FHWA TEXAS DIVISION			SHEET NO. 1
STATE	DISTRICT	COUNTY	
TEXAS	PAR	GRAYSON, ETC	
CONTROL	SECTION	JOB	HIGHWAY NO.
0901	19	214, ETC	CR, ETC

INDEX OF SHEETS

SEE SHEET 2 FOR INDEX OF SHEETS
AND SHEET 3-4 FOR LOCATION MAPS

STATE OF TEXAS
DEPARTMENT OF TRANSPORTATION

PLANS OF PROPOSED
STATE HIGHWAY IMPROVEMENT

FEDERAL AID PROJECT. NO. BR 2021(966),ETC.

ROLAND ROAD, ETC.
GRAYSON COUNTY, ETC.

CSJ 0901-19-214 LIMITS: ROLAND ROAD AT SOUTH BRANCH OF BIG MINERAL CREEK
CSJ 0901-32-104 LIMITS: CR 1320 AT CANEY CREEK

FOR THE CONSTRUCTION OF: BRIDGE REPLACEMENT
CONSISTING OF: BRIDGE REPLACEMENT

FINAL PLANS

LETTING DATE:

DATE CONTRACTOR BEGAN WORK:

DATE WORK WAS COMPLETED:

DATE WORK WAS ACCEPTED:

ORIGINAL CONTRACT WORKING DAYS:

USED OF WORKING DAYS

NO. OF CHANGE ORDERS:

FINAL CONTRACT COST:

PERCENT OVER/UNDER RUN:

CONTRACTOR:

ROAD NAME	LOCATION	CSJ	PROJECT NO.	COUNTY	STATIONING		BRIDGE LENGTH		ROADWAY LENGTH		TOTAL LENGTH		DESIGN SPEED	ADT	ADT YEAR	FUNCTIONAL CLASSIFICATION
					BEGIN	END	FEET	MILES	FEET	MILES	FEET	MILES	MPH			
ROLAND ROAD	S. BRANCH BIG MINERAL CREEK	0901-19-214	BR 2021(966)	GRAYSON	1+27	5+44	65	.012	352	.066	417	.079	MEETS OR EXCEEDS	249/349	2010/2040	LOCAL
CR 1320	CANEY CREEK	0901-32-104	BR 2021(960)	FANNIN	0+64	4+44	80	.015	300	.056	380	.072		40/40	2020/2040	LOCAL
										TOTALS	797	.151				

I CERTIFY THAT THIS PROJECT WAS BUILT IN
ACCORDANCE WITH PLANS AND SPECIFICATIONS.

AREA ENGINEER DATE

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

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

EXCEPTIONS: N/A
EQUATIONS: N/A
RAILROAD CROSSINGS: N/A

SUBMITTED FOR LETTING: 04.27.22
Monte R. Peter P.E.
DESIGN ENGINEER

CONCURRENCE: 4/27/2022
DocuSigned by: Bill Magers
E6FD77CEF546467... GRAYSON COUNTY JUDGE

RECOMMENDED FOR LETTING: 4/28/2022
DocuSigned by: Aaron R Bloom
2F03D019E58F45F... AREA ENGINEER

CONCURRENCE: 4/28/2022
DocuSigned by: Randy Moore
6EDB46F5E15E407... FANNIN COUNTY JUDGE

APPROVED FOR LETTING: 5/2/2022
DocuSigned by: Vod Paramanantham
AF7AF41AFE6049E... DISTRICT ENGINEER

FILE: T:\PARTPDD\CR 1320 @ Caney Creek 0901-32-104\Submittal\100%\DGNS\001 TITLE SHEET.dgn
DATE: 4/25/2022 4:32:28 PM

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	2	INDEX OF SHEETS
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	5, 5A-5C	GENERAL NOTES
	6, 6A	ESTIMATE & QUANTITY
		TRAFFIC CONTROL PLAN
	7-8	ROAD CLOSURE PLANS
		TRAFFIC CONTROL PLAN STANDARDS
#	9-20	BC (1)-21 THRU BC (12)-21
		ROADWAY DETAILS
	21	TREE TRIMMING & BRUSH REMOVAL
		ROADWAY DETAILS STANDARDS
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#	23	GF(31)TR TL2-19
#	24	SGT(12S)31-18
#	25	SGT(15)31-20
#	26	SSCC-16
		ROLAND ROAD AT SOUTH BRANCH OF BIG MINERAL CREEK
	27	TYPICAL SECTIONS
	28	QUANTITY SUMMARIES
	29	PLAN AND PROFILE
	30-31	HYDRAULIC DATA
	32	BRIDGE LAYOUT
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#	44-45	SIG-24
#	46-47	CSAB
#	48-49	FD
#	50-51	IGD
#	52-54	IGEB
#	55-56	IGMS
#	57-58	IGSD-24
#	59	IGSK
#	60	IGTS
#	61	IGCS
#	62-63	MEBR(C)
#	64-65	PMDF
#	66-69	PCP
#	70	PCP-FAB
#	71-72	PCP(O)
#	73-74	PCP(O)-FAB
#	75-76	SRR
#	77-78	TYPE T631LS
#	79-81	TYPE T223
	82	OMIT
		DELINEATION DETAILS STANDARDS
#	83	D&OM(1)-20
#	84	D&OM(2)-20
#	85	D&OM(5)-20
#	86	D&OM(VIA)-20
		ENVIRONMENTAL ISSUES
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	89-90	EPIC
	91-92	SW3P LAYOUT
		ENVIRONMENTAL ISSUES STANDARDS
#	93	EC(1)-16
#	94	EC(2)-16
#	95	EC(3)-16

STATE OF TEXAS
MONTE L. RATER
95859
LICENSED
PROFESSIONAL ENGINEER

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

Monte R. Rater P.E. May 24, 2022
NAME DATE

ROLAND ROAD AT SOUTH BRANCH OF BIG MINERAL CREEK, ETC

INDEX OF SHEETS

Texas Department of Transportation

CONT	SECT	JOB	HIGHWAY
0901	19	214, ETC	CR, ETC
DIST	COUNTY		SHEET NO.
PAR	GRAYSON, ETC		2

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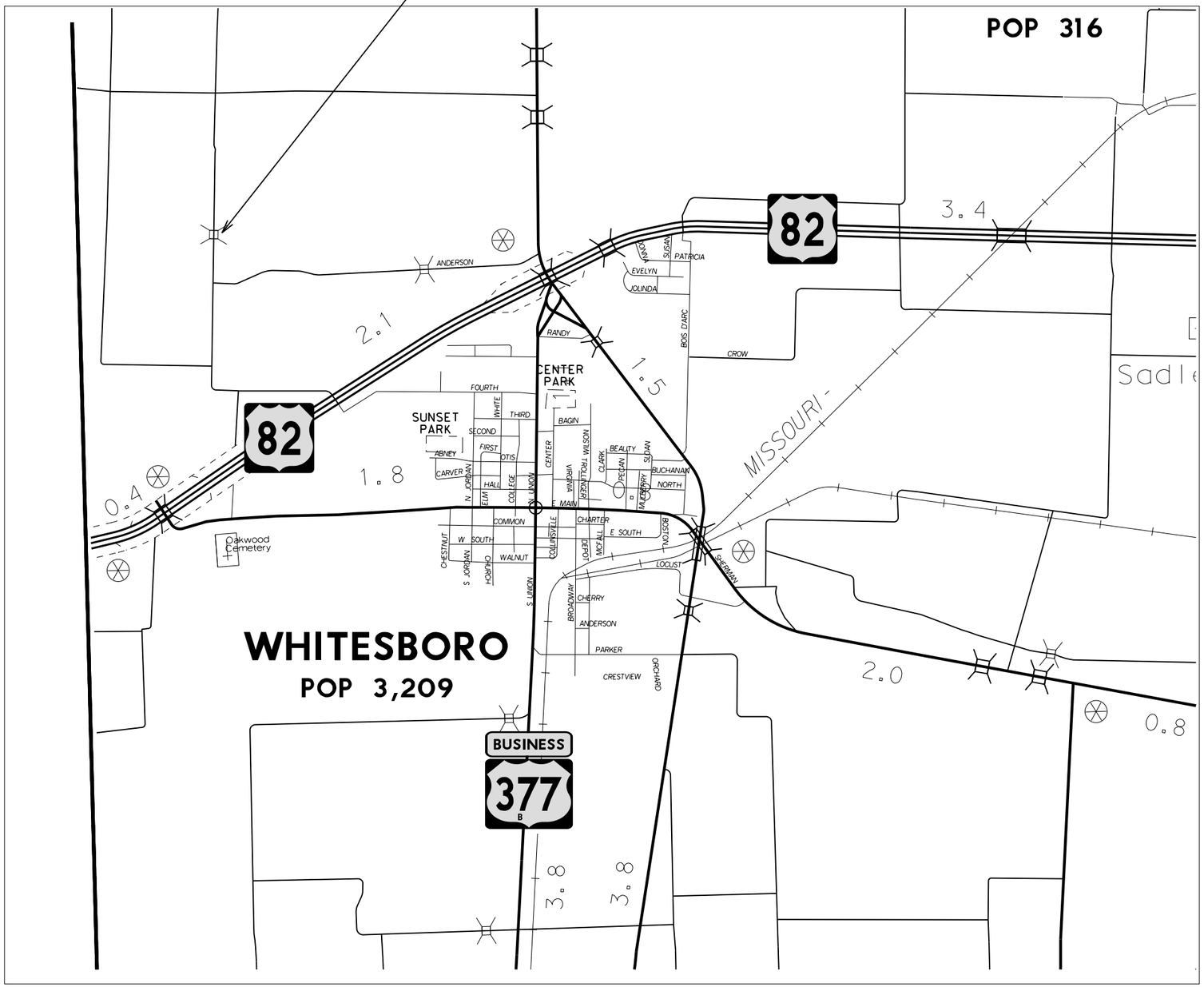
ROLAND ROAD AT SOUTH
BRANCH OF BIG MINERAL CREEK
CSJ: 0901-19-214
EXISTING NBI: 01-092-0-AA04-14-001
NEW NBI: 01-092-0-AA02-279-003
BEGIN PROJECT: 1+78
END PROJECT: 5+44



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Monte R. Rater P.E.

04.27.22

STATE OF TEXAS
•MONTE L. RATER•
•95859•
LICENSED
PROFESSIONAL ENGINEER

0901-19-214
ROLAND ROAD AT SOUTH BRANCH OF BIG MINERAL CREEK
LOCATION MAP

Texas Department of Transportation

CONT	SECT	JOB	HIGHWAY
0901	19	214, ETC	CR, ETC
DIST	COUNTY		SHEET NO.
PAR	GRAYSON, ETC		3

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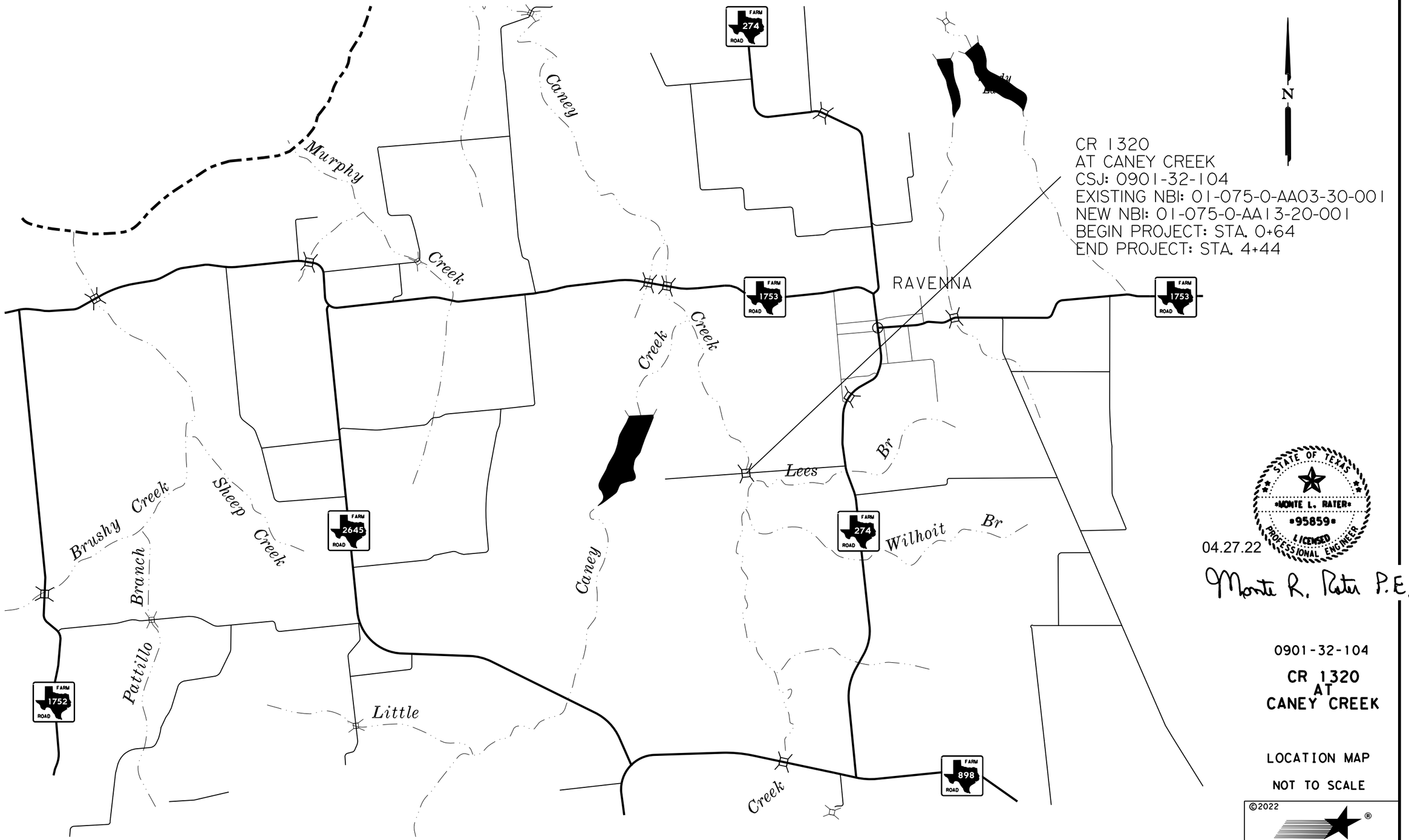

CR 1320
AT CANEY CREEK
CSJ: 0901-32-104
EXISTING NBI: 01-075-0-AA03-30-001
NEW NBI: 01-075-0-AA13-20-001
BEGIN PROJECT: STA. 0+64
END PROJECT: STA. 4+44

STATE OF TEXAS
MONTE L. RATER
95859
LICENSED
PROFESSIONAL ENGINEER

04.27.22

Monte R. Rater P.E.

0901-32-104

CR 1320 AT CANEY CREEK

LOCATION MAP

NOT TO SCALE

Texas Department of Transportation

CONT	SECT	JOB	HIGHWAY
0901	19	214, ETC	CR, ETC
DIST	COUNTY		SHEET NO.
PAR	GRAYSON, ETC		4

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GENERAL NOTES

General:

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

Sherman Area Office
Aaron Bloom, P.E. – Aaron.Bloom@txdot.gov
Colby Shelton, P.E. – Colby.Shelton@txdot.gov

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

All contractor questions will be reviewed by the Engineer. Once a response is developed, it will be posted to TxDOT's Public FTP at the following Address:
https://ftp.dot.state.tx.us/pub/txdot-info/Pre-Letting%20Responses/
All questions submitted that generate a response will be posted through this site. The site is organized by District, Project Type (Construction or Maintenance), Letting Date, CCSJ/Project Name.

Earthwork cross sections may be obtained from the Area Engineer's office.

Dispose of waste materials at an approved site. Furnish written approval from the property owner before disposal of waste materials.

Locate equipment a minimum of 30 feet from roadway when possible. Place signs and barricades as approved.

Stockpile sites for construction materials must be approved. Give at least 48 hours notification prior to stockpiling material.

Item 2 Instructions to Bidders:

View plans on-line or download from the web at:
http://www.txdot.gov/business/letting-bids/plans-online.html

Order plans from any of the plan reproduction companies shown on the web at:
http://www.txdot.gov/business/letting-bids/repro-companies.html

Item 5 Control of the Work:

The responsibility for the construction surveying on this contract will be in accordance with Section 5.9.3, Method A.

Working days will be computed and charged in accordance with Article 8.3.1.4 Standard Work Week.

Right and left are determined based upon the forward direction of stationing in the specific control section.

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

Only one road may be closed at any given time during the construction period of this contact. The bridge under construction must be determined by the Engineer to be substantially complete and opened to traffic, prior to the start of construction and corresponding road closure on the subsequent bridge site.

Item 6 Control of Materials:

The existing bridges at Roland Road at the South Branch of Big Mineral Creek (0901-19-214) and CR 1320 at Caney Creek (0901-32-104) have lead containing paint. Provide a demolition plan to the Engineer three weeks in advance of lead paint disturbance to allow lead paint removal by TxDOT on-call contractor before Contractor bridge demolition.

Item 7 Legal Relations and Responsibilities:

No significant traffic generator events identified.

Item 8 Prosecution and Progress:

Before beginning work on this project submit in writing, for approval, a plan of construction operations outlining in detail a sequence of work to be followed.

Provide a Bar Chart progress schedule for this project.

This project includes SP 008-003 which allows up to a 90-day delay to begin work on the project to allow for flexibility in material availability.

Item 9 Measurement and Payment:

Items of work for the Monthly Estimate will be cut off on the 25th of each month. Items of work performed after the 25th will be processed and paid on the following month's estimate. Material On Hand (MOH) will cut off on the 20th of each month. Special circumstances will be considered on a case-by-case basis.

Item 100 Preparing Right of Way:

Remove all trees 25 foot from centerline on both sides of roadway. At cross structures, remove trees to ROW line and within 100' of the structure, parallel to the roadway. Remove underbrush and neatly trim trees and overhanging branches to produce a 60' vertical clear area within the limits of Prep ROW. Remove any trees or underbrush that interferes with any construction operation, including relocation of ditches or other drainage elements. Receive approval of equipment used to trim limbs. A boom axe will not be allowed. Remove all trimmed debris from the ROW or mulch all debris and incorporate into the topsoil on State ROW to the satisfaction of the Engineer.

Removal/relocation and disposal of existing road and bridge signs shall be subsidiary to this item.

Item 110 Excavation:

Before excavation operations the existing topsoil shall be salvaged in a manner to preserve the vigor of the existing Bermuda grass sod per Item 160.

This item also includes excavation of existing gravel/rock on the roadway. The existing gravel/rock shall be excavated for use as foundation for the proposed flexible base. The equipment, labor, fuel, incidentals, etc. to stockpile, place and compact the excavated gravel/rock shall be subsidiary to this Item. The gravel/rock shall be placed and prepared as specified for Item 247 as used in the plans.

Item 132 Embankment:

Excavation pits for project embankment made within 250 feet of State Right of Way must be approved.

Before embankment operations the existing topsoil shall be salvaged in a manner to preserve the vigor of the existing Bermuda grass sod per Item 160.

Item 164 Seeding for Erosion Control, 166 Fertilizer:

Apply fertilizer with a ratio of 3-1-2 (N-P-K) over the areas to be seeded. This work will not be paid for directly but will be considered subsidiary.

Item 168 Vegetative Watering:

Use water trucks equipped with a sprinkler system adequate to permit coverage of the entire seeded area from the roadbed. This equipment must be available to perform watering throughout the duration of vegetative establishment.

Water all seeded areas the day seed is applied. Thereafter, maintain the seeded areas in a well-watered condition throughout the duration of vegetative establishment.

Item 247 Flexible Base

Grading requirements
Tests to be in accordance with TxDOT Standard Test Methods

Soil Constants				
Item Desc.	Linear Shrinkage	LL	Wet Ball	WBMV(incr. passing #40 sieve)
Item 247 Flex Base	6.0 max.	40 max.	40 max.	20% max.

PERCENT RETAINED ON SIEVE:

1-3/4"	7/8"	3/8"	No. 4	No. 40
0	10-35	30-50	45-65	70-85

Flexible Base will not contain more than 1% by weight of clay balls.

Place blue top hubs for alignment and elevations of new base at centerline and edge of pavement.

Item 251 Reworking Base Courses:

Full depth HMAC patching and stabilized areas of various depths are to be expected and are to be reworked into existing base. Stabilized areas may include but are not limited to cement, fly ash, or asphalt treated base.

Areas with deep asphaltic patching or widening will require processing and relocation operations to incorporate additional flex base to reduce the asphaltic material ration to a 50% maximum by volume. This work will be subsidiary to this Item.

The finished roadway must match existing grades at project limits, highway intersections and bridges. In these areas, salvage existing base and remove sufficient subgrade material to construct the full-depth proposed pavement section, according to the transition details shown in the plans. This removal will not be paid for directly but will be considered subsidiary to the various bid items. Excess subgrade material generated by these transitions may be utilized to construct slopes or wasted as approved by the Engineer.

Item 400 Excavation and Backfill for Structures:

Excavation and backfill for bridge construction will be subsidiary to the project bid items.

Item 416 Drill Shaft Foundations:

One core hole per bent/abutment required.

Item 420 Concrete Structures:

Do not use membrane curing for structural elements.

The Type "A" joint as detailed in the plans will be subsidiary to this Item and no further payment will be made.

Item 422 Concrete Superstructures:

Saw-cut grooves on bridge deck are not required.

Item 432 Riprap:

The Engineer may adjust placement of riprap in the field.

Filter fabric is required for stone riprap.

Bridge demolition waste concrete may be used for stone rip rap. Cut protruding rebar within 2" of concrete surface. Maximum waste concrete cobble size shall match proposed stone rip rap Dmax size.

Item 496 Removing Structure:

The Contractor shall coordinate with the county commissioner for transferring salvageable material such as beams, piling, and concrete riprap. For Roland Road, no salvage material is required to be obtained for the county. All steel at CR 1320 shall be retained for the county. The Contractor shall dispose of remaining materials.

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.

The following items will be required for flagger on this project:

1. Flaggers are required to wear a white hard hat while performing flagging operations.
2. Flaggers will be required at the intersection of all State maintained roadways.
3. Flaggers may be required at other high traffic generating intersections as deemed necessary by the Area Engineer.

The traffic control plan for this contract consists of the installation and maintenance of warning signs and other traffic control devices shown in the plans, specification data which may be included in the general notes, applicable provisions of the Texas Manual on Uniform Traffic Control Devices (TMUTCD), traffic control plan sheets included in the plans, standard BC sheets and Item 502 of the Standard Specifications.

Do not begin Item 502, Barricades, Signs, and Traffic Handling, on the roadway until both of the following conditions are met:

1. The work schedule is approved.
2. No more than 5 workdays will pass between the beginning of Item 502 and the actual commencement of roadway work bid items.

The final estimate will be withheld until all disturbed areas are covered with at least 70% perennial vegetative cover.

Correct all deficiencies within the time frame noted on the Traffic Control Device Inspection Form 599. Failure to make corrections within time frame specified may result in no payment for this Item for the month of the noted deficiency.

Item 506 Temporary Erosion, Sedimentation & Environmental Controls:

The Temporary Erosion Control measures for this project will consist of using the following items, as directed:

1. Temporary Silt Fence
2. Rock Filter Dams: All rock filter dams shall be installed with 6:1 slopes regardless of their location on the project. Failure to do so will result in no payment for the dam.

Silt fences will remain the property of the Contractor upon completion of the project. The final estimate will not be released until all silt fences have been properly removed, or as directed and 70% establishment of vegetative cover is obtained.

Acquire approval for any change to the location of temporary sediment fence, as shown in the plans, prior to installation. Placement of erosion protection devices may be altered, as directed, to satisfy the requirements of the SW3P.

The pay item to remove rock filter dams will require only a partial removal after 70 percent perennial vegetation has been established and approved. When removing the rock filter dams, leave the lower layer of rock adjacent to the ground in place so as not to disturb the soil.

Refer to the SW3P sheet for the total disturbed area for the project.

The disturbed area in this project, all project locations in the Contract, and Contractor project specific locations (PSLs) within one mile of the project limits 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. Obtain any required authorization from the TCEQ for any Contractor PSLs for construction support activities on or off ROW. When the total area disturbed for all projects in the Contract and PSLs within one mile of the project limits exceeds five acres, provide a copy of the Contractors NOI for PSLs on the ROW (to the appropriate MS4 operator when on an off-system route).

Item 540 Metal Beam Guard Fence:

MBGF delineation shall be installed within ten (10) working days of the completion of each MBGF section. Concrete mow strip is not considered to be a part of this work.

Removed MBGF rail shall be retained by the Contractor.

A mailbox will need to be reset. This will be a subsidiary to the MBGF install.

Item 666 Reflectorized Pavement Markings:

No Stripe will be placed unless the inspector is present and at least 24 hours advance notice has been given by the contractor.

Lay out pilot lines for approval 24 hours prior to all final pavement marking applications.

Use equipment with footage counters capable of measuring linear footage placed. Calibrate counters prior to the beginning of striping operations.

Reduce truck speed enough to ensure that the beads drop onto the stripe and do not roll the paint film.

Due to problems in traffic handling, do not place a dash center stripe and edge line at the same time.

Item 3076 Dense-Graded Hot-Mix Asphalt (Small Quantity):

RAS is not allowed in surface mixes.

Specify Hot Mix Asphalt Concrete (HMAC) or Warm Mix Asphalt (WMA) at the time of design submittal. After design submittal, continue producing the chosen design unless otherwise approved.

RAP from contractor owned sources may be used if the RAP is fractionated. The course fraction of contractor owned RAP will not be allowed if it consists primarily of siliceous aggregates.

Evaluation of the mixture for moisture susceptibility will be performed by using test method TEX 530-C (boil test) and there shall be no evidence of stripping during design verification or at any time during production.

Perform all sampling for aggregate quality testing on stockpiles at the HMAC plant. Mixture sampling for QC/QA testing will typically be taken from the truck at the plant; however, the Engineer may direct that a sample be taken at any point or location of mixture during production, delivery, or placement.

Engineer may direct that a sample be taken at any point or location of mixture during production, delivery, or placement.

Estimate & Quantity Sheet

CONTROLLING PROJECT ID 0901-19-214

DISTRICT Paris

COUNTY Fannin, Grayson

HIGHWAY CR 1320, CR 279

ALT	BID CODE	DESCRIPTION	UNIT	EST.	FINAL
	100-6002	PREPARING ROW	STA	8.000	
	110-6001	EXCAVATION (ROADWAY)	CY	420.000	
	110-6002	EXCAVATION (CHANNEL)	CY	636.000	
	132-6003	EMBANKMENT (FINAL)(ORD COMP)(TY B)	CY	159.000	
	164-6009	BROADCAST SEED (TEMP) (WARM)	SY	1,593.000	
	164-6011	BROADCAST SEED (TEMP) (COOL)	SY	1,593.000	
	164-6023	CELL FBR MLCH SEED(PERM)(RURAL)(CLAY)	SY	3,186.000	
	168-6001	VEGETATIVE WATERING	MG	33.820	
	247-6064	FL BS (CMP IN PLC)(TY A GR 4) (6")	SY	360.000	
	251-6106	REWORK BS MTL (TY B) (12")(ORD COMP)	SY	602.000	
	400-6005	CEM STABIL BKFL	CY	95.000	
	416-6004	DRILL SHAFT (36 IN)	LF	513.000	
	420-6013	CL C CONC (ABUT)	CY	68.800	
	422-6001	REINF CONC SLAB	SF	3,770.000	
	425-6035	PRESTR CONC GIRDER (TX28)	LF	258.000	
	425-6036	PRESTR CONC GIRDER (TX34)	LF	318.000	
	432-6033	RIPRAP (STONE PROTECTION)(18 IN)	CY	650.000	
	450-6006	RAIL (TY T223)	LF	162.000	
	450-6019	RAIL (TY T631LS)	LF	196.000	
	460-6003	CMP (GAL STL 24 IN)	LF	106.000	
	464-6003	RC PIPE (CL III)(18 IN)	LF	45.000	
	496-6009	REMOV STR (BRIDGE 0 - 99 FT LENGTH)	EA	2.000	
	496-6016	REMOV STR (PIPE)	EA	1.000	
	496-6050	REMOV STR (DRIVEWAY CULVERT)	EA	40.000	
	500-6001	MOBILIZATION	LS	1.000	
	502-6001	BARRICADES, SIGNS AND TRAFFIC HANDLING	MO	8.000	
	506-6002	ROCK FILTER DAMS (INSTALL) (TY 2)	LF	88.000	
	506-6011	ROCK FILTER DAMS (REMOVE)	LF	88.000	
	506-6020	CONSTRUCTION EXITS (INSTALL) (TY 1)	SY	359.000	
	506-6024	CONSTRUCTION EXITS (REMOVE)	SY	359.000	
	506-6038	TEMP SEDMT CONT FENCE (INSTALL)	LF	975.000	
	506-6039	TEMP SEDMT CONT FENCE (REMOVE)	LF	975.000	
	540-6002	MTL W-BEAM GD FEN (STEEL POST)	LF	200.000	
	540-6007	MTL BEAM GD FEN TRANS (TL2)	EA	2.000	
	544-6001	GUARDRAIL END TREATMENT (INSTALL)	EA	10.000	
	545-6028	CRASH CUSH ATTEN (INSTL) (S) (TL3)	EA	2.000	
	658-6014	INSTL DEL ASSM (D-SW)SZ (BRF)CTB (BI)	EA	6.000	
	658-6062	INSTL DEL ASSM (D-SW)SZ 1(BRF)GF2(BI)	EA	10.000	
	666-6170	REFL PAV MRK TY II (W) 4" (SLD)	LF	430.000	
	3076-6016	D-GR HMA TY-C SAC-A PG64-22	TON	166.000	
	18	EROSION CONTROL MAINTENANCE: CONTRACTOR FORCE ACCOUNT WORK (PART)	LS	1.000	

Estimate & Quantity Sheet

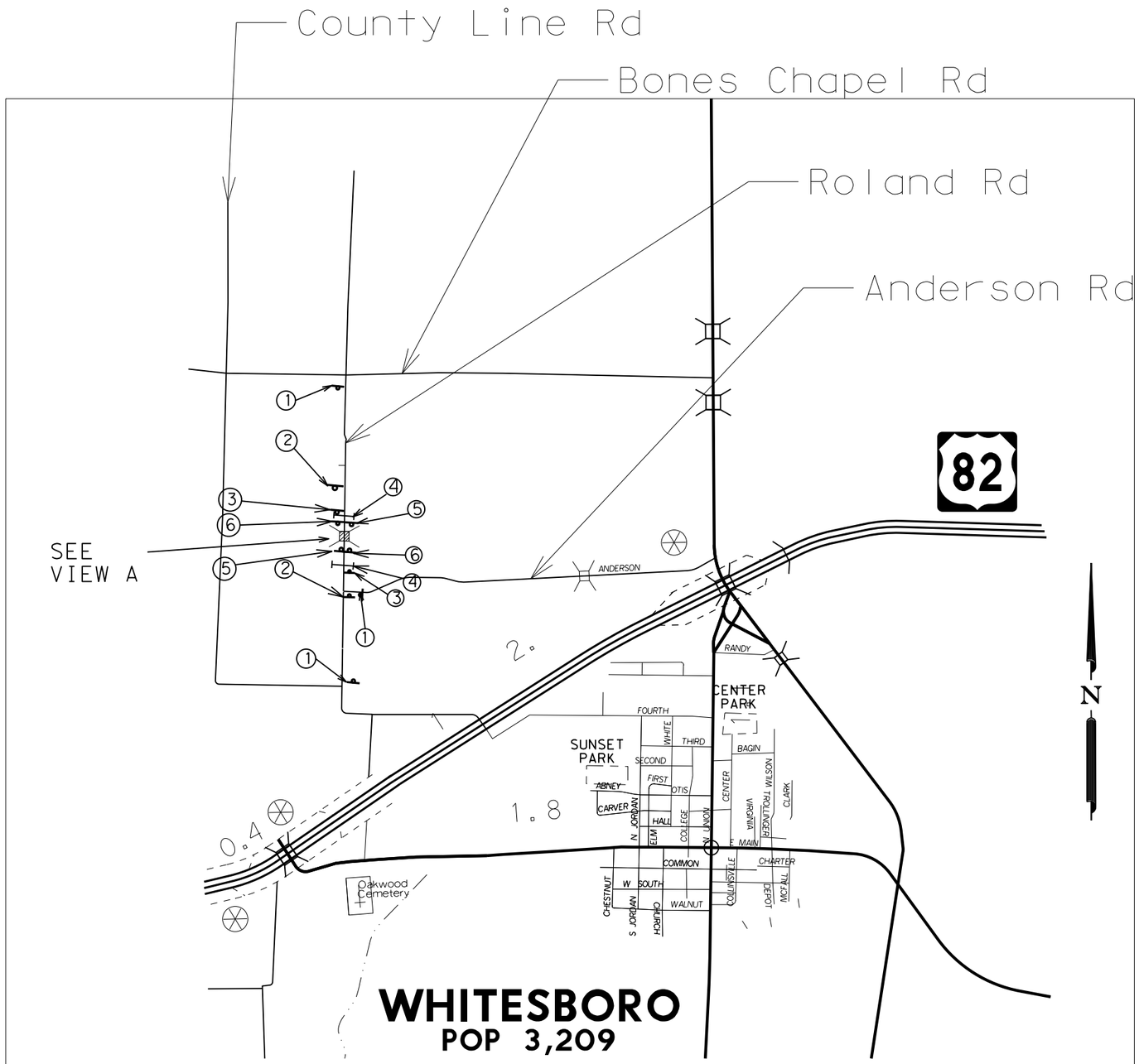
CONTROLLING PROJECT ID 0901-19-214

DISTRICT Paris

COUNTY Fannin, Grayson

HIGHWAY CR 1320, CR 279

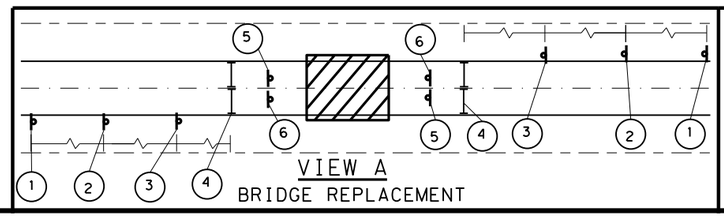
ALT	BID CODE	DESCRIPTION	UNIT	EST.	FINAL
	18	SAFETY CONTINGENCY: CONTRACTOR FORCE ACCOUNT WORK (PARTICIPATING)	LS	1.000	



LEGEND:
- TYPE III BARRICADES (SKID MOUNT)
- TRAFFIC SIGN AND POST
- CLOSED WORK AREA

1 MILE
SCALE (MILES)
0 1

LOCATION A: ROLAND RD AT S BRANCH OF BIG MINERAL CREEK



VIEW A
BRIDGE REPLACEMENT

(1) ROAD CLOSED
X.XX MILES AHEAD
LOCAL TRAFFIC ONLY
R11-3a
60" X 30"

(2) ROAD CLOSED 1000 FT
CW20-3B
36" X 36"

(3) ROAD CLOSED 500 FT
CW20-3C
36" X 36"

(4) TY III BARRICADE

(5) ROAD CLOSED
R11-2
48" X 30"

(6) NAME
ADDRESS
CITY
STATE
CONTRACTOR
G20-6T
48" X 30"

NOTES:
UTILIZE THE TRAFFIC CONTROL DEVICES IN THIS TCP WITH THOSE REQUIRED ON BC (1)-21 THROUGH BC (12)-21 WITH SUPPORT FROM THE TEXAS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (TMUTCD).

SIGN AND DEVICE SPACING NOT TO SCALE. UTILIZE TXDOT STANDARDS AND THE TMUTCD FOR APPROPRIATE SIGN/DEVICE SIZE AND SPACING.

Monte R. Rater P.E.
04.27.22
STATE OF TEXAS
•MONTE L. RATER•
•95859•
LICENSED
PROFESSIONAL ENGINEER

0901-19-214
ROLAND ROAD AT SOUTH BRANCH OF BIG MINERAL CREEK
ROAD CLOSURE PLAN

LEGEND
- TYPE III BARRICADES (SKID MOUNT)
- TRAFFIC MOUNT AND POST
- CONSTRUCTION AREA

Texas Department of Transportation

CONT	SECT	JOB	HIGHWAY
0901	19	214, ETC	CR, ETC
DIST	COUNTY		SHEET NO.
PAR	GRAYSON, ETC		7

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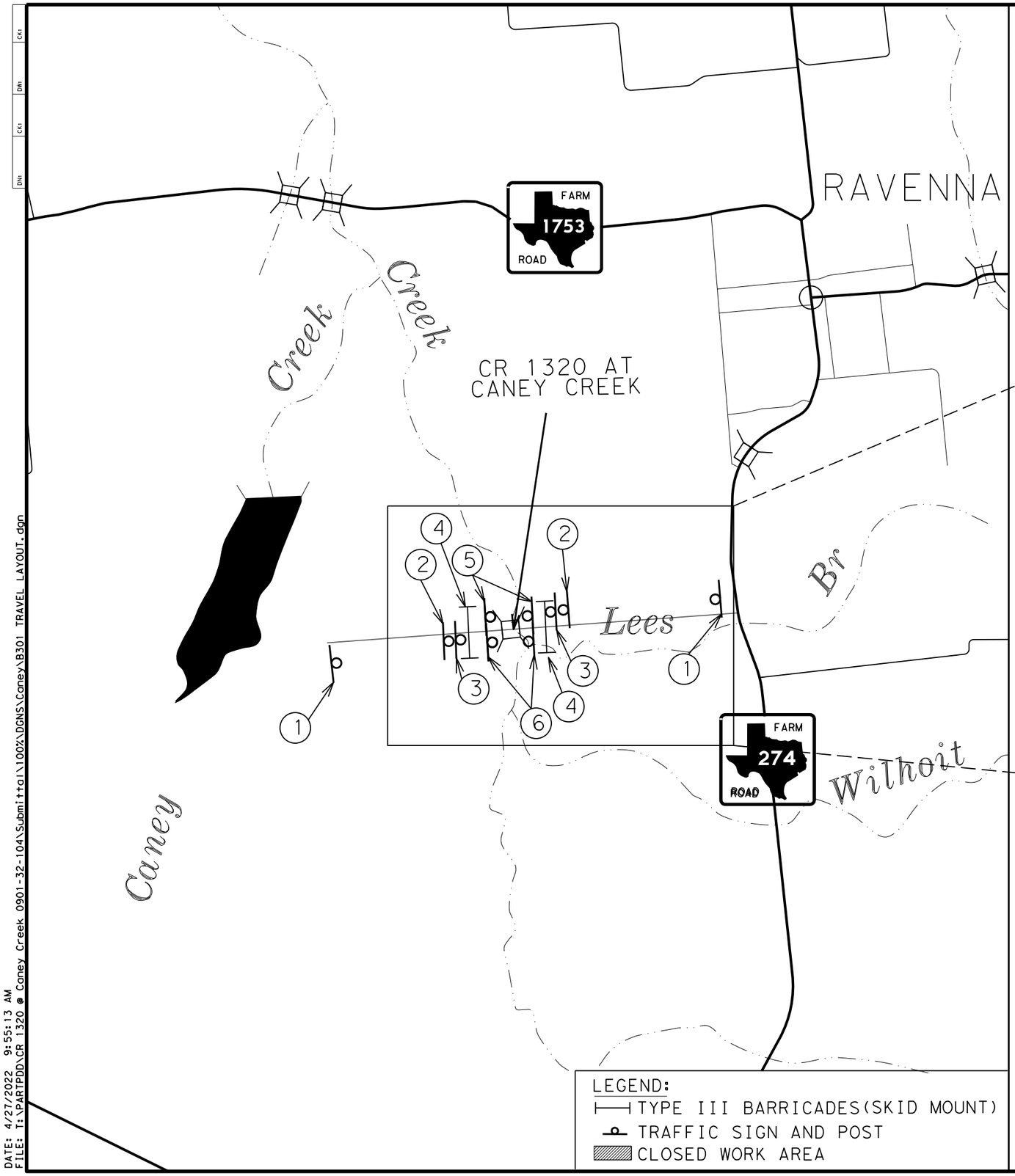

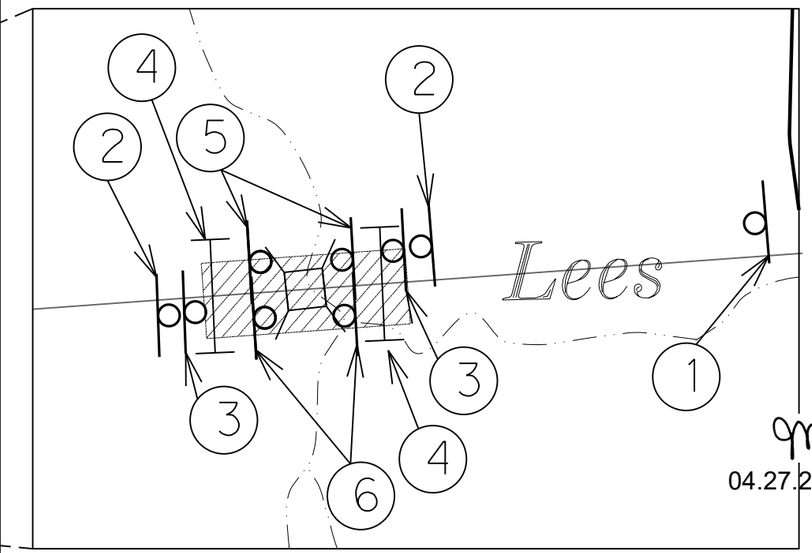

1. ROAD CLOSED X.XX MILES AHEAD — LOCAL TRAFFIC ONLY — R11-3a 60" X 30"
2. ROAD CLOSED 1000 FT — CW20-3B 36" X 36"
3. ROAD CLOSED 500 FT — CW20-3C 36" X 36"
4. TY III BARRICADE
5. ROAD CLOSED — R11-2 48" X 30"
6. NAME / ADDRESS / CITY / STATE / CONTRACTOR — G20-6T 48" X 30"

LEGEND:
- TYPE III BARRICADES(SKID MOUNT)
- TRAFFIC SIGN AND POST
- CLOSED WORK AREA

LOCATION A: CR 1320 AT CANEY CREEK

NOTES:
UTILIZE THE TRAFFIC CONTROL DEVICES IN THIS TCP WITH THOSE REQUIRED ON BC (1)-21 THROUGH BC (12)-21 WITH SUPPORT FROM THE TEXAS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (TMUTCD).

SIGN AND DEVICE SPACING NOT TO SCALE. UTILIZE TXDOT STANDARDS AND THE TMUTCD FOR APPROPRIATE SIGN/DEVICE SIZE AND SPACING.

Monte R. Rater P.E.
04.27.22

STATE OF TEXAS
•MONTE L. RATER•
•95859•
LICENSED
PROFESSIONAL ENGINEER

0901-32-104
CR 1320 AT CANEY CREEK
ROAD CLOSURE PLAN

Texas Department of Transportation

CONT	SECT	JOB	HIGHWAY
0901	19	214, ETC	CR, ETC
DIST	COUNTY		SHEET NO.
PAR	GRAYSON, ETC		8

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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

SHEET 1 OF 12

Texas Department of Transportation

Traffic Safety Division Standard

BARRICADE AND CONSTRUCTION GENERAL NOTES AND REQUIREMENTS

BC(1)-21

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©TxDOT November 2002	CONT	SECT	JOB	HIGHWAY
REVISIONS 4-03 7-13	0901	19	214, ETC	CR, ETC
9-07 8-14	DIST	COUNTY		SHEET NO.
5-10 5-21	PAR	GRAYSON, ETC		9

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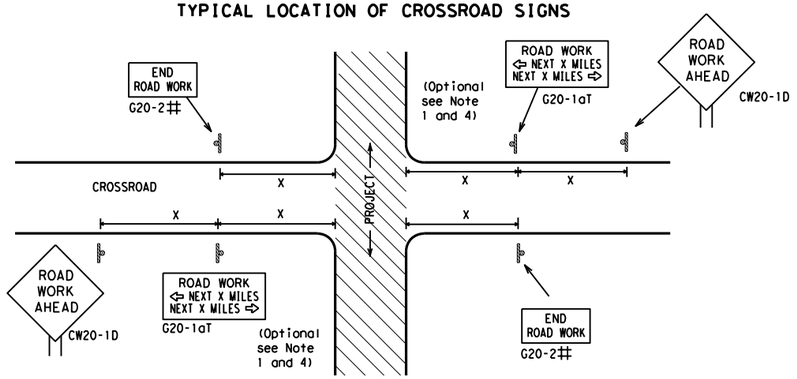
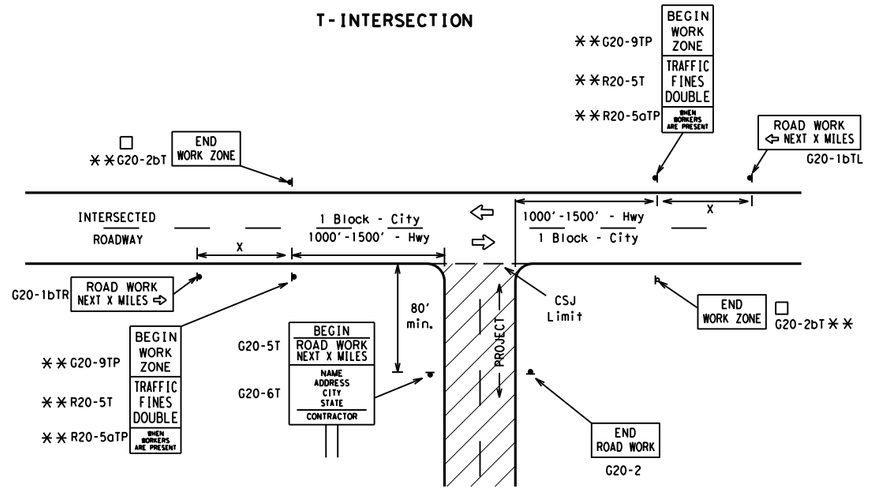
TYPICAL LOCATION OF CROSSROAD SIGNS



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

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]

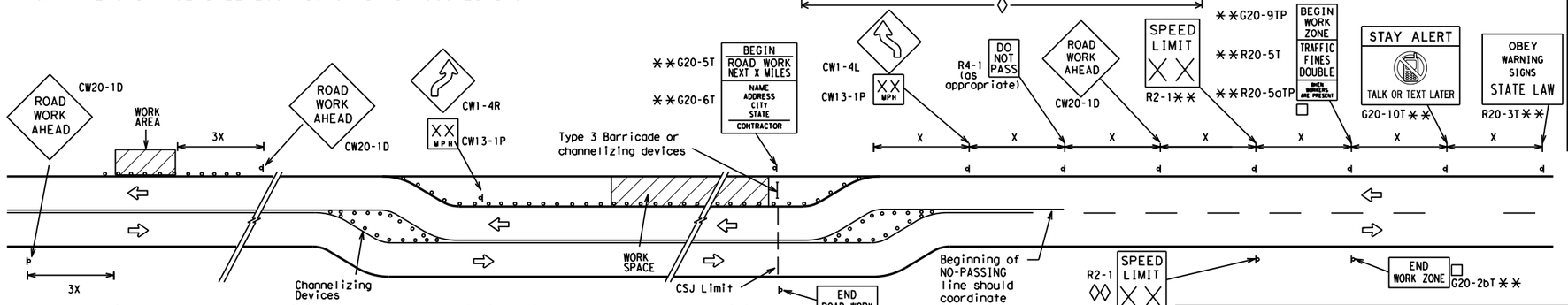
* For typical sign spacings on divided highways, expressways and freeways, see Part 6 of the "Texas Manual on Uniform Traffic Control Devices" (TMUTCD) typical application diagrams or TCP Standard Sheets.

△ 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.

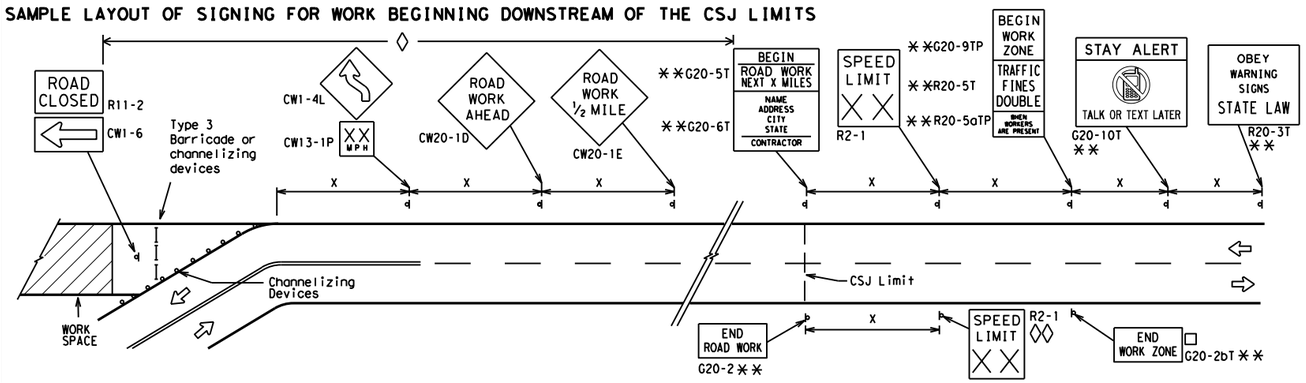
WORK AREAS IN MULTIPLE LOCATIONS WITHIN CSJ LIMITS



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.

Texas Department of Transportation

Traffic Safety Division Standard

BARRICADE AND CONSTRUCTION PROJECT LIMIT

BC(2)-21

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©TxDOT November 2002	CONT	SECT	JOB	HIGHWAY
REVISIONS	0901	19	214, ETC	CR, ETC
9-07 8-14	DIST	COUNTY		SHEET NO.
7-13 5-21	PAR	GRAYSON, ETC		10

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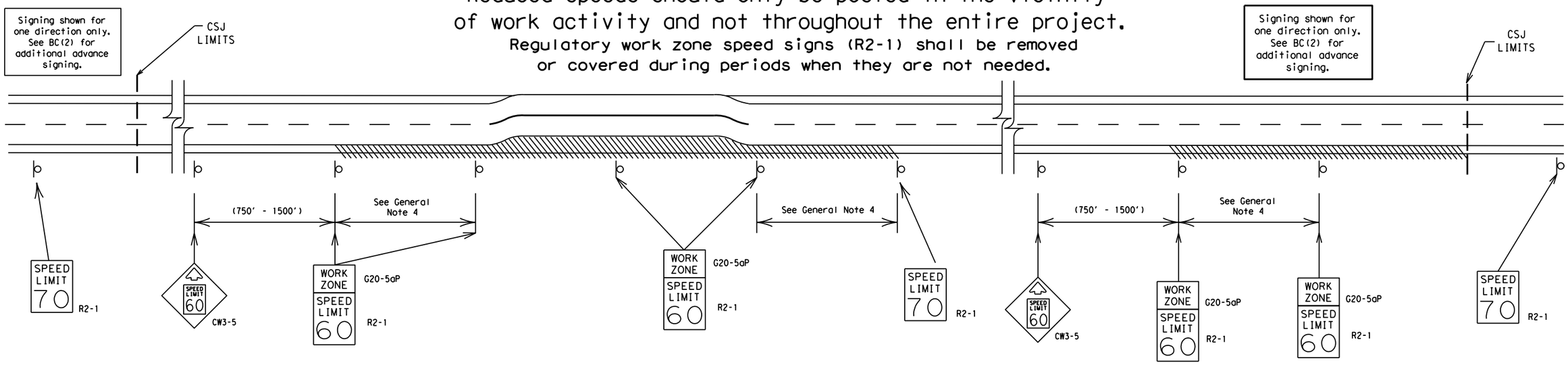
TYPICAL APPLICATION OF WORK ZONE SPEED LIMIT SIGNS

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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REVISIONS	0901	19	214, ETC	CR, ETC
9-07 8-14	DIST	COUNTY		SHEET NO.
7-13 5-21	PAR	GRAYSON, ETC		11

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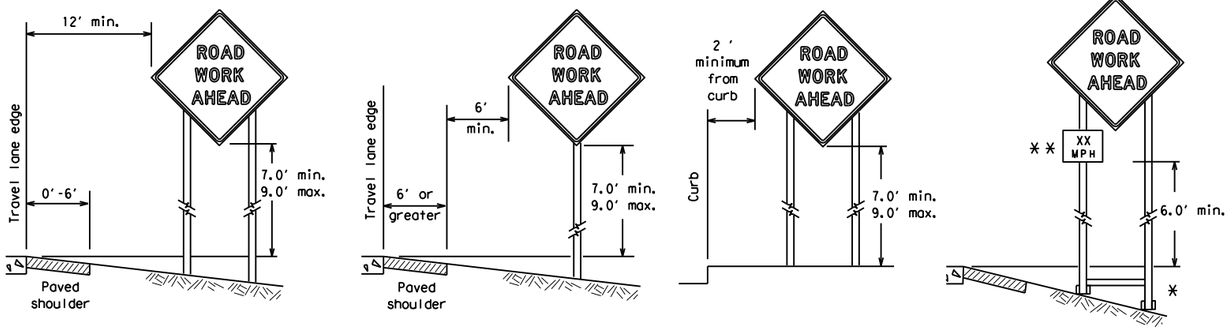
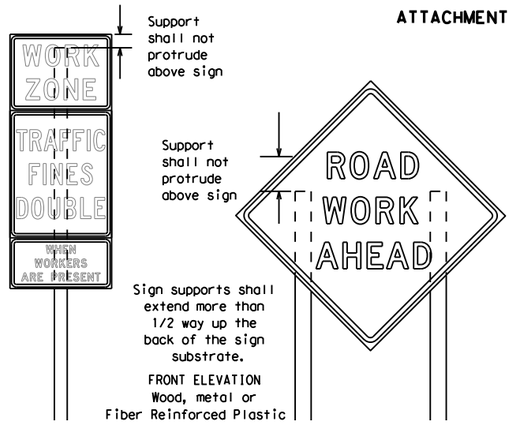
TYPICAL MINIMUM CLEARANCES FOR LONG TERM AND INTERMEDIATE TERM SIGNS

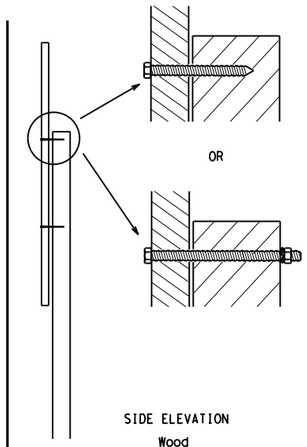


* When placing skid supports on unlevel ground, the leg post lengths must be adjusted so the sign appears straight and plumb. Objects shall NOT be placed under skids as a means of leveling.

** 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





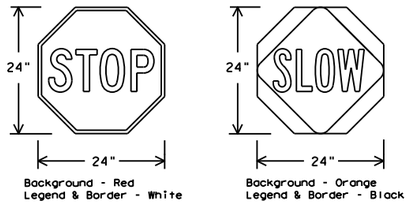
Attachment to wooden supports will be by bolts and nuts or screws. Use TxDOT's or manufacturer's recommended procedures for attaching sign substrates to other types of sign supports

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.



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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©TxDOT November 2002	CONT	SECT	JOB	HIGHWAY
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9-07 8-14	DIST	COUNTY		SHEET NO.
7-13 5-21	PAR	GRAYSON, ETC		12

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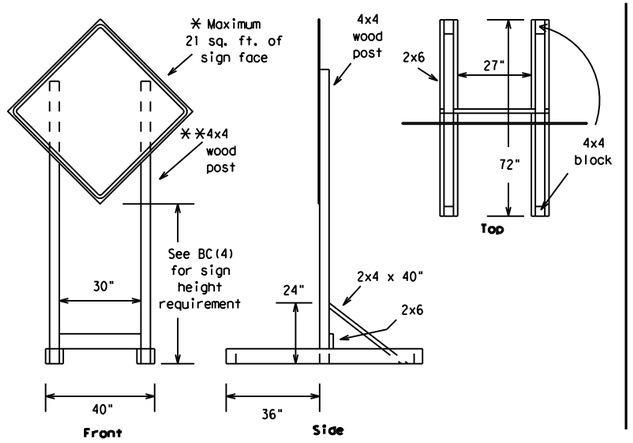
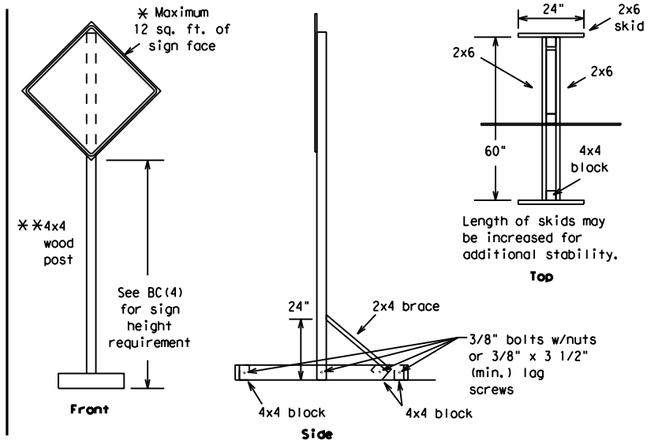
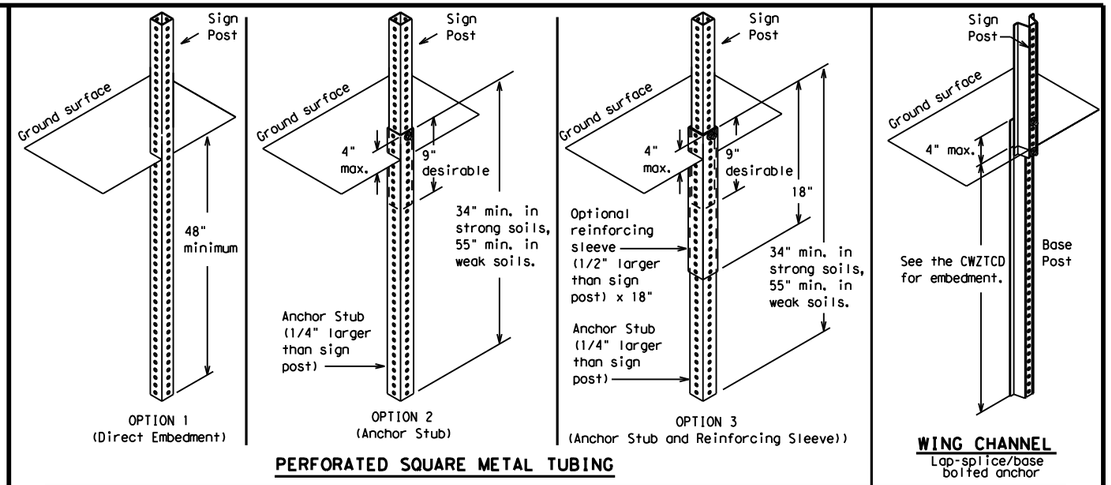




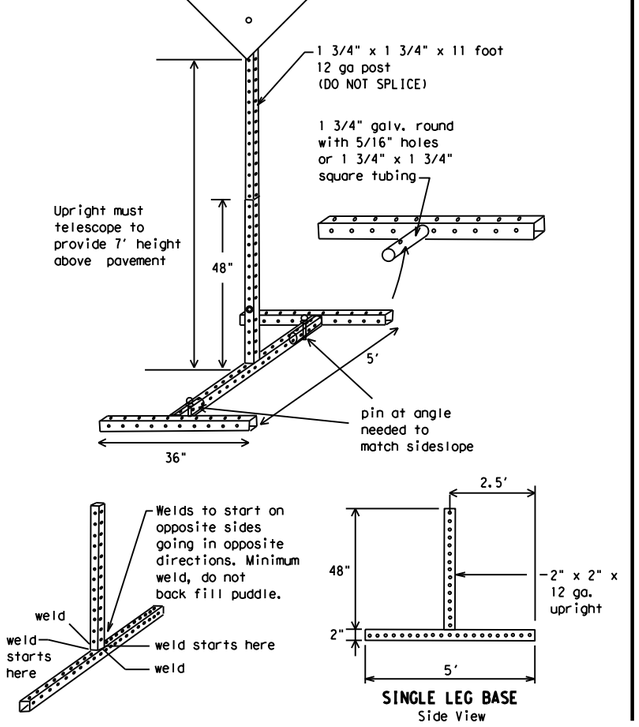
SKID MOUNTED WOOD SIGN SUPPORTS

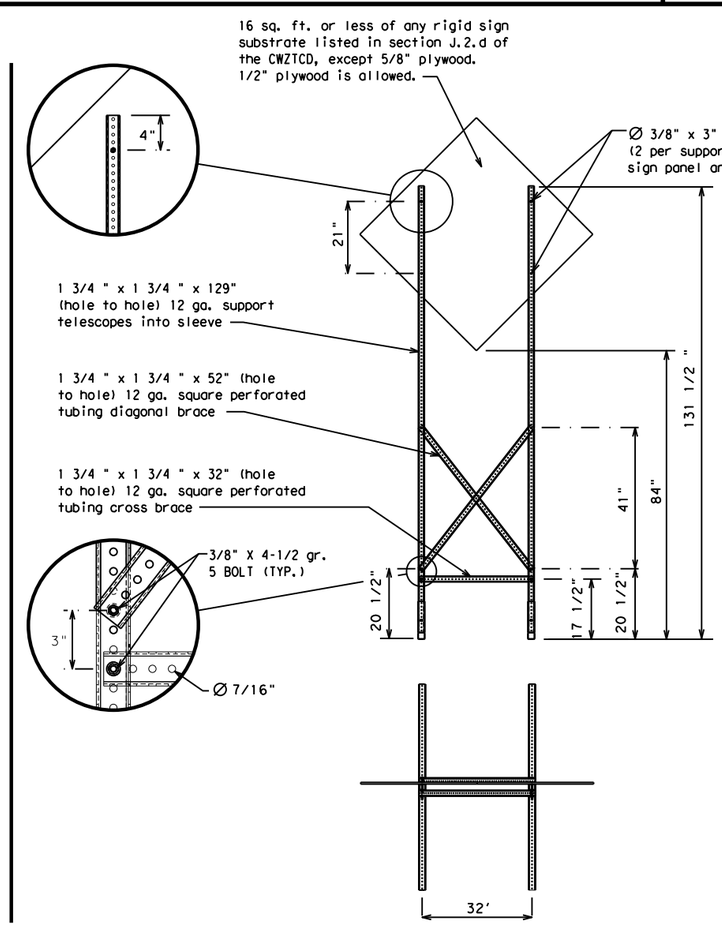
* LONG/INTERMEDIATE TERM STATIONARY - PORTABLE SKID MOUNTED SIGN SUPPORTS

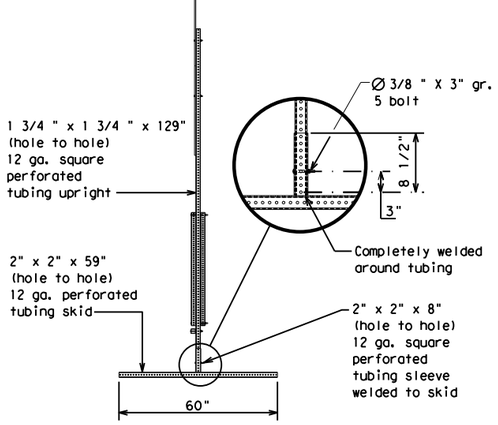


GROUND MOUNTED SIGN SUPPORTS

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.

Texas Department of Transportation | Traffic Safety Division Standard

BARRICADE AND CONSTRUCTION TYPICAL SIGN SUPPORT

BC(5)-21

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REVISIONS	0901	19	214, ETC	CR, ETC
9-07 8-14	DIST	COUNTY		SHEET NO.
7-13 5-21	PAR	GRAYSON, ETC		13

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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
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

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©TxDOT November 2002	CONT	SECT	JOB	HIGHWAY
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9-07 8-14	DIST	COUNTY		SHEET NO.
7-13 5-21	PAR	GRAYSON, ETC		14

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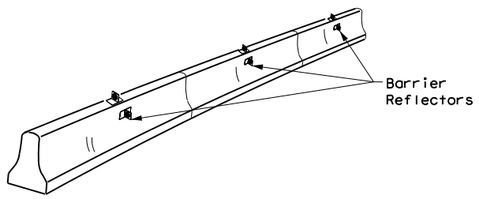
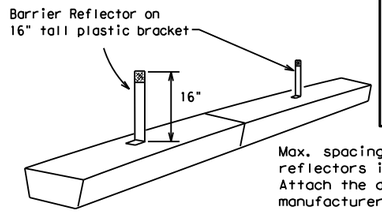
1. Barrier Reflectors shall be pre-qualified, and conform to the color and reflectivity requirements of DMS-8600. A list of prequalified Barrier Reflectors can be found at the Material Producer List web address shown on BC(1).
2. Color of Barrier Reflectors shall be as specified in the TMUTCD. The cost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



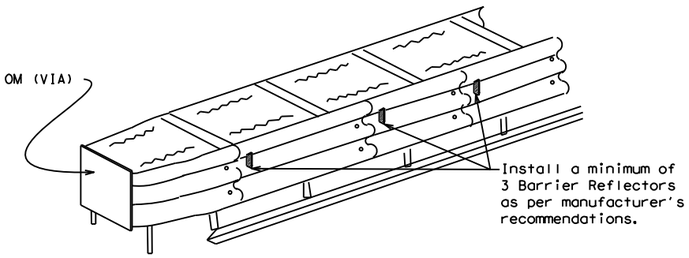
CONCRETE TRAFFIC BARRIER (CTB)

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



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

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 Manual for Assessing Safety Hardware (MASH). Refer to the CWZTCD List for approved end treatments and manufacturers.

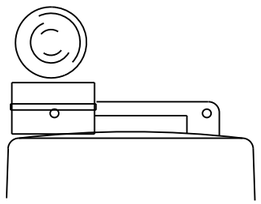
LOW PROFILE CONCRETE BARRIER (LPCB) USED IN WORK ZONES

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

BARRIER REFLECTORS FOR CONCRETE TRAFFIC BARRIER AND ATTENUATORS

WARNING LIGHTS

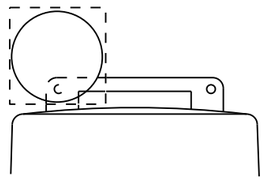
1. Warning lights shall meet the requirements of the TMUTCD.
2. Warning lights shall NOT be installed on barricades.
3. Type A-Low Intensity Flashing Warning Lights are commonly used with drums. They are intended to warn of or mark a potentially hazardous area. Their use shall be as indicated on this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



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

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.



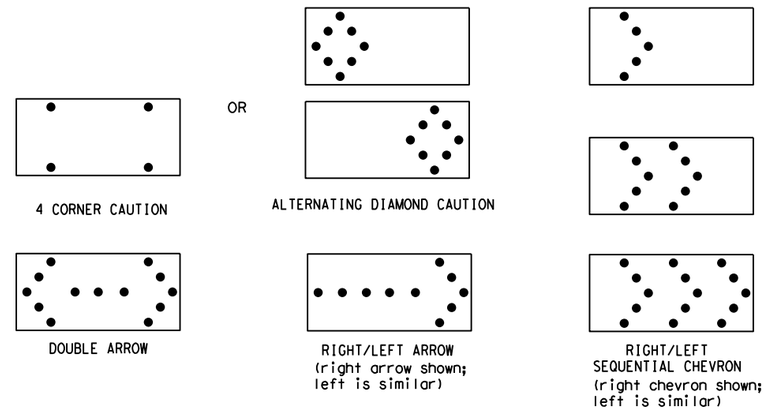
Warning reflector may be round or square.Must have a yellow reflective surface area of at least 30 square inches

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

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

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

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



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

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

ATTENTION

Flashing Arrow Boards shall be equipped with automatic dimming devices.

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

FLASHING ARROW BOARDS

TRUCK-MOUNTED ATTENUATORS

1. Truck-mounted attenuators (TMA) used on TxDOT facilities must meet the requirements outlined in the 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	0901	19	214, ETC	CR, ETC
9-07 8-14	DIST	COUNTY		SHEET NO.
7-13 5-21	PAR	GRAYSON, ETC		15

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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:

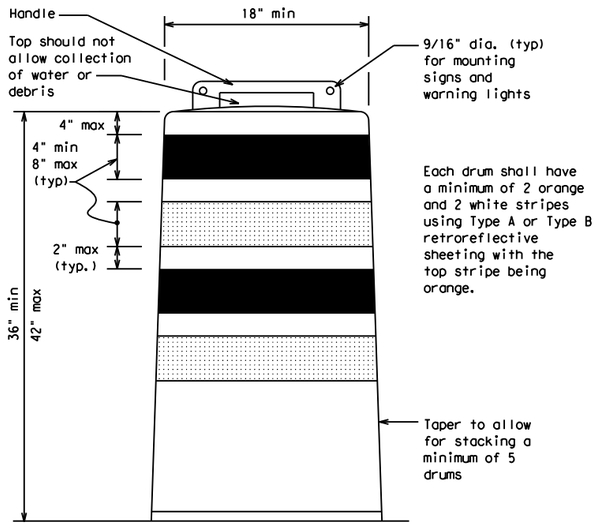
1. Plastic drums shall be a two-piece design; the "body" of the drum shall be the top portion and the "base" shall be the bottom.
2. The body and base shall lock together in such a manner that the body separates from the base when impacted by a vehicle traveling at a speed of 20 MPH or greater but prevents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

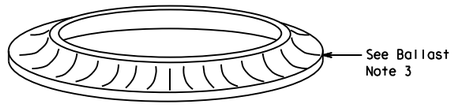
RETROREFLECTIVE SHEETING

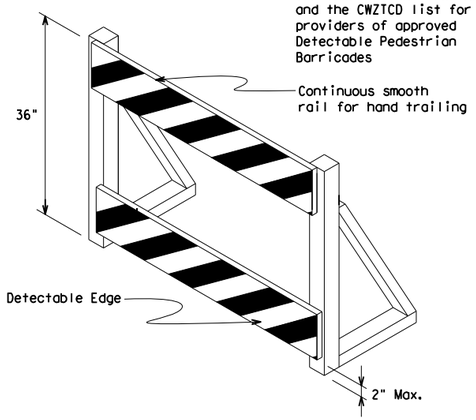
1. The stripes used on drums shall be constructed of sheeting meeting the color and retroreflectivity requirements of Departmental Materials Specification DMS-8300, "Sign Face Materials," Type A or Type B reflective sheeting shall be supplied unless otherwise specified in the plans.
2. The sheeting shall 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.

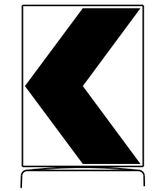




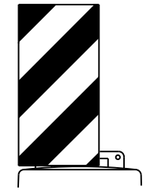


DETECTABLE PEDESTRIAN BARRICADES

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	0901	19	214, ETC	CR, ETC
4-03 8-14	DIST	COUNTY		SHEET NO.
9-07 5-21	PAR	GRAYSON, ETC		16
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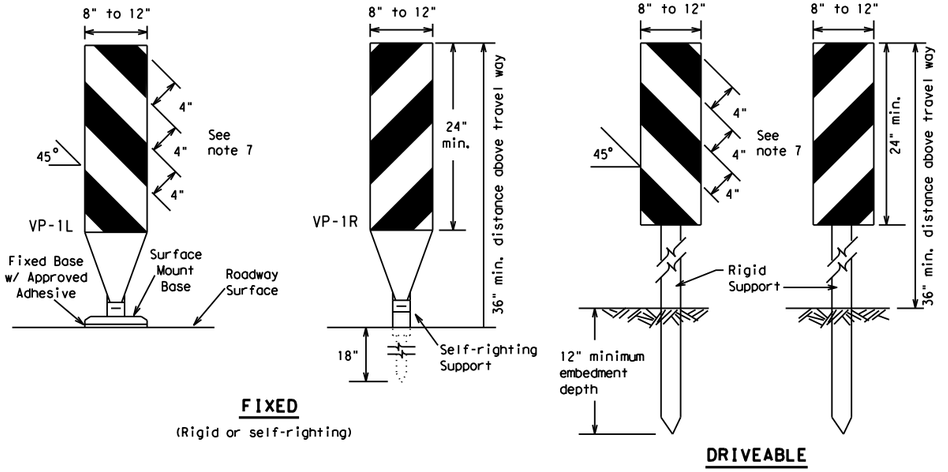
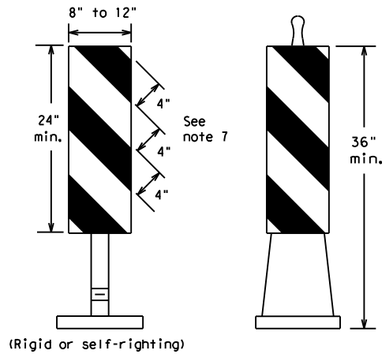


FIXED
(Rigid or self-righting)

DRIVEABLE

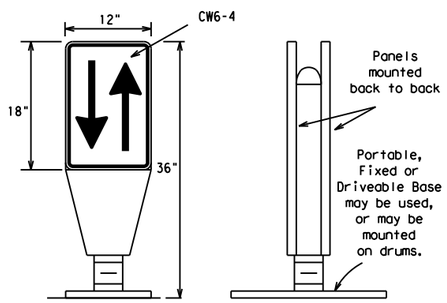


(Rigid or self-righting)

PORTABLE

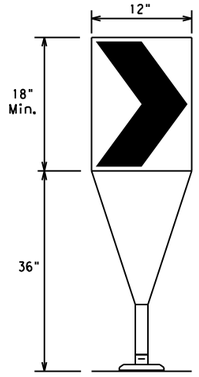
1. Vertical Panels (VP's) are normally used to channelize traffic or divide opposing lanes of traffic.
2. VP's may be used in daytime or nighttime situations. They may be used at the edge of shoulder drop-offs and other areas such as lane transitions where positive daytime and nighttime delineation is 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)



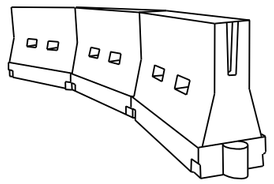
Fixed Base w/ Approved Adhesive (Driveable Base, or Flexible Support can be used)

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

SHEET 9 OF 12

Texas Department of Transportation | Traffic Safety Division Standard

BARRICADE AND CONSTRUCTION CHANNELIZING DEVICES

BC(9)-21

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9-07 8-14	DIST	COUNTY		SHEET NO.
7-13 5-21	PAR	GRAYSON, ETC		17

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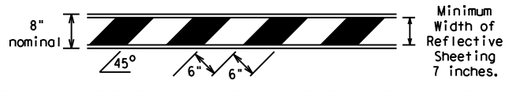
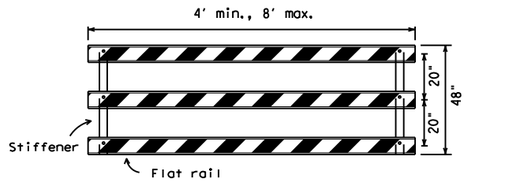
TYPE 3 BARRICADES

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

Barricades shall NOT be used as a sign support.



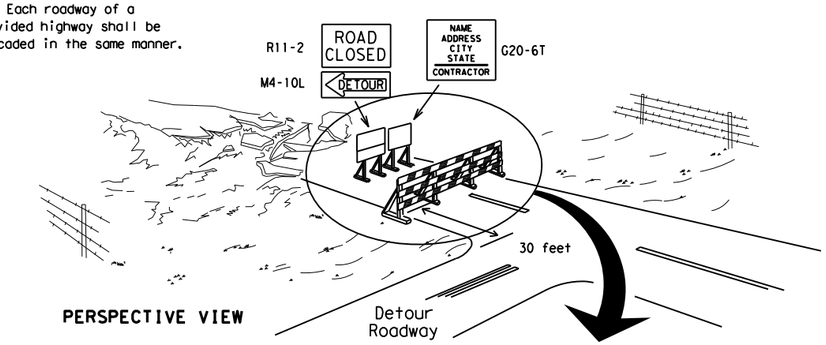
TYPICAL STRIPING DETAIL FOR BARRICADE RAIL



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

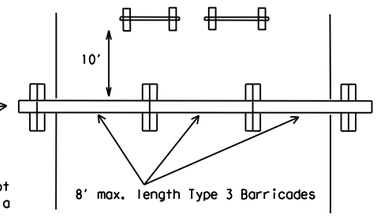
TYPICAL PANEL DETAIL FOR SKID OR POST TYPE BARRICADES

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



PERSPECTIVE VIEW

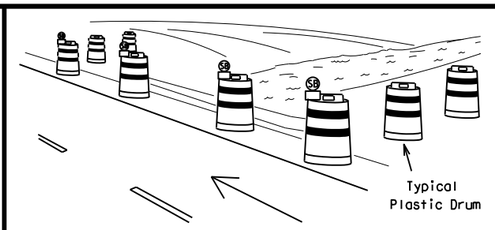
The three rails on Type 3 barricades shall be reflectorized orange and reflective white stripes on one side facing one-way traffic and both sides for two-way traffic.
Barricade striping should slant downward in the direction of detour.



PLAN VIEW

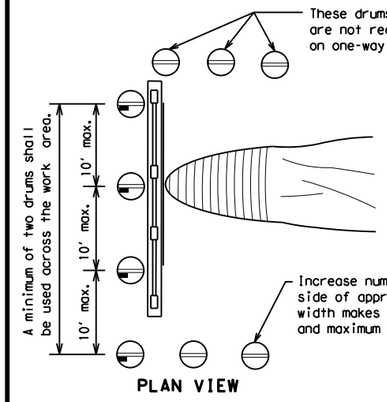
1. Signs should be mounted on independent supports at a 7 foot mounting height in center of roadway. The signs should be a minimum of 10 feet behind Type 3 Barricades.
2. Advance signing shall be as specified elsewhere in the plans.

TYPE 3 BARRICADE (POST AND SKID) TYPICAL APPLICATION



PERSPECTIVE VIEW

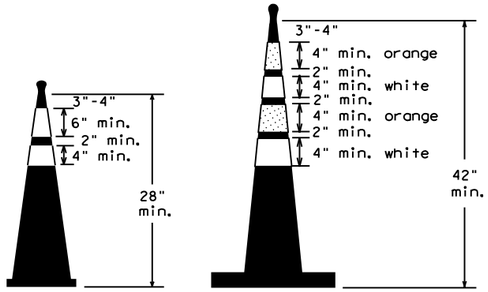
1. Where positive redirectional capability is provided, drums may be omitted.
2. Plastic construction fencing may be used with drums for safety as required in the plans.
3. Vertical Panels on flexible support may be substituted for drums when the shoulder width is less than 4 feet.
4. When the shoulder 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.



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

PLAN VIEW

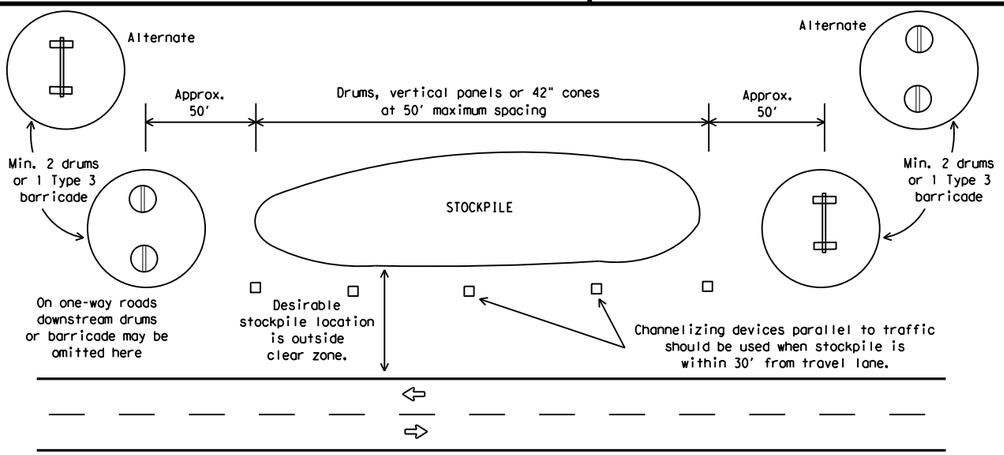
CULVERT WIDENING OR OTHER ISOLATED WORK WITHIN THE PROJECT LIMITS



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

SHEET 10 OF 12

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
© TxDOT November 2002	CONT	SECT	JOB	HIGHWAY
REVISIONS	0901	19	214, ETC	CR, ETC
9-07 8-14	DIST	COUNTY		SHEET NO.
7-13 5-21	PAR	GRAYSON, ETC		18

104

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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.

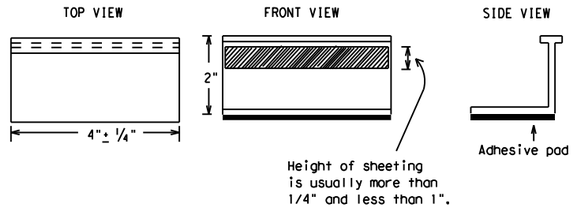
MAINTAINING WORK ZONE PAVEMENT MARKINGS

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
©TxDOT February 1998	CONT	SECT	JOB	HIGHWAY
REVISIONS 2-98 9-07 5-21 1-02 7-13 11-02 8-14	0901	19	214, ETC	CR, ETC
	DIST	COUNTY		SHEET NO.
	PAR	GRAYSON, ETC		19

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DATE: 4/25/2022 4:32:49 PM
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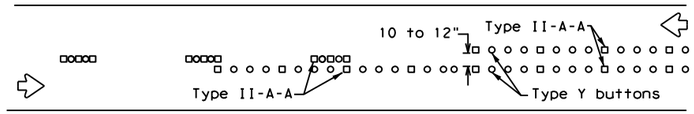
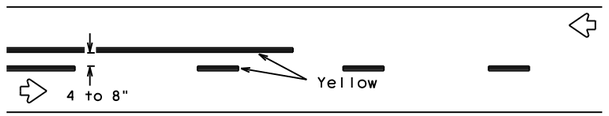
PAVEMENT MARKING PATTERNS

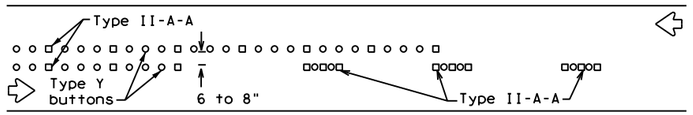
REFLECTORIZED PAVEMENT MARKINGS - PATTERN A



RAISED PAVEMENT MARKERS - PATTERN A



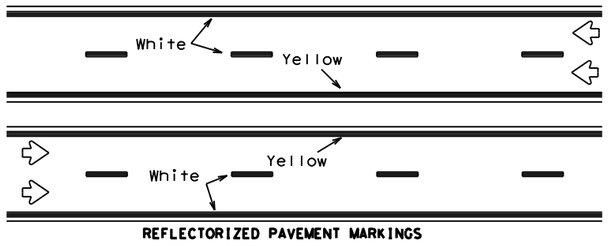
REFLECTORIZED PAVEMENT MARKINGS - PATTERN B



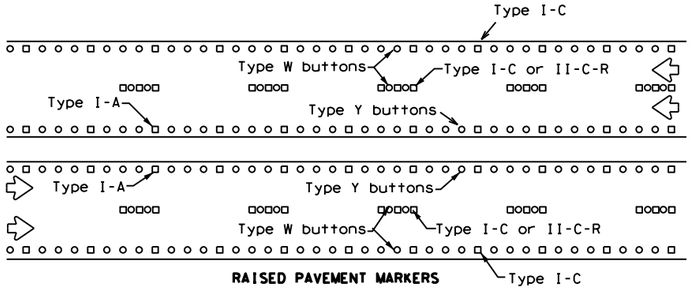
RAISED PAVEMENT MARKERS - PATTERN B

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



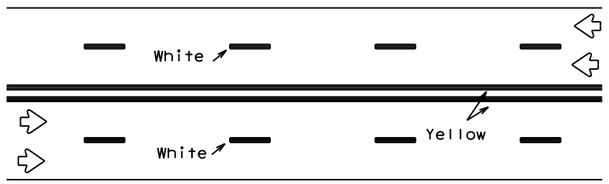
REFLECTORIZED PAVEMENT MARKINGS



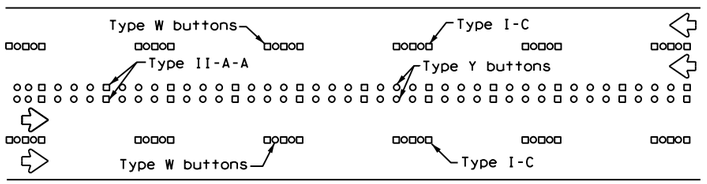
RAISED PAVEMENT MARKERS

Prefabricated markings may be substituted for reflectorized pavement markings.

EDGE & LANE LINES FOR DIVIDED HIGHWAY



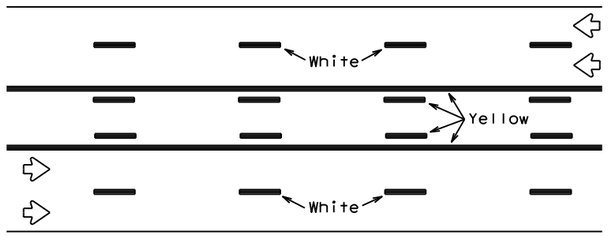
REFLECTORIZED PAVEMENT MARKINGS



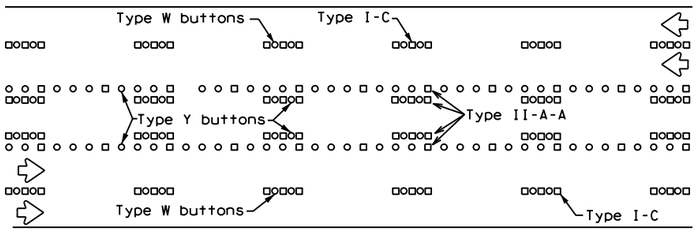
RAISED PAVEMENT MARKERS

Prefabricated markings may be substituted for reflectorized pavement markings.

LANE & CENTER LINES FOR MULTILANE UNDIVIDED HIGHWAYS



REFLECTORIZED PAVEMENT MARKINGS



RAISED PAVEMENT MARKERS

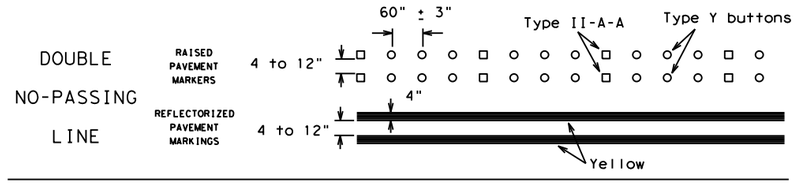
Prefabricated markings may be substituted for reflectorized pavement markings.

TWO-WAY LEFT TURN LANE

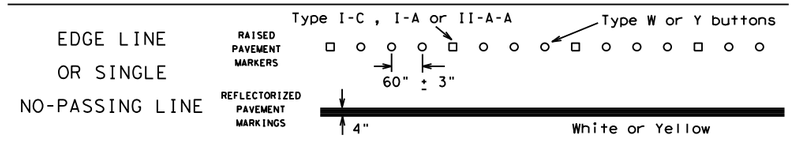
STANDARD WORK ZONE PAVEMENT MARKINGS DETAILS

SOLID LINES

DOUBLE NO-PASSING LINE

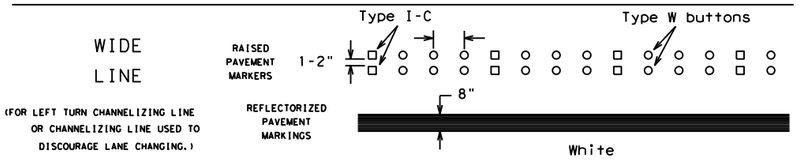


EDGE LINE OR SINGLE NO-PASSING LINE



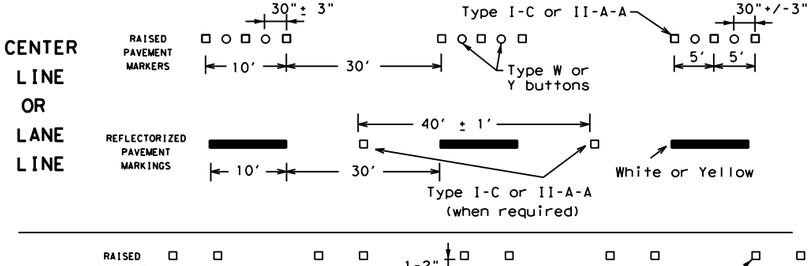
WIDE LINE

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

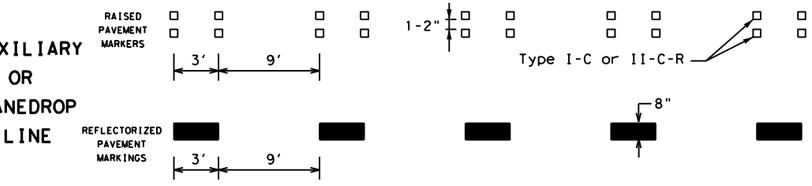


BROKEN LINES

CENTER LINE OR LANE LINE

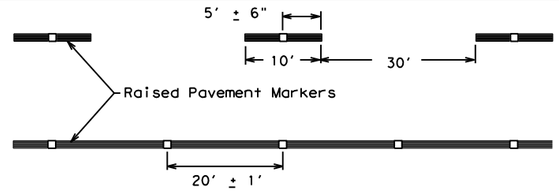


AUXILIARY OR LANEDROP LINE



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
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REVISIONS 1-97 9-07 5-21 2-98 7-13 11-02 8-14	0901	19	214, ETC	CR, ETC
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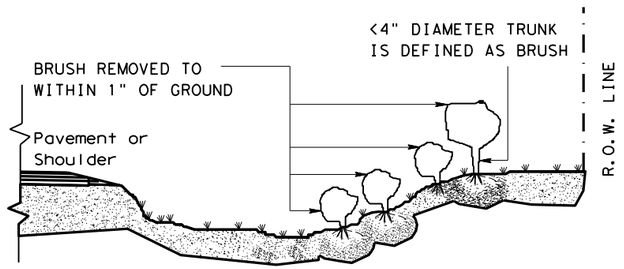
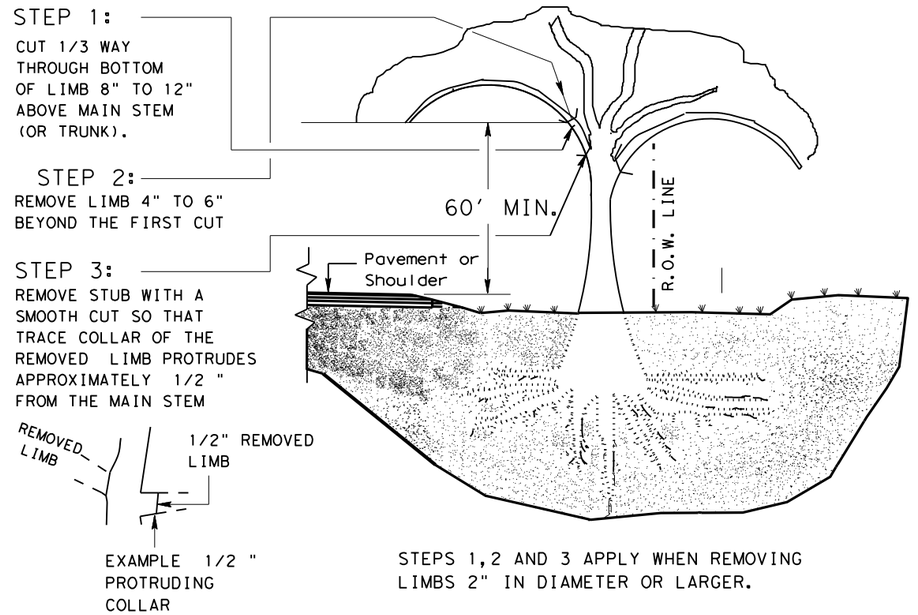
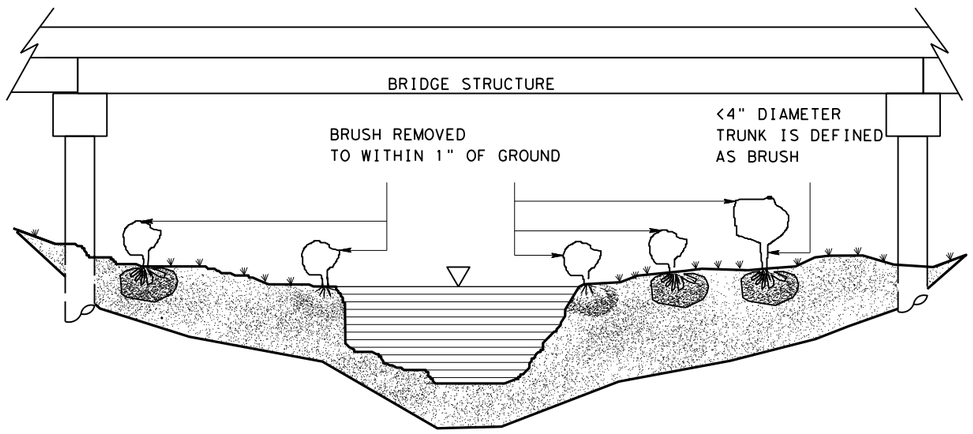


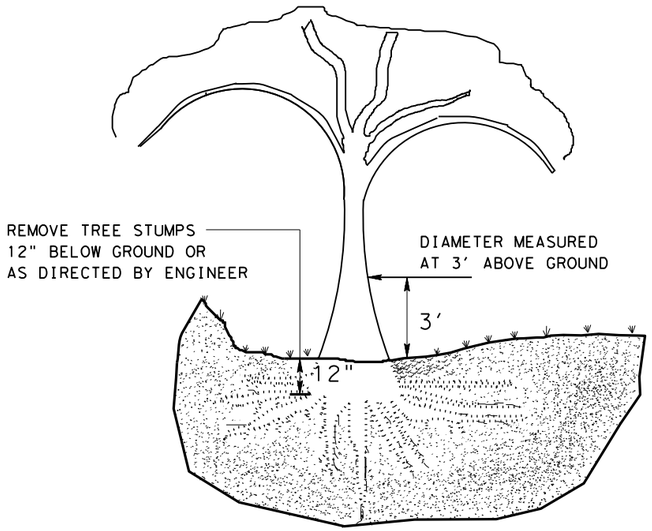
BRUSH REMOVAL



TREE TRIMMING



BRUSH REMOVAL UNDER BRIDGE AND IN CHANNEL



TREE REMOVAL

SPECIFIC LOCATION SPECIFIED IN PLANS

STATE OF TEXAS
MONTE L. RATER
95859
LICENSED
PROFESSIONAL ENGINEER

04.27.22

Monte R. Rater P.E.

TREE TRIMMING &
BRUSH REMOVAL

Texas Department of Transportation

CONT	SECT	JOB	HIGHWAY
0901	19	214, ETC	CR, ETC
DIST	COUNTY		SHEET NO.
PAR	GRAYSON, ETC		21

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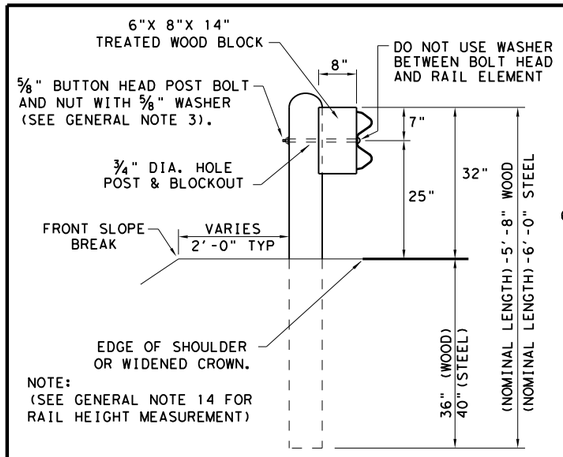
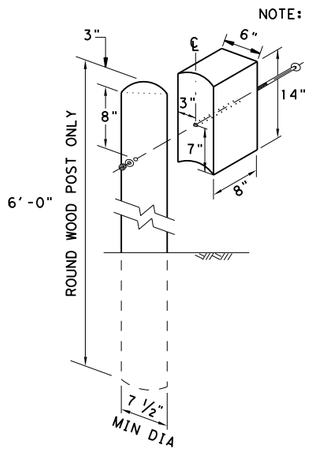
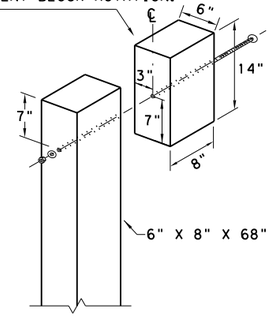


TYPICAL POST PLACEMENT

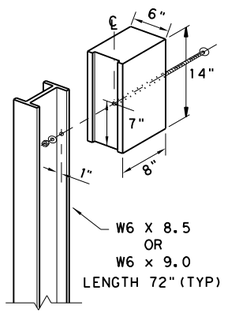


WOOD BLOCK TO ROUND WOOD POST

NOTE: TOENAIL WITH ONE 16D GALV. NAIL TO PREVENT BLOCK ROTATION.

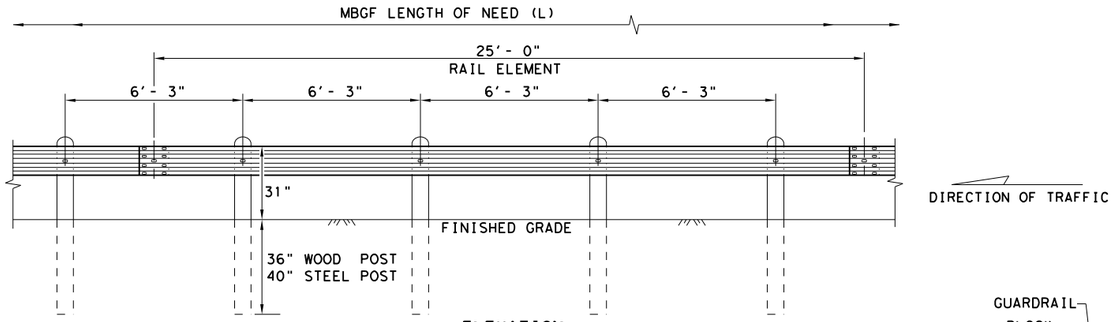


WOOD BLOCK TO RECTANGULAR WOOD POST



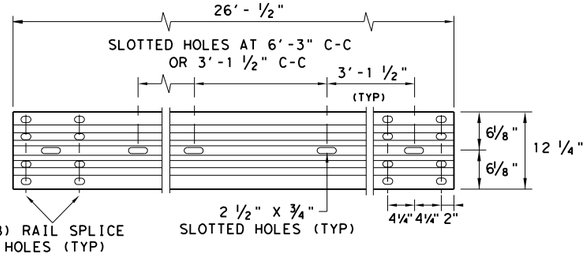
ROUTED WOOD BLOCK TO I-BEAM STEEL POST

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



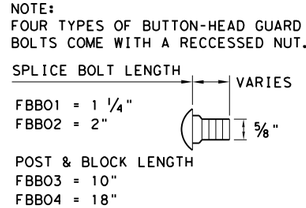
ELEVATION
MID-SPAN RAIL SPLICE

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



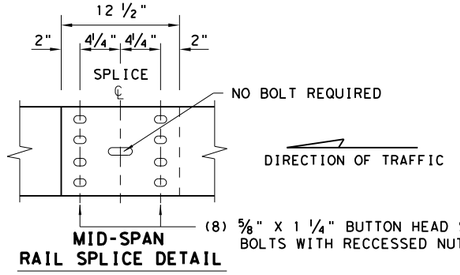
ELEVATION 25'- 0" (NOM.) W-BEAM SECTION

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



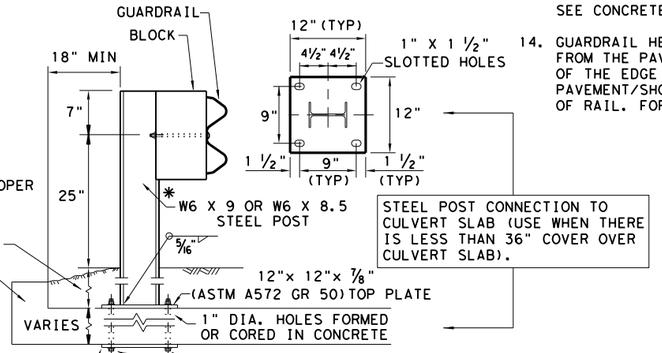
BUTTON HEAD BOLT

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



MID-SPAN RAIL SPLICE DETAIL

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



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

STEEL POST CONNECTION TO CULVERT SLAB (USE WHEN THERE IS LESS THAN 36" COVER OVER CULVERT SLAB).

LOW FILL CULVERT POST

NOTE: TWO INSTALLATION OPTIONS.

1. BOLT-THROUGH OPTION: REQUIRES A 6" MIN. SLAB THICKNESS. ⅞" DIA (ASTM A449) HEAVY HEX BOLTS WITH TWO HARDENED WASHER EACH AND HEAVY HEX NUTS.
   NOTE: BOLT LENGTH = SLAB PLUS 2 ¼" MIN.

2. EPOXY ANCHOR OPTION: THIS OPTION MAY ONLY BE USED IF THE CULVERT SLAB IS 9" MIN. THICK. THREADED ANCHOR RODS MUST BE ⅞" DIA. ASTM A449 OR A193 GRADE B7 WITH HEAVY HEX NUT, AND ONE HARDENED WASHER EACH. EMBED ANCHOR RODS 6" WITH HILTI HIT RE 500 EPOXY ADHESIVE. OTHER TYPE III CLASS C EPOXY ADHESIVES MEETING THE REQUIREMENTS OF DMS-6100, "EPOXIES AND ADHESIVES", MAY BE USED IF IT CAN BE DEMONSTRATED THAT THEY MEET OR EXCEED THE STRENGTH OF HILTI HIT RE 500 WITH THE SAME EMBEDMENT DEPTH AND THREADED ROD DIA. FOLLOW THE MANUFACTURER'S REQUIREMENTS FOR INSTALLING EPOXIED THREADED RODS. EXTEND RODS ¼" MIN. BEYOND NUT.

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

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

GENERAL NOTES

1. THE TYPE OF POST (ROUND WOOD POST, RECTANGULAR WOOD POST, OR STEEL POST) WILL BE AS SHOWN IN THE PLANS. THE EXACT POSITION OF MBGF SHALL BE SHOWN IN THE PLANS OR AS DIRECTED BY THE ENGINEER. STEEL POSTS TO BE GALVANIZED IN ACCORDANCE WITH ITEM 445, "GALVANIZING."
2. RAIL ELEMENTS SHALL MEET THE REQUIREMENTS OF ITEM 540,"METAL BEAM GUARD FENCE" EXCEPT AS MODIFIED IN THE PLANS. THE CONTRACTOR MAY FURNISH RAIL ELEMENTS OF 25'- 0", OR 12'- 6" (NOM.) LENGTHS. RAIL ELEMENTS MAY HAVE SLOTTED HOLES AT 3'-1 ½" C-C OR 6'-3" C-C. A SPECIAL LENGTH OF RAIL MAY BE MANUFACTURED TO ACCOMMODATE THE DOWNSTREAM ANCHOR TERMINAL (DAT) AND THE TRANSITION SECTIONS OF GUARDRAIL.
3. BUTTON HEAD "POST BOLTS & NUTS" SHALL MEET THE REQUIREMENTS OF (ASTM A307), AND SHALL BE OF SUFFICIENT LENGTH TO EXTEND THROUGH THE FULL THICKNESS OF THE NUT AND ⅝" WASHER (FWC16a) AND NOT MORE THAN 1" BEYOND IT. TRIM REMAINING BOLT LENGTH TO MEET REQUIRED LENGTH.
4. FITTINGS (BOLTS, NUTS, AND WASHERS) SHALL BE GALVANIZED IN ACCORDANCE WITH ITEM 445,"GALVANIZING." FITTINGS SHALL BE SUBSIDIARY TO THE BID ITEM.
5. CROWN SHALL BE WIDENED TO ACCOMMODATE THE METAL BEAM GUARD FENCE.
6. THE LATERAL APPROACH TO THE GUARD FENCE, SHALL HAVE A MAXIMUM SLOPE OF 1V:10H.
7. IF SHOWN ELSEWHERE IN THE PLANS OR AS DIRECTED BY THE ENGINEER, THE GUARD FENCE MAY BE FLARED AT A RATE OF 25:1 OR FLATTER.
8. UNLESS OTHERWISE SHOWN IN THE PLANS, GUARD FENCE PLACED IN THE VICINITY OF CURBS SHALL BE POSITIONED SO THAT THE FACE OF CURB IS LOCATED DIRECTLY BELOW OR BEHIND THE FACE OF THE RAIL. RAIL PLACED OVER CURBS SHALL BE INSTALLED SO THAT THE POST BOLT IS LOCATED APPROXIMATELY 25 INCHES ABOVE THE GUTTER PAN OR EDGE OF SHOULDER.
9. APPLICATIONS IN SOLID ROCK ARE ONLY ALLOWED WITH STEEL POSTS. IF SOLID ROCK IS ENCOUNTERED WITHIN 0 TO 18" OF THE FINISHED GRADE, DRILL A 24" DIA. HOLE, 24" INTO THE ROCK. IF SOLID ROCK IS ENCOUNTERED BELOW 18", DRILL A 12" DIA. HOLE, 12" INTO THE ROCK OR TO THE STANDARD EMBEDMENT DEPTH, WHICHEVER MAYBE LESS. ANY EXCESS POST LENGTH, AFTER MEETING THESE DEPTHS, MAY BE FIELD CUT TO ENSURE PROPER GUARDRAIL MOUNTING HEIGHT. BACKFILL WITH COARSE AGGREGATE MATERIAL.
10. POSTS SHALL NOT BE SET IN CONCRETE, OF ANY DEPTH.
11. SPECIAL FABRICATION WILL BE REQUIRED AT INSTALLATION LOCATIONS HAVING A CURVATURE OF LESS THAN 150 FT. RADIUS.
12. UNLESS OTHERWISE SHOWN IN THE PLANS, A COMPOSITE MATERIAL BLOCK THAT MEETS THE REQUIREMENTS OF DMS-7210,"COMPOSITE MATERIAL POSTS AND BLOCKS FOR METAL BEAM GUARD FENCE" MAY BE SUBSTITUTED FOR BLOCKS OF SIMILAR DIMENSIONS. THE CONSTRUCTION DIVISION, TXDOT MAINTAINS A MATERIAL PRODUCER LIST (MPL) FOR PRODUCERS OF MATERIALS CONFORMING TO DMS-7210 ONLY PRODUCERS ON THE MPL MAY FURNISH COMPOSITE MATERIAL BLOCKS.
13. FOR THE LOW FILL CULVERT OPTION, POSTS LOCATED PARTIALLY OR WHOLLY BETWEEN PRECAST BOX CULVERT UNITS, THE USE OF A CAST-IN-PLACE CONCRETE CLOSURE BETWEEN BOXES IS REQUIRED. THE LENGTH OF THE CAST-IN-PLACE CONCRETE CLOSURE SHALL ACCOMMODATE THE PLACEMENT OF THE LOW FILL CULVERT OPTION. SEE CONCRETE CLOSURE DETAILS ON BRIDGE STANDARD SCP-MD.
14. GUARDRAIL HEIGHT MEASUREMENT: WHEN THE GUARDRAIL IS LOCATED ABOVE PAVEMENT, MEASURE THE HEIGHT FROM THE PAVEMENT TO THE TOP OF THE W-BEAM RAIL. WHEN THE GUARDRAIL IS LOCATED UP TO 2 FT. OFF OF THE EDGE OF PAVEMENT OR FOR A PAVEMENT OVERLAY, USE A 10-FOOT STRAIGHTEDGE TO EXTEND THE PAVEMENT/SHOULDER SLOPE TO THE BACK OF RAIL, MEASURE FROM THE BOTTOM OF STRAIGHTEDGE TO THE TOP OF RAIL. FOR GUARDRAIL LOCATED DOWN A 10:1 SLOPE, MEASURE FROM THE NOMINAL TERRAIN.

Texas Department of Transportation — Design Division Standard

METAL BEAM GUARD FENCE
TL-3 MASH COMPLIANT
GF(31)-19

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©TxDOT: NOVEMBER 2019	CONT	SECT	JOB	HIGHWAY
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	DIST	COUNTY		SHEET NO.
	PAR	GRAYSON, ETC		22

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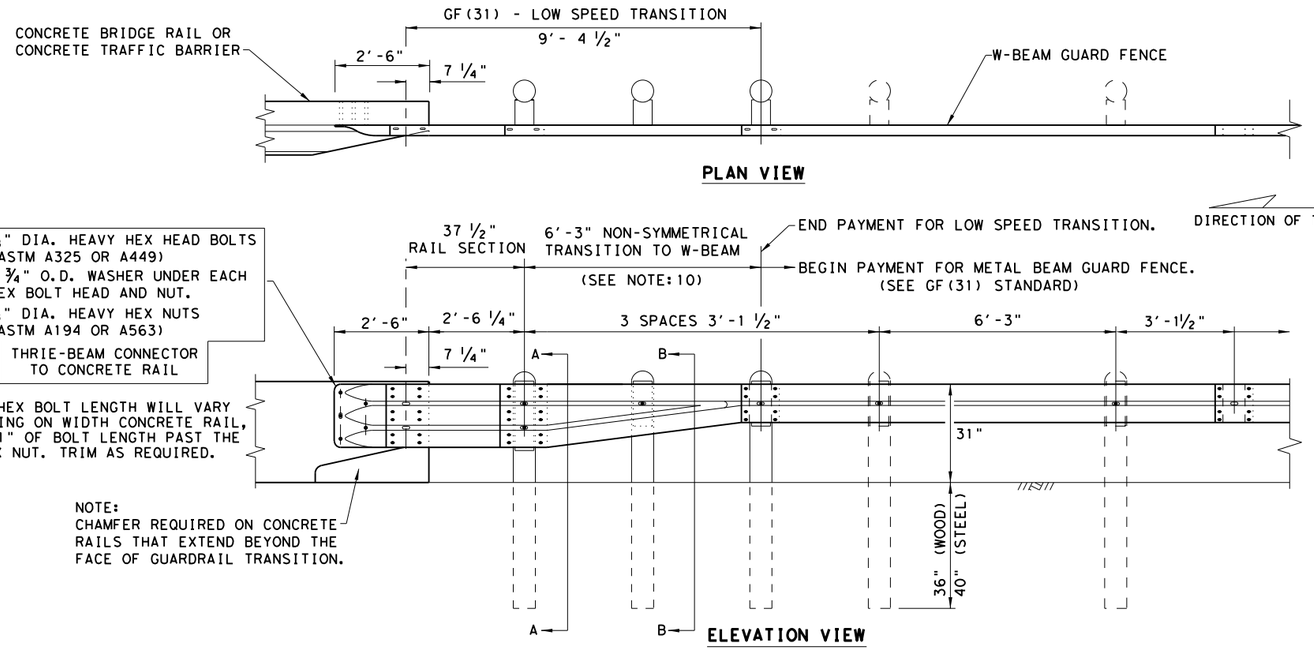
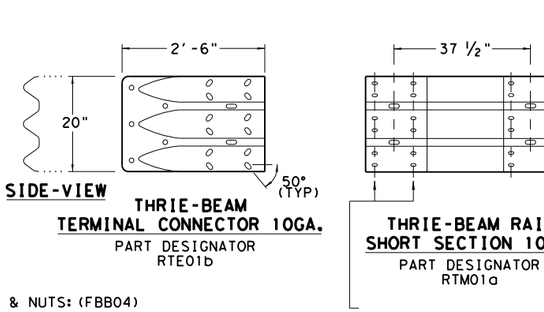
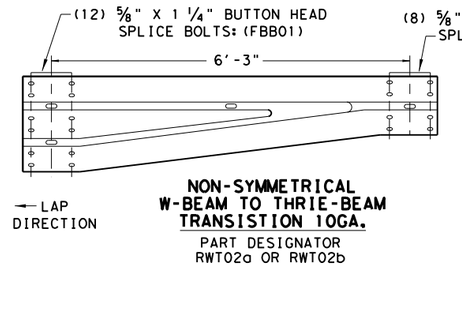


GENERAL NOTES

1. THE TYPE OF POST (ROUND WOOD POST, RECTANGULAR WOOD POST, OR STEEL POST) WILL BE AS SHOWN IN THE PLANS. THE EXACT POSITION OF TRANSITIONS SHALL BE AS SHOWN IN THE PLANS OR AS DIRECTED BY THE ENGINEER. REFER TO GF(31)STANDARD SHEET.
2. RAIL ELEMENT SHALL MEET THE REQUIREMENTS OF ITEM 540, "METAL BEAM GUARD FENCE" EXCEPT AS MODIFIED IN THE PLANS.
3. FITTINGS (BOLTS, NUTS, AND WASHERS) SHALL BE GALVANIZED IN ACCORDANCE WITH ITEM 445, "GALVANIZING." FITTINGS SHALL BE SUBSIDIARY TO THE BID ITEM REQUIRING CONSTRUCTION OF THE TRANSITION.
4. BUTTON HEAD "POST BOLTS & NUTS" SHALL MEET THE REQUIREMENTS OF (ASTM A307), AND SHALL BE OF SUFFICIENT LENGTH TO EXTEND THROUGH THE FULL THICKNESS OF THE NUT AND ⅝" WASHER (FWC16a) AND NOT MORE THAN 1" BEYOND IT. TRIM BOLT LENGTH TO MEET REQUIRED LENGTH.
5. POSTS SHALL NOT BE SET IN CONCRETE, OF ANY DEPTH.
6. CROWN SHALL BE WIDENED TO ACCOMMODATE TRANSITIONS.
7. WHERE SOLID ROCK IS ENCOUNTERED, CONTACT THE DESIGN DIVISION FOR ADDITIONAL GUIDANCE. (512) 416-2678
8. UNLESS OTHERWISE SHOWN IN THE PLANS, A COMPOSITE MATERIAL BLOCK THAT MEETS THE REQUIREMENTS OF DMS-7210, "COMPOSITE MATERIAL POSTS AND BLOCKS FOR METAL BEAM GUARD FENCE" MAY BE SUBSTITUTED FOR BLOCKS OF SIMILAR DIMENSIONS. THE CONSTRUCTION DIVISION, TXDOT, MAINTAINS A MATERIAL PRODUCER LIST (MPL) FOR PRODUCERS OF MATERIALS CONFORMING TO DMS-7210. ONLY PRODUCERS ON THE MPL CAN FURNISH COMPOSITE MATERIAL BLOCKS.
9. REFER TO GF(31)STANDARD SHEET & BRIDGE RAILING DETAILS FOR ADDITIONAL DETAILS.
10. FOR ROUND WOOD POSTS SYSTEMS, ALL ROUND WOOD POSTS SHALL BE 7 ½" DIA. MINIMUM THROUGHOUT THE TRANSITION.





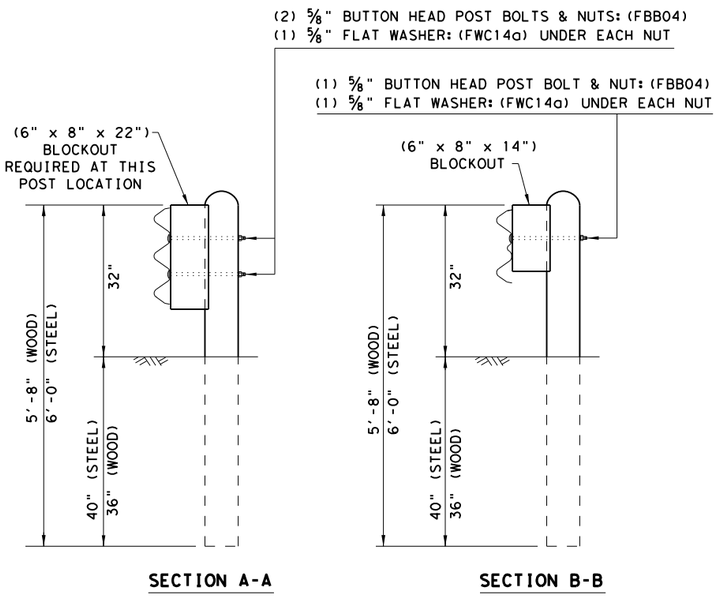
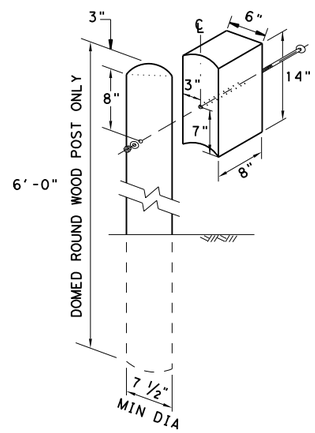
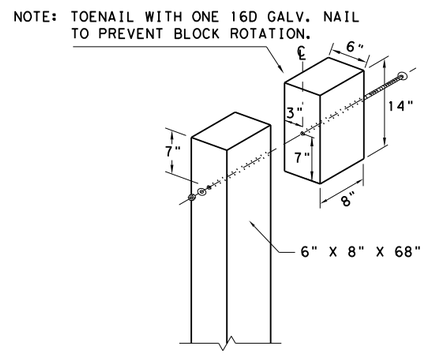
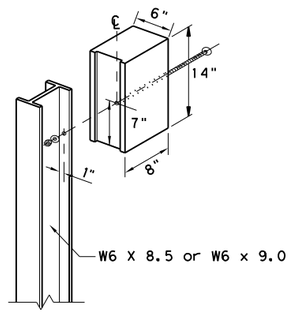


PLATE WASHER INSTRUCTIONS

BRIDGE APPROACH - UPSTREAM: THE SHORT RAIL LAPS OVER THE TERMINAL CONNECTOR. PLATE WASHERS ARE INSTALLED UNDER THE SPLICE NUTS AGAINST INSIDE OF CONNECTOR.
BRIDGE EXIT - DOWNSTREAM: THE TERMINAL CONNECTOR LAPS OVER THE NESTED RAIL. PLATE WASHERS ARE INSTALLED UNDER THE BOLT HEAD AGAINST OUTSIDE OF CONNECTOR.







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

LOW-SPEED TRANSITION

Texas Department of Transportation | Design Division Standard

METAL BEAM GUARD FENCE THRIE-BEAM TRANSITION TL-2 MASH COMPLIANT

GF(31)TR TL2-19

FILE: gf31tr1219.dgn	DN: TxDOT	CK: KM	DW: VP	CK: CGL/AG		
©TxDOT: NOVEMBER 2019	CONT	SECT	JOB		HIGHWAY	
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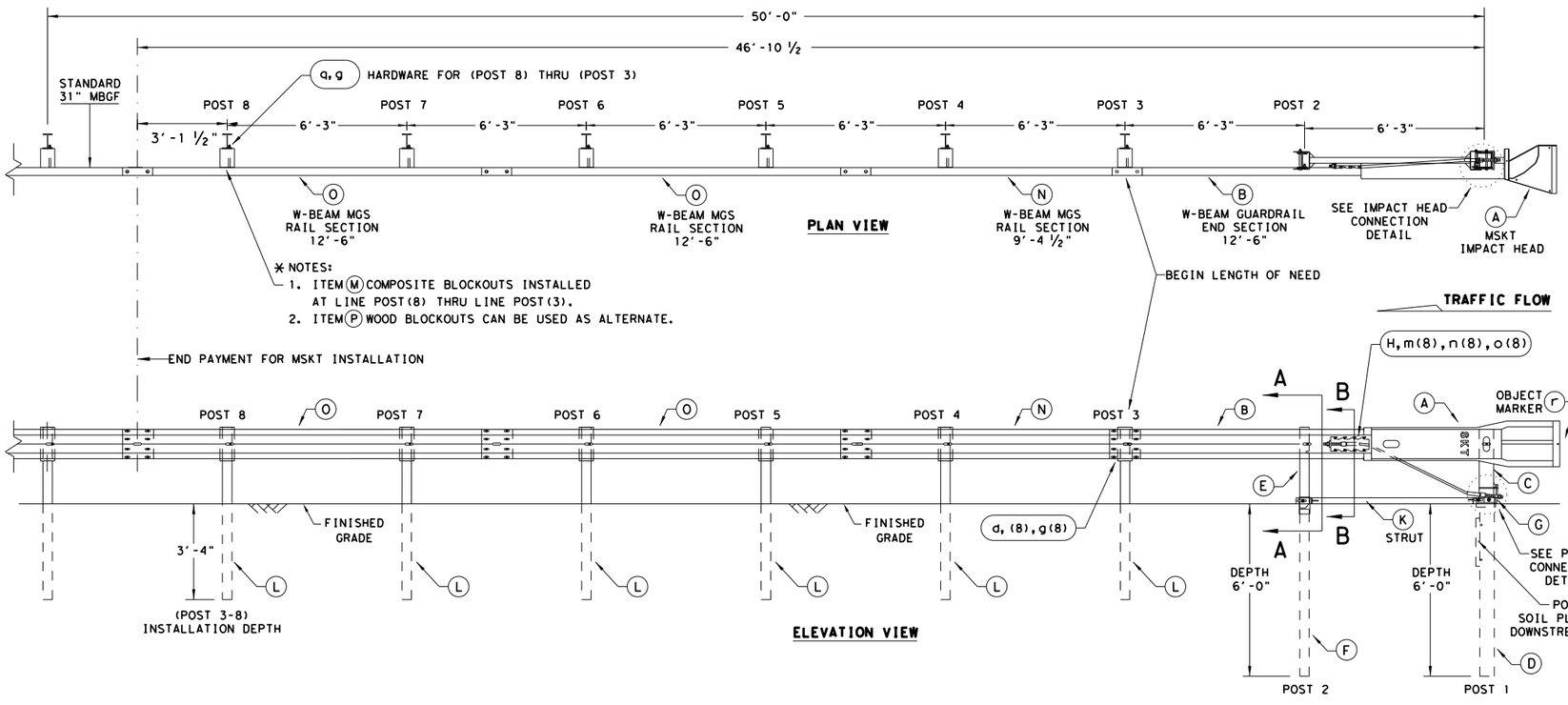
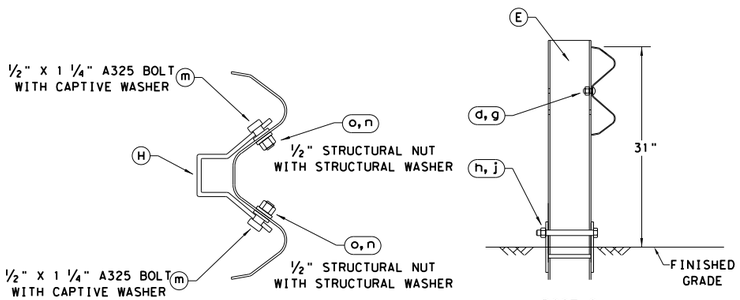
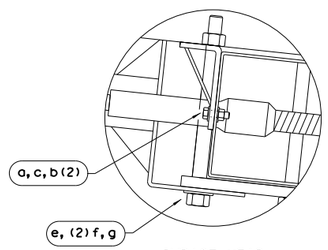
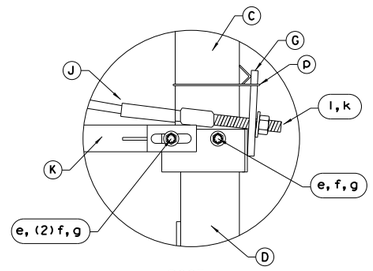
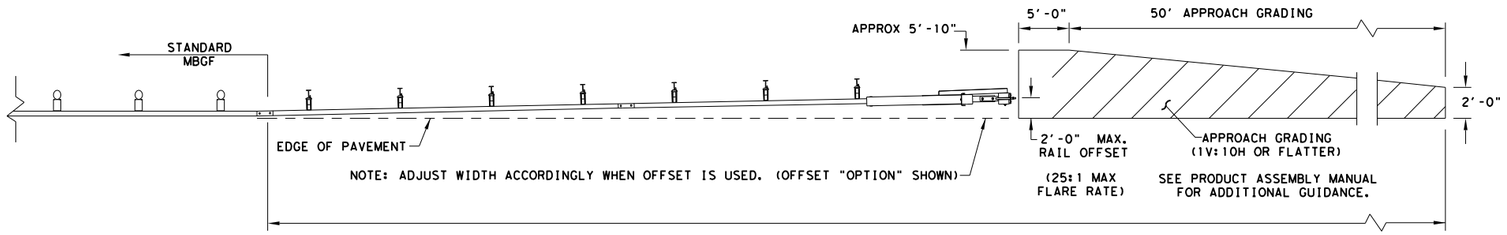


NOTE: SEE (GENERAL NOTE 14) FOR DRIVING CAP INFORMATION.









NOTE: ADJUST WIDTH ACCORDINGLY WHEN OFFSET IS USED. (OFFSET "OPTION" SHOWN)

APPROACH GRADING AT GUARDRAIL END TREATMENTS

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

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

GENERAL NOTES

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

ITEM	QTY	MAIN SYSTEM COMPONENTS	ITEM NUMBERS
A	1	MSKT IMPACT HEAD	MS3000
B	1	W-BEAM GUARDRAIL END SECTION, 12 Ga.	SF1303
C	1	POST 1 - TOP (6" X 6" X ⅛" TUBE)	MTPHP1A
D	1	POST 1 - BOTTOM (6' W6X15)	MTPHP1B
E	1	POST 2 - ASSEMBLY TOP	UHP2A
F	1	POST 2 - ASSEMBLY BOTTOM (6' W6X9)	HP2B
G	1	BEARING PLATE	E750
H	1	CABLE ANCHOR BOX	S760
J	1	BCT CABLE ANCHOR ASSEMBLY	E770
K	1	GROUND STRUT	MS785
L	6	W6x9 OR W6x8.5 STEEL POST	P621
M	6	COMPOSITE BLOCKOUTS	CBSP-14
N	1	W-BEAM MGS RAIL SECTION (9'-4 ½")	G12025
O	2	W-BEAM MGS RAIL SECTION (12'-6")	G1203A
P	6	WOOD BLOCKOUT 6" X 8" X 14"	P675
Q	1	W-BEAM MGS RAIL SECTION (25'-0")	G1209
		SMALL HARDWARE	
a	2	⅝" x 1" HEX BOLT (GRD 5)	B5160104A
b	4	⅝" WASHER	W0516
c	2	⅝" HEX NUT	N0516
d	25	⅝" Dia. x 1 ¼" SPLICE BOLT (POST 2)	B580122
e	2	⅝" Dia. x 9" HEX BOLT (GRD A449)	B580904A
f	3	⅝" WASHER	W050
g	33	⅝" Dia. H.G.R NUT	N050
h	1	¾" Dia. x 8 ½" HEX BOLT (GRD A449)	B340854A
j	1	¾" Dia. HEX NUT	N030
k	2	1 ANCHOR CABLE HEX NUT	N100
l	2	1 ANCHOR CABLE WASHER	W100
m	8	½" x 1 ¼" A325 BOLT WITH CAPTIVE WASHER	SB12A
n	8	½" STRUCTURAL NUTS	N012A
o	8	1 1/16" O.D. x 9/16" I.D. STRUCTURAL WASHERS	W012A
p	1	BEARING PLATE RETAINER TIE	CT-100ST
q	6	⅝" x 10" H.G.R. BOLT	B581002
r	1	OBJECT MARKER 18" X 18"	E3151

SEE NOTES: *

ALTERNATIVE ITEMS NOT SHOWN. **
* ITEM(P) 8" WOOD-BLOCKOUT
** ITEM(Q) 25'GUARD FENCE PANEL

Texas Department of Transportation

Design Division Standard

SINGLE GUARDRAIL TERMINAL
MSKT-MASH-TL-3
SGT(12S)31-18

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	PAR	GRAYSON, ETC		24

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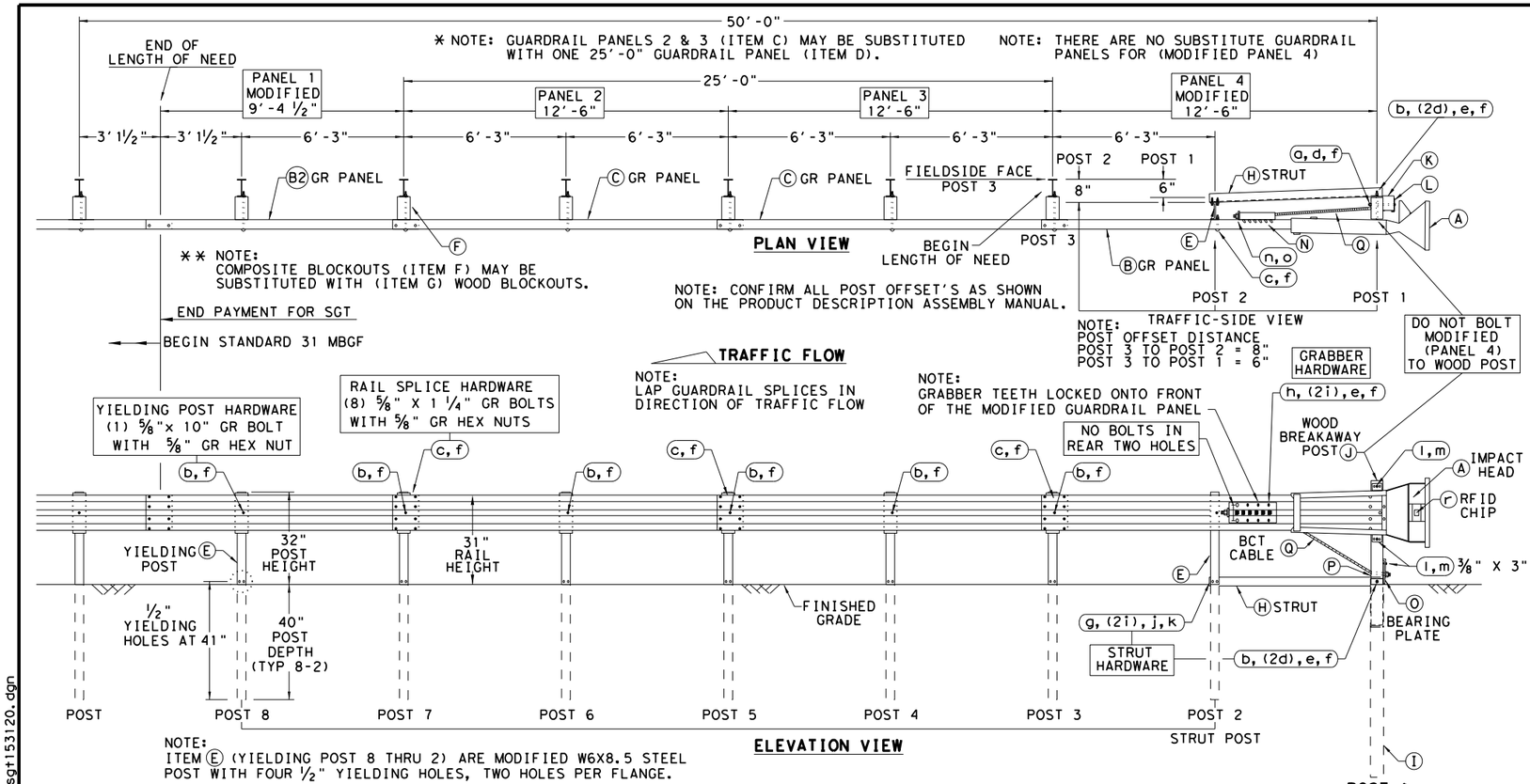
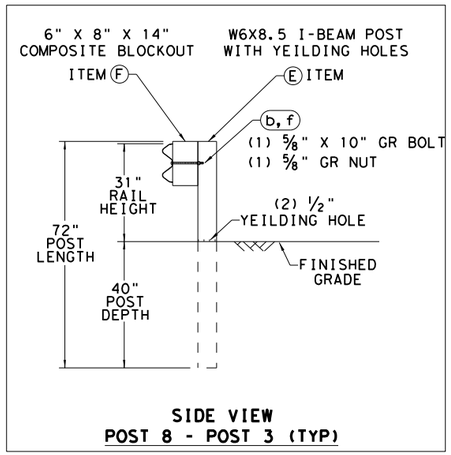


GENERAL NOTES

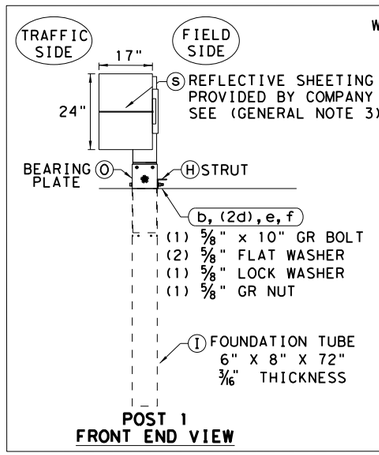
1. FOR SPECIFIC INFORMATION REGARDING INSTALLATION AND TECHNICAL GUIDANCE OF THE SYSTEM, CONTACT: SPIG INDUSTRY, INC. AT 1(267) 644-9510. 14675 INDUSTRIAL PARK RD; BRISTOL, VA 24202
2. FOR INSTALLATION, REPAIR AND MAINTENANCE REFER TO THE MANUFACTURER'S; SGET END TERMINAL, PRODUCT DESCRIPTION ASSEMBLY MANUAL.
3. MANUFACTURER WILL APPLY HIGH INTENSITY REFLECTIVE SHEETING, "OBJECT MARKER" TO THE FACE PLATE OF THE DEVICE PER MANUFACTURER'S RECOMMENDATIONS. THE OBJECT MARKER SHALL CONFORM TO THE STANDARDS REQUIRED IN TEXAS MUTCD.
4. THE NOMINAL HEIGHT OF THE GUARDRAIL BEAM IS 31 INCHES WITH A TOLERANCE OF +/- ONE INCH.
5. FOR POST (LEAVE-OUT) INSTALLATION AND GUIDANCE SEE TXDOT'S LATEST ROADWAY MOW STRIP STANDARD.
6. (POST 2 THROUGH POST 8) ARE MODIFIED STEEL-YIELDING POSTS WITH YIELDING HOLES AT GROUND LEVEL. THERE ARE NO SUBSTITUTE POSTS.
7. POSTS SHALL NOT BE SET IN CONCRETE.
8. IF SOLID ROCK IS ENCOUNTERED FOR ANY OF THE POSTS IN THE SYSTEM, CONTACT THE MANUFACTURER FOR SPECIFIC INSTALLATION GUIDANCE.
9. HARDWARE (BOLTS, NUTS, & WASHERS) SHALL BE GALVANIZED IN ACCORDANCE WITH ITEM 445, "GALVANIZING". FITTINGS SHALL BE SUBSIDIARY TO THE BID ITEM.
10. A COMPOSITE MATERIAL BLOCKOUT THAT MEETS DMS-7210 REQUIREMENTS MAY BE SUBSTITUTED FOR AN APPROVED WOOD BLOCKOUT. SEE CONSTRUCTION DIVISION MATERIAL PRODUCER LIST (MPL) FOR CERTIFIED PRODUCERS.
11. THE ENTIRE SYSTEM MUST BE INSTALLED IN A STRAIGHT LINE WITHOUT ANY CURVE. HOWEVER, THE SYSTEM CAN BE OFFSET BY TWO FEET AS SHOWN ON THE APPROACH GRADING DETAIL TO HELP OFF-SET THE IMPACT HEAD FROM SHOULDER OF THE ROAD.

ITEM	QTY	MAIN SYSTEM COMPONENTS	ITEM #
A	1	SGET IMPACT HEAD	SIH1A
B	1	MODIFIED GUARDRAIL PANEL 12'-6" 12GA	126SPZGP
B2	1	MODIFIED GUARDRAIL PANEL 9'-4 1/2" 12GA	GP94
C	2	STANDARD GUARDRAIL PANEL 12'-6" 12GA	GP126
D *	1	STANDARD GUARDRAIL PANEL 25'-0" 12GA	GP25
E	7	MODIFIED YIELDING I-BEAM POST W6x8.5	YP6MOD
F	6	COMPOSITE BLOCKOUT 6" X 8" X 14"	CBO8
G **	6	WOOD BLOCKOUT 6" X 8" X 14"	WBO8
H	1	STRUT 3" X 3" X 80" x 1/4" A36 ANGLE	STR80
I	1	FOUNDATION TUBE 6" X 8" X 72" x 3/16"	FNDT6
J	1	WOOD BREAKAWAY POST 5 1/2" x 7 1/2" x 50"	WBRK50
K	1	WOOD STRIKE BLOCK	WSBLK14
L	1	STRIKE PLATE 1/4" A36 BENT PLATE	SPLT8
M	1	REINFORCEMENT PLATE 12 GA. GR55	REPLT17
N	1	GUARDRAIL GRABBER 2 1/2" X 2 1/2" X 16 1/2"	GGR17
O	1	BEARING PLATE 8" X 8 5/8" X 5/8" A36	BPLT8
P	1	PIPE SLEEVE 4 1/4" X 2 3/8" O.D. (2 1/8" I.D.)	PSLV4
Q	1	BCT CABLE 3/4" X 81" LENGTH	CBL81
		SMALL HARDWARE	
a	1	5/8" X 12" GUARDRAIL BOLT 307A HDG	12GRBLT
b	7	5/8" X 10" GUARDRAIL BOLT 307A HDG	10GRBLT
c	33	5/8" X 1 1/4" GR SPLICE BOLTS 307A HDG	1GRBLT
d	3	5/8" FLAT WASHER F436 A325 HDG	58FW436
e	1	5/8" LOCK WASHER HDG	58LW
f	39	5/8" GUARDRAIL HEX NUT HDG	58HN563
g	2	1/2" X 2" STRUT BOLT A325 HDG	2BLT
h	6	1/2" X 1 1/4" PLATE BOLT A325 HDG	125BLT
i	16	1/2" FLAT WASHER F436 A325 HDG	12FWF436
j	8	1/2" LOCK WASHER HDG	12LW
k	8	1/2" HEX NUT A563 HDG	12HN563
l	4	3/8" X 3" HEX LAG SCREW GR5 HDG	38LS
m	4	3/8" FLAT WASHER F436 A325 HDG	38FW844
n	2	1" FLAT WASHER F436 A325 HDG	1FWF436
o	2	1" HEX NUT A563DH HDG	1HN563
p	1	18" TO 24" LONG ZIP TIE RATED 175-200LB	ZPT18
q	1	1 1/2" X 4" SCH-40 PVC PIPE	PSPCR4
r	1	RFID CHIP RATED MIL-STD-810F	RFID810F
s	1	IMPACT HEAD REFLECTIVE SHEETING	RS30M

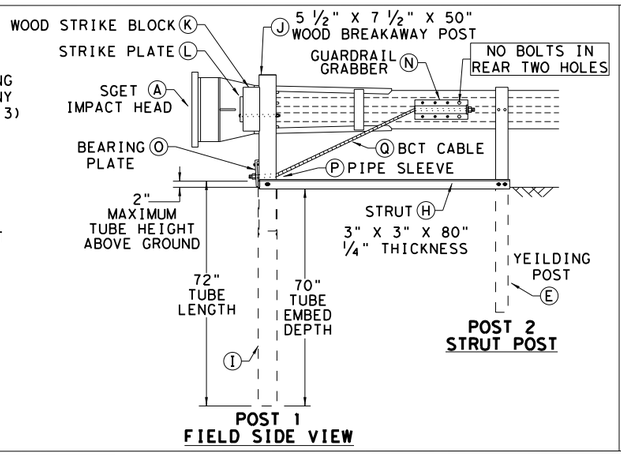
* ALTERNATIVE ITEMS
** NOTE: SEE PLAN VIEW



SIDE VIEW
POST 8 - POST 3 (TYP)

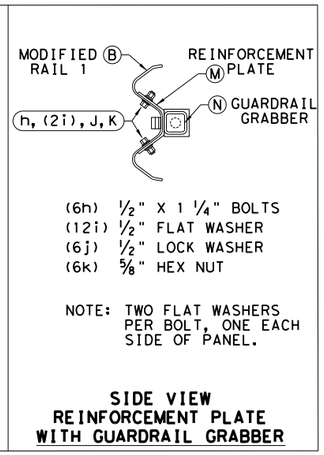


POST 1
FRONT END VIEW

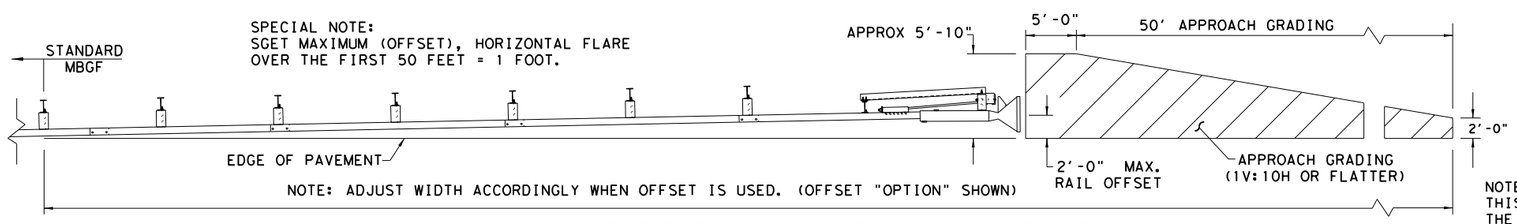


POST 1
FIELD SIDE VIEW

POST 2
STRUT POST



SIDE VIEW
REINFORCEMENT PLATE
WITH GUARDRAIL GRABBER



APPROACH GRADING AT GUARDRAIL END TREATMENTS

NOTE:
THIS STANDARD IS A BASIC REPRESENTATION OF THE SGET TERMINAL SYSTEM AND IS NOT INTENDED TO REPLACE THE MANUFACTURER'S ASSEMBLY MANUAL.

Texas Department of Transportation
Design Division Standard

SPIG INDUSTRY, LLC
SINGLE GUARDRAIL TERMINAL
SGET - TL-3 - MASH
SGT(15)31-20

FILE: sgt153120.dgn	DN: TxDOT	CK: KM	DW: VP	CK: VP
© TxDOT: APRIL 2020	CONT	SECT	JOB	HIGHWAY
REVISIONS	0901	19	214, ETC	CR, ETC
	DIST	COUNTY		SHEET NO.
	PAR	GRAYSON, ETC		25

DATE: 4/25/2022
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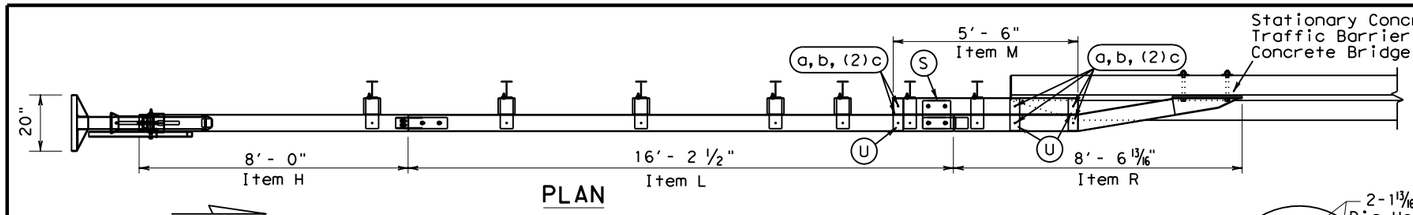
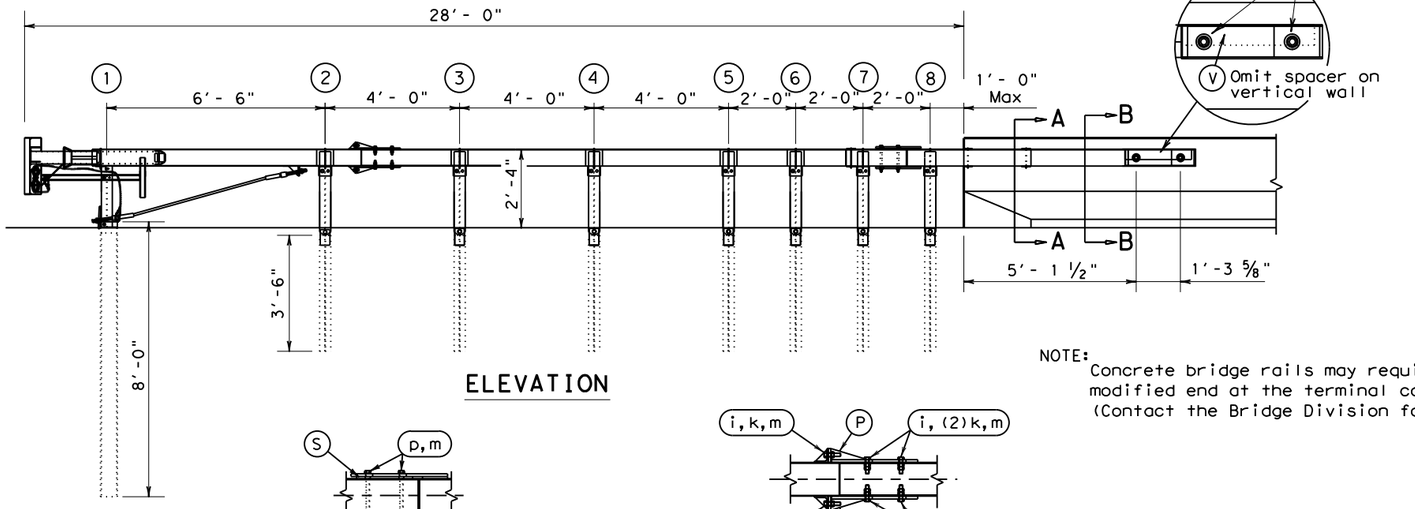


PLAN

Direction of Traffic

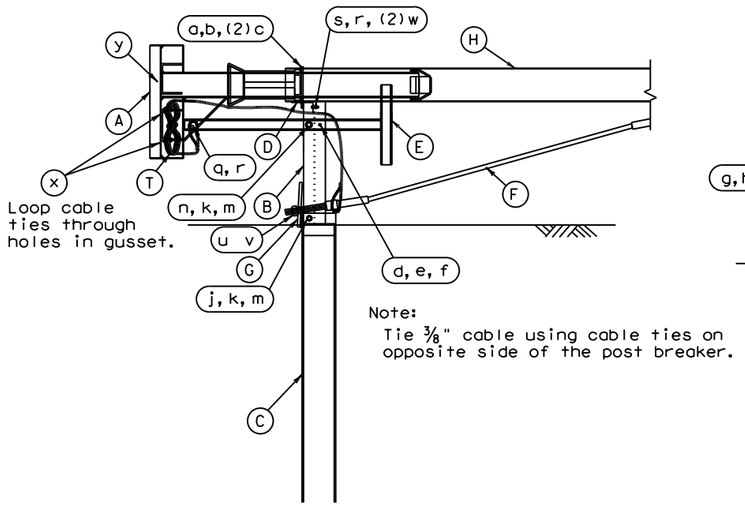


ELEVATION

NOTE:
Concrete bridge rails may require a modified end at the terminal connection. (Contact the Bridge Division for details.)

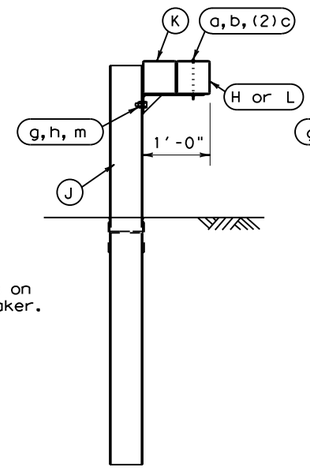
SPLICE PLATE DETAIL

END SPLICE PLATE DETAIL

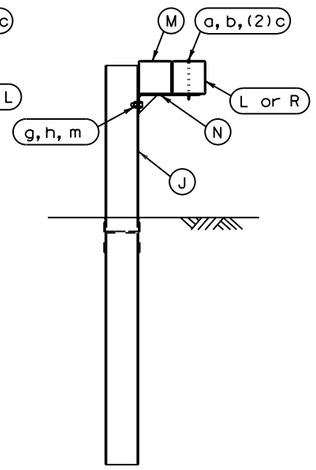


Note:
Tie 3/8" cable using cable ties on opposite side of the post breaker.

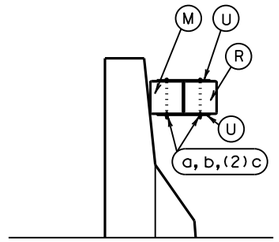
POSTS 1
IMPACT HEAD DETAIL



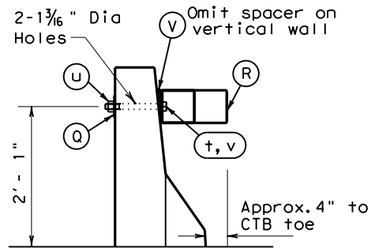
POSTS 2 THRU 6



POSTS 7 & 8



SECTION A-A



SECTION B-B

GENERAL NOTES

1. For specific information regarding installation and technical guidance of the system, contact: Road Systems, Inc., at (330)346-0721. 3616 Old Howard County Airport. Big Springs, TX 79720
2. Due to the Single-Sided design, the BEAT-SSCC is not appropriate for use at locations where backside hits towards the rigid concrete barrier are possible, e.g. In gore areas, or in narrow median locations where backside opposite direction hits are likely.
3. All bolts, nuts, cable assemblies, cable anchors, bearing plate, tubing, post, impact heads, and other steel components shall be galvanized, unless otherwise noted.
4. The breakaway cable assembly must be taut. A locking device, (vice grips or channel lock pliers) should be used to prevent the cable from twisting when tightening the nuts.
5. When site conditions permit, posts may be driven. The lower section of post #1 should not be driven with the upper post section attached. If posts are placed in a drilled hole, the backfill material must be satisfactorily compacted to prevent settlement.
6. If rock excavation is encountered, see manufacturer's installation booklet for installation recommendations.
7. Post shall not be set full depth in concrete.
8. The appropriate connection of the SSCC to the stationary rigid structure is a critical component to insure proper performance of the system. The length of the 1" bolts used to attach the system to the rigid structure will vary with the wall thickness and will need to be determined in the field.
9. The approach area in front of the SSCC and the area within the system itself shall be free of fixed obstacles greater than 4 inches in height and have a fill slope or a cut slope of 1V:10H or flatter.
10. Unless otherwise shown in the plans, SSCC rail placed in the vicinity of curbs shall be blocked out so that the face of curb is located directly below the face of rail. The steel posts shall be installed at the proper ground elevation above the gutter pan or roadway surface. Curbs located along or in front of the SSCC system shall not be greater than 4 inches in height.
11. An object marker shall be installed on the front of the impact head as detailed on D & OM(VIA).

ITEM	QTY	DESCRIPTION
A	1	Box-Beam Impact Head
B	1	Upper End Post (A1) W6 x 9 x 1'-9 1/2" LG.
C	1	Lower End Post (A4) W6 x 15 x 8'-0" LG.
D	1	Support Bracket (B1) L4 x 2 x 4" LG.
E	1	Post Breaker (A2) Welded TS2 x 2 x 1/4"
F	1	Cable Anchor Assembly
G	1	Cable Anchor Bearing Plate
H	1	End Tube Rail (A5) x 8'-0" LG.
J	7	Steel Breakaway Post W6 x 9 x 6'-0" LG.
K	5	Support Bracket w/ Blockout (A9) TS6 x 6 w/ Bent PL.
L	1	Second Rail (A11) x 16'-2 1/2" LG.
M	1	Transition Blockout (A6) x 5'-6" LG.
N	2	Trans. Support Bracket (A10) 3/16" Bent PL. w/ Gusset
P	2	End Section Splice Plate (A3) - Detail Below
Q	2	1" Square Washer (B10) PL 4 x 4 x 1/4"
R	1	Anchor Rail (A13) x 8'-6 13/16 "LG.
S	2	Splice Plate (A12) PL 10 x 10 x 3/8" Detail Below
T	1	3/8" GALV. Cable x 20'-0" (A14)
U	6	Tie Plate (C10) PL 11 1/2" x 3 1/2"x 3/16"
V	1	Spacer (D10) (OMIT ON VERTICAL WALL)
		HARDWARE
a	14	5/16" x 7 1/2" Hex Bolt (A449)
b	14	5/16" Hex Nut
c	28	5/16" Washer
d	1	1/4" x 3" Hex Bolt (A449)
e	1	1/4" Hex Nut
f	1	1/4" Washer
g	7	5/8" x 1 1/2" Bolt (A307)
h	7	5/8" Recess Nut
i	8	5/8" x 2" Hex Bolt (A325 or A449)
j	1	5/8" x 8" Hex Bolt (A325 or A449)
k	18	5/8" Hex Nut
m	25	5/8" Washer
n	1	5/8" x 3" Hex Bolt (A325 or A449)
p	4	5/8" x 9" Hex Bolt (A325 or A449)
q	1	1/2" x 5" Hex Bolt (A325 or A449)
r	2	1/2" Hex Nut
s	1	1/2" x 2" Hex Bolt (A307, A325 or A449)
t	2	1" x 10"Hex Bolt(A325 or A449)(Length Varies w/Wall Sect)
u	4	1" Hex Nut (2H Heavy Hex Nut)
v	4	1" Washer Structural Washer
w	2	1/2" Washer
x	2	Cable Tie
y	1	Object Marker

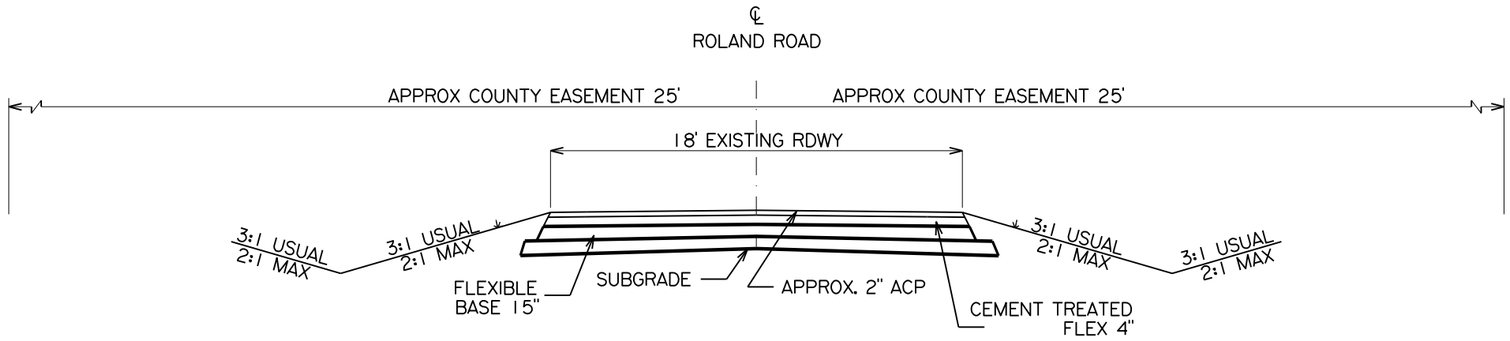
Texas Department of Transportation

Design Division Standard

ROAD SYSTEMS INC CRASH CUSHION (BEAT)

SSCC-16

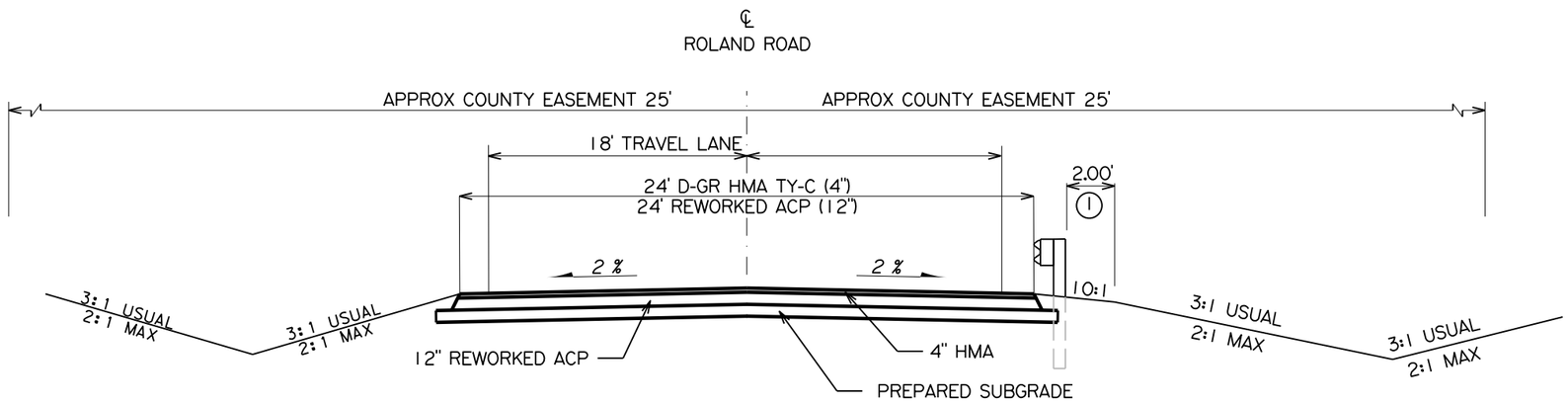
FILE: sscc16.dgn	DN: TxDOT	CK: KM	DW: BD	CK: VP	
©TxDOT April 2003	CONT	SECT	JOB	HIGHWAY	
REVISIONS	0901	19	214, ETC	CR, ETC	
REVISED 03,2016 (VP)	DIST	COUNTY		SHEET NO.	
	PAR	GRAYSON, ETC		26	



EXISTING TYPICAL SECTION

STA 1+78 - STA 3+29
STA 3+79 - STA 5+44

EXISTING BRIDGE STA 3+29 - STA 3+79



PROPOSED TYPICAL SECTION

STA 1+78 - STA 3+29
STA 3+94 - STA 5+44

PROPOSED BRIDGE STA 3+29 - STA 3+94

TRANSITION FROM EXISTING TO PROPOSED
STA. 1+78 TO 2+54 Transition from 18' to 24'
STA. 4+69 TO 5+44 Transition from 24' to 18'

(1) THE 2' 10:1 SLOPE WILL BE REQUIRED ONLY AT LOCATIONS WHERE MBGF IS PROPOSED ADJACENT TO THE ROADWAY. REFER TO PLAN AND PROFILE SHEETS FOR MBGF LOCATIONS.

STATE OF TEXAS
MONTE L. RATER
95859
LICENSED
PROFESSIONAL ENGINEER

04.27.22

Monte R. Rater P.E.

0901-19-214
ROLAND ROAD AT SOUTH BRANCH OF BIG MINERAL CREEK

TYPICAL SECTIONS

NOT TO SCALE

Texas Department of Transportation

CONT	SECT	JOB	HIGHWAY
0901	19	214, ETC	CR, ETC
DIST	COUNTY		SHEET NO.
PAR	GRAYSON, ETC		27

DN: CK: DW: CK:

DATE: 4/27/2022 9:55:14 AM
FILE: T:\PARTPDD\CR 1320 @ Caney Creek 0901-32-104\Submittal\100%\DGNS\Roland\031 - TYPICAL SECTION.dgn

SUMMARY OF ROADWAY ITEMS

LOCATION		LENGTH	EXISTING WIDTH	WIDTH	100 6002 PREPARING ROW	110 6001 EXCAVATION (ROADWAY)	110 6002 EXCAVATION (CHANNEL)	132 6003 EMBANKMENT (FINAL) (ORD COMP) (TY B)	251 6106 REWORK BS MTL (TY B) (12") (ORD COMP)	3076 6016 D-GR HMA (SQ) TY-C SAC-A PG64-22 (1)	460 6003 CMP (GAL STL 24 IN)
FROM	TO	LF	LF	LF	STA	CY	CY	CY	SY	TON	LF
1+27	2+54	76	18	24	0.76	330			152	39	
2+54	3+29	75	18	24	0.75	80			150	44	106
BRIDGE		65	**14**	**26**	0.65		400				
3+94	4+69	75	18	24	0.75				150	44	
4+69	5+44	75	18	24	0.75			109	150	39	
				PROJECT TOTALS	**4**	**410**	**400**	**109**	**602**	**166**	**106**

(1) HMA TY-D BASED ON 110 LBS/SY/IN @ 4 IN
*** AVERAGE WIDTH**
EXISTING BRIDGE: 3+29 - 3+79
PROPOSED BRIDGE: 3+29 - 3+94

SUMMARY OF MBGF ITEMS

LOCATION				540 6002 MTL W-BEAM GD FEN (STEEL POST)	544 6001 GUARDRAIL END TREATMENT (INSTALL)	658 6062 INSTL DEL ASSM (D-SW) SZ 1 (BRF) GF2 (BI)	545 6028 CRASH CUSH ATTEN (INSTL) (S) (TL3)	658 6014 INSTL DEL ASSM (D-SW) SZ (BRF) CTB (BI)	540 6007 MTL BEAM GD FEN TRANS (TL2)
BRIDGE	LT/RT	FROM	TO	LF	EA	EA	EA	EA	EA
ROLAND ROAD	BOTH	2+54	3+29	50	4	3	2	3	
	BOTH	3+94	4+69	50	2	2		3	2
			PROJECT TOTALS	**100**	**6**	**5**	**2**	**6**	**2**

SUMMARY OF LANDSCAPE ITEMS

LOCATION	164 6009 BROADCAST SEED (TEMP) (WARM)	164 6011 BROADCAST SEED (TEMP) (COOL)	164 6023 CELL FBR MLCH SEED (PERM) (RURAL) (CLAY)	168 6001 VEGETATIVE WATERING	FERTILIZER 3-1-2 *
	SY	SY	SY	MG	LBS
BEFORE BRIDGE 1+76-3+29	485.00	485.00	970.00	16.00	95.448
AFTER BRIDGE 3+94-5+46	426.00	426.00	852.00	14.31	83.8368
PROJECT TOTALS	911.00	911.00	1822.00	30.00	179.28

*** FOR CONTRACTORS INFORMATION ONLY; 2 CYCLES AT 50 LBS. NITROGEN PER ACRE AT 21-7-14 (NPK) ANALYSIS = 0.0492 LBS/SY/CYCLE**

WATERING: BASED ON 2 APPLICATIONS, 0.5" RAINFALL EQUIVALENT = 0.003 MG/SY/CYCLE

SUMMARY OF EROSION CONTROL ITEMS

LOCATION	506 6002 ROCK FILTER DAMS (INSTALL) (TY 2)	506 6011 ROCK FILTER DAMS (REMOVE)	506 6038 TEMP SEDMT CONT FENCE (INSTALL)	506 6039 TEMP SEDMT CONT FENCE (REMOVE)	506 6020 CONSTRUCTION EXITS (INSTALL) (TY 1)	506 6024 CONSTRUCTION EXITS (REMOVE)
	LF	LF	LF	LF	SY	SY
1+27 - 3+29	24	24	163	163	281	281
3+94 - 5+46	24	24	270	270		
Project Totals	**48**	**48**	**433**	**433**	**281**	**281**

SUMMARY OF REMOVAL ITEMS

LOCATION		496 6009 REMOV STR (BRIDGE 0-99 FT LENGTH)	496 6050 REMOV STR (DRIVEWAY CULVERT)
FROM	TO	EA	LF
2+54	2+94		40
3+29	3+79	1	
	PROJECT TOTALS	**1**	**40**

SUMMARY OF PAVEMENT MARKING ITEMS

LOCATION	666 6170 REFL PAV MRK TY II (W) 4" (SLD)
	LF
2+54 - 4+69	430
PROJECT TOTALS	**430**

0901-19-214 ROLAND ROAD AT SOUTH BRANCH OF BIG MINERAL CREEK

QUANTITY SUMMARIES

Texas Department of Transportation

CONT	SECT	JOB	HIGHWAY
0901	19	214, ETC	CR, ETC
DIST	COUNTY		SHEET NO.
PAR	GRAYSON, ETC		28

DATE: 4/27/2022 11:19:43 AM
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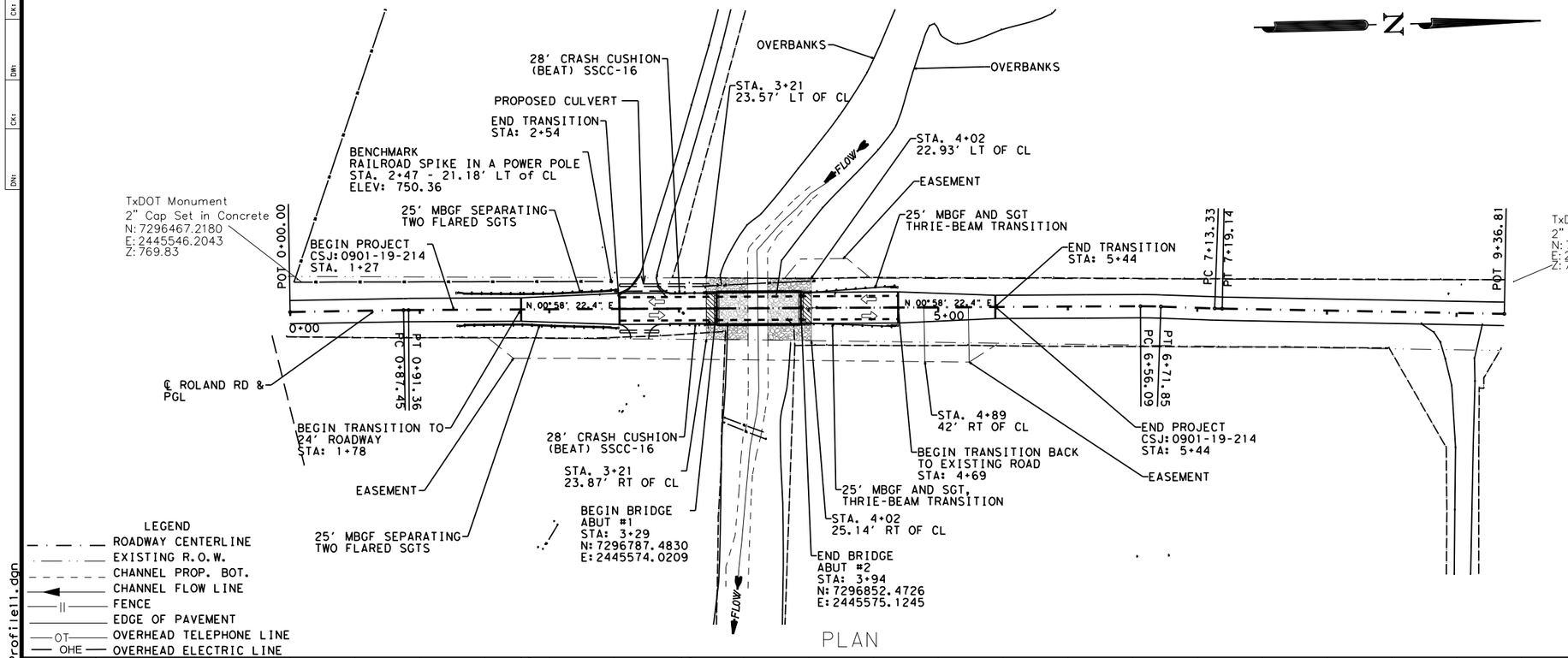
DN: | CK: | DW: | CK:

TEMPORARY CONSTRUCTION LICENSE		
STATION	LEFT OFFSET (FT)	RIGHT OFFSET (FT)
1+52		22
1+72		38
3+82	23	
3+94	38	
4+30	38	
4+48	23	
5+24		43
5+46		28



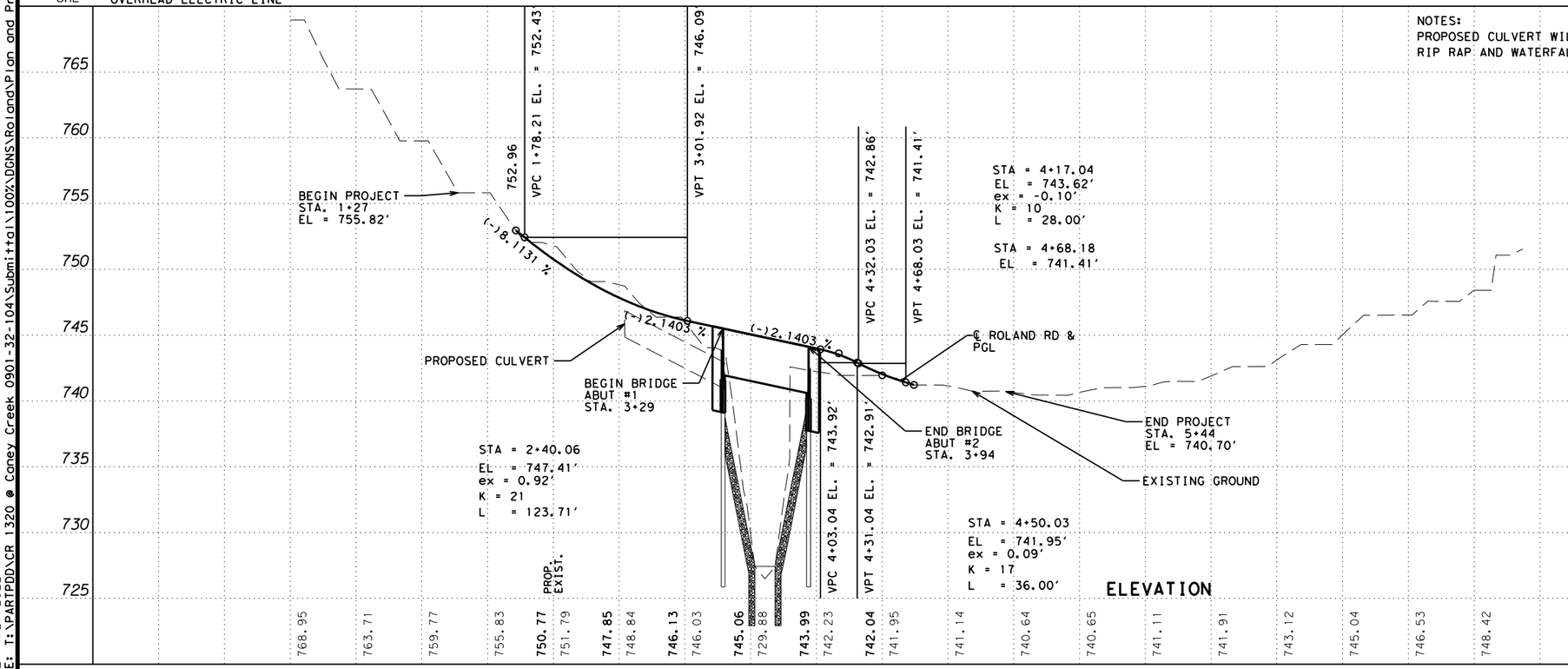
PLAN

BRIDGE DATA

DESIGN SPEED: 20 MPH
AADT(2010): 249 (2030): 349
FUNCTIONAL CLASS: LOCAL

EXISTING STRUCTURE:
NBI#: 01-092-0-AA04-14-001
STA. 3+29-3+79
50' Double SPAN CONCRETE DECK
W/ CONCRETE ABUTMENTS & STEEL BEAMS

PROPOSED STRUCTURE:
NBI#: 01-092-0-AA02-79-003
STA. 3+29 - 3+94
65' SINGLE SPAN Tx28
PRESTRESSED CONCRETE I-GIRDER
0° SKEW



ELEVATION

BENCHMARK
RAILROAD SPIKE IN A POWER POLE
STA. 2+47-21.18' LT of CL
ELEV: 750.36

SCALE
VERTICAL: 1"=10'
HORIZONTAL: 1"=100'

STATE OF TEXAS
•MONTE L. RATER•
•95859•
LICENSED
PROFESSIONAL ENGINEER

04.27.22
Monte R. Rater P.E.

0901-19-214

ROLAND ROAD AT SOUTH BRANCH OF BIG MINERAL CREEK

PLAN AND PROFILE

SHEET 1 OF 1

Texas Department of Transportation

CONT	SECT	JOB	HIGHWAY
0901	19	214, ETC	CR, ETC
DIST	COUNTY		SHEET NO.
PAR	GRAYSON, ETC		29

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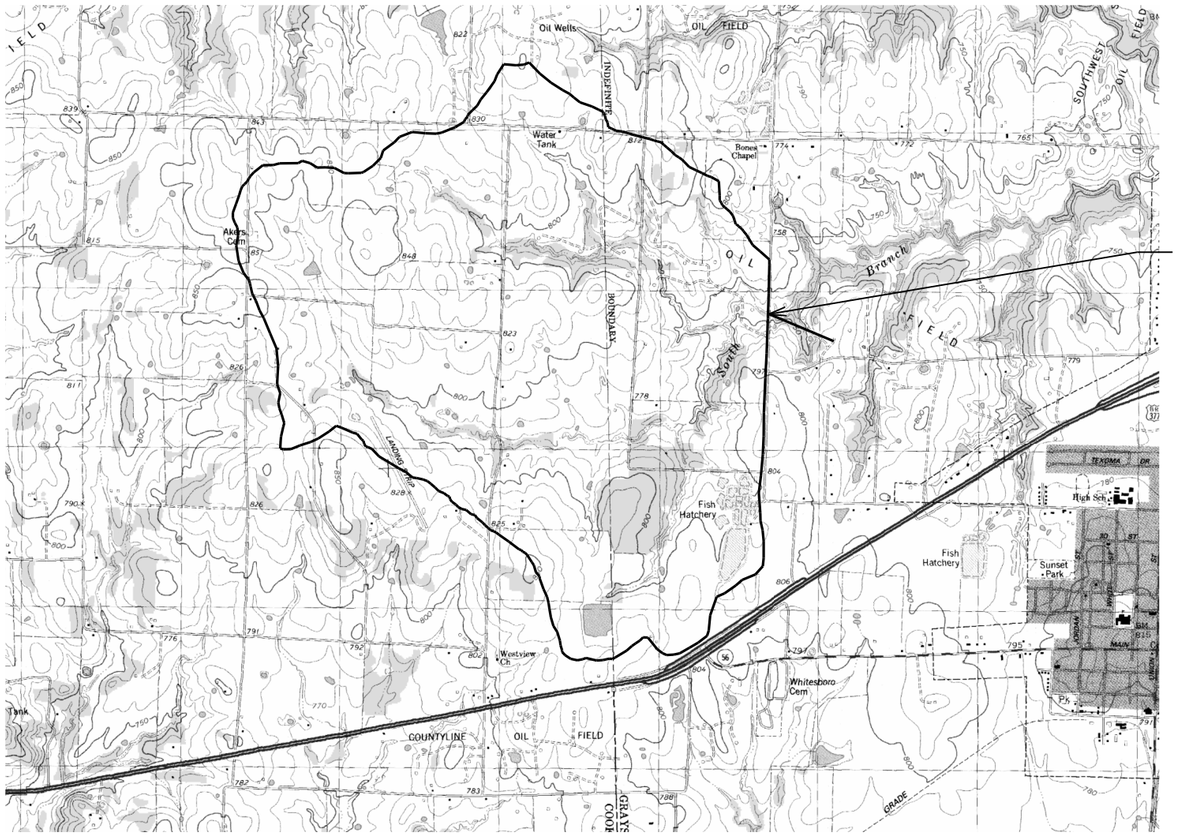
HYDROLOGIC METHOD

DRAINAGE AREAS WERE DETERMINED BY SURVEY DATA, USGS TOPOGRAPHIC MAPS, DIGITAL ELEVATION MODELS AND FIELD OBSERVATIONS.

PEAK FLOWS WERE DETERMINED USING A FREQUENCY STORM RAINFALL DISTRIBUTION UTILIZING THE SCS CURVE NUMBER LOSS METHOD AND SCS UNIT HYDROGRAPH.

NRCS Method		
Frequency (yrs)	Volume (in)	Flow (cfs)
2 year	1.88	1156.5
5 year	2.98	1781.2
10 year	3.89	2279.5
25 year	5.17	2962.8
50 year	6.21	3497.5
100 year	7.34	4063.1
Lag Minutes	83.16	
Time Interval min	15	
Curve Number	81.9	

N



SOUTH BRANCH OF BIG MINERAL CREEK BRIDGE
3.23 Sq MI

DRAINAGE AREA MAP

SCALE (MILE):
0 1/4 1/2 1

Monte R. Rater P.E.

04.27.22

STATE OF TEXAS
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•95859•
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0901-19-214
ROLAND ROAD AT SOUTH BRANCH OF BIG MINERAL CREEK
HYDRAULIC DATA
SHEET 1 OF 2

Texas Department of Transportation

CONT	SECT	JOB	HIGHWAY
0901	19	214, ETC	CR, ETC
DIST	COUNTY		SHEET NO.
PAR	GRAYSON, ETC		30

DATE: 4/27/2022 9:55:21 AM
FILE: T:\PARTPDD\CR 1320 @ Coney Creek 0901-32-104\Submittal\100%\DGNS\Roland\E001 DRAINAGE AREA MAP.dgn

	EXISTING	PROPOSED
SOUTH BRANCH OF BIG MINERAL CREEK LOW CHORD (FT)	740.15	740.58
LOWEST ROAD ELEVATION (FT)	740.42	740.42

HEC-RAS 10 Year Flood Event

River Station	Exist Water Surface Elev (ft)	Prop Water Surface Elev (ft)	Difference (ft)	Exist Channel Velocity (ft/s)	Prop Channel Velocity (ft/s)	Difference (ft)
645	740.59	740.44	-0.15	1.59	1.64	-0.05
607	740.57	740.42	-0.15	1.74	1.78	-0.04
583	740.57	740.42	-0.15	1.57	1.62	-0.05
540	740.46	740.3	-0.16	3.07	3.18	-0.11
491	740.28	740.1	-0.18	4.51	4.62	-0.11
447	740.25	740.07	-0.18	3.85	3.94	-0.09
394	740.18	739.99	-0.19	3.78	3.96	-0.18
328	740.18	739.99	-0.19	2.81	2.94	-0.13
299	740.12	739.92	-0.2	3.2	3.34	-0.14
270	739.7	739.48	-0.22	5.53	5.68	-0.15
263	739.6	739.54	-0.06	5.91	5.02	0.89
Bridge						
237	739.34	739.49	0.15	6.34	5.05	1.29
198	738.84	738.84	0	6.96	6.96	0
168	738.22	738.22	0	8.47	8.47	0
133	738.1	738.1	0	7.58	7.58	0
54	738.37	738.37	0	3.68	3.68	0
11	738.34	738.34	0	3.25	3.25	0
1	737.87	737.87	0	6.21	6.21	0

HEC-RAS 100 Year Flood Event

River Station	Exist Water Surface Elev (ft)	Prop Water Surface Elev (ft)	Difference (ft)	Exist Channel Velocity (ft/s)	Prop Channel Velocity (ft/s)	Difference (ft)
645	742.72	742.1	-0.62	1.87	2.1	-0.23
607	742.7	742.08	-0.62	1.99	2.24	-0.25
583	742.7	742.08	-0.62	1.83	2.05	-0.22
540	742.57	741.89	-0.68	3.62	4.15	-0.53
491	742.38	741.61	-0.77	5.2	6.07	-0.87
447	742.35	741.55	-0.8	4.43	5.27	-0.84
394	742.33	741.5	-0.83	3.91	4.78	-0.87
328	742.34	741.51	-0.83	3.00	3.62	-0.62
299	742.32	741.48	-0.84	3.01	3.65	-0.64
270	742.21	740.1	-2.11	4.1	9.33	-5.23
263	741.06	740.26	-0.8	8.89	8.16	0.73
Bridge						
237	740.62	740.62	0	2.52	2.41	0.11
198	740.59	740.59	0	2.02	2.02	0
168	740.53	740.53	0	2.79	2.79	0
133	740.48	740.48	0	3.04	3.04	0
54	740.25	740.25	0	4.53	4.53	0
11	740.22	740.22	0	4.11	4.11	0
1	739.76	739.76	0	6.92	6.92	0

NOTES:

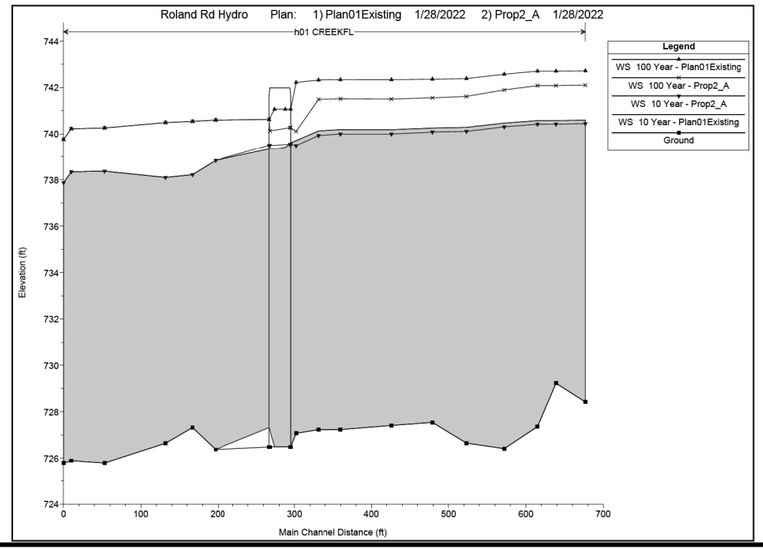
1. THE EXISTING AND PROPOSED WATER SURFACE ELEVATIONS WERE COMPUTED USING HEC-RAS 6.0 BETA.

2. THE NATURAL GROUND, EXISTING BRIDGE AND PROPOSED BRIDGE CONDITIONS WERE MODELED IN HEC-RAS USING THE ENERGY (STANDARD STEP) METHOD FOR LOW FLOW AND THE PRESSURE AND/OR WEIR METHOD FOR HIGH FLOW. THE REACH BOUNDARY CONDITIONS WERE ESTABLISHED BY CALCULATING NORMAL DEPTH WITH A CHANNEL SLOPE OF 0.0046 AT THE FARTHEST DOWNSTREAM CROSS SECTION.

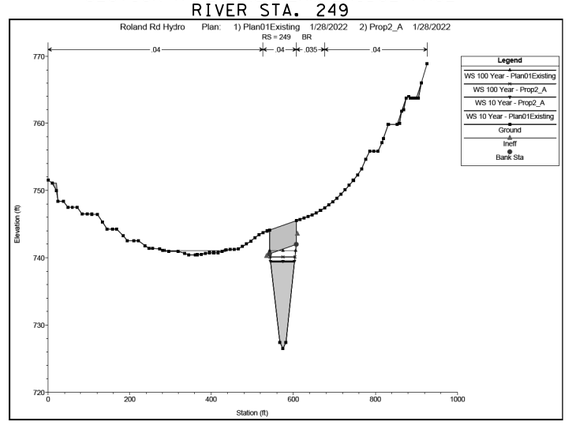
3. THIS SITE DOES LIES WITHIN A FLOOD HAZARD AREA (ZONE A) AS SHOWN ON FEMA FLOOD INSURANCE RATE MAP NO. 48181C0225F efective 9/29/2010.

4. COORDINATION WITH THE GRAYSON COUNTY FLOODPLAIN ADMINISTRATOR WAS COMPLETED ON 05/06/2022.

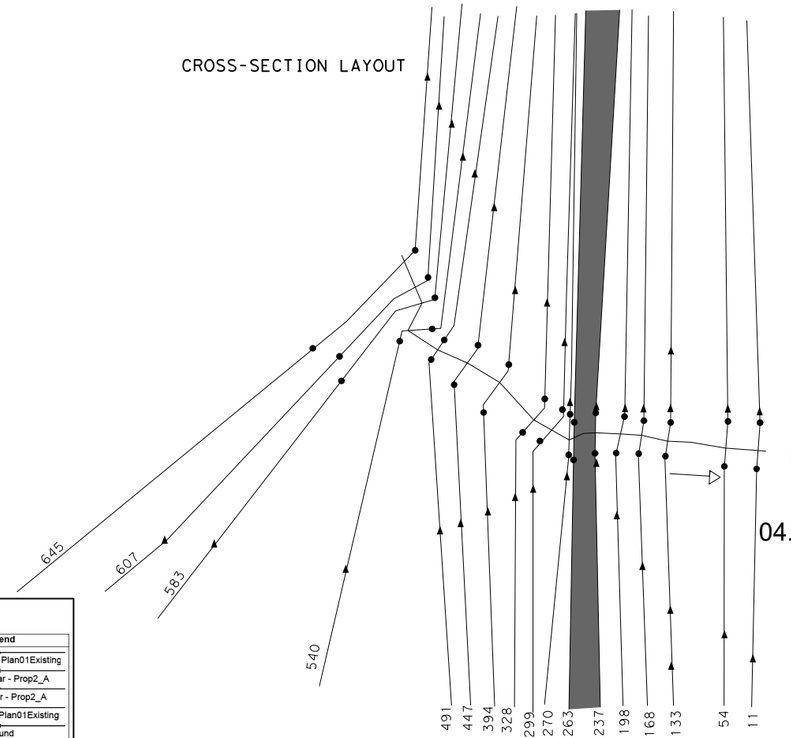
WATER SURFACE PROFILES



SECTION AT DOWNSTREAM BRIDGE FACE
RIVER STA. 249



CROSS-SECTION LAYOUT



Monte R. Rater P.E.

04.27.22

STATE OF TEXAS
MONTE L. RATER
95859
LICENSED
PROFESSIONAL ENGINEER

0901-19-214
ROLAND ROAD AT SOUTH BRANCH OF BIG MINERAL CREEK

HYDRAULIC DATA

SHEET 2 OF 2

Texas Department of Transportation

CONT	SECT	JOB	HIGHWAY
0901	19	214, ETC	CR, ETC
DIST	COUNTY		SHEET NO.
PAR	GRAYSON, ETC		31

DATE: 4/27/2022 9:55:29 AM
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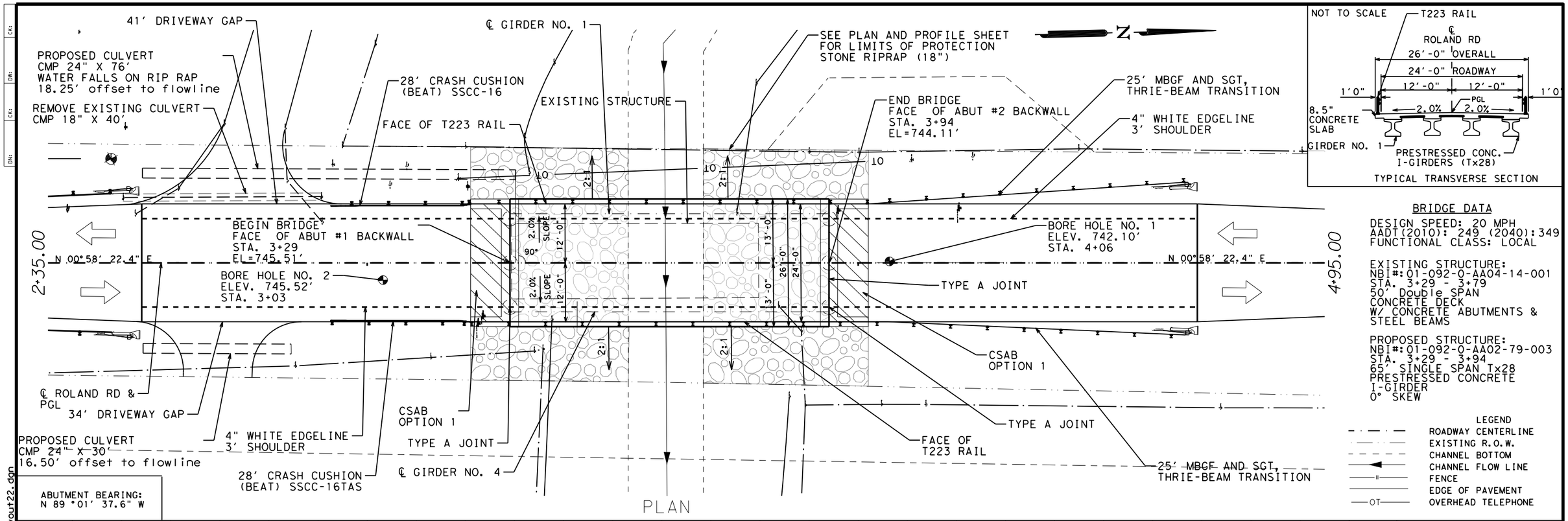


BRIDGE DATA

DESIGN SPEED: 20 MPH
AADT(2010): 249 (2040): 349
FUNCTIONAL CLASS: LOCAL

EXISTING STRUCTURE:
NBI#: 01-092-0-AA04-14-001
STA. 3+29 - 3+79
50' Double SPAN
CONCRETE DECK
W/ CONCRETE ABUTMENTS & STEEL BEAMS

PROPOSED STRUCTURE:
NBI#: 01-092-0-AA02-79-003
STA. 3+29 - 3+94
65' SINGLE SPAN Tx28
PRESTRESSED CONCRETE I-GIRDER
0° SKEW

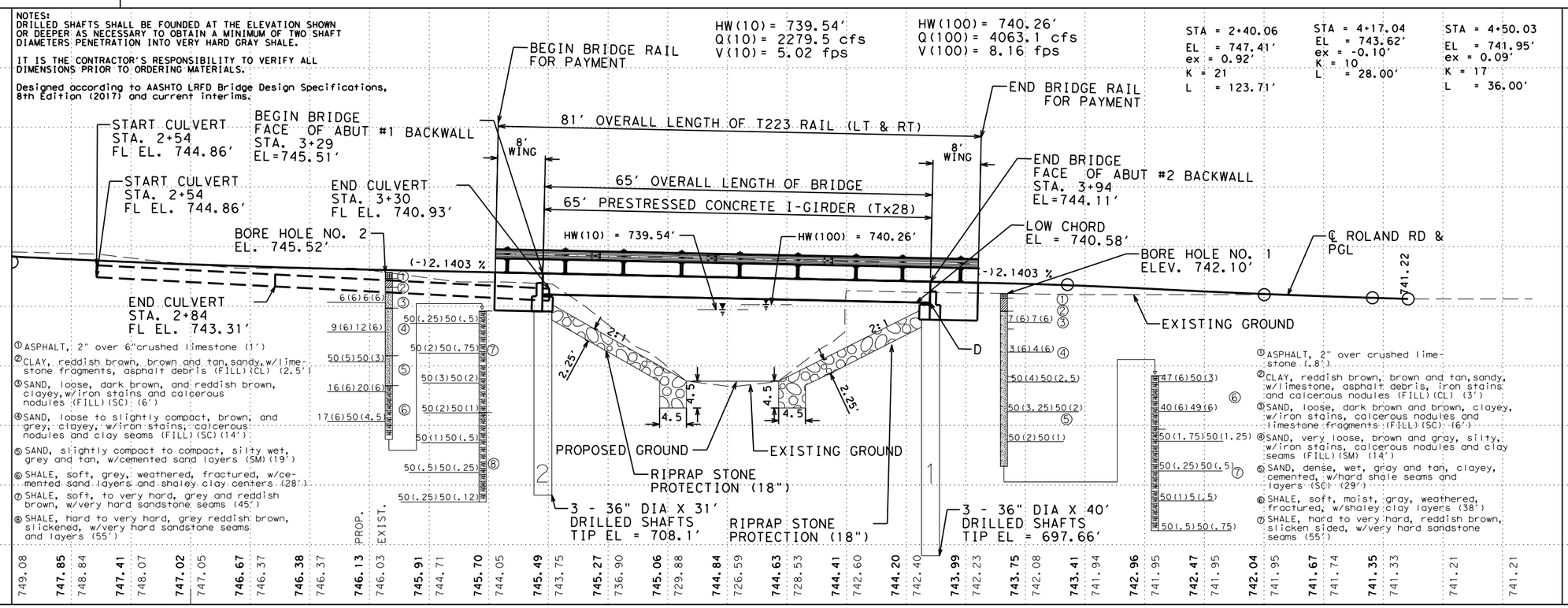
LEGEND
- ROADWAY CENTERLINE
- EXISTING R.O.W.
- CHANNEL BOTTOM
- CHANNEL FLOW LINE
- FENCE
- EDGE OF PAVEMENT
- OT — OVERHEAD TELEPHONE

ABUTMENT BEARING: N 89 °01' 37.6" W

NOTES:
DRILLED SHAFTS SHALL BE FOUNDED AT THE ELEVATION SHOWN OR DEEPER AS NECESSARY TO OBTAIN A MINIMUM OF TWO SHAFT DIAMETERS PENETRATION INTO VERY HARD GRAY SHALE.

IT IS THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL DIMENSIONS PRIOR TO ORDERING MATERIALS.

Designed according to AASHTO LRFD Bridge Design Specifications, 8th Edition (2017) and current interims.



ELEVATION

① ASPHALT, 2" over 6"crushed limestone (1')
② CLAY, reddish brown, brown and tan,sandy,w/lime-stone fragments, asphalt debris (FILL)(CL) (2.5')
③ SAND, loose, dark brown, and reddish brown, clayey,w/iron stains and calcerous nodules (FILL)(SC) (6')
④ SAND, loose to slightly compact, brown, and grey, clayey, w/iron stains, calcerous nodules and clay seams (FILL)(SC)(14')
⑤ SAND, slightly compact to compact, silty wet, grey and tan, w/cemented sand layers (SM)(19')
⑥ SHALE, soft, grey, weathered, fractured, w/cemented sand layers and shaley clay centers (28')
⑦ SHALE, soft, to very hard, grey and reddish brown, w/very hard sandstone seams (45')
⑧ SHALE, hard to very hard, grey reddish brown, slickened, w/very hard sandstone seams and layers (55')

① ASPHALT, 2" over crushed lime-stone (.8')
② CLAY, reddish brown, brown and tan,sandy, w/limestone, asphalt debris, iron stains and calcerous nodules (FILL)(CL) (3')
③ SAND, loose, dark brown and brown, clayey, w/iron stains, calcerous nodules and limestone fragments (FILL)(SC) (6')
④ SAND, very loose, brown and gray, silty, w/iron stains, calcerous nodules and clay seams (FILL)(SM) (14')
⑤ SAND, dense, wet, gray and tan, clayey, cemented, w/hard shale seams and layers (SC) (29')
⑥ SHALE, soft, moist, gray, weathered, fractured, w/shaley clay layers (38')
⑦ SHALE, hard to very hard, reddish brown, slicken sided, w/very hard sandstone seams (55')

REFER TO PLAN AND PROFILE SHEETS FOR CONTROL POINTS

SCALE
VERTICAL: 1"=20'
HORIZONTAL: 1"=20'

STATE OF TEXAS
MONTE L. PATER
95859
LICENSED PROFESSIONAL ENGINEER

04.28.22

Monte R. Pater P.E.

0901-19-214

ROLAND ROAD AT SOUTH BRANCH OF BIG MINERAL CREEK

BRIDGE LAYOUT

SHEET 1 OF 1

Texas Department of Transportation

CONT	SECT	JOB	HIGHWAY
0901	19	214, ETC	CR, ETC
DIST	COUNTY		SHEET NO.
PAR	GRAYSON, ETC		32

DATE: 4/28/2022 4:15:33 PM
FILE: T:\PARTPDD\CR 1320 @ Caney Creek 0901-32-104\Submittal\100%\DGNS\Roland\Bridge Layout22.dgn

SUMMARY OF Roland Road BRIDGE ITEMS							
LOCATION	400 6005	416 6004	420 6013	422 6001	425 6035	432 6033	450 6006
	CEM STABIL BKFL	DRILL SHAFT (36 IN)	CL C CONC (ABUT)	REINF CONC SLAB	PRESTR CONC GIRDER (TX28)	RIPRAP (STONE PROTECTION)(18 IN)	RAIL (TY T223)
	CY	LF	CY	SF	LF	CY	LF
S Branch of Big Mineral Creek	45	213	33.2	1690	258	350	162
Project Totals	**45**	**213**	**33.2**	**1690**	**258**	**350**	**162**

NOTES:
CL C CONC ESTIMATE INCLDUES THE SHEAR KEY OF .4 CY.

BEARING SEAT ELEVATIONS (FT)

	GIRDER 1	GIRDER 2	GIRDER 3	GIRDER 4
ABUT 1 (FWD)	741.720	741.853	741.853	741.720
ABUT 2 (BK)	740.371	740.504	740.504	740.371

STATE OF TEXAS
•MONTE L. RATER•
•95859•
LICENSED
PROFESSIONAL ENGINEER

05.24.22

Monte R. Rater P.E.

0901-19-214
ROLAND ROAD AT SOUTH BRANCH OF BIG MINERAL CREEK

BRIDGE QUANTITIES AND BEARING SEAT ELEVATIONS

Texas Department of Transportation

CONT	SECT	JOB	HIGHWAY
0901	19	214, ETC	CR, ETC
DIST	COUNTY		SHEET NO.
PAR	GRAYSON, ETC		33

DN: CK: DW: CK:

DATE: 5/24/2022 1:22:13 PM
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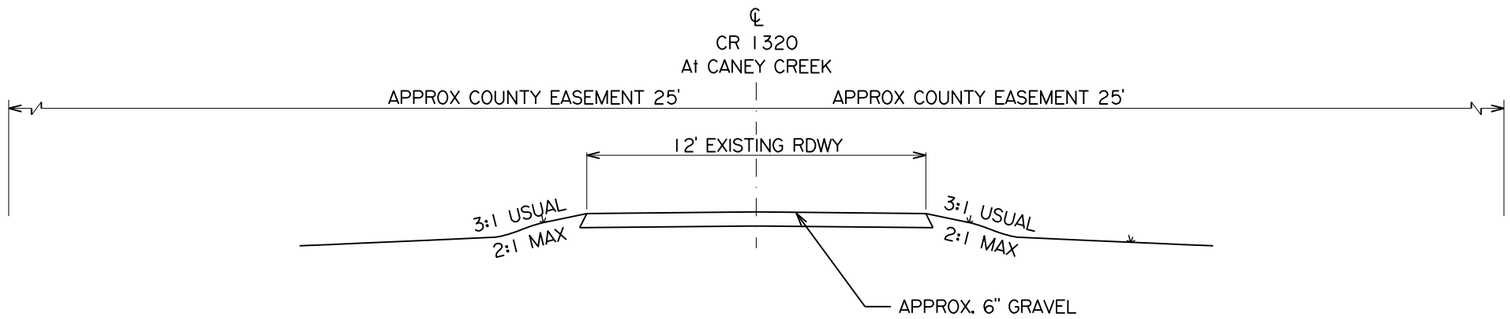
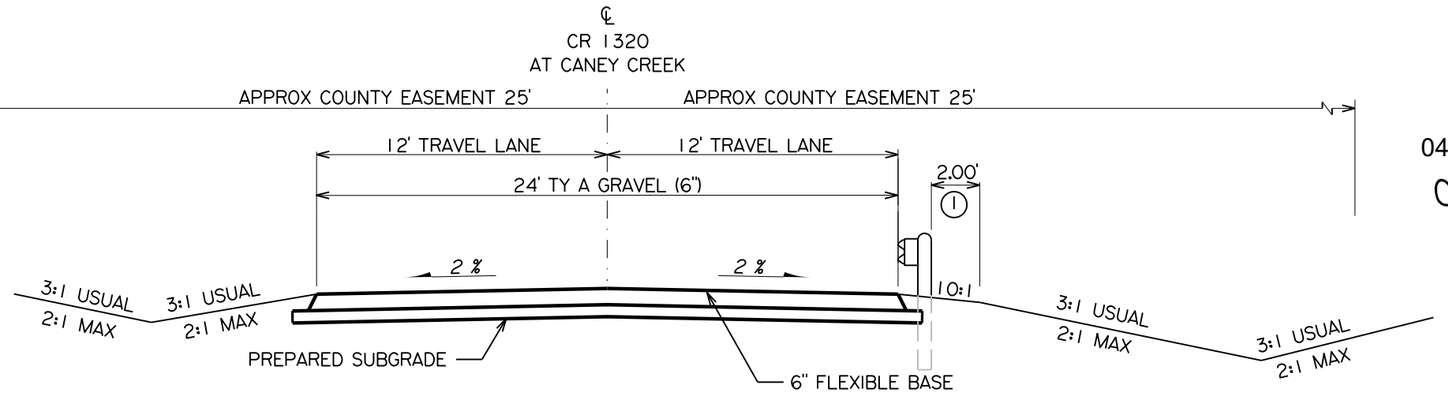


EXISTING TYPICAL SECTION

STA 0+64 - STA 2+14
STA 2+94 - STA 4+44

EXISTING BRIDGE STA. 2+19 - 2+79



PROPOSED TYPICAL SECTION

STA 0+64 - STA 2+14
STA 2+94 - STA 4+44

PROPOSED BRIDGE STA 2+14 - 2+94

TRANSITION FROM EXISTING TO PROPOSED
STA. 0+64 TO 1+34 TRANSITION FROM 12-FT TO 24-FT
STA. 3+69 TO 4+44 TRANSITION FROM 24-FT TO 12-FT

(1) THE 2' 10:1 SLOPE WILL BE REQUIRED ONLY AT LOCATIONS WHERE MBGF IS PROPOSED ADJACENT TO THE ROADWAY. REFER TO PLAN AND PROFILE SHEETS FOR MBGF LOCATIONS.

STATE OF TEXAS
MONTE L. RATER
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PROFESSIONAL ENGINEER

04.27.22

Monte R. Rater P.E.

0901-32-104

CR 1320 BRIDGE AT CANEY CREEK

TYPICAL SECTIONS

NOT TO SCALE

Texas Department of Transportation

CONT	SECT	JOB	HIGHWAY
0901	19	214, ETC	CR, ETC
DIST	COUNTY		SHEET NO.
PAR	GRAYSON, ETC		34

DATE: 4/27/2022 9:55:36 AM
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DN: | CK: | DW: | CK:

CK:
DW:
CK:
DN:

SUMMARY OF ROADWAY ITEMS

LOCATION		LENGTH	EXISTING WIDTH	WIDTH	100 6002	110 6001	110 6002	132 6003	247 6064	464 6003
					PREPARING ROW	EXCAVATION (ROADWAY)	EXCAVATION (CHANNEL)	EMBANKMENT (FINAL)(ORD COMP)(TY B)	FL BS (CMP IN PLC)(TY A GR 4)(6")	RC PIPE (CL III)(18 IN)
FROM	TO	LF	LF	LF	STA	CY	CY	CY	SY	LF
0+64	1+39	75	14	24	1	5			90	
1+39	2+14	75	14	24	1	0			90	
Bridge 2+13	2+93	80	14	26			236	50		
2+94	3+69	75	14	24	1	0			90	
3+69	4+44	75	14	24	1	5			90	45
				PROJECT TOTALS	**4**	**10**	**236**	**50**	**360**	**45**

* AVERAGE WIDTH

BRIDGE: 2+14-2+94

SUMMARY OF EROSION CONTROL ITEMS

LOCATION		506 6002	506 6011	506 6038	506 6039	506 6020	506 6024
		ROCK FILTER DAMS (INSTALL) (TY 2)	ROCK FILTER DAMS (REMOVE)	TEMP SEDMT CONT FENCE (INSTALL)	TEMP SEDMT CONT FENCE (REMOVE)	CONSTRUCTION EXITS (INSTALL) (TY 1)	CONSTRUCTION EXITS (REMOVE)
TO	FROM	LF	LF	LF	LF	SY	SY
0+64	2+14	20	20	262	262	78	78
2+94	4+44	20	20	280	280		
CSJ 0901-32-104 TOTALS		40	40	542	542	78	78

SUMMARY OF MBGF ITEMS

LOCATION				540 6002	544 6001	658 6062
				MTL W-BEAM GD FEN (STEEL POST)	GUARDRAIL END TREATMENT (INSTALL)	INSTL DEL ASSM (D-SW)SZ 1(BRF)GF2(BI)
BRIDGE	LT/RT	FROM	TO	LF	EA	EA
CR 1320	BOTH	1+39	2+14	50	2	2
	BOTH	2+94	3+69	50	2	3
			CSJ 0901-32-104 TOTALS	**100**	**4**	**5**

SUMMARY OF LANDSCAPE ITEMS

LOCATION		164 6009	164 6011	164 6023	168 6001	FERTILIZER 3-1-2 *
		BROADCAST SEED (TEMP) (WARM)	BROADCAST SEED (TEMP) (COOL)	CELL FBR MLCH SEED(PERM)(RURAL)(CLAY)	VEGETATIVE WATERING	
FROM	TO	SY	SY	SY	MG	LBS
0+64	2+14	336.00	336.00	672	1.96	66.1
2+94	4+44	346.00	346.00	692	1.96	68.1
CSJ 0901-32-104 TOTALS		682.00	682.00	1364	3.82	134.2

* FOR CONTRACTORS INFORMATION ONLY; 2 CYCLES AT 50 LBS. NITROGEN PER ACRE AT 21-7-14 (NPK) ANALYSIS = 0.0492 LBS/SY/CYCLE

WATERING: BASED ON 2 APPLICATIONS, 0.5" RAINFALL EQUIVALENT = 0.003 MG/SY/CYCLE

SUMMARY OF REMOVAL ITEMS

LOCATION		496 6009	496 6016
		REMOV STR (BRIDGE 0-99 FT LENGTH)	REMOV STR (PIPE)
FROM	TO	EA	EA
2+19	2+79	1	1
	Project Totals	**1**	**1**

0901-32-104
CR 1320 AT CANEY CREEK

QUANTITY SUMMARIES

Texas Department of Transportation

CONT	SECT	JOB	HIGHWAY
0901	19	214, ETC	CR, ETC
DIST	COUNTY		SHEET NO.
PAR	GRAYSON, ETC		35

DATE: 4/27/2022 9:55:38 AM
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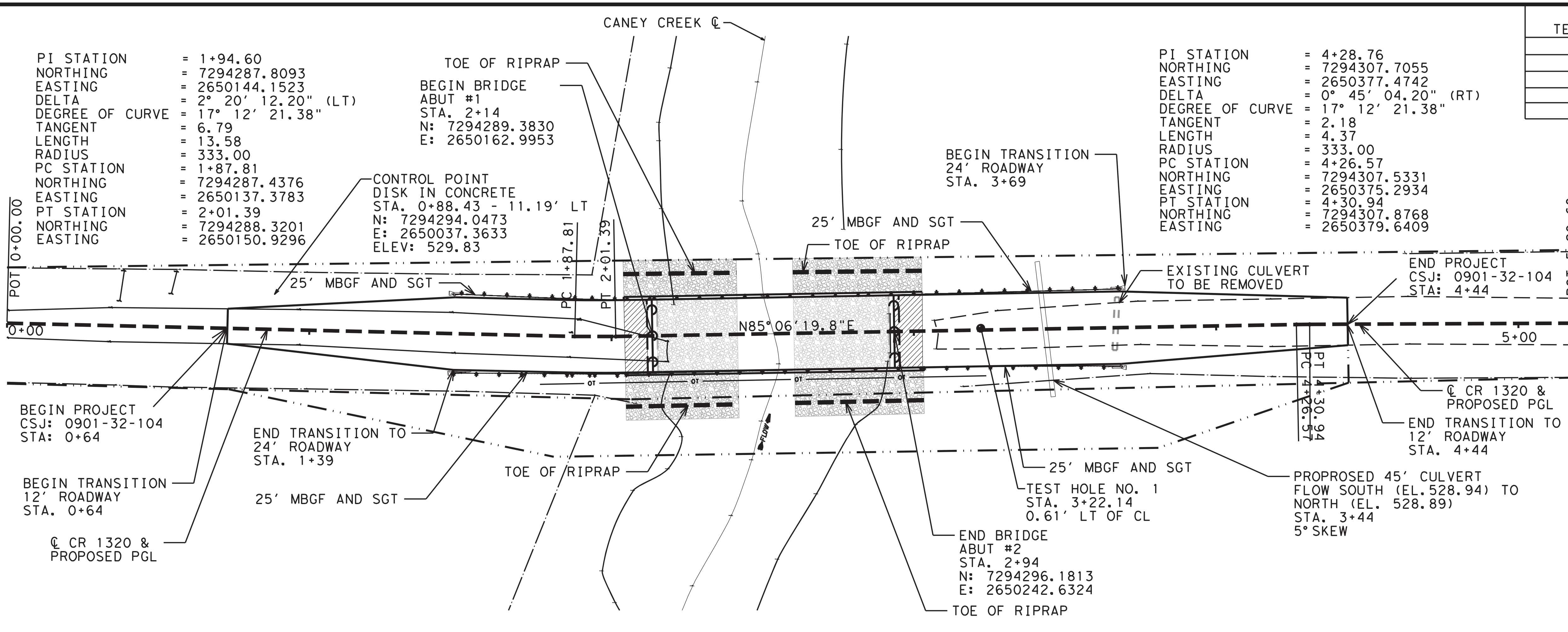
TEMPORARY CONSTRUCTION LICENSE	
STATION	RIGHT OFFSET (FT)
0+64	20
1+80	40
3+80	40
4+44	20



BRIDGE DATA

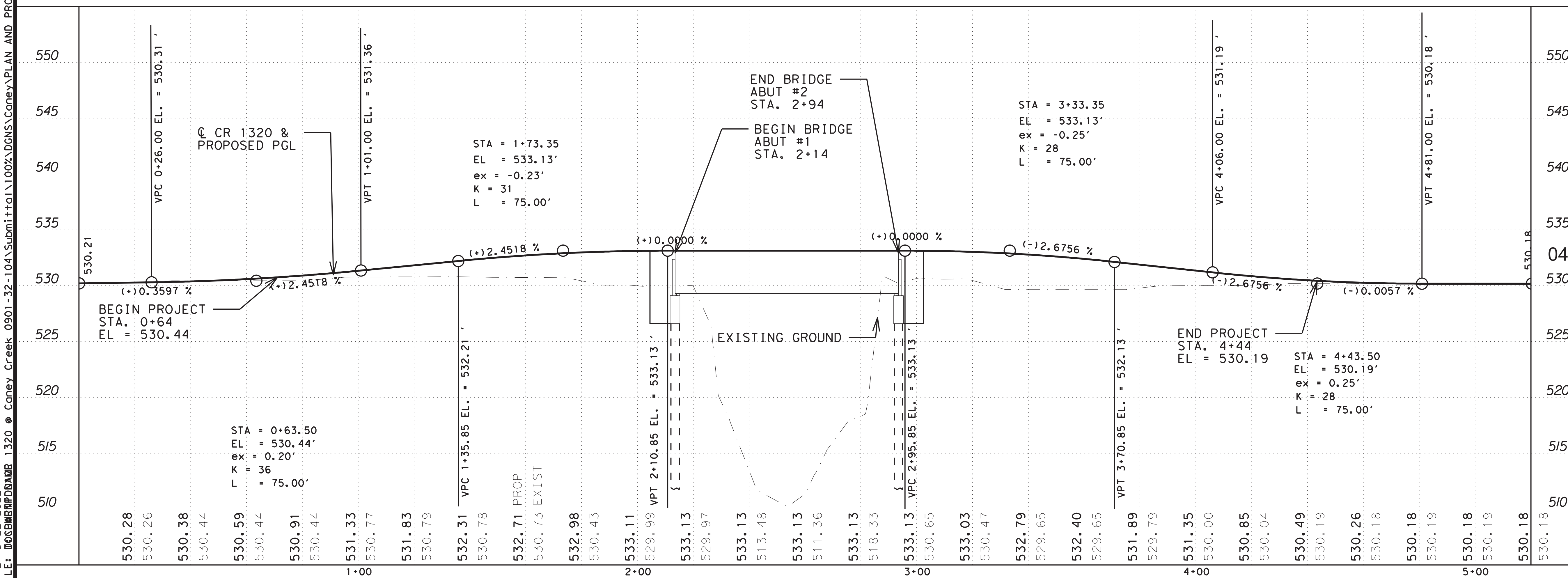
DESIGN SPEED: 25 MPH
AADT (2020): 40
FUNCTIONAL CLASS: LOCAL
LEVEL TERRAIN

EXISTING STRUCTURE:
NBI#: 01-075-0-AA03-30-001
STA. 2+19 - 2+79
60' THREE SPAN
WOODEN DECK
W/ METAL FRAME & BEAMS

PROPOSED STRUCTURE:
NBI#: 01-075-0-AA13-20-001
STA. 2+14 - 2+94
80' SINGLE SPAN Tx34
CONCRETE I-GIRDER
0° SKEW

LEGEND

- ROADWAY CENTERLINE
- ASSUMED EXISTING R.O.W.
- CHANNEL OVERBANK
- CHANNEL FLOW LINE
- FENCE LINE



BENCHMARK
RAILROAD SPIKE
IN POWER POLE
16.13'RT @ STA.1+76.36
Elevation 532.05

SCALE
VERTICAL: 1"=10'
HORIZONTAL: 1"=40'

STATE OF TEXAS
MONTE L. RATER
95859
LICENSED
PROFESSIONAL ENGINEER

04.27.22
Monte R. Rater P.E.

0901-32-104
CR 1320
AT CANEY CREEK
PLAN AND PROFILE

1 1

Texas Department of Transportation

CONT	SECT	JOB	HIGHWAY
0901	19	214, ETC	CR, ETC
DIST		COUNTY	SHEET NO.
PAR		GRAYSON, ETC	36

DATE: 4/28/2022 10:20:36 AM
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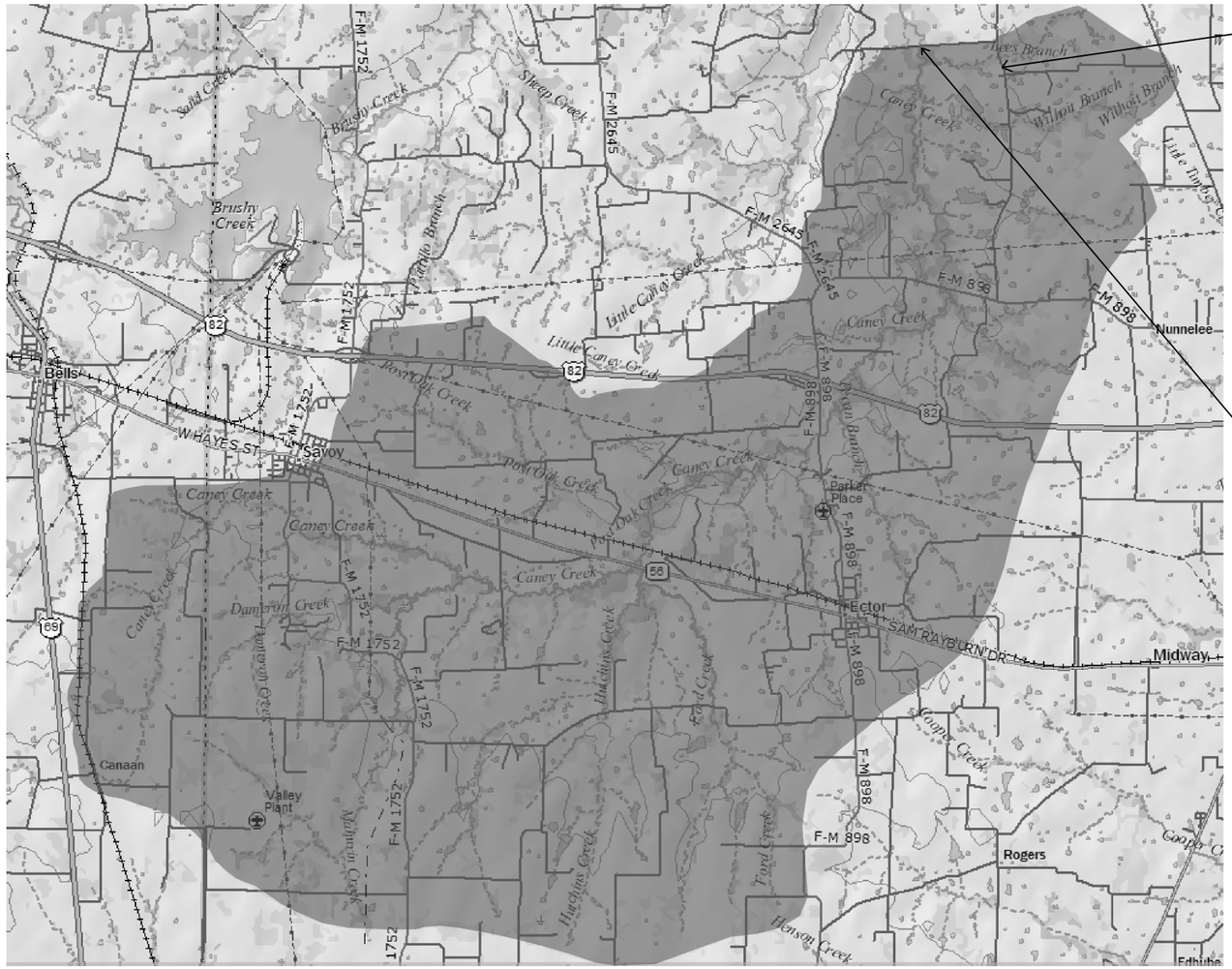
DRAINAGE AREA MAP



SCALE (MILE):

0 1/4 1/2 1

N

HYDROLOGIC METHOD

DRAINAGE AREAS WERE DETERMINED BY SURVEY DATA, USGS TOPOGRAPHIC MAPS, DIGITAL ELEVATION MODELS AND FIELD OBSERVATIONS.

THE PEAK FLOWS WERE CALCULATED USING THE USGS 2009 OMEGA EM REGRESSION EQUATIONS FOR NATURAL BASINS.

Omega EM Regression Equation	
Frequency	**Flow (cfs)**
2-year	4201.68
5-year	9260.30
10-year	13039.47
25-year	19288.52
50-year	24837.94
100-year	31326.25
A (sq. mi.)	52.55
P (in)	45
S (ft/ft)	0.0027
OmegaEM	0.236

Regression Equation

$$Q_2 = P^{1.398} S^{0.270} \times 10^{[0.776\Omega + 50.98 - 50.30A^{-0.0058}]}$$

$$Q_5 = P^{1.308} S^{0.372} \times 10^{[0.885\Omega + 16.62 - 15.32A^{-0.0215}]}$$

$$Q_{10} = P^{1.203} S^{0.403} \times 10^{[0.918\Omega + 13.62 - 11.97A^{-0.0289}]}$$

$$Q_{25} = P^{1.140} S^{0.446} \times 10^{[0.945\Omega + 11.79 - 9.819A^{-0.0374}]}$$

$$Q_{50} = P^{1.105} S^{0.476} \times 10^{[0.961\Omega + 11.17 - 8.997A^{-0.0424}]}$$

$$Q_{100} = P^{1.071} S^{0.507} \times 10^{[0.969\Omega + 10.82 - 8.448A^{-0.0467}]}$$

$$Q_{500} = P^{0.988} S^{0.569} \times 10^{[0.976\Omega + 10.40 - 7.605A^{-0.0554}]}$$

Monte R. Rater P.E.

04.27.22

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•95859•
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0901-32-104
CR 1320 AT CANEY CREEK

HYDRAULIC DATA

SHEET 1 OF 2

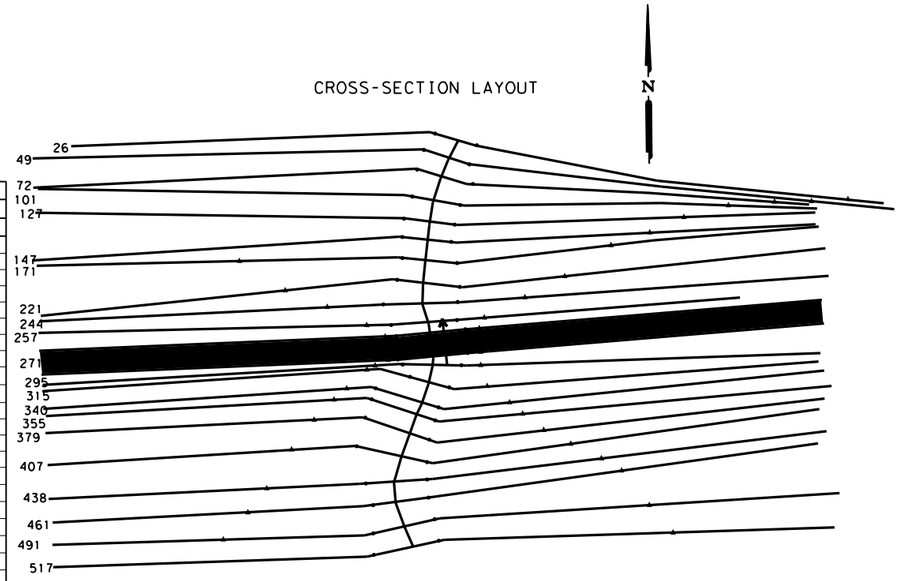
Texas Department of Transportation

CONT	SECT	JOB	HIGHWAY
0901	19	214, ETC	CR, ETC
DIST	COUNTY		SHEET NO.
PAR	GRAYSON, ETC		37

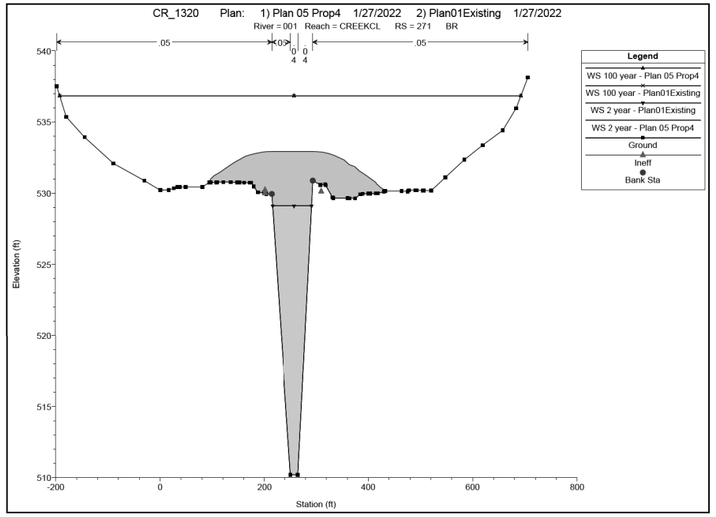
DATE: 4/27/2022 9:55:42 AM
FILE: T:\PARTPDD\CR 1320 @ Caney Creek 0901-32-104\Submittal\100%\DGNS\Caney\E001 DRAINAGE AREA MAP.dgn

	EXISTING	PROPOSED
CANEY CREEK LOW CHORD (FT)	529.10	529.10
LOWEST ROAD ELEVATION (FT)	530.12	530.12

CROSS-SECTION LAYOUT



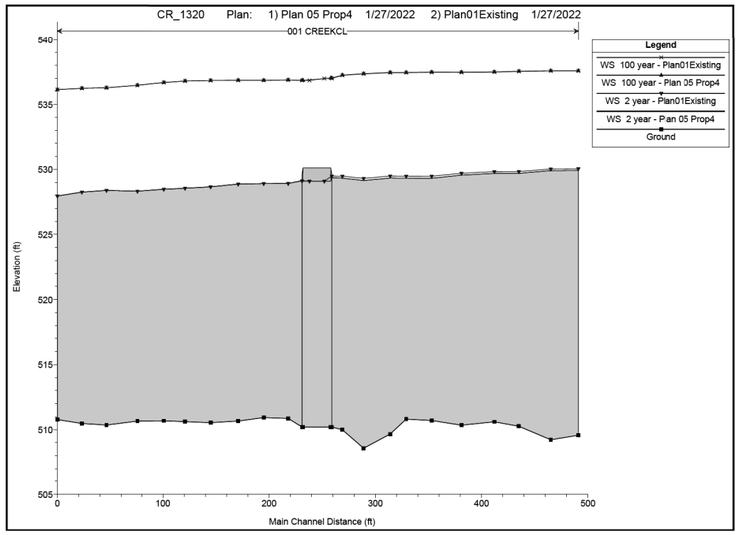
SECTION AT DOWNSTREAM BRIDGE FACE
RIVER STA. 271



HEC-RAS 2 Year Flood Event						
River Station	Exist Water Surface Elev (ft)	Prop Water Surface Elev (ft)	Difference (ft)	Exist Channel Velocity (ft/s)	Prop Channel Velocity (ft/s)	Difference (ft)
517	530.06	529.93	-0.13	4.49	4.54	0.05
491	530.03	529.91	-0.12	4.54	4.58	0.04
461	529.83	529.7	-0.13	5.55	5.61	0.06
438	529.83	529.7	-0.13	5.39	5.45	0.06
407	529.71	529.57	-0.14	5.83	5.92	0.09
379	529.48	529.32	-0.16	6.64	6.77	0.13
355	529.48	529.33	-0.15	6.25	6.36	0.11
340	529.49	529.34	-0.15	5.97	6.07	0.1
315	529.31	529.15	-0.16	6.67	6.76	0.09
295	529.48	529.33	-0.15	5.11	5.18	0.07
285	529.49	529.36	-0.13	4.94	4.82	-0.12
Bridge						
257	529.12	529.14	0.02	5	4.92	-0.08
244	528.92	528.92	0	5.86	5.86	0
221	528.91	528.91	0	5.65	5.65	0
197	528.88	528.88	0	5.68	5.68	0
171	528.66	528.66	0	6.54	6.54	0
147	528.55	528.55	0	6.84	6.84	0
127	528.48	528.48	0	7.01	7.01	0
101	528.33	528.33	0	7.4	7.4	0
72	528.39	528.39	0	6.63	6.63	0
49	528.26	528.26	0	7.02	7.02	0
26	527.96	527.96	0	7.99	7.99	0

HEC-RAS 100 Year Flood Event						
River Station	Exist Water Surface Elev (ft)	Prop Water Surface Elev (ft)	Difference (ft)	Exist Channel Velocity (ft/s)	Prop Channel Velocity (ft/s)	Difference (ft)
517	537.57	537.59	0.02	8.8	8.78	-0.02
491	537.57	537.59	0.02	8.6	8.59	-0.01
461	537.53	537.55	0.02	8.89	8.87	-0.02
438	537.48	537.5	0.02	8.86	8.84	-0.02
407	537.46	537.48	0.02	8.54	8.52	-0.02
379	537.47	537.48	0.01	8.23	8.21	-0.02
355	537.44	537.45	0.01	8.18	8.16	-0.02
340	537.44	537.45	0.01	7.77	7.75	-0.02
315	537.34	537.36	0.02	8.78	8.76	-0.02
295	537.24	537.25	0.01	8.81	8.79	-0.02
285	536.99	537.02	0.03	9.87	9.65	-0.22
Bridge						
257	536.84	536.84	0	10.13	9.93	-0.2
244	536.88	536.88	0	9.5	9.5	0
221	536.85	536.85	0	9.29	9.29	0
197	536.85	536.85	0	9.11	9.11	0
171	536.84	536.84	0	9.24	9.24	0
147	536.8	536.8	0	9.38	9.38	0
127	536.68	536.68	0	9.76	9.76	0
101	536.47	536.47	0	10.68	10.68	0
72	536.28	536.28	0	10.94	10.94	0
49	536.23	536.23	0	11.14	11.14	0
26	536.14	536.14	0	11.53	11.53	0

WATER SURFACE PROFILES



NOTES:

1. THE EXISTING AND PROPOSED WATER SURFACE ELEVATIONS WERE COMPUTED USING HEC-RAS 6.0.
2. NORMAL DEPTH COMPUTATIONS WERE USED FOR UPSTREAM AND DOWNSTREAM BOUNDARY CONDITIONS. A SLOPE OF 0.0027 WAS UTILIZED FOR THE EXISTING AND PROPOSED UPSTREAM CONDITIONS, AND A SLOPE OF 0.0027 WAS UTILIZED FOR THE EXISTING AND PROPOSED DOWNSTREAM CONDITIONS.
3. THIS SITE LIES WITHIN A FLOOD HAZARD AREA (ZONE A) AS SHOWN ON FEMA FLOOD INSURANCE RATE MAP NO. 48147C0200C EFFECTIVE DATE 02/18/2011 .
4. COORDINATION WITH THE FANNIN COUNTY FLOODPLAIN ADMINISTRATOR WAS COMPLETED ON 05/06/2022.

Monte R. Rater P.E.

04.27.22

STATE OF TEXAS
MONTE L. RATER
95859
LICENSED
PROFESSIONAL ENGINEER

0901-32-104
CR 1320
AT CANEY
CREEK

HYDRAULIC DATA

SHEET 2 OF 2

Texas Department of Transportation

CONT	SECT	JOB	HIGHWAY
0901	19	214, ETC	CR, ETC
DIST	COUNTY		SHEET NO.
PAR	GRAYSON, ETC		38

DATE: 4/27/2022 9:55:46 AM
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CK:
DW:
CK:
DN:

PI STATION = 1+94.60
NORTHING = 7294287.8093
EASTING = 2650144.1523
DELTA = 2° 20' 12.20" (LT)
DEGREE OF CURVE = 17° 12' 21.38"
TANGENT = 6.79
LENGTH = 13.58
RADIUS = 333.00
PC STATION = 1+87.81
NORTHING = 7294287.4376
EASTING = 2650137.3783
PT STATION = 2+01.39
NORTHING = 7294288.3201
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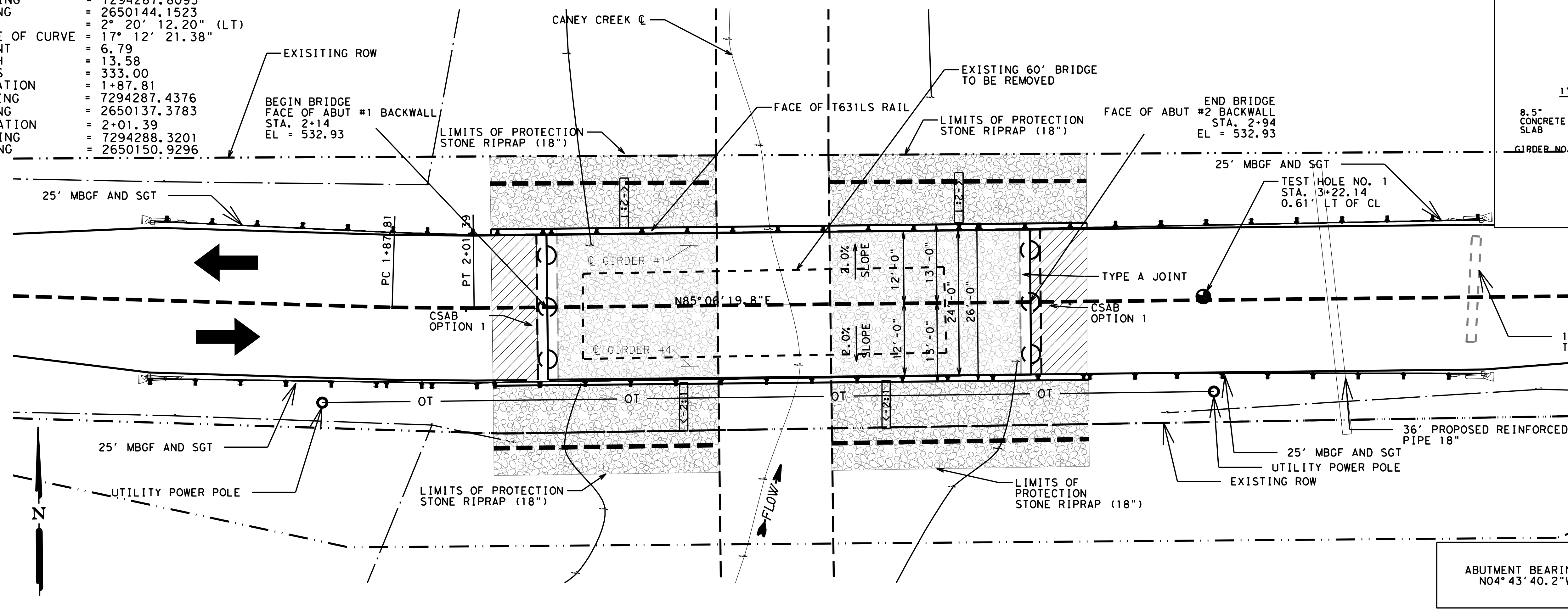
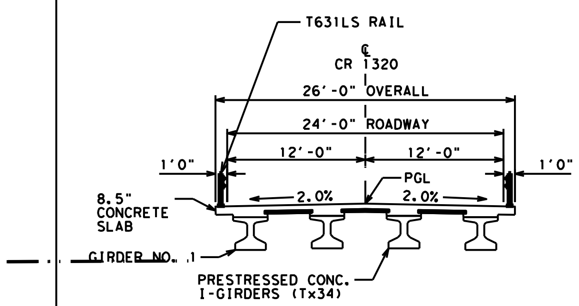




TYPICAL TRANSVERSE SECTION
NOT TO SCALE

LEGEND

— — —	ROADWAY CENTERLINE
— · · —	ASSUMED EXISTING R.O.W
— — — (light)	CHANNEL OVERBANK
———	CHANNEL FLOW LINE

BRIDGE DATA

DESIGN SPEED: 25 MPH
AADT (2018): 40
FUNCTIONAL CLASS: LOCAL
LEVEL TERRAIN

EXISTING STRUCTURE:
NBI#: 01-075-0-AA03-30-001
STA. 2+19.39 - 2+79.36
60' THREE SPAN
WOODEN DECK
W/ METAL FRAME & BEAMS

PROPOSED STRUCTURE:
NBI#: 01-075-0-AA13-20-001
STA. 2+13.50 - 2+93.50
80' SINGLE SPAN Tx34
CONCRETE I-GIRDER
0° SKEW

ABUTMENT BEARING
N04° 43' 40.2"W

NOTES:
DRILLED SHAFTS SHALL BE FOUNDED AT THE ELEVATION SHOWN OR DEEPER AS NECESSARY TO OBTAIN A MINIMUM OF TWO SHAFT DIAMETERS PENETRATION INTO VERY HARD GRAY SHALE.

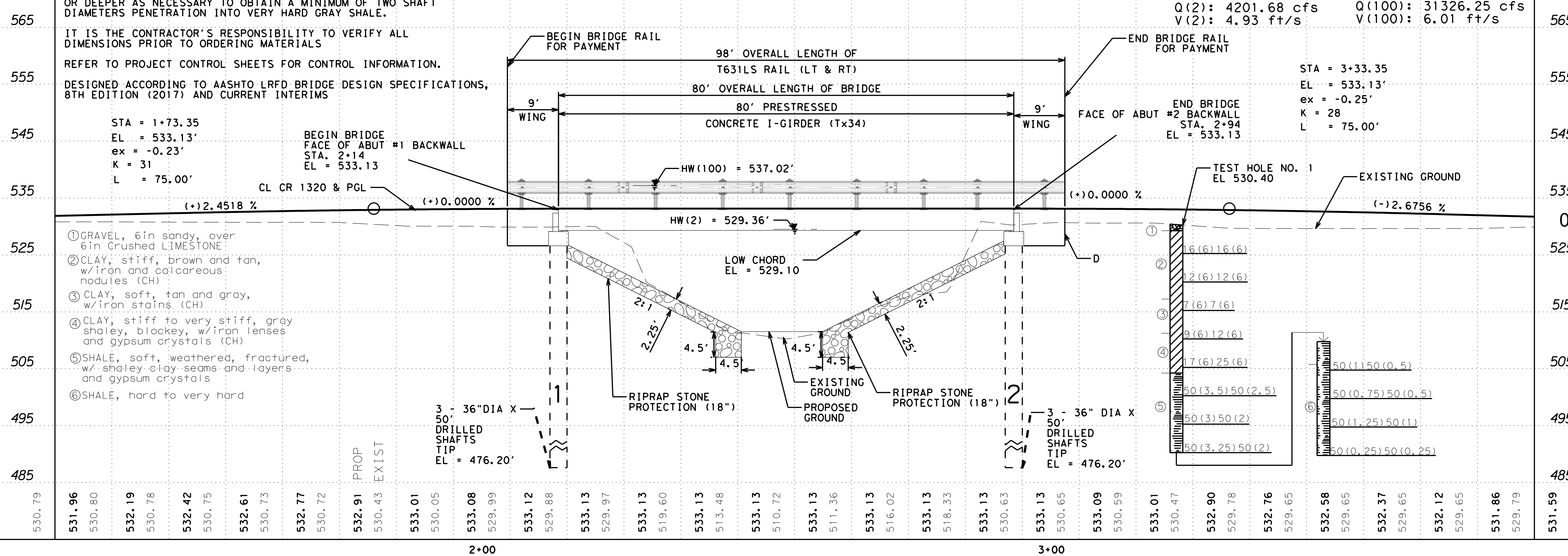
IT IS THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL DIMENSIONS PRIOR TO ORDERING MATERIALS

REFER TO PROJECT CONTROL SHEETS FOR CONTROL INFORMATION.

DESIGNED ACCORDING TO AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, 8TH EDITION (2017) AND CURRENT INTERIMS

2 YR
HW(2): 529.36'
Q(2): 4201.68 cfs
V(2): 4.93 ft/s

100 YR
HW(100): 537.02'
Q(100): 31326.25 cfs
V(100): 6.01 ft/s



NOTE: SEE PLAN AND PROFILE SHEET FOR PROJECT CONTROL INFORMATION.

SCALE
VERTICAL: 1"=20'
HORIZONTAL: 1"=20'

STATE OF TEXAS
MONTE L. RATER
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PROFESSIONAL ENGINEER
04.28.22
Monte R. Rater P.E.

0901-32-104
CR 1320
AT CANEY
CREEK
BRIDGE LAYOUT

SHEET 1 OF 1

Texas Department of Transportation

CONT	SECT	JOB	HIGHWAY
0901	19	214, ETC.	CR, ETC
DIST	COUNTY		SHEET NO.
PAR	GRAYSON, ETC		39

DATE: 4/28/2022 3:50:54 PM
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SUMMARY OF CR 1320 BRIDGE ITEMS							
LOCATION	400 6005	416 6004	420 6013	422 6001	425 6036	432 6033	450 6019
	CEM STABIL BKFL	DRILL SHAFT (36 IN)	CL C CONC (ABUT)	REINF CONC SLAB	PRESTR CONC GIRDER (TX34)	RIPRAP (STONE PROTECTION) (18 IN)	RAIL (TY T631LS)
	CY	LF	CY	SF	LF	CY	LF
2+13.50 - 2+93.50	50	300	35.6	2080	318.00	300	196
	50	**300**	**35.6**	**2080**	**318.00**	**300**	**196**

NOTE: THE SHEAR KEY OF 0.4 CY IS INCLUDED IN CL C CONC (ABUT)

BEARING SEAT ELEVATIONS (FT)

	GIRDER 1	GIRDER 2	GIRDER 3	GIRDER 4
ABUT 1 (FWD)	528.868	529.001	529.001	529.868

	GIRDER 1	GIRDER 2	GIRDER 3	GIRDER 4
ABUT 2 (BK)	528.868	529.001	529.001	528.868

Monte R. Rater P.E.

04.27.22

STATE OF TEXAS
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0901-32-104
CR 1320
AT CANEY
CREEK

BRIDGE QUANTITIES AND BEARING SEAT ELEVATIONS

Texas Department of Transportation

CONT	SECT	JOB	HIGHWAY
0901	19	214, ETC	CR, ETC
DIST	COUNTY		SHEET NO.
PAR	GRAYSON, ETC		40

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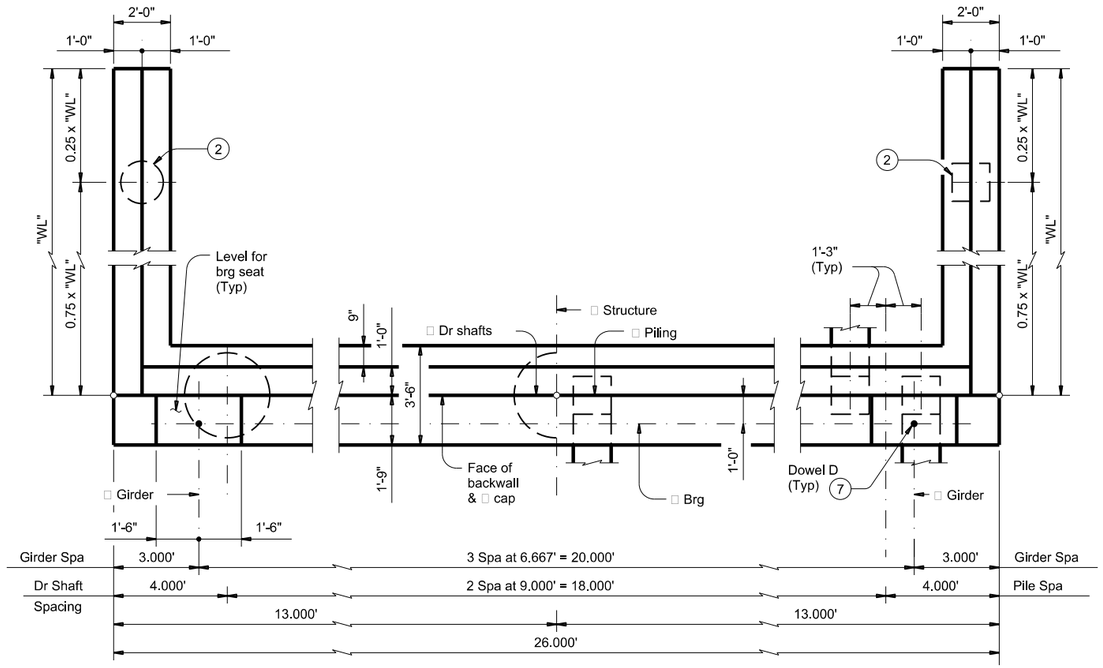
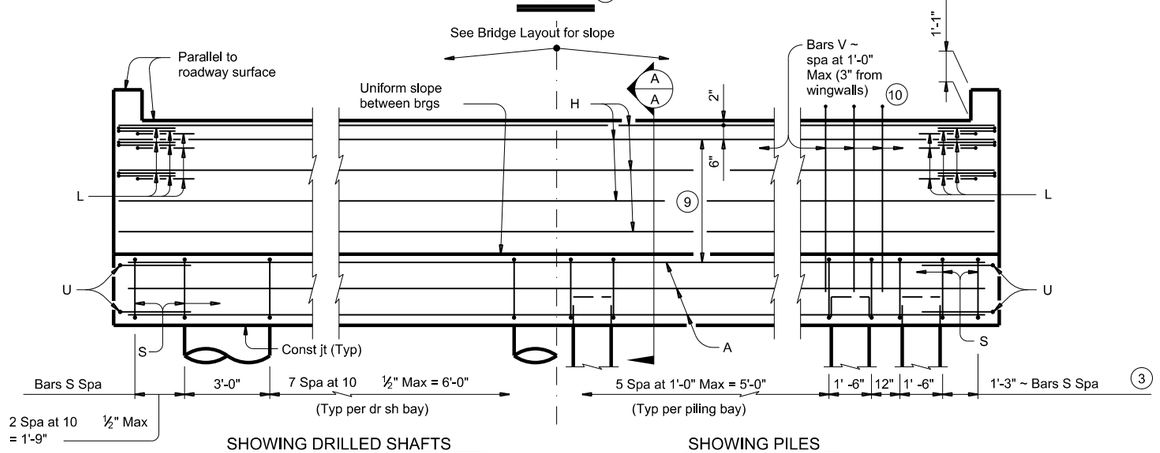


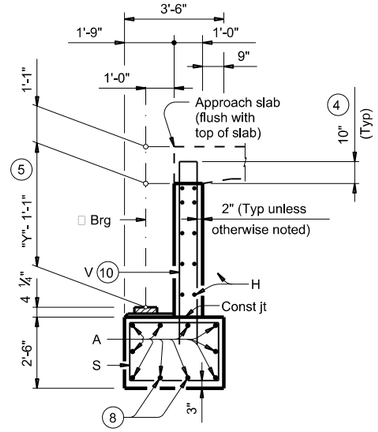
PLAN (1)



ELEVATION

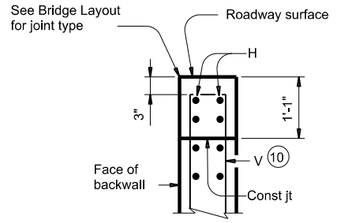
TABLE A

Header Slope	Girder Type	Wingwall Type	Wingwall Lgth "WL"
2:1	Tx28	Cantilevered	8.000'
	Tx34	Cantilevered	9.000'
	Tx40	Cantilevered	10.000'
	Tx46	Cantilevered	11.000'
	Tx54	Cantilevered	12.000'
3:1	Tx28	Cantilevered	12.000'
	Tx34	Founded	13.000'
	Tx40	Founded	15.000'
	Tx46	Founded	16.000'
	Tx54	Founded	18.000'



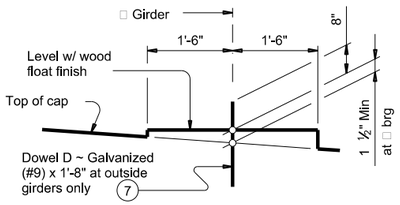
SECTION A-A

(With approach slab) (6)



BACKWALL DETAIL

(Without approach slab) (6)



BEARING SEAT DETAIL

(Bearing surface must be clean and free of all loose material before placing bearing pad.)

1. See Table A for variable dimensions based on header slope and girder type.
2. See Table A to determine if wingwall foundations are required.
3. For piling larger than 16" adjust Bars S spacing as required to avoid piling.
4. Increase as required to maintain 3" from finished grade.
5. See Span details for "Y" value.
6. See Bridge Layout to determine if approach slab is present.
7. Omit Dowels D at end of multi-span unit. Adjust reinforcing steel total accordingly.
8. With pile foundations, move Bars A shown to clear piles.
9. Spacing based on girder type:
   Tx28 ~ 3 spaces at 1'-0" Max
   Tx34 ~ 3 spaces at 1'-0" Max
   Tx40 ~ 4 spaces at 1'-0" Max
   Tx46 ~ 4 spaces at 1'-0" Max
   Tx54 ~ 5 spaces at 1'-0" Max
10. Field bend as needed to clear piles.

TABLE OF FOUNDATION LOADS

Span Length	All Girder Types	
Ft	Tons/Shaft	Tons/Pile
40	64	54
45	69	56
50	73	59
55	77	61
60	81	63
65	85	65
70	88	67
75	92	69
80	96	71
85	100	73
90	104	75
95	108	77
100	111	79
105	115	80
110	119	82
115	123	84
120	126	86
125	130	88

GENERAL NOTES:
Designed according to AASHTO LRFD Bridge Design Specifications.
See Bridge Layout for header slope and foundation type, size and length.
See Common Foundation Details (FD) standard sheet for all foundation details and notes.
See Concrete Riprap (CRR) standard sheet or Stone Riprap (SRR) standard sheet for riprap attachment details, if applicable.
See applicable rail details for rail anchorage in wingwalls.
These abutment details may be used with standard SIG-24 only.

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

MATERIAL NOTES:
Provide Class C concrete (f'c = 3,600 psi).
Provide Class C (HPC) concrete if shown elsewhere in the plans.
Provide Grade 60 reinforcing steel.
Galvanize dowel bars D.

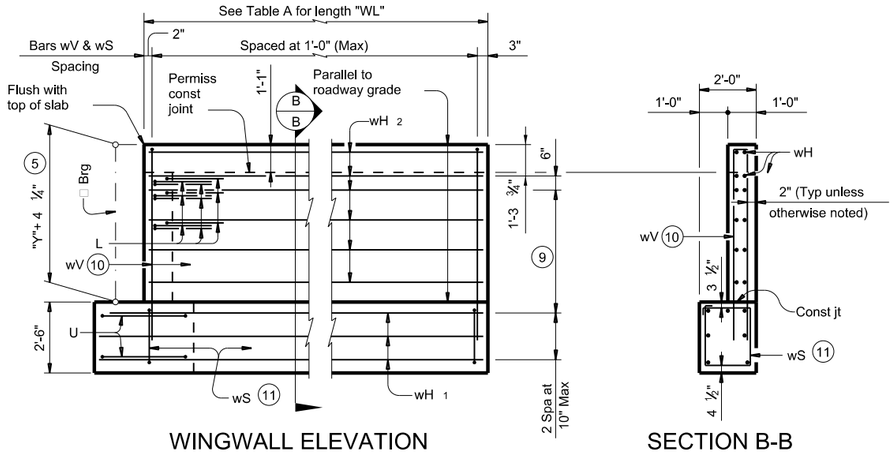
HL93 LOADING SHEET 1 OF 3

Texas Department of Transportation — Bridge Division Standard

ABUTMENTS
TYPE TX28 THRU TX54
PRESTR CONC I-GIRDERS
24' ROADWAY

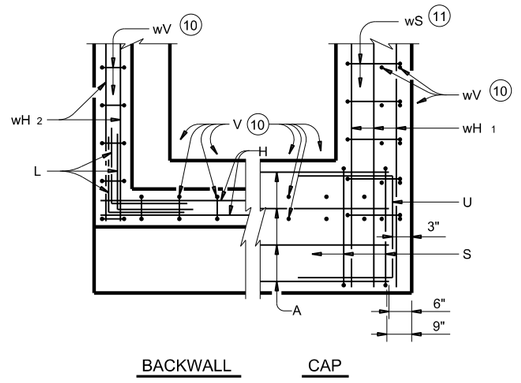
AIG-24

FILE: aig01sts-17.dgn	DN: TAR	CK: KCM	DW: JTR	CK: TAR
©TxDOT August 2017	CONT	SECT	JOB	HIGHWAY
REVISIONS	0901	19	214, ETC	CR, ETC
	DIST	COUNTY		SHEET NO.
	PAR	GRAYSON, ETC		41

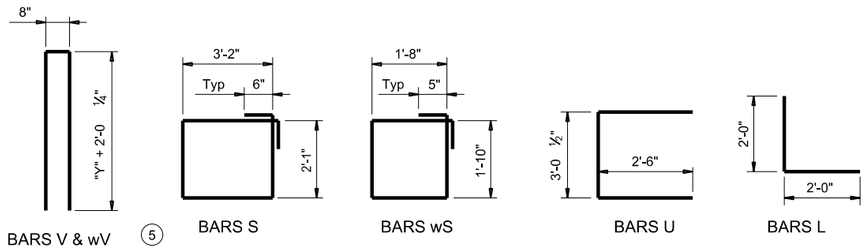


WINGWALL ELEVATION

SECTION B-B



CORNER DETAILS



5 See Span details for "Y" value.

9 Spacing based on girder type:
Tx28 ~ 3 spaces at 1'-0" Max
Tx34 ~ 3 spaces at 1'-0" Max
Tx40 ~ 4 spaces at 1'-0" Max
Tx46 ~ 4 spaces at 1'-0" Max
Tx54 ~ 5 spaces at 1'-0" Max

10 Field bend as needed to clear piles.

11 Adjust as required to avoid piling.

HL93 LOADING

Texas Department of Transportation

Bridge Division Standard

ABUTMENTS

TYPE TX28 THRU TX54
PRESTR CONC I-GIRDERS
24' ROADWAY

AIG-24

FILE: aig01sts-17.dgn	DN: TAR	CK: KCM	DW: JTR	CK: TAR
©TxDOT August 2017	CONT	SECT	JOB	HIGHWAY
REVISIONS	0901	19	214, ETC	CR, ETC
	DIST	COUNTY		SHEET NO.
	PAR	GRAYSON, ETC		42

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TABLES OF ESTIMATED QUANTITIES WITH 2:1 HEADER SLOPE (12)

TYPE Tx28 Girders

Bar	No.	Size	Length	Weight
A	10	#11	25'-0"	1,328
D (7)	2	#9	1'-8"	11
H	8	#6	25'-8"	308
L	18	#6	4'-0"	108
S	22	#5	11'-6"	264
U	4	#6	8'-1"	49
V	25	#5	11'-4"	296
wH1	14	#6	9'-5"	198
wH2	20	#6	7'-8"	230
wS	18	#4	7'-10"	94
wV	18	#5	11'-4"	213
Reinforcing Steel		Lb		3,099
Class "C" Concrete		CY		15.2

TYPE Tx34 Girders

Bar	No.	Size	Length	Weight
A	10	#11	25'-0"	1,328
D (7)	2	#9	1'-8"	11
H	8	#6	25'-8"	308
L	18	#6	4'-0"	108
S	22	#5	11'-6"	264
U	4	#6	8'-1"	49
V	25	#5	12'-4"	322
wH1	14	#6	10'-5"	219
wH2	20	#6	8'-8"	260
wS	20	#4	7'-10"	105
wV	20	#5	12'-4"	257
Reinforcing Steel		Lb		3,231
Class "C" Concrete		CY		16.6

TYPE Tx40 Girders

Bar	No.	Size	Length	Weight
A	10	#11	25'-0"	1,328
D (7)	2	#9	1'-8"	11
H	10	#6	25'-8"	386
L	18	#6	4'-0"	108
S	22	#5	11'-6"	264
U	4	#6	8'-1"	49
V	25	#5	13'-4"	348
wH1	14	#6	11'-5"	240
wH2	24	#6	9'-8"	348
wS	22	#4	7'-10"	115
wV	22	#5	13'-4"	306
Reinforcing Steel		Lb		3,503
Class "C" Concrete		CY		18.1

TYPE Tx46 Girders

Bar	No.	Size	Length	Weight
A	10	#11	25'-0"	1,328
D (7)	2	#9	1'-8"	11
H	10	#6	25'-8"	386
L	18	#6	4'-0"	108
S	22	#5	11'-6"	264
U	4	#6	8'-1"	49
V	25	#5	14'-4"	374
wH1	14	#6	12'-5"	261
wH2	24	#6	10'-8"	385
wS	24	#4	7'-10"	126
wV	24	#5	14'-4"	359
Reinforcing Steel		Lb		3,651
Class "C" Concrete		CY		19.7

TYPE Tx54 Girders

Bar	No.	Size	Length	Weight
A	10	#11	25'-0"	1,328
D (7)	2	#9	1'-8"	11
H	12	#6	25'-8"	463
L	18	#6	4'-0"	108
S	22	#5	11'-6"	264
U	4	#6	8'-1"	49
V	25	#5	15'-8"	409
wH1	14	#6	13'-5"	282
wH2	28	#6	11'-8"	491
wS	26	#4	7'-10"	136
wV	26	#5	15'-8"	425
Reinforcing Steel		Lb		3,966
Class "C" Concrete		CY		21.6

TABLES OF ESTIMATED QUANTITIES WITH 3:1 HEADER SLOPE (12)

TYPE Tx28 Girders

Bar	No.	Size	Length	Weight
A	10	#11	25'-0"	1,328
D (7)	2	#9	1'-8"	11
H	8	#6	25'-8"	308
L	18	#6	4'-0"	108
S	22	#5	11'-6"	264
U	4	#6	8'-1"	49
V	25	#5	11'-4"	296
wH1	14	#6	13'-5"	282
wH2	20	#6	11'-8"	350
wS	26	#4	7'-10"	136
wV	26	#5	11'-4"	307
Reinforcing Steel		Lb		3,439
Class "C" Concrete		CY		17.8

TYPE Tx34 Girders

Bar	No.	Size	Length	Weight
A	10	#11	25'-0"	1,328
D (7)	2	#9	1'-8"	11
H	8	#6	25'-8"	308
L	18	#6	4'-0"	108
S	22	#5	11'-6"	264
U	4	#6	8'-1"	49
V	25	#5	12'-4"	322
wH1	14	#6	14'-5"	303
wH2	20	#6	12'-8"	381
wS	28	#4	7'-10"	147
wV	28	#5	12'-4"	360
Reinforcing Steel		Lb		3,581
Class "C" Concrete		CY		19.3

TYPE Tx40 Girders

Bar	No.	Size	Length	Weight
A	10	#11	25'-0"	1,328
D (7)	2	#9	1'-8"	11
H	10	#6	25'-8"	386
L	18	#6	4'-0"	108
S	22	#5	11'-6"	264
U	4	#6	8'-1"	49
V	25	#5	13'-4"	348
wH1	14	#6	16'-5"	345
wH2	24	#6	14'-8"	529
wS	32	#4	7'-10"	167
wV	32	#5	13'-4"	445
Reinforcing Steel		Lb		3,980
Class "C" Concrete		CY		21.7

TYPE Tx46 Girders

Bar	No.	Size	Length	Weight
A	10	#11	25'-0"	1,328
D (7)	2	#9	1'-8"	11
H	10	#6	25'-8"	386
L	18	#6	4'-0"	108
S	22	#5	11'-6"	264
U	4	#6	8'-1"	49
V	25	#5	14'-4"	374
wH1	14	#6	17'-5"	366
wH2	24	#6	15'-8"	565
wS	34	#4	7'-10"	178
wV	34	#5	14'-4"	508
Reinforcing Steel		Lb		4,137
Class "C" Concrete		CY		23.4

TYPE Tx54 Girders

Bar	No.	Size	Length	Weight
A	10	#11	25'-0"	1,328
D (7)	2	#9	1'-8"	11
H	12	#6	25'-8"	463
L	18	#6	4'-0"	108
S	22	#5	11'-6"	264
U	4	#6	8'-1"	49
V	25	#5	15'-8"	409
wH1	14	#6	19'-5"	408
wH2	28	#6	17'-8"	743
wS	38	#4	7'-10"	199
wV	38	#5	15'-8"	621
Reinforcing Steel		Lb		4,603
Class "C" Concrete		CY		26.4

(7) Omit Dowels D at end of multi-span unit. Adjust reinforcing steel total accordingly.

(12) Quantities shown are for one abutment only (with approach slab). With no approach slab, add 1.0 CY Class "C" concrete and 154 lbs reinforcing steel for 4 additional Bars H.

HL93 LOADING

Texas Department of Transportation

Bridge Division Standard

ABUTMENTS
TYPE TX28 THRU TX54
PRESTR CONC I-GIRDERS
24' ROADWAY

AIG-24

FILE: aig01sts-17.dgn	DN: TAR		CK: KCM	DW: JTR		CK: TAR
©TxDOT August 2017	CONT	SECT	JOB		HIGHWAY	
REVISIONS	0901	19	214, ETC		CR, ETC	
	DIST	COUNTY				SHEET NO.
	PAR	GRAYSON, ETC				43

DATE: 4/25/2022 4:33:41 PM
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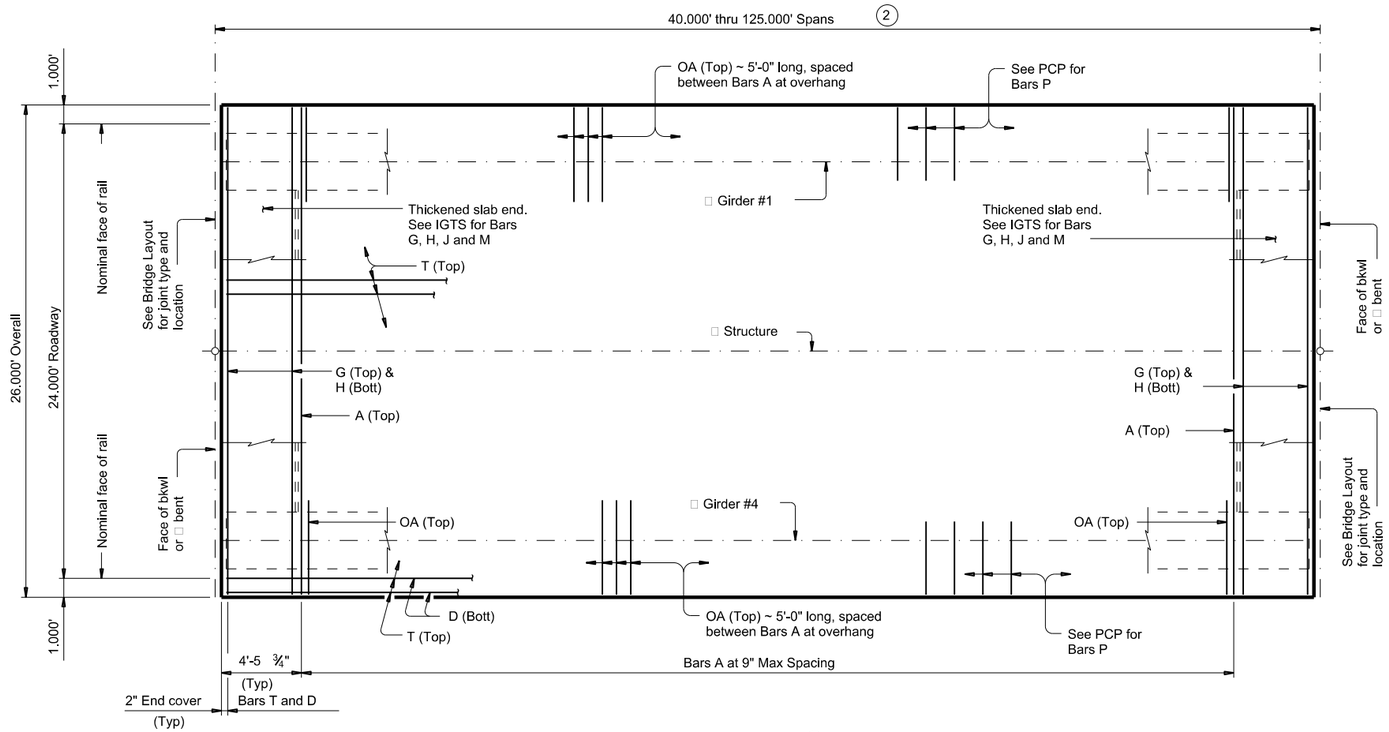
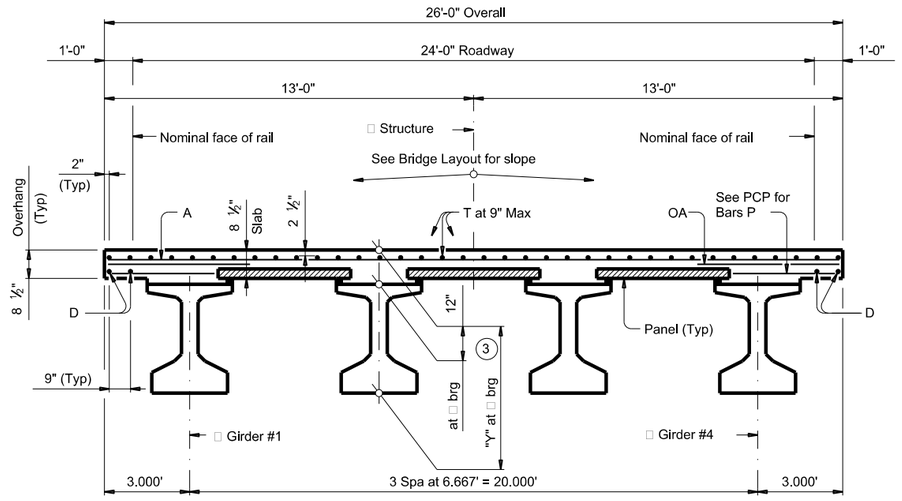


PLAN 1

BAR TABLE	
BAR	SIZE
A	#4
D	#4
G	#4
H	#4
J	#4
M	#4
OA	#5
P	#4
T	#4

1. If multi-span units (with slab continuous over interior bents) are indicated on the Bridge Layout, see standard IGCS for adjustment to slab reinforcement and quantities.
2. Span lengths for Prestressed Concrete I-Girder type:
   Type Tx28 for spans lengths 40.000' thru 75.000'.
   Type Tx34 for spans lengths 40.000' thru 85.000'.
   Type Tx40 for spans lengths 40.000' thru 100.000'.
   Type Tx46 for spans lengths 40.000' thru 115.000'.
   Type Tx54 for spans lengths 40.000' thru 125.000'.
3. "Y" value shown is based on theoretical girder camber, dead load deflection from an 8 ½" concrete slab, a constant roadway grade, and using precast panels (PCP). The Contractor will adjust this value as necessary for any roadway vertical curve and/or if precast overhang panel (PCP(O)) option is use.



TYPICAL TRANSVERSE SECTION
(Showing girder type Tx46)

TABLE OF SECTION DEPTHS	
GIRDER TYPE	"Y" AT BRG (3)
	Ft/In
Tx28	3'-4"
Tx34	3'-10"
Tx40	4'-4"
Tx46	4'-10"
Tx54	5'-6"

HL93 LOADING SHEET 1 OF 2

Texas Department of Transportation — Bridge Division Standard

PRESTRESSED CONCRETE I-GIRDER SPANS (TYPE Tx28 THRU Tx54)

24' ROADWAY

SIG-24

FILE: sig01sts-19.dgn	DN: JMH	CK: NRN	DW: JTR	CK: TAR
©TxDOT August 2017	CONT	SECT	JOB	HIGHWAY
REVISIONS 10-19: Increased "X" and "Y" Values	0901	19	214, ETC	CR, ETC
	DIST	COUNTY		SHEET NO.
	PAR	GRAYSON, ETC		44

DATE: 4/25/2022 4:33:43 PM
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TABLE OF DEAD LOAD DEFLECTIONS

TYPE Tx28 GIRDERS

Span Length	"A"	"B"
Ft	Ft	Ft
40	0.007	0.010
45	0.012	0.017
50	0.019	0.027
55	0.028	0.040
60	0.041	0.057
65	0.056	0.079
70	0.077	0.108
75	0.102	0.143

TYPE Tx34 GIRDERS

Span Length	"A"	"B"
Ft	Ft	Ft
40	0.004	0.006
45	0.007	0.010
50	0.011	0.016
55	0.017	0.024
60	0.024	0.034
65	0.033	0.047
70	0.046	0.064
75	0.061	0.085
80	0.079	0.111
85	0.102	0.143

TYPE Tx40 GIRDERS

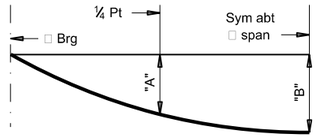
Span Length	"A"	"B"
Ft	Ft	Ft
40	0.003	0.004
45	0.005	0.007
50	0.007	0.010
55	0.011	0.016
60	0.016	0.022
65	0.022	0.031
70	0.030	0.042
75	0.040	0.056
80	0.052	0.073
85	0.066	0.093
90	0.084	0.118
95	0.105	0.147
100	0.130	0.182

TYPE Tx46 GIRDERS

Span Length	"A"	"B"
Ft	Ft	Ft
40	0.002	0.003
45	0.004	0.005
50	0.005	0.007
55	0.008	0.011
60	0.011	0.015
65	0.015	0.021
70	0.021	0.029
75	0.027	0.038
80	0.036	0.050
85	0.046	0.064
90	0.057	0.080
95	0.071	0.100
100	0.088	0.124
105	0.108	0.151
110	0.130	0.182
115	0.156	0.219

TYPE Tx54 GIRDERS

Span Length	"A"	"B"
Ft	Ft	Ft
40	0.001	0.002
45	0.002	0.003
50	0.004	0.005
55	0.005	0.007
60	0.007	0.010
65	0.010	0.014
70	0.014	0.019
75	0.018	0.025
80	0.024	0.033
85	0.030	0.042
90	0.038	0.053
95	0.047	0.066
100	0.058	0.082
105	0.071	0.100
110	0.086	0.121
115	0.103	0.144
120	0.123	0.172
125	0.145	0.203



DEAD LOAD DEFLECTION DIAGRAM

Calculated deflections shown are due to the concrete slab on interior girders only (Ec = 5000 ksi). Adjust values as required for exterior girders and if optional slab forming is used. These values may require field verification.

TABLE OF ESTIMATED QUANTITIES

SPAN LENGTH	REINF CONCRETE SLAB	Prestressed Concrete Girders			TOTAL REINF STEEL (5)
		ABUT TO INT BT (4)	INT BT TO INT BT (4)	ABUT TO ABUT (4)	
Ft	SF	LF	LF	LF	Lb
40	1,040	158.00	158.00	158.00	2,392
45	1,170	178.00	178.00	178.00	2,691
50	1,300	198.00	198.00	198.00	2,990
55	1,430	218.00	218.00	218.00	3,289
60	1,560	238.00	238.00	238.00	3,588
65	1,690	258.00	258.00	258.00	3,887
70	1,820	278.00	278.00	278.00	4,186
75	1,950	298.00	298.00	298.00	4,485
80	2,080	318.00	318.00	318.00	4,784
85	2,210	338.00	338.00	338.00	5,083
90	2,340	358.00	358.00	358.00	5,382
95	2,470	378.00	378.00	378.00	5,681
100	2,600	398.00	398.00	398.00	5,980
105	2,730	418.00	418.00	418.00	6,279
110	2,860	438.00	438.00	438.00	6,578
115	2,990	458.00	458.00	458.00	6,877
120	3,120	478.00	478.00	478.00	7,176
125	3,250	498.00	498.00	498.00	7,475

(4) Fabricator will adjust lengths for girder slopes as required.

(5) Reinforcing steel weight is calculated using an approximate factor of 2.3 lbs/SF.

GENERAL NOTES:
Designed according to AASHTO LRFD Bridge Design Specifications.
Multi-span units, with slab continuous over interior bents, may be formed with the details shown on this sheet and standard IGCS.
See IGTS standard for Thickened Slab End details and quantity adjustments.
See PCP and PCP-FAB for panel details not shown.
See PCP(O) and PCP(O)-FAB for precast overhang panel details if this option is used.
See IGMS standard for miscellaneous details.
See applicable rail details for rail anchorage in slab.
See PMDF standard for details and quantity adjustments if this option is used.
This standard does not support the use of transition bents.

Cover dimensions are clear dimensions, unless noted otherwise.

MATERIAL NOTES:
Provide Class S concrete (f'c = 4,000 psi).
Provide Class S (HPC) concrete if shown elsewhere in the plans.
Provide Grade 60 reinforcing steel.
Provide bar laps, where required, as follows:
Uncoated ~ #4 = 1'-7"
Epoxy coated ~ #4 = 2'-5"
Deformed Welded Wire Reinforcement (WWR) (ASTM A1064) of equal size and spacing may be substituted for Bars A, D, OA, P or T unless noted otherwise.

HL93 LOADING SHEET 2 OF 2

Texas Department of Transportation | Bridge Division Standard

PRESTRESSED CONCRETE I-GIRDER SPANS (TYPE Tx28 THRU Tx54)

24' ROADWAY

SIG-24

FILE: sig01sts-19.dgn	DN: JMH	CK: NRN	DW: JTR	CK: TAR
©TxDOT August 2017	CONT	SECT	JOB	HIGHWAY
REVISIONS 10-19: Increased "X" and "Y" Values	0901	19	214, ETC	CR, ETC
	DIST	COUNTY		SHEET NO.
	PAR	GRAYSON, ETC		45

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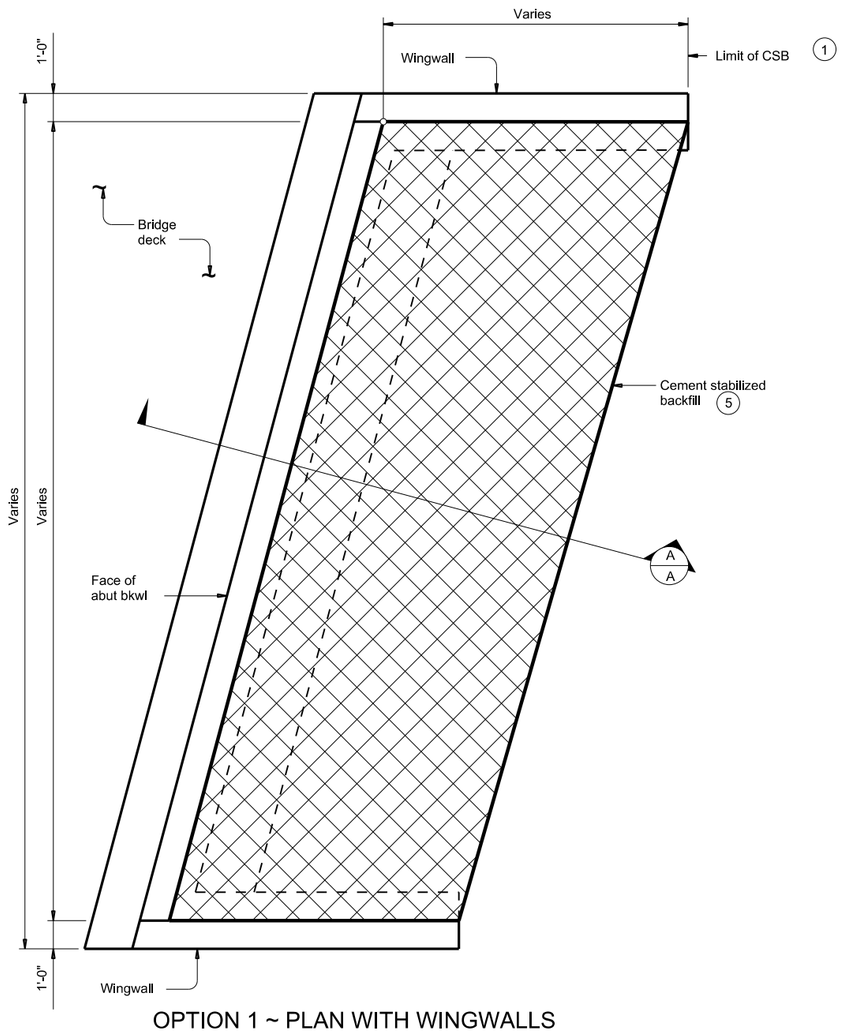
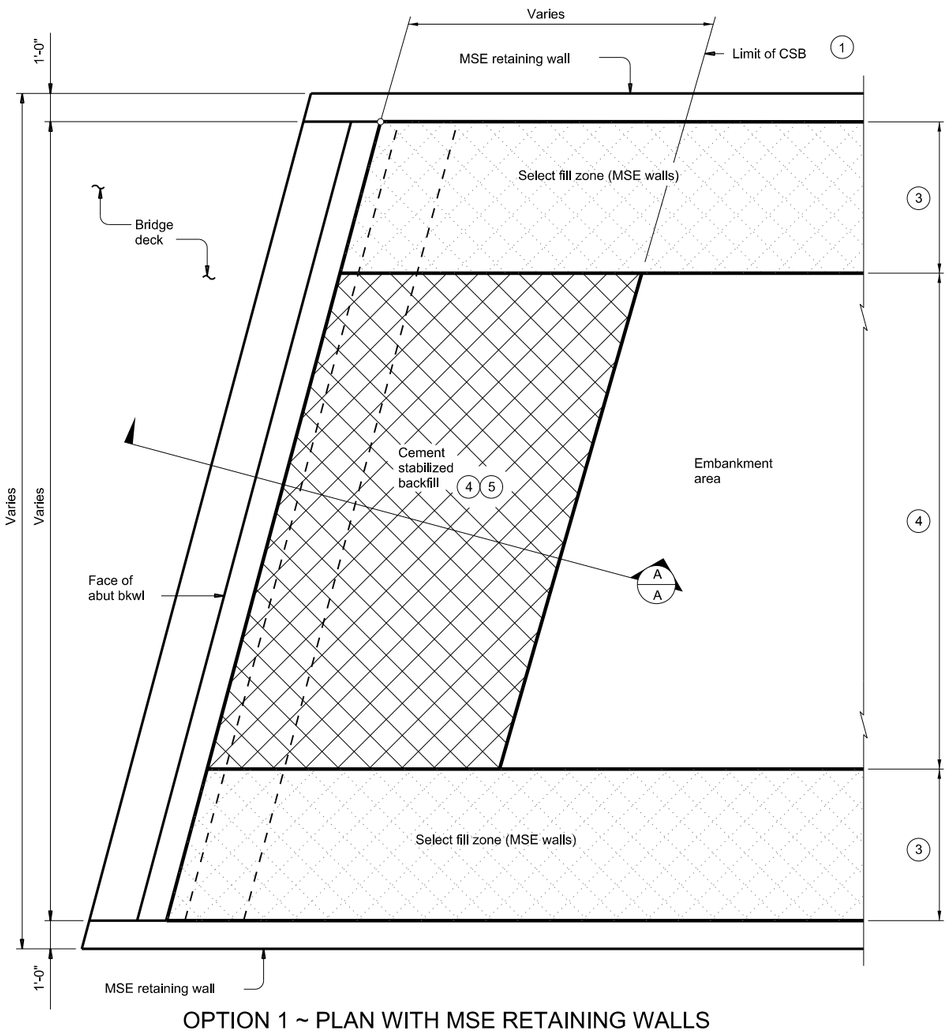
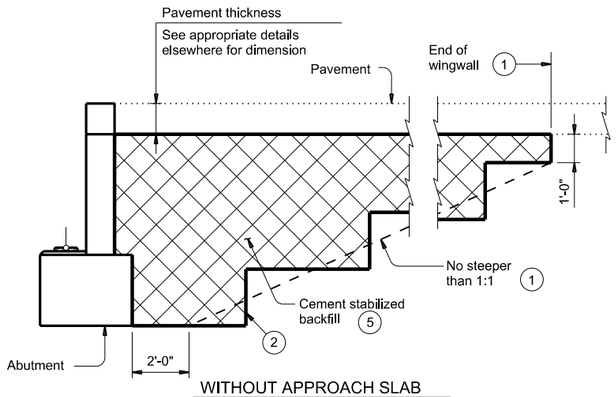


OPTION 1 ~ PLAN WITH WINGWALLS

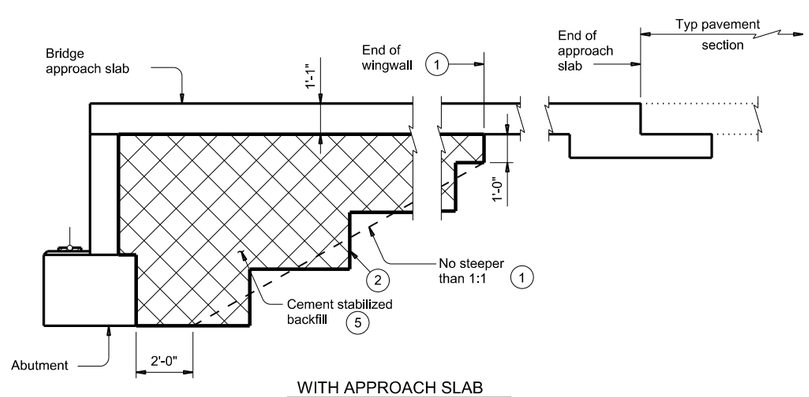
Cast-in-place retaining walls similar.



OPTION 1 ~ PLAN WITH MSE RETAINING WALLS



WITHOUT APPROACH SLAB



WITH APPROACH SLAB

(Showing BAS-C, BAS-A similar.)

SECTION A-A

1. Usual limit of Cement Stabilized Backfill is at end of wingwall. Extend CSB limits as required to maintain a slope no steeper than 1:1 at bottom of backfill.
2. Bench backfill as shown with 12" (approximate) bench depths.
3. Where MSE retaining walls are present, adjust CSB limits to accommodate the select fill zone. See retaining wall details for additional information.
4. When distance between select fill zones is less than 5'-0", MSE select fill may be substituted for cement stabilized backfill with approval from the Engineer.
5. If shown in the plans flowable backfill can be used as a substitute for cement stabilized backfill with the following constraints:
   a). If flowable backfill is to be placed over MSE backfill then a filter fabric will be placed over the MSE backfill prior to placement of the flowable fill; and
   b). Place flowable fill in lifts not exceeding 2 feet in height, place each successive lift when the previous lift has stiffened/hardened (i.e. has lost its flowability).

GENERAL NOTES:

See the Bridge Layout for selected Option. Option 2 is intended for new construction requiring high plasticity embankment fill with a plasticity index (PI) greater than 30 or pavement built in poor native soil. Poor soils are defined as high plasticity clays or expansive clays. Option 1 is intended for construction only requiring PI controlled embankment fill or excavation in competent soils/rocks in order to construct the abutment.

Provide Cement Stabilized Backfill (CSB) meeting the requirements of Item 400, "Excavation and Backfill for Structures", to the limits shown at bridge abutments.

If required elsewhere in the plans, provide Flowable Backfill meeting the requirements of Item 401, "Flowable Backfill", to the limits shown at bridge abutments.

Details are drawn showing left forward skew. See Bridge Layout for actual skew direction.

These details do not apply when Concrete Block retaining walls are used in lieu of wingwalls.

Texas Department of Transportation

Bridge Division Standard

CEMENT STABILIZED ABUTMENT BACKFILL

BRIDGE ABUTMENT

CSAB

FILE: csabste1-20.dgn	DN: TxDOT	CK: TxDOT	DW: TxDOT	CK: TxDOT
©TxDOT April 2019	CONT	SECT	JOB	HIGHWAY
REVISIONS	0901	19	214, ETC	CR, ETC
02-20: Added Option 2.	DIST	COUNTY		SHEET NO.
	PAR	GRAYSON, ETC		46

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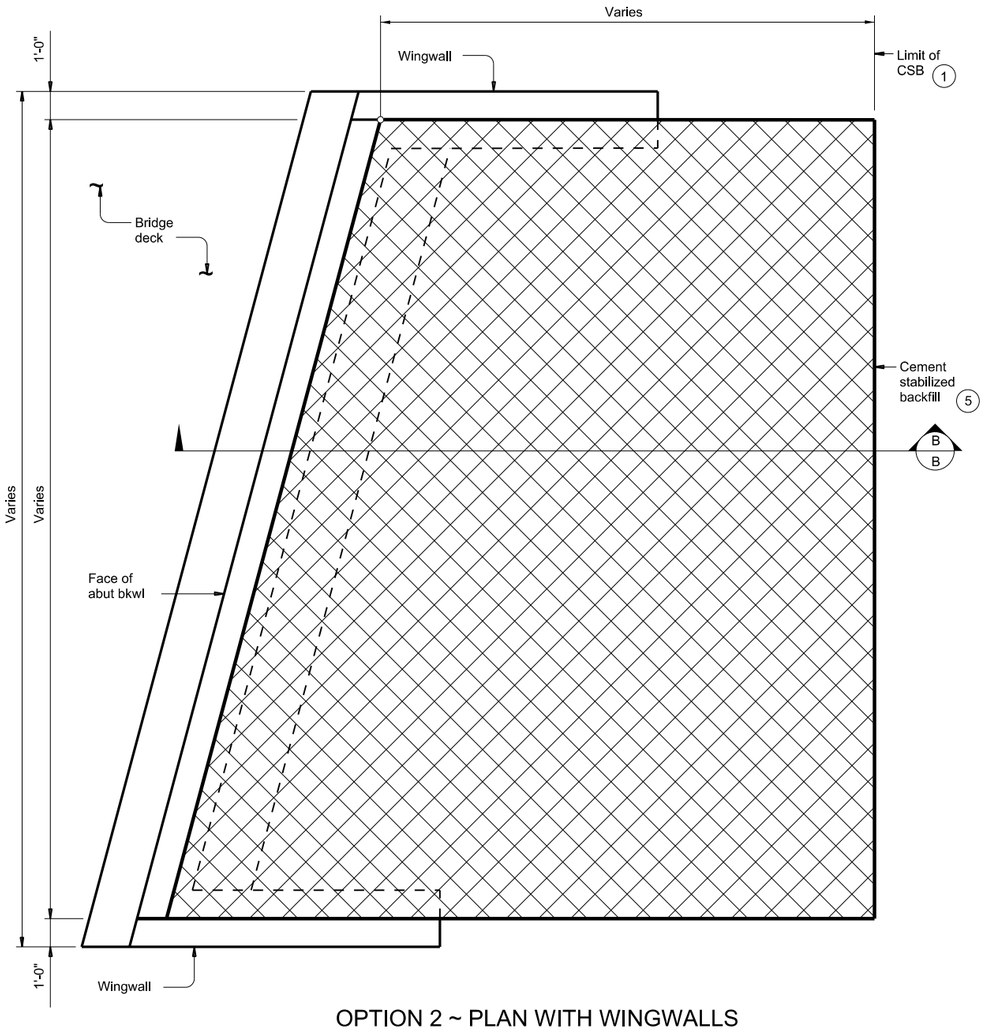
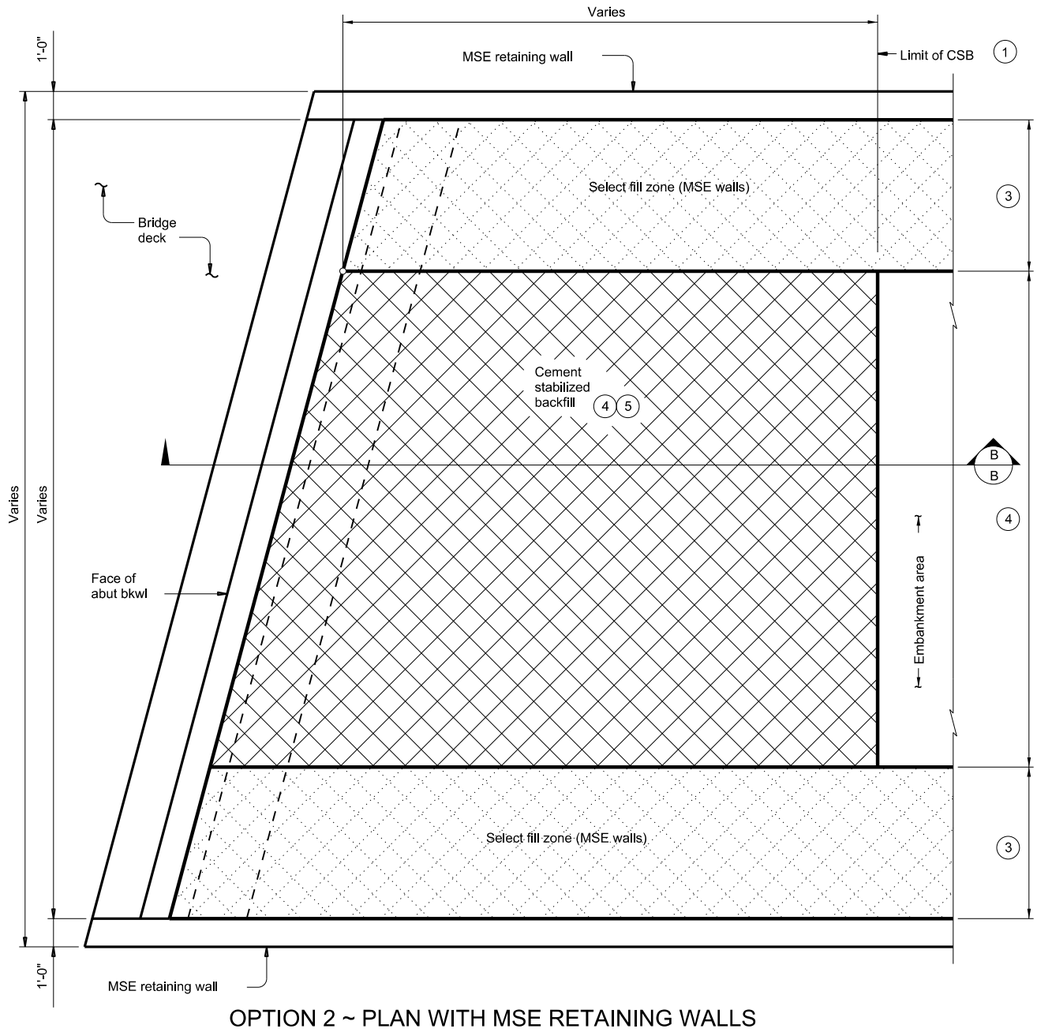


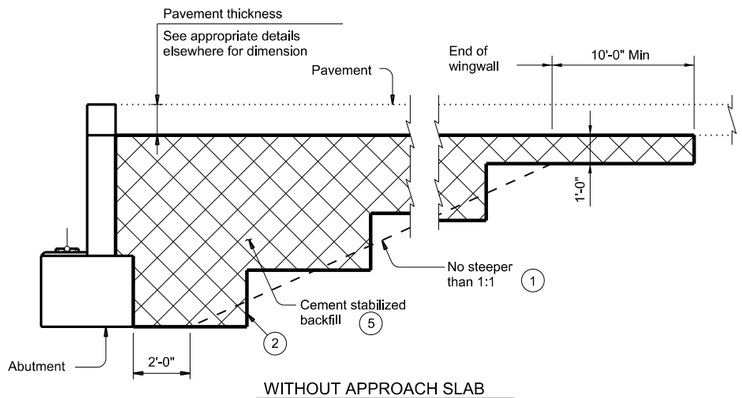
OPTION 2 ~ PLAN WITH WINGWALLS

Cast-in-place retaining walls similar.

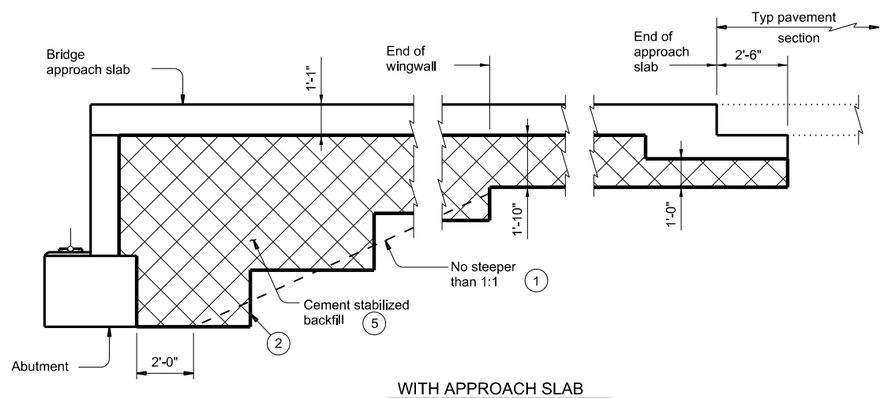


OPTION 2 ~ PLAN WITH MSE RETAINING WALLS

1. Usual limit of Cement Stabilized Backfill is at end of wingwall. Extend CSB limits as required to maintain a slope no steeper than 1:1 at bottom of backfill.
2. Bench backfill as shown with 12" (approximate) bench depths.
3. Where MSE retaining walls are present, adjust CSB limits to accommodate the select fill zone. See retaining wall details for additional information.
4. When distance between select fill zones is less than 5'-0", MSE select fill may be substituted for cement stabilized backfill with approval from the Engineer.
5. If shown in the plans flowable backfill can be used as a substitute for cement stabilized backfill with the following constraints:
   a). If flowable backfill is to be placed over MSE backfill then a filter fabric will be placed over the MSE backfill prior to placement of the flowable fill; and
   b). Place flowable fill in lifts not exceeding 2 feet in height, place each successive lift when the previous lift has stiffened/hardened (i.e. has lost its flowability).



WITHOUT APPROACH SLAB



WITH APPROACH SLAB

(Showing BAS-C, BAS-A similar.)

SECTION B-B

SHEET 2 OF 2

Texas Department of Transportation

Bridge Division Standard

CEMENT STABILIZED ABUTMENT BACKFILL

BRIDGE ABUTMENT

CSAB

FILE: csabste1-20.dgn	DN: TxDOT	CK: TxDOT	DW: TxDOT	CK: TxDOT
©TxDOT April 2019	CONT	SECT	JOB	HIGHWAY
REVISIONS	0901	19	214, ETC	CR, ETC
02-20: Added Option 2.	DIST	COUNTY		SHEET NO.
	PAR	GRAYSON, ETC		47

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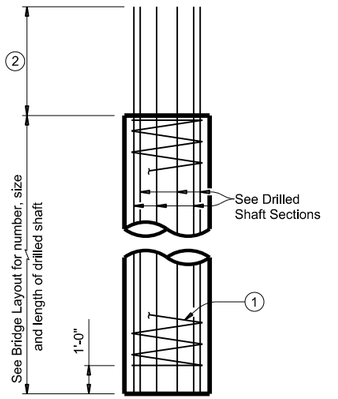
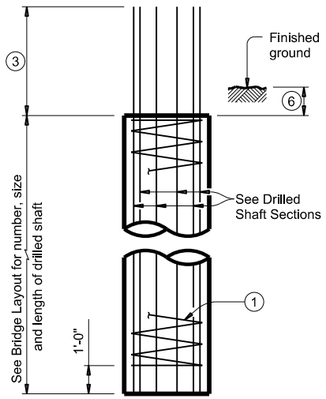
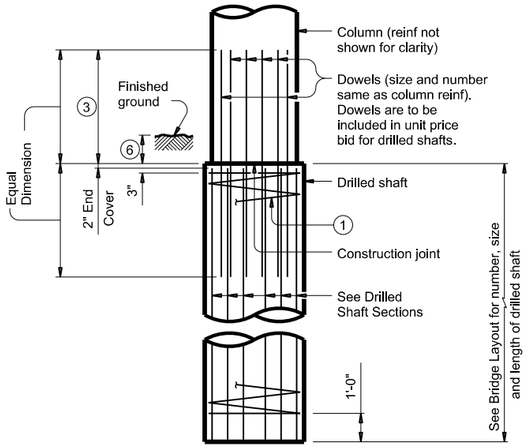


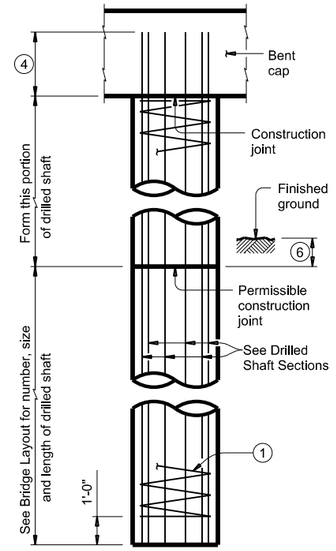
ABUTMENTS, WINGWALLS AND MULTI-DRILLED SHAFT FOOTINGS



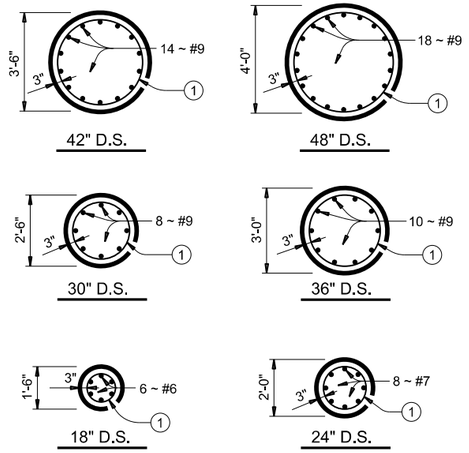
INTERIOR BENTS DRILLED SHAFT DIA EQUAL TO COLUMN DIA



INTERIOR BENTS DRILLED SHAFT DIA GREATER THAN COLUMN DIA



OPTIONAL INTERIOR BENT DRILLED SHAFT DETAIL (5)

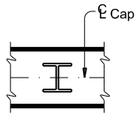


DRILLED SHAFT SECTIONS

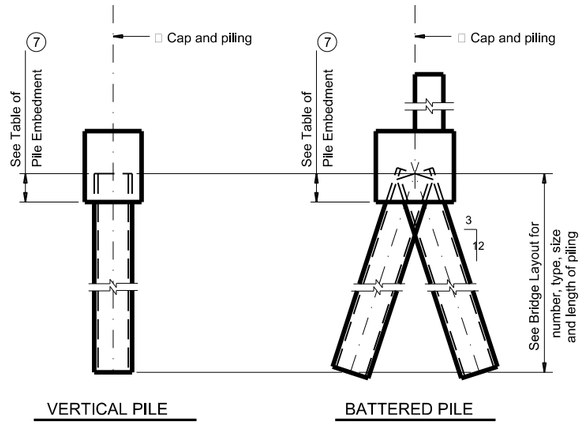
DRILLED SHAFT DETAILS

TABLE OF PILE EMBEDMENT	
Pile Type	Embedment Depth (Ft)
16" Sq Concrete 18" Sq Concrete HP14 Steel HP16 Steel	1'-0"
20" Sq Concrete 24" Sq Concrete HP18 Steel	1'-6"

See Prestressed Concrete Piling (CP) standard for additional details on concrete pile embedment.

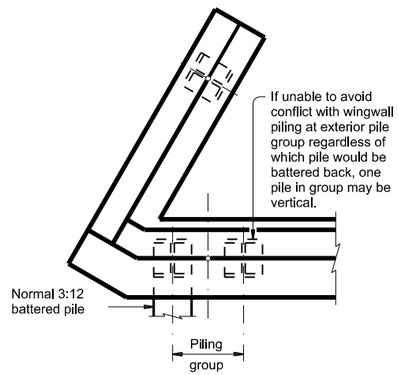


ORIENTATION OF STEEL H-PILING

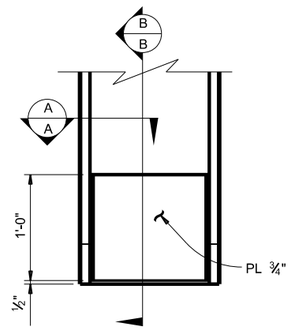


VERTICAL PILE BATTERED PILE

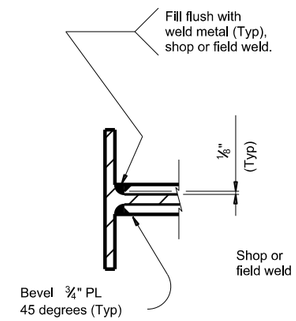
PILING DETAILS
(Concrete or steel H)



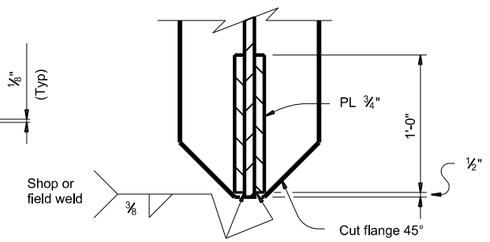
DETAIL "A"
(Showing plan view of a 30° skewed abutment)



ELEVATION



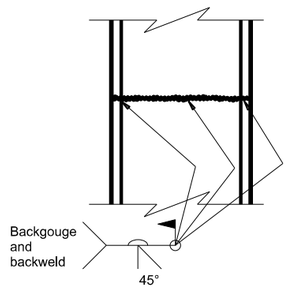
SECTION A-A



SECTION B-B

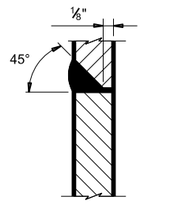
STEEL H-PILE TIP REINFORCEMENT

See Item 407 "Steel Piling" to determine when tip reinforcement is required and for options to the details shown.



STEEL H-PILE SPLICE DETAIL

Use when required.



SECTION THRU FLANGE OR WEB

(1) #3 spiral at 6" pitch (one and a half flat turns top and bottom).

(2) Min extension into supported element:
#6 Bars = 1'-11"
#7 Bars = 2'-0"
#9 Bars = 2'-3"

(3) Min lap with column reinf:
#7 Bars = 2'-11"
#9 Bars = 3'-9"
#11 Bars = 4'-8"

(4) Min extension into supported element:
#6 Bars = 1'-11"
#7 Bars = 2'-3"
#9 Bars = 2'-9"

(5) Drilled shafts may extend to the bottom of bent caps for "H" heights of 6 ft and less (as shown on the Bridge Layout), if approved. This option can only be used when the drilled shaft diameter equals the column diameter. Obtain approval of the forming method above the ground line prior to construction. No adjustments in payment will be made if this option is used.

(6) 1'-0" Min, unless shown otherwise on plans.

(7) Or as shown on plans.

SHEET 1 OF 2

Texas Department of Transportation

Bridge Division Standard

COMMON FOUNDATION DETAILS

FD

FILE: fdstde01-20.dgn	DN: TxDOT	CK: TxDOT	DW: TxDOT	CK: TxDOT
©TxDOT April 2019	CONT	SECT	JOB	HIGHWAY
REVISIONS 01-20: Added #11 bars to the FD bars.	0901	19	214, ETC	CR, ETC
	DIST	COUNTY		SHEET NO.
	PAR	GRAYSON, ETC		48

DATE: 4/25/2022 4:33:52 PM
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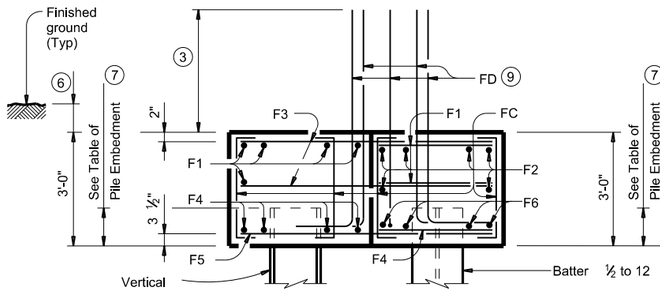

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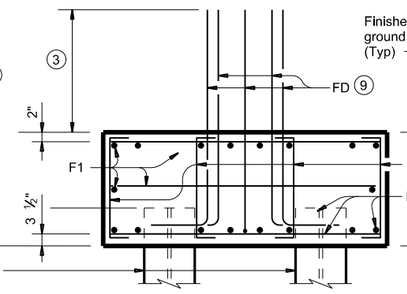

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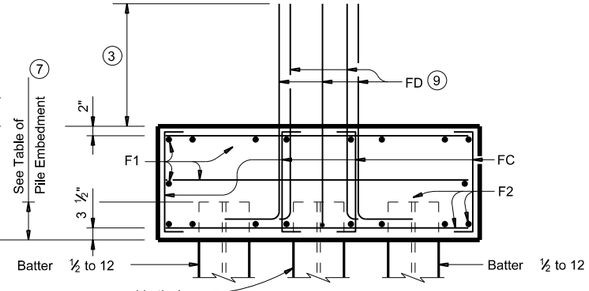

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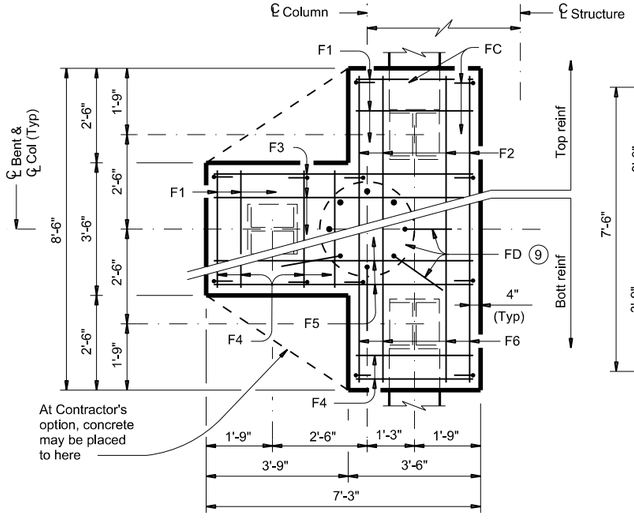
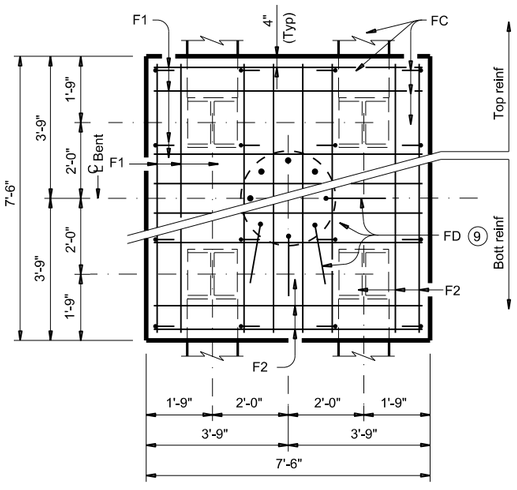


PLAN

THREE PILE FOOTING (8)

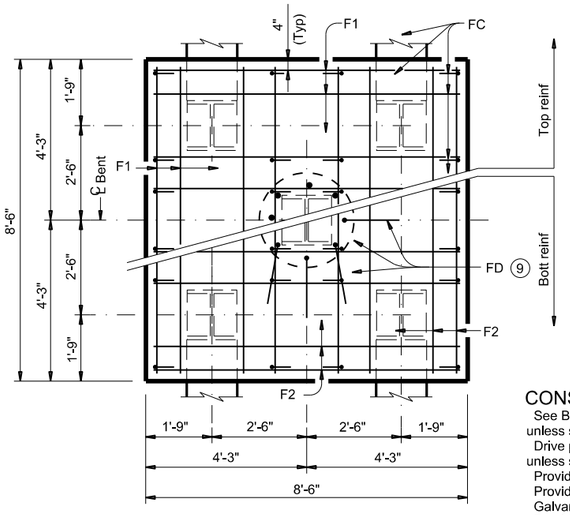
For 36" Dia and smaller columns.



PLAN

FOUR PILE FOOTING (8)

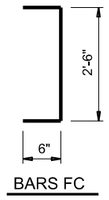
For 42" Dia and smaller columns.



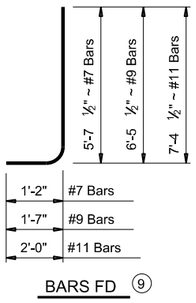
PLAN

FIVE PILE FOOTING (8)

For 42" Dia and smaller columns.



BARS FC



BARS FD (9)

(3) Min lap with column reinforcing:
#7 Bars = 2'-11"
#9 Bars = 3'-9"
#11 Bars = 4'-8"

(6) 1'-0" Min, unless shown otherwise on plans.

(7) Or as shown on plans.

(8) See Bridge Layout for type, size and length of piling.

(9) Number and size of FD bars must match column reinforcing. Tie FD bars to the top of the bottom reinforcing mat.

(10) Adjust FD quantity, size and weight as needed to match column reinforcing.

TABLE OF FOOTING QUANTITIES FOR 30" COLUMNS

ONE 3 PILE FOOTING				
Bar	No.	Size	Length	Weight
F1	11	#4	3'- 2"	23
F2	6	#4	8'- 2"	33
F3	6	#4	6'- 11"	28
F4	8	#9	3'- 2"	86
F5	4	#9	6'- 11"	94
F6	4	#9	8'- 2"	111
FC	12	#4	3'- 6"	28
FD (10)	8	#9	8'- 1"	220
Reinforcing Steel			Lb	623
Class "C" Concrete			CY	4.8

ONE 4 PILE FOOTING				
Bar	No.	Size	Length	Weight
F1	20	#4	7'- 2"	96
F2	16	#8	7'- 2"	306
FC	16	#4	3'- 6"	37
FD (10)	8	#9	8'- 1"	220
Reinforcing Steel			Lb	659
Class "C" Concrete			CY	6.3

ONE 5 PILE FOOTING				
Bar	No.	Size	Length	Weight
F1	20	#4	8'- 2"	109
F2	16	#9	8'- 2"	444
FC	24	#4	3'- 6"	56
FD (10)	8	#9	8'- 1"	220
Reinforcing Steel			Lb	829
Class "C" Concrete			CY	8.0

CONSTRUCTION NOTES:

See Bridge Layout for foundation type required. Use these foundation details unless shown otherwise.

Drive piling under abutment wingwalls to a minimum resistance of 10 Tons/Pile unless shown otherwise.

Provide Class C Concrete (f'c = 3,600 psi), unless shown otherwise.

Provide Grade 60 reinforcing steel.

Galvanize reinforcing if shown elsewhere in the plans.

Provide bar laps for drilled shaft reinforcing, where required, as follows:

Uncoated or galvanized (#6) ~ 2'-6"
Uncoated or galvanized (#7) ~ 2'-11"
Uncoated or galvanized (#9) ~ 3'-9"

GENERAL NOTES:

Designed according to AASHTO LRFD Bridge Design Specifications.

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

DESIGNER NOTES:

Do not use the drilled shaft details shown on this standard for retaining wall, noise wall, barrier, or sign foundations without structural evaluation.

Do not use the footings shown on this standard in direct contact with salt water or exposed to salt water spray.

Maximum allowable pile loads for the footings shown are:

72 Tons/Pile with 24" Dia Columns
80 Tons/Pile with 30" Dia Columns
100 Tons/Pile with 36" Dia Columns
120 Tons/Pile with 42" Dia Columns

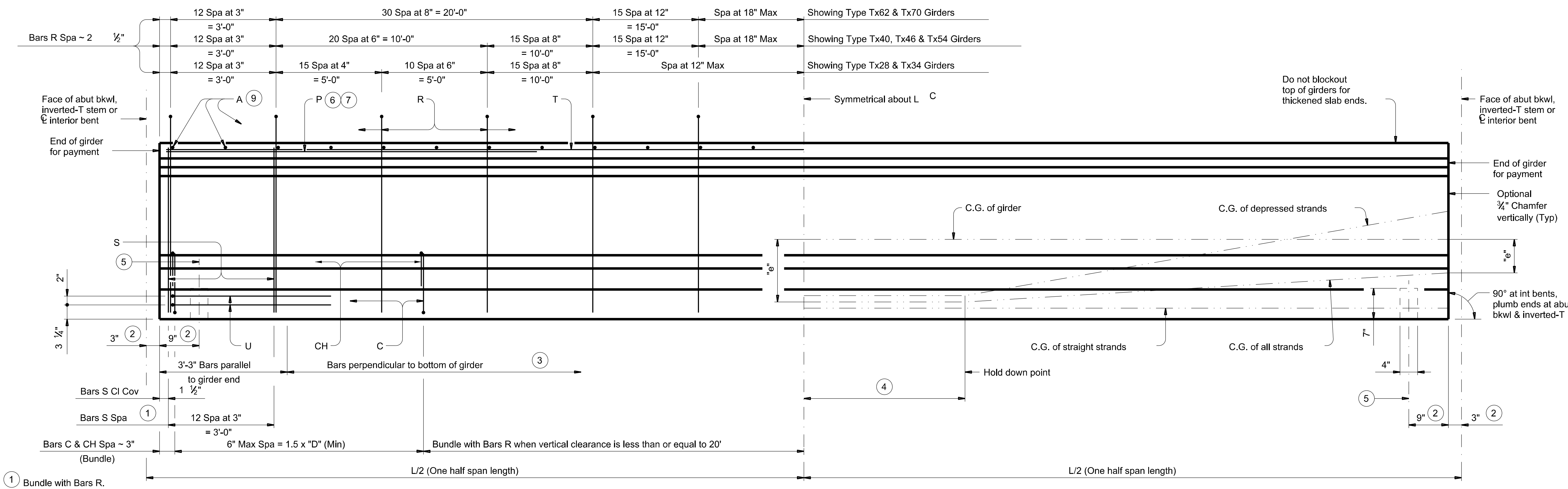
Texas Department of Transportation

Bridge Division Standard

COMMON FOUNDATION DETAILS

FD

FILE: fdstde01-20.dgn	DN: TxDOT	CK: TxDOT	DW: TxDOT	CK: TxDOT
©TxDOT April 2019	CONT	SECT	JOB	HIGHWAY
REVISIONS	0901	19	214, ETC	CR, ETC
01-20: Added #11 bars to the FD bars.	DIST	COUNTY		SHEET NO.
	PAR	GRAYSON, ETC		49



1 Bundle with Bars R.

2 Measured along ℄ Girder at interior bents; perpendicular to abutment bkwl or inverted-T stem.

3 The average of the top and bottom spacing of Bars R cannot exceed the required spacing.

4 L/20, but not less than 5'-0" (-0,+2').

GIRDER ELEVATION

5 □ 4" x 1 ½" Vertical Slotted Hole at doweled girder end [labeled (D) on Bridge Layout]. Required for outside girder only or as shown on substructure details. Anchorage holes may be tapered (4 ¾" x 1 ⅝") at base. If holes are formed with sheet metal, forms may be left in place.

6 Bars P (#6 x 15'-0") required in Tx62 and Tx70 girders. At the fabricator's option bars larger than #6 may be used. When L is less than 50 ft, Bars P are to be the same length as Bars T.

7 Bars P (#6 x 15'-0") are only required in Tx28, Tx34, Tx40, Tx46, and Tx54 girders when "e" at girder ends exceeds 0.25 x "D". At the fabricator's option bars larger than #6 may be used. When L is less than 50 ft, Bars P are to be the same length as Bars T.

8 1 ⅜" Clear Cover to Bars S.

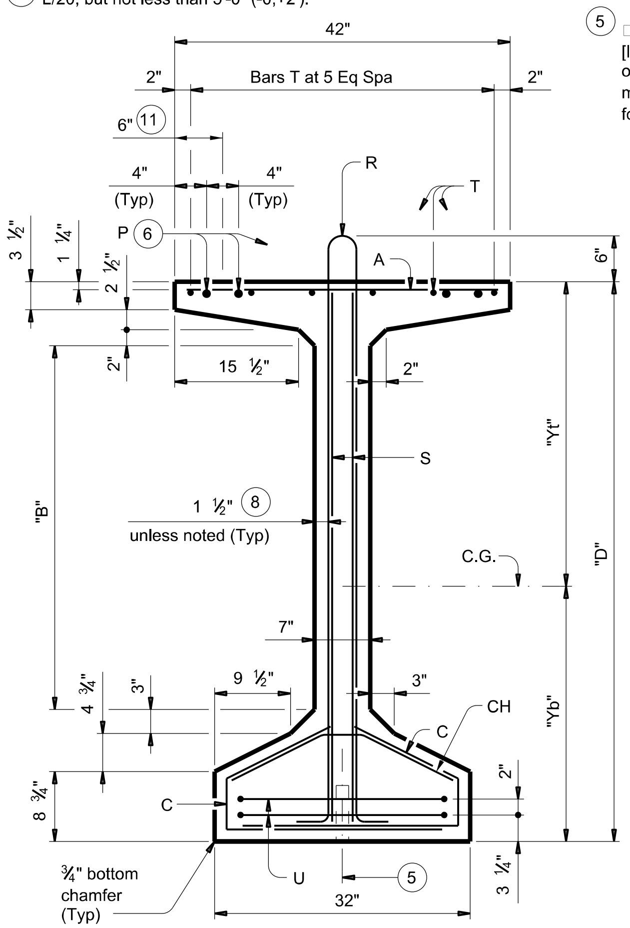
9 Space Bars A at 6" Max for girders requiring overhang bracket hangers. Space at 12" Max for all other girders. Tie to Bars R as necessary. See standard IGMS for "Deck Forming Notes".

10 Based on 155 pcf total weight of concrete and reinforcing steel.

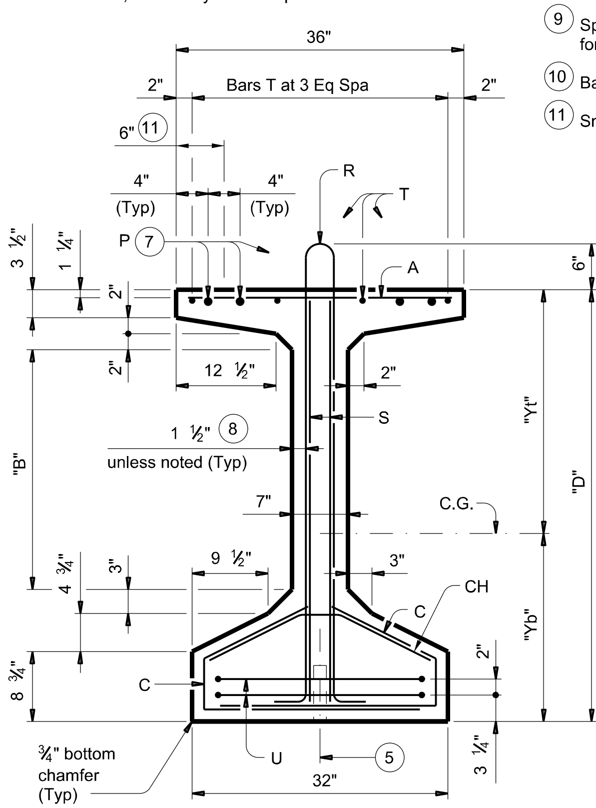
11 Smooth trowel finish on the slab overhang side of exterior girder.

GIRDER DIMENSIONS AND SECTION PROPERTIES

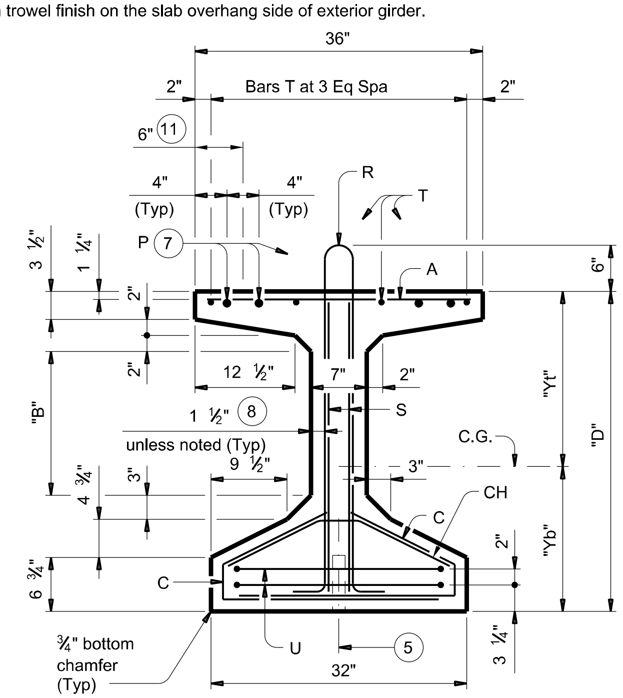
Girder Type	"D" (in.)	"B" (in.)	"Yt" (in.)	"Yb" (in.)	Area (in.²)	"Ix" (in.⁴)	"Iy" (in.⁴)	Weight 10 (plf)
Tx28	28	6	15.02	12.98	585	52,772	40,559	630
Tx34	34	12	18.49	15.51	627	88,355	40,731	675
Tx40	40	18	21.90	18.10	669	134,990	40,902	720
Tx46	46	22	25.90	20.10	761	198,089	46,478	819
Tx54	54	30	30.49	23.51	817	299,740	46,707	880
Tx62	62	37 ½"	33.72	28.28	910	463,072	57,351	980
Tx70	70	45 ½"	38.09	31.91	966	628,747	57,579	1,040



TYPE Tx62 & Tx70



TYPE Tx46 & Tx54



TYPE Tx28, Tx34 & Tx40

GENERAL NOTES:

Designed according to AASHTO LRFD Bridge Design Specifications.
Provide Class H concrete.
Provide Grade 60 reinforcing steel.
An equal area of deformed Welded Wire Reinforcement (WWR) (ASTM A1064) may be substituted for Bars A, C, R or T unless otherwise noted.
It is permissible for bars or strands to come in contact with materials used in forming anchor holes.

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

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Texas Department of Transportation

Bridge Division Standard

PRESTRESSED CONCRETE I-GIRDER DETAILS

IGD

FILE: igdstds1-19.dgn	DN: TxDOT	CK: JMH	DW: JTR	CK: TAR	
©TxDOT August 2017	CONT	SECT	JOB	HIGHWAY	
REVISIONS	0901	19	214, ETC	CR, ETC	
10-19: Added Bars C and CH full length for VC<= 20'	DIST	COUNTY		SHEET NO.	
	PAR	GRAYSON, ETC		50	

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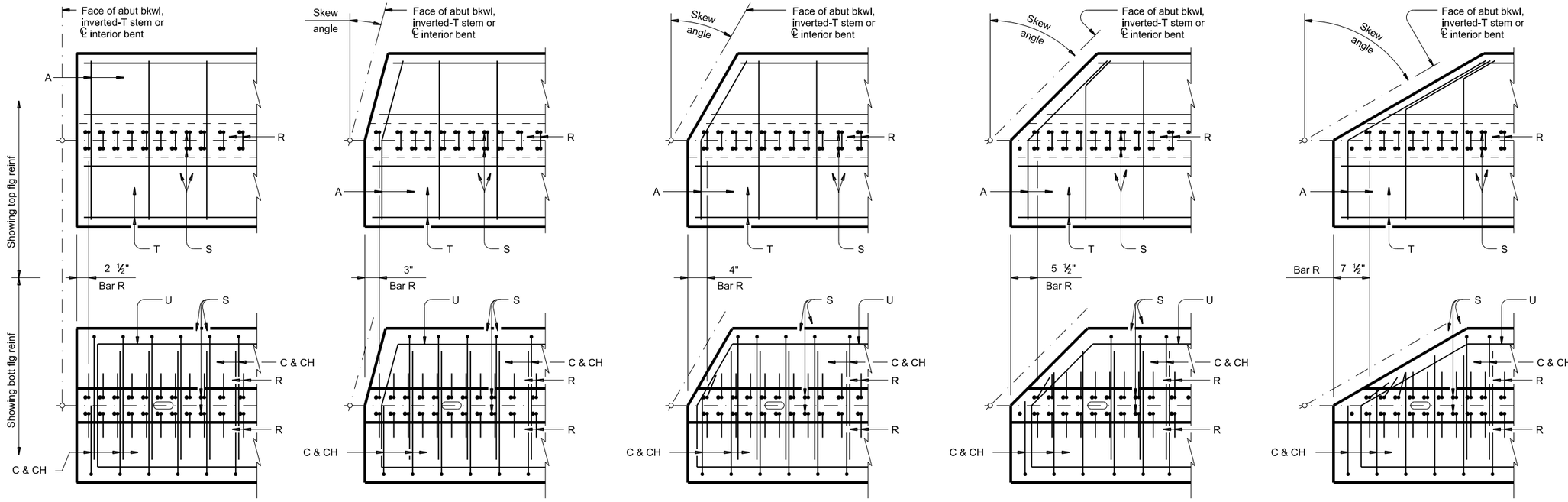
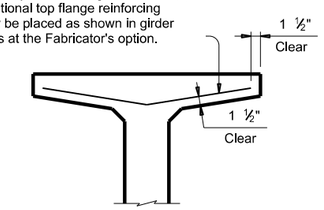
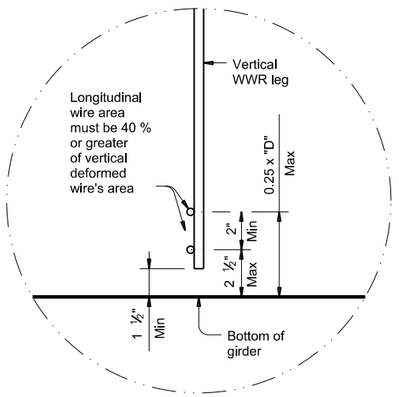


PLAN OF GIRDER ENDS (12)

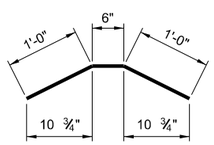
To control top flange cracking that may occur during form removal, additional top flange reinforcing may be placed as shown in girder ends at the Fabricator's option.



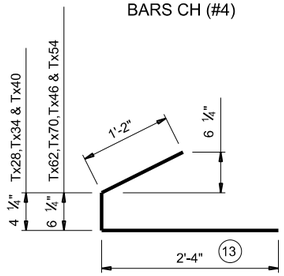
OPTIONAL TOP FLANGE REINFORCING DETAIL



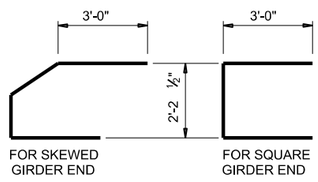
OPTIONAL WELDED WIRE REINFORCEMENT (WWR) DETAIL



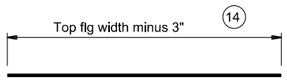
BARS CH (#4)



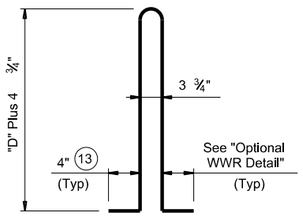
BARS C (#4)



BARS U (#5)

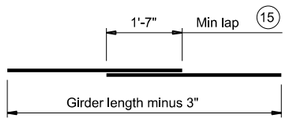


BARS A (#3)



BARS R (#4) (16)

BARS S (#6)



BARS T (#4)

(12) Reinforcing patterns shown are provided as guides to determine reinforcement placement in skewed ends. Place Bars S as close to girder end as cover requirements permit, which may prevent them to be bundled with Bars R.

(13) Bars may be cut or bent at skewed end as required.

(14) Increase as necessary for bars at skewed end.

(15) No portion of bar less than 10 ft.

(16) For Welded Wire Reinforcement (WWR) option, area of Bars R may be reduced in proportion to the increase in reinforcement yield strength over 60 ksi. Yield strength of WWR is limited to 75 ksi.

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PRESTRESSED CONCRETE I-GIRDER DETAILS

IGD

FILE: igdstds1-19.dgn	DN: TxDOT	CK: JMH	DW: JTR	CK: TAR
©TxDOT August 2017	CONT	SECT	JOB	HIGHWAY
REVISIONS 10-19: Added Bars C and CH full length for VC<= 20'	0901	19	214, ETC	CR, ETC
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	PAR	GRAYSON, ETC		51

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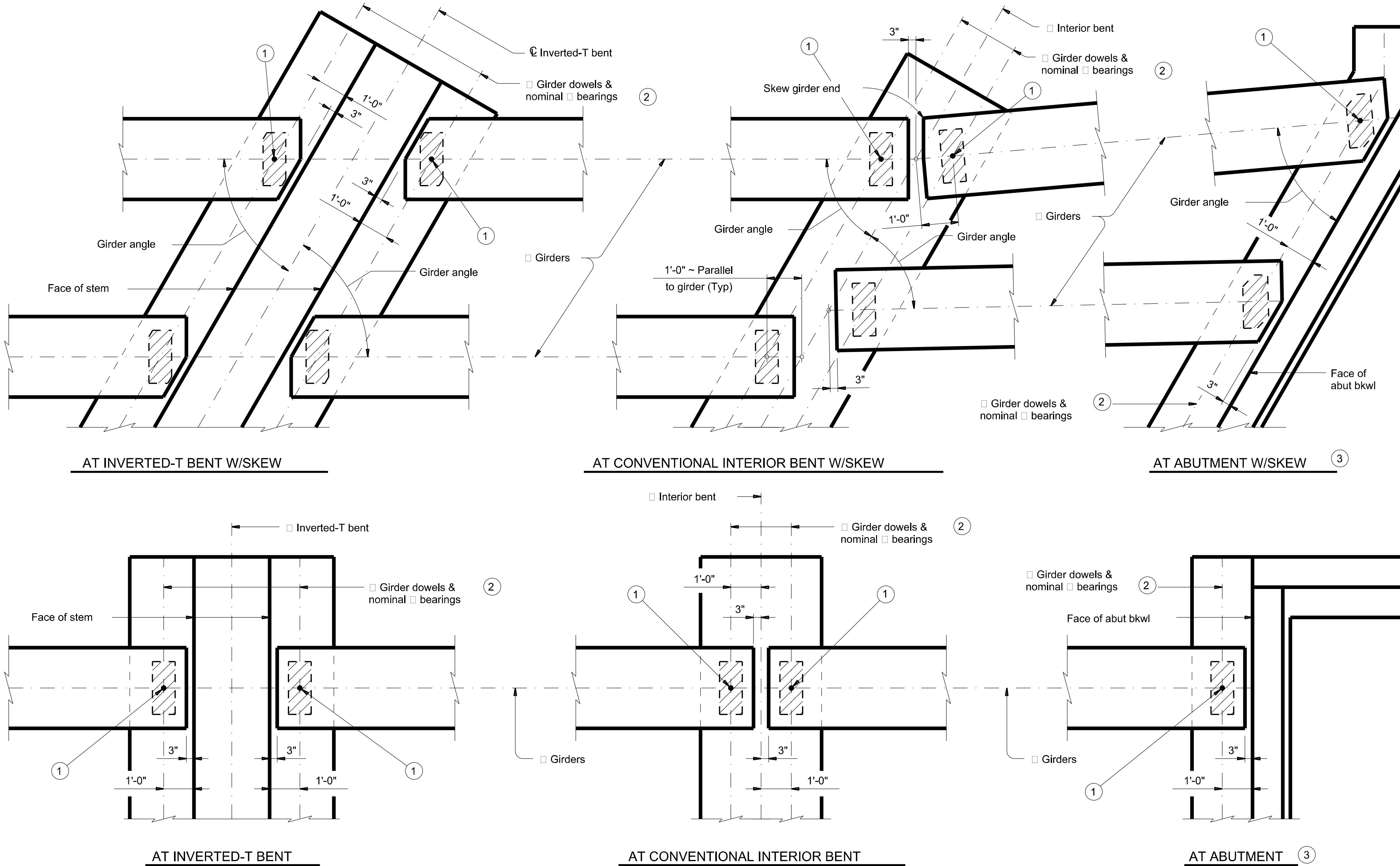
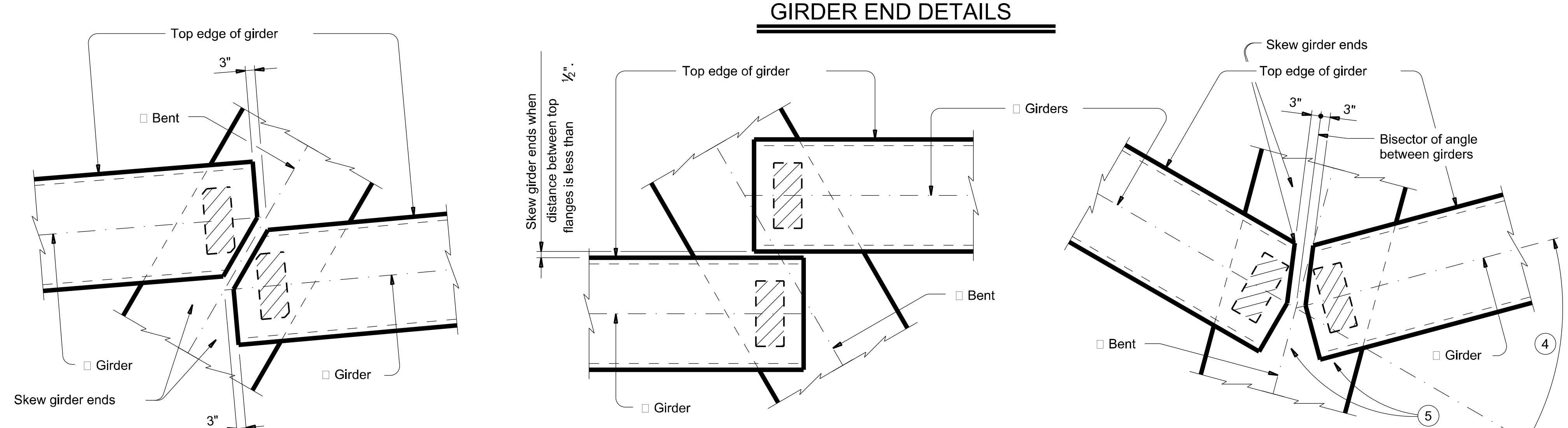


GIRDER END DETAILS



GIRDER CONFLICT DETAILS

1. Dowel at doweled girder end [labeled (D) on Bridge Layout]. Required for outside girder only or as shown on substructure details.
2. For purposes of computing bearing seat elevations, nominal centerline of bearing must be defined as shown. The actual center of bearing pad may vary from this line.
3. For transition bents with backwall, girder and elastomeric bearings must receive the same treatment as shown for abutments.
4. When angle exceeds 0°, one or both girders ends must be skewed to maintain the clearance between girder ends as shown in view.
5. See Table of Bearing Pad Dimensions for bearing size. Girder end skew angles in Table not applicable for this situation. Table reflects girder conflicts of this type on radial bents only.

GENERAL NOTES:

These details accommodate skew angles up to 60°. Shop drawings for approval are required.

A bearing layout which identifies location and orientation of all bearings must be developed by the bearing fabricator. Permanently mark each bearing in accordance with the bearing layout. A copy of the bearing layout is to be provided to the Engineer.

Cost of furnishing and installing elastomeric bearings, including beveled and embedded steel plates, must be included in unit price bid for "Prestressed Concrete Girders".

HL93 LOADING SHEET 1 OF 3

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ELASTOMERIC BEARING AND GIRDER END DETAILS
PRESTR CONCRETE I-GIRDERS

IGEB

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©TxDOT August 2017	CONT	SECT	JOB	HIGHWAY
REVISIONS	0901	19	214, ETC	CR, ETC
	DIST	COUNTY		SHEET NO.
	PAR	GRAYSON, ETC		52

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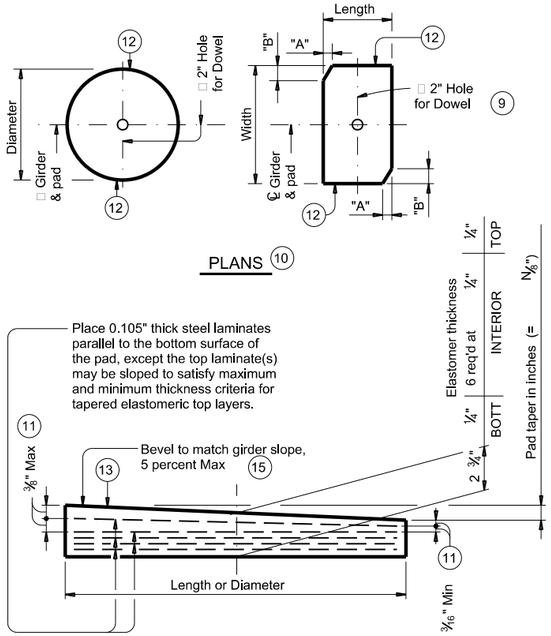
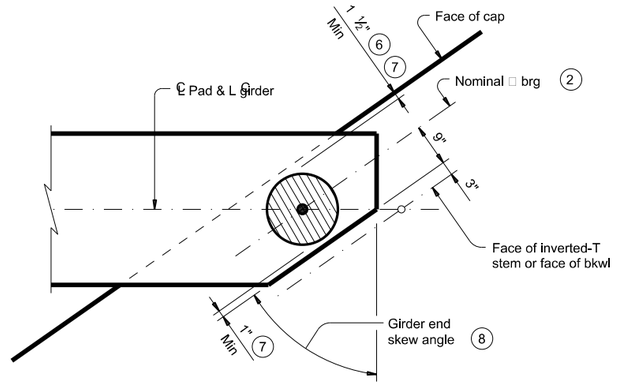
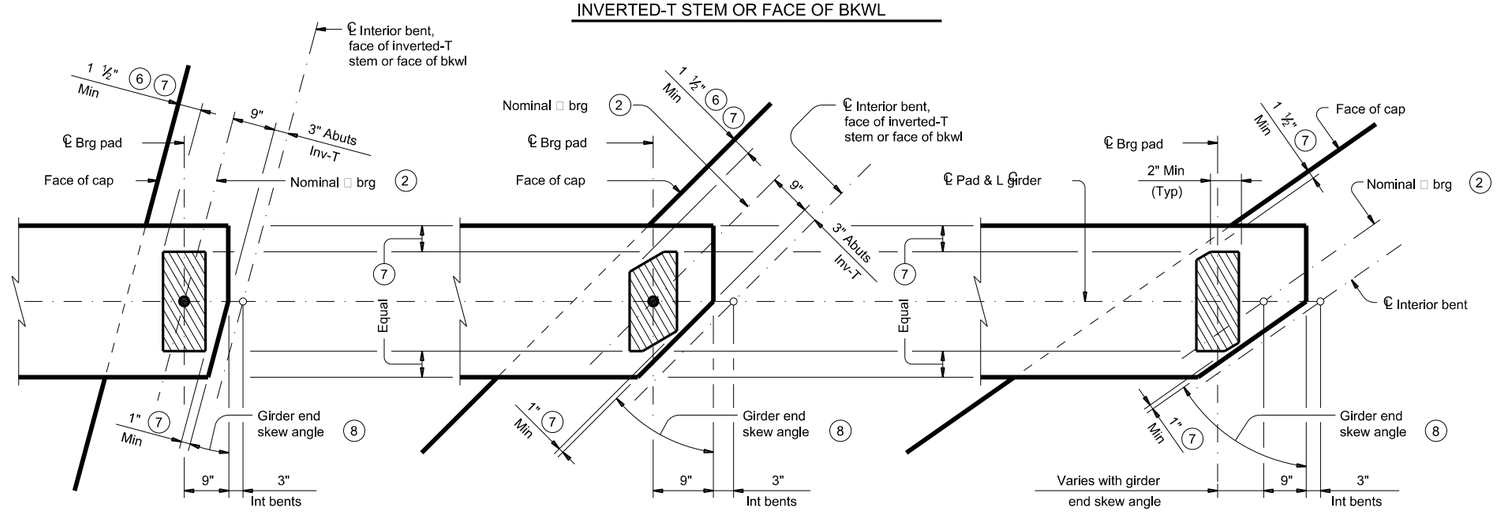


LAMINATED ELASTOMERIC BEARING PAD

(50 DUROMETER)



ROUND BEARINGS FOR SKEWED GIRDER ENDS AT FACE OF INVERTED-T STEM OR FACE OF BKWL



SKEWED GIRDER ENDS AT INT BENTS, FACE OF INVERTED-T STEM OR FACE OF BKWL

SKEWED GIRDER ENDS AT CONVENTIONAL INTERIOR BENTS 16

(NO GIRDER DOWELS)

BEARING PAD PLACEMENT DIAGRAMS

TABLE OF MINIMUM SUBSTRUCTURE DIMENSIONS 14

Girder Type	Abutments	Int Bents	Inv-T Bents
	Face of Bkwl to Face of Cap	Overall Cap Width	Corbel Width
Tx28 thru Tx54	1'-9"	3'-6"	1'-10 ½"
Tx62 & Tx70	2'-0"	4'-0"	2'-1 ½"

TABLE OF BEARING PAD DIMENSIONS

Bent Type	Girder Type	Bearing Type 13	Girder End Skew Angle Range	Pad Size Lgth x Wdth	Pad Clip Dimensions "A"	Pad Clip Dimensions "B"
ABUTMENTS, INVERTED-T AND TRANSITION BENTS WITH BACKWALLS	Tx28,Tx34, Tx40,Tx46 & Tx54	G-1-"N"	0° thru 21°	8" x 21"	---	---
		G-2-"N"	21°+ thru 30°	8" x 21"	1 ½"	2 ½"
		G-3-"N"	30°+ thru 45°	9" x 21"	4 ½"	4 ½"
		G-4-"N"	45°+ thru 60°	15" Dia	---	---
	Tx62 & Tx70	G-5-"N"	0° thru 21°	9" x 21"	---	---
		G-6-"N"	21°+ thru 30°	9" x 21"	1 ½"	2 ½"
		G-7-"N"	30°+ thru 45°	10" x 21"	4 ½"	4 ½"
		G-8-"N"	45°+ thru 60°	10" x 21"	7 ¼"	4 ¼"
CONVENTIONAL INTERIOR BENTS	Tx28,Tx34, Tx40,Tx46 & Tx54	---	---	---	---	---
		---	---	---	---	---
		G-1-"N"	0° thru 60°	8" x 21"	---	---
	Tx62 & Tx70	G-5-"N"	0° thru 60°	9" x 21"	---	---
CONVENTIONAL INTERIOR BENTS WITH SKEWED GIRDER ENDS (GIRDER CONFLICTS) 16	Tx28,Tx34, Tx40,Tx46 & Tx54	G-1-"N"	0° thru 18°	8" x 21"	---	---
		G-2-"N"	18°+ thru 30°	8" x 21"	1 ½"	2 ½"
		G-9-"N"	30°+ thru 45°	8" x 21"	3"	3"
		G-10-"N"	45°+ thru 60°	9" x 21"	6"	3 ½"
	Tx62 & Tx70	G-5-"N"	0° thru 18°	9" x 21"	---	---
		G-5-"N"	18°+ thru 30°	9" x 21"	---	---
		G-11-"N"	30°+ thru 45°	9" x 21"	1 ½"	1 ½"
		G-12-"N"	45°+ thru 60°	9" x 21"	3"	1 ¾"

(2) For purposes of computing bearing seat elevations, nominal centerline of bearing must be defined as shown. The actual center of bearing pad may vary from this line.

(6) 3" for inverted-T.

(7) Place centerline pad as near nominal centerline bearing as possible between limits shown.

(8) Girder end skew angle is equal to 90° minus the girder angle except at some conflicting girders.

(9) Provide 2" dia hole only at locations required. See Substructure details for location.

(10) See Table of Bearing Pad Dimensions for dimensions.

(11) Maximum and minimum layer thicknesses shown are for elastomer only, on tapered layers.

(12) Locate Permanent Mark here.

(13) Indicate BEARING TYPE on all pads. For tapered pads, locate BEARING TYPE on the high side. The Fabricator must include the value of "N" (amount of taper in ⅛" increments) in this mark.
Examples: N=0, (for 0" taper)
N=1, (for ⅛" taper)
N=2, (for ¼" taper)
(etc.)
Fabricated pad top surface slope must not vary from plan girder slope by more than $\left(\frac{0.04 \times N}{\text{Length or Dia}}\right)$.

(14) Substructure dimensions must satisfy the minimums provided to accommodate the elastomeric bearings shown on this standard.

(15) See sheet 3 of 3 for beveled plate use when slopes exceed 5 percent.

(16) If girder end is skewed for a girder conflict at an interior bent and a beveled sole plate is required, use bearing type for abutments at this location. Location of bearing centerline is to be set as for abutments in this case.

HL93 LOADING SHEET 2 OF 3

Texas Department of Transportation

Bridge Division Standard

ELASTOMERIC BEARING AND GIRDER END DETAILS

PRESTR CONCRETE I-GIRDERS

IGEB

FILE: igebsts1-17.dgn	DN: AEE	CK: JMH	DW: JTR	CK: TxDOT
©TxDOT August 2017 REVISIONS	CONT	SECT	JOB	HIGHWAY
	0901	19	214, ETC	CR, ETC
	DIST	COUNTY		SHEET NO.
	PAR	GRAYSON, ETC		53

DATE: 4/25/2022 4:33:59 PM
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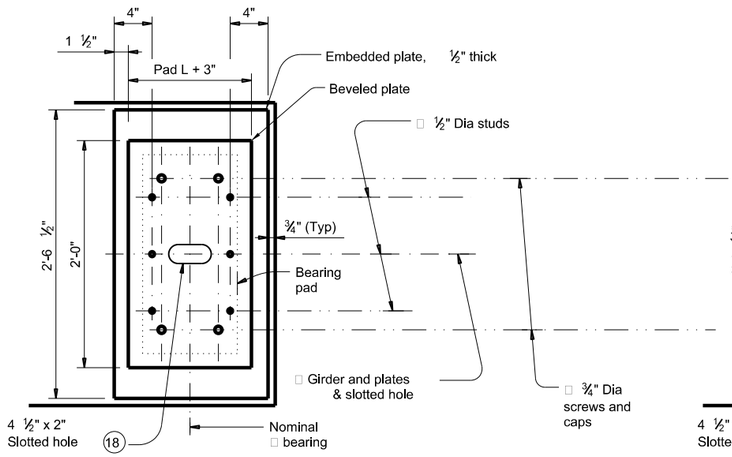
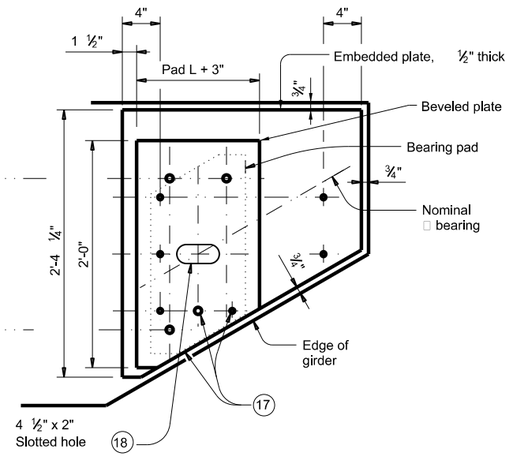
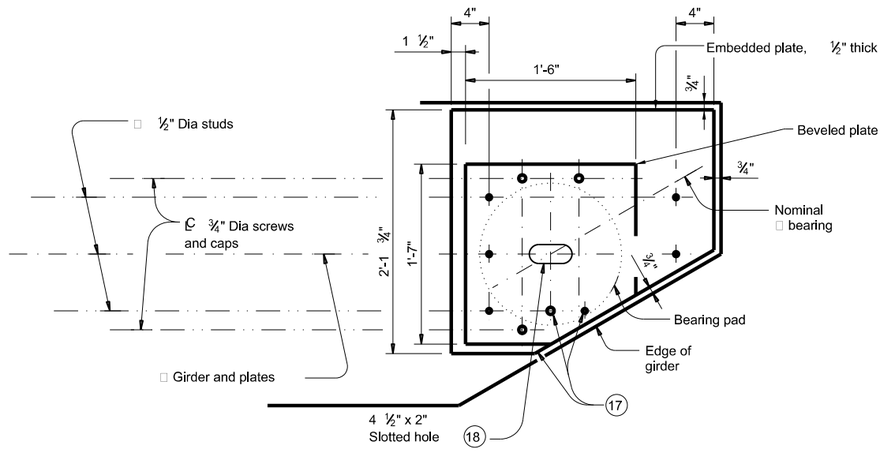


NORMAL GIRDER END
RECTANGULAR BEARING PAD

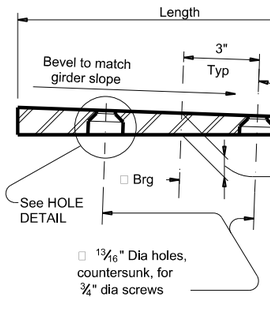


SKEWED GIRDER END
CLIPPED RECTANGULAR BEARING PAD

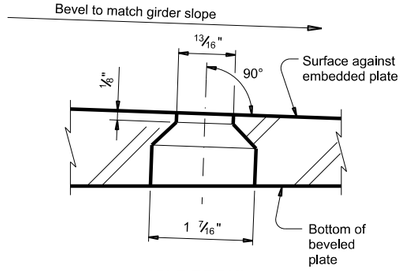


SKEWED GIRDER END
15" DIA BEARING PAD

PLAN VIEW OF SOLE PLATE DETAILS

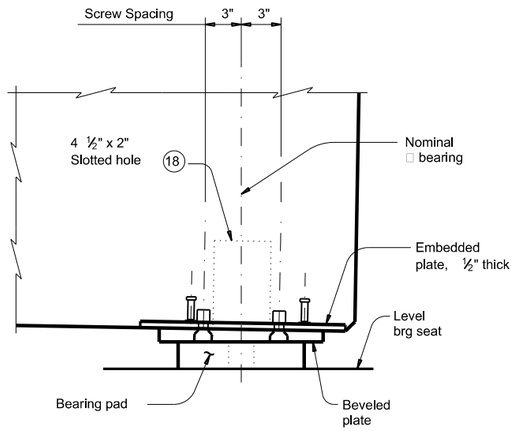


SECTION

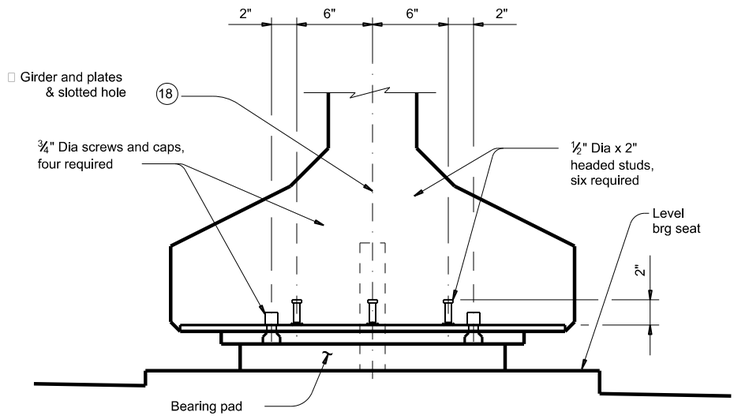


HOLE DETAIL

BEVELED PLATE DETAILS



SIDE ELEVATION



END ELEVATION
Showing normal girder end.

GIRDER DETAILS

(17) Cut beveled and embedded plates to match girder end skew. Adjust location of screw and stud as shown when necessary.

(18) Slotted hole is required at doweled girder end locations.

SOLE PLATE NOTES:

Provide constant thickness elastomeric bearings with beveled and embedded steel sole plates in accordance with these details when the girder slope exceeds 5 percent or if otherwise required in the plans. Provide for all girders in the span.

On the shop drawings, dimension sole plates to the nearest ⅛" based on required thickness at centerline of bearing and slope of girder. Thickness tolerance variation from the approved shop drawings is ⅛"+/-, except variation from a plane parallel to the theoretical top surface can not exceed ⅛" total. Bearing surface tolerances listed in Item 424 apply to embedded and beveled plates.

Steel plate must conform to ASTM A36, A572 Gr 50, or A709 Gr 36 or Gr 50. Hot dip galvanize both the embedded plate and beveled sole plate after fabrication. Seal weld caps to embedded plate before galvanizing.

When determining if relocation of screw holes and studs are necessary for skewed girder ends, minimum clearance from screw or stud centerline to plate edge is 1.25".

Tap threads in the embedded plate only. Drill and tap prior to galvanizing.

¾" Dia screws must be electroplated, socket flat head countersunk cap screws conforming to ASTM F835. Electroplating must conform to ASTM B633, SC 2, Type I. Provide screws long enough to maintain a ¾" minimum embedment into the embedded plate and galvanized cap. Provide galvanized steel caps (16 ga Min) with a nominal 1" inside diameter and ½" deep or deeper than 1".

Install beveled sole plates prior to shipping girders. Installed screw heads must not protrude below the bottom of the beveled plate.

HL93 LOADING SHEET 3 OF 3

Texas Department of Transportation
Bridge Division Standard

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PRESTR CONCRETE I-GIRDERS

IGEB

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	DIST	COUNTY		SHEET NO.
	PAR	GRAYSON, ETC		54

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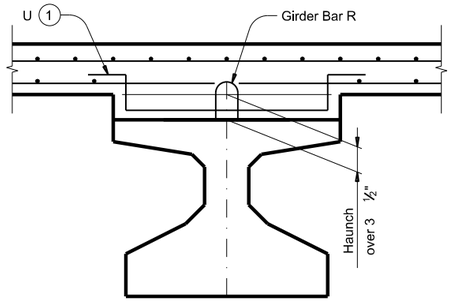
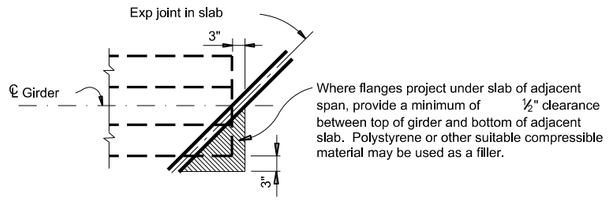
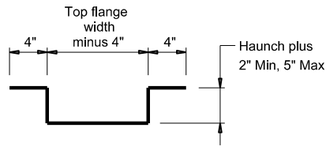


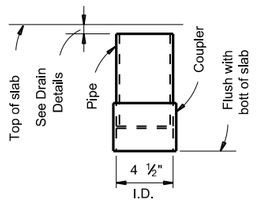
HAUNCH REINFORCING DETAIL



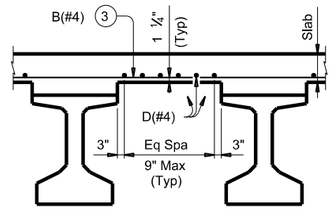
TREATMENT AT GIRDER END FOR SKEWED SPANS



BARS U (#4)

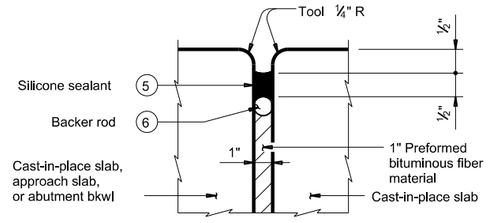


C-I-P DRAIN DETAIL (2)

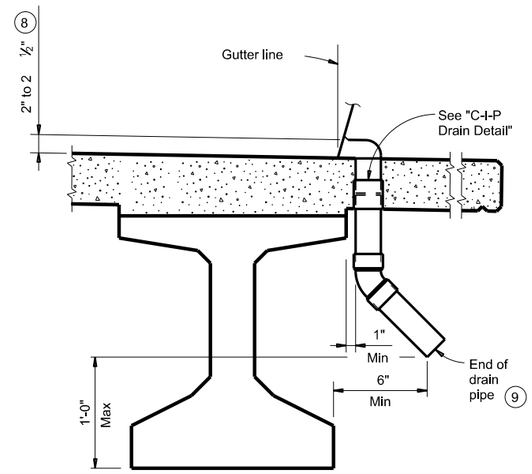


TYPICAL PART TRANSVERSE SLAB SECTION WITHOUT PCP (4)

Top reinforcing steel not shown for clarity.



TYPE A JOINT DETAIL (7)



DRAIN DETAIL (10)

(1) Space Bars U with girder Bars R in all areas where measured haunch exceeds 3 ½".

(2) Roughen outside of PVC with coarse rasp or equal to ensure bond with cast-in-place concrete.

(3) Bars B(#4) spaced at 9" Max with 2" end cover. Overhang option, Contractor's may end alternating bars B(#4) at centerline outside girder.

(4) Provide Grade 60 reinforcing steel. Provide bar laps, where required, as follows:
Uncoated ~ #4 = 1'-7"
Epoxy coated ~ #4 = 2'-5"

(5) Class 7 silicone sealant that conforms to DMS-6310. Install when ambient temperature is between 55°F and 85°F and rising. Engineer to determine allowable hours for sealant application.

(6) 1 ¼" backer rod must be compatible with joint sealant. Use of multiple pieces to create a backer rod cross section is not permitted. Top of backer rod must be convex as shown.

(7) The maximum distance between Type A expansion joints is 100'. See Bridge Layout for location of joints.

(8) Drain entrance formed in rail or sidewalk.

(9) Water may not be discharged onto girders.

(10) All drain pipe and fittings to be 4" diameter (Sch 40) PVC. See Item 481 "Pipe for Drains" for pipe, connections and solvent welding. Bend reinforcing steel to clear PVC 1". Drain length and location is as directed by the Engineer. Drains are not permitted over roadways or railways, or within 10'-0" of bent caps. Degrease outside of exposed PVC, apply acrylic water base primer, then coat with same surface finishing material as used for outside girder face. Variations of the above designs, as required for the type of rail used and its location on the structure, may be installed with the approval and direction of the Engineer.

GENERAL NOTES:

Designed according to AASHTO LRFD Bridge Design Specifications.

Payment for Type A joint will be as per Item 454, "Bridge Expansion Joints."

All other items (reinforcing steel, drains, etc.) shown on this sheet are subsidiary to other bid items.

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

DECK FORMWORK NOTES:

Overhang bracket hangers are limited to a safe working load of 3,600 lbs, applied to and along the axis of a coil rod at 45 degrees from vertical, regardless of higher loads permitted by hanger manufacturers. Do not place a hanger less than 12" from girder end. Space hangers accordingly.

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Bridge Division Standard

MISCELLANEOUS SLAB DETAILS

PRESTR CONCRETE I-GIRDERS

IGMS

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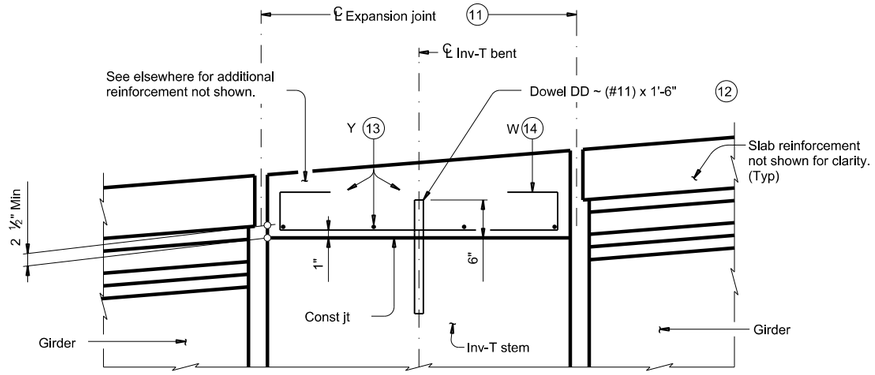
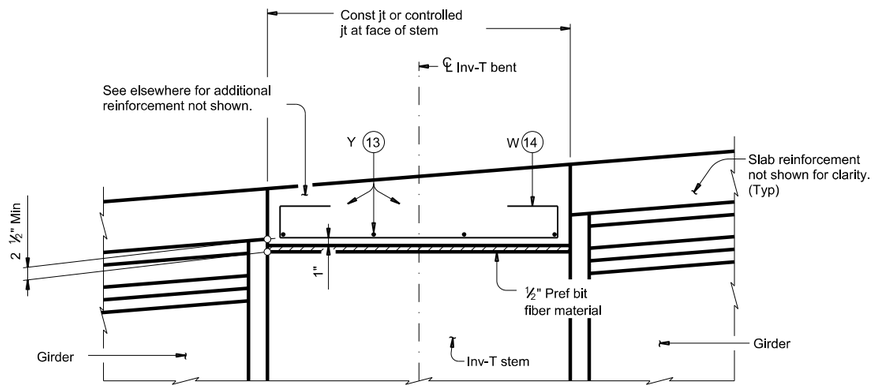
REVISIONS	0901	19	214, ETC	CR, ETC
10-19: Modified Note 7. Type A now a pay item.	DIST	COUNTY		SHEET NO.
	PAR	GRAYSON, ETC		55

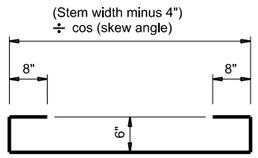


SHOWING EXPANSION JOINTS

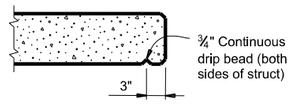


SHOWING CONST JTS OR CONTROLLED JTS

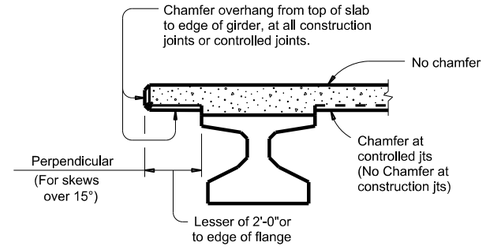
REINFORCEMENT OVER INV-T BENTS



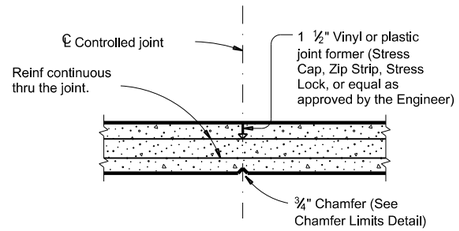
BARS W (#4)



DRIP BEAD DETAIL



CHAMFER LIMITS DETAIL (15)



CONTROLLED JOINT DETAIL

(Saw-cutting is not allowed)

(11) See Layout for joint type.

(12) Dowels DD (#11) spaced at 5 Ft Max. See Inv-T bents for quantity and location.

(13) Space Bars Y (#4) at 12" Max. Use 2" end cover. Number of Bars Y must satisfy spacing limit. Place parallel to bent.

(14) Space Bars W at 12" Max (3" from end of cap). Tilt if necessary to maintain cover requirements. Place parallel to longitudinal slab reinforcement.

(15) See Span details for type of joint and joint locations.

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SHEET 2 OF 2

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MISCELLANEOUS SLAB DETAILS

PRESTR CONCRETE I-GIRDERS

IGMS

FILE: igmssts1-19.dgn	DN: TxDOT	CK: TxDOT	DW: JTR	CK: TxDOT
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REVISIONS	0901	19	214, ETC	CR, ETC
10-19: Modified Note 7. Type A now a pay item.	DIST	COUNTY		SHEET NO.
	PAR	GRAYSON, ETC		56

STRUCTURE	DESIGNED GIRDERS								DEPRESSED STRAND PATTERN		CONCRETE		OPTIONAL DESIGN					LOAD RATING FACTORS			
	SPAN NO.	GIRDER NO.	GIRDER TYPE	PRESTRESSING STRANDS					NO.	TO END	RELEASE STRGTH (1)	MINIMUM 28 DAY COMP STRGTH	DESIGN LOAD COMP STRESS (TOP ⌓) (SERVICE I)	DESIGN LOAD TENSILE STRESS (BOTT ⌓) (SERVICE III)	REQUIRED MINIMUM ULTIMATE MOMENT CAPACITY (STRENGTH I)	LIVE LOAD DISTRIBUTION FACTOR (2)		STRENGTH I		SERVICE III
				NON-STD STRAND PATTERN	TOTAL NO.	SIZE (in)	STRGTH fpu (ksi)	"e" ℄ (in)	"e" END (in)			f'ci (ksi)	f'c (ksi)	fct(ksi)	fcb(ksi)	(kip-ft)	Moment	Shear	Inv	Opr	Inv
Type Tx28 Girders 24' Roadway 8.5" Slab	40	ALL	Tx28		10	0.6	270	10.48	10.48			4.000	5.000	1.055	-1.423	1382	0.670	0.850	1.56	2.02	1.98
	45	ALL	Tx28		12	0.6	270	10.48	10.48			4.500	5.000	1.332	-1.744	1525	0.650	0.850	1.58	2.05	1.79
	50	ALL	Tx28		12	0.6	270	10.48	10.48			4.200	5.000	1.645	-2.113	1657	0.630	0.860	1.25	1.62	1.25
	55	ALL	Tx28		14	0.6	270	10.48	9.62	2	8.5	4.000	5.000	1.969	-2.490	1919	0.610	0.860	1.27	1.64	1.11
	60	ALL	Tx28		18	0.6	270	10.04	7.81	4	14.5	4.000	5.600	2.320	-2.901	2206	0.600	0.870	1.43	1.86	1.14
	65	ALL	Tx28		22	0.6	270	9.75	6.12	4	24.5	4.300	5.900	2.716	-3.337	2486	0.580	0.870	1.55	2.00	1.14
	70	ALL	Tx28		26	0.6	270	9.56	6.48	4	24.5	5.200	6.300	3.131	-3.802	2793	0.570	0.870	1.26	1.89	1.01
	75	ALL	Tx28		28	0.6	270	9.48	6.62	4	24.5	5.600	7.800	3.572	-4.291	3110	0.560	0.880	1.38	1.81	1.08
Type Tx34 Girders 24' Roadway 8.5" Slab	40	ALL	Tx34		10	0.6	270	13.01	13.01			4.000	5.000	0.835	-1.089	1605	0.690	0.830	1.85	2.40	2.60
	45	ALL	Tx34		10	0.6	270	13.01	13.01			4.500	5.500	1.050	-1.332	1750	0.670	0.840	1.90	2.46	2.42
	50	ALL	Tx34		12	0.6	270	13.01	13.01			4.000	5.000	1.294	-1.612	1868	0.650	0.840	1.53	1.98	1.81
	55	ALL	Tx34		12	0.6	270	13.01	13.01			4.000	5.000	1.553	-1.904	1981	0.630	0.840	1.24	1.61	1.33
	60	ALL	Tx34		14	0.6	270	13.01	12.44	2	6.5	4.000	5.000	1.845	-2.231	2287	0.620	0.850	1.27	1.64	1.22
	65	ALL	Tx34		16	0.6	270	12.76	11.76	4	8.5	4.000	5.000	2.161	-2.579	2605	0.610	0.850	1.25	1.62	1.06
	70	ALL	Tx34		20	0.6	270	12.41	9.61	4	18.5	4.000	5.100	2.461	-2.902	2888	0.590	0.850	1.46	1.89	1.13
	75	ALL	Tx34		24	0.6	270	12.18	7.84	4	30.5	4.300	5.400	2.818	-3.283	3223	0.580	0.860	1.57	2.04	1.15
	80	ALL	Tx34		26	0.6	270	12.09	8.09	4	30.5	4.700	5.700	3.168	-3.660	3554	0.570	0.860	1.39	1.96	1.04
	85	ALL	Tx34		30	0.6	270	11.81	7.81	6	26.5	5.400	6.100	3.567	-4.078	3909	0.560	0.860	1.46	2.00	1.04
Type Tx40 Girders 24' Roadway 8.5" Slab	40	ALL	Tx40		10	0.6	270	15.60	15.60			4.000	5.000	0.697	-0.889	1671	0.720	0.820	2.10	2.73	3.15
	45	ALL	Tx40		10	0.6	270	15.60	15.60			4.000	5.000	0.873	-1.080	1972	0.690	0.820	1.74	2.26	2.50
	50	ALL	Tx40		12	0.6	270	15.60	15.60			4.000	5.000	1.065	-1.299	2276	0.670	0.830	1.78	2.31	2.33
	55	ALL	Tx40		12	0.6	270	15.60	15.60			4.000	5.000	1.283	-1.538	2237	0.650	0.830	1.46	1.90	1.80
	60	ALL	Tx40		14	0.6	270	15.60	15.60			4.200	5.000	1.522	-1.801	2434	0.640	0.830	1.49	1.93	1.66
	65	ALL	Tx40		14	0.6	270	15.60	15.60			4.000	5.000	1.780	-2.081	2688	0.630	0.840	1.24	1.60	1.25
	70	ALL	Tx40		16	0.6	270	15.35	14.85	4	6.5	4.000	5.000	2.035	-2.349	2989	0.610	0.840	1.28	1.65	1.17
	75	ALL	Tx40		18	0.6	270	15.16	14.27	4	8.5	4.000	5.000	2.328	-2.657	3337	0.600	0.840	1.28	1.66	1.05
	80	ALL	Tx40		22	0.6	270	14.87	11.24	4	24.5	4.000	5.000	2.616	-2.961	3681	0.590	0.850	1.47	1.90	1.11
	85	ALL	Tx40		26	0.6	270	14.68	9.76	4	36.5	4.400	5.100	2.930	-3.287	4041	0.580	0.850	1.60	2.08	1.22
	90	ALL	Tx40		28	0.6	270	14.60	10.03	4	36.5	4.800	5.500	3.259	-3.626	4410	0.570	0.850	1.55	2.01	1.07
	95	ALL	Tx40		32	0.6	270	14.23	8.60	6	36.5	5.100	5.800	3.620	-3.991	4799	0.560	0.850	1.62	2.10	1.06
	100	ALL	Tx40		36	0.6	270	13.93	8.93	6	36.5	5.800	6.600	4.006	-4.393	5245	0.560	0.850	1.47	1.94	1.06
Type Tx46 Girders 24' Roadway 8.5" Slab	40	ALL	Tx46		10	0.6	270	17.60	17.60			4.000	5.000	0.613	-0.708	1732	0.740	0.810	2.35	3.05	3.78
	45	ALL	Tx46		10	0.6	270	17.60	17.60			4.000	5.000	0.768	-0.865	2066	0.720	0.810	1.93	2.50	3.01
	50	ALL	Tx46		12	0.6	270	17.60	17.60			4.000	5.000	0.937	-1.042	2452	0.700	0.820	1.97	2.55	2.81
	55	ALL	Tx46		12	0.6	270	17.60	17.60			4.000	5.000	1.127	-1.235	2726	0.680	0.820	1.63	2.11	2.22
	60	ALL	Tx46		14	0.6	270	17.60	17.60			4.000	5.000	1.332	-1.438	2951	0.660	0.820	1.68	2.18	2.10
	65	ALL	Tx46		14	0.6	270	17.60	17.60			4.000	5.000	1.557	-1.662	2905	0.650	0.820	1.41	1.82	1.64
	70	ALL	Tx46		14	0.6	270	17.60	17.60			4.000	5.000	1.798	-1.898	3157	0.640	0.830	1.18	1.52	1.25
	75	ALL	Tx46		16	0.6	270	17.35	16.85	4	6.5	4.000	5.000	2.050	-2.137	3495	0.620	0.830	1.23	1.59	1.17
	80	ALL	Tx46		18	0.6	270	17.16	16.27	4	8.5	4.000	5.000	2.304	-2.384	3859	0.610	0.830	1.25	1.63	1.09
	85	ALL	Tx46		22	0.6	270	16.88	15.06	4	14.5	4.000	5.000	2.591	-2.656	4249	0.600	0.830	1.46	1.89	1.30
	90	ALL	Tx46		24	0.6	270	16.77	14.10	4	20.5	4.000	5.000	2.870	-2.923	4631	0.590	0.840	1.45	1.88	1.06
	95	ALL	Tx46		28	0.6	270	16.60	11.46	4	40.5	4.200	5.000	3.192	-3.234	5087	0.590	0.840	1.57	2.03	1.08
	100	ALL	Tx46		32	0.6	270	16.23	9.48	6	42.5	4.400	5.000	3.524	-3.542	5513	0.580	0.840	1.65	2.14	1.07
	105	ALL	Tx46		36	0.6	270	15.94	9.94	6	42.5	5.000	5.800	3.856	-3.851	5937	0.570	0.840	1.72	2.23	1.17
	110	ALL	Tx46		38	0.6	270	15.81	10.45	6	40.5	5.400	6.300	4.200	-4.169	6370	0.560	0.840	1.67	2.16	1.04
	115	ALL	Tx46		42	0.6	270	15.60	10.75	6	40.5	6.000	7.000	4.584	-4.532	6886	0.560	0.840	1.46	1.96	1.05

NON-STANDARD STRAND PATTERNS

PATTERN	STRAND ARRANGEMENT AT ℄ OF GIRDER

(1) Based on the following allowable stresses (ksi):

Compression = 0.65 f'ci

Tension = 0.24 $\sqrt{f'ci}$

Optional designs must likewise conform.

(2) Portion of full HL93.

DESIGN NOTES:

Designed according to AASHTO LRFD Bridge Design Specifications.

Load rated using Load and Resistance Factor Rating according to AASHTO Manual for Bridge Evaluation.

Optional designs for girders 120 feet or longer must have a calculated residual camber equal to or greater than that of the designed girder.

Prestress losses for the designed girders have been calculated for a relative humidity of 60 percent. Optional designs must likewise conform.

FABRICATION NOTES:

Provide Class H concrete.

Provide Grade 60 reinforcing steel bars.

Use low relaxation strands, each pretensioned to 75 percent of fpu.

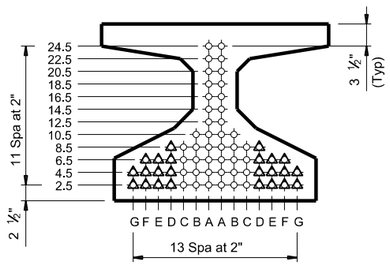
Strand debonding must comply with Item 424.4.2.2.2.4. Full-length debonded strands are only permitted in positions marked △. Double wrap full-length debonded strands in outer most position of each row.

When shown on this sheet, the Fabricator has the option of furnishing either the designed girder or an approved optional design. All optional design submittals must be signed, sealed and dated by a Professional Engineer registered in the State of Texas.

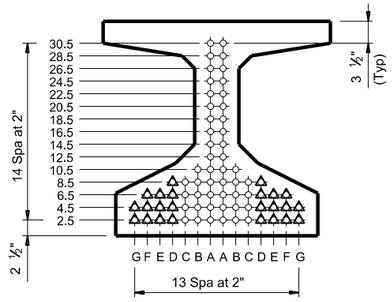
Seal cracks in girder ends exceeding 0.005" in width as directed by the Engineer. The fabricator is permitted to decrease the spacing of Bars R and S by providing additional bars to help limit crack width provided the decreased spacing results in no less than 1" clear between bars. The fabricator must take an approved corrective action if cracks greater than 0.005" form on a repetitive basis.

DEPRESSED STRAND DESIGNS:

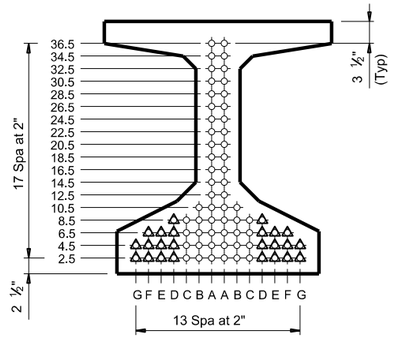
Locate strands for the designed girder as low as possible on the 2" grid system unless a non-standard strand pattern is indicated. Fill row "2.5", then row "4.5", then row "6.5", etc., beginning each row in the "A" position and working outward until the required number of strands is reached. All strands in the "A" position must be depressed, maintaining the 2" spacing so that, at the girder ends, the upper two strands are in the position shown in the table.



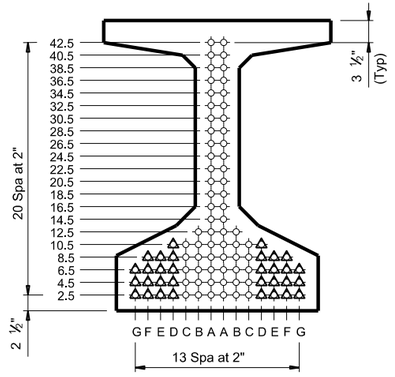
TYPE Tx28



TYPE Tx34



TYPE Tx40



TYPE Tx46

HL93 LOADING SHEET 1 OF 2

Texas Department of Transportation — Bridge Division Standard

PRESTRESSED CONCRETE I-GIRDER STANDARD DESIGNS

24' ROADWAY

IGSD-24

FILE: lg01stds-21.dgn	DN: EFC	CK: AJF	DW: EFC	CK: TAR
©TxDOT August 2017	CONT	SECT	JOB	HIGHWAY
REVISIONS 10-19: Redesigned girders. 1-21: Added load rating.	0901	19	214, ETC	CR, ETC
	DIST	COUNTY		SHEET NO.
	PAR	GRAYSON, ETC		57

DATE: 4/25/2022 4:34:03 PM
FILE: T:\PARTPDD\CR 1320 @ Caney Creek 0901-32-104\Submittal\100%\DGNS\Standards\58 lg01stds-21.dgn

STRUCTURE	DESIGNED GIRDERS								DEPRESSED STRAND PATTERN		CONCRETE		OPTIONAL DESIGN					LOAD RATING FACTORS		
	SPAN NO.	GIRDER NO.	GIRDER TYPE	PRESTRESSING STRANDS					NO.	TO END	RELEASE STRGTH (1)	MINIMUM 28 DAY COMP STRGTH	DESIGN LOAD COMP STRESS (TOP ▽) (SERVICE I)	DESIGN LOAD TENSILE STRESS (BOTT △) (SERVICE III)	REQUIRED MINIMUM ULTIMATE MOMENT CAPACITY (STRENGTH I)	LIVE LOAD DISTRIBUTION FACTOR (2)		STRENGTH I		SERVICE III
				NON-STD STRAND PATTERN	TOTAL NO.	SIZE (in)	STRGTH fpu (ksi)	"e" ℄ (in)	"e" END (in)			f'ci (ksi)	f'c (ksi)	fct(ksi)	fcb(ksi)	(kip-ft)	Moment	Shear	Inv	Opr	Inv
Type Tx54 Girders 24' Roadway 8.5" Slab	40	ALL	Tx54		8	0.6	270	21.01	21.01			4.000	5.000	0.511	-0.578	1798	0.770	0.800	2.05	2.66	3.76
	45	ALL	Tx54		10	0.6	270	21.01	21.01			4.000	5.000	0.636	-0.703	2126	0.740	0.800	2.24	2.90	3.69
	50	ALL	Tx54		12	0.6	270	21.01	21.01			4.000	5.000	0.781	-0.850	2533	0.720	0.810	1.81	2.35	2.91
	55	ALL	Tx54		12	0.6	270	21.01	21.01			4.000	5.000	0.938	-1.007	2951	0.700	0.810	1.90	2.46	2.79
	60	ALL	Tx54		12	0.6	270	21.01	21.01			4.000	5.000	1.108	-1.173	3271	0.680	0.810	1.60	2.07	2.25
	65	ALL	Tx54		14	0.6	270	21.01	21.01			4.000	5.000	1.285	-1.348	3547	0.670	0.810	1.66	2.16	2.16
	70	ALL	Tx54		14	0.6	270	21.01	21.01			4.000	5.000	1.482	-1.540	3502	0.660	0.820	1.41	1.82	1.73
	75	ALL	Tx54		16	0.6	270	20.76	20.26	4	6.5	4.000	5.000	1.689	-1.733	3745	0.640	0.820	1.47	1.91	1.66
	80	ALL	Tx54		16	0.6	270	20.76	20.76			4.000	5.000	1.912	-1.944	4001	0.630	0.820	1.26	1.63	1.30
	85	ALL	Tx54		18	0.6	270	20.56	19.67	4	8.5	4.000	5.000	2.148	-2.166	4406	0.620	0.820	1.07	1.39	1.00
	90	ALL	Tx54		20	0.6	270	20.41	19.21	4	10.5	4.000	5.000	2.379	-2.384	4806	0.610	0.820	1.33	1.73	1.16
	95	ALL	Tx54		22	0.6	270	20.28	18.46	4	14.5	4.000	5.000	2.639	-2.624	5234	0.600	0.820	1.35	1.75	1.07
	100	ALL	Tx54		26	0.6	270	20.08	16.39	4	28.5	4.000	5.000	2.896	-2.871	5699	0.600	0.830	1.52	1.97	1.14
	105	ALL	Tx54		30	0.6	270	19.81	12.21	6	44.5	4.000	5.000	3.180	-3.130	6153	0.590	0.830	1.51	1.96	1.02
	110	ALL	Tx54		32	0.6	270	19.63	11.38	6	50.5	4.100	5.000	3.477	-3.400	6619	0.580	0.830	1.63	2.12	1.03
	115	ALL	Tx54		36	0.6	270	19.34	12.01	6	50.5	4.700	5.500	3.786	-3.679	7096	0.570	0.830	1.60	2.07	1.00
	120	ALL	Tx54		38	0.6	270	19.22	13.22	6	44.5	5.200	6.100	4.116	-3.985	7646	0.570	0.830	1.65	2.14	1.01
	125	ALL	Tx54		42	0.6	270	19.01	12.72	6	50.5	5.600	6.600	4.415	-4.257	8113	0.560	0.830	1.71	2.24	1.09
Type Tx62 Girders 24' Roadway 8.5" Slab	60	ALL	Tx62		12	0.6	270	25.78	25.78			4.000	5.000	0.878	-0.986	3525	0.700	0.800	1.81	2.35	2.73
	65	ALL	Tx62		12	0.6	270	25.78	25.78			4.000	5.000	1.016	-1.133	3847	0.690	0.800	1.89	2.45	2.64
	70	ALL	Tx62		14	0.6	270	25.78	25.78			4.000	5.000	1.171	-1.293	4173	0.680	0.810	1.61	2.08	2.16
	75	ALL	Tx62		14	0.6	270	25.78	25.78			4.000	5.000	1.332	-1.455	4132	0.660	0.810	1.68	2.18	2.10
	80	ALL	Tx62		16	0.6	270	25.53	25.53			4.000	5.000	1.506	-1.633	4429	0.650	0.810	1.45	1.88	1.72
	85	ALL	Tx62		16	0.6	270	25.53	25.53			4.000	5.000	1.691	-1.819	4610	0.640	0.810	1.24	1.61	1.37
	90	ALL	Tx62		16	0.6	270	25.53	25.53			4.000	5.000	1.885	-2.013	5051	0.630	0.810	1.29	1.68	1.31
	95	ALL	Tx62		20	0.6	270	25.18	24.78	4	6.5	4.000	5.000	2.081	-2.209	5493	0.620	0.820	1.11	1.44	1.02
	100	ALL	Tx62		22	0.6	270	25.05	23.96	4	10.5	4.000	5.000	2.295	-2.420	5959	0.610	0.820	1.16	1.50	1.01
	105	ALL	Tx62		24	0.6	270	24.94	23.28	4	14.5	4.000	5.000	2.514	-2.642	6475	0.610	0.820	1.37	1.78	1.10
	110	ALL	Tx62		26	0.6	270	24.85	22.70	4	18.5	4.000	5.000	2.723	-2.850	6936	0.600	0.820	1.39	1.80	1.03
	115	ALL	Tx62		30	0.6	270	24.58	17.78	6	40.5	4.000	5.000	2.963	-3.083	7440	0.590	0.820	1.56	2.02	1.09
	120	ALL	Tx62		34	0.6	270	24.25	15.07	6	58.5	4.200	5.000	3.213	-3.325	7957	0.580	0.820	1.55	2.01	1.00
	125	ALL	Tx62		36	0.6	270	24.11	17.11	6	48.5	4.700	5.600	3.480	-3.591	8551	0.580	0.820	1.64	2.13	1.04
	130	ALL	Tx62		40	0.6	270	23.88	16.68	6	54.5	5.100	6.100	3.733	-3.836	9072	0.570	0.820	1.52	2.09	1.02
	135	ALL	Tx62		42	0.6	270	23.78	16.35	6	58.5	5.300	6.300	4.002	-4.104	9676	0.570	0.830	1.61	2.18	1.05

NON-STANDARD STRAND PATTERNS

PATTERN	STRAND ARRANGEMENT AT ℄ OF GIRDER

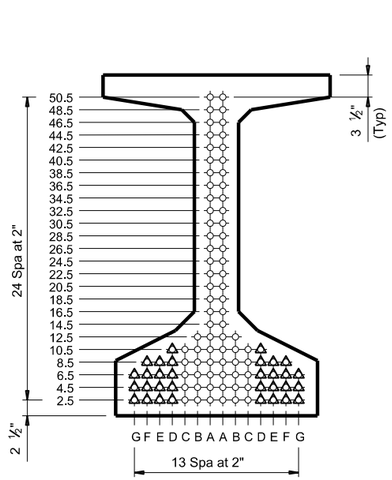
(1) Based on the following allowable stresses (ksi):

Compression = 0.65 f'ci

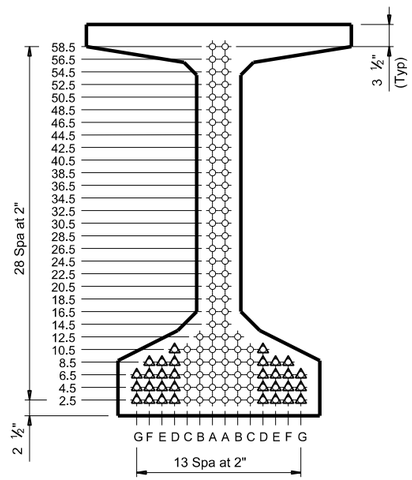
Tension = 0.24 $\sqrt{f'ci}$

Optional designs must likewise conform.

(2) Portion of full HL93.



TYPE Tx54



TYPE Tx62

HL93 LOADING SHEET 2 OF 2

Texas Department of Transportation

Bridge Division Standard

PRESTRESSED CONCRETE I-GIRDER STANDARD DESIGNS

24' ROADWAY

IGSD-24

FILE: Ig01stds-21.dgn	DN: EFC	CK: AJF	DW: EFC	CK: TAR
©TxDOT August 2017	CONT	SECT	JOB	HIGHWAY
REVISIONS 10-19: Redesigned girders. 1-21: Added load rating.	0901	19	214, ETC	CR, ETC
	DIST	COUNTY		SHEET NO.
	PAR	GRAYSON, ETC		58

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DATE: 4/25/2022 4:34:06 PM
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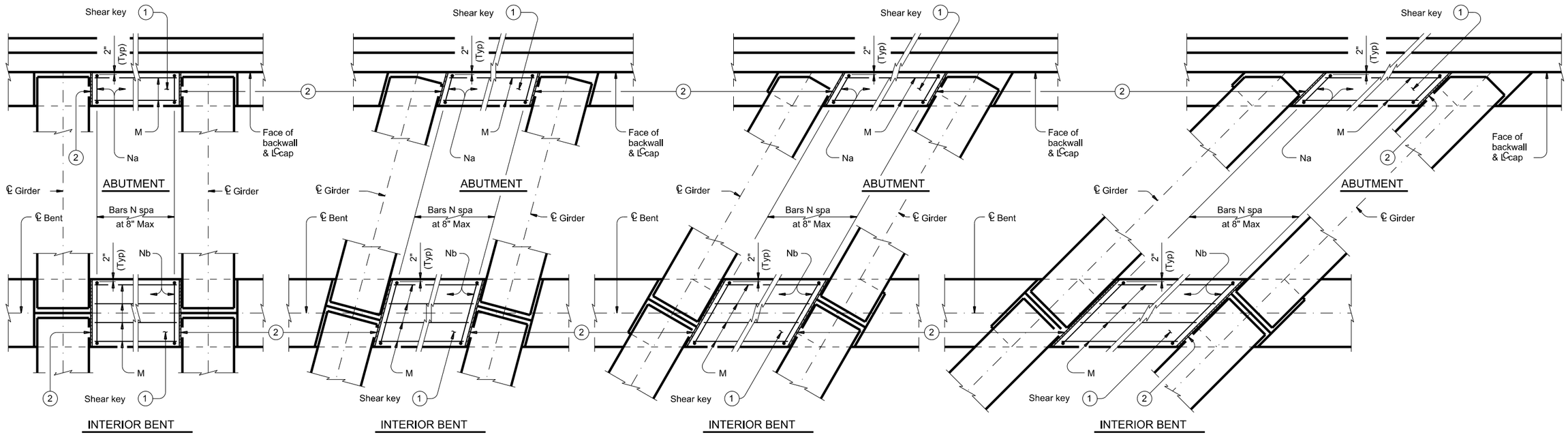


PARTIAL PLANS WITH NO SKEW

Showing shear keys on 3'-6" wide caps. 4'-0" caps similar.

PARTIAL PLANS WITH 15° SKEW

Showing shear keys on 3'-6" wide caps. 4'-0" caps similar.

PARTIAL PLANS WITH 30° SKEW

Showing shear keys on 3'-6" wide caps. 4'-0" caps similar.

PARTIAL PLANS WITH 45° SKEW

Showing shear keys on 3'-6" wide caps. 4'-0" caps similar.

(1) Place shear keys on the upstream side of structure between outside girder and next adjacent girder, unless shown otherwise on plans.

(2) UHMW polyethylene wear pad. (Typ)

(3) Leave a ¼" gap plus or minus between girder and face of wear pad. Cast wear pad with shear key, smooth side facing girder. Care must be taken to keep concrete from flowing under girder. Slope top of shear keys in accordance with Item 420.4.9, "Treatment and Finishing of Horizontal Surfaces."

(4) Measure at higher bearing seat elevation forward or back. Dimension based on typical bearing pad and bearing seat. Increase as necessary to maintain 5" overlap.

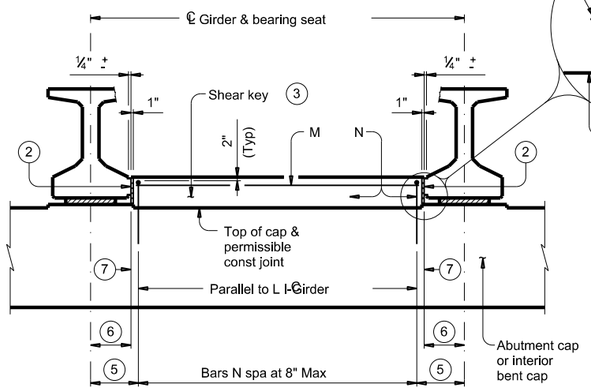
(5) With No Skew = 1'-8 ¼", measured along L cap.
With Skew = 1'-8 ¼" ± Cos Skew, measured along L cap.

(6) With No Skew = 1'-4 ¼", measured along L cap.
With Skew = 1'-4 ¼" ± Cos Skew, measured along L cap.

(7) Face of UHMW polyethylene wear pad. Smooth side of pad facing girder.

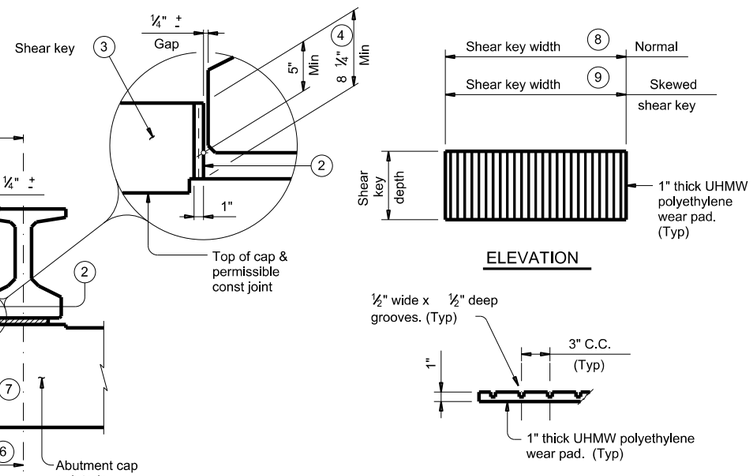
(8) Abutments = ½ Cap width.
Interior bents = Cap width.

(9) Abutments = ½ Cap width Cos Skew.
Interior bents = Cap width Cos Skew.

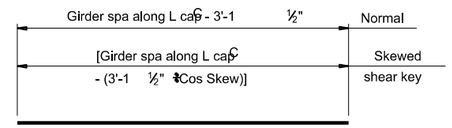


PARTIAL ELEVATION OF ABUTMENT OR INTERIOR BENT CAP (1)

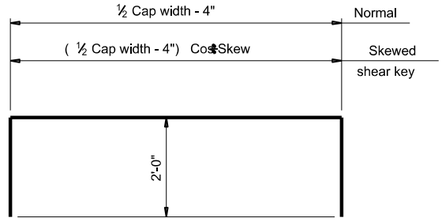
Showing shear key with girder Type Tx46.
Other I-Girder types similar.



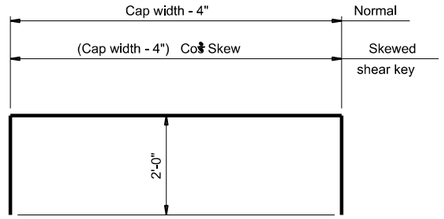
ULTRA HIGH MOLECULAR WEIGHT (UHMW) POLYETHYLENE WEAR PAD DETAILS



BARS M (#5)



BARS Na (#5)
(For abutments)



BARS Nb (#5)
(For interior bents)

CONSTRUCTION NOTES:

Provide Class "C" concrete (f'_c = 3,600 psi). Provide Class "C" (HPC) if shown elsewhere on the plans.
Provide Grade 60 reinforcing steel.
Provide epoxy coated reinforcing steel for shear key if abutment or interior bent reinforcing steel is epoxy coated.
Provide Ultra High Molecular Weight (UHMW) polyethylene wear pads in accordance with ASTM D6712.

GENERAL NOTES:

Designed according to AASHTO LRFD Bridge Design Specifications.
Details showing skew are drawn showing right forward skew. See Bridge Layout for actual skew direction.
These details are limited to bridges skewed 45 degrees and less.
This standard is only applicable for I-Girders.
Modify details for bearing conditions, and girder spacing not shown on this standard. Details do not account for sole plate or pedestal bearing seat.
Include shear key concrete in abutment or bent concrete for payment.
UHMW polyethylene wear pads are subsidiary to Class "C" concrete.

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

Texas Department of Transportation

Bridge Division Standard

SHEAR KEY DETAILS
PRESTR CONCRETE I-GIRDERS

IGSK

FILE: igskstds-17.dgn	DN: TxDOT	CK: TxDOT	DW: JTR	CK: AES
©TxDOT August 2017	CONT	SECT	JOB	HIGHWAY
REVISIONS	0901	19	214, ETC	CR, ETC
	DIST	COUNTY		SHEET NO.
	PAR	GRAYSON, ETC		59

DATE: 4/25/2022 4:34:08 PM
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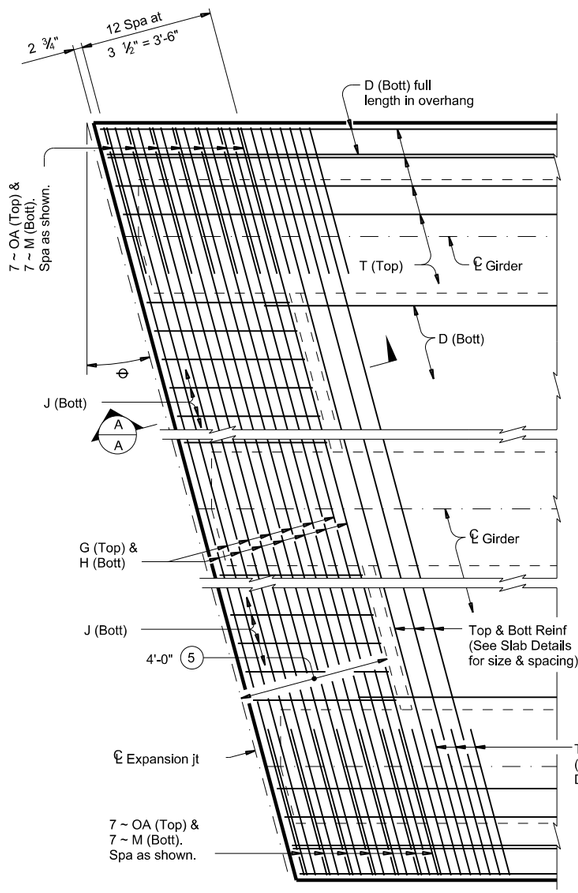
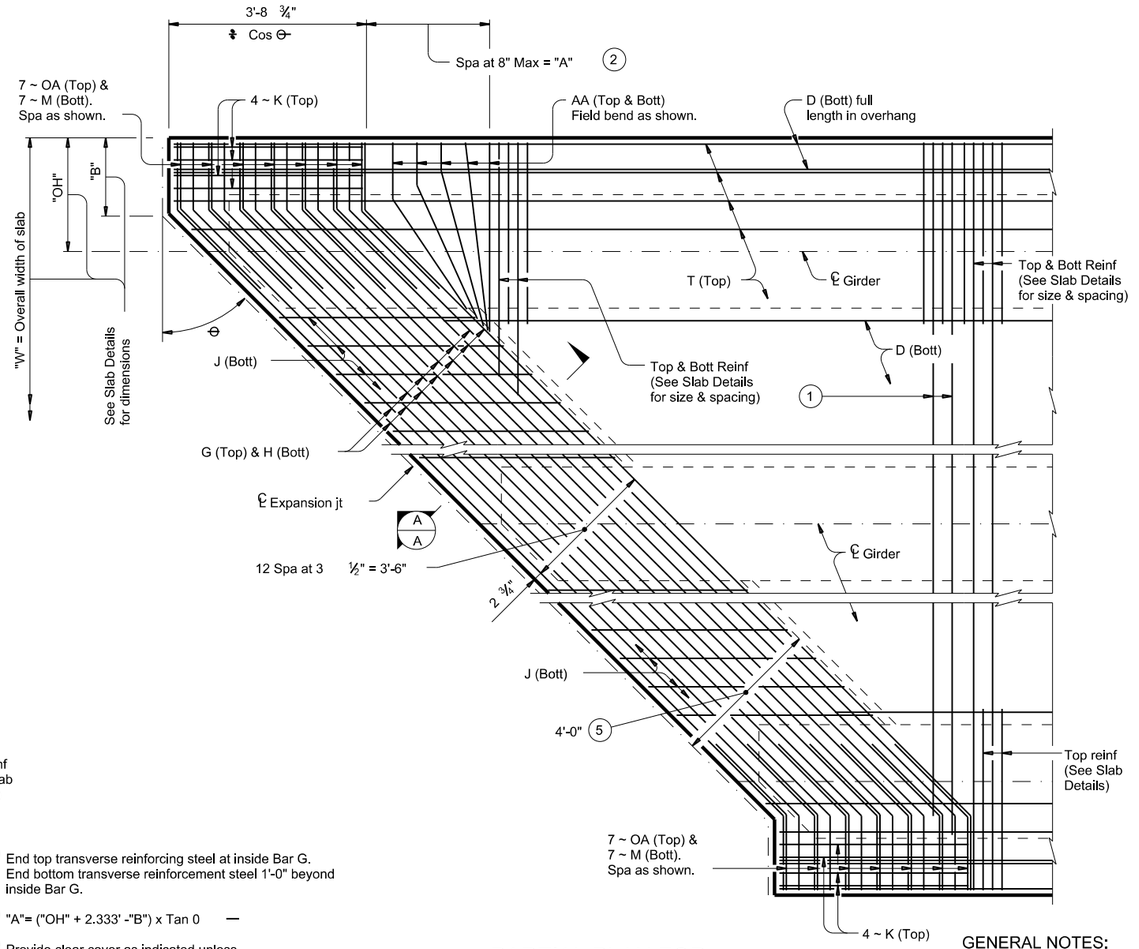
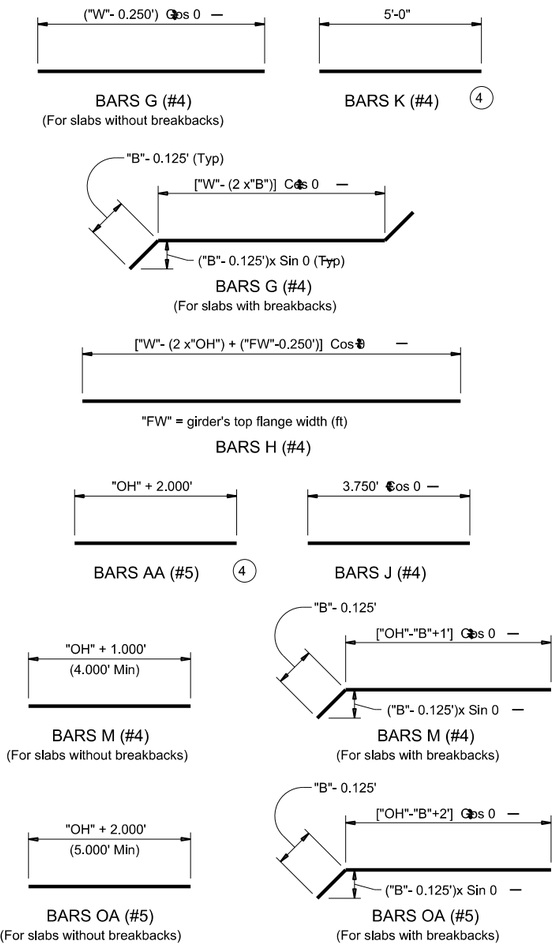


PARTIAL PLAN FOR SLABS WITHOUT BREAKBACK



PARTIAL PLAN FOR SLABS WITH BREAKBACK

1. End top transverse reinforcing steel at inside Bar G. End bottom transverse reinforcement steel 1'-0" beyond inside Bar G.
2. "A"= ("OH" + 2.333' -"B") x Tan 0 —
3. Provide clear cover as indicated unless otherwise shown on Span Details.
4. Only required on slabs with breakbacks.
5. Thickened slab end dimensioned perpendicular to face of bkwl, centerline interior bent or face of inverted-T stem.



GENERAL NOTES:

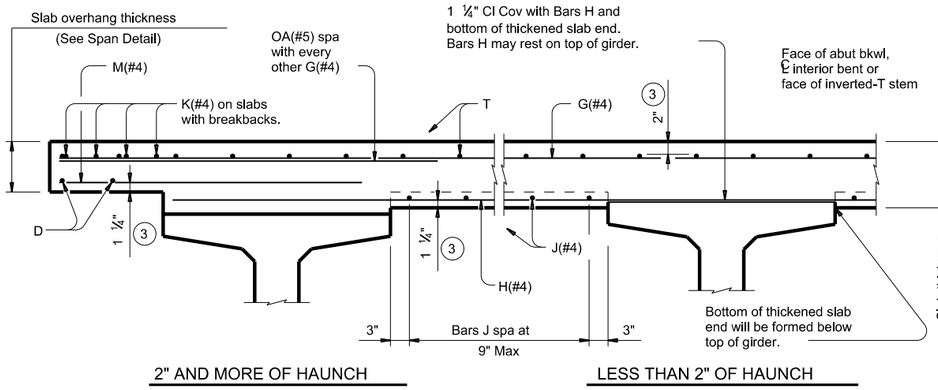
Designed according to AASHTO LRFD Bridge Design Specifications.
These details are restricted to Prestressed Concrete I-Girder Spans.
These details are to be used in conjunction with the Span Details and PCP standard (if prestressed concrete panels are used).
When Option 2 from PCP standard is used, provide Bars AA, G, K and OA in the slab.

MATERIAL NOTES:

Provide Grade 60 reinforcing steel.
If slab reinforcing steel is shown on the Slab Details to be epoxy coated, then Bars AA, G, K, H, J, M and OA must be epoxy coated.
Provide bar laps, where required, as follows:
Uncoated ~ #4 = 1'-7"
Epoxy Coated ~ #4 = 2'-5"

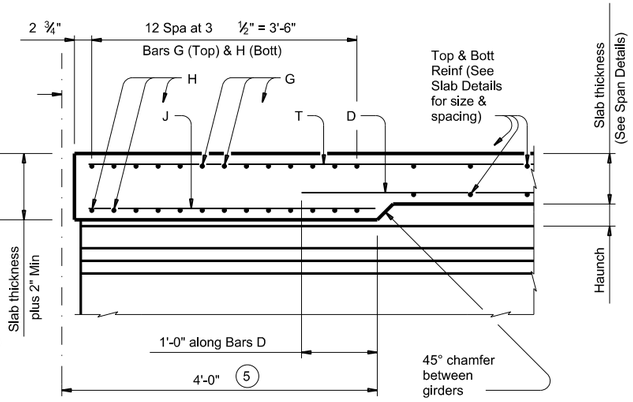
Cover dimensions are clear dimensions, unless noted otherwise.
Reinforcing bar dimensions shown are out-to-out of bar.

HL93 LOADING



2" AND MORE OF HAUNCH — LESS THAN 2" OF HAUNCH

TYPICAL TRANSVERSE SECTION
(Showing Prestressed Conc I-Girders at L Brg) C



SECTION A-A
(Showing with 2" and more of haunch)

Texas Department of Transportation — Bridge Division Standard

THICKENED SLAB END DETAILS

PRESTRESSED CONCRETE I-GIRDER SPANS

IGTS

FILE: igtssts1-17.dgn	DN: TxDOT	CK: TxDOT	DW: JTR	CK: TxDOT
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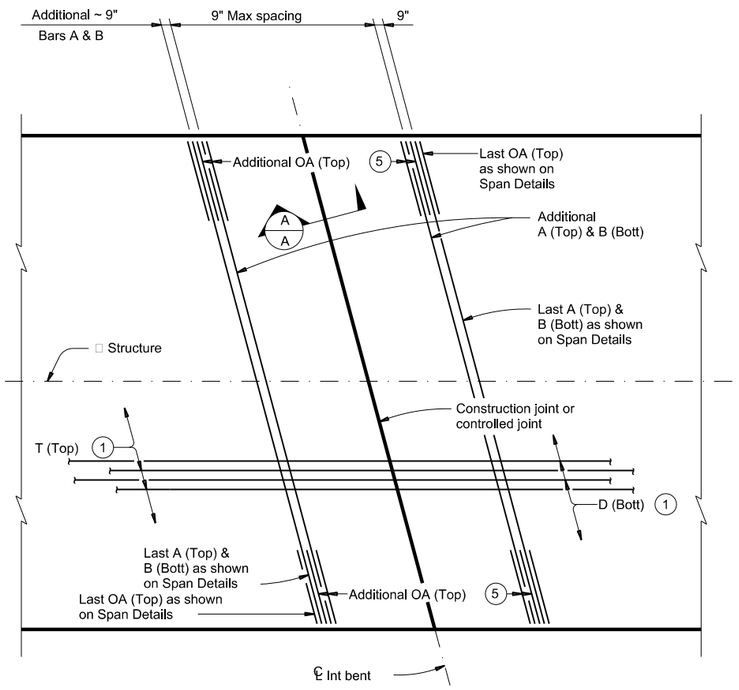
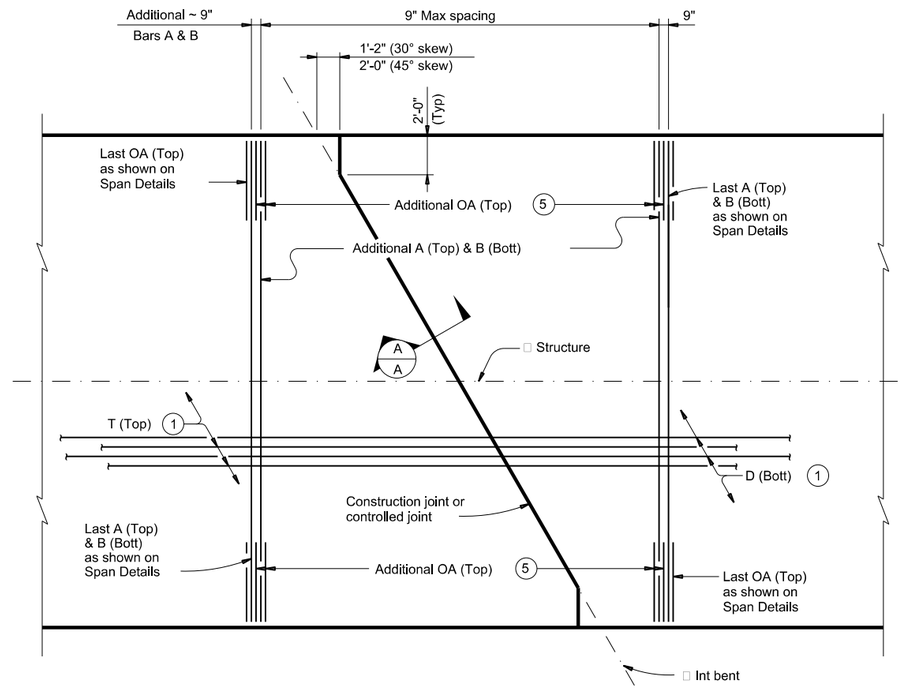


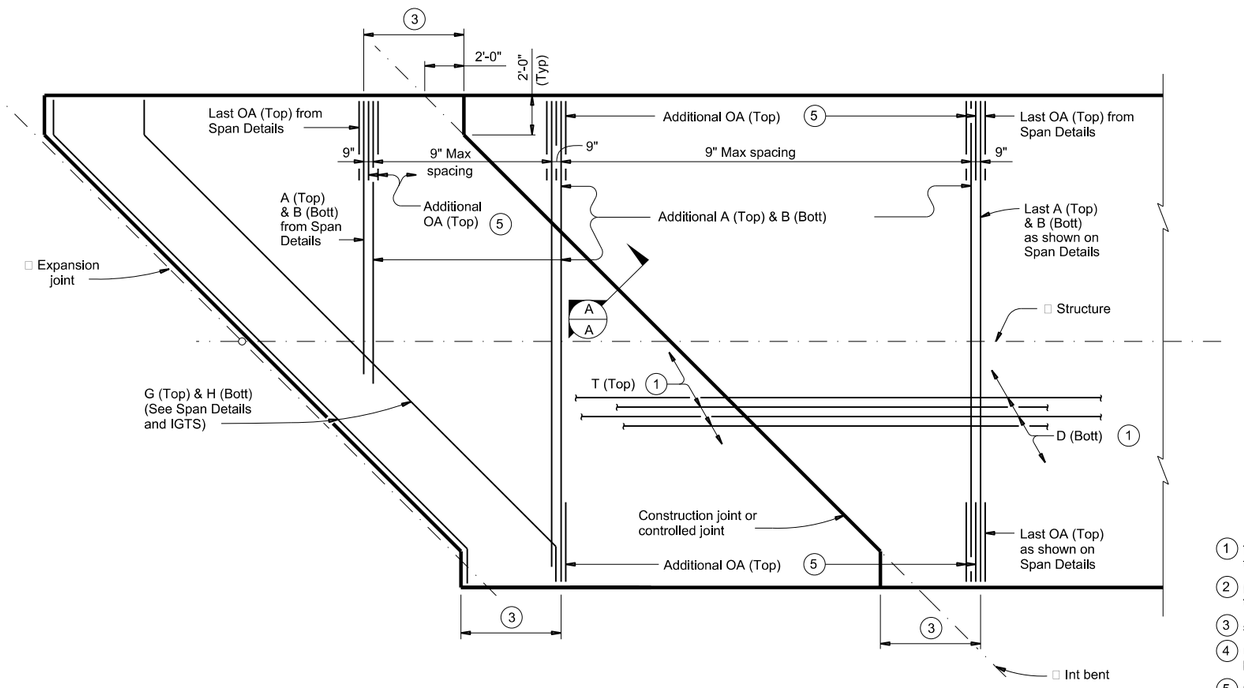
PLAN FOR 0° OR 15° SKEW

(Showing 15° skew)



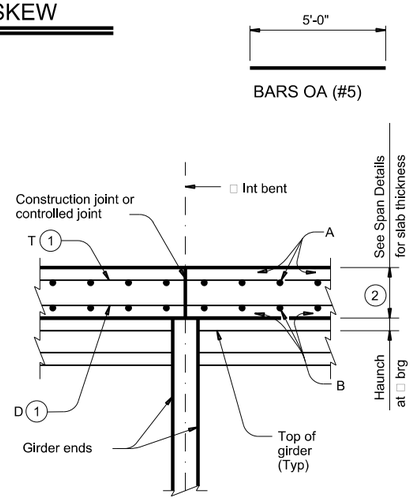
PLAN FOR 30° OR 45° SKEW

(Showing 30° skew)



PLAN FOR 45° SKEW ④

(Showing short span condition.)



SECTION A-A

Bars OA (Top) not shown for clarity.

1. Top and bottom mats must be continuous through joint.
2. Maintain a constant slab thickness over the bent.
3. 5'-4" as shown on Span Details.
4. Use these details when no full slab width bars A and B are shown on Span Details.
5. Bars OA (Top) at 9" Max spacing between Bars A (Top).
6. Values in table assume a temperature change of 70° F after erection when calculating thermal movement in one direction (not total).

TABLE OF ALLOWABLE UNIT LENGTH ⑥

Max Rdwy Grade, Percent	Unit Length Factor
0.00	4.1
1.00	3.9
2.00	3.7
3.00	3.5
4.00	3.3
5.00	3.1

Unit length must not exceed the length of the shortest end span times the Unit Length Factor shown in table or 400', whichever is less.

BAR TABLE

BAR	SIZE
A	#4
B	#4
D	#4
T	#4
OA	#5

The details shown on this sheet are applicable for two and three span units comprised of the same girder type.
Units may be comprised of different span lengths. See "Table of Allowable Unit Length".

GENERAL NOTES:

Designed according to AASHTO LRFD Bridge Design Specifications.
This standard is drawn showing right forward skew. See Bridge Layout for actual skew direction.

CONSTRUCTION NOTES:

Where multi-span units are indicated on the Bridge Layout, the thickened slab end details and reinforcement shown on IGTS standard (Bars AA, G, H, J, K, and M) and on the Span Details will be omitted where slabs are continuous over interior bents. At these locations, the slab details and reinforcement will be as shown on this sheet or on PCP standard (if using this option).
Thickened slab end reinforcement and details still apply at expansion joint locations (ends of units).
See Span Details for remainder of slab reinforcement and details.

MATERIAL NOTES:

Provide Grade 60 reinforcing steel.
Provide Class "S" concrete (f'c = 4,000 psi). Provide Class "S" (HPC) if shown elsewhere on the plans.
Provide bar laps, where required, as follows:
Uncoated ~ #4 = 1'-7"
Epoxy Coated ~ #4 = 2'-5"

The details shown on this sheet are applicable for use only with the Prestressed Concrete I-Girder Standard Designs shown on standards IGSD-24, IGSD-28, IGSD-30, IGSD-32, IGSD-38, IGSD-40 and IGSD-44.

HL93 LOADING

Texas Department of Transportation — Bridge Division Standard

CONTINUOUS SLAB DETAILS

PRESTR CONC I-GIRDER SPANS

IGCS

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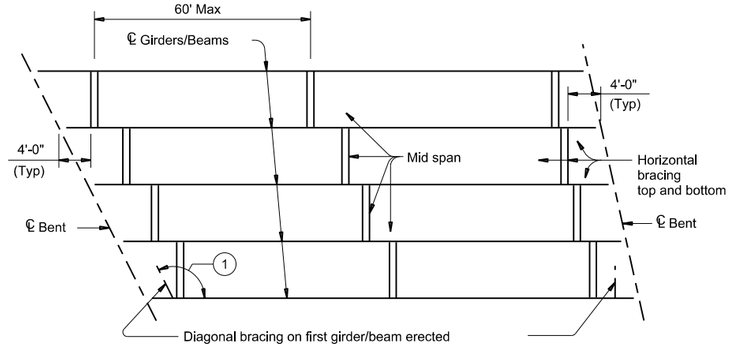
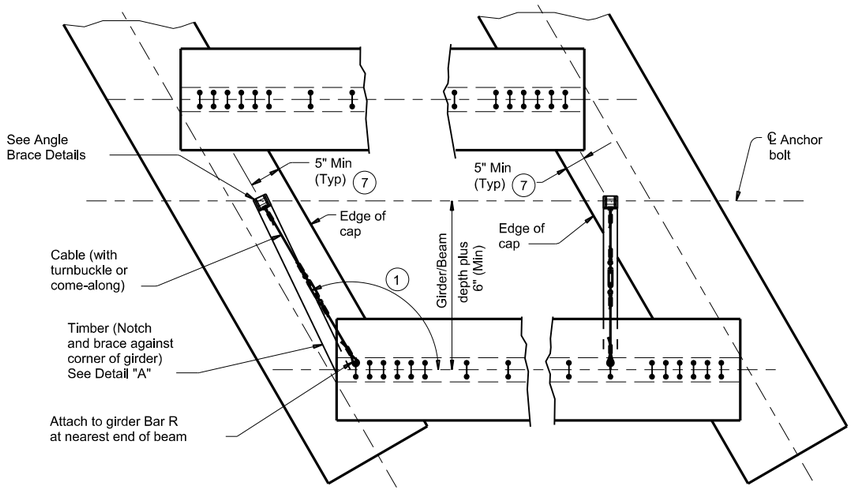
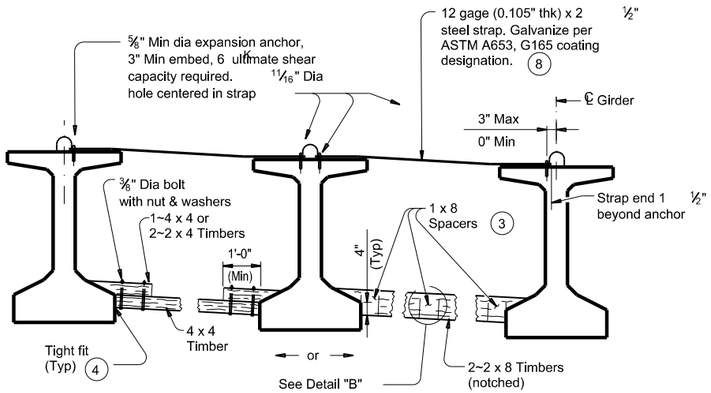


ERECTION BRACING

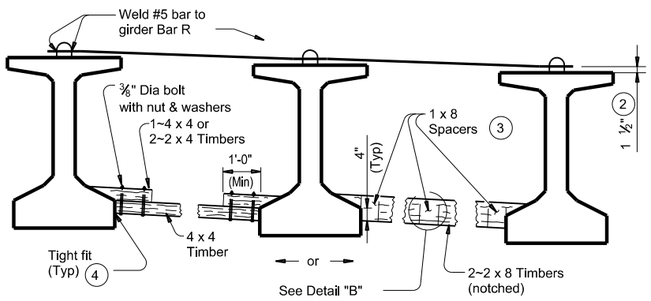


PLAN



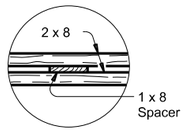
FOR ERECTION BRACING, OPTION 1

(This option is not allowed when slab is formed with PMDF or plywood.)



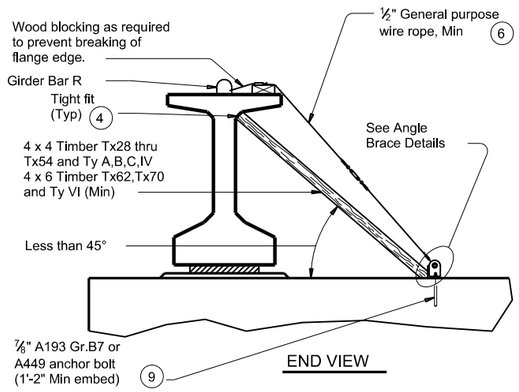
FOR ERECTION BRACING, OPTION 2

HORIZONTAL BRACING DETAILS 5



PLAN

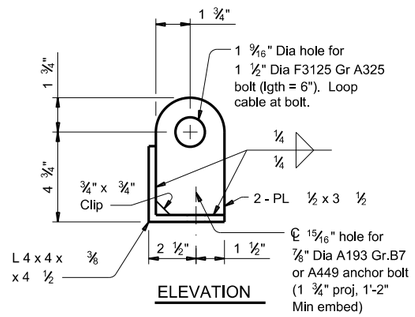
DETAIL "B"



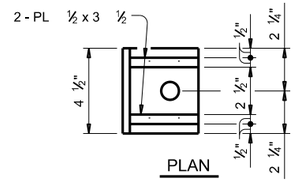
END VIEW

DIAGONAL BRACING DETAILS 5

(To be used on both ends of the first girder/beam erected in the span in each phase.)



ELEVATION



PLAN

ANGLE BRACE DETAILS

HAULING & ERECTION:

The Contractor's attention is directed to the possible lateral instability of prestressed concrete girders and beams over 130' long, especially during hauling and erection. The use of the following methods to improve stability is encouraged: Locate lifting devices at the maximum practical distance from girder ends; use external lateral stiffening devices during hauling and erection; lift with vertical lines using two machines; and take care in handling to minimize inertial and impact forces.

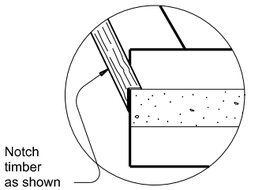
ERECTION BRACING:

Erection bracing details shown are considered the minimum for fulfilling the bracing requirements of Item 425.

Required erection bracing must be placed immediately after erection of each girder and remain in place until additional bracing as required for slab placement is in place. This standard is needed in all cases to meet requirements for Slab Placement Bracing.

PHASED CONSTRUCTION:

Place erection and slab placement bracing for all girders in a phase as shown in these details. For phases after first, also place erection and slab placement bracing between outer girder of completed phase and adjacent girder of current phase. When the phase construction joint is between girders, top bracing can be omitted.



DETAIL "A"

1 If angle shown exceeds 120 degrees, move diagonal brace to other side of girder/beam and place square to girder/beam. This may prevent exterior girder from being erected first.

2 Place and weld #5 bars as shown during erection. If forming deck with prestressed panels, bars can be temporarily removed, one at a time, during panel erection. Re-install bar prior to additional panel erection. Bars can rest on panels and be bent down and welded to girder Bars R (See Sheet 2 of 2).

3 Clear distance between spacers must not exceed 3'. Nail together with 16d nails.

4 Use wedges as necessary to obtain tight fit. Nail wedges to timbers.

5 Pressure treated landscape timbers can not be used.

6 All hardware used with cable must be able to develop a minimum 25 kips breaking strength. Use thimbles at all loops in cable. Install cable clamps with saddles bearing against the live end and U-bolts bearing aginst the dead end.

7 It is acceptable to tie anchor bolts to cap reinforcement.

8 Prior to installing, field bend strap to lay flush on both girders' top flange and slope between flange tips.

9 Anchor bolt may be drilled and epoxied in place. Provide 25k minimum pullout. Core drill hole.

Texas Department of Transportation

Bridge Division Standard

MINIMUM ERECTION AND BRACING REQUIREMENTS

PRESTRESSED CONCRETE I-GIRDERS AND I-BEAMS

MEBR(C)

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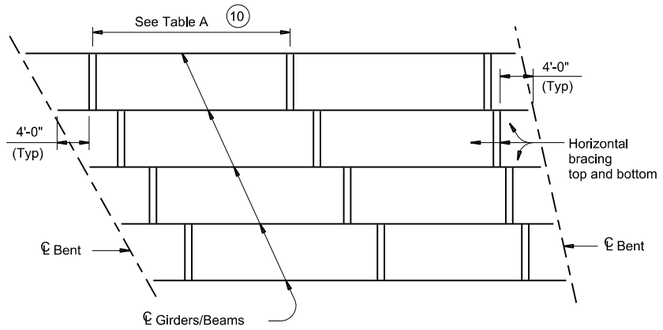


SLAB PLACEMENT BRACING

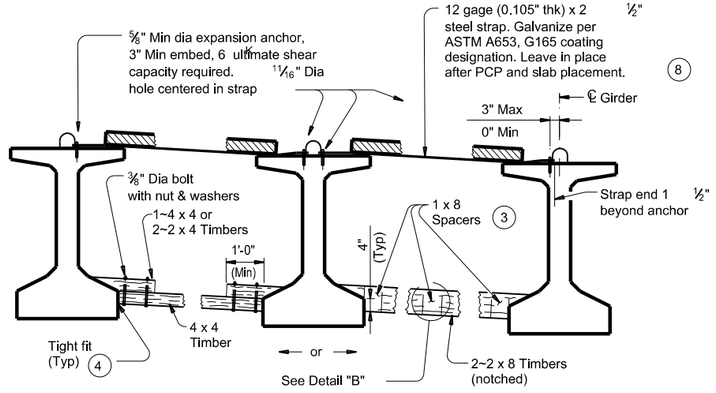
TABLE A

OPTION 1-RIGID BRACING (STEEL STRAP)

Girder or Beam Type	Maximum Bracing Spacing	
	Slab Overhang less than 4'-0" (11)	Slab Overhang 4'-0" and greater (11)
Tx28	¼ points	¼ points
Tx34	¼ points	¼ points
Tx40	¼ points	⅛ points
Tx46	¼ points	⅛ points
Tx54	¼ points	⅛ points
Tx62	¼ points	⅛ points
Tx70	¼ points	⅛ points
A	⅛ points	⅛ points
B	⅛ points	⅛ points
C	⅛ points	⅛ points
IV	¼ points	⅛ points
VI	¼ points	⅛ points

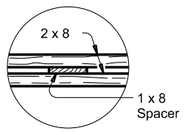
OPTION 2-FLEXIBLE BRACING (NO. 5 OVER PCP)

Girder or Beam Type	Maximum Bracing Spacing	
	Slab Overhang less than 4'-0" (11)	Slab Overhang 4'-0" and greater (11)
Tx28	¼ points	⅛ points
Tx34	¼ points	⅛ points
Tx40	¼ points	⅛ points
Tx46	¼ points	⅛ points
Tx54	¼ points	⅛ points
Tx62	¼ points	⅛ points
Tx70	¼ points	⅛ points
A	2.0 ft	1.5 ft
B	3.0 ft	2.0 ft
C	4.5 ft	2.0 ft
IV	¼ points	4.0 ft
VI	¼ points	4.0 ft



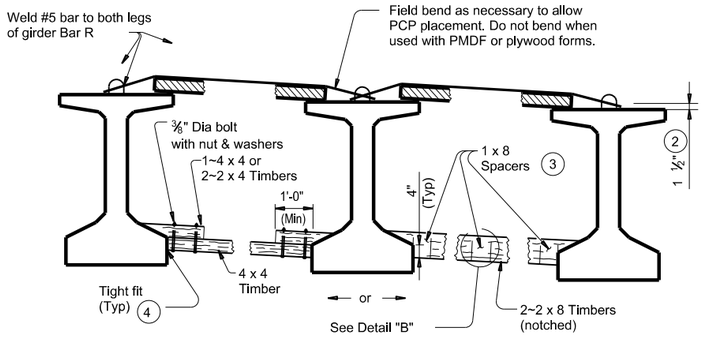
FOR SLAB PLACEMENT BRACING, OPTION 1 - RIGID

(Showing slab formed with PCP. This option is not allowed when slab is formed with PMDF or plywood.)



PLAN

DETAIL "B"



FOR SLAB PLACEMENT BRACING, OPTION 2 - FLEXIBLE

(Showing slab formed with PCP.)

HORIZONTAL BRACING DETAILS 5

(2) Place and weld #5 bars as shown during erection. If forming deck with prestressed panels, bars can be temporarily removed, one at a time, during panel erection. Re-install bar prior to additional panel erection. Bars can rest on panels and be bent down and welded to girder Bars R.

(3) Clear distance between spacers must not exceed 3'. Nail together with 16d nails.

(4) Use wedges as necessary to obtain tight fit. Nail wedges to timbers.

(5) Pressure treated landscape timbers can not be used.

(8) Prior to installing, field bend strap to lay flush on both girders' top flange and slope between flange tips.

(10) Bracing spacing (¼ and ⅛ points) measured between first and last typical brace location.

(11) Measure slab overhang from centerline of girder or beam. When overhang varies in span, determine bracing spacing based on largest overhang.

SLAB PLACEMENT BRACING:

The details for slab placement bracing are considered minimum for fulfilling the requirements of Specification Items 422 and 425.

Required slab placement bracing must remain in place until slab concrete has attained a compressive strength of 3000 psi.

GENERAL NOTES:

Bracing details for spans longer than 150' are not provided. The Contractor must submit proposed bracing details for such conditions to the Engineer for approval prior to erection.

Systems equal to or better than those shown may be used provided details of such systems are submitted to and approved by the Engineer prior to erection.

Use of these systems or details does not relieve the Contractor of the responsibility for the adequacy of the bracing and the safety of the structure.

Removal of bracing for short periods of time to align girders and beams is permissible.

All turn-buckles, come-alongs, anchors and other connections must be capable of developing the full strength of the cable shown.

Furnish anchor bolts and nuts in accordance with Item 449, "Anchor Bolts".

Texas Department of Transportation

Bridge Division Standard

MINIMUM ERECTION AND BRACING REQUIREMENTS

PRESTRESSED CONCRETE I-GIRDERS AND I-BEAMS

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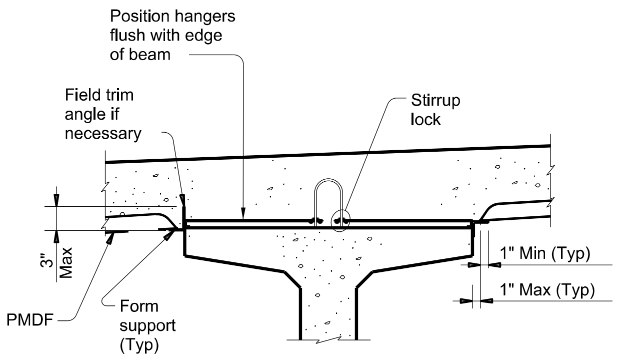
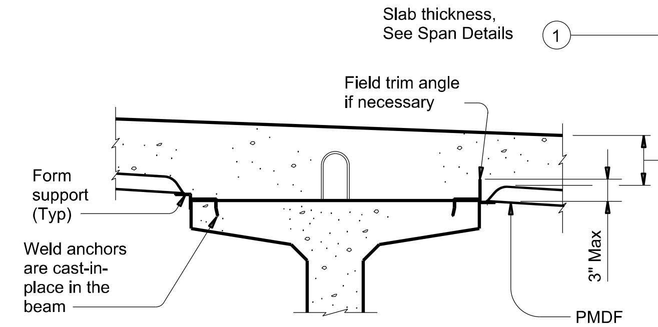
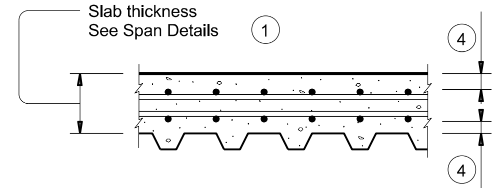


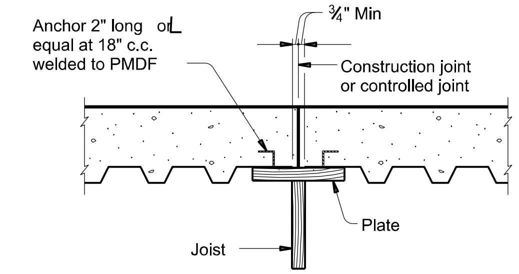
PRESTR CONC I-BEAMS AND I-GIRDERS WITH STIRRUP LOCKS



PRESTR CONC I-BEAMS AND I-GIRDERS WITH WELD ANCHORS

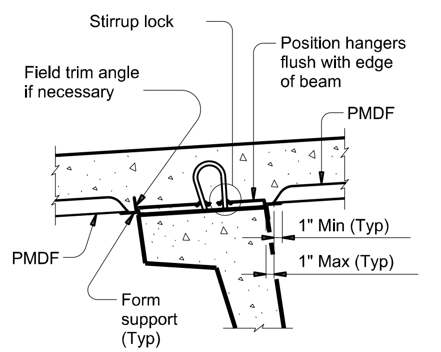


TYP LONGITUDINAL SLAB SECTION

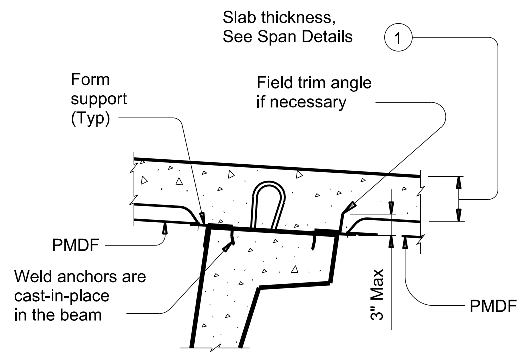


Note: In spans where PMD forms are used, timber forms must be used at construction joints. Adequate provision must be made to support edge of metal form and to provide anchorage of metal form to slab concrete where joined to wood forms.

SECTION THRU CONSTRUCTION JOINT

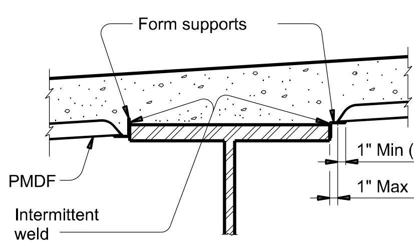


U-BEAMS WITH STIRRUP LOCKS

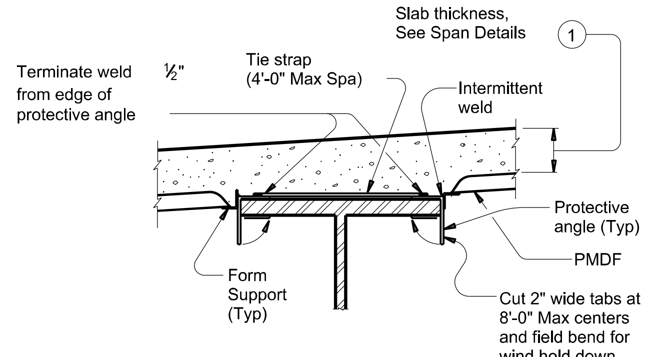


U-BEAMS WITH WELD ANCHORS

FOR PRESTR CONC U-BEAM AND STEEL GIRDER BRIDGES:
Unless shown elsewhere in the plans, size, spacing, and orientation of bottom mat of slab reinforcement must match the top mat of reinforcing shown on the span details except all bottom mat bars are to be #5. Bottom mat reinforcement and additional concrete is subsidiary to Item 422 "Concrete Superstructures."
FOR PRESTR CONC TX-GIRDER BRIDGES:
See Miscellaneous Slab Details, Prestr Concrete I-Girders (IGMS) standard sheet for bottom mat reinforcing.

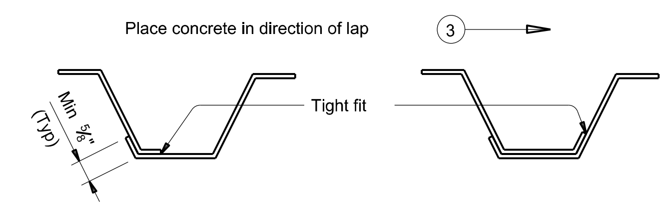


STEEL BEAMS AT COMPRESSION FLANGES



STEEL BEAMS AT TENSION FLANGES (2)

TYPICAL TRANSVERSE SECTIONS



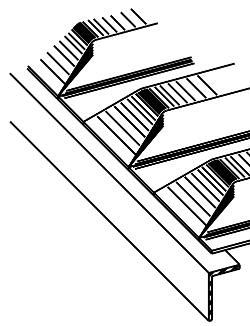
SIDE LAP DETAILS

(1) Slab thickness minus ⅝" if corrugations match reinforcing bars.

(2) Welding of form supports to tension flanges will not be permitted. Other methods of providing wind hold down resistance for PMDF in tension flange zones will be considered. At least one layer of sheet metal must be provided between the flange and the weld joint.

(3) The direction of concrete placement will be such that the upper layer of the form overlap is loaded first.

(4) See Span details for cover requirements.



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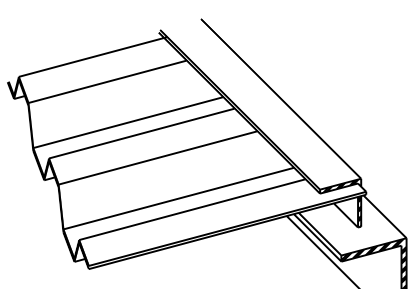

ANGLE HEADER

NOTE: This type is to be used for skewed ends only.

TYPES OF END CLOSURES

GENERAL NOTES:
Steel for Permanent Metal Deck Forms (PMDF) and support angles shall conform to ASTM A653, structural steel (SS), with coating designation G165. Steel must have a minimum yield strength of 33 ksi. Minimum thickness of PMDF is 20 gage and that of support angles and protective angles is 12 gage.
Submit two copies of forming plans for PMDF to the Engineer. These plans must show all essential details of proposed form sheets, closures, fasteners, supports, connectors, special conditions and size and location of welds. These plans must clearly show areas of tension flanges for steel beams and provisions for protecting the tension flanges from welding notch effects by inclusion of separating sheet metal or other positive method. These plans must be designed, signed, and sealed by a licensed professional engineer. Department approval of these plans is not required, but the Department reserves the right to require modifications to the plans. The Contractor is responsible for the adequacy of these plans.
The details and notes shown on this standard are to be used as a guide in preparation of the forming plans.
All material, labor, tools and incidentals necessary to form a bridge deck with Permanent Metal Deck Forms is considered subsidiary to Item 422, "Concrete Superstructures".

DESIGN NOTES:
As a minimum, PMDF and support angles must be designed for the dead load of the form, reinforcement and concrete plus 50 psf for construction loads. Flexural stresses due to these design loads must not exceed 75 percent of the yield strength of the steel. Allowable stress for weld metal must be 12,400 psi.
Maximum deflection under the weight of forms, reinforcement and concrete or 120 psf, whichever is greater, shall not exceed the following:

1/180 of the form design span, but not more than 0.50", for design spans of 10' or less.

1/240 of the form design span, but not more than 0.75", for design spans greater than 10'.

1/240 of the form design span, but not more than 0.75", for all design spans of railroad overpass bridge spans fully or partially over railroad right-of-way, and for all bridge spans of railroad underpass structures.

The form design span must not be less than the clear distance between beam flanges, measured parallel to the form flutes, minus 2".

CONSTRUCTION NOTES:
Form sheets must not be permitted to rest directly on the top of beam flanges. Form sheets must be securely fastened to form supports and must have a minimum bearing length of one inch at each end. Form supports must be placed in direct contact with beam flanges.
All attachments must be made by permissible welds, screws, bolts, clips or other means shown on the forming plans. All sheet metal assembly screws must be installed with torque-limiting devices to prevent stripping. Only welds or bolts must be used to support vertical loads.
Welding and welds must be in accordance with the provisions of Item 448, "Structural Field Welding", pertaining to fillet welds. All welds must be made by a qualified welder in accordance with Item 448.
All permanently exposed form metal, where the galvanized coating has been damaged, must be thoroughly cleaned and repaired in accordance with Item 445, "Galvanizing". Minor heat discoloration in areas of welds need not be touched up.
Flutes must line up uniformly across the entire width of the structure where main reinforcing steel is located in the flute.
Construction joints will not be permitted unless shown on the plans. The location of and forming details for any construction joint used must be shown on the forming plans. Forms below a construction joint must be removed after curing of the slab.
A sequence for uniform vibration of concrete must be approved by the Engineer prior to concrete placement. Attention must be given to prevent damage to the forms, yet provide proper vibration to prevent voids or honeycomb in the flutes and at headers and/or construction joints.

Texas Department of Transportation — Bridge Division Standard

PERMANENT METAL DECK FORMS

PMDF

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02-20: Modified box note by adding steel beams/girders and subsidiary. 12-21: Updated max deflection for RR.		DIST		COUNTY			SHEET NO.
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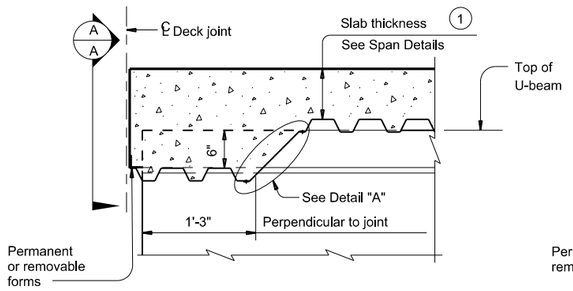
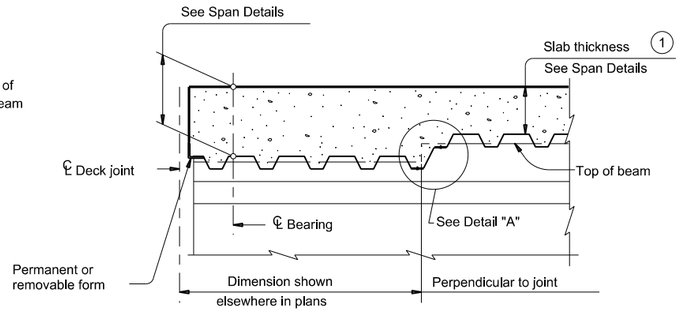
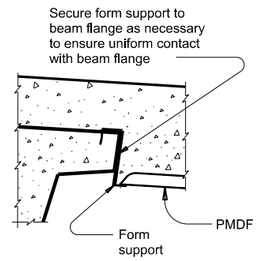


AT THICKENED SLAB END FOR U-BEAMS

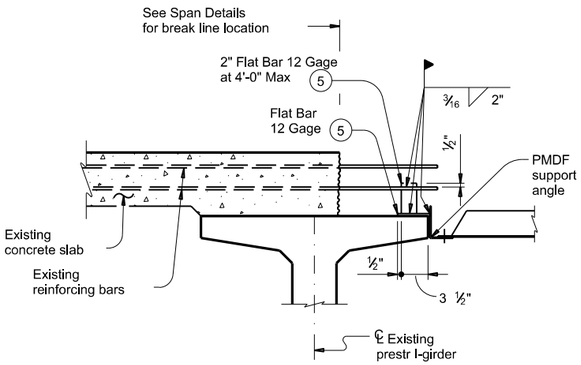


AT THICKENED SLAB END FOR PRESTRESSED I-BEAMS, I-GIRDERS AND STEEL BEAMS

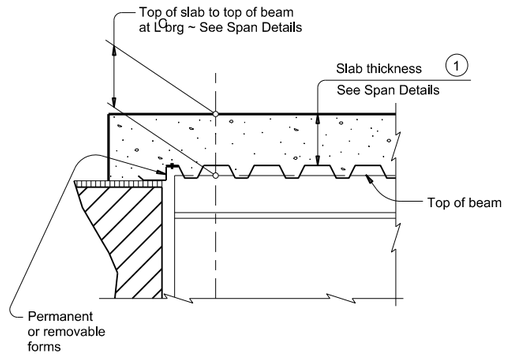
Showing I-beam block-out. No block-out for I-girders or steel beams.



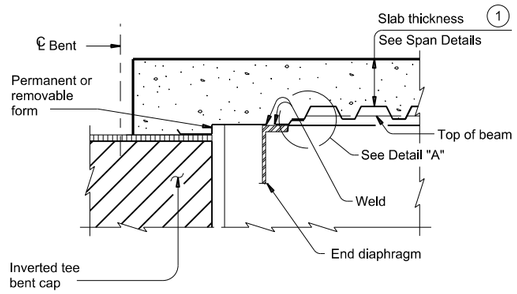
SECTION A-A



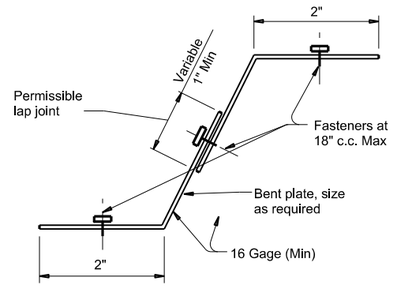
SHOWING PRESTRESSED CONCRETE I-BEAMS, I-GIRDERS AND U-BEAMS



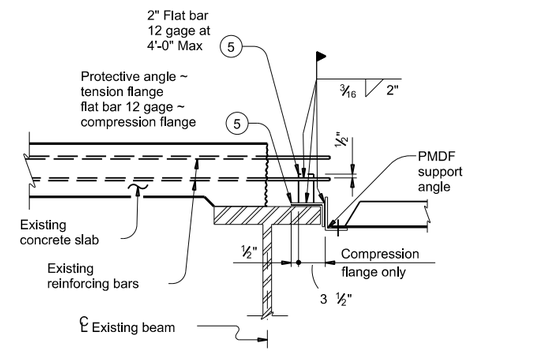
AT SLAB OVER ABUT BKWL OR INV TEE STEM FOR CONC BEAMS WITHOUT THICKENED SLAB END



AT SLAB OVER INV TEE STEM FOR STEEL BEAMS WITHOUT THICKENED SLAB END

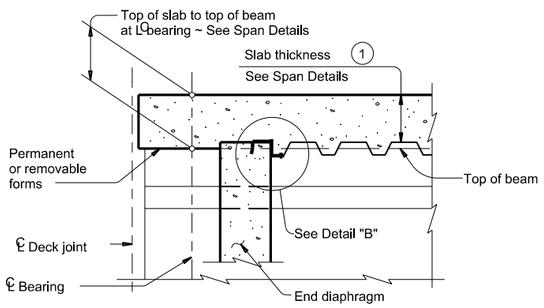


DETAIL "A"

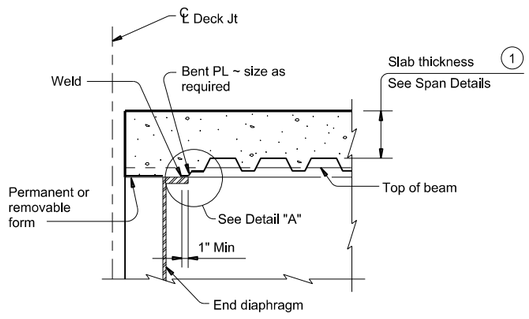


SHOWING STEEL BEAMS

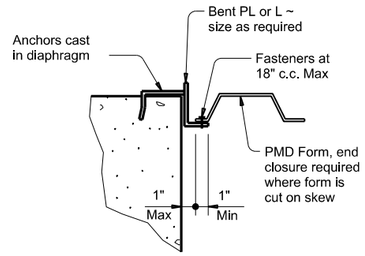
WIDENING DETAILS



AT CONC END DIAPHRAGM FOR PRESTRESSED I-BEAMS AND STEEL BEAMS



AT END DIAPHRAGM FOR STEEL BEAMS WITHOUT THICKENED SLAB END



DETAIL "B"

(1) Slab thickness minus 5/8" if corrugations match reinforcing bars

(5) Minimum yield stress of 12 gage bars shall be 40 ksi

DETAILS AT ENDS OF BEAMS

SHEET 2 OF 2

Texas Department of Transportation

Bridge Division Standard

PERMANENT METAL DECK FORMS

PMDF

FILE: pmdfste1-21.dgn	DN: TxDOT	CK: TxDOT	DW: TxDOT	CK: TxDOT
©TxDOT April 2019	CONT	SECT	JOB	HIGHWAY
REVISIONS 02-20: Modified box note by adding steel beams/girders and subsidiary. 12-21: Updated max deflection for RR.	0901	19	214, ETC	CR, ETC
	DIST	COUNTY		SHEET NO.
	PAR	GRAYSON, ETC		65

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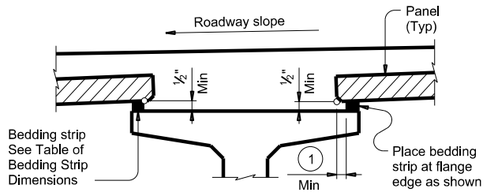
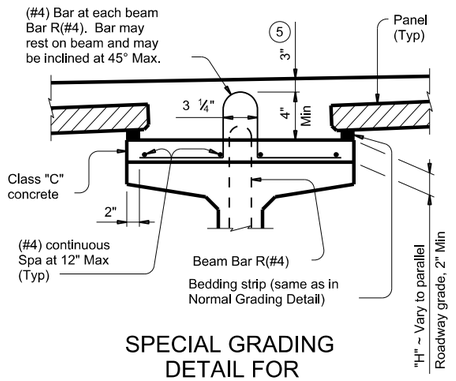


NORMAL GRADING DETAIL (3)

Showing prestressed concrete I-girders.
(Other beam types similar)



SPECIAL GRADING DETAIL FOR CONCRETE BEAMS

Showing prestressed concrete I-girders.
(Other beam types similar)

TABLE OF BEDDING STRIP DIMENSIONS		
WIDTH	HEIGHT (4)	
	Min	Max
1" (Min)	½"	2"
1 ¼"	½"	2 ½"
1 ½"	½"	3"
1 ¾"	½"	3 ½"
2"	½"	4"
2 ¼"	½"	4 ½" (2)
2 ½"	½"	5" (2)
2 ¾"	½"	5 ½" (2)
3" (Max)	½"	6" (2)

(1) 2" Min for I-giders, 1 ½" Min for all other beam types.

(2) Allowed for I-girders, not allowed on other beam types.

(3) To reduce the quantity of cast-in-place concrete, bedding strip thickness may be increased in ¼" increments. Bedding strips must be comprised of one layer. Bond bedding strips to the beams with an adhesive compatible with bedding strips. Bedding strips over 2.5" high may need to be bonded to panels. The same thickness strip must be used under any one panel edge and the maximum change in thickness between adjacent panels is ¼". Alternatively, bedding strips may be cut to grade. Panels may be supported by an alternate method, using a commercial product, if approved by the Engineer of Bridge Design, Bridge Division. If bedding strips exceed 6" high for I-Girders, 4" high for all other beam types, use Special Grading Detail for Concrete Beams or submit an alternate method to the Bridge Division for approval.

(4) Height must not exceed twice the width.

(5) Provide clear cover as indicated unless otherwise shown on Span Details.

(6) See Span Details and Thickened Slab End Details for top slab reinforcement and clear cover. Transverse top slab reinforcement may rest on top of prestressed concrete panels if necessary to maintain clear cover.

(7) Space Bars UP(#4) with Beam Bars R(#4) in all areas where measured haunch exceeds 3 ½" with I-girders, and 3" for all other beam types. Epoxy coating for Bars UP is not required.

(8) Do not locate construction joints on top of a panel.

(9) Butt adjacent bedding strips together with adhesive. Cut v-notches, approx ¼" deep, in the top of the bedding strips at 8' o.c..

CONSTRUCTION NOTES:

Erected panels must bear uniformly on bedding strips of extruded polystyrene placed along top flange edges.

Placing panels to minimize joint openings is recommended.

If additional blocking is needed, special grading details for supporting the panels and extra reinforcing between beam and slab will be considered subsidiary to deck construction.

Bars U, shown on PCP-FAB, may be bent over or cut off if necessary.

Care must be taken to ensure proper cleaning of construction debris and consolidation of concrete material under the edges of the panels. Bedding strips must be placed at beam flange edges so that adequate space is provided for the mortar to flow a minimum of 1 ½" under the panels as the slab concrete is placed.

To allow the proper amount of mortar to flow between beam and panel, the minimum vertical opening must be at least ½". Roadway cross-slope reduces the opening available for entry of the mortar. Bedding strips varying in thickness across the beam are therefore required.

For clear span between U-beams less than or equal to 18", see Permissible Slab Forming Detail on Miscellaneous Slab Detail sheets, UBMS.

MATERIAL NOTES:

Provide Grade 60 reinforcing steel in the cast-in-place slab. See Table of Reinforcing Steel for size and spacing of reinforcement.

If the top and bottom layer of reinforcing steel is shown on the Span Details to be epoxy coated, then the D, E, P, & Z bars must be epoxy coated.

Provide bar Laps, where required, as follows:
Uncoated ~ #4 = 1'-7"
Epoxy Coated ~ #4 = 2'-5"

GENERAL NOTES:

Designed according to AASHTO LRFD Bridge Design Specifications.

Panel placement may follow either Option 1 or Option 2 except Option 1 must be used if the skew exceeds 45 degrees.

Use of Prestressed Concrete Panels is not permitted for horizontally curved steel plate or tub girders. See Span Details for other possible restrictions on their use.

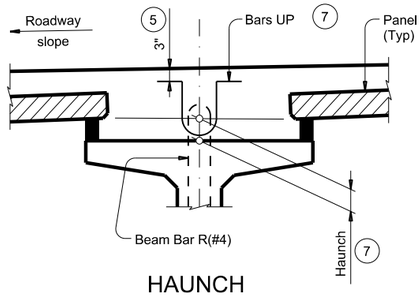
These details are to be used in conjunction with the Span Details, PCP-FAB and other applicable standard drawings.

When panel support (bedding strips) deviates from what is shown herein, provide details signed and sealed by a professional Engineer.

Any additional reinforcement or concrete required on this standard is considered subsidiary to the bid Item "Reinforced Concrete Slab".

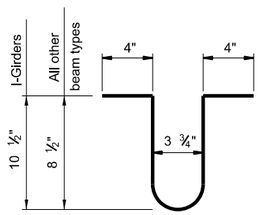
Cover dimensions are clear dimensions, unless noted otherwise.

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



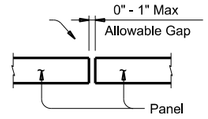
HAUNCH REINFORCING DETAIL

Showing prestressed concrete I-girders.
(Other beam types similar)



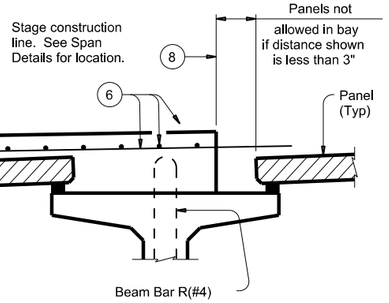
BARS UP (#4) (7)

Seal joint between panels when gap exceeds ¼" with polyurethane sealant or expanding foam sealer. Make seal flush with top of panel.

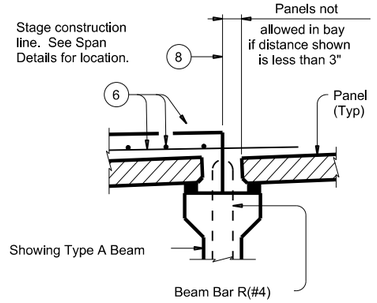


PANEL JOINTS

(Panel reinforcing not shown for clarity.
The gap cannot be considered as a panel fabrication tolerance. Adjust panel placement to minimize joint openings.)



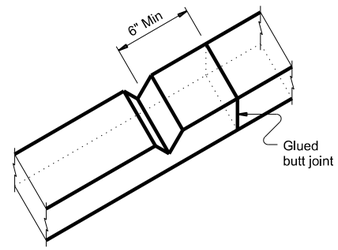
PRESTR CONC I-GIRDERS



PRESTR CONC I-BEAMS

STAGE CONSTRUCTION LIMITATIONS

(Other beam types similar)



BEDDING STRIP DETAIL (9)

HL93 LOADING SHEET 1 OF 4

Texas Department of Transportation — Bridge Division Standard

PRESTRESSED CONCRETE PANELS
DECK DETAILS

PCP

FILE: pcpstde1-19.dgn	DN: TxDOT	CK: TxDOT	DW: JTR	CK: JMH
©TxDOT April 2019	CONT	SECT	JOB	HIGHWAY
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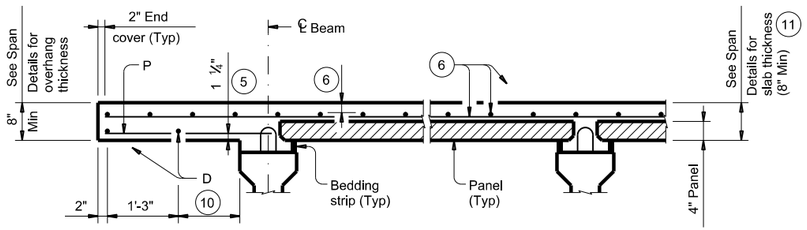
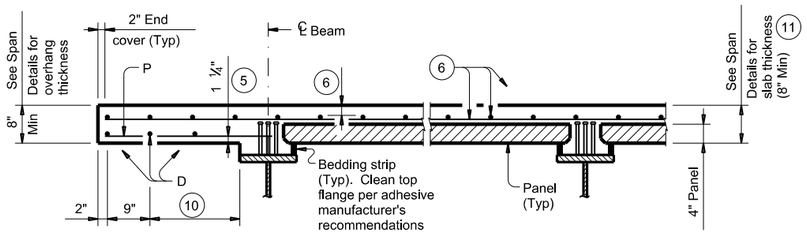
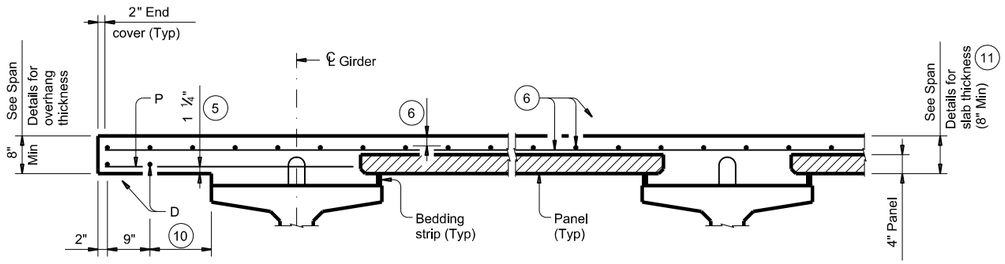
	DIST	COUNTY		SHEET NO.
	PAR	GRAYSON, ETC		66



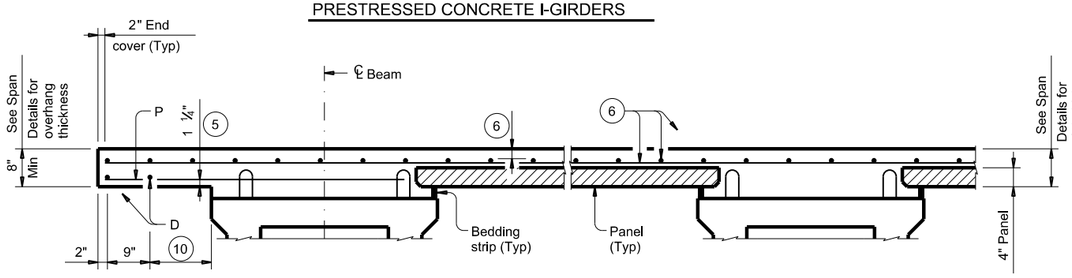
PRESTRESSED CONCRETE I-BEAMS



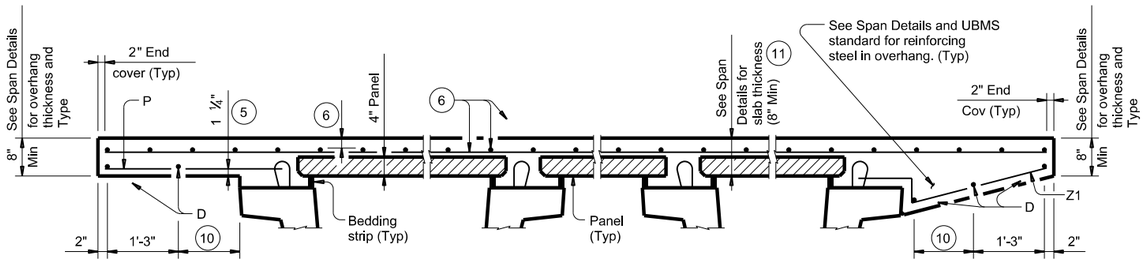
STEEL BEAMS



PRESTRESSED CONCRETE I-GIRDERS



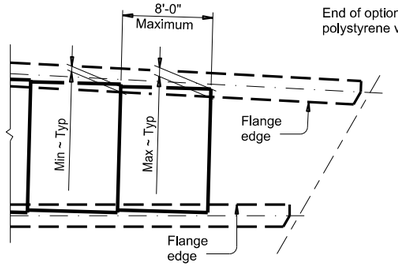
PRESTRESSED CONCRETE X-BEAMS



NORMAL OVERHANG WITH PRESTR CONC U-BEAMS

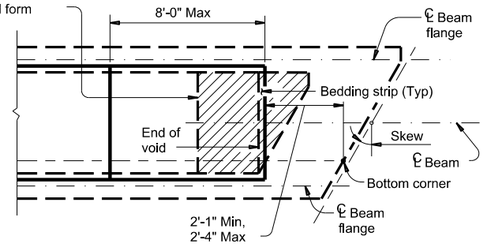
SLOPED OVERHANG WITH PRESTR CONC U-BEAMS

TYPICAL PART TRANSVERSE SECTIONS

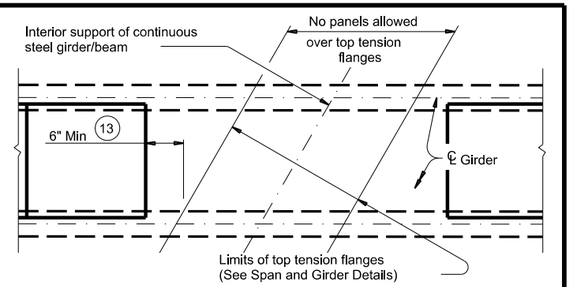


AT FLARED BEAMS OR GIRDERS

See PCP-FAB standard for Min and Max dimensions based on beam/girder type.



OVER CONC U-BEAMS



AT INT SUPPORTS OF CONTINUOUS STEEL GIRDERS

PART PLANS OF PANEL PLACEMENT

(5) Provide clear cover as indicated unless otherwise shown on Span Details.

(6) See Span Details and Thickened Slab End Details for top slab reinforcement and clear cover. Transverse top slab reinforcement may rest on top of prestressed concrete panels if necessary to maintain clear cover.

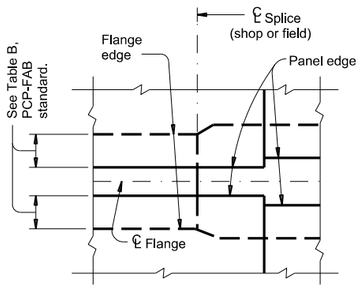
(9) Butt adjacent bedding strips together with adhesive. Cut v-notches, approx ¼" deep, in the top of the bedding strips at 8' o.c..

(10) Equally space additional bar if more than 1'-3" Max.

(11) The actual thickness constructed may exceed the slab thickness shown on the Span Details but the extra thickness may be no more than 2" (1" for prestressed concrete U-beams and steel beams). Bearing seat elevations or finished grade may be adjusted.

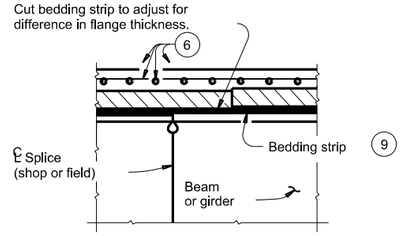
(12) Field adjust Bars Z1(#4) to match actual slope of slab overhangs. Width of slab overhang will vary along span with curved slab edges. Adjust Bar Z1(#4) dimensions to maintain proper cover. Bars Z2(#4) are located at Inverted-Tee stems only.

(13) Location of concrete placement sequence boundaries and bolted field splices should be considered by the contractor in determining panel limits.



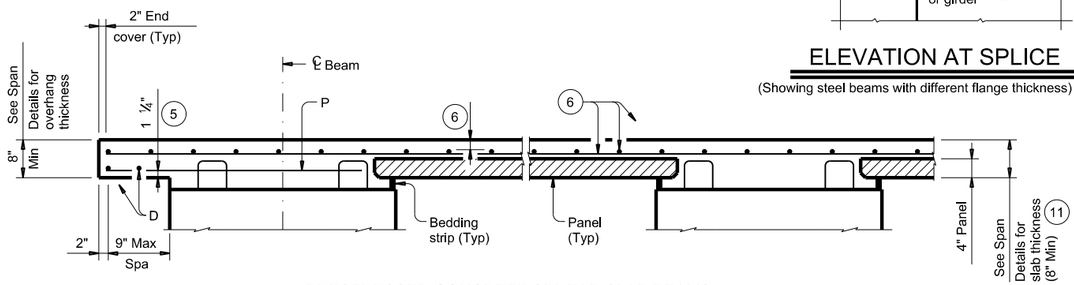
PLAN AT SPLICE

(Showing steel beams with flange width transition)



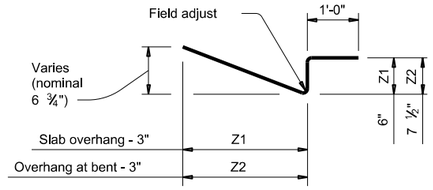
ELEVATION AT SPLICE

(Showing steel beams with different flange thickness)



PRESTRESSED CONCRETE SPREAD SLAB BEAMS

Bars P over exterior beams are still required when no overhang is used. In this case, only one Bar D, 2" from slab edge, is required.



BARS Z (#4) (12)

HL93 LOADING SHEET 2 OF 4

Texas Department of Transportation

Bridge Division Standard

PRESTRESSED CONCRETE PANELS
DECK DETAILS

PCP

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©TxDOT April 2019 REVISIONS	CONT	SECT	JOB	HIGHWAY
	0901	19	214, ETC	CR, ETC
	DIST	COUNTY		SHEET NO.
	PAR	GRAYSON, ETC		67

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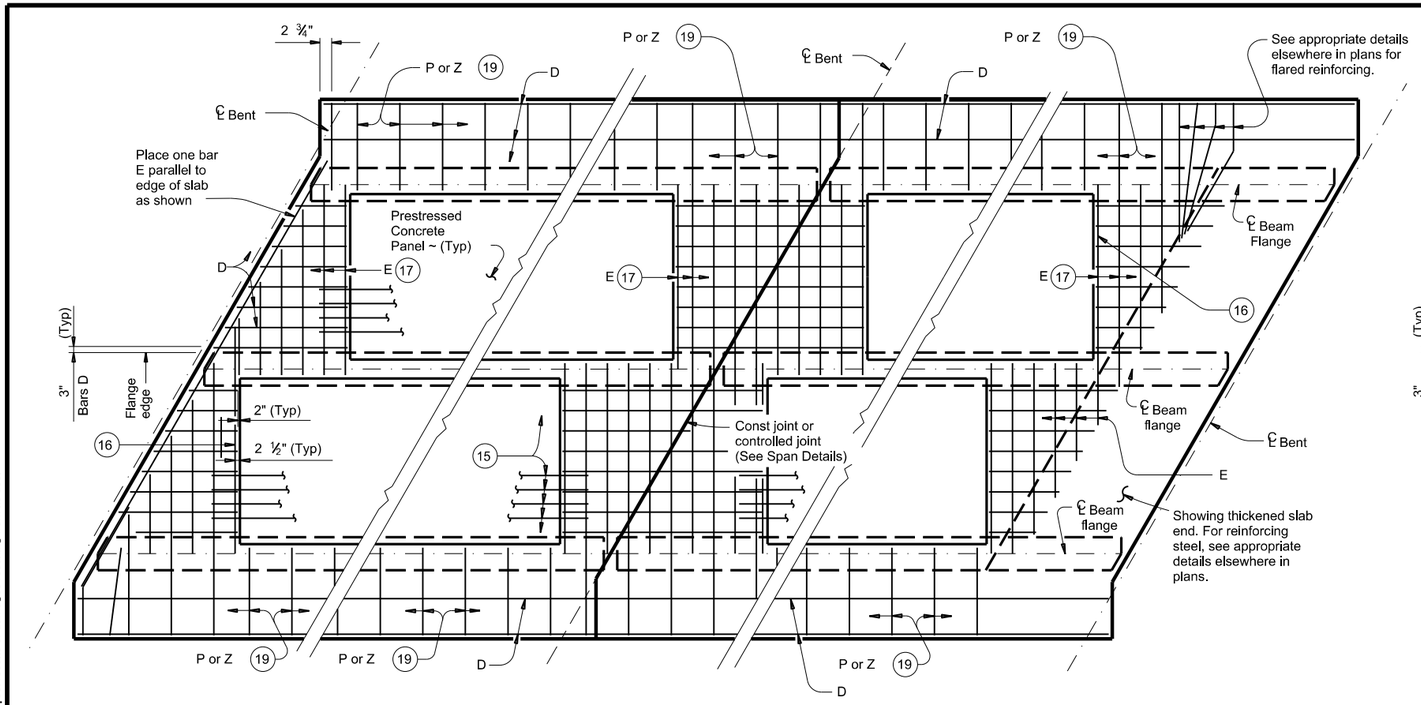
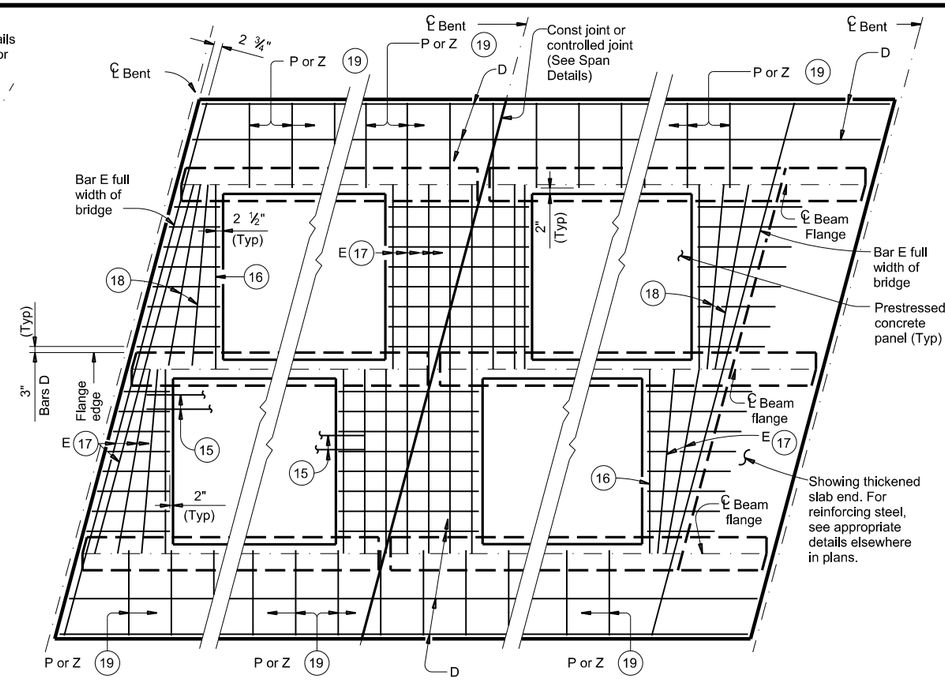


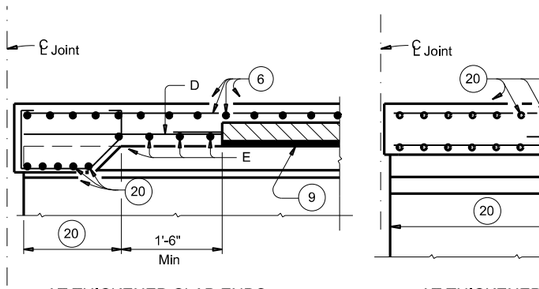
AT ALL SPAN ENDS UNLESS NOTED OTHERWISE | AT INTERIOR BENTS | AT THICKENED END SLABS

OPTION 1 ~ PLAN OF SLABS WITH NORMAL REINFORCEMENT

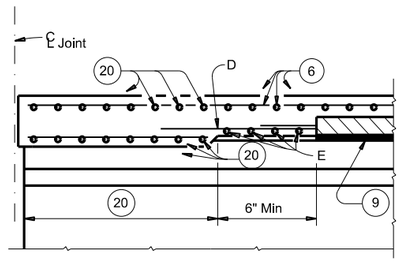


AT ALL SPAN ENDS UNLESS NOTED OTHERWISE | AT INTERIOR BENTS | AT THICKENED END SLABS

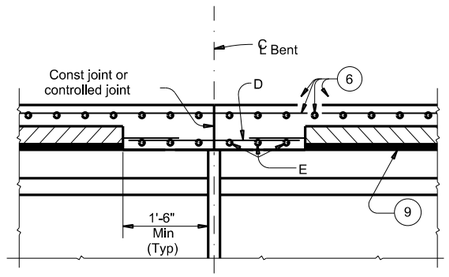
OPTION 1 ~ PLAN OF SLABS WITH SKEWED REINFORCEMENT



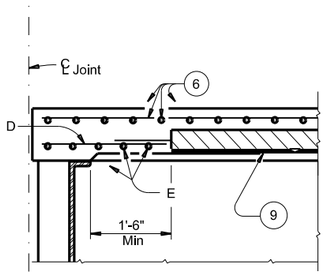
AT THICKENED SLAB ENDS FOR PRESTR CONC U-BMS



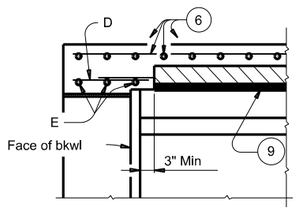
AT THICKENED SLAB ENDS FOR PRESTR CONC I-BMS AND STEEL BMS



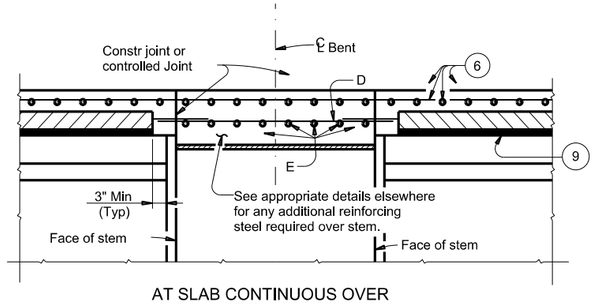
AT SLAB CONTINUOUS OVER CONVENTIONAL INTERIOR BENTS FOR ALL SIMPLE SPAN BMS



AT CONVENTIONAL END DIAPHRAGMS FOR STEEL BMS



AT SLAB OVER ABUTMENT BACKWALL FOR ALL BMS



AT SLAB CONTINUOUS OVER INVERTED-T BENTS FOR ALL BMS

OPTION 1 ~ ELEVATIONS AT BEAM ENDS

(6) See Span Details and Thickened Slab End Details for top slab reinforcement and clear cover. Transverse top slab reinforcement may rest on top of prestressed concrete panels if necessary to maintain clear cover.

(9) Butt adjacent bedding strips together with adhesive. Cut v-notches, approx ¼" deep, in the top of the bedding strips at 8' o.c.

(14) Max Spacing as listed unless otherwise shown.

(15) At connection with cast-in-place slab, extend longitudinal panel reinforcement. See PCP-FAB for details.

(16) Maintain one Bar E(#4) parallel to panel ends (Typ).

(17) Bars E(#4) not continuous over beam flanges must overlap beam flange 6" Min.

(18) Add flared Bars E(#4) (Min Spa = 6", Max Spa = 12") as required at panel ends.

(19) Where possible, Bars E(#4) may be extended into overhangs to replace Bars P(#4). Bars Z(#4) are required for sloped overhangs with U-Beams.

(20) See appropriate thickened slab end details for reinforcing and limits of thickened slab end.

TABLE OF REINFORCING STEEL (14)

BAR	SIZE	Max Spa (in.)
D	#4	9
E	#4	9
P	#4	18
UP	#4	~
Z	#4	18

HL93 LOADING SHEET 3 OF 4

Texas Department of Transportation | Bridge Division Standard

PRESTRESSED CONCRETE PANELS
DECK DETAILS

PCP

FILE: pcpstde1-19.dgn	DN: TxDOT	CK: TxDOT	DW: JTR	CK: JMH
©TxDOT April 2019	CONT	SECT	JOB	HIGHWAY
REVISIONS	0901	19	214, ETC	CR, ETC
	DIST	COUNTY		SHEET NO.
	PAR	GRAYSON, ETC		68

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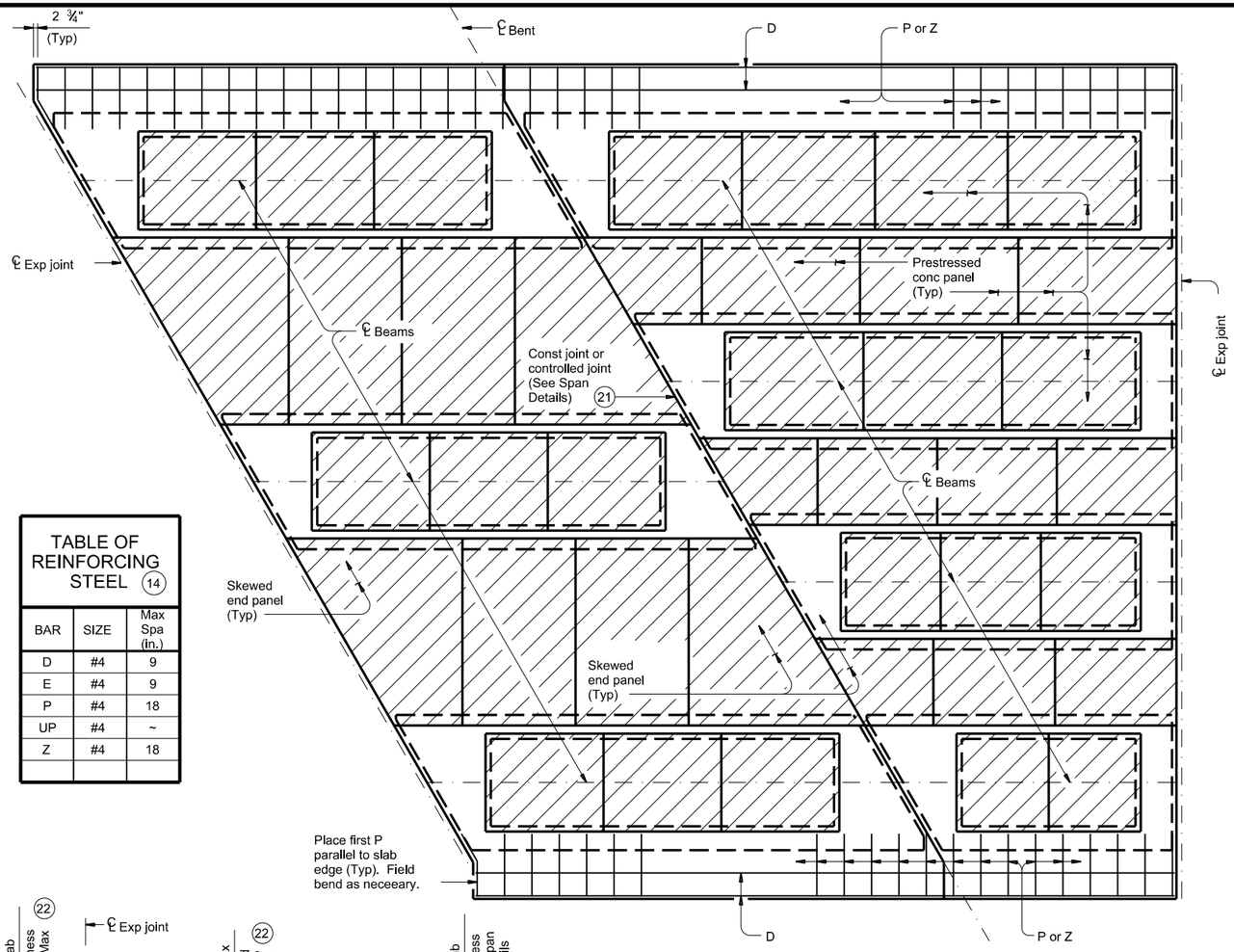
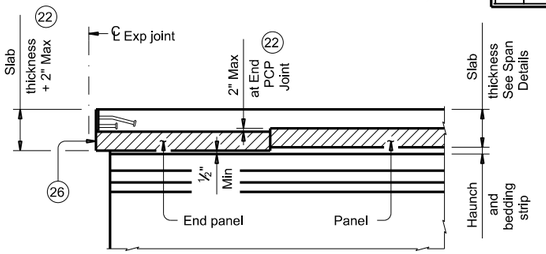


OPTION 2 ~ PLAN OF SLAB

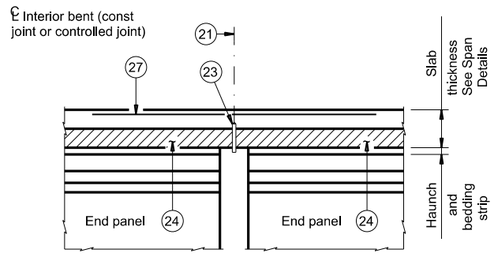
(Showing U-Beams; other beams similar)

TABLE OF REINFORCING STEEL (14)		
BAR	SIZE	Max Spa (in.)
D	#4	9
E	#4	9
P	#4	18
UP	#4	~
Z	#4	18



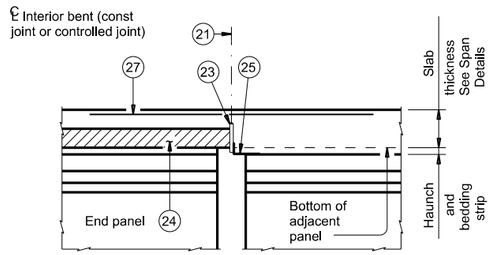
JOINTS (BETWEEN BEAMS/GIRDERS OR AT INV-T STEM)

For SEJ-B, SEJ-M, SEJ-S(O), AJ, and Type A expansion joints only.



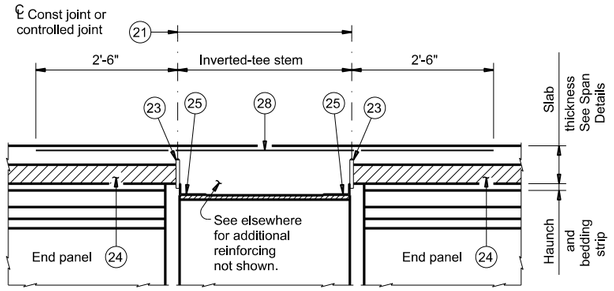
CONVENTIONAL INTERIOR BENT

Panel against panel between beams/girders.



CONVENTIONAL INTERIOR BENT

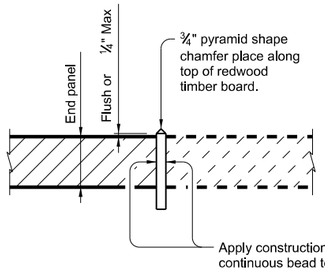
Panel against beam/girder end in adacent span.



INVERTED-T BENT

Panels against inverted-tee stem

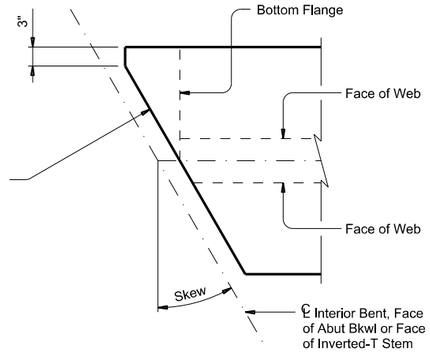
OPTION 2 ~ ELEVATIONS AT BEAM ENDS (6)



ELEVATION EXAMPLE OF END PANEL AND TIMBER BOARD (23)

See "Option 2 ~ Elevation At Beam Ends".

Skew top flange of Bms/Girders as shown for flange edge supporting a panel. Not applicable to flange edges on exterior side of fascia Bms/Girders.



OPTION 2 ~ SHOWING MODIFICATION TO BEAM/GIRDER TOP FLANGE FOR SKEWS OVER 5°

Showing I-Bm/I-Girder, U-Bms and Steel Bms similar.

(6) See Span Details and Thickened Slab End Details for top slab reinforcement and clear cover. Transverse top slab reinforcement may rest on top of prestressed concrete panels if necessary to maintain clear cover.

(14) Max Spacing as listed unless otherwise shown.

(21) 1 ½" Vinyl or plastic joint former at controlled joints (Stress Cap, Zip Strip, Stress Lock, or equal as approved by the Engineer.)

(22) End panel may be set up to 2" lower to accommodate expansion joint hardware, provided bedding strip is not less than ½" thick.

(23) ¾" thick redwood timber board, leave in place. Redwood timber board placed flush with top of panel or within ¼" Max above panel. Place ¾" pyramid shape chamfer along top of timber board. See "Elevation Example of End Panel and Timber Board". Place straight, within ¼" of centerline of bent or face of inverted-tee, across bridge width and end board at exterior flange edge of fascia beams/girders. Do not extend into overhang.

(24) Place panel within ½" of ¾" thick board.

(25) Permanent galvanized steel sheet form. Removable formwork is acceptable.

(26) Place end panel within ½" of expansion joint opening. End panel cannot encroach on required expansion joint opening.

(27) Place additional (#4) bar 5'-0" in length between every slab bars T. Center (#4) bar on Joint.

(28) Place additional (#4) bar continuous 2'-6" beyond each side of Inverted-T Stem between every slab bars T.

SPECIAL OPTION 2 CONSTRUCTION NOTES:

When Option 2 is chosen bottom mat of thickened end slab reinforcing is not required. Use the same top mat as shown on the Thickened Slab End Details sheet.

Placing panels adjacent to expansion joints and bent centerlines prior to completing interior panel placement is recommended. Saw cutting panels to fit is acceptable when approved by the Engineer. Minimum distance from a saw cut edge to a panel strand is 1 ½".

Do not extend the longitudinal panel reinforcement into the cast-in-place slab.

Top flanges of beams and girders on skewed bridges must be modified as shown on this drawing. The Contractor is responsible for coordinating this modification with the beam fabricator prior to submitting shop drawings for approval.

Fabricator may optionally skew the whole end. When electing to skew whole end, girder end details and bearing type at conventional interior bent must be changed to use condition at abutment. Fabricator must coordinate change in bearing type, bearing centerline location, and dowel location with Engineer and Contractor. Show appropriate changes on girder and bearing shop drawings.

Bending of anchor studs of expansion joints shown on standards AJ, SEJ-B, SEJ-M, and SEJ-S(O) is permissible if necessary to clear top of end panels. The Contractor is responsible for coordinating modifications with the joint fabricator. Submit shop drawings for approval when modifications to expansion joint hardware are made.

Bedding strips under skewed end panels must conform to the requirements of Item 422 except their minimum compressive strength must be 60 psi.

Provide Bars AA, G, K and OA from standard IGTS in the slab.

HL93 LOADING SHEET 4 OF 4

Texas Department of Transportation — Bridge Division Standard

PRESTRESSED CONCRETE PANELS
DECK DETAILS

PCP

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	PAR	GRAYSON, ETC		69

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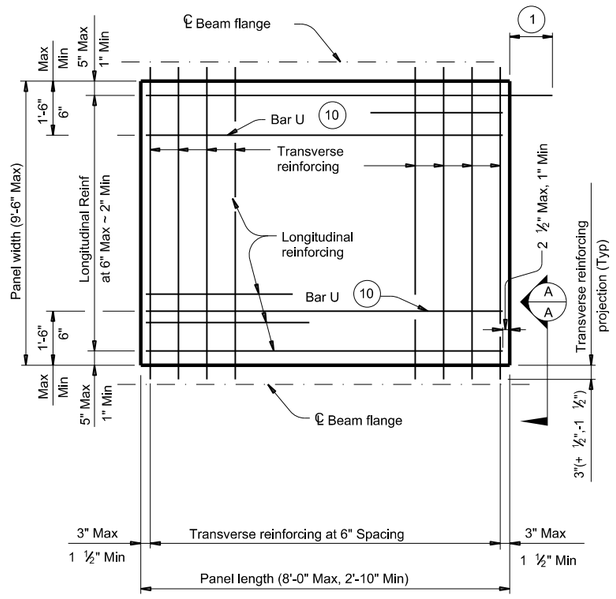
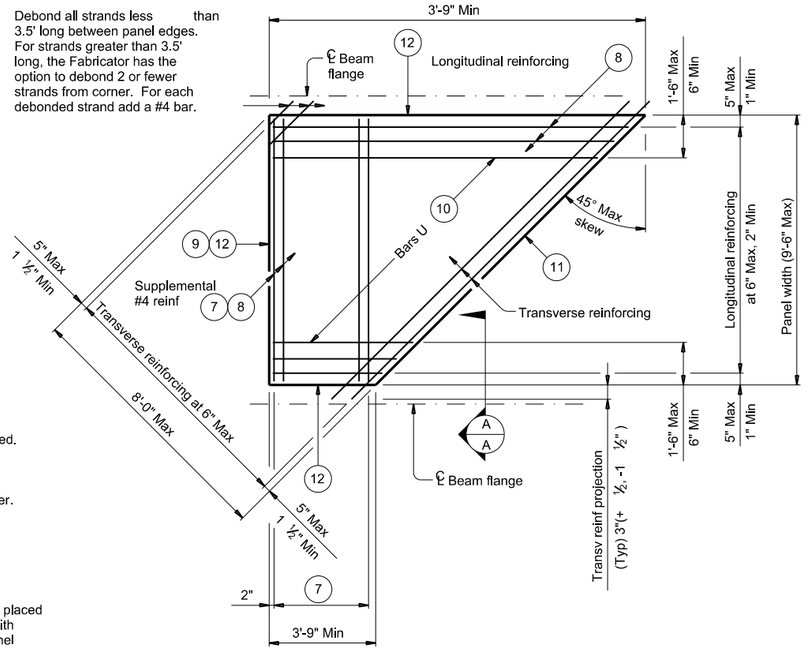


TYPICAL NON-SKEWED PANEL PLAN



Debond all strands less than 3.5' long between panel edges. For strands greater than 3.5' long, the Fabricator has the option to debond 2 or fewer strands from corner. For each debonded strand add a #4 bar.

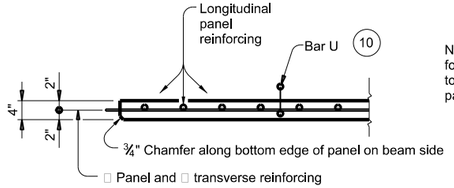
TYPICAL SKEWED END PANEL PLAN

(Only to be used with details shown elsewhere in the plans.)

TABLE A (4) (5)			
Beam Type	Normal (In.)	Min (In.)	Max (In.)
A	3	2 ½	3 ½
B	3	2 ½	3 ½
C	4	3 4	½
IV	6	4 7	½
VI	6 ½	4 ½"	8 ½
U40 - 54	5 ½	5 ½	7
Tx28-70	6	5 7	½
XB20 - 40	4	3 4	½
XSB12 - 15	4	3 4	½

TABLE B (4) (5)			
Top Flange Width	Normal (In.)	Min (In.)	Max (In.)
11" to 12"	2 ¾	2 ½	2 ¾
Over 12" to 15"	3 ¼	3 3	¼
Over 15" to 18"	4	3 4	¾
Over 18"	5	3 ½	6 ¼

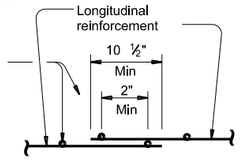
1. At connection with cast-in-place slab, extend longitudinal panel reinforcement 1'-0" (+2",-0") past panel end. Alternatively, provide (#3) x 2'-0" dowels at 6" Max Spacing and extend dowels 1'-0" past panel end.
2. Four loops required per panel.
3. Four loops required per panel. ⅜" or ½" strands may be used.
4. Normal dimensions must be used on spans with parallel beams. Maximum and Minimum dimensions apply only to spans with flared beams.
5. See Normal Grading Detail on PCP standard for lap requirements and bedding strip dimensions. Some laps shown in tables cannot utilize all bedding strip widths.
6. One Splice allowed per panel. No more than two sheets of WWR are allowed.
7. Provide (#4) bars under transverse reinforcing, 10 Spaces at 4" = 3'-4". Omit for 5 degree (1:12) skew and smaller.
8. End Cover 2 ½" Max, 1" Min.
9. Recess strands on indicated panel edge in accordance with Item 424.
10. At the fabricator's option, Bars U may be placed parallel to transverse panel reinforcing with horizontal legs in plane of transverse panel reinforcing.
11. Use length of indicated panel edge as panel width for purpose of determining type of transverse reinforcing.
12. Timber form work permissible this edge.



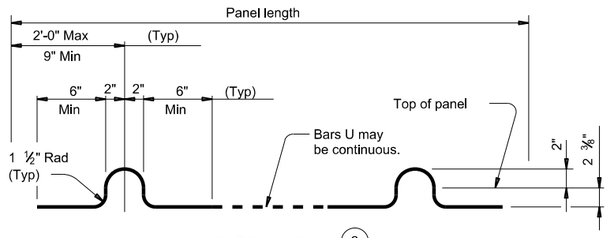
SECTION A-A

(Not showing supplemental #4 bars for skewed end panels.)

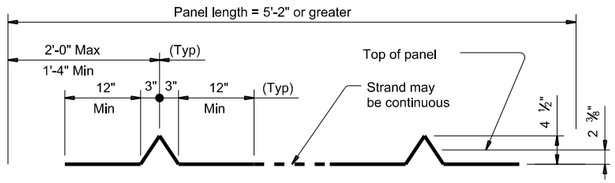
No splice required for wires parallel to strands (transverse panel reinforcement)



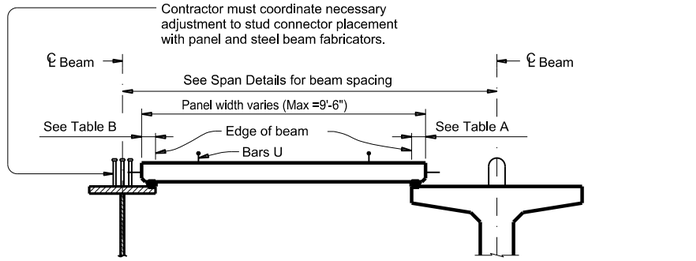
WELDED WIRE REINFORCEMENT (WWR) SPLICE DETAIL (6)



BARS U (#3) (2)



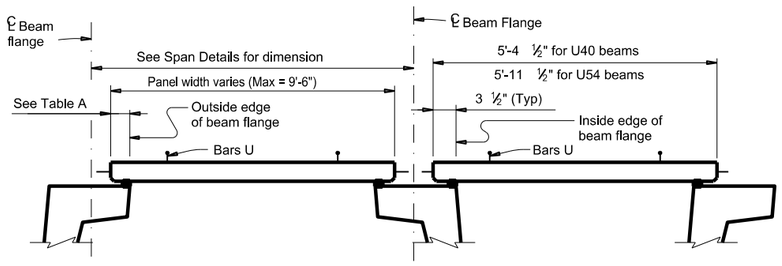
OPTIONAL STRAND FOR BARS U (3)



STEEL BEAMS

PRESTRESSED CONCRETE BEAMS OR GIRDERS

Typ unless noted otherwise



PRESTRESSED CONCRETE U-BEAMS

TYPICAL SECTIONS FOR DETERMINING PANEL WIDTH

GENERAL NOTES:

Provide Class H concrete for panels. Release strength f'ci=3,500 psi. Minimum 28 day strength f'c=5,000 psi.

Provide ¾" chamfer along bottom edge of panel on beam side.

Do not use epoxy-coated reinforcing steel bar or strand in panels.

Remove laitance from top panel surface.

Finish top of panel to a roughness between a No. 6 and No. 9 concrete surface profile, inclusive, as specified by the International Concrete Repair Institute (ICRI).

Shop drawings for the fabrication of panels will not require the Engineer's approval if fabrication is in accordance with the details shown on this standard.

A panel layout which identifies location of each panel must be developed by the Fabricator. Permanently mark each panel in accordance with the panel layout. A copy of the layout is to be provided to the Engineer.

TRANSVERSE PANEL REINFORCEMENT:

For panel widths over 5', use ⅜" or ½" Dia (270k) prestressing strands with a tension of 14.4 kips per strand.

For panel widths over 3'-6" up to and including 5', use ⅜" or ½" Dia (270k) prestressing strands with a tension of 14.4 kip per strand. Optionally, (#4) Grade 60 reinforcing bars may be used in lieu of prestressed strands.

For panel widths up to 3'-6", use (#4) Grade 60 reinforcing bars (prestressed strands alone are not allowed).

Place transverse panel reinforcement at panel centroid and space at 6" Max.

LONGITUDINAL PANEL REINFORCEMENT:

Any of the following options may be used for longitudinal panel reinforcement:

1. (#3) Grade 60 reinforcing steel at 6" Max Spacing. No splices allowed.
2. ⅜" Dia prestressing strands at 4 ½" Max Spacing (unstressed). No splices allowed.
3. ½" Dia prestressing strands at 6" Max Spacing (unstressed). No splices allowed.
4. Deformed Welded Wire Reinforcement (WWR) (ASTM A1064) providing 0.22 sq in per foot of panel width. Wires larger than D11 not permitted. Provide transverse wires to ensure proper handling of reinforcing. One splice per panel is allowed. See WWR Splice Detail.

No combination of longitudinal reinforcement options in a panel is allowed.

Place longitudinal panel reinforcement above or below transverse panel reinforcement. Must be placed above transverse panel reinforcement for skewed end panels with supplemental (#4) reinforcement.

HL93 LOADING

Texas Department of Transportation

Bridge Division Standard

PRESTRESSED CONCRETE PANEL FABRICATION DETAILS

PCP-FAB

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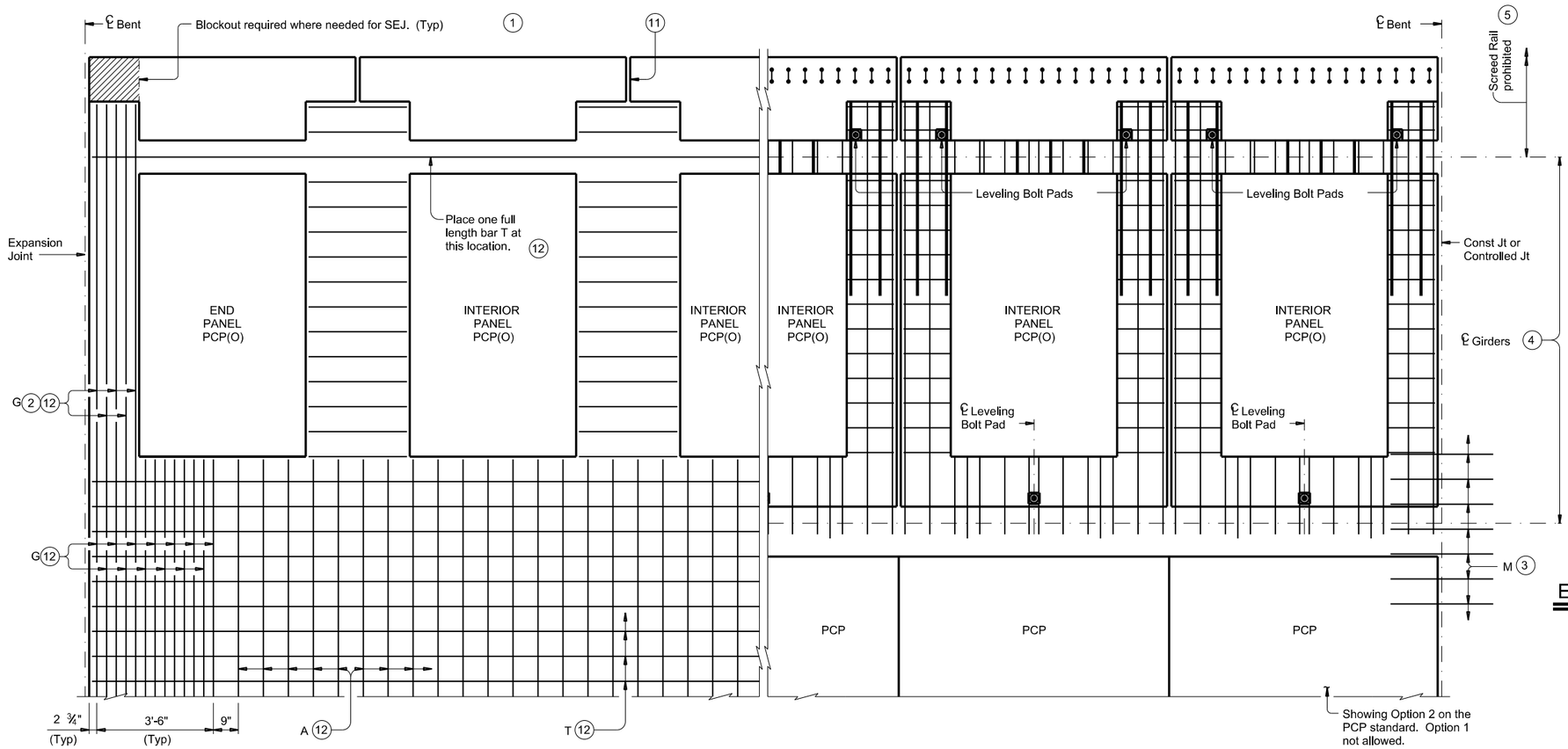


SHOWING FIELD PLACEMENT OF TOP REINFORCING STEEL

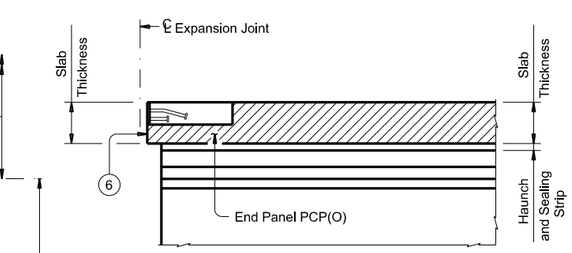
SHOWING PCP(O) EXPOSED REINFORCING STEEL

Field placed bars M shown for clarity.

PANEL LAYOUT

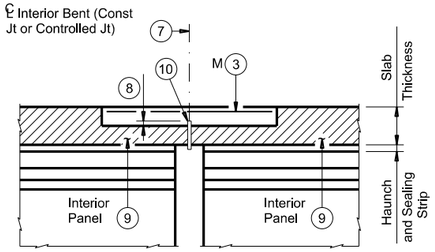
PCP(O) shown with gaps between panels for clarity.
The gap cannot be considered as a panel fabrication tolerance.

1. 1'-4" x 1'-6" x 4 ½" blockout to accommodate SEJ that require an upturn. Contractor to communicate with fabricator the location and type of SEJ to be utilized.
2. When blockout is required, extend bars G into blockout.
3. Place additional bars M 2'-11" in length on top of bars A and between every bar T. Center bars M at center of bent. Located at bents with construction joints or controlled joints only. Bars M may replace additional (#4) bars 5'-0" in length as shown on PCP standard in Option 2 ~ Elevations At Beam Ends. Option 1 not allowed.
4. It is recommended to profile every 4 ft by surveying each girder under PCP(O) for proper grading of panels.
5. Screed rail used to set grade for paving machine is not allowed past exterior girder as shown.
6. Place end panel PCP(O) within ½" of expansion joint opening. Do not encroach on required expansion joint opening.
7. Top Plastic Joint Former at Controlled Joints (Stress Cap, Zip Strip, Stress Lock, etc.) is not required with these Details.
8. 0" Min, ¾" Max, support as necessary.
9. Place panel within ½" of ¾" thick board.
10. ¾" thick wood/timber board, leave in place. Place straight, within ¼" of Centerline of Bent, across bridge width and end board at exterior flange edge of fascia girders. Do not extend into overhang.
11. Seal top of panel only, with a Class 4 sealant prior to rail construction. Typical between panels. Do not seal at Expansion Joints.
12. 1 ½" End Cover. (Typ)



EXPANSION JOINT

For SEJ-A, SEJ-S(O), AJ and Type A Expansion Joints only.

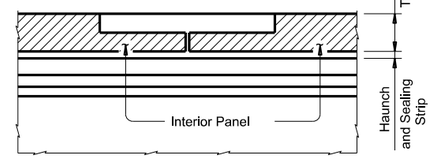


CONST JT OR CONTROLLED JT

Panel against Panel between Bms/Girders.

ELEVATIONS AT GIRDER ENDS WITH PCP(O)

Reinforcing steel not shown for clarity.



ELEVATION BETWEEN PCP(O)

The gap cannot be considered as a panel fabrication tolerance.
Reinforcing steel not shown for clarity.

HL93 LOADING SHEET 1 OF 2

Texas Department of Transportation — Bridge Division

PRECAST CONCRETE PANELS FOR OVERHANGS

PCP(O)

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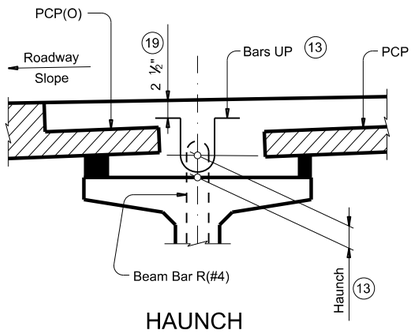
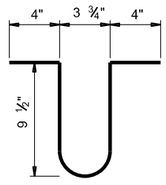
BAR TABLE		
BAR	SIZE	MAX SPA (IN)
A (12)(17)	#4	9"
G (12)(17)	#4	3½"
M	#4	9"
T (12)(17)	#4	9"



HAUNCH REINFORCING DETAIL (4)



BARS UP (#4) (13)

(4) It is recommended to profile every 4 ft by surveying each girder under PCP(O) for proper grading of panels.

(5) Screed rail used to set grade for paving machine is not allowed past exterior girder as shown.

(12) 1 ½" End Cover on bars. (Typ)

(13) Space bars UP(#4) with girder bars R(#4) in all areas where measured haunch exceeds 3 ½" with Prestressed Concrete I-Girders. Epoxy coating for Bars UP is not required.

(14) 6" plus or minus.

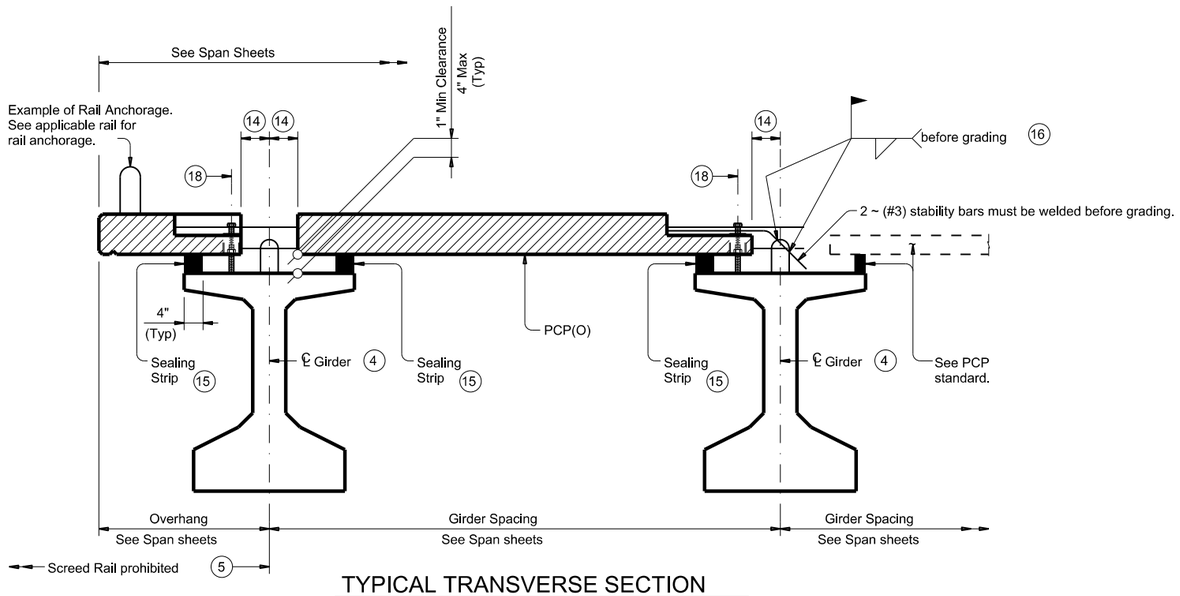
(15) Place sealing strip at flange edge as shown. Butt adjacent sealing strips longitudinally together with adhesive. Use pencil vibrators with concrete placement over girder and between sealing strips to avoid rupturing sealing strips. Cut sealing strips 2" higher than anticipated haunch thickness and compress to grade.

(16) (#3) Panel bars F must be field bent and welded to the R bars in girder. Two bars F per panel.

(17) Field placed bars that are allowed to be lapped. Reinforcing steel that protrudes from panels are not considered bars to be lapped. See "Material Notes" for applicable bar laps.

(18) ℄ Leveling Bolt Pad. 1" Dia Coil Rod or 1" Dia Coil Bolt shown, are furnished by the contractor. After grading each PCP(O) panel with the 1" Dia coil rods or coil bolts, secure each panel in its final resting position (plastic shims, welding, etc) and remove all 1" Dia coil rods or coil bolts for the cast-in-place concrete. Coil rods/bolts may be left in place at contractor's option. If coil rods/bolts are left in place, coil rods/bolts must have at least 2 ½" of cover to top of finish grade. Grading bolts are inadequate to carry all conceivable screed/construction loads. Panel support method must be calculated, location identified, and placed on shop drawings. Method chosen to support panels must be adequate for all construction loads. Panel support method must be placed/constructed after final grading and before screed rail placement.

(19) Unless shown otherwise on Span Details.



TYPICAL TRANSVERSE SECTION
(Showing Girder Type Tx46)

CONSTRUCTION NOTES:

Placing panels adjacent to expansion joints and bent centerlines prior to completing interior panel placement is recommended.

Ensure proper cleaning of construction debris and consolidation of concrete mortar under the edges of the panels. Place sealing strips at girder flange edges so that adequate space is provided for the mortar to flow a minimum of 8" transversely under the panels as the slab concrete is placed.

Panel placement with Option 1 on the PCP standard is not allowed.

It is recommended to profile every 4 ft by surveying each girder under PCP(O) for proper grading of panels.

To allow the proper amount of mortar to flow between girder and panel, maintain a minimum vertical opening of 1". Roadway cross-slope reduces the opening available for entry of the mortar. Sealing strips vary in thickness along girder are therefore required.

Seal the top panel with a Class 4 sealant as shown in the Panel Layout.

MATERIAL NOTES:

Provide Grade 60 reinforcing steel in cast-in-place slab. See Table of Reinforcing Steel for size and spacing of reinforcement.

If the reinforcing steel is shown on the Span Details to be epoxy coated, then epoxy coat bars A, G, M, & T.

Provide bar laps, where required, as follows:

Uncoated ~ #4 = 1'-7"
Epoxy Coated ~ #4 = 2'-5"

Provide sealing strips comprised of one layer low density polyurethane (1.0 Lbs density) foam sealing strips or equivalent. Oversize the height of sealing strips by 2". Bond sealing strips to the girder with 3M Scotch ® 4693 or equivalent adhesive compatible with sealing strips.

GENERAL NOTES:

Designed according to AASHTO LRFD Specifications.

These details can be used as an option to construct the deck overhang when noted on the Span details and in conjunction with the PCP(O)-FAB, PCP and applicable Standard sheets.

These details are only applicable for Prestr Conc I-Girders.

Any additional reinforcement or concrete required on these details is subsidiary to the bid Item "Reinforced Concrete Slab".

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

HL93 LOADING SHEET 2 OF 2

Texas Department of Transportation — Bridge Division

PRECAST CONCRETE PANELS FOR OVERHANGS

PCP(O)

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©TxDOT August 2017	CONT	SECT	JOB	HIGHWAY
REVISIONS	0901	19	214, ETC	CR, ETC
	DIST	COUNTY		SHEET NO.
	PAR	GRAYSON, ETC		72

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BAR TABLE	
BAR	SIZE
A (2)	#4
B (2)	#4
D (2)(3)	#4
F (3)	#3
G (2)	#4
H (2)	#4
K (2)(3)	#8
T (2)(3)	#4

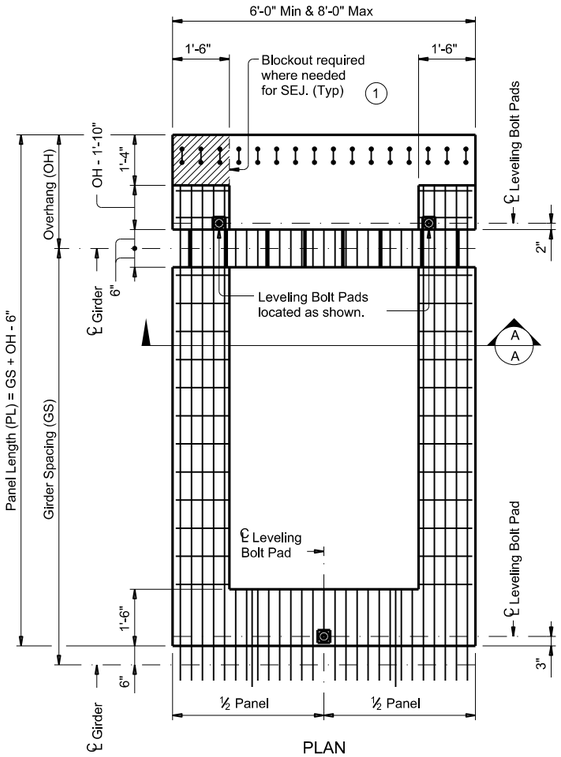
(1) 1'-4" x 1'-6" x 4 ½" blockout to accommodate SEJ that require an upturn. Contractor to communicate with fabricator the location and type of SEJ to be utilized.

(2) 1 ½" End Cover on bars. (Typ)

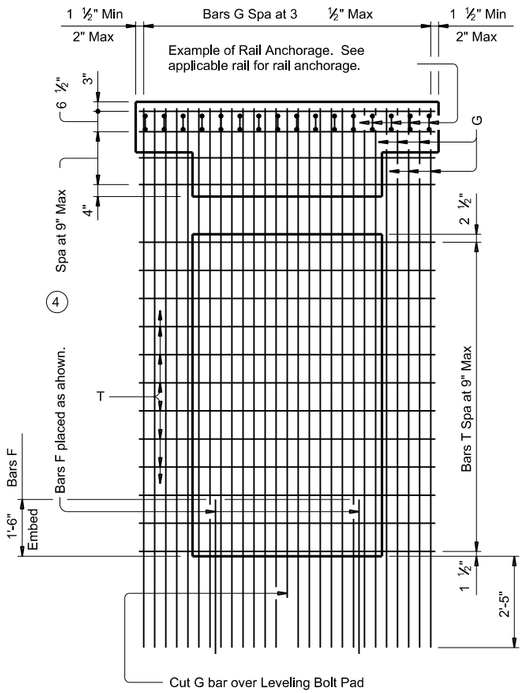
(3) Bars that are not allowed to have lap splices.

(4) Place F bars under bars T and against bars G.

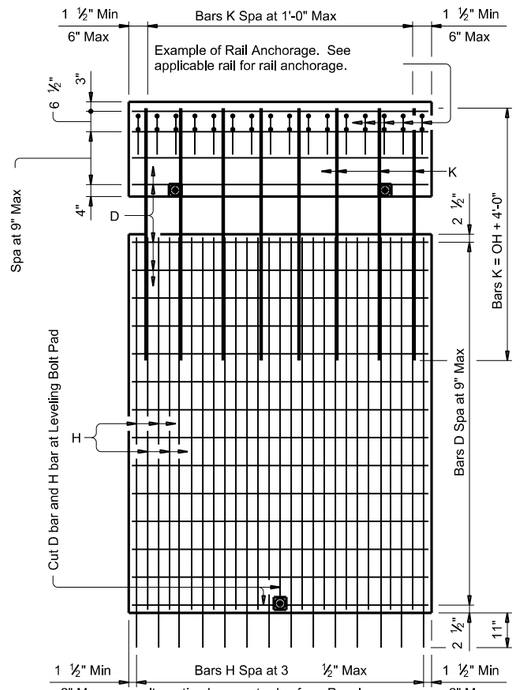
(5) Place F bars under bars T and between bars A.



PLAN

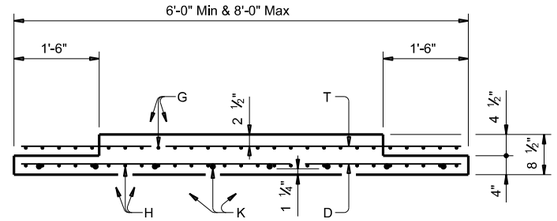


TOP REINFORCING STEEL

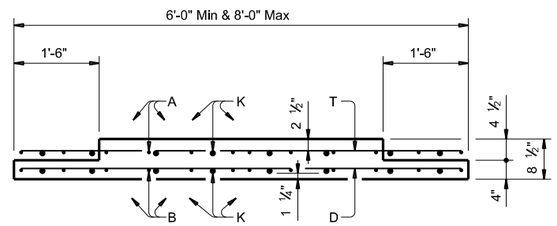


BOTTOM REINFORCING STEEL

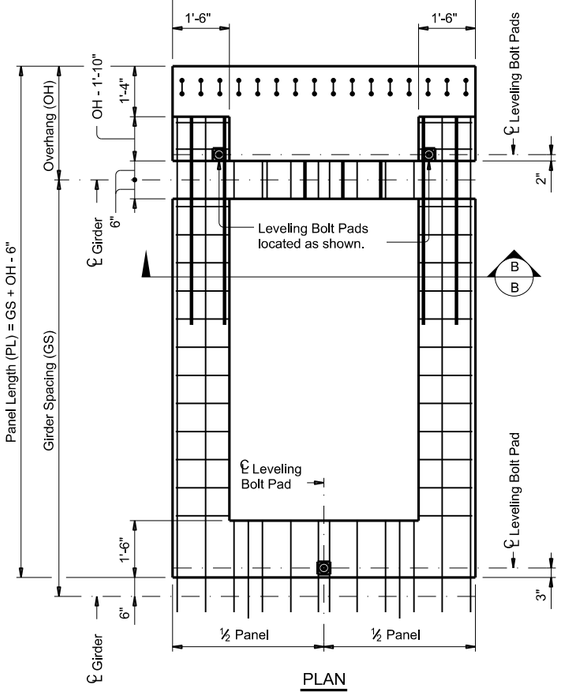
END PANEL



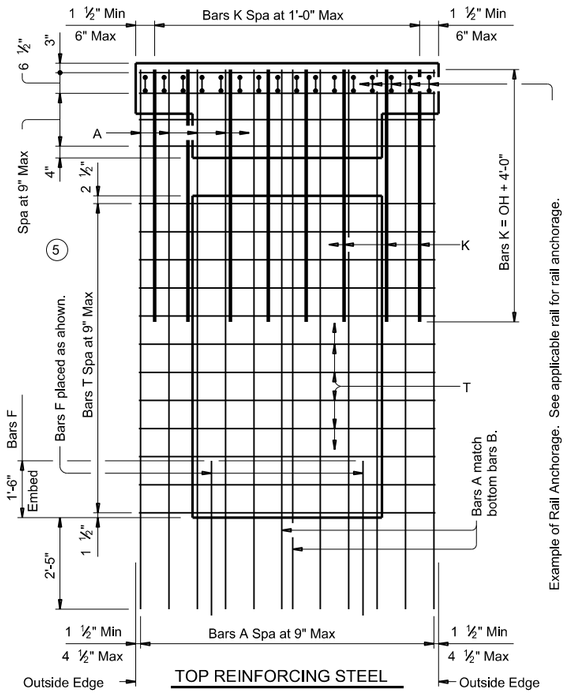
SECTION A-A



SECTION B-B

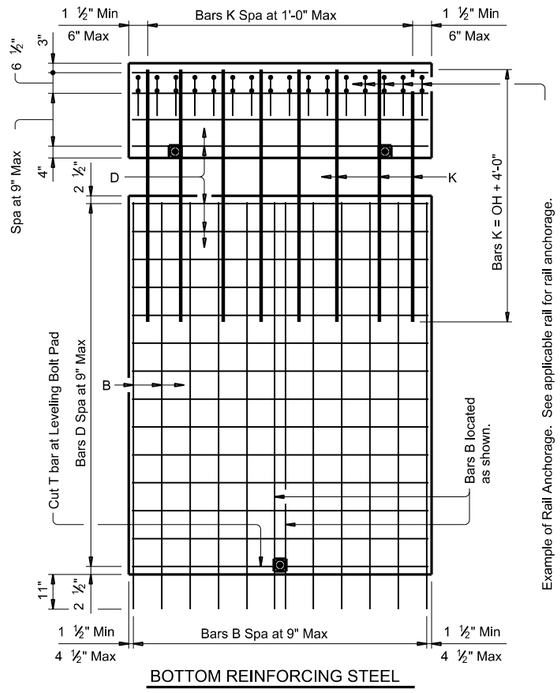


PLAN



TOP REINFORCING STEEL

Example of Rail Anchorage. See applicable rail for rail anchorage.



BOTTOM REINFORCING STEEL

Example of Rail Anchorage. See applicable rail for rail anchorage.

INTERIOR PANEL

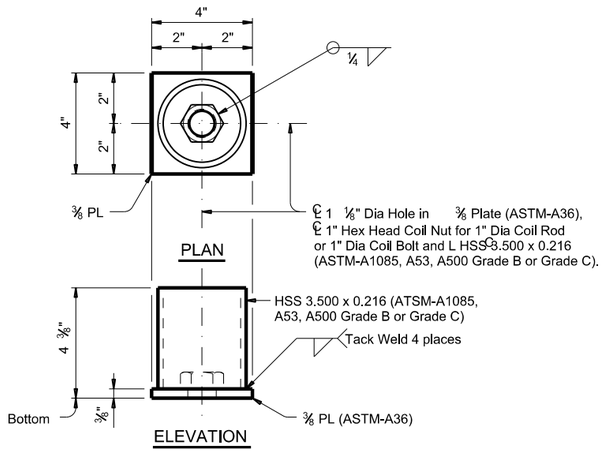
HL93 LOADING SHEET 1 OF 2

Texas Department of Transportation — Bridge Division

PRECAST CONCRETE PANELS FOR OVERHANGS FABRICATION DETAILS

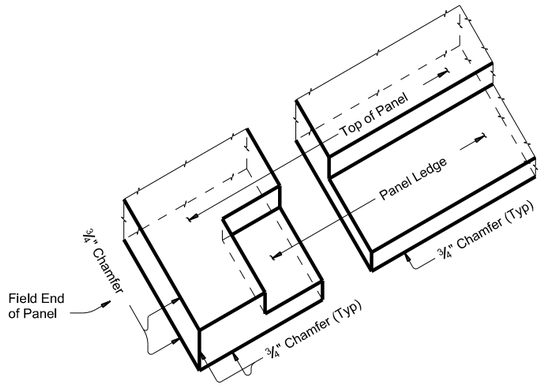
PCP(O)-FAB

FILE: pcpostd2-17.dgn	DN: KLM	CK: DVL	DW: JTR	CK: KLM
©TxDOT August 2017	CONT	SECT	JOB	HIGHWAY
REVISIONS	0901	19	214, ETC	CR, ETC
	DIST	COUNTY		SHEET NO.
	PAR	GRAYSON, ETC		73



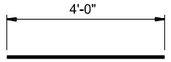
LEVELING BOLT PAD DETAILS

Galvanize if epoxy coated reinforcing steel is used in slab. Do not oil this assembly.

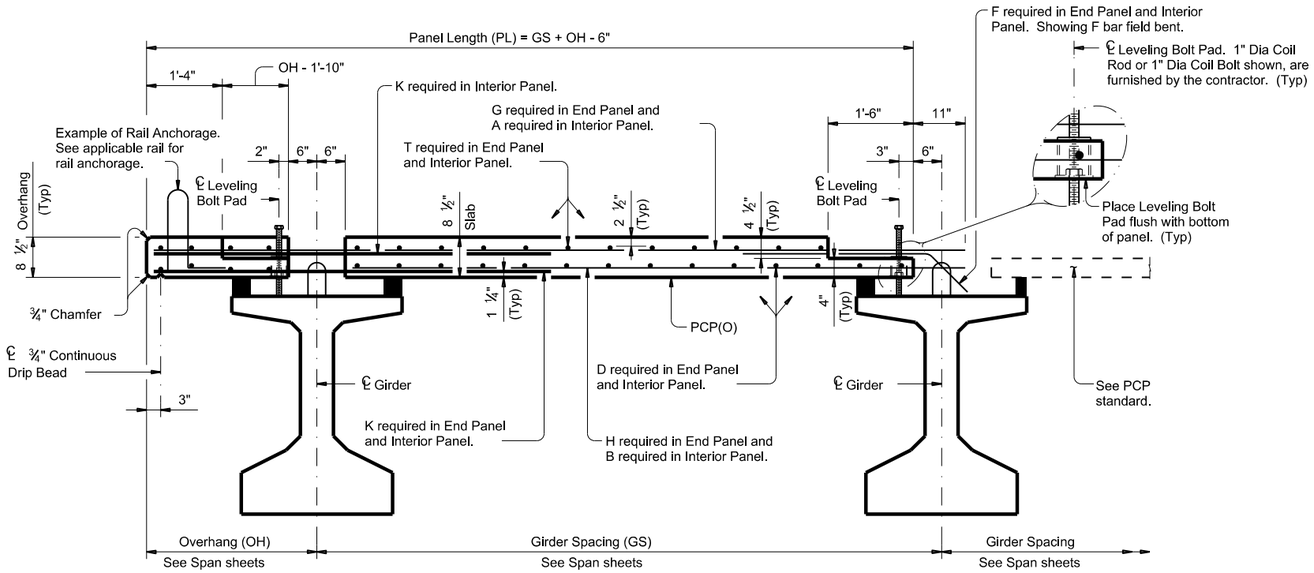


ISOMETRIC VIEW AT CORNER OF PANEL

Showing Typical Chamfers on Panel. Drip Bead and reinforcing steel not shown for clarity.



BARS F



TYPICAL TRANSVERSE SECTION

(Showing Girder Type Tx46)

CONSTRUCTION/FABRICATION NOTES:

Remove laitance from top panel surface.

Finish top surface area of panel with a broom finish. Finish top ledge of panel to a roughness between a No. 6 and No. 9 concrete surface profile, inclusive, as specified by the International Concrete Repair Institute (ICRI).

Provide ¾" concrete chamfers as shown on these details.

Do not lap splice bars D, F, K & T. Bars A, B, G & H, may be spliced with only one lap splice allowed on each bar.

Panels must be fabricated by a fabricator meeting the requirements of DMS 7300 for Multi-Project Nonstressed Member Fabrication Plant.

MATERIAL NOTES:

Provide Class H concrete (f'c=4000 psi) in panels. Provide Class H (HPC) concrete for panels if required elsewhere in plans. Maximum large aggregate size is 1".

Provide material as shown on this standard for the Leveling Bolt Pad.

Provide Grade 60 conventional reinforcing steel.

Provide epoxy coated reinforcement for bars A, B, D, G, H, K & T if slab reinforcement is epoxy coated.

An equal area and spacing of deformed Welded Wire Reinforcement (WWR) ASTM-A1064 may be substituted for bars A, B, D, G, H & T, unless otherwise noted. Bars F and K can not be replaced with WWR.

Galvanize leveling bolt pad assembly if epoxy-coated reinforcing steel is used in slab.

GENERAL NOTES:

Designed according to AASHTO LRFD Specifications.

These details are only applicable for Prestr Conc I-Girders.

Any additional reinforcement, lifting devices or epoxy coated reinforcement required on these details are subsidiary to the bid Item "Reinforced Concrete Slab".

See railing details for rail anchorage in panel overhang.

A panel layout which identifies location of each panel must be developed by the fabricator. Permanently mark each panel in accordance with the panel layout. A copy of the layout is to be provided to the Engineer.

Submit stable lifting methods and devices to the Engineer for approval.

Shop drawings for the fabrication of panels will require the Engineer's approval.

Cover dimensions are clear dimensions, unless noted otherwise.

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

HL93 LOADING SHEET 2 OF 2

Texas Department of Transportation — Bridge Division

PRECAST CONCRETE PANELS FOR OVERHANGS FABRICATION DETAILS

PCP(O)-FAB

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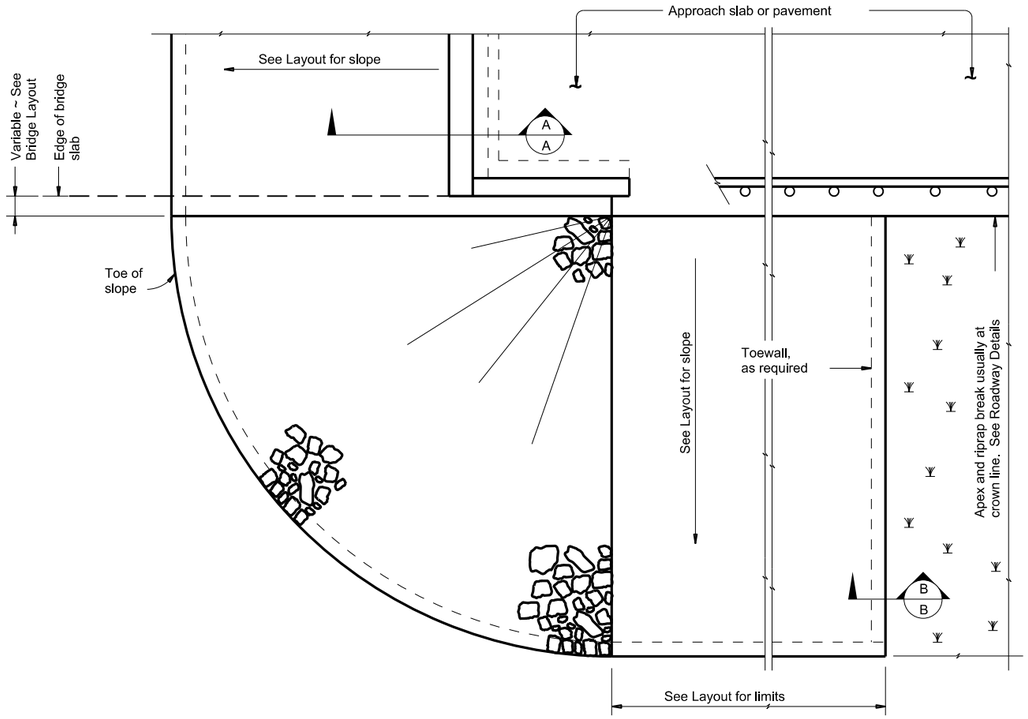

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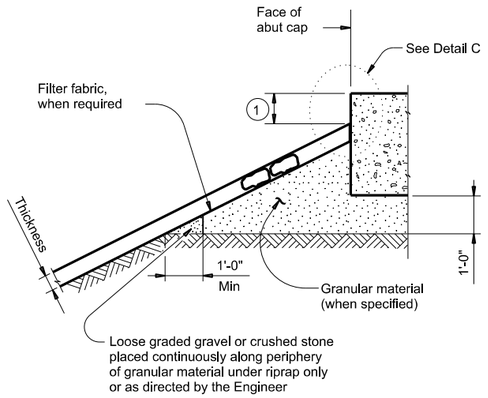
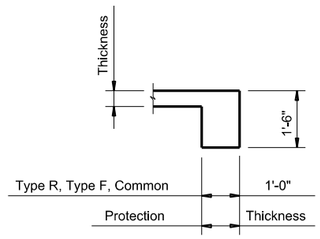
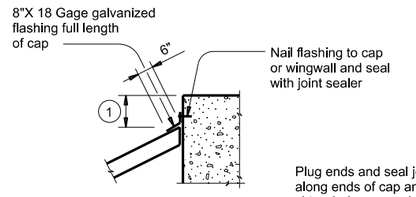


SECTION A-A AT CAP

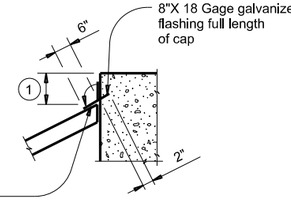


SECTION B-B

Provide toewall when shoulder drain is located adjacent to limits of stone riprap. Omit toewall when thickness of protection riprap is greater than 18".

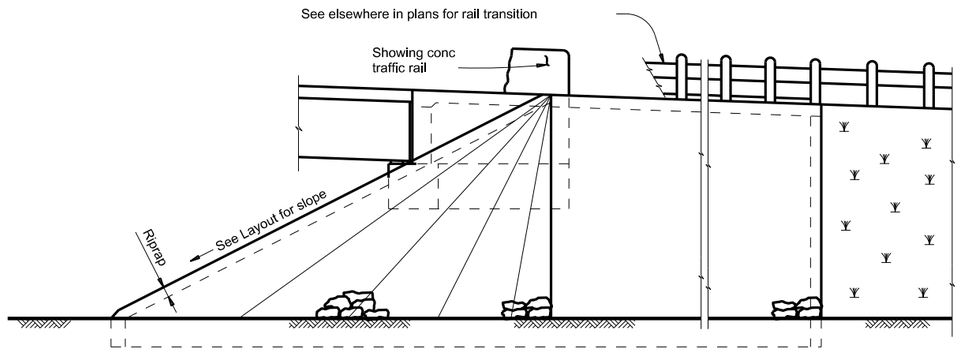


CAP OPTION A



CAP OPTION B

DETAIL C



ELEVATION

(1) Top of cap to top of riprap dimension varies as directed by the Engineer. Provide 9" Min for beam/slab type bridges and 1'-6" for slab span, box beam, or slab beam bridges.

GENERAL NOTES:
Refer to Item 432, "Riprap" for stone size and gradation, and construction details. See Layout for limits and thickness of riprap specified.
See elsewhere in plans for locations and details of shoulder drains.

Texas Department of Transportation

Bridge Division Standard

STONE RIPRAP

SRR

FILE: srrstde1-19.dgn	DN: AES		CK: JGD	DW: BWH		CK: AES	
©TxDOT April 2019	CONT	SECT	JOB		HIGHWAY		
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	PAR	GRAYSON, ETC				75	

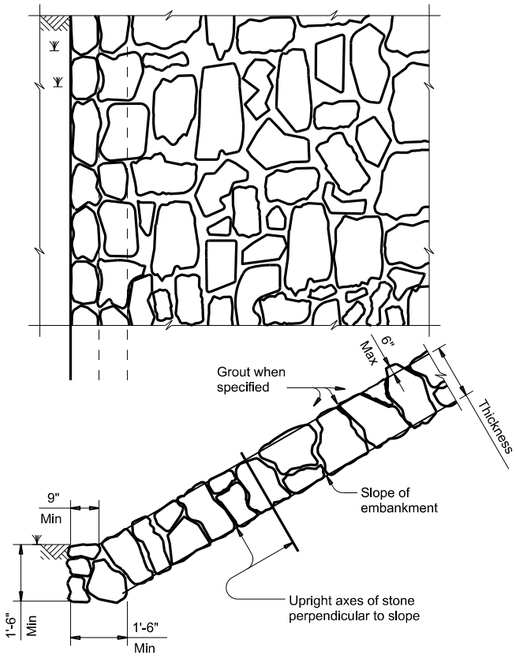


FIGURE 1 ~ TYPE R STONE RIPRAP

dry or grouted

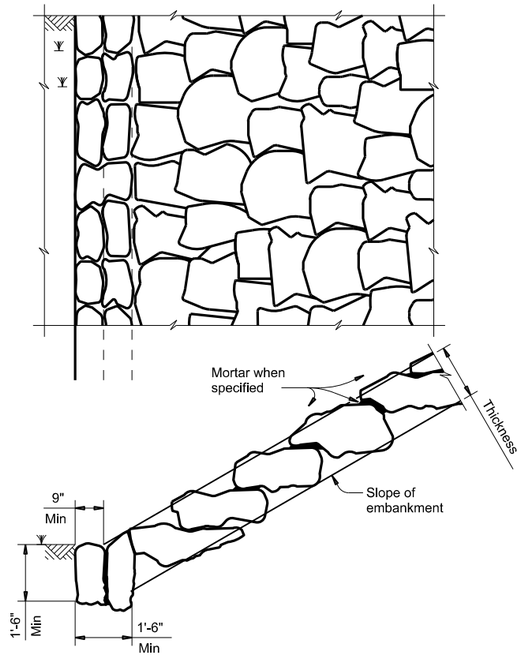


FIGURE 2 ~ TYPE F STONE RIPRAP

dry or mortared

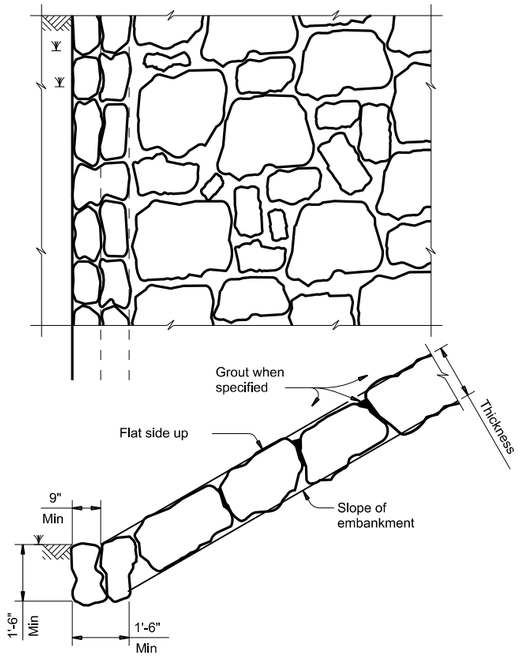


FIGURE 3 ~ TYPE F STONE RIPRAP

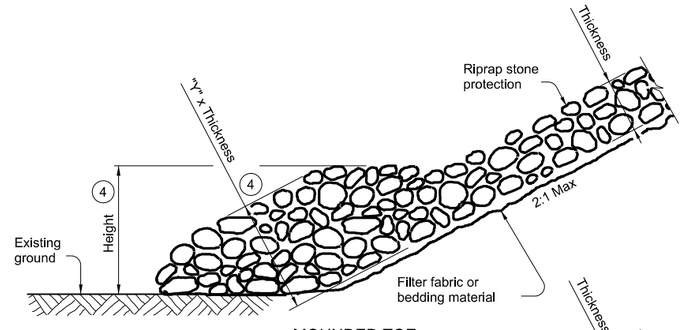
grouted

(2) Provide bedding material instead of filter fabric if shown elsewhere in plans. See Layout for thickness of bedding material.

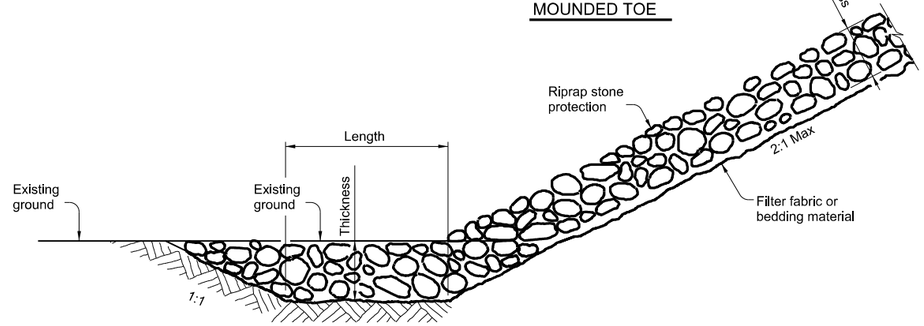
(3) Minimum toe depth is the larger of the maximum scour depth or 2 times the riprap thickness.

(4) "Y" and Height need to be defined. See layout or detail sheet for values if this option is used.

(5) List Stone Protection as size (XX inch) and thickness (YY inch) on the layout.
Example: Riprap (Stone Protection) XX inch, Thickness = YY inch.



MOUNDED TOE



EXTENDED ROCK FILLED TRENCH

PROTECTION STONE RIPRAP TOE OPTIONS (5)

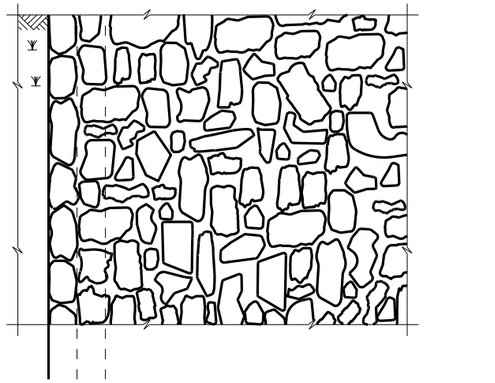


FIGURE 4 ~ COMMON STONE RIPRAP

dry or grouted

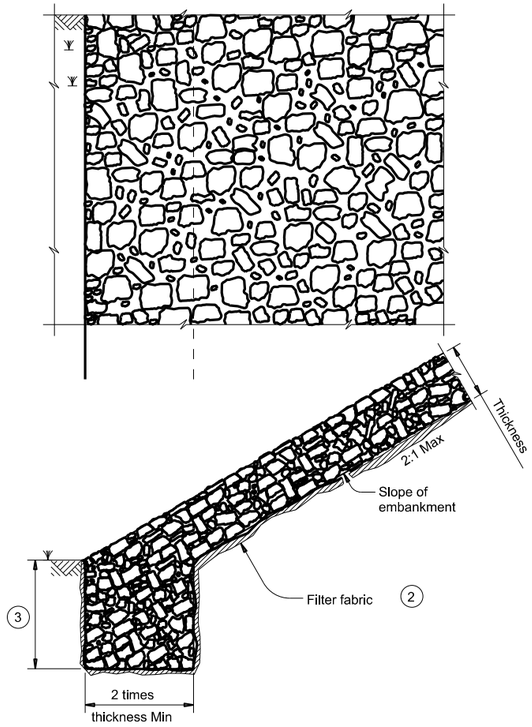


FIGURE 5 ~ PROTECTION STONE RIPRAP (5)

SHEET 2 OF 2

Texas Department of Transportation

Bridge Division Standard

STONE RIPRAP

SRR

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©TxDOT April 2019	CONT	SECT	JOB	HIGHWAY
REVISIONS	0901	19	214, ETC	CR, ETC
	DIST	COUNTY		SHEET NO.
	PAR	GRAYSON, ETC		76

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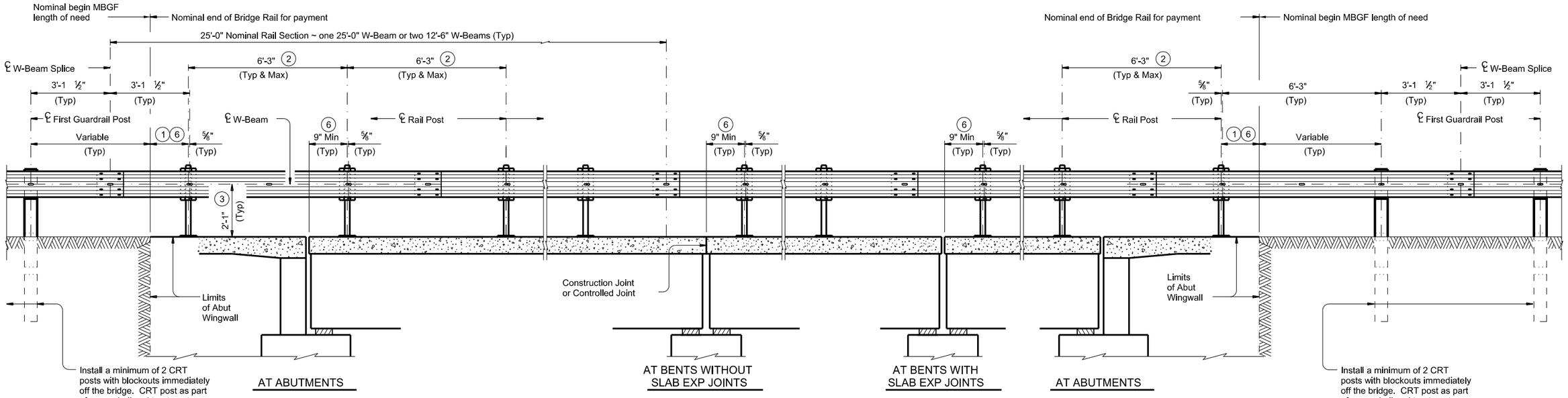
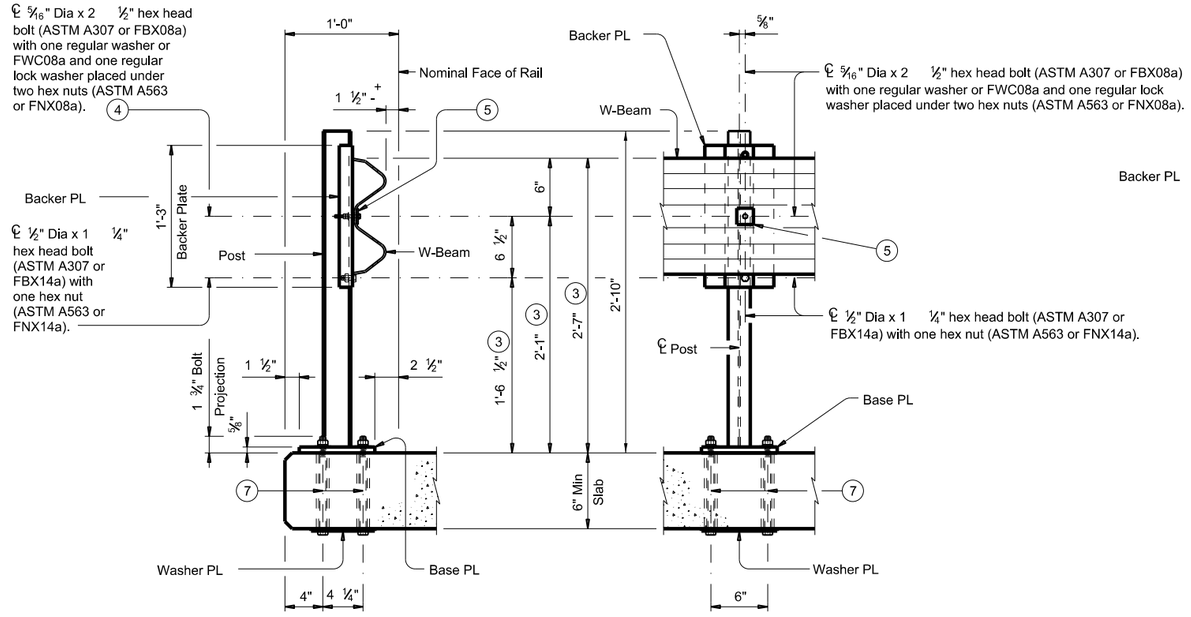


ROADWAY ELEVATION OF RAIL

Showing without overlay.

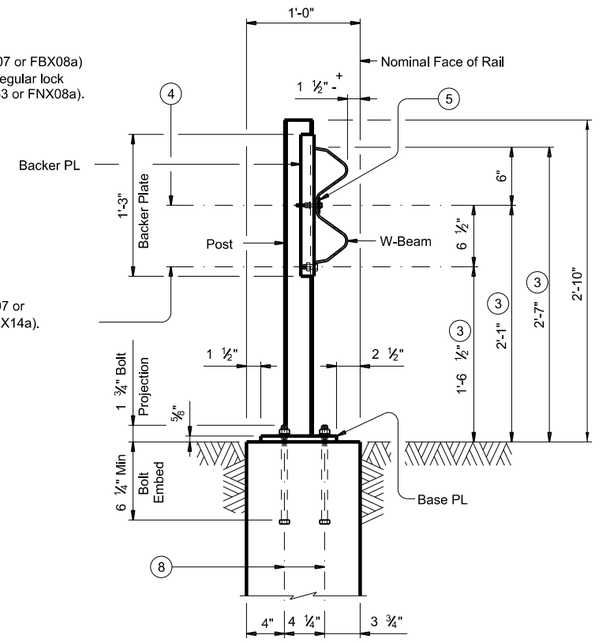


RAIL SECTION

TRAFFIC SIDE RAIL VIEW

RAIL DETAILS ON BRIDGE SLAB

Showing without overlay.



RAIL SECTION ON ABUTMENT WINGWALL

Showing without overlay.

1. 9" Min, 5'-9" Max
2. Maintain 6'-3" Rail Post spacing wherever possible for use with nominal 25'-0" or 12'-6" W-Beam sections. Symmetry of post spacing on both sides and along the structure is not necessary.
3. Increase 2" for structures with overlay.
4. Tighten the first hex nut by hand until the top and bottom edges of the W-Beam engage the Backer Plate (Backer Plate should be snug against the post). Then tighten hex nut one revolution with wrench and secure with the second hex nut.
5. PL ⅛ x 1 ¾ x 1 ¾ with ⅜ Dia Hole centered in PL (ASTM A36). Square Guardrail Washer (FWR01).
6. The post nearest to a slab joint or end of structure may be shifted up to 9" in order to satisfy the minimum offset dimension. Drill a new ¾" Dia hole on the centerline of W-beam for shifted post. Paint hole with two coats of zinc-rich paint conforming to the Item "Galvanizing". All other posts must remain on the typical spacing.
7. □ ⅞" Dia formed holes for □ ⅝" Dia heavy hex head anchor bolt (ASTM F3125 Gr A325 or A449) or threaded rod (ATSM A193 Gr B7 or F1554 Gr 105) with one hardened steel washer (ASTM F436) and one regular lock washer placed under heavy hex nut (ASTM A563). One additional heavy hex nut must be furnished and tack welded for each threaded rod. See "Cast-In-Place & Formed Hole Anchor Bolt Options".
8. □ ⅝" Dia heavy hex head anchor bolt (ASTM F3125 Gr A325 or A449) or threaded rod (ATSM A193 Gr B7 or F1554 Gr 105) with one hardened steel washer (ASTM F436) and one regular lock washer placed under heavy hex nut (ASTM A563). One additional heavy hex nut must be furnished and tack welded for each threaded rod. See "Cast-In-Place & Formed Hole Anchor Bolt Options".

The use of this railing is restricted to speeds of 45 mph or less.

SHEET 1 OF 2

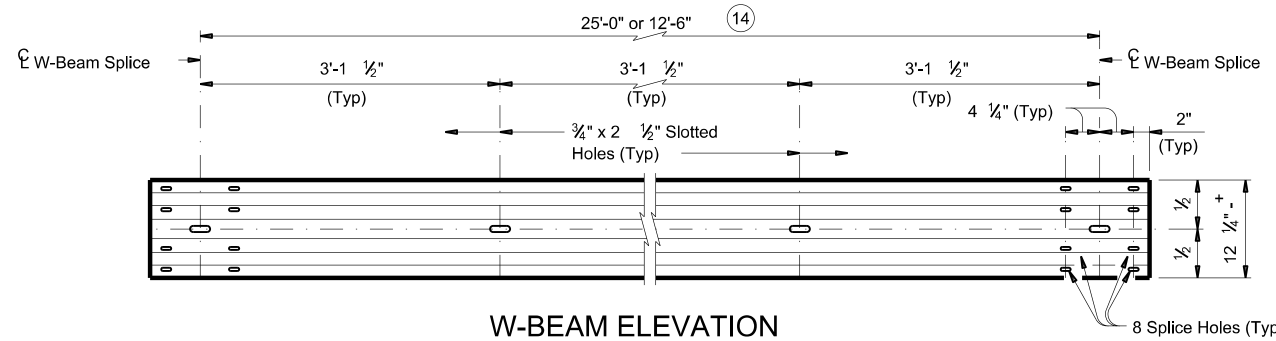
Texas Department of Transportation

Bridge Division Standard

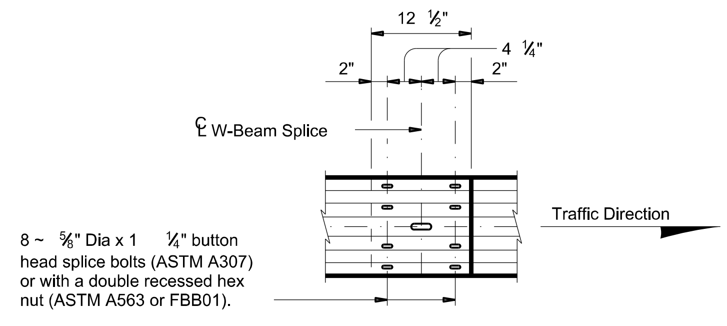
TRAFFIC RAIL

TYPE T631LS

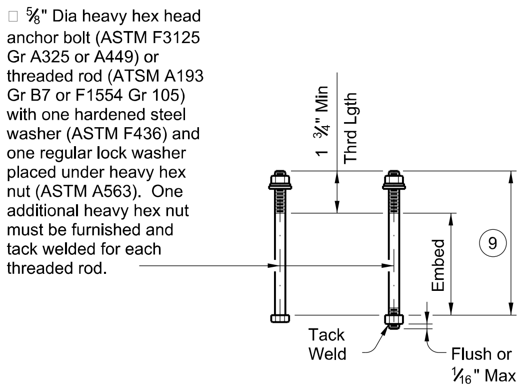
FILE: rlstd037-20.dgn	DN: TxDOT	CK: AES	DW: JTR	CK: AES
©TxDOT September 2019	CONT	SECT	JOB	HIGHWAY
REVISIONS	0901	19	214, ETC	CR, ETC
07-20: Allowing 9'-4 ½" or 6'-3" W-Beam sections.	DIST	COUNTY		SHEET NO.
	PAR	GRAYSON, ETC		77



W-BEAM ELEVATION



W-BEAM SPLICE ELEVATION



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

(9) See "Rail Details On Bridge Slab" and/or "Rail Section On Abutment Wingwall".

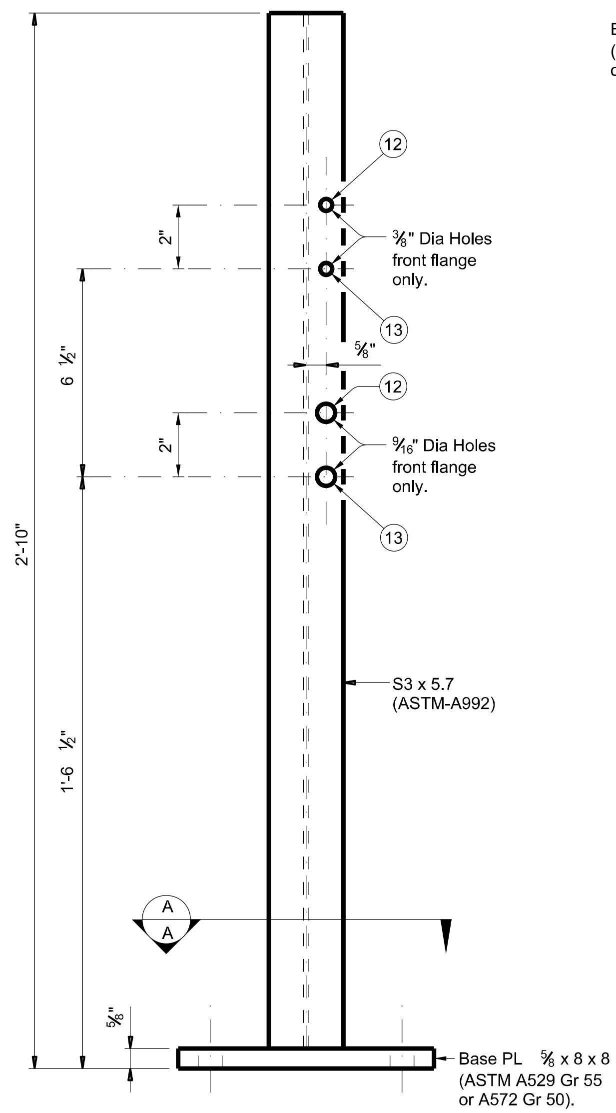
(10) See "Material Notes" for anchor bolt information.

(11) Backer PL 1/8 x 8 x 1'-3" (ASTM A1011 CS or SS Gr 33, or A1008 CS or SS Gr 33 (11 Gage acceptable)).

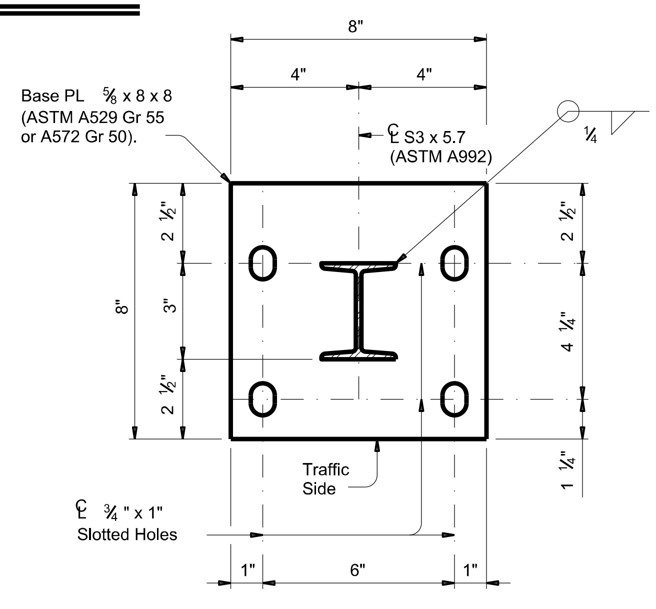
(12) Used for structures with overlay.

(13) Used for structures without overlay.

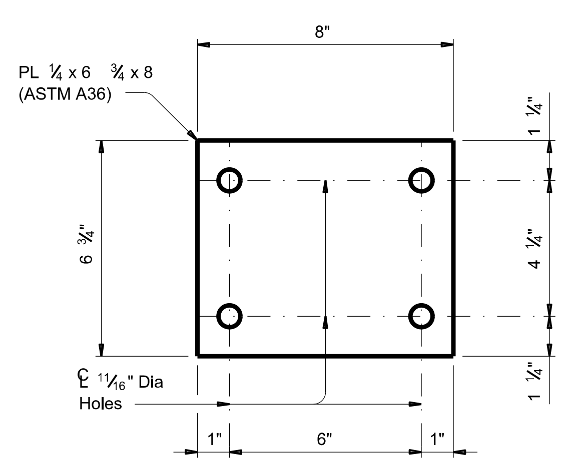
(14) At the nominal end of the bridge rail for payment, one 9'-4 1/2" or 6'-3" W-beam section is permitted in order to achieve the required W-Beam splice location on the MBGF.



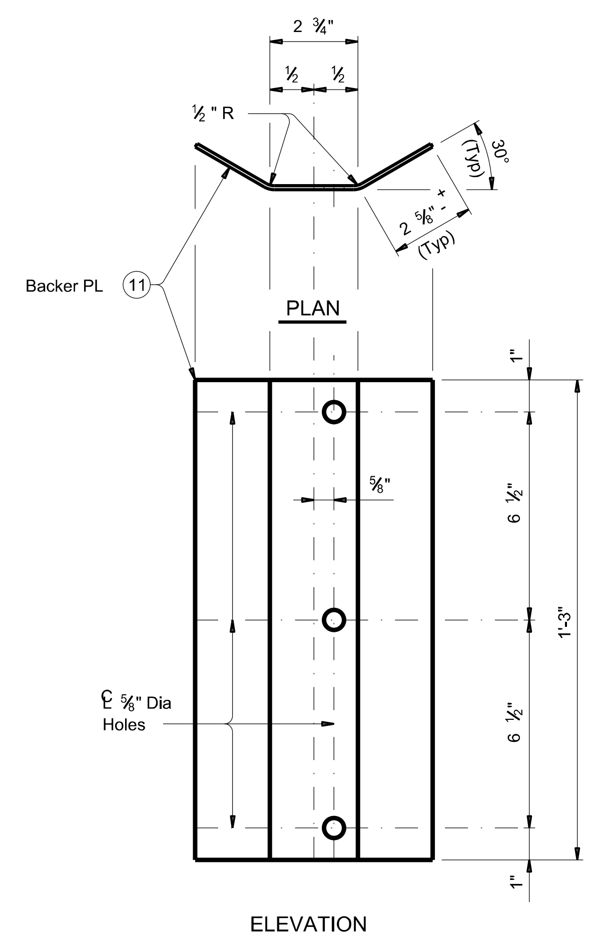
POST ELEVATION



SECTION A-A



WASHER PLATE DETAIL



BACKER PLATE

MBGF AND END TREATMENT NOTES:

This traffic railing must be anchored by metal beam guard fence (MBGF) and/or guard fence end treatments. Determine MBGF length of need in accordance with the Roadway Design Manual, unless otherwise specified. The minimum MBGF length of need required for anchoring the railing is: SGT; or DAT plus 12.5' of MBGF, as applicable. Provide CRT posts as shown in "Roadway Elevation of Rail."

CONSTRUCTION NOTES:

Face of rail post must be plumb unless otherwise approved by the Engineer. Post must be perpendicular to adjacent roadway grade. Use epoxy mortar under post base plates if gaps larger than 1/16" exist.

Fully anchored guardrail must be attached to each end of rail. A metal beam guard fence transition is not used with this rail.

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

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

It is recommended to show a Rail Layout with rail posts and W-beam splices. Fabricator must submit erection drawings to the Engineer for approval.

Round or chamfer exposed edges of rail post and backer plate to approximately 1/16" by grinding.

Shop drawings are not required for this rail.

MATERIAL NOTES:

Galvanize all steel components.

Anchor bolts for base plate must be 5/8" Dia ASTM F3125 Gr A325 or A449 bolts (or ASTM A193 Gr B7 or F1554 Gr 105 threaded rods with one tack welded heavy hex nut each) with one hardened steel washer (ASTM F436) and one regular lock washer placed under each heavy hex nut. Nuts must conform to ASTM A563 requirements.

Optional adhesive anchorage system must be 5/8" Dia ASTM A193 Gr B7 or F1554 Gr 105 fully threaded rods with one hardened steel washer (ASTM F436) and one regular lock washer placed under each heavy hex nut. Nuts must conform to ASTM A563 requirements. Embed fully threaded rod into slab and/or abutment wingwall using a Type III, Class C, D, E, or F anchor adhesive. Minimum adhesive anchor embedment depth is 4 3/4". Anchor adhesive chosen must be able to achieve a nominal bond strength in tension of a single anchor, Na, of 8 kips (edge distance must be accounted for). Submit signed and sealed calculations or the manufacturer's published literature showing the proposed anchor adhesive's ability to develop this load to the Engineer for approval prior to use. Anchor installation, including hole size, drilling, and clean out, must be in accordance with Item 450, "Railing."

W-beam must meet the requirements of Item 540, "Metal Beam Guard Fence" except as modified in the plans. The Contractor may furnish rail elements of 25'-0" or 12'-6" (Nominal) lengths and a single rail element of 9'-4 1/2" or 6'-3" (Nominal) length. W-Beam must have slotted holes at 3'-1 1/2".

Some part numbers from the "Task Force 13" Guide to Standardized Highway Barrier Hardware have been furnished for quick reference.

GENERAL NOTES:

This railing has been successfully evaluated by full-scale crash test to meet MASH TL-2 criteria. This railing can be used for speeds of 45 mph and less.

This rail is designed to deflect approximately 2' to 2'-6" as it contains and redirects the errant vehicle. This rail may not be installed on top of or behind curbs that project above finished grade, on bridges with expansion joints providing more than 5" movement, on retaining walls, or on grade separations and interchanges.

Repairs to impact-damaged post and base plate unit are not permitted. Replace all impact-damaged posts with a new post and base plate unit.

Average weight of railing with no overlay: 13 plf total.

SHEET 2 OF 2

Texas Department of Transportation | Bridge Division Standard

TRAFFIC RAIL

TYPE T631LS

FILE: rfstd037-20.dgn	DN: TxDOT	CK: AES	DW: JTR	CK: AES
©TxDOT September 2019	CONT	SECT	JOB	HIGHWAY
REVISIONS	0901	19	214, ETC	CR, ETC
07-20: Allowing 9'-4 1/2" or 6'-3" W-Beam sections.	DIST		COUNTY	SHEET NO.
	PAR		GRAYSON, ETC	78

DATE: 4/25/2022 4:34:32 PM
FILE: T:\PARTPDD\CR 1320 @ Caney Creek 0901-32-104\Submittal\100%\DGNS\Standards\rfstd037-20.dgn

DATE: $DATE$ $TIME$
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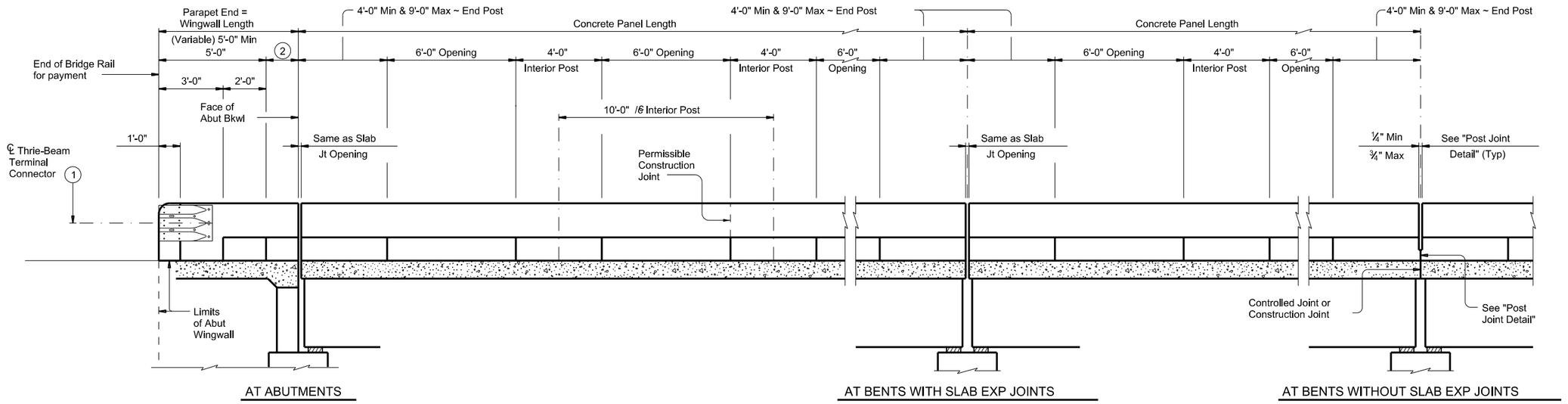
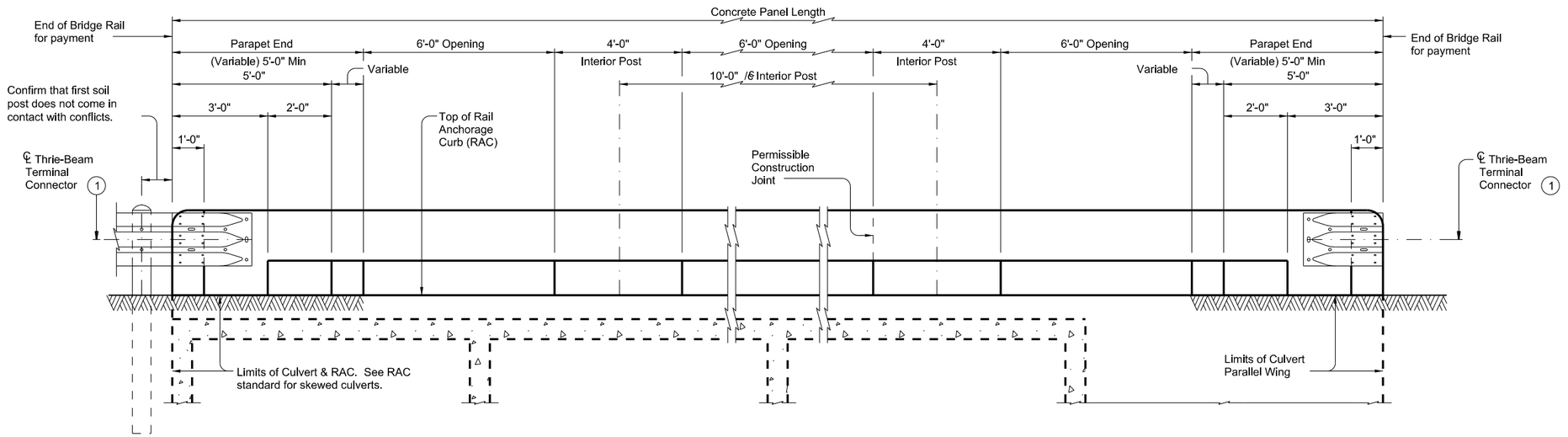


ROADWAY ELEVATION OF RAIL ON BRIDGE



ROADWAY ELEVATION OF RAIL ON BOX CULVERTS

Showing 0° skew culvert. Skewed culverts similar. See RAC standard for details not shown.
Vertical joints in concrete rail are not required, unless shown elsewhere.

(1) Terminal Connectors and associated hardware are to be paid for under the Item "Metal Beam Guard Fence". Attach Metal Beam Guard Fence Transitions to the bridge rail and extend along the embankment unless otherwise shown in the plans.

(2) Wingwall Length minus 5'-0" (Varies)

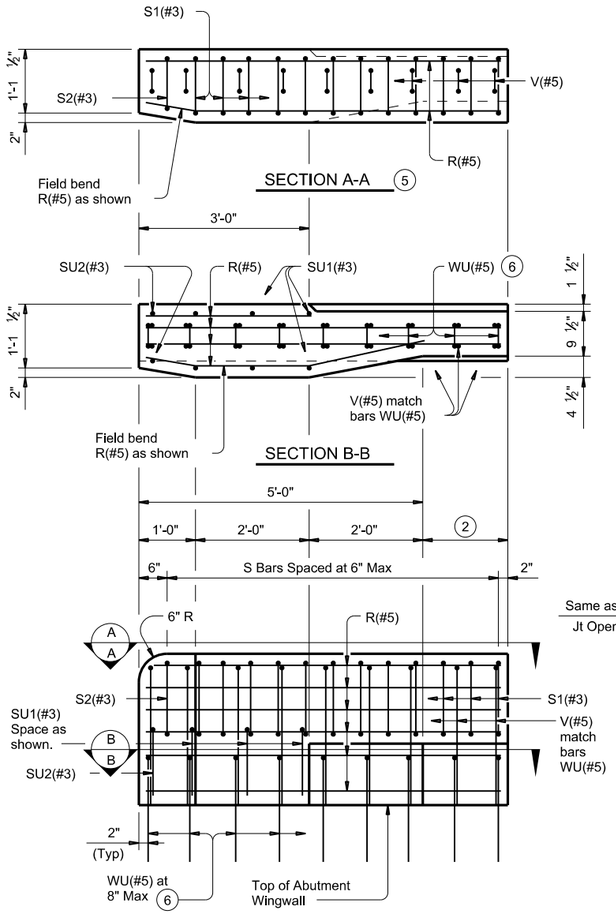
Texas Department of Transportation | Bridge Division Standard

TRAFFIC RAIL

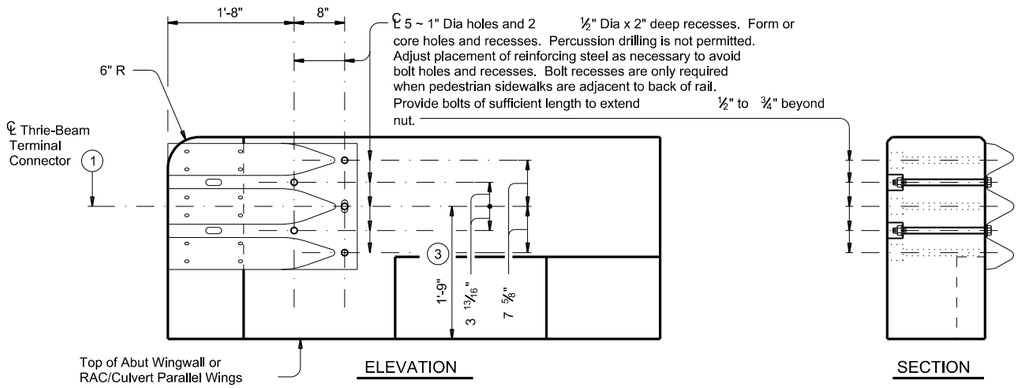
TYPE T223

FILE: rlstd005-19.dgn	DN: TxDOT	CK: TxDOT	DW: JTR	CK: AES
©TxDOT September 2019	CONT	SECT	JOB	HIGHWAY
REVISIONS	0901	19	214, ETC.	CR, ETC.
	DIST	COUNTY		SHEET NO.
	PAR	GRAYSON, ETC.		79

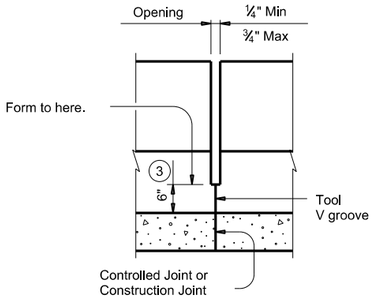
DATE: $DATE$ $TIME$
FILE: $FILE$



PARAPET END AT ABUT WINGWALL (6)

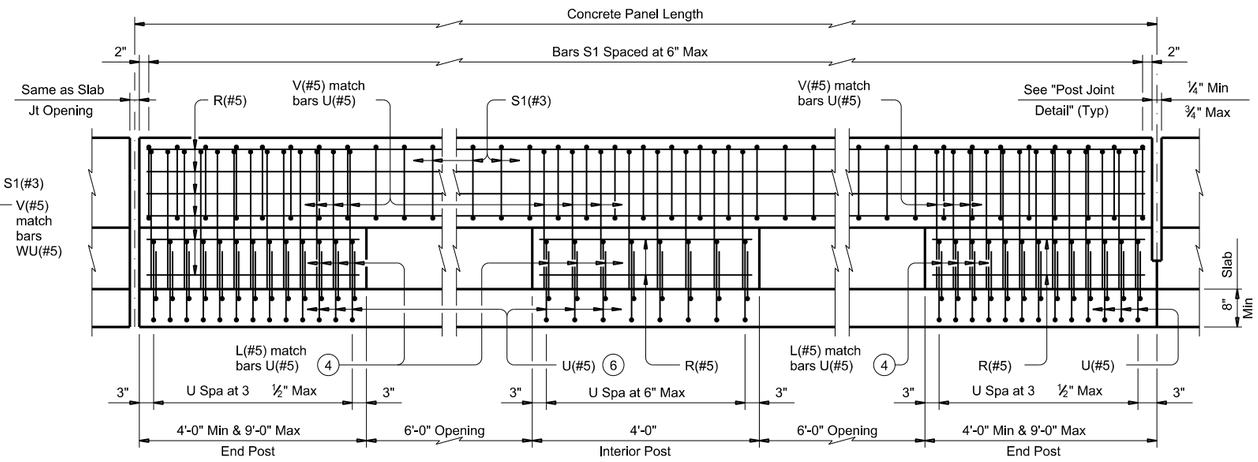


TERMINAL CONNECTION DETAILS



POST JOINT DETAIL

Provide at all interior bents without slab expansion joints.



AT SLAB EXPANSION JOINTS

AT 4' INTERIOR POST

AT BENTS WITHOUT SLAB EXPANSION JOINTS

ELEVATION SHOWING TYPICAL REINFORCING PLACEMENT

Showing rail on slab. Rail on box culvert similar.

(1) Terminal Connectors and associated hardware are to be paid for under the Item "Metal Beam Guard Fence". Attach Metal Beam Guard Fence Transitions to the bridge rail and extend along the embankment unless otherwise shown in the plans.

(2) Wingwall Length minus 5'-0" (Varies)

(3) Increase 2" for structures with overlay.

(4) Bars L(#5) are part of rail reinforcing and are included in unit price bid for railing. Space with Bars U. Bars L match slab bar cover. Bars L may be bundled with top slab reinforcing if spacing is equivalent.

(5) Bars SU1(#3), SU2(#3) and WU(#5) not shown for clarity.

(6) Substitute Bars U(#5) for Bars WU(#5) when parapet end is located on achorage curb over culvert top slab. Use Bars WU(#5) in culvert parallel wings.

Texas Department of Transportation

Bridge Division Standard

TRAFFIC RAIL

TYPE T223

FILE: rlstd005-19.dgn	DN: TxDOT	CK: TxDOT	DW: JTR	CK: AES
©TxDOT September 2019	CONT	SECT	JOB	HIGHWAY
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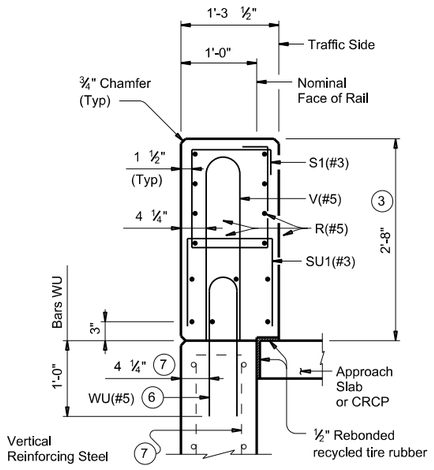
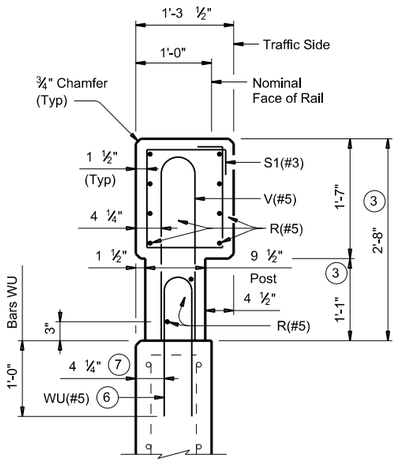
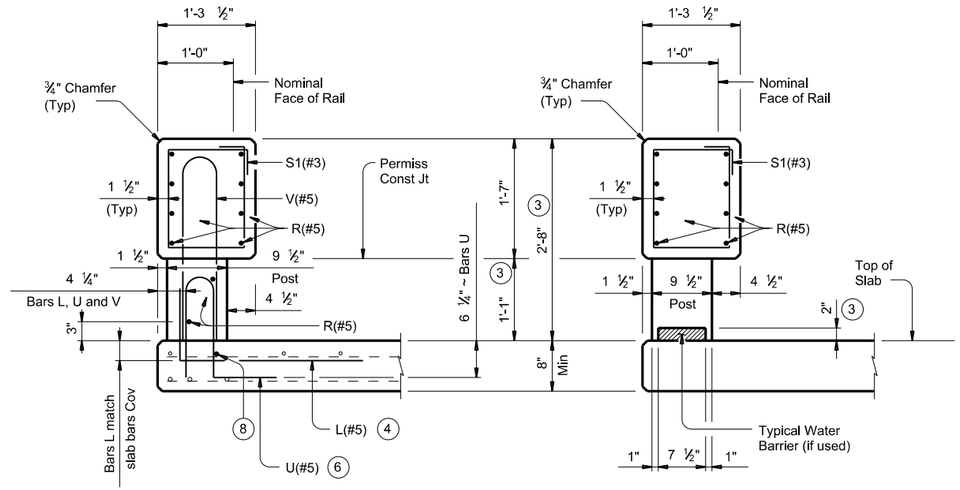
	DIST	COUNTY		SHEET NO.
	PAR	GRAYSON, ETC.		80



SECTION C-C
ON ABUTMENT WINGWALLS
OR CIP RETAINING WALLS



SECTION D-D
ON ABUTMENT WINGWALLS
OR CIP RETAINING WALLS

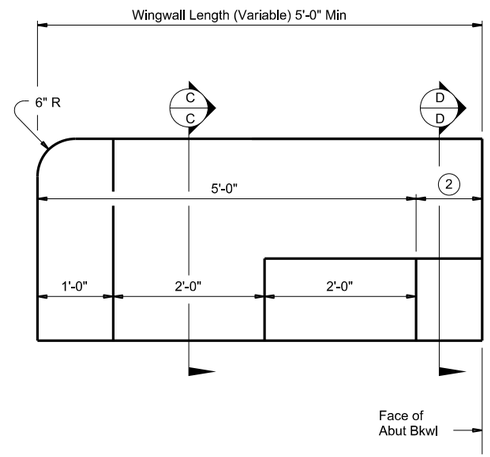


AT POST
ON BRIDGE SLAB

AT OPENING
ON BRIDGE SLAB

SECTIONS THRU RAIL

Sections on box culverts similar.



ELEVATION AT ABUTMENT WINGWALL

Box culvert parallel wings or rail anchorage curb similar.

(2) Wingwall Length minus 5'-0" (Varies)

(3) Increase 2" for structures with overlay.

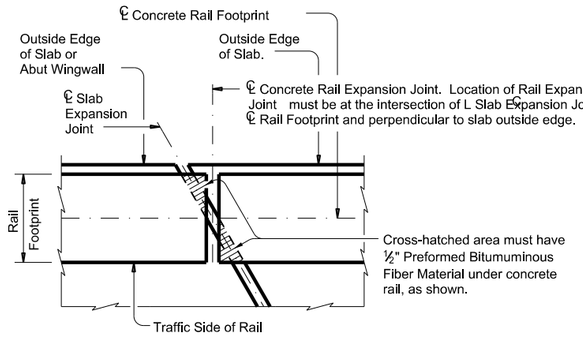
(4) Bars L(#5) are part of rail reinforcing and are included in unit price bid for railing. Space with Bars U. Bars L match slab bar cover. Bars L may be bundled with top slab reinforcing if spacing is equivalent.

(6) Substitute Bars U(#5) for Bars WU(#5) when parapet end is located on anchorage curb over culvert top slab. Use Bars WU(#5) in culvert parallel wings.

(7) When vertical reinforcing has closer clear cover over horizontal reinforcing in abutment wingwalls on traffic side of wall, move the horizontal wingwall/retaining wall reinforcing to the inside of Bars WU where bars conflict.

(8) Top longitudinal slab bar may be adjusted laterally 3" plus or minus to tie reinforcing.

(9) At the Contractor's option, Bars V may be replaced by extending Bars U to 2'-5 ¼" above the roadway surface without overlay.



PLAN OF RAIL AT EXPANSION JOINTS

Example showing Slab Expansion Joints without breakbacks.

CONSTRUCTION NOTES:

Face of rail and parapet must be vertical transversely unless otherwise shown in the plans or approved by the Engineer.

Provide water barriers at openings draining onto undercrossing roadways and sidewalks. They may be cast-in-place or precast in convenient lengths and bonded to the bridge deck with an approved epoxy cement.

Chamfer all exposed corners.

MATERIAL NOTES:

Provide Class "C" concrete. Provide Class "C" (HPC) if required elsewhere.

Provide Grade 60 reinforcing steel.

Epoxy coat or galvanize all reinforcing steel if slab bars are epoxy coated or galvanized.

Deformed Welded Wire Reinforcing (WWR) (ASTM A1064) of equal size and spacing may be substituted for Bars U, V, and WU unless noted otherwise. Provide the same laps as required for reinforcing bars.

Provide bar laps, where required, as follows:

Uncoated or galvanized ~ #5 = 2'-0"

Epoxy coated ~ #5 = 3'-0"

GENERAL NOTES:

This rail has been evaluated by full-scale crash test to meet MASH TL-3 criteria. This rail can be used for speeds of 50 mph and greater when a TL-3 rated guard fence transition is used. When a TL-2 rated guard fence transition is used, this rail can only be used for speeds of 45 mph and less.

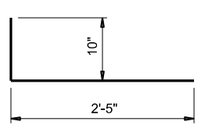
Do not use this railing on bridges with expansion joints providing more than 5" movement.

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

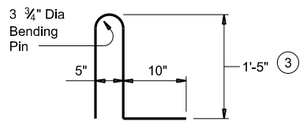
Shop drawings are not required for this rail.

Average weight of railing with no overlay is 358 plf.

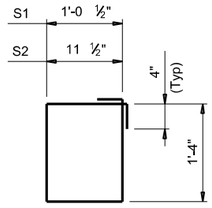
Cover dimensions are clear dimensions, unless noted otherwise.
Reinforcing bar dimensions shown are out-to-out of bar.



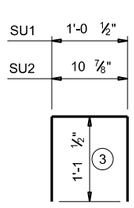
BARS L (#5)



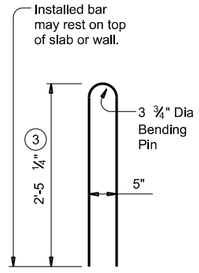
BARS U (#5) (9)



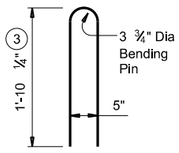
BARS S (#3)



BARS SU (#3)



BARS V (#5) (9)



BARS WU (#5)

SHEET 3 OF 3

Texas Department of Transportation

Bridge Division Standard

TRAFFIC RAIL

TYPE T223

FILE: rlstd005-19.dgn	DN: TxDOT	CK: TxDOT	DW: JTR	CK: AES
©TxDOT September 2019	CONT	SECT	JOB	HIGHWAY
REVISIONS	0901	19	214, ETC.	CR, ETC.
	DIST	COUNTY		SHEET NO.
	PAR	GRAYSON, ETC.		81

DATE: $DATE$ $TIME$
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DATE: 4/25/2022 4:34:39 PM
FILE: T:\PARTPDD\CR 1320 @ Caney Creek 0901-32-104\Submittal\100%\DGNS\Standards\dom1-20.dgn

REFLECTOR UNIT SIZES FOR DELINEATORS AND OBJECT MARKERS

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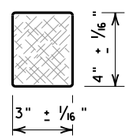
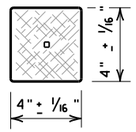
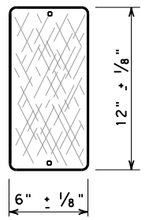
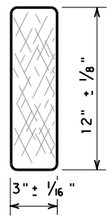
DEVICE				
SHEETING	Yellow, White or Red Type B or C reflective sheeting			
NOTE	1. Size 1 and 4 - Direct applied reflective sheeting for use on flexible post (flx). 2. Size 2 and 3 - For use on wing channel (wc) post only. Use approved metal, plastic or fiberglass backplate with 17/64" mounting holes.			

DELINEATORS

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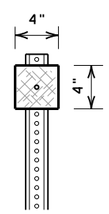
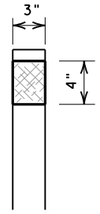
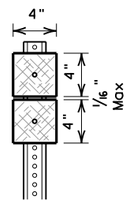
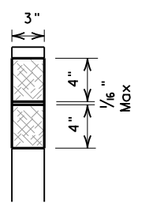
DEVICE				
	1-Size 2 reflector unit	1-Size 1 reflector unit	2-Size 2 reflector units	2-Size 1 reflector units
SHEETING	Yellow, White or Red Type B or C Reflective Sheeting			
POST TYPE	WC	YFLX, WFLX	WC	YFLX, WFLX
MOUNT TYPE	GND	GND, SRF	GND	GND, SRF

D & OM DESCRIPTIVE CODES

INSTL DEL ASSM (D-XX)SZ X (XXXX)XXX(XX)

NUMBER OF REFLECTORS
S = Single
D = Double

COLOR OF REFLECTORS
W = White
Y = Yellow
R = Red

REFLECTOR UNIT SIZE
1 or 2

TYPE OF POST OR DELINEATOR
WC = Wing Channel Post
YFLX = Yellow Flexible Post
WFLX = White Flexible Post
BRF = Barrier Reflector

TYPE OF MOUNT
GND = Embedded (drivable or set in concrete)
CTB = Concrete Barrier Mount
GF1 or GF2 = Guard Fence Attachment
SRF = Surface Mount

DIRECTION
If Required
BI = Bi-Directional
BR = Bi-Directional with red on back

INSTL OM ASSM (OM-XX) (XXXX)XXX(XX)

TYPE OF OBJECT MARKER
1, 2, 3, or 4

NUMBER OF REFLECTORS OR DIRECTION
X = 3-Size 2 reflector units (Type 2 only)
Y = 1-Size 3 reflector unit (Type 2 only)
Z = 3-Size 1 or 1-Size 4 reflector unit(s)(Type 2 only)
L = Left Side (Type 3 Object Marker only)
R = Right Side (Type 3 Object Marker only)
C = Center (Type 3 Object Marker only)

TYPE OF POST
WC = Wing Channel Post
WFLX = White Flexible Post
TWT = Thin Walled Tubing

TYPE OF MOUNT
GND = Embedded (drivable)
SRF = Surface Mount
WAS = Wedge Anchor Steel
WAP = Wedge Anchor Plastic

DIRECTION
If Required
BI = Bi-Directional

OBJECT MARKERS

	Type 1 (OM-1)	Type 2 (OM-2)			Type 3 (OM-3)			Type 4 (OM-4)
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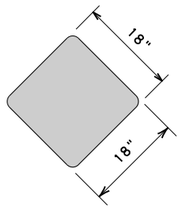
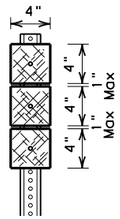
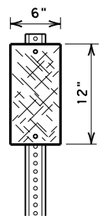
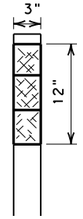
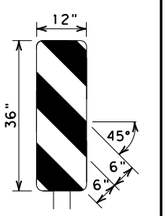
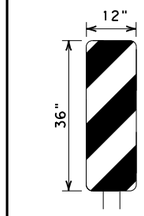
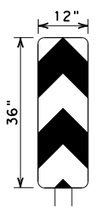
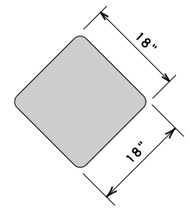
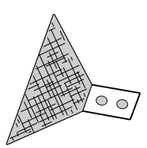
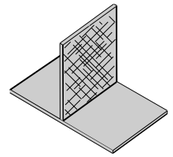
DEVICE								
		3-Size 2 reflector units	1-Size 3 reflector unit	3-Size 1 reflector units or 1-Size 4 reflector unit				
SHEETING	Yellow-Type B_{FL} or C_{FL} Sheeting	Yellow - Type B or C Sheeting			Alternating acrylic black and retroflective yellow - Type B_{FL} or C_{FL} Sheeting			Red -Type B_{FL} or C_{FL} Sheeting
POST TYPE	TWT	WC	WC	WFLX	TWT			TWT
MOUNT TYPE	WAS, WAP	GND	GND	GND, SRF	WAS, WAP			WAS, WAP

DEPARTMENTAL MATERIAL SPECIFICATIONS

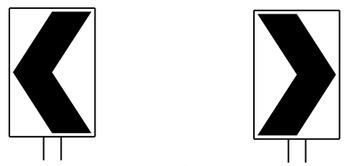
FLEXIBLE DELINEATOR & OBJECT MARKER POSTS (EMBEDDED & SURFACE MOUNT TYPES)	DMS-4400
SIGN FACE MATERIALS	DMS-8300
DELINEATORS, OBJECT MARKERS AND BARRIER REFLECTORS	DMS-8600

BARRIER REFLECTORS (BRF)

	GF1	GF2	CTB
DEVICE			
	1. Barrier reflectors shall meet the requirements of DMS 8600. 2. Approved Barrier Reflectors are listed on the "Barrier Reflectors" Material Producer List at: www.txdot.gov.		
SHEETING	Yellow, White, Red		
NOTE	1. Reflective sheeting shall have a minimum dimension of 3 inches and minimum surface area of 9 square inches.		

CHEVRONS

DEVICE



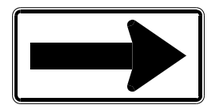
W1-8

SIZE (W x L)	18"x 24" (Conventional)	24"x 30" (Conventional Oversize)	30"x 36" (Expressway)	36" x 48" (Freeway)
MOUNTING HEIGHT	4'-0" or 7'-0"		7'-0" Only	

NOTE
1. CHEVRON (W1-8) signs and ONE DIRECTION LARGE ARROW (W1-6) Signs shall be installed per Sign Mounting Details (SMD) Standard Sheets and paid under Item 644 (Small Roadside Sign Assemblies).
2. When there is a need to increase conspicuity, the Texas version of the ONE DIRECTION LARGE ARROW sign (W1-9T) may be used instead of the ONE DIRECTION LARGE ARROW (W1-6).

ONE DIRECTION LARGE ARROW

DEVICE



W1-6

SIZE (W x L)	48" x 24" (Conventional)	60" x 30" (Expressway & Freeway)
MOUNTING HEIGHT	7'-0"	

NOTE:

Delineator and object marker substrates and sign substrates shall be 0.080" Aluminum sign blank to conform to ASTM B-209 Alloy 6061-T6 or approved alternative.

Texas Department of Transportation

Traffic Safety Division Standard

DELINEATOR & OBJECT MARKER MATERIAL DESCRIPTION

D & OM(1)-20

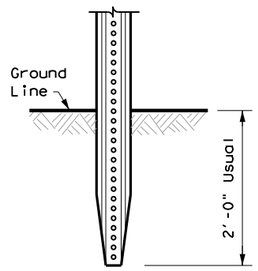
FILE: dom1-20.dgn	DN: TXDOT	CK: TXDOT	DW: TXDOT	CK: TXDOT
©TxDOT August 2004	CONT	SECT	JOB	HIGHWAY
REVISIONS	0901	19	214, ETC	CR, ETC
10-09 3-15	DIST	COUNTY		SHEET NO.
4-10 7-20	PAR	GRAYSON, ETC		83

20A

POST TYPE AND SUPPORT FOUNDATION DETAILS

WING CHANNEL (WC)

GND

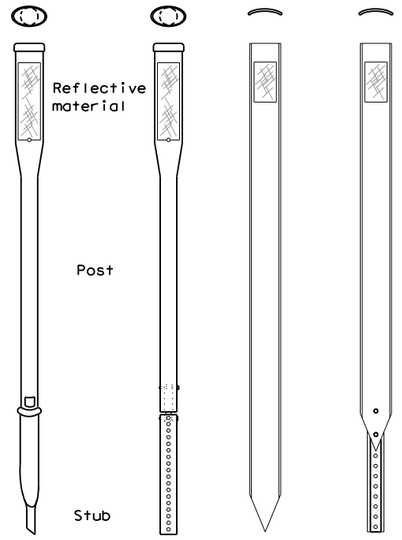


NOTES

1. Embedded Wing Channel (WC) post option may be used for Type 2 Object Markers and Delineators only.
2. 1.12 lbs/ft steel per ASTM A 1011 SS Gr. 50, or ASTM A499.

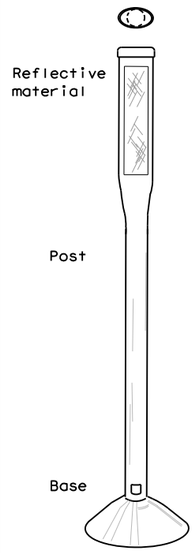
FLEXIBLE POSTS (YFLX, WFLX)

GND



EMBEDDED

SRF



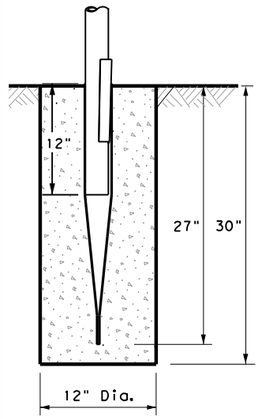
SURFACE MOUNT

NOTES

1. See "Flexible Delineator and Object Marker Posts" Material Producer List for approved devices.
2. Install per manufacturer's recommendations.
3. Post length may vary to meet field conditions.
4. When using yellow delineators with flexible posts to separate opposing direction of travel, such as centerline or median use, the flexible posts shall be yellow.

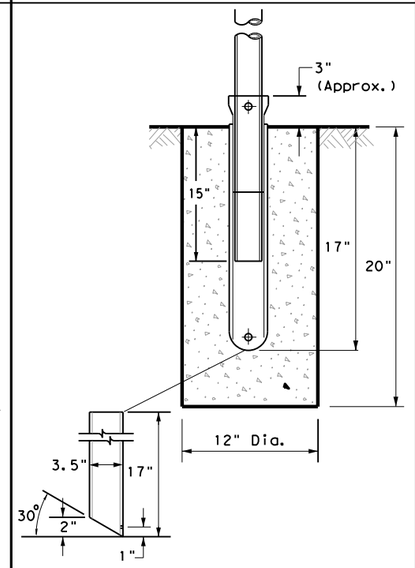
WEDGE ANCHOR SYSTEMS

WAS



STEEL

WAP



PLASTIC

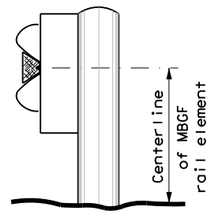
NOTE

1. Install per manufacturer's recommendations.

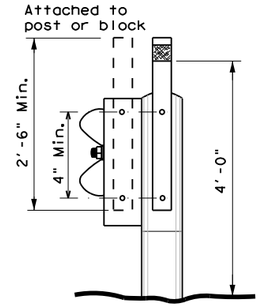
TYPE OF BARRIER MOUNTS

GUARD FENCE ATTACHMENT

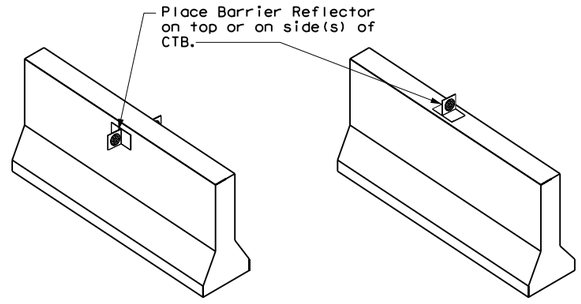
GF1



GF2



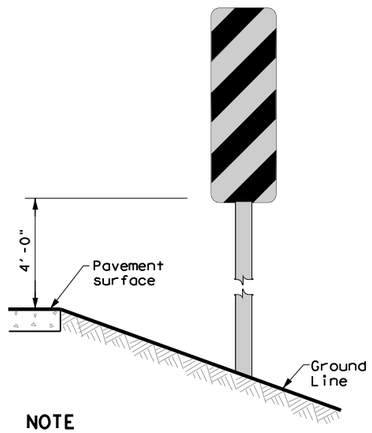
CONCRETE TRAFFIC BARRIER (CTB)



GENERAL NOTES

1. Place delineators on a section of roadway at a consistent distance from the edge of pavement.
2. Where a restriction prevents consistent placement from the pavement edge, place the affected object markers in line with the innermost edge of the obstruction.
3. When Type 2 object markers and delineators are more than 8'-0" from the edge of the pavement, it may not be possible to maintain a height of approximately 4'-0". If this is the case, place the object marker or delineator as close to the desired height as possible.
4. Install all delineators, object markers and barrier reflectors in accordance with the manufacturer's recommendation.
5. Barrier reflectors should be installed a minimum of 18 inches above the edge of the pavement surface.
6. Diagonal stripes on Type 3 object markers shall slope down toward the intended travel lane.

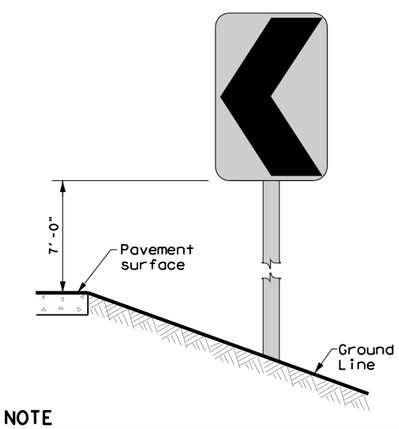
TYPES 1, 3, AND 4 OBJECT MARKERS AND CHEVRONS



NOTE

Mounting at 4 feet to the bottom of the chevron is permitted for chevrons that will not exceed a height of 6'-6" to the top of the chevron (sizes 24" x 30" and smaller)

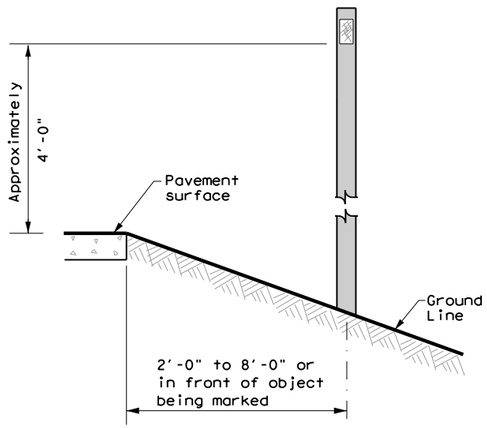
CHEVRONS AND ONE DIRECTION LARGE ARROW SIGN



NOTE

Chevrons 30" x 36" and larger shall be mounted at a height of 7' to the bottom of the chevron. Chevron sign and ONE DIRECTION LARGE ARROW sign (W1-9T) shall be installed per SMD standard sheets and paid under item 644.

DELINEATORS AND TYPE 2 OBJECT MARKERS



See general notes 1, 2 and 3.

Texas Department of Transportation

Traffic Safety Division Standard

DELINEATOR & OBJECT MARKER INSTALLATION

D & OM(2)-20

FILE: dom2-20.dgn	DN: TXDOT	CK: TXDOT	DW: TXDOT	CK: TXDOT
© TxDOT August 2004	CONT	SECT	JOB	HIGHWAY
REVISIONS	0901	19	214, ETC	CR, ETC
10-09 3-15	DIST	COUNTY		SHEET NO.
4-10 7-20	PAR	GRAYSON, ETC		84

20B

DATE: 4/25/2022 4:34:40 PM
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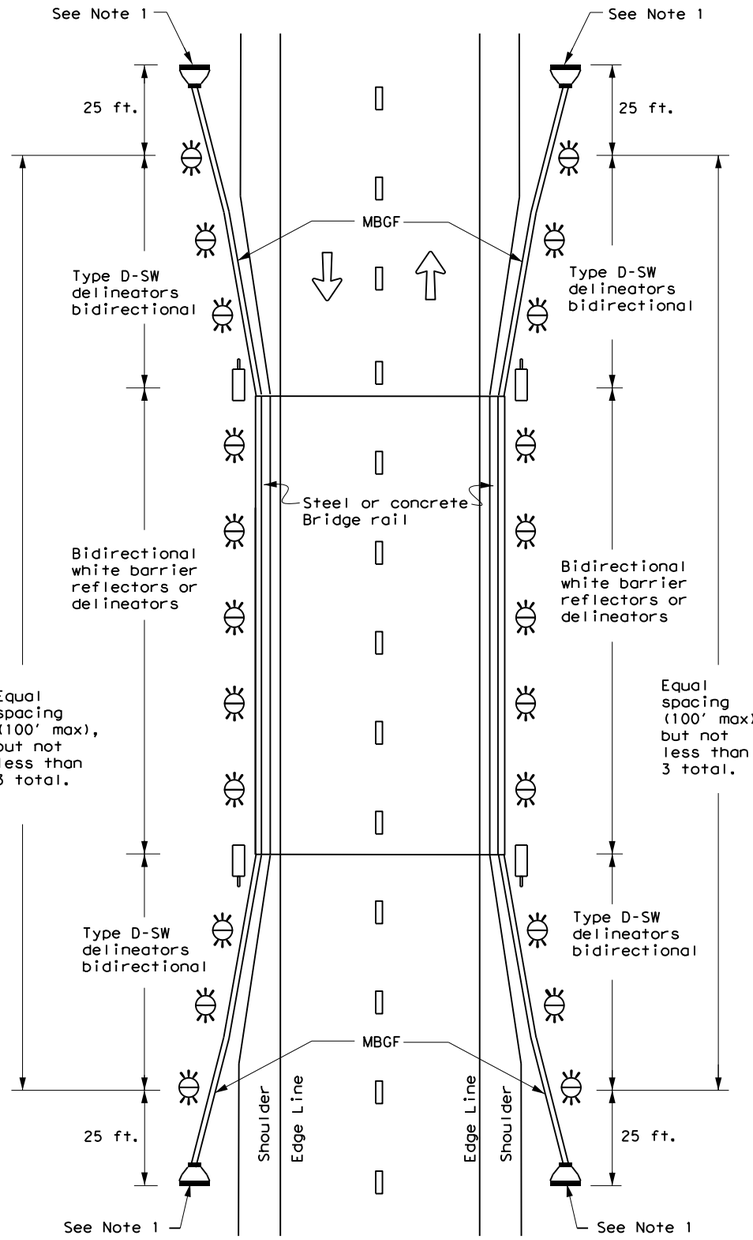
DATE: 4/25/2022 4:34:41 PM
FILE: T:\PARIPDD\CR 1320 @ Caney Creek 0901-32-104\Submittal\100%\DGNS\Standard\dom5-20.dgn

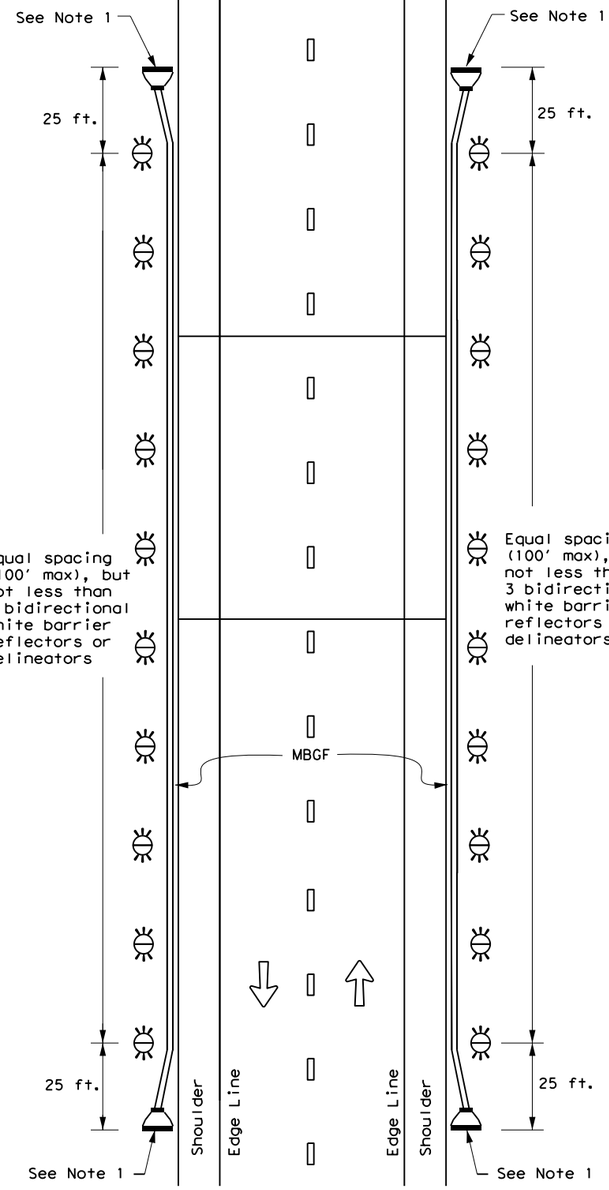
TWO-WAY, TWO LANE ROADWAY WITH REDUCED WIDTH APPROACH RAIL



NOTE:

1. Terminal ends require reflective sheeting provided by manufacturer per D & OM (VIA) or a Type 3 Object Marker (OM-3) in front of the terminal end.

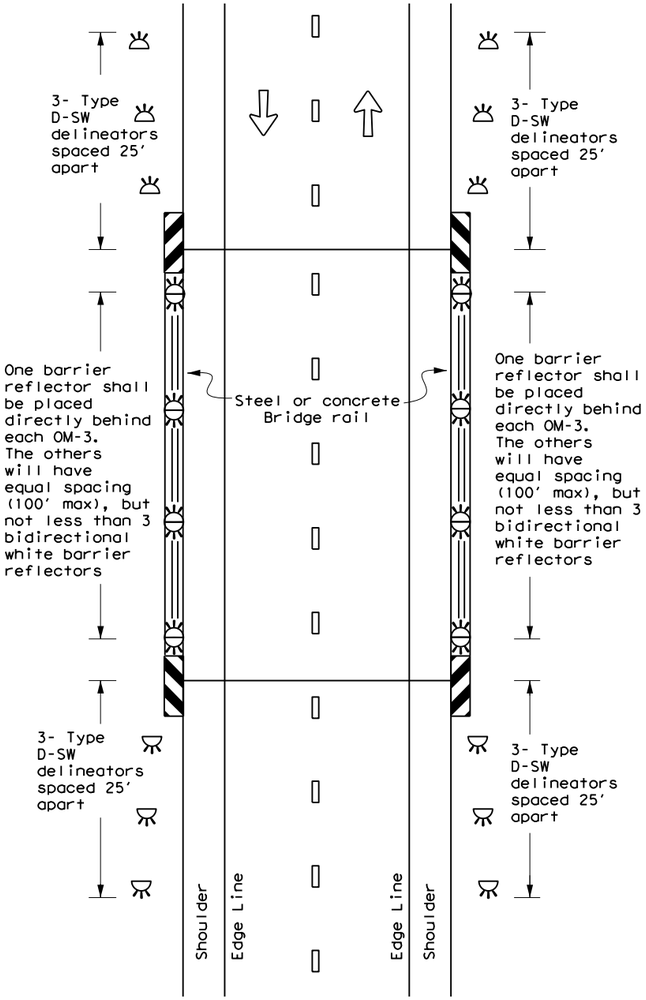
TWO-WAY, TWO LANE ROADWAY WITH METAL BEAM GUARD FENCE (MBGF)



NOTE:

1. Terminal ends require reflective sheeting provided by manufacturer per D & OM (VIA) or a Type 3 Object Marker (OM-3) in front of the terminal end.

TWO-WAY, TWO LANE ROADWAY BRIDGE WITH NO APPROACH RAIL



LEGEND

	Bidirectional Delineator
	Delineator
	OM-3
	OM-2
	Terminal End
	Traffic Flow

Texas Department of Transportation

Traffic Safety Division Standard

DELINEATOR & OBJECT MARKER PLACEMENT DETAILS

D & OM(5)-20

FILE: dom5-20.dgn	DN: TxDOT	CK: TxDOT	DW: TxDOT	CK: TxDOT
© TxDOT August 2015	CONT	SECT	JOB	HIGHWAY
REVISIONS	0901	19	214, ETC	CR, ETC
7-20	DIST	COUNTY		SHEET NO.
	PAR	GRAYSON, ETC		85

20E

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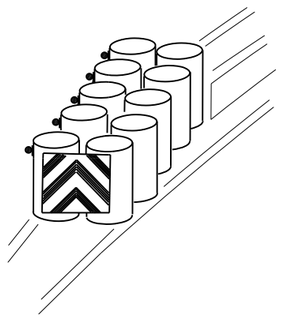
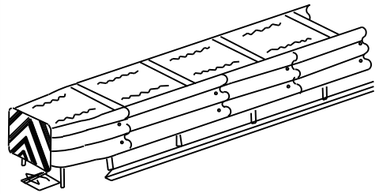
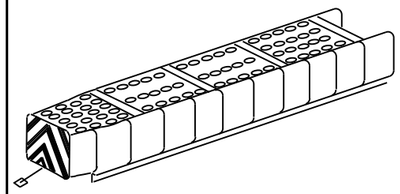
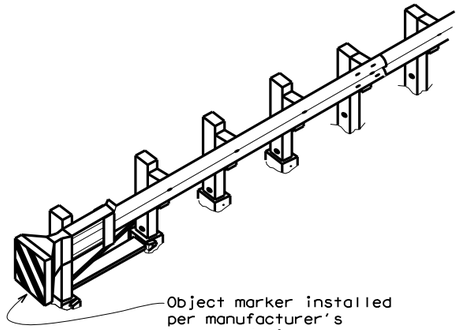
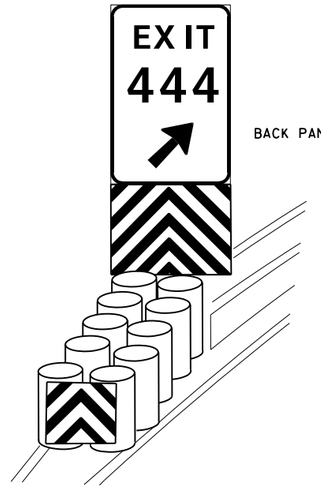
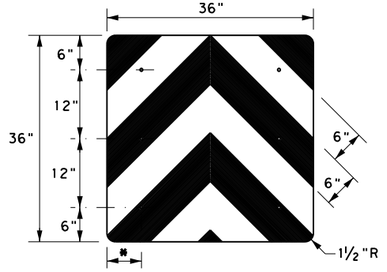


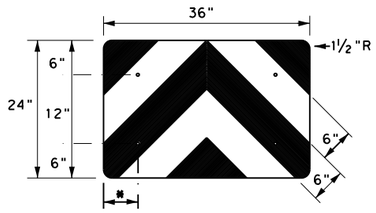




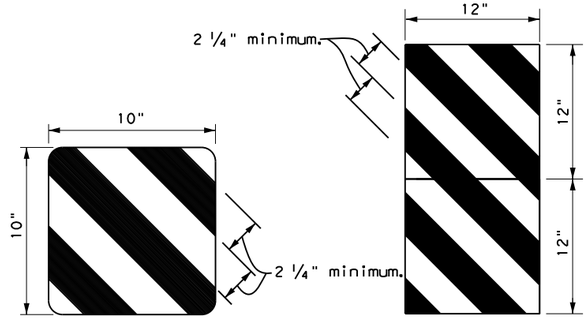




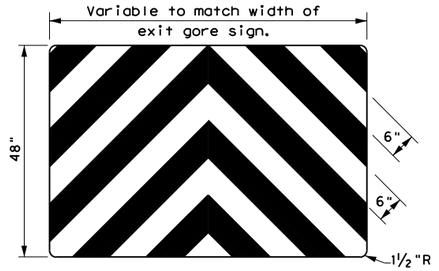


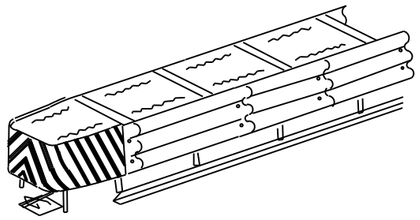


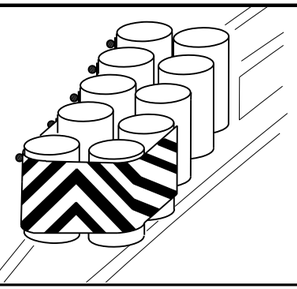
* Adjust to fit attenuator per manufacturer's recommendation, or as directed by the Engineer

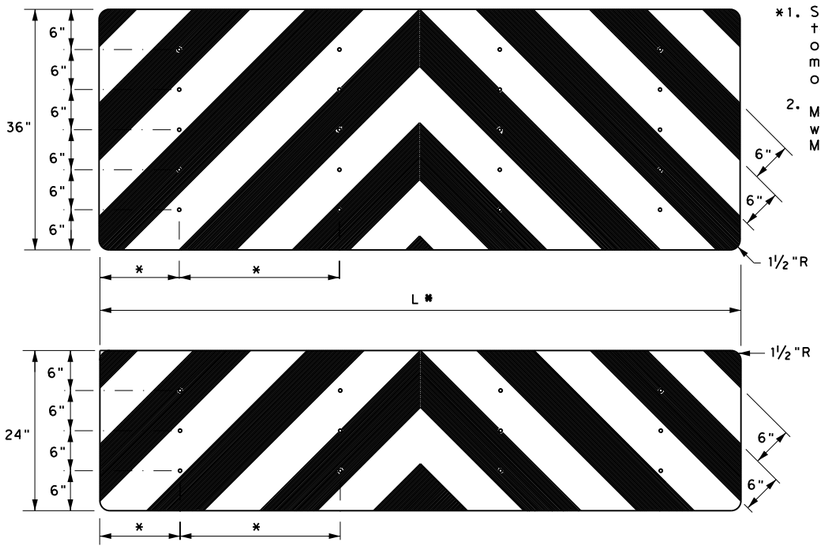


OBJECT MARKERS SMALLER THAN 3 FT^2









NOTES

*1. Spacing should be adjusted to attach through centerline of drum, per attenuator manufacturers recommendation, or as directed by the Engineer.

2. Mounting should be flush with top of attenuator. Minimum size 96" x 24".

NOTES

1. Object Markers shall conform to the Texas MUTCD and meet the color and reflectivity requirement of Department Material Specification DMS 8300. Background shall be yellow reflective sheeting (Type B or C) and Chevron shall be black.

2. Object Markers may be fabricated from adhesive backed reflective sheeting applied directly to guardrail end treatment, or applied directly to an "end cap" as per the manufacturer's recommendation. Direct applied sheeting shall provide a smooth surface and have no wrinkles, air bubbles, cuts or tears. A radius at the corners is not required for direct applied sheeting.

3. Object Marker size may be reduced to fit smaller devices. Width of alternating black and yellow stripes are typically 6". Object Markers smaller than 3ft may have reduced width stripes of a minimum of 2 ¼".

4. Pop rivets, screws, or nuts and bolts may be used to attach object markers and reflectors. Holes, slots or other openings may be cut or drilled through object markers to allow cable or other attachments.

5. Object Marker at nose of attenuator is subsidiary to the attenuator.

6. See D & OM (1-4) for required barrier reflectors.

Texas Department of Transportation

Traffic Safety Division Standard

DELINEATOR & OBJECT MARKER FOR VEHICLE IMPACT ATTENUATORS

D & OM(VIA)-20

FILE: domvia20.dgn	DN: TXDOT	CK: TXDOT	DW: TXDOT	CK: TXDOT
© TxDOT December 1989	CONT	SECT	JOB	HIGHWAY
REVISIONS	0901	19	214, ETC	CR, ETC
4-92 8-04	DIST	COUNTY		SHEET NO.
8-95 3-15	PAR	GRAYSON, ETC		86
4-98 7-20				

20G

CK:
DW:
CK:
DN:

SITE DESCRIPTION

PROJECT LIMITS: *THIS PROJECT IS ON THE FAR WEST EDGE OF GRYASON COUNTY ON ROLAND ROAD AT THE S BRANCH OF BIG MINERAL CREEK*

PROJECT DESCRIPTION: *BRIDGE REPLACEMENT*

MAJOR SOIL DISTURBING ACTIVITIES:

INCLUDES PREP ROW, EMBANKMENT FOR FILL, CHANNEL EXCAVATION, DITCH GRADING, EROSION AND SEDIMENTARY CONTROLS, AND TOPSOIL WORK FOR FINAL SEEDING.

TOTAL PROJECT AREA: *0.40 ACRES*

TOTAL AREA TO BE DISTURBED: *0.38 ACRES (63%)*

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

The existing soil is composed of Bunyan and Whitesboro soils, frequently flooded. Moderate to Well drained soil. Made up of fine sandy loam, clay loam, loam, and sandy clay loam. Slopes range from 0 to 1 percent. Brush and trees cover the existing soil.

NAME OF RECEIVING WATERS:

Waters from the project flow 2.88 Miles into the North Branch of Big Mineral Creek and combine to be Big Mineral Creek. It then continues flowing North-East and empties into Lake Texhoma, segment 0203A.

EROSION AND SEDIMENT CONTROLS

SOIL STABILIZATION PRACTICES & STRUCTURAL PRACTICES:

EROSION CONTROL:

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

OTHER:

DISTURED AREAS ON WHICH CONSTRUCTION ACTIVITY HAS CEASED (TEMPORARILY OR PERMANENTLY) SHALL BE STABILIZED WITHIN 14 DAYS UNLESS ACTIVITIES ARE SCHEDULED TO RESUME AND DO WITHIN 21 DAYS.

SEDIMENTATION CONTROL:

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

POST-CONSTRUCTION CONTROLS:

- ___ RETENTION / IRRIGATION
- ___ EXTENDED DETENTION BASIN (ie: ROCK BERMS)
- ___ VEGETATIVE FILTER STRIPS
- ___ GRASSY SWALES
- X VEGETATIVE LINED DRAINAGE DITCHES
- ___ CONSTRUCTED WET LANDS
- ___ WET BASINS
- ___ SAND FILTER SYSTEMS

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

THE ORDER OF ACTIVITIES WILL BE AS FOLLOWS:

MAJOR SOIL DISTURBING ACTIVITIES SHALL NOT BE PERFORMED UNTIL EMBANKMENT PLACEMENT IS SCHEDULED TO BEGIN WITHIN FIVE (5) WORKING DAYS.

INSTALL EROSION AND SEDIMENTATION CONTROLS PRIOR TO SOIL DISTURBANCE WHENEVER POSSIBLE.

ONCE BEGUN, EARTHWORK ACTIVITIES SHALL BE PROGRESSED WITHOUT DELAY, UNLESS APPROVED BY THE ENGINEER, UNTIL FINAL GRADING IS ACCOMPLISHED.

EROSION CONTROL MEASURES SHALL BE APPLIED IMMEDIATELY UPON COMPLETION OF THE EMBANKMENT PLACEMENT TO MINIMIZE POTENTIAL WATER QUALITY IMPACTS.

REMARKS: *Disposal areas, stockpiles, and haul roads shall be constructed in a manner that will minimize and control the amount of sediment that may enter receiving waters. Disposal areas shall not be located in any wetland, waterbody or streambed.*
The Contractor shall designate a location for, construct, and maintain an area for concrete mixing, handling and delivery equipment to wash out.
Construction staging areas and vehicle maintenance areas shall be constructed by the Contractor in a manner to minimize the runoff of pollutants.
All waterways shall be cleared as soon as practicable of temporary embankment, temporary bridges, matting, falsework, piling, debris or other obstructions placed during construction operations that are not a part of the finished work.

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 drainageways shall have priority followed by devices protecting storm sewer inlets.*

INSPECTION: *An inspection will be performed by a TxDOT inspector at least once every seven (7) calendar days. An inspection and maintenance report will be made per each inspection. Stormwater controls will be modified as directed by the Engineer based on these reports.*

OTHER EROSION AND SEDIMENT CONTROLS:

WASTE MATERIALS: *All trash and construction debris from the job site will be disposed of by the Contractor at a local dump. No construction materials will be buried on site.*

HAZARDOUS WASTE (INCLUDING SPILL REPORTING): *Any hazardous waste spills shall be reported to the TxDOT Safety Officer in Paris. It shall be the responsibility of the waste owner to provide for the required clean-up. If the owner cannot be determined, the district laboratory shall direct in the clean-up operation.*

SANITARY WASTE: *Any sanitary waste shall be collected from portable units as necessary or as required by local regulation by a licensed sanitary waste management contractor. All sanitary waste from permanent sites will be collected by local sanitary sewer systems.*

OFFSITE VEHICLE TRACKING:

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

THE CONTRACTOR IS RESPONSIBLE FOR ENSURING THAT ALL SUBCONTRACTORS ARE AWARE OF AND COMPLY WITH ALL COMPONENTS OF THE SW3P.

STATE OF TEXAS
•MONTE L. PATER•
•95859•
LICENSED
PROFESSIONAL ENGINEER

04.28.22

Monte R. Pater P.E.

0901-19-214
ROLAND ROAD AT S BRANCH OF BIG MINERAL CREEK
SW3P

Texas Department of Transportation

CONT	SECT	JOB	HIGHWAY
0901	19	214, ETC	CR, ETC
DIST	COUNTY		SHEET NO.
PAR	GRAYSON, ETC		87

DATE: 4/27/2022 9:55:53 AM
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CK:
DW:
CK:
DN:

SITE DESCRIPTION

PROJECT LIMITS: *THIS PROJECT IS IN THE NORTHWEST PART OF FANNIN COUNTY ON CR 1320 AT CANEY CREEK*

PROJECT DESCRIPTION: *BRIDGE REPLACEMENT*

MAJOR SOIL DISTURBING ACTIVITIES:

INCLUDES PREP ROW, EMBANKMENT FOR FILL, CHANNEL EXCAVATION, DITCH GRADING, EROSION AND SEDIMENTARY CONTROLS, AND TOPSOIL WORK FOR FINAL SEEDING.

TOTAL PROJECT AREA: *0.36 ACRES*

TOTAL AREA TO BE DISTURBED: *0.28 ACRES (52%)*

EXISTING CONDITION OF SOIL & VEGETATIVE
COVER AND % OF EXISTING VEGETATIVE COVER:
The existing soil is composed of Silty Clay, consisting of low, loamy bottomland, none to occational flooded, well drained soil, may overflow.
Very high to high water holding capacity but fair plant-soil-moisture relationship.
Slopes range from 0 to 1 percent. Brush and trees cover the existing soil.

NAME OF RECEIVING WATERS:

Waters from the project flow 7.7 miles and empties into the Red River, segment number 0202.

EROSION AND SEDIMENT CONTROLS

SOIL STABILIZATION PRACTICES & STRUCTURAL PRACTICES:

EROSION CONTROL:

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

OTHER:
DISTURED AREAS ON WHICH CONSTRUCTION ACTIVITY HAS CEASED (TEMPORARILY OR PERMANENTLY) SHALL BE STABILIZED WITHIN 14 DAYS UNLESS ACTIVITIES ARE SCHEDULED TO RESUME AND DO WITHIN 21 DAYS.

SEDIMENTATION CONTROL:

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

POST-CONSTRUCTION CONTROLS:

- ___ RETENTION / IRRIGATION
- ___ EXTENDED DETENTION BASIN (ie: ROCK BERMS)
- ___ VEGETATIVE FILTER STRIPS
- ___ GRASSY SWALES
- X VEGETATIVE LINED DRAINAGE DITCHES
- ___ CONSTRUCTED WET LANDS
- ___ WET BASINS
- ___ SAND FILTER SYSTEMS

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

THE ORDER OF ACTIVITIES WILL BE AS FOLLOWS:

MAJOR SOIL DISTURBING ACTIVITIES SHALL NOT BE PERFORMED UNTIL EMBANKMENT PLACEMENT IS SCHEDULED TO BEGIN WITHIN FIVE (5) WORKING DAYS.

INSTALL EROSION AND SEDIMENTATION CONTROLS PRIOR TO SOIL DISTURBANCE WHENEVER POSSIBLE.

ONCE BEGUN, EARTHWORK ACTIVITIES SHALL BE PROGRESSED WITHOUT DELAY, UNLESS APPROVED BY THE ENGINEER, UNTIL FINAL GRADING IS ACCOMPLISHED.

EROSION CONTROL MEASURES SHALL BE APPLIED IMMEDIATELY UPON COMPLETION OF THE EMBANKMENT PLACEMENT TO MINIMIZE POTENTIAL WATER QUALITY IMPACTS.

REMARKS: *Disposal areas, stockpiles, and haul roads shall be constructed in a manner that will minimize and control the amount of sediment that may enter receiving waters. Disposal areas shall not be located in any wetland, waterbody or streambed.*
The Contractor shall designate a location for, construct, and maintain an area for concrete mixing, handling and delivery equipment to wash out.
Construction staging areas and vehicle maintenance areas shall be constructed by the Contractor in a manner to minimize the runoff of pollutants.
All waterways shall be cleared as soon as practicable of temporary embankment, temporary bridges, matting, falsework, piling, debris or other obstructions placed during construction operations that are not a part of the finished work.

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 drainageways shall have priority followed by devices protecting storm sewer inlets.*

INSPECTION: *An inspection will be performed by a TxDOT inspector at least once every seven (7) calendar days. An inspection and maintenance report will be made per each inspection. Stormwater controls will be modified as directed by the Engineer based on these reports.*

OTHER EROSION AND SEDIMENT CONTROLS:

WASTE MATERIALS: *All trash and construction debris from the job site will be disposed of by the Contractor at a local dump. No construction materials will be buried on site.*

HAZARDOUS WASTE (INCLUDING SPILL REPORTING): *Any hazardous waste spills shall be reported to the TxDOT Safety Officer in Paris. It shall be the responsibility of the waste owner to provide for the required clean-up. If the owner cannot be determined, the district laboratory shall direct in the clean-up operation.*

SANITARY WASTE: *Any sanitary waste shall be collected from portable units as necessary or as required by local regulation by a licensed sanitary waste management contractor. All sanitary waste from permanent sites will be collected by local sanitary sewer systems.*

OFFSITE VEHICLE TRACKING:

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

THE CONTRACTOR IS RESPONSIBLE FOR ENSURING THAT ALL SUBCONTRACTORS ARE AWARE OF AND COMPLY WITH ALL COMPONENTS OF THE SW3P.

STATE OF TEXAS
MONTE L. PATER
95859
LICENSED
PROFESSIONAL ENGINEER

04.28.22

Monte R. Pater P.E.

CR 1320 AT CANEY CREEK
SW3P

Texas Department of Transportation

CONT	SECT	JOB	HIGHWAY
0901	19	214, ETC	CR, ETC
DIST	COUNTY		SHEET NO.
PAR	GRAYSON, ETC		88

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I. STORMWATER POLLUTION PREVENTION-CLEAN WATER ACT SECTION 402

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

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

1.

2.

☐ No Action Required ☒ Required Action

Action No.

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

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

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

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

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

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

1. Roland Road at South Branch of Big Mineral Creek (CSJ 0901-19-214) in western Grayson County.
2.
3.
4.

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

Best Management Practices:

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

III. CULTURAL RESOURCES

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

☒ No Action Required ☐ Required Action

Action No.

1.

2.

3.

4.

IV. VEGETATION RESOURCES

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

☒ No Action Required ☐ Required Action

Action No.

1.

2.

3.

4.

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

☒ No Action Required ☐ Required Action

Action No.

1.

2.

3.

4.

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. LEAD INSPECTION REPORTS FOR THE SOUTH BRANCH OF BIG MINERAL CREEK BRIDGE INDICATE THAT PAINT ON THE STEEL STRUCTURES CONTAINS LEAD. ANY COATINGS, PAINT, OR OTHER ITEMS AT THIS LOCATION SHALL BE TREATED AS LEAD CONTAINING PAINT (LCP). FOR TASKS THAT EXPOSE AN EMPLOYEE TO LEAD ABOVE THE PERMISSABLE EXPOSURE LIMIT (PEL), THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING EXPOSURE ASSESSMENT AND WORKER PROTECTION AS REQUIRED UNDER OSHA 1926.62 (LEAD IN CONSTRUCTION). WHEN STRIPPING BACK OF LEAD FACILITATE THE PROJECT WORK.
LCP INSPECTION REPORTS ARE AVAILABLE FOR REVIEW AT THE PARIS DISTRICT OFFICE. FOR ADDITIONAL INFORMATION CONTACT TXDOTS'S DISTRICT ENVIRONMENTAL COORDINATOR AT 903-737-9279.

VII. OTHER ENVIRONMENTAL ISSUES

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

☒ No Action Required ☐ Required Action

Action No.

1.

2.

Texas Department of Transportation — Design Division Standard

ENVIRONMENTAL PERMITS, ISSUES AND COMMITMENTS ROLAND RD AT S. BRANCH OF BIG MINERAL CREEK

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.	0901	19	214, ETC	CR, ETC
	DIST	COUNTY		SHEET NO.
	PAR	GRAYSON, ETC		89

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☐ 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. CR 1320 At Caney Creek (0901-32-104) in Fannin County

2.

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☐ No Action Required ☒ Required Action

Action No.

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VII. OTHER ENVIRONMENTAL ISSUES

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

☒ No Action Required ☐ Required Action

Action No.

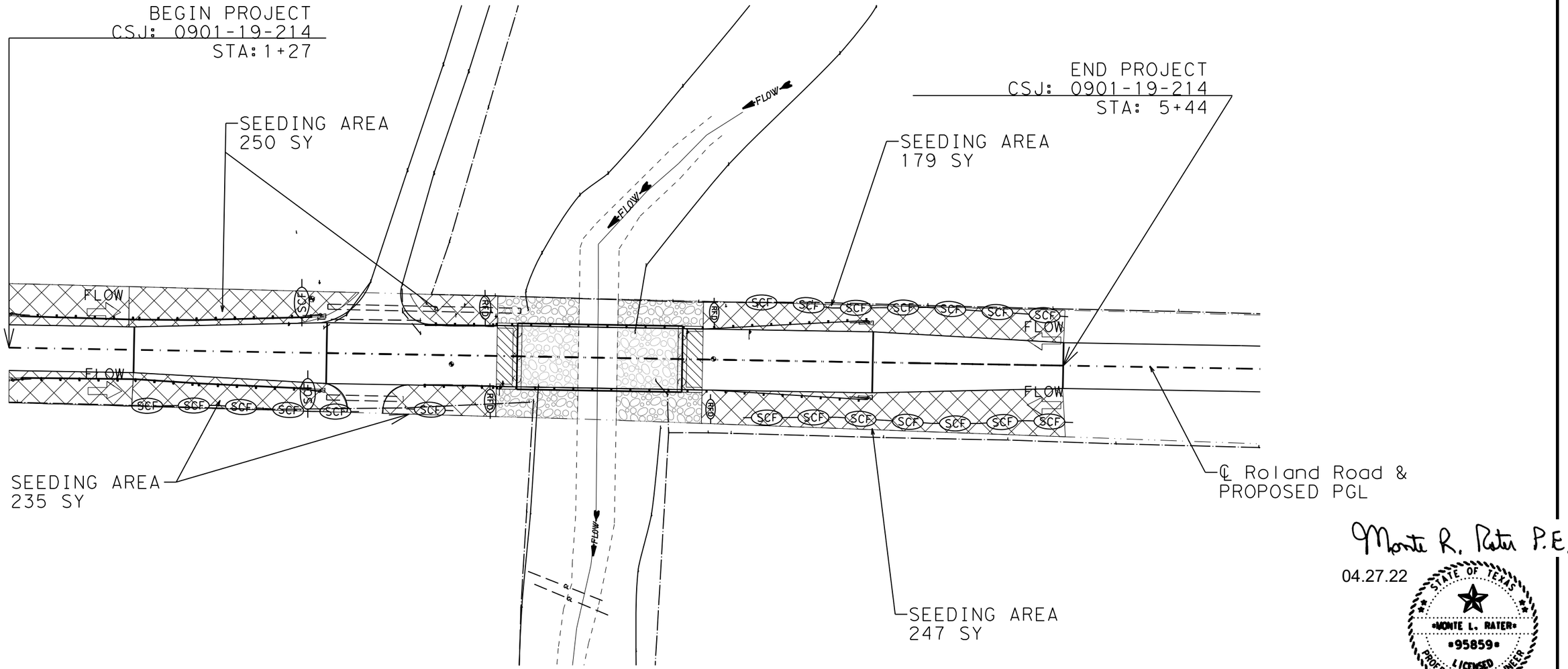
1.

2.

Texas Department of Transportation — Design Division Standard

ENVIRONMENTAL PERMITS, ISSUES AND COMMITMENTS CR 1320 AT CANEY CREEK

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.	0901	19	214, ETC	CR, ETC
	DIST	COUNTY		SHEET NO.
	PAR	GRAYSON, ETC		90



LEGEND

- ROADWAY CENTERLINE
- ASSUMED EXISTING R.O.W.
- CHANNEL OVERBANK
- CHANNEL FLOW LINE
- FENCE
- SEEDING AREA
- EDGE OF PAVEMENT
- ROCK FILTER DAM (TYPE 2)
- SEDIMENT CONTROL FENCE
- STORM WATER FLOW DIRECTION

FLOW

Monte R. Rater P.E.
04.27.22

STATE OF TEXAS
•MONTE L. RATER•
•95859•
LICENSED
PROFESSIONAL ENGINEER

0901-19-214
ROLAND ROAD AT SOUTH BRANCH OF BIG MINERAL CREEK

SW3P LAYOUT

SHEET 1 OF 2

Texas Department of Transportation

CONT	SECT	JOB	HIGHWAY
0901	19	214, ETC	CR, ETC
DIST	COUNTY		SHEET NO.
PAR	GRAYSON, ETC		91

DATE:
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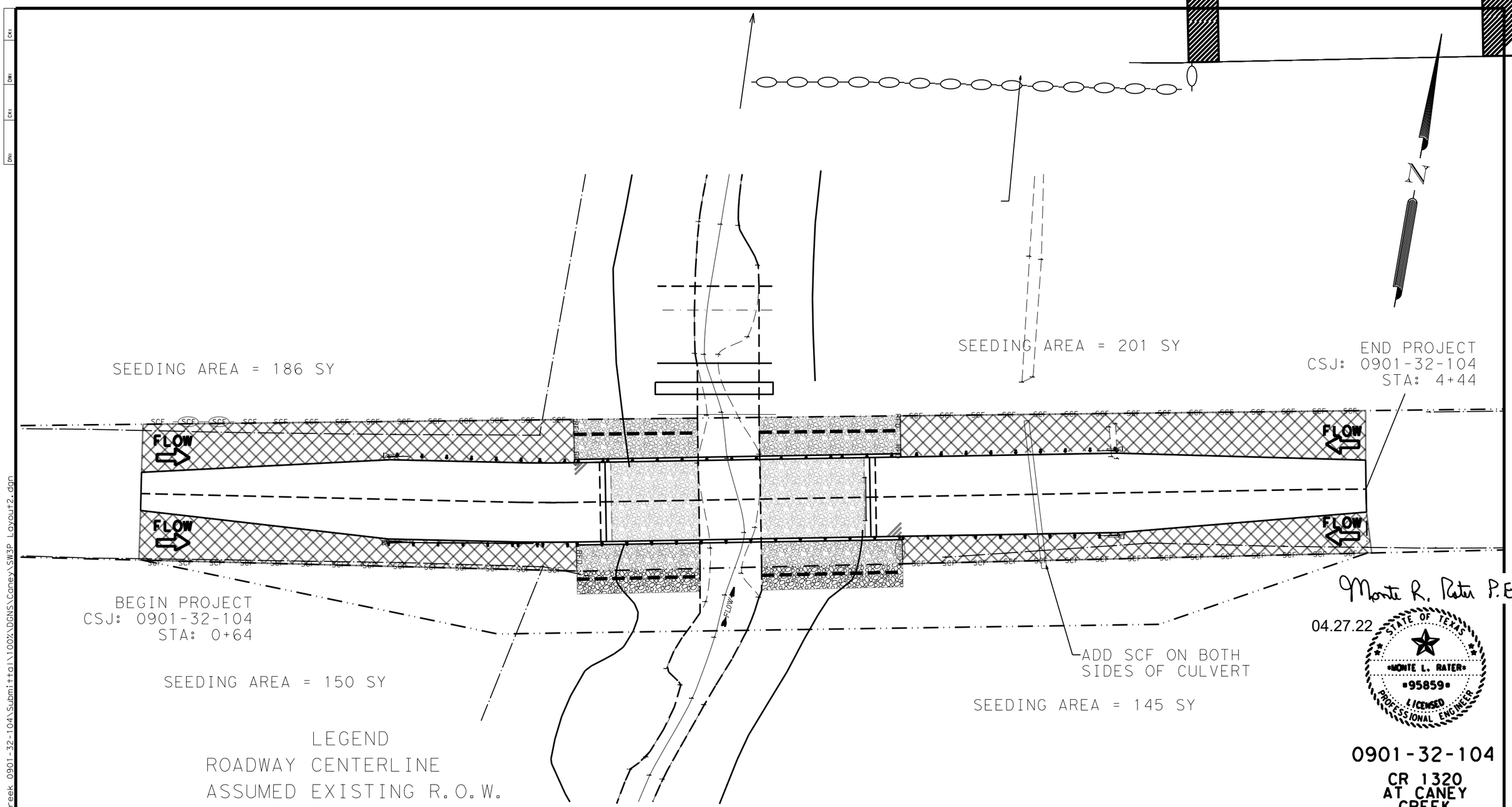

LEGEND

- ROADWAY CENTERLINE
- ASSUMED EXISTING R.O.W.
- CHANNEL OVERBANK
- CHANNEL FLOW LINE
- SEEDING AREA
- EDGE OF PAVEMENT
- RFD — ROCK FILTER DAM (TYPE 2)
- SCF — SEDIMENT CONTROL FENCE
- FLOW — STORM WATER FLOW DIRECTION

Monte R. Rater P.E.

04.27.22

STATE OF TEXAS
MONTE L. RATER
95859
LICENSED
PROFESSIONAL ENGINEER

0901-32-104

CR 1320 AT CANEY CREEK

SW3P LAYOUT

SHEET 2 OF 2

Texas Department of Transportation

CONT	SECT	JOB	HIGHWAY
0901	19	214, ETC	CR, ETC
DIST	COUNTY		SHEET NO.
PAR	GRAYSON, ETC		92

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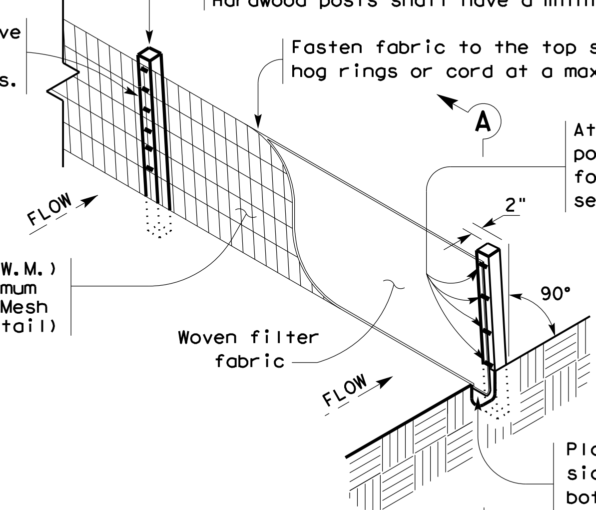
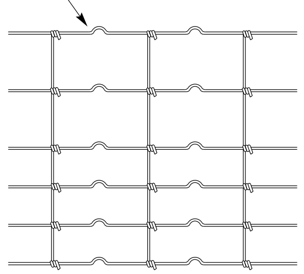
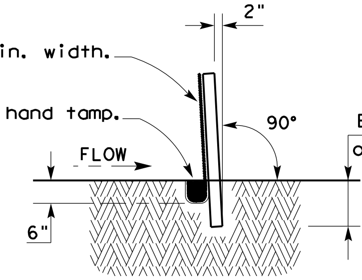


TEMPORARY SEDIMENT CONTROL FENCE

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.

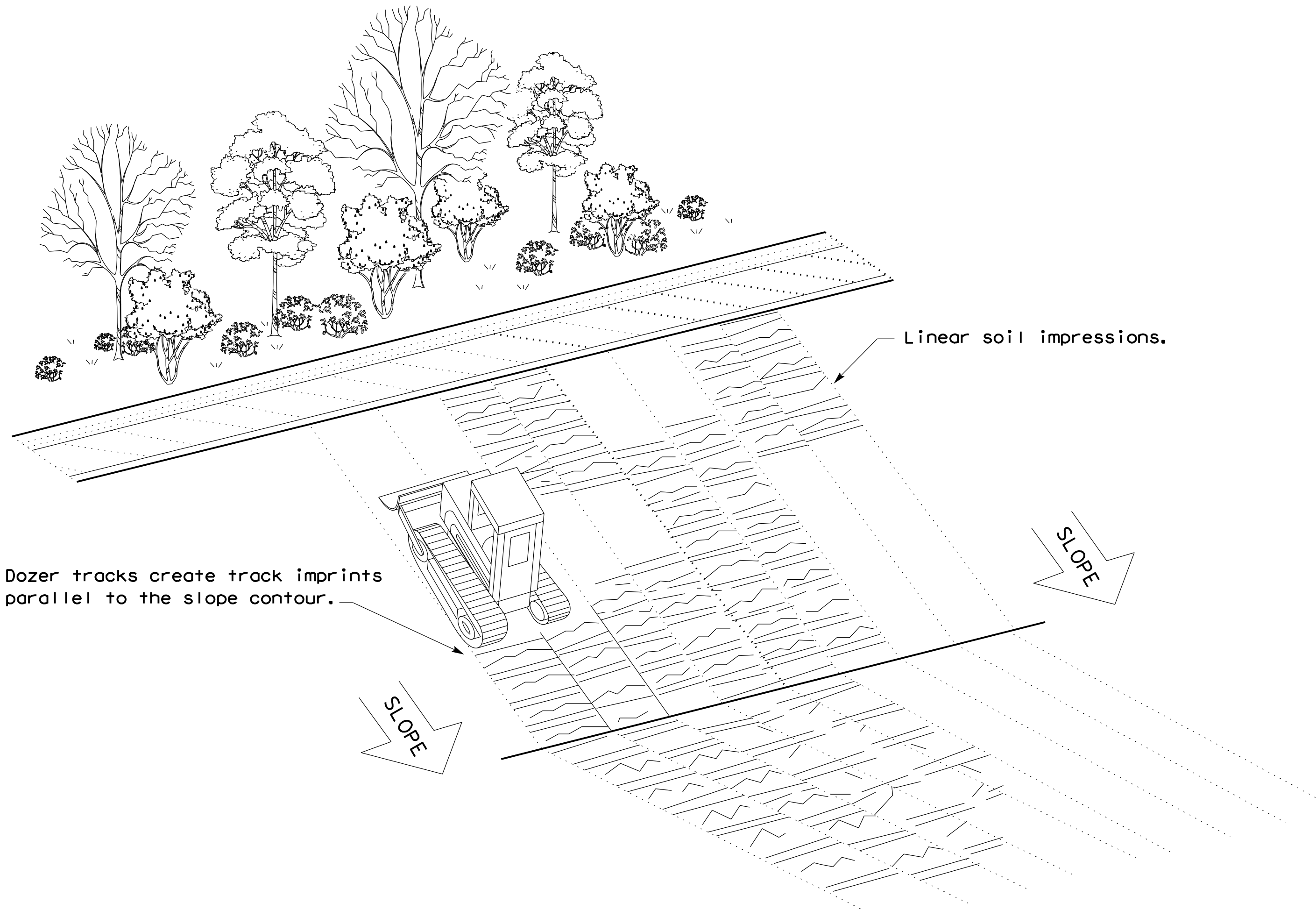
LEGEND

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	0901	19	214, ETC		CR, ETC	
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	PAR		GRAYSON, ETC		93	

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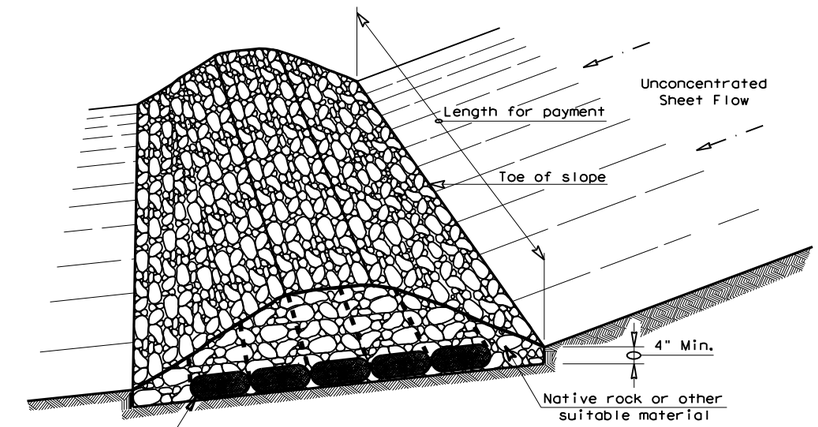
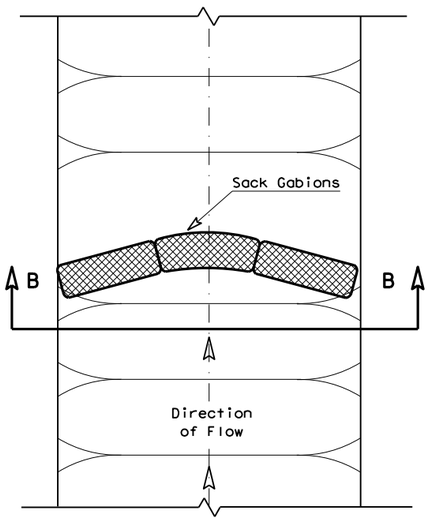
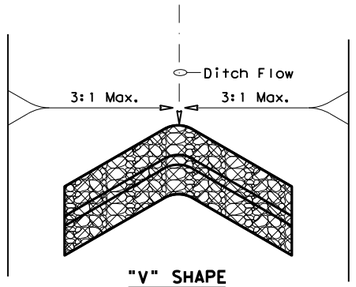


FILTER DAM AT TOE OF SLOPE

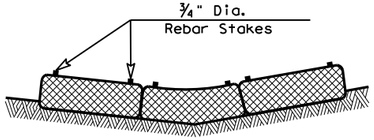
RFD1



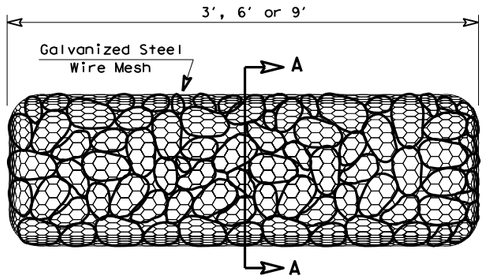
PLAN VIEW



"V" SHAPE PLAN VIEW

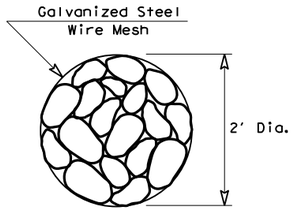


SECTION B-B

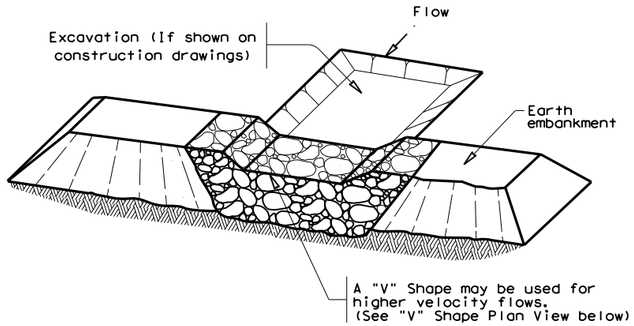


TYPE 4 (SACK GABIONS)

RFD4

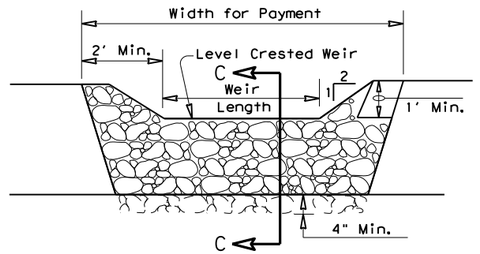


SECTION A-A

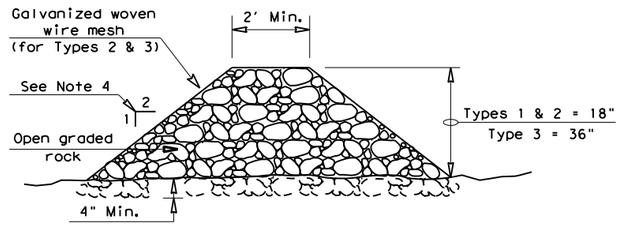


FILTER DAM AT SEDIMENT TRAP

RFD1 OR RFD2



PROFILE



SECTION C-C

ROCK FILTER DAM USAGE GUIDELINES

Rock Filter Dams should be constructed downstream from disturbed areas to intercept sediment from overland runoff and/or concentrated flow. The dams should be sized to filter a maximum flow through rate of 60 GPM/FT^2 of cross sectional area. A 2 year storm frequency may be used to calculate the flow rate.

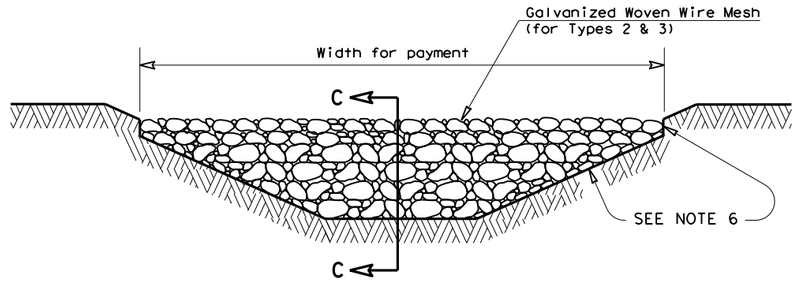
Type 1 (18" high with no wire mesh) (3" to 6" aggregate): Type 1 may be used at the toe of slopes, around inlets, in small ditches, and at dike or swale outlets. This type of dam is recommended to control erosion from a drainage area of 5 acres or less. Type 1 may not be used in concentrated high velocity flows (approximently 8 Ft/Sec or more) in which aggregate wash out may occur. Sandbags may be used at the embedded foundation (4" deep min.) for better filtering efficiency of low flows if called for on the plans or directed by the Engineer.

Type 2 (18" high with wire mesh) (3" to 6" aggregate): Type 2 may be used in ditches and at dike or swale outlets.

Type 3 (36" high with wire mesh) (4" to 8" aggregate): Type 3 may be used in stream flow and should be secured to the stream bed.

Type 4 (Sack gabions) (3" to 6" aggregate): Type 4 May be used in ditches and smaller channels to form an erosion control dam.

Type 5: Provide rock filter dams as shown on plans.



FILTER DAM AT CHANNEL SECTIONS

RFD1 OR RFD2 OR RFD3

GENERAL NOTES

1. If shown on the plans or directed by the Engineer, filter dams should be placed near the toe of slopes where erosion is anticipated, upstream and/or downstream at drainage structures, and in roadway ditches and channels to collect sediment.
2. Materials (aggregate, wire mesh, sandbags, etc.) shall be as indicated by the specification for "Rock Filter Dams for Erosion and Sedimentation Control".
3. The rock filter dam dimensions shall be as indicated on the SW3P plans.
4. Side slopes should be 2:1 or flatter. Dams within the safety zone shall have sideslopes of 6:1 or flatter.
5. Maintain a minimum of 1' between top of rock filter dam weir and top of embankment for filter dams at sediment traps.
6. Filter dams should be embedded a minimum of 4" into existing ground.
7. The sediment trap for ponding of sediment laden runoff shall be of the dimensions shown on the plans.
8. Rock filter dam types 2 & 3 shall be secured with 20 gauge galvanized woven wire mesh with 1" diameter hexagonal openings. The aggregate shall be placed on the mesh to the height & slopes specified. The mesh shall be folded at the upstream side over the aggregate and tightly secured to itself on the downstream side using wire ties or hog rings. For in stream use, the mesh should be secured or staked to the stream bed prior to aggregate placement.
9. Sack Gabions should be staked down with ¾" dia. rebar stakes, and have a double-twisted hexagonal weave with a nominal mesh opening of 2 ½" x 3 ¼"
10. Flow outlet should be onto a stabilized area (vegetation, rock, etc.).
11. The guidelines shown hereon are suggestions only and may be modified by the Engineer.

PLAN SHEET LEGEND

Type 1 Rock Filter Dam — RFD1
Type 2 Rock Filter Dam — RFD2
Type 3 Rock Filter Dam — RFD3
Type 4 Rock Filter Dam — RFD4

Texas Department of Transportation

Design Division Standard

TEMPORARY EROSION, SEDIMENT AND WATER POLLUTION CONTROL MEASURES

ROCK FILTER DAMS

EC(2)-16

FILE: ec216	DN: TxDOT	CK: KM	DW: VP	DN/CK: LS
© TxDOT: JULY 2016	CONT	SECT	JOB	HIGHWAY
REVISIONS	0901	19	214, ETC	CR, ETC
	DIST	COUNTY		SHEET NO.
	PAR	GRAYSON, ETC		94

DATE: 4/25/2022
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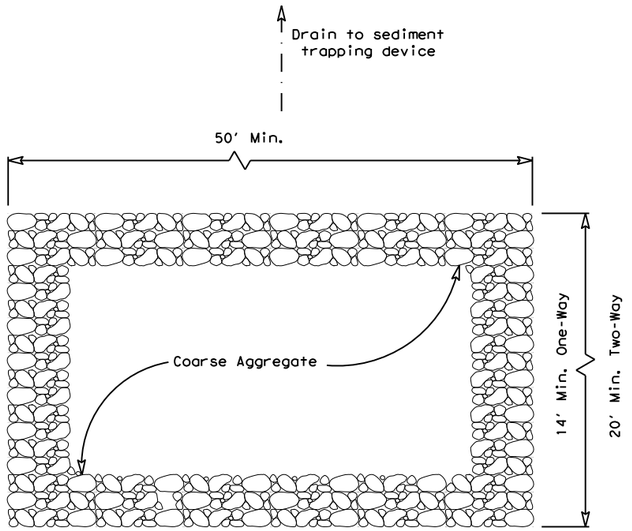
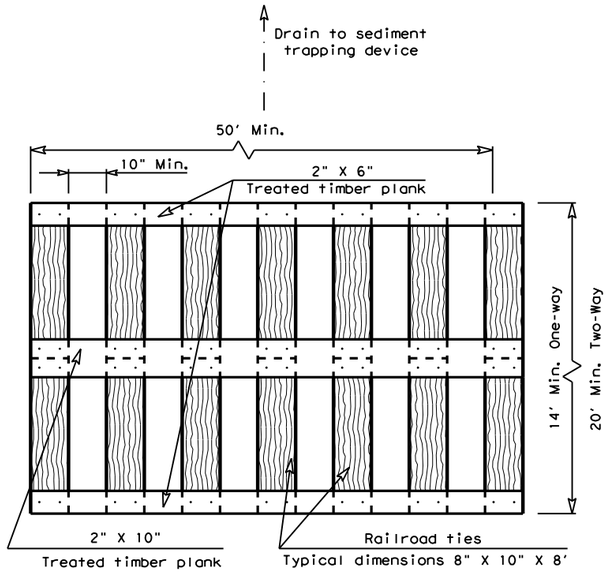


PLAN VIEW



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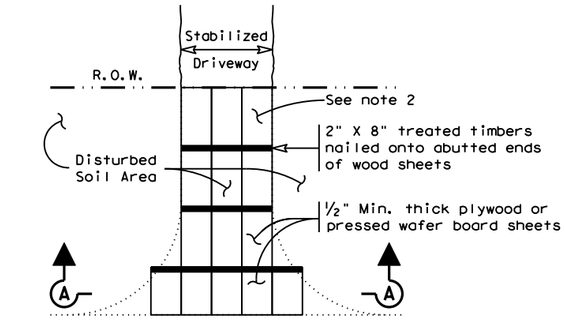

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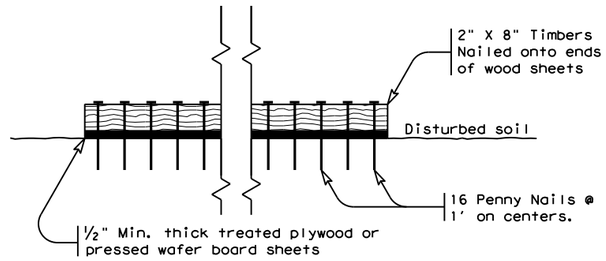
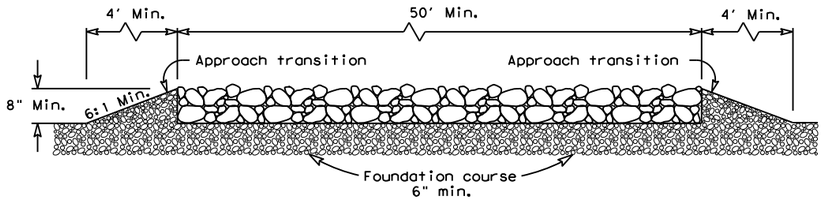


SECTION A-A

CONSTRUCTION EXIT (TYPE 3)

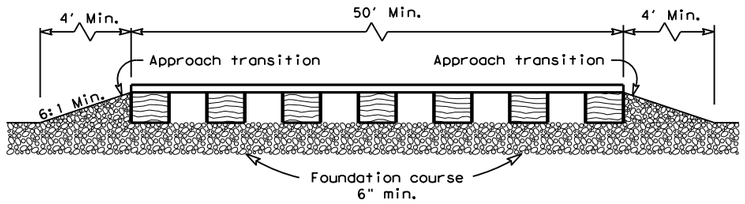
SHORT TERM



ELEVATION VIEW

CONSTRUCTION EXIT (TYPE 1)

ROCK CONSTRUCTION (LONG TERM)



ELEVATION VIEW

CONSTRUCTION EXIT (TYPE 2)

TIMBER CONSTRUCTION (LONG TERM)

GENERAL NOTES (TYPE 1)

1. The length of the type 1 construction exit shall be as indicated on the plans, but not less than 50'.
2. The coarse aggregate should be open graded with a size of 4" to 8".
3. The approach transitions should be no steeper than 6:1 and constructed as directed by the Engineer.
4. The construction exit foundation course shall be flexible base, bituminous concrete, portland cement concrete or other materialas approved by the Engineer.
5. The construction exit shall be graded to allow drainage to a sediment trapping device.
6. The guidelines shown hereon are suggestions only and may be modified by the Engineer.
7. Construct exits with a width of at least 14 ft. for one-way and 20 ft. for two-way traffic for the full width of the exit, or as directed by the engineer.

GENERAL NOTES (TYPE 2)

1. The length of the type 2 construction exit shall be as indicated on the plans, but not less than 50'.
2. The treated timber planks shall be attached to the railroad ties with ½"x 6" min. lag bolts. Other fasteners may be used as approved by the Engineer.
3. The treated timber planks shall be #2 grade min., and should be free from large and loose knots.
4. The approach transitions shall be no steeper than 6:1 and constructed as directed by the Engineer.
5. The construction exit foundation course shall be flexible base, bituminous concrete, portland cement concrete or other material as approved by the Engineer.
6. The construction exit should be graded to allow drainage to a sediment trapping device.
7. The guidelines shown hereon are suggestions only and may be modified by the Engineer.
8. Construct exits with a width of at least 14 ft. for one-way and 20 ft. for two-way traffic for the full width of the exit, or as directed by the engineer.

GENERAL NOTES (TYPE 3)

1. The length of the type 3 construction exit shall be as shown on the plans, or as directed by the Engineer.
2. The type 3 construction exit may be constructed from open graded crushed stone with a size of two to four inches spread a min. of 4" thick to the limits shown on the plans.
3. The treated timber planks shall be #2 grade min., and should be free from large and loose knots.
4. The guidelines shown hereon are suggestions only and may be modified by the Engineer.

Texas Department of Transportation

Design Division Standard

TEMPORARY EROSION, SEDIMENT AND WATER POLLUTION CONTROL MEASURES

CONSTRUCTION EXITS

EC(3)-16

FILE: ec316	DN: TxDOT	CK: KM	DW: VP	DN/CK: LS
©TxDOT: JULY 2016	CONT	SECT	JOB	HIGHWAY
REVISIONS	0901	19	214, ETC	CR, ETC
	DIST	COUNTY		SHEET NO.
	PAR	GRAYSON, ETC		95