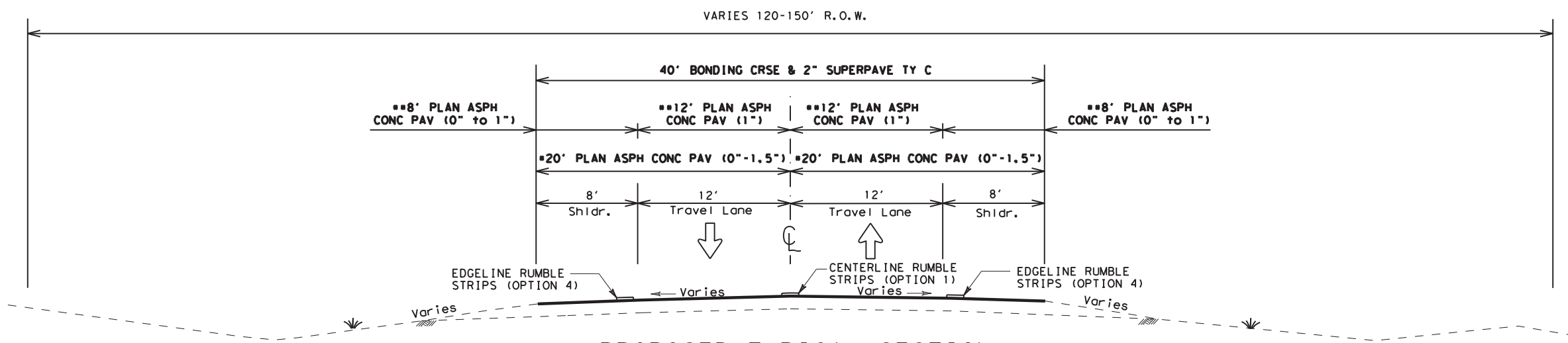
CONT	SECT	JOB	HIGHWAY
0099	01	035	US 283
DIST		COUNTY	SHEET NO.
BWD		COLEMAN	2

DNE:
 CK:
 DW:
 CK:



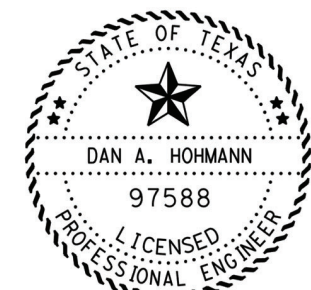
EXISTING TYPICAL SECTION

Sta. 351+31.00 ~ Sta. 480+05.00



PROPOSED TYPICAL SECTION

Sta. 351+31.00 ~ Sta. 355+50.00
 Sta. 475+50.00 ~ Sta. 480+05.00
 **Sta. 352+31.00 ~ Sta. 355+50.00
 **Sta. 475+50.00 ~ Sta. 479+05.00
 *Sta. 351+31.00 ~ Sta. 352+31.00
 *Sta. 479+05.00 ~ Sta. 480+05.00



Dan A. Hohmann, P.E.

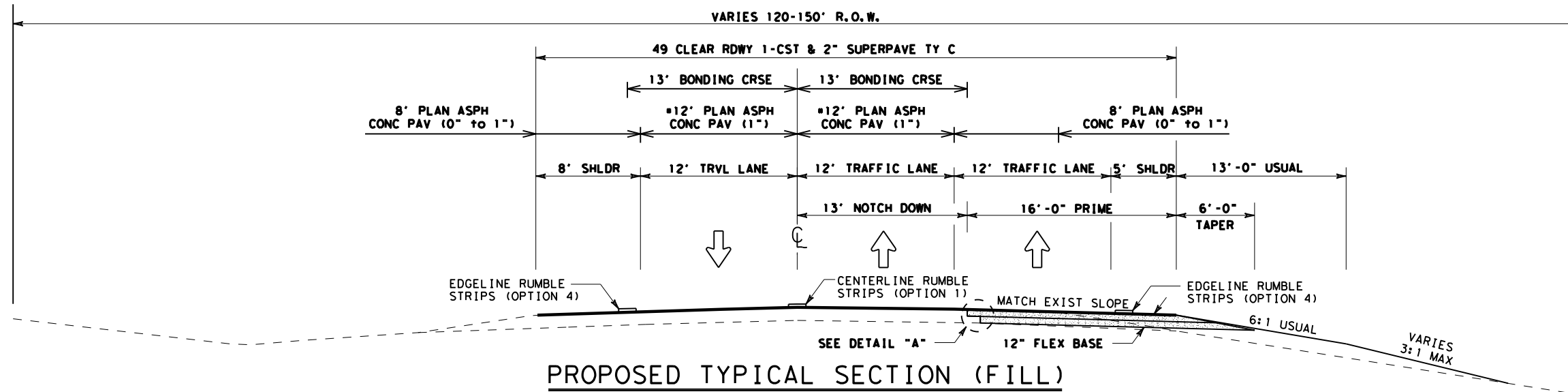
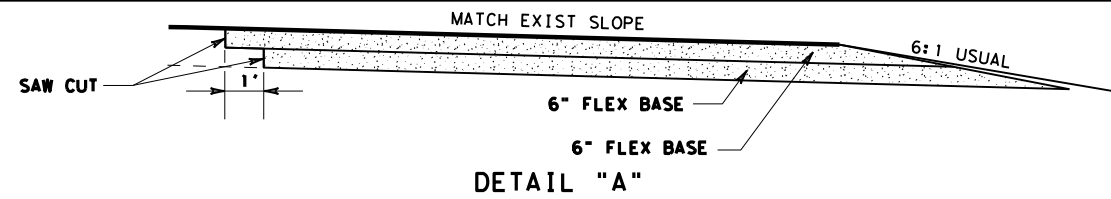
11/05/2021

**US 283
TYPICAL SECTION**



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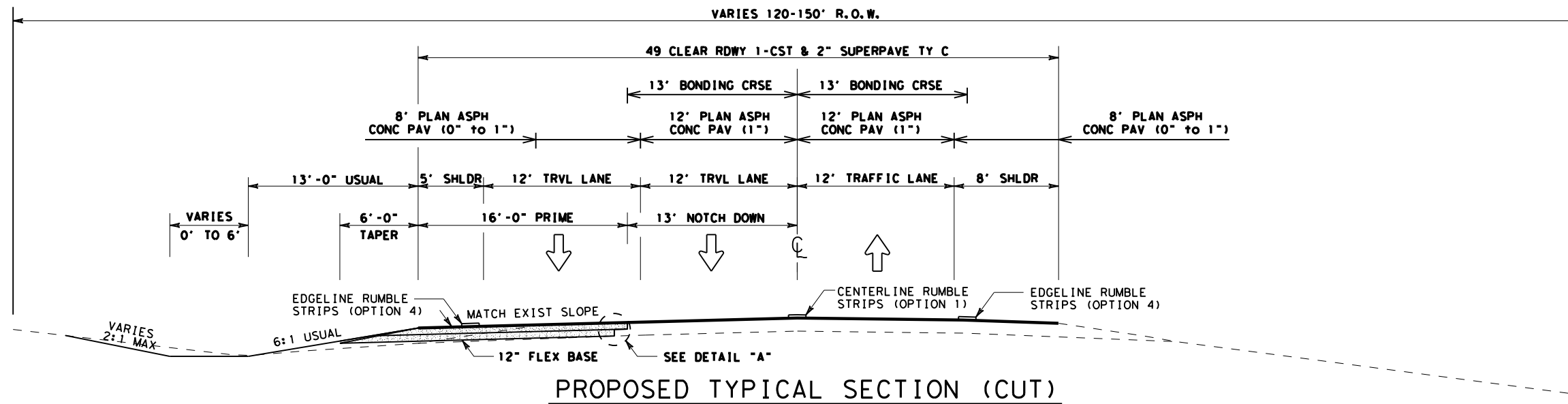
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TRANSITION
STA. 355+50.00 ~ 360+00.00
FLEX BASE EST @ 51.86 CY/STA = 234.0 CY

PASSING LANE WIDENING RT. (FULL WIDTH)
STA. 360+00.00 ~ 448+00.00
FLEX BASE EST @ 68.54 CY/STA = 6032.0 CY

TRANSITION
STA. 448+00.00 ~ 457+00.00
FLEX BASE EST @ 51.86 CY/STA = 467.0 CY



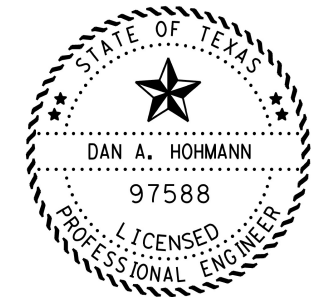
TRANSITION
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FLEX BASE EST @ 51.86 CY/STA = 467.0 CY

PASSING LANE WIDENING LT. (FULL WIDTH)
STA. 372+00.00 ~ 471+00.00
FLEX BASE EST @ 68.54 CY/STA = 6785.0 CY

TRANSITION
STA. 471+00.00 ~ 475+50.00
FLEX BASE EST @ 51.86 CY/STA = 234.0 CY

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ITEM	CODE	DESCRIPTION	UNIT	QUANTITY
0247	6053	FL BS (CMP IN PLC) (TYD GR1-2) (FNAL POS)	CY	14219.0



Dan A. Hohmann, P.E.
11/05/2021

US 283
TYPICAL SECTION



CONT	SECT	JOB	HIGHWAY
0099	01	035	US 283
DIST	COUNTY	SHEET NO.	
BWD	COLEMAN	4	

GENERAL NOTES

TEST TO BE IN ACCORDANCE WITH
TEXAS DEPARTMENT OF TRANSPORTATION
STANDARD TEST METHODS.

Item	Description	Soil Constants		
		Max LL.	Max. PI	Min. PI
* 132	Embankment (Final)(Dens Cont)(Ty C)	40	25	3
247	FI Bs (Cmp In Plc) (Ty D Gr1-2)(Fnal Pos)			3

* Applies to borrow only.

Job control samples for gradation and P.I. testing will be taken from the windrow after blade mixing.

Asphalt Surface Areas-SY

Item	Description	Course	Roadway
310	Asph (RC-250)	Prime	36,696 SY
316	Aggr (TY-B GR-5)	Prime	39,696 SY
316	Asph (AC-20-5TR)	1 st	73,384 SY
316	Aggr (TY-PB GR-4)(SAC-B)	2 nd	73,384 SY
3077	SUPERPAVE MIXTURES SP-C SAC-B PG 76-22	Final	77,269 SY
3084	BONDING COURSE	Final	38,552 SY

Basis of Estimate

Item	Description	Course	Rate	SY	Quantity
310	Asph (RC-250)	Prime	0.22 Gal/SY	36,696	8,074 Gal
316	Aggr (TY-B GR-5)(SAC-B)	Prime	125 SY/CY	36,696	294 CY
316	Asph (AC-20-5TR)	2 nd	0.40 Gal/SY	73,384	29,354 Gal
316	Aggr (TY-PB GR-4)(SAC-B)	2 nd	110 SY/CY	73,384	668 CY
3077	SUPERPAVE MIXTURES SP-C SAC-B PG 76-22	2 nd	224 Lbs/Sy	77,269	8,654 TONS
3084	BONDING COURSE	1 st	0.14 Gal/Sy	38,552	5398 Gal

The Contractor will not be allowed to store equipment, materials, incidentals, hazardous chemicals, petroleum products, concrete washouts, etc. in the Department's R.O.W. without written permission from the Engineer.

See the "Environmental" section of the plans for additional information.

TEXAS ONE CALL

Fiber optic cable systems, gas lines, underground power lines, water lines, sewer lines, and other various utilities may be buried within the project limits. Protection of these utility systems is of extreme importance since any break could disrupt service to users resulting in business interruption and loss of revenue and profits. The Contractor will telephone Texas One Call at 1-800-344-8377 (a 24-hour number), to determine if utilities are buried anywhere on the project in accordance with all UNDERGROUND FACILITY DAMAGE PREVENTION AND SAFETY laws. This action; however, will in no way be interpreted as relief of responsibilities under the terms of the Contract as set out in the plans and specifications. Coordinate the repair of all damages caused by daily operations and have facilities restored to service in a timely manner as directed at no additional cost to TxDOT.

GENERAL

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

Name	Email Address
Bart Fris P.E.	bart.fris@txdot.gov
Canaan Cavitt, P.E.	Canaan.Cavitt@txdot.gov

Contractor questions will be accepted through email, phone, and in person by the above individual(s).

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 District, Project Type (Construction or Maintenance), Letting Date, CCSJ/Project Name.

The term "Article" or "Section" referred to hereon is defined in the forward of the *Standard Specifications for Construction and Maintenance of Highways, Streets, And Bridges* adopted by the Texas Department of Transportation November 2014.

A "Regulatory Construction Speed Zone" has been requested for this project.

Saw-Cutting with approved equipment as directed by the Engineer will be required at project limits, longitudinally, and/or at notch downs to establish clean and straight joints. This work will not be paid for directly but will be considered subsidiary to various bids.

The following standard sheets have been modified: **TS2(PL-2)-18(MOD)**

The Contractor will establish drainage in ditches before seeding or as directed by the Engineer.

Watering for dust control will be required as Directed by the Engineer and will be considered subsidiary to the various bid items.

ITEM 5 CONTROL OF WORK

The responsibility for the construction surveying on this contract will be in accordance with Section 5.9.1. "Method C".

The contractor will be required to place and maintain Blue Tops with wooden hubs for each layer of pavement structure material unless otherwise directed by the Engineer.

Prior to contract letting, bidders may obtain a computerized transfer of files (from the Engineer's office) that contains the earthwork information.

When a precast or cast-in-place concrete element is included in the plans, a precast concrete alternate may be submitted in accordance with "Standard Operating Procedure for Alternate Precast Proposal Submission" found online at <https://www.txdot.gov/inside-txdot/forms-publications/consultants-contractors/publications/bridge.html#design>. Acceptance or denial of an alternate is at the sole discretion of the Engineer. Impacts to the project schedule and any additional costs resulting from the use of alternates are the sole responsibility of the Contractor.

ITEM 7 LEGAL RELATIONS AND RESPONSIBILITIES

No significant traffic generator events identified.

ITEM 8 PROSECUTION AND PROGRESS

Working days will be computed and charged in accordance with Section 8.3.1.4. "Standard Workweek".

Work will not be performed without time being charged unless otherwise exempted by the Section as defined above.

Working day charges will be in accordance with **SP 008---003** (90 calendar days after the date of the written authorization to begin work. Do not begin any work before the end of this period unless authorized in writing by the Engineer.) This delay is for the production of base material and test submittals for approval.

Contractor will not be allowed to move to the opposite side of the road until the Engineer approves substantial completion on the current side.

PROJECT SCHEDULES

Critical Path Method (CPM) scheduling will be required to be submitted and maintained monthly by the Contractor unless otherwise directed by the Engineer. (8.5.2.)

For monthly submittals, the Contractor will provide the schedule in an Adobe Acrobat compatible format (PDF file). If the Engineer requests the schedule in an electronic format, the Contractor will submit a schedule that is fully compatible with Primavera P6 Professional Release 15.

ITEM 9 MEASUREMENT AND PAYMENT

Monthly estimates will be computed from the 28th of the previous month through the 27th of the current month unless otherwise approved in writing by the Engineer.

ITEM 100 PREPARING RIGHT OF WAY

Trees that are to be trimmed and brush that is to be trimmed or removed that are not over the roadway or bridge(s), will be trimmed or removed in accordance with the Roadside Vegetation Management Manual to a height of fourteen feet. Remove limbs at the trunk with less than twenty-one feet of clearance above the pavement or bridge(s). This work will be considered subsidiary to Item 100.

Blading will be used to clear the pavement edge of existing vegetation.

After final surface placement, blade windrow back to edge of pavement to eliminate pavement edge drop-offs.

Within the construction limits, blade and windrow the top 8 inches of vegetative material to just outside the construction limits. Once ditch slopes and drainage have been established and approved, blade the windrow evenly over the disturbed area within the construction limits. This work is to be done as the job progresses and in conjunction with seeding. Work on the project may be suspended, if in the opinion of the Engineer, the Contractor does not make a good faith effort to stabilize loose material as the project progresses. Time will not be suspended.

ITEM 132 EMBANKMENT

Refer to Item 210 "Rolling" for additional roller requirements.

Shape the embankment, near the drainage structures, to the slope of the safety end treatment.

Embankment for the drainage structures is included in the quantities shown on the plan sheets.

Density Control testing may be waved for the detour construction as directed by the Engineer.

ITEM 164 SEEDING FOR EROSION CONTROL

The Contractor should anticipate multiple mobilizations for seeding at each project location.

Additional wildflower seed will be required to be added to the seeding mixture. The wildflower seed will be provided by TxDOT and is estimated at 5 lbs/acre in addition to the required seeding as specified in Item 164. The Contractor will notify the Area Engineer a minimum of 4 weeks in advance of permanent/final seeding to ensure time for the proper seed to be acquired. The Contractor can acquire this additional seed at the County Maintenance office. The equipment, labor, tools, and incidentals to mix and apply this seed will be considered subsidiary to Item 164.

ITEM 166 FERTILIZER

Fertilize all areas of project to be seeded.

Furnish and apply fertilizer with analysis of 20-10-10 at a rate of 300 bulk pounds per acre.

ITEM 210 ROLLING

Required Roller Type and Size for Compacted Layers

Thickness of compacted lift	Minimum Static weight of roller (tons)	Drum Type
< 6 inches	12	Smooth
6 to 7 inches	15	Smooth or Padfoot
8 to 9 inches	18	Padfoot
10 inches or greater	20	Padfoot

ITEM 216 PROOF ROLLING

Proof Rolling will be required for each traffic lane (travel lanes, center turn lanes, right-hand/left-hand turn lanes, deceleration lanes, acceleration lanes, etc.) throughout the entire project and is estimated at 4 hours.

ITEM 247 FLEXIBLE BASE

Refer to Item 210 for additional roller requirements.

Ride quality will be measured before the application of prime coat unless otherwise approved in writing by the Engineer.

A grader (a road grader, a blade, a maintainer, or a motor grader) will be used to process base unless otherwise approved by the Engineer.

Do not add field sand to modify the finish material to meet requirements.

Place new flexible base in lifts of approximately equal depth not to exceed 6 inches unless otherwise directed.

Density requirements for this item may be waived for the construction of detours as directed by the Engineer.

ITEM 310 PRIME COAT

Cure prime placed with a cutback asphalt binder for 21 days before placing subsequent surface courses unless otherwise directed by the Engineer.

Finished base must be dampened before the application of a cutback asphalt binder is placed. This work will not be paid for directly but will be considered subsidiary to Item 310.

ITEM 316 SURFACE TREATMENTS

The Department will witness the Transverse Distribution Test Tex-922-K, Part III. In accordance with **Section 316.3.1.3.1**, the type and grade of asphalt will be used to run the test unless otherwise directed by the Engineer. Paper or digital copies of all tests will be required before work begins.

The Contractor will furnish the distributor nozzles.

In addition to other asphalt distributor requirements, the asphalt distributor will be capable of providing a transversely varied asphalt rate. The Contractor will demonstrate that the distributor can apply an asphalt rate outside of the wheel path locations between 22 and 32 percent higher than the asphalt rate being applied in the wheel paths. The Contractor's calibration of the distributor will include verification of this capability and a description of the spray bar(s) and nozzles to be used. The percentage difference in the asphalt rate provided by each tested spray bar and nozzle arrangement will be provided to the Engineer. The Engineer will select the pavements where the transversely varied asphalt rates are to be provided.

All precoated aggregate will use PG 64-22 asphalt.

Furnish aggregate with a minimum B surface aggregate classification.

Warm season asphalts are not to be placed between September 1st and April 30th unless otherwise directed/approved.

Protect all existing bridges, and other exposed concrete surfaces within the limits of this project(s), as much as practical, from asphalt materials by any means approved by the Engineer at the contractor's expense.

Use a medium pneumatic roller meeting the requirements of Item 210 as directed by the Engineer. This work will be subsidiary to the various bid items.

ITEM 354 PLANING AND TEXTURING PAVEMENT

The planed asphaltic material will be stockpiled at the North end of the Colorado River Bridge on US 283 OR 1 Mile East of US 283 on US 84 as directed by the Engineer. This material will remain property of the Department.

Milling operations will not advance faster than 30 feet per minute (fpm) or be based as a function of the RPMs of the milling drum such that the full uniform texture pattern is achieved with the speed of the milling

operation in fpm limited to 30% of the drums RPMs. Any proposal to advance faster than this speed will be discussed with the Engineer and proven on a test strip of the Engineer's choosing, and will result in no repeated inconsistencies in texture during production milling. If inconsistencies are present, the machine speed will be reduced as directed by the Engineer.

ITEM 420 CONCRETE SUBSTRUCTURES

Culverts will be constructed in conjunction with roadway construction phasing, unless otherwise directed by the Engineer.

All Class C Concrete has been measured for plan quantity payment.

Unless otherwise shown on the plans, all culvert extensions and safety end treatments will conform to the existing culvert slope

ITEM 421 HYDRAULIC CEMENT CONCRETE

Furnish dome lids with 4" x 8" cylinder test molds.

Strength testing equipment is not required for Contract controlling test.

ITEM 427 SURFACE FINISHES FOR CONCRETE

Surface Area II will receive a rub finish.

ITEM 432 RIPRAP

Riprap (Conc) (Cl B) is required inside all Type I safety end treatments, unless otherwise directed by the Engineer.

ITEM 467 SAFETY END TREATMENT

For SET's being installed on existing corrugated metal pipe, upon removal of the existing SET and if there is damage to the existing end of pipe, the Contractor will saw cut a straight end and remove 3ft minimum of existing CMP. This new length of pipe will be supplied by the Contractor before installing the proposed SET. The removal and replacement of the length of pipe will be considered subsidiary to the SET. Any deviation to this process will have to be approved in writing by the Engineer.

ITEM 502 BARRICADES, SIGNS, AND TRAFFIC HANDLING

The Contractor will be required to keep all TCP devices clean. If notified by the Engineer to clean the TCP devices, the Contractor will have until the end of that daylight period to comply. Failure to comply will result in a suspension of all work until the TCP devices are clean. Time will not be suspended.

Work zone lengths will be limited to 2 mile sections unless otherwise approved by the Engineer.

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.

The Engineer will determine the locations of regulatory construction speed zone signs. The Contractor will furnish, install and remove speed zone signs at locations as directed by the Engineer.

Excavations in Intersections adjacent to travel lanes will not be exposed or open overnight. Backfilling will take place the day excavations are made.

The Contractor will be responsible for maintaining the edge of the roadway throughout the project in a traversable condition and/or as directed by the Engineer. Salvaged milling may be used as directed by the Engineer. This work will not be paid for directly and will be considered subsidiary to Item 502 "Barricades, Signs, and Traffic Handling".

All devices shown on the TCP Standards are required and considered subsidiary to Item 502 unless specifically outlined elsewhere in the plans.

All signs will be constructed in accordance with the details shown in the current Standard Highway Sign Designs for Texas manual.

ITEM 504 FIELD OFFICE AND LABORATORY

Furnish and provide a Type E structure that meets all of the following requirements:

1. Provide at least 325 square feet of gross floor area in rooms 8 feet high. Partition the floor area into at least 2 interconnected rooms with doors, 2 exterior doors, and at least 2 windows in each room. One exterior door opening must be 48-inch minimum width. If steps are required to gain access to the 48-inch door, provide handrails and a strong and sturdy loading dock with minimum dimensions of 60 inches wide by 60 inches deep.
2. The strong floor and landing of the facility shall support the weight of all equipment and personnel, providing a stable, essentially zero deflection, during testing operations, acceptable to the Engineer.
3. Conforms to Laboratory requirements in Item 504.2.1.2.2 and conforms to Asphalt Content by Ignition Method in Item 504.2.2.4.1
4. Provide water, electricity, chairs, trash disposal, and janitorial services.
5. Furnish and install adequate equipment, outlets, lighting, air-conditioning, heating, and ventilation. Provide a partitioned restroom furnished with restroom supplies, a lavatory, and a flush toilet connected to a sewer or septic tank.

This structure type will be located at each HMAC plant for the sole use of the Engineer and will be separate from the Contractors' testing lab. In addition, provide the following:

The Contractor will furnish the Superpave or Texas Gyrotory Compactor to the Engineer under the asphalt concrete pavement Item(s) of work.

The remaining lab testing equipment and calibrations will be provided by TxDOT.

No direct payment will be made for Engineer field labs. All construction, maintenance, utilities, custodial services, security, and permits necessary to establish and maintain readiness of this facility will be the responsibility of the Contractor.

ITEM 506 TEMPORARY EROSION, SEDIMENTATION, AND ENVIRONMENTAL CONTROLS

The Contractor should anticipate multiple mobilizations for the installation of BMP's on this project.

The Engineer will determine actual time and placement locations of BMP's and temporary measures.

Contractor will not install BMPs until locations are approved by the Engineer.

Stockpile sites may be cleared of cover vegetation, but the vegetation root system will not be destroyed.

ITEM 512 PORTABLE TRAFFIC BARRIER

Portable Concrete Traffic Barrier will be supplied by the Contractor.

Portable Concrete Traffic Barrier will be used at specified locations for protection of workmen and the traveling public. When barrier sections are stockpiled on the project they will be placed in a location that will not endanger the traveling public.

Traffic barrier will be retained by the department and stockpiled at the North end of the Colorado River Bridge on US 283 OR 1 Mile East of US 283 on US 84 as directed by the Engineer.

Connection hardware for the PTCB will be stockpiled at the Coleman County Maintenance yard at 2603 S. Commercial, Coleman, TX.

ITEM 529 CONCRETE CURB, GUTTER, AND COMBINED CURB AND GUTTER

Reinforcing steel will be required in all curb and gutter.

ITEM 530 INTERSECTIONS, DRIVEWAYS, AND TURNOUTS

The Contractor will always maintain access to driveways unless otherwise coordinated with the property owner(s) and approved by the Engineer.

ITEM 545 CRASH CUSHION ATTENUATORS

Crash Cushion Attenuators will be supplied by the Contractor.

ITEM 560 MAILBOX ASSEMBLIES

Mailboxes will be kept in a position accessible to the carrier's vehicle along the travel way except when performance of grading operations necessitates the moving of mailboxes. When grading operations necessitate the moving of mailboxes, the contractor will place them at a nearby location which will be accessible to the carrier's vehicle. Mailboxes will be returned to a position accessible to the carrier's vehicle along the travel way when grading operations are not in progress. This work will not be paid for directly but will be subsidiary to Item 560.

A Type 2 Object Marker in accordance with Traffic Engineering standard Delineators & Object Markers or tube type post wrapped with 12" Conformable Reflective Sheeting in accordance with DMS 8300 will be required on both the approach and departure side of each mailbox assembly and will not be paid for directly but will be considered subsidiary to Item 560 Mailbox Assemblies.

Mailboxes that create a protrusion of more than 4" into the pedestrian circulation path will have an additional curb or foundation at the bottom to provide a maximum 4" overhang. This work will not be paid for directly but will be considered subsidiary to Item 560 Mailbox Assemblies.

ITEM 585 RIDE QUALITY FOR PAVEMENT SURFACES

Surface Test Type B will be required on this project.

Schedule 2 will be used when calculating Pay Adjustment for Ride quality.

Diamond grinding will not be allowed unless otherwise approved by the Engineer.

Refer to Item 247 and **SP 247-003** for ride quality requirements.

ITEM 644 SMALL ROADSIDE SIGN ASSEMBLIES

The Contractor will notify the Engineer 5 working days before installing any sign base. The Engineer will coordinate with the Contractor and the Maintenance office to assure proposed sign placements are in accordance with the current version of the Sign Crew Field Book and the TMUTCD. Any signs that are placed without this coordination by the Contractor that are not located correctly will be removed and relocated at the Contractor's expense.

Triangular Slip Bases will be supplied by TxDOT. All other components of the sign assembly (stubs, posts, hardware, signs, etc.) will be supplied by the Contractor. The Contractor can acquire the bases at the Comanche County Maintenance office located at 1502 N. Austin Street Comanche, Tx. Contact the Comanche County Maintenance Supervisor at (325) 356-7507 for further information. For Triangular Slip Base systems use HWYCOM (3 way set screw), Southern Plains (2 bolt clamp), or approved equivalent.

Build signs not detailed in the plans according to the latest edition of the Standard Highway Sign Designs for Texas.

TxDOT will mark the locations of the SPEED LIMIT (R2-1) and REDUCED SPEED LIMIT AHEAD (W3-5) signs.

Existing roadside signs are to be removed/relocated and mounted on temporary supports and placed during construction as directed by the Engineer. The removal/relocation and temporary mounting of any existing sign (stop, yield, warning, etc.) will not be paid for directly but will be considered subsidiary to Item 644 unless otherwise directed by the Engineer.

Signs that are to be transferred to new posts must be placed upon the new supports before the end of the working day. Regulatory signs must be transferred immediately.

Conformable Retroreflective Sheeting in accordance with DMS 8300 will be required on all Warning, Stop, and Yield signs. Retroreflective sheeting wrapped around a sign support is yellow unless the sign on the support is a Stop or Yield, in which case the sheeting will be red. Retroreflective sheeting will have a height on the post of 12 inches and the bottom of the sheeting will be 4 feet above the edge of the travel lane. Retroreflective sheeting will not be paid for directly but will be considered subsidiary to Item 644 Small Roadside Sign Assemblies.

ITEM 662 WORK ZONE PAVEMENT MARKINGS

Temporary tabs will not be placed on a road more than 24 hours prior to operations beginning on the road.

The temporary tabs will be removed by an acceptable method approved by the Engineer once final striping has been placed.

ITEM 666 RETROREFLECTORIZED PAVEMENT MARKINGS

A mobile retroreflectometer is not required for this project.

Furnish a needlepoint micrometer gauge Mitutoyo - Model 342-711-30 or equivalent.

Sealed roadways will be allowed to cure for 3 days before final striping is placed unless otherwise directed by the Engineer.

Unless otherwise approved, all 4 in. longitudinal striping (centerline, edgeline, etc.) will be placed and approved before any other striping (crosswalks, stop bars, arrows, numbers, etc.) is allowed to begin.

ITEM 672 RAISED PAVEMENT MARKERS

Place raised pavement markers no sooner than 24 hours after final striping has been placed or as directed.

ITEM 3077 SUPERPAVE MIXTURES

Binder substitution is not allowed.

RAP and RAS will not be allowed.

Superpave Mix to be placed in one lift.

Surge Volume and Remixing MTV will be required for this project.

During paving operations; proper adjustment of Surge Volume and Remixing MTV is required to ensure clean pickup of HMAC and to have residual HMAC not be in excess of 1/4" to 3/8" as approved by the Engineer. HMAC will not be dumped in a windrow that is determined by the Engineer to be an excessive distance from the paving operation.

Belly dumps will not be allowed if a spray paver is used.

See item 504 for additional structure requirements located at HMAC plant(s).

ITEM 3084 BONDING COURSE

Rates will be adjusted in the field based on the exposed surface as directed by the Engineer.

A test strip will be required.

ITEM 6185 TRUCK MOUNTED ATTENUATOR (TMA) AND TRAILER ATTENUATOR (TA)

Provide the number of vehicles with truck mounted attenuators (TMA) listed in the table below. The Contractor will be responsible for determining if one or more of these operations will be ongoing at the same time to determine the total number of TMAs needed for the project.

STANDARD / PHASE	# TMA'S REQUIRED
TCP(1-2)	1 per workspace
TCP(1-3)	1 per workspace
TCP(2-1)	1
TCP(3-1)	2

Stationary shadow vehicle(s) with TMA are estimated at 100 days for this project.

Mobile shadow vehicle(s) with TMA are estimated at 320 hours for this project. (20 days x 8 hrs/day x 2 TMA's)



CONTROLLING PROJECT ID 0099-01-035

DISTRICT Brownwood
HIGHWAY US 283

COUNTY Coleman

Estimate & Quantity Sheet

CONTROL SECTION JOB				0099-01-035		TOTAL EST.	TOTAL FINAL
PROJECT ID				A00063875			
COUNTY				Coleman			
HIGHWAY				US 283			
ALT	BID CODE	DESCRIPTION	UNIT	EST.	FINAL		
	100-6002	PREPARING ROW	STA	129.000		129.000	
	100-6005	PREP ROW (TREE)(24"-30"DIA)	EA	3.000		3.000	
	104-6021	REMOVING CONC (CURB)	LF	186.000		186.000	
	110-6001	EXCAVATION (ROADWAY)	CY	10,935.000		10,935.000	
	132-6006	EMBANKMENT (FINAL)(DENS CONT)(TY C)	CY	4,300.000		4,300.000	
	164-6036	DRILL SEEDING (PERM) (RURAL) (CLAY)	AC	10.500		10.500	
	164-6042	DRILL SEEDING (TEMP) (WARM)	AC	5.250		5.250	
	164-6044	DRILL SEEDING (TEMP) (COOL)	AC	5.250		5.250	
	216-6001	PROOF ROLLING	HR	4.000		4.000	
	247-6053	FL BS (CMP IN PLC)(TYD GR1-2)(FNAL POS)	CY	14,219.000		14,219.000	
	310-6012	PRIME COAT (RC-250)	GAL	8,074.000		8,074.000	
	316-6017	ASPH (AC-20-5TR)	GAL	29,354.000		29,354.000	
	316-6177	AGGR(TY-B GR-5 SAC-B)	CY	294.000		294.000	
	316-6224	AGGR(TY-PB GR-4 SAC-B)	CY	668.000		668.000	
	354-6015	PLAN & TEXT CONC PAV(0" TO 1")	SY	22,532.000		22,532.000	
	354-6016	PLAN & TEXT CONC PAV(0" TO 1-1/2")	SY	889.000		889.000	
	354-6120	PLAN & TEXT ASPH CONC PAV (1")	SY	33,798.000		33,798.000	
	420-6051	CL C CONC (CULV)	CY	3.800		3.800	
	432-6002	RIPRAP (CONC)(5 IN)	CY	12.000		12.000	
	451-6019	RETROFIT RAIL (TY T631)	LF	454.000		454.000	
	460-6010	CMP AR (GAL STL DES 3)	LF	166.000		166.000	
	467-6106	SET (TY I)(S=3 FT)(HW=3FT)(4:1)(C)	EA	4.000		4.000	
	467-6144	SET (TY I)(S= 4 FT)(HW= 4 FT)(4:1) (C)	EA	2.000		2.000	
	467-6245	SET (TY I)(S= 7 FT)(HW= 4 FT)(4:1) (C)	EA	2.000		2.000	
	467-6457	SET (TY II) (42 IN) (CMP) (4: 1) (C)	EA	2.000		2.000	
	467-6537	SET (TY II) (DES 3) (CMP) (6: 1) (P)	EA	12.000		12.000	
	467-6547	SET (TY II) (DES 4) (CMP) (4: 1) (C)	EA	2.000		2.000	
	496-6016	REMOV STR (PIPE)	EA	6.000		6.000	
	500-6001	MOBILIZATION	LS	1.000		1.000	
	502-6001	BARRICADES, SIGNS AND TRAFFIC HANDLING	MO	12.000		12.000	
	506-6011	ROCK FILTER DAMS (REMOVE)	LF	80.000		80.000	
	506-6038	TEMP SEDMT CONT FENCE (INSTALL)	LF	1,200.000		1,200.000	
	506-6039	TEMP SEDMT CONT FENCE (REMOVE)	LF	1,200.000		1,200.000	
	506-6041	BIODEG EROSN CONT LOGS (INSTL) (12")	LF	1,400.000		1,400.000	
	506-6043	BIODEG EROSN CONT LOGS (REMOVE)	LF	1,400.000		1,400.000	
	506-6051	ROCK FILTER DAMS (INSTALL) (TY 1) (6:1)	LF	80.000		80.000	
	512-6001	PORT CTB (FUR & INST)(SGL SLOPE)(TY 1)	LF	450.000		450.000	



Estimate & Quantity Sheet

CONTROLLING PROJECT ID 0099-01-035

DISTRICT Brownwood
HIGHWAY US 283

COUNTY Coleman

CONTROL SECTION JOB				0099-01-035		TOTAL EST.	TOTAL FINAL
PROJECT ID				A00063875			
COUNTY				Coleman			
HIGHWAY				US 283			
ALT	BID CODE	DESCRIPTION	UNIT	EST.	FINAL		
	512-6025	PORT CTB (MOVE)(SGL SLP)(TY 1)	LF	1,350.000		1,350.000	
	512-6037	PORT CTB (STKPL)(SGL SLP)(TY 1)	LF	450.000		450.000	
	529-6014	CONC CURB (MOD) (TYPE I)	LF	186.000		186.000	
	530-6002	INTERSECTIONS (ACP)	SY	372.000		372.000	
	530-6006	DRIVEWAYS (SURF TREAT)	SY	629.000		629.000	
	530-6008	TURNOUTS (ACP)	SY	15.000		15.000	
	533-6001	RUMBLE STRIPS (SHOULDER)	LF	25,748.000		25,748.000	
	533-6002	RUMBLE STRIPS (CENTERLINE)	LF	12,874.000		12,874.000	
	540-6002	MTL W-BEAM GD FEN (STEEL POST)	LF	800.000		800.000	
	542-6001	REMOVE METAL BEAM GUARD FENCE	LF	1,300.000		1,300.000	
	544-6001	GUARDRAIL END TREATMENT (INSTALL)	EA	8.000		8.000	
	545-6003	CRASH CUSH ATTEN (MOVE & RESET)	EA	6.000		6.000	
	545-6005	CRASH CUSH ATTEN (REMOVE)	EA	2.000		2.000	
	545-6019	CRASH CUSH ATTEN (INSTL)(S)(N)(TL3)	EA	2.000		2.000	
	560-6006	MAILBOX INSTALL-M (TWG-POST) TY 2	EA	1.000		1.000	
	644-6004	IN SM RD SN SUP&AM TY10BWG(1)SA(T)	EA	1.000		1.000	
	644-6007	IN SM RD SN SUP&AM TY10BWG(1)SA(U)	EA	3.000		3.000	
	644-6033	IN SM RD SN SUP&AM TYS80(1)SA(U)	EA	1.000		1.000	
	644-6060	IN SM RD SN SUP&AM TYTWT(1)WS(P)	EA	10.000		10.000	
	644-6061	IN SM RD SN SUP&AM TYTWT(1)WS(T)	EA	9.000		9.000	
	644-6076	REMOVE SM RD SN SUP&AM	EA	16.000		16.000	
	658-6014	INSTL DEL ASSM (D-SW)SZ (BRF)CTB (BI)	EA	16.000		16.000	
	658-6062	INSTL DEL ASSM (D-SW)SZ 1(BRF)GF2(BI)	EA	36.000		36.000	
	658-6073	INSTL OM ASSM (OM-2Y)(WC)GND(BI)	EA	12.000		12.000	
	662-6004	WK ZN PAV MRK NON-REMOV (W)4"(SLD)	LF	24,000.000		24,000.000	
	662-6034	WK ZN PAV MRK NON-REMOV (Y)4"(SLD)	LF	24,000.000		24,000.000	
	662-6050	WK ZN PAV MRK REMOV (REFL) TY II-A-A	EA	300.000		300.000	
	662-6111	WK ZN PAV MRK SHT TERM (TAB)TY Y-2	EA	2,488.000		2,488.000	
	666-6006	REFL PAV MRK TY I (W)4"(DOT)(100MIL)	LF	738.000		738.000	
	666-6048	REFL PAV MRK TY I (W)24"(SLD)(100MIL)	LF	34.000		34.000	
	666-6072	REFL PAV MRK TY I(W)(LNDRP ARW)(100MIL)	EA	4.000		4.000	
	666-6300	RE PM W/RET REQ TY I (W)4"(BRK)(100MIL)	LF	4,172.000		4,172.000	
	666-6303	RE PM W/RET REQ TY I (W)4"(SLD)(100MIL)	LF	25,544.000		25,544.000	
	666-6315	RE PM W/RET REQ TY I (Y)4"(SLD)(100MIL)	LF	25,848.000		25,848.000	
	672-6007	REFL PAV MRKR TY I-C	EA	210.000		210.000	
	672-6009	REFL PAV MRKR TY II-A-A	EA	324.000		324.000	
	3077-6034	SP MIXESSP-CSAC-B PG76-22	TON	8,654.000		8,654.000	



Estimate & Quantity Sheet

CONTROLLING PROJECT ID 0099-01-035

DISTRICT Brownwood
HIGHWAY US 283

COUNTY Coleman

CONTROL SECTION JOB				0099-01-035		TOTAL EST.	TOTAL FINAL
PROJECT ID				A00063875			
COUNTY				Coleman			
HIGHWAY				US 283			
ALT	BID CODE	DESCRIPTION	UNIT	EST.	FINAL		
	3084-6001	BONDING COURSE	GAL	5,398.000		5,398.000	
	6185-6002	TMA (STATIONARY)	DAY	100.000		100.000	
	6185-6003	TMA (MOBILE OPERATION)	HR	320.000		320.000	
	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	

Beginning chain US283 description

Point 100 N 10,538,450.6870 E 2,595,667.0496 Sta 333+76.37

Course from 100 to PC US2831 N 0° 22' 14.31" E Dist 100.0000

Curve Data

Curve US2831 (Chord Definition)
 P.I. Station 341+15.58 N 10,539,189.8868 E 2,595,671.8315
 Delta = 19° 00' 00.00" (RT)
 Degree = 1° 30' 00.04"
 Tangent = 639.2153
 Length = 1,266.6575
 Radius = 3,819.8000
 External = 53.1147
 Long Chord = 1,260.8977
 Mid. Ord. = 52.3863
 P.C. Station 334+76.37 N 10,538,550.6849 E 2,595,667.6965
 P.T. Station 347+43.02 N 10,539,792.9179 E 2,595,883.8450
 C.C. N 10,538,525.9752 E 2,599,487.4166
 Back = N 0° 22' 14.31" E
 Ahead = N 19° 22' 14.31" E
 Chord Bear = N 9° 52' 14.31" E

Course from PT US2831 to PC US2832 N 19° 22' 14.31" E Dist 2,700.4345

Curve Data

Curve US2832 (Chord Definition)
 P.I. Station 380+74.57 N 10,542,935.8774 E 2,596,988.8458
 Delta = 18° 45' 48.72" (LT)
 Degree = 1° 30' 00.04"
 Tangent = 631.1149
 Length = 1,250.8931
 Radius = 3,819.8000
 External = 51.7860
 Long Chord = 1,245.3464
 Mid. Ord. = 51.0933
 P.C. Station 374+43.46 N 10,542,340.4882 E 2,596,779.5191
 P.T. Station 386+94.35 N 10,543,566.9569 E 2,596,995.5330
 C.C. N 10,543,607.4309 E 2,593,175.9475
 Back = N 19° 22' 14.31" E
 Ahead = N 0° 36' 25.59" E
 Chord Bear = N 9° 59' 19.95" E

Course from PT US2832 to 101 N 0° 36' 25.59" E Dist 1,814.0689

Point 101 N 10,545,380.9239 E 2,597,014.7546 Sta 405+08.42

Course from 101 to 102 N 0° 32' 09.71" E Dist 4,497.5563

Point 102 N 10,549,878.2834 E 2,597,056.8309 Sta 450+05.98

Course from 102 to PC US2833 N 0° 25' 45.06" E Dist 711.3504

Curve Data

Curve US2833 (Chord Definition)
 P.I. Station 462+88.83 N 10,551,161.1054 E 2,597,066.4402
 Delta = 11° 23' 32.73" (RT)
 Degree = 1° 00' 00.03"
 Tangent = 571.5076
 Length = 1,139.2324
 Radius = 5,729.6000
 External = 28.4324
 Long Chord = 1,137.3711
 Mid. Ord. = 28.2920
 P.C. Station 457+17.33 N 10,550,589.6138 E 2,597,062.1593
 P.T. Station 468+56.56 N 10,551,720.4914 E 2,597,183.5223
 C.C. N 10,550,546.6958 E 2,602,791.5986
 Back = N 0° 25' 45.06" E
 Ahead = N 11° 49' 17.79" E
 Chord Bear = N 6° 07' 31.42" E

Course from PT US2833 to 103 N 11° 49' 17.79" E Dist 2,224.2418

Point 103 N 10,553,897.5575 E 2,597,639.1920 Sta 490+80.80

Course from 103 to 104 N 10° 50' 31.30" E Dist 878.0051

Point 104 N 10,554,759.8898 E 2,597,804.3463 Sta 499+58.81

Ending chain US283 description

TxDOT - Brownwood District
 US 283
 COLEMAN County
 CSJ 0099-01-035

Texas State Plane
 NAD83(2011)

Texas Central
 Zone 4203
 NAVD88

Project Vertical
 Datum
 Geoid 12B

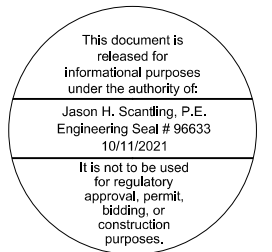
CSF- 1.0001 US Survey Feet
 TxDOT VRS

Monument/Target	Number	Surface Northing	Surface Easting	Elevation	Description	Grld Northing	Grld Easting	*Latitude (N)	*Longitude (W)	Station	Offset
CP1		10554294.6205	2597662.8785	1491.8025	ALC	10553239.297	2597403.138	31 37 02.04193	99 22 00.91145	NA	NA
CP2		10553252.1610	2597429.9963	1473.7655	ALC	10552196.941	2597170.279	31 36 51.74643	99 22 03.70905	NA	NA
CP3		10551782.0525	2597138.3760	1516.9573	ALC	10550726.980	2596878.688	31 36 37.22421	99 22 07.22855	NA	NA
CP4		10550482.2090	2597001.4020	1525.7753	ALC	10549427.266	2596741.728	31 36 24.37351	99 22 08.94263	NA	NA
CP5		10548994.5285	2596988.9195	1552.3158	ALC	10547939.735	2596729.247	31 36 09.65341	99 22 09.23603	NA	NA
CP6		10547498.5415	2596971.7525	1546.4688	ALC	10546443.897	2596712.081	31 35 54.85147	99 22 09.58441	NA	NA
CP7		10545999.7275	2596964.4090	1537.6705	ALC	10544945.233	2596704.739	31 35 40.02071	99 22 09.81947	NA	NA
CP8		10544568.8855	2596949.5690	1528.8390	ALC	10543514.534	2596689.900	31 35 25.86318	99 22 10.13436	NA	NA
CP9		10543070.6690	2596895.2035	1520.0653	ALC	10542016.467	2596635.540	31 35 11.04231	99 22 10.91289	NA	NA
CP10		10541675.2543	2596481.0225	1510.6060	ALC	10540621.192	2596221.400	31 34 57.26952	99 22 15.84031	NA	NA
CP11		10540467.5910	2596035.1948	1490.1485	ALC	10539413.650	2595775.617	31 34 45.35726	99 22 21.11440	NA	NA
CP12		10539042.1515	2595778.7568	1515.8123	ALC	10537988.353	2595519.205	31 34 31.27375	99 22 24.22075	NA	NA

ALC - TxDOT Aluminum Cap

*Lat/Long conversion from
 CORPSCON 6.0
 (input/output) TX East HPGN/HARN

TxDOT Brownwood District
 Chet M. Glasscock, RPLS
 Travis Jordan
 George Trott



US 283
 SURVEY CONTROL



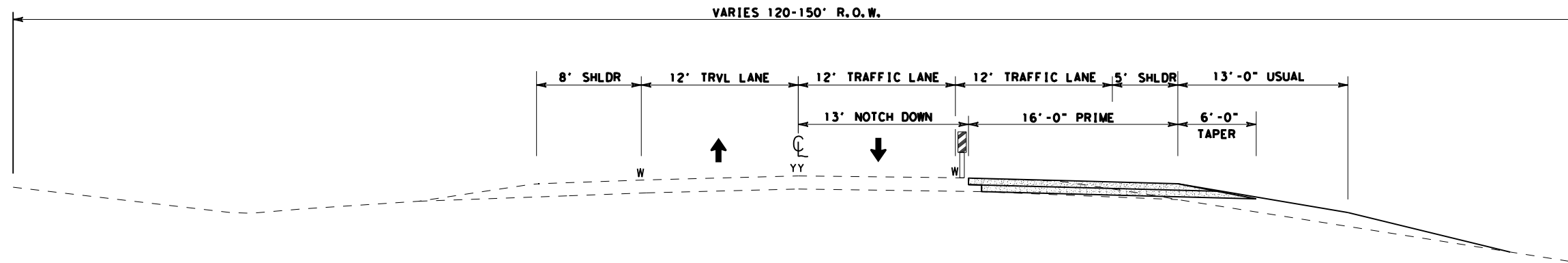
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0099	01	035	US 283
DIST	COUNTY		SHEET NO.
BWD	COLEMAN		7

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SEQUENCE OF WORK FOR WIDENING:

1. PERFORM MILLING OPERATIONS FROM STA 355+50 TO STA 375+50.
2. PLACE 26' 1-CST FROM STA 355+50 TO STA 375+50.
3. PLACE WORK ZONE PAVEMENT MARKINGS
4. NOTCH DOWN AND WIDEN RIGHT SIDE.
5. NOTCH DOWN AND WIDEN LEFT SIDE.

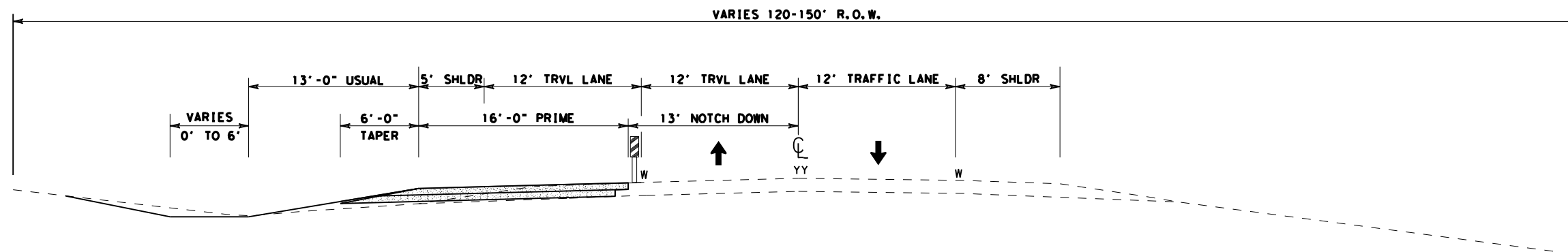
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0662	6004	WK ZN PAV MRK NON-REMOV (W) 4" (SLD)	24000	LF
0662	6034	WK ZN PAV MRK NON-REMOV (Y) 4" (SLD)	24000	LF
0662	6050	WK ZN PAV MRK REMOV (REFL) TY II-A-A	300	EA
0662	6111	WK ZN PAV MRK SHT TERM (TAB) TY Y-2	1200	EA



TCP TYPICAL SECTION

STA. 355+50.00 ~ 457+00.00
REFER TO TCP(2-1)-18

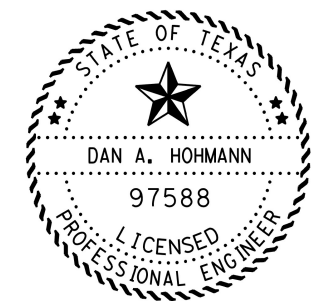
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FOR MILLING, SURFACING, AND STRIPING OPERATIONS.



TCP TYPICAL SECTION

STA. 363+00.00 ~ 475+50.00
REFER TO TCP(2-1)-18

REFER TO TCP(1-2)-18, TCP(1-3)-18, AND TCP(3-1)-13.
FOR MILLING, SURFACING, AND STRIPING OPERATIONS.



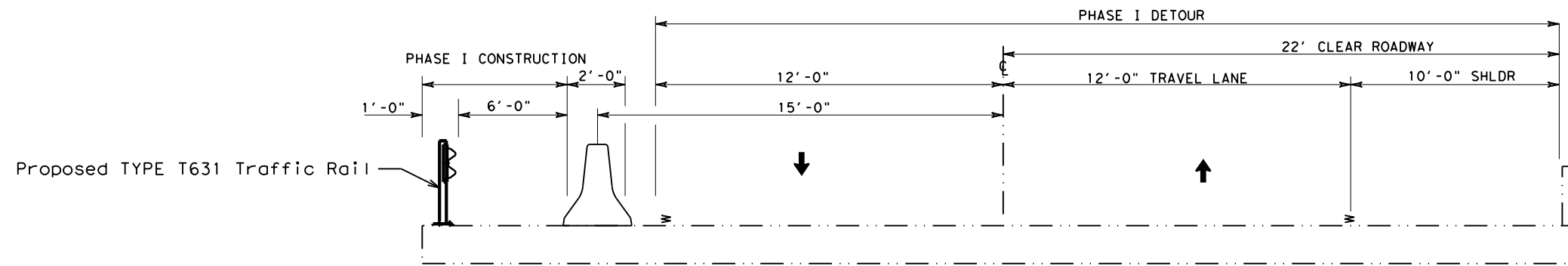
Dan A. Hohmann, P.E.

11/05/2021

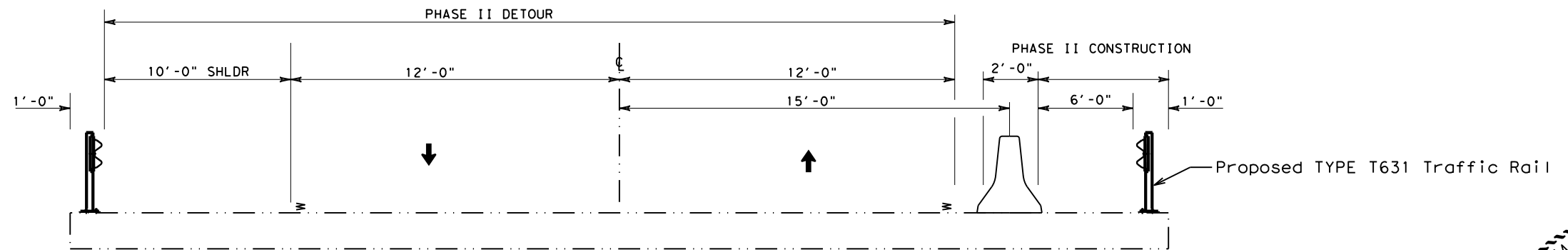
**US 283
TRAFFIC CONTROL
PLAN
TCP TYPICAL**



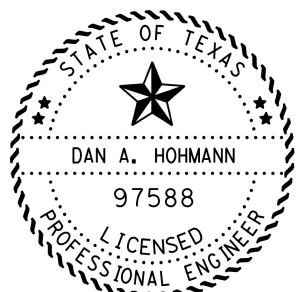
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0099	01	035	US 283
DIST	COUNTY	SHEET NO.	
BWD	COLEMAN	8	



PHASE I



PHASE II



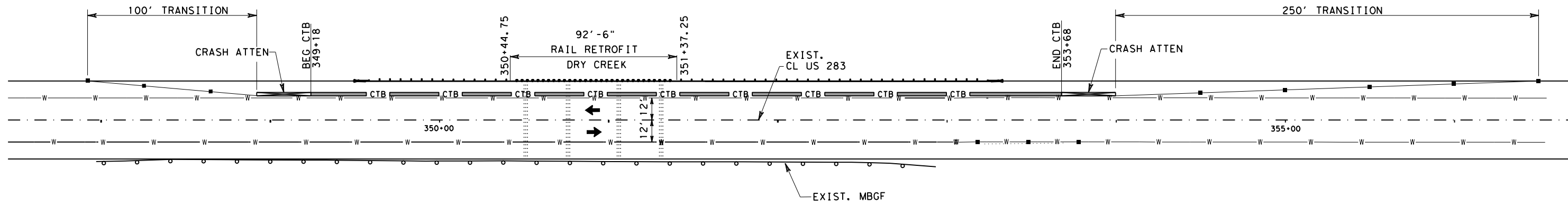
Dan A. Hohmann, P.E.

11/05/2021

**US 283
TRAFFIC CONTROL
PLAN
DETOUR TYPICAL**

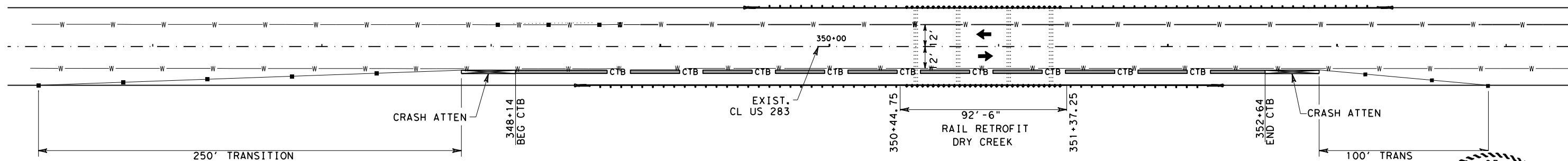


CONT	SECT	JOB	HIGHWAY
0099	01	035	US 283
DIST	COUNTY		SHEET NO.
BWD	COLEMAN		9

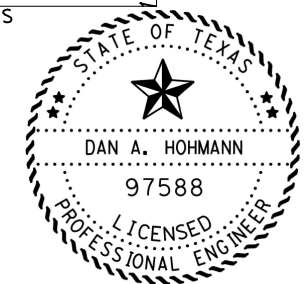


PHASE I

NOTE:
PHASE I TO BE COMPLETED BEFORE PHASE II
UNLESS OTHERWISE DIRECTED BY THE ENGINEER.



PHASE II



Dan A. Hohmann, P.E.

11/05/2021

LEGEND

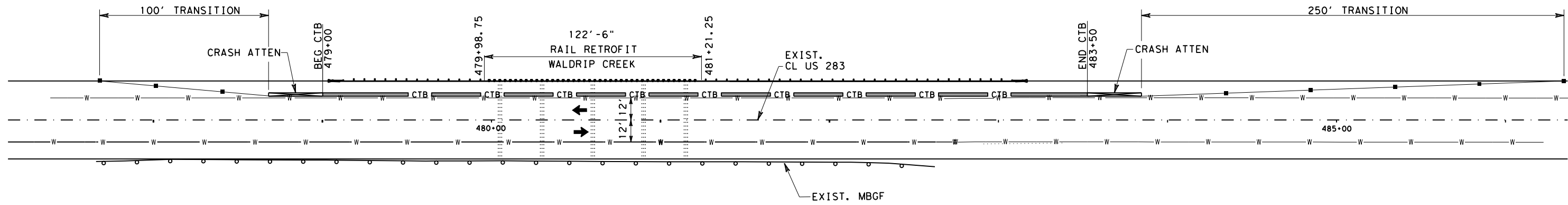
- W — W — W — EXIST. 4" WHITE PAV MRK
- BRIDGE RAIL RETROFIT
- — ■ — ■ — ■ — ■ CHANNELIZING DEVICES

ITEM	CODE	DESCRIPTION	QUANT	UNIT
0512	6001	PORT CTB (FUR & INST) (SGL SLOPE) (TY 1)	450	LF
0512	6025	PORT CTB (MOVE) (SGL SLP) (TY 1)	450	LF
0545	6003	CRASH CUSH ATTN (MOV & RESET)	2	EA
0545	6019	CRASH CUSH ATTN (INSTL) (S) (N) (TL3)	2	EA
0658	6014	INSTL DEL ASSM (D - SW) SZ (BRF) CTB	8	EA

**US 283
TRAFFIC CONTROL
PLAN
PHASE I & II LAYOUT**

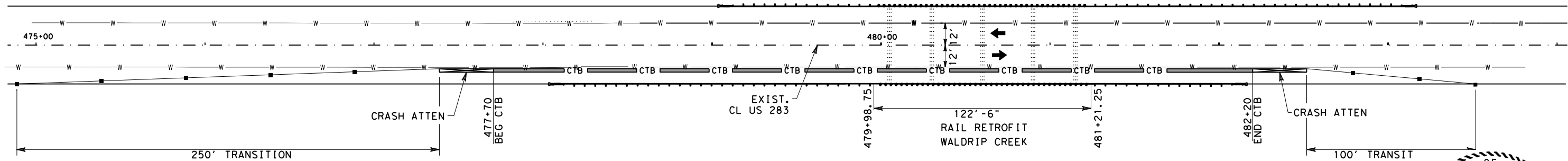


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DIST	COUNTY	SHEET NO.	
BWD	COLEMAN	10	

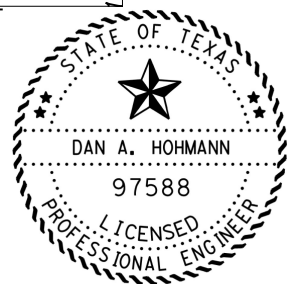


PHASE I

NOTE:
PHASE I TO BE COMPLETED BEFORE PHASE II
UNLESS OTHERWISE DIRECTED BY THE ENGINEER.



PHASE II



Dan A. Hohmann, P.E.

11/05/2021

LEGEND

- EXIST. 4" WHITE PAV MRK
- BRIDGE RAIL RETROFIT
- CHANNELIZING DEVICES

ITEM	CODE	DESCRIPTION	QUANT	UNIT
0512	6025	PORT CTB (MOVE) (SGL SLP) (TY 1)	900	LF
0512	6037	PORT CTB (STKPL) (SGL SLP) (TY 1)	450	LF
0545	6003	CRASH CUSH ATTN (MOV & RESET)	4	EA
0545	6005	CRASH CUSH ATTN (REMOVE)	2	EA
0658	6014	INSTL DEL ASSM (D - SW) SZ (BRF) CTB	8	EA

**US 283
TRAFFIC CONTROL
PLAN
PHASE I & II LAYOUT**



CONT	SECT	JOB	HIGHWAY
0099	01	035	US 283
DIST	COUNTY	SHEET NO.	
BWD	COLEMAN	11	

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BARRICADE AND CONSTRUCTION (BC) STANDARD SHEETS GENERAL NOTES:

- 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).
- The development and design of the Traffic Control Plan (TCP) is the responsibility of the Engineer.
- 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.
- 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.
- 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.
- 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.
- 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.
- 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.
- 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.
- Where highway construction or maintenance work is being undertaken, other than mobile operations as defined by the Texas Manual on Uniform Traffic Control Devices, CSJ limit signs are required. CSJ limit signs are shown on BC(2). The OBEY WARNING SIGNS STATE LAW sign, STAY ALERT TALK OR TEXT LATER and the WORK ZONE TRAFFIC FINES DOUBLE sign with plaque shall be erected in advance of the CSJ limits. The BEGIN ROAD WORK NEXT X MILES, CONTRACTOR and END ROAD WORK signs shall be erected at or near the CSJ limits. For mobile operations, CSJ limit signs are not required.
- Traffic control devices should be in place only while work is actually in progress or a definite need exists.
- The Engineer has the final decision on the location of all traffic control devices.
- 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 NOTES:


- 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.
- Except in emergency situations, flagger stations shall be illuminated when flagging is used at night.

COMPLIANT WORKZONE TRAFFIC CONTROL DEVICES

- Only pre-qualified products shall be used. The "Compliant Work Zone Traffic Control Devices List" (CWZTCD) describes pre-qualified products and their sources.
- Work zone traffic control devices shall be compliant with the Manual for Assessing safety Hardware (MASH).

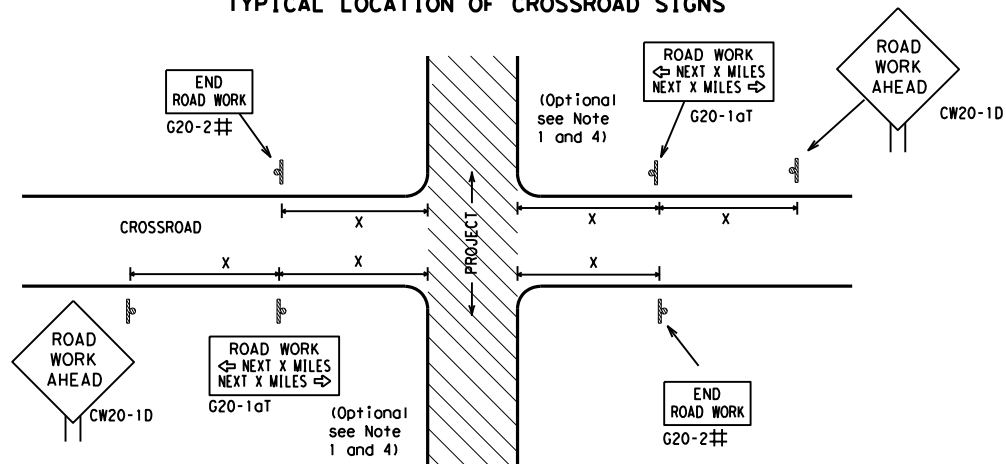
THE DOCUMENTS BELOW CAN BE FOUND ON-LINE AT http://www.txdot.gov
COMPLIANT WORK ZONE TRAFFIC CONTROL DEVICES LIST (CWZTCD)
DEPARTMENTAL MATERIAL SPECIFICATIONS (DMS)
MATERIAL PRODUCER LIST (MPL)
ROADWAY DESIGN MANUAL - SEE "MANUALS (ONLINE MANUALS)"
STANDARD HIGHWAY SIGN DESIGNS FOR TEXAS (SHSD)
TEXAS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

SHEET 1 OF 12

 Texas Department of Transportation		Traffic Safety Division Standard	
BARRICADE AND CONSTRUCTION GENERAL NOTES AND REQUIREMENTS			
BC (1) - 21			
FILE:	bc-21.dgn	DN:	TxDOT
© TxDOT	November 2002	CK:	TxDOT
		DW:	TxDOT
		CK:	TxDOT
REVISIONS	CONT	SECT	JOB
4-03 7-13	0099	01	035
9-07 8-14			US 283
5-10 5-21	DIST	COUNTY	SHEET NO.
	BWD	COLEMAN	13

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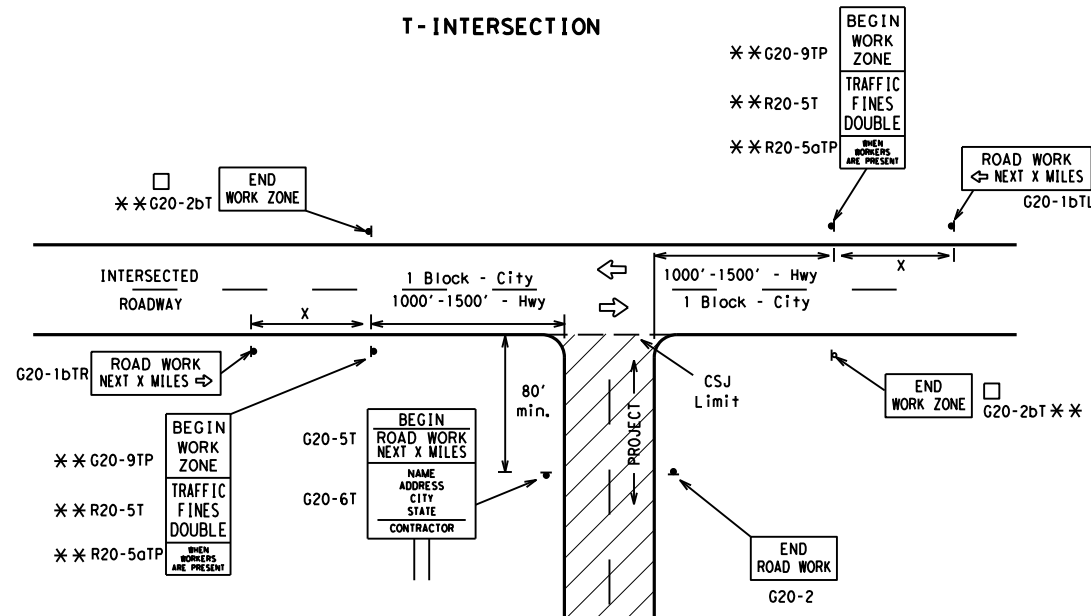
TYPICAL LOCATION OF CROSSROAD SIGNS



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

- 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.
- 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 as per TMUTCD Part 5. This information shall be shown in the plans.
- 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.
- 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.
- Additional traffic control devices may be shown elsewhere in the plans for higher volume crossroads.
- 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

- 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.
- 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}

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

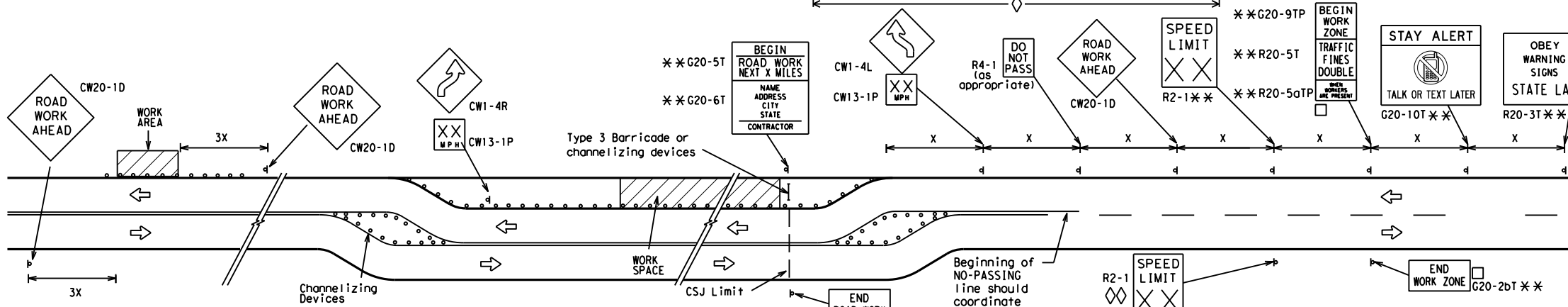
* For typical sign spacings on divided highways, expressways and freeways, see Part 6 of the "Texas Manual on Uniform Traffic Control Devices" (TMUTCD) typical application diagrams or TCP Standard Sheets.

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

GENERAL NOTES

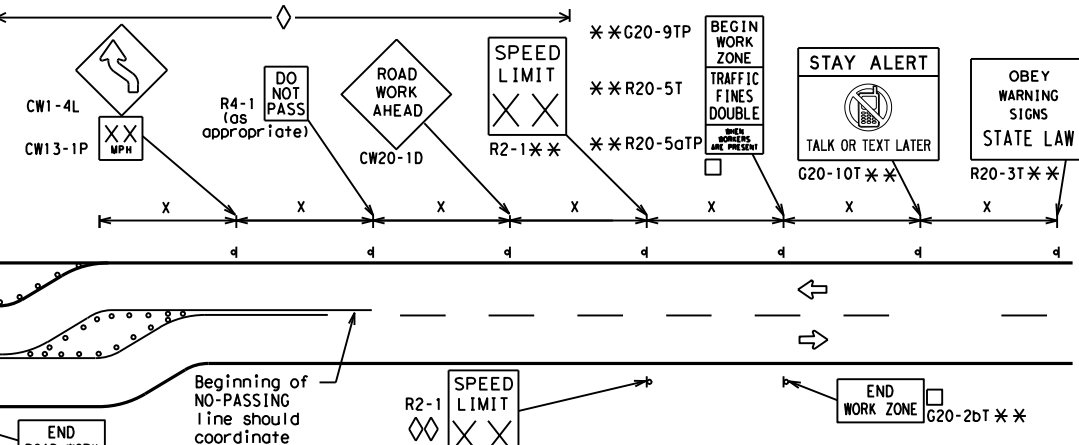
- Special or larger size signs may be used as necessary.
- Distance between signs should be increased as required to have 1500 feet advance warning.
- Distance between signs should be increased as required to have 1/2 mile or more advance warning.
- 36" x 36" "ROAD WORK AHEAD" (CW20-1D) signs may be used on low volume crossroads at the discretion of the Engineer as per TMUTCD Part 5. See Note 2 under "Typical Location of Crossroad Signs".
- Only diamond shaped warning sign sizes are indicated.
- 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.

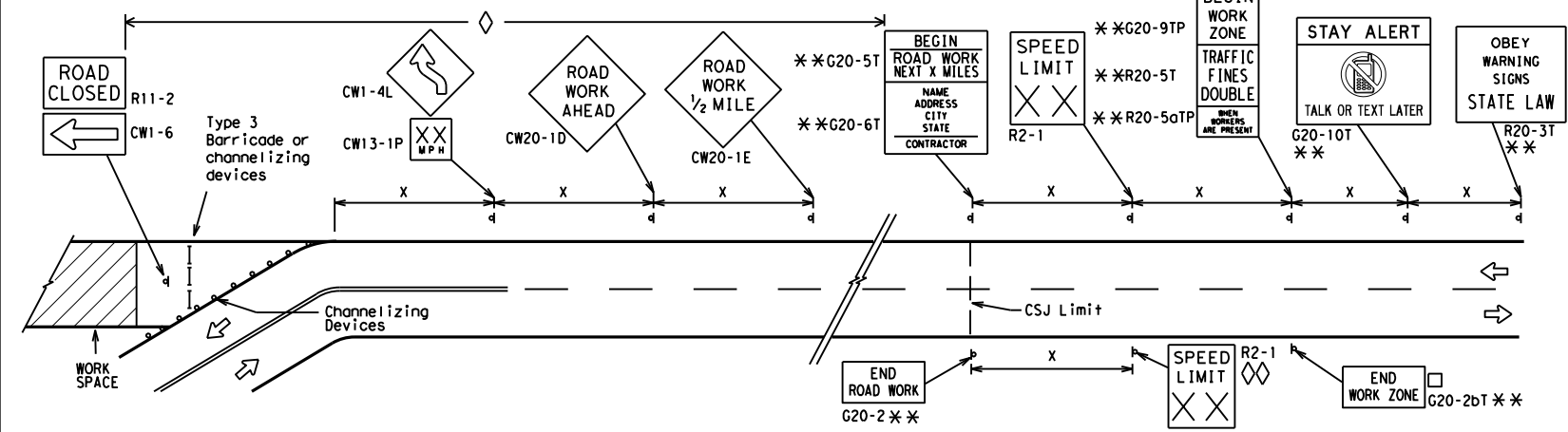
SAMPLE LAYOUT OF SIGNING FOR WORK BEGINNING AT THE CSJ LIMITS



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.
- CSJ limit signing is required for highway construction and maintenance work, with the exception of mobile operations.
- 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.

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



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



BARRICADE AND CONSTRUCTION PROJECT LIMIT

BC(2)-21

FILE: bc-21.dgn	DN: TxDOT	CK: TxDOT	DW: TxDOT	CR: TxDOT
© TxDOT November 2002	CONT	SECT	JOB	HIGHWAY
REVISIONS	0099	01	035	US 283
9-07 8-14	DIST	COUNTY	SHEET NO.	
7-13 5-21	BWD	COLEMAN	14	

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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:

- rough road or damaged pavement surface
- substantial alteration of roadway geometrics (diversions)
- construction detours
- grade
- width
- 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 traveled 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

- Regulatory work zone speed limits should be used only for sections of construction projects where speed control is of major importance.
- Regulatory work zone speed limit signs shall be placed on supports at a 7 foot minimum mounting height.
- Speed zone signs are illustrated for one direction of travel and are normally posted for each direction of travel.
- 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
- Regulatory speed limit signs shall have black legend and border on a white reflective background (See "Reflective Sheeting" on BC(4)).
- 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.
- Turning signs from view, laying signs over or down will not be allowed, unless as otherwise noted under "REMOVING OR COVERING" on BC(4).
- Techniques that may help reduce traffic speeds include but are not limited to:
 - Law enforcement.
 - Flagger stationed next to sign.
 - Portable changeable message sign (PCMS).
 - Low-power (drone) radar transmitter.
 - Speed monitor trailers or signs.
- Speeds shown on details above are for illustration only. Work Zone Speed Limits should only be posted as approved for each project.
- 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.

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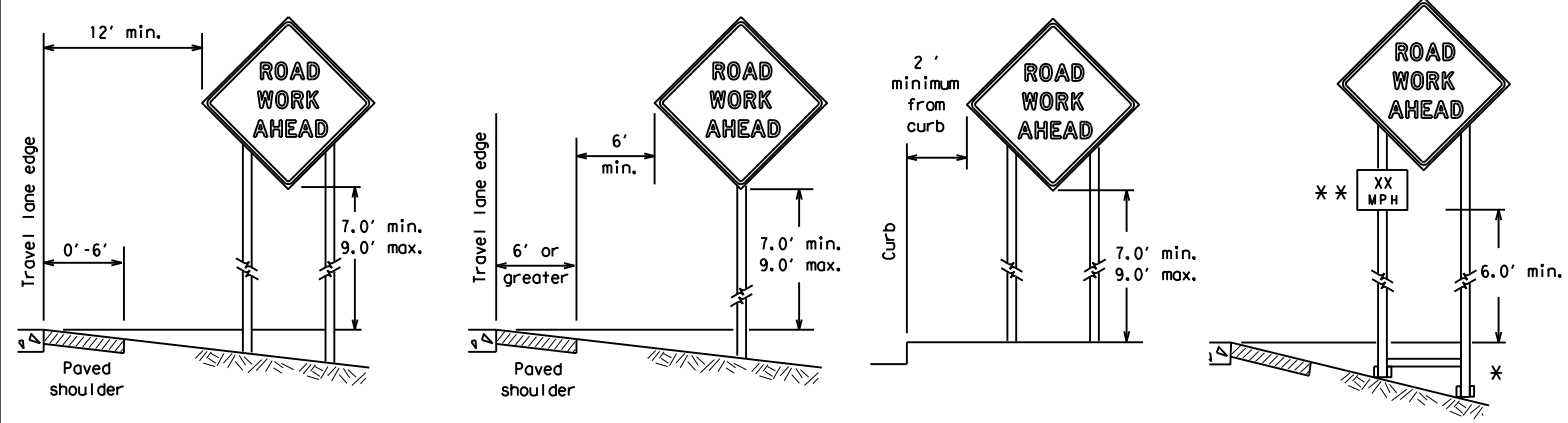
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SHEET 3 OF 12

<h2>BARRICADE AND CONSTRUCTION WORK ZONE SPEED LIMIT</h2>			
<h3>BC (3) - 21</h3>			
FILE:	bc-21.dgn	DW:	TxDOT
© TxDOT	November 2002	CONT SECT:	JOB HIGHWAY
REVISIONS		0099 01	035 US 283
9-07 8-14		DIST	COUNTY SHEET NO.
7-13 5-21		BWD	COLEMAN 15

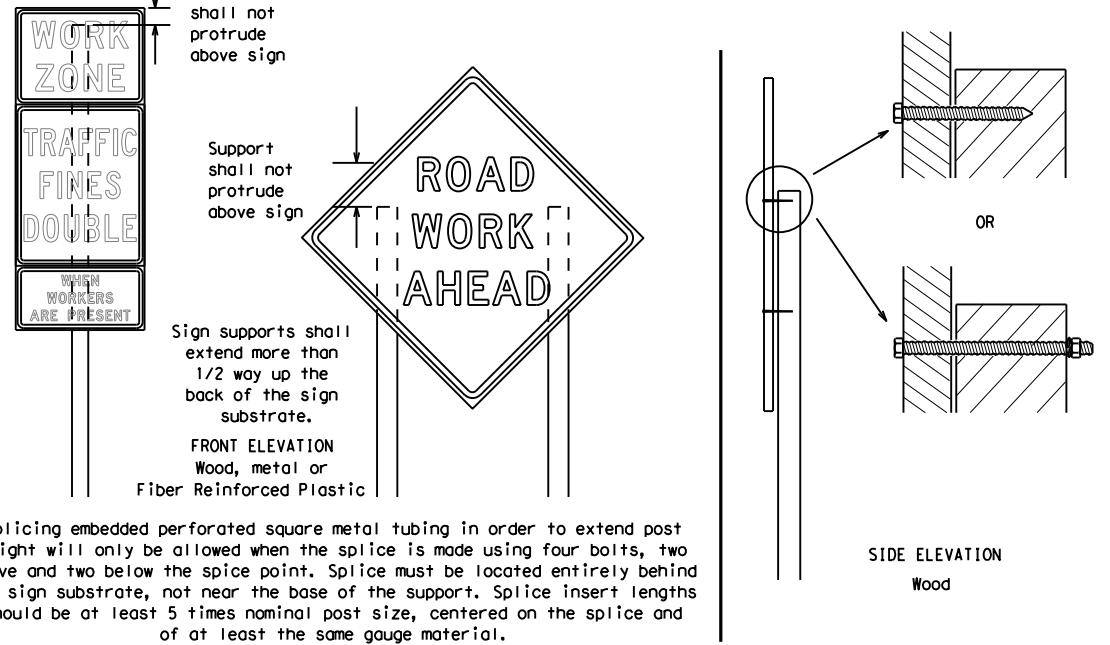
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TYPICAL MINIMUM CLEARANCES FOR LONG TERM AND INTERMEDIATE TERM SIGNS



* 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



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 splice 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.

GENERAL NOTES FOR WORK ZONE SIGNS

- Contractor shall install and maintain signs in a straight and plumb condition and/or as directed by the Engineer.
- Wooden sign posts shall be painted white.
- Barricades shall NOT be used as sign supports.
- 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.
- 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.
- The Contractor shall furnish sign supports listed in the "Compliant Work Zone Traffic Control Device List" (CWZTCD) for small roadside signs. Supports for temporary large roadside signs shall meet the requirements detailed on the Temporary Large Roadside Signs (TLRS) standard sheets. 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.
- 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.
- 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.
- 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)

- 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.
 - Long-term stationary - work that occupies a location more than 3 days.
 - 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.
 - Short-term stationary - daytime work that occupies a location for more than 1 hour in a single daylight period.
 - Short, duration - work that occupies a location up to 1 hour.
 - Mobile - work that moves continuously or intermittently (stopping for up to approximately 15 minutes.)

SIGN MOUNTING HEIGHT

- 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.
- 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.
- Long-term/Intermediate-term Signs may be used in lieu of Short-term/Short Duration signing.
- 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.
- 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

- 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

- 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.
- "Mesh" type materials are NOT an approved sign substrate, regardless of the tightness of the weave.
- 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

- 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).
- White sheeting, meeting the requirements of DMS-8300 Type A, shall be used for signs with a white background.
- 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

- 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

- When sign messages may be confusing or do not apply, the signs shall be removed or completely covered.
- 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.
- 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.
- 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.
- Burlap shall NOT be used to cover signs.
- Duct tape or other adhesive material shall NOT be affixed to a sign face.
- Signs and anchor stubs shall be removed and holes backfilled upon completion of work.

SIGN SUPPORT WEIGHTS

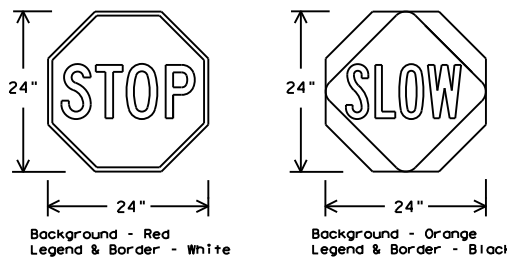
- Where sign supports require the use of weights to keep from turning over, the use of sandbags with dry, cohesionless sand should be used.
- The sandbags will be tied shut to keep the sand from spilling and to maintain a constant weight.
- Rock, concrete, iron, steel or other solid objects shall not be permitted for use as sign support weights.
- 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.
- 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.
- 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.
- Sandbags shall NOT be placed under the skid and shall not be used to level sign supports placed on slopes.

FLAGS ON SIGNS

- 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.

STOP/SLOW PADDLES

- STOP/SLOW paddles are the primary method to control traffic by flaggers. The STOP/SLOW paddle size should be 24" x 24".
- STOP/SLOW paddles shall be retroreflective when used at night.
- STOP/SLOW paddles may be attached to a staff with a minimum length of 6' to the bottom of the sign.
- 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.



SHEETING REQUIREMENTS (WHEN USED AT NIGHT)		
USAGE	COLOR	SIGN FACE MATERIAL
BACKGROUND	RED	TYPE B OR C SHEETING
BACKGROUND	ORANGE	TYPE B _{FL} OR C _{FL} SHEETING
LEGEND & BORDER	WHITE	TYPE B OR C SHEETING
LEGEND & BORDER	BLACK	ACRYLIC NON-REFLECTIVE FILM

CONTRACTOR REQUIREMENTS FOR MAINTAINING PERMANENT SIGNS WITHIN THE PROJECT LIMITS

- 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, specific service (LOGO), 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.
- 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. For details for covering large guide signs see the TS-CD standard.
- When existing permanent signs are moved and relocated due to construction purposes, they shall be visible to motorists at all times.
- 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.
- If permanent signs are to be removed and relocated using temporary supports, the Contractor shall use crashworthy supports as shown on the BC standard sheets, TLRS standard sheets or the CWZTCD list. The signs shall meet the required mounting heights shown on the BC, or the SMD standard sheets during construction. This work should be paid for under the appropriate pay item for relocating existing signs.
- 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.



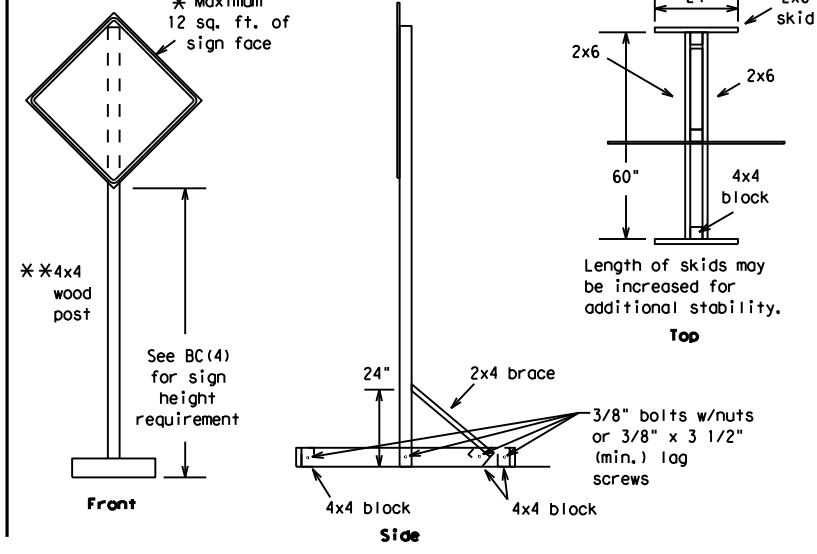
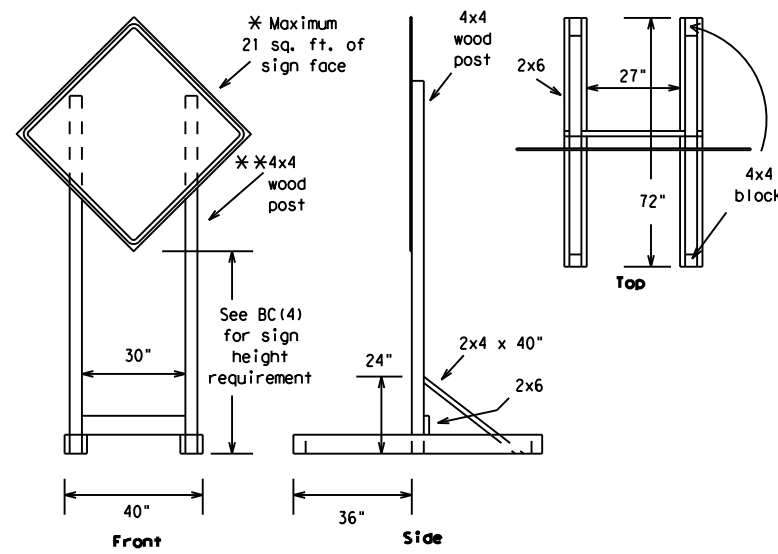
BARRICADE AND CONSTRUCTION TEMPORARY SIGN NOTES

BC (4) - 21

FILE: bc-21.dgn	DN: TxDOT	CR: TxDOT	OW: TxDOT	CK: TxDOT
© TxDOT November 2002	CONT	SECT	JOB	HIGHWAY
REVISIONS	0099	01	035	US 283
9-07 8-14	DIST	COUNTY	SHEET NO.	
7-13 5-21	BWD	COLEMAN	16	

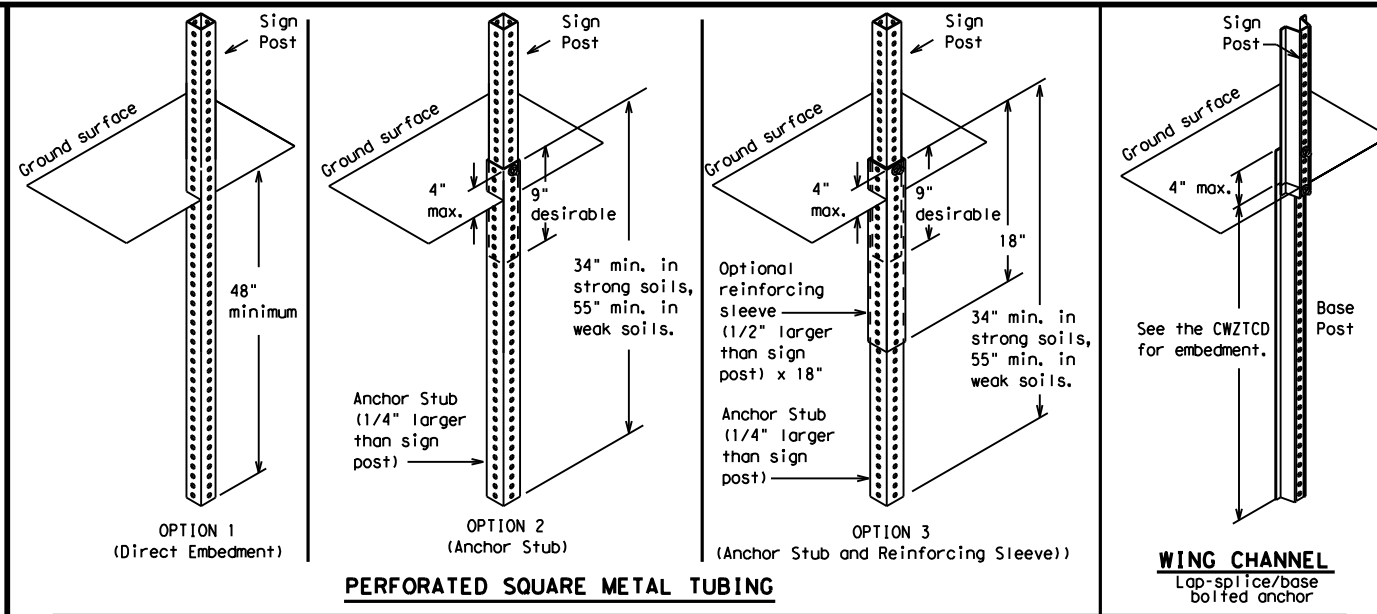
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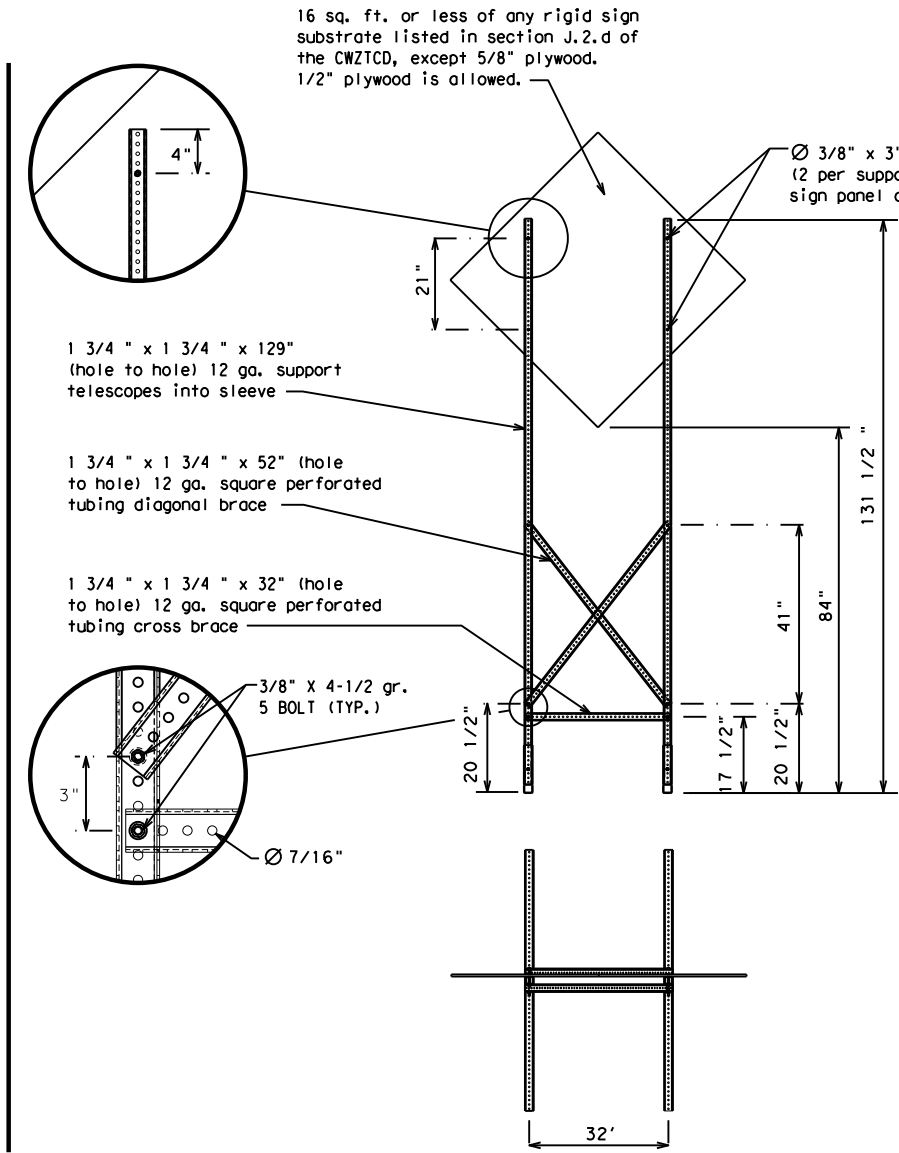
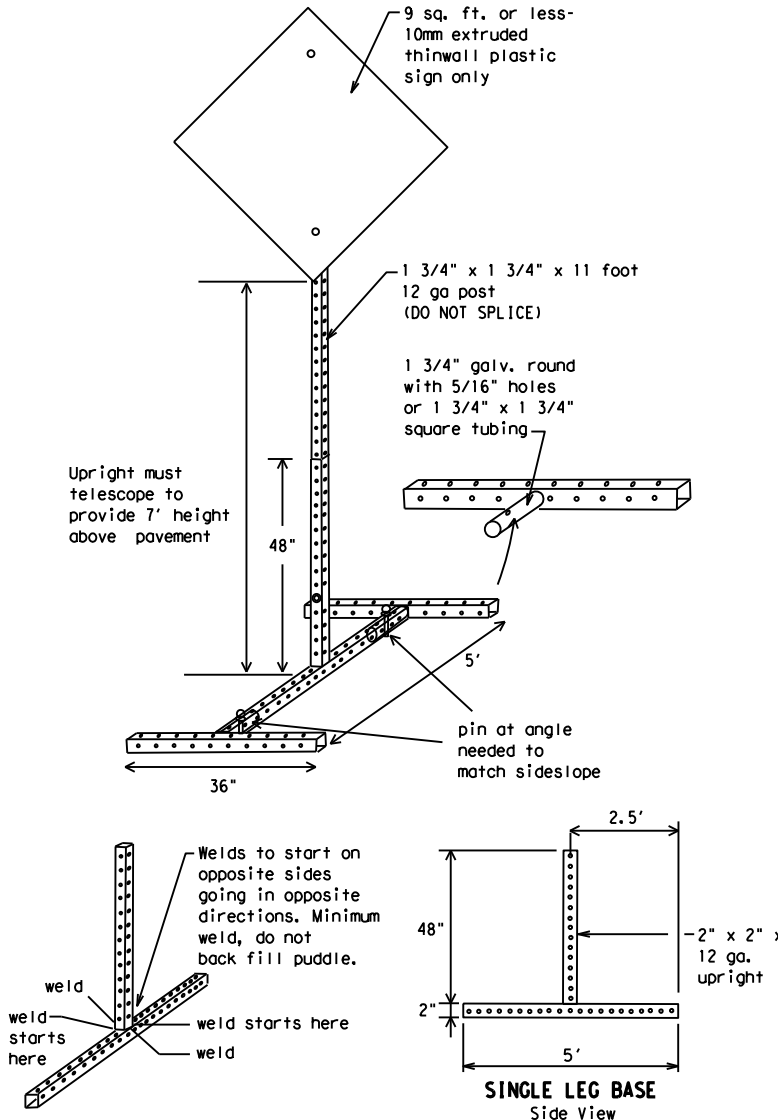
SKID MOUNTED WOOD SIGN SUPPORTS

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



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.



SKID MOUNTED PERFORATED SQUARE STEEL TUBING SIGN SUPPORTS

* LONG/INTERMEDIATE TERM STATIONARY - PORTABLE SKID 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

- 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.
- No more than 2 sign posts shall be placed within a 7 ft. circle, except for specific materials noted on the CWZTCD List.
- 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.

SHEET 5 OF 12



BARRICADE AND CONSTRUCTION TYPICAL SIGN SUPPORT

BC(5) - 21

FILE: bc-21.dgn	DN: TxDOT	CK: TxDOT	OW: TxDOT	CR: TxDOT
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REVISIONS	0099	01	035	US 283
9-07 8-14	DIST	COUNTY	SHEET NO.	
7-13 5-21	BWD	COLEMAN	17	

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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

RECOMMENDED PHASES AND FORMATS FOR PCMS MESSAGES DURING ROADWORK ACTIVITIES

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

PORTABLE CHANGEABLE MESSAGE SIGNS

- The Engineer/Inspector shall approve all messages used on portable changeable message signs (PCMS).
- 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.
- 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.
- Use the word "EXIT" to refer to an exit ramp on a freeway; i.e., "EXIT CLOSED." Do not use the term "RAMP."
- Always use the route or interstate designation (IH, US, SH, FM) along with the number when referring to a roadway.
- When in use, the bottom of a stationary PCMS message panel should be a minimum 7 feet above the roadway, where possible.
- 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.
- 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.
- Do not "flash" messages or words included in a message. The message should be steady burn or continuous while displayed.
- 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.
- Do not use the word "Danger" in message.
- Do not display the message "LANES SHIFT LEFT" or "LANES SHIFT RIGHT" on a PCMS. Drivers do not understand the message.
- Do not display messages that scroll horizontally or vertically across the face of the sign.
- 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.
- 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.
- Each line of text should be centered on the message board rather than left or right justified.
- 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.

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
XXXXXXXX TO XXXXXX
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

** See Application Guidelines Note 6.

APPLICATION GUIDELINES

- Only 1 or 2 phases are to be used on a PCMS.
- The 1st phase (or both) should be selected from the "Road/Lane/Ramp Closure List" and the "Other Condition List".
- A 2nd phase can be selected from the "Action to Take/Effect on Travel, Location, General Warning, or Advance Notice Phase Lists".
- A Location Phase is necessary only if a distance or location is not included in the first phase selected.
- 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.
- 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

- The words RIGHT, LEFT and ALL can be interchanged as appropriate.
- Roadway designations IH, US, SH, FM and LP can be interchanged as appropriate.
- EAST, WEST, NORTH and SOUTH (or abbreviations E, W, N and S) can be interchanged as appropriate.
- Highway names and numbers replaced as appropriate.
- ROAD, HIGHWAY and FREEWAY can be interchanged as needed.
- AHEAD may be used instead of distances if necessary.
- FT and MI, MILE and MILES interchanged as appropriate.
- AT, BEFORE and PAST interchanged as needed.
- 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

- 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.
- 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.
- 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.
- 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.

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WORD OR PHRASE	ABBREVIATION	WORD OR PHRASE	ABBREVIATION
Access Road	ACCS RD	Major	MAJ
Alternate	ALT	Miles	MI
Avenue	AVE	Miles Per Hour	MPH
Best Route	BEST RTE	Minor	MNR
Boulevard	BLVD	Monday	MON
Bridge	BRDG	Normal	NORM
Canal	CANT	North	N
Center	CTR	Northbound	(route) N
Construction Ahead	CONST AHD	Parking	PKING
CROSSING	XING	Road	RD
Detour Route	DETOUR RTE	Right Lane	RT LN
Do Not	DONT	Saturday	SAT
East	E	Service Road	SERV RD
Eastbound	(route) E	Shoulder	SHLDR
Emergency	EMER	Slippery	SLIP
Emergency Vehicle	EMER VEH	South	S
Entrance, Enter	ENT	Southbound	(route) S
Express Lane	EXP LN	Speed	SPD
Expressway	EXPWY	Street	ST
XXXX Feet	XXXX FT	Sunday	SUN
Fog Ahead	FOG AHD	Telephone	PHONE
Freeway	FRWY, FWY	Temporary	TEMP
Freeway Blocked	FWY BLKD	Thursday	THURS
Friday	FRI	To Downtown	TO DWNTN
Hazardous Driving	HAZ DRIVING	Traffic	TRAF
Hazardous Material	HAZMAT	Travelers	TRVLR
High-Occupancy Vehicle	HOV	Tuesday	TUES
Highway	HWY	Time Minutes	TIME MIN
Hour(s)	HR, HRS	Upper Level	UPR LEVEL
Information	INFO	Vehicles (s)	VEH, VEHS
It Is	ITS	Warning	WARN
Junction	JCT	Wednesday	WED
Left	LFT	Weight Limit	WT LIMIT
Left Lane	LFT LN	West	W
Lane Closed	LN CLOSED	Westbound	(route) W
Lower Level	LWR LEVEL	Wet Pavement	WET PVMT
Maintenance	MAINT	Will Not	WONT

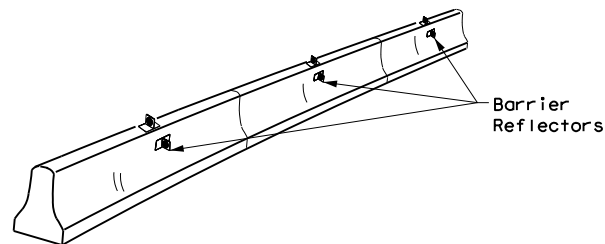
Roadway designation # IH-number, US-number, SH-number, FM-number

<h3>BARRICADE AND CONSTRUCTION PORTABLE CHANGEABLE MESSAGE SIGN (PCMS)</h3>			
<h2>BC (6) - 21</h2>			
FILE: bc-21.dgn	DN: TxDOT	CR: TxDOT	DW: TxDOT
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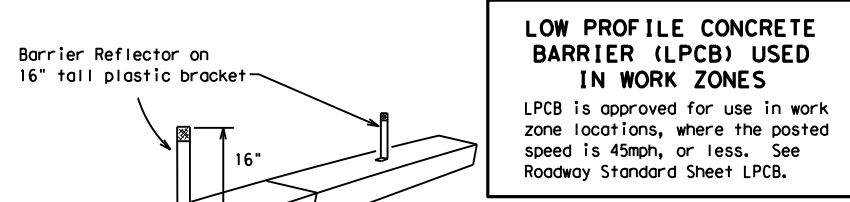
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- Barrier Reflectors shall be pre-qualified, and conform to the color and reflectivity requirements of DMS-8600. A list of prequalified Barrier Reflectors can be found at the Material Producer List web address shown on BC(1).
- Color of Barrier Reflectors shall be as specified in the TMUTCD. The cost of the reflectors shall be considered subsidiary to Item 512.

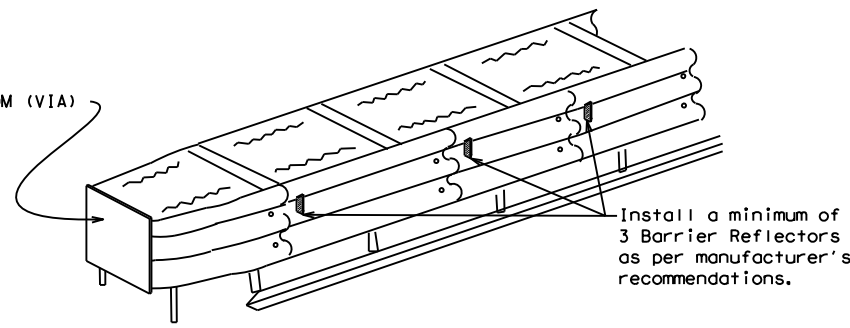


CONCRETE TRAFFIC BARRIER (CTB)

- 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.
- 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.
- When CTB separates traffic traveling in the same direction, no barrier reflectors will be required on top of the CTB.
- Barrier Reflector units shall be yellow or white in color to match the edgeline being supplemented.
- Maximum spacing of Barrier Reflectors is forty (40) feet.
- Pavement markers or temporary flexible-reflective roadway marker tabs shall NOT be used as CTB delineation.
- Attachment of Barrier Reflectors to CTB shall be per manufacturer's recommendations.
- Missing or damaged Barrier Reflectors shall be replaced as directed by the Engineer.
- 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 the appropriate crashworthy standards as defined in the Manual for Assessing Safety Hardware (MASH). Refer to the CWZTCD List for approved end treatments and manufacturers.

BARRIER REFLECTORS FOR CONCRETE TRAFFIC BARRIER AND ATTENUATORS

WARNING LIGHTS

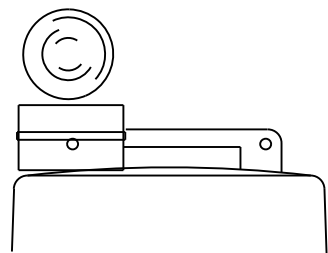
- Warning lights shall meet the requirements of the TMUTCD.
- Warning lights shall NOT be installed on barricades.
- Type A-Low Intensity Flashing Warning Lights are commonly used with drums. They are intended to warn of or mark a potentially hazardous area. Their use shall be as indicated on this sheet 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.
- 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".
- The Engineer/Inspector or the plans shall specify the location and type of warning lights to be installed on the traffic control devices.
- 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.
- 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.
- The location of warning lights and warning reflectors on drums shall be as shown elsewhere in the plans.

WARNING LIGHTS MOUNTED ON PLASTIC DRUMS

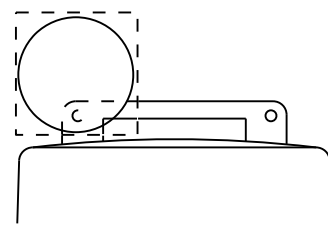
- Type A flashing warning lights are intended to warn drivers that they are approaching or are in a potentially hazardous area.
- Type A random flashing warning lights are not intended for delineation and shall not be used in a series.
- A series of sequential flashing warning lights placed on channelizing 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.
- 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.
- Type A, Type C and Type D warning lights shall be installed at locations as detailed on other sheets in the plans.
- Warning lights shall not be installed on a drum that has a sign, chevron or vertical panel.
- 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

- 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.
- 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.
- The warning reflector shall have a minimum retroreflective surface area (one-side) of 30 square inches.
- Round reflectors shall be fully reflectorized, including the area where attached to the drum.
- 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.
- 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.
- When used near two-way traffic, both sides of the warning reflector shall be reflectorized.
- The warning reflector should be mounted on the side of the handle nearest approaching traffic.
- The maximum spacing for warning reflectors should be identical to the channelizing device spacing requirements.



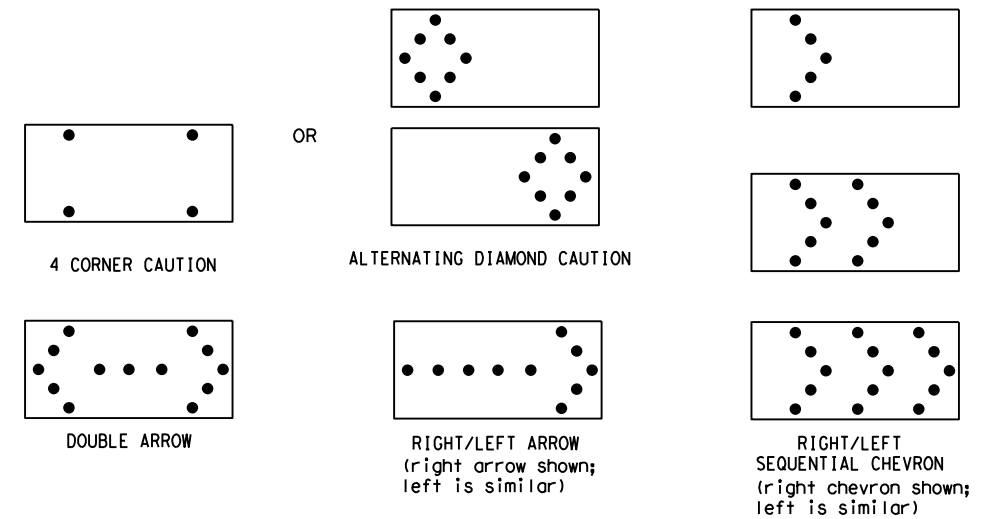
Type C Warning Light or approved substitute mounted on a drum adjacent to the travel way.



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

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.

- 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.
- 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.
- 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.
- The Flashing Arrow Board should be able to display the following symbols:



- The "CAUTION" display consists of four corner lamps flashing simultaneously, or the Alternating Diamond Caution mode as shown.
- The straight line caution display is NOT ALLOWED.
- 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.
- 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.
- The sequential arrow display is NOT ALLOWED.
- The flashing arrow display is the TxDOT standard; however, the sequential chevron display may be used during daylight operations.
- The Flashing Arrow Board shall be mounted on a vehicle, trailer or other suitable support.
- A Flashing Arrow Board SHALL NOT BE USED to laterally shift traffic.
- 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.
- 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

SHEET 7 OF 12

TRUCK-MOUNTED ATTENUATORS

- Truck-mounted attenuators (TMA) used on TxDOT facilities must meet the requirements outlined in the Manual for Assessing Safety Hardware (MASH).
- Refer to the CWZTCD for the requirements of Level 2 or Level 3 TMAs.
- Refer to the CWZTCD for a list of approved TMAs.
- TMAs are required on freeways unless otherwise noted in the plans.
- 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.
- 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 Safety Division Standard

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

BC (7) -21

FILE: bc-21.dgn	DN: TxDOT	CR: TxDOT	OW: TxDOT	CK: TxDOT
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REVISIONS	0099	01	035	US 283
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GENERAL NOTES

- For long term stationary work zones on freeways, drums shall be used as the primary channelizing device.
- 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.
- 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.
- 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).
- 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.
- 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:

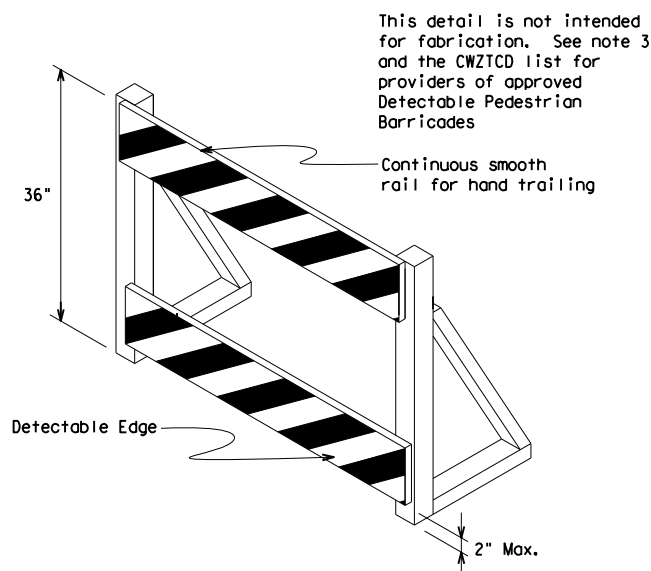
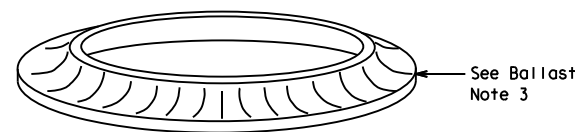
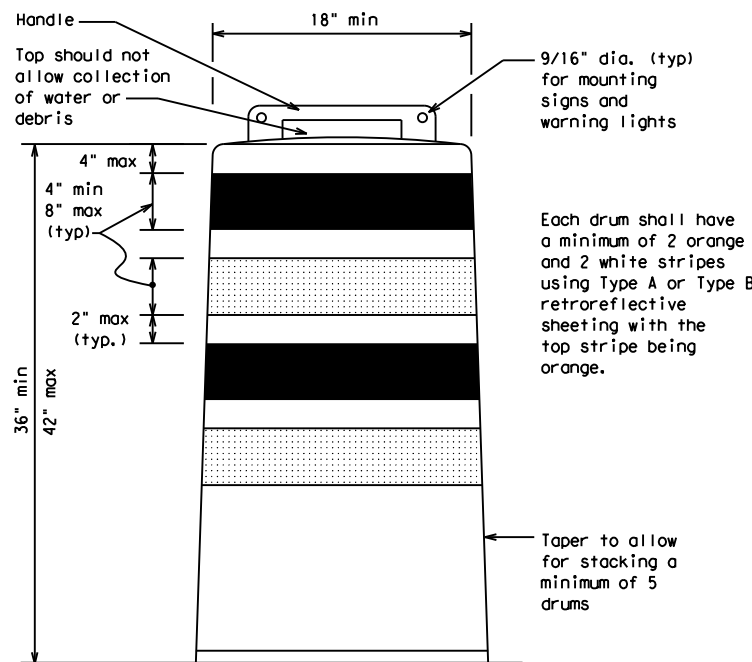
- Plastic drums shall be a two-piece design; the "body" of the drum shall be the top portion and the "base" shall be the bottom.
- The body and base shall lock together in such a manner that the body separates from the base when impacted by a vehicle traveling at a speed of 20 MPH or greater but prevents accidental separation due to normal handling and/or air turbulence created by passing vehicles.
- 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.
- 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.
- 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.
- 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.
- 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.
- Plastic drums shall be constructed of ultra-violet stabilized, orange, high-density polyethylene (HDPE) or other approved material.
- Drum body shall have a maximum unballasted weight of 11 lbs.
- Drum and base shall be marked with manufacturer's name and model number.

RETROREFLECTIVE SHEETING

- 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 or Type B reflective sheeting shall be supplied unless otherwise specified in the plans.
- 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.

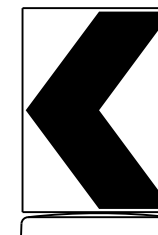
BALLAST

- 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.
- 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.
- Recycled truck tire sidewalls may be used for ballast on drums approved for this type of ballast on the CWZTCD list.
- 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.
- 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.
- Ballast shall not be placed on top of drums.
- Adhesives may be used to secure base of drums to pavement.

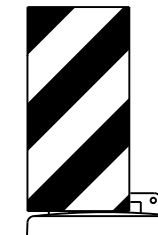


DETECTABLE PEDESTRIAN BARRICADES

- 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. Refer to WZ(BTS-2) for Pedestrian Control requirements for Sidewalk Diversions, Sidewalk Detours and Crosswalk Closures.
- Where pedestrians with visual disabilities normally use the closed sidewalk, a Detectable Pedestrian Barricade shall be placed across the full width of the closed sidewalk instead of a Type 3 Barricade.
- 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.
- 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 (ADAAG)" and should not be used as a control for pedestrian movements.
- Warning lights shall not be attached to detectable pedestrian barricades.
- Detectable pedestrian barricades should 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

- Signs used on plastic drums shall be manufactured using substrates listed on the CWZTCD.
- 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.
- Vertical Panels shall be manufactured with orange and white sheeting meeting the requirements of DMS-8300 Type A or Type B. Diagonal stripes on Vertical Panels shall slope down toward the intended traveled lane.
- 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.
- Signs shall be installed using a 1/2 inch bolt (nominal) and nut, two washers, and one locking washer for each connection.
- Mounting bolts and nuts shall be fully engaged and adequately torqued. Bolts should not extend more than 1/2 inch beyond nuts.
- 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.
- 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.

SHEET 8 OF 12



BARRICADE AND CONSTRUCTION CHANNELIZING DEVICES

BC (8) - 21

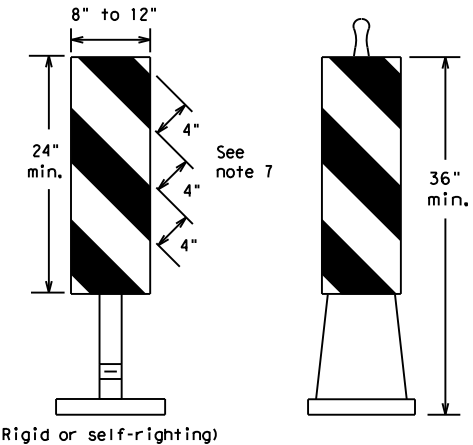
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© TxDOT	November 2002	CONT	SECT	JOB	HIGHWAY				
REVISIONS		0099	01	035	US 283				
4-03	8-14	DIST	COUNTY	SHEET NO.					
9-07	5-21	BWD	COLEMAN	20					
7-13									

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FIXED
(Rigid or self-righting)

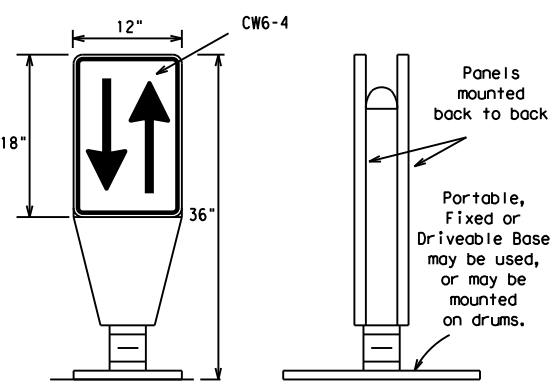
DRIVEABLE



PORTABLE

VERTICAL PANELS (VPs)

- Vertical Panels (VP's) are normally used to channelize traffic or divide opposing lanes of traffic.
- 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 for additional requirements on the use VP's for drop-offs.
- 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.
- VP's used on expressways and freeways or other high speed roadways, may have more than 270 square inches of retroreflective area facing traffic.
- Self-righting supports are available with portable base. See "Compliant Work Zone Traffic Control Devices List" (CWZTCD).
- Sheeting for the VP's shall be retroreflective Type A or Type B conforming to Departmental Material Specification DMS-8300, unless noted otherwise.
- Where the height of reflective material on the vertical panel is 36 inches or greater, a panel stripe of 6 inches shall be used.



OPPOSING TRAFFIC LANE DIVIDERS (OTLD)

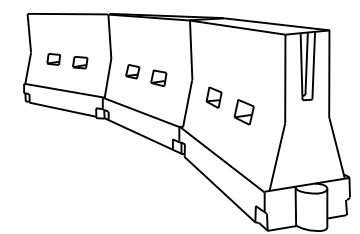
- Opposing Traffic Lane Dividers (OTLD) are delineation devices designed to convert a normal one-way roadway section to two-way operation. OTLD's are used on temporary centerlines. The upward and downward arrows on the sign's face indicate the direction of traffic on either side of the divider. The base is secured to the pavement with an adhesive or rubber weight to minimize movement caused by a vehicle impact or wind gust.
- The OTLD may be used in combination with 42" cones or VPs.
- Spacing between the OTLD shall not exceed 500 feet. 42" cones or VPs placed between the OTLD's should not exceed 100 foot spacing.
- 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.



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

- The chevron shall be a vertical rectangle with a minimum size of 12 by 18 inches.
- 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.
- 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.
- To be effective, the chevron should be visible for at least 500 feet.
- 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.
- 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



LONGITUDINAL CHANNELIZING DEVICES (LCD)

- 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.
- LCDs may be used instead of a line of cones or drums.
- LCDs shall be placed in accordance to application and installation requirements specific to the device, and used only when shown on the CWZTCD list.
- LCDs should not be used to provide positive protection for obstacles, pedestrians or workers.
- LCDs shall be supplemented with retroreflective delineation as required for temporary barriers on BC(7) when placed roughly parallel to the travel lanes.
- 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). Place reflective sheeting near the top of the LCD along the full length of the device.

WATER BALLASTED SYSTEMS USED AS BARRIERS

- 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 Manual for Assessing Safety Hardware (MASH) crashworthiness requirements based on roadway speed and barrier application.
- 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.
- 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.
- 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.
- 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

GENERAL NOTES

- 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).
- 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.
- 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).
- 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.
- Portable bases shall be fabricated from virgin and/or recycled rubber. The portable bases shall weigh a minimum of 30 lbs.
- 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.
- 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.

Posted Speed	Formula	Minimum Desirable Taper Lengths * *			Suggested Maximum Spacing of Channelizing Devices	
		10' Offset	11' Offset	12' Offset	On a Taper	On a Tangent
30	L = 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



BARRICADE AND CONSTRUCTION CHANNELIZING DEVICES

BC (9) - 21

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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 or Type B conforming to Departmental Material Specification DMS-8300 unless otherwise noted.

Barricades shall NOT be used as a sign support.

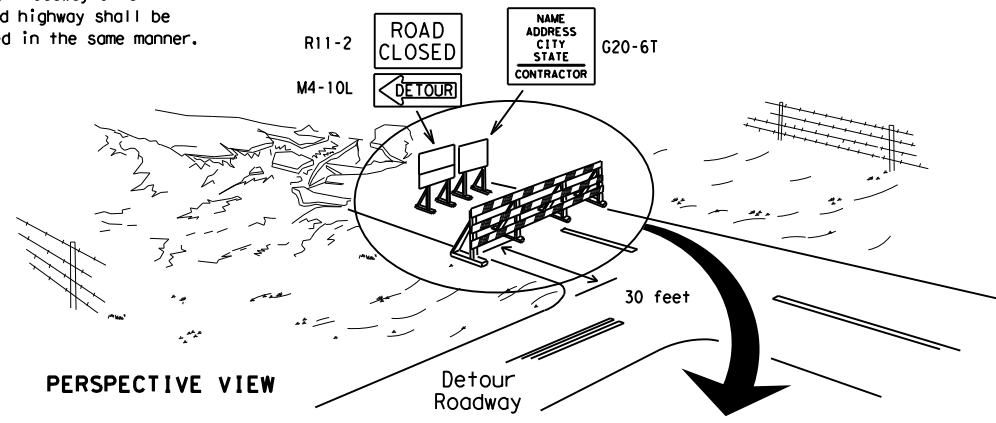


TYPICAL STRIPING DETAIL FOR BARRICADE RAIL



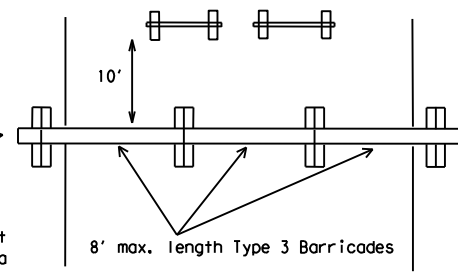
TYPICAL PANEL DETAIL FOR SKID OR POST TYPE BARRICADES

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



PERSPECTIVE VIEW

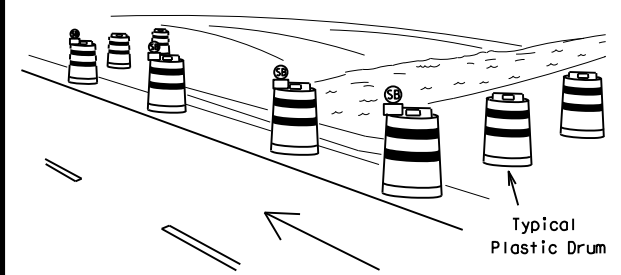
The three rails on Type 3 barricades shall be reflectorized orange and reflective white stripes on one side facing one-way traffic and both sides for two-way traffic. Barricade striping should slant downward in the direction of detour.



PLAN VIEW

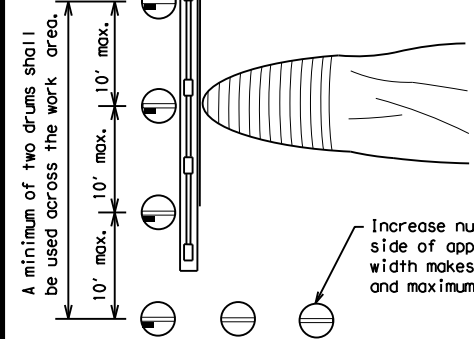
1. Signs should be mounted on independent supports at a 7 foot mounting height in center of roadway. The signs should be a minimum of 10 feet behind Type 3 Barricades.
2. Advance signing shall be as specified elsewhere in the plans.

TYPE 3 BARRICADE (POST AND SKID) TYPICAL APPLICATION



PERSPECTIVE VIEW

These drums are not required on one-way roadway

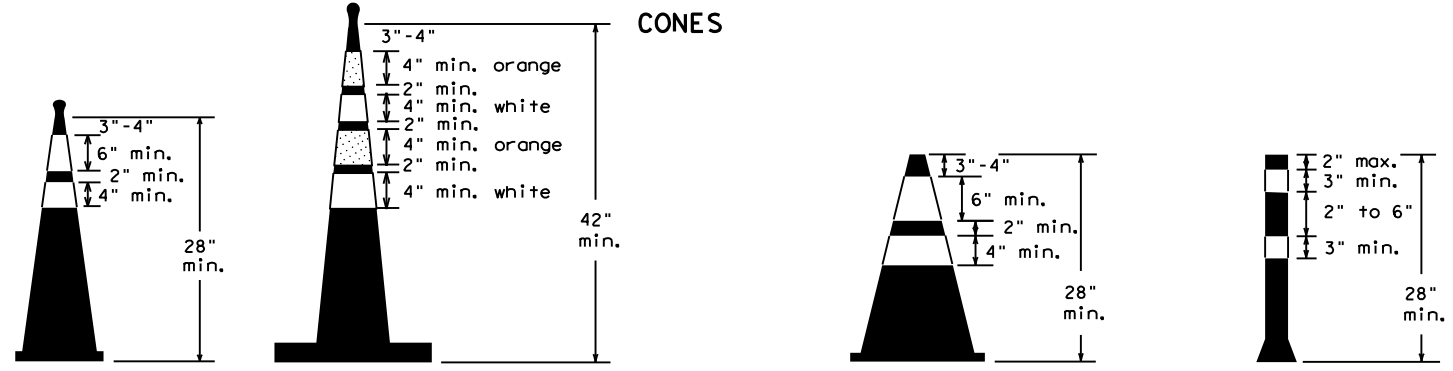


PLAN VIEW

Increase number of plastic drums on the side of approaching traffic if the crown width makes it necessary. (minimum of 2 and maximum of 4 drums)

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

CULVERT WIDENING OR OTHER ISOLATED WORK WITHIN THE PROJECT LIMITS



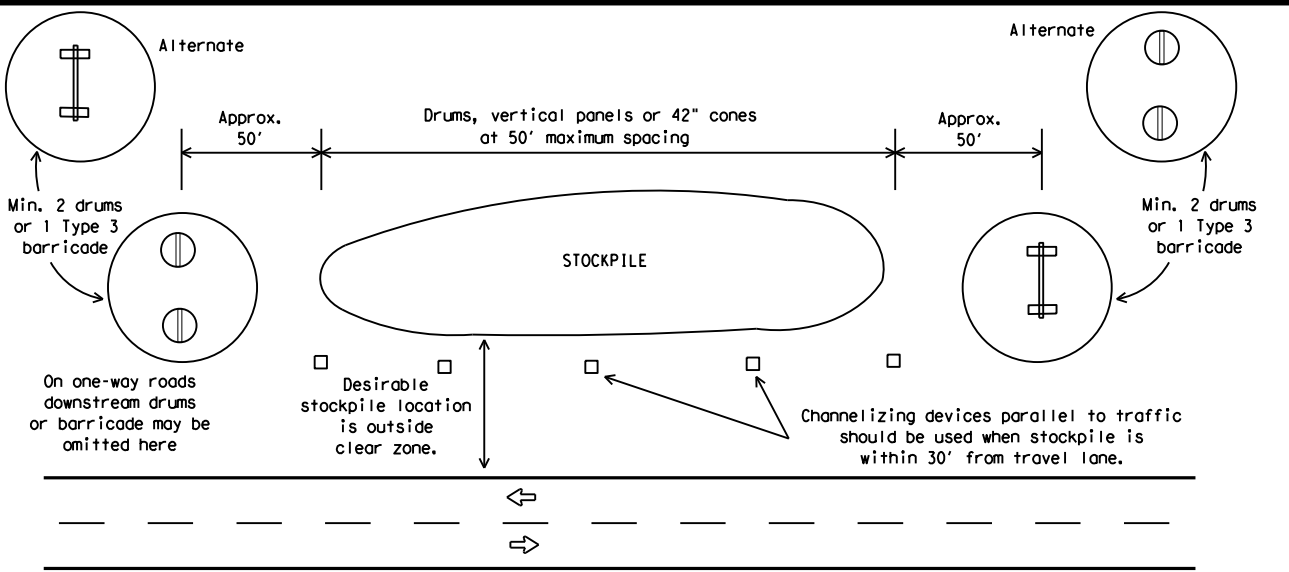
Two-Piece cones

One-Piece cones

Tubular Marker

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 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 or Type B.
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



BARRICADE AND CONSTRUCTION CHANNELIZING DEVICES

BC (10) - 21

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7-13 5-21	BWD	COLEMAN	22	

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WORK ZONE PAVEMENT MARKINGS

GENERAL

- 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.
- Color, patterns and dimensions shall be in conformance with the "Texas Manual on Uniform Traffic Control Devices" (TMUTCD).
- Additional supplemental pavement marking details may be found in the plans or specifications.
- Pavement markings shall be installed in accordance with the TMUTCD and as shown on the plans.
- 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).
- 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.
- All work zone pavement markings shall be installed in accordance with Item 662, "Work Zone Pavement Markings."

RAISED PAVEMENT MARKERS

- Raised pavement markers are to be placed according to the patterns on BC(12).
- 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

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

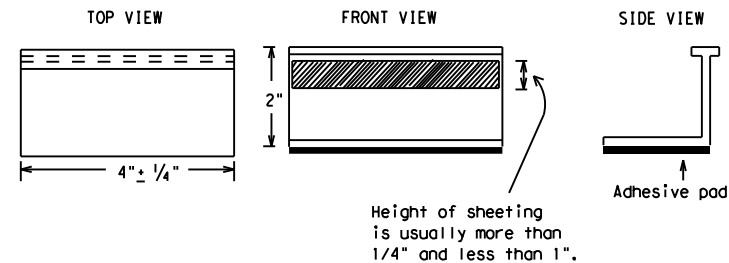
MAINTAINING WORK ZONE PAVEMENT MARKINGS

- The Contractor will be responsible for maintaining work zone pavement markings within the work limits.
- 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.
- 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.
- 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

- 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.
- 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.
- 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".
- The removal of pavement markings may require resurfacing or seal coating portions of the roadway as described in Item 677.
- Subject to the approval of the Engineer, any method that proves to be successful on a particular type pavement may be used.
- Blast cleaning may be used but will not be required unless specifically shown in the plans.
- Over-painting of the markings SHALL NOT BE permitted.
- Removal of raised pavement markers shall be as directed by the Engineer.
- 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.
- 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**

- Temporary flexible-reflective roadway marker tabs used as guidemarks shall meet the requirements of DMS-8242.
- 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.
 - 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.
 - 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.
- Small design variances may be noted between tab manufacturers.
- 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

- Raised pavement markers used as guidemarks shall be from the approved product list, and meet the requirements of DMS-4200.
- All temporary construction raised pavement markers provided on a project shall be of the same manufacturer.
- 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).

SHEET 11 OF 12



BARRICADE AND CONSTRUCTION PAVEMENT MARKINGS

BC(11)-21

FILE: bc-21.dgn	DN: TxDOT	CK: TxDOT	DW: TxDOT	CR: TxDOT
© TxDOT February 1998	CONT	SECT	JOB	HIGHWAY
REVISIONS	0099	01	035	US 283
2-98 9-07 5-21	DIST	COUNTY	SHEET NO.	
1-02 7-13	BWD	COLEMAN	23	
11-02 8-14				

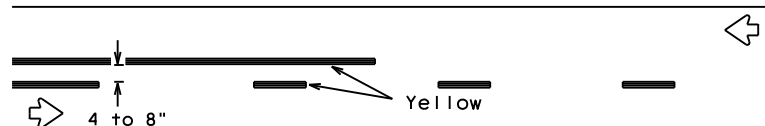
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DATE: 10/30/2021 7:57:18 PM
FILE: D:\us283\standards\bc-21.dgn

PAVEMENT MARKING PATTERNS

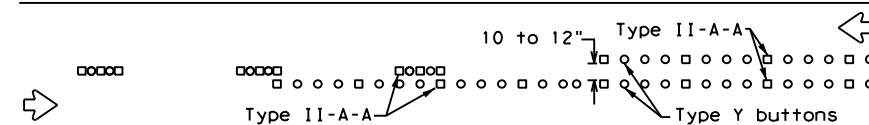


REFLECTORIZED PAVEMENT MARKINGS - PATTERN A

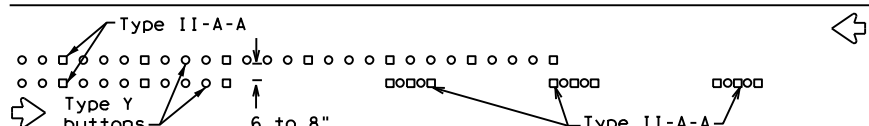


REFLECTORIZED PAVEMENT MARKINGS - PATTERN B

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.



RAISED PAVEMENT MARKERS - PATTERN A



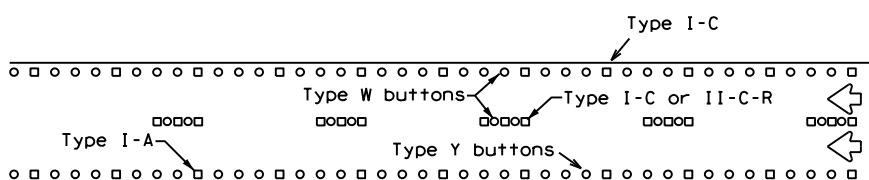
RAISED PAVEMENT MARKERS - PATTERN B

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



REFLECTORIZED PAVEMENT MARKINGS

Prefabricated markings may be substituted for reflectORIZED pavement markings.



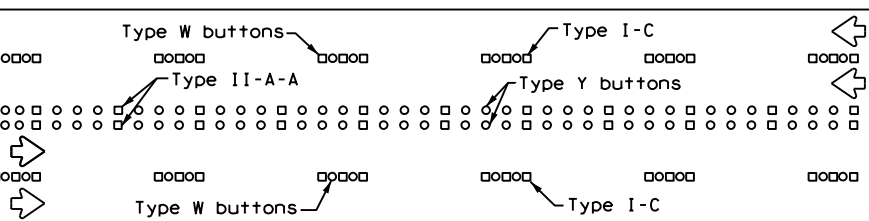
RAISED PAVEMENT MARKERS

EDGE & LANE LINES FOR DIVIDED HIGHWAY



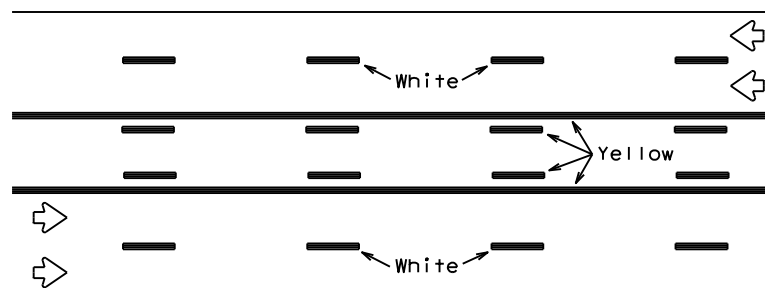
REFLECTORIZED PAVEMENT MARKINGS

Prefabricated markings may be substituted for reflectORIZED pavement markings.



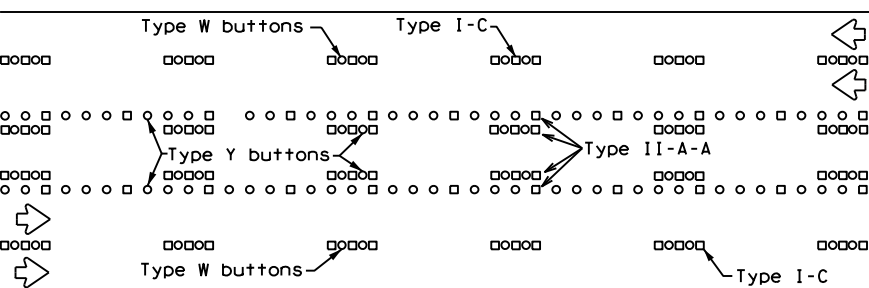
RAISED PAVEMENT MARKERS

LANE & CENTER LINES FOR MULTILANE UNDIVIDED HIGHWAYS



REFLECTORIZED PAVEMENT MARKINGS

Prefabricated markings may be substituted for reflectORIZED pavement markings.



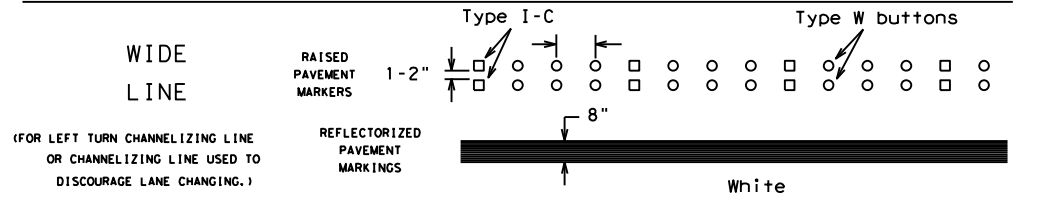
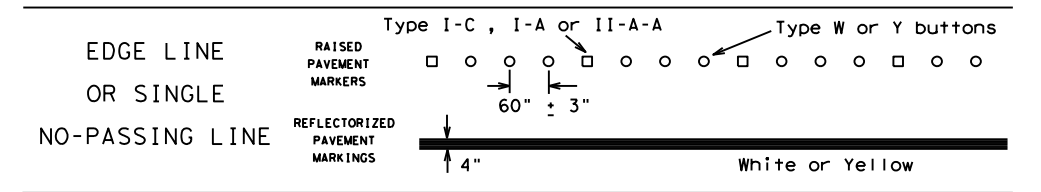
RAISED PAVEMENT MARKERS

TWO-WAY LEFT TURN LANE

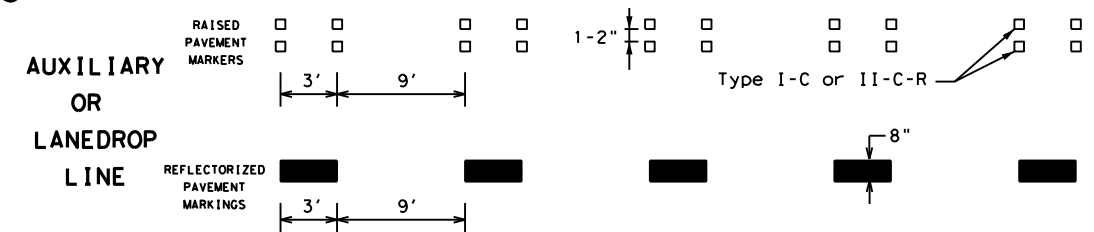
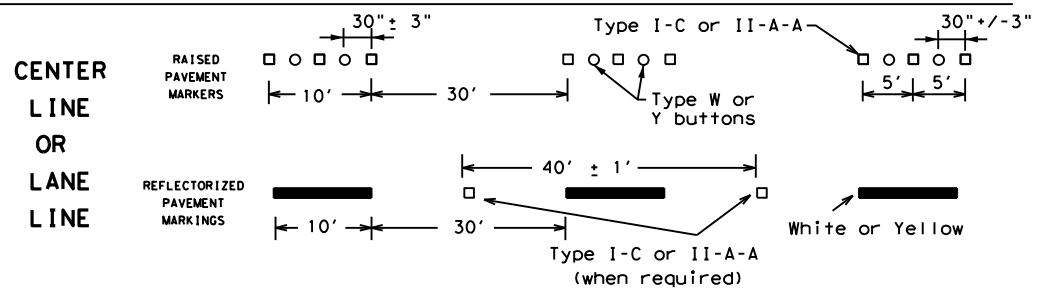
STANDARD WORK ZONE PAVEMENT MARKINGS DETAILS



SOLID LINES

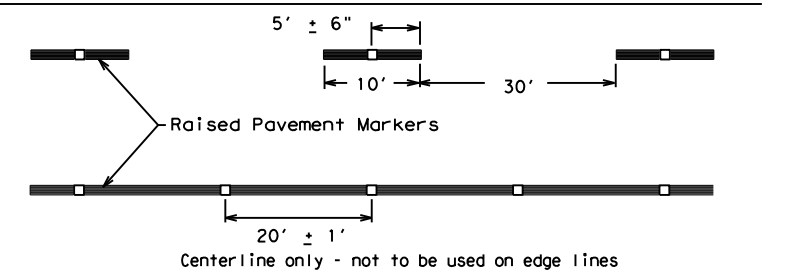


BROKEN LINES



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.



SHEET 12 OF 12



BARRICADE AND CONSTRUCTION PAVEMENT MARKING PATTERNS

BC(12)-21

FILE: bc-21.dgn	DN: TxDOT	CK: TxDOT	OW: TxDOT	CR: TxDOT
©TxDOT February 1998	CONT	SECT	JOB	HIGHWAY
REVISIONS	0099	01	035	US 283
1-97 9-07 5-21	DIST	COUNTY	SHEET NO.	
2-98 7-13	BWD	COLEMAN	24	
11-02 8-14				

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."

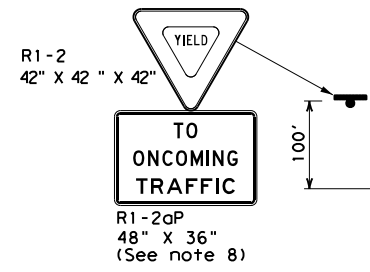
DISCLAIMER: The use of this standard is governed by the "Texas Engineering Practice Act". No warranty of any kind is made by TxDOT for any purpose whatsoever. TxDOT assumes no responsibility for the conversion of this standard to other formats or for incorrect results or damages resulting from its use.

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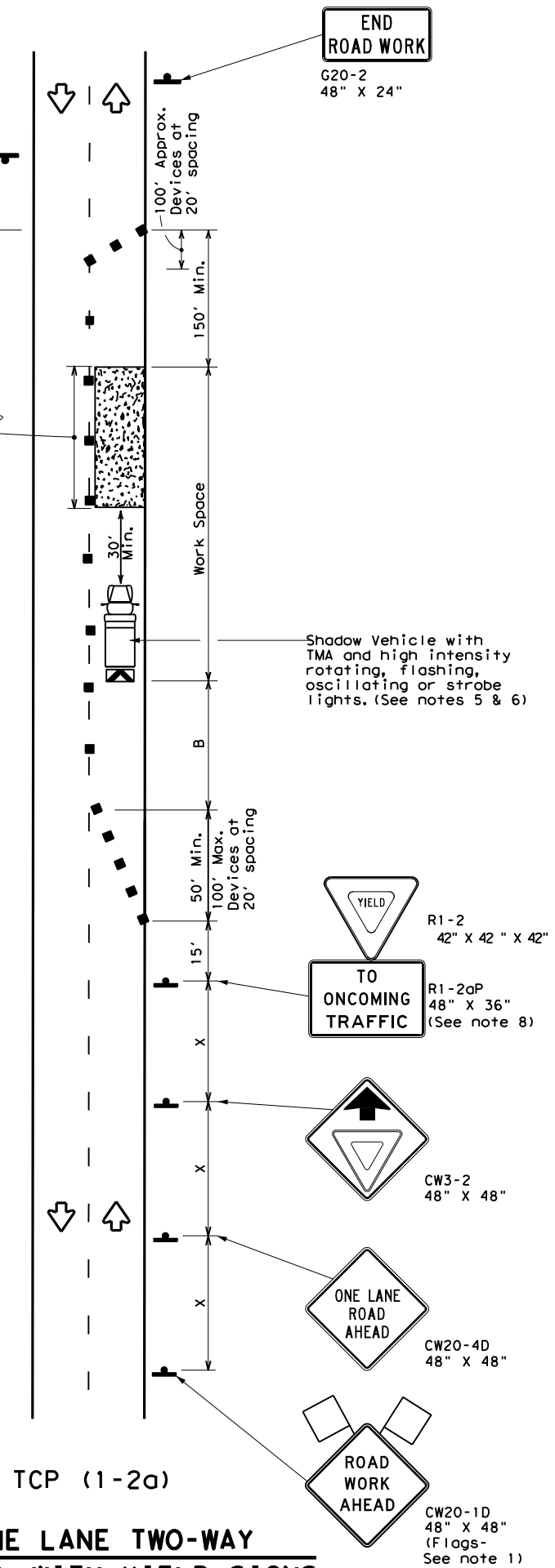
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DATE: 10/30/2021 8:12:38 PM
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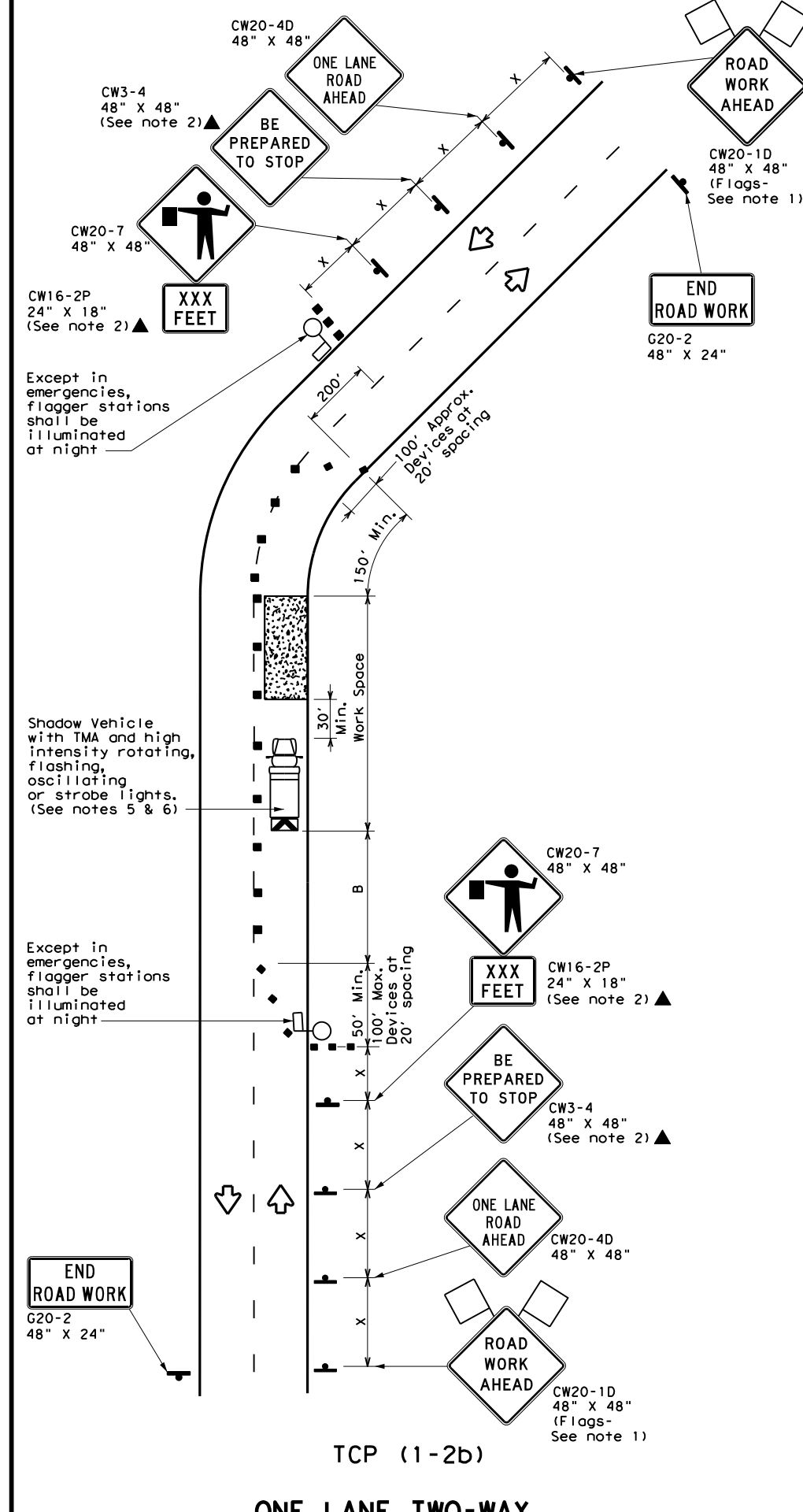
Warning Sign Sequence in Opposite Direction Same as Below



Channelizing devices separate work space from traveled way



TCP (1-2a)
ONE LANE TWO-WAY CONTROL WITH YIELD SIGNS
 (Less than 2000 ADT - See note 7)



TCP (1-2b)
ONE LANE TWO-WAY CONTROL WITH FLAGGERS

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

Posted Speed * X	Formula L = WS ² / 60	Minimum Desirable Taper Lengths **			Suggested Maximum Spacing of Channelizing Devices		Minimum Sign Spacing "X" Distance	Suggested Longitudinal Buffer Space "B"	Stopping Sight Distance
		10' Offset	11' Offset	12' Offset	On a Taper	On a Tangent			
30	L = WS ² / 60	150'	165'	180'	30'	60'	120'	90'	200'
35		205'	225'	245'	35'	70'	160'	120'	250'
40		265'	295'	320'	40'	80'	240'	155'	305'
45		450'	495'	540'	45'	90'	320'	195'	360'
50	L = WS	500'	550'	600'	50'	100'	400'	240'	425'
55		550'	605'	660'	55'	110'	500'	295'	495'
60		600'	660'	720'	60'	120'	600'	350'	570'
65		650'	715'	780'	65'	130'	700'	410'	645'
70		700'	770'	840'	70'	140'	800'	475'	730'
75		750'	825'	900'	75'	150'	900'	540'	820'

* 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

- Flags attached to signs where shown are REQUIRED.
- 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.
- The CW3-4 "BE PREPARED TO STOP" sign may be installed after the CW20-4D "ONE LANE ROAD AHEAD" sign, but proper sign spacing shall be maintained.
- Sign spacing may be increased or an additional CW20-1D "ROAD WORK AHEAD" sign may be used if advance warning ahead of the flagger or R1-2 "YIELD" sign is less than 1500 feet.
- 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.
- Additional Shadow Vehicles with TMAs may be positioned off the paved surface, next to those shown in order to protect wider work spaces.

TCP (1-2a)

- R1-2 "YIELD" sign traffic control may be used on projects with approaches that have adequate sight distance. For projects in urban areas, work spaces should be no longer than one half city block. In rural areas on roadways with less than 2000 ADT, work spaces should be no longer than 400 feet.
- R1-2 "YIELD" sign with R1-2aP "TO ONCOMING TRAFFIC" plaque shall be placed on a support at a 7 foot minimum mounting height.

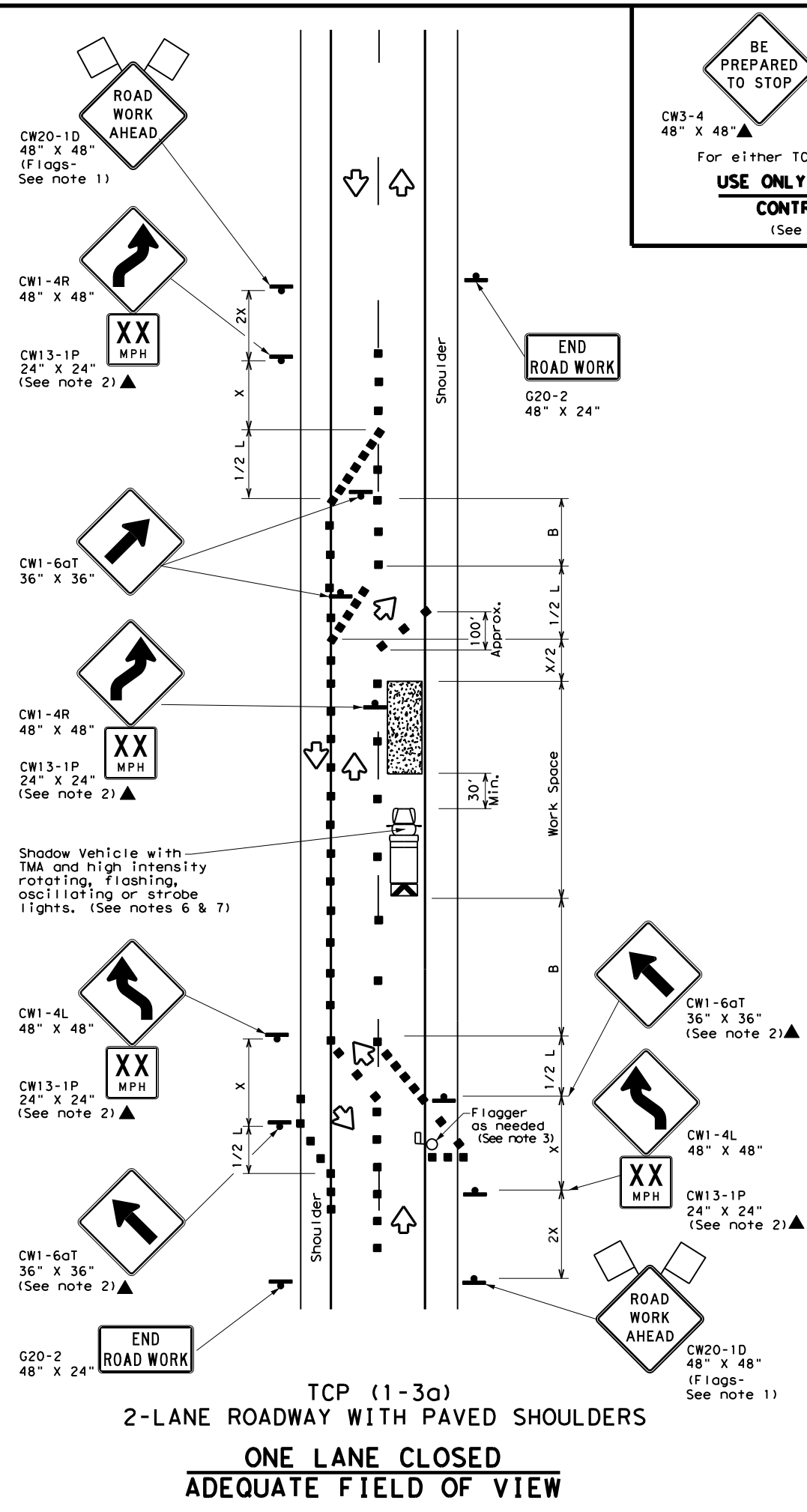
TCP (1-2b)

- Flaggers should use two-way radios or other methods of communication to control traffic.
- Length of work space should be based on the ability of flaggers to communicate.
- If the work space is located near a horizontal or vertical curve, the buffer distances should be increased in order to maintain adequate stopping sight distance to the flagger and a queue of stopped vehicles (see table above).
- Channelizing devices on the center-line may be omitted when a pilot car is leading traffic and approved by the Engineer.
- Flaggers should use 24" STOP/SLOW paddles to control traffic. Flags should be limited to emergency situations.

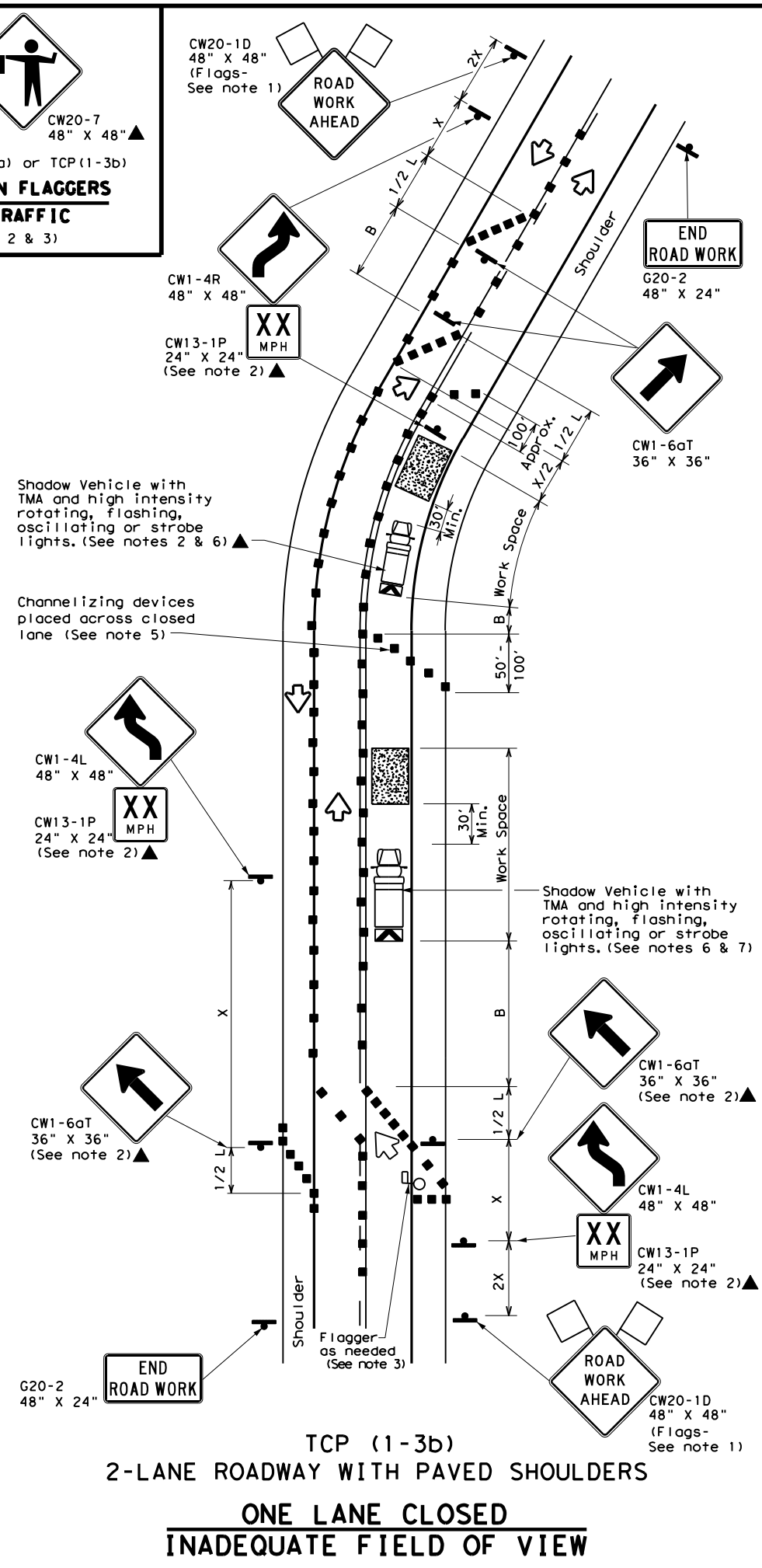
		Traffic Operations Division Standard	
TRAFFIC CONTROL PLAN ONE-LANE TWO-WAY TRAFFIC CONTROL			
TCP (1-2) - 18			
FILE: tcp1-2-18.dgn	DN:	CK:	DW:
© TxDOT December 1985	CONT	SECT	JOB
REVISIONS	0099	01	035
4-90 4-98	DIST	COUNTY	SHEET NO.
2-94 2-12	BWD	COLEMAN	25
1-97 2-18			

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BE PREPARED TO STOP
 CW3-4 48" X 48"
 CW20-7 48" X 48"
 For either TCP(1-3a) or TCP(1-3b)
USE ONLY WHEN FLAGGERS CONTROL TRAFFIC
 (See Notes 2 & 3)



LEGEND

	Type 3 Barricade		Channelizing Devices
	Heavy Work Vehicle		Truck Mounted Attenuator (TMA)
	Trailer Mounted Flashing Arrow Board		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 = WS / 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**
- Flags attached to signs where shown are REQUIRED.
 - 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.
 - Flagger control should NOT be used unless roadway conditions or heavy traffic volume require additional emphasis to safely control traffic. Additional flaggers may be positioned in advance of traffic queues to alert traffic to reduce speed.
 - DO NOT PASS, PASS WITH CARE and construction regulatory speed zone signs may be installed downstream of the ROAD WORK AHEAD signs.
 - When the work zone is made up of several work spaces, channelizing devices should be placed laterally across the closed lane to re-emphasize closure. Laterally placed channelizing devices should be repeated every 500 to 1000 feet in urban areas and every 1/4 to 1/2 mile in rural areas.
 - 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.
 - Additional Shadow Vehicles with TMAs may be positioned off the paved surface, next to those shown in order to protect wider work spaces.
 - 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 speed 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 area of conflicting markings not the entire work zone.

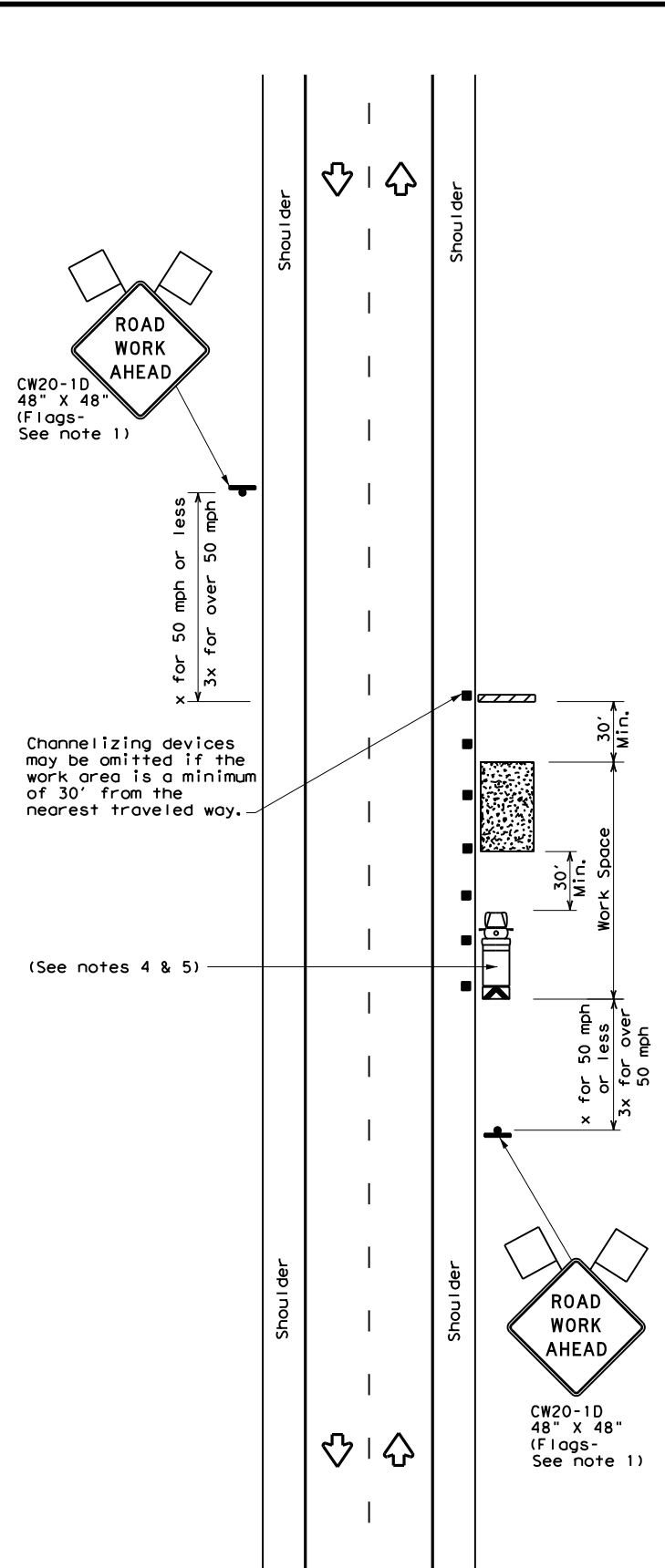
Texas Department of Transportation
 Traffic Operations Division Standard

TRAFFIC CONTROL PLAN
TRAFFIC SHIFTS ON
TWO LANE ROADS
TCP (1-3) - 18

FILE: tcp1-3-18.dgn	DN:	CK:	DW:	CK:
© TxDOT December 1985	CONT	SECT	JOB	HIGHWAY
REVISIONS	0099	01	035	US 283
2-94 4-98	DIST	COUNTY	SHEET NO.	
8-95 2-12	BWD	COLEMAN	26	
1-97 2-18				

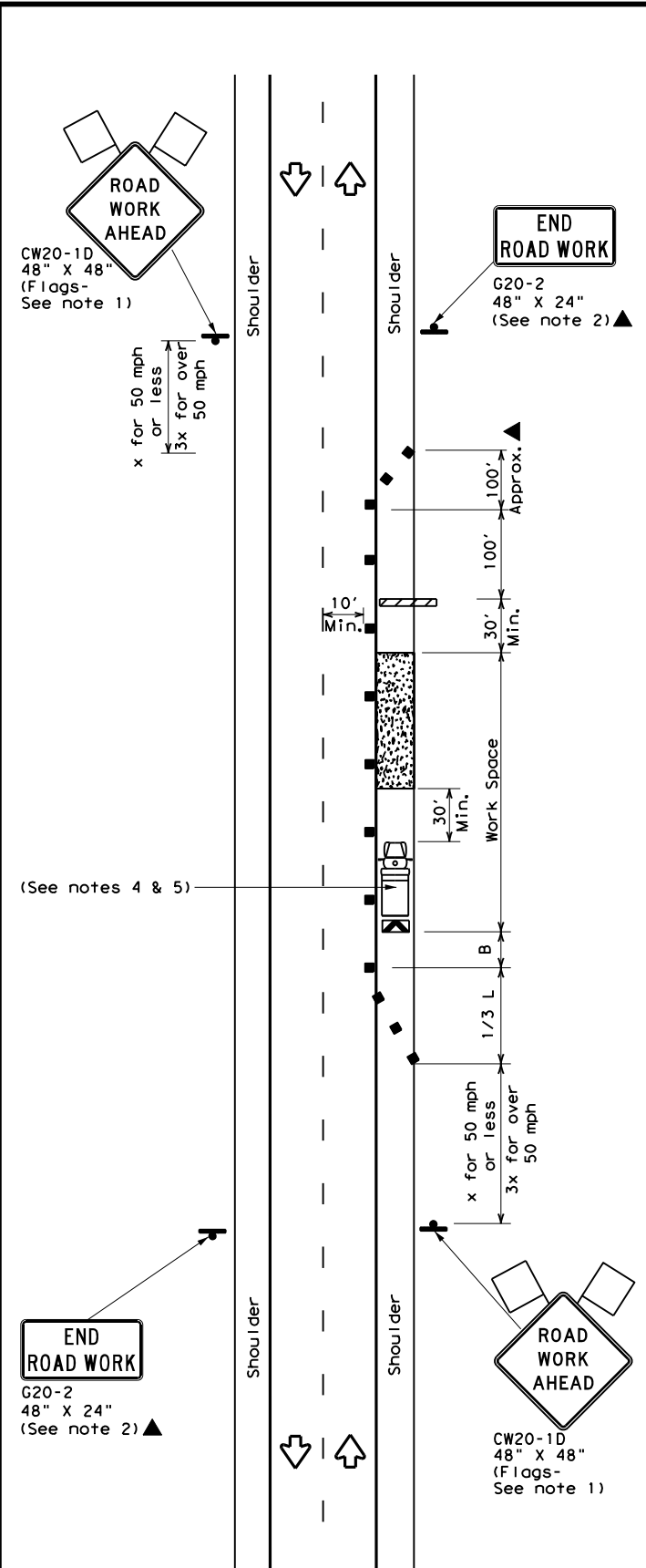
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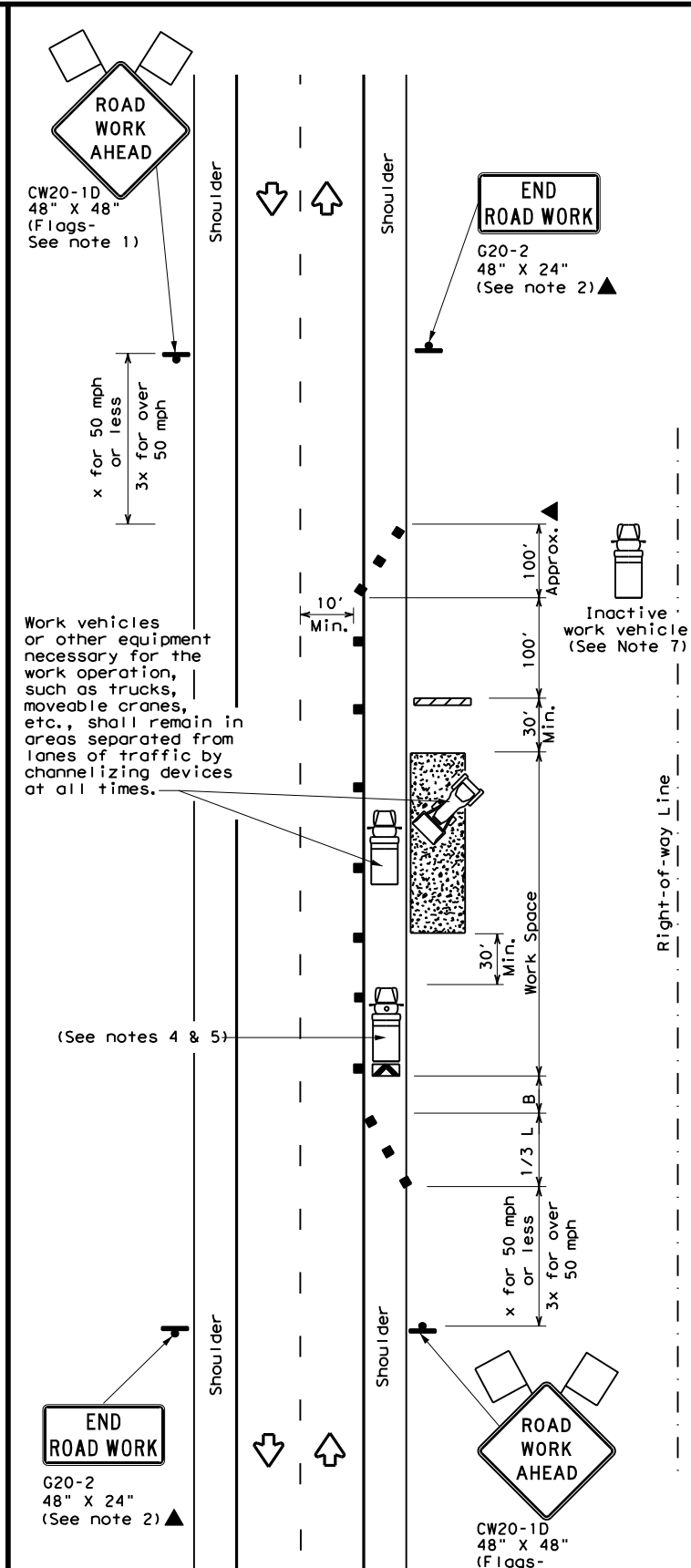
TCP (2-1a)

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		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**
- Flags attached to signs where shown, are REQUIRED.
 - 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.
 - Stockpiled material should be placed a minimum of 30 feet from nearest traveled way.
 - 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.
 - Additional Shadow Vehicles with TMAs may be positioned off the paved surface, next to those shown in order to protect a wider work space.
 - See TCP(5-1) for shoulder work on divided highways, expressways and freeways.
 - Inactive work vehicles or other equipment should be parked near the right-of-way line and not parked on the paved shoulder.
 - CW21-5 "SHOULDER WORK" signs may be used in place of CW20-1D "ROAD WORK AHEAD" signs for shoulder work on conventional roadways.



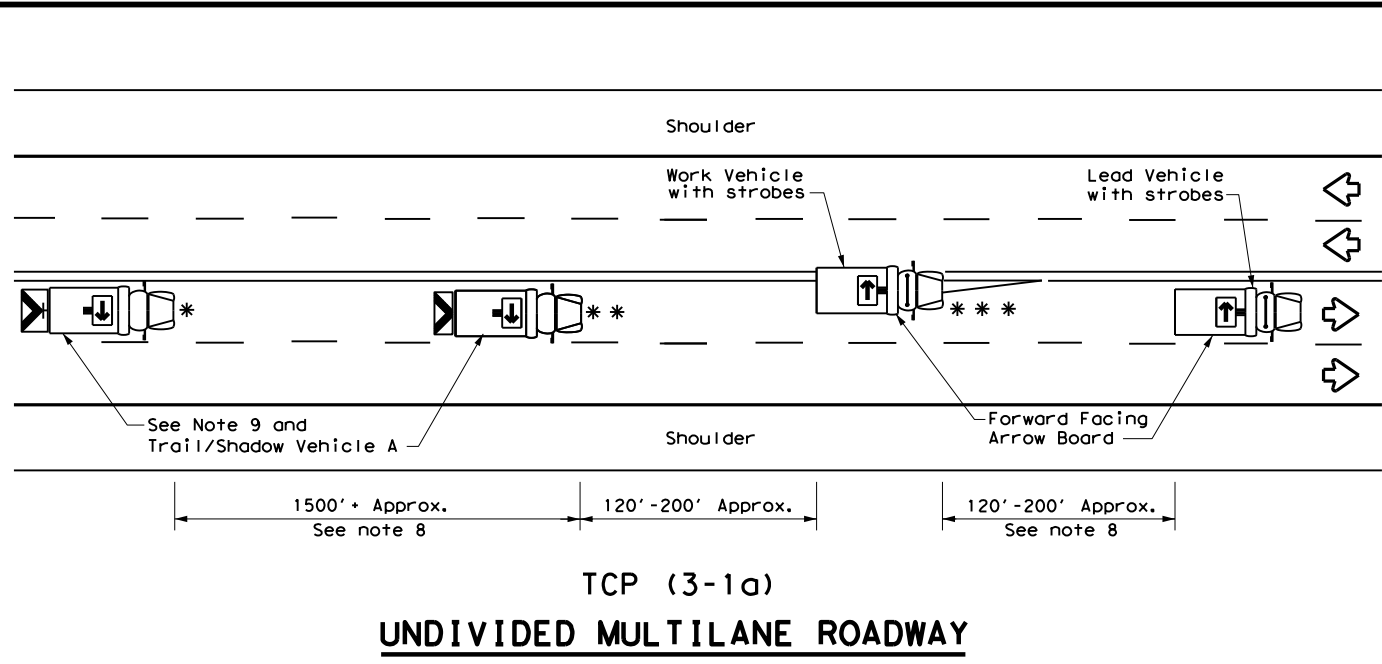
TRAFFIC CONTROL PLAN
CONVENTIONAL ROAD
SHOULDER WORK

TCP (2-1) - 18

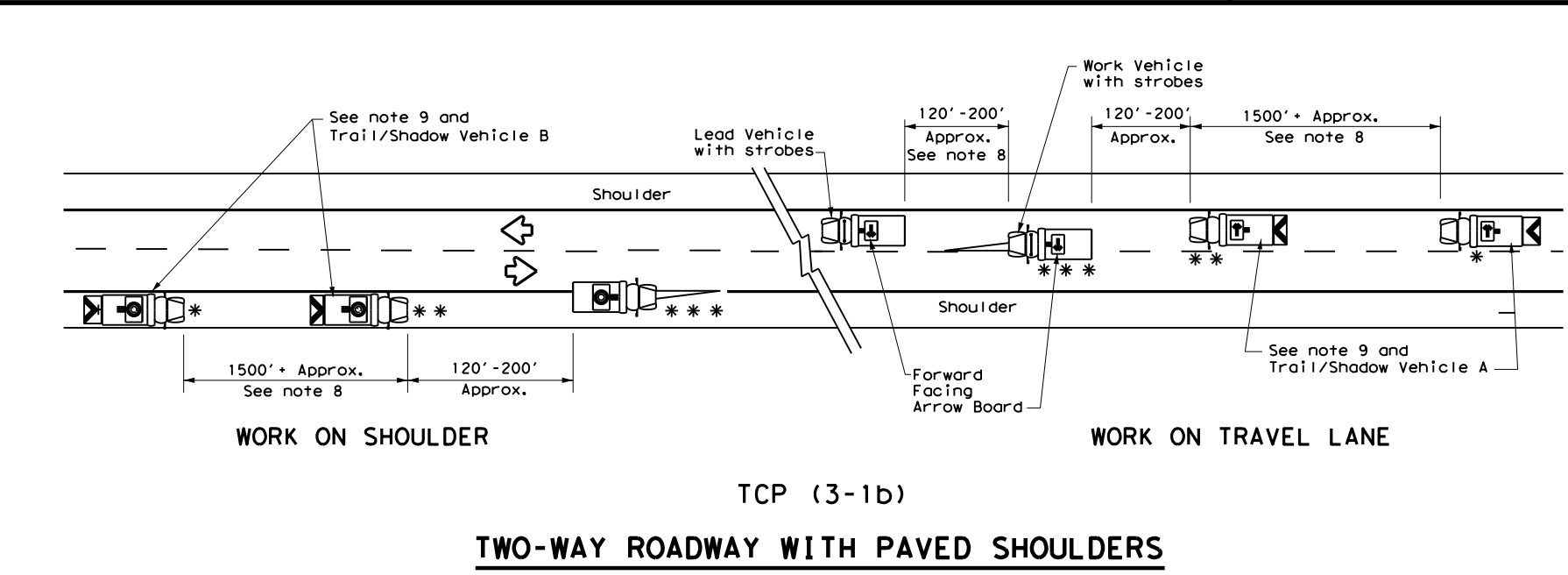
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© TxDOT December 1985	CONT	SECT	JOB	HIGHWAY
REVISIONS	0099	01	035	US 283
2-94 4-98	DIST	COUNTY	SHEET NO.	
8-95 2-12	BWD	COLEMAN	27	
1-97 2-18				

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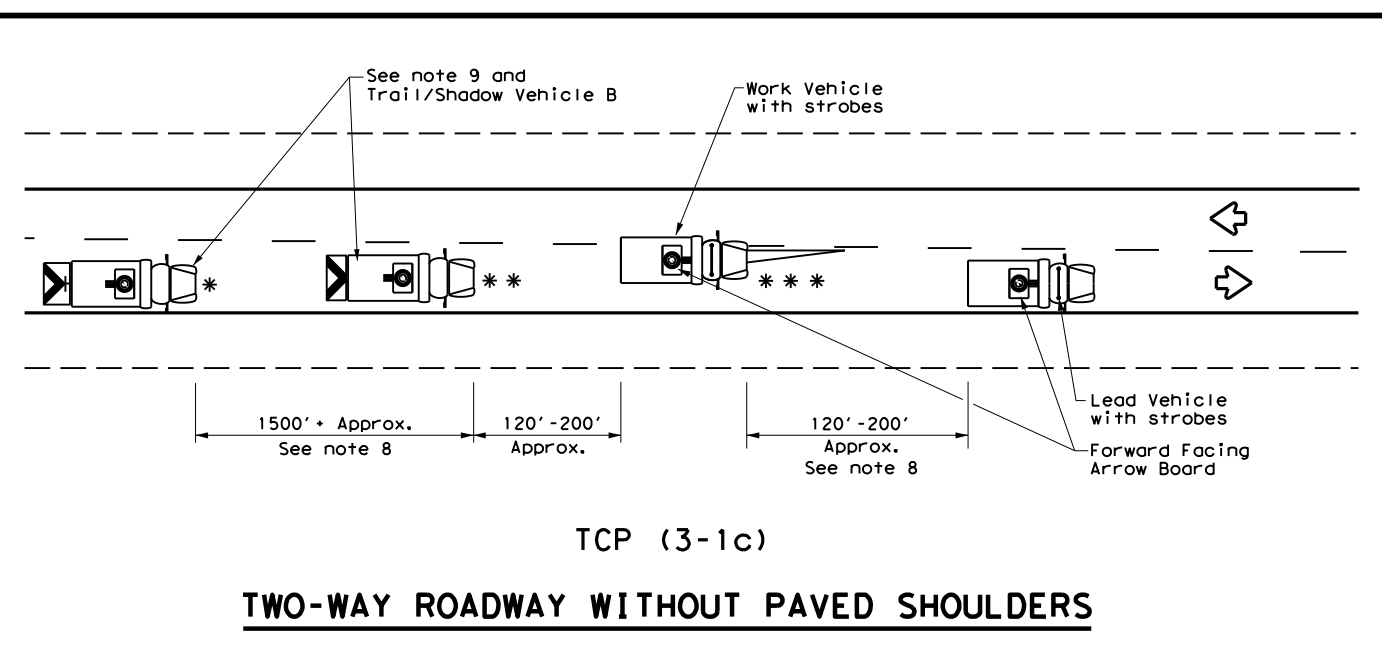
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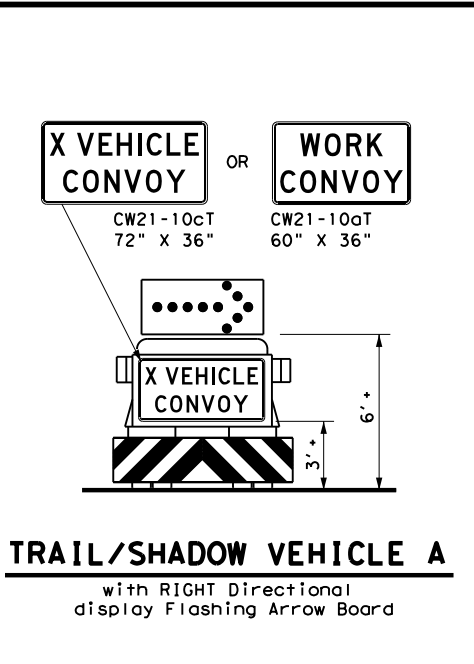
TCP (3-1a)
UNDIVIDED MULTILANE ROADWAY



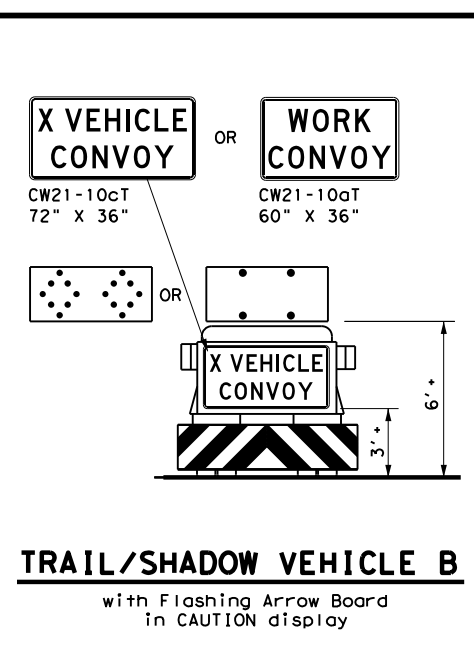
TCP (3-1b)
TWO-WAY ROADWAY WITH PAVED SHOULDERS



TCP (3-1c)
TWO-WAY ROADWAY WITHOUT PAVED SHOULDERS



TRAIL/SHADOW VEHICLE A
 with RIGHT Directional display Flashing Arrow Board



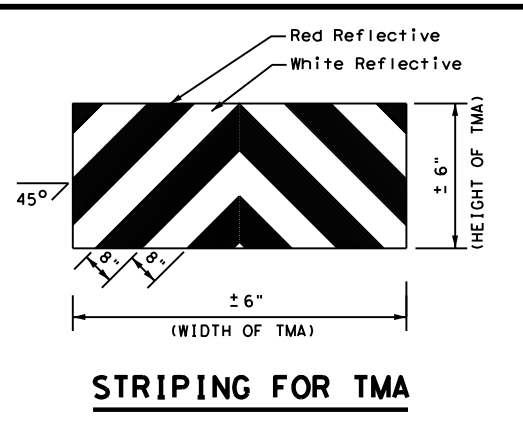
TRAIL/SHADOW VEHICLE B
 with Flashing Arrow Board in CAUTION display

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
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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.



STRIPING FOR TMA

Texas Department of Transportation
 Traffic Operations Division Standard

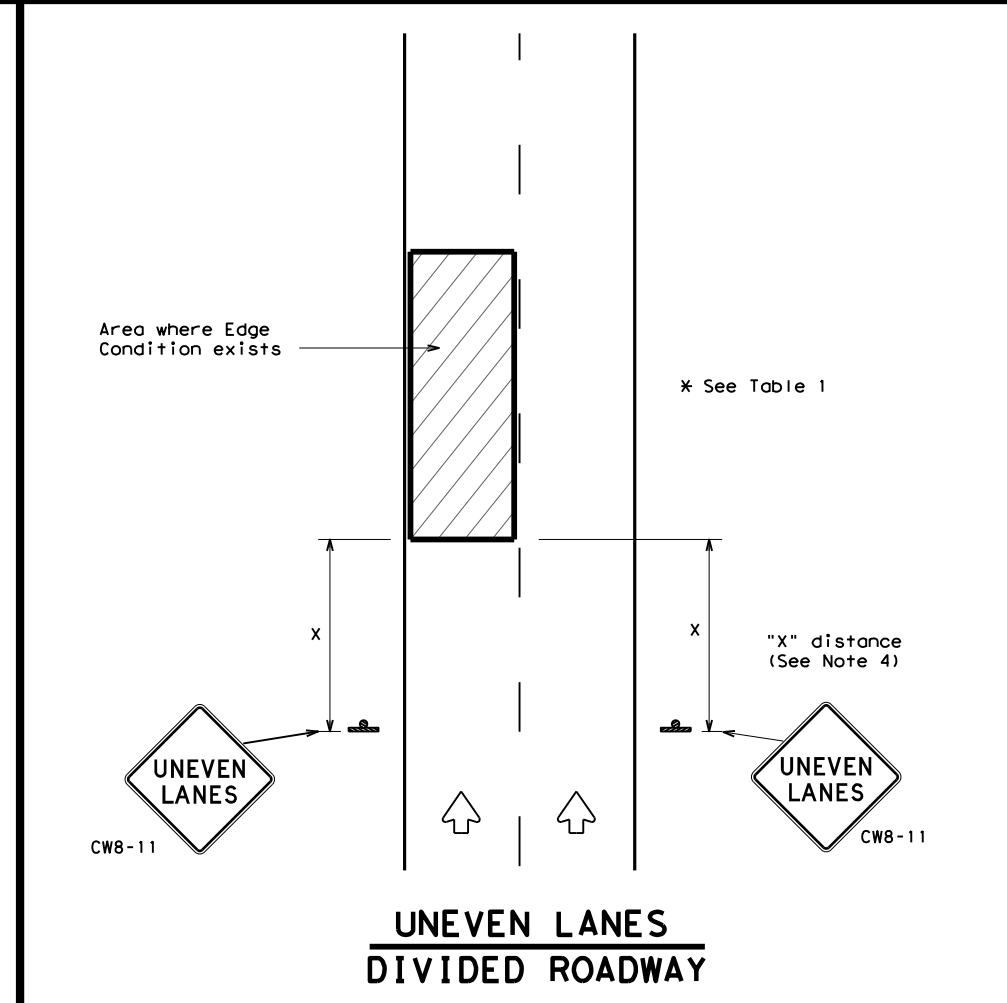
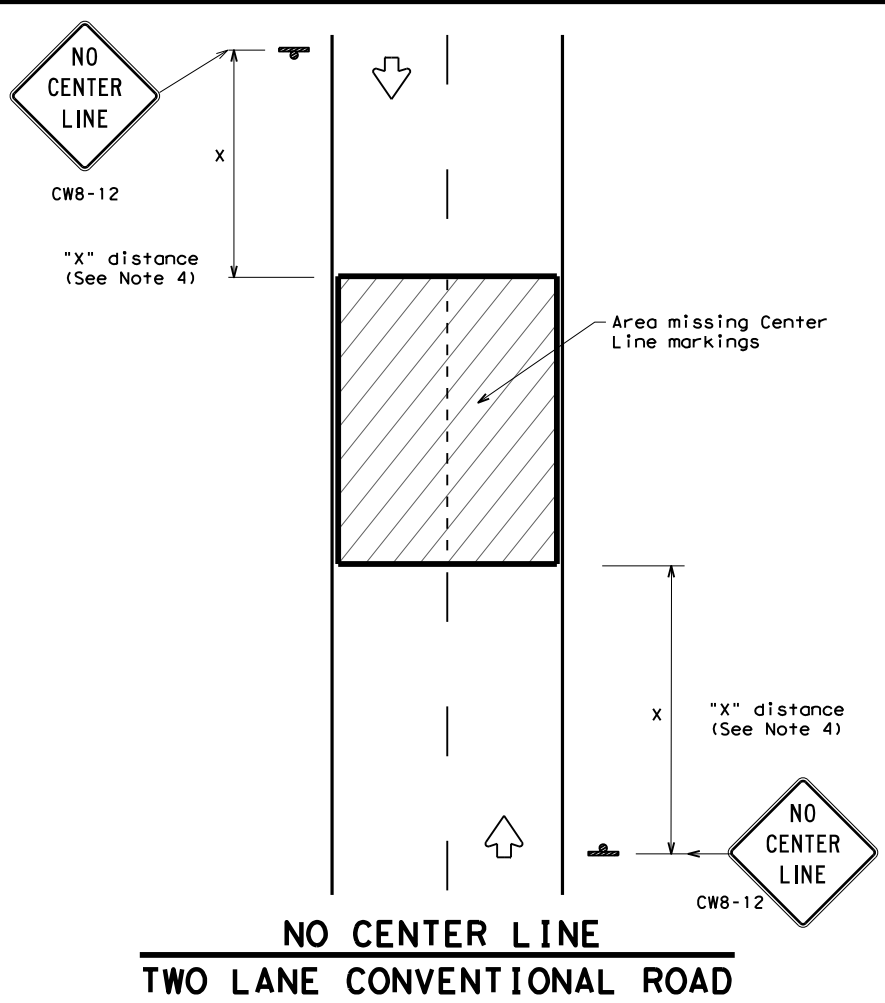
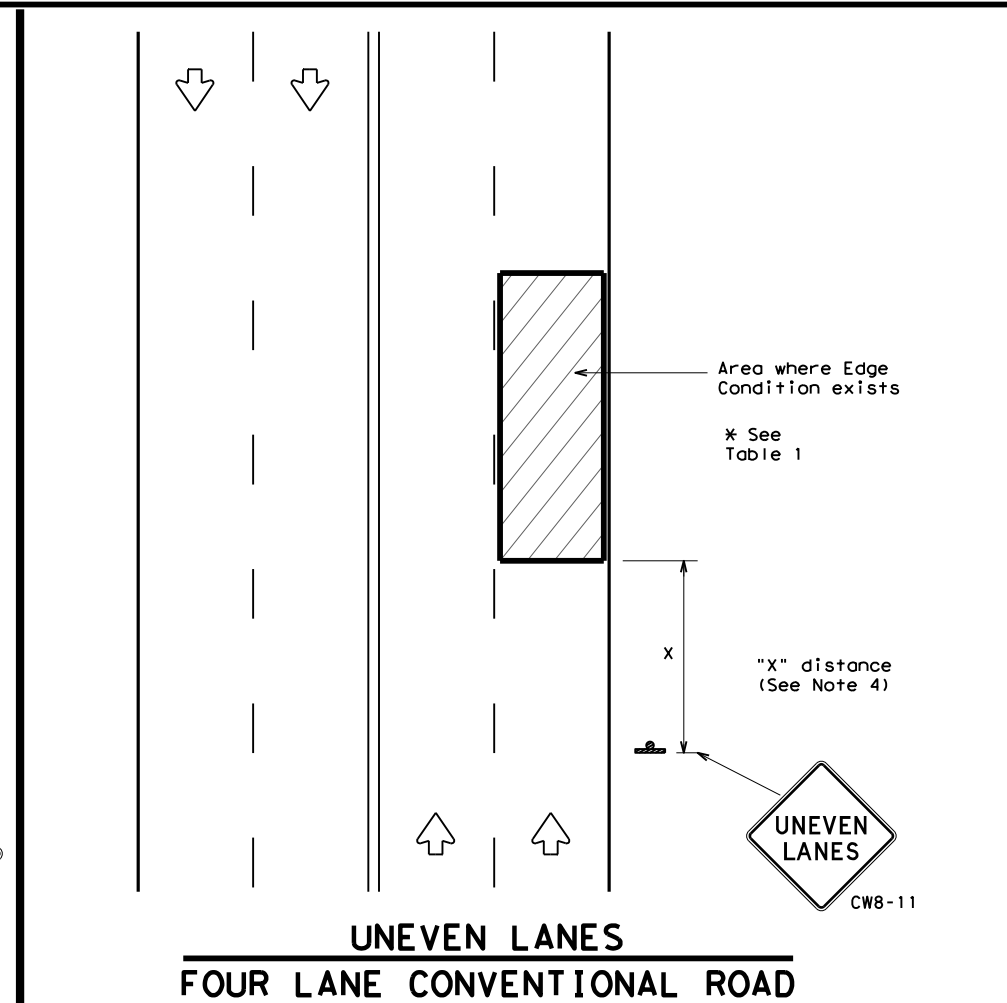
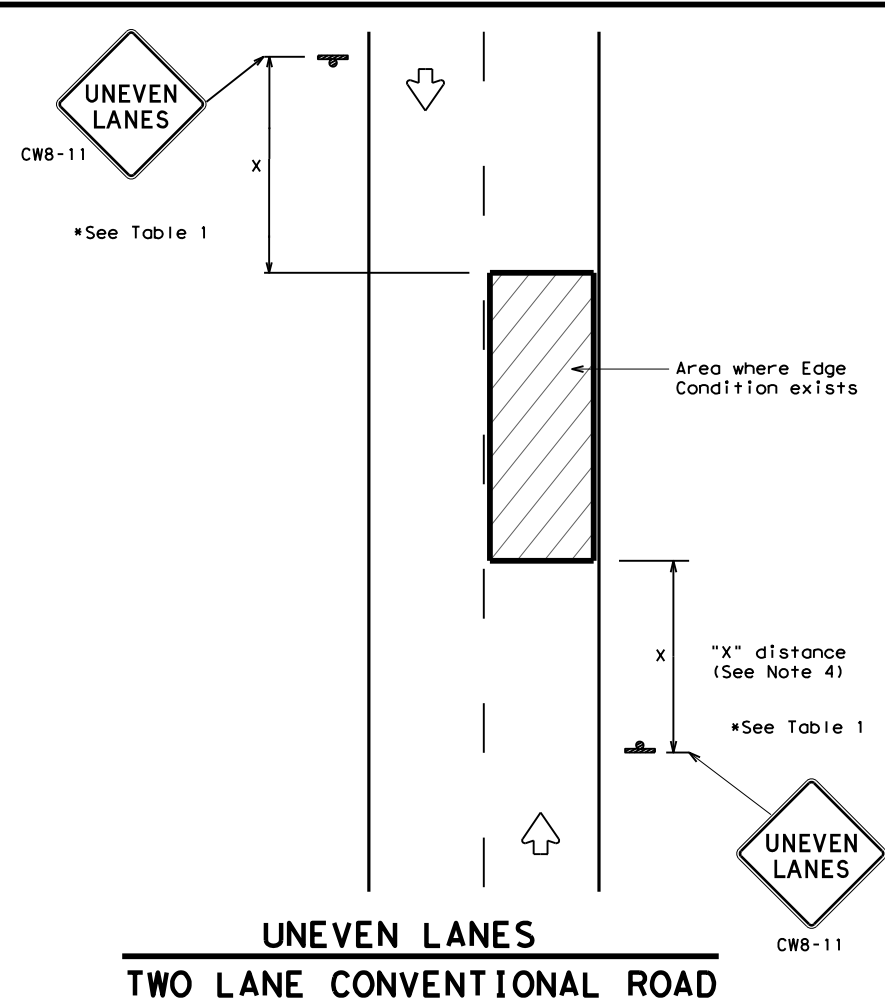
**TRAFFIC CONTROL PLAN
 MOBILE OPERATIONS
 UNDIVIDED HIGHWAYS**

TCP (3-1) - 13

FILE: tcp3-1.dgn	DN: TxDOT	CK: TxDOT	DW: TxDOT	CK: TxDOT
© TxDOT December 1985	CONT	SECT	JOB	HIGHWAY
REVISIONS	0099	01	035	US 283
2-94 4-98	DIST	COUNTY	SHEET NO.	
8-95 7-13	BWD	COLEMAN	28	
1-97				

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DEPARTMENTAL MATERIAL SPECIFICATIONS	
PERMANENT PREFABRICATED PAVEMENT MARKINGS	DMS-8240
TEMPORARY (REMOVABLE) PREFABRICATED PAVEMENT MARKINGS	DMS-8241
SIGN FACE MATERIALS	DMS-8300

COLOR	USAGE	SHEETING MATERIAL
ORANGE	BACKGROUND	TYPE B _{FL} OR TYPE C _{FL} SHEETING
BLACK	LEGEND & BORDERS	ACRYLIC NON-REFLECTIVE SHEETING

GENERAL NOTES

1. If spalling or holes occur, ROUGH ROAD (CW8-8) signs should be placed in advance of the condition and be repeated every two miles where the condition persists.
2. UNEVEN LANES (CW8-11) signs shall be installed in advance of the condition and repeated every mile. Signs installed along the uneven lane condition may be supplemented with the NEXT XX MILES (CW7-3aP) plaque or Advisory Speed (CW13-1P) plaque.
3. NO CENTER LINE (CW8-12) signs and temporary pavement markings as per the WZ(STPM) standard shall be installed if yellow centerlines separating two way traffic are obscured or obliterated. Repeat NO CENTER LINE signs every two miles where the center line markings are not in place. The signs and markings shall remain in place until permanent pavement markings are installed.
4. Signs shall be spaced at the distances recommended as per BC standards.
5. Additional signs may be required as directed by the Engineer. Signs shall remain in place until final surface is applied. Signs shall be considered subsidiary to Item 502 "BARRICADES, SIGNS AND TRAFFIC HANDLING."
6. Signs shall be fabricated and mounted on supports as shown on the BC standards and/or listed on the "Compliant Work Zone Traffic Control Devices" list.
7. Short term markings shall not be used to simulate edge lines.
8. All signs shall be constructed in accordance with the details found in the "Standard Highway Sign Designs for Texas," latest edition.

Edge Condition	Edge Height (D)	* Warning Devices
①	Less than or equal to: 1/4" (maximum-planing) 1/2" (typical-overlay)	Sign: CW8-11
②	Less than or equal to 3"	Sign: CW8-11
③	Distance "D" may be a maximum of 3" if uneven lanes with edge condition 2 or 3 are open to traffic after work operations cease. Uneven lanes should not be open to traffic when "D" is greater than 3".	

TRAFFIC CONTROL DURING PLANING, OVERLAY AND LEVELING OPERATIONS ARE SHOWN ELSEWHERE IN THE PLANS.

MINIMUM WARNING SIGN SIZE	
Conventional roads	36" x 36"
Freeways/expressways, divided roadways	48" x 48"

Traffic Operations Division Standard

SIGNING FOR UNEVEN LANES

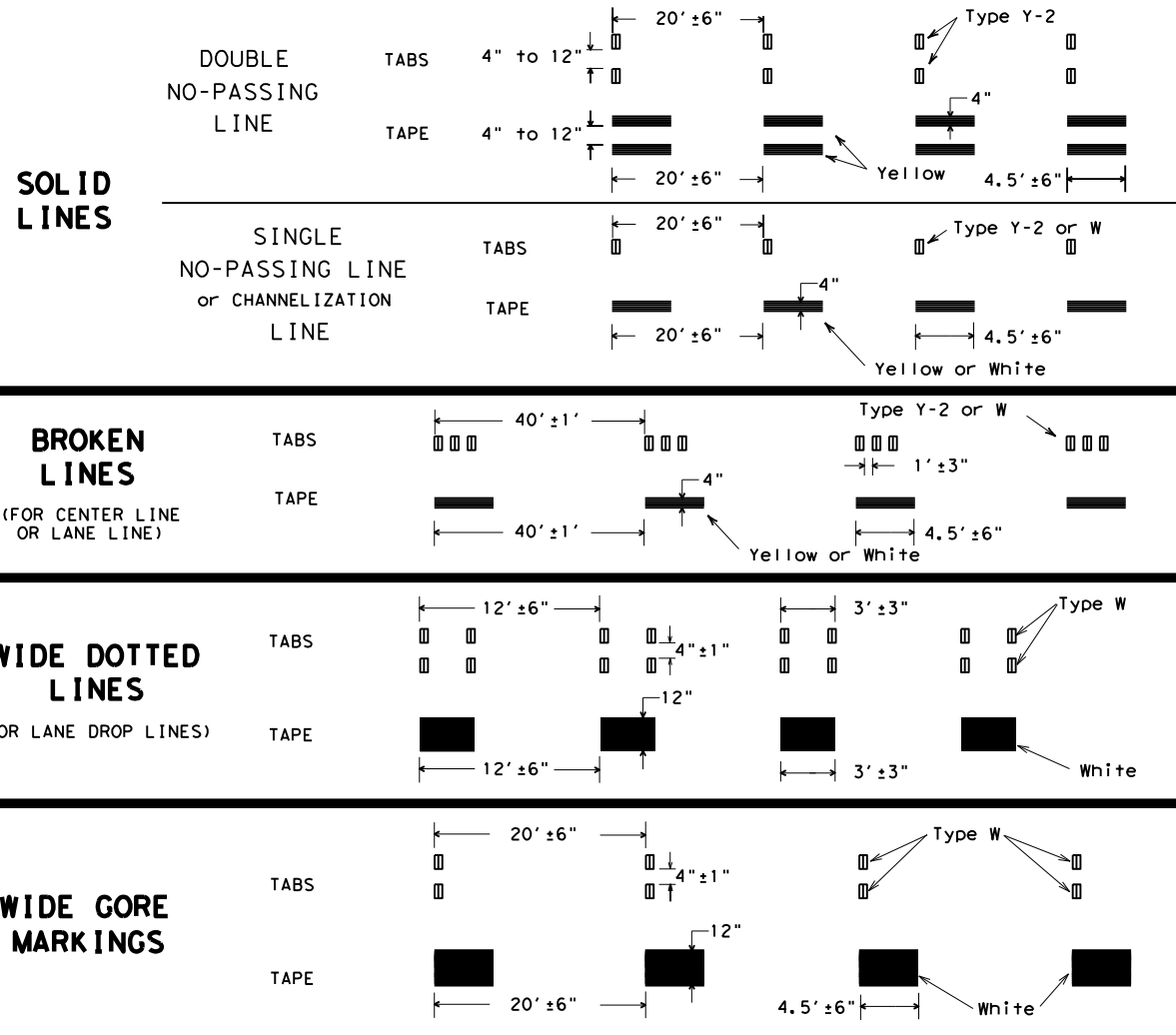
WZ (UL) - 13

FILE: wzu1-13.dgn	DN: TxDOT	CK: TxDOT	DW: TxDOT	CR: TxDOT
© TxDOT	APRIL 1992	CONT	SECT	JOB
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8-95	2-98	7-13	DIST	COUNTY
1-97	3-03		BWD	COLEMAN
				SHEET NO. 29

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WORK ZONE SHORT TERM PAVEMENT MARKINGS DETAILS



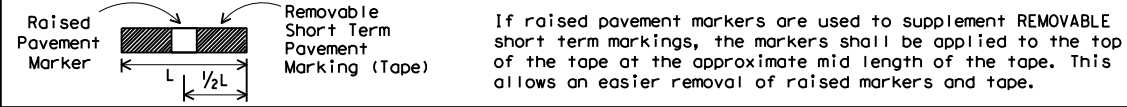
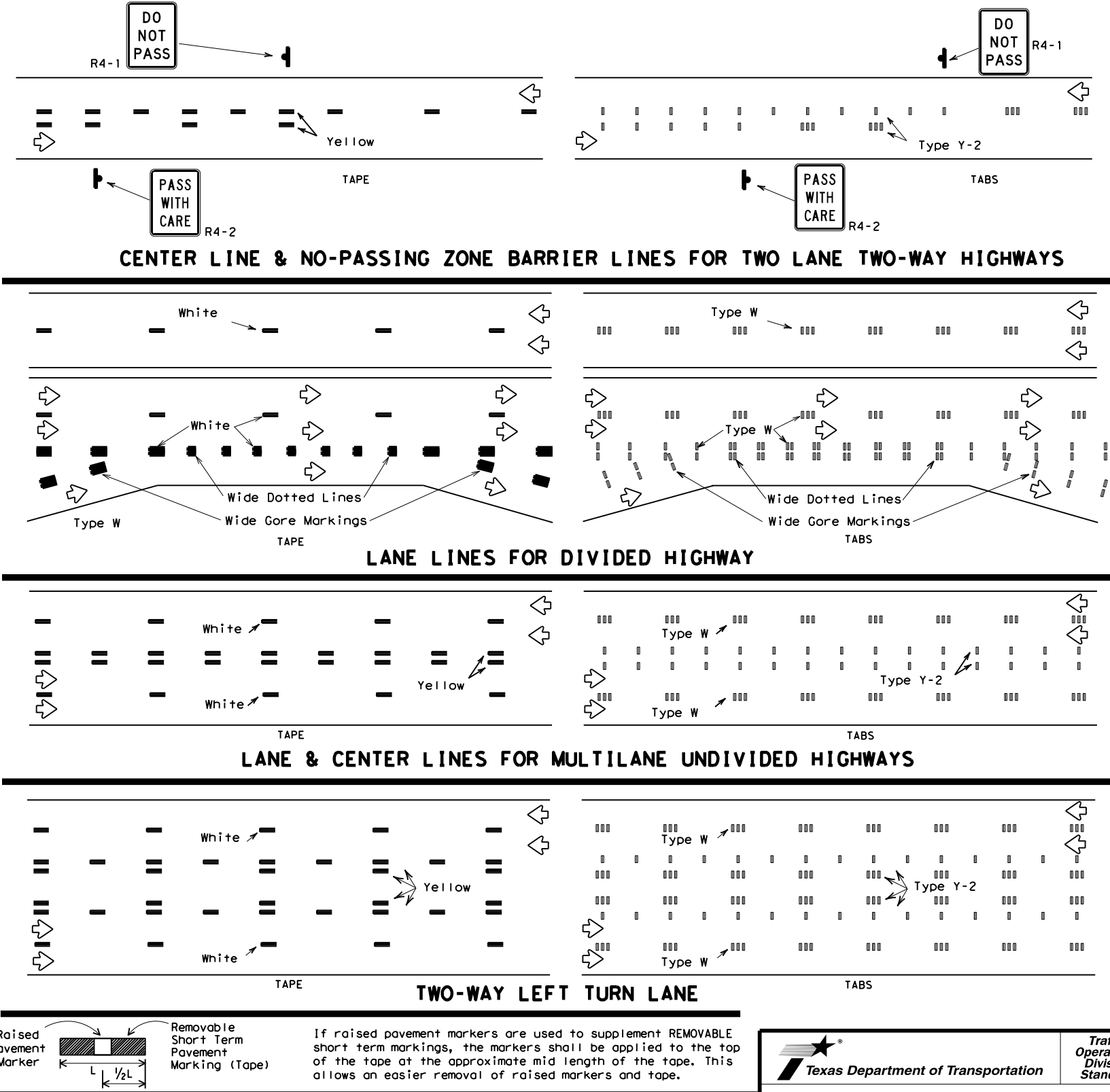
NOTES:

- Short term pavement markings may be prefabricated markings (stick down tape) or temporary flexible-reflective roadway marker tabs unless otherwise specified elsewhere in plans.
- Short term pavement markings shall NOT be used to simulate edge lines.
- Dimensions indicated on this sheet are typical and approximate. Variations in size and height may occur between markers or devices made by manufacturers, by as much as 1/4 inch, unless otherwise noted.
- Temporary flexible-reflective roadway marker tabs will require normal maintenance replacement when used on roadways with an ADT per lane of up to 7500 vehicles with no more than 10% truck mix. When roadways exceed these values, additional maintenance replacement of devices should be planned.
- No segment of roadway open to traffic shall remain without permanent pavement markings for a period greater than 14 calendar days. The Contractor will be responsible for maintaining short term pavement markings until permanent pavement markings are in place. When the Contractor is responsible for placement of permanent pavement markings, no segment of roadway shall remain without permanent pavement markings for a period greater than 14 calendar days unless weather conditions prohibit placement. Permanent pavement markings shall be placed as soon as weather permits.
- For two lane, two-way roadways, DO NOT PASS signs shall be erected to mark the beginning of sections where passing is prohibited and PASS WITH CARE signs shall be erected to mark the beginning of sections where passing is permitted. Signs shall be in accordance with the "Texas Manual on Uniform Traffic Control Devices" (TMUTCD) and may be used to indicate the limits of no-passing zones for up to 14 calendar days. Permanent pavement markings should then be placed.
- For low volume two lane, two-way roadways of 4000 ADT or less, no-passing lines may be omitted when approved by the Engineer. DO NOT PASS and PASS WITH CARE signs shall be erected (see note 6).
- For exit gores where a lane is being dropped place wide gore markings or retroreflective channelizing devices to guide motorist through the exit. If channelizing devices are to be used it should be noted elsewhere in the plans. One piece cones are not allowed for this purpose.

TEMPORARY FLEXIBLE, REFLECTIVE ROADWAY MARKER TABS (TABS)

- Temporary flexible-reflective roadway marker tabs detailed on this sheet will be designated Type Y-2 (two amber reflective surfaces with yellow body); Type Y (one amber reflective surface with yellow body); and Type W (one white or silver reflective surface with white body). Additional details may be found on BC(11).
- Tabs shall meet requirements of Departmental Material Specification DMS-8242.
- When dry, tabs shall be visible for a minimum distance of 200 feet during normal daylight hours and when illuminated by automobile low-beam head light at night, unless sight distance is restricted by roadway geometrics.
- No two consecutive tabs nor four tabs per 1000 feet of line shall be missing or fail to meet the visual performance requirements of Note 3.

WORK ZONE SHORT TERM PAVEMENT MARKINGS PATTERNS



PREFABRICATED PAVEMENT MARKINGS

- Temporary Removable Prefabricated Pavement Markings shall meet the requirements of DMS-8241.
- Non-removable Prefabricated Pavement Markings shall meet the requirements of either DMS-8240 "Permanent Prefabricated Pavement Markings" or DMS-8243 "Temporary Construction-Grade Prefabricated Pavement Markings."

RAISED PAVEMENT MARKERS

- All raised pavement markers used for work zone markings shall meet the requirements of Item 672, "RAISED PAVEMENT MARKERS" and DMS-4200.

DEPARTMENTAL MATERIAL SPECIFICATIONS (DMS) & MATERIAL PRODUCER LISTS (MPL)

- DMSs referenced above can be found along with embedded links to their respective MPLs at the following website:
http://www.txdot.gov/business/contractors_consultants/material_specifications/default.htm



WORK ZONE SHORT TERM PAVEMENT MARKINGS

WZ (STPM) - 13

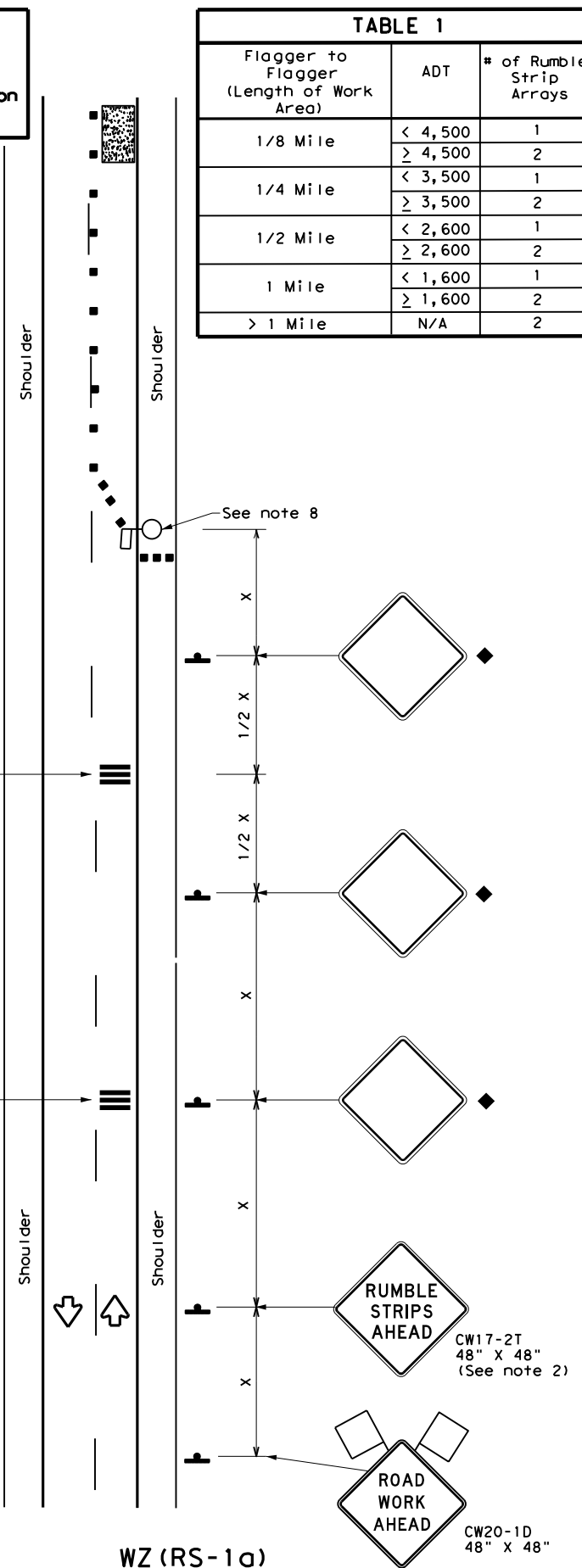
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REVISIONS		DIST	BWD	COUNTY	COLEMAN	SHEET NO.	30		

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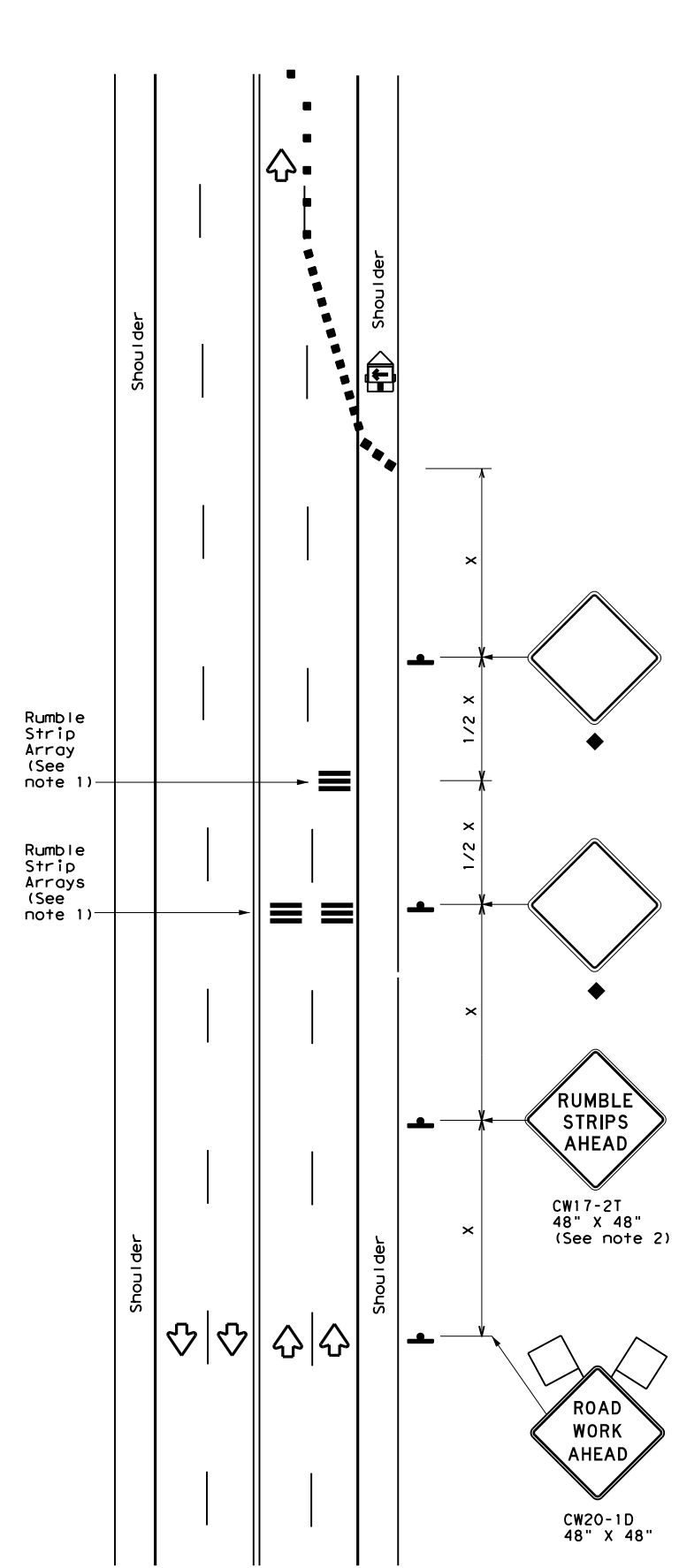
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Warning sign and rumble strip sequence in opposite direction is same as below

Flagger to Flagger (Length of Work Area)	ADT	# of Rumble Strip Arrays
1/8 Mile	< 4,500	1
	≥ 4,500	2
1/4 Mile	< 3,500	1
	≥ 3,500	2
1/2 Mile	< 2,600	1
	≥ 2,600	2
1 Mile	< 1,600	1
	≥ 1,600	2
> 1 Mile	N/A	2



WZ (RS-1a)
 75 mph or Less
RUMBLE STRIPS ON ONE-LANE TWO-WAY APPLICATION



WZ (RS-1b)
 75 mph or Less
RUMBLE STRIPS FOR LANE CLOSURE ON CONVENTIONAL ROADWAY

GENERAL NOTES

- Each Rumble Strip Array should consist of three rumble strips spaced center to center at the spacing shown in Table 2, placed transverse across the lane at locations shown.
- The CW17-2T "RUMBLE STRIPS AHEAD" sign should be located after the CW20-1D "ROAD WORK AHEAD" sign and spaced as shown. If traffic is observed to be queuing, or is expected to queue beyond the Rumble Strips, the CW17-2T sign and the first Rumble Strip Array may be located upstream of the CW20-1D sign as necessary to provide needed warning.
- Temporary Rumble Strips will be considered subsidiary to Item 502, and shall be a product listed on the Compliant Work Zone Traffic Control Devices.
- Removal of the Temporary Rumble Strips should be accomplished before removing the advance warning signs.
- Temporary Rumble Strips should not be used on horizontal curves, loose gravel, soft or bleeding asphalt, heavily rutted pavements or unpaved surfaces.
- Temporary Rumble Strips shall be installed and maintained as per manufacturer's recommendations.
- This standard sheet shall be used in conjunction with other appropriate TCP standard, TMUTCD typical application or project specific detail for the project.
- The one-lane two-way application may utilize a flagger, an AFAD or a portable traffic signal.
- Temporary Rumble Strips may be used on freeways or expressways based on engineering judgment.

Speed	Approximate distance between strips in an Array
≤ 40 MPH	10'
> 40 MPH & ≤ 55 MPH	15'
> 55 MPH	20'

	Type 3 Barricade		Channelizing Devices
	Heavy Work Vehicle		Truck Mounted Attenuator (TMA)
	Trailer Mounted Flashing Arrow Panel		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 = WS ² / 60	150'	165'	180'	30'	60'	120'	90'
35		205'	225'	245'	35'	70'	160'	120'
40	L = WS	265'	295'	320'	40'	80'	240'	155'
45		450'	495'	540'	45'	90'	320'	195'
50	L = WS	500'	550'	600'	50'	100'	400'	240'
55		550'	605'	660'	55'	110'	500'	295'
60	L = WS	600'	660'	720'	60'	120'	600'	350'
65		650'	715'	780'	65'	130'	700'	410'
70	L = WS	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)

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

◆ Signs are for illustrative purposes only. Signs required may vary depending on the TCP, TMUTCD Typical Application, or project specific details for the project.

Texas Department of Transportation
 Traffic Operations Division Standard

TEMPORARY RUMBLE STRIPS

WZ (RS) - 16

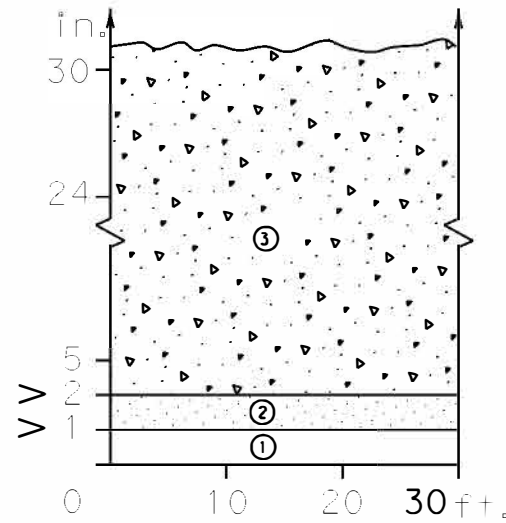
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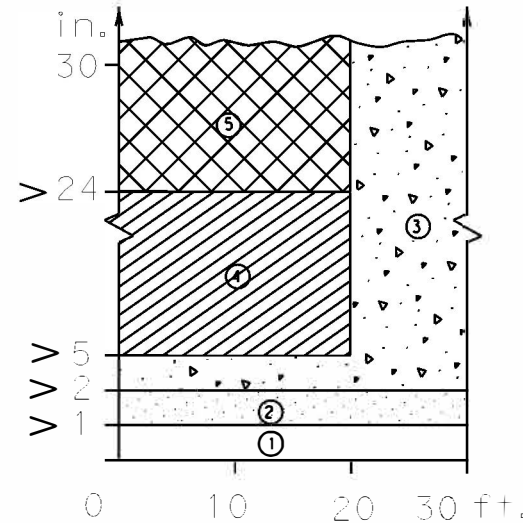
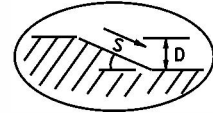
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DEFINITION OF TREATMENT ZONES FOR VARIOUS EDGE CONDITIONS

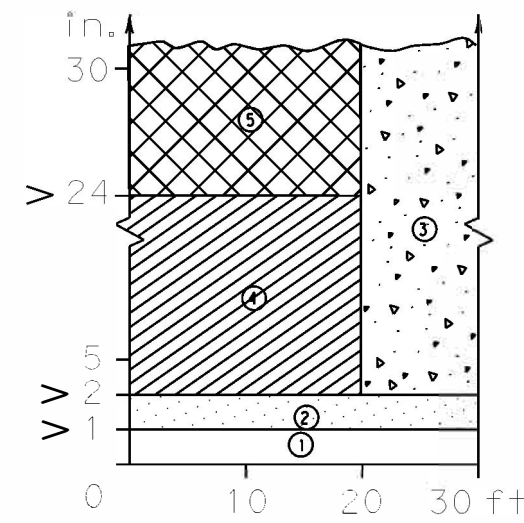
Edge Height (D) in Inches versus Lateral Clearance (Y) in Feet



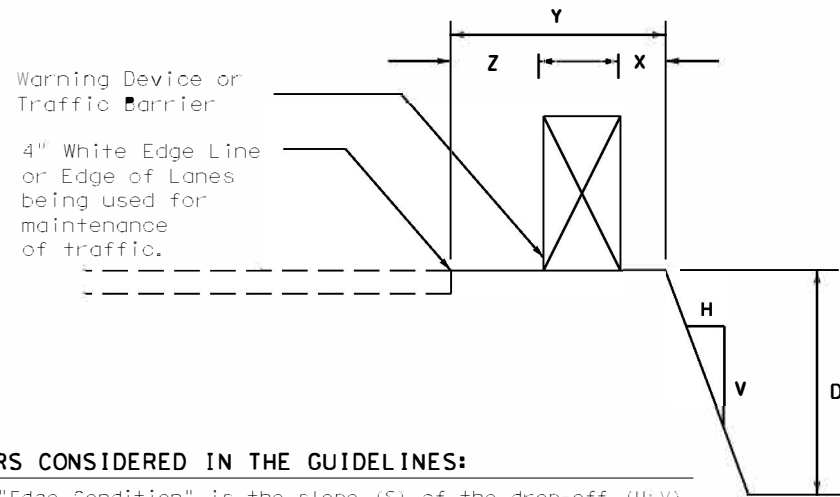
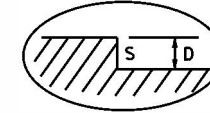
Edge Condition I
 S = (3:1) (or flatter)



Edge Condition II
 S = ((2.99):1) to (1:1)



Edge Condition III
 S is steeper than (1:1)



FACTORS CONSIDERED IN THE GUIDELINES:

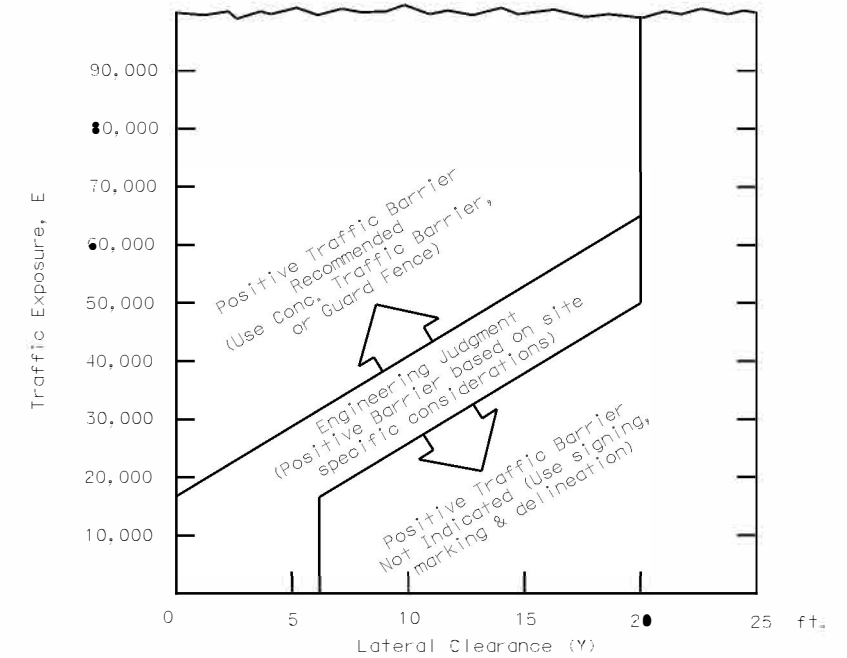
- The "Edge Condition" is the slope (S) of the drop-off (H:V). The "Edge Height" is the depth of the drop-off "D".
- Distance "X" is to be the maximum practical under job conditions. Two feet minimum for high speed conditions. Distance "Y" is the lateral clearance from edge of travel lane to edge of dropoff. Distance "Z" does not have a minimum.
- In addition to the factors considered in the guidelines, each construction zone drop-off situation should be analyzed individually, taking into account other variables, such as: traffic mix, posted speed in the construction zone, horizontal curvature, and the practicality of the treatment options.
- The conditions for indicating the use of positive or protective barriers are given by Zone-5 and Figure-1. Traffic barriers are primarily applicable for high speed conditions. Urban areas with speeds of 30 mph or less may have a lesser need for signing, delineation, and barriers. Right-angled edges, however, with "D" greater than 2 inches and located within a lateral offset of 6 feet, may indicate a higher level of treatment.
- If the distance "Y" must be less than 3 feet, the use of a positive barrier may not be feasible. In such a case, consider either: 1) narrowing the lanes to a desired 11 to 12 feet or 10 foot minimum (see CW20-8 sign), or 2) provide an edge slope such as Edge Condition I.

Zone	Treatment Types Guidelines:
①	No treatment
②	CW 8-11 "Uneven Lanes" signs.
③	CW 8-9a Shoulder Drop-Off" or CW 8-11 signs plus vertical panels.
④	CW 8-9a or CW 8-11, signs plus drums. Where restricted space precludes the use of drums, use vertical panels. An edge slope to that of the proffered Edge Condition I.
⑤	Check indications (Figure-1) for positive barrier. Where positive barrier is not indicated, the treatment shown above for Zone-4 may be used after consideration of other applicable factors.

Edge Condition Notes:

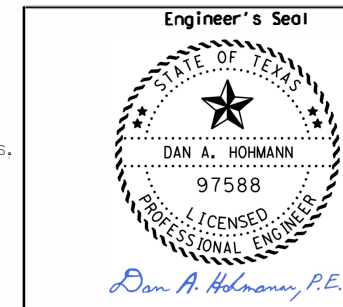
- Edge Condition I: Most vehicles are able to traverse an edge condition with a slope rate of (3 to 1) or flatter. The slope must be constructed with a compacted material capable of supporting vehicles.
- Edge Condition II: Most vehicles are able to traverse an edge condition with a slope between (2.99 to 1) and (1 to 1) so long as "D" does not exceed 5 inches. Under-carriage drag on most automobiles will occur when "D" exceeds 6 inches. As "D" exceeds 24 inches, the possibility for rollover is greater in most vehicles.
- Edge Condition III: When slopes are greater than (1 to 1) and where "D" is greater than 2 inches, a more difficult control factor may exist for some vehicles. If not properly treated. For example, where "D" is greater than 2 inches and up to 24 inches different types of vehicles may experience different steering control at different edge heights. Automobiles might experience more steering control differential when "D" is greater than 2 inches and up to 5 inches. Trucks, particularly those with high loads, have more steering control differential when "D" is greater than 5 inches and up to 24 inches. When "D" exceeds 24 inches, the possibility of rollover is greater for most vehicles.
- Milling or overlay operations that result in Edge Condition III should not be in place without appropriate warning treatments, and these conditions should not be left in place for extended periods of time.

FIGURE-1: CONDITIONS INDICATING USE OF POSITIVE BARRIER FOR ZONE 5 ([Cross-hatched])



- $E = ADT \times T$
 Where ADT is that portion of the average daily traffic volume traveling within 20 feet (generally two adjacent lanes) of the edge dropoff condition; and, T is the duration time in years of the dropoff condition.
- Figure-1 provides a practical approach to the use of positive barriers for the protection of vehicles from pavement drop-offs. Other factors, such as the presence of heavy machinery, construction workers, or the mix and volume of traffic may make the use of positive barriers appropriate, even when the edge condition alone may not justify the use of a barrier.
- An approved end treatment should be provided for any positive barrier end located within the clear zone.

These guidelines apply to temporary traffic control areas or work zones where continuous pavement edges or drop-offs exists parallel and adjacent to a lane used by traffic. The edge conditions may be present between shoulders and travel lanes, between adjacent or opposing travel lanes, or at intermediate points across the width of the paved surface. Due to the variability in construction operations, tolerances in the variables may be allowed by the engineer. These guidelines do not apply to short term operations. These guidelines do not constitute a rigid standard or policy; rather, they are guidance to be used in conjunction with engineering judgement. These guidelines may be updated on the Design Division's on-line manuals.



Date 11/05/2021

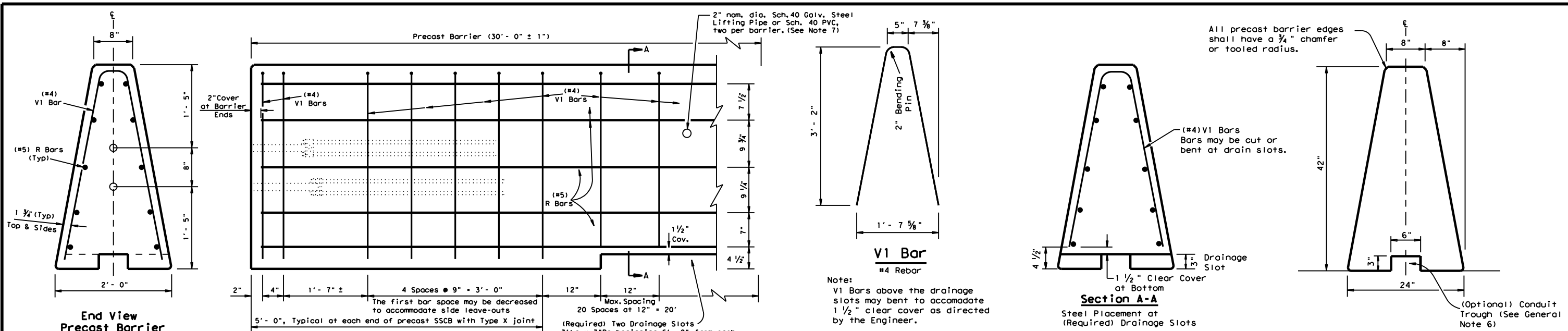


TREATMENT FOR VARIOUS EDGE CONDITIONS

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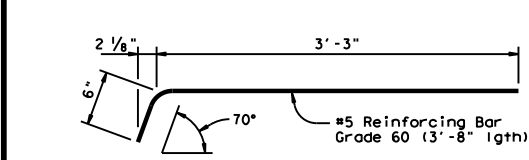
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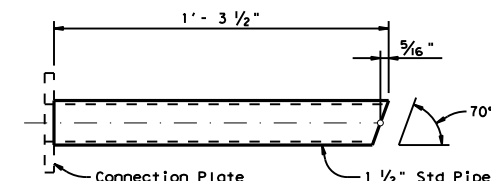
End View Precast Barrier
 Pipe locations for Joint Type X connection

Reinforcement for Precast (SSCB) Single Slope Concrete Barrier (Type 1)
 Showing reinforcement for Joint Connection (Type X)



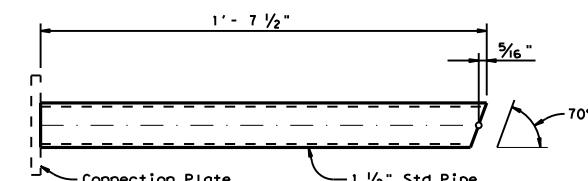
DEFORMED BAR ANCHOR DETAILS

Two (2) Bars required per assembly.
 Eight (8) required per Joint.



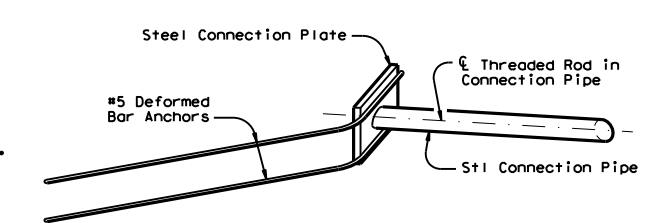
UPPER CONNECTION PIPE DETAILS

One (1) Steel Pipe required per Upper Assembly.
 Two (2) required per Joint.



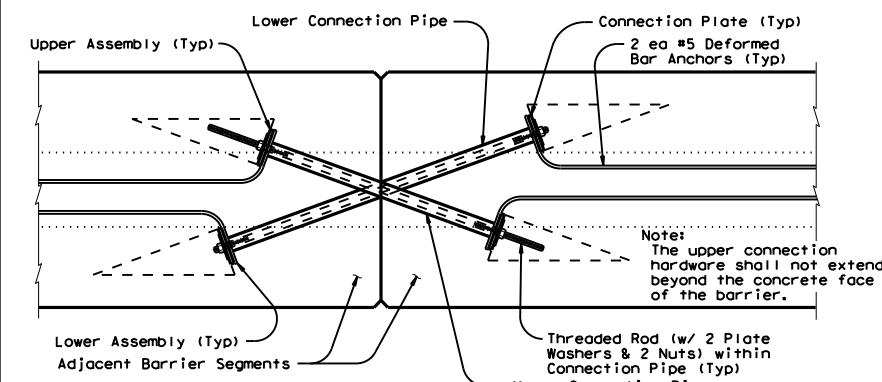
LOWER CONNECTION PIPE DETAILS

One (1) Steel Pipe required per Lower Assembly.
 Two (2) required per Joint.



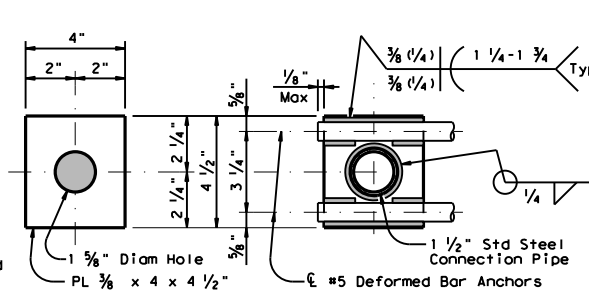
ISOMETRIC OF TYPICAL WELDED ASSEMBLY

Four (4) [2 Upper & 2 Lower] Assemblies required per Joint.



TYPE X JOINT INSTALLATION DETAIL

Barrier reinforcing and Type X Joint Leave-Out dimensions not shown for clarity.



CONNECTION BOLT OR THREADED ROD DETAIL

Two (2) Threaded Rods (Or Equivalent Hex Hd. Bolts) (w/ Two (2) PL 3/8 x 3 x 3 Plate Washers & Two (2) Std Hex Nuts) required per Joint.

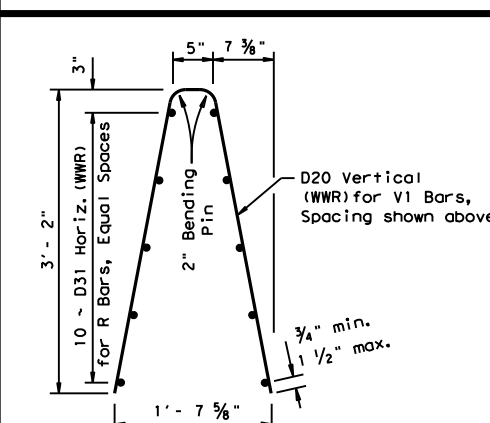
PLATE DIMENSIONS

WELDING DETAILS

CONNECTION PLATE DETAILS

One (1) Plate required per assembly.
 Four (4) required per Joint. All steel fittings for joint Type X shall be galvanized after fabrication in accordance with Item 445.

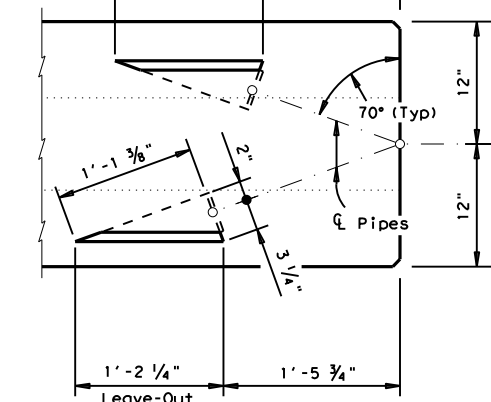
Weight of one precast 30 ft. (SSCB) segment = Approx. 10.5 Tons or 717 lbs per ft.



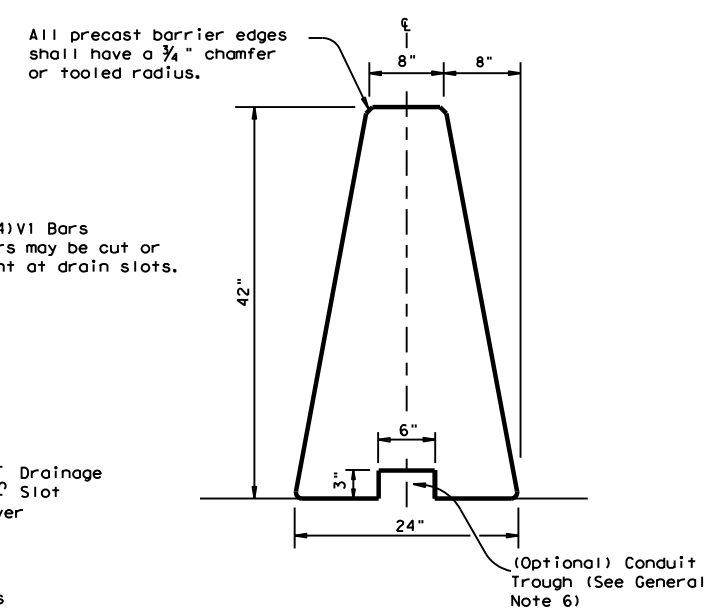
Welded Wire Reinforcement (WWR) Option for Bars R and V1

(WWR) General Notes

1. Deformed Welded Wire Reinforcement (WWR) shall conform to ASTM A497.
2. Welded wire cage may be cut or bent to accommodate the Type X joint connection and drainage slots, as directed by the Engineer.
3. All reinforcement shall comply with Item 440, "Reinforcing Steel."
4. Combinations of reinforcing steel and WWR will be permitted, as directed by the Engineer. The dimension from the end of the barrier section to the first wire shall not exceed 3".



BARRIER PLAN AT JOINT



Single Slope Concrete Traffic Barrier

Precast SSCB barrier may be connected to cast-in-place SSBC. The joint connection "Types" may be used in the cast-in-place barrier, to match the precast barrier connection.

General Notes

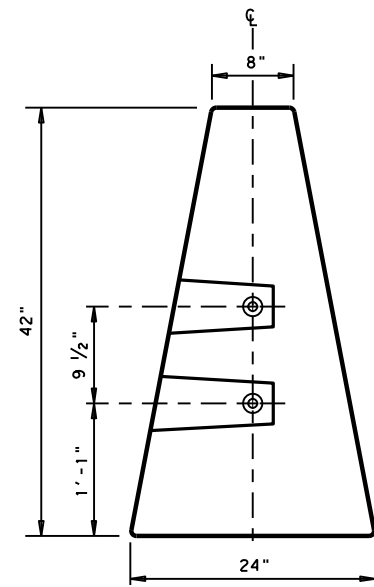
1. Concrete shall be Class H with a minimum compressive strength of 3,600 psi.
2. Where used, rebar reinforcement shall be Grade 60 and conform to ASTM A615.
3. Precast barrier length shall be 30 ft. unless otherwise specified on the plans.
4. All precast barrier edges shall have a 3/4 inch chamfer or a tooled radius.
5. All concrete, reinforcement, joint connection systems, grout etc. as shown, are considered as part of the barrier payment.
6. Conduit trough when required shall be shown elsewhere on the plans, or as directed by the Engineer.
7. Regardless of the method of handling, barrier lifting points shall be approx. 7.5 feet from the ends of the barrier. Lifting devices and attachments to barrier sections shall be approved by the Engineer.
8. Surface finishing and grouting (where required) shall be two parts sand and one part cement with enough water to make the mixture plastic. Grouting shall be done in a manner that will assure a smooth surface. Surface finishing shall be considered subsidiary to the various bid items.
9. All steel assemblies shall be galvanized after fabrication in accordance with Item 445, "Galvanizing."

SHEET 1 OF 2

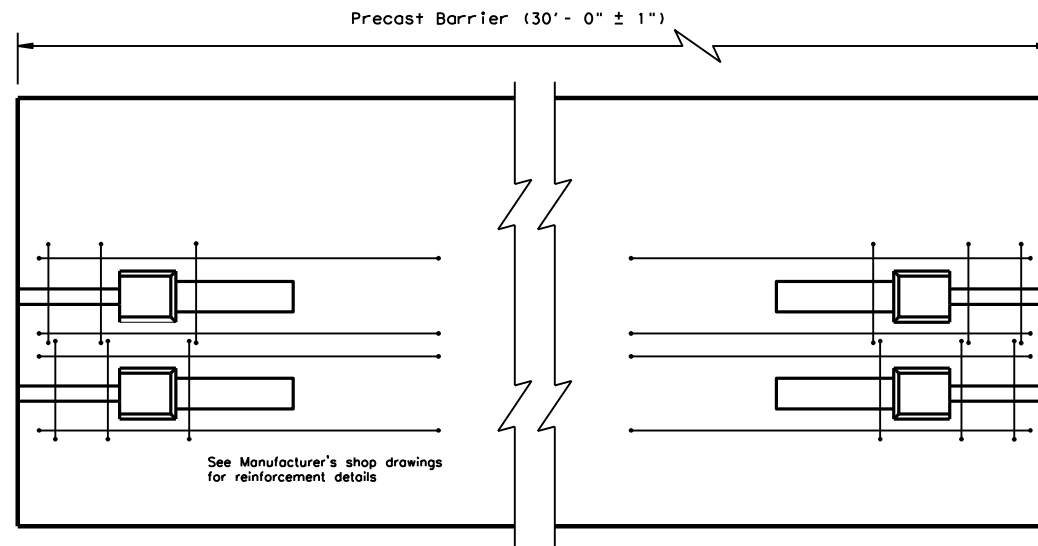
		Design Division Standard	
SINGLE SLOPE CONCRETE BARRIER PRECAST BARRIER (TYPE 1) SSCB(2)-10			
FILE: sscb210.dgn	DN: TxDOT	CR: AM	DW: BD
© TxDOT December 2010	CONT: 0099	SECT: 01	JOB: 035
REVISIONS			HIGHWAY: US 283
	DIST: BWD	COUNTY: COLEMAN	SHEET NO.: 33

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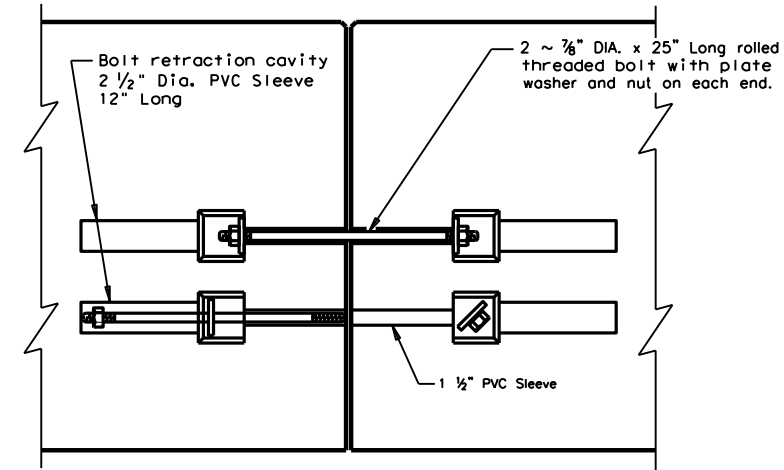
DATE: 10/30/2021
 FILE: D:\us283\standards\sscb210.dgn



END VIEW
 "QUICK-BOLT" POCKET LOCATIONS

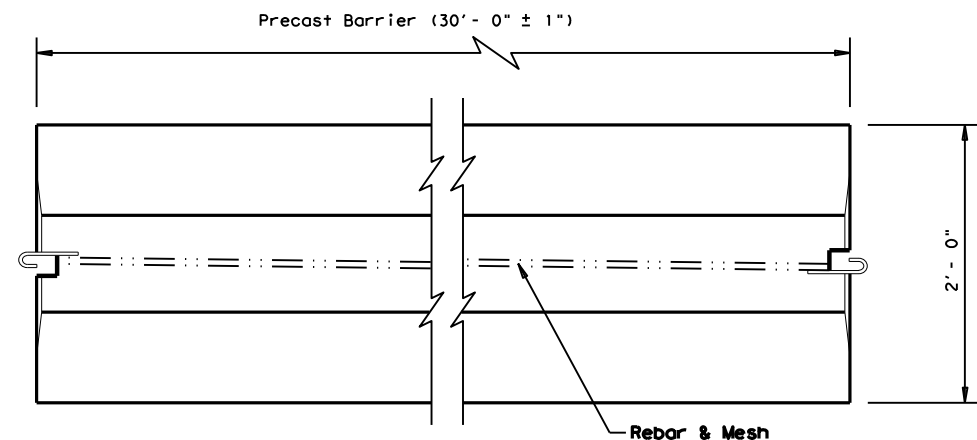


ELEVATION VIEW
 "QUICK-BOLT" (SSCB)
 See Manufacturer's shop drawing for additional details

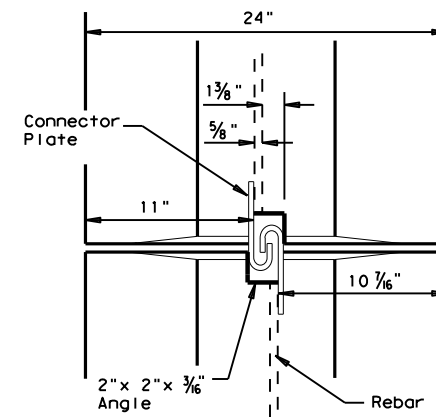


ELEVATION VIEW SHOWING JOINT CONNECTION
 "QUICK-BOLT"

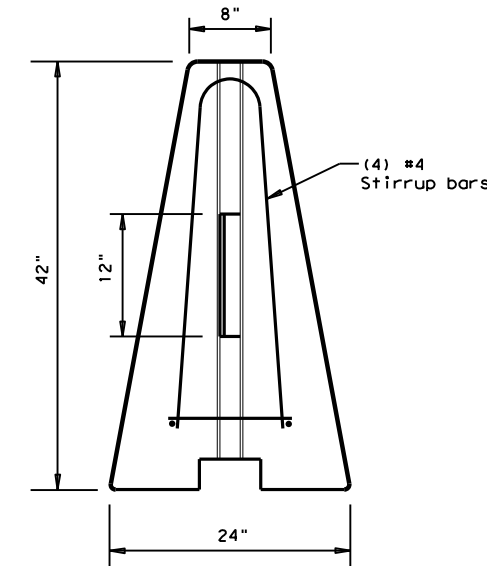
Joint Connection (Type Q)



TOP VIEW
 PRECAST (SSCB) WITH J-J HOOKS
 See Manufacturer's shop drawing for additional details



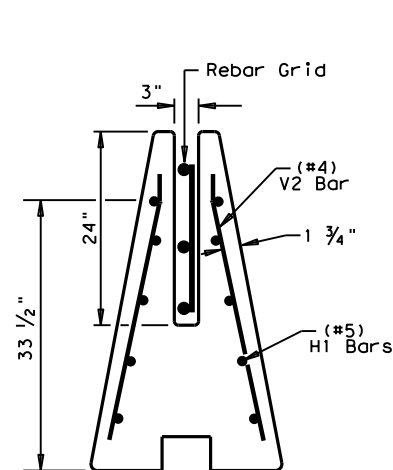
VIEW FROM ABOVE
 J-J HOOK CONNECTION



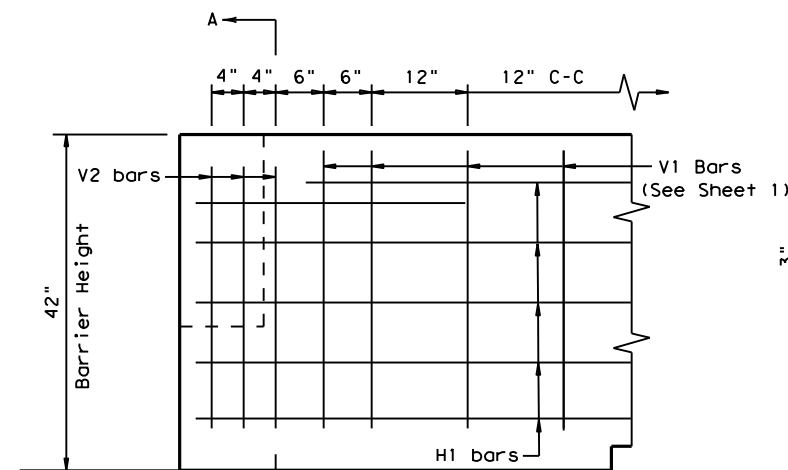
END VIEW

Proprietary Joint Connections (SSCB)

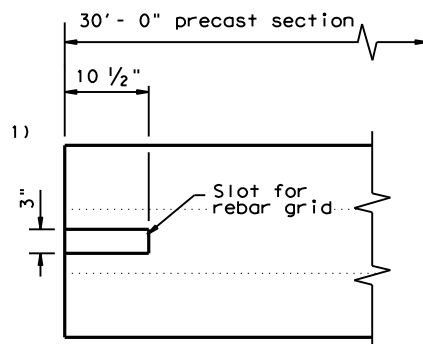
Two proprietary joint connections are acceptable as alternates to the (Type X) connection shown, here on. These joint connections types are:
 J-J Hooks by Easi-Set Industries, (800)547-4045
 Quick-Bolt by Bexar Concrete, (210)497-3773
 If one of these connection systems are exclusively specified in the plans, prior approval for sole source use must be obtained. Details of the connection components and barrier reinforcement for these systems, will be shown on the manufacturer's shop drawing(s) furnished to the Engineer.



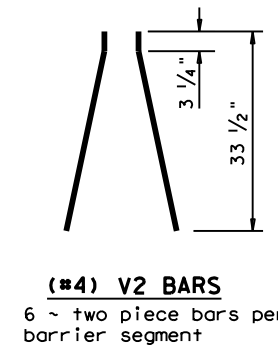
SECTION A-A
 Showing (Type R)
 Rebar Grid



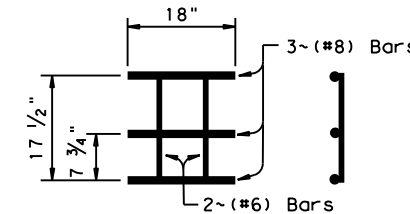
ELEVATION
 V1 Bars (See Sheet 1)



TOP VIEW
 JOINT CONNECTION
 Typical at both ends of barrier segment



(#4) V2 BARS
 6 ~ two piece bars per
 barrier segment



WELDED REBAR GRID

Joint Connection (Type R)

SHEET 2 OF 2

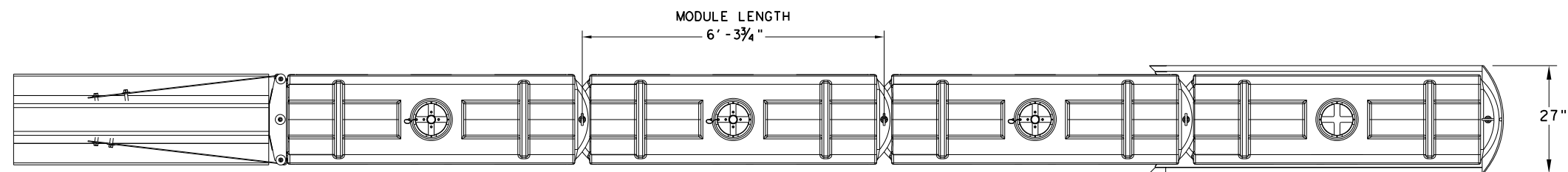


SINGLE SLOPE CONCRETE BARRIER
 PRECAST BARRIER
 (TYPE 1)

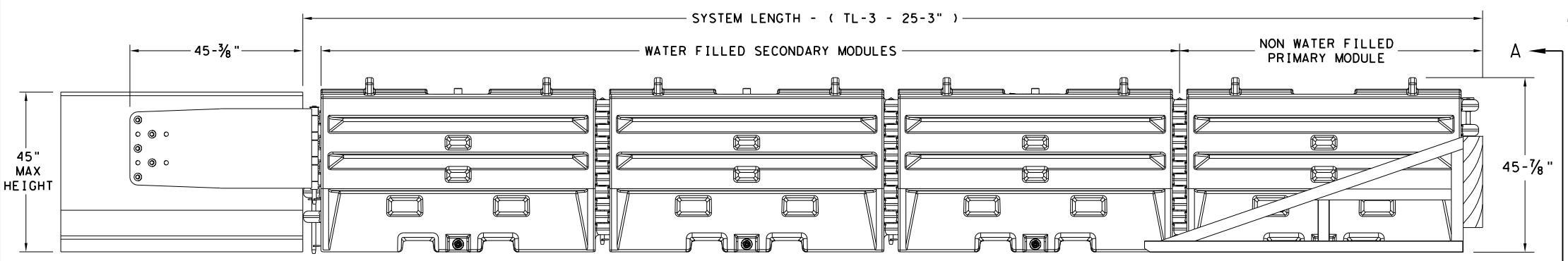
SSCB(2) - 10

FILE: sscb210.dgn	DN: TxDOT	CK: AM	DW: VP	CK:
© TxDOT December 2010	CONT	SECT	JOB	HIGHWAY
REVISIONS	0099	01	035	US 283
DIST	COUNTY		SHEET NO.	
BWD	COLEMAN		34	

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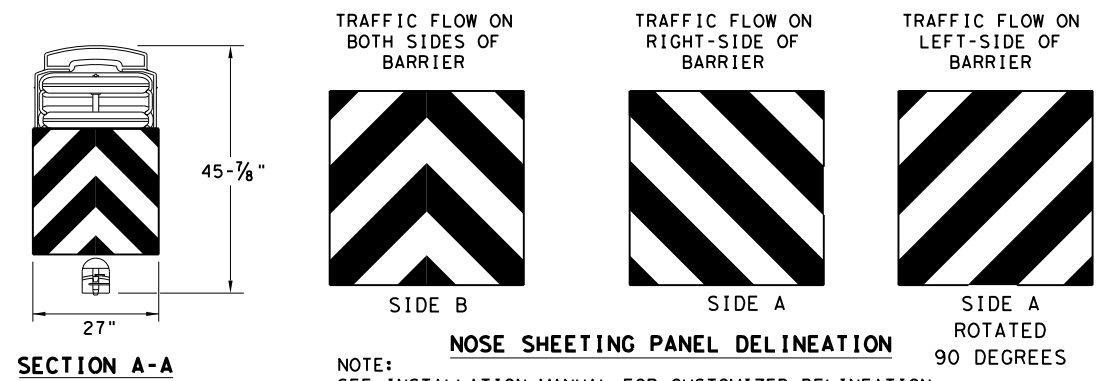
PLAN VIEW



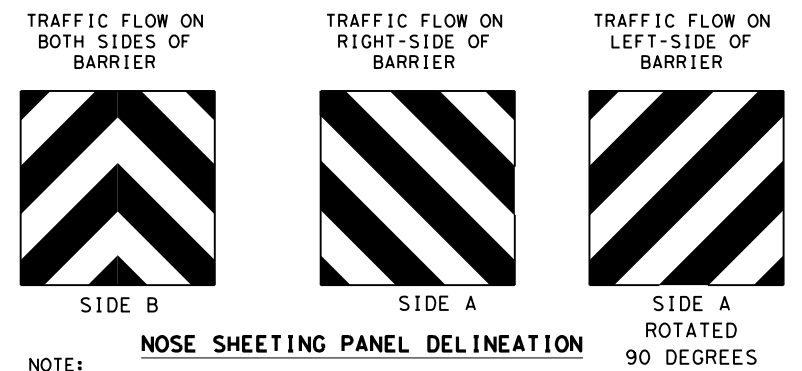
ELEVATION VIEW

GENERAL NOTES

1. REFER TO THE INSTALLATION MANUAL FOR SPECIFIC SYSTEM ASSEMBLY AND MODULE ORIENTATION. FOR ADDITIONAL INFORMATION, CONTACT TRAFFIX, INC. AT (949) 361-5663.
2. THE SLED SYSTEM IS A MASH APPROVED TEST LEVEL 3 (TL-3) CRASH CUSHION APPROVED FOR USE IN TEMPORARY WORK ZONES. THE SLED SYSTEM IS A NON-REDIRECTIVE, GATING CRASH CUSHION THAT DOES NOT NEED TO BE ATTACHED TO THE GROUND AND CAN BE INSTALLED ON CONCRETE, ASPHALT, GRAVEL OR COMPACTED SOIL.
3. MAXIMUM PERMISSIBLE CROSS SLOPE IS 8° (DEGREES) (14%).
4. THE INSTALLATION AREA SHOULD BE FREE FROM CURBS, ELEVATED OBJECTS, OR DEPRESSIONS.
5. THE SLED SYSTEM CAN BE ATTACHED TO:
 - CONCRETE BARRIER, TEMPORARY OR PERMANENT, 45" MAXIMUM HEIGHT
 - STEEL BARRIER
 - PLASTIC BARRIER
 - CONCRETE BRIDGE ABUTMENTS
 - W-BEAM GUARD RAIL
 - THRIE BEAM GUARD RAIL



SECTION A-A

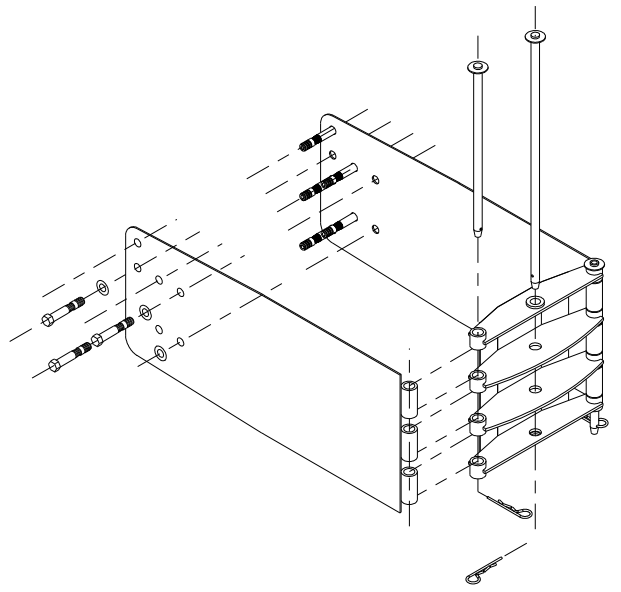


NOSE SHEETING PANEL DELINEATION

NOTE: SEE INSTALLATION MANUAL FOR CUSTOMIZED DELINEATION NOSE SHEETING FOR DECAL PLACEMENT.

TEST LEVEL	NUMBER OF SECONDARY MODULES	SYSTEM LENGTH
TL-3	3	25' 3"

BILL OF MATERIAL		
PART NUMBER	DESCRIPTION	QTY: TL-3
45131	TRANSITION FRAME, GALVANIZED	1
45150	TRANSITION PANEL, GALVANIZED	2
45147-CP	TRANSITION SHORT DROP PIN W/ KEEPER PIN, GALVANIZED	2
45148-CP	TRANSITION LONG DROP PIN W/ KEEPER PIN, GALVANIZED	1
45050	ANCHOR BOLTS	9
12060	WASHER, 3/4" ID X 2" OD	9
45044-Y	SLED YELLOW WATER FILLED MODULE	3
45044-YH	SLED YELLOW "NO FILL" MODULE	1
45044-S	CIS (CONTAINMENT IMPACT SLED), GALVANIZED	1
45043-CP	T-PIN W/ KEEPER PIN	4
18009-B-I	FILL CAP W/ "DRIVE BY" FLOAT INDICATOR	3
45033-RC-B	DRAIN PLUG	3
45032-DPT	DRAIN PLUG REMOVAL TOOL	1



SLED TRANSITION COMPONENTS FOR ATTACHMENT TO CMB

NOTE: SEE MANUFACTURER'S INSTALLATION MANUAL FOR FURTHER DETAILS.

TRANSITION OPTIONS
SLED TRANSITION TO CONCRETE TRAFFIC BARRIER (TEMPORARY OR PERMANENT)
SLED TRANSITION TO STEEL TRAFFIC BARRIER (CONTACT MFGR FOR PROPER TRANSITION)
SLED TRANSITION TO PLASTIC TRAFFIC BARRIER (CONTACT MFGR FOR PROPER TRANSITION)
SLED TRANSITION TO W-BEAM OR THRIE BEAM GUARD RAIL (CONTACT MFGR FOR PROPER TRANSITION)
SLED TRANSITION TO CONCRETE BRIDGE ABUTMENT

NOTE: THIS STANDARD IS A BASIC REPRESENTATION OF THE SLED, IT IS NOT INTENDED TO REPLACE THE INSTALLATION INSTRUCTIONS MANUAL.

SACRIFICIAL

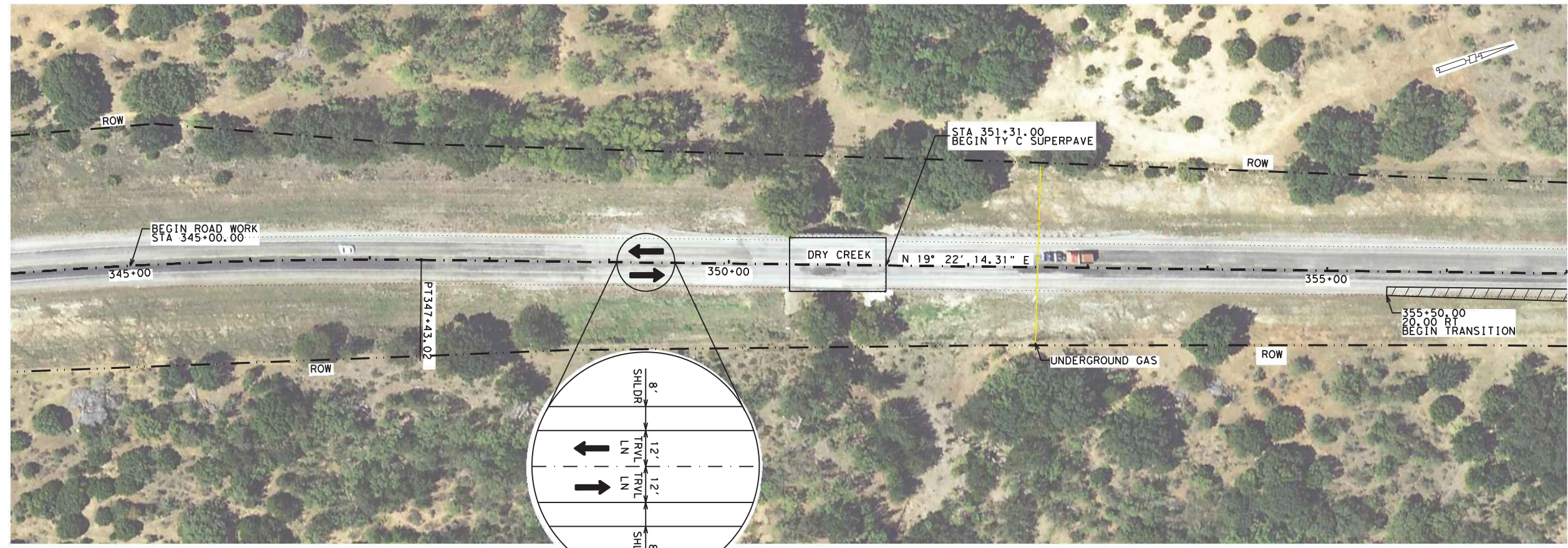
Design Division Standard

SLED CRASH CUSHION TL-3 MASH COMPLIANT (TEMPORARY, WORK ZONE) SLED-19

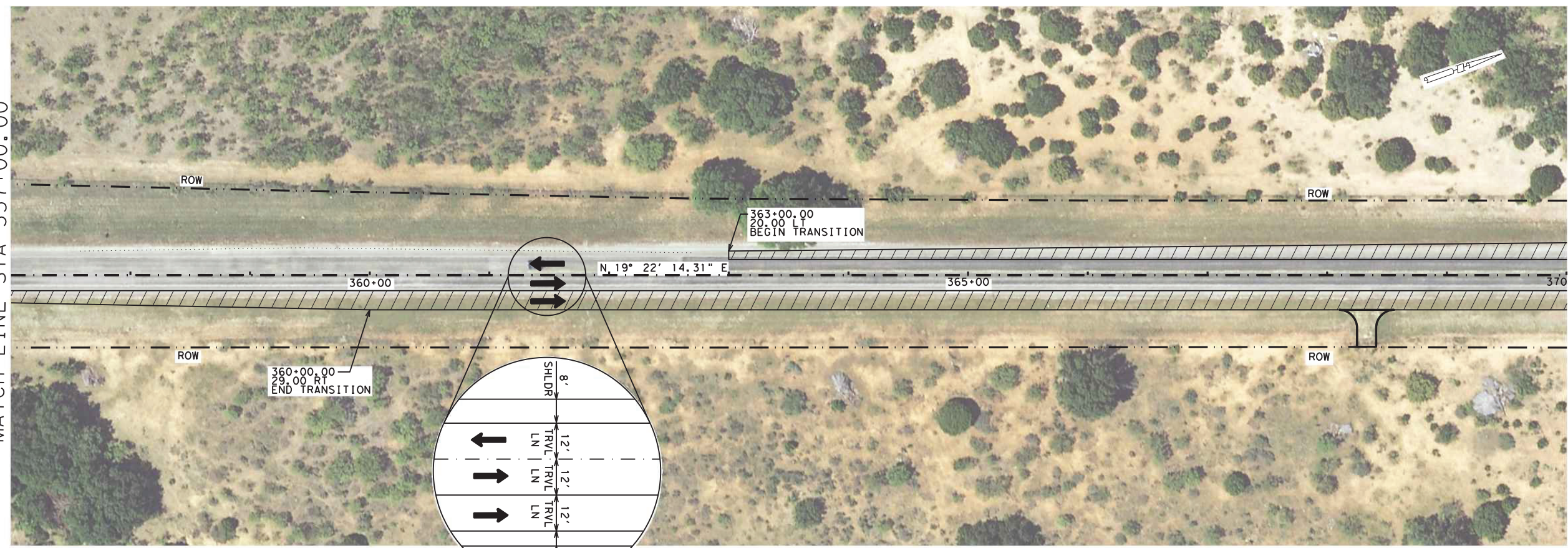
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© TxDOT: DECEMBER 2019	CONT	SECT	JOB	HIGHWAY
REVISIONS	0099	01	035	US 283
DIST	COUNTY		SHEET NO.	
BWD	COLEMAN		36	

DATE: 10/30/2021
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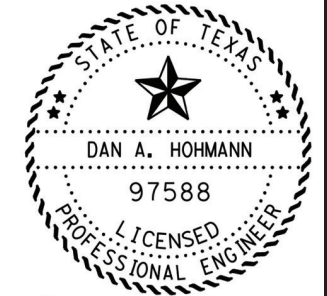
MATCH LINE STA 357+00.00



MATCH LINE STA 357+00.00

MATCH LINE STA 370+00.00

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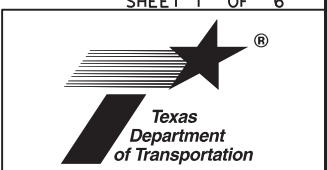


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11/05/2021

**US 283
PROJECT LAYOUT**

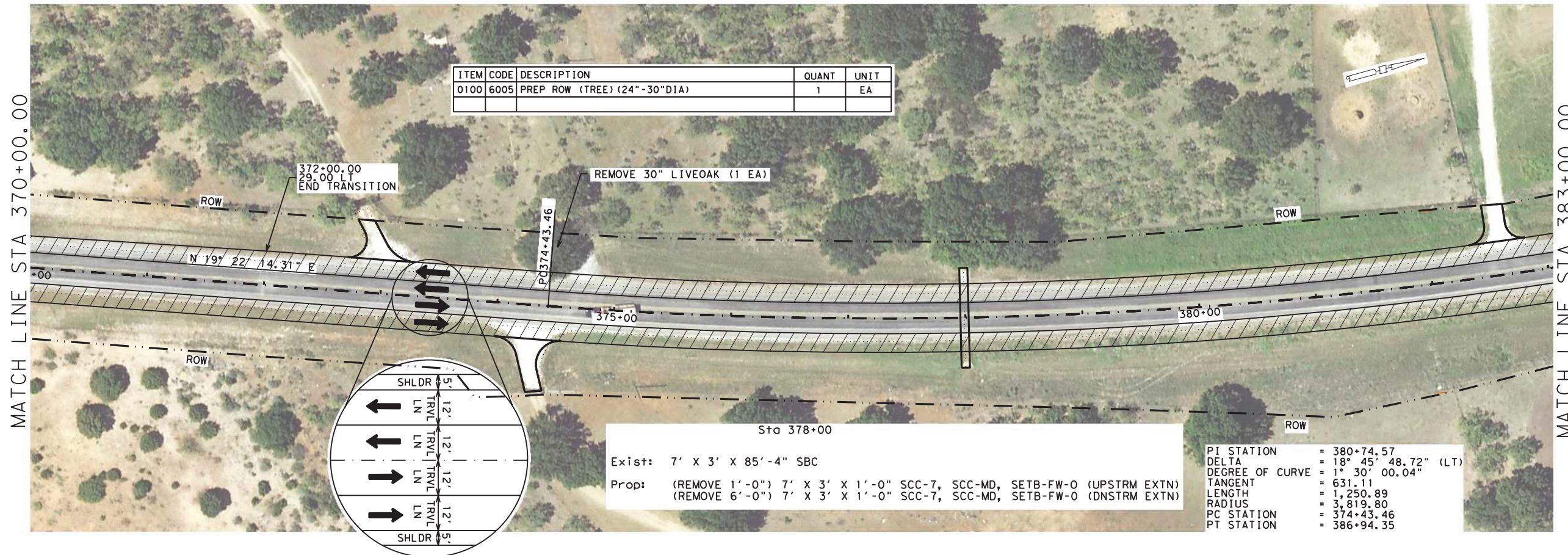
SHEET 1 OF 6



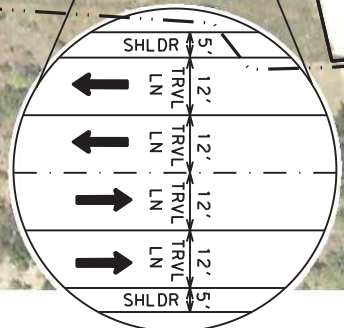
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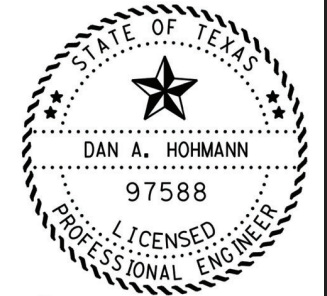
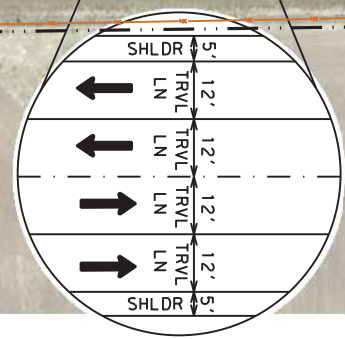
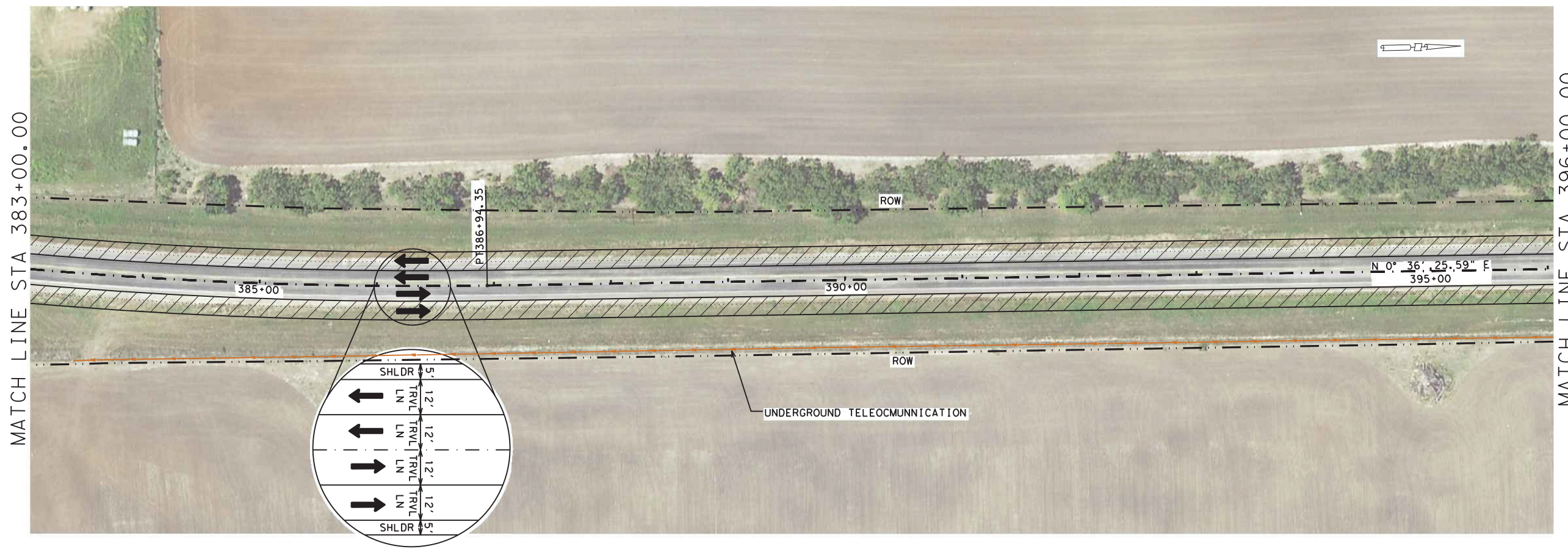


ITEM	CODE	DESCRIPTION	QUANT	UNIT
0100	6005	PREP ROW (TREE) (24"-30"DIA)	1	EA



Sta 378+00
 Exist: 7' X 3' X 85'-4" SBC
 Prop: (REMOVE 1'-0") 7' X 3' X 1'-0" SCC-7, SCC-MD, SETB-FW-0 (UPSTRM EXTN)
 (REMOVE 6'-0") 7' X 3' X 1'-0" SCC-7, SCC-MD, SETB-FW-0 (DNSTRM EXTN)

PI STATION = 380+74.57
 DELTA = 18° 45' 48.72" (LT)
 DEGREE OF CURVE = 1° 30' 00.04"
 TANGENT = 631.11
 LENGTH = 1,250.89
 RADIUS = 3,819.80
 PC STATION = 374+43.46
 PT STATION = 386+94.35



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**US 283
 PROJECT LAYOUT**

SHEET 2 OF 6



CONT	SECT	JOB	HIGHWAY
0099	01	035	US 283
DIST	COUNTY	SHEET NO.	
BWD	COLEMAN	38	

DATE: 10/31/2021 1:57:27 PM
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 CKE: CKE

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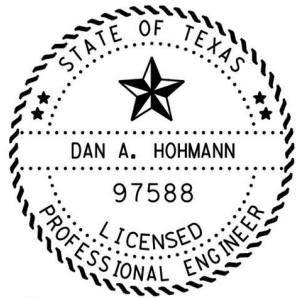


MATCH LINE STA 409+00.00

MATCH LINE STA 409+00.00



MATCH LINE STA 422+000.00

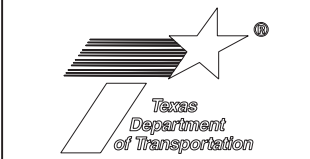


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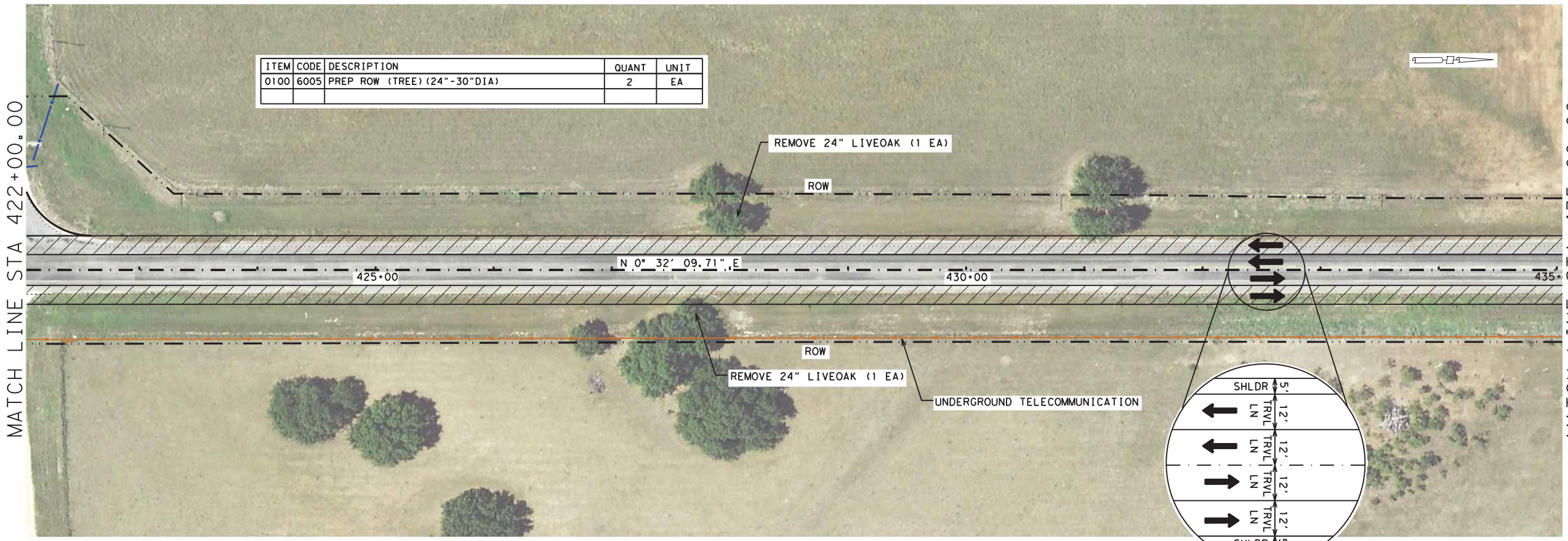
**US 283
 PROJECT LAYOUT**

SHEET 3 OF 6

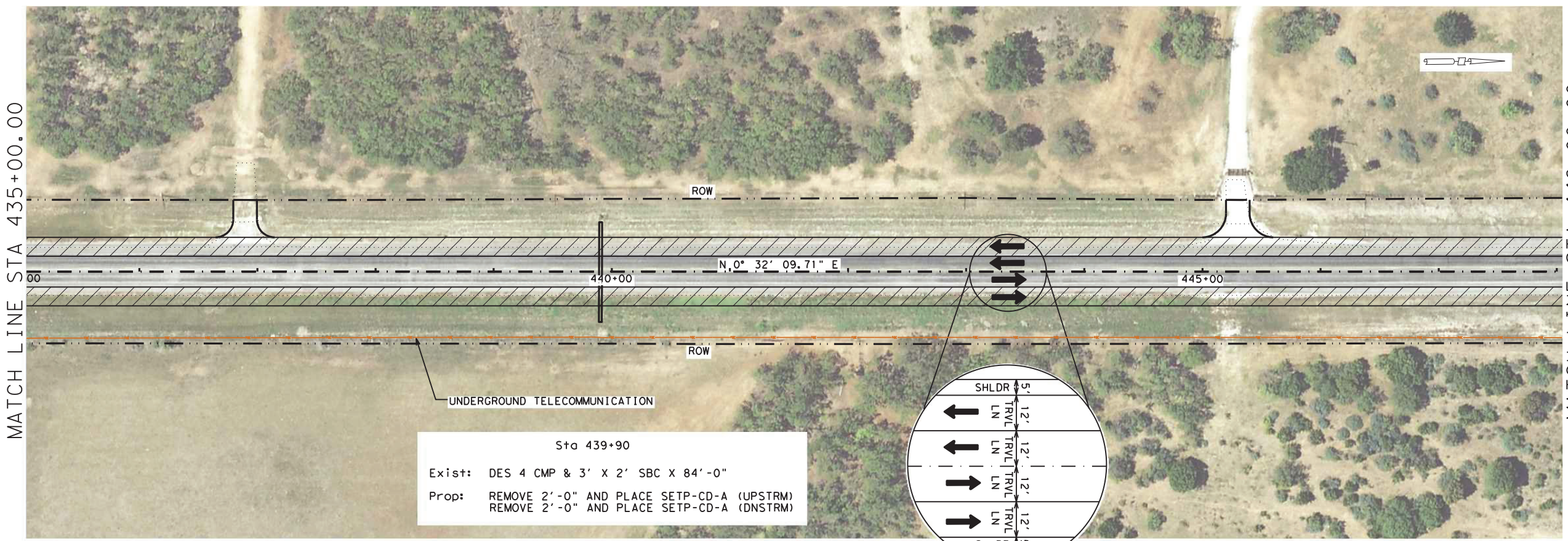


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DIST	COUNTY		SHEET NO.
BWD	COLEMAN		39

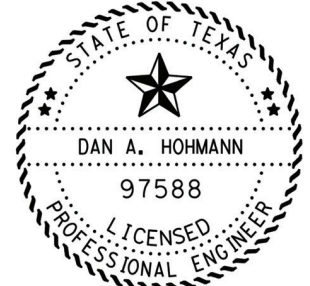
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ITEM	CODE	DESCRIPTION	QUANT	UNIT
0100	6005	PREP ROW (TREE) (24"-30"DIA)	2	EA



Sta 439+90
 Exist: DES 4 CMP & 3' X 2' SBC X 84'-0"
 Prop: REMOVE 2'-0" AND PLACE SETP-CD-A (UPSTRM)
 REMOVE 2'-0" AND PLACE SETP-CD-A (DNSTRM)

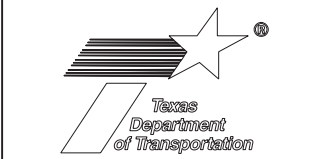


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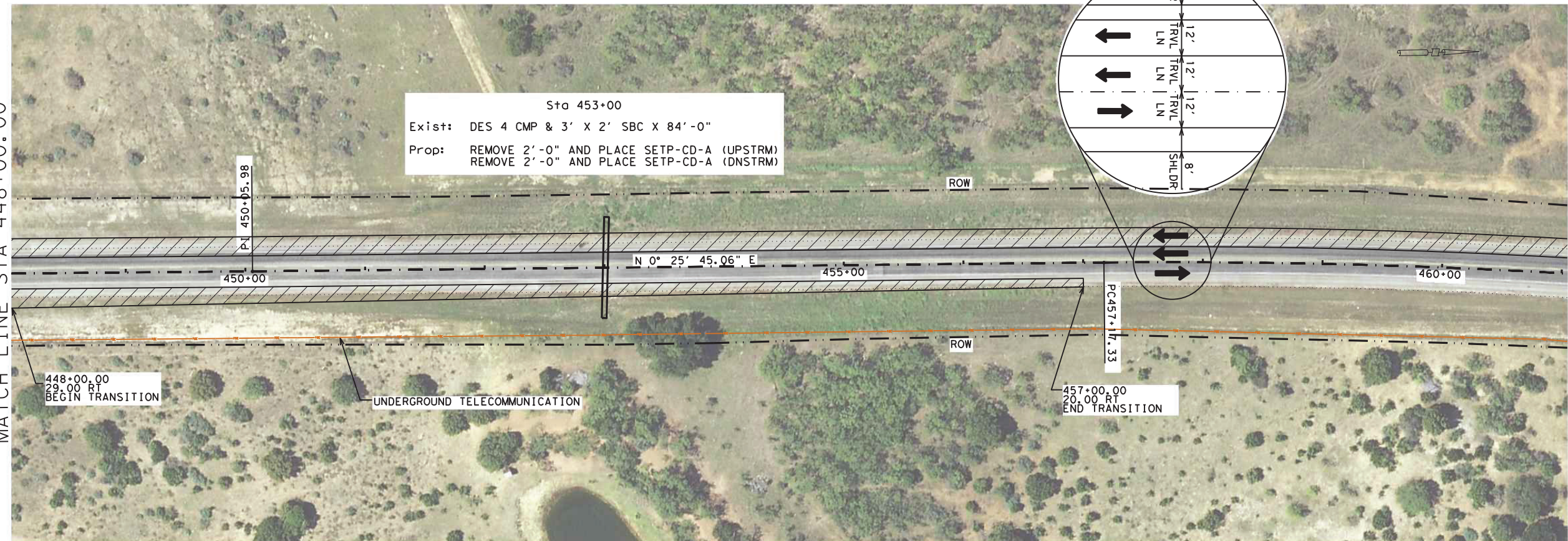
SHEET 4 OF 6



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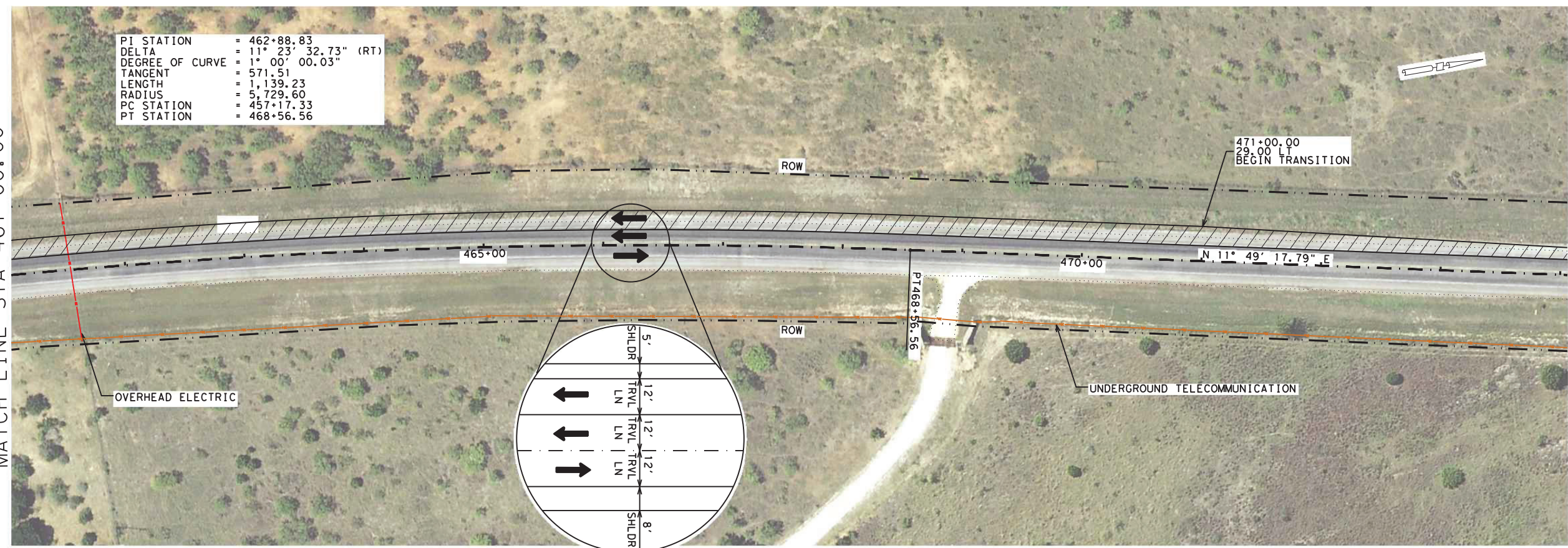
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 CHK:
 DWF:
 CKE:

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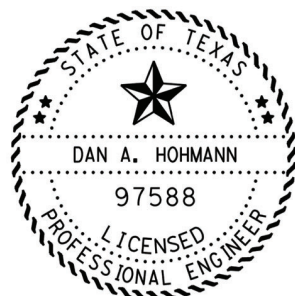
MATCH LINE STA 461+00.00

MATCH LINE STA 461+00.00



MATCH LINE STA 474+00.00

PI STATION = 462+88.83
 DELTA = 11° 23' 32.73" (RT)
 DEGREE OF CURVE = 1° 00' 00.03"
 TANGENT = 571.51
 LENGTH = 1,139.23
 RADIUS = 5,729.60
 PC STATION = 457+17.33
 PT STATION = 468+56.56



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**US 283
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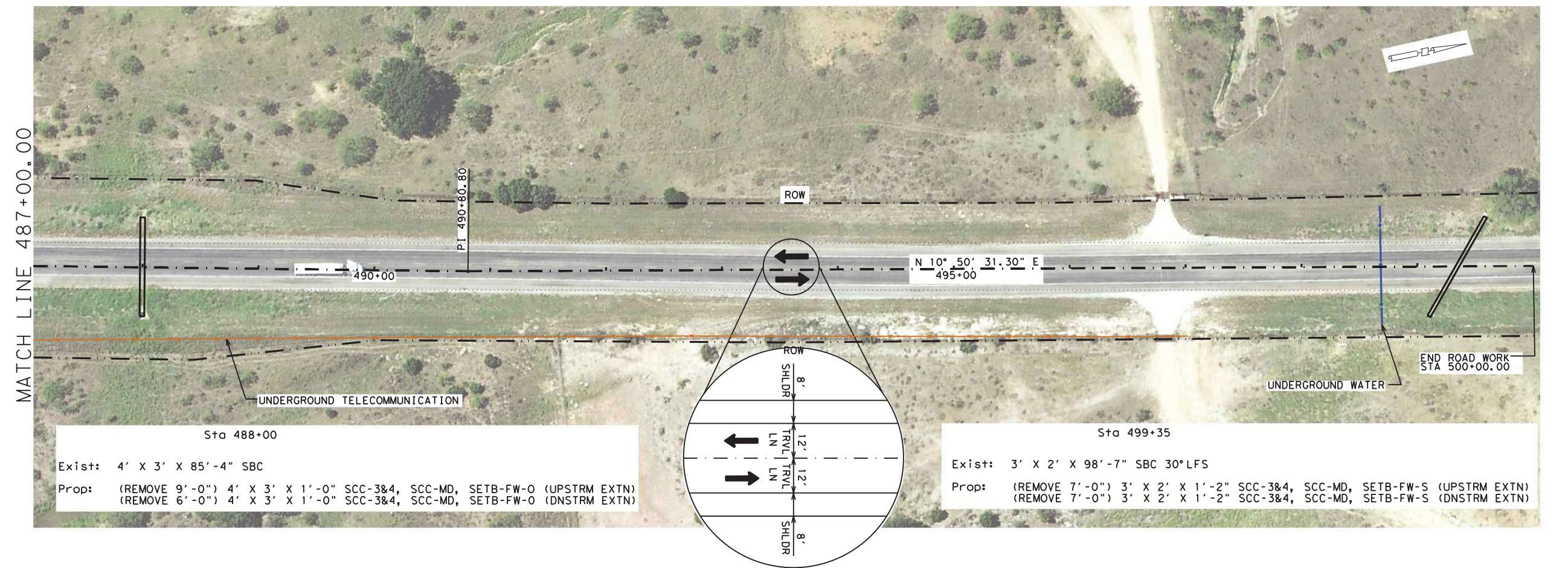
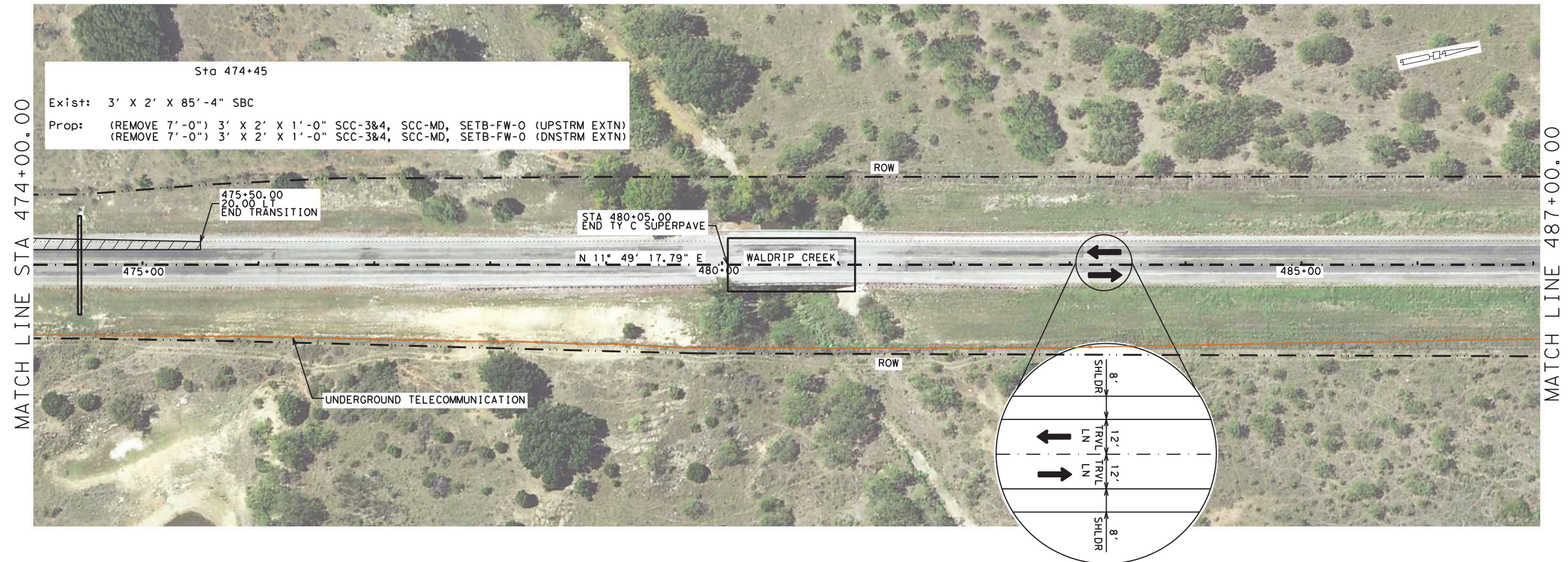
SHEET 5 OF 6



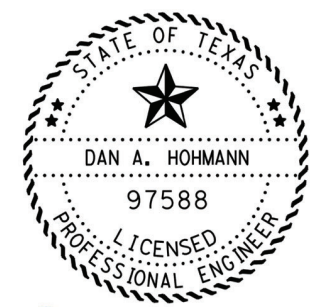
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 CKE:



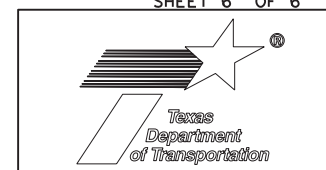
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US 283
 PROJECT LAYOUT

SHEET 6 OF 6



CONT	SECT	JOB	HIGHWAY
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DIST	COUNTY		SHEET NO.
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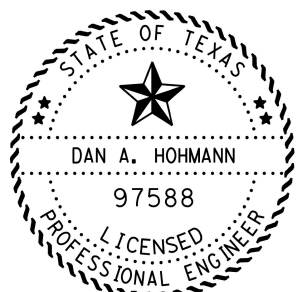
DWG: CK: DNE: CK: DNE: CK:

EARTHWORK (LEFT)

363+00.00	Excavation	0	Fill	0	421+00.00	Excavation	47	Fill	20
364+00.00	Excavation	34	Fill	4	422+00.00	Excavation	57	Fill	6
365+00.00	Excavation	34	Fill	8	423+00.00	Excavation	57	Fill	9
366+00.00	Excavation	47	Fill	4	424+00.00	Excavation	55	Fill	8
367+00.00	Excavation	73	Fill	0	425+00.00	Excavation	52	Fill	9
368+00.00	Excavation	81	Fill	0	426+00.00	Excavation	40	Fill	16
369+00.00	Excavation	72	Fill	0	427+00.00	Excavation	43	Fill	19
370+00.00	Excavation	75	Fill	0	428+00.00	Excavation	47	Fill	21
371+00.00	Excavation	88	Fill	0	429+00.00	Excavation	51	Fill	18
372+00.00	Excavation	113	Fill	0	430+00.00	Excavation	54	Fill	12
373+00.00	Excavation	95	Fill	3	431+00.00	Excavation	60	Fill	8
374+00.00	Excavation	51	Fill	8	432+00.00	Excavation	72	Fill	5
375+00.00	Excavation	51	Fill	9	433+00.00	Excavation	82	Fill	3
376+00.00	Excavation	52	Fill	8	434+00.00	Excavation	82	Fill	3
377+00.00	Excavation	48	Fill	9	435+00.00	Excavation	64	Fill	9
378+00.00	Excavation	56	Fill	15	436+00.00	Excavation	48	Fill	15
379+00.00	Excavation	50	Fill	21	437+00.00	Excavation	91	Fill	8
380+00.00	Excavation	42	Fill	14	438+00.00	Excavation	86	Fill	2
381+00.00	Excavation	49	Fill	10	439+00.00	Excavation	42	Fill	6
382+00.00	Excavation	62	Fill	7	439+90.57	Excavation	49	Fill	15
383+00.00	Excavation	127	Fill	0	440+00.00	Excavation	1	Fill	1
384+00.00	Excavation	135	Fill	1	441+00.00	Excavation	42	Fill	16
385+00.00	Excavation	91	Fill	2	442+00.00	Excavation	31	Fill	25
386+00.00	Excavation	95	Fill	2	443+00.00	Excavation	36	Fill	39
387+00.00	Excavation	102	Fill	2	444+00.00	Excavation	42	Fill	49
388+00.00	Excavation	98	Fill	1	445+00.00	Excavation	47	Fill	36
389+00.00	Excavation	73	Fill	3	446+00.00	Excavation	65	Fill	16
390+00.00	Excavation	47	Fill	8	447+00.00	Excavation	87	Fill	11
391+00.00	Excavation	32	Fill	16	448+00.00	Excavation	99	Fill	13
392+00.00	Excavation	29	Fill	23	449+00.00	Excavation	140	Fill	7
393+00.00	Excavation	29	Fill	26	450+00.00	Excavation	150	Fill	3
394+00.00	Excavation	33	Fill	23	451+00.00	Excavation	119	Fill	4
395+00.00	Excavation	38	Fill	21	452+00.00	Excavation	84	Fill	3
396+00.00	Excavation	39	Fill	21	453+00.00	Excavation	54	Fill	15
397+00.00	Excavation	38	Fill	20	454+00.00	Excavation	58	Fill	15
398+00.00	Excavation	35	Fill	21	455+00.00	Excavation	44	Fill	29
399+00.00	Excavation	34	Fill	22	456+00.00	Excavation	30	Fill	59
400+00.00	Excavation	34	Fill	23	457+00.00	Excavation	37	Fill	59
401+00.00	Excavation	35	Fill	19	458+00.00	Excavation	38	Fill	61
402+00.00	Excavation	44	Fill	15	459+00.00	Excavation	37	Fill	57
403+00.00	Excavation	49	Fill	7	460+00.00	Excavation	38	Fill	53
404+00.00	Excavation	46	Fill	3	461+00.00	Excavation	40	Fill	57
405+00.00	Excavation	44	Fill	7	462+00.00	Excavation	43	Fill	51
406+00.00	Excavation	40	Fill	7	463+00.00	Excavation	43	Fill	49
407+00.00	Excavation	41	Fill	13	464+00.00	Excavation	40	Fill	45
408+00.00	Excavation	46	Fill	22	465+00.00	Excavation	44	Fill	39
409+00.00	Excavation	50	Fill	26	466+00.00	Excavation	47	Fill	39
410+00.00	Excavation	48	Fill	22	467+00.00	Excavation	44	Fill	45
411+00.00	Excavation	48	Fill	15	468+00.00	Excavation	38	Fill	55
412+00.00	Excavation	50	Fill	10	469+00.00	Excavation	36	Fill	67
413+00.00	Excavation	51	Fill	6	470+00.00	Excavation	40	Fill	79
414+00.00	Excavation	51	Fill	5	471+00.00	Excavation	41	Fill	58
415+00.00	Excavation	50	Fill	11	472+00.00	Excavation	38	Fill	20
416+00.00	Excavation	49	Fill	22	473+00.00	Excavation	36	Fill	7
417+00.00	Excavation	46	Fill	30	474+00.00	Excavation	37	Fill	8
418+00.00	Excavation	44	Fill	37	474+45.68	Excavation	14	Fill	12
419+00.00	Excavation	44	Fill	41	475+00.00	Excavation	17	Fill	14
420+00.00	Excavation	46	Fill	35	475+50.00	Excavation	14	Fill	1

EARTHWORK (RIGHT)

355+50.00	Excavation	0	Fill	0	406+00.00	Excavation	34	Fill	39
356+00.00	Excavation	16	Fill	1	407+00.00	Excavation	32	Fill	31
357+00.00	Excavation	39	Fill	5	408+00.00	Excavation	35	Fill	16
358+00.00	Excavation	40	Fill	9	409+00.00	Excavation	38	Fill	10
359+00.00	Excavation	42	Fill	17	410+00.00	Excavation	37	Fill	15
360+00.00	Excavation	50	Fill	21	411+00.00	Excavation	35	Fill	24
361+00.00	Excavation	55	Fill	24	412+00.00	Excavation	34	Fill	24
362+00.00	Excavation	56	Fill	20	413+00.00	Excavation	36	Fill	17
363+00.00	Excavation	57	Fill	16	414+00.00	Excavation	38	Fill	15
364+00.00	Excavation	53	Fill	18	415+00.00	Excavation	41	Fill	24
365+00.00	Excavation	51	Fill	23	416+00.00	Excavation	44	Fill	32
366+00.00	Excavation	50	Fill	28	417+00.00	Excavation	47	Fill	34
367+00.00	Excavation	82	Fill	15	418+00.00	Excavation	50	Fill	36
368+00.00	Excavation	102	Fill	1	419+00.00	Excavation	45	Fill	35
369+00.00	Excavation	70	Fill	25	420+00.00	Excavation	36	Fill	29
370+00.00	Excavation	44	Fill	45	421+00.00	Excavation	31	Fill	24
371+00.00	Excavation	42	Fill	33	422+00.00	Excavation	81	Fill	11
372+00.00	Excavation	57	Fill	20	424+00.00	Excavation	178	Fill	19
373+00.00	Excavation	56	Fill	20	425+00.00	Excavation	38	Fill	16
374+00.00	Excavation	41	Fill	24	426+00.00	Excavation	35	Fill	11
375+00.00	Excavation	32	Fill	40	427+00.00	Excavation	37	Fill	11
376+00.00	Excavation	28	Fill	56	428+00.00	Excavation	36	Fill	16
377+00.00	Excavation	30	Fill	35	429+00.00	Excavation	34	Fill	21
378+00.00	Excavation	34	Fill	34	430+00.00	Excavation	37	Fill	18
379+00.00	Excavation	33	Fill	58	431+00.00	Excavation	44	Fill	13
380+00.00	Excavation	27	Fill	70	432+00.00	Excavation	46	Fill	11
381+00.00	Excavation	29	Fill	50	433+00.00	Excavation	39	Fill	5
382+00.00	Excavation	31	Fill	26	434+00.00	Excavation	36	Fill	4
383+00.00	Excavation	32	Fill	27	435+00.00	Excavation	36	Fill	13
384+00.00	Excavation	36	Fill	39	436+00.00	Excavation	38	Fill	17
385+00.00	Excavation	37	Fill	33	437+00.00	Excavation	38	Fill	16
386+00.00	Excavation	41	Fill	18	438+00.00	Excavation	38	Fill	15
387+00.00	Excavation	44	Fill	34	439+00.00	Excavation	38	Fill	13
388+00.00	Excavation	46	Fill	38	439+90.57	Excavation	34	Fill	13
389+00.00	Excavation	48	Fill	26	440+00.00	Excavation	1	Fill	1
390+00.00	Excavation	48	Fill	21	441+00.00	Excavation	31	Fill	19
391+00.00	Excavation	41	Fill	20	442+00.00	Excavation	29	Fill	29
392+00.00	Excavation	33	Fill	20	443+00.00	Excavation	33	Fill	29
393+00.00	Excavation	32	Fill	19	444+00.00	Excavation	35	Fill	26
394+00.00	Excavation	34	Fill	15	445+00.00	Excavation	34	Fill	23
395+00.00	Excavation	34	Fill	14	446+00.00	Excavation	37	Fill	17
396+00.00	Excavation	33	Fill	16	447+00.00	Excavation	44	Fill	8
397+00.00	Excavation	33	Fill	21	448+00.00	Excavation	56	Fill	3
398+00.00	Excavation	34	Fill	22	449+00.00	Excavation	101	Fill	1
399+00.00	Excavation	35	Fill	18	450+00.00	Excavation	133	Fill	0
400+00.00	Excavation	34	Fill	17	451+00.00	Excavation	142	Fill	0
401+00.00	Excavation	32	Fill	28	452+00.00	Excavation	102	Fill	3
402+00.00	Excavation	101	Fill	19	453+00.00	Excavation	43	Fill	38
403+00.00	Excavation	103	Fill	8	454+00.00	Excavation	34	Fill	40
404+00.00	Excavation	36	Fill	22	455+00.00	Excavation	32	Fill	8
405+00.00	Excavation	35	Fill	34	456+00.00	Excavation	34	Fill	5
					457+00.00	Excavation	34	Fill	2



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US 283
 EARTHWORK
 SUMMARY

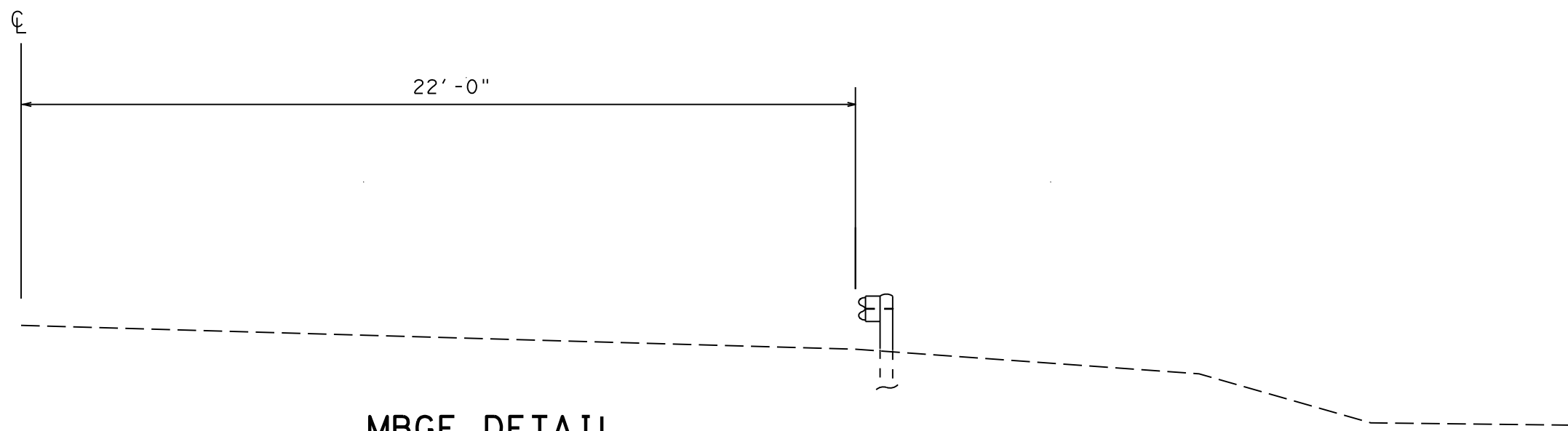
ITEM	CODE	DESCRIPTION	QUANT	UNIT	FINAL
0100	6001	EXCAVATION (ROADWAY)	10935	CY	
0132	6006	EMBANKMENT (FINAL) (DENS CONT) (TY C)	4300	CY	



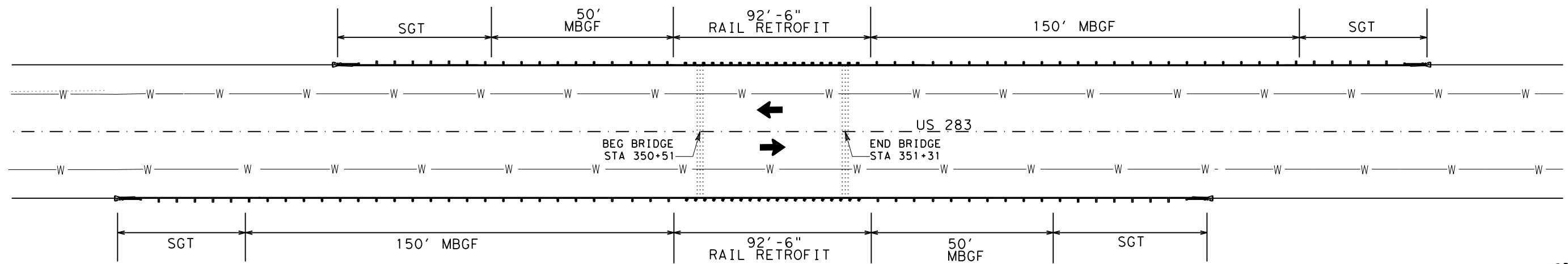
CONT	SECT	JOB	HIGHWAY
0099	01	035	US 283
DIST	COUNTY		SHEET NO.
BWD	COLEMAN		43

DATE: 11/5/2021 12:53:34 PM
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DWG: CK: DNE



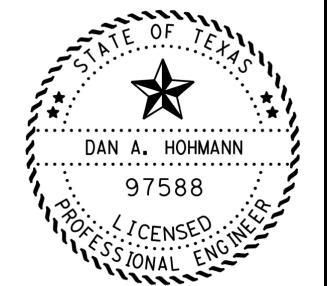
MBGF DETAIL



↓
 DRY CREEK BRIDGE
 ↓

ITEM	CODE	DESCRIPTION	QUANT	UNIT
0540	6002	MTL W - BEAM GD FEN (STEEL POST)	400	LF
* 0542	6001	REMOVE METAL BEAM GUARD FENCE	600	LF
0544	6001	GUARDRAIL END TREATMENT (INSTALL)	4	EA
0658	6062	INSTL DEL ASSM (D - SW) SZ 1(BRF) GF2 (BI)	18	EA

* INCLUDES SGT'S AND TERMINAL ANCHORS.



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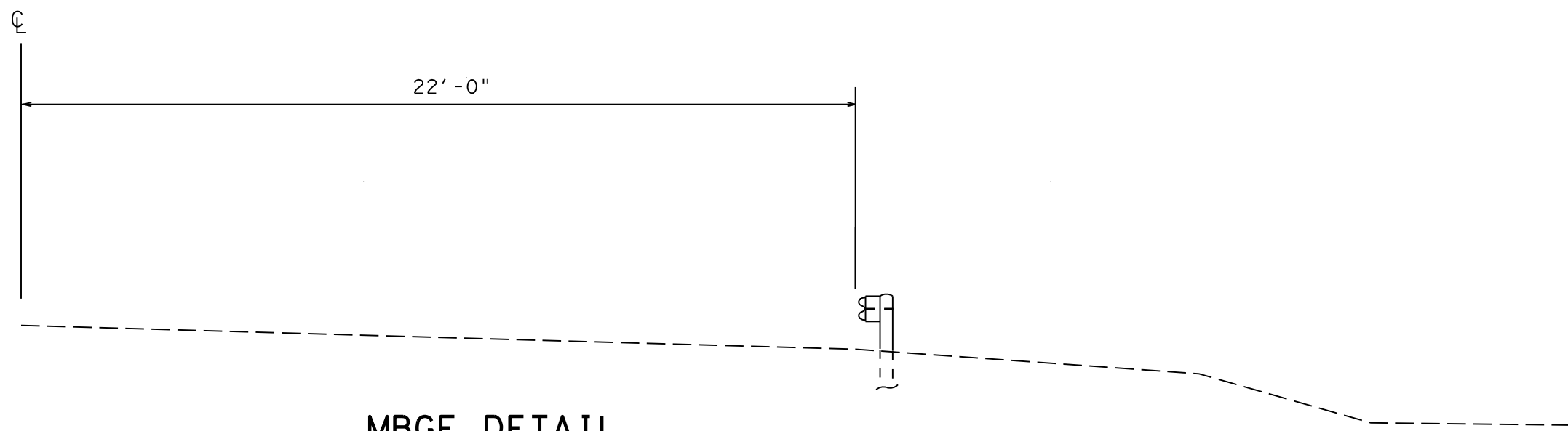
**US 283
 ROADWAY DETAILS**



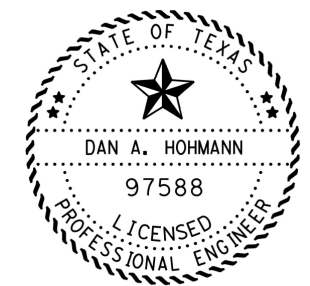
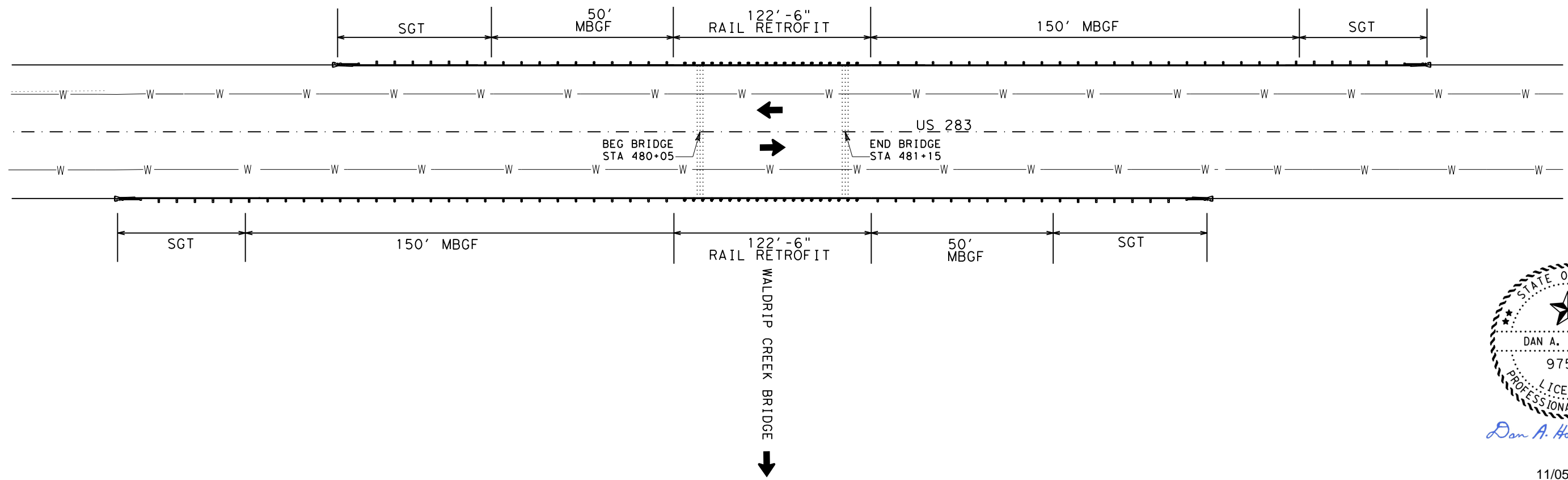
CONT	SECT	JOB	HIGHWAY
0099	01	035	US 283
DIST	COUNTY		SHEET NO.
BWD	COLEMAN		44

DATE: 11/5/2021 12:53:54 PM
 FILE: D:\US283\ROADWAY DETAILS.dgn

DWG: CK: DNE



MBGF DETAIL



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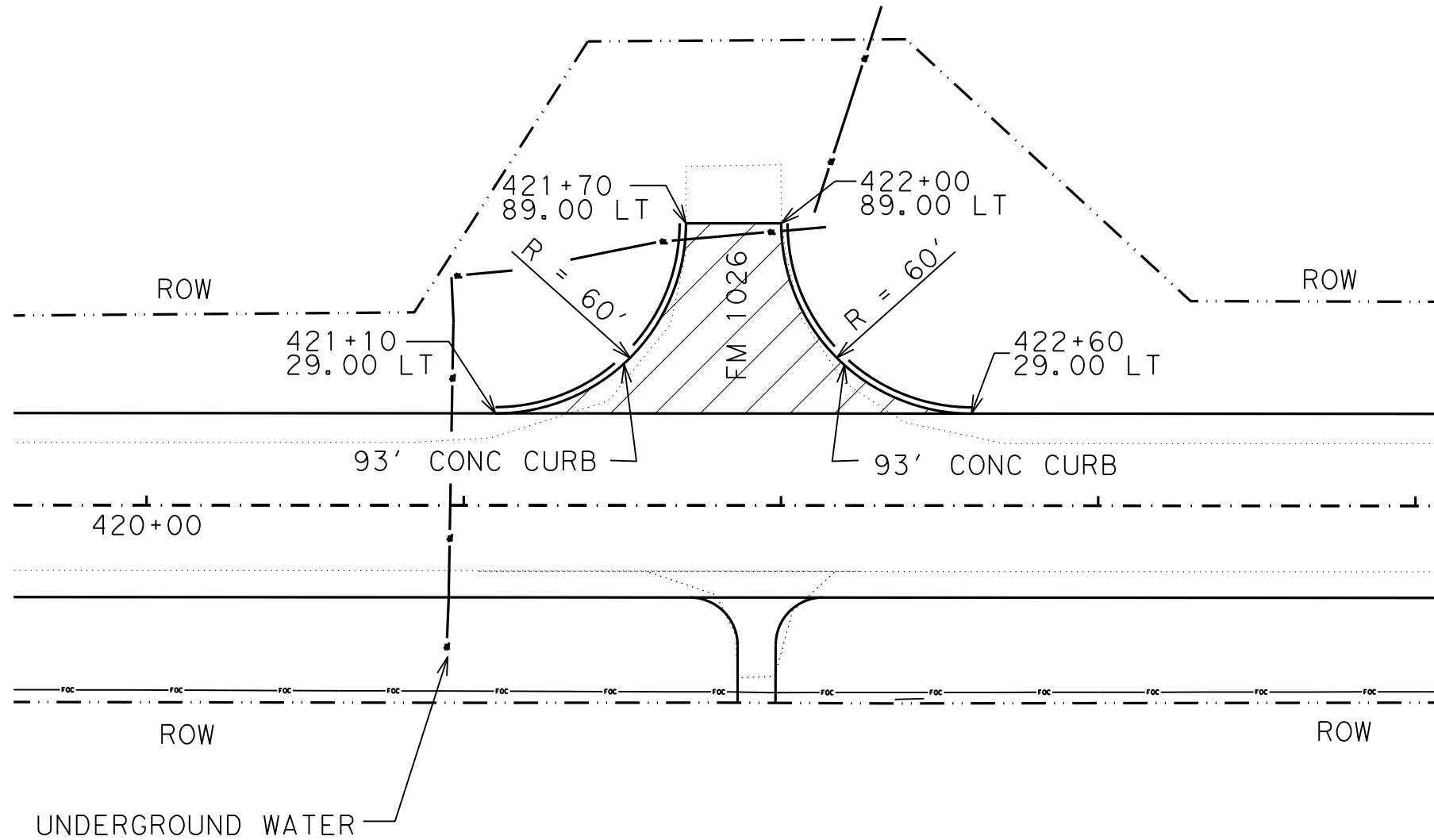
**US 283
ROADWAY DETAILS**

ITEM	CODE	DESCRIPTION	QUANT	UNIT
0540	6002	MTL W - BEAM GD FEN (STEEL POST)	400	LF
* 0542	6001	REMOVE METAL BEAM GUARD FENCE	700	LF
0544	6001	GUARDRAIL END TREATMENT (INSTALL)	4	EA
0658	6062	INSTR DEL ASSM (D - SW) SZ 1(BRF) GF2 (BI)	18	EA

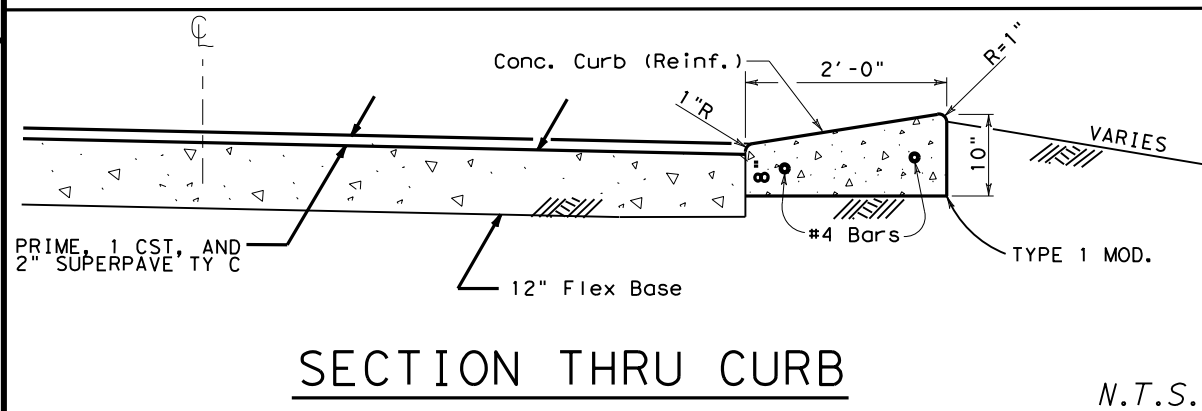
* INCLUDES SGT'S AND TERMINAL ANCHORS.



CONT	SECT	JOB	HIGHWAY
0099	01	035	US 283
DIST	COUNTY	SHEET NO.	
BWD	COLEMAN	45	

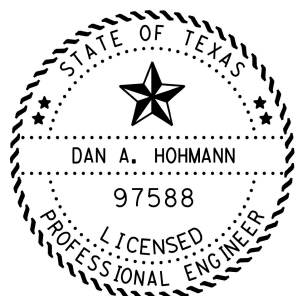


DATE: 10/31/2021 4:05:47 PM
FILE: D:\US283\ROADWAY DETAILS.dgn



ITEM	DESCRIPTION	UNIT	QUANT.
0104-6021	REMOVING CONC (CURB)	LF	186
0529-6014	CONC CURB (TY I MOD)	LF	186
0530-6002	INTERSECTIONS (ACP)	SY	372

NOTES: ASPHALT & AGGREGATE TYPES AND RATES SHALL MATCH THOSE FOUND ON THE PROPOSED BASIS OF ESTIMATE FOR (ROADWAY) OR AS DIRECTED BY THE ENGINEER.



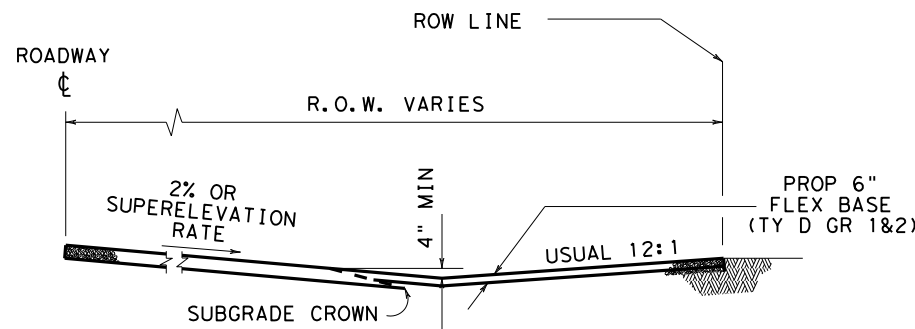
Dan A. Hohmann, P.E.

11/05/2021

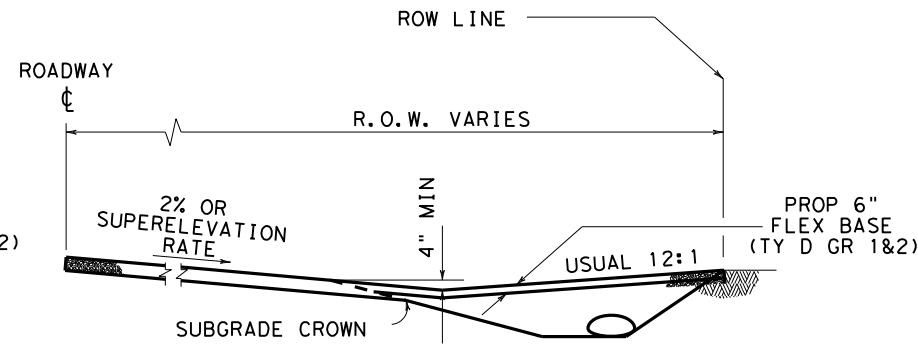
**US 283
ROADWAY DETAILS**



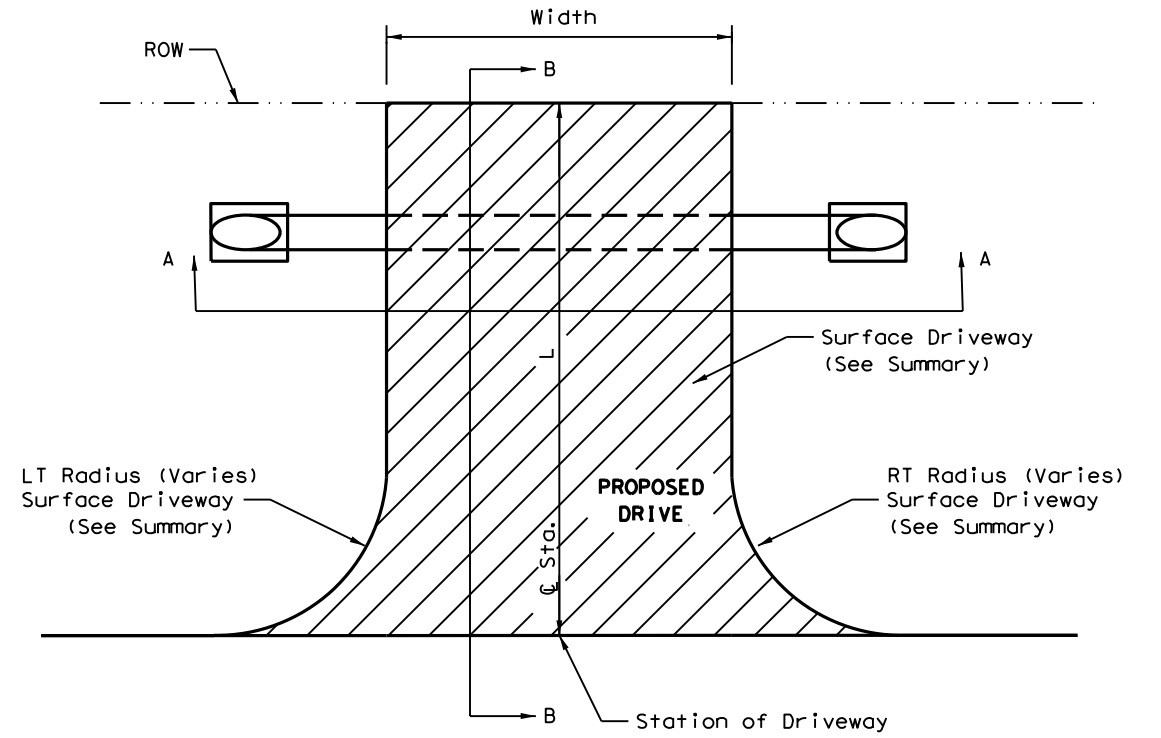
CONT	SECT	JOB	HIGHWAY
0099	01	035	US 283
DIST	COUNTY		SHEET NO.
BWD	COLEMAN		46



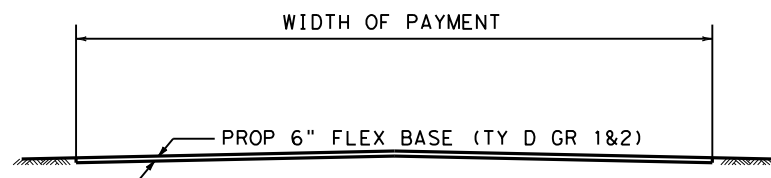
DIP SECTIONS



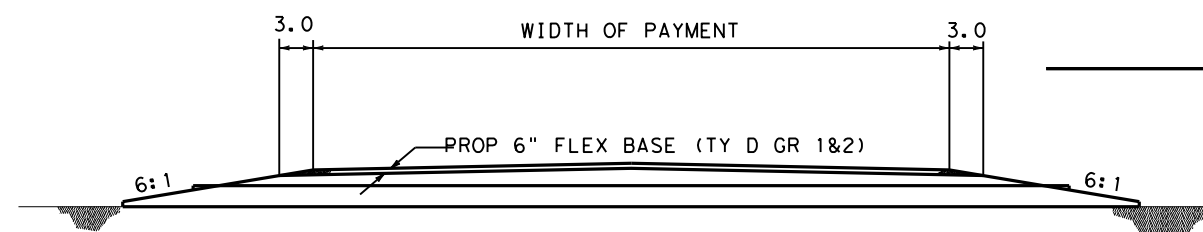
PIPE SECTIONS



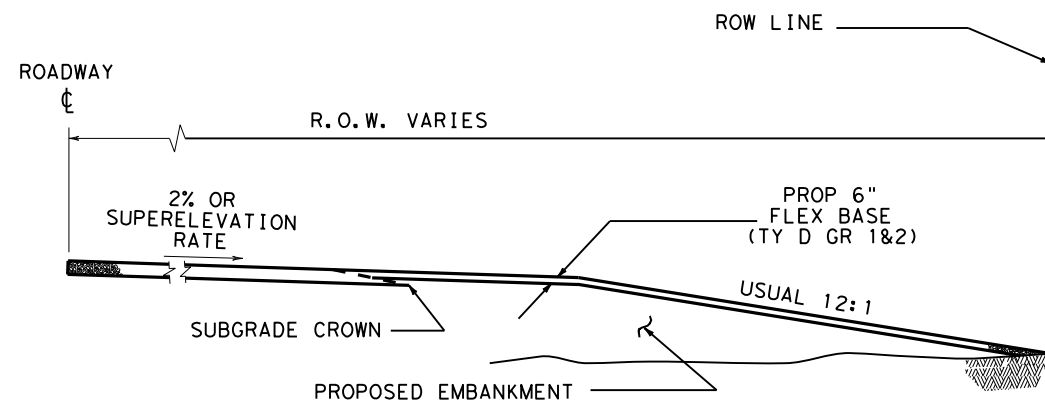
TYPICAL DRIVEWAY



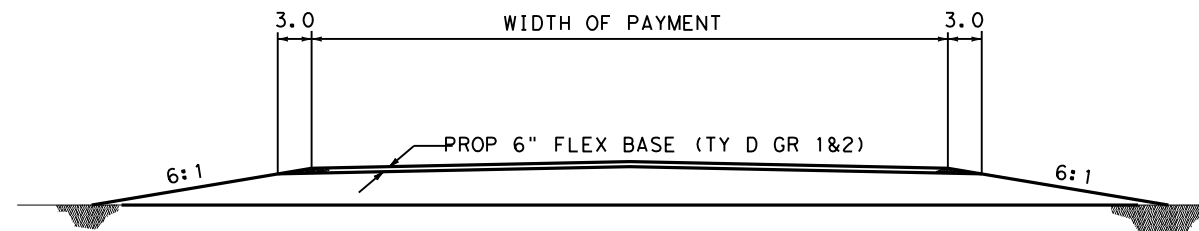
TYPICAL SECTION FOR DIP DRIVES



TYPICAL SECTION FOR PIPE DRIVES



GRADE BREAK OR NO ROADSIDE DITCH SECTION



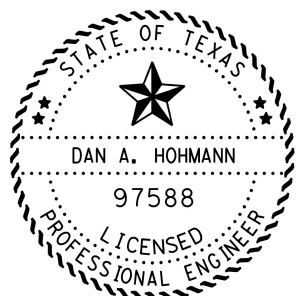
TYPICAL SECTION FOR GRADE BREAK OR NO ROADSIDE DITCH SECTION

NOTES: ALL SURFACE TREAT DRIVES AND COUNTY ROADS SHALL RECEIVE PRIME AND ONE COURSE SURFACE TREATMENT.

ASPHALT & AGGREGATE TYPES AND RATES SHALL MATCH THOSE FOUND ON THE PROPOSED BASIS OF ESTIMATE FOR (ROADWAY) OR AS DIRECTED BY THE ENGINEER.

STATIONS ARE APPROXIMATE AND MAY BE CHANGED IN THE FIELD AS DIRECTED BY THE ENGINEER.

CONSTRUCT DRIVES AS SHOWN OR AS DIRECTED BY THE ENGINEER.



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**US 283
ROADWAY DETAILS**



CONT	SECT	JOB	HIGHWAY
0099	01	035	US 283
DIST	COUNTY		SHEET NO.
BWD	COLEMAN		47

DATE: 10/31/2021 4:06:22 PM
FILE: D:\US283\ROADWAY DETAILS.dgn

GENERAL NOTES

The details shown on this sheet apply to asphalt concrete pavement mats having thickness of 0.5 in. to 4 in.

The work performed, materials furnished, equipment, labor, tools, and incidentals for temporary asphalt concrete pavement tapers (including all pertinent items described on this sheet) will not be measured or paid directly, but will be considered as subsidiary to the various bid items.

Temporary asphalt concrete pavement tapers shall conform to the requirements of the following:

- Item 330, "Limestone Rock Asphalt Pavement",
- Item 334, "Hot-Mix Cold-Laid Asphalt Concrete Pavement",
- Item 340, "Dense-Graded Hot-Mix Asphalt (Small Quantity)",
- Item 3076, "Dense-Graded Hot-Mix Asphalt",
- Item 3077, "Superpave Mixtures", or
- Item 3084, "Bonding Course"
- Other material as approved.

Compact, maintain, replace, and remove temporary asphalt concrete pavement tapers using an approved bond breaker or as directed.

Place signs CW8-1 "BUMP" in advance of temporary asphalt concrete tapers. Signs shall be spaced at the distances recommended as per BC standards. Furnish and install duplicate signs on the median side of divided highways where median width permits, as directed.

Use notched wedge joint where the longitudinal drop-off will be exposed to traffic.

Compact the tapered portion of the notched wedge joint with a small, static-wheel roller attached to the paver or by using pneumatic rollers.

Apply a uniform tack coat on notched wedge joint vertical surfaces prior to paving adjacent areas. Apply a uniform tack coat on the wedge or tapered portion when directed.

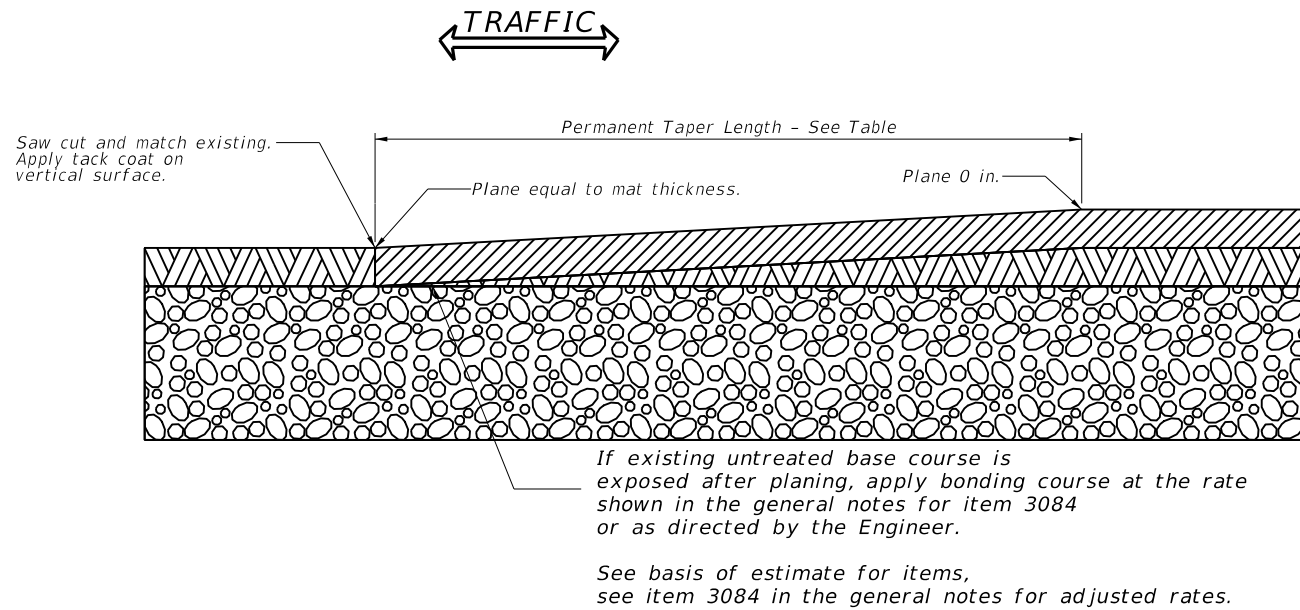
Place asphalt concrete pavement in a sequence such that water will not be trapped against longitudinal joints.

Do not construct skewed joints unless approved by the Engineer.

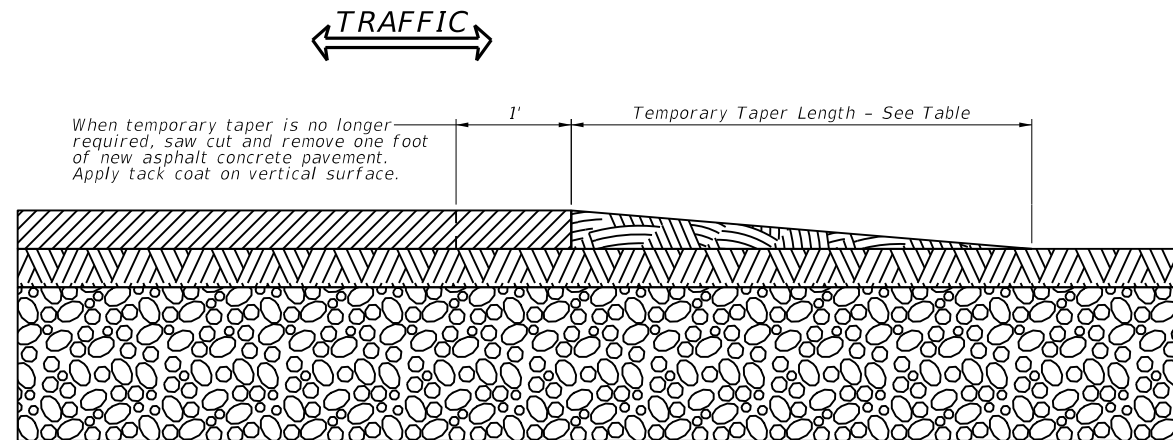
Permanent tapers and the 100 ft. leading into and away from permanent tapers are considered to be "Leave-Out Sections" as defined in Item 585, "Ride Quality for Pavement Surfaces".

Planing shall conform to the requirements of item 354 "Planing and texturing pavement"

Paving Operations and Milling operations must be performed in the same day light period. Temporary longitudinal tapers will not be allowed in sections of milling over night.



LONGITUDINAL SECTION AT PERMANENT ASPHALT CONCRETE PAVEMENT TAPER



LONGITUDINAL SECTION AT TEMPORARY ASPHALT CONCRETE PAVEMENT TAPER

TAPER LENGTH TABLE

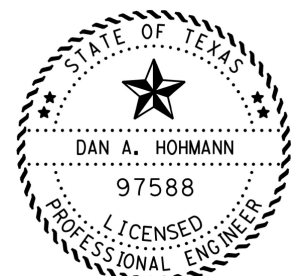
Posted Permanent Speed Limit (mph)	Overlay Rates up to 165 LB/SY		Overlay Rates 166 LB/SY to 220 LB/SY		Overlay Rates 221 LB/SY to 330 LB/SY		Overlay Rates 331 LB/SY to 440 LB/SY	
	Permanent Taper Length (ft.)	Temporary Taper Length (ft.)	Permanent Taper Length (ft.)	Temporary Taper Length (ft.)	Permanent Taper Length (ft.)	Temporary Taper Length (ft.)	Permanent Taper Length (ft.)	Temporary Taper Length (ft.)
45 or less	50	5	75	7	100	10	125	14
50 to 75	75	5	100	7	150	10	200	14
80	150	5	200	7	200	10	250	14

PERMANENT TAPER

LOCATION	BRIDGE STATIONING	BEGIN/END TAPER	0354 6016 PLANE ASPH CONC PAV (0" TO 1.5") (SY)
DRY CREEK BRIDGE	350+51.00 ~ 351+31.00	351+31.00 ~ 352+31.00	444.5
WALDRIP CREEK BRIDGE	480+05.00 ~ 481+15.00	479+05.00 ~ 480+05.00	444.5
TOTAL			889

LEGEND

- existing asphalt concrete pavement
- proposed asphalt concrete pavement
- proposed temporary taper
- existing base course



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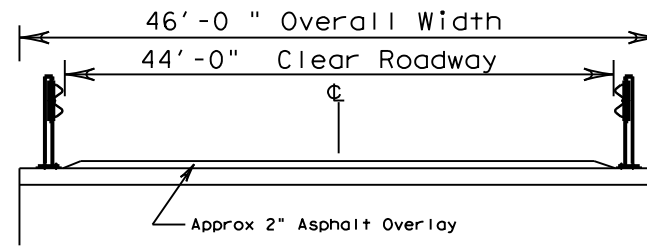
11/05/2021

ASPHALT CONCRETE PAVEMENT TAPER DETAILS

SHEET 1 OF 1 NOT TO SCALE

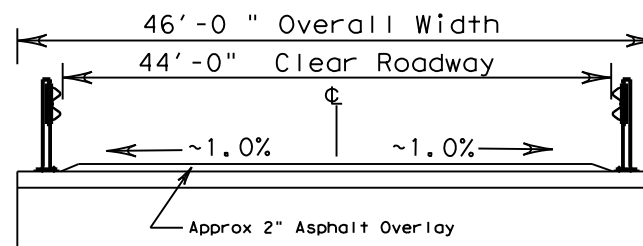
©TxDOT 2021 REVISIONS 07-16	CONT SECT 0099 01	JOB 035	HIGHWAY US 283
DIST COUNTY SHEET NO. BWD COLEMAN 50			

DATE: 10/31/2021 4:11:03 PM
 FILE: D:\us283\ACP_TAPER_DETAILS.dgn



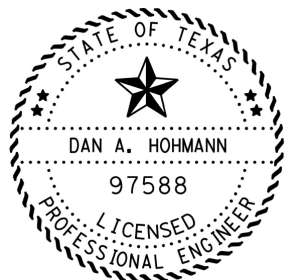
DRY CREEK
BRIDGE TYPICAL

NBI #: 230420009901017



WALDRIP CREEK
BRIDGE TYPICAL

NBI #: 230420009901018



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11/05/2021

**US 283
BRIDGE DETAILS**

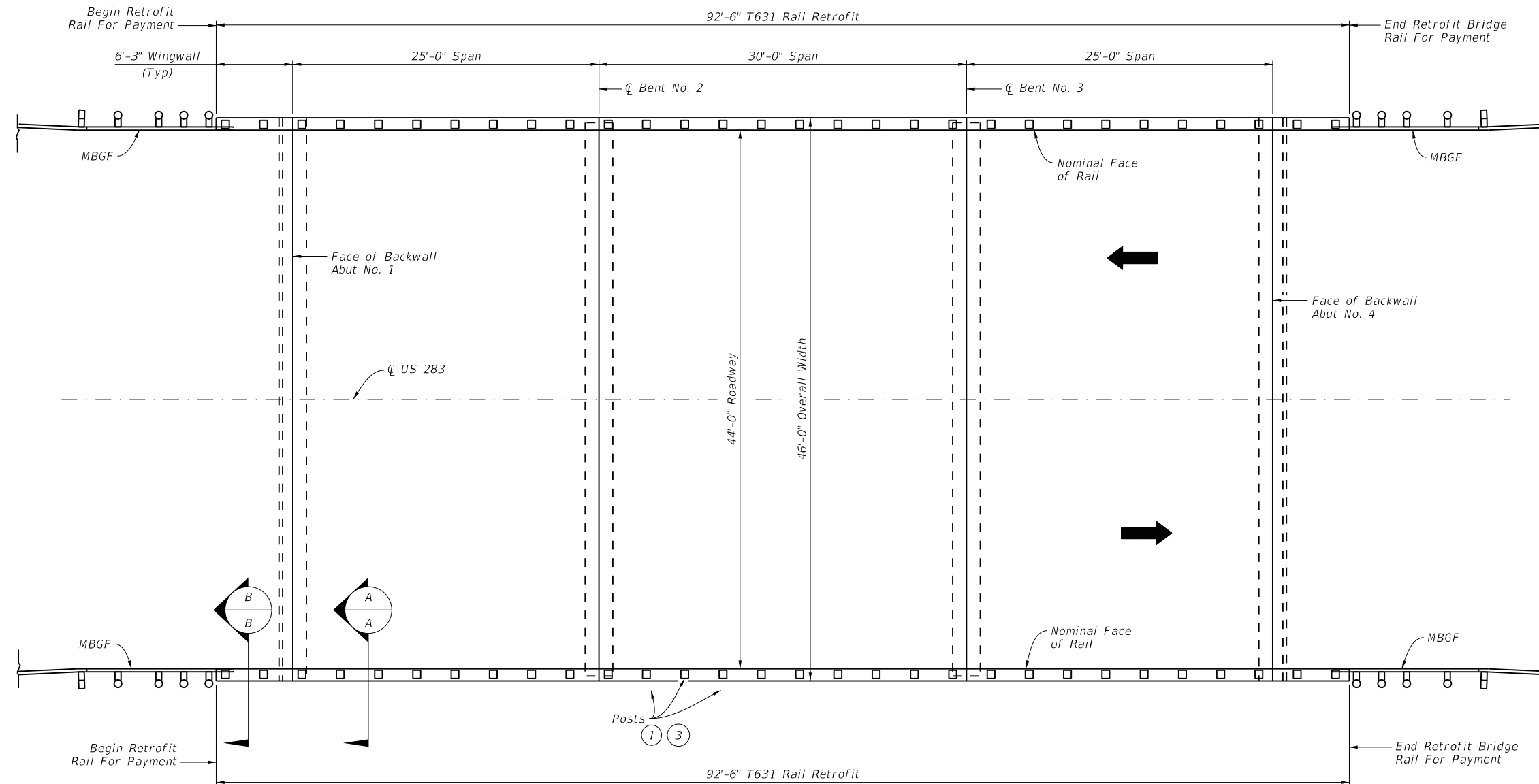


CONT	SECT	JOB	HIGHWAY
0099	01	035	US 283
DIST	COUNTY		SHEET NO.
BWD	COLEMAN		51

DATE: 11/5/2021 12:45:49 PM
FILE: D:\US283\BRIDGE DETAILS.dgn

TABLE OF ESTIMATED QUANTITIES

Item	Description	Unit	Quantity
0451-6019	RETROFIT RAIL (TY T631)	LF	185.0



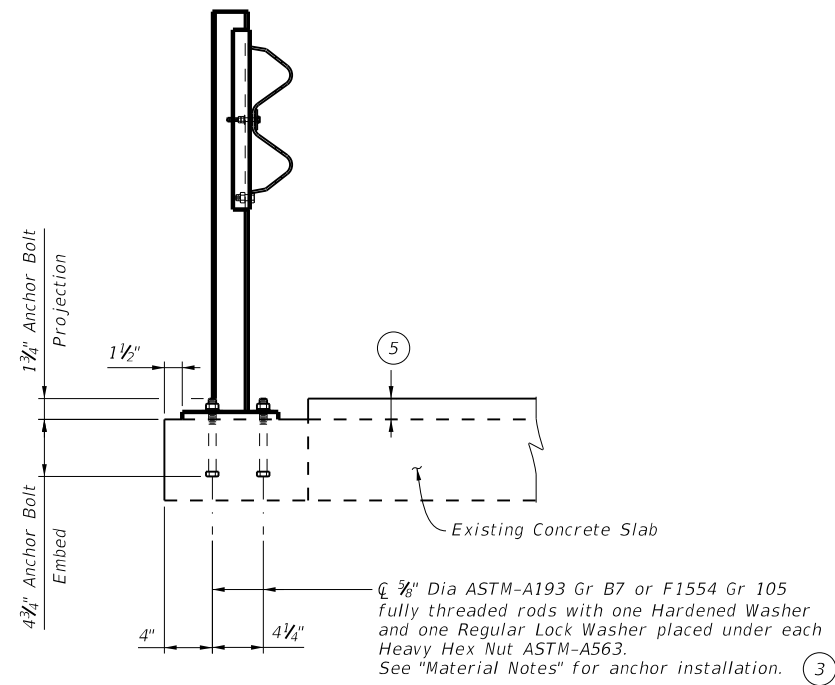
- ① Number of posts shown and post locations are for illustration purposes only. Determine actual post locations and numbers of posts in the field.
- ② Field verify quantities before ordering materials.
- ③ Provide 8" minimum between existing anchor bolt holes and new epoxy adhesive anchor locations.

T631 RETROFIT PLAN

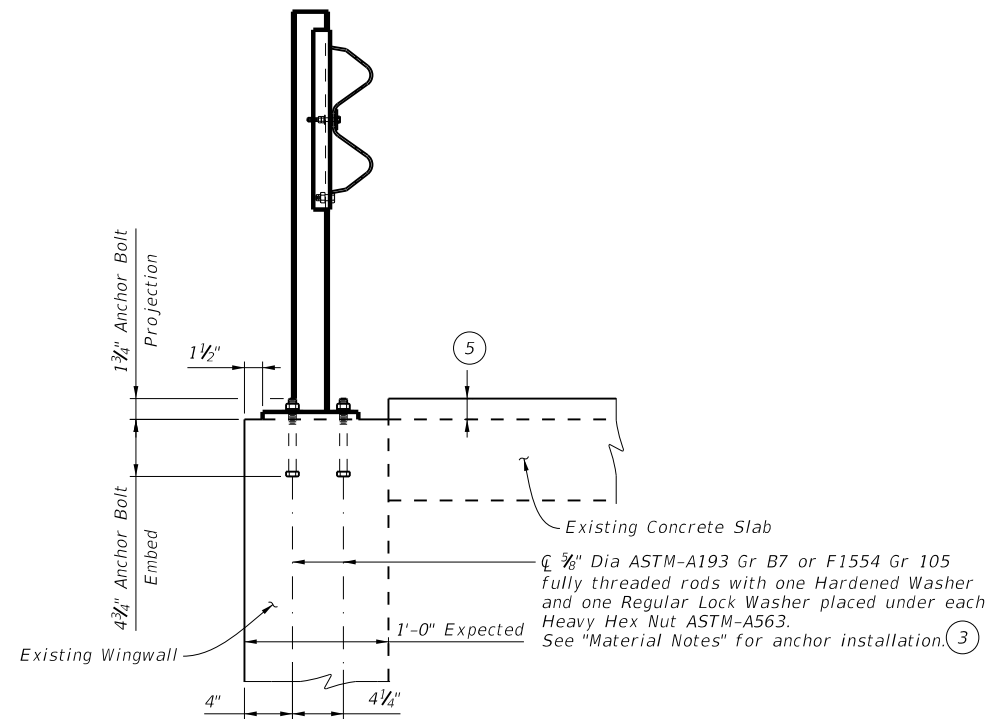
SHEET 1 OF 2

		Bridge Division	
<p>T631 RAIL RETROFIT DETAILS</p> <p>DRY CREEK</p> <p>NBI: 23-042-0-0099-01-017</p>			
FILE: US0283_BRG_RL481mi01.dgn	DN: NRV	CK: RY	DW: LH
©TxDOT November 2021	CONT	SECT	JOB
REVISIONS	0099	01	035
DIST	COUNTY		SHEET NO.
BWD	Coleman		51A

DATE: 10/29/2021 4:12:48 PM
FILE:



SECTION A-A (4)



SECTION B-B (4)

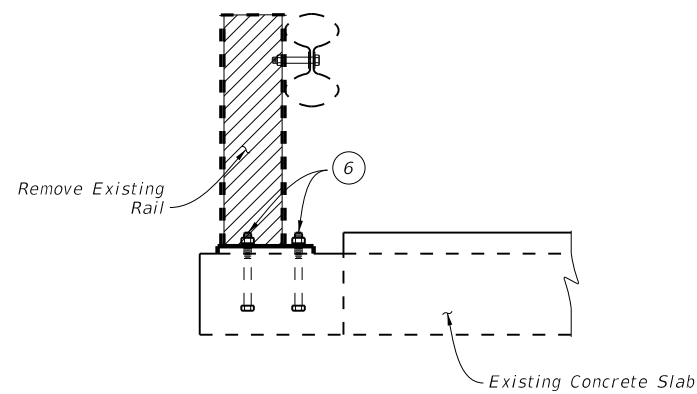
- (3) Provide 8" minimum between existing anchor bolt holes and new epoxy adhesive anchor locations.
- (4) Substitute the epoxy anchorage system shown on this sheet for the normal anchor bolts shown on the T631 rail standard. See Material Notes for epoxy anchorage system.
- (5) Overlay is expected to be a height of 1". If the finished driving surface is greater than 2", taper overlay at a 1:10 or flatter slope over shoulder width to a thickness of 2" or less at toe of rail.
- (6) Remove and recess existing projecting anchor rods to depth of 1" per Item 451 "Retrofit Railing" into existing concrete. Repair recess hole with an approved epoxy.

GENERAL NOTES:

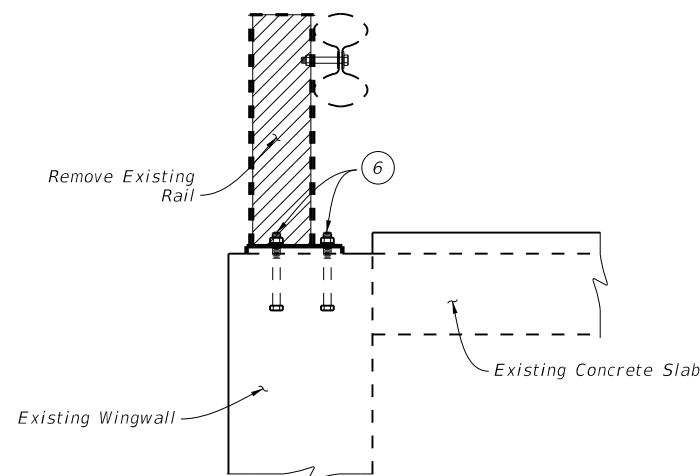
See Type T631 Traffic Rail Standards for details not shown. Verify all existing dimensions in the field prior to ordering Materials and starting construction.

MATERIAL NOTES:

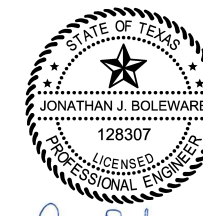
Epoxy adhesive anchor bolts must be 5/8" Dia ASTM-A193 Gr B7 or F1554 Gr 105 fully threaded rods with one Hardened Washer and one Regular Lock Washer placed under each Heavy Hex Nut ASTM-F563. Embed threaded rods 4 3/4" Min into slab and abutment wingwalls using a Type III, Class C epoxy adhesive anchorage system capable of obtaining an ultimate load, per threaded rod, of 8 kips in tension. Submit evidence of the proposed epoxy adhesive anchorage system'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 the Manufacturer's instructions.



EXISTING SECTION ON CONTINUOUS CONCRETE SLAB



EXISTING SECTION AT WINGWALL



Jm Boleware

11/29/2021

SHEET 2 OF 2



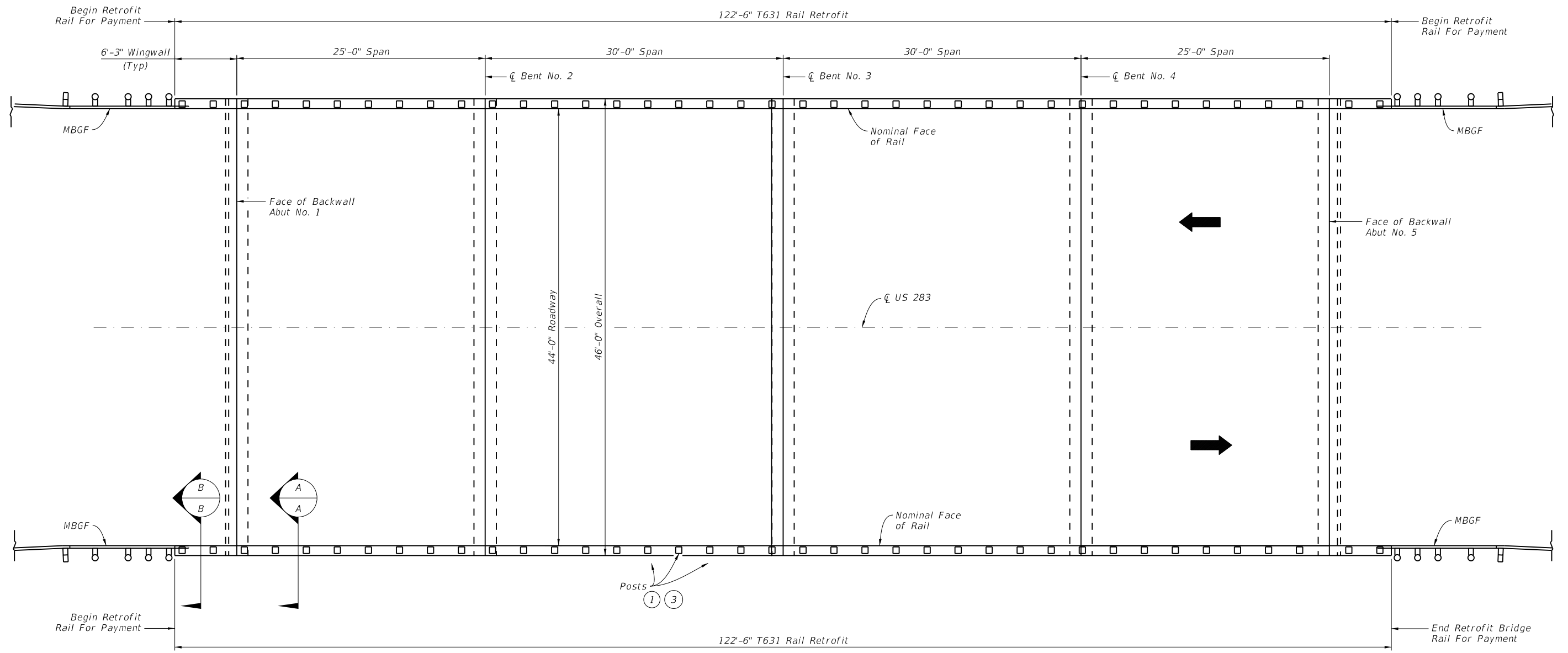
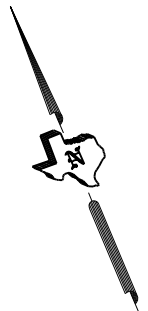
T631 RAIL RETROFIT DETAILS

**DRY CREEK
NBI: 23-042-0-0099-01-017**

FILE: US0283_BRG_RL481mi01.dgn	DN: NRV	CK: RY	DW: LH	CK: NRV
©TxDOT	November 2021	CONT	SECT	JOB
REVISIONS	0099	01	035	US 283
	DIST	COUNTY	SHEET NO.	
	BWD	Coleman	51B	

TABLE OF ESTIMATED QUANTITIES

Item	Description	Unit	Quantity
0451-6019	RETROFIT RAIL (TY T631)	LF	245.0



SHEET 1 OF 2

T631 RETROFIT PLAN

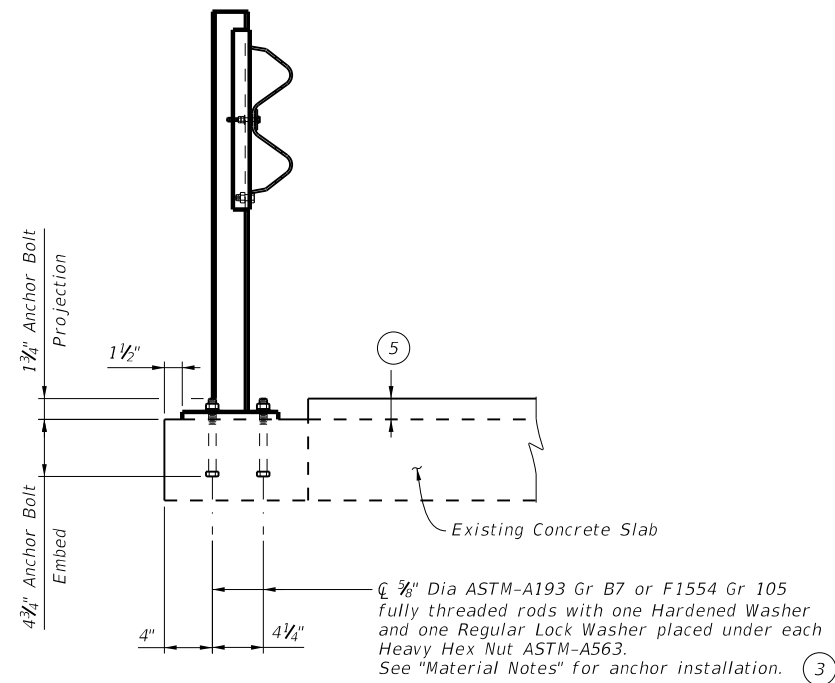
- ① Number of posts shown and post locations are for illustration purposes only. Determine actual post locations and numbers of posts in the field.
- ② Field verify quantities before ordering materials.
- ③ Provide 8" minimum between existing anchor bolt holes and new epoxy adhesive anchor locations.



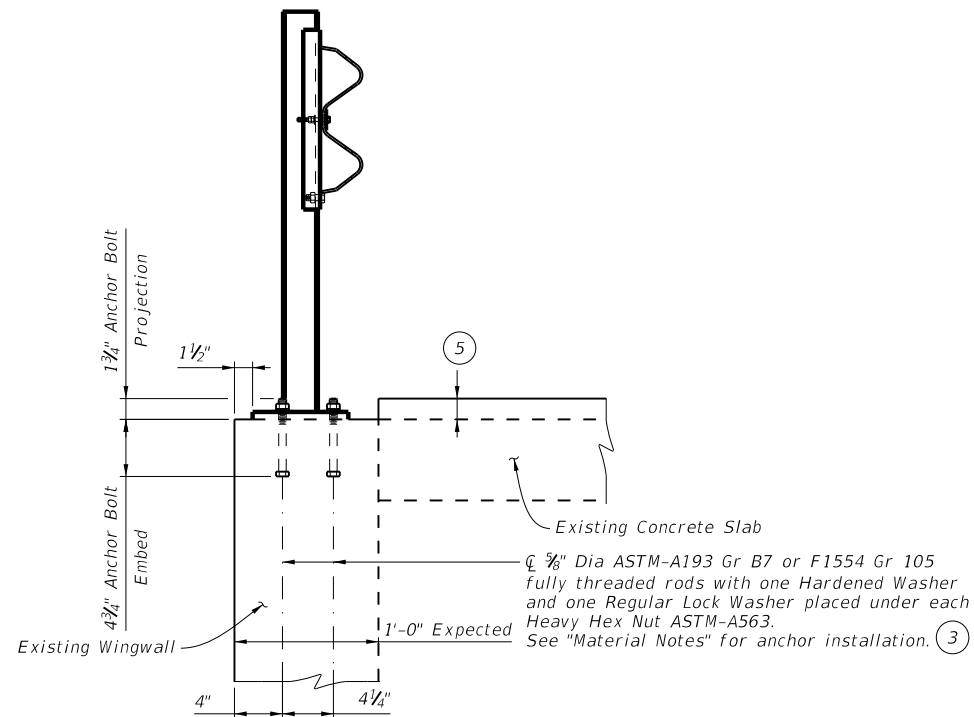
11/29/2021

		Bridge Division	
<h3>T631 RAIL RETROFIT DETAILS</h3>			
WALDRIP CREEK NBI: 23-042-0-0099-01-018			
FILE: US0283_BRG_RL482mi01.dgn	DN: NRV	CK: RY	DW: LH
©TxDOT November 2021	CONT: 0099	SECT: 01	JOB: 035
REVISIONS	DIST: BWD		COUNTY: Coleman
			SHEET NO: 51C

DATE: 11/1/2021 11:47:08 AM
FILE:



SECTION A-A 4



SECTION B-B 2

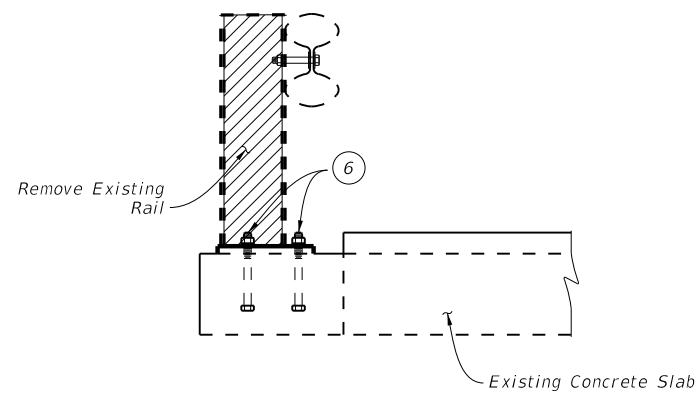
- 3 Provide 8" minimum between existing anchor bolt holes and new epoxy adhesive anchor locations.
- 4 Substitute the epoxy anchorage system shown on this sheet for the normal anchor bolts shown on the T631 rail standard. See Material Notes for epoxy anchorage system.
- 5 Overlay is expected to be a height of 1". If the finished driving surface is greater than 2", taper overlay at a 1:10 or flatter slope over shoulder width to a thickness of 2" or less at toe of rail.
- 6 Remove and recess existing projecting anchor rods to depth of 1" per Item 451 "Retrofit Railing" into existing concrete. Repair recess hole with an approved epoxy.

GENERAL NOTES:

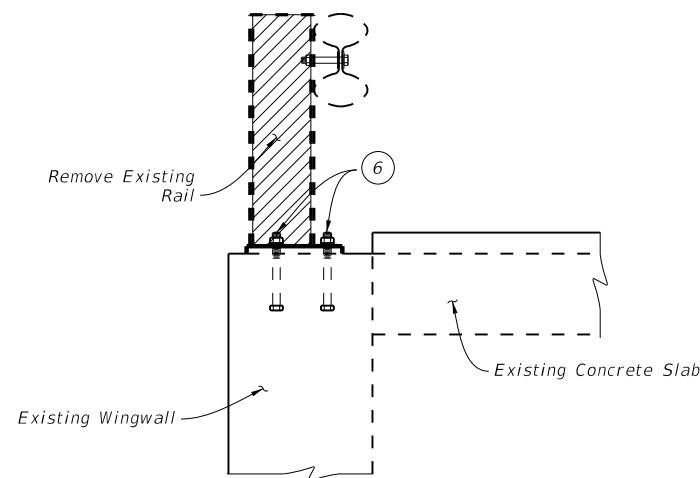
See Type T631 Traffic Rail Standards for details not shown. Verify all existing dimensions in the field prior to ordering Materials and starting construction.

MATERIAL NOTES:

Epoxy adhesive anchor bolts must be 5/8" Dia ASTM-A193 Gr B7 or F1554 Gr 105 fully threaded rods with one Hardened Washer and one Regular Lock Washer placed under each Heavy Hex Nut ASTM-F563. Embed threaded rods 4 1/4" Min into slab and abutment wingwalls using a Type III, Class C epoxy adhesive anchorage system capable of obtaining an ultimate load, per threaded rod, of 8 kips in tension. Submit evidence of the proposed epoxy adhesive anchorage system'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 the Manufacturer's instructions.



EXISTING SECTION ON CONTINUOUS CONCRETE SLAB



EXISTING SECTION AT WINGWALL



Jm Boleware

11/29/2021

SHEET 2 OF 2

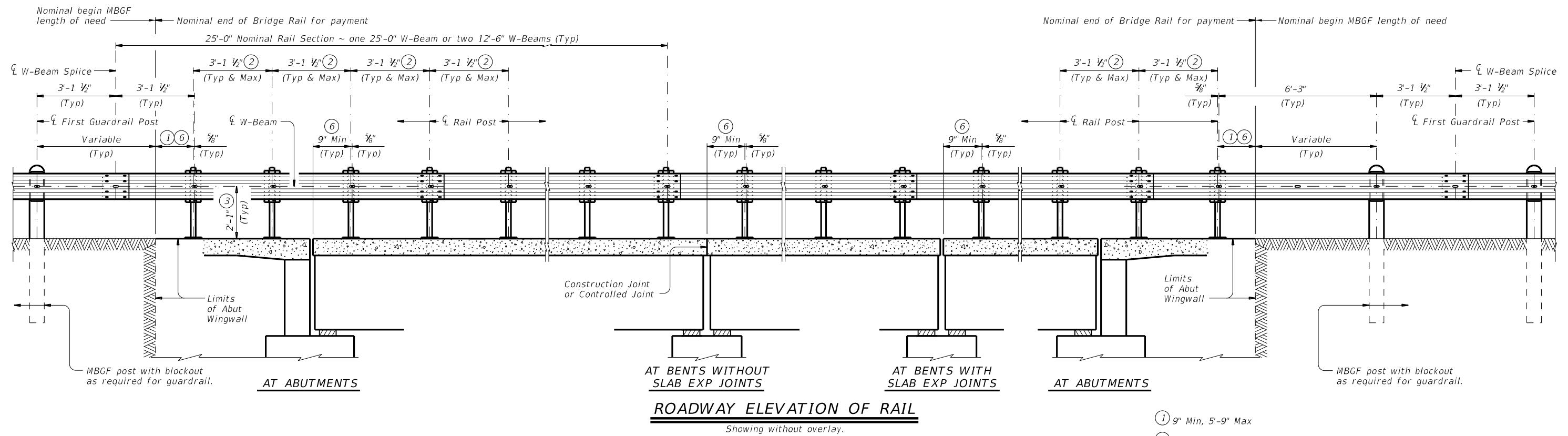


T631 RAIL RETROFIT DETAILS

WALDRIP CREEK
NBI: 23-042-0-0099-01-018

FILE: US0283_BRG_RL482m01.dgn	DN: NRV	CK: RY	DW: LH	CK: NRV
©TxDOT November 2021	CONT	SECT	JOB	HIGHWAY
REVISIONS	0099	01	035	US 283
	DIST	COUNTY	SHEET NO.	
	BWD	Coleman	51D	

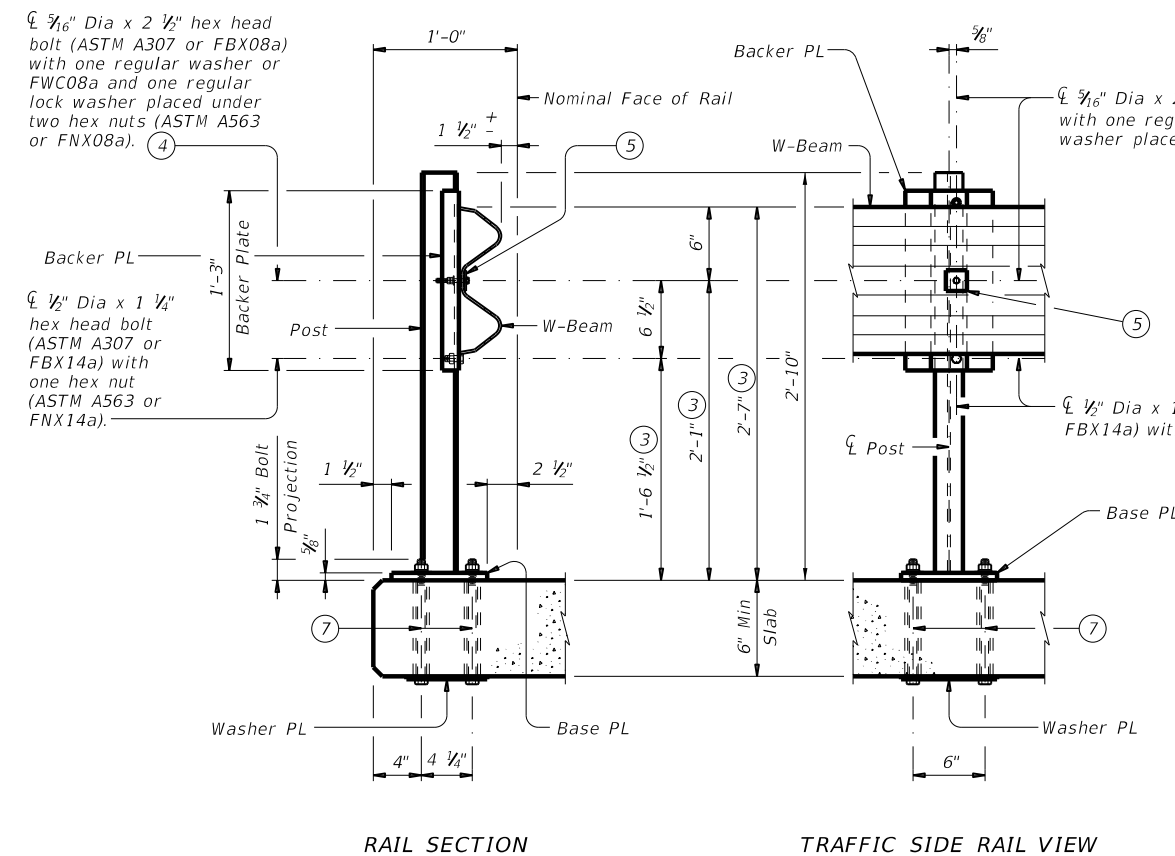
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ROADWAY ELEVATION OF RAIL

Showing without overlay.

- ① 9" Min, 5'-9" Max
- ② Maintain 3'-1 1/2" Rail Post spacing wherever possible for use with nominal 25'-0" or 12'-6" W-Beam sections. Symmetry of post spacing on both sides and along the structure is not necessary.
- ③ Increase 2" for structures with overlay.
- ④ Tighten the first hex nut by hand until the top and bottom edges of the W-Beam engage the Backer Plate (Backer Plate should be snug against the post). Then tighten hex nut one revolution with wrench and secure with the second hex nut.
- ⑤ PL 1/8" x 1 3/4" x 1 3/4" with 5/8" Dia Hole centered in PL (ASTM A36). Square Guardrail Washer (FWR01).
- ⑥ The post nearest to a slab joint or end of structure may be shifted up to 9" in order to satisfy the minimum offset dimension. Drill a new 3/4" Dia hole in the centerline of W-beam for shifted post. Paint hole with two coats of zinc-rich paint conforming to the Item "Galvanizing". All other posts must remain on the typical spacing.
- ⑦ 5/8" Dia formed holes for 5/8" Dia heavy hex head anchor bolt (ASTM F3125 Gr A325 or A449) or threaded rod (ATSM A193 Gr B7 or F1554 Gr 105) with one hardened steel washer (ASTM F436) and one regular lock washer placed under heavy hex nut (ASTM A563). One additional heavy hex nut must be furnished and tack welded for each threaded rod. See "Cast-In-Place & Formed Hole Anchor Bolt Options".
- ⑧ 5/8" Dia heavy hex head anchor bolt (ASTM F3125 Gr A325 or A449) or threaded rod (ATSM A193 Gr B7 or F1554 Gr 105) with one hardened steel washer (ASTM F436) and one regular lock washer placed under heavy hex nut (ASTM A563). One additional heavy hex nut must be furnished and tack welded for each threaded rod. See "Cast-In-Place & Formed Hole Anchor Bolt Options".

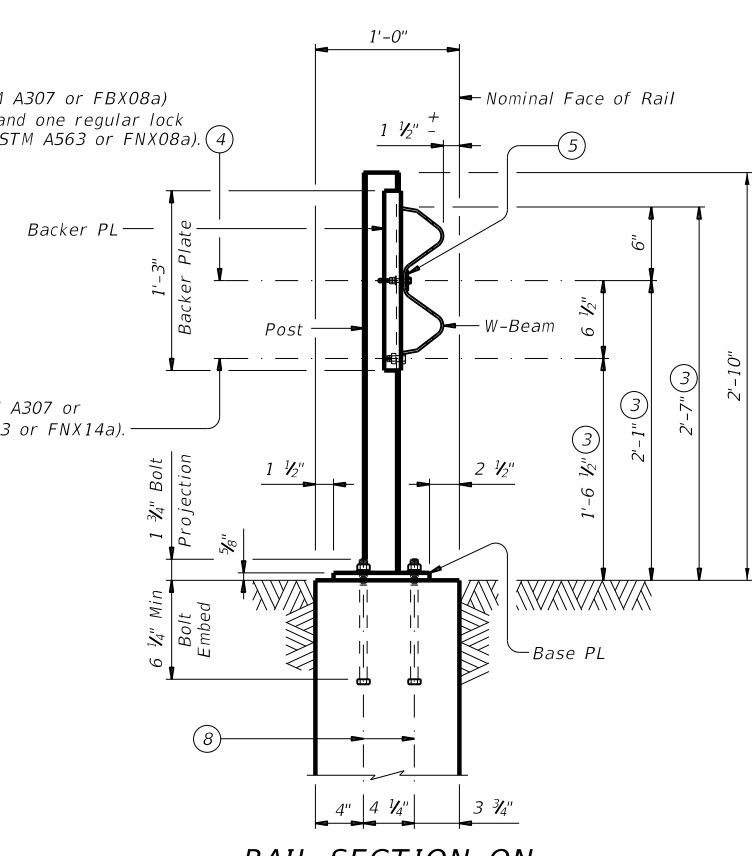


RAIL SECTION

TRAFFIC SIDE RAIL VIEW

RAIL DETAILS ON BRIDGE SLAB

Showing without overlay.



RAIL SECTION ON ABUTMENT WINGWALL

Showing without overlay.

SHEET 1 OF 2

Texas Department of Transportation
 Bridge Division Standard

TRAFFIC RAIL

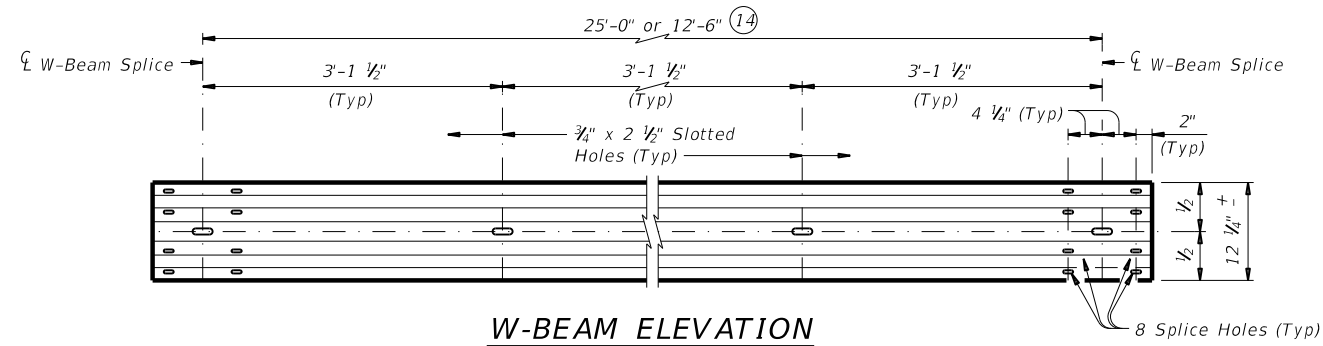
TYPE T631

FILE: r1std038-20.dgn	DN: TxDOT	CK: AES	DW: JTR	CK: AES
©TxDOT September 2019	CONT	SECT	JOB	HIGHWAY
REVISIONS	0099	01	035	US 283
07-20: Allowing 9'-4 1/2" or 6'-3" W-Beam sections.	DIST	COUNTY	SHEET NO.	
	BWD	Coleman	52	

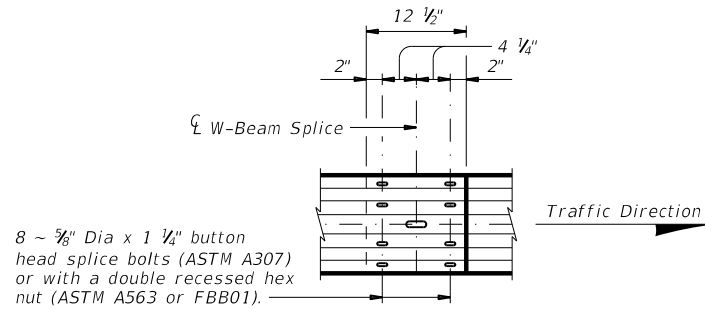
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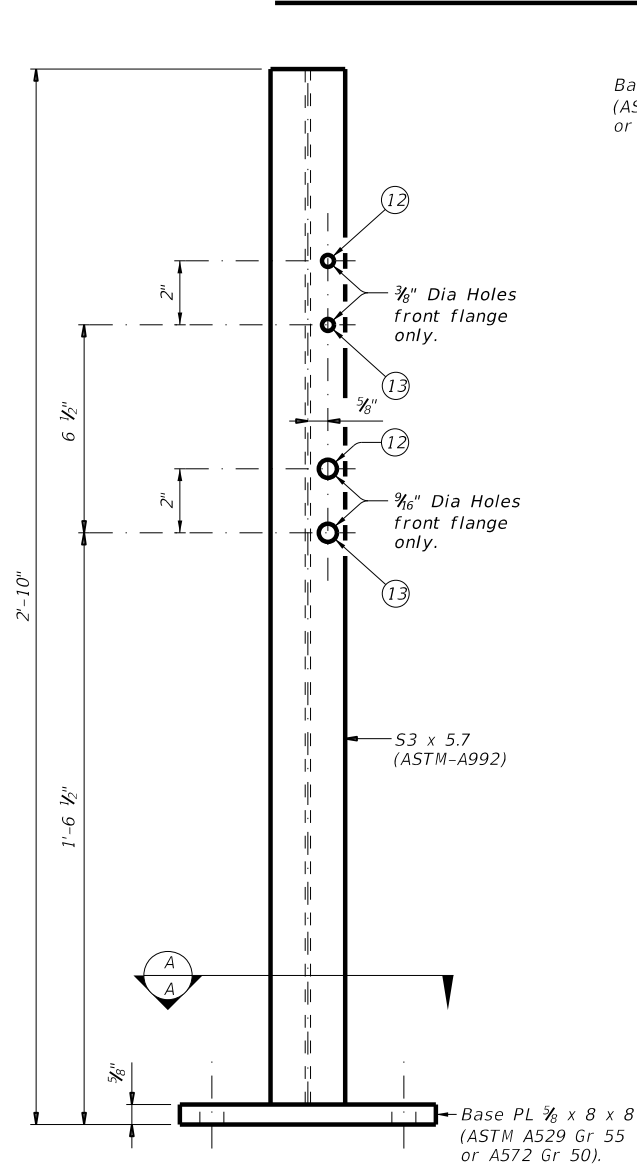
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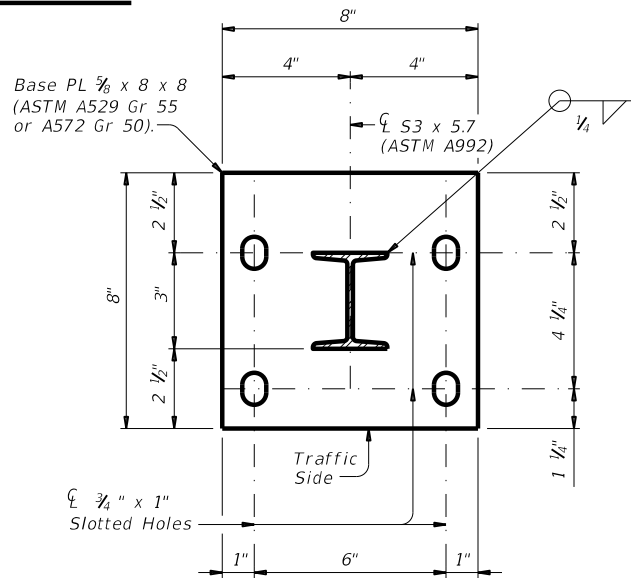
W-BEAM ELEVATION



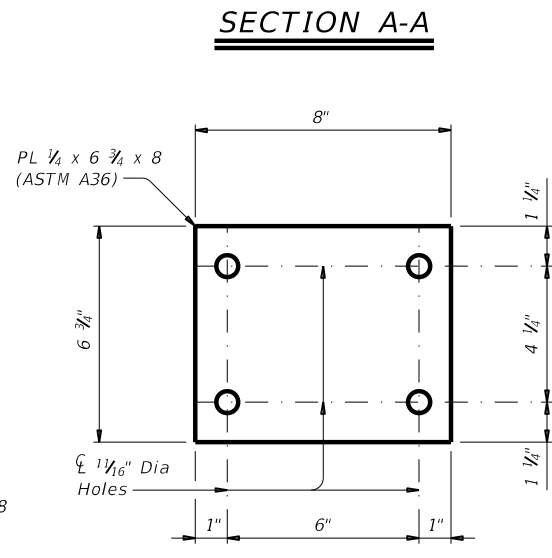
W-BEAM SPLICE ELEVATION



POST ELEVATION

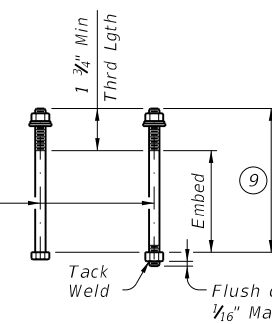


SECTION A-A



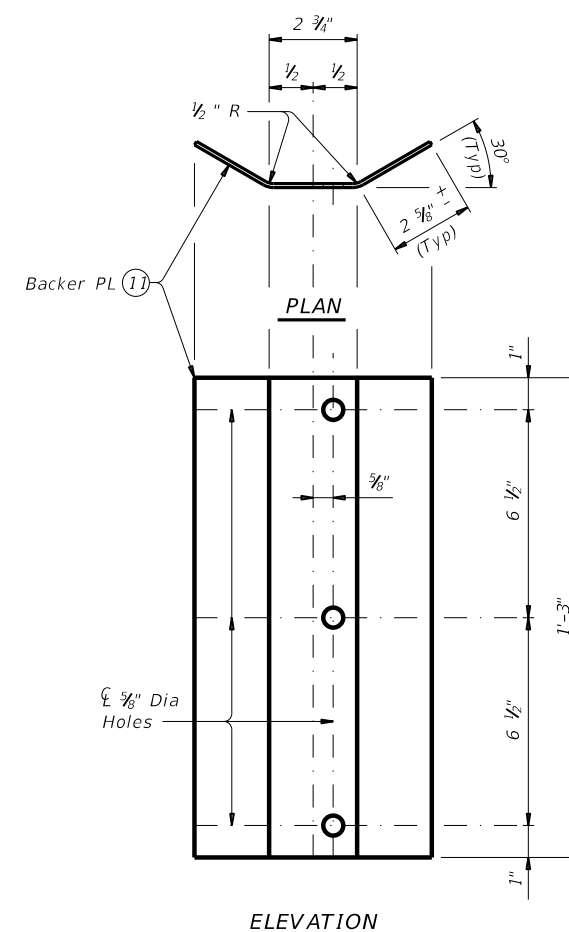
WASHER PLATE DETAIL

3/8" Dia heavy hex head anchor bolt (ASTM F3125 Gr A325 or A449) or threaded rod (ASTM A193 Gr B7 or F1554 Gr 105) with one hardened steel washer (ASTM F436) and one regular lock washer placed under heavy hex nut (ASTM A563). One additional heavy hex nut must be furnished and tack welded for each threaded rod.



CAST-IN-PLACE & FORMED HOLE ANCHOR BOLT OPTIONS (10)

- 9 See "Rail Details On Bridge Slab" and/or "Rail Section On Abutment Wingwall".
- 10 See "Material Notes" for anchor bolt information.
- 11 Backer PL 1/4 x 8 x 1'-3" (ASTM A1011 CS or SS Gr 33, or A1008 CS or SS Gr 33 (11 Gage acceptable)).
- 12 Used for structures with overlay.
- 13 Used for structures without overlay.
- 14 At the nominal end of the bridge rail for payment, one 9'-4 1/2" or 6'-3" W-beam section is permitted in order to achieve the required W-Beam splice location on the MBGF.



BACKER PLATE

MBGF AND END TREATMENT NOTES:
This traffic railing must be anchored by metal beam guard fence (MBGF) and guard fence end treatments. Determine MBGF length of need in accordance with the Roadway Design Manual, unless otherwise specified. The minimum MBGF length of need required for anchoring the railing is 25' of MBGF plus the appropriate end treatment.

CONSTRUCTION NOTES:
Face of rail post must be plumb unless otherwise approved by the Engineer. Post must be perpendicular to adjacent roadway grade. Use epoxy mortar under post base plates if gaps larger than 1/16" exist.
Fully anchored guardrail must be attached to each end of rail. A metal beam guard fence transition is not used with this rail. At the Contractor's option anchor bolts may be an adhesive anchor 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.

It is recommended to show a Rail Layout with rail posts and W-beam splices. Fabricator must submit erection drawings to the Engineer for approval.
Round or chamfer exposed edges of rail post and backer plate to approximately 1/16" by grinding.
Shop drawings are not required for this rail.

MATERIAL NOTES:
Galvanize all steel components.
Anchor bolts for base plate must be 3/8" Dia ASTM F3125 Gr A325 or A449 bolts (or ASTM A193 Gr B7 or F1554 Gr 105 threaded rods with one tack welded heavy hex nut each) with one hardened steel washer (ASTM F436) and one regular lock washer placed under each heavy hex nut. Nuts must conform to ASTM A563 requirements.

Optional adhesive anchorage system must be 3/8" Dia ASTM A193 Gr B7 or F1554 Gr 105 fully threaded rods with one hardened steel washer (ASTM F436) and one regular lock washer placed under each heavy hex nut. Nuts must conform to ASTM A563 requirements. Embed fully threaded rod into slab and/or abutment wingwall using a Type III, Class C, D, E, or F anchor adhesive. Minimum adhesive anchor embedment depth is 4 3/4". Anchor adhesive chosen must be able to achieve a nominal bond strength in tension of a single anchor, Na, of 8 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."

W-beam must meet the requirements of Item 540, "Metal Beam Guard Fence" except as modified in the plans. The Contractor may furnish rail elements of 25'-0" or 12'-6" (Nominal) lengths and a single rail element of 9'-4 1/2" or 6'-3" (Nominal) length. W-Beam must have slotted holes at 3'-1 1/2".
Some part numbers from the "Task Force 13" Guide to Standardized Highway Barrier Hardware have been furnished for quick reference.

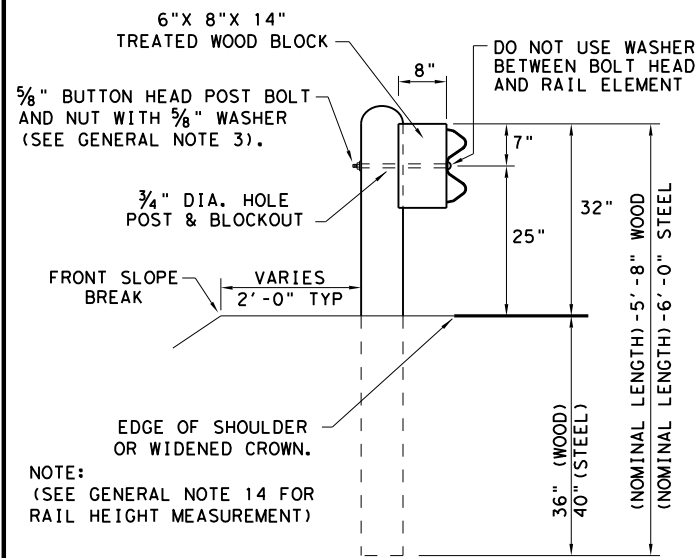
GENERAL NOTES:
This railing has been successfully evaluated by full-scale crash test to meet MASH TL-3 criteria. This railing can be used for speeds of 50 mph and greater.
This rail is designed to deflect approximately 4' to 4'-6" as it contains and redirects the errant vehicle. This rail may not be installed on top of or behind curbs that project above finished grade, on bridges with expansion joints providing more than 5" movement, on retaining walls, or on grade separations and interchanges.
Repairs to impact-damaged post and base plate unit are not permitted. Replace all impact-damaged posts with a new post and base plate unit.
Average weight of railing with no overlay: 20 plf total.

SHEET 2 OF 2

		Bridge Division Standard	
TRAFFIC RAIL			
TYPE T631			
FILE: r1std038-20.dgn	DN: TxDOT	CK: AES	DW: JTR
REVISIONS	CONT	SECT	JOB
0099 01			035
07-20: Allowing 9'-4 1/2" or 6'-3" W-Beam sections.	DIST	COUNTY	SHEET NO.
	BWD	Coleman	53

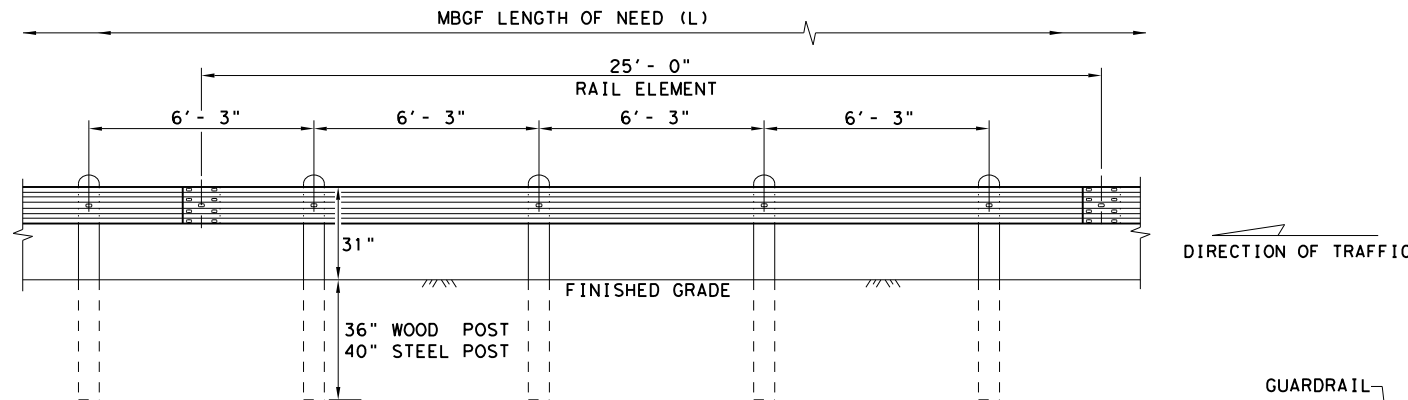
DISCLAIMER: THE USE OF THIS STANDARD IS GOVERNED BY THE "TEXAS ENGINEERING PRACTICE ACT". NO WARRANTY OF ANY KIND IS MADE BY TXDOT FOR ANY PURPOSE WHATSOEVER. TXDOT ASSUMES NO RESPONSIBILITY FOR THE CONVERSION OF THIS STANDARD TO OTHER FORMATS OR FOR INCORRECT RESULTS OR DAMAGES RESULTING FROM ITS USE.

DATE: 10/31/2021
FILE: D:\us283\standards\gf3119.dgn



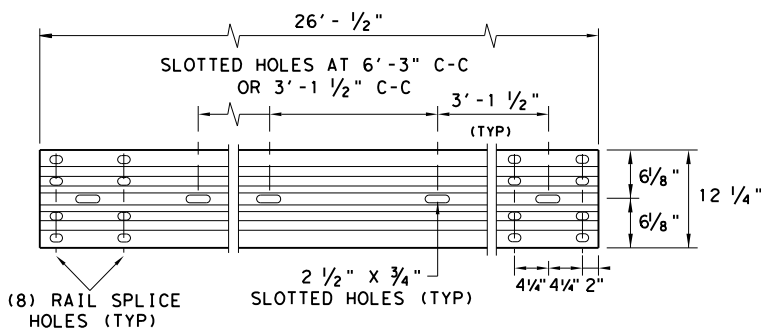
TYPICAL POST PLACEMENT

NOTE: ** "WOOD" INDICATES DIMENSIONS FOR BOTH ROUND AND RECTANGULAR WOOD POST SYSTEMS.



ELEVATION MID-SPAN RAIL SPLICE

SHOWING A 25' - 0" SECTION OF W-BEAM RAIL. (SEE GENERAL NOTE 2)



ELEVATION 25' - 0" (NOM.) W-BEAM SECTION

NOTES: SEE GENERAL NOTE 2 FOR ALLOWABLE RAIL TYPES. SEE RAIL SPLICE DETAIL FOR REQUIRED HARDWARE.

NOTE: FOUR TYPES OF BUTTON-HEAD GUARD RAIL BOLTS COME WITH A RECESSED NUT.

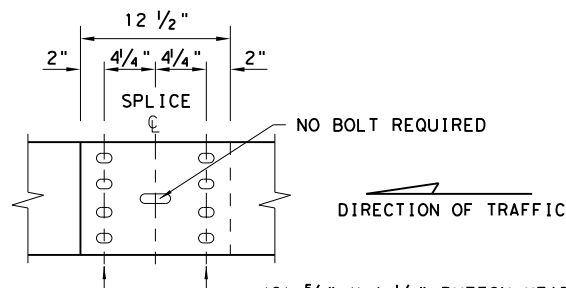
SPLICE BOLT LENGTH VARIES

FBB01 = 1 1/4"
FBB02 = 2"

POST & BLOCK LENGTH
FBB03 = 10"
FBB04 = 18"

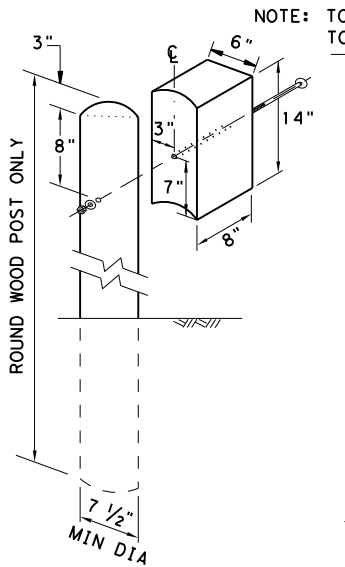
BUTTON HEAD BOLT

NOTE: SEE GENERAL NOTE 3 FOR SPLICE & POST BOLT DETAILS.

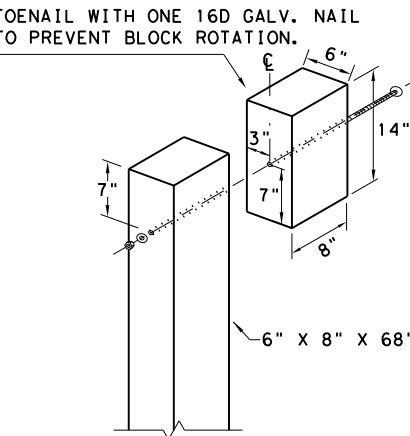


MID-SPAN RAIL SPLICE DETAIL

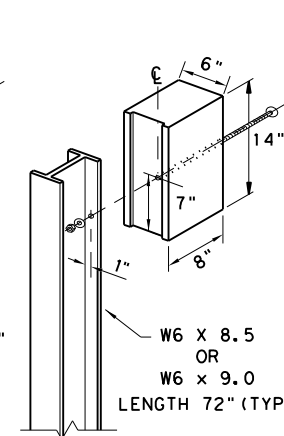
NOTE: GF(31), MID-SPAN RAIL SPLICES ARE REQUIRED WITH 6'-3" POST SPACINGS.



WOOD BLOCK TO ROUND WOOD POST



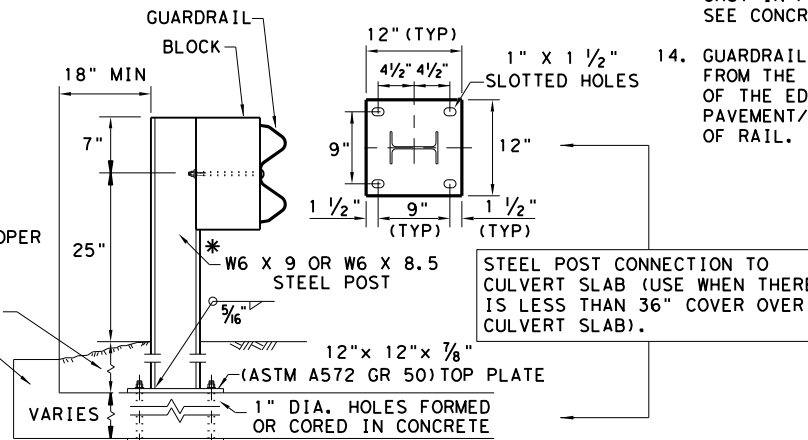
WOOD BLOCK TO RECTANGULAR WOOD POST



ROUTED WOOD BLOCK TO I-BEAM STEEL POST

* POST(S) MAY REQUIRE FIELD MODIFICATION TO ENSURE PROPER GUARDRAIL HEIGHT.

9" MIN. FILL DEPTH CULVERT SLAB



LOW FILL CULVERT POST

NOTE: TWO INSTALLATION OPTIONS.

1. **BOLT-THROUGH OPTION:** REQUIRES A 6" MIN. SLAB THICKNESS. 7/8" DIA (ASTM A449) HEAVY HEX BOLTS WITH TWO HARDENED WASHER EACH AND HEAVY HEX NUTS. NOTE: BOLT LENGTH = SLAB PLUS 2 1/4" MIN.

2. **EPOXY ANCHOR OPTION:** THIS OPTION MAY ONLY BE USED IF THE CULVERT SLAB IS 9" MIN. THICK. THREADED ANCHOR RODS MUST BE 7/8" DIA. ASTM A449 OR A193 GRADE B7 WITH HEAVY HEX NUT, AND ONE HARDENED WASHER EACH. EMBED ANCHOR RODS 6" WITH HILTI HIT RE 500 EPOXY ADHESIVE. OTHER TYPE III CLASS C EPOXY ADHESIVES MEETING THE REQUIREMENTS OF DMS-6100, "EPOXIES AND ADHESIVES", MAY BE USED IF IT CAN BE DEMONSTRATED THAT THEY MEET OR EXCEED THE STRENGTH OF HILTI HIT RE 500 WITH THE SAME EMBEDMENT DEPTH AND THREADED ROD DIA. FOLLOW THE MANUFACTURER'S REQUIREMENTS FOR INSTALLING EPOXIED THREADED RODS. EXTEND RODS 1/4" MIN. BEYOND NUT.

NOTE: CULVERTS OF 25 FT. OR LESS, SEE GF(31)LS STANDARD FOR "LONG SPAN" OPTION.

GENERAL NOTES

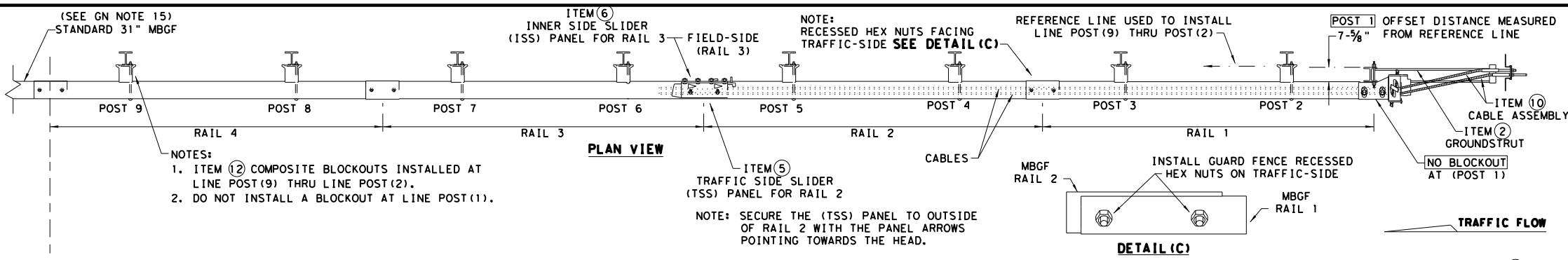
1. THE TYPE OF POST (ROUND WOOD POST, RECTANGULAR WOOD POST, OR STEEL POST) WILL BE AS SHOWN IN THE PLANS. THE EXACT POSITION OF MBGF SHALL BE SHOWN IN THE PLANS OR AS DIRECTED BY THE ENGINEER. STEEL POSTS TO BE GALVANIZED IN ACCORDANCE WITH ITEM 445, "GALVANIZING."
2. RAIL ELEMENTS SHALL MEET THE REQUIREMENTS OF ITEM 540, "METAL BEAM GUARD FENCE" EXCEPT AS MODIFIED IN THE PLANS. THE CONTRACTOR MAY FURNISH RAIL ELEMENTS OF 25' - 0", OR 12' - 6" (NOM.) LENGTHS. RAIL ELEMENTS MAY HAVE SLOTTED HOLES AT 3'-1 1/2" C-C OR 6'-3" C-C. A SPECIAL LENGTH OF RAIL MAY BE MANUFACTURED TO ACCOMMODATE THE DOWNSTREAM ANCHOR TERMINAL (DAT) AND THE TRANSITION SECTIONS OF GUARDRAIL.
3. BUTTON HEAD "POST BOLTS & NUTS" SHALL MEET THE REQUIREMENTS OF (ASTM A307), AND SHALL BE OF SUFFICIENT LENGTH TO EXTEND THROUGH THE FULL THICKNESS OF THE NUT AND 3/8" WASHER (FWC16G) AND NOT MORE THAN 1" BEYOND IT. TRIM REMAINING BOLT LENGTH TO MEET REQUIRED LENGTH.
4. FITTINGS (BOLTS, NUTS, AND WASHERS) SHALL BE GALVANIZED IN ACCORDANCE WITH ITEM 445, "GALVANIZING." FITTINGS SHALL BE SUBSIDIARY TO THE BID ITEM.
5. CROWN SHALL BE WIDENED TO ACCOMMODATE THE METAL BEAM GUARD FENCE.
6. THE LATERAL APPROACH TO THE GUARD FENCE, SHALL HAVE A MAXIMUM SLOPE OF 1V:10H.
7. IF SHOWN ELSEWHERE IN THE PLANS OR AS DIRECTED BY THE ENGINEER, THE GUARD FENCE MAY BE FLARED AT A RATE OF 25:1 OR FLATTER.
8. UNLESS OTHERWISE SHOWN IN THE PLANS, GUARD FENCE PLACED IN THE VICINITY OF CURBS SHALL BE POSITIONED SO THAT THE FACE OF CURB IS LOCATED DIRECTLY BELOW OR BEHIND THE FACE OF THE RAIL. RAIL PLACED OVER CURBS SHALL BE INSTALLED SO THAT THE POST BOLT IS LOCATED APPROXIMATELY 25 INCHES ABOVE THE GUTTER PAN OR EDGE OF SHOULDER.
9. APPLICATIONS IN SOLID ROCK ARE ONLY ALLOWED WITH STEEL POSTS. IF SOLID ROCK IS ENCOUNTERED WITHIN 0 TO 18" OF THE FINISHED GRADE, DRILL A 24" DIA. HOLE, 24" INTO THE ROCK. IF SOLID ROCK IS ENCOUNTERED BELOW 18", DRILL A 12" DIA. HOLE, 12" INTO THE ROCK OR TO THE STANDARD EMBEDMENT DEPTH, WHICHEVER MAYBE LESS. ANY EXCESS POST LENGTH, AFTER MEETING THESE DEPTHS, MAY BE FIELD CUT TO ENSURE PROPER GUARDRAIL MOUNTING HEIGHT. BACKFILL WITH COARSE AGGREGATE MATERIAL.
10. POSTS SHALL NOT BE SET IN CONCRETE, OF ANY DEPTH.
11. SPECIAL FABRICATION WILL BE REQUIRED AT INSTALLATION LOCATIONS HAVING A CURVATURE OF LESS THAN 150 FT. RADIUS.
12. UNLESS OTHERWISE SHOWN IN THE PLANS, A COMPOSITE MATERIAL BLOCK THAT MEETS THE REQUIREMENTS OF DMS-7210, "COMPOSITE MATERIAL POSTS AND BLOCKS FOR METAL BEAM GUARD FENCE" MAY BE SUBSTITUTED FOR BLOCKS OF SIMILAR DIMENSIONS. THE CONSTRUCTION DIVISION, TXDOT MAINTAINS A MATERIAL PRODUCER LIST (MPL) FOR PRODUCERS OF MATERIALS CONFORMING TO DMS-7210 ONLY PRODUCERS ON THE MPL MAY FURNISH COMPOSITE MATERIAL BLOCKS.
13. FOR THE LOW FILL CULVERT OPTION, POSTS LOCATED PARTIALLY OR WHOLLY BETWEEN PRECAST BOX CULVERT UNITS, THE USE OF A CAST-IN-PLACE CONCRETE CLOSURE BETWEEN BOXES IS REQUIRED. THE LENGTH OF THE CAST-IN-PLACE CONCRETE CLOSURE SHALL ACCOMMODATE THE PLACEMENT OF THE LOW FILL CULVERT OPTION. SEE CONCRETE CLOSURE DETAILS ON BRIDGE STANDARD SCP-MD.
14. GUARDRAIL HEIGHT MEASUREMENT: WHEN THE GUARDRAIL IS LOCATED ABOVE PAVEMENT, MEASURE THE HEIGHT FROM THE PAVEMENT TO THE TOP OF THE W-BEAM RAIL. WHEN THE GUARDRAIL IS LOCATED UP TO 2 FT. OFF OF THE EDGE OF PAVEMENT OR FOR A PAVEMENT OVERLAY, USE A 10-FOOT STRAIGHTEDGE TO EXTEND THE PAVEMENT/SHOULDER SLOPE TO THE BACK OF RAIL, MEASURE FROM THE BOTTOM OF STRAIGHTEDGE TO THE TOP OF RAIL. FOR GUARDRAIL LOCATED DOWN A 10:1 SLOPE, MEASURE FROM THE NOMINAL TERRAIN.

NOTE: TRANSITIONS TO BRIDGE RAILS OR TRAFFIC BARRIERS. SEE GF(31)TL3 TR STANDARD FOR HIGH-SPEED TL-3 TRANSITIONS. SEE GF(31)TL2 TR STANDARD FOR LOW-SPEED TL-2 TRANSITIONS.

				Design Division Standard
METAL BEAM GUARD FENCE TL-3 MASH COMPLIANT GF(31)-19				
FILE: gf3119.dgn	DN: TXDOT	CK: KM	DW: VP	CK: CGL/AG
© TXDOT: NOVEMBER 2019	CONT	SECT	JOB	HIGHWAY
REVISIONS	0099	01	035	US 283
	DIST	COUNTY	SHEET NO.	
	BWD	COLEMAN	54	

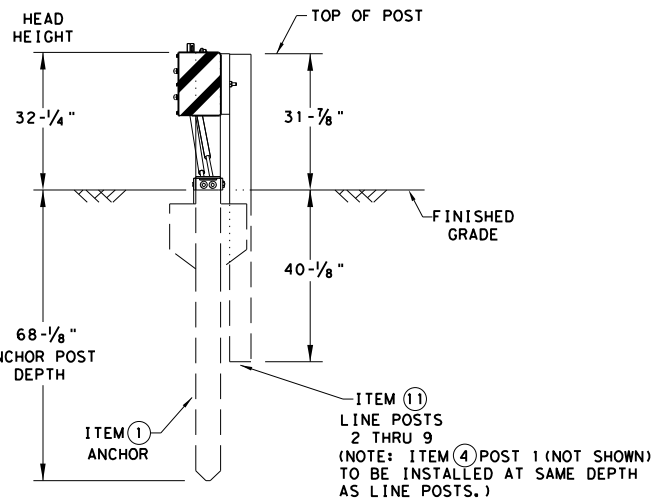
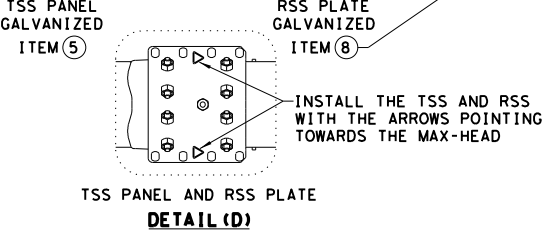
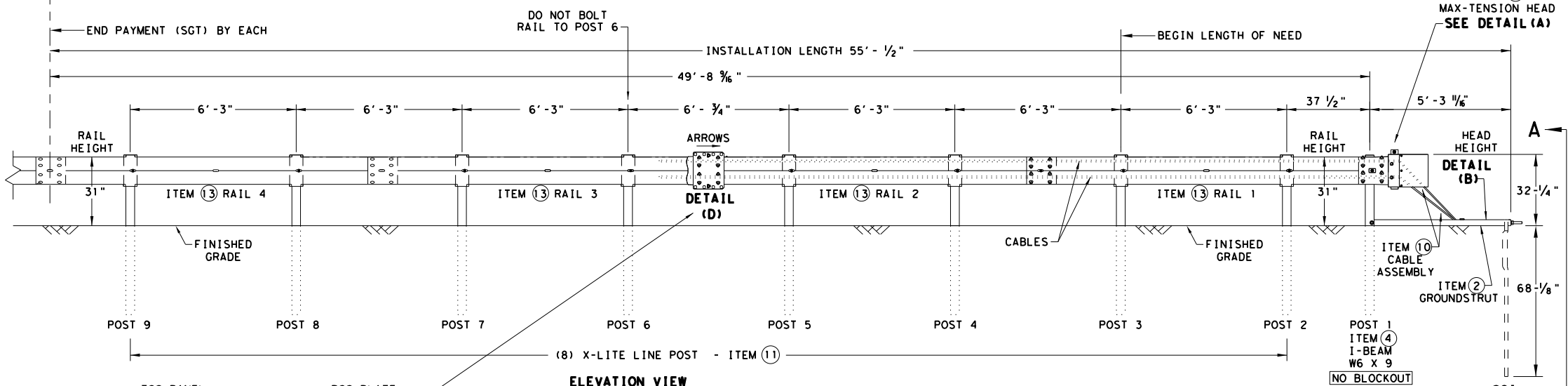
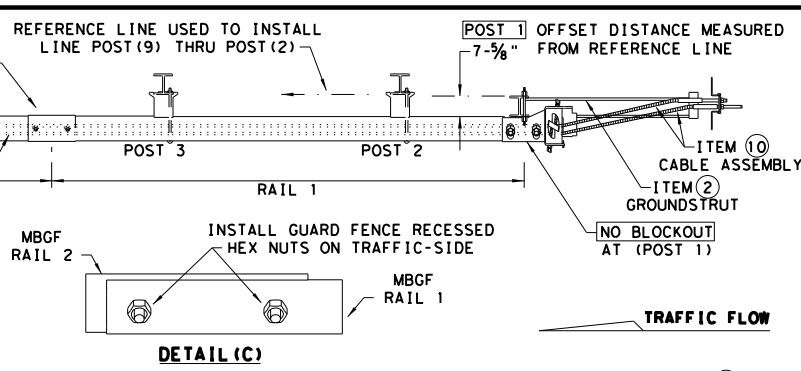
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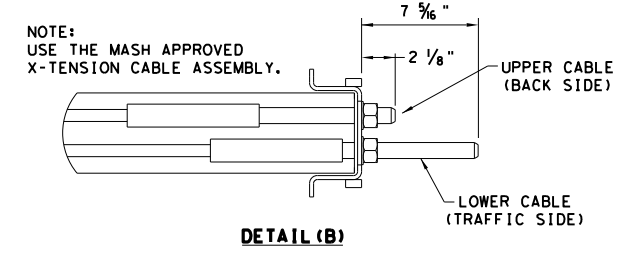
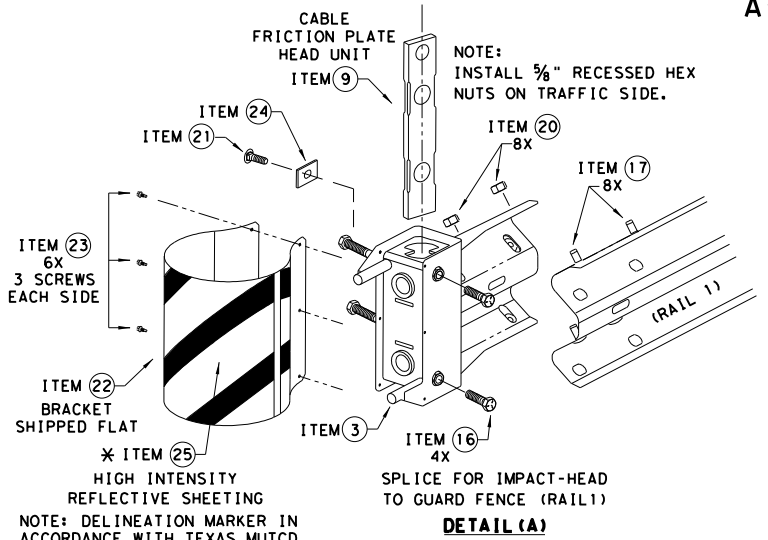


- NOTES:
- ITEM 2 COMPOSITE BLOCKOUTS INSTALLED AT LINE POST (9) THRU LINE POST (2).
 - DO NOT INSTALL A BLOCKOUT AT LINE POST (1).

NOTE: SECURE THE (TSS) PANEL TO OUTSIDE OF RAIL 2 WITH THE PANEL ARROWS POINTING TOWARDS THE HEAD.



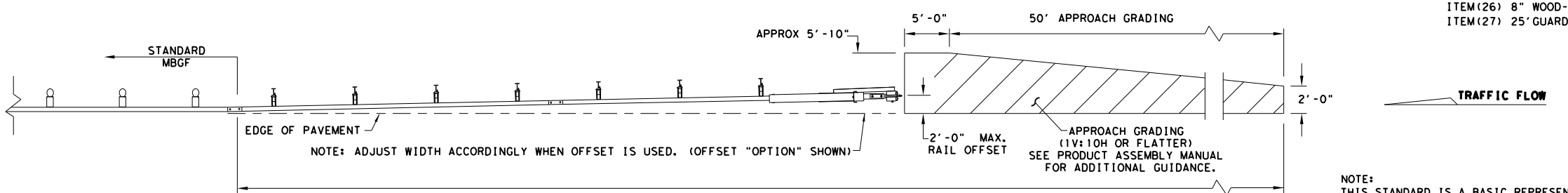
SECTION VIEW A-A
 SOIL ANCHOR, POST 1 & LINE POST 2 THRU 9



DETAIL (B)

- GENERAL NOTES**
- FOR SPECIFIC INFORMATION REGARDING INSTALLATION AND TECHNICAL GUIDANCE OF THE SYSTEM, CONTACT: LINDSAY TRANSPORTATION SOLUTIONS (LTS) - BARRIER SYSTEMS, INC. AT (707) 374-6800
 - FOR INSTALLATION, REPAIR, & MAINTENANCE REFER TO THE: MAX-TENSION INSTALLATION INSTRUCTION MANUAL. P/N MANMAX REV D (ECN 3516).
 - APPLY HIGH INTENSITY REFLECTIVE SHEETING, "OBJECT MARKER" ON THE FRONT FACE OF THE DEVICE PER MANUFACTURER'S RECOMMENDATIONS. OBJECT MARKER SHALL CONFORM TO THE STANDARDS REQUIRED IN TEXAS MUTCD.
 - FOR POST (LEAVE-OUT) INSTALLATION AND GUIDANCE SEE TxDOT'S LATEST ROADWAY MOW STRIP STANDARD.
 - ALL STEEL COMPONENTS ARE GALVANIZED PER ASTM A123 OR EQUIVALENT UNLESS OTHERWISE STATED.
 - SYSTEM SHOWN USING STEEL WIDE FLANGE POST WITH COMPOSITE BLOCKOUTS.
 - COMPOSITE MATERIAL BLOCKOUT THAT MEETS THE REQUIREMENTS OF DMS-7210, MAY BE SUBSTITUTED FOR BLOCKOUTS SIMILAR DIMENSIONS. SEE CONSTRUCTION DIVISION MATERIAL PRODUCER LIST (MPL) FOR CERTIFIED PRODUCERS.
 - REFER TO INSTALLATION MANUAL FOR SPECIFIC PANEL LAPPING GUIDANCE.
 - IF SOLID ROCK IS ENCOUNTERED SEE THE MANUFACTURER'S INSTALLATION MANUAL FOR INSTALLATION GUIDANCE.
 - POSTS SHALL NOT BE SET IN CONCRETE.
 - A DRIVING CAP WITH A TIMBER OR PLASTIC INSERT SHALL BE USED WHEN DRIVING POST TO PREVENT DAMAGE TO THE GALVANIZING ON TOP OF THE POST.
 - MAX-TENSION SYSTEM SHALL NEVER BE INSTALLED WITHIN A CURVED SECTION OF GUARDRAIL.
 - IF A DELINEATION MARKER IS REQUIRED, MARKER SHALL BE IN ACCORDANCE WITH TEXAS MUTCD.
 - THE SYSTEM IS SHOWN WITH 12'-6" MBGF PANELS, 25'-0" MBGF PANELS ARE ALSO ALLOWED.
 - A MINIMUM OF 12'-6" OF 12GA. MBGF IS REQUIRED IMMEDIATELY DOWNSTREAM OF THE MAX-TENSION SYSTEM.

ITEM #	PART NUMBER	DESCRIPTION	QTY
1	BSI-1610060-00	SOIL ANCHOR - GALVANIZED	1
2	BSI-1610061-00	GROUND STRUT - GALVANIZED	1
3	BSI-1610062-00	MAX-TENSION IMPACT HEAD	1
4	BSI-1610063-00	W6x9 I-BEAM POST 6FT. -GALVANIZED	1
5	BSI-1610064-00	TSS PANEL - TRAFFIC SIDE SLIDER	1
6	BSI-1610065-00	ISS PANEL - INNER SIDE SLIDER	1
7	BSI-1610066-00	TOOTH - GEOMET	1
8	BSI-1610067-00	RSS PLATE - REAR SIDE SLIDER	1
9	B061058	CABLE FRICTION PLATE - HEAD UNIT	1
10	BSI-1610069-00	CABLE ASSEMBLY - MASH X-TENSION	2
11	BSI-1012078-00	X-LITE LINE POST-GALVANIZED	8
12	B090534	8" W-BEAM COMPOSITE-BLOCKOUT XT110	8
13	BSI-4004386	12'-6" W-BEAM GUARD FENCE PANELS 12GA.	4
14	BSI-1102027-00	X-LITE SQUARE WASHER	1
15	BSI-2001886	5/8" X 7" THREAD BOLT HH (GR.5)GEOMET	1
16	BSI-2001885	3/4" X 3" ALL-THREAD BOLT HH (GR.5)GEOMET	4
17	4001115	5/8" X 1 1/4" GUARD FENCE BOLTS (GR.2)MGAL	48
18	2001840	5/8" X 10" GUARD FENCE BOLTS MGAL	8
19	2001636	5/8" WASHER F436 STRUCTURAL MGAL	2
20	4001116	5/8" RECESSED GUARD FENCE NUT (GR.2)MGAL	59
21	BSI-2001888	5/8" X 2" ALL THREAD BOLT (GR.5)GEOMET	1
22	BSI-1701063-00	DELINEATION MOUNTING (BRACKET)	1
23	BSI-2001887	1/4" X 3/4" SCREW SD HH 410SS	7
24	4002051	GUARDRAIL WASHER RECT AASHTO FWRO3	1
25	SEE NOTE BELOW	HIGH INTENSITY REFLECTIVE SHEETING	1
26	4002337	8" W-BEAM TIMBER-BLOCKOUT, PDB01B	8
27	BSI-4004431	25' W-BEAM GUARDRAIL PANEL, 8-SPACE, 12GA.	2
28	MANMAX Rev-(D)	MAX-TENSION INSTALLATION INSTRUCTIONS	1



APPROACH GRADING AT GUARDRAIL END TREATMENTS

NOTE: TxDOT GENERIC APPROACH GRADING LAYOUT USED FOR ALL TANGENT TYPE END TREATMENTS.

NOTE: THIS STANDARD IS A BASIC REPRESENTATION OF THE MAX-TENSION END TERMINAL, IT IS NOT INTENDED TO REPLACE THE PRODUCT DESCRIPTION ASSEMBLY MANUAL.

- * TO BE PROVIDED BY DISTRIBUTOR OR CONTRACTOR.
- ** ALTERNATIVE ITEMS NOT SHOWN. ITEM (26) 8" WOOD-BLOCKOUTS ITEM (27) 25' GUARD FENCE PANELS

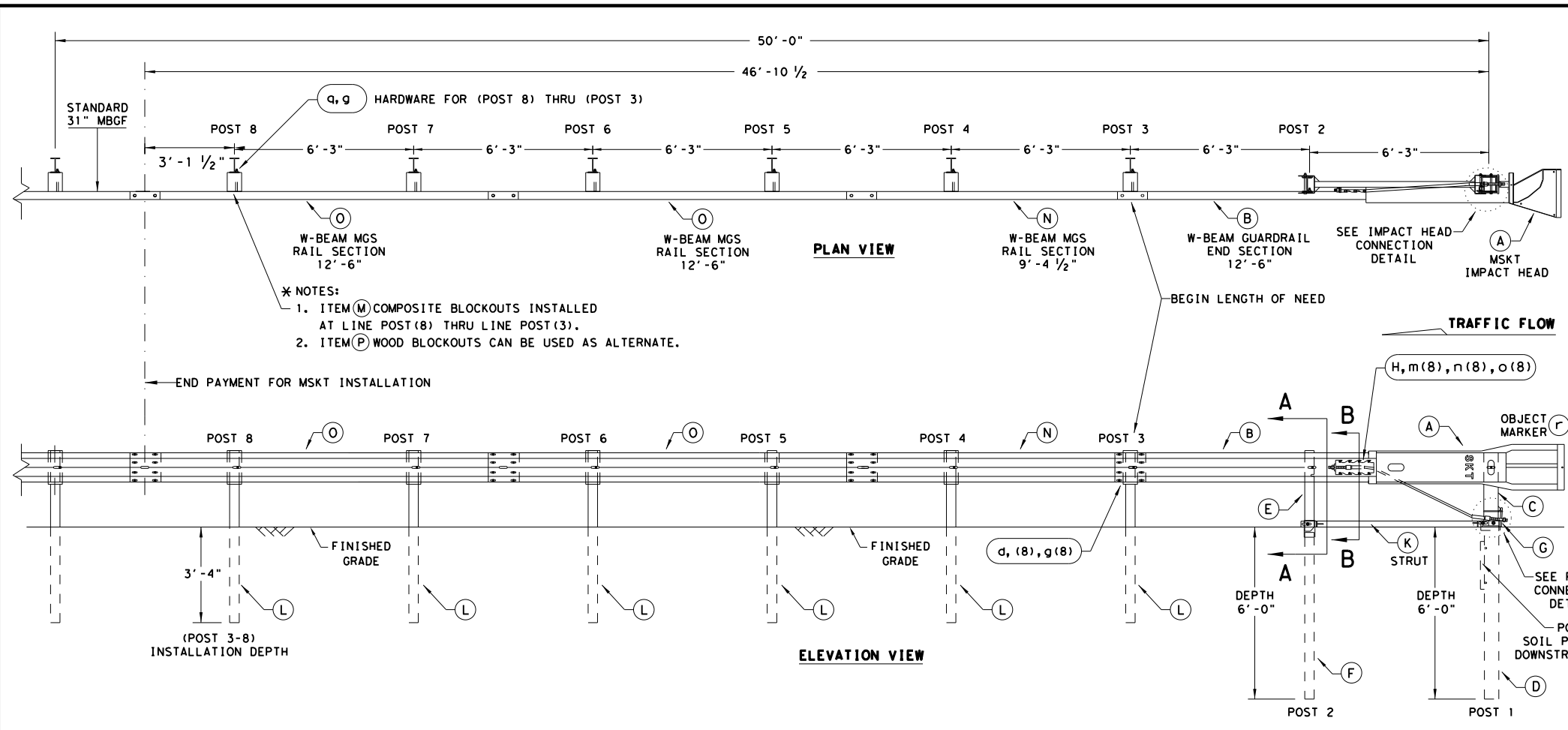
Texas Department of Transportation
 Design Division Standard

MAX-TENSION END TERMINAL
MASH - TL-3
SGT (11S) 31-18

FILE: sgt11s3118.dgn	DN: TxDOT	CK: KM	DW: TxDOT	CK: CL
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REVISIONS	0099	01	035	US 283
DIST	COUNTY		SHEET NO.	
BWD	COLEMAN		56	

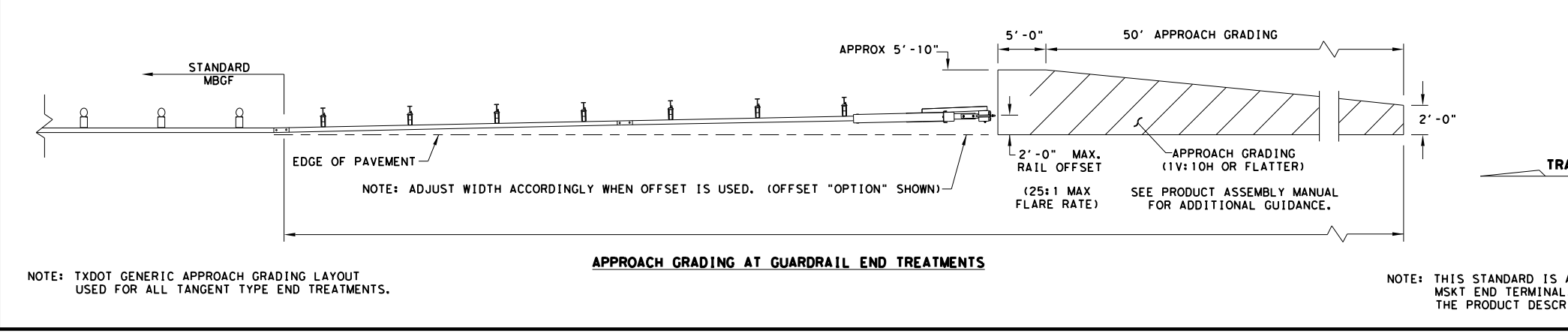
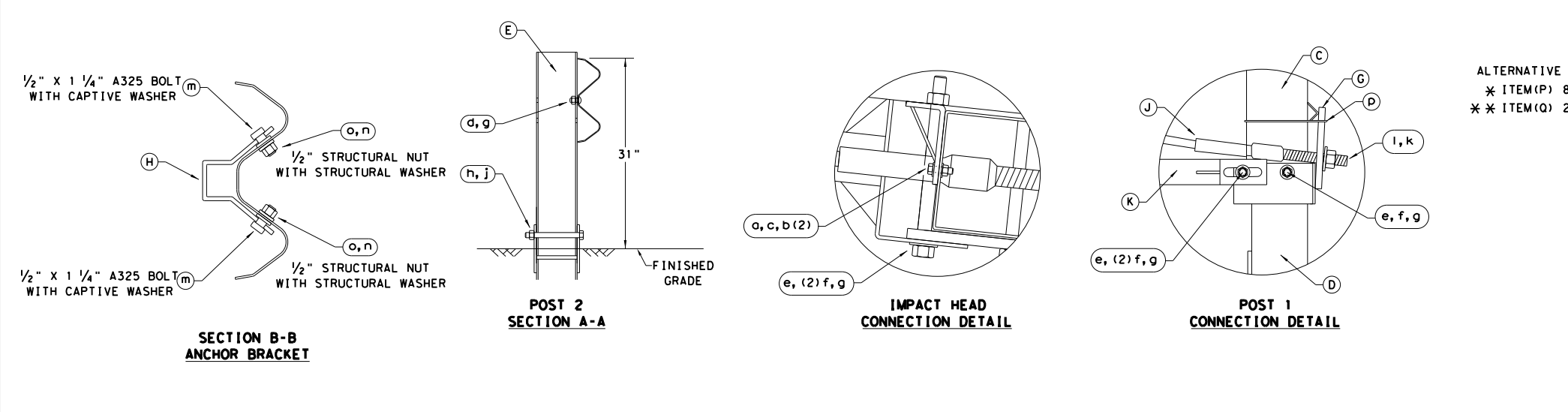
DISCLAIMER: THIS STANDARD IS GOVERNED BY THE "TEXAS ENGINEERING PRACTICE ACT". NO WARRANTY OF ANY KIND IS MADE BY TxDOT FOR ANY PURPOSE WHATSOEVER. THE USE OF THIS STANDARD ASSUMES NO RESPONSIBILITY FOR THE CONVERSION OF THIS STANDARD TO OTHER FORMATS OR FOR INCORRECT RESULTS OR DAMAGES RESULTING FROM ITS USE.

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- GENERAL NOTES**
- FOR SPECIFIC INFORMATION REGARDING INSTALLATION AND TECHNICAL GUIDANCE OF THE SYSTEM, CONTACT: ROAD SYSTEMS, INC. (432)263-2435. 3616 OLD HOWARD COUNTY AIRPORT, BIG SPRING, TX 79720
 - FOR INSTALLATION, REPAIR AND MAINTENANCE REFER TO THE: MSKT END TERMINAL, PRODUCT DESCRIPTION ASSEMBLY MANUAL (PUBLICATION-062717).
 - APPLY HIGH INTENSITY REFLECTIVE SHEETING, "OBJECT MARKER" ON THE FRONT FACE OF THE DEVICE PER MANUFACTURER'S RECOMMENDATIONS. OBJECT MARKER SHALL CONFORM TO THE STANDARDS REQUIRED IN TEXAS MUTCD.
 - FOR POST (LEAVE-OUT) INSTALLATION AND GUIDANCE SEE TxDOT'S LATEST ROADWAY MOW STRIP STANDARD.
 - HARDWARE (BOLTS, NUTS, & WASHERS) SHALL BE GALVANIZED IN ACCORDANCE WITH ITEM 445, "GALVANIZING". FITTINGS SHALL BE SUBSIDIARY TO THE BID ITEM.
 - SYSTEM SHOWN USING STEEL WIDE FLANGE POSTS WITH COMPOSITE BLOCKOUTS.
 - A COMPOSITE MATERIAL BLOCKOUTS THAT MEETS THE REQUIREMENTS OF DMS-7210, MAY BE SUBSTITUTED FOR BLOCKOUTS OF SIMILAR DIMENSIONS. SEE CONSTRUCTION DIVISION MATERIAL PRODUCER LIST (MPL) FOR CERTIFIED PRODUCERS.
 - IF SOLID ROCK IS ENCOUNTERED IN THE AREA OF (POST 1) AND / OR (POST 2) CONTACT THE MANUFACTURER, & REFER TO THE LATEST ROADWAY MOW STRIP STANDARD FOR INSTALLATION GUIDANCE.
 - POSTS SHALL NOT BE SET IN CONCRETE.
 - SYSTEM MUST BE ATTACHED TO STANDARD 31" MBGF.
 - UNDER NO CIRCUMSTANCES SHALL THE GUARDRAIL WITHIN THE MSKT SYSTEM BE CURVED.
 - A FLARE RATE OF UP TO 25:1 MAY BE USED TO PREVENT THE TERMINAL HEAD FROM ENCRANCHING ON THE SHOULDER. THE FLARE MAY BE DECREASED OR ELIMINATED FOR SPECIFIC INSTALLATIONS, IF DIRECTED BY THE ENGINEER.
 - THE SYSTEM IS SHOWN WITH TWO 12'-6" MBGF PANELS, ONE 25'-0" MBGF PANEL IS ALSO ALLOWED IN ITS PLACE.
 - A DRIVING CAP WITH A TIMBER OR PLASTIC INSERT SHALL BE USED WHEN DRIVING POSTS 3-8 TO PREVENT DAMAGE TO THE GALVANIZING ON TOP OF THE POST. SPECIAL DRIVING CAP TO BE USED ON LOWER POSTS 1 & 2 TO PREVENT DAMAGE TO THE WELDED PLATES.

ITEM	QTY	MAIN SYSTEM COMPONENTS	ITEM NUMBERS
A	1	MSKT IMPACT HEAD	MS3000
B	1	W-BEAM GUARDRAIL END SECTION, 12 Go.	SF1303
C	1	POST 1 - TOP (6" X 6" X 1/8" TUBE)	MTPHP1A
D	1	POST 1 - BOTTOM (6' W6X15)	MTPHP1B
E	1	POST 2 - ASSEMBLY TOP	UHP2A
F	1	POST 2 - ASSEMBLY BOTTOM (6' W6X9)	HP2B
G	1	BEARING PLATE	E750
H	1	CABLE ANCHOR BOX	S760
J	1	BCT CABLE ANCHOR ASSEMBLY	E770
K	1	GROUND STRUT	MS785
L	6	W6X9 OR W6X8.5 STEEL POST	P621
M	6	COMPOSITE BLOCKOUTS	CBSP-14
N	1	W-BEAM MGS RAIL SECTION (9'-4 1/2")	G12025
O	2	W-BEAM MGS RAIL SECTION (12'-6")	G1203A
P	6	WOOD BLOCKOUT 6" X 8" X 14"	P675
Q	1	W-BEAM MGS RAIL SECTION (25'-0")	G1209
SMALL HARDWARE			
o	2	5/8" x 1" HEX BOLT (GRD 5)	B5160104A
b	4	5/8" WASHER	W0516
c	2	5/8" HEX NUT	N0516
d	25	5/8" Dia. x 1 1/4" SPLICE BOLT (POST 2)	B580122
e	2	5/8" Dia. x 9" HEX BOLT (GRD A449)	B580904A
f	3	5/8" WASHER	W050
g	33	5/8" Dia. H.G.R NUT	N050
h	1	3/4" Dia. x 8 1/2" HEX BOLT (GRD A449)	B340854A
j	1	3/4" Dia. HEX NUT	N030
k	2	1 ANCHOR CABLE HEX NUT	N100
l	2	1 ANCHOR CABLE WASHER	W100
m	8	1/2" x 1 1/4" A325 BOLT WITH CAPTIVE WASHER	SB12A
n	8	1/2" STRUCTURAL NUTS	N012A
o	8	1 1/8" O.D. x 3/8" I.D. STRUCTURAL WASHERS	W012A
p	1	BEARING PLATE RETAINER TIE	CT-100ST
q	6	5/8" x 10" H.G.R. BOLT	B581002
r	1	OBJECT MARKER 18" X 18"	E3151



Design Division Standard

SINGLE GUARDRAIL TERMINAL

MSKT-MASH-TL-3

SGT (12S) 31-18

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REVISIONS		0099	01	035	US 283
DIST	COUNTY	SHEET NO.			
BWD	COLEMAN			57	

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REFLECTOR UNIT SIZES FOR DELINEATORS AND OBJECT MARKERS				DELINEATORS				D & OM DESCRIPTIVE CODES					
DEVICE	SIZE 1	SIZE 2	SIZE 3	SIZE 4	DEVICE	SINGLE		DOUBLE		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 BRFL = 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			
SHEETING: Yellow, White or Red Type B or C reflective sheeting				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 (fix). 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.				POST TYPE: WC, YFLX, WFLX, GND									
				MOUNT TYPE: GND, SRF									

OBJECT MARKERS										D & OM DESCRIPTIVE CODES				
DEVICE	Type 1 (OM-1)		Type 2 (OM-2)			Type 3 (OM-3)			Type 4 (OM-4)		INSTL OM ASSM (OM-XX) (XXXX)XXX (XX)			
	OM-1	OM-2X	OM-2Y	OM-2Z	OM-3L	OM-3R	OM-3C	OM-4		TYPE OF OBJECT MARKER 1, 2, 3, or 4 NUMBER OF REFLECTORS OR DIRECTION X = 3-Size 2 reflector unit (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				
SHEETING: Yellow-Type B _{FL} or C _{FL} Sheeting	SHEETING: Yellow - Type B or C Sheeting			SHEETING: Alternating acrylic black and retroreflective yellow - Type B _{FL} or C _{FL} Sheeting			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							

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

BARRIER REFLECTORS (BRF)			CHEVRONS				ONE DIRECTION LARGE ARROW		NOTE:					
DEVICE	GF1	GF2	CTB	W1-8				W1-6		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.				
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.			SIZE (W x L)	18"x 24" (Conventional)	24"x 30" (Conventional Oversize)	30"x 36" (Expressway)	36" x 48" (Freeway)	SIZE (W x L)	48" x 24" (Conventional)	60" x 30" (Expressway & Freeway)				
			MOUNTING HEIGHT	4'-0" or 7'-0"		7'-0" Only		MOUNTING HEIGHT	7'-0"					
SHEETING: Yellow, White, Red			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).											
NOTE: 1. Reflective sheeting shall have a minimum dimension of 3 inches and minimum surface area of 9 square inches.														

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	OW: TXDOT	CR: TXDOT
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REVISIONS	0099	01	035	US 283
10-09 3-15	DIST	COUNTY	SHEET NO.	
4-10 7-20	BWD	COLEMAN	58	

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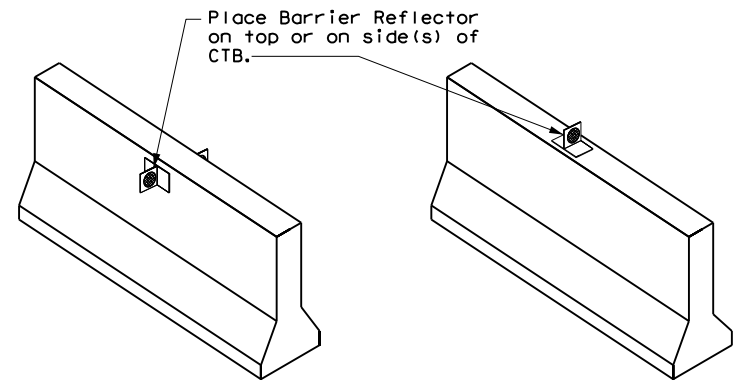
POST TYPE AND SUPPORT FOUNDATION DETAILS

TYPE OF BARRIER MOUNTS

WING CHANNEL (WC)	FLEXIBLE POSTS (YFLX, WFLX)		WEDGE ANCHOR SYSTEMS	
GND	GND	SRF	WAS	WAP
	EMBEDDED		STEEL	PLASTIC
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.	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.		NOTE 1. Install per manufacturer's recommendations.	

GUARD FENCE ATTACHMENT	
GF 1	GF 2

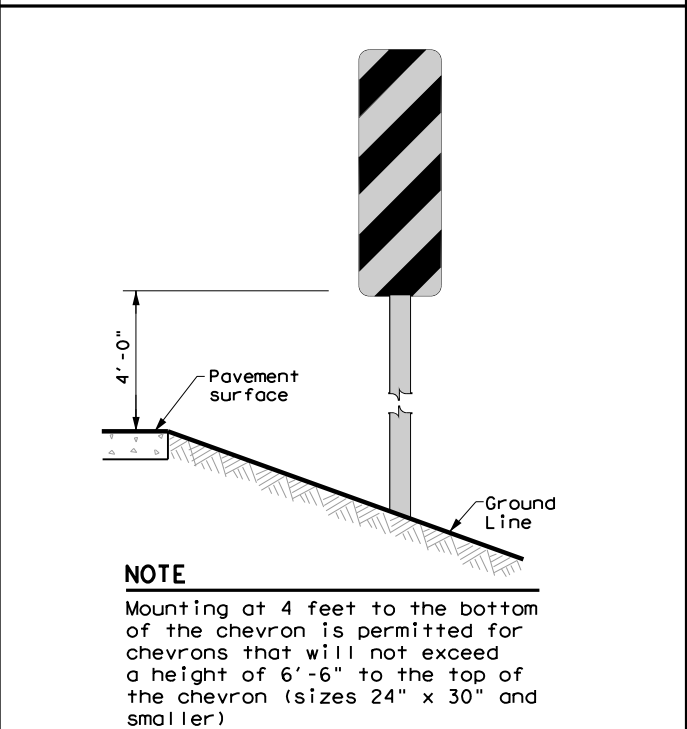
CONCRETE TRAFFIC BARRIER (CTB)



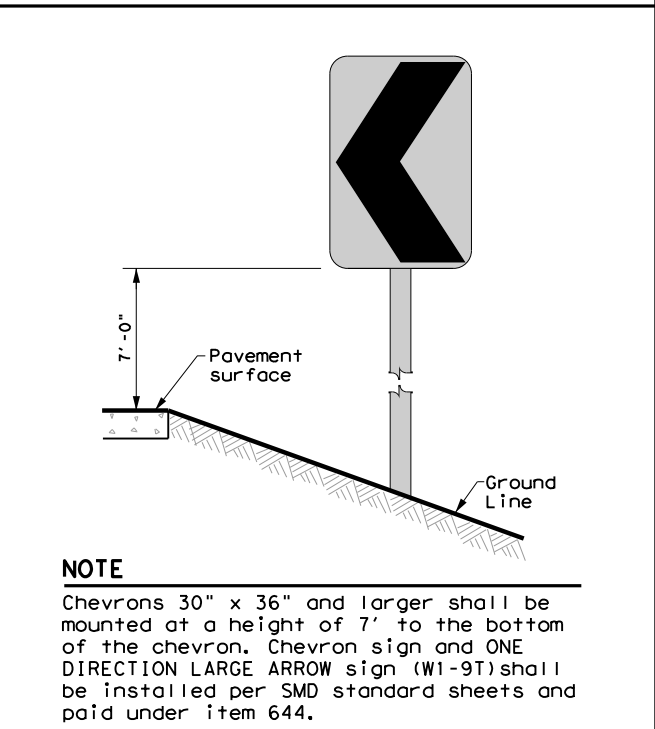
GENERAL NOTES

- Place delineators on a section of roadway at a consistent distance from the edge of pavement.
- Where a restriction prevents consistent placement from the pavement edge, place the affected object markers in line with the innermost edge of the obstruction.
- 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.
- Install all delineators, object markers and barrier reflectors in accordance with the manufacturer's recommendation.
- Barrier reflectors should be installed a minimum of 18 inches above the edge of the pavement surface.
- Diagonal stripes on Type 3 object markers shall slope down toward the intended travel lane.

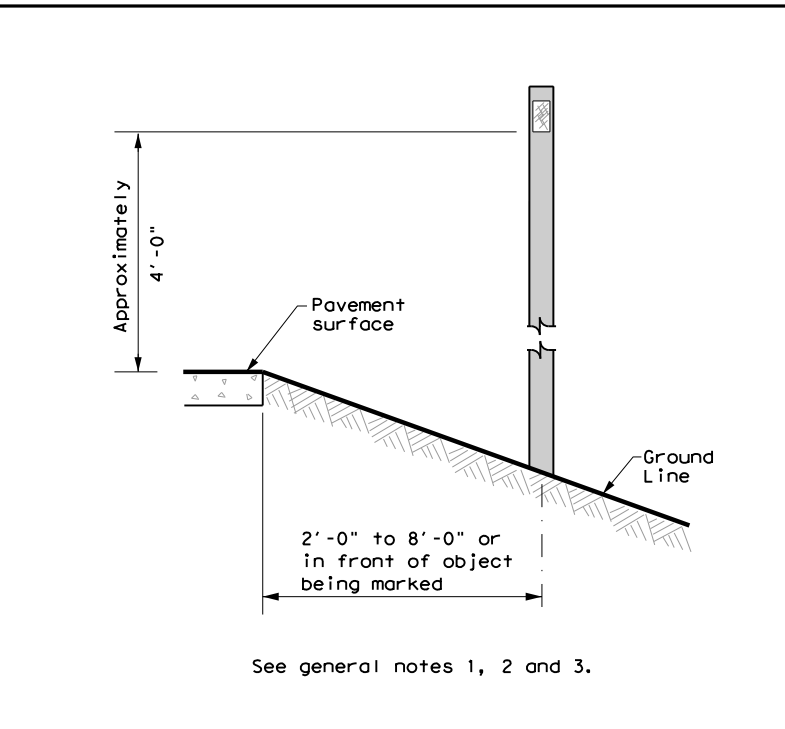
TYPES 1,3, AND 4 OBJECT MARKERS AND CHEVRONS



CHEVRONS AND ONE DIRECTION LARGE ARROW SIGN



DELINEATORS AND TYPE 2 OBJECT MARKERS



Texas Department of Transportation
 Traffic Safety Division Standard

DELINEATOR & OBJECT MARKER INSTALLATION
D & OM(2)-20

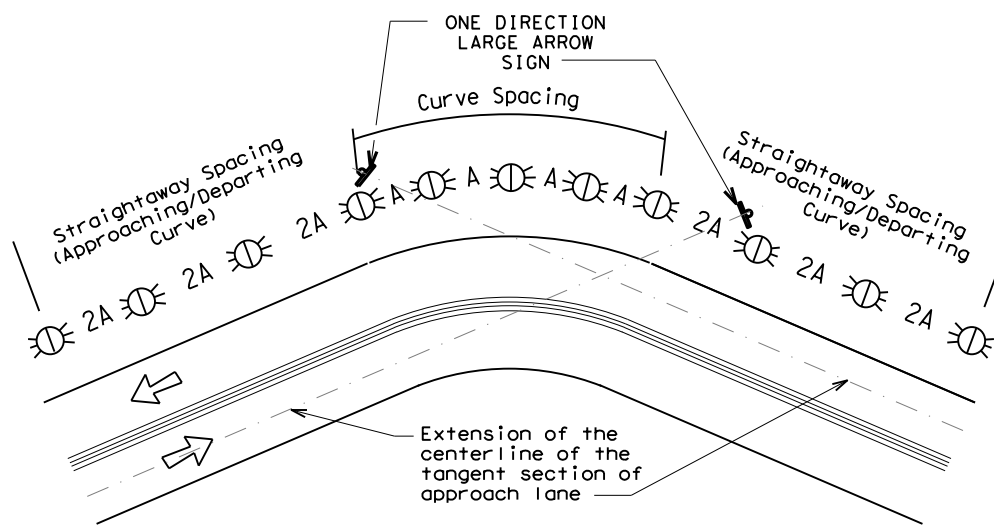
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© TxDOT August 2004	CONT	SECT	JOB	HIGHWAY
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4-10 7-20	BWD	COLEMAN	59	

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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

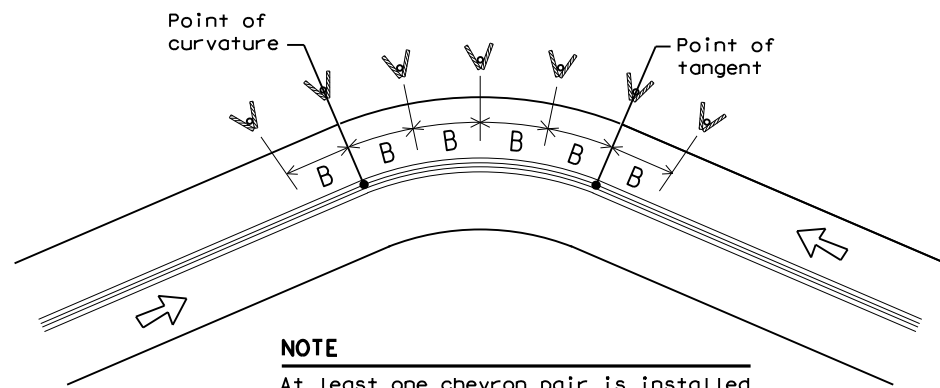
SUGGESTED SPACING FOR DELINEATORS ON HORIZONTAL CURVES



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

- 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.
- Barrier reflectors may be used to replace required delineators.
- Single red delineators may be mounted on the back side of delineator posts for wrong way driver applications

LEGEND

	Bi-directional Delineator
	Delineator
	Sign



DELINEATOR & OBJECT MARKER PLACEMENT DETAILS

D & OM(3)-20

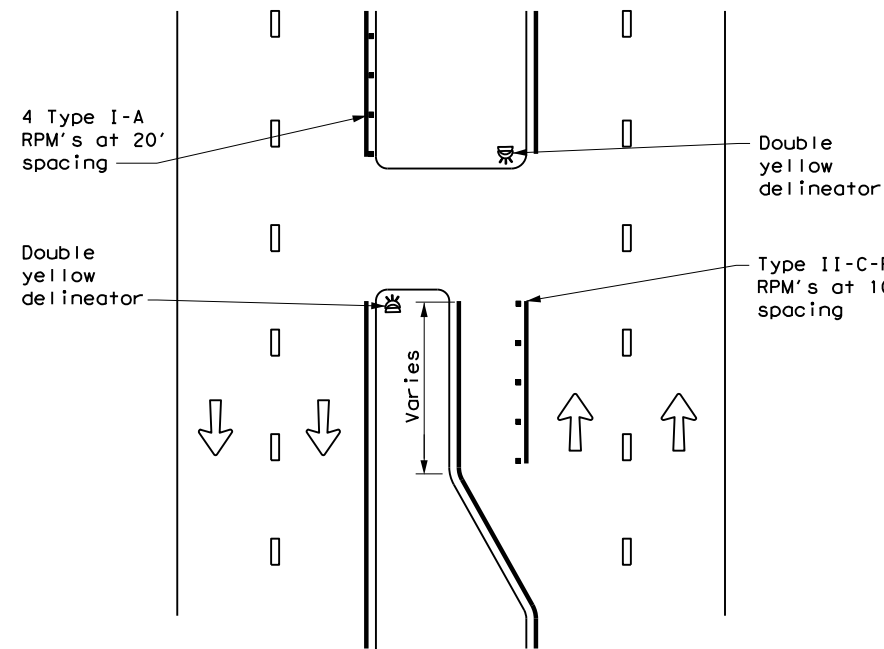
FILE: dom3-20.dgn	DW: TxDOT	CK: TxDOT	DW: TxDOT	CK: TxDOT
© TxDOT August 2004	CONT	SECT	JOB	HIGHWAY
REVISIONS	0099	01	035	US 283
3-15 8-15	DIST	COUNTY	SHEET NO.	
8-15 7-20	BWD	COLEMAN	60	

DATE: 10/31/2021 6:15:51 PM
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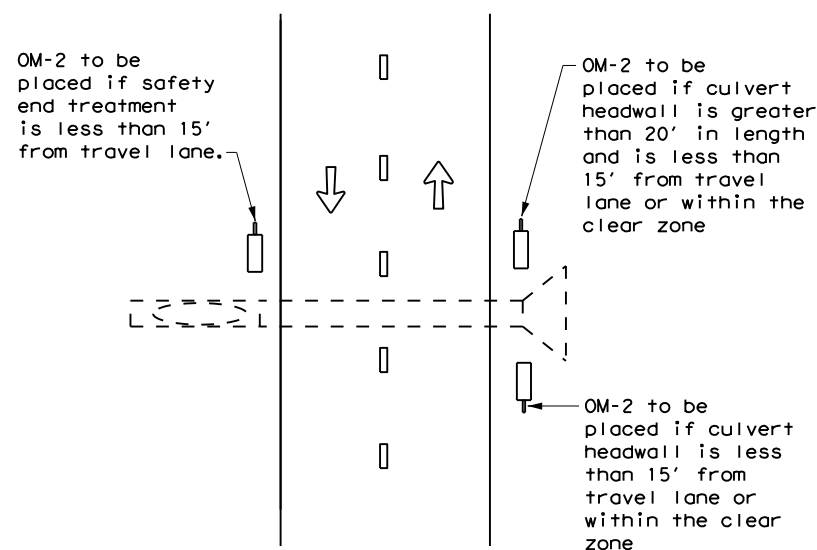
DATE: 10/31/2021 6:16:32 PM
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CROSSOVERS



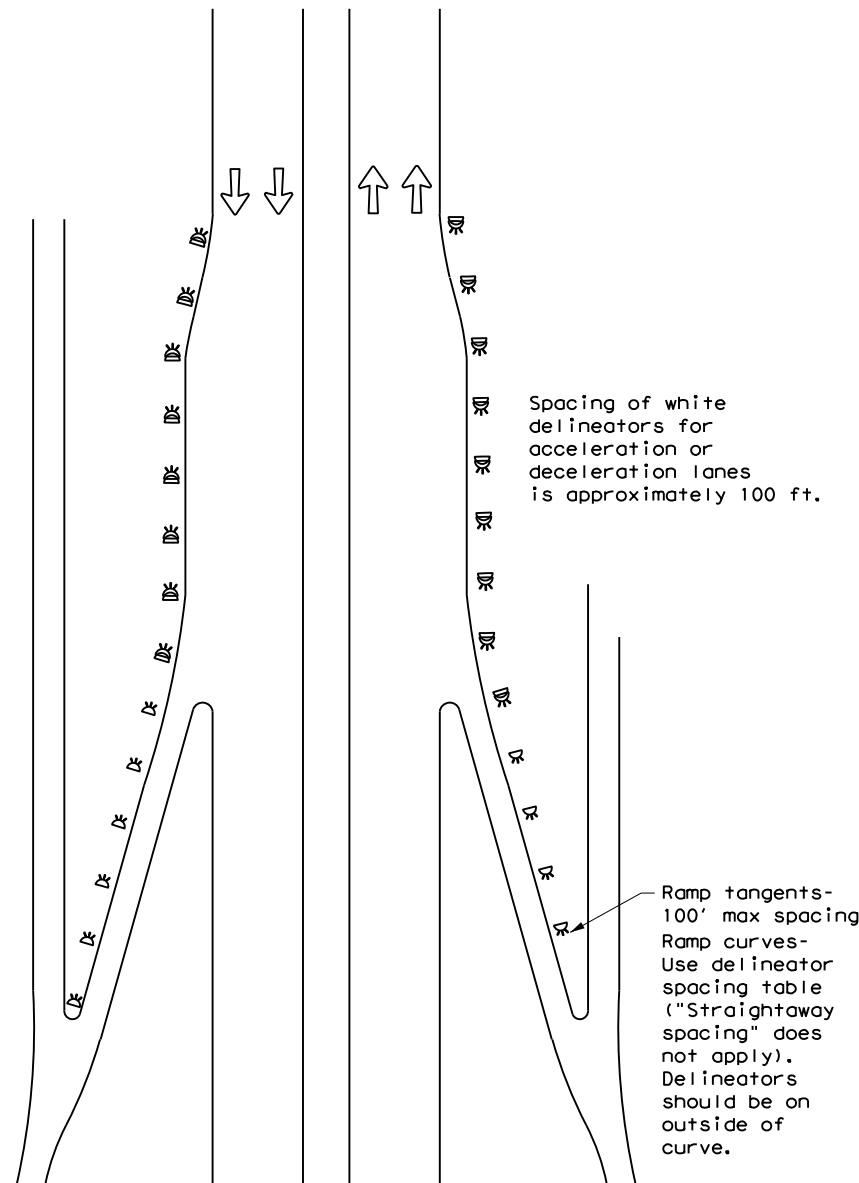
DETAIL 1

FOR CULVERTS WITHOUT MBGF



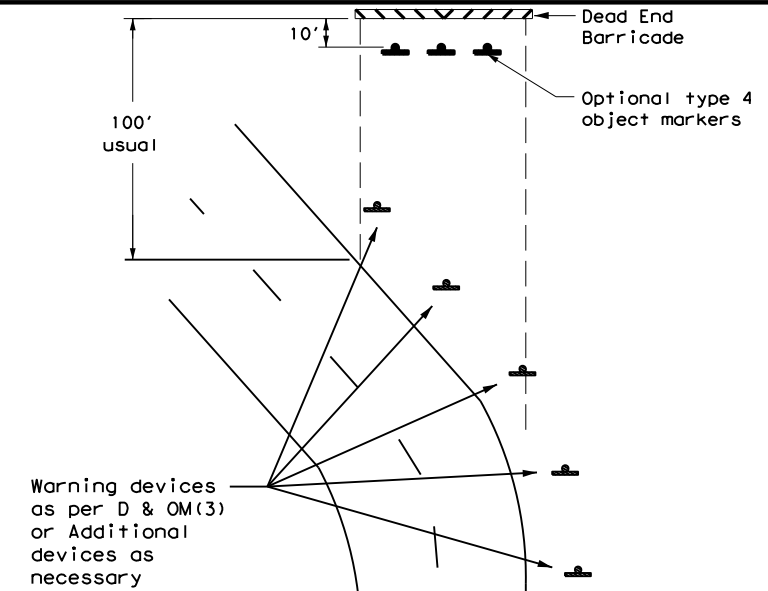
DETAIL 2

FREEWAY DELINEATION FOR RAMPS AND ACCELERATION/DECELERATION LANES



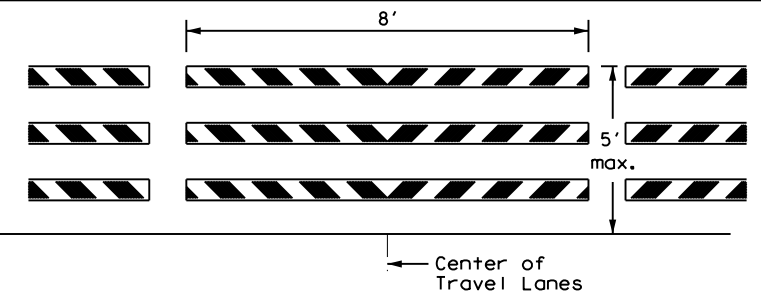
DETAIL 3

TYPICAL APPLICATION OF DEAD END BARRICADE



DETAIL 4

TYPICAL DEAD END BARRICADE INSTALLATION



NOTES

- Barricade striping shall be red and white reflective sheeting for all permanent road closures.
- Barricade striping is red and white sloping toward the center of the roadway.
- 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

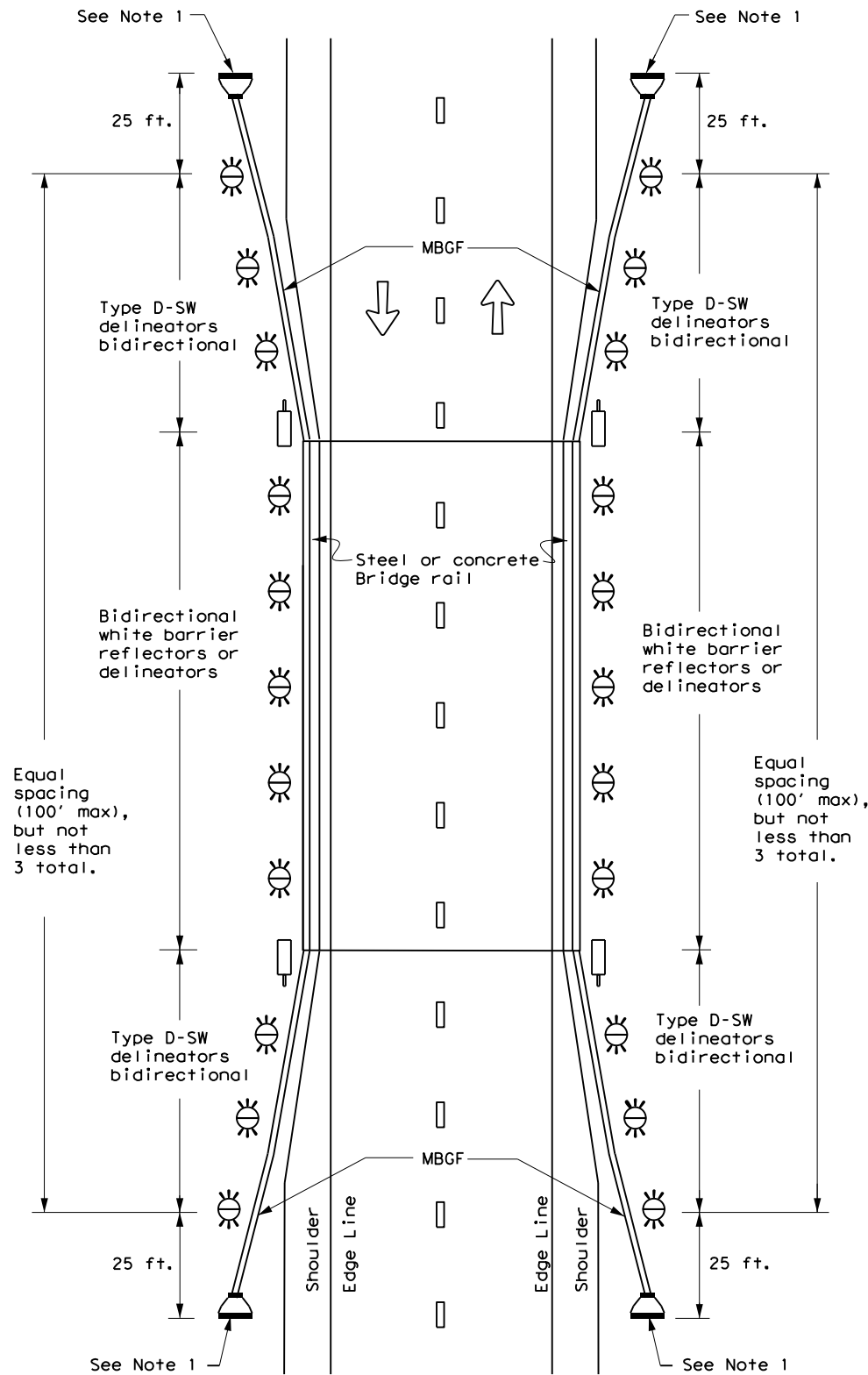


DELINEATOR & OBJECT MARKER PLACEMENT DETAILS

D & OM(4) -20

FILE: dom4-20.dgn	DN: TXDOT	CK: TXDOT	OW: TXDOT	CR: TXDOT
© TXDOT August 2004	CONT	SECT	JOB	HIGHWAY
REVISIONS	0099	01	035	US 283
3-15	DIST	COUNTY	SHEET NO.	
7-20	BWD	COLEMAN	61	

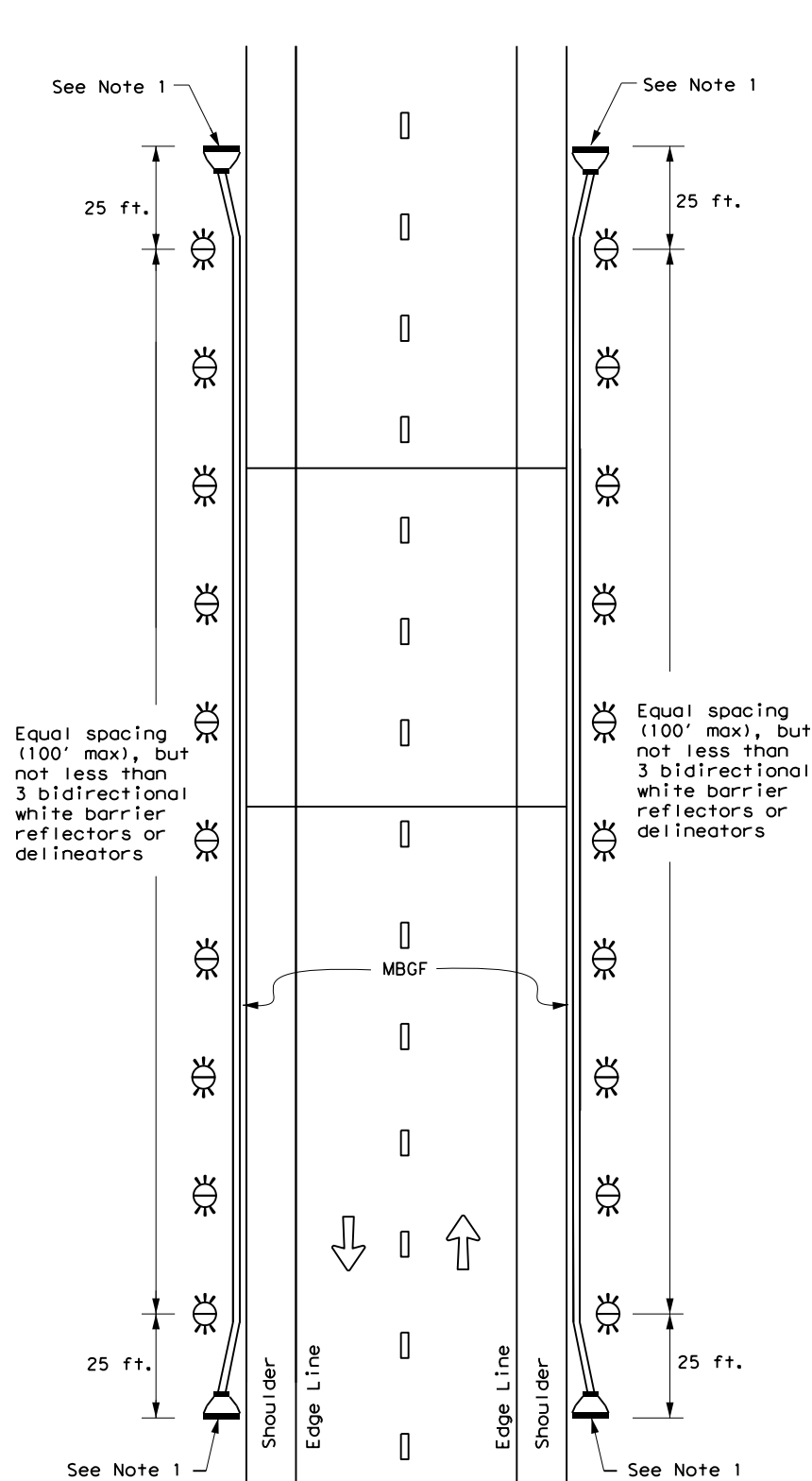
**TWO-WAY, TWO LANE ROADWAY
WITH REDUCED WIDTH APPROACH RAIL**



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.

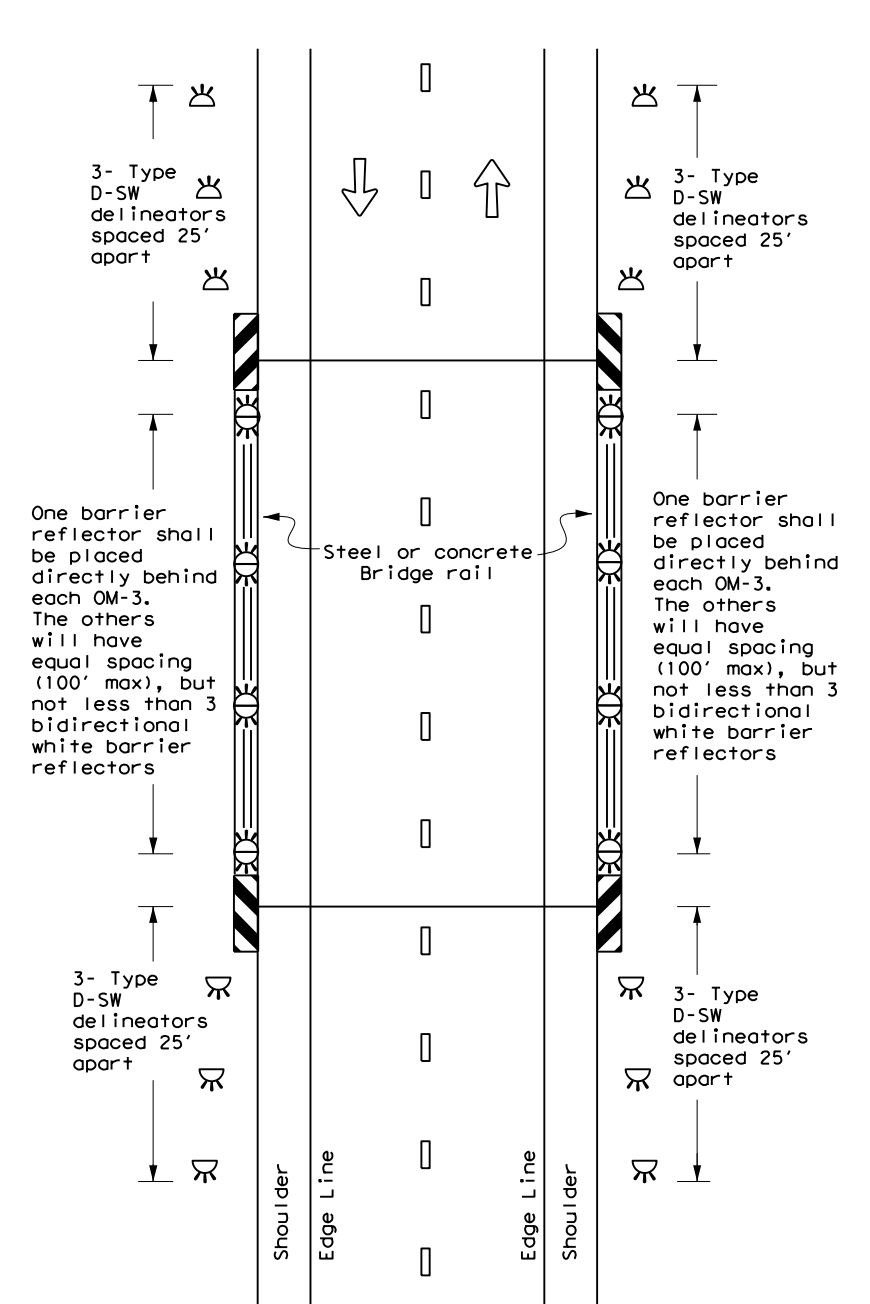
**TWO-WAY, TWO LANE ROADWAY
WITH METAL BEAM GUARD FENCE (MBGF)**



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



**DELINEATOR &
OBJECT MARKER
PLACEMENT DETAILS**

D & OM(5) - 20

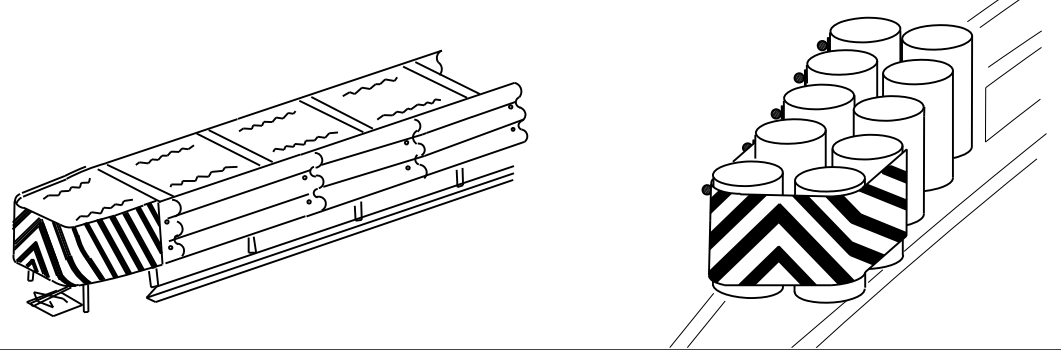
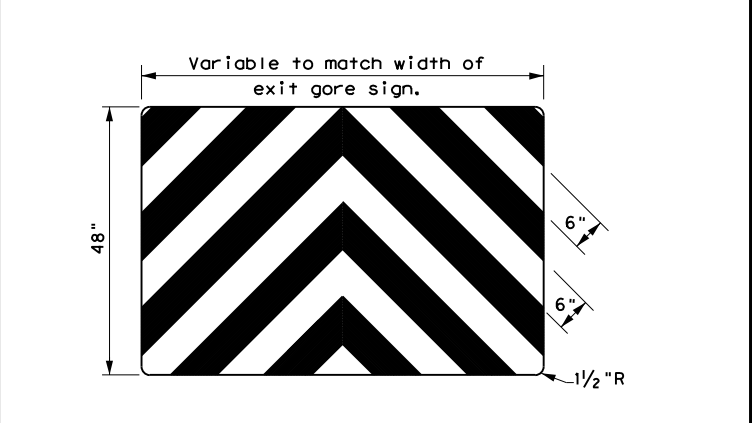
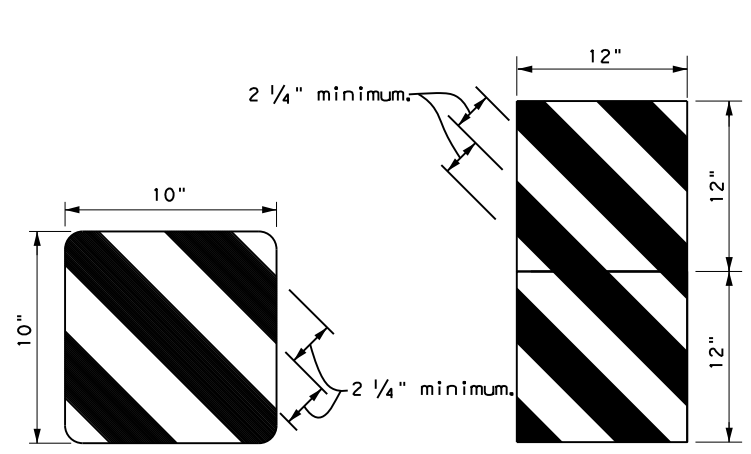
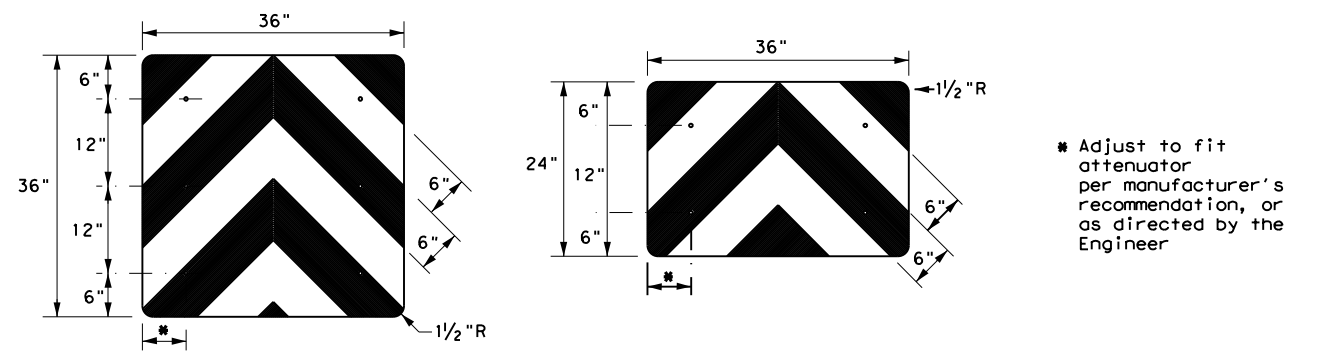
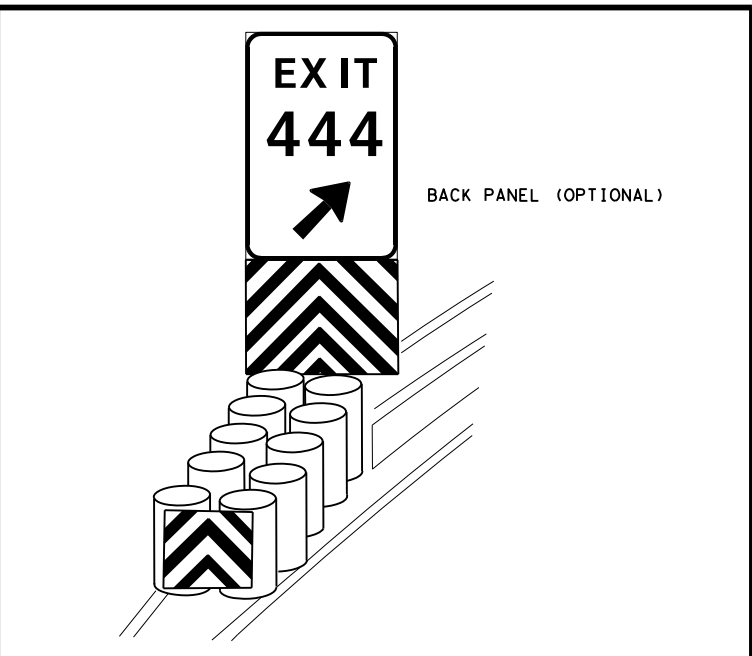
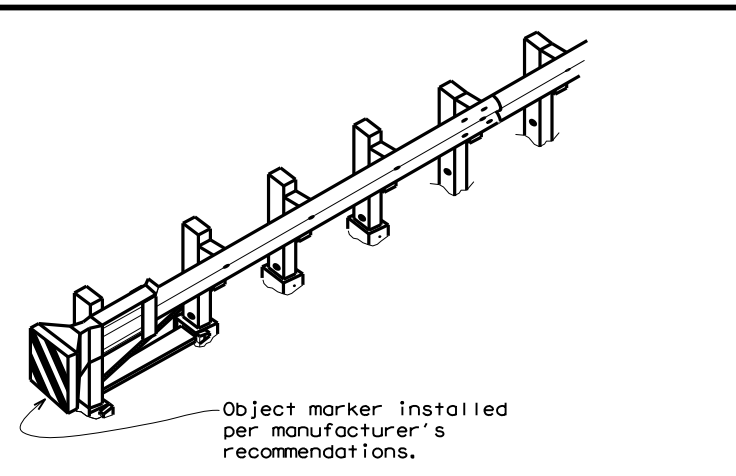
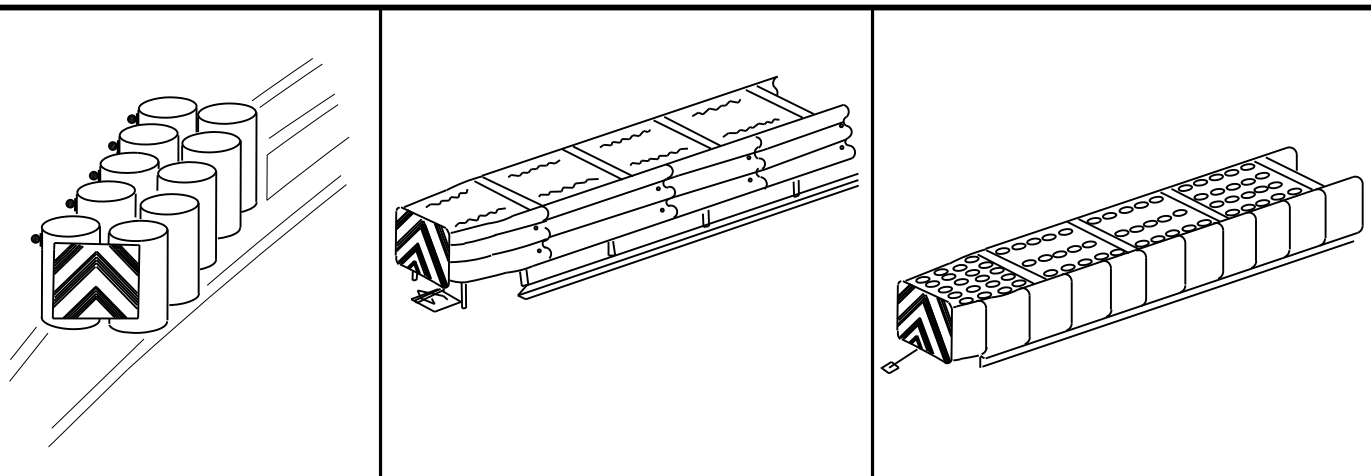
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© TxDOT August 2015	CONT	SECT	JOB	HIGHWAY
REVISIONS	0099	01	035	US 283
7-20	DIST	COUNTY	SHEET NO.	
	BWD	COLEMAN	62	

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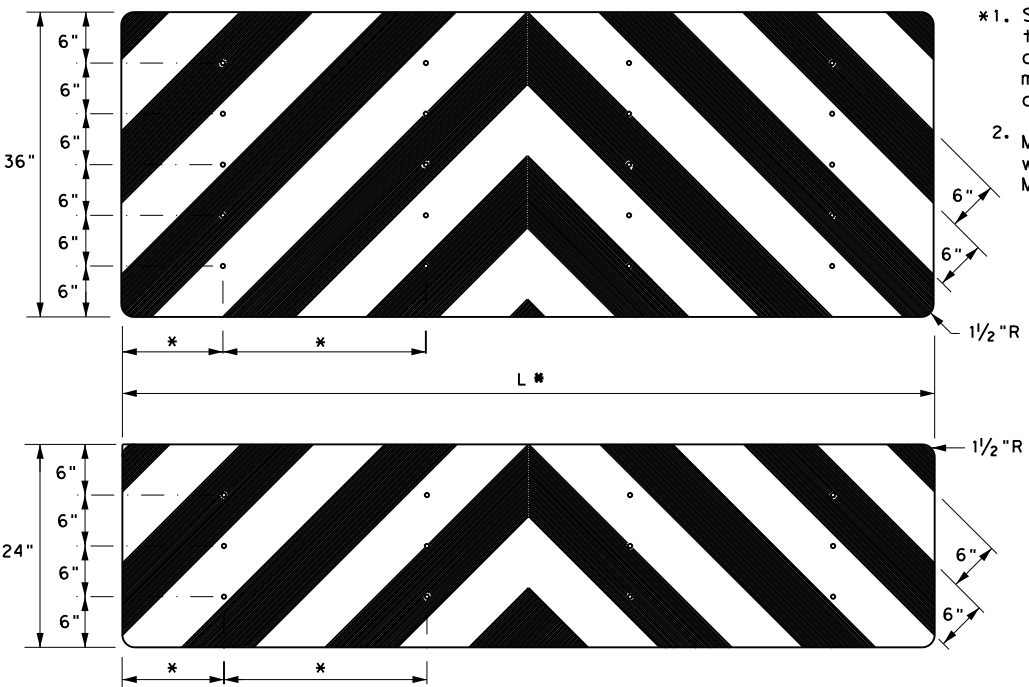
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DATE: 10/31/2021 6:35:08 PM
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OBJECT MARKERS SMALLER THAN 3 FT²



- NOTES**
- Spacing should be adjusted to attach through centerline of drum, per attenuator manufacturer's recommendation, or as directed by the Engineer.
 - Mounting should be flush with top of attenuator. Minimum size 96" x 24".

NOTES

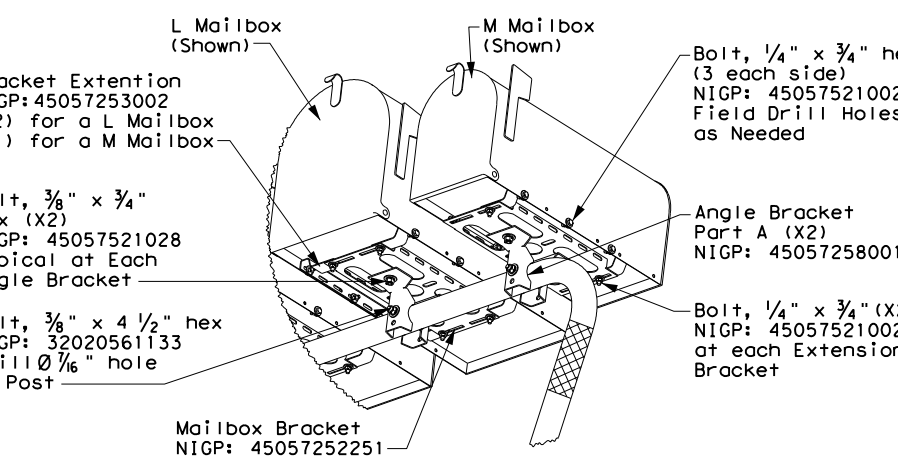
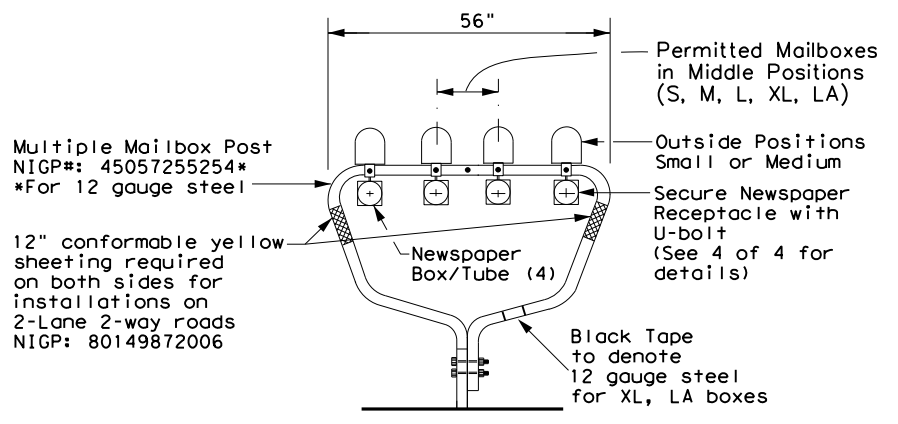
- Object Markers shall conform to the Texas MUTCD and meet the color and reflectivity requirement of Department Material Specification DMS 8300. Background shall be yellow reflective sheeting (Type B or C) and Chevron shall be black.
- Object Markers may be fabricated from adhesive backed reflective 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.
- 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 1/4".
- 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.
- Object Marker at nose of attenuator is subsidiary to the attenuator.
- See D & OM (1-4) for required barrier reflectors.

DELINEATOR & OBJECT MARKER FOR VEHICLE IMPACT ATTENUATORS D & OM(VIA) -20			
FILE: domvia20.dgn	DN: TXDOT	CK: TXDOT	DW: TXDOT
© TXDOT December 1989	CONT	SECT	JOB
REVISIONS		0099 01	035 US 283
4-92 8-04	DIST	COUNTY	SHEET NO.
8-95 3-15	BWD	COLEMAN	63
4-98 7-20			
20G			

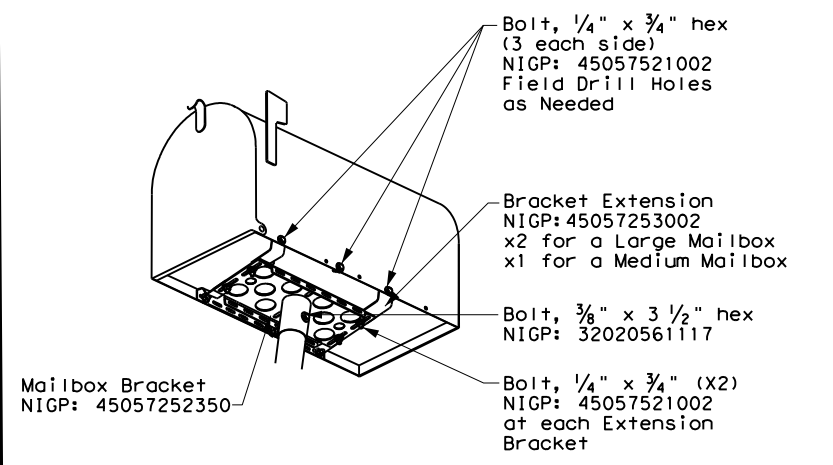
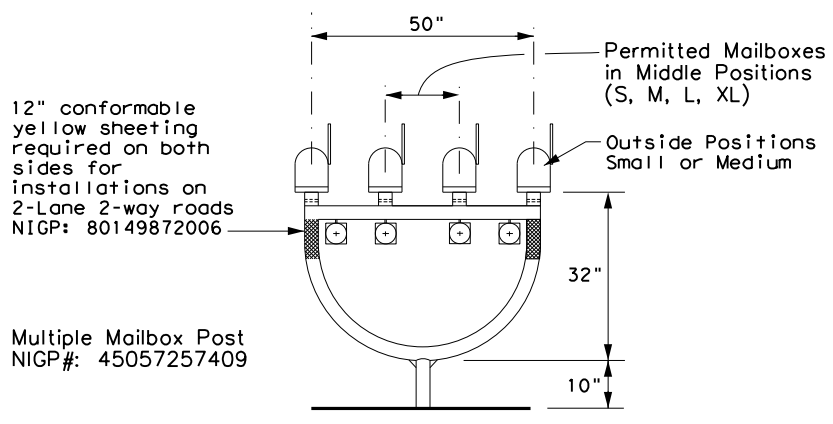
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 FILE: D:\us283\standards\mb-21(1).dgn

TYPE 1 - MULTIPLE



TYPE 4 - MULTIPLE



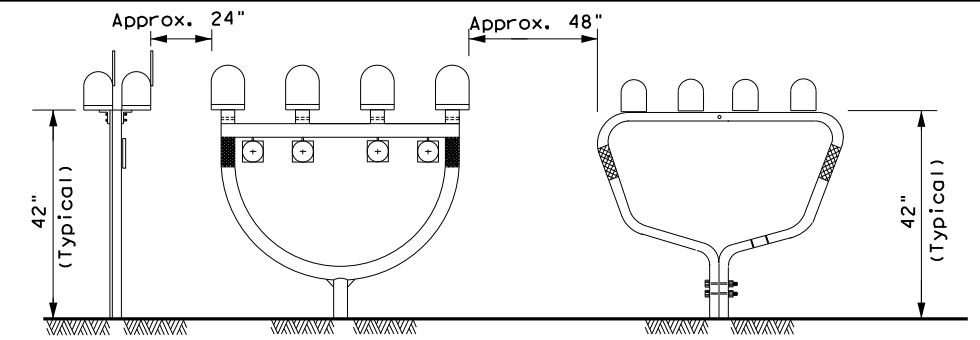
MAILBOX SIZES

MAILBOX SIZE	TYPICAL DIMENSIONS			MAX **
	LENGTH	WIDTH	HEIGHT	
SMALL	19 1/2"	6"	7"	6 LBS
MEDIUM	22 1/2" *	8" *	11 1/2" *	8 LBS
LARGE	23 1/2"	11 1/2"	13 1/2"	11 LBS
EXTRA LARGE	18"	14"	12"	13 LBS
LOCKABLE	18"	11 1/2"	15"	23 LBS

- GENERAL NOTES:**
- Dimensions shown (length, width, and height) are typical, not maximums. However, anytime a medium size mailbox is mounted on a single/double mount or on the outside position on a multi mount, the dimensions shown are maximums.
 - Mailboxes shall be made of light weight sheet metal or light weight plastic. Heavy steel, cast iron or decorative mailboxes shall not be used on the state highway system.

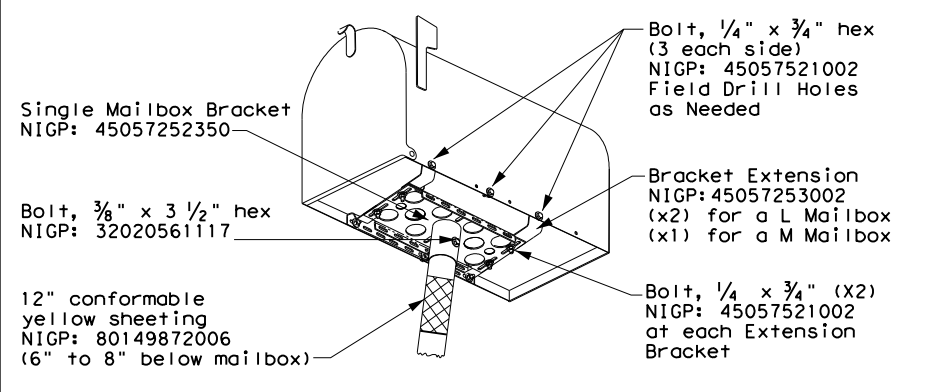
* See Note 1.
 ** Excluding Molded Plastic on 4 X 4 Post

TYPICAL INSTALLATION MEASUREMENTS

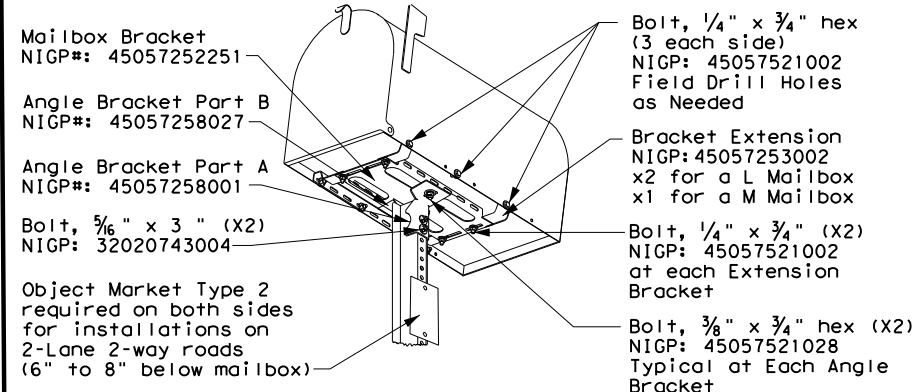


NOTE:
 Mailbox installations in sidewalk areas shall be in accordance with the latest TxDOT Design Standard sheets PED-Pedestrian Facilities Curb Ramps.

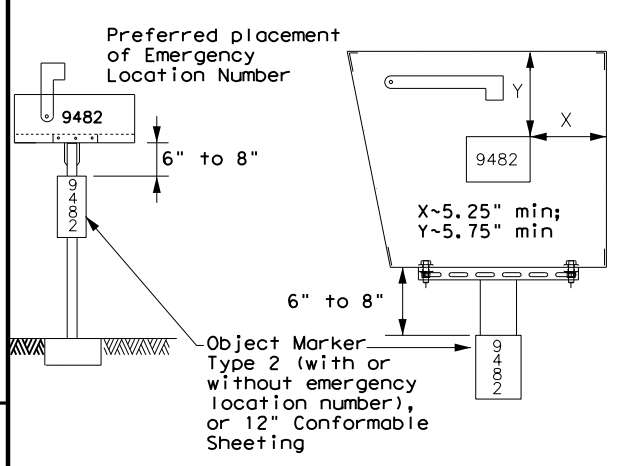
TYPE 2 and 4 - SINGLE/DOUBLE



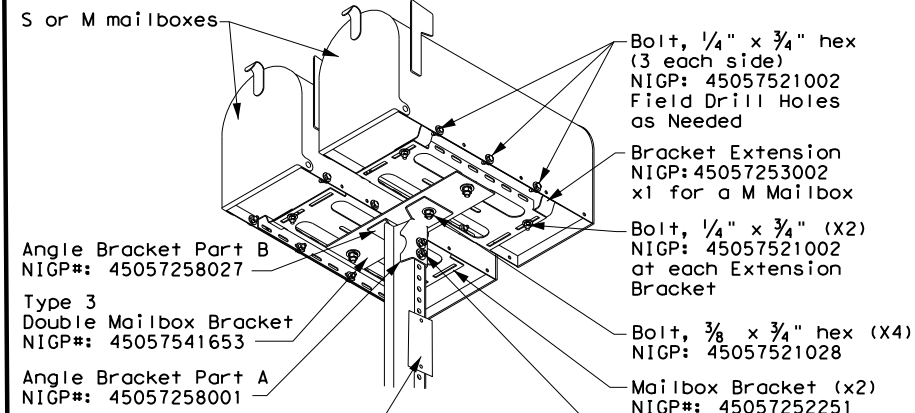
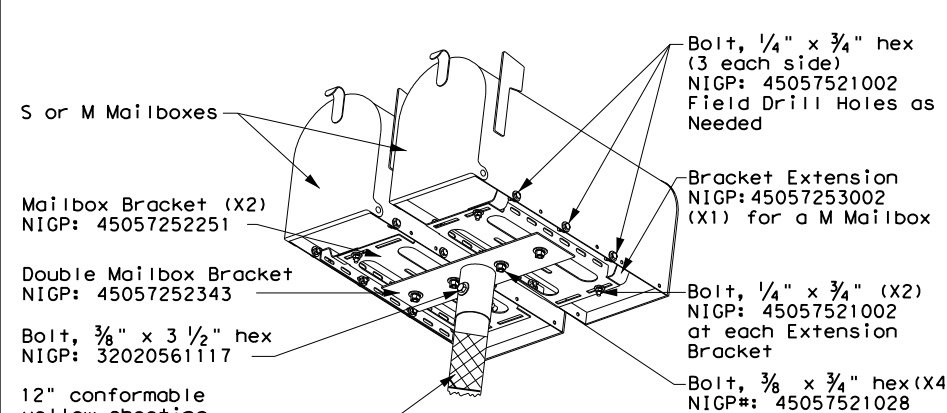
TYPE 3 - SINGLE/DOUBLE



PLACEMENT OF EMERGENCY LOCATION NUMBER



- NOTES:**
- Location numbers are provided by homeowner. Minimum size 1" height.
 - Location number is typically placed on the mailbox in a contrasting color.
 - Black numbers may be placed on the Type 2 object marker if the numbers cannot be placed on the mailbox.
 - Alternatively, a green or blue plate with white numbers attached may be mounted below the object marker. Other contrasting color configuration, as approved, may be used.
 - See 3 of 4 for Foundation details.
 - See 4 of 4 for Hardware details.

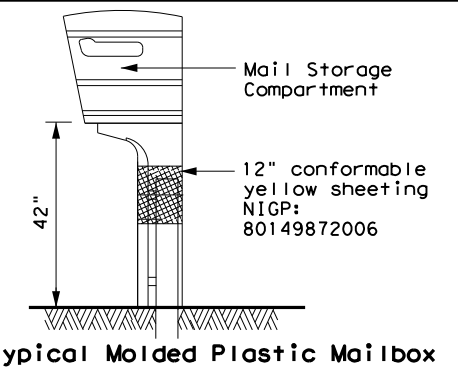


NOTE:
 Double mailbox mounts are not allowed with a type 4 multiple mailbox installation

Object Market Type 2 (required on both sides for installations on 2-Lane 2-way roads) (6" to 8" below mailbox)

SHEET 1 OF 4

TYPE 5



Texas Department of Transportation
 Maintenance Division Standard

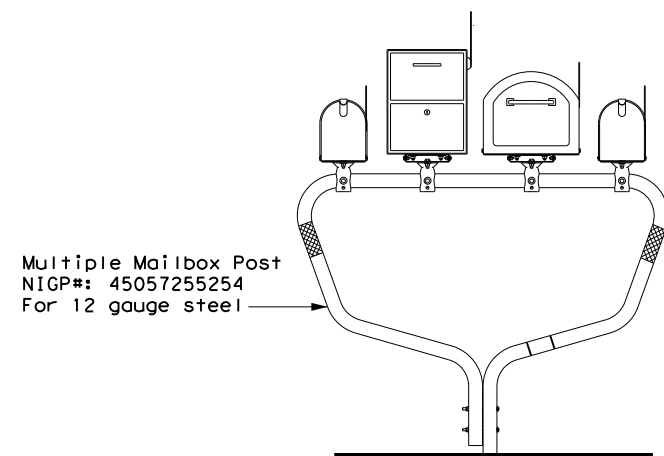
MAILBOX MOUNTING AND ASSEMBLY

MB(1)-21

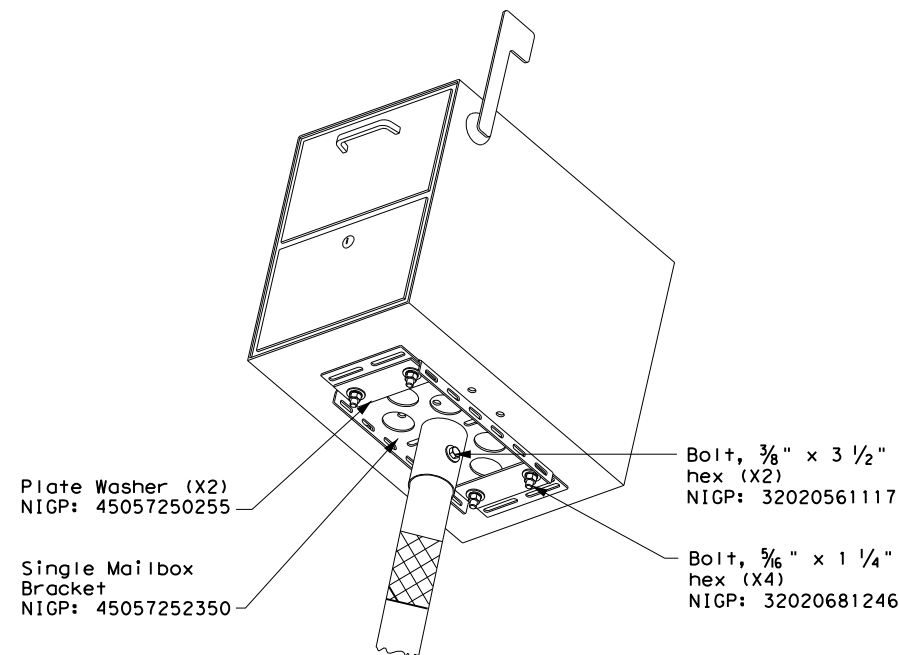
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© TxDOT March 2004	CONT	SECT	JOB	HIGHWAY
REVISIONS	0099	01	035	US 283
2/2005	11/2009	4/2015		
6/2005	1/2011			
11/2006	7/2014			
DIST	COUNTY		SHEET NO.	
BWD	COLEMAN		64	

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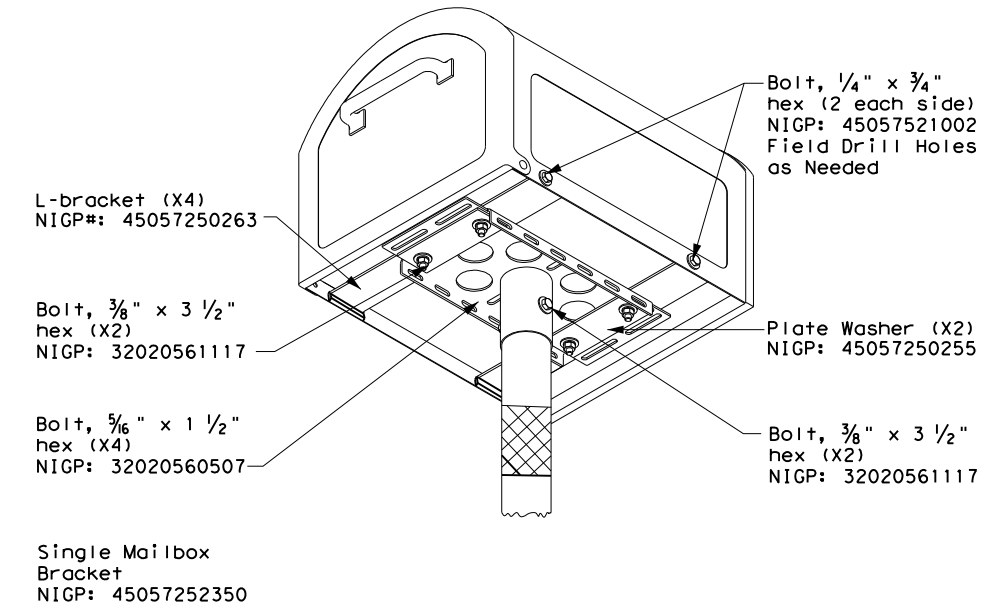
TYPE 1 - MULTI LOCKABLE AND XL MAILBOX



TYPE 2/4 - SINGLE LOCKABLE MAILBOX

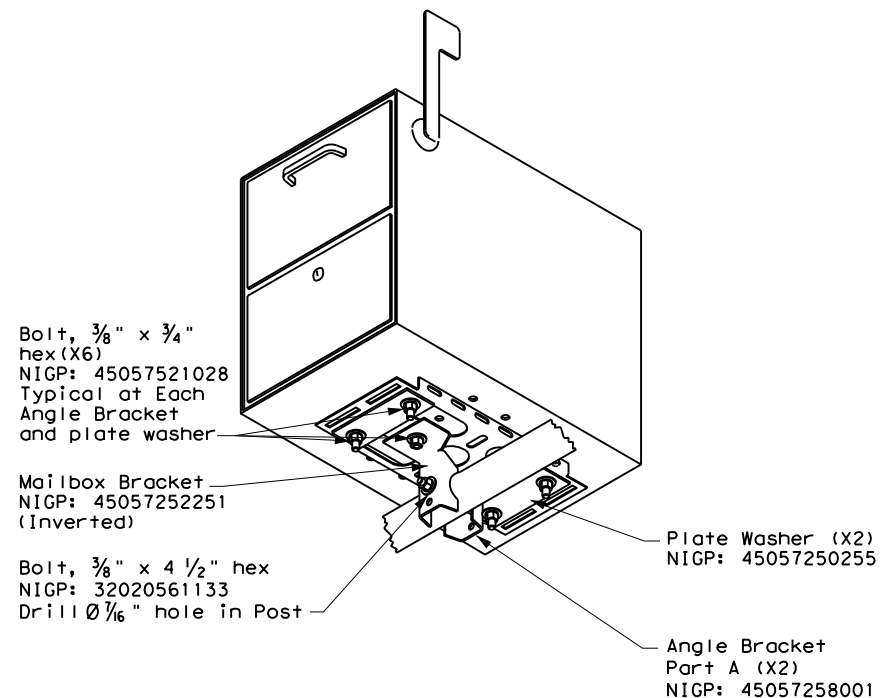


TYPE 2/4 - SINGLE XL MAILBOX

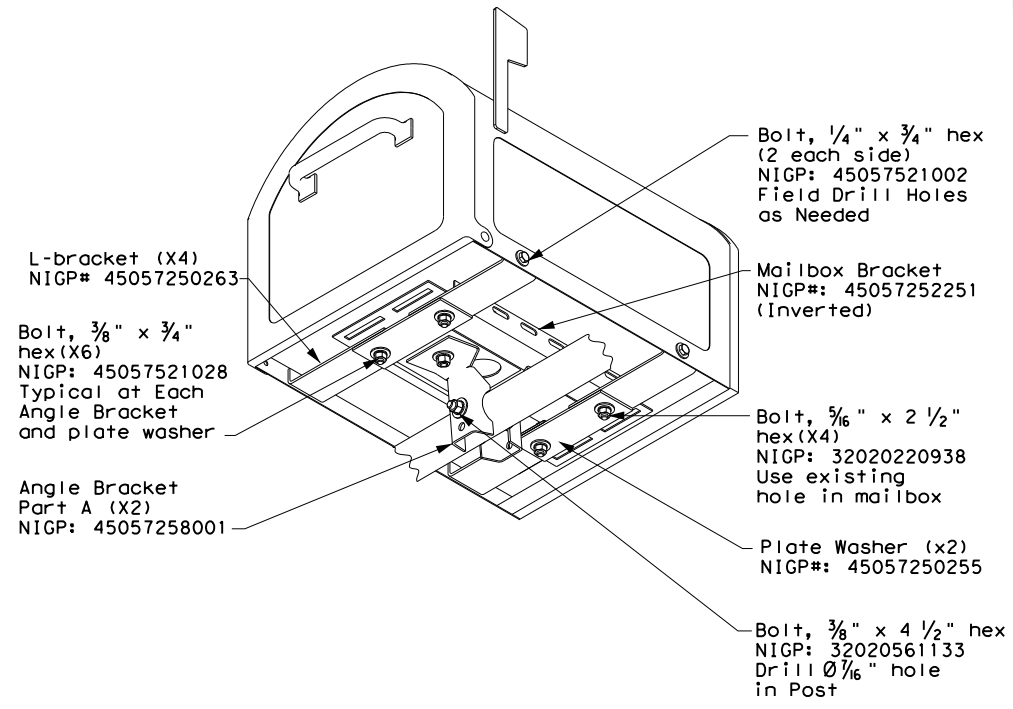


NOTE:
Follow same configuration when mounting an XL mailbox on a Type 4 multi post.

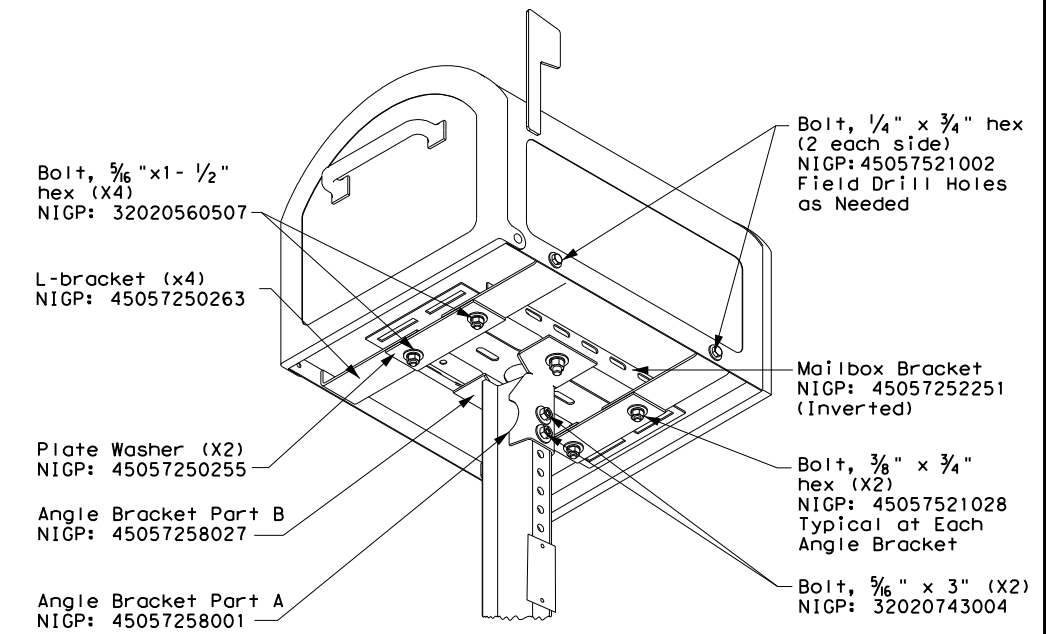
TYPE 1 MULTI - LOCKABLE ARCHITECTURAL (LA)



TYPE 1 MULTI - XL MAILBOX



TYPE 3 - XL MAILBOX MOUNTING



SHEET 2 OF 4

Texas Department of Transportation Maintenance Division Standard

XL AND LOCKABLE ARCHITECTURAL MAILBOX ASSEMBLY MB (2) - 21

FILE: MB-21.dgn	DW: TxDOT	CK: TxDOT	DW: TxDOT	CK: TxDOT
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2/2005	0099	01	035	US 283
6/2005			DIST	COUNTY
11/2006			BWD	COLEMAN
				SHEET NO. 65

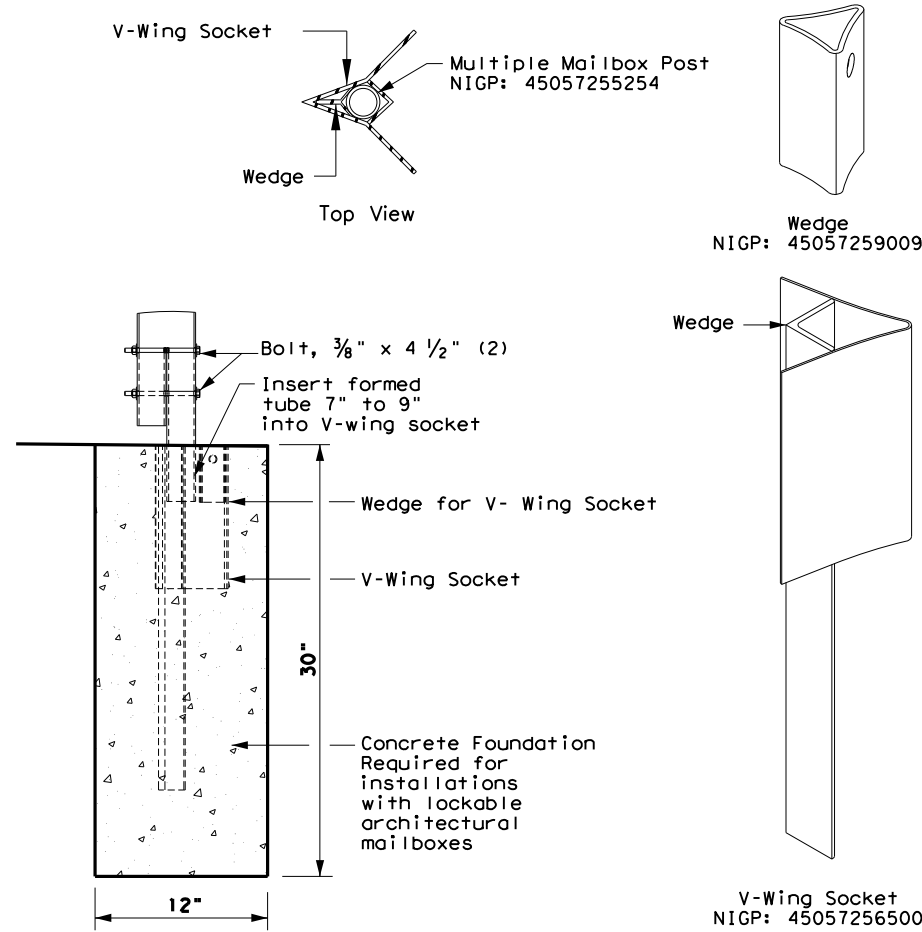
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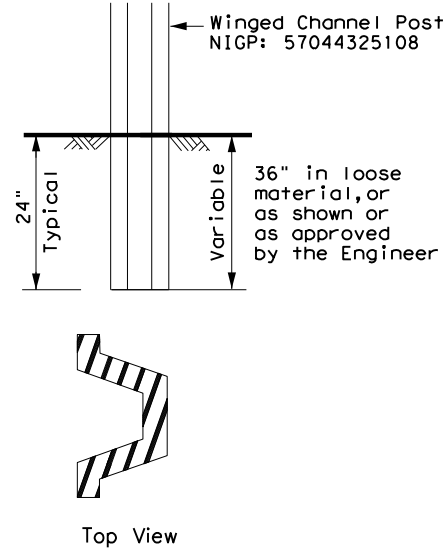
DATE: 10/31/2021 6:58:59 PM
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TYPE 1 - SUPPORT/FOUNDATION

Thin Wall Tube w/ V-LOC Anchorage



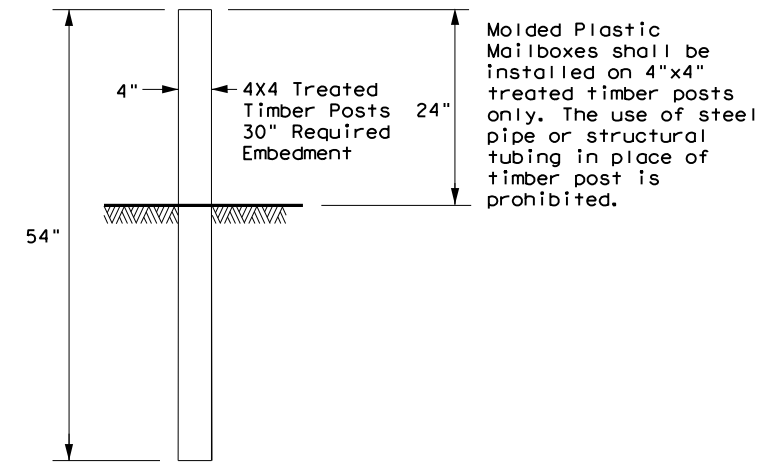
TYPE 3 - SUPPORT/FOUNDATION



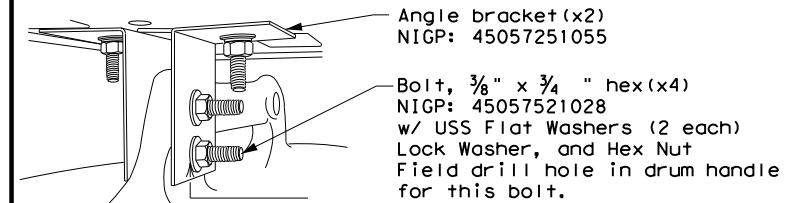
NOTES:

1. Attach Object Marker (OM) facing direction of traffic.
2. OM will also be required on opposite side if installed on a 2-Lane, 2-Way roadway.

TYPE 5 - SUPPORT/FOUNDATION



TYPE 6 - TEMPORARY MAILBOX SUPPORT



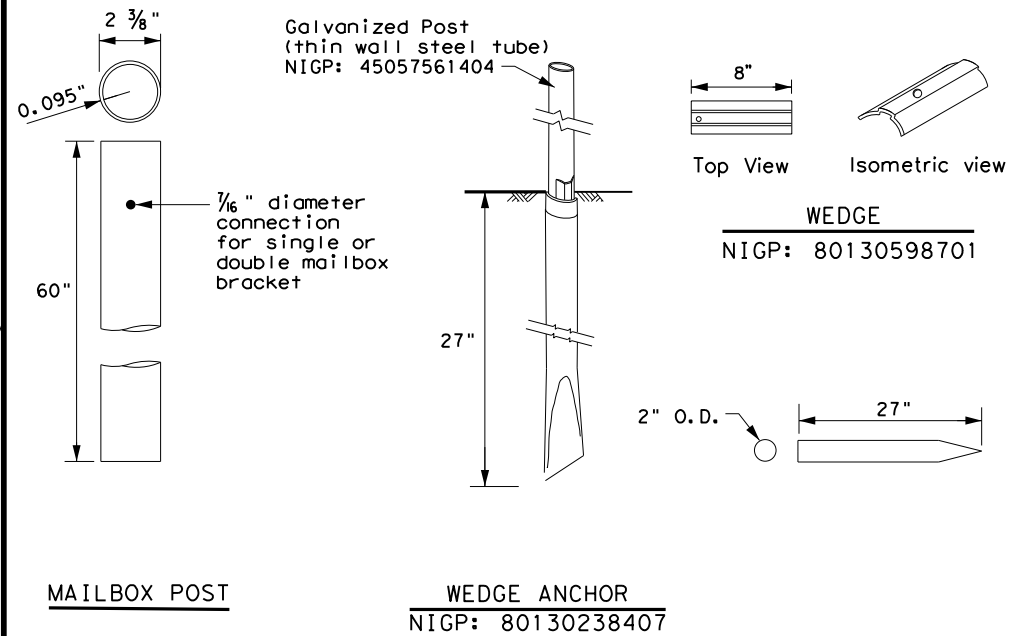
Plastic Drum NIGP: 55093383655
 Rubber Collar NIGP: 55093387102

NOTES:

1. Place on approved plastic drum as shown in the Compliant Work Zone Traffic Control Devices (CWZTCD).
2. Existing attachment hardware shall be used unless damaged. Damaged hardware shall be replaced.

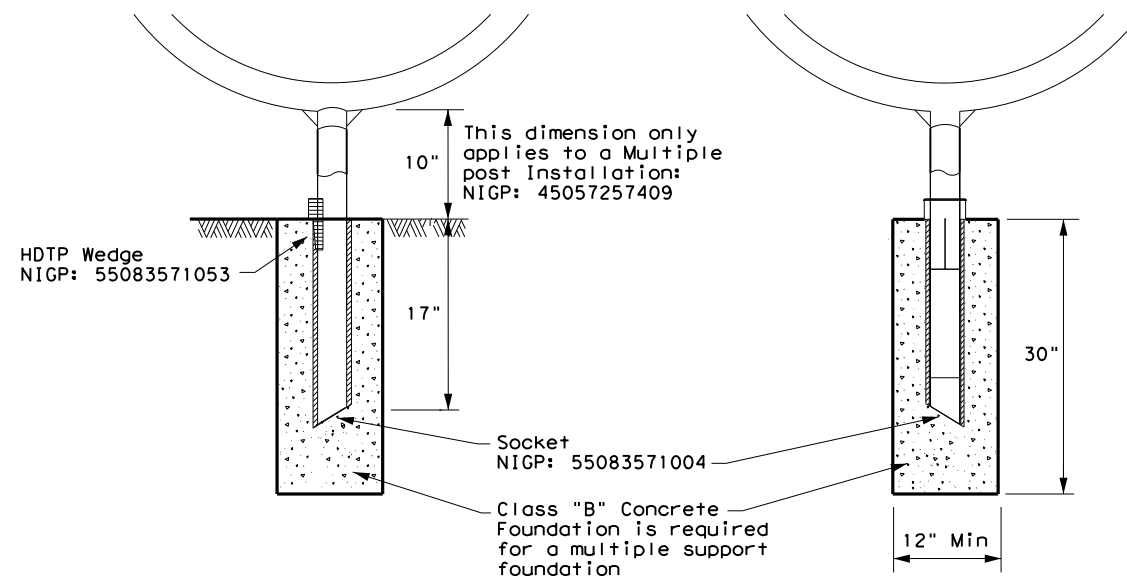
TYPE 2 - SUPPORT/FOUNDATION

Thin Wall Steel Tube w/Wedge Anchor System



TYPE 4 - SUPPORT/FOUNDATION

Whitecoated steel post NIGP: 45057561107
 Multiple post NIGP: 45057257409
 Recycled Rubber post (RR) NIGP: 45057561057



GENERAL NOTES:

1. Erect post plumb or vertical.
2. When galvanized part is required galvanize in accordance with Item 445.
3. Use a concrete footing as shown or when directed. Concrete footing will be required when soils do not hold the support/foundations in a stable condition, only on Type 1, Type 2, and Type 4

SHEET 3 OF 4



MAILBOX SUPPORT AND FOUNDATION

MB(3)-21

FILE: MB-21.dgn	DN:	CK:	DW:	CK:
© TxDOT March 2004	CONT	SECT	JOB	HIGHWAY
2/2005	0099	01	035	US 283
6/2005	DIST	COUNTY	SHEET NO.	
11/2006	BWD	COLEMAN	66	

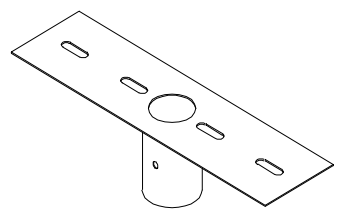
DISCLAIMER: The use of this standard is governed by the "Texas Engineering Practice Act". No warranty of any kind is made by TxDOT for any purpose whatsoever. TxDOT assumes no responsibility for the conversion of this standard to other formats or for incorrect results or damages resulting from its use.

DATE: 10/31/2021 7:02:05 PM
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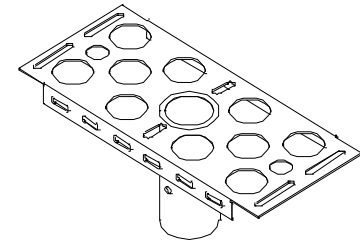
TYPE	TYPE 1	TYPE 2	TYPE 3	TYPE 4	TYPE 5	TYPE 6
Configuration	Multiple	Single or Double	Single or Double	Single	Double	Multiple
Mailbox Size NIGP #	Outside Position: S or M Inside Position: S, M, L, XL, or LA	Single: S, M, L, XL, or LA Double: SS, SM, MM	Single: S, M, L, or XL Double: SS, SM, MM	S, M, L, XL, or LA	SS, SM, or MM	Outside Position: S or M Inside Position: S, M, L, or XL
Mailbox Post NIGP #	45057255254 (Galvanized Multiple)	45057561404 (Thin Walled Govanize)	57044325108 (Wing Channel Post)	45057561107 (Thin walled white powder coated) 45057561057 (Recycled Rubber Post: S or M only)	45057561107 (Thin Walled White Powder Coated)	45057257409 (White Powder Coated Multiple)
Post and Mailbox Hardware NIGP #	45057259009 (Wedge) 45057256500 (V-Wing Socket) 45057253002 (Bracket Extension) 45057252251 (Mailbox Bracket) 45057258001 (Part A Angle Bracket x2) 45057250255 (Plate Washer for XL/LA x2) 45057250263 (L-Bracket for XL x4)	80130598701 (Wedge) 80130238407 (Wedge Anchor) 45057253002 (Bracket Extension) 45057252343 (Double MB Bracket) 45057252350 (S. Mailbox Bracket) 45057252251 (Mailbox Bracket) 45057250255 (Plate Washer for XL/LA x2) 45057250263 (L-Bracket for XL x4)	45057541653 (Type 3 Double Mailbox Bracket) 45057252251 (Mailbox Bracket) 45057253002 (Bracket Extension) 45057258001 (Part A Angle Bracket) 45057258027 (Part B Angle Bracket) 45057250255 (Plate Washer for XL x2) 45057250263 (L-Bracket for XL x4)	55083571053 (Wedge) 55083571004 (Socket) 45057252350 (Single Mailbox Bracket) 45057253002 (Bracket Extension) 45057250255 (Plate Washer for XL/LA x2) 45057250263 (L-Bracket for XL x4)	55083571053 (Wedge) 55083571004 (Socket) 45057253002 (Bracket Extension) 45057252343 (Double Mount Bracket) 45057252251 (Mailbox Bracket x2)	55083571053 (Wedge) 55083571004 (Socket) 45057253002 (Bracket Extension) 45057252350 (Single Mount Bracket) 45057250255 (Plate Washer for XL x2) 45057250263 (L-Bracket for XL x4)
Foundation Used	Class B Concrete (Required for LA Mailboxes)	Class B Concrete (Required for LA Mailboxes)	None	Class B Concrete (not used with recycled rubber post, required for LA Mailboxes)	Class B Concrete (not required)	Class B Concrete



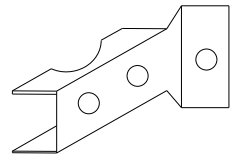
NIGP: 45057250263
L-Bracket x4 for XL sized mailboxes



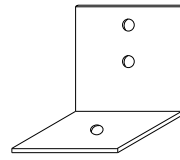
NIGP: 45057252343
Double Mailbox Bracket For Type 2 and Type 4 double mount



NIGP: 45057252350
Single Mailbox Bracket For Type 2 single and for Type 4 single and multi mount



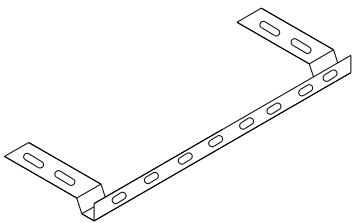
NIGP: 45057258001
Part "A" Angle Bracket For Type 1 multi (2 per mailbox) and Type 3 single and double



NIGP: 45057251055
Type 6 Angle Bracket (2 per mailbox)



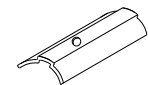
NIGP: 45057252251
Mailbox Bracket For Type 1 multi and any double mount (use 2)




NIGP: 45057253002
Bracket Extension Use 1 for a medium Mailbox Use 2 for a Large Mailbox



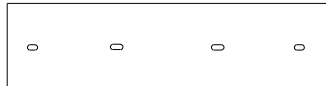
NIGP: 45057258027
Part "B" Angle Bracket For Type 3 single and double



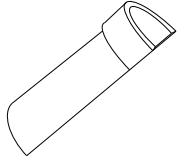
NIGP: 80130598701
Wedge for Type 2



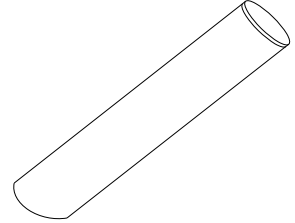
NIGP: 45057250255
Plate Washer for Architecural and XL Mailboxes




NIGP: 45057541653
Type 3 double mailbox bracket



NIGP: 55083571053
Type 4 Mailbox Wedge



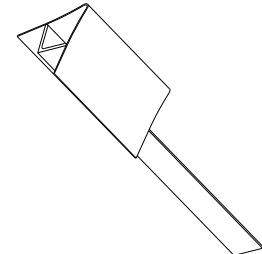
NIGP: 55083571004
Type 4 Mailbox Socket



NIGP: 80130238407
Type 2 Wedge Anchor



NIGP: 45057259009
Wedge for Type 1 V-wing Socket



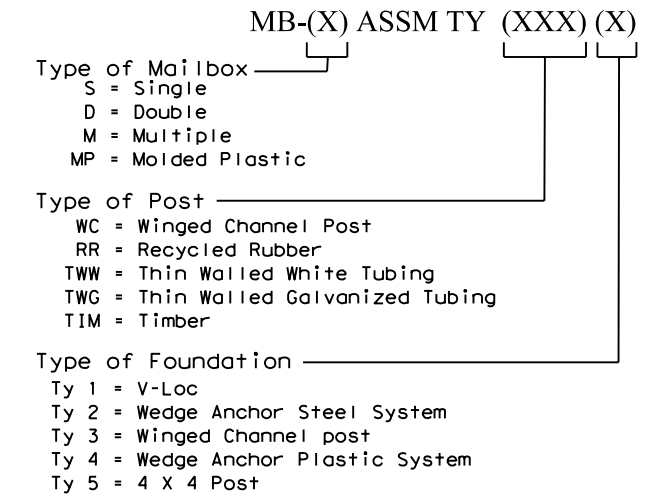
NIGP: 45057256500
V-wing Socket for Type 1 Foundation

NIGP #	OBJECT MARKERS AND CONFORMABLE SHEETING
55008311759	Type 2 OM 4"x4" (3 Needed) for Type 3 Wing Channel Post
55008312906	Type 2 OM 6"x12" (1 needed) for Type 3 Wing Channel Post
80149872006	12" Conformable Reflective Yellow Sheeting for Flexible Posts


NOTES:

- Type 2 object marker in accordance with Traffic Engineering Standard Delineators & Object Markers.
- A light weight receptacle for newspaper delivery can be attached to mailbox posts if the receptacle does not touch the mailbox, present a hazard to traffic or delivery of the mail, extend beyond the front of the mailbox, or display advertising, except the publication title.

BID CODES FOR CONTRACTS

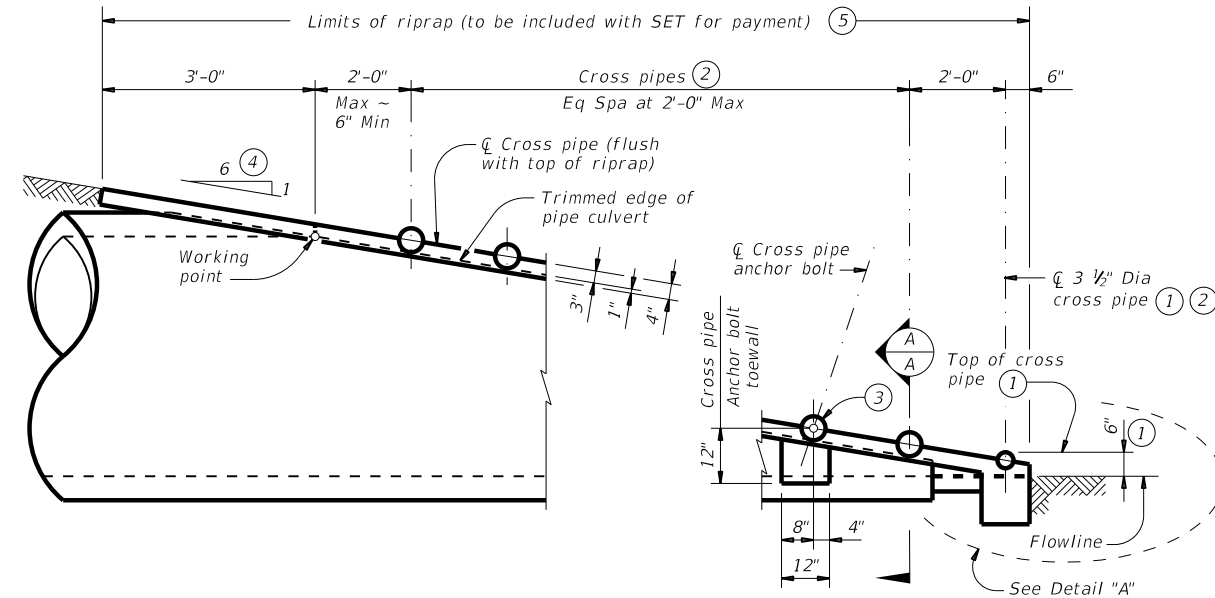


SHEET 4 OF 4

 Texas Department of Transportation		Maintenance Division Standard	
<h2>NIGP PARTS LIST AND COMPATIBILITY</h2> <h3>MB(4)-21</h3>			
FILE: MB-21.dgn	DN: TxDOT	CK: TxDOT	DW: TxDOT
©TxDOT March 2004	CONT	SECT	JOB
2/2005	0099	01	035
6/2005			US 283
11/2009			
4/2015			
DIST	COUNTY		SHEET NO.
BWD	COLEMAN		67

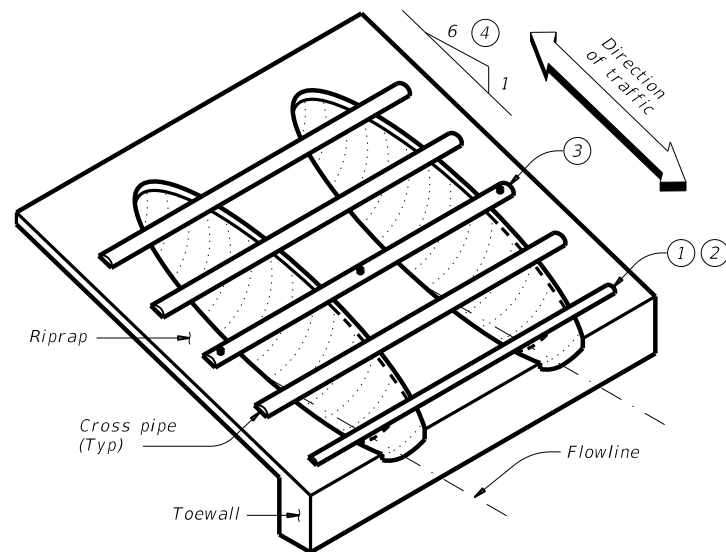
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DATE: 10/31/2021 7:05:00 PM
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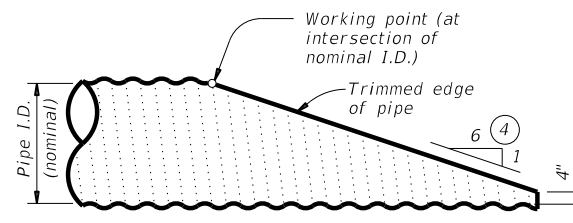


SIDE ELEVATION OF CAST-IN-PLACE CONCRETE

(Showing reinforced concrete pipe (RCP) culvert. Details of corrugated metal pipe (CMP) culvert are similar. pipe runners not shown for clarity.)



ISOMETRIC VIEW OF TYPICAL INSTALLATION



NOTE: All cross pipes, calculations, and dimensions are based on the pipe culverts mitered as shown in this detail. Alternate styles of mitered ends will require that appropriate adjustments be made to the values presented on this standard.

SIDE ELEVATION OF TYPICAL PIPE CULVERT MITER

(Showing corrugated metal pipe (CMP) culvert. Details of reinforced concrete pipe (RCP) culvert are similar.)

- ① The proper installation of the first cross pipe is critical for vehicle safety. Place the top of the first cross pipe no more than 6" above the flow line.
- ② Provide cross pipes, except the first bottom pipe, of the size shown in the table. Provide a 3 #2" standard pipe (4" O.D.) for the first bottom pipe.
- ③ Install the third Cross Pipe from the bottom of the culvert using a bolted connection. Ensure that riprap concrete does not flow into the cross pipe so as to permit disassembly of the bolted connection to allow cleanout access. At the Contractor's option, install all other cross pipes using the bolted connection details.
- ④ Match cross slope as shown elsewhere in the plans. Cross slope of 6:1 or flatter is required for vehicle safety.
- ⑤ Riprap placed beyond the limits shown will be paid as concrete riprap in accordance with Item 432, "Riprap".
- ⑥ Quantities shown are for one end of one pipe culvert. For multiple Pipe Culverts, quantities will need to be adjusted. Riprap quantities are for Contractor's information only.

CROSS PIPE LENGTHS AND REQUIRED PIPE SIZES ②

Corrugated Metal Pipe (CMP) Culverts									
Design	Conc Riprap (CY) ⑥	Pipe Culvert Span	Pipe Culvert Rise	Pipe Culvert Spa ~ G	Single Barrel ~ Q1	Multi-Barrel ~ Q1	Q2	Conditions for Use of Cross Pipes	Cross Pipe Sizes
1	0.6	17"	13"	1' - 0"	N/A	2' - 8"	2' - 5"	3 or more pipe culverts	3" Std (3.500" O.D.)
2	0.7	21"	15"	1' - 2"	N/A	3' - 1"	2' - 11"		3 1/2" Std (4.000" O.D.)
3	0.9	28"	20"	1' - 5"	N/A	3' - 9"	3' - 9"		4" Std (4.500" O.D.)
4	1.0	35"	24"	1' - 8"	4' - 4"	4' - 6"	4' - 7"	All pipe culverts	4" Std (4.500" O.D.)
5	1.2	42"	29"	1' - 11"	4' - 11"	5' - 2"	5' - 5"		
6	1.4	49"	33"	2' - 2"	5' - 6"	5' - 11"	6' - 3"	All pipe culverts	5" Std (5.563" O.D.)
7	1.6	57"	38"	2' - 5"	6' - 2"	6' - 8"	7' - 2"		
8	1.8	64"	43"	2' - 10"	6' - 9"	7' - 6"	8' - 2"		
9	1.9	71"	47"	3' - 2"	7' - 4"	8' - 3"	9' - 1"		

Reinforced Concrete Pipe (RCP) Culverts									
Design	Conc Riprap (CY) ⑥	Pipe Culvert Span	Pipe Culvert Rise	Pipe Culvert Spa ~ G	Single Barrel ~ Q1	Multi-Barrel ~ Q1	Q2	Conditions for Use of Cross Pipes	Cross Pipe Sizes
1	0.6	22"	13 1/2"	1' - 0"	N/A	3' - 1"	2' - 10"	3 or more pipe culverts	3" Std (3.500" O.D.)
2	0.7	26"	15 1/2"	1' - 2"	N/A	3' - 6"	3' - 4"		3 1/2" Std (4.000" O.D.)
3	0.9	28 1/2"	18"	1' - 5"	N/A	3' - 10"	3' - 9 1/2"		4" Std (4.500" O.D.)
4	1.0	36 1/4"	22 1/2"	1' - 8"	4' - 5"	4' - 7"	4' - 8 1/4"	All pipe culverts	4" Std (4.500" O.D.)
5	1.2	43 3/4"	26 5/8"	1' - 11"	5' - 1"	5' - 4"	5' - 6 3/4"		
6	1.4	51 1/8"	31 5/16"	2' - 2"	5' - 8"	6' - 1"	6' - 5 1/4"	All pipe culverts	5" Std (5.563" O.D.)
7	1.6	58 1/2"	36"	2' - 5"	6' - 4"	6' - 10"	7' - 3 1/2"		
8	1.8	65"	40"	2' - 10"	6' - 10"	7' - 7"	8' - 3"		
9	1.9	73"	45"	3' - 2"	7' - 6"	8' - 5"	9' - 3"		

MATERIAL NOTES:

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.
 Provide cross pipes that meet the requirements of ASTM A53 (Type E or S, Gr B), ASTM A500 Gr B, or API 5LX52.
 Provide ASTM A307 bolts and nuts.
 Galvanize all steel components, except concrete reinforcing, after fabrication. Repair galvanizing damaged during transport or construction in accordance with the specifications.

GENERAL NOTES:

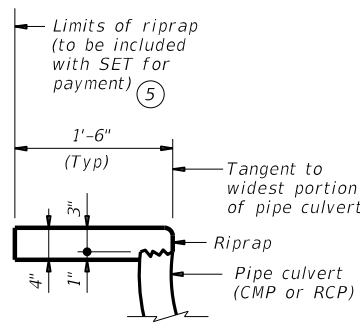
Pipe runners are designed for a traversing load of 10,000 pounds at yield as recommended by Research Report 280-2F, "Safety Treatment of Roadside Parallel-Drainage Structures", Texas Transportation Institute, March 1981.
 Safety end treatments (SET) shown herein are intended for use in those installations where out of control vehicles are likely to traverse the openings approximately perpendicular to the Pipe Runners.
 Construct concrete riprap and all necessary inverts in accordance with the requirements of Item 432, "Riprap".
 Payment for riprap and toewall is included in the price bid for each safety end treatment.

SHEET 1 OF 2

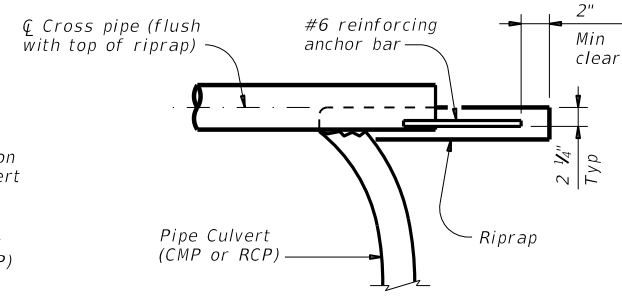
				Bridge Division Standard	
SAFETY END TREATMENT FOR DESIGN 1 TO 9 ARCH PIPE CULVERTS TYPE II ~ PARALLEL DRAINAGE					
SETP-PD-A					
FILE: setppase-20.dgn	DN: GAF	CK: TxDOT	DW: JRP	CK: GAF	
©TxDOT February 2020	CONT	SECT	JOB	HIGHWAY	
REVISIONS	0099	01	035	US 283	
	DIST	COUNTY	SHEET NO.		
	BWD	COLEMAN	68		

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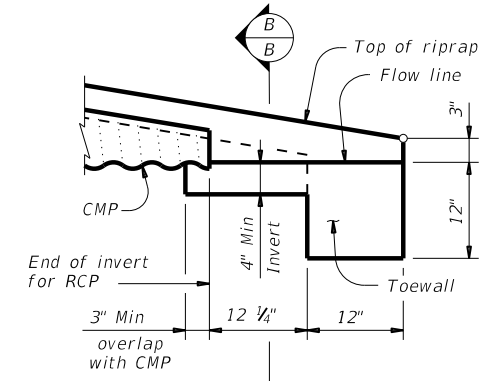
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SHOWING TYPICAL PIPE CULVERT AND RIPRAP

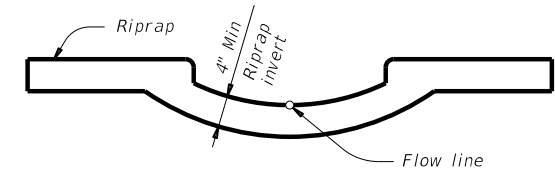


SHOWING CROSS PIPE WITH ANCHOR BAR



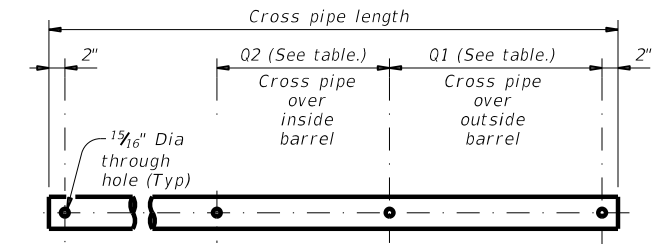
DETAIL "A"

(Showing invert with corrugated metal pipe (CMP) culvert. Reinforced concrete pipe (RCP) culvert details are similar. Cross pipes not shown for clarity.)

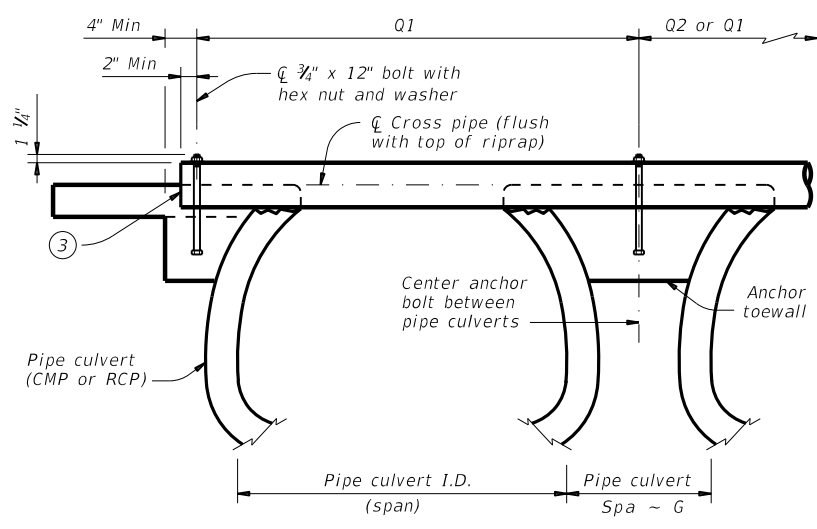


SECTION B-B

(Cross pipes not shown for clarity.)

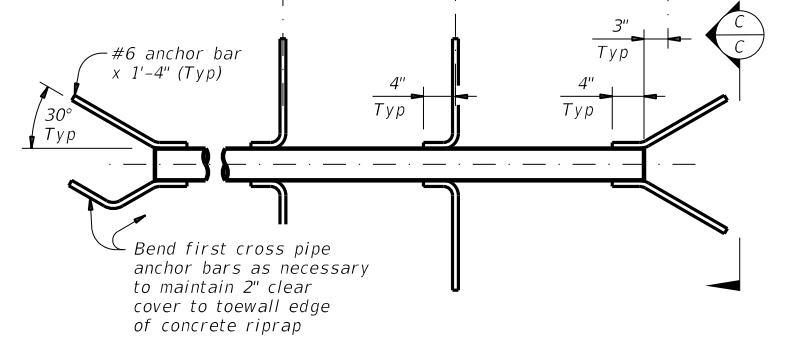


PIPE WITH BOLTED ANCHOR

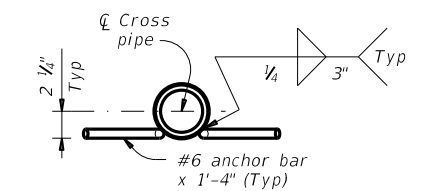


SHOWING CROSS PIPE WITH BOLTED ANCHOR

SECTION A-A



PIPE WITH ANCHOR BARS



SECTION C-C

CROSS PIPE DETAILS

SHEET 2 OF 2

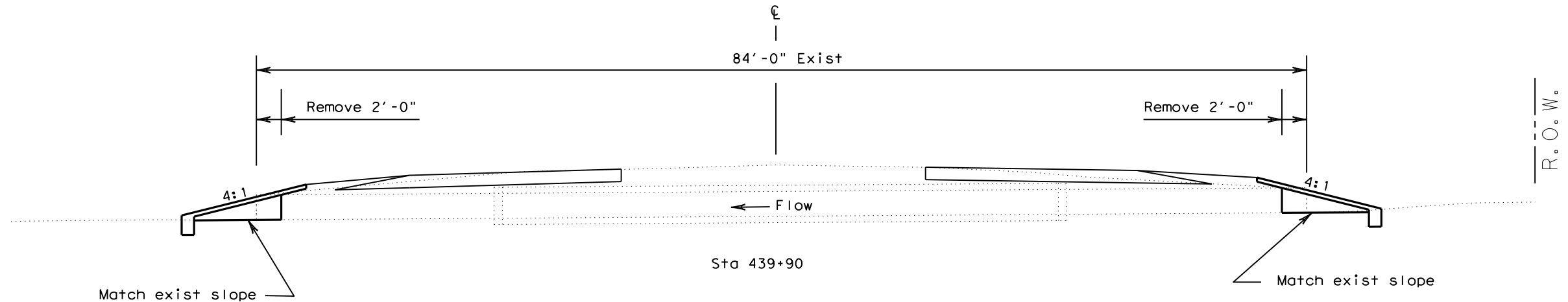


SAFETY END TREATMENT
 FOR DESIGN 1 TO 9
 ARCH PIPE CULVERTS
 TYPE II ~ PARALLEL DRAINAGE

SETP-PD-A

FILE: setppase-20.dgn	DN: GAF	CK: TxDOT	DW: JRP	CK: GAF
©TxDOT February 2020	CONT	SECT	JOB	HIGHWAY
REVISIONS	0099	01	035	US 283
	DIST	COUNTY	SHEET NO.	
	BWD	COLEMAN	69	

DNE
 CK:
 DW:
 CK:
 CK:

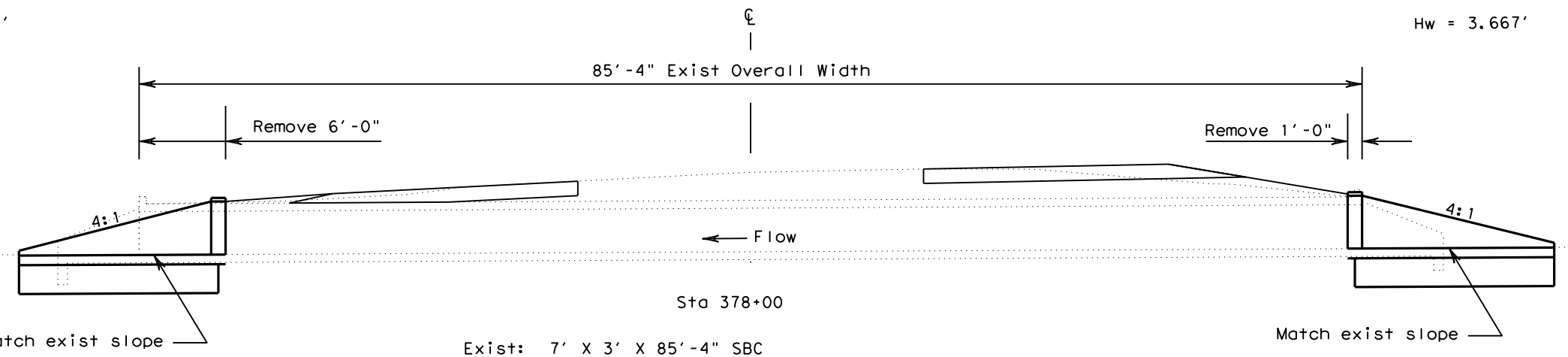


Exist: DES 4 CMP & 3' X 2' SBC X 84'-0"
 Prop: REMOVE 2'-0" AND PLACE SETP-CD-A (UPSTRM)
 REMOVE 2'-0" AND PLACE SETP-CD-A (DNSTRM)

ITEM	CODE	DESCRIPTION	QUANT	UNIT	FINAL
0467	6547	SET (TY II) (DES 4) (CMP) (4:1) (C)	2.0	EA	
0658	6073	INSTR OM ASSM (OM-2Y) (WC) GND (BI)	2.0	EA	

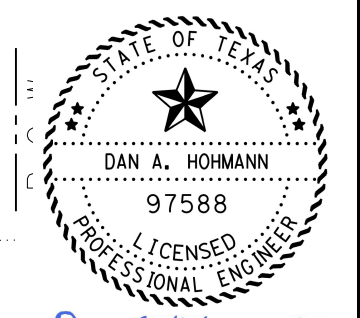
Note:
 The left curb shall be 3" high.
 Hw = 3.667'

Note:
 The right curb shall be 3" high.
 Hw = 3.667'



Exist: 7' X 3' X 85'-4" SBC
 Prop: (REMOVE 1'-0") 7' X 3' X 1'-0" SCC-7, SCC-MD, SETB-FW-0 (UPSTRM EXTN)
 (REMOVE 6'-0") 7' X 3' X 1'-0" SCC-7, SCC-MD, SETB-FW-0 (DNSTRM EXTN)

ITEM	CODE	DESCRIPTION	QUANT	UNIT	FINAL
0420	6051	CL C CONC (CULV)	1.3	CY	
0432	6002	RIPRAP (CONC) (5 IN)	4.8	CY	
0467	6245	SET (TY I) (S=7 FT) (HW=4FT) (4:1) (C)	2.0	EA	
0658	6073	INSTR OM ASSM (OM-2Y) (WC) GND (BI)	2.0	EA	



Dan A. Hohmann, P.E.
 11/05/2021

**US 283
 CULVERT LAYOUT**



CONT	SECT	JOB	HIGHWAY
0099	01	035	US 283
DIST	COUNTY	SHEET NO.	
BWD	COLEMAN	70	

DATE: 10/31/2021 7:12:48 PM
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Note:

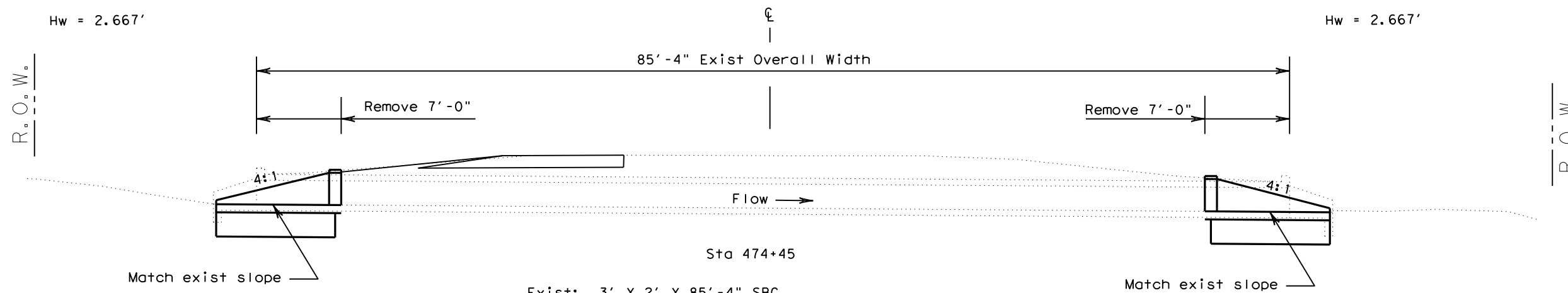
The left curb shall be 3" high.

Hw = 2.667'

Note:

The right curb shall be 3" high.

Hw = 2.667'

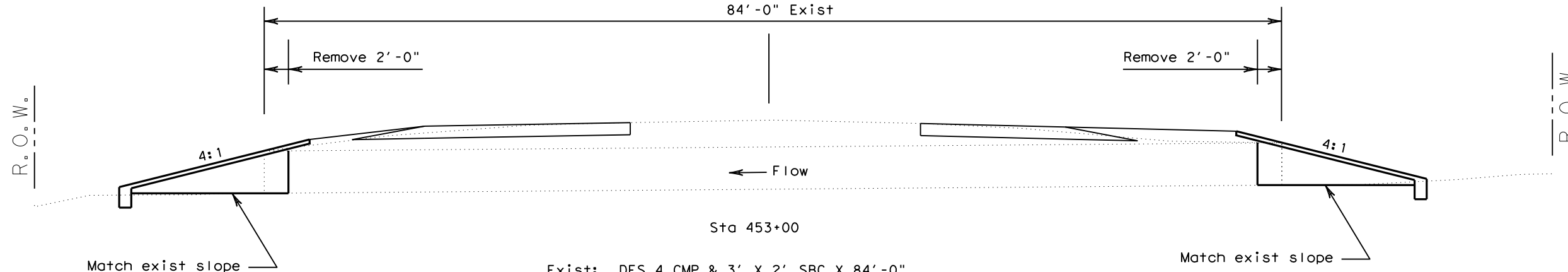


Exist: 3' X 2' X 85'-4" SBC

Prop: (REMOVE 7'-0") 3' X 2' X 1'-0" SCC-3&4, SCC-MD, SETB-FW-0 (UPSTRM EXTN)
 (REMOVE 7'-0") 3' X 2' X 1'-0" SCC-3&4, SCC-MD, SETB-FW-0 (DNSTRM EXTN)

ITEM	CODE	DESCRIPTION	QUANT	UNIT	FINAL
0420	6051	CL C CONC (CULV)	0.7	CY	
0432	6002	RIPRAP (CONC) (5 IN)	1.6	CY	
0467	6106	SET (TY I) (S=3 FT) (HW=3FT) (4:1) (C)	2.0	EA	
0658	6073	INSTL OM ASSM (OM-2Y) (WC) GND (BI)	2.0	EA	

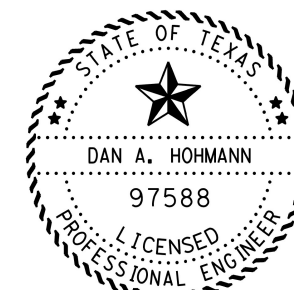
84'-0" Exist



Exist: DES 4 CMP & 3' X 2' SBC X 84'-0"

Prop: REMOVE 2'-0" AND PLACE SETP-CD-A (UPSTRM)
 REMOVE 2'-0" AND PLACE SETP-CD-A (DNSTRM)

ITEM	CODE	DESCRIPTION	QUANT	UNIT	FINAL
0467	6457	SET (TY II) (42 IN) (CMP) (4:1) (C)	2.0	EA	
0658	6073	INSTL OM ASSM (OM-2Y) (WC) GND (BI)	2.0	EA	



Dan A. Hohmann, P.E.

11/05/2021

**US 283
CULVERT LAYOUT**



CONT	SECT	JOB	HIGHWAY
0099	01	035	US 283
DIST	COUNTY		SHEET NO.
BWD	COLEMAN		71

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Note:

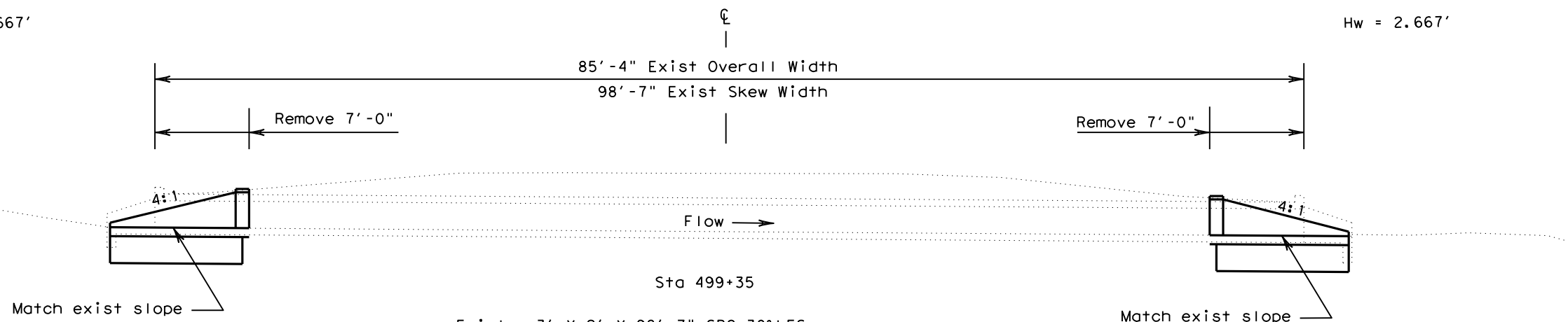
The left curb shall be 3" high.

Hw = 2.667'

Note:

The right curb shall be 3" high.

Hw = 2.667'



Exist: 3' X 2' X 98'-7" SBC 30° LFS

Prop: (REMOVE 7'-0") 3' X 2' X 1'-2" SCC-3&4, SCC-MD, SETB-FW-S (UPSTRM EXTN)
 (REMOVE 7'-0") 3' X 2' X 1'-2" SCC-3&4, SCC-MD, SETB-FW-S (DNSTRM EXTN)

ITEM	CODE	DESCRIPTION	QUANT	UNIT	FINAL
0420	6051	CL C CONC (CULV)	0.8	CY	
0432	6002	RIPRAP (CONC) (5 IN)	1.4	CY	
0467	6106	SET (TY I) (S=3 FT) (HW=3FT) (4:1) (C)	2.0	EA	
0658	6073	INSTL OM ASSM (OM-2Y) (WC) GND (BI)	2.0	EA	

Note:

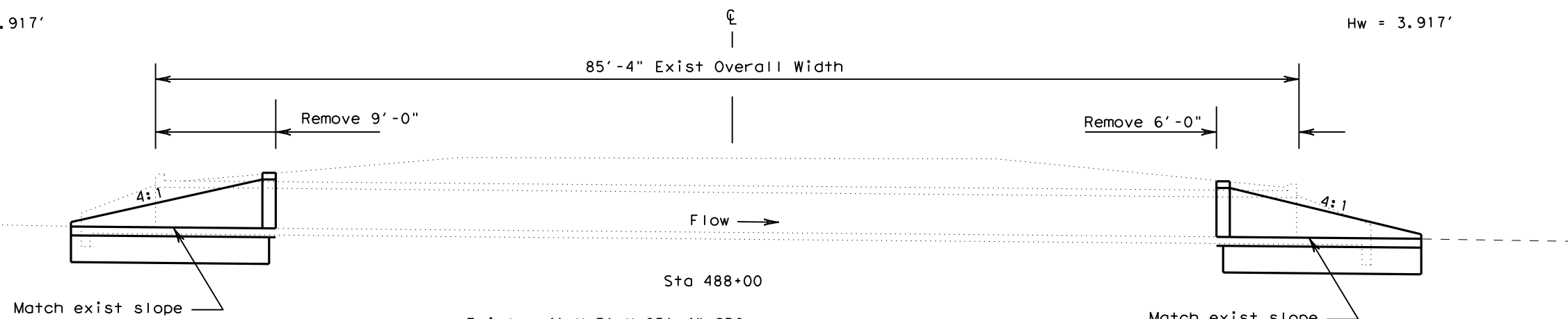
The left curb shall be 6" high.

Hw = 3.917'

Note:

The right curb shall be 6" high.

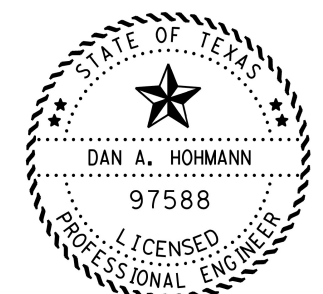
Hw = 3.917'



Exist: 4' X 3' X 85'-4" SBC

Prop: (REMOVE 9'-0") 4' X 3' X 1'-0" SCC-3&4, SCC-MD, SETB-FW-0 (UPSTRM EXTN)
 (REMOVE 6'-0") 4' X 3' X 1'-0" SCC-3&4, SCC-MD, SETB-FW-0 (DNSTRM EXTN)

ITEM	CODE	DESCRIPTION	QUANT	UNIT	FINAL
0420	6051	CL C CONC (CULV)	1.0	CY	
0432	6002	RIPRAP (CONC) (5 IN)	4.2	CY	
0467	6144	SET (TY I) (S=4 FT) (HW=4FT) (4:1) (C)	2.0	EA	
0658	6073	INSTL OM ASSM (OM-2Y) (WC) GND (BI)	2.0	EA	



Dan A. Hohmann, P.E.

11/05/2021

**US 283
CULVERT LAYOUT**

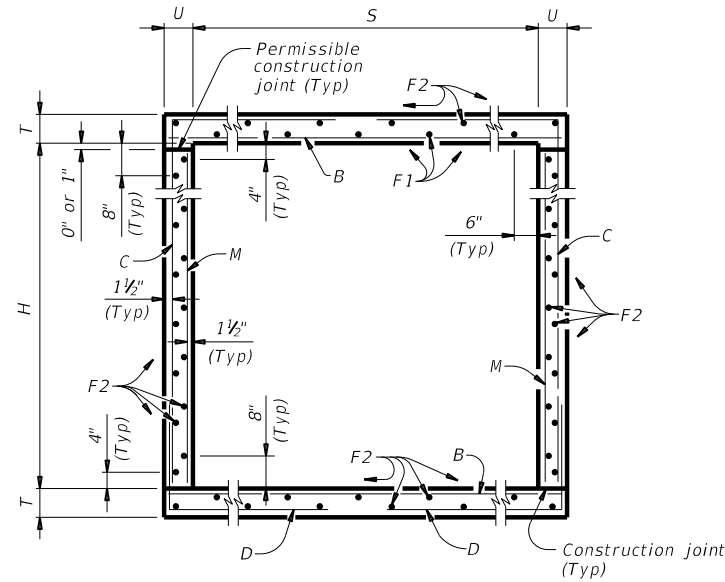


CONT	SECT	JOB	HIGHWAY
0099	01	035	US 283
DIST	COUNTY	SHEET NO.	
BWD	COLEMAN	72	

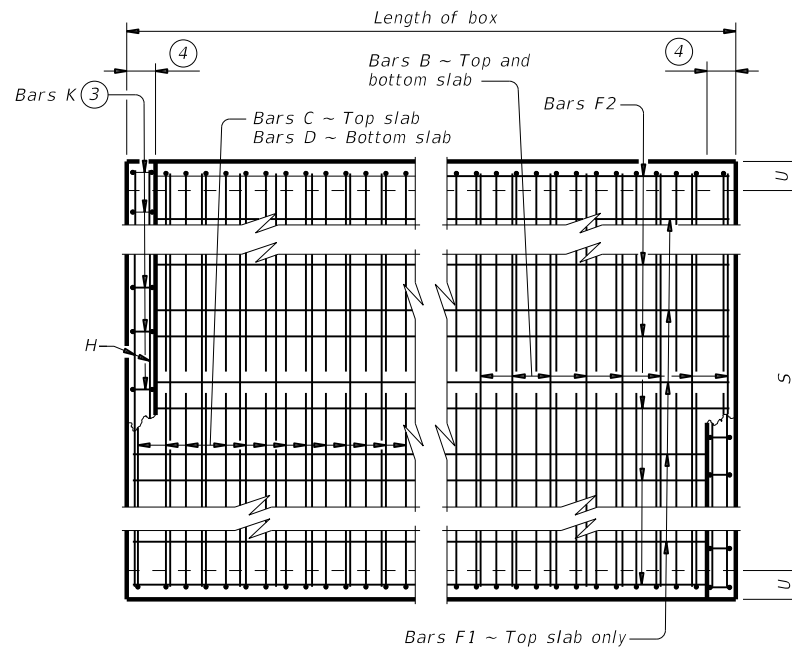
DATE: 10/31/2021 7:13:29 PM
FILE: D:\us283\Culvert Layout.dgn

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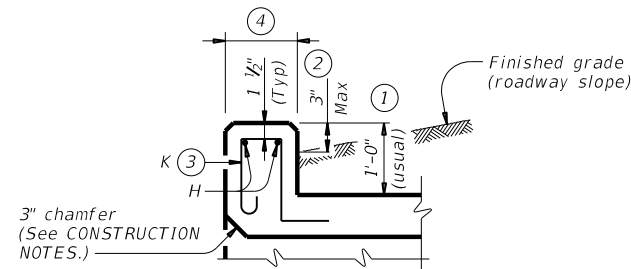
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 FILE: D:\us283\standards\scc34ste-21 (1).dgn



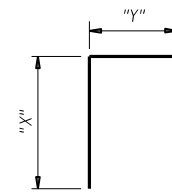
TYPICAL SECTION



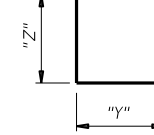
PLAN OF REINF STEEL



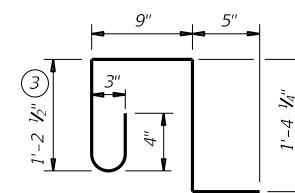
SECTION THRU CURB



BARS C



BARS D



BARS K (#4)
 (Spa = 1'-0" Max)
 (Length = 4'-2")

- ① 0" Min to 5'-0" Max. Estimated curb heights are shown elsewhere in the plans. For structures with pedestrian rail or curbs taller than 1'-0", refer to the Extended Curb Details (ECD) standard sheet. For structures with T631 or T631LS bridge rail, refer to the Mounting Details for T631 & T631LS Rails (T631-CM) standard sheet. Refer to the Rail Anchorage Curb (RAC) standard sheet for structures with bridge rail other than T631 or T631LS.
- ② For vehicle safety, the following requirements must be met:
 - For structures without bridge rail, construct curbs no more than 3" above finished grade.
 - For structures with bridge rail, construct curbs flush with finished grade. Reduce curb heights, if necessary, to meet the above requirements. No changes will be made in quantities and no additional compensation will be allowed for this work.
- ③ For curbs less than 1'-0" high, tilt Bars K or reduce bar height as necessary to maintain cover. For curbs less than 3" high, Bars K may be omitted.
- ④ 1'-0" typical. 2'-3" when the Rail Anchorage Curb (RAC) standard sheet is referred to elsewhere in the plans.

The Contractor may replace Bars B, C, D, E, F1, F2, M, Y, and/or Z with deformed welded wire reinforcement (WWR) meeting the requirements of ASTM A1064. The area of required reinforcement may be reduced by the ratio of 60 ksi / 70 ksi. Spacing of WWR is limited to 4" Min and 18" Max. When required, provide lap splices in the WWR of the same length required for the equivalent bar size, rounded up for wire sizes between conventional bar sizes. The lap length required for WWR is never less than the lap length required for uncoated #4 bars.

Example conversion: Replacing No. 6 Gr 60 at 6" Spacing with WWR.
 Required WWR = (0.44 sq. in. per 0.5 ft.) x (60 ksi / 70 ksi) = 0.755 sq. in. per ft.
 If D30.6 wire is used to meet the 0.755 sq. in. per ft. requirement in this example, the required spacing = (0.306 sq. in.) / (0.755 sq. in. per ft.) x (12 in. per ft.) = 4.86" Max spacing. Required lap length for the provided D30.6 wire is 2'-1" (the same minimum lap length required for uncoated #5 bars, as listed under MATERIAL NOTES).

CONSTRUCTION NOTES:

- Do not use permanent forms.
- Chamfer the bottom edge of the top slab 3" at the entrance.
- Optionally, raise construction joints shown at the flow line by a maximum of 6". If this option is taken, Bars M may be cut off or raised, Bars C and D may be reversed.

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) for culvert barrel and curb, with the following exceptions: provide Class S concrete (f'c = 4,000 psi) for top slabs of:
 - culverts with overlay,
 - culverts with 1-to-2 course surface treatment, or
 - culverts with the top slab as the final riding surface.
- Provide bar laps, where required, as follows:
 - Uncoated or galvanized ~ #4 = 1'-8" Min
 - Uncoated or galvanized ~ #5 = 2'-1" Min

GENERAL NOTES:

- Designed according to AASHTO LRFD Bridge Design Specifications for the range of fill heights shown.
- See the Single Box Culverts Cast-In-Place Miscellaneous Detail (SCC-MD) standard sheet for details pertaining to skewed ends, angle sections, and lengthening.

Cover dimensions are clear dimensions, unless noted otherwise.
 Reinforcing bar dimensions shown are out-to-out of bar.

HL93 LOADING SHEET 1 OF 2

		Bridge Division Standard	
SINGLE BOX CULVERTS CAST-IN-PLACE 0' TO 30' FILL			
SCC-3 & 4			
FILE: scc34ste-21.dgn	DN: TBE	CK: BMP	DW: TxDOT
©TxDOT February 2020	CONT	SECT	JOB
REVISIONS	0099	01	035
04/2021 Updated X values.	DIST	COUNTY	SHEET NO.
	BWD	COLEMAN	74


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DATE: 10/31/2021 7:33:54 PM
FILE: D:\us283\standards\scc34ste-21 (1).dgn

SECTION DIMENSIONS				FILL HEIGHT ⁵	BILLS OF REINFORCING STEEL (For Box Length = 40 feet)																								QUANTITIES														
					Bars B				Bars C				Bars D				Bars M ~ #4				Bars F1 ~ #4 at 18" Spa			Bars F2 ~ #4 at 18" Spa			Bars H 4 ~ #4		Bars K		Per Foot of Barrel		Curb		Total								
					S	H	T	U	No.	Size	Spa	Length	Weight	No.	Size	Spa	Length	Weight	" X "	" Y "	No.	Size	Spa	Length	Weight	" Y "	" Z "	No.	Spa	Length	Weight	No.	Length	Wt	No.	Length	Weight	Length	Wt	No.	Wt	Conc (CY)	Reinf (Lb)
3' - 0"	2' - 0"	8"	7"	30'	108	#5	9"	3' - 11"	441	108	#4	9"	5' - 4"	385	2' - 6"	2' - 10"	108	#4	9"	5' - 1"	367	2' - 10"	2' - 3"	108	9"	2' - 0"	144	3	39' - 9"	80	19	39' - 9"	505	3' - 11"	10	10	28	0.292	48.1	0.3	38	12.0	1,960
3' - 0"	3' - 0"	8"	7"	30'	108	#5	9"	3' - 11"	441	108	#4	9"	6' - 4"	457	3' - 6"	2' - 10"	108	#4	9"	5' - 1"	367	2' - 10"	2' - 3"	108	9"	3' - 0"	216	3	39' - 9"	80	23	39' - 9"	611	3' - 11"	10	10	28	0.335	54.3	0.3	38	13.7	2,210
4' - 0"	2' - 0"	8"	7"	30'	108	#5	9"	4' - 11"	554	162	#4	6"	5' - 8"	613	2' - 6"	3' - 2"	162	#4	6"	5' - 5"	586	3' - 2"	2' - 3"	108	9"	2' - 0"	144	3	39' - 9"	80	21	39' - 9"	558	4' - 11"	13	12	33	0.342	63.4	0.4	46	14.1	2,581
4' - 0"	3' - 0"	8"	7"	30'	108	#5	9"	4' - 11"	554	162	#4	6"	6' - 8"	721	3' - 6"	3' - 2"	162	#4	6"	5' - 5"	586	3' - 2"	2' - 3"	108	9"	3' - 0"	216	3	39' - 9"	80	25	39' - 9"	664	4' - 11"	13	12	33	0.385	70.5	0.4	46	15.8	2,867
4' - 0"	4' - 0"	8"	7"	30'	108	#5	9"	4' - 11"	554	162	#4	6"	7' - 8"	830	4' - 6"	3' - 2"	162	#4	6"	5' - 5"	586	3' - 2"	2' - 3"	108	9"	4' - 0"	289	3	39' - 9"	80	25	39' - 9"	664	4' - 11"	13	12	33	0.428	75.1	0.4	46	17.5	3,049

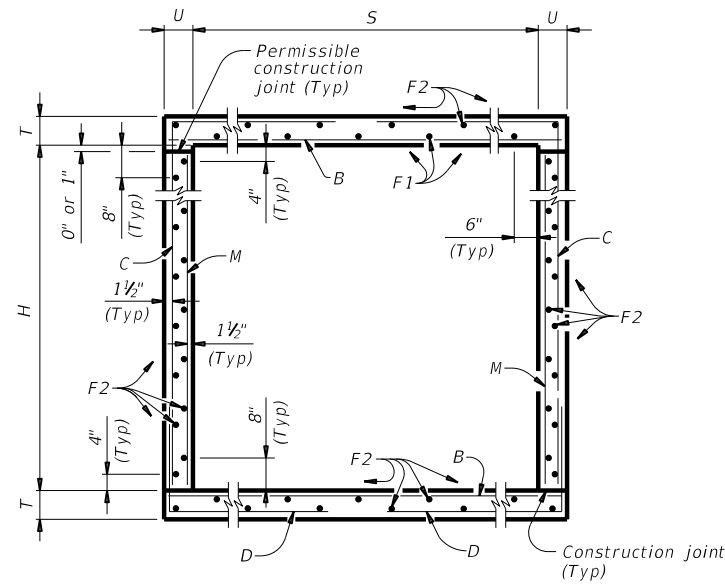
⁵ For direct traffic culverts (fill height ≤ 2 ft.), identify the required box size and select the option with the minimum fill height.

HL93 LOADING SHEET 2 OF 2

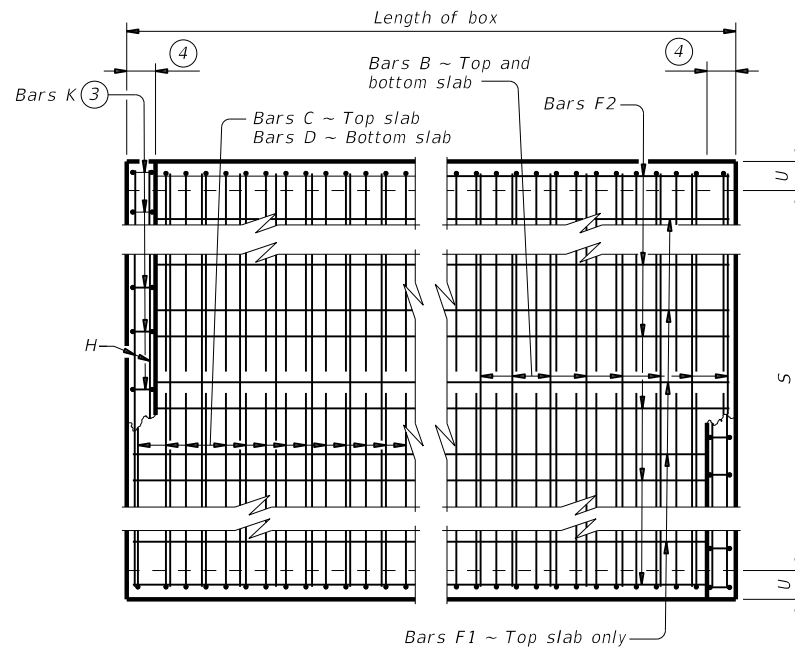
 Texas Department of Transportation				Bridge Division Standard	
SINGLE BOX CULVERTS CAST-IN-PLACE 0' TO 30' FILL					
SCC-3 & 4					
FILE: scc34ste-21.dgn	DN: TBE	CK: BMP	DW: TxDOT	CR: TxDOT	
©TxDOT February 2020	CONT	SECT	JOB	HIGHWAY	
REVISIONS	0099	01	035	US 283	
04/2021 Updated X values.	DIST	COUNTY	SHEET NO.		
	BWD	COLEMAN	75		

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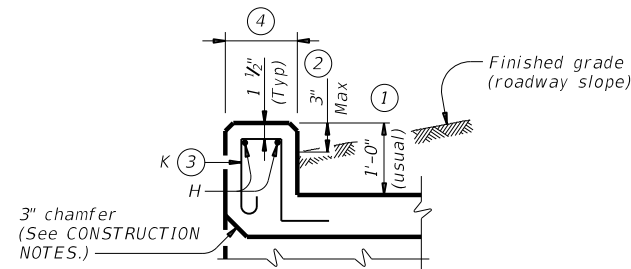
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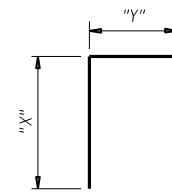
TYPICAL SECTION



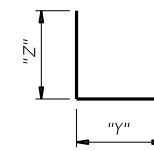
PLAN OF REINF STEEL



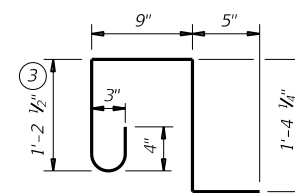
SECTION THRU CURB



BARS C



BARS D



BARS K (#4)
 (Spa = 1'-0" Max)
 (Length = 4'-2")

- ① 0" Min to 5'-0" Max. Estimated curb heights are shown elsewhere in the plans. For structures with pedestrian rail or curbs taller than 1'-0", refer to the Extended Curb Details (ECD) standard sheet. For structures with T631 or T631LS bridge rail, refer to the Mounting Details for T631 & T631LS Rails (T631-CM) standard sheet. Refer to the Rail Anchorage Curb (RAC) standard sheet for structures with bridge rail other than T631 or T631LS.
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 - For structures with bridge rail, construct curbs flush with finished grade. Reduce curb heights, if necessary, to meet the above requirements. No changes will be made in quantities and no additional compensation will be allowed for this work.
- ③ For curbs less than 1'-0" high, tilt Bars K or reduce bar height as necessary to maintain cover. For curbs less than 3" high, Bars K may be omitted.
- ④ 1'-0" typical. 2'-3" when the Rail Anchorage Curb (RAC) standard sheet is referred to elsewhere in the plans.

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Example conversion: Replacing No. 6 Gr 60 at 6" Spacing with WWR.
 Required WWR = (0.44 sq. in. per 0.5 ft.) x (60 ksi / 70 ksi) = 0.755 sq. in. per ft.
 If D30.6 wire is used to meet the 0.755 sq. in. per ft. requirement in this example, the required spacing = (0.306 sq. in.) / (0.755 sq. in. per ft.) x (12 in. per ft.) = 4.86"
 Max spacing. Required lap length for the provided D30.6 wire is 2'-1" (the same minimum lap length required for uncoated #5 bars, as listed under MATERIAL NOTES).

CONSTRUCTION NOTES:

- Do not use permanent forms.
- Chamfer the bottom edge of the top slab 3" at the entrance.
- Optionally, raise construction joints shown at the flow line by a maximum of 6". If this option is taken, Bars M may be cut off or raised, Bars C and D may be reversed.

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) for culvert barrel and curb, with the following exceptions: provide Class S concrete ($f'_c = 4,000$ psi) for top slabs of:
 - culverts with overlay,
 - culverts with 1-to-2 course surface treatment, or
 - culverts with the top slab as the final riding surface.
- Provide bar laps, where required, as follows:
 - Uncoated or galvanized ~ #4 = 1'-8" Min
 - Uncoated or galvanized ~ #5 = 2'-1" Min
 - Uncoated or galvanized ~ #6 = 2'-6" Min

GENERAL NOTES:

- Designed according to AASHTO LRFD Bridge Design Specifications for the range of fill heights shown.
- See the Single Box Culverts Cast-In-Place Miscellaneous Detail (SCC-MD) standard sheet for details pertaining to skewed ends, angle sections, and lengthening.

Cover dimensions are clear dimensions, unless noted otherwise.
 Reinforcing bar dimensions shown are out-to-out of bar.

HL93 LOADING SHEET 1 OF 2



**SINGLE BOX CULVERTS
 CAST-IN-PLACE
 0' TO 30' FILL**

SCC-7

FILE: scc07ste-21.dgn	DN: TBE	CK: BMP	DW: TxDOT	CK: TxDOT
©TxDOT February 2020	CONT	SECT	JOB	HIGHWAY
REVISIONS	0099	01	035	US 283
04/2021 Updated X values.	DIST	COUNTY	SHEET NO.	
	BWD	COLEMAN	76	

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DATE: 10/31/2021 7:43:48 PM
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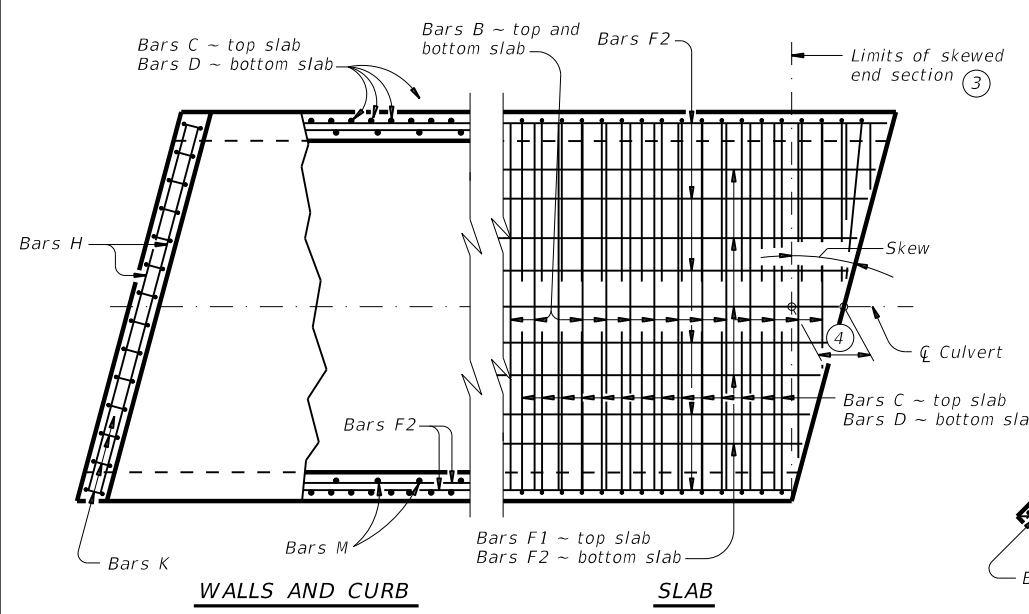
SECTION DIMENSIONS				FILL HEIGHT ⑤	BILLS OF REINFORCING STEEL (For Box Length = 40 feet)																												QUANTITIES										
					Bars B					Bars C					Bars D					Bars M ~ #4				Bars F1 ~ #4 at 18" Spa			Bars F2 ~ #4 at 18" Spa			Bars H 4 ~ #4		Bars K		Per Foot of Barrel		Curb		Total					
					S	H	T	U	No.	Size	Spa	Length	Weight	No.	Size	Spa	Length	Weight	" X "	" Y "	No.	Size	Spa	Length	Weight	" Y "	" Z "	No.	Spa	Length	Weight	No.	Length	Wt	No.	Length	Weight	Length	Wt	No.	Wt	Conc (CY)	Reinf (Lb)
7'-0"	3'-0"	8"	7"	16'	108	#6	9"	7'-11"	1,284	162	#5	6"	7'-11"	1,338	3'-6"	4'-5"	162	#5	6"	7'-11"	1,197	4'-5"	2'-8"	108	9"	3'-0"	216	5	39'-9"	133	31	39'-9"	823	7'-11"	21	18	50	0.533	124.8	0.6	71	21.9	5,062
7'-0"	3'-0"	9"	7"	20'	108	#6	9"	7'-11"	1,284	162	#5	6"	8'-0"	1,352	3'-7"	4'-5"	162	#5	6"	7'-2"	1,211	4'-5"	2'-9"	108	9"	3'-0"	216	5	39'-9"	133	31	39'-9"	823	7'-11"	21	18	50	0.583	125.5	0.6	71	23.9	5,090
7'-0"	3'-0"	10"	8"	23'	108	#6	9"	8'-1"	1,311	162	#5	6"	8'-2"	1,380	3'-8"	4'-6"	162	#5	6"	7'-4"	1,239	4'-6"	2'-10"	82	12"	3'-0"	164	5	39'-9"	133	31	39'-9"	823	8'-1"	22	20	56	0.663	126.3	0.6	78	27.1	5,128
7'-0"	3'-0"	11"	8"	30'	108	#6	9"	8'-1"	1,311	162	#5	6"	8'-3"	1,394	3'-9"	4'-6"	162	#5	6"	7'-5"	1,253	4'-6"	2'-11"	82	12"	3'-0"	164	5	39'-9"	133	31	39'-9"	823	8'-1"	22	20	56	0.714	127.0	0.6	78	29.2	5,156
7'-0"	4'-0"	8"	7"	16'	108	#6	9"	7'-11"	1,284	162	#5	6"	8'-11"	1,507	4'-6"	4'-5"	162	#5	6"	7'-1"	1,197	4'-5"	2'-8"	108	9"	4'-0"	289	5	39'-9"	133	31	39'-9"	823	7'-11"	21	18	50	0.576	130.8	0.6	71	23.6	5,304
7'-0"	4'-0"	9"	7"	20'	108	#6	9"	7'-11"	1,284	162	#5	6"	9'-0"	1,521	4'-7"	4'-5"	162	#5	6"	7'-2"	1,211	4'-5"	2'-9"	108	9"	4'-0"	289	5	39'-9"	133	31	39'-9"	823	7'-11"	21	18	50	0.627	131.5	0.6	71	25.7	5,332
7'-0"	4'-0"	10"	8"	23'	108	#6	9"	8'-1"	1,311	162	#5	6"	9'-2"	1,549	4'-8"	4'-6"	162	#5	6"	7'-4"	1,239	4'-6"	2'-10"	82	12"	4'-0"	219	5	39'-9"	133	31	39'-9"	823	8'-1"	22	20	56	0.712	131.9	0.6	78	29.1	5,352
7'-0"	4'-0"	11"	8"	30'	162	#6	6"	8'-1"	1,967	162	#5	6"	9'-3"	1,563	4'-9"	4'-6"	162	#5	6"	7'-5"	1,253	4'-6"	2'-11"	82	12"	4'-0"	219	5	39'-9"	133	31	39'-9"	823	8'-1"	22	20	56	0.763	149.0	0.6	78	31.1	6,036
7'-0"	5'-0"	8"	7"	16'	108	#6	9"	7'-11"	1,284	162	#5	6"	9'-11"	1,676	5'-6"	4'-5"	162	#5	6"	7'-1"	1,197	4'-5"	2'-8"	108	9"	5'-0"	361	5	39'-9"	133	35	39'-9"	929	7'-11"	21	18	50	0.619	139.5	0.6	71	25.4	5,651
7'-0"	5'-0"	9"	7"	20'	108	#6	9"	7'-11"	1,284	162	#5	6"	10'-0"	1,690	5'-7"	4'-5"	162	#5	6"	7'-2"	1,211	4'-5"	2'-9"	108	9"	5'-0"	361	5	39'-9"	133	35	39'-9"	929	7'-11"	21	18	50	0.670	140.2	0.6	71	27.4	5,679
7'-0"	5'-0"	10"	8"	23'	108	#6	9"	8'-1"	1,311	162	#5	6"	10'-2"	1,718	5'-8"	4'-6"	162	#5	6"	7'-4"	1,239	4'-6"	2'-10"	82	12"	5'-0"	274	5	39'-9"	133	35	39'-9"	929	8'-1"	22	20	56	0.761	140.1	0.6	78	31.1	5,682
7'-0"	5'-0"	11"	8"	30'	162	#6	6"	8'-1"	1,967	162	#5	6"	10'-3"	1,732	5'-9"	4'-6"	162	#5	6"	7'-5"	1,253	4'-6"	2'-11"	82	12"	5'-0"	274	5	39'-9"	133	35	39'-9"	929	8'-1"	22	20	56	0.813	157.2	0.6	78	33.1	6,366
7'-0"	6'-0"	8"	7"	16'	108	#6	9"	7'-11"	1,284	162	#5	6"	10'-11"	1,845	6'-6"	4'-5"	162	#5	6"	7'-1"	1,197	4'-5"	2'-8"	108	9"	6'-0"	433	5	39'-9"	133	39	39'-9"	1,036	7'-11"	21	18	50	0.663	148.2	0.6	71	27.1	5,999
7'-0"	6'-0"	9"	7"	20'	108	#6	9"	7'-11"	1,284	162	#5	6"	11'-0"	1,859	6'-7"	4'-5"	162	#5	6"	7'-2"	1,211	4'-5"	2'-9"	108	9"	6'-0"	433	5	39'-9"	133	39	39'-9"	1,036	7'-11"	21	18	50	0.713	148.9	0.6	71	29.1	6,027
7'-0"	6'-0"	10"	8"	23'	108	#6	9"	8'-1"	1,311	162	#5	6"	11'-2"	1,887	6'-8"	4'-6"	162	#5	6"	7'-4"	1,239	4'-6"	2'-10"	82	12"	6'-0"	329	5	39'-9"	133	39	39'-9"	1,036	8'-1"	22	20	56	0.811	148.4	0.6	78	33.1	6,013
7'-0"	6'-0"	11"	8"	30'	162	#6	6"	8'-1"	1,967	162	#5	6"	11'-3"	1,901	6'-9"	4'-6"	162	#5	6"	7'-5"	1,253	4'-6"	2'-11"	82	12"	6'-0"	329	5	39'-9"	133	39	39'-9"	1,036	8'-1"	22	20	56	0.862	165.5	0.6	78	35.1	6,697
7'-0"	7'-0"	8"	7"	16'	108	#6	9"	7'-11"	1,284	162	#5	6"	11'-11"	2,014	7'-6"	4'-5"	162	#5	6"	7'-1"	1,197	4'-5"	2'-8"	108	9"	7'-0"	505	5	39'-9"	133	39	39'-9"	1,036	7'-11"	21	18	50	0.706	154.2	0.6	71	28.8	6,240
7'-0"	7'-0"	9"	7"	20'	108	#6	9"	7'-11"	1,284	162	#5	6"	12'-0"	2,028	7'-7"	4'-5"	162	#5	6"	7'-2"	1,211	4'-5"	2'-9"	108	9"	7'-0"	505	5	39'-9"	133	39	39'-9"	1,036	7'-11"	21	18	50	0.756	154.9	0.6	71	30.8	6,268
7'-0"	7'-0"	10"	8"	23'	108	#6	9"	8'-1"	1,311	162	#5	6"	12'-2"	2,056	7'-8"	4'-6"	162	#5	6"	7'-4"	1,239	4'-6"	2'-10"	108	9"	7'-0"	505	5	39'-9"	133	39	39'-9"	1,036	8'-1"	22	20	56	0.860	157.0	0.6	78	35.0	6,358
7'-0"	7'-0"	11"	8"	30'	162	#6	6"	8'-1"	1,967	162	#5	6"	12'-3"	2,070	7'-9"	4'-6"	162	#5	6"	7'-5"	1,253	4'-6"	2'-11"	108	9"	7'-0"	505	5	39'-9"	133	39	39'-9"	1,036	8'-1"	22	20	56	0.912	174.1	0.6	78	37.1	7,042

⑤ For direct traffic culverts (fill height ≤ 2 ft.), identify the required box size and select the option with the minimum fill height.

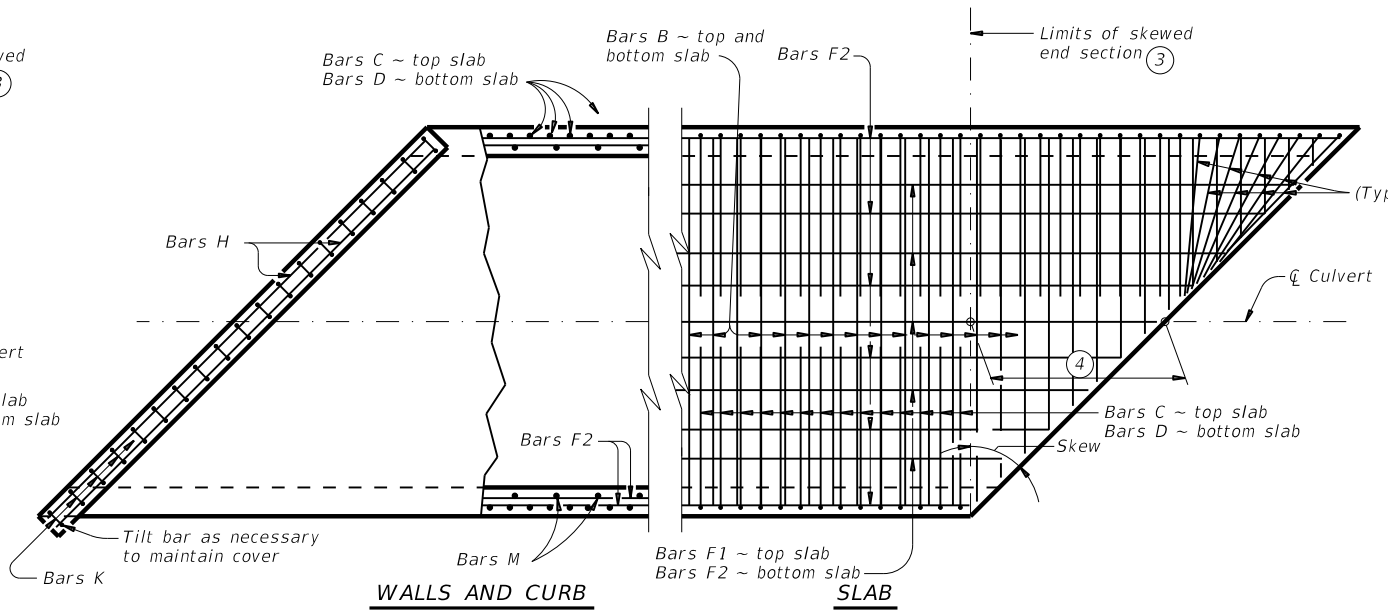
		Bridge Division Standard	
SINGLE BOX CULVERTS CAST-IN-PLACE 0' TO 30' FILL			
SCC-7			
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©TxDOT February 2020	CONT	SECT	HIGHWAY
REVISIONS	0099	01	035 US 283
04/2021 Updated X values.	DIST	COUNTY	SHEET NO.
	BWD	COLEMAN	77

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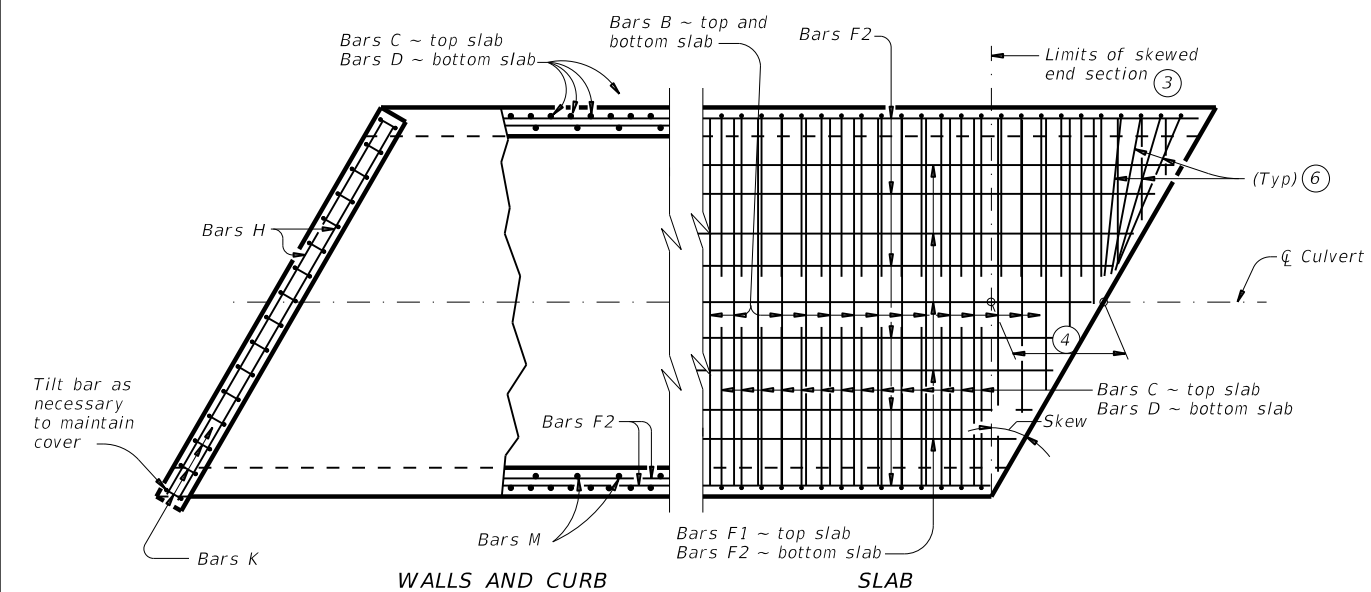
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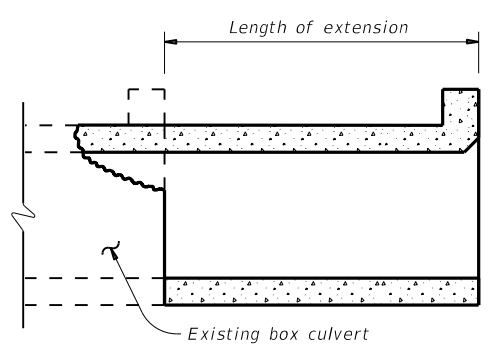
PLAN OF SKEWED ENDS ~ FROM 0° TO 15°



PLAN OF SKEWED ENDS ~ OVER 30° TO 45°



PLAN OF SKEWED ENDS ~ OVER 15° TO 30°



LENGTHENING DETAIL

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, 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.

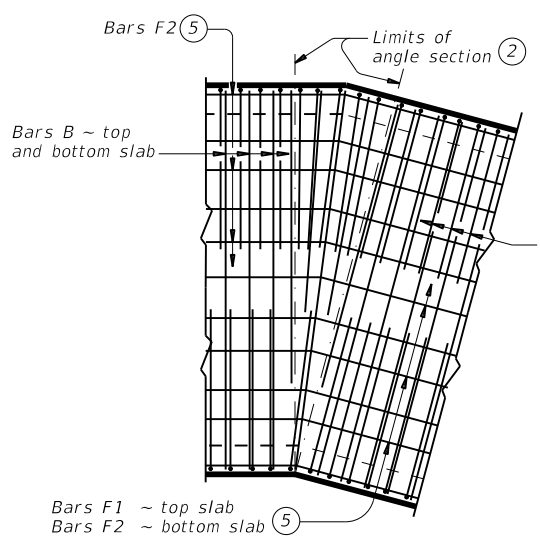
- 2 When the spacing between Bars B becomes less than half of the normal spacing, cut bars to avoid conflict.
- 3 The length of Bars B vary in the skewed end sections.
- 4 $[One\ half\ of\ overall\ width] \times [tangent\ of\ the\ skew\ angle]$
- 5 Place Bars F1 and F2 continuously through the angle 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, and D parallel to the skewed end while maintaining spacing along centerline of box. Increase lengths of Bars B shown on the Single Box Culverts Cast-In-Place (SCC) standards sheets to accommodate the skew.

CONSTRUCTION NOTES:
 Do not use permanent forms.
 When required, lap Bars H 1'-8" for uncoated or galvanized bars.
 Provide a minimum of 1 1/2" clear cover.

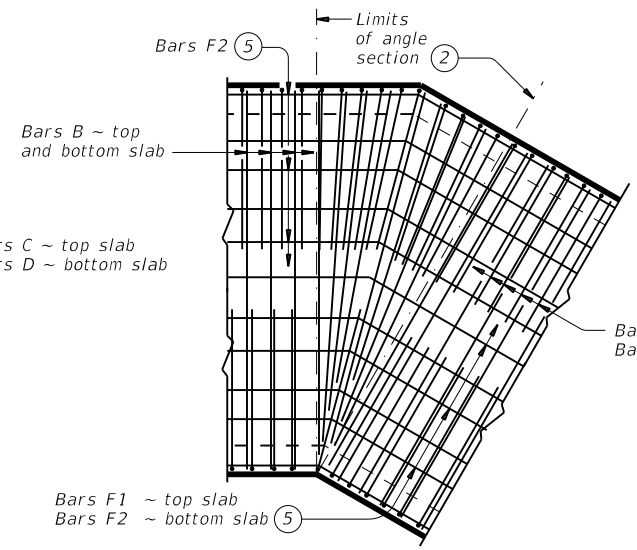
MATERIAL NOTES:
 Provide Grade 60 reinforcing steel.
 Provide galvanized reinforcing steel, if required elsewhere in the plans.
 Provide Class C concrete (f'c = 3,600 psi) with these exceptions:
 provide Class S concrete (f'c = 4,000 psi) for top slabs of culverts with overlay, with 1-to-2 course surface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

GENERAL NOTES:
 Designed according to AASHTO LRFD Bridge Design Specifications.
 Refer to Single Box Culverts Cast-in-Place (SCC) standard sheets for details of straight sections of culvert.
 For skewed sections and angle sections, refer to Single Box Culverts Cast-in-Place (SCC) 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 culvert Single Box Culverts Cast-In-Place (SCC) standard sheets by the cosine of the skew angle.

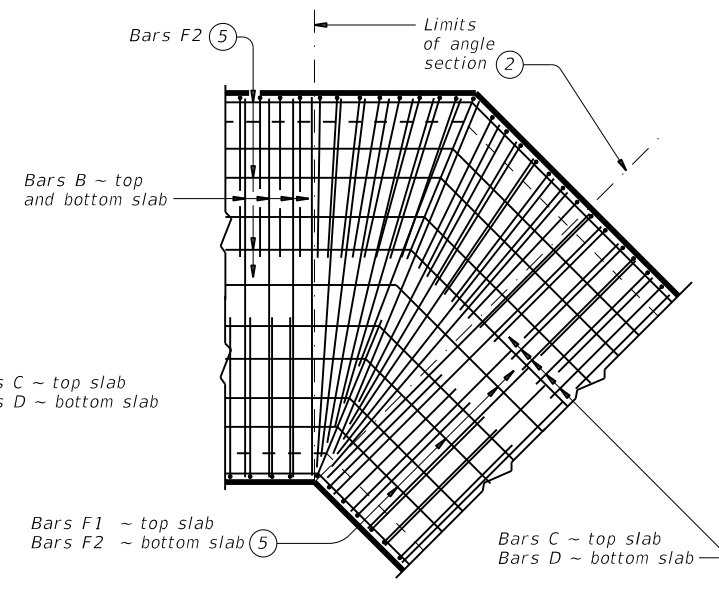
Cover dimensions are clear dimensions, unless noted otherwise.



PLAN OF ANGLE SECTION ~ FROM 0° TO 15°



PLAN OF ANGLE SECTION ~ OVER 15° TO 30°



PLAN OF ANGLE SECTION ~ OVER 30° TO 45°

HL93 LOADING

		Bridge Division Standard	
SINGLE BOX CULVERTS CAST-IN-PLACE MISCELLANEOUS DETAILS			
SCC-MD			
FILE: scmdste-20.dgn	DN: TxDOT	CK: TxDOT	DW: TxDOT
REVISIONS	CONTRACT	SECTION	JOB
	0099	01	035
	DIST	COUNTY	SHEET NO.
	BWD	COLEMAN	78

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

Maximum Wingwall Height Hw (9)	Dimensions				Variable Reinforcing				Estimated Quantities (3) per ft of wing length (Two-Wings)	
	W	X	Y	Z	Bars J1		Bars J2		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 WING WALL REINFORCING
 (Two-Wings)

Bar	Size	No.	Spa
D	#5	~	1'-0"
E	#4	~	1'-0"
F	#4	~	1'-0"
G	#6	4	~
M	#4	4	~
P	#4	~	1'-0"
R	#5	6	~
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	6	~
Reinf (Lb/Ft)	9.82		
Conc (CY/Ft)	0.074		

- Extend Bars P 3'-0" Min into bottom slab of box culvert.
- Adjust to fit as necessary to maintain 1 1/2" clear cover and 4" Min between bars.
- 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 Lw.
- Recommended values of slope are: 3:1, 4:1, and 6:1. Provide 3:1 or flatter slope.
- When shown elsewhere on the plans, construct 5" deep concrete riprap. Payment for riprap is as required by Item 432, "Riprap". Unless otherwise shown on the plans or directed by the Engineer, extend construction joints or grooved joints, oriented in the direction of flow, 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 is not required.
- At Contractor's option, end the culvert toewall flush with wingwall toewall. Adjust reinforcing as needed.
- 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 the Extend Curb Details (ECD) standard sheet.
- For vehicle safety, reduce curb heights, if necessary, to provide a maximum 3" projection above finished grade. No changes will be made in quantities and no additional compensation will be allowed for this work.
- See Table of Maximum Wing Heights for various slopes. Height is limited based on a 33'-6" maximum safety pipe runner length.

TABLE OF MAXIMUM WING HEIGHTS

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

WING DIMENSION CALCULATIONS:

$$Hw = H + T + C - 0.250' \quad (9)$$

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

$$B = (A) (\tan 30^\circ)$$

$$Lw = (A) + \cos 30^\circ$$

For cast-in-place culverts:
 $Ltw = (N) (S) + (N + 1) (U)$

For precast culverts:
 $Ltw = (N) (2U + S) + (N - 1) (0.500')$

$$Lc = (Ltw) - (2B)$$

$$Atw = (Lc) + (2B)$$

$$\text{Total Wingwall Area (two wings ~ SF)} = (Hw + 0.333') (Lw)$$

Hw = Height of wingwall (feet)
 Atw = Anchor toewall length (feet)
 Lw = Length of wingwall (feet)
 N = Number of culvert barrels
 SL:1 = Side slope ratio (horizontal : 1 vertical)
 Ltw = Culvert toewall length (feet)
 Lc = Culvert curb between wings (feet)

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

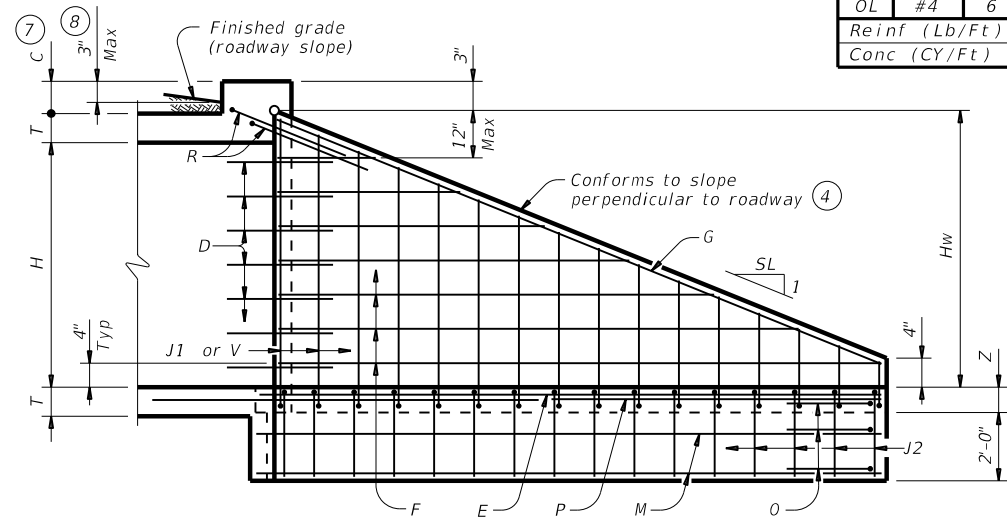
MATERIAL NOTES:

Provide Grade 60 reinforcing steel.
 Provide galvanized reinforcing steel if required elsewhere in the plans. 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.
 Provide Class "C" concrete (f'c = 3,600 psi).
 Adjust reinforcing as necessary to provide a minimum clear cover of 1 1/2".
 Provide pipe runners 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 and nuts.
 Provide ASTM A36 steel plates.
 Galvanize all steel components, except reinforcing unless required elsewhere in the plans, after fabrication.
 Repair galvanizing damaged during transport or construction in accordance with the Item 445, "Galvanizing".
 For optional adhesive anchors, install adhesive anchorages in accordance with the manufacturer's instructions including hole size, drilling equipment and method, hole cleaning equipment and method, mixing and dispensing adhesive, and anchor insertion. Do not alter the manufacturer's mixing nozzle or dispenser. Provide anchorage rods that are clean and free of grease, oil, or any other foreign material. Demonstrate hole cleaning method to the Engineer for approval and continue the approved process for all anchorage locations. Test adhesive anchors in accordance with Item 450.3.3, "Tests." Test 3 anchors per 100 anchors installed.

GENERAL NOTES:

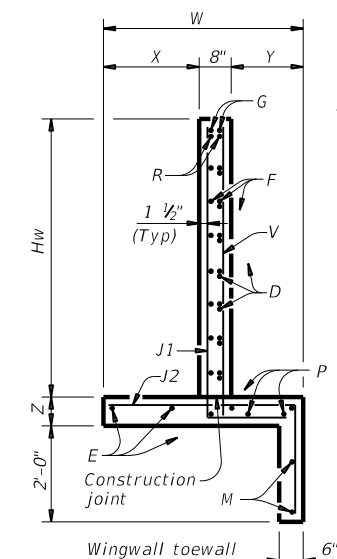
Designed according to AASHTO LRFD Bridge Design Specifications.
 The safety end treatments shown herein are intended for use in those installations where out of control vehicles are likely to traverse the openings approximately perpendicular to the pipe runners.
 Pipe runners are designed for a traversing 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.
 When structure is founded on solid rock, depth of toewalls for culverts and wingwalls may be reduced or eliminated as directed by the Engineer.
 All bolts, nuts, washers, brackets, angles, and pipe runners are considered parts of the safety end treatment for payment.
 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.

Cover dimensions are clear dimensions, unless noted otherwise. Reinforcing dimensions are out-to-out of bars.

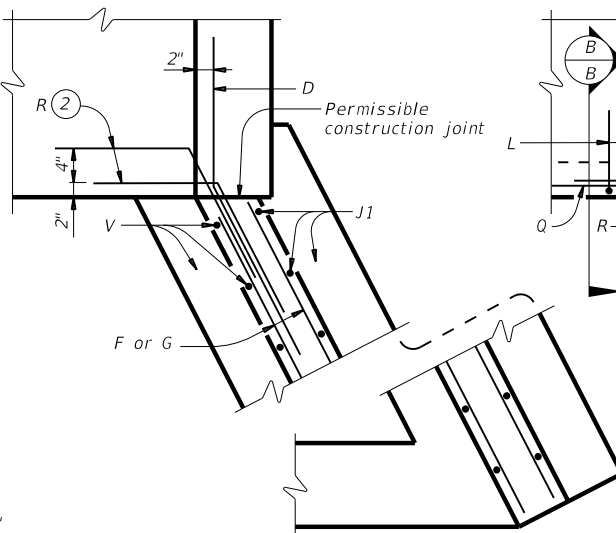


INSIDE ELEVATION OF WINGWALL

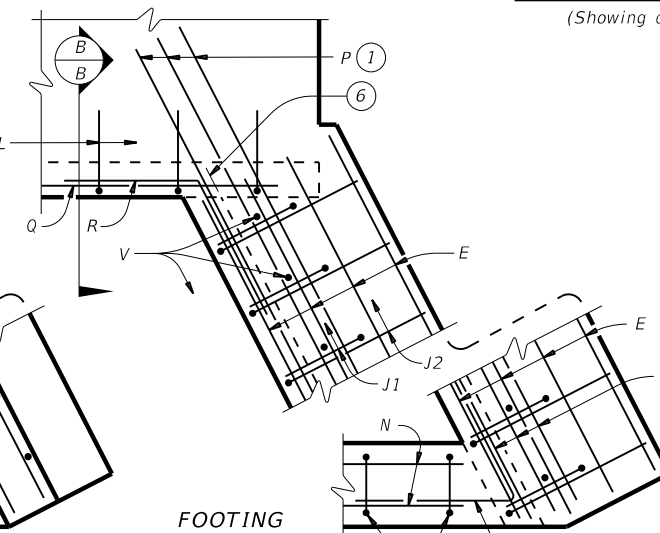
(Showing reinforcing. Culvert and culvert toewall reinforcing not shown for clarity.)



SECTION A-A



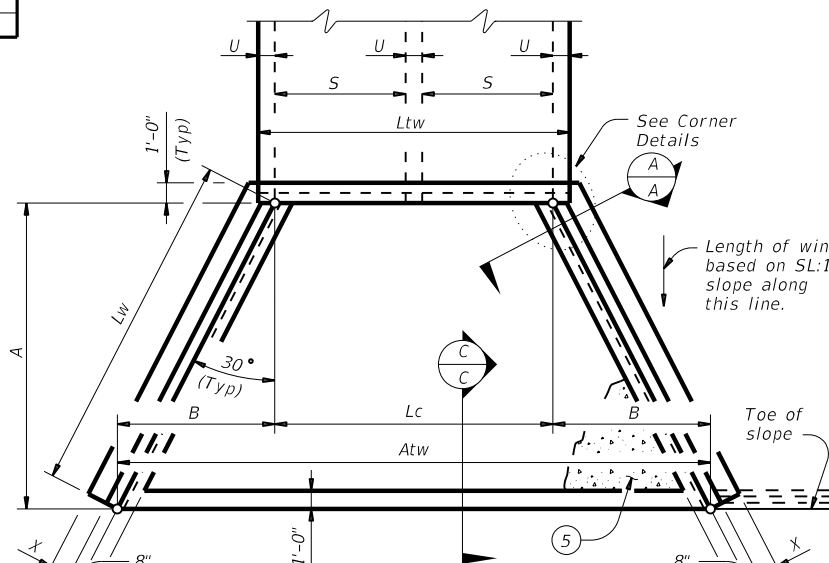
WINGWALL



CORNER DETAILS

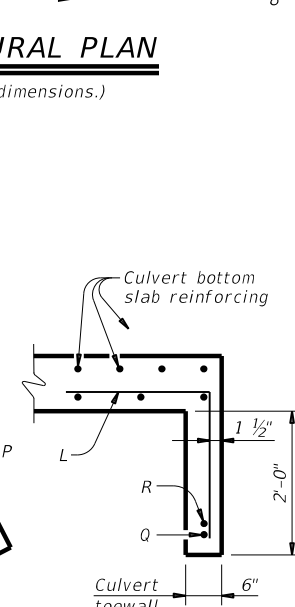
(Culvert and culvert toewall reinforcing not shown for clarity.)

FOOTING AND TOEWALL

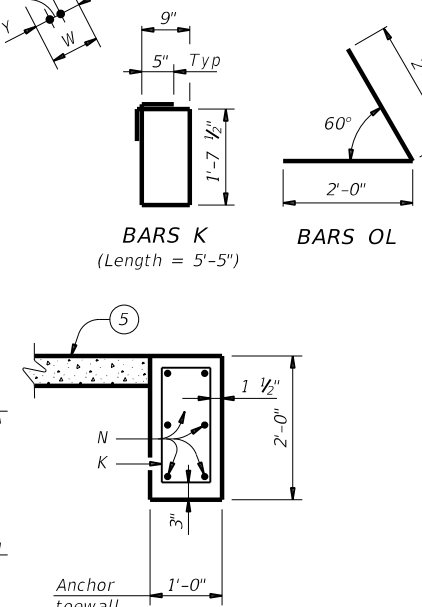


STRUCTURAL PLAN

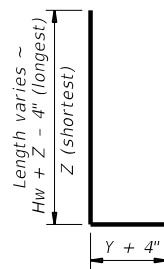
(Showing dimensions.)



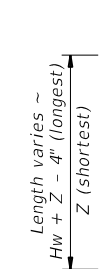
SECTION B-B



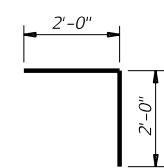
SECTION C-C



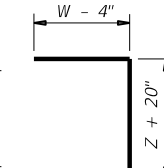
BARS J1



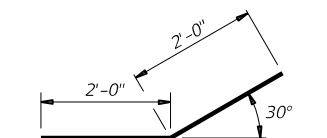
BARS V



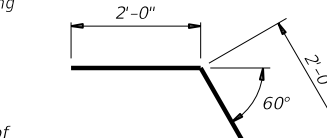
BARS L



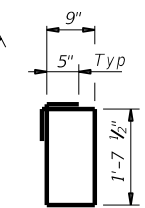
BARS J2



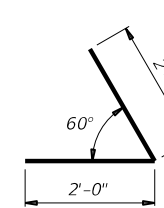
BARS D



BARS R



BARS K
 (Length = 5'-5")



BARS OL

Texas Department of Transportation
 Bridge Division Standard

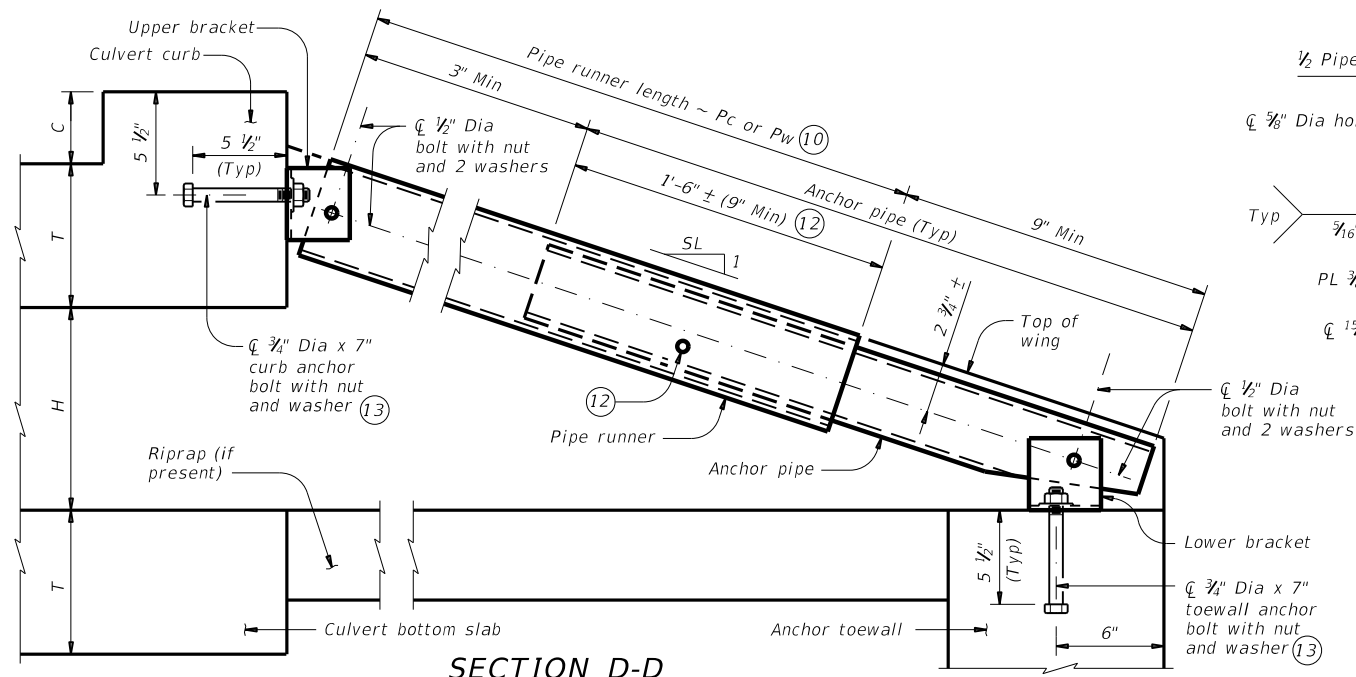
SAFETY END TREATMENT WITH FLARED WINGS
 FOR 0° SKEW BOX CULVERTS
 TYPE I ~ CROSS DRAINAGE

SETB-FW-0

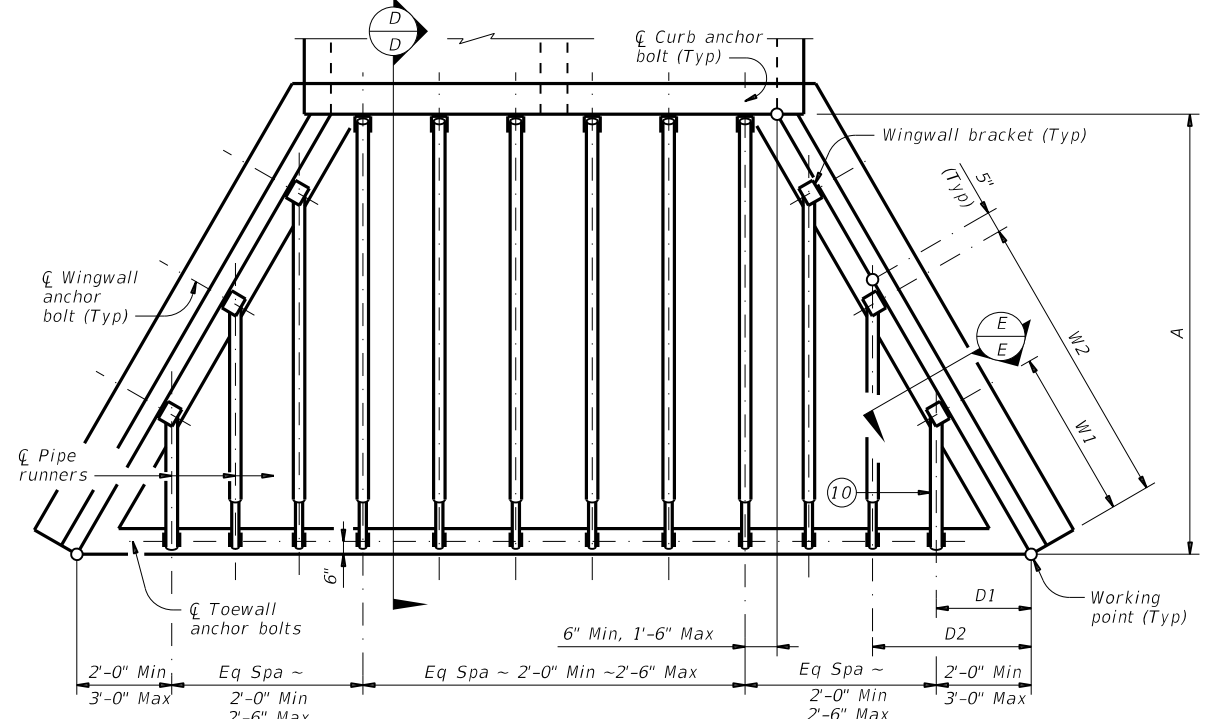
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0099	01		035	US 283
DIST	COUNTY	SHEET NO.		
BWD	COLEMAN	79		

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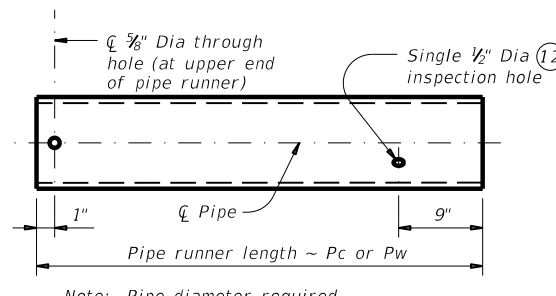
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SECTION D-D
 (Showing curb pipe runner. Except for upper bracket, wingwall pipe runners are similar.)

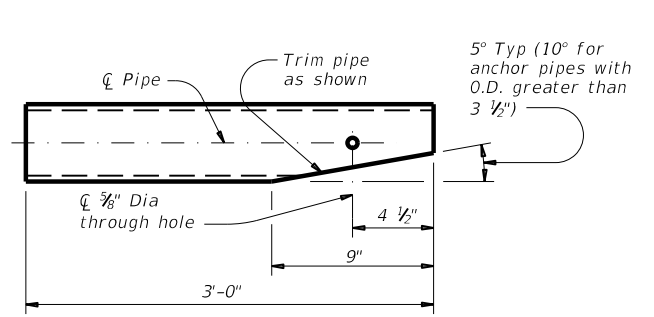


PIPE RUNNER PLAN

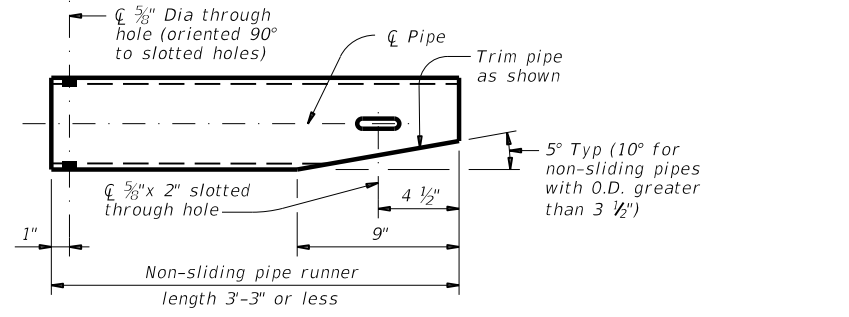


Note: Pipe diameter required for curb pipe runner is also used for wingwall pipe runner.

PIPE RUNNER DETAILS

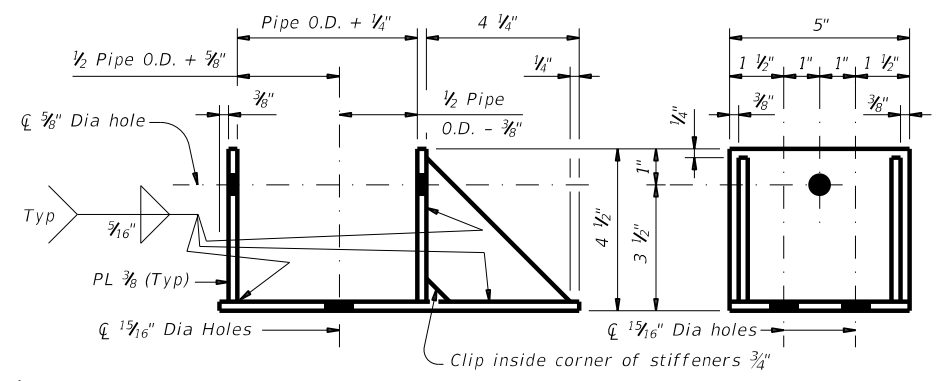


ANCHOR PIPE DETAILS

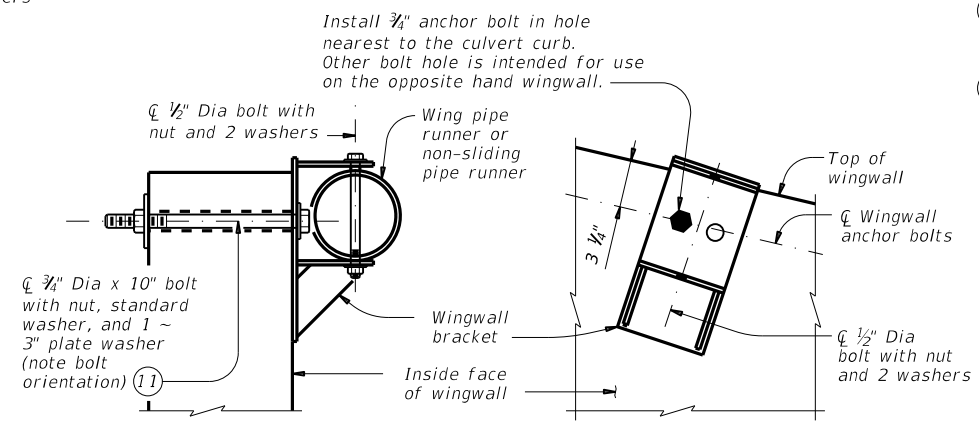


Note: Pipe size is the same as required for curb pipe runner. Adjust the corresponding lower bracket accordingly.

NON-SLIDING PIPE RUNNER DETAILS



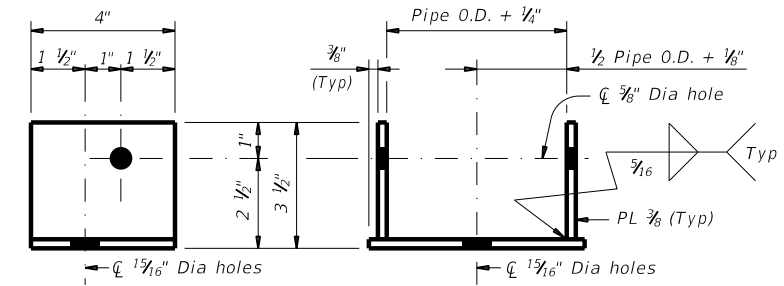
ELEVATION **SIDE VIEW**



SECTION E-E (Showing installed bracket.) **ELEVATION** (Showing installed bracket normal to wall. Pipe not shown for clarity.)

Note: Match wingwall bracket to the upper curb bracket size.

WINGWALL BRACKET DETAILS



SIDE VIEW **ELEVATION**

Note: Match upper and lower brackets, except for the brackets used with non-sliding pipe runners, to the required pipe diameters as shown in the table.

UPPER AND LOWER BRACKET DETAILS

MAXIMUM PIPE RUNNER LENGTHS AND REQUIRED PIPE RUNNER 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"

- 10 If pipe runner length (Pw) is 1'-9" or less replace the normal pipe runner and anchor pipe with a single non-sliding pipe runner. See Non-Sliding Pipe Runner Details for additional information.
- 11 At Contractor's option, 3/8" diameter hole may be formed or cored drilled. Percussion drilling is not permitted. Adjust placement of reinforcing steel as necessary to avoid bolt holes.
- 12 After installation of pipe runner, use the 1/2" inspection hole to ensure that the lap of the anchor pipe with the pipe runner is adequate.
- 13 At Contractor's option, an adhesive anchor may be used. Provide 3/4" Dia adhesive anchors that meet the requirements of ASTM A307 Gr A fully threaded rods. Embed threaded rods into curb, wingwalls, and toewall using a Type III, Class C, D, E, or F anchor adhesive. Minimum embedment depth is 5 1/2". Provide anchor adhesive able to achieve a basic bond strength in tension, Nba, of 20 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.

PIPE RUNNER DIMENSION CALCULATIONS:

$$Wn = (2.000)(Dn) - (0.416')$$

$$Pwn = (Dn)(K2) - (2.063')$$

$$Pw1 \text{ Non-Sliding Pipe Runner (If required)} = (D1)(K2) - (0.563')$$

$$Pc = (A)(K1) - (1.688')$$

Wn = Distance from working point to centerline anchor bolt measured along bottom inside face of wing (feet)
 Dn = Distance from working point to centerline pipe runner measured along outside face of anchor toewall (feet)
 Pw = Wingwall pipe runner length (feet)
 Pc = Curb pipe runner length (feet)
 K = Constant values for use in formulas

Slope SL:1	K1	K2
3:1	~ 1.054	~ 1.826
4:1	~ 1.031	~ 1.785
6:1	~ 1.014	~ 1.756

n = Wing pipe runner number

Texas Department of Transportation
SAFETY END TREATMENT WITH FLARED WINGS
 FOR 0° SKEW BOX CULVERTS
 TYPE I ~ CROSS DRAINAGE

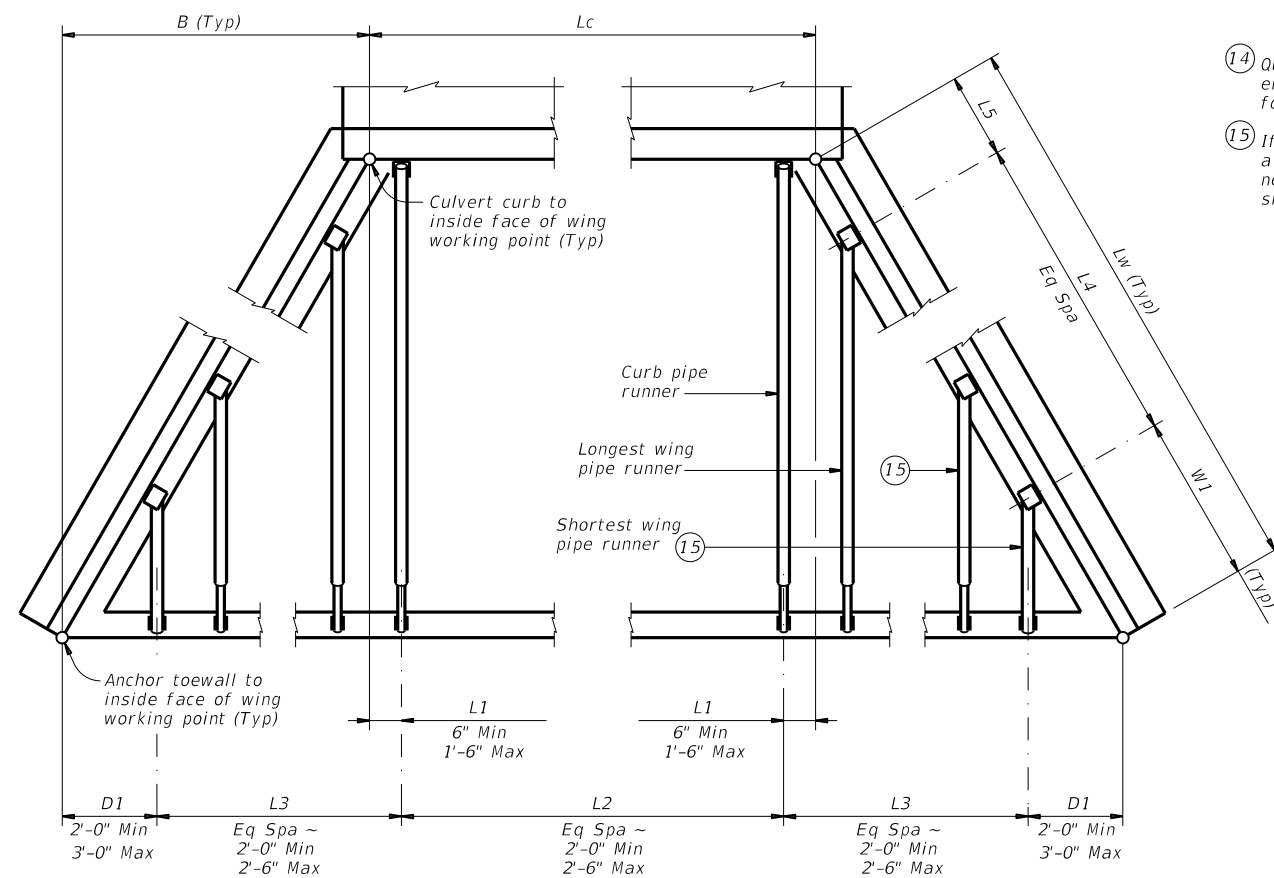
SETB-FW-0

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	0099	01	035	US 283
DIST	COUNTY	SHEET NO.		
BWD	COLEMAN	80		

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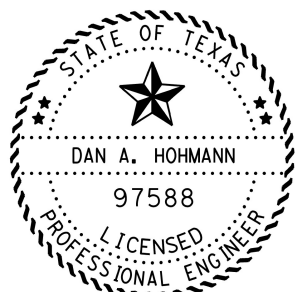
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Culvert Station and/or Creek name followed by applicable end (Lt, Rt or Both) (14)	Lc (Ft)	L1 (Ft)	L2		D1 (Ft)	L3		W1 (Ft)	L4		L5 (Ft)	Curb Pipe Runner (Pc)		Longest Wing Pipe Runner (Pw) (Ft)	Shortest Wing Pipe Runner (Pw) (Ft)	Non-Sliding Wing Pipe Runner (if applicable) (Ft)	Curb, Wing, and/or Non-Sliding Pipe Runners		3'-0" Anchor Pipe				
			No. Spa	Spa at (Ft)		Overall Length (Ft)	No. Spa		Spa at (Ft)	Overall Length (Ft)		No.	Length (Ft)				Size (3", 4" or 5")	Total Length (14) (Ft)	Size (2", 3" or 4")	Total Length (14) (Ft)			
Sta 378+00 (Both)	7.000'	0.500'	3	2.000'	6.000'	2.000'	3	2.066'	6.198'	3.583'	2	4.132'	8.264'	3.549'	4	12.063'	8.875'	5.188'	3.000'	4"	164.750'	3"	48.000'
Sta 474+45 (Both)	3.000'	1.500'	0	0.000'	0.000'	2.000'	2	2.444'	4.889'	3.583'	1	4.889'	4.889'	2.305'	1	7.938'	5.875'	N/A	3.000'	3"	51.375'	2"	18.000'
Sta 488+00 (Both)	4.000'	1.000'	1	2.000'	2.000'	3.000'	3	2.092'	6.275'	5.583'	2	4.184'	8.367'	2.600'	2	13.083'	10.750'	3.292'	N/A	4"	136.583'	3"	48.000'



PIPE RUNNER LAYOUT

- (14) Quantities shown are for one structure end if Lt or Rt. Quantities shown are for two structure ends if Both.
- (15) If the outermost wing pipe runner is a non-sliding pipe runner, consider the next outermost wing pipe runner as the shortest.



SHE *Dan A. Hohmann, P.E.*

11/05/2021 Bridge Division Standard
 Texas Department of Transportation

SAFETY END TREATMENT WITH FLARED WINGS
 FOR 0° SKEW BOX CULVERTS
 TYPE I ~ CROSS DRAINAGE

SETB-FW-0

FILE: setbf0se-20.dgn	DN: TxDOT	CK: TxDOT	DW: TxDOT	CK: TxDOT
CONT	SECT	JOB	HIGHWAY	
0099	01	035	US 283	
DIST	COUNTY	SHEET NO.		
BWD	COLEMAN	81		

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

Maximum Wingwall Height (10) Hw	Dimensions				Variable Reinforcing				Estimated Quantities per ft of wing length (Two-Wings)	
	W	X	Y	Z	Bars J1		Bars J2		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 (Two-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		

- Extend Bars P 3'-0" Min into bottom slab of box culvert.
- Adjust to fit as necessary to maintain 11#2" clearcover and 4" Min between bars.
- 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).
- Recommended values of slope are: 3:1, 4:1, and 6:1. Provide 3:1 or flatter slope.
- When shown elsewhere on the plans, construct 5" deep concrete riprap. Payment for riprap is as required by Item 432, "Riprap". Unless otherwise shown on the plans or directed by the Engineer, extend construction joints or grooved joints, oriented in the direction of flow, 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 is not required.
- At Contractor's option, end the culvert toewall flush with wingwall toewall. Adjust reinforcing as needed.
- 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 the Extended Curb Details (ECD) standard sheet.
- For vehicle safety, reduce curb heights, if necessary, to provide a maximum 3" projection above finished grade. No changes will be made in quantities and no additional compensation will be allowed for this work.
- Culvert skew (limit to 15° or 30°)
- See Table of Maximum Wing Heights for various slopes. Height is limited based on a 33'-6" maximum safety pipe runner length.
- Typical wingwall angle for all skews.

TABLE OF MAXIMUM WING HEIGHTS

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

WING DIMENSION CALCULATIONS:

Formulas:
 $Hw = H + T + C - 0.250^{(10)}$
 $A = (Hw - 0.333) (SL)$
 $B = (A) [\tan(\theta + 15^\circ)]$
 $Lw = (A) \div [\cos(\theta + 15^\circ)]$
 For cast-in-place culverts:
 $Ltw = [(N)(S) + (N + 1)(U)] \div (\cos \theta)$
 For precast culverts:
 $Ltw = [(N)(2U + S) + (N - 1)(0.500')] \div (\cos \theta)$
 $Lc = (Ltw) - (2U) \div (\cos \theta)$
 $Atw = (Lc) + (B)$
 Total Wingwall Area (two wings ~ S.F.)
 $= (0.5) (Hw + 0.333') (Lw + A)$

Hw = Height of wingwall (feet)
 SL:1 = Side slope ratio (horizontal : 1 vertical)
 Lw = Length of wingwall (feet)
 Ltw = Culvert toewall length (feet)
 Lc = Culvert curb between wings (feet)
 Atw = Anchor toewall length (feet)
 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.

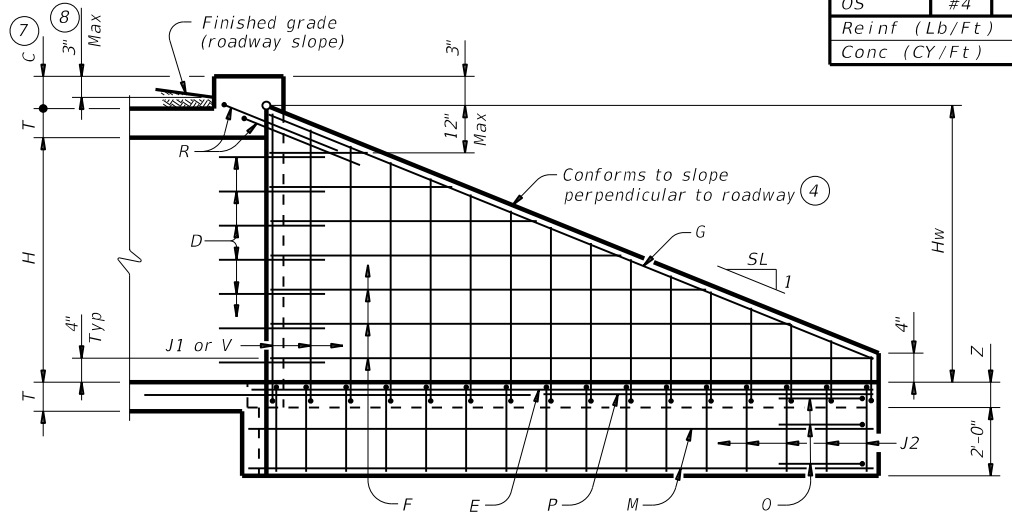
MATERIAL NOTES:

Provide Grade 60 reinforcing steel.
 Provide galvanized reinforcing steel if required elsewhere in the plans.
 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.
 Provide Class "C" concrete (f'c = 3,600 psi).
 Adjust reinforcing as necessary to provide a minimum clear cover of 1 1/2".
 Provide pipe runners 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 and nuts.
 Provide ASTM A36 steel plates.
 Galvanize all steel components, except reinforcing unless required elsewhere in the plans, after fabrication.
 Repair galvanizing damaged during transport or construction in accordance with the Item 445, "Galvanizing".
 For optional adhesive anchors, install adhesive anchorages in accordance with the manufacturer's instructions including hole size, drilling equipment and method, hole cleaning equipment and method, mixing and dispensing adhesive, and anchor insertion. Do not alter the manufacturer's mixing nozzle or dispenser. Provide anchorage rods that are clean and free of grease, oil, or any other foreign material. Demonstrate hole cleaning method to the Engineer for approval and continue the approved process for all anchorage locations. Test adhesive anchors in accordance with Item 450.3.3, "Tests." Test 3 anchors per 100 anchors installed.

GENERAL NOTES:

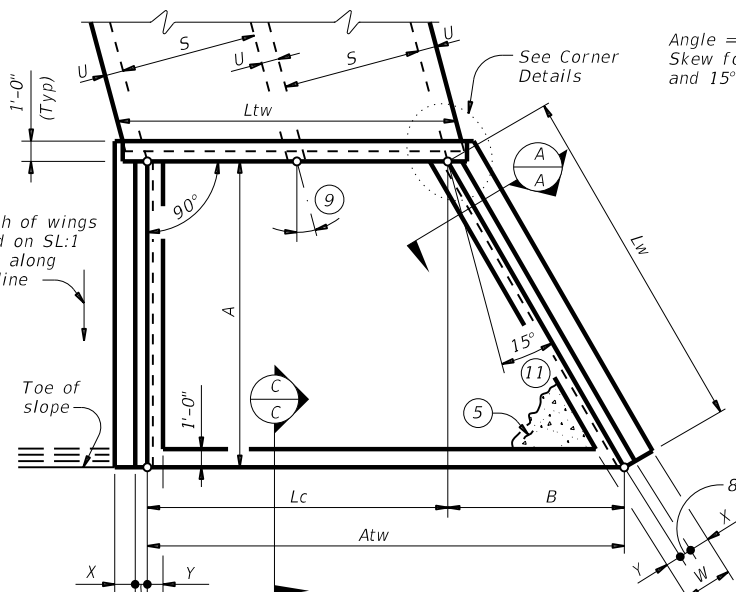
Designed according to AASHTO LRFD Bridge Design Specifications.
 The safety end treatments shown herein are intended for use in those installations where out of control vehicles are likely to traverse the openings approximately perpendicular to the pipe runners.
 Pipe runners are designed for a traversing 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.
 When structure is founded on solid rock, depth of toewalls for culverts and wingwalls may be reduced or eliminated as directed by the Engineer.
 All bolts, nuts, washers, brackets, angles, and pipe runners are considered parts of the safety end treatment for payment.
 The quantities for pipe runners, reinforcing steel, and concrete, resulting from the formulas given herein are for Contractor's information only.
 See Box Culvert Supplement (BCS) standard sheet for additional dimensions and information.

Cover dimensions are clear dimensions, unless noted otherwise. Reinforcing dimensions are out-to-out of bars.



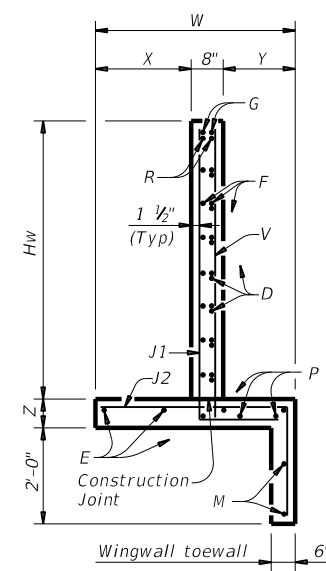
INSIDE ELEVATION OF WINGWALL

(Showing reinforcing. Culvert and culvert toewall reinforcing not shown for clarity.)

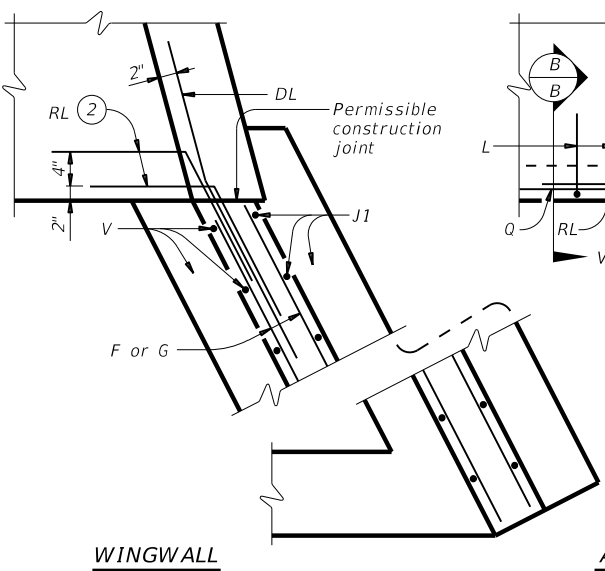


PLAN

(Showing dimensions and 15° skew.)

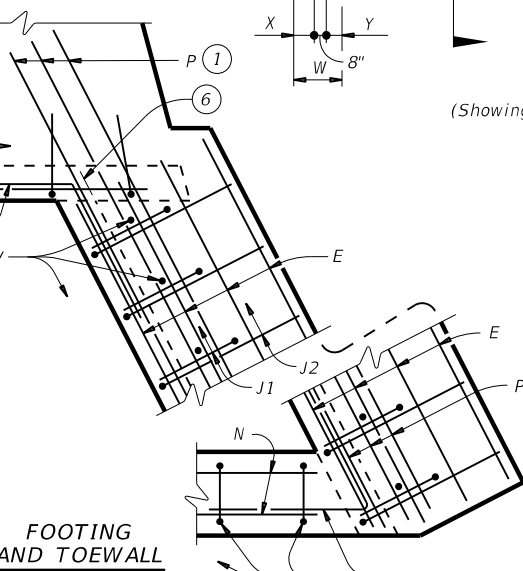


SECTION A-A

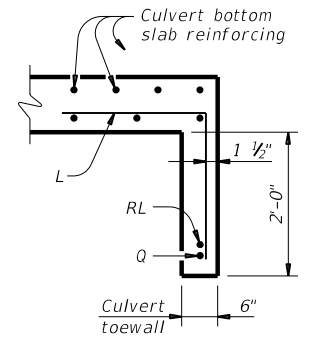


CORNER DETAILS

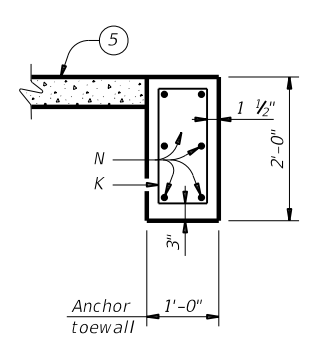
(Culvert and culvert toewall reinforcing not shown for clarity.)



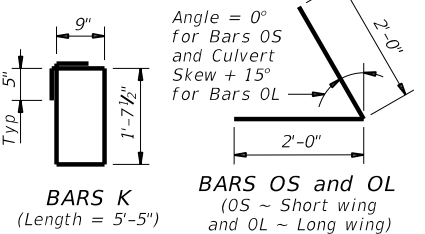
FOOTING AND TOEWALL



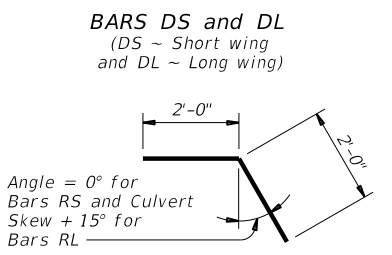
SECTION B-B



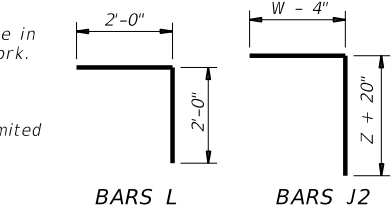
SECTION C-C



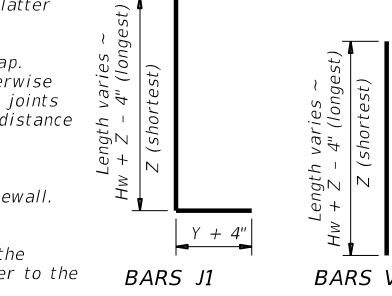
BARS K (Length = 5'-5")
BARS OS and OL (OS ~ Short wing and OL ~ Long wing)



BARS DS and DL (DS ~ Short wing and DL ~ Long wing)
BARS RS and RL (RS ~ Short wing and RL ~ Long wing)



BARS L BARS J2



BARS J1 BARS V

SHEET 1 OF 3

Texas Department of Transportation
 Bridge Division Standard

SAFETY END TREATMENT WITH FLARED WINGS
 FOR 15° AND 30° SKEW BOX CULVERTS
 TYPE I ~ CROSS DRAINAGE

SETB-FW-S

FILE: setbfsse-20.dgn	DN: GAF	CK: CAT	DW: TxDOT	CK: TxDOT
REVISIONS	CONTRACT	SECTION	JOB	HIGHWAY
0099	01	035	US 283	
DIST	COUNTY	SHEET NO.		
BWD	COLEMAN	82		

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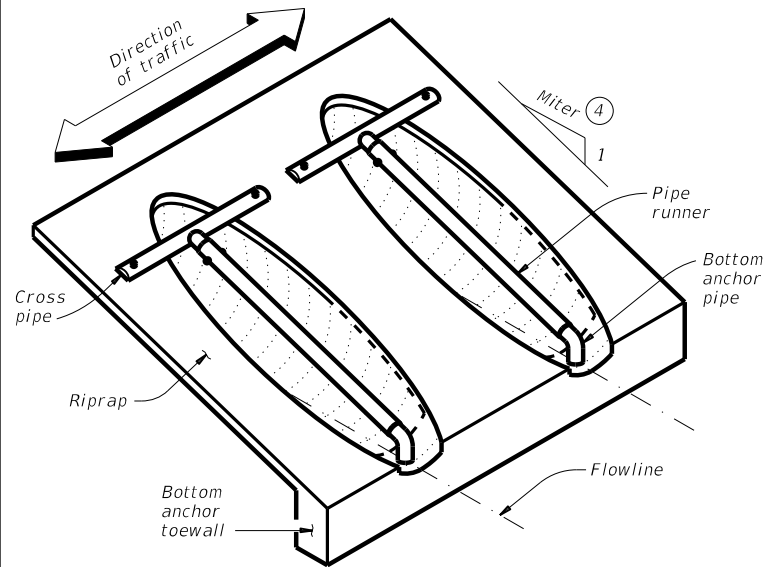
CROSS PIPE LENGTHS AND PIPE RUNNER LENGTHS ① ③

Corrugated Metal Pipe (CMP) Culverts

Design	Pipe Culvert Span	Pipe Culvert Rise	Pipe Culvert Spa ~ G	Cross Pipe Length	Pipe Runner Length												
					3:1 Side Slope				4:1 Side Slope				6:1 Side Slope				
					0° Skew	15° Skew	30° Skew	45° Skew	0° Skew	15° Skew	30° Skew	45° Skew	0° Skew	15° Skew	30° Skew	45° Skew	
1	17"	13"	1' - 0"	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
2	21"	15"	1' - 2"	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
3	28"	20"	1' - 5"	3' - 9"	N/A	N/A	3' - 5"	4' - 7"	N/A	N/A	4' - 11"	6' - 5"	N/A	N/A	7' - 11"	10' - 2"	N/A
4	35"	24"	1' - 8"	4' - 4"	3' - 10"	4' - 0"	4' - 7"	6' - 0"	5' - 5"	5' - 8"	6' - 6"	8' - 4"	8' - 8"	9' - 1"	10' - 3"	12' - 11"	N/A
5	42"	29"	1' - 11"	4' - 11"	5' - 1"	5' - 4"	6' - 1"	7' - 10"	7' - 2"	7' - 5"	8' - 6"	10' - 9"	11' - 2"	11' - 8"	13' - 2"	16' - 6"	N/A
6	49"	33"	2' - 2"	5' - 6"	6' - 2"	6' - 5"	7' - 4"	N/A	8' - 6"	8' - 10"	10' - 0"	N/A	13' - 3"	13' - 9"	15' - 6"	N/A	N/A
7	57"	38"	2' - 5"	6' - 2"	7' - 6"	7' - 9"	N/A	N/A	10' - 2"	10' - 7"	N/A	N/A	15' - 9"	16' - 4"	N/A	N/A	N/A

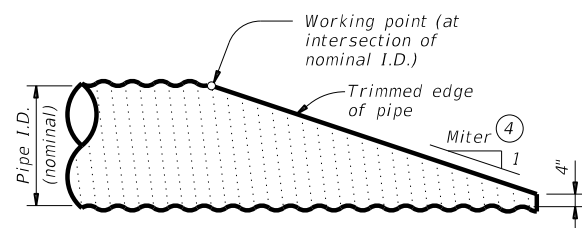
Reinforced Concrete Pipe (RCP) Culverts

Design	Pipe Culvert Span	Pipe Culvert Rise	Pipe Culvert Spa ~ G	Cross Pipe Length	Pipe Runner Length												
					3:1 Side Slope				4:1 Side Slope				6:1 Side Slope				
					0° Skew	15° Skew	30° Skew	45° Skew	0° Skew	15° Skew	30° Skew	45° Skew	0° Skew	15° Skew	30° Skew	45° Skew	
1	22"	13 1/2"	1' - 0"	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
2	26"	15 1/2"	1' - 2"	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
3	28 1/2"	18"	1' - 5"	3' - 9 1/2"	N/A	N/A	2' - 10"	3' - 10"	N/A	N/A	4' - 2"	5' - 5"	N/A	N/A	6' - 9"	8' - 9"	N/A
4	36 1/4"	22 1/2"	1' - 8"	4' - 5 1/4"	3' - 5"	3' - 7"	4' - 2"	5' - 6"	4' - 11"	5' - 1"	5' - 11"	7' - 7"	7' - 11"	8' - 3"	9' - 5"	11' - 11"	N/A
5	43 3/4"	26 5/8"	1' - 11"	4' - 0 3/4"	4' - 6"	4' - 8"	5' - 5"	6' - 11"	6' - 4"	6' - 7"	7' - 6"	9' - 7"	10' - 0"	10' - 5"	11' - 9"	14' - 10"	N/A
6	51 1/8"	31 5/16"	2' - 2"	5' - 8"	5' - 9"	6' - 0"	6' - 10"	N/A	7' - 11"	8' - 3"	9' - 4"	N/A	12' - 4"	12' - 10"	14' - 6"	N/A	N/A
7	58 1/2"	36"	2' - 5"	6' - 3 1/2"	6' - 11"	7' - 3"	N/A	N/A	9' - 6"	9' - 11"	N/A	N/A	14' - 9"	15' - 4"	N/A	N/A	N/A



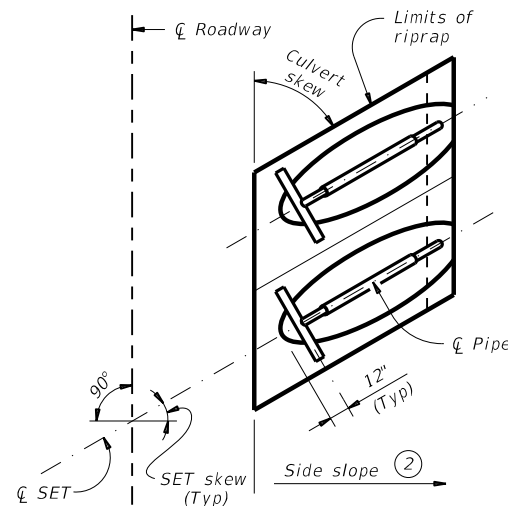
ISOMETRIC VIEW OF TYPICAL INSTALLATION

(Showing installation with no skew.)



SIDE ELEVATION OF TYPICAL PIPE CULVERT MITER

(Showing corrugated metal pipe (CMP) culvert. Details of reinforced concrete pipe (RCP) culvert are similar.)



PLAN OF SKEWED INSTALLATION

TYPICAL PIPE CULVERT MITERS ④

Side Slope	0° Skew	15° Skew	30° Skew	45° Skew
3:1	3:1	3.106:1	3.464:1	4.243:1
4:1	4:1	4.141:1	4.619:1	5.657:1
6:1	6:1	6.212:1	6.928:1	8.485:1

STANDARD PIPE SIZES AND MAX PIPE RUNNER LENGTHS ①

Pipe Size	Pipe O.D.	Pipe I.D.	Max Pipe Runner Length
2" STD	2.375"	2.067"	N/A
3" STD	3.500"	3.068"	10' - 0"
4" STD	4.500"	4.026"	19' - 8"
5" STD	5.563"	5.047"	34' - 2"

CONDITIONS WHERE PIPE RUNNERS ARE NOT REQUIRED ③

Design	Single Pipe Culvert	Multiple Pipe Culverts
1 and 2	Skews thru 45°	Skews thru 45°
3	Skews thru 35°	Skews thru 10°
4	Normal (no skew)	Always required
5 thru 7	Always required	Always required

MATERIAL NOTES:

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. Provide pipe runners, cross pipes, and anchor pipes that meet the requirements of ASTM A53 (Type E or S, Gr B), ASTM A500 Gr B, or API 5LX52. Provide ASTM A307 bolts and nuts. Galvanize all steel components, except concrete reinforcing, after fabrication. Repair galvanizing damaged during transport or construction in accordance with the specifications.

GENERAL NOTES:

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. Safety end treatments (SET) 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. Construct concrete riprap and all necessary inverts in accordance with the requirements of Item 432, "Riprap". Payment for riprap and toewall is included in the price bid for each safety end treatment.

- Provide pipe runner of the size shown in the tables. Provide cross pipe of the same size as the pipe runner. Provide cross pipe stub out and bottom anchor pipe of the next smaller size pipe as shown in the Standard Pipe Sizes and Max Pipe Runners Lengths table.
- Recommended values of slope are 3:1, 4:1, and 6:1. All quantities, calculations, and dimensions shown herein are based on these recommended values. Slope of 3:1 or flatter is required for vehicle safety.
- This standard allows for the placement of only one pipe runner across each culvert pipe opening. In order to limit the clear opening to be traversed by an errant vehicle, the following conditions must be met:
 For Design 1 through 5 culvert pipe sizes, the skew must not exceed 45°. For Design 6 culvert pipes, the skew must not exceed 30°. For Design 7 culvert pipes, the skew must not exceed 15°.

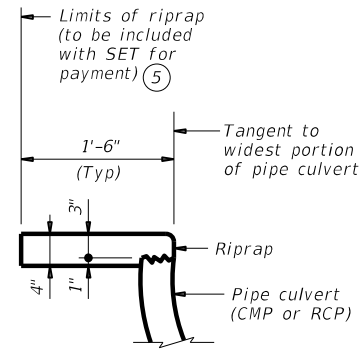
If the above conditions cannot be met, the designer should consider using a safety end treatment with flared wings. For further information, refer to the TxDOT "Roadway Design Manual".
- Miter = slope of mitered end of pipe culvert.

SHEET 1 OF 3

SAFETY END TREATMENT FOR DESIGN 1 TO 7 ARCH PIPE CULVERTS TYPE II ~ CROSS DRAINAGE			
SETP-CD-A			
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©TxDOT February 2020	CONT SECT	JOB	HIGHWAY
REVISIONS	0099 01	035	US 283
DIST	COUNTY	SHEET NO.	
BWD	COLEMAN	85	

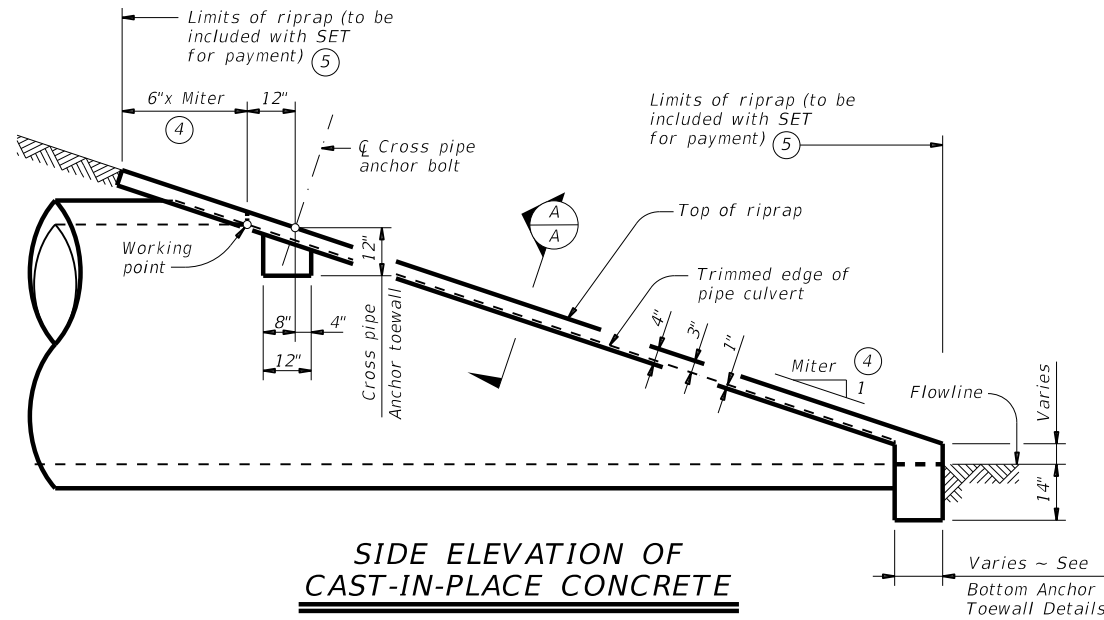
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SHOWING TYPICAL PIPE CULVERT AND RIPRAP

SECTION A-A



SIDE ELEVATION OF CAST-IN-PLACE CONCRETE

(Showing reinforced concrete pipe (RCP) culvert. Details of corrugated metal pipe (CMP) culvert are similar. Pipe runners not shown for clarity.)

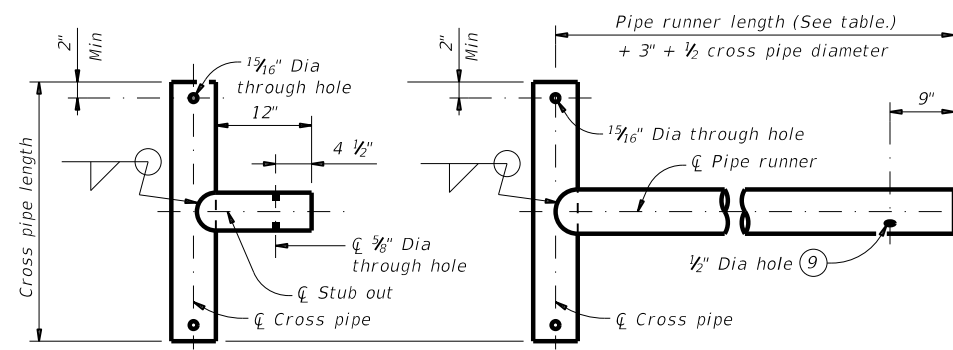
ESTIMATED CONCRETE RIPRAP QUANTITIES (CY) ⑥												
FOR BOTH CORRUGATED METAL PIPE CULVERTS AND CONCRETE PIPE CULVERTS												
Design	3:1 Side Slope				4:1 Side Slope				6:1 Side Slope			
	0° Skew	15° Skew	30° Skew	45° Skew	0° Skew	15° Skew	30° Skew	45° Skew	0° Skew	15° Skew	30° Skew	45° Skew
1	0.5	0.5	0.5	0.6	0.6	0.6	0.6	0.7	0.7	0.7	0.8	0.9
2	0.5	0.5	0.6	0.6	0.6	0.6	0.6	0.7	0.7	0.8	0.8	1.0
3	0.6	0.6	0.7	0.8	0.7	0.7	0.8	0.9	0.9	1.0	1.0	1.2
4	0.7	0.7	0.8	0.9	0.8	0.9	0.9	1.0	1.1	1.1	1.2	1.4
5	0.8	0.8	0.9	1.0	1.0	1.0	1.1	1.2	1.3	1.3	1.4	1.7
6	0.9	1.0	1.0	N/A	1.1	1.1	1.2	N/A	1.4	1.5	1.6	N/A
7	1.0	1.1	N/A	N/A	1.3	1.3	N/A	N/A	1.7	1.7	N/A	N/A

- ④ Miter = slope of mitered end of pipe culvert.
- ⑤ Riprap placed beyond the limits shown will be paid for as concrete riprap in accordance with Item 432, "Riprap".
- ⑥ Quantities shown are for one end of one pipe culvert. For multiple pipe culverts, quantities will need to be adjusted. Riprap quantities are for Contractor's information only.

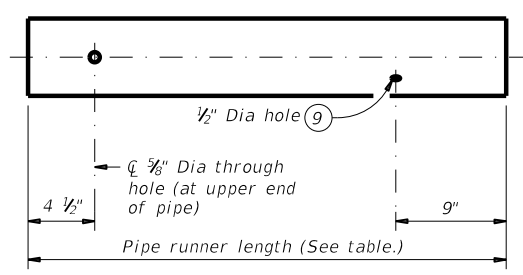
					Bridge Division Standard	
SAFETY END TREATMENT FOR DESIGN 1 TO 7 ARCH PIPE CULVERTS TYPE II ~ CROSS DRAINAGE						
SETP-CD-A						
FILE: setpcase-20.dgn	DN: GAF	CK: CAT	DW: JRP	CK: GAF		
©TxDOT February 2020	CONT	SECT	JOB	HIGHWAY		
REVISIONS	0099	01	035	US 283		
	DIST	COUNTY	SHEET NO.			
	BWD	COLEMAN	86			

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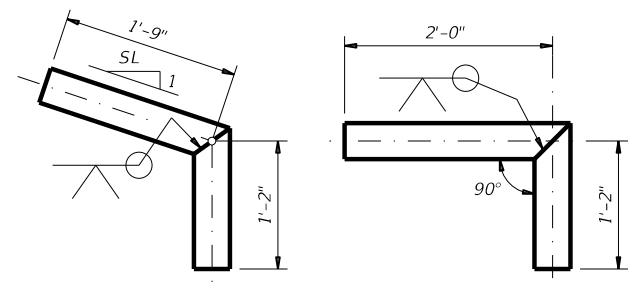


CROSS PIPE AND CONNECTIONS DETAILS

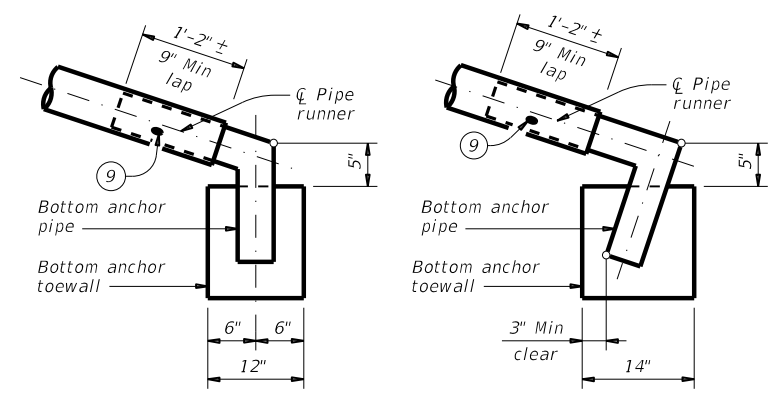


NOTE: The separate pipe runner shown is required when Cross Pipe Connection Option A1 is used.

PIPE RUNNER DETAILS

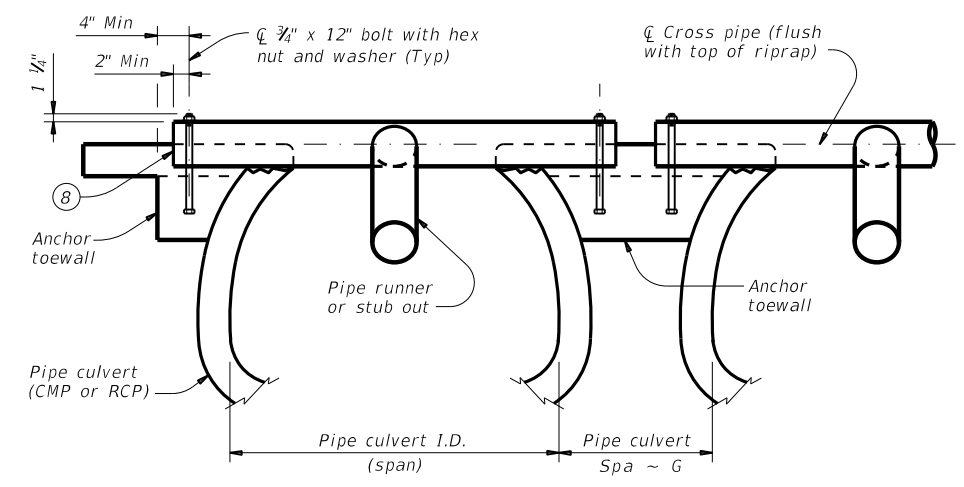


BOTTOM ANCHOR PIPE DETAILS

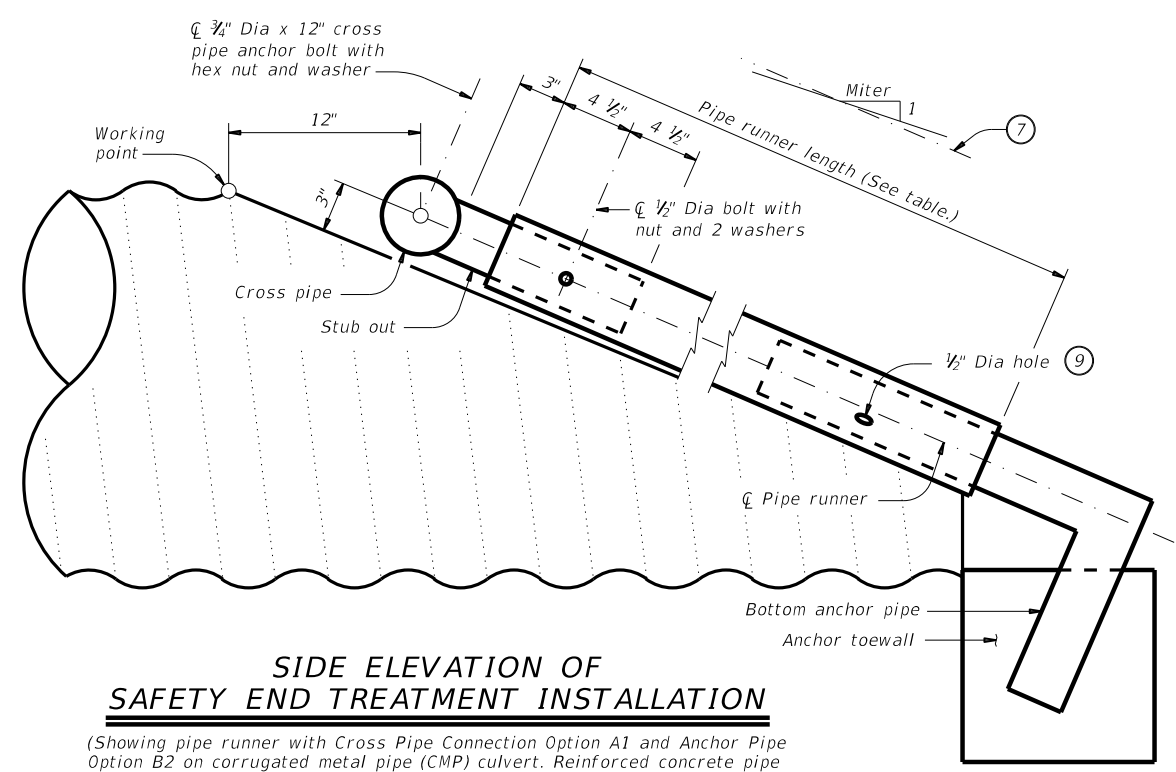


BOTTOM ANCHOR TOEWALL DETAILS

(Culvert and riprap not shown for clarity.)



SECTION A-A



SIDE ELEVATION OF SAFETY END TREATMENT INSTALLATION

(Showing pipe runner with Cross Pipe Connection Option A1 and Anchor Pipe Option B2 on corrugated metal pipe (CMP) culvert. Reinforced concrete pipe (RCP) culvert details are similar. Riprap not shown for clarity.)

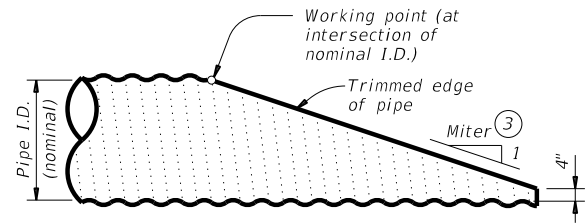
- ⑦ Note that actual slope of pipe runner may vary slightly from side slope of riprap and trimmed culvert pipe edge.
- ⑧ Ensure that riprap concrete does not flow into the cross pipe so as to permit disassembly of the bolted connection to allow cleanout access.
- ⑨ After installation, inspect the 1#2" hole to ensure that the lap of the 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.

SHEET 3 OF 3

		Bridge Division Standard	
SAFETY END TREATMENT FOR DESIGN 1 TO 7 ARCH PIPE CULVERTS TYPE II ~ CROSS DRAINAGE			
SETP-CD-A			
FILE: setpccase-20.dgn	DN: GAF	CK: CAT	DW: JRP
©TxDOT February 2020	CONT SECT	JOB	HIGHWAY
REVISIONS	0099 01	035	US 283
DIST	COUNTY	SHEET NO.	
BWD	COLEMAN	87	

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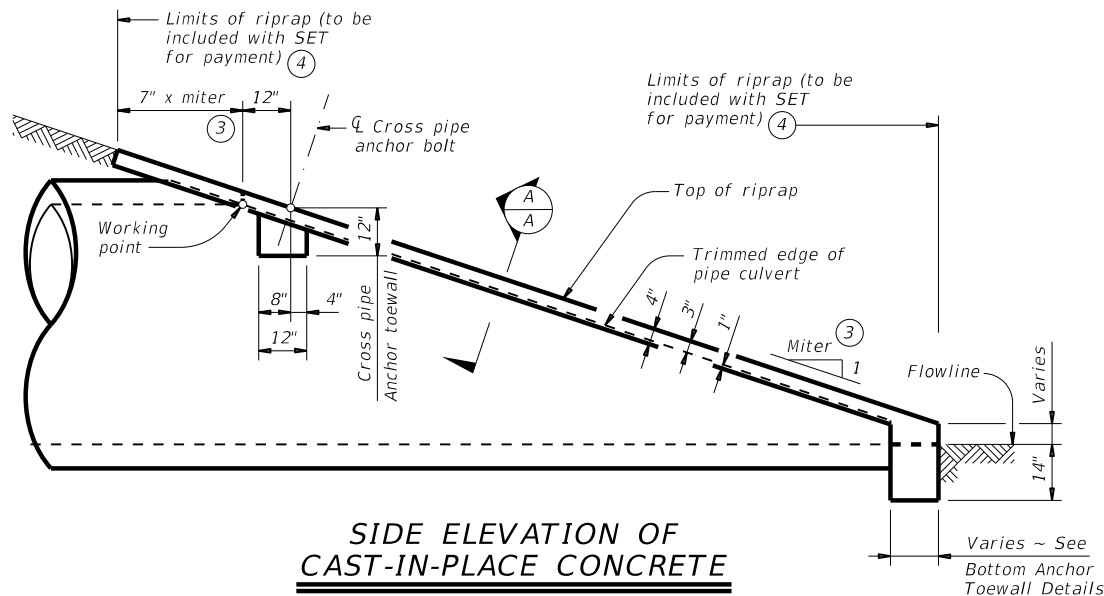
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NOTE: All pipe runners, calculations, and dimensions are based on the pipe culverts mitered as shown in this detail. Alternate styles of mitered ends will require that appropriate adjustments be made to the values presented on this standard.

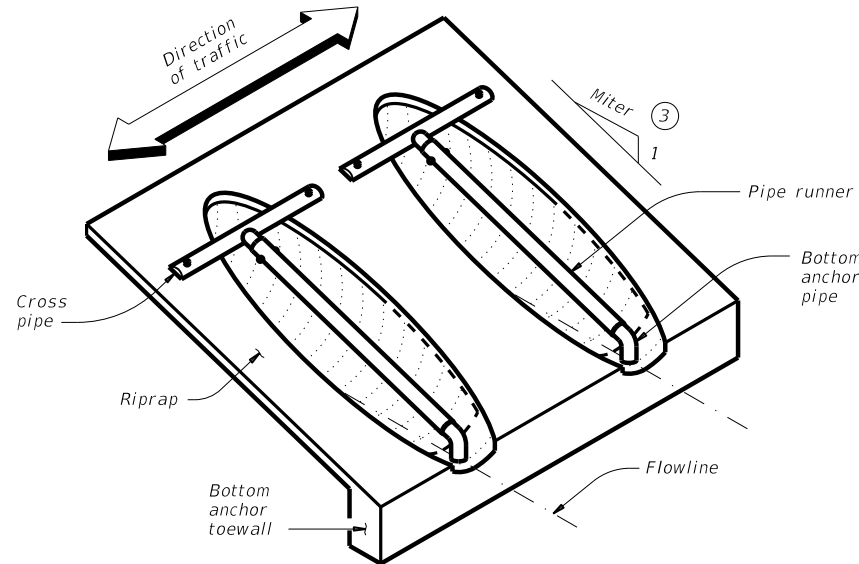
SIDE ELEVATION OF TYPICAL PIPE CULVERT MITER

(Showing corrugated metal pipe (CMP) culvert. Details of reinforced concrete pipe (RCP) culvert are similar.)



SIDE ELEVATION OF CAST-IN-PLACE CONCRETE

(Showing reinforced concrete pipe (RCP) culvert. Details of corrugated metal pipe (CMP) culvert are similar. Pipe runners not shown for clarity)



ISOMETRIC VIEW OF TYPICAL INSTALLATION

(Showing installation with no skew.)

CROSS PIPE LENGTHS AND PIPE RUNNER LENGTHS ① ②

Nominal Culvert I.D.	Pipe Culvert Spa ~ G	Cross Pipe Length	Pipe Runner Length											
			3:1 Side Slope				4:1 Side Slope				6:1 Side Slope			
			0° Skew	15° Skew	30° Skew	45° Skew	0° Skew	15° Skew	30° Skew	45° Skew	0° Skew	15° Skew	30° Skew	45° Skew
24"	1' - 7"	3' - 5"	N/A	N/A	N/A	5' - 10"	N/A	N/A	N/A	8' - 1"	N/A	N/A	N/A	12' - 9"
27"	1' - 8"	3' - 8"	N/A	N/A	5' - 5"	6' - 11"	N/A	N/A	7' - 7"	9' - 7"	N/A	N/A	11' - 11"	14' - 11"
30"	1' - 10"	3' - 11"	N/A	N/A	6' - 4"	8' - 0"	N/A	N/A	8' - 9"	11' - 0"	N/A	N/A	13' - 8"	17' - 0"
33"	1' - 11"	4' - 2"	6' - 2"	6' - 5"	7' - 3"	9' - 1"	8' - 6"	8' - 10"	10' - 0"	12' - 5"	13' - 3"	13' - 9"	15' - 5"	19' - 2"
36"	2' - 1"	4' - 5"	6' - 11"	7' - 3"	8' - 2"	10' - 2"	9' - 6"	9' - 11"	11' - 2"	13' - 10"	14' - 9"	15' - 3"	17' - 2"	21' - 3"
42"	2' - 4"	4' - 11"	8' - 6"	8' - 10"	9' - 11"	12' - 4"	11' - 7"	12' - 0"	13' - 6"	16' - 8"	17' - 9"	18' - 5"	20' - 8"	25' - 7"
48"	2' - 7"	5' - 5"	10' - 1"	10' - 5"	11' - 9"	N/A	13' - 7"	14' - 2"	15' - 10"	N/A	20' - 9"	21' - 6"	24' - 2"	N/A
54"	3' - 0"	5' - 11"	11' - 8"	12' - 1"	N/A	N/A	15' - 8"	16' - 3"	N/A	N/A	23' - 10"	24' - 8"	N/A	N/A
60"	3' - 3"	6' - 5"	13' - 3"	N/A	N/A	N/A	17' - 9"	N/A	N/A	N/A	26' - 10"	N/A	N/A	N/A

TYPICAL PIPE CULVERT MITERS ③

Side Slope	0° Skew	15° Skew	30° Skew	45° Skew
3:1	3:1	3.106:1	3.464:1	4.243:1
4:1	4:1	4.141:1	4.619:1	5.657:1
6:1	6:1	6.212:1	6.928:1	8.485:1

CONDITIONS WHERE PIPE RUNNERS ARE NOT REQUIRED ②

Nominal Culvert I.D.	Single Pipe Culvert	Multiple Pipe Culverts
12" thru 21"	Skews thru 45°	Skews thru 45°
24"	Skews thru 45°	Skews thru 30°
27"	Skews thru 30°	Skews thru 15°
30"	Skews thru 15°	Skews thru 15°
33"	Skews thru 15°	Always required
36"	Normal (no skew)	Always required
42" thru 60"	Always required	Always required

STANDARD PIPE SIZES AND MAX PIPE RUNNER LENGTHS ①

Pipe Size	Pipe O.D.	Pipe I.D.	Max Pipe Runner Length
2" STD	2.375"	2.067"	N/A
3" STD	3.500"	3.068"	10' - 0"
4" STD	4.500"	4.026"	19' - 8"
5" STD	5.563"	5.047"	34' - 2"

ESTIMATED CONCRETE RIPRAP QUANTITIES (CY) ⑤

Nominal Culvert I.D.	3:1 Side Slope				4:1 Side Slope				6:1 Side Slope			
	0° Skew	15° Skew	30° Skew	45° Skew	0° Skew	15° Skew	30° Skew	45° Skew	0° Skew	15° Skew	30° Skew	45° Skew
12"	0.4	0.4	0.5	0.5	0.5	0.5	0.5	0.6	0.7	0.7	0.7	0.8
15"	0.5	0.5	0.5	0.6	0.6	0.6	0.6	0.7	0.7	0.7	0.8	0.9
18"	0.5	0.5	0.6	0.6	0.6	0.7	0.7	0.8	0.8	0.8	0.9	1.0
21"	0.6	0.6	0.6	0.7	0.7	0.7	0.8	0.9	0.9	0.9	1.0	1.2
24"	0.6	0.7	0.7	0.8	0.8	0.8	0.8	1.0	1.0	1.0	1.1	1.3
27"	0.7	0.7	0.8	0.9	0.8	0.9	0.9	1.1	1.1	1.1	1.2	1.4
30"	0.8	0.8	0.8	0.9	0.9	0.9	1.0	1.2	1.2	1.2	1.3	1.6
33"	0.8	0.8	0.9	1.0	1.0	1.0	1.1	1.3	1.3	1.4	1.5	1.7
36"	0.9	0.9	0.9	1.1	1.1	1.1	1.2	1.4	1.4	1.5	1.6	1.8
42"	1.0	1.0	1.1	1.3	1.2	1.3	1.3	1.6	1.6	1.7	1.8	2.1
48"	1.1	1.1	1.2	N/A	1.4	1.4	1.5	N/A	1.9	1.9	2.1	N/A
54"	1.3	1.3	N/A	N/A	1.6	1.6	N/A	N/A	2.1	2.1	N/A	N/A
60"	1.4	N/A	N/A	N/A	1.7	N/A	N/A	N/A	2.3	N/A	N/A	N/A

① Provide pipe runner of the size shown in the tables. Provide cross pipe of the same size as the pipe runner. Provide cross pipe stub out and bottom anchor pipe of the next smaller size pipe as shown in the Standard Pipe Sizes and Max Pipe Runner Lengths table.

② This standard allows for the placement of only one pipe runner across each culvert pipe opening. In order to limit the clear opening to be traversed by an errant vehicle, the following conditions must be met:

- For 60" culvert pipes, the skew must not exceed 0°.
- For 54" culvert pipes, the skew must not exceed 15°.
- For 48" culvert pipes, the skew must not exceed 30°.
- For all culvert pipe sizes 42" and less, the skew must not exceed 45°.

If the above conditions cannot be met, the designer should consider using a safety end treatment with flared wings. For further information, refer to the TxDOT Roadway Design Manual.

③ Miter = slope of mitered end of pipe culvert.

④ Riprap placed beyond the limits shown will be paid for as concrete riprap in accordance with Item 432, "Riprap".

⑤ Quantities shown are for one end of one reinforced concrete pipe (RCP) culvert. For multiple pipe culverts or for corrugated metal pipe (CMP) culverts, quantities will need to be adjusted. Riprap quantities are for Contractor's information only.



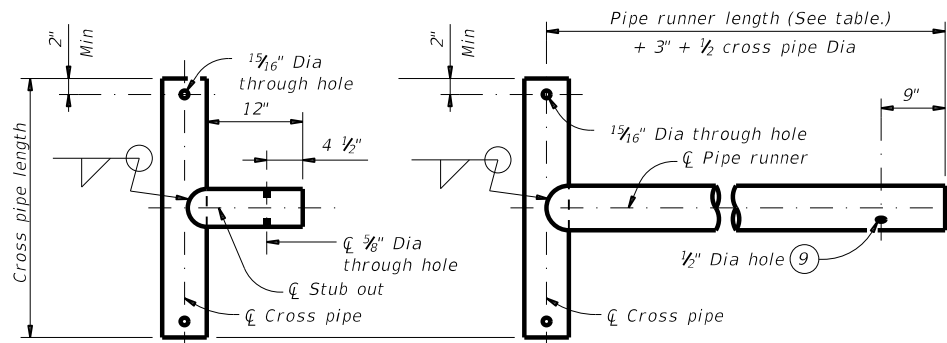
SAFETY END TREATMENT FOR 12" DIA TO 60" DIA PIPE CULVERTS TYPE II ~ CROSS DRAINAGE

SETP-CD

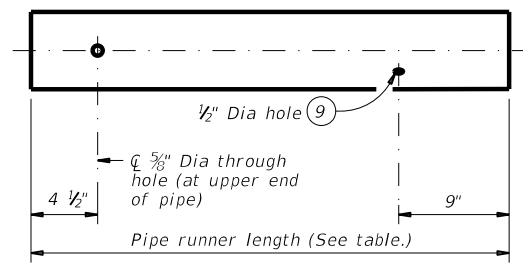
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©TxDOT February 2020	CONT SECT	JOB	HIGHWAY	
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	DIST	COUNTY	SHEET NO.	
	BWD	COLEMAN	88	

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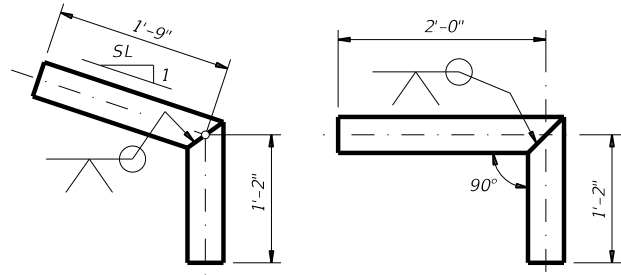


OPTION A1 **OPTION A2**
CROSS PIPE AND CONNECTIONS DETAILS

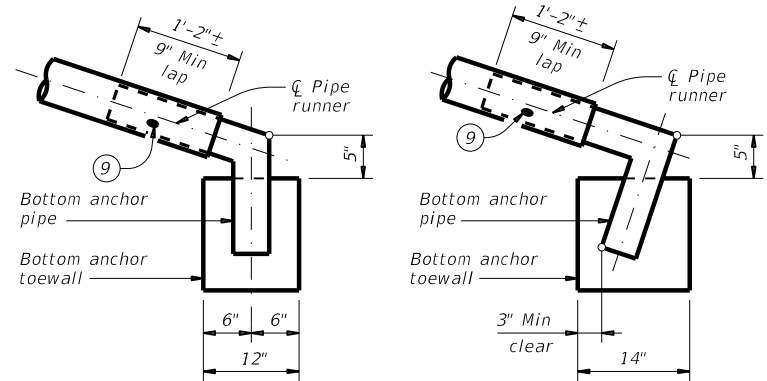


NOTE: The separate pipe runner shown is required when Cross Pipe Connection Option A1 is used.

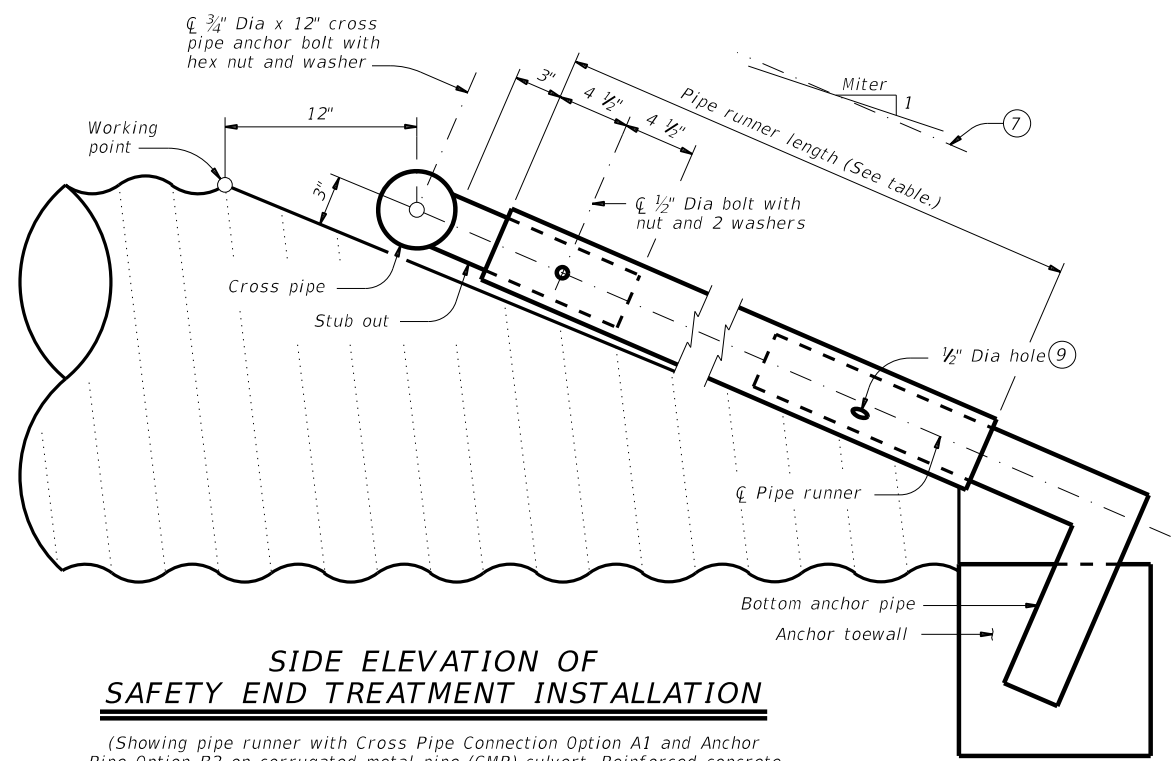
PIPE RUNNER DETAILS



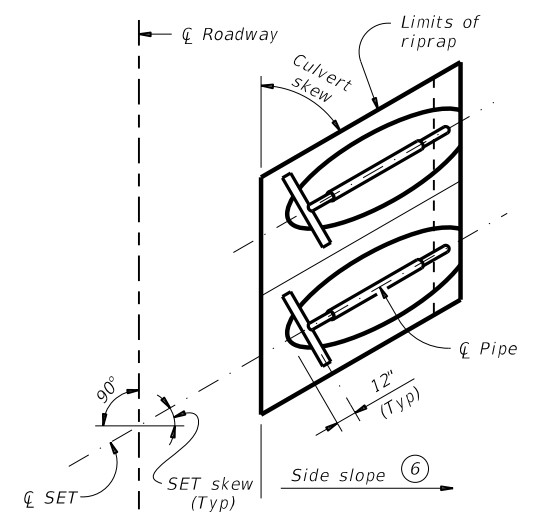
OPTION B1 **OPTION B2**
BOTTOM ANCHOR PIPE DETAILS ⑩



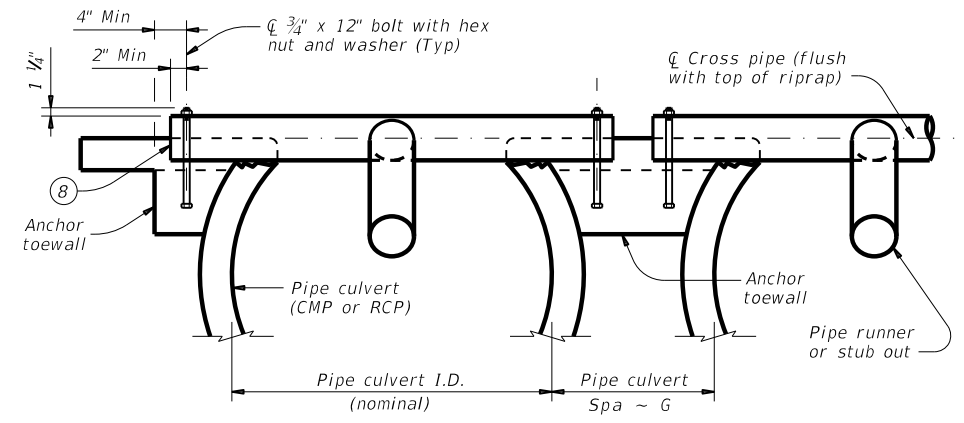
OPTION B1 **OPTION B2**
BOTTOM ANCHOR TOEWALL DETAILS
 (Culvert and riprap not shown for clarity.)



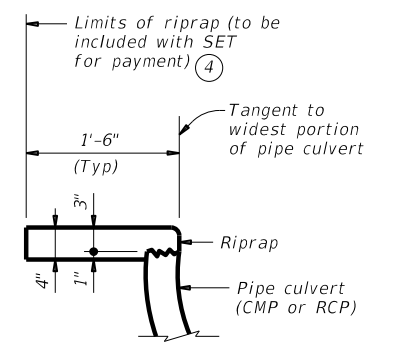
SIDE ELEVATION OF SAFETY END TREATMENT INSTALLATION
 (Showing pipe runner with Cross Pipe Connection Option A1 and Anchor Pipe Option B2 on corrugated metal pipe (CMP) culvert. Reinforced concrete pipe culvert (RCP) details are similar. Riprap not shown for clarity.)



PLAN OF SKEWED INSTALLATION



SECTION A-A
 SHOWING CROSS PIPE AND ANCHOR TOEWALL



SHOWING TYPICAL PIPE CULVERT AND RIPRAP

- ④ Riprap placed beyond the limits shown will be paid for as concrete riprap in accordance with Item 432, "Riprap".
- ⑥ Recommended values of side slope are 3:1, 4:1, and 6:1. All quantities, calculations, and dimensions shown herein are based on these recommended values. Slope of 3:1 or flatter is required for vehicle safety.
- ⑦ Note that actual slope of pipe runner may vary slightly from side slope of riprap and trimmed culvert pipe edge.
- ⑧ 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 inch hole to ensure that the lap of the 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.

MATERIAL NOTES:
 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.
 Provide pipe runners, cross pipes, and anchor pipes conforming to the requirements of ASTM A53 (Type E or S, Gr B), ASTM A500 Gr B, or API 5LX52.
 Provide ASTM A307 bolts and nuts.
 Galvanize all steel components, except concrete reinforcing, after fabrication.
 Repair galvanizing damaged during transport or construction in accordance with the specifications.

GENERAL NOTES:
 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.
 Safety end treatments (SET) 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.
 Payment for riprap and toewall is included in the price bid for each safety end treatment.
 Construct concrete riprap and all necessary inverts in accordance with the requirements of Item 432, "Riprap".

SHEET 2 OF 2

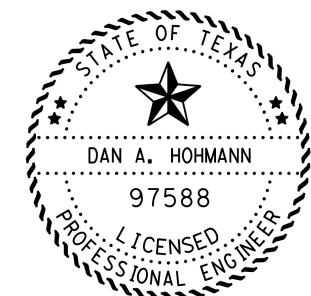
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SAFETY END TREATMENT FOR 12" DIA TO 60" DIA PIPE CULVERTS TYPE II ~ CROSS DRAINAGE			
SETP-CD			
FILE: setpcase-20.dgn	DN: GAF	CK: CAT	DW: JRP
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REVISIONS	0099 01	035	US 283
	DIST	COUNTY	SHEET NO.
	BWD	COLEMAN	89

DATE: 11/4/2021 11:12:04 AM
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STATION BEGIN	STATION END	LENGTH SECTION	LT SLD STRIPE Y 4' S	RT SLD STRIPE Y 4' S	LT SLD STRIPE W 4" S	RT SLD STRIPE W 4" S	LT BRK STRIPE W 4" B	RT BRK STRIPE W 4" B	LT DOTTED STRIPE W 4" B	RT DOTTED STRIPE W 4" B	TY I-C	TY II-A-A	SLD LNDRP ARW W	SLD STRIPE W 24" S	CENTER RUMBLE STRIPS	EDGE RUMBLE STRIPS
351+31	480+05	----	----	----	----	----	----	----	----	----	----	----	----	----	12874	----
351+31	480+05	----	----	----	----	----	----	----	----	----	----	----	----	----	----	25748
351+31	480+05	12874	12874	12874	12724	12820	----	----	----	----	----	322	----	----	----	----
355+50 RT	360+00 RT	450	----	----	----	----	----	----	----	114	----	----	----	----	----	----
360+00 RT	437+88 RT	7788	----	----	----	----	----	1950	----	----	98	----	----	----	----	----
372+00 LT	382+12 LT	1012	----	----	----	----	----	----	255	----	----	----	2	----	----	----
382+12 LT	471+00 LT	8888	----	----	----	----	2222	----	----	----	112	----	----	----	----	----
437+88 RT	448+00 RT	1012	----	----	----	----	----	----	----	255	----	----	2	----	----	----
471+00 LT	475+50 LT	450	----	----	----	----	----	----	114	----	----	----	----	----	----	----
CR 248		----	----	----	----	----	----	----	----	----	----	----	----	10	----	----
FM 1026		----	50	50	----	----	----	----	----	----	----	2	----	24	----	----

ITEM	CODE	DESCRIPTION	QUANT	UNIT
0533	6001	RUMBLE STRIPS (SHOULDER)	25748	LF
0533	6002	RUMBLE STRIPS (CENTERLINE)	12874	LF
0662	6111	WK ZN PAV MRK SHT TERM (TAB)TY Y-2	1288	EA
0666	6006	REFL PAV MRK TY I (W)4" (DOT) (100MIL)	738	LF
0666	6048	REFL PAV MRK TY I (W)24" (SLD) (100MIL)	34	LF
0666	6072	REFL PAV MRK TY I (W) (LNDRP ARW) (100MIL)	4	LF
0666	6300	REFL PAV MRK W/RET TY I (W)4" (BRK) (100MIL)	4172	LF
0666	6303	REFL PAV MRK W/RET TY I (W)4" (SLD) (100MIL)	25544	LF
0666	6315	REFL PAV MRK W/RET TY I (Y)4" (SLD) (100MIL)	25848	LF
0672	6007	REFL PAV MRKR TY I-C	210	EA
0672	6009	REFL PAV MRKR TY II-A-A	324	EA



Dan A. Hohmann, P.E.

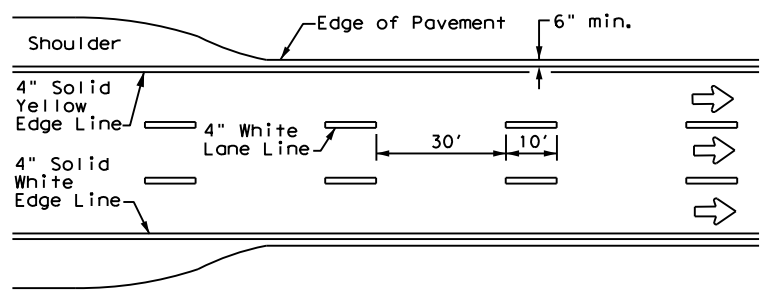
11/05/2021

**US 283
STRIPING SUMMARY**

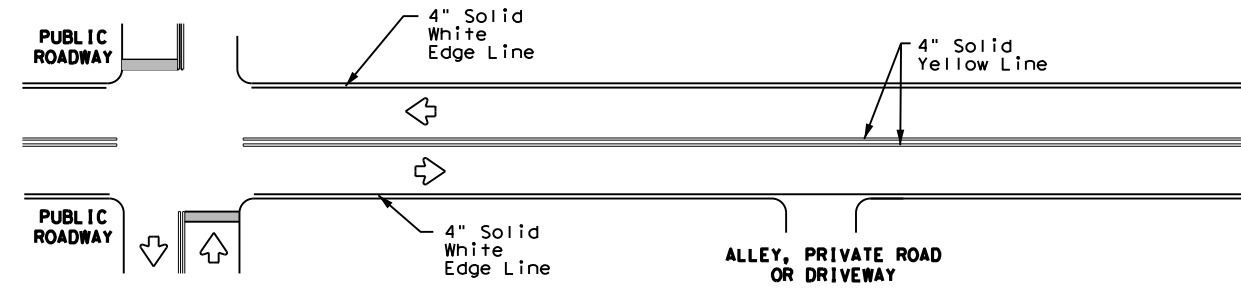


CONT	SECT	JOB	HIGHWAY
0099	01	035	US 283
DIST	COUNTY		SHEET NO.
BWD	COLEMAN		90

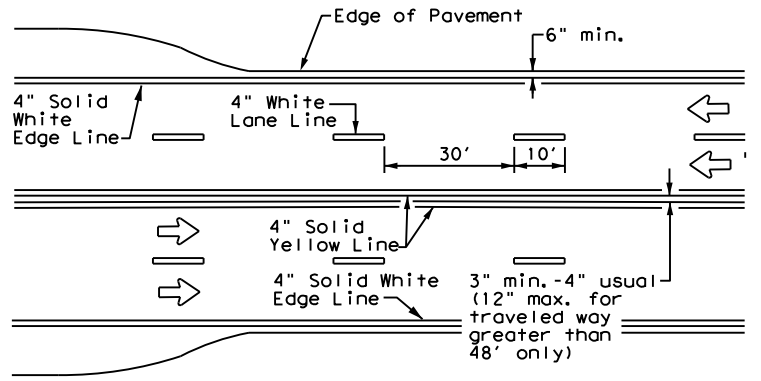
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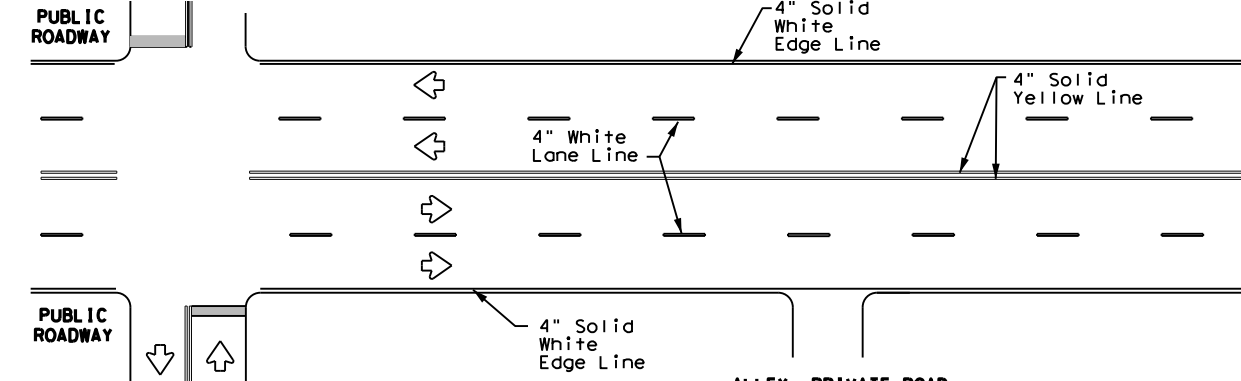
**EDGE LINE AND LANE LINES
ONE-WAY ROADWAY
WITH OR WITHOUT SHOULDERS**



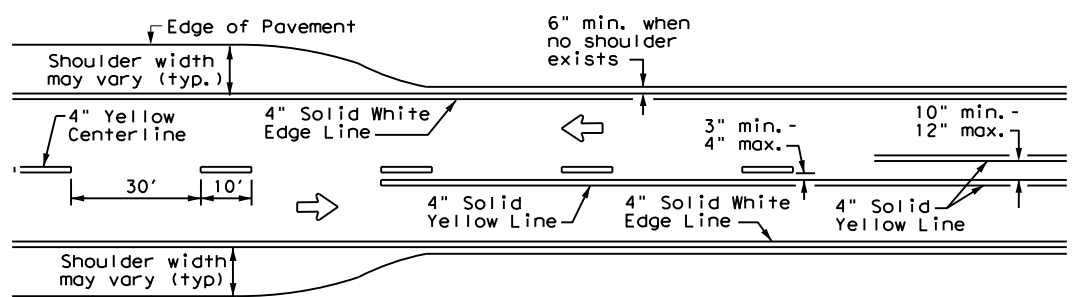
**TYPICAL TWO-LANE, TWO-WAY PAVEMENT
MARKINGS THROUGH INTERSECTIONS**



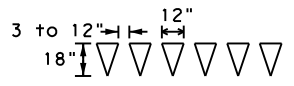
**CENTERLINE AND LANE LINES
FOUR LANE TWO-WAY ROADWAY
WITH OR WITHOUT SHOULDERS**



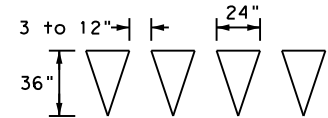
**TYPICAL MULTI-LANE, TWO-WAY PAVEMENT
MARKINGS THROUGH INTERSECTIONS**



**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.

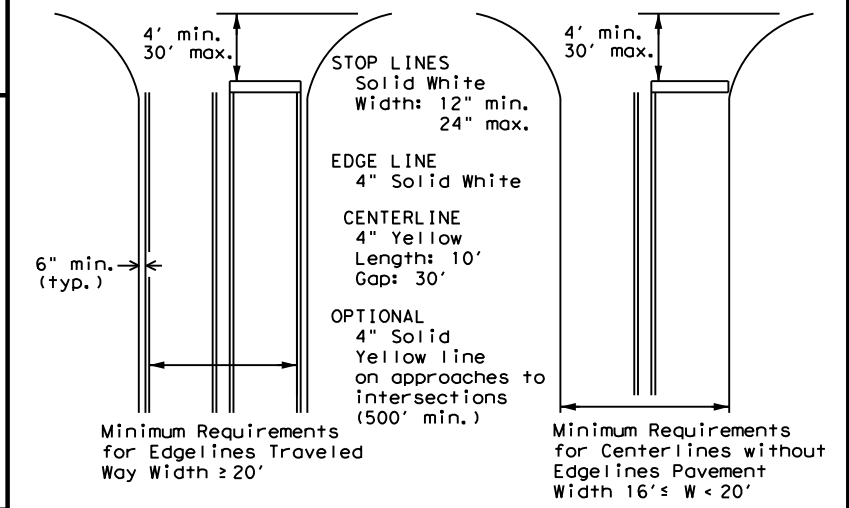
YIELD LINES

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 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.

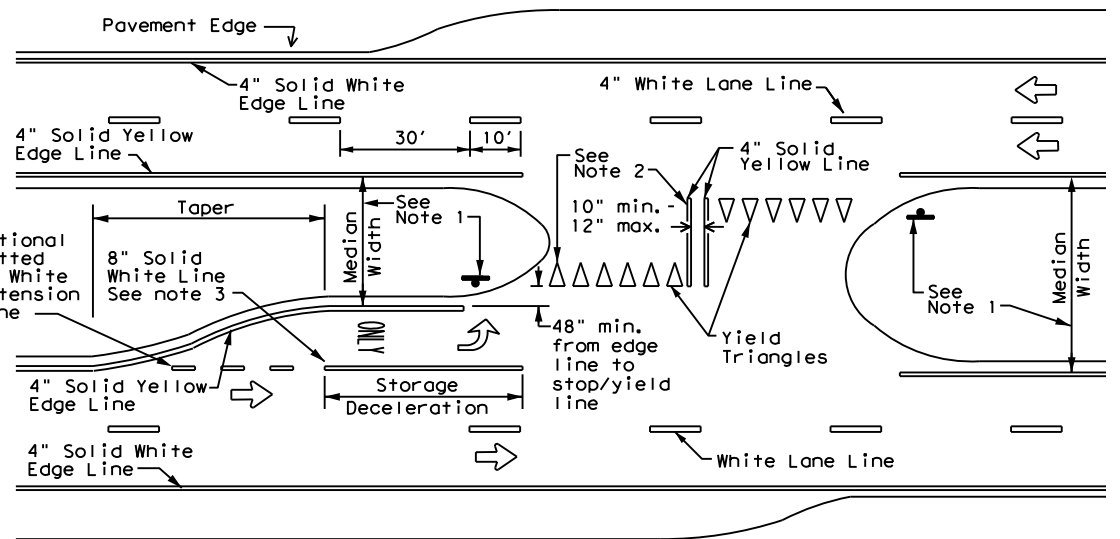
MATERIAL SPECIFICATIONS	
PAVEMENT MARKERS (REFLECTORIZED)	DMS-4200
EPOXY AND ADHESIVES	DMS-6100
BITUMINOUS ADHESIVE FOR PAVEMENT MARKERS	DMS-6130
TRAFFIC PAINT	DMS-8200
HOT APPLIED THERMOPLASTIC	DMS-8220
PERMANENT PREFABRICATED PAVEMENT MARKINGS	DMS-8240

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



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 triangles shall only be used with yield signs.
3. Length of turn bays, including taper, deceleration, and storage lengths shall be as shown in the plans or as directed by the Engineer.



**TYPICAL STANDARD
PAVEMENT MARKINGS**

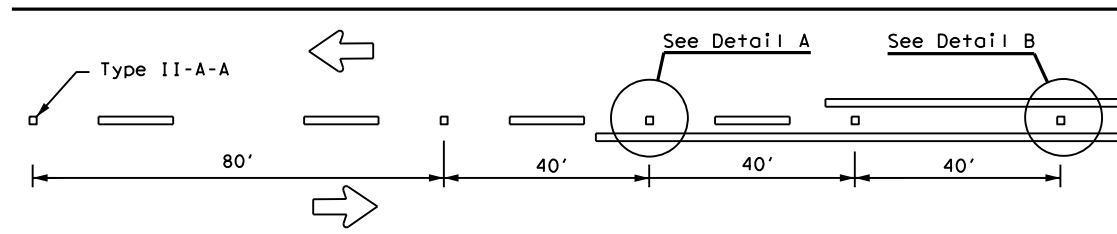
PM(1) - 20

FILE: pm1-20.dgn	DWG:	CK:	DW:	CK:
© TxDOT November 1978	CONT	SECT	JOB	HIGHWAY
8-95 3-03 REVISIONS	0099	01	035	US 283
5-00 2-12	DIST	COUNTY		SHEET NO.
8-00 6-20	BWD	COLEMAN		91

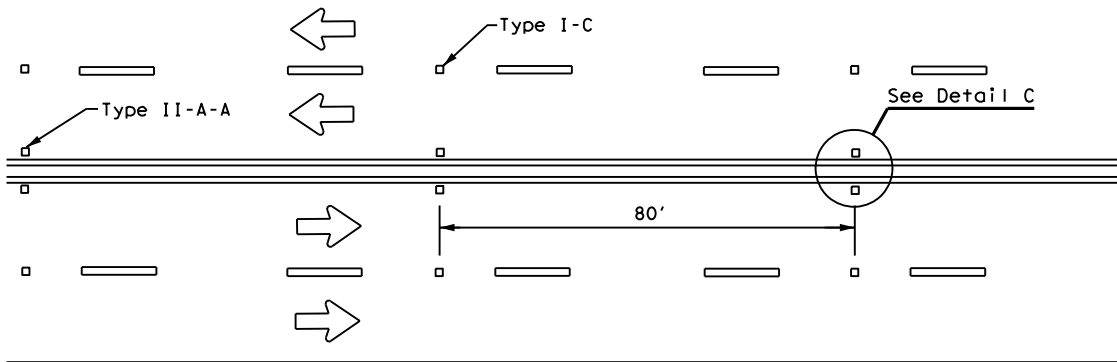
DATE: 10/31/2021 8:58:07 PM
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REFLECTIVE RAISED PAVEMENT MARKERS FOR VEHICLE POSITIONING GUIDANCE

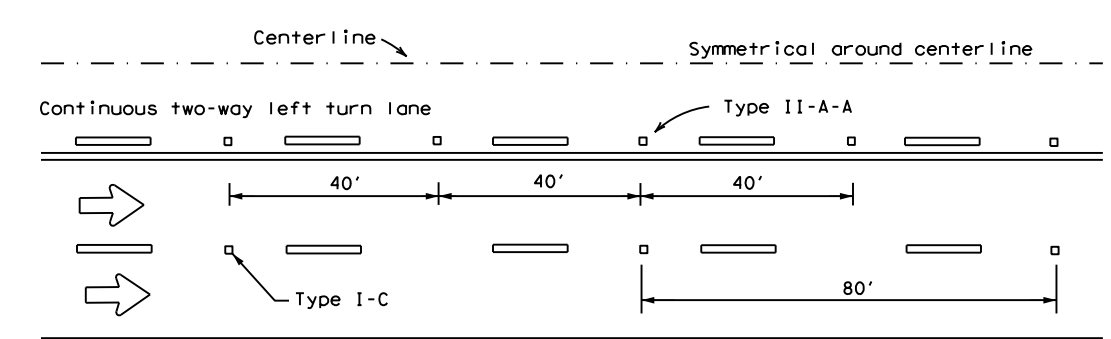
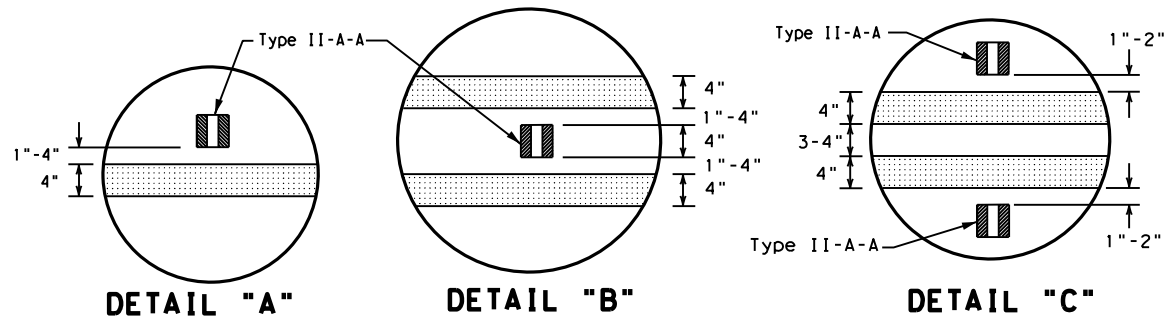
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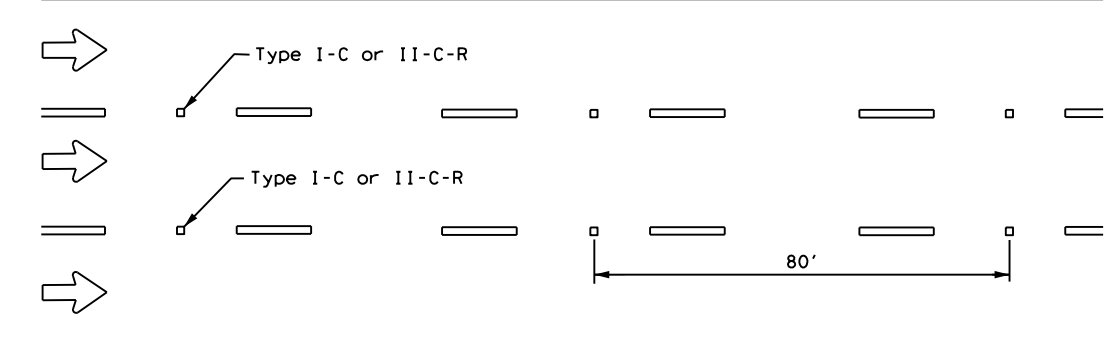
CENTERLINE FOR ALL TWO LANE ROADWAYS



**CENTERLINE & LANE LINES
FOR FOUR LANE TWO-WAY HIGHWAYS**



CENTERLINE AND LANE LINES FOR TWO-WAY LEFT TURN LANE

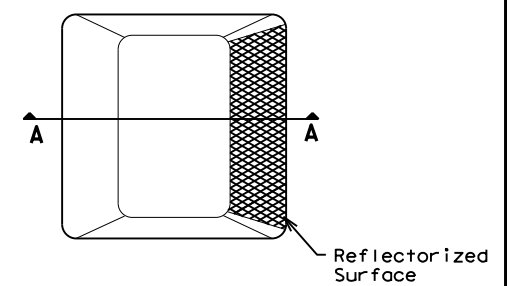


LANE LINES FOR ONE-WAY ROADWAY (NON-FREEWAY FACILITIES)

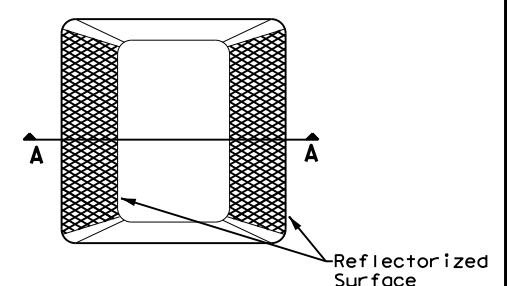
Raised pavement markers Type II-C-R shall have clear face toward normal traffic and red face toward wrong-way traffic.

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

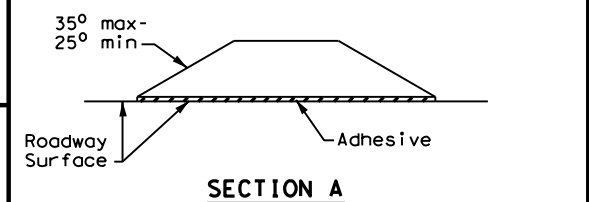
All pavement marking materials shall meet the required Departmental Material Specifications as specified by the plans.



Type I (Top View)



Type II (Top View)



RAISED PAVEMENT MARKERS

GENERAL NOTES

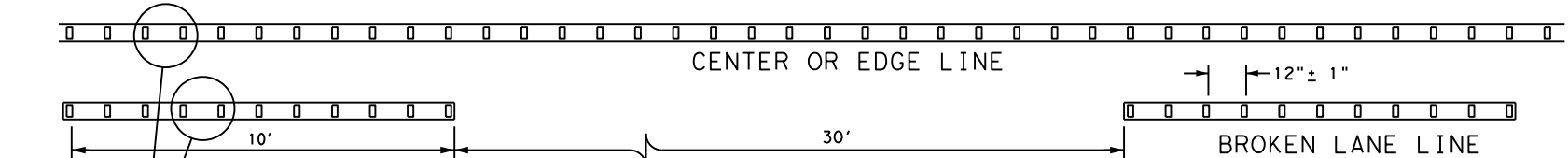
1. All raised pavement markers placed in broken lines shall be placed in line with and midway between the stripes.
2. On concrete pavements the raised pavement markers should be placed to one side of the longitudinal joints.



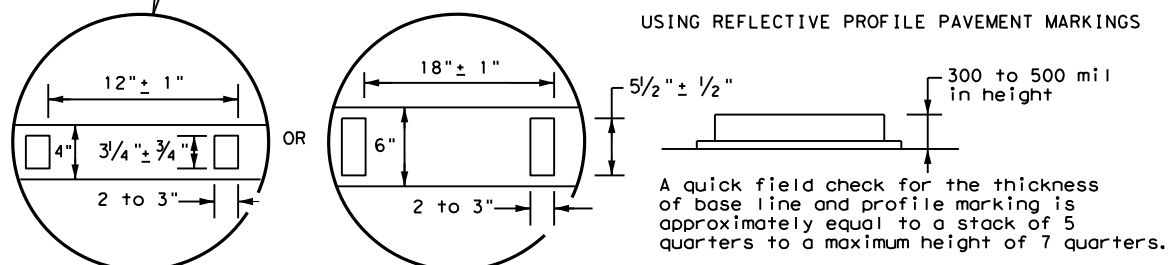
POSITION GUIDANCE USING RAISED MARKERS REFLECTORIZED PROFILE MARKINGS PM(2) - 20

FILE: pm2-20.dgn	DN:	CK:	DW:	CK:
© TxDOT April 1977	CONT	SECT	JOB	HIGHWAY
4-92 2-10 REVISIONS	0099	01	035	US 283
5-00 2-12	DIST	COUNTY		SHEET NO.
8-00 6-20	BWD	COLEMAN		92

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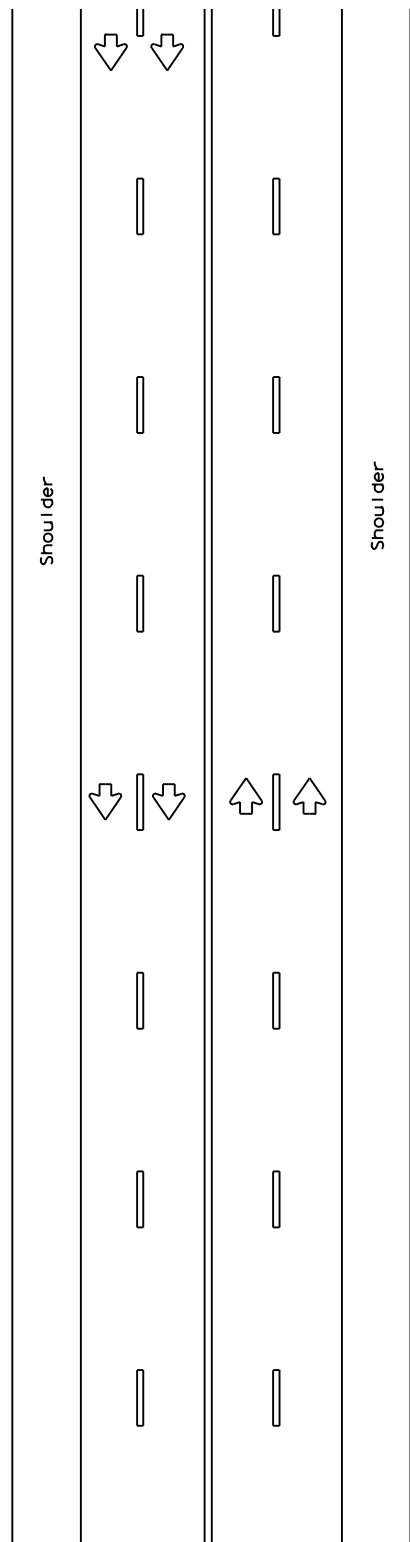
**REFLECTORIZED PROFILE
PATTERN DETAIL**
USING REFLECTIVE PROFILE PAVEMENT MARKINGS



NOTE
Profile markings shall not be placed on roadways with a posted speed limit of 45 MPH or less.

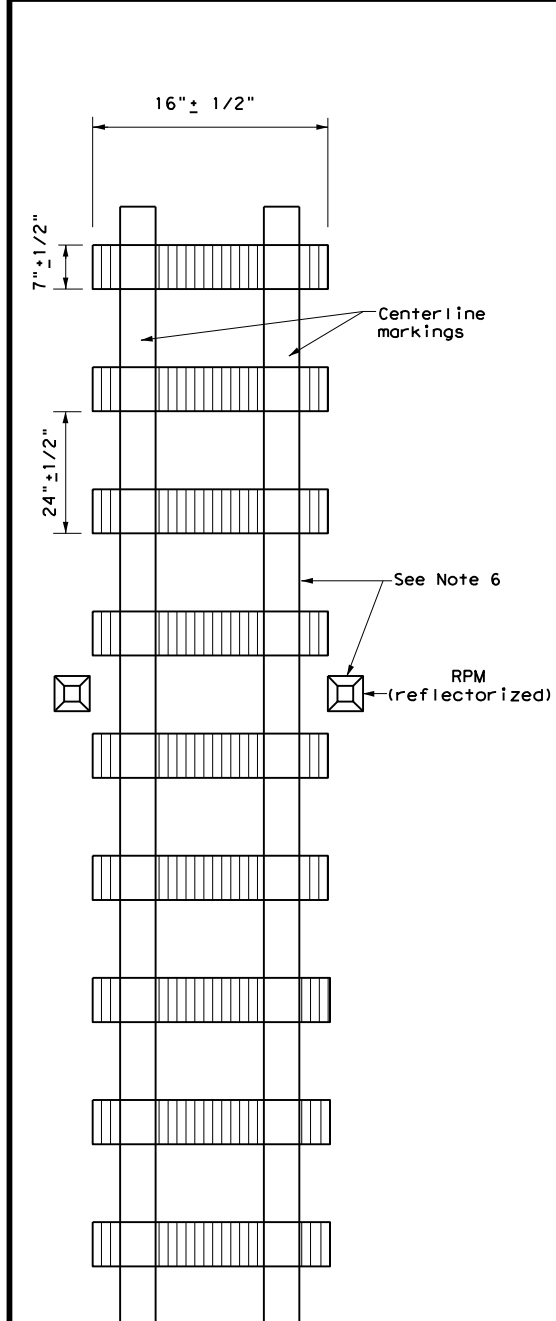
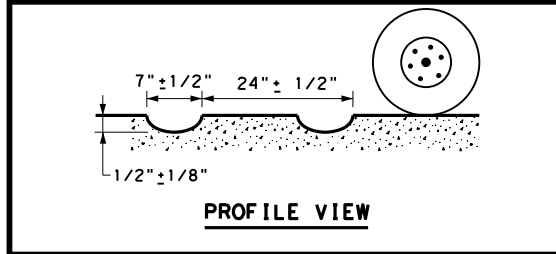
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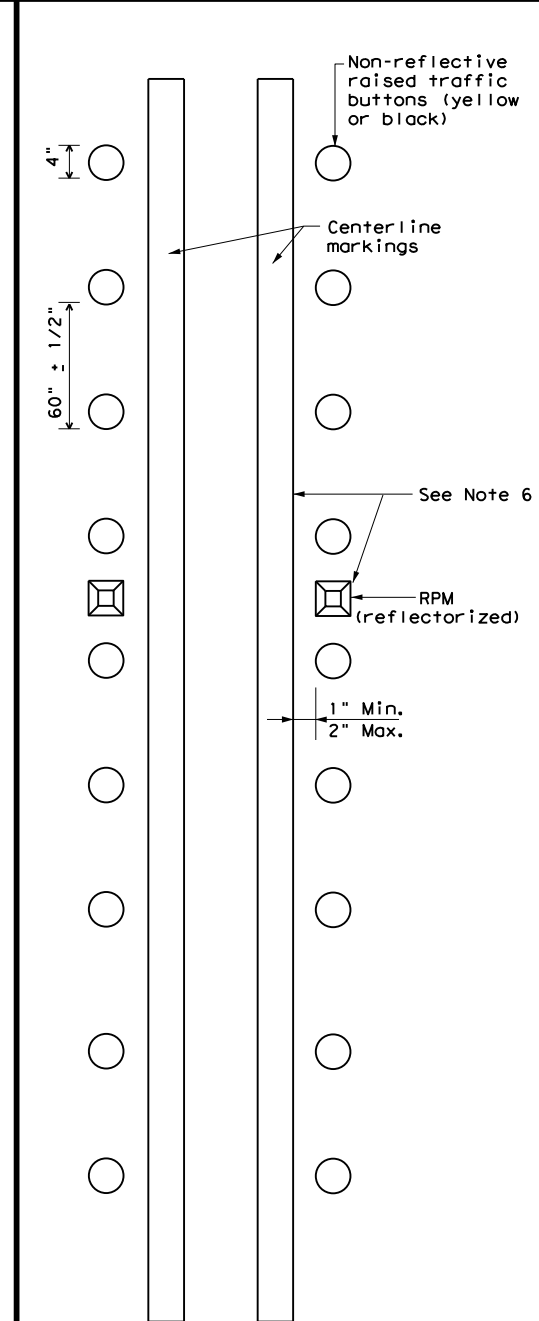
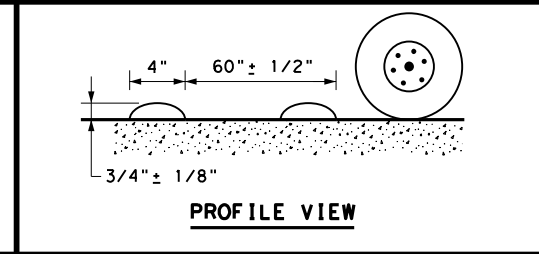


MULTILANE UNDIVIDED HIGHWAY WITH SHOULDER

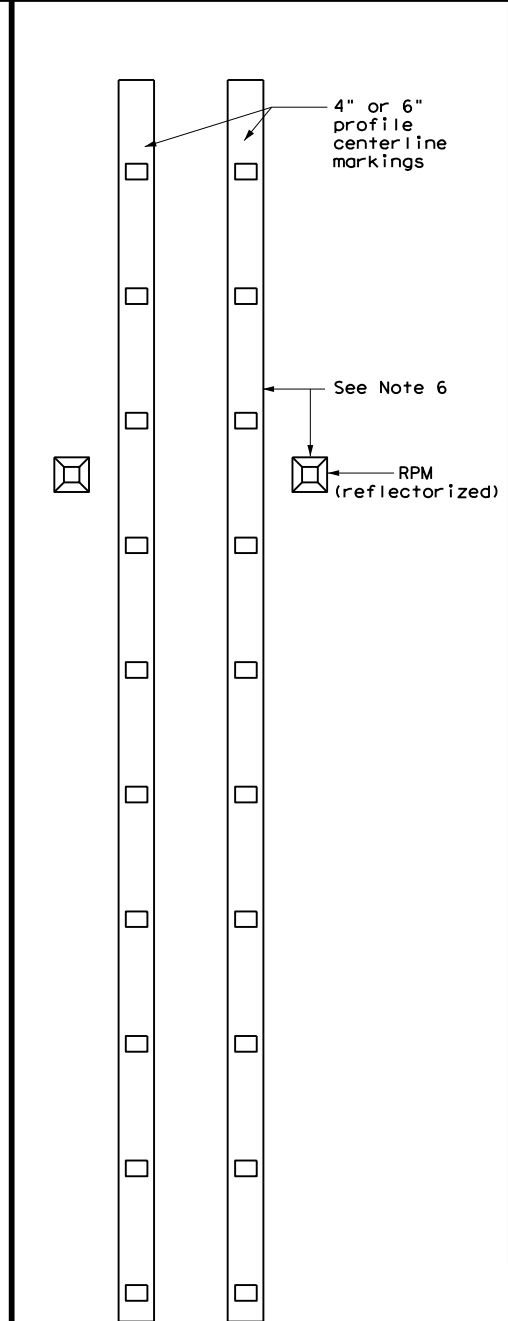
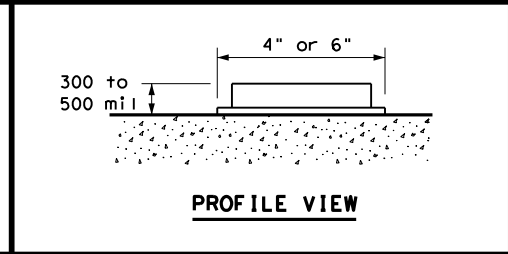
CENTERLINE RUMBLE STRIPS



PLAN VIEW OPTION 1
 MILLED CENTERLINE RUMBLE STRIPS



PLAN VIEW OPTION 2
 RAISED CENTERLINE RUMBLE STRIPS



PLAN VIEW OPTION 3
 PROFILE CENTERLINE MARKINGS

GENERAL NOTES

1. This standard sheet provides guidelines for installing centerline rumble strips on multilane undivided highways.
2. Centerline and edgeline rumble strips or profile markings shall not be placed on roadways with a posted speed limit of 45 MPH or less.
3. Milled rumble strips are preferred when adequate pavement depth is available. If pavement thickness is less than 2 inches, milled rumble strips shall not be used. Rumble strips shall not be milled or depressed into bridge decks.
4. See dimensions for milled rumble strips. Other shapes and dimensions may be used if approved by the Traffic Operations Division.
5. Breaks in milled centerline rumble strips shall occur at least 50 feet and no more than 150 feet in advance of bridges, railroad crossing, intersections and driveways with high usage of large trucks.
6. Use Standard Sheet PM(2) for positioning, dimensioning, and spacing of all reflective raised pavement markers, pavement markings and profile markings.
7. Consideration should be given to noise levels when centerline rumble strips are installed near residential areas, schools, churches, etc. A minimum of 3/8 inch depth of milled rumble strip may be considered in these areas.
8. Pavement markings must be applied over milled centerline rumble strips for normal centerline spacing. For wider medians, specify in the plans the exact placement of the rumble strips. Place the rumble strips under each centerline marking or centered in the middle of the median.

WHEN INSTALLING CENTERLINE RUMBLE STRIPS:

9. Raised rumble strips consisting of non-reflective raised traffic buttons may be used. Non-reflective raised traffic buttons can be affixed to asphalt or concrete with bitumen or adhesives, as per manufacturer's recommendations.
10. When using non-reflective raised traffic buttons as a centerline rumble strip, the button shall be placed adjacent to the pavement marking delineating the centerline. The color of the button should be yellow for a continuous no passing roadway. The button will be paid for under Item 672, "Raised Pavement Markers." Non-reflective traffic buttons must meet the requirements of DMS-4300.

WHEN INSTALLING EDGELINE RUMBLE STRIPS WITH OR WITHOUT CENTERLINE RUMBLE STRIPS ON UNDIVIDED HIGHWAYS:

11. See standard sheet RS(4).



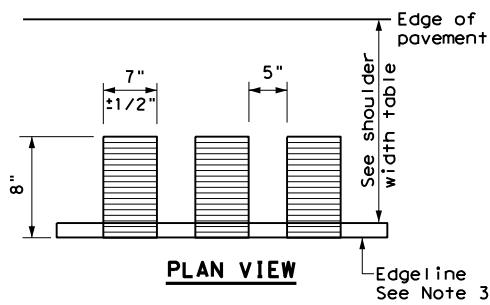
CENTERLINE RUMBLE STRIPS ON MULTILANE UNDIVIDED HIGHWAYS

RS(2) - 13

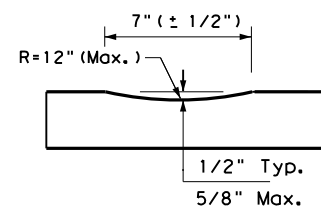
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© TxDOT October 2013	CONT	SECT	JOB	HIGHWAY
REVISIONS	0099	01	035	US 283
DIST	COUNTY		SHEET NO.	
BWD	COLEMAN		93	

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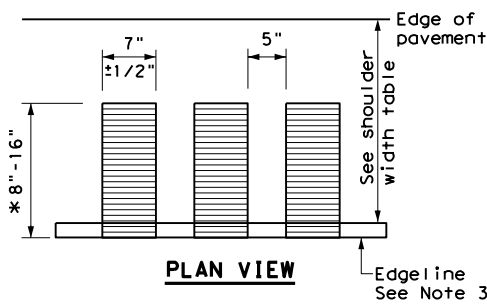


PLAN VIEW

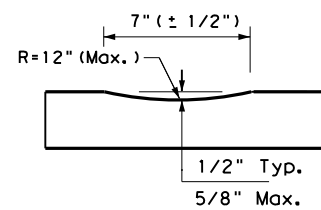


PROFILE VIEW
OPTION 1

CONTINUOUS MILLED DEPRESSIONS (Rumble Strips)

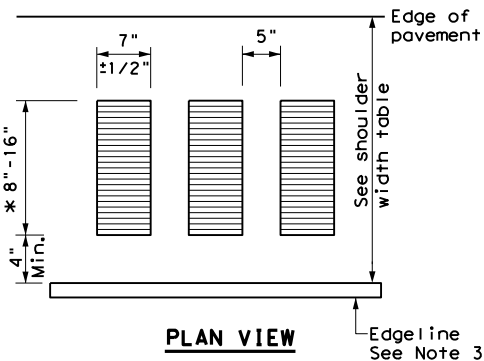


PLAN VIEW



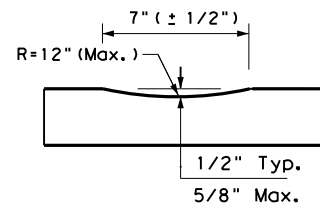
PROFILE VIEW
OPTION 2

CONTINUOUS MILLED DEPRESSIONS (Rumble Strips)



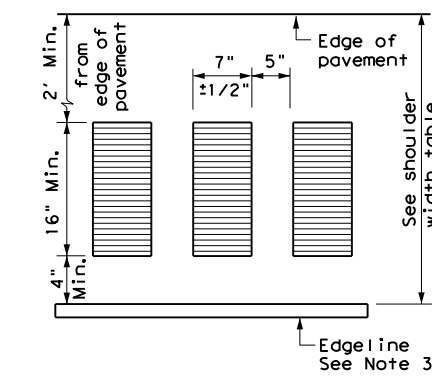
PLAN VIEW

* This distance may vary based on width of shoulder

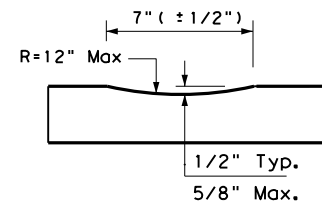


PROFILE VIEW
OPTION 3

CONTINUOUS MILLED DEPRESSIONS (Rumble Strips)

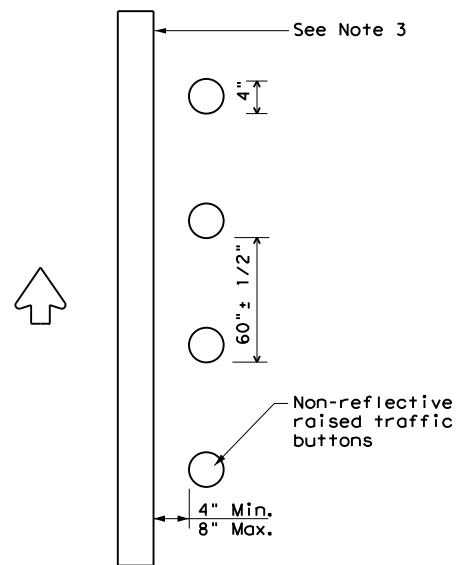


PLAN VIEW



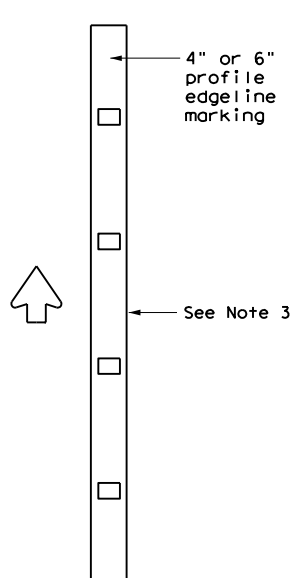
PROFILE VIEW
OPTION 4

CONTINUOUS MILLED DEPRESSIONS (Rumble Strips)



PLAN VIEW
OPTION 5

RAISED EDGELINE RUMBLE STRIPS



PLAN VIEW
OPTION 6

PROFILE EDGELINE MARKINGS

SHOULDER WIDTH TABLE		
EQUAL TO OR LESS THAN 2 FEET	GREATER THAN 2 FEET LESS THAN 4 FEET	EQUAL TO OR GREATER THAN 4 FEET
Option 1, 5 OR 6	Option 1, 2, 3 5 OR 6	Option 2, 4, 5 OR 6

GENERAL NOTES

- Rumble strips and profile markings shall not be placed on roadways with a posted speed limit of 45 MPH or less.
- Milled rumble strips are preferred when adequate pavement depth is available. If pavement thickness is less than 2 inches, milled rumble strips shall not be used. Rumble strips shall not be milled or depressed into bridge decks.
- Use Standard Sheet PM(2) for positioning, dimensioning, and spacing of all reflective raised pavement markers, pavement markings, and profile markings.
- See the table below for determining what options may be used for edgeline rumble strips.

WHEN INSTALLING MILLED DEPRESSION EDGELINE RUMBLE STRIPS:

- See dimensions for milled rumble strips. Other shapes and dimensions may be used if approved by the Traffic Operations Division.
- Pavement markings can be applied over milled shoulder rumble strips to create an edgeline rumble stripe.
- Breaks in edgeline rumble strips shall occur at least 50 feet and no more than 150 feet in advance of bridges, railroad crossings, intersections and driveways with high usage of large trucks when installed on conventional highways.
- Rumble strips shall not be placed across exit or entrance ramps, acceleration and deceleration lanes, crossovers, gore areas or intersections with other roadways.
- Consideration should be given to noise levels when edgeline rumble strips are installed near residential areas, schools, churches, etc. A minimum of 3/8 inches depth of milled rumble strip may be considered in these areas.

- On roadways with high bicycle activity, consideration should be given before the installation of edgeline rumble strips. Things to consider include size of rumble strips, rumble strip material and location of rumble strips on the shoulder. If the designer determines that gaps are needed in the rumble strips due to bicycle use of the road, then follow the requirement shown in FHWA Technical Advisory T5040.39, or latest version. A detail of the spacing shall be included in the plans.

WHEN INSTALLING RAISED OR PROFILE EDGELINE RUMBLE STRIPS:

- Raised rumble strips consisting of non-reflective raised traffic buttons may be used. Non-reflective raised traffic buttons can be affixed to asphalt or concrete with bitumen or adhesives, as per the manufacturer's recommendations.
- Non-reflective traffic buttons shall be placed adjacent to the pavement marking delineating the edgeline when used as a rumble strip. The color of the button should match the color of the adjacent edgeline marking (white or yellow). The buttons will be paid for under Item 672, "Raised Pavement Markers." Non-reflective traffic buttons must meet the requirements of DMS-4300.
- Non-reflective traffic buttons shall not be placed across exit or entrance ramps, acceleration and deceleration lanes, crossovers, gore areas or intersections with other roadways.
- Breaks in edgeline rumble strips using raised traffic buttons shall occur at least 50 feet and no more than 150 feet in advance of bridges, railroad crossing, intersections and driveways with high usage of large trucks when installed on conventional highways.
- The minimum distance between the edgeline and the buttons should be used if the shoulder is less than 8 feet in width.
- Raised profile thermoplastic markings used as edgelines may substitute for buttons.

		Traffic Operations Division Standard	
EDGELINE RUMBLE STRIPS ON UNDIVIDED OR TWO LANE HIGHWAYS RS(4)-13			
FILE: rs(4)-13.dgn	DN: TxDOT	CK: TxDOT	DW: TxDOT
© TxDOT October 2013	CONT	SECT	JOB
REVISIONS	0099	01	035
DIST	COUNTY		SHEET NO.
BWD	COLEMAN		94

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DATE: 10/31/2021 9:04:32 PM
FILE: D:\us283\Summary_of_small_signs.dgn

SUMMARY OF SMALL SIGNS

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

NEW OR PROPOSED STATION	SIGN NO.	SIGN NOMENCLATURE	SIGN TEXT	DIMENSIONS	ALUMINUM TYPE A	ALUMINUM TYPE G	Post Type	Posts (1 or 2)	Anchor Type	Mounting Designation		REMOV SM RD SN SUP & AM
										P = Prefab. "Plain"	1EXT or 2EXT = # of Ext. BM = Extruded Wind Beam	
• RT.	1	D15-10T	PASSING LANE 2 MILES	54x42	•		IOBNG	I	SA	U		
360+00 RT.	2	R4-20T	LEFT LANE FOR PASSING ONLY	24x36	•		TWT	I	WS	T		
385+50 LT.	3	W9-2TL	LANE ENDS MERGE LEFT	36x36	•		TWT	I	WS	T		
390+50 LT.	4	W9-1R	RIGHT LANE ENDS	36x36	•		TWT	I	WS	T		
395+08 RT.	5	D20-1TR	CR 248 →	24x24	•		TWT	I	WS	P		X
401+89 LT.	6	D3-30TR D3-30TL	SEE SIGN DETAILS (B-B)	60x36 60x36	•		S80	I	SA	U		X
401+03 RT.	7	R1-1	STOP	36x36	•		TWT	I	WS	T		X
405+26 RT.	8	M2-1 M1-6F	JCT FM 1026	21x15 24x24	•		TWT	I	WS	P		X
405+74 LT.	9	D20-1TL	CR 248 ←	24x24	•		TWT	I	WS	P		X
407+47 RT.	10	M1-4 D10-70T	US 283 RE MKRR 374 (B-B)	24x24 3x10	•		TWT	I	WS	P		X
412+54 LT.	11	D2-1	SEE SIGN DETAILS (B-B)	66x18	•		TWT	I	WS	T		X
416+34 LT.	12	R2-1	SPEED LIMIT 75	30x36	•		TWT	I	WS	P		X
419+70 LT.	13	M3-3 M1-4	SOUTH US 283	24x12 24x24	•		TWT	I	WS	P		X
421+55 LT.	14	R1-1	STOP	36x36	•		TWT	I	WS	T		X
422+15 RT.	15	M1-4 M6-4 M1-6F M6-1	US 283 ←→ FM 1026 ←	24x24 21x15 24x24 21x15	•		IOBNG	I	SA	U		X
422+78 LT.	16	M3-4 M1-6F	WEST FM 1026	21x15 24x24	•		TWT	I	WS	P		X
424+55 RT.	17	M3-1 M1-4	NORTH US 283	24x12 24x24	•		TWT	I	WS	P		X
427+80 RT.	18	R2-1	SPEED LIMIT 75	30x36	•		TWT	I	WS	P		X
431+05 RT.	19	W9-1R	RIGHT LANE ENDS	36x36	•		TWT	I	WS	T		
434+50 RT.	20	W9-2TL	LANE ENDS MERGE LEFT	36x36	•		TWT	I	WS	T		
437+75 RT.	21	D2-1	SEE SIGN DETAILS (B-B)	96x18	•		IOBNG	I	SA	T		X
438+50 LT.	22	M2-1 M1-6F	JCT FM 1026	21x15 24x24	•		TWT	I	WS	P		X
471+00 LT.	23	R4-20T	LEFT LANE FOR PASSING ONLY	24x36	•		TWT	I	WS	T		
** LT.	24	D15-10T	PASSING LANE 2 MILES	54x42	•		IOBNG	I	SA	U		

ALUMINUM SIGN BLANKS (TYPE A)

Square Ft.	Min. Thickness
Less than 7.5	0.080"
7.5 to 15	0.100"
Greater than 15	0.125"

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.

SUMMARY OF SMALL SIGNS

SOSS

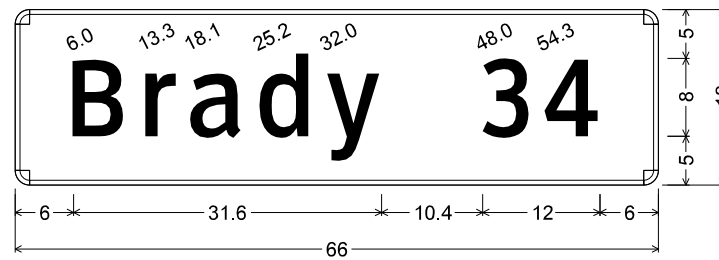
© TxDOT Mgy. 1987		REVISIONS	
DN. TxDOT	11-93	7-02	
CR. TxDOT	8-95	2-07	
DR. TxDOT	1-02	9-08	

CONT	SECT	JOB	HIGHWAY
0099	01	035	US 283
DIST	COUNTY	SHEET NO.	
BWD	COLEMAN	95	

ITEM	DESCRIPTION	TOTAL
0644 6004	INS SM RD SN SUP & AM TY IOBNG (I) SA (T)	1
0644 6007	INS SM RD SN SUP & AM TY IOBNG (I) SA (U)	3
0644 6033	INS SM RD SN SUP & AM TY S80 (I) SA (U)	1
0644 6050	INS SM RD SN SUP & AM TY TWT (I) WS (P)	10
0644 6061	INS SM RD SN SUP & AM TY TWT (I) WS (T)	9
0644 6076	REMOV SM RD SN SUP & AM	16

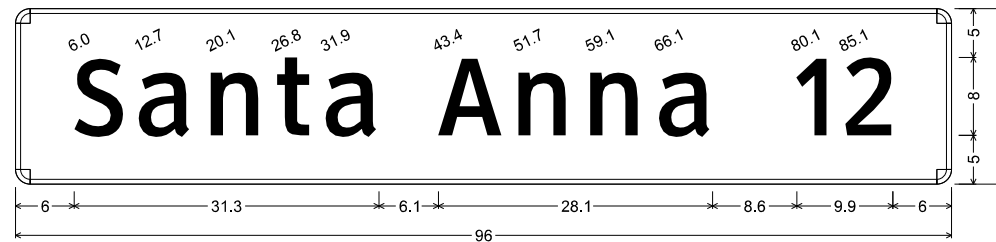
* SIGN TO BE PLACED 2 MILES SOUTH OF STA 360+00 OR AS DIRECTED BY THE ENGINEER.
** SIGN TO BE PLACED 2 MILES NORTH OF STA 471+00 OR AS DIRECTED BY THE ENGINEER.

DWG: CK: DW: CK: DNG



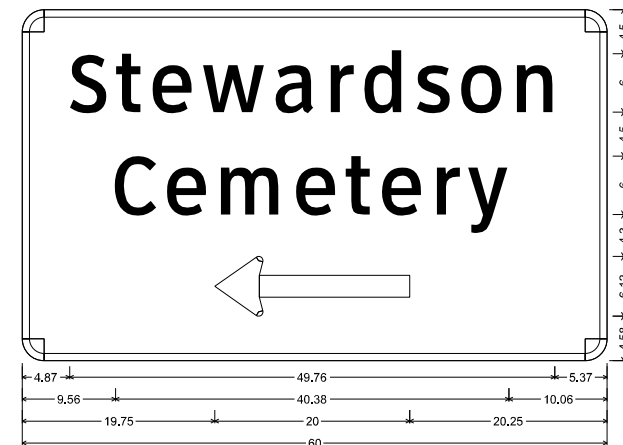
D2-1 8in;
1.5" Radius, 0.5" Border, White on, Green;
"Brady", ClearviewHwy-3-W; "34", ClearviewHwy-3-W;

SIGN #11



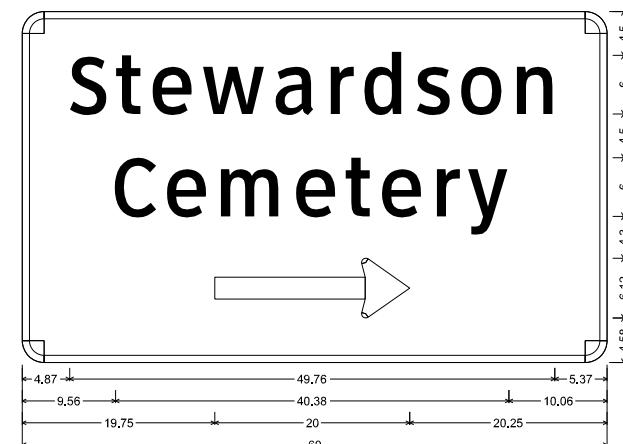
D2-1 8in;
1.5" Radius, 0.5" Border, White on, Green;
"Santa Anna", ClearviewHwy-3-W; "12", ClearviewHwy-3-W;

SIGN #21



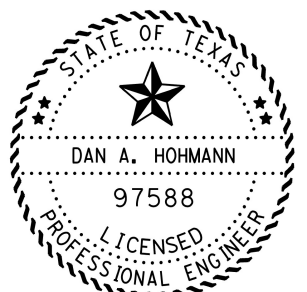
D3-3bTL_VARx36;
2.25" Radius, 0.75" Border, White on, Green;
"Stewardson", ClearviewHwy-3-W; "Cemetery", ClearviewHwy-3-W;
Standard Arrow Custom 20.00" X 6.13" 180°;

SIGN #6



D3-3bTR_VARx36;
2.25" Radius, 0.75" Border, White on, Green;
"Stewardson", ClearviewHwy-3-W; "Cemetery", ClearviewHwy-3-W;
Standard Arrow Custom 20.00" X 6.13" 0°;

SIGN #6



Dan A. Hohmann, P.E.

11/05/2021

**US 283
SIGN
DETAILS**

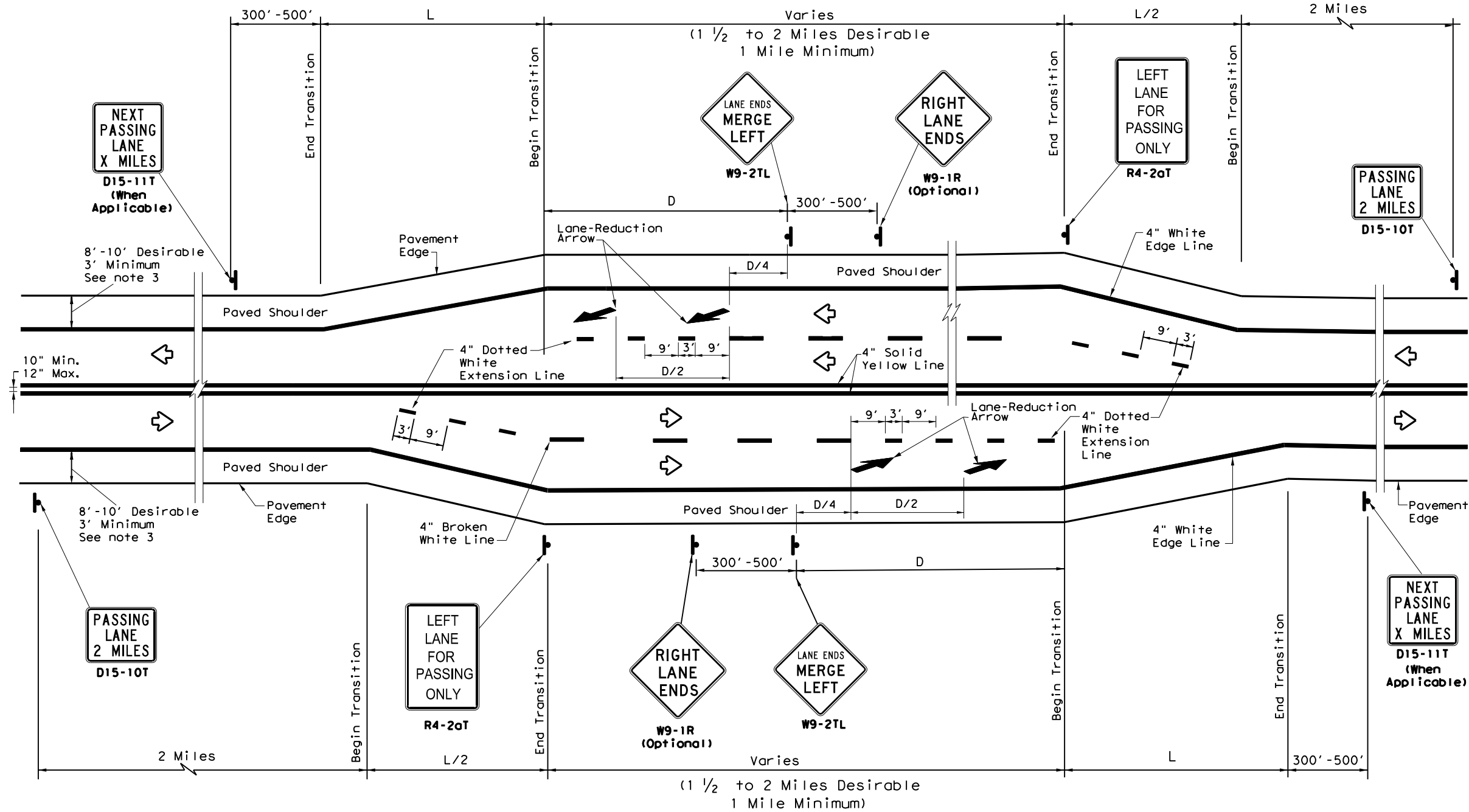


CONT	SECT	JOB	HIGHWAY
0099	01	035	US 283
DIST	COUNTY		SHEET NO.
23	COLEMAN		96

DATE: \$DATES \$TIME\$
FILE: \$FILES

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 FILE: D:\us283\standards\TS2 (PL-2) - 18 (MOD).dgn



SIDE BY SIDE PASSING LANES



11/05/2021

LEGEND	
	Sign
	Traffic Flow

TYPICAL TAPER LENGTH (L)	
Formula *	L = WS

* Transition length should be rounded up to nearest 5 foot increment.

L=Length of Transition (FT)
 W=Width of Offset (FT)
 S=Posted Speed (MPH)

EXAMPLE

A 12 foot lane is added on a 70 mph roadway. The length of the transition should be:

$L = 12 \times 70 = 840 \text{ ft}$

**TABLE 1
 ADVANCE WARNING
 SIGN DISTANCE (D)**

Posted Speed	D (FT)
40	670
45	775
50	885
55	990
60	1100
65	1200
70	1250
75	1350

GENERAL NOTES

1. For minimum and desirable design details, see the Roadway Design Manual, Chapter 4, Section 6, Super 2 Highways.
2. For Raised Pavement Markers (RPM) details, see Pavement Markings Standard sheet, PM(2). Note that RPMs are not recommended on the 4" dotted white extension lines.
3. For rumble strip options available for the designed shoulder width, see rumble strip standard sheet RS(4).



**TEXAS SUPER 2
 PASSING LANES**

TS2 (PL-2) - 18 (MOD)

FILE: ts2-2-18.dgn	DN:	CK:	DW:	CK:
© TxDOT May 2010	CONT	SECT	JOB	HIGHWAY
REVISIONS	0099	01	035	US 283
2-12 4-18 BWD ADDED	DIST	COUNTY	SHEET NO.	
3-12 R4-2aT SIGNAGE	BWD	COLEMAN	97	
3-18				

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SIGN SUPPORT DESCRIPTIVE CODES

(Descriptive Codes correspond to project estimate and quantities sheets)

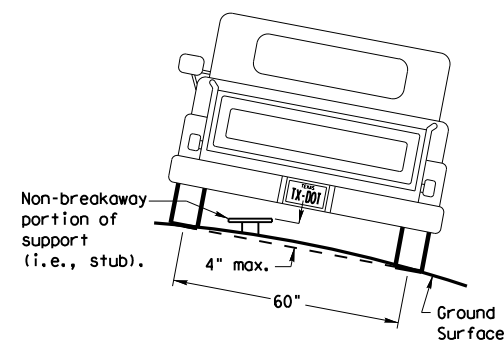
SM RD SGN ASSM TY XXXXX(X)XX(X-XXXX)

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-3))

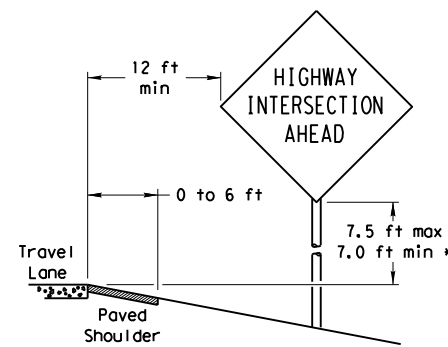
REQUIRED CLEARANCE FOR BREAKAWAY SUPPORT



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).

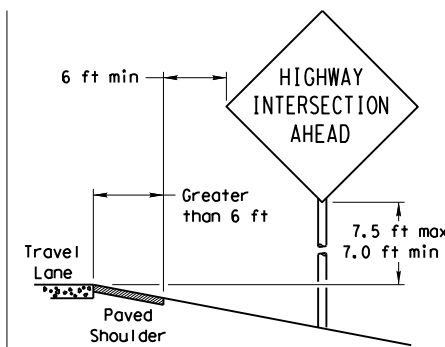
SIGN LOCATION

PAVED SHOULDERS



LESS THAN 6 FT. WIDE

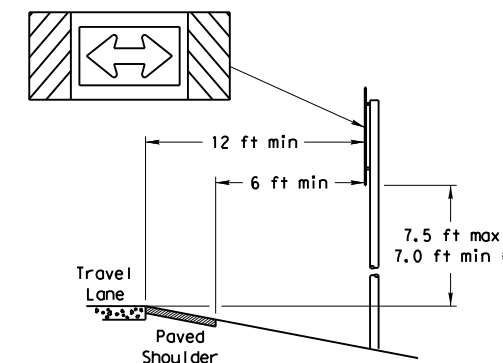
When the shoulder is 6 ft. or less in width, the sign must be placed at least 12 ft. from the edge of the travel lane.



GREATER THAN 6 FT. WIDE

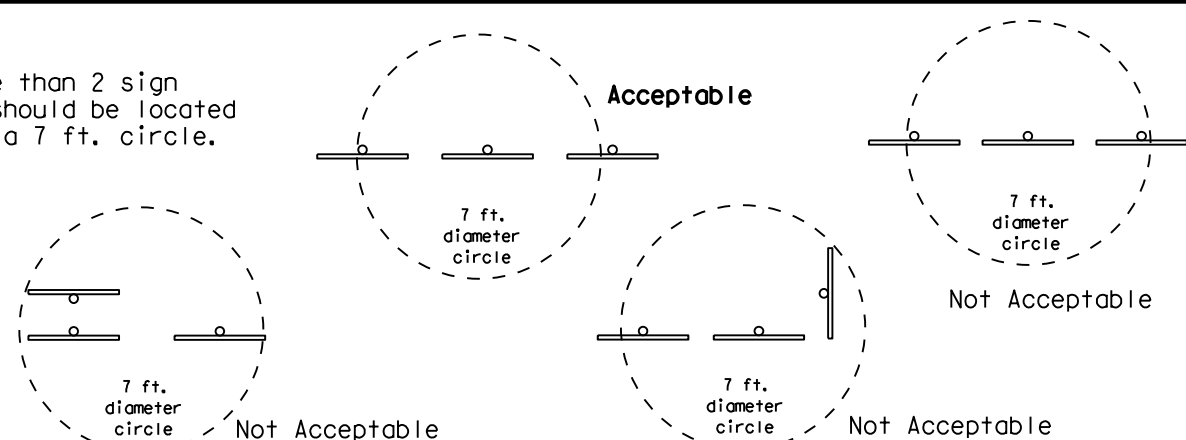
When the shoulder is greater than 6 ft in width, the sign must be placed at least 6 ft. from the edge of the shoulder.

T-INTERSECTION

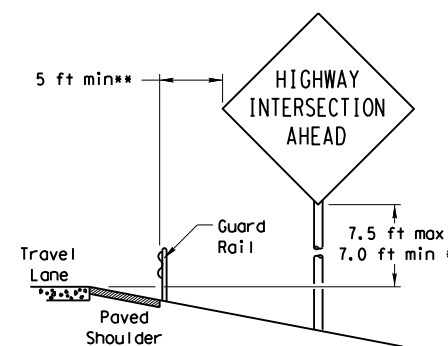


When this sign is needed at the end of a two-lane, two way roadway, the right edge of the sign should be in line with the centerline of the roadway. Place as close to ROW as practical.

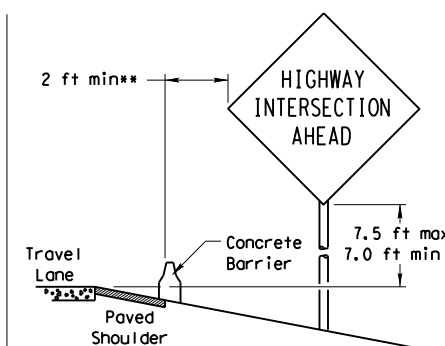
No more than 2 sign posts should be located within a 7 ft. circle.



BEHIND BARRIER

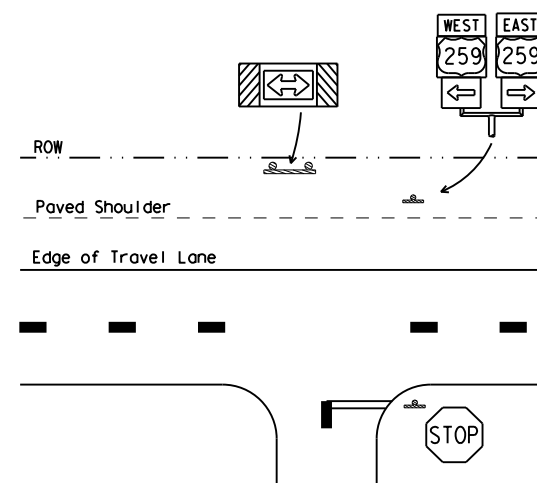


BEHIND GUARDRAIL



BEHIND CONCRETE BARRIER

**Sign clearance based on distance required for proper guard rail or concrete barrier performance.



* Signs shall be mounted using the following condition that results in the greatest sign elevation:

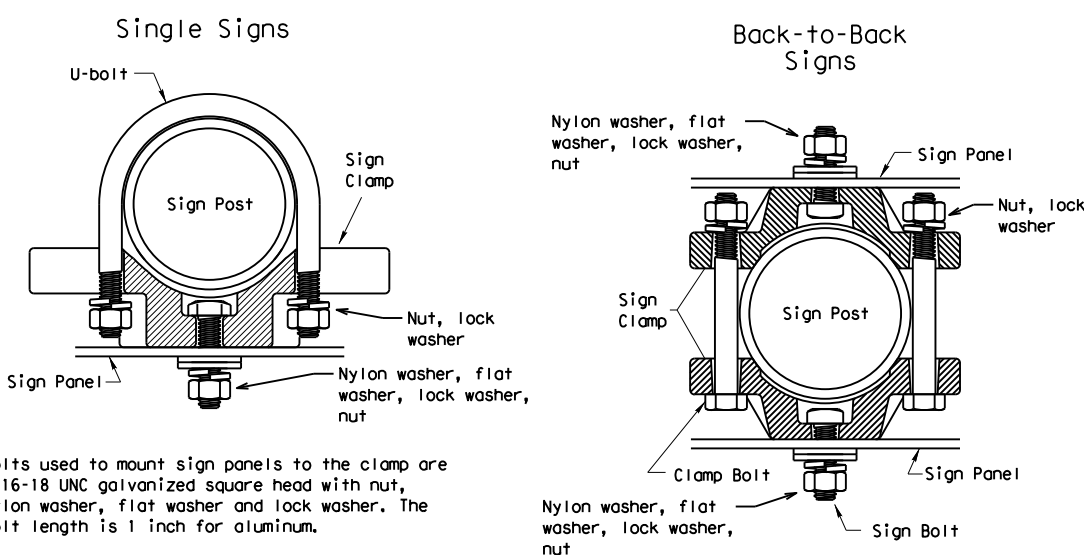
- (1) a minimum of 7 to a maximum of 7.5 feet above the edge of the travel lane or
- (2) a minimum of 7 to a maximum of 7.5 feet above the grade at the base of the support when sign is installed on the backslope.

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>

TYPICAL SIGN ATTACHMENT DETAIL



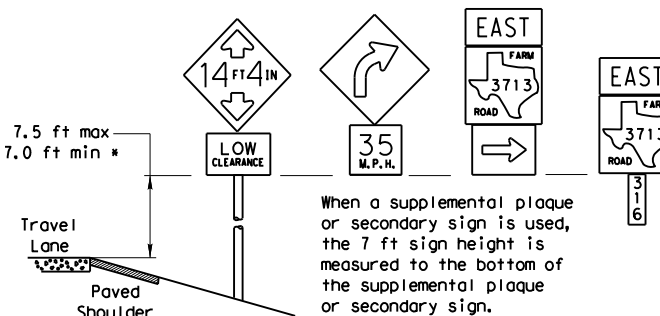
Bolts used to mount sign panels to the clamp are 5/16-18 UNC galvanized square head with nut, nylon washer, flat washer and lock washer. The bolt length is 1 inch for aluminum.

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.

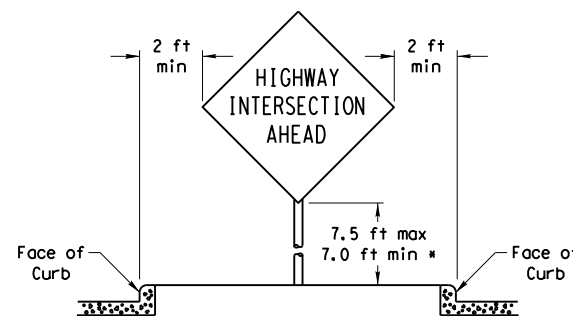
Pipe Diameter	Approximate Bolt Length	
	Specific Clamp	Universal Clamp
2" nominal	3"	3 or 3 1/2"
2 1/2" nominal	3 or 3 1/2"	3 1/2 or 4"
3" nominal	3 1/2 or 4"	4 1/2"

SIGNS WITH PLAQUES

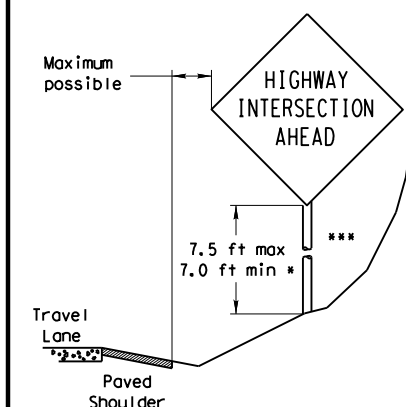


When a supplemental plaque or secondary sign is used, the 7 ft sign height is measured to the bottom of the supplemental plaque or secondary sign.

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.

Texas Department of Transportation
 Traffic Operations Division

SIGN MOUNTING DETAILS SMALL ROADSIDE SIGNS GENERAL NOTES & DETAILS

SMD(GEN)-08

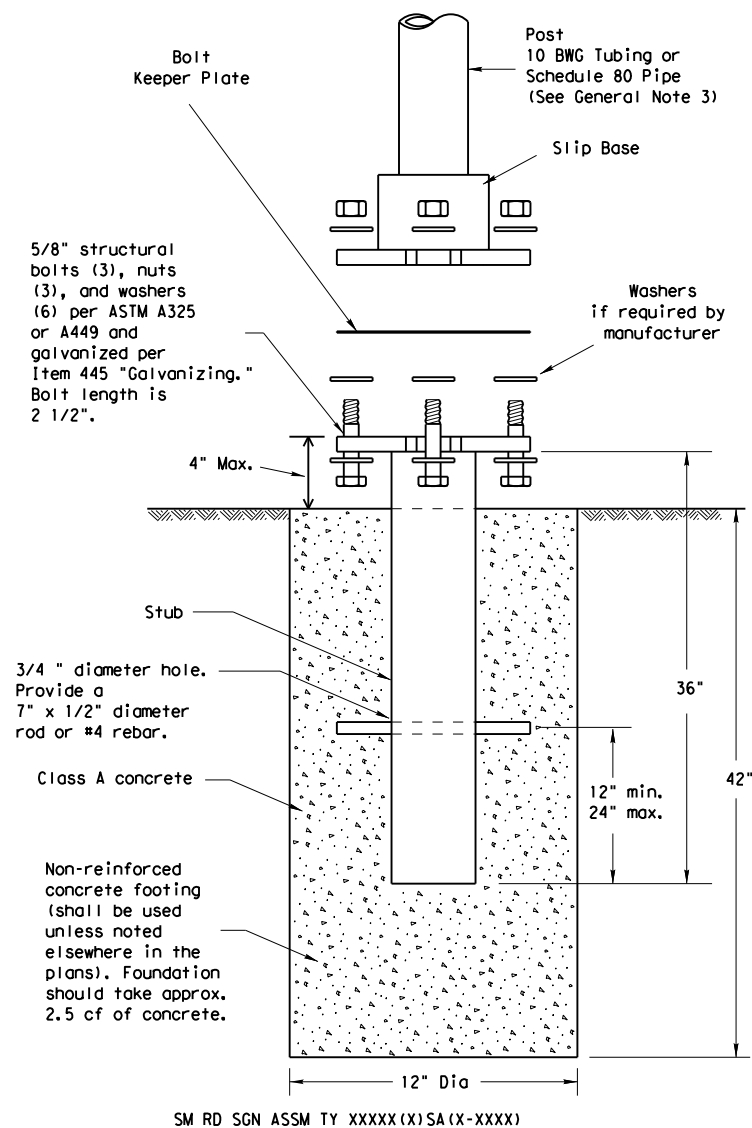
© TxDOT July 2002		DN: TxDOT	CK: TxDOT	DW: TxDOT	CK: TxDOT
9-08	REVISIONS	CONT	SECT	JOB	HIGHWAY
		0099	01	035	US 283
		DIST	COUNTY		SHEET NO.
		BWD	COLEMAN		98

DATE: 10/31/2021 9:15:11 PM
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TRIANGULAR SLIPBASE INSTALLATION GENERAL REQUIREMENTS



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:

- 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.
- 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
- 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>
- Sign supports shall not be spliced except where shown. Sign support posts shall not be spliced.

ASSEMBLY PROCEDURE

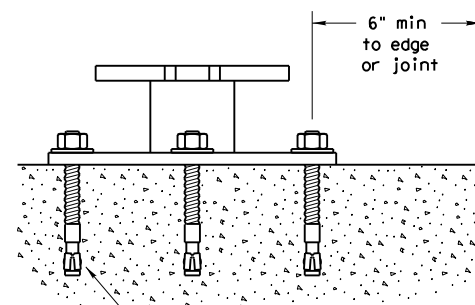
Foundation

- 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.
- 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.
- 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.
- Plumb the stub. Allow a minimum of 4 days to set, unless otherwise directed by the Engineer.
- The triangular slipbase system is multidirectional and is designed to release when struck from any direction.

Support

- 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.
- 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



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, "Epoxyes 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

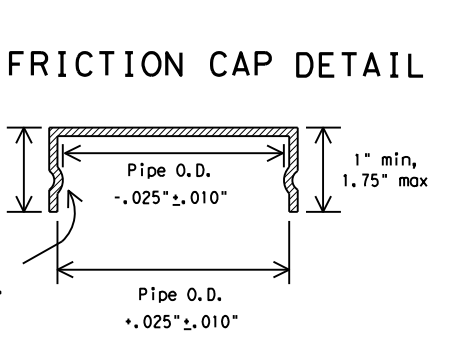
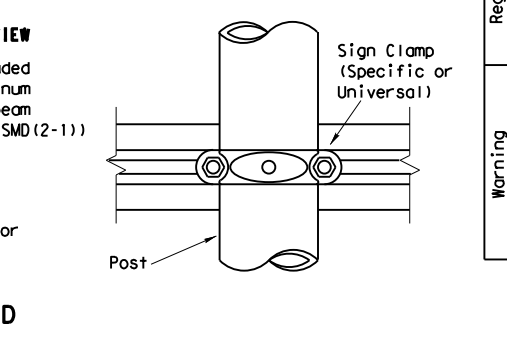
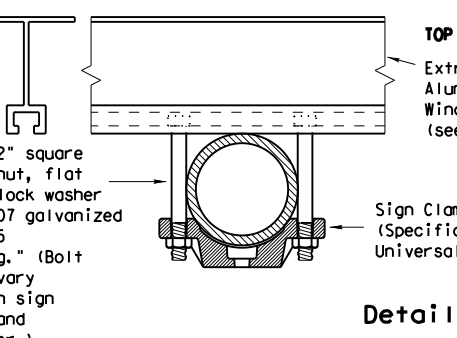
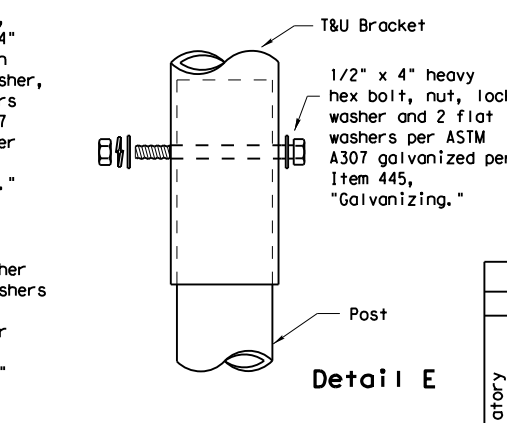
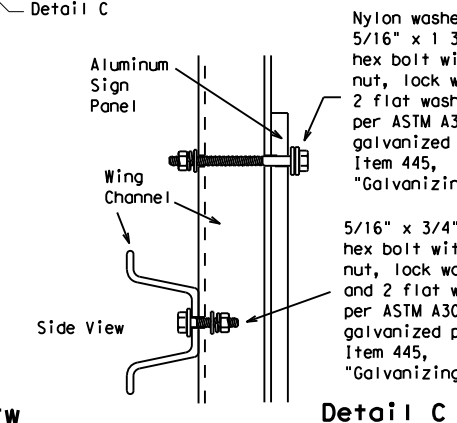
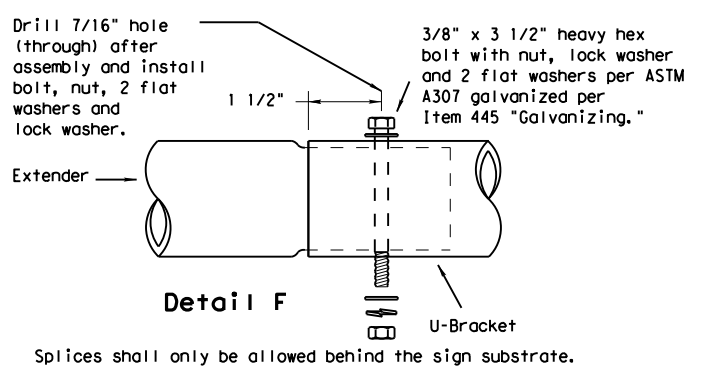
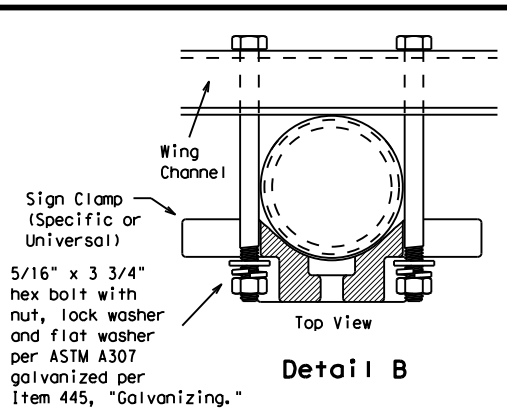
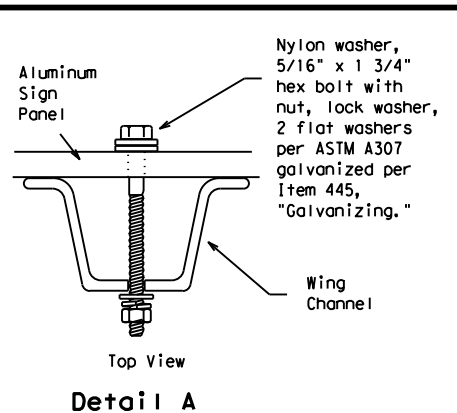
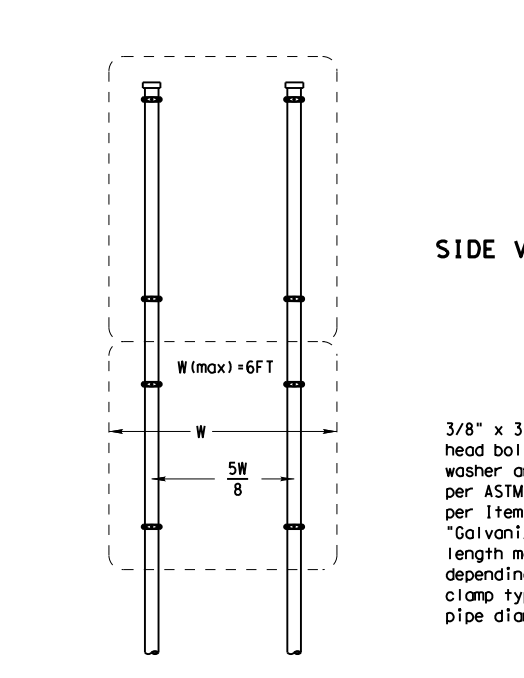
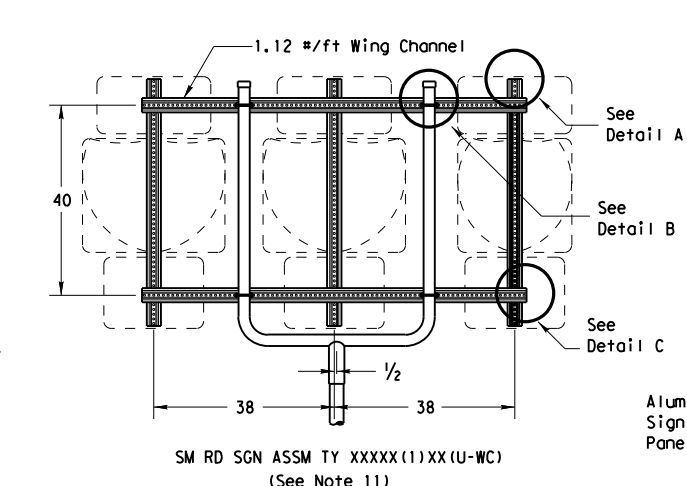
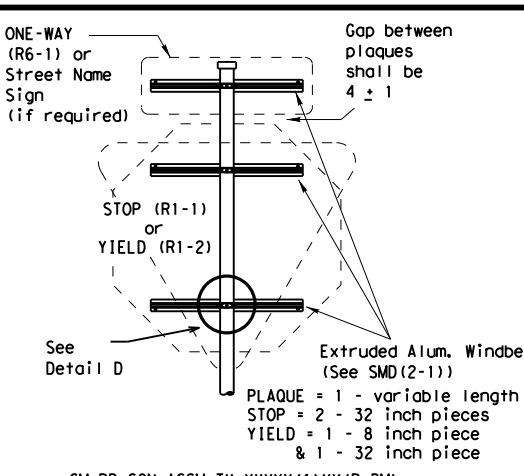
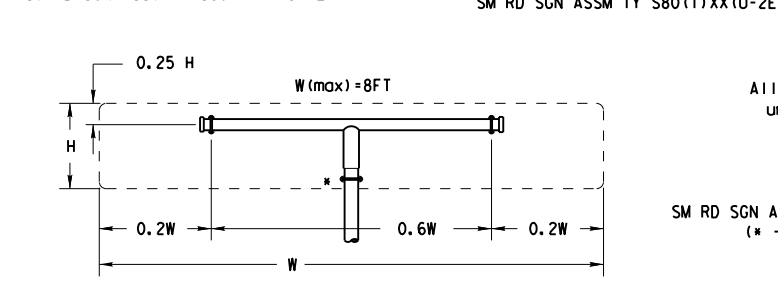
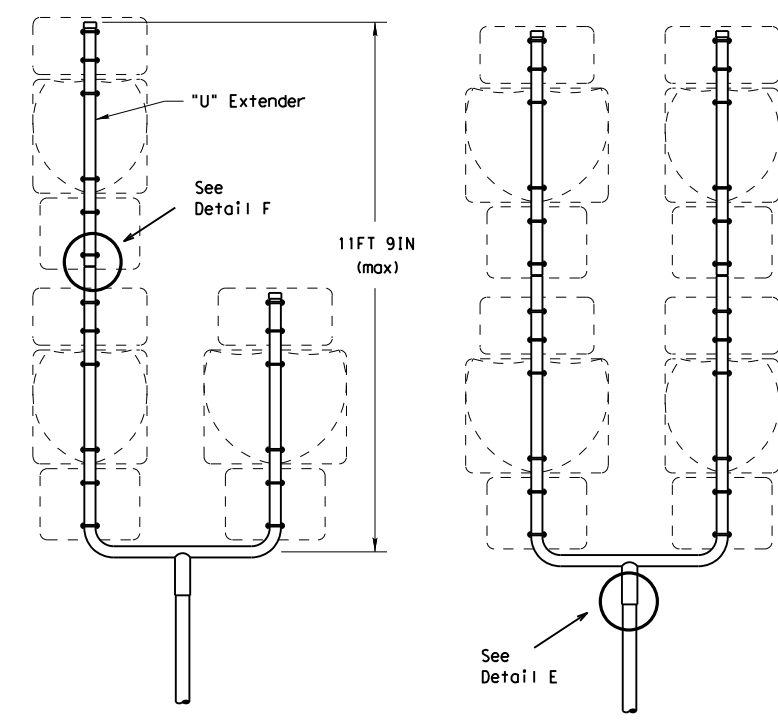
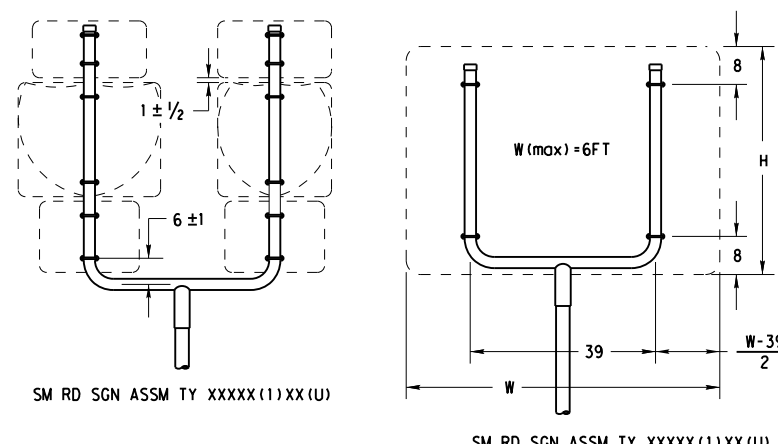
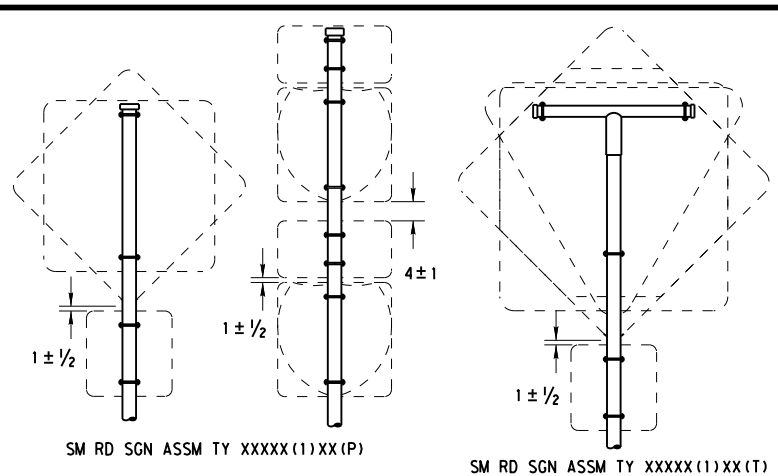
SIGN MOUNTING DETAILS SMALL ROADSIDE SIGNS TRIANGULAR SLIPBASE SYSTEM

SMD(SLIP-1)-08

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9-08	REVISIONS	CONT	SECT	JOB	HIGHWAY
		0099	01	035	US 283
		DIST	COUNTY	SHEET NO.	
		BWD	COLEMAN	99	

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All dimensions are in english unless detailed otherwise.

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.

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.

REQUIRED SUPPORT	
SIGN DESCRIPTION	SUPPORT
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)
48x16-inch ONE-WAY sign (R6-1)	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)
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)

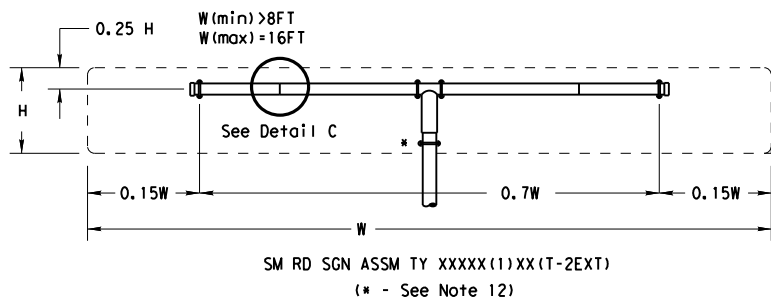


SIGN MOUNTING DETAILS
 SMALL ROADSIDE SIGNS
 TRIANGULAR SLIPBASE SYSTEM
 SMD(SLIP-2)-08

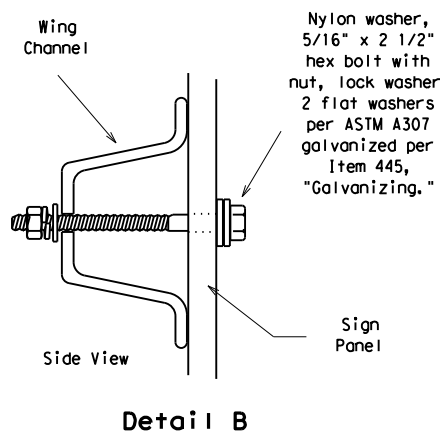
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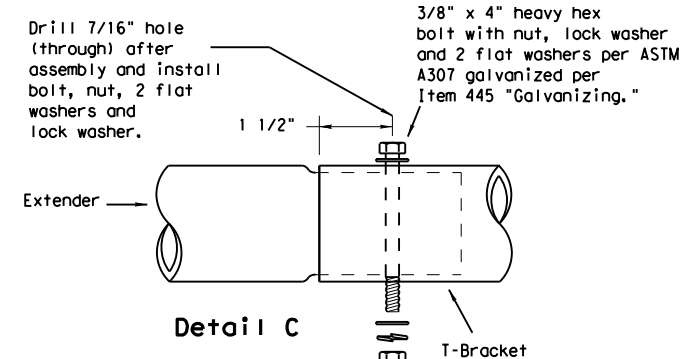
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SM RD SGN ASSM TY XXXX(1)XX(T-2EXT)
 (* - See Note 12)

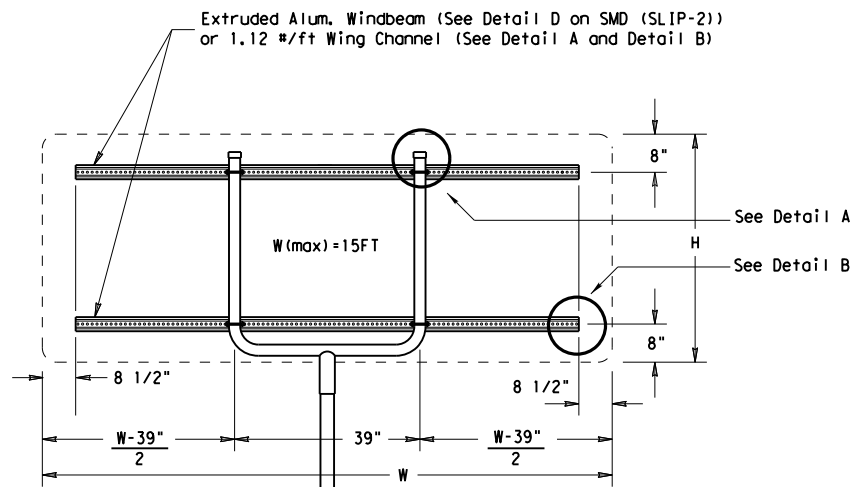


Detail B

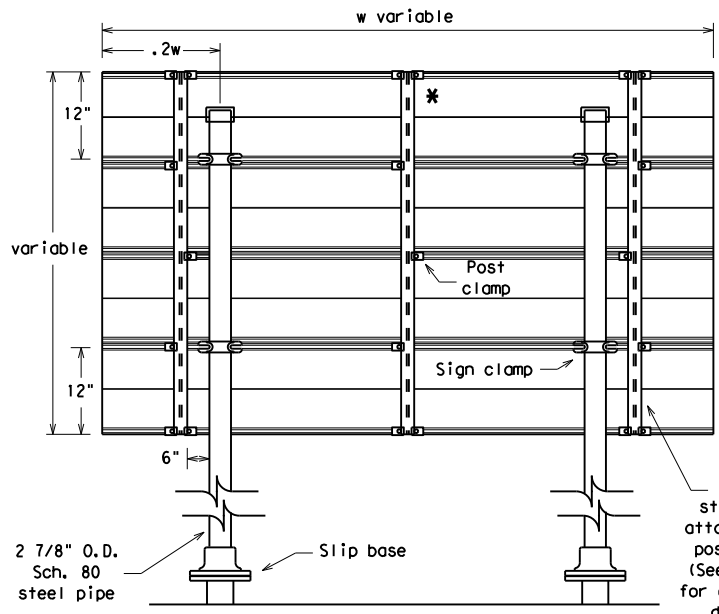


Detail C

Splices shall only be allowed behind the sign substrate.

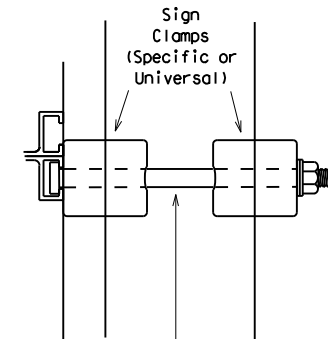


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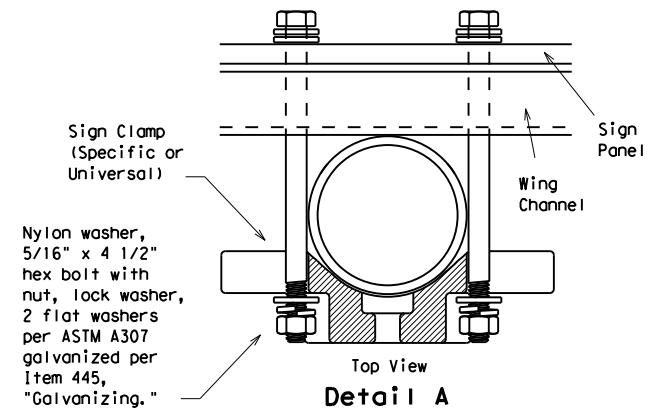


Typical Sign Mount

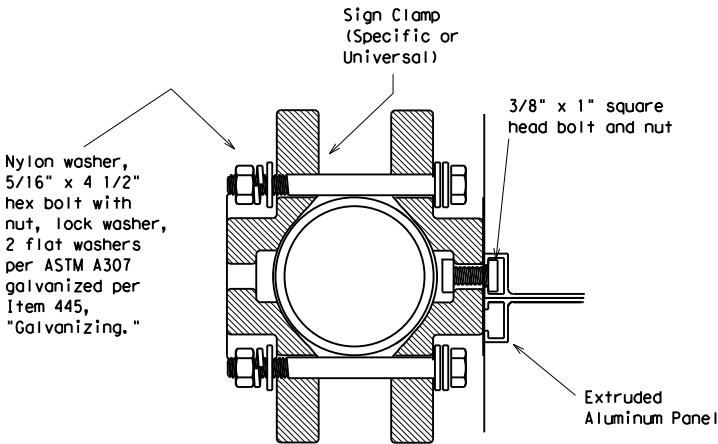
SM RD SGN ASSM TY S80(2)XX(IP-EXAL)
 * Additional stiffener placed at approximate center of signs when sign width is greater than 10'.



Detail E

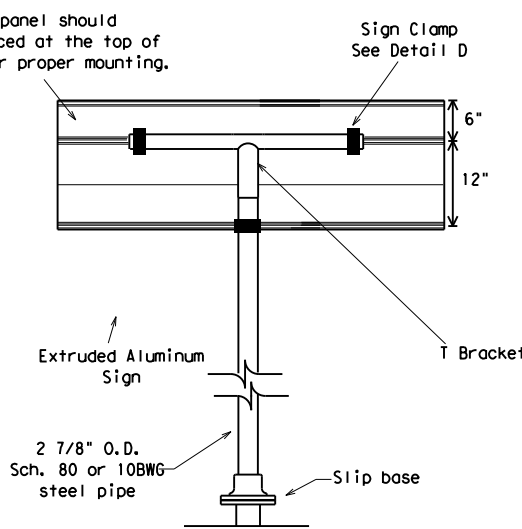


Detail A

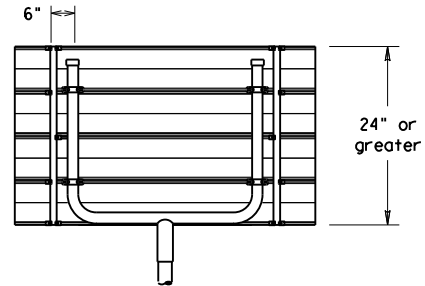


Detail D

EXTRUDED ALUMINUM SIGN WITH T BRACKET



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 |
- 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.
- Sign supports shall not be spliced except where shown. Sign support posts shall not be spliced.
- 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.
- Signs that require specific supports due to reasons in addition to windloading are indicated on the "REQUIRED SUPPORT" table on this sheet.
- 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.
- 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.
- Wing channel shall meet ASTM A 1011 SS Gr 50 and be galvanized per ASTM A 123.
- 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."
- Sign blanks shall be the sizes and shapes shown on the plans.
- 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.
- Post open ends shall be fitted with Friction Caps.

REQUIRED SUPPORT

	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)
Warning	48x60-inch signs	TY S80(1)XX(T)
	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)

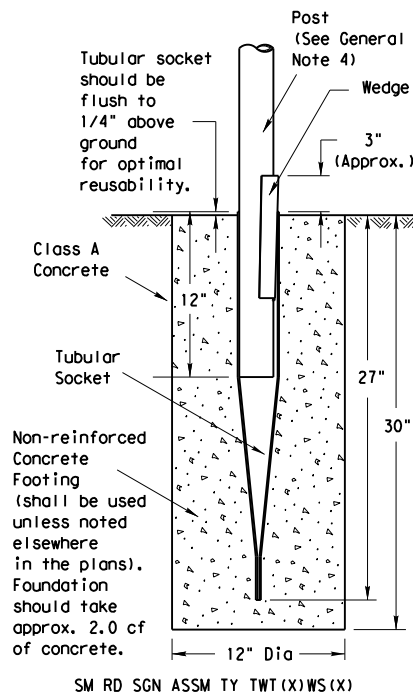
Texas Department of Transportation
 Traffic Operations Division

SIGN MOUNTING DETAILS
 SMALL ROADSIDE SIGNS
 TRIANGULAR SLIPBASE SYSTEM
 SMD(SLIP-3)-08

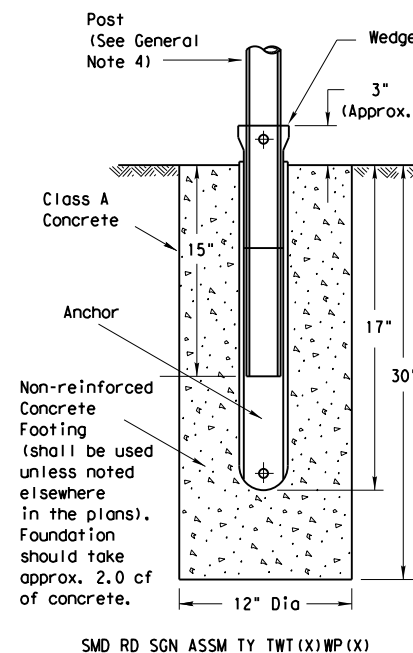
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9-08	REVISIONS	CONT	SECT	JOB	HIGHWAY
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		DIST	COUNTY		SHEET NO.
		BWD	COLEMAN		101

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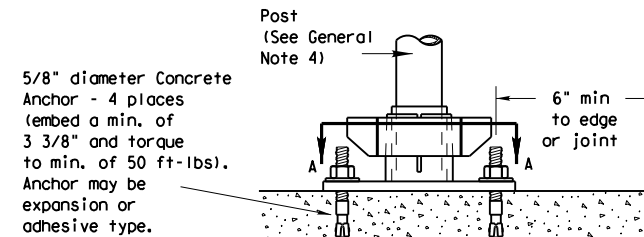
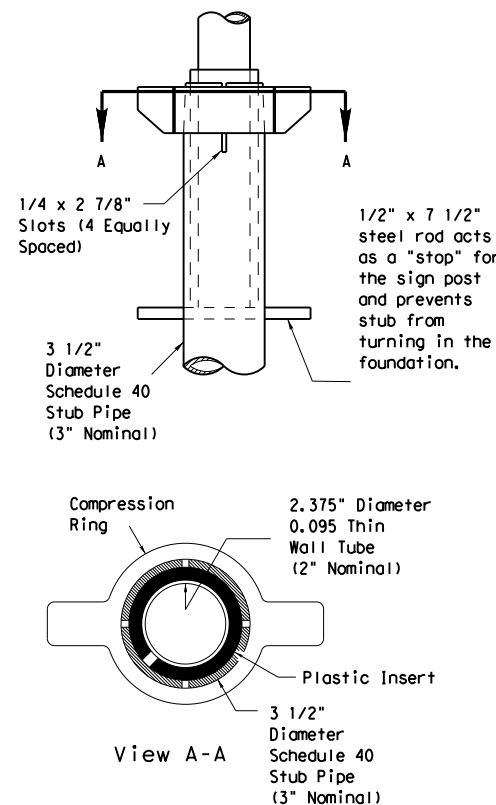
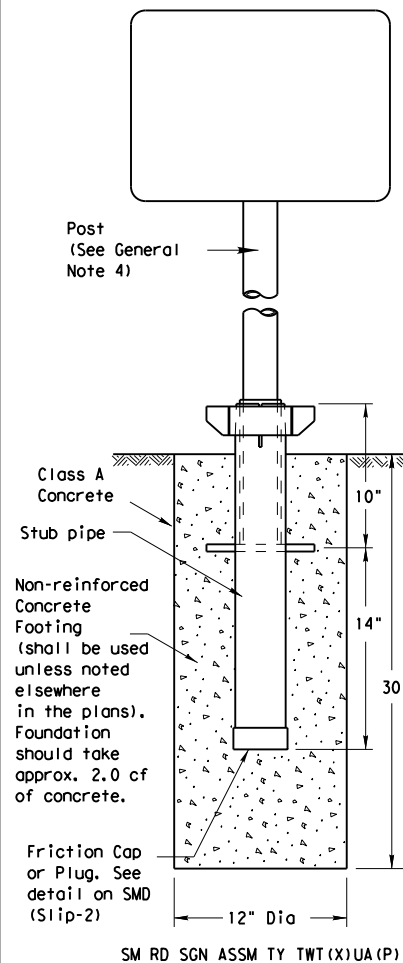
Wedge Anchor Steel System



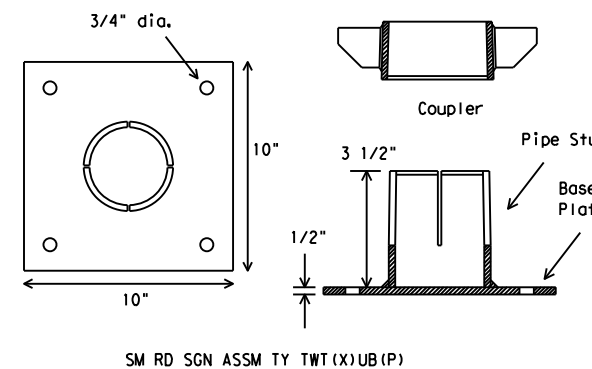
Wedge Anchor High Density Polyethylene (HDPE) System



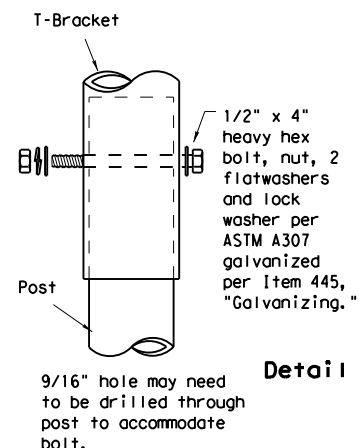
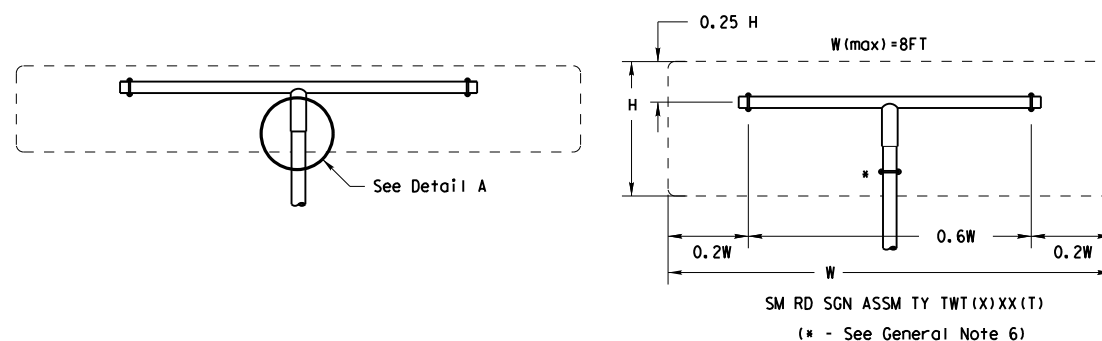
Universal Anchor System with Thin-Walled Tubing Post



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, "Epoxy and Adhesives." Adhesive anchors may be loaded after adequate epoxy cure time per the manufacturer's recommendations.



Sign Installation Using a Prefabricated T-Bracket for Thin-Wall Tubing Post



NOTE
The devices shall be installed per manufacturer's recommendations. Installation procedures shall be provided to the Engineer by Contractor.

- GENERAL NOTES:
- 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.
 - 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.
 - 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
 - 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 HSLA 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.
 - Sign blanks shall be the sizes and shapes shown on the plans.
 - Additional sign clamp required on the "T-bracket" post for 24" high signs. Place clamp at least 3" above bottom of sign when possible.
 - Sign supports shall not be spliced except where shown. Sign support posts shall not be spliced.
 - 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
- 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.
 - 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.
 - Insert tubular socket into concrete until top of socket is approximately 1/4" above the concrete footing.
 - Plumb the socket. Allow a minimum 4 days for concrete to set, unless otherwise directed by Engineer.
 - Attach the sign to the sign post.
 - Insert the sign post into socket and align sign face with roadway.
 - Drive the wedge into the socket to secure post. This will leave approximately 3 inches of the wedge exposed.

- UNIVERSAL ANCHOR SYSTEM INSTALLATION PROCEDURE
- 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.
 - Insert base post in hole to depths shown and backfill hole with concrete.
 - 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.
 - Attach the sign to the sign post.
 - Install plastic insert around bottom of post.
 - Insert sign post into base post. Lower until the post comes to rest on steel rod.
 - Seat compression ring using a hammer. Typically, the top of compression ring will be approximately level with top of stub post when optimally installed.
 - 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

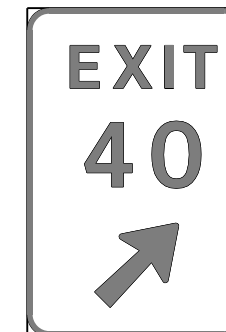
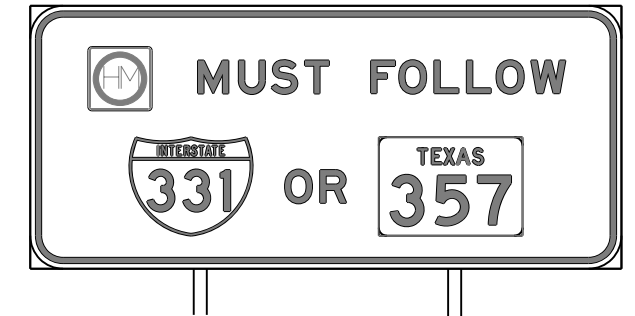
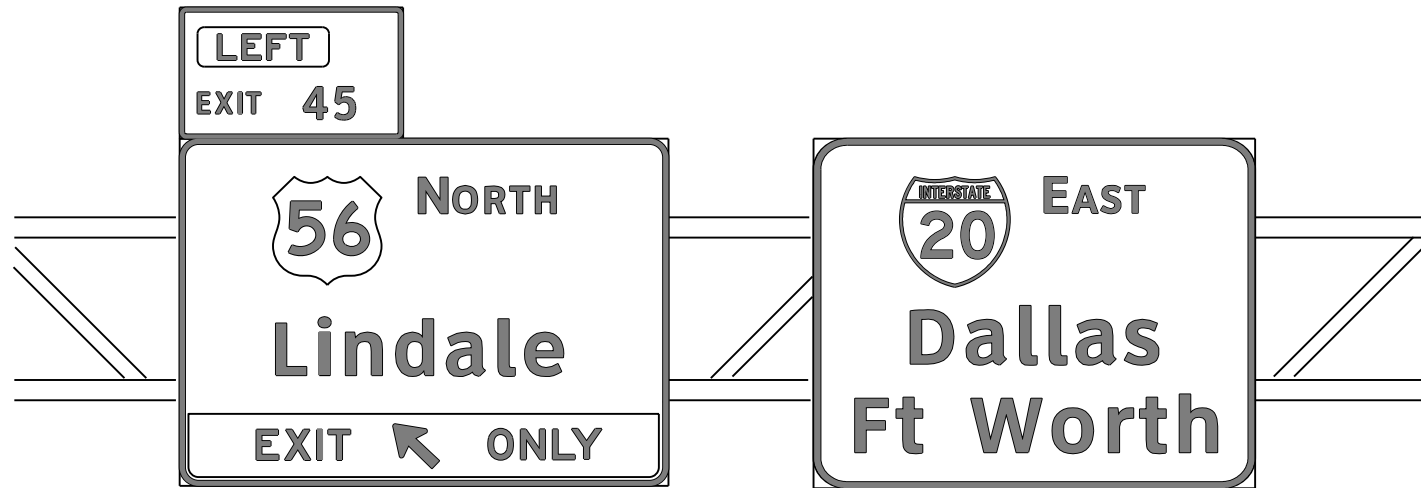
SIGN MOUNTING DETAILS SMALL ROADSIDE SIGNS WEDGE & UNIVERSAL ANCHOR WITH THIN WALL TUBING POST SMD (TWT) -08

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9-08	REVISIONS	CONTRACT	SECTION	JOB
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	DIST	COUNTY	SHEET NO.	
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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

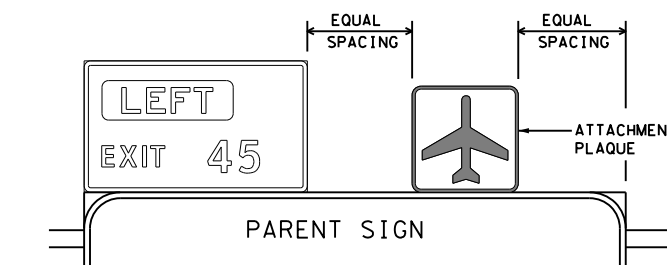
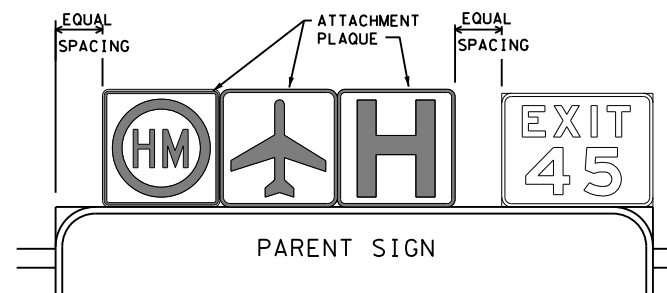
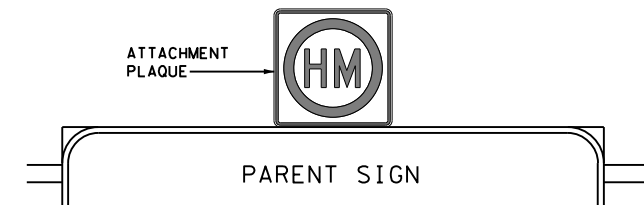
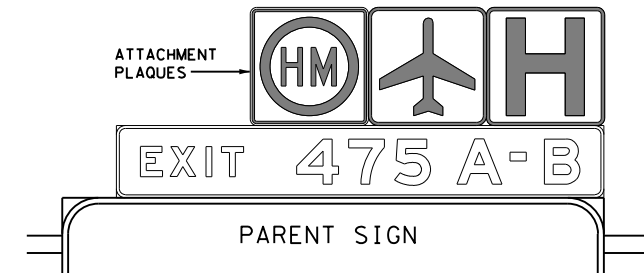
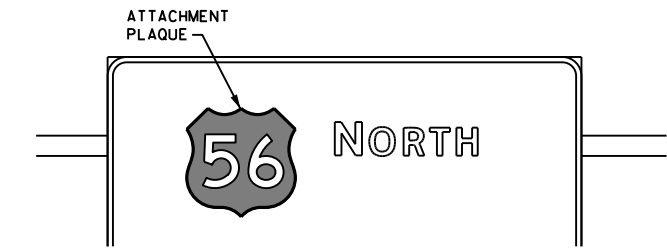
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12-03	7-13	DIST	COUNTY
9-08		BWD	COLEMAN
		JOB	035
		HIGHWAY	US 283
		SHEET NO.	103

REQUIREMENTS FOR ATTACHMENTS TO OVERHEAD AND LARGE GROUND MOUNTED SIGNS

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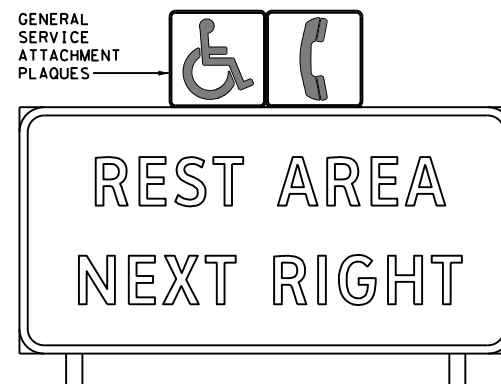
TYPICAL EXAMPLES

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

- 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).
- 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).
- 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.
- Black legend and borders shall be applied by screening process or cut-out acrylic non-reflective black film to background sheeting, or combination thereof.
- 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.
- 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.
- 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).
- General Service Plaques shall be 0.080 inch thick and Routing Plaques shall be 0.100 inch thick.
- The priority for Routing Plaques shall be (left to right) Hazardous Material, Airport then Hospital. See examples for mounting location.
- 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.
- 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

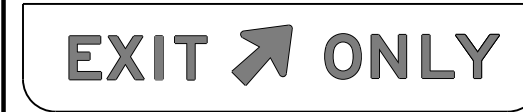
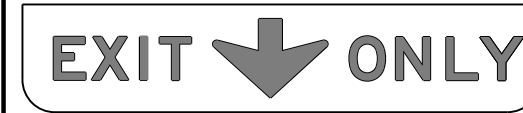
REQUIREMENTS FOR EXIT ONLY AND LEFT EXIT PANELS

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

GENERAL NOTES

- 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.
- Exit Panel legend shall use the Federal Highway Administration (FHWA) Standard Highway Alphabets E Series.
- 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.
- Black legend shall be applied by screening process or cut-out acrylic non-reflective black film to yellow background sheeting, or combination thereof.
- 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).
- Mounting details of Exit Only and Left Exit panel attachments to parent signs face are shown on Standard Plan Sheet TSR(5).



TYPICAL EXAMPLES

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

<http://www.txdot.gov/>

DATE: 10/31/2021 9:24:16 PM
FILE: D:\us283\standards\tsr2-13.dgn

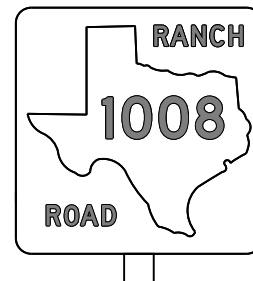
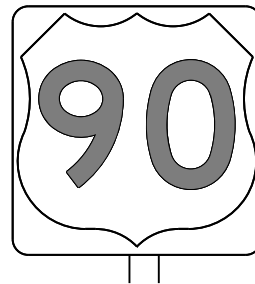
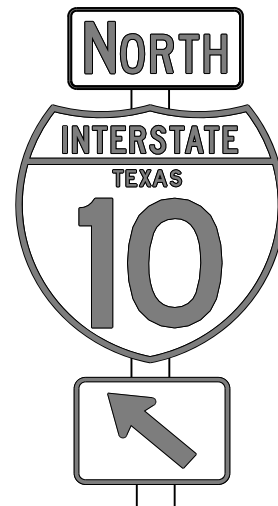
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<h3>TSR(2) - 13</h3>			
FILE: tsr2-13.dgn	DN: TxDOT	CK: TxDOT	DW: TxDOT
©TxDOT October 2003	CONT	SECT	JOB
REVISIONS	0099	01	035
12-03 7-13	DIST	COUNTY	SHEET NO.
9-08	BWD	COLEMAN	104

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DATE: 10/31/2021 9:27:33 PM
 FILE: D:\us283\standards\tsr3-13.dgn

REQUIREMENTS FOR INDEPENDENT MOUNTED ROUTE SIGNS

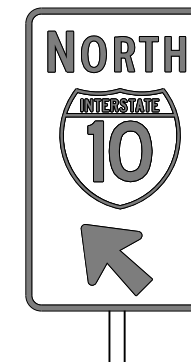
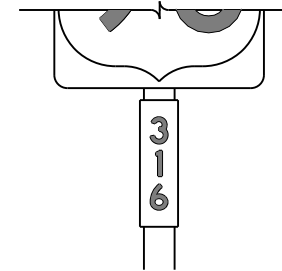
SHEETING REQUIREMENTS		
USAGE	COLOR	SIGN FACE MATERIAL
BACKGROUND	WHITE	TYPE A SHEETING
BACKGROUND	ALL OTHERS	TYPE B OR C SHEETING
LEGEND & BORDERS	WHITE	TYPE A SHEETING
LEGEND & BORDERS	BLACK	ACRYLIC NON-REFLECTIVE FILM
LEGEND & BORDERS	ALL OTHERS	TYPE B or C SHEETING



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

- 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).
- 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

- 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).
- 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.
- 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.
- 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.
- Sign substrate shall be any material that meets the Departmental Material Specification requirements of DMS-7110 or approved alternative.
- 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/>

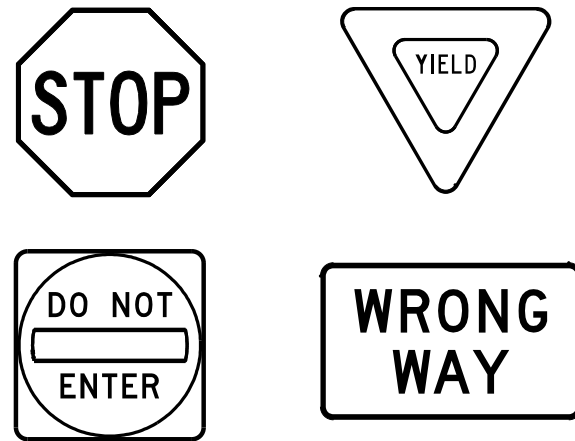
		<i>Traffic Operations Division Standard</i>	
<h3>TYPICAL SIGN REQUIREMENTS</h3>			
<h3>TSR(3) - 13</h3>			
FILE: tsr3-13.dgn	DN: TxDOT	CK: TxDOT	DW: TxDOT
©TxDOT October 2003	CONT	SECT	JOB
REVISIONS	0099 01	035	US 283
12-03 7-13	DIST	COUNTY	SHEET NO.
9-08	BWD	COLEMAN	105

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DATE: 10/31/2021 9:28:40 PM
 FILE: D:\us283\standards\tsr-4-13.dgn

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

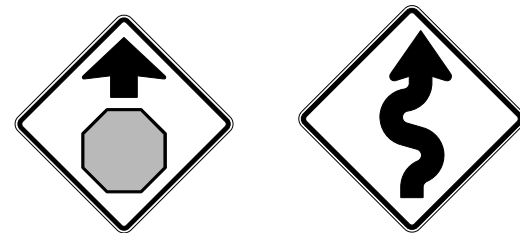
(EXCLUDING STOP, YIELD, DO NOT ENTER AND WRONG WAY SIGNS)



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

- 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).
- Sign legend shall use the Federal Highway Administration (FHWA) Standard Highway Alphabets (B, C, D, E, Emod or F).
- 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.
- Black legend and borders shall be applied by screening process or cut-out acrylic non-reflective black film to background sheeting, or combination thereof.
- 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.
- 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.
- Sign substrate shall be any material that meets the Departmental Material Specification requirements of DMS-7110 or approved alternative.
- 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/>



TYPICAL SIGN REQUIREMENTS

TSR(4) - 13

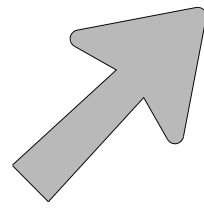
FILE:	tsr4-13.dgn	DN:	TxDOT	CK:	TxDOT	DW:	TxDOT	CK:	TxDOT
© TxDOT	October 2003	CONT	SECT	JOB	HIGHWAY				
REVISIONS		0099	01	035	US 283				
12-03	7-13	DIST	COUNTY	SHEET NO.					
9-08		BWD	COLEMAN	106					

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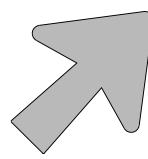
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ARROW DETAILS

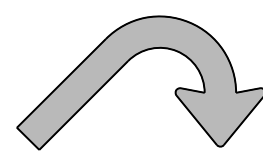
for Large Ground-Mounted and Overhead Guide Signs



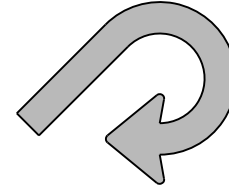
Type A



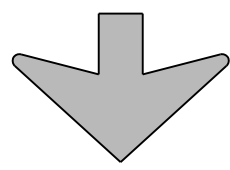
Type B



E-3



E-4



Down Arrow

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	

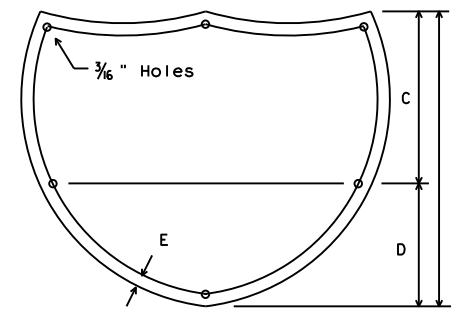
CODE	USED ON SIGN NO.
E-3	E5-1aT
E-4	E5-1bT

NOTE

Arrow dimensions are shown in the "Standard Highway Sign Designs for Texas" manual.

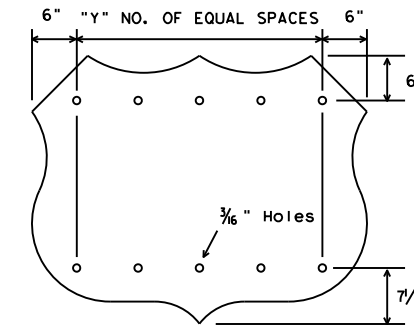
The Standard Highway Sign Designs for Texas (SHSD) can be found at the following website:
<http://www.txdot.gov/>

SIGN BLANK PUNCHING DETAILS FOR ATTACHMENTS WHEN SPECIFIED TO BE TYPE A ALUMINUM SIGNS (FOR MOUNTING TO GUIDE SIGN FACE)



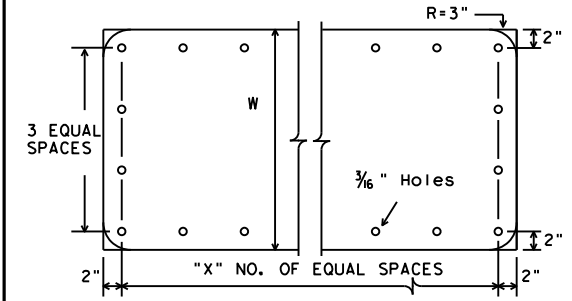
INTERSTATE ROUTE MARKERS

A	C	D	E
36	21	15	1 1/2
48	28	20	1 3/4



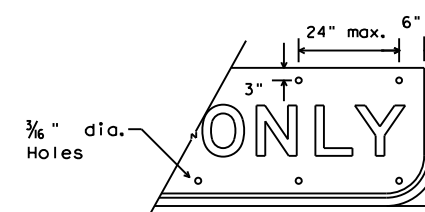
U.S. ROUTE MARKERS

Sign Size	"Y"
24x24	2
30x24	3
36x36	3
45x36	4
48x48	4
60x48	5



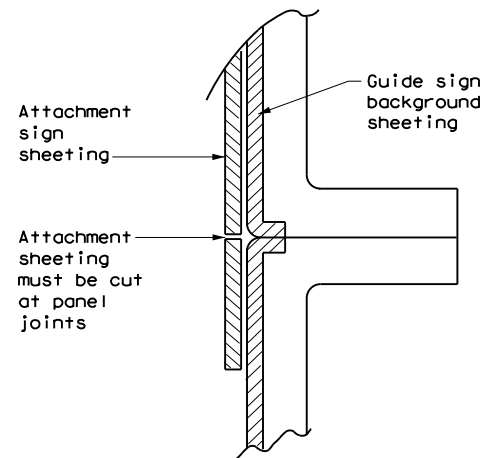
STATE ROUTE MARKERS

No. of Digits	W	X
4	24	4
4	36	5
4	48	6
3	24	3
3	36	4
3	48	5



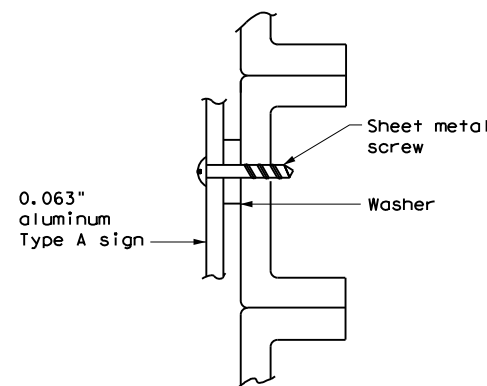
EXIT ONLY PANEL

MOUNTING DETAILS OF ATTACHMENTS TO GUIDE SIGN FACE ("EXIT ONLY" AND "LEFT EXIT" PANELS, ROUTE MARKERS AND OTHER ATTACHMENTS)

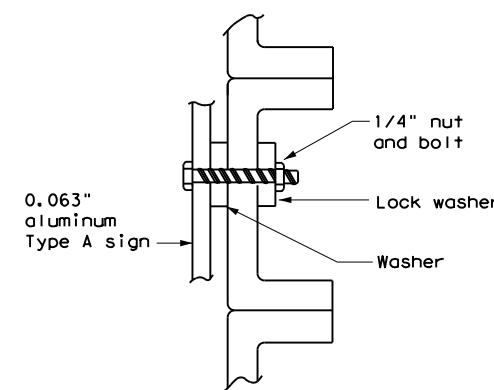


DIRECT APPLIED ATTACHMENT

- NOTE:**
- Sheeting for legend, symbols, and borders must be cut at panel joints.
 - Direct applied attachment signs will be subsidiary to "Aluminum Signs" or "Fiberglass Signs".



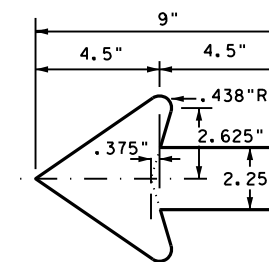
SCREW ATTACHMENT



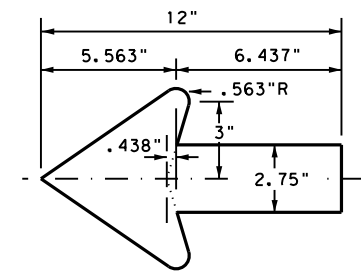
NUT/BOLT ATTACHMENT

- 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.

TYPICAL SIGN REQUIREMENTS

TSR(5) - 13

FILE: tsr5-13.dgn	DN: TxDOT	CK: TxDOT	DW: TxDOT	CK: TxDOT
© TxDOT October 2003	CONT	SECT	JOB	HIGHWAY
REVISIONS	0099	01	035	US 283
12-03 7-13	DIST	COUNTY	SHEET NO.	
9-08	BWD	COLEMAN	107	

During the planning phase of project development the following environmental permits, issues, and commitments have been developed during coordination with resource agencies, local governmental entities, and the general public. Any change orders and/or deviations from the final design must be reported to the Engineer prior to the commencement of construction activities, as additional environmental clearances may be required.

I. Clean Water Act, Sec. 402 Texas Pollutant Discharge Elimination System

(Addresses CGP and MS4 Storm Water requirements for the project.)
(In the event that the Contractor implements a PSL on or within one mile of the project, a Site Notice and/or a NOI will apply.)

No Action Required Required Action

Action No. 1
The project disturbs five or more acres of surface area. TxDOT must file a NOI and coordinate with TCEQ for CGP. The contractor is responsible for the PSL as defined in the Standard Specifications for construction and Maintenance of Highways, Streets, and Bridges (2014 Edition, Section 7.7.6, Page 42). The total disturbed acreage is the combined acreage to be disturbed on the project and the contractor's PSL. This includes, as required, posting a site notice and NOI for the PSL.

Commitment No. 1
Comply with TPDES CGP. The project requires that a NOI and a Large Site Notice be posted. TxDOT must file an NOI with TCEQ and send a copy to any non-TxDOT MS4 operator that receives discharge from the project. Implement and maintain the SW3P. Refer to the SW3P Plan Sheet, BMPs, and Detail.

Commitment No. 2
The contractor must stabilize the project site as stated in the SW3P.

Identify all MS4 Permit holders that may be impacted by the project:

MS4 operators that receives discharge from the project: -N/A-

Action No. 2
TxDOT must file a NOT for the project when final stabilization has been achieved.

II. Clean Water Act, Section 401 and 404 Compliance

(Addresses Nationwide Permits, Individual Permits, and Wetlands.)
(Filling, dredging, or excavating in any water bodies, rivers, creeks, streams, wetlands, or wet area is prohibited unless specified in the USACE permit and approved by the Engineer.)
(When temporary fills implemented, only stated TxDOT standards will be used unless written authorization for an alternative is obtained from the Engineer. No equipment is allowed in any stream channel below the Ordinary High Water Mark except on temporary stream crossings or drill pads.)

No Action Required 404 Permit and 401 Certification Required

Table with 4 columns: Permit, Required Action, Waters of the US, App. Plan Sheet(s)

When dewatering is required, use dewatering bags or get approval from engineer for other methods. A plan needs to be added to the SW3P files and dates and locations of dewatering activity shall be documented on the SW3P layouts.

Best Management Practices for applicable 401 General Conditions:

General Condition 12 - Categories I and II BMPs required

Category I (Erosion Control)

- Temporary Vegetation, Blankets, Matting, Sod, Diversion Dike, Mulch Filter Berms and Socks, Compost Blankets, Mulch, Interceptor Swale, Erosion Control Compost, Compost Filter Berms and Socks

Category II (Sedimentation Control)

- Sand Bag Berm, Rock Berm, Hay Bale Dike, Brush Berms, Stone Outlet Sediment Traps, Sediment Basins, Mulch Filter Berms and Socks, Erosion Control Compost, Compost Filter Berms and Socks

General Condition 25 - Category III BMPs required

Category III (Post-Construction TSS Control)

- Retention/Irrigation, Constructed Wetlands, Wet Basins, Vegetation-Lined Ditches, Extended Detention Basin, Vegetation-Lined Ditches, Sand Filter Systems, Vegetative Filter Strips, Sand Filter Systems, Mulch filter Berms and Socks, Grassy Swales, Sedimentation Chambers, Erosion Control Compost, Compost Filter Berms and Socks

III. Cultural Resources

(Addresses any special circumstances associated with cultural resources, such as archeological or historic sites.)
(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

Table with 3 columns: Action No., Station (Rt/Lt), Commitment

IV. Vegetation Resources

(Addresses any special circumstances associated with vegetation, such as large trees to be avoided, or mitigation that will occur as part of the project.)

No Action Required Required Action

Table with 3 columns: Action No., Station (Rt/Lt), Commitment

V. Federal Listed, Proposed, Threatened, Endangered Species, Critical Habitat, State Listed Species, Candidate Species, and Migratory Bird Treaty Act (MBTA)

(Addresses any special habitat that may need to be avoided, lists any threatened or endangered species where habitat was observed and might be impacted within the project area, and lists any precautions such as nesting seasons for migratory birds.)

No Action Required Required Action

Table with 2 columns: Species Potentially within Project Area & Description, Habitat Description

Construction personnel are advised of the potential to encounter the Texas Horned Lizard and the Texas Tortoise during construction. Do not harm these species if encountered and avoid harvester ant mounds when choosing Project Specific Locations (PSLs) i.e. equipment and material storage locations. Also, avoid harm to any other species if encountered.

The Migratory Bird Treaty Act of 1918 states that it is unlawful to kill, capture, collect, possess, buy, sell, trade, or transport any migratory bird, nest, young, feather, or egg in part or in whole, without a federal permit issued in accordance within the Act's policies and regulations. Migration patterns would not be affected by the proposed project. The contractor will remove all old migratory bird nests from any structure where work would be done from September 1 through the end of February. In addition, the contractor will be prepared to prevent migratory birds from building nests between March 1 and August 31, per the Environmental Permits, Issues, and Commitments (EPIC) plans. In the event that migratory birds are encountered on-site during project construction, adverse impacts on protected birds, active nests, eggs, and/or young shall be avoided.

VI. Hazardous Material or Contamination Issues

(Addresses any previously identified high risk sites associated with hazardous materials that may be encountered during construction.)

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.

Contractor will follow all applicable storage and management requirements for liquid oil products, liquid petroleum products, and other chemical liquids as per 40 CFR 112 (a.k.a. SPCC) and/or TCEQ Construction General Permit for storm water management.

Contact the Engineer if any of the following are detected:

- Dead or distressed vegetation (not identified as normal)
Trash piles, drums, canisters, barrels, etc.
Undesirable smells/odors
Underground storage tanks
Evidence of leaching or seepage of substances
Any other evidence indicating possible hazardous materials or contamination discovered on-site

Does the project involve any bridge class structure rehabilitation or replacements (bridge class structure not including box culverts)?

Yes No

If "No", then no further action is required.
If "Yes", then TxDOT is responsible for completing an asbestos assessment/inspection. Are the results of the asbestos inspection positive (is asbestos present)?

Yes No

If "Yes", then TxDOT must retain a Texas Department of State Health Services (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 10 working days prior to scheduled abatement and/or demolition.

If "No", then TxDOT is still required to notify DSHS 10 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.

Bridges on this project may contain Lead-Containing Paint (LCP) or other items that contain lead. The location of (LCP) is identified in the General Notes. Item 6.10.1.2 in the 2014 TxDOT Standard Specifications shall be utilized for this project.

VII. Other Environmental Issues

(Addresses any other environmental issues that may not have been covered in other sections.)

No Action Required Required Action

Table with 3 columns: Action No., Station (Rt/Lt), Commitment

LIST OF ABBREVIATIONS

- BMP: Best Management Practice
CGP: Construction General Permit
DSHS: Texas Department of State Health Services
FEMA: Federal Emergency Management Agency
FHWA: Federal Highway Administration
MOA: Memorandum of Agreement
MOU: Memorandum of Understanding
MS4: Municipal Separate Stormwater Sewer System
MBTA: Migratory Bird Treaty Act
NOI: Notice of Intent
NOT: Notice of Termination
NWP: Nationwide Permit
SPCC: Spill Prevention Control and Countermeasure
SW3P: Storm Water Pollution Prevention Plan
PCN: Pre-Construction Notification
PSL: Project Specific Location
TCEQ: Texas Commission on Environmental Quality
TPDES: Texas Pollutant Discharge Elimination System
TPWD: Texas Parks and Wildlife Department
TxDOT: Texas Department of Transportation
T&E: Threatened and Endangered Species
USACE: U.S. Army Corp of Engineers
USFWS: U.S. Fish and Wildlife Service

US 283 ENVIRONMENTAL PERMITS, ISSUES, AND COMMITMENTS (EPIC)



Table with 4 columns: CONT, SECT, JOB, HIGHWAY
DIST, COUNTY, SHEET NO.

SITE DESCRIPTION

PROJECT LIMITS:

CSJ 0099-01-035 From CR 256 to Dry Creek
 Latitude = 31.597343
 Longitude = -99.369175

LOCATION MAPS:

Refer to title sheet for project location map.

PROJECT DESCRIPTION:

CSJ 0099-01-035
 Construct subgrade, base, structures, and surface.

MAJOR SOIL DISTURBING ACTIVITIES:

CSJ 0099-01-035
 The major soil disturbing activities for this project will consist of excavation work, embankment work for the construction of the roadway and placement and removal of erosion controls.

TOTAL PROJECT AREA:	42.60 AC.
TOTAL AREA TO BE DISTURBED:	14.50 AC.

EXISTING CONDITION OF SOIL & VEGETATIVE COVER AND % OF EXISTING VEGETATIVE COVER:

CSJ 0099-01-035
 Surrounding land is used as pasture rangeland. 85% of the R.O.W. vegetative cover is predominantly comprised of various native grasses and wild flowers.

NAME OF RECEIVING WATERS:

CSJ 0099-01-035
 Runoff from project flows into small streams that ultimately flows into stream Segment #1410 of the Colorado River Basin.

EROSION AND SEDIMENT CONTROLS

OTHER EROSION AND SEDIMENT CONTROLS:

MAINTENANCE: All erosion controls will be maintained in good working order. If a repair is necessary, it will be made at the earliest possible date, but no later than seven (7) calendar days after the ground has dried sufficiently to prevent further damage from equipment. The areas around creeks and drainage ways shall have priority over other areas on the project site.

INSPECTION: An inspection will be performed by a TxDOT inspector at least once every seven (7) calendar days. An inspection and maintenance report will be made per each inspection. Stormwater controls will be modified as directed by the Engineer based on these reports.

WASTE MATERIALS: Any waste materials generated during construction will be disposed of in accordance with existing federal, state, and local laws.

HAZARDOUS WASTE (INCLUDING SPILL REPORTING): At a minimum, any products in the following categories are considered to be hazardous: Fuels, Lubricating products, Asphalt products, or Concrete curing compounds and any additives. In the event of a spill which may be hazardous, clean-up will be done in accordance with federal, state, and local regulations.

SANITARY WASTE: Sanitary waste from portable units will be collected by a licensed sanitary waste management contractor.

OFF SITE VEHICLE TRACKING AND DUST CONTROL:
 DUST CONTROL AS NEEDED- PER ENGINEER
 HAUL ROADS DAMPENED FOR DUST CONTROL
 LOADED HAUL TRUCKS TO BE COVERED WITH TARPULIN
 EXCESS DIRT ON ROAD REMOVED DAILY
 STABILIZED CONSTRUCTION ENTRANCE

REMARKS: Disposal areas, stockpiles, and haul roads shall be constructed in a manner that will minimize and control the amount of sediment that may enter receiving waters. Disposal areas shall not be located in any wetland, water body or stream bed. Construction staging area and vehicle maintenance area shall be constructed by the contractor in a manner to minimize the runoff pollutants. All waterways shall be cleared as soon as practicable of temporary embankment, temporary bridges, matting, false work, piling, debris or other obstructions placed during construction operations that are not a part of the finished work.

For off R.O.W. facilities the contractor shall comply with TCEQ requirements.

The contractor is responsible for ensuring that all subcontractors are aware of and comply with all components for the SW3P.

Furnish one SW3P permit posting sign and sign support as detailed on the SW3P Sheet. Install this sign in a location selected by the Engineer. The sign and support should be removed upon completion of the project and is the property of the Contractor. The purchase of the sign and support, installation, relocation(s) if determined necessary by the Engineer and removal at project end shall be subsidiary to Item 506.

Sedimentation Basins - Since the area disturbed is less than 10 acres per drainage area; a sedimentation basin is not required.

Best Management Practices:

- | | | |
|---|---|--|
| Erosion | Sedimentation | Post-Construction TSS |
| <input checked="" type="checkbox"/> Temporary Vegetation | <input checked="" type="checkbox"/> Silt Fence | <input type="checkbox"/> Vegetative Filter Strips |
| <input type="checkbox"/> Blankets/Matting | <input checked="" type="checkbox"/> Rock Berm | <input type="checkbox"/> Retention/Irrigation Systems |
| <input type="checkbox"/> Mulch | <input type="checkbox"/> Triangular Filter Dike | <input type="checkbox"/> Extended Detention Basin |
| <input type="checkbox"/> Sodding | <input type="checkbox"/> Sand Bag Berm | <input type="checkbox"/> Constructed Wetlands |
| <input type="checkbox"/> Interceptor Swale | <input type="checkbox"/> Straw Bale Dike | <input type="checkbox"/> Wet Basin |
| <input type="checkbox"/> Diversion Dike | <input type="checkbox"/> Brush Berms | <input type="checkbox"/> Erosion Control Compost |
| <input type="checkbox"/> Erosion Control Compost | <input type="checkbox"/> Erosion Control Compost | <input type="checkbox"/> Mulch Filter Berm and Socks |
| <input checked="" type="checkbox"/> Mulch Filter Berm and Socks | <input checked="" type="checkbox"/> Mulch Filter Berm and Socks | <input type="checkbox"/> Compost Filter Berm and Socks |
| <input type="checkbox"/> Compost Filter Berm and Socks | <input type="checkbox"/> Compost Filter Berm and Socks | <input type="checkbox"/> Vegetation Lined Ditches |
| | <input type="checkbox"/> Stone Outlet Sediment Traps | <input type="checkbox"/> Sand Filter Systems |
| | <input type="checkbox"/> Sediment Basins | |

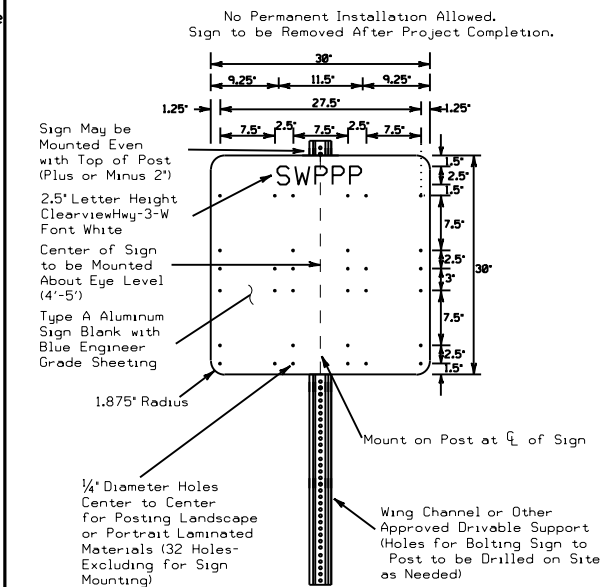
NARRATIVE - SEQUENCE OF CONSTRUCTION (STORM WATER MANAGEMENT) ACTIVITIES:

- The order of activities will be as follows:
1. Preserve existing vegetative cover as much as possible.
 2. Install temporary sediment control fencing and other items as shown on plans prior to any soil disturbing activities.
 3. Perform roadway work, and perform any necessary excavation, embankment, grading and signage.

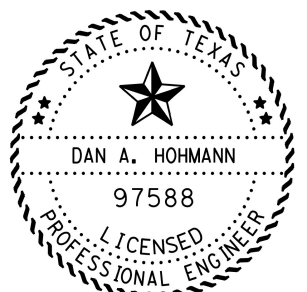
STORM WATER MANAGEMENT:

Storm water will be carried to cross drainage structures by side road ditches and culverts which will empty into the various natural runoff channels.

STORM WATER POLLUTION PREVENTION PLAN PERMIT POSTING



Texas Department of Transportation
 Brownwood District Office
 2495 Highway 183 North
 Brownwood Texas, 76802

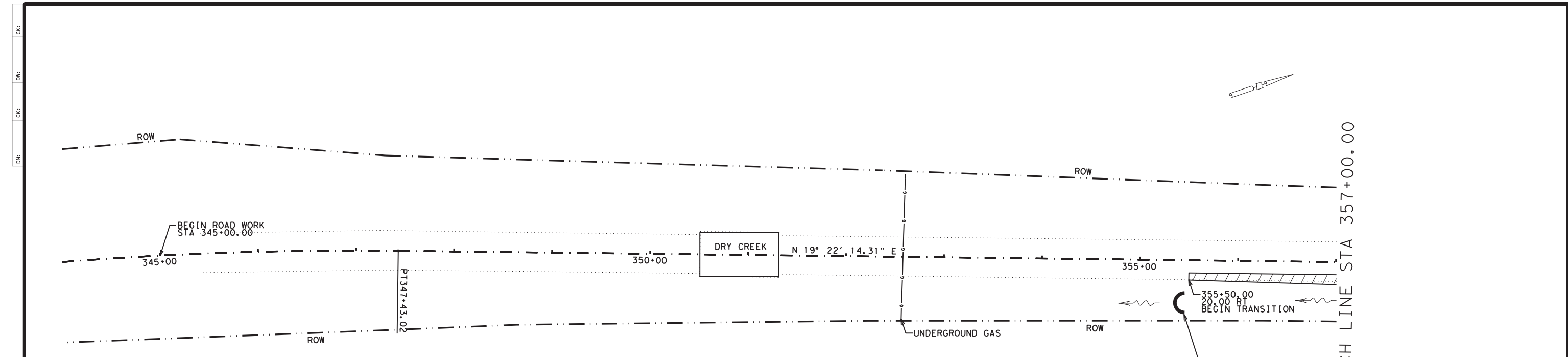


Dan A. Hohmann, P.E.

11/05/2021
US 283
BROWNWOOD DIST.
STORM WATER
POLLUTION
PREVENTION PLAN



CONT	SECT	JOB	HIGHWAY
0099	01	035	US 283
DIST	COUNTY	SHEET NO.	
BWD	COLEMAN	109	



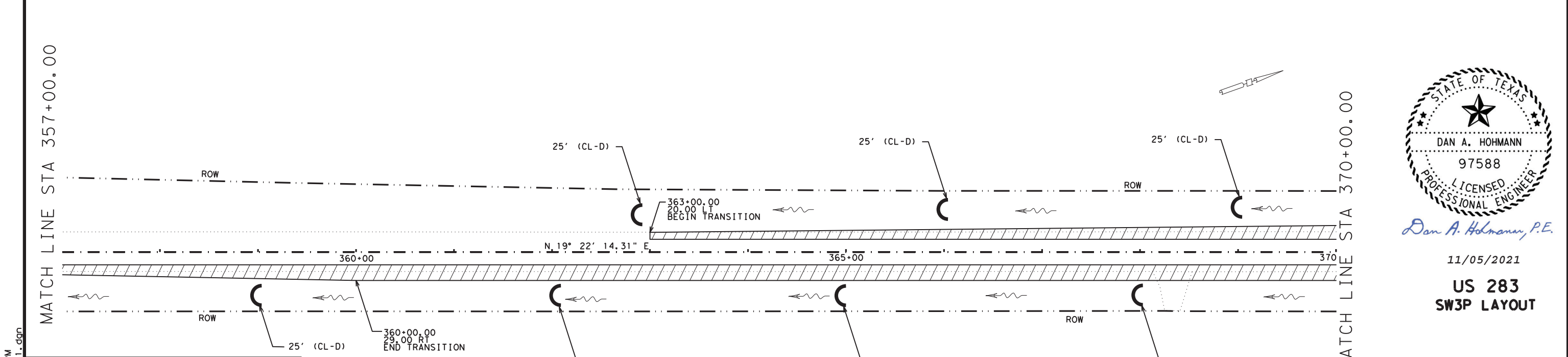
LEGEND

DIRECTION OF FLOW

ROCK FILTER DAM

SILT FENCE

EROSION CONTROL LOG



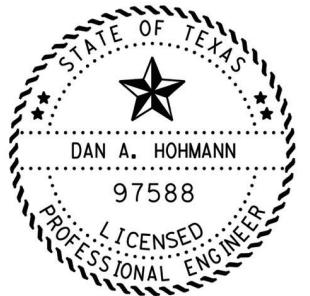
LEGEND

DIRECTION OF FLOW

ROCK FILTER DAM

SILT FENCE

EROSION CONTROL LOG



Dan A. Hohmann, P.E.

11/05/2021

**US 283
SW3P LAYOUT**

SHEET 1 OF 6

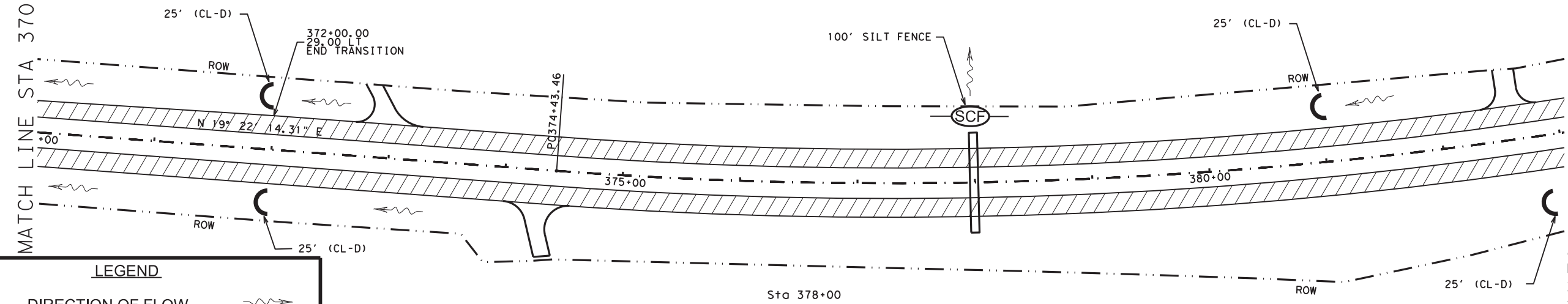


CONT	SECT	JOB	HIGHWAY
0099	01	035	US 283
DIST	COUNTY		SHEET NO.
BWD	COLEMAN		110

DATE: 10/31/2021 9:41:03 PM
 FILE: D:\US283\SW3P Layout1.dgn

DWG: CKS
 DWF: CKS
 CKE:

MATCH LINE STA 370+00.00
 STA 370+00.00



MATCH LINE STA 383+00.00

LEGEND

DIRECTION OF FLOW

ROCK FILTER DAM

SILT FENCE

EROSION CONTROL LOG

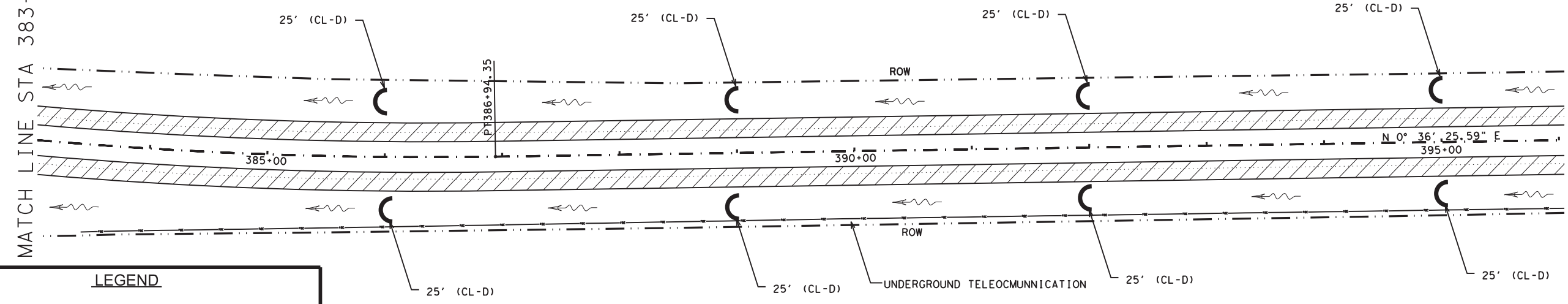
Sta 378+00

Exist: 7' X 3' X 85'-4" SBC

Prop: (REMOVE 1'-0") 7' X 3' X 1'-0" SCC-7, SCC-MD, SETB-FW-O (UPSTRM EXTN)
 (REMOVE 6'-0") 7' X 3' X 1'-0" SCC-7, SCC-MD, SETB-FW-O (DNSTRM EXTN)

PI STATION = 380+74.57
 DELTA = 18° 45' 48.72" (LT)
 DEGREE OF CURVE = 1° 30' 00.04"
 TANGENT = 631.11
 LENGTH = 1,250.89
 RADIUS = 3,819.80
 PC STATION = 374+43.46
 PT STATION = 386+94.35

MATCH LINE STA 383+00.00
 STA 383+00.00



MATCH LINE STA 396+00.00

LEGEND

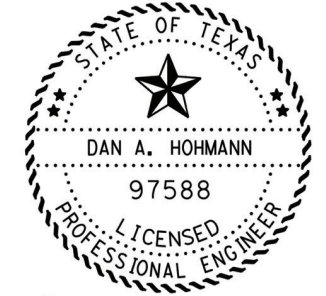
DIRECTION OF FLOW

ROCK FILTER DAM

SILT FENCE

EROSION CONTROL LOG

UNDERGROUND TELECOMMUNICATION

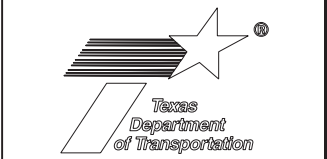


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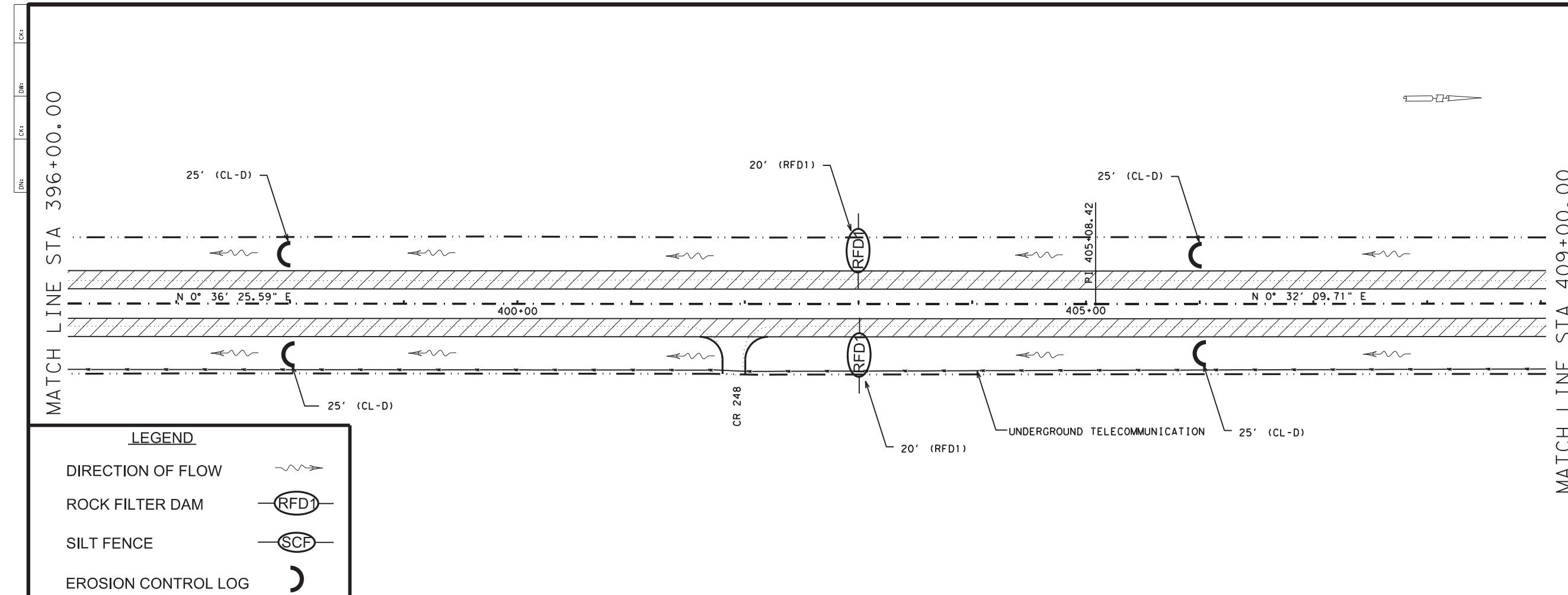
**US 283
SW3P LAYOUT**

SHEET 2 OF 6



CONT	SECT	JOB	HIGHWAY
0099	01	035	US 283
DIST	COUNTY	SHEET NO.	
BWD	COLEMAN	111	

DATE: 10/31/2021 9:39:52 PM
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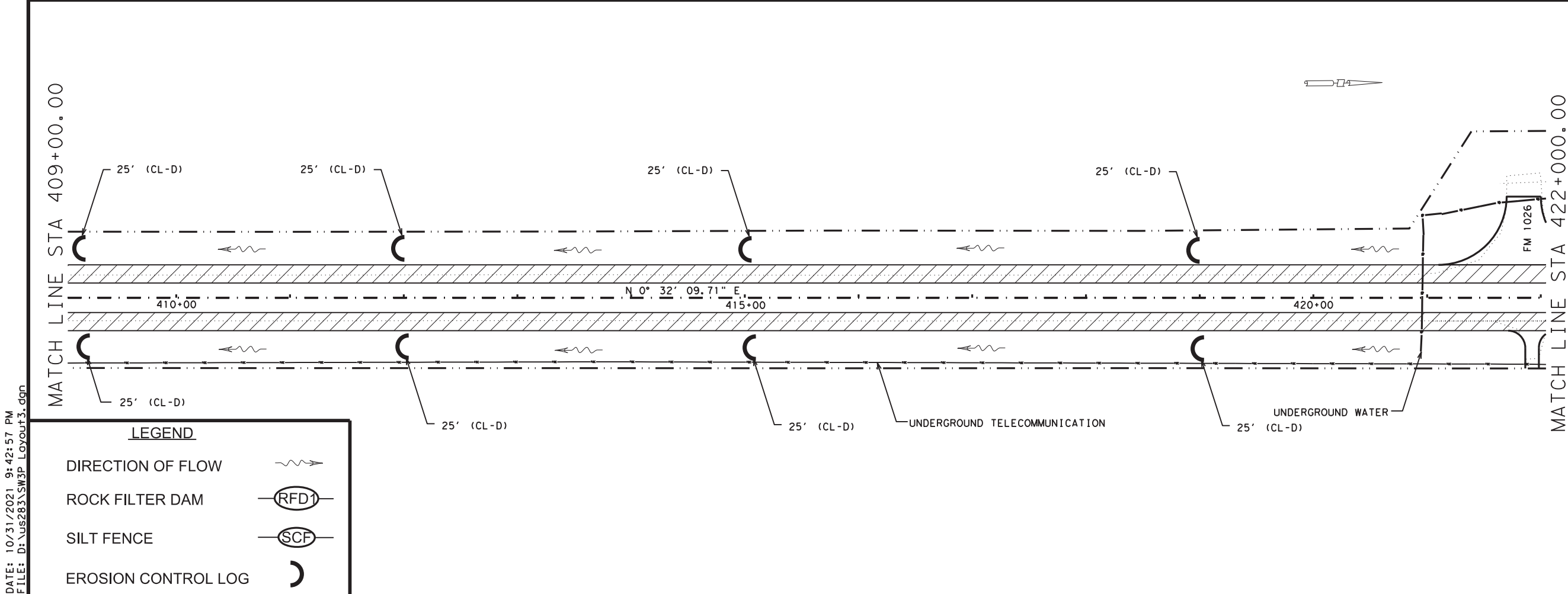
LEGEND

DIRECTION OF FLOW

ROCK FILTER DAM

SILT FENCE

EROSION CONTROL LOG



LEGEND

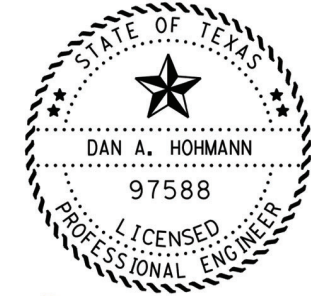
DIRECTION OF FLOW

ROCK FILTER DAM

SILT FENCE

EROSION CONTROL LOG

DATE: 10/31/2021 9:42:57 PM
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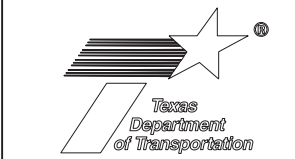


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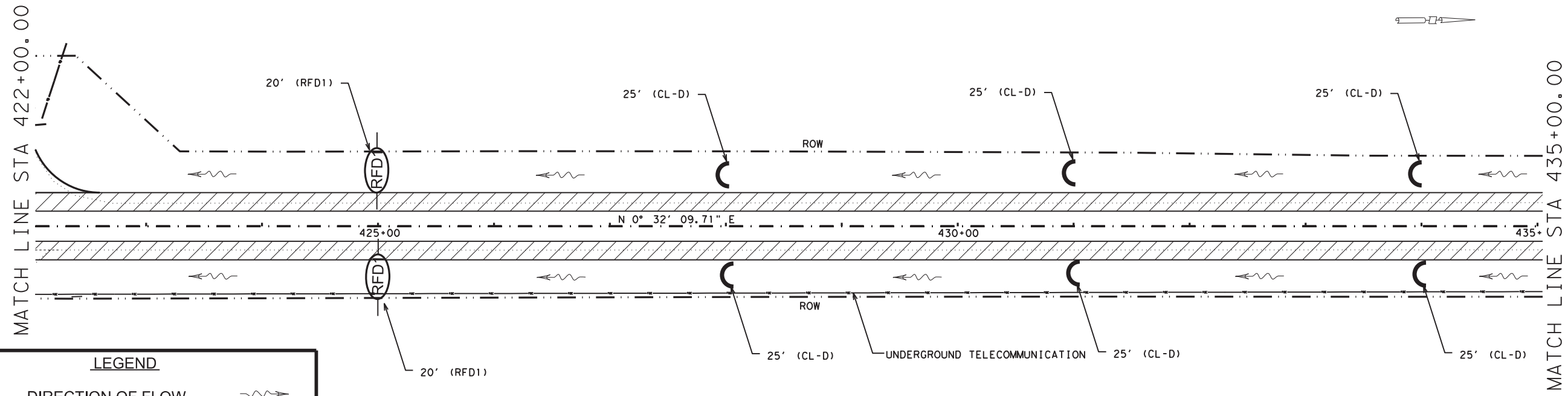
**US 283
SW3P LAYOUT**

SHEET 3 OF 6



CONT	SECT	JOB	HIGHWAY
0099	01	035	US 283
DIST	COUNTY	SHEET NO.	
BWD	COLEMAN	112	

DWG: CKS
 DWF: CKS
 CKE:



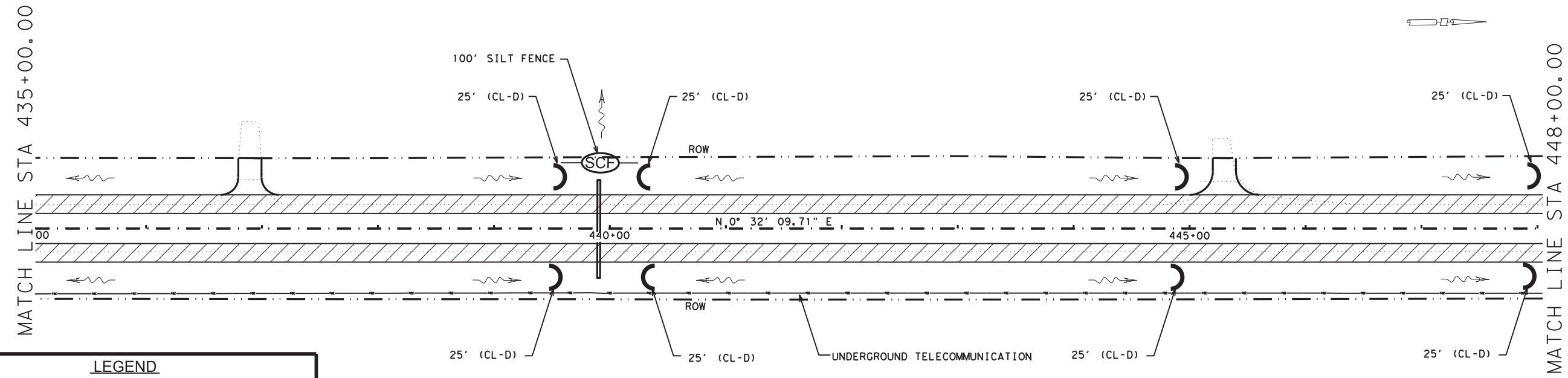
LEGEND

DIRECTION OF FLOW

ROCK FILTER DAM

SILT FENCE

EROSION CONTROL LOG



LEGEND

DIRECTION OF FLOW

ROCK FILTER DAM

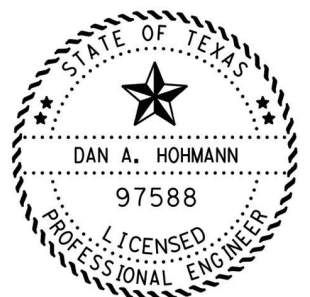
SILT FENCE

EROSION CONTROL LOG

Sta 439+90

Exist: DES 4 CMP & 3' X 2' SBC X 84'-0"

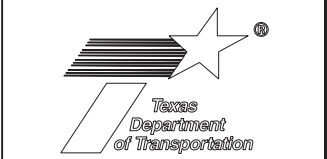
Prop: REMOVE 2'-0" AND PLACE SETP-CD-A (UPSTRM)
 REMOVE 2'-0" AND PLACE SETP-CD-A (DNSTRM)



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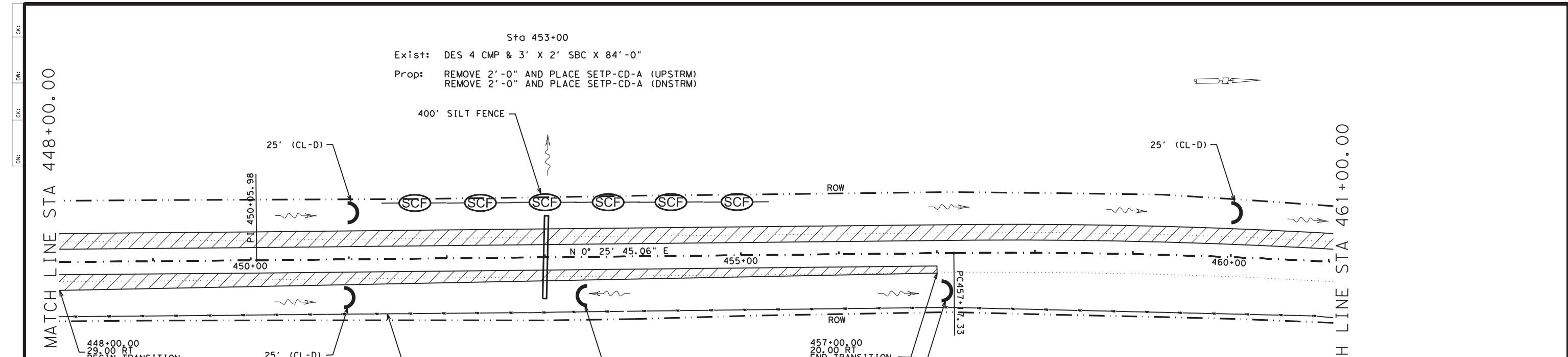
11/05/2021
US 283
 SW3P LAYOUT

SHEET 4 OF 6



CONT	SECT	JOB	HIGHWAY
0099	01	035	US 283
DIST	COUNTY		SHEET NO.
BWD	COLEMAN		113

DATE: 10/31/2021 9:44:30 PM
 FILE: D:\US283\SW3P_Layout4.dgn



Sta 453+00
 Exist: DES 4 CMP & 3' X 2' SBC X 84'-0"
 Prop: REMOVE 2'-0" AND PLACE SETP-CD-A (UPSTRM)
 REMOVE 2'-0" AND PLACE SETP-CD-A (DNSTRM)

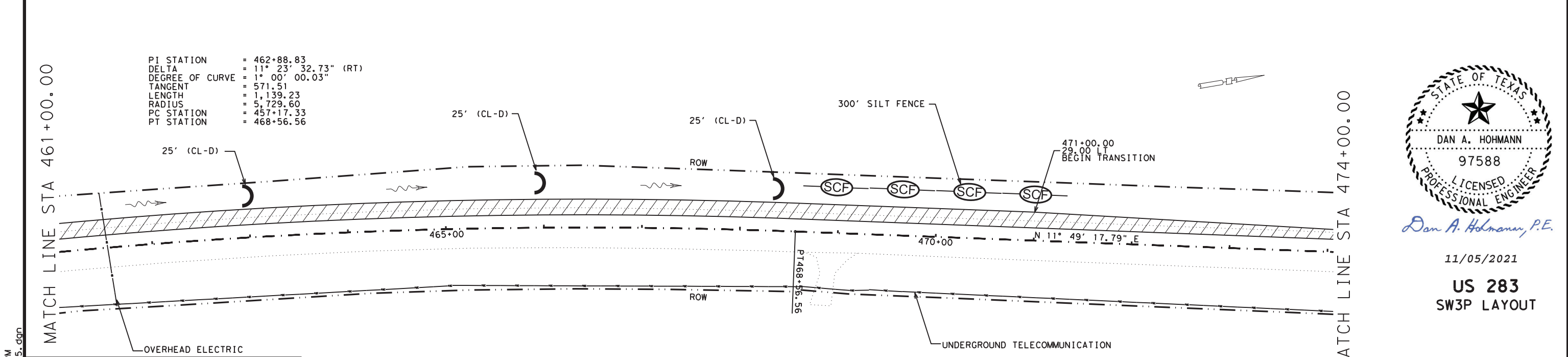
LEGEND

DIRECTION OF FLOW

ROCK FILTER DAM

SILT FENCE

EROSION CONTROL LOG



PI STATION = 462+88.83
 DELTA = 11° 23' 32.73" (RT)
 DEGREE OF CURVE = 1° 00' 00.03"
 TANGENT = 571.51
 LENGTH = 1,139.23
 RADIUS = 5,729.60
 PC STATION = 457+17.33
 PT STATION = 468+56.56

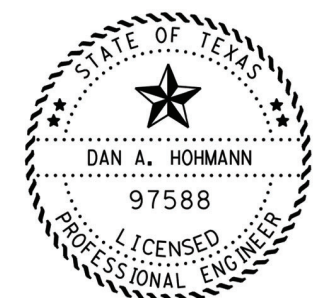
LEGEND

DIRECTION OF FLOW

ROCK FILTER DAM

SILT FENCE

EROSION CONTROL LOG



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11/05/2021

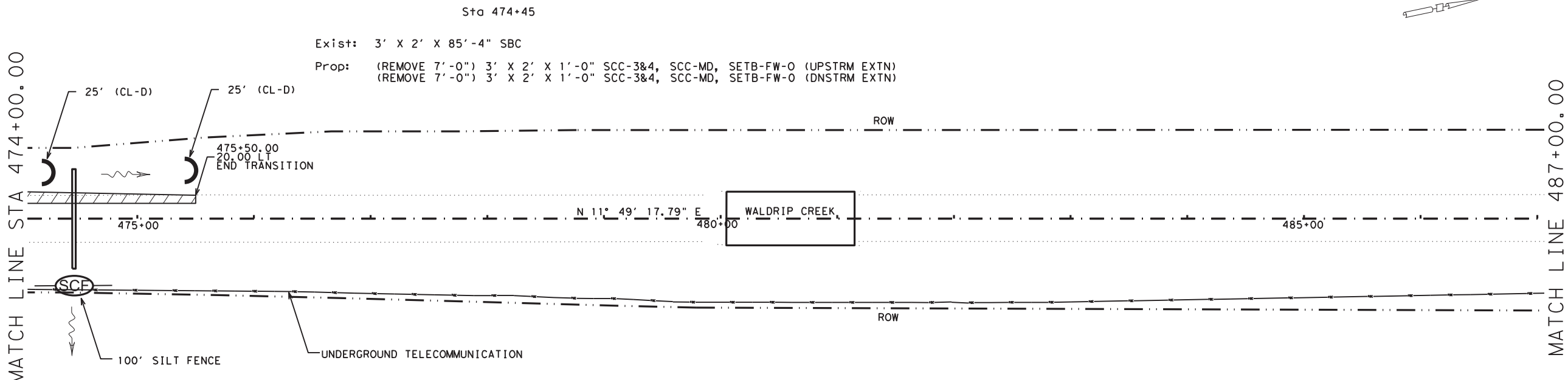
US 283
SW3P LAYOUT

SHEET 5 OF 6

CONT	SECT	JOB	HIGHWAY
0099	01	035	US 283
DIST	COUNTY	SHEET NO.	
BWD	COLEMAN	114	

DATE: 10/31/2021 9:46:14 PM
 FILE: D:\US283\SW3P Layout5.dgn

DWG: C&G: DWG: C&G: DWG: C&G:



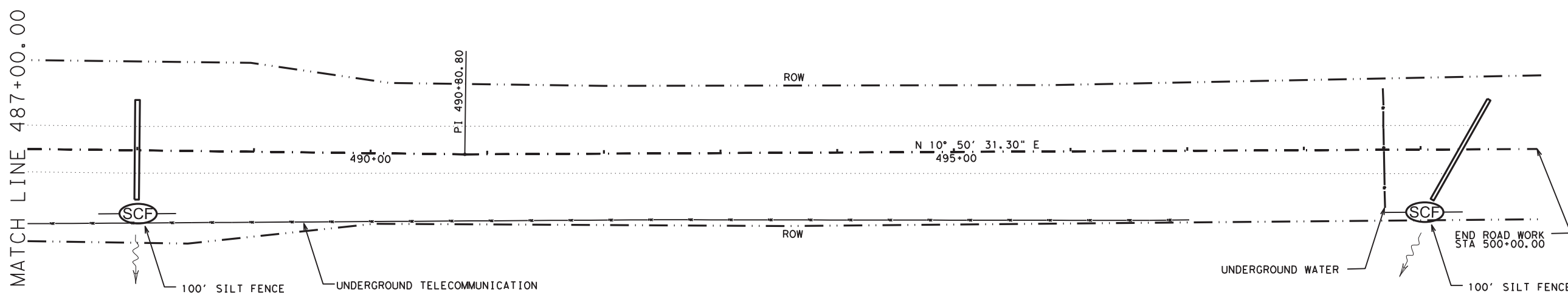
LEGEND

DIRECTION OF FLOW

ROCK FILTER DAM

SILT FENCE

EROSION CONTROL LOG



LEGEND

DIRECTION OF FLOW

ROCK FILTER DAM

SILT FENCE

EROSION CONTROL LOG

Sta 488+00

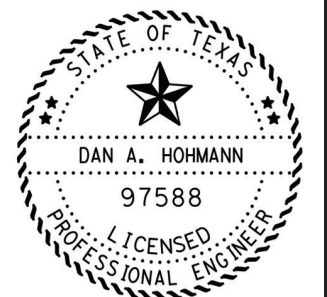
Exist: 4' X 3' X 85'-4" SBC

Prop: (REMOVE 9'-0") 4' X 3' X 1'-0" SCC-3&4, SCC-MD, SETB-FW-O (UPSTRM EXTN)
 (REMOVE 6'-0") 4' X 3' X 1'-0" SCC-3&4, SCC-MD, SETB-FW-O (DNSTRM EXTN)

Sta 499+35

Exist: 3' X 2' X 98'-7" SBC 30°LFS

Prop: (REMOVE 7'-0") 3' X 2' X 1'-2" SCC-3&4, SCC-MD, SETB-FW-S (UPSTRM EXTN)
 (REMOVE 7'-0") 3' X 2' X 1'-2" SCC-3&4, SCC-MD, SETB-FW-S (DNSTRM EXTN)



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11/05/2021

US 283
SW3P LAYOUT

DATE: 10/31/2021 9:52:55 PM
 FILE: D:\US283\SW3P_Layout6.dgn

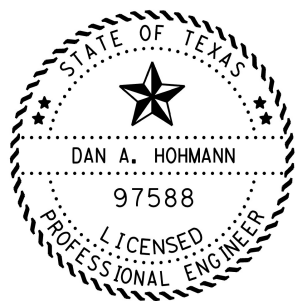
SHEET 6 OF 6

CONT	SECT	JOB	HIGHWAY
0099	01	035	US 283
DIST	COUNTY	SHEET NO.	
BWD	COLEMAN	115	

DNE: CK: DW: CK:

EXACT LOCATION & QUANTITIES OF SW3P ITEMS TO BE DETERMINED IN THE FIELD

SHEET SUMMARY								
164-6036	164-6042	164-6044	506-6051	506-6011	506-6038	506-6039	506-6041	506-6043
DRILL SEEDING (PERM) (RURAL)(CLAY) AC	DRILL SEEDING (TEMP) (WARM) AC	DRILL SEEDING (TEMP) (COOL) AC	ROCK FILTER DAMS (INSTALL) (TY 1)(6:1) LF	ROCK FILTER DAMS (REMOVE) LF	TEMP SEDIMENT CONT FENCE INSTLL LF	TEMP SEDIMENT CONT FENCE REMOVE LF	BIODEG EROSN CONT LOGS INSTL (12") LF	BIODEG EROSN CONT LOGS REMOVE LF
10.5	5.25	5.25	80.0	80.0	1200.0	1200.0	1400.0	1400.0



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11/05/2021

**US 283
SW3P SUMMARY**

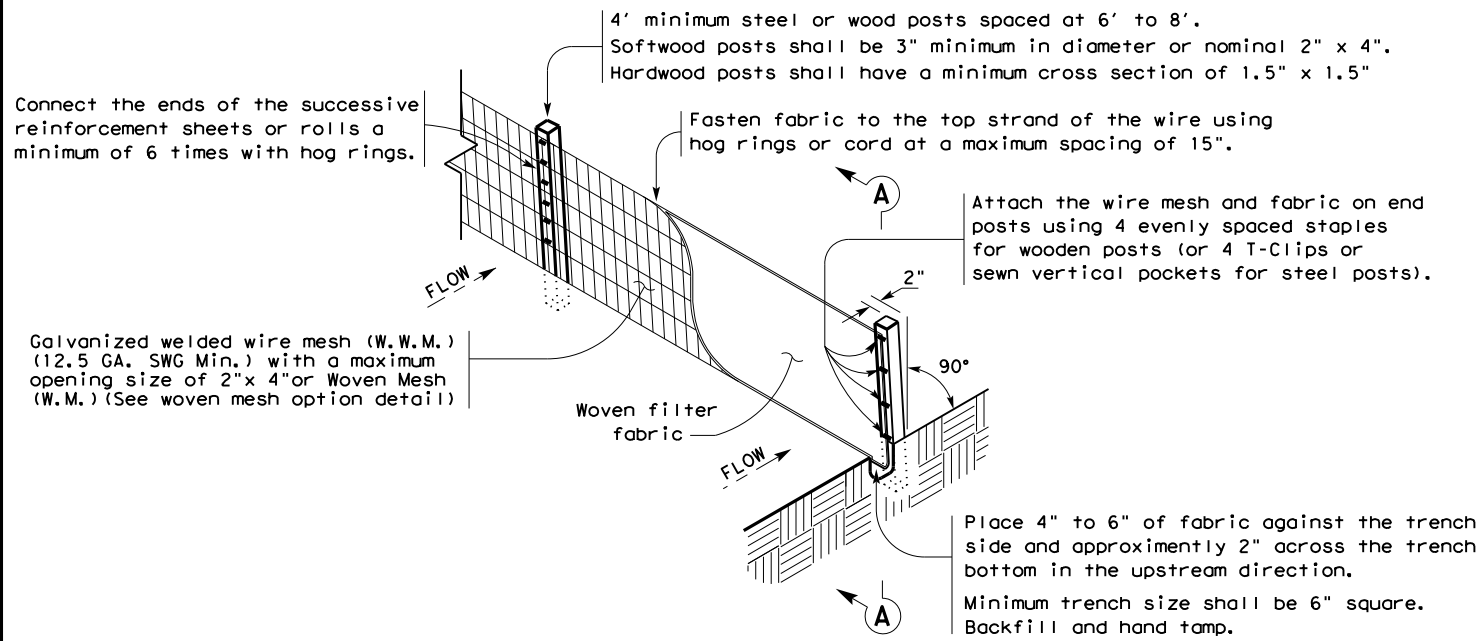


CONT	SECT	JOB	HIGHWAY
0099	01	035	US 283
DIST	COUNTY		SHEET NO.
BWD	COLEMAN		116

DATE: 10/31/2021 9:54:37 PM
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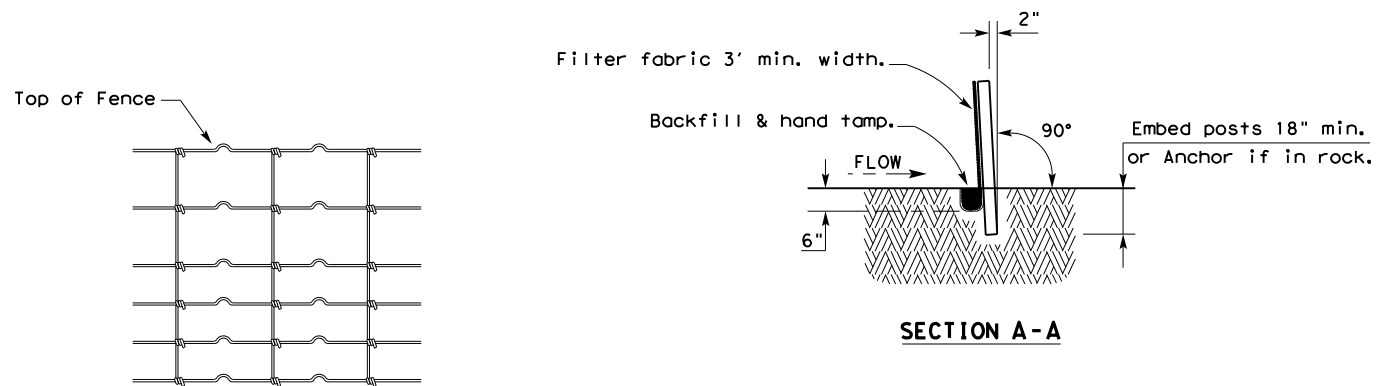
DISCLAIMER: This standard is made by TxDOT for any purpose whatsoever. The use of this standard is governed by the "Texas Engineering Practice Act". No warranty of any kind is made by TxDOT for any purpose whatsoever. TxDOT assumes no responsibility for incorrect results or damages resulting from its use.

10/28/2021
DF116283\standards\ec116.dgn



TEMPORARY SEDIMENT CONTROL FENCE

SCF



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/FT². Sediment control fence is not recommended to control erosion from a drainage area larger than 2 acres.

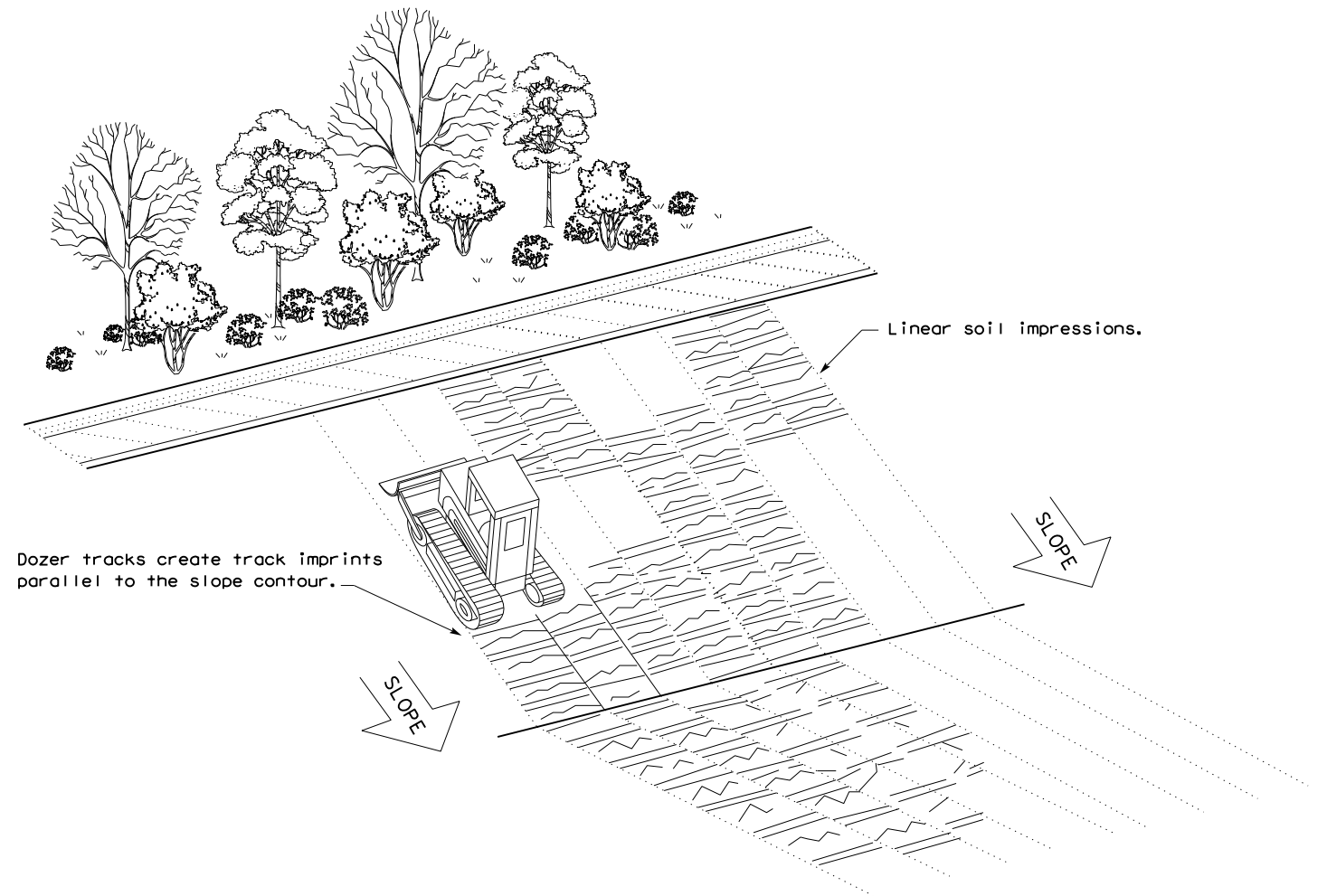
LEGEND

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 continuous linear track impressions where the minimum 12" length impressions are perpendicular to the slope or direction of water flow.

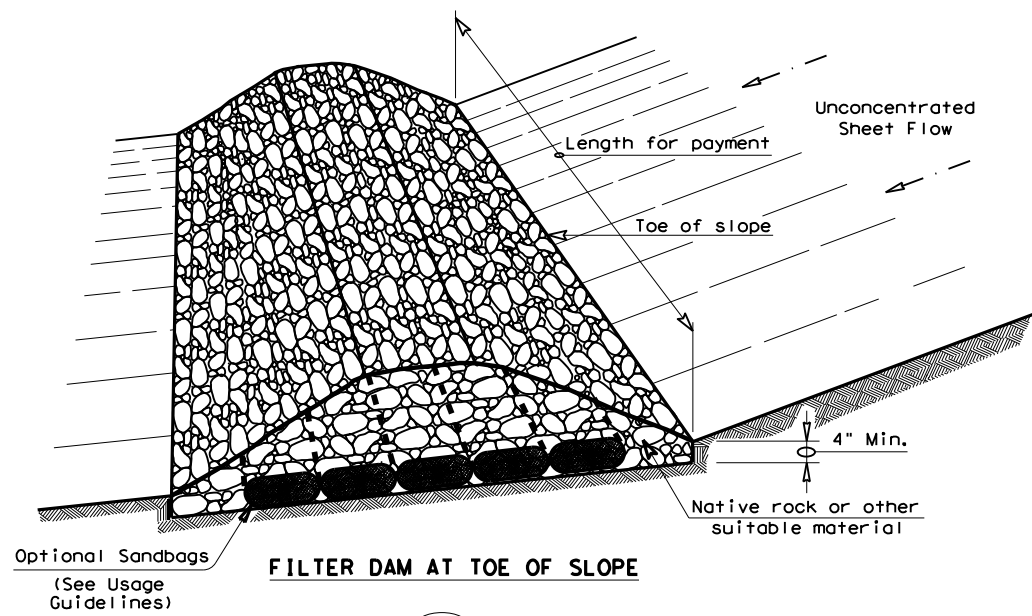


VERTICAL TRACKING

				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	0099	01	035	US 283	
	DIST	COUNTY		SHEET NO.	
	BWD	COLEMAN		117	

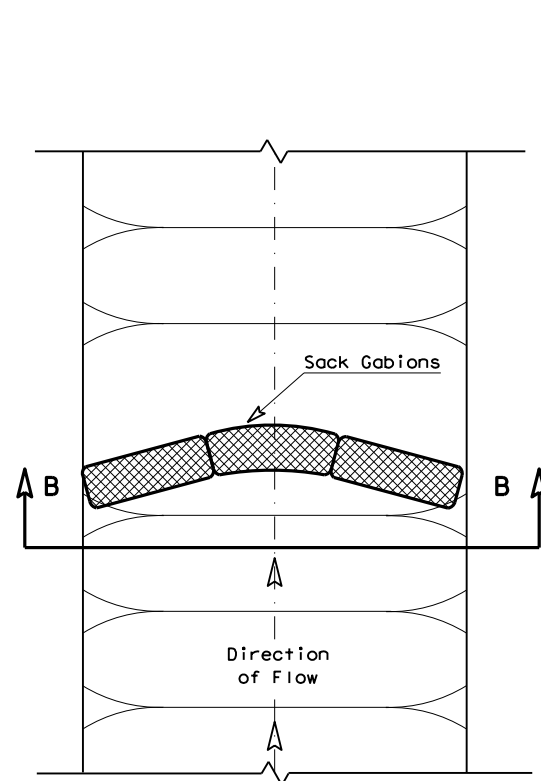
DISCLAIMER: The use of this standard is governed by the "Texas Engineering Practice Act". No warranty of any kind is made by TxDOT for any purpose whatsoever. TxDOT assumes no responsibility for the conversion of this standard to other formats or for incorrect results or damages resulting from its use.

DATE: 10/31/2021
 FILE: D:\us283\standards\ec216.dgn

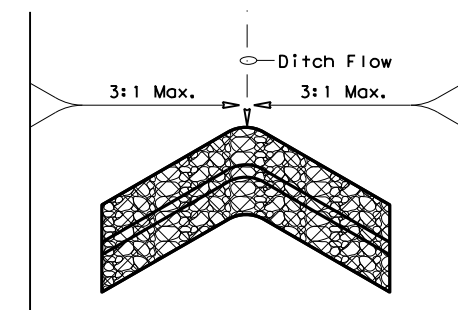


FILTER DAM AT TOE OF SLOPE

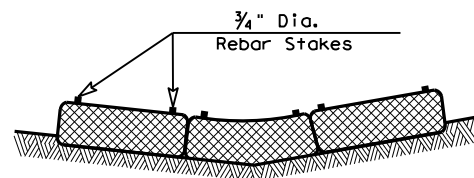
(RFD1)



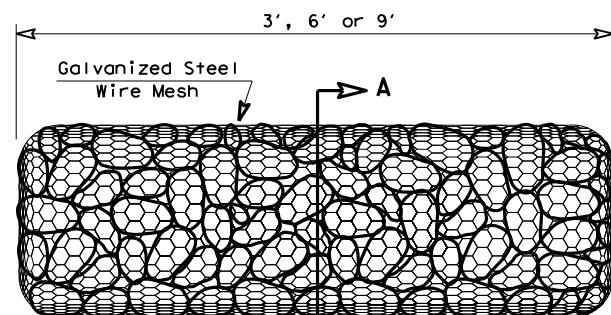
PLAN VIEW



"V" SHAPE PLAN VIEW

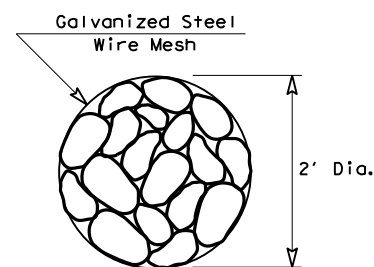


SECTION B-B

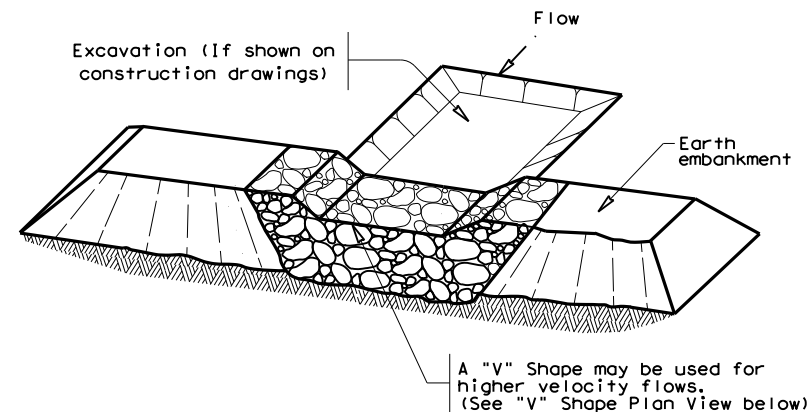


TYPE 4 (SACK GABIONS)

(RFD4)

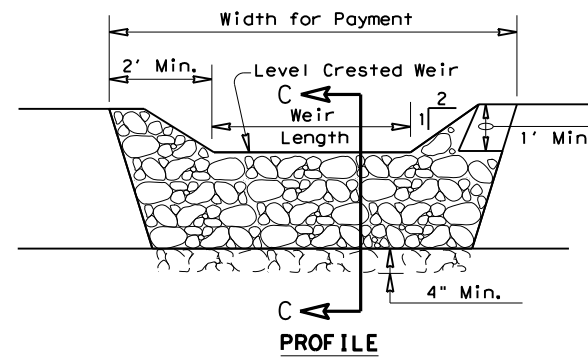


SECTION A-A

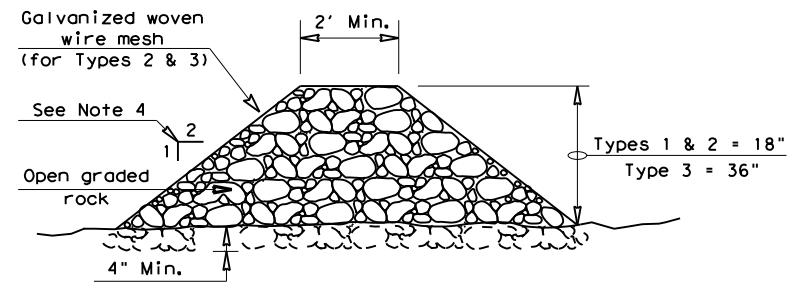


FILTER DAM AT SEDIMENT TRAP

(RFD1) OR (RFD2)



PROFILE



SECTION C-C

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/FT² of cross sectional area. A 2 year storm frequency may be used to calculate the flow rate.

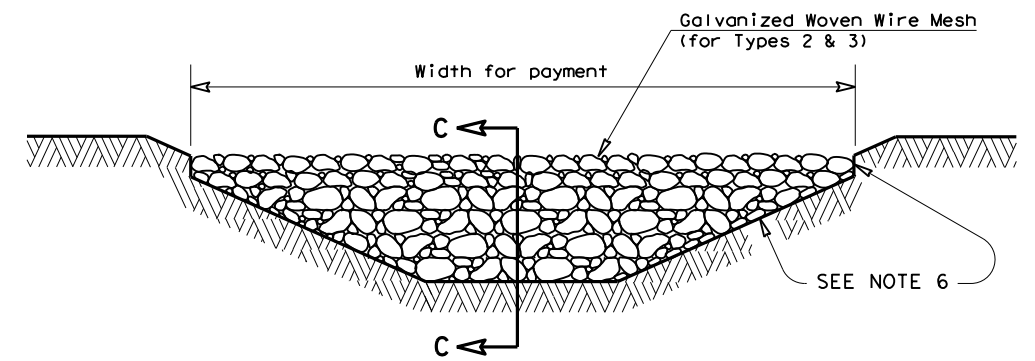
Type 1 (18" high with no wire mesh) (3" to 6" aggregate): Type 1 may be used at the toe of slopes, around inlets, in small ditches, and at dike or swale outlets. This type of dam is recommended to control erosion from a drainage area of 5 acres or less. Type 1 may not be used in concentrated high velocity flows (approximately 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.



FILTER DAM AT CHANNEL SECTIONS

(RFD1) OR (RFD2) OR (RFD3)

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 3/4" dia. rebar stakes, and have a double-twisted hexagonal weave with a nominal mesh opening of 2 1/2" x 3 1/4".
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.

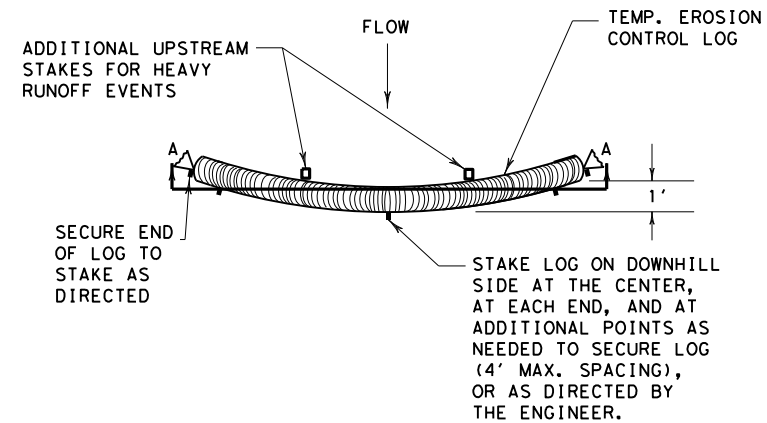
PLAN SHEET LEGEND

- Type 1 Rock Filter Dam (RFD1)
- Type 2 Rock Filter Dam (RFD2)
- Type 3 Rock Filter Dam (RFD3)
- Type 4 Rock Filter Dam (RFD4)

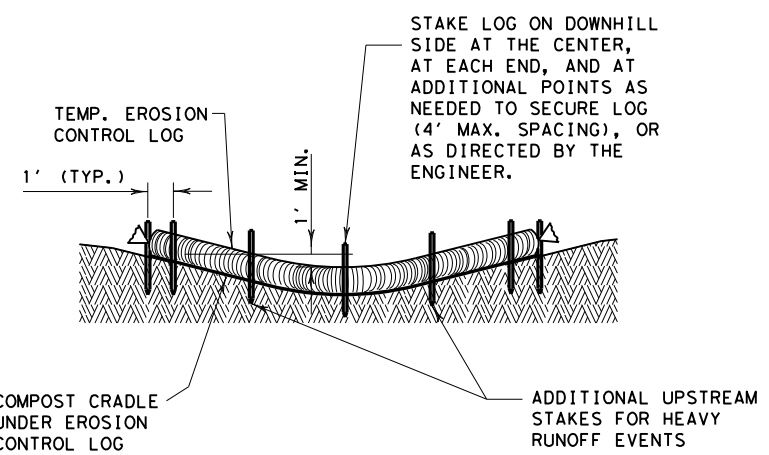
		Design Division Standard	
TEMPORARY EROSION, SEDIMENT AND WATER POLLUTION CONTROL MEASURES ROCK FILTER DAMS EC(2) - 16			
FILE: ec216	DN: TxDOT	CK: KM	DW: VP
© TxDOT: JULY 2016	CONT	SECT	JOB
REVISIONS	0099	01	035
	DIST	COUNTY	SHEET NO.
	BWD	COLEMAN	118

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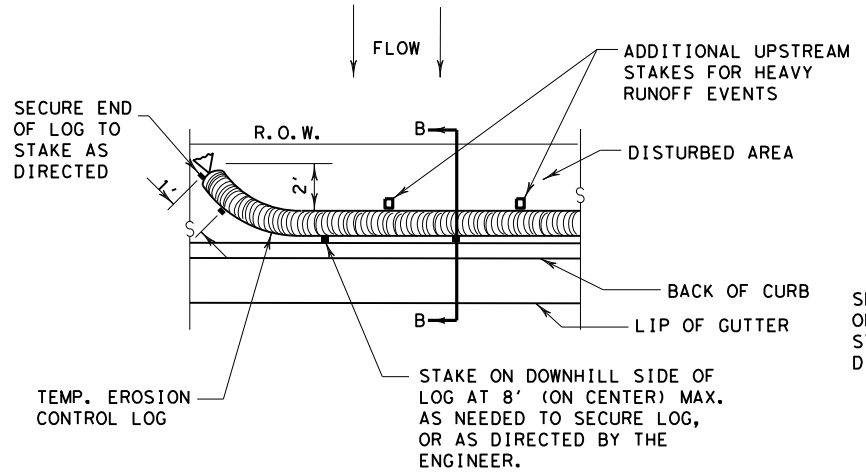


PLAN VIEW

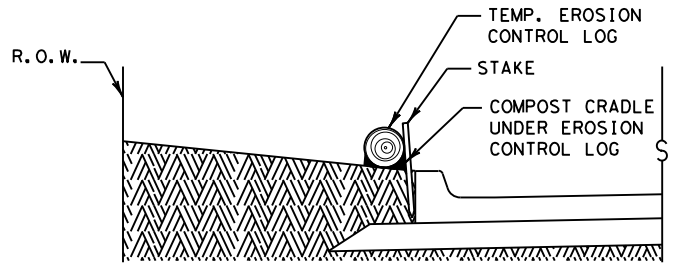


SECTION A-A
 EROSION CONTROL LOG DAM

CL-D

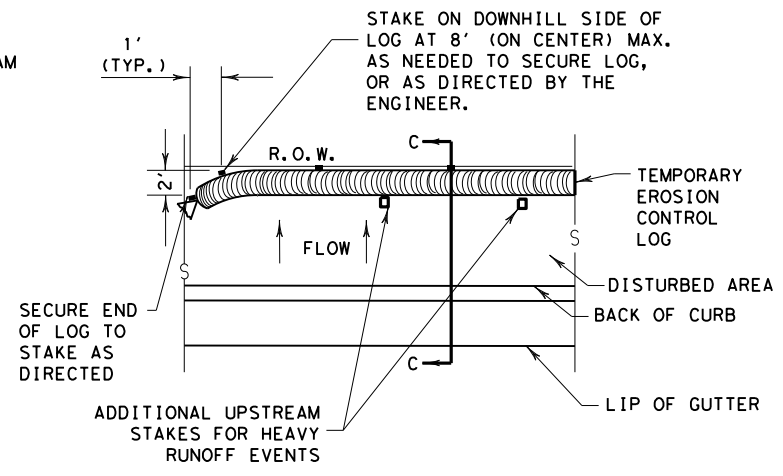


PLAN VIEW

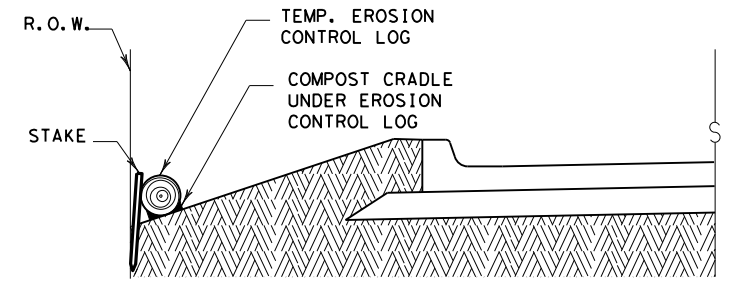


SECTION B-B
 EROSION CONTROL LOG AT BACK OF CURB

CL-BOC



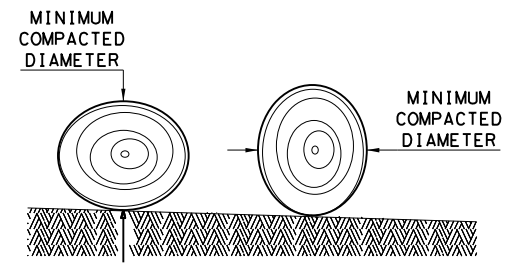
PLAN VIEW



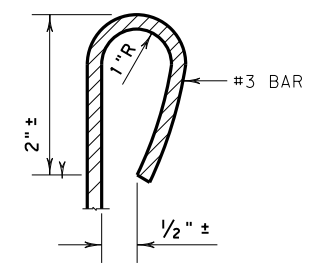
SECTION C-C

EROSION CONTROL LOG AT EDGE OF RIGHT-OF-WAY

CL-ROW



DIAMETER MEASUREMENTS OF EROSION CONTROL LOGS SPECIFIED IN PLANS



REBAR STAKE DETAIL

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.

GENERAL NOTES:

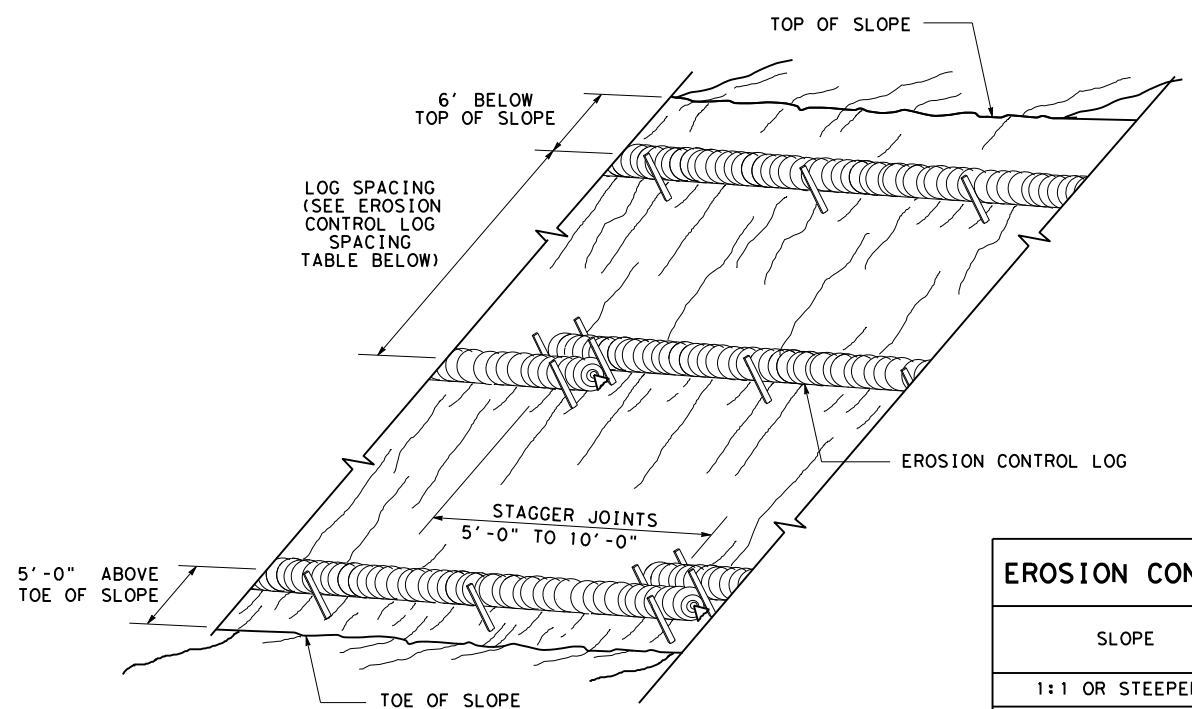
1. EROSION CONTROL LOGS SHALL BE INSTALLED IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS, OR AS DIRECTED BY THE ENGINEER.
2. LENGTHS OF EROSION CONTROL LOGS SHALL BE IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS AND AS REQUIRED FOR THE PURPOSE INTENDED.
3. UNLESS OTHERWISE DIRECTED, USE BIODEGRADABLE 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.

SHEET 1 OF 3

		<i>Design Division Standard</i>	
TEMPORARY EROSION, SEDIMENT AND WATER POLLUTION CONTROL MEASURES EROSION CONTROL LOG EC (9) - 16			
FILE: ec916	DN: TxDOT	CK: KM	DW: LS/PT
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REVISIONS	0099	01	035
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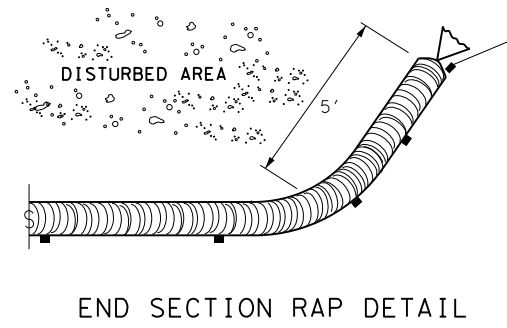
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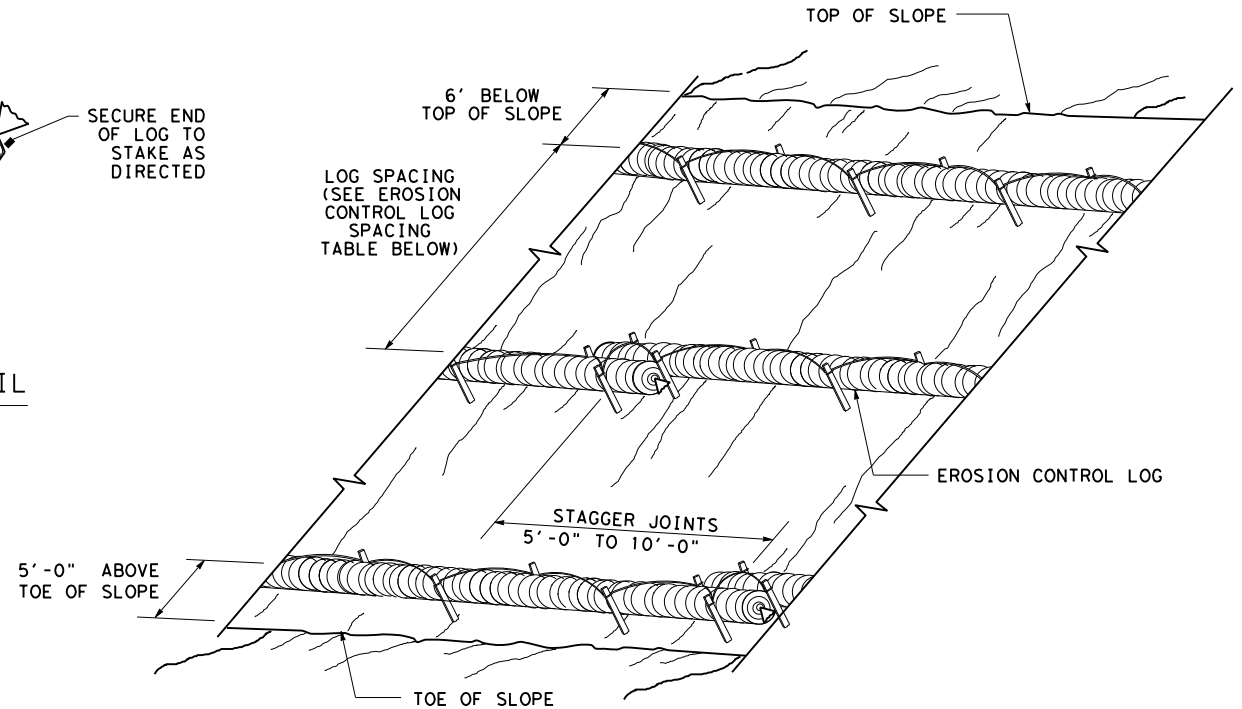
**EROSION CONTROL LOGS ON SLOPES
 STAKE AND TRENCHING ANCHORING**

CL-SST



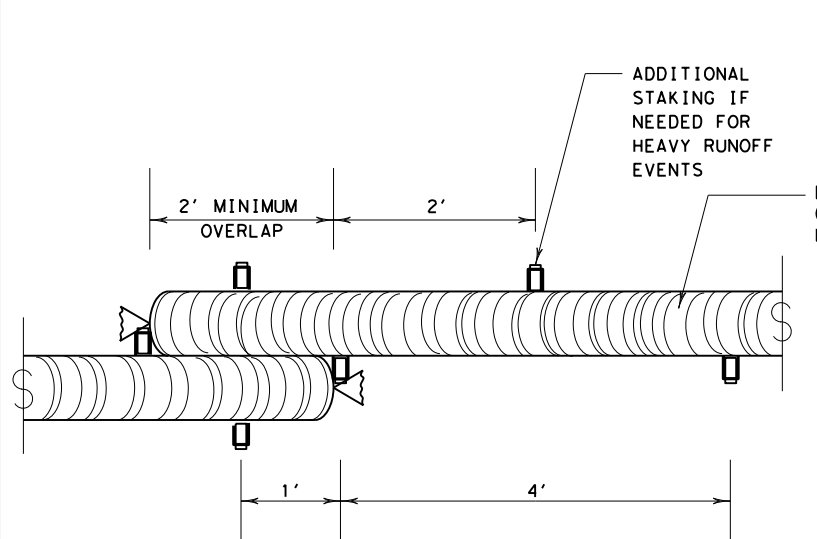
SLOPE	LOG DIAMETER			
	6"	8"	12"	18"
1:1 OR STEEPER	5'	10'	15'	20'
2:1	10'	20'	30'	40'
3:1	15'	30'	45'	60'
4:1 OR FLATTER	20'	40'	60'	80'

* ADJUSTMENTS CAN BE MADE FOR SOIL TYPE:
 SOFT, LOAMY SOILS-ADJUST ROWS CLOSER TOGETHER;
 HARD, ROCKY SOILS- ADJUST ROWS FARTHER APART



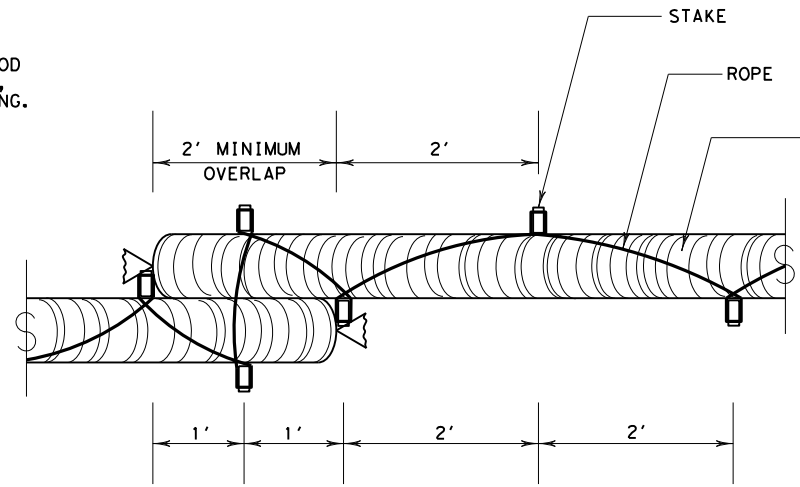
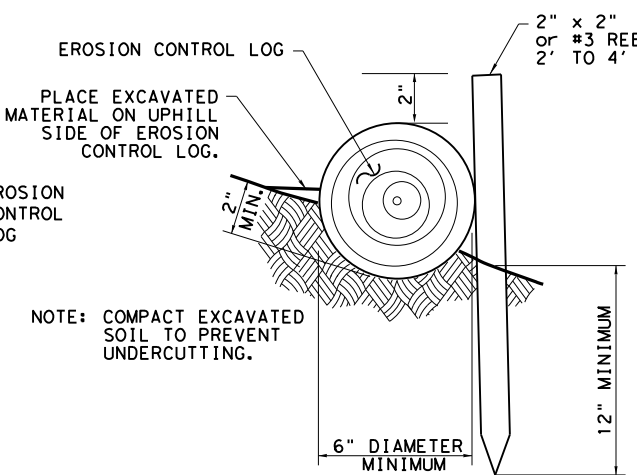
**EROSION CONTROL LOGS ON SLOPES
 STAKE AND LASHING ANCHORING**

CL-SSL



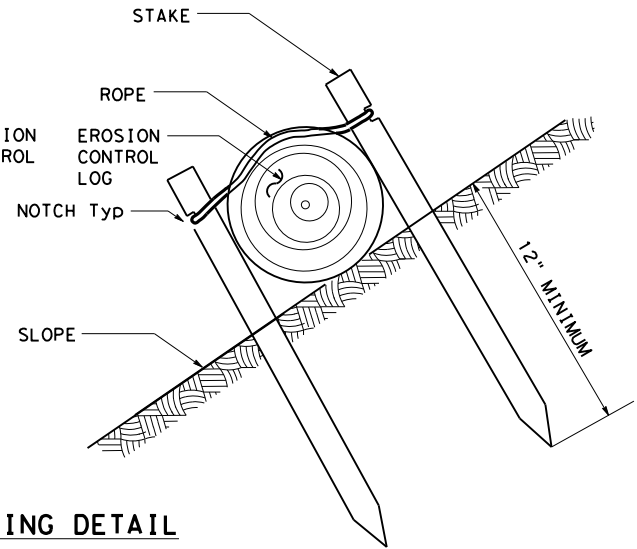
STAKE AND TRENCHING ANCHORING DETAIL

CL-SST

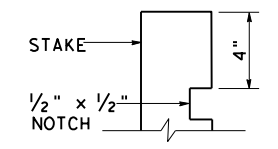


STAKE AND LASHING ANCHORING DETAIL

CL-SSL



LOG DIAMETER	DEPTH
6"	2"
8"	3"
12"	4"
18"	5"



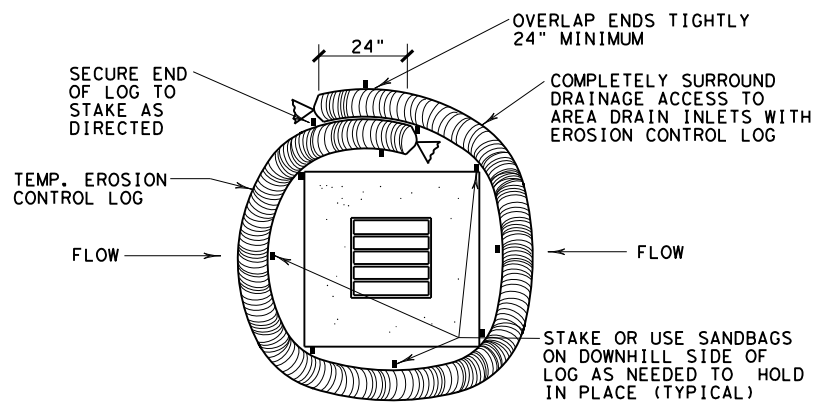
STAKE NOTCH DETAIL

SHEET 2 OF 3

		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
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REVISIONS	0099 01	035	US 283
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BWD	COLEMAN	120	

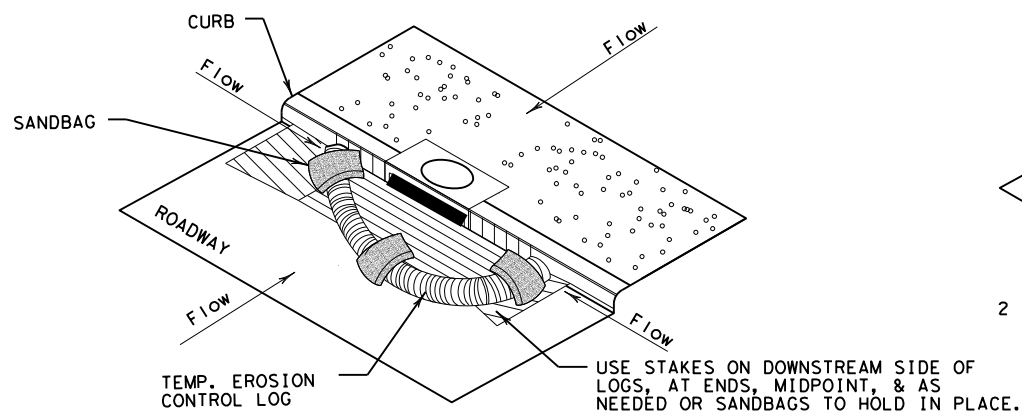
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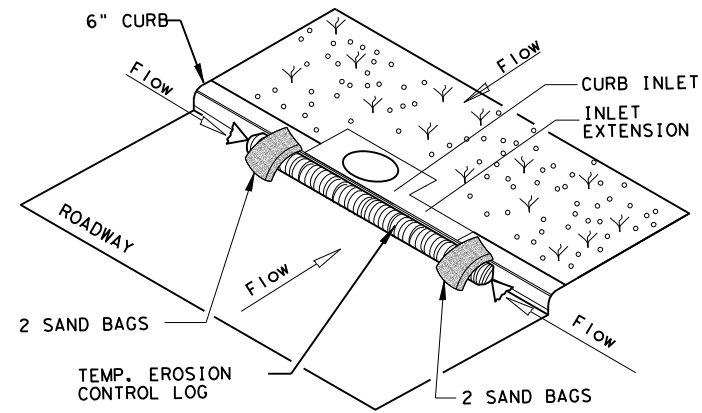
EROSION CONTROL LOG AT DROP INLET

CL-DI



EROSION CONTROL LOG AT CURB INLET

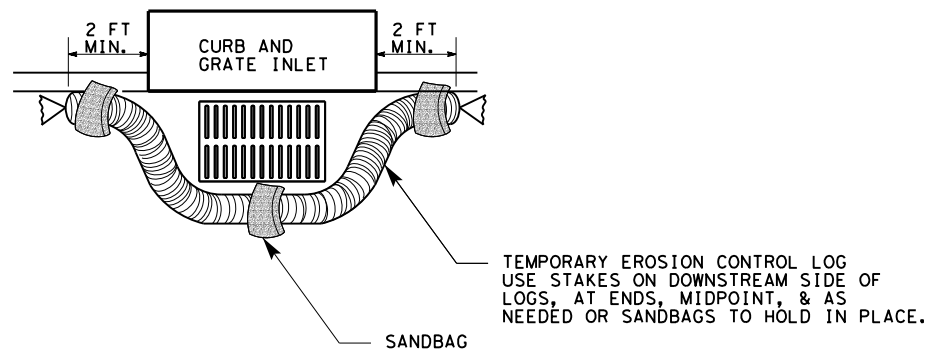
CL-CI



EROSION CONTROL LOG AT CURB INLET

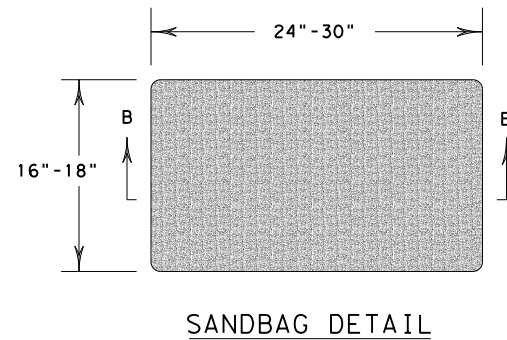
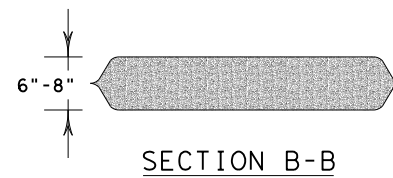
CL-CI

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



SHEET 3 OF 3

		<i>Design Division Standard</i>	
TEMPORARY EROSION, SEDIMENT AND WATER POLLUTION CONTROL MEASURES EROSION CONTROL LOG EC (9) - 16			
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BWD	COLEMAN		121