FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.		SHEET NO.
6	F 2022(626)		001
STATE	STATE DIST.	COUNTY	
TEXAS	AMA	POTTER	
CONT	SECT.	JOB	HIGHWAY NO.
0904	02	047	VARIOUS

INDEX OF SHEETS

SHEET NO.	DESCRIPTION
1	TITLE SHEET
2	INDEX OF SHEETS

REGISTERED ACCESSIBILITY SPECIALIST (RAS) INSPECTION REQD.
TDL # NO. TABS2022011004

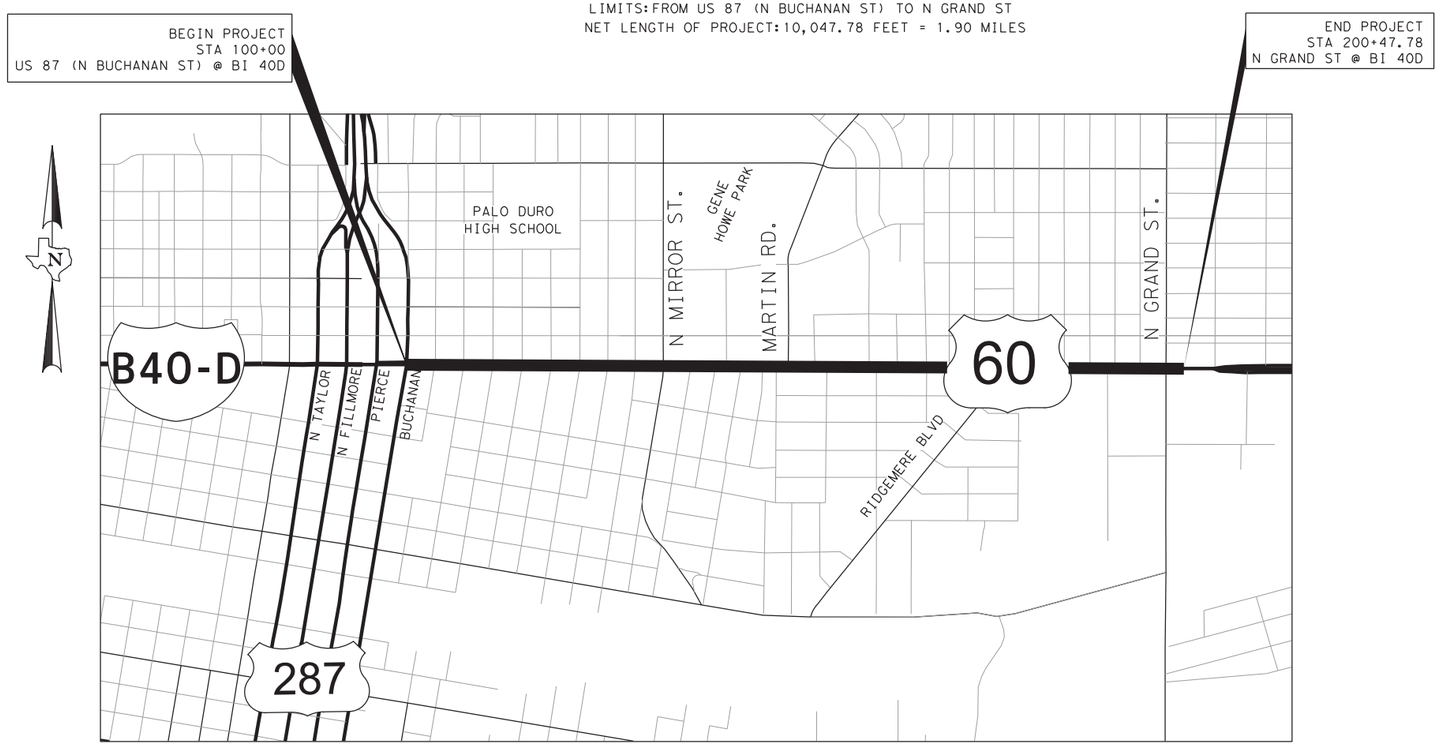
STATE OF TEXAS
DEPARTMENT OF TRANSPORTATION

PLANS OF PROPOSED
STATE HIGHWAY IMPROVEMENT
FEDERAL PROJECT: F 2022(626)
HIGHWAY - VARIOUS
POTTER COUNTY
CONTROL: 0904-02-047

BI-40D PEDESTRIAN IMPROVEMENTS PHASE III

FOR THE CONSTRUCTION OF: PEDESTRIAN IMPROVEMENT CONSISTING OF: ADA CURB RAMPS AND SIDEWALK

LIMITS: FROM US 87 (N BUCHANAN ST) TO N GRAND ST
NET LENGTH OF PROJECT: 10,047.78 FEET = 1.90 MILES



N. T. S

EQUATIONS: NONE
EXCEPTIONS: NONE
RAILROAD CROSSING: NONE

NOTE:

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

FUNCTIONAL CLASSIFICATION = MAJOR ARTERIAL

DESIGN SPEED = 40 MPH
ADT (2022) = 22,262
ADT (2042) = 31,968

FINAL PLANS AND QUANTITIES AS CONSTRUCTTED

CONTRACTOR NAME: _____
CONTRACTOR ADDRESS: _____
LETTING DATE: _____
DATE TIME CHARGES BEGAN: _____
DATE WORK BEGAN: _____
DATE WORK COMPLETED: _____
DATE OF ACCEPTANCE: _____
FINAL CONTRACT COST: $ _____

PLANS PREPARED BY:

GLOBAL CIVIL SOLUTIONS, LLC
F-12801

2022 Texas Department of Transportation

RECOMMENDED FOR LETTING: DATE 3/30/2022
DocuSigned by: Sysavath Sysombath
FOR, AREA ENGINEER

DATE 3/30/2022
DocuSigned by: Kit Black
DISTRICT DIRECTOR OF TRANSPORTATION PLANNING AND DEVELOPMENT

APPROVED FOR LETTING: DATE 3/31/2022
DocuSigned by: Blair Johnson
DISTRICT ENGINEER

P:\Jobs\2020007-Pedestrian TxDOT Amarillo\CADD\P3_SHEETSV1. GENERAL\001 AMA P3 TITLE SHEET.dgn
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3/15/2022

SHEET	DESCRIPTION
	I. GENERAL
001	TITLE SHEET
002	INDEX OF SHEETS
003, 003A	GENERAL NOTES
004, 004A	ESTIMATE & QUANTITY SHEETS
005	QUANTITY SUMMARY
006	DRIVEWAY SUMMARY
	II. TRAFFIC CONTROL PLAN STANDARDS
007-018	#BC (1)-21 TO BC (12)-21
019-022	#TCP (1-1)-18 TO TCP (1-4)-18
023-026	#TCP (2-1)-18 TO TCP (2-4)-18
027	#WZ(BTS-1)-13
028	#WZ(BTS-2)-13
028A	#WZ(RS)-22
	III. ROADWAY
029	SIDEWALK PLAN (BEGIN PROJECT TO STA 102+25)
030	SIDEWALK PLAN (STA 102+25 TO STA 104+00)
031	SIDEWALK PLAN (STA 104+00 TO STA 106+50)
032	SIDEWALK PLAN (STA 106+50 TO STA 109+00)
033	SIDEWALK PLAN (STA 109+00 TO STA 111+50)
034	SIDEWALK PLAN (STA 111+50 TO STA 114+00)
035	SIDEWALK PLAN (STA 114+00 TO STA 116+50)
036	SIDEWALK PLAN (STA 116+50 TO STA 119+00)
037	SIDEWALK PLAN (STA 119+00 TO STA 121+50)
038	SIDEWALK PLAN (STA 121+50 TO STA 124+00)
039	SIDEWALK PLAN (STA 124+00 TO STA 126+50)
040	SIDEWALK PLAN (STA 126+50 TO STA 129+00)
041	SIDEWALK PLAN (STA 129+00 TO STA 130+50)
042	SIDEWALK PLAN (STA 130+50 TO STA 133+00)
043	SIDEWALK PLAN (STA 133+00 TO STA 135+50)
044	SIDEWALK PLAN (STA 135+50 TO STA 137+50)
045	SIDEWALK PLAN (STA 137+50 TO STA 140+00)
046	SIDEWALK PLAN (STA 140+00 TO STA 142+50)
047	SIDEWALK PLAN (STA 142+50 TO STA 144+25)
048	SIDEWALK PLAN (STA 144+25 TO STA 146+75)
049	SIDEWALK PLAN (STA 146+75 TO STA 149+25)
050	SIDEWALK PLAN (STA 149+25 TO STA 151+75)
051	SIDEWALK PLAN (STA 151+75 TO STA 154+25)
052	SIDEWALK PLAN (STA 154+25 TO STA 156+75)
053	SIDEWALK PLAN (STA 156+75 TO STA 159+25)
054	SIDEWALK PLAN (STA 159+25 TO STA 161+50)
055	SIDEWALK PLAN (STA 161+50 TO STA 164+00)
056	SIDEWALK PLAN (STA 164+00 TO STA 166+50)
057	SIDEWALK PLAN (STA 166+50 TO STA 168+50)
058	SIDEWALK PLAN (STA 168+50 TO STA 171+00)
059	SIDEWALK PLAN (STA 171+00 TO STA 173+50)
060	SIDEWALK PLAN (STA 173+50 TO STA 175+25)
061	SIDEWALK PLAN (STA 175+25 TO STA 177+75)
062	SIDEWALK PLAN (STA 177+75 TO STA 179+00)
063	SIDEWALK PLAN (STA 179+00 TO STA 181+50)
064	SIDEWALK PLAN (STA 181+50 TO STA 183+50)
065	SIDEWALK PLAN (STA 183+50 TO STA 186+00)
066	SIDEWALK PLAN (STA 186+00 TO STA 188+50)
067	SIDEWALK PLAN (STA 188+50 TO STA 190+50)
068	SIDEWALK PLAN (STA 190+50 TO STA 192+75)
069	SIDEWALK PLAN (STA 192+75 TO STA 195+25)
070	SIDEWALK PLAN (STA 195+25 TO STA 197+25)
071	SIDEWALK PLAN (STA 197+25 TO STA 199+75)
072	SIDEWALK PLAN (STA 199+75 TO END OF PROJECT)
073-078	MISCELLANEOUS DETAILS

SHEET	DESCRIPTION
	IV. ROADWAY AND TRAFFIC STANDARDS
079	#CCCG-21
080-083	#PED-18
084-087	#PM(1)-20 TO PM(4)-20
088	#SMD(GEN)-08
089-091	#SMD(SLIP-1)-08 THRU SMD(SLIP-3)-08
	V. ENVIRONMENTAL ISSUES
092	#(EPIC) ENVIRONMENTAL PERMITS, ISSUES, AND COMMITMENTS
093	TxDOT STORM WATER POLLUTION PREVENTION PLAN (SW3P)
094	SW3P GENERAL LAYOUT
	VI. ENVIRONMENTAL STANDARDS
095	#EC(1)-16
096-098	#EC(9)-16

STATE OF TEXAS
MARWAN F MUWAQUET
81607
LICENSED PROFESSIONAL ENGINEER

# DENOTES TXDOT STANDARD DETAIL SHEET

THE STANDARD SHEETS (#) SPECIFICALLY IDENTIFIED HAVE BEEN SELECTED BY ME OR UNDER MY RESPONSIBLE SUPERVISION AS BEING APPLICABLE TO THIS PROJECT

M.F.Muwaquet, P.E. 3/15/2022
DATE

GLOBAL CIVIL SOLUTIONS, LLC
11551 FOREST CENTRAL DRIVE
SUITE 220
DALLAS, TX 75243
F-12801

Texas Department of Transportation

INDEX OF SHEETS

SHEET 1 OF 1

DESIGN	FED.RD. DIV.NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
MII	6	(SEE TITLE SHEET)	VARIOUS
GRAPHICS: PS	STATE	DISTRICT	COUNTY	SHEET NO.
CHECK: MFM	TEXAS	AMA	POTTER	002
CHECK: FS	CONTROL	SECTION	JOB	
	0904	02	047	

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GENERAL NOTES

General

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

TO:	Amarillo Area Engineer	Kit.Black@txdot.gov (interim)
CC:	Assistant Area Engineer	CC.Sysombath@txdot.gov
	Director of Construction	Kenneth.Petr@txdot.gov
	Construction Manager	Thomas.Nagel@txdot.gov

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

All Contractor questions will be reviewed by the Engineer. Once a response is developed, it will be posted to TxDOT's Public FTP at the following Address.

https://ftp.dot.state.tx.us/pub/txdot-info/Pre-Letting%20Responses/

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

There are approximately *1* reference marker within the project limits. If a marker needs to be moved for any reason during construction operations, the Contractor is to remove it, install it in a temporary location and then reinstall it in its correct permanent location. Both the temporary and permanent locations are to be on a line that is perpendicular to the original "station" along the roadway. The temporary location is to be at or near the right-of-way. The permanent location is to be directed by the Engineer.

If Contractor damages any sprinkler heads, risers or water lines that are not to be relocated, he or she is required to replace or repair all damage at his or her own expense and to the Engineer's satisfaction.

Contractor will notify the Engineer 10 working days prior to working in area of monument near STA 102+50 at the Will Rogers Park. TxDOT to coordinate with City of Amarillo for relocating the monument.

Item 7 Legal Relations and Responsibilities

No significant traffic generator events identified.

The total area disturbed for this project is approximately *3.78* acres. The disturbed area in this project, all project locations in the Contract, and the Contractor Project Specific Locations (PSLs), within 1 mile of the project limits, for the Contract will further establish the authorization requirements for storm water discharges. The Department will obtain an authorization to discharge storm water from the Texas Commission on Environmental Quality (TCEQ) for the construction activities shown on the plans. The Contractor is to obtain required

authorization from the TCEQ for Contractor PSLs for construction support activities on or off the ROW. When the total area disturbed in the Contract and PSLs within 1 mile of the project limits exceeds 5 acres, provide a copy of the Contractor NOI for PSLs on the ROW to the Engineer and to the local government that operates a separate storm sewer system.

Item 8 Prosecution and Progress

Create, maintain, and submit for approval, a Critical Path Method (CPM) project schedule and a Project Schedule Summary Report (PSSR) using computer software that is fully compatible with the latest version of Primavera Systems, Inc. or Primavera P6.

Item 100 Preparing Right Of Way

All tree removal activities are to take place outside nesting season. See EPIC for nesting season.

Remove trees of various diameters as shown on the plans, or as directed. Remove tree stumps to at least 12 in. below the surrounding terrain. Before backfilling holes treat the remainder of the stump with the following herbicide: Manufacture - Dow AgroScience; Product - Remedy or other as approved by the Engineer. Follow manufacture recommendations for herbicide. Backfill holes with acceptable material and compact flush with surrounding areas.
Identify each individual tree proposed to be removed. Obtain approval from the Engineer in the field for each individual tree proposed to be removed prior to any tree being removed.

Item 162 Sodding for Erosion Control

Furnish and place sod to match existing type.

Item 168 Vegetative Watering

Vegetative watering is estimated at 0.25" per week placed over the sodded area to keep the soil in a moist state that promotes growth. Begin application of the watering following a rain that presoaks the soil and continue for approximately 3 months, or as directed by the Engineer. If rains occur that keep the soil moist, delay the watering. Provide the appropriate type and amount of equipment to necessary watering.

Item 432 Riprap

24" tie bars (#3 bars at 18" c-c) are to be used across all construction joints. Tie bars should be 12'' into each side of the construction joint. When tying new riprap into existing riprap drill and epoxy grout 8" minimum into existing concrete. This is to be considered subsidiary to the payment for riprap.

Provide Class *B* Concrete for riprap.

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.

Temporary rumble strips will be required as shown on WZ(RS)-22 regardless of loose gravel, and/or soft or bleeding asphalt. Adjust the traffic control setup such that rumble strips are not placed in areas of heavily rutted pavements, unpaved surfaces, or horizontal curves. Temporary rumble strips will not be allowed on interstate highway.

The Contractor is to have the option of using either plastic drums, vertical panels, grabber cones or a combination where drums are shown as channelizing devices, as approved by the Engineer. Plastic drums are to be used in all transition areas in accordance with BC(8)-21.

Item 506 Temporary Erosion, Sedimentation, and Environmental Controls

Erosion control devices are to be installed as needed in coordination with the work progress, or as directed by the Engineer.

Item 529 Concrete Curb, Gutter, and Combined Curb and Gutter

Expansion joints are to be at least one-half inch thick and spaced at maximum intervals of 40 feet. Planes of weakness are to be spaced at approximately ten feet intervals. Joint material will comply with ASTM-D 1751.

Item 531 Sidewalks

Sidewalks will be constructed using: 1" compacted sand cushion, reinforcing steel to be 6"x6" W1.4 x W1.4 welded wire mesh (1 1/2" above sand) or No.3 bar 18" O.C. with grooved joint every 10' and 1/2" fiber board expansion joint every 40'.
Between back of curb and sidewalk 1/2" fiber board expansion joint will be used.

Item 644 Small Roadside Sign Supports and Assemblies

All slip base signs will have a triangular slip base with a 2-bolt clamp to prevent rotation of signpost. Set screw type slip base will not be allowed.

A 7" x 1/2" diameter galvanized rod or #4 rebar is to be installed in the sign stub as shown on SMD(SLIP-1)-08 to prevent rotation of the sign stub in the concrete footing.

The exact locations of the large and small roadside signs are to be as designated by the Engineer.

The existing riprap aprons are to be removed and disposed of as approved by the Engineer. This work is not to be paid for directly, but will be considered subsidiary to the removal of foundations under this item.

Probe before drilling for foundations to determine the location of all utilities and structures. This work will not be paid for directly, but will be considered subsidiary to bid items involved.

Details for standard signs not shown on the signing standards of the signing detail plan sheets are to be in conformance with the department's "Standard Highway Sign Designs for Texas" Manual, Latest Edition.

Install a wrap of retroreflective sheeting conforming to DMS-8300 on all posts for small road sign assemblies. Sign post wraps will not be paid for directly, but are considered subsidiary to Item 644.

Install red sheeting on the posts containing the following signs:
Stop, Yield, Wrong Way & Do Not Enter

Install yellow sheeting on all other small sign posts.

Install all retroreflective wraps at a height of 4 ft. from bottom of the wrap to the edge of the travel lane surface. All retroreflective wraps will cover the full circumference of the sign post for a vertical width of 12 inches.

Item 6001 Portable Changeable Message Sign

Supply 2 Portable Changeable Message Signs (Type II – Lamp Matrix) for this project. This work will be paid at the unit price bid for each unit, which will include any moving, maintenance, and removing of the PCMS. No payment will be made for removing and replacing damaged PCMS. The Portable Changeable Message Signs will become property of the Contractor at the completion of the project.

If the Contractor chooses to have more than one lane closure set-up at a time, provide additional PCMS in accordance with TCP at no additional charge to the department.

Item 6185 Truck Mounted Attenuator (TMA) and Trailer Attenuator (TA)

In addition to the shadow vehicles with truck mounted attenuator (TMA) that are specified as being required on the traffic control plan for this project, provide 0 additional shadow vehicle(s) with TMA for TCP (1-1)-18, (1-2)-18, (1-3)-18, (1-4)-18, (2-1)-18, (2-2)-18, (2-3)-18 and (2-4)-18 as detailed on the General Notes of this standard sheets.

Therefore, 2 total shadow vehicles with TMA will be required for this type of work. The Contractor will be responsible for determining if one or more of these operations will be ongoing at the same time to determine the total number of TMAs needed for the project.

Estimate & Quantity Sheet

CONTROLLING PROJECT ID 0904-02-047 **DISTRICT** Amarillo **COUNTY** Potter
HIGHWAY Various

			CONTROL SECTION JOB	**0904-02-047**		TOTAL EST.	TOTAL FINAL
			PROJECT ID	**A00133252**			
			COUNTY	**Potter**			
			HIGHWAY	**Various**			
ALT	**BID CODE**	**DESCRIPTION**	**UNIT**	EST.	FINAL		
	100-6008	PREPARING ROW (TREE) (0" TO 6" DIA)	EA	4.000		4.000	
	104-6013	REMOVING CONC (FOUNDATIONS)	SY	2.800		2.800	
	104-6015	REMOVING CONC (SIDEWALKS)	SY	3,071.000		3,071.000	
	104-6017	REMOVING CONC (DRIVEWAYS)	SY	4,199.000		4,199.000	
	104-6029	REMOVING CONC (CURB OR CURB & GUTTER)	LF	1,398.000		1,398.000	
	105-6070	REMOVING STAB BASE & ASPH PAV (6" - 8")	SY	4,698.000		4,698.000	
	160-6003	FURNISHING AND PLACING TOPSOIL (4")	SY	608.000		608.000	
	162-6002	BLOCK SODDING	SY	608.000		608.000	
	168-6001	VEGETATIVE WATERING	MG	23.800		23.800	
	432-6001	RIPRAP (CONC)(4 IN)	CY	63.100		63.100	
	479-6001	ADJUSTING MANHOLES	EA	4.000		4.000	
	479-6005	ADJUSTING MANHOLES (WATER VALVE BOX)	EA	4.000		4.000	
	479-6008	ADJUSTING MANHOLES (WATER METER)	EA	7.000		7.000	
	496-6030	REMOVE STR (BOLLARD)	EA	3.000		3.000	
	500-6001	MOBILIZATION	LS	1.000		1.000	
	502-6001	BARRICADES, SIGNS AND TRAFFIC HANDLING	MO	11.000		11.000	
	506-6038	TEMP SEDMT CONT FENCE (INSTALL)	LF	2,500.000		2,500.000	
	506-6039	TEMP SEDMT CONT FENCE (REMOVE)	LF	2,500.000		2,500.000	
	506-6040	BIODEG EROSN CONT LOGS (INSTL) (8")	LF	1,000.000		1,000.000	
	506-6043	BIODEG EROSN CONT LOGS (REMOVE)	LF	1,000.000		1,000.000	
	529-6008	CONC CURB & GUTTER (TY II)	LF	3,042.000		3,042.000	
	530-6004	DRIVEWAYS (CONC)	SY	6,318.000		6,318.000	
	531-6001	CONC SIDEWALKS (4")	SY	6,282.000		6,282.000	
	531-6004	CURB RAMPS (TY 1)	EA	22.000		22.000	
	531-6005	CURB RAMPS (TY 2)	EA	7.000		7.000	
	531-6006	CURB RAMPS (TY 3)	EA	2.000		2.000	
	531-6008	CURB RAMPS (TY 5)	EA	2.000		2.000	
	531-6010	CURB RAMPS (TY 7)	EA	5.000		5.000	
	531-6013	CURB RAMPS (TY 10)	EA	30.000		30.000	
	531-6033	CONC SIDEWALKS (SPECIAL) (TYPE B)	SY	139.000		139.000	
	644-6068	RELOCATE SM RD SN SUP&AM TY 10BWG	EA	14.000		14.000	
	644-6076	REMOVE SM RD SN SUP&AM	EA	3.000		3.000	
	5057-6002	MOVE AND RESET PRECAST CONC WHEEL STOPS	EA	28.000		28.000	
	6001-6002	PORTABLE CHANGEABLE MESSAGE SIGN	EA	2.000		2.000	
	6027-6009	GROUND BOX (ADJUST)	EA	5.000		5.000	
	6185-6002	TMA (STATIONARY)	DAY	194.000		194.000	

Estimate & Quantity Sheet

CONTROLLING PROJECT ID 0904-02-047 **DISTRICT** Amarillo **COUNTY** Potter
HIGHWAY Various

						TOTAL EST.	TOTAL FINAL
		CONTROL SECTION JOB		**0904-02-047**			
		PROJECT ID		**A00133252**			
		COUNTY		**Potter**			
		HIGHWAY		**Various**			
ALT	**BID CODE**	**DESCRIPTION**	**UNIT**	EST.	FINAL		
	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	

SHT NO	100 6008 PREPARING ROW (TREE) (0" TO 6" DIA) EA	104 6013 REMOVING CONC (FOUNDATIONS) SY	104 6015 REMOVING CONC (SIDEWALKS) SY	104 6017 REMOVING CONC (DRIVEWAYS) SY	104 6029 REMOVING CONC (CURB OR CURB & GUTTER) LF	105 6070 REMOVING STAB BASE & ASPH PAV (6" - 8") SY	160 6003 FURNISHING AND PLACING TOP SOIL (4") SY	162 6002 BLOCK SODDING SY	168 6001 VEGETATIVE WATERING MG	432 6001 RIPRAP (CONC) (4 IN) CY	479 6001 ADJUSTING MANHOLE EA	479 6005 ADJUSTING MANHOLES (WATER VALVE BOX) EA	479 6008 ADJUSTING MANHOLES (WATER METER) EA	496 6030 REMOVE STR (BOLLARD) EA	529 6008 CONC CURB & GUTTER (TY II) LF	530 6004 DRIVE-WAYS (CONC) SY	531 6001 CONC SIDEWALK (4") SY	531 6004 CURB RAMPS (TY 1) EA	531 6005 CURB RAMPS (TY 2) EA	531 6006 CURB RAMPS (TY 3) EA	531 6008 CURB RAMPS (TY 5) EA	531 6010 CURB RAMPS (TY 7) EA	531 6013 CURB RAMPS (TY 10) EA	531 6033 CONC SIDEWALK (SPECIAL) (TY B) SY	644 6068 RELOCATE SM RD SN SUP&AM TY 10BWG EA	644 6076 REMOVE SM RD SN SUP&AM EA	5057 6002 MOVE AND RESET PRECAST CONC WHEEL STOPS EA	6027 6009 GROUND BOX (ADJUST) EA
SHEET 1 of 44			54	8			28	28	1.1						8	8	87										
SHEET 2 of 44			106	54	8		43	43	1.6						40	103	135								1		1
SHEET 3 of 44	4		115	96	153		6	6	0.3	3.6				1	162	89	158	1									1
SHEET 4 of 44			27	88	57		33	33	1.3	4.2					163	94	135						2		1		1
SHEET 5 of 44			166	119	59	124	52	52	2.0	2.4	1				95	266	192										
SHEET 6 of 44			97	152	58	19	29	29	1.1	0.4			1		58	171	110		2						1		
SHEET 7 of 44			80	139	12	55				1.4	1				98	161	142	2				1	1				
SHEET 8 of 44			18	163	47	294									156	308	173										
SHEET 9 of 44			71	170	22	90	26	26	1.0	0.2					54	220	142	1					3				
SHEET 10 of 44			134	156	42	14	30	30	1.2	0.9					73	158	161	1	2				2		1		
SHEET 11 of 44			132	193	50	99									78	226	180										
SHEET 12 of 44			69	128	43	76	36	36	1.4	0.7					43	128	140	1	1				2				
SHEET 13 of 44			50	59	45	65	14	14	0.6						45	111	63										
SHEET 14 of 44			110	127	38	20	24	24	0.9	0.5					105	92	165	2					2		1		
SHEET 15 of 44			49	84	10		6	6	0.3			2			68	52	81										
SHEET 16 of 44			18	46	8							2			16	46	18										
SHEET 17 of 44			56	216	24		12	12	0.5	0.9					50	216	56										
SHEET 18 of 44			97	88	55										55	88	97	1					1				
SHEET 19 of 44			71	117	16	72	16	16	0.6						16	165	95	1					1		1		
SHEET 20 of 44			99	148	48	43	26	26	1.0						71	148	142		1				1				
SHEET 21 of 44			119	128	23	176	29	29	1.1	1.9					174	192	213								2	2	
SHEET 22 of 44			25	96	32	19				2.2					94	91	58						2		1	1	
SHEET 23 of 44			121	199	48	69				2.0				1	48	272	134										
SHEET 24 of 44			49	171	37	208				4.8					45	241	146	2				1	1				
SHEET 25 of 44			31	129	24	303	15	15	0.6	2.2					62	246	204										
SHEET 26 of 44			49	127	40	203				2.0					67	198	185								1		
SHEET 27 of 44			33	76	16	242					2				116	165	208	1	1				2			6	1
SHEET 28 of 44			30	117	16	260				0.6					121	210	170	2									
SHEET 29 of 44		0.8			8	381				1.3				1	125	216	153									6	
SHEET 30 of 44			19		27	280	3	3	0.2	2.4					175	115	159	1				1	2				
SHEET 31 of 44			83	106	32	51				2.3			1		50	106	114	1			1						
SHEET 32 of 44			17	47	32	165	4	4	0.2						43	147	111										
SHEET 33 of 44		2.0	91	170	40	67	26	26	1.0	2.5					67	212	182	1				1					
SHEET 34 of 44			10	48	16	149	5	5	0.2						16	122	83								1		
SHEET 35 of 44			70		24	191	15	15	0.6				2		48	117	148					1	3				1
SHEET 36 of 44			21	55	40	217				3.6					40	139	210								2		
SHEET 37 of 44			125	93	40	88				4.3					46	121	206	1		1							
SHEET 38 of 44			155	74	16	42				5.5					33	94	253	2									
SHEET 39 of 44			79	12	16	149									88	68	206										
SHEET 40 of 44			96		22	39	44	44	1.7						46	33	129	1					1	130			
SHEET 41 of 44			35	51	30	72	28	28	1.1	2.5			2		30	120	73			1	1		2	9			
SHEET 42 of 44			12	84	16	173				6.2					38	138	126								1		
SHEET 43 of 44			133	65	8	135	42	42	1.6	1.6			1		16	105	242						2			9	
SHEET 44 of 44			49			48	16	16	0.6								97									7	
PROJECT TOTAL	**4**	**2.8**	**3071**	**4199**	**1398**	**4698**	**608**	**608**	**23.8**	**63.1**	**4**	**4**	**7**	**3**	**3042**	**6318**	**6282**	**22**	**7**	**2**	**2**	**5**	**30**	**139**	**14**	**3**	**28**	**5**

LOCATION	506 6038 TEMP SEDMT CONT FENCE (INSTALL) LF	506 6039 TEMP SEDMT CONT FENCE (REMOVE) LF	506 6040 BIODEG EROSN CONT LOGS (INSTL) (8") LF	506 6043 BIODEG EROSN CONT LOGS (REMOVE) LF
PROJECT TOTAL	**2500**	**2500**	**1000**	**1000**

STATE OF TEXAS
MARWAN F MUWAQUET
81607
LICENSED
PROFESSIONAL ENGINEER
M.F. Muwaquet
1/27/2022

GLOBAL CIVIL SOLUTIONS, LLC
11551 FOREST CENTRAL DRIVE
SUITE 220
DALLAS, TX 75243
F-12801

Texas Department of Transportation

QUANTITY SUMMARY

SHEET 1 OF 1

DESIGN	FED.RD. DIV.NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
MII	6	(SEE TITLE SHEET)	VARIOUS
GRAPHICS PS	STATE	DISTRICT / COUNTY	SHEET NO.
CHECK MFM	TEXAS	AMA / POTTER	005
CHECK FS	CONTROL	SECTION / JOB	
	0904	02 / 047	

P:\Jobs\2020007-Pedestrian TxDOT Amarillo\CADD\P3_SHEETS\1. GENERAL\005 AMA P3 QUANTITY SUMMARY.dgn
5:17:32 PM
1/27/2022

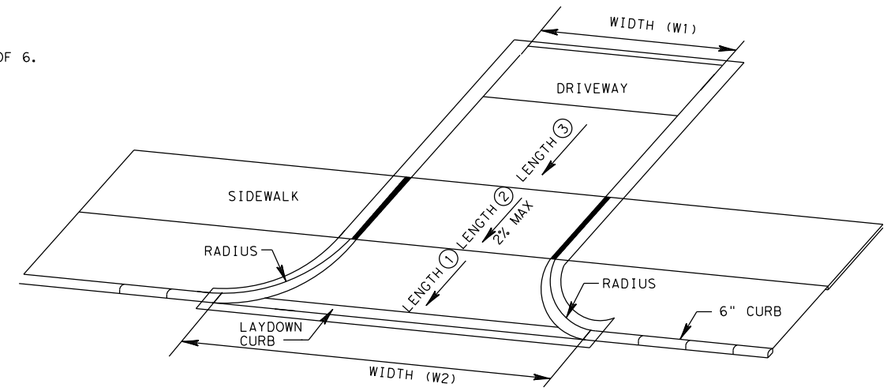
DRWY ID	LENGTH 1 FT	LENGTH 2 FT	LENGTH 3 FT	WIDTH(W1) FT	WIDTH(W2) FT
1	0.0	5.0	4.0	32.0	32.0
2	0.0	5.0	4.0	13.0	24.0
3	0.0	5.0	8.0	26.0	32.0
4	0.0	5.0	4.0	12.0	21.0
5	0.0	5.0	3.0	26.0	35.0
6	0.0	5.0	3.0	25.0	38.0
7	0.0	5.0	4.0	24.0	30.0
8	13.0	6.0	5.0	16.0	27.0
9	6.5	5.0	0.0	32.0	49.0
10	6.5	5.0	0.0	30.0	50.0
11	5.0	4.0	0.0	25.0	33.0
12	0.0	5.0	4.0	16.0	25.0
13	0.0	6.0	4.0	26.0	33.0
14	0.0	6.0	4.0	35.0	47.0
15	0.0	5.0	4.0	25.0	33.0
16	0.0	5.0	4.0	25.0	33.0
17	5.5	4.0	0.0	41.0	50.0
18	0.0	5.0	5.0	19.0	30.0
19	8.0	4.0	0.0	25.0	40.0
20	0.0	5.0	4.0	92.0	92.0
21	0.0	5.0	3.0	55.0	55.0
22	0.0	5.0	3.0	24.0	24.0
23	0.0	5.0	3.0	24.0	24.0
24	0.0	5.0	5.0	75.0	75.0
25	0.0	5.0	4.0	40.0	40.0
26	5.0	5.0	0.0	25.0	40.0
27	5.0	5.0	0.0	24.0	45.0
28	5.0	5.0	0.0	24.0	40.0
29	0.0	5.0	4.0	34.0	34.0
30	0.0	5.0	3.0	33.0	39.0
31	0.0	5.0	3.0	30.0	39.0
32	7.5	5.0	0.0	23.0	35.0
33	8.5	5.0	0.0	24.0	36.0
34	0.0	5.0	4.0	18.0	18.0
35	3.0	4.0	2.0	28.0	36.0
36	2.0	5.0	1.0	32.0	42.0
37	0.0	5.0	3.0	33.0	33.0
38	4.5	5.0	0.0	23.0	34.0
39	0.0	5.0	4.0	24.0	28.0
40	0.0	5.0	4.0	34.0	44.0
41	0.0	5.0	4.0	18.0	18.0
42	0.0	5.0	4.5	40.0	46.0
43	8.0	5.0	0.0	34.0	56.0
44	0.0	5.0	4.0	18.0	18.0
45	0.0	5.0	4.0	26.0	26.0
46	0.0	5.0	4.0	20.0	20.0
47	0.0	5.0	4.0	15.0	22.0
48	0.0	5.0	5.0	23.0	30.0

DRWY ID	LENGTH 1 FT	LENGTH 2 FT	LENGTH 2 FT	WIDTH(W1) FT	WIDTH(W2) FT
49	8.0	5.0	0.0	30.0	51.0
50	0.0	5.0	4.0	14.0	24.0
51	0.0	5.0	4.0	34.0	44.0
52	0.0	6.0	1.5	36.0	42.0
53	0.0	5.0	5.5	35.0	53.0
54	0.0	5.0	5.0	36.0	52.0
55	5.0	4.0	0.0	25.0	37.0
56	0.0	6.0	4.0	30.0	40.0
57	0.0	6.0	4.0	35.0	45.0
58	0.0	5.0	3.0	17.0	30.0
59	0.0	6.0	2.5	40.0	40.0
60	0.0	5.0	3.0	24.0	36.0
61	5.0	4.0	0.0	28.0	40.0
62	5.0	4.0	0.0	28.0	40.0
63	5.0	5.0	0.0	25.0	37.0
64	0.0	5.0	4.0	26.0	32.0
65	0.0	5.0	4.0	36.0	42.0
66	0.0	6.0	4.0	24.0	38.0
67	0.0	5.0	3.5	32.0	40.0
68	4.5	5.0	0.0	34.0	46.0
69	0.0	6.0	3.0	49.0	50.0
70	0.0	5.0	4.0	20.0	34.0
71	0.0	6.0	4.0	24.0	30.0
72	3.0	5.0	3.0	32.0	40.0
73	3.0	5.0	3.0	32.0	40.0
74	3.0	5.0	3.0	24.0	32.0
75	0.0	6.0	4.0	24.0	32.0
76	0.0	6.0	4.0	32.0	40.0
77	0.0	6.0	4.0	22.0	30.0
78	3.0	5.0	2.0	28.0	36.0
79	3.0	5.0	2.0	36.0	44.0
80	3.0	5.0	2.0	24.0	32.0
81	3.0	5.0	2.0	36.0	44.0
82	0.0	6.0	4.0	24.0	28.0
83	0.0	6.0	4.0	16.0	16.0
84	0.0	6.0	4.0	24.0	24.0
85	3.0	5.0	2.0	34.0	42.0
86	3.0	5.0	3.0	15.0	23.0
87	3.0	5.0	3.0	15.0	23.0
88	3.0	5.0	3.0	15.0	23.0
89	0.0	6.0	4.0	32.0	32.0
90	0.0	6.0	4.0	24.0	24.0
91	3.0	5.0	3.0	15.0	23.0
92	3.0	5.0	3.0	15.0	23.0
93	3.0	5.0	3.0	26.0	34.0
94	0.0	6.0	4.0	24.0	24.0
95	0.0	6.0	4.0	18.0	18.0
96	0.0	6.0	4.0	32.0	32.0

DRWY ID	LENGTH 1 FT	LENGTH 2 FT	LENGTH 2 FT	WIDTH(W1) FT	WIDTH(W2) FT
97	3.0	5.0	3.0	24.0	32.0
98	3.0	5.0	3.0	43.0	51.0
99	0.0	6.0	4.0	38.0	46.0
100	6.0	4.0	0.0	29.0	37.0
101	3.0	5.0	3.0	29.0	37.0
102	3.0	5.0	0.0	36.0	44.0
103	8.0	5.0	0.0	24.0	37.0
104	0.0	6.0	4.0	18.0	18.0
105	3.0	5.0	0.0	55.0	63.0
106	3.0	5.0	0.0	44.0	52.0
107	3.0	5.0	0.0	24.0	32.0
108	0.0	6.0	4.0	24.0	32.0
109	0.0	6.0	4.0	24.0	32.0
110	3.0	5.0	0.0	24.0	32.0
111	3.0	5.0	0.0	24.0	32.0
112	0.0	6.0	4.0	24.0	32.0
113	3.0	5.0	3.0	34.0	42.0
114	3.0	5.0	3.0	34.0	42.0
115	0.0	6.0	4.0	36.0	44.0
116	0.0	6.0	4.0	26.0	34.0
117	4.0	4.0	0.0	38.0	46.0
118	5.0	5.0	0.0	30.0	38.0
119	5.0	5.0	0.0	39.0	47.0
120	5.0	5.0	0.0	26.0	38.0
121	4.0	4.0	0.0	42.0	50.0
122	0.0	6.0	2.0	14.0	14.0
123	0.0	6.0	2.0	14.0	14.0
124	0.0	6.0	4.0	30.0	38.0
125	0.0	6.0	4.0	36.0	44.0
126	0.0	6.0	4.0	44.0	52.0
127	0.0	6.0	4.0	36.0	36.0
128	5.0	5.0	0.0	36.0	48.0
129	0.0	6.0	5.5	18.0	26.0
130	0.0	6.0	4.0	24.0	24.0
131	0.0	6.0	4.0	24.0	24.0
132	0.0	6.0	4.0	24.0	32.0
133	0.0	6.0	4.0	40.0	48.0
134	0.0	5.0	5.0	36.0	44.0
135	0.0	6.0	4.0	24.0	32.0
136	0.0	6.0	4.0	24.0	32.0
137	0.0	5.0	2.5	20.0	28.0
138	0.0	6.0	2.5	24.0	32.0
139	0.0	6.0	4.0	25.0	42.0
140	0.0	6.0	4.0	45.0	49.0
141	0.0	6.0	4.0	34.0	42.0
142	3.0	5.0	2.0	55.0	66.0
143	7.0	4.0	0.0	38.0	52.0
144	0.0	6.0	4.0	24.0	32.0

NOTES:

1. FOR DRIVEWAY DETAILS, REFER TO MISCELLANEOUS DETAILS SHEET 6 OF 6.



SIDEWALK OFFSET FROM CURB DETAILS

STATE OF TEXAS
MARWAN F MUWAQUET
81607
LICENSED PROFESSIONAL ENGINEER
M.F.Muwaquet
1/27/2022

GLOBAL CIVIL SOLUTIONS, LLC
11551 FOREST CENTRAL DRIVE
SUITE 220
DALLAS, TX 75243
F-12801

Texas Department of Transportation

DRIVEWAY SUMMARY

SHEET 1 OF 1

DESIGN	FED.RD. DIV.NO.	FEDERAL AID PROJECT NO.		HIGHWAY NO.
MII	6	(SEE TITLE SHEET)		VARIOUS
GRAPHICS PS	STATE	DISTRICT	COUNTY	SHEET NO.
CHECK MFM	TEXAS	AMA	POTTER	006
CHECK FS	CONTROL	SECTION	JOB	
	0904	02	047	

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1/27/2022

DATE:
FILE:

BARRICADE AND CONSTRUCTION (BC) STANDARD SHEETS GENERAL NOTES:

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

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

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

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

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

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

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

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

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

10. 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.

11. Traffic control devices should be in place only while work is actually in progress or a definite need exists.

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

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

WORKER SAFETY NOTES:

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

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

COMPLIANT WORKZONE TRAFFIC CONTROL DEVICES

1. Only pre-qualified products shall be used. The "Compliant Work Zone Traffic Control Devices List" (CWZTCD) describes pre-qualified products and their sources.

2. 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

Texas Department of Transportation

Traffic Safety Division Standard

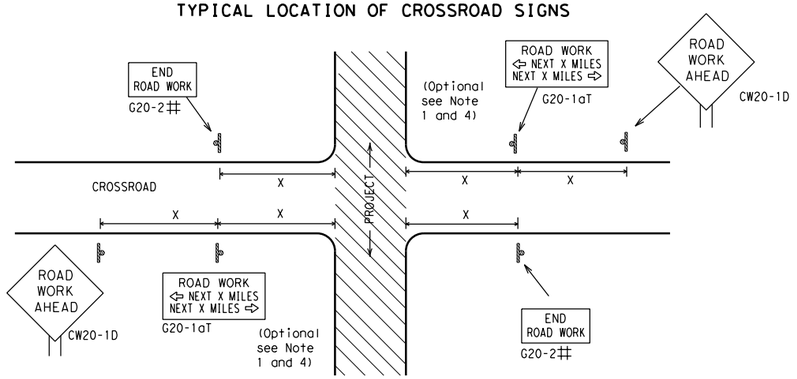
BARRICADE AND CONSTRUCTION GENERAL NOTES AND REQUIREMENTS

BC(1)-21

FILE: bc-21.dgn	DN: TxDOT	CK: TxDOT	DW: TxDOT	CK: TxDOT
© TxDOT November 2002	CONT	SECT	JOB	HIGHWAY
REVISIONS 4-03 7-13 9-07 8-14 5-10 5-21	0904	02	047	VARIOUS
	DIST	COUNTY		SHEET NO.
	AMA	POTTER		007

DATE:
FILE:

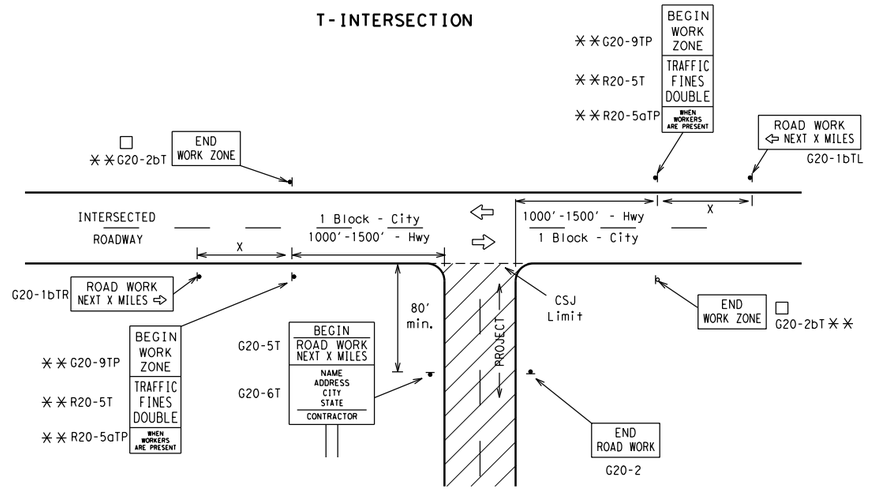
TYPICAL LOCATION OF CROSSROAD SIGNS



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

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

T-INTERSECTION



CSJ LIMITS AT T-INTERSECTION

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

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

SIZE

Sign Number or Series	Conventional Road	Expressway/ Freeway
CW20[4] CW21 CW22 CW23 CW25	48" x 48"	48" x 48"
CW1, CW2, CW7, CW8, CW9, CW11, CW14	36" x 36"	48" x 48"
CW3, CW4, CW5, CW6, CW8-3, CW10, CW12	48" x 48"	48" x 48"

SPACING

Posted Speed	Sign △ Spacing "X"
MPH	Feet (Apprx.)
30	120
35	160
40	240
45	320
50	400
55	500[2]
60	600[2]
65	700[2]
70	800[2]
75	900[2]
80	1000[2]
✳	✳[3]

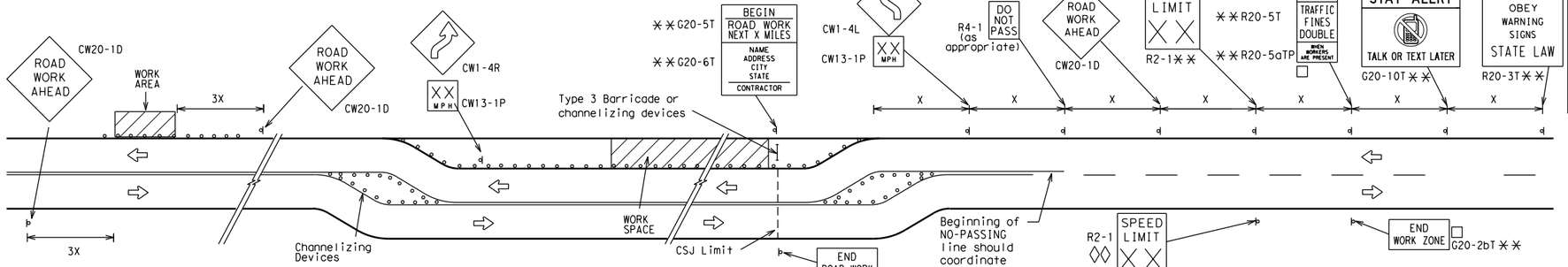
✳ For typical sign spacings on divided highways, expressways and freeways, see Part 6 of the "Texas Manual on Uniform Traffic Control Devices" (TMUTCD) typical application diagrams or TCP Standard Sheets.

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

GENERAL NOTES

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

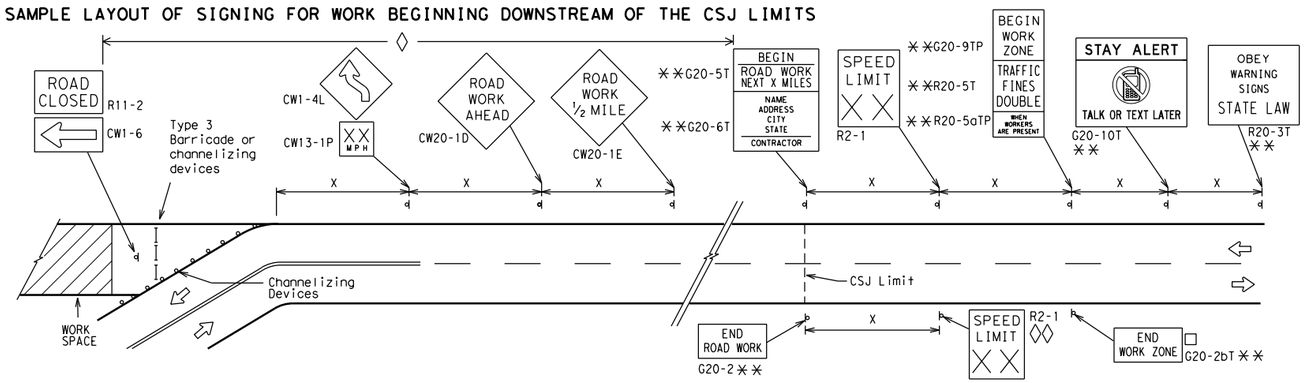
WORK AREAS IN MULTIPLE LOCATIONS WITHIN CSJ LIMITS



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

SAMPLE LAYOUT OF SIGNING FOR WORK BEGINNING AT THE CSJ LIMITS

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



NOTES

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

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

✳✳ 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

Texas Department of Transportation

Traffic Safety Division Standard

BARRICADE AND CONSTRUCTION PROJECT LIMIT

BC(2)-21

FILE: bc-21.dgn	DN: TxDOT	CK: TxDOT	DW: TxDOT	CK: TxDOT
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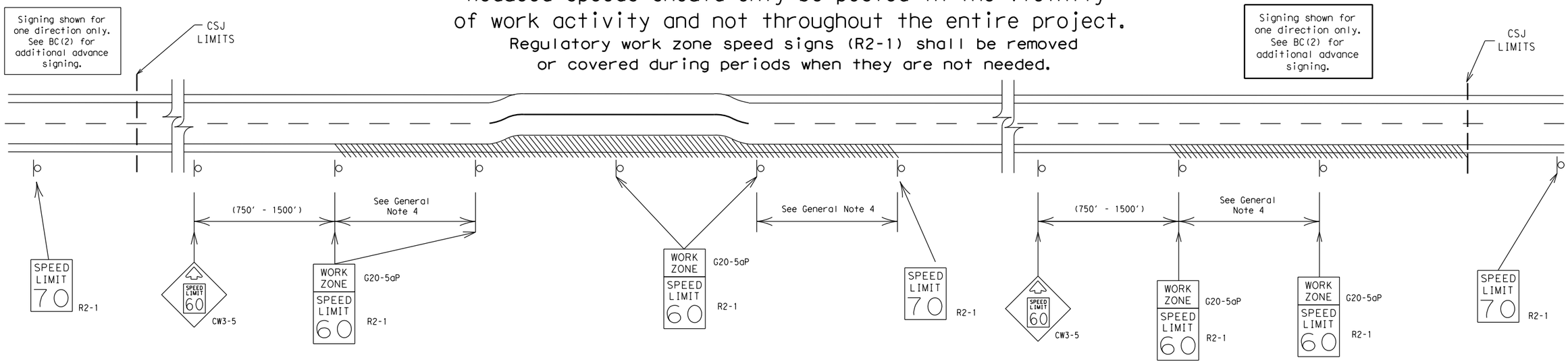
TYPICAL APPLICATION OF WORK ZONE SPEED LIMIT SIGNS

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

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

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



GUIDANCE FOR USE:

LONG/INTERMEDIATE TERM WORK ZONE SPEED LIMITS

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

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

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

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

SHORT TERM WORK ZONE SPEED LIMITS

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

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

Texas Department of Transportation

Traffic Safety Division Standard

BARRICADE AND CONSTRUCTION WORK ZONE SPEED LIMIT

BC(3)-21

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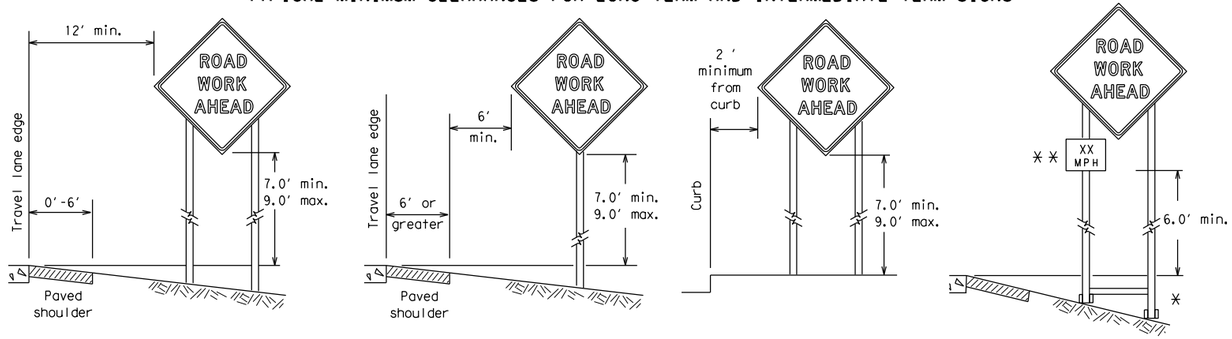
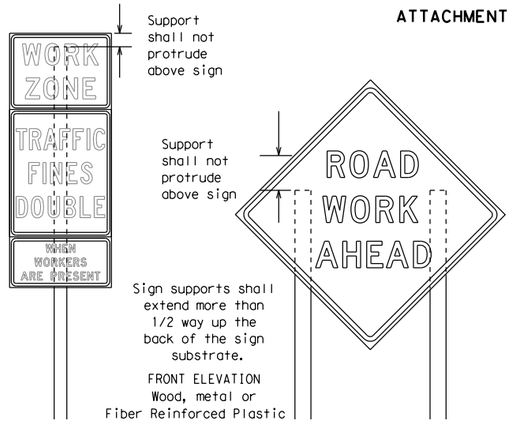
TYPICAL MINIMUM CLEARANCES FOR LONG TERM AND INTERMEDIATE TERM SIGNS



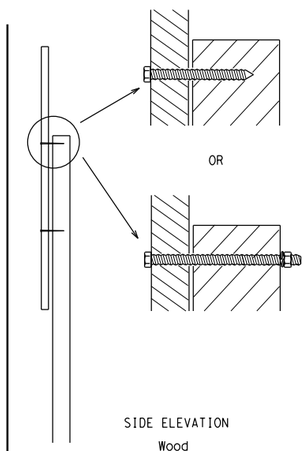
⁎ When placing skid supports on unlevel ground, the leg post lengths must be adjusted so the sign appears straight and plumb. Objects shall NOT be placed under skids as a means of leveling.

⁎⁎ 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



FRONT ELEVATION
Wood, metal or
Fiber Reinforced Plastic



SIDE ELEVATION
Wood

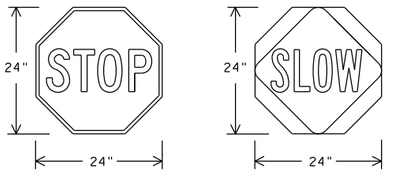
Attachment to wooden supports will be by bolts and nuts or screws. Use TxDOT's or manufacturer's recommended procedures for attaching sign substrates to other types of sign supports

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

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

STOP/SLOW PADDLES

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



Background - Red
Legend & Border - White

Background - Orange
Legend & Border - Black

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

1. Permanent signs are used to give notice of traffic laws or regulations, call attention to conditions that are potentially hazardous to traffic operations, show route designations, destinations, directions, distances, services, points of interest, and other geographical, recreational, 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.
2. When permanent regulatory or warning signs conflict with work zone conditions, remove or cover the permanent signs until the permanent sign message matches the roadway condition. For details for covering large guide signs see the TS-CD standard.
3. When existing permanent signs are moved and relocated due to construction purposes, they shall be visible to motorists at all times.
4. If existing signs are to be relocated on their original supports, they shall be installed on crashworthy bases as shown on the SMD Standard sheets. The signs shall meet the required mounting heights shown on the BC Sheets or the SMD Standards. This work should be paid for under the appropriate pay item for relocating existing signs.
5. If permanent signs are to be removed and relocated using temporary supports, the Contractor shall use crashworthy supports as shown on the BC 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.
6. Any sign or traffic control device that is struck or damaged by the Contractor or his/her construction equipment shall be replaced as soon as possible by the Contractor to ensure proper guidance for the motorists. This will be subsidiary to Item 502.

GENERAL NOTES FOR WORK ZONE SIGNS

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

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

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

SIGN MOUNTING HEIGHT

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

SIZE OF SIGNS

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

SIGN SUBSTRATES

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

REFLECTIVE SHEETING

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

SIGN LETTERS

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

REMOVING OR COVERING

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

SIGN SUPPORT WEIGHTS

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

FLAGS ON SIGNS

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

Texas Department of Transportation

Traffic Safety Division Standard

BARRICADE AND CONSTRUCTION TEMPORARY SIGN NOTES

BC(4)-21

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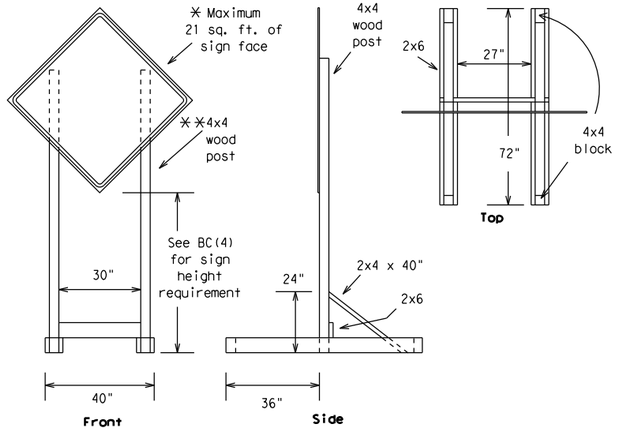
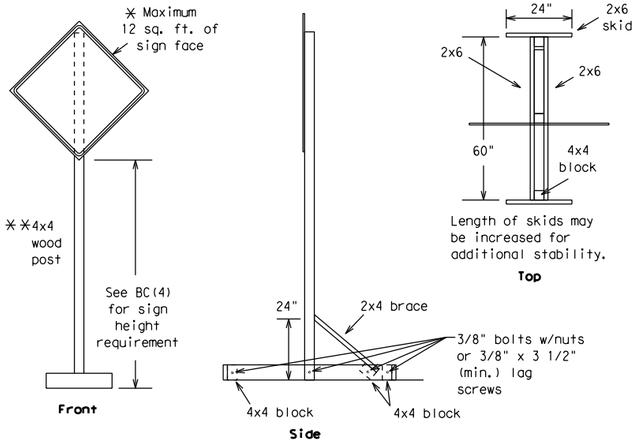
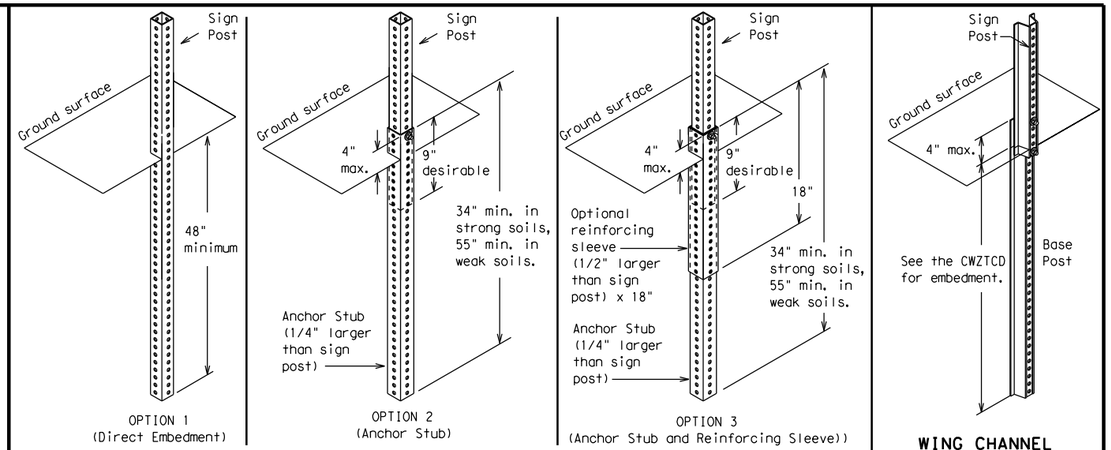




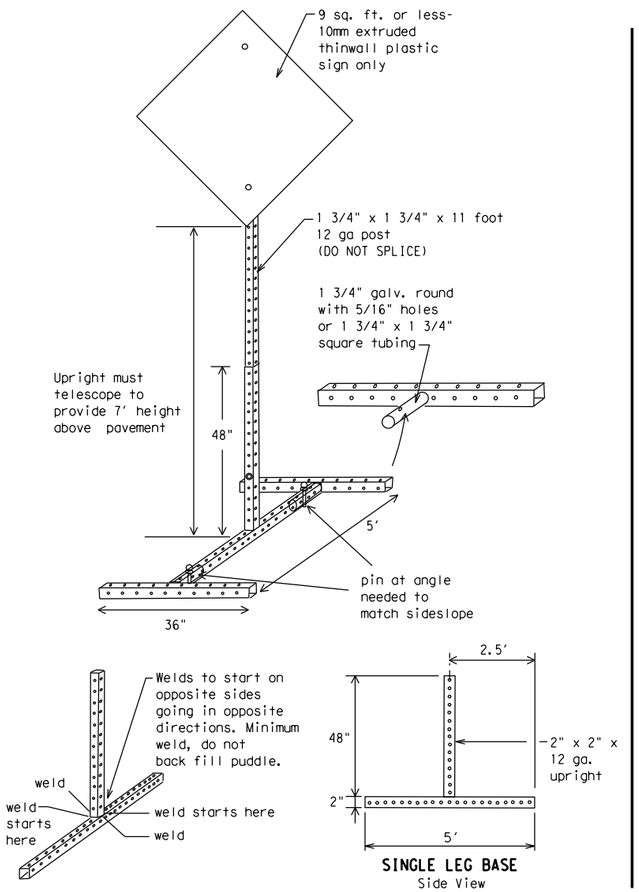
SKID MOUNTED WOOD SIGN SUPPORTS

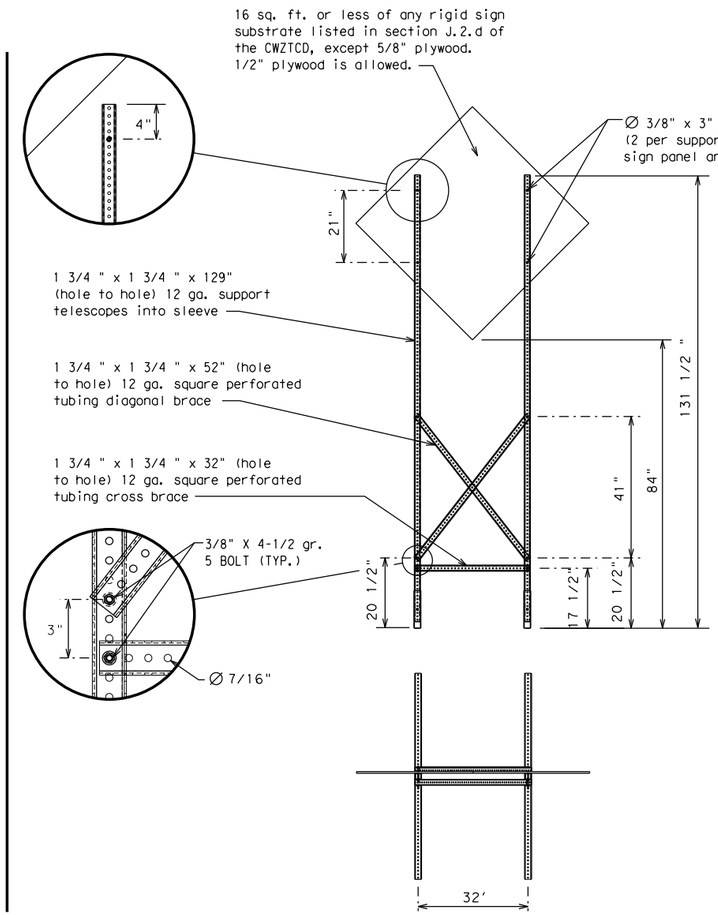
* LONG/INTERMEDIATE TERM STATIONARY - PORTABLE SKID MOUNTED SIGN SUPPORTS

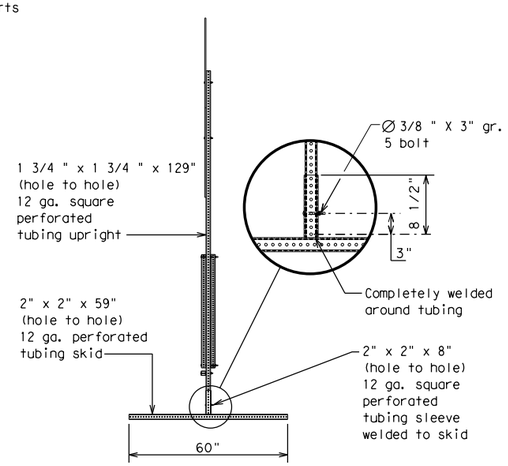


GROUND MOUNTED SIGN SUPPORTS

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







SKID MOUNTED PERFORATED SQUARE STEEL TUBING SIGN SUPPORTS

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

WEDGE ANCHORS

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

OTHER DESIGNS

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

GENERAL NOTES

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

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

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

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

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BARRICADE AND CONSTRUCTION TYPICAL SIGN SUPPORT

BC(5)-21

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

PORTABLE CHANGEABLE MESSAGE SIGNS

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

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

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

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

RECOMMENDED PHASES AND FORMATS FOR PCMS MESSAGES DURING ROADWORK ACTIVITIES

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

Phase 1: Condition Lists

Road/Lane/Ramp Closure List

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

Other Condition List

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

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

Phase 2: Possible Component Lists

Action to Take/Effect on Travel List

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

Location List

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

Warning List

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

** Advance Notice List

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

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

** See Application Guidelines Note 6.

APPLICATION GUIDELINES

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

WORDING ALTERNATIVES

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

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

FULL MATRIX PCMS SIGNS

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

Texas Department of Transportation

Traffic Safety Division Standard

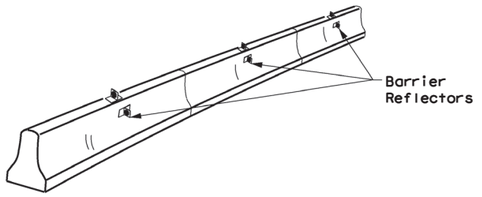
BARRICADE AND CONSTRUCTION PORTABLE CHANGEABLE MESSAGE SIGN (PCMS)

BC(6)-21

FILE: bc-21.dgn	DN: TxDOT	CK: TxDOT	DW: TxDOT	CK: TxDOT
© TxDOT November 2002	CONT	SECT	JOB	HIGHWAY
REVISIONS	0904	02	047	VARIOUS
9-07 8-14	DIST	COUNTY		SHEET NO.
7-13 5-21	AMA	POTTER		012

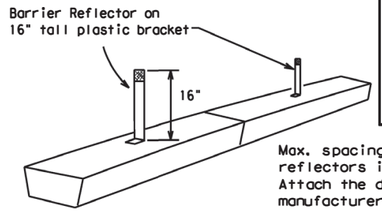
DATE:
FILE:

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



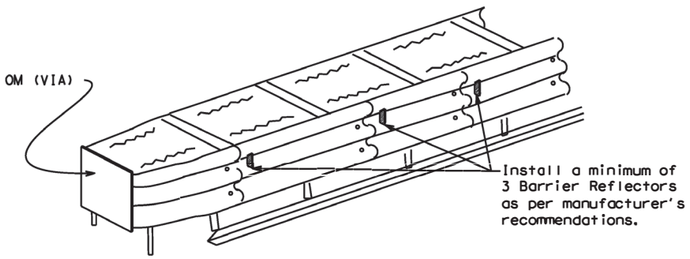
CONCRETE TRAFFIC BARRIER (CTB)

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



Max. spacing of barrier reflectors is 20 feet. Attach the delineators as per manufacturer's recommendations.

LOW PROFILE CONCRETE BARRIER (LPCB)



DELINEATION OF END TREATMENTS

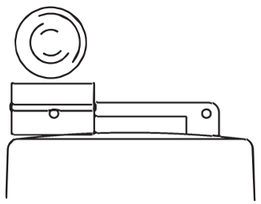
LOW PROFILE CONCRETE BARRIER (LPCB) USED IN WORK ZONES

LPCB is approved for use in work zone locations, where the posted speed is 45mph, or less. See Roadway Standard Sheet LPCB.

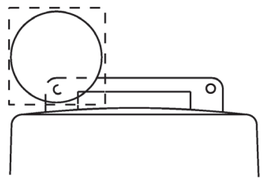
END TREATMENTS FOR CTB'S USED IN WORK ZONES

End treatments used on CTB's in work zones shall meet the apppropriate crashworthy standards as defined in the Monual for Assessing Safety Hardware (MASH). Refer to the CWZTCD List for approved end treatments and manufacturers.

BARRIER REFLECTORS FOR CONCRETE TRAFFIC BARRIER AND ATTENUATORS



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



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

WARNING LIGHTS

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

WARNING LIGHTS MOUNTED ON PLASTIC DRUMS

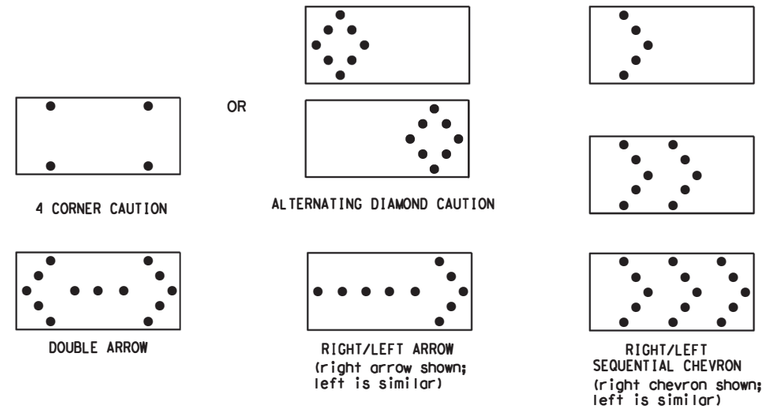
1. Type A flashing warning lights are intended to warn drivers that they are approaching or are in a potentially hazardous area.
2. Type A random flashing warning lights are not intended for delineation and shall not be used in a series.
3. A series of sequential flashing warning lights placed on channelizing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

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

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

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

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



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

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

ATTENTION

Flashing Arrow Boards shall be equipped with automatic dimming devices.

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

FLASHING ARROW BOARDS

TRUCK-MOUNTED ATTENUATORS

1. Truck-mounted attenuators (TMA) used on TxDOT facilities must meet the requirements outlined in the Manual for Assessing Safety Hardware (MASH).
2. Refer to the CWZTCD for the requirements of Level 2 or Level 3 TMAs.
3. Refer to the CWZTCD for a list of approved TMAs.
4. TMAs are required on freeways unless otherwise noted in the plans.
5. A TMA should be used anytime that it can be positioned 30 to 100 feet in advance of the area of crew exposure without adversely affecting the work performance.
6. The only reason a TMA should not be required is when a work area is spread down the roadway and the work crew is an extended distance from the TMA.

Texas Department of Transportation

Traffic Safety Division Standard

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

BC(7)-21

FILE: bc-21.dgn	DN: TxDOT	CK: TxDOT	DW: TxDOT	CK: TxDOT
©TxDOT November 2002	CONT	SECT	JOB	HIGHWAY
REVISIONS	0904	02	047	VARIOUS
9-07 8-14	DIST	COUNTY		SHEET NO.
7-13 5-21	AMA	POTTER		013

DATE:
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GENERAL NOTES

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

GENERAL DESIGN REQUIREMENTS

Pre-qualified plastic drums shall meet the following requirements:

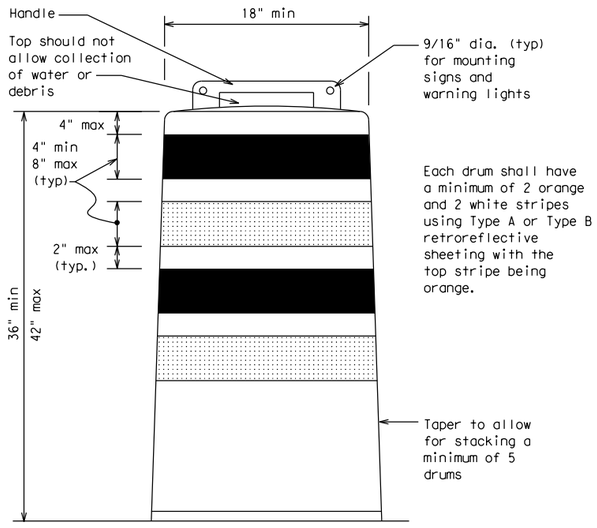
1. Plastic drums shall be a two-piece design; the "body" of the drum shall be the top portion and the "base" shall be the bottom.
2. The body and base shall lock together in such a manner that the body separates from the base when impacted by a vehicle traveling at a speed of 20 MPH or greater but prevents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

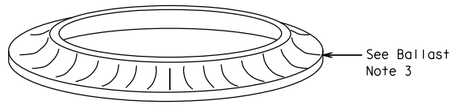
RETROREFLECTIVE SHEETING

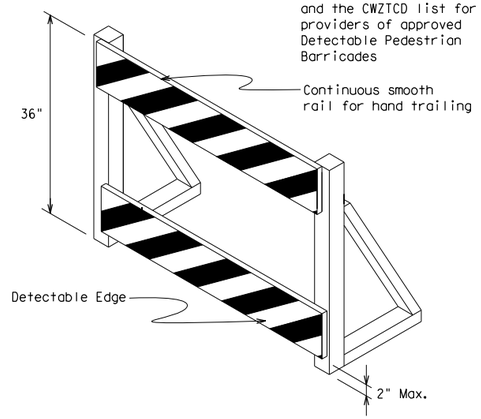
1. The stripes used on drums shall be constructed of sheeting meeting the color and retroreflectivity requirements of Departmental Materials Specification DMS-8300, "Sign Face Materials," Type A or Type B reflective sheeting shall be supplied unless otherwise specified in the plans.
2. The sheeting shall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

BALLAST

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

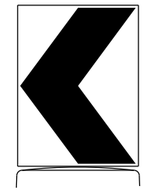




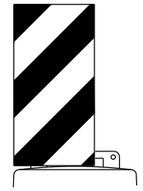


DETECTABLE PEDESTRIAN BARRICADES

1. When existing pedestrian facilities are disrupted, closed, or relocated in a TTC zone, the temporary facilities shall be detectable and include accessibility features consistent with the features present in the existing pedestrian facility. Refer to WZ(BTS-2) for Pedestrian Control requirements for Sidewalk Diversions, Sidewalk Detours and Crosswalk Closures.
2. 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.
3. Detectable pedestrian barricades similar to the one pictured above, longitudinal channelizing devices, some concrete barriers, and wood or chain link fencing with a continuous detectable edging can satisfactorily delineate a pedestrian path.
4. Tape, rope, or plastic chain strung between devices are not detectable, do not comply with the design standards in the "Americans with Disabilities Act Accessibility Guidelines (ADAAG)" and should not be used as a control for pedestrian movements.
5. Warning lights shall not be attached to detectable pedestrian barricades.
6. Detectable pedestrian barricades 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

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

Texas Department of Transportation

Traffic Safety Division Standard

BARRICADE AND CONSTRUCTION CHANNELIZING DEVICES

BC(8)-21

FILE: bc-21.dgn	DN: TxDOT	CK: TxDOT	DW: TxDOT	CK: TxDOT
©TxDOT November 2002	CONT	SECT	JOB	HIGHWAY
REVISIONS	0904	02	047	VARIOUS
4-03 8-14	DIST	COUNTY		SHEET NO.
9-07 5-21	AMA	POTTER		014
7-13				

DATE:
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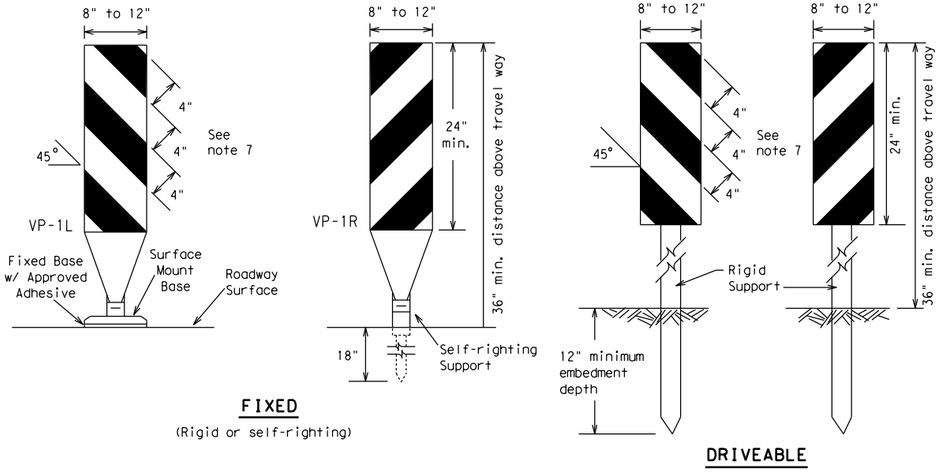
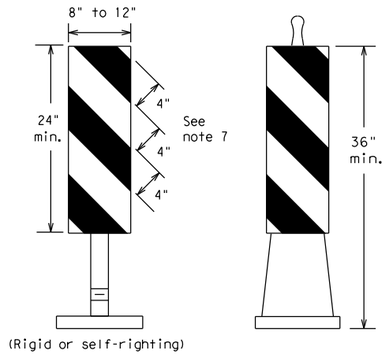


FIXED
(Rigid or self-righting)

DRIVEABLE

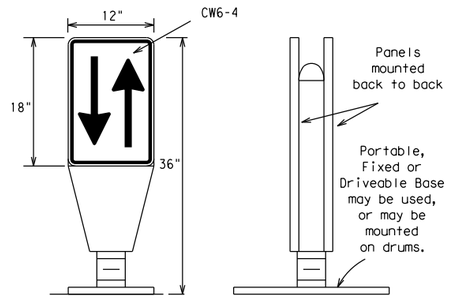


(Rigid or self-righting)

PORTABLE

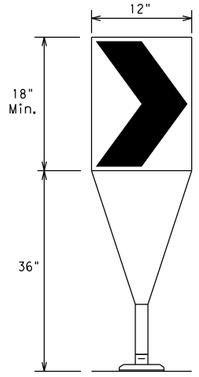
1. Vertical Panels (VP's) are normally used to channelize traffic or divide opposing lanes of traffic.
2. VP's may be used in daytime or nighttime situations. They may be used at the edge of shoulder drop-offs and other areas such as lane transitions where positive daytime and nighttime delineation is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

VERTICAL PANELS (VPs)



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

OPPOSING TRAFFIC LANE DIVIDERS (OTLD)



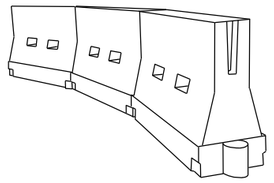
Fixed Base w/ Approved Adhesive
(Driveable Base, or Flexible Support can be used)

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

CHEVRONS

GENERAL NOTES

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



LONGITUDINAL CHANNELIZING DEVICES (LCD)

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

WATER BALLASTED SYSTEMS USED AS BARRIERS

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

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

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

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

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

SUGGESTED MAXIMUM SPACING OF CHANNELIZING DEVICES AND MINIMUM DESIRABLE TAPER LENGTHS

Texas Department of Transportation | Traffic Safety Division Standard

BARRICADE AND CONSTRUCTION CHANNELIZING DEVICES

BC(9)-21

FILE: bc-21.dgn	DN: TxDOT	CK: TxDOT	DW: TxDOT	CK: TxDOT
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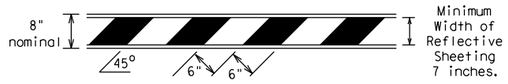
REVISIONS	0904	02	047	VARIOUS
9-07 8-14	DIST	COUNTY		SHEET NO.
7-13 5-21	AMA	POTTER		015

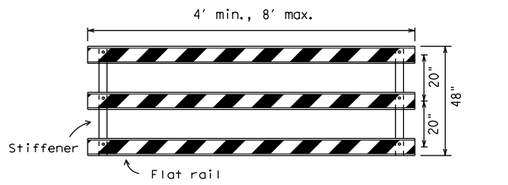
TYPE 3 BARRICADES

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.



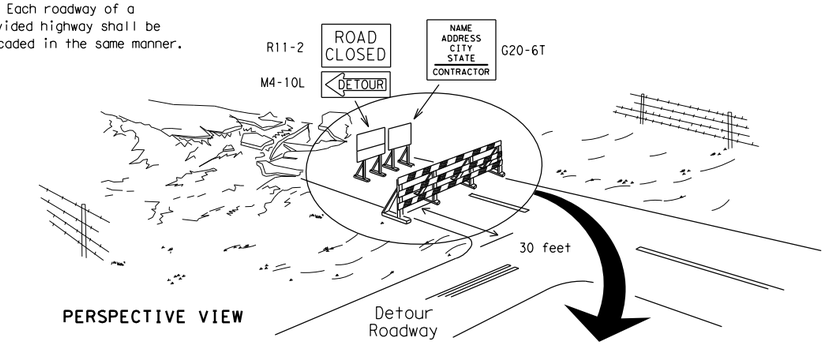
TYPICAL STRIPING DETAIL FOR BARRICADE RAIL



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

TYPICAL PANEL DETAIL FOR SKID OR POST TYPE BARRICADES

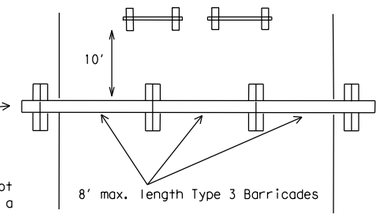
Each roadway of a divided highway shall be barricaded in the same manner.



PERSPECTIVE VIEW

The three rails on Type 3 barricades shall be reflectorized orange and reflective white stripes on one side facing one-way traffic and both sides for two-way traffic.

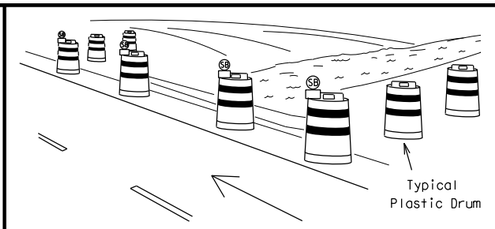
Barricade striping should slant downward in the direction of detour.



PLAN VIEW

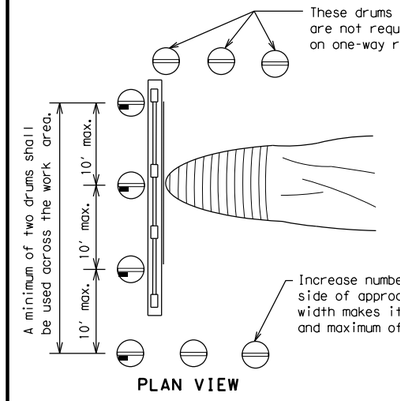
1. Signs should be mounted on independent supports at a 7 foot mounting height in center of roadway. The signs should be a minimum of 10 feet behind Type 3 Barricades.
2. Advance signing shall be as specified elsewhere in the plans.

TYPE 3 BARRICADE (POST AND SKID) TYPICAL APPLICATION



PERSPECTIVE VIEW

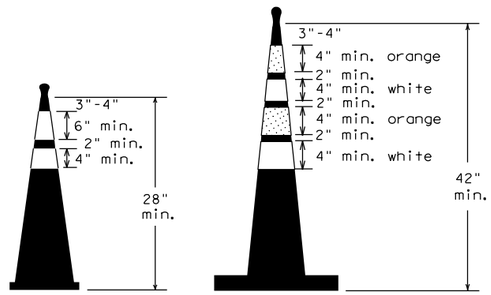
1. Where positive redirectional capability is provided, drums may be omitted.
2. Plastic construction fencing may be used with drums for safety as required in the plans.
3. Vertical Panels on flexible support may be substituted for drums when the shoulder width is less than 4 feet.
4. When the shoulder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



PLAN VIEW

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

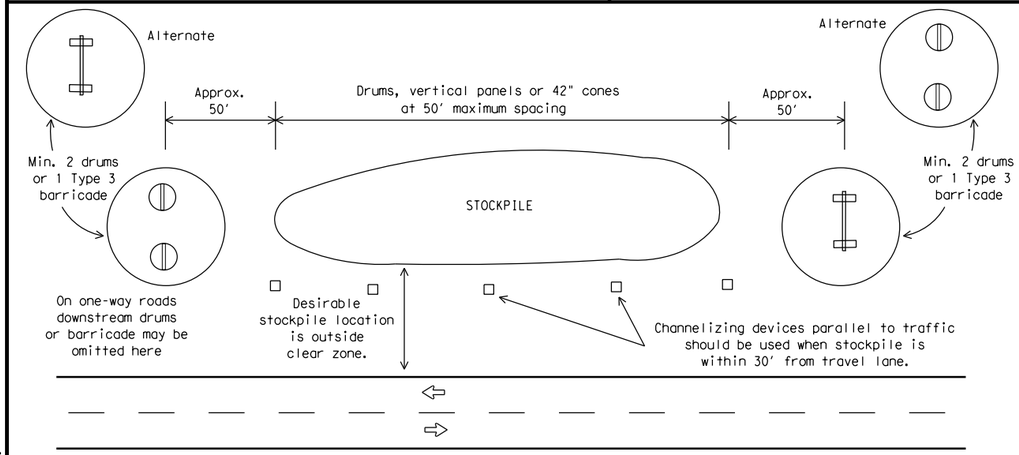
CULVERT WIDENING OR OTHER ISOLATED WORK WITHIN THE PROJECT LIMITS



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

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

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



TRAFFIC CONTROL FOR MATERIAL STOCKPILES

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Texas Department of Transportation — Traffic Safety Division Standard

BARRICADE AND CONSTRUCTION CHANNELIZING DEVICES

BC(10)-21

FILE: bc-21.dgn	DN: TxDOT	CK: TxDOT	DW: TxDOT	CK: TxDOT
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WORK ZONE PAVEMENT MARKINGS

GENERAL

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

RAISED PAVEMENT MARKERS

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

PREFABRICATED PAVEMENT MARKINGS

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

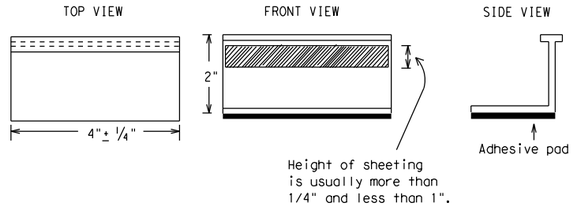
MAINTAINING WORK ZONE PAVEMENT MARKINGS

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

REMOVAL OF PAVEMENT MARKINGS

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

Temporary Flexible-Reflective Roadway Marker Tabs



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

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

RAISED PAVEMENT MARKERS USED AS GUIDEMARKS

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

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

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

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

Texas Department of Transportation

Traffic Safety Division Standard

BARRICADE AND CONSTRUCTION PAVEMENT MARKINGS

BC(11)-21

FILE: bc-21.dgn	DN: TxDOT	CK: TxDOT	DW: TxDOT	CK: TxDOT
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REVISIONS	0904	02	047	VARIOUS
2-98 9-07 5-21	DIST	COUNTY		SHEET NO.
1-02 7-13	AMA	POTTER		017
11-02 8-14				

DATE:
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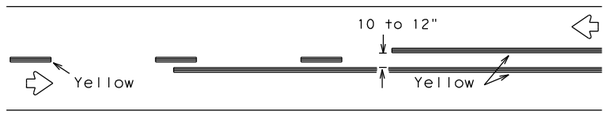
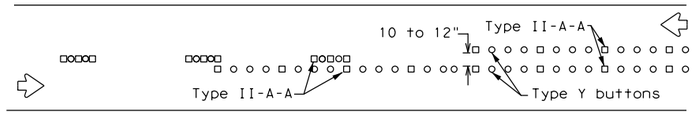
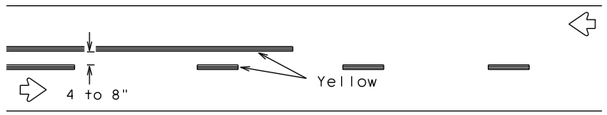
PAVEMENT MARKING PATTERNS



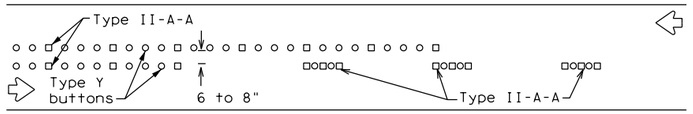
REFLECTORIZED PAVEMENT MARKINGS - PATTERN A



RAISED PAVEMENT MARKERS - PATTERN A



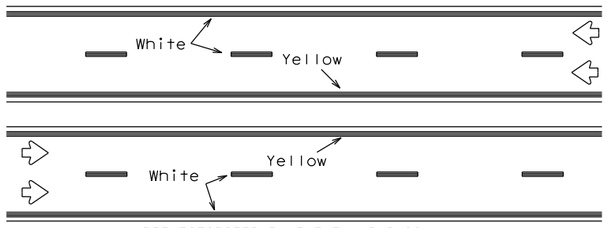
REFLECTORIZED PAVEMENT MARKINGS - PATTERN B



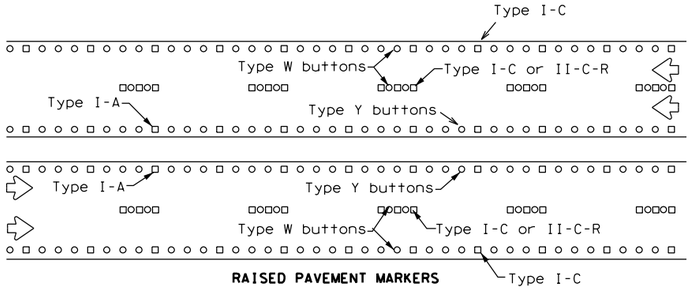
RAISED PAVEMENT MARKERS - PATTERN B

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

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



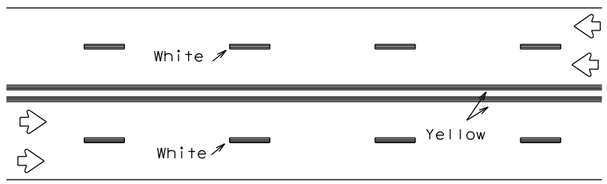
REFLECTORIZED PAVEMENT MARKINGS



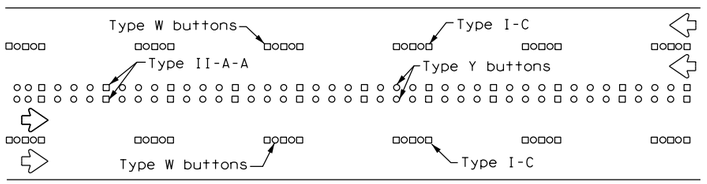
RAISED PAVEMENT MARKERS

Prefabricated markings may be substituted for reflectorized pavement markings.

EDGE & LANE LINES FOR DIVIDED HIGHWAY



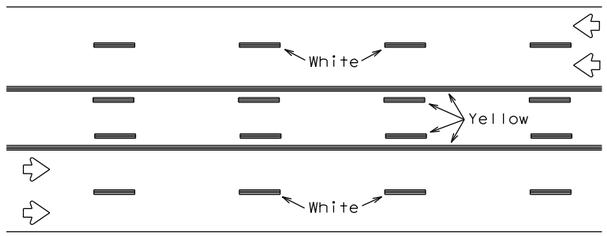
REFLECTORIZED PAVEMENT MARKINGS



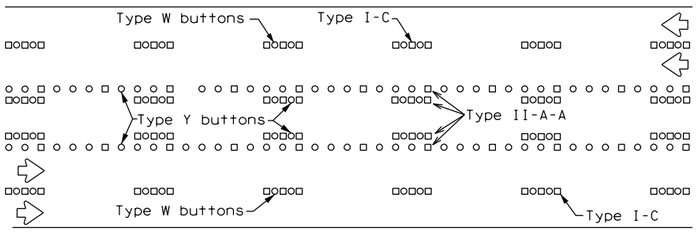
RAISED PAVEMENT MARKERS

Prefabricated markings may be substituted for reflectorized pavement markings.

LANE & CENTER LINES FOR MULTILANE UNDIVIDED HIGHWAYS



REFLECTORIZED PAVEMENT MARKINGS



RAISED PAVEMENT MARKERS

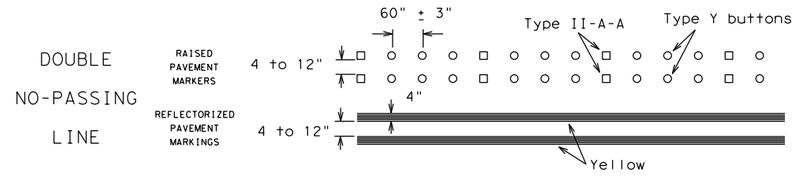
Prefabricated markings may be substituted for reflectorized pavement markings.

TWO-WAY LEFT TURN LANE

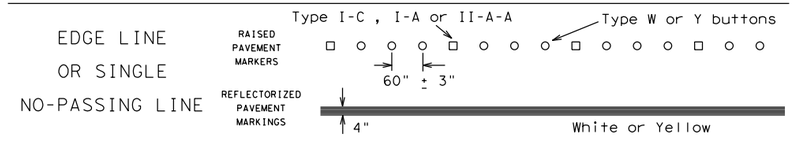
STANDARD WORK ZONE PAVEMENT MARKINGS DETAILS

SOLID LINES

DOUBLE NO-PASSING LINE

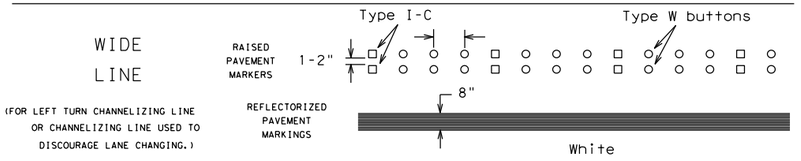


EDGE LINE OR SINGLE NO-PASSING LINE



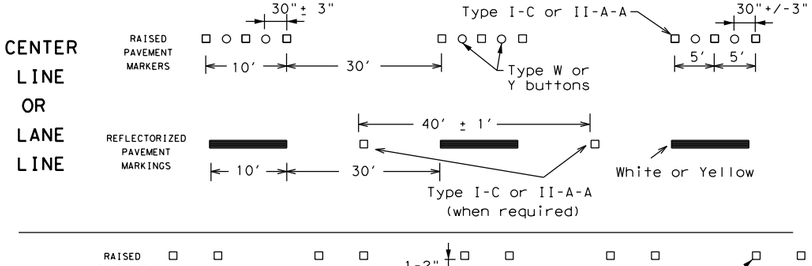
WIDE LINE

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

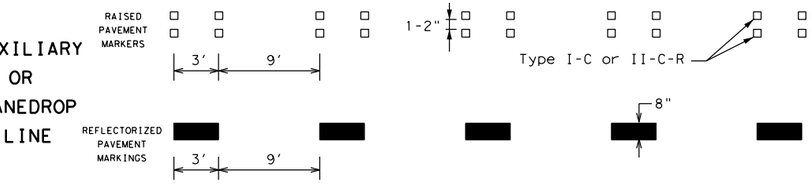


BROKEN LINES

CENTER LINE OR LANE LINE

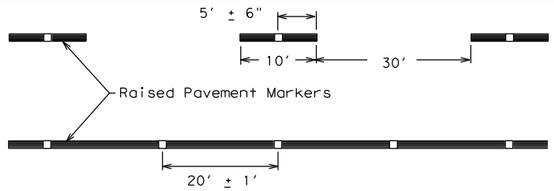


AUXILIARY OR LANEDROP LINE



REMOVABLE MARKINGS WITH RAISED PAVEMENT MARKERS

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



Centerline only - not to be used on edge lines

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

Texas Department of Transportation

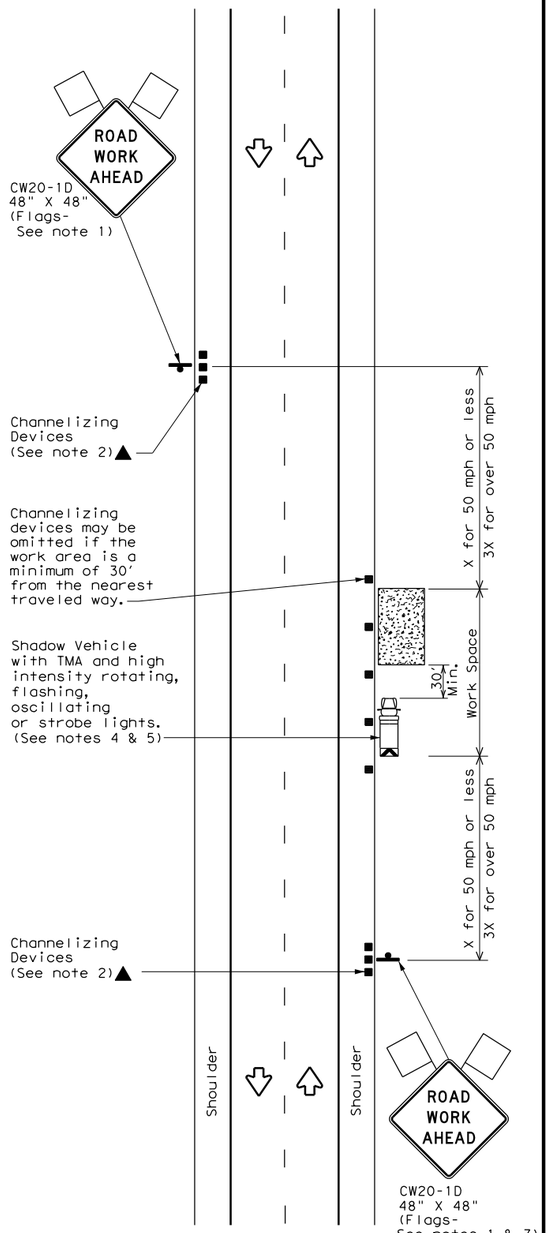
Traffic Safety Division Standard

BARRICADE AND CONSTRUCTION PAVEMENT MARKING PATTERNS

BC(12)-21

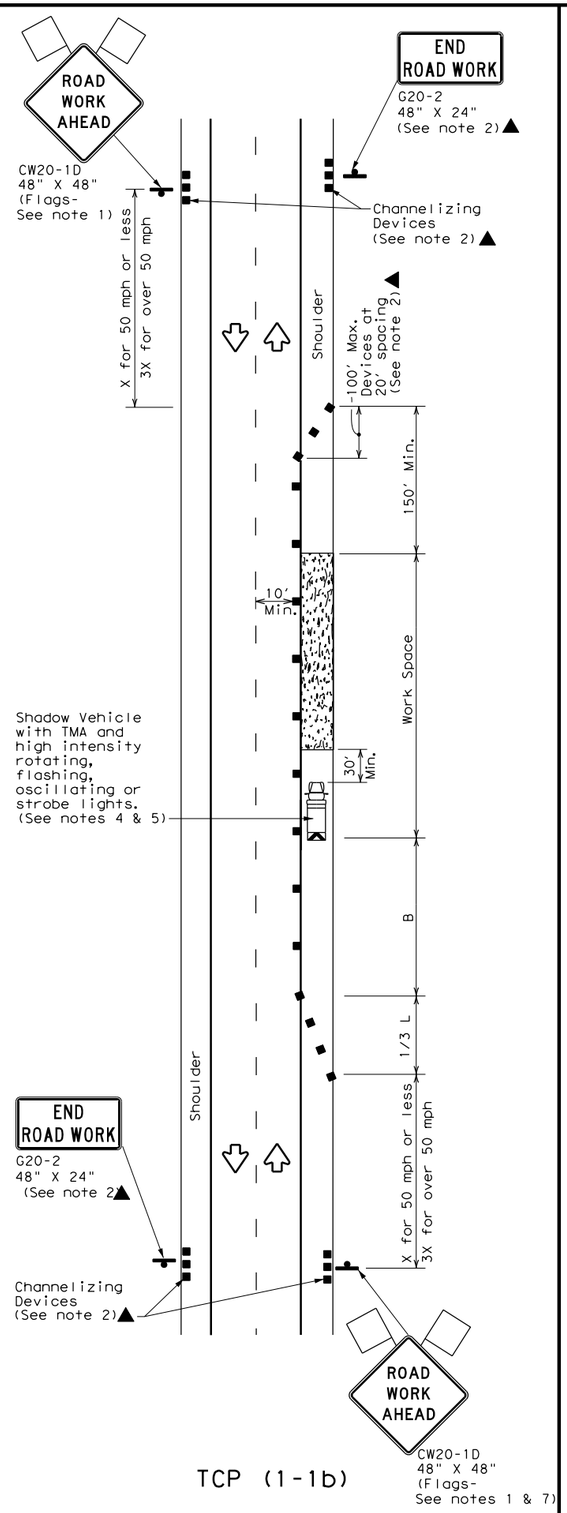
FILE: bc-21.dgn	DN: TxDOT	CK: TxDOT	DW: TxDOT	CK: TxDOT
©TxDOT February 1998	CONT	SECT	JOB	HIGHWAY
REVISIONS 1-97 9-07 5-21 2-98 7-13 11-02 8-14	0904	02	047	VARIOUS
	DIST	COUNTY		SHEET NO.
	AMA	POTTER		018

DATE:
FILE:



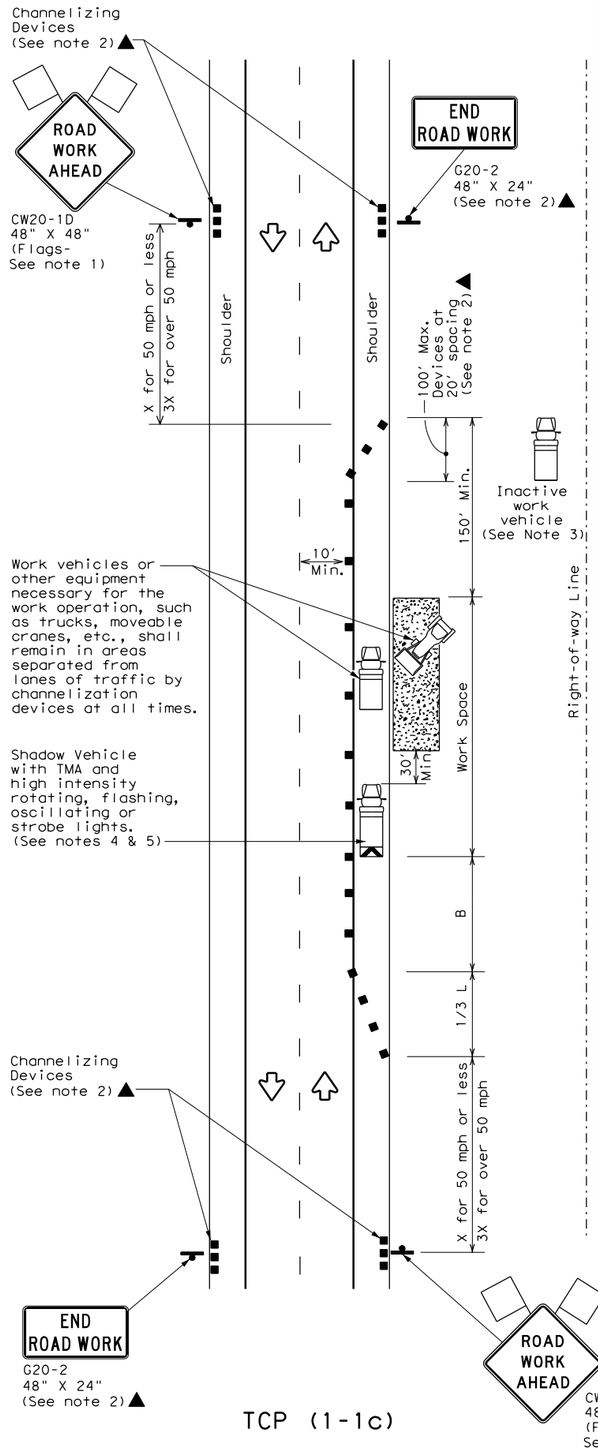
TCP (1-1a)

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	M	Portable Changeable Message Sign (PCMS)
	Sign		Traffic Flow
	Flag		Flagger

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

* Conventional Roads Only

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

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

GENERAL NOTES

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

Texas Department of Transportation

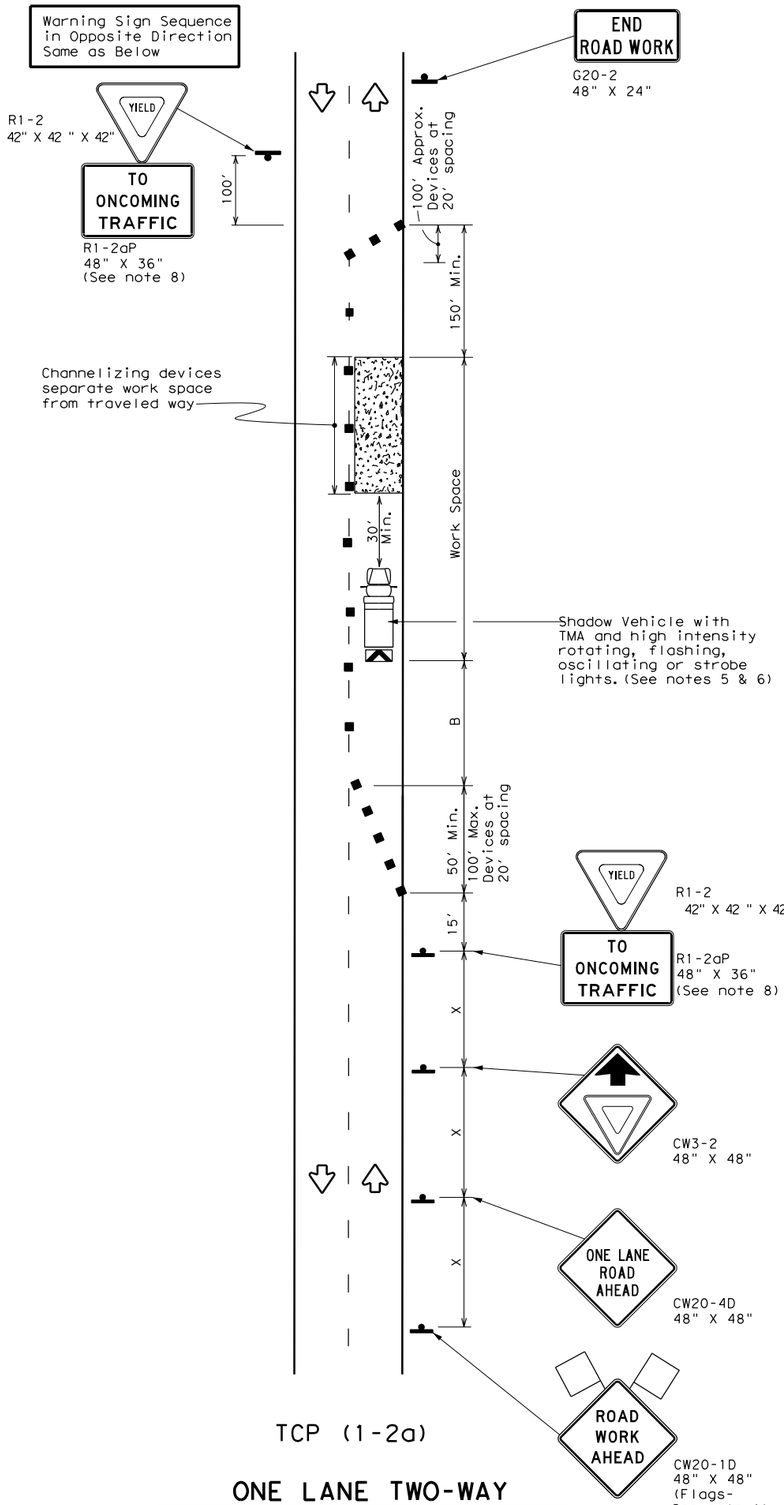
Traffic Operations Division Standard

TRAFFIC CONTROL PLAN CONVENTIONAL ROAD SHOULDER WORK

TCP(1-1)-18

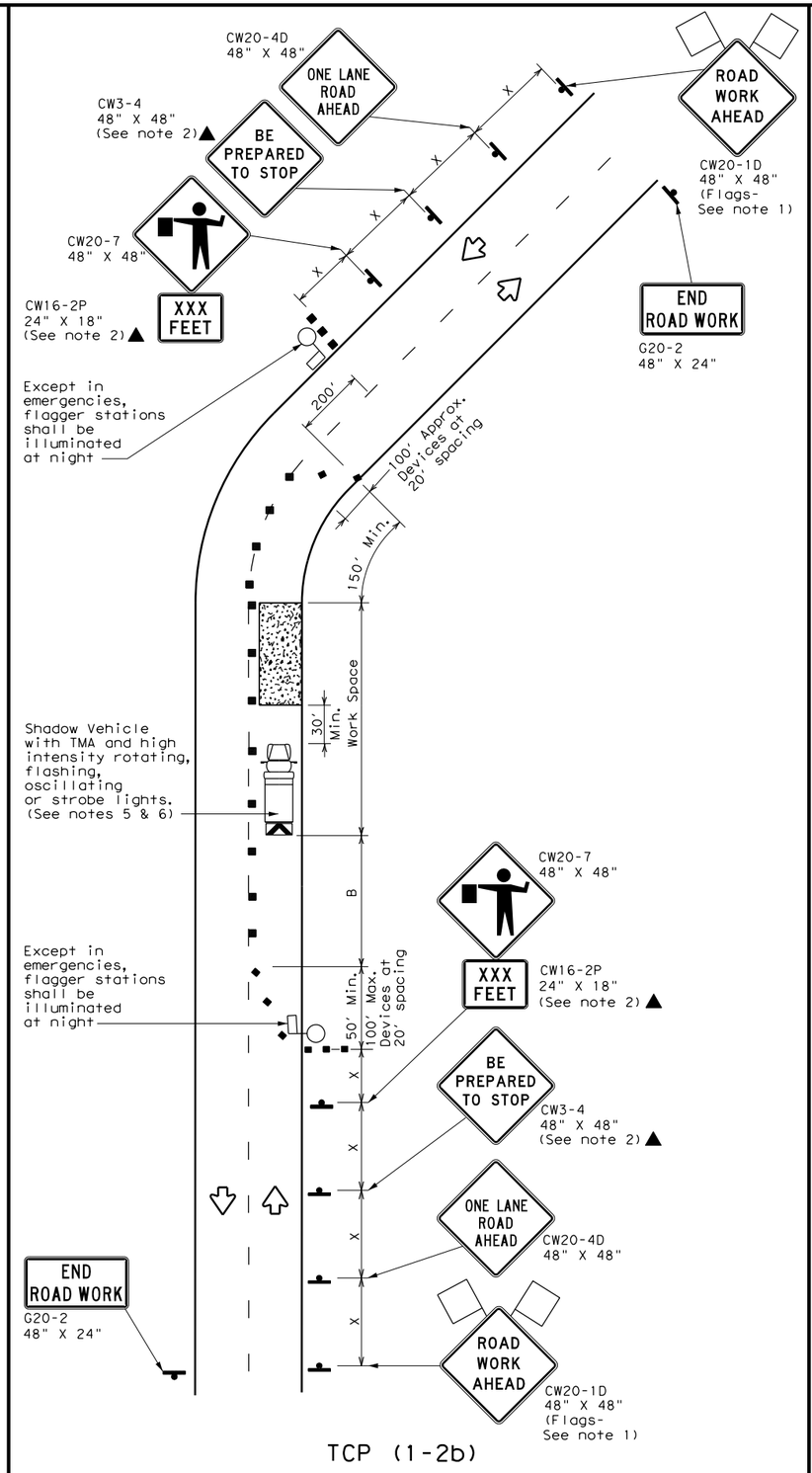
FILE: tcp1-1-18.dgn	DN:	CK:	DW:	CK:
© TxDOT December 1985	CONT	SECT	JOB	HIGHWAY
REVISIONS	0904	02	047	VARIOUS
2-94 4-98	DIST	COUNTY		SHEET NO.
8-95 2-12	AMA	POTTER		019
1-97 2-18				

DATE:
FILE:



TCP (1-2a)

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



TCP (1-2b)

ONE LANE TWO-WAY
CONTROL WITH FLAGGERS

LEGEND

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

Posted Speed *	Formula	Minimum Desirable Taper Lengths ** 10' Offset	11' Offset	12' Offset	Suggested Maximum Spacing of Channelizing Devices: On a Taper	On a Tangent	Minimum Sign Spacing "X" Distance	Suggested Longitudinal Buffer Space "B"	Stopping Sight Distance
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

1. Flags attached to signs where shown are REQUIRED.
2. All traffic control devices illustrated are REQUIRED, except those denoted with the triangle symbol may be omitted when stated elsewhere in the plans, or for routine maintenance work, when approved by the Engineer.
3. The 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.
4. 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.
5. 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.
6. 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)

7. 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.
8. 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)

9. Flaggers should use two-way radios or other methods of communication to control traffic.
10. Length of work space should be based on the ability of flaggers to communicate.
11. 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).
12. Channelizing devices on the center-line may be omitted when a pilot car is leading traffic and approved by the Engineer.
13. Flaggers should use 24" STOP/SLOW paddles to control traffic. Flags should be limited to emergency situations.

Texas Department of Transportation

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 4-90 4-98 2-94 2-12 1-97 2-18	0904	02	047	VARIOUS
	DIST	COUNTY		SHEET NO.
	AMA	POTTER		020

DATE:
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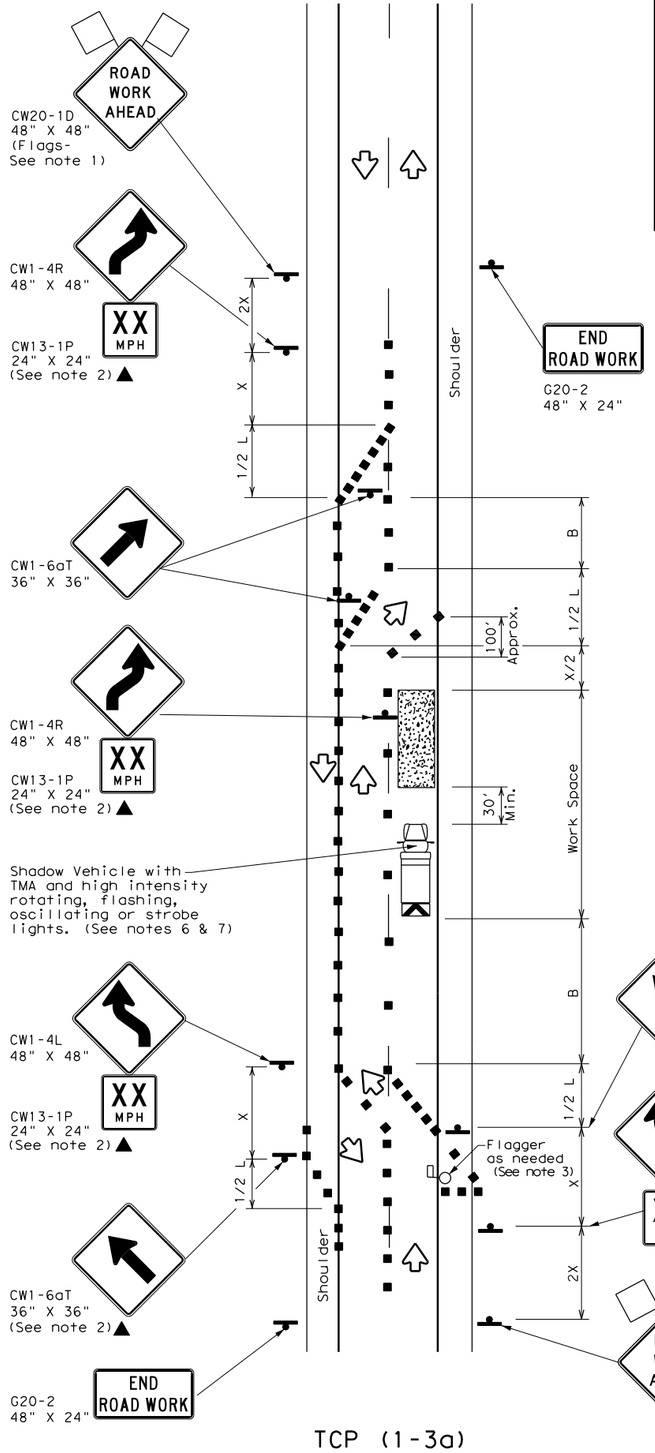


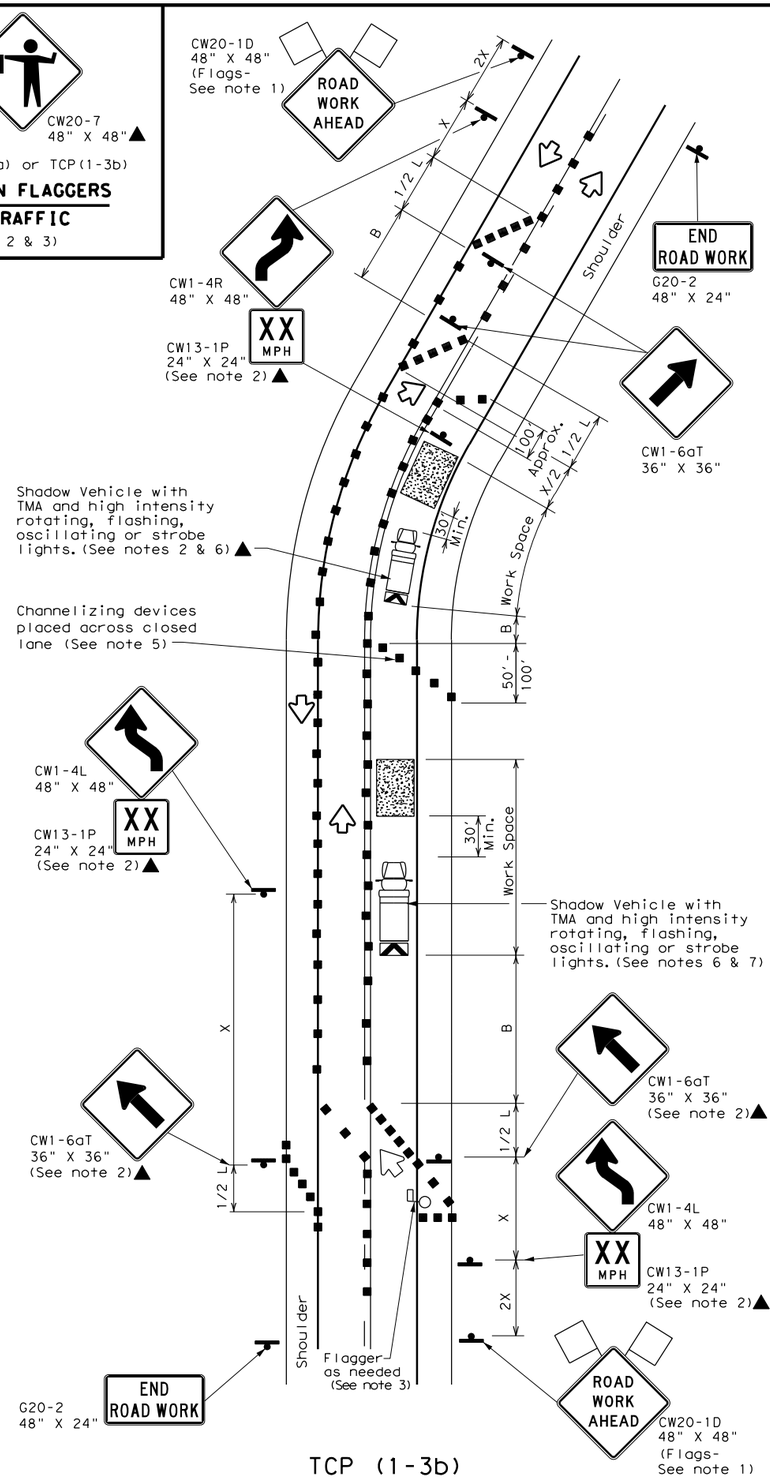
TCP (1-3a)
2-LANE ROADWAY WITH PAVED SHOULDERS

ONE LANE CLOSED
ADEQUATE FIELD OF VIEW

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	M	Portable Changeable Message Sign (PCMS)
	Sign		Traffic Flow
	Flag		Flagger

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

* Conventional Roads Only

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

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

GENERAL NOTES

1. Flags attached to signs where shown are REQUIRED.
2. All traffic control devices illustrated are REQUIRED, except those denoted with the triangle symbol may be omitted when stated elsewhere in the plans, or for routine maintenance work, when approved by the Engineer.
3. 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.
4. DO NOT PASS, PASS WITH CARE and construction regulatory speed zone signs may be installed downstream of the ROAD WORK AHEAD signs.
5. 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.
6. 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.
7. Additional Shadow Vehicles with TMAs may be positioned off the paved surface, next to those shown in order to protect wider work spaces.
8. 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	0904	02	047	VARIOUS
2-94 4-98	DIST	COUNTY		SHEET NO.
8-95 2-12	AMA	POTTER		021
1-97 2-18				

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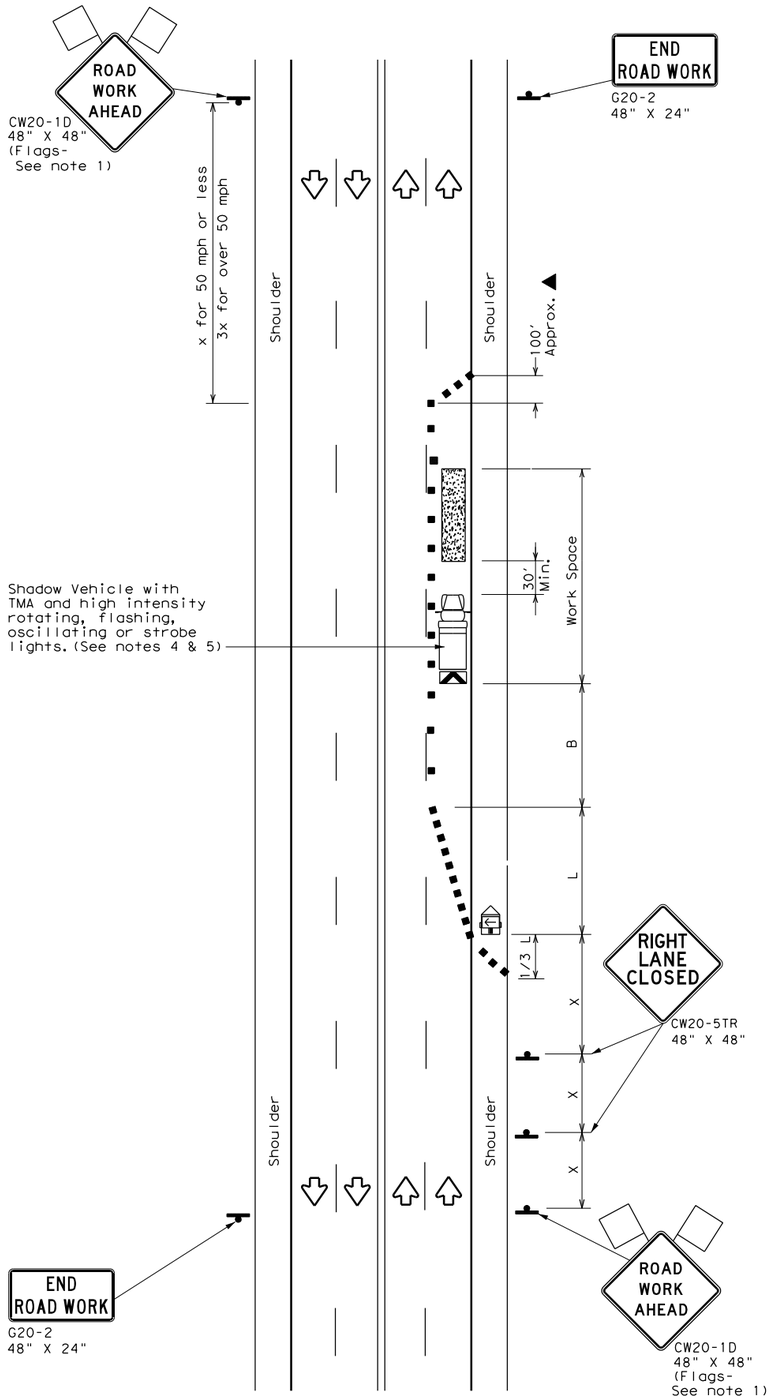
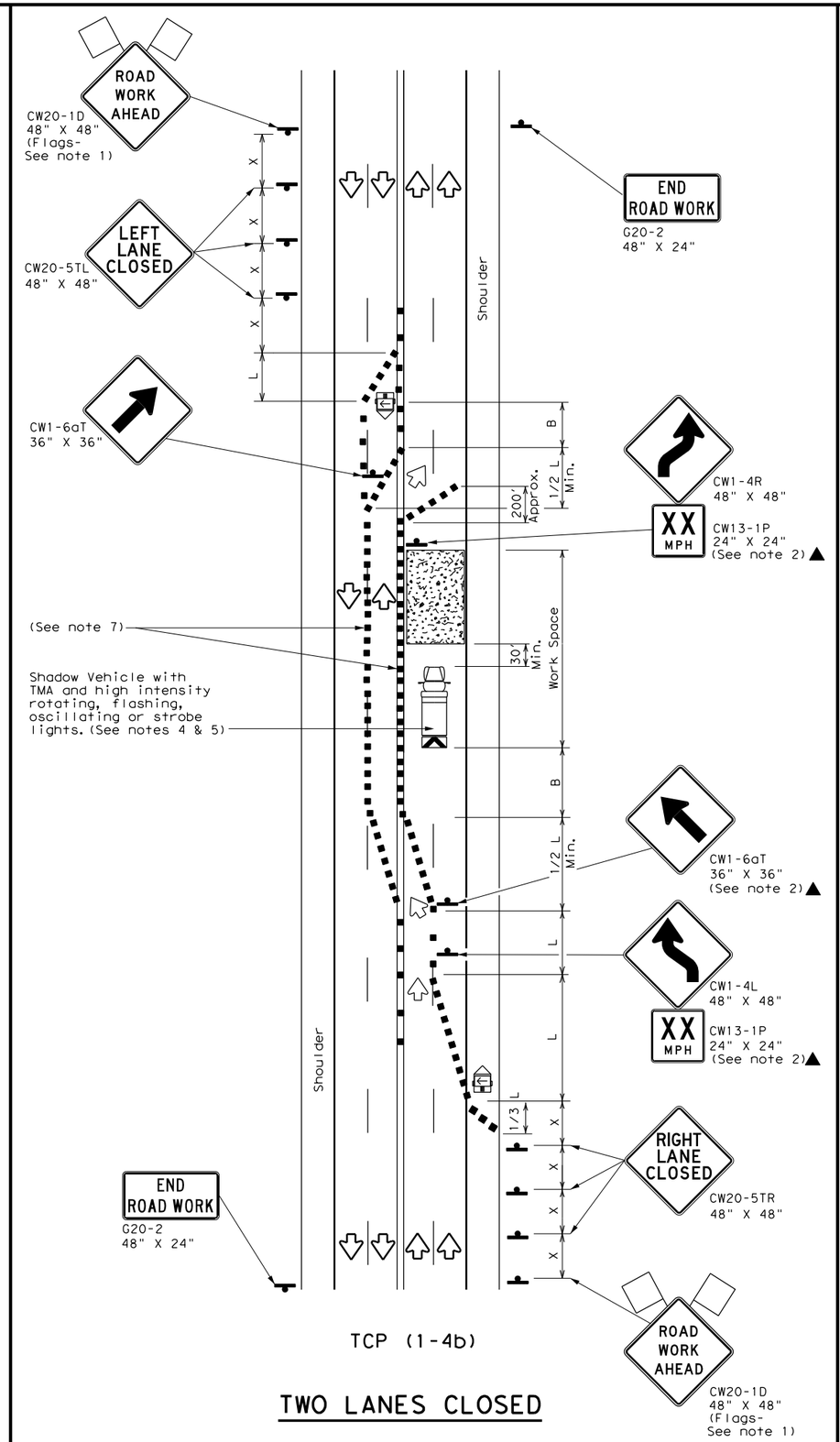
DATE:
FILE:



TCP (1-4a)

ONE LANE CLOSED



TCP (1-4b)

TWO LANES CLOSED

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

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

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

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

GENERAL NOTES

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

TCP (1-4a)

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

TCP (1-4b)

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

Texas Department of Transportation

Traffic Operations Division Standard

TRAFFIC CONTROL PLAN LANE CLOSURES ON MULTILANE CONVENTIONAL ROADS

TCP(1-4)-18

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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	AMA	POTTER		022
1-97 2-18				

DATE:
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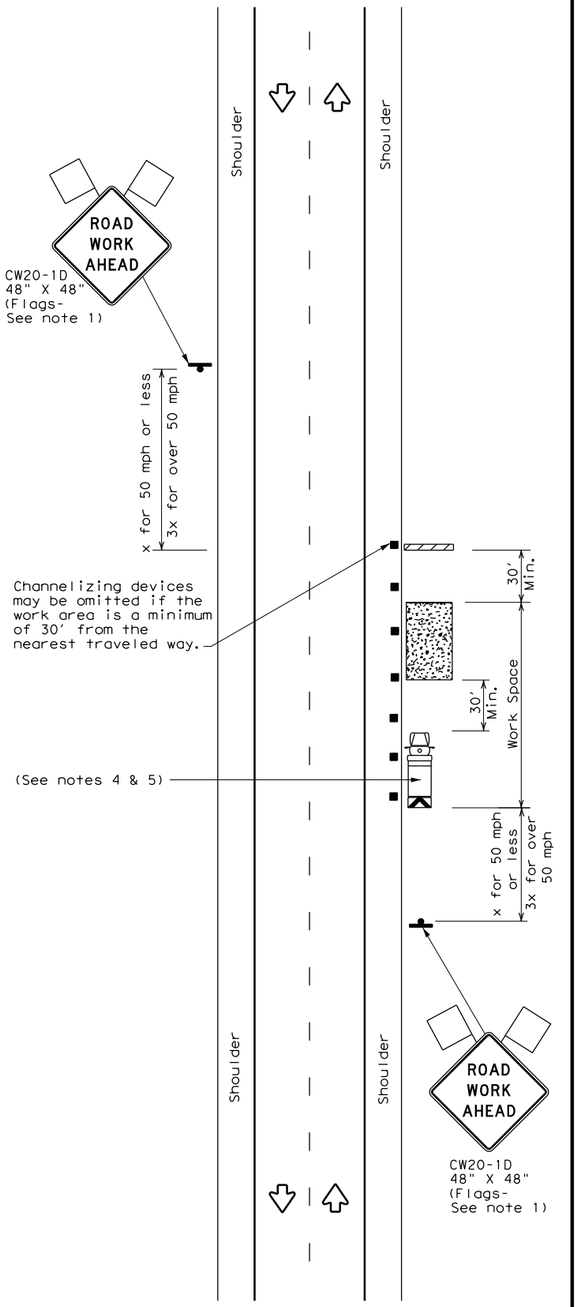
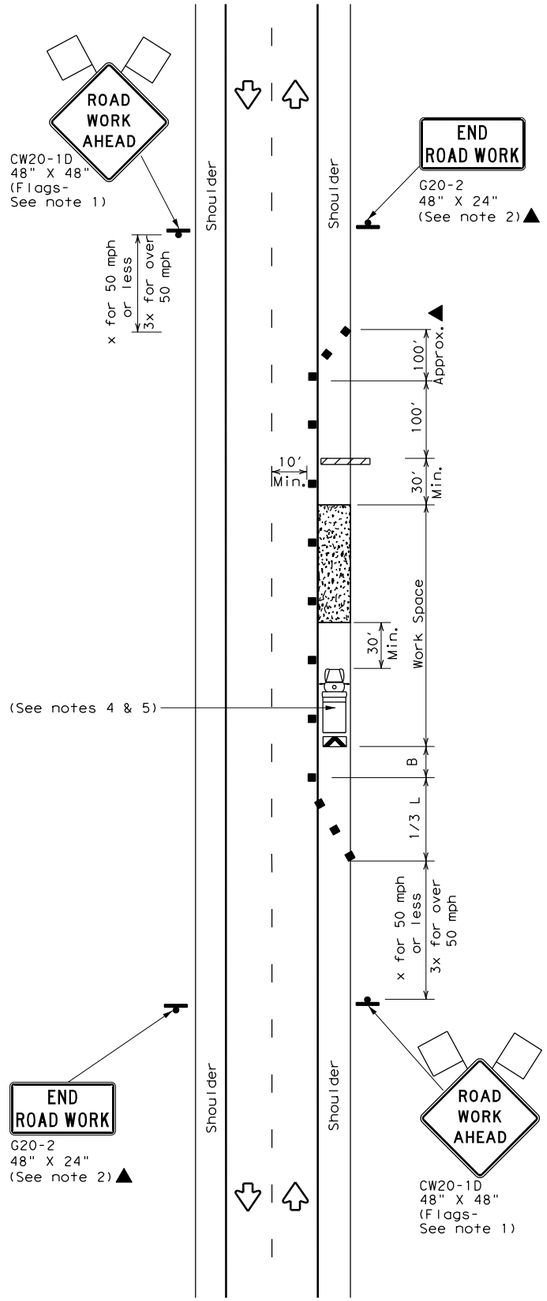


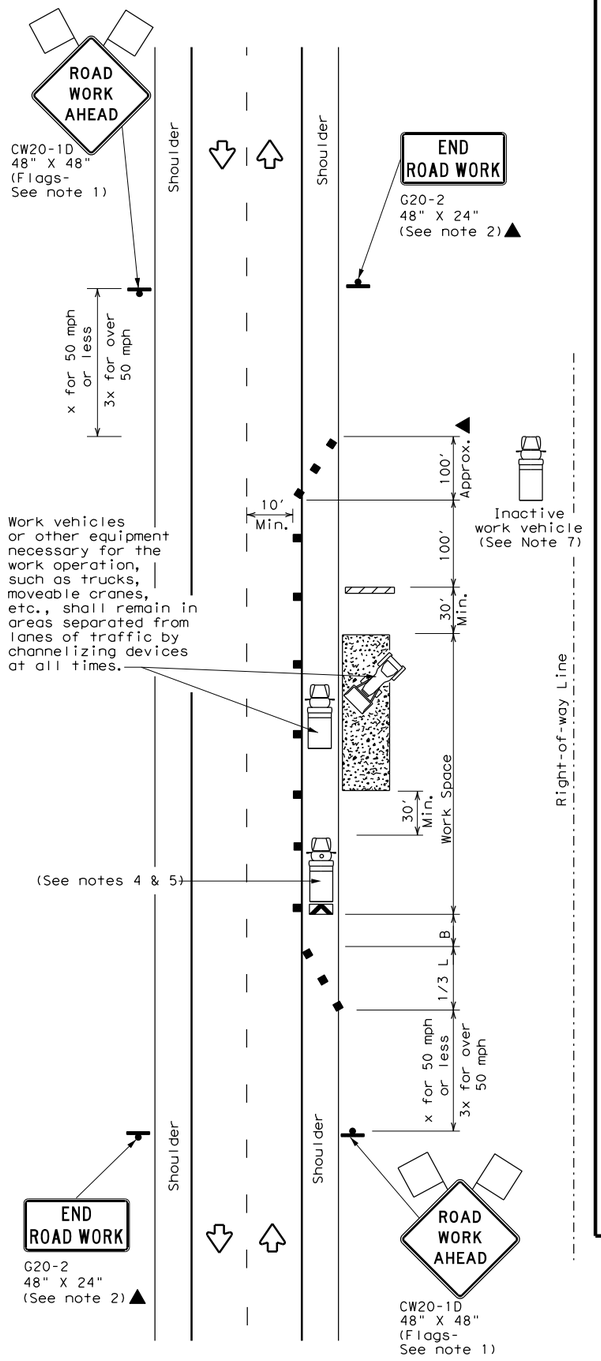
TCP (2-1a)

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	M	Portable Changeable Message Sign (PCMS)
	Sign		Traffic Flow
	Flag		Flagger

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

* Conventional Roads Only

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

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

GENERAL NOTES

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

Texas Department of Transportation

Traffic Operations Division Standard

TRAFFIC CONTROL PLAN CONVENTIONAL ROAD SHOULDER WORK

TCP(2-1)-18

FILE: tcp2-1-18.dgn	DN:	CK:	DW:	CK:
© TxDOT December 1985	CONT	SECT	JOB	HIGHWAY
REVISIONS	0904	02	047	VARIOUS
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8-95 2-12	AMA	POTTER		023
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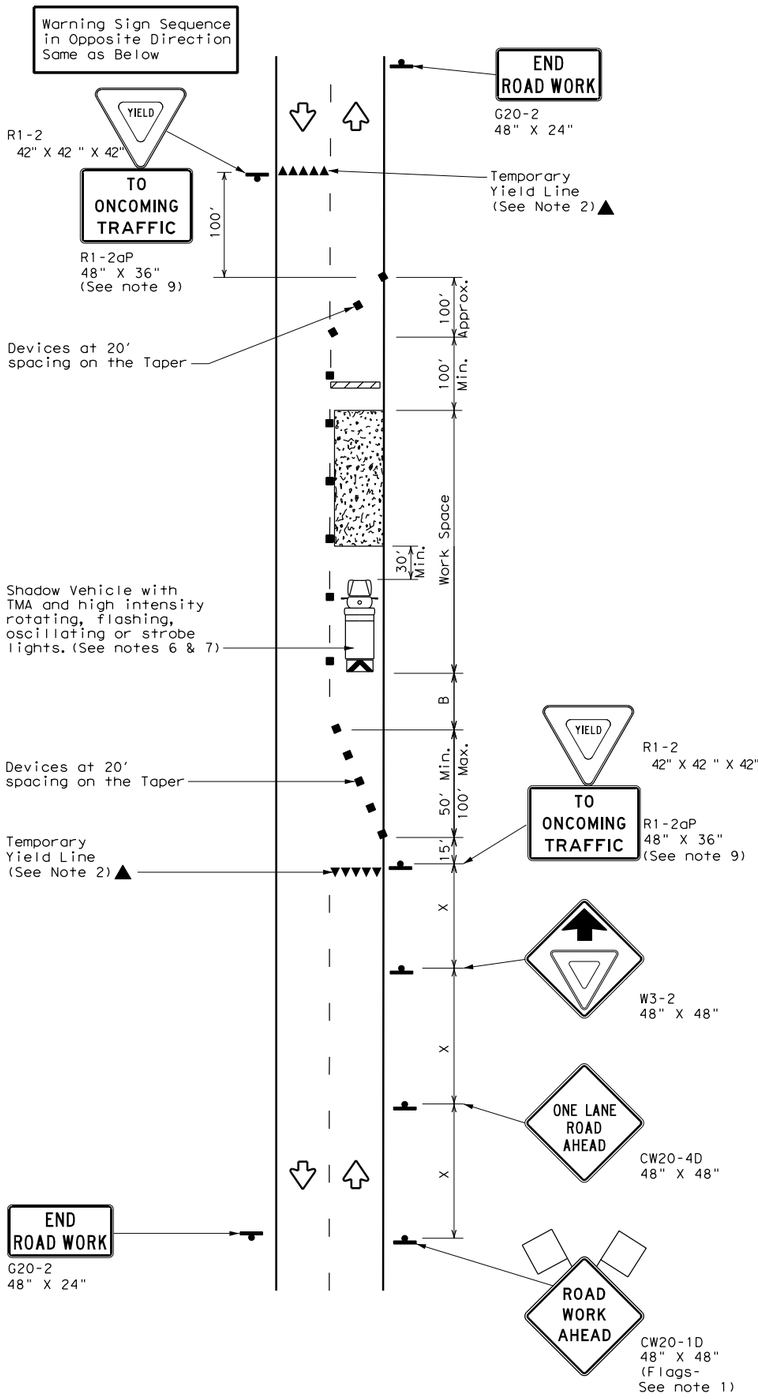
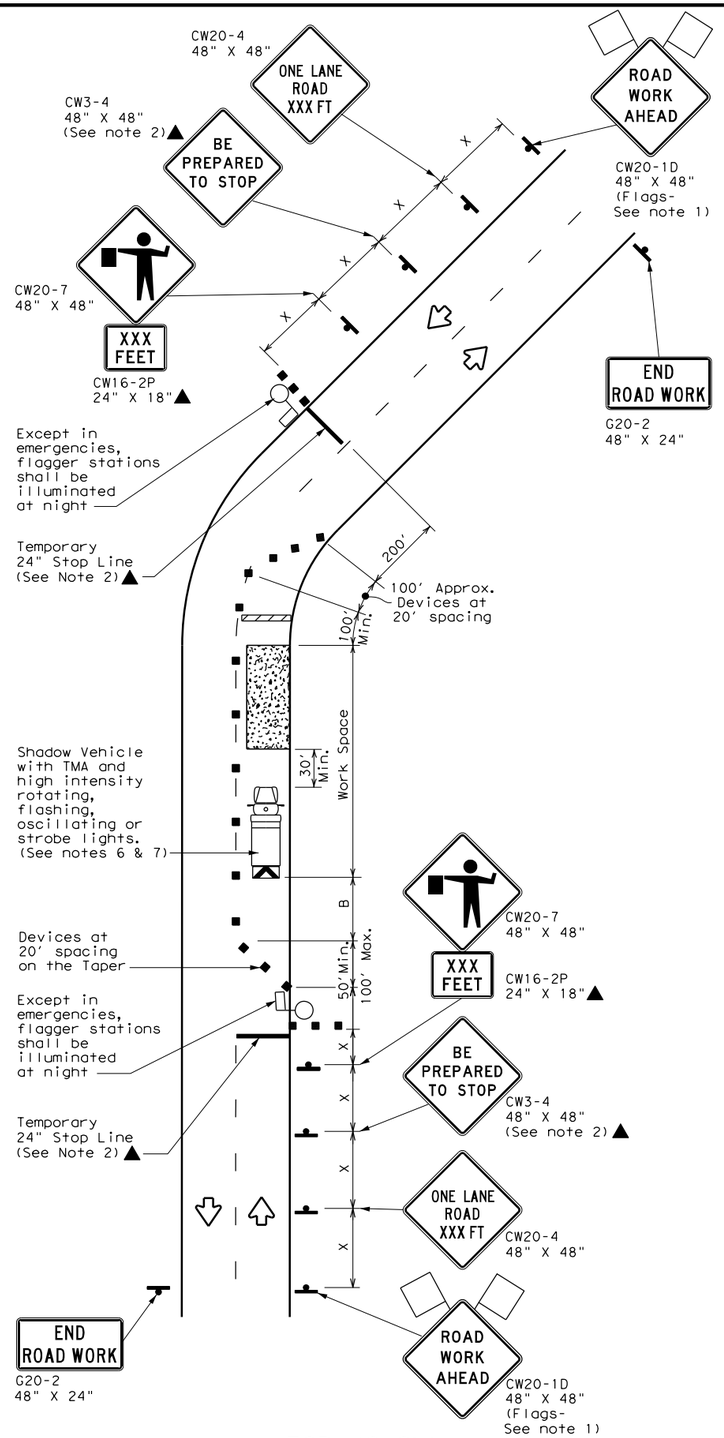


TCP (2-2a)
2-LANE ROADWAY WITHOUT PAVED SHOULDERS
ONE LANE TWO-WAY
CONTROL WITH YIELD SIGNS
(Less than 2000 ADT - See Note 9)



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	M	Portable Changeable Message Sign (PCMS)
	Sign		Traffic Flow
	Flag		Flagger

Posted Speed *	Formula	Minimum Desirable Taper Lengths ** 10' Offset	11' Offset	12' Offset	Suggested Maximum Spacing of Channelizing Devices: On a Taper	On a Tangent	Minimum Sign Spacing "X" Distance	Suggested Longitudinal Buffer Space "B"	Stopping Sight Distance
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

1. Flags attached to signs where shown, are REQUIRED.
2. All traffic control devices illustrated are REQUIRED, except those denoted with the triangle symbol may be omitted when stated elsewhere in the plans, or for routine maintenance work, when approved by the Engineer.
3. The 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.
4. Flaggers should use two-way radios or other methods of communication to control traffic.
5. Length of work space should be based on the ability of flaggers to communicate.
6. 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.
7. 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)

8. 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.
9. The R1-2aP "YIELD TO ONCOMING TRAFFIC" sign shall be placed on a support at a 7 foot minimum mounting height.

TCP (2-2b)

10. Channelizing devices on the center line may be omitted when a pilot car is leading traffic and approved by the Engineer.
11. 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).
12. Flaggers should use 24" STOP/SLOW paddles to control traffic. Flags should be limited to emergency situtations.

Texas Department of Transportation
Traffic Operations Division Standard

TRAFFIC CONTROL PLAN
ONE-LANE TWO-WAY
TRAFFIC CONTROL

TCP(2-2)-18

FILE: tcp2-2-18.dgn	DN:	CK:	DW:	CK:
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1-97 2-12	AMA	POTTER		024
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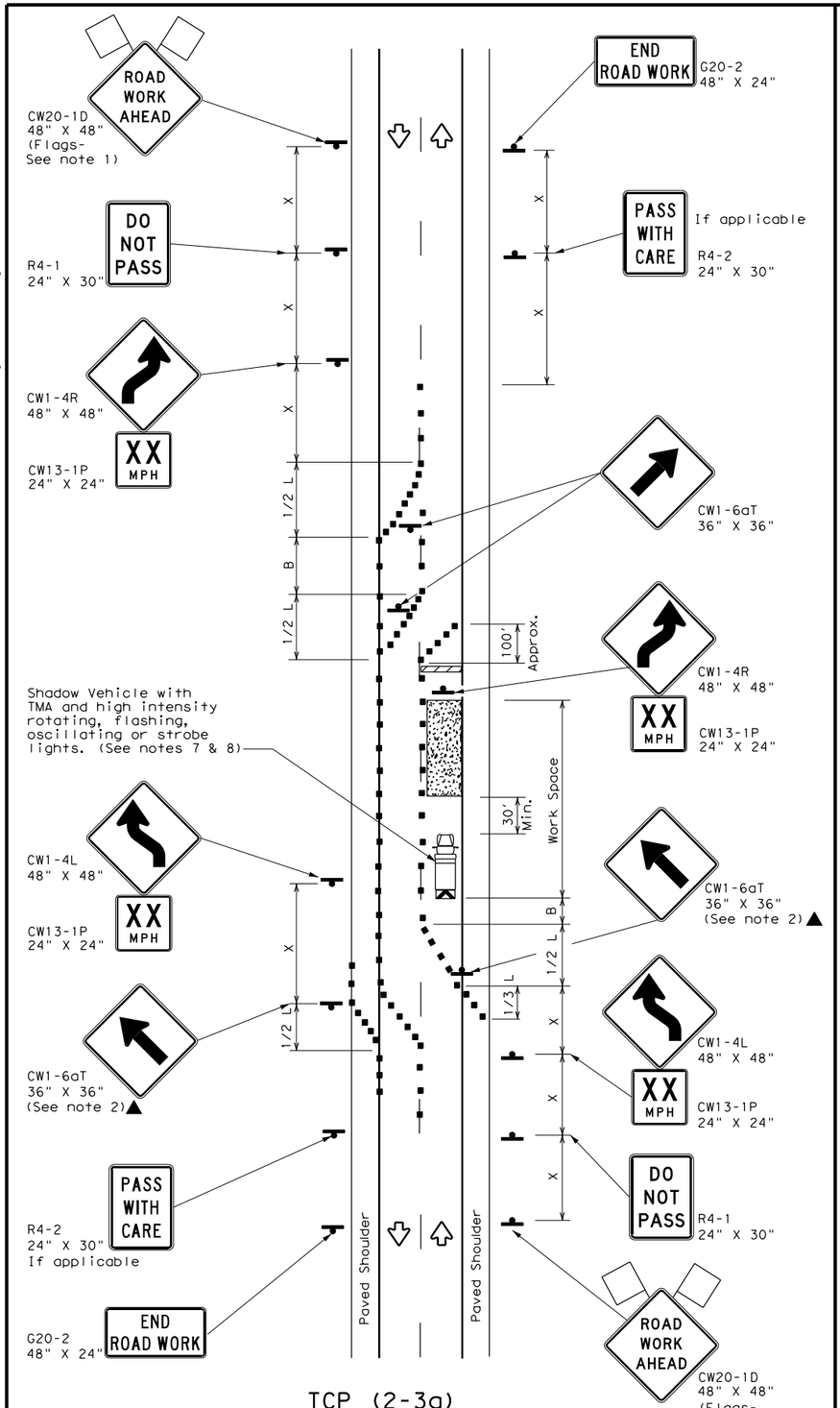
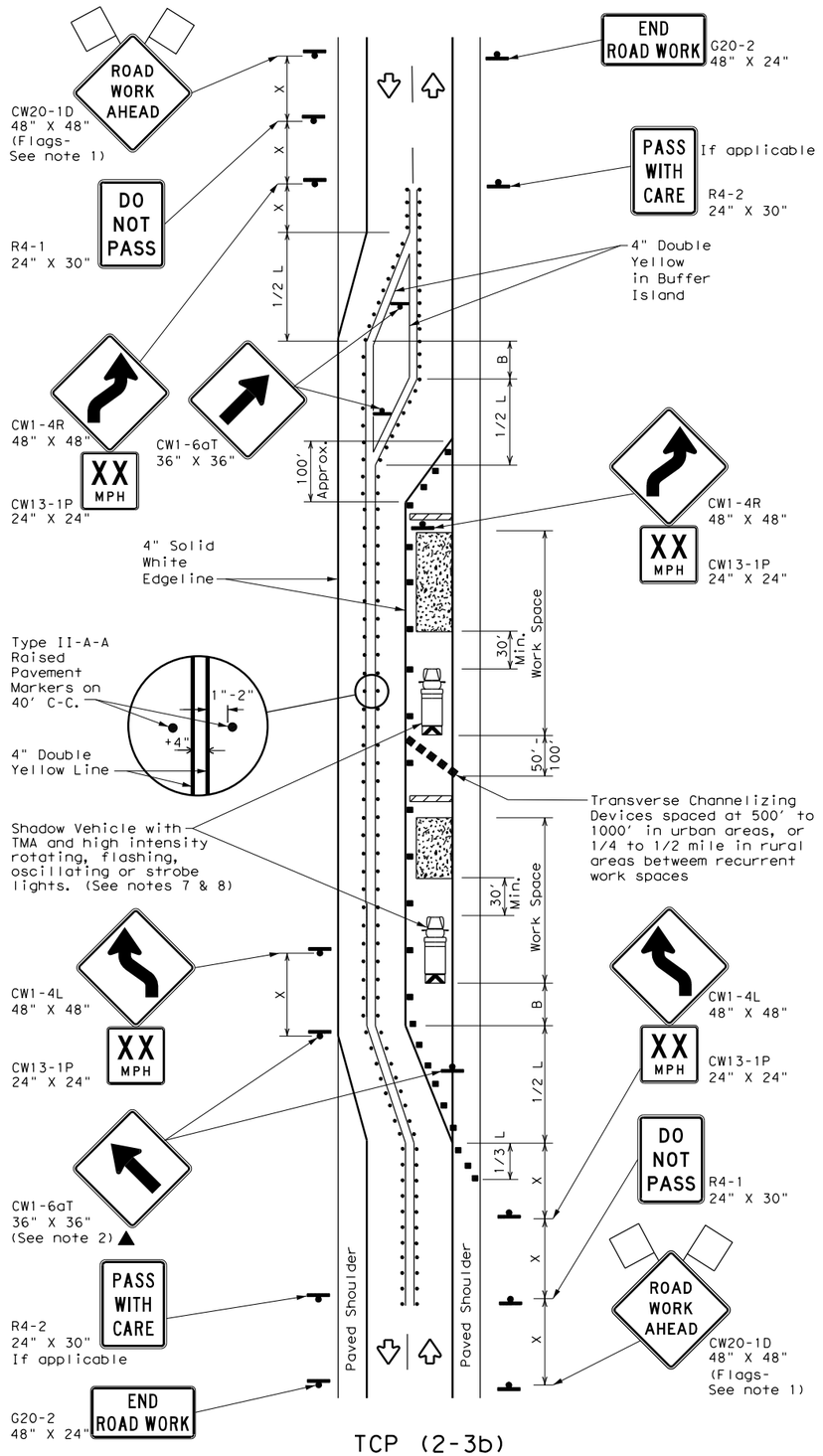


TCP (2-3a)
2-LANE ROADWAY WITH PAVED SHOULDERS

ONE LANE CLOSED
ADEQUATE FIELD OF VIEW



TCP (2-3b)
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		Raised Pavement Markers Ty II-AA
	Sign		Traffic Flow
	Flag		Flagger

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

* Conventional Roads Only

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

TYPICAL USAGE				
MOBILE	SHORT DURATION	SHORT TERM STATIONARY	INTERMEDIATE TERM STATIONARY	LONG TERM STATIONARY
				TCP(2-3b)ONLY
			✓	✓

GENERAL NOTES

1. Flags attached to signs where shown, are REQUIRED.
2. All traffic control devices illustrated are REQUIRED, except those denoted with the triangle symbol may be omitted when stated elsewhere in the plans, or for routine maintenance work, when approved by the Engineer.
3. 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.
4. 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.
5. 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.
6. Conflicting pavement marking shall be removed for long term projects.
7. 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.
8. 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)

9. 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.

Texas Department of Transportation

Traffic Operations Division Standard

TRAFFIC CONTROL PLAN TRAFFIC SHIFTS ON TWO-LANE ROADS

TCP(2-3)-18

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© TxDOT December 1985	CONT	SECT	JOB	HIGHWAY
REVISIONS	0904	02	047	VARIOUS
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1-97 2-12	AMA	POTTER		025
4-98 2-18				

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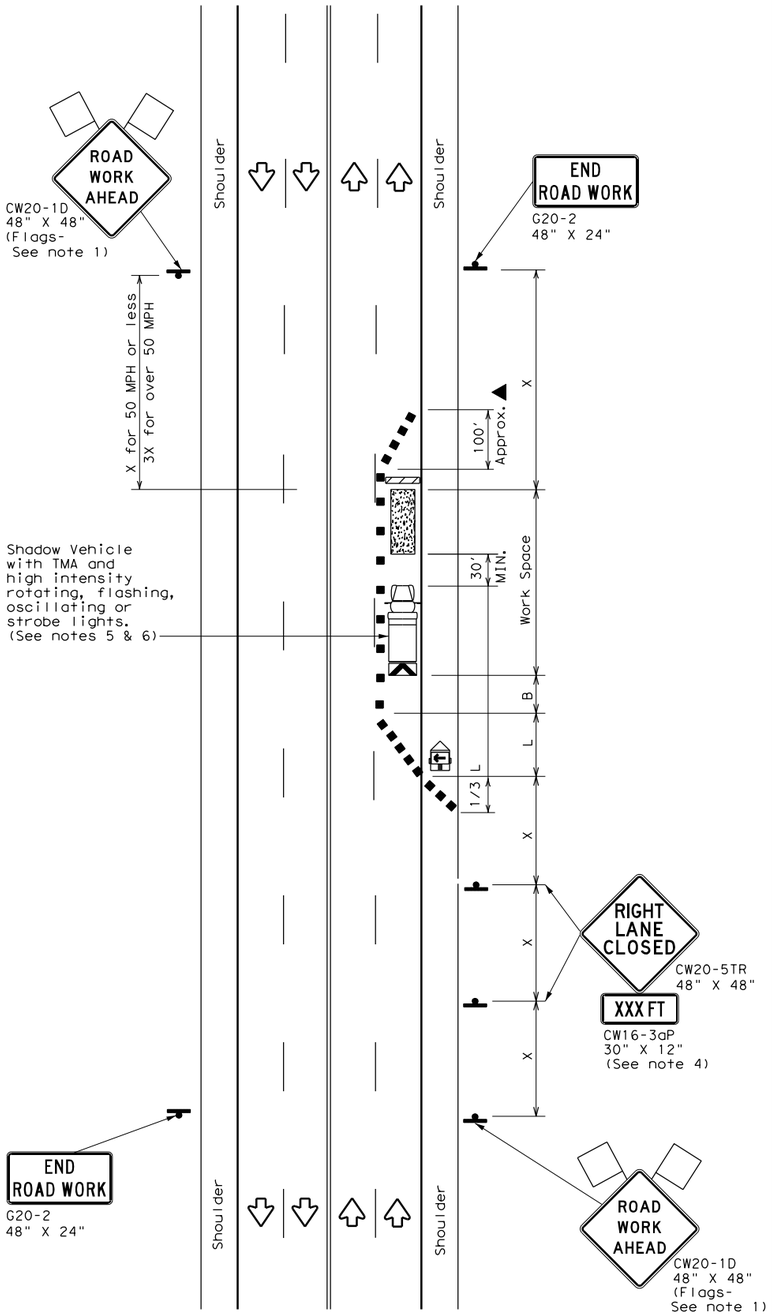
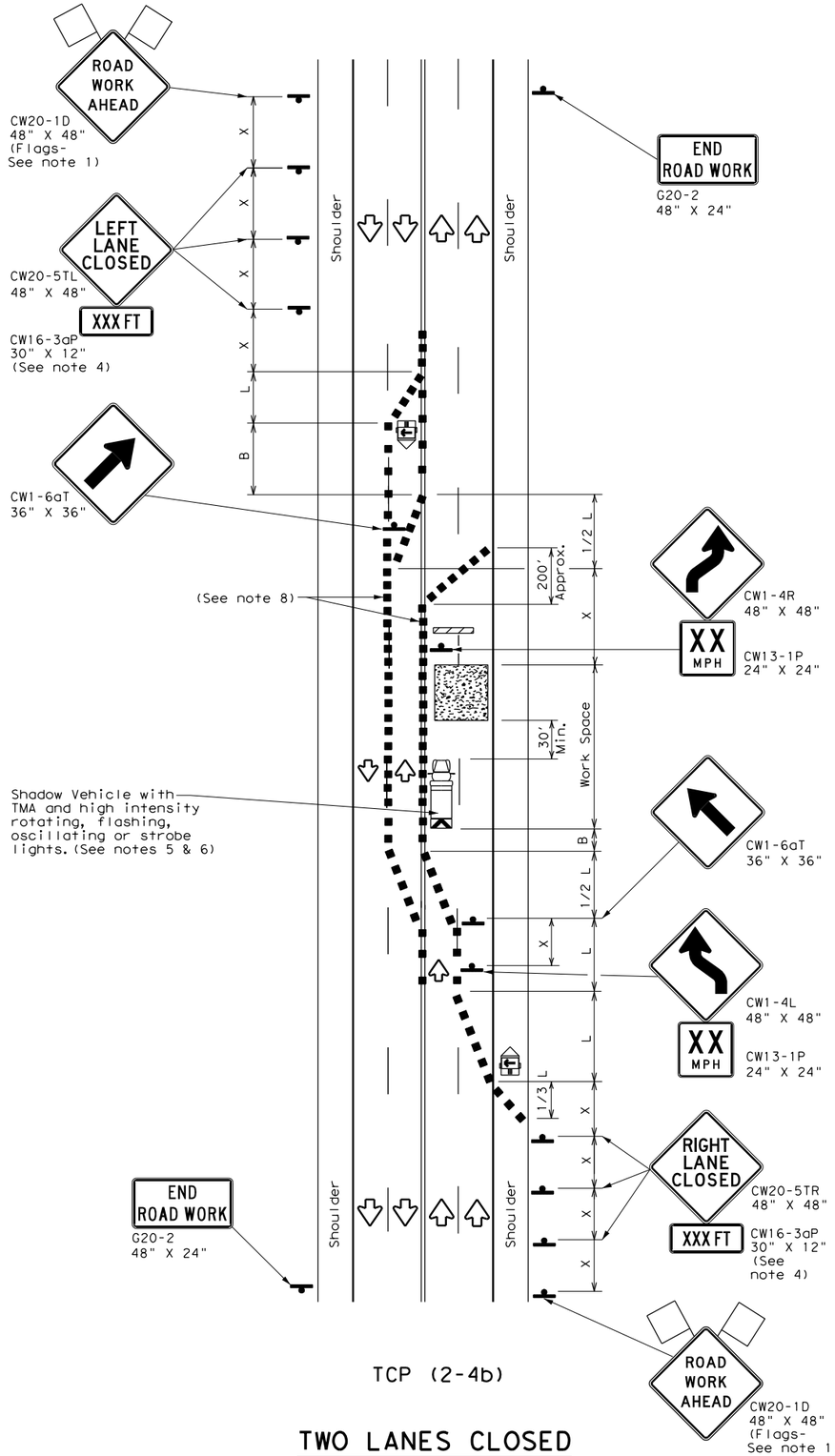


TCP (2-4a)

ONE LANE CLOSED



TCP (2-4b)

TWO LANES CLOSED

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

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

* Conventional Roads Only

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

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

GENERAL NOTES

1. Flags attached to signs where shown, are REQUIRED.
2. All traffic control devices illustrated are REQUIRED, except those denoted with the triangle symbol may be omitted when stated elsewhere in the plans, or for routine maintenance work, when approved by the Engineer.
3. The downstream taper is optional. When used, it should be 100 feet minimum length per lane.
4. For short term applications, when post mounted signs are not used, the distance legend may be shown on the sign face rather than on a CW16-3aP supplemental plaque.
5. 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.
6. 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.

TCP (2-4a)

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

TCP (2-4b)

8. 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 devices 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
LANE CLOSURES ON MULTILANE CONVENTIONAL ROADS

TCP(2-4)-18

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4-98 2-18	AMA	POTTER		026

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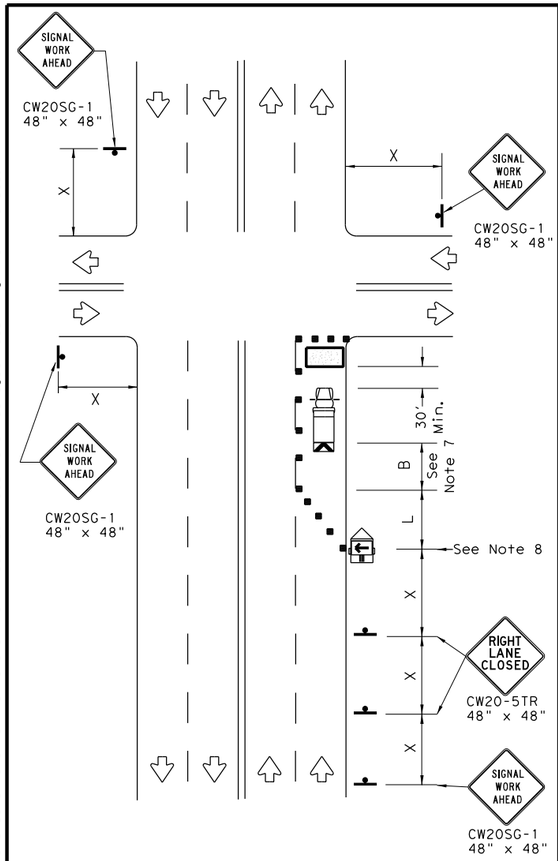
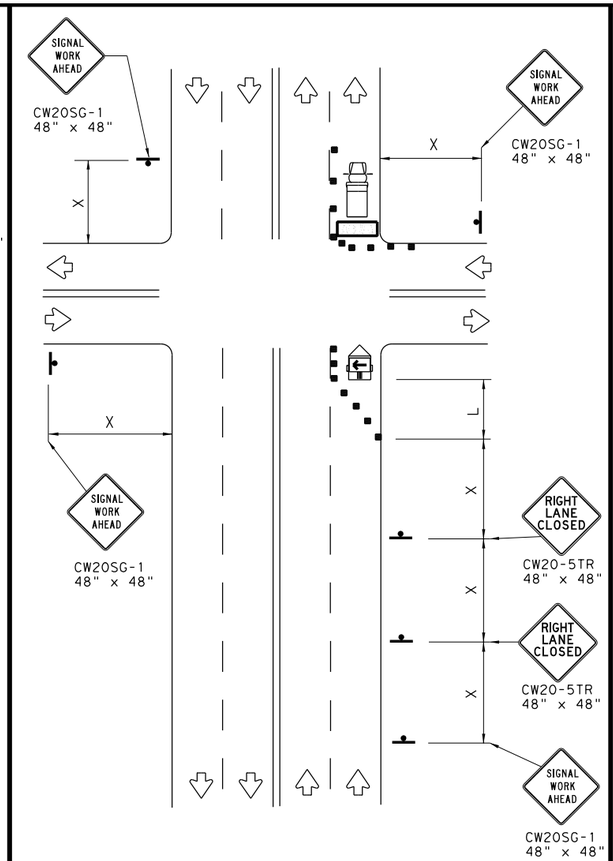


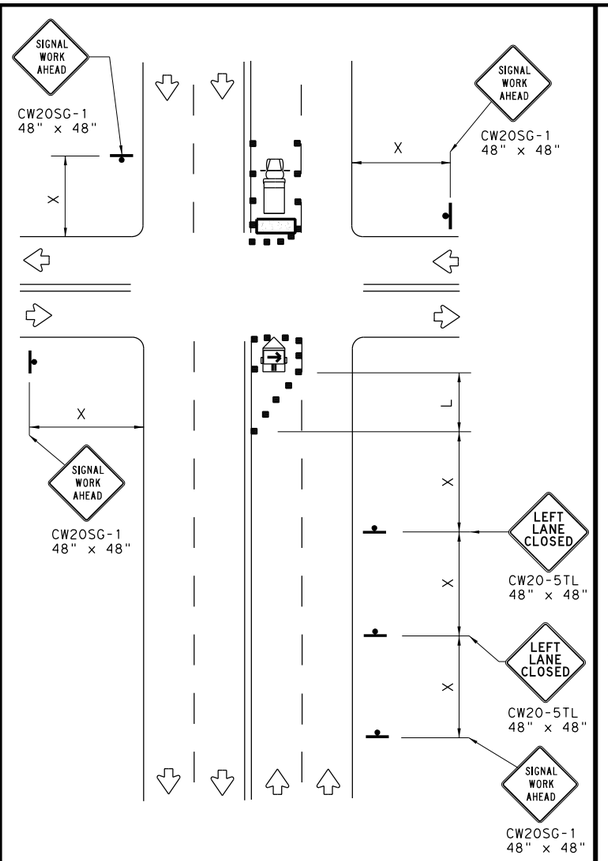
NEAR SIDE LANE CLOSURE

SHORT DURATION OR SHORT TERM STATIONARY



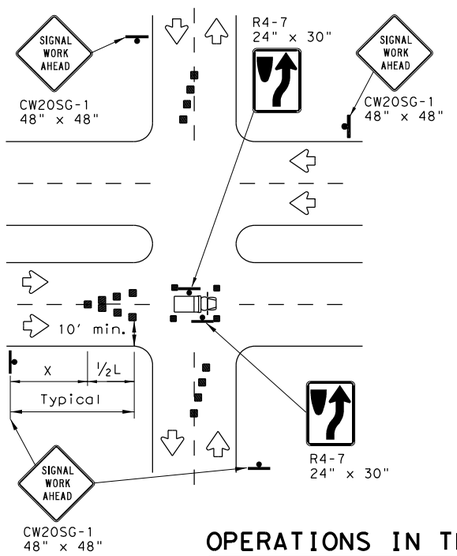
FAR SIDE RIGHT LANE CLOSURE

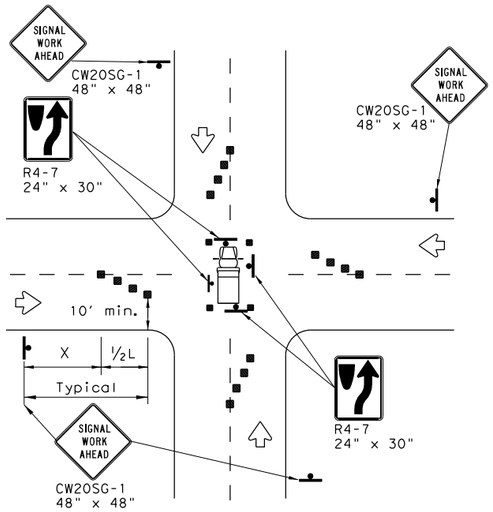
SHORT DURATION OR SHORT TERM STATIONARY



FAR SIDE LEFT LANE CLOSURE

SHORT DURATION OR SHORT TERM STATIONARY





OPERATIONS IN THE INTERSECTION

SHORT DURATION

GENERAL NOTES

1. The minimum size channelizing device is the 28" cone. 42" Two-piece cones, drums, vertical panels or barricades will be required when the device must be left unattended at night.
2. Obstructions or hazards at the work area shall be clearly marked and delineated at all times.
3. Flaggers and Flagger Symbol (CW20-7) signs may be required according to field conditions.
4. Vehicles parked in roadway shall be equipped with at least two high intensity rotating, flashing, oscillating or strobe type lights.
5. High level warning devices (flag trees) may be used at corners of the vehicle.
6. When work operations are performed on existing signals, the signals may be placed in flashing red mode when approved by the engineer. If existing signals do not have power, All-Way Stop (R1-1 and R1-3P) signs may be implemented when approved by the engineer.
7. For Short-Term Stationary work the buffer space "B" from the above table should be used if field conditions permit. For Short Duration (less than 1 hour) any buffer space provided will enhance the safety of the setup.
8. The arrow board at this location may be omitted for Short Duration work if the work vehicle has an arrow board in operation. As an option, the arrow board may be placed at the end of the taper in the closed lane if space is not available at the beginning of the taper.
9. Signs and devices for the NEAR SIDE LANE CLOSURE may be altered for a left lane closure by using a LEFT LANE CLOSED (CW20-5TL) and adding channelizing devices on the centerline to protect the work space from opposing traffic.

LEGEND

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

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

* Conventional Roads Only

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

WORKERS IN BUCKET TRUCKS SHALL NOT WORK ABOVE OPEN LANES OF TRAFFIC.

Texas Department of Transportation

Traffic Operations Division Standard

TRAFFIC SIGNAL WORK TYPICAL DETAILS

WZ(BTS-1)-13

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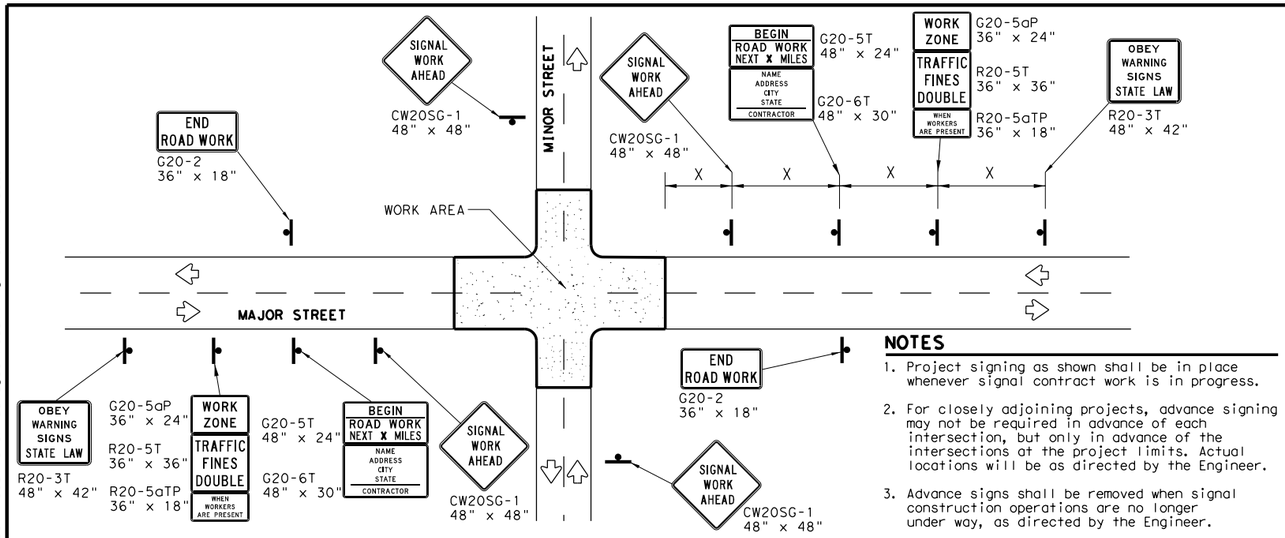


TYPICAL ADVANCE SIGNAL PROJECT SIGNING

FOR LONG TERM and INTERMEDIATE-TERM STATIONARY WORK OPERATIONS

NOTES

1. Project signing as shown shall be in place whenever signal contract work is in progress.
2. For closely adjoining projects, advance signing may not be required in advance of each intersection, but only in advance of the intersections at the project limits. Actual locations will be as directed by the Engineer.
3. Advance signs shall be removed when signal construction operations are no longer under way, as directed by the Engineer.
4. Warning sign spacing shown is typical for both directions.
5. See the Table on sheet 1 of 2 for Typical warning sign spacing.

GENERAL NOTES FOR WORK ZONE SIGNS

1. Signs shall be installed and maintained in a straight and plumb condition.
2. Wooden sign posts shall be painted white.
3. Barricades shall NOT be used as sign supports.
4. Nails shall NOT be used to attach signs to any support.
5. All signs shall be installed in accordance with the plans or as directed by the Engineer.
6. The Contractor shall furnish the sign design shown in the plans or in the "Standard Highway Sign Designs for Texas" (SHSD).
7. The Contractor shall furnish sign supports and substrates listed in the "Compliant Work Zone Traffic Control Device List" (CWZTCD), installed as per the manufacturer's recommendations.
8. Temporary signs that have damaged or cracked substrates and/or damaged or marred reflective sheeting shall be replaced as directed by the Engineer.
9. 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".
10. Damaged wood posts shall be replaced. Splicing wood posts will not be allowed.

DURATION OF WORK

1. Work zone durations are defined in Part 6, Section 6G.02 of the Texas Manual on Uniform Traffic Control Devices (TMUTCD).

SIGN MOUNTING HEIGHT

1. Sign height of Long-term/Intermediate-term warning signs shall be as shown on Figure 6F-1 of the TMUTCD.
2. Sign height of Short-term/Short Duration warning signs shall be as shown on Figure 6F-2 of the TMUTCD.
3. Regulatory signs shall be mounted at least 7 feet, but not more than 9 feet, above the paved surface regardless of work duration.

REMOVING OR COVERING

1. When sign messages may be confusing or do not apply, the signs shall be removed or completely covered, unless otherwise approved by the Engineer.
2. 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, or heavy materials such as plywood or aluminum shall not be used to cover signs.
3. Duct tape or other adhesive material shall NOT be affixed to a sign face.
4. Signs and anchor stubs shall be removed and holes back filled upon completion of the work.

REFLECTIVE SHEETING

1. All signs shall be retroreflective and constructed of sheeting meeting the requirements of the DMS and color usage table shown on this sheet.

SIGN SUPPORT WEIGHTS

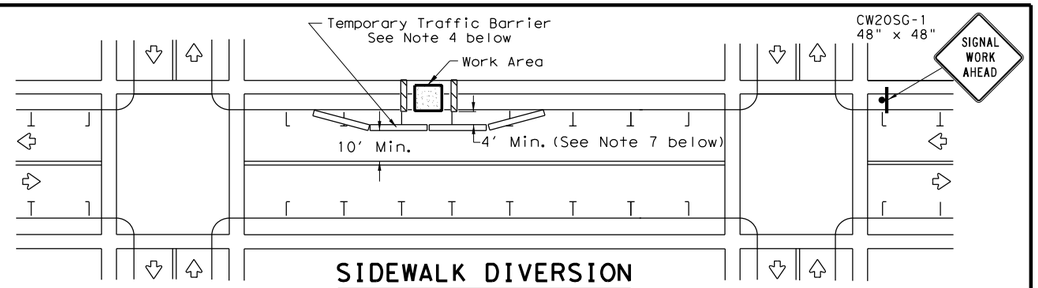
1. Weights used to keep signs from turning over should be sandbags filled with dry, cohesionless material.
2. The sandbags will be tied shut to keep the sand from spilling and to maintain a constant weight.
3. Rock, concrete, iron, steel or other solid objects will not be permitted for use as sign support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

LEGEND	
	Sign
	Channelizing Devices
	Type 3 Barricade

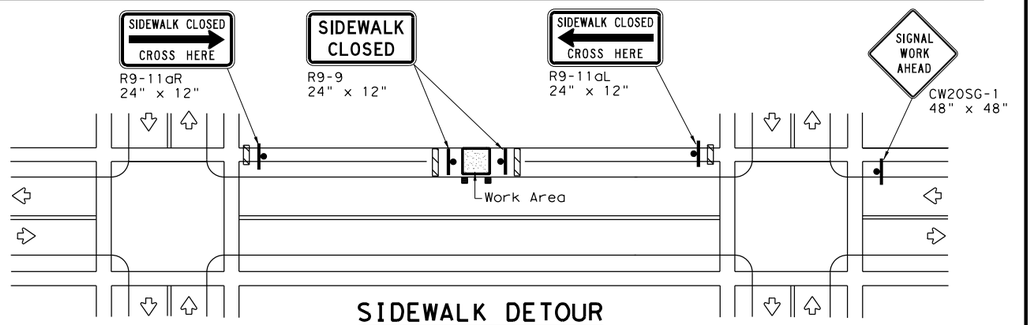
DEPARTMENTAL MATERIAL SPECIFICATIONS	
SIGN FACE MATERIALS	DMS-8300
FLEXIBLE ROLL-UP REFLECTIVE SIGNS	DMS-8310

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

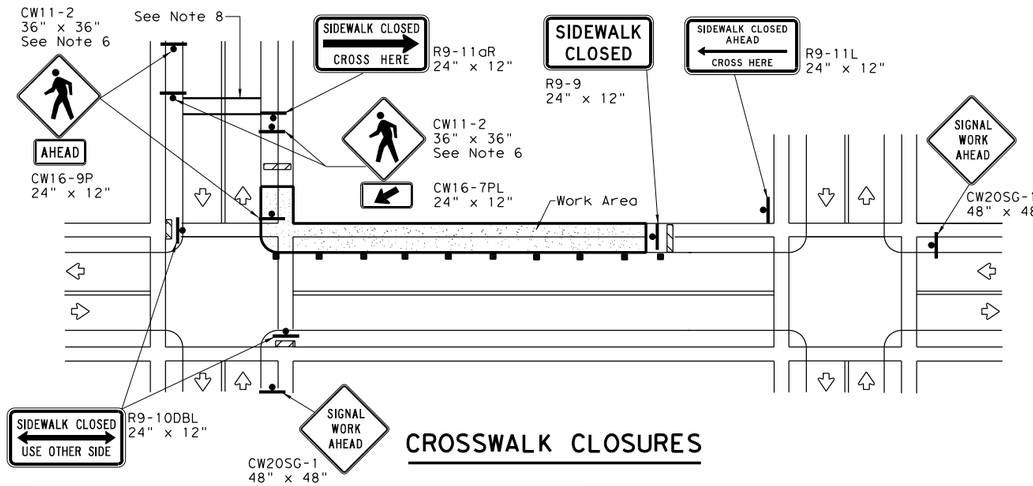
Only pre-qualified products shall be used. A copy of the "Compliant Work Zone Traffic Control Devices List" (CWZTCD) describes pre-qualified products and their sources and may be found at the following web address:
http://www.txdot.gov/txdot_library/publications/construction.htm



SIDEWALK DIVERSION



SIDEWALK DETOUR



CROSSWALK CLOSURES

PEDESTRIAN CONTROL

1. Holes, trenches or other hazards shall be adequately protected by covering, delineating or surrounding the hazard with orange plastic pedestrian fencing or longitudinal channelizing devices, or as directed by the Engineer.
2. "CROSSWALK CLOSURES" as detailed above will require the Engineer's approval prior to installation.
3. R9 series signs shown may be placed on supports detailed on the BC standards or CWZTCD list, or when fabricated from approved lightweight plastic substrates, they may be mounted on top of a plastic drum at or near the location shown.
4. For speeds less than 45 mph longitudinal channelizing devices may be used instead of traffic barriers when approved by the Engineer. Attenuation of blunt ends and installation of water filled devices shall be as per BC(9) and manufacturer's recommendations.
5. Location of devices are for general guidance. Actual device spacing and location must be field adjusted to meet actual conditions.
6. Where pedestrians with visual disabilities normally use the closed sidewalk Detectable Pedestrian Barricades should be used instead of the Type 3 Barricades shown.
7. The width of existing sidewalk should be maintained if practical.
8. Pavement markings for mid-block crosswalks shall be paid for under the appropriate bid items.
9. When crosswalks or other pedestrian facilities are closed or relocated, temporary facilities shall be detectable and shall include accessibility features consistent with the features present in the existing pedestrian facility.

Texas Department of Transportation

Traffic Operations Division Standard

TRAFFIC SIGNAL WORK BARRICADES AND SIGNS

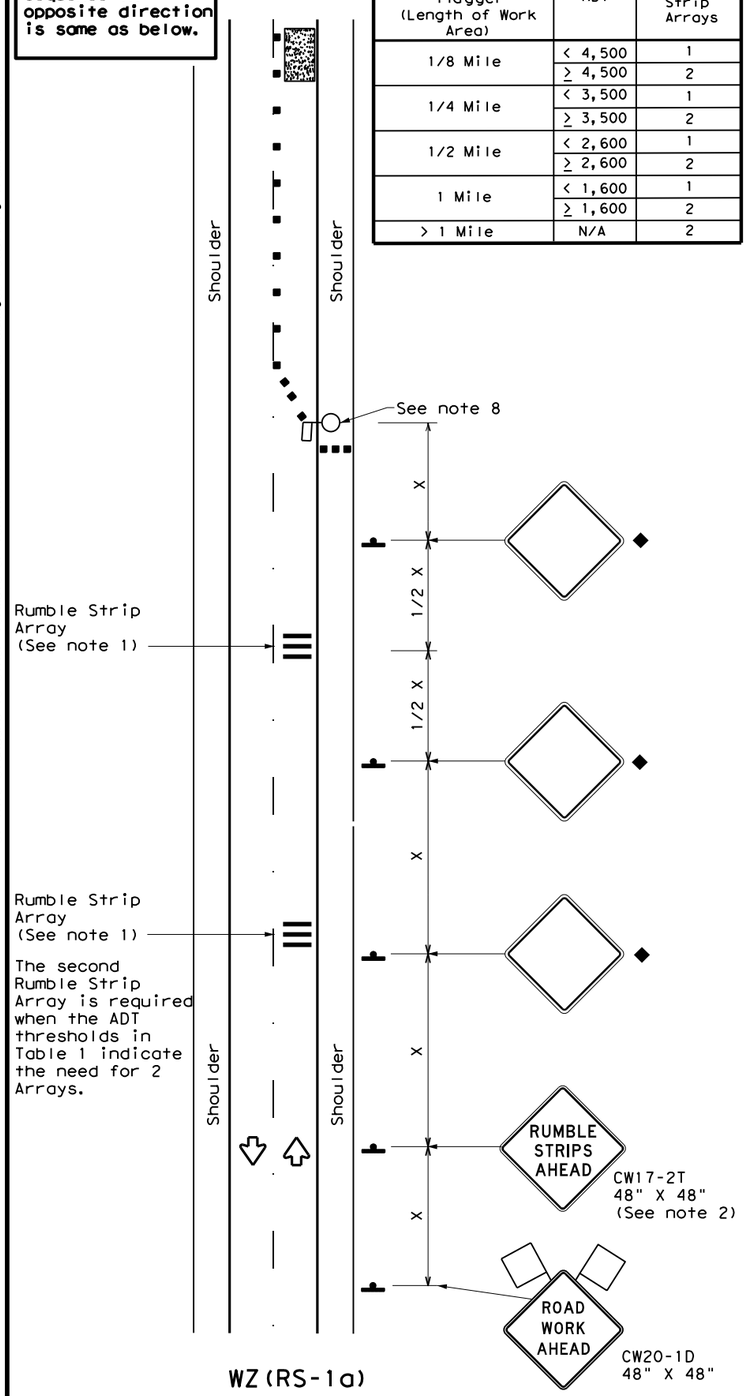
WZ(BTS-2)-13

FILE: wzbts-13.dgn	DN: TxDOT	CK: TxDOT	DW: TxDOT	CK: TxDOT
©TxDOT April 1992	CONT	SECT	JOB	HIGHWAY
REVISIONS	0904	02	047	VARIOUS
2-98 10-99 7-13	DIST	COUNTY		SHEET NO.
4-98 3-03	AMA	POTTER		028

DATE:
FILE:

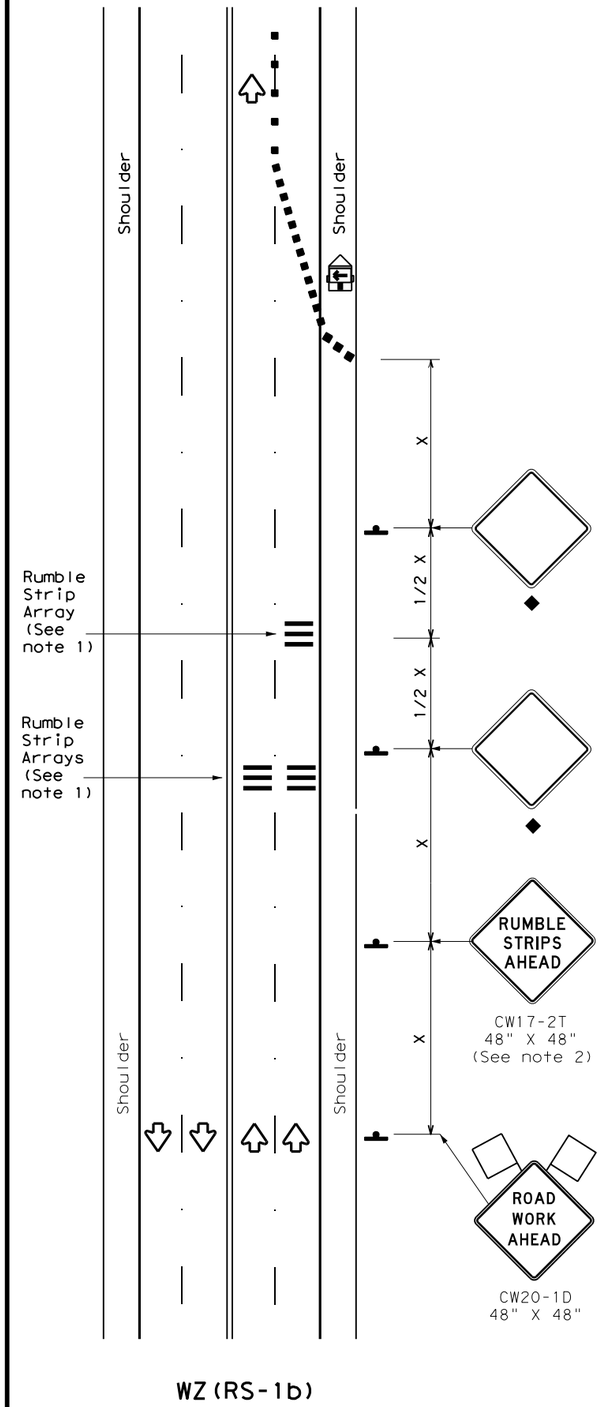
Warning sign and rumble strip sequence in opposite direction is same as below.

TABLE 1		
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)

RUMBLE STRIPS ON ONE-LANE TWO-WAY APPLICATION



WZ(RS-1b)

RUMBLE STRIPS FOR LANE CLOSURE ON CONVENTIONAL ROADWAY

GENERAL NOTES

1. 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.
2. 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.
3. Temporary Rumble Strips will be considered subsidiary to Item 502, and shall be a product listed on the Compliant Work Zone Traffic Control Devices.
4. Remove Temporary Rumble Strips before removing the advanced warning signs.
5. Temporary Rumble Strips should not be used on horizontal curves, loose gravel, soft or bleeding asphalt, heavily rutted pavements or unpaved surfaces.
6. Temporary Rumble Strips shall be installed and maintained as per manufacturer's recommendations.
7. This standard sheet shall be used in conjunction with other appropriate TCP standard, TMUTCD typical application or project specific detail for the project.
8. The one-lane two-way application may utilize a flagger, an Automated Flagger Assistance Device (AFAD) or a Portable Traffic Signal (PTS).
9. Replace defective Temporary Rumble Strips as directed by the Engineer.
10. Temporary Rumble Strips may be used on freeways or expressways based on engineering judgment and written direction from the Engineer.

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

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

* Conventional Roads Only

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

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

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

* For posted speeds in excess of 65 MPH, it is recommended that spacing is increased as speed limits increase. Increasing space between rumble strips will improve effectiveness.

TABLE 2	
Speed	Approximate distance between strips in an array
≤ 40 MPH	10'
> 40 MPH & ≤ 55 MPH	15'
= 60 MPH	20'
≥ 65 MPH	* 35' +

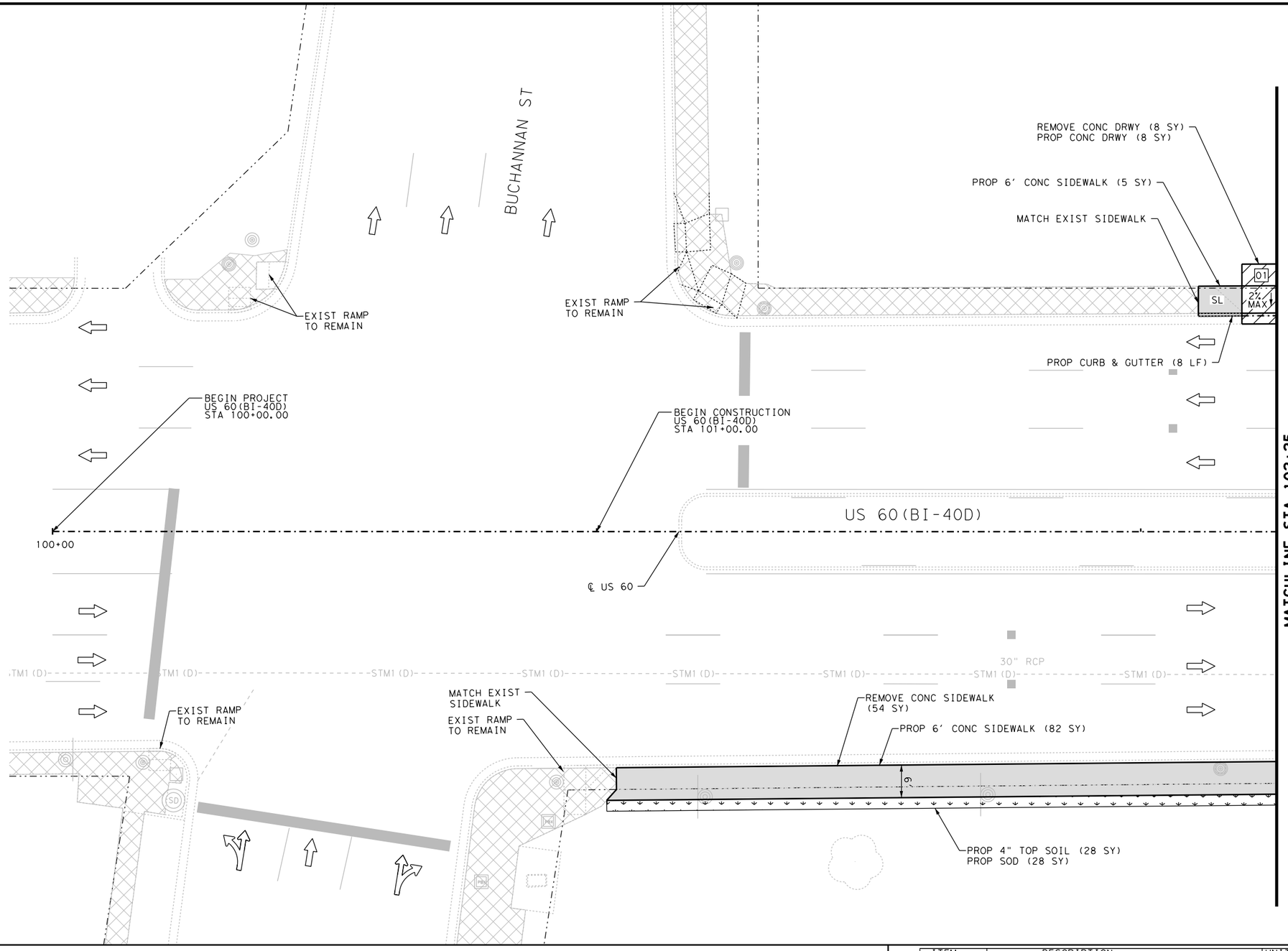
Texas Department of Transportation

Traffic Safety Division Standard

TEMPORARY RUMBLE STRIPS

WZ(RS)-22

FILE: wzrs22.dgn	DN: TxDOT	CK: TxDOT	DW: TxDOT	CK: TxDOT
©TxDOT November 2012	CONT	SECT	JOB	HIGHWAY
REVISIONS 2-14 1-22 4-16	0904	02	047	VARIOUS
	DIST	COUNTY		SHEET NO.
	AMA	POTTER		28A



N

0' 10' 20'

SCALE IN FEET

NOTES:

* FOR CONTRACTOR INFORMATION ONLY

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NO.	DATE	REVISION	BY

STATE OF TEXAS
MARWAN F MUWAQUET
81607
LICENSED PROFESSIONAL ENGINEER
M.F.Muwaquet
1/27/2022

GLOBAL CIVIL SOLUTIONS, LLC
11551 FOREST CENTRAL DRIVE
SUITE 220
DALLAS, TX 75243
F-12801

LEGEND

	PROP SODDING
	PROP CONC DRWY
	PROP CONC RIPRAP
	PROP RETAINING WALL
	PROP CONC SIDEWALK
	EXISTING SIDEWALK/DRWY TO REMAIN

R	RAMP
L	LANDING PAD
F	FLARE
SL	LONG. SLOPE MAY NOT EXCEED 5% OR ADJACENT ROAD SLOPE
T	TRANSITION
LS	LEVEL SIDEWALK (2% MAX)
	TRAFFIC FLOW
	EXISTING SIGN
	PROPOSED SIGN
	MANHOLE

	POWER POLE
	TRAFFIC SIGNAL POLE
	LIGHT POLE
W	WATER METER
	FIRE HYDRANT
	GUY WIRE
	TREE/SHRUB
x—x	FENCE
	WATER VALVE
	TRAFFIC SIGNAL BOX

IRV	IRRIGATION CONTROL VALVE
PBX	ELECTRICAL PULL BOX
XX	DRIVEWAY ID
	PEDESTRIAN SIGNAL
	GAS METER
	SPRINKLER HEAD
	UTILITY MARKER POST
OP	OVERHEAD ELECTRIC LINE

ITEM	DESCRIPTION	UNIT	QTY
0104 6015	REMOVING CONC (SIDEWALKS)	SY	54
0104 6017	REMOVING CONC (DRIVEWAYS)	SY	88
0160 6003	FURNISHING AND PLACING TOP SOIL (4")	SY	28
0162 6002	BLOCK SODDING	SY	28
0168 6001	VEGETATIVE WATERING	MG	1.1
0529 6008	CONC CURB & GUTTER (TY II)	LF	8
0530 6004	DRIVEWAYS (CONC)	SY	8
0531 6001	CONC SIDEWALK (4")	SY	87

US 60 (BI 40-D)

SIDEWALK PLAN

BEGIN PROJECT TO STA 102+25

SHEET 1 OF 44

DESIGN	FED.RD. DIV.NO.	FEDERAL AID PROJECT NO.		HIGHWAY NO.
MII	6	(SEE TITLE SHEET)		VARIOUS
GRAPHICS PS	STATE	DISTRICT	COUNTY	SHEET NO.
CHECK MFM	TEXAS	AMA	POTTER	029
CHECK FS	CONTROL	SECTION	JOB	
	0904	02	047	

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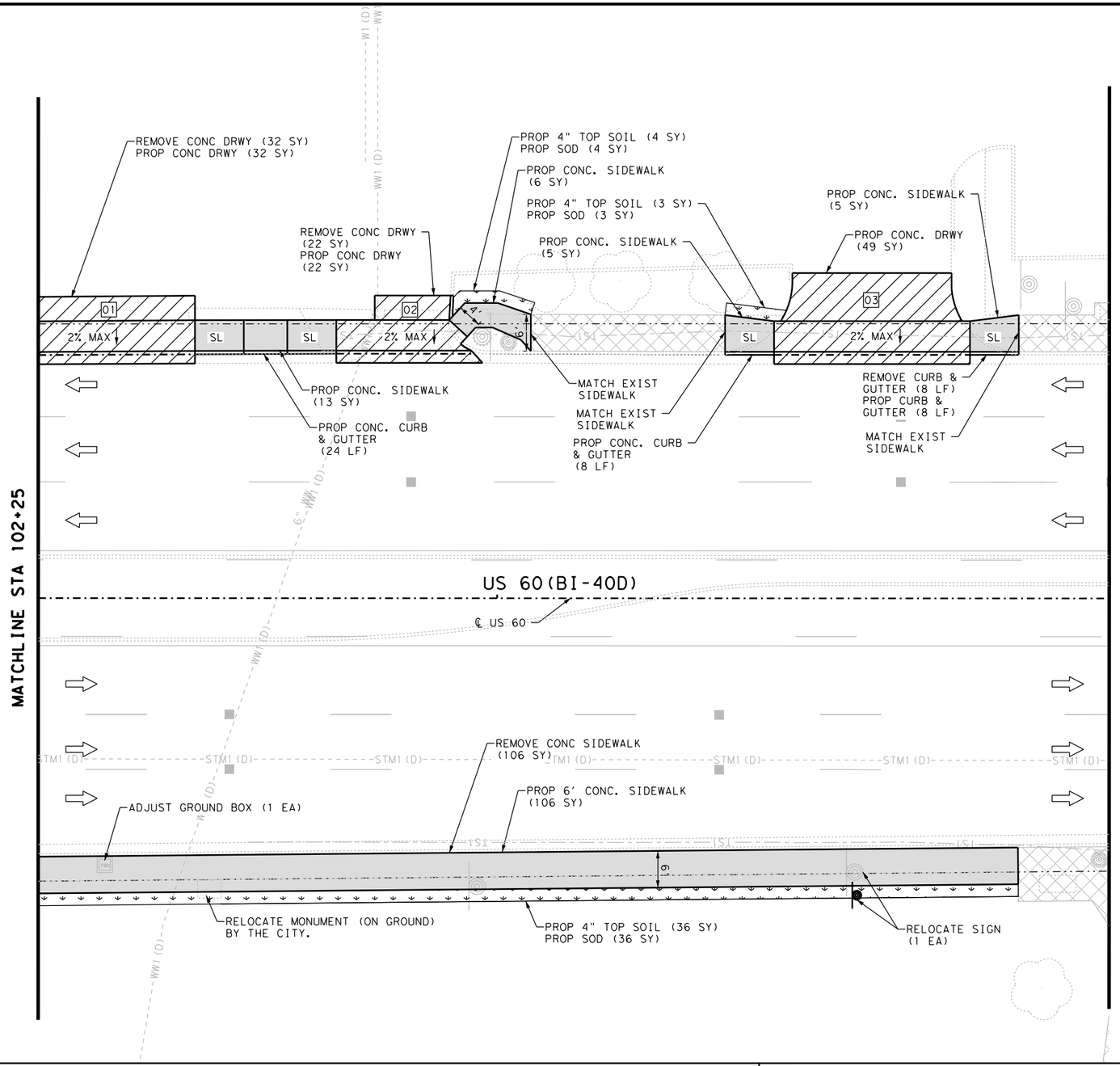

N

0' 10' 20'
SCALE IN FEET

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NO.	DATE	REVISION	BY

STATE OF TEXAS
MARWAN F MUWAQUET
81607
LICENSED
PROFESSIONAL ENGINEER
M.F.Muwaquet
1/27/2022

GLOBAL CIVIL SOLUTIONS, LLC
11551 FOREST CENTRAL DRIVE
SUITE 220
DALLAS, TX 75243
F-12801

Texas Department of Transportation

LEGEND

- PROP SODDING
- PROP CONC DRWY
- PROP CONC RIPRAP
- PROP RETAINING WALL
- PROP CONC SIDEWALK
- EXISTING SIDEWALK/DRWY TO REMAIN

- R RAMP
- L LANDING PAD
- F FLARE
- SL LONG. SLOPE MAY NOT EXCEED 5% OR ADJACENT ROAD SLOPE
- T TRANSITION
- LS LEVEL SIDEWALK (2% MAX)
- TRAFFIC FLOW
- EXISTING SIGN
- PROPOSED SIGN
- MANHOLE
- POWER POLE
- TRAFFIC SIGNAL POLE
- LIGHT POLE
- WATER METER
- FIRE HYDRANT
- GUY WIRE
- TREE/SHRUB
- FENCE
- WATER VALVE
- TRAFFIC SIGNAL BOX
- IRRIGATION CONTROL VALVE
- ELECTRICAL PULL BOX
- DRIVEWAY ID
- PEDESTRIAN SIGNAL
- GAS METER
- SPRINKLER HEAD
- UTILITY MARKER POST
- OP OVERHEAD ELECTRIC LINE

ITEM	DESCRIPTION	UNIT	QTY
0104 6015	REMOVING CONC (SIDEWALKS)	SY	106
0104 6017	REMOVING CONC (DRIVEWAYS)	SY	54
0104 6029	REMOVING CONC (CURB OR CURB & GUTTER)	LF	8
0160 6003	FURNISHING AND PLACING TOP SOIL (4")	SY	43
0162 6002	BLOCK SODDING	SY	43
0168 6001	VEGETATIVE WATERING	MG	1.6
0529 6008	CONC CURB & GUTTER (TY II)	LF	40
0530 6004	DRIVEWAYS (CONC)	SY	103
0531 6001	CONC SIDEWALK (4")	SY	135
0644 6068	RELOCATE SM RD SN SUP&AM TY 10BWG	EA	1
6027 6009	GROUND BOX (ADJUST)	EA	1

US 60 (BI 40-D)

SIDEWALK PLAN

STA 102+25 TO STA 104+00

SHEET 2 OF 44

DESIGN	FED.RD. DIV.NO.	FEDERAL AID PROJECT NO.		HIGHWAY NO.
MII	6	(SEE TITLE SHEET)		VARIOUS
GRAPHICS PS	STATE	DISTRICT	COUNTY	SHEET NO.
CHECK MFM	TEXAS	AMA	POTTER	030
CHECK FS	CONTROL	SECTION	JOB	
	0904	02	047	

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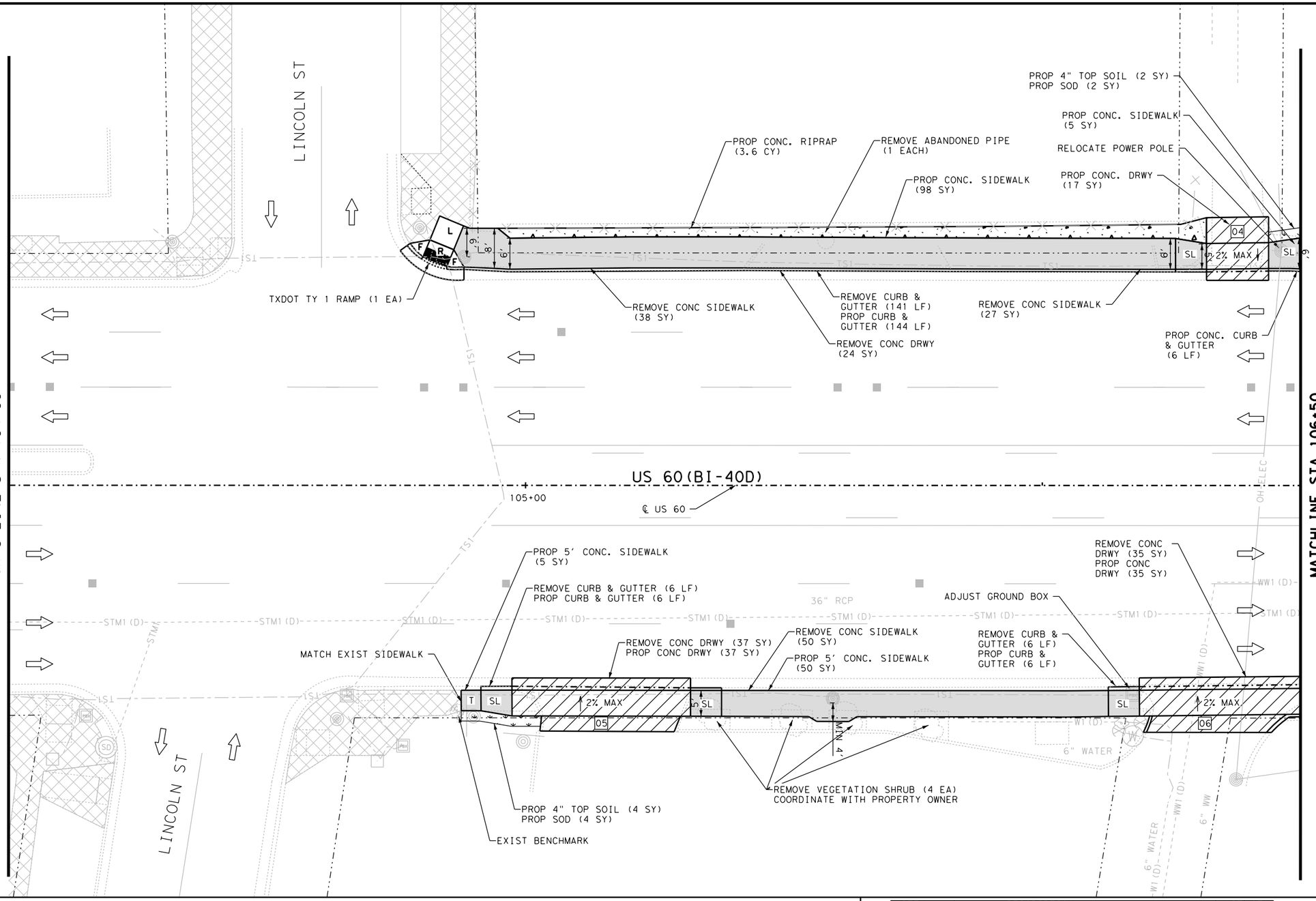

N

0' 10' 20'
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LEGEND

- PROP SODDING
- PROP CONC DRWY
- PROP CONC RIPRAP
- PROP RETAINING WALL
- PROP CONC SIDEWALK
- EXISTING SIDEWALK/DRWY TO REMAIN

- R RAMP
- L LANDING PAD
- F FLARE
- SL LONG. SLOPE MAY NOT EXCEED 5% OR ADJACENT ROAD SLOPE
- T TRANSITION
- LS LEVEL SIDEWALK (2% MAX)
- TRAFFIC FLOW
- EXISTING SIGN
- PROPOSED SIGN
- MANHOLE

- POWER POLE
- TRAFFIC SIGNAL POLE
- LIGHT POLE
- WATER METER
- FIRE HYDRANT
- GUY WIRE
- TREE/SHRUB
- FENCE
- WATER VALVE
- TRAFFIC SIGNAL BOX

- IRRIGATION CONTROL VALVE
- ELECTRICAL PULL BOX
- DRIVEWAY ID
- PEDESTRIAN SIGNAL
- GAS METER
- SPRINKLER HEAD
- UTILITY MARKER POST
- OVERHEAD ELECTRIC LINE

ITEM	DESCRIPTION	UNIT	QTY
0100 6008	PREPARING ROW (TREE) (0" TO 6" DIA)	EA	4
0104 6015	REMOVING CONC (SIDEWALKS)	SY	115
0104 6017	REMOVING CONC (DRIVEWAYS)	SY	96
0104 6029	REMOVING CONC (CURB OR CURB & GUTTER)	LF	153
0160 6003	FURNISHING AND PLACING TOP SOIL (4")	SY	6
0162 6002	BLOCK SODDING	SY	6
0168 6001	VEGETATIVE WATERING	MG	0.3
0432 6001	RIPRAP (CONC) (4 IN)	CY	3.6
0496 6030	REMOVE STR (BOLLARD)	EA	1
0529 6008	CONC CURB & GUTTER (TY II)	LF	162
0530 6004	DRIVEWAYS (CONC)	SY	89
0531 6001	CONC SIDEWALK (4")	SY	158
0531 6004	CURB RAMPS (TY 1)	EA	1
6027 6009	GROUND BOX (ADJUST)	EA	1

NO.	DATE	REVISION	BY

STATE OF TEXAS
MARWAN F MUWAQUET
81607
LICENSED PROFESSIONAL ENGINEER
M.F.Muwaquet
3/15/2022

GLOBAL CIVIL SOLUTIONS, LLC
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SUITE 220
DALLAS, TX 75243
F-12801

Texas Department of Transportation

US 60 (BI 40-D)

SIDEWALK PLAN

STA 104+00 TO STA 106+50

SHEET 3 OF 44

DESIGN	FED.RD. DIV.NO.	FEDERAL AID PROJECT NO.		HIGHWAY NO.
MII	6	(SEE TITLE SHEET)		VARIOUS
GRAPHICS PS	STATE	DISTRICT	COUNTY	SHEET NO.
CHECK MFM	TEXAS	AMA	POTTER	031
CHECK FS	CONTROL	SECTION	JOB	
	0904	02	047	

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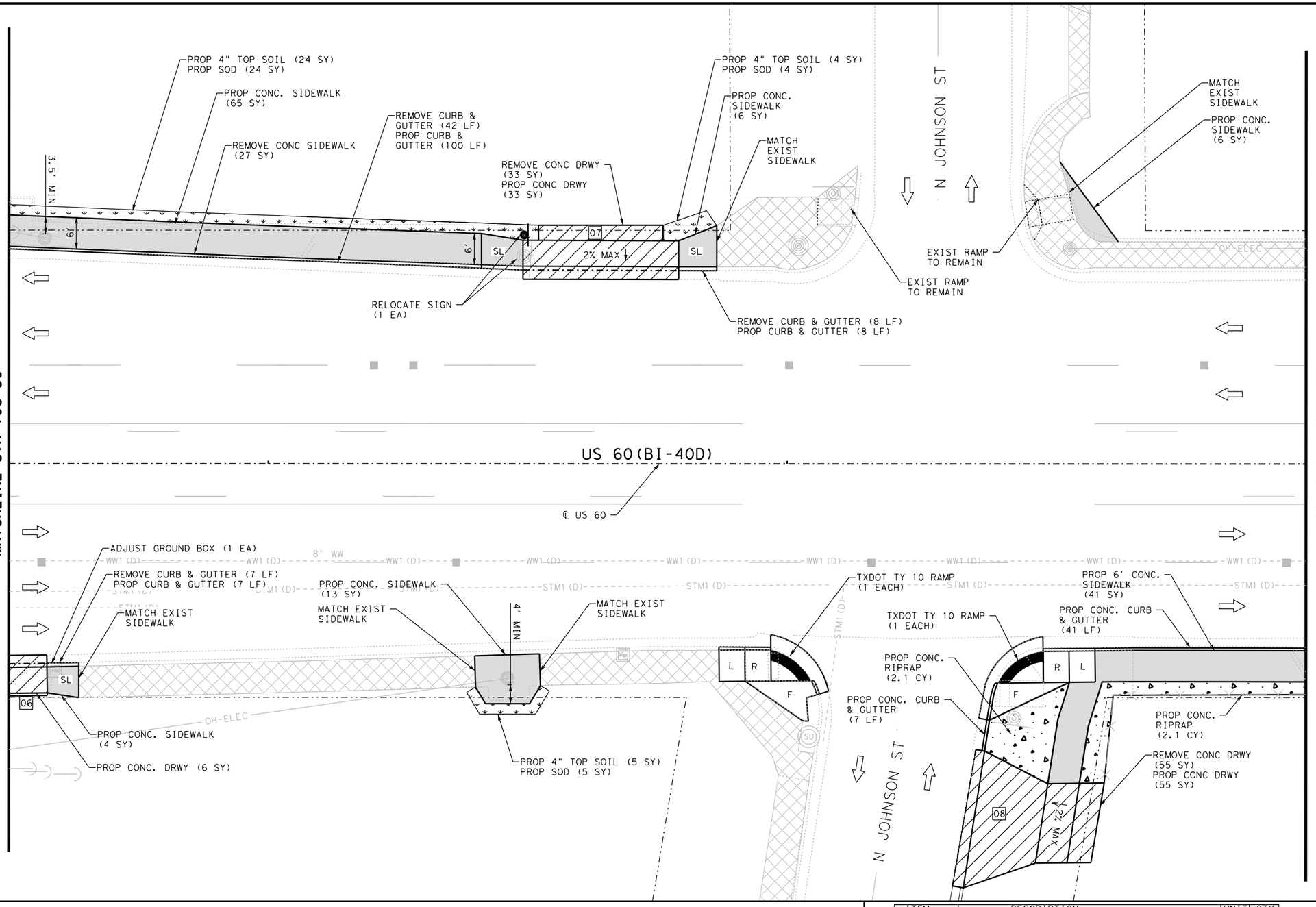
MATCHLINE STA 106+50

MATCHLINE STA 109+00



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1/27/2022

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11551 FOREST CENTRAL DRIVE
SUITE 220
DALLAS, TX 75243
F-12801

Texas Department of Transportation

LEGEND

- PROP SODDING
- PROP CONC DRWY
- PROP CONC RIPRAP
- PROP RETAINING WALL
- PROP CONC SIDEWALK
- EXISTING SIDEWALK/DRWY TO REMAIN

- R RAMP
- L LANDING PAD
- F FLARE
- SL LONG. SLOPE MAY NOT EXCEED 5% OR ADJACENT ROAD SLOPE
- T TRANSITION
- LS LEVEL SIDEWALK (2% MAX)
- TRAFFIC FLOW
- EXISTING SIGN
- PROPOSED SIGN
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- POWER POLE
- TRAFFIC SIGNAL POLE
- LIGHT POLE
- WATER METER
- FIRE HYDRANT
- GUY WIRE
- TREE/SHRUB
- FENCE
- WATER VALVE
- TRAFFIC SIGNAL BOX
- IRRIGATION CONTROL VALVE
- ELECTRICAL PULL BOX
- XX DRIVEWAY ID
- PEDESTRIAN SIGNAL
- GAS METER
- SPRINKLER HEAD
- UTILITY MARKER POST
- OP OVERHEAD ELECTRIC LINE

ITEM	DESCRIPTION	UNIT	QTY
0104 6015	REMOVING CONC (SIDEWALKS)	SY	27
0104 6017	REMOVING CONC (DRIVEWAYS)	SY	88
0104 6029	REMOVING CONC (CURB OR CURB & GUTTER)	LF	57
0160 6003	FURNISHING AND PLACING TOP SOIL (4")	SY	33
0162 6002	BLOCK SODDING	SY	33
0168 6001	VEGETATIVE WATERING	MG	1.3
0432 6001	RIPRAP (CONC) (4 IN)	CY	4.2
0529 6008	CONC CURB & GUTTER (TY II)	LF	163
0530 6004	DRIVEWAYS (CONC)	SY	94
0531 6001	CONC SIDEWALK (4")	SY	135
0531 6013	CURB RAMPS (TY 10)	EA	2
0644 6068	RELOCATE SM RD SN SUP&AM TY 10BWG	EA	1
6027 6009	GROUND BOX (ADJUST)	EA	1

US 60 (BI 40-D)

SIDEWALK PLAN

STA 106+50 TO STA 109+50

SHEET 4 OF 44

DESIGN	FED.RD. DIV.NO.	FEDERAL AID PROJECT NO.		HIGHWAY NO.
MII	6	(SEE TITLE SHEET)		VARIOUS
GRAPHICS PS	STATE	DISTRICT	COUNTY	SHEET NO.
CHECK MFM	TEXAS	AMA	POTTER	032
CHECK FS	CONTROL	SECTION	JOB	
	0904	02	047	

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MATCHLINE STA 109+00

MATCHLINE STA 111+50

REMOVE CONC SIDEWALK (12 SY)
PROP CONC. SIDEWALK (12 SY)
REMOVE CONC DRWY (60 SY)
PROP CONC DRWY (60 SY)
PROP 4" TOP SOIL (4 SY)
PROP SOD (4 SY)
MATCH EXIST SIDEWALK
2% MAX
09
6"
W1(D)
6" WATER
OH-ELEC
PROP 4" TOP SOIL (29 SY)
PROP SOD (29 SY)
REMOVE CONC SIDEWALK (95 SY)
PROP CONC. SIDEWALK (95 SY)
REMOVE CONC DRWY (59 SY)
PROP CONC DRWY (59 SY)
10
2% MAX

US 60(BI-40D)

110+00

℄ US 60

REMOVE CURB & GUTTER (53 LF)
PROP CURB & GUTTER (53 LF)
REMOVE CONC SIDEWALK (34 SY)
PROP CONC. SIDEWALK (34 SY)
PROP CONC. SIDEWALK (15 SY)
PROP CONC. CURB & GUTTER (19 LF)
ADJUST MANHOLE (1 EA)
36" RCP
REMOVE ASPHALT DRWY (27 SY)
PROP CONC DRWY (27 SY)
PROP CONC. CURB & GUTTER (17 LF)
PROP CONC. SIDEWALK (11 SY)
REMOVE ASPHALT DRWY (43 SY)
PROP CONC DRWY (43 SY)
REMOVE CONC SIDEWALK (25 SY)
PROP CONC. SIDEWALK (25 SY)
REMOVE CURB & GUTTER (6 LF)
PROP CURB & GUTTER (6 LF)
REMOVE ASPHALT DRWY (54 SY)
PROP CONC DRWY (54 SY)
6'
5'
MIN 4'
11
12
13
14
SL
T
2% MAX
PROP CONC. RIPRAP (1.5 CY)
PROP CONC. DRWY (50 SY)
PROP CONC. RIPRAP (0.9 CY)
PROP 4" TOP SOIL (6 SY)
PROP SOD (6 SY)
PROP 4" TOP SOIL (1 SY)
PROP SOD (1 SY)

N

0' 10' 20'
SCALE IN FEET

NOTES:

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LEGEND

- PROP SODDING
- PROP CONC DRWY
- PROP CONC RIPRAP
- PROP RETAINING WALL
- PROP CONC SIDEWALK
- EXISTING SIDEWALK/DRWY TO REMAIN

- R RAMP
- L LANDING PAD
- F FLARE
- SL LONG. SLOPE MAY NOT EXCEED 5% OR ADJACENT ROAD SLOPE
- T TRANSITION
- LS LEVEL SIDEWALK (2% MAX)
- TRAFFIC FLOW
- EXISTING SIGN
- PROPOSED SIGN
- MANHOLE

- POWER POLE
- TRAFFIC SIGNAL POLE
- LIGHT POLE
- WATER METER
- FIRE HYDRANT
- GUY WIRE
- TREE/SHRUB
- FENCE
- WATER VALVE
- TRAFFIC SIGNAL BOX

- IRRIGATION CONTROL VALVE
- ELECTRICAL PULL BOX
- DRIVEWAY ID
- PEDESTRIAN SIGNAL
- GAS METER
- SPRINKLER HEAD
- UTILITY MARKER POST
- OVERHEAD ELECTRIC LINE

ITEM	DESCRIPTION	UNIT	QTY
0104 6015	REMOVING CONC (SIDEWALKS)	SY	166
0104 6017	REMOVING CONC (DRIVEWAYS)	SY	119
0104 6029	REMOVING CONC (CURB OR CURB & GUTTER)	LF	59
0105 6070	REMOVING STAB BASE & ASPH PAV (6" - 8")	SY	124
0160 6003	FURNISHING AND PLACING TOP SOIL (4")	SY	52
0162 6002	BLOCK SODDING	SY	52
0168 6001	VEGETATIVE WATERING	MG	2.0
0432 6001	RIPRAP (CONC) (4 IN)	CY	2.4
0479 6001	ADJUSTING MANHOLES	EA	1
0529 6008	CONC CURB & GUTTER (TY II)	LF	95
0530 6004	DRIVEWAYS (CONC)	SY	266
0531 6001	CONC SIDEWALK (4")	SY	192

NO.	DATE	REVISION	BY

STATE OF TEXAS
MARWAN F MUWAQUET
81607
LICENSED PROFESSIONAL ENGINEER
M.F.Muwaquet
1/27/2022

GLOBAL CIVIL SOLUTIONS, LLC
11551 FOREST CENTRAL DRIVE
SUITE 220
DALLAS, TX 75243
F-12801

Texas Department of Transportation

US 60 (BI 40-D)

SIDEWALK PLAN

STA 109+00 TO STA 111+50

SHEET 5 OF 44

DESIGN	FED.RD. DIV.NO.	FEDERAL AID PROJECT NO.		HIGHWAY NO.
MII	6	(SEE TITLE SHEET)		VARIOUS
GRAPHICS PS	STATE	DISTRICT	COUNTY	SHEET NO.
CHECK MFM	TEXAS	AMA	POTTER	033
CHECK FS	CONTROL	SECTION	JOB	
	0904	02	047	

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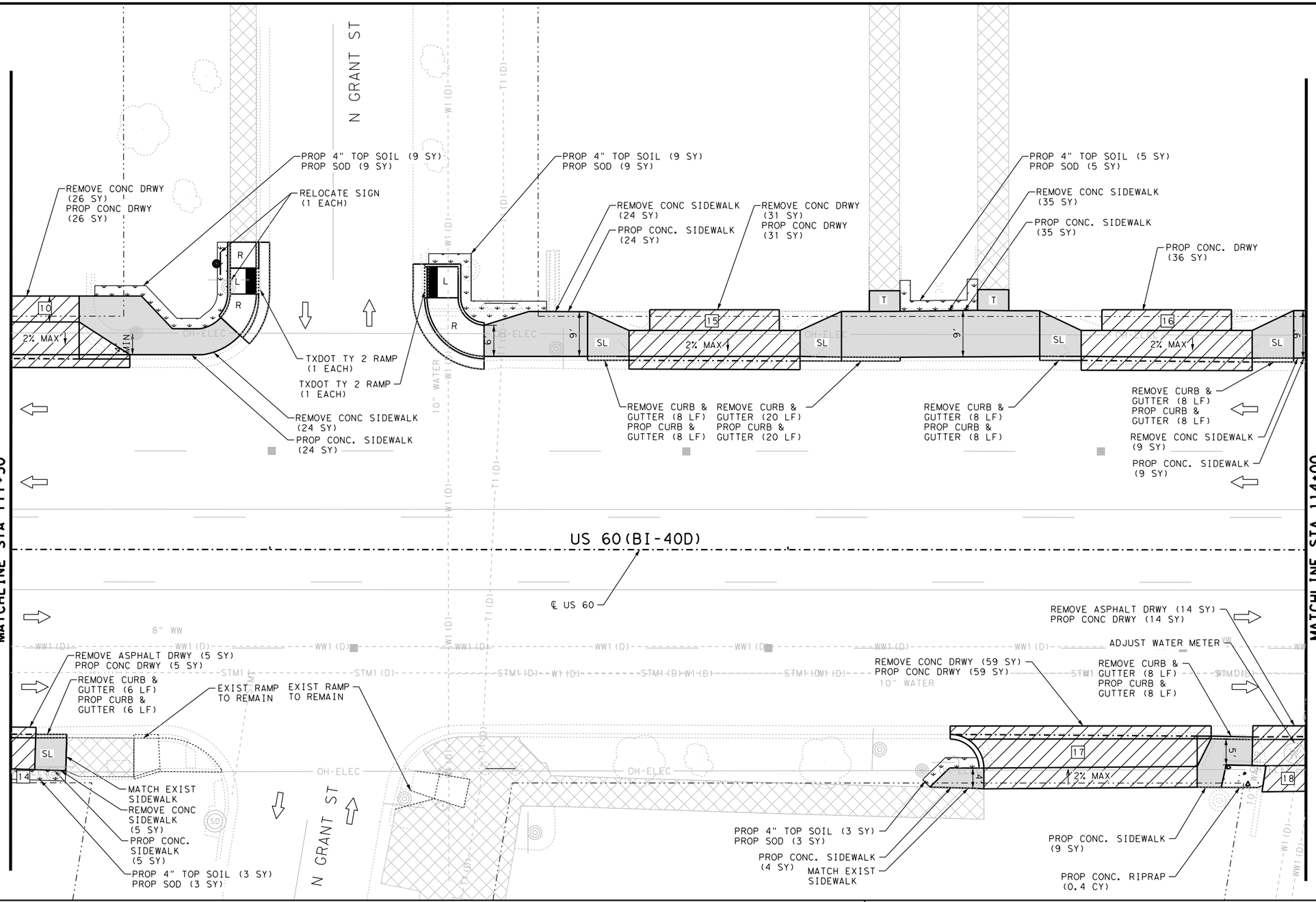

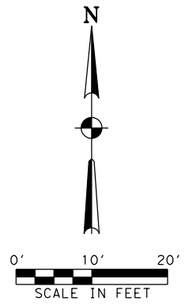

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NO.	DATE	REVISION	BY

GLOBAL CIVIL SOLUTIONS, LLC
11551 FOREST CENTRAL DRIVE
SUITE 220
DALLAS, TX 75243
F-12801

LEGEND

- PROP SODDING
- PROP CONC DRWY
- PROP CONC RIPRAP
- PROP RETAINING WALL
- PROP CONC SIDEWALK
- EXISTING SIDEWALK/DRWY TO REMAIN

- R RAMP
- L LANDING PAD
- F FLARE
- SL LONG. SLOPE MAY NOT EXCEED 5% OR ADJACENT ROAD SLOPE
- T TRANSITION
- LS LEVEL SIDEWALK (2% MAX)
- TRAFFIC FLOW
- EXISTING SIGN
- PROPOSED SIGN
- MANHOLE
- POWER POLE
- TRAFFIC SIGNAL POLE
- LIGHT POLE
- WATER METER
- FIRE HYDRANT
- GUY WIRE
- TREE/SHRUB
- FENCE
- WATER VALVE
- TRAFFIC SIGNAL BOX
- IRRIGATION CONTROL VALVE
- ELECTRICAL PULL BOX
- DRIVEWAY ID
- PEDESTRIAN SIGNAL
- GAS METER
- SPRINKLER HEAD
- UTILITY MARKER POST
- OVERHEAD ELECTRIC LINE

ITEM	DESCRIPTION	UNIT	QTY
0104 6015	REMOVING CONC (SIDEWALKS)	SY	97
0104 6017	REMOVING CONC (DRIVEWAYS)	SY	152
0104 6029	REMOVING CONC (CURB OR CURB & GUTTER)	LF	58
0105 6070	REMOVING STAB BASE & ASPH PAV (6" - 8")	SY	19
0160 6003	FURNISHING AND PLACING TOP SOIL (4")	SY	29
0162 6002	BLOCK SODDING	SY	29
0168 6001	VEGETATIVE WATERING	MG	1.1
0432 6001	RIPRAP (CONC) (4 IN)	CY	0.4
0479 6008	ADJUSTING MANHOLES (WATER METER)	EA	1
0529 6008	CONC CURB & GUTTER (TY II)	LF	58
0530 6004	DRIVEWAYS (CONC)	SY	171
0531 6001	CONC SIDEWALK (4")	SY	110
0531 6005	CURB RAMPS (TY 2)	EA	2
0644 6068	RELOCATE SM RD SN SUP&AM TY 10BWG	EA	1

US 60 (BI 40-D)

SIDEWALK PLAN

STA 111+50 TO STA 114+00

SHEET 6 OF 44

DESIGN	FED.RD. DIV.NO.	FEDERAL AID PROJECT NO.		HIGHWAY NO.
MII	6	(SEE TITLE SHEET)		VARIOUS
GRAPHICS PS	STATE	DISTRICT	COUNTY	SHEET NO.
CHECK MFM	TEXAS	AMA	POTTER	034
CHECK FS	CONTROL	SECTION	JOB	
	0904	02	047	

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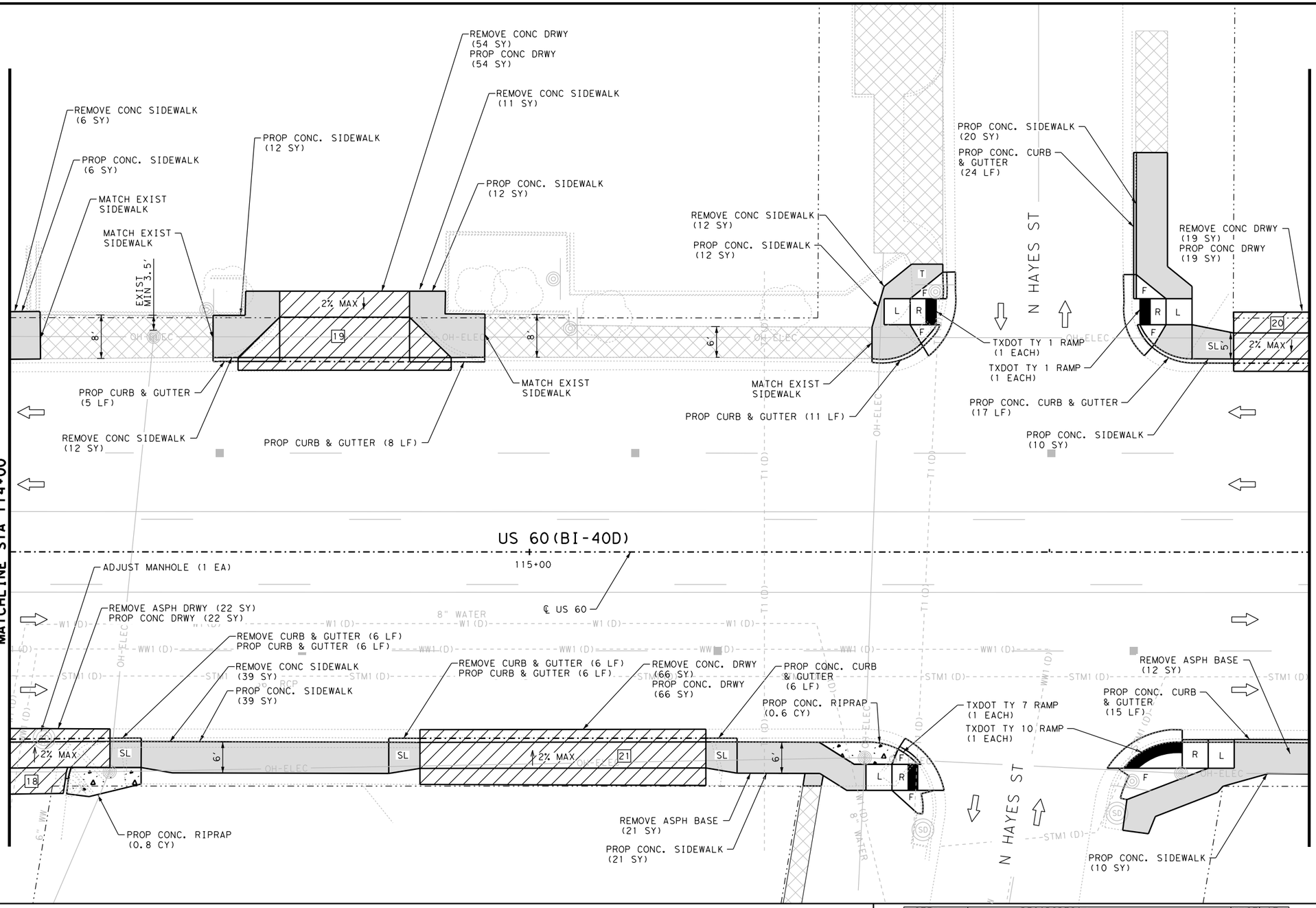

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SCALE IN FEET

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LEGEND

- PROP SODDING
- PROP CONC DRWY
- PROP CONC RIPRAP
- PROP RETAINING WALL
- PROP CONC SIDEWALK
- EXISTING SIDEWALK/DRWY TO REMAIN

- R RAMP
- L LANDING PAD
- F FLARE
- SL LONG. SLOPE MAY NOT EXCEED 5% OR ADJACENT ROAD SLOPE
- T TRANSITION
- LS LEVEL SIDEWALK (2% MAX)
- TRAFFIC FLOW
- EXISTING SIGN
- PROPOSED SIGN
- MANHOLE

- POWER POLE
- TRAFFIC SIGNAL POLE
- LIGHT POLE
- WATER METER
- FIRE HYDRANT
- GUY WIRE
- TREE/SHRUB
- FENCE
- WATER VALVE
- TRAFFIC SIGNAL BOX

- IRRIGATION CONTROL VALVE
- ELECTRICAL PULL BOX
- DRIVEWAY ID
- PEDESTRIAN SIGNAL
- GAS METER
- SPRINKLER HEAD
- UTILITY MARKER POST
- OVERHEAD ELECTRIC LINE

ITEM	DESCRIPTION	UNIT	QTY
0104 6015	REMOVING CONC (SIDEWALKS)	SY	80
0104 6017	REMOVING CONC (DRIVEWAYS)	SY	139
0104 6029	REMOVING CONC (CURB OR CURB & GUTTER)	LF	12
0105 6070	REMOVING STAB BASE & ASPH PAV (6" - 8")	SY	55
0432 6001	RIPRAP (CONC) (4 IN)	CY	1.4
0479 6001	ADJUSTING MANHOLES	EA	1
0529 6008	CONC CURB & GUTTER (TY II)	LF	98
0530 6004	DRIVEWAYS (CONC)	SY	161
0531 6001	CONC SIDEWALK (4")	SY	142
0531 6004	CURB RAMPS (TY 1)	EA	2
0531 6010	CURB RAMPS (TY 7)	EA	1
0531 6013	CURB RAMPS (TY 10)	EA	1

NO.	DATE	REVISION	BY

STATE OF TEXAS
MARWAN F MUWAQUET
81607
LICENSED PROFESSIONAL ENGINEER
M.F.Muwaquet
1/27/2022

GLOBAL CIVIL SOLUTIONS, LLC
11551 FOREST CENTRAL DRIVE
SUITE 220
DALLAS, TX 75243
F-12801

Texas Department of Transportation

US 60 (BI 40-D)

SIDEWALK PLAN

STA 114+00 TO STA 116+50

SHEET 7 OF 44

DESIGN	FED.RD. DIV.NO.	FEDERAL AID PROJECT NO.		HIGHWAY NO.
MII	6	(SEE TITLE SHEET)		VARIOUS
GRAPHICS PS	STATE	DISTRICT	COUNTY	SHEET NO.
CHECK MFM	TEXAS	AMA	POTTER	035
CHECK FS	CONTROL	SECTION	JOB	
	0904	02	047	

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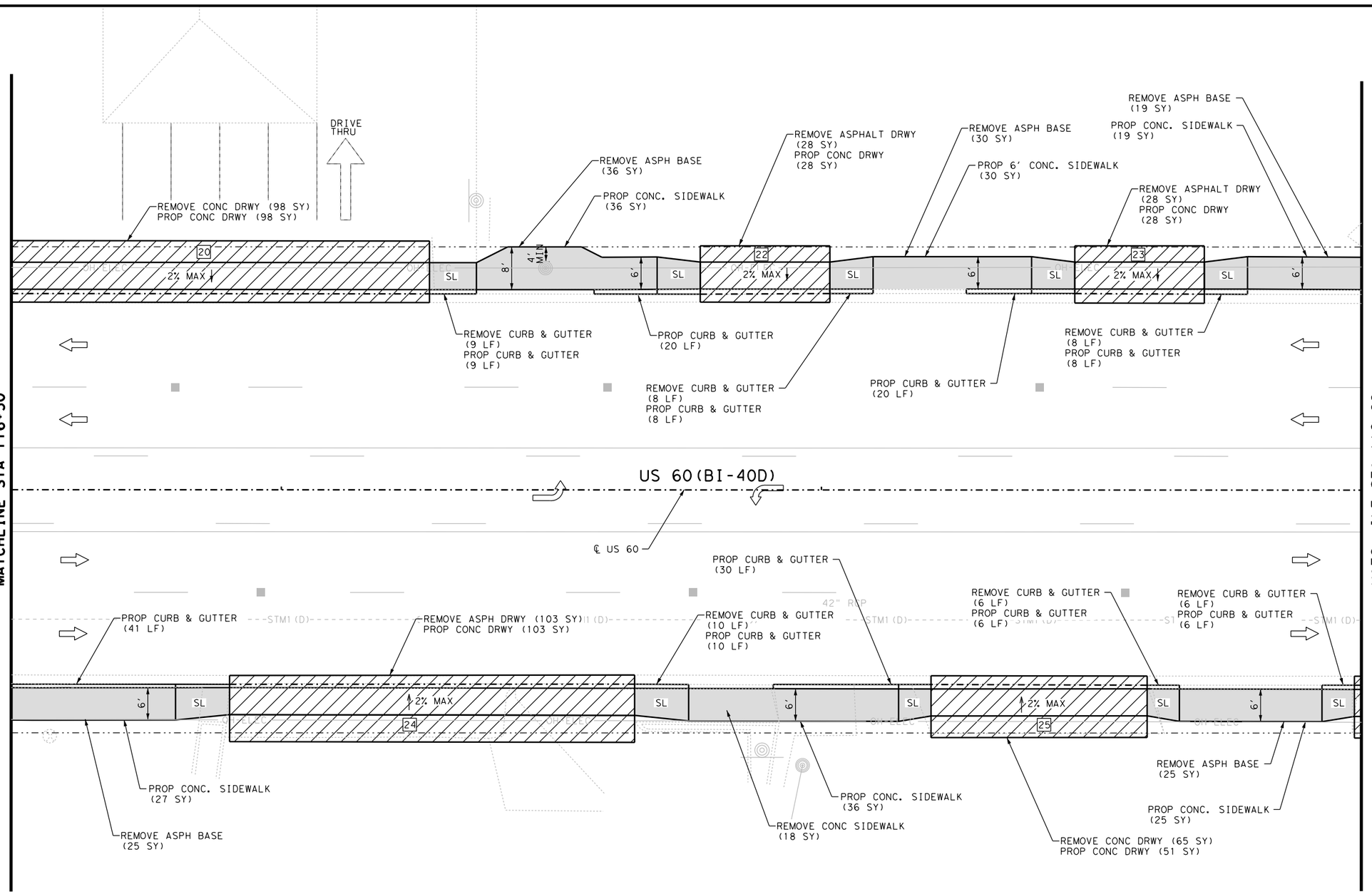

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LEGEND

PROP SODDING	R	RAMP	POWER POLE	IRRIGATION CONTROL VALVE
PROP CONC DRWY	L	LANDING PAD	TRAFFIC SIGNAL POLE	ELECTRICAL PULL BOX
PROP CONC RIPRAP	F	FLARE	LIGHT POLE	DRIVEWAY ID
PROP RETAINING WALL	SL	LONG. SLOPE MAY NOT EXCEED 5% OR ADJACENT ROAD SLOPE	WATER METER	PEDESTRIAN SIGNAL
PROP CONC SIDEWALK	T	TRANSITION	FIRE HYDRANT	GAS METER
EXISTING SIDEWALK/DRWY TO REMAIN	LS	LEVEL SIDEWALK (2% MAX)	GUY WIRE	SPRINKLER HEAD
		TRAFFIC FLOW	TREE/SHRUB	UTILITY MARKER POST
		EXISTING SIGN	FENCE	OVERHEAD ELECTRIC LINE
		PROPOSED SIGN	WATER VALVE	
		MANHOLE	TRAFFIC SIGNAL BOX	

ITEM	DESCRIPTION	UNIT	QTY
0104 6015	REMOVING CONC (SIDEWALKS)	SY	18
0104 6017	REMOVING CONC (DRIVEWAYS)	SY	163
0104 6029	REMOVING CONC (CURB OR CURB & GUTTER)	LF	47
0105 6070	REMOVING STAB BASE & ASPH PAV (6" - 8")	SY	294
0529 6008	CONC CURB & GUTTER (TY II)	LF	156
0530 6004	DRIVEWAYS (CONC)	SY	308
0531 6001	CONC SIDEWALK (4")	SY	173

NO.	DATE	REVISION	BY

STATE OF TEXAS
MARWAN F MUWAQUET
81607
LICENSED
PROFESSIONAL ENGINEER
M.F.Muwaquet
1/27/2022

GLOBAL CIVIL SOLUTIONS, LLC
11551 FOREST CENTRAL DRIVE
SUITE 220
DALLAS, TX 75243
F-12801

Texas Department of Transportation

US 60 (BI 40-D)

SIDEWALK PLAN

STA 116+50 TO STA 119+00

SHEET 8 OF 44

DESIGN	FED.RD. DIV.NO.	FEDERAL AID PROJECT NO.		HIGHWAY NO.
MII	6	(SEE TITLE SHEET)		VARIOUS
GRAPHICS PS	STATE	DISTRICT	COUNTY	SHEET NO.
CHECK MFM	TEXAS	AMA	POTTER	036
CHECK FS	CONTROL	SECTION	JOB	
	0904	02	047	

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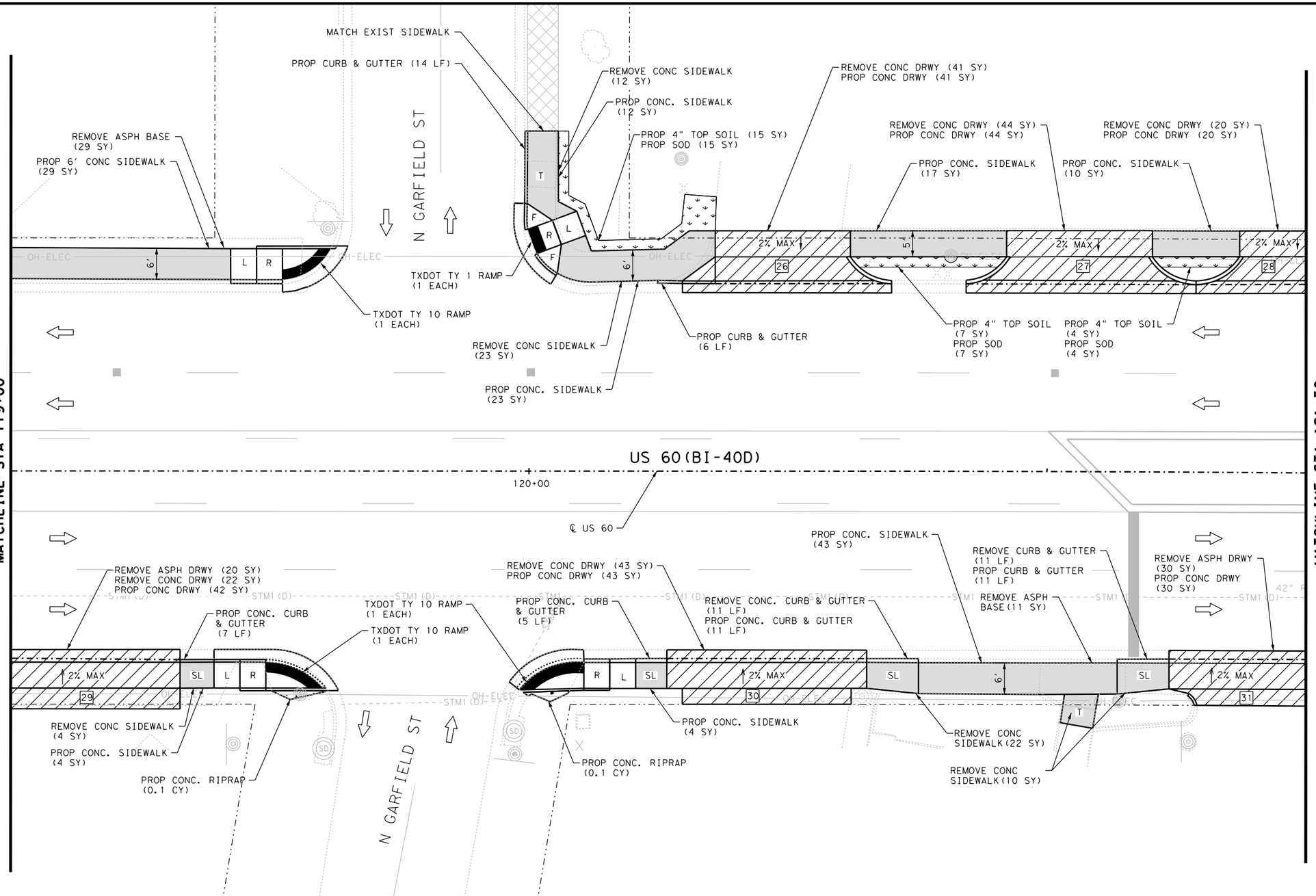

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STATE OF TEXAS
MARWAN F MUWAQUET
81607
LICENSED
PROFESSIONAL ENGINEER
M.F.Muwaquet
1/27/2022

GLOBAL CIVIL SOLUTIONS, LLC
11551 FOREST CENTRAL DRIVE
SUITE 220
DALLAS, TX 75243

F-12801

Texas Department of Transportation

LEGEND

- PROP SODDING
- PROP CONC DRWY
- PROP CONC RIPRAP
- PROP RETAINING WALL
- PROP CONC SIDEWALK
- EXISTING SIDEWALK/DRWY TO REMAIN

- R RAMP
- L LANDING PAD
- F FLARE
- SL LONG. SLOPE MAY NOT EXCEED 5% OR ADJACENT ROAD SLOPE
- T TRANSITION
- LS LEVEL SIDEWALK (2% MAX)
- TRAFFIC FLOW
- EXISTING SIGN
- PROPOSED SIGN
- MANHOLE
- POWER POLE
- TRAFFIC SIGNAL POLE
- LIGHT POLE
- WATER METER
- FIRE HYDRANT
- GUY WIRE
- TREE/SHRUB
- FENCE
- WATER VALVE
- TRAFFIC SIGNAL BOX
- IRRIGATION CONTROL VALVE
- ELECTRICAL PULL BOX
- DRIVEWAY ID
- PEDESTRIAN SIGNAL
- GAS METER
- SPRINKLER HEAD
- UTILITY MARKER POST
- OVERHEAD ELECTRIC LINE

ITEM	DESCRIPTION	UNIT	QTY
0104 6015	REMOVING CONC (SIDEWALKS)	SY	71
0104 6017	REMOVING CONC (DRIVEWAYS)	SY	170
0104 6029	REMOVING CONC (CURB OR CURB & GUTTER)	LF	22
0105 6070	REMOVING STAB BASE & ASPH PAV (6" - 8")	SY	90
0160 6003	FURNISHING AND PLACING TOP SOIL (4")	SY	26
0162 6002	BLOCK SODDING	SY	26
0168 6001	VEGETATIVE WATERING	MG	1.0
0432 6001	RIPRAP (CONC) (4 IN)	CY	0.2
0529 6008	CONC CURB & GUTTER (TY II)	LF	54
0530 6004	DRIVEWAYS (CONC)	SY	220
0531 6001	CONC SIDEWALK (4")	SY	142
0531 6004	CURB RAMPS (TY 1)	EA	1
0531 6013	CURB RAMPS (TY 10)	EA	3

US 60 (BI 40-D)

SIDEWALK PLAN

STA 119+00 TO STA 121+50

SHEET 9 OF 44

DESIGN	FED.RD. DIV.NO.	FEDERAL AID PROJECT NO.		HIGHWAY NO.
MII	6	(SEE TITLE SHEET)		VARIOUS
GRAPHICS PS	STATE	DISTRICT	COUNTY	SHEET NO.
CHECK MFM	TEXAS	AMA	POTTER	037
CHECK FS	CONTROL	SECTION	JOB	
	0904	02	047	

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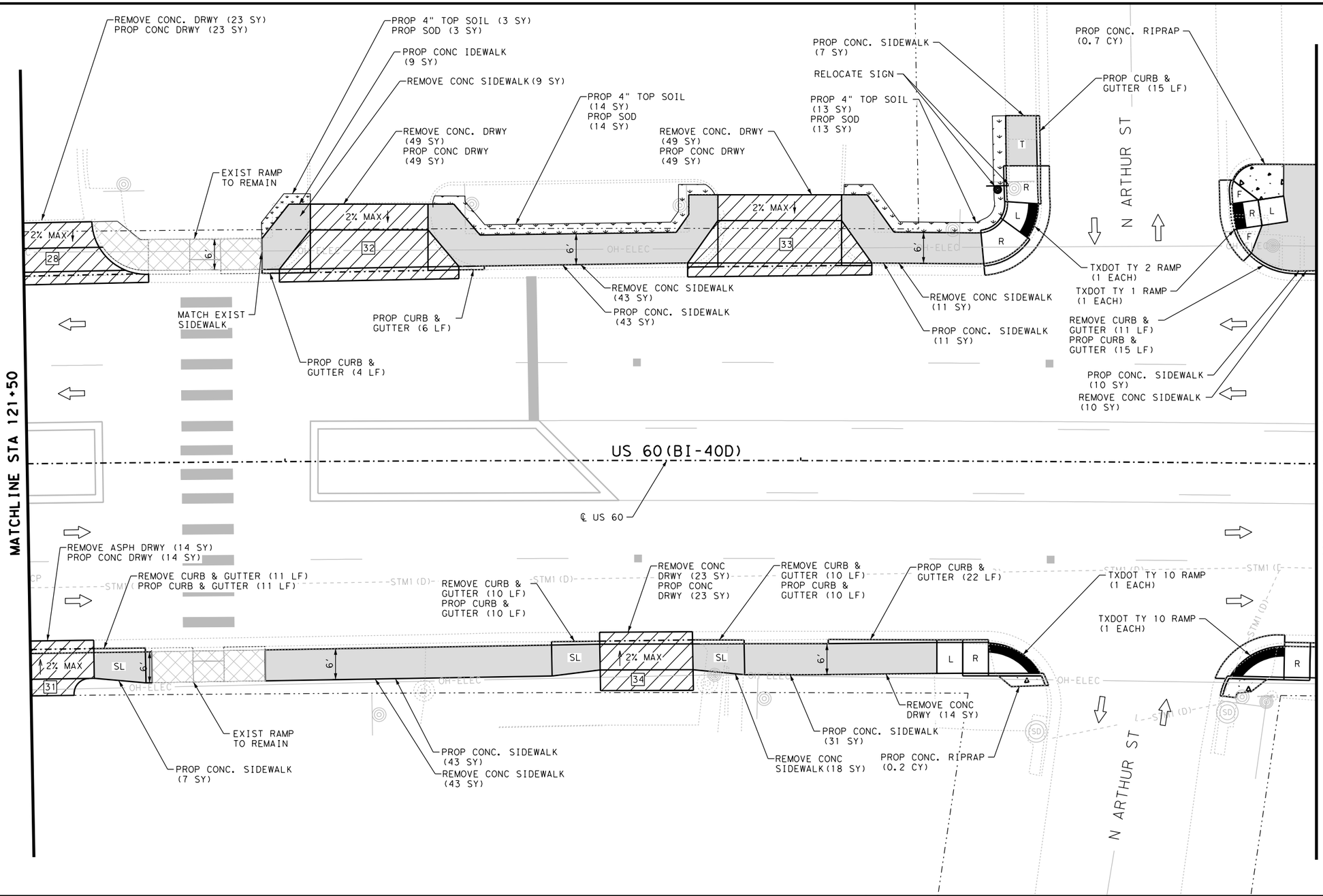

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SCALE IN FEET

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STATE OF TEXAS
MARWAN F MUWAQUET
81607
LICENSED PROFESSIONAL ENGINEER
MF Muwaquet
1/27/2022

GLOBAL CIVIL SOLUTIONS, LLC
11551 FOREST CENTRAL DRIVE
SUITE 220
DALLAS, TX 75243
F-12801

Texas Department of Transportation

LEGEND

- PROP SODDING
- PROP CONC DRWY
- PROP CONC RIPRAP
- PROP RETAINING WALL
- PROP CONC SIDEWALK
- EXISTING SIDEWALK/DRWY TO REMAIN

- R RAMP
- L LANDING PAD
- F FLARE
- SL LONG. SLOPE MAY NOT EXCEED 5% OR ADJACENT ROAD SLOPE
- T TRANSITION
- LS LEVEL SIDEWALK (2% MAX)
- TRAFFIC FLOW
- EXISTING SIGN
- PROPOSED SIGN
- MANHOLE

- POWER POLE
- TRAFFIC SIGNAL POLE
- LIGHT POLE
- WATER METER
- FIRE HYDRANT
- GUY WIRE
- TREE/SHRUB
- FENCE
- WATER VALVE
- TRAFFIC SIGNAL BOX

- IRRIGATION CONTROL VALVE
- ELECTRICAL PULL BOX
- DRIVEWAY ID
- PEDESTRIAN SIGNAL
- GAS METER
- SPRINKLER HEAD
- UTILITY MARKER POST
- OVERHEAD ELECTRIC LINE

ITEM	DESCRIPTION	UNIT	QTY
0104 6015	REMOVING CONC (SIDEWALKS)	SY	134
0104 6017	REMOVING CONC (DRIVEWAYS)	SY	156
0104 6029	REMOVING CONC (CURB OR CURB & GUTTER)	LF	42
0105 6070	REMOVING STAB BASE & ASPH PAV (6" - 8")	SY	14
0160 6003	FURNISHING AND PLACING TOP SOIL (4")	SY	30
0162 6002	BLOCK SODDING	SY	30
0168 6001	VEGETATIVE WATERING	MG	1.2
0432 6001	RIPRAP (CONC) (4 IN)	CY	0.9
0529 6008	CONC CURB & GUTTER (TY II)	LF	73
0530 6004	DRIVEWAYS (CONC)	SY	158
0531 6001	CONC SIDEWALK (4")	SY	161
0531 6004	CURB RAMPS (TY 1)	EA	1
0531 6005	CURB RAMPS (TY 2)	EA	2
0531 6013	CURB RAMPS (TY 10)	EA	2
0644 6068	RELOCATE SM RD SN SUP&AM TY 10BWG	EA	1

US 60 (BI 40-D)

SIDEWALK PLAN

STA 121+50 TO STA 124+00

SHEET 10 OF 44

DESIGN	FED.RD. DIV.NO.	FEDERAL AID PROJECT NO.		HIGHWAY NO.
MII	6	(SEE TITLE SHEET)		VARIOUS
GRAPHICS PS	STATE	DISTRICT	COUNTY	SHEET NO.
CHECK MFM	TEXAS	AMA	POTTER	038
CHECK FS	CONTROL	SECTION	JOB	
	0904	02	047	

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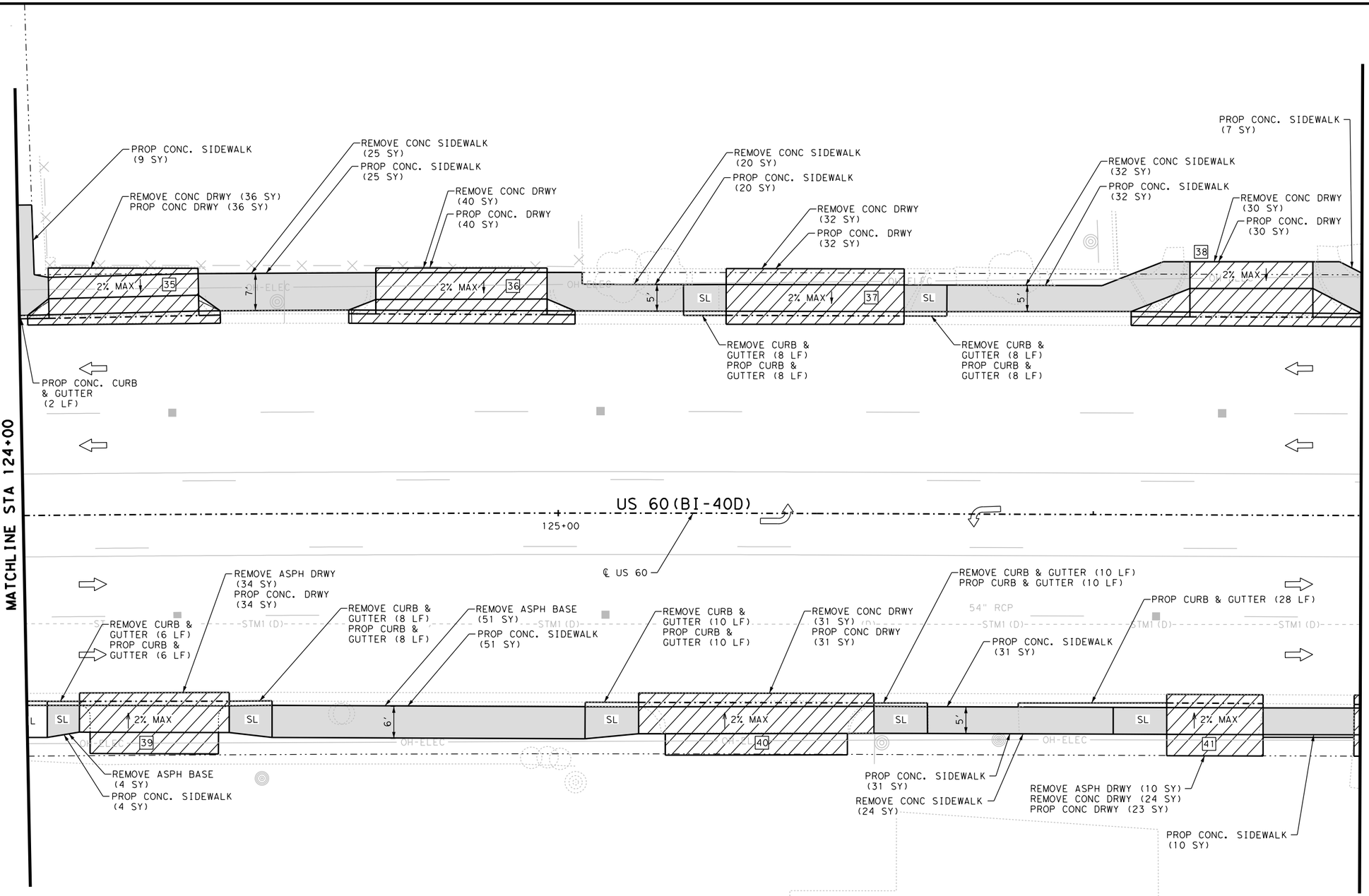

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MF Muwaquet
1/27/2022

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11551 FOREST CENTRAL DRIVE
SUITE 220
DALLAS, TX 75243
F-12801

Texas Department of Transportation

LEGEND

	PROP SODDING
	PROP CONC DRWY
	PROP CONC RIPRAP
	PROP RETAINING WALL
	PROP CONC SIDEWALK
	EXISTING SIDEWALK/DRWY TO REMAIN

R	RAMP
L	LANDING PAD
F	FLARE
SL	LONG. SLOPE MAY NOT EXCEED 5% OR ADJACENT ROAD SLOPE
T	TRANSITION
LS	LEVEL SIDEWALK (2% MAX)
	TRAFFIC FLOW
	EXISTING SIGN
	PROPOSED SIGN
	MANHOLE

	POWER POLE
	TRAFFIC SIGNAL POLE
	LIGHT POLE
W	WATER METER
	FIRE HYDRANT
	GUY WIRE
	TREE/SHRUB
x—x—	FENCE
	WATER VALVE
	TRAFFIC SIGNAL BOX

IRR	IRRIGATION CONTROL VALVE
PBX	ELECTRICAL PULL BOX
XX	DRIVEWAY ID
	PEDESTRIAN SIGNAL
	GAS METER
	SPRINKLER HEAD
	UTILITY MARKER POST
····OP····	OVERHEAD ELECTRIC LINE

ITEM	DESCRIPTION	UNIT	QTY
0104 6015	REMOVING CONC (SIDEWALKS)	SY	132
0104 6017	REMOVING CONC (DRIVEWAYS)	SY	193
0104 6029	REMOVING CONC (CURB OR CURB & GUTTER)	LF	50
0105 6070	REMOVING STAB BASE & ASPH PAV (6" - 8")	SY	99
0529 6008	CONC CURB & GUTTER (TY II)	LF	78
0530 6004	DRIVEWAYS (CONC)	SY	226
0531 6001	CONC SIDEWALK (4")	SY	180

US 60 (BI 40-D)

SIDEWALK PLAN

STA 124+00 TO STA 126+50

SHEET 11 OF 44

DESIGN	FED.RD. DIV.NO.	FEDERAL AID PROJECT NO.		HIGHWAY NO.
MII	6	(SEE TITLE SHEET)		VARIOUS
GRAPHICS PS	STATE	DISTRICT	COUNTY	SHEET NO.
CHECK MFM	TEXAS	AMA	POTTER	039
CHECK FS	CONTROL	SECTION	JOB	
	0904	02	047	

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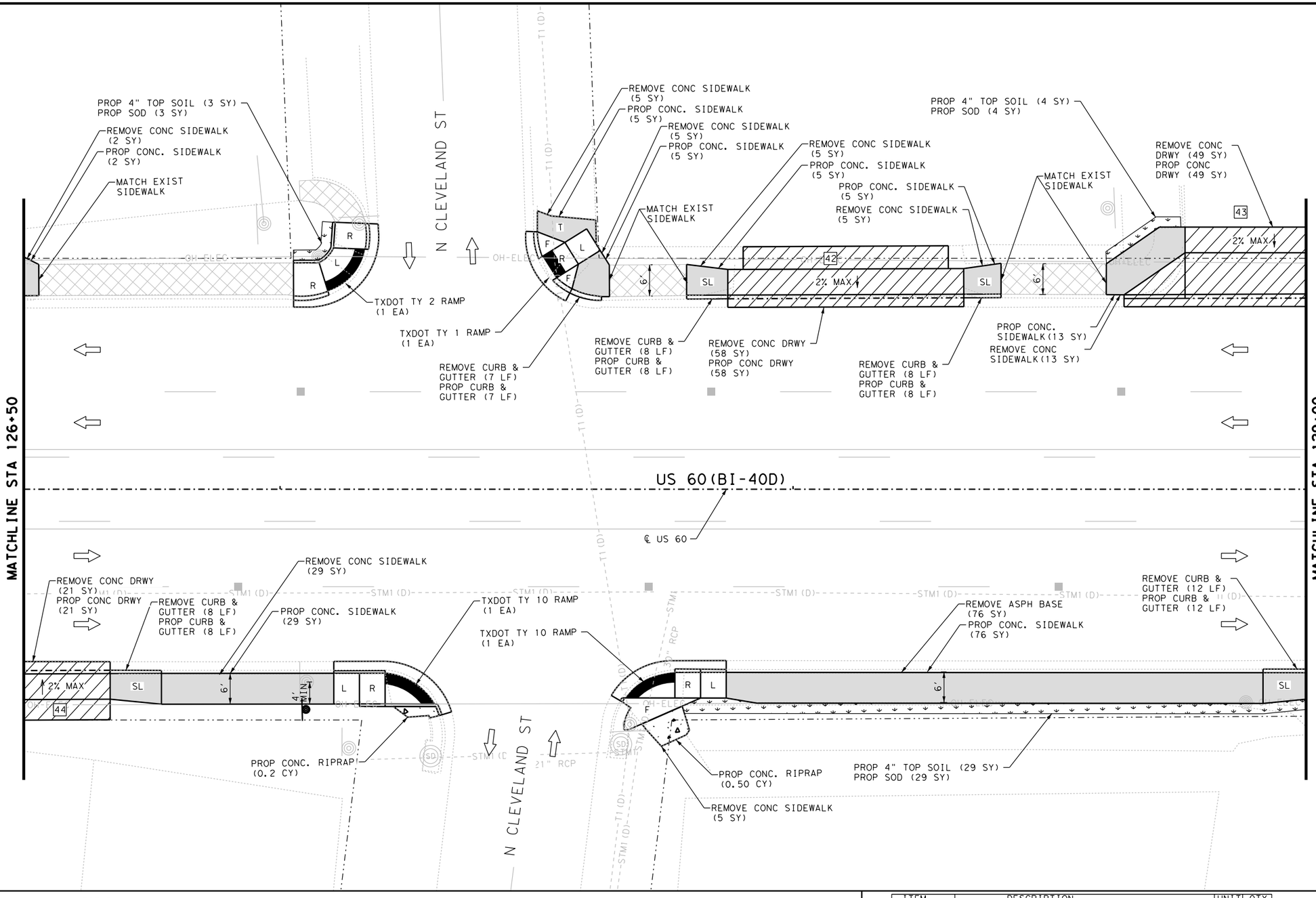

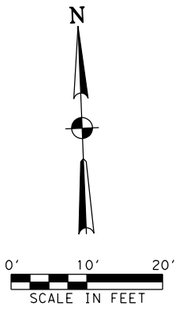

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M.F.Muwaquet
1/27/2022

GLOBAL CIVIL SOLUTIONS, LLC
11551 FOREST CENTRAL DRIVE
SUITE 220
DALLAS, TX 75243
F-12801

LEGEND

- PROP SODDING
- PROP CONC DRWY
- PROP CONC RIPRAP
- PROP RETAINING WALL
- PROP CONC SIDEWALK
- EXISTING SIDEWALK/DRWY TO REMAIN

- R RAMP
- L LANDING PAD
- F FLARE
- SL LONG. SLOPE MAY NOT EXCEED 5% OR ADJACENT ROAD SLOPE
- T TRANSITION
- LS LEVEL SIDEWALK (2% MAX)
- TRAFFIC FLOW
- EXISTING SIGN
- PROPOSED SIGN
- MANHOLE

- POWER POLE
- TRAFFIC SIGNAL POLE
- LIGHT POLE
- WATER METER
- FIRE HYDRANT
- GUY WIRE
- TREE/SHRUB
- FENCE
- WATER VALVE
- TRAFFIC SIGNAL BOX

- IRRIGATION CONTROL VALVE
- ELECTRICAL PULL BOX
- XX DRIVEWAY ID
- PEDESTRIAN SIGNAL
- GAS METER
- SPRINKLER HEAD
- UTILITY MARKER POST
- ····OP···· OVERHEAD ELECTRIC LINE

ITEM	DESCRIPTION	UNIT	QTY
0104 6015	REMOVING CONC (SIDEWALKS)	SY	69
0104 6017	REMOVING CONC (DRIVEWAYS)	SY	128
0104 6029	REMOVING CONC (CURB OR CURB & GUTTER)	LF	43
0105 6070	REMOVING STAB BASE & ASPH PAV (6" - 8")	SY	76
0160 6003	FURNISHING AND PLACING TOP SOIL (4")	SY	36
0162 6002	BLOCK SODDING	SY	36
0168 6001	VEGETATIVE WATERING	MG	1.4
0432 6001	RIPRAP (CONC) (4 IN)	CY	0.7
0529 6008	CONC CURB & GUTTER (TY II)	LF	43
0530 6004	DRIVEWAYS (CONC)	SY	128
0531 6001	CONC SIDEWALK (4")	SY	140
0531 6004	CURB RAMPS (TY 1)	EA	1
0531 6005	CURB RAMPS (TY 2)	EA	1
0531 6013	CURB RAMPS (TY 10)	EA	2

US 60 (BI 40-D)

SIDEWALK PLAN

STA 126+50 TO STA 129+00

SHEET 12 OF 44

DESIGN	FED.RD. DIV.NO.	FEDERAL AID PROJECT NO.		HIGHWAY NO.
MII	6	(SEE TITLE SHEET)		VARIOUS
GRAPHICS PS	STATE	DISTRICT	COUNTY	SHEET NO.
CHECK MFM	TEXAS	AMA	POTTER	040
CHECK FS	CONTROL	SECTION	JOB	
	0904	02	047	

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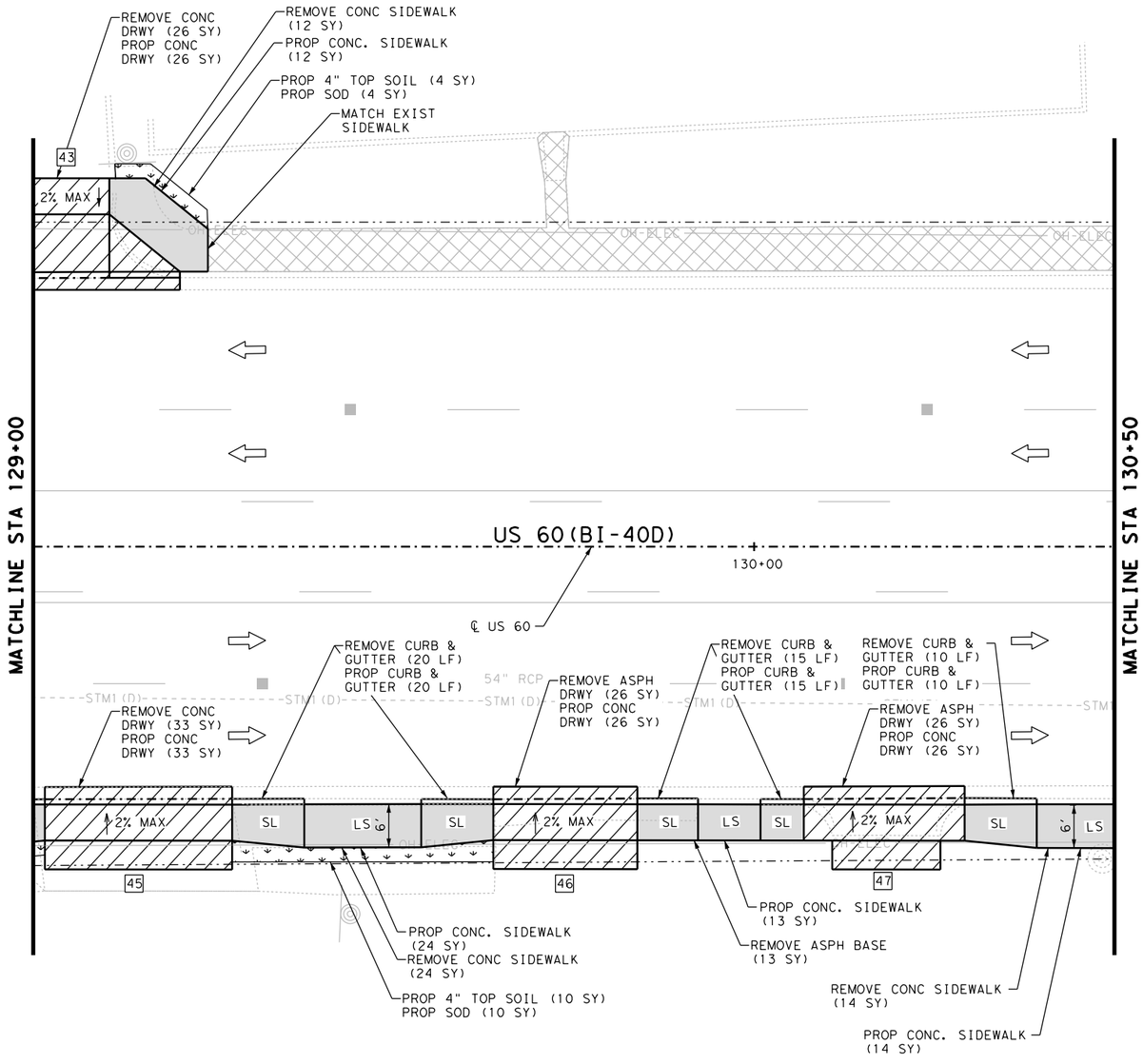

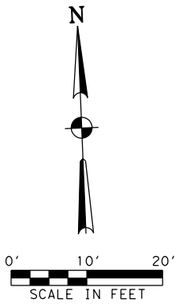

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NO.	DATE	REVISION	BY

STATE OF TEXAS
MARWAN F MUWAQUET
81607
LICENSED PROFESSIONAL ENGINEER
M.F.Muwaquet
1/27/2022

GLOBAL CIVIL SOLUTIONS, LLC
11551 FOREST CENTRAL DRIVE
SUITE 220
DALLAS, TX 75243
F-12801

LEGEND

- PROP SODDING
- PROP CONC DRWY
- PROP CONC RIPRAP
- PROP RETAINING WALL
- PROP CONC SIDEWALK
- EXISTING SIDEWALK/DRWY TO REMAIN

- R RAMP
- L LANDING PAD
- F FLARE
- SL LONG. SLOPE MAY NOT EXCEED 5% OR ADJACENT ROAD SLOPE
- T TRANSITION
- LS LEVEL SIDEWALK (2% MAX)
- TRAFFIC FLOW
- EXISTING SIGN
- PROPOSED SIGN
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- TRAFFIC SIGNAL POLE
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- WATER METER
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- FENCE
- WATER VALVE
- TRAFFIC SIGNAL BOX
- IRRIGATION CONTROL VALVE
- ELECTRICAL PULL BOX
- XX DRIVEWAY ID
- PEDESTRIAN SIGNAL
- GAS METER
- SPRINKLER HEAD
- UTILITY MARKER POST
- OP OVERHEAD ELECTRIC LINE

ITEM	DESCRIPTION	UNIT	QTY
0104 6015	REMOVING CONC (SIDEWALKS)	SY	50
0104 6017	REMOVING CONC (DRIVEWAYS)	SY	59
0104 6029	REMOVING CONC (CURB OR CURB & GUTTER)	LF	45
0105 6070	REMOVING STAB BASE & ASPH PAV (6" - 8")	SY	65
0160 6003	FURNISHING AND PLACING TOP SOIL (4")	SY	14
0162 6002	BLOCK SODDING	SY	14
0168 6001	VEGETATIVE WATERING	MG	0.6
0529 6008	CONC CURB & GUTTER (TY II)	LF	45
0530 6004	DRIVEWAYS (CONC)	SY	111
0531 6001	CONC SIDEWALK (4")	SY	63

US 60 (BI 40-D)

SIDEWALK PLAN

STA 129+00 TO STA 130+50

SHEET 13 OF 44

DESIGN	FED.RD. DIV.NO.	FEDERAL AID PROJECT NO.		HIGHWAY NO.
MII	6	(SEE TITLE SHEET)		VARIOUS
GRAPHICS PS	STATE	DISTRICT	COUNTY	SHEET NO.
CHECK MFM	TEXAS	AMA	POTTER	041
CHECK FS	CONTROL	SECTION	JOB	
	0904	02	047	

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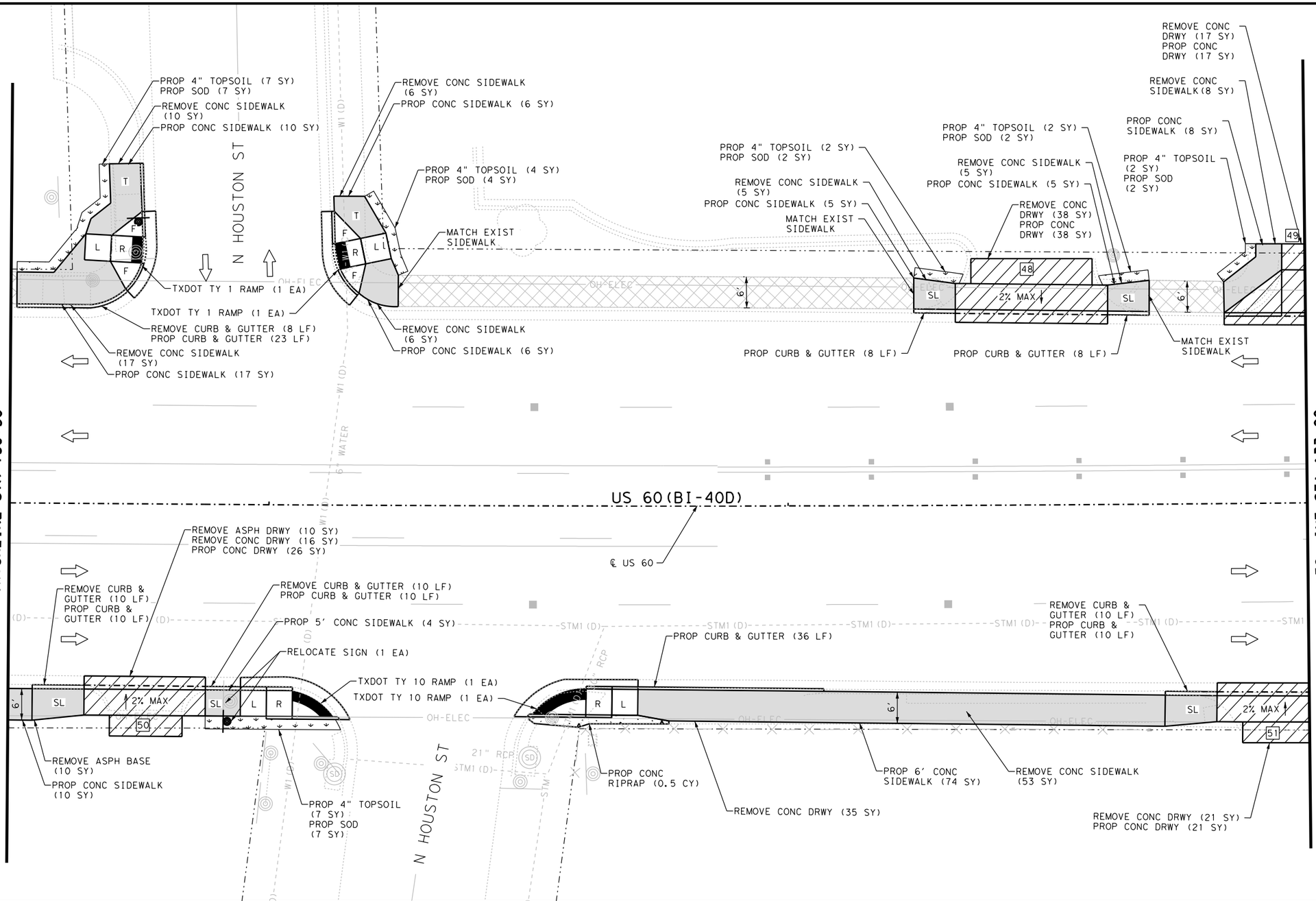

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SCALE IN FEET

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STATE OF TEXAS
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81607
LICENSED PROFESSIONAL ENGINEER
M.F.Muwaquet
1/27/2022

GLOBAL CIVIL SOLUTIONS, LLC
11551 FOREST CENTRAL DRIVE
SUITE 220
DALLAS, TX 75243
F-12801

Texas Department of Transportation

LEGEND

- PROP SODDING
- PROP CONC DRWY
- PROP CONC RIPRAP
- PROP RETAINING WALL
- PROP CONC SIDEWALK
- EXISTING SIDEWALK/DRWY TO REMAIN

- R RAMP
- L LANDING PAD
- F FLARE
- SL LONG. SLOPE MAY NOT EXCEED 5% OR ADJACENT ROAD SLOPE
- T TRANSITION
- LS LEVEL SIDEWALK (2% MAX)
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- EXISTING SIGN
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- MANHOLE

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- IRRIGATION CONTROL VALVE
- ELECTRICAL PULL BOX
- DRIVEWAY ID
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- UTILITY MARKER POST
- OVERHEAD ELECTRIC LINE

ITEM	DESCRIPTION	UNIT	QTY
0104 6015	REMOVING CONC (SIDEWALKS)	SY	110
0104 6017	REMOVING CONC (DRIVEWAYS)	SY	127
0104 6029	REMOVING CONC (CURB OR CURB & GUTTER)	LF	38
0105 6070	REMOVING STAB BASE & ASPH PAV (6" - 8")	SY	20
0160 6003	FURNISHING AND PLACING TOP SOIL (4")	SY	24
0162 6002	BLOCK SODDING	SY	24
0168 6001	VEGETATIVE WATERING	MG	0.9
0432 6001	RIPRAP (CONC) (4 IN)	CY	0.5
0529 6008	CONC CURB & GUTTER (TY II)	LF	105
0530 6004	DRIVEWAYS (CONC)	SY	92
0531 6001	CONC SIDEWALK (4")	SY	165
0531 6004	CURB RAMPS (TY 1)	EA	2
0531 6013	CURB RAMPS (TY 10)	EA	2
0644 6068	RELOCATE SM RD SN SUP&AM TY 10BWG	EA	1

US 60 (BI 40-D)

SIDEWALK PLAN

STA 130+50 TO STA 133+00

SHEET 14 OF 44

DESIGN	FED.RD. DIV.NO.	FEDERAL AID PROJECT NO.		HIGHWAY NO.
MII	6	(SEE TITLE SHEET)		VARIOUS
GRAPHICS PS	STATE	DISTRICT	COUNTY	SHEET NO.
CHECK MFM	TEXAS	AMA	POTTER	042
CHECK FS	CONTROL	SECTION	JOB	
	0904	02	047	

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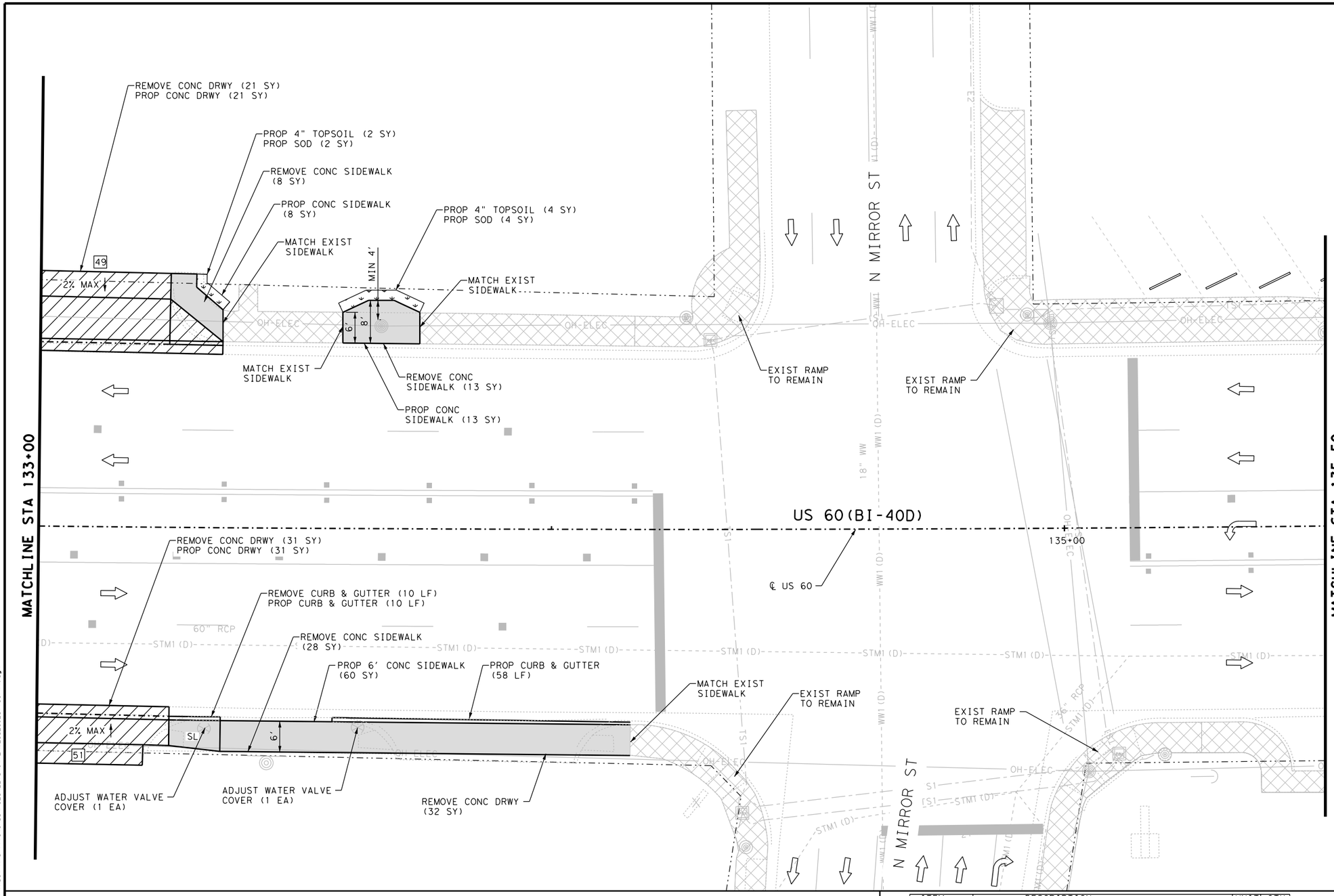

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LEGEND

- PROP SODDING
- PROP CONC DRWY
- PROP CONC RIPRAP
- PROP RETAINING WALL
- PROP CONC SIDEWALK
- EXISTING SIDEWALK/DRWY TO REMAIN

- R RAMP
- L LANDING PAD
- F FLARE
- SL LONG. SLOPE MAY NOT EXCEED 5% OR ADJACENT ROAD SLOPE
- T TRANSITION
- LS LEVEL SIDEWALK (2% MAX)
- TRAFFIC FLOW
- EXISTING SIGN
- PROPOSED SIGN
- MANHOLE
- POWER POLE
- TRAFFIC SIGNAL POLE
- LIGHT POLE
- WATER METER
- FIRE HYDRANT
- GUY WIRE
- TREE/SHRUB
- FENCE
- WATER VALVE
- TRAFFIC SIGNAL BOX
- IRRIGATION CONTROL VALVE
- ELECTRICAL PULL BOX
- XX DRIVEWAY ID
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- GAS METER
- SPRINKLER HEAD
- UTILITY MARKER POST
- OP OVERHEAD ELECTRIC LINE

ITEM	DESCRIPTION	UNIT	QTY
0104 6015	REMOVING CONC (SIDEWALKS)	SY	49
0104 6017	REMOVING CONC (DRIVEWAYS)	SY	84
0104 6029	REMOVING CONC (CURB OR CURB & GUTTER)	LF	10
0160 6003	FURNISHING AND PLACING TOP SOIL (4")	SY	6
0162 6002	BLOCK SODDING	SY	6
0168 6001	VEGETATIVE WATERING	MG	0.3
0479 6005	ADJUSTING MANHOLES (WATER VALVE BOX)	EA	2
0529 6008	CONC CURB & GUTTER (TY II)	LF	68
0530 6004	DRIVEWAYS (CONC)	SY	52
0531 6001	CONC SIDEWALK (4")	SY	81

NO.	DATE	REVISION	BY

STATE OF TEXAS
MARWAN F MUWAQUET
81607
LICENSED PROFESSIONAL ENGINEER
MF.Muwaquet
1/27/2022

GLOBAL CIVIL SOLUTIONS, LLC
11551 FOREST CENTRAL DRIVE
SUITE 220
DALLAS, TX 75243
F-12801

US 60 (BI 40-D)

SIDEWALK PLAN

STA 133+00 TO STA 135+50

SHEET 15 OF 44

DESIGN	FED.RD. DIV.NO.	FEDERAL AID PROJECT NO.		HIGHWAY NO.
MII	6	(SEE TITLE SHEET)		VARIOUS
GRAPHICS PS	STATE	DISTRICT	COUNTY	SHEET NO.
CHECK MFM	TEXAS	AMA	POTTER	043
CHECK FS	CONTROL	SECTION	JOB	
	0904	02	047	

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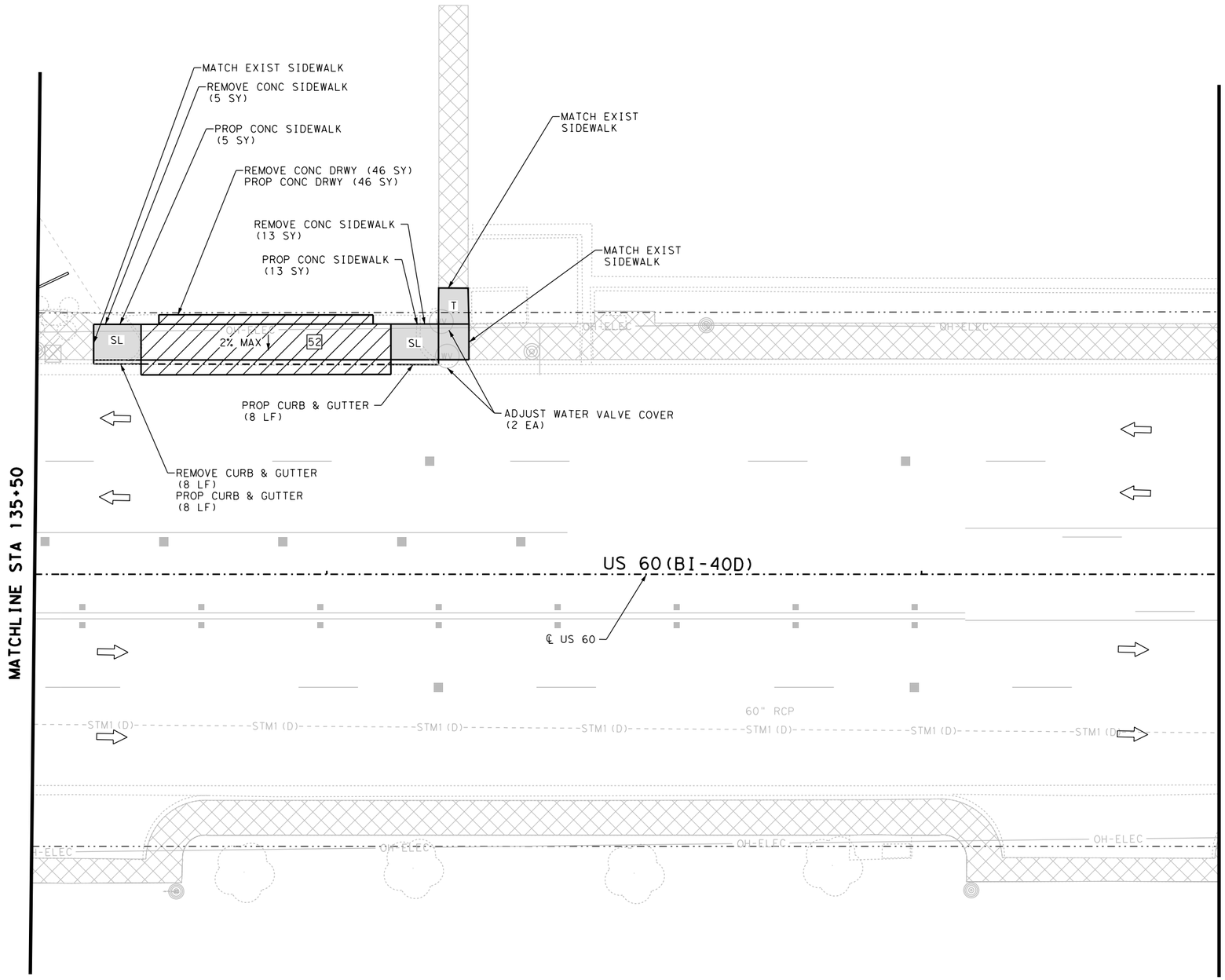

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SCALE IN FEET

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NO.	DATE	REVISION	BY

STATE OF TEXAS
MARWAN F MUWAQUET
81607
LICENSED PROFESSIONAL ENGINEER

M.F.Muwaquet

1/27/2022

GLOBAL CIVIL SOLUTIONS, LLC
11551 FOREST CENTRAL DRIVE
SUITE 220
DALLAS, TX 75243

F-12801

Texas Department of Transportation

LEGEND

PROP SODDING
PROP CONC DRWY
PROP CONC RIPRAP
PROP RETAINING WALL
PROP CONC SIDEWALK
EXISTING SIDEWALK/DRWY TO REMAIN

R RAMP
L LANDING PAD
F FLARE
SL LONG. SLOPE MAY NOT EXCEED 5% OR ADJACENT ROAD SLOPE
T TRANSITION
LS LEVEL SIDEWALK (2% MAX)
TRAFFIC FLOW
EXISTING SIGN
PROPOSED SIGN
MANHOLE

POWER POLE
TRAFFIC SIGNAL POLE
LIGHT POLE
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WATER VALVE
TRAFFIC SIGNAL BOX

IRRIGATION CONTROL VALVE
ELECTRICAL PULL BOX
DRIVEWAY ID
PEDESTRIAN SIGNAL
GAS METER
SPRINKLER HEAD
UTILITY MARKER POST
OP OVERHEAD ELECTRIC LINE

ITEM	DESCRIPTION	UNIT	QTY
0104 6015	REMOVING CONC (SIDEWALKS)	SY	18
0104 6017	REMOVING CONC (DRIVEWAYS)	SY	46
0104 6029	REMOVING CONC (CURB OR CURB & GUTTER)	LF	8
0479 6005	ADJUSTING MANHOLES (WATER VALVE BOX)	EA	2
0529 6008	CONC CURB & GUTTER (TY II)	LF	16
0530 6004	DRIVEWAYS (CONC)	SY	46
0531 6001	CONC SIDEWALK (4")	SY	18

US 60 (BI 40-D)

SIDEWALK PLAN

STA 135+50 TO STA 137+50

SHEET 16 OF 44

DESIGN	FED.RD. DIV.NO.	FEDERAL AID PROJECT NO.		HIGHWAY NO.
MII	6	(SEE TITLE SHEET)		VARIOUS
GRAPHICS PS	STATE	DISTRICT	COUNTY	SHEET NO.
CHECK MFM	TEXAS	AMA	POTTER	044
CHECK FS	CONTROL	SECTION	JOB	
	0904	02	047	

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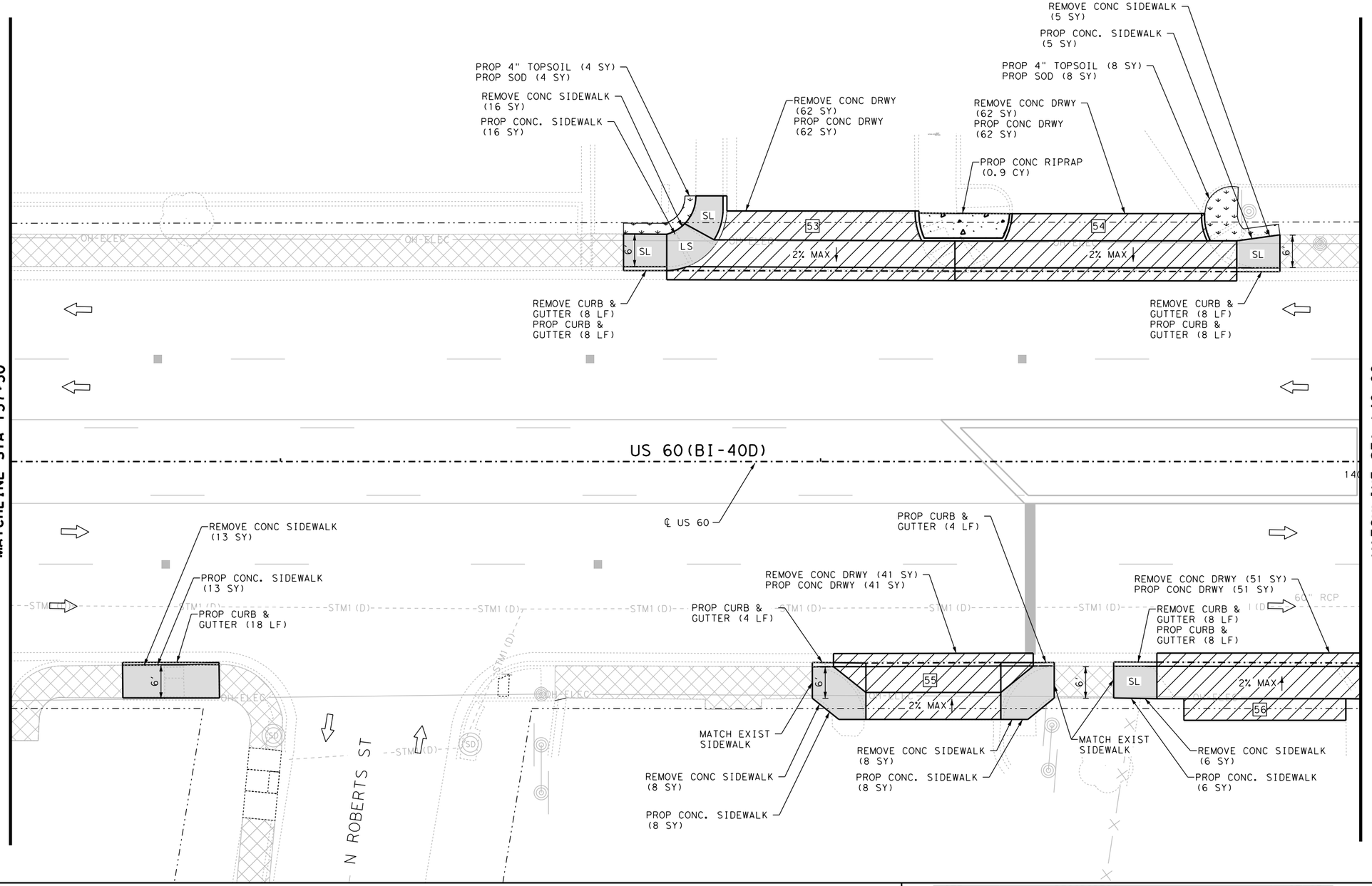

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SCALE IN FEET

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LEGEND

- PROP SODDING
- PROP CONC DRWY
- PROP CONC RIPRAP
- PROP RETAINING WALL
- PROP CONC SIDEWALK
- EXISTING SIDEWALK/DRWY TO REMAIN

- R RAMP
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- DRIVEWAY ID
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- GAS METER
- SPRINKLER HEAD
- UTILITY MARKER POST
- OVERHEAD ELECTRIC LINE

ITEM	DESCRIPTION	UNIT	QTY
0104 6015	REMOVING CONC (SIDEWALKS)	SY	56
0104 6017	REMOVING CONC (DRIVEWAYS)	SY	216
0104 6029	REMOVING CONC (CURB OR CURB & GUTTER)	LF	24
0160 6003	FURNISHING AND PLACING TOP SOIL (4")	SY	12
0162 6002	BLOCK SODDING	SY	12
0168 6001	VEGETATIVE WATERING	MG	0.5
0432 6001	RIPRAP (CONC) (4 IN)	CY	0.9
0529 6008	CONC CURB & GUTTER (TY II)	LF	50
0530 6004	DRIVEWAYS (CONC)	SY	216
0531 6001	CONC SIDEWALK (4")	SY	56

NO.	DATE	REVISION	BY

STATE OF TEXAS
MARWAN F MUWAQUET
81607
LICENSED PROFESSIONAL ENGINEER
M.F.Muwaquet
1/27/2022

GLOBAL CIVIL SOLUTIONS, LLC
11551 FOREST CENTRAL DRIVE
SUITE 220
DALLAS, TX 75243
F-12801

Texas Department of Transportation

US 60 (BI 40-D)

SIDEWALK PLAN

STA 137+50 TO STA 140+00

SHEET 17 OF 44

DESIGN	FED.RD. DIV.NO.	FEDERAL AID PROJECT NO.		HIGHWAY NO.
MII	6	(SEE TITLE SHEET)		VARIOUS
GRAPHICS PS	STATE	DISTRICT	COUNTY	SHEET NO.
CHECK MFM	TEXAS	AMA	POTTER	045
CHECK FS	CONTROL	SECTION	JOB	
	0904	02	047	

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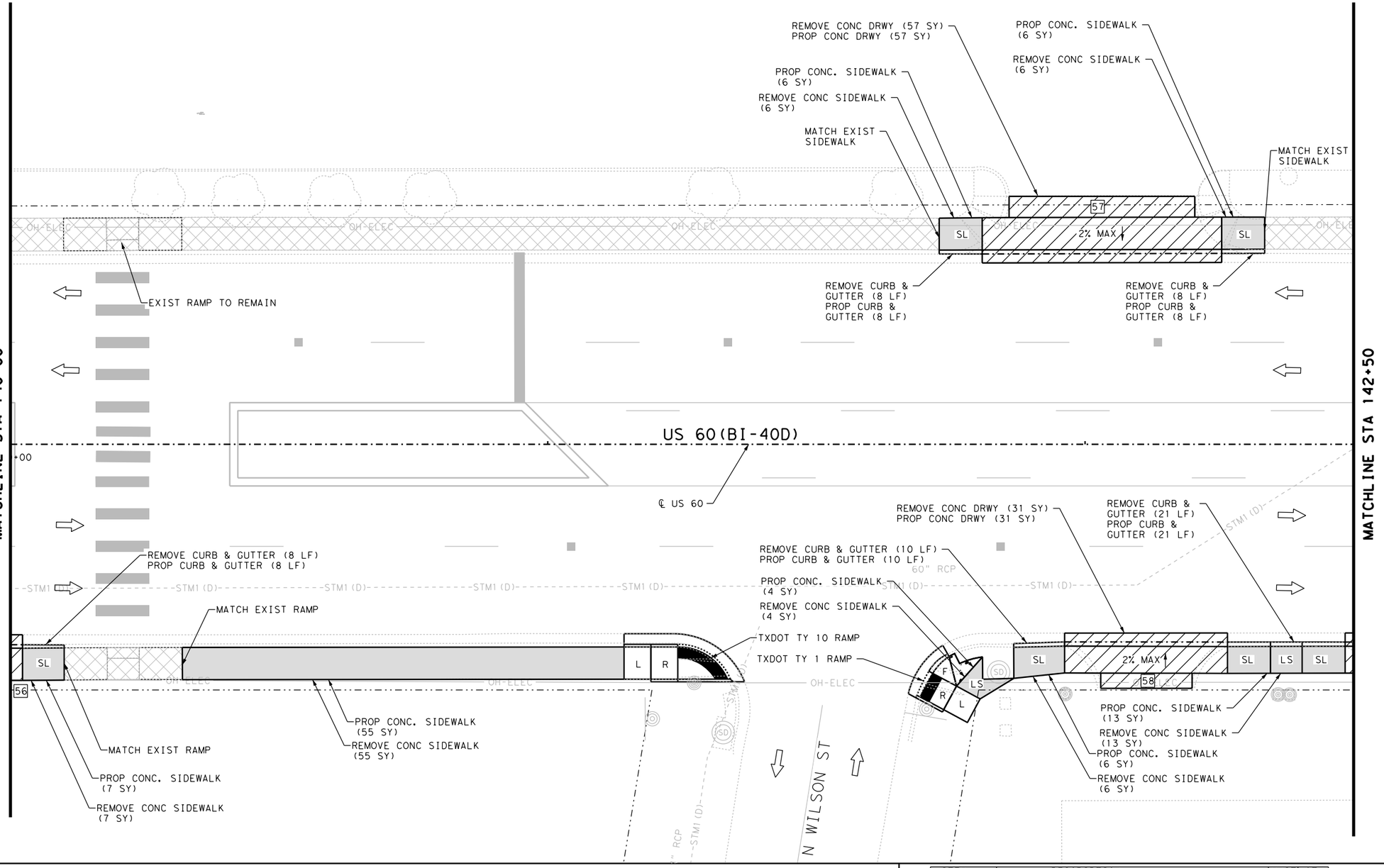

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1/27/2022

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DALLAS, TX 75243
F-12801

Texas Department of Transportation

LEGEND

- PROP SODDING
- PROP CONC DRWY
- PROP CONC RIPRAP
- PROP RETAINING WALL
- PROP CONC SIDEWALK
- EXISTING SIDEWALK/DRWY TO REMAIN

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ITEM	DESCRIPTION	UNIT	QTY
0104 6015	REMOVING CONC (SIDEWALKS)	SY	97
0104 6017	REMOVING CONC (DRIVEWAYS)	SY	88
0104 6029	REMOVING CONC (CURB OR CURB & GUTTER)	LF	55
0529 6008	CONC CURB & GUTTER (TY II)	LF	55
0530 6004	DRIVEWAYS (CONC)	SY	88
0531 6001	CONC SIDEWALK (4")	SY	97
0531 6004	CURB RAMPS (TY 1)	EA	1
0531 6013	CURB RAMPS (TY 10)	EA	1

US 60 (BI 40-D)

SIDEWALK PLAN

STA 140+00 TO STA 142+50

SHEET 18 OF 44

DESIGN	FED.RD. DIV.NO.	FEDERAL AID PROJECT NO.		HIGHWAY NO.
MII	6	(SEE TITLE SHEET)		VARIOUS
GRAPHICS PS	STATE	DISTRICT	COUNTY	SHEET NO.
CHECK MFM	TEXAS	AMA	POTTER	046
CHECK FS	CONTROL	SECTION	JOB	
	0904	02	047	

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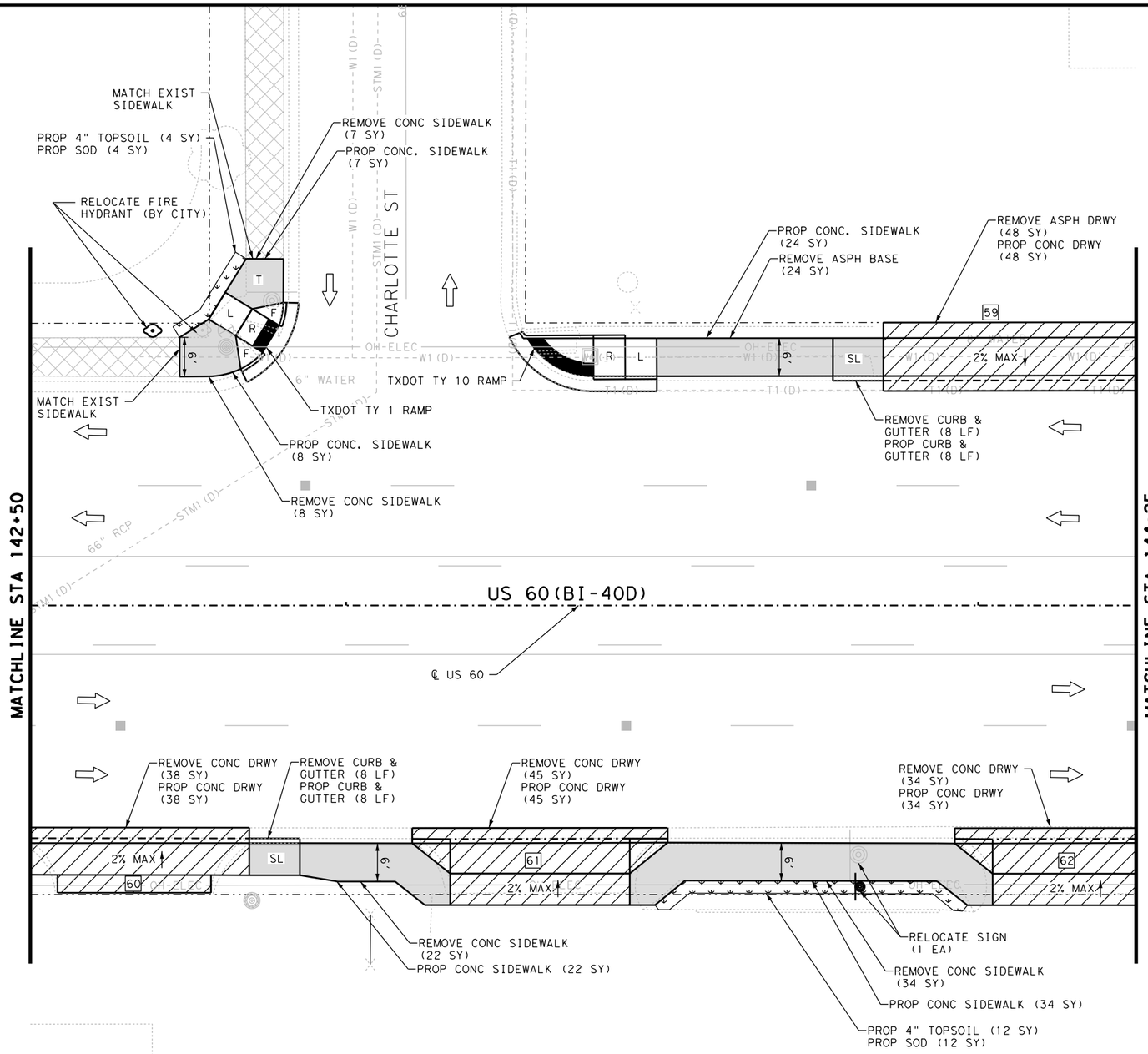

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LICENSED
PROFESSIONAL ENGINEER
M.F.Muwaquet
1/27/2022

GLOBAL CIVIL SOLUTIONS, LLC
11551 FOREST CENTRAL DRIVE
SUITE 220
DALLAS, TX 75243
F-12801

Texas Department of Transportation

LEGEND

- PROP SODDING
- PROP CONC DRWY
- PROP CONC RIPRAP
- PROP RETAINING WALL
- PROP CONC SIDEWALK
- EXISTING SIDEWALK/DRWY TO REMAIN

- R RAMP
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- OVERHEAD ELECTRIC LINE

ITEM	DESCRIPTION	UNIT	QTY
0104 6015	REMOVING CONC (SIDEWALKS)	SY	71
0104 6017	REMOVING CONC (DRIVEWAYS)	SY	117
0104 6029	REMOVING CONC (CURB OR CURB & GUTTER)	LF	16
0105 6070	REMOVING STAB BASE & ASPH PAV (6" - 8")	SY	72
0160 6003	FURNISHING AND PLACING TOP SOIL (4")	SY	16
0162 6002	BLOCK SODDING	SY	16
0168 6001	VEGETATIVE WATERING	MG	0.6
0529 6008	CONC CURB & GUTTER (TY II)	LF	16
0530 6004	DRIVEWAYS (CONC)	SY	165
0531 6001	CONC SIDEWALK (4")	SY	95
0531 6004	CURB RAMPS (TY 1)	EA	1
0531 6013	CURB RAMPS (TY 10)	EA	1
0644 6068	RELOCATE SM RD SN SUP&AM TY 10BWG	EA	1

US 60 (BI 40-D)

SIDEWALK PLAN

STA 142+50 TO STA 144+25

SHEET 19 OF 44

DESIGN	FED.RD. DIV.NO.	FEDERAL AID PROJECT NO.		HIGHWAY NO.
MII	6	(SEE TITLE SHEET)		VARIOUS
GRAPHICS PS	STATE	DISTRICT	COUNTY	SHEET NO.
CHECK MFM	TEXAS	AMA	POTTER	047
CHECK FS	CONTROL	SECTION	JOB	
	0904	02	047	

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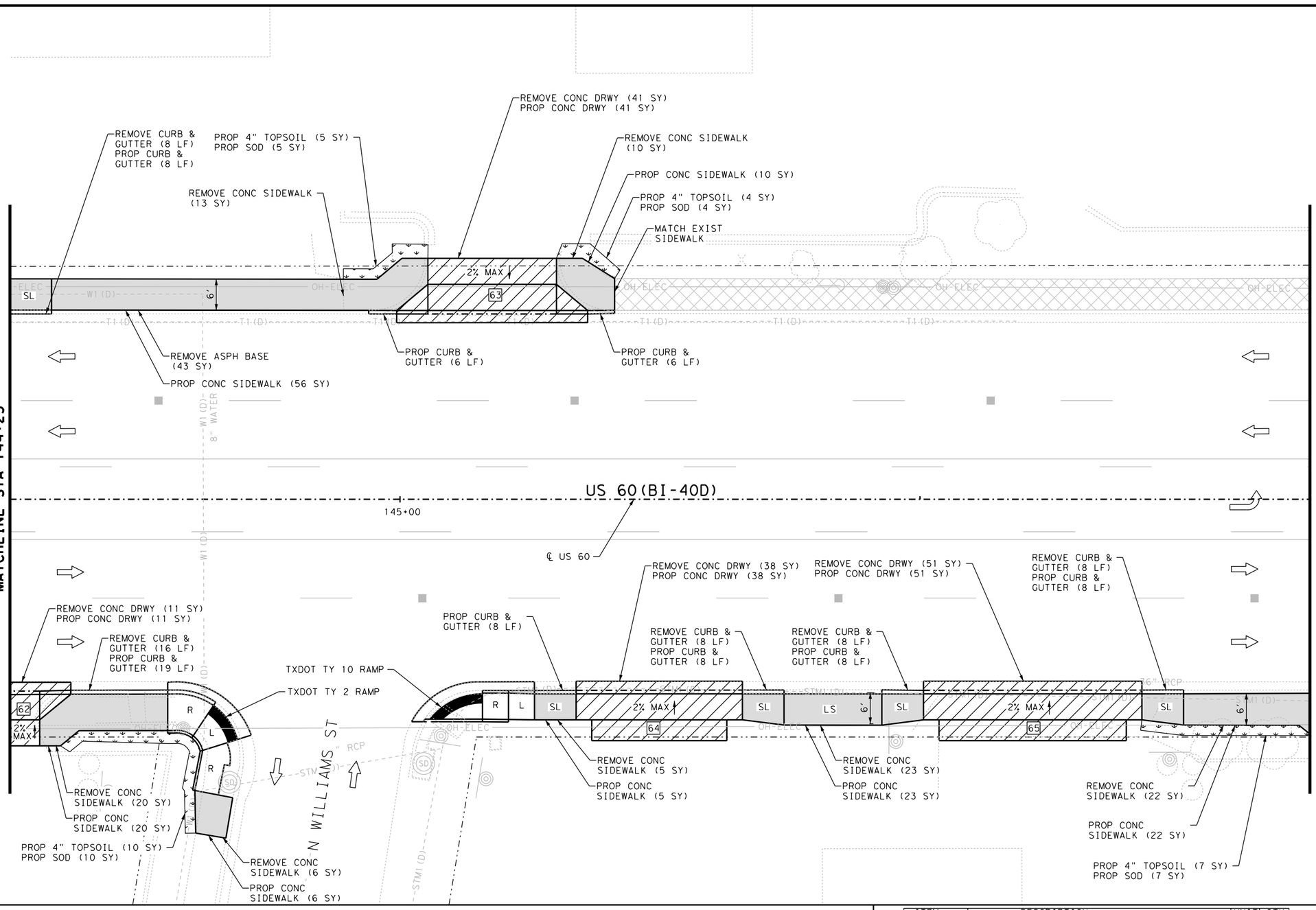

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NO.	DATE	REVISION	BY

STATE OF TEXAS
MARWAN F MUWAQUET
81607
LICENSED
PROFESSIONAL ENGINEER
M.F.Muwaquet
1/27/2022

GLOBAL CIVIL SOLUTIONS, LLC
11551 FOREST CENTRAL DRIVE
SUITE 220
DALLAS, TX 75243
F-12801

Texas Department of Transportation

LEGEND

- PROP SODDING
- PROP CONC DRWY
- PROP CONC RIPRAP
- PROP RETAINING WALL
- PROP CONC SIDEWALK
- EXISTING SIDEWALK/DRWY TO REMAIN

- R RAMP
- L LANDING PAD
- F FLARE
- SL LONG.SLOPE MAY NOT EXCEED 5% OR ADJACENT ROAD SLOPE
- T TRANSITION
- LS LEVEL SIDEWALK (2% MAX)
- TRAFFIC FLOW
- EXISTING SIGN
- PROPOSED SIGN
- MANHOLE

- POWER POLE
- TRAFFIC SIGNAL POLE
- LIGHT POLE
- WATER METER
- FIRE HYDRANT
- GUY WIRE
- TREE/SHRUB
- FENCE
- WATER VALVE
- TRAFFIC SIGNAL BOX

- IRRIGATION CONTROL VALVE
- ELECTRICAL PULL BOX
- DRIVEWAY ID
- PEDESTRIAN SIGNAL
- GAS METER
- SPRINKLER HEAD
- UTILITY MARKER POST
- OVERHEAD ELECTRIC LINE

ITEM	DESCRIPTION	UNIT	QTY
0104 6015	REMOVING CONC (SIDEWALKS)	SY	99
0104 6017	REMOVING CONC (DRIVEWAYS)	SY	148
0104 6029	REMOVING CONC (CURB OR CURB & GUTTER)	LF	48
0105 6070	REMOVING STAB BASE & ASPH PAV (6" - 8")	SY	43
0160 6003	FURNISHING AND PLACING TOP SOIL (4")	SY	26
0162 6002	BLOCK SODDING	SY	26
0168 6001	VEGETATIVE WATERING	MG	1.0
0529 6008	CONC CURB & GUTTER (TY II)	LF	71
0530 6004	DRIVEWAYS (CONC)	SY	148
0531 6001	CONC SIDEWALK (4")	SY	142
0531 6005	CURB RAMPS (TY 2)	EA	1
0531 6013	CURB RAMPS (TY 10)	EA	1

US 60 (BI 40-D)

SIDEWALK PLAN

STA 144+25 TO STA 146+75

SHEET 20 OF 44

DESIGN	FED.RD. DIV.NO.	FEDERAL AID PROJECT NO.		HIGHWAY NO.
MII	6	(SEE TITLE SHEET)		VARIOUS
GRAPHICS PS	STATE	DISTRICT	COUNTY	SHEET NO.
CHECK MFM	TEXAS	AMA	POTTER	048
CHECK FS	CONTROL	SECTION	JOB	
	0904	02	047	

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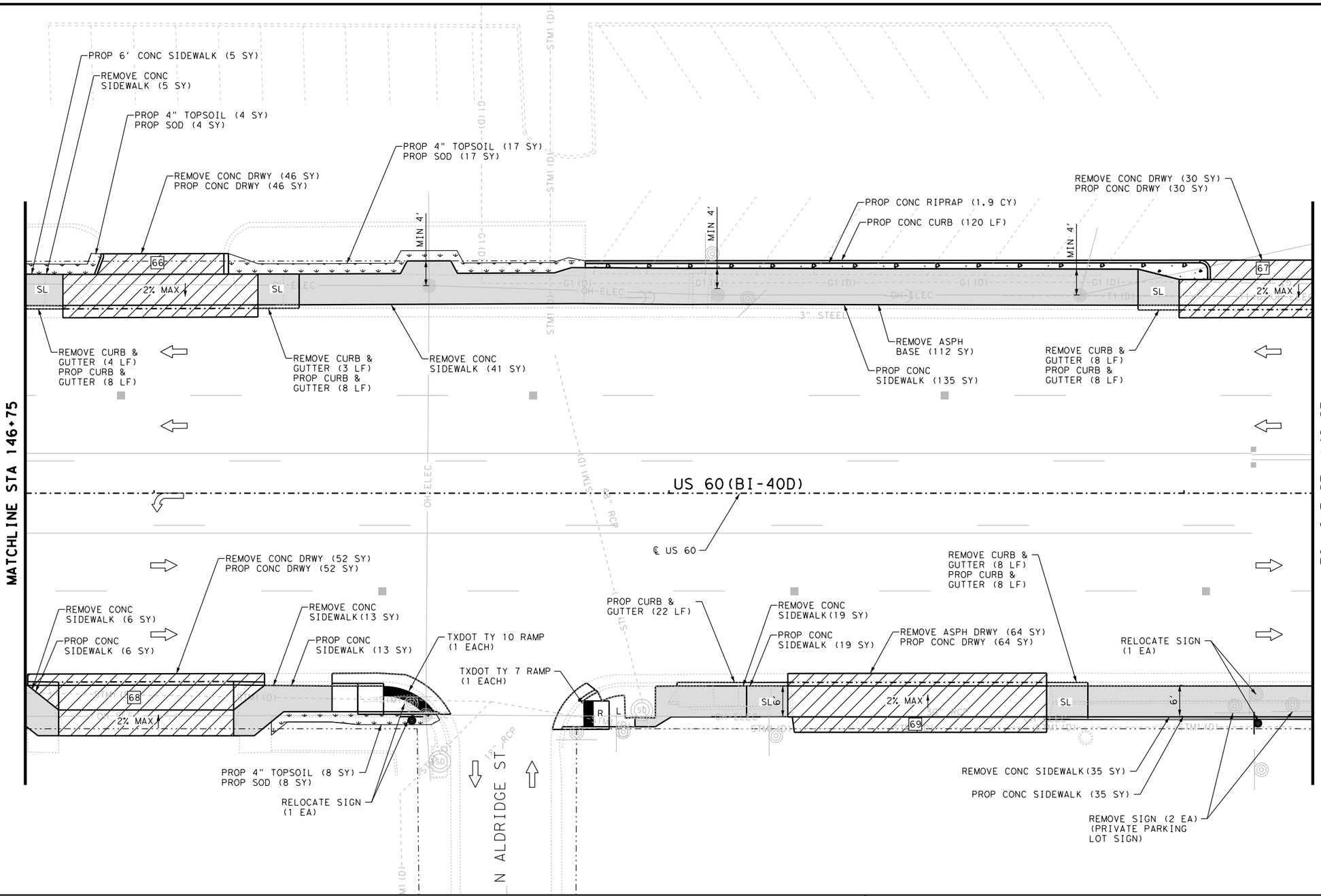

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LEGEND

- PROP SODDING
- PROP CONC DRWY
- PROP CONC RIPRAP
- PROP RETAINING WALL
- PROP CONC SIDEWALK
- EXISTING SIDEWALK/DRWY TO REMAIN

- R RAMP
- L LANDING PAD
- F FLARE
- SL LONG. SLOPE MAY NOT EXCEED 5% OR ADJACENT ROAD SLOPE
- T TRANSITION
- LS LEVEL SIDEWALK (2% MAX)
- TRAFFIC FLOW
- EXISTING SIGN
- PROPOSED SIGN
- MANHOLE

- POWER POLE
- TRAFFIC SIGNAL POLE
- LIGHT POLE
- WATER METER
- FIRE HYDRANT
- GUY WIRE
- TREE/SHRUB
- FENCE
- WATER VALVE
- TRAFFIC SIGNAL BOX

- IRRIGATION CONTROL VALVE
- ELECTRICAL PULL BOX
- DRIVEWAY ID
- PEDESTRIAN SIGNAL
- GAS METER
- SPRINKLER HEAD
- UTILITY MARKER POST
- OVERHEAD ELECTRIC LINE

ITEM	DESCRIPTION	UNIT	QTY
0104 6015	REMOVING CONC (SIDEWALKS)	SY	119
0104 6017	REMOVING CONC (DRIVEWAYS)	SY	128
0104 6029	REMOVING CONC (CURB OR CURB & GUTTER)	LF	23
0105 6070	REMOVING STAB BASE & ASPH PAV (6" - 8")	SY	176
0160 6003	FURNISHING AND PLACING TOP SOIL (4")	SY	29
0162 6002	BLOCK SODDING	SY	29
0168 6001	VEGETATIVE WATERING	MG	1.1
0432 6001	RIPRAP (CONC) (4 IN)	CY	1.9
0529 6008	CONC CURB & GUTTER (TY II)	LF	174
0530 6004	DRIVEWAYS (CONC)	SY	192
0531 6001	CONC SIDEWALK (4")	SY	213
0644 6068	RELOCATE SM RD SN SUP&AM TY 10BWG	EA	2
0644 6076	REMOVE SM RD SN SUP&AM	EA	2

NO.	DATE	REVISION	BY

STATE OF TEXAS
MARWAN F MUWAQUET
81607
LICENSED PROFESSIONAL ENGINEER
M.F.Muwaquet
1/27/2022

GLOBAL CIVIL SOLUTIONS, LLC
11551 FOREST CENTRAL DRIVE
SUITE 220
DALLAS, TX 75243
F-12801

Texas Department of Transportation

US 60 (BI 40-D)

SIDEWALK PLAN

STA 146+75 TO STA 149+25

DESIGN	FED.RD. DIV.NO.	FEDERAL AID PROJECT NO.		HIGHWAY NO.
MII	6	(SEE TITLE SHEET)		VARIOUS
GRAPHICS PS	STATE	DISTRICT	COUNTY	SHEET NO.
CHECK MFM	TEXAS	AMA	POTTER	049
CHECK FS	CONTROL	SECTION	JOB	
	0904	02	047	

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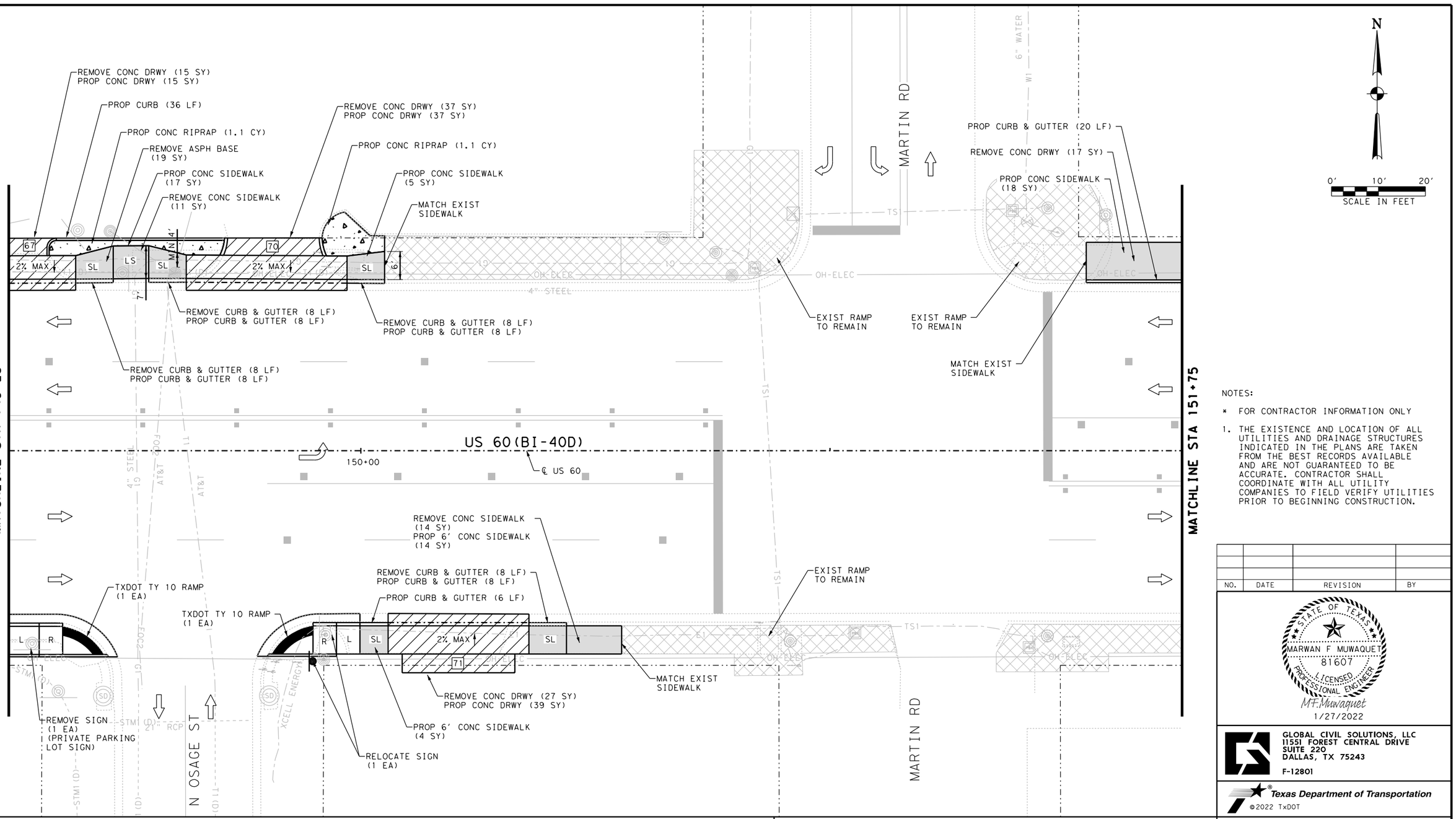

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LEGEND

- PROP SODDING
- PROP CONC DRWY
- PROP CONC RIPRAP
- PROP RETAINING WALL
- PROP CONC SIDEWALK
- EXISTING SIDEWALK/DRWY TO REMAIN

- R RAMP
- L LANDING PAD
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- T TRANSITION
- LS LEVEL SIDEWALK (2% MAX)
- TRAFFIC FLOW
- EXISTING SIGN
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- UTILITY MARKER POST
- OVERHEAD ELECTRIC LINE

ITEM	DESCRIPTION	UNIT	QTY
0104 6015	REMOVING CONC (SIDEWALKS)	SY	25
0104 6017	REMOVING CONC (DRIVEWAYS)	SY	96
0104 6029	REMOVING CONC (CURB OR CURB & GUTTER)	LF	32
0105 6070	REMOVING STAB BASE & ASPH PAV (6" - 8")	SY	19
0432 6001	RIPRAP (CONC) (4 IN)	CY	2.2
0529 6008	CONC CURB & GUTTER (TY II)	LF	94
0530 6004	DRIVEWAYS (CONC)	SY	91
0531 6001	CONC SIDEWALK (4")	SY	58
0531 6013	CURB RAMPS (TY 10)	EA	2
0644 6068	RELOCATE SM RD SN SUP&AM TY 10BWG	EA	1
0644 6076	REMOVE SM RD SN SUP&AM	EA	1

NO.	DATE	REVISION	BY

STATE OF TEXAS
MARWAN F MUWAQUET
81607
LICENSED
PROFESSIONAL ENGINEER
M.F.Muwaquet
1/27/2022

GLOBAL CIVIL SOLUTIONS, LLC
11551 FOREST CENTRAL DRIVE
SUITE 220
DALLAS, TX 75243
F-12801

Texas Department of Transportation

US 60 (BI 40-D)

SIDEWALK PLAN

STA 149+25 TO STA 151+75

SHEET 22 OF 44

DESIGN	FED.RD. DIV.NO.	FEDERAL AID PROJECT NO.		HIGHWAY NO.
MII	6	(SEE TITLE SHEET)		VARIOUS
GRAPHICS PS	STATE	DISTRICT	COUNTY	SHEET NO.
CHECK MFM	TEXAS	AMA	POTTER	050
CHECK FS	CONTROL	SECTION	JOB	
	0904	02	047	

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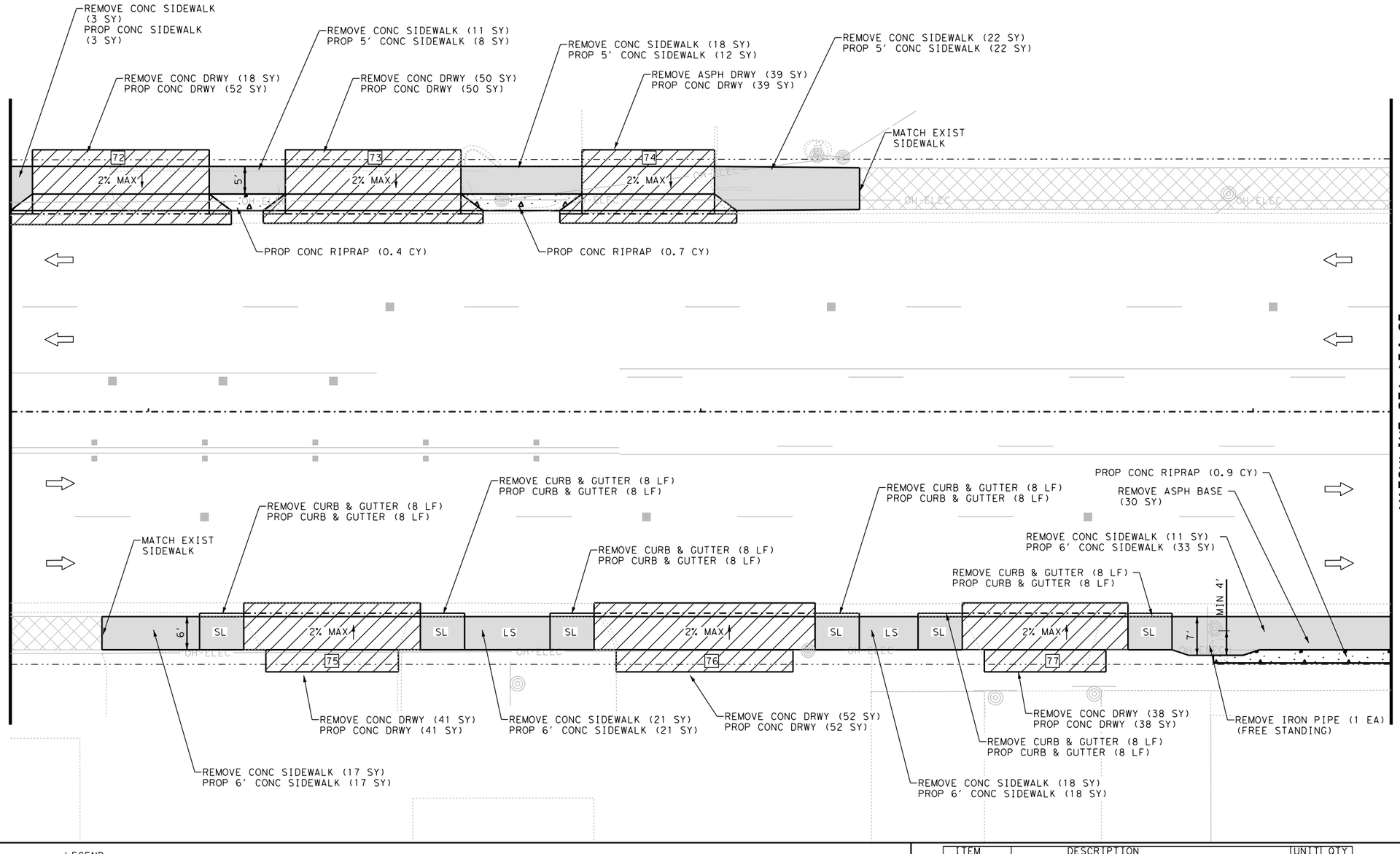

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M.F.Muwaquet
1/27/2022

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11551 FOREST CENTRAL DRIVE
SUITE 220
DALLAS, TX 75243
F-12801

Texas Department of Transportation

LEGEND

- PROP SODDING
- PROP CONC DRWY
- PROP CONC RIPRAP
- PROP RETAINING WALL
- PROP CONC SIDEWALK
- EXISTING SIDEWALK/DRWY TO REMAIN

- R RAMP
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- OVERHEAD ELECTRIC LINE

ITEM	DESCRIPTION	UNIT	QTY
0104 6015	REMOVING CONC (SIDEWALKS)	SY	121
0104 6017	REMOVING CONC (DRIVEWAYS)	SY	199
0104 6029	REMOVING CONC (CURB OR CURB & GUTTER)	LF	48
0105 6070	REMOVING STAB BASE & ASPH PAV (6" - 8")	SY	69
0432 6001	RIPRAP (CONC) (4 IN)	CY	2.0
0496 6030	REMOVE STR (BOLLARD)	EA	1
0529 6008	CONC CURB & GUTTER (TY II)	LF	48
0530 6004	DRIVEWAYS (CONC)	SY	272
0531 6001	CONC SIDEWALK (4")	SY	134

US 60 (BI 40-D)

SIDEWALK PLAN

STA 151+75 TO STA 154+25

SHEET 23 OF 44

DESIGN	FED.RD. DIV.NO.	FEDERAL AID PROJECT NO.		HIGHWAY NO.
MII	6	(SEE TITLE SHEET)		VARIOUS
GRAPHICS PS	STATE	DISTRICT	COUNTY	SHEET NO.
CHECK MFM	TEXAS	AMA	POTTER	051
CHECK FS	CONTROL	SECTION	JOB	
	0904	02	047	

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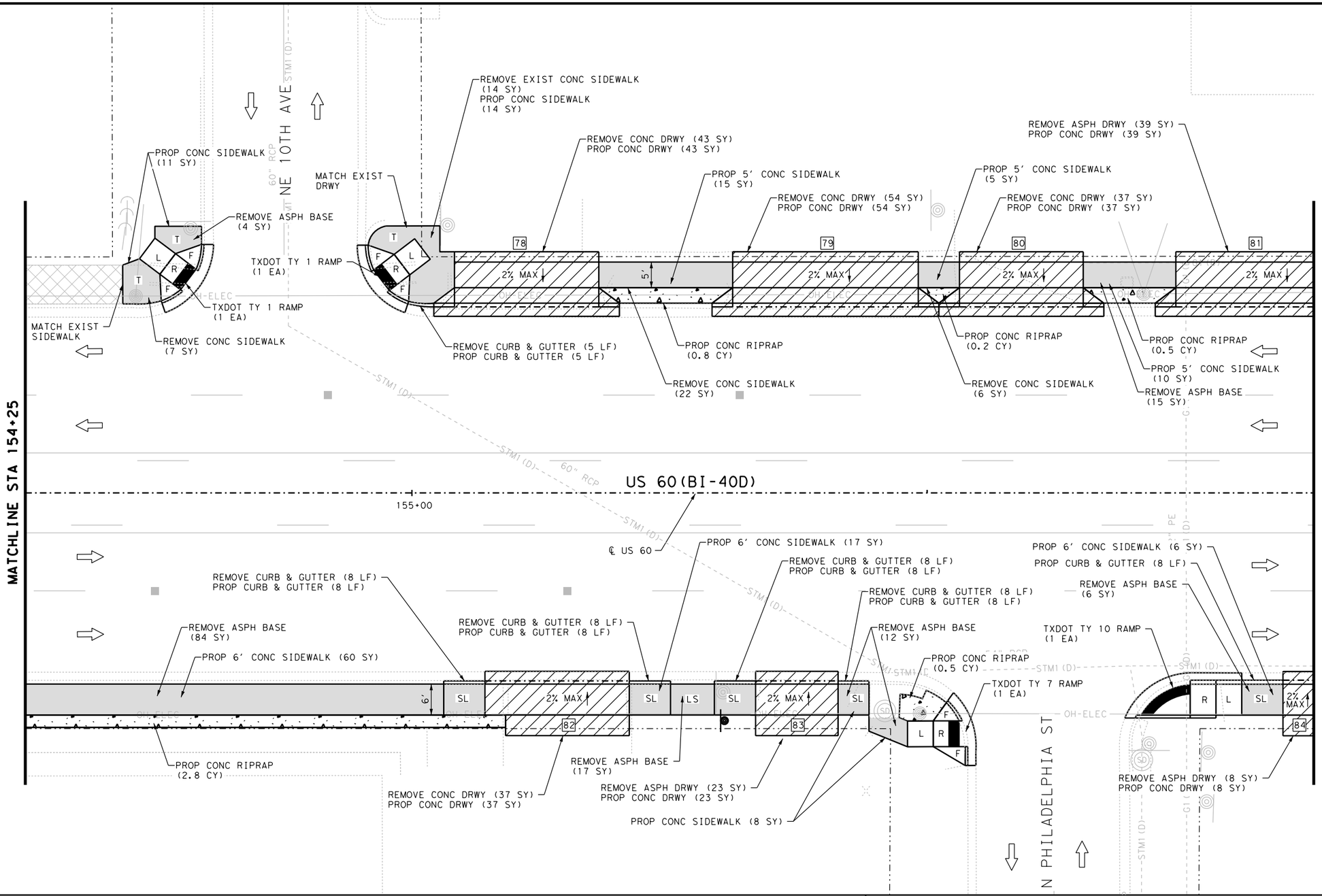

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81607
LICENSED PROFESSIONAL ENGINEER
STATE OF TEXAS
M.F.Muwaquet
1/27/2022

GLOBAL CIVIL SOLUTIONS, LLC
11551 FOREST CENTRAL DRIVE
SUITE 220
DALLAS, TX 75243
F-12801

Texas Department of Transportation

LEGEND

- PROP SODDING
- PROP CONC DRWY
- PROP CONC RIPRAP
- PROP RETAINING WALL
- PROP CONC SIDEWALK
- EXISTING SIDEWALK/DRWY TO REMAIN

- R RAMP
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ITEM	DESCRIPTION	UNIT	QTY
0104 6015	REMOVING CONC (SIDEWALKS)	SY	49
0104 6017	REMOVING CONC (DRIVEWAYS)	SY	171
0104 6029	REMOVING CONC (CURB OR CURB & GUTTER)	LF	37
0105 6070	REMOVING STAB BASE & ASPH PAV (6" - 8")	SY	208
0432 6001	RIPRAP (CONC) (4 IN)	CY	4.8
0529 6008	CONC CURB & GUTTER (TY II)	LF	45
0530 6004	DRIVEWAYS (CONC)	SY	241
0531 6001	CONC SIDEWALK (4")	SY	146
0531 6004	CURB RAMPS (TY 1)	EA	2
0531 6010	CURB RAMPS (TY 7)	EA	1
0531 6013	CURB RAMPS (TY 10)	EA	1

US 60 (BI 40-D)

SIDEWALK PLAN

STA 154+25 TO STA 156+75

SHEET 24 OF 44

DESIGN	FED.RD. DIV.NO.	FEDERAL AID PROJECT NO.		HIGHWAY NO.
MII	6	(SEE TITLE SHEET)		VARIOUS
GRAPHICS PS	STATE	DISTRICT	COUNTY	SHEET NO.
CHECK MFM	TEXAS	AMA	POTTER	052
CHECK FS	CONTROL	SECTION	JOB	
	0904	02	047	

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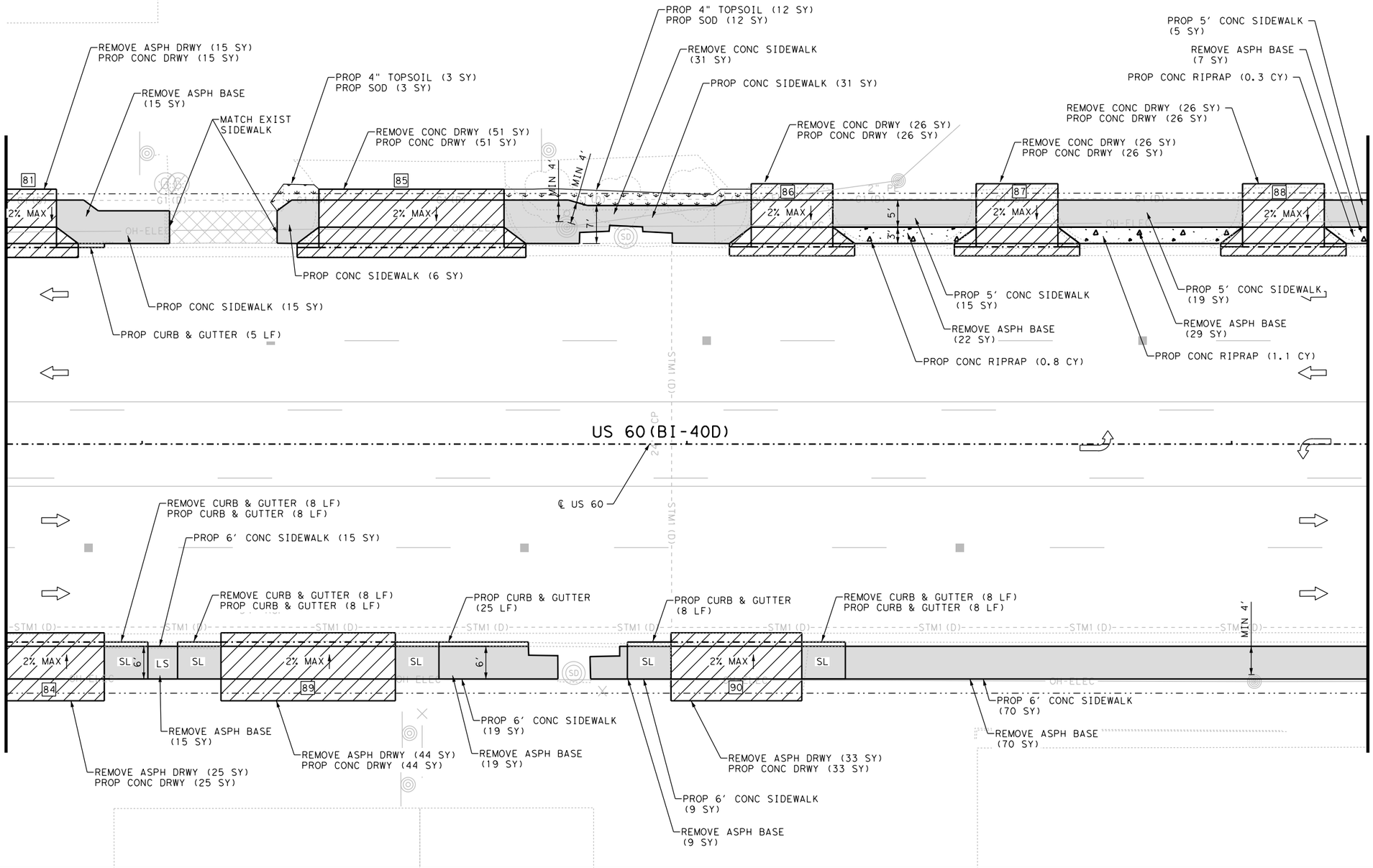

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M.F.Muwaquet
1/27/2022

GLOBAL CIVIL SOLUTIONS, LLC
11551 FOREST CENTRAL DRIVE
SUITE 220
DALLAS, TX 75243
F-12801

Texas Department of Transportation

LEGEND

- PROP SODDING
- PROP CONC DRWY
- PROP CONC RIPRAP
- PROP RETAINING WALL
- PROP CONC SIDEWALK
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ITEM	DESCRIPTION	UNIT	QTY
0104 6015	REMOVING CONC (SIDEWALKS)	SY	31
0104 6017	REMOVING CONC (DRIVEWAYS)	SY	129
0104 6029	REMOVING CONC (CURB OR CURB & GUTTER)	LF	24
0105 6070	REMOVING STAB BASE & ASPH PAV (6" - 8")	SY	303
0160 6003	FURNISHING AND PLACING TOP SOIL (4")	SY	15
0162 6002	BLOCK SODDING	SY	15
0168 6001	VEGETATIVE WATERING	MG	0.6
0432 6001	RIPRAP (CONC) (4 IN)	CY	2.2
0529 6008	CONC CURB & GUTTER (TY II)	LF	62
0530 6004	DRIVEWAYS (CONC)	SY	246
0531 6001	CONC SIDEWALK (4")	SY	204

US 60 (BI 40-D)

SIDEWALK PLAN

STA 156+75 TO STA 159+25

SHEET 25 OF 44

DESIGN	FED.RD. DIV.NO.	FEDERAL AID PROJECT NO.		HIGHWAY NO.
MII	6	(SEE TITLE SHEET)		VARIOUS
GRAPHICS PS	STATE	DISTRICT	COUNTY	SHEET NO.
CHECK MFM	TEXAS	AMA	POTTER	053
CHECK FS	CONTROL	SECTION	JOB	
	0904	02	047	

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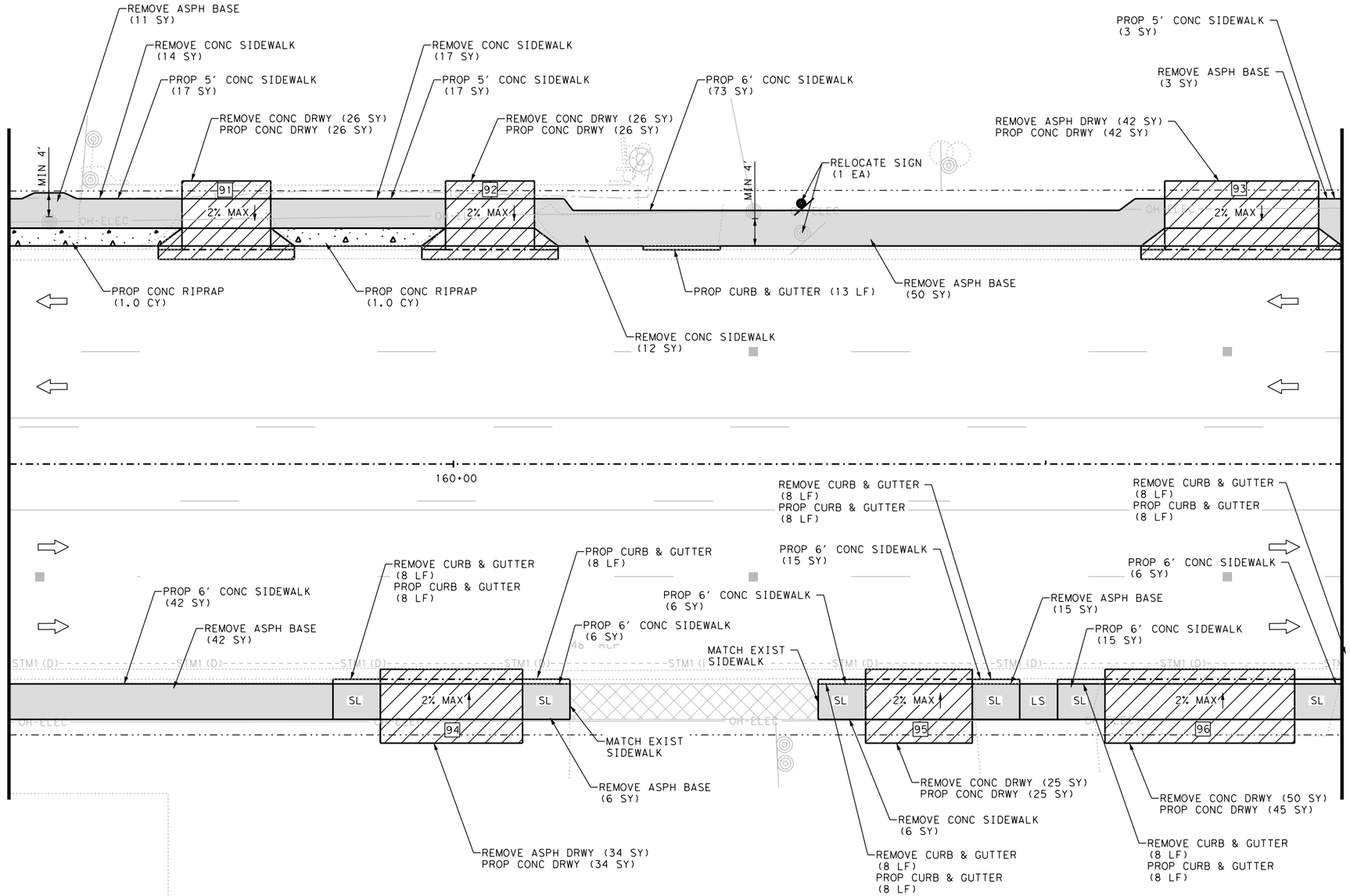

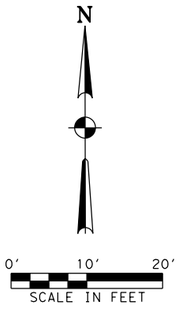

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NO.	DATE	REVISION	BY

GLOBAL CIVIL SOLUTIONS, LLC
11551 FOREST CENTRAL DRIVE
SUITE 220
DALLAS, TX 75243
F-12801

Texas Department of Transportation

LEGEND

- PROP SODDING
- PROP CONC DRWY
- PROP CONC RIPRAP
- PROP RETAINING WALL
- PROP CONC SIDEWALK
- EXISTING SIDEWALK/DRWY TO REMAIN

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- OVERHEAD ELECTRIC LINE

ITEM	DESCRIPTION	UNIT	QTY
0104 6015	REMOVING CONC (SIDEWALKS)	SY	49
0104 6017	REMOVING CONC (DRIVEWAYS)	SY	127
0104 6029	REMOVING CONC (CURB OR CURB & GUTTER)	LF	40
0105 6070	REMOVING STAB BASE & ASPH PAV (6" - 8")	SY	203
0432 6001	RIPRAP (CONC) (4 IN)	CY	2.0
0529 6008	CONC CURB & GUTTER (TY II)	LF	67
0530 6004	DRIVEWAYS (CONC)	SY	198
0531 6001	CONC SIDEWALK (4")	SY	185
0644 6068	RELOCATE SM RD SN SUP&AM TY 10BWG	EA	1

US 60 (BI 40-D)

SIDEWALK PLAN

STA 159+25 TO STA 161+50

SHEET 26 OF 44

DESIGN	FED.RD. DIV.NO.	FEDERAL AID PROJECT NO.		HIGHWAY NO.
MII	6	(SEE TITLE SHEET)		VARIOUS
GRAPHICS PS	STATE	DISTRICT	COUNTY	SHEET NO.
CHECK MFM	TEXAS	AMA	POTTER	054
CHECK FS	CONTROL	SECTION	JOB	
	0904	02	047	

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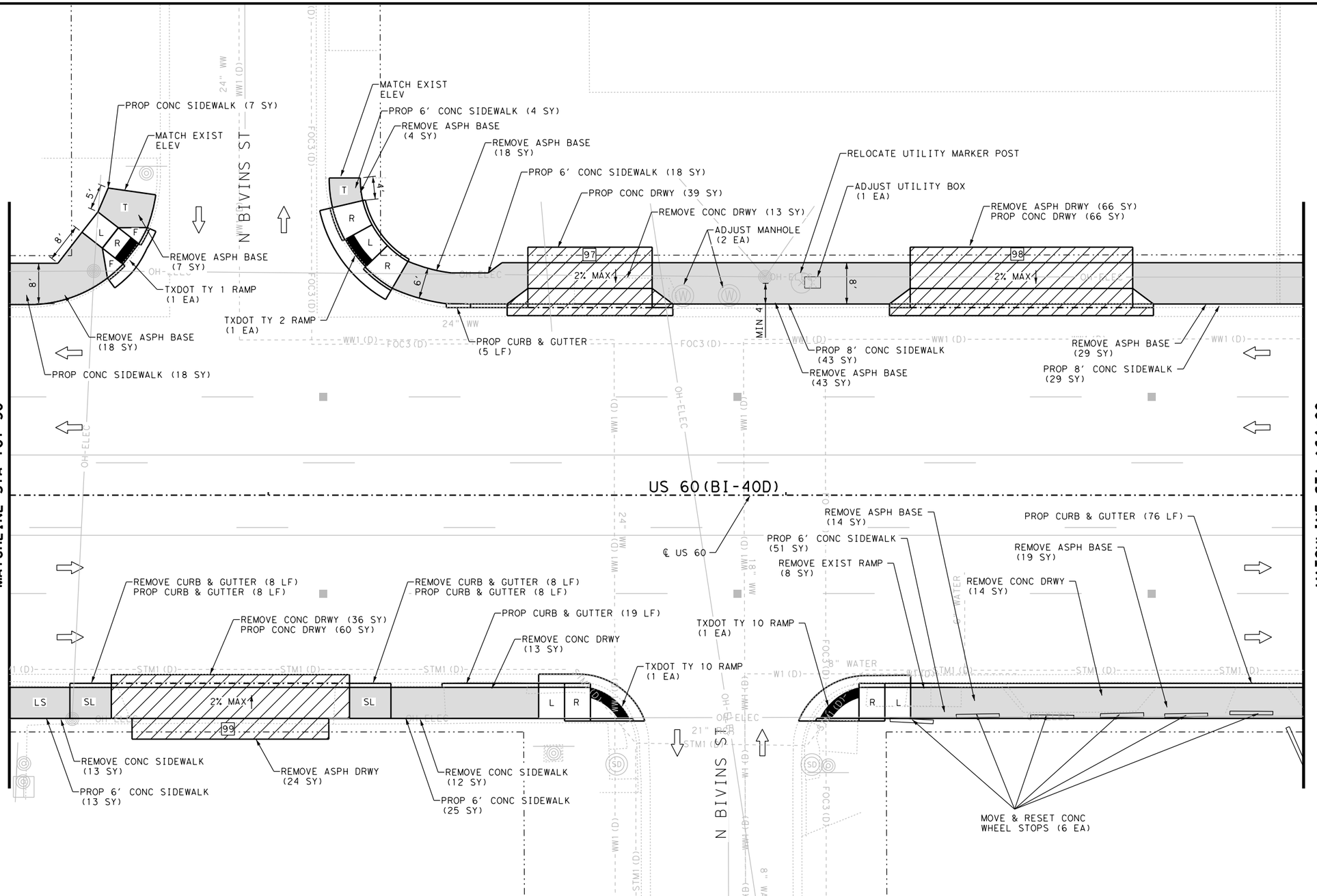

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LEGEND

PROP SODDING	R RAMP
PROP CONC DRWY	L LANDING PAD
PROP CONC RIPRAP	F FLARE
PROP RETAINING WALL	SL LONG. SLOPE MAY NOT EXCEED 5% OR ADJACENT ROAD SLOPE
PROP CONC SIDEWALK	T TRANSITION
EXISTING SIDEWALK/DRWY TO REMAIN	LS LEVEL SIDEWALK (2% MAX)
	TRAFFIC FLOW
	EXISTING SIGN
	PROPOSED SIGN
	MANHOLE
	POWER POLE
	TRAFFIC SIGNAL POLE
	LIGHT POLE
	WATER METER
	FIRE HYDRANT
	GUY WIRE
	TREE/SHRUB
	FENCE
	WATER VALVE
	TRAFFIC SIGNAL BOX
	IRRIGATION CONTROL VALVE
	ELECTRICAL PULL BOX
	DRIVEWAY ID
	PEDESTRIAN SIGNAL
	GAS METER
	SPRINKLER HEAD
	UTILITY MARKER POST
	OVERHEAD ELECTRIC LINE

ITEM	DESCRIPTION	UNIT	QTY
0104 6015	REMOVING CONC (SIDEWALKS)	SY	33
0104 6017	REMOVING CONC (DRIVEWAYS)	SY	76
0104 6029	REMOVING CONC (CURB OR CURB & GUTTER)	LF	16
0105 6070	REMOVING STAB BASE & ASPH PAV (6" - 8")	SY	242
0479 6001	ADJUSTING MANHOLES	EA	2
0529 6008	CONC CURB & GUTTER (TY II)	LF	116
0530 6004	DRIVEWAYS (CONC)	SY	165
0531 6001	CONC SIDEWALK (4")	SY	208
0531 6004	CURB RAMPS (TY 1)	EA	1
0531 6005	CURB RAMPS (TY 2)	EA	1
0531 6013	CURB RAMPS (TY 10)	EA	2
5057 6002	MOVE AND RESET PRECAST CONC WHEEL STOPS	EA	6
6027 6009	GROUND BOX (ADJUST)	EA	1

NO.	DATE	REVISION	BY

STATE OF TEXAS
MARWAN F MUWAQUET
81607
LICENSED PROFESSIONAL ENGINEER
M.F.Muwaquet
1/27/2022

GLOBAL CIVIL SOLUTIONS, LLC
11551 FOREST CENTRAL DRIVE
SUITE 220
DALLAS, TX 75243
F-12801

Texas Department of Transportation

US 60 (BI 40-D)

SIDEWALK PLAN

STA 161+50 TO STA 164+00

SHEET 27 OF 44

DESIGN	FED.RD. DIV.NO.	FEDERAL AID PROJECT NO.		HIGHWAY NO.
MII	6	(SEE TITLE SHEET)		VARIOUS
GRAPHICS PS	STATE	DISTRICT	COUNTY	SHEET NO.
CHECK MFM	TEXAS	AMA	POTTER	055
CHECK FS	CONTROL	SECTION	JOB	
	0904	02	047	

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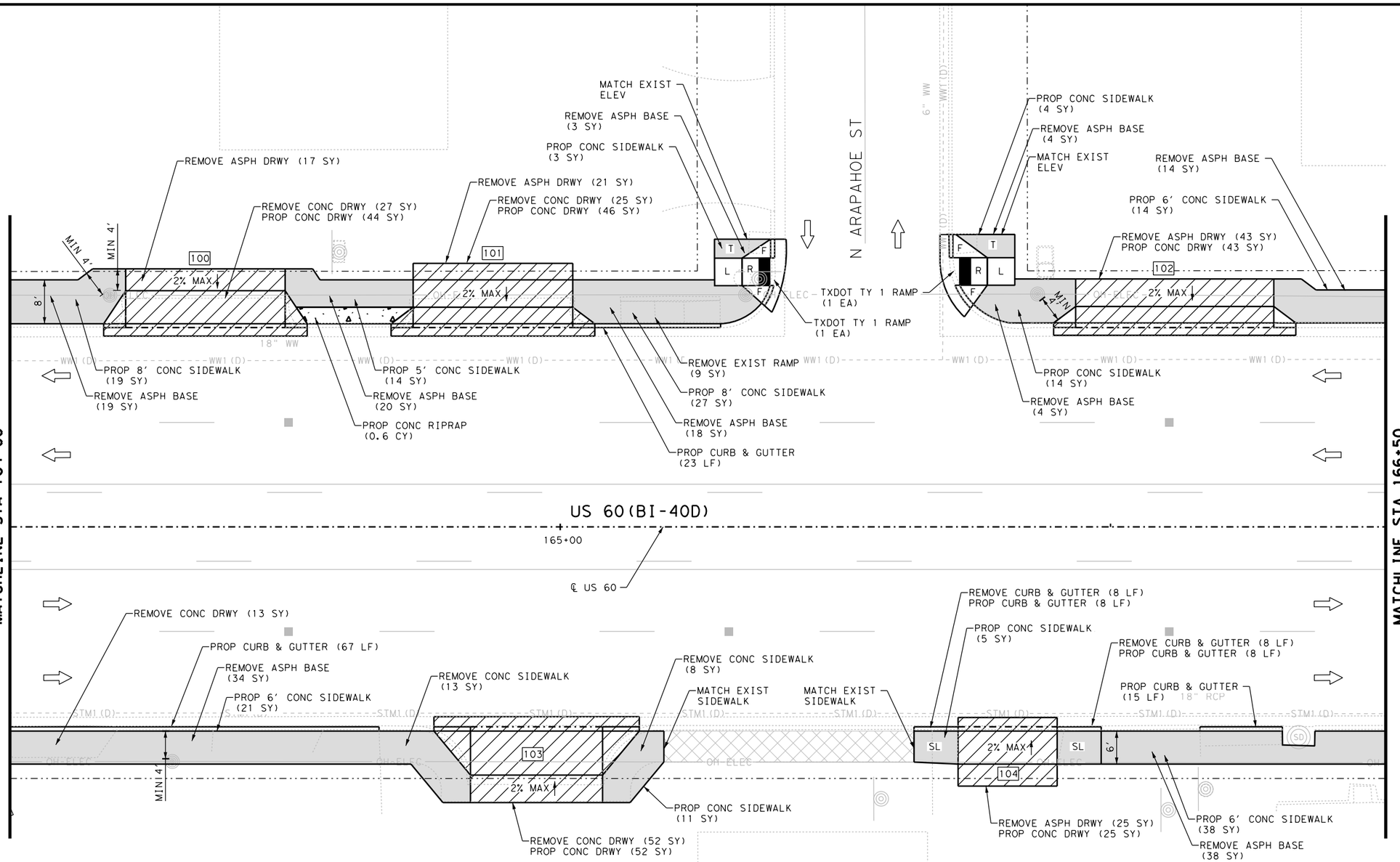

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LEGEND

- PROP SODDING
- PROP CONC DRWY
- PROP CONC RIPRAP
- PROP RETAINING WALL
- PROP CONC SIDEWALK
- EXISTING SIDEWALK/DRWY TO REMAIN

- R RAMP
- L LANDING PAD
- F FLARE
- SL LONG. SLOPE MAY NOT EXCEED 5% OR ADJACENT ROAD SLOPE
- T TRANSITION
- LS LEVEL SIDEWALK (2% MAX)
- TRAFFIC FLOW
- EXISTING SIGN
- PROPOSED SIGN
- MANHOLE
- POWER POLE
- TRAFFIC SIGNAL POLE
- LIGHT POLE
- WATER METER
- FIRE HYDRANT
- GUY WIRE
- TREE/SHRUB
- FENCE
- WATER VALVE
- TRAFFIC SIGNAL BOX
- IRRIGATION CONTROL VALVE
- ELECTRICAL PULL BOX
- DRIVEWAY ID
- PEDESTRIAN SIGNAL
- GAS METER
- SPRINKLER HEAD
- UTILITY MARKER POST
- OVERHEAD ELECTRIC LINE

ITEM	DESCRIPTION	UNIT	QTY
0104 6015	REMOVING CONC (SIDEWALKS)	SY	30
0104 6017	REMOVING CONC (DRIVEWAYS)	SY	117
0104 6029	REMOVING CONC (CURB OR CURB & GUTTER)	LF	16
0105 6070	REMOVING STAB BASE & ASPH PAV (6" - 8")	SY	260
0432 6001	RIPRAP (CONC) (4 IN)	CY	0.6
0529 6008	CONC CURB & GUTTER (TY II)	LF	121
0530 6004	DRIVEWAYS (CONC)	SY	210
0531 6001	CONC SIDEWALK (4")	SY	170
0531 6004	CURB RAMPS (TY 1)	EA	2

NO.	DATE	REVISION	BY

STATE OF TEXAS
MARWAN F MUWAQUET
81607
LICENSED
PROFESSIONAL ENGINEER
M.F.Muwaquet
1/27/2022

GLOBAL CIVIL SOLUTIONS, LLC
11551 FOREST CENTRAL DRIVE
SUITE 220
DALLAS, TX 75243
F-12801

Texas Department of Transportation

US 60 (BI 40-D)

SIDEWALK PLAN

STA 164+00 TO STA 166+50

SHEET 28 OF 44

DESIGN	FED.RD. DIV.NO.	FEDERAL AID PROJECT NO.		HIGHWAY NO.
MI	6	(SEE TITLE SHEET)		VARIOUS
GRAPHICS PS	STATE	DISTRICT	COUNTY	SHEET NO.
CHECK MFM	TEXAS	AMA	POTTER	056
CHECK FS	CONTROL	SECTION	JOB	
	0904	02	047	

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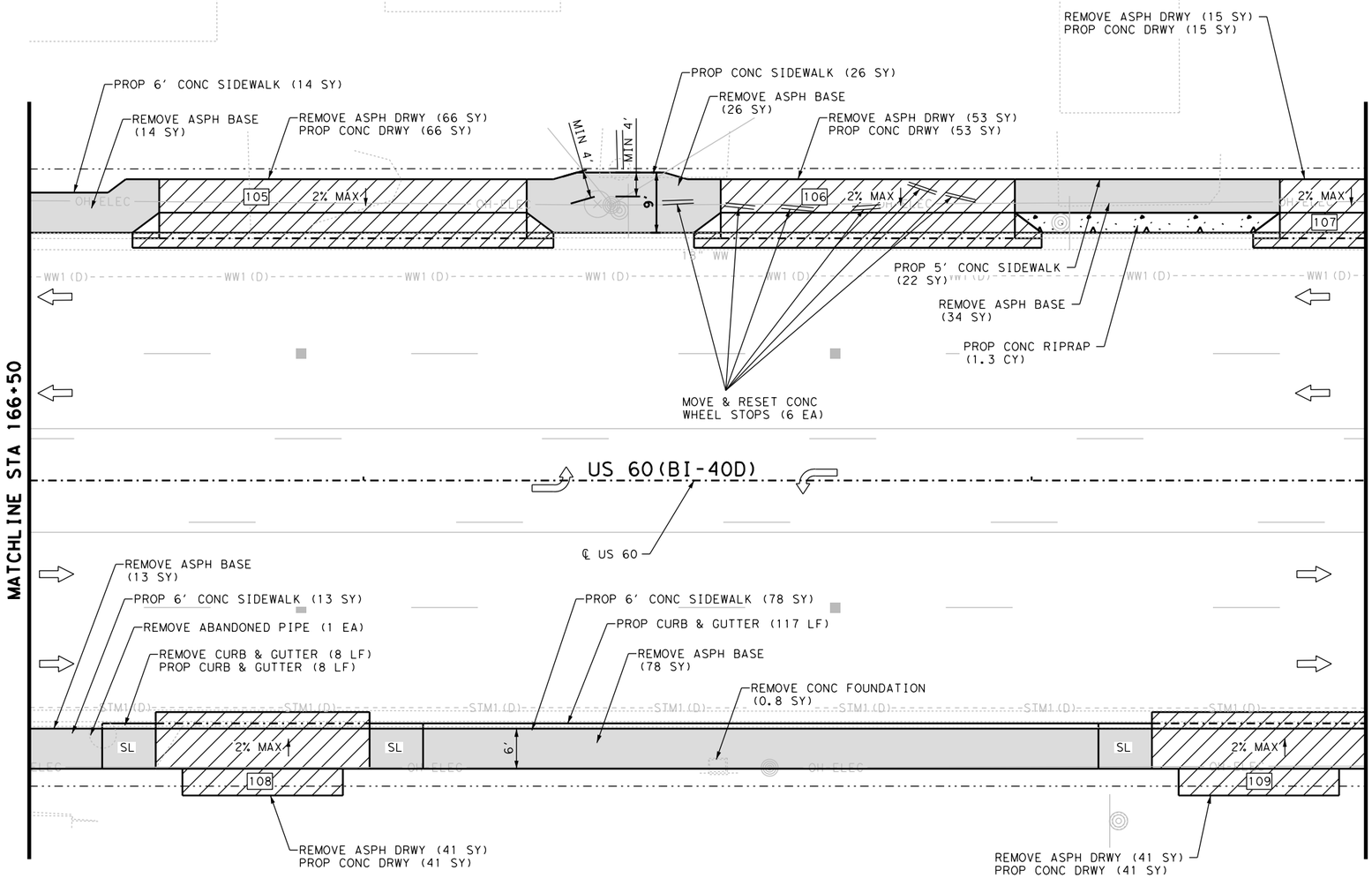

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STATE OF TEXAS
MARWAN F MUWAQUET
81607
LICENSED
PROFESSIONAL ENGINEER
M.F.Muwaquet
1/27/2022

GLOBAL CIVIL SOLUTIONS, LLC
11551 FOREST CENTRAL DRIVE
SUITE 220
DALLAS, TX 75243
F-12801

Texas Department of Transportation

LEGEND

- PROP SODDING
- PROP CONC DRWY
- PROP CONC RIPRAP
- PROP RETAINING WALL
- PROP CONC SIDEWALK
- EXISTING SIDEWALK/DRWY TO REMAIN

- R RAMP
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- T TRANSITION
- LS LEVEL SIDEWALK (2% MAX)
- TRAFFIC FLOW
- EXISTING SIGN
- PROPOSED SIGN
- MANHOLE

- POWER POLE
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- FENCE
- WATER VALVE
- TRAFFIC SIGNAL BOX

- IRRIGATION CONTROL VALVE
- ELECTRICAL PULL BOX
- DRIVEWAY ID
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- GAS METER
- SPRINKLER HEAD
- UTILITY MARKER POST
- OVERHEAD ELECTRIC LINE

ITEM	DESCRIPTION	UNIT	QTY
0104 6013	REMOVING CONC (FOUNDATIONS)	SY	0.8
0104 6029	REMOVING CONC (CURB OR CURB & GUTTER)	LF	8
0105 6070	REMOVING STAB BASE & ASPH PAV (6" - 8")	SY	381
0432 6001	RIPRAP (CONC) (4 IN)	CY	1.3
0496 6030	REMOVE STR (BOLLARD)	EA	1
0529 6008	CONC CURB & GUTTER (TY II)	LF	125
0530 6004	DRIVEWAYS (CONC)	SY	216
0531 6001	CONC SIDEWALK (4")	SY	153
5057 6002	MOVE AND RESET PRECAST CONC WHEEL STOPS	EA	6

US 60 (BI 40-D)

SIDEWALK PLAN

STA 166+50 TO STA 168+50

SHEET 29 OF 44

DESIGN	FED.RD. DIV.NO.	FEDERAL AID PROJECT NO.		HIGHWAY NO.
MII	6	(SEE TITLE SHEET)		VARIOUS
GRAPHICS PS	STATE	DISTRICT	COUNTY	SHEET NO.
CHECK MFM	TEXAS	AMA	POTTER	057
CHECK FS	CONTROL	SECTION	JOB	
	0904	02	047	

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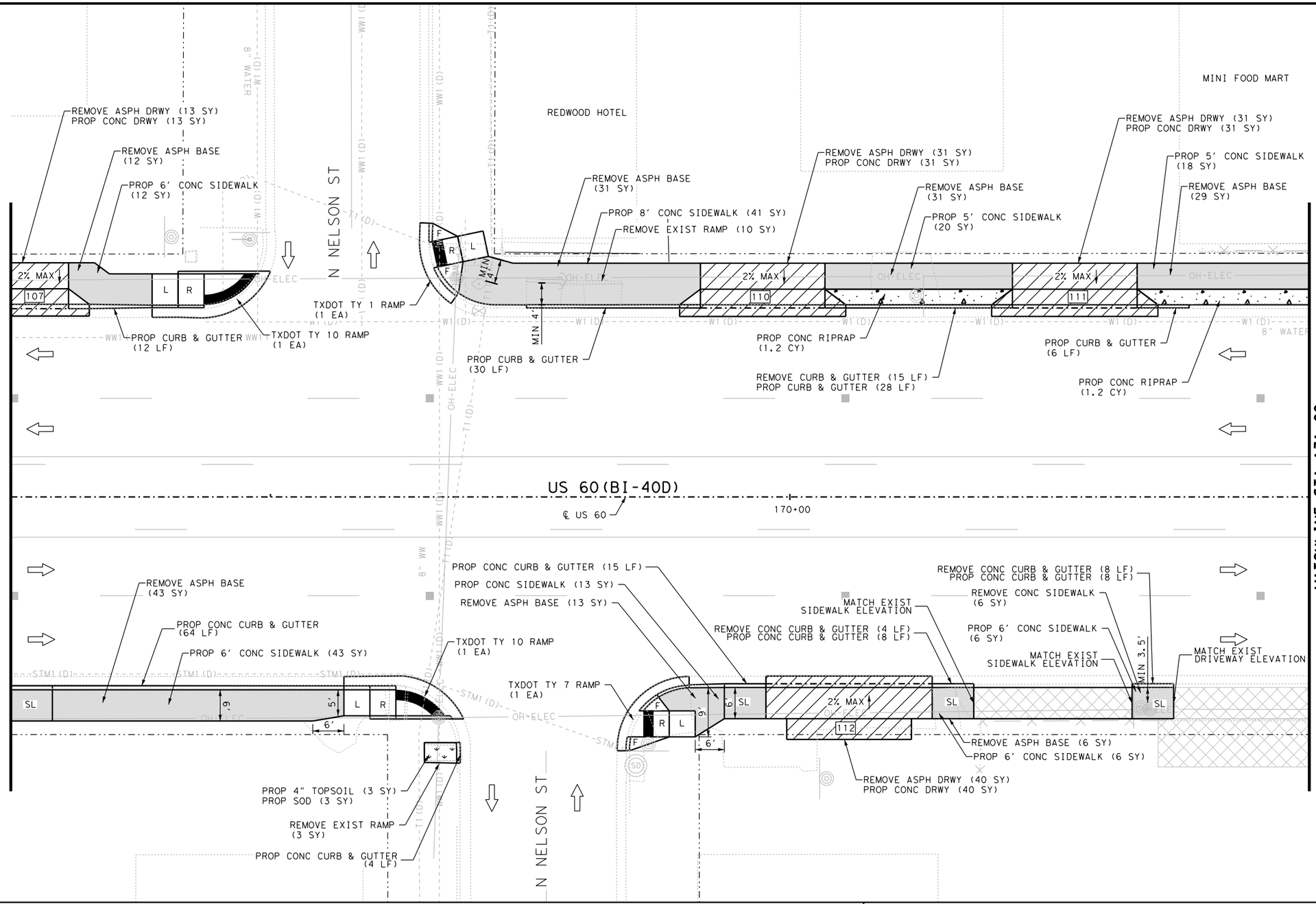

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STATE OF TEXAS
MARWAN F MUWAQUET
81607
LICENSED
PROFESSIONAL ENGINEER
M.F.Muwaquet
1/27/2022

GLOBAL CIVIL SOLUTIONS, LLC
11551 FOREST CENTRAL DRIVE
SUITE 220
DALLAS, TX 75243
F-12801

Texas Department of Transportation

LEGEND

- PROP SODDING
- PROP CONC DRWY
- PROP CONC RIPRAP
- PROP RETAINING WALL
- PROP CONC SIDEWALK
- EXISTING SIDEWALK/DRWY TO REMAIN

- R RAMP
- L LANDING PAD
- F FLARE
- SL LONG. SLOPE MAY NOT EXCEED 5% OR ADJACENT ROAD SLOPE
- T TRANSITION
- LS LEVEL SIDEWALK (2% MAX)
- TRAFFIC FLOW
- EXISTING SIGN
- PROPOSED SIGN
- MANHOLE

- POWER POLE
- TRAFFIC SIGNAL POLE
- LIGHT POLE
- WATER METER
- FIRE HYDRANT
- GUY WIRE
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- FENCE
- WATER VALVE
- TRAFFIC SIGNAL BOX

- IRRIGATION CONTROL VALVE
- ELECTRICAL PULL BOX
- DRIVEWAY ID
- PEDESTRIAN SIGNAL
- GAS METER
- SPRINKLER HEAD
- UTILITY MARKER POST
- OVERHEAD ELECTRIC LINE

ITEM	DESCRIPTION	UNIT	QTY
0104 6015	REMOVING CONC (SIDEWALKS)	SY	19
0104 6029	REMOVING CONC (CURB OR CURB & GUTTER)	LF	27
0105 6070	REMOVING STAB BASE & ASPH PAV (6" - 8")	SY	280
0160 6003	FURNISHING AND PLACING TOP SOIL (4")	SY	3
0162 6002	BLOCK SODDING	SY	3
0168 6001	VEGETATIVE WATERING	MG	0.2
0432 6001	RIPRAP (CONC) (4 IN)	CY	2.4
0529 6008	CONC CURB & GUTTER (TY II)	LF	175
0530 6004	DRIVEWAYS (CONC)	SY	115
0531 6001	CONC SIDEWALK (4")	SY	159
0531 6004	CURB RAMPS (TY 1)	EA	1
0531 6010	CURB RAMPS (TY 7)	EA	1
0531 6013	CURB RAMPS (TY 10)	EA	2

US 60 (BI 40-D)

SIDEWALK PLAN

STA 168+50 TO STA 171+00

SHEET 30 OF 44

DESIGN	FED.RD. DIV.NO.	FEDERAL AID PROJECT NO.		HIGHWAY NO.
MII	6	(SEE TITLE SHEET)		VARIOUS
GRAPHICS PS	STATE	DISTRICT	COUNTY	SHEET NO.
CHECK MFM	TEXAS	AMA	POTTER	058
CHECK FS	CONTROL	SECTION	JOB	
	0904	02	047	

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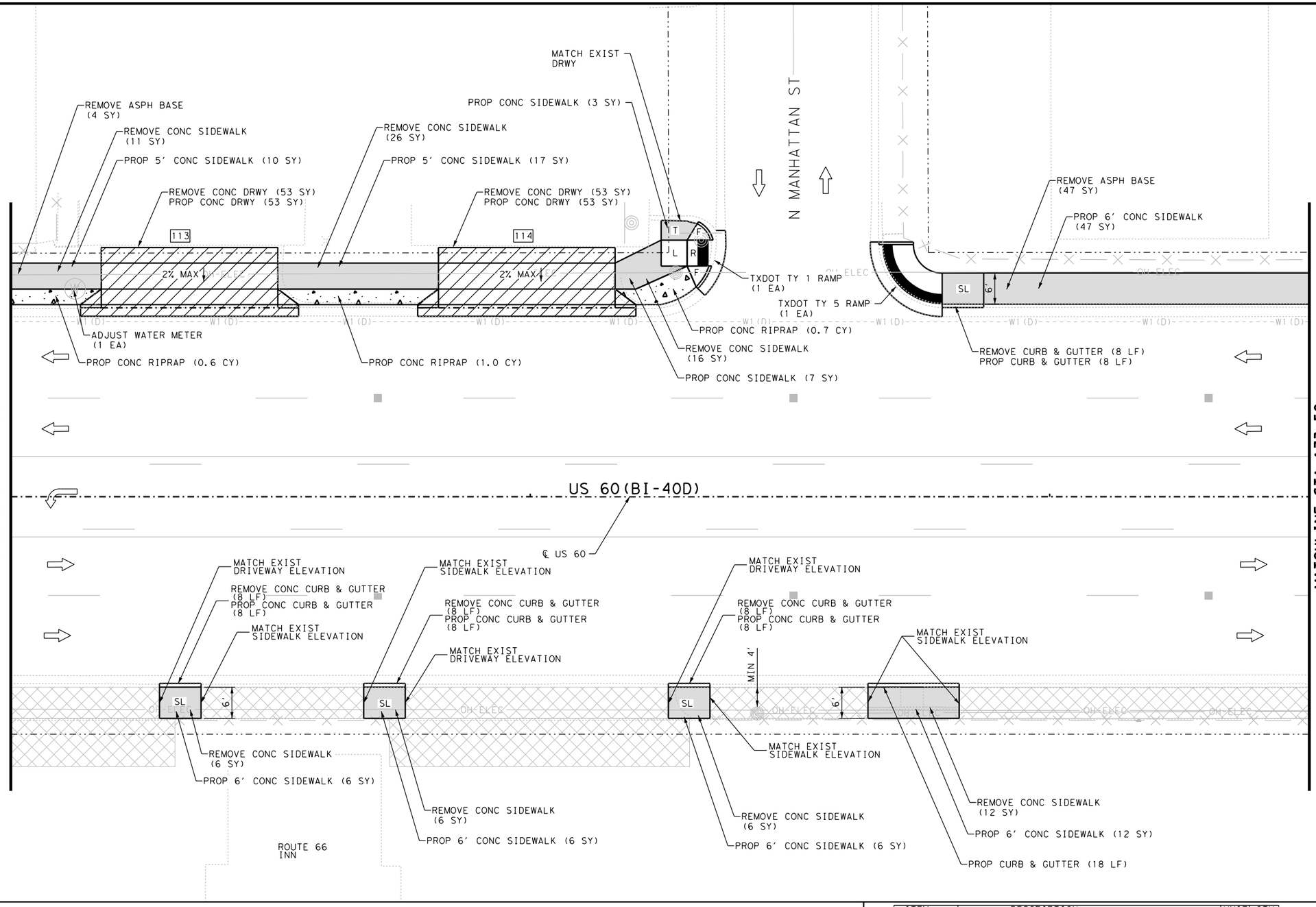

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LICENSED PROFESSIONAL ENGINEER
M.F.Muwaquet
1/27/2022

GLOBAL CIVIL SOLUTIONS, LLC
11551 FOREST CENTRAL DRIVE
SUITE 220
DALLAS, TX 75243
F-12801

Texas Department of Transportation

LEGEND

- PROP SODDING
- PROP CONC DRWY
- PROP CONC RIPRAP
- PROP RETAINING WALL
- PROP CONC SIDEWALK
- EXISTING SIDEWALK/DRWY TO REMAIN

- R RAMP
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- LIGHT POLE
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- FIRE HYDRANT
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- ELECTRICAL PULL BOX
- DRIVEWAY ID
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- GAS METER
- SPRINKLER HEAD
- UTILITY MARKER POST
- OVERHEAD ELECTRIC LINE

ITEM	DESCRIPTION	UNIT	QTY
0104 6015	REMOVING CONC (SIDEWALKS)	SY	83
0104 6017	REMOVING CONC (DRIVEWAYS)	SY	106
0104 6029	REMOVING CONC (CURB OR CURB & GUTTER)	LF	32
0105 6070	REMOVING STAB BASE & ASPH PAV (6" - 8")	SY	51
0432 6001	RIPRAP (CONC) (4 IN)	CY	2.3
0479 6008	ADJUSTING MANHOLES (WATER METER)	EA	1
0529 6008	CONC CURB & GUTTER (TY II)	LF	50
0530 6004	DRIVEWAYS (CONC)	SY	106
0531 6001	CONC SIDEWALK (4")	SY	114
0531 6004	CURB RAMPS (TY 1)	EA	1
0531 6008	CURB RAMPS (TY 5)	EA	1

US 60 (BI 40-D)

SIDEWALK PLAN

STA 171+00 TO STA 173+50

SHEET 31 OF 44

DESIGN	FED.RD. DIV.NO.	FEDERAL AID PROJECT NO.		HIGHWAY NO.
MII	6	(SEE TITLE SHEET)		VARIOUS
GRAPHICS PS	STATE	DISTRICT	COUNTY	SHEET NO.
CHECK MFM	TEXAS	AMA	POTTER	059
CHECK FS	CONTROL	SECTION	JOB	
	0904	02	047	

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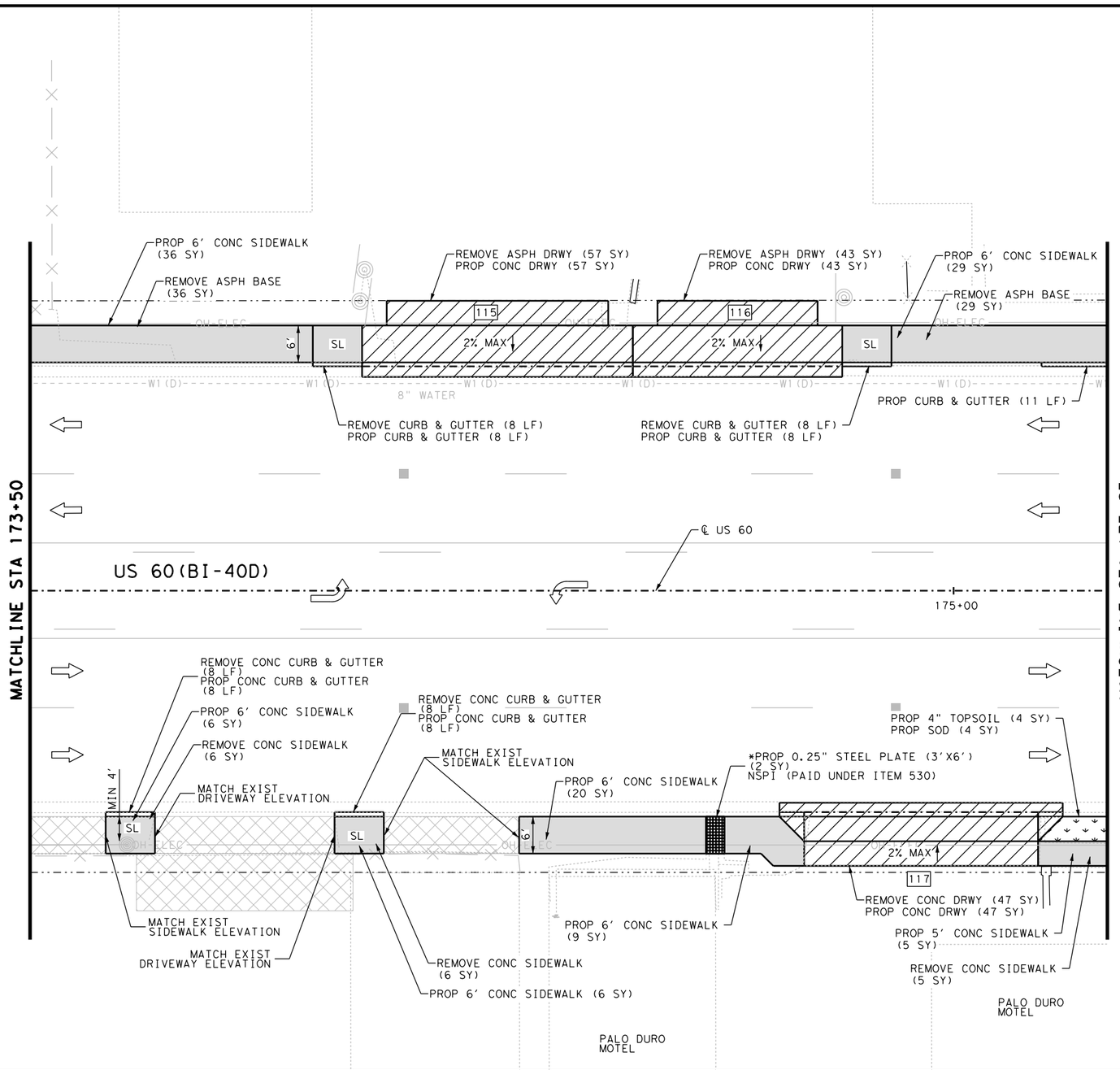

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STATE OF TEXAS
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81607
LICENSED PROFESSIONAL ENGINEER
M.F.Muwaquet
1/27/2022

GLOBAL CIVIL SOLUTIONS, LLC
11551 FOREST CENTRAL DRIVE
SUITE 220
DALLAS, TX 75243
F-12801

Texas Department of Transportation

LEGEND

- PROP SODDING
- PROP CONC DRWY
- PROP CONC RIPRAP
- PROP RETAINING WALL
- PROP CONC SIDEWALK
- EXISTING SIDEWALK/DRWY TO REMAIN

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- GAS METER
- SPRINKLER HEAD
- UTILITY MARKER POST
- OP OVERHEAD ELECTRIC LINE

ITEM	DESCRIPTION	UNIT	QTY
0104 6015	REMOVING CONC (SIDEWALKS)	SY	17
0104 6017	REMOVING CONC (DRIVEWAYS)	SY	47
0104 6029	REMOVING CONC (CURB OR CURB & GUTTER)	LF	32
0105 6070	REMOVING STAB BASE & ASPH PAV (6" - 8")	SY	165
0160 6003	FURNISHING AND PLACING TOP SOIL (4")	SY	4
0162 6002	BLOCK SODDING	SY	4
0168 6001	VEGETATIVE WATERING	MG	0.2
0529 6008	CONC CURB & GUTTER (TY II)	LF	43
0530 6004	DRIVEWAYS (CONC)	SY	147
0531 6001	CONC SIDEWALK (4")	SY	111

US 60 (BI 40-D)

SIDEWALK PLAN

STA 173+50 TO STA 175+25

SHEET 32 OF 44

DESIGN	FED.RD. DIV.NO.	FEDERAL AID PROJECT NO.		HIGHWAY NO.
MII	6	(SEE TITLE SHEET)		VARIOUS
GRAPHICS PS	STATE	DISTRICT	COUNTY	SHEET NO.
CHECK MFM	TEXAS	AMA	POTTER	060
CHECK FS	CONTROL	SECTION	JOB	
	0904	02	047	

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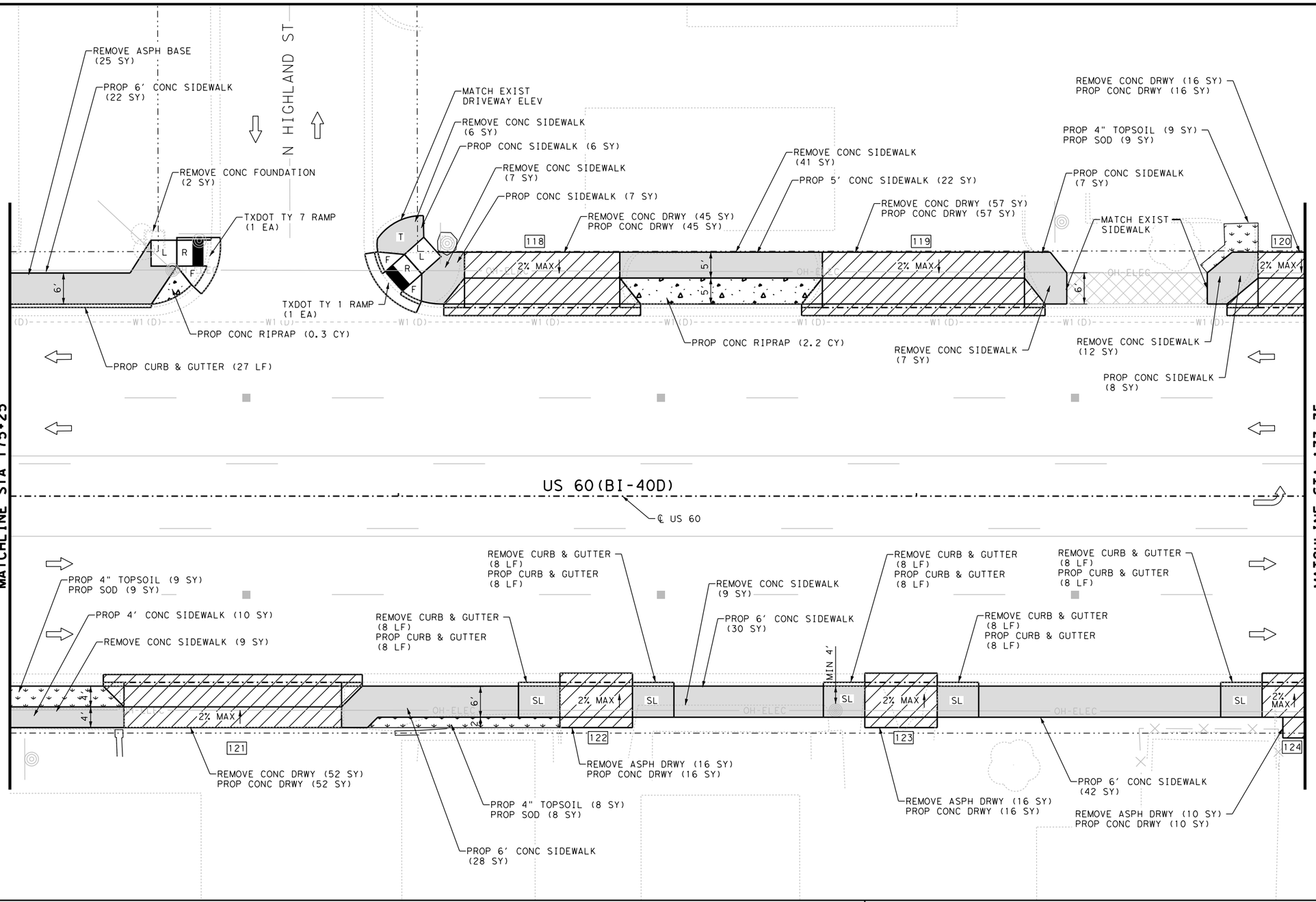

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LEGEND

- PROP SODDING
- PROP CONC DRWY
- PROP CONC RIPRAP
- PROP RETAINING WALL
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- EXISTING SIDEWALK/DRWY TO REMAIN

- R RAMP
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- LS LEVEL SIDEWALK (2% MAX)
- TRAFFIC FLOW
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- PROPOSED SIGN
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- TRAFFIC SIGNAL POLE
- LIGHT POLE
- WATER METER
- FIRE HYDRANT
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- FENCE
- WATER VALVE
- TRAFFIC SIGNAL BOX
- IRRIGATION CONTROL VALVE
- ELECTRICAL PULL BOX
- DRIVEWAY ID
- PEDESTRIAN SIGNAL
- GAS METER
- SPRINKLER HEAD
- UTILITY MARKER POST
- OVERHEAD ELECTRIC LINE

ITEM	DESCRIPTION	UNIT	QTY
0104 6013	REMOVING CONC (FOUNDATIONS)	SY	2.0
0104 6015	REMOVING CONC (SIDEWALKS)	SY	91
0104 6017	REMOVING CONC (DRIVEWAYS)	SY	170
0104 6029	REMOVING CONC (CURB OR CURB & GUTTER)	LF	40
0105 6070	REMOVING STAB BASE & ASPH PAV (6" - 8")	SY	67
0160 6003	FURNISHING AND PLACING TOP SOIL (4")	SY	26
0162 6002	BLOCK SODDING	SY	26
0168 6001	VEGETATIVE WATERING	MG	0.6
0432 6001	RIPRAP (CONC) (4 IN)	CY	2.5
0529 6008	CONC CURB & GUTTER (TY II)	LF	67
0530 6004	DRIVEWAYS (CONC)	SY	212
0531 6001	CONC SIDEWALK (4")	SY	182
0531 6004	CURB RAMPS (TY 1)	EA	1
0531 6010	CURB RAMPS (TY 7)	EA	1

NO.	DATE	REVISION	BY

STATE OF TEXAS
MARWAN F MUWAQUET
81607
LICENSED PROFESSIONAL ENGINEER
MF.Muwaquet
3/15/2022

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SUITE 220
DALLAS, TX 75243
F-12801

Texas Department of Transportation

US 60 (BI 40-D)

SIDEWALK PLAN

STA 175+25 TO STA 177+75

SHEET 33 OF 44

DESIGN	FED.RD. DIV.NO.	FEDERAL AID PROJECT NO.		HIGHWAY NO.
MII	6	(SEE TITLE SHEET)		VARIOUS
GRAPHICS PS	STATE	DISTRICT	COUNTY	SHEET NO.
CHECK MFM	TEXAS	AMA	POTTER	061
CHECK FS	CONTROL	SECTION	JOB	
	0904	02	047	

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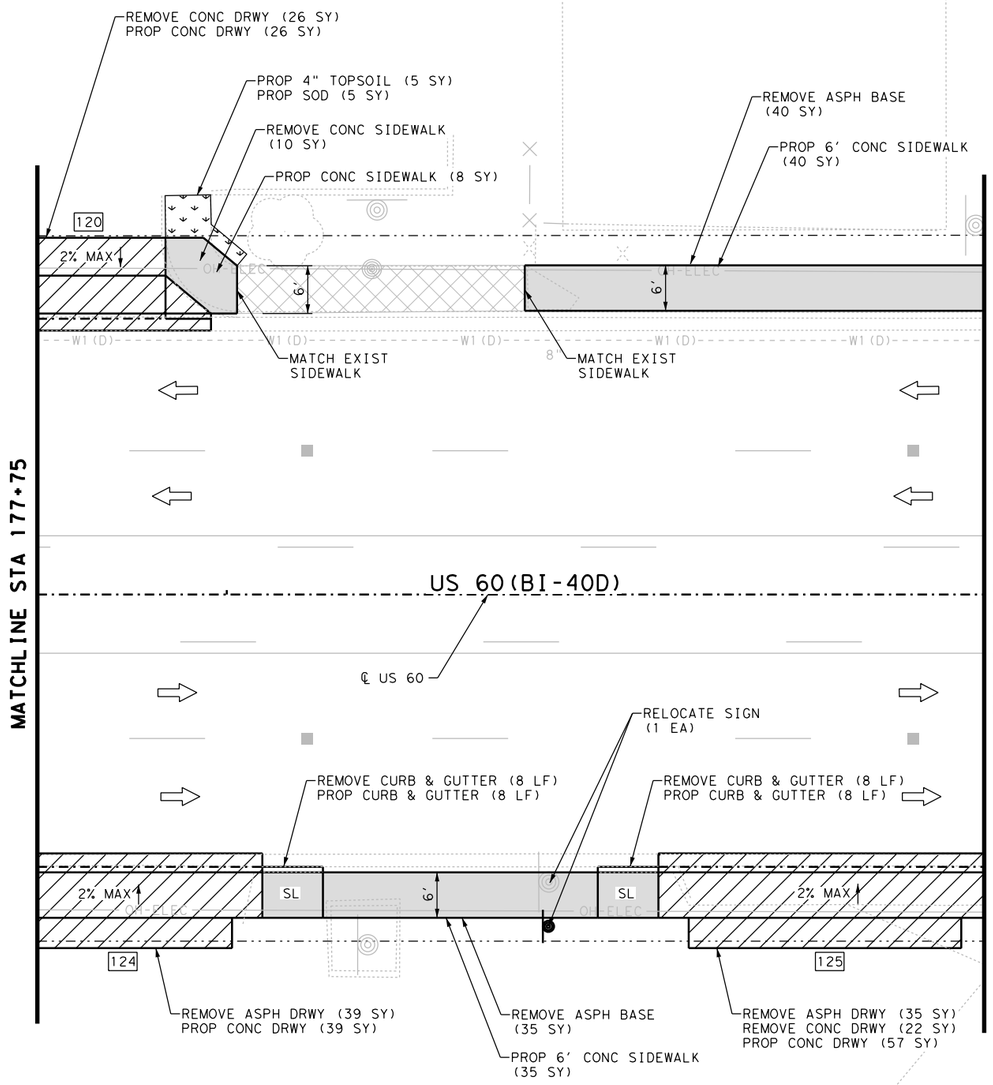

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SCALE IN FEET

NOTES:

* FOR CONTRACTOR INFORMATION ONLY

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NO.	DATE	REVISION	BY

STATE OF TEXAS
MARWAN F MUWAQUET
81607
LICENSED
PROFESSIONAL ENGINEER
M.F.Muwaquet
1/27/2022

GLOBAL CIVIL SOLUTIONS, LLC
11551 FOREST CENTRAL DRIVE
SUITE 220
DALLAS, TX 75243
F-12801

Texas Department of Transportation

LEGEND

- PROP SODDING
- PROP CONC DRWY
- PROP CONC RIPRAP
- PROP RETAINING WALL
- PROP CONC SIDEWALK
- EXISTING SIDEWALK/DRWY TO REMAIN

- R RAMP
- L LANDING PAD
- F FLARE
- SL LONG. SLOPE MAY NOT EXCEED 5% OR ADJACENT ROAD SLOPE
- T TRANSITION
- LS LEVEL SIDEWALK (2% MAX)
- TRAFFIC FLOW
- EXISTING SIGN
- PROPOSED SIGN
- MANHOLE

- POWER POLE
- TRAFFIC SIGNAL POLE
- LIGHT POLE
- WATER METER
- FIRE HYDRANT
- GUY WIRE
- TREE/SHRUB
- FENCE
- WATER VALVE
- TRAFFIC SIGNAL BOX

- IRRIGATION CONTROL VALVE
- ELECTRICAL PULL BOX
- DRIVEWAY ID
- PEDESTRIAN SIGNAL
- GAS METER
- SPRINKLER HEAD
- UTILITY MARKER POST
- OVERHEAD ELECTRIC LINE

ITEM	DESCRIPTION	UNIT	QTY
0104 6015	REMOVING CONC (SIDEWALKS)	SY	10
0104 6017	REMOVING CONC (DRIVEWAYS)	SY	48
0104 6029	REMOVING CONC (CURB OR CURB & GUTTER)	LF	16
0105 6070	REMOVING STAB BASE & ASPH PAV (6" - 8")	SY	149
0160 6003	FURNISHING AND PLACING TOP SOIL (4")	SY	5
0162 6002	BLOCK SODDING	SY	5
0168 6001	VEGETATIVE WATERING	MG	0.2
0529 6008	CONC CURB & GUTTER (TY II)	LF	16
0530 6004	DRIVEWAYS (CONC)	SY	122
0531 6001	CONC SIDEWALK (4")	SY	83
0644 6068	RELOCATE SM RD SN SUP&AM TY 10BWG	EA	1

US 60 (BI 40-D)

SIDEWALK PLAN

STA 177+75 TO STA 179+00

SHEET 34 OF 44

DESIGN	FED.RD. DIV.NO.	FEDERAL AID PROJECT NO.		HIGHWAY NO.
MII	6	(SEE TITLE SHEET)		VARIOUS
GRAPHICS PS	STATE	DISTRICT	COUNTY	SHEET NO.
CHECK MFM	TEXAS	AMA	POTTER	062
CHECK FS	CONTROL	SECTION	JOB	
	0904	02	047	

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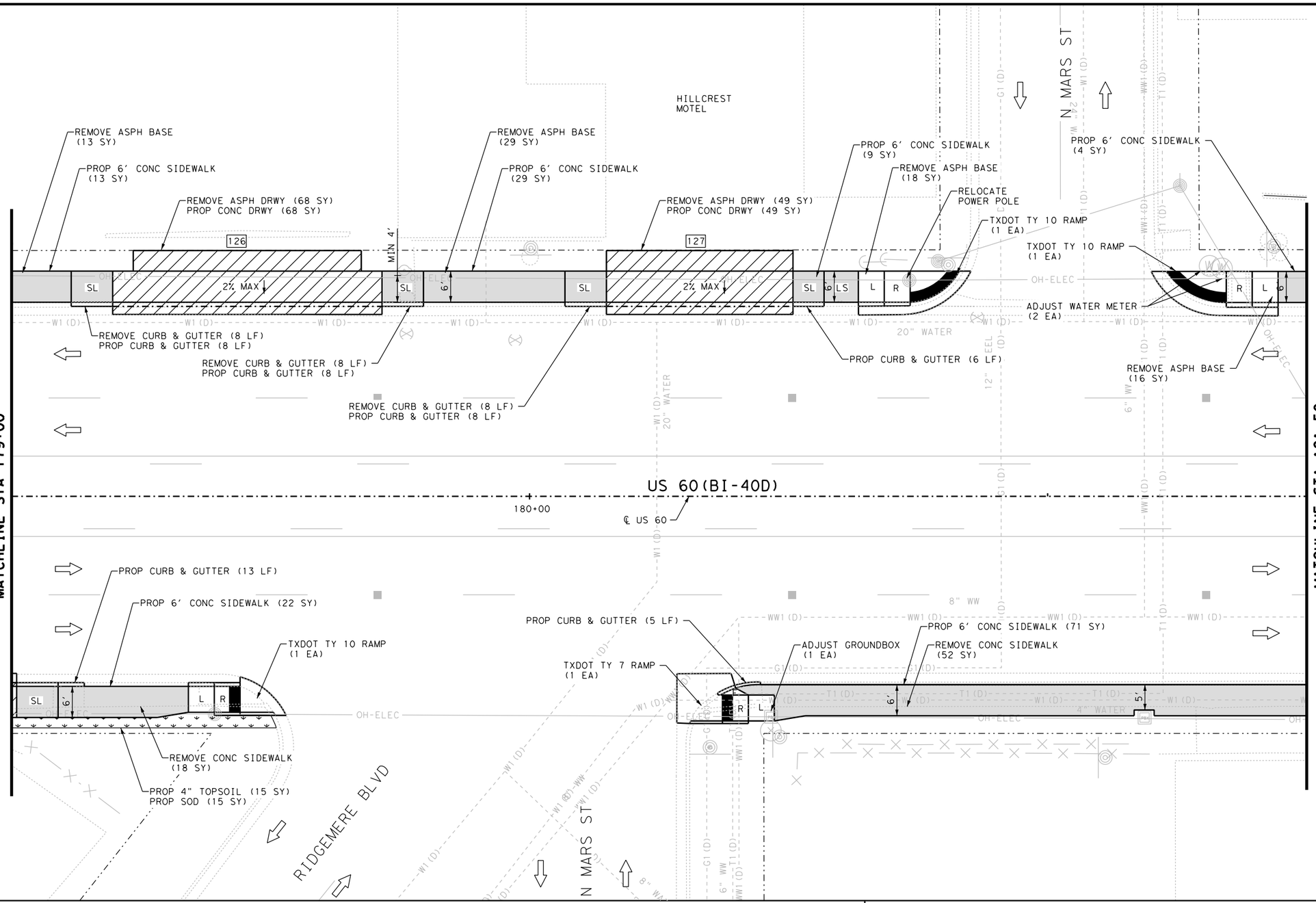

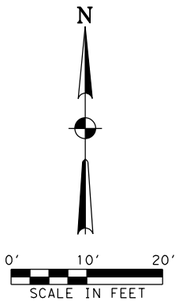

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LEGEND

- PROP SODDING
- PROP CONC DRWY
- PROP CONC RIPRAP
- PROP RETAINING WALL
- PROP CONC SIDEWALK
- EXISTING SIDEWALK/DRWY TO REMAIN

- R RAMP
- L LANDING PAD
- F FLARE
- SL LONG. SLOPE MAY NOT EXCEED 5% OR ADJACENT ROAD SLOPE
- T TRANSITION
- LS LEVEL SIDEWALK (2% MAX)
- TRAFFIC FLOW
- EXISTING SIGN
- PROPOSED SIGN
- MANHOLE
- POWER POLE
- TRAFFIC SIGNAL POLE
- LIGHT POLE
- WATER METER
- FIRE HYDRANT
- GUY WIRE
- TREE/SHRUB
- FENCE
- WATER VALVE
- TRAFFIC SIGNAL BOX
- IRRIGATION CONTROL VALVE
- ELECTRICAL PULL BOX
- DRIVEWAY ID
- PEDESTRIAN SIGNAL
- GAS METER
- SPRINKLER HEAD
- UTILITY MARKER POST
- OVERHEAD ELECTRIC LINE

ITEM	DESCRIPTION	UNIT	QTY
0104 6015	REMOVING CONC (SIDEWALKS)	SY	70
0104 6029	REMOVING CONC (CURB OR CURB & GUTTER)	LF	24
0105 6070	REMOVING STAB BASE & ASPH PAV (6" - 8")	SY	191
0160 6003	FURNISHING AND PLACING TOP SOIL (4")	SY	15
0162 6002	BLOCK SODDING	SY	15
0168 6001	VEGETATIVE WATERING	MG	0.6
0479 6008	ADJUSTING MANHOLES (WATER METER)	EA	2
0529 6008	CONC CURB & GUTTER (TY II)	LF	48
0530 6004	DRIVEWAYS (CONC)	SY	117
0531 6001	CONC SIDEWALK (4")	SY	148
0531 6010	CURB RAMPS (TY 7)	EA	1
0531 6013	CURB RAMPS (TY 10)	EA	3
6027 6009	GROUND BOX (ADJUST)	EA	1

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LICENSED
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1/27/2022

GLOBAL CIVIL SOLUTIONS, LLC
11551 FOREST CENTRAL DRIVE
SUITE 220
DALLAS, TX 75243
F-12801

Texas Department of Transportation

US 60 (BI 40-D)

SIDEWALK PLAN

STA 179+00 TO STA 181+50

SHEET 35 OF 44

DESIGN	FED.RD. DIV.NO.	FEDERAL AID PROJECT NO.		HIGHWAY NO.
MII	6	(SEE TITLE SHEET)		VARIOUS
GRAPHICS PS	STATE	DISTRICT	COUNTY	SHEET NO.
CHECK MFM	TEXAS	AMA	POTTER	063
CHECK FS	CONTROL	SECTION	JOB	
	0904	02	047	

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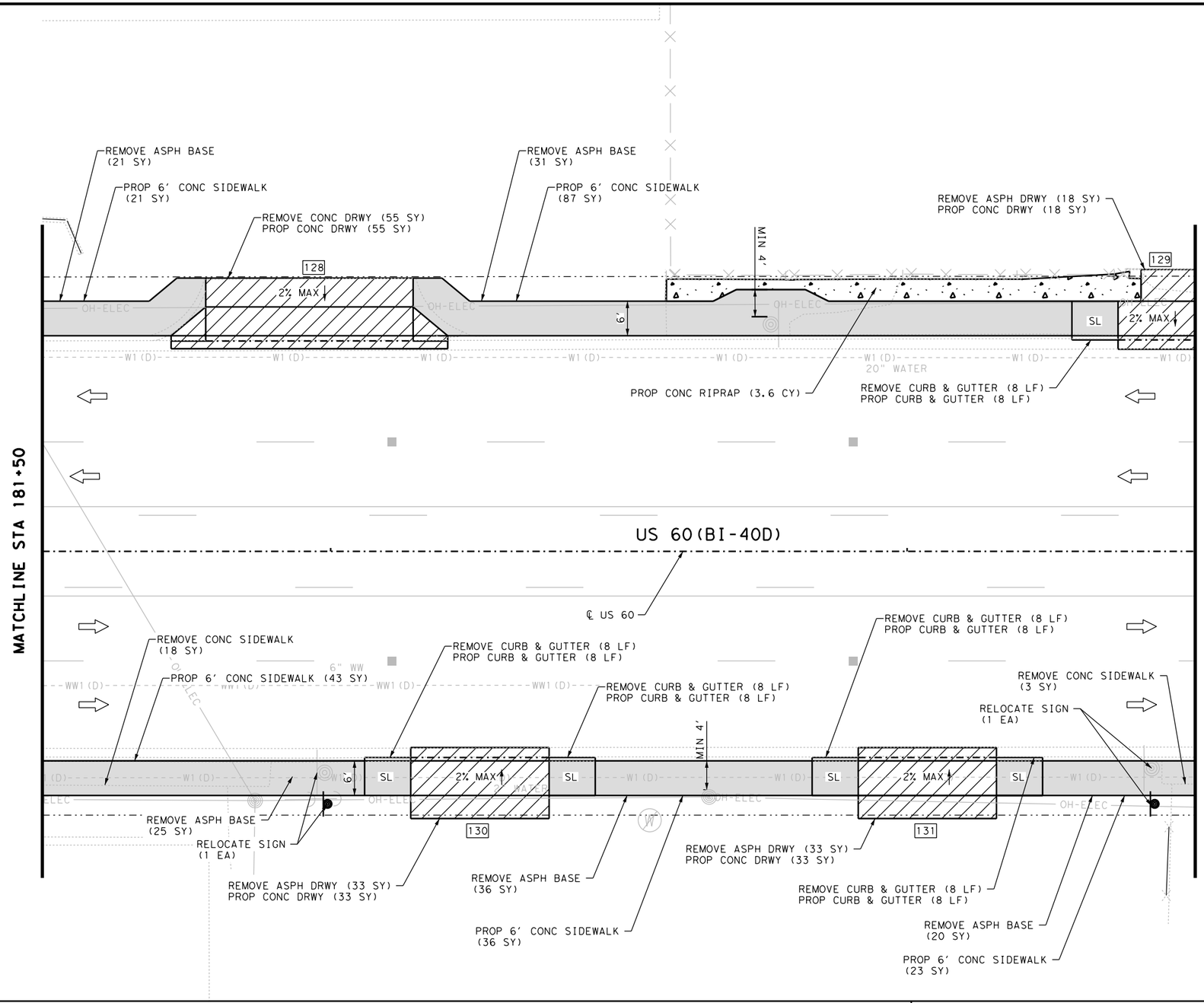

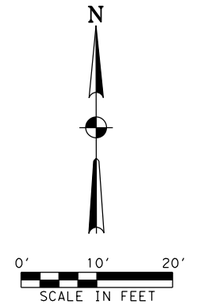

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1/27/2022

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F-12801

Texas Department of Transportation

LEGEND

- PROP SODDING
- PROP CONC DRWY
- PROP CONC RIPRAP
- PROP RETAINING WALL
- PROP CONC SIDEWALK
- EXISTING SIDEWALK/DRWY TO REMAIN

- R RAMP
- L LANDING PAD
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- T TRANSITION
- LS LEVEL SIDEWALK (2% MAX)
- TRAFFIC FLOW
- EXISTING SIGN
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- MANHOLE

- POWER POLE
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- LIGHT POLE
- WATER METER
- FIRE HYDRANT
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- TREE/SHRUB
- FENCE
- WATER VALVE
- TRAFFIC SIGNAL BOX

- IRRIGATION CONTROL VALVE
- ELECTRICAL PULL BOX
- XX DRIVEWAY ID
- PEDESTRIAN SIGNAL
- GAS METER
- SPRINKLER HEAD
- UTILITY MARKER POST
- OP OVERHEAD ELECTRIC LINE

ITEM	DESCRIPTION	UNIT	QTY
0104 6015	REMOVING CONC (SIDEWALKS)	SY	21
0104 6017	REMOVING CONC (DRIVEWAYS)	SY	55
0104 6029	REMOVING CONC (CURB OR CURB & GUTTER)	LF	40
0105 6070	REMOVING STAB BASE & ASPH PAV (6" - 8")	SY	217
0432 6001	RIPRAP (CONC) (4 IN)	CY	3.6
0529 6008	CONC CURB & GUTTER (TY II)	LF	40
0530 6004	DRIVEWAYS (CONC)	SY	139
0531 6001	CONC SIDEWALK (4")	SY	210
0644 6068	RELOCATE SM RD SN SUP&AM TY 10BWG	EA	2

US 60 (BI 40-D)

SIDEWALK PLAN

STA 181+50 TO STA 183+50

SHEET 36 OF 44

DESIGN	FED.RD. DIV.NO.	FEDERAL AID PROJECT NO.		HIGHWAY NO.
MII	6	(SEE TITLE SHEET)		VARIOUS
GRAPHICS PS	STATE	DISTRICT	COUNTY	SHEET NO.
CHECK MFM	TEXAS	AMA	POTTER	064
CHECK FS	CONTROL	SECTION	JOB	
	0904	02	047	

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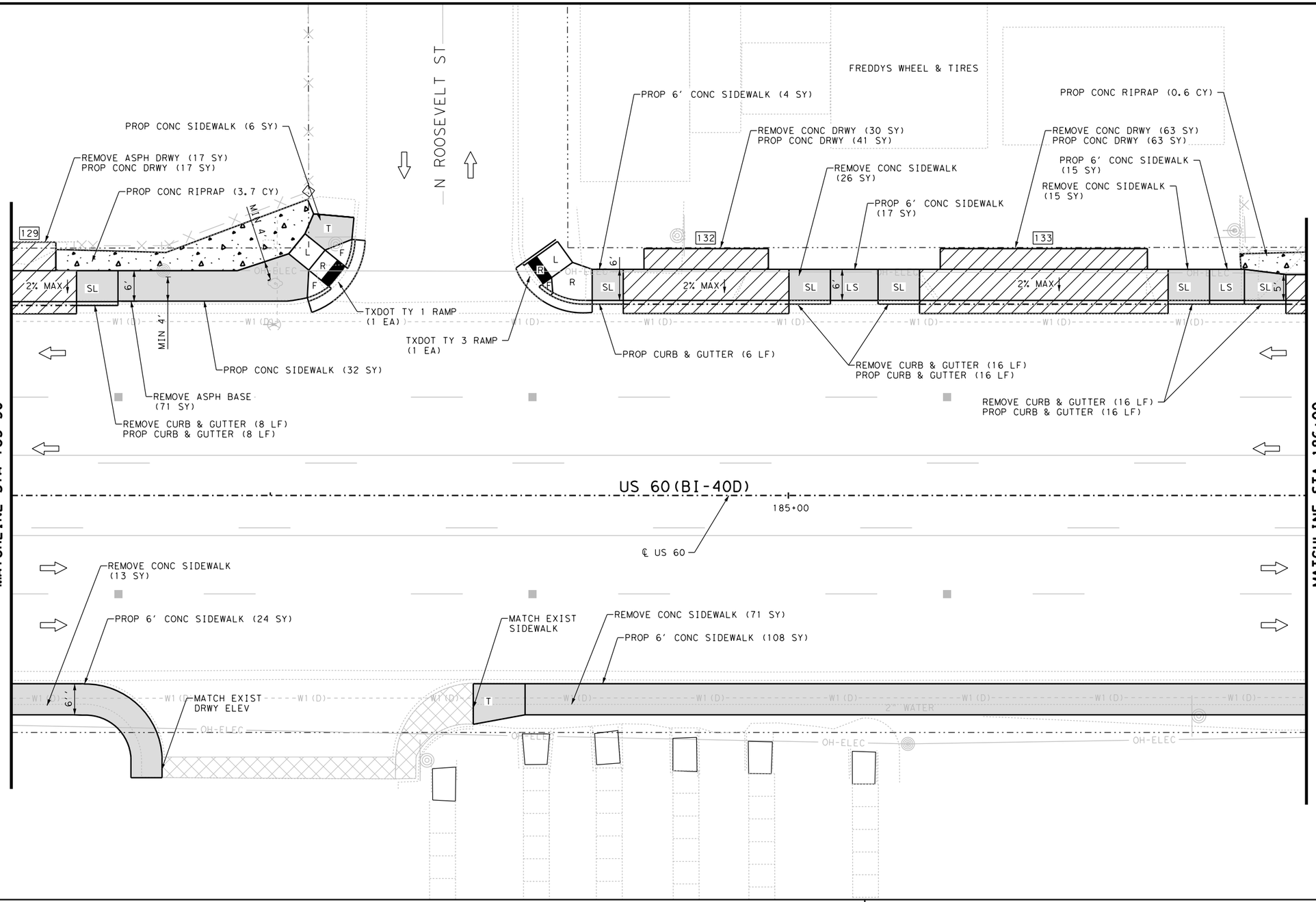

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ITEM	DESCRIPTION	UNIT	QTY
0104 6015	REMOVING CONC (SIDEWALKS)	SY	125
0104 6017	REMOVING CONC (DRIVEWAYS)	SY	93
0104 6029	REMOVING CONC (CURB OR CURB & GUTTER)	LF	40
0105 6070	REMOVING STAB BASE & ASPH PAV (6" - 8")	SY	88
0432 6001	RIPRAP (CONC) (4 IN)	CY	4.3
0529 6008	CONC CURB & GUTTER (TY II)	LF	46
0530 6004	DRIVEWAYS (CONC)	SY	121
0531 6001	CONC SIDEWALK (4")	SY	206
0531 6004	CURB RAMPS (TY 1)	EA	1
0531 6006	CURB RAMPS (TY 3)	EA	1

NO.	DATE	REVISION	BY

STATE OF TEXAS
MARWAN F MUWAQUET
81607
LICENSED
PROFESSIONAL ENGINEER
M.F.Muwaquet
1/27/2022

GLOBAL CIVIL SOLUTIONS, LLC
11551 FOREST CENTRAL DRIVE
SUITE 220
DALLAS, TX 75243
F-12801

Texas Department of Transportation

US 60 (BI 40-D)

SIDEWALK PLAN

STA 183+50 TO STA 186+00

SHEET 37 OF 44

DESIGN	FED.RD. DIV.NO.	FEDERAL AID PROJECT NO.		HIGHWAY NO.
MII	6	(SEE TITLE SHEET)		VARIOUS
GRAPHICS PS	STATE	DISTRICT	COUNTY	SHEET NO.
CHECK MFM	TEXAS	AMA	POTTER	065
CHECK FS	CONTROL	SECTION	JOB	
	0904	02	047	

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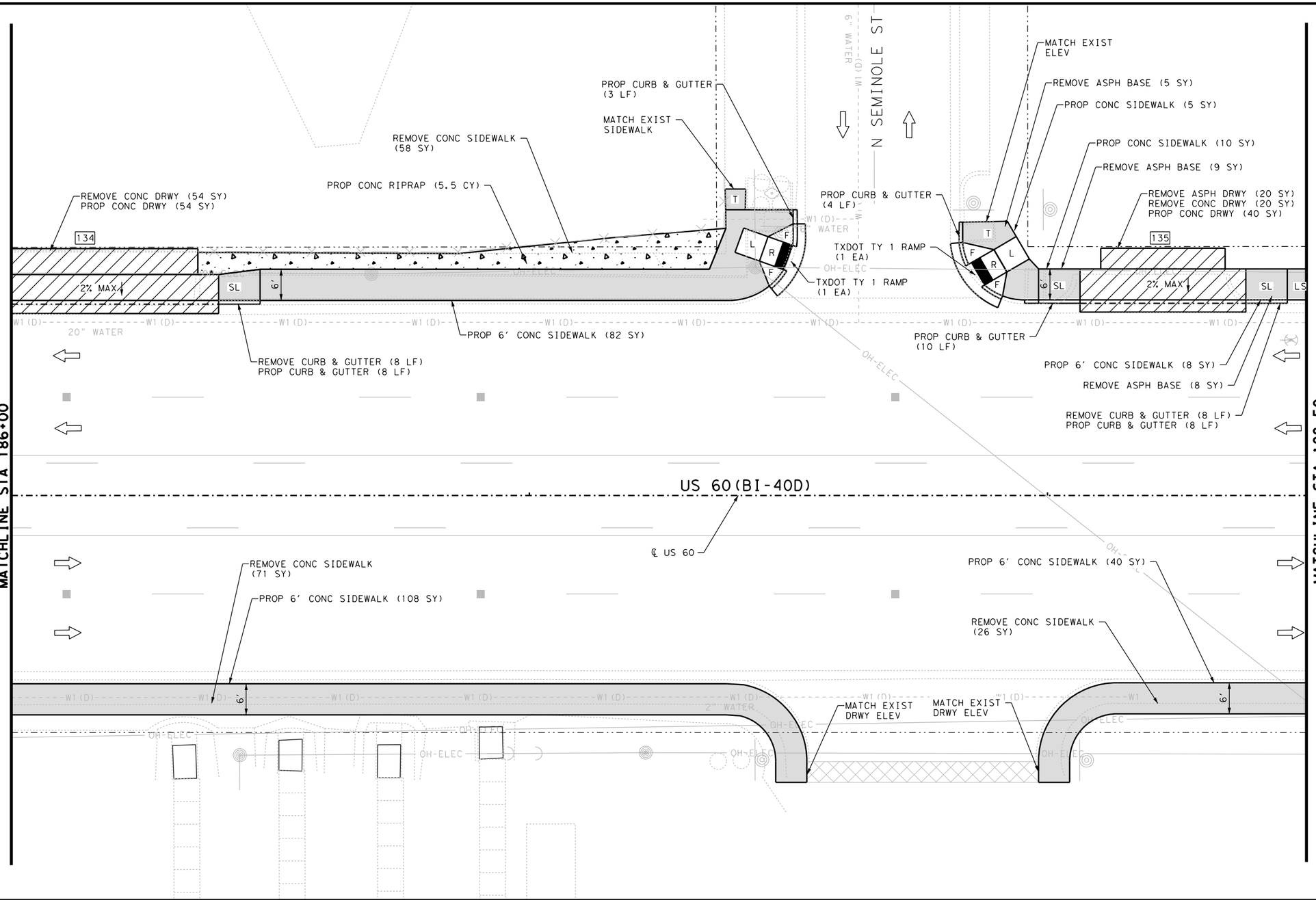

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0' 10' 20'
SCALE IN FEET

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M.F.Muwaquet
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SUITE 220
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F-12801

Texas Department of Transportation

LEGEND

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ITEM	DESCRIPTION	UNIT	QTY
0104 6015	REMOVING CONC (SIDEWALKS)	SY	155
0104 6017	REMOVING CONC (DRIVEWAYS)	SY	74
0104 6029	REMOVING CONC (CURB OR CURB & GUTTER)	LF	16
0105 6070	REMOVING STAB BASE & ASPH PAV (6" - 8")	SY	42
0432 6001	RIPRAP (CONC) (4 IN)	CY	5.5
0529 6008	CONC CURB & GUTTER (TY II)	LF	33
0530 6004	DRIVEWAYS (CONC)	SY	94
0531 6001	CONC SIDEWALK (4")	SY	253
0531 6004	CURB RAMPS (TY 1)	EA	2

US 60 (BI 40-D)

SIDEWALK PLAN

STA 186+00 TO STA 188+50

SHEET 38 OF 44

DESIGN	FED.RD. DIV.NO.	FEDERAL AID PROJECT NO.		HIGHWAY NO.
MII	6	(SEE TITLE SHEET)		VARIOUS
GRAPHICS PS	STATE	DISTRICT	COUNTY	SHEET NO.
CHECK MFM	TEXAS	AMA	POTTER	066
CHECK FS	CONTROL	SECTION	JOB	
	0904	02	047	

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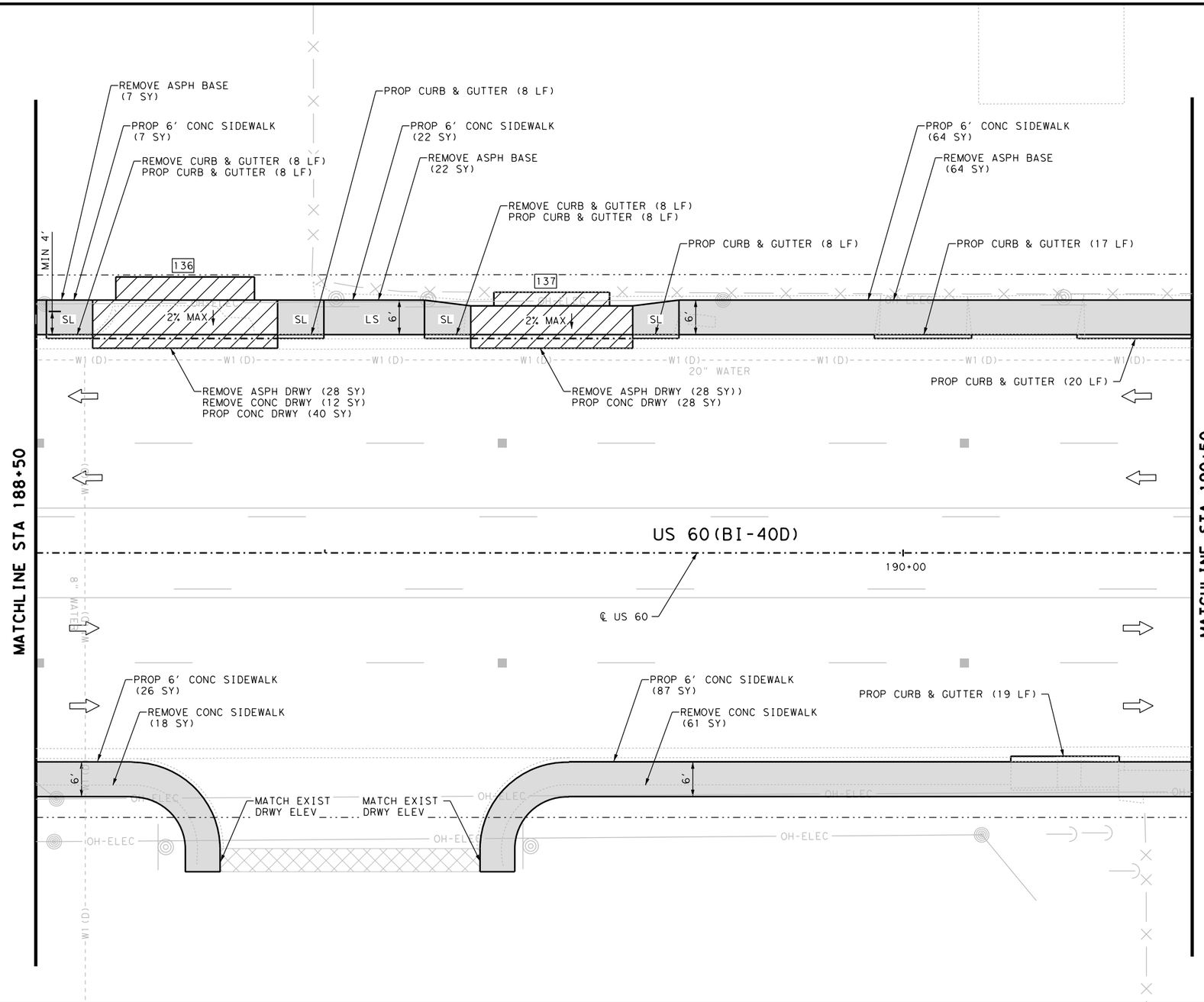

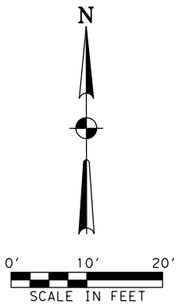

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81607
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MF.Muwaquet
1/27/2022

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SUITE 220
DALLAS, TX 75243
F-12801

Texas Department of Transportation

LEGEND

- PROP SODDING
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ITEM	DESCRIPTION	UNIT	QTY
0104 6015	REMOVING CONC (SIDEWALKS)	SY	79
0104 6017	REMOVING CONC (DRIVEWAYS)	SY	12
0104 6029	REMOVING CONC (CURB OR CURB & GUTTER)	LF	16
0105 6070	REMOVING STAB BASE & ASPH PAV (6" - 8")	SY	149
0529 6008	CONC CURB & GUTTER (TY II)	LF	88
0530 6004	DRIVEWAYS (CONC)	SY	68
0531 6001	CONC SIDEWALK (4")	SY	206

US 60 (BI 40-D)

SIDEWALK PLAN

STA 188+50 TO STA 190+50

SHEET 39 OF 44

DESIGN	FED.RD. DIV.NO.	FEDERAL AID PROJECT NO.		HIGHWAY NO.
MII	6	(SEE TITLE SHEET)		VARIOUS
GRAPHICS PS	STATE	DISTRICT	COUNTY	SHEET NO.
CHECK MFM	TEXAS	AMA	POTTER	067
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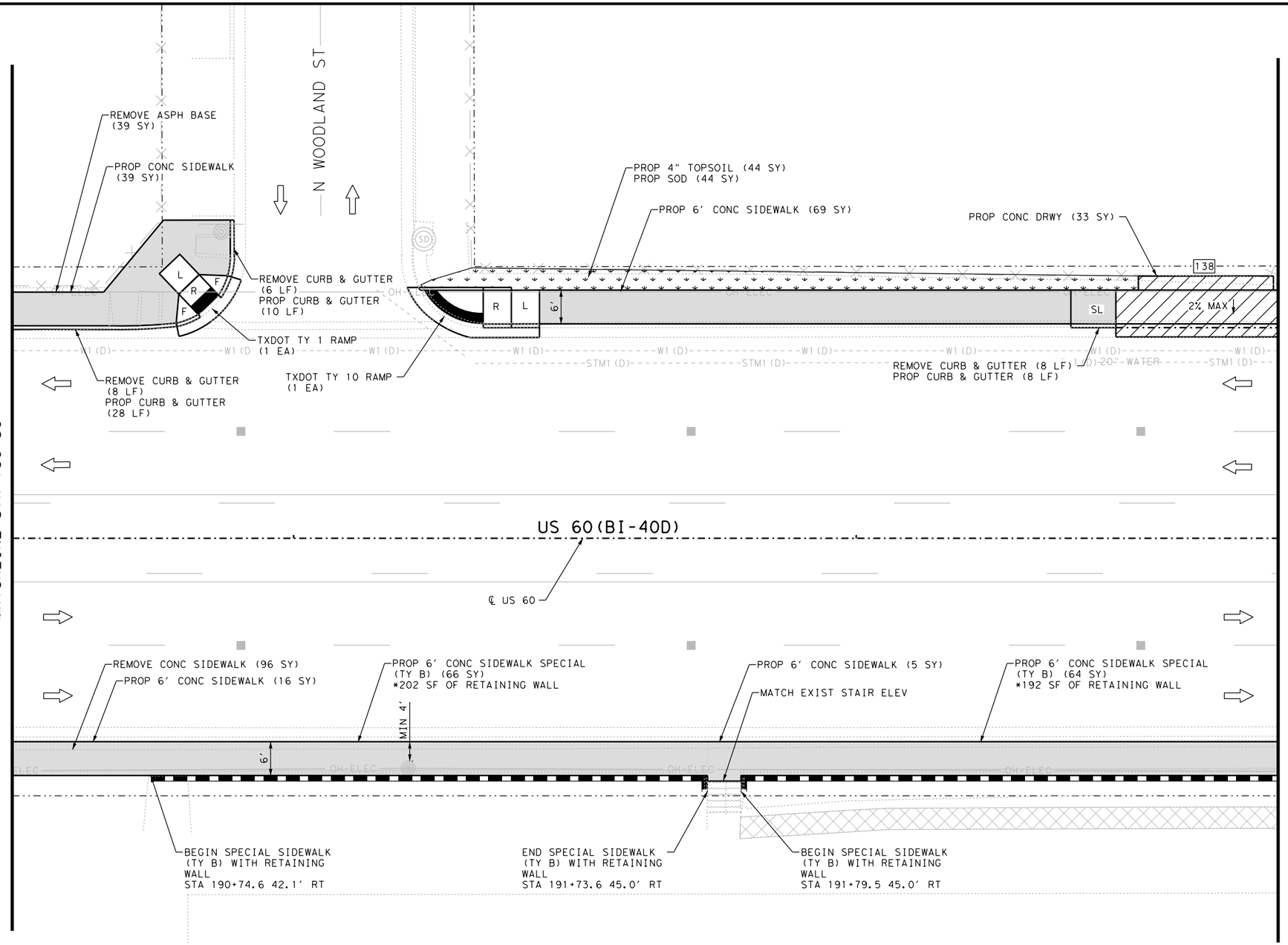

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ITEM	DESCRIPTION	UNIT	QTY
0104 6015	REMOVING CONC (SIDEWALKS)	SY	96
0104 6029	REMOVING CONC (CURB OR CURB & GUTTER)	LF	22
0105 6070	REMOVING STAB BASE & ASPH PAV (6" - 8")	SY	39
0160 6003	FURNISHING AND PLACING TOP SOIL (4")	SY	44
0162 6002	BLOCK SODDING	SY	44
0168 6001	VEGETATIVE WATERING	MG	1.7
0529 6008	CONC CURB & GUTTER (TY II)	LF	46
0530 6004	DRIVEWAYS (CONC)	SY	33
0531 6001	CONC SIDEWALK (4")	SY	129
0531 6004	CURB RAMPS (TY 1)	EA	1
0531 6013	CURB RAMPS (TY 10)	EA	1
0531 6033		SY	130

US 60 (BI 40-D)

SIDEWALK PLAN

STA 190+50 TO STA 192+75

SHEET 40 OF 44

DESIGN	FED.RD. DIV.NO.	FEDERAL AID PROJECT NO.		HIGHWAY NO.
MII	6	(SEE TITLE SHEET)		VARIOUS
GRAPHICS PS	STATE	DISTRICT	COUNTY	SHEET NO.
CHECK MFM	TEXAS	AMA	POTTER	068
CHECK FS	CONTROL	SECTION	JOB	
	0904	02	047	

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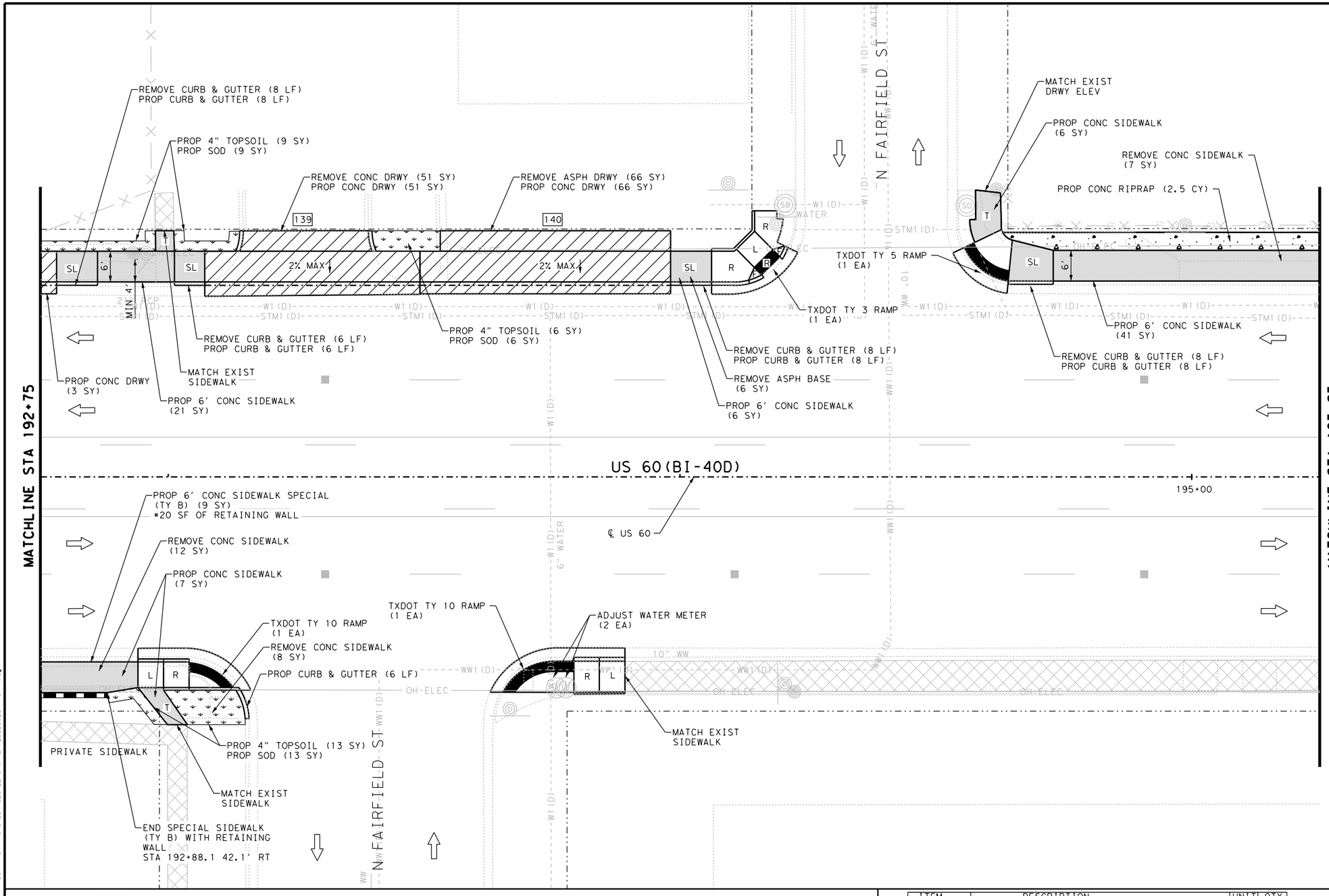

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0' 10' 20'
SCALE IN FEET

NOTES:

* FOR CONTRACTOR INFORMATION ONLY

1. THE EXISTENCE AND LOCATION OF ALL UTILITIES AND DRAINAGE STRUCTURES INDICATED IN THE PLANS ARE TAKEN FROM THE BEST RECORDS AVAILABLE AND ARE NOT GUARANTEED TO BE ACCURATE. CONTRACTOR SHALL COORDINATE WITH ALL UTILITY COMPANIES TO FIELD VERIFY UTILITIES PRIOR TO BEGINNING CONSTRUCTION.

NO.	DATE	REVISION	BY

STATE OF TEXAS
MARWAN F MUWAQUET
81607
LICENSED PROFESSIONAL ENGINEER
M.F.Muwaquet
1/27/2022

GLOBAL CIVIL SOLUTIONS, LLC
11551 FOREST CENTRAL DRIVE
SUITE 220
DALLAS, TX 75243
F-12801

Texas Department of Transportation

LEGEND

- PROP SODDING
- PROP CONC DRWY
- PROP CONC RIPRAP
- PROP RETAINING WALL
- PROP CONC SIDEWALK
- EXISTING SIDEWALK/DRWY TO REMAIN

- R RAMP
- L LANDING PAD
- F FLARE
- SL LONG. SLOPE MAY NOT EXCEED 5% OR ADJACENT ROAD SLOPE
- T TRANSITION
- LS LEVEL SIDEWALK (2% MAX)
- TRAFFIC FLOW
- EXISTING SIGN
- PROPOSED SIGN
- MANHOLE

- POWER POLE
- TRAFFIC SIGNAL POLE
- LIGHT POLE
- WATER METER
- FIRE HYDRANT
- GUY WIRE
- TREE/SHRUB
- FENCE
- WATER VALVE
- TRAFFIC SIGNAL BOX

- IRRIGATION CONTROL VALVE
- ELECTRICAL PULL BOX
- XX DRIVEWAY ID
- PEDESTRIAN SIGNAL
- GAS METER
- SPRINKLER HEAD
- UTILITY MARKER POST
- ····OP···· OVERHEAD ELECTRIC LINE

ITEM	DESCRIPTION	UNIT	QTY
0104 6015	REMOVING CONC (SIDEWALKS)	SY	35
0104 6017	REMOVING CONC (DRIVEWAYS)	SY	51
0104 6029	REMOVING CONC (CURB OR CURB & GUTTER)	LF	30
0105 6070	REMOVING STAB BASE & ASPH PAV (6" - 8")	SY	72
0160 6003	FURNISHING AND PLACING TOP SOIL (4")	SY	28
0162 6002	BLOCK SODDING	SY	28
0168 6001	VEGETATIVE WATERING	MG	1.1
0432 6001	RIPRAP (CONC) (4 IN)	CY	2.5
0479 6008	ADJUSTING MANHOLES (WATER METER)	EA	2
0529 6008	CONC CURB & GUTTER (TY II)	LF	30
0530 6004	DRIVEWAYS (CONC)	SY	120
0531 6001	CONC SIDEWALK (4")	SY	81
0531 6006	CURB RAMPS (TY 3)	EA	1
0531 6008	CURB RAMPS (TY 5)	EA	1
0531 6013	CURB RAMPS (TY 10)	EA	2
0531 6033	CONC SIDEWALK (SPECIAL) (TY B)	SY	6

US 60 (BI 40-D)

SIDEWALK PLAN

STA 192+75 TO STA 195+25

SHEET 41 OF 44

DESIGN	FED.RD. DIV.NO.	FEDERAL AID PROJECT NO.		HIGHWAY NO.
MII	6	(SEE TITLE SHEET)		VARIOUS
GRAPHICS PS	STATE	DISTRICT	COUNTY	SHEET NO.
CHECK MFM	TEXAS	AMA	POTTER	069
CHECK FS	CONTROL	SECTION	JOB	
	0904	02	047	

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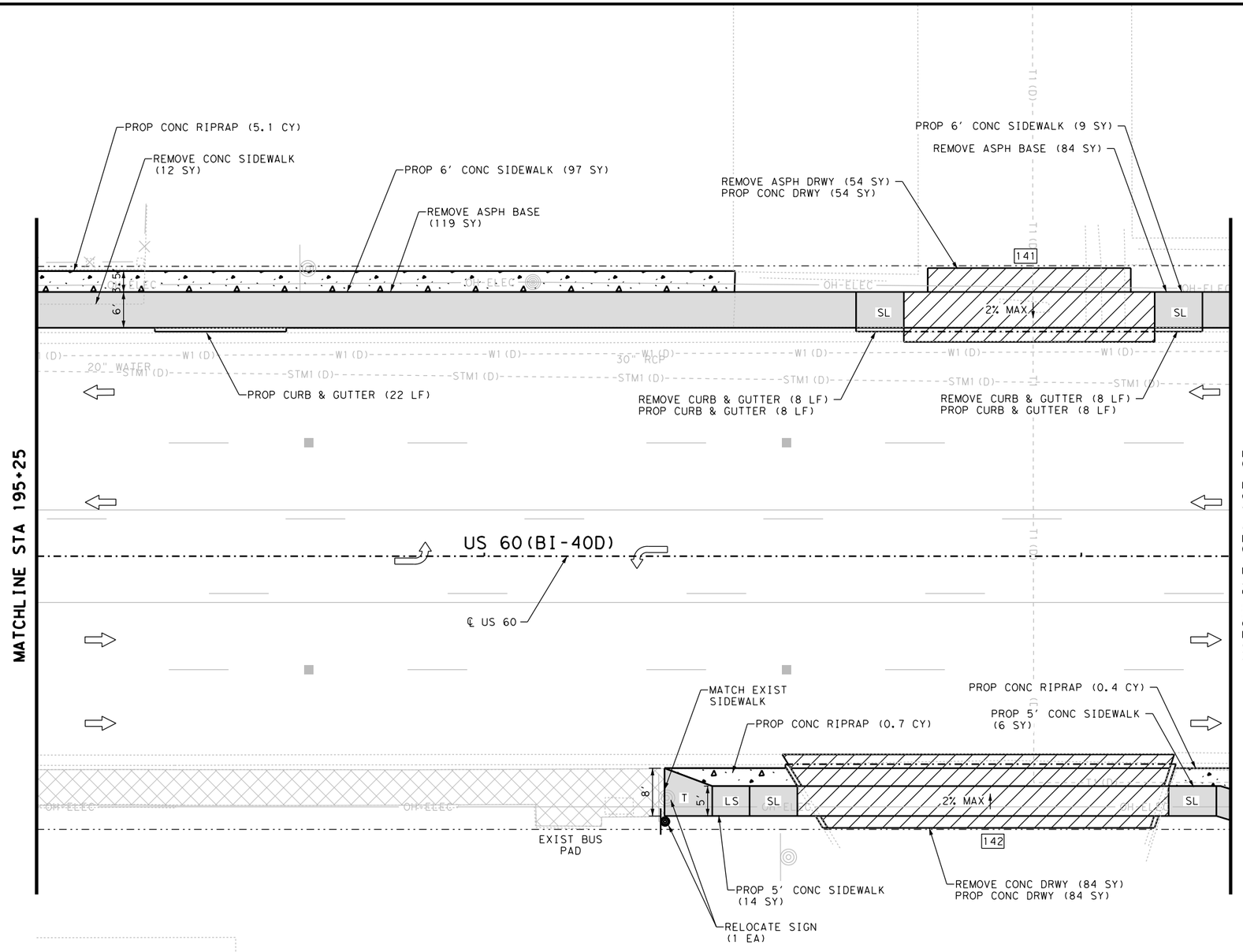

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0' 10' 20'

SCALE IN FEET

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NO.	DATE	REVISION	BY

STATE OF TEXAS
MARWAN F MUWAQUET
81607
LICENSED PROFESSIONAL ENGINEER
MF.Muwaquet
1/27/2022

GLOBAL CIVIL SOLUTIONS, LLC
11551 FOREST CENTRAL DRIVE
SUITE 220
DALLAS, TX 75243

F-12801

Texas Department of Transportation

LEGEND

- PROP SODDING
- PROP CONC DRWY
- PROP CONC RIPRAP
- PROP RETAINING WALL
- PROP CONC SIDEWALK
- EXISTING SIDEWALK/DRWY TO REMAIN

- R RAMP
- L LANDING PAD
- F FLARE
- SL LONG. SLOPE MAY NOT EXCEED 5% OR ADJACENT ROAD SLOPE
- T TRANSITION
- LS LEVEL SIDEWALK (2% MAX)
- TRAFFIC FLOW
- EXISTING SIGN
- PROPOSED SIGN
- MANHOLE

- POWER POLE
- TRAFFIC SIGNAL POLE
- LIGHT POLE
- WATER METER
- FIRE HYDRANT
- GUY WIRE
- TREE/SHRUB
- FENCE
- WATER VALVE
- TRAFFIC SIGNAL BOX

- IRRIGATION CONTROL VALVE
- ELECTRICAL PULL BOX
- XX DRIVEWAY ID
- PEDESTRIAN SIGNAL
- GAS METER
- SPRINKLER HEAD
- UTILITY MARKER POST
- OP OVERHEAD ELECTRIC LINE

ITEM	DESCRIPTION	UNIT	QTY
0104 6015	REMOVING CONC (SIDEWALKS)	SY	12
0104 6017	REMOVING CONC (DRIVEWAYS)	SY	84
0104 6029	REMOVING CONC (CURB OR CURB & GUTTER)	LF	16
0105 6070	REMOVING STAB BASE & ASPH PAV (6" - 8")	SY	173
0432 6001	RIPRAP (CONC) (4 IN)	CY	6.2
0529 6008	CONC CURB & GUTTER (TY II)	LF	38
0530 6004	DRIVEWAYS (CONC)	SY	138
0531 6001	CONC SIDEWALK (4")	SY	126
0644 6068	RELOCATE SM RD SN SUP&AM TY 10BWG	EA	1

US 60 (BI 40-D)

SIDEWALK PLAN

STA 195+25 TO STA 197+25

SHEET 42 OF 44

DESIGN	FED.RD. DIV.NO.	FEDERAL AID PROJECT NO.		HIGHWAY NO.
MII	6	(SEE TITLE SHEET)		VARIOUS
GRAPHICS PS	STATE	DISTRICT	COUNTY	SHEET NO.
CHECK MFM	TEXAS	AMA	POTTER	070
CHECK FS	CONTROL	SECTION	JOB	
	0904	02	047	

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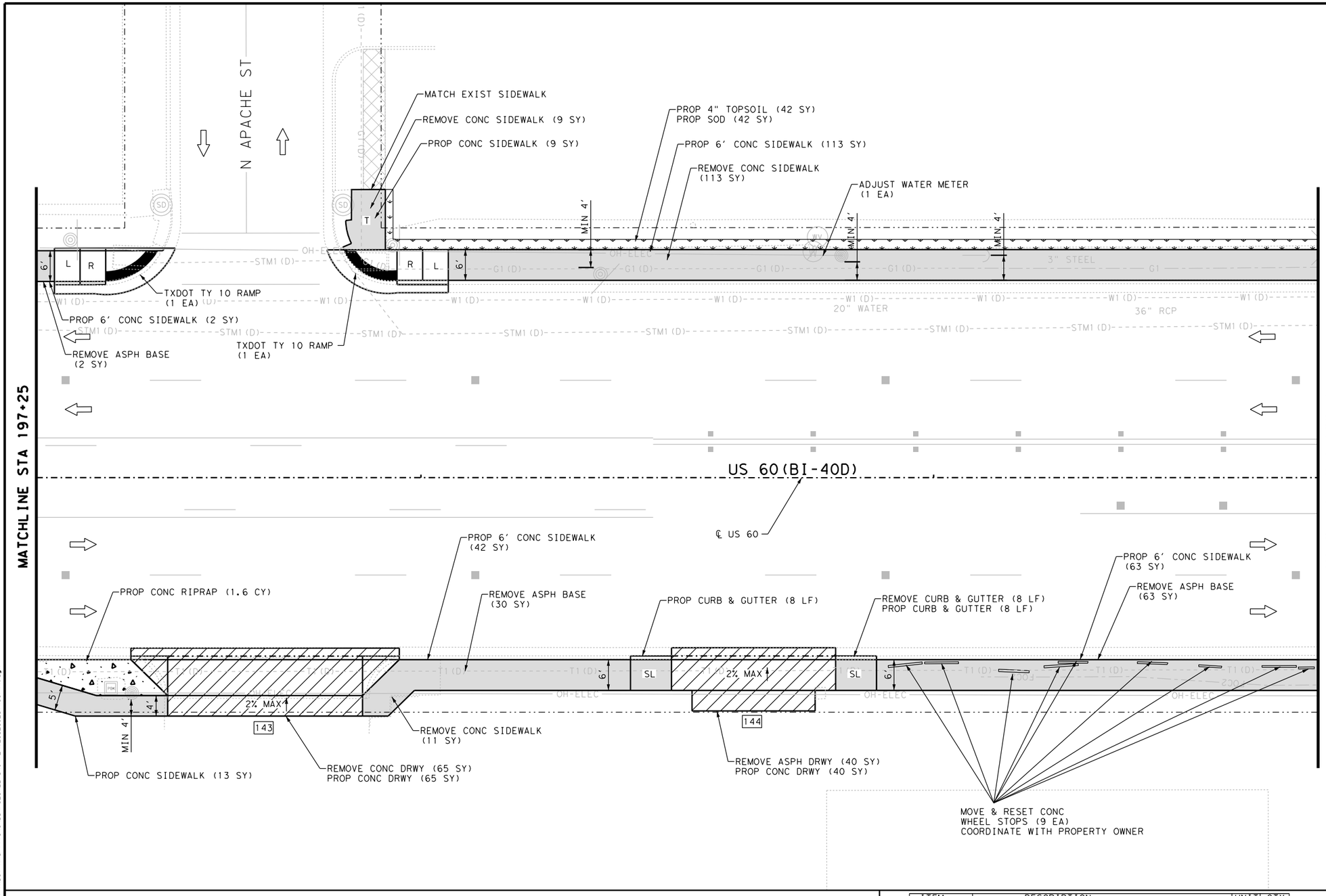

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SCALE IN FEET

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LICENSED PROFESSIONAL ENGINEER
MF.Muwaquet
3/15/2022

GLOBAL CIVIL SOLUTIONS, LLC
11551 FOREST CENTRAL DRIVE
SUITE 220
DALLAS, TX 75243

F-12801

Texas Department of Transportation

LEGEND

- PROP SODDING
- PROP CONC DRWY
- PROP CONC RIPRAP
- PROP RETAINING WALL
- PROP CONC SIDEWALK
- EXISTING SIDEWALK/DRWY TO REMAIN

- R RAMP
- L LANDING PAD
- F FLARE
- SL LONG. SLOPE MAY NOT EXCEED 5% OR ADJACENT ROAD SLOPE
- T TRANSITION
- LS LEVEL SIDEWALK (2% MAX)
- TRAFFIC FLOW
- EXISTING SIGN
- PROPOSED SIGN
- MANHOLE

- POWER POLE
- TRAFFIC SIGNAL POLE
- LIGHT POLE
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- FIRE HYDRANT
- GUY WIRE
- TREE/SHRUB
- FENCE
- WATER VALVE
- TRAFFIC SIGNAL BOX

- IRRIGATION CONTROL VALVE
- ELECTRICAL PULL BOX
- DRIVEWAY ID
- PEDESTRIAN SIGNAL
- GAS METER
- SPRINKLER HEAD
- UTILITY MARKER POST
- OVERHEAD ELECTRIC LINE

ITEM	DESCRIPTION	UNIT	QTY
0104 6015	REMOVING CONC (SIDEWALKS)	SY	133
0104 6017	REMOVING CONC (DRIVEWAYS)	SY	65
0104 6029	REMOVING CONC (CURB OR CURB & GUTTER)	LF	8
0105 6070	REMOVING STAB BASE & ASPH PAV (6" - 8")	SY	135
0160 6003	FURNISHING AND PLACING TOP SOIL (4")	SY	42
0162 6002	BLOCK SODDING	SY	42
0168 6001	VEGETATIVE WATERING	MG	1.6
0432 6001	RIPRAP (CONC) (4 IN)	CY	1.6
0479 6008	ADJUSTING MANHOLES (WATER METER)	EA	1
0529 6008	CONC CURB & GUTTER (TY II)	LF	16
0530 6004	DRIVEWAYS (CONC)	SY	105
0531 6001	CONC SIDEWALK (4")	SY	242
0531 6013	CURB RAMPS (TY 10)	EA	2
5057 6002	MOVE AND RESET PRECAST CONC WHEEL STOPS	EA	9

US 60 (BI 40-D)

SIDEWALK PLAN

STA 197+25 TO STA 199+75

SHEET 43 OF 44

DESIGN	FED.RD. DIV.NO.	FEDERAL AID PROJECT NO.		HIGHWAY NO.
MII	6	(SEE TITLE SHEET)		VARIOUS
GRAPHICS PS	STATE	DISTRICT	COUNTY	SHEET NO.
CHECK MFM	TEXAS	AMA	POTTER	071
CHECK FS	CONTROL	SECTION	JOB	
	0904	02	047	

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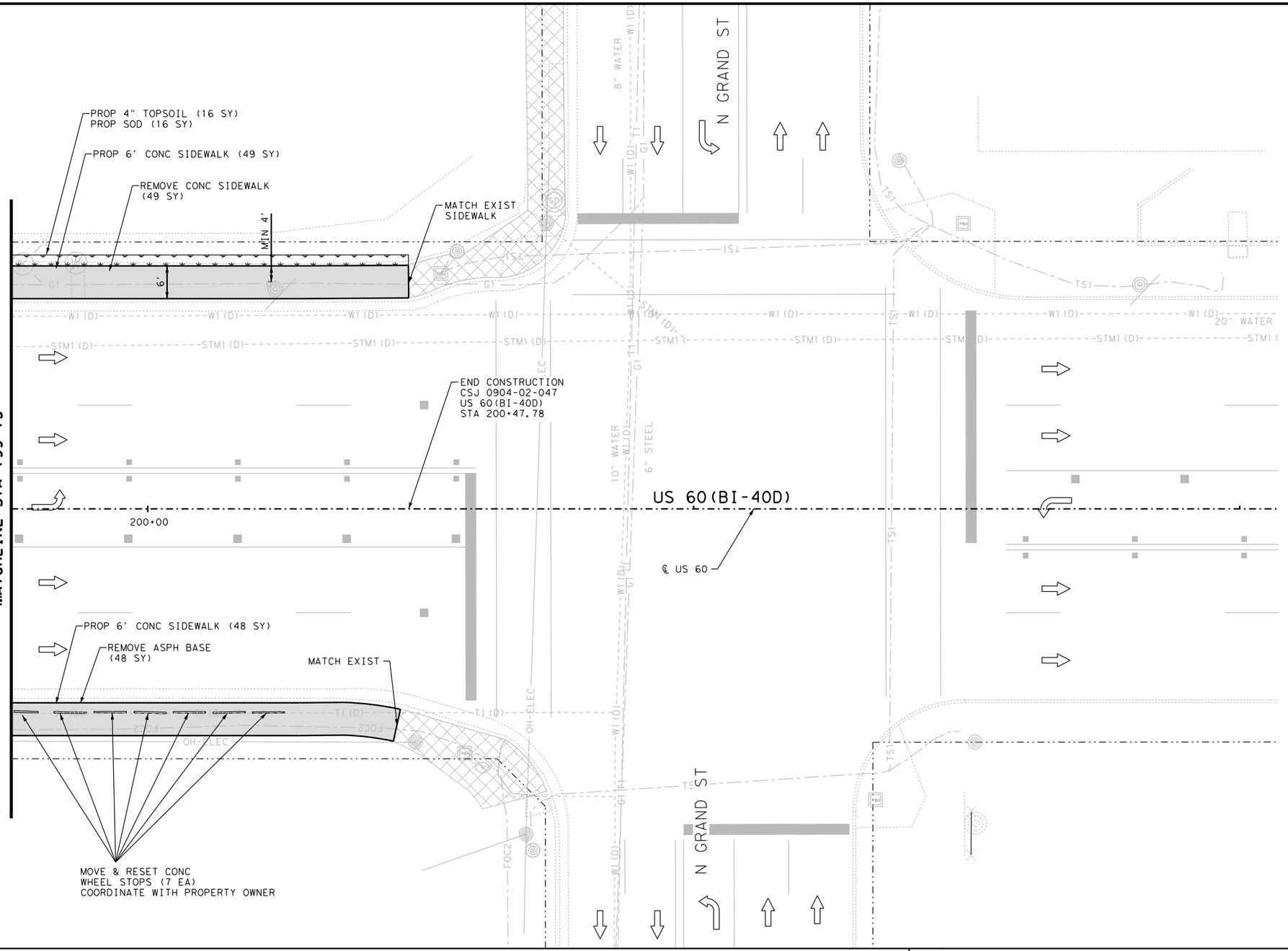

N

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M.F.Muwaquet
3/15/2022

GLOBAL CIVIL SOLUTIONS, LLC
11551 FOREST CENTRAL DRIVE
SUITE 220
DALLAS, TX 75243
F-12801

Texas Department of Transportation

LEGEND

- PROP SODDING
- PROP CONC DRWY
- PROP CONC RIPRAP
- PROP RETAINING WALL
- PROP CONC SIDEWALK
- EXISTING SIDEWALK/DRWY TO REMAIN

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- GAS METER
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- OVERHEAD ELECTRIC LINE

ITEM	DESCRIPTION	UNIT	QTY
0104 6015	REMOVING CONC (SIDEWALKS)	SY	49
0105 6070	REMOVING STAB BASE & ASPH PAV (6" - 8")	SY	48
0160 6003	FURNISHING AND PLACING TOP SOIL (4")	SY	16
0162 6002	BLOCK SODDING	SY	16
0168 6001	VEGETATIVE WATERING	MG	0.6
0531 6001	CONC SIDEWALK (4")	SY	97
5057 6002	MOVE AND RESET PRECAST CONC WHEEL STOPS	EA	7

US 60 (BI 40-D)

SIDEWALK PLAN

STA 199+75 TO END PROJECT

SHEET 44 OF 44

DESIGN	FED.RD. DIV.NO.	FEDERAL AID PROJECT NO.		HIGHWAY NO.
MII	6	(SEE TITLE SHEET)		VARIOUS
GRAPHICS PS	STATE	DISTRICT	COUNTY	SHEET NO.
CHECK MFM	TEXAS	AMA	POTTER	072
CHECK FS	CONTROL	SECTION	JOB	
	0904	02	047	

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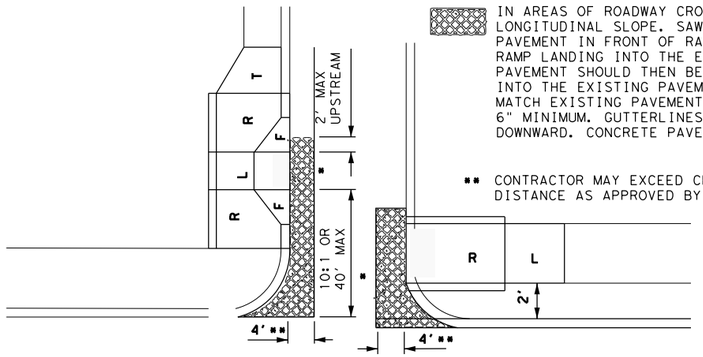
CONCRETE ROADWAY OR CURB AND GUTTER SECTION

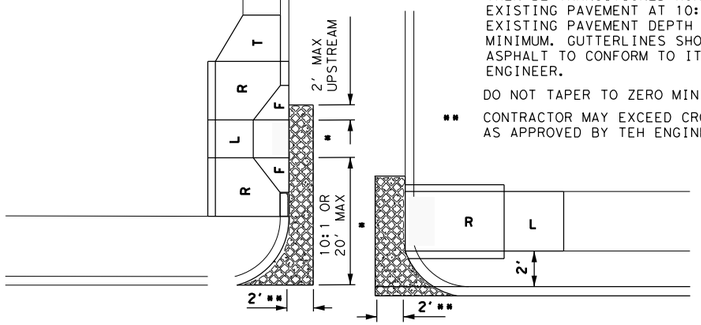


* SAW CUT (NSPI)

IN AREAS OF ROADWAY CROSS SLOPES EXCEEDING 48:1 LONGITUDINAL SLOPE. SAW CUT AND EXCAVATE 4' OF PAVEMENT IN FRONT OF RAMP AND TRANSITION THE RAMP LANDING INTO THE EXISTING PAVEMENT. THE PAVEMENT SHOULD THEN BE TRANSITIONED HORIZONTALLY INTO THE EXISTING PAVEMENT AT 10:1. PAVEMENT SHOULD MATCH EXISTING PAVEMENT DEPTH BUT NOT LESS THAN 6" MINIMUM. GUTTERLINES SHOULD NOT BE ADJUSTED DOWNWARD. CONCRETE PAVEMENT TO CONFORM TO ITEM 360.

** CONTRACTOR MAY EXCEED CROSS SLOPE TRANSITION DISTANCE AS APPROVED BY THE ENGINEER.

ASPHALT/SEALCOAT ROADWAY



* SAW CUT (NSPI)

IN AREAS OF ROADWAY CROSS SLOPES EXCEEDING 48:1 LONGITUDINAL SLOPE. EXCAVATE 2' OF PAVEMENT IN FRONT OF RAMP AND TRANSITION THE RAMP LANDING INTO THE EXISTING PAVEMENT. THE PAVEMENT SHOULD THEN BE TRANSITIONED HORIZONTALLY INTO THE EXISTING PAVEMENT AT 10:1. PAVEMENT SHOULD MATCH EXISTING PAVEMENT DEPTH BUT NOT LESS THAN 2" MINIMUM. GUTTERLINES SHOULD NOT BE ADJUSTED DOWNWARD. ASPHALT TO CONFORM TO ITEM 340 AS DIRECTED BY THE ENGINEER.

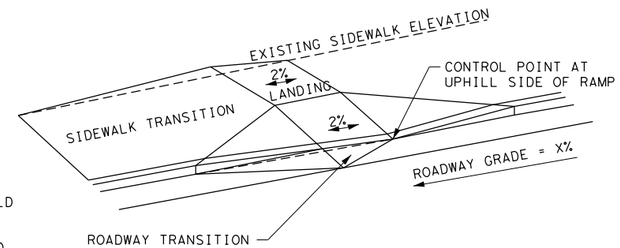
DO NOT TAPER TO ZERO MINIMUM 1 1/2" DEPTH @ TIE IN.

** CONTRACTOR MAY EXCEED CROSS SLOPE TRANSITION DISTANCE AS APPROVED BY TEH ENGINEER.

SEQUENCE OF WORK NARRATIVE

1. ESTABLISH AND MAINTAIN TRAFFIC CONTROL AND SW3P FEATURES PER THE VARIOUS STANDARDS INCLUDED IN THIS PLAN SET OR AS DIRECTED.
2. REMOVE EXISTING CONCRETE, ASPHALT, FOUNDATIONS, OR OTHER FEATURES WHERE INDICATED IN THE PLANS WITHIN THE AREA OF PROPOSED WORK.
3. EXCAVATE OR BACKFILL AS NECESSARY TO ACHIEVE PROPOSED GRADES, PLACE BEDDING MATERIALS.
4. FORM PROPOSED CONCRETE FEATURES.
5. PLACE CONCRETE OR ASPHALT, REMOVE AND INSTALL PAVEMENT MARKINGS, AND RELOCATE SIGNS WHERE INDICATED.
6. REMOVE FORMWORK AND BACKFILL DISTURBED AREAS FOR A SMOOTH FINISHED GRADE. GRADE TO DRAIN AS NECESSARY.
7. PLACE AND IRRIGATE BLOCK SODDING WHERE INDICATED AND AS SPECIFIED.
8. REMOVE ANY DEBRIS, TRAFFIC CONTROL, AND SW3P FEATURES AT THE COMPLETION OF CONSTRUCTION.

ROADWAY TRANSITION



CURB ELEVATION

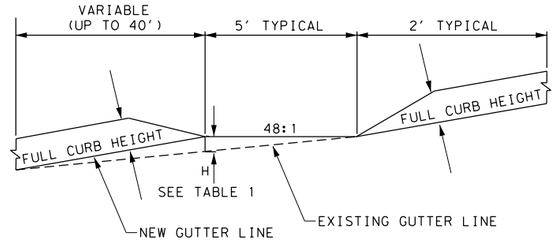


TABLE 1		
DIFFERENTIAL BETWEEN RAMP AND ROADWAY LOGITUDINAL SLOPE	H	
1%	0.04'	0.50"
2%	0.08'	1.00"
3%	0.12'	1.50"
4%	0.16'	2.00"
5%	0.20'	2.40"
6%	0.24'	2.90"

LEGEND

F = FLARE (10:1 OR LESS)

R = RAMP (CROSS SLOPE NOT TO EXCEED 48:1 LONGITUDINAL NOT TO EXCEED 12:1)

L = LANDING (SHALL NOT EXCEED 48:1 SLOPE IN ANY DIRECTION)

L1 = SHARED LANDING (SHALL NOT EXCEED 48:1 SLOPE IN ANY DIRECTION)

LS = LEVEL SIDEWALK (SHALL NOT EXCEED 48:1 SLOPE IN ANY DIRECTION)(PAID AS SIDEWALK)

T = TRANSITION (PAID FOR UNDER CONC SIDEWALKS)

X' = LENGTH MEASURED FROM P1 POINT

⌖ = PI POINT MEASURED FROM TANGENTIAL CURBLINE INTERSECTION

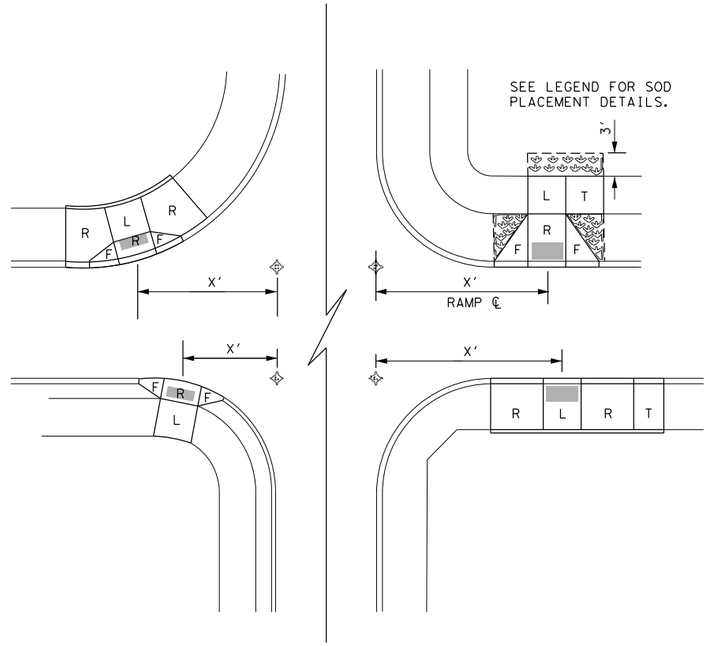
= BLOCK SOD

(NSPI) = ITEM IS INCIDENTAL TO CURB RAMP/SIDEWALK CONSTRUTION. (NO SEPARATE PAY ITEM)

NOTES

1. FLARE (F), RAMP (R), AND LANDING (L), DIRECTLY IN CONTACT WITH THE CURB RAMP ARE PAID FOR UNDER ITEM 531 "CURB RAMPS"
2. LEVEL SIDEWALK (LS) AND RAMPS (R)NOT DIRECTLY IN CONTACT WITH THE CURB RAMP ARE PAID FOR UNDER ITEM 531 "SIDEWALK".

HORIZONTAL RAMP CONTROL



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1/27/2022

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SUITE 220
DALLAS, TX 75243
F-12801

Texas Department of Transportation

MISCELLANEOUS DETAILS

SHEET 1 OF 6

DESIGN	FED.RD. DIV.NO.	FEDERAL AID PROJECT NO.		HIGHWAY NO.
MII	6	(SEE TITLE SHEET)		VARIOUS
GRAPHICS PS	STATE	DISTRICT	COUNTY	SHEET NO.
CHECK MFM	TEXAS	AMA	POTTER	073
CHECK FS	CONTROL	SECTION	JOB	
	0904	02	047	

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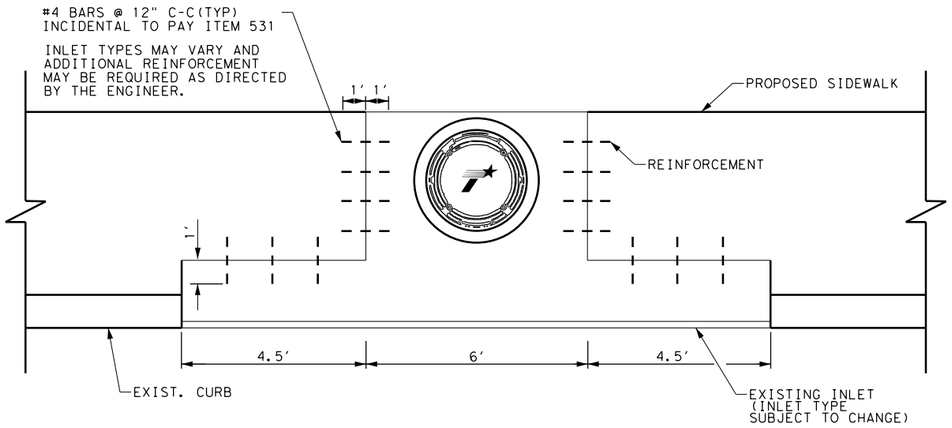


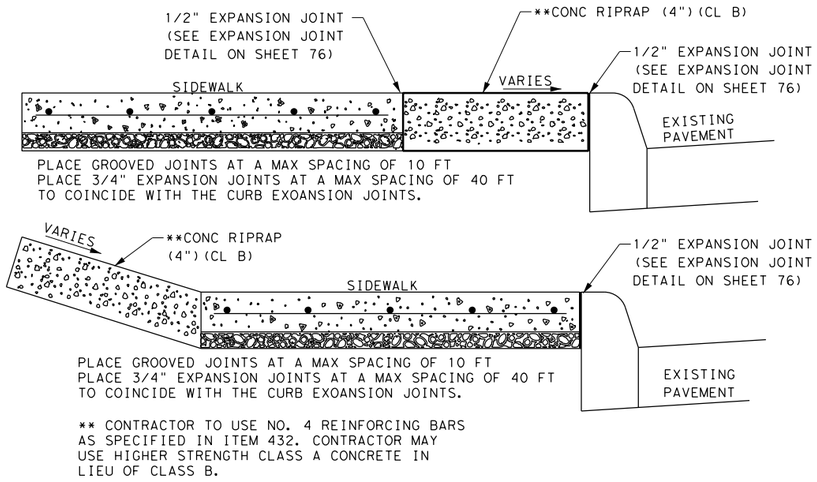
INLET DOWELING DETAIL

N.T.S.

CURB RAMPS

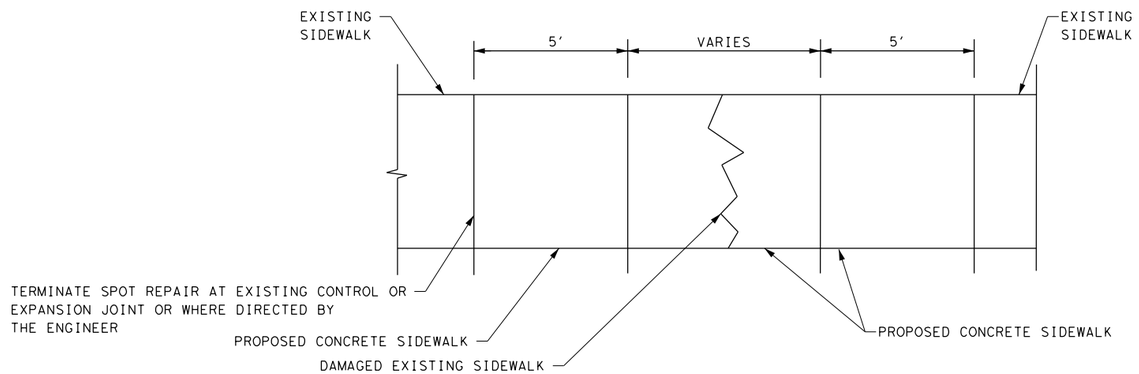
ALL CURB RAMPS ARE TO BE 6" IN THICKNESS UNLESS OTHERWISE SHOWN

RIPRAP DETAIL



** CONTRACTOR TO USE NO. 4 REINFORCING BARS AS SPECIFIED IN ITEM 432. CONTRACTOR MAY USE HIGHER STRENGTH CLASS A CONCRETE IN LIEU OF CLASS B.

SPOT REPAIR DETAIL



NOTE: SPOT REPAIR LOCATIONS ARE TO BE DETERMINED BY THE ENGINEER.
PAYMENT FOR SPOT REPAIR IS INCLUDED UNDER ITEM 531. INDEFINITE QUANTITIES.

STATE OF TEXAS
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F-12801

Texas Department of Transportation

MISCELLANEOUS DETAILS

SHEET 2 OF 6

DESIGN	FED.RD. DIV.NO.	FEDERAL AID PROJECT NO.		HIGHWAY NO.
MII	6	(SEE TITLE SHEET)		VARIOUS
GRAPHICS PS	STATE	DISTRICT	COUNTY	SHEET NO.
CHECK MFM	TEXAS	AMA	POTTER	074
CHECK FS	CONTROL	SECTION	JOB	
	0904	02	047	

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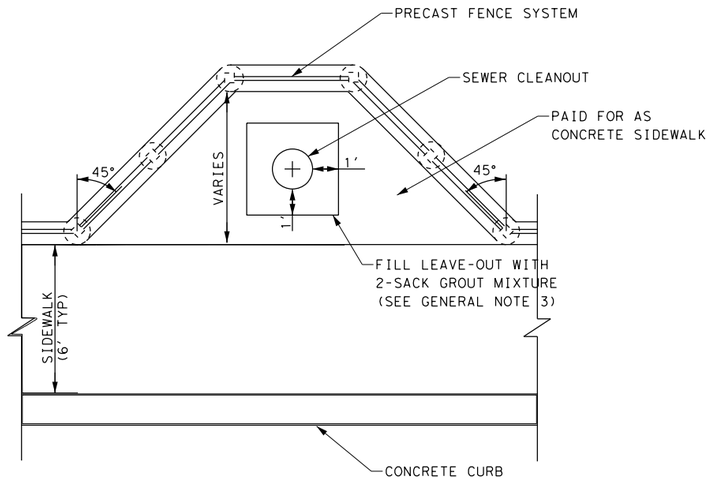
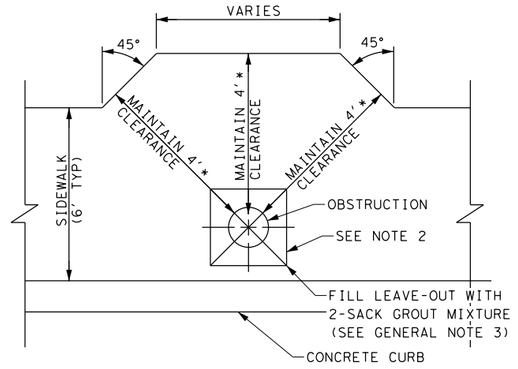


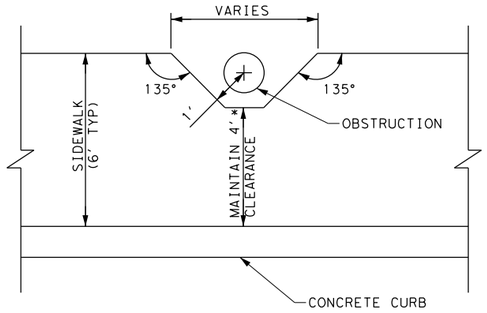
SEWER CLEANOUT BLOCKOUT

N.T.S.



OBSTRUCTION IN SIDEWALK

* UNLESS OTHERWISE SPECIFIED



OBSTRUCTION IN SIDEWALK

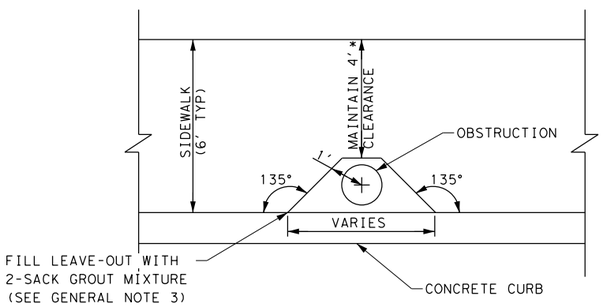
* UNLESS OTHERWISE SPECIFIED

NOTES:

1. UTILIZE DETAIL AT OBSTRUCTION ENCROACHMENTS INTO THE PEDESTRIAN ACCESS ROUTE A MINIMUM UNOBSTRUCTED CLEARANCE OF 4,' UNLESS OTHERWISE SPECIFIED, SHOULD BE MAINTAINED AROUND THE OBSTRUCTION MEASURED FROM THE MOST RESTRICTIVE LOCATION OR AS APPROVED BY THE ENGINEER.

2. IF OBSTRUCTION IS LOCATED WITHIN THE SIDEWALK, CONSTRUCT 2' SQUARE CONSTRUCTION JOINT CENTERED ON OBSTRUCTION TO FACILITATE FUTURE MAINTENANCE WITHOUT FULL SIDEWALK PANEL REMOVAL/REPLACEMENT.

3. THE LEAVE-OUTS SHALL BE FILLED WITH NO MORE THAN A 2-SACK GROUT MIXTURE AND PLACED IN ACCORDANCE WITH SECTION 421.2.F, "MORTAR AND GROUT". PAYMENT FOR FURNISHING AND PLACING THE GROUT MIXTURE WILL BE SUBSIDIARY TO THE PAY ITEM OF CONCRETE SIDEWALKS.



OBSTRUCTION IN SIDEWALK

* UNLESS OTHERWISE SPECIFIED

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LICENSED PROFESSIONAL ENGINEER
STATE OF TEXAS
M.F.Muwaquet
1/27/2022

GLOBAL CIVIL SOLUTIONS, LLC
11551 FOREST CENTRAL DRIVE
SUITE 220
DALLAS, TX 75243
F-12801

Texas Department of Transportation

MISCELLANEOUS DETAILS

DESIGN	FED.RD. DIV.NO.	FEDERAL AID PROJECT NO.		HIGHWAY NO.
MII	6	(SEE TITLE SHEET)		VARIOUS
GRAPHICS PS	STATE	DISTRICT	COUNTY	SHEET NO.
CHECK MFM	TEXAS	AMA	POTTER	075
CHECK FS	CONTROL	SECTION	JOB	
	0904	02	047	

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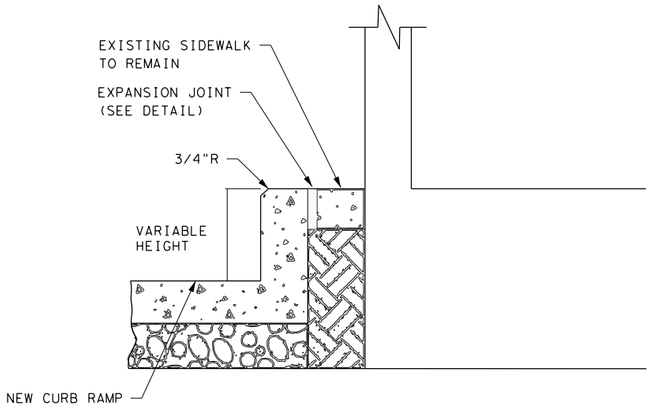
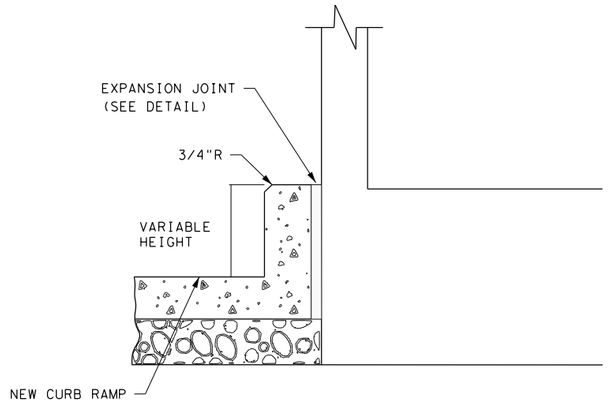
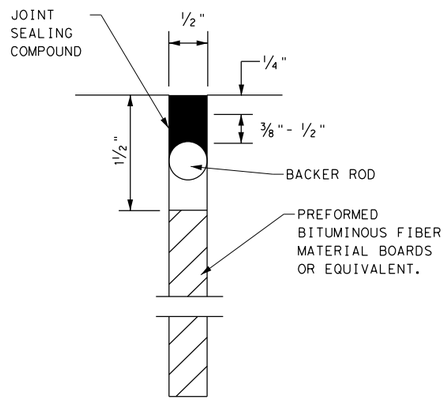
1/27/2022



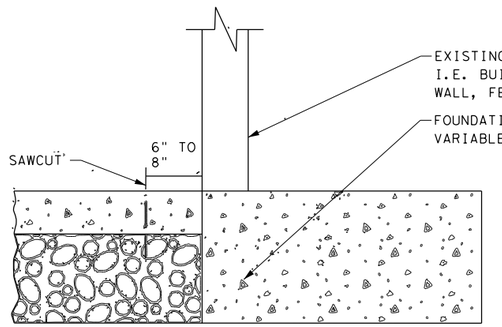
ADJACENT SIDEWALK
TO REMAIN DETAIL



ADJACENT SIDEWALK
REMOVED DETAIL



EXPANSION
JOINT DETAIL



SAWCUT DETAIL

PAVING OPTION @ BUILDING FACE

NOT TO SCALE

GENERAL PROTECTION NOTES FOR BUILDINGS AND HISTORIC STRUCTURES:

1. SAW CUT EXISTING SIDEWALK 6 TO 8 INCHES AWAY FROM PROTECTED BUILDING/STRUCTURE TO MINIMIZE POTENTIAL DAMAGE PRIOR TO DEMOLITION OF WALK.

2. CONTRACTOR IS RESPONSIBLE FOR PREVENTING DAMAGE TO ALL BUILDINGS AND STRUCTURES DURING THE ENTIRE CONSTRUCTION PROJECT, IF DIRECTED BY ENGINEER TO HAND REMOVE EXISTING PAVING ADJACENT TO HISTORIC STRUCTURES. PROTECT FOUNDATION. MATERIALS, ELEVATION AND ENTRYWAYS. DO NOT REMOVE EXISTING MATERIALS IF FACADE(BRICK/STONE.ETC.)UTILIZES THE MATERIALS TO BE REMOVED AS A FOOTING. FOUNDATION OR SUPPORT. IF THIS CONDITION IS OBSERVED. IMMEDIATELY CONTACT ENGINEER AND DO NOT EXCAVATE FURTHER. SEPARATE PAYMENT WILL NOT BE MADE FOR HAND REMOVAL

3. REPAIR OR REPLACE IN KIND, AT NO EXPENSE TO THE DEPARTMENT, ANY DAMAGE TO HISTORIC OR NON-HISTORIC MATERIAL THAT RESULTS FROM AN ACT OF OMISSION ON THE PART OF OR ON BEHALF OF THE CONTRACTOR. CONTRACTOR IS RESPONSIBLE FOR LOCATING A REPLACEMENT SOURCE FOR HISTORIC AND NON-HISTORIC MAERIALS DAMAGED IN THE PROCESS OF CONSTRUCTION. INFORM TXDOT ENVIRONMENTAL AFFAIRS DIVISION (ENV) OF PROPOSED REPAIRS AND/OR DAMAGED AREAS IN ORDER TO FACILITATE CONSULTATION WITH TEXAS HISTORICAL COMMISSION. MATERIAL AND SOURCE SHALL BE APPROVED BY TXDOT ENV PRIOR TO REPLACEMENT.

4. PROTECT BUILDINGS AND STRUCTURE FROM CONCRETE SPLASH UTILIZING A MATERIAL APPROVED BY THE ENGINEER. ANY CONCRETE SPLASH AS A RESULT OF CONSTRUCTION ACTIVITIES MUST BE REMOVED FROM THE BUILDING OR STRUCTURE AT CONTRACTORSS EXPENSE. NO PAYMENT WILL BE MADE FOR BUILDING PROTECTION.

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1/27/2022

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Texas Department of Transportation

MISCELLANEOUS DETAILS

DESIGN	FED.RD. DIV.NO.	FEDERAL AID PROJECT NO.		HIGHWAY NO.
MII	6	(SEE TITLE SHEET)		VARIOUS
GRAPHICS PS	STATE	DISTRICT	COUNTY	SHEET NO.
CHECK MFM	TEXAS	AMA	POTTER	076
CHECK FS	CONTROL	SECTION	JOB	
	0904	02	047	

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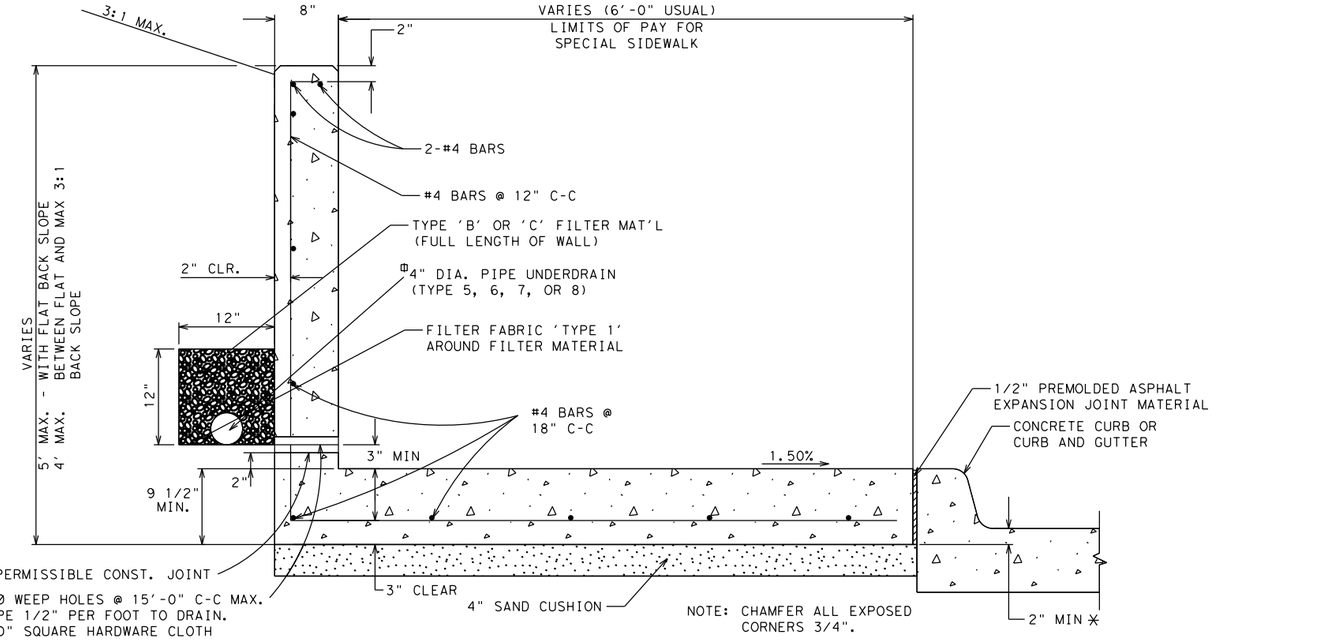
1/27/2022



✳ 2" MIN REQUIRED FOR LATERAL SUPPORT.

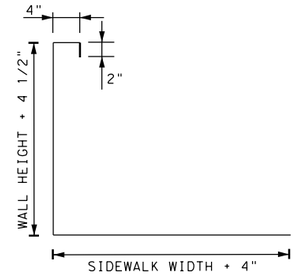
SLOPE TO DRAIN AND CONNECT TO STORM DRAIN. IF, IN THE OPINION OF THE ENGINEER, USE OF UNDERDRAIN IS IMPRACTICAL, WEEP HOLES MAY BE USED.

SIDEWALK ADJACENT TO CURB

TYPE B SIDEWALK OR RAMP W/ RETAINING WALL

N.T.S.

TO BE PAID FOR UNDER ITEM 531 6033 CONC SIDEWALK (SPECIAL) (TYPE B)



REINFORCING STEEL DETAIL

N.T.S.

NOTE: CHAMFER ALL EXPOSED CORNERS 3/4".

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MISCELLANEOUS DETAILS

SHEET 5 OF 6

DESIGN	FED.RD. DIV.NO.	FEDERAL AID PROJECT NO.		HIGHWAY NO.
MII	6	(SEE TITLE SHEET)		VARIOUS
GRAPHICS PS	STATE	DISTRICT	COUNTY	SHEET NO.
CHECK MFM	TEXAS	AMA	POTTER	077
CHECK FS	CONTROL	SECTION	JOB	
	0904	02	047	

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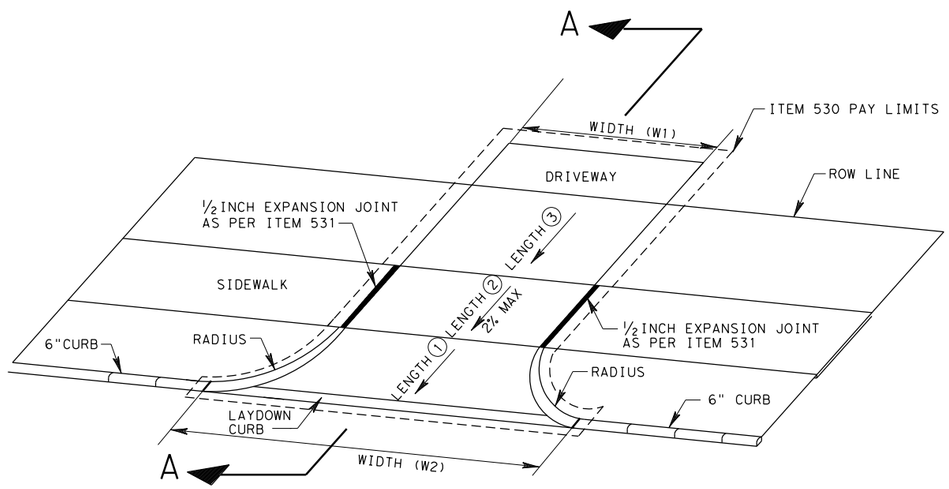
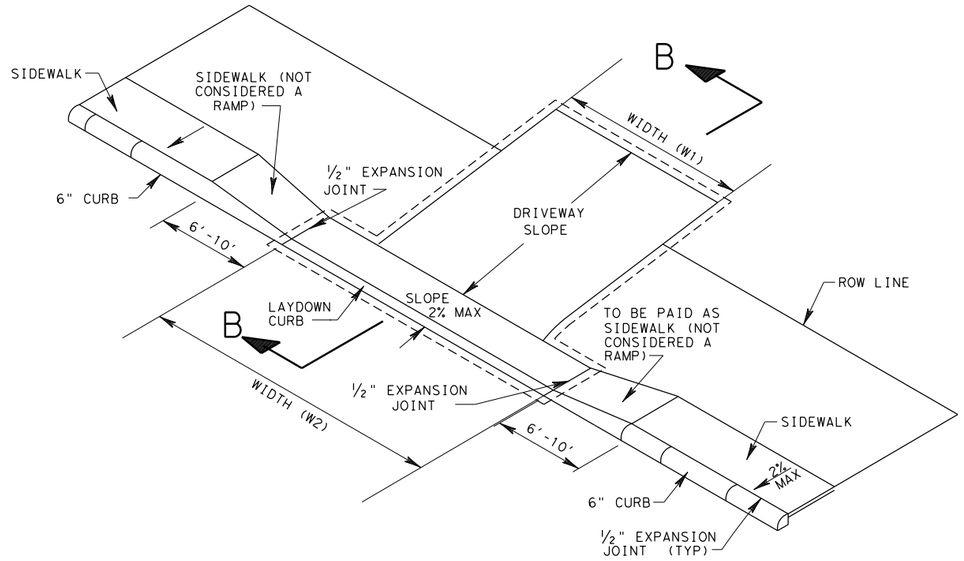
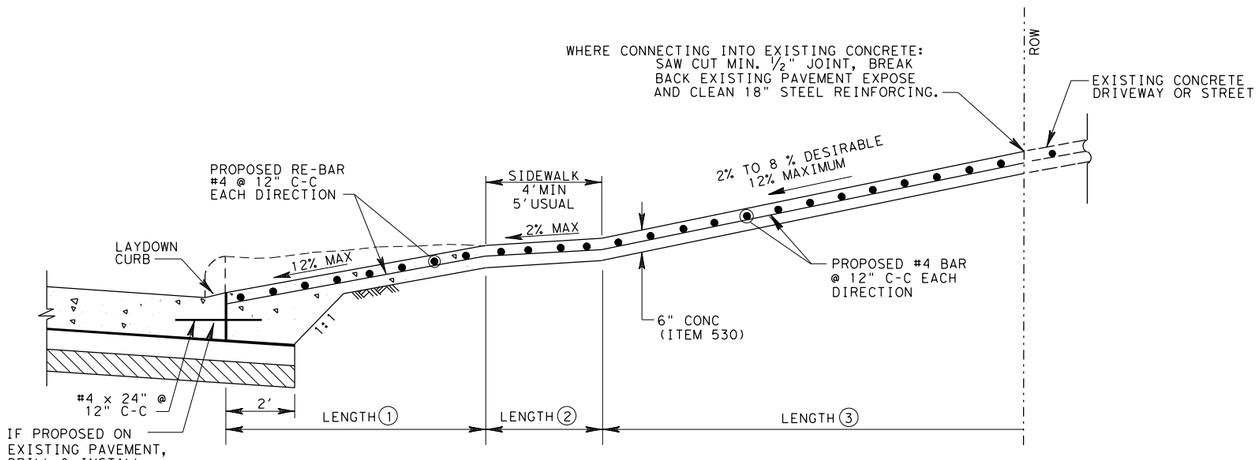


SIDEWALK OFFSET FROM CURB DETAILS



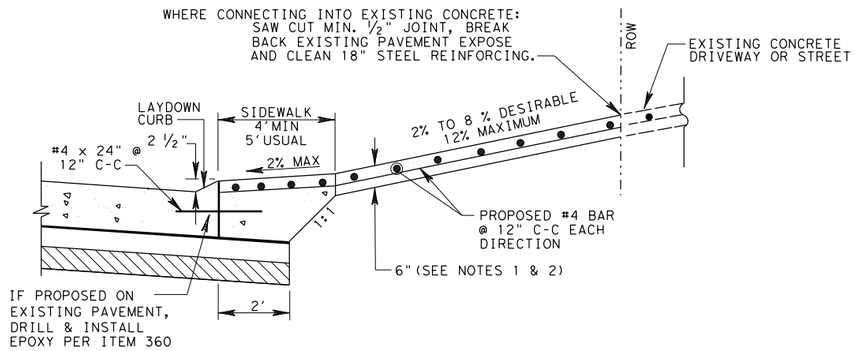
SIDEWALK ADJACENT TO CURB DETAILS



SLOPES W/ SIDEWALKS OFFSET FROM CURB
(SECTION A-A)

NOTES:

1. FAST TRACK CONCRETE IS PAID AS DRVWY (CONC) (FAST TRACK).
2. THICKNESS OF DRIVEWAY IS 6 INCHES FOR REGULAR AND FAST TRACK CONCRETE.



DRIVEWAY SLOPES W/ SIDEWALKS ADJACENT TO CURB
(SECTION B-B)

NO.	DATE	REVISION	BY

STATE OF TEXAS
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M.F.Muwaquet
1/27/2022

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MISCELLANEOUS DETAILS

SHEET 6 OF 6

DESIGN	FED.RD. DIV.NO.	FEDERAL AID PROJECT NO.		HIGHWAY NO.
MII	6	(SEE TITLE SHEET)		VARIOUS
GRAPHICS PS	STATE	DISTRICT	COUNTY	SHEET NO.
CHECK MFM	TEXAS	AMA	POTTER	078
CHECK FS	CONTROL	SECTION	JOB	
	0904	02	047	

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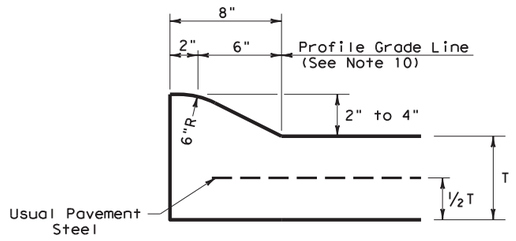
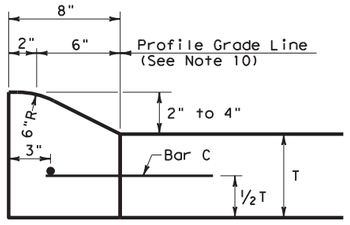
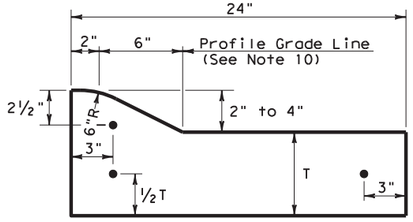
DATE:
FILE:



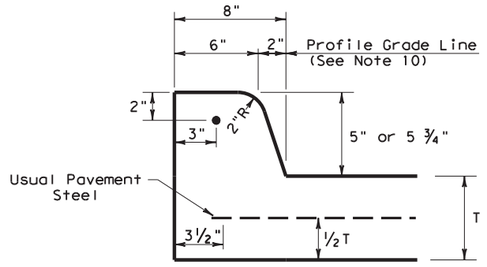
TYPE I CURB (MONOLITHIC)
2" - 4" HEIGHT



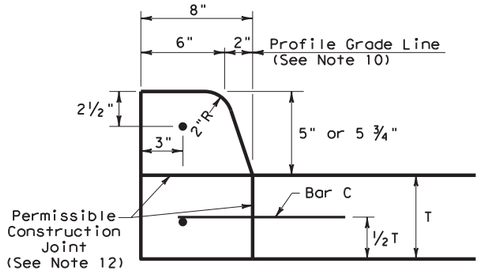
TYPE I CURB
2" - 4" HEIGHT



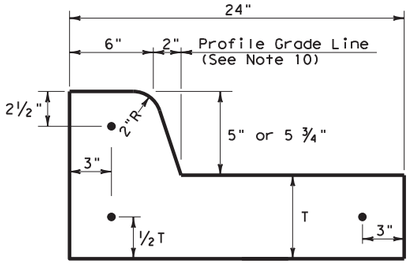
TYPE I CURB AND GUTTER
2" - 4" HEIGHT



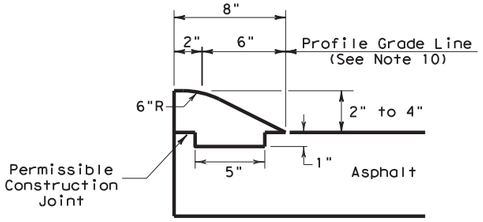
TYPE II CURB (MONOLITHIC)
5" - 5 ¾" HEIGHT



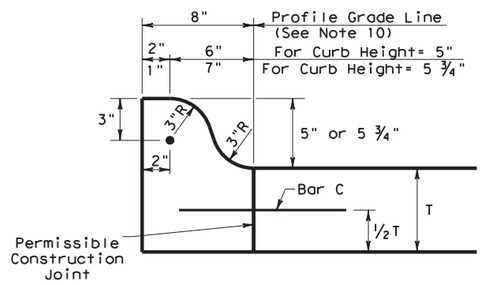
TYPE II CURB
5" - 5 ¾" HEIGHT



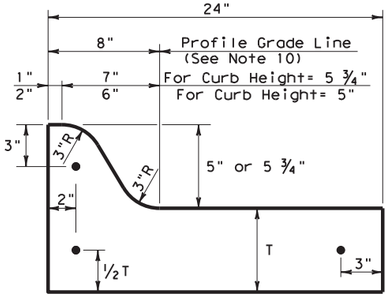
TYPE II CURB AND GUTTER
5" - 5 ¾" HEIGHT



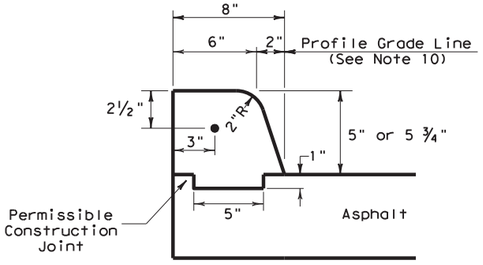
TYPE III CURB (KEYED)
2" - 4" HEIGHT



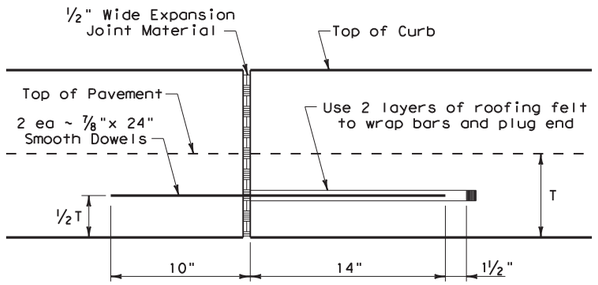
TYPE IIa CURB
5" - 5 ¾" HEIGHT



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

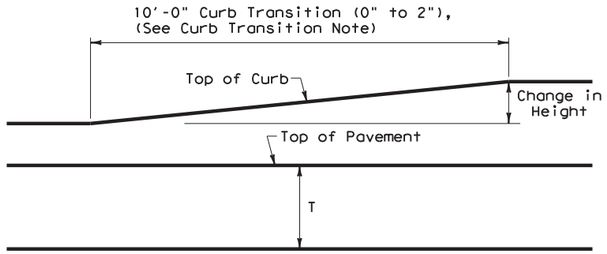


TYPE IV CURB (KEYED)
5" - 5 ¾" HEIGHT



EXPANSION JOINT DETAIL

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

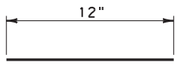


CURB TRANSITION
Note: To be paid for as Highest Curb

GENERAL NOTES

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

BAR B



BAR C

Texas Department of Transportation

Design Division Standard

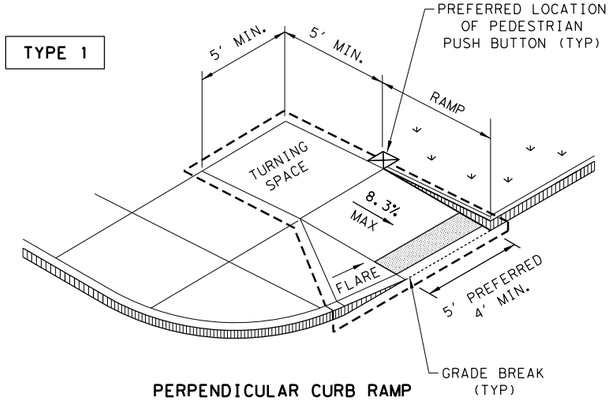
CONCRETE CURB AND CURB AND GUTTER

CCCG-21

FILE: cccg21.dgn	DN: TXDOT	CK: AN	DW: SS	CK: KM
© TxDOT: FEBRUARY 2021 REVISIONS	CONT	SECT	JOB	HIGHWAY
	0904	02	047	VARIOUS
	DIST	COUNTY		SHEET NO.
	AMA	POTTER		079

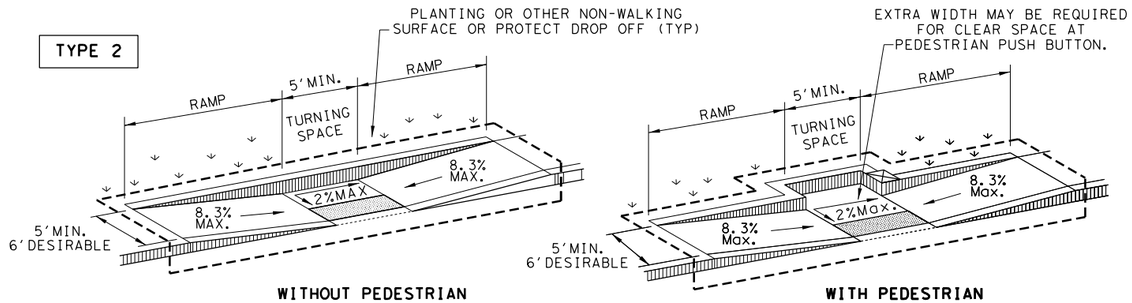
DATE:
FILE:

TYPE 1



PERPENDICULAR CURB RAMP

TYPE 2

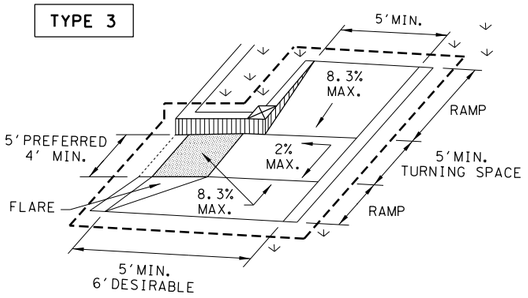


WITHOUT PEDESTRIAN PUSH BUTTON

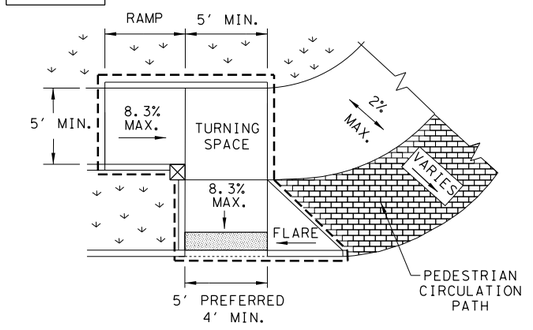
WITH PEDESTRIAN PUSH BUTTON

PARALLEL CURB RAMP

TYPE 3

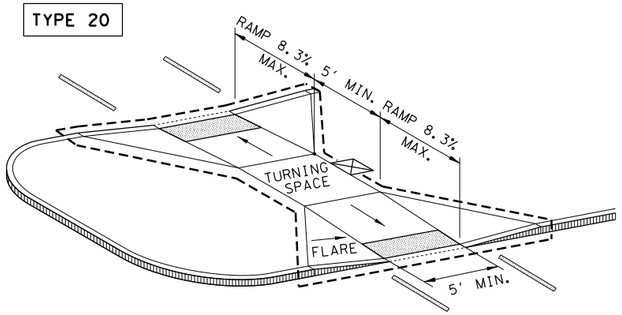


TYPE 6



COMBINATION CURB RAMPS

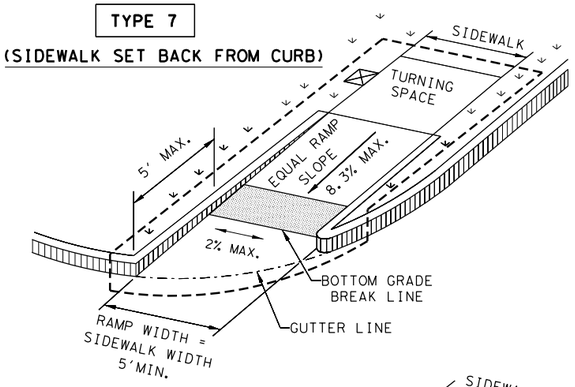
TYPE 20



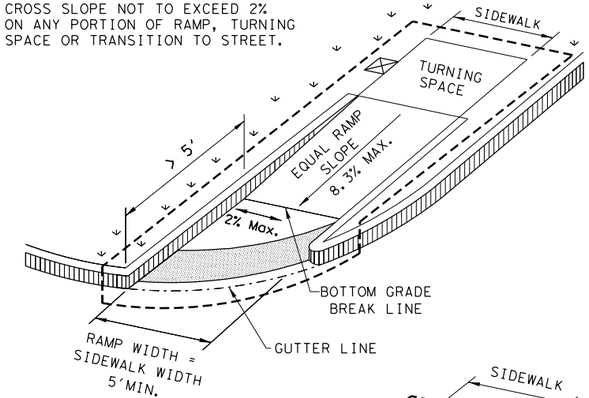
CURB RAMPS AT MEDIAN ISLANDS

TYPE 7

(SIDEWALK SET BACK FROM CURB)

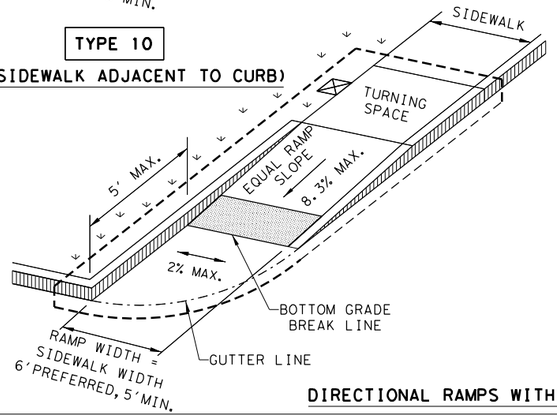


CROSS SLOPE NOT TO EXCEED 2% ON ANY PORTION OF RAMP, TURNING SPACE OR TRANSITION TO STREET.

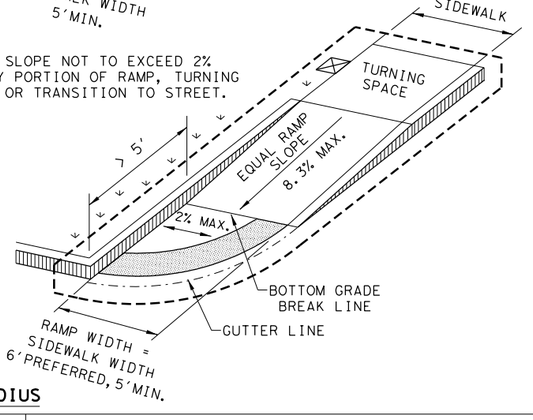


TYPE 10

(SIDEWALK ADJACENT TO CURB)

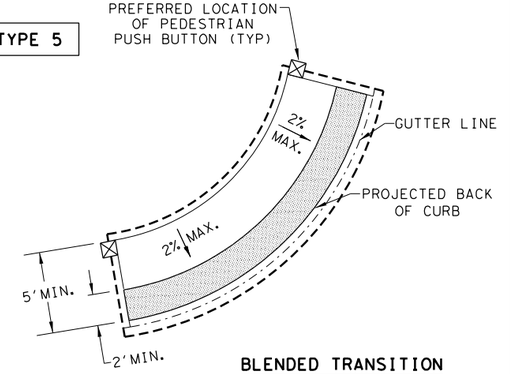


CROSS SLOPE NOT TO EXCEED 2% ON ANY PORTION OF RAMP, TURNING SPACE OR TRANSITION TO STREET.



DIRECTIONAL RAMPS WITHIN RADIUS

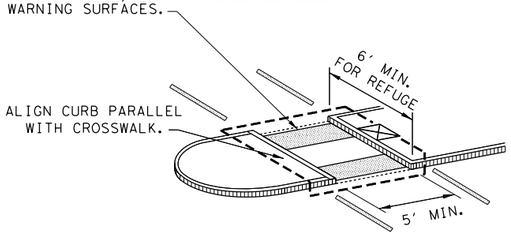
TYPE 5



BLENDED TRANSITION
(FLUSH LANDING)

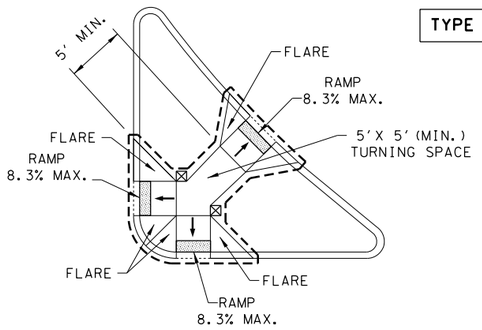
TYPE 21

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



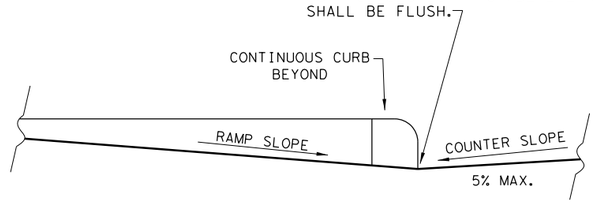
NOTE: CURB DETAILS ARE SHOWN ELSEWHERE IN THE PLANS.

TYPE 22



COMBINATION ISLAND RAMPS

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



TYPICAL SECTION OF PERPENDICULAR CURB RAMP AT CONNECTION TO ROADWAY

NOTES / LEGEND:

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

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

DETECTABLE WARNING SURFACE

DENOTES PREFERRED LOCATION OF PEDESTRIAN PUSH BUTTON IF APPLICABLE.

GUTTER LINE

GRADE BREAK

RAMP LIMITS OF PAYMENT

Texas Department of Transportation

Design Division Standard

PEDESTRIAN FACILITIES CURB RAMPS

PED-18

FILE: ped18	DN: TxDOT	DW: VP	CK: KM	CK: PK & JG
© TxDOT: MARCH, 2002	CONT	SECT	JOB	HIGHWAY
REVISIONS	904	02	047	VARIOUS
REVISED 08,2005 REVISED 06,2012 REVISED 01,2018	DIST	COUNTY		SHEET NO.
	AMA	POTTER		080

DATE:
FILE:

GENERAL NOTES

CURB RAMPS

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

DETECTABLE WARNING MATERIAL

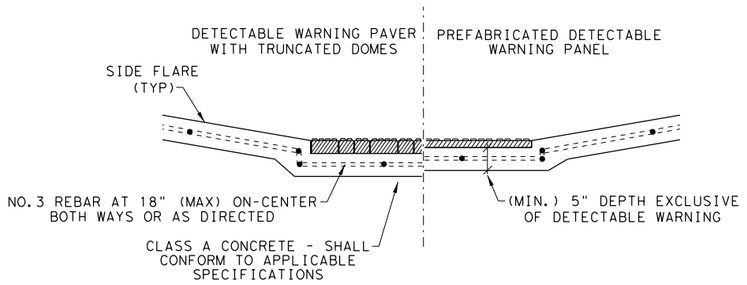
19. Curb ramps must contain a detectable warning surface that consists of raised truncated domes complying with PROWAG. The surface must contrast visually with adjoining surfaces, including side flares. Furnish and install an approved cast-in-place dark brown or dark red detectable warning surface material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

DETECTABLE WARNING PAVERS (IF USED)

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

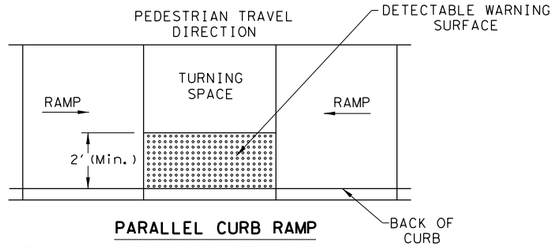
SIDEWALKS

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



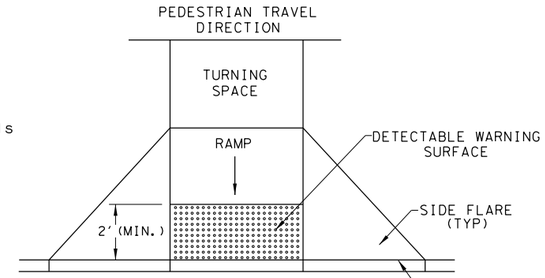
SECTION VIEW DETAIL
CURB RAMP AT DETECTIBLE WARNINGS

DETECTABLE WARNING SURFACE DETAILS



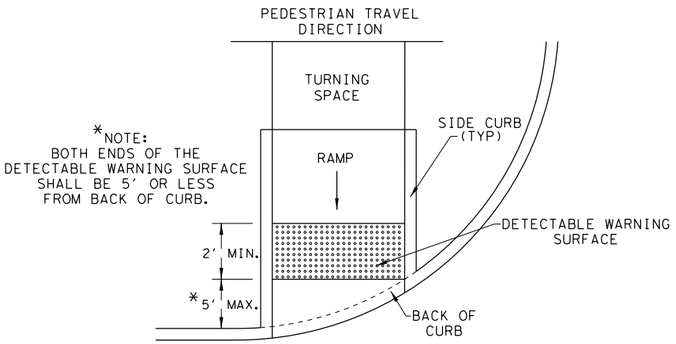
PARALLEL CURB RAMP

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



PERPENDICULAR CURB RAMP

TYPICAL PLACEMENT OF DETECTABLE WARNING SURFACE ON SLOPING RAMP RUN.



DIRECTIONAL CURB RAMP

TYPICAL PLACEMENT OF DETECTABLE WARNING SURFACE ON SLOPING RAMP RUN.

Texas Department of Transportation

Design Division Standard

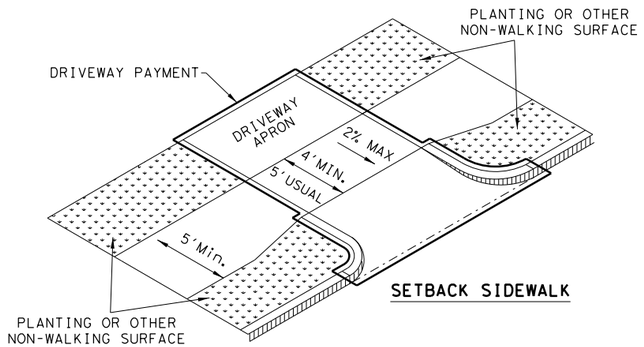
PEDESTRIAN FACILITIES CURB RAMPS

PED-18

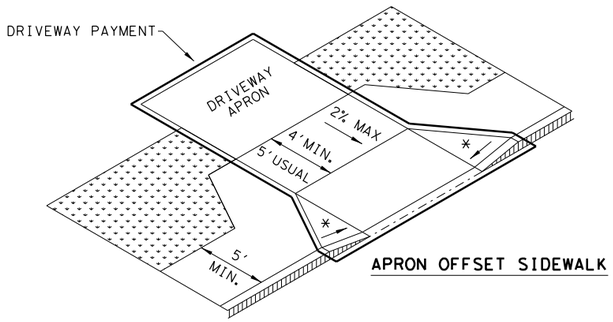
FILE: ped18	DN: TxDOT		DW: VP	CK: KM	CK: PK & JG	
© TxDOT: MARCH, 2002	CONT	SECT	JOB		HIGHWAY	
REVISIONS	904	02	047		VARIOUS	
REVISED 08,2005 REVISED 06,2012 REVISED 01,2018	DIST	COUNTY			SHEET NO.	
	AMA	POTTER			081	

DATE:
FILE:

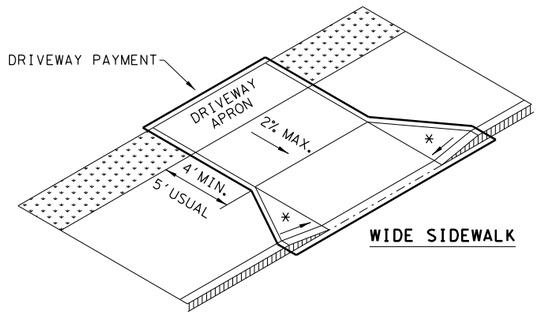
SIDEWALK TREATMENT AT DRIVEWAYS



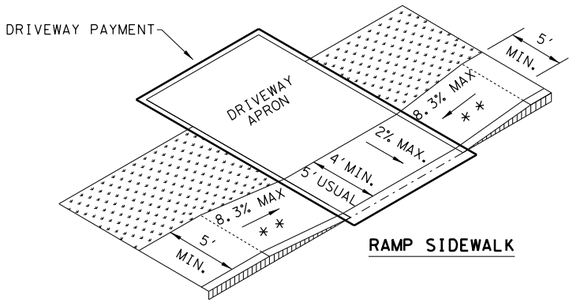
SETBACK SIDEWALK



APRON OFFSET SIDEWALK



WIDE SIDEWALK

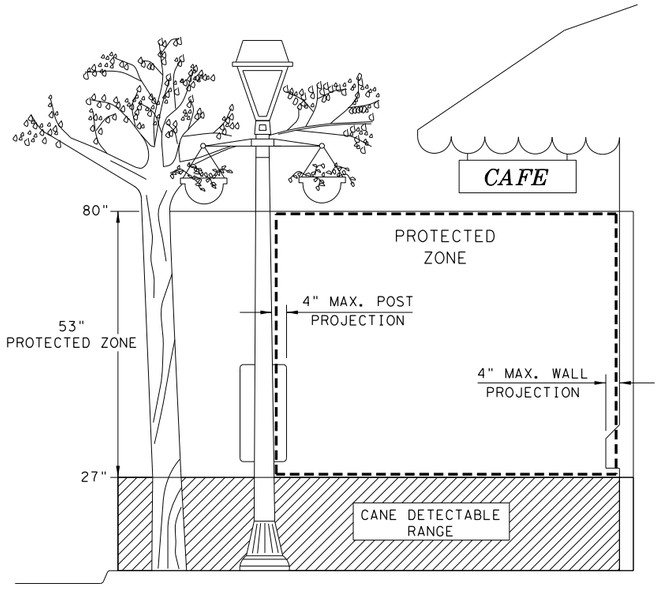


RAMP SIDEWALK

NOTES:

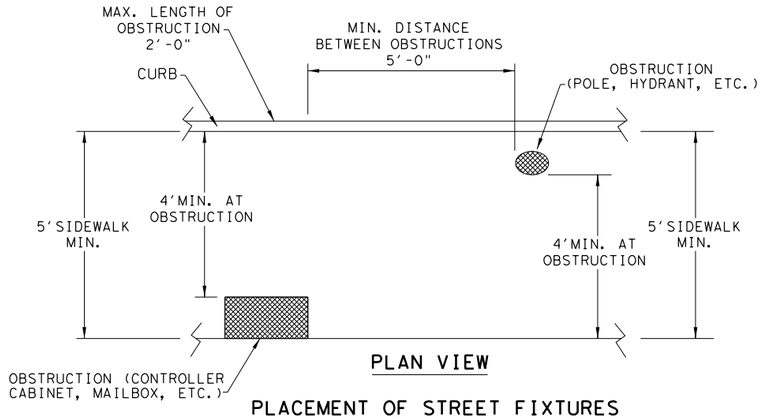
* WHERE DRIVEWAYS CROSS THE PEDESTRIAN ROUTE, SIDES SHALL BE FLARED AT 10% MAX SLOPE.

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



PROTECTED ZONE

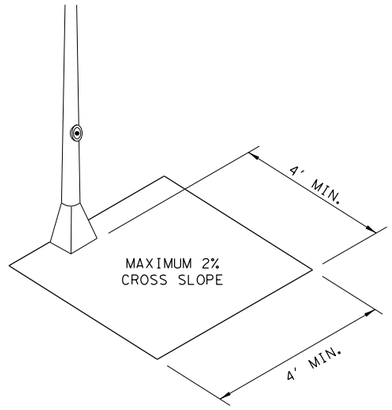
NOTE: IN PEDESTRIAN CIRCULATION AREA, MAXIMUM 4" PROJECTION FOR POST OR WALL MOUNTED OBJECTS BETWEEN 27" AND 80" ABOVE THE SURFACE.



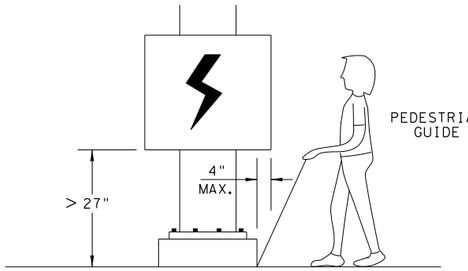
PLAN VIEW

PLACEMENT OF STREET FIXTURES

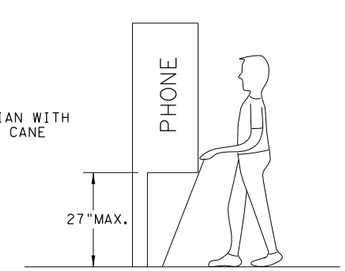
NOTE: ITEMS NOT INTENDED FOR PUBLIC USE. MINIMUM 4' X 4' CLEAR GROUND SPACE REQUIRED AT PUBLIC USE FIXTURES.



CLEAR SPACE ADJACENT TO PEDESTRIAN PUSH BUTTON



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



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

DETECTION BARRIER FOR VERTICAL CLEARANCE < 80"

Texas Department of Transportation

Design Division Standard

PEDESTRIAN FACILITIES CURB RAMPS

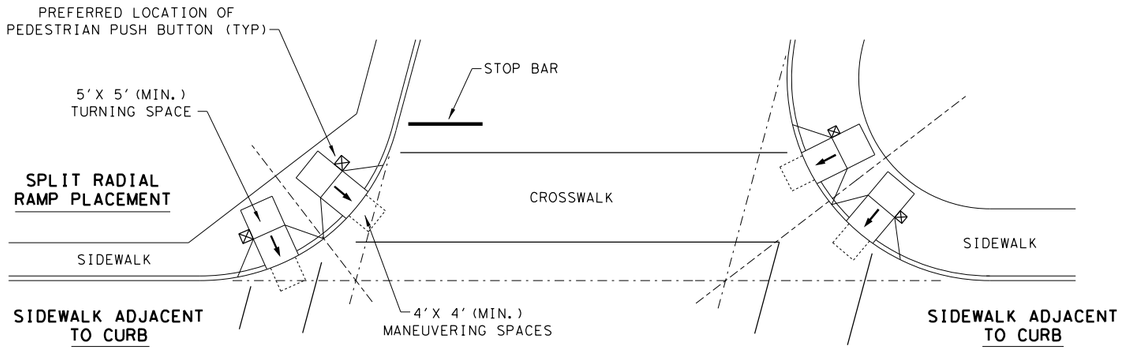
PED-18

FILE: ped18	DN: TxDOT		DW: VP	CK: KM	CK: PK & JG	
© TxDOT: MARCH, 2002	CONT	SECT	JOB		HIGHWAY	
REVISIONS	904	02	047		VARIOUS	
REVISED 08,2005 REVISED 06,2012 REVISED 01,2018	DIST	COUNTY			SHEET NO.	
	AMA	POTTER			082	

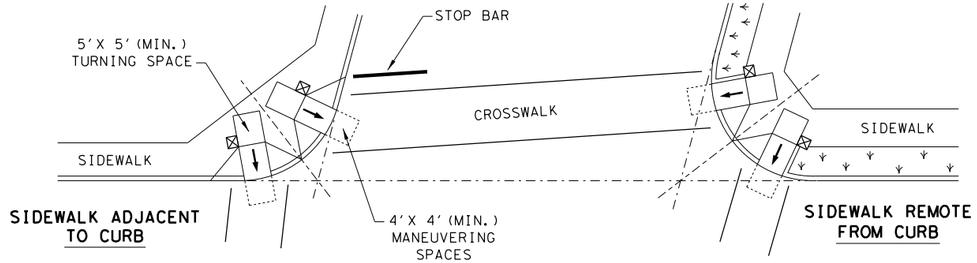
DATE:
FILE:

TYPICAL CROSSING LAYOUTS

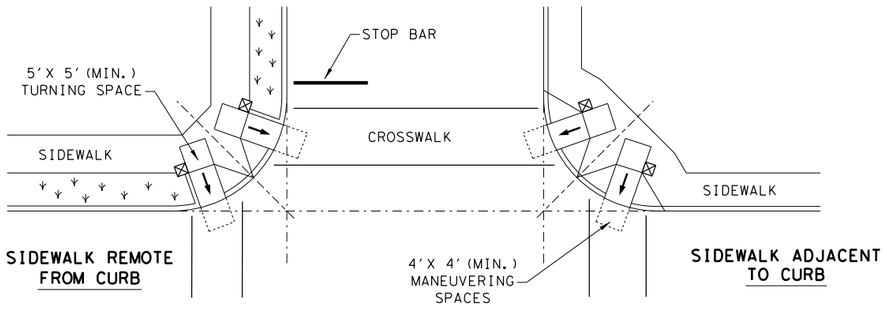
SEE SHEET 1 OF 4 FOR DETAILS AND DIMENSIONS



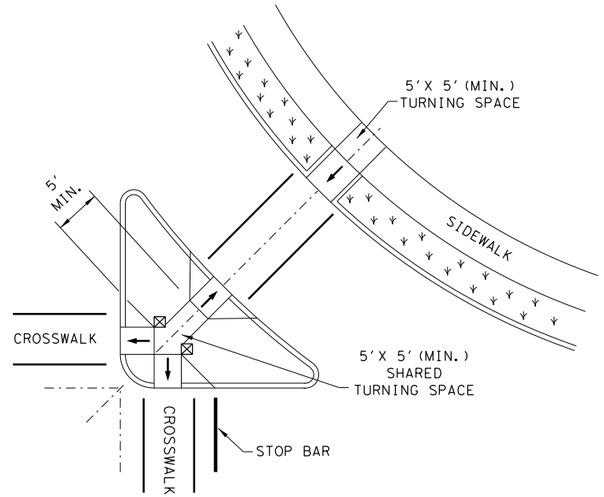
SKEWED INTERSECTION WITH "LARGE" RADIUS



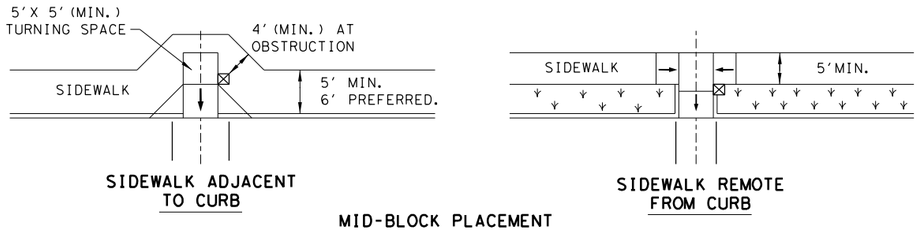
SKEWED INTERSECTION WITH "SMALL" RADIUS



NORMAL INTERSECTION WITH "SMALL" RADIUS



AT INTERSECTION
W/FREE RIGHT TURN & ISLAND



MID-BLOCK PLACEMENT
PERPENDICULAR RAMPS

LEGEND:

SHOWS DOWNWARD SLOPE. →

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

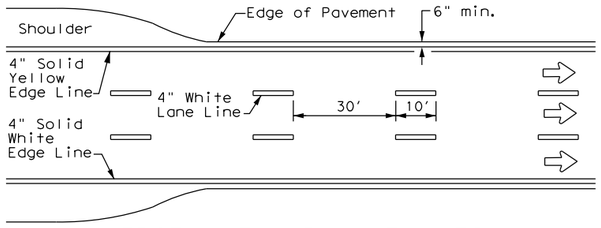
DENOTES PLANTING OR NON-WALKING SURFACE NOT PART OF PEDESTRIAN CIRCULATION PATH.

Texas Department of Transportation — Design Division Standard

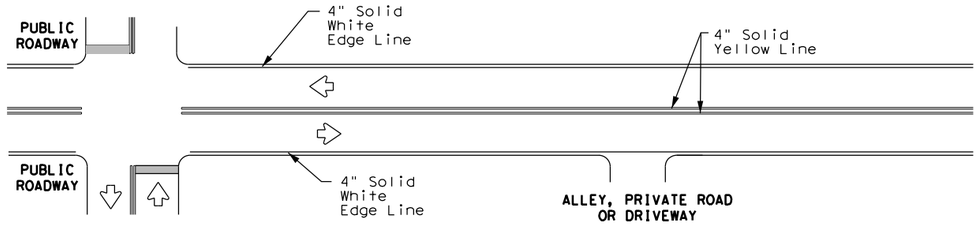
PEDESTRIAN FACILITIES CURB RAMPS

PED-18

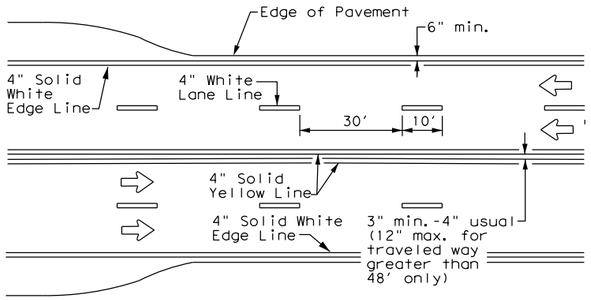
FILE: ped18	DN: TxDOT		DW: VP	CK: KM	CK: PK & JG
© TxDOT: MARCH, 2002	CONT	SECT	JOB		HIGHWAY
REVISIONS	904	02	047		VARIOUS
REVISED 08,2005 REVISED 06,2012 REVISED 01,2018	DIST	COUNTY			SHEET NO.
	AMA	POTTER			083



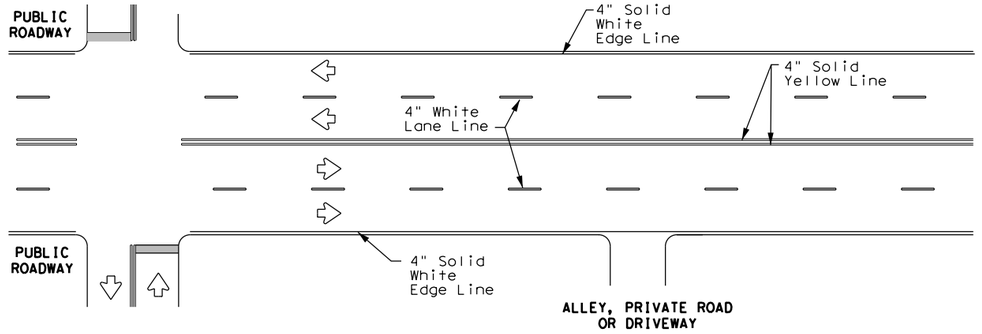
EDGE LINE AND LANE LINES ONE-WAY ROADWAY WITH OR WITHOUT SHOULDERS



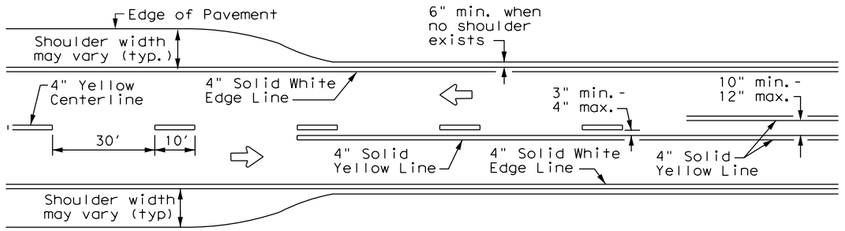
TYPICAL TWO-LANE, TWO-WAY PAVEMENT MARKINGS THROUGH INTERSECTIONS



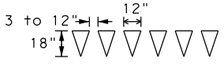
CENTERLINE AND LANE LINES FOUR LANE TWO-WAY ROADWAY WITH OR WITHOUT SHOULDERS



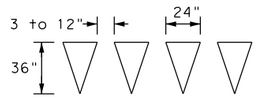
TYPICAL MULTI-LANE, TWO-WAY PAVEMENT MARKINGS THROUGH INTERSECTIONS



TWO LANE TWO-WAY ROADWAY WITH OR WITHOUT SHOULDERS

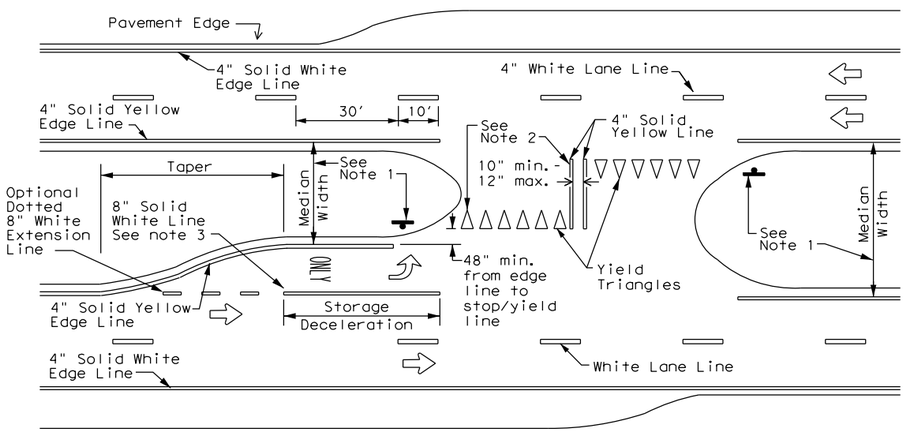


For posted speed on road being marked equal to or less than 40 MPH.



For posted speed on road being marked equal to or greater than 45 MPH.

YIELD LINES



FOUR LANE DIVIDED ROADWAY CROSSOVERS

NOTES

1. Where divided highways are separated by median widths at the median opening itself of 30 feet or more, median openings shall be signed as two separate intersections. Each median opening has two width measurements, with one measurement for each approach. The narrow median width will be the controlling width to determine if signs are required. Yield signs are the typical intersection control. Stop signs are optional as determined by the Engineer.

2. Install median striping (double yellow centerlines and stop bars/yield triangles) when a 50' or greater median centerline can be placed. Stop bars shall only be used with stop signs. Yield traingles shall only be used with yield signs.

3. Length of turn bays, including taper, deceleration, and storage lengths shall be as shown on the plans or as directed by the Engineer.

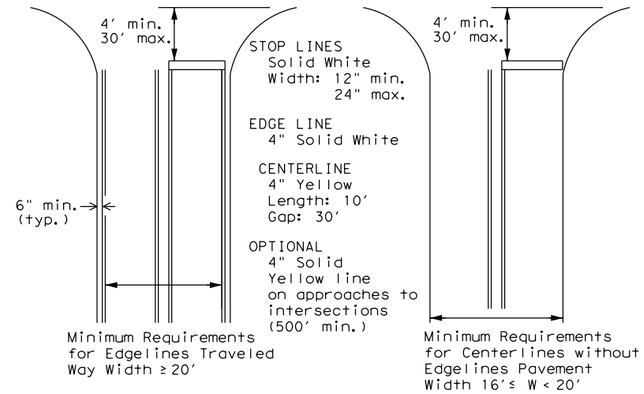
GENERAL NOTES

1. Edgeline striping shall be as shown in the plans or as directed by the Engineer. The edgeline should not be placed less less than 6 inches from the edge of pavement. This distance may vary due to pavement raveling or other conditions. Edgelines are not required in curb and gutter sections of roadways.

2. The traveled way includes only that portion of the roadway used for vehicular travel. It does not include the parking lanes, sidewalks, berms and shoulders. The traveled ways shall be measured from the inside of edgeline to the inside of edgeline of a two lane roadway.

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

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



GUIDE FOR PLACEMENT OF STOP LINES, EDGE LINE & CENTERLINE

Based on Traveled Way and Pavement Widths for Undivided Highways

Texas Department of Transportation

Traffic Safety Division Standard

TYPICAL STANDARD PAVEMENT MARKINGS

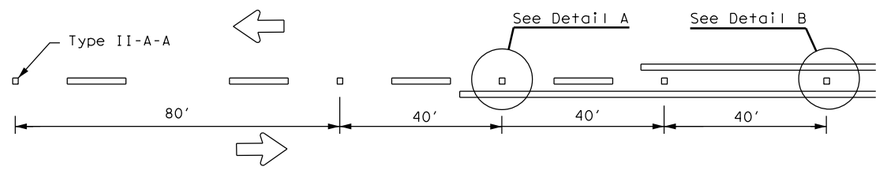
PM(1)-20

FILE: pm1-20.dgn	DN:	CK:	DW:	CK:
© TxDOT November 1978	CONT	SECT	JOB	HIGHWAY
REVISIONS 8-95 3-03	904	02	047	VARIOUS
5-00 2-12	DIST	COUNTY		SHEET NO.
8-00 6-20	AMA	POTTER		084

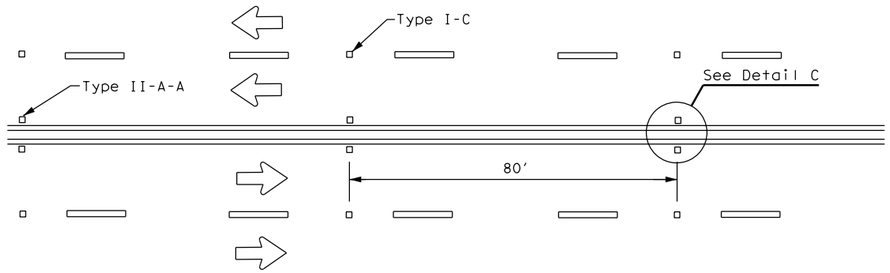
22B

DATE:
FILE:

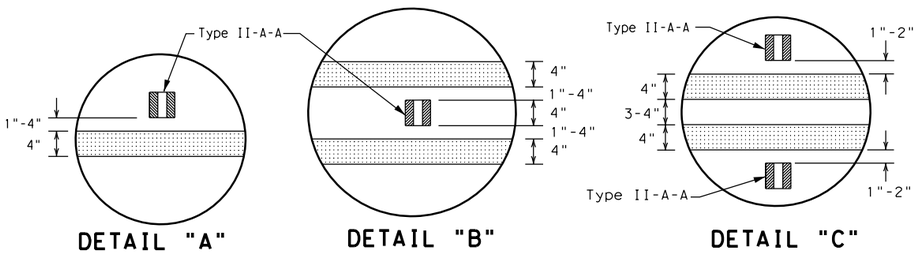
REFLECTIVE RAISED PAVEMENT MARKERS FOR VEHICLE POSITIONING GUIDANCE



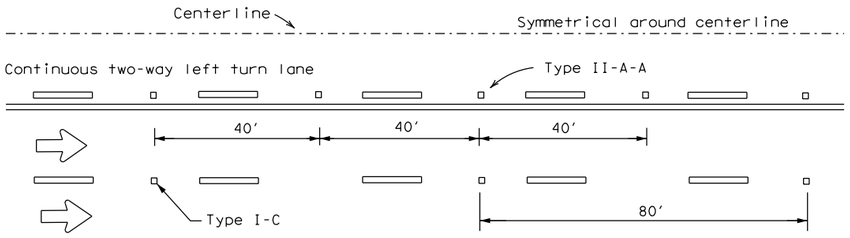
CENTERLINE FOR ALL TWO LANE ROADWAYS



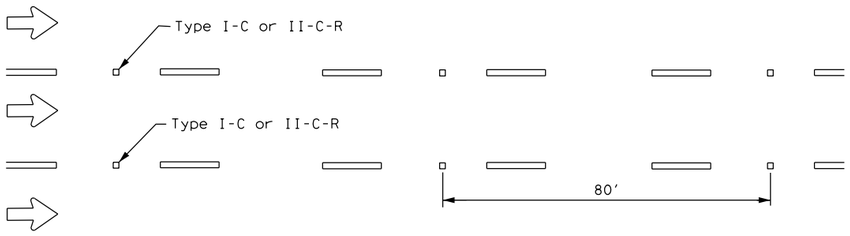
CENTERLINE & LANE LINES FOR FOUR LANE TWO-WAY HIGHWAYS



DETAIL "A" **DETAIL "B"** **DETAIL "C"**



CENTERLINE AND LANE LINES FOR TWO-WAY LEFT TURN LANE

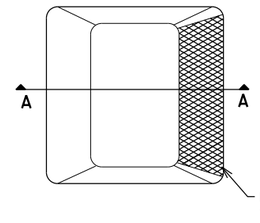


LANE LINES FOR ONE-WAY ROADWAY (NON-FREEWAY FACILITIES)

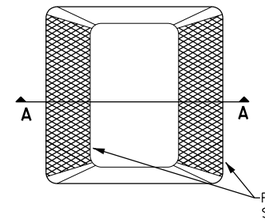
Raised pavement markers Type II-C-R shall have clear face toward normal traffic and red face toward wrong-way traffic.

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

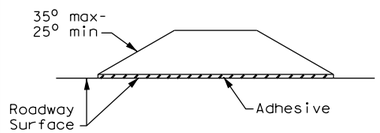
All pavement marking materials shall meet the required Departmental Material Specifications as specified by the plans.



Type I (Top View)

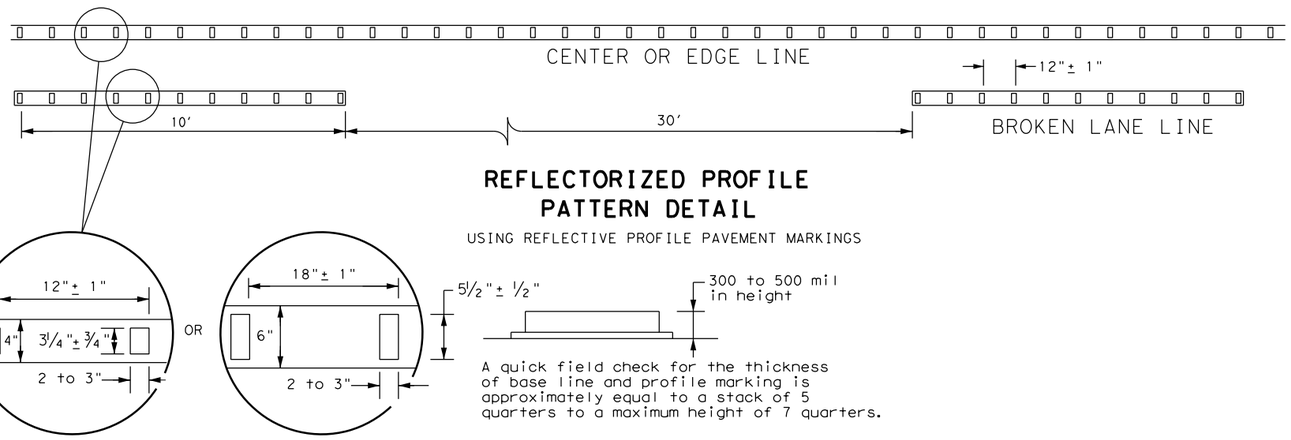


Type II (Top View)



SECTION A

RAISED PAVEMENT MARKERS



REFLECTORIZED PROFILE PATTERN DETAIL

USING REFLECTIVE PROFILE PAVEMENT MARKINGS

A quick field check for the thickness of base line and profile marking is approximately equal to a stack of 5 quarters to a maximum height of 7 quarters.

4" EDGE LINE, CENTER LINE OR LANE LINE

OPTIONAL 6" EDGE LINE, CENTER LINE OR LANE LINE

NOTE

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

GENERAL NOTES

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

Texas Department of Transportation

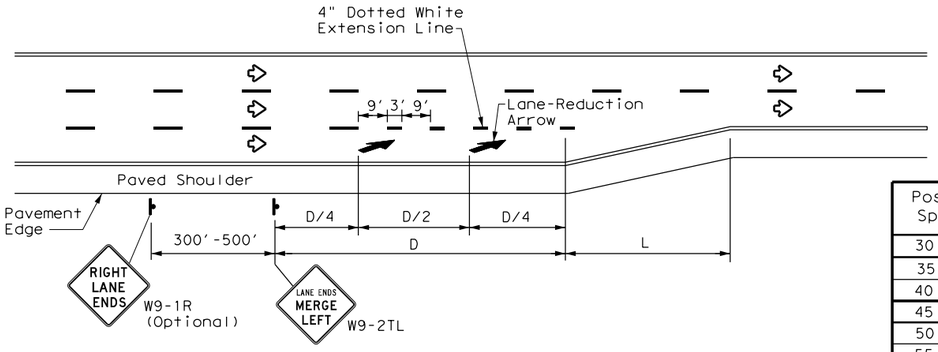
Traffic Safety Division Standard

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

FILE: pm2-20.dgn	DN:	CK:	DW:	CK:
©TxDOT April 1977	CONT	SECT	JOB	HIGHWAY
REVISIONS 4-92 2-10	904	02	047	VARIOUS
5-00 2-12	DIST	COUNTY		SHEET NO.
8-00 6-20	AMA	POTTER		085

22B

DATE:
FILE:

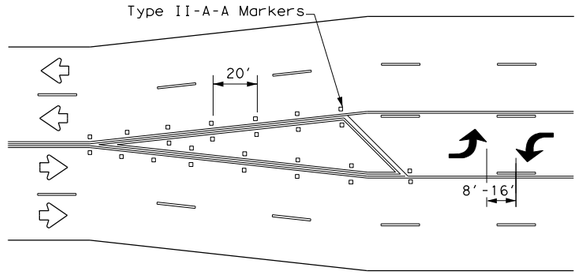


LANE REDUCTION

Posted Speed	D (ft)	L (ft)
30 MPH	460	$L=\frac{WS^2}{60}$
35 MPH	565	
40 MPH	670	
45 MPH	775	L=WS
50 MPH	885	
55 MPH	990	
60 MPH	1,100	
65 MPH	1,200	
70 MPH	1,250	
75 MPH	1,350	

NOTES

1. Lane reduction pavement markings are used where the number of through lanes is reduced because of narrowing of the roadway or because of a section of on-street parking in what would otherwise be a through lane. For Texas Super 2 Passing Lanes, see TS2(PL) standard sheets.
2. On divided highways, an additional W9-1R "RIGHT LANE ENDS" sign may be installed in the median aligned with the W9-1R sign on the right side of the highway.
3. Lane reduction arrows are required for speeds of 45 mph or greater. An optional third lane reduction arrow may be added based on engineering judgement. If used, the optional third lane reduction arrow should be centered between the first and last lane reduction arrows.
4. For lane reductions on Freeways and Expressways, signing shall conform to the TxDOT Freeway Signing Handbook.



A two-way left-turn (TWLT) lane-use arrow pavement marking should be used at or just downstream from the beginning of a two-way left-turn lane within a corridor. Repeating the marking after each intersection or dedicated turn bay is not required unless stated elsewhere in the plans.

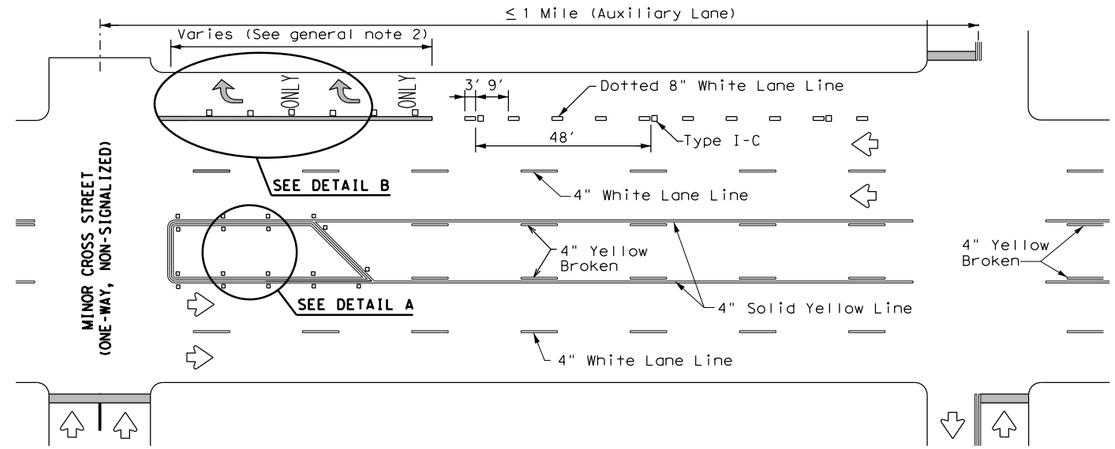
TYPICAL TRANSITION FOR TWLTL AND DIVIDED HIGHWAY

GENERAL NOTES

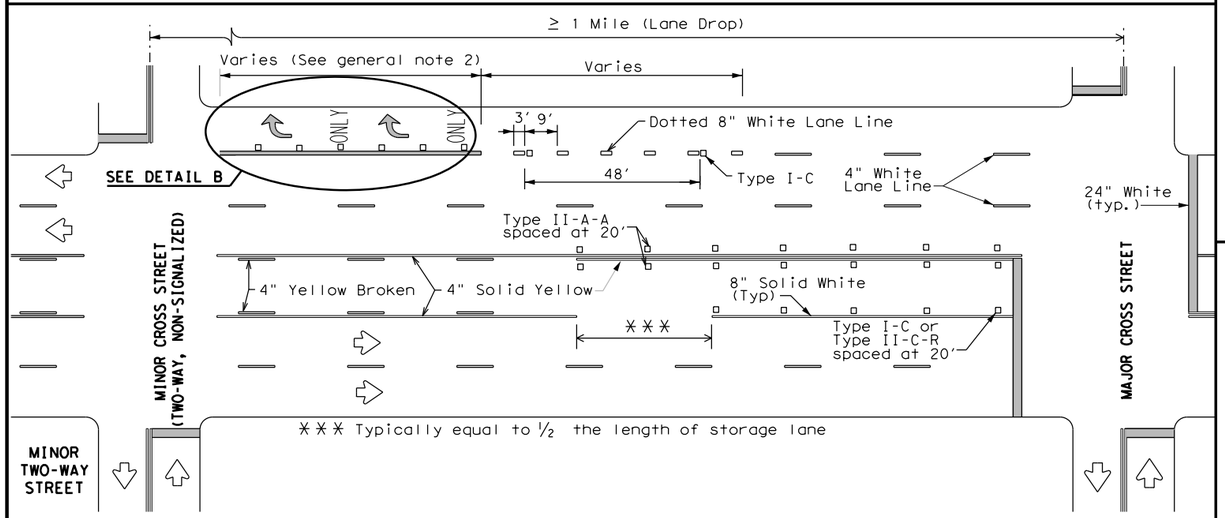
1. Lane use word and arrow markings shall be used where through lanes approaching an intersection become mandatory turn lanes. Lane use word and arrow markings should be used in auxiliary lanes of substantial length. Lane use arrow markings or word and arrow markings may be used in other lanes and turn bays for emphasis. Details for words and arrows are as shown in the Standard Highway Sign Designs for Texas.
2. When lane-use words and arrow markings are used, two sets of arrows should be used if the length of the bay is greater than 180 feet. When a single lane use arrow or word and arrow marking is used for a short turn lane, it should be located at or near the upstream end of the full-width turn lane.
3. Use raised pavement marker Type I-C with undivided highways, flush medians and two way left turn lanes. Use raised pavement marker Type II-C-R with divided highways and raised medians.
4. Length of turn bays, including taper, deceleration, and storage lengths shall be as shown on the plans or as directed by the Engineer.

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

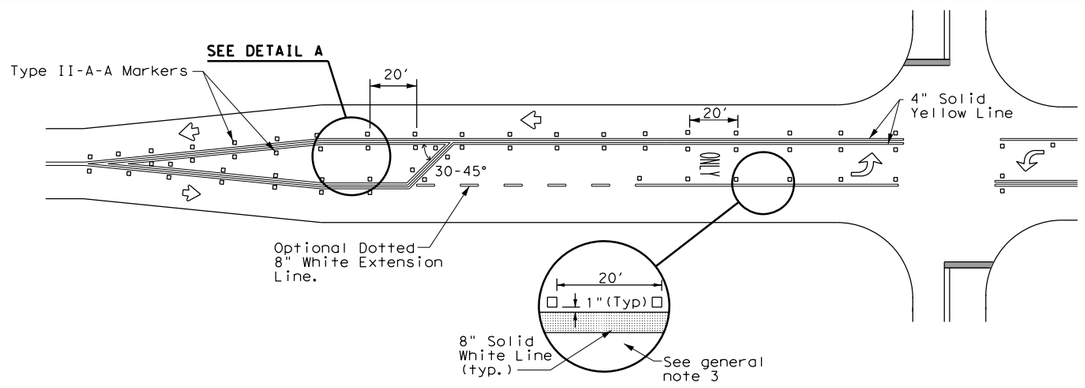
All pavement marking materials shall meet the required Departmental Material Specifications as specified by the plans.



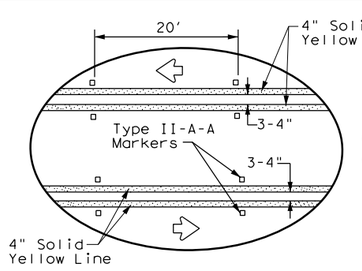
TYPICAL TWLTL AT ONE-WAY STREET AND RIGHT TURN AUXILIARY LANE



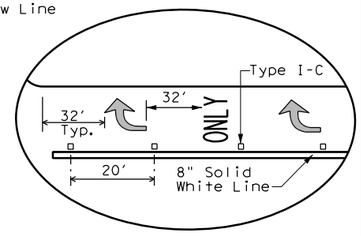
TYPICAL TWLTL AT TWO-WAY CROSS STREET AND RIGHT TURN LANE DROP



TYPICAL TWO-LANE HIGHWAY INTERSECTION WITH LEFT TURN BAYS



DETAIL A



DETAIL B

Texas Department of Transportation

Traffic Safety Division Standard

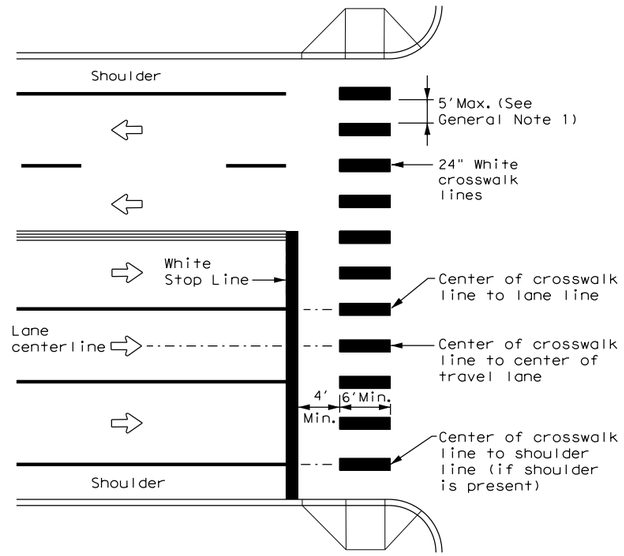
TWO-WAY LEFT TURN LANES, RURAL LEFT TURN BAYS, AND LANE REDUCTION PAVEMENT MARKINGS PM(3)-20

FILE: pm3-20.dgn	DN:	CK:	DW:	CK:
©TxDOT April 1998	CONT	SECT	JOB	HIGHWAY
REVISIONS	904	02	047	VARIOUS
5-00 2-10	DIST	COUNTY		SHEET NO.
8-00 2-12	AMA	POTTER		086
3-03 6-20				

22D

DATE:
FILE:

DATE:
FILE:



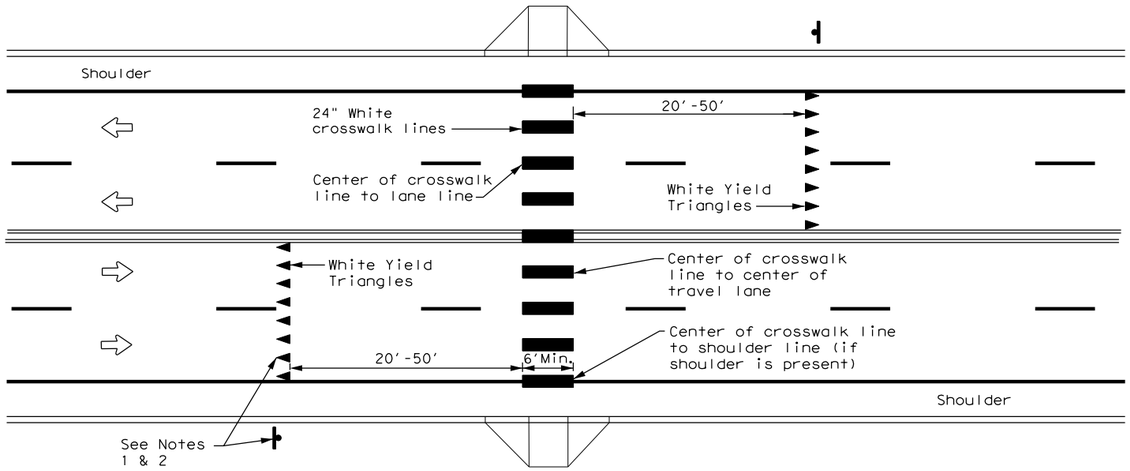
HIGH-VISIBILITY LONGITUDINAL CROSSWALK AT CONTROLLED APPROACH

GENERAL NOTES

1. Longitudinal crosswalk lines should not be placed in the wheel path of vehicles. Center the crosswalk lines on travel lanes, lane lines, and shoulder lines (if present).
2. A minimum 6" clear distance shall be provided to the curb face. If the last crosswalk line falls into this distance it must be omitted.
3. For divided roadways, adjustments in spacing of the crosswalk lines should be made in the median so that the crosswalk lines are maintained in their proper location across the travel portion of the roadway.
4. At skewed crosswalks, the crosswalk lines are to remain parallel to the lane lines.
5. Each crosswalk shall be a minimum of 6' wide.
6. The High-Visibility Longitudinal Crosswalk is the preferred crosswalk pattern on State Highways. Other crosswalk patterns as shown in the "Texas Manual on Uniform Traffic Control Devices" may be used. All crosswalk designs and dimension shall comply with the "Texas Manual on Uniform Traffic Control Devices."
7. Final placement of Stop Bar/Yield Triangles and Crosswalk shall be approved by the Engineer in the field.

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

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



UNSIGNALIZED MID BLOCK HIGH-VISIBILITY LONGITUDINAL CROSSWALK

NOTES

1. Use yield triangles with "Yield Here to Pedestrians" signs at unsignalized mid block crosswalks.
2. Use stop bars with "Stop Here on Red" signs at mid block crosswalks controlled by traffic signals or pedestrian hybrid beacons.

Texas Department of Transportation

Traffic Safety Division Standard

CROSSWALK PAVEMENT MARKINGS

PM(4)-20

FILE: pm4-20.dgn	DN:	CK:	DW:	CK:
© TxDOT June 2020	CONT	SECT	JOB	HIGHWAY
REVISIONS	904	02	047	VARIOUS
	DIST	COUNTY		SHEET NO.
	AMA	POTTER		087

220

SIGN SUPPORT DESCRIPTIVE CODES

(Descriptive Codes correspond to project estimate and quantities sheets)

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

Post Type

FRP = Fiberglass Reinforced Plastic Pipe (see SMD(FRP))
TWT = Thin-Walled Tubing (see SMD(TWT))
10BWG = 10 BWG Tubing (see SMD(SLIP-1) to (SLIP-3))
S80 = Schedule 80 Pipe (see SMD(SLIP-1) to (SLIP-3))

Number of Posts (1 or 2)

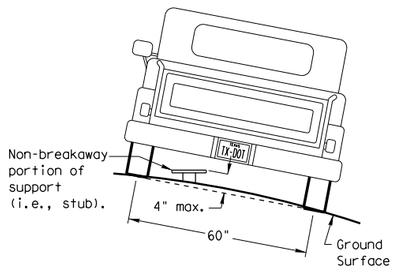
Anchor Type

UA = Universal Anchor - Concreted (see SMD(FRP) and (TWT))
UB = Universal Anchor - Bolted down (see SMD(FRP) and (TWT))
WS = Wedge Anchor Steel - (see SMD(TWT))
WP = Wedge Anchor Plastic (see SMD(TWT))
SA = Slipbase - Concreted (see SMD(SLIP-1) to (SLIP-3))
SB = Slipbase - Bolted Down (see SMD(SLIP-1) to (SLIP-3))

Sign Mounting Designation

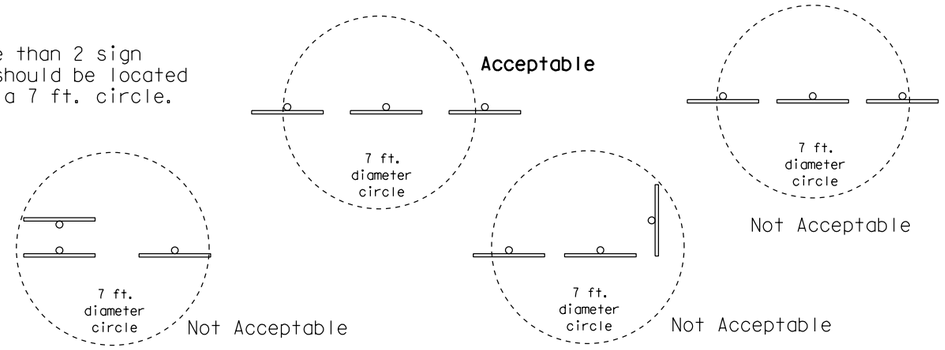
P = Prefab. "Plain" (see SMD(SLIP-1) to (SLIP-3), (TWT), (FRP))
T = Prefab. "T" (see SMD(SLIP-1) to (SLIP-3), (TWT))
U = Prefab. "U" (see SMD(SLIP-1) to (SLIP-3))
IF REQUIRED
1EXT or 2EXT = Number of Extensions (see SMD(SLIP-1) to (SLIP-3), (TWT))
BM = Extruded Wind Beam (see SMD(SLIP-1) to (SLIP-3))
WC = 1.12 #/ft Wing Channel (see SMD(SLIP-1) to (SLIP-3))
EXAL = Extruded Aluminum Sign Panels (see SMD(SLIP-1))

REQUIRED CLEARANCE FOR BREAKAWAY SUPPORT



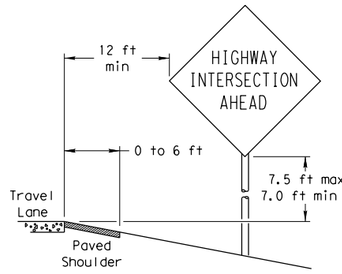
To avoid vehicle undercarriage snagging, any substantial remains of a breakaway support, when it is broken away, should not project more than 4 inches above a 60-inch chord (i.e., typical space between wheel paths).

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



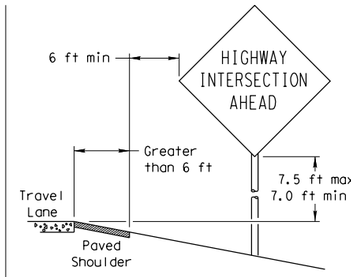
SIGN LOCATION

PAVED SHOULDERS



LESS THAN 6 FT. WIDE

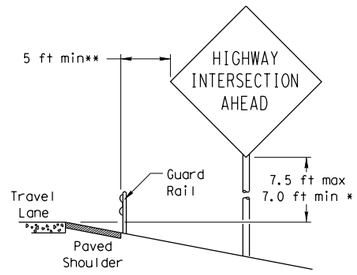
When the shoulder is 6 ft. or less in width, the sign must be placed at least 12 ft. from the edge of the travel lane.



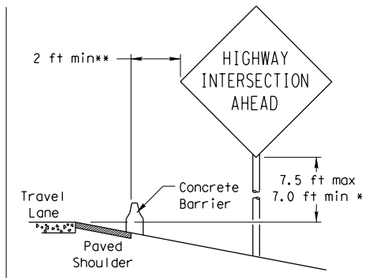
GREATER THAN 6 FT. WIDE

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

BEHIND BARRIER



BEHIND GUARDRAIL

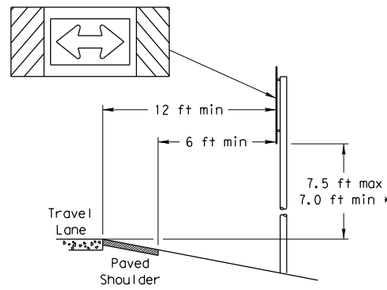


BEHIND CONCRETE BARRIER

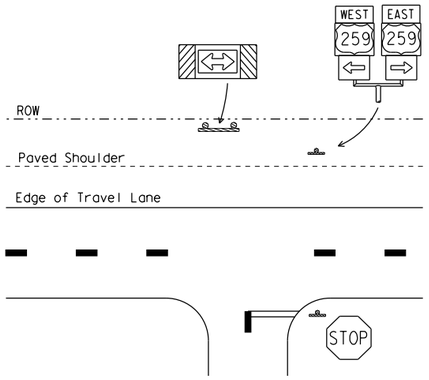
**BEHIND GUARDRAIL

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

T-INTERSECTION



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



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

(1) a minimum of 7 to a maximum of 7.5 feet above the edge of the travel lane or

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

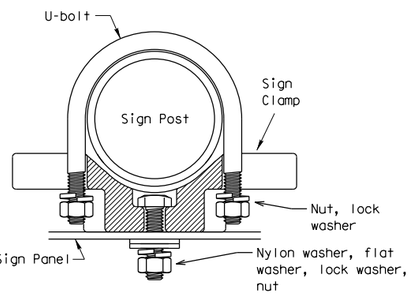
The maximum values may be increased when directed by the Engineer.

See the Traffic Operations Division website for detailed drawings of sign clamps, Triangular Slipbase System components and Wedge Anchor System components.

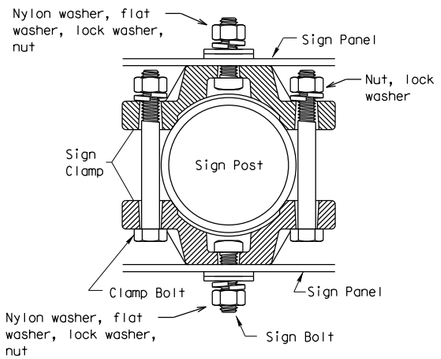
The website address is:
http://www.txdot.gov/publications/traffic.htm

TYPICAL SIGN ATTACHMENT DETAIL

Single Signs



Back-to-Back Signs



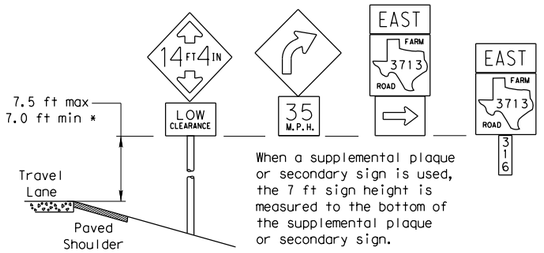
Bolts used to mount sign panels to the clamp are 5/16-18 UNC galvanized square head with nut, nylon washer, flat washer and lock washer. The bolt length is 1 inch for aluminum.

When two sign clamps are used to mount signs back-to-back, use a 5/16-18 UNC galvanized hex head per ASTM A307 with nut and helical-spring lock washer. The approximate bolt lengths for various post sizes and sign clamp types are given in the table at right. The bolt length may need to be adjusted depending upon field conditions.

Sign clamps may be either the specific size clamp or the universal clamp.

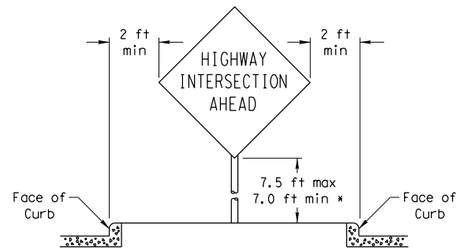
Pipe Diameter	Approximate Bolt Length	
	Specific Clamp	Universal Clamp
2" nominal	3"	3 or 3 1/2"
2 1/2" nominal	3 or 3 1/2"	3 1/2 or 4"
3" nominal	3 1/2 or 4"	4 1/2"

SIGNS WITH PLAQUES



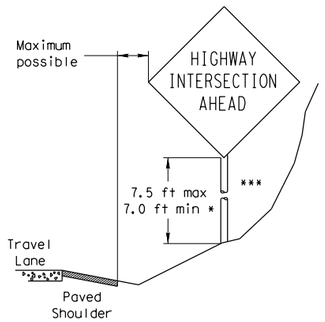
When a supplemental plaque or secondary sign is used, the 7 ft sign height is measured to the bottom of the supplemental plaque or secondary sign.

CURB & GUTTER OR RAISED ISLAND



RESTRICTED RIGHT-OF-WAY

(When 6 ft min. is not possible.)



Right-of-way restrictions may be created by rocks, water, vegetation, forest, buildings, a narrow island, or other factors.

In situations where a lateral restriction prevents the minimum horizontal clearance from the edge of the travel lane, signs should be placed as far from the travel lane as practical.

*** Post may be shorter if protected by guardrail or if Engineer determines the post could not be hit due to extreme slope.

Texas Department of Transportation
Traffic Operations Division

SIGN MOUNTING DETAILS SMALL ROADSIDE SIGNS GENERAL NOTES & DETAILS

SMD(GEN)-08

REVISIONS
9-08

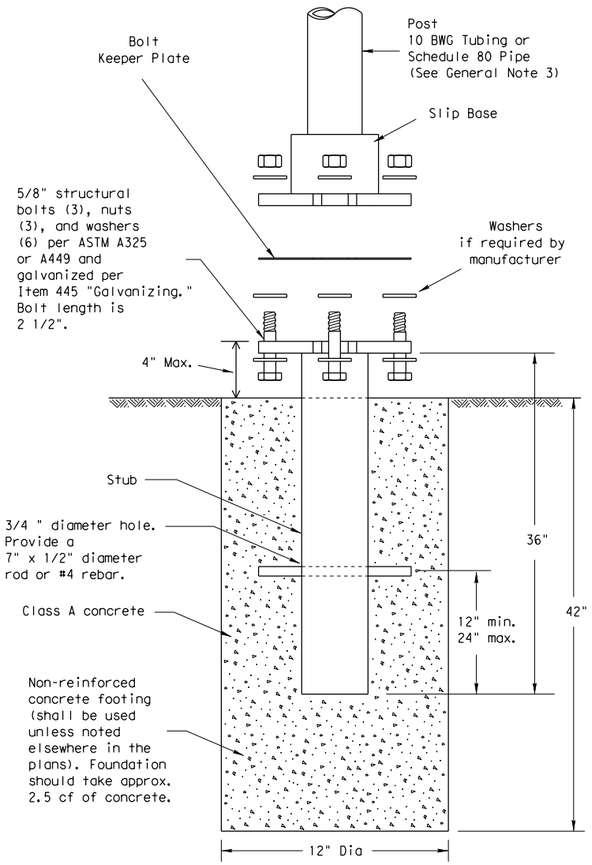
DN: TXDOT	CK: TXDOT	DW: TXDOT	CK: TXDOT

CONT	SECT	JOB	HIGHWAY
904	02	047	VARIOUS

DIST	COUNTY	SHEET NO.
AMA	POTTER	088

DATE:
FILE:

TRIANGULAR SLIPBASE INSTALLATION GENERAL REQUIREMENTS



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

NOTE

There are various devices approved for the Triangular Slipbase System. Please reference the Material Producer List for approved slip base systems. http://www.txdot.gov/business/producer_list.htm The devices shall be installed per manufacturers' recommendations. Installation procedures shall be provided to the Engineer by Contractor.

GENERAL NOTES:

1. Slip base shall be permanently marked to indicate manufacturer. Method, design, and location of marking are subject to approval of the TxDOT Traffic Standards Engineer.
2. Material used as post with this system shall conform to the following specifications:
   10 BWG Tubing (2.875" outside diameter)
   - 0.134" nominal wall thickness
   - Seamless or electric-resistance welded steel tubing or pipe
   - Steel shall be HSLAS Gr 55 per ASTM A1011 or ASTM A1008
   - Other steels may be used if they meet the following:
     - 55,000 PSI minimum yield strength
     - 70,000 PSI minimum tensile strength
     - 20% minimum elongation in 2"
   - Wall thickness (uncoated) shall be within the range of 0.122" to 0.138"
   - Outside diameter (uncoated) shall be within the range of 2.867" to 2.883"
   - Galvanization per ASTM A123 or ASTM A653 G210. For precoated steel tubing (ASTM A653), recoat tube outside diameter weld seam by metallizing with zinc wire per ASTM B833.

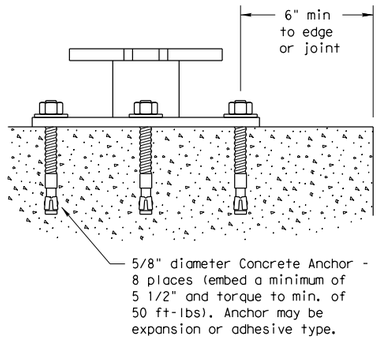
   Schedule 80 Pipe (2.875" outside diameter)
   - 0.276" nominal wall thickness
   - Steel tubing per ASTM A500 Gr C
   - Other seamless or electric-resistance welded steel tubing or pipe with equivalent outside diameter and wall thickness may be used if they meet the following:
     - 46,000 PSI minimum yield strength
     - 62,000 PSI minimum tensile strength
     - 21% minimum elongation in 2"
   - Wall thickness (uncoated) shall be within the range of 0.248" to 0.304"
   - Outside diameter (uncoated) shall be within the range of 2.855" to 2.895"
   - Galvanization per ASTM A123
3. See the Traffic Operations Division website for detailed drawings of sign clamps and Texas Universal Triangular Slipbase System components. The website address is: http://www.txdot.gov/publications/traffic.htm
4. Sign supports shall not be spliced except where shown. Sign support posts shall not be spliced.

ASSEMBLY PROCEDURE

Foundation
1. Prepare 12-inch diameter by 42-inch deep hole. If solid rock is encountered, the depth of the foundation may be reduced such that it is embedded a minimum of 18 inches into the solid rock.
2. The Engineer may permit batches of concrete less than 2 cubic yards to be mixed with a portable, motor-driven concrete mixer. For small placements less than 0.5 cubic yards, hand mixing in a suitable container may be allowed by Engineer. Concrete shall be Class A.
3. Push the pipe end of the slip base stub into the center of the concrete. Rotate the stub back and forth while pushing it down into the concrete to assure good contact between the concrete and stub. Continue to work the stub into the concrete until it is between 2 to 4 inches above the ground.
4. Plumb the stub. Allow a minimum of 4 days to set, unless otherwise directed by the Engineer.
5. The triangular slipbase system is multidirectional and is designed to release when struck from any direction.

Support
1. Cut support so that the bottom of the sign will be 7 to 7.5 feet above the edge of the travelway (i.e., edge of the closest lane) when slip plate is below the edge of pavement or 7 to 7.5 feet above slip plate when the slip plate is above the edge of the travelway. The cut shall be plumb and straight.
2. Attach sign to support using connections shown. When multiple signs are installed on the same support, ensure the minimum clearance between each sign is maintained. See SMD(SLIP-2) for clearances based on sign types.

CONCRETE ANCHOR



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

Concrete anchor consists of 5/8" diameter stud bolt with UNC series bolt threads on the upper end. Heavy hex nut per ASTM A563, and hardened washer per ASTM F436. The stud bolt shall have a minimum yield and ultimate tensile strength of 50 and 75 KSI, respectively. Nuts, bolts and washers shall be galvanized per Item 445, "Galvanizing." Adhesive type anchors shall have stud bolts installed with Type III epoxy per DMS-6100, "Epoxies and Adhesives." Adhesive anchors may be loaded after adequate epoxy cure time per the manufacturer's recommendations. Top of bolt shall extend at least flush with top of the nut when installed. The anchor, when installed in 4000 psi normal-weight concrete with a 5 1/2" minimum embedment, shall have a minimum allowable tension and shear of 3900 and 3100 psi, respectively.

Texas Department of Transportation
Traffic Operations Division

SIGN MOUNTING DETAILS SMALL ROADSIDE SIGNS TRIANGULAR SLIPBASE SYSTEM

SMD(SLIP-1)-08

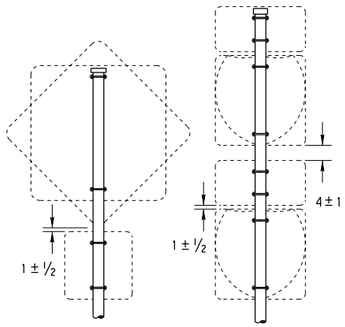
DN: TXDOT	CK: TXDOT	DW: TXDOT	CK: TXDOT

REVISIONS
9-08

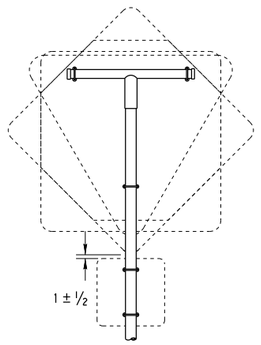
CONT	SECT	JOB	HIGHWAY
904	02	047	VARIOUS

DIST	COUNTY	SHEET NO.
AMA	POTTER	089

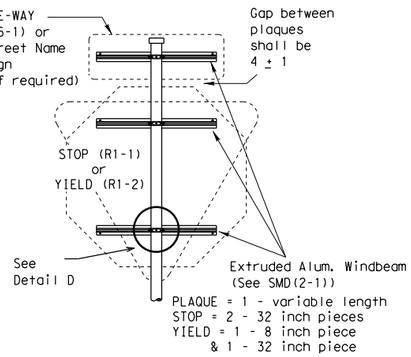
DATE:
FILE:



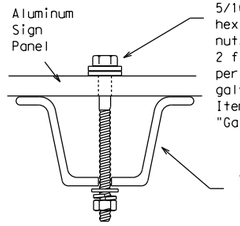
SM RD SGN ASSM TY XXXXX(1)XX(P)



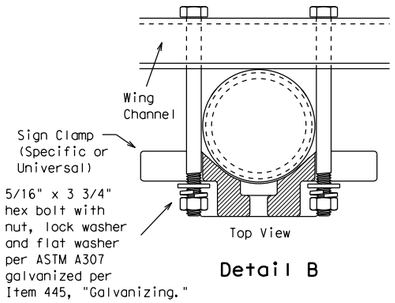
SM RD SGN ASSM TY XXXXX(1)XX(T)



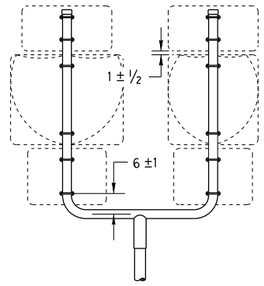
SM RD SGN ASSM TY XXXXX(1)XX(P-BM)



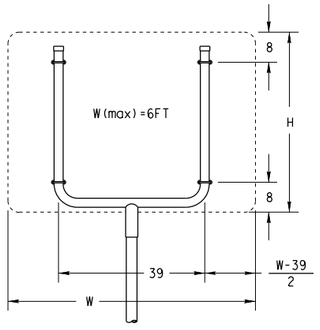
Detail A



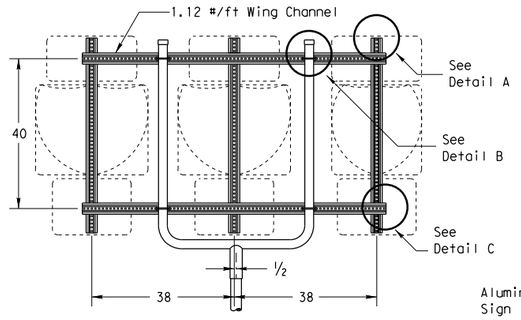
Detail B



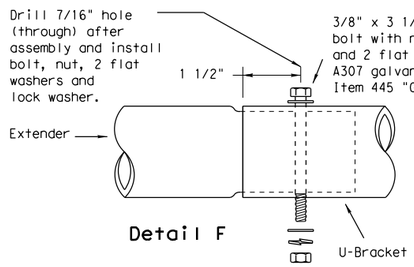
SM RD SGN ASSM TY XXXXX(1)XX(U)



SM RD SGN ASSM TY XXXXX(1)XX(U)

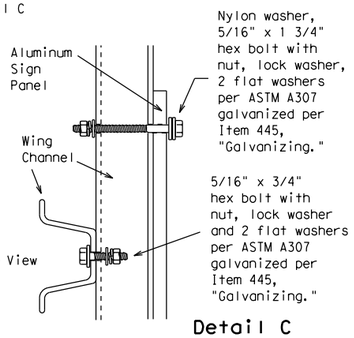


SM RD SGN ASSM TY XXXXX(1)XX(U-WC)
(See Note 11)

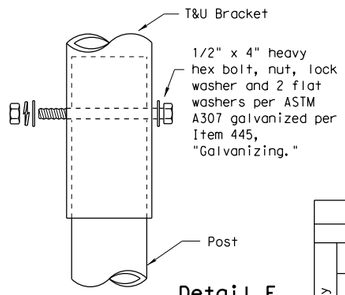


Detail F

Splices shall only be allowed behind the sign substrate.



Detail C



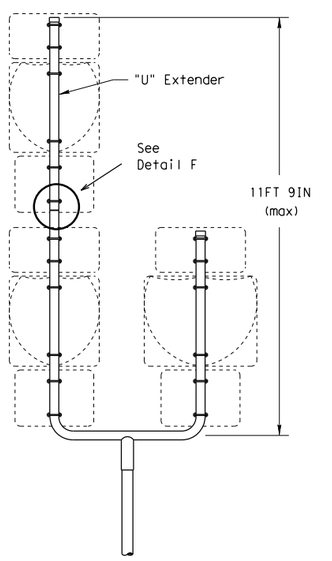
Detail E

GENERAL NOTES:

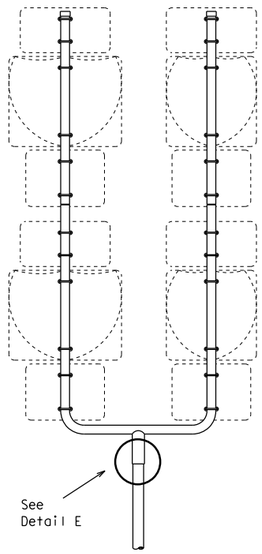
1.

SIGN SUPPORT	# OF POSTS	MAX. SIGN AREA
10 BWG	1	16 SF
10 BWG	2	32 SF
Sch 80	1	32 SF
Sch 80	2	64 SF

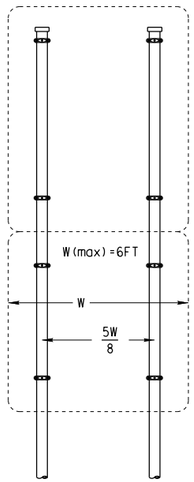
2. The Engineer may require that a Schedule 80 post be used in place of a 10 BWG where a sign height is abnormally high due to a fill slope.
3. Sign supports shall not be spliced except where shown. Sign support posts shall not be spliced.
4. Aluminum sign blanks shall conform to Departmental Material Specifications DMS-7110 and shall have the following minimum thicknesses: 0.080 for signs less than 7.5 sq. ft., 0.100 for signs 7.5 to 15 sq. ft., and 0.125 for signs greater than 15 sq. ft.
5. Signs that require specific supports due to reasons in addition to windloading are indicated on the "REQUIRED SUPPORT" table on this sheet.
6. For horizontal rectangular signs fabricated from flat aluminum, T-brackets are used for signs 24 inches or less in height. U-brackets are used for signs of greater height.
7. When two triangular slipbase supports are used to support a single sign, they shall not be "rigidly" connected to each other except through the sign panel. This will allow each support to act independently when impacted by an errant vehicle.
8. Wing channel shall meet ASTM A 1011 SS Gr 50 and be galvanized per ASTM A 123.
9. Excess pipe, wing channel, or windbeam shall be cut off so that it does not extend beyond the sign panel (i.e., excess support shall not be visible when the sign is viewed from the front.) Repair galvanized coating at cut support ends per Item 445, "Galvanizing."
10. Additional route markers may be added vertically, provided the total sign area does not exceed the maximum allowable amount per Note 1.
11. Additional sign clamp required on the "T-bracket" post for 24 inch height signs. Place the clamp 3 inches above bottom of sign when possible.
12. Post open ends shall be fitted with Friction Caps.
13. Sign blanks shall be the sizes and shapes shown on the plans.



SM RD SGN ASSM TY S80(1)XX(U-1EXT)

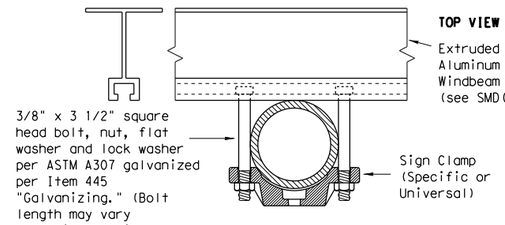


SM RD SGN ASSM TY S80(1)XX(U-2EXT)

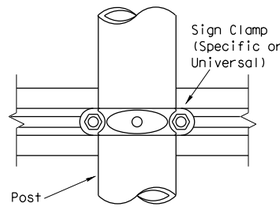


SM RD SGN ASSYM TY XXXXX(2)XX(P)

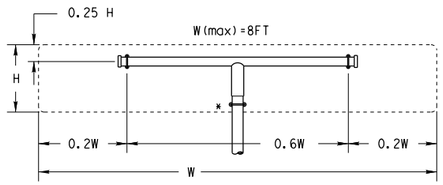
SIDE VIEW



Detail D



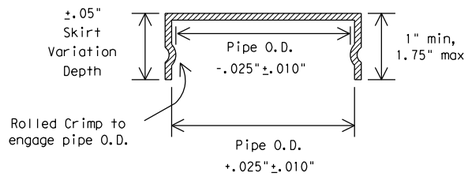
REQUIRED SUPPORT		
	SIGN DESCRIPTION	SUPPORT
Regulatory	48-inch STOP sign (R1-1)	TY 10BWG(1)XX(T) TY 10BWG(1)XX(P-BM)
	60-inch YIELD sign (R1-2)	TY 10BWG(1)XX(T) TY 10BWG(1)XX(P-BM)
	48x16-inch ONE-WAY sign (R6-1)	TY 10BWG(1)XX(T) TY 10BWG(1)XX(P-BM)
	36x48, 48x36, and 48x48-inch signs	TY 10BWG(1)XX(T)
	48x60-inch signs	TY S80(1)XX(T)
Warning	48x48-inch signs (diamond or square)	TY 10BWG(1)XX(T)
	48x60-inch signs	TY S80(1)XX(T)
	48-inch Advance School X-ing sign (S1-1)	TY 10BWG(1)XX(T)
	48-inch School X-ing sign (S2-1)	TY 10BWG(1)XX(T)
	Large Arrow sign (W1-6 & W1-7)	TY 10BWG(1)XX(T)



All dimensions are in english unless detailed otherwise.

SM RD SGN ASSM TY XXXXX(1)XX(T)
(* - See Note 12)

FRICTION CAP DETAIL



Friction caps may be manufactured from hot rolled or cold rolled steel sheets. The minimum sheet metal thickness shall be 24 gauge for all cap sizes.

The rim edges shall be reasonably straight and smooth. Caps shall be sized and formed in such a manner as to produce a drive-on friction fit and have no tendency to rock when seated on the pipe. The depth shall be sufficient to give positive protection against entrance of rainwater. They shall be free of sharp creases or indentations and show no evidence of metal fracture.

Caps shall have an electrodeposited coating of zinc in accordance with the requirements of ASTM B633 Class FE/ZN 8.

Texas Department of Transportation
Traffic Operations Division

SIGN MOUNTING DETAILS SMALL ROADSIDE SIGNS TRIANGULAR SLIPBASE SYSTEM

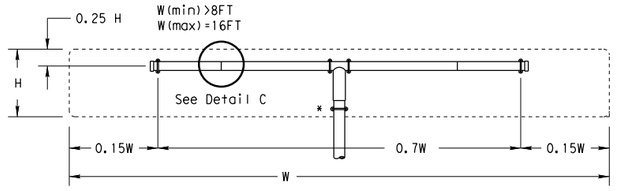
SMD(SLIP-2)-08

DN: TXDOT	CK: TXDOT	DW: TXDOT	CK: TXDOT

REVISIONS	CONT	SECT	JOB	HIGHWAY
9-08	904	02	047	VARIOUS
	DIST	COUNTY		SHEET NO.
	AMA	POTTER		090

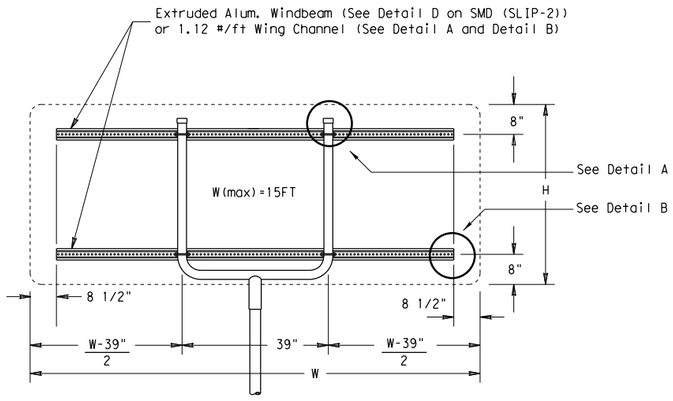
DATE:
FILE:

DATE:
FILE:

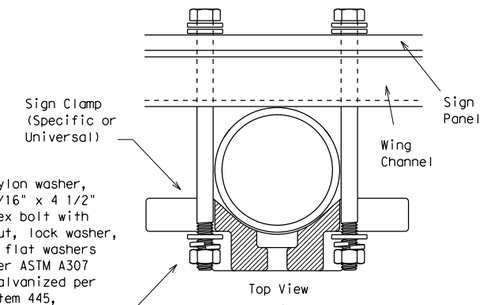


SM RD SGN ASSM TY XXXXX(1)XX(T-2EXT)

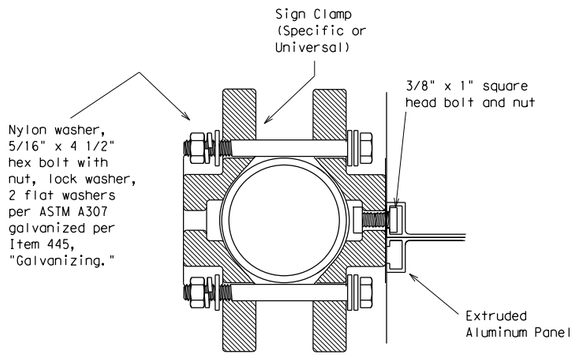
(* - See Note 12)



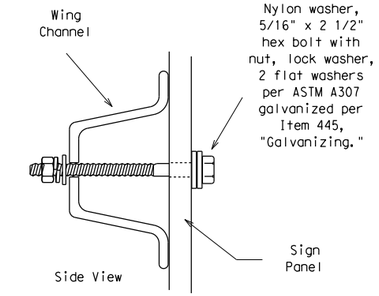
SM RD SGN ASSM TY XXXXX(1)XX(U-XX)



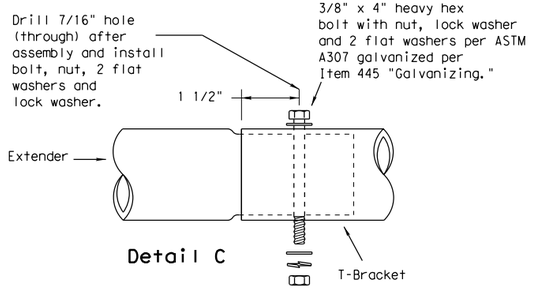
Detail A



Detail D
EXTRUDED ALUMINUM SIGN WITH T BRACKET

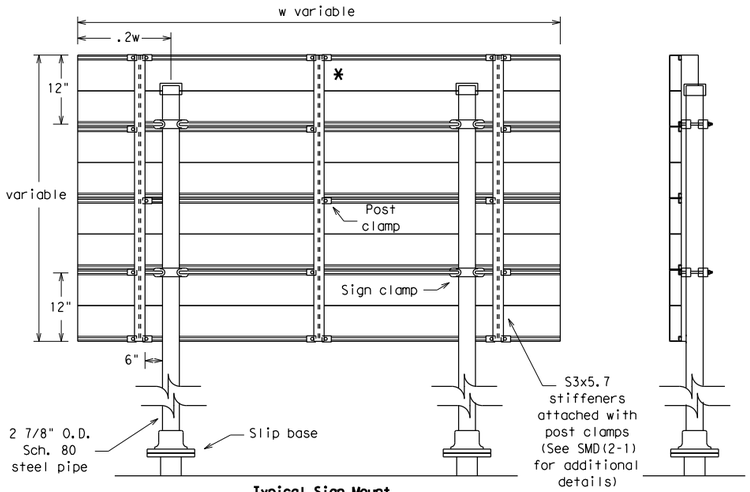


Detail B



Detail C

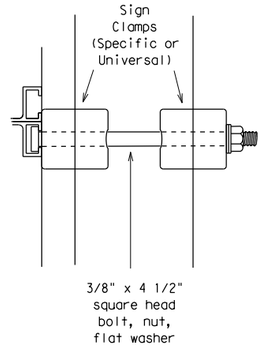
Splices shall only be allowed behind the sign substrate.



Typical Sign Mount

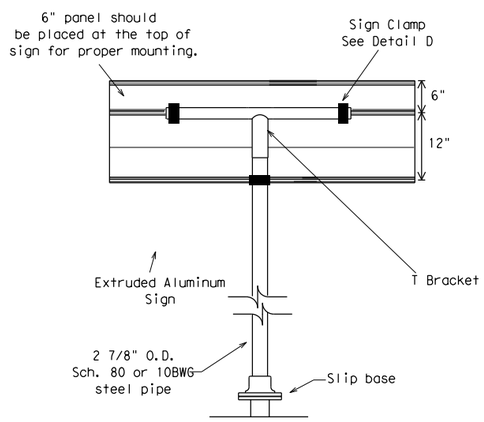
SM RD SGN ASSM TY S80(2)XX(P-EXAL)

* Additional stiffener placed at approximate center of signs when sign width is greater than 10'.

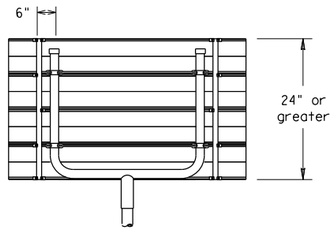


See Detail E
for clamp installation

Detail E



Extruded Aluminum Sign
With T Bracket



Use Extruded Alum. Windbeam as stiffeners
See SMD (2-1) for additional details

See Detail E
for clamp installation

GENERAL NOTES:

SIGN SUPPORT	# OF POSTS	MAX. SIGN AREA
10 BWG	1	16 SF
10 BWG	2	32 SF
Sch 80	1	32 SF
Sch 80	2	64 SF

1. See table above.
2. The Engineer may require that a Schedule 80 post be used in place of a 10 BWG where a sign height is abnormally high due to a fill slope.
3. Sign supports shall not be spliced except where shown. Sign support posts shall not be spliced.
4. Aluminum sign blanks shall conform to Departmental Material Specifications DMS-7110 and shall have the following minimum thicknesses: 0.080 for signs less than 7.5 sq. ft., 0.100 for signs 7.5 to 15 sq. ft., and 0.125 for signs greater than 15 sq. ft.
5. Signs that require specific supports due to reasons in addition to windloading are indicated on the "REQUIRED SUPPORT" table on this sheet.
6. For horizontal rectangular signs fabricated from flat aluminum, T-brackets are used for signs 24 inches or less in height. U-brackets are used for signs of greater height.
7. When two triangular slipbase supports are used to support a single sign, they shall not be "rigidly" connected to each other except through the sign panel. This will allow each support to act independently when impacted by an errant vehicle.
8. Wing channel shall meet ASTM A 1011 SS Gr 50 and be galvanized per ASTM A 123.
9. Excess pipe, wing channel, or windbeam shall be cut off so that it does not extend beyond the sign panel (i.e., excess support shall not be visible when the sign is viewed from the front.) Repair galvanized coating at cut support ends per Item 445, "Galvanizing."
10. Sign blanks shall be the sizes and shapes shown on the plans.
11. Additional sign clamp required on the "T-bracket" post for 24 inch high signs. Place the clamp 3 inches above bottom of sign when possible.
12. Post open ends shall be fitted with Friction Caps.

REQUIRED SUPPORT

	SIGN DESCRIPTION	SUPPORT
Regulatory	48-inch STOP sign (R1-1)	TY 10BWG(1)XX(T) TY 10BWG(1)XX(P-BM)
	60-inch YIELD sign (R1-2)	TY 10BWG(1)XX(T) TY 10BWG(1)XX(P-BM)
	48x16-inch ONE-WAY sign (R6-1)	TY 10BWG(1)XX(T) TY 10BWG(1)XX(P-BM)
	36x48, 48x36, and 48x48-inch signs	TY 10BWG(1)XX(T)
	48x60-inch signs	TY S80(1)XX(T)
Warning	48x48-inch signs (diamond or square)	TY 10BWG(1)XX(T)
	48x60-inch signs	TY S80(1)XX(T)
	48-inch Advance School X-ing sign (S1-1)	TY 10BWG(1)XX(T)
	48-inch School X-ing sign (S2-1)	TY 10BWG(1)XX(T)
	Large Arrow sign (W1-6 & W1-7)	TY 10BWG(1)XX(T)

Texas Department of Transportation
Traffic Operations Division

SIGN MOUNTING DETAILS
SMALL ROADSIDE SIGNS
TRIANGULAR SLIPBASE SYSTEM

SMD(SLIP-3)-08

DN: TXDOT	CK: TXDOT	DW: TXDOT	CK: TXDOT

REVISIONS
9-08

CONT	SECT	JOB	HIGHWAY
904	02	047	VARIOUS

DIST	COUNTY	SHEET NO.
AMA	POTTER	091

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. City of Amarillo

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.

5.

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

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

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

☒ No Permit Required

☐ Nationwide Permit 14 - PCN not Required (less than 1/10th acre waters or wetlands affected)

☐ Nationwide Permit 14 - PCN Required (1/10 to <1/2 acre, 1/3 in tidal waters)

☐ Individual 404 Permit Required

☐ Other Nationwide Permit Required: NWP# _____

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

1.

2.

3.
The elevation of the ordinary high water marks of any areas requiring work to be performed in the waters of the US requiring the use of a nationwide permit can be found on the Bridge Layouts.

Best Management Practices:

Erosion	Sedimentation	Post-Construction TSS
☐ Temporary Vegetation	☒ Silt Fence	☐ Vegetative Filter Strips
☐ Blankets/Matting	☐ Rock Berm	☐ Retention/Irrigation Systems
☐ Mulch	☐ Triangular Filter Dike	☐ Extended Detention Basin
☒ Sodding	☐ Sand Bag Berm	☐ Constructed Wetlands
☐ Interceptor Swale	☐ Straw Bale Dike	☐ Wet Basin
☐ Diversion Dike	☐ Brush Berms	☐ Erosion Control Compost
☐ Erosion Control Compost	☐ Erosion Control Compost	☐ Mulch Filter Berm and Socks
☐ Mulch Filter Berm and Socks	☐ Mulch Filter Berm and Socks	☐ Compost Filter Berm and Socks
☐ Compost Filter Berm and Socks	☐ Compost Filter Berm and Socks	☐ Vegetation Lined Ditches
	☐ Stone Outlet Sediment Traps	☐ Sand Filter Systems
	☐ Sediment Basins	☐ Grassy Swales

III. CULTURAL RESOURCES

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

☐ No Action Required ☒ Required Action

Action No.

1. In the event that unanticipated archeological deposits are encountered during construction, work in the immediate area will cease and TxDOT archeological staff will be contacted to initiate post-review discovery procedures.

IV. VEGETATION RESOURCES

Comply with Executive Order 13112 on Invasive Species and the intent of the Executive Order Memorandum on Beneficial Landscapes for re-vegetating the project area. The proposed seed mixture (both grasses and forbs) would be in accordance with Item 164, Seeding for Erosion Control in TxDOT's Standard Specifications for the construction of Highways, Streets, and Bridges.

☒ No Action Required ☐ Required Action

Action No.

1.

2.

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. If any species on the Potter County Threatened & Endangered List is sighted in the project area during construction, stop construction and notify the Area Engineer.
2. Texas Horned Lizard: Contractors will be advised of potential occurrence in the project area, and to avoid harming the species if encountered. This should include avoiding harvester ant beds in the selection of Project Specific Locations (PSL's).
3. Bird BMP's: a) Do not disturb, destroy, or remove active nests, including ground nesting birds, during the nesting season; b) avoid the removal of unoccupied, inactive nests, as practicable; c) do not collect, capture, relocate, or transport birds, eggs, young, or active nests without a permit.
4. The Migratory Bird Treaty Act of 1918 states that it is unlawful to kill, capture, collect, possess, buy, sell, trade, or transport any migratory bird, nest, young, feather, egg in part or in whole, without a Federal permit issued in accordance within the Act's policies and regulations. In the event that migratory birds are encountered on-site during project construction, adverse impacts on protected birds, active nests, eggs, and/or young would be avoided and bridge work would not begin until the young have left the nest.

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

LIST OF ABBREVIATIONS

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

VI. HAZARDOUS MATERIALS OR CONTAMINATION ISSUES

General (applies to all projects):

Comply with the Hazard Communication Act (the Act) for personnel who will be working with hazardous materials by conducting safety meetings prior to beginning construction and making workers aware of potential hazards in the workplace. Ensure that all workers are provided with personal protective equipment appropriate for any hazardous materials used.

Obtain and keep on-site Material Safety Data Sheets (MSDS) for all hazardous products used on the project, which may include, but are not limited to the following categories: Paints, acids, solvents, asphalt products, chemical additives, fuels and concrete curing compounds or additives. Provide protected storage, off bare ground and covered, for products which may be hazardous. Maintain product labelling as required by the Act.

Maintain an adequate supply of on-site spill response materials, as indicated in the MSDS. In the event of a spill, take actions to mitigate the spill as indicated in the MSDS, in accordance with safe work practices, and contact the District Spill Coordinator immediately. The Contractor shall be responsible for the proper containment and cleanup of all product spills.

Contact the Engineer if any of the following are detected:
* Dead or distressed vegetation (not identified as normal)
* Trash piles, drums, canister, barrels, etc.
* Undesirable smells or odors
* Evidence of leaching or seepage of substances

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

☐ Yes ☒ No

If "No", then no further action is required.
If "Yes", then TxDOT is responsible for completing asbestos assessment/inspection.

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

☐ Yes ☐ No

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

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

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

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

☐ No Action Required ☐ Required Action

Action No.

1.

2.

VII. OTHER ENVIRONMENTAL ISSUES

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

☐ No Action Required ☒ Required Action

Action No.

1. Tree removal should be planned to take place outside the bird nesting season (April 1-Aug 31). If the tree removal occurs between April 1 and August 31, the contractor shall complete a survey of active bird nests and will coordinate with the TxDOT Amarillo District Environmental Coordinator to determine appropriate survey procedures in accordance with TxDOT requirements.

Texas Department of Transportation — Design Division Standard

ENVIRONMENTAL PERMITS, ISSUES AND COMMITMENTS

EPIC

FILE: epic.dgn	DN: TxDOT	CK: RG	DW: VP	CK: AR		
©TxDOT: February 2015	CONT	SECT	JOB		HIGHWAY	
REVISIONS 12-12-2011 (DS) 05-07-14 ADDED NOTE SECTION IV. 01-23-2015 SECTION I (CHANGED ITEM 1122 TO ITEM 506, ADDED GRASSY SWALES.	0904	02	047		VARIOUS	
	DIST	COUNTY			SHEET NO.	
	AMA	POTTER			092	

SITE DESCRIPTION

PROJECT LIMITS: *FROM US 87 (N BUCHANAN ST) TO N GRAND ST*

PROJECT DESCRIPTION: *FOR THE CONSTRUCTION OF ADA CURB RAMPS, SIDEWALK, AND MISCELLANEOUS PEDESTRIAN ELEMENTS*

MAJOR SOIL DISTURBING ACTIVITIES: *VEGETATIVE CLEARING, EXCAVATION AND/OR FILL, GRADING, CONSTRUCTION OF CURB RAMPS, SIDEWALK, AND MISCELLANEOUS PEDESTRIAN ELEMENTS, FINAL SURFACE PREPARATION AND STABILIZATION (GRADING, TOPSOIL, AND SODDING)*

TOTAL PROJECT AREA: *31.52 Acres*

TOTAL AREA TO BE DISTURBED: *3.78 Acres*

WEIGHTED RUNOFF COEFFICIENT
(BEFORE CONSTRUCTION): *N.A.*
(AFTER CONSTRUCTION): *N.A.*

EXPLANATION OF THE TECHNICAL BASIS USED TO SELECT THE PRACTICES TO CONTROL POLLUTION WHERE FLOWS EXCEED PRE-DEVELOPMENT LEVELS

EXISTING CONDITION OF SOIL & VEGETATIVE COVER AND % OF EXISTING VEGETATIVE COVER: *N.A.*

NAME OF RECEIVING WATERS:

Non-jurisdictional Playa Lakes

SOIL STABILIZATION PRACTICES:

- ___ TEMPORARY SEEDING
- _X_ PERMANENT PLANTING, SODDING, OR SEEDING
- ___ MULCHING
- ___ SOIL RETENTION BLANKET
- ___ BUFFER ZONES
- ___ PRESERVATION OF NATURAL RESOURCES

OTHER:

EROSION AND SEDIMENT CONTROLS

STRUCTURAL PRACTICES:

Permanent	Temporary	
___	_X_	SILT FENCES
___	_X_	HAY BALES
___	___	ROCK BERMS
___	___	DIVERSION, INTERCEPTOR, OR PERIMETER DIKES
___	___	DIVERSION, INTERCEPTOR, OR PERIMETER SWALES
___	___	DIVERSION DIKE AND SWALE COMBINATIONS
___	___	PIPE SLOPE DRAINS
___	___	PAVED FLUMES
___	___	ROCK BEDDING AT CONSTRUCTION EXIT
___	___	TIMBER MATTING AT CONSTRUCTION EXIT
___	___	CHANNEL LINERS
___	___	SEDIMENT TRAPS
___	___	SEDIMENT BASINS
___	_X_	STORM INLET SEDIMENT TRAP
___	___	STONE OUTLET STRUCTURES
_X_	___	CURBS AND GUTTERS
___	___	STORM SEWERS
___	___	VELOCITY CONTROL DEVICES

OTHER:

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

STORM WATER MANAGEMENT: *(Sequence of Construction)*
(Describe Storm Water Management Activities by Phases, See Example Below:)
The order of activities will be as follows:
1.- Install perimeter controls, clear R.O.W. on side where construction will take place, and make required utility adjustments

DESCRIPTION OF ANY MEASURES INSTALLED DURING THE CONSTRUCTION PROCESS TO CONTROL STORM WATER DISCHARGES AFTER CONSTRUCTION OPERATIONS HAVE BEEN COMPLETED:

OTHER EROSION AND SEDIMENT CONTROLS:

MAINTENANCE: *All erosion and sediment controls will be maintained in good working order. If a repair is necessary, it will be done at the earliest date possible, but no later than 7 calendar days after the surrounding exposed ground has dried sufficiently to prevent further damage from heavy equipment. The areas adjacent to creeks and drainage ways shall have priority followed by devices protecting storm sewer inlets.*

OTHER EROSION AND SEDIMENT CONTROLS CONTINUED:

INSPECTION: *For areas of the construction site that have not been finally stabilized, area used for storage of materials, structural control measures, and locations where vehicles enter or exit the site, personnel provided by the permittee and familiar with the SW3P must inspect disturbed areas at least once every fourteen (14) calendar days and within twenty-four (24) hours of the end of a storm event 0.5 inches or greater.*

WASTE MATERIALS: *All waste materials will be collected and stored in a securely lidded dumpster. All trash and construction debris from the site will be deposited as necessary at a local dump. No construction waste material will be buried on site.*

HAZARDOUS WASTE (INCLUDING SPILL REPORTING): *At a minimum, any products in the following categories to be hazardous: Paints, Acids for cleaning masonry surfaces, Cleaning Solvents, Asphalt products, Chemical additives for soil stabilization, or Concrete curing compounds and additives. In the event of a spill which may be hazardous, the spill Coordinator should be contacted immediately at (806) 356-3200. Emptying of excess concrete should not be allowed on site. Likewise, washout of concrete trucks should not be performed on site. These discharges are considered non-allowable non-storm water discharges. Concrete trucks should never be allowed to dump into storm drains or sanitary sewers.*

SANITARY WASTE: *All sanitary waste will be collected from the portable units as necessary or as required by local regulation by a licensed sanitary waste management contractor.*

OFF SITE VEHICLE TRACKING:

- _X_ HAUL ROADS DAMPENED FOR DUST CONTROL
- _X_ LOADED HAUL TRUCKS TO BE COVERED WITH TARPAULIN
- _X_ EXCESS DIRT ON ROAD REMOVED DAILY
- _X_ STABILIZED CONSTRUCTION ENTRANCE

OTHER: *Contractor shall adhere to the following:*
1. Construction Materials List of materials stored on job site to be provided by Contractor.
2. The project SW3P File shall be located at the project field office or within the Contractor's mobile office at all times and shall contain the N.O.I., CGP, Signature Authorization, Certification/Qualification Statements, Inspection Reports, Required Maps, and the TPDES Permit, Part II. This File to be persented to authorized State and Federal Agents upon request.

REMARKS:

STATE OF TEXAS
MARWAN F MUWAQUET
81607
LICENSED PROFESSIONAL ENGINEER

MF Muwaquet
1/27/2022

Texas Department of Transportation

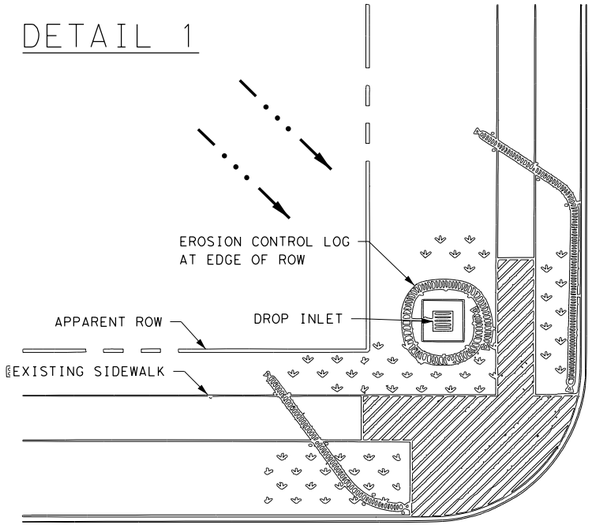
TxDOT STORM WATER POLLUTION PREVENTION PLAN (SW3P)

FED.RD. DIV.NO.	PROJECT NO.		SHEET NO.
6			093
STATE	DIST.	COUNTY	
TEXAS	AMA	POTTER	
CONT.	SECT.	JOB	HIGHWAY NO.
0904	02	047	VARIOUS

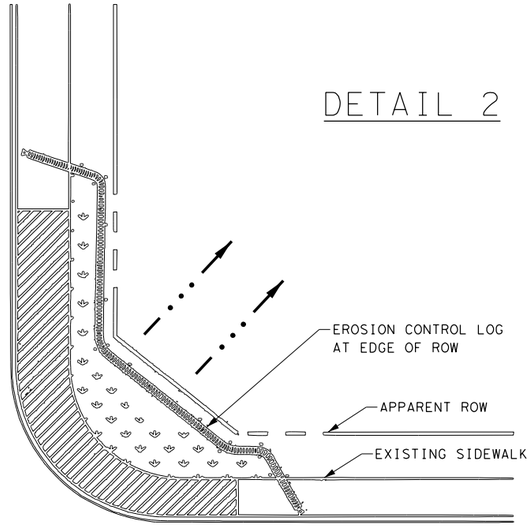
1/27/2022
P:\Jobs\2020007-Pedestrian TxDOT Amarillo\CADD\P3_SHEETS\V. ENVIRONMENTAL ISSUES\093_TxDOT STORM WATER POLLUTION PREVENTION PLAN (SW3P).dgn

NOTES:
1. REFERENCE ENVIRONMENTAL PERMITS, ISSUES AND COMMITMENTS (EPIC) AMD STORM WATER POLLUTION PREVENTION PLAN (SW3P) STANDARDS FOR SPECIFIC CONSTRUCTION CONSIDERATIONS OR REQUIREMENTS.
2. EXAMPLES SHOWN ON THE SHEET ARE FOR GENERAL GUIDANCE AND MAY BE MODIFIED AS DIRECTED BY THE ENGINEER.
3. TEMPORARY SEDIMENT CONTROL FENCE MAY BE USED IN LIEU OF EROSION CONTROL. LOGS WHERE APPROVED BY THE ENGINEER.
4. SITE CONDITIONS MAY DICTATE ADDITIONAL COUNTER MEASURES AS DIRECTED BY THE ENGINEER.
5. USE ADDITIONAL STAKES AS NEEDED TO HOLD IN PLACE (NSPI).
6. INSTALLATION OF COUNTERMEASURES MUST BE APPROVED BY THE ENGINEER PRIOR TO PLACEMENT.

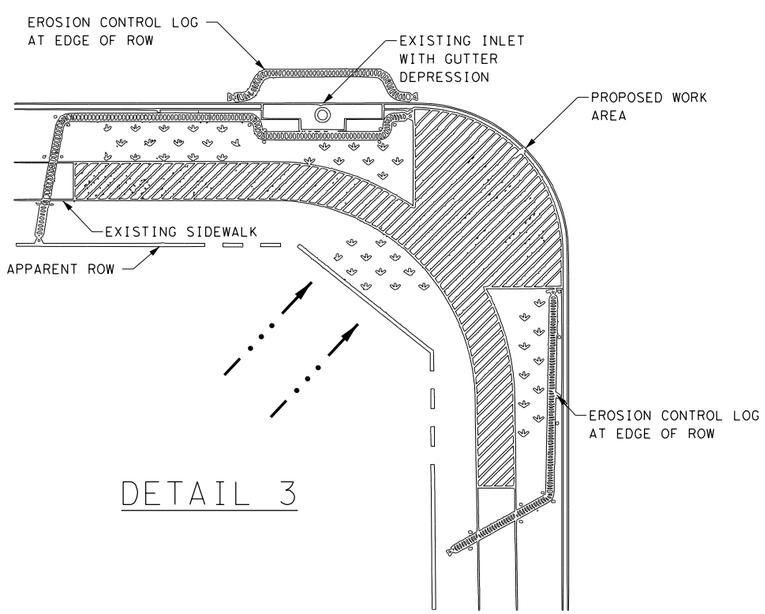
DETAIL 1



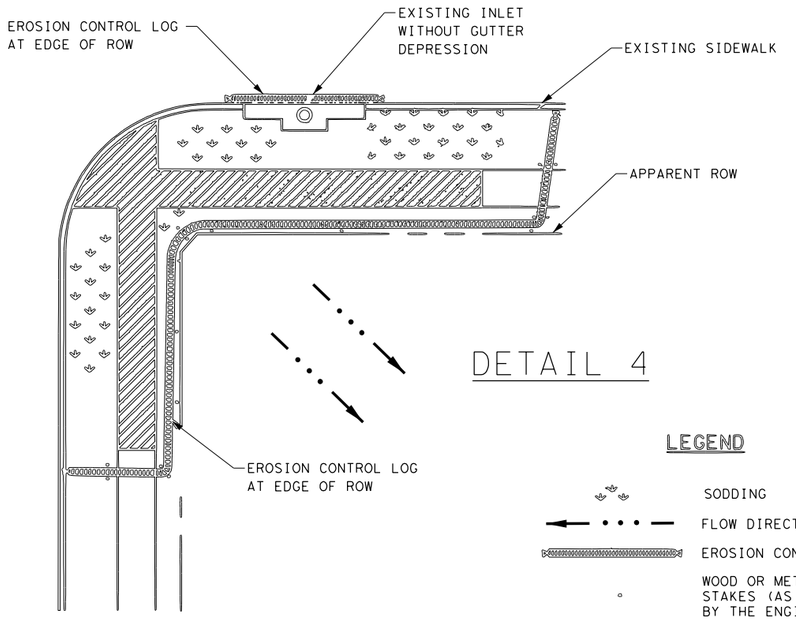
DETAIL 2



DETAIL 3



DETAIL 4



LEGEND

- SODDING
- FLOW DIRECTION
- EROSION CONTROL LOG
- WOOD OR METAL STAKES (AS APPROVED BY THE ENGINEER)
- EXISTING FEATURES
- PROPOSED WORK AREA

STATE OF TEXAS
MARWAN F MUWAQUET
81607
LICENSED PROFESSIONAL ENGINEER
M.F.Muwaquet
3/15/2022

GLOBAL CIVIL SOLUTIONS, LLC
11551 FOREST CENTRAL DRIVE
SUITE 220
DALLAS, TX 75243
F-12801

Texas Department of Transportation

SW3P GENERAL LAYOUT

SHEET 1 OF 1

DESIGN	FED.RD. DIV.NO.	FEDERAL AID PROJECT NO.		HIGHWAY NO.
MII	6	(SEE TITLE SHEET)		VARIOUS
GRAPHICS PS	STATE	DISTRICT	COUNTY	SHEET NO.
CHECK MFM	TEXAS	AMA	POTTER	094
CHECK FS	CONTROL	SECTION	JOB	
	0904	02	047	

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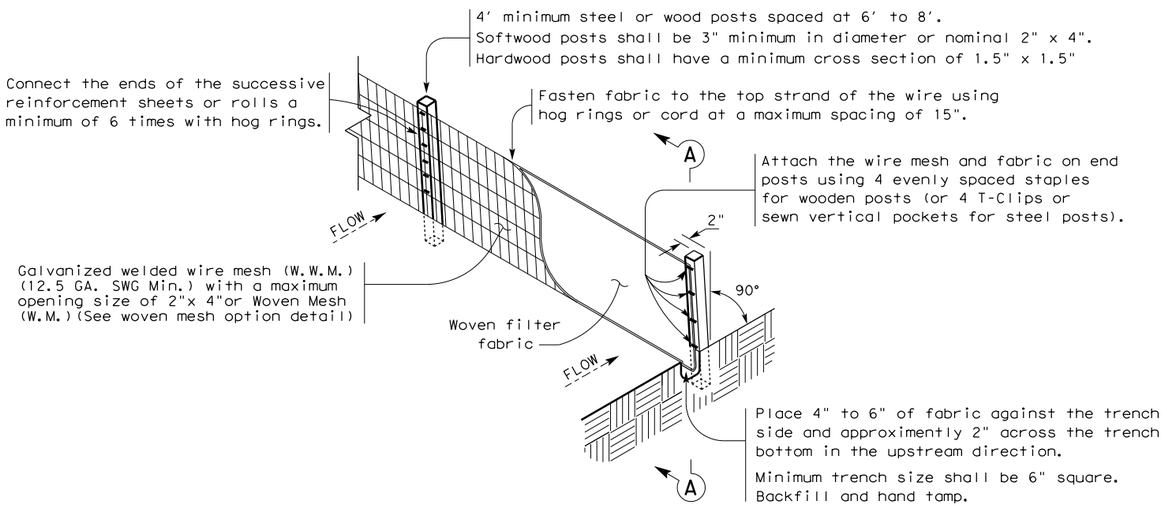
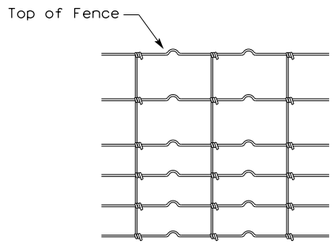
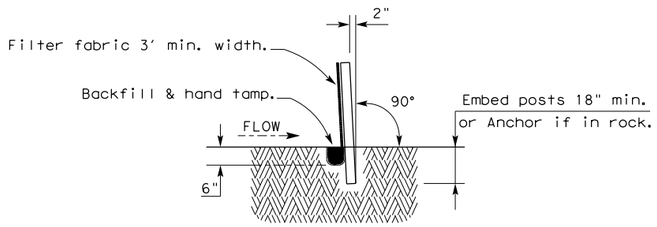


TEMPORARY SEDIMENT CONTROL FENCE

SCF





SECTION A-A

HINGE JOINT KNOT WOVEN MESH (OPTION) DETAIL

Galvanized hinge joint knot woven mesh (12.5 GA.SWG Min.) requires a minimum of five horizontal wires spaced at a maximum of 12 inches apart and all vertical wires spaced at a maximum of 12 inches apart.

SEDIMENT CONTROL FENCE USAGE GUIDELINES

A sediment control fence may be constructed near the downstream perimeter of a disturbed area along a contour to intercept sediment from overland runoff. A 2 year storm frequency may be used to calculate the flow rate to be filtered.

Sediment control fence should be sized to filter a maximum flow through rate of 100 GPM/FT^2. Sediment control fence is not recommended to control erosion from a drainage area larger than 2 acres.

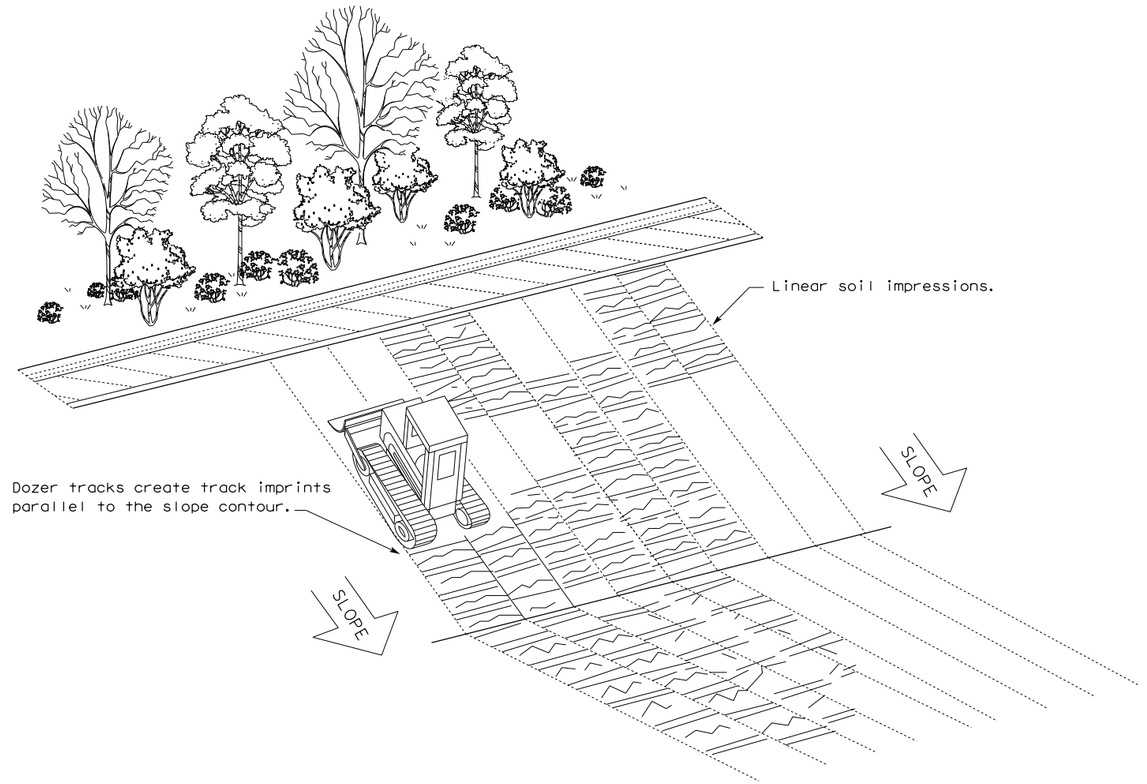
LEGEND

Sediment Control Fence

SCF

GENERAL NOTES

1. Vertical tracking is required on projects where soil distributing activities have occurred unless otherwise approved.
2. Perform vertical tracking on slopes to temporarily stabilize soil.
3. Provide equipment with a track undercarriage capable of producing linear soil impressions measuring a minimum of 12" in length by 2" to 4" in width by 1/2" to 2" in depth.
4. Do not exceed 12" between track impressions.
5. Install continous linear track impressions where the minimum 12" length impressions are perpendicular to the slope or direction of water flow.



VERTICAL TRACKING

Texas Department of Transportation

Design Division Standard

TEMPORARY EROSION, SEDIMENT AND WATER POLLUTION CONTROL MEASURES

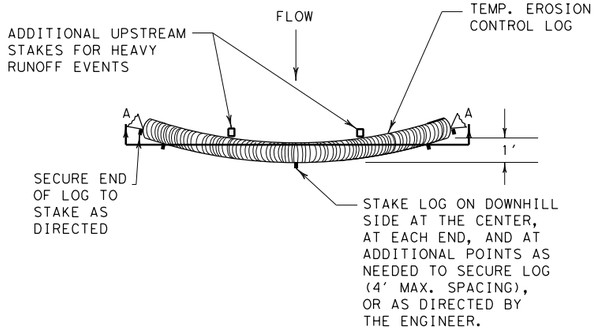
FENCE & VERTICAL TRACKING

EC(1)-16

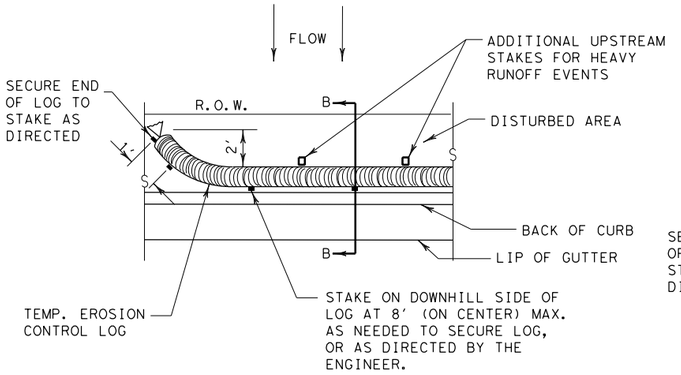
FILE: ec116	DN: TxDOT		CK: KM		DW: VP	DN/CK: LS
© TxDOT: JULY 2016	CONT	SECT	JOB		HIGHWAY	
REVISIONS	904	02	047		VARIOUS	
	DIST	COUNTY			SHEET NO.	
	AMA	POTTER			095	

DATE
FILE

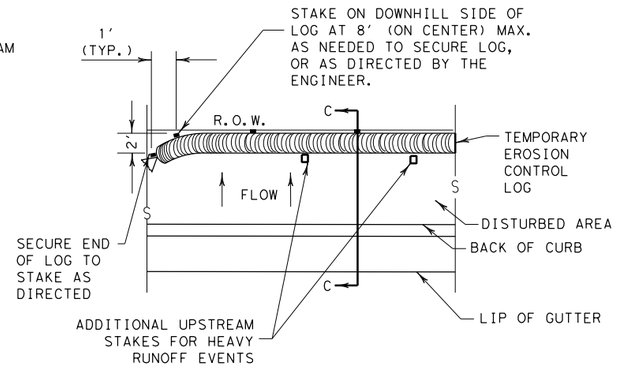
DATE:
FILE:



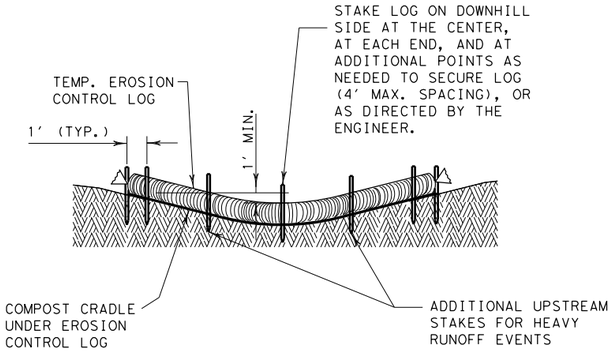
PLAN VIEW



PLAN VIEW



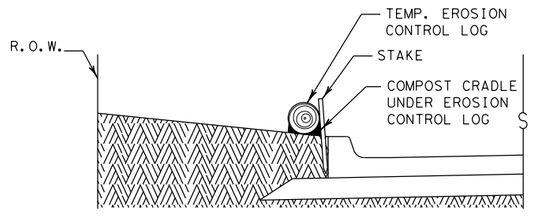
PLAN VIEW



SECTION A-A

EROSION CONTROL LOG DAM

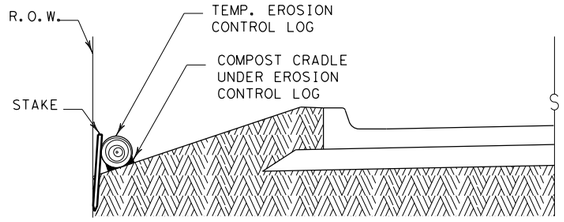
CL-D



SECTION B-B

EROSION CONTROL LOG AT BACK OF CURB

CL-BOC



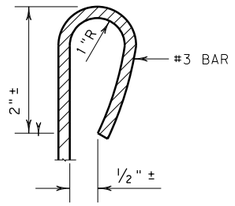
SECTION C-C

EROSION CONTROL LOG AT EDGE OF RIGHT-OF-WAY

CL-ROW

LEGEND

- CL-D — EROSION CONTROL LOG DAM
- CL-BOC — EROSION CONTROL LOG AT BACK OF CURB
- CL-ROW — EROSION CONTROL LOG AT EDGE OF RIGHT-OF-WAY
- CL-SST — EROSION CONTROL LOGS ON SLOPES STAKE AND TRENCHING ANCHORING
- CL-SSL — EROSION CONTROL LOGS ON SLOPES STAKE AND LASHING ANCHORING
- CL-DI — EROSION CONTROL LOG AT DROP INLET
- CL-CI — EROSION CONTROL LOG AT CURB INLET
- CL-GI — EROSION CONTROL LOG AT CURB & GRATE INLET



REBAR STAKE DETAIL

GENERAL NOTES:

1. EROSION CONTROL LOGS SHALL BE INSTALLED IN ACCORDANCE WITH MANFACTURER'S RECOMMENDATIONS, OR AS DIRECTED BY THE ENGINEER.
2. LENGTHS OF EROSION CONTROL LOGS SHALL BE IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS AND AS REQUIRED FOR THE PURPOSE INTENDED.
3. UNLESS OTHERWISE DIRECTED, USE BIODEGRADABLE OR PHOTODEGRADABLE CONTAINMENT MESH ONLY WHERE LOG WILL REMAIN IN PLACE AS PART OF A VEGETATIVE SYSTEM. FOR TEMPORARY INSTALLATIONS, USE RECYCLABLE CONTAINMENT MESH.
4. FILL LOGS WITH SUFFICIENT FILTER MATERIAL TO ACHIEVE THE MINIMUM COMPACTED DIAMETER SPECIFIED IN THE PLANS WITHOUT EXCESSIVE DEFORMATION.
5. STAKES SHALL BE 2" X 2" WOOD OR #3 REBAR, 2'-4' LONG, EMBEDDED SUCH THAT 2" PROTRUDES ABOVE LOG, OR AS DIRECTED BY THE ENGINEER.
6. DO NOT PLACE STAKES THROUGH CONTAINMENT MESH.
7. COMPOST CRADLE MATERIAL IS INCIDENTAL & WILL NOT BE PAID FOR SEPARATELY.
8. SANDBAGS USED AS ANCHORS SHALL BE PLACED ON TOP OF LOGS & SHALL BE OF SUFFICIENT SIZE TO HOLD LOGS IN PLACE.
9. TURN THE ENDS OF EACH ROW OF LOGS UPSLOPE TO PREVENT RUNOFF FROM FLOWING AROUND THE LOG.
10. FOR HEAVY RUNOFF EVENTS, ADDITIONAL UPSTREAM STAKES MAY BE NECESSARY TO KEEP LOG FROM FOLDING IN ON ITSELF.

SEDIMENT BASIN & TRAP USAGE GUIDELINES

An erosion control log sediment trap may be used to filter sediment out of runoff draining from an unstabilized area.

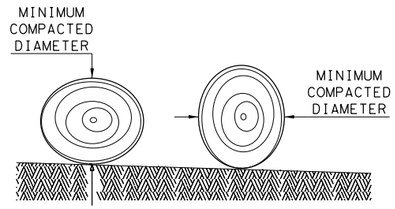
Log Traps: The drainage area for a sediment trap should not exceed 5 acres. The trap capacity should be 1800 CF/Acre (0.5" over the drainage area).

Control logs should be placed in the following locations:

1. Within drainage ditches spaced as needed or min. 500' on center
2. Immediately preceding ditch inlets or drain inlets
3. Just before the drainage enters a water course
4. Just before the drainage leaves the right of way
5. Just before the drainage leaves the construction limits where drainage flows away from the project.

The logs should be cleaned when the sediment has accumulated to a depth of 1/2 the log diameter.

Cleaning and removal of accumulated sediment deposits is incidental and will not be paid for separately.



DIAMETER MEASUREMENTS OF EROSION CONTROL LOGS SPECIFIED IN PLANS

Texas Department of Transportation

Design Division Standard

TEMPORARY EROSION, SEDIMENT AND WATER POLLUTION CONTROL MEASURES

EROSION CONTROL LOG

EC(9)-16

FILE: ec916		DN: TxDOT		CK: KM	DW: LS/PT		CK: LS
© TxDOT: JULY 2016		CONT	SECT	JOB		HIGHWAY	
REVISIONS		904	02	047		VARIOUS	
		DIST	COUNTY				SHEET NO.
		AMA	POTTER				096

DATE:
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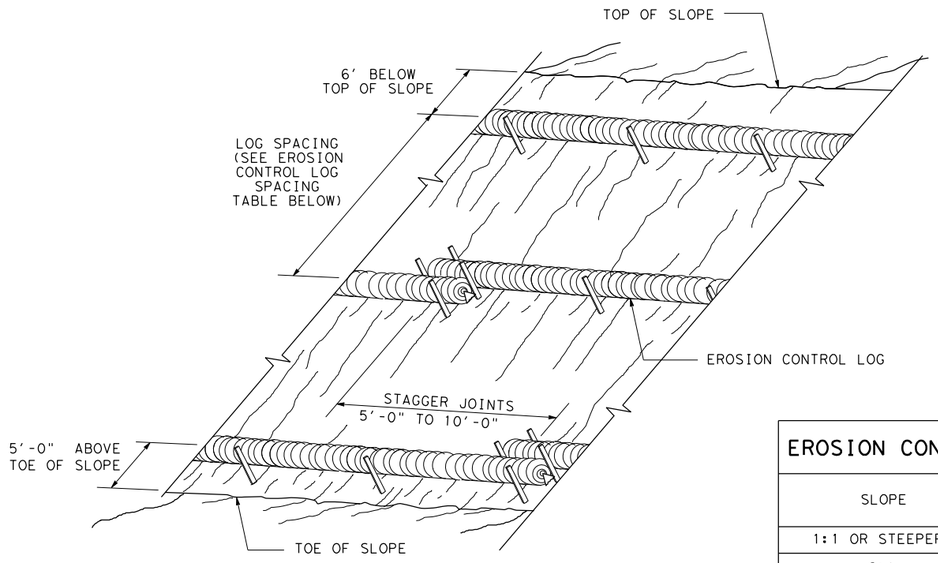
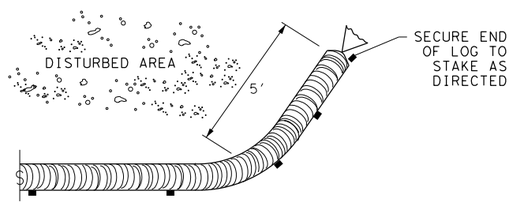


EROSION CONTROL LOGS ON SLOPES
STAKE AND TRENCHING ANCHORING

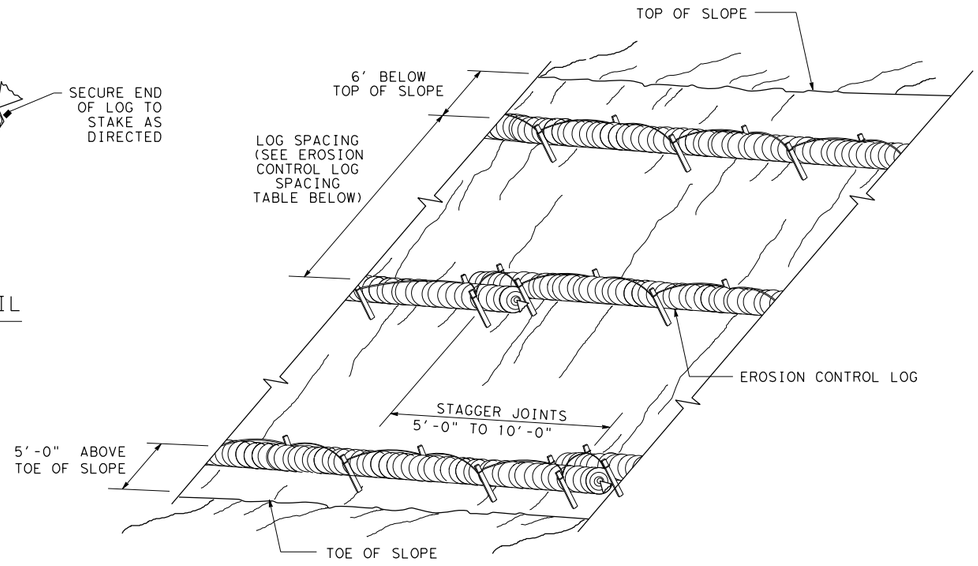
CL-SST



END SECTION RAP DETAIL

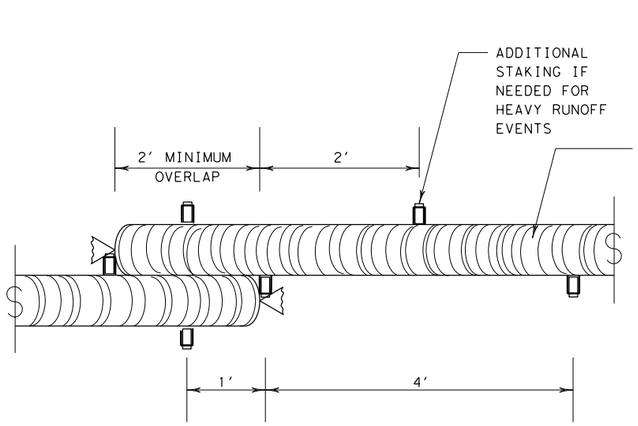
EROSION CONTROL LOG SPACING TABLE				
SLOPE	LOG DIAMETER			
	6"	8"	12"	18"
1:1 OR STEEPER	5'	10'	15'	20'
2:1	10'	20'	30'	40'
3:1	15'	30'	45'	60'
4:1 OR FLATTER	20'	40'	60'	80'

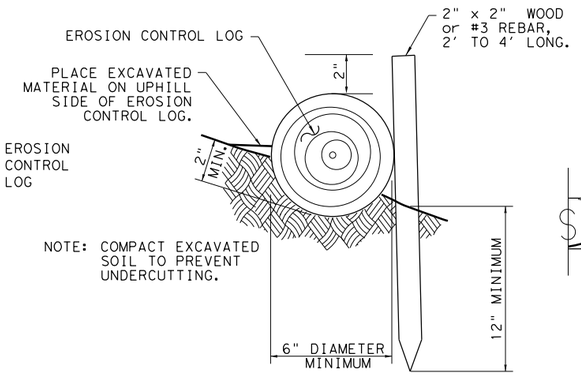
* ADJUSTMENTS CAN BE MADE FOR SOIL TYPE:
SOFT, LOAMY SOILS-ADJUST ROWS CLOSER TOGETHER;
HARD, ROCKY SOILS- ADJUST ROWS FARTHER APART



EROSION CONTROL LOGS ON SLOPES
STAKE AND LASHING ANCHORING

CL-SSL

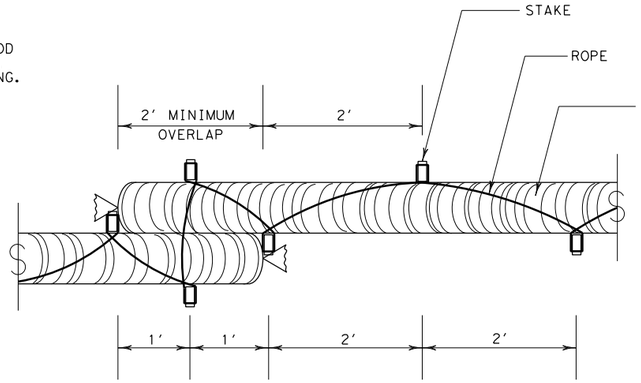


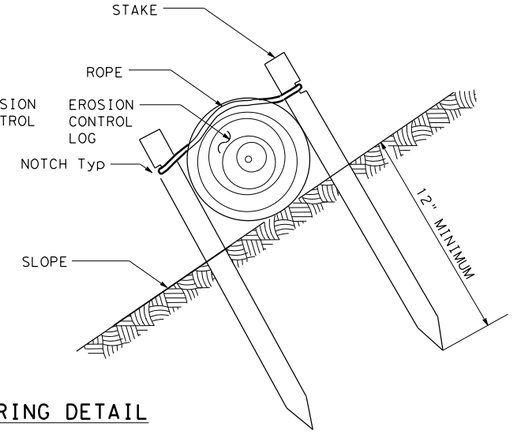


STAKE AND TRENCHING ANCHORING DETAIL

CL-SST

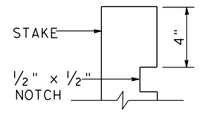
TRENCH DEPTH TABLE	
LOG DIAMETER	DEPTH
6"	2"
8"	3"
12"	4"
18"	5"





STAKE AND LASHING ANCHORING DETAIL

CL-SSL



STAKE NOTCH DETAIL

SHEET 2 OF 3

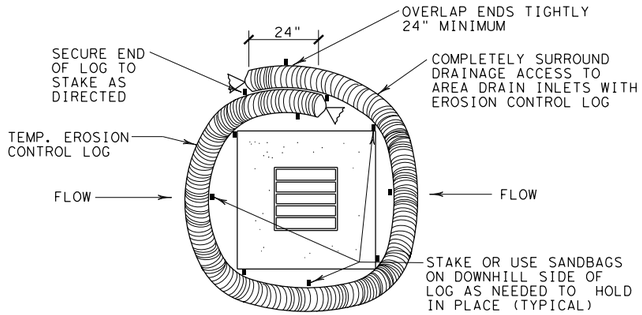
Texas Department of Transportation

Design Division Standard

TEMPORARY EROSION, SEDIMENT AND WATER POLLUTION CONTROL MEASURES
EROSION CONTROL LOG
EC(9)-16

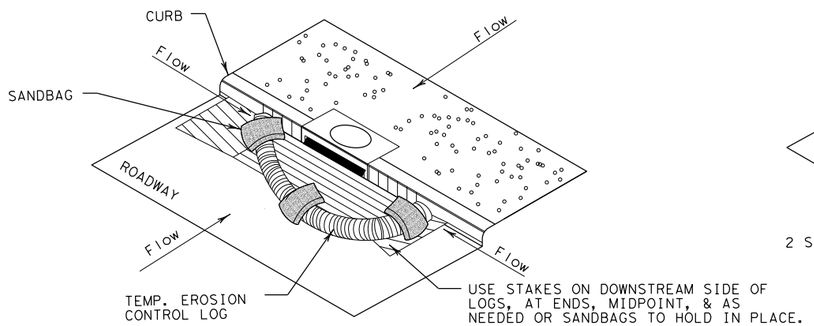
FILE: ec116	DN: TxDOT		CK: KM		DW: LS/PT	CK: LS
© TxDOT: JULY 2016	CONT	SECT	JOB		HIGHWAY	
REVISIONS	904	02	047		VARIOUS	
	DIST	COUNTY				SHEET NO.
	AMA	POTTER				097

DATE:
FILE:



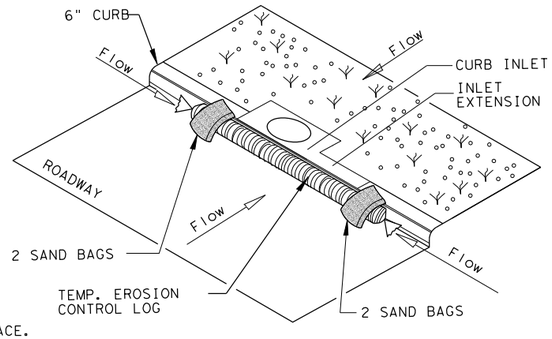
EROSION CONTROL LOG AT DROP INLET

CL-DI



EROSION CONTROL LOG AT CURB INLET

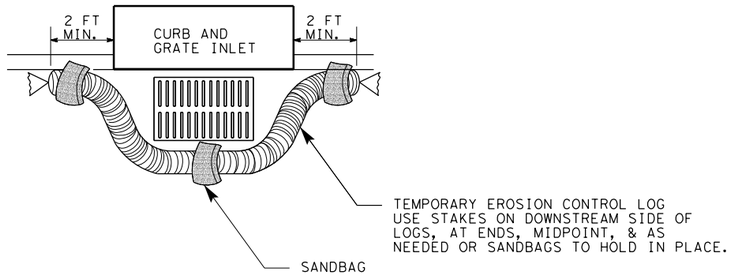
CL-CI



EROSION CONTROL LOG AT CURB INLET

CL-CI

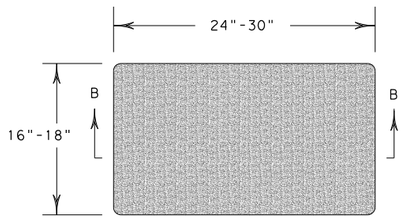
NOTE:
EROSION CONTROL LOGS USED AT CURB INLETS SHOULD ONLY BE USED IF THEY WILL NOT IMPEDE TRAFFIC OR FLOOD THE ROADWAY OR WHEN THE STORM SEWER SYSTEM IS NOT FULLY FUNCTIONAL.



EROSION CONTROL LOG AT CURB & GRADE INLET

CL-GI

SECTION B-B



SANDBAG DETAIL

Texas Department of Transportation

Design Division Standard

TEMPORARY EROSION, SEDIMENT AND WATER POLLUTION CONTROL MEASURES

EROSION CONTROL LOG

EC(9)-16

FILE: ec916	DN: TxDOT		CK: KM		DW: LS/PT		CK: LS
© TxDOT: JULY 2016	CONT	SECT	JOB		HIGHWAY		
REVISIONS	904	02	047		VARIOUS		
	DIST	COUNTY					SHEET NO.
	AMA	POTTER					098