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STATE OF TEXAS DEPARTMENT OF TRANSPORTATION

PLANS OF PROPOSED STATE HIGHWAY IMPROVEMENT FEDERAL AID PROJECT: STP 2022(264)HES MCLENNAN COUNTY **SH 6**

DESIGN	FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.		HIGHWAY NO.
GRAPHICS	6	STP 2022(264)HES		SH 6
CHECK	STATE	DISTRICT	COUNTY	SHEET NO.
CHECK	TEXAS	WACO	MCLENNAN	1
CHECK	CONTROL	SECTION	JOB	
	0258	08	037, ETC	

	CSJ 0258-08-037		CSJ 0258-09-153		PROJECT NET	
ROADWAY:	FT= 2,877.60	MI.= 0.545	FT= 31,495.20	MI.= 5.965	FT= 34,372.80	MI.= 6.510
BRIDGE:	FT= 0.00	MI.= 0.000	FT= 0.00	MI.= 0.000	FT= 0.00	MI.= 0.000
TOTAL:	FT= 2,877.60	MI.= 0.545	FT= 31,495.20	MI.= 5.965	FT= 34,372.80	MI.= 6.510

CSJ 0258-08-037, etc. LIMITS: FROM 0.5 MI N SP 412 TO SP 412, etc

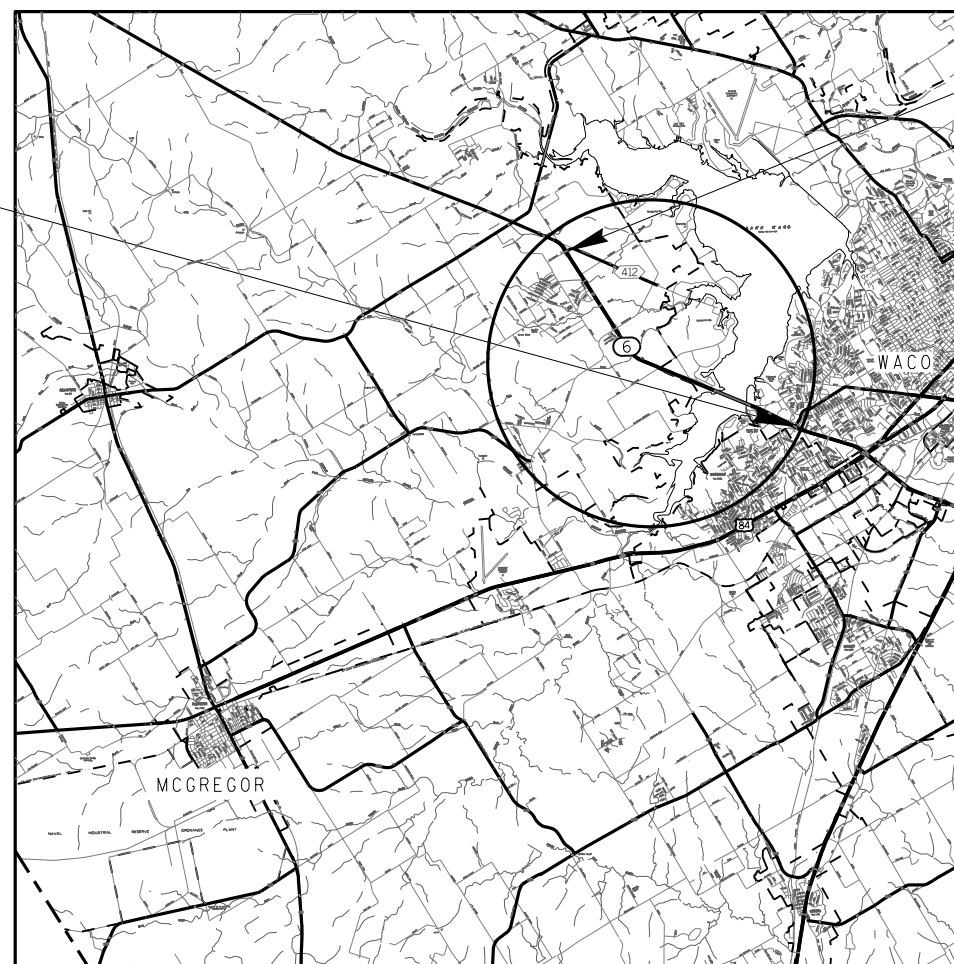
FOR THE CONSTRUCTION OF SAFETY
CONSISTING OF SAFETY LIGHTING

SH-6
0258-09-153

BEG. STA 229+75
BEG. REF. MARKER 482 +1.914

END STA 533+40
END REF. MARKER 488 +1.894

EXISTING ADT: 31820 (2020)
PROPOSED ADT: 63640 (2040)



SH-6
0258-08-037

BEG. STA 533+40
BEG. REF. MARKER 482 +1.369

END STA 557+75
END REF. MARKER 482 +1.914

EXISTING ADT: 10310 (2020)
PROPOSED ADT: 14434 (2040)



Recommended for Letting **10/26/2021**
Stanley Swiatek, P.E.
Area Engineer

Recommended for Letting **10/26/2020**
Victor Yankel, P.E.
DIRECTOR OF OPERATIONS

Approved for Letting **10/26/2021**
Signed by: *Stanley Swiatek*
B69BD796DD564C9...
DISTRICT ENGINEER

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

EXCEPTIONS: NONE
EQUATIONS: NONE
RR CROSSINGS: NONE
SCALE: 1" = 18000'

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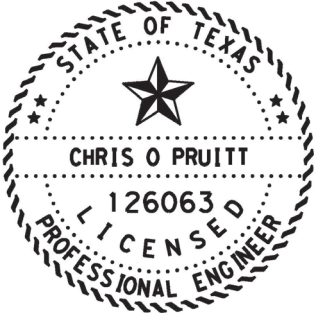
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* THE STANDARD SHEET SPECIFICALLY IDENTIFIED ABOVE HAVE BEEN SELECTED BY ME OR UNDER MY DIRECT SUPERVISION AS BEING APPLICABLE TO THIS PROJECT.



Chris O. Pruitt, P.E. 10/14/2021
SIGNATURE OF REGISTRANT & DATE



INDEX OF SHEETS

SHEET 1 OF 1

FED. RD. DIV. NO.	STATE	CONT	SECT	JOB	HIGHWAY
6	TEXAS	0258	08	037, ETC	SH 6
		DIST	COUNTY		SHEET NO.
		WACO	McLENNAN		2

END PROJECT CSJ: 0258-08-037
 STA: 557+75

BEGIN PROJECT CSJ: 0258-08-037
 END PROJECT CSJ: 0258-09-153
 STA: 533+40
 CROSS STREET MCLAUGHLIN RD (SP 412)

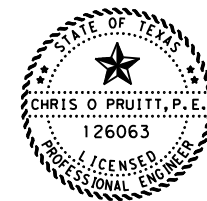
CROSS STREET SPEEGLEVILLE RD

LAKE WACO

LAKE WACO

CROSS STREET BOSQUE BLVD

BEGIN PROJECT CSJ: 0258-09-153
 STA: 229+75



The seal appearing on this document was authorized by CHRIS O. PRUITT, P.E., P.E. 126063, on

Chris O. Pruitt, P.E. 10/12/2021
 Signature of Registrant & Date



SH-6
PROJECT LAYOUT

SCALE: 1" = 4000'

DESIGN	FED RD DIV No.	PROJECT No.		HIGHWAY No.
CHECK	6	-		SH 6
GRAPHICS	STATE	DISTRICT	COUNTY	SHEET No.
CHECK	TEXAS	WACO	McLENNAN	3
	CONTROL	SECTION	JOB	
	0258	08	037, ETC	

GENERAL

The construction, operation and maintenance of the proposed project will be consistent with the state implementation plan as prepared by the Texas Commission on Environmental Quality.

The disturbed area for this project, as shown on the plans is 0.00 acres. However, the Total Disturbed Area (TDA) will establish the required authorization for storm water discharges. The TDA of this project will be determined by the sum of the disturbed area in all project locations in the contract, and all disturbed area on all Project-Specific Locations (PSL) located in the project limits and/or within 1 mile of the project limits. The department will obtain an authorization to discharge storm water from the Texas Commission on Environmental Quality (TCEQ) for the construction site as shown on the plans, according to the TDA of the project. The contractor will obtain any required authorization from the TCEQ for the discharge of storm water from any PSL for construction support activities on or off of the project row according to the TDA of the project. When the TDA for the project exceeds 1 acre, provide a copy of the appropriate application of permit (NOI, or Construction Site Notice) to the engineer, for any PSL located in the project limits or within 1 mile of the project limits. Follow the directives and adhere to all requirements set forth in the TCEQ, Texas Pollution Discharge Elimination System, Construction General Permit (TPDES, CGP).

Contractor questions on this project are to be emailed to the Waco District at the following address:

Bill Compton - Wacoprebid@txdot.gov, 254-867-2707, 100 S. Loop Dr., Waco, TX
Carmen Chau - Wacoprebid@txdot.gov, 254-867-2794, 100 S. Loop Dr., Waco, TX

All contractor questions will be reviewed by the Area Engineer or Assistant Area 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.

GENERAL NOTES**ITEM 1 ABBREVIATIONS AND DEFINITIONS:**

This is a Non-Site-Specific Contract as defined in Item 1.3.90.

ITEM 4: SCOPE OF WORK

This project includes the construction of safety lighting.

ITEM 5: CONTROL OF THE WORK

Submit all fabrication and shop drawings per TxDOT's online shop drawing submittal system and copy the Area Engineer on the email submittal, unless otherwise directed.

Underground utilities owned by the Texas Department of Transportation may be present within the Right-Of-Way on this project. For signal, illumination, surveillance, and communications & control maintained by TxDOT, call the TxDOT Traffic Signal Office (254)867-2808 for locates a minimum of 48 hours in advance of excavation. For irrigation systems, call TxDOT Landscape Office (254)867-2726 for locates a minimum of 48 hours in advance of excavation. If city or town owned irrigation facilities are present, call the appropriate department of the local city or town a minimum of 48 hours in advance of excavation. The Contractor is liable for all damages when utilities are damaged due to Contractor's negligence including, but not limited to, repair or replacement at the Contractor's expense.

ITEM 6: CONTROL OF MATERIALS

References to manufacturer's trade name or catalog numbers are for the purpose of identification only and the contractor will be permitted to furnish like materials of other manufacturers provided they are of equal quality and comply with specifications for this project.

ITEM 7: LEGAL RELATIONS AND RESPONSIBILITIES

No significant traffic generator events identified.

If utilizing private property for waste disposal sites, equipment storage sites or for any other purpose involved with this project, provide to the Engineer written proof of the property owner's approval of the use of this property. This proof may be in the form of a letter or agreement signed by the property owner or other documents acceptable to the Engineer.

Personal vehicles of the contractor's employees will not be parked within the right of way at any time including any section closed to public traffic unless the vehicle is being utilized for construction procedures. However, the contractor's employees may park on the right of way at the sites where the contractor has his office, equipment, and materials storage yard.

Law Enforcement Personnel

Submit charge summary and invoices using the Department forms.

Patrol vehicles must be clearly marked to correspond with the officer's agency and equipped with appropriate lights to identify them as law enforcement. For patrol vehicles not owned by a law enforcement agency, markings will be retroreflective and legible from 100 ft. from both sides and the rear of the vehicle. Lights will be high intensity and visible from all angles.

No payment will be made for law enforcement personnel needed for moving equipment or payment for drive time to/from the event site. A minimum number of hours is not guaranteed. Payment is for work performed. If the Contractor has a field office, provide an office location for a supervisory officer when event requires a supervising officer. This work is subsidiary.

A maximum combined rate of \$65 per hour for the law enforcement personnel and the patrol vehicle will be allowed. Any scheduling fee is subsidiary per Standard Specification 502.4.2.

Cancel law enforcement personnel when the event is canceled. Cancellation, minimums or "show up" fees will not be paid when cancellation is made 12 hours prior to beginning of the event. Failure to cancel within 12 hours will not be cause for payment for cancellation, minimums, or "show up" time. Payment of actual "show up" time to the event site due to cancellation will be on a case by case basis at a maximum of 2 hours per officer.

Alterations to the cancellation and maximum rate must be approved by the Engineer or pre-determined by official policy of the officers governing authority.

ITEM 8: PROSECUTION AND PROGRESS

This Project will be a Standard Workweek in accordance with Article 8.3.1.4.

Nighttime work is allowed in accordance with Article 8.3.3.

Meet bi-weekly or at intervals as agreed upon with the engineer to notify him or her of planned work for the upcoming 3-week period.

For this project, provide a Bar Chart progress schedule.

ITEM 500: MOBILIZATION

Material On Hand (MOH) will not be used in calculating partial payments for Mobilization.

ITEM 502: BARRICADES, SIGNS, AND TRAFFIC HANDLING

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.

Provide written proposed lane closure information by 1:00 pm on the business day prior to the proposed closures. Do not close lanes when this requirement is not met.

Place barricades and signs in locations that do not obstruct the sight distance of drivers entering the highway from driveways or side streets.

The Contractor Responsible Person(s) (CRP) for Work Zone Traffic Controls will inspect and ensure any deficiencies are corrected each and every day throughout the duration of this contract. Any misaligned or damaged traffic control devices will be repaired as soon as practical after deficiency is discovered.

In addition to providing a Contractor's Responsible Person and a phone number for emergency contact, have an employee(s) available to respond on the project for emergencies and for taking corrective measures within One (1) Hour.

Traffic Control Plans with Lane Closures causing backups of 20 minutes or greater in duration will be modified by the Engineer.

Limit lane closures along SH 6 to the hours between 9:00 am and 3:30 pm. Work in other areas of the project is not restricted to this time frame.

ITEM 506: TEMPORARY EROSION, SEDIMENTATION AND ENVIRONMENTAL CONTROLS

Leave all right of way areas undisturbed until actual construction is to be performed in said areas.

Concrete Washouts are required per the CGP. The Concrete Washout Area(s) structural controls must consist of temporary berms, temporary shallow pits, and/or temporary storage tanks to prevent contaminated runoff and must be lined as to prevent contamination of underlying soil. Ensure pits properly maintained including removal of concrete as not to allow over flow. The location(s) of washout area will be approved by the Engineer. When washout pits are no longer needed, they will be removed and area will be restored to original condition. This work, materials and labor will not be measured or paid for directly but will be subsidiary to Item 506, "Temporary Erosion, Sedimentation, and Environmental Controls."

Cleaning and sweeping of open roadways due to material spillage or loss from Contractor equipment or tires will be the responsibility of the Contractor at no cost to TxDOT. This work will not be charged as Item 738, "Cleaning and Sweeping Highways". Cleaning and sweeping of roadways will be completed as directed, including multiple times per day if necessary, to maintain acceptable roadways for the traveling public and to meet environmental regulations. Construction activities will cease when material deposited on the roadway is not properly removed or when equipment is not available as needed. Adequate construction exits will be planned, constructed and maintained by the Contractor per Item 506, "Temporary Erosion, Sedimentation, and Environmental Controls".

ITEM 618: CONDUIT

The locations of conduit as shown are for diagrammatic purposes only and may be varied to meet local conditions, subject to approval.

When backfilling bore pits, ensure that the conduit does not become damaged during installation or due to any settling of the backfill material. Compact select backfill in three equal lifts to the bottom of the conduit or if sand is used, place to a point two (2) inches above the conduit. Backfill density will be equal to the existing soil. Be careful to prevent any material from entering the conduit.

Backfill all open trenches before the end of the workday and do not leave any trench open overnight.

ITEM 620: ELECTRICAL CONDUCTORS

Any damage to any wire or any cable is cause for immediate rejection of the entire cable being tested. Remove and replace the entire cable at the Contractor's expense.

For both transformer and shoe-base type illumination poles, provide double-pole breakaway fuse holder from manufacturers pre-qualified by the Traffic Operations Division.

Provide ten (10) amp time delay fuses.

ITEM 624: GROUND BOXES

Ground box locations shown on the plans are approximate locations. Actual locations are as directed.

ITEM 628: ELECTRICAL SERVICES

Contact the Electric Utility Company to make all necessary arrangements to provide electrical service shown on the plans in accordance with Article 628.5 and the Electrical Details, except that TxDOT will make application to the Electric Utility Company for service (See note below).

NOTE:

Before fabricating the electrical service, contact the Waco District Traffic Signal Service Supervisor (Phone (254) 867-2807), to make application (billing arrangements) for service with the Electric Utility Company.

Furnish and install a lock on all electrical services. The lock is to be a Master-Lock number 2195.

The proposed electrical service location will be approved by TxDOT prior to installation.

ITEM 6185: TRUCK MOUNTED ATTENUATORS

The total number of truck mounted attenuators (TMA) required when utilizing the traffic control standards are shown in the tables below.

TCP 1 Series	Scenario		Required TMA	
(1-1)-18 / (1-2)-18			1	
(1-3)-18	A	B	1	2
(1-5)-18			1	

TCP 2 Series	Scenario		Required TMA	
(2-1)-18 / (2-2)-18 / (2-6)-18	All		1	
(2-3)-18	A	B	1	2

TCP 6 Series	Scenario		Required TMA	
(6-2)-12 / (6-3)-12	All		1	
(6-4)-12	A	B	1	2
(6-5)-12	A	B	1	2
(6-8)-14	All		1	

Shadow vehicles equipped for truck mounted attenuators (TMA) for stationary operations will be paid for by the day and must be available for use at any time as determined by the Engineer.

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 TMA needed for the project for those times per plan requirements. Additional TMAs used that are not specified in the plans in which the contractor expects compensation will require prior approval from the Engineer.



Estimate & Quantity Sheet

CONTROLLING PROJECT ID 0258-08-037

DISTRICT Waco
HIGHWAY SH 6


COUNTY McLennan

CONTROL SECTION JOB				0258-08-037		0258-09-153		TOTAL EST.	TOTAL FINAL
PROJECT ID				A00177306		A00177307			
COUNTY				McLennan		McLennan			
HIGHWAY				SH 6		SH 6			
ALT	BID CODE	DESCRIPTION	UNIT	EST.	FINAL	EST.	FINAL		
	416-6029	DRILL SHAFT (RDWY ILL POLE) (30 IN)	LF	122.000		548.000		670.000	
	432-6009	RIPRAP (CONC) (CL B) (4")	CY	1.000		5.000		6.000	
	500-6001	MOBILIZATION	LS	0.150		0.850		1.000	
	502-6001	BARRICADES, SIGNS AND TRAFFIC HANDLING	MO	4.000				4.000	
	610-6214	IN RD IL (TY SA) 40T-8 (250W EQ) LED	EA	10.000		53.000		63.000	
	610-6215	IN RD IL (TY SA) 40T-8-8 (250W EQ) LED	EA	2.000				2.000	
	618-6023	CONDT (PVC) (SCH 40) (2")	LF	2,164.000		15,228.000		17,392.000	
	618-6047	CONDT (PVC) (SCH 80) (2") (BORE)	LF	388.000		4,870.000		5,258.000	
	620-6007	ELEC CONDR (NO.8) BARE	LF	2,552.000		20,098.000		22,650.000	
	620-6008	ELEC CONDR (NO.8) INSULATED	LF	4,908.000		55,464.000		60,372.000	
	624-6002	GROUND BOX TY A (122311)W/APRON	EA	4.000		40.000		44.000	
	628-6002	REMOVE ELECTRICAL SERVICES	EA			1.000		1.000	
	628-6045	ELC SRV TY A 240/480 060(NS)SS(E)SP(O)	EA	1.000		5.000		6.000	
	6185-6002	TMA (STATIONARY)	DAY	120.000				120.000	
	18	EROSION CONTROL MAINTENANCE: CONTRACTOR FORCE ACCOUNT WORK (PART)	LS	1.000				1.000	
		SAFETY CONTINGENCY: CONTRACTOR FORCE ACCOUNT WORK (PARTICIPATING)	LS	1.000				1.000	
		LAW ENFORCEMENT: CONTRACTOR FORCE ACCOUNT WORK (PARTICIPATING)	LS	1.000				1.000	

LIGHTING SUMMARY

PLAN LAYOUT SHEETS	LOCATION	0416	0432	0610	0610	0618	0618	0620	0620	0624	0628	0628
		6029	6009	6214	6215	6023	6047	6007	6008	6002	6002	6045
		DRILL SHAFT (RDWY ILL POLE) (30 IN)	RIPRAP (CONC) (CL B) (4")	IN RD IL (TY SA) 40T-8 (250W EQ) LED	IN RD IL (TY SA) 40T-8-8 (250W EQ) LED	CONDT (PVC) (SCH 40) (2")	CONDT (PVC) (SCH 80) (2") (BORE)	ELEC CONDR (NO.8) BARE	ELEC CONDR (NO.8) INSULATED	GROUND BOX TY A (122311) W/APRON	REMOVE ELECTRICAL SERVICES	ELC SRV TY A 240/480 060(NS)SS(E)SP(O)
		LF	CY	EA	EA	LF	LF	LF	LF	EA	EA	EA
BEGIN CSJ: 0258-09-153												
1 OF 16	STA 217+40 TO STA 239+40	50		5		1231	578	1809	4908	5	1	1
2 OF 16	STA 239+40 TO STA 261+40	70		7		1881	778	2659	9080	5		
3 OF 16	STA 261+40 TO STA 283+40	50		5		1023	784	1807	3342	4		
4 OF 16	STA 283+40 TO STA 305+40											
5 OF 16	STA 305+40 TO STA 327+40	40		4		963	570	1533	2496	3		
6 OF 16	STA 327+40 TO STA 349+40	30		3		2608	262	2870	8856	5		
7 OF 16	STA 349+40 TO STA 371+40	40		4		2425	510	2935	9810	8		
8 OF 16	STA 371+40 TO STA 393+40	40		4		1617	170	1787	6558	2		1
9 OF 16	STA 393+40 TO STA 415+40	30		3		593	398	991	2132	3		1
10 OF 16	STA 415+40 TO STA 437+40	40		4		527		527	1054			
11 OF 16	STA 437+40 TO STA 459+40	10		1		227	100	327	1108	1		1
12 OF 16	STA 459+40 TO STA 481+40	60		6		998	296	1294	3318	2		
13 OF 16	STA 481+40 TO STA 503+40	30		3		410		410	820			
14 OF 16	STA 503+40 TO STA 525+40	40		4		725	424	1149	1982	2		1
15 OF 16	STA 525+40 TO STA 533+40											
LOCATIONS TO BE DETERMINED BY THE ENGINEER		18	5									
CSJ: 0258-09-153 SUB-TOTAL		548	5	53	0	15228	4870	20098	55464	40	1	5
CCSJ: 0258-08-037												
15 OF 15	STA 533+40 to STA 547+40	30		3		545		545	1090			
16 OF 16	STA 547+40 TO STA 558+40	90		7	2	1619	388	2007	3818	4		1
LOCATIONS TO BE DETERMINED BY THE ENGINEER		2	1									
CCSJ: 0258-08-037 SUB-TOTAL		122	1	10	2	2164	388	2552	4908	4	0	1
PROJECT TOTALS		670	6	63	2	17392	5258	22650	60372	44	1	6

T:\GROUPS\WACTRAFF\DESIGN\Engineer\SH_6_0258-08-037_Safety_Lighting\Master_Design



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Texas Department of Transportation

CONSOLIDATED SUMMARIES

SHEET 1 OF 1

CHANGE ORDER	FED. RD. DIV. NO.	CONT	SECT	JOB	HIGHWAY
	6	0258	08	037, ETC	SH 6
	STATE	DIST	COUNTY		SHEET NO.
	TEXAS	WACO	McLENNAN		6

SH 6 CSJ:0258-08-037
 BEG. STA 533+40
 BEG. REF. MARKER 482 +1.369
 END STA 557+75
 END REF. MARKER 482 +1.914
 EXISTING ADT: 10310 (2020)
 PROPOSED ADT 14434 (2040)

SH 6 CSJ:0258-09-153
 BEG. STA 229+75
 BEG. REF. MARKER 482 +1.914
 END STA 533+40
 END REF. MARKER 488 +1.894
 EXISTING ADT: 31820 (2020)
 PROPOSED ADT 63640 (2040)



VICINITY MAP
 1" = 4000'

- SIGNS G20-1 WITH PLAQUE OR G20-5T, G20-6, G20-2a, G20-2b, CW20-ID, R20-3, R20-5, G20-9T AND R20-5 PLAQUE WILL BE REQUIRED AT PROJECT LIMITS.
- CW20-ID AND G20-2a WILL BE REQUIRED AT ALL CROSSROADS.
- G20-1a WILL BE REQUIRED AT ALL MAJOR CROSSROADS.

SIGNAGE LEGEND

G20-1 W/ PLAQUE OR G20-5T	48X26 48X24	BEGIN ROAD WORK NEXT X MILES BEGIN ROAD WORK NEXT X MILES
G20-6	48X30	NAME, ADDRESS, CITY, STATE, CONTRACTOR
G20-9T	36X30	BEGIN WORK ZONE
G20-2b	36X18	END WORK ZONE
R20-3	48X42	OBEY WARNING SIGNS STATE LAW
G20-1a	72X36	ROAD WORK NEXT X MILES
CW20-ID	48X48	ROAD WORK AHEAD
R20-5	36X36	TRAFFIC FINES DOUBLE
R20-5 PLAQUE	36X18	WHEN WORKERS ARE PRESENT
G20-2a	48X24	END ROAD WORK

NOTES:

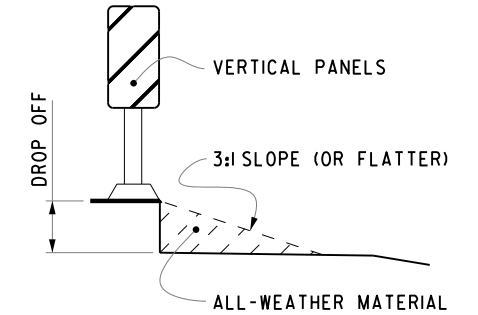
- ALL TRAFFIC CONTROL DEVICES WILL CONFORM WITH THE TEXAS "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS" (TMUTCD), AND WILL BE MAINTAINED AS DIRECTED. ADDITIONAL GUIDELINES FOR TRAFFIC CONTROL DEVICES MAY BE FOUND IN THE TMUTCD.
- FOR CHANNELING DEVICE PLACEMENT AND SPACING FOR ALL PHASES, REFER TO THE TCP STANDARDS.

GENERAL

- INSTALL ALL SIGNS, BARRICADES AND TRAFFIC CONTROL DEVICES AS SHOWN AND IN ACCORDANCE WITH THE STANDARD BC SHEETS AND AS DIRECTED.
- ADDITIONAL SIGNS, BARRICADES OR TRAFFIC CONTROL DEVICES OTHER THAN THOSE SPECIFIED MAY BE REQUIRED FOR THE SAFE MOVEMENT OF TRAFFIC THROUGH THE PROJECT. PAYMENT FOR ALL SUCH SIGNS, BARRICADES OR TRAFFIC CONTROL DEVICES WILL BE CONSIDERED SUBSIDIARY TO THE ITEM "BARRICADES, SIGNS AND TRAFFIC HANDLING".
- WORK SITES SHOULD BE CAREFULLY MONITORED TO ENSURE THAT TRAFFIC CONTROL MEASURES ARE OPERATING EFFECTIVELY AND THAT ALL DEVICES USED ARE CLEARLY VISIBLE, CLEAN AND IN GOOD REPAIR.
- THE CONTRACTOR WILL PROVIDE SAFE ACCESS TO AND FROM ALL PRIVATE PROPERTY AT ALL TIMES AND IN ALL WEATHER CONDITIONS.
- THE CONTRACTOR WILL BE REQUIRED TO SUBMIT A DETAILED SCHEDULE OF WORK PRIOR TO THE BEGINNING OF CONSTRUCTION WHICH GENERALLY CONFORMS TO THE SEQUENCE SHOWN ON THE TCP SEQUENCE OF OPERATION BELOW.
- COMPLETE ALL WORK ON PROJECT AS SHOWN ON THE VARIOUS PLAN SHEETS AND IN COMPLIANCE WITH THE GENERAL NOTES OF THIS CONTRACT.
- ANY REQUEST TO ALTER THE SEQUENCE OF OPERATION OR TRAFFIC CONTROL PLAN WILL BE SUBMITTED TO THE ENGINEER FOR HIS WRITTEN APPROVAL.

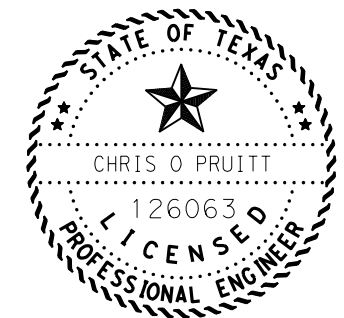
SEQUENCE OF CONSTRUCTION

- THIS PROJECT CONSISTS OF THE CONSTRUCTION OF SAFETY LIGHTING.
 - LIMITS FROM 0.5 MI N SP 412 TO SP 412
CSJ: 0258-08-037
 - LIMITS FROM SP 412 TO SP 396
CSJ: 0258-09-153
- THE CONTRACTOR WILL BE REQUIRED TO SUBMIT A DETAILED SCHEDULE OF WORK TO THE AREA ENGINEER PRIOR TO THE BEGINNING OF CONSTRUCTION, WHICH GENERALLY CONFORMS TO THE FOLLOWING SEQUENCE:
 - SET PROJECT BARRICADES.
 - INSTALL SAFETY LIGHTING AND SERVICES AS SHOWN.
 - CLEAN-UP PROJECT



**PAV EDGE DROP-OFF
 DETAIL**

- LESS THAN 2 INCHES: CW 8-II SIGNS ARE REQUIRED.
- GREATER THAN 2 INCHES: VERTICAL PANELS AND EITHER CW 8-9a OR CW 8-II SIGNS ARE REQUIRED.
- THE SAFETY SLOPE WILL BE CONSTRUCTED WITH AN ALL-WEATHER MATERIAL SUCH AS RAP, WHICH IS CLEAN AND FREE OF DEBRIS AND LARGE ROCKS.



Chris O. Pruitt, P.E. 10/12/2021
 SIGNATURE OF REGISTRANT & DATE



**SEQUENCE OF
 CONSTRUCTION**

SHEET 1 OF 1

CHANGE ORDER	FED. RD. DIV. NO.	CONT	SECT	JOB	HIGHWAY
	6	0258	08	037, ETC	SH 6
	STATE	DIST	COUNTY		SHEET NO.
	TEXAS	WACO	McLENNAN		7

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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).

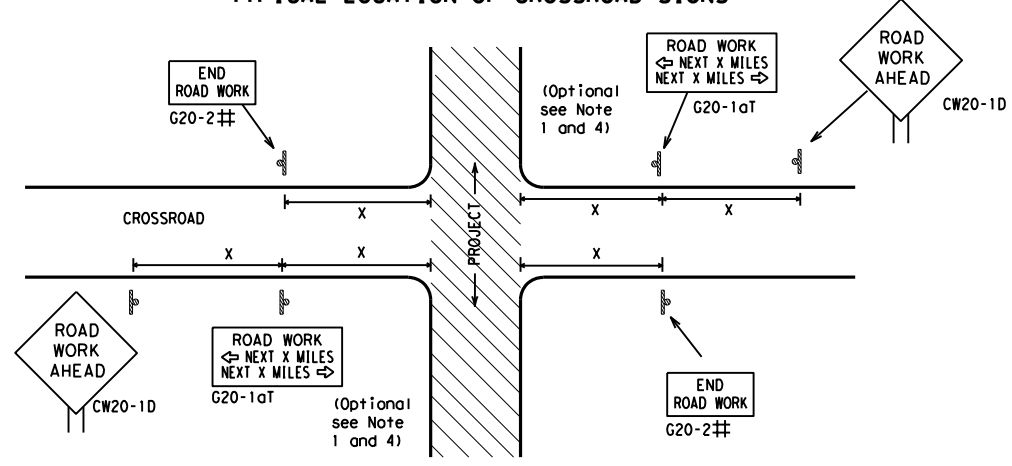
THE DOCUMENTS BELOW CAN BE FOUND ON-LINE AT http://www.txdot.gov
COMPLIANT WORK ZONE TRAFFIC CONTROL DEVICES LIST (CWZTCD)
DEPARTMENTAL MATERIAL SPECIFICATIONS (DMS)
MATERIAL PRODUCER LIST (MPL)
ROADWAY DESIGN MANUAL - SEE "MANUALS (ONLINE MANUALS) "
STANDARD HIGHWAY SIGN DESIGNS FOR TEXAS (SHSD)
TEXAS 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
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REVISIONS	CONT	SECT	JOB
4-03 7-13	0258	08	037, ETC
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5-10 5-21			
	DIST	COUNTY	SHEET NO.
	WACO	McLENNAN	8

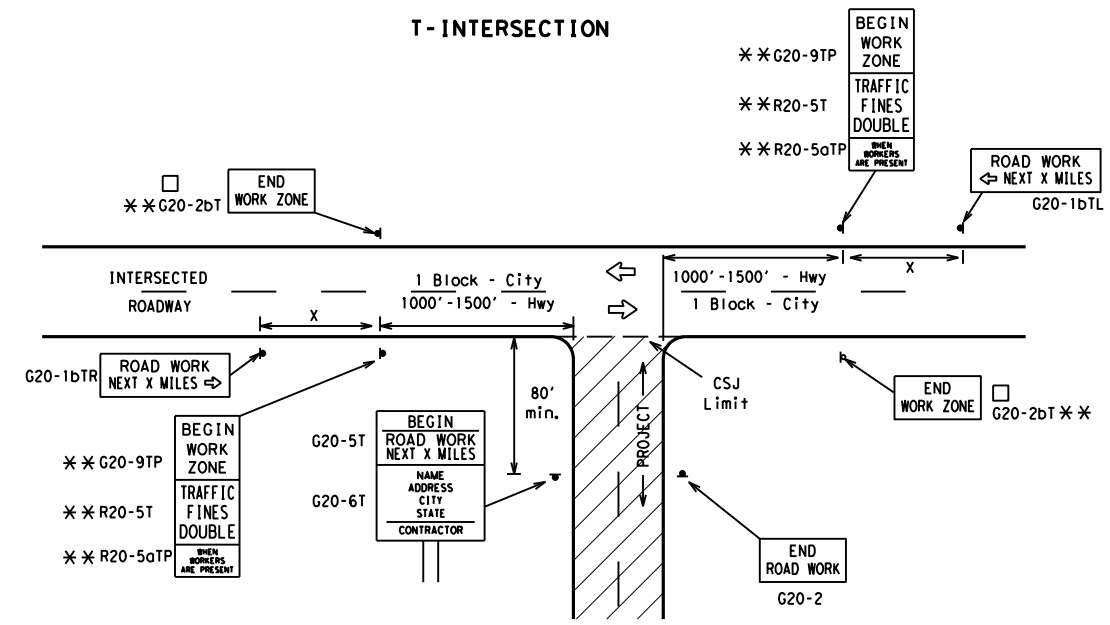
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TYPICAL LOCATION OF CROSSROAD SIGNS



- ## 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

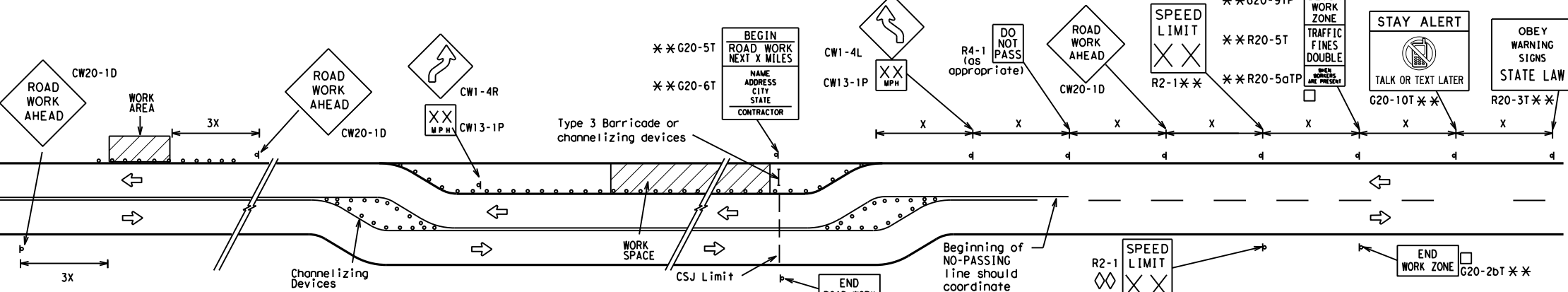
* For typical sign spacings on divided highways, expressways and freeways, see Part 6 of the "Texas Manual on Uniform Traffic Control Devices" (TMUTCD) typical application diagrams or TCP Standard Sheets.

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

GENERAL NOTES

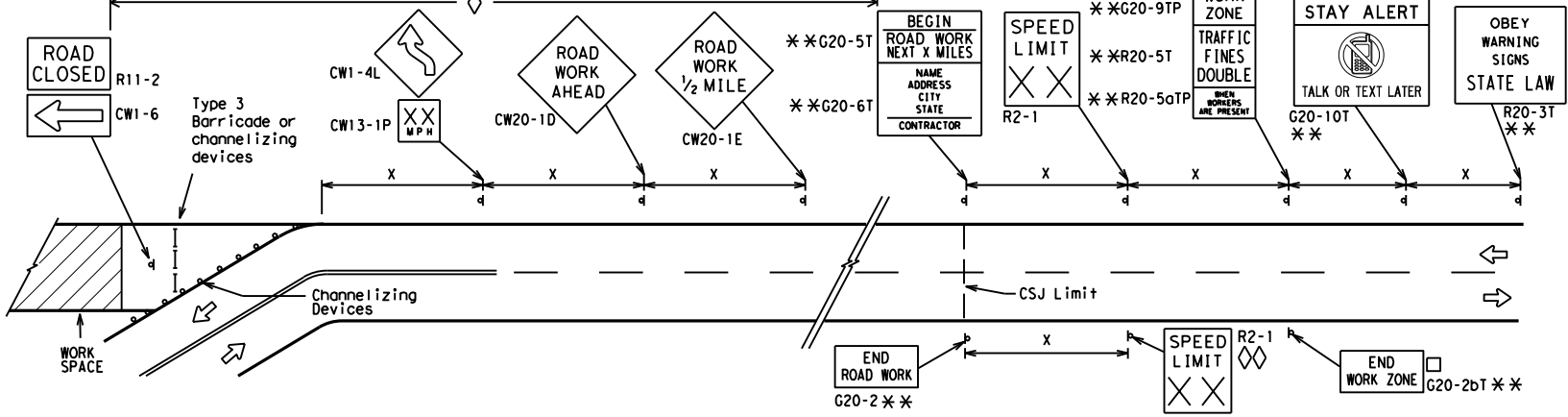
- Special or larger size signs may be used as necessary.
- Distance between signs should be increased as required to have 1500 feet advance warning.
- Distance between signs should be increased as required to have 1/2 mile or more advance warning.
- 36" x 36" "ROAD WORK AHEAD" (CW20-1D) signs may be 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

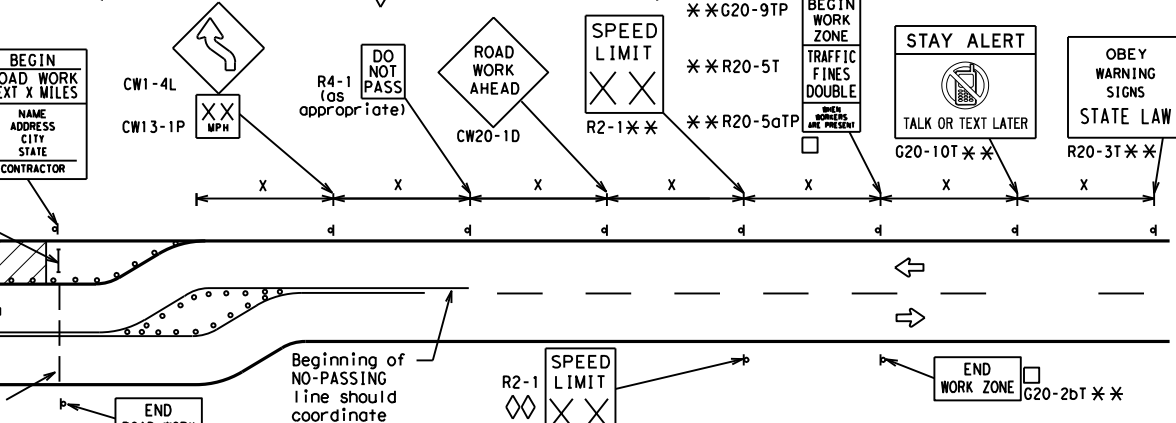


When extended distances occur between minimal work spaces, the Engineer/Inspector should ensure additional "ROAD WORK AHEAD" (CW20-1D) signs are placed in advance of these work areas to remind drivers they are still within the project limits. See the applicable TCP sheets for exact location and spacing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

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



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.

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	CK: TxDOT
© TxDOT November 2002	CONT	SECT	JOB	HIGHWAY
REVISIONS	0258 08	037, ETC	SH 6	
9-07 8-14	DIST	COUNTY	SHEET NO.	
7-13 5-21	WACO	McLENNAN	9	

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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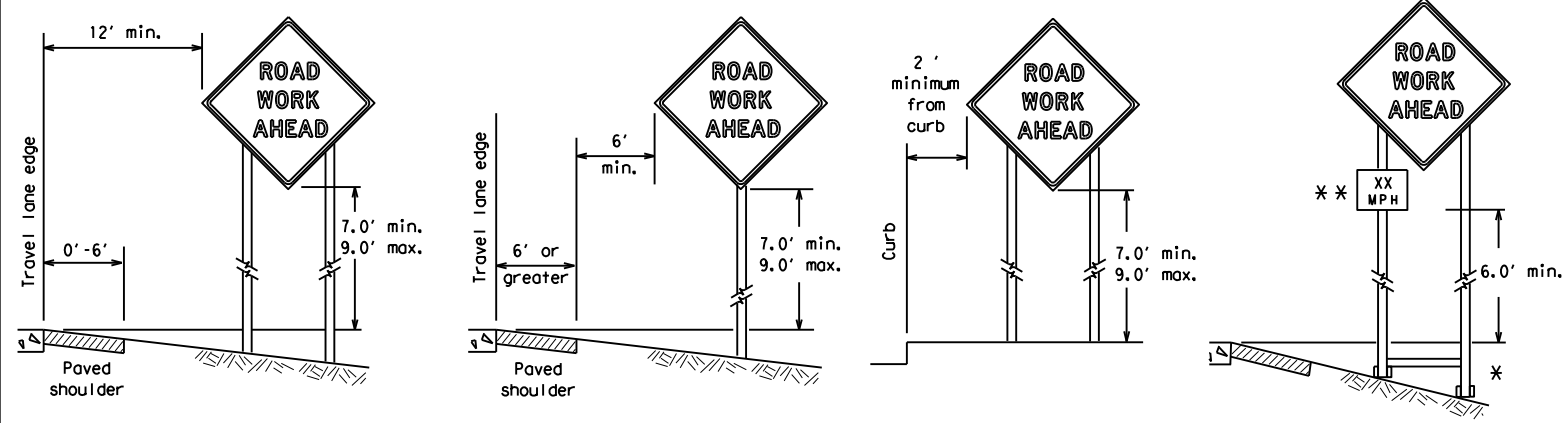
SHEET 3 OF 12

		Traffic Safety Division Standard	
<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:	0258 08
REVISIONS:		JOB:	037, ETC
9-07	8-14	HIGHWAY:	SH 6
7-13	5-21	DIST:	WACO
		COUNTY:	McLENNAN
		SHEET NO.:	10

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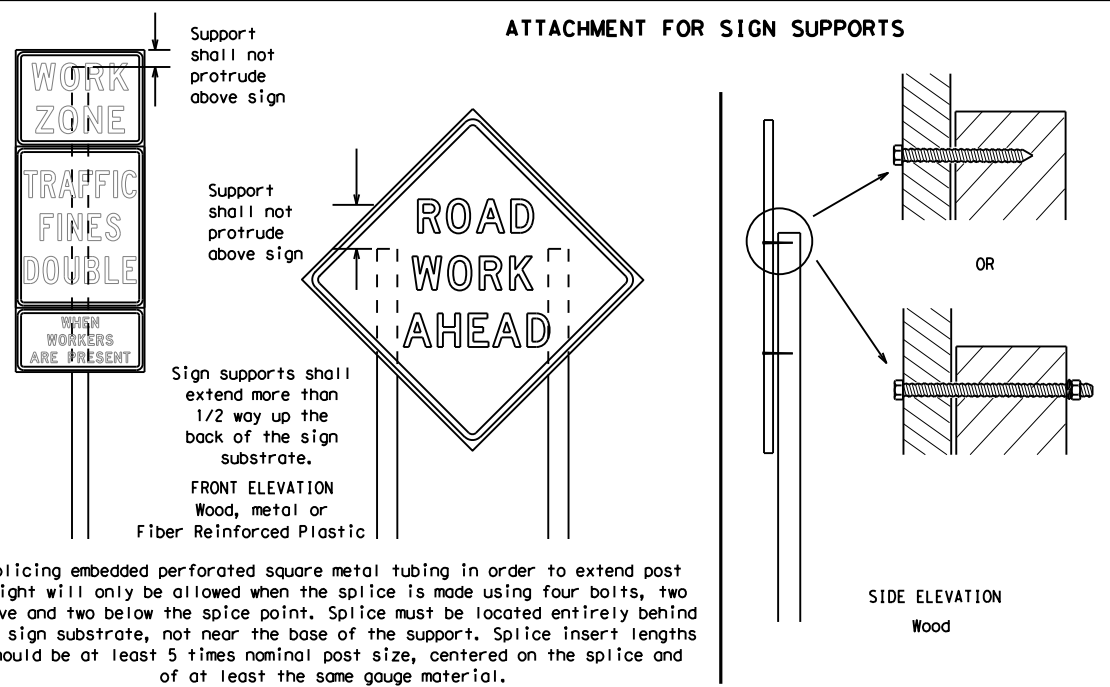
TYPICAL MINIMUM CLEARANCES FOR LONG TERM AND INTERMEDIATE TERM SIGNS



* 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

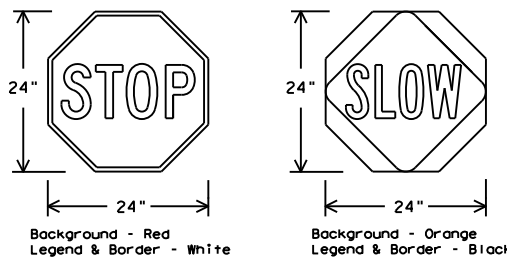
- Where sign supports require the use of weights to keep from turning over, the use of sandbags with dry, cohesionless sand should be used.
- The sandbags will be tied shut to keep the sand from spilling and to maintain a constant weight.
- Rock, concrete, iron, steel or other solid objects shall not 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.

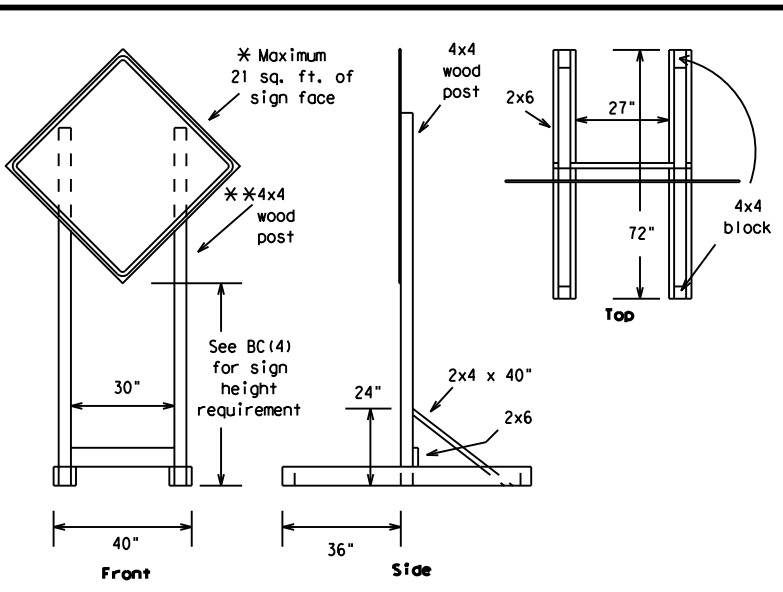
Texas Department of Transportation
 Traffic Safety Division Standard

BARRICADE AND CONSTRUCTION TEMPORARY SIGN NOTES

BC (4) - 21

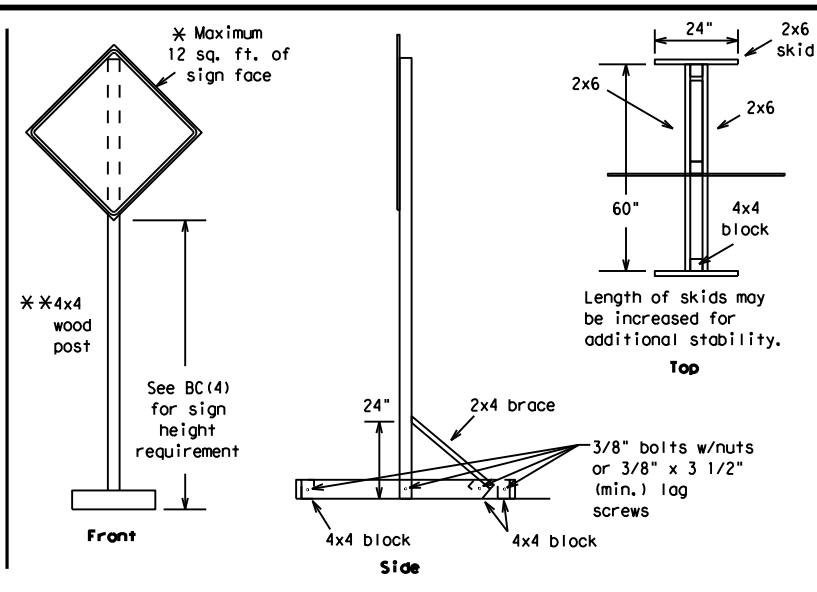
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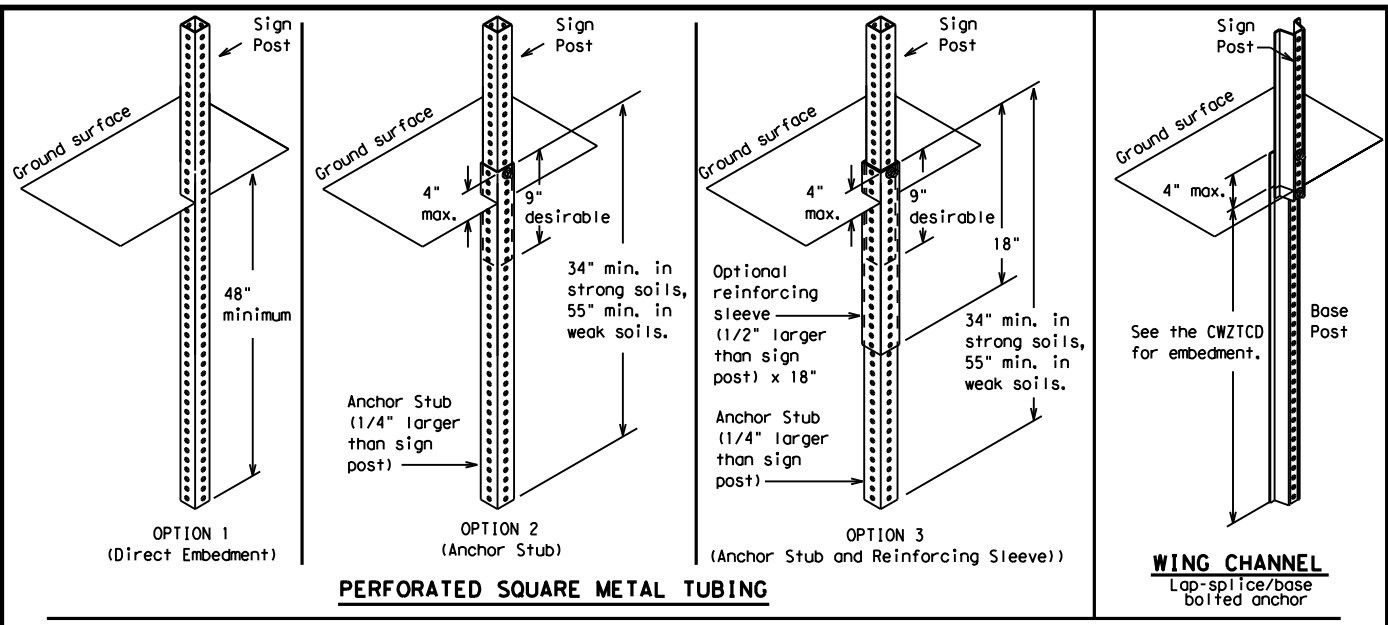
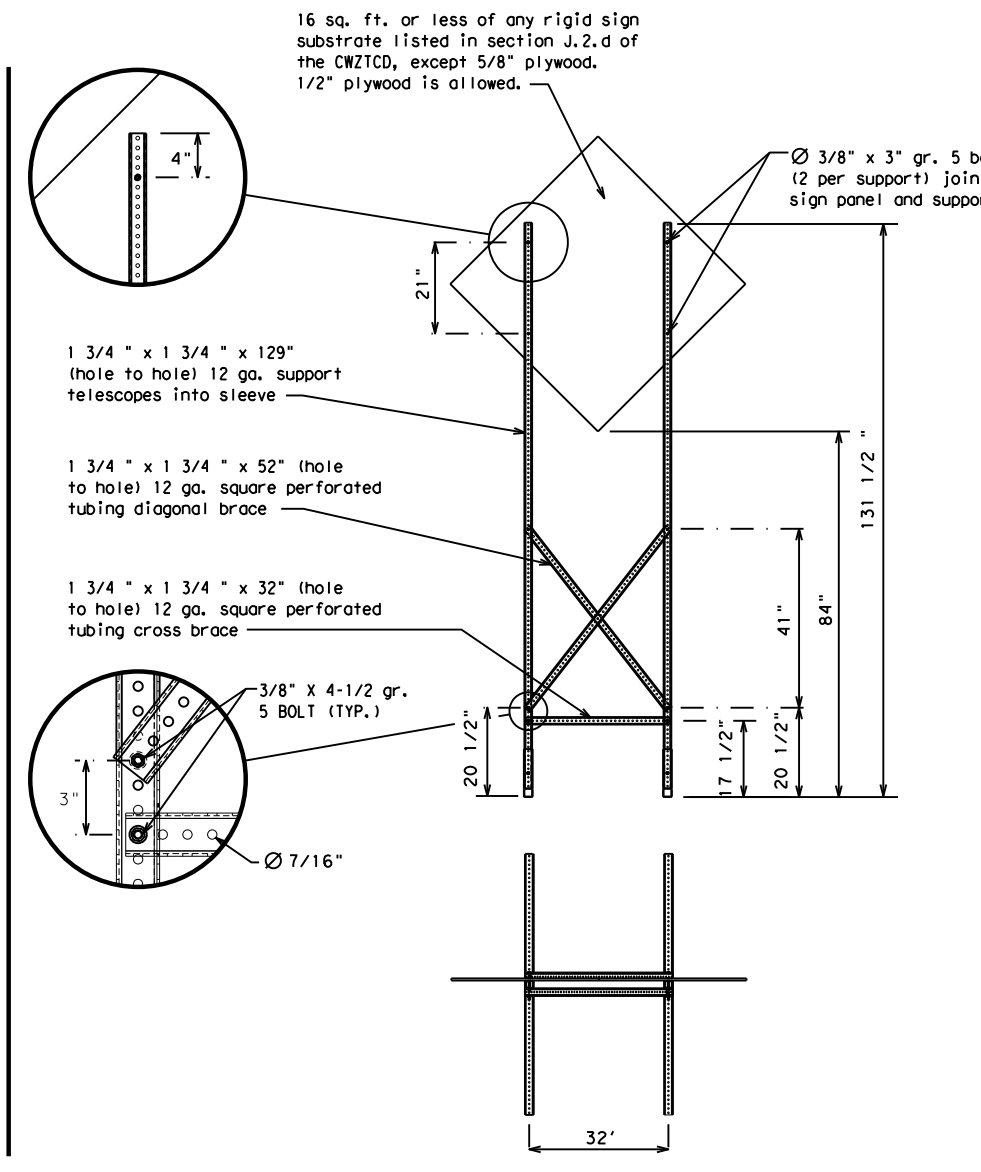
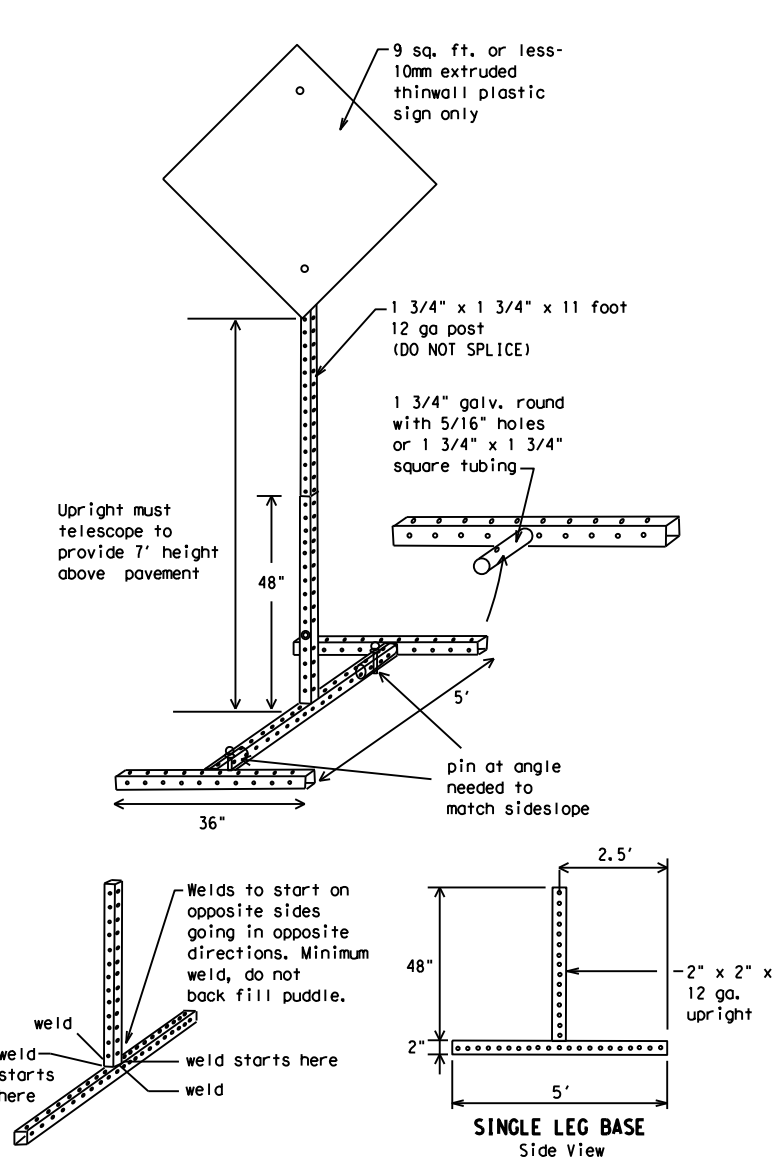
SKID MOUNTED WOOD SIGN SUPPORTS

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



SKID MOUNTED PERFORATED SQUARE STEEL TUBING 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.

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.

BARRICADE AND CONSTRUCTION TYPICAL SIGN SUPPORT
BC(5) - 21

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9-07	8-14	DIST	COUNTY	SHEET NO.					
7-13	5-21	WACO	McLENNAN	12					

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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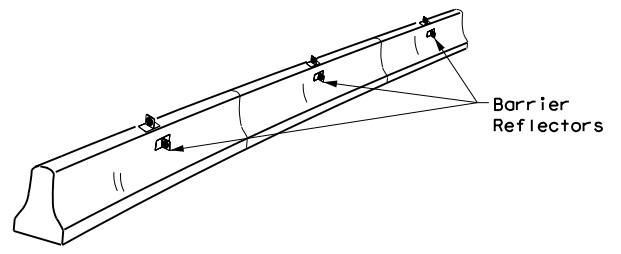
WORD OR PHRASE	ABBREVIATION	WORD OR PHRASE	ABBREVIATION
Access Road	ACCS RD	Major	MAJ
Alternate	ALT	Miles	MI
Avenue	AVE	Miles Per Hour	MPH
Best Route	BEST RTE	Minor	MNR
Boulevard	BLVD	Monday	MON
Bridge	BRDG	Normal	NORM
Cannot	CANT	North	N
Center	CTR	Northbound	(route) N
Construction Ahead	CONST AHD	Parking	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>			
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REVISIONS	0258 08	JOB:	037, ETC
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7-13	5-21	DIST:	WACO
		COUNTY:	McLENNAN
		SHEET NO.:	13

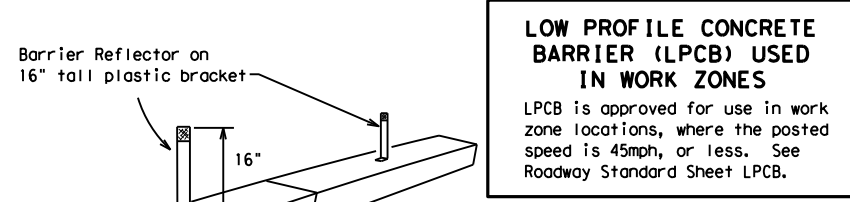
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- Barrier Reflectors shall be pre-qualified, and conform to the color and reflectivity requirements of DMS-8600. A list of prequalified Barrier Reflectors can be found at the Material Producer List web address shown on BC(1).
- Color of Barrier Reflectors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



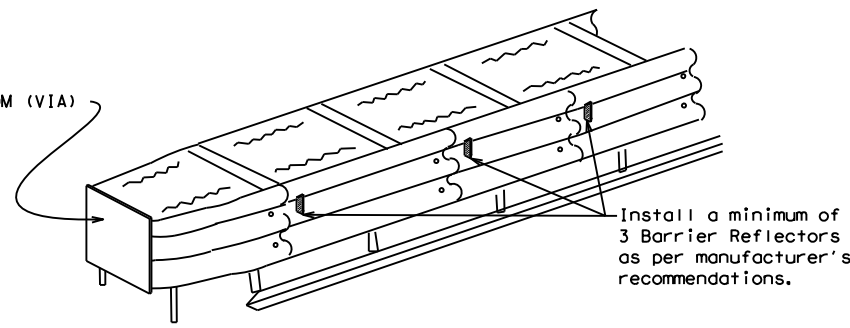
CONCRETE TRAFFIC BARRIER (CTB)

- 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) USED IN WORK ZONES
 LPCB is approved for use in work zone locations, where the posted speed is 45mph, or less. See Roadway Standard Sheet LPCB.

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

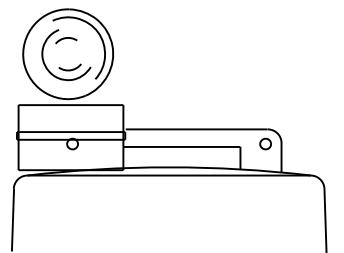
- Warning lights shall meet the requirements of the TMUTCD.
- Warning lights shall NOT be installed on barricades.
- Type A-Low Intensity Flashing Warning Lights are commonly used with drums. They are intended to warn of or mark a potentially hazardous area. Their use shall be as indicated on this sheet 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

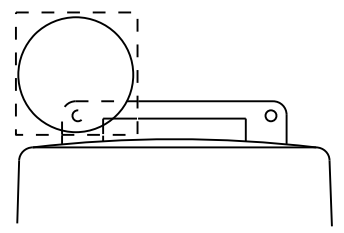
- Type A flashing warning lights are intended to warn drivers that they are approaching or are in a potentially hazardous area.
- Type A random flashing warning lights are not intended for delineation and shall not be used in a series.
- A series of sequential flashing warning lights placed on channelizing 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.



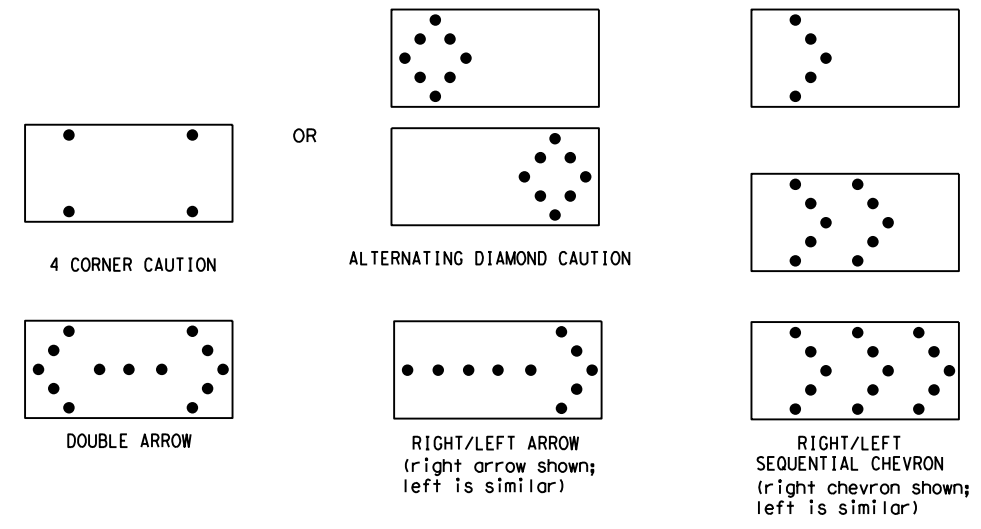
Type C Warning Light or approved substitute mounted on a drum adjacent to the travel way.



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.



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

BC (7) -21

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7-13	5-21	WACO	McLENNAN		14				

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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:

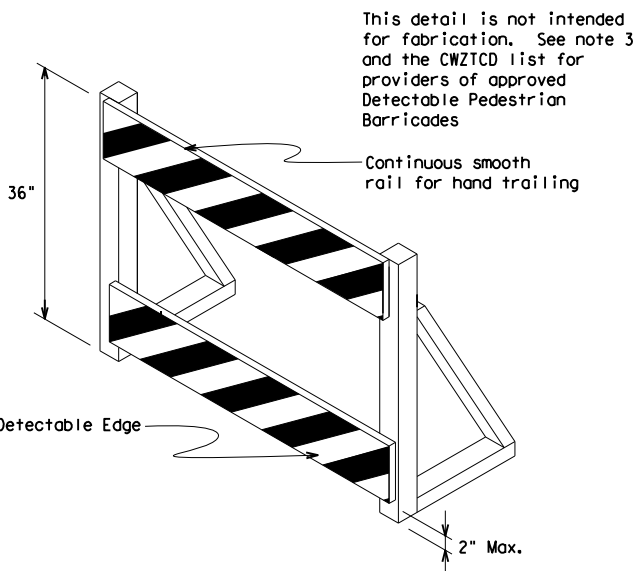
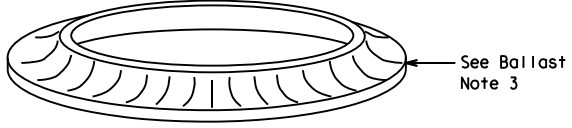
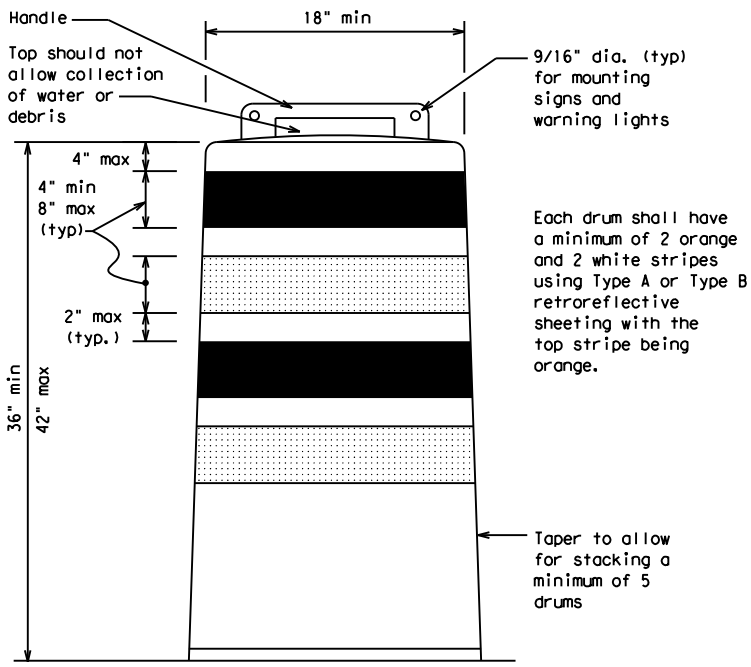
- Plastic drums shall be a two-piece design; the "body" of the drum shall be the top portion and the "base" shall be the bottom.
- The body and base shall lock together in such a manner that the body separates from the base when impacted by a vehicle traveling at a speed of 20 MPH or greater but prevents 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.

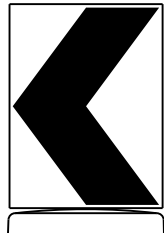
BALLAST

- 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.

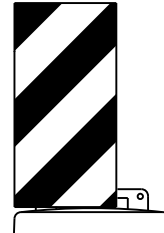


DETECTABLE PEDESTRIAN BARRICADES

- 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.

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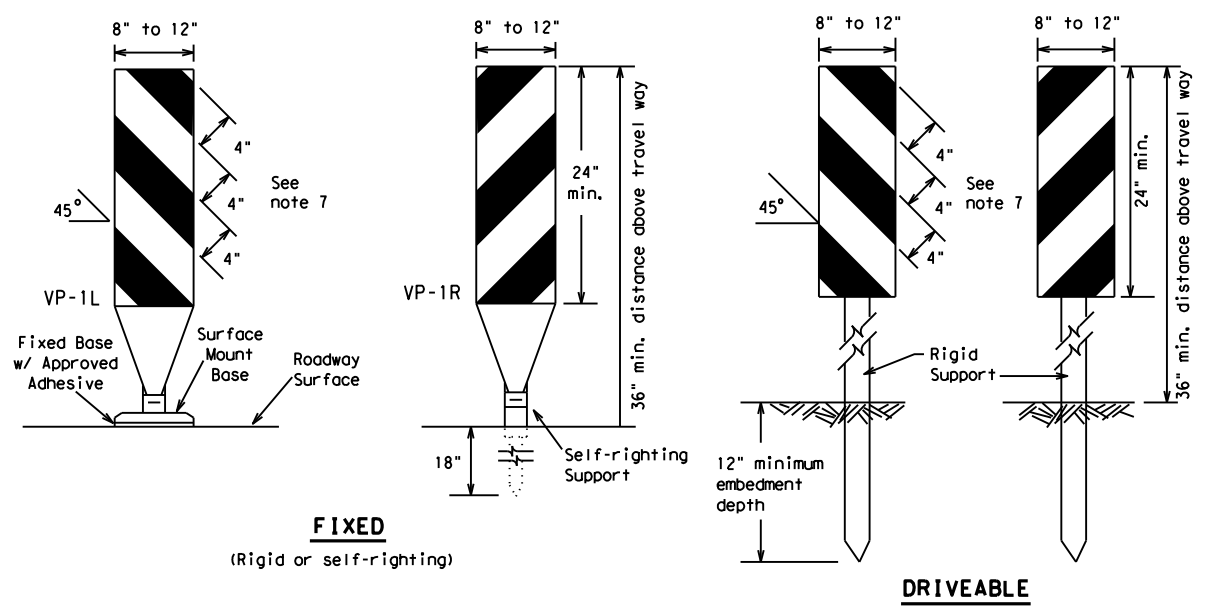
BARRICADE AND CONSTRUCTION CHANNELIZING DEVICES

BC (8) - 21

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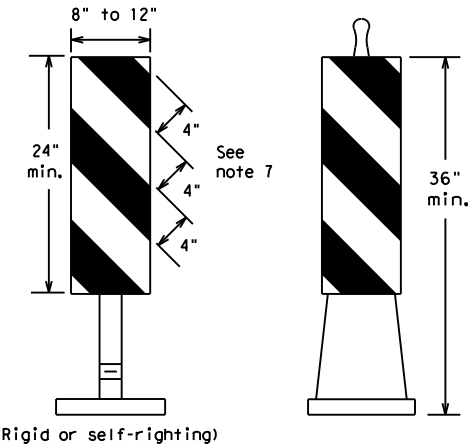
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FIXED
(Rigid or self-righting)

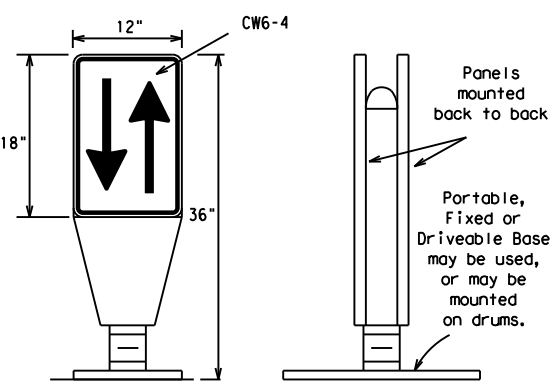
DRIVEABLE



PORTABLE

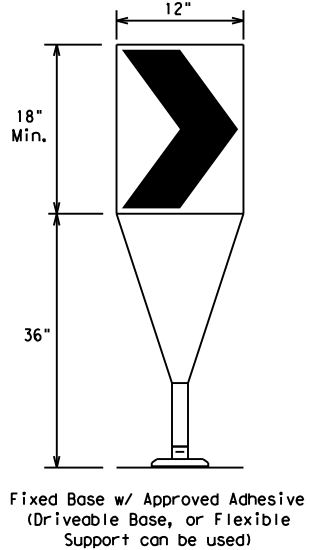
VERTICAL PANELS (VPs)

- 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.



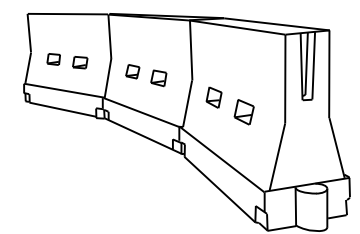
OPPOSING TRAFFIC LANE DIVIDERS (OTLD)

- 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.



- 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

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BARRICADE AND CONSTRUCTION CHANNELIZING DEVICES

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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.

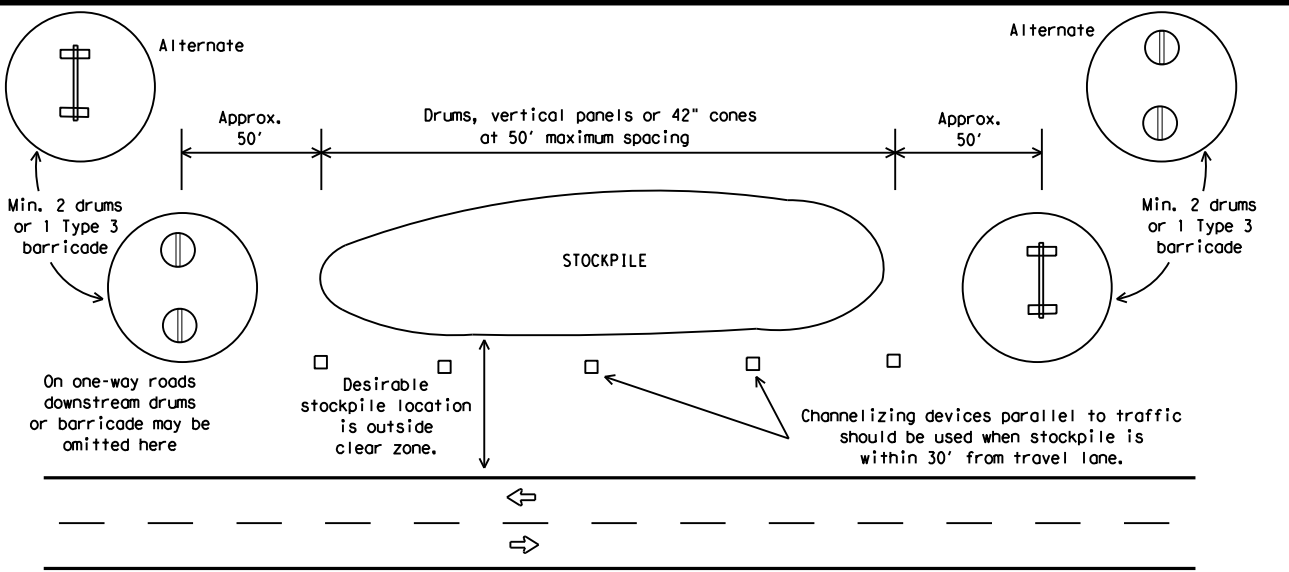
Barricades shall NOT be used as a sign support.



TYPICAL STRIPING DETAIL FOR BARRICADE RAIL

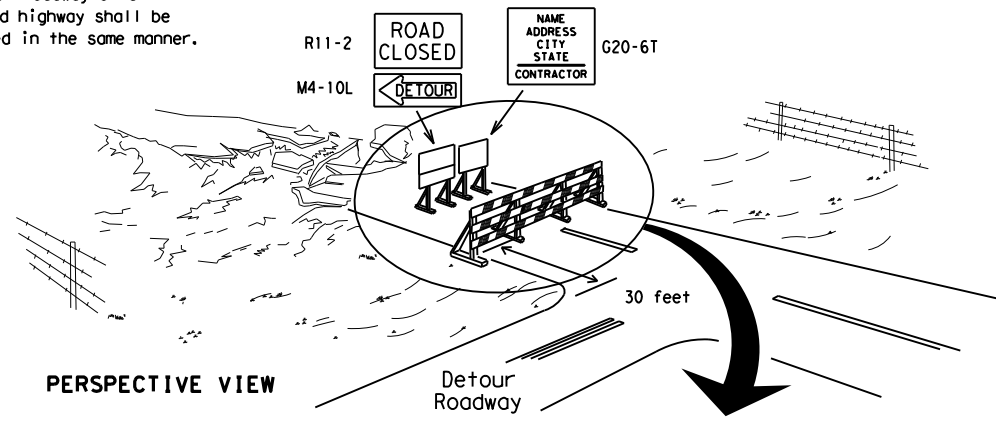


TYPICAL PANEL DETAIL FOR SKID OR POST TYPE BARRICADES



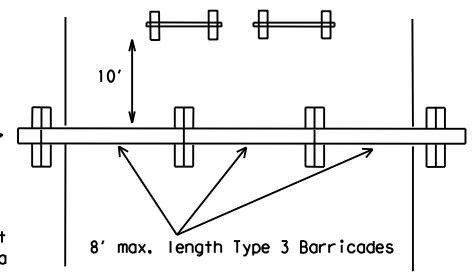
TRAFFIC CONTROL FOR MATERIAL STOCKPILES

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



PERSPECTIVE VIEW

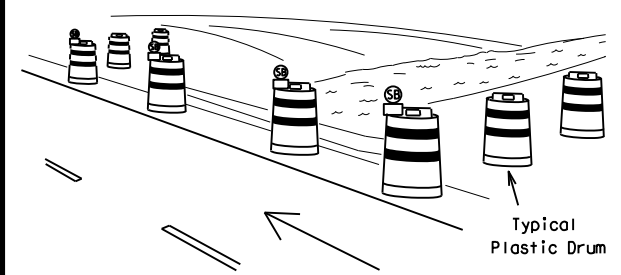
The three rails on Type 3 barricades shall be reflectorized orange and reflective white stripes on one side facing one-way traffic and both sides for two-way traffic. Barricade striping should slant downward in the direction of detour.



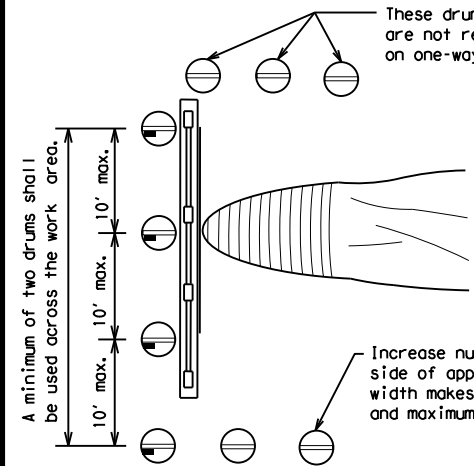
PLAN VIEW

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

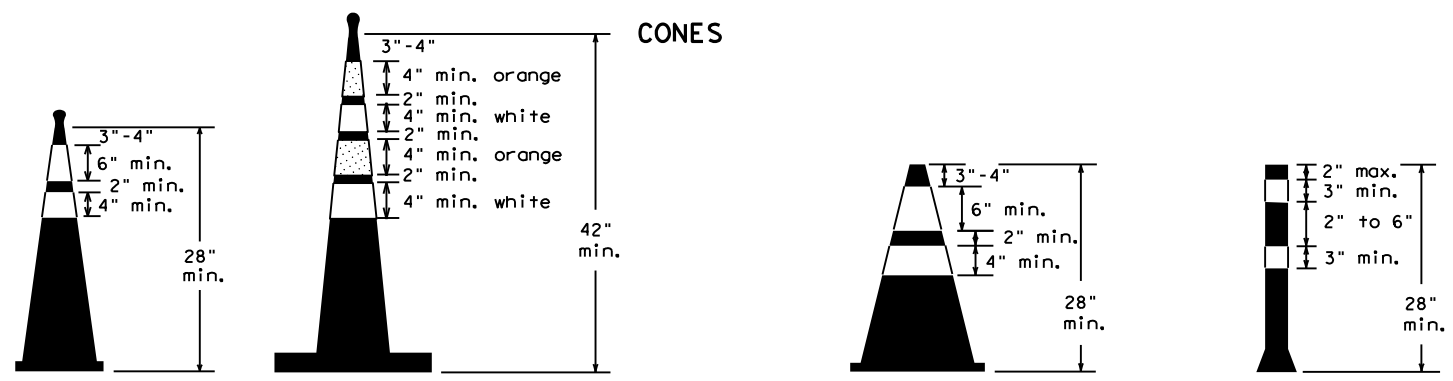


PLAN VIEW

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

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.



BARRICADE AND CONSTRUCTION CHANNELIZING DEVICES

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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.

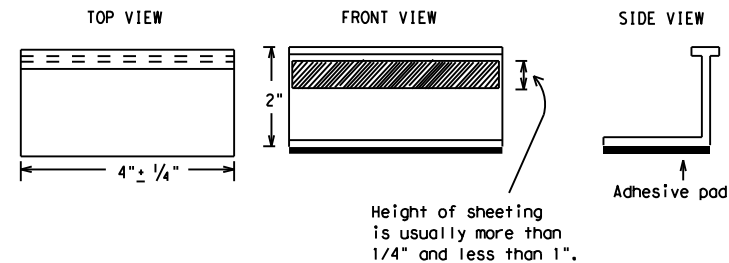
MAINTAINING WORK ZONE PAVEMENT MARKINGS

- 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

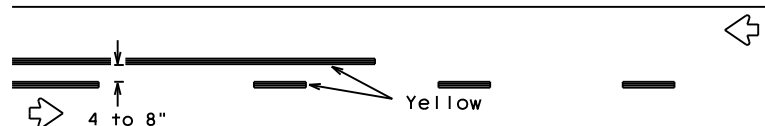
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© TxDOT February 1998	CONT	SECT	JOB	HIGHWAY
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2-98 9-07 5-21	DIST	COUNTY	SHEET NO.	
1-02 7-13	WACO	McLENNAN	18	
11-02 8-14				

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 DATE: 10/11/2021 7:48:50 AM
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PAVEMENT MARKING PATTERNS

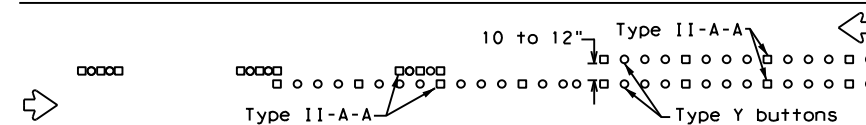


REFLECTORIZED PAVEMENT MARKINGS - PATTERN A

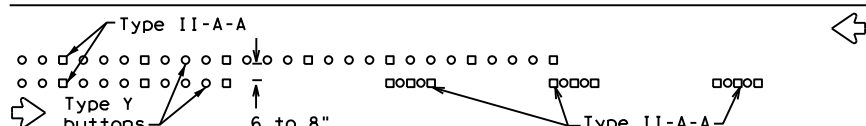


REFLECTORIZED PAVEMENT MARKINGS - PATTERN B

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.



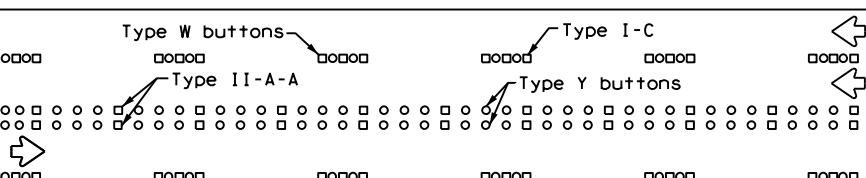
RAISED PAVEMENT MARKERS

EDGE & LANE LINES FOR DIVIDED HIGHWAY



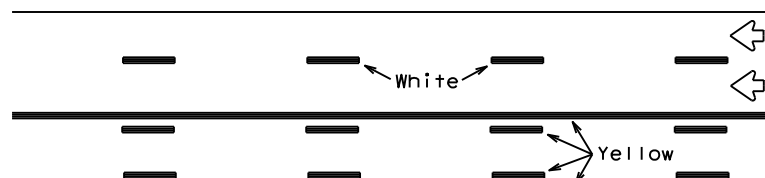
REFLECTORIZED PAVEMENT MARKINGS

Prefabricated markings may be substituted for reflectORIZED pavement markings.



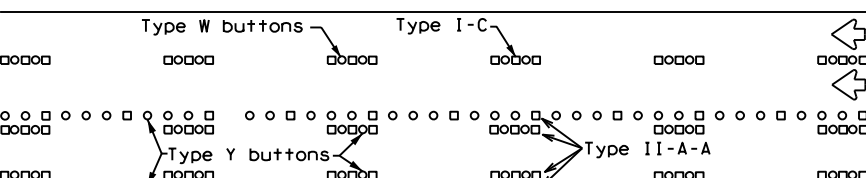
RAISED PAVEMENT MARKERS

LANE & CENTER LINES FOR MULTILANE UNDIVIDED HIGHWAYS



REFLECTORIZED PAVEMENT MARKINGS

Prefabricated markings may be substituted for reflectORIZED pavement markings.



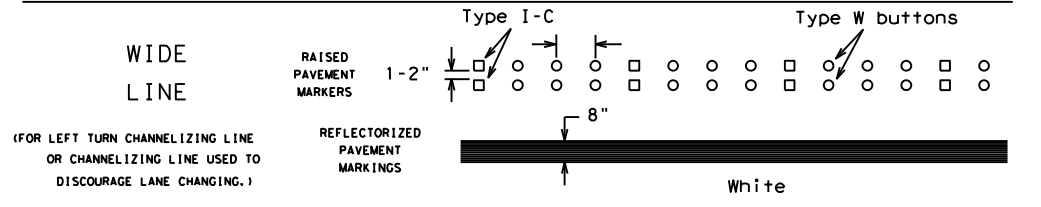
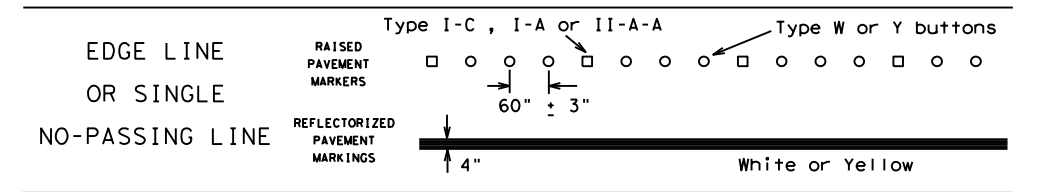
RAISED PAVEMENT MARKERS

TWO-WAY LEFT TURN LANE

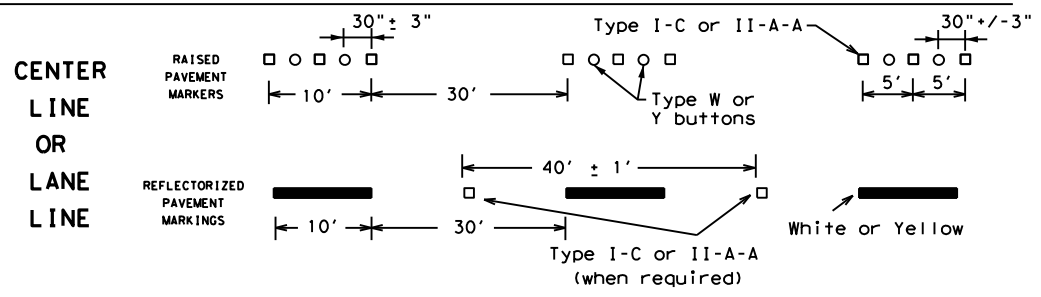
STANDARD WORK ZONE PAVEMENT MARKINGS DETAILS



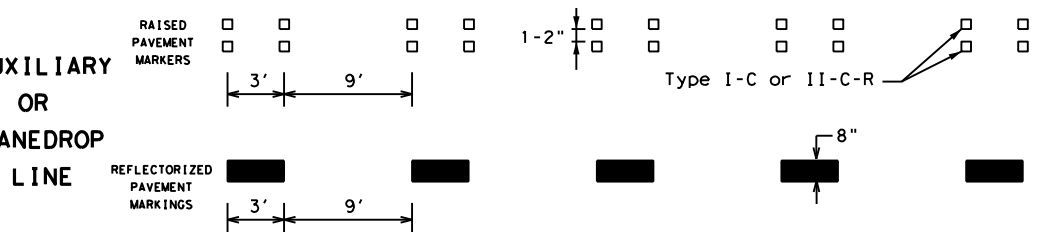
SOLID LINES



BROKEN LINES

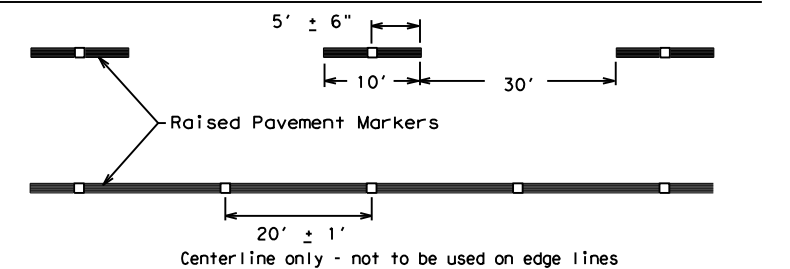


AUXILIARY OR LANEDROP LINE



REMOVABLE MARKINGS WITH RAISED PAVEMENT MARKERS

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



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	0258	08	037, ETC	SH 6
1-97 9-07 5-21	DIST	COUNTY	SHEET NO.	
2-98 7-13	WACO	McLENNAN	19	
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."

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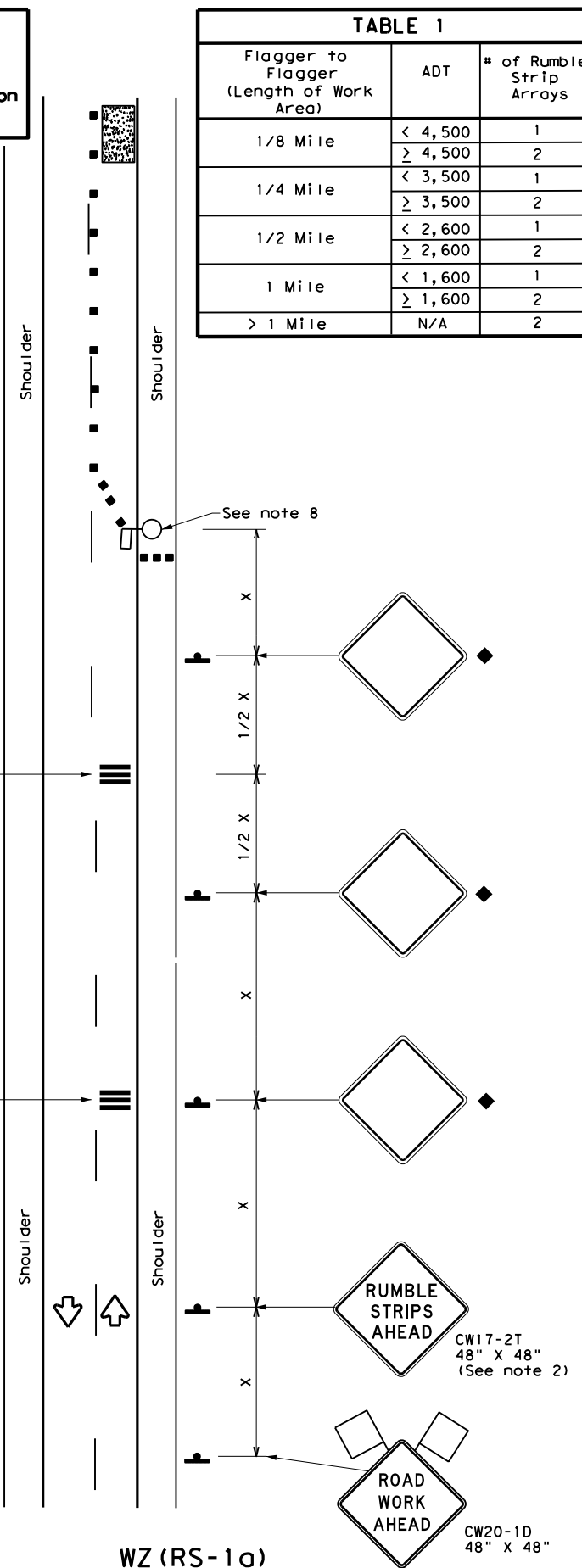
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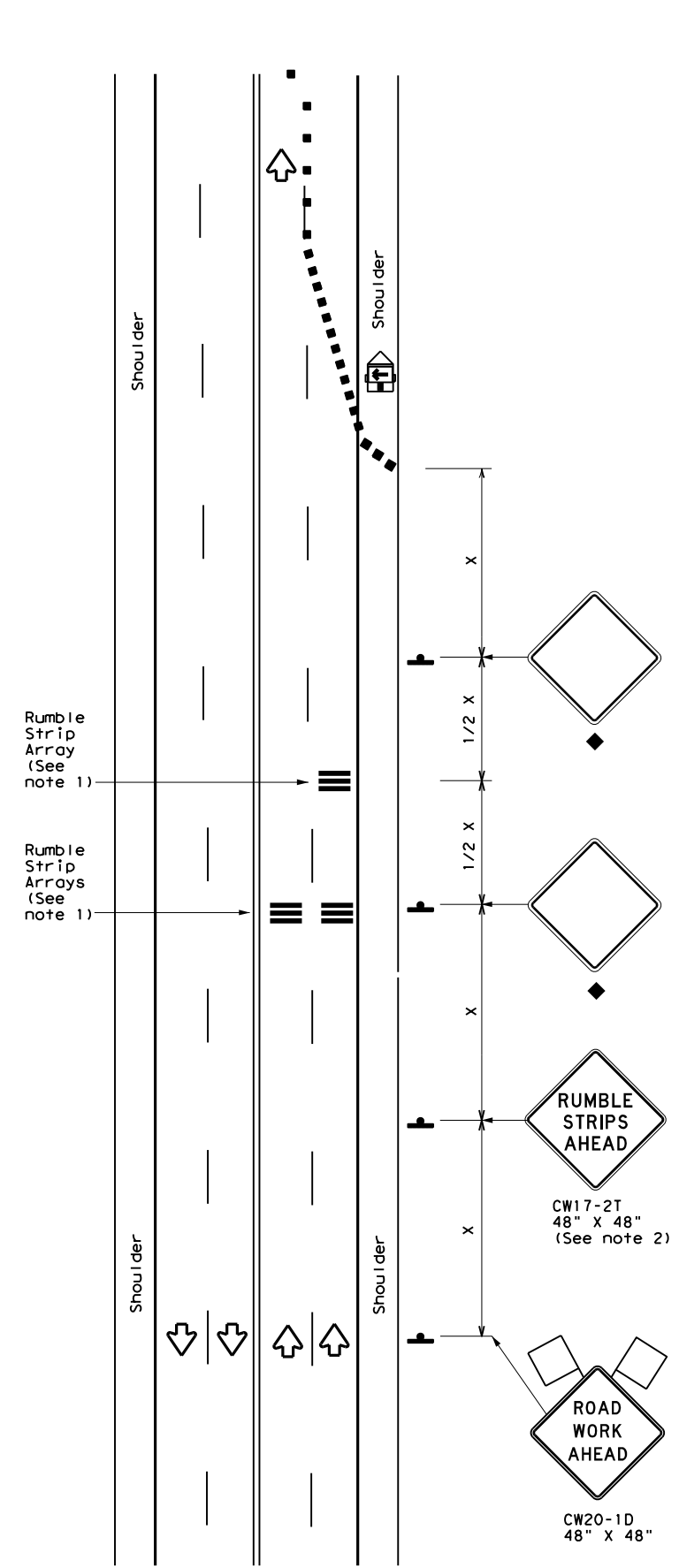
DATE: 10/11/2021 7:48:52 AM
 FILE: T:\GROUPS\WACTRAFF\DESIGN\Engineering\SH 6 0258-08-037 Safety Lighting\Signage\WZ (RS)-16.dgn

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		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)

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

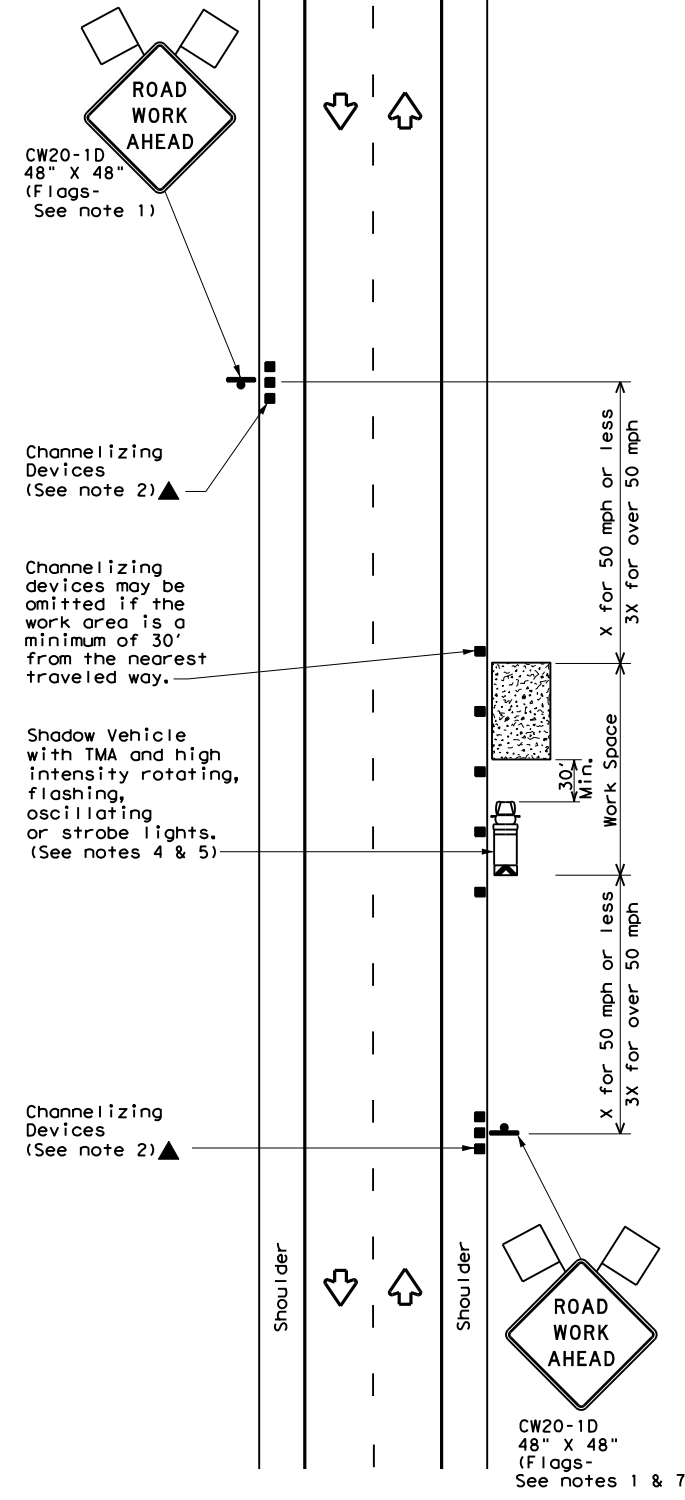
TEMPORARY RUMBLE STRIPS

WZ (RS) - 16

FILE: wzrs16.dgn	DN: TxDOT	CK: TxDOT	DW: TxDOT	CK: TxDOT
© TxDOT November 2012	CONT	SECT	JOB	HIGHWAY
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2-14	DIST	COUNTY	SHEET NO.	
4-16	WACO	McLENNAN	20	

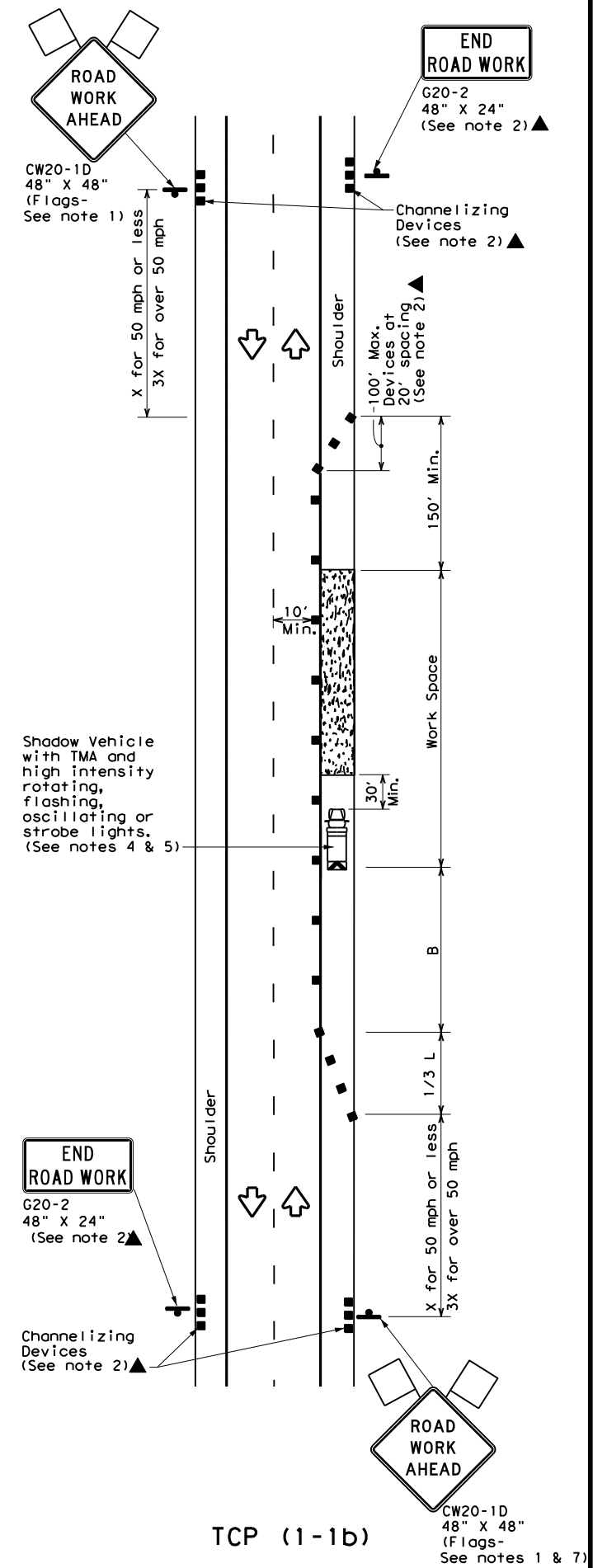
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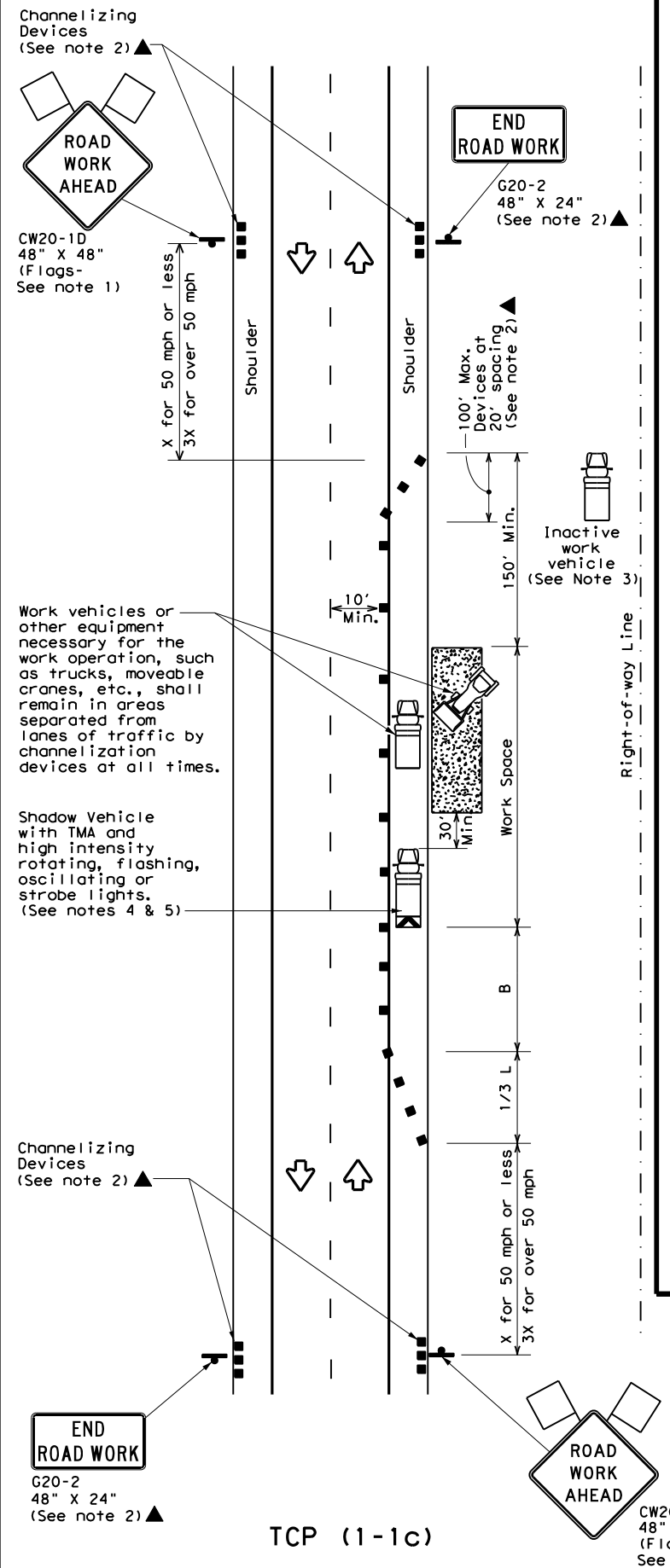
TCP (1-1a)

WORK SPACE NEAR SHOULDER
Conventional Roads



TCP (1-1b)

WORK SPACE ON SHOULDER
Conventional Roads



TCP (1-1c)

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 elsewhere in the plans, or for routine maintenance work, when approved by the Engineer.
 - Inactive work vehicles or other equipment should be parked near the right-of-way line and not parked on the paved shoulder.
 - 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.
 - See TCP(5-1) for shoulder work on divided highways, expressways and freeways.
 - 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

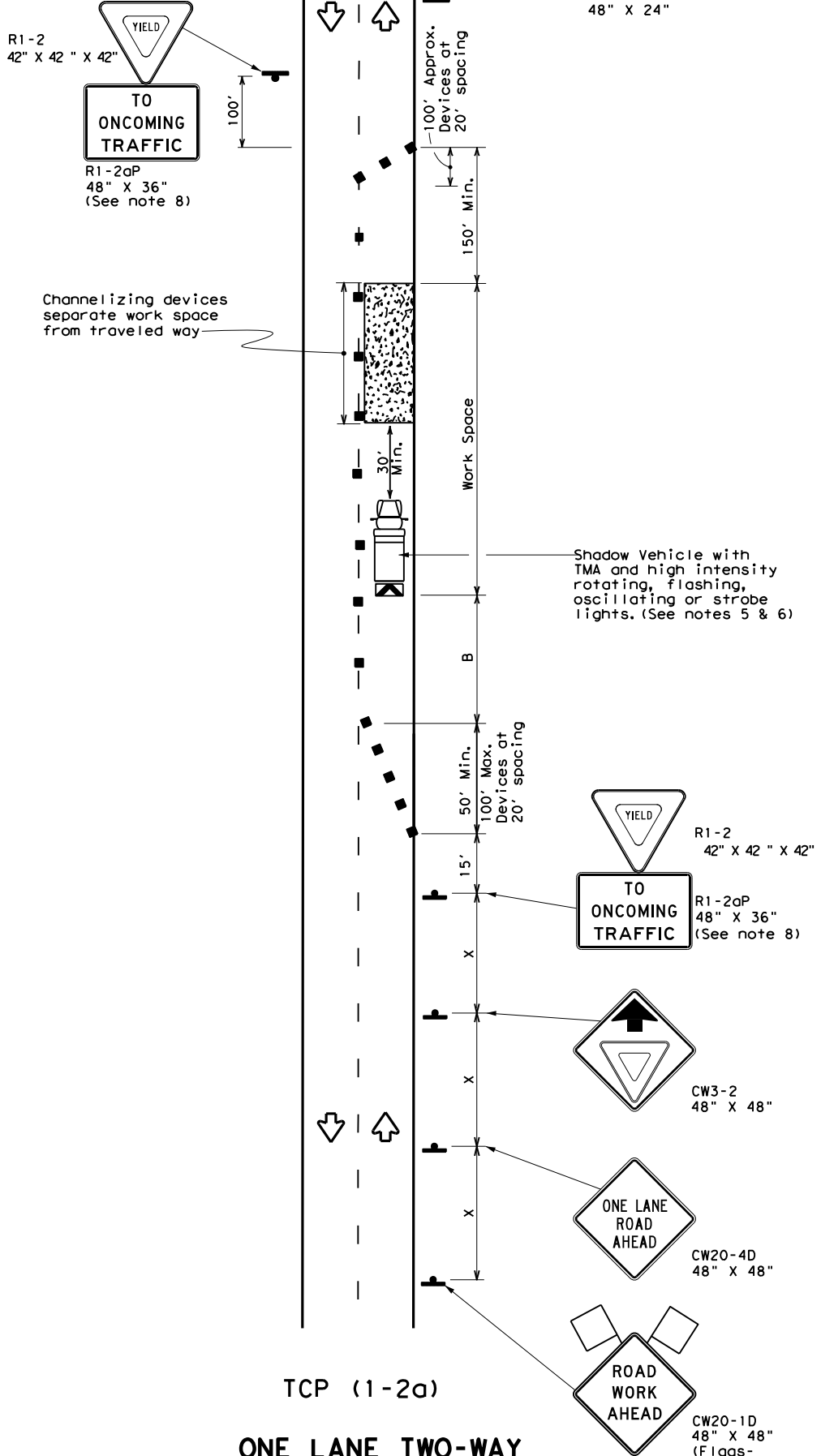
TCP (1-1) - 18

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© TxDOT December 1985	CONT	SECT	JOB	HIGHWAY
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2-94 4-98	DIST	COUNTY	SHEET NO.	
8-95 2-12	WACO	McLENNAN		21
1-97 2-18				

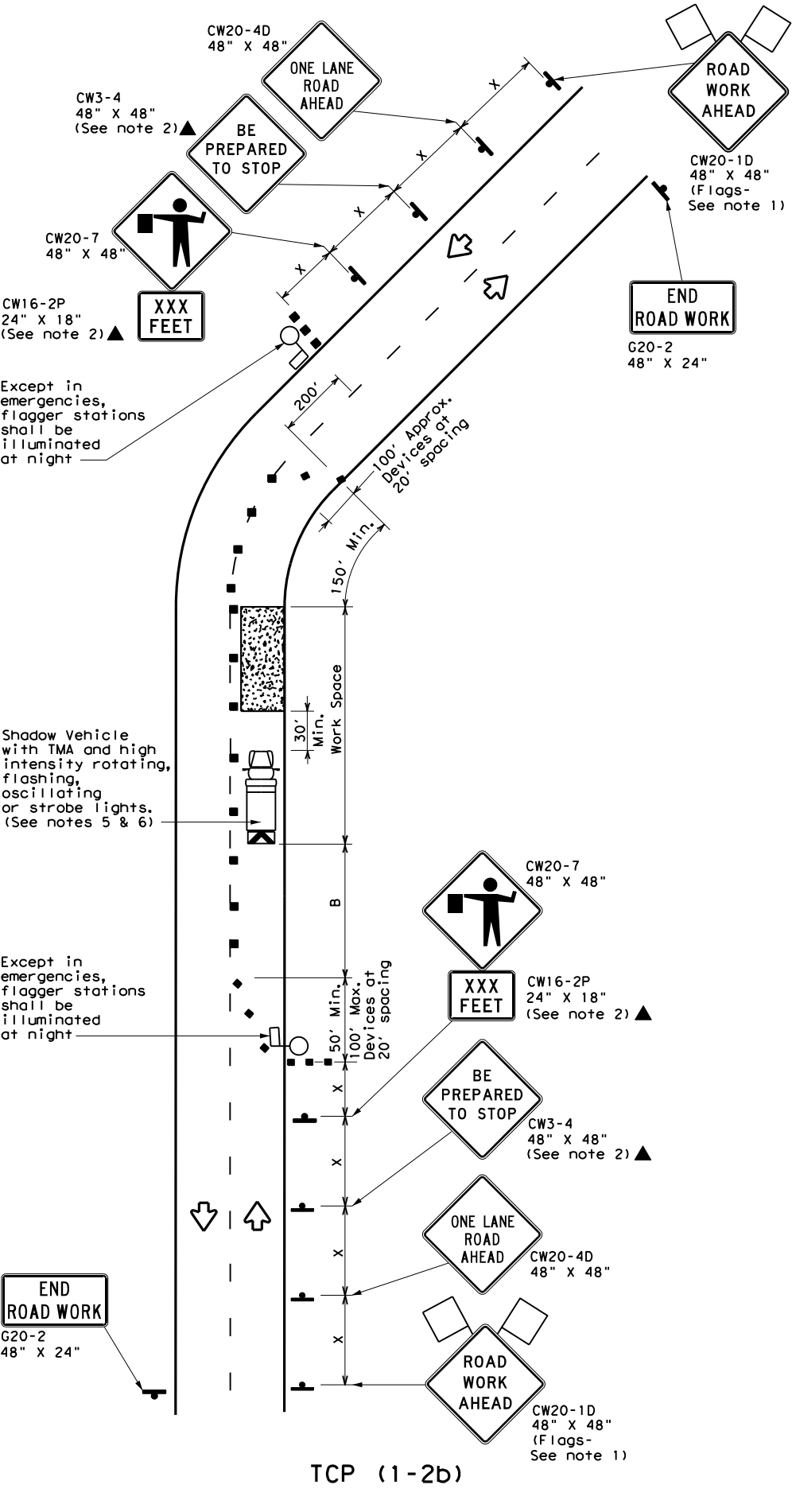
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Warning Sign Sequence in Opposite Direction Same as Below



END ROAD WORK
 G20-2
 48" X 24"



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"	Stopping Sight Distance
		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'	200'
35		205'	225'	245'	35'	70'	160'	120'	250'
40		265'	295'	320'	40'	80'	240'	155'	305'
45	L = WS	450'	495'	540'	45'	90'	320'	195'	360'
50		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

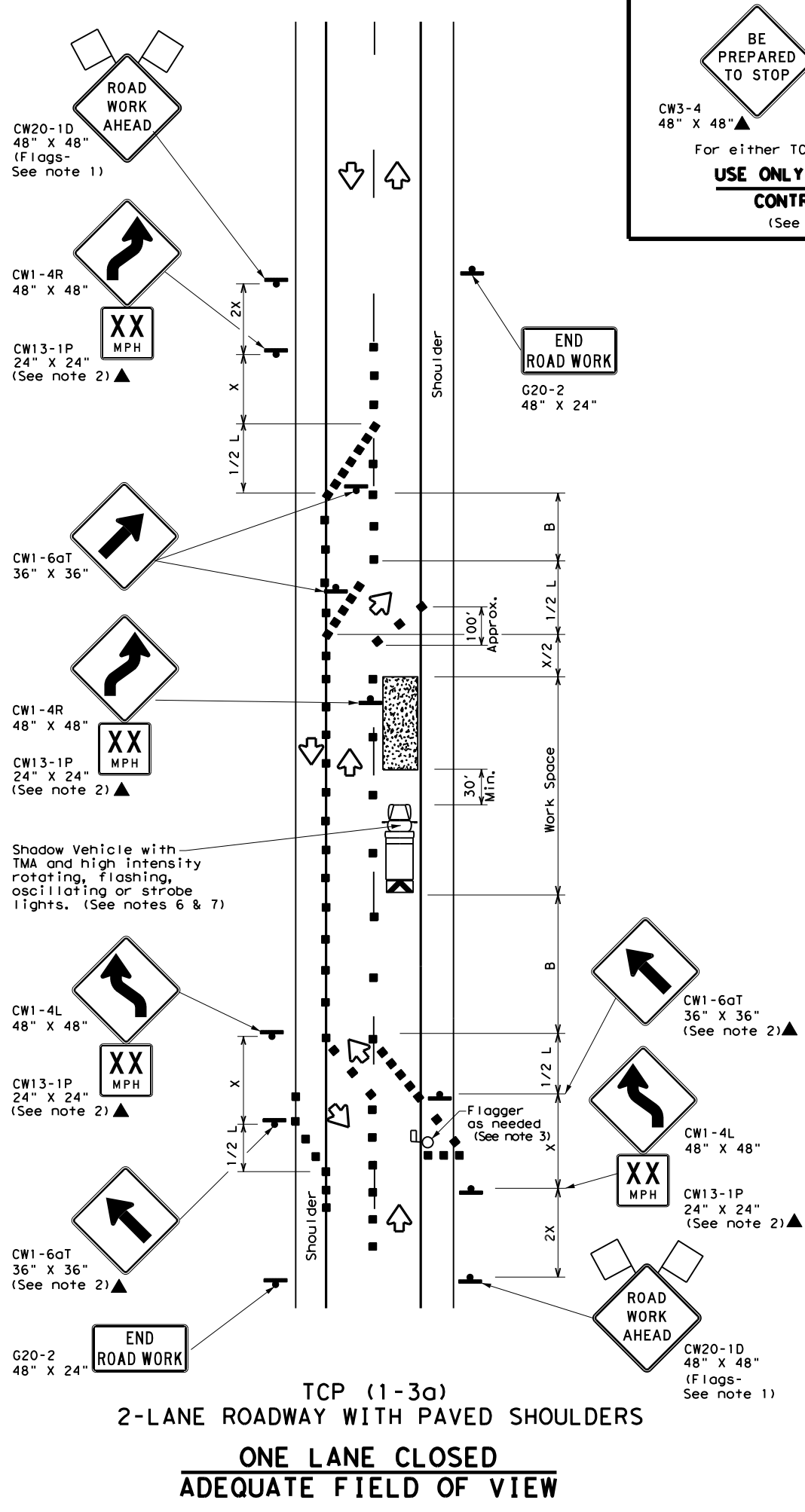
TRAFFIC CONTROL PLAN
ONE-LANE TWO-WAY
TRAFFIC CONTROL

TCP (1-2) - 18

FILE: tcp1-2-18.dgn	DN:	CK:	DW:	CK:
© TxDOT December 1985	CONT	SECT	JOB	HIGHWAY
REVISIONS	0258	08	037, ETC	SH 6
4-90 4-98	DIST	COUNTY	SHEET NO.	
2-94 2-12	WACO	McLENNAN	22	
1-97 2-18				

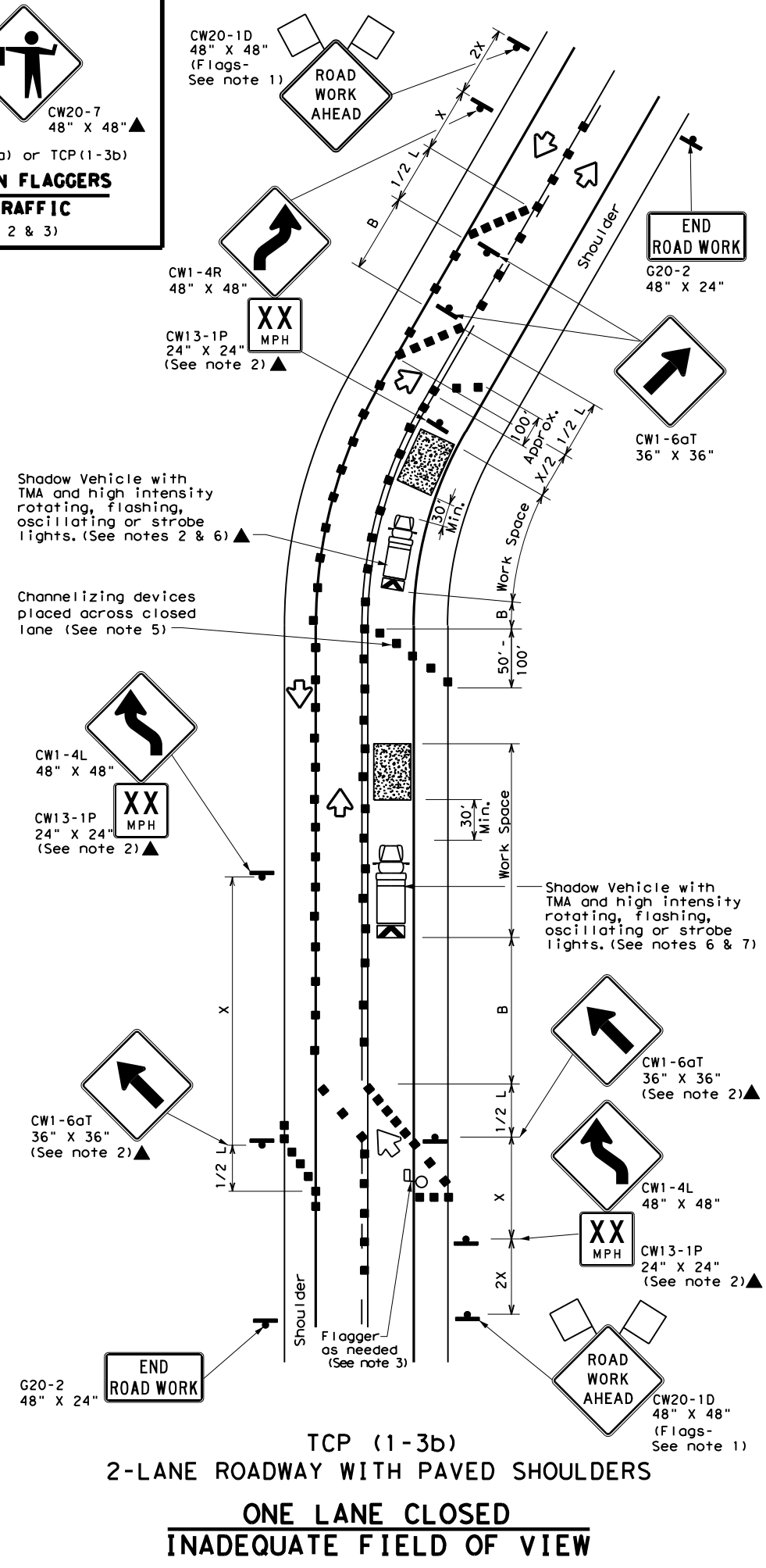
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TCP (1-3a)
 2-LANE ROADWAY WITH PAVED SHOULDERS
ONE LANE CLOSED
 ADEQUATE FIELD OF VIEW

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)



TCP (1-3b)
 2-LANE ROADWAY WITH PAVED SHOULDERS
ONE LANE CLOSED
 INADEQUATE FIELD OF VIEW

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.

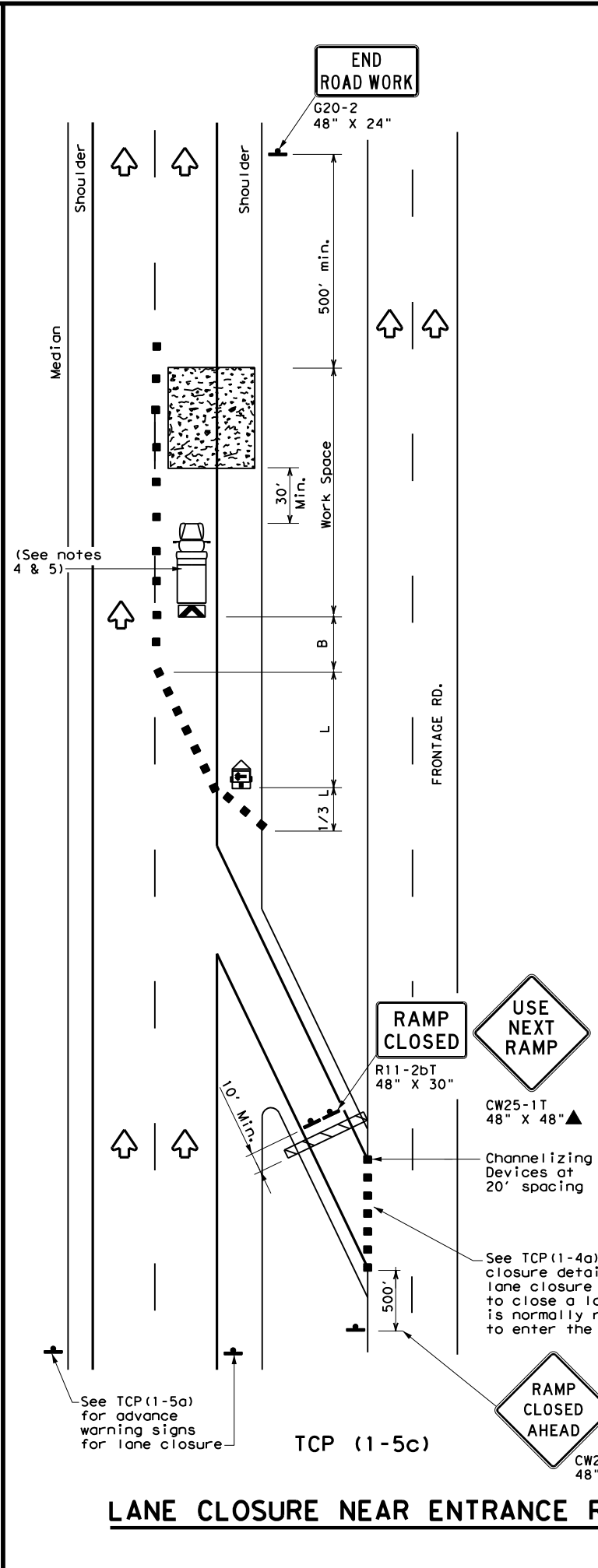
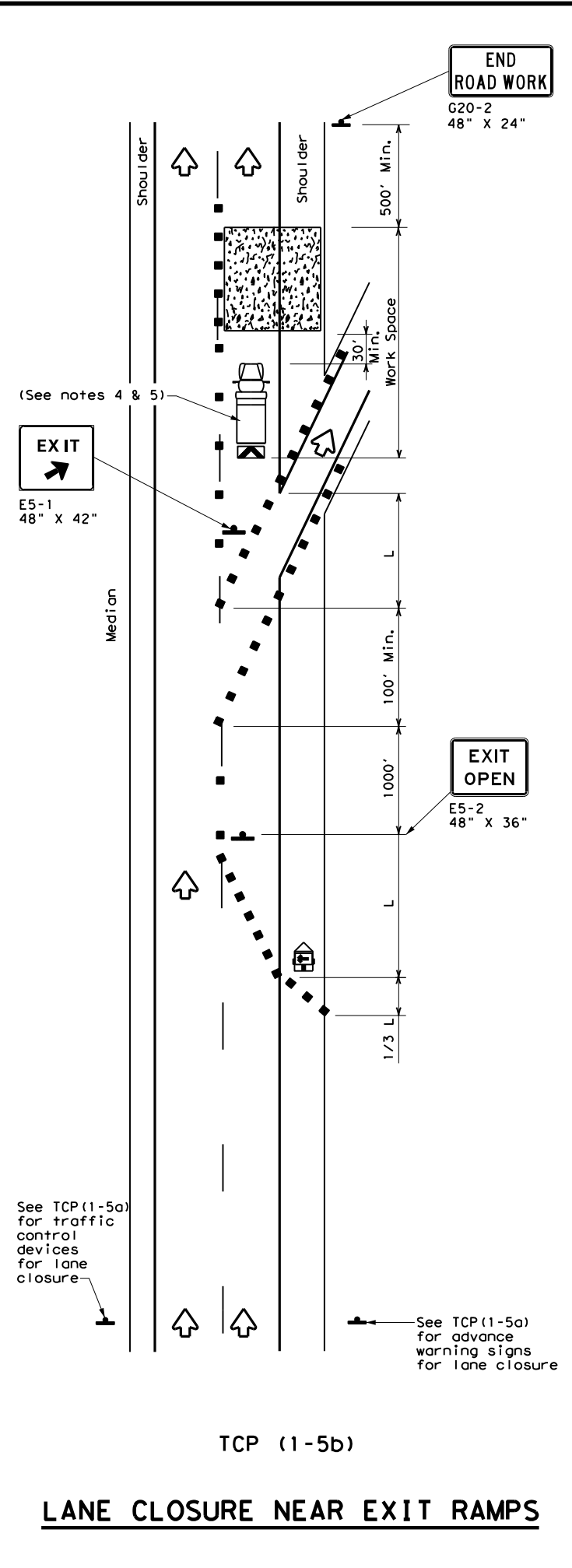
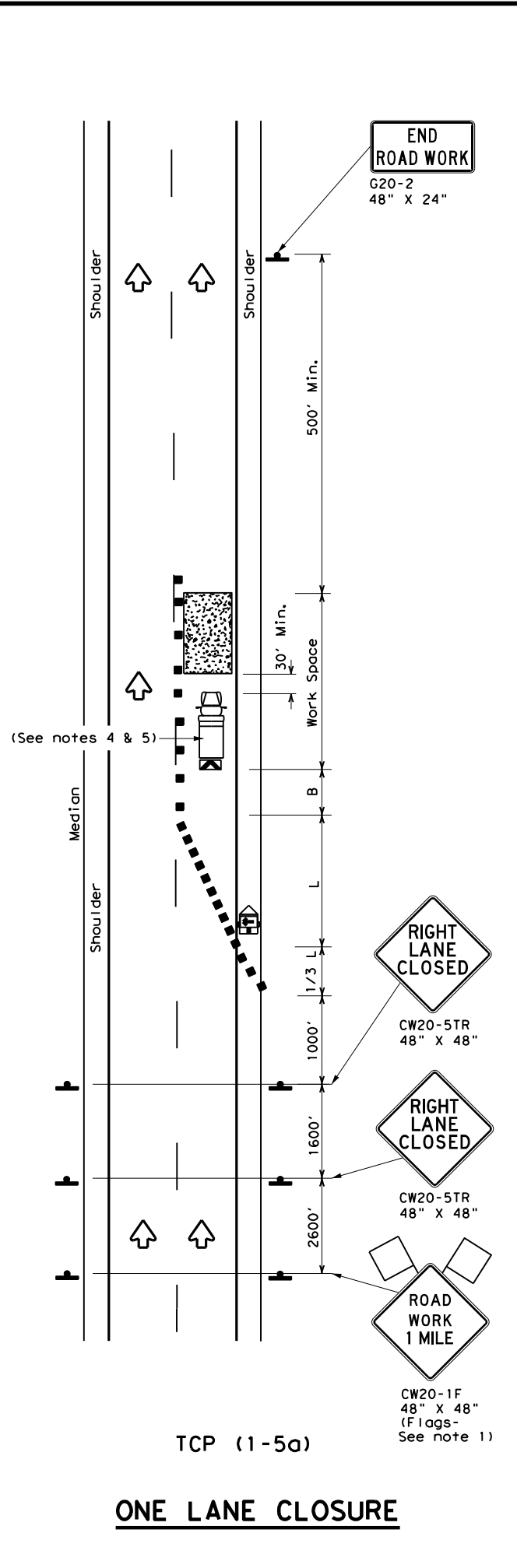
Texas Department of Transportation
 Traffic Operations Division Standard

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	0258 08	037, ETC	SH 6	
2-94 4-98	8-95 2-12	DIST	COUNTY	SHEET NO.
1-97 2-18	WACO	McLENNAN	23	

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DATE: 10/11/2021 7:48:56 AM
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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 elsewhere in the plans, or for routine maintenance work, when approved by the Engineer.
 - Channelizing devices used to close lanes may be supplemented with the Chevron Alignment Sign placed on every other channelizing device. Chevrons may be attached to plastic drums as per BC Standards.
 - 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 in each closed lane, on the shoulder or off the paved surface, next to those shown in order to protect a wider work space.

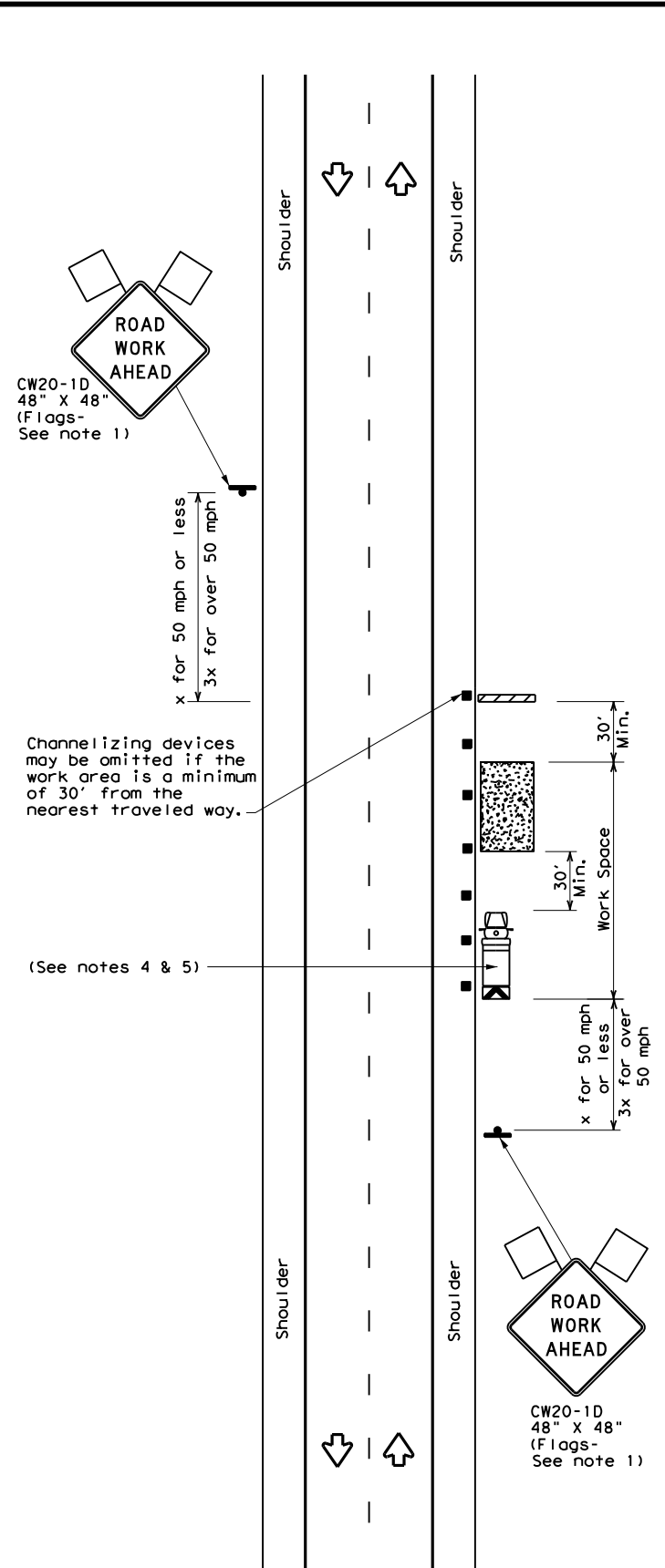
Texas Department of Transportation
 Traffic Operations Division Standard

TRAFFIC CONTROL PLAN LANE CLOSURES FOR DIVIDED HIGHWAYS

TCP (1-5) - 18

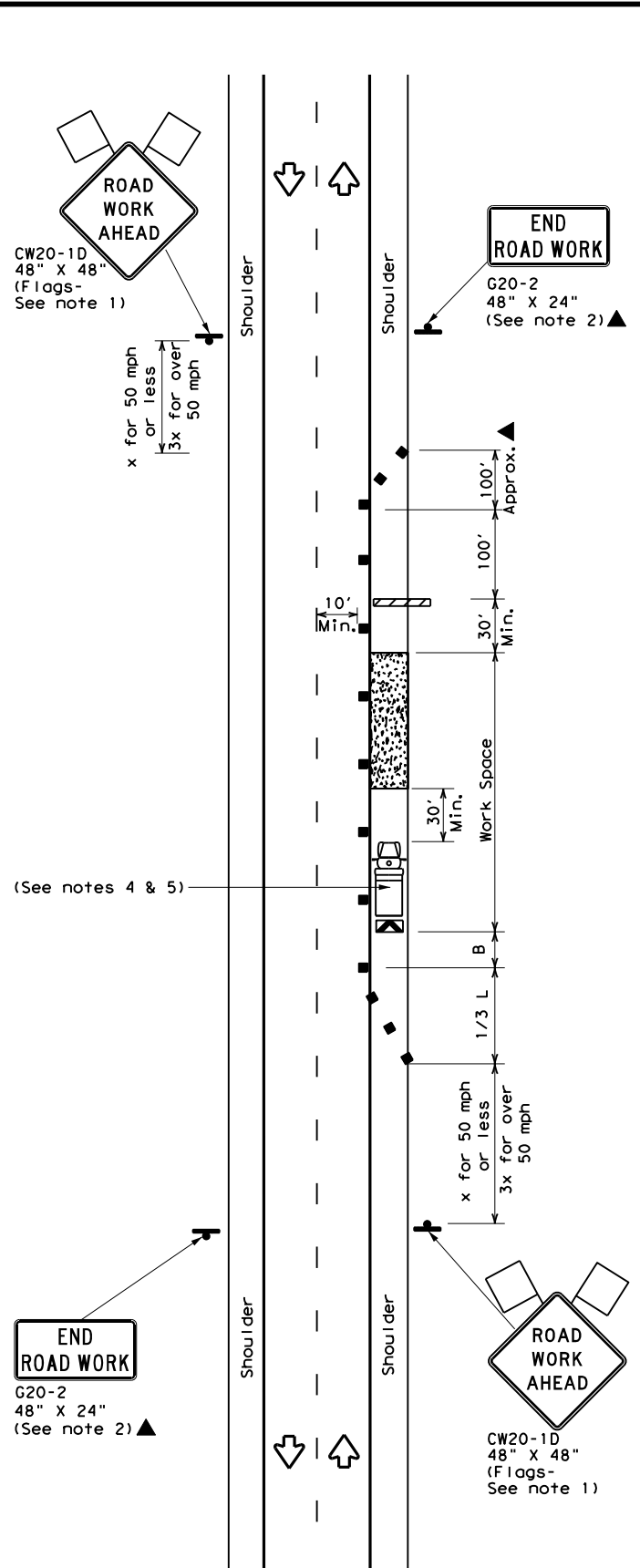
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© TxDOT February 2012	CONT	SECT	JOB	HIGHWAY
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	WACO	McLENNAN	24	

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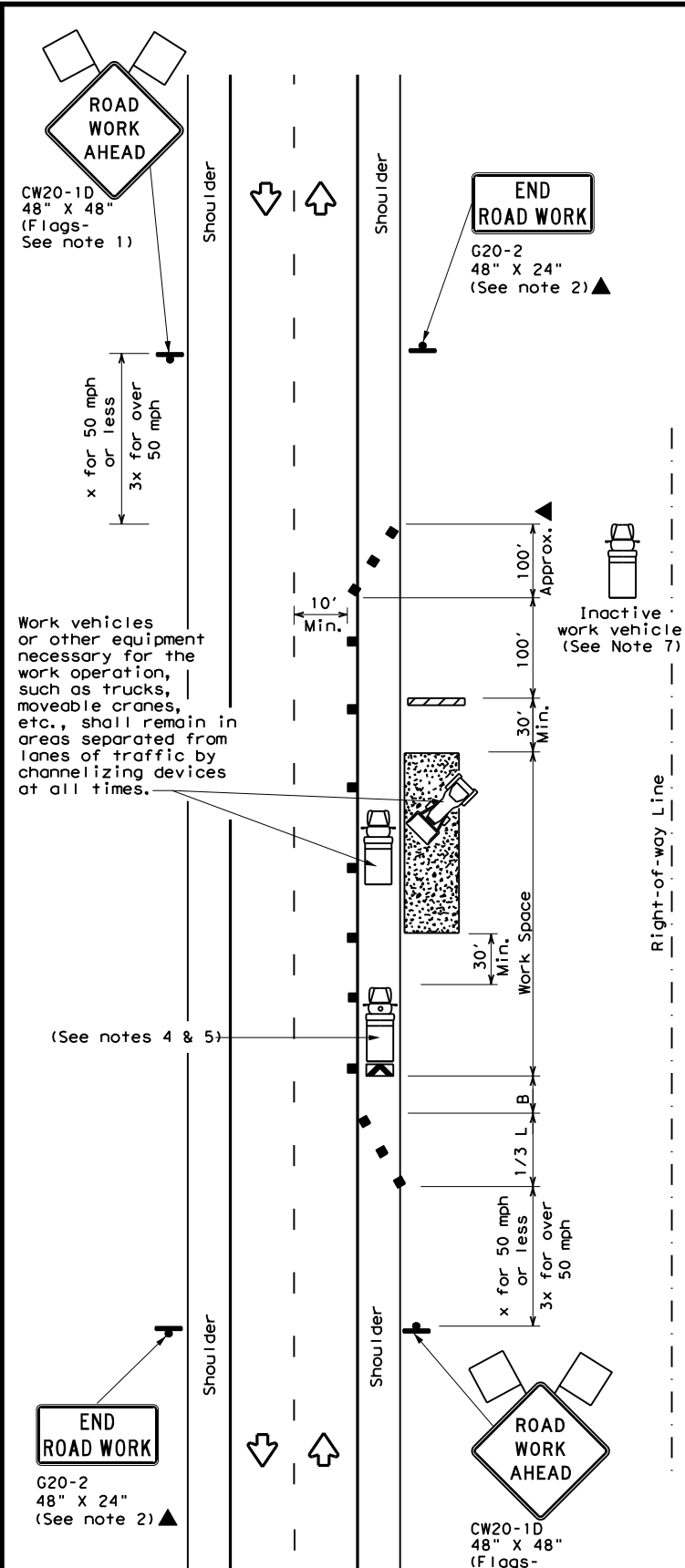
TCP (2-1a)

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.
- Additional 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.



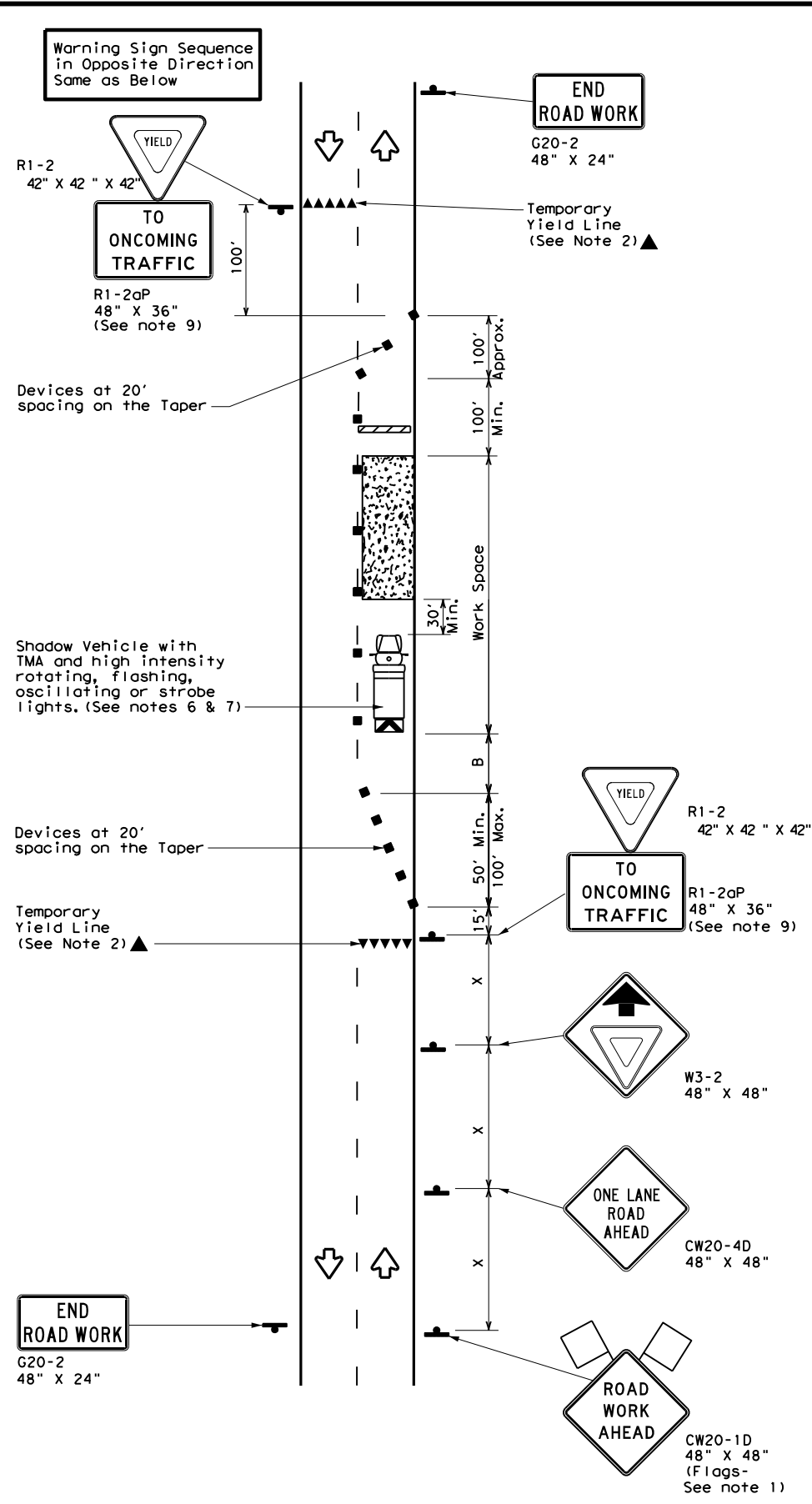
TRAFFIC CONTROL PLAN
CONVENTIONAL ROAD
SHOULDER WORK

TCP (2-1) - 18

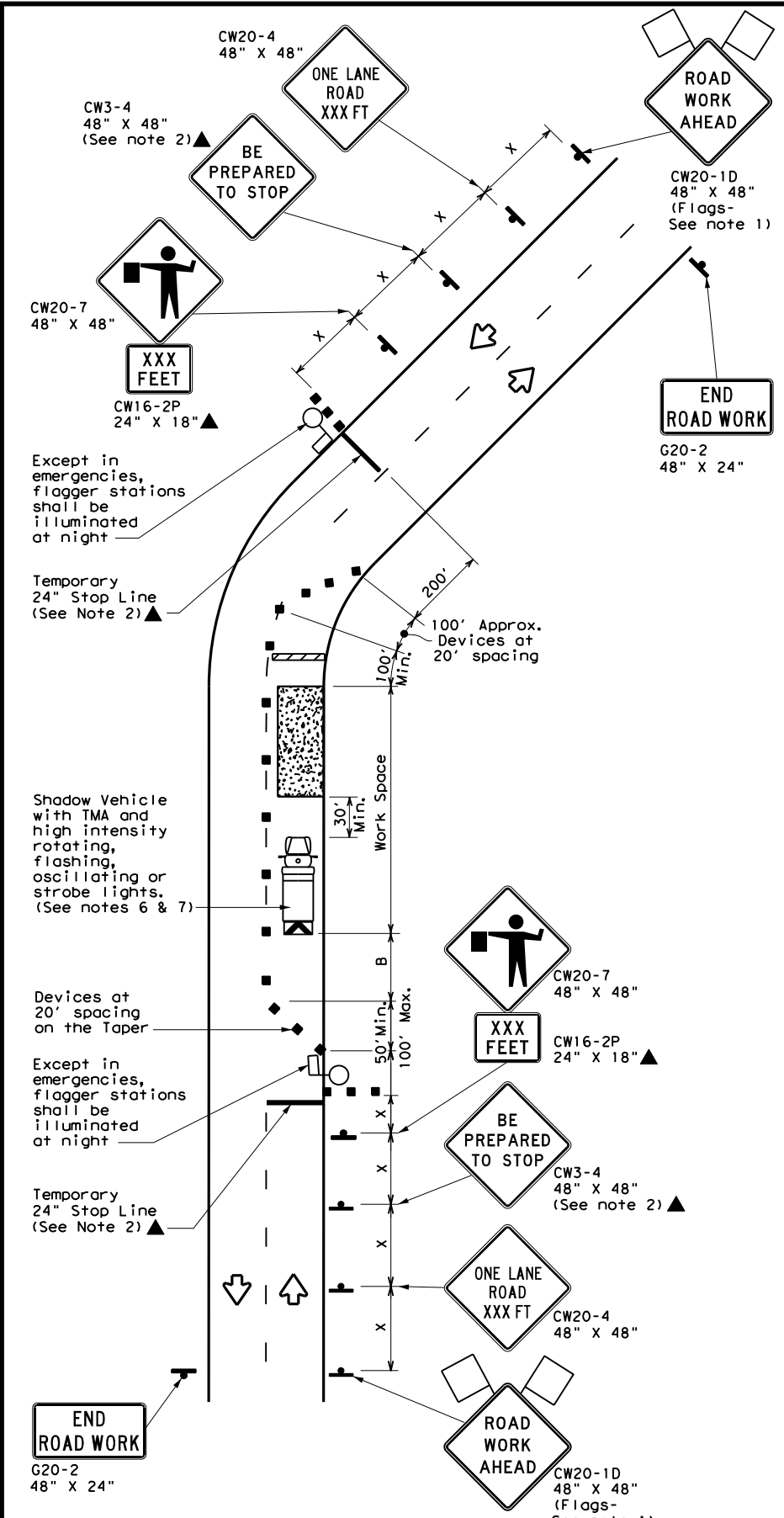
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© TxDOT December 1985	CON:	SECT:	JOB:	HIGHWAY:
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2-94 4-98	DIST:	COUNTY:	SHEET NO.:	
8-95 2-12	WACO	McLENNAN	25	
1-97 2-18				

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TCP (2-2a)
 2-LANE ROADWAY WITHOUT PAVED SHOULDERS
 ONE LANE TWO-WAY
 CONTROL WITH YIELD SIGNS
 (Less than 2000 ADT - See Note 9)



TCP (2-2b)
 2-LANE ROADWAY WITHOUT PAVED SHOULDERS
 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 *	Formula	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	L = WS	450'	495'	540'	45'	90'	320'	195'	360'
50		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
	✓	✓	✓	

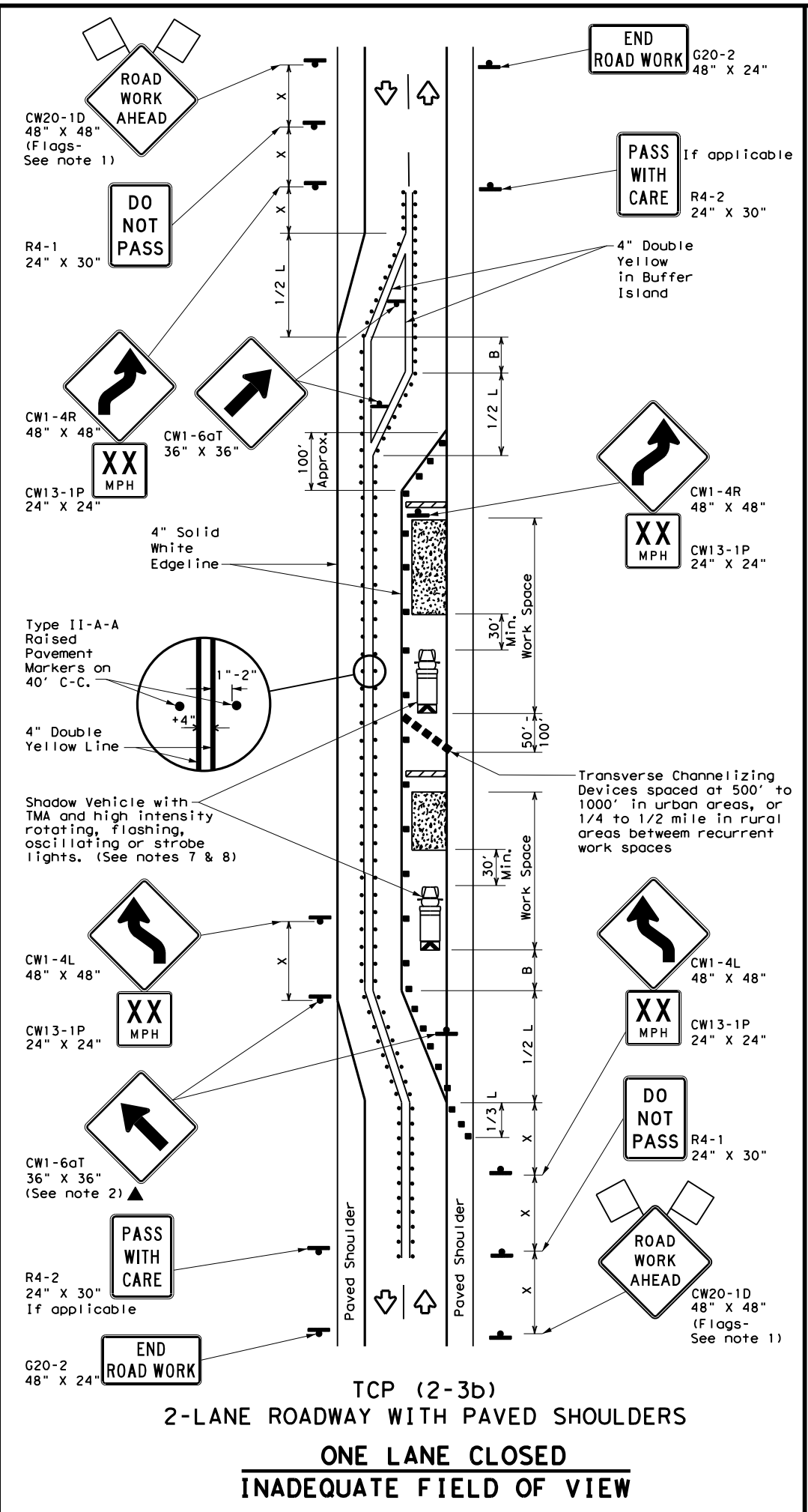
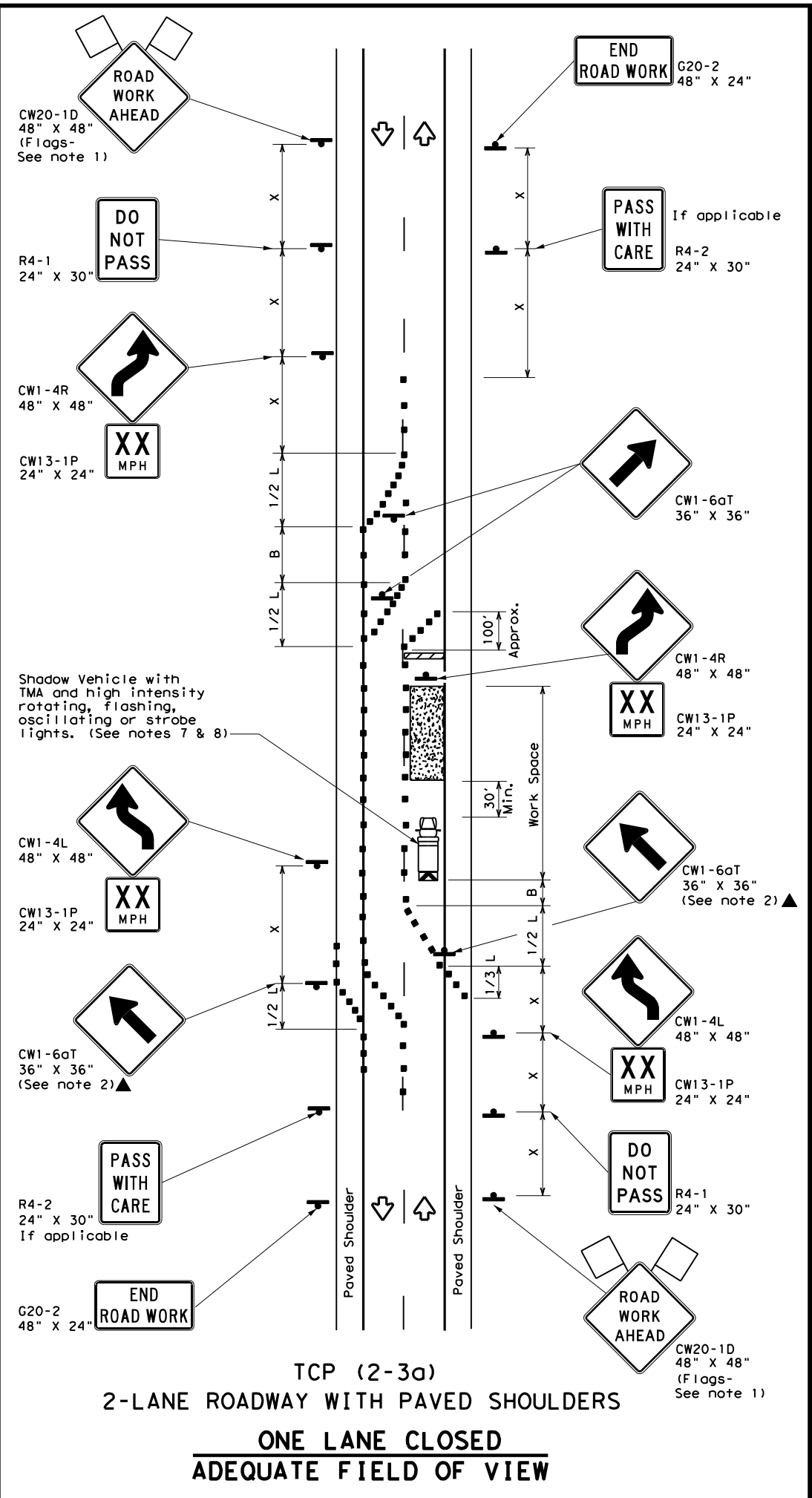
GENERAL NOTES

- 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 CW20-4 "ONE LANE ROAD XXX FT" sign, but proper sign spacing shall be maintained.
 - 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.
 - 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.
- TCP (2-2a)**
- The R1-2 "YIELD" sign traffic control may be used on projects with approaches that have adequate sight distance. For projects in urban areas, work space should be no longer than one half city block. In rural areas, roadways with less than 2000 ADT, work space should be no longer than 400 feet.
 - The R1-2aP "YIELD TO ONCOMING TRAFFIC" sign shall be placed on a support at a 7 foot minimum mounting height.
- TCP (2-2b)**
- Channelizing devices on the center line may be omitted when a pilot car is leading traffic and approved by the Engineer.
 - If the work space is located near a horizontal or vertical curve, the buffer distances should be increased in order to maintain stopping sight distance to the flagger and a queue of stopped vehicles. (See table above).
 - 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 (2-2) - 18			
FILE:	tcp2-2-18.dgn	DN:	CK:
© TxDOT	REVISIONS	CON:	SECT:
8-95	3-03	0258	08
1-97	2-12	037, ETC	
4-98	2-18	DIST:	COUNTY:
		WACO	McLENNAN
		SHEET NO. 26	

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 FILE: T:\GROUPS\WACTRAFF\DESIGN\Engineering\SH 6 0258-08-037 Safety Lighting\SH 6 0258-08-037.dgn



LEGEND			
	Type 3 Barricade		Channelizing Devices
	Heavy Work Vehicle		Truck Mounted Attenuator (TMA)
	Trailer Mounted Flashing Arrow Board		Raised Pavement Markers Ty II-AA
	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'	120'	90'	
35		205'	225'	245'	35'	160'	120'	
40		265'	295'	320'	40'	240'	155'	
45	L = WS	450'	495'	540'	45'	320'	195'	
50		500'	550'	600'	50'	400'	240'	
55		550'	605'	660'	55'	500'	295'	
60		600'	660'	720'	60'	600'	350'	
65		650'	715'	780'	65'	700'	410'	
70		700'	770'	840'	70'	800'	475'	
75		750'	825'	900'	75'	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
			✓	✓
				TCP (2-3b) ONLY

- 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.
 - When work space will be in place less than three days existing pavement markings may remain in place. Channelizing devices shall be used to separate traffic.
 - Flagger control should NOT be used unless roadway conditions or heavy traffic volume require additional emphasis to safely control traffic. Flagger should be positioned at end of traffic queue.
 - The R4-1 "DO NOT PASS," R4-2 "PASS WITH CARE" and construction regulatory speed zone signs may be installed within CW20-1D "ROAD WORK AHEAD" signs. Proper spacing of signs shall be maintained.
 - Conflicting pavement marking shall be removed for long term projects.
 - 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.
 - Additional Shadow Vehicles with TMAs may be positioned off the paved surface, next to those shown in order to protect a wider work space.
- TCP (2-3a)**
- Conflicting pavement markings shall be removed for long-term projects. For shorter durations where traffic is directed over a yellow centerline, channelizing devices which separate two-way traffic should be spaced on tapers at 20' or 15' if posted speeds are 35 mph or slower, and for tangent sections, at 1/2(S) where S is the speed in mph. This tighter device spacing is intended for the area of the conflicting markings, not the entire work zone.

Traffic Operations Division Standard

TEXAS DEPARTMENT OF TRANSPORTATION

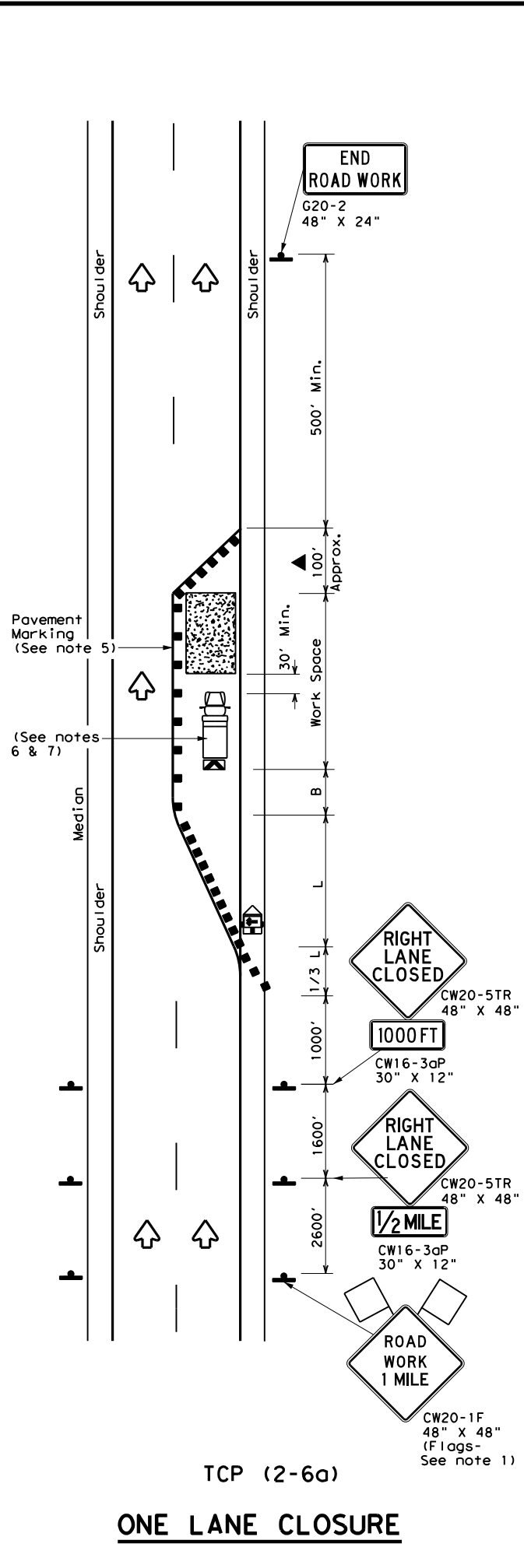
TRAFFIC CONTROL PLAN
TRAFFIC SHIFTS ON
TWO-LANE ROADS

TCP (2-3) - 18

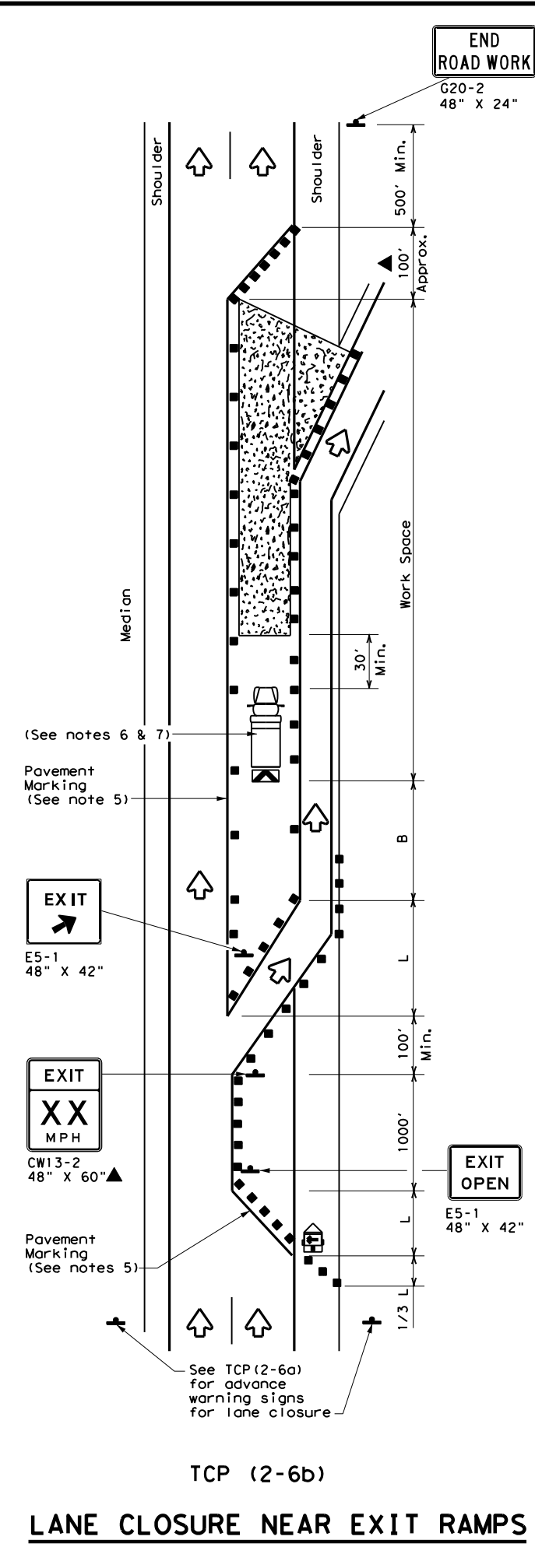
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© TxDOT	December 1985	CONT	SECT	JOB	HIGHWAY
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1-97 2-12		WACO	McLENNAN	27	
4-98 2-18					

163

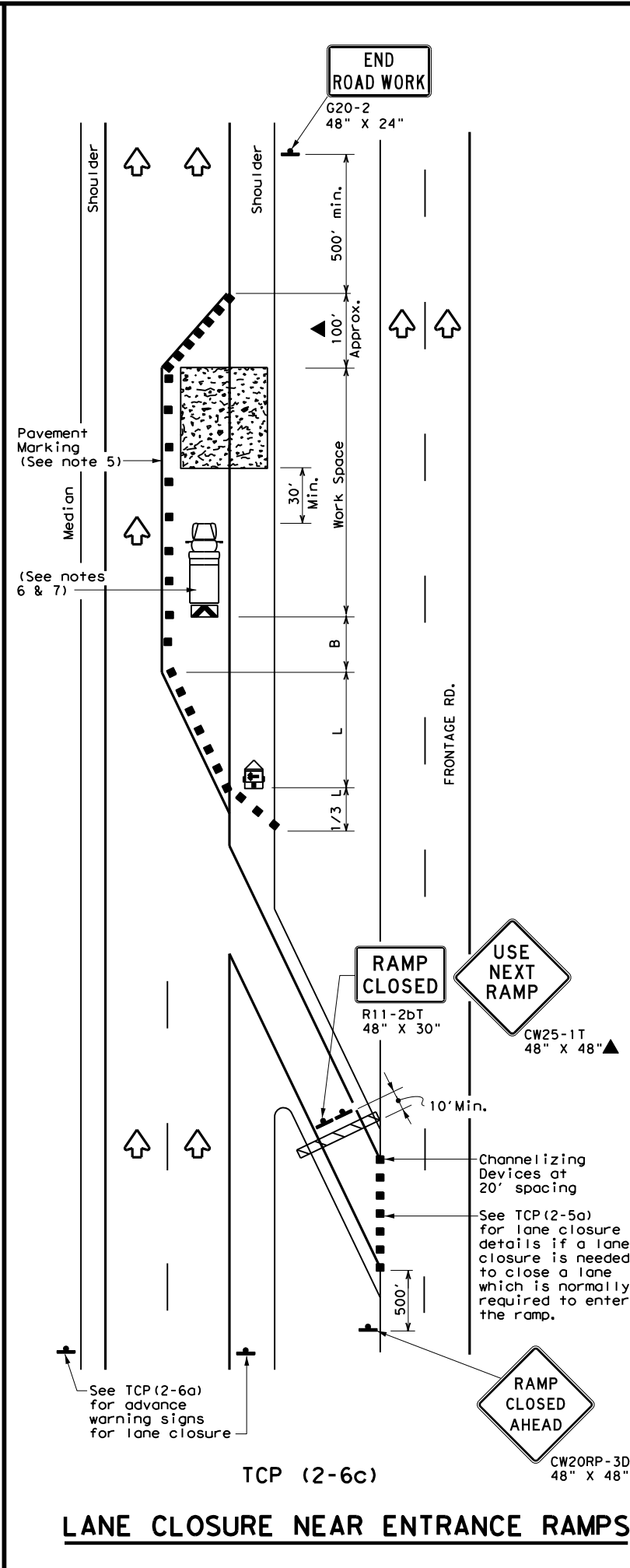
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TCP (2-6a)
ONE LANE CLOSURE



TCP (2-6b)
LANE CLOSURE NEAR EXIT RAMP



TCP (2-6c)
LANE CLOSURE NEAR ENTRANCE RAMP

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 elsewhere in the plans, or for routine maintenance work, when approved by the Engineer.
 - Channelizing devices used to close lanes may be supplemented with the Chevron Alignment Sign placed on every other channelizing device. Chevrons may be attached to plastic drums as per BC Standards.
 - Channelizing devices used along the work space or along tangent sections may be supplemented with vertical panels (VP) placed on every other channelizing device. If night time conditions make it difficult to see at least two VPs, the VPs may be placed on each channelizing device.
 - The placement of pavement markings may be omitted on intermediate-term stationary work zones with the approval of the Engineer.
 - 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 in each closed lane, on the shoulder or off the paved surface, next to those shown in order to protect a wider work space.

Texas Department of Transportation
 Traffic Operations Division Standard

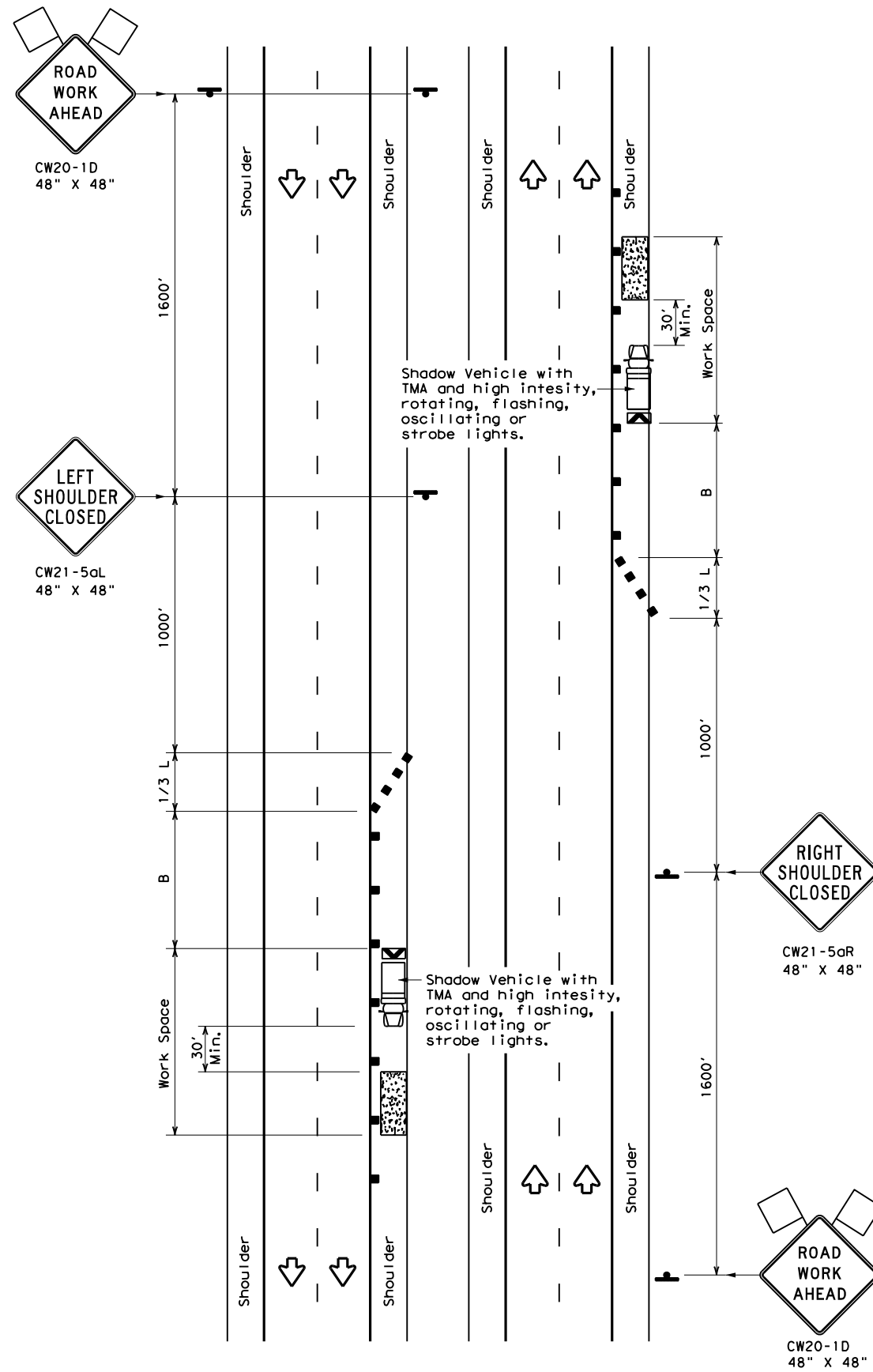
TRAFFIC CONTROL PLAN LANE CLOSURES ON DIVIDED HIGHWAYS

TCP (2-6) - 18

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© TxDOT December 1985	CONT	SECT	JOB	HIGHWAY
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8-95 2-12	WACO	McLENNAN	28	
1-97 2-18				

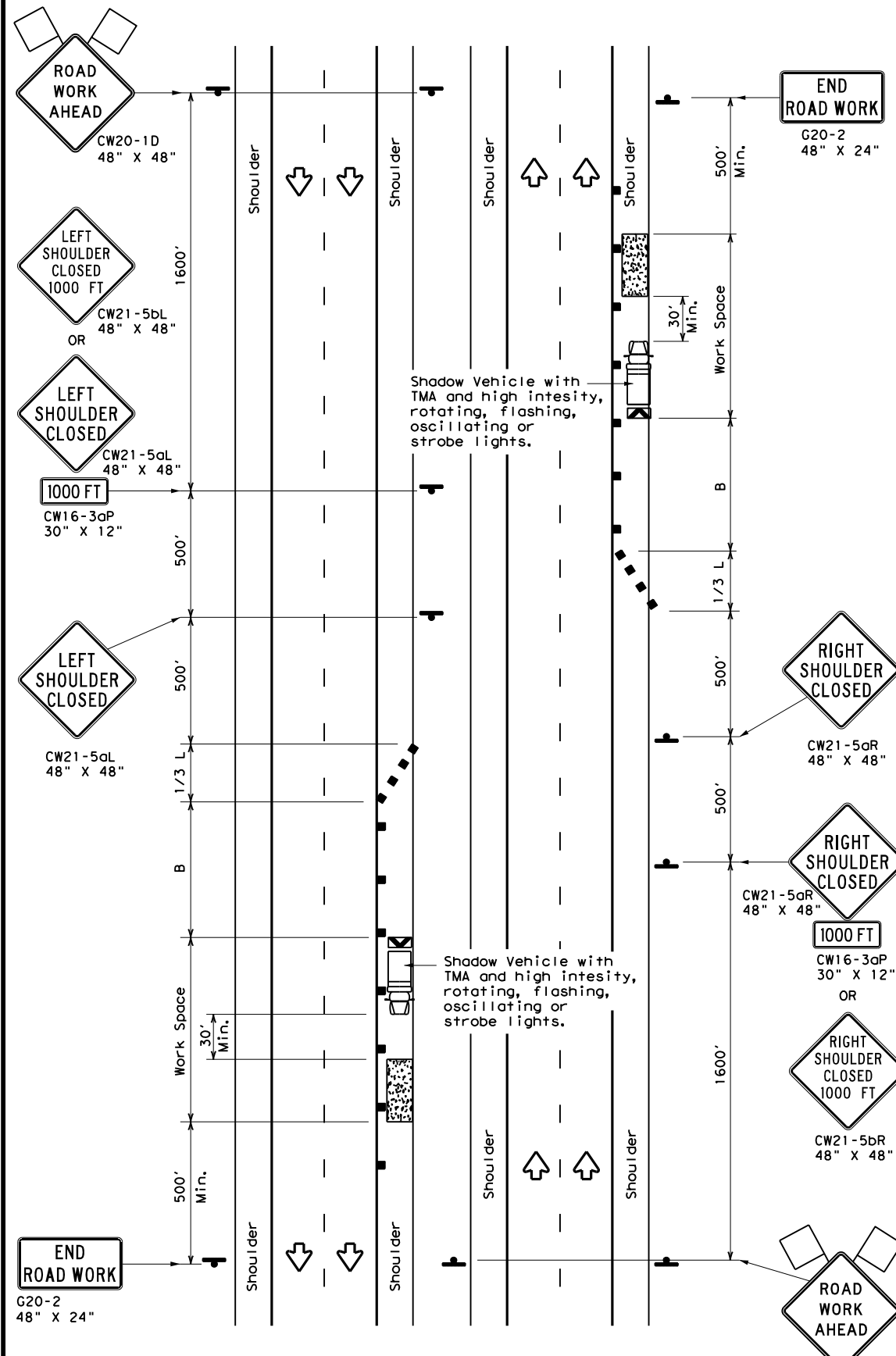
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TCP (5-1a)

WORK AREA ON SHOULDER



TCP (5-1b)

WORK AREA ON SHOULDER

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		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'	90'
35		205'	225'	245'	35'	70'	120'
40		265'	295'	320'	40'	80'	155'
45	L = WS	450'	495'	540'	45'	90'	195'
50		500'	550'	600'	50'	100'	240'
55		550'	605'	660'	55'	110'	295'
60		600'	660'	720'	60'	120'	350'
65		650'	715'	780'	65'	130'	410'
70		700'	770'	840'	70'	140'	475'
75		750'	825'	900'	75'	150'	540'
80		800'	880'	960'	80'	160'	615'

* 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
	TCP (5-1a)	TCP (5-1b)	TCP (5-1b)	

GENERAL NOTES

1. A Shadow Vehicle with a TMA should be used anytime it can be positioned 30' to 100' in advance of the area of crew exposure without adversely affecting the performance or quality of the work. Type 3 barricades or drums may be substituted when workers on foot are no longer present when approved by the Engineer.
2. 28" tall or taller one-piece cones will be allowed only for Short Duration or Short Term stationary operations when workers are present to maintain the devices upright and in proper location. Intermediate Term stationary work areas should use Drums, Vertical Panels or 42" tall two-piece cones.



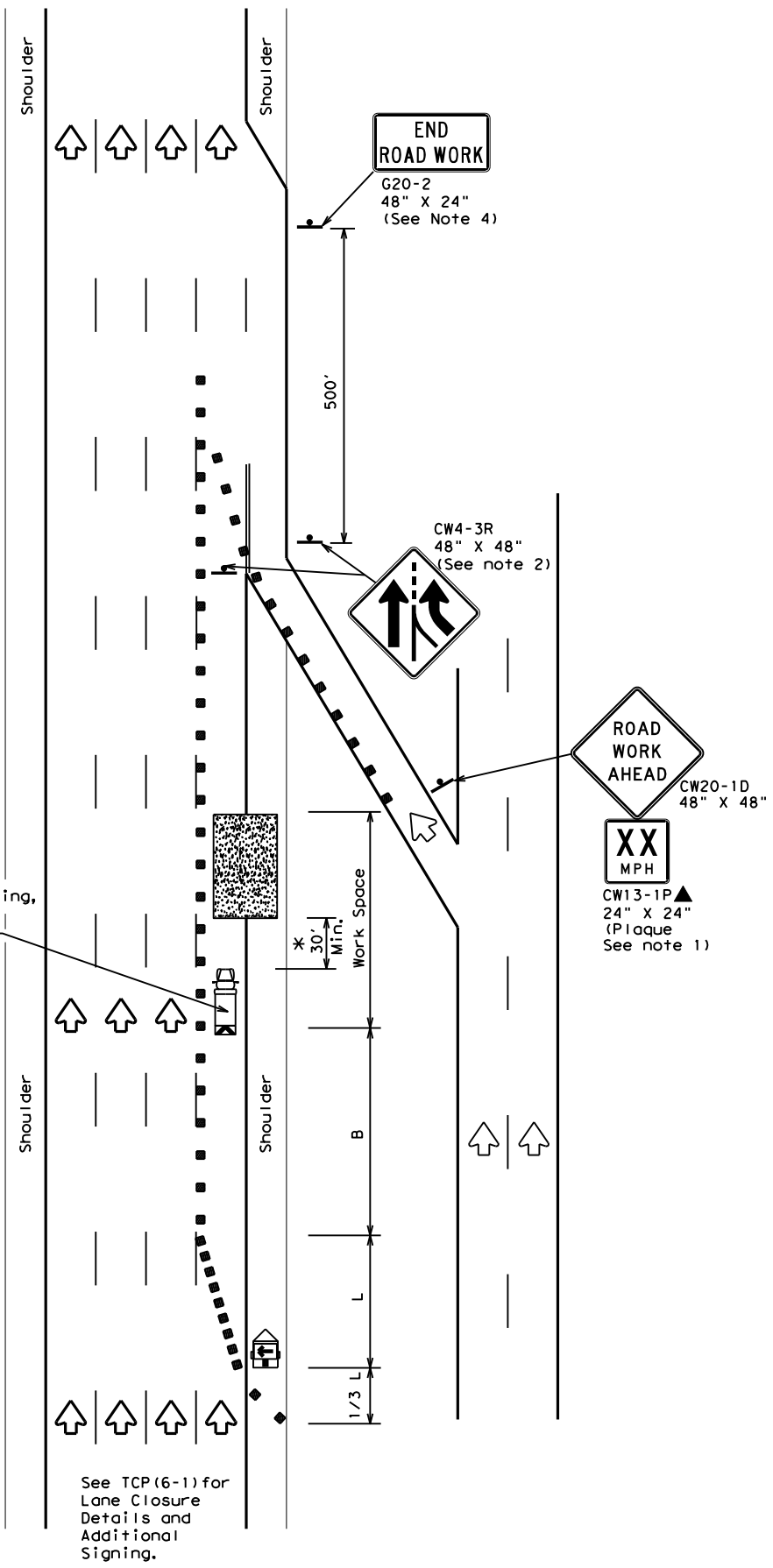
**TRAFFIC CONTROL PLAN
 SHOULDER WORK FOR
 FREEWAYS / EXPRESSWAYS**

TCP (5-1) - 18

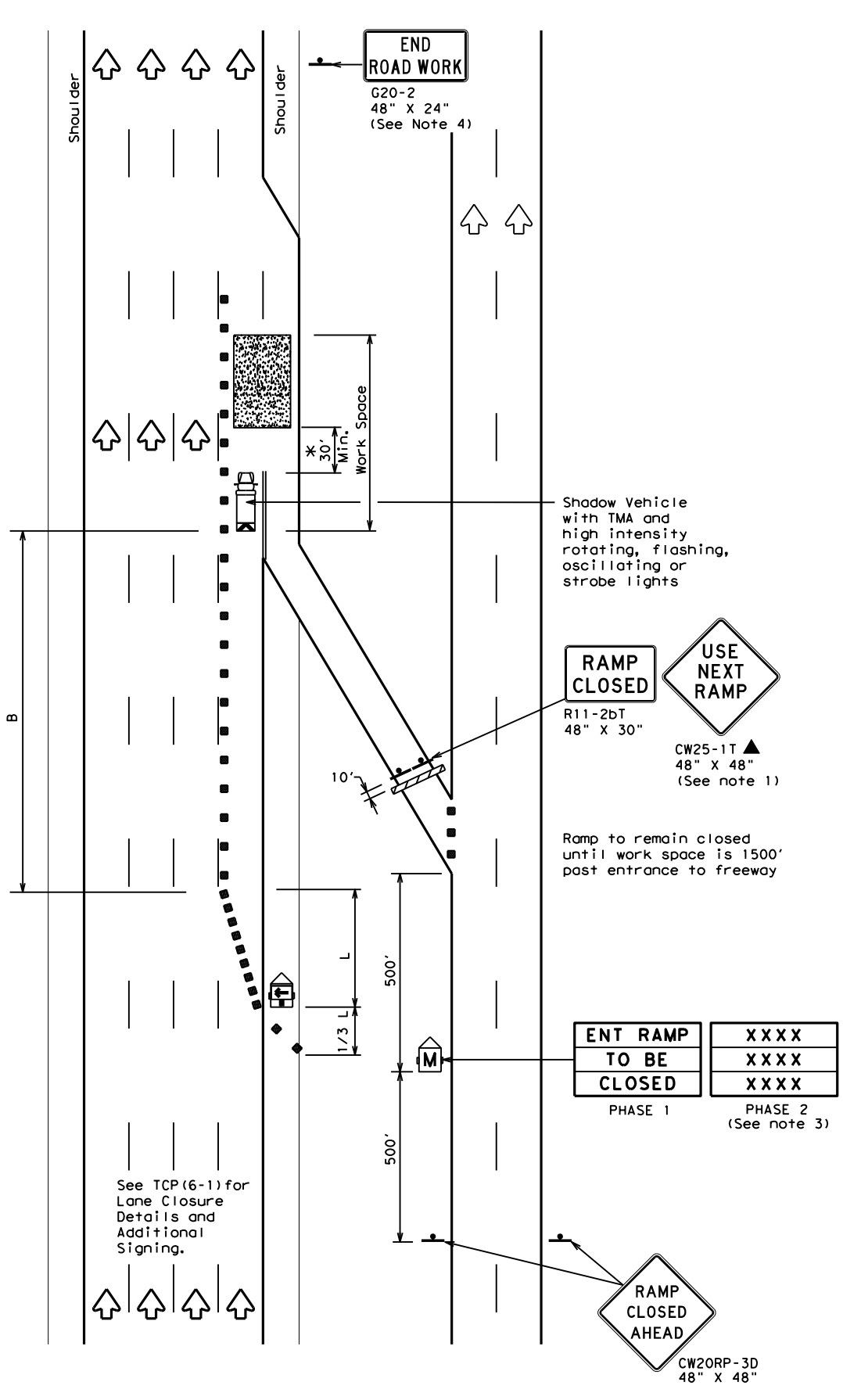
FILE: tcp5-1-18.dgn	DN:	CK:	DW:	CK:
© TxDOT February 2012	CONT	SECT	JOB	HIGHWAY
REVISIONS	0258	08	037, ETC	SH 6
2-18	DIST	COUNTY	SHEET NO.	
	WACO	McLENNAN	29	

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DATE: 10/11/2021 7:49:04 AM
 FILE: T:\GROUPS\WACTRAFF\DESIGN\Engineering\SH 6 0258-08-037 Safety Lighting\SH 6 0258-08-037.dgn



TCP (6-2a)
ENTRANCE RAMP OPEN
WORK WITHIN 500' OF RAMP



TCP (6-2b)
ENTRANCE RAMP CLOSED

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 "L"			Suggested Maximum Spacing of Channelizing Devices		Suggested Longitudinal Buffer Space "B"
		10' Offset	11' Offset	12' Offset	On a Taper	On a Tangent	
45	L = WS	450'	495'	540'	45'	90'	195'
50		500'	550'	600'	50'	100'	240'
55		550'	605'	660'	55'	110'	295'
60		600'	660'	720'	60'	120'	350'
65		650'	715'	780'	65'	130'	410'
70		700'	770'	840'	70'	140'	475'
75		750'	825'	900'	75'	150'	540'
80		800'	880'	960'	80'	160'	615'

** 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

- All traffic control devices illustrated are REQUIRED. Devices denoted with the triangle symbol may be omitted when stated elsewhere in the plans.
- ADDED LANE Symbol (CW4-3) sign may be omitted when sign between ramp and mainline can be seen from both roadways.
- See "Advance Notice List" on BC(6) for recommended date and time formatting options for PCMS Phase 2 message.
- The END ROAD WORK (G20-2) sign may be omitted when it conflicts with G20-2 signs already in place on the project.

*A shadow vehicle equipped with a Truck Mounted Attenuator is typically required. A shadow vehicle equipped with a TMA shall be used if it can be positioned 30' to 100' in advance of the area of crew exposure without adversely affecting the work performance.

Additional requirements for lane closures and advance signing shall be as shown on TCP (6-1) or as directed by the Engineer.



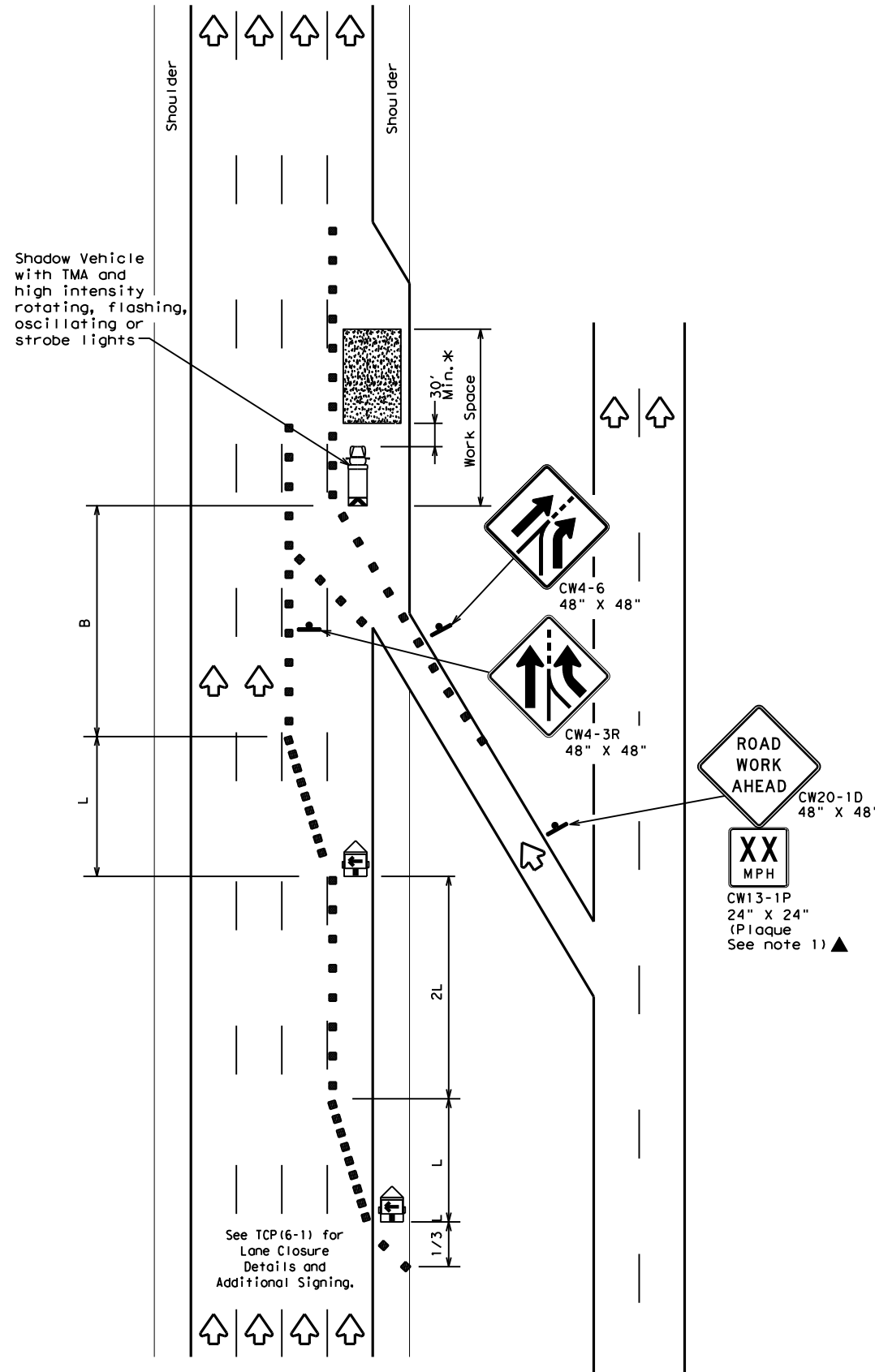
TRAFFIC CONTROL PLAN
WORK AREA NEAR RAMP

TCP (6-2) - 12

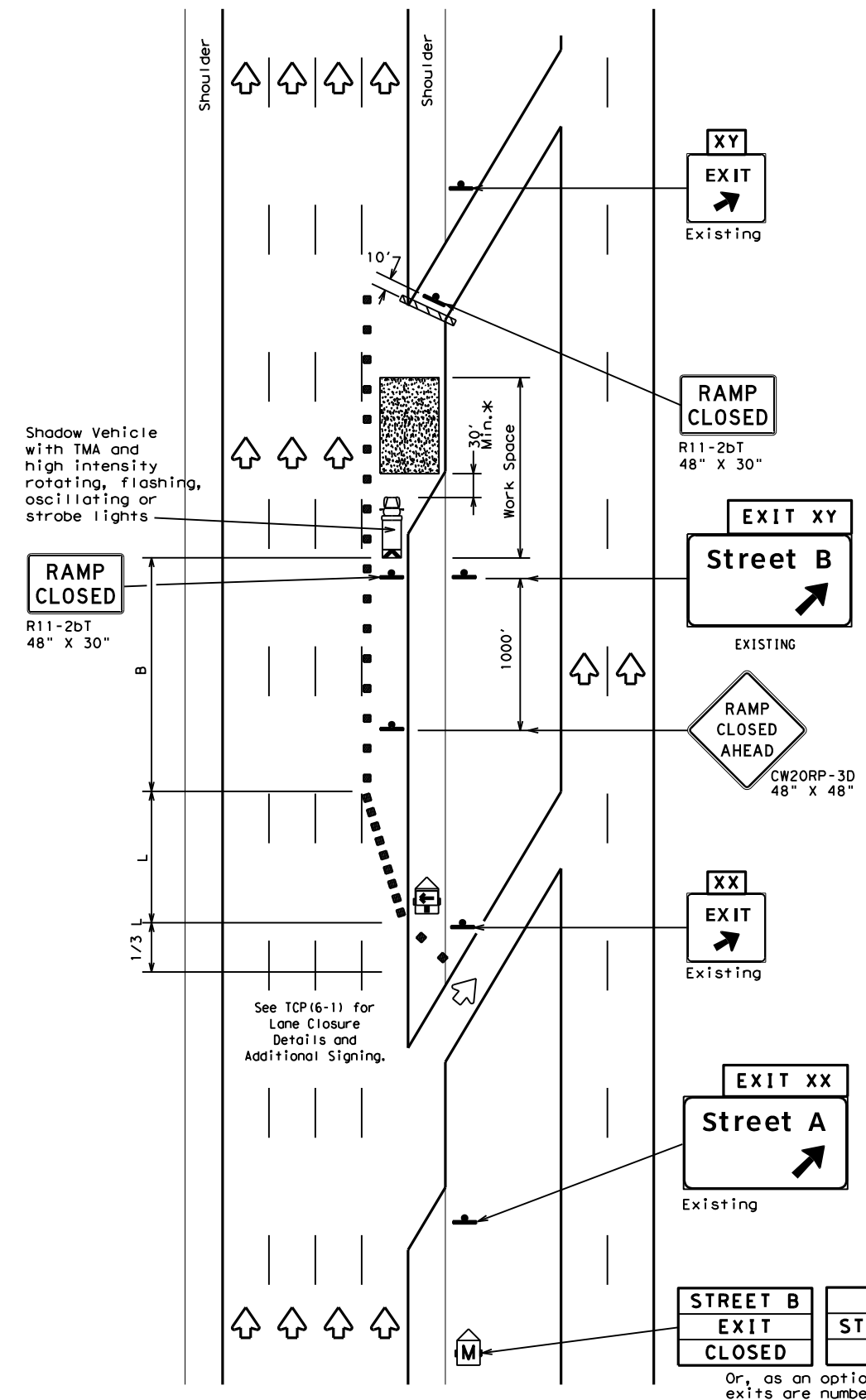
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©TxDOT	February 1994	CONT	SECT	JOB	HIGHWAY				
REVISIONS		0258 08	037, ETC	SH	6				
1-97	8-98	DIST	COUNTY	SHEET NO.					
4-98	8-12	WACO	McLENNAN	30					

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DATE: 10/11/2021 7:49:05 AM
 FILE: T:\GROUPS\WACTRAFF\DESIGN\Engineering\SH 6 0258-08-037 Safety Lighting\SH 6 0258-08-037



TCP (6-3a)
ENTRANCE RAMP OPEN



TCP (6-3b)
EXIT RAMP CLOSED
TRAFFIC EXITS PRIOR TO CLOSED RAMP

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 "L" **			Suggested Maximum Spacing of Channelizing Devices		Suggested Longitudinal Buffer Space "B"
		10' Offset	11' Offset	12' Offset	On a Taper	On a Tangent	
45	L = WS	450'	495'	540'	45'	90'	195'
50		500'	550'	600'	50'	100'	240'
55		550'	605'	660'	55'	110'	295'
60		600'	660'	720'	60'	120'	350'
65		650'	715'	780'	65'	130'	410'
70		700'	770'	840'	70'	140'	475'
75		750'	825'	900'	75'	150'	540'
80		800'	880'	960'	80'	160'	615'

** 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:

- All traffic control devices illustrated are REQUIRED. Devices denoted with the triangle symbol may be omitted when stated elsewhere in the plans.

*A shadow vehicle equipped with a Truck Mounted Attenuator is typically required. A shadow vehicle equipped with a TMA shall be used if it can be positioned 30' to 100' in advance of the area of crew exposure without adversely affecting the work performance.

Additional requirements for lane closures and advance signing shall be as shown on TCP (6-1) or as directed by the Engineer.

Texas Department of Transportation
 Traffic Operations Division Standard

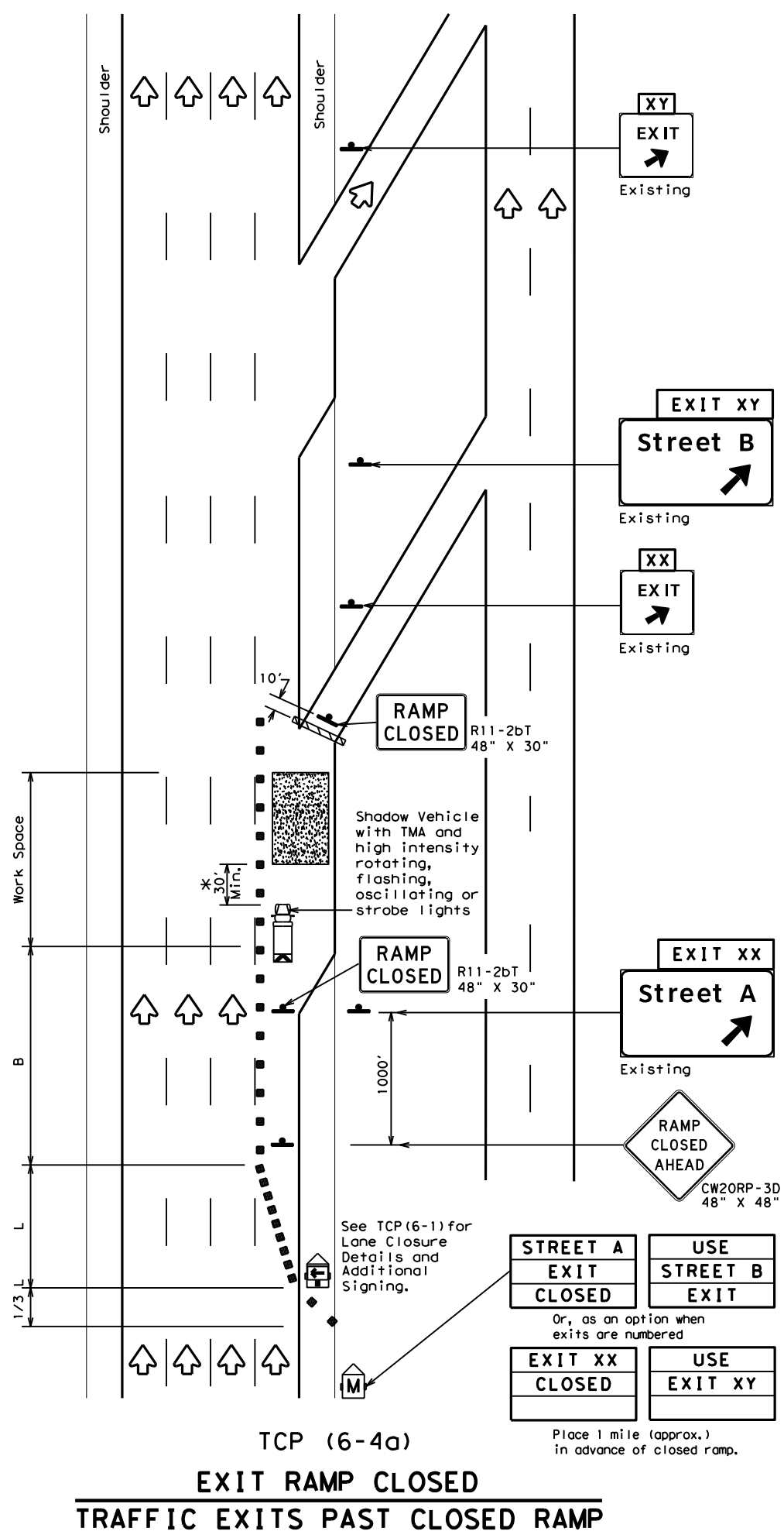
TRAFFIC CONTROL PLAN
WORK AREA BEYOND RAMP

TCP (6-3) - 12

FILE: tcp6-3.dgn	DN: TxDOT	CK: TxDOT	DW: TxDOT	CR: TxDOT
©TxDOT February 1994	CONT	SECT	JOB	HIGHWAY
REVISIONS	0258 08	037, ETC	SH 6	
1-97 8-98	DIST	COUNTY	SHEET NO.	
4-98 8-12	WACO	McLENNAN	31	

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 FILE: T:\GROUPS\WACTRAFF\DESIGN\Engineering\SH 6 0258-08-037 Safety Lighting\SH 6 0258-08-037.dwg

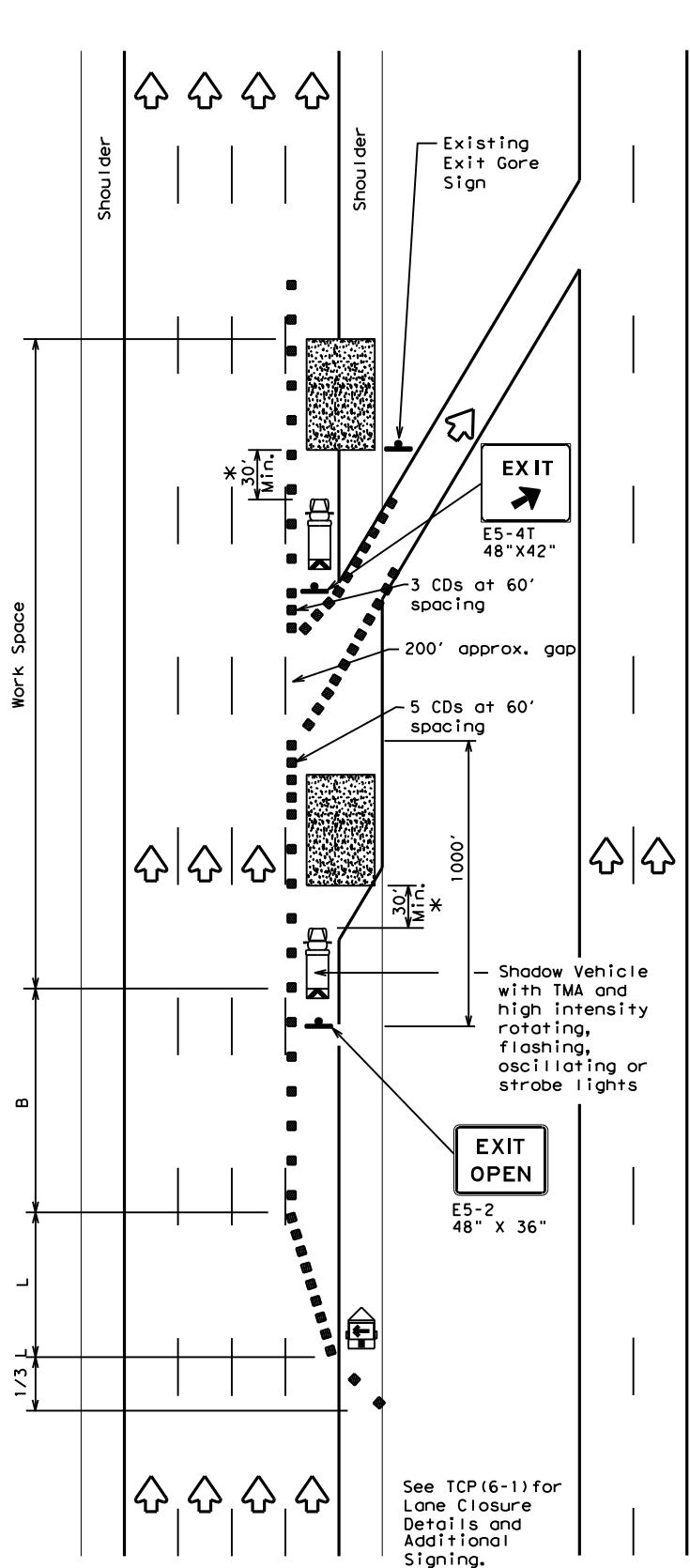


TCP (6-4a)
EXIT RAMP CLOSED
TRAFFIC EXITS PAST CLOSED RAMP

STREET A EXIT CLOSED	USE STREET B EXIT
EXIT XX CLOSED	USE EXIT XY

Or, as an option when exits are numbered

Place 1 mile (approx.) in advance of closed ramp.



TCP (6-4b)
EXIT RAMP OPEN

LEGEND			
	Type 3 Barricade		Channelizing Devices (CDs)
	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 "L"			Suggested Maximum Spacing of Channelizing Devices		Suggested Longitudinal Buffer Space "B"
		10' Offset	11' Offset	12' Offset	On a Taper	On a Tangent	
45	L = WS	450'	495'	540'	45'	90'	195'
50		500'	550'	600'	50'	100'	240'
55		550'	605'	660'	55'	110'	295'
60		600'	660'	720'	60'	120'	350'
65		650'	715'	780'	65'	130'	410'
70		700'	770'	840'	70'	140'	475'
75		750'	825'	900'	75'	150'	540'
80		800'	880'	960'	80'	160'	615'

**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

- All traffic control devices illustrated are REQUIRED. Devices denoted with the triangle symbol may be omitted when stated elsewhere in the plans.
- See BC Standards for sign details.

*A shadow vehicle equipped with a Truck Mounted Attenuator is typically required. A shadow vehicle equipped with a TMA shall be used if it can be positioned 30' to 100' in advance of the area of crew exposure without adversely affecting the work performance.

Additional requirements for lane closures and advance signing shall be as shown on TCP (6-1) or as directed by the Engineer.



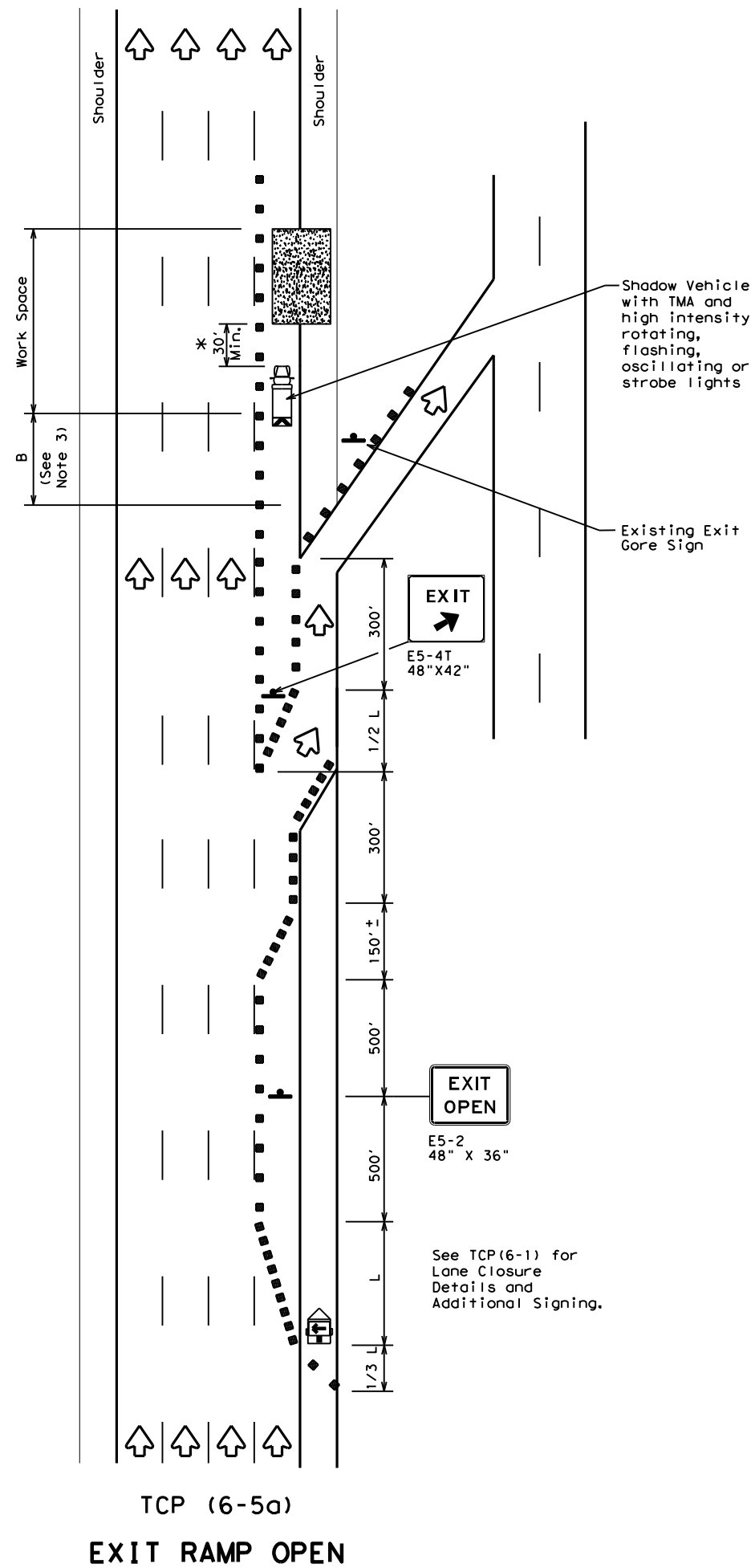
TRAFFIC CONTROL PLAN
WORK AREA AT EXIT RAMP

TCP (6-4) - 12

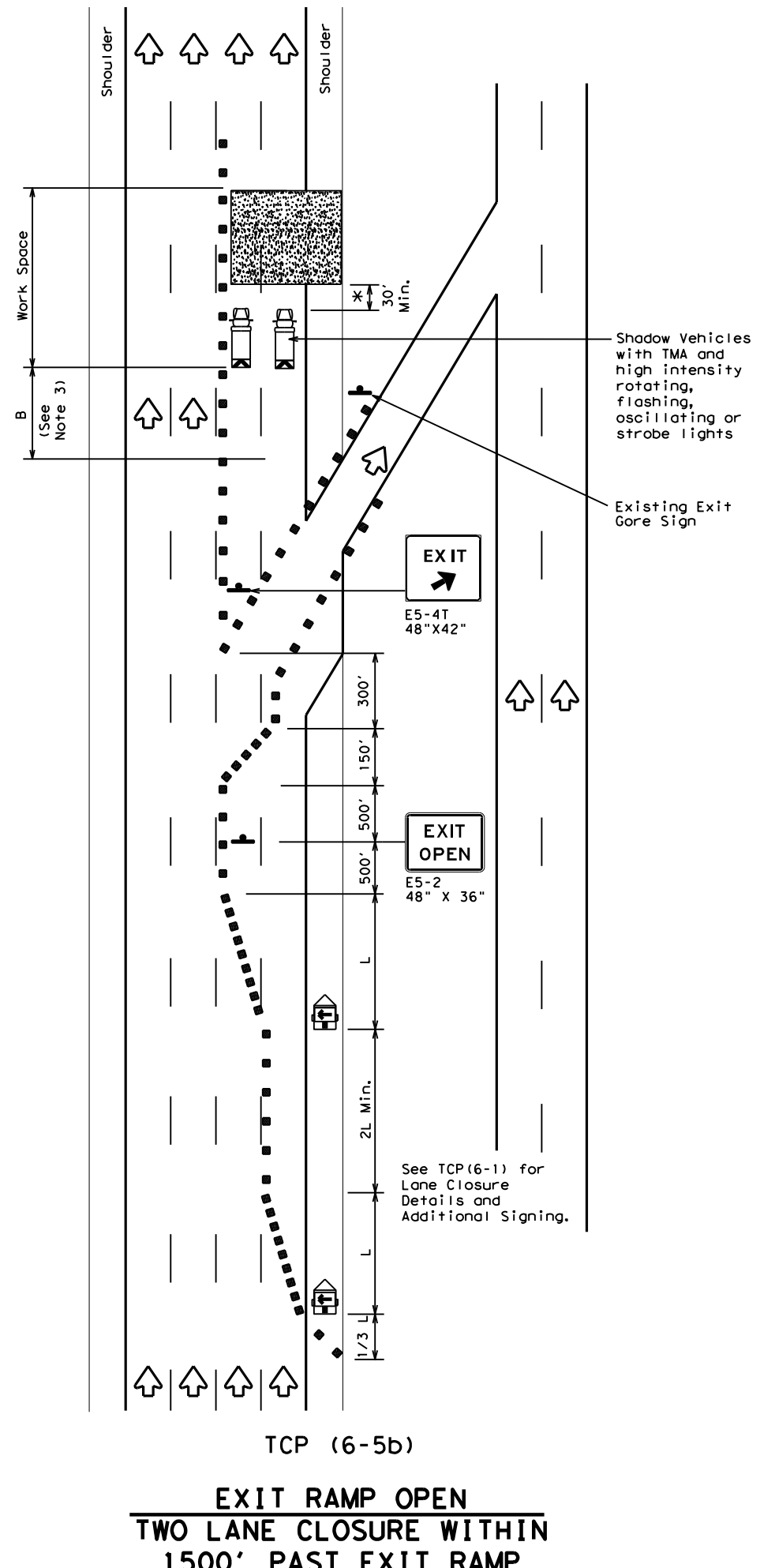
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©TxDOT February 1994	CONT	SECT	JOB	HIGHWAY
REVISIONS	0258 08	037, ETC	SH 6	
1-97 8-98	DIST	COUNTY	SHEET NO.	
4-98 8-12	WACO	McLENNAN	32	

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 FILE: T:\GROUPS\WACTRAFF\DESIGN\Engineer\SH 6 0258-08-037 Safety Lighting\SH 6 0258-08-037.dgn



TCP (6-5a)
EXIT RAMP OPEN



TCP (6-5b)
**EXIT RAMP OPEN
 TWO LANE CLOSURE WITHIN
 1500' PAST EXIT RAMP**

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 "L"			Suggested Maximum Spacing of Channelizing Devices		Suggested Longitudinal Buffer Space "B"
		10' Offset	11' Offset	12' Offset	On a Taper	On a Tangent	
45	L = WS	450'	495'	540'	45'	90'	195'
50		500'	550'	600'	50'	100'	240'
55		550'	605'	660'	55'	110'	295'
60		600'	660'	720'	60'	120'	350'
65		650'	715'	780'	65'	130'	410'
70		700'	770'	840'	70'	140'	475'
75		750'	825'	900'	75'	150'	540'
80		800'	880'	960'	80'	160'	615'

** 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

- All traffic control devices illustrated are REQUIRED. Devices denoted with the triangle symbol may be omitted when stated elsewhere in the plans.
- See BC standards for sign details.
- If adequate longitudinal buffer length "B" does not exist between the work space and the exit ramp, consideration should be given to closing the ramp.

*A shadow vehicle equipped with a Truck Mounted Attenuator is typically required. A shadow vehicle equipped with a TMA shall be used if it can be positioned 30' to 100' in advance of the area of crew exposure without adversely affecting the work performance.

Additional requirements for lane closures and advance signing shall be as shown on TCP (6-1) or as directed by the Engineer.



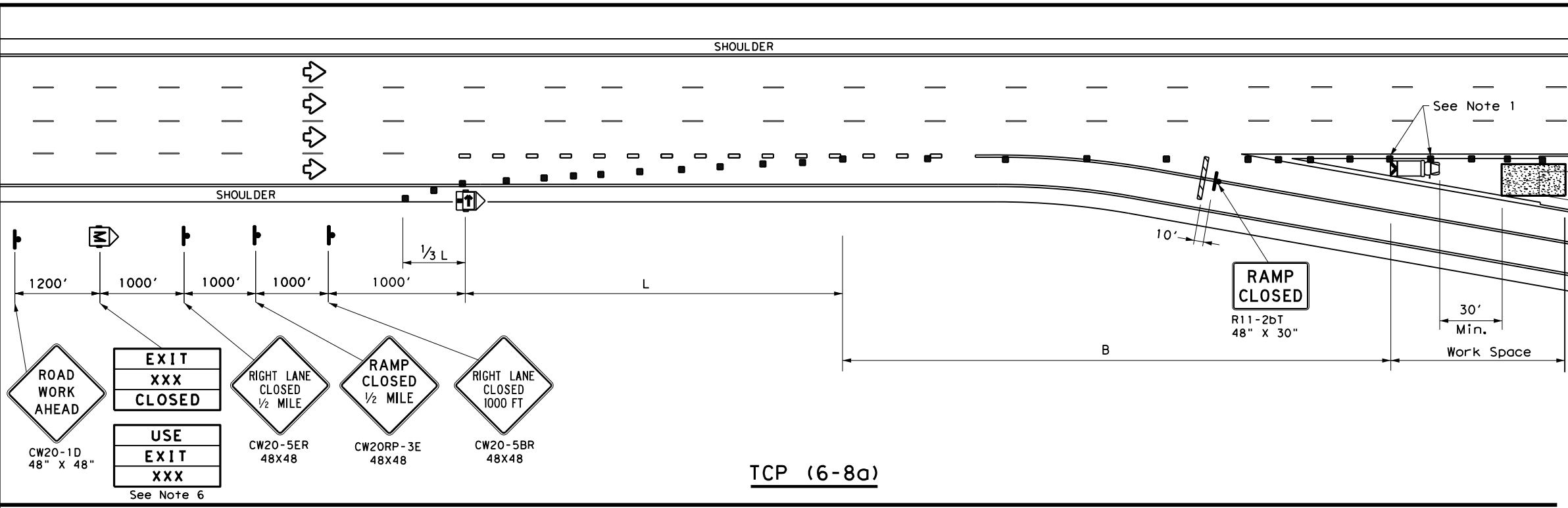
**TRAFFIC CONTROL PLAN
 WORK AREA BEYOND EXIT RAMP**

TCP (6-5) - 12

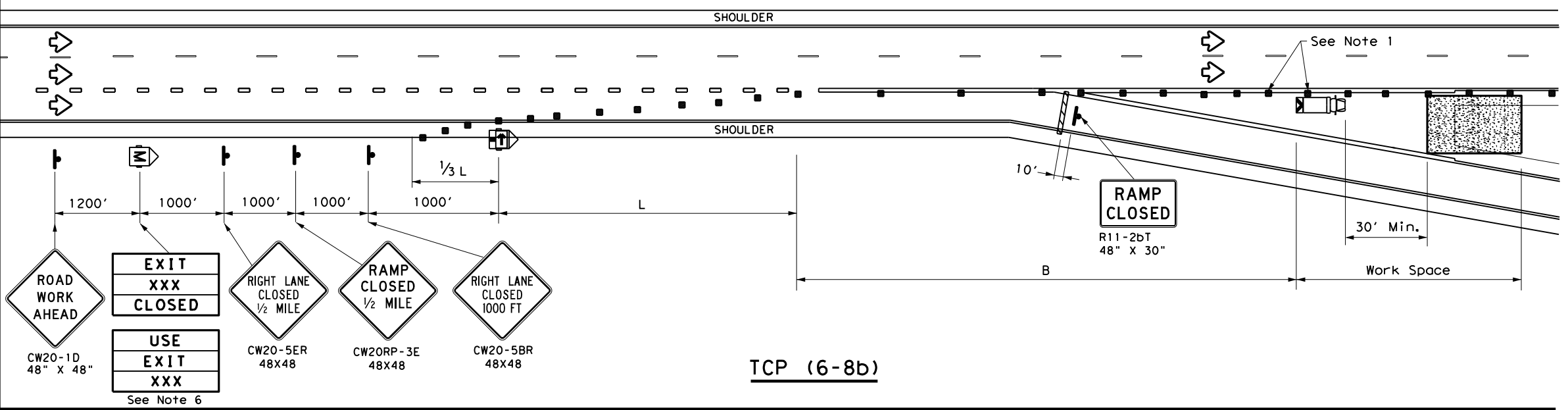
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© TxDOT February 1998	CONT	SECT	JOB	HIGHWAY
REVISIONS	0258 08	037, ETC	SH 6	
1-97 8-98	DIST	COUNTY	SHEET NO.	
4-98 8-12	WACO	McLENNAN	33	

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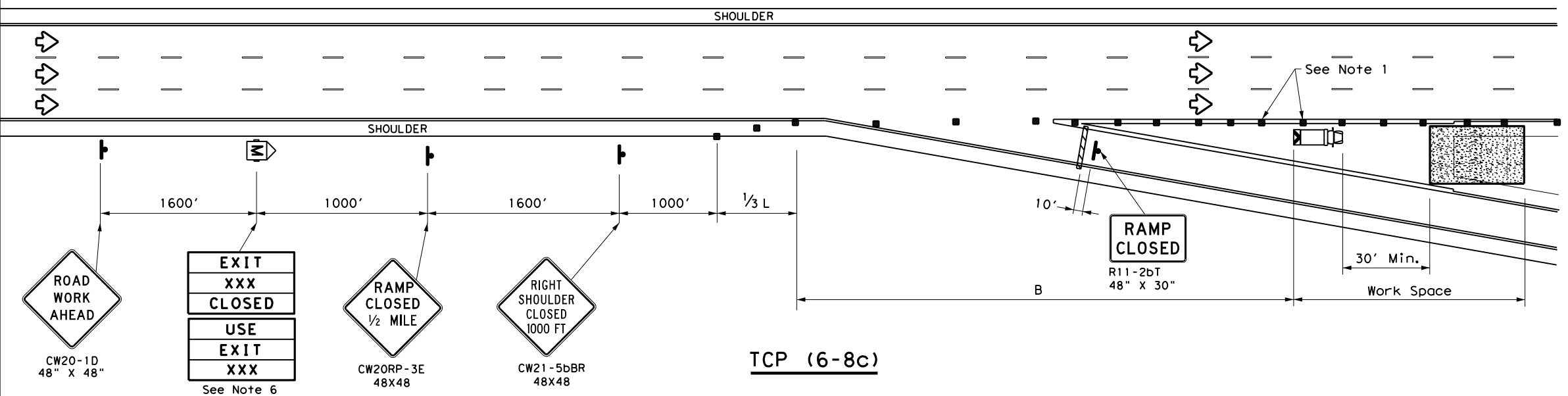
DATE: 10/11/2021 7:49:09 AM
 FILE: T:\GROUPS\WACTRAFF\DESIGN\Engineering\SH 6 0258-08-037 Safety Lighting\SH 6 0258-08-037.dgn



TCP (6-8a)



TCP (6-8b)



TCP (6-8c)

LEGEND			
	Type 3 Barricade		Channelizing Devices (CDs)
	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 "L" **			Suggested Maximum Spacing of Channelizing Devices		Suggested Longitudinal Buffer Space "B"
		10' Offset	11' Offset	12' Offset	On a Taper	On a Tangent	
45	L = WS	450'	495'	540'	45'	90'	195'
50		500'	550'	600'	50'	100'	240'
55		550'	605'	660'	55'	110'	295'
60		600'	660'	720'	60'	120'	350'
65		650'	715'	780'	65'	130'	410'
70		700'	770'	840'	70'	140'	475'
75		750'	825'	900'	75'	150'	540'
80		800'	880'	960'	80'	160'	615'

** 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
	✓	✓		

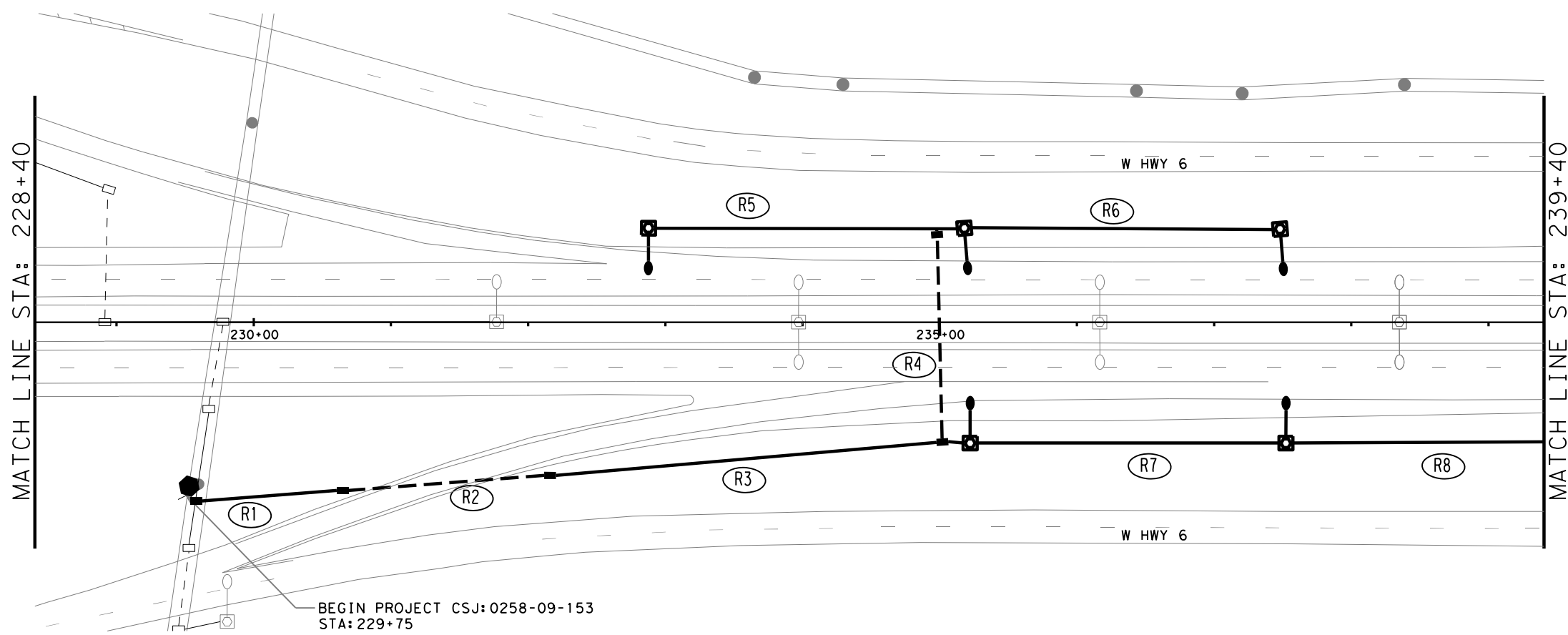
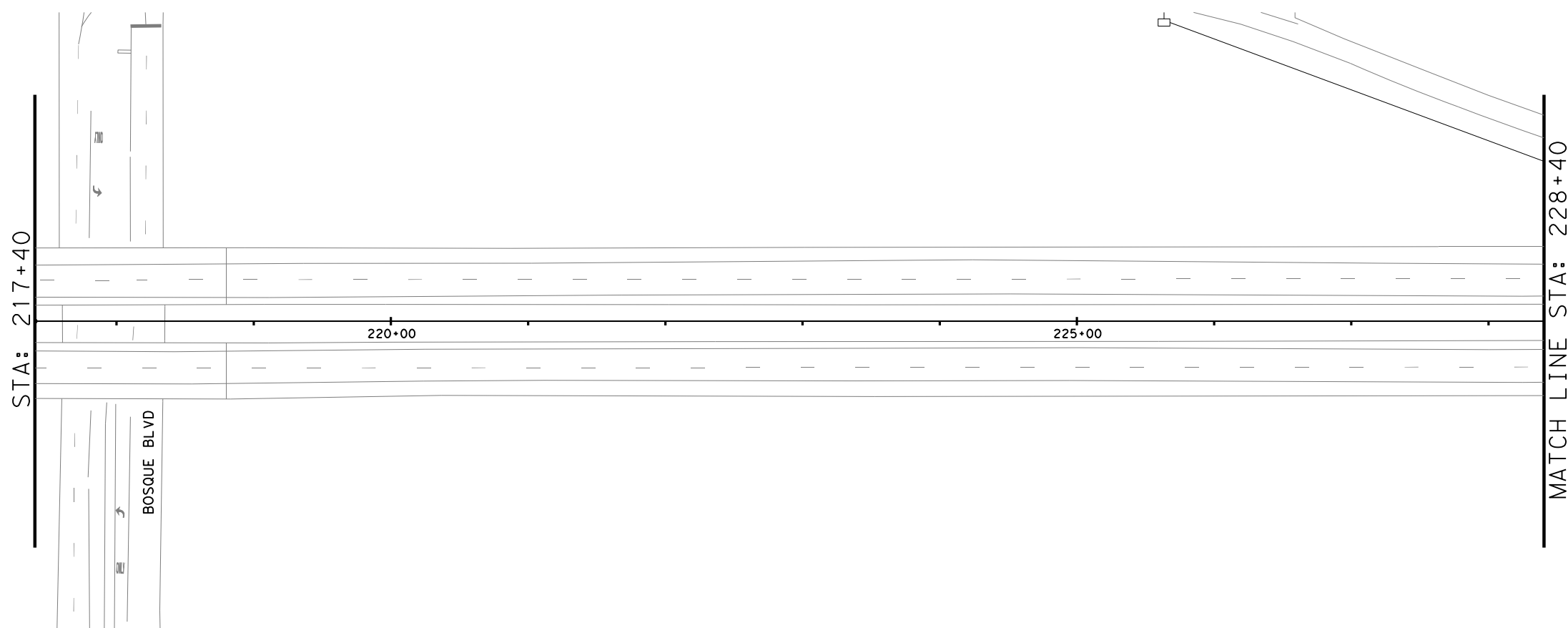
- GENERAL NOTES**
- Place channelizing devices in the gore at 20' spacing.
 - See the Standard Highway Sign Design for Texas (SHSD) for sign details.
 - The PCMS may be omitted when a permanent DMS sign is available in an appropriate location to display a similar message as called for on the PCMS.
 - When it is determined that a through lane should be closed in addition to the exit ramp, refer to TCP(6-4) for traffic control details.
 - Truck mounted attenuator is required.
 - The PCMS may be omitted if replaced with a "RAMP CLOSED" AHEAD (CW20RP-3D) Sign.
 - Roadway ADT should be greater than 10,000.



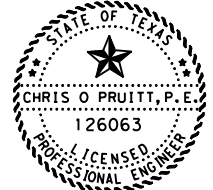
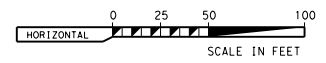
WORK IN EXIT GORE FOR ADT GREATER THAN 10,000

TCP (6-8) - 14

FILE: tcp6-8.dgn	DN: TxDOT	CK: TxDOT	DW: TxDOT	CK: TxDOT
©TxDOT February 2014	CONT	SECT	JOB	HIGHWAY
REVISIONS	0258 08	037, ETC	SH 6	
DIST	COUNTY	SHEET NO.		
WACO	McLENNAN	34		



- LEGEND:**
- IN RD IL (TY SA) 40T-8 (250W EQ) LED
 - GROUND BOX TY A
 - ELECTRICAL SERVICE (TY A)
 - CONDUIT, TRENCH
 - PROPOSED CONDUIT, BORE
 - POWER LINES
 - CONDUIT RUN
 - IN RD IL (TY SA) 40T-8-8 (250W EQ) LED



The seal appearing on this document was authorized by CHRIS O. PRUITT, P.E., P.E. 126063, on

Chris O. Pruitt, P.E. 10/12/2021
Signature of Registrant & Date

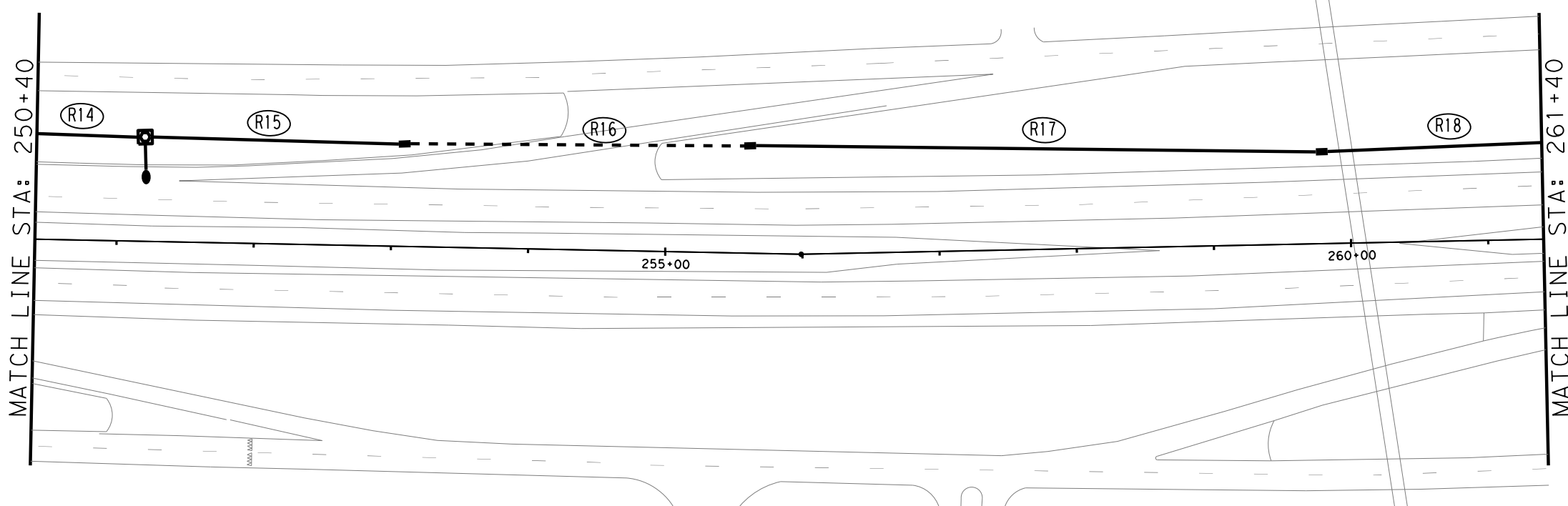
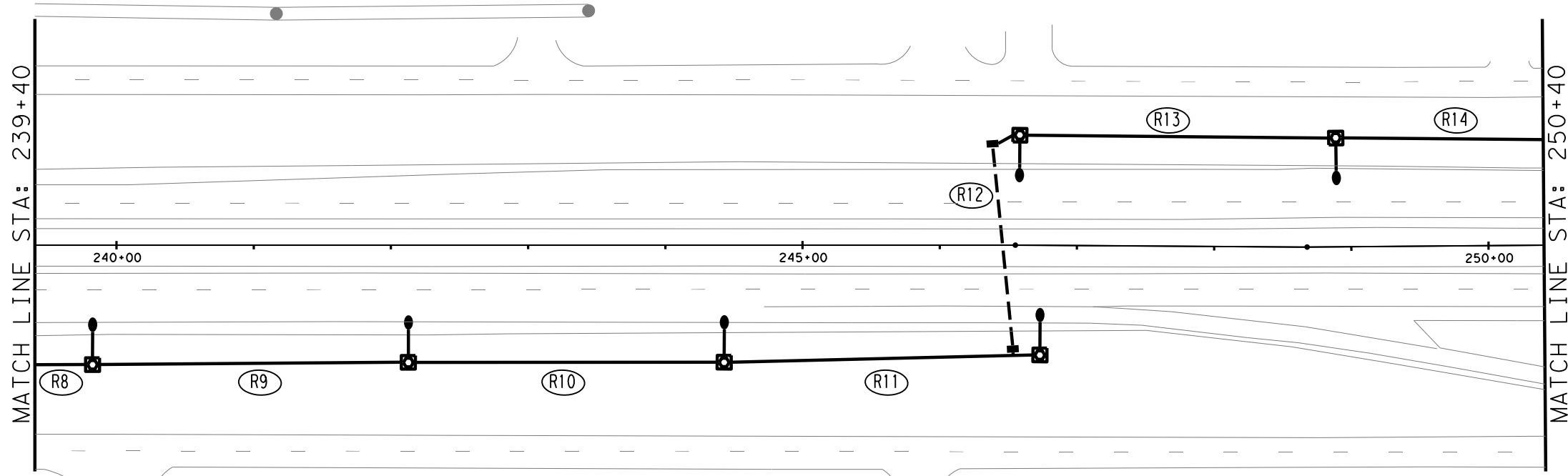
BEGIN PROJECT CSJ: 0258-09-153
STA: 229+75
REMOVE EXISTING SERVICE
INSTALL NEW TY A SERVICE



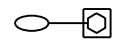






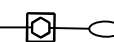
SH-6
PROPOSED SAFETY LIGHTING
(BEGIN PROJECT TO STA 239+40)

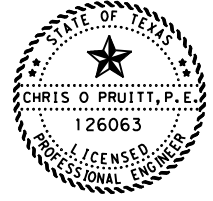
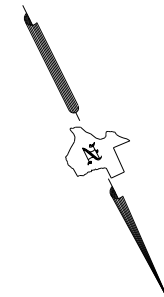
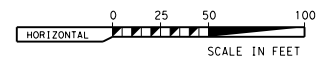
Sheet 1 of 16

DESIGN	FED RD DIV No.	PROJECT No.		HIGHWAY No.
CHECK	6	-		SH 6
GRAPHICS	STATE	DISTRICT	COUNTY	SHEET No.
	TEXAS	WACO	McLENNAN	35
CHECK	CONTROL	SECTION	JOB	
	0258	08	037, ETC	



LEGEND:

-  IN RD IL (TY SA)
40T-8 (250W EQ) LED
-  GROUND BOX TY A
-  ELECTRICAL SERVICE (TY A)
-  CONDUIT, TRENCH
-  PROPOSED CONDUIT, BORE
-  POWER LINES
-  CONDUIT RUN
-  IN RD IL (TY SA)
40T-8-8 (250W EQ) LED



The seal appearing on this document was authorized by CHRIS O. PRUITT, P.E., P.E. 126063, on

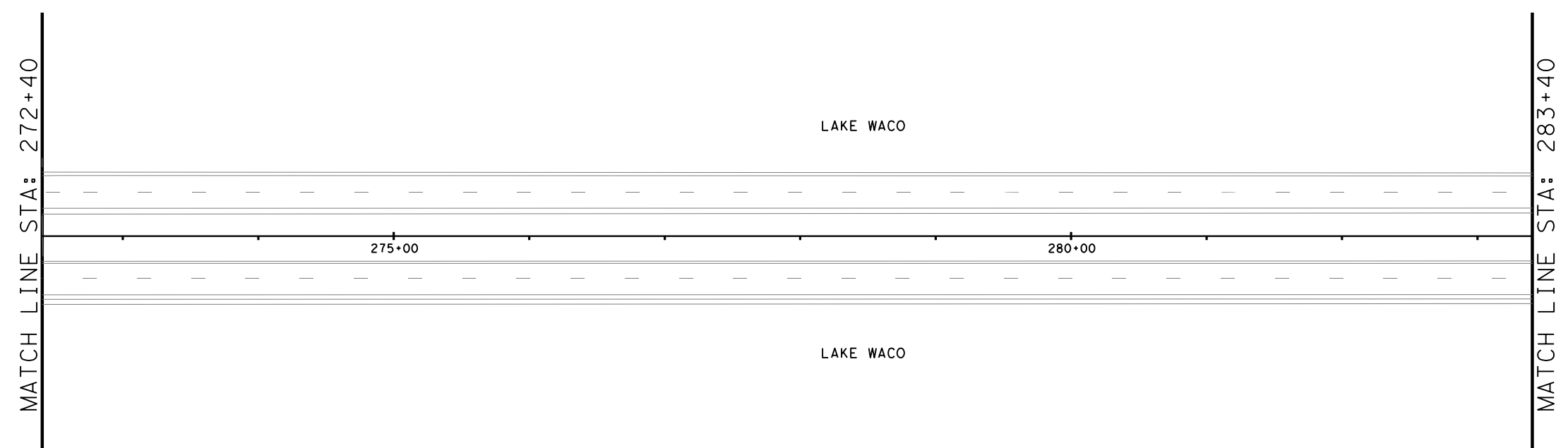
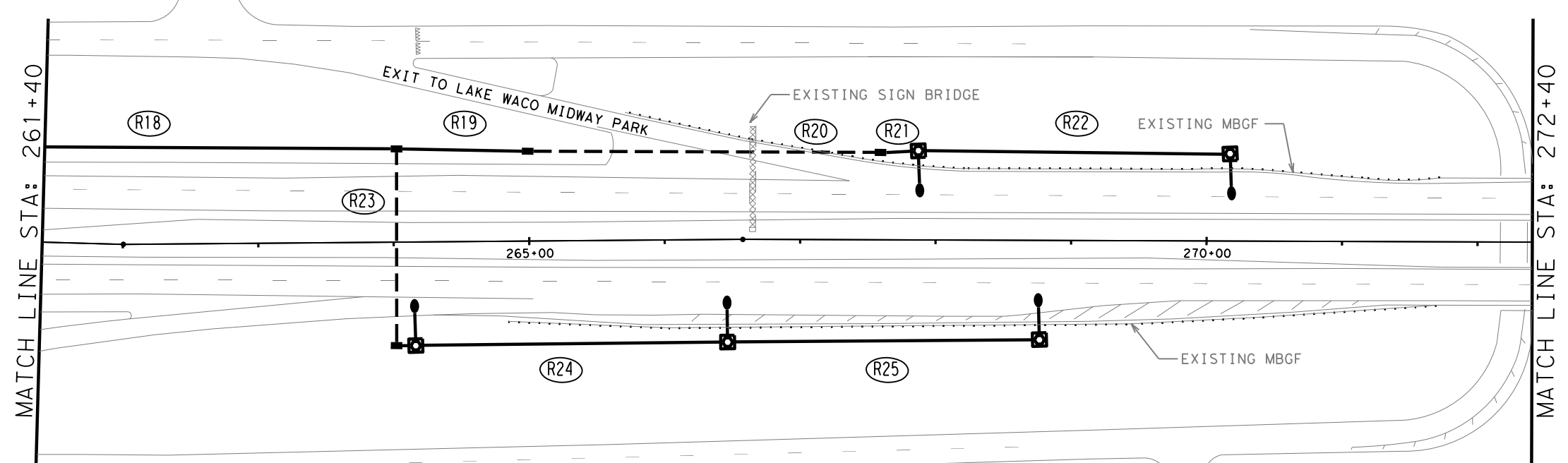
Chris O. Pruitt, P.E. 10/12/2021
Signature of Registrant & Date

 Texas Department of Transportation
© 2022

**SH-6
PROPOSED SAFETY LIGHTING**
(STA 239+40 TO STA 261+40)

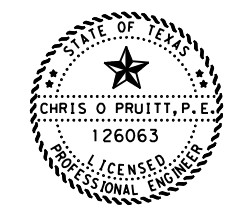
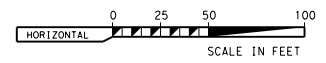
Sheet 2 of 16

DESIGN	FED RD DIV No. 6	PROJECT No. -	HIGHWAY No. SH 6
CHECK	STATE TEXAS	DISTRICT WACO	COUNTY McLENNAN
GRAPHICS	CONTROL 0258	SECTION 08	JOB 037, ETC
CHECK	36		



LEGEND:

- IN RD IL (TY SA) 40T-8 (250W EQ) LED
- GROUND BOX TY A
- ELECTRICAL SERVICE (TY A)
- CONDUIT, TRENCH
- PROPOSED CONDUIT, BORE
- POWER LINES
- CONDUIT RUN
- IN RD IL (TY SA) 40T-8-8 (250W EQ) LED



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Signature of Registrant & Date

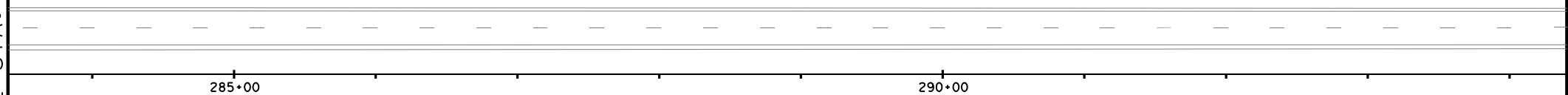


**SH-6
PROPOSED SAFETY LIGHTING**
(STA 261+40 TO STA 283+40)

Sheet 3 of 16

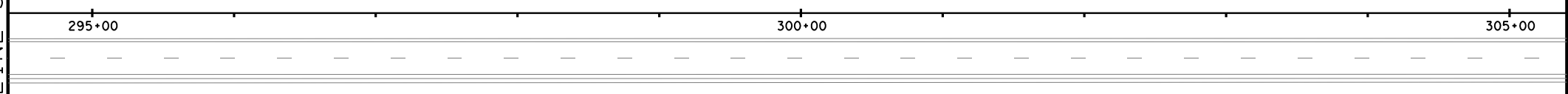
DESIGN	FED RD DIV No.	PROJECT No.		HIGHWAY No.
CHECK	6	-		SH 6
GRAPHICS	STATE	DISTRICT	COUNTY	
	TEXAS	WACO	McLENNAN	
CHECK	CONTROL	SECTION	JOB	
	0258	08	037, ETC	
				37

MATCH LINE STA: 283+40



MATCH LINE STA: 294+40

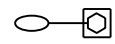







MATCH LINE STA: 294+40

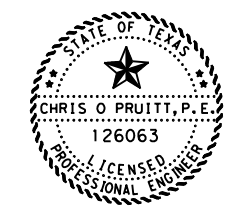
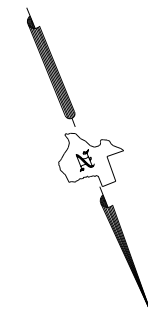
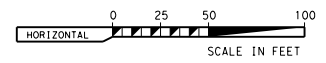


MATCH LINE STA: 305+40

NO WORK THIS SHEET

LEGEND:

-  IN RD IL (TY SA)
40T-8 (250W EQ) LED
-  GROUND BOX TY A
-  ELECTRICAL SERVICE (TY A)
-  CONDUIT, TRENCH
-  PROPOSED CONDUIT, BORE
-  POWER LINES
-  CONDUIT RUN
-  IN RD IL (TY SA)
40T-8-8 (250W EQ) LED



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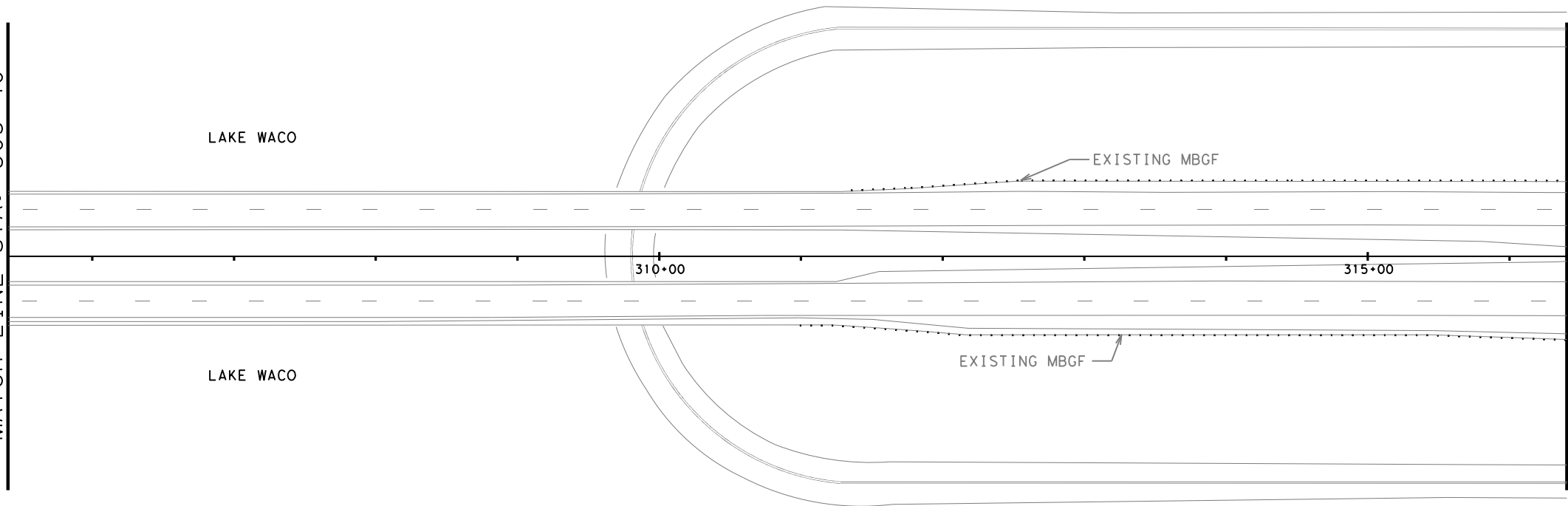


**SH-6
PROPOSED SAFETY LIGHTING**
(STA 283+40 TO STA 305+40)

Sheet 4 of 16

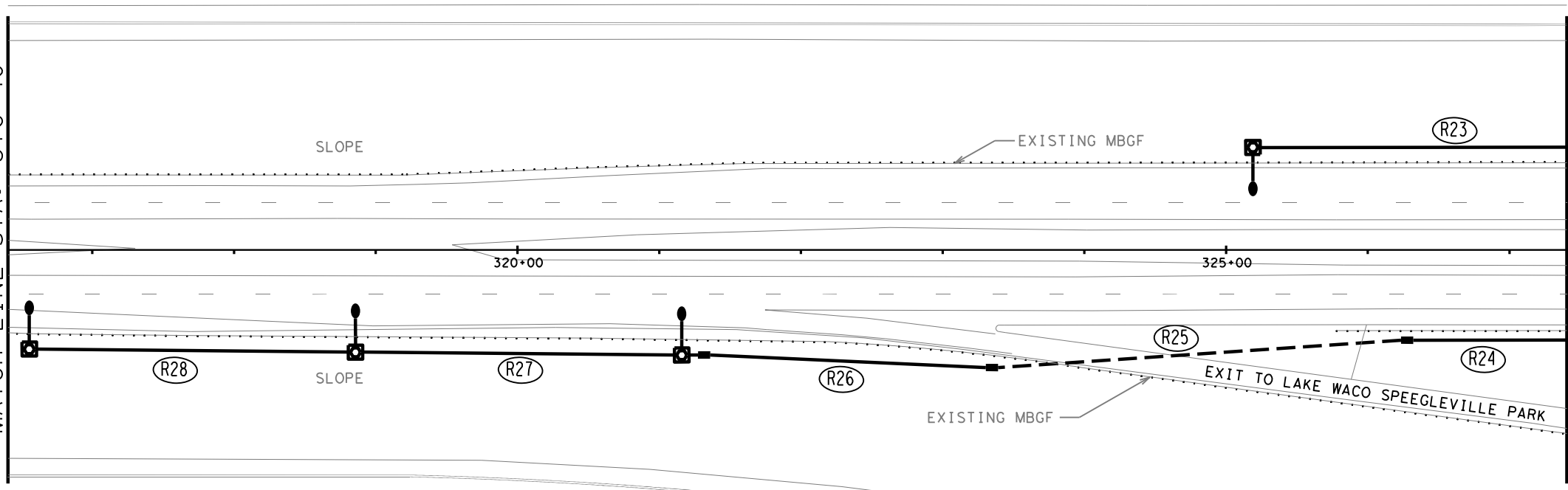
DESIGN	FED RD DIV No.	PROJECT No.		HIGHWAY No.
CHECK	6	-		SH 6
GRAPHICS	STATE	DISTRICT	COUNTY	SHEET No.
CHECK	TEXAS	WACO	McLENNAN	38
	CONTROL	SECTION	JOB	
	0258	08	037, ETC	

MATCH LINE STA: 305+40



MATCH LINE STA: 316+40

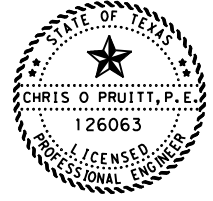
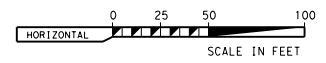
MATCH LINE STA: 316+40



MATCH LINE STA: 327+40

LEGEND:

- IN RD IL (TY SA)
40T-8 (250W EQ) LED
- GROUND BOX TY A
- ELECTRICAL SERVICE (TY A)
- CONDUIT, TRENCH
- PROPOSED CONDUIT, BORE
- POWER LINES
- CONDUIT RUN
- IN RD IL (TY SA)
40T-8-8 (250W EQ) LED



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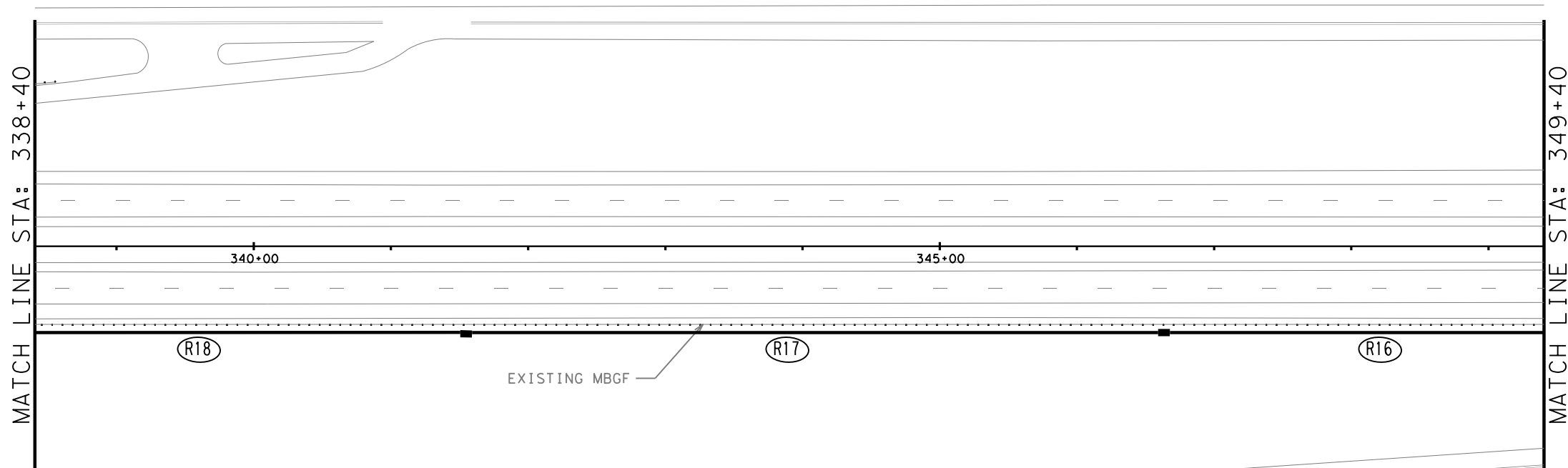
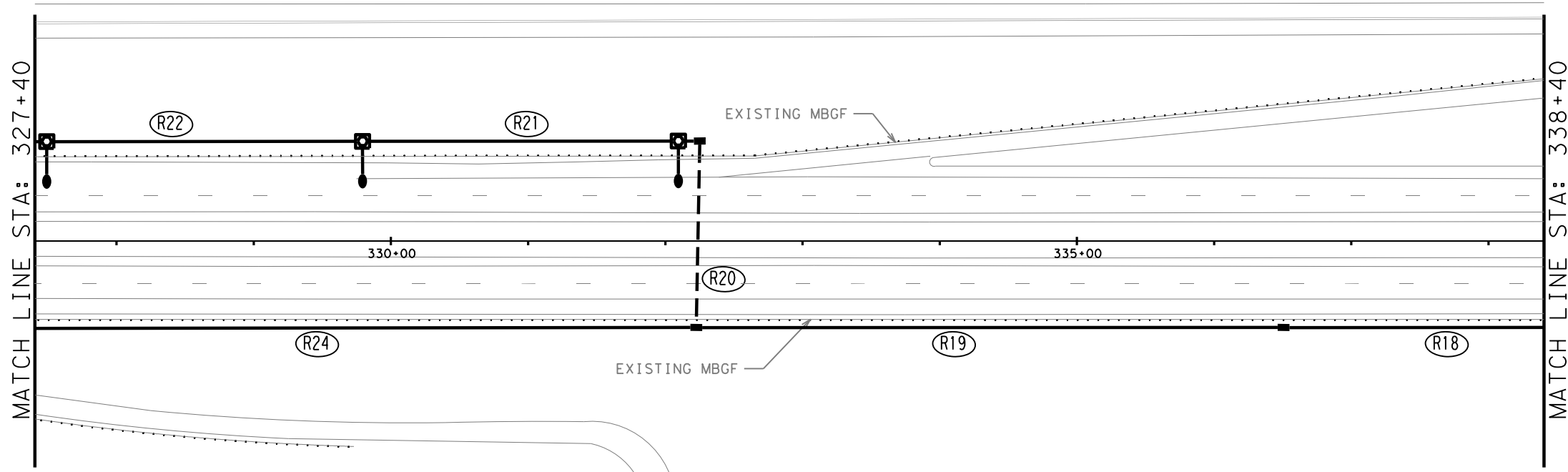
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**SH-6
PROPOSED SAFETY LIGHTING**
(STA 305+40 TO STA 327+40)

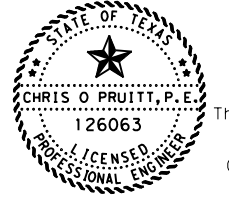
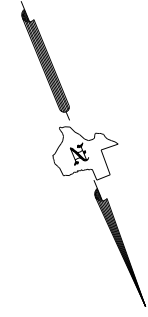
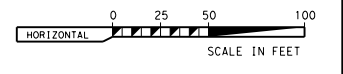
Sheet 5 of 16

DESIGN	FED RD DIV No. 6	PROJECT No. -	HIGHWAY No. SH 6
CHECK	STATE TEXAS	DISTRICT WACO	COUNTY McLENNAN
GRAPHICS	CONTROL 0258	SECTION 08	JOB 037, ETC
CHECK	39		



LEGEND:

- IN RD IL (TY SA) 40T-8 (250W EQ) LED
- GROUND BOX TY A
- ELECTRICAL SERVICE (TY A)
- CONDUIT, TRENCH
- PROPOSED CONDUIT, BORE
- POWER LINES
- CONDUIT RUN
- IN RD IL (TY SA) 40T-8-8 (250W EQ) LED



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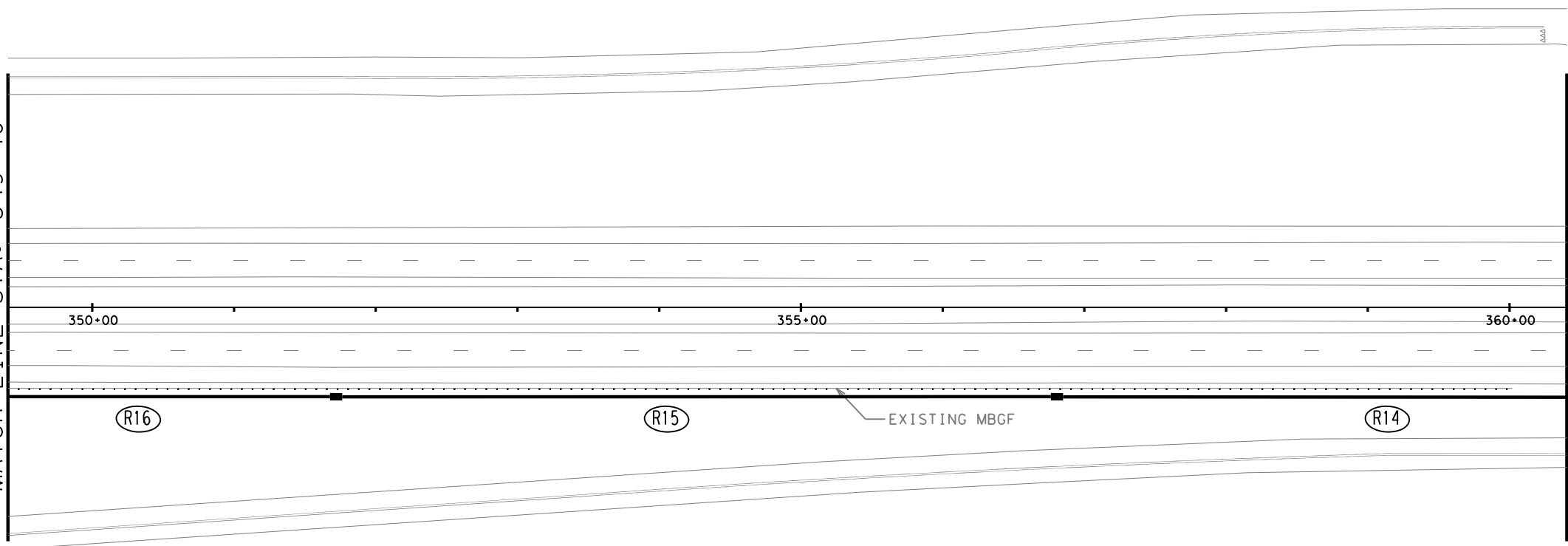


**SH-6
PROPOSED SAFETY LIGHTING**
(STA 327+40 TO STA 349+40)

Sheet 6 of 16

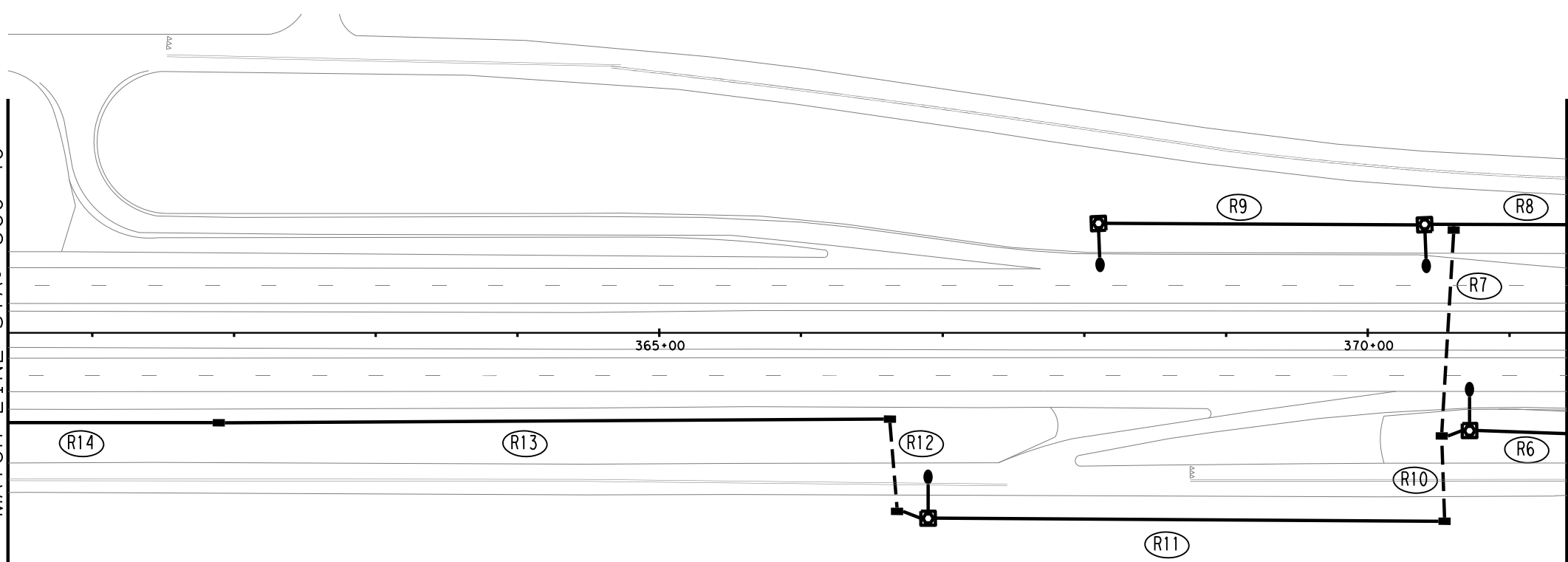
DESIGN	FED RD DIV No. 6	PROJECT No. -	HIGHWAY No. SH 6
CHECK	STATE TEXAS	DISTRICT WACO	COUNTY McLENNAN
GRAPHICS	CONTROL 0258	SECTION 08	JOB 037, ETC
CHECK	40		

MATCH LINE STA: 349+40



MATCH LINE STA: 360+40

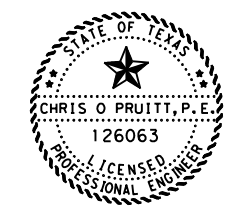
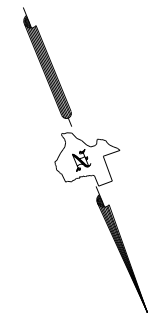
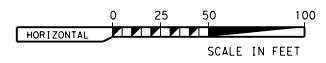
MATCH LINE STA: 360+40



MATCH LINE STA: 371+40

LEGEND:

- IN RD IL (TY SA)
40T-8 (250W EQ) LED
- GROUND BOX TY A
- ELECTRICAL SERVICE (TY A)
- CONDUIT, TRENCH
- PROPOSED CONDUIT, BORE
- POWER LINES
- CONDUIT RUN
- IN RD IL (TY SA)
40T-8-8 (250W EQ) LED



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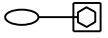



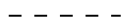


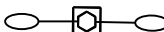
Texas Department of Transportation
© 2022

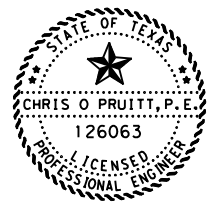
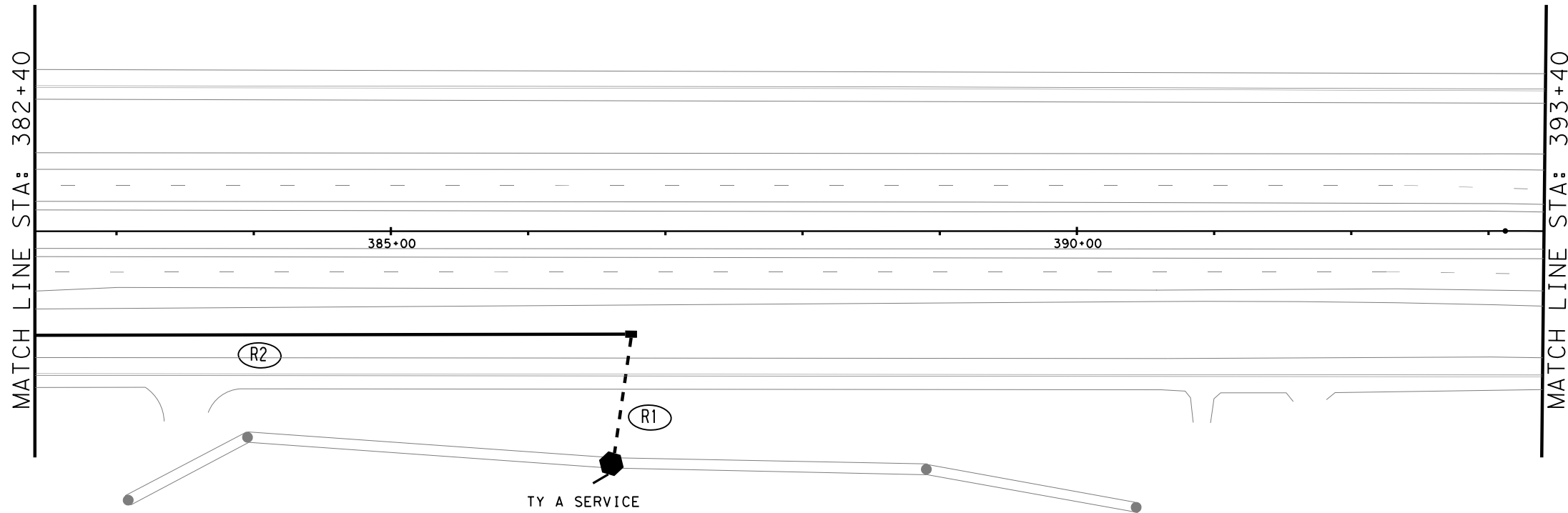
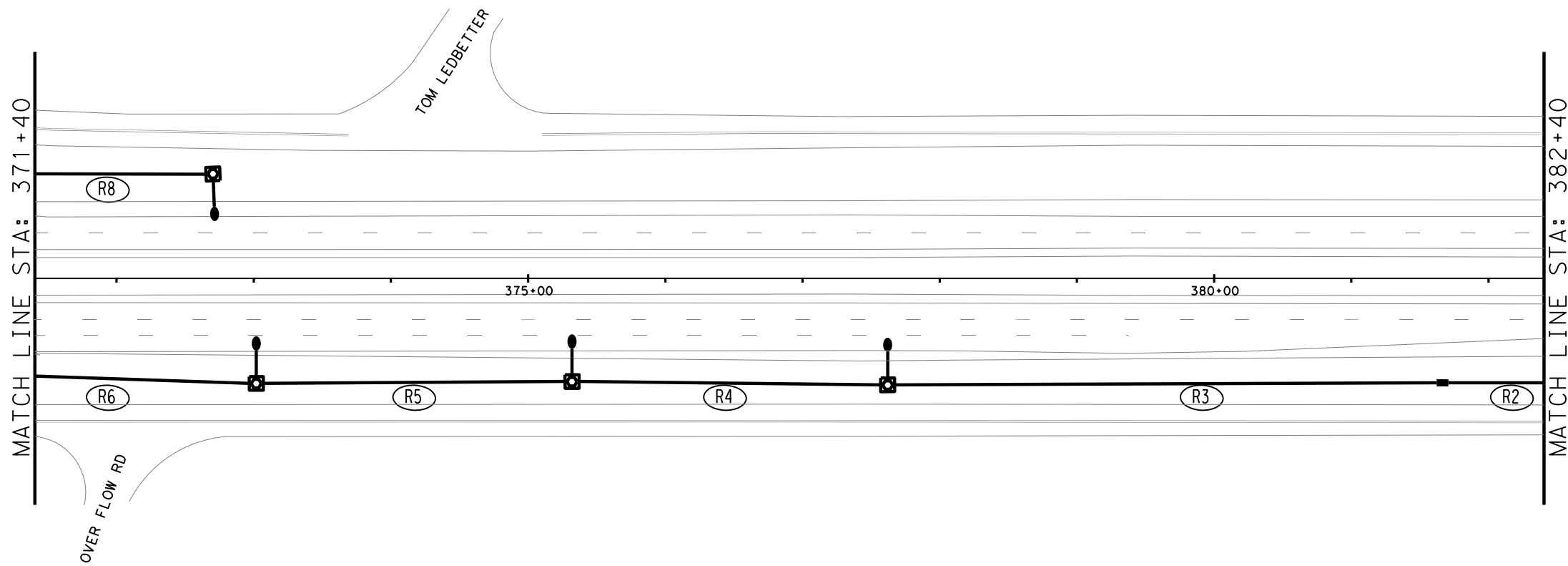
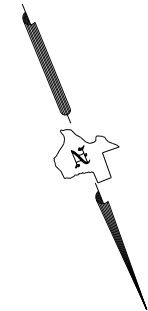
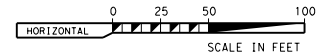
**SH-6
PROPOSED SAFETY LIGHTING**
(STA 349+40 TO STA 371+40)

Sheet 7 of 16

DESIGN	FED RD DIV No.	PROJECT No.		HIGHWAY No.
CHECK	6	-		SH 6
GRAPHICS	STATE	DISTRICT	COUNTY	SHEET No.
CHECK	TEXAS	WACO	McLENNAN	41
	CONTROL	SECTION	JOB	
	0258	08	037, ETC	

LEGEND:

-  IN RD IL (TY SA)
40T-8 (250W EQ) LED
-  GROUND BOX TY A
-  ELECTRICAL SERVICE (TY A)
-  CONDUIT, TRENCH
-  PROPOSED CONDUIT, BORE
-  POWER LINES
-  CONDUIT RUN
-  IN RD IL (TY SA)
40T-8-8 (250W EQ) LED



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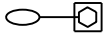



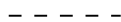


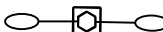


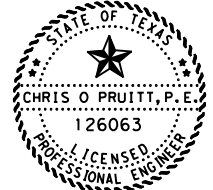
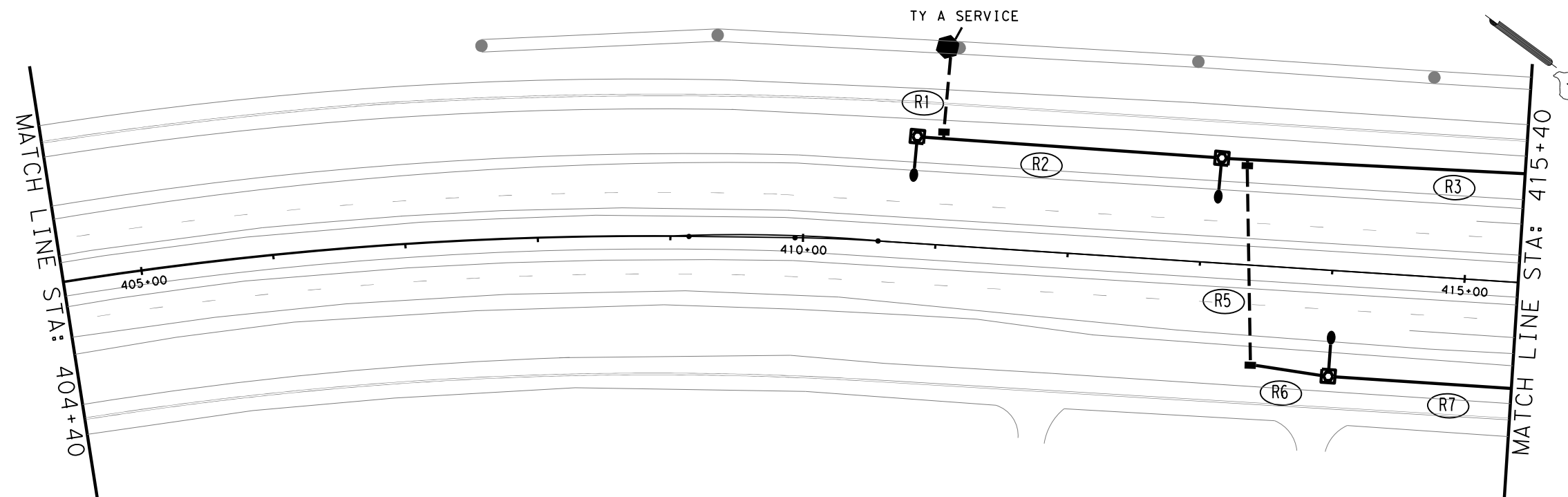
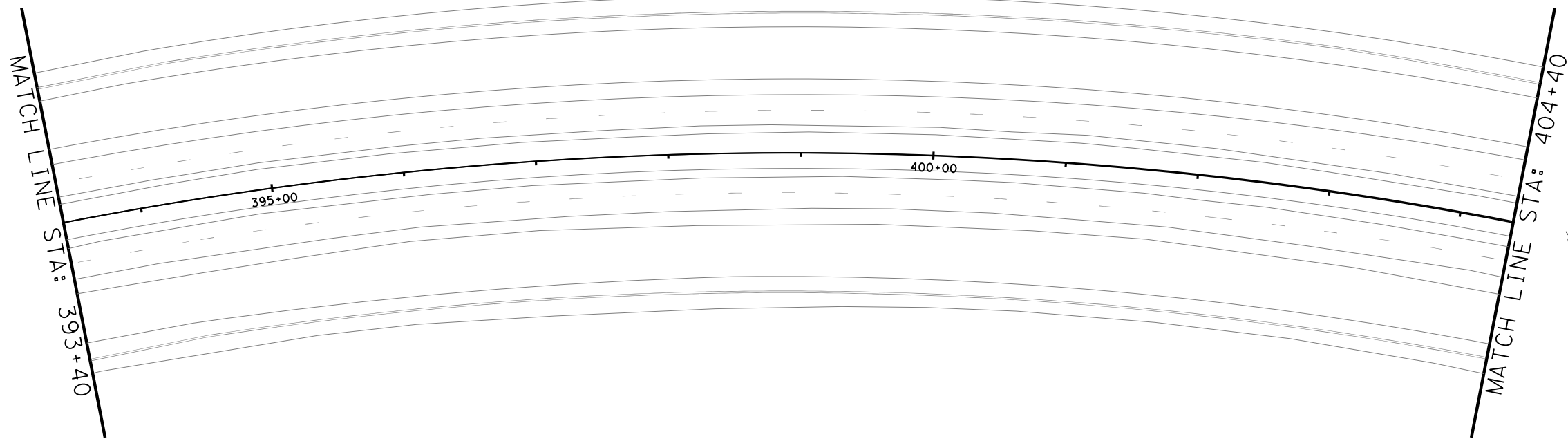
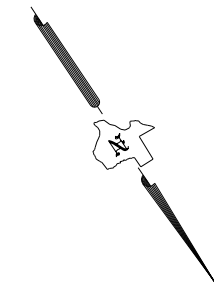
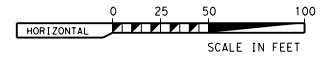
**SH-6
PROPOSED SAFETY LIGHTING**
(STA 371+40 TO STA 393+40)

Sheet 8 of 16

DESIGN	FED RD DIV No. 6	PROJECT No. -	HIGHWAY No. SH 6
CHECK	STATE TEXAS	DISTRICT WACO	COUNTY McLENNAN
GRAPHICS	CONTROL 0258	SECTION 08	JOB 037, ETC
CHECK	42		

LEGEND:

-  IN RD IL (TY SA)
40T-8 (250W EQ) LED
-  GROUND BOX TY A
-  ELECTRICAL SERVICE (TY A)
-  CONDUIT, TRENCH
-  PROPOSED CONDUIT, BORE
-  POWER LINES
-  CONDUIT RUN
-  IN RD IL (TY SA)
40T-8-8 (250W EQ) LED



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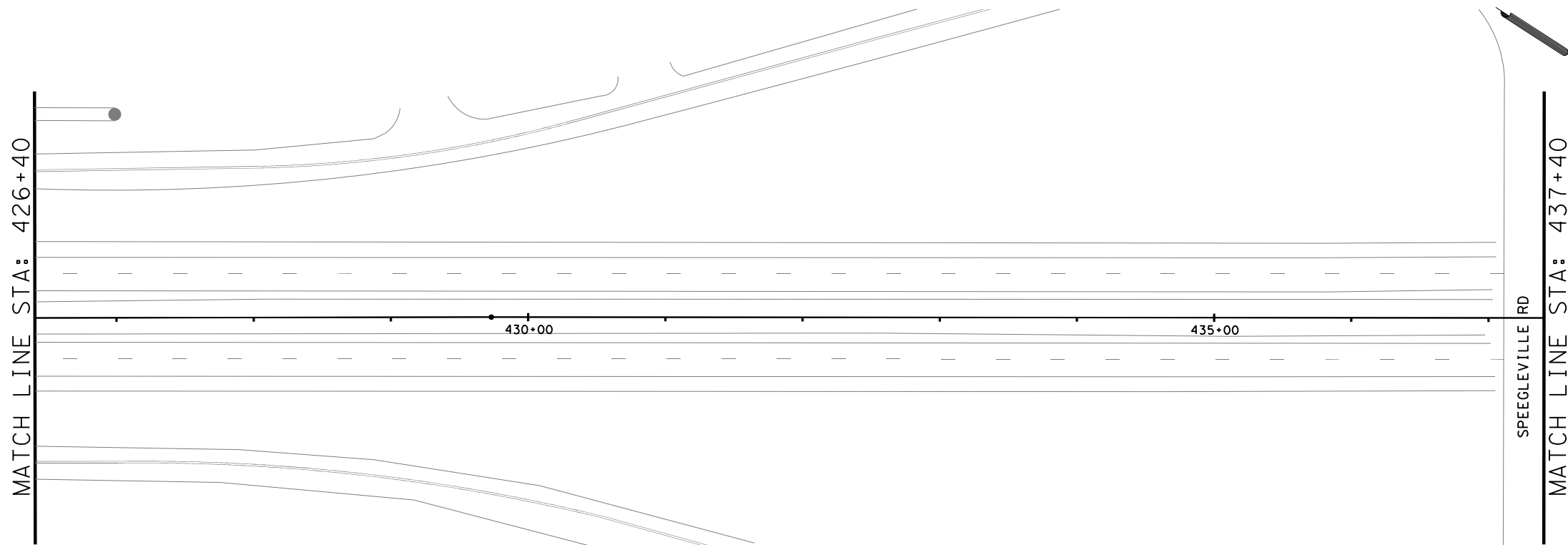
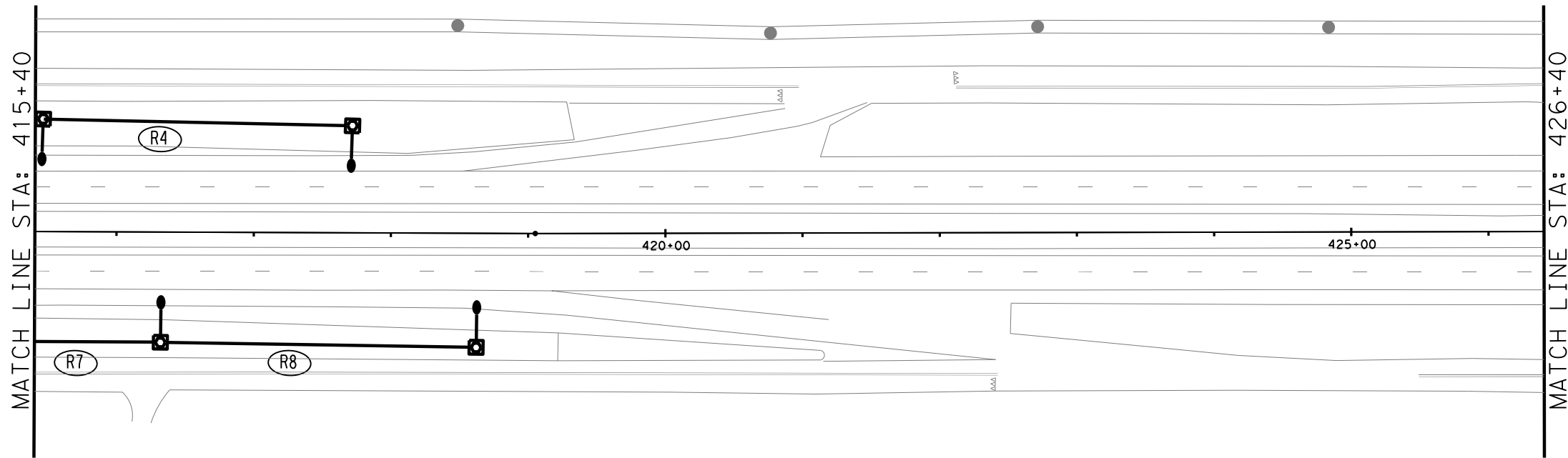
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Signature of Registrant & Date



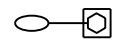






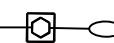
**SH-6
PROPOSED SAFETY LIGHTING**
(STA 393+40 TO STA 415+40)

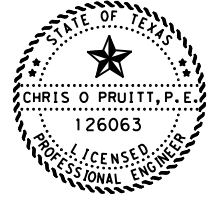
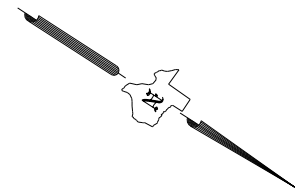
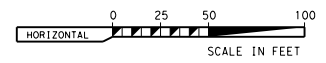
Sheet 9 of 16

DESIGN	FED RD DIV No.	PROJECT No.	HIGHWAY No.
CHECK	6	-	SH 6
GRAPHICS	STATE	DISTRICT	COUNTY
CHECK	TEXAS	WACO	McLENNAN
	CONTROL	SECTION	JOB
	0258	08	037, ETC
			43



LEGEND:

-  IN RD IL (TY SA)
40T-8 (250W EQ) LED
-  GROUND BOX TY A
-  ELECTRICAL SERVICE (TY A)
-  CONDUIT, TRENCH
-  PROPOSED CONDUIT, BORE
-  POWER LINES
-  CONDUIT RUN
-  IN RD IL (TY SA)
40T-8-8 (250W EQ) LED



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**SH-6
PROPOSED SAFETY LIGHTING**
(STA 415+40 TO STA 437+40)

Sheet 10 of 16

DESIGN	FED RD DIV No. 6	PROJECT No. -	HIGHWAY No. SH 6
CHECK	STATE TEXAS	DISTRICT WACO	COUNTY McLENNAN
GRAPHICS	CONTROL 0258	SECTION 08	JOB 037, ETC
CHECK	44		

MATCH LINE STA: 437+40

SPEEGVILLE RD

440+00

445+00

MATCH LINE STA: 448+40

MATCH LINE STA: 448+40

450+00

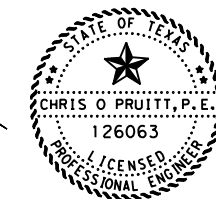
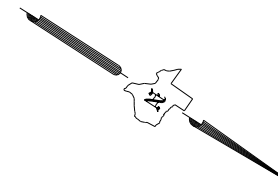
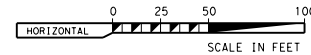
455+00

MATCH LINE STA: 459+40

TY A SERVICE

LEGEND:

- IN RD IL (TY SA) 40T-8 (250W EQ) LED
- GROUND BOX TY A
- ELECTRICAL SERVICE (TY A)
- CONDUIT, TRENCH
- PROPOSED CONDUIT, BORE
- POWER LINES
- CONDUIT RUN
- IN RD IL (TY SA) 40T-8-8 (250W EQ) LED



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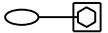



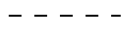


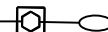


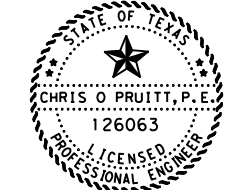
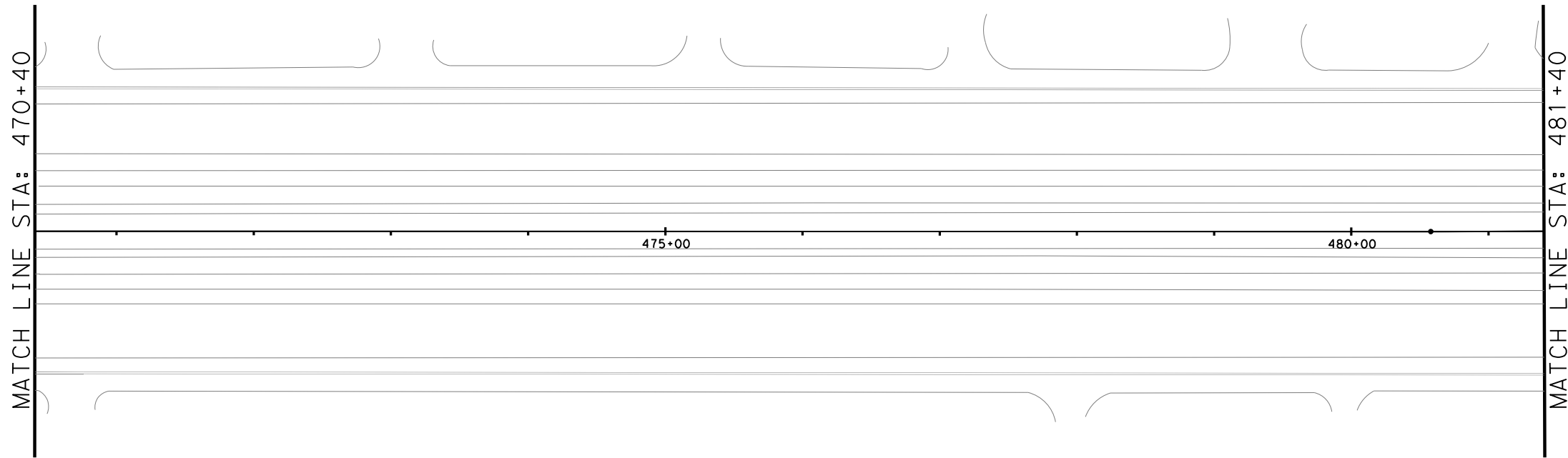
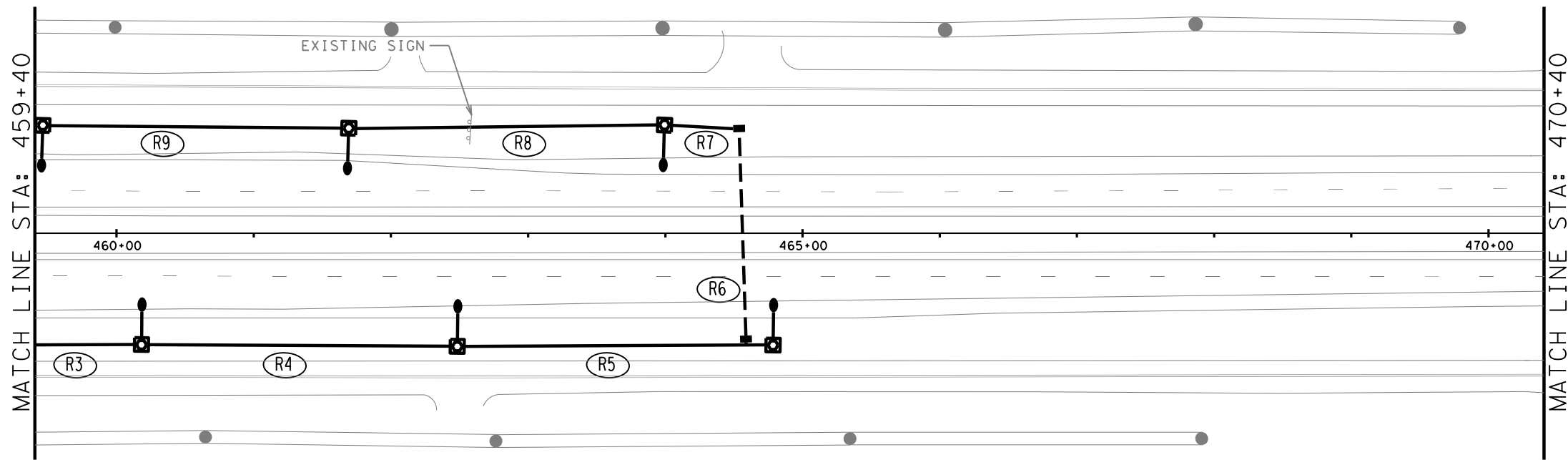
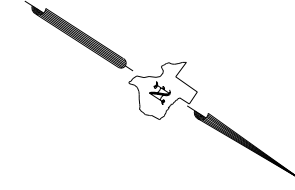
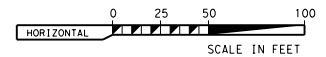
SH-6
PROPOSED SAFETY LIGHTING
 (STA 437+40 TO STA 459+40)

Sheet 11 of 16

DESIGN	FED RD DIV No.	PROJECT No.		HIGHWAY No.
CHECK	6	-		SH 6
GRAPHICS	STATE	DISTRICT	COUNTY	SHEET No.
CHECK	TEXAS	WACO	McLENNAN	45
	CONTROL	SECTION	JOB	
	0258	08	037, ETC	

LEGEND:

-  IN RD IL (TY SA)
40T-8 (250W EQ) LED
-  GROUND BOX TY A
-  ELECTRICAL SERVICE (TY A)
-  CONDUIT, TRENCH
-  PROPOSED CONDUIT, BORE
-  POWER LINES
-  CONDUIT RUN
-  IN RD IL (TY SA)
40T-8-8 (250W EQ) LED



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**SH-6
PROPOSED SAFETY LIGHTING**
(STA 459+40 TO STA 481+40)

Sheet 12 of 16

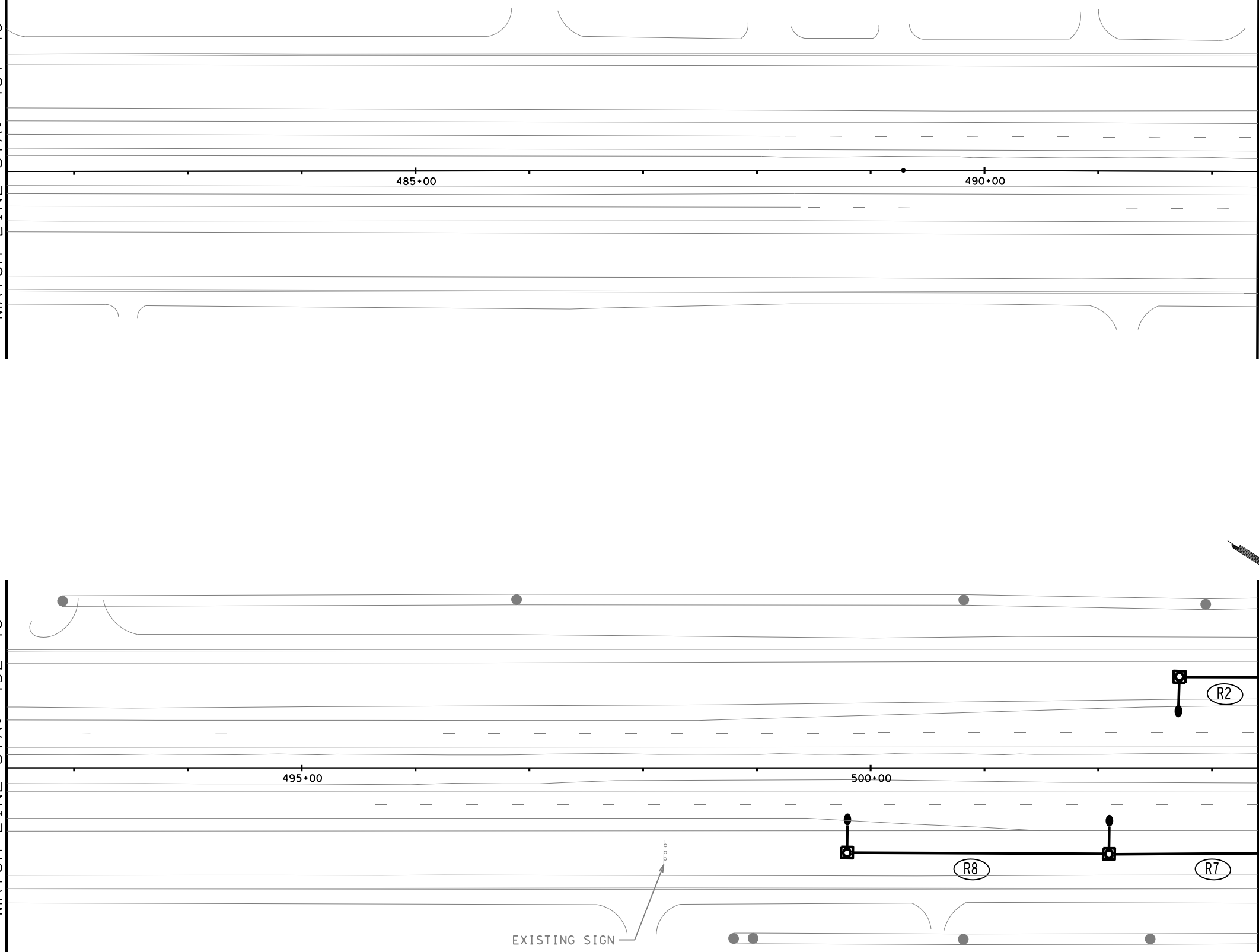
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CHECK	6	-		SH 6
GRAPHICS	STATE	DISTRICT	COUNTY	SHEET No.
CHECK	TEXAS	WACO	McLENNAN	46
	CONTROL	SECTION	JOB	
	0258	08	037, ETC	

MATCH LINE STA: 481+40

MATCH LINE STA: 492+40

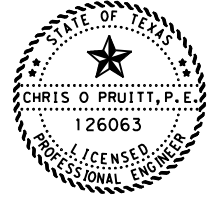
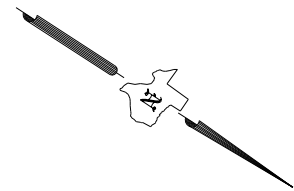
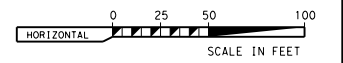
MATCH LINE STA: 492+40

MATCH LINE STA: 503+40



LEGEND:

- IN RD IL (TY SA)
40T-8 (250W EQ) LED
- GROUND BOX TY A
- ELECTRICAL SERVICE (TY A)
- CONDUIT, TRENCH
- PROPOSED CONDUIT, BORE
- POWER LINES
- CONDUIT RUN
- IN RD IL (TY SA)
40T-8-8 (250W EQ) LED



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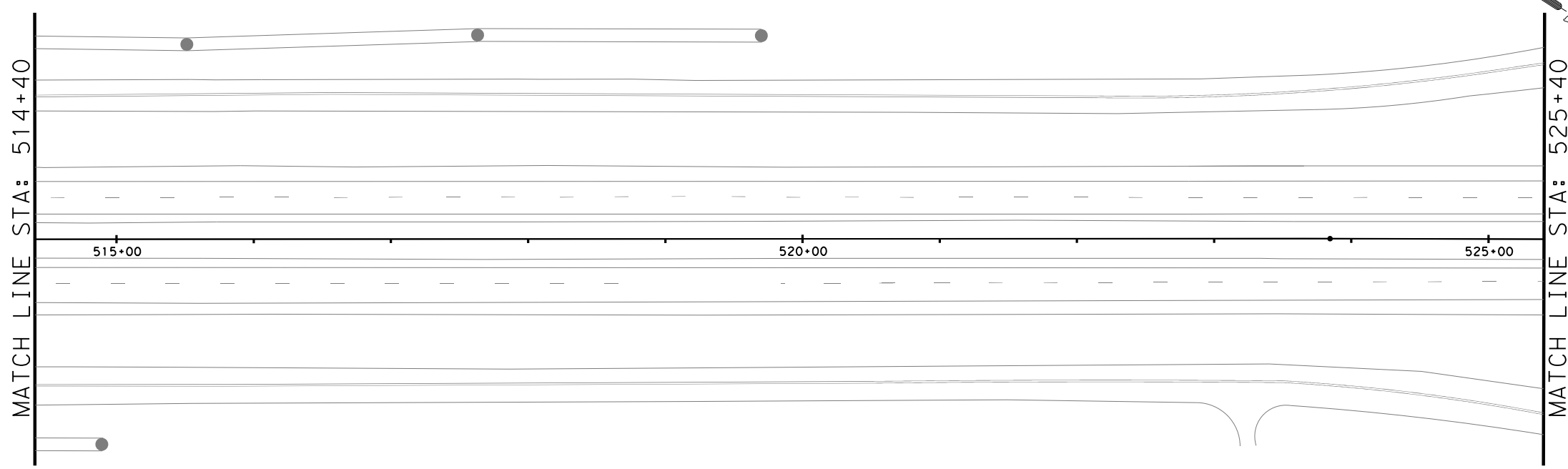
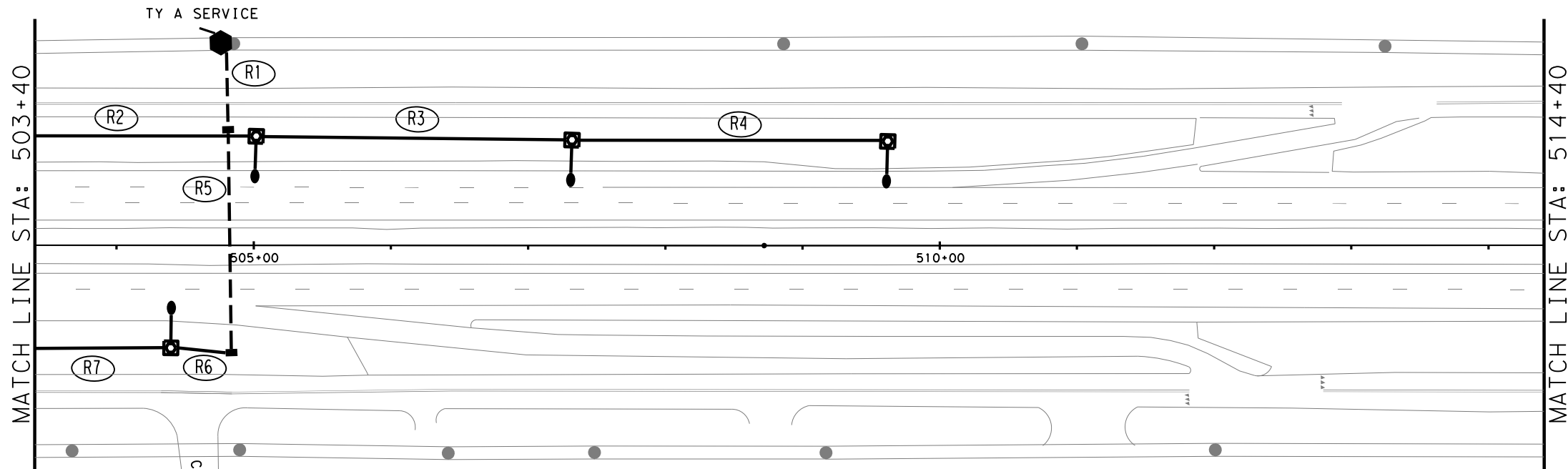
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**SH-6
PROPOSED SAFETY LIGHTING**
(STA 481+40 TO STA 503+40)

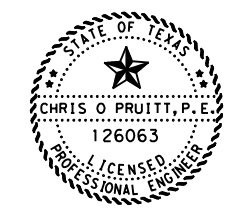
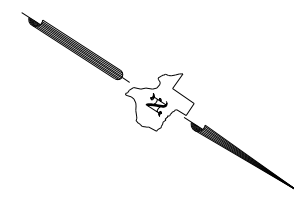
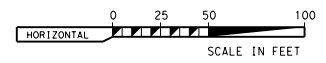
Sheet 13 of 16

DESIGN	FED RD DIV No.	PROJECT No.		HIGHWAY No.
CHECK	6	-		SH 6
GRAPHICS	STATE	DISTRICT	COUNTY	SHEET No.
CHECK	TEXAS	WACO	McLENNAN	47
	CONTROL	SECTION	JOB	
	0258	08	037, ETC	



LEGEND:

- IN RD IL (TY SA) 40T-8 (250W EQ) LED
- GROUND BOX TY A
- ELECTRICAL SERVICE (TY A)
- CONDUIT, TRENCH
- PROPOSED CONDUIT, BORE
- POWER LINES
- CONDUIT RUN
- IN RD IL (TY SA) 40T-8-8 (250W EQ) LED



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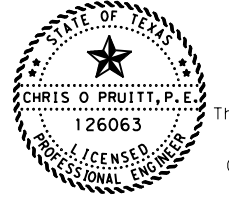
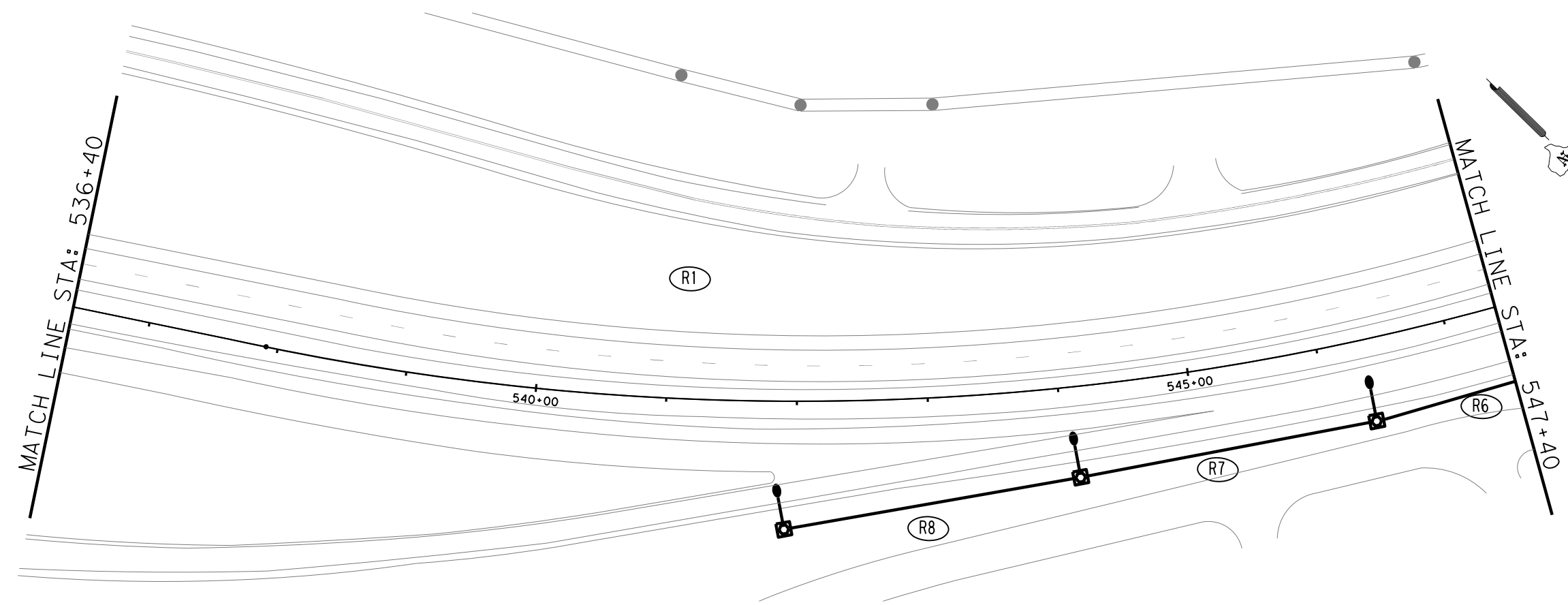
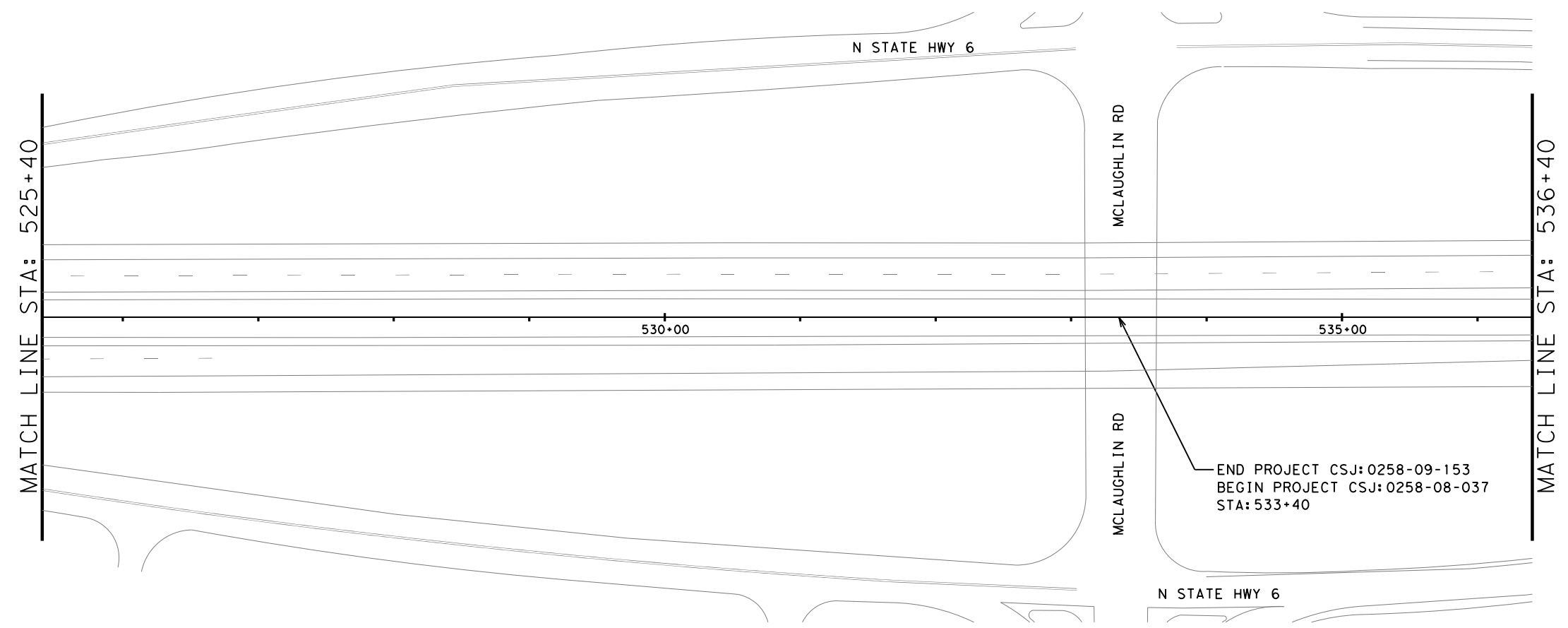
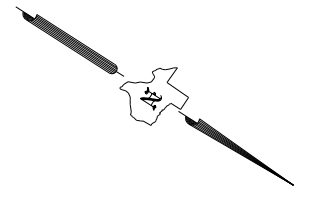
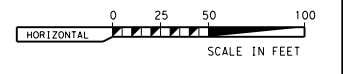
**SH-6
PROPOSED SAFETY LIGHTING**
(STA 503+40 TO STA 525+40)

Sheet 14 of 16

DESIGN	FED RD DIV No.	PROJECT No.		HIGHWAY No.
CHECK	6	-		SH 6
GRAPHICS	STATE	DISTRICT	COUNTY	SHEET No.
CHECK	TEXAS	WACO	McLENNAN	48
	CONTROL	SECTION	JOB	
	0258	08	037, ETC	

LEGEND:

- IN RD IL (TY SA)
40T-8 (250W EQ) LED
- GROUND BOX TY A
- ELECTRICAL SERVICE (TY A)
- CONDUIT, TRENCH
- PROPOSED CONDUIT, BORE
- POWER LINES
- CONDUIT RUN
- IN RD IL (TY SA)
40T-8-8 (250W EQ) LED



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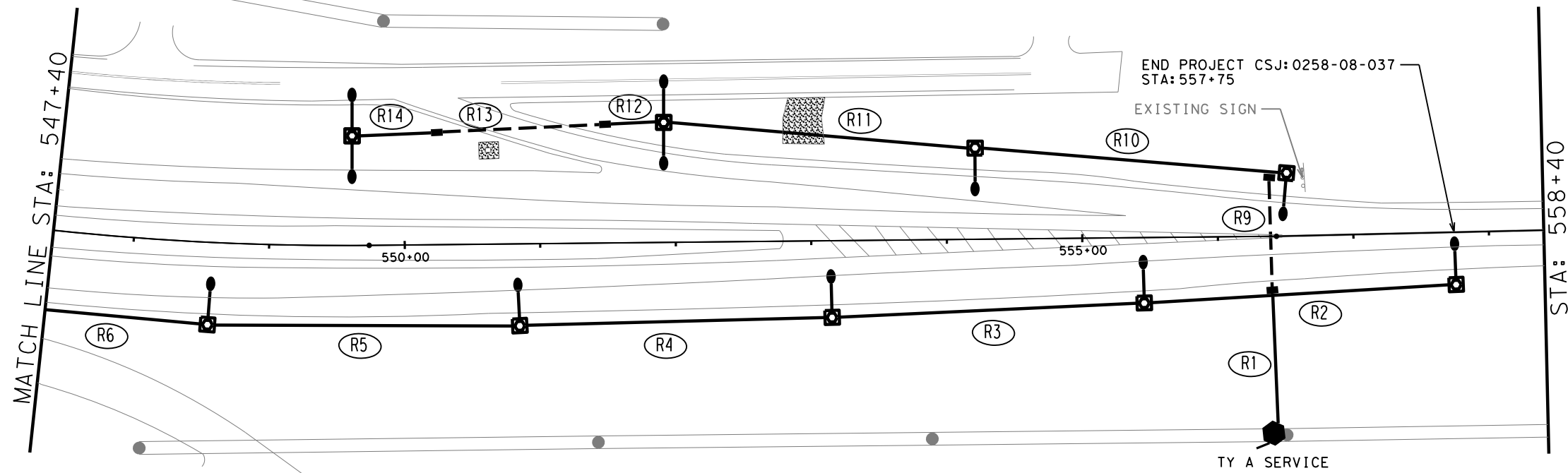
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**SH-6
PROPOSED SAFETY LIGHTING**
(STA 525+40 TO STA 547+40)

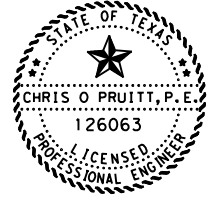
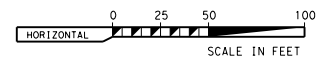
Sheet 15 of 16

DESIGN	FED RD DIV No.	PROJECT No.		HIGHWAY No.
CHECK	6	-		SH 6
GRAPHICS	STATE	DISTRICT	COUNTY	
	TEXAS	WACO	McLENNAN	
CHECK	CONTROL	SECTION	JOB	
	0258	08	037, ETC	
				49



LEGEND:

- IN RD IL (TY SA)
40T-8 (250W EQ) LED
- GROUND BOX TY A
- ELECTRICAL SERVICE (TY A)
- CONDUIT, TRENCH
- PROPOSED CONDUIT, BORE
- POWER LINES
- CONDUIT RUN
- IN RD IL (TY SA)
40T-8-8 (250W EQ) LED



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**SH-6
PROPOSED SAFETY LIGHTING
(STA 547+40 TO END PROJECT)**

Sheet 16 of 16

DESIGN	FED RD DIV No.	PROJECT No.		HIGHWAY No.
CHECK	6	-		SH 6
GRAPHICS	STATE	DISTRICT	COUNTY	SHEET No.
	TEXAS	WACO	McLENNAN	50
CHECK	CONTROL	SECTION	JOB	
	0258	08	037, ETC	

SHEET 1 OF 16

CONDUIT AND CABLE RUNS					
RUN	LENGTH OF RUN (FT)	0618 CONDUIT		0620 ELEC CONDUCTORS	
		TRENCH	BORE	NO. 8 (BARE)	NO. 8 (INSULATED)
		2" SCH 40 PVC	2" SCH 80 PVC		
R1	99	1		1	4
R2	143		2	2	4
R3	289	1		1	4
R4	146		2	2	2
R5	220	1		1	2
R6	220	1		1	2
R7	220	1		1	4
R8	183	1		1	4

SHEET 2 OF 16

CONDUIT AND CABLE RUNS					
RUN	LENGTH OF RUN (FT)	0618 CONDUIT		0620 ELEC CONDUCTORS	
		TRENCH	BORE	NO. 8 (BARE)	NO. 8 (INSULATED)
		2" SCH 40 PVC	2" SCH 80 PVC		
R8	37	1		1	4
R9	220	1		1	4
R10	220	1		1	4
R11	220	1		1	4
R12	145		2	2	4
R13	220	1		1	4
R14	220	1		1	4
R15	180	1		1	4
R16	244		2	2	4
R17	408	1		1	4
R18	156	1		1	4

SHEET 3 OF 16

CONDUIT AND CABLE RUNS					
RUN	LENGTH OF RUN (FT)	0618 CONDUIT		0620 ELEC CONDUCTORS	
		TRENCH	BORE	NO. 8 (BARE)	NO. 8 (INSULATED)
		2" SCH 40 PVC	2" SCH 80 PVC		
R18	256	1		1	4
R19	88	1		1	2
R20	252		2	2	2
R21	19	1		1	2
R22	220	1		1	2
R23	140		2	2	2
R24	220	1		1	2
R25	220	1		1	2

SHEET 5 OF 16

CONDUIT AND CABLE RUNS					
RUN	LENGTH OF RUN (FT)	0618 CONDUIT		0620 ELEC CONDUCTORS	
		TRENCH	BORE	NO. 8 (BARE)	NO. 8 (INSULATED)
		2" SCH 40 PVC	2" SCH 80 PVC		
R28	220	1		1	2
R27	220	1		1	2
R26	195	1		1	2
R25	285		2	2	2
R24	108	1		1	2
R23	220	1		1	2



CONDUIT RUNS

SHEET 1 OF 4

CHANGE ORDER	FED. RD. DIV. NO.	CONT	SECT	JOB	HIGHWAY
	6	0258	08	037, ETC	SH 6
	STATE	DIST	COUNTY		SHEET NO.
	TEXAS	WACO	McLENNAN		51

SHEET 6 OF 16

CONDUIT AND CABLE RUNS					
RUN	LENGTH OF RUN (FT)	0618 CONDUIT		0620 ELEC CONDUCTORS	
		TRENCH	BORE	NO. 8 (BARE)	NO. 8 (INSULATED)
		2" SCH 40 PVC	2" SCH 80 PVC		
R24	479	1		1	2
R22	220	1		1	2
R21	220	1		1	2
R20	131		2	2	2
R19	420	1		1	4
R18	496	1		1	4
R17	500	1		1	4
R16	273	1		1	4

SHEET 7 OF 16

CONDUIT AND CABLE RUNS					
RUN	LENGTH OF RUN (FT)	0618 CONDUIT		0620 ELEC CONDUCTORS	
		TRENCH	BORE	NO. 8 (BARE)	NO. 8 (INSULATED)
		2" SCH 40 PVC	2" SCH 80 PVC		
R16	227	1		1	4
R15	500	1		1	4
R14	500	1		1	4
R13	465	1		1	4
R12	60		2	2	4
R11	355	1		1	4
R10	55		2	2	4
R9	220	1		1	2
R8	95	1		1	2
R7	140		2	2	2
R6	63	1		1	4

SHEET 8 OF 16

CONDUIT AND CABLE RUNS					
RUN	LENGTH OF RUN (FT)	0618 CONDUIT		0620 ELEC CONDUCTORS	
		TRENCH	BORE	NO. 8 (BARE)	NO. 8 (INSULATED)
		2" SCH 40 PVC	2" SCH 80 PVC		
R8	125	1		1	2
R6	157	1		1	4
R5	220	1		1	4
R4	220	1		1	4
R3	395	1		1	4
R2	500	1		1	4
R1	85		2	2	4

SHEET 9 OF 16

CONDUIT AND CABLE RUNS					
RUN	LENGTH OF RUN (FT)	0618 CONDUIT		0620 ELEC CONDUCTORS	
		TRENCH	BORE	NO. 8 (BARE)	NO. 8 (INSULATED)
		2" SCH 40 PVC	2" SCH 80 PVC		
R1	54		2	2	4
R2	220	1		1	4
R3	220	1		1	2
R5	145		2	2	2
R6	20	1		1	2
R7	133	1		1	2



CONDUIT RUNS

SHEET 2 OF 4

CHANGE ORDER	FED. RD. DIV. NO.	CONT	SECT	JOB	HIGHWAY
	6	0258	08	037, ETC	SH 6
	STATE	DIST	COUNTY		SHEET NO.
	TEXAS	WACO	McLENNAN		52

SHEET 10 OF 16

CONDUIT AND CABLE RUNS					
RUN	LENGTH OF RUN (FT)	0618 CONDUIT		0620 ELEC CONDUCTORS	
		TRENCH	BORE	NO. 8 (BARE)	NO. 8 (INSULATED)
		2" SCH 40 PVC	2" SCH 80 PVC		
R4	220	1		1	2
R7	87	1		1	2
R8	220	1		1	2

SHEET 11 OF 16

CONDUIT AND CABLE RUNS					
RUN	LENGTH OF RUN (FT)	0618 CONDUIT		0620 ELEC CONDUCTORS	
		TRENCH	BORE	NO. 8 (BARE)	NO. 8 (INSULATED)
		2" SCH 40 PVC	2" SCH 80 PVC		
R1	50		2	2	4
R2	80	1		1	4
R3	147	1		1	4

SHEET 12 OF 16

CONDUIT AND CABLE RUNS					
RUN	LENGTH OF RUN (FT)	0618 CONDUIT		0620 ELEC CONDUCTORS	
		TRENCH	BORE	NO. 8 (BARE)	NO. 8 (INSULATED)
		2" SCH 40 PVC	2" SCH 80 PVC		
R3	73	1		1	4
R4	220	1		1	4
R5	220	1		1	4
R6	148		2	2	2
R7	45	1		1	2
R8	220	1		1	2
R9	220	1		1	2

SHEET 13 OF 16

CONDUIT AND CABLE RUNS					
RUN	LENGTH OF RUN (FT)	0618 CONDUIT		0620 ELEC CONDUCTORS	
		TRENCH	BORE	NO. 8 (BARE)	NO. 8 (INSULATED)
		2" SCH 40 PVC	2" SCH 80 PVC		
R8	220	1		1	2
R7	126	1		1	2
R2	64	1		1	2



CONDUIT RUNS

SHEET 3 OF 4

CHANGE ORDER	FED. RD. DIV. NO.	CONT	SECT	JOB	HIGHWAY
	6	0258	08	037, ETC	SH 6
	STATE	DIST	COUNTY		SHEET NO.
	TEXAS	WACO	McLENNAN		53

SHEET 14 OF 16

CONDUIT AND CABLE RUNS					
RUN	LENGTH OF RUN (FT)	0618 CONDUIT		0620 ELEC CONDUCTORS	
		TRENCH	BORE	NO. 8 (BARE)	NO. 8 (INSULATED)
		2" SCH 40 PVC	2" SCH 80 PVC		
R7	94	1		1	2
R6	35	1		1	2
R5	158		2	2	2
R4	220	1		1	2
R3	220	1		1	2
R2	156	1		1	2
R1	54		2	2	4

SHEET 15 OF 16

CONDUIT AND CABLE RUNS					
RUN	LENGTH OF RUN (FT)	0618 CONDUIT		0620 ELEC CONDUCTORS	
		TRENCH	BORE	NO. 8 (BARE)	NO. 8 (INSULATED)
		2" SCH 40 PVC	2" SCH 80 PVC		
R8	220	1		1	2
R7	220	1		1	2
R6	105	1		1	2

SHEET 16 OF 16

CONDUIT AND CABLE RUNS					
RUN	LENGTH OF RUN (FT)	0618 CONDUIT		0620 ELEC CONDUCTORS	
		TRENCH	BORE	NO. 8 (BARE)	NO. 8 (INSULATED)
		2" SCH 40 PVC	2" SCH 80 PVC		
R14	53	1		1	2
R13	116		2	2	2
R12	35	1		1	2
R11	220	1		1	2
R10	220	1		1	2
R9	78		2	2	2
R6	115	1		1	2
R5	220	1		1	2
R4	220	1		1	2
R3	220	1		1	2
R2	220	1		1	2
R1	96	1		1	4

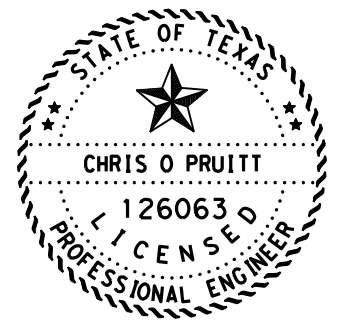


CONDUIT RUNS

SHEET 4 OF 4

CHANGE ORDER	FED. RD. DIV. NO.	CONT	SECT	JOB	HIGHWAY
	6	0258	08	037, ETC	SH 6
	STATE	DIST	COUNTY		SHEET NO.
	TEXAS	WACO	McLENNAN		54

ELECTRICAL SERVICE DATA												
Electrical Service ID	Plan Sheet Number	Electrical Service Description	Service Conduit Size	Service Conductors No./Size	Safety Switch Amps	Main Ckt. Bkr. Pole/Amps	Two-Pole Contactor Amps	Panelbd/ Loadcenter Amp Rating	Branch Circuit ID	Branch Ckt. Bkr. Pole/Amps	Branch Circuit Amps	KVA Load
CSJ:0258-09-153												
SH 6	35	ELC SRV TY A 240/480 060(NS)SS(E)SP(O)	2"	3/#6	N/A	2P/60	60	N/A	CIRCUIT B	2P/20	2.8	2.856
									CIRCUIT C	2P/20	3.15	
SH 6	42	ELC SRV TY A 240/480 060(NS)SS(E)SP(O)	2"	3/#6	N/A	2P/60	60	N/A	CIRCUIT A	2P/20	1.4	2.52
									CIRCUIT B	2P/20	1.05	
									CIRCUIT C	2P/20	2.8	
SH 6	43	ELC SRV TY A 240/480 060(NS)SS(E)SP(O)	2"	3/#6	N/A	2P/60	60	N/A	CIRCUIT A	2P/20	1.05	1.176
									CIRCUIT B	2P/20	1.4	
SH 6	45	ELC SRV TY A 240/480 060(NS)SS(E)SP(O)	2"	3/#6	N/A	2P/60	60	N/A	CIRCUIT A	2P/20	1.4	1.176
									CIRCUIT B	2P/20	1.05	
SH 6	48	ELC SRV TY A 240/480 060(NS)SS(E)SP(O)	2"	3/#6	N/A	2P/60	60	N/A	CIRCUIT A	2P/20	1.05	1.176
									CIRCUIT B	2P/20	1.4	
CSJ:0258-08-037												
SH 6	50	ELC SRV TY A 240/480 060(NS)SS(E)SP(O)	2"	3/#6	N/A	2P/60	60	N/A	CIRCUIT A	2P/20	2.8	2.352
									CIRCUIT B	2P/20	2.1	



Chris O. Pruitt, P.E. 10/12/2021

SIGNATURE OF REGISTRANT & DATE

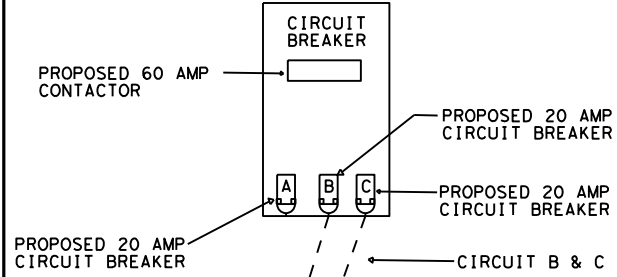


ELECTRICAL SERVICE DATA

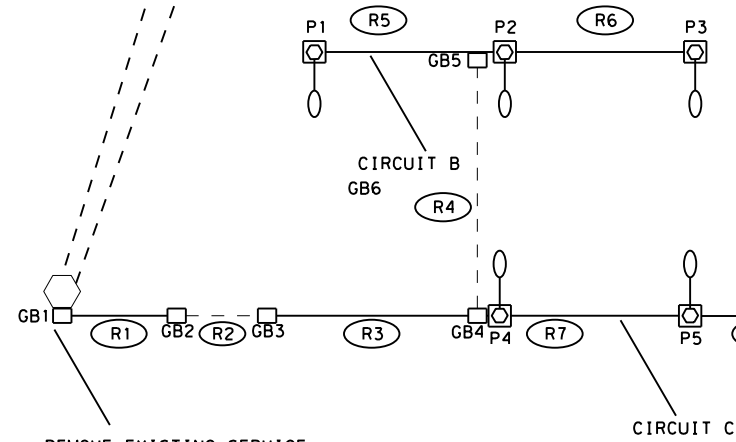
SHEET 1 OF 1

CHANGE ORDER	FED. RD. DIV. NO.	CONT	SECT	JOB	HIGHWAY
	6	0258	08	037, ETC	SH 6
	STATE	DIST	COUNTY		SHEET NO.
	TEXAS	WACO	MCLENNAN		55

PROPOSED ELECTRICAL
(TYPE "A") 240-480 VOLT
SH-6 STA: 229+75
SHEET 1 OF 16



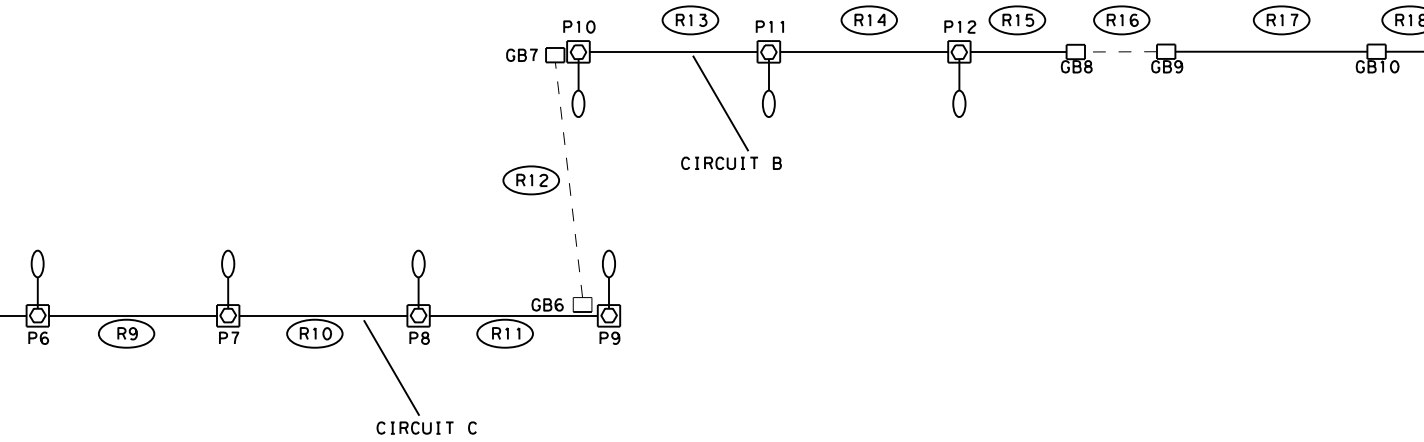
SHEET 1 OF 16



REMOVE EXISTING SERVICE
INSTALL NEW TY A SERVICE
BEGIN PROJECT CSJ:0258-09-153
STA: 229+75

MATCH LINE STA: 239+40
MATCH LINE STA: 239+40

SHEET 2 OF 16



MATCH LINE STA: 261+40

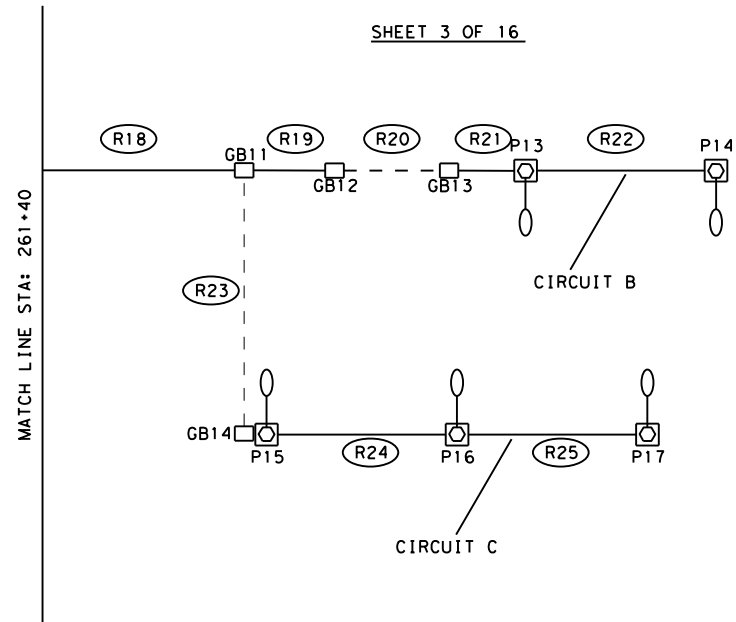
LEGEND:

- SINGLE LUMINAIRE POLE
- GROUND BOX TY A
- ELECTRICAL SERVICE
- CONDUIT, TRENCH
- PROPOSED CONDUIT, BORE
- DOUBLE LUMINAIRE POLE
- CONDUIT RUNS
- CIRCUIT
- SERVICE NUMBER
- ILLUMINATION ASM NUMBER
- ROADWAY ILLUMINATION ASM

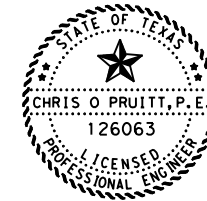
NOTES:

1. SEE ELECTRICAL STANDARD DETAILS (ED-14) FOR ADDITIONAL INFORMATION.
2. INSTALL ALL WIRING AND ELECTRICAL ITEMS IN ACCORDANCE WITH NEC.
3. ELECTRIC SERVICE LOCATIONS ARE APPROXIMATE.
4. ADDITIONAL 100' ASSUMED FOR VOLTAGE DROP CALCULATIONS DUE TO UNCERTAINTY OF EXACT SERVICE LOCATIONS.

SHEET 3 OF 16



MATCH LINE STA: 261+40



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Signature of Registrant & Date



**SH-6
ROADWAY
ILLUMINATION
ELECTRICAL
SCHEMATIC**

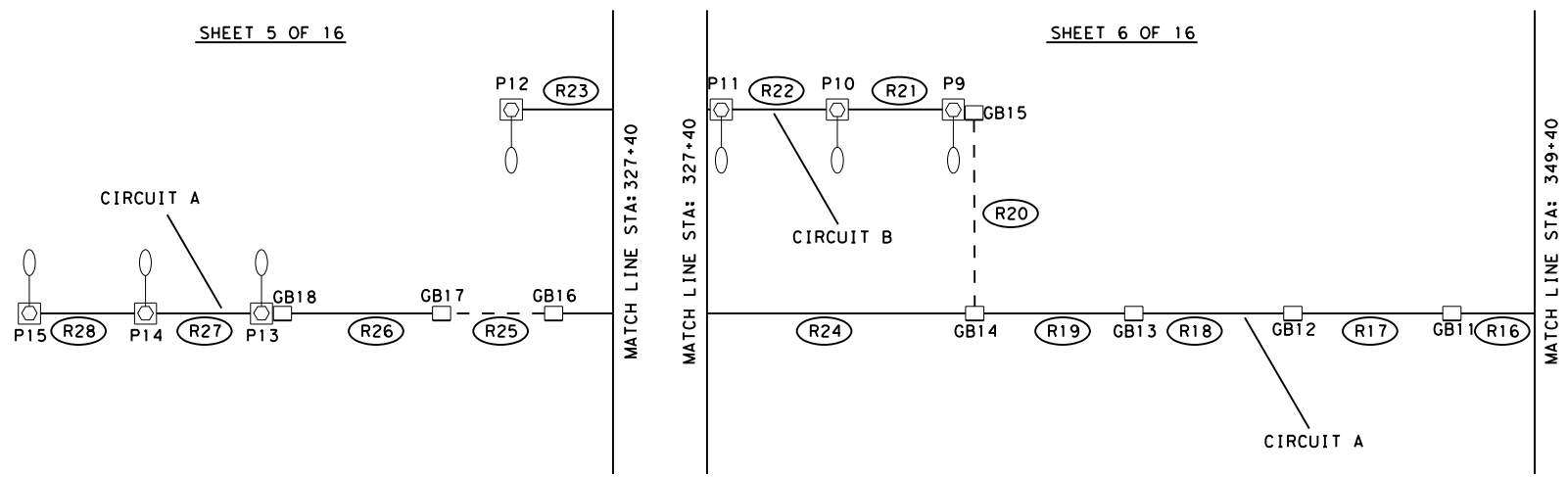
SHEET 1 of 6

DESIGN	FED RD DIV No.	PROJECT No.		HIGHWAY No.
CHECK	6	-		SH 6
GRAPHICS	STATE	DISTRICT	COUNTY	SHEET No.
	TEXAS	WACO	McLENNAN	
CHECK	CONTROL	SECTION	JOB	56
	0258	08	037, ETC	



SHEET 5 OF 16

SHEET 6 OF 16

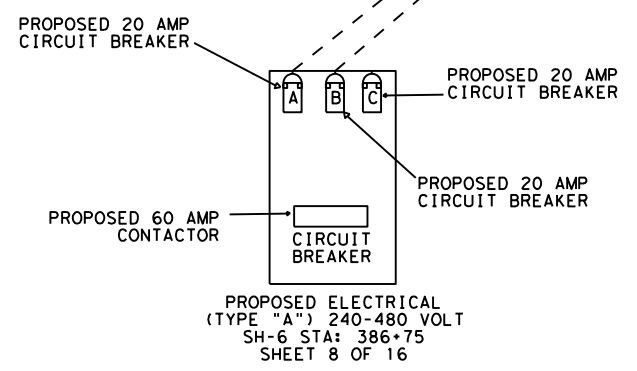
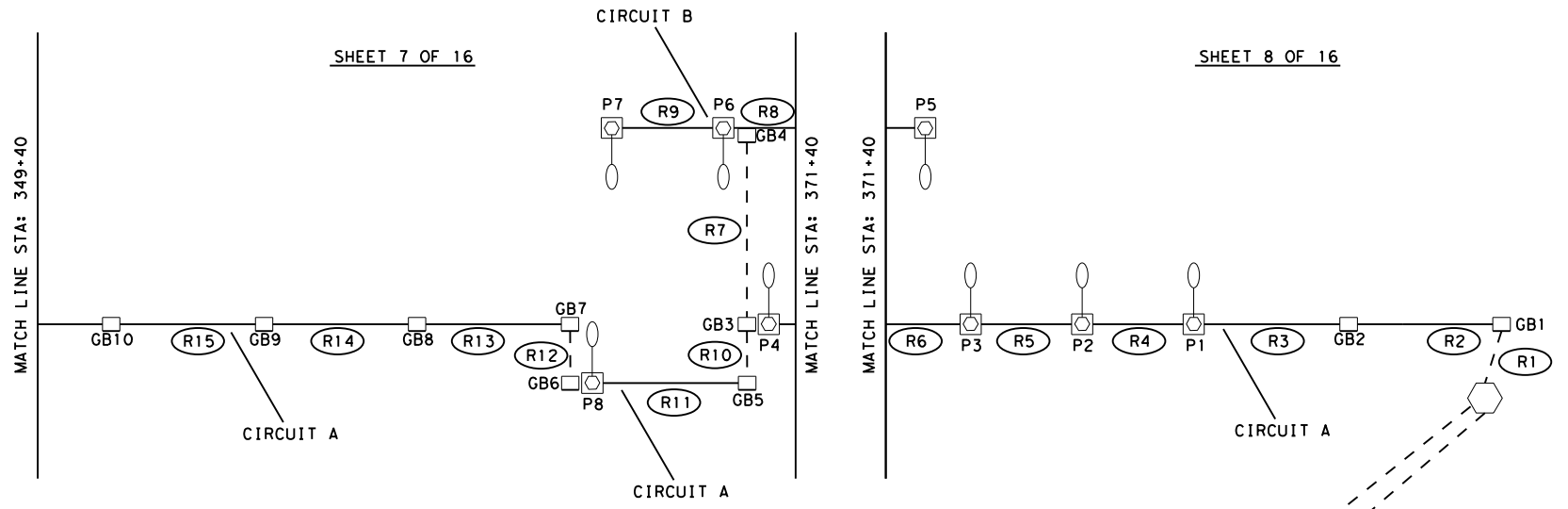


LEGEND:

- SINGLE LUMINAIRE POLE
- GROUND BOX TY A
- ELECTRICAL SERVICE
- CONDUIT, TRENCH
- PROPOSED CONDUIT, BORE
- DOUBLE LUMINAIRE POLE
- CONDUIT RUNS
- RIX-XX
- CIRCUIT ILLUMINATION ASM
- ROADWAY ILLUMINATION ASM

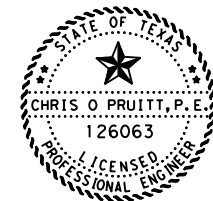
SHEET 7 OF 16

SHEET 8 OF 16



NOTES:

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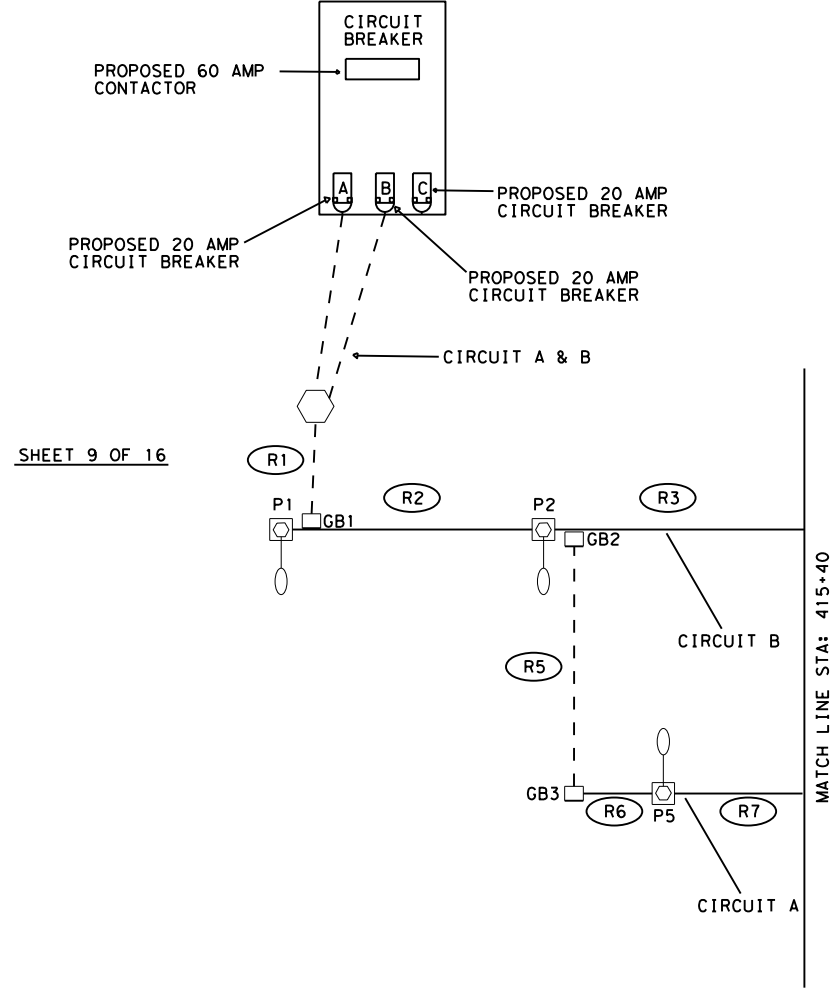
SH-6 ROADWAY ILLUMINATION ELECTRICAL SCHEMATIC

SHEET 2 of 6

DESIGN	FED RD DIV No.	PROJECT No.		HIGHWAY No.
CHECK	6	-		SH 6
GRAPHICS	STATE	DISTRICT	COUNTY	SHEET No.
	TEXAS	WACO	McLENNAN	
CHECK	CONTROL	SECTION	JOB	57
	0258	08	037, ETC	

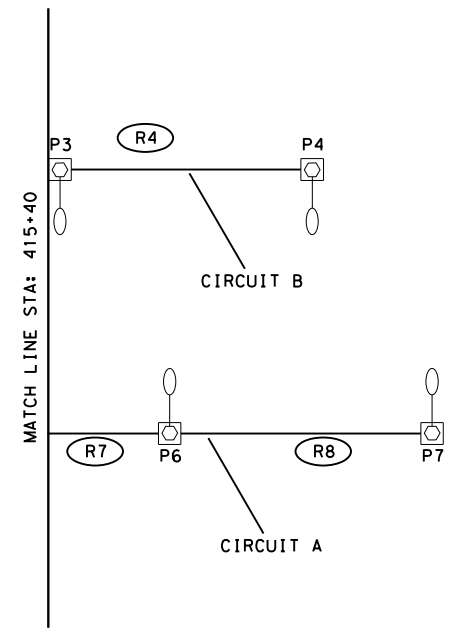


PROPOSED ELECTRICAL
(TYPE "A") 240-480 VOLT
SH-6 STA: 411+00
SHEET 9 OF 16



SHEET 9 OF 16

SHEET 10 OF 16

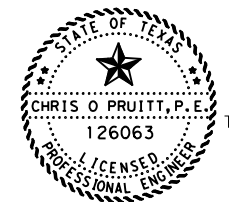


LEGEND:

- SINGLE LUMINAIRE POLE
- GROUND BOX TY A
- ELECTRICAL SERVICE
- CONDUIT, TRENCH
- PROPOSED CONDUIT, BORE
- DOUBLE LUMINAIRE POLE
- CONDUIT RUNS
- RIX-XX
CIRCUIT SERVICE NUMBER
- ILLUMINATION ASM NUMBER
- ROADWAY ILLUMINATION ASM

NOTES:

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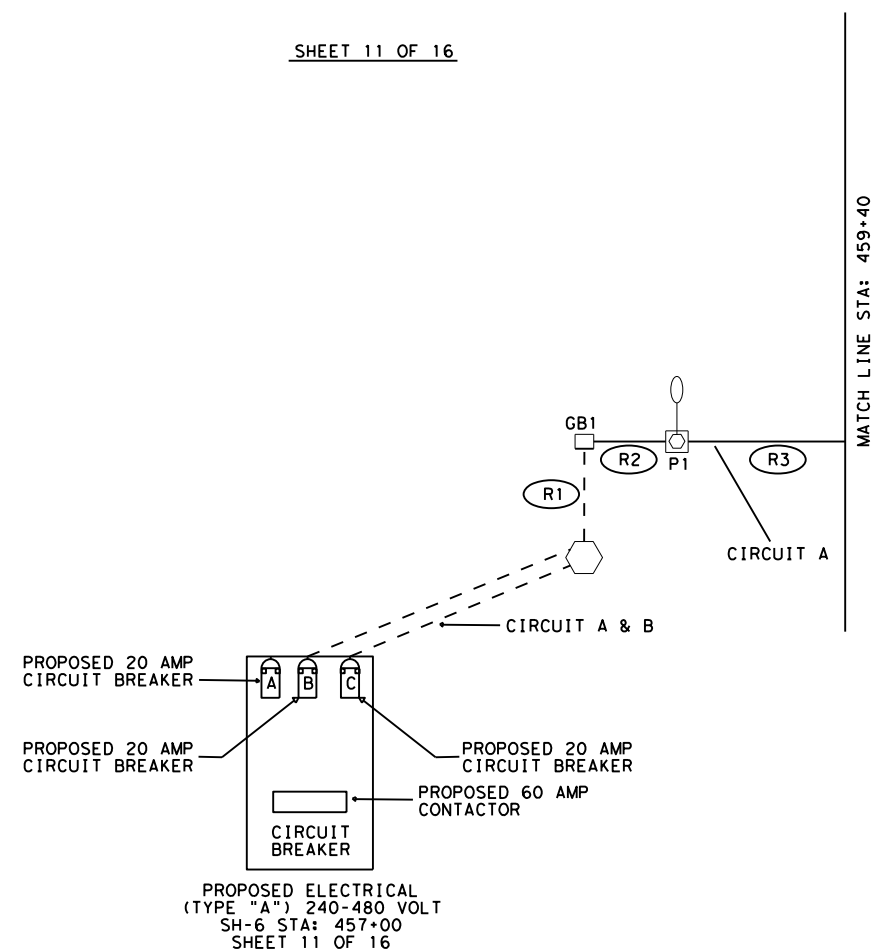
**SH-6
ROADWAY
ILLUMINATION
ELECTRICAL
SCHEMATIC**

SHEET 3 of 6

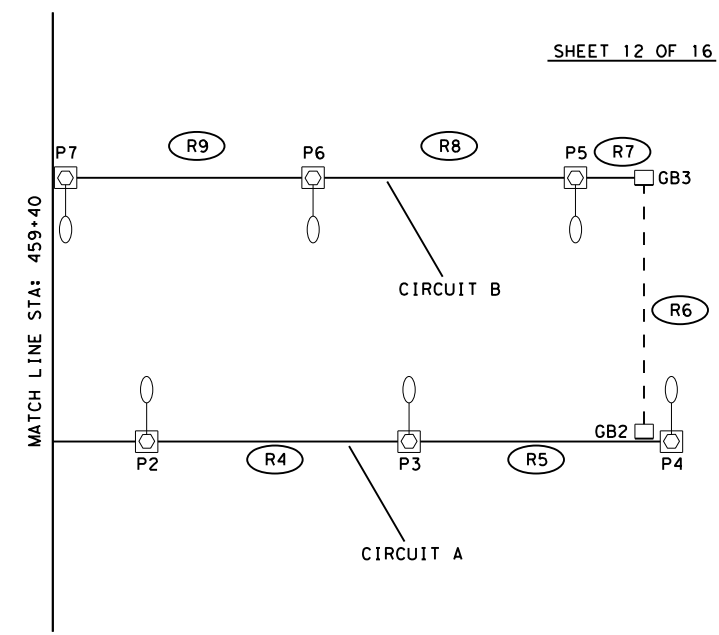
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CHECK	STATE TEXAS	DISTRICT WACO	COUNTY McLENNAN
GRAPHICS	CONTROL 0258	SECTION 08	JOB 037, ETC
CHECK	SHEET No. 58		



SHEET 11 OF 16



SHEET 12 OF 16

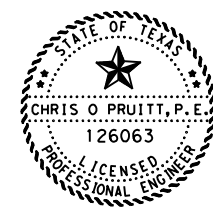


LEGEND:

- SINGLE LUMINAIRE POLE
- GROUND BOX TY A
- ELECTRICAL SERVICE
- CONDUIT, TRENCH
- PROPOSED CONDUIT, BORE
- DOUBLE LUMINAIRE POLE
- CONDUIT RUNS
- RIX-XX
- CIRCUIT ILLUMINATION ASM NUMBER
- ROADWAY ILLUMINATION ASM

NOTES:

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3. ELECTRIC SERVICE LOCATIONS ARE APPROXIMATE.
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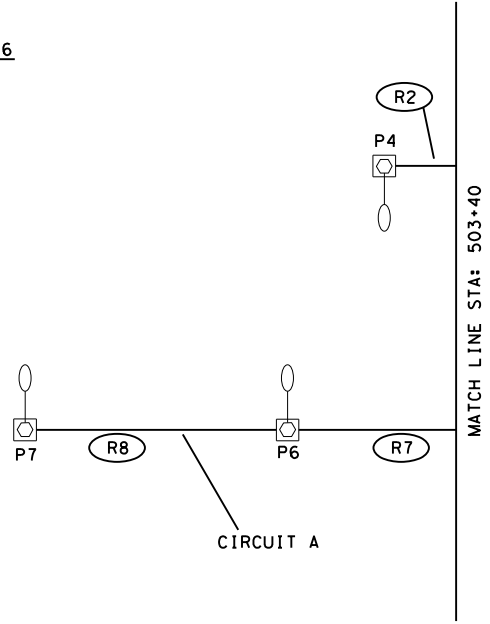
SH-6 ROADWAY ILLUMINATION ELECTRICAL SCHEMATIC

SHEET 4 of 6

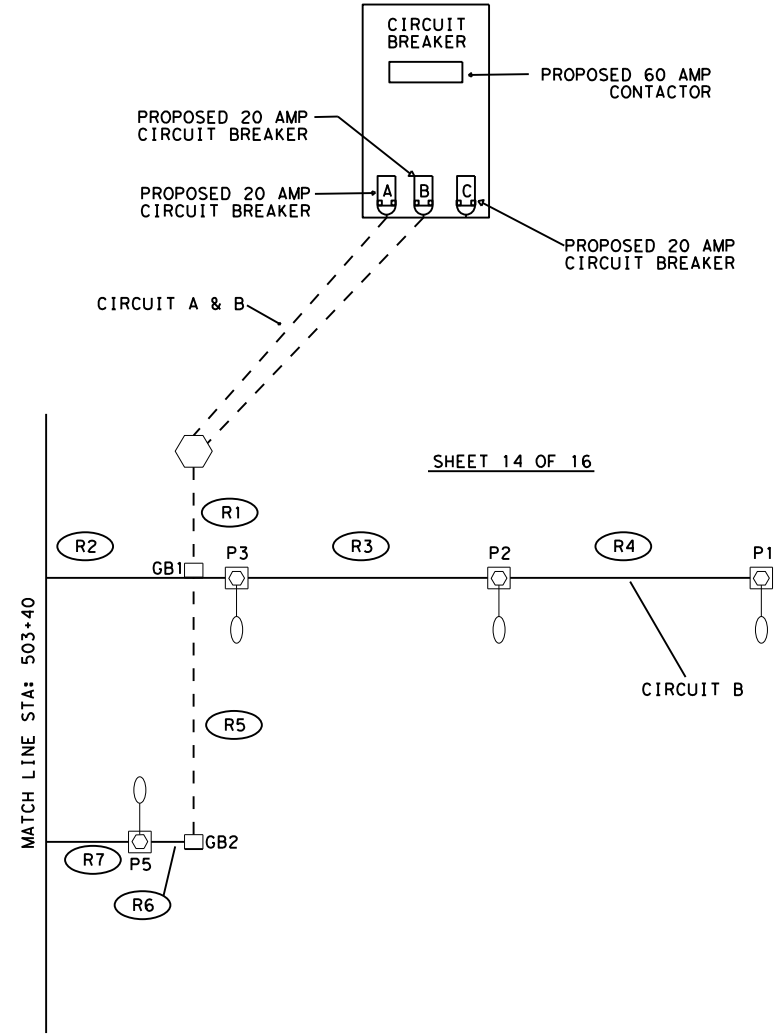
DESIGN	FED RD DIV No.	PROJECT No.		HIGHWAY No.
CHECK	6	-		SH 6
GRAPHICS	STATE	DISTRICT	COUNTY	SHEET No.
CHECK	TEXAS	WACO	McLENNAN	59
	CONTROL	SECTION	JOB	
	0258	08	037, ETC	



SHEET 13 OF 16



PROPOSED ELECTRICAL
(TYPE "A") 240-480 VOLT
SH-6 STA: 504+90
SHEET 14 OF 16

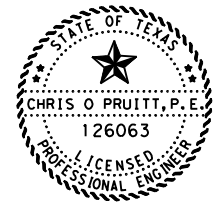


LEGEND:

- SINGLE LUMINAIRE POLE
- GROUND BOX TY A
- ELECTRICAL SERVICE
- CONDUIT, TRENCH
- PROPOSED CONDUIT, BORE
- DOUBLE LUMINAIRE POLE
- CONDUIT RUNS
- RIX-XX
CIRCUIT
SERVICE NUMBER
ILLUMINATION ASM NUMBER
ROADWAY ILLUMINATION ASM

NOTES:

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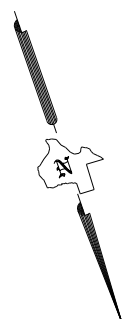
Chris O. Pruitt, P.E. 10/12/2021
Signature of Registrant & Date



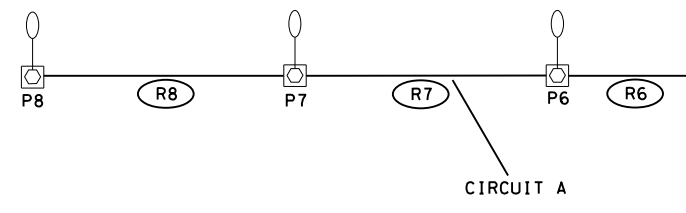
**SH-6
ROADWAY
ILLUMINATION
ELECTRICAL
SCHEMATIC**

SHEET 5 of 6

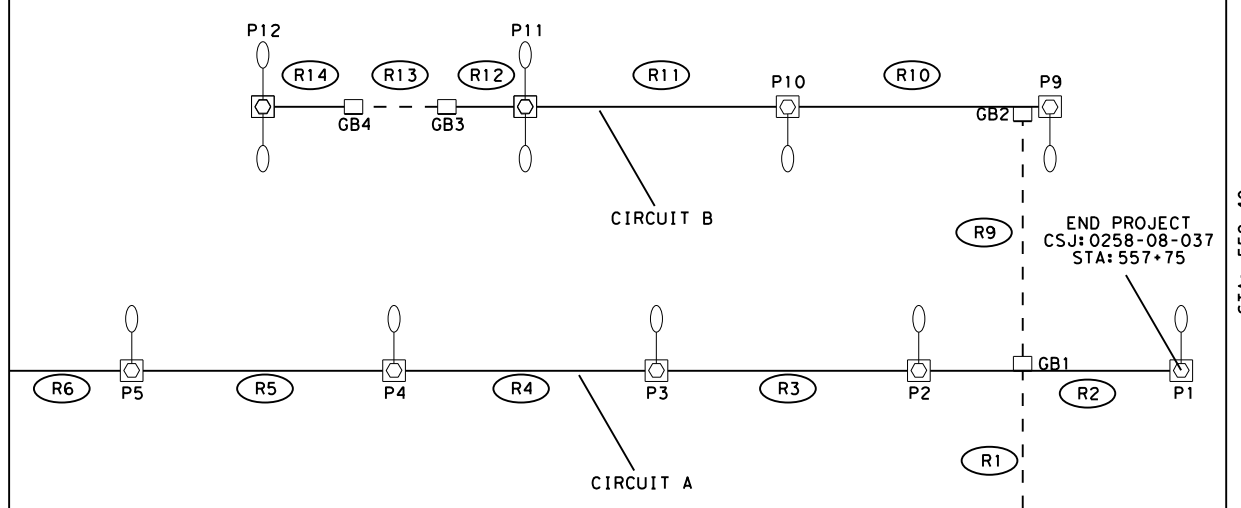
DESIGN	FED RD DIV No.	PROJECT No.		HIGHWAY No.
CHECK	6	-		SH 6
GRAPHICS	STATE	DISTRICT	COUNTY	SHEET No.
	TEXAS	WACO	McLENNAN	60
CHECK	CONTROL	SECTION	JOB	
	0258	08	037, ETC	



SHEET 15 OF 16



SHEET 16 OF 16

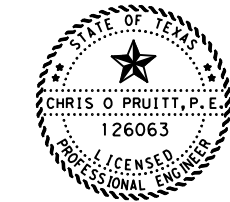
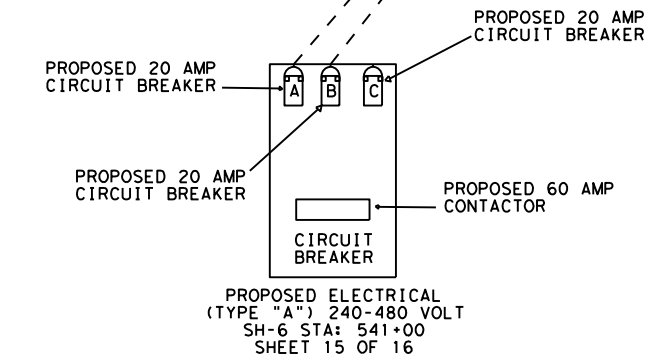


LEGEND:

- SINGLE LUMINAIRE POLE
- GROUND BOX TY A
- ELECTRICAL SERVICE
- CONDUIT, TRENCH
- PROPOSED CONDUIT, BORE
- DOUBLE LUMINAIRE POLE
- CONDUIT RUNS
- RIX-XX
CIRCUIT SERVICE NUMBER
- ILLUMINATION ASM NUMBER
- ROADWAY ILLUMINATION ASM

NOTES:

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**SH-6
ROADWAY
ILLUMINATION
ELECTRICAL
SCHEMATIC**

SHEET 6 of 6

DESIGN	FED RD DIV No.	PROJECT No.	HIGHWAY No.
CHECK	6	-	SH 6
GRAPHICS	STATE	DISTRICT	COUNTY
	TEXAS	WACO	McLENNAN
CHECK	CONTROL	SECTION	JOB
	0258	08	037, ETC
			SHEET No. 61

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GENERAL NOTES FOR ALL ELECTRICAL WORK

- The location of all conduits, junction boxes, ground boxes, and electrical services is diagrammatic and may be shifted to accommodate field conditions.
- Provide new and unused materials. Ensure that all materials and installations comply with the applicable articles of the National Electrical Code (NEC), TxDOT standards and specifications, National Electrical Manufacturers Association (NEMA), and are listed by Underwriters Laboratories (UL) or a Nationally Recognized Testing Lab (NRTL). NRTLs such as Canadian Standard Association (CSA), Intertek Testing Services NA Inc., or FM Approvals LLC can be considered equivalent to UL. Where reference is made to NEMA listed devices, International Electrotechnical Commission (IEC) listed devices will not be considered an acceptable equal to a NEMA listed device. Acceptable devices may have both a NEMA and IEC listing. Faulty fabrication or poor workmanship in any material, equipment, or installation is justification for rejection. Replace or reinstall rejected material or equipment at no additional cost to the Department.
- Miscellaneous nuts, bolts and hardware, except for high strength bolts, may be stainless steel when plans specify galvanized, provided the bolt size is 1/2 in. or less in diameter.
- Provide the following test equipment as required by the Engineer to confirm compliance with the contract and the NEC: voltmeter, ammeter, megohm meter (1000 volt DC), ground resistance tester, torque wrenches, and torque screwdrivers. Ensure all equipment has been properly calibrated within the last year. Provide calibration certification to the Engineer upon request. Operate test equipment during inspection as requested by the Engineer.
- Install grounding as shown on the plans and in accordance with the NEC. Ensure all metallic conduits; metal poles; luminaires; and metal enclosures are bonded to the equipment grounding conductor. Provide stranded bare copper or green insulated grounding conductors. Ground rods, connectors, and bonding jumpers are subsidiary to the various bid items.
- When required by the Engineer, notify the Department in writing of materials from the Material Producers List (MPL) intended for use on each project. Prequalified materials are listed on the MPL on TxDOT's website under "Roadway Illumination and Electrical Supplies." No substitutions will be allowed for materials on this list.

CONDUIT

A. MATERIALS

- Provide conduit, junction boxes, fittings, and hardware as per TxDOT Departmental Material Specification (DMS) 11030 "Conduit" and Item 618 "Conduit" of TxDOT's "Standard Specifications For Construction And Maintenance Of Highways, Streets, And Bridges," latest edition. Provide conduits listed under Item 618 on the MPL under "Roadway Illumination and Electrical Supplies." Provide conduit types according to the descriptive code or as shown on the plans. Do not substitute other types of conduits for those shown. Provide liquidtight flexible metal conduit (LFMC) when flexible conduit is called for on galvanized steel rigid metallic conduit (RMC) systems. Provide liquidtight flexible nonmetallic conduit (LFNC) when flexible conduit is called for on polyvinyl chloride (PVC) systems.
- Provide galvanized steel RMC for all exposed conduits, unless otherwise shown on the plans. Properly bond all metal conduits.
- Unless otherwise shown on the plans, provide junction boxes with a minimum size as shown in the following table, which applies to the greatest number of conductors entering the box through one conduit with no more than four conduits per box. When a mixture of conductor sizes is present, count the conductors as if all are of the larger size. For situations not applicable to the table, size junction boxes in accordance with NEC.


AWG	3 CONDUCTORS	5 CONDUCTORS	7 CONDUCTORS
#1	10" x 10" x 4"	12" x 12" x 4"	16" x 16" x 4"
#2	8" x 8" x 4"	10" x 10" x 4"	12" x 12" x 4"
#4	8" x 8" x 4"	10" x 10" x 4"	10" x 10" x 4"
#6	8" x 8" x 4"	8" x 8" x 4"	10" x 10" x 4"
#8	8" x 8" x 4"	8" x 8" x 4"	8" x 8" x 4"

- Junction boxes with an internal volume of less than 100 cu. in. and supported by entering raceways must have threaded entries or hubs identified for the intended purpose and supported by connection of two or more rigid metal conduits. Secure conduit within 3 ft. of the enclosure or within 18 in. of the enclosure if all conduit entries are on the same side. Mechanically secure all junction boxes with an internal volume greater than 100 cu. inches.
- Provide hot dipped galvanized cast iron or sand cast aluminum outlet boxes for junction boxes containing only 10 AWG or 12 AWG conductors. Do not use die cast aluminum boxes. Size outlet boxes according to the NEC.
- Do not use intermediate metal conduit (IMC) or electrical metallic tubing (EMT) unless specifically required by the plan sheets. When EMT is called for, provide junction boxes made from galvanized steel sheeting, listed and approved for outdoor use, unless otherwise noted on the plans. Size all galvanized steel junction boxes in accordance with the NEC. Provide junction boxes for IMC conduit systems that meet the same requirements for junction boxes used with RMC systems.
- Provide PVC junction boxes intended for outdoor use on PVC conduit systems, unless otherwise noted on the plans.

- Provide PVC elbows in PVC conduit systems, unless otherwise shown on the plans. Use only a flat, high tensile strength polyester fiber pull tape for pulling conductors through the PVC conduit system. When galvanized steel RMC elbows are specifically called for in the plans and any portion of the RMC elbow is buried less than 18 in., ground the RMC elbow by means of a grounding bushing on a rigid metal extension. Grounding of the rigid metal elbow is not required if the entire RMC elbow is encased in a minimum of 2 in. of concrete. PVC extensions are allowed on these concrete encased rigid metal elbows. RMC or PVC elbows are subsidiary to various bid items.
- When required, provide High-Density Polyethylene (HDPE) conduit with factory installed internal conductors according to Item 622 "Duct Cable." At the Contractor's request and with approval by the Engineer, substitute HDPE conduit with no conductors for bored schedule 40 or schedule 80 PVC conduit bid under Item 618. Ensure bored HDPE substituted for PVC is schedule 40 and of the same size PVC called for in the plans. Ensure the substituted HDPE meets the requirements of Item 622, except that the conduit is supplied without factory-installed conductors. Make the transition of the HDPE conduit to PVC (or RMC elbow when required) at the bore pit. Provide conduit of the size and schedule as shown on the plans. Do not extend substituted conduit into ground boxes or foundations. Provide PVC or galvanized steel RMC elbows as called for at all ground boxes and foundations.
- Use two-hole straps when supporting 2 in. and larger conduits. On electrical service poles, properly sized stainless steel or hot dipped galvanized one-hole standoff straps are allowed on the service riser conduit.

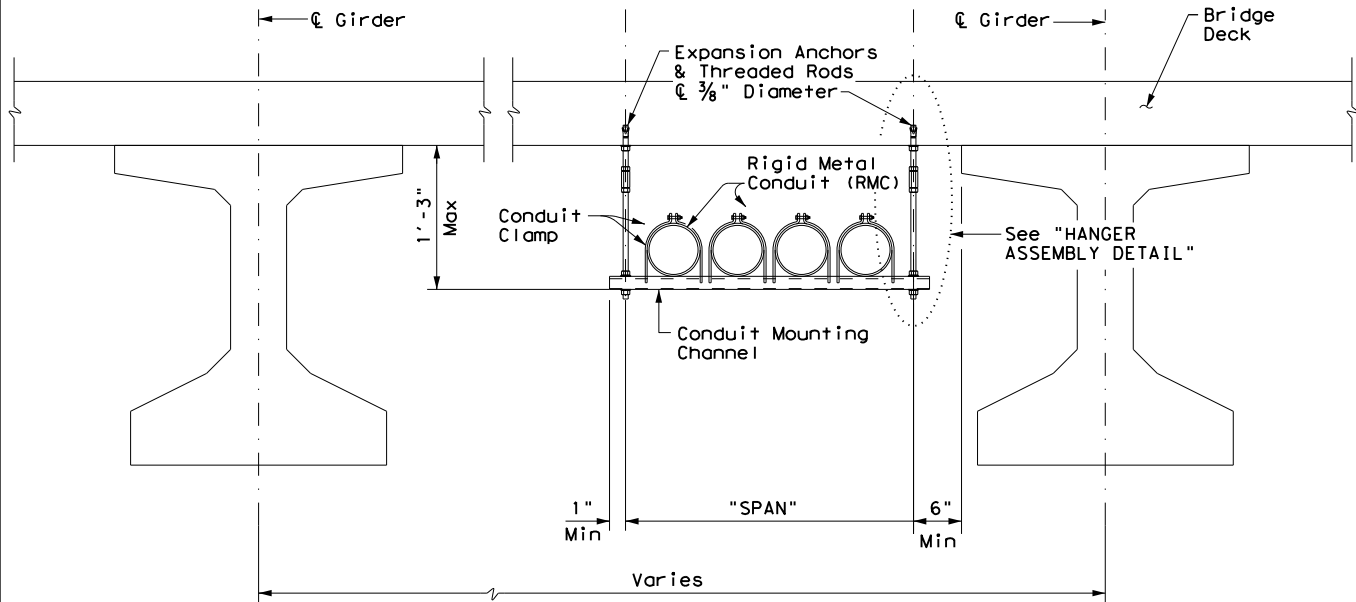
B. CONSTRUCTION METHODS

- Provide and install expansion joint conduit fittings on all structure-mounted conduits at the structure's expansion joints to allow for movement of the conduit. In addition, provide and install expansion joint fittings on all continuous runs of galvanized steel RMC conduit externally exposed on structures such as bridges at maximum intervals of 150 ft. When requested by the project Engineer, supply manufacturer's specification sheet for expansion joint conduit fittings. Repair or replace expansion joint fittings that do not allow for movement at no additional cost to the Department. Provide the method of determining the amount of expansion to the Engineer upon request. Do not use LFMC or LFNC as a substitute for the required expansion conduit fittings.
- Space all conduit supports at maximum intervals of 5 ft. Install conduit spacers when attaching metal conduit to surface of concrete structures. See "Conduit Mounting Options" on ED(2). Install conduit support within 3 ft. of all enclosures and conduit terminations.
- Do not attach conduit supports directly to pre-stressed concrete beams except as shown specifically in the plans or as approved by the Engineer.
- Unless otherwise shown on the plans, jack or bore conduit placed beneath existing roadways, driveways, sidewalks, or after the base or surfacing operation has begun. Backfill and compact the bore pits below the conduit per Item 476 "Jacking, Boring, or Tunneling Pipe or Box" prior to installing conduit or duct cable to prevent bending of the connections.
- When placing conduit in the sub-grade of new roadways, backfill all trenches with excavated material unless otherwise noted on the plans. When placing conduit in the sub-base of new roadways, backfill all trenches with cement-stabilized base as per requirements of Items 110 "Excavation", 400 "Excavation and Backfill for Structures", 401 "Flowable Backfill", 402 "Trench Excavation Protection", and 403 "Temporary Special Shoring."
- Provide and place warning tape approximately 10 in. above all trenched conduit as per Item 618.
- During construction, temporarily cap or plug open ends of all conduit and raceways immediately after installation to prevent entry of dirt, debris and animals. Temporary caps constructed of durable duct tape are allowed. Tightly fix the tape to the conduit opening. Clean out the conduit and prove it clear in accordance with Item 618 prior to installing any conductors.
- Ensure conduit entry into the top of any enclosure is waterproof by installing conduit sealing hubs or using boxes with threaded bosses. This includes surface mounted safety switches, meter cans, service enclosures, auxiliary enclosures and junction boxes. Grounding bushings on water tight sealing hubs are not required.
- Fit the ends of all PVC conduit terminations with bushings or bell end fittings. Provide and install a grounding type bushing on all metal conduit terminations.
- Install a bonding jumper from each grounding bushing to the nearest ground rod, grounding lug, or equipment grounding conductor. Ensure all bonding jumpers are the same size as the equipment grounding conductor. Bonding of conduit used as a casing under roadways for duct cable is not required, if the duct extends the full length through the casing.
- At all electrical services, install a 6 AWG solid copper grounding electrode conductor.
- Place conduits entering ground boxes so that the conduit openings are between 3 in. and 6 in. from the bottom of the box. See the ground box detail on sheet ED(4).
- Seal ends of all conduits with duct seal, expandable foam, or by other methods approved by the Engineer. Seal conduit immediately after completion of conductor installation and pull tests. Do not use duct tape as a permanent conduit sealant. Do not use silicone caulk as a conduit sealant.
- File smooth the cut ends of all mounting strut and conduit. Before installing, paint the field cut ends of all mounting strut and RMC (threaded or non-threaded) with zinc rich paint (94% or more zinc content) to alleviate overspray. Use zinc rich paint to touch up galvanized material as allowed under Item 445 "Galvanizing." Do not paint non-galvanized material with a zinc rich paint as an alternative for materials required to be galvanized.

				Traffic Operations Division Standard	
<h1>ELECTRICAL DETAILS CONDUITS & NOTES</h1>					
<h2>ED(1) - 14</h2>					
FILE:	ed1-14.dgn	DWG:	CK:	DW:	CK:
© TxDOT	October 2014	CONT	SECT	JOB	HIGHWAY
REVISIONS		0258 08	037, ETC	SH 6	
		DIST	COUNTY	SHEET NO.	
		WACO	McLENNAN	62	

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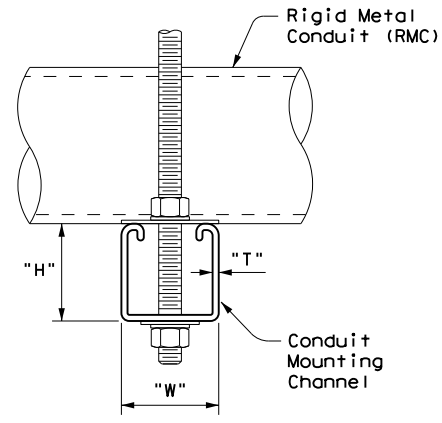
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CONDUIT HANGING DETAIL

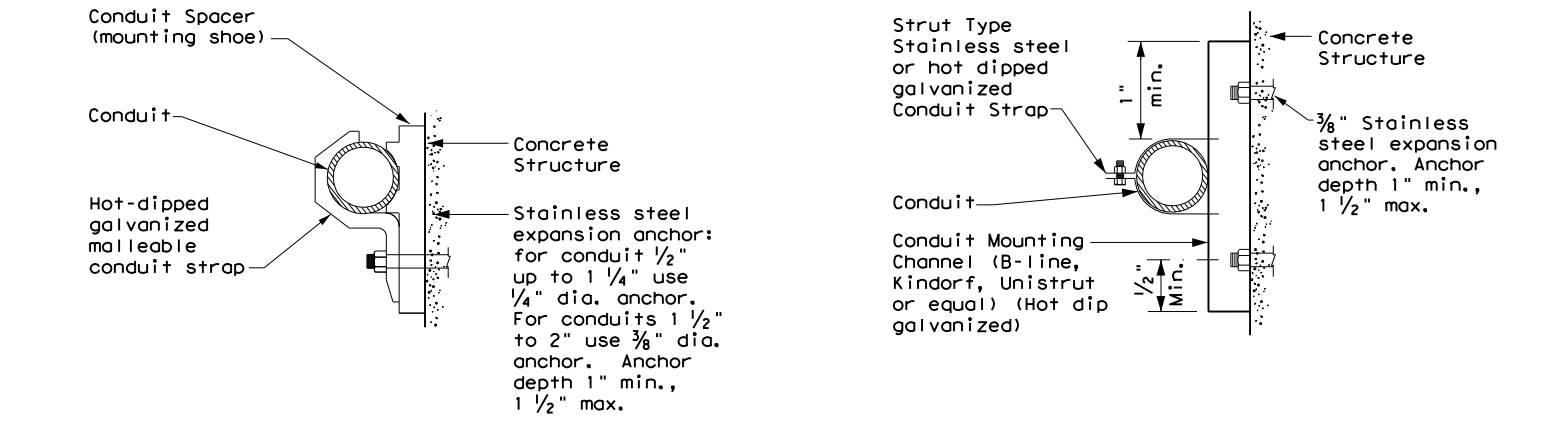
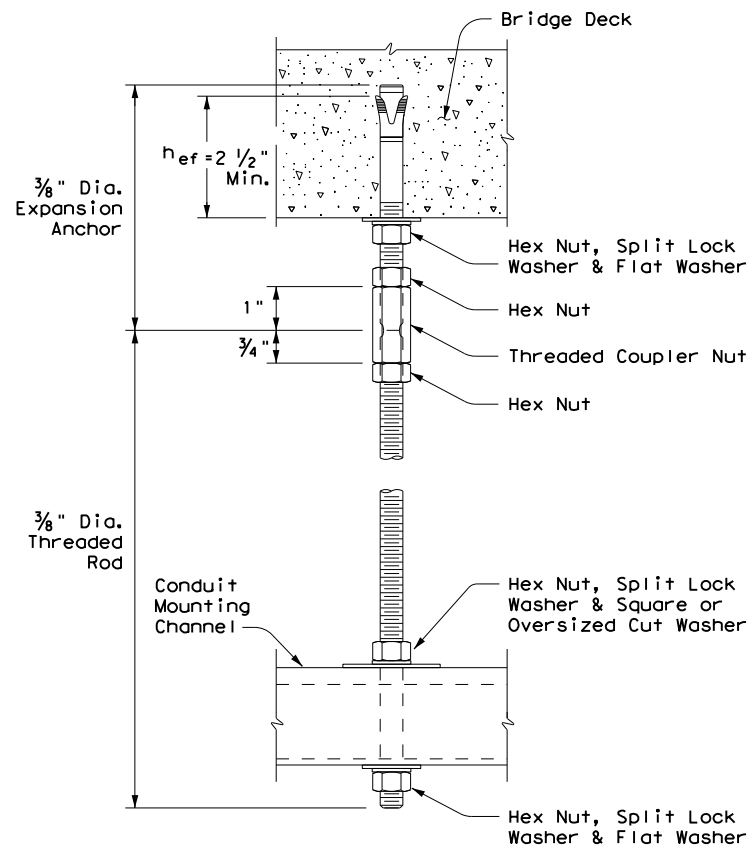
CONDUIT MOUNTING CHANNEL		
"SPAN"	"W" x "H"	"T"
less than 2'	1 5/8" x 1 3/8"	12 Ga.
2'-0" to 2'-6"	1 5/8" x 1 5/8"	12 Ga.
>2'-6" to 3'-0"	1 5/8" x 2 1/16"	12 Ga.

Channels with round or short slotted hole patterns are allowed, if the load carrying capacity is not reduced by more than 15%.



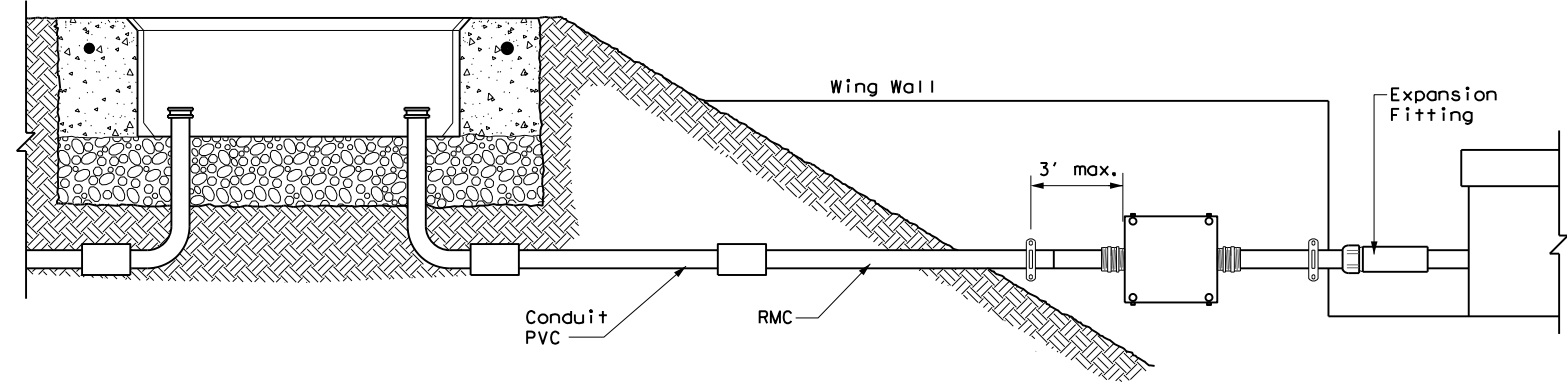
HANGER ASSEMBLY DETAIL

ELECTRIC CONDUIT TO BRIDGE DECK ATTACHMENT



CONDUIT MOUNTING OPTIONS

Attachment to concrete surfaces
See ED(1)B.2



TYPICAL CONDUIT ENTRY TO BRIDGE STRUCTURE DETAIL

EXPANSION ANCHOR NOTES FOR BRIDGE DECK ATTACHMENT

1. Use torque controlled mechanical expansion anchors that are approved for use in cracked concrete by the International Code Council, Evaluation Service (ICC-ES). The chosen anchor product shall have a designated ICC-ES Evaluation Report number, and its approval status shall be maintained on the ICC-ES website under Division 031600 for Concrete Anchors.
2. Unless otherwise approved by the Engineer: do not use adhesive anchors; do not use expansion anchors that are not included in the ICC-ES approval list; and do not use expansion anchors that are only approved for use in uncracked concrete.
3. Use anchors manufactured with stainless steel expansion wedges. Anchors manufactured with carbon steel expansion wedges are not allowed. Anchor bodies can be either zinc-plated carbon steel or stainless steel. For application in marine environment, both the anchor body and expansion wedge shall be stainless steel.
4. Install anchors as shown on the plans and in accordance with the anchor manufacturer's published installation instructions. Arrange a field demonstration test to evaluate the procedures and tools. The test shall be witnessed and approved by the Engineer prior to furnishing anchors on the structure.
5. Prior to hole drilling, use rebar locator to ensure clearing of existing deck strands or reinforcement. Install anchors to ensure a minimum effective embedment depth, (h_{ef}), as shown. Increase (h_{ef}) as needed to ensure sufficient thread length for proper torquing and tightening of anchors.
6. Use anchors of minimum 1600 Lbs tensile capacity (minimum of steel, concrete breakout, and concrete pullout strengths as determined by ACI 318 Appendix D) at the required minimum embedment depth (h_{ef}). No lateral loads shall be introduced after conduit installation.

		Traffic Operations Division Standard	
<h2>ELECTRICAL DETAILS CONDUIT SUPPORTS</h2>			
<h3>ED(2) - 14</h3>			
FILE: ed2-14.dgn	DN: TxDOT	CK: TxDOT	DW: TxDOT
© TxDOT October 2014	CONT: 0258	SECT: 08	JOB: 037, ETC
REVISIONS	SH 6		HIGHWAY
DIST: WACO	COUNTY: McLENNAN	SHEET NO. 63	

ELECTRICAL CONDUCTORS

A. MATERIAL INFORMATION

1. Provide Type XHHW insulated conductors in accordance with Departmental Material Specification (DMS) 11040 "Conductors" and Item 620 "Electrical Conductors." Provide conductors as listed on the Material Producers List (MPL) on the Department web site under "Roadway Illumination and Electrical Supplies" Item 620. Color code insulated conductors in conformance with the NEC. Identify grounded (neutral) conductors with white insulation. Identify grounding conductors (ground wires) with green insulation or bare conductors. Identify ungrounded (hot) conductors with any color insulation except green, white, or gray. Keep color scheme consistent throughout the wiring system. Identify conductors 6 American Wire Gauge (AWG) and smaller by continuous color jacket. Identify electrical conductors 4 AWG and larger by continuous color jacket or by colored tape. When identifying conductors with colored tape, mark at least 6 in. of the conductor's insulation with half laps of tape.
2. Provide a solid copper 6 AWG grounding electrode conductor to bond the electrical service equipment to the concrete encased grounding electrode or the ground rod at the service location. Connect the grounding electrode conductor to the ground rod with a UL listed connector in accordance with DMS 11040. Connect the grounding electrode conductor to the concrete encased grounding electrode as shown in the plans.
3. Where two or more circuits are present in one conduit or enclosure, permanently identify the conductors of each branch circuit by attaching a non-metallic tag around both circuit conductors at each accessible location. Provide tags with two straps, large enough to indicate circuit number, letter, or other identification as shown in the plans. Print circuit identification on the tag with a permanent marker.
4. Use listed compression or screw type pressure connectors, terminal blocks, or split bolt connectors for splicing as specified in DMS 11040. Use hot melt adhesive tape to fill the gap and seal the ends of heat shrink tubing. Provide UL listed gel-filled insulating splice covers. Splicing materials, insulating materials, breakaway disconnects, splice covers, and fuse holders are subsidiary to various bid items.

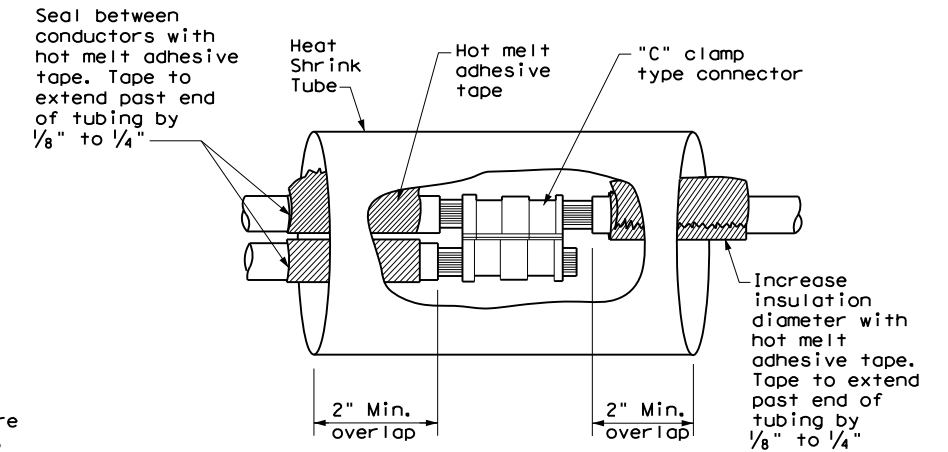
B. CONSTRUCTION METHODS

1. Use only a flat, high tensile strength polyester fiber pull tape for pulling conductors through the conduit system. After installing conductors in conduit, perform conductor pull test. If a conductor cannot be freely pulled, make any needed alterations or repairs at no additional cost to the department. Perform insulation resistance tests in accordance with Item 620. Coordinate with the Engineer to witness the tests.
2. Leave 2 ft. minimum, 3 ft. maximum length for each conductor up to the splice in ground boxes. Leave 3 ft. minimum, 4 ft. maximum length of conductor in ground boxes when pulled through with no splice. Leave 1 ft. minimum, 1.5 ft. maximum length of conductor at enclosures, weatherheads and pole bases.
3. Make splices only in junction boxes, ground boxes, pole bases, or electrical enclosures and use only listed compression or screw type pressure connectors, terminal blocks, or split bolt connectors. Insulate splices with heavy wall heat shrink tubing or gel-filled insulating splice covers to provide a watertight splice. Overlap conductor insulation with heat shrink tubing a minimum of 2 in. past both sides of the splice. Where heat shrink tubing may not shrink sufficiently to provide a watertight seal around the individual conductors, prior to heating the tubing, increase the diameter of the conductor insulation using hot melt adhesive tape to provide a watertight seal between the individual conductors and the heat shrink tubing. Ensure the tape extends past the heat shrink tubing. Use hot melt adhesive tape to fill the gap and seal the ends of heat shrink tubing. Heat shrink tubing that appears to have been burned, or overheated, is considered defective and must be replaced.
4. Size and install gel-filled insulating splice covers according to manufacturer's specifications when used in place of heat shrink tubing.
5. Wire nuts with factory applied waterproof sealant may be used for 8 AWG or smaller conductors in above ground junction boxes, but not in pole bases or ground boxes. Install wire nuts in an upright position to prevent the accumulation of water.
6. Support conductors in illumination poles with a J-hook at the top of the pole.
7. When terminating conductors, remove the insulation and jacketing material without nicking the individual strands of the conductor. Conductors with nicked individual conductor strands or removed strands will be considered damaged.
8. Replace conductors and cables that are damaged beyond repair or that fail an insulation resistance test at no additional cost to the department.
9. Do not repair damaged conductors with duct tape, electrical tape, or wire nuts. Use only approved splicing methods.
10. Do not terminate more than one conductor under a single connector, unless the connector is rated for multiple conductors. Do not exceed the pressure connector's listing for maximum number and size of conductors allowed.
11. Install breakaway connectors on conductors bid under Item 620 whenever those conductors pass through a breakaway support device. Follow manufacturer's instructions when terminating conductors to breakaway connectors. Properly torque threaded connections. Proper terminations are critical to the safe operation of breakaway devices. Trim waterproofing boots on breakaway connectors to fit snugly around the conductor to ensure waterproof connection. Only one conductor may enter a single opening in a boot. Provide waterproof boots with the correct number of openings. Leave unused openings factory sealed. Use prequalified breakaway connectors as shown on the MPL.

12. Provide and install a separate stranded equipment grounding conductor (EGC) in all conduits that contain circuit wiring of 50 volts or more. Unless shown elsewhere, size the EGC to be the same size as the largest current carrying conductor contained in the conduit. Ensure all EGCs are bonded together at every accessible location. For traffic signal installations, provide a minimum size 8 AWG EGC. The EGC is paid for under Item 620.

C. TEMPORARY WIRING

1. Install temporary conductors and electrical equipment in accordance with the NEC article "Temporary Installations" and Department standard sheets.
2. Provide a ground fault circuit interrupter (GFCI) for power outlets for portable electrical equipment, power tools, ice machines, ice storage bins and refrigerators located outdoors at grade. GFCI may be any one of the following: molded cord and plug set, receptacle, or circuit breaker type.
3. Use listed wire nuts with factory applied sealant for temporary wiring where approved.
4. Enclose conductor splices within a listed enclosure or ground box, or ensure the splices are more than 10 ft. above grade vertically and more than 5 ft. horizontally from any metal structure. Where installing temporary conductors in areas subject to vehicle traffic or mobile construction equipment, ensure the vertical clearance to ground is at least 18 ft. when measured at the lowest point. Ground messenger wires that support power conductors in conformance with the NEC.
5. Protect and when necessary repair any existing electrical conduits uncovered during the construction process in a timely manner and in conformance with the NEC.



**SPLICE OPTION 1
Compression Type**

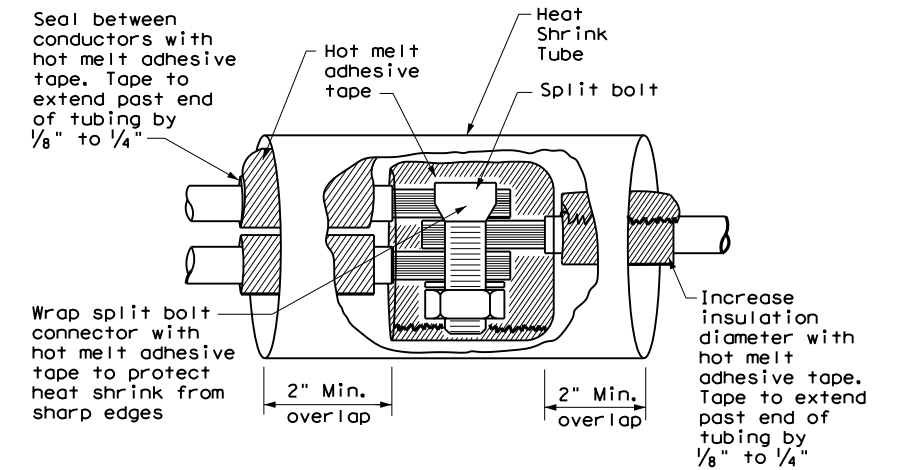
GROUND RODS & GROUNDING ELECTRODES

A. MATERIAL INFORMATION

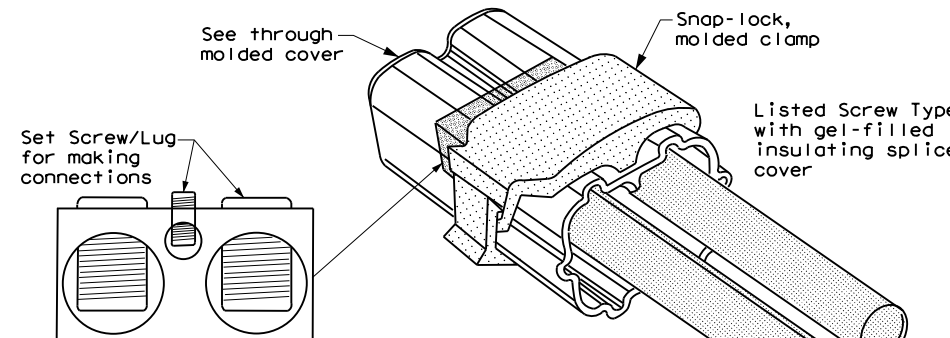
1. Provide and install a grounding electrode at electrical services. Provide ground rods according to DMS 11040 and the plans. Larger diameter or longer length rods may be called for in some specific locations, see the individual plans sheets. Concrete encased grounding electrodes may be called for in specific locations including electrical service, see individual plan sheets.

B. CONSTRUCTION METHODS

1. Furnish auxiliary ground rods for lightning protection and install in soil, concrete, or both, as called for in the plans. For ground rods installed in concrete, ensure the connection of the conductor to the ground rod is readily accessible for inspection or repairs. For ground rods installed in soil, ensure that the upper end is between 2 to 4 in. below finished grade.
2. Do not place ground rods in the same drilled hole as a timber pole.
3. Install ground rods so the imprinted part number is at the upper end of the rod.
4. Remove all non-conductive coatings such as concrete splatter from the rod at the clamp location.
5. Route all conductors as short and straight as possible for connection to lightning protection ground rods. When a bend is required, ensure a minimum radius bend of four inches for these conductors.
6. Unless otherwise called for in the plans, protect grounding electrode conductors with non-metallic conduit. When protecting grounding electrode conductors with metal conduit, provide and install a grounding type bushing and properly sized bonding jumper on each end of the metal conduit.
7. Written authorization is required before installing a ground rod in a horizontal trench for rocky soil or a solid rock bottom.



**SPLICE OPTION 2
Split Bolt Type**

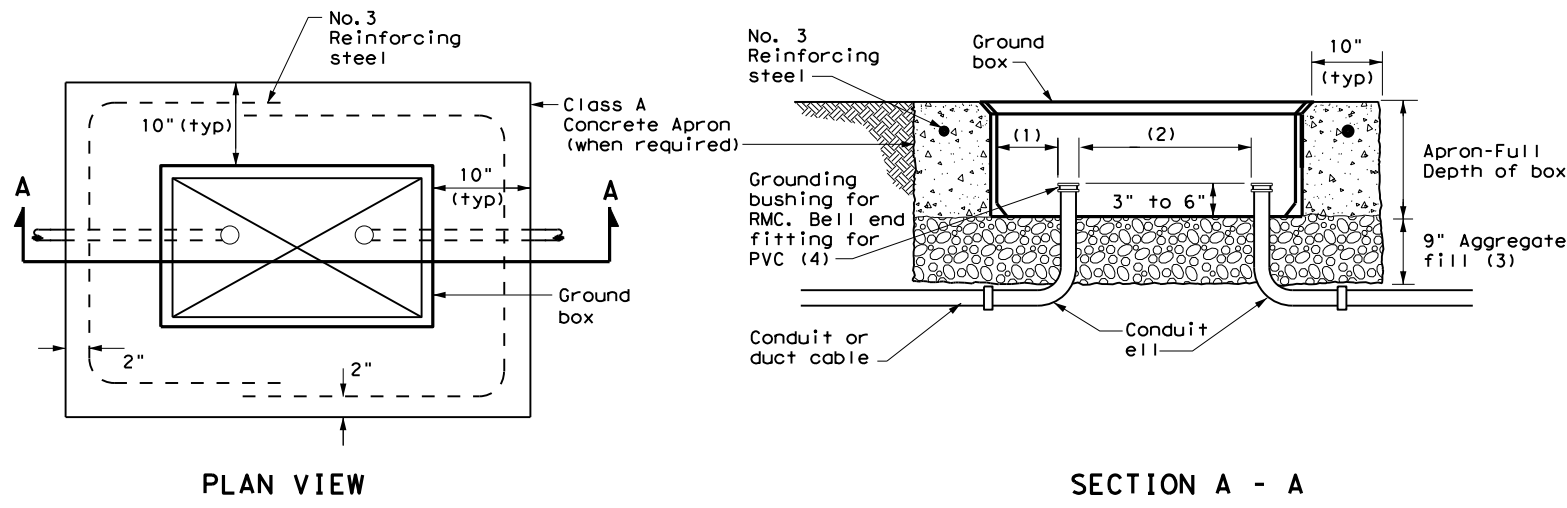


**SPLICE OPTION 3
Listed Screw Type**

		Traffic Operations Division Standard	
<h1>ELECTRICAL DETAILS CONDUCTORS</h1>			
<h2>ED(3) - 14</h2>			
FILE: ed3-14.dgn	DW: TxDOT	CK: TxDOT	DR: TxDOT
© TxDOT October 2014	CONT	SECT	JOB
REVISIONS	0258 08	037, ETC	SH 6
	DIST	COUNTY	SHEET NO.
	WACO	McLENNAN	64

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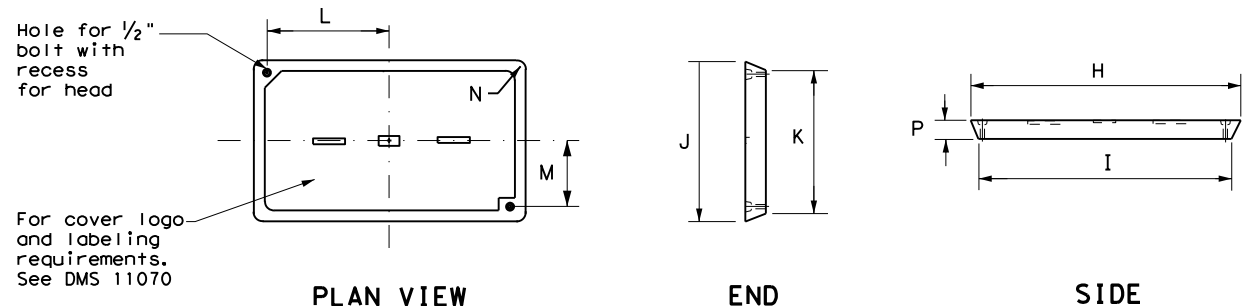


APRON FOR GROUND BOX

- (1) Uniformly space ends of conduits within the ground box. Position ends of conduits so that ground box walls do not interfere with the installation of grounding bushings or bell end fittings.
- (2) Maintain sufficient space between conduits to allow for proper installation of bushing.
- (3) Place aggregate under the box, not in the box. Aggregate should not encroach on the interior volume of the box.
- (4) Install a grounding bushing on the upper end of all RMC terminating in a ground box. Ground RMC elbows when any part of the elbow is less than 18 in. below the bottom of the ground box. Install a PVC bushing or bell end fitting on the upper end of all PVC conduits terminating in a ground box.

GROUND BOX DIMENSIONS	
TYPE	OUTSIDE DIMENSIONS (INCHES) (Width x Length X Depth)
A	12 X 23 X 11
B	12 X 23 X 22
C	16 X 29 X 11
D	16 X 29 X 22
E	12 X 23 X 17

GROUND BOX COVER DIMENSIONS								
TYPE	DIMENSIONS (INCHES)							
	H	I	J	K	L	M	N	P
A, B & E	23 1/4	23	13 3/4	13 1/2	9 7/8	5 1/8	1 3/8	2
C & D	30 1/2	30 1/4	17 1/2	17 1/4	13 1/4	6 3/4	1 3/8	2



GROUND BOX COVER

GROUND BOXES

A. MATERIALS

1. Provide polymer concrete ground boxes measuring 16x30x24 in. (WxLxD) or smaller in accordance with Departmental Material Specification (DMS) 11070 "Ground Boxes" and Item 624 "Ground Boxes."
2. Provide Type A, B, C, D, and E ground boxes as shown in the plans, and as listed on the Material Producers List (MPL) on the Department web site under "Roadway Illumination and Electrical Supplies," Item 624.

3. Ensure ground box cover is correctly labeled in accordance with DMS 11070.

4. Provide larger ground boxes in accordance with Item 624 and as shown in the plans.

B. CONSTRUCTION METHODS

1. Remove all gravel and dirt from conduit. Cap all conduits prior to placing aggregate and setting ground box. Provide Grade 3 or 4 coarse aggregate as shown on Table 2 of Item 302 "Aggregates for Surface Treatments." Ensure aggregate bed is in place and at least 9 inches deep, prior to setting the ground box. Install ground box on top of aggregate.
2. Cast ground box aprons in place. Reinforcing steel may be field bent. Ensure the depth of concrete for the apron extends from finished grade to the top of the aggregate bed under the box. Ground box aprons, including concrete and reinforcing steel, are subsidiary to ground boxes when called for by descriptive code.
3. Keep bolt holes in the box clear of dirt. Bolt covers down when not working in ground boxes.
4. Install all conduits and ells in a neat and workmanlike manner. Uniformly space conduits so grounding bushings and bell end fittings can easily be installed.
5. Temporarily seal all conduits in the ground box until conductors are installed.
6. Permanently seal conduits immediately after the completion of conductor installation and pull tests. Permanently seal the ends of all conduits with duct seal, expandable foam, or other method as approved. Do not use duct tape as a permanent conduit sealant. Do not use silicone caulk as a sealant.
7. When a ground rod is present in a ground box, bond all equipment grounding conductors together and to the ground rod with listed connectors.
8. When a type B or D ground box is stacked to meet volume requirements, it is allowable to cut an appropriately sized hole for conduit entry in the side wall at least 18 inches below grade.
9. If an existing ground box in the contract has a metal cover, bond the cover to the equipment grounding conductor with a 3 ft. long stranded bonding jumper the same size as the grounding conductor. The bonding jumper is subsidiary to various bid items. Verify existing ground boxes with metal covers are shown on the plans, with notes fully describing the work required.
10. If other ground boxes with metal covers are within the project limits but are not part of the contract, the Engineer may direct the Contractor to bond the metal covers, identifying the specific boxes in writing. This work will be paid for separately.
11. Bond metal ground box covers to the grounding conductor with a tank ground type lug.

				Traffic Operations Division Standard	
<h2>ELECTRICAL DETAILS</h2> <h3>GROUND BOXES</h3> <h4>ED(4) - 14</h4>					
FILE:	ed4-14.dgn	DN:	TxDOT	CK:	TxDOT
© TxDOT	October 2014	CONT:	0258 08	SECT:	037, ETC
REVISIONS		DIST:	WACO	COUNTY:	McLENNAN
				SH:	65

ELECTRICAL SERVICES NOTES

- Provide new materials. Ensure installation and materials comply with the applicable provisions of the National Electrical Code (NEC) and National Electrical Manufacturers Association (NEMA) standards. Ensure material is Underwriters Laboratories (UL) listed. Provide and install electrical service conduits, conductors, disconnects, contactors, circuit breaker panels, and branch circuit breakers as shown on the Electrical Service Data chart in the plans. Faulty fabrication or poor workmanship in material, equipment, or installation is justification for rejection. Where manufacturers provide warranties and guarantees as a customary trade practice, furnish these to the State.
- Provide electrical services in accordance with Electrical Details standard sheets, Departmental Material Specification (DMS) 11080 "Electrical Services," DMS 11081 "Electrical Services-Type A," DMS 11082 "Electrical Services-Type C," DMS 11083 "Electrical Services-Type D," DMS 11084 "Electrical Services-Type T," DMS 11085 "Electrical Services-Pedestal (PS)", and Item 628 "Electrical Services" of the Standard Specifications. Provide electrical service types A, C, and D, as listed on the Material Producers List (MPL) on the Department web site under "Roadway Illumination and Electrical Supplies," Item 628. Provide other service types as detailed on the plans.
- Provide all work, materials, services, and any incidentals needed to install a complete electrical service as specified in the plans.
- Coordinate with the Engineer and the utility provider for metering and compliance with utility requirements. Primary line extensions, connection charges, meter charges, and other charges by the utility company to provide power to the location are paid for in accordance with Item 628. Get approval for the costs associated with these charges prior to engaging the utility company to do the work. Consult with the utility provider to determine costs and requirements, and coordinate the work as approved.
- The enclosure manufacturer will provide Master Lock Type 2 with brass tumblers keyed #2195 for all custom electrical enclosures. Installing Contractor is to provide Master Lock #2195 Type 2 with brass tumblers for "off the shelf" enclosures. Master Lock #2195 keys and locks become property of the State. Unless otherwise approved, do not energize electrical service equipment until locks are installed.
- Enclosures with external disconnects that de-energize all equipment inside the enclosure do not need a dead front trim. Protect incoming line terminations from incidental contact as required by the NEC.
- When galvanized is specified for nuts, screws, bolts or miscellaneous hardware, stainless steel may be used.
- Provide wiring and electrical components rated for 75°C. Provide red, black, and white colored XHHW service entrance conductors of minimum size 6 American Wire Gauge (AWG). Identify size 6 AWG conductors by continuous color jacket. Identify electrical conductors sized 4 AWG and larger by continuous color jacket or by colored tape. Mark at least 6 inches of the conductor's insulation with half laps of colored tape, when identifying conductors. Ensure each service entrance conductor exits through a separately bushed non-metallic opening in the weatherhead. The lengths of the conductors outside the weatherhead are to be 12 inches minimum, 18 inches maximum, or as required by utility.
- All electrical service conduit and conductors attached to the electrical service including the riser or the elbow below ground are subsidiary to the electrical service. For an underground utility feed, all service conduit and conductors after the elbow, including service conduit and conductors for the utility pole riser when furnished by the Contractor, will be paid for separately.
- Provide rigid metal conduit (RMC) for all conduits on service, except for the 1/2 in. PVC conduit containing the electrical service grounding electrode conductor. Size the service entrance conduit as shown in the plans. Ensure conduit for branch circuit entry to enclosure is the same size as that shown on the layout sheets for branch circuit conduit. Extend all rigid metal conduits a minimum of 6 inches underground and then couple to the type and schedule of the conduit shown on the layout for that particular branch circuit. Install a grounding bushing on the RMC where it terminates in the service enclosure.
- Use of liquidtight flexible metal conduit (LFMC) is allowed between the meter and service enclosure when they are mounted 90 to 180 degrees to each other. Size the LFMC the same size as service entrance conduit. LFMC must not exceed 3 feet in length. Strap LFMC within 1 foot of each end. LFMC less than 12 inches in length need not be strapped. Each end of LFMC must have a grounding bushing or be terminated with a grounding fitting. The LFMC must contain a grounded (neutral) conductor. Ensure any bend in LFMC never exceeds 180 degrees. A pull test is required on all installed conductors, with at least six inches of free conductor movement demonstrated to the satisfaction of the Engineer.
- Ensure all mounting hardware and installation details of services conform to utility company specifications.
- For all electrical service enclosures listed under Item 628 on the MPL, the UL 508 enclosure manufacturers will prepare and submit a schematic drawing unique to each service. Before shipment to the job site, place the applicable laminated schematic drawings and the laminated plan sheet showing the electrical service data chart used to build the enclosure in the enclosure's data pocket. The installing contractor will copy and laminate the actual project plan sheets detailing all equipment and branch circuits supplied by that service. The laminated plan sheets are to be placed in the service enclosure's document pocket. Reduce 11 in. x 17 in. plan sheets to 8 1/2 in. x 11 in. before laminating. If the installation differs from the plan sheets, the installing contractor is to redline plan sheets before laminating.
- When providing an "Off The Shelf" Type D or Type T service, provide laminated plan sheets detailing equipment and branch circuits supplied by that service. Reduce 11 in. x 17 in. plan sheets to 8 1/2 in. x 11 in. before laminating. Deliver these drawings before completion of the work to the Engineer, instead of placing in enclosure that has no door pocket.
- Do not install conduit in the back wall of a service enclosure where it would penetrate the equipment mounting panel inside the enclosure. Provide grounding bushings on all metal conduits, and terminate bonding jumpers to grounding bus. Grounding bushings are not required when the end of the metal conduit is fitted with a conduit sealing hub or threaded boss, such as a meter base hub.

SERVICE ASSEMBLY ENCLOSURE

- Provide threaded hub for all conduit entries into the top of enclosure.
- Type galvanized steel (GS) enclosures may be used for Type C panelboards and for Type D and T services that do not use an enclosure mounted photoceII or lighting contactor. Provide GS enclosures in accordance with DMS 11080, 11082, 11083, and 11084.
- Provide aluminum (AL) and stainless steel (SS) enclosures for Types A, C, and D in accordance with DMS 11080, 11081, 11082, 11083, and 11084. Do not paint stainless steel.
- Provide pedestal service (PS) enclosures in accordance with ED(9) and DMS 11080 and 11085. Do not provide GS pedestal services. If GS is shown in the PS descriptive code, provide an AL enclosure.

MAIN DISCONNECT & BRANCH CIRCUIT BREAKERS

- Field drill flange-mounted remote operator handle if needed, to ensure handle is lockable in both the "On" and "Off" positions.
- When the utility company provides a transformer larger than 50 KVA, verify that the available fault current is less than the circuit breaker's ampere interrupting capacity (AIC) rating and provide documentation from the electric utility provider to the Engineer.

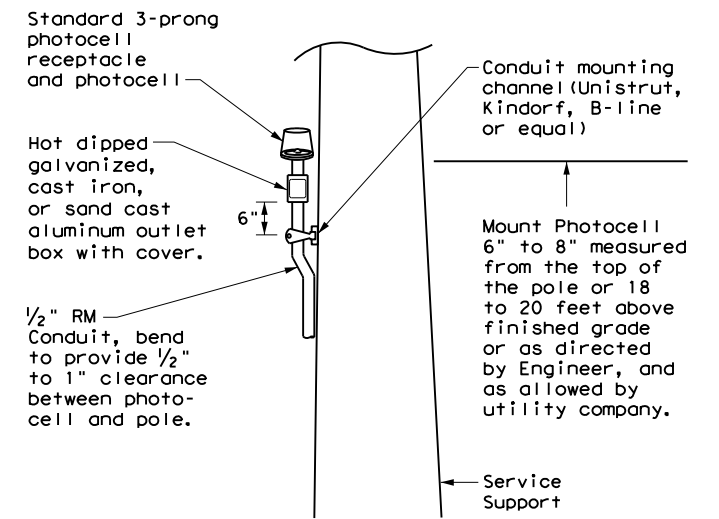
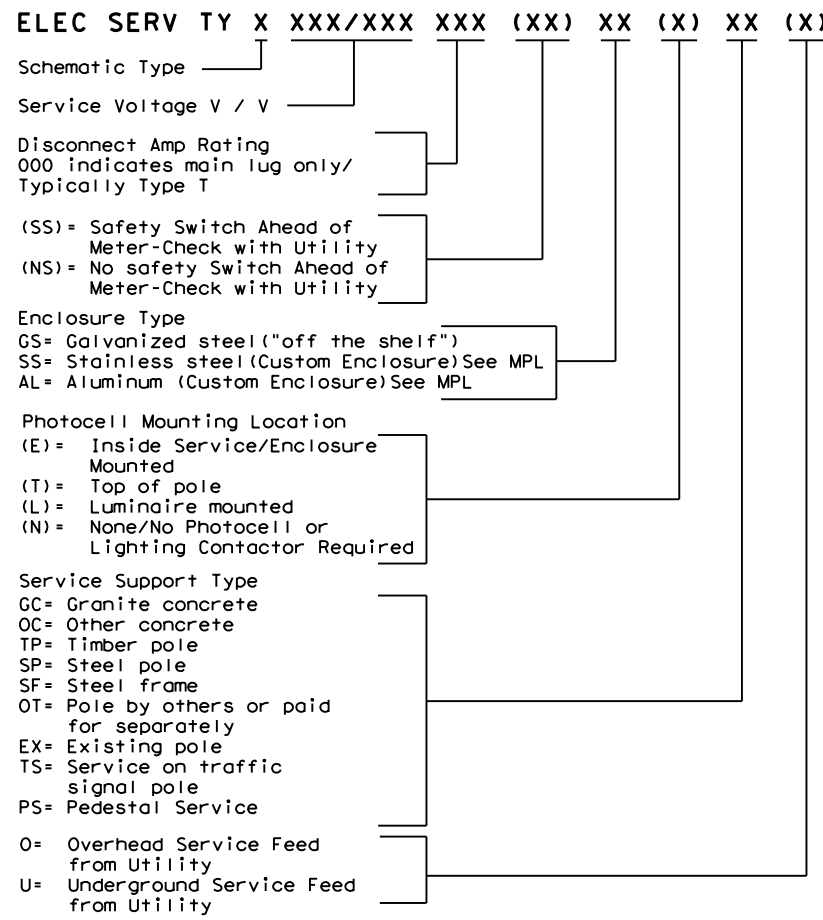
PHOTOELECTRIC CONTROL

- Provide photocell as listed on the MPL. Move, adjust, or shield the photocell from stray or ambient night time light to ensure proper operation. Mount photocell facing north when practical. Mount top of pole photocells as shown on Top Mounted Photocell Detail.

* ELECTRICAL SERVICE DATA												
Elec. Service ID	Plan Sheet Number	Electrical Service Description	Service Conduit *xSize	Service Conductors No./Size	Safety Switch Amps	Main Ckt. Bkr. Pole/Amps	Two-Pole Contractor Amps	Panelbd/ Loadcenter Amp Rating	Branch Circuit ID	Branch Ckt. Bkr. Pole/Amps	Branch Circuit Amps	KVA Load
SB 183	289	ELC SRV TY A 240/480 100(SS)AL(E)SF(U)	2"	3/#2	100	2P/100	100	N/A	Lighting NB	2P/40	26	28.1
									Lighting SB	2P/40	25	
									Underpass	1P/20	15	
NB Access	30	ELC SRV TY D 120/240 060(NS)SS(E)TS(O)	1 1/4"	3/#6	N/A	2P/60		100	Sig. Controller	1P/30	23	5.3
							30		Luminaire	2P/20	9	
									CCTV	1P/20	3	
2nd & Main	58	ELC SRV TY T 120/240 000(NS)GS(N)SP(O)	1 1/4"	3/#6	N/A	N/A	N/A	70	Flashing Beacon 1	1P/20	4	1.0
									Flashing Beacon 2	1P/20	4	

* Example only, not for construction. All new electrical services must have electrical service data chart specific to that service as shown in the plans.
 ** Verify service conduit size with utility. Size may change due to utility meter requirements. Ensure conduit size meets the National Electrical Code.

EXPLANATION OF ELECTRICAL SERVICE DESCRIPTIVE CODE



TOP MOUNTED PHOTOCELL

Install conduit strap maximum 3 feet from box. 5 foot maximum spacing between straps supporting conduit.

Texas Department of Transportation Traffic Operations Division Standard

ELECTRICAL DETAILS SERVICE NOTES & DATA

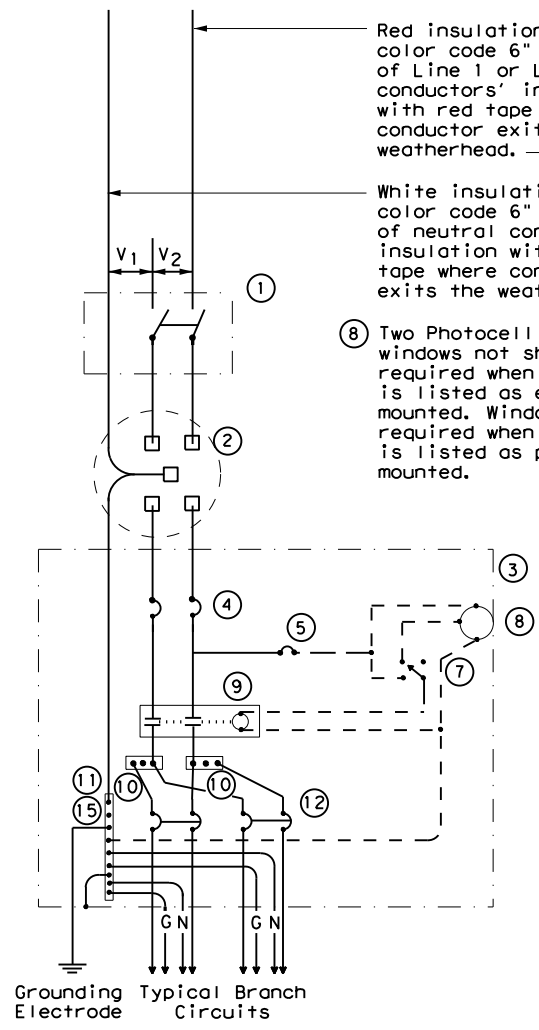
ED(5) - 14

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© TxDOT October 2014	CONT	SECT	JOB	HIGHWAY
REVISIONS	0258 08	037, ETC	SH 6	
DIST	COUNTY		SHEET NO.	
WACO	McLENNAN		66	

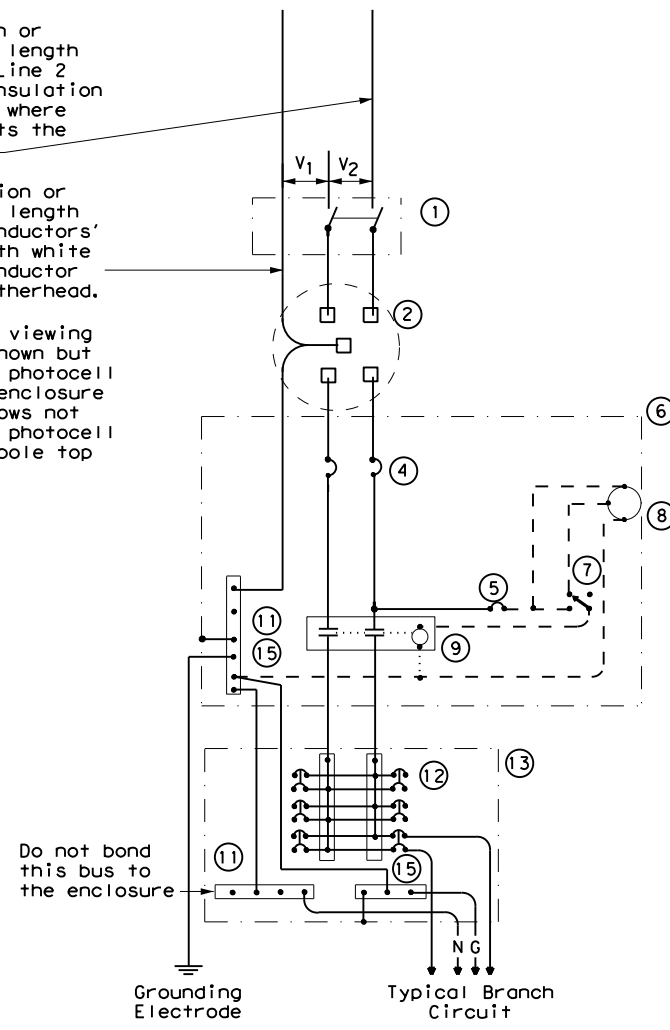
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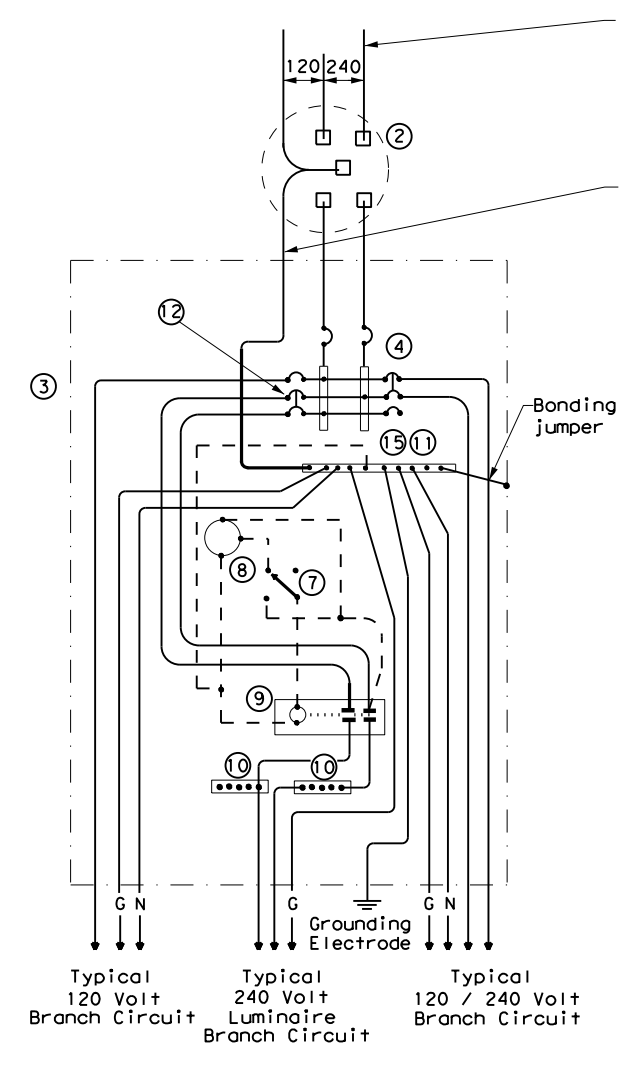
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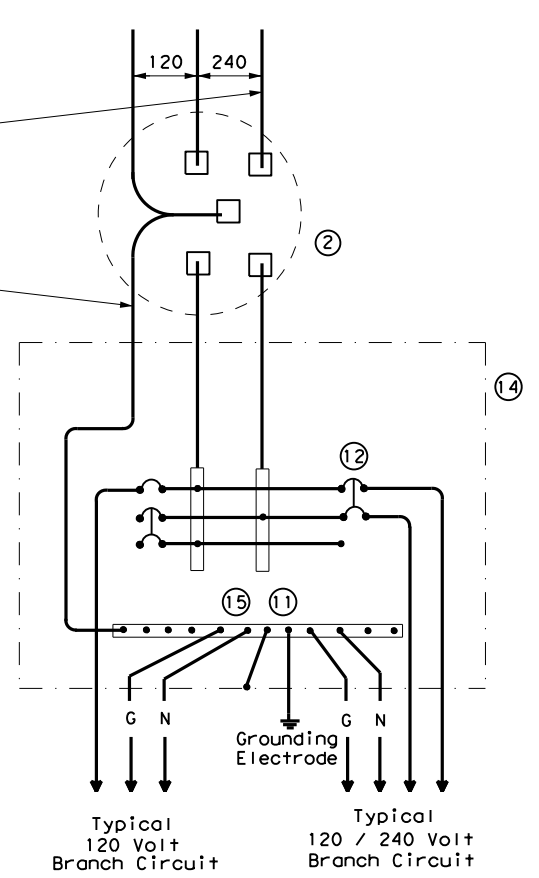
**SCHEMATIC TYPE A
THREE WIRE**



**SCHEMATIC TYPE C
THREE WIRE**



**SCHEMATIC TYPE D - CUSTOM
120/240 VOLTS - THREE WIRE**



**SCHEMATIC TYPE T
120/240 VOLTS - THREE WIRE**
 Galvanized steel - "Buy Off The Shelf" only. When required install photocell top of the pole or on luminaire only, no lighting contractor will be installed.

WIRING LEGEND	
—	Power Wiring
- - -	Control Wiring
—N—	Neutral Conductor
—G—	Equipment grounding conductor-always required

SCHEMATIC LEGEND	
1	Safety Switch (when required)
2	Meter (when required-verify with electric utility provider)
3	Service Assembly Enclosure
4	Main Disconnect Breaker (See Electrical Service Data)
5	Circuit Breaker, 15 Amp (Control Circuit)
6	Auxiliary Enclosure
7	Control Station ("H-O-A" Switch)
8	Photo Electric Control (enclosure-mounted shown)
9	Lighting Contactor
10	Power Distribution Terminal Blocks
11	Neutral Bus
12	Branch Circuit Breaker (See Electrical Service Data)
13	Separate Circuit Breaker Panelboard
14	Load Center
15	Ground Bus

				Traffic Operations Division Standard	
ELECTRICAL DETAILS SERVICE ENCLOSURE AND NOTES					
ED(6) - 14					
FILE:	ed6-14.dgn	DN:	TxDOT	CK:	TxDOT
© TxDOT	October 2014	CONT:	0258	SECT:	08
REVISIONS		JOB:	037, ETC	HIGHWAY:	SH 6
DIST:	WACO	COUNTY:	McLENNAN	SHEET NO.:	67

DATE: 10/11/2021 7:49:58 AM
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SUPPORT TYPE STEEL POLE (SP) AND STEEL FRAME (SF)

1. Provide steel pole and steel frame supports as per TxDOT Departmental Material Specification (DMS)11080 "Electrical Services." Mount all equipment and conduit on 12 gauge galvanized steel or stainless steel channel strut, 1 1/2 in. or 1 3/8 in. wide by 1 in. up to 3 3/4 in. deep Unistrut, Kindorf, B-line or equal. Bolt or weld all channel and hardware to vertical members as approved. Do not stack channel. File smooth and paint field cut ends of all channel with zinc-rich paint before installing.
2. Provide poles for overhead service with an eyebolt or similar fitting for attachment of the service drop to the pole in conformance with the electric utility provider's specifications.
3. Provide and install galvanized 3/4 in. x 18 in. x 4 in. (dia. x length x hook length) anchor bolts for underground service supports. Provide and install galvanized 3/4 in. x 56 in. x 4 in. anchor bolts for overhead service supports. Ensure anchor bolts have 3 in. of thread, with 3 1/4 in. to 3 1/2 in. of the exposed anchor bolt projecting above finished foundation. Provide and install leveling nuts for all anchor bolts.
4. Bond one of the anchor bolts to the rebar cage with 6 AWG bare stranded copper conductor. Use listed mechanical connectors rated for embedment in concrete. See Inset B.
5. Furnish and install rigid metallic ellis in all steel pole and steel frame foundations for all conduits entering the service from underground.
6. Use class C concrete for foundations. Ensure reinforcing steel is Grade 60 with 3" of unobstructed concrete cover.
7. Drill and tap steel poles and frames for 1/2 in. X 13 UNC tank ground fitting. For steel pole service supports, provide and install tank ground fitting 4 in. to 6 in. below electrical service enclosure. Provide properly sized hole through the bottom of the enclosure for the service grounding electrode conductor. Ensure electrical service grounding electrode conductor is as short and straight as possible from the enclosure to the tank ground fitting. For steel frame service supports, provide and install tank ground fitting on steel frame post. Install service grounding electrode conductor in a non-metallic conduit or tubing from the enclosure to the steel frame post. Connect electrical service grounding electrode conductor to the tank ground fitting. See steel frame and steel pole details and Inset A for more information. Size service entrance conduit and branch circuit conduit as shown in the plans. For underground conduit runs from the electrical service, extend RMC from the service enclosure to an RMC elbow, and then connect the schedule type and size of conduit shown in the plans. Provide and install grounding bushings where RMC terminates in the enclosure. Grounding bushings are not required when RMC is fitted into a sealing hub or threaded boss.
8. If Steel pole or frame is painted, bond each separate painted piece with a bonding jumper attached to a tapped hole.
9. Provide 1/4" - 20 machine screws for bonding. Do not use sheet metal screws. Remove all non-conductive material at contact points. Terminate bonding jumpers with listed devices. Install minimum size 6 AWG stranded copper bonding jumpers. Make up all threaded bonding connections wrench tight.
10. Avoid contact of the service drop and service entrance conductors with the metal pole to prevent abrasion of the insulated conductors.
11. Shop drawings are not required for service support structure unless specifically stated elsewhere or directed by the Engineer.

White insulation or color code 6" of neutral conductor's insulation with white tape where conductor exits weatherhead.

Red insulation or color code 6" length of Line 1 or Line 2 conductor's insulation with red tape where conductor exits the weatherhead. Conductor slack length, 12" min., 18" max.

2" to 6" 4" (typ.)

RMC

Service Enclosure

Inset A

Channel bracket or other arrangement approved by the Engineer. (Kindorf, Unistrut, B-line or equal.)

Inset A

Inset B

60" TYP.

2"

18" Min.

Class "C" concrete

RMC

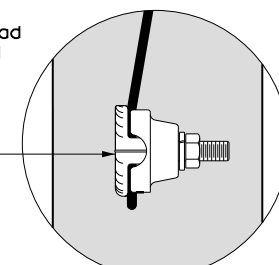
PVC

24 Dia. x 60" depth foundation 4-#5 reinforcing bars and #2 spiral (typ.) at 6" pitch

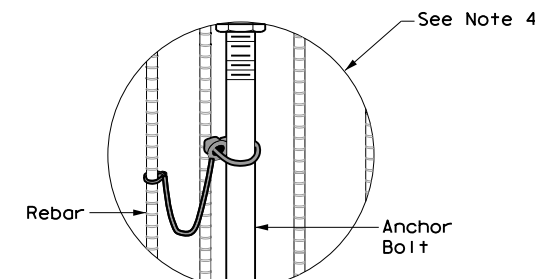
WITH SAFETY SWITCH

SERVICE SUPPORT TYPE SP (O) - OVERHEAD SERVICE

Drill, tap, and thread 1/2" X 13 UNC. Install tank ground fitting, connect electrical service grounding electrode conductor. See Note 7.



FRONT VIEW
INSET A

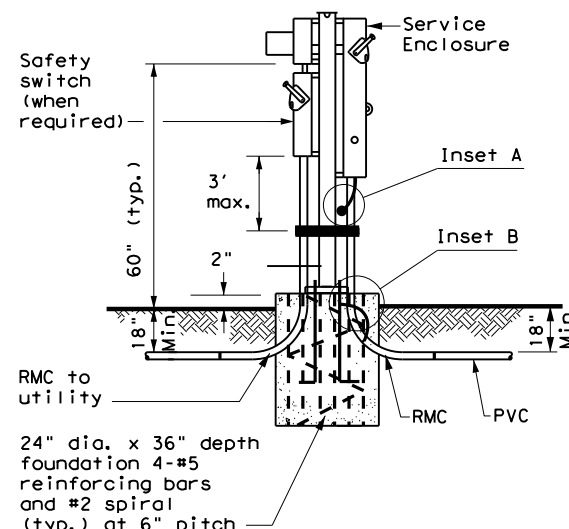


INSET B

See Note 4

White insulation or color code 6" of neutral conductor's insulation with white tape where conductor exits weatherhead.

Red insulation or color code 6" length of Line 1 or Line 2 conductor's insulation with red tape where conductor exits the weatherhead. Conductor slack length, 12" min., 18" max.



WITH SAFETY SWITCH

SERVICE SUPPORT TYPE SP(U) - UNDERGROUND SERVICE

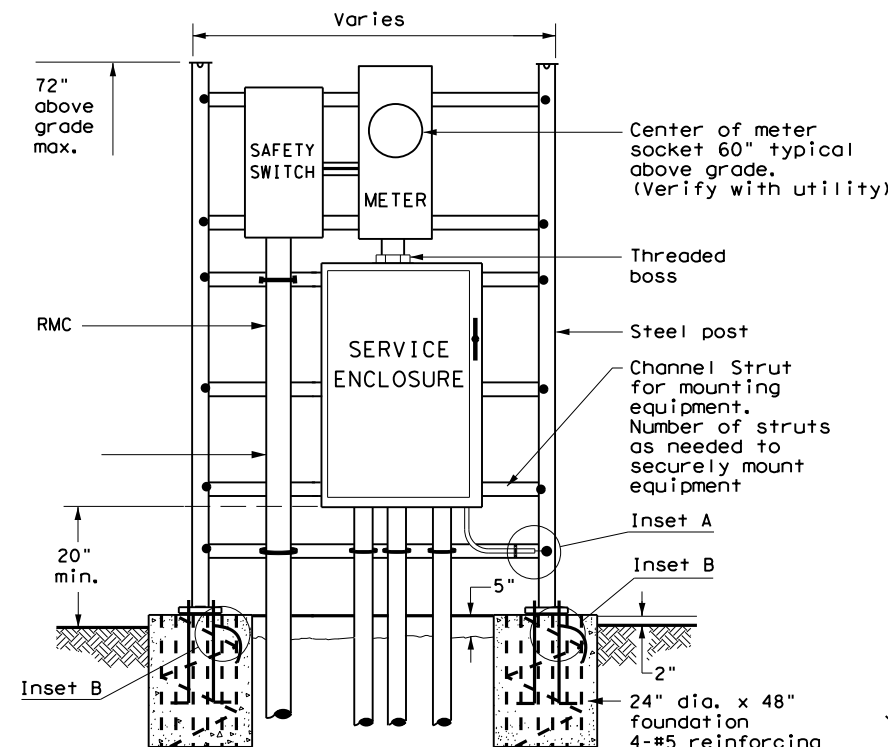
HOOKED ANCHOR DETAIL

Anchor Bolt Length (See Note 3)

3/4" dia.

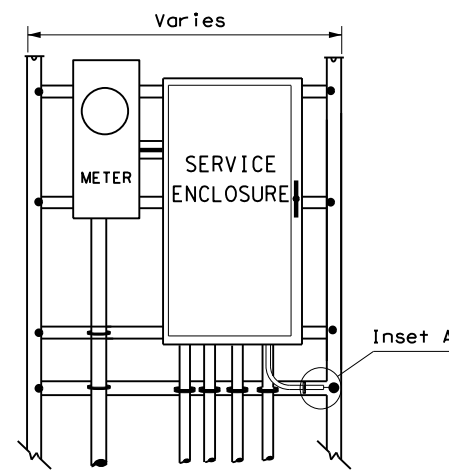
4"

Hook Length



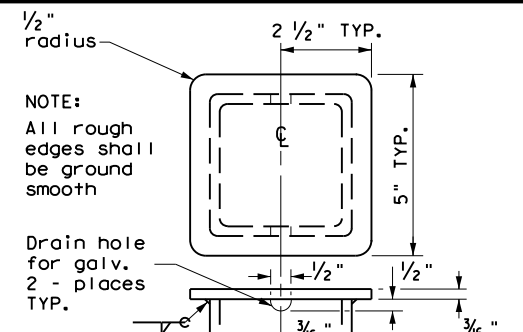
WITH SAFETY SWITCH
FRONT VIEW

SERVICE SUPPORT TYPE SF (U) - UNDERGROUND SERVICE

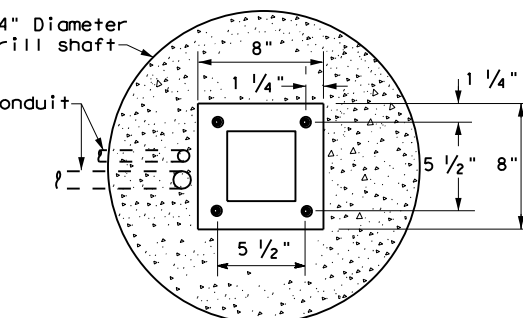


WITHOUT SAFETY SWITCH

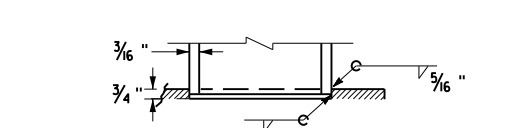
INSET A



POLE TOP PLATE

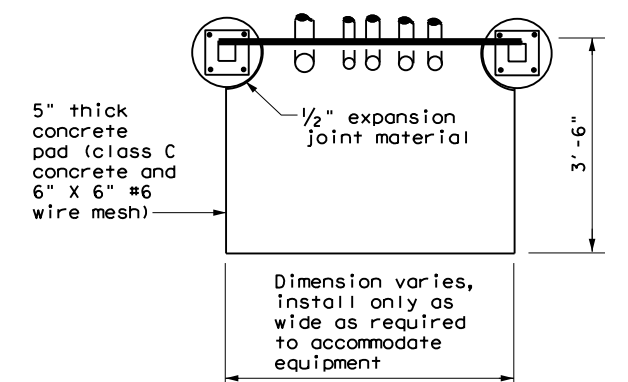


BASE PLATE DETAIL



BOTTOM OF POLE

SERVICE SUPPORT TYPE SF & SP



TOP VIEW

SERVICE SUPPORT TY SF (O) & SF (U)

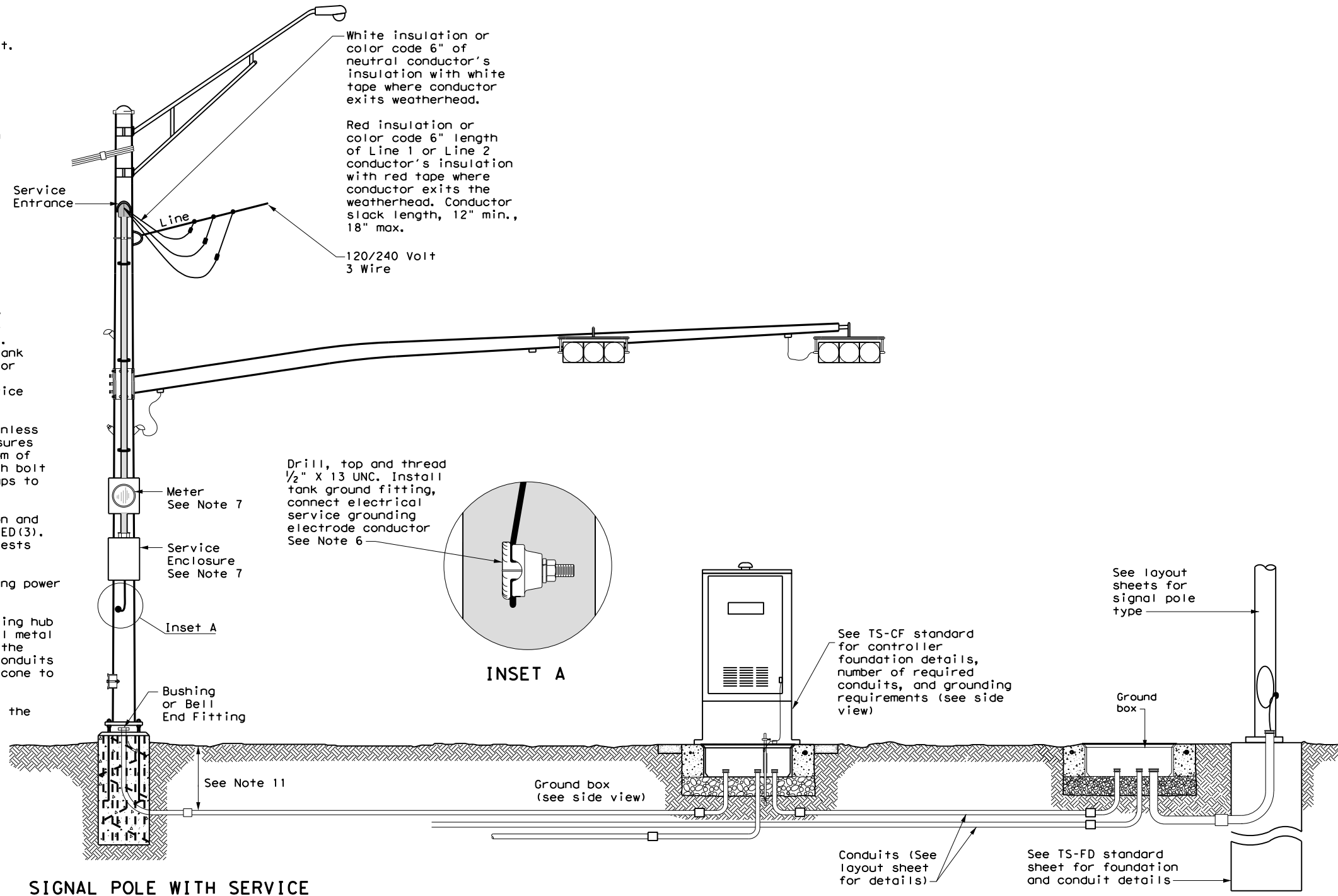
		Traffic Operations Division Standard	
ELECTRICAL DETAILS SERVICE SUPPORT TYPES SF & SP ED(7)-14			
FILE: ed7-14.dgn	DW: TxDOT	CK: TxDOT	DW: TxDOT
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REVISIONS	0258 08	037, ETC	SH 6
DIST	COUNTY	SHEET NO.	
WACO	McLENNAN	68	

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TRAFFIC SIGNAL NOTES

1. Do not pass luminaire conductors through the signal controller cabinet.
2. Include an equipment grounding conductor in all conduits throughout the electrical system. Bond all exposed metal parts to the grounding conductor.
3. Provide roadway luminaires, when required, in accordance with the material and construction sections of Item 610, "Roadway Illumination Assemblies," except for performance testing of luminaires. Test installed roadway luminaires for proper operation as a part of the associated traffic signal system test.
4. If internally illuminated street name signs are approved for use, ground the fixture to the pole with a 12 AWG green XHHW conductor.
5. Bond anchor bolts to rebar cage in two locations using #3 bars or 6 AWG stranded copper conductors. Use listed mechanical connectors rated for embedment in concrete. See TxDOT standard TS-FD for further details.
6. Drill and tap signal poles for 1/2 in. X 13 UNC tank ground fitting. Provide and install tank ground fitting 4 in. to 6 in. directly below electrical service enclosure. Provide properly sized hole through the bottom of the enclosure for the service grounding electrode conductor. Connect the electrical service grounding electrode conductor to the tank ground fitting. Ensure electrical service grounding electrode conductor is as short and straight as possible from the enclosure to the tank ground fitting. See Inset A detail for further information. Size service entrance conduit and branch circuit conduit as shown in the plans.
7. Mount electrical service enclosure and meter to signal pole with stainless steel bands. Ensure bands are a minimum width of 3/4 in. Secure enclosures to bands using two-bolt brackets. Install brackets near top and bottom of each enclosure. Install properly sized stainless steel washers on each bolt in the enclosure. Band or drill and tap properly sized stand-off straps to signal pole for attaching conduit.
8. Conduct pull tests and insulation resistance tests on all illumination and power conductors as required in Item 620 "Electrical Conductors" and ED(3). To prevent electronics damage, do not conduct insulation resistance tests on traffic signal cables after termination.
9. Lock all enclosures and bolt down all ground box covers before applying power to the signal installation.
10. Terminate conduits entering the top of enclosures with a conduit-sealing hub or threaded boss such as meter hub. Install a grounding bushing on all metal conduits not connected to conduit-sealing hub or threaded boss. Bond the grounding bushing to the ground bus with a bonding jumper. Seal all conduits entering enclosures with duct seal or expanding foam. Do not use silicone to seal conduit ends.
11. For all conduits, ensure the burial depth is a minimum of 18". Ensure the minimum burial depth for conduit placed under a roadway is 24".



SIGNAL POLE WITH SERVICE

Type T electrical service mounted on signal pole shown as an example. See electrical details, layout sheets, and electrical service data chart for additional details.

SIGNAL CONTROLLER FRONT VIEW

SIGNAL POLE

SIGNAL CONTROLLER SIDE VIEW

See TS-CF standard for conduit and grounding requirements. See layout sheets for ground box locations and any additional conduits that are required.

ELECTRICAL DETAILS TYPICAL TRAFFIC SIGNAL SYSTEM DETAILS

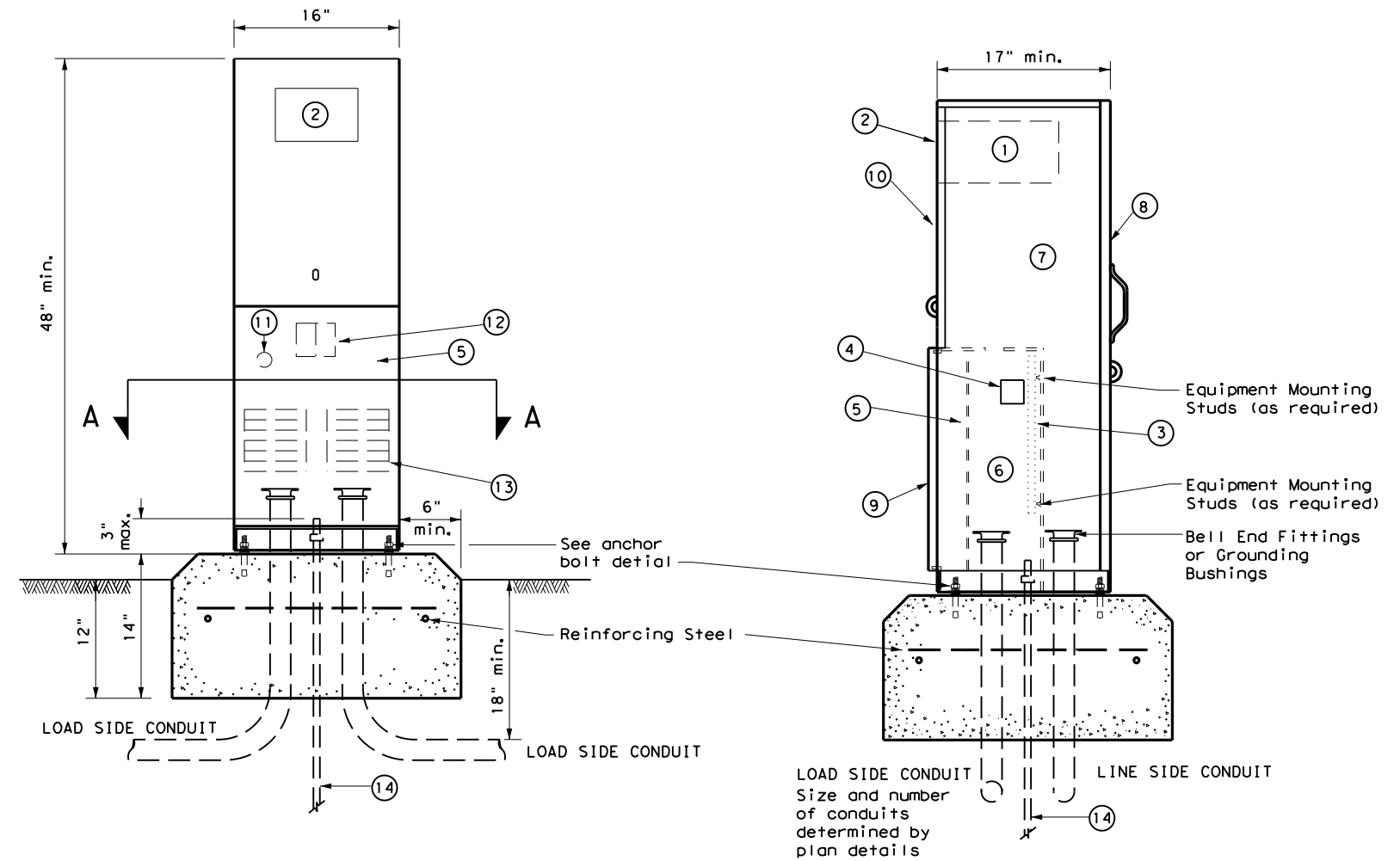
ED(8) - 14

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REVISIONS	0258 08	037, ETC	SH 6	
DIST	COUNTY		SHEET NO.	
WACO	McLENNAN		69	

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PEDESTAL SERVICE NOTES

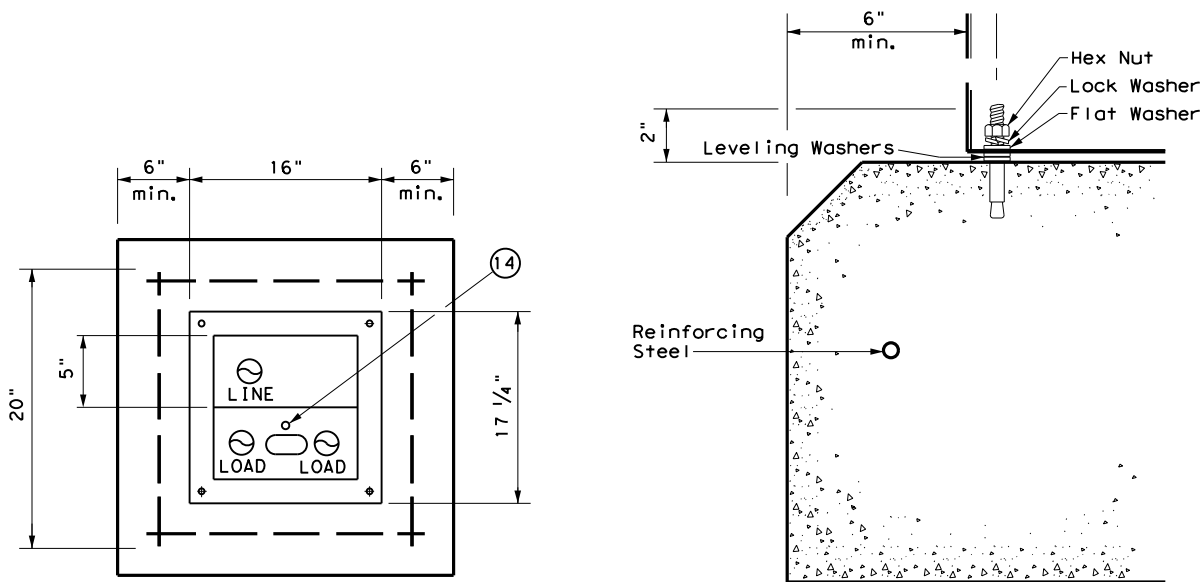
1. Manufacture pedestal electrical services in accordance with Departmental Material Specifications (DMS) 11080 "Electrical Services", 11085 "Electrical Services-Pedestal (PS)" and Item 628 "Electrical Services." Provide pedestal electrical services as listed on the Material Producers List (MPL) on the Department's web site under "Roadway Illumination and Electrical Supplies," Item 628. Ensure all mounting hardware and installation details of services meet utility company specifications. Contact the local utility company for approval of pedestal details prior to installing the electrical pedestal service. Submit any changes required by the utility company prior to manufacturing the pedestal enclosure.
2. When a meter socket is required, provide a socket with a minimum 100 amp rating that complies with local utility requirements.
3. Provide Class A or C concrete for pedestal service foundations in accordance with Item 420, "Concrete Substructures," except that concrete will not be paid for directly but is considered subsidiary to Item 628.
4. Provide #4 reinforcing steel for foundations in accordance with Item 440, "Reinforcement for Concrete."
5. Install 1/2 in. X 2 1/16 in. minimum length concrete single expansion type anchors for mounting pedestal enclosure to foundation. Anchor location to match mounting holes in each corner of enclosure. Secure each of the four corners of the pedestal enclosure to the anchors in the foundation with a 1/2 in. galvanized or stainless steel machine thread bolt, a properly sized locknut and a flat washer.
6. Finish top of concrete foundation in a neat and workmanlike manner. If leveling washers are used, ensure no more than 1/8 in. gap at any corner. Do not exceed a maximum dip or rise in the foundation of 1/8 in. per foot. When properly installed, ensure the top of the service enclosure is level front to back and side to side within 1/4 in. Repair rocking or movement of the service enclosure at no additional cost to the department.
7. Do not use liquidtight flexible metal conduit (LFMC) on pedestal type services.
8. Ensure all elbows in the foundation are sized as per utility provider's conduit requirements for underground conduit and feeders. PVC extensions may be installed provided the ends of the rigid metal conduits are more than 2 in. below the top of the concrete foundation. Where extension conduits are metal, grounding bushings must be installed with a bonding jumper properly terminated.



FRONT VIEW

SIDE VIEW

TYPE C shown, TYPE A similar except that TYPE A shall have individual circuit breakers (CB) mounted on an equipment mounting panel. CB Handles shall protrude through hinged deadfront trim.



SECTION A-A

ANCHOR BOLT DETAIL

LEGEND

Number	Description
1	Meter Socket, (when required)
2	Meter Socket Window, (when required)
3	Equipment Mounting Panel
4	Photo Electric Control Window, (When required)
5	Hinged Deadfront Trim
6	Load Side Conduit Trim
7	Line Side Conduit Area
8	Utility Access Door, with handle
9	Pedestal Door
10	Hinged Meter Access
11	Control Station (H-O-A Switch)
12	Main Disconnect
13	Branch Circuit Breakers
14	Copper Clad Ground Rod - 5/8" X 10'

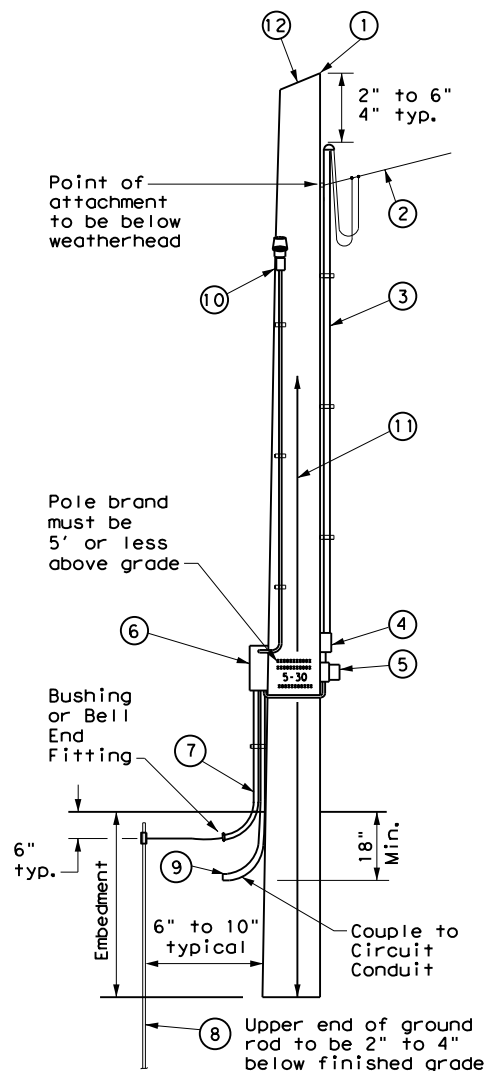
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ELECTRICAL DETAILS ELECTRICAL SERVICE SUPPORT PEDESTAL SERVICE TYPE PS			
ED(9) - 14			
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REVISIONS	0258	08	037, ETC
DIST	WACO	COUNTY	McLENNAN
		SHEET NO.	70

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TIMBER POLE (TP) SERVICE SUPPORT NOTES

1. Ensure electrical service support is a class 5 treated timber pole as per Item 627 "Treated Timber Poles." Embed timber pole to depth required in Item 627.
2. Conduit and electrical conductors attached to the electrical service pole and underground within 12 in. of service pole are not paid for directly but are subsidiary to the electrical service.
3. Install pole-top mounted photocell (T) on north side of pole, or in service enclosure (E) as required. See Electrical Service Data chart in plan set.
4. Gain pole as required to provide flat surface for each channel. Gain timber pole to $\frac{3}{8}$ in. max. depth and $1\frac{1}{8}$ in. max. height. Gain pole in a neat and workmanlike manner.
5. Mount meter and service equipment on stainless steel or galvanized channel (Unistrut, Kindorf, or equal). Provide channel sized 1 in. to $3\frac{3}{4}$ in. maximum depth, and $1\frac{1}{2}$ in. to $1\frac{5}{8}$ in. maximum width. File smooth the cut ends of galvanized channel and paint with zinc rich paint before installing on pole. Secure each channel section to timber pole with two galvanized or SS lag bolts, $\frac{1}{4}$ in. minimum diameter by $1\frac{1}{2}$ in. minimum length. Use a galvanized or SS flat washer on each lag bolt. Do not stack channel.
6. When excess length must be trimmed from poles, trim from the top end only.

- 1 Class 5 pole, height as required
- 2 Service drop from utility company (attached below weatherhead)
- 3 Service conduit (RMC) and service entrance conductors - One Red, One Black, One White (See Electrical Service Data)
- 4 Safety switch (when required)
- 5 Meter (when required)
- 6 Service enclosure
- 7 6 AWG bare grounding electrode conductor in $\frac{1}{2}$ in. PVC to ground rod - extend $\frac{1}{2}$ in. PVC 6 in. underground.
- 8 $\frac{5}{8}$ in. x 8 ft. Copper clad ground rod - drive ground rod to a depth of 2 in. to 4 in. below grade.
- 9 RMC same size as branch circuit conduit.
- 10 See pole-top mounted photocell detail on ED(5).
- 11 When required by the serving utility provide bare 6 AWG copper conductor. Run wire from pole top to butt wrap or copper butt plate. Protect conductor with non-conductive material to a height of 8 ft. above finished grade.
- 12 When required by utility, cut top of pole at an angle to enhance rain run off.

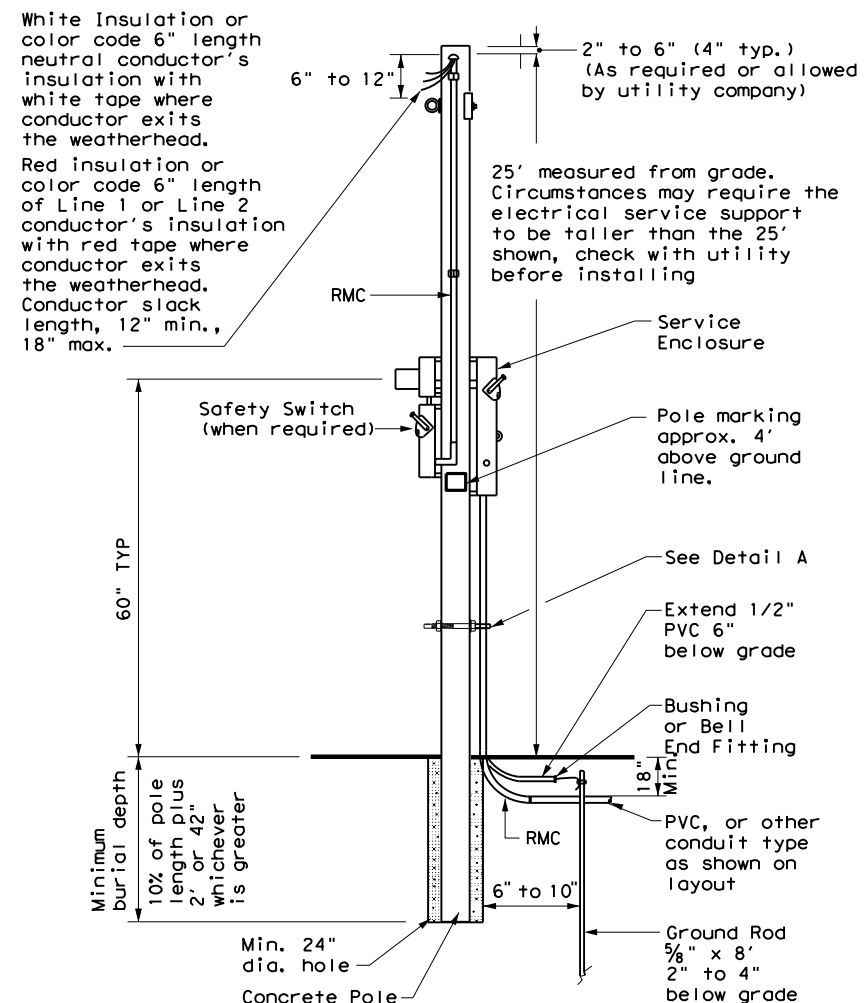


SERVICE SUPPORT TYPE TP (O)

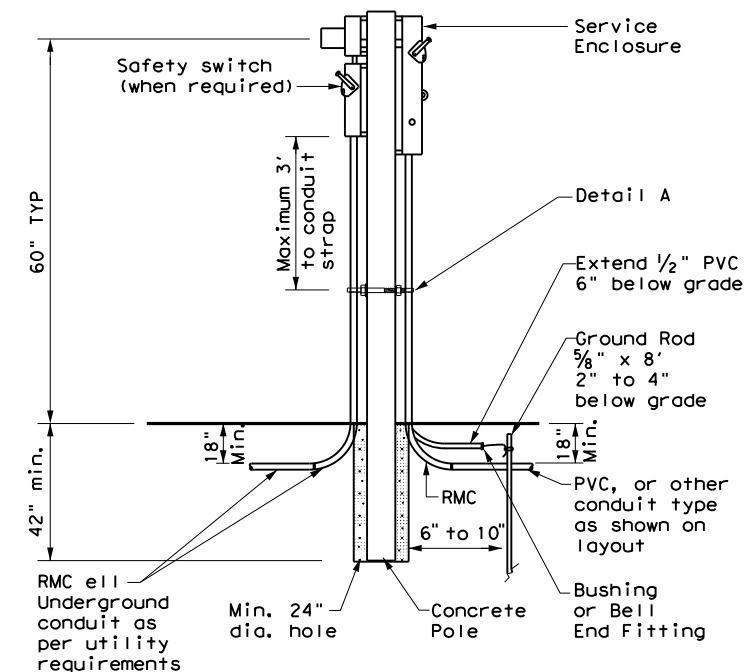
GRANITE CONCRETE (GC) & OTHER CONCRETE (OC) NOTES

Ensure electrical service support structures bid as type Granite Concrete (GC) or Other Concrete (OC) meet the following requirements.

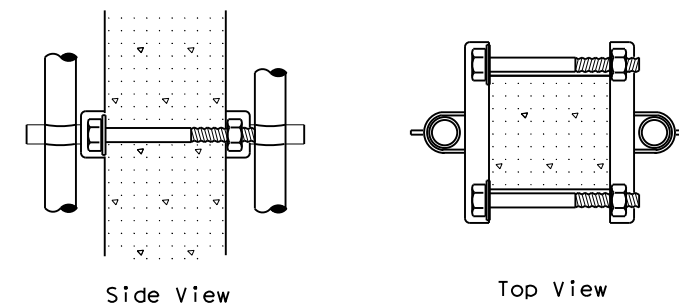
1. Provide GC and OC poles that meet the requirements of DMS 11080 "Electrical Services."
2. Provide prestressed concrete poles suitable for direct embedment into the ground without special foundations.
3. Verify poles are marked as required on DMS 11080. Location of marking should be approximately 4' above final grade. Use the two-point pickup locations when handling pole in horizontal position, and one-point pickup location for use in raising the pole to a vertical position. These marks are small but conspicuous.
4. Embed poles 42 in. or 10% of the length plus 2 ft., whichever is greater.
5. Ensure all installation details of services are in accordance with utility company specifications.
6. Install a one point rack or eye bolt bracket 6 inches to 12 inches below the weatherhead as an overhead service drop anchoring point for the electric utility.
7. Furnish and install galvanized or stainless steel channel strut $1\frac{1}{2}$ in. or $1\frac{5}{8}$ in. wide by 1 in. up to $3\frac{3}{4}$ in. deep (Unistrut, Kindorf, B-line or equal). Attach channel strut with stainless steel concrete anchors (max. 1" depth), square U-bolts or back to back channel strut with long bolts, or other secure mounting as approved by the Engineer. Ensure bolts are galvanized in accordance with ASTM A153. Do not stack channel struts.
8. Backfill the holes thoroughly by tamping in 6 in. lifts. After tamping to grade, place additional backfill material in a 6 inch high cone around the pole to allow for settling. Use material equal in composition and density to the surrounding area. Backfilling will not be paid for directly but is subsidiary to various bid items.



CONCRETE SERVICE SUPPORT Overhead (O)



CONCRETE SERVICE SUPPORT Underground (U)



DETAIL A

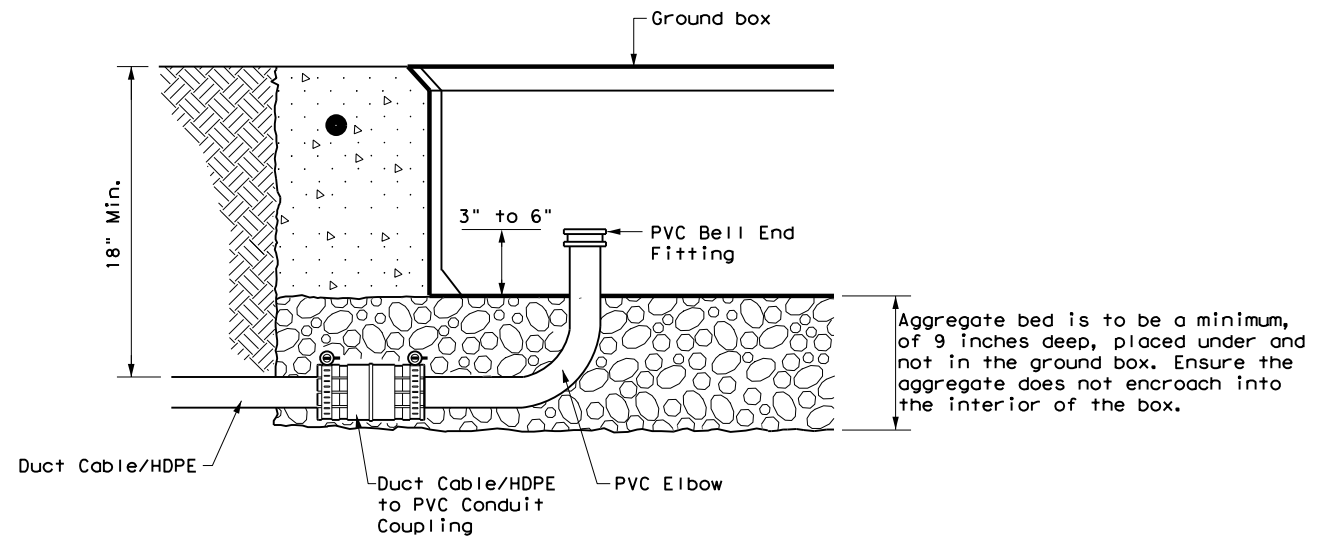
See Note 7. Before installing channel that has been cut, file sharp edges and paint with zinc-rich paint. Ensure there is no paint splatter on the pole.

ELECTRICAL DETAILS SERVICE SUPPORT TYPES GC, OC, & TP			
ED(10)-14			
FILE: ed10-14.dgn	DN: TxDOT	CK: TxDOT	DW: TxDOT
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REVISIONS	0258	08	037, ETC
	DIST	COUNTY	SHEET NO.
	WACO	McLENNAN	71

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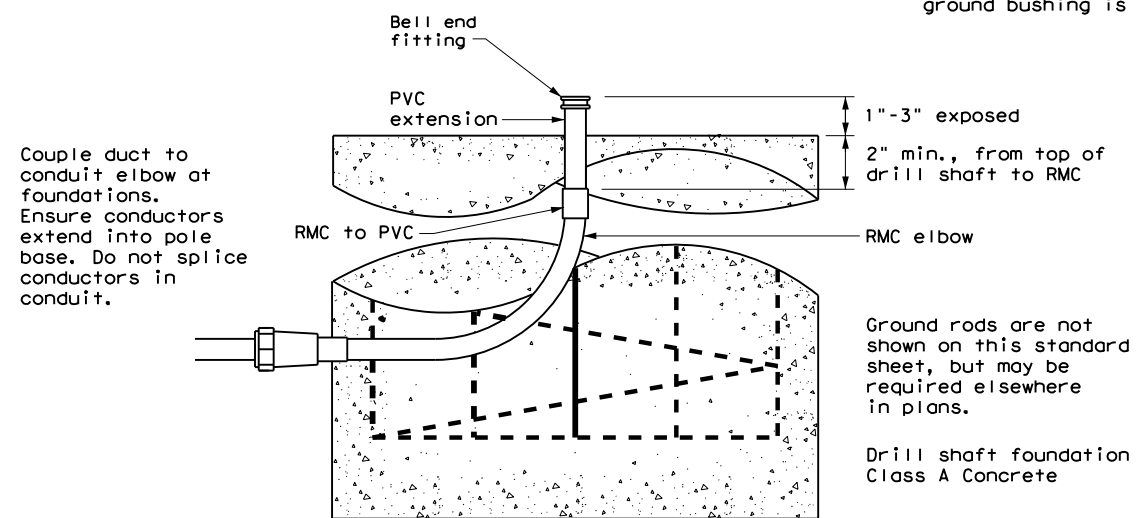
DUCT CABLE & HDPE CONDUIT NOTES

1. Provide duct cable in accordance with Departmental Material Specification (DMS) 11060 "Duct Cable" and Item 622 "Duct Cable." Provide duct cable as listed on the Material Producer List (MPL) on the Department web site under "Roadway Illumination and Electrical Supplies" Item 622.
2. Provide High-Density Polyethylene (HDPE) conduit in accordance with DMS 11060 and Item 618, "Conduit." Provide HDPE as listed on the MPL on the Department web site under "Roadway Illumination and Electrical Supplies," Item 618.
3. Supply duct cable with a minimum 2 in. diameter, unless otherwise shown in the plans. Provide duct cable and HDPE conduit as shown by descriptive code or on the plans. Bend duct cable and HDPE conduit as recommended by the manufacturer, with a minimum bending radius of 26 in. for 2 in. duct. Follow manufacturers' recommendations when handling duct cable and HDPE conduit reels and during installation of duct cable and HDPE conduit.
4. Do not splice conductors within duct cable or HDPE conduit. Couple duct cable and HDPE entering a ground box or foundation to a PVC elbow. When galvanized steel RMC elbows are called for in the plans and any portion of the RMC elbow is buried less than 18" from possible contact, ground the RMC elbow.
5. Furnish and install duct cable with factory installed conductors, sized as shown in the plans and as required by the National Electrical Code (NEC). The NEC contains specific requirements for duct cable in Article, "Nonmetallic Underground Conduit with Conductors: Type NUCC."
6. When conduit casing is called for in the plans, extend duct cable or HDPE conduit through the conduit casing in one continuous length without connection to the casing.
7. Seal the ends of duct cable or HDPE conduit with duct seal, expandable foam, or other approved method after completing the pull tests required by Item 622.
8. Provide minimum cover of 24 in. under roadways, 18 in. in other locations, or as shown on the plans.
9. Furnish and install listed fittings to couple duct cable or HDPE conduit to other types of conduit. Duct cable and HDPE conduit may be field-threaded and spliced with PVC or RMC threaded couplings; connected with listed tie-wrap fittings; connected using listed coupling made of HDPE with stainless steel external banding clamps and locking rings; connected with approved electrofusion conduit couplings; or connected using an approved chemical fusion method using an epoxy or adhesive specifically designed for HDPE couplings and connectors all installed in accordance with their manufacturer's instructions. Do not use PVC glue on HDPE. Do not use water pipe fittings, or connect conduit with heat shrink tubing.

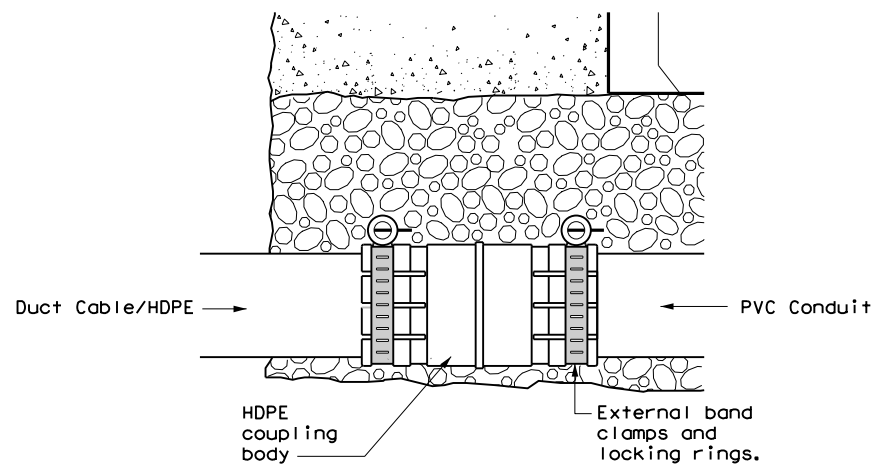


DUCT CABLE/HDPE AT GROUND BOX

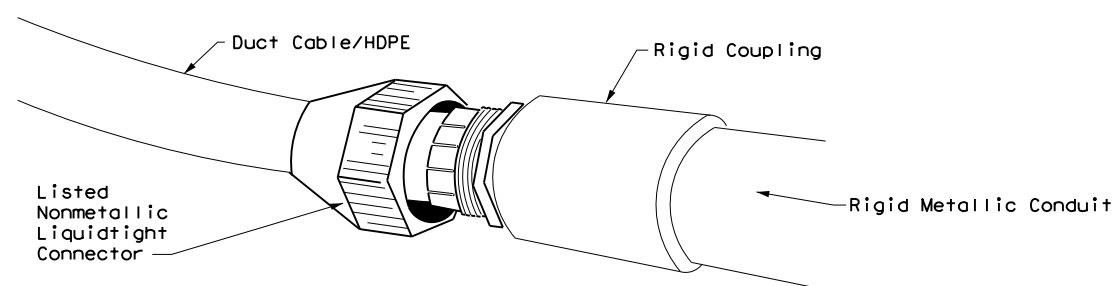
When the upper end of an RMC EII does not enter the ground box, it may be extended with a SCH-40 PVC conduit nipple and bell end, provided there is a minimum of 18" of cover over all parts of the elbow. If not, a rigid extension and ground bushing is required.



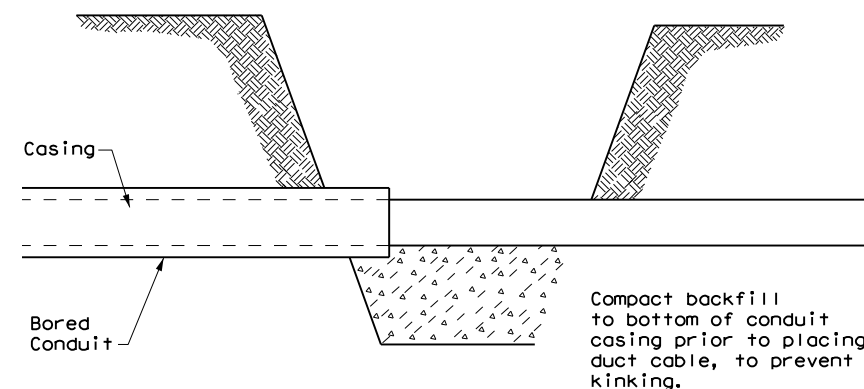
DUCT CABLE / HDPE AT FOUNDATION



DUCT CABLE/HDPE TO PVC



DUCT CABLE/HDPE TO RMC



BORE PIT DETAIL

				Traffic Operations Division Standard	
ELECTRICAL DETAILS DUCT CABLE/ HDPE CONDUIT					
ED(11)-14					
FILE:	ed11-14.dgn	DN:	TxDOT	CK:	TxDOT
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REVISIONS		0258	08	037, ETC	SH 6
DIST	WACO	COUNTY	McLENNAN	SHEET NO.	72

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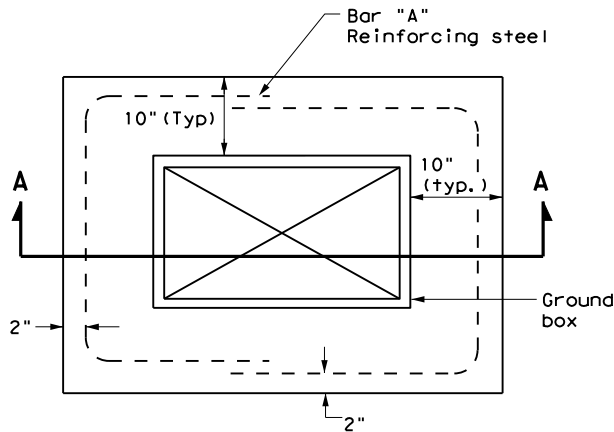
BATTERY BOX GROUND BOXES NOTES

A. MATERIALS

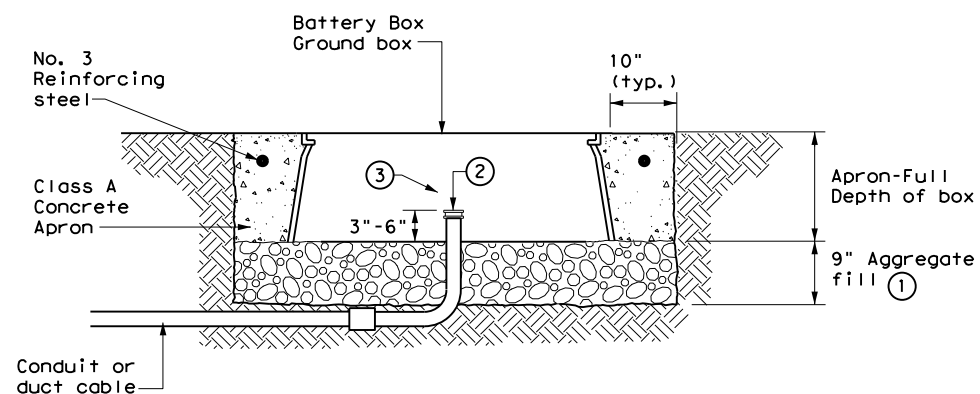
1. Provide polymer concrete or fiberglass reinforced plastic (FRP) battery box ground box and cover in accordance with Departmental Material Specification (DMS) 11071 "Battery Box Ground Boxes." Battery box will accommodate up to 4 batteries, each measuring 8 in. x 13.5 in. x 10 in. (W x L x D). Label battery box ground box cover in accordance with DMS 11071.
2. Supply a marine grade batteries with covers. Secure the marine grade batteries with covers to the stainless steel rack in the bottom of the ground box with tie down straps.

B. CONSTRUCTION METHODS

1. Ensure conduit entry will not interfere with placement of the batteries in the battery box ground box.
2. Remove all gravel and dirt from conduit. Cap all conduits prior to placing aggregate and setting battery box ground box. Provide Grade 3 or 4 coarse aggregate as shown on Table 2 of Item 302 "Aggregates for Surface Treatments." Ensure the aggregate bed is in place and is a minimum of 9 in. deep prior to setting the box. Install battery box ground box on top of aggregate.
3. Cast battery box aprons in place. Reinforcing steel may be field bent. Ensure the depth of concrete for the apron extends from finished grade to the top of the aggregate bed under the box. Battery box ground box aprons, including concrete and reinforcing steel, are subsidiary to battery box ground boxes when called for by descriptive code.
4. Bolt covers down when not working in battery box ground boxes. Keep bolt holes in the box clear of dirt.



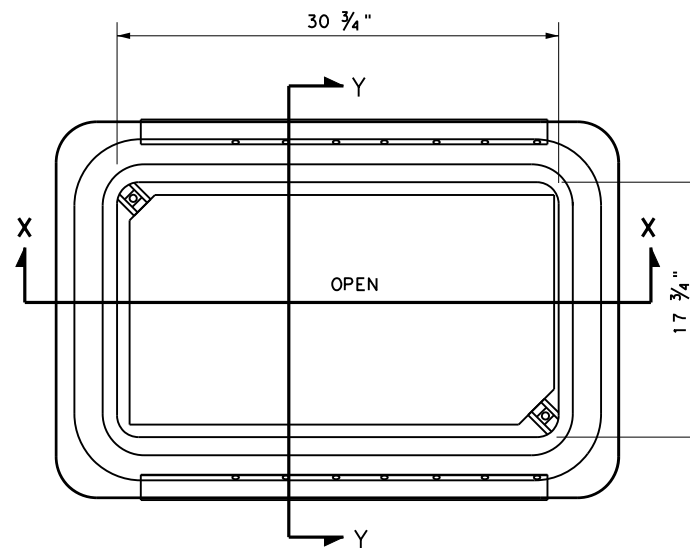
PLAN VIEW



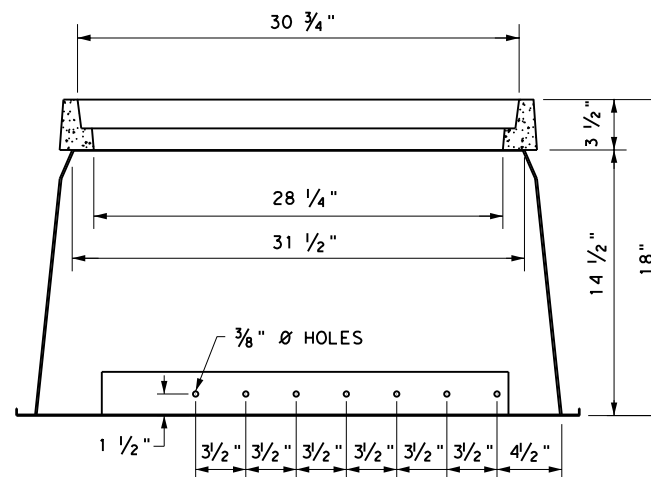
SECTION A - A

APRON FOR BATTERY BOX GROUND BOXES

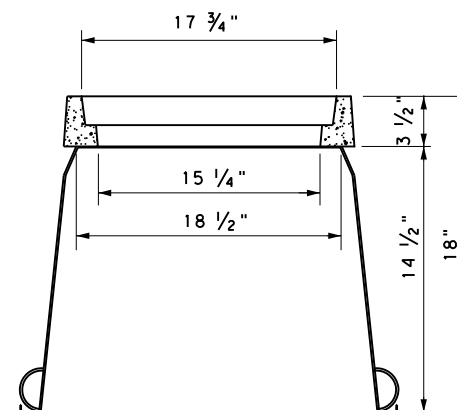
- ① Place aggregate under the box and not in the box. Aggregate should not encroach on the interior volume of the box.
- ② Install bushing or bell end fitting on the upper end of all ellis.
- ③ Install all conduits in a neat and workmanlike manner.



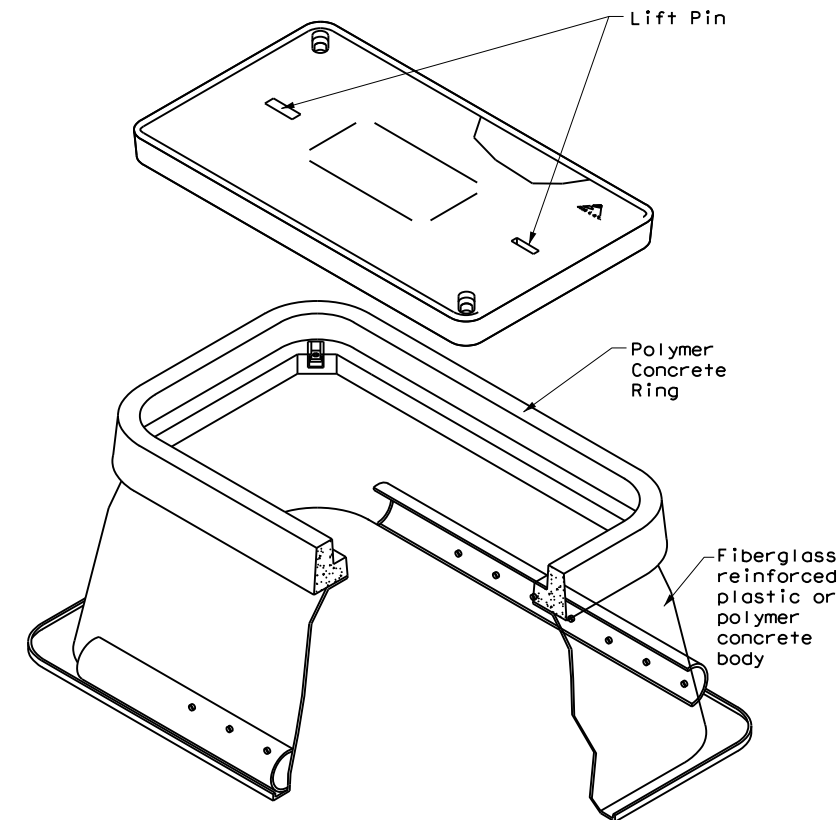
BATTERY BOX TOP VIEW



SECTION X-X



SECTION Y-Y



				Traffic Operations Division Standard	
ELECTRICAL DETAILS BATTERY BOX GROUND BOXES					
ED(12)-14					
FILE:	ed12-14.dgn	DN:	TxDOT	CK:	TxDOT
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				JOB:	HIGHWAY
				SH:	6
				SHEET NO.:	73

ROADWAY ILLUMINATION ASSEMBLY NOTES

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1. Details apply to roadway lighting installations bid or referenced under Item 610, "Roadway Illumination Assemblies." Provide, furnish, and install all other materials not shown on the plans which may be necessary for complete and proper construction. Where manufacturers provide warranties or guarantees as a customary trade practice, furnish to the State such warranties or guarantees.
2. The locations of poles and fixtures may be shifted by the Engineer to accommodate local conditions. Install or remove poles and luminaires located near overhead electrical lines using established industry and utility safety practices and in accordance with laws governing such work. Consult with the appropriate utility company prior to beginning such work.
3. Provide new and unused materials. Ensure that all materials and installations comply with the applicable articles of the National Electrical Code (NEC), TxDOT standards and specifications, National Electrical Manufacturers Association (NEMA), and are listed by Underwriters Laboratories (UL) or a Nationally Recognized Testing Lab (NRTL). NRTLs such as Canadian Standard Association, Intertek Testing Services NA Inc., or FM Approvals LLC can be considered equivalent to UL. Faulty fabrication or poor workmanship in any material, equipment, or installation is justification for rejection.
4. Provide Roadway Illumination Light Fixtures as per TxDOT Departmental Material Specification (DMS) 11010, Item 610, and as shown on the Material Producers List (MPL) for Roadway Illumination and Electrical Supplies.
5. Fabricate steel roadway illumination poles in accordance with Roadway Illumination Poles (RIP) standards and Item 610. Poles fabricated according to RIP standards do not require shop drawing submittals.
 - a. Alternate designs to RIP standards or the use of aluminum to fabricate poles will require the submission of shop drawings electronically. For instructions on submitting shop drawings electronically see "Guide to Electronic Shop Drawing Submittal" on the TxDOT web site.
 - b. Limitations on use of the RIP standard: The RIP standard details were developed for installations in locations where the 3-second gust basic maximum wind speed is 110 mph, and where the elevation of the base of the pole is less than (i.e. not more than) 25' above the elevation of the surrounding terrain, in accordance with the "AASHTO Standard Specifications for Structural Supports for Highway Signs, Luminaires and Traffic Signals," 6th Edition (2013) of the AASHTO Design Specifications. For poles to be installed in regions where the maximum basic wind speed exceeds 110 mph or to be mounted more than 25' above the surrounding terrain, provide poles meeting the following requirements:
 - i. Submittals. Following the electronic shop drawing submittal process (see Guide to Electronic Shop Drawing Submittal on the TxDOT web site), submit to the Engineer for approval fabrication drawings and calculations for the poles, sealed by a Texas licensed professional engineer (P.E.).
 - ii. Luminaire Structural Support Requirements. Provide light poles, arms, and anchor bolt assemblies with a 25 year design life to safely resist dead loads, ice loads and the required basic wind speeds at the location of installation in accordance with the 6th edition (2013) of the AASHTO Design Specifications. For transformer base poles, include transformer base and connecting hardware in calculations and shop drawing submittals. Structurally test all transformer bases to resist the theoretical plastic moment capacity of the pole. Submit certification of the plastic moment load test and FHWA breakaway requirement test of the model of base being furnished with the shop drawings. Show breakaway base model number, manufacturer's name, and logo on shop drawings. Include on manufacturer's shop drawings the ASTM designations for all materials to be used.
6. For both transformer and shoe-base type illumination poles, provide and install double-pole breakaway fuse holders as specified by DMS-11040. Breakaway fuse holders are listed on the MPL for Roadway Illumination and Electrical Supplies under Items 610 & 620. Provide 10 amp time delay fuses for breakaway connectors in light poles, or inside the light fixture for underpass luminaires. In each pole, connect luminaires to the breakaway connector with continuous stranded 12 AWG copper conductors as listed on the MPL. Bond all equipment grounding conductors together and to the ground lug in the transformer base or hand hole.
7. Tighten anchor bolts for shoe base, concrete traffic barrier base, and bridge mount roadway illumination poles, in accordance with Item 449.
8. Install T-Base with following procedure:
 - a. Anchor Bolt Tightening.
 - i. Coat the threads of the anchor bolts with electrically conductive lubricant.
 - ii. Place the T-base over the anchor bolts. Foundation must be level and flat. The maximum permissible gap under any one corner of the t-base is 1/8" before nuts are tightened.
 - iii. Coat the bearing surfaces of the nuts and washers with electrically conductive lubricant. Install (1) 1/2" hold down washer, (1) lock washer, and (1) nut on each anchor bolt. Turn the nuts onto the bolts so that each is hand-tight against the washer.
 - iv. Using a torque wrench, tighten each nut to 150 ft-lb. Uniform contact is required between the foundation and the T-base in the corner regions of the T-base, and all corner gaps must be closed after applying torque. If a gap still exists after torquing to 150 ft-lbs, continue torquing each bolt incrementally until gap is closed or maximum allowable torque of 250 ft. pound is reached, whichever comes first. If 250 ft-lbs is not enough to close the gap the foundation must be leveled. Gaps along the straight sides of the T-bases and the foundation are permissible. Ensure that no high point of contact occurs between the straight sides of the T-base and the foundation.
 - v. Check top of T-base for level. If not level then foundation must be leveled.
 - b. Top Bolt Procedure
 - i. Erect pole over T-base with crane. Coat bolts, nuts, washers, and lock washers with electrically conductive lubricant.

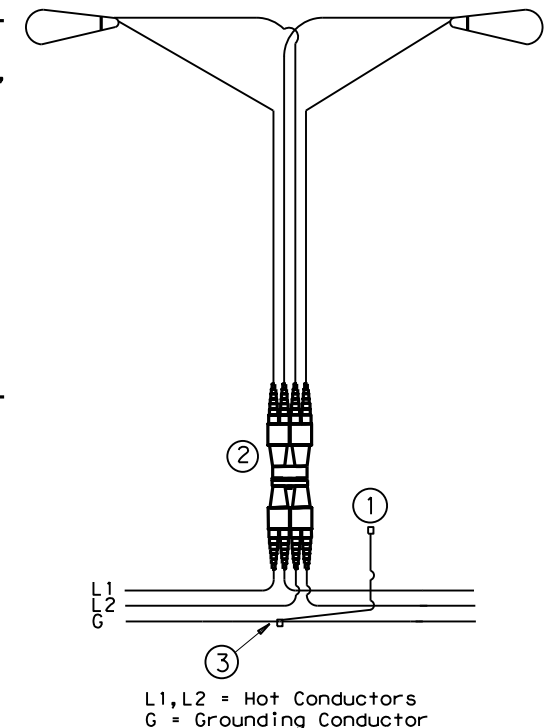
- ii. Install bolts and 1/2" connecting washers from the inside of the T-base, thread up through the pole base. Install flat washers, lock washers and nuts snug tight according to Item 447, "Structural Bolting."
 - iii. Tighten each nut to 150 ft-lb. using a torque wrench.
- c. Level and Plumb
- i. Ensure pole is plumb and mast arm is perpendicular to the roadway according to plans to within 5 degrees.
9. Construct luminaire pole foundations in accordance with Item 416, "Drilled Shaft Foundations," and TxDOT standard sheet RID(2).
 10. Provide and install underpass luminaires in accordance with Item 610, DMS-11010, and TxDOT standard sheet RID(3). Typical luminaire size for underpass luminaires is 150W HPS or 150W EQ LED.
 11. Mount luminaires on arms level as shown by the luminaire level indicator.
 12. Orient luminaires perpendicular to the roadway intended to be lit unless otherwise shown on the plans.

Wiring Diagram Notes:

- ① Use 1/2 in. -13 UNC threaded, copper or tin-plated copper, pole bonding connector, sized appropriately for conductors, bonded to T-base, or use ground lug in handhole as available.
- ② Use pre-qualified two-pole breakaway connectors for all luminaire pole installations. For luminaires fed by a circuit with a neutral conductor, use double pole breakaway connectors with the neutral side unfused and marked white.
- ③ Split Bolt or other connector.

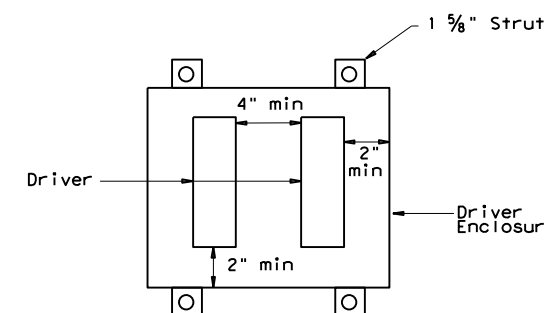
Decorative LED Lighting Notes:

1. LED Drivers in Remote Outdoor enclosures (for drivers that do not include an enclosure as part of a factory assembly):
 - a. Provide NEMA 3R outdoor enclosure or as approved.
 - b. Install enclosure at least 12" above ground or other horizontal surface. Mount vertically or on ceiling, and avoid direct sun where possible.
 - c. Install drivers with at least 2 inches of space from enclosure walls.
 - d. For multiple drivers in an enclosure, provide at least 4 inches side to side and 1 inch end to end from other drivers or electronic equipment
 - e. For drivers mounted on back wall of enclosure, mount enclosure on 1 5/8" strut or other standoff to dissipate heat, or mount driver to side of the enclosure or to the metal cover.
 - f. Provide remote drivers with a maximum of 100 watts
 - g. Provide drivers with documentation of 100,000 hr lifetime at Tcase of 65C or higher.



TYPICAL WIRING DIAGRAM

LUMINAIRES SERVED AT 480V ON 240/480 VOLT SERVICE OR LUMINAIRES SERVED AT 240V FOR 120/240 VOLT SERVICE.

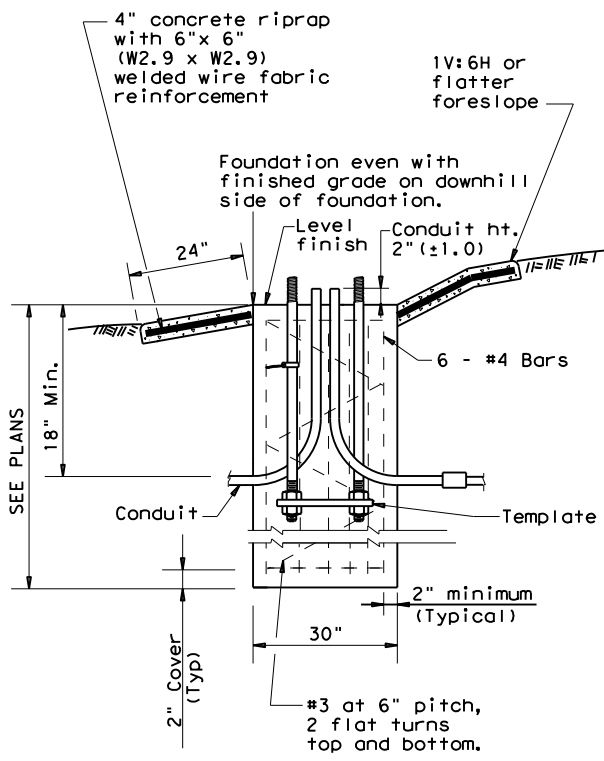


Driver Spacing In Remote Enclosure

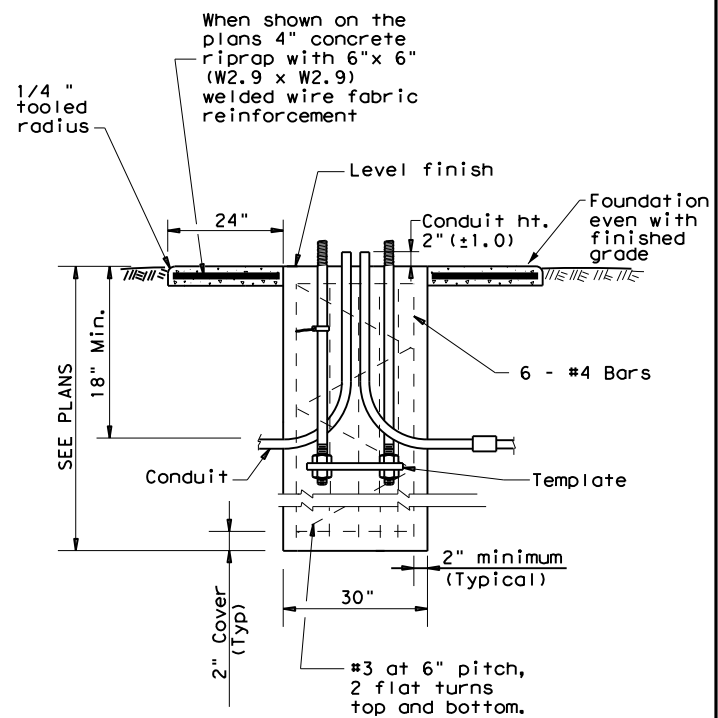
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SECTION A-A
SHOWING SLOPED GRADE



SECTION A-A
SHOWING CONSTANT GRADE

TABLE 1

ANCHOR BOLTS

POLE MOUNTING HEIGHT	BOLT CIRCLE		ANCHOR BOLT SIZE
	Shoe Base	T-Base	
<40 ft.	13 in.	14 in.	1 in. x 30 in.
40-50 ft.	15 in.	17 1/4 in.	1 1/4 in. x 30 in.

TABLE 2

RECOMMENDED FOUNDATION LENGTHS
(See note 1)

MOUNTING HEIGHT	TEXAS CONE PENETROMETER N Blows/ft		
	10	15	40
<20 ft.	6'	6'	6'
>20 ft. to 30 ft.	8'	6'	6'
>30 ft. to 40 ft.	8'	8'	6'
>40 ft. to 50 ft.	10'	8'	6'

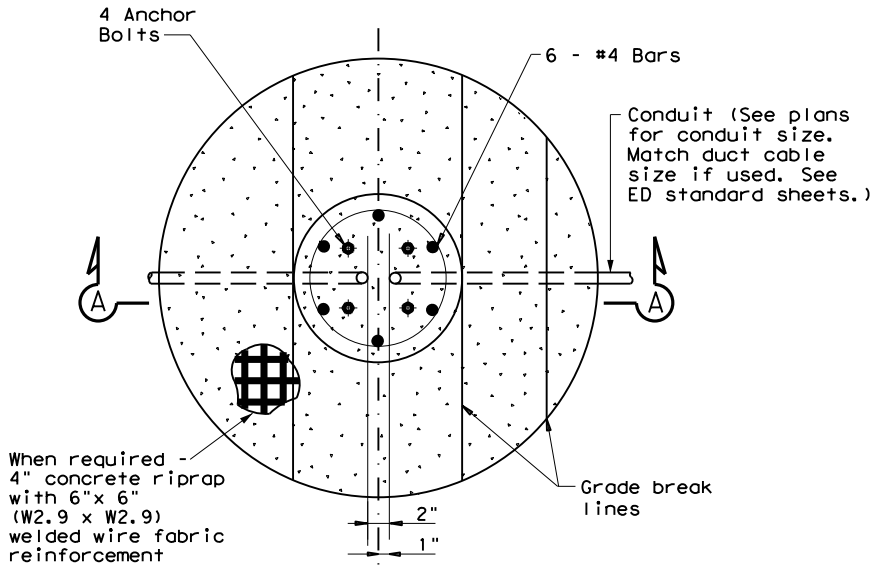
TABLE 3

PAY QUANTITY OF RIPRAP PER FOUNDATION
(Install only when shown on the plans)

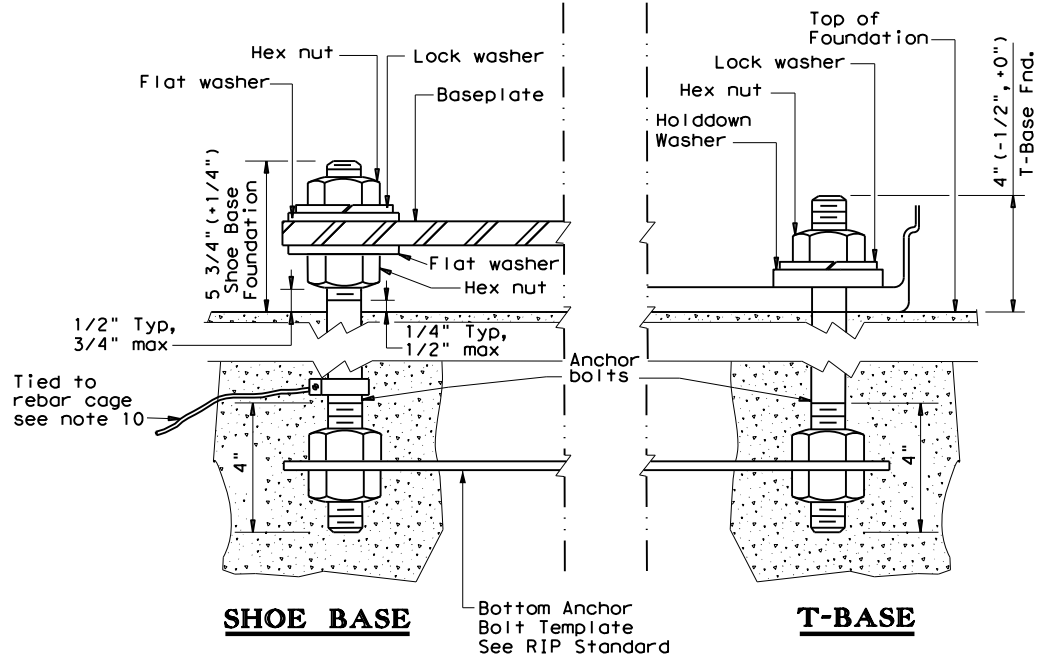
Foundation Diameter	RIPRAP DIAMETER	RIPRAP (CONC) (CL B)
30 in.	78 in.	0.35 CY

GENERAL NOTES:

1. "Recommended Foundation Lengths" table is for information purposes only. Foundation lengths shall be as shown on the plans, or as directed by the Engineer. Foundations will be paid for under Item 416, "Drilled Shaft Foundations," unless otherwise shown on the plans.
2. Erect roadway illumination assembly poles plumb and true. Form and level the top 6" of the foundation so the pole will be plumb. Use leveling nuts to plumb shoe base poles. Do not use shims or leveling nuts under transformer bases. Do not grout between baseplate and the foundation.
3. Ensure Class 2A and 2B fit for anchor bolts and nuts. Tap and chase nuts after galvanizing. Anchor bolt body with rolled threads need not be full size.
4. Use appropriate class of concrete as specified in Items 416 and 432. Concrete for riprap may be upgraded to Class C at no extra cost to the Department.
5. Place riprap around the foundation when called for elsewhere in the plans. Riprap will be paid for under Item 432.
6. Locate breakaway roadway illumination assemblies as shown in the placement table, unless otherwise dimensioned on the plans. Protect non-breakaway illumination assemblies from vehicular impact (i.e. 2.5 ft. behind guard rail or mounted on traffic barrier), or located outside the clear zone, except that 2.5 ft. from curb face is minimum desired for light poles on city streets, 45 mph or less. See Roadway Design Manual for further information.
7. Use 4 hold down and 4 connecting washers on transformer base poles as recommended by the manufacturer and supplied with base.
8. Install a minimum of 2 conduits in each foundation. See lighting layout sheets for locations of foundations with more than 2 conduits. Cap unused conduits in foundations on both ends.
9. Conduit location in foundations is critical for breakaway devices. Place conduits 2 in. apart on centerline as shown.
10. Bond anchor bolt to rebar cage with #6 bare stranded copper conductor. Use listed mechanical connectors rated for embedment in concrete. The bonded steel in the foundation creates a concrete encased grounding electrode which replaces the ground rod.
11. Grade earthwork around T-base foundations even with the finished grade as shown in Section A-A to ensure proper function of the breakaway device. Use riprap on T-base foundations that are located on sloped grades, and as shown on the plans for level grades.



FOUNDATION DETAIL



ANCHOR BOLT DETAIL

TABLE 4

BREAKAWAY POLE PLACEMENT (See note 6)

ROADWAY FUNCTIONAL CLASSIFICATION	** POLE OFFSET (DISTANCE TO FACE OF TRANSFORMER BASE)
Freeway Mainlanes (roadway with full control of access)	15 ft. (minimum and typical) from lane edge
All curbed, 45 mph or less design speed	2.5 ft. minimum (15 ft. desirable) from curb face
All others	10 ft. minimum*(15 ft. desirable) from lane edge

* or as close to ROW line as is practical

** provide 2/5 of the luminaire mounting height behind the pole for "falling area" to prevent encroachment on the other travel lanes. See design guidelines.

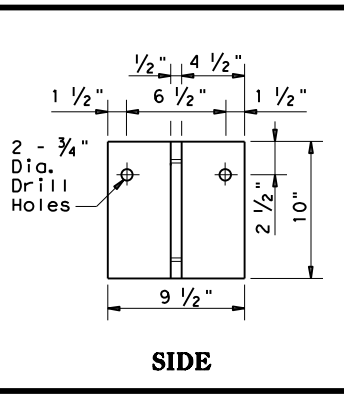
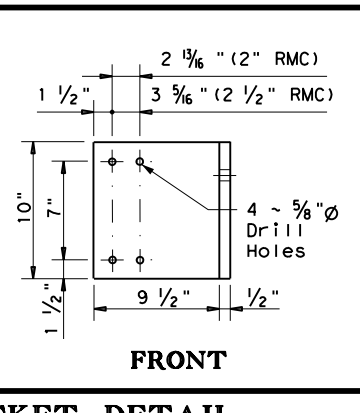
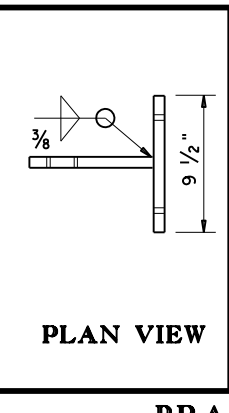
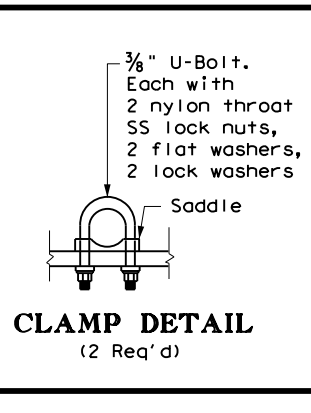
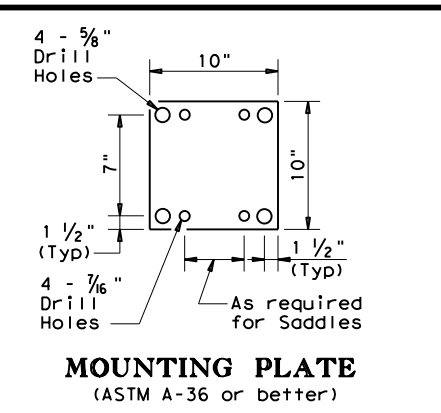
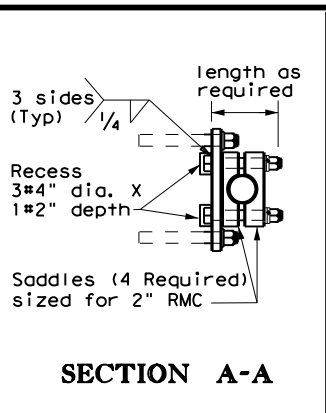
Texas Department of Transportation
 Traffic Safety Division Standard

ROADWAY ILLUMINATION DETAILS (RDWY ILLUM FOUNDATIONS)
RID(2)-20

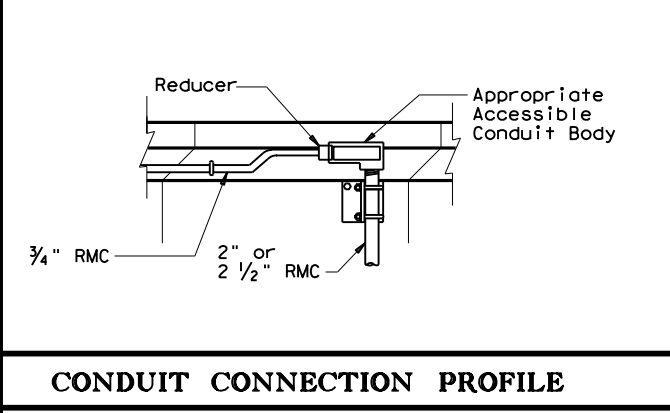
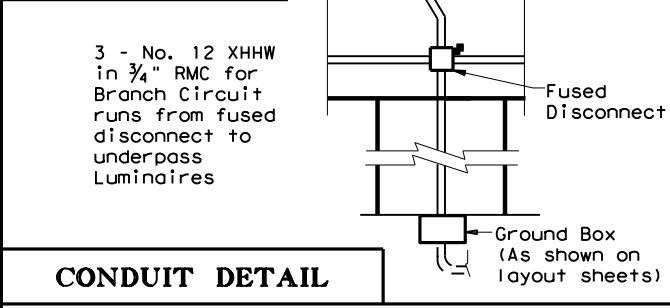
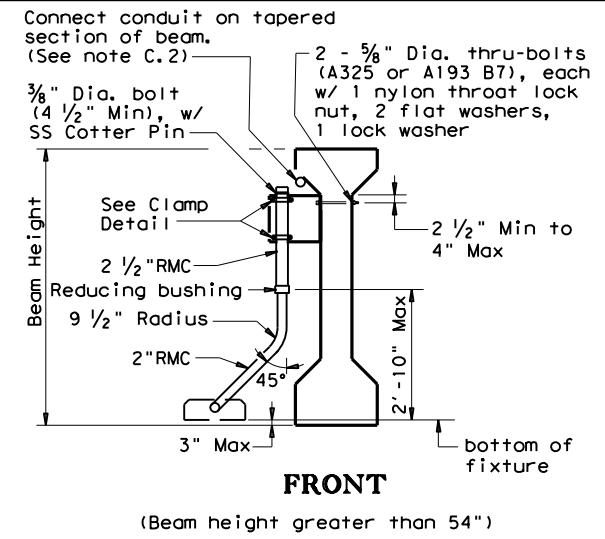
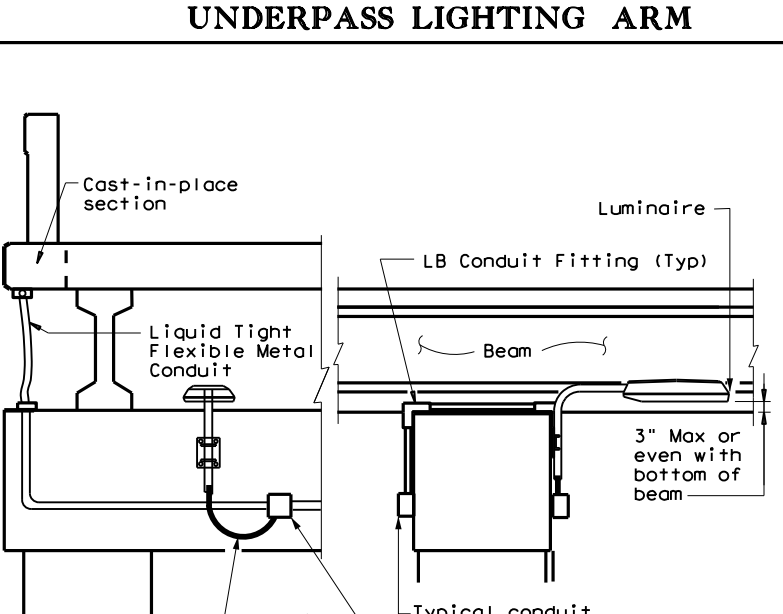
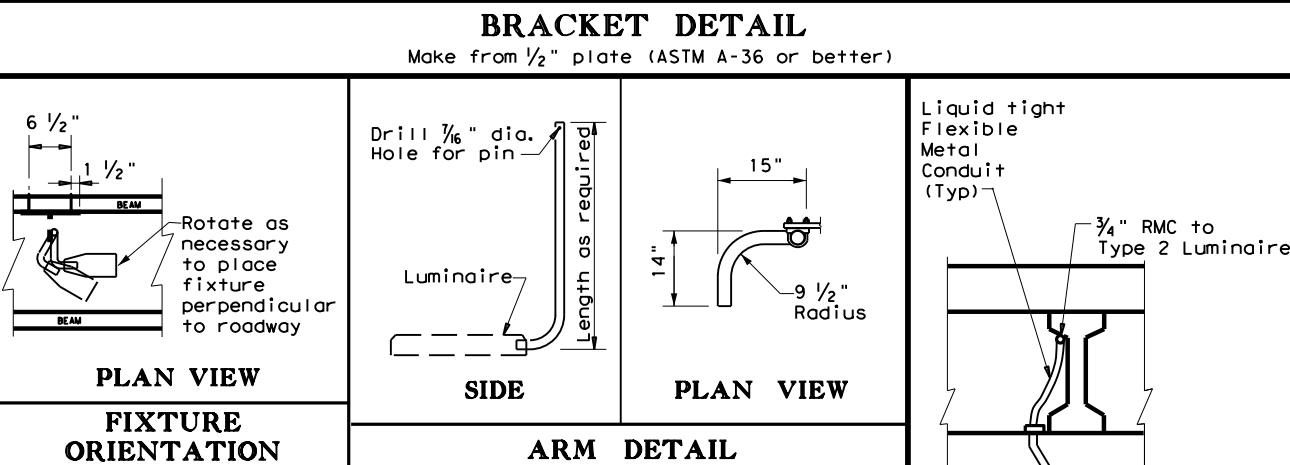
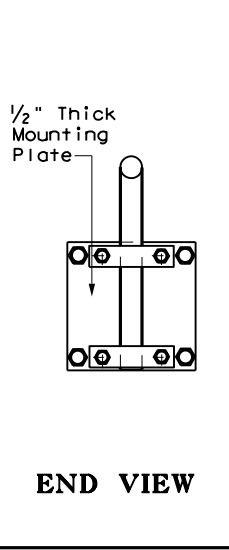
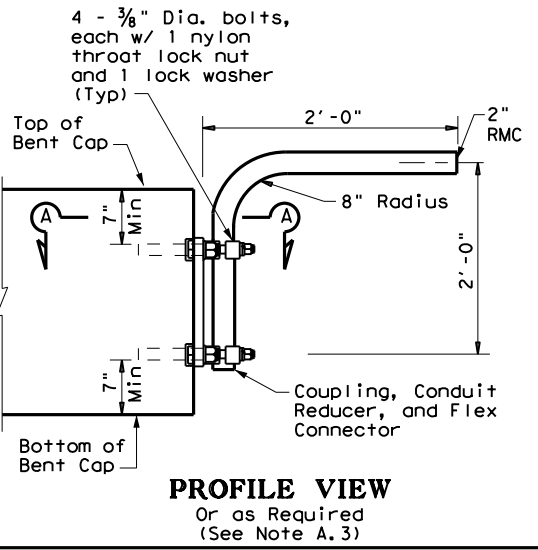
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- GENERAL NOTES:**
- A. ALL 150 watt HPS and 150 watt equivalent LED Luminaires**
- Luminaire locations, conduit and conductor sizes and routing are typical and diagrammatic only. See project layout sheets for specific details.
 - Conduit will be paid for under Item 618, "Conduit" and conductors will be paid for under Item 620, "Electrical Conductors," unless otherwise shown on the plans.
 - Adjust conduit in saddles to place fixture height and orientation as required. See fixture orientation detail and plans. Where practicable, place luminaires so the bottom of luminaire is above the bottom of the beam, maximum of 3 in. (See detail UNDERPASS LIGHTING ARM TYPE 2)
 - Except as noted, galvanize all structural steel and exposed bolts, nuts, and washers in accordance with Item 445 "Galvanizing".
 - Fabrication of brackets and support arms will not be paid for directly but is subsidiary to Item 610, "Roadway Illumination Assemblies."
 - Install a heavy duty NEMA 3R fused disconnect or breaker enclosure rated at 30 amps and 480 volts to switch underpass luminaires as shown on plans, with at least one per bridge circuit. Install 20 amp time-delay fuses or inverse-time circuit breakers. Mount disconnect or breaker enclosure 10 ft. (min) above grade on columns or bent caps as approved by the Department. Modify disconnect to allow padlocking in the "ON" and "OFF" positions. Padlocks and disconnect switches or circuit breakers for underpass fixtures will not be paid for directly but are subsidiary to the various bid items of the contract.
 - Conduit on columns, caps, and slab is shown surface mounted. For new columns and caps, embed PVC conduit in concrete. Bond and ground metal junction boxes and conduit.



- B. TYPE 1**
- Provide 2 in. rigid metal conduit (2.375" O.D., 0.146" wall) for Type 1 arm shaft.
 - Use 3/8 in. stainless steel bolt or stud non-epoxy type expansion anchors for concrete for Type 1 mounting. Except as noted, provide an allowable 2650 lbs minimum pull-out force (after consideration of adjustment factors for edge distance and bolt spacing) for each anchor. Install each anchor to the embedment depth recommended by the manufacturer.
 - Attach conduit to plate with 4 saddles, four - 3/8 in. diameter bolts, nylon throat lock nuts, and lock washers.
- C. TYPE 2**
- Provide 2 in. rigid metal conduit (2.375" O.D., 0.146" wall) or provide a combination of 2 1/2 in. (2.875" O.D., 0.193" wall) and 2 in. (2.375" O.D., 0.146" wall) rigid metal conduits with a reducing bushing as beam height stipulated for Type 2 arm shaft. Field cutting and threading will be permitted. Paint cut and threaded areas with zinc rich paint after conduit is connected to adjacent fitting.
 - Connecting conduit may be strapped to tapered section only of precast beams as shown. Anchor as approved by the Engineer. Maximum anchor depth is 1 in.
 - Indiscriminate drilling into precast concrete beams may result in reduced beam strength. Use drilling location and method as directed by the Engineer. See Location of Underpass Lighting Mounting Bracket detail. The locations shown in the table are such that reinforcing strands will not be damaged.

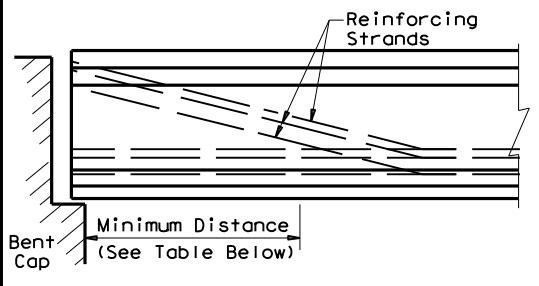
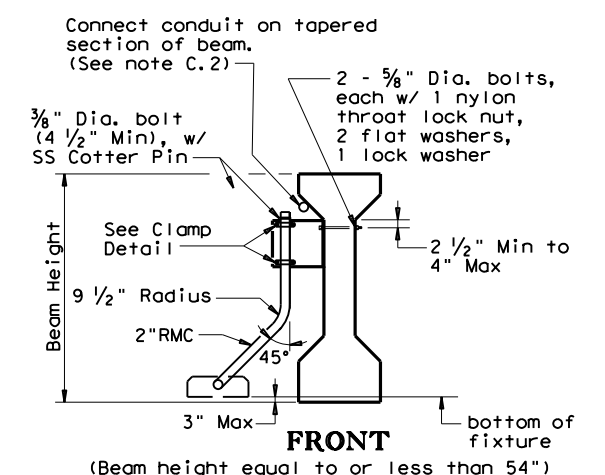
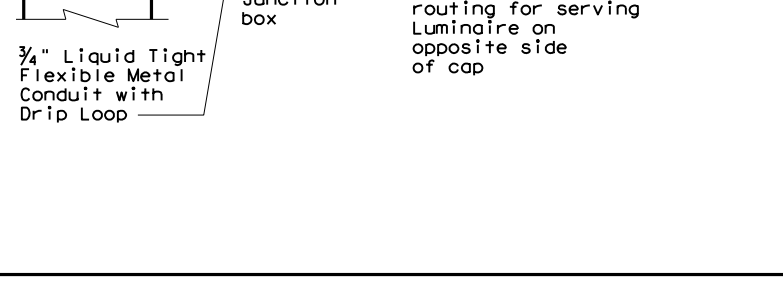


TABLE 5
LOCATION OF UNDERPASS LIGHT MOUNTING BRACKET TABLE

SPAN LENGTH	MINIMUM DISTANCE
≤ 50'	10'-0"
50' - 70'	15'-0"
70' - 90'	20'-0"
> 90'	25'-0"

Texas Department of Transportation
Traffic Safety Division Standard

ROADWAY ILLUMINATION DETAILS (UNDERPASS LIGHT FIXTURES)

RID(3)-20

UNDERPASS LIGHTING TYPE 1

If bridge has pre-cast panels under deck, run circuit under deck edge.

IN RD IL AM (U/P) (TY 2)

LOCATION OF UNDERPASS LIGHT MOUNTING BRACKET

UNDERPASS LIGHTING TYPE 2

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 WACO McLENNAN 76

SHIPPING PARTS LIST - POLES AND LUMINAIRE ARMS

Nominal Mounting Ht. (ft)	Shoe Base					T-Base					CSB/SSCB Mounted				
	Designation				Quantity	Designation				Quantity	Designation				Quantity
	Pole	A1	A2	Luminaire		Pole	A1	A2	Luminaire		Pole	A1	A2	Luminaire	
20	(Type SA 20 S - 4)			(150W EQ) LED		(Type SA 20 T - 4)			(150W EQ) LED						
	(Type SA 20 S - 4 - 4)			(150W EQ) LED		(Type SA 20 T - 4 - 4)			(150W EQ) LED						
30	(Type SA 30 S - 4)			(250W EQ) LED		(Type SA 30 T - 4)			(250W EQ) LED			(Type SP 28 S - 4)	(250W EQ) LED		
	(Type SA 30 S - 4 - 4)			(250W EQ) LED		(Type SA 30 T - 4 - 4)			(250W EQ) LED			(Type SP 28 S - 4 - 4)	(250W EQ) LED		
40	(Type SA 30 S - 8)			(250W EQ) LED		(Type SA 30 T - 8)			(250W EQ) LED			(Type SP 28 S - 8)	(250W EQ) LED		
	(Type SA 30 S - 8 - 8)			(250W EQ) LED		(Type SA 30 T - 8 - 8)			(250W EQ) LED			(Type SP 28 S - 8 - 8)	(250W EQ) LED		
	(Type SA 40 S - 4)			(250W EQ) LED		(Type SA 40 T - 4)			(250W EQ) LED			(Type SP 38 S - 4)	(250W EQ) LED		
	(Type SA 40 S - 4 - 4)			(250W EQ) LED		(Type SA 40 T - 4 - 4)			(250W EQ) LED			(Type SP 38 S - 4 - 4)	(250W EQ) LED		
	(Type SA 40 S - 8)			(250W EQ) LED		(Type SA 40 T - 8)			(250W EQ) LED			(Type SP 38 S - 8)	(250W EQ) LED		
	(Type SA 40 S - 8 - 8)			(250W EQ) LED		(Type SA 40 T - 8 - 8)			(250W EQ) LED			(Type SP 38 S - 8 - 8)	(250W EQ) LED		
	(Type SA 40 S - 10)			(250W EQ) LED		(Type SA 40 T - 10)			(250W EQ) LED			(Type SP 38 S - 10)	(250W EQ) LED		
	(Type SA 40 S - 10 - 10)			(250W EQ) LED		(Type SA 40 T - 10 - 10)			(250W EQ) LED			(Type SP 38 S - 10 - 10)	(250W EQ) LED		
50	(Type SA 40 S - 12)			(250W EQ) LED		(Type SA 40 T - 12)			(250W EQ) LED			(Type SP 38 S - 12)	(250W EQ) LED		
	(Type SA 40 S - 12 - 12)			(250W EQ) LED		(Type SA 40 T - 12 - 12)			(250W EQ) LED			(Type SP 38 S - 12 - 12)	(250W EQ) LED		
	(Type SA 50 S - 4)			(400W EQ) LED		(Type SA 50 T - 4)			(400W EQ) LED			(Type SP 48 S - 4)	(400W EQ) LED		
	(Type SA 50 S - 4 - 4)			(400W EQ) LED		(Type SA 50 T - 4 - 4)			(400W EQ) LED			(Type SP 48 S - 4 - 4)	(400W EQ) LED		
	(Type SA 50 S - 8)			(400W EQ) LED		(Type SA 50 T - 8)			(400W EQ) LED			(Type SP 48 S - 8)	(400W EQ) LED		
	(Type SA 50 S - 8 - 8)			(400W EQ) LED		(Type SA 50 T - 8 - 8)			(400W EQ) LED			(Type SP 48 S - 8 - 8)	(400W EQ) LED		
	(Type SA 50 S - 10)			(400W EQ) LED		(Type SA 50 T - 10)			(400W EQ) LED			(Type SP 48 S - 10)	(400W EQ) LED		
	(Type SA 50 S - 10 - 10)			(400W EQ) LED		(Type SA 50 T - 10 - 10)			(400W EQ) LED			(Type SP 48 S - 10 - 10)	(400W EQ) LED		
(Type SA 50 S - 12)			(400W EQ) LED		(Type SA 50 T - 12)			(400W EQ) LED			(Type SP 48 S - 12)	(400W EQ) LED			
(Type SA 50 S - 12 - 12)			(400W EQ) LED		(Type SA 50 T - 12 - 12)			(400W EQ) LED			(Type SP 48 S - 12 - 12)	(400W EQ) LED			

OTHER				
Designation				Quantity
Pole	A1	A2	Luminaire	

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GENERAL NOTES:

- All work, materials and services not shown on the plans which may be necessary for complete and proper construction shall be performed, furnished and installed by the Contractor. Faulty fabrication or poor workmanship in any material, equipment or installation will be considered justification for rejection. Where manufacturers provide warranties or guarantees as a customary trade practice, furnish to the Department such warranties or guarantees.
- The location of poles and fixtures are diagrammatic only and may be shifted by the Engineer to accommodate local conditions. Install or remove poles and luminaires located near overhead electrical lines using established industry and utility safety practices and in accordance with laws governing such work. Consult with the appropriate utility company prior to beginning such work.
- Standard Steel Pole Designs. Steel poles fabricated in accordance with the details and dimensions shown herein, shall be considered standard designs. Submission of shop drawings and design calculations for standard designs is not required.
- Optional Steel Pole Designs. Multi-sided steel poles may be allowed as optional designs, if steel poles are permitted or required, pending approval by the Department as outlined below.
 - Shop Drawings. Optional designs require submission of shop drawings and design calculations bearing the seal of an engineer licensed in the State of Texas, in accordance with Item 441, "Steel Structures." The Department may elect to pre-approve some shop drawings for optionally designed poles. Submission of shop drawings and design calculations is not required for structures fabricated in accordance with the details of shop drawings on the pre-approved list maintained by the TxDOT Traffic Operations Division. Any deviation from the pre-approved shop drawings will require submission of shop drawings of the complete assembly and design calculations as described above.
 - Structural Support Design for Luminaires. Lighting support structures shall be designed for a 25 year design life in accordance with the AASHTO Standard Specifications for Structural Supports for Highway Signs, Luminaires and Traffic Signals, 6th Edition (2013) and Interim Revisions thereto. All poles shall be designed for 110 mph 3-second gust wind speeds. The Gust Factor, G, and Wind Importance Factor, Ir, shall be applied as per the AASHTO Specifications assuming a 25-year design life. The design wind pressure for hurricane wind velocities greater than 100 mph shall not be less than the design wind pressure using 100 mph with the non-hurricane Wind Importance Factor, Ir, value. For transformer base poles, fabricator shall include transformer base and connecting hardware in design calculations and shop drawing submittals. All transformer bases shall have been structurally tested to resist the theoretical plastic moment capacity of the pole. Certification of the plastic moment load test and FHWA breakaway requirement test of the model of base being furnished shall be submitted with the shop drawings. Shop drawings shall show breakaway base model number, and manufacturer's name and logo. Manufacturer's shop drawings shall include the ASTM designations for all materials to be used.
 - Mast Arm Attachments. All poles and attachments shall be structurally designed to support two 12-foot mast arms and luminaires. Poles shall be supplied with mast arm combinations as shown in the plans. All mast arms shall be designed for a 60-pound luminaire having an effective projected area of 1.6 square feet.
 - Anchor Bolt Assembly. Anchor bolt assemblies for optionally designed poles shall be the same as those shown herein.
- Aluminum Pole Designs. Aluminum pole designs may be allowed, if aluminum poles are permitted or required, pending approval by the Department as outlined below.
 - Meet all of the requirements stated above for optional steel pole designs and the following:
 - Aluminum poles shall be fabricated in accordance with "Structural Welding Code-Aluminum" AWS D1.2.
 - Aluminum pole designs shall use the same anchor bolt assembly and be subject to the same geometric restraints and other requirements for steel poles specified herein.
 - Aluminum poles shall be equipped with vibration mitigation devices, as approved by the engineer.
 - Pole components shall be constructed using the following material:
 - Shaft: ASTM B221 or B241 Alloy 6063-T6, ASTM B209 Alloy 5086-H34, ASTM B221 Alloy 6005-T5.
 - Base Flange: ASTM B26 Alloy 356.0-T6 or ASTM B108 Alloy 356.0-T6 (Yield strength test required).
 - Mast Arm Fitting: ASTM B209 Alloy 6061-T6 or ASTM B221 Alloy 6005-T5.
 - Mast Arms: ASTM B241 Alloy 6061-T6 or Alloy 6063-T6.
 - Pole Cap: ASTM B209 Alloy 5086-H32 or ASTM B108 or B26 Alloy 356.0-T6.
 - Bolts: Stainless Steel AISI 300 series. Bolts threading into aluminum threads shall be treated with anti-seize compound, Never-Seez Compound, Permatex 133K or equal.
- Special Designs. Poles with architectural treatments shall meet the requirements shown elsewhere in the plans.
- Luminaire Mounting Height. Actual luminaire mounting height shall be the nominal mounting height given on RIP(2) for all pole-arm combinations except for poles with 4 ft. luminaire arms, which shall be 3'-0" lower than the nominal height, unless otherwise shown or directed.

EXPLANATION OF ROADWAY ILLUMINATION ASSEMBLY DESIGNATIONS

(TYPE SA 50 T - X - X) (400W EQ) LED

SA: Pole and mast arm may be steel or aluminum.
 ST: Pole and mast arm must be steel.
 AL: Pole and mast arm must be aluminum.
 SP: Special (ovalized) steel or aluminum pole for installing on CSB or SSCB. See standard sheet CSB (4), or SSCB (4).

Two numerical digits denote nominal mounting height in feet.

Next letter denotes type of base, (S-Shoe Base, T-Transformer Base, or B-Bridge/Ret.Wall Mount)

First number denotes length of mast arm in feet.

Use of second mast arm is indicated by second dashed number which denotes length in feet.

Luminaire rating in watts (i.e. 400W). Equivalent wattage LED fixtures will include EQ (i.e. 400W EQ)

Last letters indicate light source (S - High Pressure Sodium; LED - LED luminaire)

SHEET 1 OF 4

Texas Department of Transportation

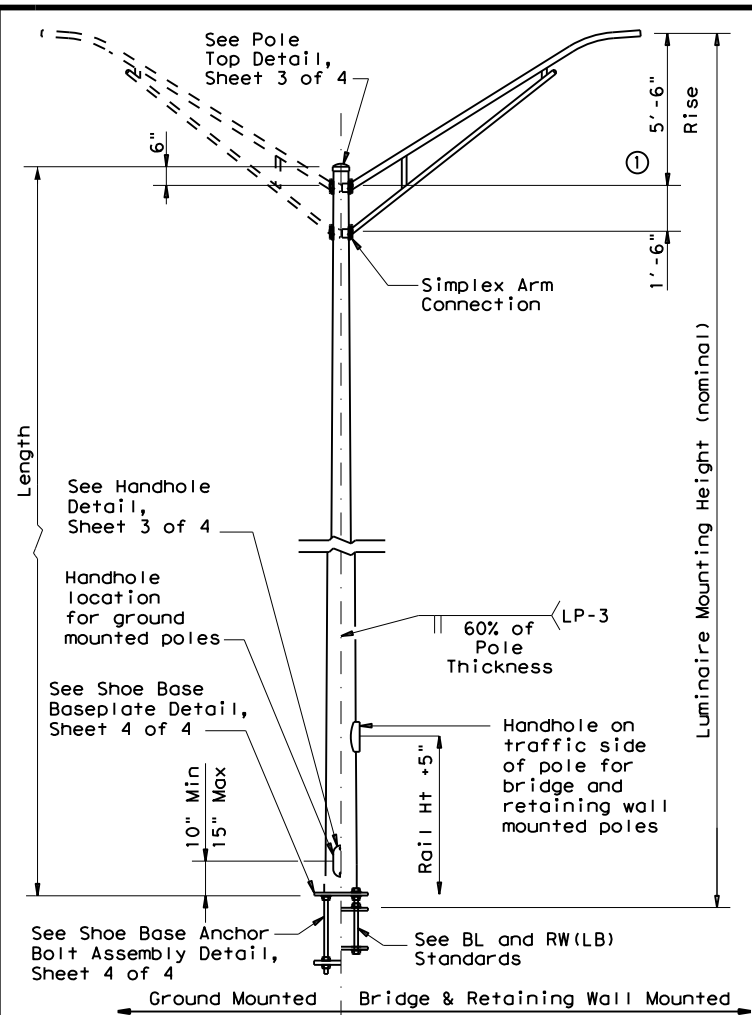
Traffic Safety Division Standard

ROADWAY ILLUMINATION POLES

RIP(1)-19

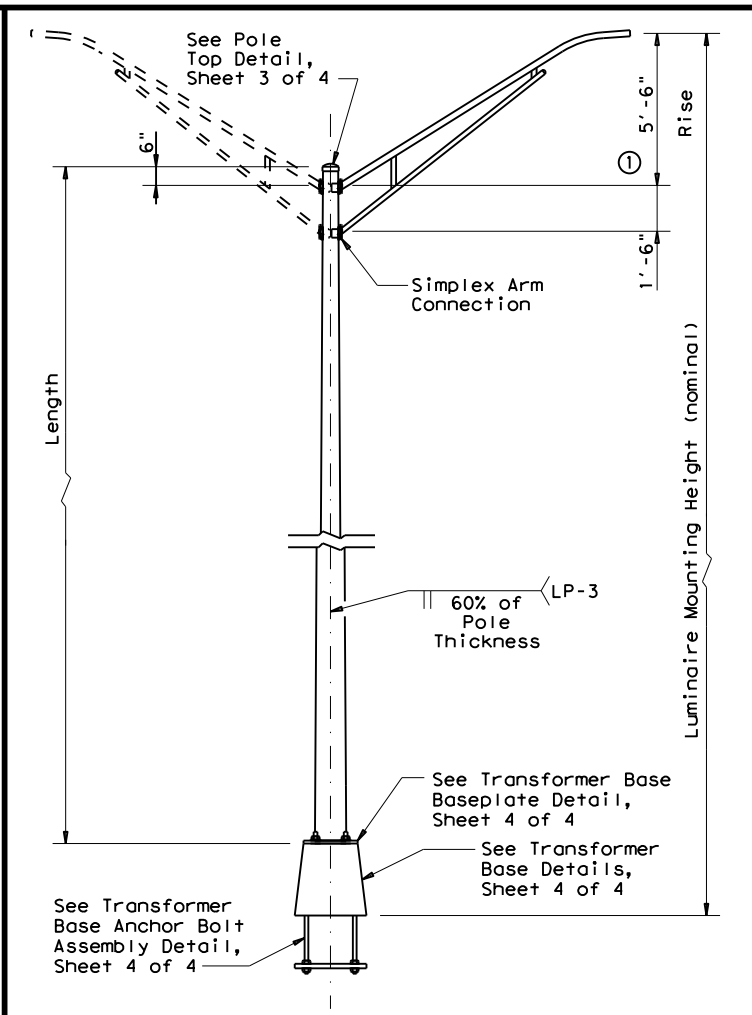
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DIST	WACO	COUNTY	McLENNAN	SHEET NO. 77

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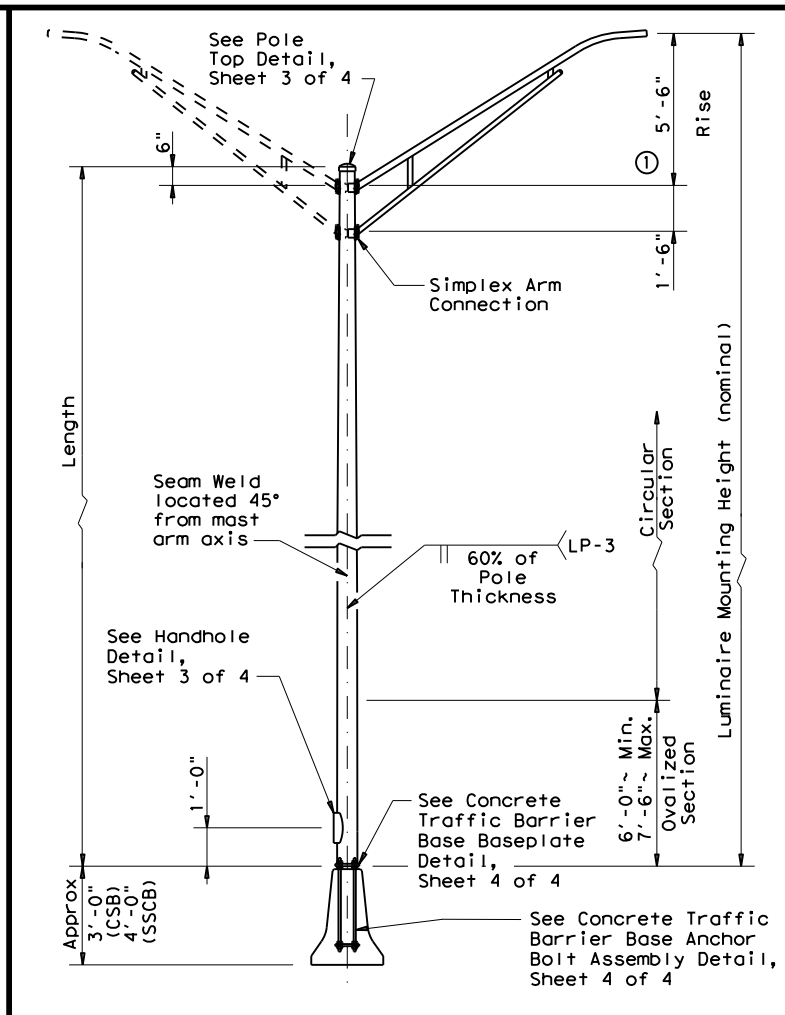
SHOE BASE POLE

Luminaire Mounting Height (Nominal) (ft)	Base Diameter (in)	Top Diameter (in)	Length (ft)	Pole Thickness (in)	Design Moment (K-ft)
20.00	7.00	4.90	15.00	0.1196	7.1
30.00	7.50	4.00	25.00	0.1196	13.2
31.00-39.00	8.00	4.36-3.24	26.00-34.00	0.1196	20.7
40.00	8.50	3.60	35.00	0.1196	20.7
50.00	10.50	4.20	45.00	0.1196	30.3



TRANSFORMER BASE POLE

Luminaire Mounting Height (Nominal) (ft)	Base Diameter (in)	Top Diameter (in)	Length (ft)	Pole Thickness (in)	Design Moment (K-ft)
20.00	7.00	5.11	13.50	0.1196	7.1
30.00	7.50	4.21	23.50	0.1196	13.2
31.00-39.00	8.00	4.57-3.45	24.50-32.50	0.1196	20.7
40.00	8.50	3.81	33.50	0.1196	20.7
50.00	10.00	3.91	43.50	0.1196	30.3



CONCRETE TRAFFIC BARRIER BASE POLE

CONCRETE TRAFFIC BARRIER BASE POLE (CSB/SSCB)						
Luminaire Mounting Height (Nominal) (ft)	Base Diameter (in)	Top Diameter (in)	Length (ft)	Pole Thickness (in)	Design Moment (K-ft)	
					About C of Rail	Perp. to Rail
28.00	9.00	5.78	23.00	0.1196	10.3	13.2
38.00	9.00	4.38	33.00	0.1196	16.6	20.8
48.00	10.50	4.48	43.00	0.1345	25.1	30.5

GENERAL NOTES:

- Designs conform to AASHTO Standard Specifications for Structural Supports for Highway Signs, Luminaires, and Traffic Signals, 6th Edition (2013) and Interim Revisions thereto. Design 3-Second Gust Wind Speed equals 110 mph with a 1.14 gust factor. A wind importance factor of 0.80 is applied to adjust the wind speed to a 25 year recurrence interval. Design moments listed in tables assume base of pole is 25' above natural ground level.
- Structures are designed to support two 12' luminaire mast arms and luminaires. Mast arms are designed to support a 60-pound luminaire having an effective projected area of 1.6 square feet.
- Fabrication shall be in accordance with the Specifications and with the details, dimensions, and weld procedures shown herein. Do not submit shop drawings for roadway illumination pole assemblies fabricated in accordance with the details, dimensions, and weld procedures shown herein. Weld references call for preapproved weld procedures which the Fabricator must obtain prior to fabrication. Materials, fabrication tolerances, and shipping practices shall meet the requirements of these sheets and the Specifications. In the absence of specified fabrication tolerances, dimensions shall be within the tolerances generally obtainable in normal fabrication practice.
- For mounting heights between values shown in the tables, use base diameter and thickness values for the larger height.
- Unless otherwise noted, all steel parts shall be galvanized in accordance with Item 445, "Galvanizing."
- Steel poles shall be fabricated in accordance with Item 441, "Steel Structures." Longitudinal seam welds for pole sections shall have 60% minimum penetration. All welding shall be in accordance with AWS D1.1, Structural Welding Code-Steel.
- Two-section poles joined by circumferential welds will not be permitted, unless otherwise shown on the plans. Poles may be fabricated in two sections and field-assembled by the lap-joint method. The two sections shall telescope together with a lap length of not less than 1-1/2 times the shaft diameter at the lap joint.
- Alternate material equal to or better than material specified may be substituted with the approval of the Engineer.
- Lubricate and tighten anchor bolts, when erecting shoe base poles and concrete traffic barrier base poles, in accordance with Item 449, "Anchor Bolts."
- All poles, except Transformer Base Poles, shall have hand holes with reinforcing frames and covers. For ground mounted shoe base poles, hand holes shall be placed 90 degrees to mast arm unless otherwise noted on the plans. For poles mounted on a concrete traffic barrier with one luminaire arm, hand holes shall be located 180 degrees from luminaire arm. For poles mounted on a concrete traffic barrier with two luminaire arms, all hand holes shall be on the same side of the barrier. For poles mounted on a bridge lighting bracket or a retaining wall lighting bracket, hand hole shall be on traffic side of the pole, at a height that will clear the barrier.
- The finished pole shall have a smooth, uniform finish free of pits, blisters, or other defects. Scratched, chipped, and other damaged galvanized areas on poles and mast arms shall be repaired in accordance with Item 445, "Galvanizing."
- Pole length is based on a 5'-6" luminaire arm rise. 4 ft. luminaire arms have a 2'-6" rise. A pole with 4 ft. luminaire arms will have an actual mounting height 3'-0" less than the nominal mounting height. Increasing the pole length to meet the nominal mounting height is allowed, but unnecessary unless otherwise directed by the engineer.
- Erect transformer base poles in accordance with sheet RID(1).

MATERIAL DATA

COMPONENT	ASTM DESIGNATION	MIN. YIELD (ksi)
Pole Shaft (0.14"/ft. Taper)	A572 Gr 50, A595 Gr A, A1011 HSLAS Gr 50 Cl 2 ③, or A1008 HSLAS Gr 50 Cl 2	50
Base Plate and Handhole Frame	A572 Gr.50, or A36	36
T-Base Connecting Bolts	F3125 Gr A325	92
Anchor Bolts	F1554 Gr 55, A193-B7 or A321	55 105
Anchor Bolt Templates	A36	36
Heavy Hex (H.H.) Nuts	A194 Gr 2H, or A563 Gr DH	
Flat Washers	F436	

NOTES:

- 2'-6" rise for 4 ft. luminaire arms.
- Before ovalized as shown on Concrete Traffic Barrier Base Baseplate details, Sheet 4 of 4.
- A1011 SS Gr 50 may be used instead of HSLAS, provided the material meets the elongation requirements for HSLAS.

POLE ASSEMBLY FABRICATION TOLERANCES TABLE

DIMENSION	TOLERANCE
Shaft length	+1"
I.D. of outside piece of slip fitting pieces	+1/8", -1/16"
O.D. of inside piece of slip fitting pieces	+1/32", -1/8"
Shaft diameter: other	+3/16"
Out of "round"	1/4"
Straightness of shaft	±1/4" in 10 ft
Twist in multi-sided shaft	4° in 50 ft
Perpendicular to baseplate	1/8" in 24"
Pole centered on baseplate	±1/4"
Location of Attachments	±1/4"
Bolt hole spacing	±1/16"

Texas Department of Transportation

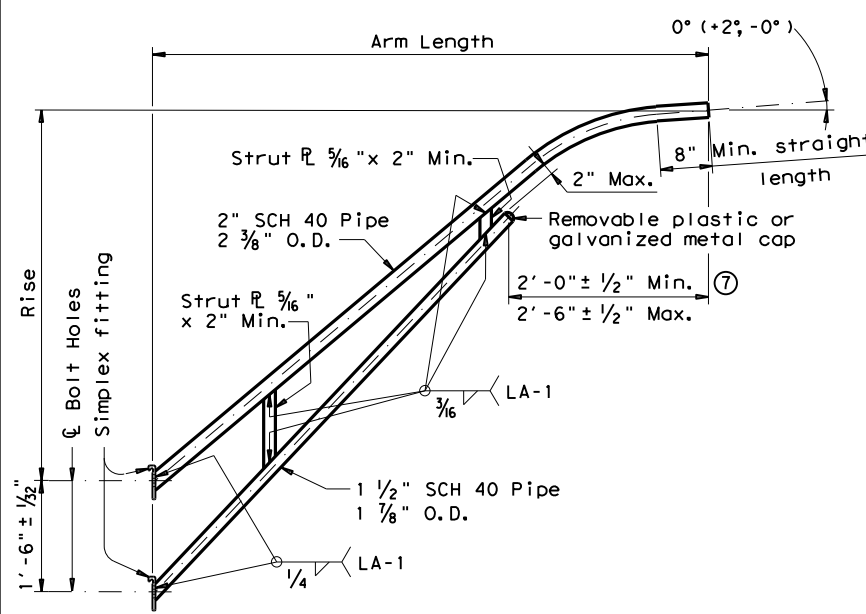
Traffic Safety Division Standard

ROADWAY ILLUMINATION POLES

RIP(2) - 19

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12-19	WACO	McLENNAN	78	

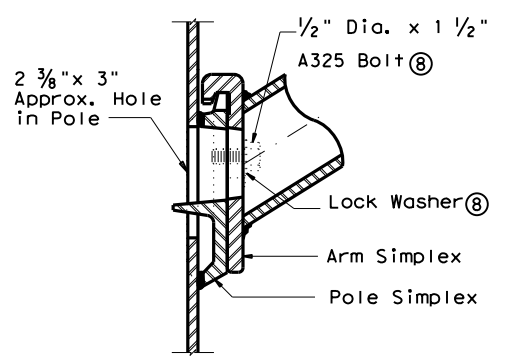
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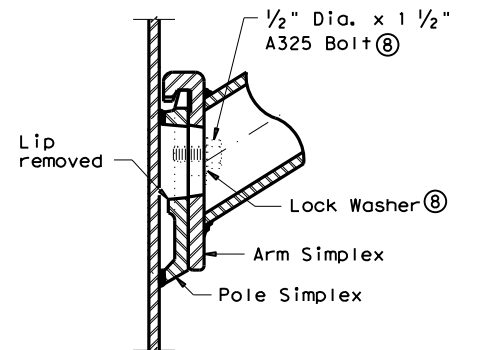
LUMINAIRE ARM

LUMINAIRE ARM DIMENSIONS		
Nominal Arm Length	Arm Length	Rise
4'-0"	3'-6"	2'-6"
6'-0"	5'-6"	5'-6"
8'-0"	7'-6"	5'-6"
10'-0"	9'-6"	5'-6"
12'-0"	11'-6"	5'-6"

ARM ASSEMBLY FABRICATION TOLERANCES TABLE	
DIMENSION	TOLERANCE
Arm Length	±1"
Arm Rise	±1"
Deviation from flat	1/8" in 12"
Spacing between holes	±1/32"

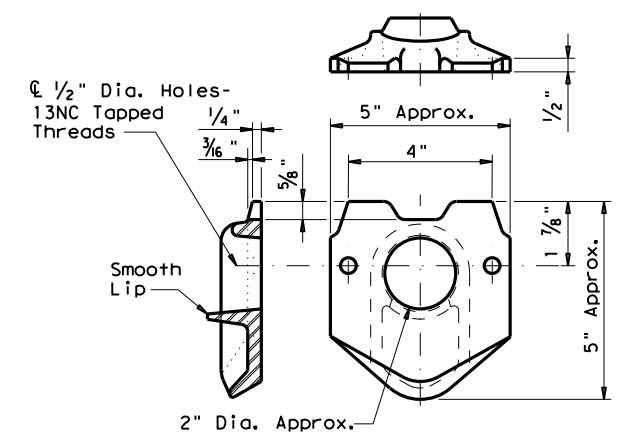


UPPER SIMPLEX FITTING
(Gusset not shown for clarity)

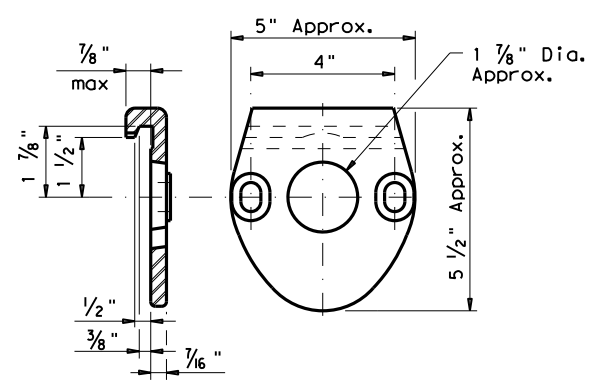


LOWER SIMPLEX FITTING
(Gusset not shown for clarity)

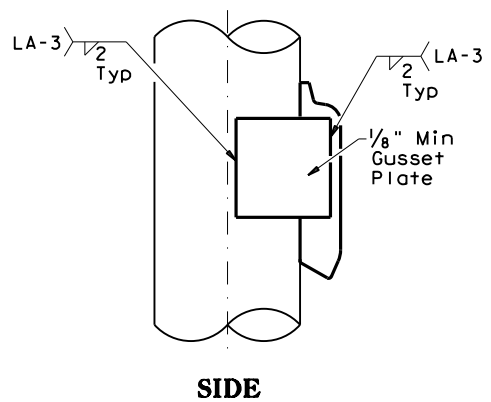
SECTION B-B



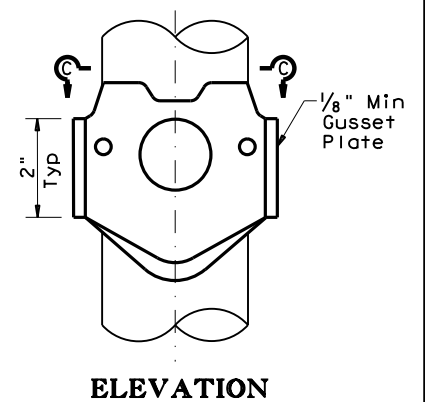
POLE SIMPLEX DETAIL



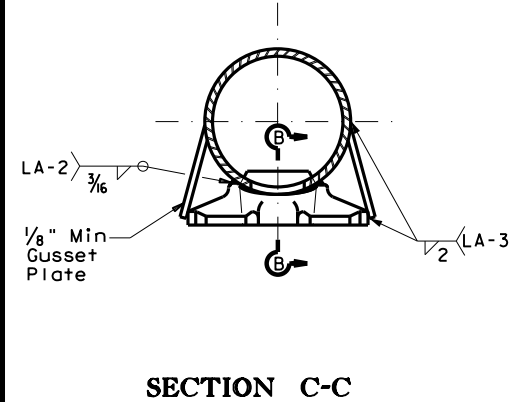
ARM SIMPLEX DETAIL



SIDE

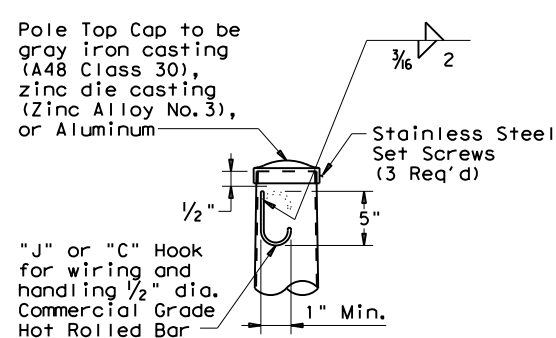


ELEVATION

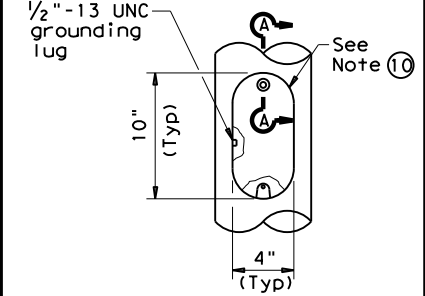


SECTION C-C

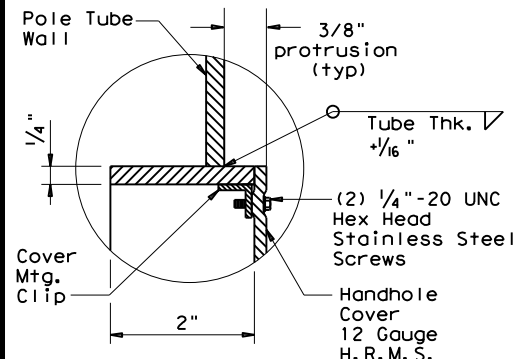
SIMPLEX ATTACHMENT DETAIL



POLE TOP



ELEVATION



SECTION A-A

HANDHOLE

NOTES:

- ④ Any of the materials listed for plates may be used where the drawings do not specify a particular ASTM designation.
- ⑤ A576 must be suitable for forging and also meet minimum tensile strength of 65 ksi, minimum yield of 35 ksi, and elongation in 2 inches of 22 percent.
- ⑥ A572, A1008 HSLAS-F, and A1011 HSLAS-F materials may have higher yield strengths but shall not have less elongation than the grade indicated.
- ⑦ Dimensional limits are given to show acceptable variation in design. All of a Fabricator's production of a particular arm length shall have the same dimensions within specified tolerances.
- ⑧ Each pole simplex fitting shall be supplied with 2 bolts and 2 lock washers of the size specified. The bolts and lock washers shall be secured to the pole with the other hardware items called for in the plans.
- ⑨ Proposed deviations in arm simplex dimensions or materials must be submitted to the Department for approval.
- ⑩ A welded handhole frame is permissible. Maximum of two (2) CJP weld splices is allowed.

MATERIALS

Pole or Arm Simplex	ASTM A27 Gr 65-35 or Gr 70-36, A148 Gr 80-50, A576 Gr 1021 ⑤, or A36 (Arm only)
Arm Pipes	ASTM A53 Gr A or B, A500 Gr B, A501, A 1008 HSLAS-F Gr 50 ⑥, or A1011 HSLAS-F Gr 50 ⑥
Arm Struts and Gusset Plates ④	ASTM A36, A572 Gr 50 ⑥, or A588
Misc.	ASTM designations as noted

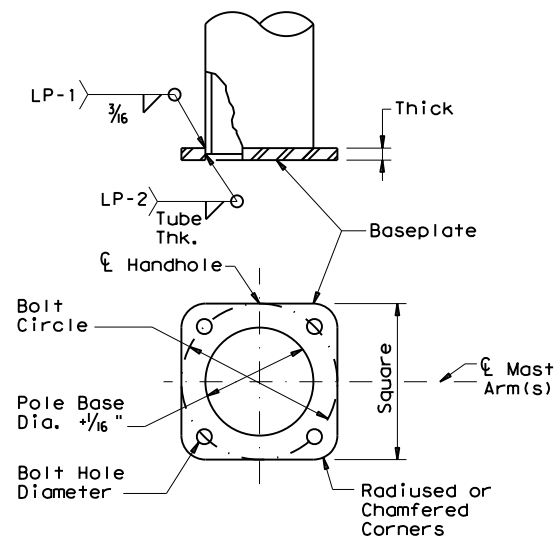
SHEET 3 OF 4



ROADWAY ILLUMINATION POLES
RIP(3) - 19

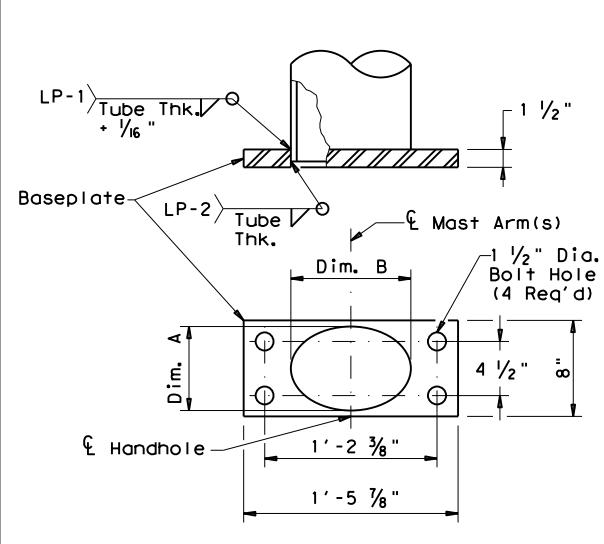
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12-19	WACO	McLENNAN	79	

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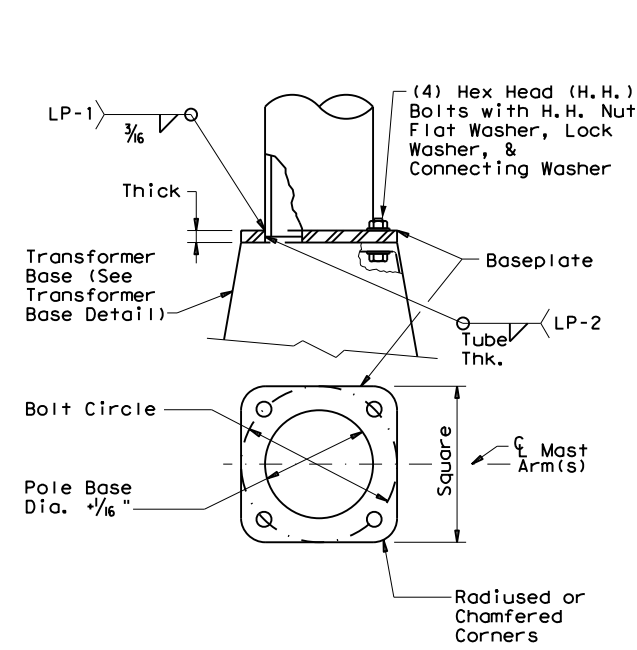
SHOE BASE BASEPLATE

SHOE BASE BASEPLATE TABLE				
MOUNTING HEIGHTS (nominal)	BOLT CIRCLE	SQUARE	THICK	BOLT HOLE DIAMETER
20' - 39'	13"	13"	1 1/4"	1 1/4"
40'	15"	15"	1 1/4"	1 1/2"
50'	15"	15"	1 1/2"	1 1/2"



CONCRETE TRAFFIC BARRIER BASE BASEPLATE

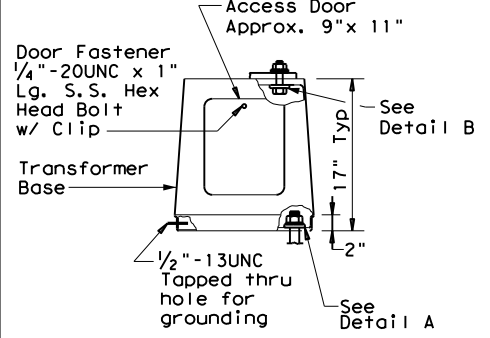
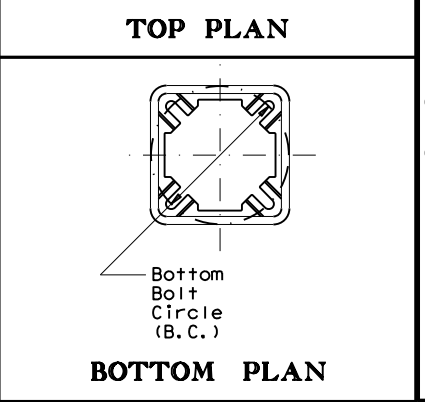
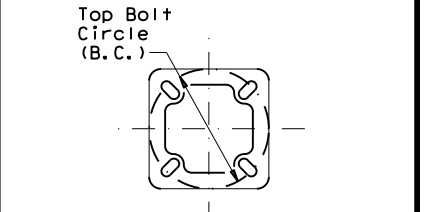
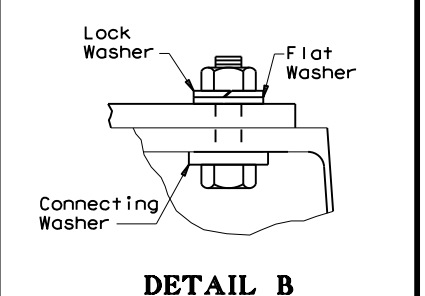
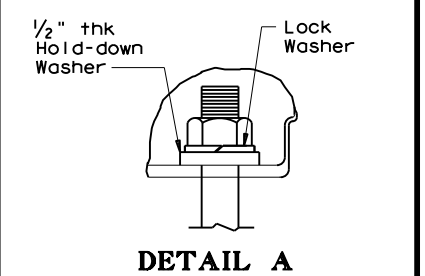
CONCRETE TRAFFIC BARRIER BASE BASEPLATE TABLE			
MOUNTING HEIGHTS (nominal)	POLE DIA. (12)	DIM. A	DIM. B
28' - 38'	9"	7" ± 1/4"	10" ± 1/4"
48'	10 1/2"	7" ± 1/4"	13" ± 1/4"



TRANSFORMER BASE BASEPLATE

TRANSFORMER BASE BASEPLATE TABLE						
MOUNTING HEIGHTS (nominal)	BOLT CIRCLE	SQUARE	THICK	CONNECTING BOLT DIA.	BOLT HOLE DIAMETER	TRANSFORMER BASE TYPE
20' - 39'	13"	13"	1 1/4"	1"	1 1/4"	A
40'	15"	15"	1 1/4"	1 1/4"	1 1/2"	B
50'	15"	15"	1 1/2"	1 1/4"	1 1/2"	B

TRANSFORMER BASE TABLE		
TYPE	TOP B.C.	BTM. B.C.
A	13"	14"
B	15"	17 1/4"



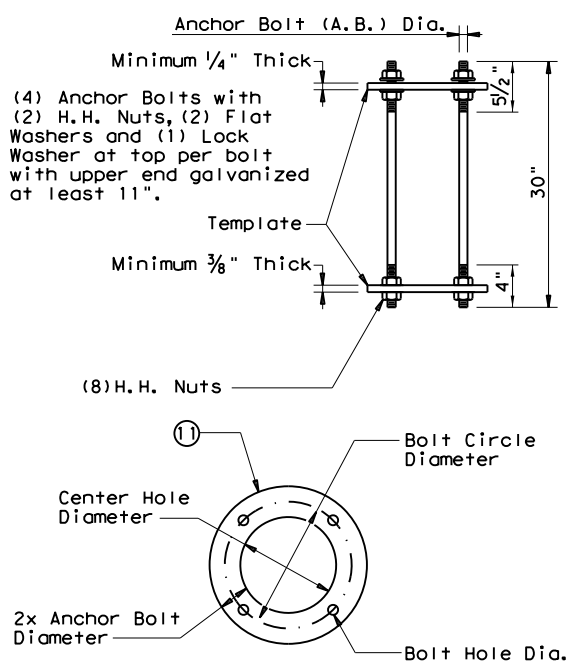
TRANSFORMER BASE DETAILS

- GENERAL NOTES:**
- For mounting heights between those shown in the table, use the values in the table for the larger mounting height.
 - All breakaway bases shall meet the breakaway requirements of the AASHTO Standard Specifications for Structural Supports for Highway Signs, Luminaires and Traffic Signals, 6th Edition (2013) and Interim Revisions thereto, and shall have been tested by FHWA-approved methods. All bases shall have been structurally tested to resist 150% of the design moment.
 - Transformer bases shall be cast from aluminum, ASTM B108 or B26 Alloy 356.0-T6, or other material approved by the Engineer. Four Hex Head (H.H.) bolts with four H.H. nuts, four lock washers, four flat washers, and connecting and hold-down washers as recommended by the manufacturer, galvanized to ASTM A153 Class C or D, or B695 Class 50, shall be provided with each transformer base for connecting the pole. Bolts shall be ASTM A325 or approved equal. Nuts shall be ASTM A563 grade DH galvanized.
 - Bases shall be stamped, incised or by other approved permanent means, marked to show fabricator's name or logo, and model number. Such information shall be placed in a readily seen location, inside or outside the base, but shall not be placed on the door.
 - Doors for transformer bases shall be made of plastic, fiberglass or other non-metallic material approved by the Engineer and shall be attached with stainless steel screws or bolts. Transformer bases shall be cleaned by grit blast cleaning after heat treatment. Certification by the manufacturer of heat treatment shall be furnished with transformer bases. The certification shall show the metal alloy and temper and that the base meets those requirements, chemical and physical. The certification shall also show the material ASTM specification. Transformer bases shall be cast with a removable tab bar for material testing. Some bars may have been removed by the manufacturer for testing.

NOTES:

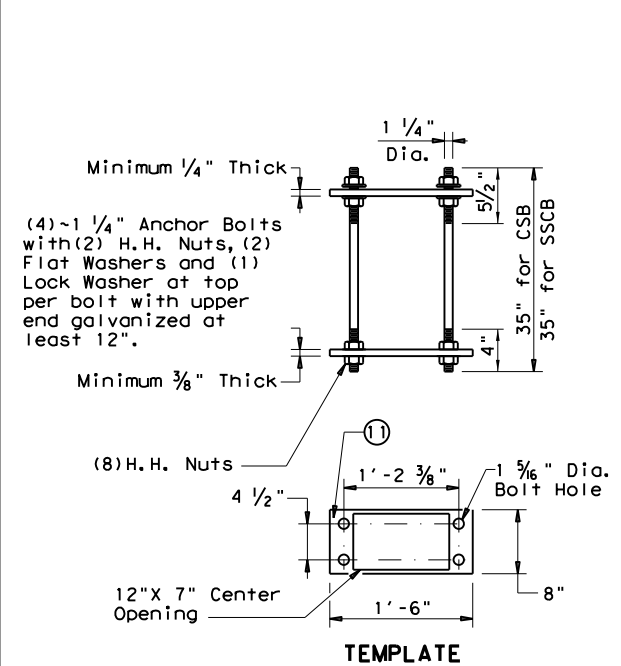
- Anchor Bolt Templates do not need to be galvanized.
- Pole diameter before ovalized.

ANCHOR BOLT FABRICATION TOLERANCES TABLE	
DIMENSION	TOLERANCE
Length	± 1/2"
Threaded length	± 1/2"
Galvanized length (if required)	- 1/4"



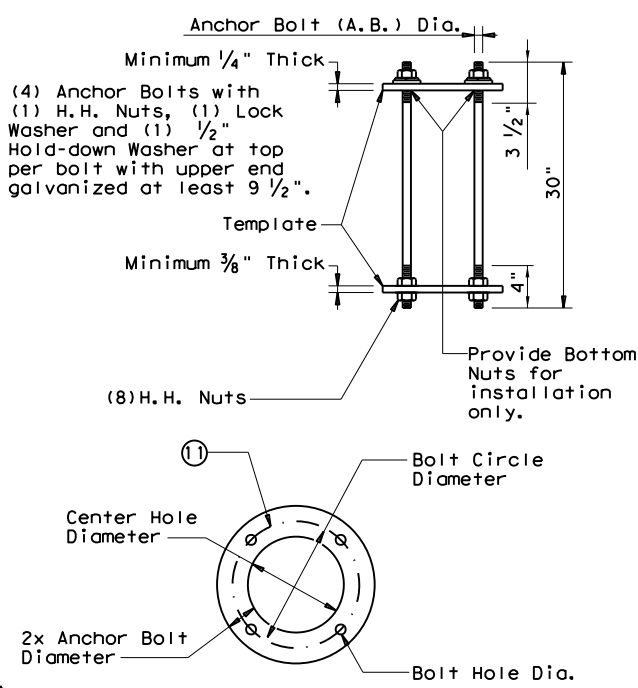
SHOE BASE ANCHOR BOLT ASSEMBLY

SHOE BASE ANCHOR BOLT ASSEMBLY TABLE				
MOUNTING HEIGHTS (nominal)	A.B. Dia.	BOLT CIRCLE DIAMETER	CTR. HOLE DIAMETER	BOLT HOLE DIAMETER
20' - 39'	1"	13"	11"	1 1/16"
40' - 50'	1 1/4"	15"	12 1/2"	1 5/16"



CONCRETE TRAFFIC BARRIER BASE ANCHOR BOLT ASSEMBLY

CONCRETE TRAFFIC BARRIER BASE ANCHOR BOLT ASSEMBLY TABLE				
MOUNTING HEIGHTS (nominal)	A.B. Dia.	BOLT CIRCLE DIAMETER	CTR. HOLE DIAMETER	BOLT HOLE DIAMETER
20' - 39'	1"	14"	12"	1 1/16"
40' - 50'	1 1/4"	17 1/4"	14 3/4"	1 5/16"



TRANSFORMER BASE ANCHOR BOLT ASSEMBLY

SHEET 4 OF 4

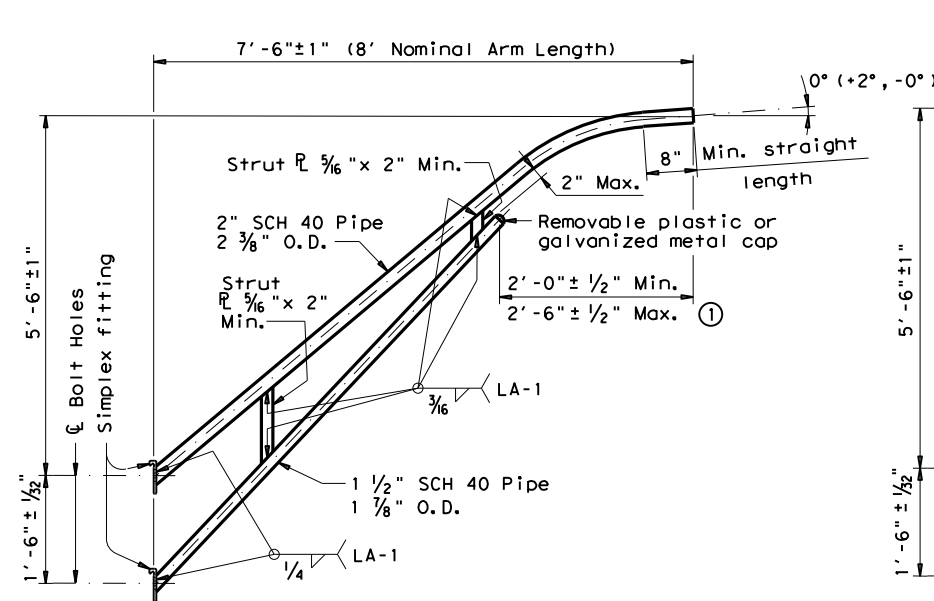
ROADWAY ILLUMINATION POLES
RIP(4)-19

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© TxDOT January 2007	CONT	SECT	JOB	HIGHWAY
REVISIONS	0258 08	037, ETC	SH 6	
7-17	DIST	COUNTY	SHEET NO.	
12-19	WACO	McLENNAN	80	

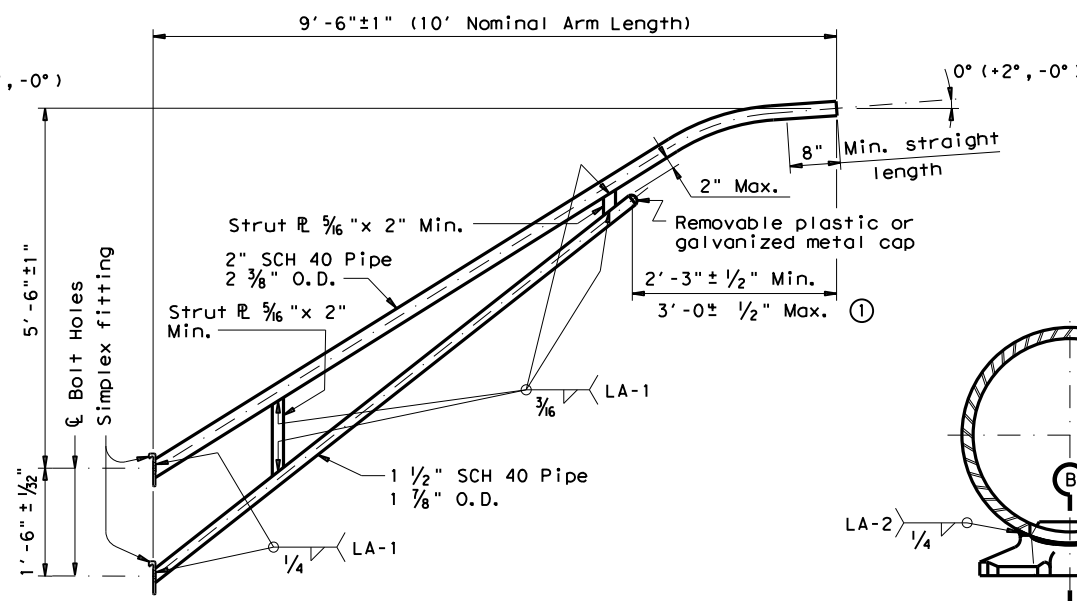
Traffic Safety Division Standard

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.

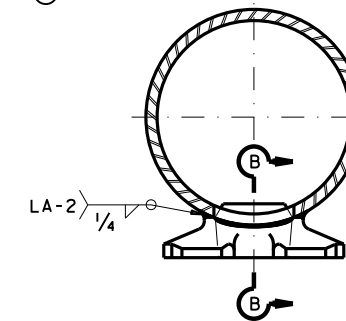
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8-FOOT LUMINAIRE ARM



10-FOOT LUMINAIRE ARM



DIRECT ATTACHMENT DETAIL

MATERIALS	
Pole or Arm Simplex	ASTM A27 Gr. 65-35 or A148 Gr. 80-50, A576 Gr. 1021 ③, or A36 (Arm only)
Arm Pipes	ASTM A53 Gr. B, A501, A1008 HSLAS-F Gr. 50 ④, or A1011 HSLAS-F Gr. 50 ④
Arm Strut Plates ②	ASTM A36, A572 Gr. 50 ④, or A588
Misc.	ASTM designations as noted

- ① Dimensional limits are given to show acceptable variation in design. All of a Fabricator's production of a particular arm length shall have the same dimensions within specified tolerances.
- ② Any of the materials listed for plates may be used where the drawings do not specify a particular ASTM designation.
- ③ A576 must be suitable for forging and also meet minimum tensile strength of 65 ksi, minimum yield of 35 ksi, and elongation in 2 inches of 22 percent.
- ④ ASTM A572, A1008 HSLAS-F, and A1011 HSLAS-F may have higher yield strengths but shall not have less elongation than the grade indicated.

GENERAL NOTES:

Design conforms to 1994 AASHTO Standard Specifications for Structural Supports for Highway Signs, Luminaires, and Traffic Signals and Interim Revisions thereto. Design Wind Speed equals 90 mph plus a 1.3 gust factor. Arms are designed to support a 60 lb. luminaire having an effective projected area (actual area times drag coefficient) of 1.6 sq. ft.

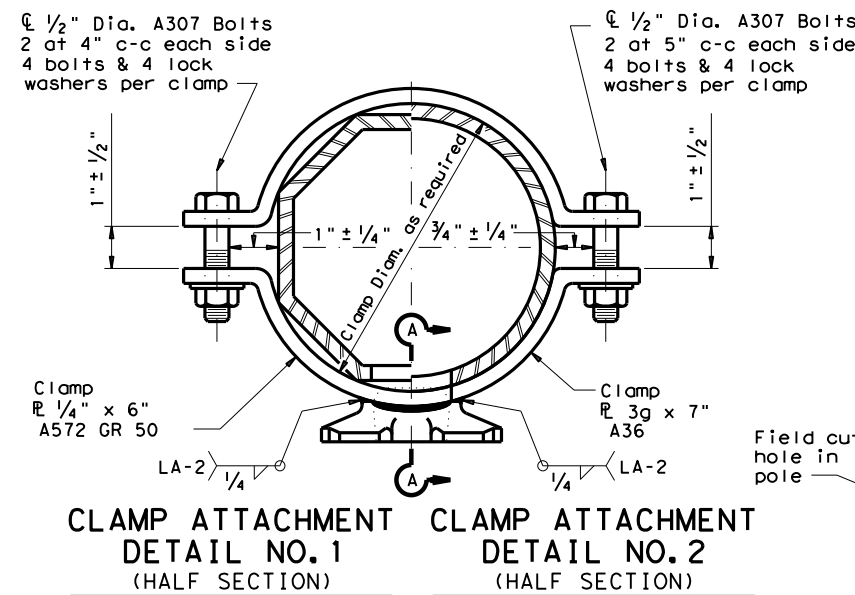
Materials and fabrication shall be in accordance with Item 686, "Traffic Signal Pole Assemblies (Steel)" and with the details, dimensions, and weld procedures shown herein. Weld references call for preapproved weld procedures which the Fabricator must obtain prior to fabrication. In the absence of specified Fabricator tolerances, dimensions shall be within the tolerances generally obtainable in normal fabrication practice.

Unless otherwise noted, all parts shall be galvanized after fabrication in accordance with Item 445, "Galvanizing".

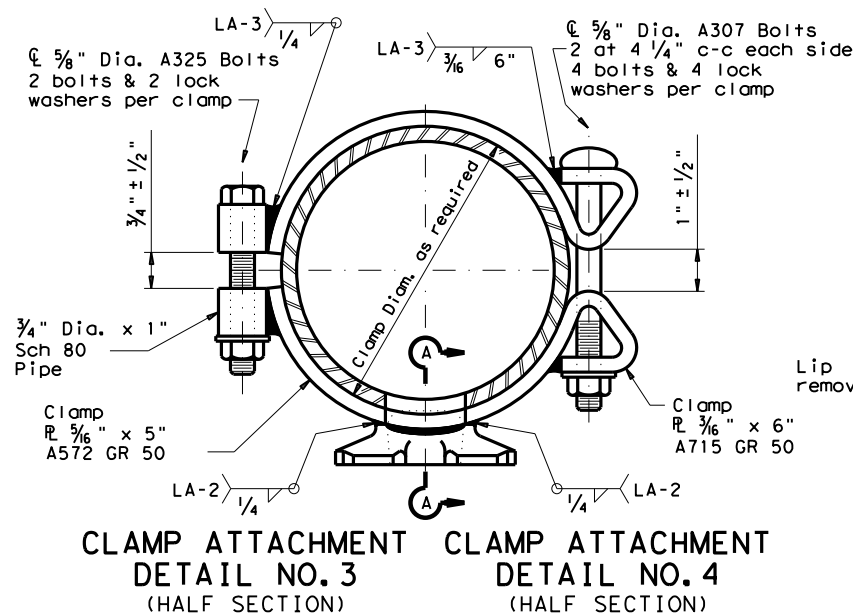
Deviation from the details and dimensions shown herein require submission of shop drawings in accordance with Item 441, "Steel Structures". Alternate designs are not acceptable.

Each pole simplex fitting shall be supplied with 2 ASTM A325 bolts and 2 lock washers of the size specified. The bolts and lock washers shall be secured to the pole with the other hardware items called for in the plans. When clamp attachment is specified, the Fabricator shall ship the clamp assembly securely attached to the pole at the location shown on the plans.

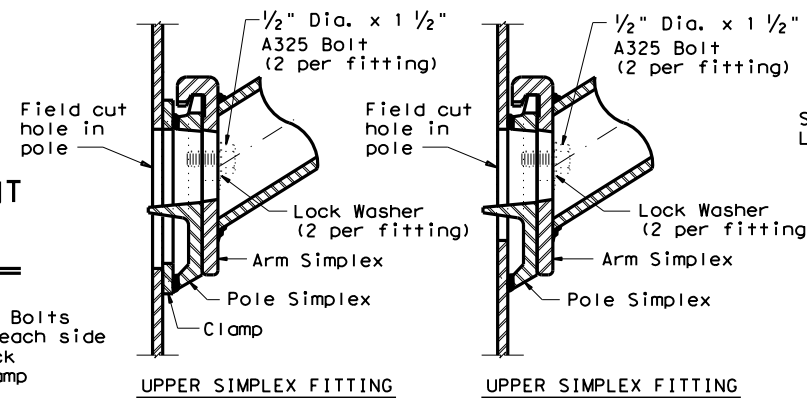
If clamp assemblies are ordered without poles, the Fabricator shall ship one upper and one lower clamp assembly together in a single package, including all nuts and washers required for the clamps and simplex fittings.



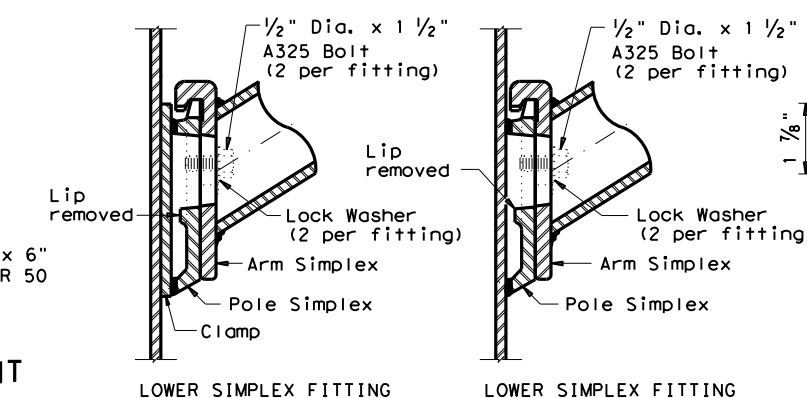
CLAMP ATTACHMENT DETAIL NO. 1 (HALF SECTION)
CLAMP ATTACHMENT DETAIL NO. 2 (HALF SECTION)



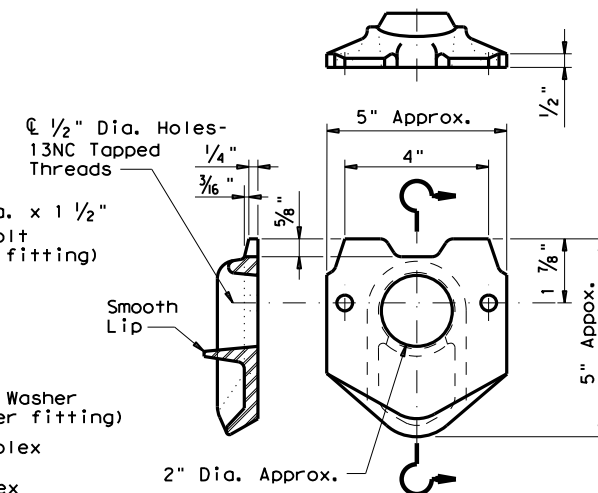
CLAMP ATTACHMENT DETAIL NO. 3 (HALF SECTION)
CLAMP ATTACHMENT DETAIL NO. 4 (HALF SECTION)



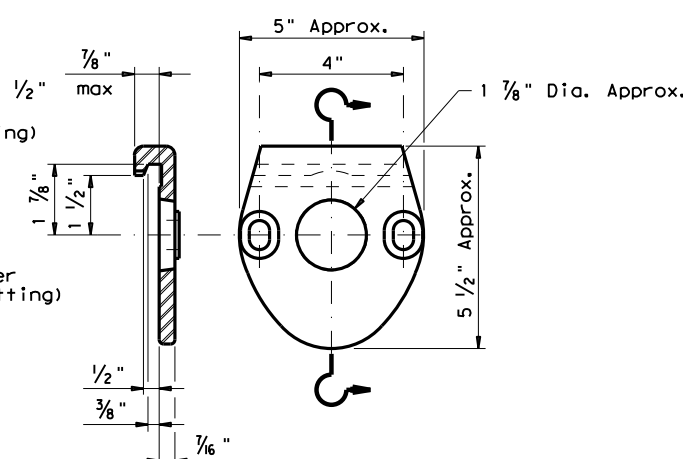
UPPER SIMPLEX FITTING



LOWER SIMPLEX FITTING



POLE SIMPLEX DETAIL



ARM SIMPLEX DETAIL

SECTION A-A

SECTION B-B

Texas Department of Transportation
 Traffic Operations Division
STANDARD ASSEMBLY DRAWINGS FOR LUMINAIRE SUPPORT STRUCTURES
ARM DETAILS
LUM-A-12

© TxDOT August 1995		DN: LEH	CK: JSY	DW: LTT	CK: TEB
5-96	1-99	0258 08	037, ETC	SH 6	
1-12					
		DIST	COUNTY	SHEET NO.	
		WACO	MCLENNAN	81	

SITE DESCRIPTION

PROJECT LIMITS:

CSJ 0258-08-037: From 0.5 MIN SP 412 TISP 412
 CSJ 0258-09-153: From SP 412 to SP 396

LOCATION MAPS:

Refer to the TITLE SHEET for project location map

PROJECT DESCRIPTION:

CSJ 0258-08-037, etc.

FOR THE CONSTRUCTION OF SAFETY CONSISTING OF SAFETY LIGHTING.

MAJOR SOIL DISTURBING ACTIVITIES:

No major soil disturbing activities on this project.

TOTAL PROJECT AREA:

0.79 AC
0.00 AC

TOTAL AREA TO BE DISTURBED:

EXISTING CONDITION OF SOIL & VEGETATIVE COVER AND % OF EXISTING VEGETATIVE COVER:

CSJ : 0258-08-037, etc.

Base on 0.00 AC to be disturbed, identification of existing soil conditions and vegetative cover is not applicable to this project.

NAME OF RECEIVING WATERS:

Base on the project scope, identification of receiving waters is not applicable to this project.

EROSION AND SEDIMENT CONTROLS

SOIL STABILIZATION PRACTICES:

<input type="checkbox"/>	TEMPORARY SEEDING	<input type="checkbox"/>	SOIL RETENTION BLANKET
<input type="checkbox"/>	PERMANENT PLANTING, SODDING, OR SEEDING	<input checked="" type="checkbox"/>	NATURAL BARRIERS OR BUFFER ZONES
<input type="checkbox"/>	MULCHING	<input checked="" type="checkbox"/>	PRESERVATION OF NATURAL RESOURCES

OTHER: TXR 150000, Part III, Section G, 2 Stabilization of disturbed areas must, at a minimum, be initiated immediately whenever any clearing, grading, excavating, or other earth disturbing activities have permanently ceased on any portion of the site, or temporarily ceased on any portion of the site and will not resume for a period exceeding 14 calendar days. Temporary stabilization must be completed no more than 14 calendar days after initiation of soil stabilization measures, and final stabilization must be achieved prior to termination of permit coverage.

STRUCTURAL PRACTICES: (Select T = Temporary or P = Permanent, As Applicable)

<input checked="" type="checkbox"/>	SILT FENCES	<input type="checkbox"/>	TIMBER MATTING AT CONSTRUCTION EXIT
<input type="checkbox"/>	HAY BALES	<input type="checkbox"/>	CHANNEL LINERS
<input type="checkbox"/>	SANDBAG OR ROCK BERMS	<input type="checkbox"/>	SEDIMENT TRAPS
<input type="checkbox"/>	DIVERSION, INTERCEPTOR, OR PERIMETER DIKES	<input type="checkbox"/>	SEDIMENT BASINS
<input type="checkbox"/>	DIVERSION, INTERCEPTOR, OR PERIMETER SWALES	<input type="checkbox"/>	STORM INLET SEDIMENT TRAP
<input type="checkbox"/>	DIVERSION DIKE AND SWALE COMBINATIONS	<input type="checkbox"/>	STONE OUTLET STRUCTURES
<input type="checkbox"/>	PIPE SLOPE DRAINS	<input type="checkbox"/>	CURBS AND GUTTERS
<input type="checkbox"/>	PAVED FLUMES	<input type="checkbox"/>	STORM SEWERS
<input type="checkbox"/>	ROCK BEDDING AT CONSTRUCTION EXIT	<input type="checkbox"/>	VELOCITY CONTROL DEVICES

OTHER:

NARRATIVE-SEQUENCE OF CONSTRUCTION (STORM WATER MANAGEMENT) ACTIVITIES:

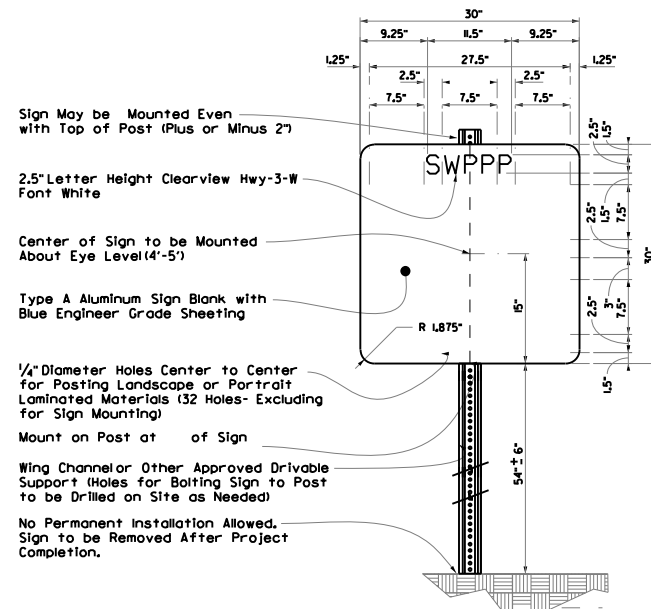
The order of activities will be as follows:

1. Preserve existing vegetative cover as much as possible.
2. Installing safety lighting.

STORM WATER MANAGEMENT:

An integral part of the SWPPP for this project includes the EPIC Sheet, Item 506, Waco District Waters of the US Notes, Waco District Typical Applications for Best Management Practices, Form 2118 TxDOT inspection forms, Contractor daily inspection forms, miscellaneous general notes on environmental requirements, TxDOT EC Standards, 2014 Standard Specifications, TxDOT roadway design drawings, SWPPP design and working BMP drawings, Site Manager Data Base, EMS Stage Gate Inspections and the Waco District environmental folders. The requirements of the TxDOT EMS will be fully implemented including training requirements for Contractors and TxDOT staff.

STORM WATER POLLUTION PREVENTION PLAN PERMIT POSTING



OTHER EROSION AND SEDIMENT CONTROLS:

MAINTENANCE:

All erosion and sediment best management practices (BMPs) will be maintained in good working order per the environmental notes, details and standards included as part of the project plans and contract documents. BMP repairs will be made at the earliest possible date, but no later than seven calendar days after the inspection report has been completed and immediately after the ground has dried sufficiently to allow equipment access. BMPs damaged by the Contractor will be repaired or replaced immediately. The installation and repair of BMPs at creeks and outfalls will be given priority.

INSPECTION:

TxDOT Form 2118 Inspections to support TXR150000 and 404 permits will be conducted on a seven day interval on the same day of the week, until permits are terminated. The Contractor will provide daily BMP inspection reports on work days. Stage Gate Inspections and other BMP inspections will be conducted by the District and Area Office Staff based on requirements of the TxDOT Environmental Management System (EMS).

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. The Contractor will maintain a list of all chemicals and wastes required for the project, including chemicals used by sub-contractors, and will implement written spill prevention and clean-up plans.

SANITARY WASTE:

Sanitary waste from portable units will be collected by a licensed sanitary waste management contractor.

OFF SITE VEHICLE TRACKING:

<input type="checkbox"/>	HAUL ROADS DAMPENED FOR DUST CONTROL
<input type="checkbox"/>	LOADED HAUL TRUCKS TO BE COVERED WITH TARPAULIN
<input checked="" type="checkbox"/>	EXCESS DIRT ON ROAD REMOVED DAILY
<input type="checkbox"/>	STABILIZED CONSTRUCTION ENTRANCE

REMARKS:

Disposal areas, stockpiles, and haulroads will be constructed in a manner that will minimize and control the amount of sediment that may enter receiving waters. Disposal areas will not be located in any wetland, waterbody or streambed. Construction staging area and vehicle maintenance area will be constructed by the contractor in a manner to minimize the runoff pollutants.

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, relocations if determined necessary by the Engineer and removal at project end will be subsidiary to Item 506.

SEDIMENTATION BASINS:

Since the area disturbed is less than 10 acres, per outfall location, a sedimentation basin is not required.

Chris O. Pruitt, P.E. 10/12/2021
 SIGNATURE OF REGISTRANT & DATE

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 Texas Department of Transportation

**WACO DISTRICT
 STORM WATER POLLUTION
 PREVENTION PLAN
 (SW3P)**

SHEET 1 OF 1

FED. RD. DIV. NO.	STATE	CONT	SECT	JOB	HIGHWAY	
6	TEXAS	0258	08	037, ETC	SH 6	
				DIST	COUNTY	SHEET NO.
				WACO	McLENNAN	82

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BEST MANAGEMENT PRACTICE (BMP) GENERAL NOTES

1. Prior to TxDOT allowing the Contractor to start construction, the Contractor will provide the required storm water and 404 permit documentation and support activities, including but not limited to the following:
 - Provide a list of all chemicals, construction and waste products that will be generated, stored or brought upon TxDOT ROW. The list includes expected construction debris, sanitary wastes, construction chemicals and petroleum products used or generated by the Contractor and sub-contractors. Along with the list, the Contractor will supply a spill prevention plan and clean up procedures that will include each of these chemical products or generated waste.
 - Provide in the construction schedule the necessary line items that will comply with the schedule and planning requirements of the storm water permit.
 - Post the TxDOT storm water permit and any Contractor permits, per permit requirements.
 - Provide copies of storm water permits for Contractor PSL(s). As new PSL(s) may be obtained for the project, provide copies of new or amended permits to TxDOT. The Contractor will not disturb soil without the proper permits.
 - Provide scale drawings of off ROW PSL's within one mile of the project, for field offices, borrow sources, plant sites or other uses.
 - Provide permit information on any Contractor batch plants or concrete crushing plants to be located at a Contractor PSL(s) within one mile of the project limits or boundaries. Copies of the air and water permits are to be provided to TxDOT before materials will be used on the project. No asphalt or concrete batch plants or concrete crushing plants will be located on TxDOT ROW.
 - Provide a letter indicating a Contractor Responsible Person for environmental compliance (CRP) for the project, and maintain a CRP throughout the project duration.
 - Provide all environmental documentation including certification of compliance and EMS training documents/certificates prior to starting work. The Contractor is to provide daily BMP inspection reports that document all field BMPs needing repair or replacement. The Contractor is to clearly document specific BMPs needing repair and location each work day. The Contractor is encouraged to be proactive in fixing BMPs without TxDOT direction.
 - Provide documentation required for Waters of the US, Note #3 and submittals for Item 496 bridge removal. Bridge removal methods submitted will follow all Waters of the US note requirements. The Contractor is not to start construction within the Ordinary High Water Marks of any stream until receiving approval for stream channel construction methods from TxDOT.
 - Provide a written procedure for managing all chemicals and construction items placed in vertical containment structures. Also, provide methods to be used for the treatment, disposal, collection or release of storm water.
 - Provide an estimated date by letter, for the submittal of marked up bridge drawings, indicating cut locations for any structural steel requiring cutting or torching of steel, coated with lead containing paints.
2. Place and maintain trash cans and portable sanitary facilities at locations where there is active construction. Worker generated trash and construction debris will be kept from being transported by storm water and will be collected daily from the ground and routinely hauled from the work area.
3. Contractor will provide TxDOT copies of all correspondence with MS4s, TCEQ, EPA, DSHS and Corps of Engineers regarding activities on this project.
4. Contractor to conduct storm water inspections and develop SWPPP documents to support Contractor permits obtained for the project including PSL(s).
5. Contractor will maintain written documentation of locations of all portable sanitary facilities. The Contractor is required to document the location and disposition of all spills and cleanups from portable sanitary facilities.
6. Contractor will not store chemicals on TxDOT ROW, unless chemicals are stored following all environmental and safety regulations. Fuels for construction equipment will not be stored on TxDOT ROW.
7. The Contractor will store fuels and bulk chemicals on Contractor PSL(s) using a secondary containment method, such as double lined tanks and/or free standing containment reservoirs made of plastic or steel designed to hold bulk chemicals or drums.
8. The Contractor will not remove sediment controls without the prior approval of TxDOT, except for a sediment control that may back up water and cause safety or traffic problems.

SCALE = NTS SHEET 1 OF 10

 **Texas Department of Transportation**
Waco District Standard

TYPICAL APPLICATIONS FOR BEST MANAGEMENT PRACTICES

TA-BMP

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© TxDOT 2009	CONT	SECT	JOB	HIGHWAY
REVISIONS	0258	08	037, ETC	SH 6
DEC 2013	DIST	COUNTY	SHEET NO.	
FEB 2015	WACO	MCLENNAN	83	

BEST MANAGEMENT PRACTICE (BMP) GENERAL NOTES

9. Any sediment controls removed by the Contractor must be re-installed before the next rainfall event or by the end of day, as approved in advance.
10. Vegetative buffer strips may be used in place of temporary sediment controls such as silt fences and rock filter dams. The amount of disturbed soil area will be limited to 1/3 of an acre or less for a minimum of 50 feet of grassed ditch and 2/3 of an acre of disturbed soil for a minimum of 100 feet of grassed ditch.
11. Construction equipment found to be leaking oil, fuel or coolant will be immediately stopped, the leaking fluid collected and the equipment fixed. Equipment continuing to leak will be removed from the project at no cost to TxDOT. Leaking fluids from equipment will be collected and removed from the project or PSL.
12. Earth berms or mounds typically used to stockpile topsoil and used in place of boundary silt fence will be seeded upon being constructed. Long term use of earth berms or mounds will not be continued without establishing grass on the control.
13. The Contractor will inform TxDOT of new areas where soil will be disturbed to facilitate planning for new sediment controls. Areas of vegetated soil will not be disturbed by the Contractor, unless adequate sediment controls can be installed before the next rainfall event. The Contractor will assist TxDOT in keeping an accurate set of working SWPPP drawings that show the locations of all temporary sediment and erosion controls.
14. The Contractor will maintain an adequate amount of temporary sediment controls on hand at the field office or project staging area for critical SWPPP maintenance, including silt fence (minimum of 200 feet) and rock / fabric for rock filter dams (minimum for 100 feet of Type III dams).

The requirement for BMP rock quantities on hand is waived for small projects for on and off system bridge installations. The Contractor having a BMP Subcontractor does not eliminate the requirement for the Contractor to have the required silt fence and rock on hand, typically stored at the Contractor PSL.
15. Failure of a sub-contractor to complete storm water work on time will require the Contractor to start storm water sediment control work immediately and complete the work with high priority, or be subject to stop work on the entire project.
16. Earth materials on roads as a result of soil tracking will not be allowed to be transported off ROW in storm water. Soil or rock material found on roadways deposited from Contractor equipment will be removed daily.
17. Unless approved, completed concrete curb inlets will not be blocked by sediment controls. The contractor will frequently sweep the completed or partially completed roadway to keep sediment out of drainage pipes.
18. The Contractor will be responsible for proper dust control and will route construction traffic in a manner that minimizes dust generation.
19. Water for dust control will contain no pollutants, but may be non-potable from upland stock ponds. No quantity of water to be used for construction purposes may be taken from a 404 stream, prior to the proper authorizations or permits being obtained by the Contractor.
20. Contractor is to direct workers and sub-contractors to use portable sanitary facilities provided by the Contractor and not to trespass off ROW.
21. Contractor will provide written verification to TxDOT that earth borrow pits and disposal sources meet environmental and regulatory requirements, prior to use. Excavations will meet all OSHA requirements and the current safety guidelines established for TxDOT Quarries and Pits.
22. Boundary silt fences that are terminated down slope, with one end being at the lowest elevation, will be installed with an L - hook to contain sediment. Boundary silt fences that are installed on flat ground will have L-hooks on both ends.
23. Rock filter dams across ditches will be constructed where the rock filter dam ends are embedded within the ditch side slopes and ditch bottom. The top center elevation of the rock filter dam will be at least 6 inches lower than the elevations on the rock filter dam ends.
24. Silt fence will be constructed in a U or V pattern across ditch lines and up the ditch side slope to keep storm water from flowing around the ends of the silt fence. Small silt fences that do not adequately span the ditch and allows storm water around the end(s) will not be used. Where there is adequate space, large U pattern silt fences are preferred to facilitate sediment collection and sediment removal with equipment.
25. Sediment controls (RFDs or silt fences) will be located along road ditches as marked on the SWPPP drawings. Modifications to the sediment control spacing will be adjusted during the project based on sediment control effectiveness. The installation and maintenance of sediment controls at or near outfalls, where storm water leaves TxDOT ROW, takes persistent over ditch line sediment controls.

SCALE = NTS SHEET 2 OF 10

 **Texas Department of Transportation**
Waco District Standard

TYPICAL APPLICATIONS FOR BEST MANAGEMENT PRACTICES

TA-BMP

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© TxDOT 2009	CONT	SECT	JOB	HIGHWAY
REVISIONS	0258	08	037, ETC	SH 6
DEC 2013	DIST	COUNTY	SHEET NO.	
FEB 2015	WACO	MCLENNAN	84	

BEST MANAGEMENT PRACTICE (BMP) GENERAL NOTES

26. Storm water draining sheet flow over disturbed soil sloped towards the ROW property line, will be intercepted by a boundary silt fence typically installed with L-shaped ends.
27. For ditch grading and shoulder up work, the Contractor is limited during good weather to remove up to one mile (limited to five acres of disturbed soil) of ditch line sediment controls; on one side of the roadway. Outfall controls cannot be removed during this activity. Ditch line controls must be replaced upon completion of work and before the next rain event.
28. Sediment controls damaged by the Contractor, as defined by permit, must be fixed or replaced immediately upon discovery.
29. Notches in silt fences are not typically allowed. Specific silt fences that back up water onto lanes of traffic may be notched if approved.
30. For silt fence maintenance, the Contractor will leave approximately 4 inches of deposited sediment up stream of silt fences and not over excavate around silt fences or rock filter dams.
31. The Contractor will inform TxDOT of new construction areas and where soil is planned to be disturbed. Sediment controls will be installed at outfalls prior to the Contractor beginning soil disturbing activities up slope from the outfall.
32. Water from concrete saw cutting, concrete grinding and concrete coring activities; or fine materials from concrete chipping and salvage will not be allowed to enter storm drains or enter streams.
33. Storm water containing suspended sediment and turbidity needing to be removed from excavations or low areas will be pumped or gravity drained through vegetated buffer strips (50 foot minimum) or placed in ditches with temporary sediment controls, prior to the water being discharged into a stream.
34. Uncontaminated water from natural groundwater seepage, springs, foundations and drains that does not contain suspended sediment or any pollutants may be discharged without storm water controls.
35. Lime or cement if spilled in ditches or outside the defined limits of application is considered a pollutant and will be excavated and removed the same day, to avoid contaminating streams.
36. If located along the project ROW, RAP stockpiles will be located where there is a minimum 100 feet of vegetative buffer strip before storm water will reach a stream. RAP will not be used as a construction material within the Ordinary High Water Marks of a stream channel of a 404 designated stream.
37. If allowed on the project, concrete truck wash out areas will have adequate volume to allow 12 inch freeboard for rain and will be lined with 6 mils of plastic. No concrete will be stored higher than the 12 inch freeboard. Cleaning of truck chutes and equipment does not constitute concrete truck wash out and this activity may be completed at the concrete placement location. Wash out areas will not be located closer than 50 ft from down slope inlets or stream channels.
38. For outfalls near stock ponds closer than 50 foot from disturbed soil at the ROW line, redundant sediment controls will be provided, typically a combination of rock filter dam and a silt fence constructed in line of the flow.
39. Earth stockpiles will utilize silt fence sediment controls, positioned on the low end of the stockpile drainage area with L-hooks or silt fence installed around the entire stockpile.
40. Sediment controls including rock filter dams and silt fences will not be installed across any 404 streams. Sediment controls at 404 streams will be positioned to limit sediment entering the stream from the banks and around structures/culverts, and will allow free flow of storm water to pass through the ROW without being dammed by any sediment controls. Remove loose materials from stream channels prior to each rain event.
41. Sediment controls for non-404 streams may be constructed across the drainage channel in unlimited locations. It is appropriate to use sediment control details typically used for 404 streams for non-404 streams when flow velocities are high. Remove loose material from stream channels prior to each rain event.
42. Incomplete drainage pipe installation across the roadway does not remove the requirement for having sediment controls around the ends of the pipe. To stay within permit requirements, sediment controls should be installed over and around the terminated end and along each side of the banks as soon as construction on the pipe has been completed. Remove loose material from stream channels prior to each rain event.
43. Safety end / headwall construction temporarily will require the removal of part of the sediment control placed over and around the pipe end. Retain in place as much functioning sediment control as possible. Replace the silt fence over and around the top of the pipe, immediately upon concrete placement and form removal. Do not remove culvert sediment controls that cannot be replaced before the next rain event. Sediment control at the ends of culverts must be in place and available for any rain event until the disturbed soil areas are re-vegetated.

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TYPICAL APPLICATIONS FOR BEST MANAGEMENT PRACTICES

TA-BMP

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BEST MANAGEMENT PRACTICE (BMP) GENERAL NOTES

44. Between the Ordinary High Water Marks of a 404 stream channel, the Contractor will disturb only the minimum amount of stream channel that is necessary to complete the work.
45. Rock riprap for erosion control does not replace the requirements to maintain sediment control until vegetation is re-established. Replace sediment controls immediately after installing erosion rock.
46. At the direction of TxDOT, sediment deposited into existing and new culverts will be removed subsidiary to Item 506. Sediment to be removed is either pre-existing material before construction starts or sediment generated as a part of this project.
47. Provide treated 2X4 cross bracing for rectangular inlet silt fence, subsidiary to Item 506.
48. Loose or granular earth materials will not be used to repair silt fence undercuts. Silt fence undercut repairs will be conducted with well compacted soils or the silt fence will be reset in a nearby location.
49. Silt fence steel T posts of approximately 1.25 pounds per foot are allowed at a spacing of 8 feet or less. Silt fence steel T posts between approximately 1.25 pounds per foot and 0.85 pounds per foot are allowed for T post spacing of 5 feet or less.
50. Silt fence to be used to slow the flow of storm water down slopes will be positioned approximately horizontal (on the contour) with L hooks on the ends and limited to approximately 200 feet in length. Multiple sections and levels of silt fence may be required in addition to temporary / permanent erosion control flumes.
51. Soil retention blankets will be installed rolled down the slope with the small dimension side embedded at the top of slope, unless recommended otherwise by the manufacturer. Excess grass, rocks, trash, debris or clods will be removed before seeding and installing soil retention blankets. All installations will be by the manufacturer recommendations. Contractor equipment, including tractor mowers will be kept off areas with soil retention blankets until the grass is established.

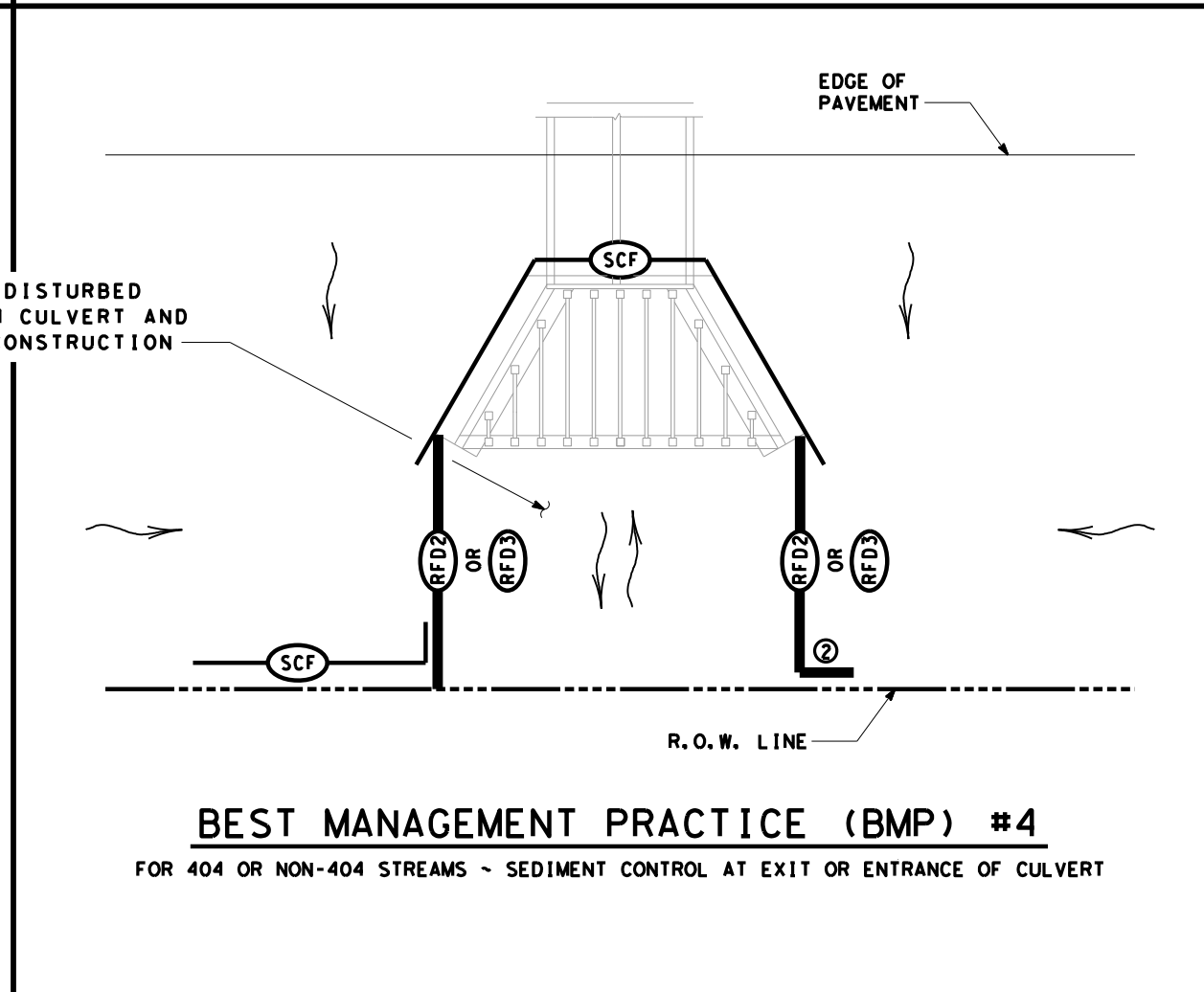
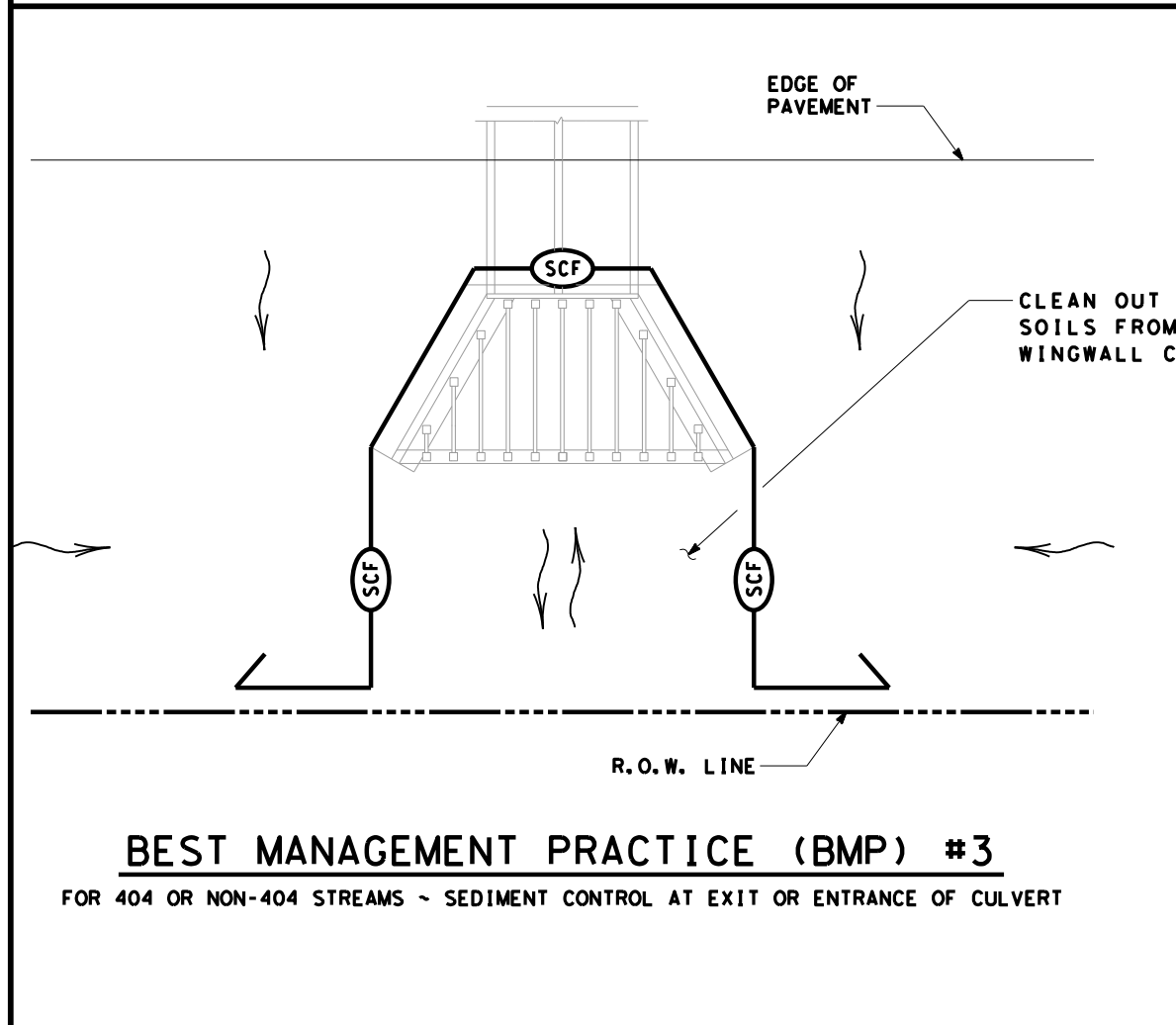
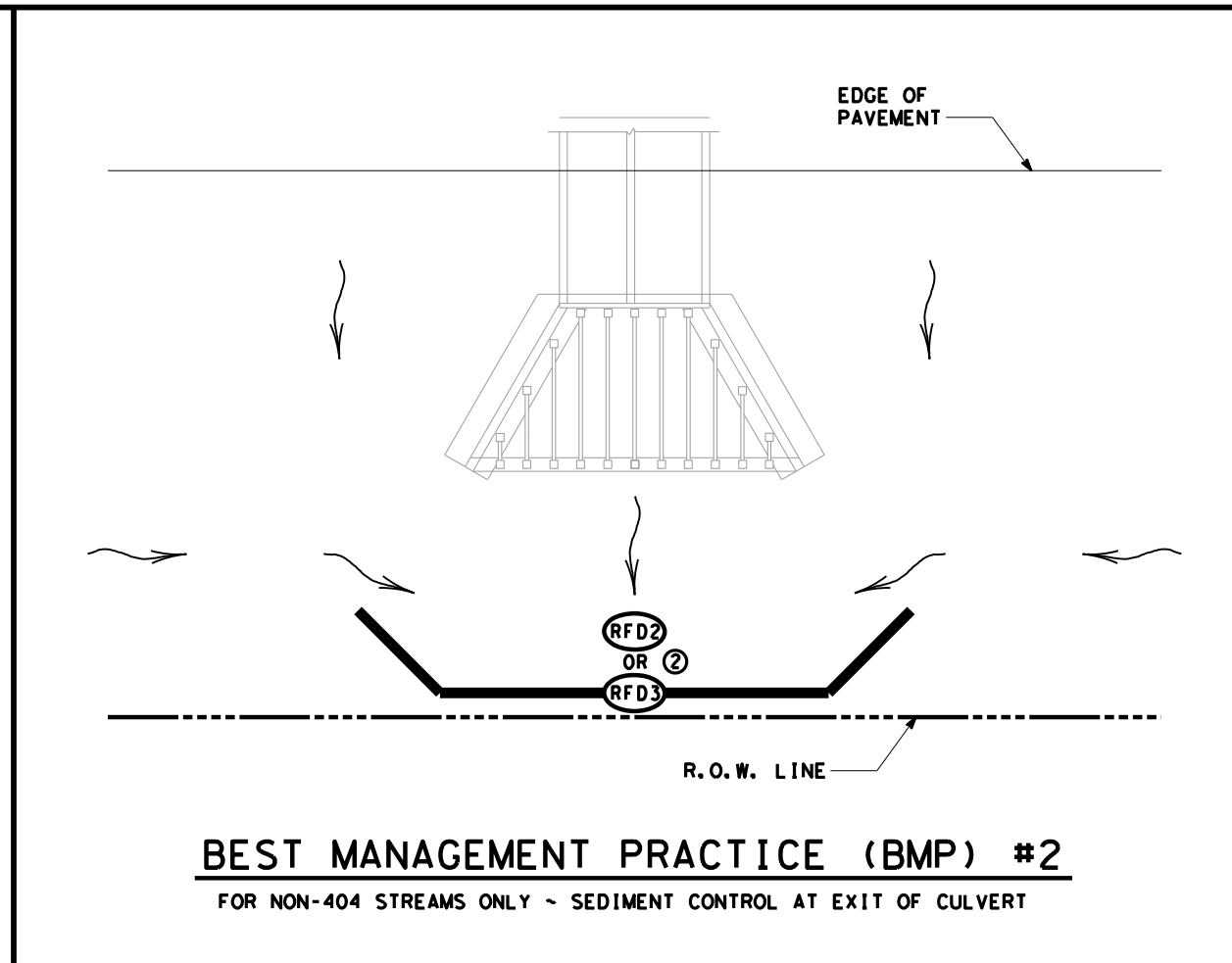
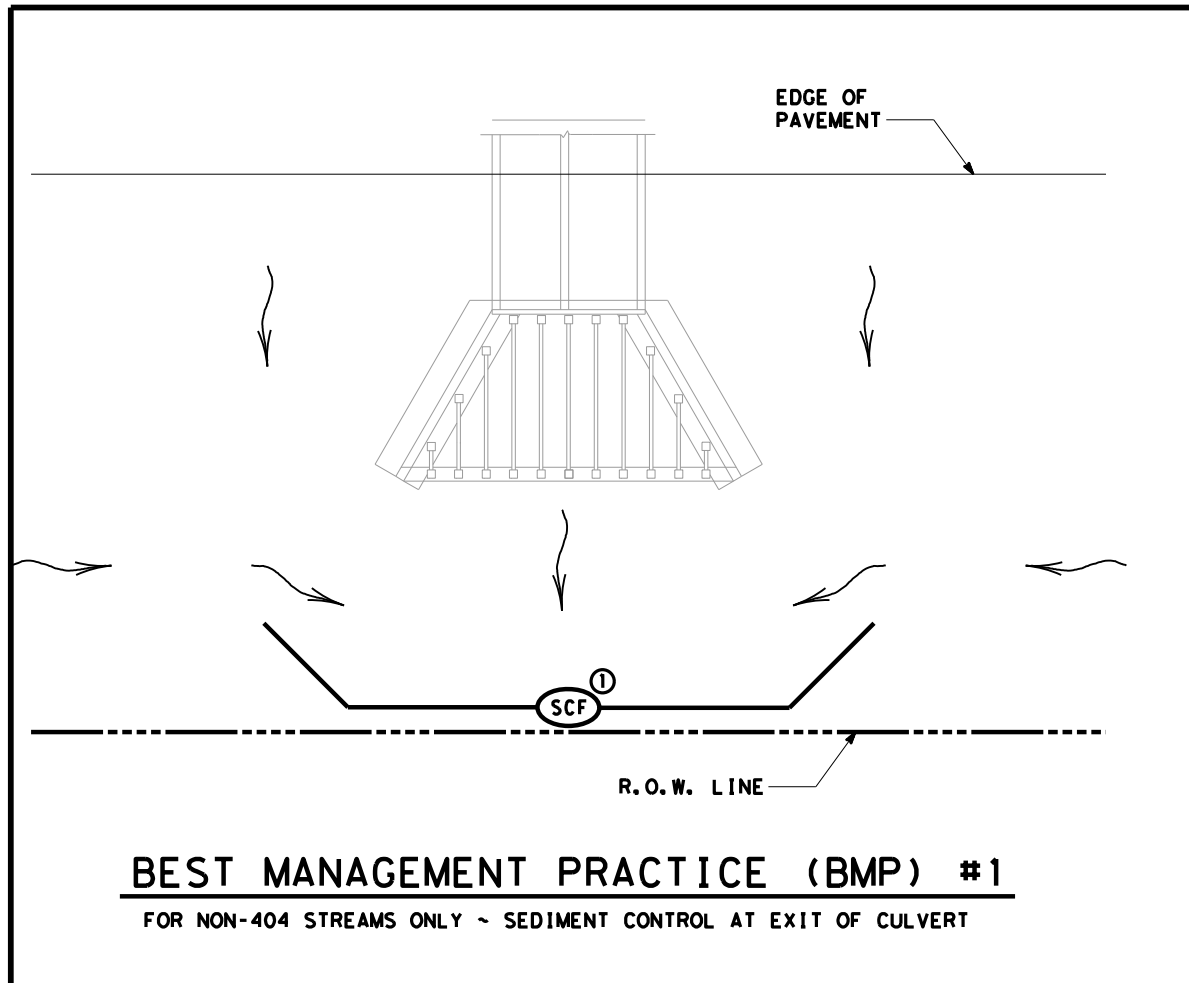
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TYPICAL APPLICATIONS FOR BEST MANAGEMENT PRACTICES

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	SEDIMENT CONTROL FENCE
	ROCK FILTER DAM (TY 2)
	ROCK FILTER DAM (TY 3)
	DIRECTION OF FLOW

- NOTES:
- ① EXTEND SILT FENCE SO STORM WATER DOES NOT GO AROUND THE ENDS. USE L-HOOKS ON ENDS AS REQUIRED.
 - ② EXTEND ROCK FILTER DAM SO STORM WATER DOES NOT GO AROUND THE ENDS.

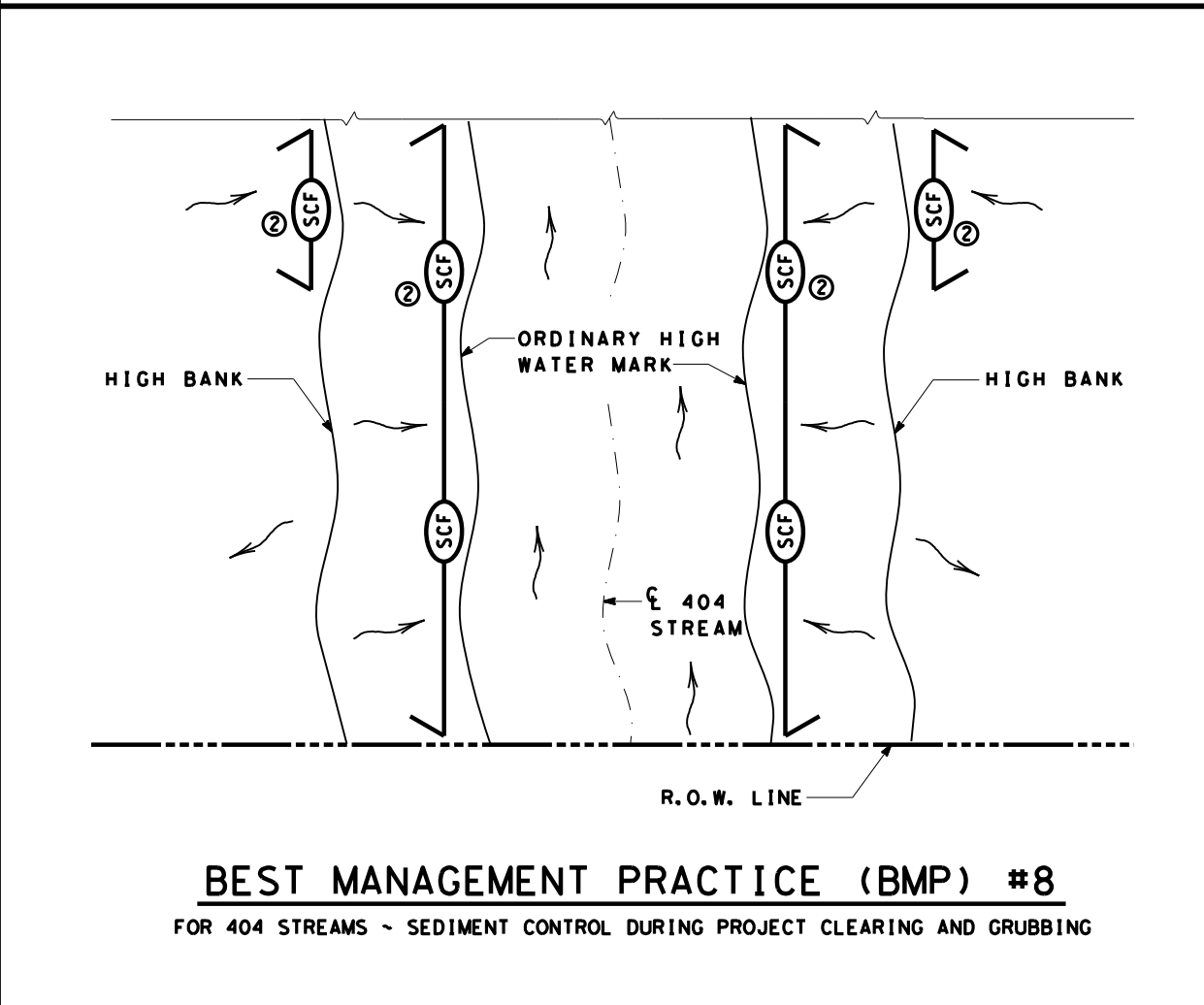
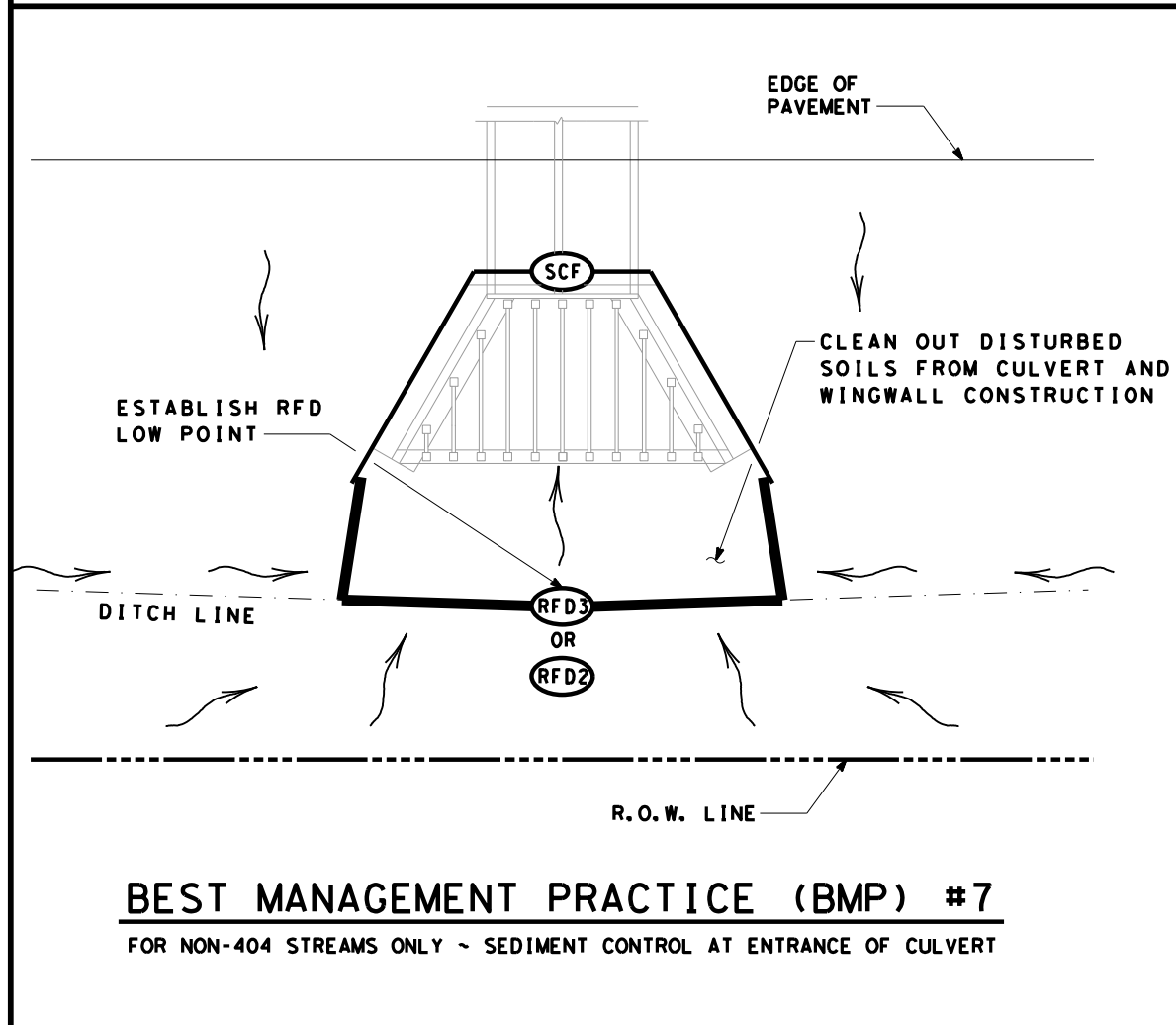
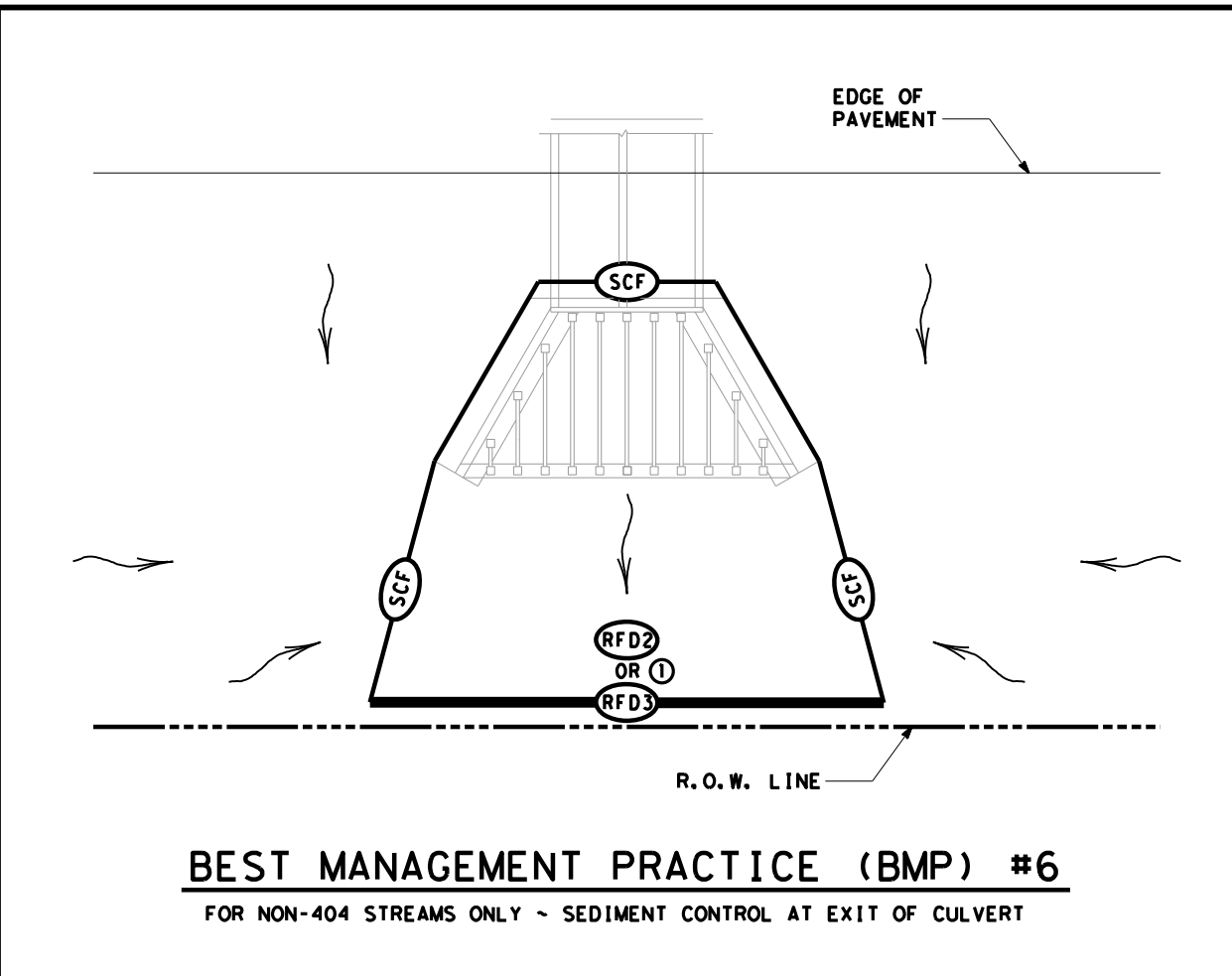
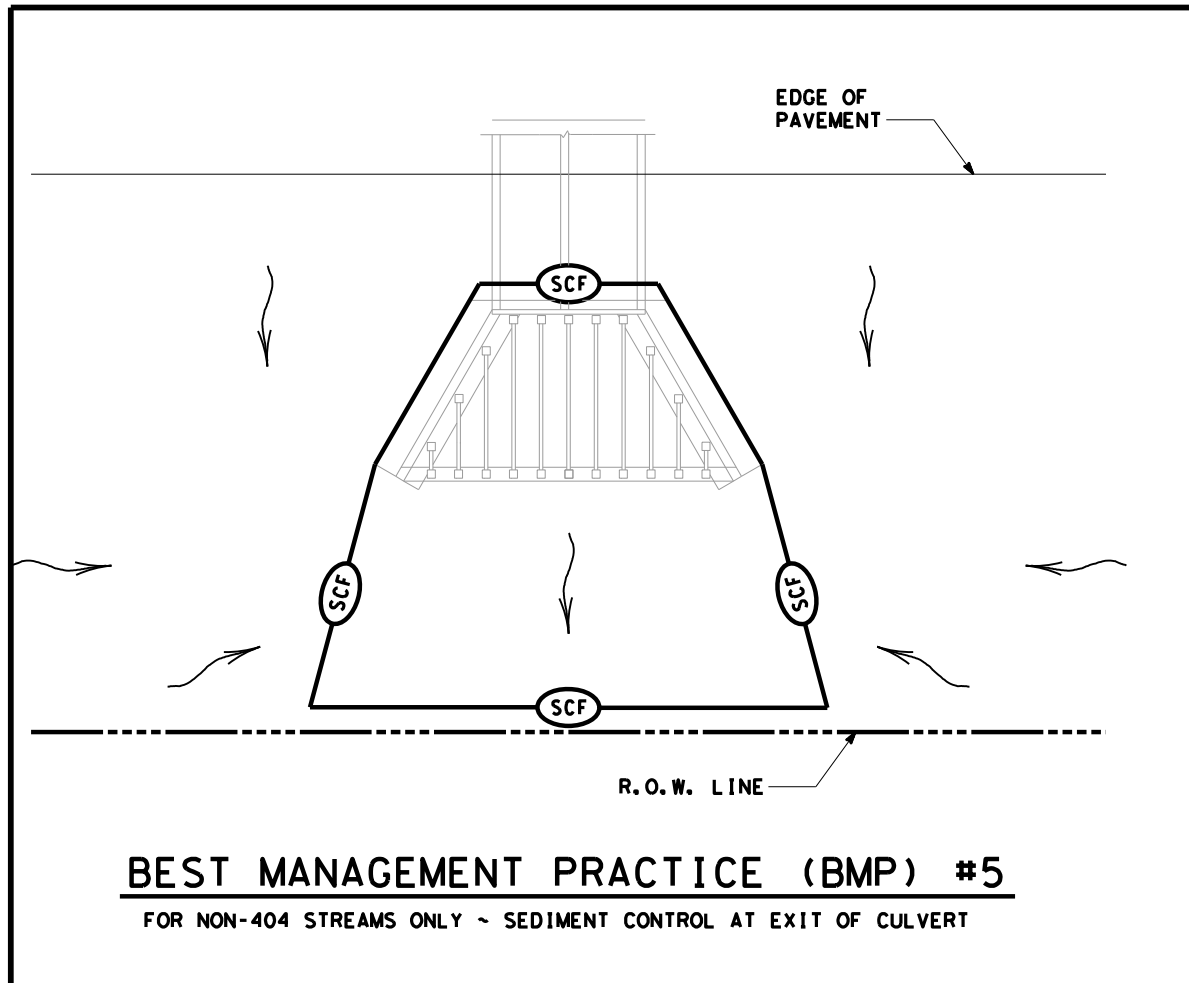
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TYPICAL APPLICATIONS FOR BEST MANAGEMENT PRACTICES

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	SEDIMENT CONTROL FENCE
	ROCK FILTER DAM (TY 2)
	ROCK FILTER DAM (TY 3)
	DIRECTION OF FLOW

- NOTES:**
- ① PROVIDE OVERLAP OF SILT FENCE WITH ROCK FILTER DAM.
 - ② USE SILT FENCE L-HOOKS ON ENDS TO BLOCK STORM WATER SEDIMENT

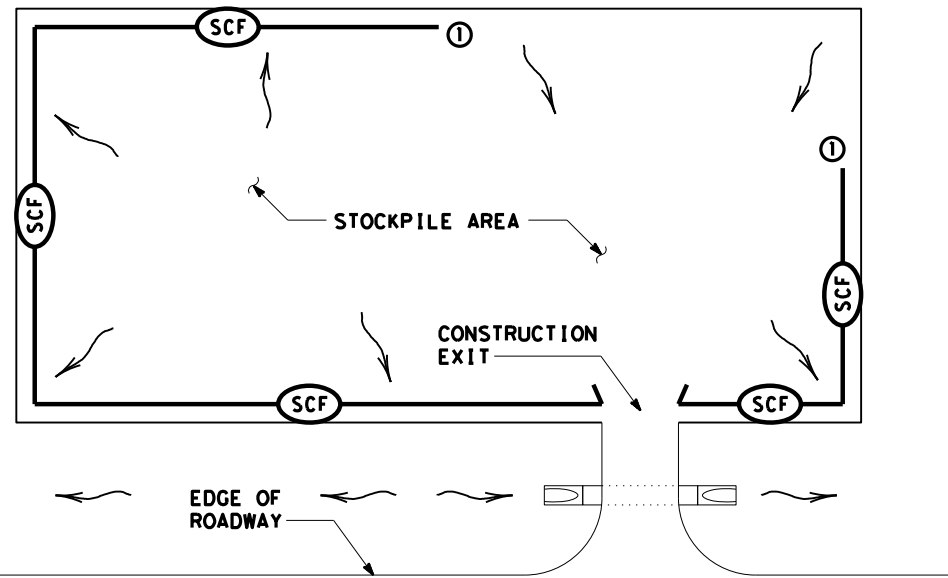
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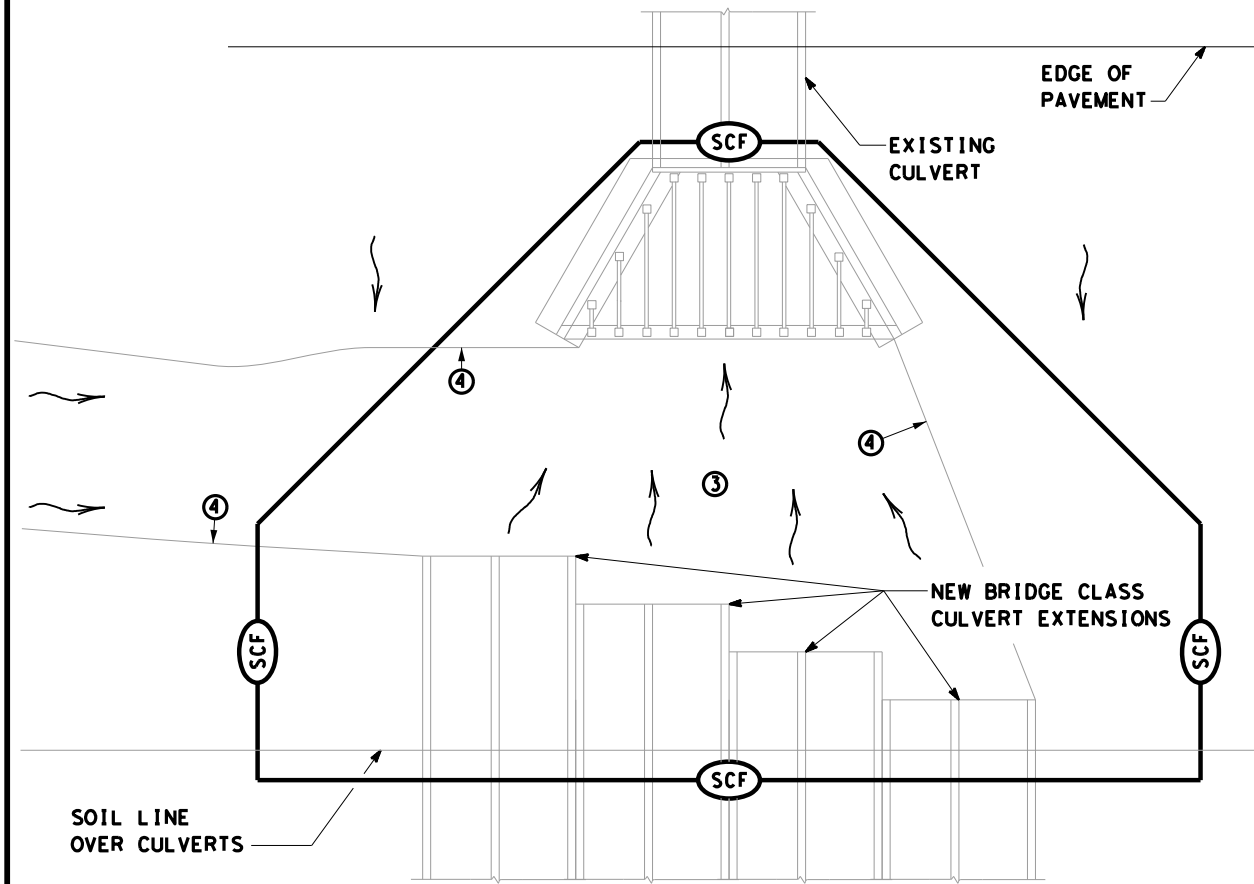
**TYPICAL APPLICATIONS
FOR
BEST MANAGEMENT
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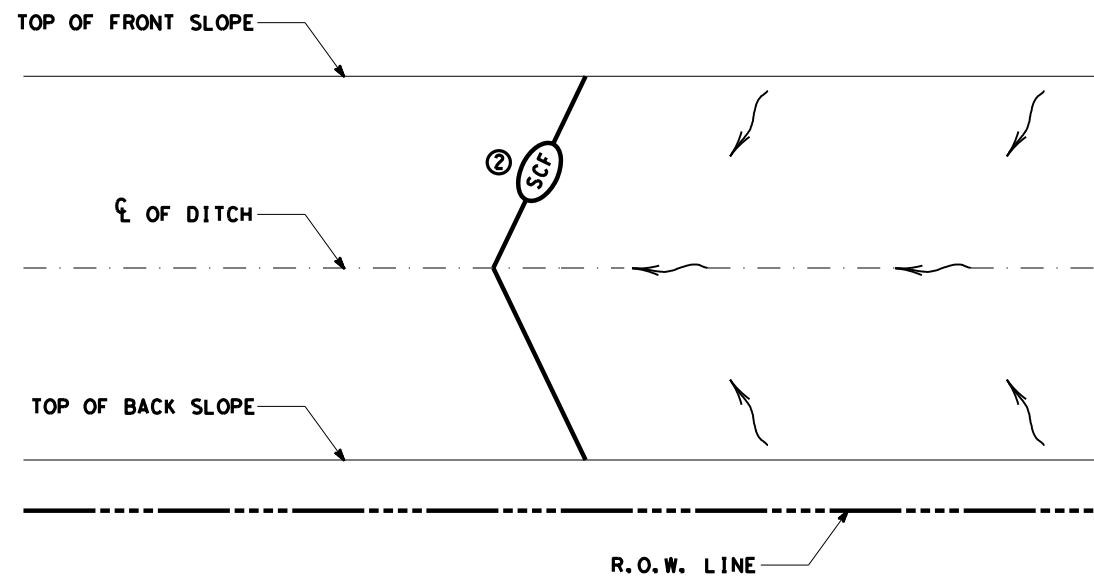
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STOCKPILE SEDIMENT CONTROL



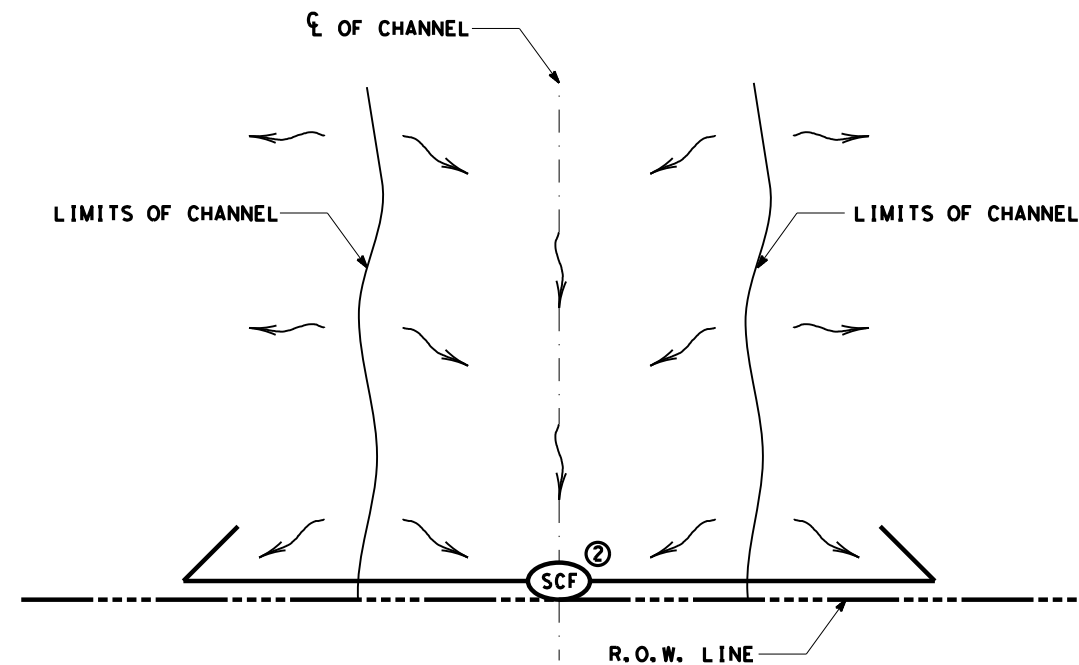
BEST MANAGEMENT PRACTICE (BMP) #10
FOR 404 OR NON-404 STREAMS ONLY ~
SEDIMENT CONTROL AT PHASED CONSTRUCTION OF BRIDGE CLASS CULVERTS

	SEDIMENT CONTROL FENCE
	ROCK FILTER DAM (TY 2)
	ROCK FILTER DAM (TY 3)
	DIRECTION OF FLOW

- NOTES:
- START SEDIMENT CONTROL AT LOCATION SO ALL STORM WATER WITH SEDIMENT IS COLLECTED
 - ROCK FILTER DAMS OR EARTH/GRASSED EMBANKMENTS CAN BE SUBSTITUTED AS DIRECTED.
 - PROVIDE A SMOOTH TRANSITION FROM THE INVERT ELEVATIONS BETWEEN CULVERTS. REMOVE LOOSE SOIL FROM EXCAVATED AREA BETWEEN CULVERTS.
 - PROVIDE AND INSTALL PNEUMATICALLY PLACED CONCRETE ON THE DITCH BOTTOM AND SIDE SLOPES BETWEEN TEMPORARY TERMINATIONS BETWEEN OLD AND NEW CULVERTS. PNEUMATICALLY PLACED CONCRETE WILL BE PLACED TO THE HEIGHT OF THE LARGEST CULVERT ON THE DITCH SIDE SLOPES; AND TO A LIMIT 10 FEET OUTSIDE THE LOCATION OF BMPS ALONG THE DITCH BOTTOM. CEMENT STABILIZED SAND MAY BE SUBSTITUTED FOR PNEUMATICALLY PLACED CONCRETE, IN AREAS WHERE INSTALLATION WORKS AND AT THE OPTION OF TXDOT.



BEST MANAGEMENT PRACTICE (BMP) #11
BOUNDRY SEDIMENT CONTROL ~ BOTH ENDS OF CONTROL TERMINATED UP SLOPE



BEST MANAGEMENT PRACTICE (BMP) #12
BOUNDRY SEDIMENT CONTROL ~ BOTH ENDS OF CONTROL TERMINATED DOWN SLOPE

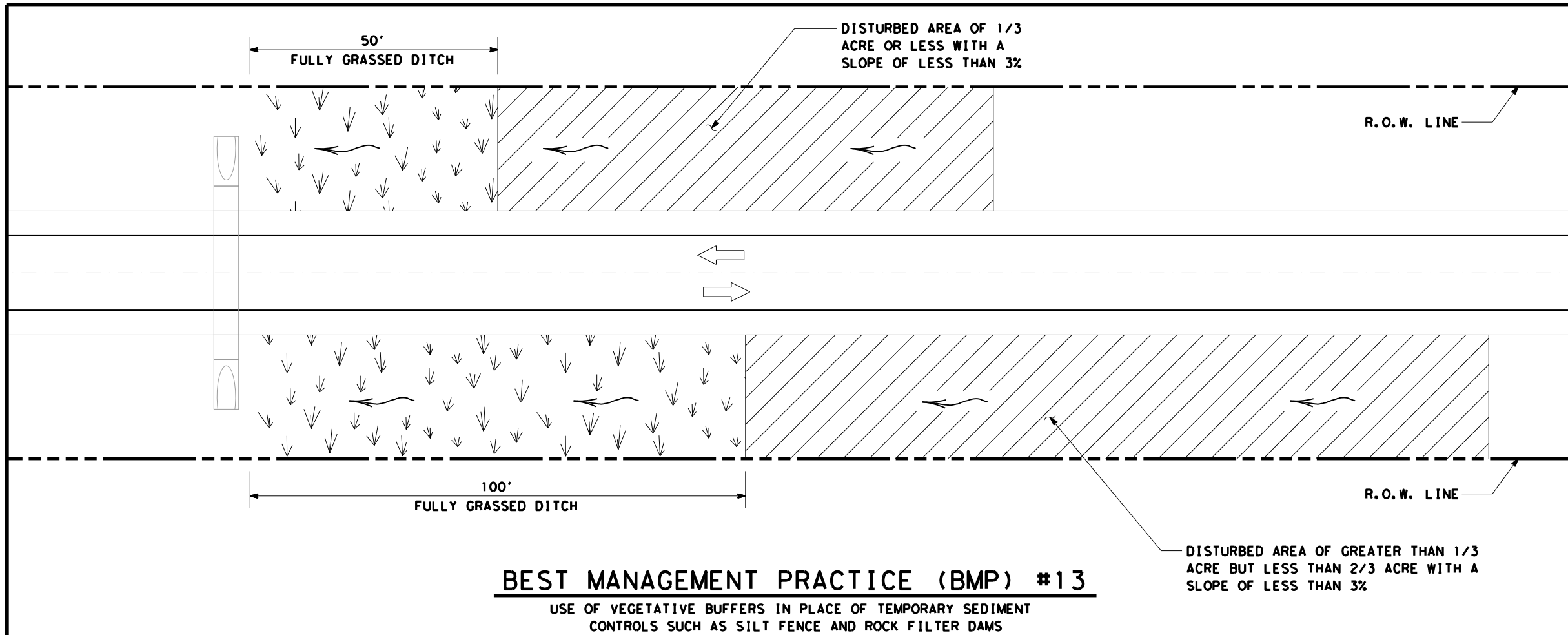
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TYPICAL APPLICATIONS FOR BEST MANAGEMENT PRACTICES

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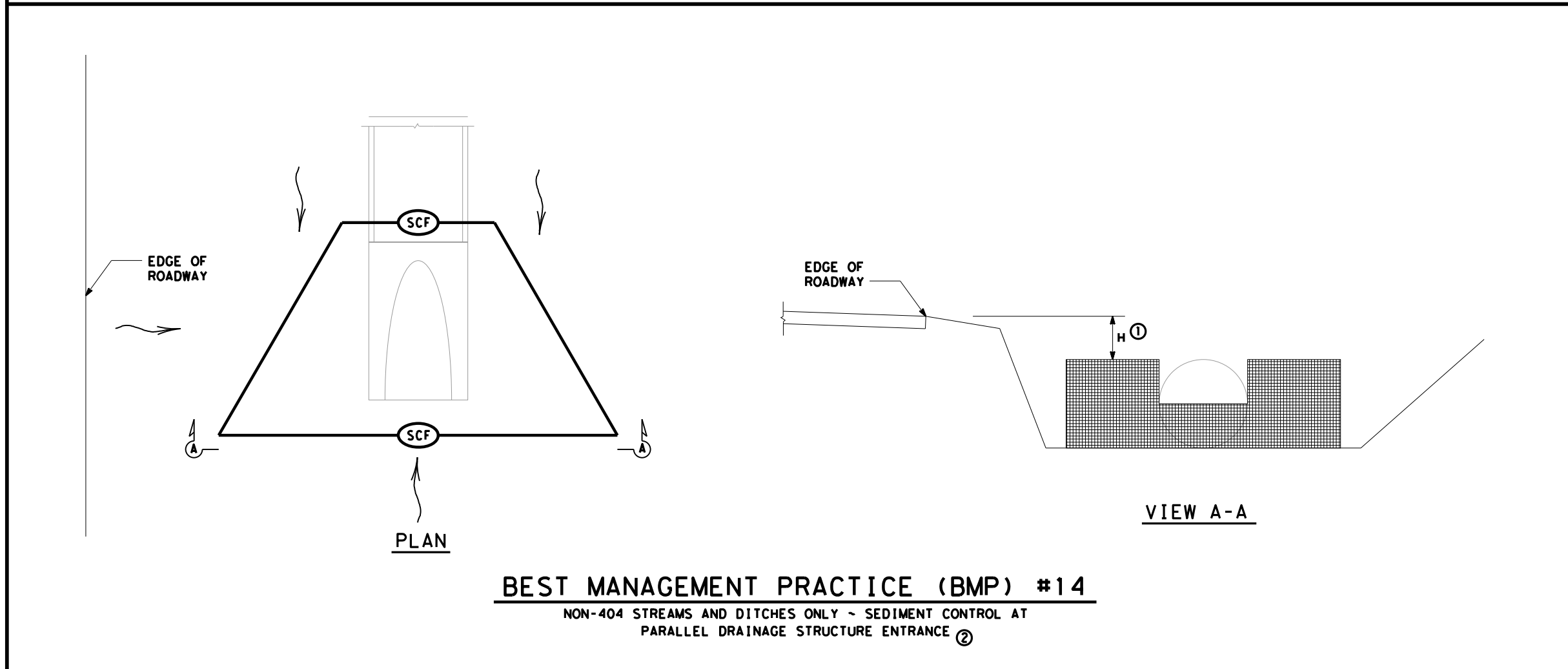


BEST MANAGEMENT PRACTICE (BMP) #13

USE OF VEGETATIVE BUFFERS IN PLACE OF TEMPORARY SEDIMENT CONTROLS SUCH AS SILT FENCE AND ROCK FILTER DAMS

	FULLY GRASSED DITCH
	DISTURBED AREA
	DIRECTION OF FLOW
	SEDIMENT CONTROL FENCE

- ① FOR H DIMENSIONS LESS THAN 1.5' SILT FENCE MAY NEED TO BE NOTCHED AS SHOWN IN VIEW A-A. ADD EXTRA POSTS AT NOTCH.
- ② BMP #14 MAY BE USED AT CROSS DRAINAGE STRUCTURES AS DIRECTED.



BEST MANAGEMENT PRACTICE (BMP) #14

NON-404 STREAMS AND DITCHES ONLY - SEDIMENT CONTROL AT PARALLEL DRAINAGE STRUCTURE ENTRANCE ②

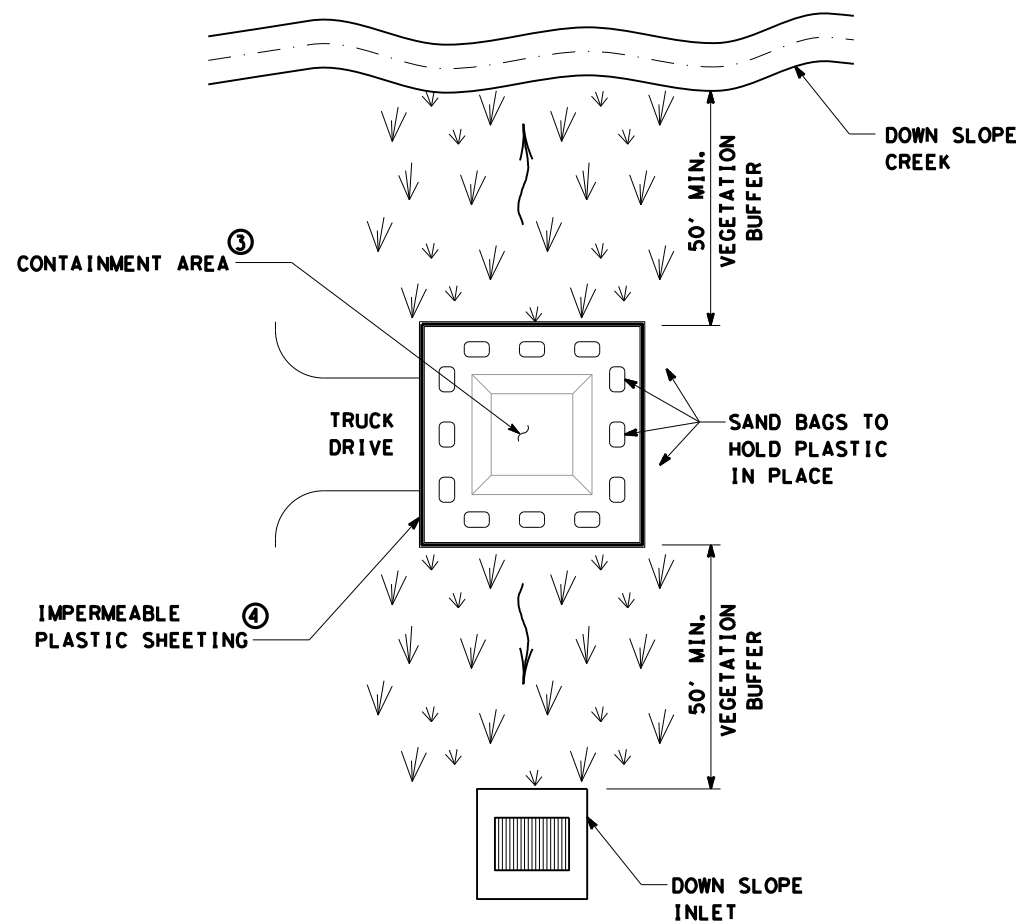
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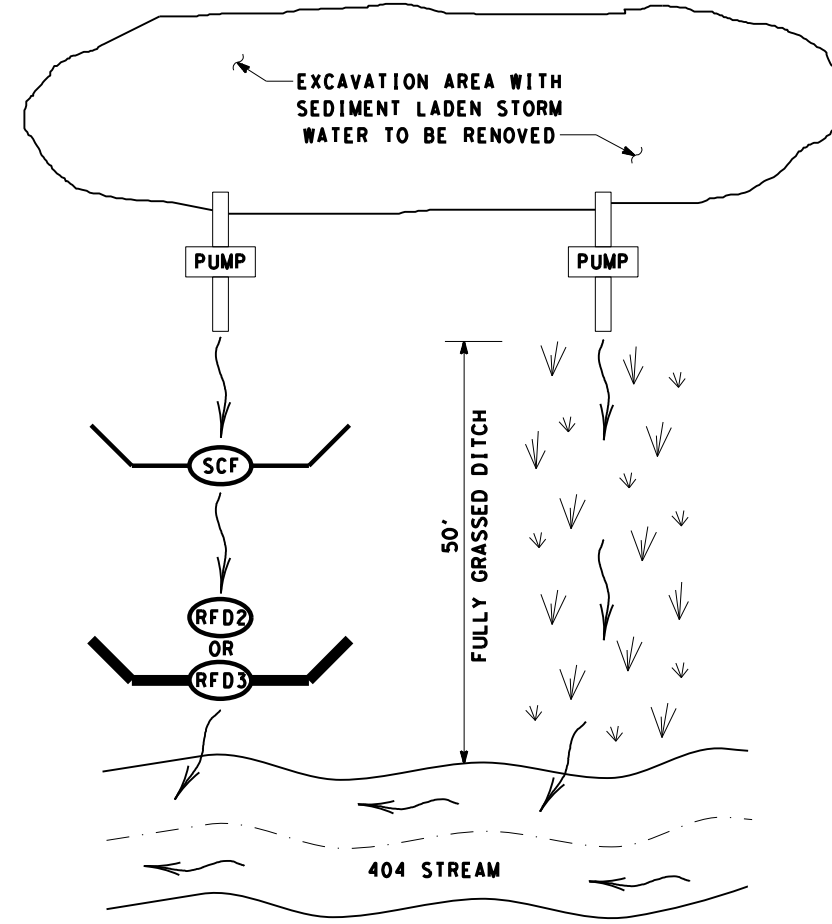
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FEB 2015	WACO	MCLENNAN	90	



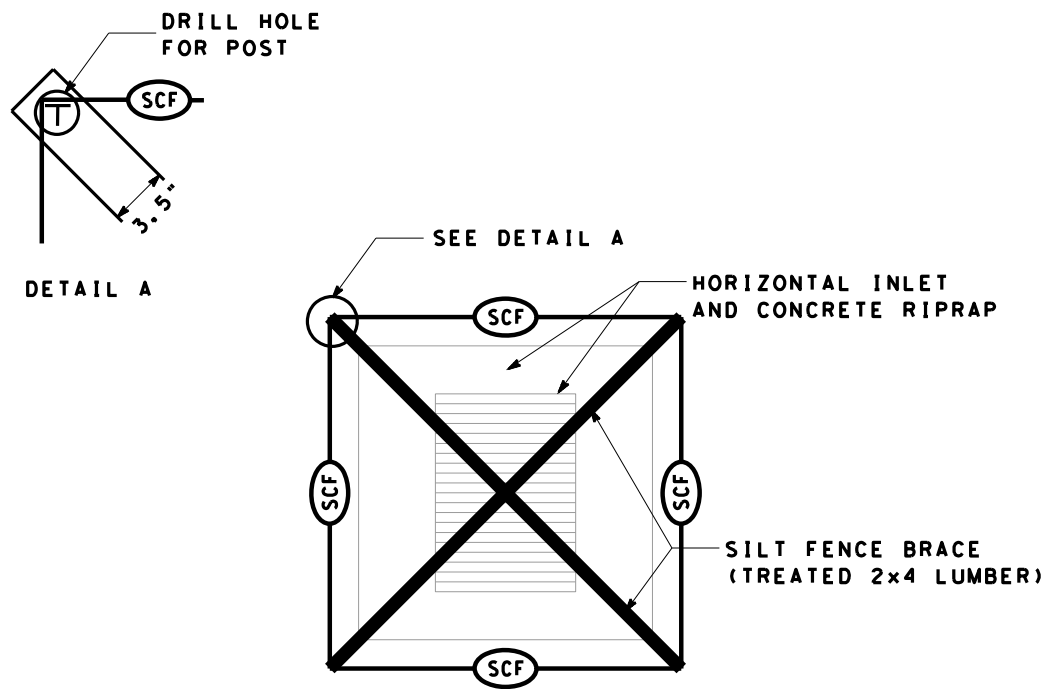
BEST MANAGEMENT PRACTICE (BMP) #15
CONCRETE TRUCK WASHOUT AREA



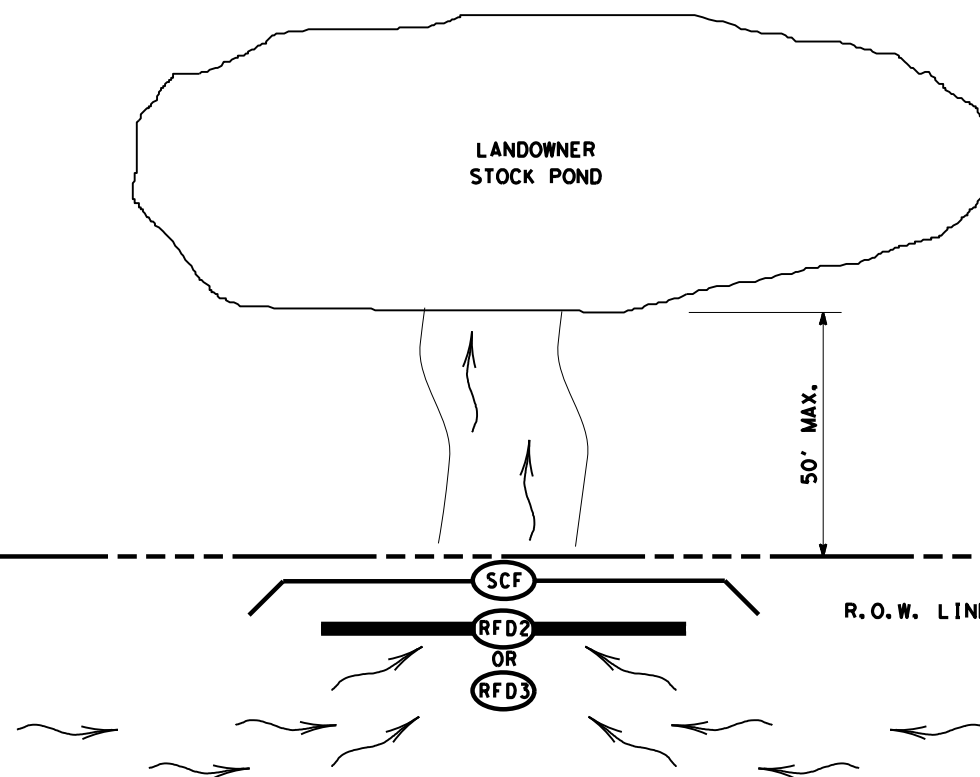
BEST MANAGEMENT PRACTICE (BMP) #16
PUMPED STORM WATER SEDIMENT CONTROLS ①

	FULLY GRASSED DITCH
	DIRECTION OF FLOW
	SEDIMENT CONTROL FENCE
	ROCK FILTER DAM (TY 2)
	ROCK FILTER DAM (TY 3)

- ① PUMPED STORM WATER FROM AN EXCAVATION AREA SHOULD BE DISCHARGED IN A 50' VEGETATIVE BARRIER OR THROUGH TWO TEMPORARY SEDIMENT CONTROLS BEFORE ENTERING A 404 STREAM.
- ② FOR LANDOWNER STOCKPONDS WITHIN 50' OF THE RIGHT OF WAY LINE, PROVIDE REDUNDANT SEDIMENT CONTROLS AT THE CONVEYANCE OF THE POND. MINIMUM OF TWO SEDIMENT CONTROLS.
- ③ WHEN CONTAINMENT AREA REACHES 1' FREEBOARD, DISCONTINUE WASHOUT PLACEMENT AND REMOVE MATERIAL UPON SOLIDIFICATION.
- ④ EACH TIME SOLIDIFIED MATERIAL IS REMOVED REPLACE PLASTIC SHEETING.



BEST MANAGEMENT PRACTICE (BMP) #17
HORIZONTAL INLET SEDIMENT CONTROL



BEST MANAGEMENT PRACTICE (BMP) #18
LANDOWNER STOCKPOND SEDIMENT CONTROL ②

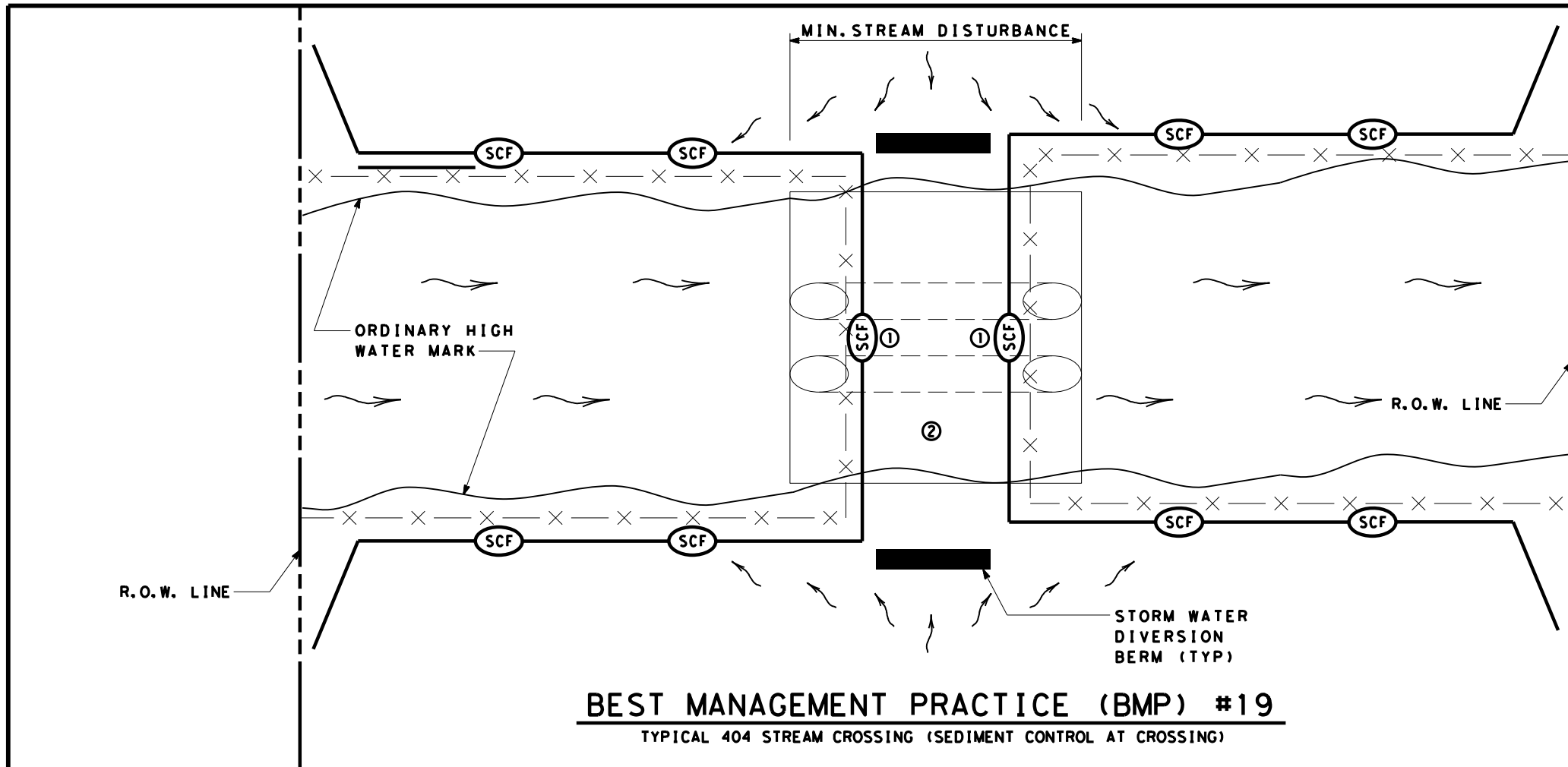
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TYPICAL APPLICATIONS FOR BEST MANAGEMENT PRACTICES

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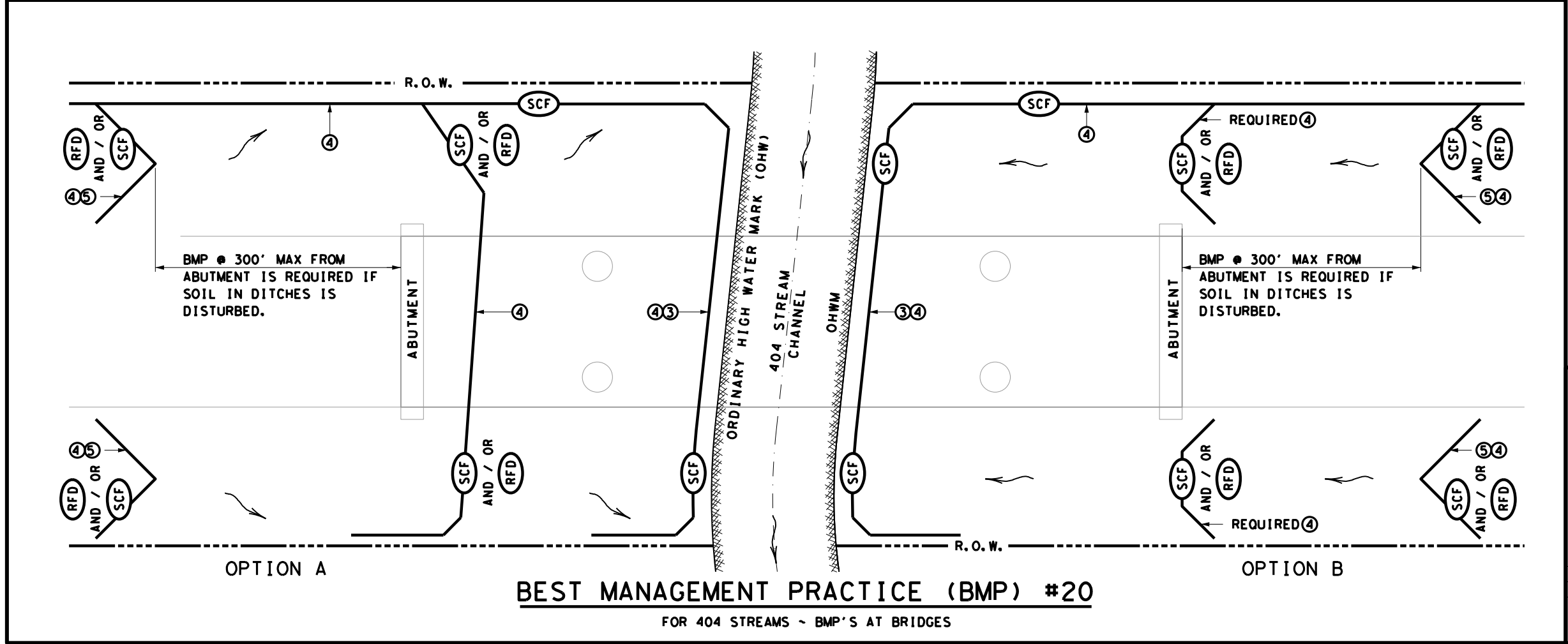
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BEST MANAGEMENT PRACTICE (BMP) #19
TYPICAL 404 STREAM CROSSING (SEDIMENT CONTROL AT CROSSING)

	DIRECTION OF FLOW
	SEDIMENT CONTROL FENCE
	ROCK FILTER DAM
	SECURITY FENCING

- ① HAY BALES MAY BE SUBSTITUTED FOR SILT FENCE OVER THE STREAM CROSSING.
- ② CROSSING WILL BE AS PER REQUIREMENTS OF THE WATERS OF THE US GENERAL NOTES.
- ③ INSTALL SILT FENCE SLIGHTLY UP FROM OHW MARK FROM R.O.W. TO R.O.W.
- ④ USE SILT FENCE L-HOOKS ON LEVEL OR DOWN SLOPING ENDS TO BLOCK STORM WATER SEDIMENT
- ⑤ INSTALL LARGE V OR U SHAPED BMP'S FROM ABUTMENT AS SHOWN. IF THERE IS STEEP DITCH CONDITIONS DECREASE SPACING AND CONSIDER RFD'S. ADD ADDITIONAL BMP'S IF GRADE IS STEEP OR IF FLOW IS HIGH.



BEST MANAGEMENT PRACTICE (BMP) #20
FOR 404 STREAMS - BMP'S AT BRIDGES

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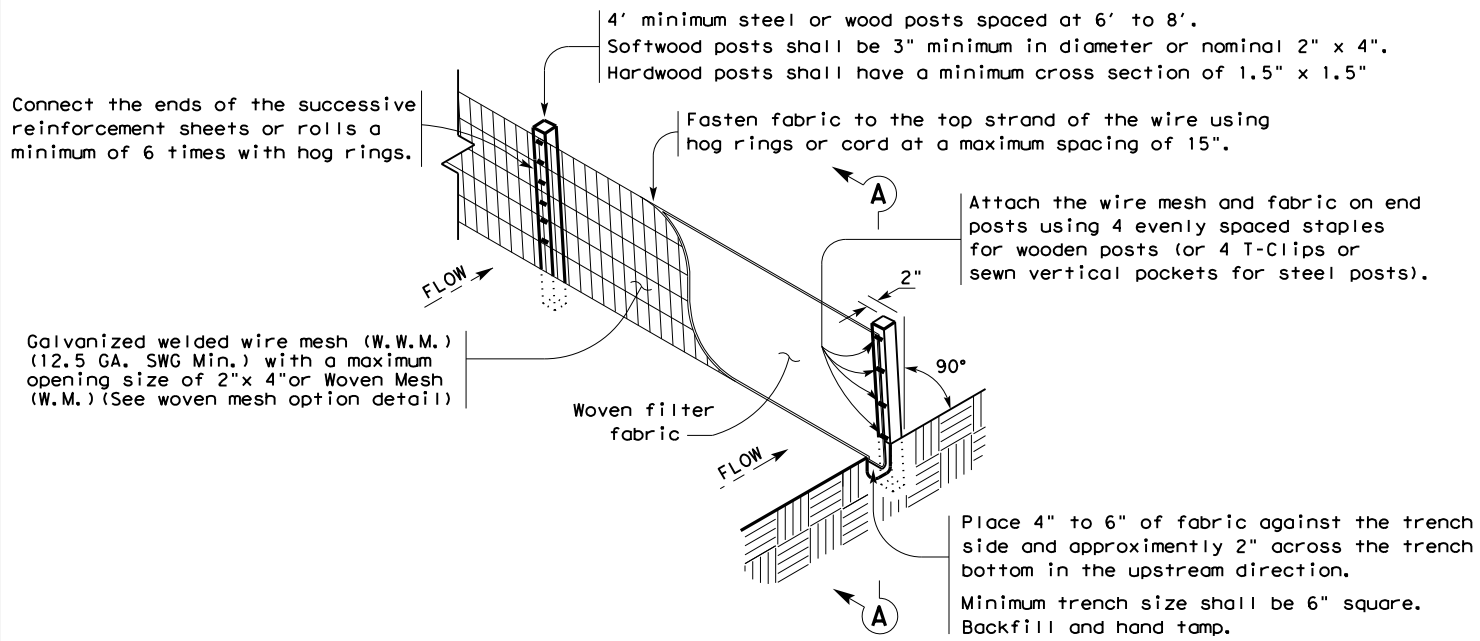


TYPICAL APPLICATIONS FOR BEST MANAGEMENT PRACTICES

TA-BMP

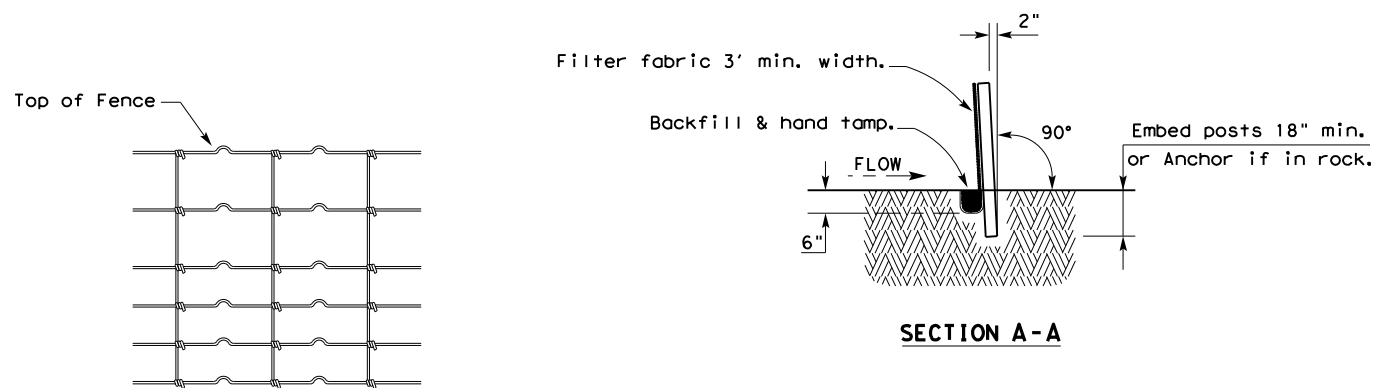
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10/DATE/2021
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TEMPORARY SEDIMENT CONTROL FENCE

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.

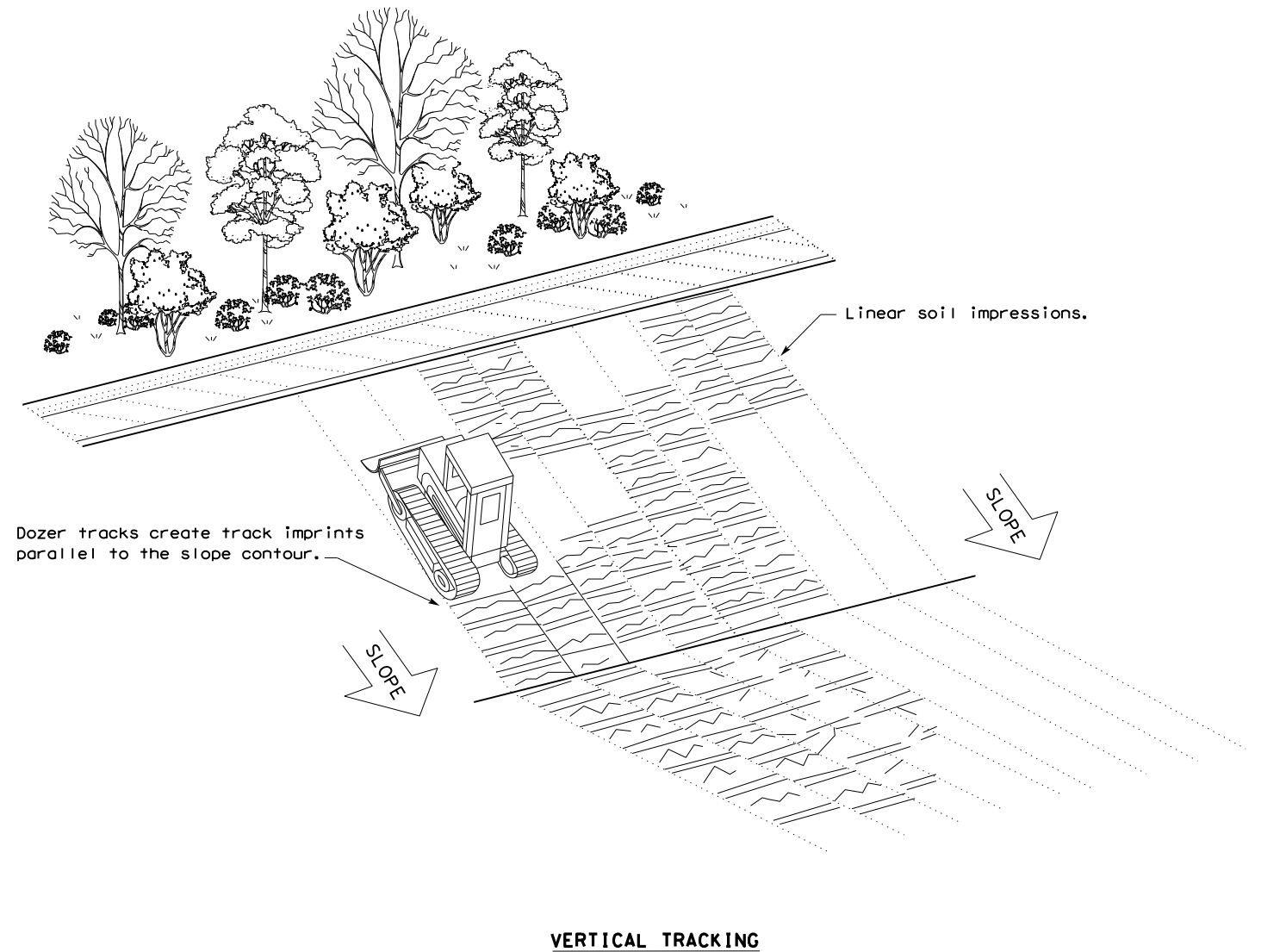
LEGEND

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.



				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	
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DATE: FILE:

I. STORMWATER POLLUTION PREVENTION-CLEAN WATER ACT SECTION 402

TPDES TXR 150000: Stormwater Discharge Permit or Construction General Permit required for projects with 1 or more acres disturbed soil. Projects with any disturbed soil must protect for erosion and sedimentation in accordance with Item 506.

List MS4 Operator(s) that may receive discharges from this project. They may need to be notified prior to construction activities.

- 1.
2. No Action Required Required Action

Action No.

1. Prevent stormwater pollution by controlling erosion and sedimentation in accordance with TPDES Permit TXR 150000
2. Comply with the SW3P and revise when necessary to control pollution or required by the Engineer.
3. Post Construction Site Notice (CSN) with SW3P information on or near the site, accessible to the public and TCEQ, EPA or other inspectors.
4. When Contractor project specific locations (PSL's) increase disturbed soil area to 5 acres or more, submit NOI to TCEQ and the Engineer.

II. WORK IN OR NEAR STREAMS, WATERBODIES AND WETLANDS CLEAN WATER ACT SECTIONS 401 AND 404

USACE Permit required for filling, dredging, excavating or other work in any water bodies, rivers, creeks, streams, wetlands or wet areas.

The Contractor must adhere to all of the terms and conditions associated with the following permit(s):

- No Permit Required
- Nationwide Permit 14 - PCN not Required (less than 1/10th acre waters or wetlands affected)
- Nationwide Permit 14 - PCN Required (1/10 to <1/2 acre, 1/3 in tidal waters)
- Individual 404 Permit Required
- Other Nationwide Permit Required: NWP# _____

Required Actions: List waters of the US permit applies to, location in project and check Best Management Practices planned to control erosion, sedimentation and post-project TSS.

- | | |
|----|----|
| 1. | 5. |
| 2. | 6. |
| 3. | 7. |
| 4. | 8. |

The elevation of the ordinary high water marks of any areas requiring work to be performed in the waters of the US requiring the use of a nationwide permit can be found on the Bridge Layouts.

Best Management Practices:

Erosion	Sedimentation	Post-Construction TSS
<input type="checkbox"/> Temporary Vegetation	<input checked="" type="checkbox"/> Silt Fence	<input type="checkbox"/> Vegetative Filter Strips
<input type="checkbox"/> Blankets/Matting	<input 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 type="checkbox"/> Mulch Filter Berm and Socks	<input 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	<input type="checkbox"/> Grassy Swales

III. CULTURAL RESOURCES

Refer to TxDOT Standard Specifications in the event historical issues or archeological artifacts are found during construction. Upon discovery of archeological artifacts (bones, burnt rock, flint, pottery, etc.) cease work in the immediate area and contact the Engineer immediately.

- No Action Required
- Required Action

Action No.

1. SEE STATEMENT ABOVE
- 2.
- 3.
- 4.

IV. VEGETATION RESOURCES

Preserve native vegetation to the extent practical. Contractor must adhere to Construction Specification Requirements Specs 162, 164, 192, 193, 506, 730, 751, 752 in order to comply with requirements for invasive species, beneficial landscaping, and tree/brush removal commitments.

- No Action Required
- Required Action

Action No.

1. SEE STATEMENT ABOVE
- 2.
- 3.
- 4.

V. FEDERAL LISTED, PROPOSED THREATENED, ENDANGERED SPECIES, CRITICAL HABITAT, STATE LISTED SPECIES, CANDIDATE SPECIES AND MIGRATORY BIRDS.

- No Action Required
- Required Action

Action No.

1. SEE STATEMENT BELOW
- 2.
- 3.
- 4.

If any wildlife species are threatened by construction activities, cease work in the immediate area, do not disturb species or habitat and contact the Engineer immediately. The work may not remove active nests from bridges and other structures during nesting season of the birds associated with the nests. If caves or sinkholes are discovered, cease work in the immediate area, and contact the Engineer immediately.

LIST OF ABBREVIATIONS

BMP: Best Management Practice	SPCC: Spill Prevention Control and Countermeasure
CGP: Construction General Permit	SW3P: Storm Water Pollution Prevention Plan
DSHS: Texas Department of State Health Services	PCN: Pre-Construction Notification
FHWA: Federal Highway Administration	PSL: Project Specific Location
MOA: Memorandum of Agreement	TCEQ: Texas Commission on Environmental Quality
MOU: Memorandum of Understanding	TPDES: Texas Pollutant Discharge Elimination System
MS4: Municipal Separate Stormwater Sewer System	TPWD: Texas Parks and Wildlife Department
MBTA: Migratory Bird Treaty Act	TxDOT: Texas Department of Transportation
NOT: Notice of Termination	T&E: Threatened and Endangered Species
NWP: Nationwide Permit	USACE: U.S. Army Corps of Engineers
NOI: Notice of Intent	USFWS: U.S. Fish and Wildlife Service

VI. HAZARDOUS MATERIALS OR CONTAMINATION ISSUES

General (applies to all projects):

Comply with the Hazard Communication Act (the Act) for personnel who will be working with hazardous materials by conducting safety meetings prior to beginning construction and making workers aware of potential hazards in the workplace. Ensure that all workers are provided with personal protective equipment appropriate for any hazardous materials used. Obtain and keep on-site Material Safety Data Sheets (MSDS) for all hazardous products used on the project, which may include, but are not limited to the following categories: Paints, acids, solvents, asphalt products, chemical additives, fuels and concrete curing compounds or additives. Provide protected storage, off bare ground and covered, for products which may be hazardous. Maintain product labelling as required by the Act. Maintain an adequate supply of on-site spill response materials, as indicated in the MSDS. In the event of a spill, take actions to mitigate the spill as indicated in the MSDS, in accordance with safe work practices, and contact the District Spill Coordinator immediately. The Contractor shall be responsible for the proper containment and cleanup of all product spills.

Contact the Engineer if any of the following are detected:

- * Dead or distressed vegetation (not identified as normal)
- * Trash piles, drums, canister, barrels, etc.
- * Undesirable smells or odors
- * Evidence of leaching or seepage of substances

Does the project involve any bridge class structure rehabilitation or replacements (bridge class structures not including box culverts)?

- Yes
- No

If "No", then no further action is required.

If "Yes", then TxDOT is responsible for completing asbestos assessment/inspection.

Are the results of the asbestos inspection positive (is asbestos present)?

- Yes
- No

If "Yes", then TxDOT must retain a DSHS licensed asbestos consultant to assist with the notification, develop abatement/mitigation procedures, and perform management activities as necessary. The notification form to DSHS must be postmarked at least 15 working days prior to scheduled demolition.

If "No", then TxDOT is still required to notify DSHS 15 working days prior to any scheduled demolition.

In either case, the Contractor is responsible for providing the date(s) for abatement activities and/or demolition with careful coordination between the Engineer and asbestos consultant in order to minimize construction delays and subsequent claims.

Any other evidence indicating possible hazardous materials or contamination discovered on site. Hazardous Materials or Contamination Issues Specific to this Project:

- No Action Required
- Required Action

Action No.

- 1.

VII. OTHER ENVIRONMENTAL ISSUES

(includes regional issues such as Edwards Aquifer District, etc.)


- No Action Required
- Required Action

Action No.

- 1.

- 2.

- 3.

 Texas Department of Transportation		Design Division Standard		
<h2 style="margin: 0;">ENVIRONMENTAL PERMITS, ISSUES AND COMMITMENTS</h2> <h1 style="margin: 0;">EPIC</h1>				
FILE: epic.dgn	DN: TxDOT	CK: RG	DW: VP	CK: AR
©TxDOT: February 2015	CONT	SECT	JOB	HIGHWAY
12-12-2011 (DS) REVISIONS	0258	08	037	SH 6
05-07-14 ADDED NOTE SECTION IV.	DIST	COUNTY	SHEET NO.	
01-23-2015 SECTION I (CHANGED ITEM 1122 TO ITEM 506, ADDED GRASSY SWALES.	09	MCLENNAN	94	