INDEX OF SHEETS

SEE SHEET NO 2

THE CONTRACTOR SHALL MAKE HIS OWN INVESTIGATIONS AND ARRANGEMENTS FOR DELIVERY OF MATERIALS.

REQUIRED SIGNS SHALL BE IN ACCORDANCE WITH THE CURRENT BARRICADE AND CONSTRUCTION OR BC SHEETS AND THE "TEXAS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES".

STATE OF TEXAS
DEPARTMENT OF TRANSPORTATION

PLANS OF PROPOSED
STATE HIGHWAY IMPROVEMENT

FEDERAL AID PROJECT NO. F 2023(130),ETC.

NET LENGTH OF PROJECT= 852,405.00 FT. = 161.440 MI.

FOR THE CONSTRUCTION OF SEAL COAT
CONSISTING OF SEAL COAT AND PAVEMENT MARKINGS

0010-06-044,ETC

US 67,ETC
TITUS COUNTY,ETC

NOTE: SEE PROJECT SUMMARY SHEETS
FOR COMPLETE LISTING OF
CSJs,LIMITS, LENGTHS AND EXCEPTIONS.

SEE SHEET 3 FOR PROJECT LOCATION MAP

FEDERAL AID PROJECT NO.			
F 2023(130),ETC.			
CONT	SECT	JOB	HIGHWAY
0010	06	044	US 67
DIST	COUNTY		SHEET NO.
ATL	TITUS,ETC		1

DESIGN SPEED = N/A

FINAL PLANS

LETTING DATE: _____

DATE CONTRACTOR BEGAN WORK: _____

DATE WORK WAS COMPLETED & ACCEPTED: _____

FINAL CONTRACT COST: $ _____

CONTRACTOR : _____

CONTRACTOR ADDRESS: _____

LIST OF APPROVED FIELD CHANGES: _____

THE CONSTRUCTION WORK WAS PREFORMED IN SUBSTANTIAL COMPLIANCE WITH THE CONTRACT.

P.E. _____ DATE _____

DATE: 7/29/2022 10:41:43 AM
FILE: pw:\\txdot.projectwiseonline.com:TXDOT5\Documents\19 - ATL\Design Projects\0010060044 - 2023 Seal Coat\4 - Design\Master Design Files\01 PLANSHEETS\001 TITLE SHEET.dgn

COUNTY TITUS, ETC PROJ. NO. F 2023(130),ETC.
HWY. NO. VAR LETTING DATE OCTOBER 6, 2022
DATE ACCEPTED _____

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, JULY 2022)

EQUATIONS: NONE
EXCEPTIONS: SEE PROJECT SUMMARY SHEETS
RAILROAD CROSSINGS: TWO

1) FM 249, CASS CO. (LAT: 33.137797°,LONG: -94.059205°)
2) FM 134, HARRISON CO. (LAT: 32.704850°,LONG: -94.233455°)

RECOMMENDED FOR LETTING: 8/4/2022

DocuSigned by:
Deanne Simmons, P.E.
929084EF4AF345A...

DISTRICT DIRECTOR OF TRANSPORTATION
PLANNING AND DEVELOPMENT

APPROVED FOR LETTING: 8/5/2022

DocuSigned by:
0EAA5DC25F0F45E...

DISTRICT ENGINEER

GENERAL

TRAFFIC CONTROL PLAN STANDARDS

PAVEMENT MARKING STANDARDS

ENVIRONMENTAL ISSUES

STATE OF TEXAS
GLENN R. YOWELL
92077
LICENSED
PROFESSIONAL ENGINEER

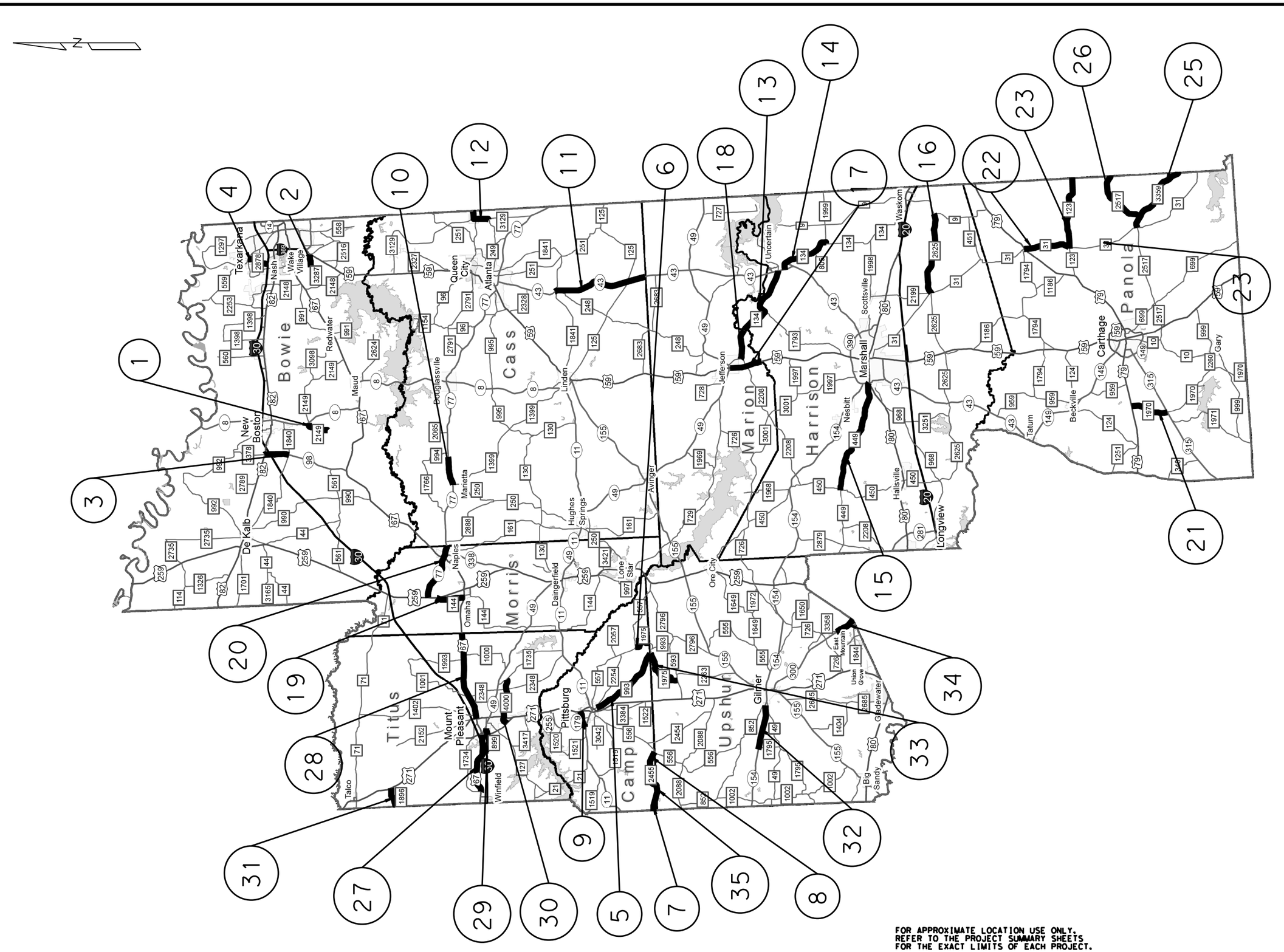
Glenn R. Yowell, P.E.

7-28-22

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

INDEX OF SHEETS

FHWA TEXAS DIVISION	FEDERAL AID PROJECT NO.		SHEET NO.
			2
STATE	DISTRICT	COUNTY	
TEXAS	ATL	TITUS	
CONTROL	SECTION	JOB	HIGHWAY NO.
0010	06	044	US 67



FOR APPROXIMATE LOCATION USE ONLY.
REFER TO THE PROJECT SUMMARY SHEETS
FOR THE EXACT LIMITS OF EACH PROJECT.

NOT TO SCALE

LOCATION MAP

Texas Department of Transportation

CONT	SECT	JOB	HIGHWAY
0010	06	044	US 67
DIST	COUNTY		SHEET NO.
ATL	TITUS		3

DATE: 7/27/2022 3:59:47 PM
FILE: pw:\\txdot.projectwiseonline.com:TXDOT5\Documents\19 - ATL\Design Projects\0010060044 - 2023 Seal Coat\4 - Design\Master Design Files\01 PLANSHEETS\003 LOCATION MAP.dgn

REF	COUNTY	HIGHWAY	CSJ	LIMITS	BEGIN STATION	END STATION	BEGIN REF MRK	END REF MRK	EXCEPTIONS	LENGTH FEET	LENGTH MILES	AADT (2020)
1	BOWIE	FM 2149	1987-01-036	FR: 2.38 MI. W. OF SH 8 TO: SH 8	10+00	135+72.00	722-0.007	724+0.39	NONE	12,572	2.381	498
2	BOWIE	FM 3287	2050-02-005	FR: 1.33 MI. W. OF FM 989 TO: FM 989	10+00	80+22.00	738-0.011	738+1.319	NONE	7,022	1.330	1,151
3	BOWIE	SH 98	2526-01-012	FR: US 82 TO: FM 1840	10+00	144+53.00	212-0.039	214+0.567	NONE	13,453	2.548	2,059
4	BOWIE	FM 2878	2878-01-016	FR: FM 559 TO: IH 30 FRONTAGE ROAD	10+00	140+20.00	210-0.091	210+2.375	NONE	13,020	2.466	2,358
5	CAMP	FM 993	1232-01-015	FR: FM 2254 TO: UPSHUR C/L	10+00	455+16.00	246+0.477	256+0.055	NONE	44,516	8.431	1,086
6	CAMP	FM 1975	1511-02-006	FR: FM 557 TO: UPSHUR C/L	10+00	104+72.00	250-0.034	252+0	NONE	9,472	1.794	74
7	CAMP	FM 2455	1579-02-008	FR: WOOD C/L TO: UPSHUR C/L	10+00	102+93.00	682+0.02	684+0.075	NONE	9,293	1.760	282
8	CAMP	FM 2455	1579-04-008	FR: UPSHUR C/L TO: UPSHUR C/L	10+00	213+65.00	686+0	690+0.032	NONE	20,365	3.857	443
9	CAMP	SL 179	3289-01-012	FR: SH 11 TO: US 271	10+00	104+51.00	692-0.043	692+1.747	NONE	9,451	1.790	4,918
10	CASS	SH 77	0277-02-056	FR: FM 250 TO: 0.3 MI. W. OF FM 994	10+00	169+98.00	720+0.992	724+0.178	NONE	15,998	3.030	1,589
11	CASS	SH 43	0569-01-057	FR: RxR OVERPASS TO: MARION C/L	10+00	535+99.00	242+0.7	254+0	NONE	52,599	9.962	1,350
12	CASS	FM 249	0945-04-048	FR: FM 249 W TO: ARKANSAS S/L	10+00	141+42.00	742+1.502	746+0	NONE	13,142	2.489	2,059
13	HARRISON	FM 134	0632-02-032	FR: MARION C/L TO: SH 43	10+00	437+57.00	262+2.582	274+0.152	NONE	42,757	8.098	1,031
14	HARRISON	FM 134	0632-03-051	FR: SH 43 TO: FM 1999	10+00	312+17.00	312+22.000	274+0.841	NONE	30,217	5.723	1,207
15	HARRISON	FM 449	0640-06-044	FR: FM 450 TO: SL 390	10+00	646+28.00	716+1.006	728+1.094	STA 59+60- STA 61+83	63,628	12.051	864
16	HARRISON	FM 2625	3283-01-017	FR: FM 31 TO: FM 9	10+00	467+72.00	736+1.96	746+0.033	NONE	45,772	8.669	857
17	MARION	US 59	0062-06-059	FR: 0.1 MI. S. OF SH 49 TO: HARRISON C/L	10+00	179+39.00	268+0.535	270+1.961	STA 102+55- STA 111+94	16,939	3.208	15,507
18	MARION	FM 134	0632-01-032	FR: FM 2208 TO: HARRISON C/L	10+00	172+99.00	260+1.359	262+2.534	NONE	16,299	3.087	822
19	MORRIS	FM 144	0085-05-006	FR: US 67 TO: US 259 N	10+00	168+03.00	232-0.034	234+0.993	NONE	15,803	2.993	954
20	MORRIS	SH 77	0277-01-033	FR: US 259 TO: CASS C/L	10+00	326+38.00	708-0.057	714+0.097	NONE	31,638	5.992	2,181
21	PANOLA	FM 1970	0428-03-013	FR: US 79 TO: SH 315	10+00	223+05.00	302-0.06	306+0.031	NONE	21,305	4.035	1,480
22	PANOLA	FM 31	0640-02-031	FR: US 79 TO: FM 123	10+00	266+82.00	296+0.536	300+1.446	NONE	25,682	4.864	1,965
23	PANOLA	FM 123	1221-02-021	FR: FM 31 S TO: LOUSIANA S/L	10+00	418+25.00	740+0.887	748+0.715	NONE	40,825	7.732	1,081
24	PANOLA	FM 2517	2239-02-016	FR: FM 31 TO: FM 3359	10+00	77+58.00	744+0.294	744+1.574	NONE	6,758	1.280	1,459
25	PANOLA	FM 3359	2239-02-017	FR: FM 2517 TO: LOUISIANA S/L	10+00	354+84.00	302-0.016	308+0.583	NONE	34,484	6.531	545
26	PANOLA	FM 2517	3151-01-015	FR: FM 3359 TO: LOUISIANA S/L	10+00	360+12.00	744+1.579	750+2.236	NONE	35,012	6.631	1,058
27	TITUS	US 67	0010-06-044	FR: 0.1 Mi. E. of FM 1734 TO: 0.1 Mi. W. of US 271	10+00	340+95.00	278+1.144	284+1.48	NONE	33,095	6.268	2,318
28	TITUS	US 67	0010-07-053	FR: MORRIS C/L TO: BU 271	10+00	504+52.00	266+0.671	276+1.325	NONE	49,452	9.366	7,975
29	TITUS	FM 899	1176-02-020	FR: 0.05 MI. E. OF BLACKLAND RxR TO: SH 49	10+00	156+52.00	688+0.156	690+0.882	NONE	14,652	2.775	792
30	TITUS	FM 4000	1226-04-003	FR: US 271 TO: FM 1735	10+00	275+43.00	690-0.072	694+0.955	NONE	26,543	5.027	4,219
31	TITUS	FM 1896	1816-01-006	FR: US 271 TO: FRANKLIN C/L	10+00	127+27.00	224-0.054	224+2.167	NONE	11,727	2.221	210
32	UPSHUR	SH 154	0401-04-041	FR: 0.2 Mi. W. of FM 1795 TO: FM 852	10+00	258+32.00	722+0.137	7260.822	NONE	24,832	4.703	6,513
33	UPSHUR	FM 1975	1232-02-016	FR: FM 993 TO: FM 593	10+00	273+47.00	254-0.529	258+0.448	NONE	26,347	4.990	195
34	UPSHUR	SH 300	1385-01-042	FR: SOUTH END OF FM 3358 TO: FM 1844	10+00	130+17.00	274+1.321	276+1.657	NONE	12,017	2.276	12,095
35	UPSHUR	FM 2455	1579-03-008	FR: CAMP C/L TO: CAMP C/L	10+00	67+18.00	684+0.075	684+1.158	NONE	5,718	1.083	282
TOTALS										**852,405**	**161.441**	

STATIONING IS FOR CONSTRUCTION PURPOSES ONLY.

FILE: 3:20:32 PM
DATE

PROJECT SUMMARY SHEET

Texas Department of Transportation

CONT	SECT	JOB	HIGHWAY
0010	06	044	US 67
DISTRICT	COUNTY		SHEET
ATL	TITUS		4

GENERAL NOTES:

General Requirements and Covenants:

Schedule the preconstruction meeting prior to making any aggregate deliveries to the roadway. A representative of the contractor and all suppliers, with the authority to enter into contracts and agreements, shall be present.

Contractor questions on this project are to be addressed to the following individuals:

Tommy Bruce – Area Engineer
Tommy.Bruce@txdot.gov
Dana Moore – Assistant Area Engineer
Dana.Moore@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.

ITEM 7 – Legal Relations and Responsibilities:

This project is considered a maintenance activity and is exempt from the Construction General Permit (CGP) coverage.

Work in this contract is required to be done on railroad property. Cooperate with the railroads and comply with all their requirements including obtaining any training they require before performing work on railroad property.

No significant traffic generator events.

ITEM 8 – Prosecution and Progress:

The latest roadway start work date is June 2, 2023.

The Work Start Date and beginning of Working Day Charges for this project will be May 1, 2023.

Working days will be charged in accordance with Section 8.3.1.2, "Six-Day Workweek"

Refer to SP 008---048 for additional information regarding beginning of working day charges.

ITEM 302 – Aggregates for Surface Treatment:

Furnish material in accordance with Atlanta District's QA Program for Surface Treatment Aggregates. This program is available at TxDOT Atlanta District.

ITEM 316 – Seal Coat:

Furnish aggregate material in accordance with the Atlanta District's QA Program for Surface Treatment Aggregates. A copy of the program is include in the plans.

Precoat material with a minimum of 1.0 % of asphalt material or as directed by the Engineer.

Apply anti-stripping agent when using siliceous gravel or other material that is prone to stripping.

Consolidate the aggregate into a uniform stockpile in a manner that will prevent segregation and/or degradation. It is the intent that stockpiling operations be performed continuously during daily deliveries.

Use the same type of aggregate on each individual project.

Equip the distributor spray bar so that the asphalt rate over the wheel paths can be set at a rate different than the application rate over the rest of the travel lane.

Patch, repair, clean up each project and apply work zone pavement markings to each individual project before conducting further sealing operations.

Seal intersections and driveways before sealing the main lanes. Seal all existing roadway surfaces, including extra widths, crossovers, roadside parks, picnic areas, mailbox turnouts, public road intersections, and public drives, within the limits of each project. Do not seal intersections or driveways surfaced with ACP or constructed of concrete.

Remove vegetation and blade pavement edges as directed.

Contact the maintenance supervisor in each county prior to beginning any stockpile activity.

COUNTY	SUPERVISOR	TELEPHONE
Panola	Kyle Weatherford	903-693-6331
Morris/Camp	Fred Crowder	903-645-2519
Upshur	Christopher Moore	903-797-3100
Marion	Robert Smith	903-665-2692
Harrison	Michael Smith	903-935-2809
Cass	James Barron	903-756-7118
Titus/Camp	Fred Crowder	903-645-2519
Bowie (West)	Kevin Camp	903-628-2321
Bowie (East)	Kelly Speer	903-838-8574

Deliver aggregate Monday through Friday during daylight hours only. Deliveries outside of these hours will cause all stockpiled aggregate to be removed from material on hand.

For final surfaces, furnish aggregate with a minimum “A” surface aggregate classification.

The Department may require the use of emulsion instead of AC if conditions so dictate. Apply AC unless otherwise directed.

Asphalt season starts May 1 and ends August 31. Obtain written approval before placing asphaltic materials between August 31 and May 1.

Cure the surface treatment under traffic a minimum of 14 days before placement of any subsequent surface courses.

Final brooming, of the patched or repaired areas, may take place the working day after the individual project is completed.

Strike off all trucks hauling aggregate to the sealing operations or as directed by the Engineer.

Materials remaining on the right of way after final payment has been made will become property of the State.

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 Contractor's responsible person (CRP) will be responsible for ensuring that the signs and traffic control devices are in place and functioning properly.

The CRP will inspect and ensure any deficiencies are corrected each and every day throughout the duration of this contract. Notify the Engineer in writing of the name, address, and telephone number of this employee or these employees.

Restrict the movement of equipment across traffic lanes to an absolute minimum.

Use strobe lights or rotating beacons on all motorized equipment, operating on or adjacent to the road surface.

Erect signs within forty-eight (48) hours prior to sealing an individual project.

Cover or turn away from traffic the Road Work Ahead, No Center Stripe, and Loose Gravel signs until sealing operations begin.

Remove the Loose Gravel signs immediately after the final brooming and prior to striping. Remove the No Center Stripe and Do Not Pass signs immediately after the centerline stripe is placed.

ITEM 506 – Temporary Erosion, Sedimentation, and Environmental Controls:

It is the intent of this contract that no disturbance of vegetation occurs as a result of roadway operations. In the event vegetation is disturbed, place erosion or pollution control measures deemed necessary by the Engineer. Work performed for which there are no applicable pay items

in the contract will be reimbursed in accordance with Article 9.7, “Payment for Extra Work and Force Account Method”.

ITEM 662 – Work Zone Pavement Markings:

Patch, repair, clean up each project and apply work zone pavement markings to each individual project before conducting further sealing operations.

ITEM 666 - Reflectorized Pavement Markings:

Furnish and place a double drop of Type II and Type III drop-on glass beads.

Place pavement markings only after the surface treatment has cured to the satisfaction of the Engineer.

Place pavement markings within 14 days after completion of the final surface.

Mark the lateral locations of pavement markings with pilot lines. Obtain approval of the location and alignment of the pilot lines before application of permanent markings.

A mobile unit will be required to take reflectivity readings, readings will be taken on all lines in both directions. The mobile reflectivity readings will not be paid for separately but will be subsidiary to this bid item. Strict compliance with report output will be exercised in accordance to this general note. Information for each road must be together in the same file and submitted on a USB thumb drive. Submit a table of contents for each USB thumb drive. Each thumb drive will contain a customer interactive report that generates a color-coded map where the user can verify passing and failing sections of roadway. The color-coded map should match the color-coded graphs generated by the data in the computer. The graphs should have a color-coded portion or shaded area representing failing and passing. The map should be standard Google earth maps or equal. Reports need to be in numerical order by reference number, concurrent with direction, labeled and separated by color, and include the posting date. The format will require prior acceptance by the Engineer.

Record the location of “passing” and “no passing” zones before beginning roadway work to re-establish these zones in their original location. Provide a copy of the record to the Engineer.

Use PM(2)-20 for the placement of 6” pavement markings.

ITEM 6001 – Portable Changeable Message Sign:

Portable Changeable Message signs will be used on this contract. The Portable Changeable Message Signs will be used in advance of signal work where changing conditions may warrant the use of message boards. They may also be required at other locations as directed by the Engineer. The Engineer will provide the Contractor with the location and the messages to be displayed for each specific event. The Engineer or his representative will inspect each location once the Contractor has placed the message boards to verify that the placement and message is correct. The Contractor will change the message board location and modify the message being displayed as directed before leaving the location to the satisfaction of the Engineer or his representative. The Portable Changeable Message Signs will be paid for by the day after installed and fully operational. All locations that the Contractor will be called upon to use the Portable Changeable Message Signs will be for a minimum of 10 days. The Engineer will notify the Contractor when the Portable Changeable Message Signs are needed, and the Contractor will have the Portable Changeable Message Signs on location and fully operational in 5 working days. In cases of emergency the Contractor will have the Portable Changeable Message Signs on location and fully operational in 3 working days. Refer to traffic control plan sheets for typical temporary portable changeable message sign layout.

ITEM 6185–Truck Mounted Attenuator (TMA) and Trailer Attenuator (TA):

The shadow vehicle with truck mounted attenuator (TMA) will not be optional but will be required as shown on the appropriate traffic control plan sheets.

A total of one (2) shadow vehicle with TMA will be required for work. The contractor will be responsible for determining if one or more of these operations will be ongoing at the same time to determine the total number of TMA’s needed for the project.

A total of two (2) shadow vehicles with TMA will be required for Pavement Marking Operations.

BASIS OF ESTIMATE

ITEM	DESCRIPTION	RATE	UNIT	QUANTITY
*210	Rolling (Surface Treatment)	1 hr./1,000 sq. yd.	hr.	2,968

*FOR CONTRACTOR’S INFORMATION ONLY.

Atlanta District QA Program for Surface Treatment Aggregates

The purpose of this program is to ensure quality aggregates are used for construction of seal coats.

The Contractor will perform QC (Quality Control) sampling and testing on surface treatment aggregates. All sampling and testing methods will be in accordance with TxDOT's Manual of Testing Procedures. TxAPA Level IA and AGG 101 certifications are required.

Contractor-performed QC sampling and testing will not be used as part of the acceptance decision.

The Producer is the same as, and has the same definition as, the Contractor (Article 1.3.37 of the Standard Specifications) throughout this document.

Provide aggregates that meet the requirements of TxDOT's:

1) Plans, 2014 Standard Specifications, Special Specifications, and Special Provisions.
2) Bituminous Rated Source Quality Catalog.
3) Atlanta District Quality Assurance Program which includes QC and QA sampling, testing, inspection, material inventory and tracking, documentation, reporting, and material shelf life.
4) Quality Assurance Program for Design-Bid-Build Projects amended as follows:
   a) **3.3 Testing Equipment**, fourth paragraph, first sentence. remove "in making an acceptance decision" and do not replace.
   b) **6.3 Who Must Be Qualified?** first paragraph, first sentence. remove "for acceptance," and do not replace.
   c) remove "statewide" and replace with "local" throughout this document.

General Requirements:

1) All individuals performing testing on seal coat aggregate must have current certification/qualification records filed with Atlanta District Lab.
2) All testing equipment subject to inspection by TxDOT at random,
3) Provide TxDOT Atlanta District a minimum of 2 weeks' notice of the need for inspection or testing.
4) TxDOT reserves the right to prioritize or reschedule any inspection or testing services, and shall not be cause for additional project time.
5) All non-TxDOT laboratories will be responsible for calibration and documentation of testing equipment conforming to the American Association for Laboratory Accreditation (A2LA) ISO17025 certification. AASHTO accreditation will not be required for non-TxDOT laboratories.
6) Testing of seal coat aggregate is limited to sampling, deleterious material, decantation, flakiness index, gradation, crushed faces, asphalt content, and boil test. Project acceptance testing will be performed by the Engineer after a review of the Producer's QC test results by TxDOT.
7) Sample stockpiles at the source with a front end loader following test method Tex-400-A.
8) All accepted stockpiled materials shall be reserved for exclusive use on Texas Department of Transportation Atlanta District construction contracts, maintenance contracts, and materials requisitions. The Producer will obtain written permission from the Engineer to use this accepted material on other TxDOT projects.
9) The stockpiles shall be in a designated area, approved by the Engineer, removed from the main plant operations and roadways to prevent the accumulation, of excessive detrimental dust. However, these areas must be conveniently located for inspection and shipment control. Excessive contamination, in the opinion of the Engineer, will warrant rejection of all or a portion of the stockpile(s).
10) The stockpiles shall be constructed sufficiently apart so that the materials in one stockpile will not blend with that in another. Stockpiles shall be built in a manner acceptable to representatives of the Engineer.
11) All stockpiles intended for TxDOT use shall be adequately marked or signed (stockpile identification, producer, pit identification, quantity, status: QC, QC w/approval to precoat, QC precoated, or Accepted), as approved by the Engineer. No material shall be added to a stockpile once the request to accept or precoat is made to the Engineer. Adding material under these circumstances will be cause for stockpile rejection. The stockpile can be re-tested when requested by the Producer and when deemed desirable by the Department. The Engineer will enact Article 6.2 of the Standard Specifications if warranted.
12) It is the responsibility of the Producer to maintain the stockpiles and the stockpile area in a neat and orderly fashion. Each stockpile shall be properly maintained until depleted.
13) All stockpiles must be accessible to the Department at all times.
14) All costs associated with this QA Program will be the responsibility of the Producer and shall be subsidiary to Item 316.
15) The Producer is expected to make approved materials available to Contractors proposing to use the material on Department projects.

ATLANTA DISTRICT QA PROGRAM FOR SURFACE TREATMENT AGGREGATES

SHEET 1 OF 3

FHWA TEXAS DIVISION	FEDERAL AID PROJECT NO.		SHEET NO.
			6
STATE	DISTRICT	COUNTY	
TEXAS	ATL	TITUS	
CONTROL	SECTION	JOB	HIGHWAY NO.
0010	06	04	US 67

16) A stockpile shall have an acceptance life of three months from the date of testing when stockpiled off of State of Texas property. Seal coat aggregate remaining in stockpile after three months may be resubmitted for testing.

17) The stockpile size shall be 3000 CY with a tolerance of 300 CY. Minimum quantities do not apply when material is left over from stockpiles that have been previously tested and accepted. Smaller project specific stockpiles may be created. Measure the stockpile size in CY with "Stockpile Reports" (www.stockpilereports.com) and report to the Engineer with QC test results prior to Department acceptance testing.

18) When building a stockpile the Producer will perform the following production QC tests:

- Tex-200-F Part I (grad.) once every 3 hours of production per day*
- Tex-217-F Part I (deleterious) once per day of production*
- Tex-224-F (flakiness index) once every 5 hours of production per day*
- Tex-406-A (decantation) once per day of production*
- Tex-460-A Part I (cru. faces) once every 5 hours of production per day*

*minimum testing frequency per stockpile, or fraction thereof.

19) After building the stockpile and prior to precoat the Producer will perform the following QC tests on the stockpile:

- Tex-200-F Part I (grad.) four per stockpile, one per quadrant*
- Tex-217-F Part I (deleterious) once per stockpile*
- Tex-224-F (flakiness index) once per stockpile*
- Tex-406-A (decantation) once per stockpile*
- Tex-460-A Part I (crushed faces) once per stockpile*

*minimum testing frequency per stockpile

20) The Producer will review all QC tests for a stockpile and forward the individual complete QC test reports to the Engineer. The Engineer will determine from the QC test reports if the stockpile is ready for acceptance testing (non-precoat aggregate) or for precoat. The Engineer's receipt of QC stockpile test reports will serve as notification by the Producer that a stockpile is ready for acceptance testing or further processing.

21) The Engineer will perform acceptance sampling and testing on non-precoat (will receive no coating) stockpiles based on Producer QC test results. The Engineer will sample four quadrants of each 3000 CY stockpile. A lesser sampling and testing scheme may be used for smaller stockpiles. The Engineer will afford the Producer the opportunity to take split samples of each quadrant sampled. Acceptance testing frequency shall meet the requirements of TxDOT's Guide Schedule of Sampling and Testing. The Engineer will notify the Contractor and Producer that a stockpile is accepted or rejected based on QA test results. A stockpile that has been accepted may be transported to a TxDOT project.

22) The Engineer will notify the Producer that a stockpile is ready for precoat based on the Producers QC test results. The Producer will perform the following QC tests during the precoat process:

- Tex-236-F (ignition AC) once per stockpile*
- Tex-530-C (boil test) once per day per stockpile*

*minimum testing frequency per stockpile

23) The Producer will review all QC tests for a precoated stockpile and forward the individual complete QC test reports to the Engineer. The Engineer will determine from the QC test reports if the precoated stockpile is ready for acceptance testing. The Engineer's receipt of QC stockpile test reports will serve as notification by the Producer that a stockpile is ready for acceptance testing. The Engineer will perform acceptance (QA) testing on precoated aggregate stockpiles for:

- Tex-200-F Part I (gradation)
- Tex-217-F Part I (deleterious material)
- Tex-224-F (flakiness index)
- Tex-236-F (AC removal by ignition)
- Tex-406-A (decantation)
- Tex-460-A Part I (crushed faces)
- Tex-530-C (boil test)

24) The Engineer will sample four quadrants of each 3000 CY precoated stockpile. A lesser sampling and testing scheme may be used for smaller stockpiles. The Engineer will afford the Producer the opportunity to take split samples of each quadrant sampled. Acceptance testing frequency shall meet the requirements of TxDOT's Guide Schedule of Sampling and Testing. The Engineer will notify the Contractor and Producer that a precoated stockpile is accepted or rejected based on QA test results. A stockpile that has been accepted may be transported to a TxDOT project.

25) Each stockpile transported to a project without acceptance documentation from the Engineer, the Contractor will be assessed $500 to cover the cost of travel, sampling, testing, and reporting. This cost will be deducted from the Contractor's estimate as stated in Article 6.2 of the Standard Specifications. TxDOT may also require the stockpile to be removed. All costs associated with producing, testing, shipping, removing, and disposing of this stockpile shall be the responsibility of the Contractor as stated in Article 5.3.2 of the Standard Specifications.

ATLANTA DISTRICT QA PROGRAM FOR SURFACE TREATMENT AGGREGATES

FHWA TEXAS DIVISION	FEDERAL AID PROJECT NO.		SHEET NO.
			7
STATE	DISTRICT	COUNTY	
TEXAS	ATL	TITUS	
CONTROL	SECTION	JOB	HIGHWAY NO.
0010	06	044	US 67

FILE: pw:\\txdot.projectwiseonline.com:TXDOT5\Documents\19 - ATL\Design Projects\001006044 - 2023 Seal Coat\4 - Design\Master Design Files\01 PLANSHEETS\006-008 ATL QA PROGRAM.dgn
DATE: 7/11/2022 4:05:11 PM

26) The Producer shall maintain records of all individual truck or rail exports from the source. Each record shall include the following as a minimum and included on the delivery ticket:
    - project CSJ or RMC #
    - material Type (ex: B, PB, L, PL)
    - material Grade (ex: 3, 4, 5)
    - quantity in Tons
    - date of shipment
    - stockpile number, District Lab number, or both
    - producer (ex: MM or Hanson)
    - pit or source (ex: Sawyer or Little River)
    - reference number
27) The Contractor will provide delivery tickets for materials delivered to the project by the following Monday.
28) When in the opinion of the Engineer the Producer's QC operation is consistently producing stockpiles that comply reasonably well with all the requirements set forth above. The Engineer may exclude the requirement for QC Technician qualification, lab equipment calibration, and allow for a QC testing schedule other than the one detailed above.
29) Failure to comply with any of the requirements above or at the Contractor's request, all acceptance sampling and testing will be performed on seal coat aggregate delivered to the roadway.
30) Roadway stockpiles will be constructed as approved by the Engineer. Individual truck piles are unacceptable.

ATLANTA DISTRICT QA PROGRAM FOR SURFACE TREATMENT AGGREGATES

SHEET 3 OF 3

FHWA TEXAS DIVISION	FEDERAL AID PROJECT NO.		SHEET NO.
			8
STATE	DISTRICT	COUNTY	
TEXAS	ATL	TITUS	
CONTROL	SECTION	JOB	HIGHWAY NO.
0010	06	044	US 67

Estimate & Quantity Sheet

CONTROLLING PROJECT ID 0010-06-044

DISTRICT Atlanta **COUNTY** Bowie, Camp, Cass, Harrison, Marion, Morris, Panola, Titus, Upshur

HIGHWAY FM 123, FM 134, FM 144, FM 1896, FM 1970, FM 1975, FM 2149, FM 2455, FM 249, FM 2517, FM 2625, FM 2878, FM 31, FM 3287, FM 3359, FM 4000, FM 449, FM 899, FM 993, SH 154, SH 300, SH 43, SH 77, SH 98, SL 179, US 59, US 67

				CONTROL SECTION JOB		**0010-07-053**		**0062-06-059**		**0085-05-006**		**0277-01-033**		**0277-02-056**	
				PROJECT ID		**A00177052**		**A00177068**		**A00133407**		**A00176870**		**A00176981**	
				COUNTY		**Titus**		**Marion**		**Morris**		**Morris**		**Cass**	
				HIGHWAY		**US 67**		**US 59**		**FM 144**		**SH 77**		**SH 77**	
ALT	**BID CODE**	**DESCRIPTION**	**UNIT**	EST.	FINAL	EST.	FINAL	EST.	FINAL	EST.	FINAL	EST.	FINAL	EST.	FINAL
	316-6048	ASPH (AC-20-5TR)	TON	250.620		428.450		250.750		114.820		279.480		148.130	
	500-6001	MOBILIZATION	LS	1.000											
	502-6025	BARR, SIGNS, TRAFFIC HANDLING	EA	35.000											
	662-6109	WK ZN PAV MRK SHT TERM (TAB)TY W	EA			529.000		112.000		20.000		790.000		239.000	
	662-6111	WK ZN PAV MRK SHT TERM (TAB)TY Y-2	EA	1,050.000		2,670.000		1,882.000		573.000		790.000		515.000	
	666-6167	REFL PAV MRK TY II (W) 4" (BRK)	LF			25,290.000						5,080.000		18,480.000	
	666-6170	REFL PAV MRK TY II (W) 4" (SLD)	LF	65,888.000		97,697.000				31,400.000		62,316.000		31,302.000	
	666-6171	REFL PAV MRK TY II (W) 6" (BRK)	LF					8,940.000							
	666-6174	REFL PAV MRK TY II (W) 6" (SLD)	LF					35,756.000							
	666-6176	REFL PAV MRK TY II (W) 8" (DOT)	LF												
	666-6178	REFL PAV MRK TY II (W) 8" (SLD)	LF			600.000		155.000							
	666-6205	REFL PAV MRK TY II (Y) 4" (BRK)	LF	5,970.000						1,870.000		3,700.000		210.000	
	666-6207	REFL PAV MRK TY II (Y) 4" (SLD)	LF	36,030.000		105,226.000				21,037.000		42,795.000		20,373.000	
	666-6208	REFL PAV MRK TY II (Y) 6" (BRK)	LF					5,690.000							
	666-6210	REFL PAV MRK TY II (Y) 6" (SLD)	LF					32,209.000							
	668-6074	PREFAB PAV MRK TY C (W) (12") (SLD)	LF									2,902.000			
	668-6076	PREFAB PAV MRK TY C (W) (24") (SLD)	LF			425.000						1,073.000		16.000	
	668-6077	PREFAB PAV MRK TY C (W) (ARROW)	EA			16.000		14.000				4.000		5.000	
	668-6085	PREFAB PAV MRK TY C (W) (WORD)	EA			12.000		25.000				5.000		5.000	
	668-6089	PREFAB PAV MRK TY C (W) (RR XING)	EA												
	668-6092	PREFAB PAV MRK TY C (W) (36")(YLD TRI)	EA					6.000				5.000			
	668-6108	PREFAB PAV MRK TY C (Y) (24") (SLD)	LF			380.000		150.000						345.000	
	672-6007	REFL PAV MRKR TY I-C	EA			529.000		112.000				790.000		239.000	
	672-6009	REFL PAV MRKR TY II-A-A	EA	1,050.000		2,670.000		1,894.000		573.000		790.000		549.000	
	672-6010	REFL PAV MRKR TY II-C-R	EA					130.000							
	6001-6001	PORTABLE CHANGEABLE MESSAGE SIGN	DAY	4.000											
	6185-6002	TMA (STATIONARY)	DAY	120.000											
	6185-6005	TMA (MOBILE OPERATION)	DAY	138.000											
	18	EROSION CONTROL MAINTENANCE: CONTRACTOR FORCE ACCOUNT WORK (PART)	LS	1.000											
		RAILROAD FLAGGING: CONTRACTOR FORCE ACCOUNT WORK (PARTICIPATING)	LS	1.000											
		SAFETY CONTINGENCY: CONTRACTOR FORCE ACCOUNT WORK (PARTICIPATING)	LS	1.000											
1	316-6510	AGGR (TY-PB GR-4 SAC-A)	TON	1,391.000		2,379.000		1,394.000				1,552.000		823.000	
1A	316-6512	AGGR (TY-PL GR-4 SAC-A)	TON	816.000		1,395.000		817.000				910.000		482.000	
2	316-6515	AGGR(TY-PB GR-3 SAC-B)	TON							563.000					
2A	316-6517	AGGR(TY-PL GR-3 SAC-B)	TON							346.000					

Estimate & Quantity Sheet

CONTROLLING PROJECT ID 0010-06-044

DISTRICT Atlanta

COUNTY Bowie, Camp, Cass, Harrison, Marion, Morris, Panola, Titus, Upshur

HIGHWAY FM 123, FM 134, FM 144, FM 1896, FM 1970, FM 1975, FM 2149, FM 2455, FM 249, FM 2517, FM 2625, FM 2878, FM 31, FM 3287, FM 3359, FM 4000, FM 449, FM 899, FM 993, SH 154, SH 300, SH 43, SH 77, SH 98, SL 179, US 59, US 67

			CONTROL SECTION JOB		**0401-04-041**		**0428-03-013**		**0569-01-057**		**0632-01-032**		**0632-02-032**		**0632-03-051**	
			PROJECT ID		**A00185564**		**A00176812**		**A00176972**		**A00185556**		**A00185553**		**A00184458**	
			COUNTY		**Upshur**		**Panola**		**Cass**		**Marion**		**Harrison**		**Harrison**	
			HIGHWAY		**SH 154**		**FM 1970**		**SH 43**		**FM 134**		**FM 134**		**FM 134**	
ALT	**BID CODE**	**DESCRIPTION**	**UNIT**	EST.	FINAL	EST.	FINAL	EST.	FINAL	EST.	FINAL	EST.	FINAL	EST.	FINAL
	316-6048	ASPH (AC-20-5TR)	TON	139.620		111.500		240.270		136.560		221.110		153.320	
	500-6001	MOBILIZATION	LS												
	502-6025	BARR, SIGNS, TRAFFIC HANDLING	EA												
	662-6109	WK ZN PAV MRK SHT TERM (TAB)TY W	EA	229.000		28.000		18.000		17.000		22.000			
	662-6111	WK ZN PAV MRK SHT TERM (TAB)TY Y-2	EA	1,010.000		910.000		2,162.000		407.000		1,472.000		770.000	
	666-6167	REFL PAV MRK TY II (W) 4" (BRK)	LF	320.000											
	666-6170	REFL PAV MRK TY II (W) 4" (SLD)	LF	50,640.000		42,610.000		105,618.000		32,598.000		84,914.000		61,240.000	
	666-6171	REFL PAV MRK TY II (W) 6" (BRK)	LF												
	666-6174	REFL PAV MRK TY II (W) 6" (SLD)	LF												
	666-6176	REFL PAV MRK TY II (W) 8" (DOT)	LF							225.000					
	666-6178	REFL PAV MRK TY II (W) 8" (SLD)	LF							845.000					
	666-6205	REFL PAV MRK TY II (Y) 4" (BRK)	LF	2,730.000		2,070.000		500.000		3,490.000		2,180.000		5,420.000	
	666-6207	REFL PAV MRK TY II (Y) 4" (SLD)	LF	35,674.000		34,320.000		85,981.000		11,930.000		56,681.000		32,180.000	
	666-6208	REFL PAV MRK TY II (Y) 6" (BRK)	LF												
	666-6210	REFL PAV MRK TY II (Y) 6" (SLD)	LF												
	668-6074	PREFAB PAV MRK TY C (W) (12") (SLD)	LF	405.000											
	668-6076	PREFAB PAV MRK TY C (W) (24") (SLD)	LF	44.000		55.000		36.000		12.000		44.000		170.000	
	668-6077	PREFAB PAV MRK TY C (W) (ARROW)	EA	3.000				4.000		4.000					
	668-6085	PREFAB PAV MRK TY C (W) (WORD)	EA	3.000		2.000		4.000		2.000					
	668-6089	PREFAB PAV MRK TY C (W) (RR XING)	EA									2.000			
	668-6092	PREFAB PAV MRK TY C (W) (36")(YLD TRI)	EA												
	668-6108	PREFAB PAV MRK TY C (Y) (24") (SLD)	LF	497.000				150.000							
	672-6007	REFL PAV MRKR TY I-C	EA	229.000											
	672-6009	REFL PAV MRKR TY II-A-A	EA	1,010.000		910.000		2,177.000		407.000		1,472.000		770.000	
	672-6010	REFL PAV MRKR TY II-C-R	EA												
	6001-6001	PORTABLE CHANGEABLE MESSAGE SIGN	DAY												
	6185-6002	TMA (STATIONARY)	DAY												
	6185-6005	TMA (MOBILE OPERATION)	DAY												
	18	EROSION CONTROL MAINTENANCE: CONTRACTOR FORCE ACCOUNT WORK (PART)	LS												
		RAILROAD FLAGGING: CONTRACTOR FORCE ACCOUNT WORK (PARTICIPATING)	LS												
		SAFETY CONTINGENCY: CONTRACTOR FORCE ACCOUNT WORK (PARTICIPATING)	LS												
1	316-6510	AGGR (TY-PB GR-4 SAC-A)	TON	775.000		617.000		1,335.000				1,228.000		850.000	
1A	316-6512	AGGR (TY-PL GR-4 SAC-A)	TON	454.000		362.000		782.000				720.000		498.000	
2	316-6515	AGGR(TY-PB GR-3 SAC-B)	TON							670.000					
2A	316-6517	AGGR(TY-PL GR-3 SAC-B)	TON							412.000					

Estimate & Quantity Sheet

CONTROLLING PROJECT ID 0010-06-044

DISTRICT Atlanta **COUNTY** Bowie, Camp, Cass, Harrison, Marion, Morris, Panola, Titus, Upshur

HIGHWAY FM 123, FM 134, FM 144, FM 1896, FM 1970, FM 1975, FM 2149, FM 2455, FM 249, FM 2517, FM 2625, FM 2878, FM 31, FM 3287, FM 3359, FM 4000, FM 449, FM 899, FM 993, SH 154, SH 300, SH 43, SH 77, SH 98, SL 179, US 59, US 67

			CONTROL SECTION JOB	**0640-02-031**		**0640-06-044**		**0945-04-048**		**1176-02-020**		**1221-02-021**		**1226-04-003**	
			PROJECT ID	**A00176808**		**A00177045**		**A00176982**		**A00177043**		**A00185562**		**A00177047**	
			COUNTY	**Panola**		**Harrison**		**Cass**		**Titus**		**Panola**		**Titus**	
			HIGHWAY	**FM 31**		**FM 449**		**FM 249**		**FM 899**		**FM 123**		**FM 4000**	
ALT	**BID CODE**	**DESCRIPTION**	**UNIT**	EST.	FINAL	EST.	FINAL	EST.	FINAL	EST.	FINAL	EST.	FINAL	EST.	FINAL
	316-6048	ASPH (AC-20-5TR)	TON	115.990		366.990		66.390		82.180		186.720		186.000	
	500-6001	MOBILIZATION	LS												
	502-6025	BARR, SIGNS, TRAFFIC HANDLING	EA												
	662-6109	WK ZN PAV MRK SHT TERM (TAB)TY W	EA			7.000		121.000		9.000				278.000	
	662-6111	WK ZN PAV MRK SHT TERM (TAB)TY Y-2	EA	1,026.000		2,673.000		602.000		601.000		1,398.000		946.000	
	666-6167	REFL PAV MRK TY II (W) 4" (BRK)	LF											230.000	
	666-6170	REFL PAV MRK TY II (W) 4" (SLD)	LF	51,364.000		127,302.000		26,046.000		24,215.000		81,650.000		52,146.000	
	666-6171	REFL PAV MRK TY II (W) 6" (BRK)	LF												
	666-6174	REFL PAV MRK TY II (W) 6" (SLD)	LF												
	666-6176	REFL PAV MRK TY II (W) 8" (DOT)	LF												
	666-6178	REFL PAV MRK TY II (W) 8" (SLD)	LF												
	666-6205	REFL PAV MRK TY II (Y) 4" (BRK)	LF	3,500.000		5,940.000		60.000		300.000		5,460.000		2,880.000	
	666-6207	REFL PAV MRK TY II (Y) 4" (SLD)	LF	37,530.000		100,969.000		24,011.000		23,724.000		50,442.000		34,944.000	
	666-6208	REFL PAV MRK TY II (Y) 6" (BRK)	LF												
	666-6210	REFL PAV MRK TY II (Y) 6" (SLD)	LF												
	668-6074	PREFAB PAV MRK TY C (W) (12") (SLD)	LF											475.000	
	668-6076	PREFAB PAV MRK TY C (W) (24") (SLD)	LF			14.000		241.000		18.000				75.000	
	668-6077	PREFAB PAV MRK TY C (W) (ARROW)	EA											4.000	
	668-6085	PREFAB PAV MRK TY C (W) (WORD)	EA											4.000	
	668-6089	PREFAB PAV MRK TY C (W) (RR XING)	EA					2.000							
	668-6092	PREFAB PAV MRK TY C (W) (36")(YLD TRI)	EA												
	668-6108	PREFAB PAV MRK TY C (Y) (24") (SLD)	LF												
	672-6007	REFL PAV MRKR TY I-C	EA											24.000	
	672-6009	REFL PAV MRKR TY II-A-A	EA	1,026.000		2,673.000		602.000		601.000		1,398.000		946.000	
	672-6010	REFL PAV MRKR TY II-C-R	EA												
	6001-6001	PORTABLE CHANGEABLE MESSAGE SIGN	DAY												
	6185-6002	TMA (STATIONARY)	DAY												
	6185-6005	TMA (MOBILE OPERATION)	DAY												
	18	EROSION CONTROL MAINTENANCE: CONTRACTOR FORCE ACCOUNT WORK (PART)	LS												
		RAILROAD FLAGGING: CONTRACTOR FORCE ACCOUNT WORK (PARTICIPATING)	LS												
		SAFETY CONTINGENCY: CONTRACTOR FORCE ACCOUNT WORK (PARTICIPATING)	LS												
1	316-6510	AGGR (TY-PB GR-4 SAC-A)	TON	645.000				369.000				1,037.000		1,032.000	
1A	316-6512	AGGR (TY-PL GR-4 SAC-A)	TON	378.000				216.000				608.000		605.000	
2	316-6515	AGGR(TY-PB GR-3 SAC-B)	TON			1,798.000				403.000					
2A	316-6517	AGGR(TY-PL GR-3 SAC-B)	TON			1,105.000				237.000					

Estimate & Quantity Sheet

CONTROLLING PROJECT ID 0010-06-044

DISTRICT Atlanta **COUNTY** Bowie, Camp, Cass, Harrison, Marion, Morris, Panola, Titus, Upshur

HIGHWAY FM 123, FM 134, FM 144, FM 1896, FM 1970, FM 1975, FM 2149, FM 2455, FM 249, FM 2517, FM 2625, FM 2878, FM 31, FM 3287, FM 3359, FM 4000, FM 449, FM 899, FM 993, SH 154, SH 300, SH 43, SH 77, SH 98, SL 179, US 59, US 67

				CONTROL SECTION JOB		**1232-01-015**		**1232-02-016**		**1385-01-042**		**1511-02-006**		**1579-02-008**		**1579-03-008**	
				PROJECT ID		**A00177064**		**A00177058**		**A00176900**		**A00177057**		**A00177067**		**A00177066**	
				COUNTY		**Camp**		**Upshur**		**Upshur**		**Camp**		**Camp**		**Upshur**	
				HIGHWAY		**FM 993**		**FM 1975**		**SH 300**		**FM 1975**		**FM 2455**		**FM 2455**	
ALT	**BID CODE**	**DESCRIPTION**	**UNIT**	EST.	FINAL	EST.	FINAL	EST.	FINAL	EST.	FINAL	EST.	FINAL	EST.	FINAL	EST.	FINAL
	316-6048	ASPH (AC-20-5TR)	TON	202.730		138.360		171.300		54.880		47.280		32.570	
	500-6001	MOBILIZATION	LS												
	502-6025	BARR, SIGNS, TRAFFIC HANDLING	EA												
	662-6109	WK ZN PAV MRK SHT TERM (TAB)TY W	EA	10.000		136.000		137.000		15.000		11.000		15.000	
	662-6111	WK ZN PAV MRK SHT TERM (TAB)TY Y-2	EA	1,929.000		1,135.000		728.000		476.000		320.000		261.000	
	666-6167	REFL PAV MRK TY II (W) 4" (BRK)	LF					5,785.000							
	666-6170	REFL PAV MRK TY II (W) 4" (SLD)	LF	89,870.000		52,460.000		23,140.000		19,040.000		18,180.000		12,400.000	
	666-6171	REFL PAV MRK TY II (W) 6" (BRK)	LF												
	666-6174	REFL PAV MRK TY II (W) 6" (SLD)	LF												
	666-6176	REFL PAV MRK TY II (W) 8" (DOT)	LF												
	666-6178	REFL PAV MRK TY II (W) 8" (SLD)	LF												
	666-6205	REFL PAV MRK TY II (Y) 4" (BRK)	LF	3,500.000		1,460.000		5,790.000				1,270.000		520.000	
	666-6207	REFL PAV MRK TY II (Y) 4" (SLD)	LF	73,667.000		43,943.000		23,316.000		19,040.000		11,532.000		9,903.000	
	666-6208	REFL PAV MRK TY II (Y) 6" (BRK)	LF												
	666-6210	REFL PAV MRK TY II (Y) 6" (SLD)	LF												
	668-6074	PREFAB PAV MRK TY C (W) (12") (SLD)	LF					100.000							
	668-6076	PREFAB PAV MRK TY C (W) (24") (SLD)	LF	20.000		18.000		30.000		30.000		22.000			
	668-6077	PREFAB PAV MRK TY C (W) (ARROW)	EA												
	668-6085	PREFAB PAV MRK TY C (W) (WORD)	EA												
	668-6089	PREFAB PAV MRK TY C (W) (RR XING)	EA												
	668-6092	PREFAB PAV MRK TY C (W) (36")(YLD TRI)	EA												
	668-6108	PREFAB PAV MRK TY C (Y) (24") (SLD)	LF												
	672-6007	REFL PAV MRKR TY I-C	EA					137.000							
	672-6009	REFL PAV MRKR TY II-A-A	EA	1,929.000		1,135.000		728.000		476.000		289.000		261.000	
	672-6010	REFL PAV MRKR TY II-C-R	EA												
	6001-6001	PORTABLE CHANGEABLE MESSAGE SIGN	DAY												
	6185-6002	TMA (STATIONARY)	DAY												
	6185-6005	TMA (MOBILE OPERATION)	DAY												
	18	EROSION CONTROL MAINTENANCE: CONTRACTOR FORCE ACCOUNT WORK (PART)	LS												
		RAILROAD FLAGGING: CONTRACTOR FORCE ACCOUNT WORK (PARTICIPATING)	LS												
		SAFETY CONTINGENCY: CONTRACTOR FORCE ACCOUNT WORK (PARTICIPATING)	LS												
1	316-6510	AGGR (TY-PB GR-4 SAC-A)	TON	1,125.000				952.000							
1A	316-6512	AGGR (TY-PL GR-4 SAC-A)	TON	660.000				558.000							
2	316-6515	AGGR(TY-PB GR-3 SAC-B)	TON			678.000				267.000		232.000		160.000	
2A	316-6517	AGGR(TY-PL GR-3 SAC-B)	TON			398.000				164.000		142.000		94.000	

Estimate & Quantity Sheet

CONTROLLING PROJECT ID 0010-06-044

DISTRICT Atlanta

COUNTY Bowie, Camp, Cass, Harrison, Marion, Morris, Panola, Titus, Upshur

HIGHWAY FM 123, FM 134, FM 144, FM 1896, FM 1970, FM 1975, FM 2149, FM 2455, FM 249, FM 2517, FM 2625, FM 2878, FM 31, FM 3287, FM 3359, FM 4000, FM 449, FM 899, FM 993, SH 154, SH 300, SH 43, SH 77, SH 98, SL 179, US 59, US 67

				CONTROL SECTION JOB		**1579-04-008**		**1816-01-006**		**1987-01-036**		**2050-02-005**		**2239-02-016**		**2239-02-017**	
				PROJECT ID		**A00177065**		**A00177050**		**A00177055**		**A00177056**		**A00176825**		**A00176861**	
				COUNTY		**Camp**		**Titus**		**Bowie**		**Bowie**		**Panola**		**Panola**	
				HIGHWAY		**FM 2455**		**FM 1896**		**FM 2149**		**FM 3287**		**FM 2517**		**FM 3359**	
ALT	**BID CODE**	**DESCRIPTION**	**UNIT**	EST.	FINAL	EST.	FINAL	EST.	FINAL	EST.	FINAL	EST.	FINAL	EST.	FINAL	EST.	FINAL
	316-6048	ASPH (AC-20-5TR)	TON	108.200		76.510		62.630		33.660		34.860		227.810	
	500-6001	MOBILIZATION	LS												
	502-6025	BARR, SIGNS, TRAFFIC HANDLING	EA												
	662-6109	WK ZN PAV MRK SHT TERM (TAB)TY W	EA	11.000		10.000				10.000				19.000	
	662-6111	WK ZN PAV MRK SHT TERM (TAB)TY Y-2	EA	605.000		354.000		394.000		289.000		238.000		1,142.000	
	666-6167	REFL PAV MRK TY II (W) 4" (BRK)	LF												
	666-6170	REFL PAV MRK TY II (W) 4" (SLD)	LF	41,080.000		12,118.000		24,978.000		13,986.000		13,420.000		68,868.000	
	666-6171	REFL PAV MRK TY II (W) 6" (BRK)	LF												
	666-6174	REFL PAV MRK TY II (W) 6" (SLD)	LF												
	666-6176	REFL PAV MRK TY II (W) 8" (DOT)	LF												
	666-6178	REFL PAV MRK TY II (W) 8" (SLD)	LF												
	666-6205	REFL PAV MRK TY II (Y) 4" (BRK)	LF	3,410.000		2,000.000		280.000		780.000		800.000		6,060.000	
	666-6207	REFL PAV MRK TY II (Y) 4" (SLD)	LF	20,807.000		12,150.000		15,497.000		10,797.000		8,714.000		39,600.000	
	666-6208	REFL PAV MRK TY II (Y) 6" (BRK)	LF												
	666-6210	REFL PAV MRK TY II (Y) 6" (SLD)	LF												
	668-6074	PREFAB PAV MRK TY C (W) (12") (SLD)	LF												
	668-6076	PREFAB PAV MRK TY C (W) (24") (SLD)	LF	22.000		22.000				20.000		27.000		38.000	
	668-6077	PREFAB PAV MRK TY C (W) (ARROW)	EA												
	668-6085	PREFAB PAV MRK TY C (W) (WORD)	EA	2.000						4.000					
	668-6089	PREFAB PAV MRK TY C (W) (RR XING)	EA												
	668-6092	PREFAB PAV MRK TY C (W) (36")(YLD TRI)	EA												
	668-6108	PREFAB PAV MRK TY C (Y) (24") (SLD)	LF												
	672-6007	REFL PAV MRKR TY I-C	EA												
	672-6009	REFL PAV MRKR TY II-A-A	EA	605.000		354.000		394.000		289.000		238.000		1,141.000	
	672-6010	REFL PAV MRKR TY II-C-R	EA												
	6001-6001	PORTABLE CHANGEABLE MESSAGE SIGN	DAY												
	6185-6002	TMA (STATIONARY)	DAY												
	6185-6005	TMA (MOBILE OPERATION)	DAY												
	18	EROSION CONTROL MAINTENANCE: CONTRACTOR FORCE ACCOUNT WORK (PART)	LS												
		RAILROAD FLAGGING: CONTRACTOR FORCE ACCOUNT WORK (PARTICIPATING)	LS												
		SAFETY CONTINGENCY: CONTRACTOR FORCE ACCOUNT WORK (PARTICIPATING)	LS												
1	316-6510	AGGR (TY-PB GR-4 SAC-A)	TON							187.000		194.000			
1A	316-6512	AGGR (TY-PL GR-4 SAC-A)	TON							109.000		114.000			
2	316-6515	AGGR(TY-PB GR-3 SAC-B)	TON	528.000		374.000		306.000						1,116.000	
2A	316-6517	AGGR(TY-PL GR-3 SAC-B)	TON	325.000		219.000		188.000						655.000	

Estimate & Quantity Sheet

CONTROLLING PROJECT ID 0010-06-044

DISTRICT Atlanta **COUNTY** Bowie, Camp, Cass, Harrison, Marion, Morris, Panola, Titus, Upshur

HIGHWAY FM 123, FM 134, FM 144, FM 1896, FM 1970, FM 1975, FM 2149, FM 2455, FM 249, FM 2517, FM 2625, FM 2878, FM 31, FM 3287, FM 3359, FM 4000, FM 449, FM 899, FM 993, SH 154, SH 300, SH 43, SH 77, SH 98, SL 179, US 59, US 67

				CONTROL SECTION JOB		**2526-01-012**		**2878-01-016**		**3151-01-015**		**3283-01-017**		**3289-01-012**		TOTAL EST.	TOTAL FINAL
				PROJECT ID		**A00177054**		**A00185771**		**A00176826**		**A00177046**		**A00177049**			
				COUNTY		**Bowie**		**Bowie**		**Panola**		**Harrison**		**Camp**			
				HIGHWAY		**SH 98**		**FM 2878**		**FM 2517**		**FM 2625**		**SL 179**			
ALT	**BID CODE**	**DESCRIPTION**	**UNIT**	EST.	FINAL	EST.	FINAL	EST.	FINAL	EST.	FINAL	EST.	FINAL	EST.	FINAL		
	316-6048	ASPH (AC-20-5TR)	TON	71.010		61.000		160.800		274.780		64.000		5,301.280			
	500-6001	MOBILIZATION	LS											1.000			
	502-6025	BARR, SIGNS, TRAFFIC HANDLING	EA											35.000			
	662-6109	WK ZN PAV MRK SHT TERM (TAB)TY W	EA	14.000		136.000		10.000		6.000		1,461.000		4,420.000			
	662-6111	WK ZN PAV MRK SHT TERM (TAB)TY Y-2	EA	60.000		537.000		1,140.000		1,465.000		454.000		32,984.000			
	666-6167	REFL PAV MRK TY II (W) 4" (BRK)	LF									40.000		55,225.000			
	666-6170	REFL PAV MRK TY II (W) 4" (SLD)	LF	26,906.000		24,478.000		70,024.000		91,544.000		18,480.000		1,649,918.000			
	666-6171	REFL PAV MRK TY II (W) 6" (BRK)	LF											8,940.000			
	666-6174	REFL PAV MRK TY II (W) 6" (SLD)	LF											35,756.000			
	666-6176	REFL PAV MRK TY II (W) 8" (DOT)	LF											225.000			
	666-6178	REFL PAV MRK TY II (W) 8" (SLD)	LF											1,600.000			
	666-6205	REFL PAV MRK TY II (Y) 4" (BRK)	LF	3,320.000		990.000		2,700.000		9,130.000		950.000		89,240.000			
	666-6207	REFL PAV MRK TY II (Y) 4" (SLD)	LF	2,033.000		20,472.000		38,900.000		49,481.000		17,194.000		1,170,893.000			
	666-6208	REFL PAV MRK TY II (Y) 6" (BRK)	LF											5,690.000			
	666-6210	REFL PAV MRK TY II (Y) 6" (SLD)	LF											32,209.000			
	668-6074	PREFAB PAV MRK TY C (W) (12") (SLD)	LF									1,338.000		5,220.000			
	668-6076	PREFAB PAV MRK TY C (W) (24") (SLD)	LF	130.000		271.000		20.000		12.000		244.000		3,149.000			
	668-6077	PREFAB PAV MRK TY C (W) (ARROW)	EA			4.000								58.000			
	668-6085	PREFAB PAV MRK TY C (W) (WORD)	EA			3.000				2.000				73.000			
	668-6089	PREFAB PAV MRK TY C (W) (RR XING)	EA											4.000			
	668-6092	PREFAB PAV MRK TY C (W) (36")(YLD TRI)	EA											11.000			
	668-6108	PREFAB PAV MRK TY C (Y) (24") (SLD)	LF											1,522.000			
	672-6007	REFL PAV MRKR TY I-C	EA			30.000						1,461.000		3,551.000			
	672-6009	REFL PAV MRKR TY II-A-A	EA	60.000		537.000		1,140.000		1,465.000		454.000		33,013.000			
	672-6010	REFL PAV MRKR TY II-C-R	EA											130.000			
	6001-6001	PORTABLE CHANGEABLE MESSAGE SIGN	DAY											4.000			
	6185-6002	TMA (STATIONARY)	DAY											120.000			
	6185-6005	TMA (MOBILE OPERATION)	DAY											138.000			
	18	EROSION CONTROL MAINTENANCE: CONTRACTOR FORCE ACCOUNT WORK (PART)	LS											1.000			
		RAILROAD FLAGGING: CONTRACTOR FORCE ACCOUNT WORK (PARTICIPATING)	LS											1.000			
		SAFETY CONTINGENCY: CONTRACTOR FORCE ACCOUNT WORK (PARTICIPATING)	LS											1.000			
1	316-6510	AGGR (TY-PB GR-4 SAC-A)	TON	394.000		339.000		892.000				355.000		19,865.000			
1A	316-6512	AGGR (TY-PL GR-4 SAC-A)	TON	231.000		198.000		523.000				208.000		11,644.000			
2	316-6515	AGGR(TY-PB GR-3 SAC-B)	TON							1,346.000				8,441.000			
2A	316-6517	AGGR(TY-PL GR-3 SAC-B)	TON							828.000				5,113.000			

REF	COUNTY	HIGHWAY	CSJ	LIMITS	DESCRIPTION OF WORK	SURFACE AREA	ASPHALT 316 6048 AC-20-5TR FOR GR 4 AGGR 0.36 GAL/SY		ASPHALT 316 6048 AC-20-5TR FOR GR 3 AGGR 0.50 GAL/SY		AGGREGATE GRADE 4 1CY/135SY	AGGREGATE GRADE 3 1CY/110SY	AGGREGATE 316 6510 ALT 1 TY PB GR 4 SAC-A	AGGREGATE 316 6515 ALT 2 TY PB GR 3 SAC-B	AGGREGATE 316 6512 ALT 1A TY PL GR 4 SAC-A	AGGREGATE 316 6517 ALT 2A TY PL GR 3 SAC-B
						[2] SY	[2] GAL	[3] TON	[2] GAL	[3] TON	[2] CY		2,320 LB/CY TON	2,317 LB/CY TON	1,360 LB/CY TON	1,424 LB/CY TON
1	BOWIE	FM 2149	1987-01-036	FR: 2.38 MI. W. OF SH 8 TO: SH 8	TRAF LANES	29,141			14,571	62.63		264		306		188
					CSJ TOTALS	29,141			14,571	62.63		264		306		188
2	BOWIE	FM 3287	2050-02-005	FR: 1.33 MI. W. OF FM 989 TO: FM 989	TRAF LANES	21,756	7,832	33.66			161		187		109	
					CSJ TOTALS	21,756	7,832	33.66			161		187		109	
3	BOWIE	SH 98	2526-01-012	FR: US 82 TO: FM 1840	TRAF LANES	42,500	15,300	65.76			315		365		214	
					INTERSECTIONS (7)	3,394	1,222	5.25			25		29		17	
					CSJ TOTALS	45,894	16,522	71.01			340		394		231	
4	BOWIE	FM 2878	2878-01-016	FR: FM 559 TO: IH 30 FRONTAGE ROAD	TRAF LANES	38,569	13,885	59.68			286		332		194	
					INTERSECTIONS (1)	260	94	0.40			2		2		1	
					MAILBOX TURNOUTS (18)	594	214	0.92			4		5		3	
					CSJ TOTALS	39,423	14,193	61.00			292		339		198	
5	CAMP	FM 993	1232-01-015	FR: FM 2254 TO: UPSHUR C/L	TRAF LANES	131,012	47,164	202.73			970		1,125		660	
					CSJ TOTALS	131,012	47,164	202.73			970		1,125		660	
6	CAMP	FM 1975	1511-02-006	FR: FM 557 TO: UPSHUR C/L	TRAF LANES	25,147			12,574	54.05		228		264		162
					INTERSECTIONS (1)	387			194	0.83		3		3		2
					CSJ TOTALS	25,534			12,768	54.88		231		267		164
7	CAMP	FM 2455	1579-02-008	FR: WOOD C/L TO: UPSHUR C/L	TRAF LANES	22,000			11,000	47.28		200		232		142
					CSJ TOTALS	22,000			11,000	47.28		200		232		142
8	CAMP	FM 2455	1579-04-008	FR: UPSHUR C/L TO: UPSHUR C/L	TRAF LANES	50,140			25,070	107.76		455		527		324
					INTERSECTIONS (1)	203			102	0.44		1		1		1
					CSJ TOTALS	50,343			25,172	108.20		456		528		325
9	CAMP	SL 179	3289-01-012	FR: SH 11 TO: US 271	TRAF LANES	40,013	14,405	61.92			296		343		201	
					INTERSECTIONS (2)	1,346	485	2.08			10		12		7	
					CSJ TOTALS	41,359	14,890	64.00			306		355		208	
10	CASS	SH 77	0277-02-056	FR: FM 250 TO: 0.3 MI. W. OF FM 994	TRAF LANES	94,120	33,883	145.64			697		809		474	
					INTERSECTIONS (1)	262	94	0.40			2		2		1	
					EXTRA WIDTH(1)	1,352	487	2.09			10		12		7	
					CSJ TOTALS	95,734	34,464	148.13			709		823		482	
11	CASS	SH 43	0569-01-057	FR: RxR OVERPASS TO: MARION C/L	TRAF LANES	150,719	54,259	233.22			1,116		1,295		759	
					INTERSECTIONS (2)	1,343	483	2.00			10		12		7	
					EXTRA WIDTH(7)	3,268	1,176	5.05			24		28		16	
					CSJ TOTALS	155,330	55,918	240.27			1,150		1,335		782	
12	CASS	FM 249	0945-04-048	FR: FM 249 W TO: ARKANSAS S/L	TRAF LANES	42,002	15,121	64.99			311		361		211	
					INTERSECTIONS (3)	904	325	1.40			7		8		5	
					CSJ TOTALS	42,906	15,446	66.39			318		369		216	
SHEET 1 SUBTOTALS						**700,432**	**206,429**	**887.19**	**63,511**	**272.99**	**4,246**	**1,151**	**4,927**	**1,333**	**2,886**	**819**

[2] FOR CONTRACTOR'S INFORMATION ONLY
[3] CALCULATED AT 1 TON / 232.65 GAL

Texas Department of Transportation

ROADWAY SUMMARY

SHEET 1 OF 3

CONT	SECT	JOB	HIGHWAY
0010	06	044	US 67
DISTRICT	COUNTY		SHEET
ATL	TITUS		10

REF	COUNTY	HIGHWAY	CSJ	LIMITS	DESCRIPTION OF WORK	SURFACE AREA	ASPHALT 316 6048 AC-20-5TR FOR GR 4 AGGR 0.36 GAL/SY		ASPHALT 316 6048 AC-20-5TR FOR GR 3 AGGR 0.50 GAL/SY		AGGREGATE GRADE 4 1CY/135SY	AGGREGATE GRADE 3 1CY/110SY	AGGREGATE 316 6510 ALT 1 TY PB GR 4 SAC-A	AGGREGATE 316 6515 ALT 2 TY PB GR 3 SAC-B	AGGREGATE 316 6512 ALT 1A TY PL GR 4 SAC-A	AGGREGATE 316 6517 ALT 2A TY PL GR 3 SAC-B
						[2] SY	[2] GAL	[3] TON	[2] GAL	[3] TON	[2] CY		2,320 LB/CY TON	2,317 LB/CY TON	1,360 LB/CY TON	1,424 LB/CY TON
13	HARRISON	FM 134	0632-02-032	FR: MARION C/L TO: SH 43	TRAF LANES	142,654	51,355	220.74			1,057		1,226		719	
					MAILBOX TURNOUTS (22)	242	87	0.37			2		2		1	
					CSJ TOTALS	142,896	51,442	221.11			1,059		1,228		720	
14	HARRISON	FM 134	0632-03-051	FR: SH 43 TO: FM 1999	TRAF LANES	98,210	35,356	151.97			727		843		494	
					MAILBOX TURNOUTS (3)	870	313	1.35			6		7		4	
					CSJ TOTALS	99,080	35,669	153.32			733		850		498	
15	HARRISON	FM 449	0640-06-044	FR: FM 450 TO: SL 390	TRAF LANES	169,994			84,997	365.34		1,545		1,790		1100
					MAILBOX TURNOUTS (35)	770			385	1.65		7		8		5
					CSJ TOTALS	170,764			85,382	366.99		1,552		1,798		1,105
16	HARRISON	FM 2625	3283-01-017	FR: FM 31 TO: FM 9	TRAF LANES	126,978			63,489	272.89		1,154		1,337		822
					MAILBOX TURNOUTS (40)	880			440	1.89		8		9		6
					CSJ TOTALS	127,858			63,929	274.78		1,162		1,346		828
17	MARION	US 59	0062-06-059	FR: 0.1 MI. S. OF SH 49 TO: HARRISON C/L	TRAF LANES	160,758	57,873	248.76			1,191		1,382		810	
					CROSSOVERS (3)	1,284	462	1.99			10		12		7	
					CSJ TOTALS	162,042	58,335	250.75			1,201		1,394		817	
18	MARION	FM 134	0632-01-032	FR: FM 2208 TO: HARRISON C/L	TRAF LANES	63,539			31,770	136.56		578		670		412
					MAILBOX TURNOUTS (24)											
					CSJ TOTALS	63,539			31,770	136.56		578		670		412
19	MORRIS	FM 144	0085-05-006	FR: US 67 TO: US 259 N	TRAF LANES	53,426			26,713	114.82		486		563		346
					CSJ TOTALS	53,426			26713	114.82		486		563		346
20	MORRIS	SH 77	0277-01-033	FR: US 259 TO: CASS C/L	TRAF LANES	178,611	64,300	276.38			1,323		1,535		900	
					INTERSECTIONS (2)	2,002	721	3.10			15		17		10	
					CSJ TOTALS	180,613	65,021	279.48			1,338		1,552		910	
21	PANOLA	FM 1970	0428-03-013	FR: US 79 TO: SH 315	TRAF LANES	71,017	25,566	109.89			526		610		358	
					INTERSECTIONS (1)	779	280	1.20			6		7		4	
					MAILBOX TURNOUTS (12)	264	95	0.41								
					CSJ TOTALS	72,060	25,941	111.50			532		617		362	
22	PANOLA	FM 31	0640-02-031	FR: US 79 TO: FM 123	TRAF LANES	74,192	26,709	114.80			550		638		374	
					MAILBOX TURNOUTS (35)	770	277	1.19			6		7		4	
					CSJ TOTALS	74,962	26,986	115.99			556		645		378	
23	PANOLA	FM 123	1221-02-021	FR: FM 31 S TO: LOUSIANA S/L	TRAF LANES	120,184	43,266	185.97			890		1,032		605	
					MAILBOX TURNOUTS (22)	484	174	0.75			4		5		3	
					CSJ TOTALS	120,668	43,440	186.72			894		1,037		608	
SHEET 2 SUBTOTALS						**1,267,908**	**306,834**	**1,318.87**	**207,794**	**893.15**	**6,313**	**3,778**	**7,323**	**4,377**	**4,293**	**2,691**

[2] FOR CONTRACTOR'S INFORMATION ONLY
[3] CALCULATED AT 1 TON / 232.65 GAL

Texas Department of Transportation

ROADWAY SUMMARY

SHEET 2 OF 3

CONT	SECT	JOB	HIGHWAY
0010	06	044	US 67
DISTRICT	COUNTY		SHEET
ATL	BOWIE		11

REF	COUNTY	HIGHWAY	CSJ	LIMITS	DESCRIPTION OF WORK	SURFACE AREA	ASPHALT 316 6048 AC-20-5TR FOR GR 4 AGGR 0.36 GAL/SY		ASPHALT 316 6048 AC-20-5TR FOR GR 3 AGGR 0.50 GAL/SY		AGGREGATE GRADE 4 1CY/135SY	AGGREGATE GRADE 3 1CY/110SY	AGGREGATE 316 6510 ALT 1 TY PB GR 4 SAC-A	AGGREGATE 316 6515 ALT 2 TY PB GR 3 SAC-B	AGGREGATE 316 6512 ALT 1A TY PL GR 4 SAC-A	AGGREGATE 316 6517 ALT 2A TY PL GR 3 SAC-B
						[2] SY	[2] GAL	[3] TON	[2] GAL	[3] TON	[2] CY		2,320 LB/CY	2,317 LB/CY	1,360 LB/CY	1,424 LB/CY
													TON		TON	
24	PANOLA	FM 2517	2239-02-016	FR: FM 31 TO: FM 3359	TRAF LANES	22,527	8,110	34.86			167		194		114	
					CSJ TOTALS	22,527	8,110	34.86			167		194		114	
25	PANOLA	FM 3359	2239-02-017	FR: FM 2517 TO: LOUISIANA S/L	TRAF LANES	105,816			52,908	227.41		962		1,114		654
					INTERSECTIONS (1)	188			94	0.40		2		2		1
					CSJ TOTALS	106,004			53,002	227.81		964		1,116		655
26	PANOLA	FM 2517	3151-01-015	FR: FM 3359 TO: LOUISIANA S/L	TRAF LANES	103,340	37,202	159.91			765		887		520	
					MAILBOX TURNOUTS (26)	572	206	0.89			4		5		3	
					CSJ TOTALS	103,912	37,408	160.80			769		892		523	
27	TITUS	US 67	0010-06-044	FR: 0.1 Mi. E. of FM 1734 TO: 0.1 Mi. W. of US 271	TRAF LANES	161,793	58,245	250.35			1,198		1,390		815	
					INTERSECTIONS (2)	171	62	0.27			1		1		1	
					EXTRA WIDTH (2)											
					CSJ TOTALS	161,964	58,307	250.62			1,199		1,391		816	
28	TITUS	US 67	0010-07-053	FR: MORRIS C/L TO: BU 271	TRAF LANES	272,455	98,084	421.59			2,018		2,341		1372	
					INTERSECTIONS (6)	1,828	658	2.83			14		16		10	
					MAILBOX TURNOUTS (31)	2,604	937	4.03			19		22		13	
					CSJ TOTALS	276,887	99,679	428.45			2,051		2,379		1,395	
29	TITUS	FM 899	1176-02-020	FR: 0.05 MI. E. OF BLACKLAND RxR TO: SH 49	TRAF LANES	38,167			19,084	82.03		347		402		236
					INTERSECTIONS (1)	71			36	0.15		1		1		1
					CSJ TOTALS	38,238			19,120	82.18		348		403		237
30	TITUS	FM 4000	1226-04-003	FR: US 271 TO: FM 1735	TRAF LANES	120,199	43,272	186.00			890		1,032		605	
					CSJ TOTALS	120,199	43,272	186.00			890		1,032		605	
31	TITUS	FM 1896	1816-01-006	FR: US 271 TO: FRANKLIN C/L	TRAF LANES	35,008			17,504	75.24		318		368		216
					MAILBOX TURNOUTS (8)	592			296	1.27		5		6		3
					CSJ TOTALS	35,600			17,800	76.51		323		374		219
32	UPSHUR	SH 154	0401-04-041	FR: 0.2 Mi. W. of FM 1795 TO: FM 852	0	89,254	32,131	138.11			661		767		449	
					INTERSECTIONS (2)	975	351	1.51			7		8		5	
					CSJ TOTALS	90,229	32,482	139.62			668		775		454	
33	UPSHUR	FM 1975	1232-02-016	FR: FM 993 TO: FM 593	TRAF LANES	64,378			32,189	138.36		585		678		398
					CSJ TOTALS	64,378			32,189	138.36		585		678		398
34	UPSHUR	SH 300	1385-01-042	FR: SOUTH END OF FM 3358 TO: FM 1844	TRAF LANES	110,166	39,660	170.47			816		947		555	
					INTERSECTIONS (1)	534	192	0.83			4		5		3	
					CSJ TOTALS	110,700	39,852	171.30			820		952		558	
35	UPSHUR	FM 2455	1579-03-008	FR: CAMP C/L TO: CAMP C/L	TRAF LANES	15,156			7,578	32.57		138		160		94
					CSJ TOTALS	15,156			7,578	32.57		138		160		94
SHEET 3 SUBTOTALS						**1,145,794**	**319,110**	**1,371.65**	**129,689**	**557.43**	**6,564**	**2,358**	**7,615**	**2,731**	**4,465**	**1,603**
SHEET 1 SUBTOTALS						**700,432**	**206,429**	**887.19**	**63,511**	**272.99**	**4,246**	**1,151**	**4,927**	**1,333**	**2,886**	**819**
SHEET 2 SUBTOTALS						**1,267,908**	**306,834**	**1,318.87**	**207,794**	**893.15**	**6,313**	**3,778**	**7,323**	**4,377**	**4,293**	**2,691**
PROJECT TOTALS						**3,114,134**	**832,373**	**3,577.71**	**400,994**	**1,723.57**	**17,123**	**7,287**	**19,865**	**8,441**	**11,644**	**5,113**

[2] FOR CONTRACTOR'S INFORMATION ONLY

[3] CALCULATED AT 1 TON / 232.65 GAL

Texas Department of Transportation

ROADWAY SUMMARY

SHEET 3 OF 3

CONT	SECT	JOB	HIGHWAY
0010	06	044	US 67
DISTRICT	COUNTY		SHEET
ATL	BOWIE		12

REF	COUNTY	HIGHWAY	CSJ	LIMITS	SHORT TERM 662		REF PAV MRK TY II 666									
					6109	6111	6167	6170	6171	6174	6176	6178	6205	6207	6208	6210
					TAB TY W	TAB TY Y-2	(W) 4 IN (BRK)	(W) 4 IN (SLD)	(W) 6 IN (BRK)	(W) 6 IN (SLD)	(W) 8" (DOT)	(W) 8 IN (SLD)	(Y) 4 IN (BRK)	(Y) 4 IN (SLD)	(Y) 6 IN (BRK)	(Y) 6 IN (SLD)
					EA	EA	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF
1	BOWIE	FM 2149	1987-01-036	FR: 2.38 MI. W. OF SH 8 TO: SH 8		394		24,978					280	15,497		
2	BOWIE	FM 3287	2050-02-005	FR: 1.33 MI. W. OF FM 989 TO: FM 989	10	289		13,986					780	10,797		
3	BOWIE	SH 98	2526-01-012	FR: US 82 TO: FM 1840	14	60		26,906					3,320	2,033		
4	BOWIE	FM 2878	2878-01-016	FR: FM 559 TO: IH 30 FRONTAGE ROAD	136	537		24,478					990	20,472		
5	CAMP	FM 993	1232-01-015	FR: FM 2254 TO: UPSHUR C/L	10	1,929		89,870					3,500	73,667		
6	CAMP	FM 1975	1511-02-006	FR: FM 557 TO: UPSHUR C/L	15	476		19,040						19,040		
7	CAMP	FM 2455	1579-02-008	FR: WOOD C/L TO: UPSHUR C/L	11	320		18,180					1,270	11,532		
8	CAMP	FM 2455	1579-04-008	FR: UPSHUR C/L TO: UPSHUR C/L	11	605		41,080					3,410	20,807		
9	CAMP	SL 179	3289-01-012	FR: SH 11 TO: US 271	1,461	454	40	18,480					950	17,194		
10	CASS	SH 77	0277-02-056	FR: FM 250 TO: 0.3 MI. W. OF FM 994	239	515	18,480	31,302					210	20,373		
11	CASS	SH 43	0569-01-057	FR: RxR OVERPASS TO: MARION C/L	18	2,162		105,618					500	85,981		
12	CASS	FM 249	0945-04-048	FR: FM 249 W TO: ARKANSAS S/L	121	602		26,046					60	24,011		
13	HARRISON	FM 134	0632-02-032	FR: MARION C/L TO: SH 43	22	1,472		84,914					2,180	56,681		
14	HARRISON	FM 134	0632-03-051	FR: SH 43 TO: FM 1999		770		61,240					5,420	32,180		
15	HARRISON	FM 449	0640-06-044	FR: FM 450 TO: SL 390	7	2,673		127,302					5,940	100,969		
16	HARRISON	FM 2625	3283-01-017	FR: FM 31 TO: FM 9	6	1,465		91,544					9,130	49,481		
17	MARION	US 59	0062-06-059	FR: 0.1 MI. S. OF SH 49 TO: HARRISON C/L	112	1,882			8,940	35,756		155			5,690	32,209
18	MARION	FM 134	0632-01-032	FR: FM 2208 TO: HARRISON C/L	17	407		32,598			225	845	3,490	11,930		
19	MORRIS	FM 144	0085-05-006	FR: US 67 TO: US 259 N	20	573		31,400					1,870	21,037		
20	MORRIS	SH 77	0277-01-033	FR: US 259 TO: CASS C/L	790	790	5,080	62,316					3,700	42,795		
21	PANOLA	FM 1970	0428-03-013	FR: US 79 TO: SH 315	28	910		42,610					2,070	34,320		
22	PANOLA	FM 31	0640-02-031	FR: US 79 TO: FM 123		1,026		51,364					3,500	37,530		
23	PANOLA	FM 123	1221-02-021	FR: FM 31 S TO: LOUSIANA S/L		1,398		81,650					5,460	50,442		
24	PANOLA	FM 2517	2239-02-016	FR: FM 31 TO: FM 3359		238		13,420					800	8,714		
25	PANOLA	FM 3359	2239-02-017	FR: FM 2517 TO: LOUISIANA S/L	19	1,142		68,868					6,060	39,600		
26	PANOLA	FM 2517	3151-01-015	FR: FM 3359 TO: LOUISIANA S/L	10	1,140		70,024					2,700	38,900		
27	TITUS	US 67	0010-06-044	FR: 0.1 Mi. E. of FM 1734 TO: 0.1 Mi. W. of US 271		1,050		65,888					5,970	36,030		
28	TITUS	US 67	0010-07-053	FR: MORRIS C/L TO: BU 271	529	2,670	25,290	97,697				600		105,226		
29	TITUS	FM 899	1176-02-020	FR: 0.05 MI. E. OF BLACKLAND RxR TO: SH 49	9	601		24,215					300	23,724		
30	TITUS	FM 4000	1226-04-003	FR: US 271 TO: FM 1735	278	946	230	52,146					2,880	34,944		
SHEET 1 SUBTOTALS					**3,893**	**29,496**	**49,120**	**1,499,160**	**8,940**	**35,756**	**225**	**1,600**	**76,740**	**1,045,907**	**5,690**	**32,209**

Texas Department of Transportation

PAVEMENT MARKING SUMMARY

SHEET 1 OF 4

CONT	SECT	JOB	HIGHWAY
0010	06	044	US 67
DISTRICT		COUNTY	SHEET
ATL		BOWIE	13

FILE:
DATE 11:05:55 AM

REF	COUNTY	HIGHWAY	CSJ	LIMITS	SHORT TERM 662		REF PAV MRK TY II 666									
					6109	6111	6167	6170	6171	6174	6176	6178	6205	6207	6208	6210
					TAB TY W	TAB TY Y-2	(W) 4 IN (BRK)	(W) 4 IN (SLD)	(W) 6 IN (BRK)	(W) 6 IN (SLD)	(W) 8" (DOT)	(W) 8 IN (SLD)	(Y) 4 IN (BRK)	(Y) 4 IN (SLD)	(Y) 6 IN (BRK)	(Y) 6 IN (SLD)
					EA	EA	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF
31	TITUS	FM 1896	1816-01-006	FR: US 271 TO: FRANKLIN C/L	10	354		12,118					2,000	12,150		
32	UPSHUR	SH 154	0401-04-041	FR: 0.2 Mi. W. of FM 1795 TO: FM 852	229	1,010	320	50,640					2,730	35,674		
33	UPSHUR	FM 1975	1232-02-016	FR: FM 993 TO: FM 593	136	1,135		52,460					1,460	43,943		
34	UPSHUR	SH 300	1385-01-042	FR: SOUTH END OF FM 3358 TO: FM 1844	137	728	5,785	23,140					5,790	23,316		
35	UPSHUR	FM 2455	1579-03-008	FR: CAMP C/L TO: CAMP C/L	15	261		12,400					520	9,903		
SHEET 2 PROJECT SUBTOTALS					**527**	**3,488**	**6,105**	**150,758**	**0**	**0**	**0**	**0**	**12,500**	**124,986**	**0**	**0**
SHEET 1 PROJECT SUBTOTALS					**3,893**	**29,496**	**49,120**	**1,499,160**	**8,940**	**35,756**	**225**	**1,600**	**76,740**	**1,045,907**	**5,690**	**32,209**
PROJECT TOTALS					**4,420**	**32,984**	**55,225**	**1,649,918**	**8,940**	**35,756**	**225**	**1,600**	**89,240**	**1,170,893**	**5,690**	**32,209**

FILE: c:\txdot\pw_online\txdot5\chad.heldt\d06045791[0010-06-044_M.xlsx]PAVEMENT MRK SUMMARY (2)
DATE: 11:05:55 AM

Texas Department of Transportation

PAVEMENT MARKING SUMMARY

SHEET 2 OF 4

CONT	SECT	JOB	HIGHWAY
0010	06	044	US 67
DISTRICT		COUNTY	SHEET
ATL		TITUS	14

REF	COUNTY	HIGHWAY	CSJ	LIMITS	PREFAB PAV MRK TY C							RAISED REFL PAV MRKR		
					668							672		
					6074	6076	6077	6085	6089	6092	6108	6007	6009	6010
					(W) 12 IN (SLD)	(W) 24 IN (SLD)	(W) (ARROW)	(W) (WORD)	(W) (RR XING)	(W) (36") (YLD TRI)	(Y) 24 IN (SLD)	TY I-C	TY II A-A	TY II C-R
					LF	LF	EA	EA	EA	EA	LF	EA	EA	EA
1	BOWIE	FM 2149	1987-01-036	FR: 2.38 MI. W. OF SH 8 TO: SH 8									394	
2	BOWIE	FM 3287	2050-02-005	FR: 1.33 MI. W. OF FM 989 TO: FM 989		20		4					289	
3	BOWIE	SH 98	2526-01-012	FR: US 82 TO: FM 1840		130							60	
4	BOWIE	FM 2878	2878-01-016	FR: FM 559 TO: IH 30 FRONTAGE ROAD		271	4	3				30	537	
5	CAMP	FM 993	1232-01-015	FR: FM 2254 TO: UPSHUR C/L		20							1,929	
6	CAMP	FM 1975	1511-02-006	FR: FM 557 TO: UPSHUR C/L		30							476	
7	CAMP	FM 2455	1579-02-008	FR: WOOD C/L TO: UPSHUR C/L		22							289	
8	CAMP	FM 2455	1579-04-008	FR: UPSHUR C/L TO: UPSHUR C/L		22		2					605	
9	CAMP	SL 179	3289-01-012	FR: SH 11 TO: US 271	1,338	244						1,461	454	
10	CASS	SH 77	0277-02-056	FR: FM 250 TO: 0.3 MI. W. OF FM 994		16	5	5			345	239	549	
11	CASS	SH 43	0569-01-057	FR: RxR OVERPASS TO: MARION C/L		36	4	4			150		2,177	
12	CASS	FM 249	0945-04-048	FR: FM 249 W TO: ARKANSAS S/L		241			2				602	
13	HARRISON	FM 134	0632-02-032	FR: MARION C/L TO: SH 43		44			2				1,472	
14	HARRISON	FM 134	0632-03-051	FR: SH 43 TO: FM 1999		170							770	
15	HARRISON	FM 449	0640-06-044	FR: FM 450 TO: SL 390		14							2,673	
16	HARRISON	FM 2625	3283-01-017	FR: FM 31 TO: FM 9		12		2					1,465	
17	MARION	US 59	0062-06-059	FR: 0.1 MI. S. OF SH 49 TO: HARRISON C/L			14	25		6	150	112	1,894	130
18	MARION	FM 134	0632-01-032	FR: FM 2208 TO: HARRISON C/L		12	4	2					407	
19	MORRIS	FM 144	0085-05-006	FR: US 67 TO: US 259 N									573	
20	MORRIS	SH 77	0277-01-033	FR: US 259 TO: CASS C/L	2,902	1,073	4	5		5		790	790	
21	PANOLA	FM 1970	0428-03-013	FR: US 79 TO: SH 315		55		2				.	910	
22	PANOLA	FM 31	0640-02-031	FR: US 79 TO: FM 123									1,026	
23	PANOLA	FM 123	1221-02-021	FR: FM 31 S TO: LOUSIANA S/L									1,398	
24	PANOLA	FM 2517	2239-02-016	FR: FM 31 TO: FM 3359		27							238	
25	PANOLA	FM 3359	2239-02-017	FR: FM 2517 TO: LOUISIANA S/L		38							1,141	
26	PANOLA	FM 2517	3151-01-015	FR: FM 3359 TO: LOUISIANA S/L		20							1,140	
27	TITUS	US 67	0010-06-044	FR: 0.1 Mi. E. of FM 1734 TO: 0.1 Mi. W. of US 271									1,050	
28	TITUS	US 67	0010-07-053	FR: MORRIS C/L TO: BU 271		425	16	12			380	529	2,670	
29	TITUS	FM 899	1176-02-020	FR: 0.05 MI. E. OF BLACKLAND RxR TO: SH 49		18							601	
30	TITUS	FM 4000	1226-04-003	FR: US 271 TO: FM 1735	475	75	4	4				24	946	
SHEET 1 SUBTOTALS					**4,715**	**3,035**	**55**	**70**	**4**	**11**	**1,025**	**3,185**	**29,525**	**130**

FILE: ########
DATE

Texas Department of Transportation

PAVEMENT MARKING SUMMARY

CONT	SECT	JOB	HIGHWAY
0010	06	044	US 67
DISTRICT		COUNTY	SHEET
ATL		TITUS	15

REF	COUNTY	HIGHWAY	CSJ	LIMITS	PREFAB PAV MRK TY C							RAISED REFL PAV MRKR		
					668							672		
					6074	6076	6077	6085	6089	6092	6108	6007	6009	6010
					(W) 12 IN (SLD)	(W) 24 IN (SLD)	(W) (ARROW)	(W) (WORD)	(W) (RR XING)	(W) (36") (YLD TRI)	(Y) 24 IN (SLD)	TY I-C	TY II A-A	TY II C-R
					LF	LF	EA	EA	EA	EA	LF	EA	EA	EA
31	TITUS	FM 1896	1816-01-006	FR: US 271 TO: FRANKLIN C/L		22							354	
32	UPSHUR	SH 154	0401-04-041	FR: 0.2 Mi. W. of FM 1795 TO: FM 852	405	44	3	3			497	229	1,010	
33	UPSHUR	FM 1975	1232-02-016	FR: FM 993 TO: FM 593		18							1,135	
34	UPSHUR	SH 300	1385-01-042	FR: SOUTH END OF FM 3358 TO: FM 1844	100	30						137	728	
35	UPSHUR	FM 2455	1579-03-008	FR: CAMP C/L TO: CAMP C/L									261	
SHEET 2 PROJECT SUBTOTALS					**505**	**114**	**3**	**3**	**0**	**0**	**497**	**366**	**3,488**	**0**
SHEET 1 PROJECT SUBTOTALS					**4,715**	**3,035**	**55**	**70**	**4**	**11**	**1,025**	**3,185**	**29,525**	**130**
PROJECT TOTALS					**5,220**	**3,149**	**58**	**73**	**4**	**11**	**1,522**	**3,551**	**33,013**	**130**

TRAFFIC CONTROL SUMMARY		
6001 6001	6185 6002	6185 6005
[1] PORTABLE CHANGEABLE MESSAGE SIGN	[2] TMA (STATIONARY)	[2] TMA (MOBILE OPERATION)
DAY	DAY	DAY
4	120	138

[1] TO BE USED AS DIRECTED BY THE ENGINEER
[2] THIS QUANTITY IS FOR 2 TMAs EACH

Texas Department of Transportation

PAVEMENT MARKING SUMMARY

SHEET 4 OF 4

CONT	SECT	JOB	HIGHWAY
0010	06	044	US 67
DISTRICT		COUNTY	SHEET
ATL		TITUS	16

FILE: c:\txdot\pw_online\txdot5\chad.heidt\d0604579\[0010-06-044_M.xlsx]PAVEMENT MRK SUMMARY (4)
DATE: 11:05:55 AM

PART 1 - GENERAL

1.01 DESCRIPTION

This project includes construction work within the right of way and/or properties of the Railroad and adjacent to its tracks, wire lines and other facilities. These sheets describe the minimum special requirements for coordination with the Railroad when working upon, over or under Railroad Right of Way or when impacting current or future Railroad operations. Coordinate with the Railroad while performing the work outlined herein, and afford the same cooperation with the Railroad as with TxDOT. Complete all submittals and work in accordance with TxDOT Standard Specifications, Railroad Guidelines and AREMA recommendations as modified by these minimum special requirements or as directed in writing by the Railroad Designated Representative.

For purposes of this project, the Railroad Designated Representative is the person or persons designated by the Railroad Manager of Industry and Public Projects to handle specific tasks related to the project.

1.02 REQUEST FOR INFORMATION / CLARIFICATION

Submit Requests for Information ("RFI") involving work within any Railroad Right of Way to the TxDOT Engineer. The TxDOT Engineer will submit the RFI to the Railroad Designated Representative for review and approval for RFI's corresponding to work within Railroad Right of Way. Allow six (6) weeks total time for review and approval, which includes four (4) weeks for review and approval by the Railroad.

1.03 PLANS / SPECIFICATIONS

TxDOT has received written Railroad approval of the plans and specifications for this project. Any revisions or changes in the plans after award of the Contract must have the approval of TxDOT and the Railroad.

PART 2 - UTILITIES AND FIBER OPTIC

Construct all utility installations in accordance with current AREMA recommendations, Railroad, TxDOT and owning utility specifications and requirements. Railroad general guidelines can be found on the Railroad website or by contacting the Railroad Designated Representative.

PART 3 - CONSTRUCTION

3.01 GENERAL

A. Perform all work in compliance with all applicable Railroad, Federal Railroad Administration (FRA), and TxDOT rules and regulations. Arrange and conduct work in a manner that does not endanger or interfere with the safe operation of the tracks and property of the Railroad and the traffic moving on such tracks, or the wires, signals and other property of the Railroad, its tenants or licensees, at or in the vicinity of the Work. The safe operation of railroad train movements takes precedence over any work to be performed by the Contractor. The Contractor is responsible for train delay cost and lost revenue claims due to any delays or interruption of train operations resulting from Contractor's construction or other activities.

B. Construction activities within 15 feet of the operational tracks will only be allowed if absolutely necessary and the Railroad's Designated Representative grants approval. Construction activities within 15 feet of the operational track(s) preferably allow the tracks to stay operational. In such cases, coordination and approval by the Railroad Track Manager is required with regard to schedule, flagging, and slow orders. See Sections 3.07 and 3.08 for additional information.

C. Provide track protection for all work equipment (including rubber tired equipment) operating within 25 feet from nearest rail. When not in use, keep Contractor machinery and materials at least 50 feet from the Railroad's nearest track.

D. Vehicular crossings of railroad track are allowed only at existing crossings, or haul road crossings developed with Railroad approval.

E. The Contractor is also advised that new railroad facilities within the project may be built by the Railroad. If applicable, these facilities are delineated in the plans. Be aware of the limits of responsibilities and coordinate efforts with the Railroad and TxDOT.

F. Railroad requirements do not allow work within 50 feet of track centers when a train passes the work site and all personnel must clear the area within 50 feet of the track centerline and secure all equipment. Additional allowances may be pursued as outlined in 3.02 and 3.03.

G. All permanent clearances shall be verified before project closing.

3.02 RAILROAD OPERATIONS

A. Trains and/or equipment are expected on any track, at any time, in either direction. Become familiar with the train schedules in this location and structure bid assuming intermittent track windows in this period, as defined in Paragraph B that follows.

B. All railroad tracks within and adjacent to the contract site are active, and rail traffic over these facilities shall be maintained throughout the Project. Activities may include both through moves and switching moves to local customers. railroad traffic and operations will occur continuously throughout the day and night on these tracks and shall be maintained at all times as defined herein. Coordinate and schedule the work so that construction activities do not interfere with railroad operations.

C. Coordinate work windows with TxDOT and the Railroad's Designated Representative. Types of work windows include Conditional Work Windows and Absolute Work Windows, as defined below:

1. Conditional Work Window: A Conditional Work Window is a period of time that railroad operations have priority over construction activities. When construction activities may occur on and/or adjacent to the railroad tracks within 25 feet of the nearest track, a railroad flag person will be required. At the direction of the railroad flag person, upon approach of a train, and when trains are present on the tracks, the tracks must be cleared (i.e., no construction equipment, materials or personnel within 25 feet, or as directed by the Railroad Designated Representative, from the tracks). Conditional Work Windows are available for the Project.

2. Absolute Work Window: An Absolute Work Window is a period of time that construction activities are given priority over railroad operations. During this time frame, the designated railroad track(s) will be inactive for train movements and may be fouled by the Contractor. At the end of an Absolute Work Window, the railroad tracks and/or signals must be completely operational for train operations and all Railroad, Public Utilities Commission (PUC) and FRA requirements, codes and regulations for operational tracks must be satisfied. In the situation where the operating tracks and/or signals have been affected, the Railroad will perform inspections of the work prior to placing that track back into service. Railroad flag persons will be required for construction activities requiring an Absolute Work Window. Absolute Work Windows will not generally be granted. Any request will require a detailed explanation for Railroad review.

3.03 RIGHT OF ENTRY, ADVANCE NOTICE AND WORK STOPPAGES

A. Do not perform any work within Railroad Right of Way without a valid executed Right of Entry Agreement if required on this project.

B. Give advance notice to the Railroad as required in the "Contractor's Right of Entry Agreement" before commencing work in connection with construction upon or over Railroad Right of Way and observe the Railroad's rules and regulations with respect thereto.

C. Perform all work upon Railroad Right of Way in a manner to avoid interference with or endanger the operations of the Railroad. Whenever work may affect the operations or safety of trains, submit the work method to the Railroad Designated Representative for approval. Approval does not relieve the Contractor from liability. Do not commence any work which requires flagging service or inspection service until the flagging protection required by the Railroad is available at the job site. See Section 3.15 for railroad flagging requirements.

D. Make requests in writing for both Absolute and Conditional Work Windows, at least 30 days in advance of any work. Include in the written request:
1. Exactly what the work entails.
2. The days and hours that work will be performed.
3. The exact location of work, and proximity to the tracks.
4. The type of window requested and the amount of time requested.
5. The designated contact person.

Provide a written confirmation notice to the Railroad at least 48 hours before commencing work in connection with approved work windows when work is within 25 feet of nearest rail. Perform all work in accordance with previously approved work plans.

E. Make provisions to protect operations and property of the Railroad should a condition arising from, or in connection with the work, require immediate and unusual action. If in the judgment of the Railroad Designated Representative such provisions are insufficient, the Railroad Designated Representative may require or provide such provisions as deemed necessary. In any event, such provisions shall be at the Contractor's expense and without cost to the Railroad or TxDOT. The Railroad or TxDOT shall have the right to order the Contractor to temporarily cease operations in the event of an emergency or, if in the opinion of the Railroad Designated Representative, the Contractor's operations could endanger railroad operations. In the event of such an order, immediately notify TxDOT of the order.

3.04 INSURANCE

Do not begin work upon or over Railroad Right of Way until furnishing the Railroad with the insurance policies, binders, certificates and endorsements required by the "Contractor's Right of Entry Agreement", and until the Railroad Designated Representative has advised TxDOT that such insurance is in accordance with the Agreement.

3.05 RAILROAD SAFETY ORIENTATION

A. Complete the railroad course "Orientation for Contractor's Safety", and maintain current registration prior to working on railroad property. This course is required to be completed annually by Contractor and Subcontractor personnel working on site.

"UPRR, BNSF, KCS/TEXMEX will not accept on-track safety training certificates from other railroads. Refer to Railroad specific contractor right of entry for training information."

B. Know and follow the "Contractor's Right of Entry Agreement" EXHIBIT D, MINIMUM SAFETY REQUIREMENTS regarding clothing, personal protective equipment, and general safety requirements.

3.06 COOPERATION

The Railroad will cooperate with Contractor so that work may be conducted in an efficient manner, and will cooperate with Contractor in enabling use of Railroad Right of Way in performing the work.

3.07 MINIMUM CONSTRUCTION CLEARANCES FOR FALSEWORK AND OTHER TEMPORARY STRUCTURES

Abide by the following minimum temporary clearances during the course of construction:
A. 15' - 0" (BNSF)(UPRR)and 14'-0" (KCS) horizontal from centerline of track
B. 22' (KCS) and 21' - 6" (UPRR & BNSF) vertically above top of rail.

For construction clearance less than listed above, obtain local Railroad Operating Unit review and approval.

3.08 APPROVAL OF REDUCED CLEARANCES

A. Maintain minimum track clearances during construction as specified in Section 3.07.

B. Submit any proposed infringement on the specified minimum clearances to the Railroad Designated Representative through TxDOT at least 30 days in advance of the work. Do not proceed with such infringement without written approval by the Railroad Designated Representative.

C. Do not commence work involving an approved infringement without receiving written assurance from the Railroad Designated Representative that arrangements have been made for any necessary flagging service.

Texas Department of Transportation — Rail Division

RAILROAD REQUIREMENTS FOR NON-BRIDGE CONSTRUCTION PROJECTS

FILE:	DN: TxDOT	CK: TxDOT	DW: TxDOT	CK: TxDOT
©TxDOT October 2018	CONT	SECT	JOB	HIGHWAY
REVISIONS March 2020	0010	06	044	US 67
	DIST	COUNTY		SHEET NO.
	ATL	TITUS		17

3.09 MAINTENANCE OF RAILROAD FACILITIES

A. Maintain all ditches and drainage structures free of silt or other obstructions resulting from Contractor's operations. Repair eroded areas and any other damage within Railroad Right of Way and repair any other damage to the property of the Railroad, or its tenants.

B. Perform all such maintenance and repair of damages due to the Contractors's operations at Contractor's expense.

C. Submit a proposed method of erosion control for review by the Railroad prior to beginning any grading on the project site. Comply with all applicable local, state and federal regulations when developing and implementing such erosion control.

3.10 SITE INSPECTIONS BY RAILROAD's DESIGNATED REPRESENTATIVE

A. In addition to the office reviews of construction submittals, site inspections may be performed by the Railroad Designated Representative at significant points during construction, including the following if applicable:
   1. Pre-construction meetings.
   2. Pile driving/drilling of caissons or drilled shafts.
   3. Reinforcement and concrete placement for railroad bridge substructure and/or superstructure.
   4. Erection of precast concrete or steel bridge superstructure.
   5. Placement of waterproofing (prior to placing ballast on bridge deck).
   6. Completion of the bridge structure.

B. Site inspection is not limited to the milestone events listed above. Site visits to check progress of the work may be performed at any time throughout the construction as deemed necessary by the Railroad.

C. Provide a detailed construction schedule, including the proposed temporary horizontal and vertical clearances and construction sequence for all work to TxDOT for submittal to the Railroad Designated Representative for review prior to commencement of work. Include the anticipated dates when the above listed events will occur. Update this schedule for the above listed events as necessary and each month at a minimum to allow the Railroad to schedule site inspections.

3.11 RAILROAD REPRESENTATIVES

Railroad representatives, conductors, flag person or watch person will be provided by the Railroad at expense of TxDOT to protect Railroad facilities, property and movements of its trains or engines. In general, the Railroad will furnish such personnel or other protective services as follows:

A. When any part of any equipment is standing or being operated within 25 feet, measured horizontally, from nearest rail of any track on which trains may operate, or when any object is off the ground and any dimension thereof could extend inside the 25 foot limit, or when any erection or construction activities are in progress within such limits, regardless of elevation above or below track.

B. For any excavation below elevation of track subgrade if, in the opinion of the Railroad Designated Representative, track or other railroad facilities may be subject to settlement or movement.

C. During any clearing, grubbing, excavation or grading in proximity to railroad facilities, which, in the opinion of the Railroad Designated Representative, may endanger railroad facilities or operations.

D. During any Contractor's operations when, in the opinion of the Railroad Designated Representative, railroad facilities, including, but not limited to, tracks, buildings, signals, wire lines, or pipe lines, may be endangered.

E. Arrange with the Railroad Designated Representative to provide the adequate number of flag persons to accomplish the work.

3.12 COMMUNICATIONS AND SIGNAL LINES

If required, the Railroad will rearrange its communications and signal lines, its grade crossing warning devices, train signals and tracks, and facilities that are in use and maintained by the Railroad's forces in connection with its operation at expense of TxDOT. This work by the Railroad will be done by its own forces and it is not a part of the Work under this Contract.

3.13 TRAFFIC CONTROL

Coordinate any operations that control traffic across or around railroad facilities with the Railroad Designated Representative.

3.14 CONSTRUCTION EXCAVATIONS AND BORING ACTIVITIES UNDER TRACK

A. Take special precaution and care in connection with excavating and shoring. Excavations for construction of footings, piers, columns, walls or other facilities that require shoring shall comply with requirements of TxDOT, OSHA, AREMA and Railroad "Guidelines for Temporary Shoring".

B. The project plans indicate whether there are fiber optic lines or other such telecommunications systems that require consideration. Regardless, contact the necessary call center to determine if such cable systems are present:

   UPRR 1-800-336-9193
   7:00 AM to 9:00 PM CST Monday-Friday except holidays,
   staffed 24 hrs/day for emergencies
   48 hrs notice required

   BNSF 1-800-533-2891
   24 hour number
   5 working days notice required

   KCS 1-800-344-8377
   Texas One Call, a 24 hour number
   48 hrs notice required, excluding weekends and holidays

   If a telecommunications system is buried anywhere on or near railroad property, coordinate with TxDOT, the Railroad and the Telecommunication Company(ies) to arrange for relocation or protective measures prior to beginning work on or near railroad property. Refer to the project General Notes for additional information.

C. Projects involving a boring or jack and bore operation under track such as drainage pipes or culverts and utilities require an installation plan reviewed and approved by the Railroad and TxDOT prior to proceeding with such construction. A railroad inspector and contractor assisted monitoring of ground and track movement is required to maintain safe passage of rail traffic. Stop installation and do not allow passage of trains if movements in excess of $\frac{1}{4}$ inch vertical or horizontal is detected in the tracks. Immediately repair the damage to the satisfaction of TxDOT and the Railroad before proceeding.

3.15 RAILROAD FLAGGING

Per the Right of Entry Agreement for flagging, notify the Railroad Representative at least 10 working days in advance of Contractor's work and at least 30 working days in advance of any Contractor's work in which any person or equipment will be within 25 feet of nearest rail or as specified in the Contractor Right of Entry (CROE).

3.16 CLEANING OF RIGHT-OF-WAY

When work is complete, remove all tools, implements, and other materials brought into Railroad Right of Way and leave the right of Way in a clean and presentable condition to the satisfaction of TxDOT and the Railroad.

Texas Department of Transportation | Rail Division

RAILROAD REQUIREMENTS FOR NON-BRIDGE CONSTRUCTION PROJECTS

FILE:	DN: TxDOT	CK: TxDOT	DW: TxDOT	CK: TxDOT
© TxDOT October 2018	CONT	SECT	JOB	HIGHWAY
REVISIONS March 2020	0010	06	044	US 67
	DIST	COUNTY		SHEET NO.
	ATL	TITUS		18

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

DATE: 7/29/2022 11:45:42 AM
FILE: pw:\\txdot.projectwiseonline.com:TXDOT5\Documents\19 - ATL\Design Projects\0010[illegible] RAILROAD SCOPE OF WORK.

I. WORK AT CROSSING LOCATIONS (AT GRADE, HIGHWAY OVERPASS, HIGHWAY UNDERPASS, PEDESTRIAN, OR CLOSED/ABANDONED)

DOT #: 330905K
Crossing Type:** AT GRADE
RR Company Owning Track at Crossing: KANSAS CITY SOUTHERN
Operating RR Company at Track: KANSAS CITY SOUTHERN
RR MP: 507.26
RR Subdivision: SHREVEPORT
City: BLOOMBURG
County: CASS
CSJ at this Crossing: 0945-04-048
Highway/Roadway name crossing the railroad: FM 249
# of regularly scheduled trains per day at this crossing: 20
# of switching movements per day at this crossing: 0
% of estimated contract cost of work within railroad ROW: 0.5%

Scope of Work at this Crossing to Be Performed by State Contractor:
Seal Coat surface on crossing approaches.

Scope of Work at this Crossing to Be Performed by Railroad Company:
Railroad Protective Flagging with the R.O.W. limits for seal coat operations.

** Choose: Highway Overpass, Highway Underpass, At Grade, Pedestrian, or Closed/Abandoned

II. OTHER PROJECT WORK WITHIN RAILROAD RIGHTS-OF-WAY (ROW)

III. FLAGGING & INSPECTION

of Days of Railroad Flagging Expected: ____
On this project, night or weekend flagging is:

- ☐ Expected
- ☒ Not Expected

Flagging services will be provided by:

- ☐ Railroad Company: TxDOT will pay flagging invoices
- ☒ Outside Party: Contractor will pay flagging invoices, to be reimbursed by TxDOT

Contractor must incorporate flaggers into anticipated construction schedule. The Railroad requires a 30 day notice if their flaggers are to be utilized. If Contractor falls behind schedule due to their own negligence and is not ready for scheduled flaggers, any flagging charges will be paid by Contractor.

Contact Information for Flagging:

☒ UPRR - UP.info@railpros.com
Call Center 877-315-0513, Select #1 for flagging
- UP.request@nrssinc.net
Call Center 877-984-6777

☐ BNSF - BNSF.info@railpros.com
Call Center 877-315-0513, Select #1 for flagging

☒ KCS - KCS.info@railpros.com
Call Center 877-315-0513, Select #1 for flagging
- Bottom Line On-Track Safety Services
bottomline076@aol.com, 903-767-7630

☐ OTHERS ____

Contractor must incorporate Construction Inspection into anticipated construction schedule.

- ☒ Not Required
- ☐ Required: Contact Information for Construction Inspection:

IV. CONSTRUCTION WORK TO BE PERFORMED BY THE RAILROAD

On this project, construction work to be performed by a railroad company is:

- ☐ Required
- ☒ Not Required

Coordinate with TxDOT for any work to be performed by the Railroad Company. TxDOT must issue a work order for any work done by the Railroad Company prior to the work being performed.

V. RAILROAD INSURANCE REQUIREMENTS

Railroad reference number shall be provided by TxDOT CST or DO.

The Contractor shall confirm the insurance requirements with the Railroad as the insurance limits are subject to change without notice.

Insurance policies must be issued for and on behalf of the Railroad. Where more than one Railroad Company is operating on the same right of way or where several Railroad Companies are involved and operate on their own separate rights of way, provide separate insurance policies in the name of each Railroad Company.

No direct compensation will be made to the Contractor for providing the insurance coverages shown below or any deductibles. These costs are incidental to the various bid items.

Type of Insurance	Amount of Coverage (Minimum)
Workers Compensation	$500,000 / $500,000 / $500,000
Commercial General Liability	$2,000,000 / $4,000,000
Business Automobile	$2,000,000 combined single limit

Railroad Protective Liability	
☐ Not Required	
☒ Non - Bridge Projects	$2,000,000 / $6,000,000
☐ Bridge Projects	$5,000,000 / $10,000,000
☐ Other	

VI. CONTRACTOR'S RIGHT OF ENTRY (ROE) AGREEMENT

On this project, an ROE agreement is:

- ☐ Not Required
- ☐ Required: TxDOT CST to assist in obtaining with the UPRR (see Item 5, Article 8.3)
- ☐ Required: UPRR Maintenance Consent Letter. TxDOT CST to assist.
- ☒ Required: Contractor to obtain (see Item 5, Article 8.4)
With the following railroad companies: KANSAS CITY SOUTHERN

To view previously approved ROE Agreement templates agreed upon between the State and Railroad, see:

http://www.txdot.gov/inside-txdot/division/rail/samples.html

Approved ROE Agreement templates are not to be modified by the Contractor.

Contractor shall not operate within Railroad Right of Way without an executed Construction & Maintenance Agreement between the State and the Railroad and an executed ROE agreement between the Contractor and the Railroad if required on project.

VII. RAILROAD COORDINATION MEETING

On this project, a Railroad Coordination Meeting is:

- ☒ Not Required
- ☐ Required

See Item 5, Article 8.1 for more details.

VIII. SUBCONTRACTORS

Contractor shall not subcontract work without written consent of TxDOT. Subcontractors are required to maintain the same insurance coverage as required of the Contractor.

IX. EMERGENCY NOTIFICATION

In Case of Railroad Emergency
Call KCS
Railroad Emergency Line at 877-527-9464
Location: DOT 330905K
RR Milepost 507.26
Subdivision Shreveport

Texas Department of Transportation — Rail Division

RAILROAD SCOPE OF WORK
PROJECT SPECIFIC DETAILS
SHEET 1 OF 2

FILE: RR Scope of Work.dgn	DN: TxDOT	CK:	DW:	CK:
© TxDOT June 2014	CONT	SECT	JOB	HIGHWAY
REVISIONS 9/2021	0010	06	044	US 67
	DIST		COUNTY	SHEET NO.
	ATL		TITUS	19

DATE: 7/29/2022 11:46:42 AM
FILE: pw:\\txdot.projectwiseonline.com:TXDOT5\Documents\19 - ATL\Design Projects\00100604 ... RAILROAD SCOPE OF WORK.

I. WORK AT CROSSING LOCATIONS (AT GRADE, HIGHWAY OVERPASS, HIGHWAY UNDERPASS, PEDESTRIAN, OR CLOSED/ABANDONED)

DOT #: 331436P
Crossing Type:** AT GRADE
RR Company Owning Track at Crossing: KANSAS CITY SOUTHERN
Operating RR Company at Track: KANSAS CITY SOUTHERN
RR MP: 41.49
RR Subdivision: GREENVILLE
City: KARNACK
County: HARRISON
CSJ at this Crossing: 0632-02-032
Highway/Roadway name crossing the railroad: FM 134
# of regularly scheduled trains per day at this crossing: 14
# of switching movements per day at this crossing: 0
% of estimated contract cost of work within railroad ROW: 0.5%

Scope of Work at this Crossing to Be Performed by State Contractor:
Seal Coat surface on crossing approaches.

Scope of Work at this Crossing to Be Performed by Railroad Company:
Railroad Protective Flagging with the R.O.W. limits for seal coat operations.

** Choose: Highway Overpass, Highway Underpass, At Grade, Pedestrian, or Closed/Abandoned

II. OTHER PROJECT WORK WITHIN RAILROAD RIGHTS-OF-WAY (ROW)

III. FLAGGING & INSPECTION

of Days of Railroad Flagging Expected: ____
On this project, night or weekend flagging is:

☐ Expected
☒ Not Expected

Flagging services will be provided by:

☐ Railroad Company: TxDOT will pay flagging invoices
☒ Outside Party: Contractor will pay flagging invoices, to be reimbursed by TxDOT

Contractor must incorporate flaggers into anticipated construction schedule. The Railroad requires a 30 day notice if their flaggers are to be utilized. If Contractor falls behind schedule due to their own negligence and is not ready for scheduled flaggers, any flagging charges will be paid by Contractor.

Contact Information for Flagging:

☒ UPRR - UP.info@railpros.com
Call Center 877-315-0513, Select #1 for flagging
- UP.request@nrssinc.net
Call Center 877-984-6777

☐ BNSF - BNSF.info@railpros.com
Call Center 877-315-0513, Select #1 for flagging

☒ KCS - KCS.info@railpros.com
Call Center 877-315-0513, Select #1 for flagging
- Bottom Line On-Track Safety Services
bottomline076@aol.com, 903-767-7630

☐ OTHERS ____

Contractor must incorporate Construction Inspection into anticipated construction schedule.

☒ Not Required
☐ Required: Contact Information for Construction Inspection:

IV. CONSTRUCTION WORK TO BE PERFORMED BY THE RAILROAD

On this project, construction work to be performed by a railroad company is:

☐ Required
☒ Not Required

Coordinate with TxDOT for any work to be performed by the Railroad Company. TxDOT must issue a work order for any work done by the Railroad Company prior to the work being performed.

V. RAILROAD INSURANCE REQUIREMENTS

Railroad reference number shall be provided by TxDOT CST or DO.

The Contractor shall confirm the insurance requirements with the Railroad as the insurance limits are subject to change without notice.

Insurance policies must be issued for and on behalf of the Railroad. Where more than one Railroad Company is operating on the same right of way or where several Railroad Companies are involved and operate on their own separate rights of way, provide separate insurance policies in the name of each Railroad Company.

No direct compensation will be made to the Contractor for providing the insurance coverages shown below or any deductibles. These costs are incidental to the various bid items.

Type of Insurance	Amount of Coverage (Minimum)
Workers Compensation	$500,000 / $500,000 / $500,000
Commercial General Liability	$2,000,000 / $4,000,000
Business Automobile	$2,000,000 combined single limit

Railroad Protective Liability		
☐	Not Required	
☒	Non - Bridge Projects	$2,000,000 / $6,000,000
☐	Bridge Projects	$5,000,000 / $10,000,000
☐	Other	

VI. CONTRACTOR'S RIGHT OF ENTRY (ROE) AGREEMENT

On this project, an ROE agreement is:

☐ Not Required
☐ Required: TxDOT CST to assist in obtaining with the UPRR (see Item 5, Article 8.3)
☐ Required: UPRR Maintenance Consent Letter. TxDOT CST to assist.
☒ Required: Contractor to obtain (see Item 5, Article 8.4)
With the following railroad companies: KANSAS CITY SOUTHERN

To view previously approved ROE Agreement templates agreed upon between the State and Railroad, see:

http://www.txdot.gov/inside-txdot/division/rail/samples.html

Approved ROE Agreement templates are not to be modified by the Contractor.

Contractor shall not operate within Railroad Right of Way without an executed Construction & Maintenance Agreement between the State and the Railroad and an executed ROE agreement between the Contractor and the Railroad if required on project.

VII. RAILROAD COORDINATION MEETING

On this project, a Railroad Coordination Meeting is:

☒ Not Required
☐ Required

See Item 5, Article 8.1 for more details.

VIII. SUBCONTRACTORS

Contractor shall not subcontract work without written consent of TxDOT. Subcontractors are required to maintain the same insurance coverage as required of the Contractor.

IX. EMERGENCY NOTIFICATION

In Case of Railroad Emergency
Call KCS
Railroad Emergency Line at 877-527-9464
Location: DOT 331436P
RR Milepost 41.49
Subdivision Greenville

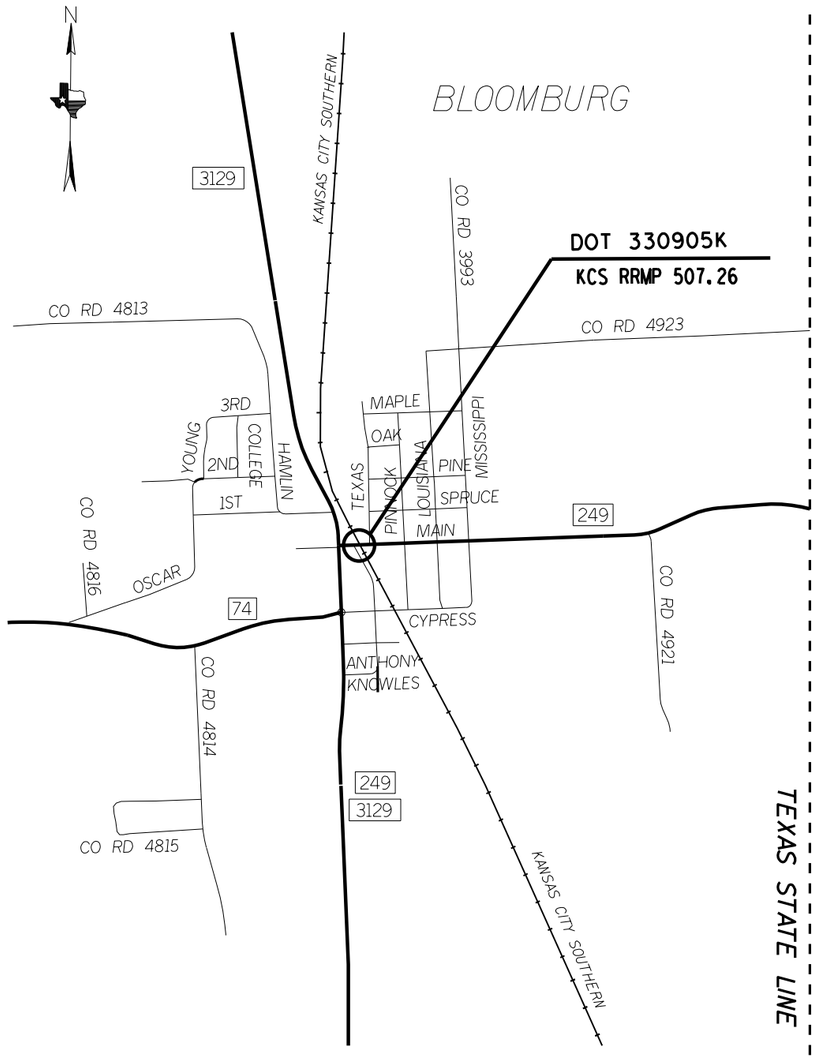
Texas Department of Transportation — Rail Division

RAILROAD SCOPE OF WORK

PROJECT SPECIFIC DETAILS

SHEET 2 OF 2

FILE: RR Scope of Work.dgn	DN: TxDOT	CK:	DW:	CK:
© TxDOT June 2014	CONT	SECT	JOB	HIGHWAY
REVISIONS 9/2021	0010	06	044	US 67
	DIST		COUNTY	SHEET NO.
	ATL		TITUS	20



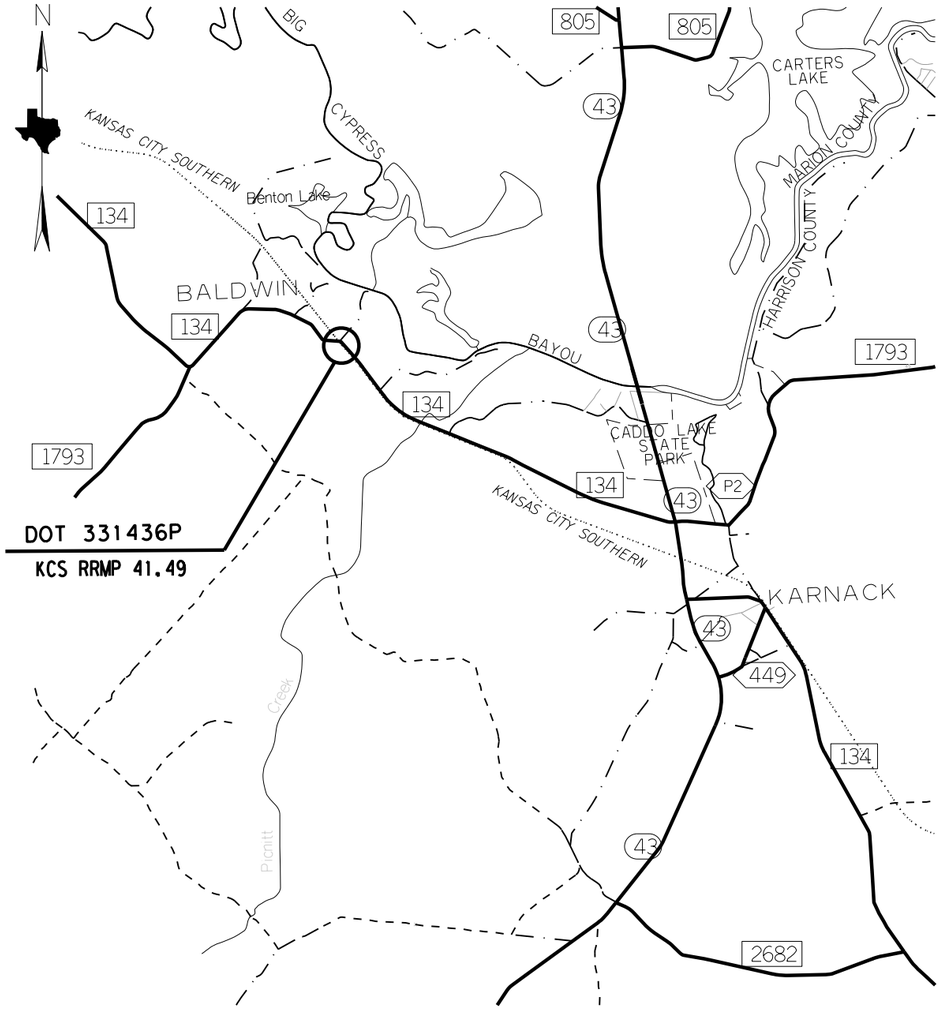
ARKANSAS STATE LINE
TEXAS STATE LINE

LOCATION MAP
FM 249 IN BLOMMBURG
CASS CO.

© 2022
Texas Department of Transportation

CONT	SECT	JOB	HIGHWAY
0010	06	044	US 67
DIST	COUNTY		SHEET NO.
ATL	TITUS		21

DATE: 7/13/2022 4:31:44 PM
FILE: pw:\\txdot.projectwiseonline.com:TXDOT5\Documents\19 - ATL\Design Projects\0010006044 - 2023 Seal Coat\4 - Design\Master Design Files\01 PLANSHEETS\0010-06-044_FM 249 RxR.dgn



LOCATION MAP
FM 134
HARRISON CO.

® 2022
Texas Department of Transportation

CONT	SECT	JOB	HIGHWAY
0010	06	044	US 67
DIST	COUNTY		SHEET NO.
ATL	TITUS		22

DATE: 7/13/2022 4:34:42 PM
FILE: pw:\\txdot.projectwiseonline.com:TXDOT5\Documents\19 - ATL\Design Projects\0010006044 - 2023 Seal Coat\4 - Design\Master Design Files\01 PLANSHEETS\0010-06-044_FM 134 RxR.dgn

DATE: 7/13/2022 2:48:08 PM
FILE: pw:\\txdot.projectwiseonline.com:TXDOT5\Documents\19 - ATL\Design Projects\001006044 - 2023 Seal Coat\4 - Design\Master Design Files\03 STANDARDS\000 BC(1)-21.dgn

BARRICADE AND CONSTRUCTION (BC) STANDARD SHEETS GENERAL NOTES:

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

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

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

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

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

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

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

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

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

10. Where highway construction or maintenance work is being undertaken, other than mobile operations as defined by the Texas Manual on Uniform Traffic Control Devices, CSJ limit signs are required. CSJ limit signs are shown on BC(2). The OBEY WARNING SIGNS STATE LAW sign, STAY ALERT TALK OR TEXT LATER and the WORK ZONE TRAFFIC FINES DOUBLE sign with plaque shall be erected in advance of the CSJ limits. The BEGIN ROAD WORK NEXT X MILES, CONTRACTOR and END ROAD WORK signs shall be erected at or near the CSJ limits. For mobile operations, CSJ limit signs are not required.

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

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

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

WORKER SAFETY NOTES:

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

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

COMPLIANT WORKZONE TRAFFIC CONTROL DEVICES

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

2. Work zone traffic control devices shall be compliant with the Manual for Assessing safety Hardware (MASH).

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

Texas Department of Transportation

Traffic Safety Division Standard

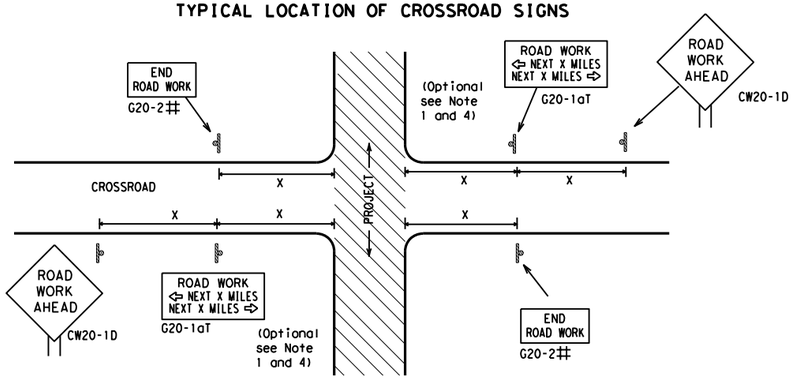
BARRICADE AND CONSTRUCTION GENERAL NOTES AND REQUIREMENTS

BC(1)-21

FILE: bc-21.dgn	DN: TxDOT	CK: TxDOT	DW: TxDOT	CK: TxDOT
©TxDOT November 2002	CONT	SECT	JOB	HIGHWAY
REVISIONS 4-03 7-13	0010	06	044	US 67
9-07 8-14	DIST	COUNTY		SHEET NO.
5-10 5-21	ATL	TITUS		23

DATE: 7/13/2022 2:48:17 PM
FILE: pw:\\txdot.projectwiseonline.com:TXDOT5\Documents\19 - ATL\Design Projects\0010060044 - 2023 Seal Coat\4 - Design\Master Design Files\03 STANDARDS\000 BC(2)-21.dgn

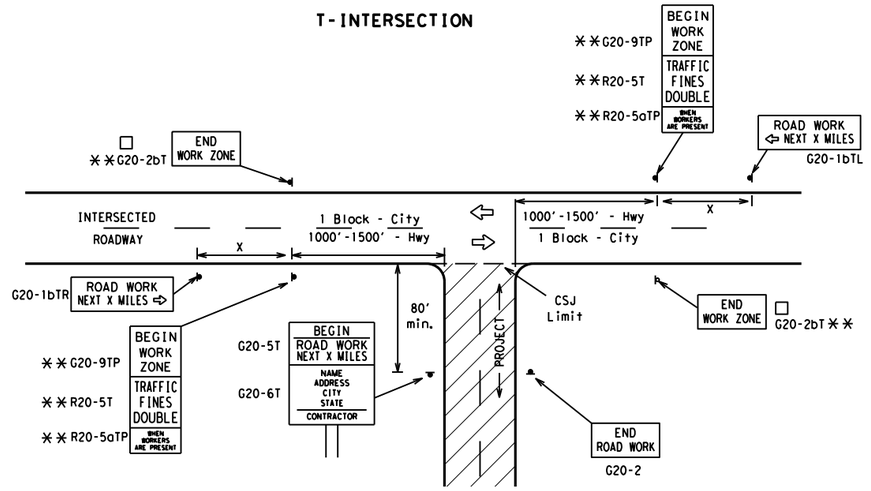
TYPICAL LOCATION OF CROSSROAD SIGNS



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

1. The typical minimum signing on a crossroad approach should be a "ROAD WORK AHEAD" (CW20-1D)sign and a (G20-2) "END ROAD WORK" sign, unless noted otherwise in plans.
2. The Engineer may use the reduced size 36" x 36" ROAD WORK AHEAD (CW20-1D) sign mounted back to back with the reduced size 36" x 18" "END ROAD WORK"(G20-2) sign on low volume crossroads (see Note 4 under "Typical Construction Warning Sign Size and Spacing"). See the "Standard Highway Sign Designs for Texas" manual for sign details. The Engineer may omit the advance warning signs on low volume crossroads. The Engineer will determine whether a road is low volume 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]

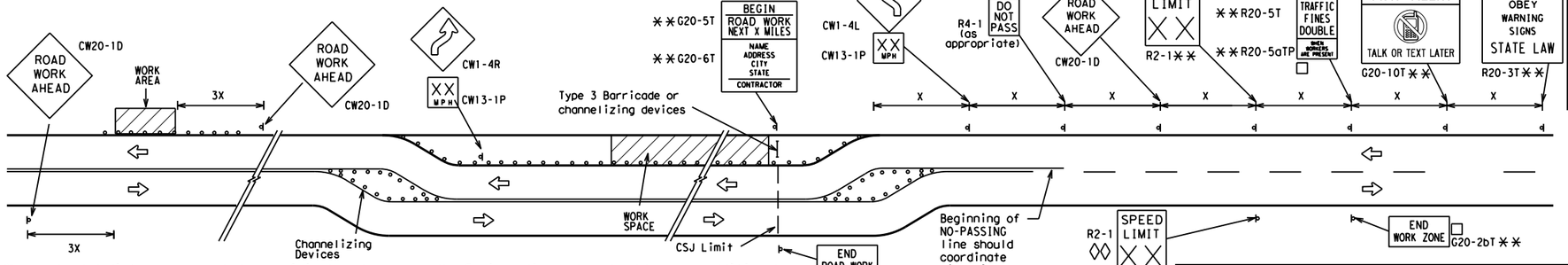
* For typical sign spacings on divided highways, expressways and freeways, see Part 6 of the "Texas Manual on Uniform Traffic Control Devices" (TMUTCD) typical application diagrams or TCP Standard Sheets.

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

GENERAL NOTES

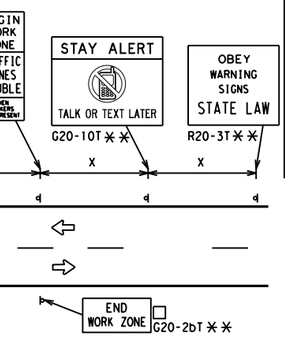
1. Special or larger size signs may be used as necessary.
2. Distance between signs should be increased as required to have 1500 feet advance warning.
3. Distance between signs should be increased as required to have 1/2 mile or more advance warning.
4. 36" x 36" "ROAD WORK AHEAD" (CW20-1D)signs may 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

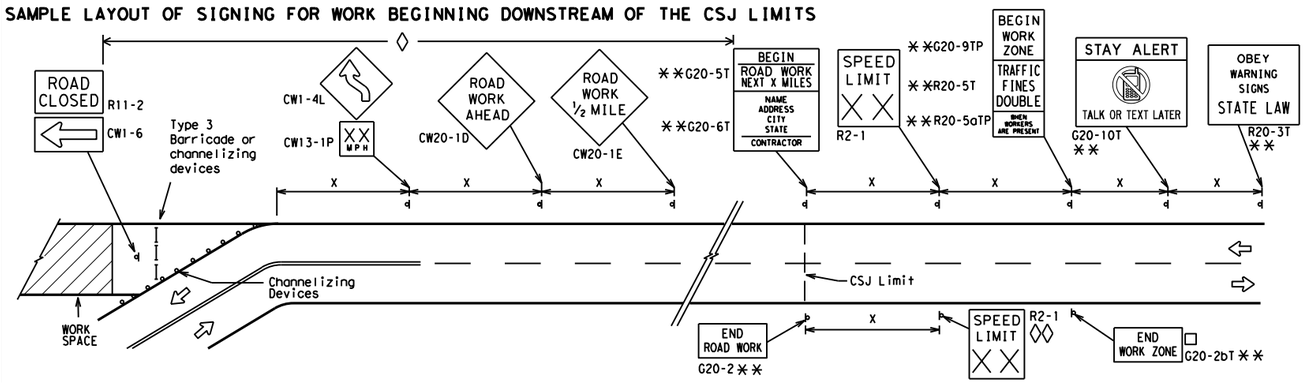


When extended distances occur between minimal work spaces, the Engineer/Inspector should ensure additional "ROAD WORK AHEAD"(CW20-1D)signs are placed in advance of these work areas to remind drivers they are still within the project limits. See the applicable TCP sheets for exact location and spacing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

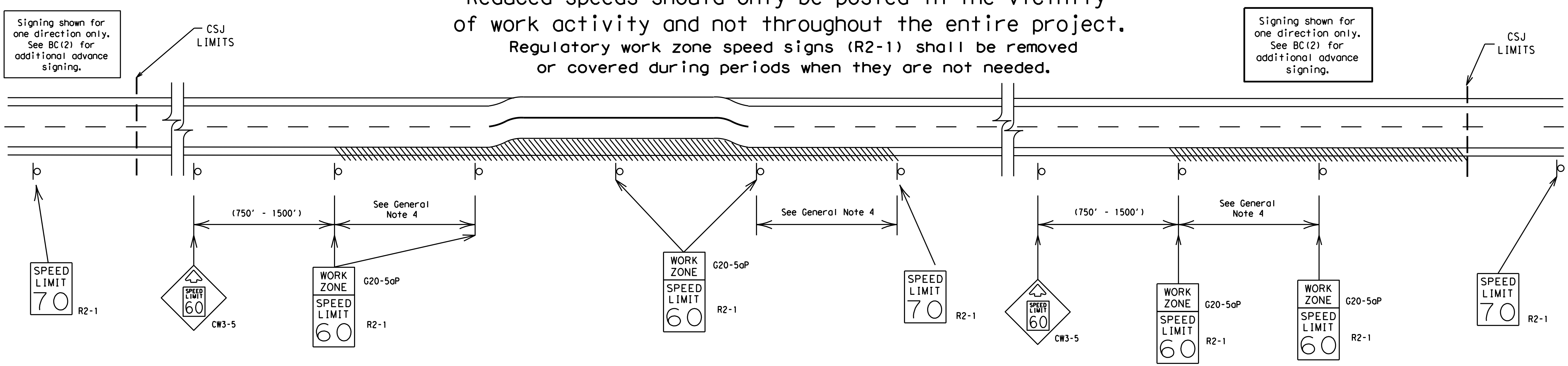
FILE: bc-21.dgn	DN: TxDOT	CK: TxDOT	DW: TxDOT	CK: TxDOT
©TxDOT November 2002	CONT	SECT	JOB	HIGHWAY
REVISIONS	0010	06	044	US 67
9-07 8-14	DIST	COUNTY		SHEET NO.
7-13 5-21	ATL	TITUS		24

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.

DATE: 7/13/2022 2:48:25 PM
FILE: pw:\\txdot.projectwiseonline.com:TXDOT5\Documents\19 - ATL\Design Projects\0010006044 - 2023 Seal Coat\4 - Design\Master Design Files\03 STANDARDS\00 BC(3)-21.dgn

SHEET 3 OF 12

Texas Department of Transportation — Traffic Safety Division Standard

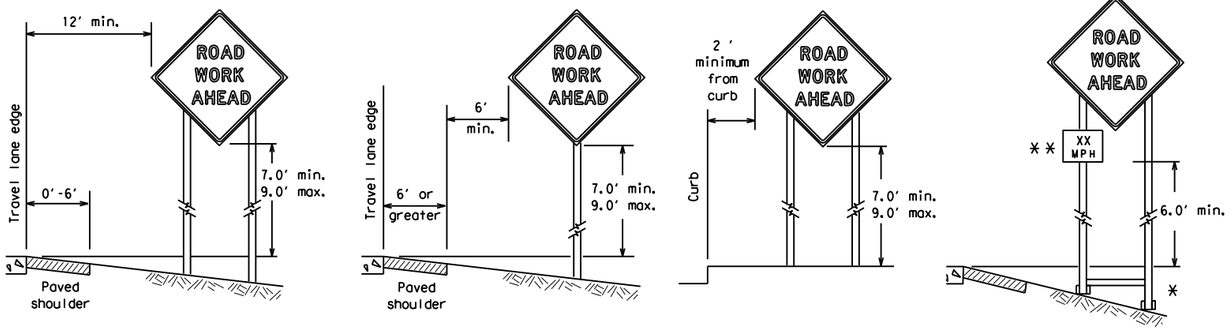
BARRICADE AND CONSTRUCTION WORK ZONE SPEED LIMIT

BC(3)-21

FILE: bc-21.dgn	DN: TxDOT	CK: TxDOT	DW: TxDOT	CK: TxDOT
© TxDOT November 2002	CONT	SECT	JOB	HIGHWAY
REVISIONS 9-07 8-14 7-13 5-21	0010	06	044	US 67
	DIST		COUNTY	SHEET NO.
	ATL		TITUS	25

DATE: 7/13/2022 2:48:30 PM
FILE: pw:\\txdot.projectwiseonline.com:TXDOT5\Documents\19 - ATL\Design Projects\001006044 - 2023 Seal Coat\4 - Design\Master Design Files\03 STANDARDS\000 BC(4)-21.dgn

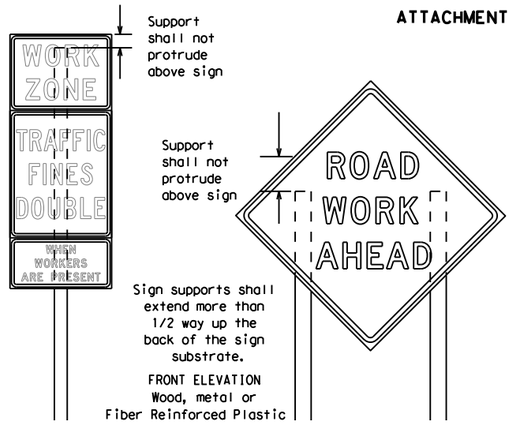
TYPICAL MINIMUM CLEARANCES FOR LONG TERM AND INTERMEDIATE TERM SIGNS

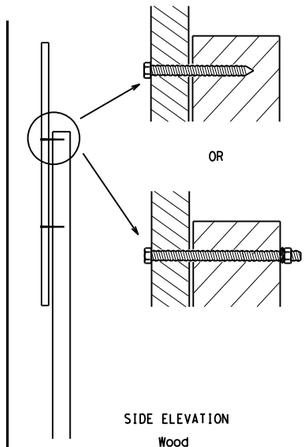


* When placing skid supports on unlevel ground, the leg post lengths must be adjusted so the sign appears straight and plumb. Objects shall NOT be placed under skids as a means of leveling.

** 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





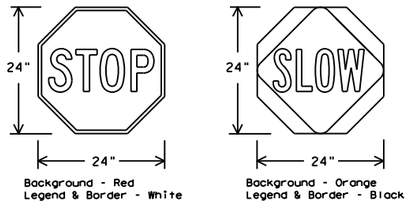
Attachment to wooden supports will be by bolts and nuts or screws. Use TxDOT's or manufacturer's recommended procedures for attaching sign substrates to other types of sign supports

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.

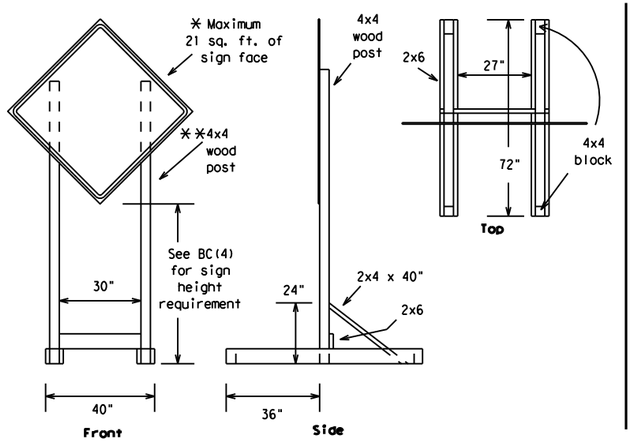
Texas Department of Transportation | Traffic Safety Division Standard

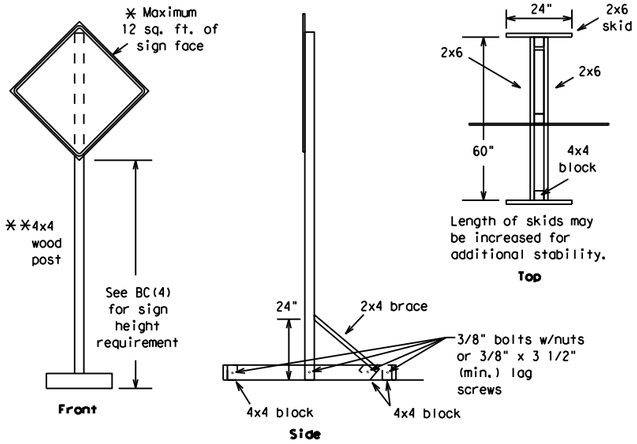
BARRICADE AND CONSTRUCTION TEMPORARY SIGN NOTES

BC(4)-21

FILE: bc-21.dgn	DN: TxDOT	CK: TxDOT	DW: TxDOT	CK: TxDOT
©TxDOT November 2002	CONT	SECT	JOB	HIGHWAY
REVISIONS	0010	06	044	US 67
9-07 8-14	DIST	COUNTY		SHEET NO.
7-13 5-21	ATL	TITUS		26

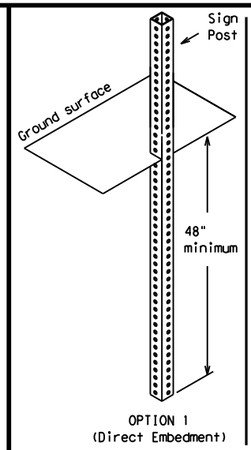
DATE: 7/13/2022 2:48:35 PM
FILE: pw:\\txdot.projectwiseonline.com:TXDOT5\Documents\19 - ATL\Design Projects\0010044 - 2023 Seal Coat\4 - Design\Master Design Files\03 STANDARDS\000 BC(5)-21.dgn

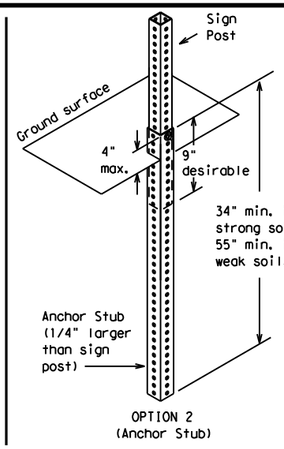


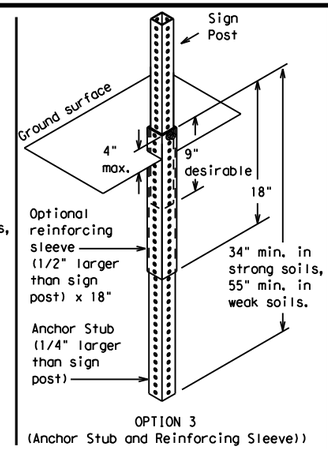


SKID MOUNTED WOOD SIGN SUPPORTS

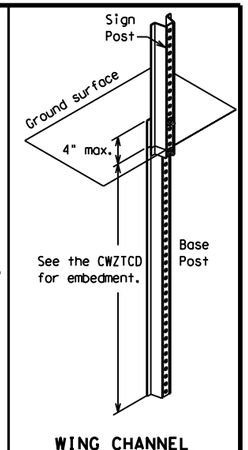
* LONG/INTERMEDIATE TERM STATIONARY - PORTABLE SKID MOUNTED SIGN SUPPORTS







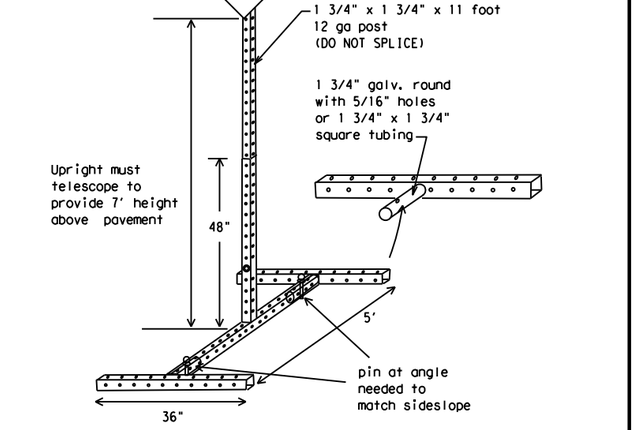
PERFORATED SQUARE METAL TUBING

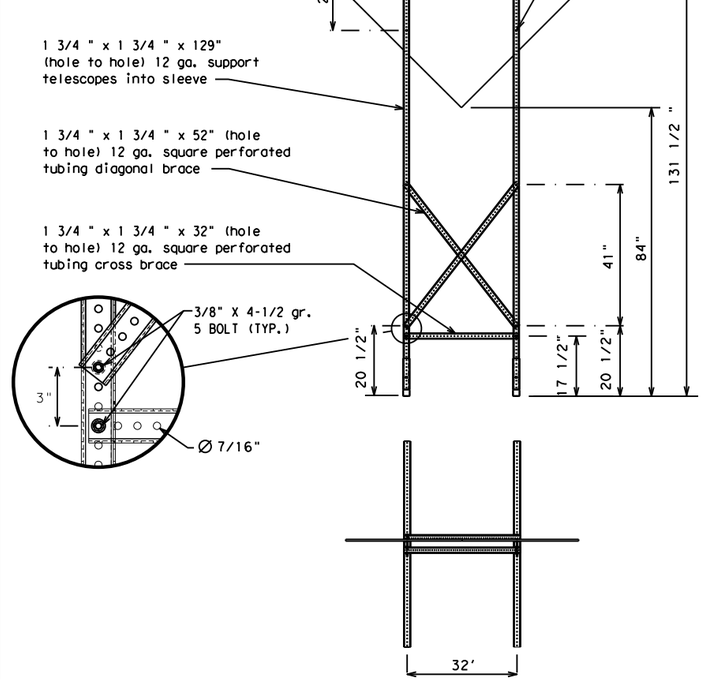


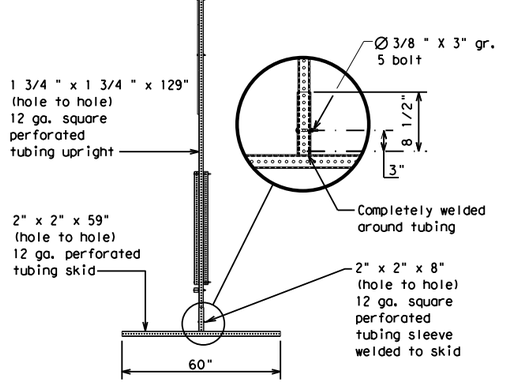
WING CHANNEL
Lap-splice/base bolted anchor

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.

SHEET 5 OF 12

Texas Department of Transportation | Traffic Safety Division Standard

BARRICADE AND CONSTRUCTION TYPICAL SIGN SUPPORT

BC(5)-21

FILE: bc-21.dgn	DN: TxDOT	CK: TxDOT	DW: TxDOT	CK: TxDOT
© TxDOT November 2002	CONT	SECT	JOB	HIGHWAY
REVISIONS	0010	06	044	US 67
9-07 8-14	DIST	COUNTY		SHEET NO.
7-13 5-21	ATL	TITUS		27

DATE: 7/13/2022 2:48:41 PM
FILE: pw:\\txdot.projectwiseonline.com:TXDOT5\Documents\19 - ATL\Design Projects\001006044 - 2023 Seal Coat\4 - Design\Master Design Files\03 STANDARDS\000 BC(6)-21.dgn

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

PORTABLE CHANGEABLE MESSAGE SIGNS

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

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

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

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

RECOMMENDED PHASES AND FORMATS FOR PCMS MESSAGES DURING ROADWORK ACTIVITIES

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

Phase 1: Condition Lists

Road/Lane/Ramp Closure List		Other Condition List	
FREEWAY CLOSED X MILE	FRONTAGE ROAD CLOSED	ROADWORK XXX FT	ROAD REPAIRS XXXX FT
ROAD CLOSED AT SH XXX	SHOULDER CLOSED XXX FT	FLAGGER XXXX FT	LANE NARROWS XXXX FT
ROAD CLSD AT FM XXXX	RIGHT LN CLOSED XXX FT	RIGHT LN NARROWS XXXX FT	TWO-WAY TRAFFIC XX MILE
RIGHT X LANES CLOSED	RIGHT X LANES OPEN	MERGING TRAFFIC XXXX FT	CONST TRAFFIC XXX FT
CENTER LANE CLOSED	DAYTIME LANE CLOSURES	LOOSE GRAVEL XXXX FT	UNEVEN LANES XXXX FT
NIGHT LANE CLOSURES	I-XX SOUTH EXIT CLOSED	DETOUR X MILE	ROUGH ROAD XXXX FT
VARIOUS LANES CLOSED	EXIT XXX CLOSED X MILE	ROADWORK PAST SH XXXX	ROADWORK NEXT FRI-SUN
EXIT CLOSED	RIGHT LN TO BE CLOSED	BUMP XXXX FT	US XXX EXIT X MILES
MALL DRIVEWAY CLOSED	X LANES CLOSED TUE - FRI	TRAFFIC SIGNAL XXXX FT	LANES SHIFT *
XXXXXXXX BLVD CLOSED			

* 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		Location List	Warning List	** Advance Notice List
MERGE RIGHT	FORM X LINES RIGHT	AT FM XXXX	SPEED LIMIT XX MPH	TUE-FRI XX AM- X PM
DETOUR NEXT X EXITS	USE XXXXX RD EXIT	BEFORE RAILROAD CROSSING	MAXIMUM SPEED XX MPH	APR XX-XX X PM-X AM
USE EXIT XXX	USE EXIT I-XX NORTH	NEXT X MILES	MINIMUM SPEED XX MPH	BEGINS MONDAY
STAY ON US XXX SOUTH	USE I-XX E TO I-XX N	PAST US XXX EXIT	ADVISORY SPEED XX MPH	BEGINS MAY XX
TRUCKS USE US XXX N	WATCH FOR TRUCKS	XXXXXXX TO XXXXXXX	RIGHT LANE EXIT	MAY X-X XX PM - XX AM
WATCH FOR TRUCKS	EXPECT DELAYS	US XXX TO FM XXXX	USE CAUTION	NEXT FRI-SUN
EXPECT DELAYS	PREPARE TO STOP		DRIVE SAFELY	XX AM TO XX PM
REDUCE SPEED XXX FT	END SHOULDER USE		DRIVE WITH CARE	NEXT TUE AUG XX
USE OTHER ROUTES	WATCH FOR WORKERS			TONIGHT XX PM- XX AM
STAY IN LANE *				

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

** See Application Guidelines Note 6.

APPLICATION GUIDELINES

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

WORDING ALTERNATIVES

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

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

FULL MATRIX PCMS SIGNS

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

Texas Department of Transportation — Traffic Safety Division Standard

BARRICADE AND CONSTRUCTION PORTABLE CHANGEABLE MESSAGE SIGN (PCMS)

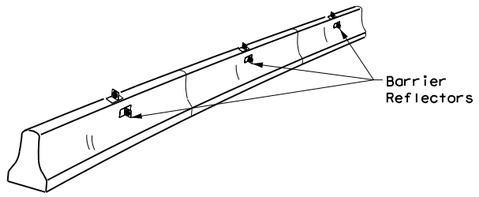
BC(6)-21

FILE: bc-21.dgn	DN: TxDOT	CK: TxDOT	DW: TxDOT	CK: TxDOT
©TxDOT November 2002	CONT	SECT	JOB	HIGHWAY
REVISIONS	0010	06	044	US 67
9-07 8-14	DIST	COUNTY		SHEET NO.
7-13 5-21	ATL	TITUS		28

100

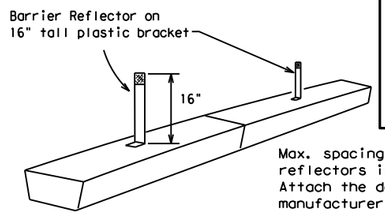
DATE: 7/13/2022 2:48:46 PM
FILE: pw:\\txdot.projectwiseonline.com:TXDOT5\Documents\19 - ATL\Design Projects\001006044 - 2023 Seal Coat\4 - Design\Master Design Files\03 STANDARDS\000 BC(7)-21.dgn

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.

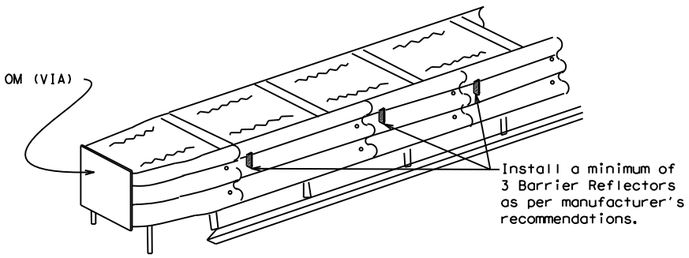


Max. spacing of barrier reflectors is 20 feet. Attach the delineators as per manufacturer's recommendations.

LOW PROFILE CONCRETE BARRIER (LPCB) USED IN WORK ZONES

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

LOW PROFILE CONCRETE BARRIER (LPCB)

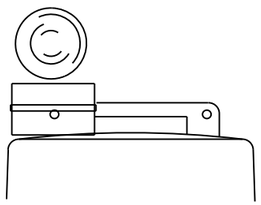


DELINEATION OF END TREATMENTS

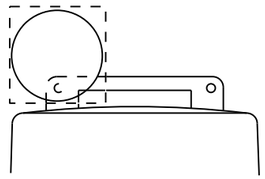
END TREATMENTS FOR CTB'S USED IN WORK ZONES

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

BARRIER REFLECTORS FOR CONCRETE TRAFFIC BARRIER AND ATTENUATORS



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



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

WARNING LIGHTS

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

WARNING LIGHTS MOUNTED ON PLASTIC DRUMS

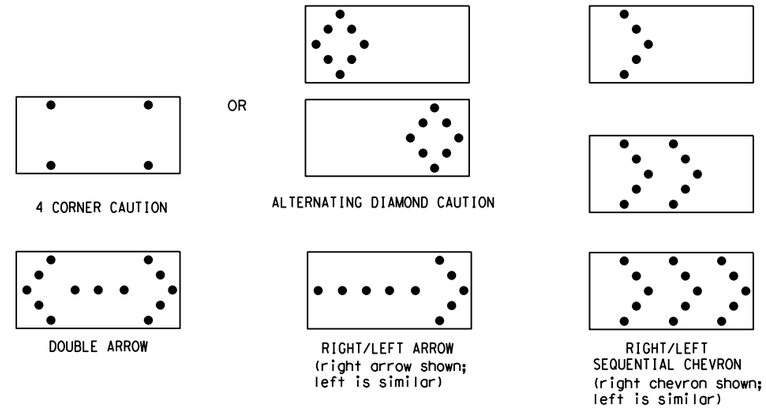
1. Type A flashing warning lights are intended to warn drivers that they are approaching or are in a potentially hazardous area.
2. Type A random flashing warning lights are not intended for delineation and shall not be used in a series.
3. A series of sequential flashing warning lights placed on channelizing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

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

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

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

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



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

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

ATTENTION

Flashing Arrow Boards shall be equipped with automatic dimming devices.

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

FLASHING ARROW BOARDS

TRUCK-MOUNTED ATTENUATORS

1. Truck-mounted attenuators (TMA) used on TxDOT facilities must meet the requirements outlined in the 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	0010	06	044	US 67
9-07 8-14	DIST	COUNTY		SHEET NO.
7-13 5-21	ATL	TITUS		29

TOT

DATE: 7/13/2022 2:48:51 PM
FILE: pw:\\txdot.projectwiseonline.com:TXDOT5\Documents\19 - ATL\Design Projects\001006044 - 2023 Seal Coat\4 - Design\Master Design Files\03 STANDARDS\000 BC(8)-21.dgn

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:

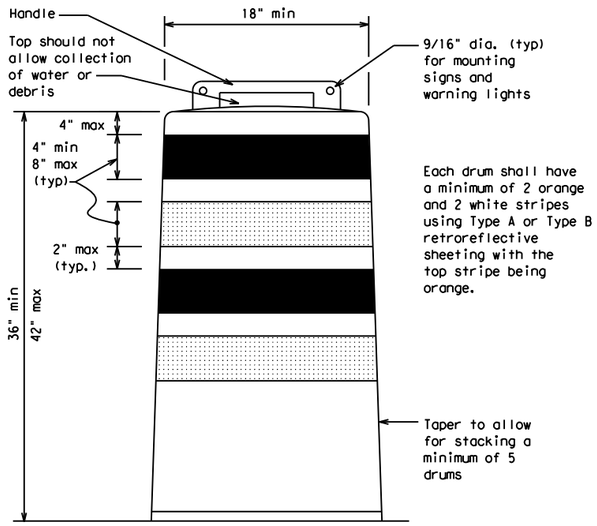
1. Plastic drums shall be a two-piece design; the "body" of the drum shall be the top portion and the "base" shall be the bottom.
2. The body and base shall lock together in such a manner that the body separates from the base when impacted by a vehicle traveling at a speed of 20 MPH or greater but prevents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

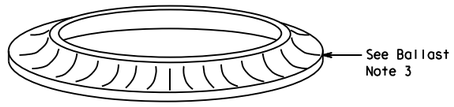
RETROREFLECTIVE SHEETING

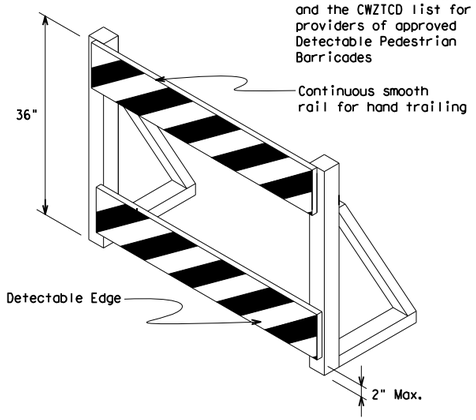
1. The stripes used on drums shall be constructed of sheeting meeting the color and retroreflectivity requirements of Departmental Materials Specification DMS-8300, "Sign Face Materials," Type A or Type B reflective sheeting shall be supplied unless otherwise specified in the plans.
2. The sheeting shall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

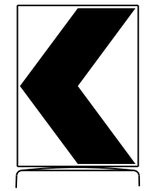




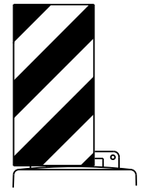


DETECTABLE PEDESTRIAN BARRICADES

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

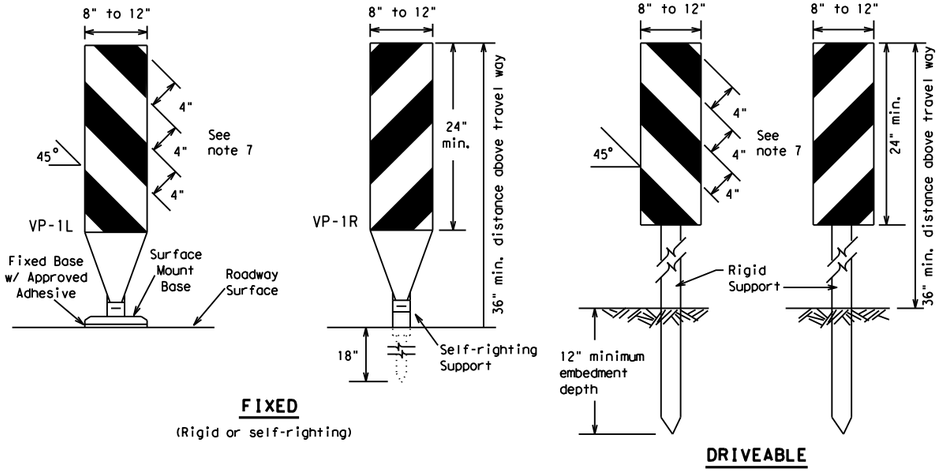
BARRICADE AND CONSTRUCTION CHANNELIZING DEVICES

BC(8)-21

FILE: bc-21.dgn	DN: TxDOT	CK: TxDOT	DW: TxDOT	CK: TxDOT
©TxDOT November 2002	CONT	SECT	JOB	HIGHWAY
REVISIONS	0010	06	044	US 67
4-03 8-14	DIST	COUNTY		SHEET NO.
9-07 5-21	ATL	TITUS		30
7-13				

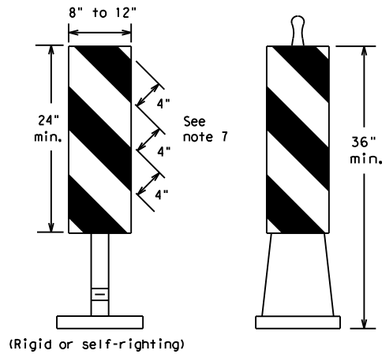
102

DATE: 7/13/2022 2:48:56 PM
FILE: pw:\\txdot.projectwiseonline.com:TXDOT5\Documents\19 - ATL\Design Projects\001006044 - 2023 Seal Coat\4 - Design\Master Design Files\03 STANDARDS\000 BC(9)-21.dgn



FIXED
(Rigid or self-righting)

DRIVEABLE

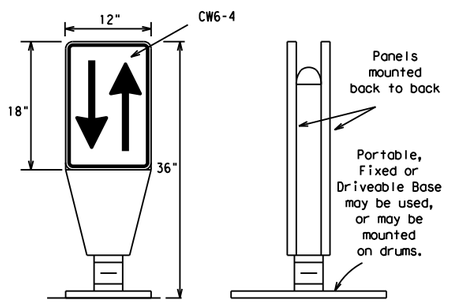


(Rigid or self-righting)

PORTABLE

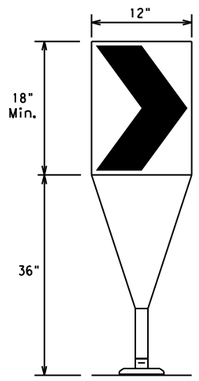
VERTICAL PANELS (VPs)

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.



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)



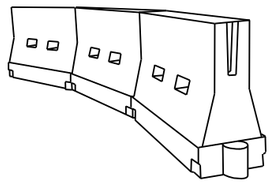
Fixed Base w/ Approved Adhesive (Driveable Base, or Flexible Support can be used)

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

FILE: bc-21.dgn	DN: TxDOT	CK: TxDOT	DW: TxDOT	CK: TxDOT
© TxDOT November 2002	CONT	SECT	JOB	HIGHWAY
REVISIONS	0010	06	044	US 67
9-07 8-14	DIST	COUNTY		SHEET NO.
7-13 5-21	ATL	TITUS		31

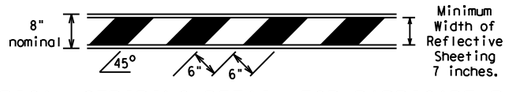
103

DATE: 7/13/2022 2:49:01 PM
FILE: pw:\\txdot.projectwiseonline.com:TXDOT5\Documents\19 - ATL\Design Projects\00100644 - 2023 Seal Coat\4 - Design\Master Design Files\03 STANDARDS\000 BC(10)-21.dgn

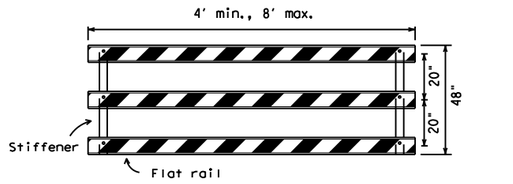
TYPE 3 BARRICADES

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.



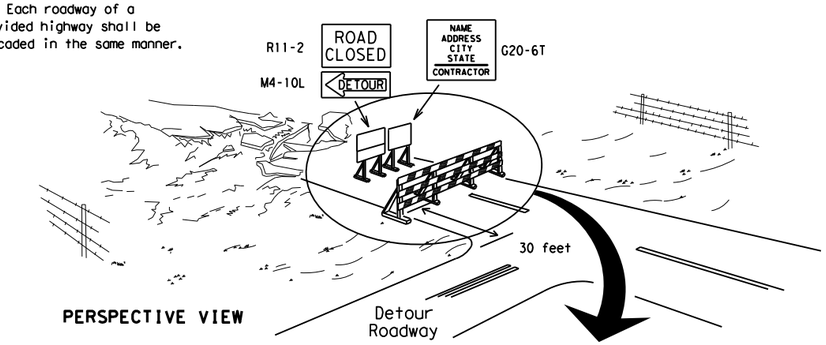
TYPICAL STRIPING DETAIL FOR BARRICADE RAIL



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

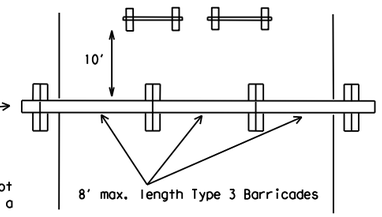
TYPICAL PANEL DETAIL FOR SKID OR POST TYPE BARRICADES

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



PERSPECTIVE VIEW

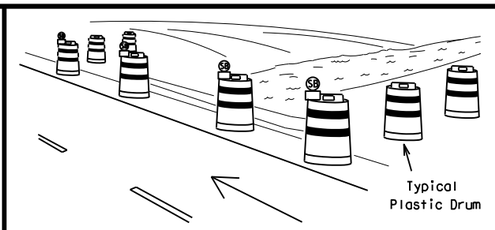
The three rails on Type 3 barricades shall be reflectorized orange and reflective white stripes on one side facing one-way traffic and both sides for two-way traffic.
Barricade striping should slant downward in the direction of detour.



PLAN VIEW

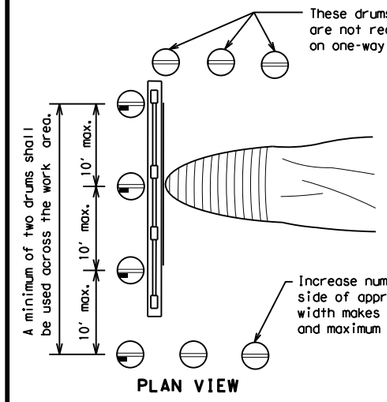
1. Signs should be mounted on independent supports at a 7 foot mounting height in center of roadway. The signs should be a minimum of 10 feet behind Type 3 Barricades.
2. Advance signing shall be as specified elsewhere in the plans.

TYPE 3 BARRICADE (POST AND SKID) TYPICAL APPLICATION



PERSPECTIVE VIEW

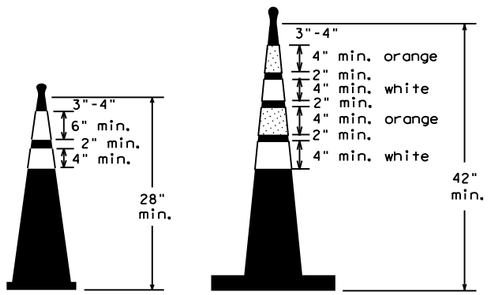
1. Where positive redirectional capability is provided, drums may be omitted.
2. Plastic construction fencing may be used with drums for safety as required in the plans.
3. Vertical Panels on flexible support may be substituted for drums when the shoulder width is less than 4 feet.
4. When the shoulder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

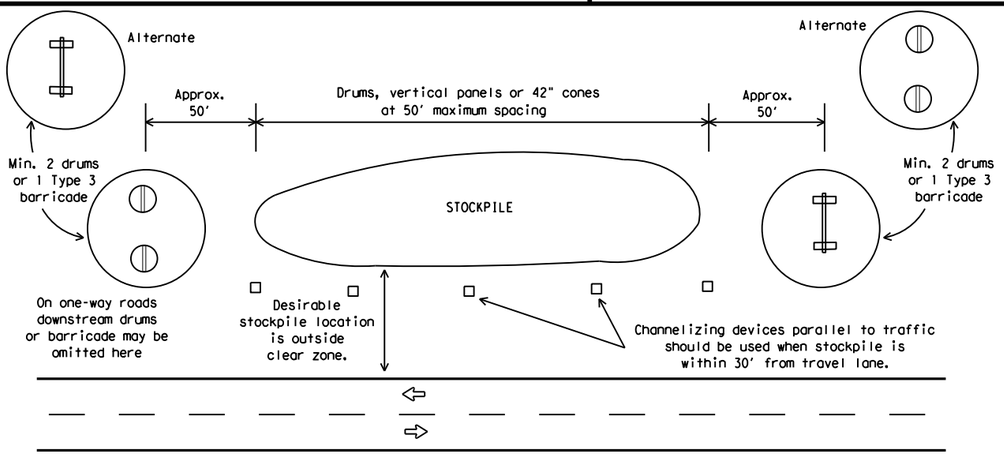
CULVERT WIDENING OR OTHER ISOLATED WORK WITHIN THE PROJECT LIMITS



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	0010	06	044	US 67
9-07 8-14	DIST	COUNTY		SHEET NO.
7-13 5-21	ATL	TITUS		32

104

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.

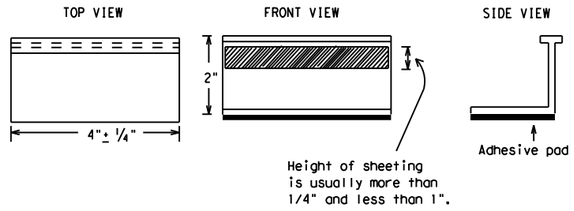
MAINTAINING WORK ZONE PAVEMENT MARKINGS

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

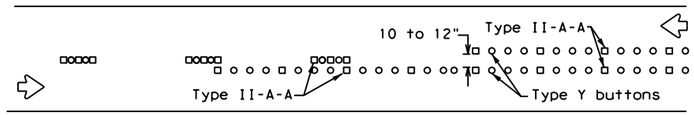
FILE: bc-21.dgn	DN: TxDOT	CK: TxDOT	DW: TxDOT	CK: TxDOT
© TxDOT February 1998	CONT	SECT	JOB	HIGHWAY
REVISIONS 2-98 9-07 5-21 1-02 7-13 11-02 8-14	0010	06	044	US 67
	DIST	COUNTY		SHEET NO.
	ATL	TITUS		33

105

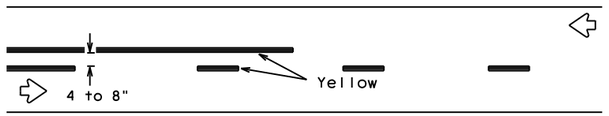
DATE: 7/13/2022 2:49:12 PM
FILE: pw:\\txdot.projectwiseonline.com:TXDOT5\Documents\19 - ATL\Design Projects\001006044 - 2023 Seal Coat\4 - Design\Master Design Files\03 STANDARDS\000 BC(12)-21.dgn

PAVEMENT MARKING PATTERNS

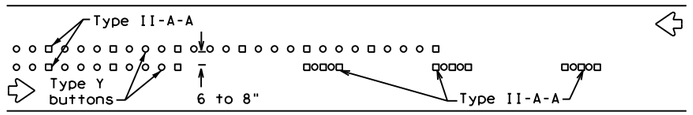
REFLECTORIZED PAVEMENT MARKINGS - PATTERN A



RAISED PAVEMENT MARKERS - PATTERN A



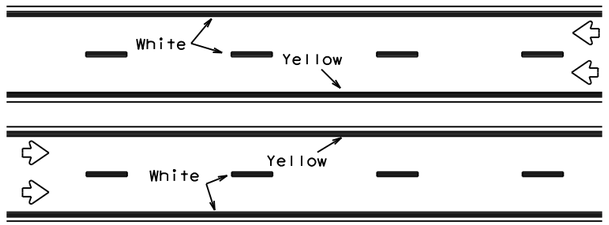
REFLECTORIZED PAVEMENT MARKINGS - PATTERN B



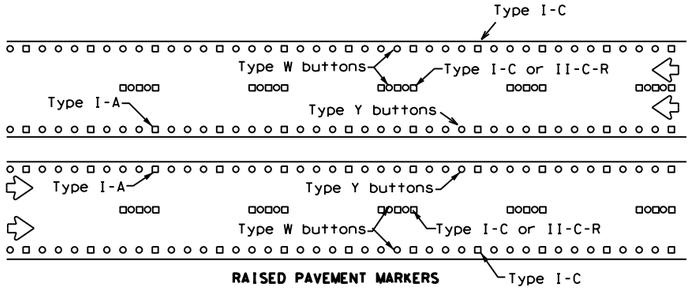
RAISED PAVEMENT MARKERS - PATTERN B

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

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



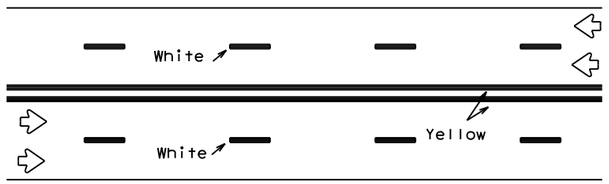
REFLECTORIZED PAVEMENT MARKINGS



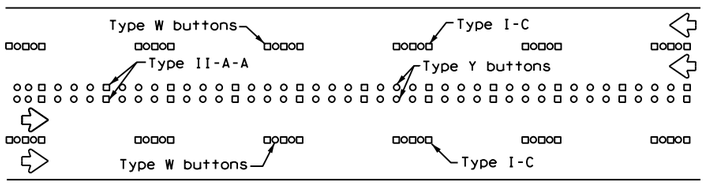
RAISED PAVEMENT MARKERS

Prefabricated markings may be substituted for reflectorized pavement markings.

EDGE & LANE LINES FOR DIVIDED HIGHWAY



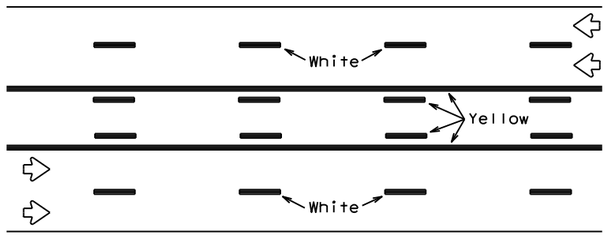
REFLECTORIZED PAVEMENT MARKINGS



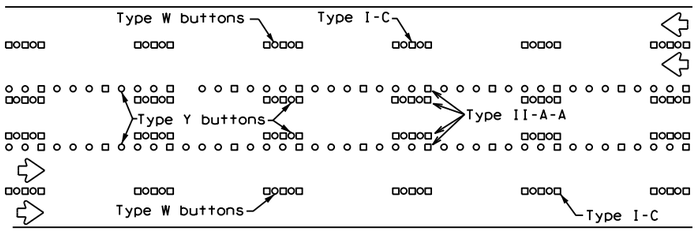
RAISED PAVEMENT MARKERS

Prefabricated markings may be substituted for reflectorized pavement markings.

LANE & CENTER LINES FOR MULTILANE UNDIVIDED HIGHWAYS



REFLECTORIZED PAVEMENT MARKINGS



RAISED PAVEMENT MARKERS

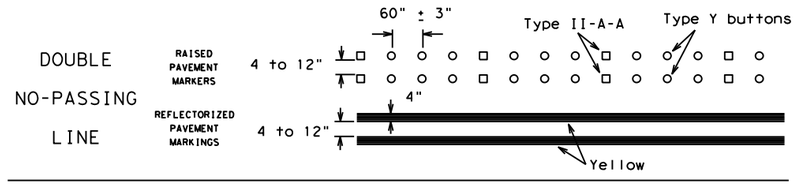
Prefabricated markings may be substituted for reflectorized pavement markings.

TWO-WAY LEFT TURN LANE

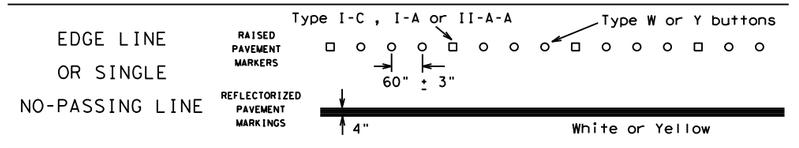
STANDARD WORK ZONE PAVEMENT MARKINGS DETAILS

SOLID LINES

DOUBLE NO-PASSING LINE

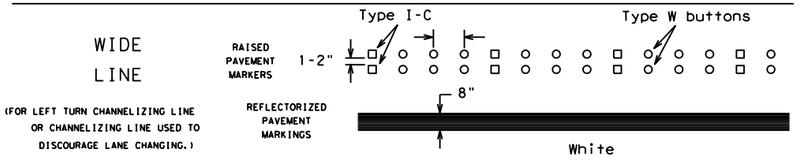


EDGE LINE OR SINGLE NO-PASSING LINE



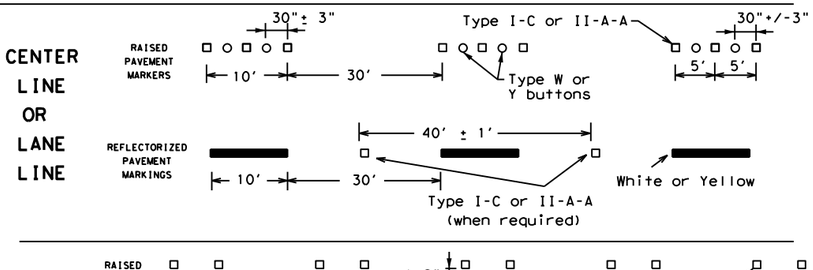
WIDE LINE

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

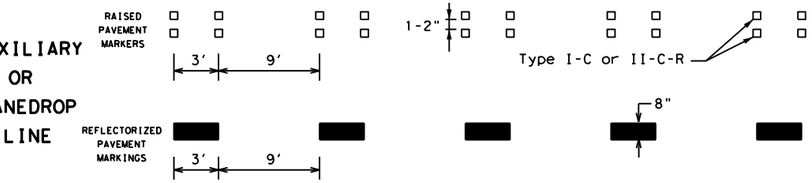


BROKEN LINES

CENTER LINE OR LANE LINE

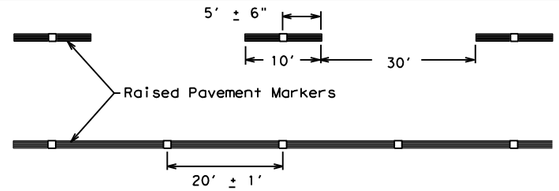


AUXILIARY OR LANEDROP LINE



REMOVABLE MARKINGS WITH RAISED PAVEMENT MARKERS

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



Centerline only - not to be used on edge lines

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

Texas Department of Transportation

Traffic Safety Division Standard

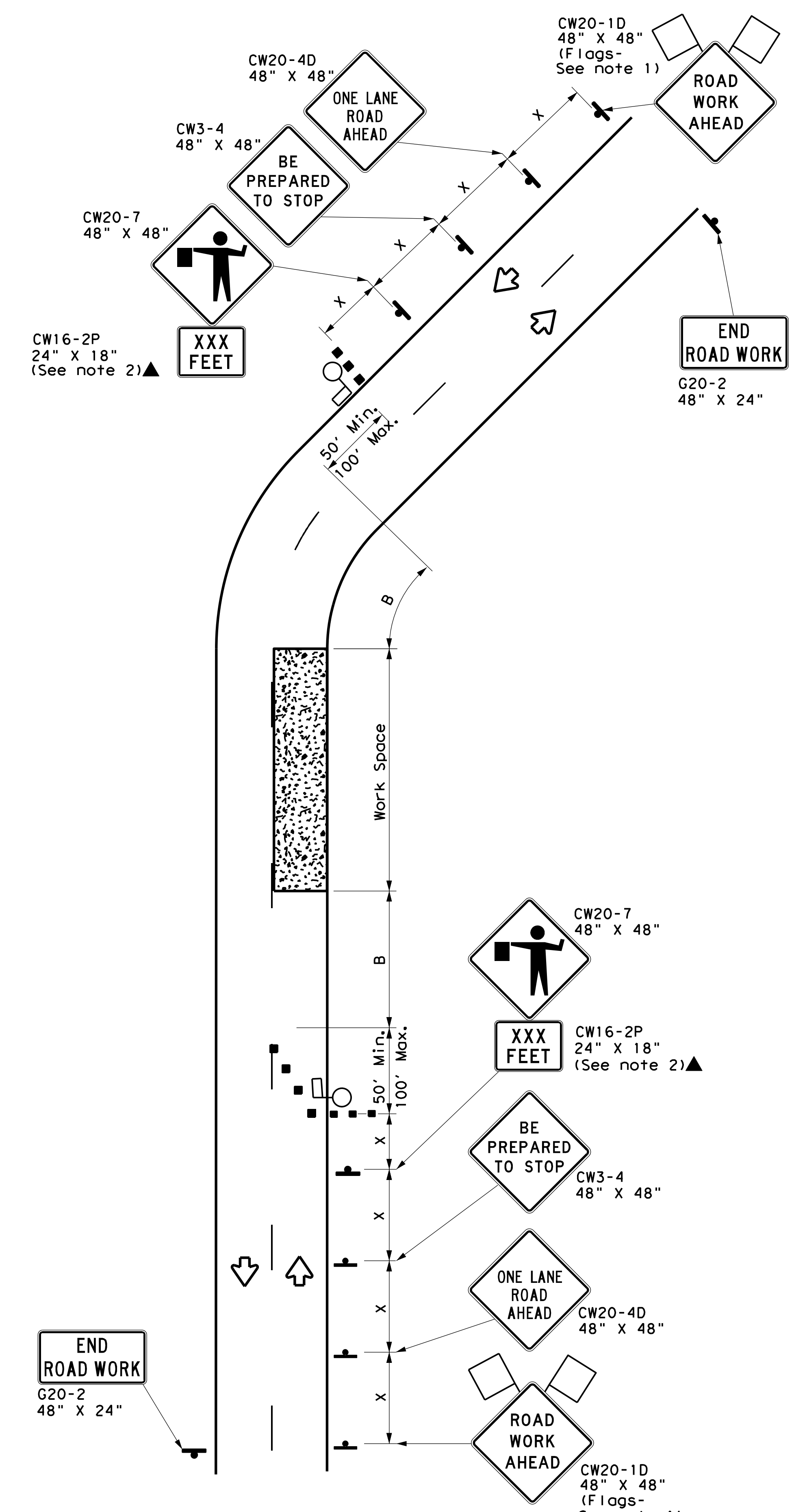
BARRICADE AND CONSTRUCTION PAVEMENT MARKING PATTERNS

BC(12)-21

FILE: bc-21.dgn	DN: TxDOT	CK: TxDOT	DW: TxDOT	CK: TxDOT
© TxDOT February 1998	CONT	SECT	JOB	HIGHWAY
REVISIONS 1-97 9-07 5-21 2-98 7-13 11-02 8-14	0010	06	044	US 67
	DIST	COUNTY		SHEET NO.
	ATL	TITUS		34

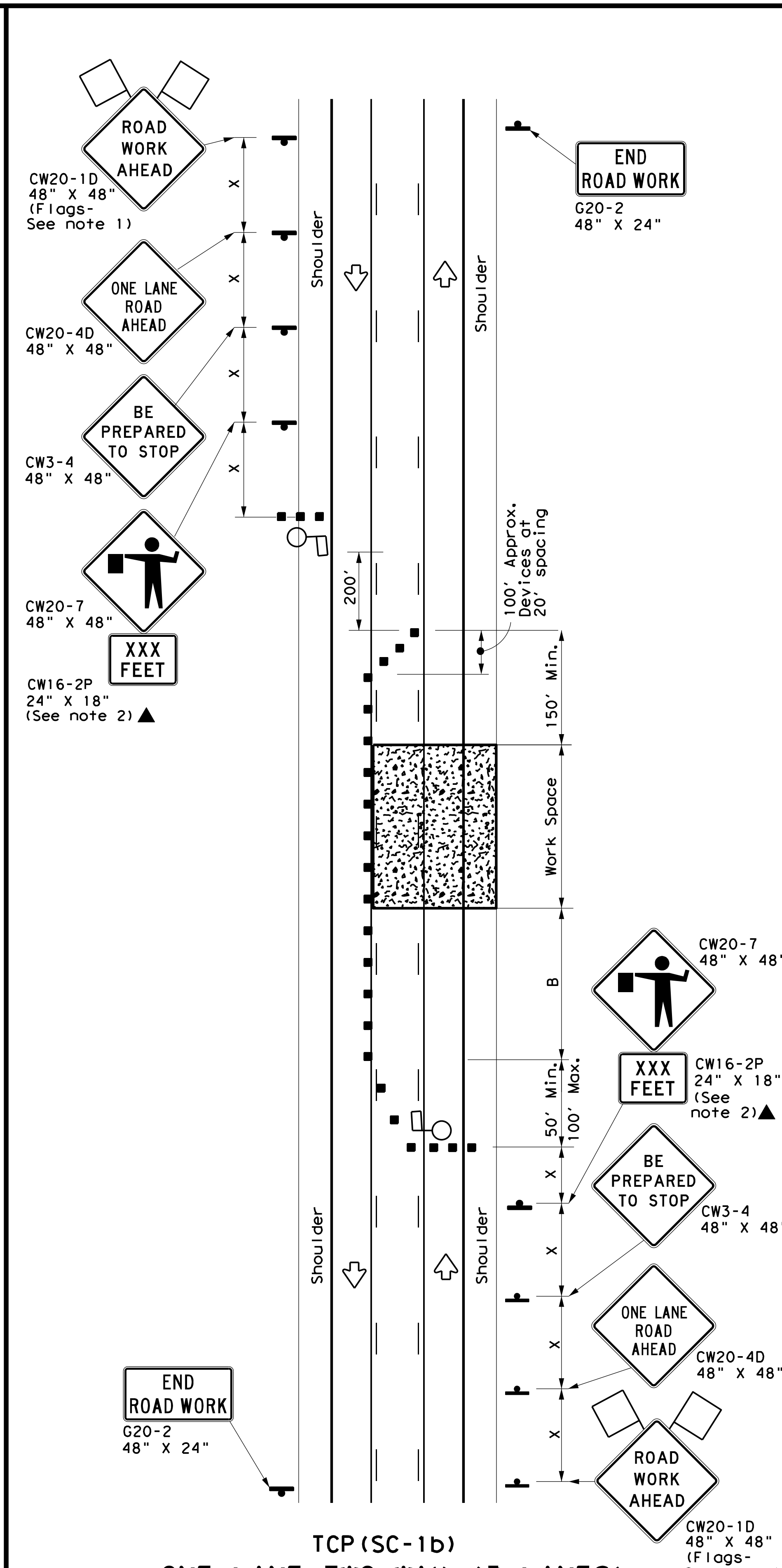
106

DATE: 7/13/2022 2:49:42 PM
FILE: pw:\\txdot.projectwiseonline.com:TXDOT5\Documents\19 - ATL\Design Projects\...\TCP(SC-1)-21.dgn



TCP(SC-1a)

ONE LANE TWO-WAY (2 LANES) CONTROL WITH PILOT VEHICLE



TCP(SC-1b)

ONE LANE TWO-WAY (3 LANES) CONTROL WITH PILOT VEHICLE AND CHANNELIZING DEVICES

LEGEND

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

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

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

TYPICAL USAGE

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

GENERAL NOTES

1. Flags attached to signs where shown are REQUIRED.
2. All traffic control devices illustrated are REQUIRED, except those denoted with the triangle symbol may be omitted when stated elsewhere in the plans, or for routine maintenance work when approved by the Engineer.
3. The CW3-4 "BE PREPARED TO STOP" sign may be installed after the CW20-4D "ONE LANE ROAD AHEAD" sign, but proper sign spacing shall be maintained.
4. Sign spacing may be increased or an additional CW20-1D "ROAD WORK AHEAD" sign may be used if advance warning ahead of the flagger sign is less than 1500 feet.
5. Flaggers should use two-way radios or other methods of communication at all times to control traffic.
6. Flaggers should use 24" STOP/SLOW paddles to control traffic. Flags should be limited to emergency situations.
7. If the work space is located near a horizontal or vertical curve, the buffer distances should be increased in order to maintain adequate stopping sight distance to the flagger and a queue of stopped vehicles (see table above).
8. If the seal coat operation crosses intersections, traffic in these areas must be controlled, Care must be taken to prevent vehicles from crossing the asphalt before the aggregate is placed. This may require positioning other member of the traffic control crew at the intersection.
9. Temporary rumble strips are not required on seal coat operations.
10. Pilot car is used to guide vehicles through traffic control zone, vehicle shall have an identification name displayed and "PILOT CAR, FOLLOW ME" (G20-4) sign or message board mounted in a conspicuous position on rear.

TCP (SC-1a)

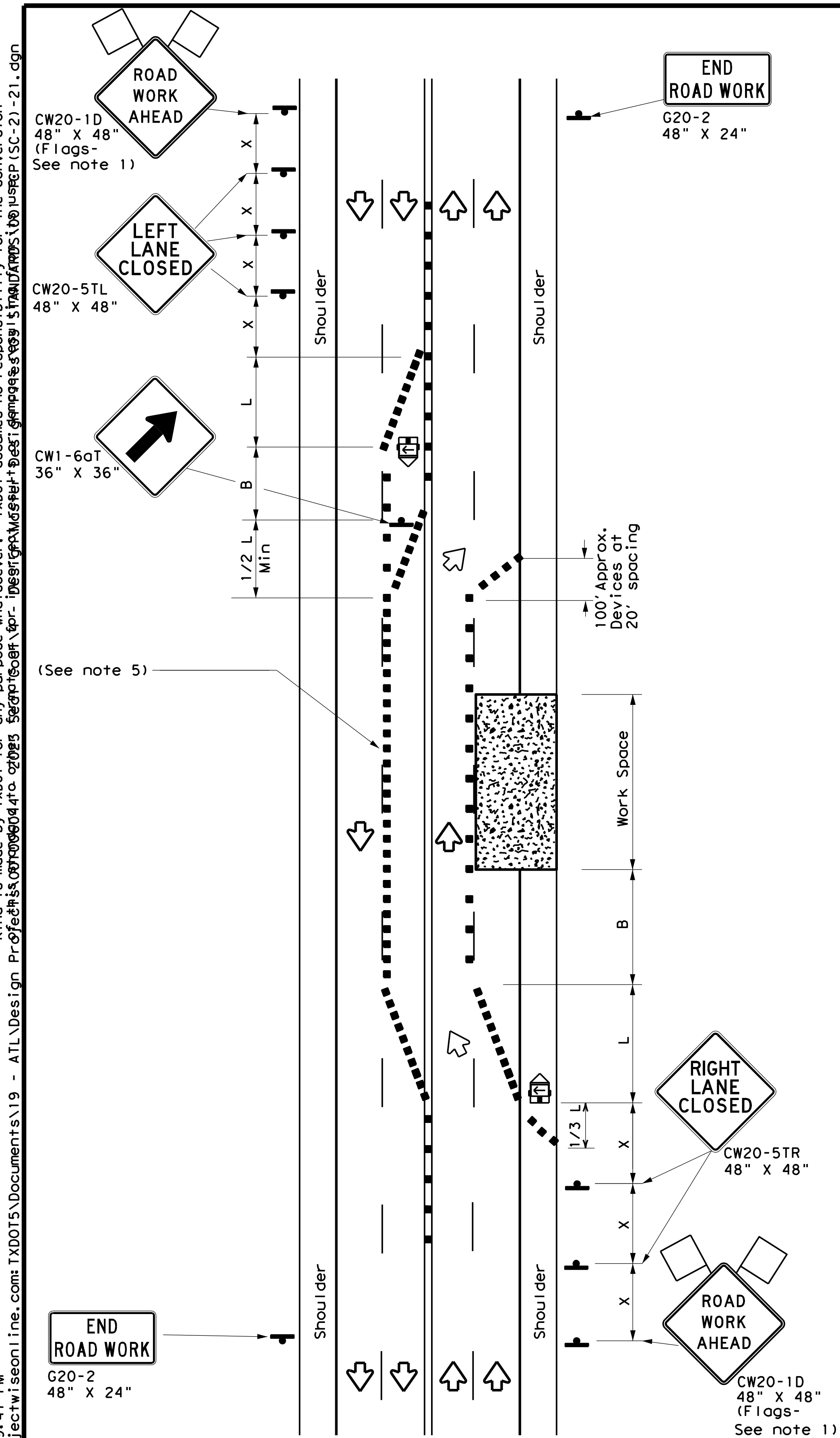
1. Channelizing devices on the center-line may be omitted when a pilot car is leading traffic.

Texas Department of Transportation — Traffic Safety Division Standard

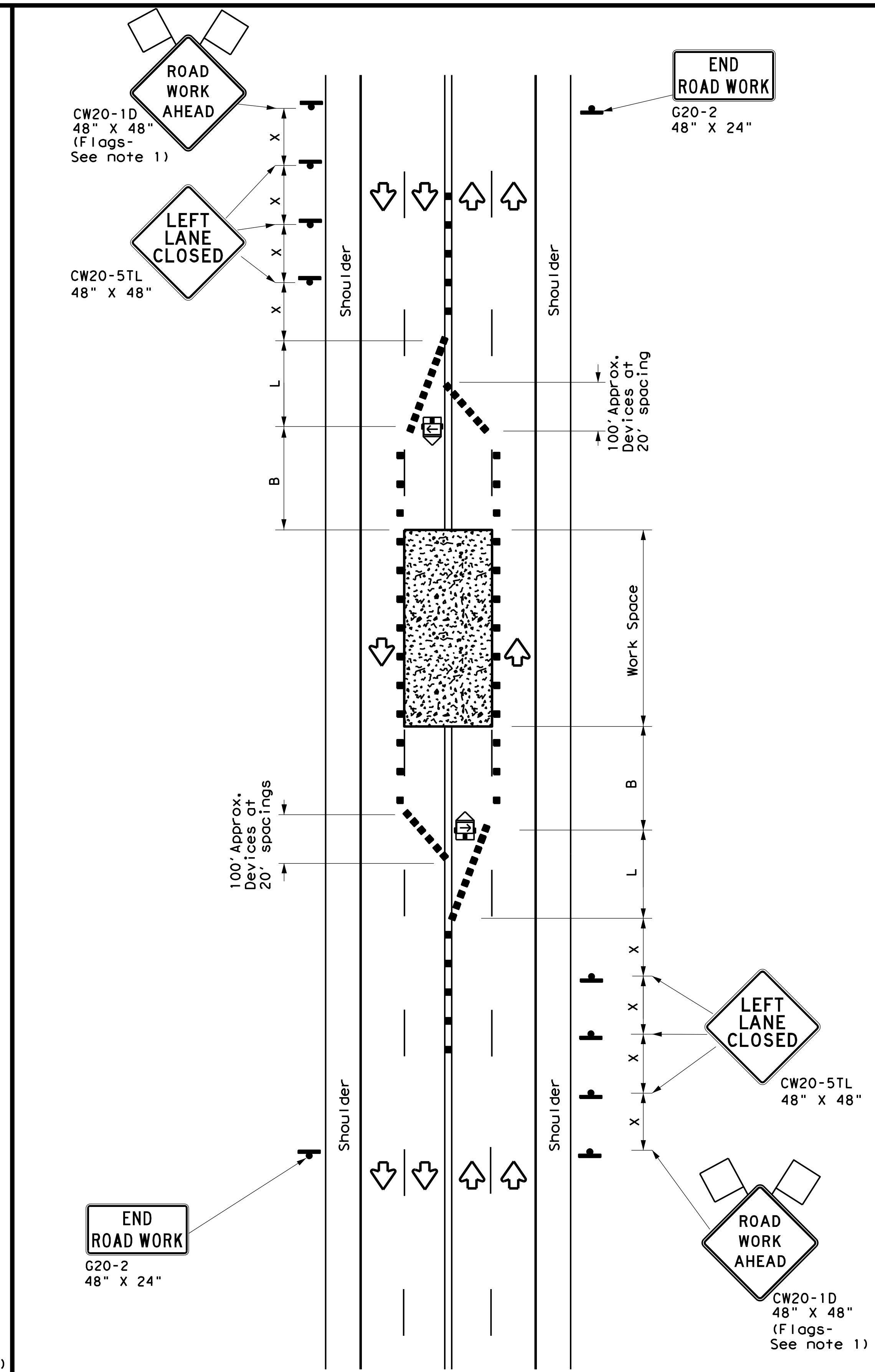
TRAFFIC CONTROL PLAN SEAL COAT OPERATIONS

TCP(SC-1)-21

FILE: tcpsc-1-21.dgn	DN:	CK:	DW:	CK:
©TxDOT April 2021	CONT	SECT	JOB	HIGHWAY
REVISIONS	0010	06	044	US 67
	DIST		COUNTY	SHEET NO.
	ATL		TITUS	35



TCP (SC-2a)



TCP (SC-2b)

ONE LANE CLOSED EACH DIRECTION
CONTROL WITH CHANNELIZING DEVICES

CENTER LANES CLOSED
CONTROL WITH CHANNELIZING DEVICES

LEGEND

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

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

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

TYPICAL USAGE

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

GENERAL NOTES

1. Flags attached to signs where shown are REQUIRED.
2. All traffic control devices illustrated are REQUIRED, except those denoted with the triangle symbol may be omitted when stated elsewhere in the plans, or for routine maintenance work, when approved by the Engineer.
3. The CW20-1D "ROAD WORK AHEAD" sign may be repeated if the visibility of the work zone is less than 1500 feet.
4. If the seal coat operation crosses intersections, traffic in these areas must be controlled, Care must be taken to prevent vehicles from crossing the asphalt before the aggregate is placed. This may require positioning other member of the traffic control crew at the intersection.
5. Temporary rumble strips are not required on seal coat operations.

TCP (SC-2a)

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

Texas Department of Transportation
Traffic Operations Division Standard

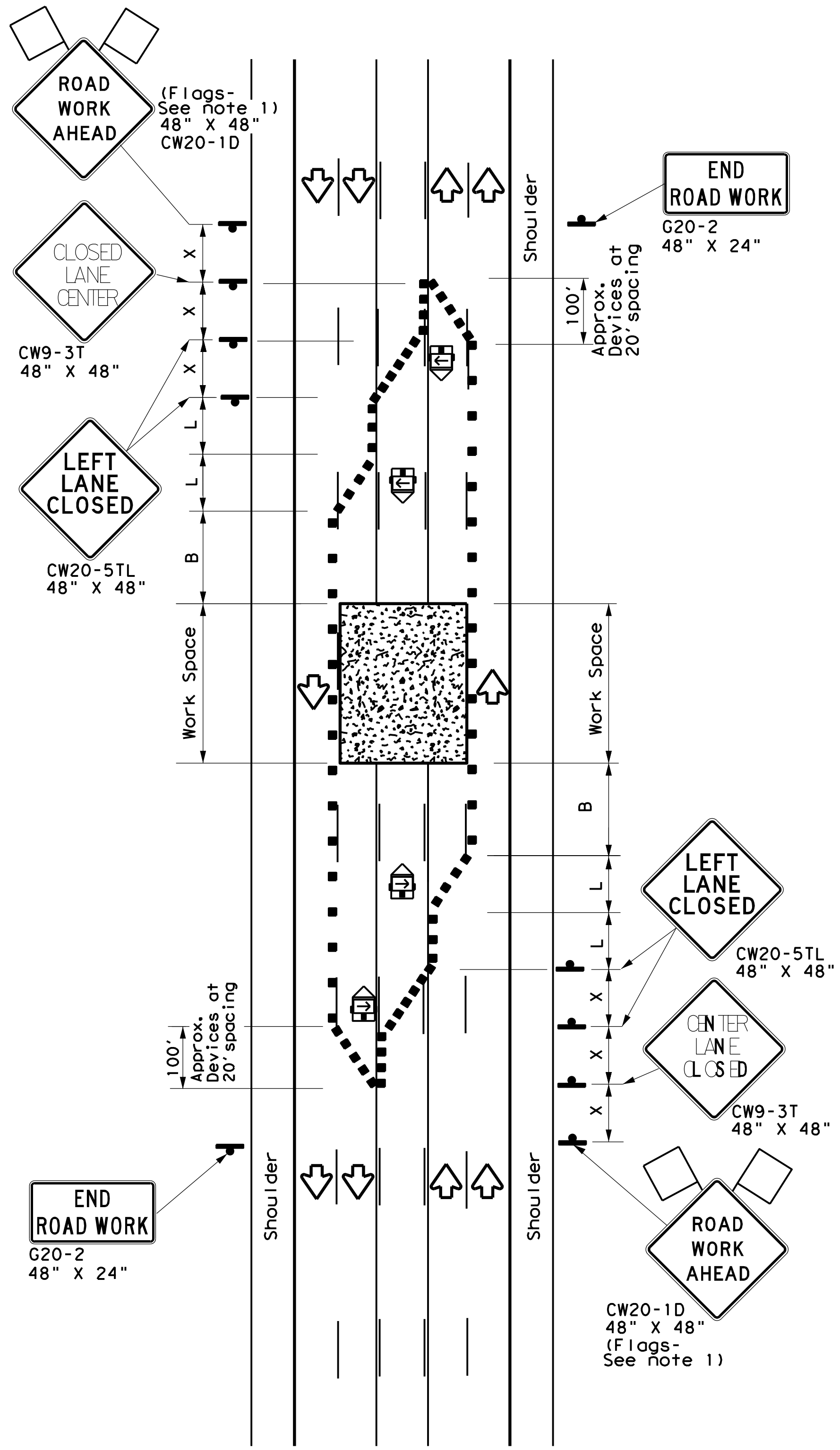
TRAFFIC CONTROL PLAN LANE CLOSURES ON MULTILANE CONVENTIONAL ROADS

TCP(SC-2)-21

FILE: tcpsc-2-21.dgn	DN:	CK:	DW:	CK:
©TxDOT April 2021	CONT 0010	SECT 06	JOB 044	HIGHWAY US 67
REVISIONS	DIST ATL	COUNTY TITUS		SHEET NO. 36

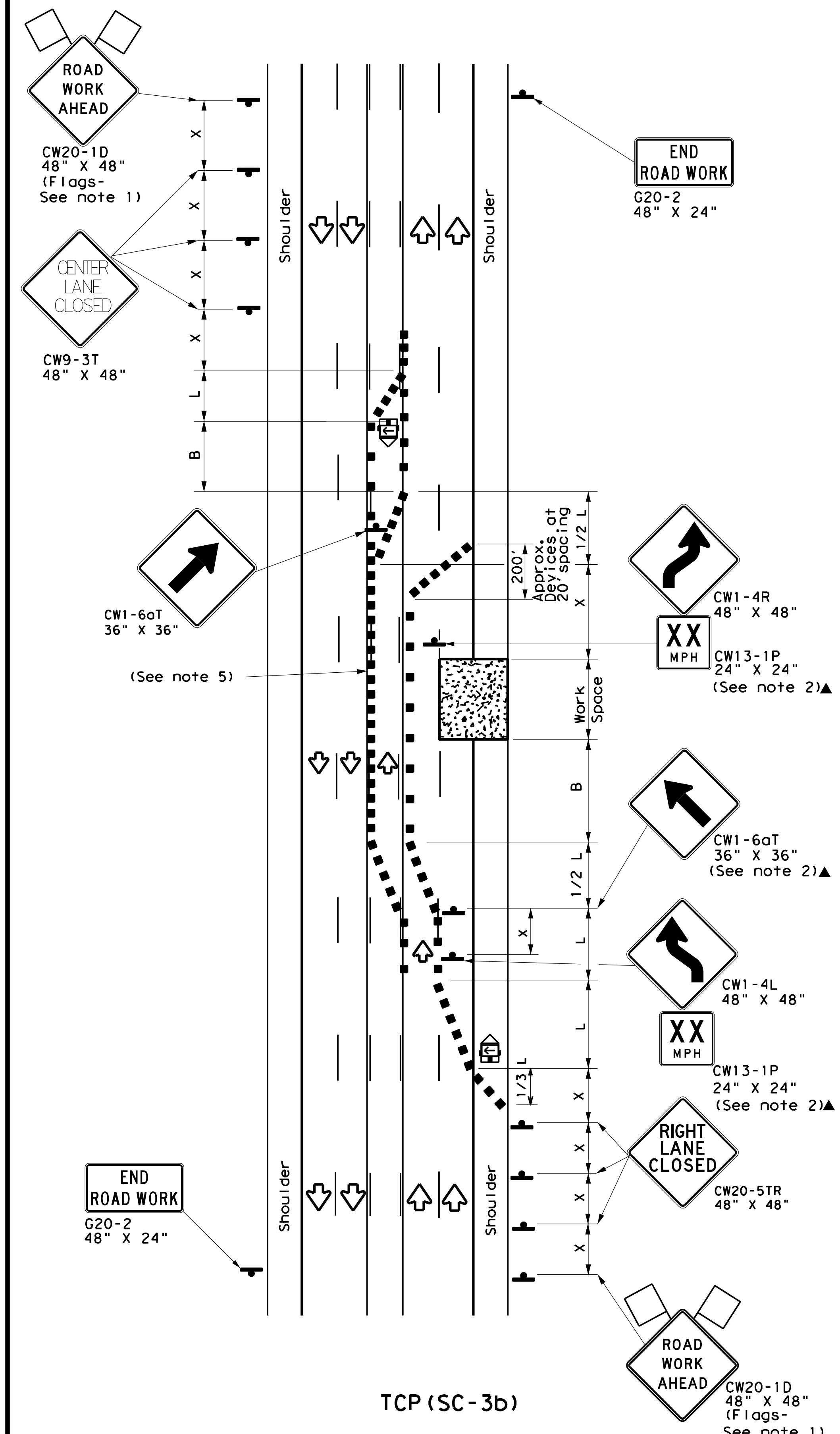
DATE: 7/13/2022 2:49:47 PM
FILE: pw:\\txdot.projectwiseonline.com:TXDOT5\Documents\19 - ATL\Design Projects\0010-06-044\...\tcp(sc-2)-21.dgn

DATE: 7/13/2022 2:49:52 PM
FILE: pw:\\txdot.projectwiseonline.com:TXDOT5\Documents\19 - ATL\Design Projects\0010-06-044



TCP(SC-3a)

CENTER LANES CLOSED
CONTROL WITH CHANNELIZING DEVICES



TCP(SC-3b)

ONE LANES CLOSED
CONTROL WITH CHANNELIZING DEVICES

LEGEND

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

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

* Conventional Roads Only

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

TYPICAL USAGE

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

GENERAL NOTES

1. Flags attached to signs where shown are REQUIRED.
2. All traffic control devices illustrated are REQUIRED, except those denoted with the triangle symbol may be omitted when stated elsewhere in the plans, or for routine maintenance work when approved by the Engineer.
3. If the seal coat operation crosses intersections, traffic in these areas must be controlled. Care must be taken to prevent vehicles from crossing the asphalt before the aggregate is placed. This may require positioning other members of the traffic control crew at the intersection.
4. Temporary rumble strips are not required on seal coat operations.

TCP (SC-3b)

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

Texas Department of Transportation

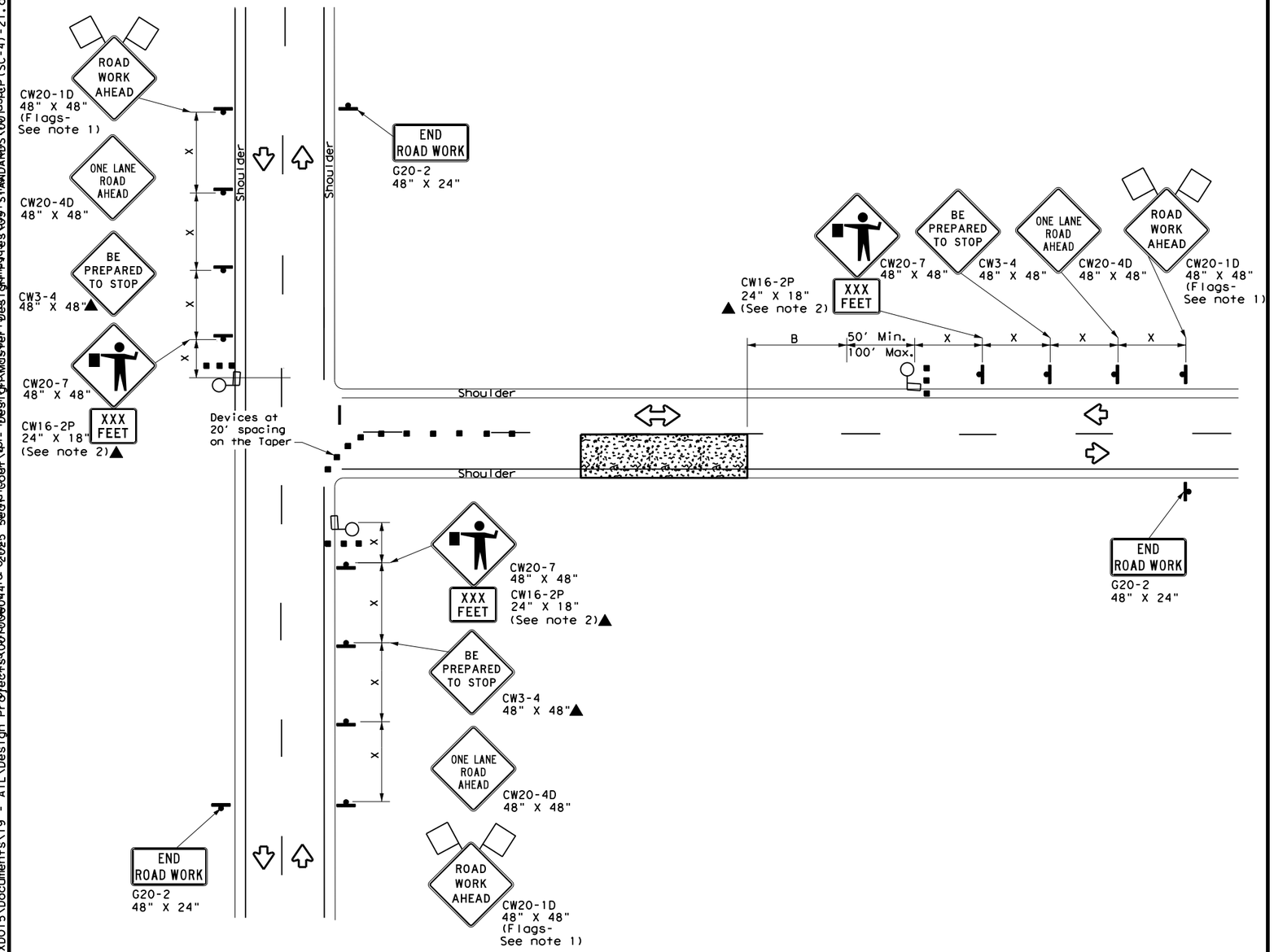
Traffic Safety Division Standard

TRAFFIC CONTROL PLAN SEAL COAT OPERATIONS

TCP(SC-3)-21

FILE: tcpsc-3-21.dgn	DN:		CK:	DW:	CK:
© TxDOT April 2021	CONT	SECT	JOB		HIGHWAY
REVISIONS	0010	06	044		US 67
	DIST		COUNTY		SHEET NO.
	ATL		TITUS		37

DATE: 7/13/2022 2:49:57 PM
FILE: pw:\\txdot.projectwiseonline.com:TXDOT5\Documents\19 - ATL\Design Projects\STANDARDS\tcpsc(SC-4)-21.dgn



ONE LANE TWO-WAY (T-INTERSECTION) CONTROL WITH PILOT VEHICLE

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

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

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

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

GENERAL NOTES

1. Flags attached to signs where shown are REQUIRED.
2. All traffic control devices illustrated are REQUIRED, except those denoted with the triangle symbol may be omitted when stated elsewhere in the plans, or for routine maintenance work when approved by the Engineer.
3. The CW3-4 "BE PREPARED TO STOP" sign may be installed after the CW20-4D "ONE LANE ROAD AHEAD" sign, but proper sign spacing shall be maintained.
4. Flaggers should use two-way radios or other methods of communication at all times to control traffic.
5. Flaggers should use 24" STOP/SLOW paddles to control traffic. Flags should be limited to emergency situations.
6. If the work space is located near a horizontal or vertical curve, the buffer distances should be increased in order to maintain adequate stopping sight distance to the flagger and a queue of stopped vehicles (see table above).
7. Temporary rumble strips are not required on seal coat operations.
8. Pilot car is used to guide vehicles through traffic control zone, vehicle shall have an identification name displayed and "PILOT CAR, FOLLOW ME" (G20-4) sign or message board mounted in a conspicuous position on rear.

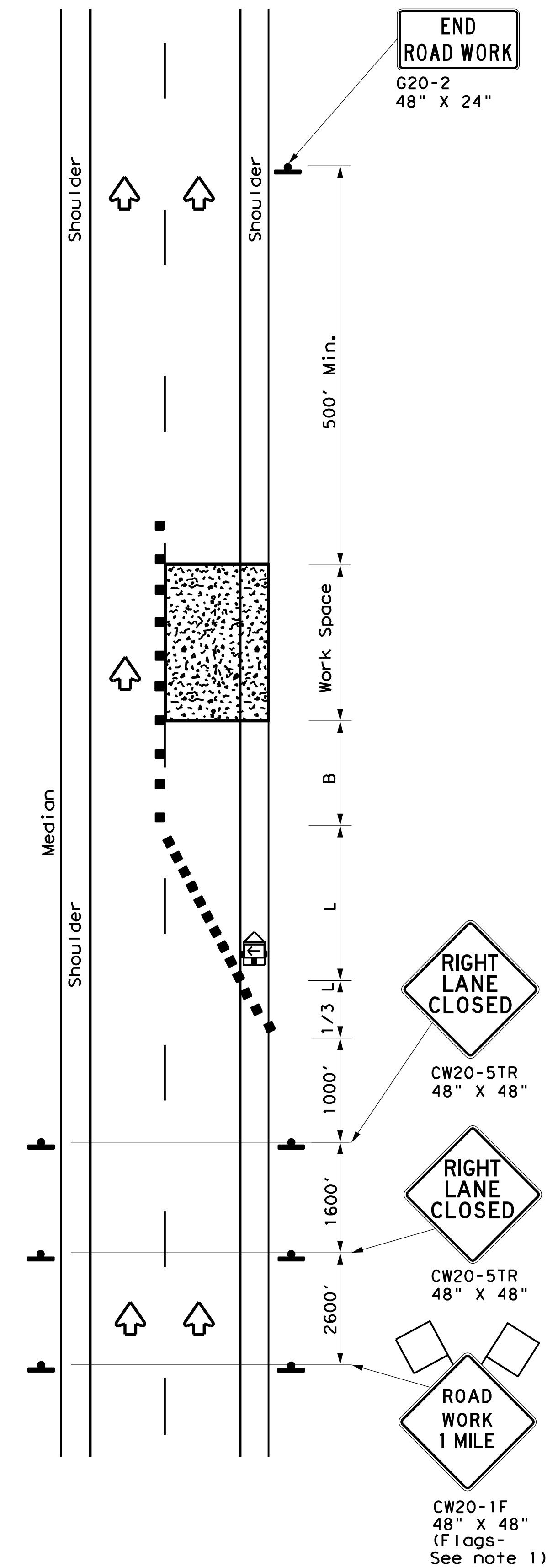
Texas Department of Transportation | Traffic Safety Division Standard

TRAFFIC CONTROL PLAN SEAL COAT OPERATIONS

TCP(SC-4)-21

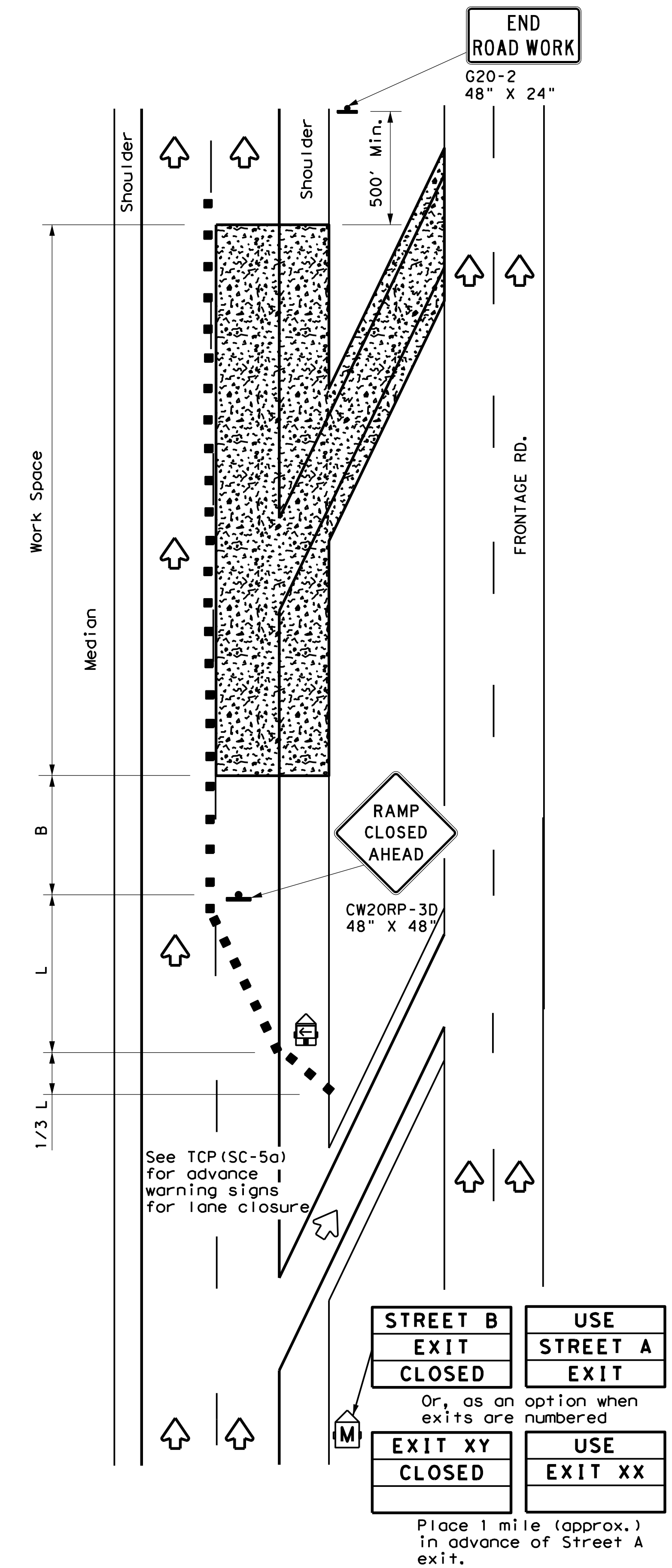
FILE: tcpsc-4-21.dgn	DN:	CK:	DW:	CK:
© TxDOT April 2021	CONT	SECT	JOB	HIGHWAY
REVISIONS	0010	06	044	US 67
	DIST	COUNTY		SHEET NO.
	ATL	TITUS		38

DATE: 7/13/2022 2:50:02 PM
FILE: pw:\\txdot.projectwiseonline.com:TXDOT5\Documents\19 - ATL\Design Projects\0010-06-044 ... TCP(SC-5)-21.dgn



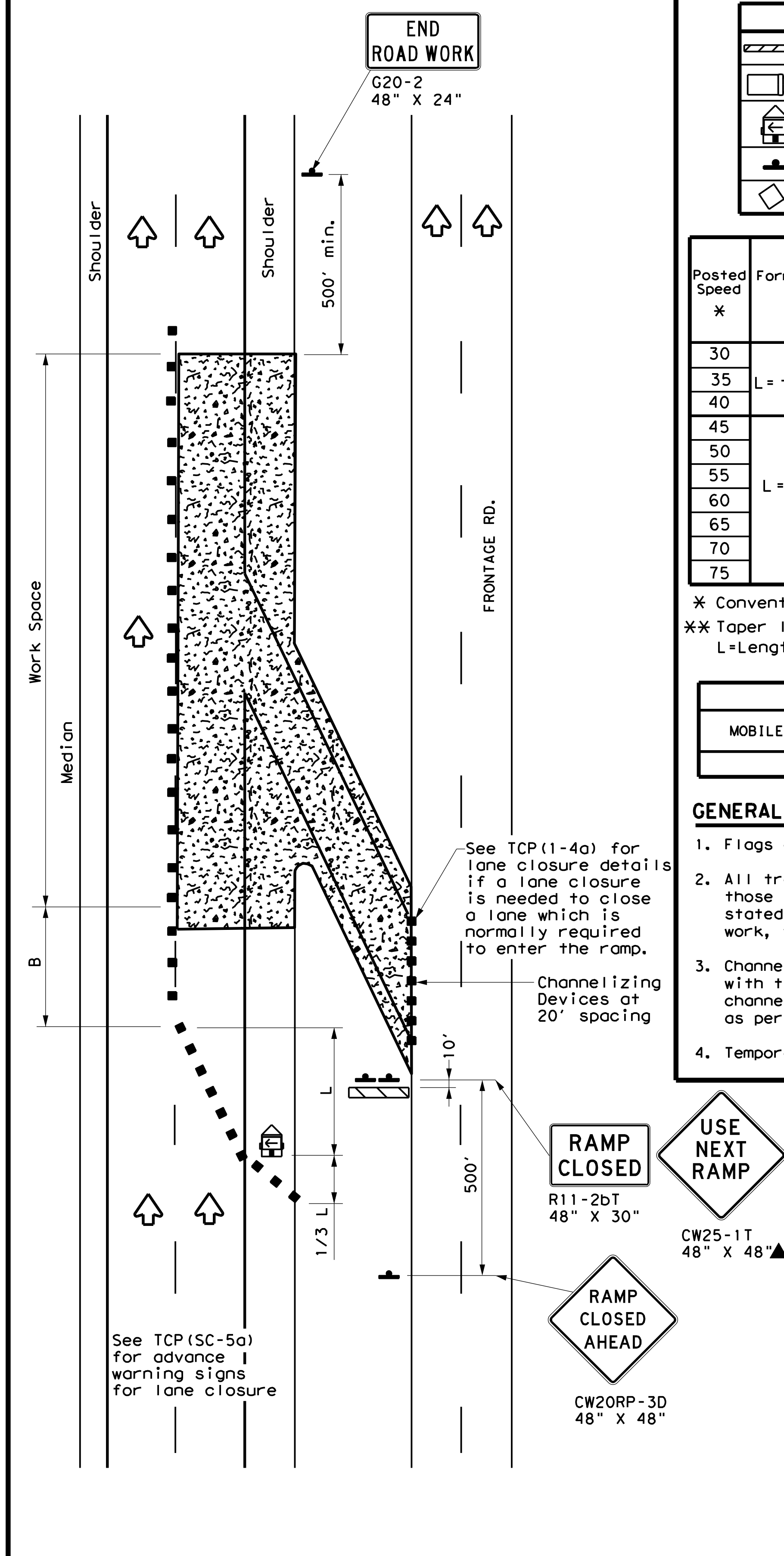
TCP (SC-5a)

ONE LANE CLOSURE



TCP (SC-5b)

LANE AND RAMP CLOSURE AT EXIT RAMPS



TCP (SC-5c)

LANE AND RAMP CLOSURE AT ENTRANCE RAMPS

LEGEND

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

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

* Conventional Roads Only

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

TYPICAL USAGE

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

GENERAL NOTES

1. Flags attached to signs where shown, are REQUIRED.
2. All traffic control devices illustrated are REQUIRED, except those denoted with the triangle symbol may be omitted when stated elsewhere in the plans, or for routine maintenance work, when approved by the Engineer.
3. Channelizing devices used to close lanes may be supplemented with the Chevron Alignment Sign placed on every other channelizing device. Chevrons may be attached to plastic drums as per BC Standards.
4. Temporary rumble strips are not required on seal coat operations.

SHEET 5 OF 7

Texas Department of Transportation

Traffic Safety Division Standard

TRAFFIC CONTROL PLAN LANE CLOSURES FOR DIVIDED HIGHWAYS

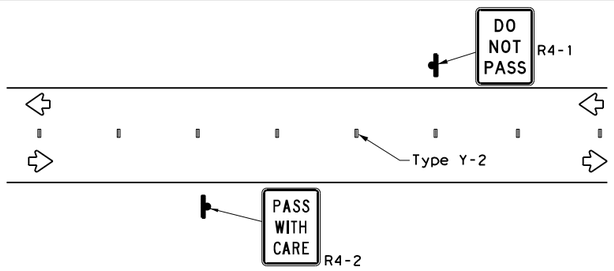
TCP(SC-5)-21

FILE: tcpsc-5-21.dgn	DN:	CK:	DW:	CK:
©TxDOT April 2021	CONT 0010	SECT 06	JOB 044	HIGHWAY US 67
REVISIONS	DIST ATL		COUNTY TITUS	SHEET NO. 39

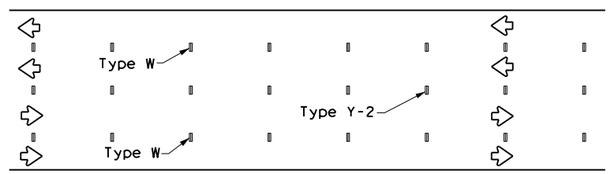
221

7/13/2022
pw:\\txdot.projectwiseonline.com:TXDOT5\Documents\19 - ATL\Design Projects\TCP(SC-6)-21.dgn

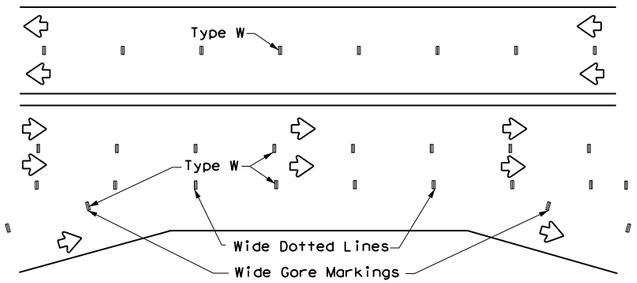
WORK ZONE SHORT TERM PAVEMENT MARKINGS PATTERNS (TABS)



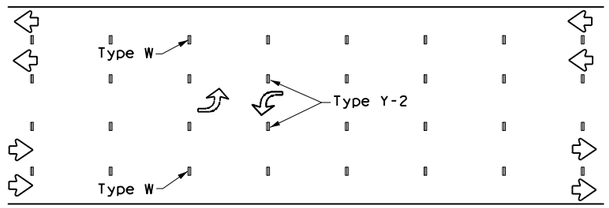
CENTER LINE & NO-PASSING ZONE BARRIER LINES FOR TWO LANE TWO-WAY HIGHWAYS



LANE & CENTER LINES FOR MULTILANE UNDIVIDED HIGHWAYS



LANE LINES FOR DIVIDED HIGHWAY



TWO-WAY LEFT TURN LANE

WORK ZONE SHORT TERM PAVEMENT MARKINGS DETAILS (TABS)

SOLID LINES	DOUBLE NO-PASSING LINE	40'±6" Type Y-2
	SINGLE NO-PASSING LINE or CHANNELIZATION LINE	40'±6" Type Y-2 or W
BROKEN LINES (FOR CENTER LINE OR LANE LINE)		40'±6" Type Y-2 or W
WIDE DOTTED LINES (FOR LANE DROP LINES)		40'±6" Type W
WIDE GORE MARKINGS		40'±6" Type W

NOTES:

1. Short term pavement markings shall be temporary flexible-reflective roadway marker tabs with protective cover unless otherwise specified elsewhere in plans.
2. Short term pavement markings shall NOT be used to simulate edge lines.
3. Dimensions indicated on this sheet are typical and approximate. Variations in size and height may occur between markers or devices made by manufacturers, by as much as 1/4 inch, unless otherwise noted.
4. Temporary flexible-reflective roadway marker tabs will require normal maintenance replacement when used on roadways with an ADT per lane of up to 7500 vehicles with no more than 10% truck mix. When roadways exceed these values, additional maintenance replacement of devices should be planned.
5. No segment of roadway open to traffic shall remain without permanent pavement markings for a period greater than 14 calendar days. The Contractor will be responsible for maintaining short term pavement markings until permanent pavement markings are in place. When the Contractor is responsible for placement of permanent pavement markings, no segment of roadway shall remain without permanent pavement markings for a period greater than 14 calendar days unless weather conditions prohibit placement. Permanent pavement markings shall be placed as soon as weather permits.
6. For exit gores where a lane is being dropped place wide gore markings or retroreflective channelizing devices to guide motorist through the exit. If channelizing devices are to be used it should be noted elsewhere in the plans. One piece cones are not allowed for this purpose.

TEMPORARY FLEXIBLE, REFLECTIVE ROADWAY MARKER TABS (TABS)

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

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

1. DMSs referenced above can be found along with embedded links to their respective MPLs at the following website:

   http://www.txdot.gov

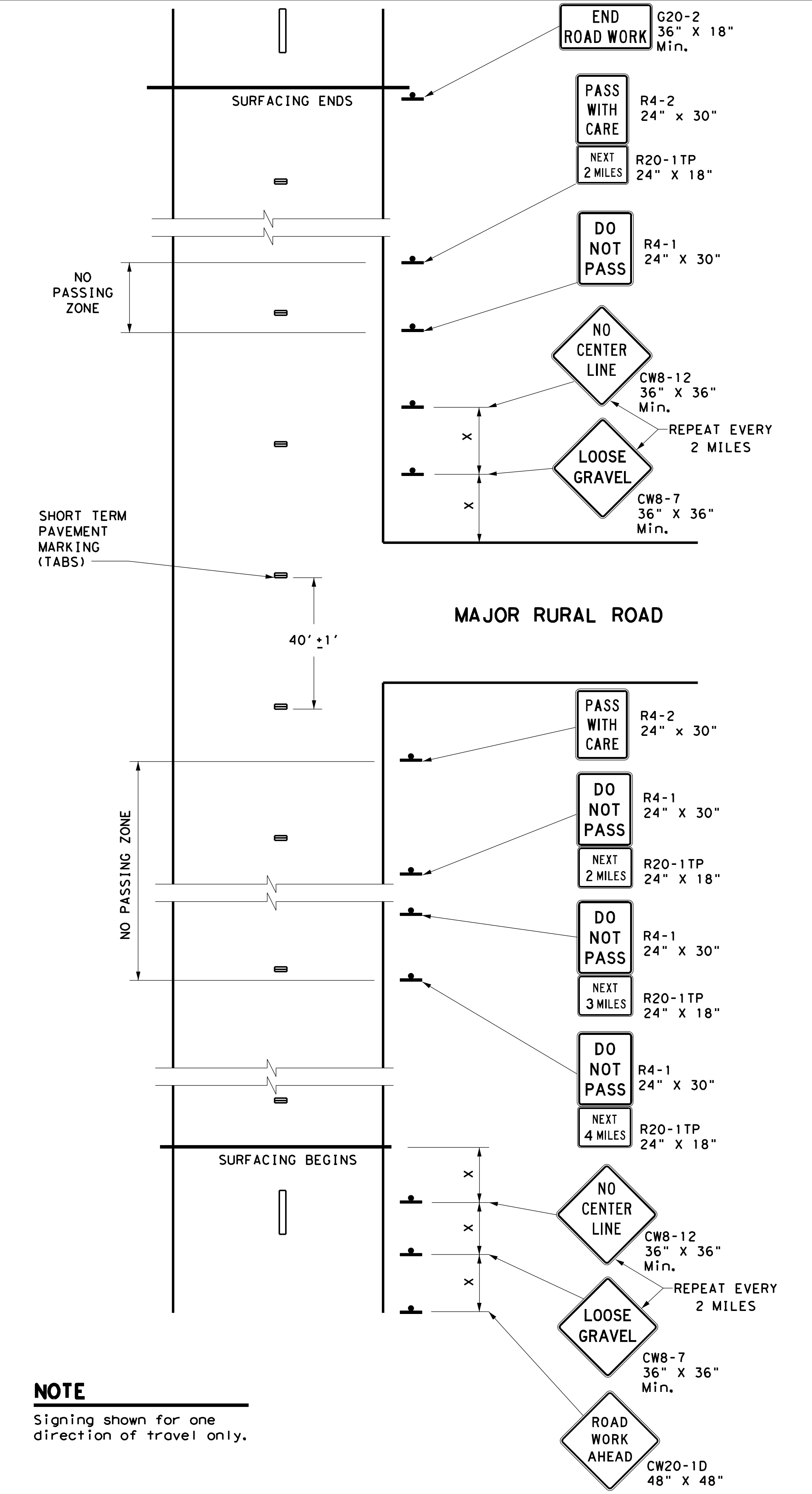
Texas Department of Transportation

Traffic Safety Division Standard

WORK ZONE SHORT TERM PAVEMENT MARKINGS FOR SEAL COAT OPERATIONS

TCP(SC-6)-21

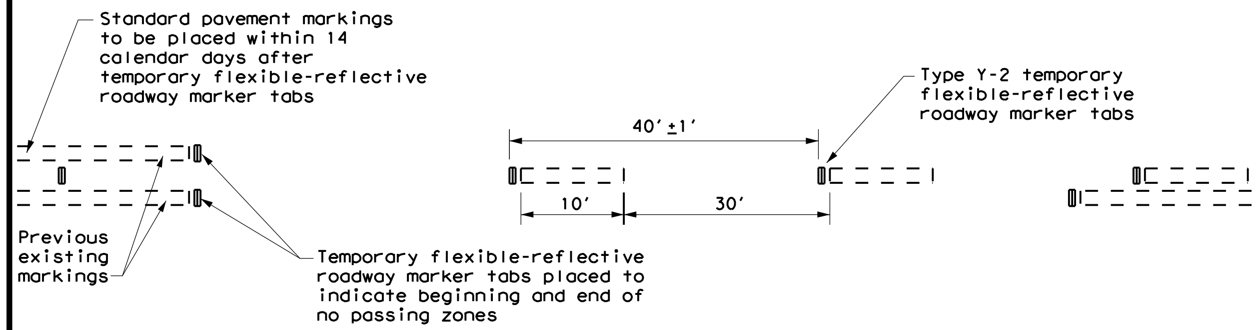
FILE: tcpsc-6-21.dgn	DN: TxDOT	CK: TxDOT	DW: TxDOT	CK: TxDOT
©TxDOT April 2021	CONT	SECT	JOB	HIGHWAY
REVISIONS	0010	06	044	US 67
	DIST	COUNTY		SHEET NO.
	ATL	TITUS		40



NOTE

Signing shown for one direction of travel only.

NO PASSING ZONES ON TWO-LANE TWO-WAY ROADS



TABS ON CENTERLINES OF TWO-LANE TWO-WAY ROADS

For seal coat operations

"DO NOT PASS" SIGN (R4-1) and NO-PASSING ZONES

A. Prior to the beginning of construction, all currently striped no-passing zones shall be signed with the DO NOT PASS (R4-1) signs and PASS WITH CARE (R4-2) signs placed at the beginning and end of each zone for each direction of travel except as otherwise provided herein. Signs marking these individual no-passing zones need not be covered prior to construction if the signs supplement the existing pavement markings.

B. At the discretion of the Engineer, in areas of numerous no-passing zones, several zones may be combined as a single zone. If passing is to be prohibited over one or more lengthy sections, a DO NOT PASS sign and a NEXT XX MILES (R20-1TP) plaque may be used at the beginning of such zones. The DO NOT PASS sign and the NEXT XX MILES plaque should be repeated every mile to the end of the no-passing zone. In areas where there is considerable distance between no-passing zones, the end of the no-passing zone may be signed with a PASS WITH CARE sign and a NEXT XX MILES plaque.

C. Depending on traffic volumes and length of sections, it may be desirable to prohibit passing throughout the project to prevent damage to windshield and lights. The DO NOT PASS sign and NEXT XX MILES plaque should be used and repeated as often as necessary for this purpose. Where several existing zones are to be combined into one individual no-passing zone, the sign at the beginning of the zone should be covered until the surfacing operation has passed this location so as not to have the DO NOT PASS sign conflict with the existing pavement markings. Also, unless one days operation completes the entire length of such combined zones, appropriate DO NOT PASS and PASS WITH CARE signs should be placed at the beginning and end of the no-passing zones where the surfacing operation has stopped for the day.

D. R4-1 and R4-2 are to remain in place until standard pavement markings are installed.

"NO CENTER LINE" SIGN (CW8-12)

A. Center line markings are yellow pavement markings that delineate the separation of travel lanes that have opposite directions of travel on a roadway. Divided highways do not typically have center line markings.

B. At the time construction activity obliterates the existing center line markings(low volume roads may not have an existing centerline), a NO CENTER LINE (CW8-12) sign should be erected at the beginning of the work area, at approximately 2 mile intervals within the work area, beyond major intersections and other locations deemed necessary by the Engineer.

C. The NO CENTER LINE signs are to remain in place until standard pavement markings are installed.

"LOOSE GRAVEL" SIGN (CW8-7)

A. When construction begins, a LOOSE GRAVEL (CW8-7) sign should be erected at each end of the work area and repeated at intervals of approximately 2 miles in rural areas and closer in urban areas.

B. The LOOSE GRAVEL signs are to remain in place until the condition no longer exists.

PAVEMENT MARKINGS

A. Temporary markings for surfacing projects shall be Temporary Flexible-reflective Roadway Marker Tabs unless otherwise approved by the Engineer. Tabs are to be installed to provide true alignment for striping crews or as directed by the Engineer. Tabs will be placed at the spacing indicated. Tabs should be applied to the pavement
no more than two (2) days before the surfacing is applied. After the surfacing is rolled and swept, the cover over the reflective strip shall be removed.

B. Tabs shall not be used to simulate edge lines.

COORDINATION OF SIGN LOCATIONS

A. The location of warning signs at the beginning and end of a work area are to be coordinated with other signing typically shown on the Barricade and Construction Standards for project limits to ensure adequate sign spacing.

B. Where possible the ROAD WORK AHEAD (CW20-1D), LOOSE GRAVEL (CW8-7), and NO CENTER LINE (CW8-12) signs should be placed in the sequence shown following the OBEY WARNING SIGNS STATE LAW (R20-3T) and the TRAFFIC FINES DOUBLE (R20-5T) sign, and one "X" sign spacing prior to the CONTRACTOR (G20-6T)sign typically located at or near the limits of surfacing. LOOSE GRAVEL and NO CENTER LINE signs will then be repeated as described above.

Posted Speed *	Minimum Sign Spacing "X" Distance
30	120'
35	160'
40	240'
45	320'
50	400'
55	500'
60	600'
65	700'
70	800'
75	900'

* Conventional Roads Only

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

GENERAL NOTES

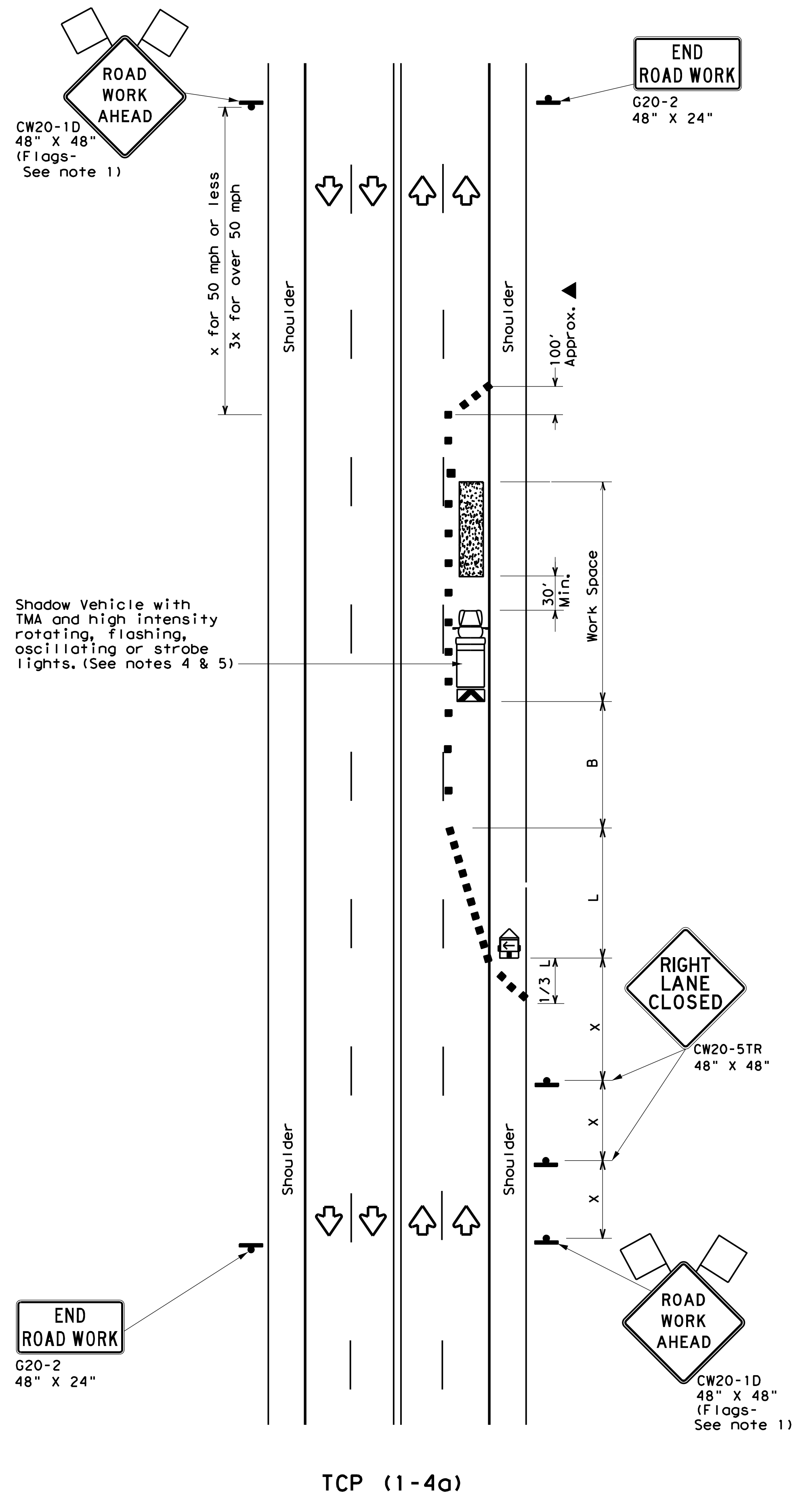
1. The traffic control devices detailed on this sheet will be furnished and erected as directed by the Engineer on sections of roadway where tabs must be placed prior to the surfacing operation which will cover or obliterate the existing pavement markings.
2. The devices shown on this sheet are to be used to supplement those required by the BC Standards or others required elsewhere in the plans.
3. Signs shall be erected as detailed on the BC Standards or the Compliant Work Zone Traffic Control Devices List (CWZTCD) on supports approved for Short Duration / Short Term Stantionary Work Zone Sign Supports.
4. When surfacing operations take place on divided highways, freeways or expressways, the size of diamond shaped construction warning signs shall be 48" x 48".
5. Signs on divided highways, freeways and expressways will be placed on both right and left sides of the roadway based on roadway conditions as directed by the Engineer.

Texas Department of Transportation — Traffic Safety Division Standard

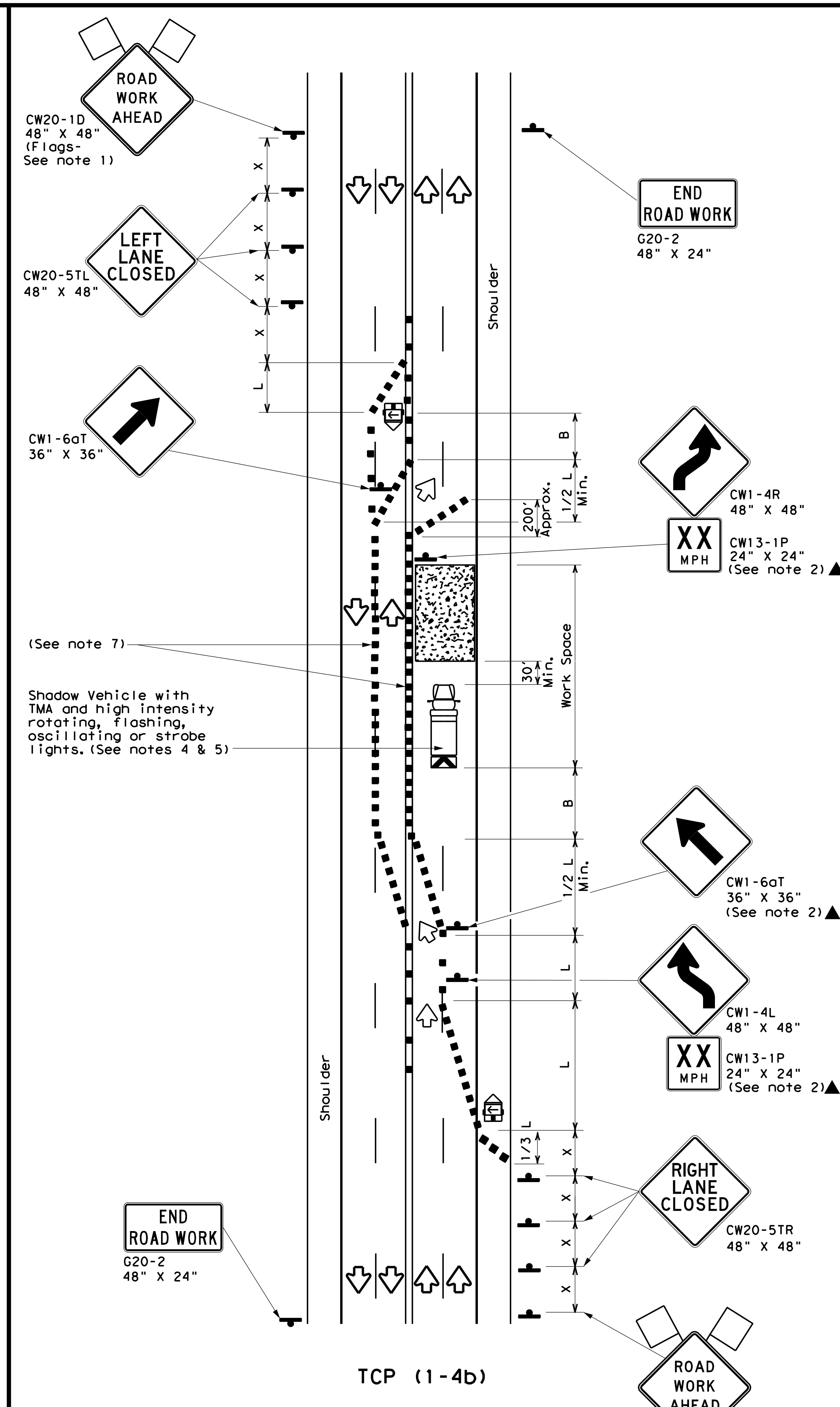
TRAFFIC CONTROL DETAILS FOR SEAL COAT OPERATIONS

TCP(SC-7)-21

FILE: tcpsc-7-21.dgn	DN: TxDOT	CK: TxDOT	DW: TxDOT	CK: TxDOT
© TxDOT April 2021	CONT	SECT	JOB	HIGHWAY
REVISIONS	0010	06	044	US 67
	DIST		COUNTY	SHEET NO.
	ATL		TITUS	41



ONE LANE CLOSED



TWO LANES CLOSED

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

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

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

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

GENERAL NOTES

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

TCP (1-4a)

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

TCP (1-4b)

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

Texas Department of Transportation

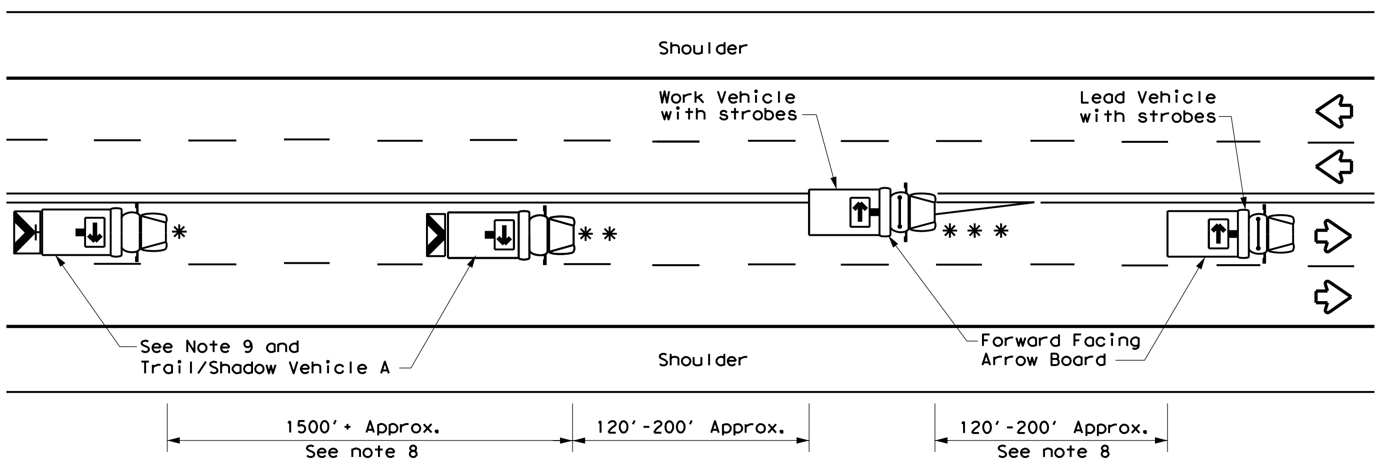
Traffic Operations Division Standard

TRAFFIC CONTROL PLAN LANE CLOSURES ON MULTILANE CONVENTIONAL ROADS

TCP(1-4)-18

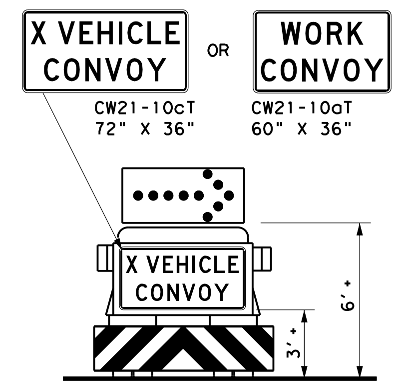
FILE: tcp1-4-18.dgn	DN:	CK:	DW:	CK:
© TxDOT December 1985	CONT	SECT	JOB	HIGHWAY
REVISIONS 2-94 4-98 8-95 2-12 1-97 2-18	0010	06	044	US 67
	DIST		COUNTY	SHEET NO.
	ATL		TITUS	42

154



TCP (3-1a)

UNDIVIDED MULTILANE ROADWAY



TRAIL/SHADOW VEHICLE A

with RIGHT Directional display Flashing Arrow Board

LEGEND

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

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

GENERAL NOTES

1. TRAIL, SHADOW, and LEAD vehicles shall be equipped with arrow boards as illustrated. When a LEAD vehicle is not used the WORK vehicle must be equipped with an arrow board. The Engineer will determine if the LEAD VEHICLE and/or TRAIL VEHICLE are required based on prevailing roadway conditions, traffic volume, and sight distance restrictions.

2. The use of amber high intensity rotating, flashing, oscillating, or strobe lights on vehicles are required. Blue high intensity rotating, flashing, oscillating or strobe lights when mounted on the driver's side of the vehicle may be operated simultaneously with the amber beacons or strobe lights.

3. The use of truck mounted attenuators (TMA) on the SHADOW VEHICLE and TRAIL VEHICLE are required.

4. Reflective sheeting on the rear of the TMA shall meet or exceed the reflectivity and color requirements of DEPARTMENTAL MATERIAL SPECIFICATION DMS 8300, Type A.

5. Flashing arrow boards shall be Type B or Type C as per the Barricade and Construction (BC) standards. The board shall be controlled from inside the vehicle.

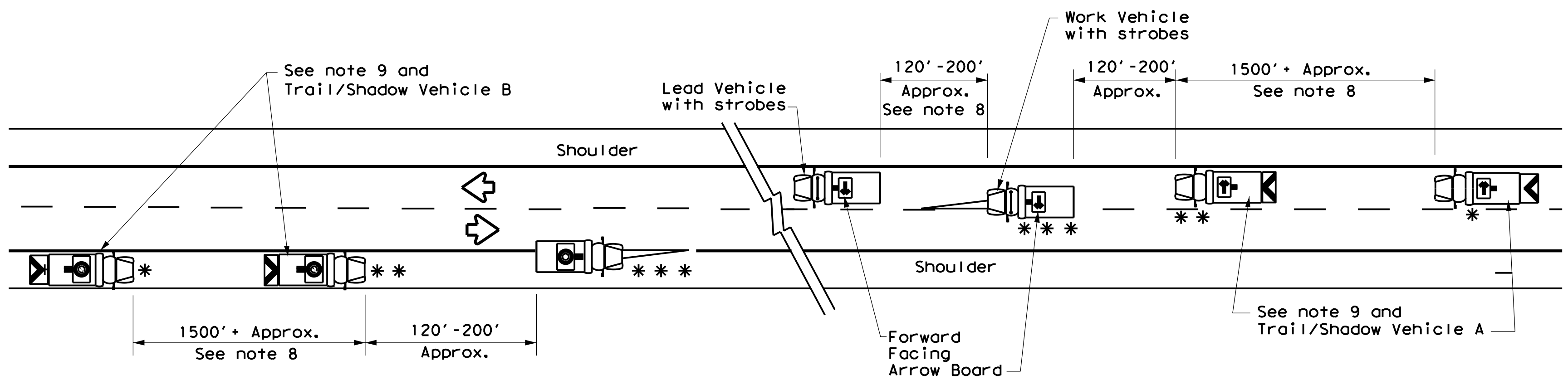
6. Each vehicle shall have two-way radio communication capability.

7. When work convoys must change lanes, the TRAIL VEHICLE should change lanes first to shadow the other convoy vehicles.

8. Vehicle spacing between the TRAIL VEHICLE and the SHADOW VEHICLE will vary depending on sight distance restrictions. Motorists approaching the work convoy should be able to see the TRAIL VEHICLE in time to slow down and/or change lanes as they approach the TRAIL VEHICLE. Vehicle spacing between the WORK VEHICLE and SHADOW VEHICLE and vehicle spacing between WORK VEHICLE and LEAD VEHICLE may vary according to terrain, work activity and other factors.

9. "X VEHICLE CONVOY" (CW21-10cT) or "WORK CONVOY" (CW21-10aT) signs shall be used on TRAIL VEHICLES and SHADOW VEHICLES as shown. As an option 48" X 48" diamond shaped "WORK CONVOY"(CW21-10T) or "X VEHICLE CONVOY" (CW21-10bT) signs may be used where adequate mounting space exists. When used, the X VEHICLE CONVOY sign shall have the number of the convoy vehicles displayed on the sign in the number designation "X" location. The "X VEHICLE CONVOY" sign shall not be used on the SHADOW VEHICLE if a TRAIL VEHICLE is used.

10. On two-lane two-way roadways, the work and protection vehicles should pull over periodically to allow motor vehicle traffic to pass. If motorists are not allowed to pass the work convoy, a "DO NOT PASS" (R4-1) sign should be placed on the back of the rearmost protection vehicle.

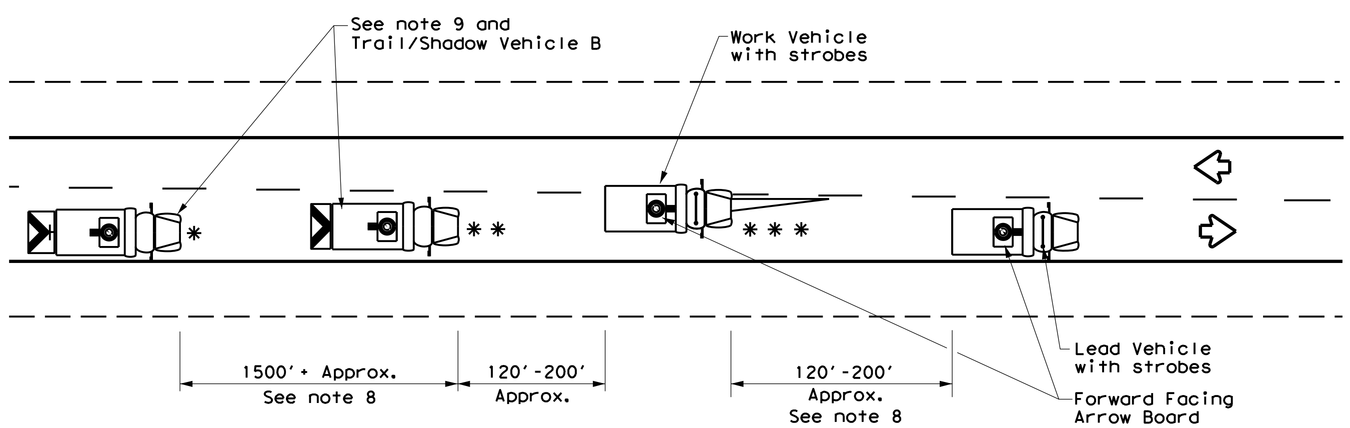


WORK ON SHOULDER

WORK ON TRAVEL LANE

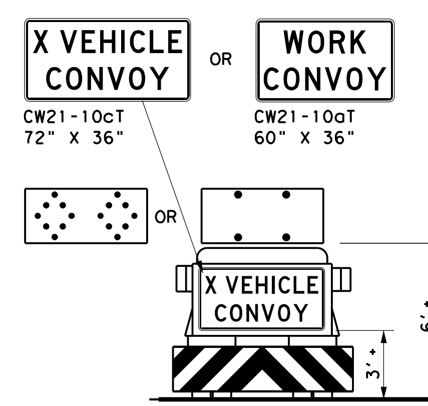
TCP (3-1b)

TWO-WAY ROADWAY WITH PAVED SHOULDERS



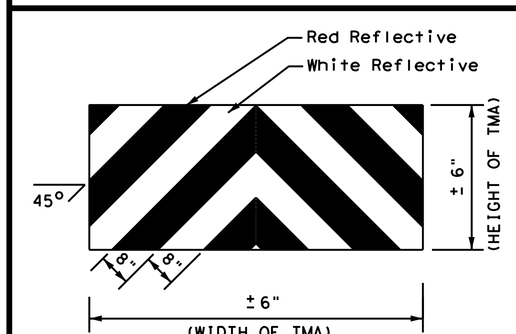
TCP (3-1c)

TWO-WAY ROADWAY WITHOUT PAVED SHOULDERS



TRAIL/SHADOW VEHICLE B

with Flashing Arrow Board in CAUTION display



STRIPING FOR TMA

Texas Department of Transportation

Traffic Operations Division Standard

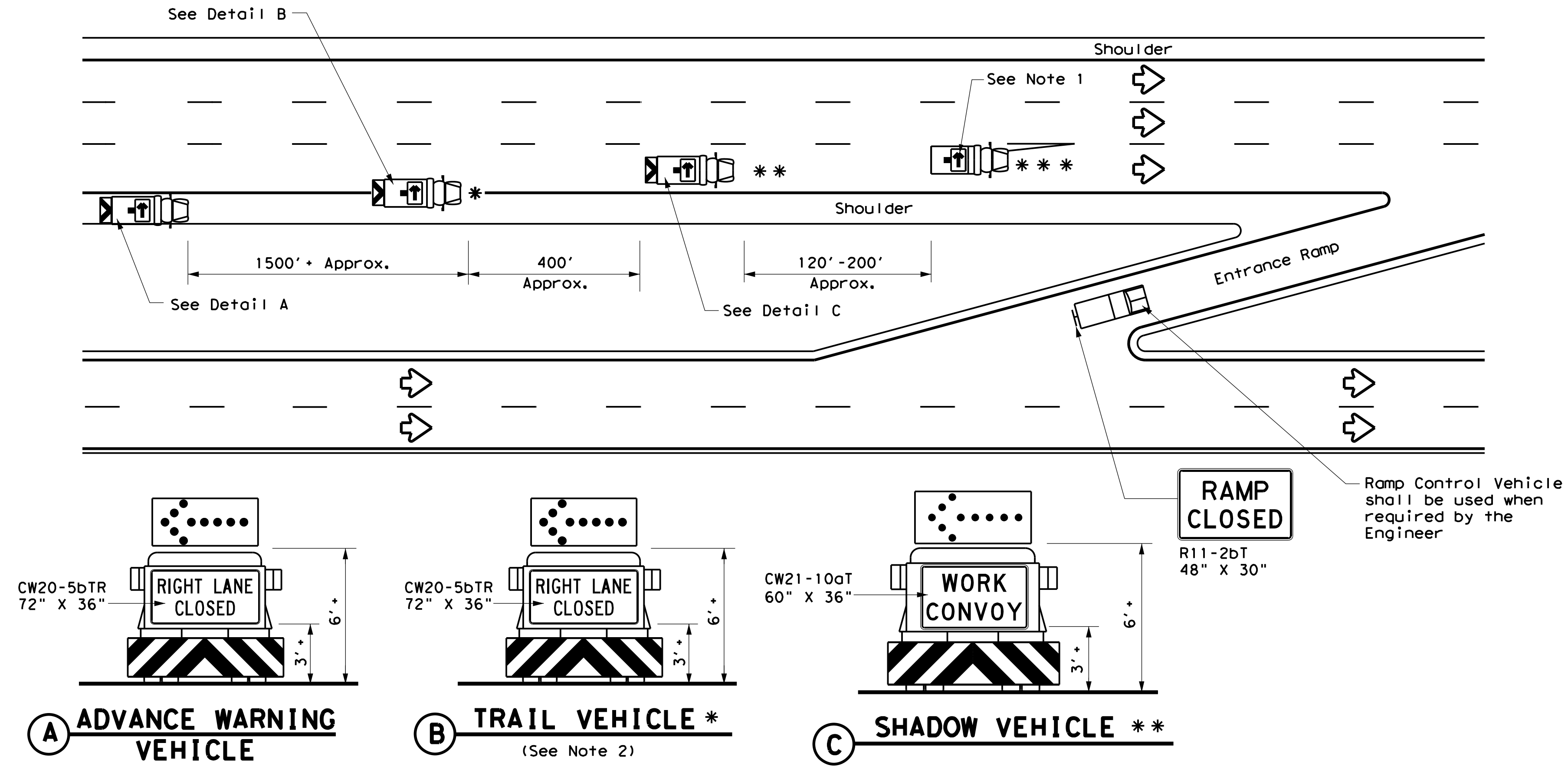
TRAFFIC CONTROL PLAN MOBILE OPERATIONS UNDIVIDED HIGHWAYS

TCP(3-1)-13

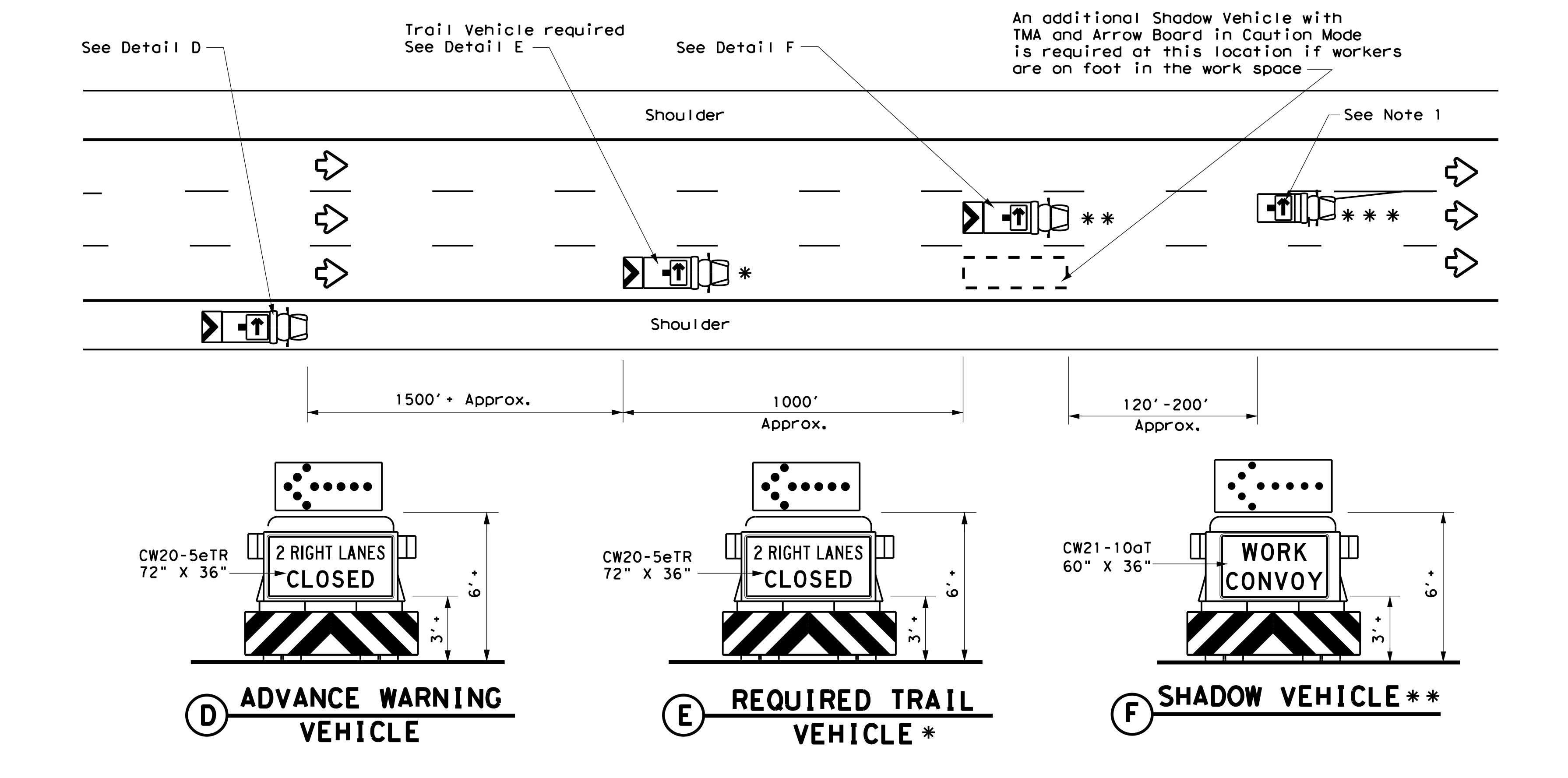
FILE: tcp3-1.dgn	DN: TxDOT	CK: TxDOT	DW: TxDOT	CK: TxDOT
© TxDOT December 1985	CONT	SECT	JOB	HIGHWAY
REVISIONS 2-94 4-98 8-95 7-13 1-97	0010	06	044	US 67
	DIST		COUNTY	SHEET NO.
	ATL		TITUS	43

175

DATE: 7/13/2022 2:49:22 PM
FILE: pw:\\txdot.projectwiseonline.com:TXDOT5\Documents\19 - ATL\Design Projects\0010-06-044



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



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

LEGEND

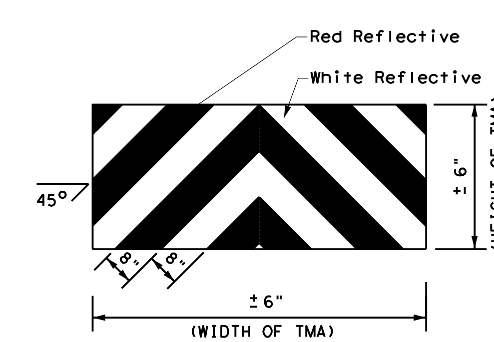
*	Trail Vehicle	ARROW BOARD DISPLAY	
**	Shadow Vehicle		
***	Work Vehicle		RIGHT Directional
	Heavy Work Vehicle		LEFT Directional
	Truck Mounted Attenuator (TMA)		Double Arrow
	Traffic Flow		CAUTION (Alternating Diamond or 4 Corner Flash)

TYPICAL USAGE

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

GENERAL NOTES

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



STRIPING FOR TMA

Texas Department of Transportation

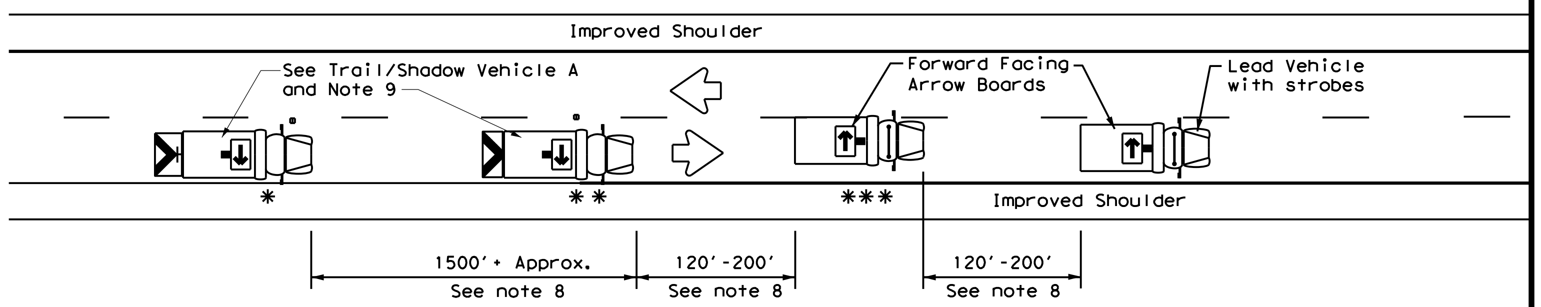
Traffic Operations Division Standard

TRAFFIC CONTROL PLAN MOBILE OPERATIONS DIVIDED HIGHWAYS

TCP(3-2)-13

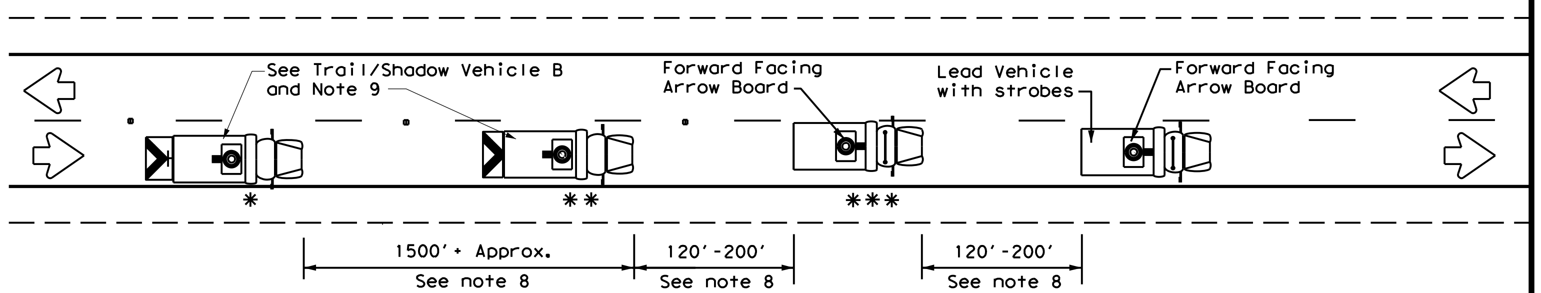
FILE: tcp3-2.dgn	DN: TxDOT	CK: TxDOT	DW: TxDOT	CK: TxDOT
© TxDOT December 1985	CONT 0010	SECT 06	JOB 044	HIGHWAY US 67
REVISIONS 2-94 4-98 8-95 7-13 1-97	DIST ATL		COUNTY TITUS	SHEET NO. 44

176



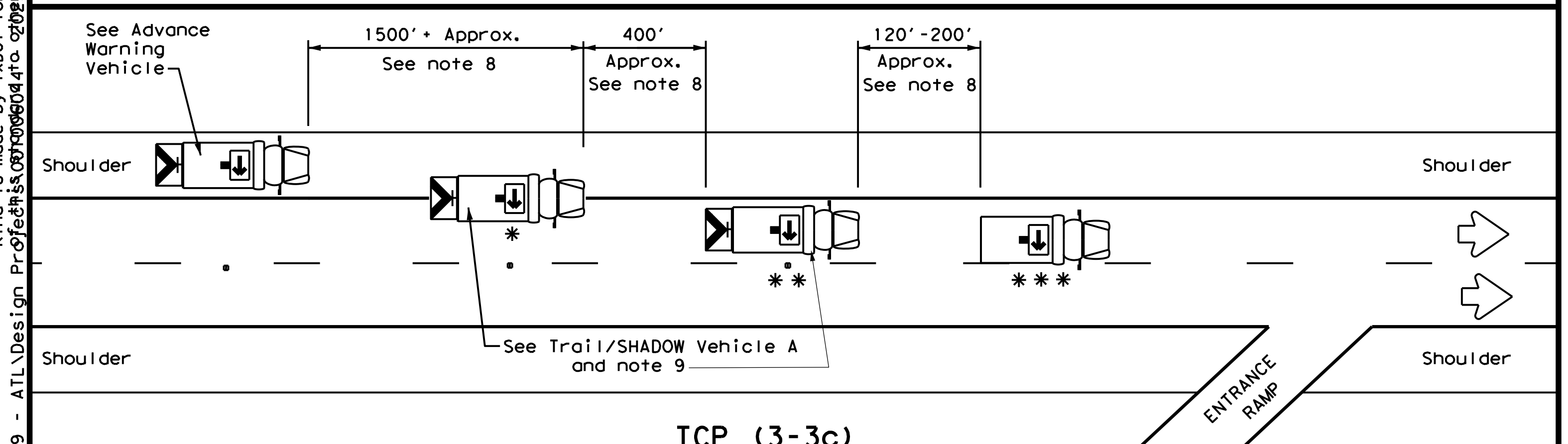
TCP (3-3a)

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



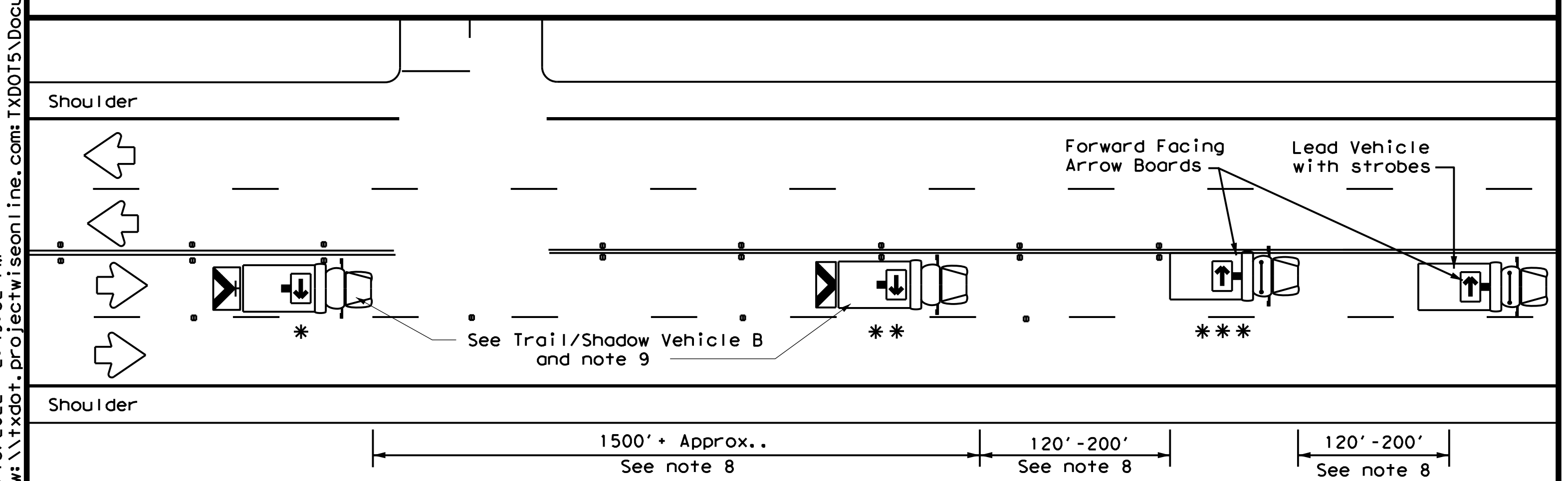
TCP (3-3b)

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



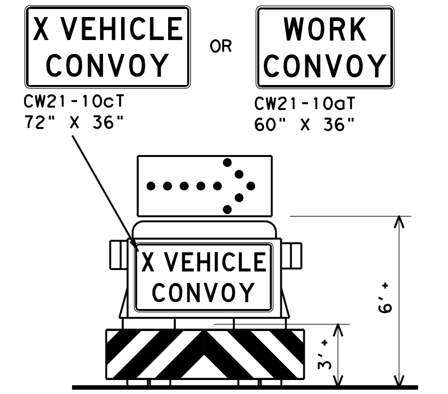
TCP (3-3c)

DIVIDED MULTILANE HIGHWAY



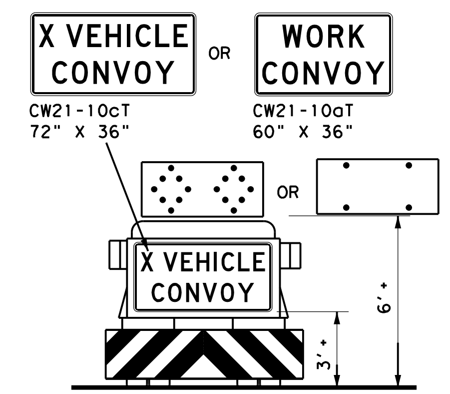
TCP (3-3d)

UNDIVIDED MULTILANE HIGHWAY



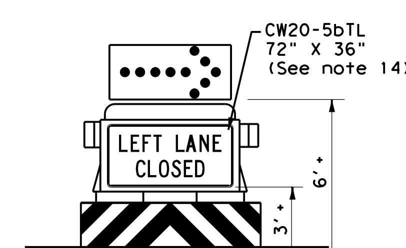
TRAIL/SHADOW VEHICLE A

with RIGHT Directional display Flashing Arrow Board

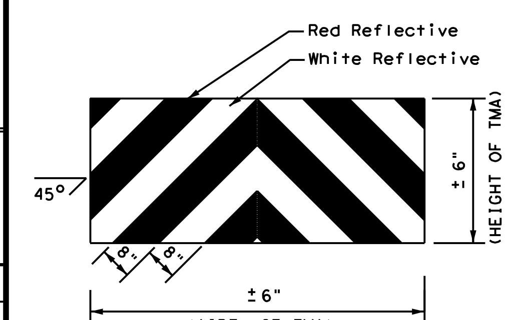


TRAIL/SHADOW VEHICLE B

with Flashing Arrow Board in Caution Mode



ADVANCE WARNING VEHICLE



STRIPING FOR TMA

LEGEND

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

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

GENERAL NOTES

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

Texas Department of Transportation

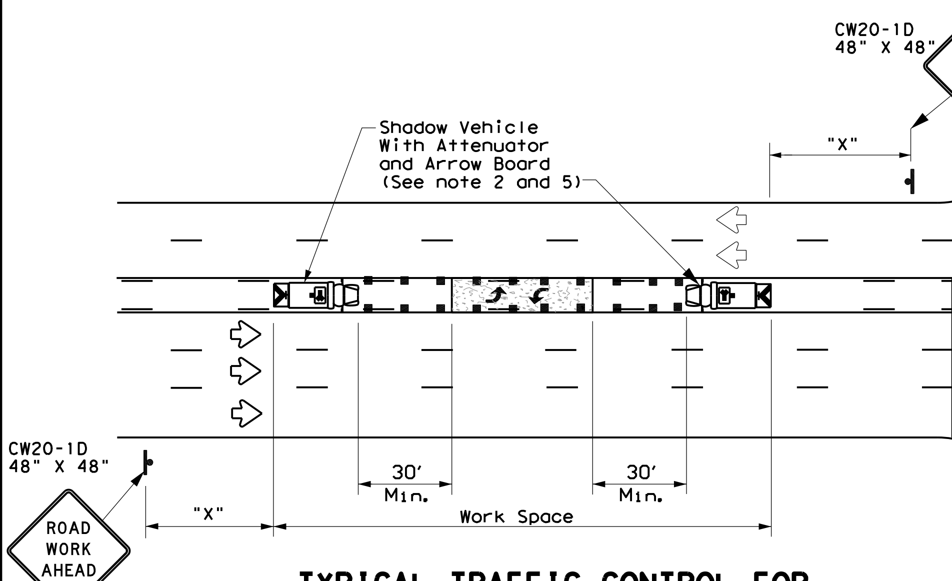
Traffic Operations Division Standard

TRAFFIC CONTROL PLAN MOBILE OPERATIONS RAISED PAVEMENT MARKER INSTALLATION/ REMOVAL TCP(3-3)-14

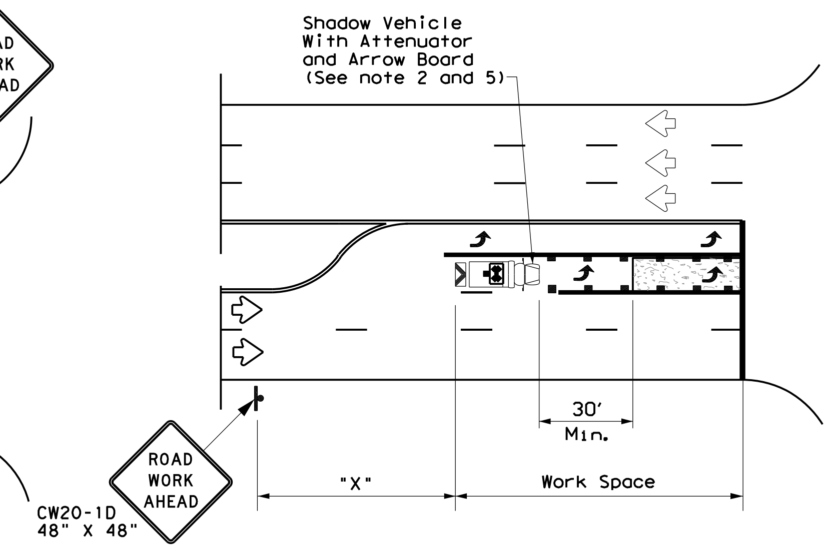
FILE: tcp3-3.dgn	DN: TxDOT	CK: TxDOT	DW: TxDOT	CK: TxDOT
©TxDOT September 1987	CONT	SECT	JOB	HIGHWAY
REVISIONS 2-94 4-98 8-95 7-13 1-97 7-14	0010	06	044	US 67
	DIST		COUNTY	SHEET NO.
	ATL		TITUS	45

177

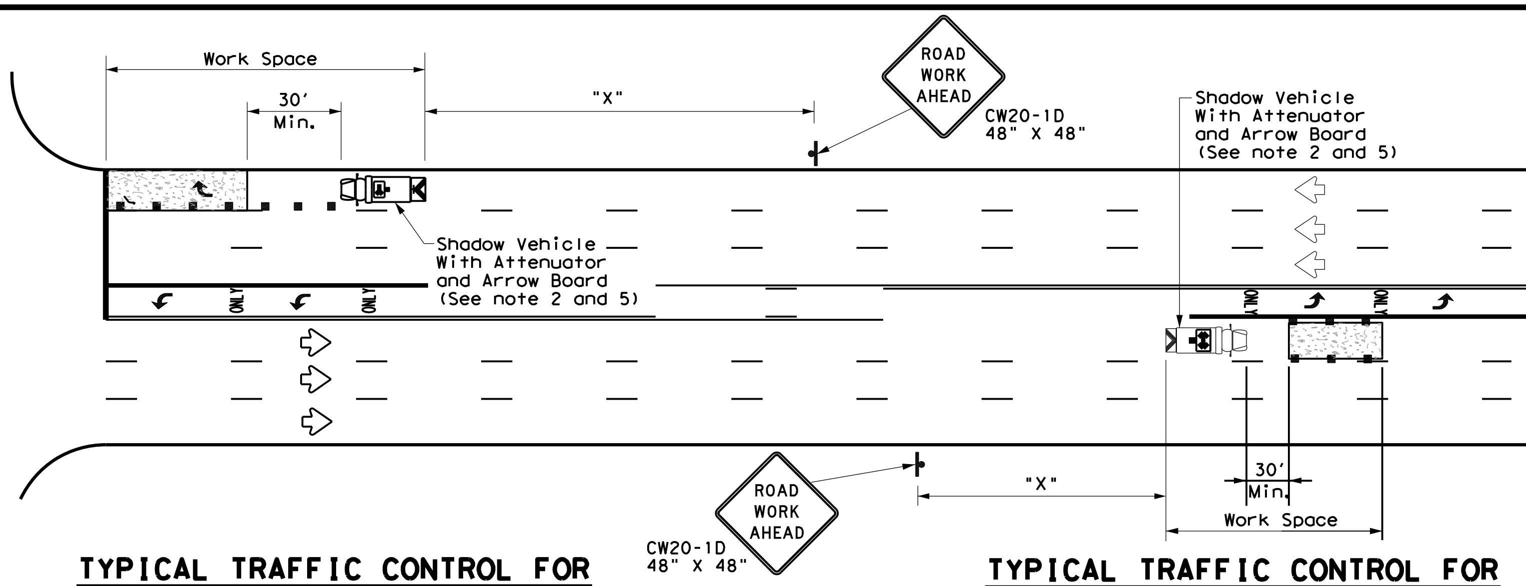
DATE: 7/13/2022 2:49:32 PM
FILE: pw:\\txdot.projectwiseonline.com:TXDOT5\Documents\19 - ATL\Design Projects\0010-06-044 ...\tcp(3-3)-14.dgn



TYPICAL TRAFFIC CONTROL FOR
CONTINUOUS LEFT TURN LANE SYMBOL MARKINGS

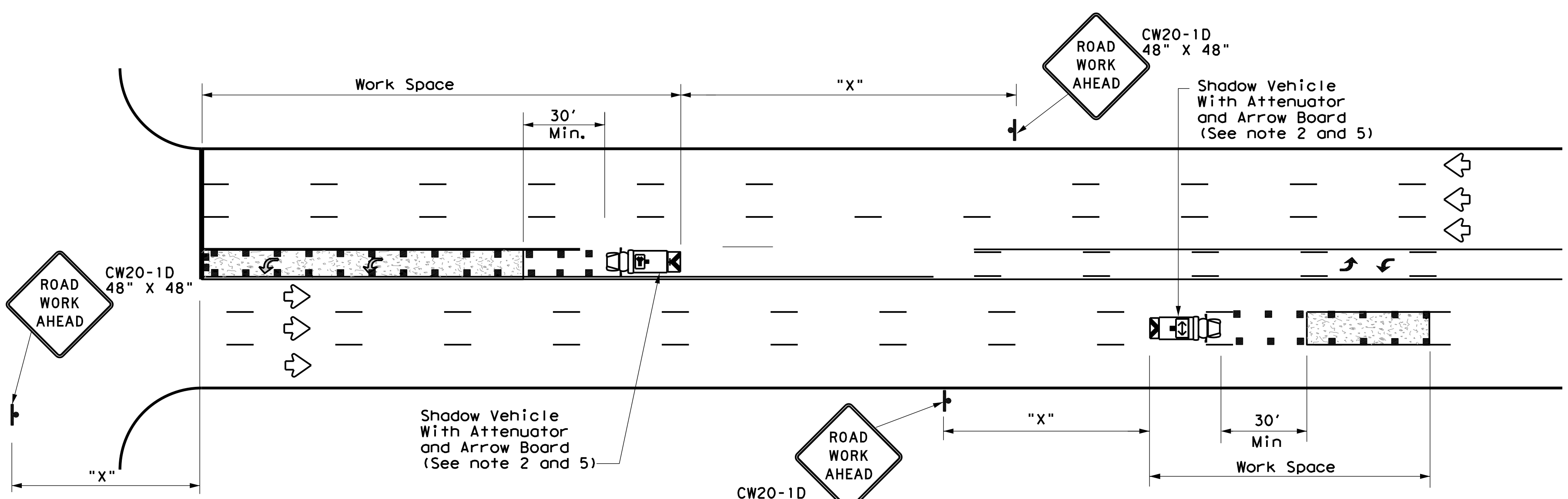


TYPICAL TRAFFIC CONTROL FOR
OUTSIDE DUAL LEFT TURN LANE SYMBOL MARKINGS



TYPICAL TRAFFIC CONTROL FOR
OUTSIDE LANE MARKINGS

TYPICAL TRAFFIC CONTROL FOR
INSIDE LANE MARKINGS



TYPICAL TRAFFIC CONTROL FOR
LEFT TURN LANE MARKINGS

TYPICAL TRAFFIC CONTROL FOR
CENTER LANE MARKINGS

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

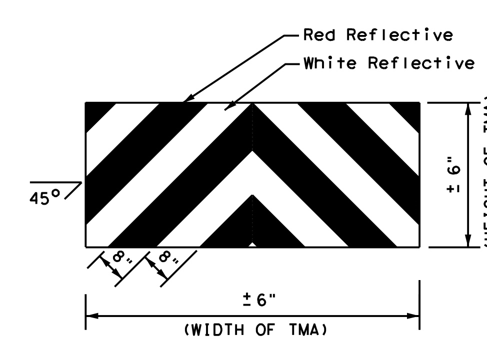
Posted Speed *	Formula	Minimum Desirable Taper Lengths **			Suggested Maximum Spacing of Channelizing Devices		Minimum Sign Spacing "X" Distance	Suggested Longitudinal Buffer Space "B"
		10' Offset	11' Offset	12' Offset	On a Taper	On a Tangent		
30	$L = \frac{WS^2}{60}$	150'	165'	180'	30'	60'	120'	90'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

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

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

GENERAL NOTES

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



STRIPING FOR TMA

Texas Department of Transportation

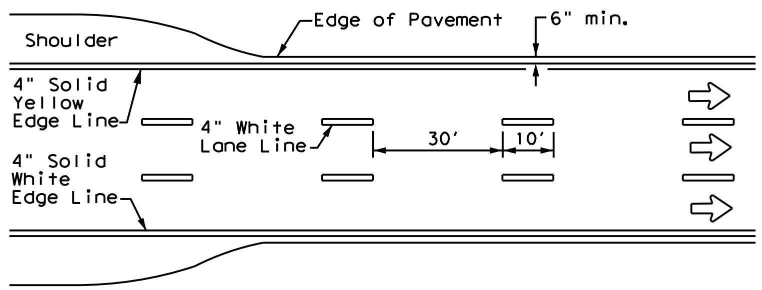
Traffic Operations Division Standard

TRAFFIC CONTROL PLAN
MOBILE OPERATIONS FOR
ISOLATED WORK AREAS
UNDIVIDED HIGHWAYS

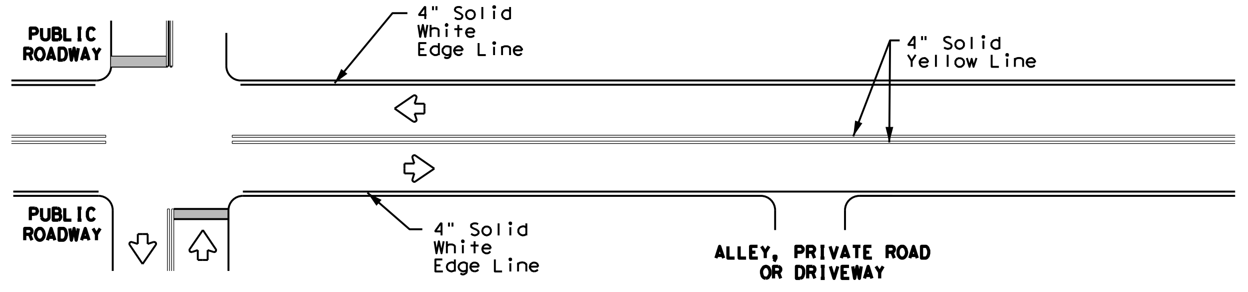
TCP(3-4)-13

FILE: tcp3-4.dgn	DN: TxDOT	CK: TxDOT	DW: TxDOT	CK: TxDOT
©TxDOT July, 2013	CONT 0010	SECT 06	JOB 044	HIGHWAY US 67
REVISIONS	DIST ATL	COUNTY TITUS		SHEET NO. 46

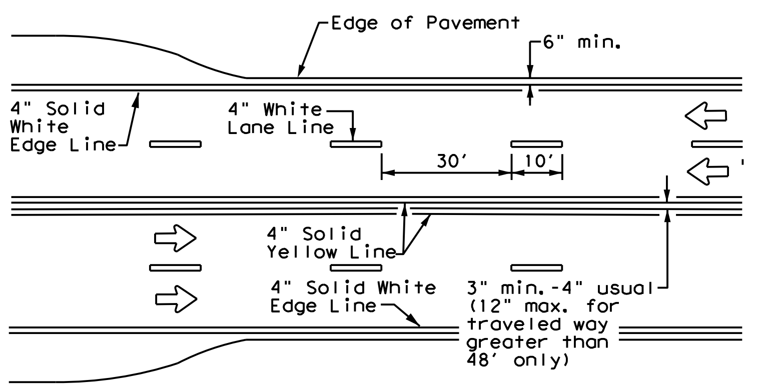
178



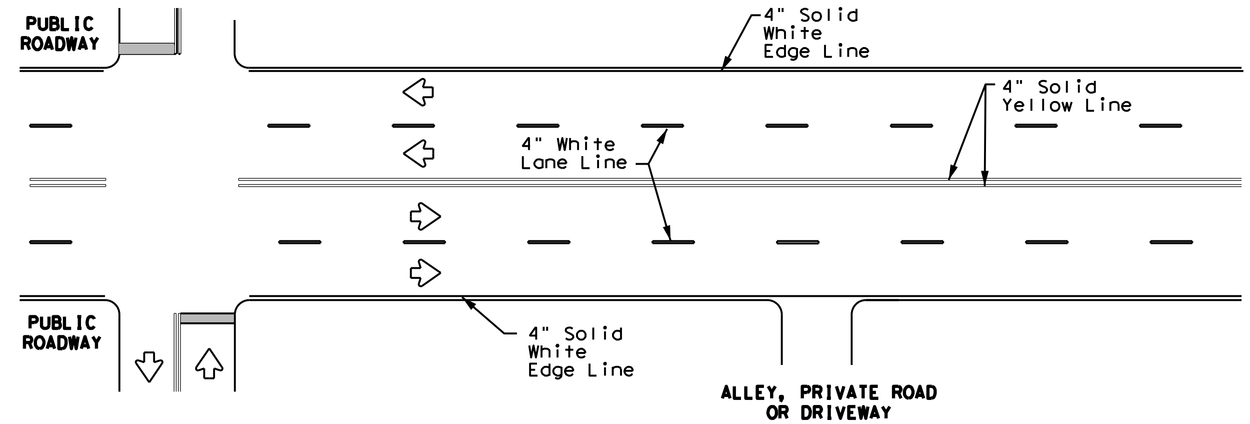
EDGE LINE AND LANE LINES ONE-WAY ROADWAY WITH OR WITHOUT SHOULDERS



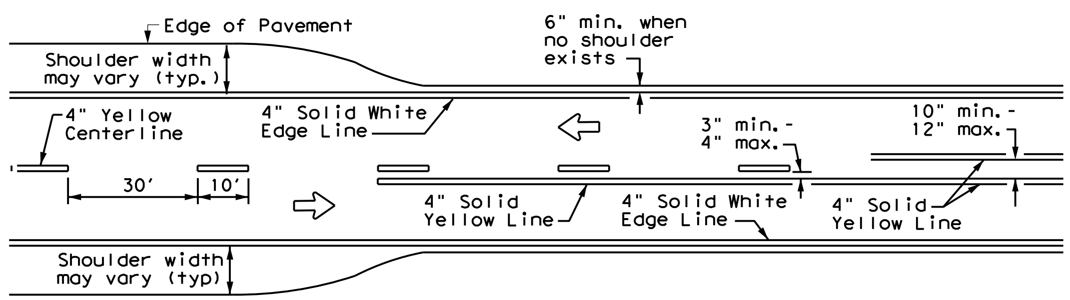
TYPICAL TWO-LANE, TWO-WAY PAVEMENT MARKINGS THROUGH INTERSECTIONS



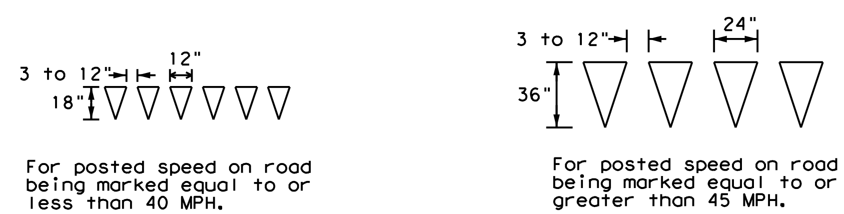
CENTERLINE AND LANE LINES FOUR LANE TWO-WAY ROADWAY WITH OR WITHOUT SHOULDERS



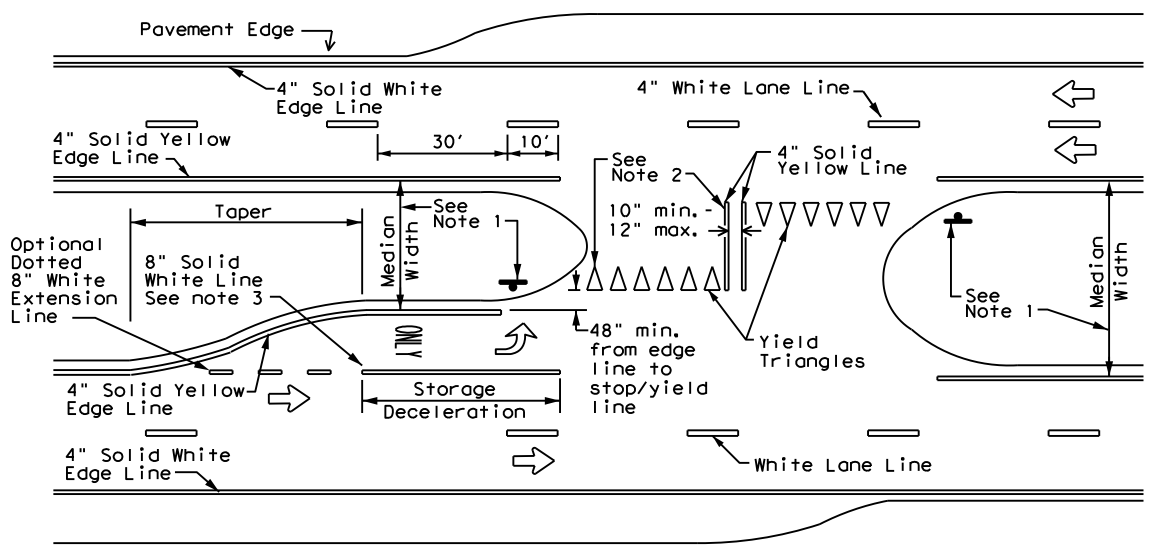
TYPICAL MULTI-LANE, TWO-WAY PAVEMENT MARKINGS THROUGH INTERSECTIONS



TWO LANE TWO-WAY ROADWAY WITH OR WITHOUT SHOULDERS



YIELD LINES



FOUR LANE DIVIDED ROADWAY CROSSOVERS

NOTES

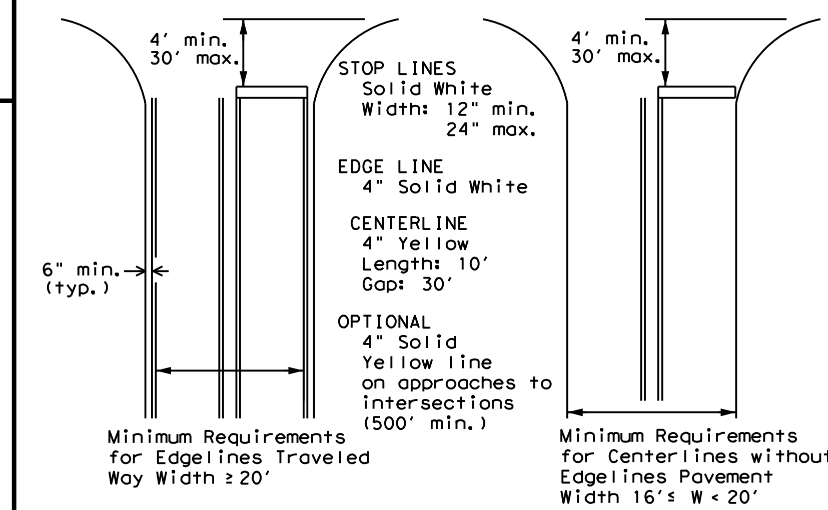
1. Where divided highways are separated by median widths at the median opening itself of 30 feet or more, median openings shall be signed as two separate intersections. Each median opening has two width measurements, with one measurement for each approach. The narrow median width will be the controlling width to determine if signs are required. Yield signs are the typical intersection control. Stop signs are optional as determined by the Engineer.
2. Install median striping (double yellow centerlines and stop bars/yield triangles) when a 50' or greater median centerline can be placed. Stop bars shall only be used with stop signs. Yield troingles shall only be used with yield signs.
3. Length of turn bays, including taper, deceleration, and storage lengths shall be as shown on the plans or as directed by the Engineer.

GENERAL NOTES

1. Edgeline striping shall be as shown in the plans or as directed by the Engineer. The edgeline should not be placed less less than 6 inches from the edge of pavement. This distance may vary due to pavement raveling or other conditions. Edgelines are not required in curb and gutter sections of roadways.
2. The traveled way includes only that portion of the roadway used for vehicular travel. It does not include the parking lanes, sidewalks, berms and shoulders. The traveled ways shall be measured from the inside of edgeline to the inside of edgeline of a two lane roadway.

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

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



GUIDE FOR PLACEMENT OF STOP LINES, EDGE LINE & CENTERLINE

Based on Traveled Way and Pavement Widths for Undivided Highways

Texas Department of Transportation

Traffic Safety Division Standard

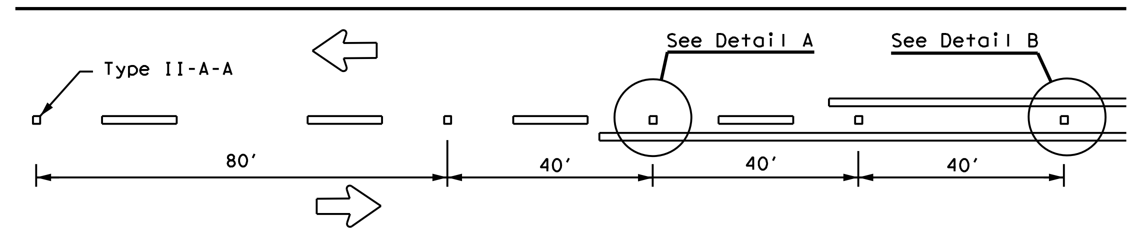
TYPICAL STANDARD PAVEMENT MARKINGS

PM(1)-20

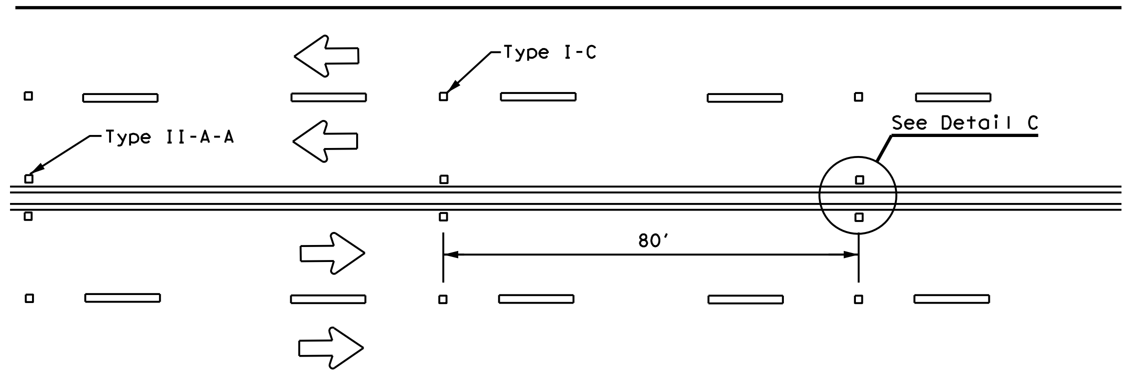
FILE: pm1-20.dgn	DN:	CK:	DW:	CK:
©TxDOT November 1978	CONT	SECT	JOB	HIGHWAY
REVISIONS 8-95 3-03	0010	06	044	US 67
5-00 2-12	DIST		COUNTY	SHEET NO.
8-00 6-20	ATL		TITUS	47

22A

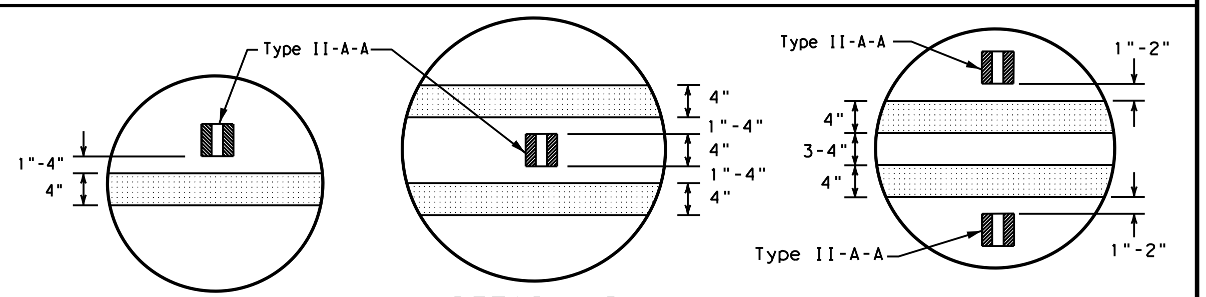
REFLECTIVE RAISED PAVEMENT MARKERS FOR VEHICLE POSITIONING GUIDANCE



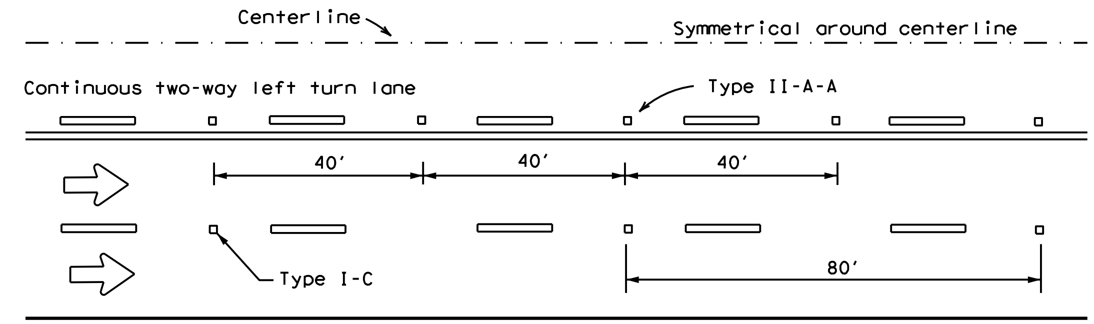
CENTERLINE FOR ALL TWO LANE ROADWAYS



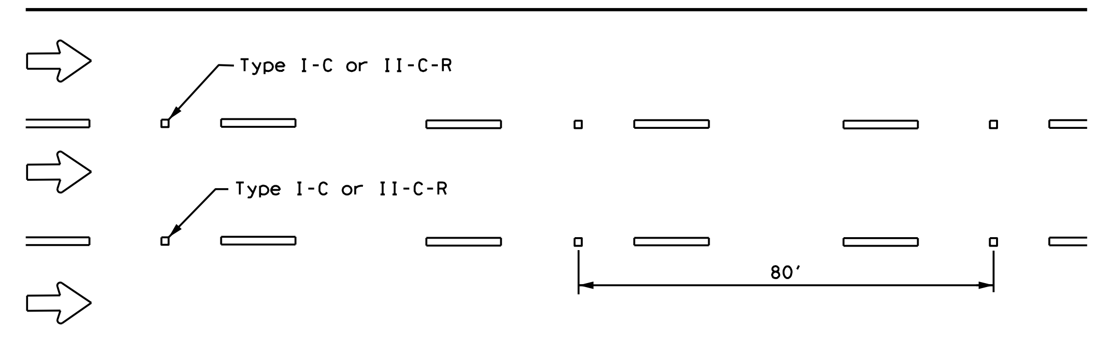
CENTERLINE & LANE LINES FOR FOUR LANE TWO-WAY HIGHWAYS



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



CENTERLINE AND LANE LINES FOR TWO-WAY LEFT TURN LANE

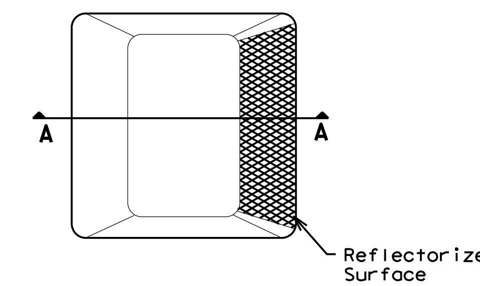


LANE LINES FOR ONE-WAY ROADWAY (NON-FREEWAY FACILITIES)

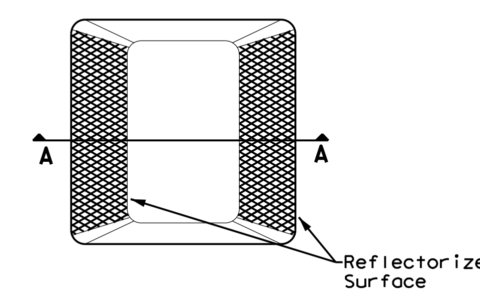
Raised pavement markers Type II-C-R shall have clear face toward normal traffic and red face toward wrong-way traffic.

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

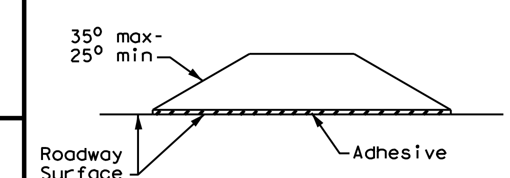
All pavement marking materials shall meet the required Departmental Material Specifications as specified by the plans.



Type I (Top View)

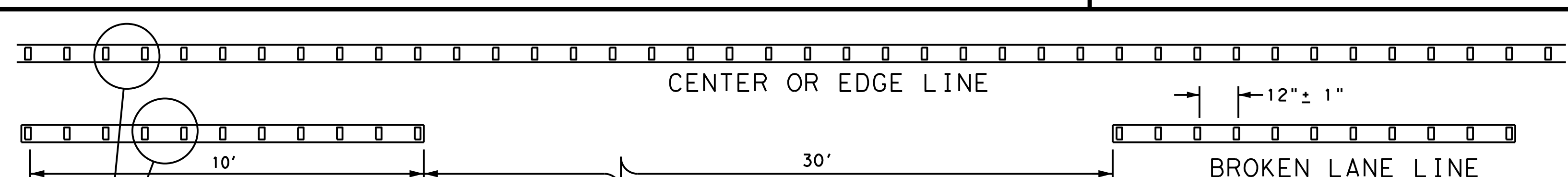


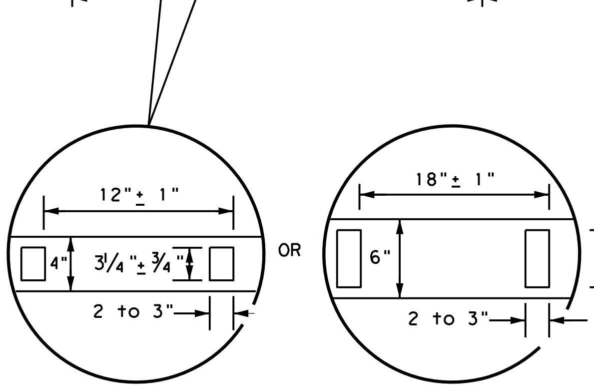
Type II (Top View)



SECTION A

RAISED PAVEMENT MARKERS



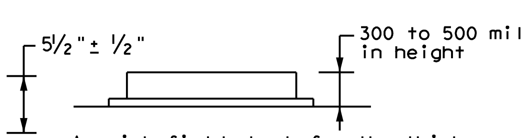


4" EDGE LINE, CENTER LINE OR LANE LINE

OPTIONAL 6" EDGE LINE, CENTER LINE OR LANE LINE

REFLECTORIZED PROFILE PATTERN DETAIL

USING REFLECTIVE PROFILE PAVEMENT MARKINGS



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

NOTE

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

GENERAL NOTES

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

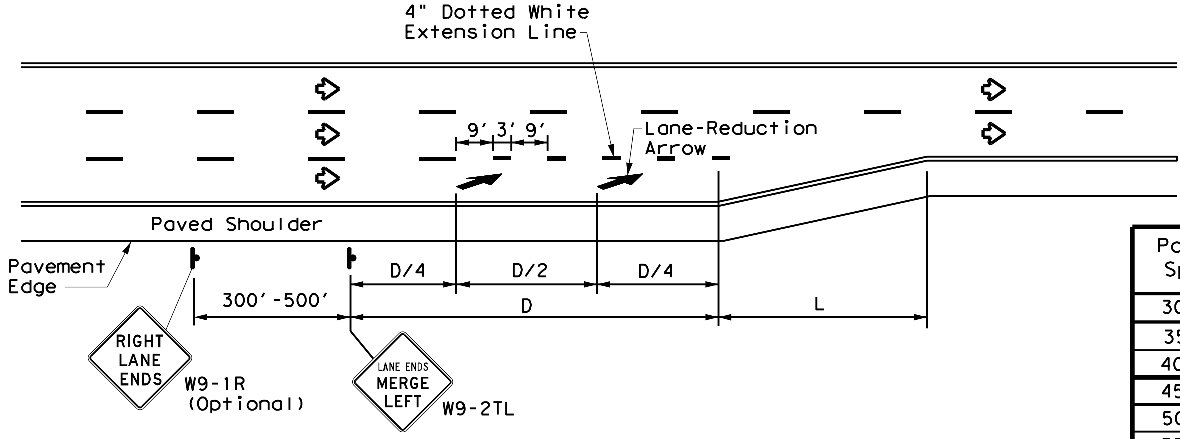
DATE: 7/13/2022 2:50:25 PM
FILE: pw:\\txdot.projectwiseonline.com:TXDOT5\Documents\19 - ATL\Design Projects\0010-06-044

Texas Department of Transportation — Traffic Safety Division Standard

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

FILE: pm2-20.dgn	DN:	CK:	DW:	CK:
© TxDOT April 1977	CONT	SECT	JOB	HIGHWAY
REVISIONS 4-92 2-10, 5-00 2-12, 8-00 6-20	0010	06	044	US 67
	DIST		COUNTY	SHEET NO.
	ATL		TITUS	48

22B

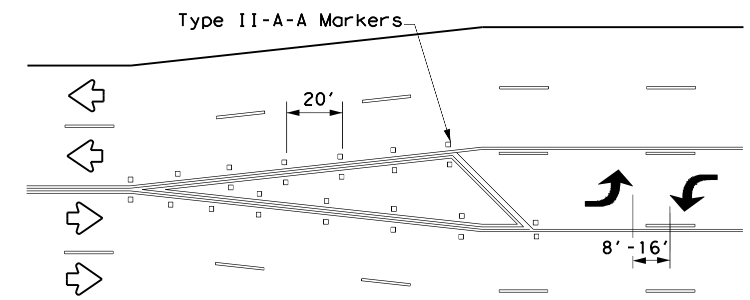


LANE REDUCTION

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

NOTES

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



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

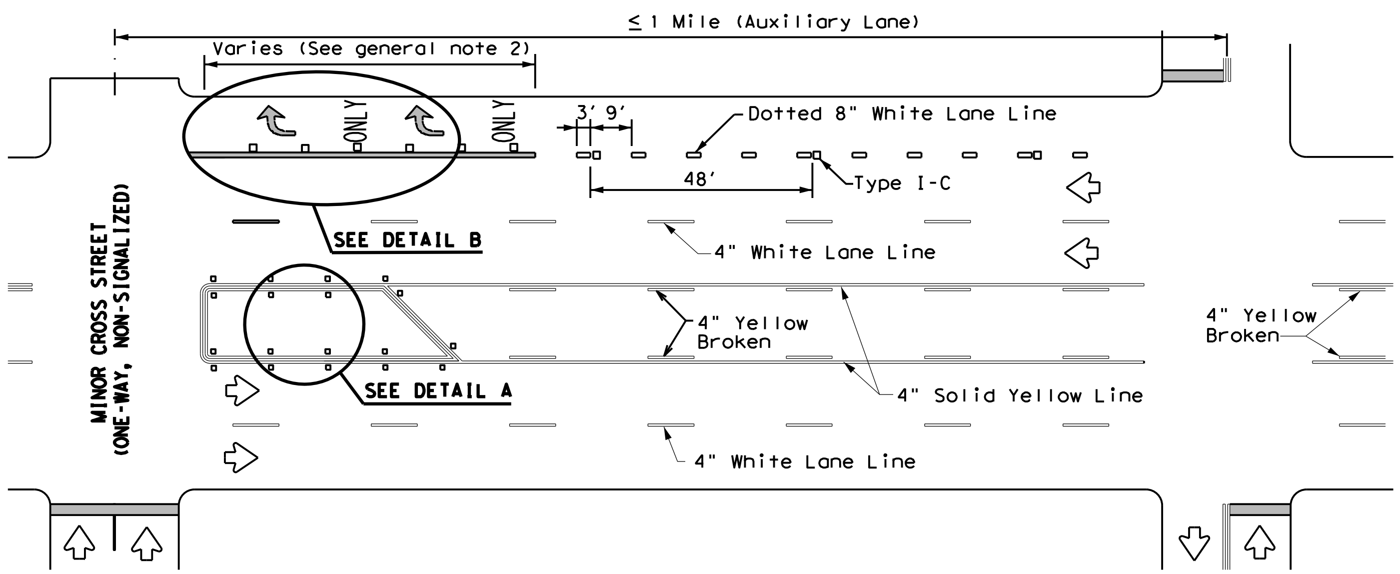
TYPICAL TRANSITION FOR TWLTL AND DIVIDED HIGHWAY

GENERAL NOTES

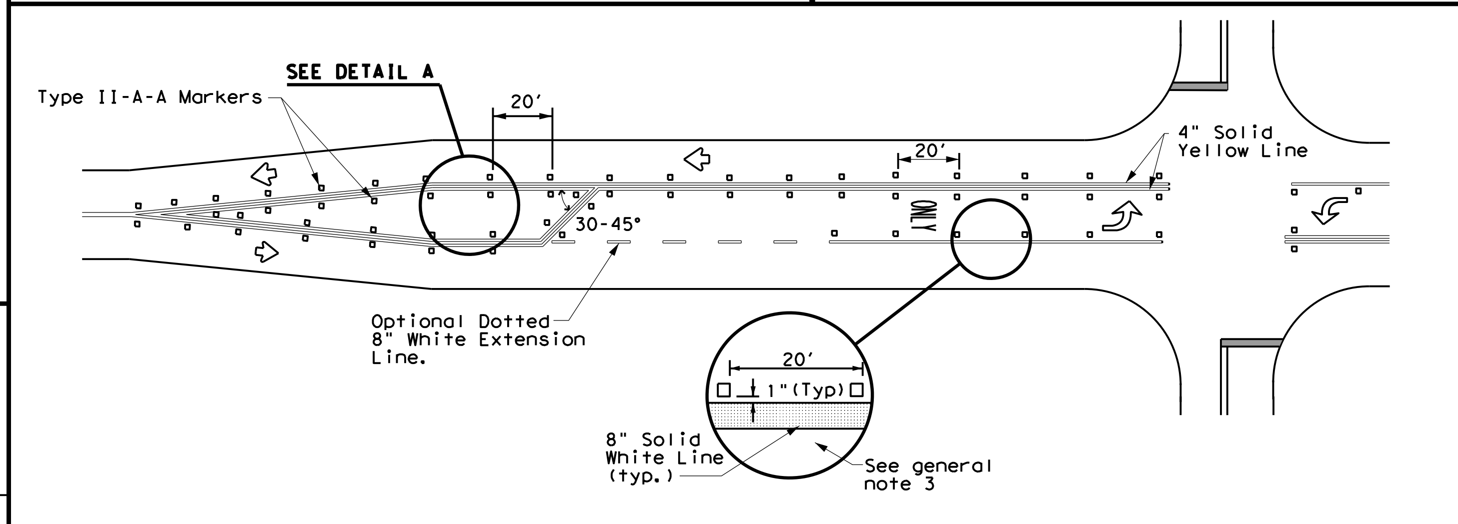
1. Lane use word and arrow markings shall be used where through lanes approaching an intersection become mandatory turn lanes. Lane use word and arrow markings should be used in auxiliary lanes of substantial length. Lane use arrow markings or word and arrow markings may be used in other lanes and turn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

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

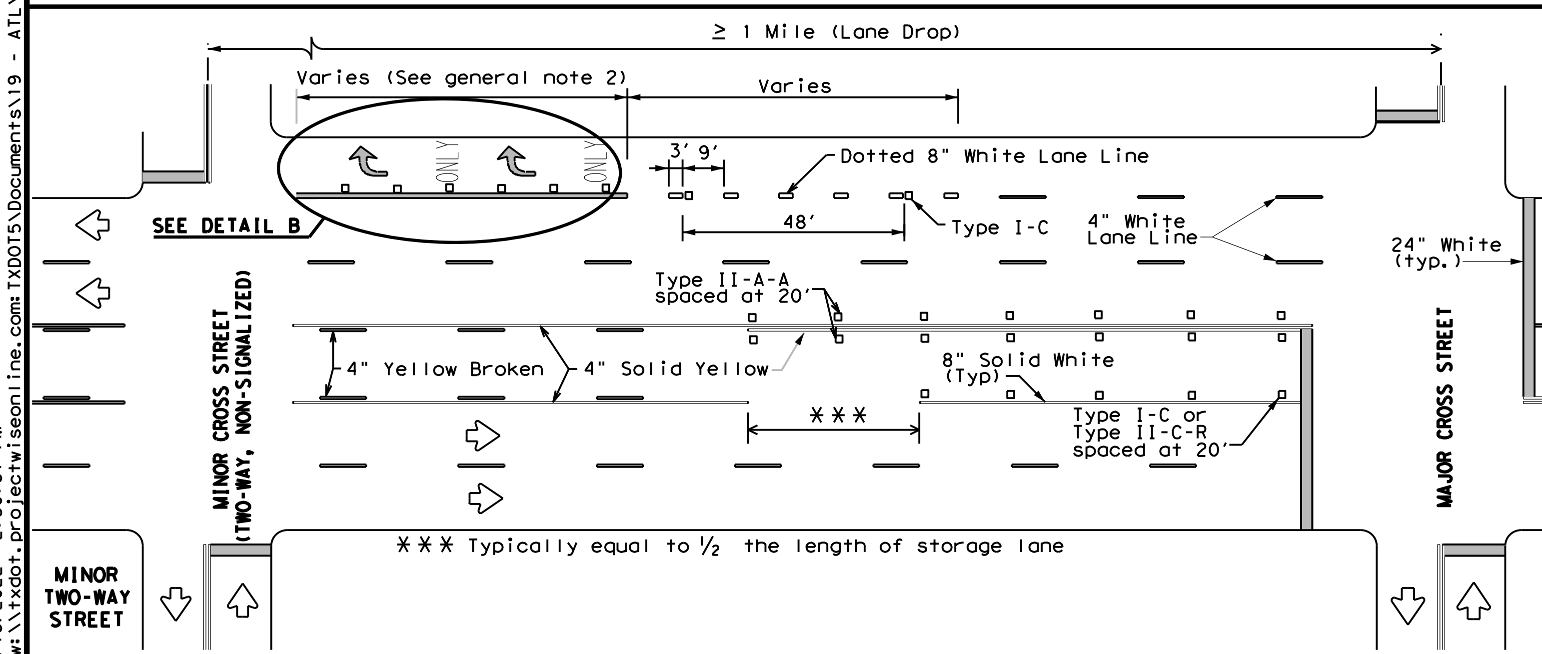
All pavement marking materials shall meet the required Departmental Material Specifications as specified by the plans.



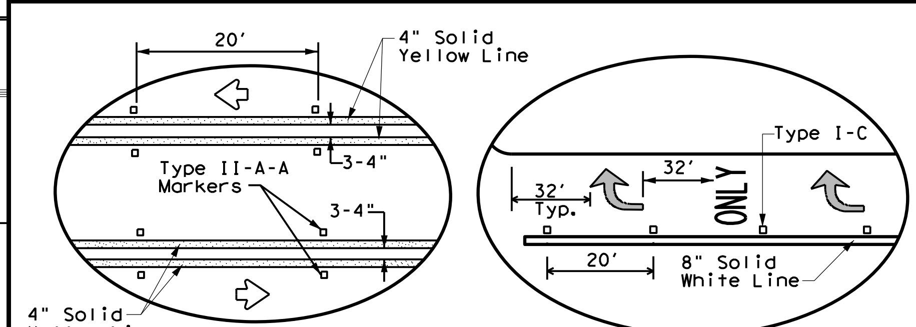
TYPICAL TWLTL AT ONE-WAY STREET AND RIGHT TURN AUXILIARY LANE



TYPICAL TWO-LANE HIGHWAY INTERSECTION WITH LEFT TURN BAYS



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



DETAIL A DETAIL B

Texas Department of Transportation

Traffic Safety Division Standard

TWO-WAY LEFT TURN LANES, RURAL LEFT TURN BAYS, AND LANE REDUCTION PAVEMENT MARKINGS

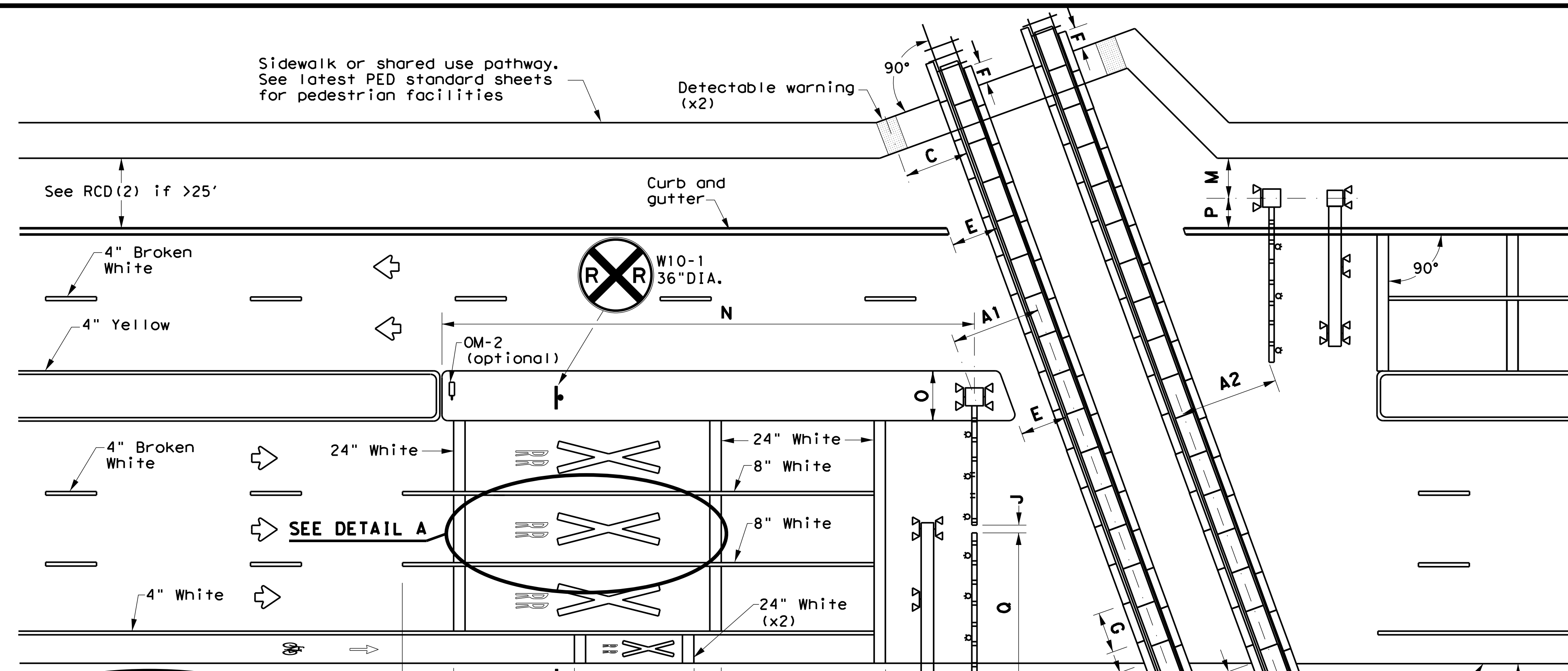
PM(3)-20

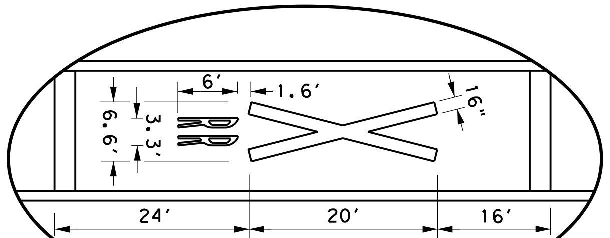
FILE: pm3-20.dgn	DN:	CK:	DW:	CK:
© TxDOT April 1998	CONT 0010	SECT 06	JOB 044	HIGHWAY US 67
REVISIONS 5-00 2-10, 8-00 2-12, 3-03 6-20	DIST ATL		COUNTY TITUS	SHEET NO. 49

22C

DATE: 7/13/2022 2:50:31 PM
FILE: pw:\\txdot.projectwiseonline.com:TXDOTS\Documents\19 - ATL\Design Projects\...\PM(3)-20.dgn

DATE: 7/13/2022 2:50:35 PM
FILE: pw:\\txdot.projectwiseonline.com:TXDOT5\Documents\19 - ATL\Design Projects\...\rcd(1)-16.dgn





DETAIL A

2-WAY, MULTIPLE LANES EACH DIRECTION

NOTES

A1: Center of RR mast to center of rail: 12' minimum, 15' typical.

A2: Tip of gate to center of rail: 12' minimum, 15' typical.

B: Center of mast (cantilever, gate, or mast flasher) of nearest active traffic control device to stop line: 8' (NOTE: Stop line may be moved as needed, but should be at least 8' back from gates, if present).

C: Center of detectable warning device to nearest rail: 6' minimum

D: Center of gate mast to center of cantilever mast: 6' typical. NOTE: Cantilever may be located in front or behind gates.

E: Edge of median or curb to nearest rail: 10' typical. NOTE: Design median edge to be parallel with rail.

F: Edge of planking panel from edge of pavement or sidewalk: 3' minimum. NOTE: Field panels need not be in line with gauge panels.

G: Length of panels along rail: 8' typical.

H: Width of field panel: 2' typical (check with railroad company).

I: Distance between rails: 4'-8.5".

J: Tip of gate to tip of gate: 2' maximum for Quiet Zone SSM or 90% of traveled way covered by gates for all other locations.

K: Nearest edge of RR cabin from edge of pavement: 30' typical. NOTE: Cabinet not required to be parallel to edge of pavement.

L: Nearest edge of RR cabin from nearest rail: 25' typical.

M: Center of RR mast to edge of sidewalk: 6' minimum.

N: Center of gate mast to leading edge of non-traversable median: 100' minimum to qualify as a Quiet Zone SSM. NOTE: 60' will suffice if there is a street intersection within the 100' and all street intersections within 60' are closed.

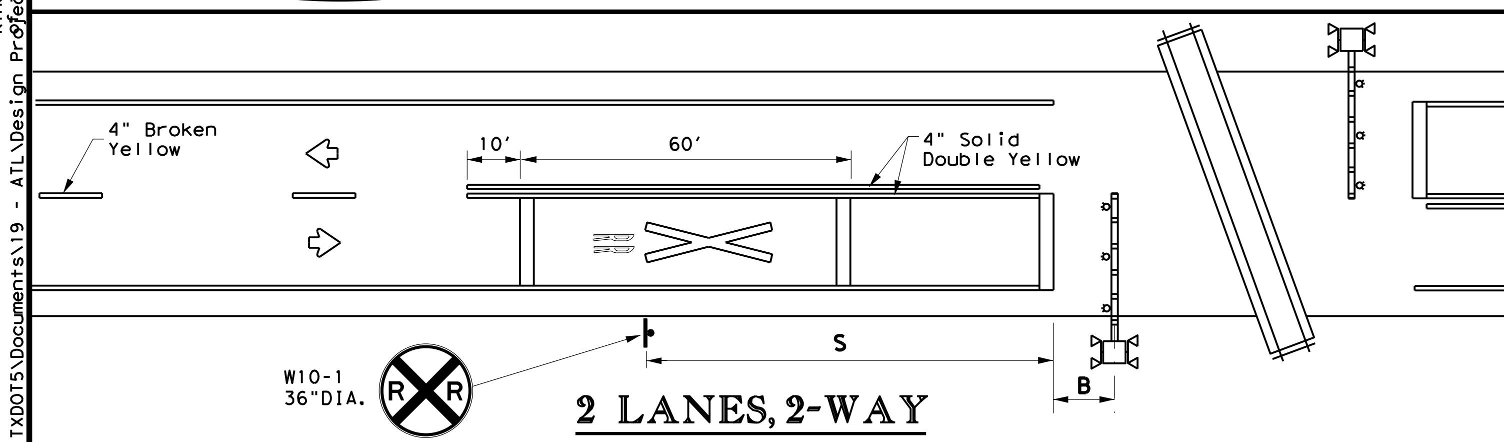
O: Width of median: 8'-6" minimum, 10' typical when using median gates. NOTE: Center of gate mast minimum 4'-3" from face of curb.

P: Center of RR mast to face of curb: 4'-3" minimum.
Center of RR mast to edge of pavement (with shoulder): 6' minimum
Center of RR mast to edge of pavement (no shoulder): 8'-3" minimum
NOTE: BNSF prefers 5'-3", 7', and 9'-3" minimums, respectively.

Q: Gate length: 28' or less typical, but railroad company may allow up to 32' under special circumstances.

R: Stop line to first RR Crossing transverse line (bike lane): 50' typical.

S: Stop line to GRADE CROSSING ADVANCE WARNING (W10-1) sign and adjacent RR Crossing pavement markings. See Table 1. See RCD(2) for other signs.



2 LANES, 2-WAY

TABLE 1

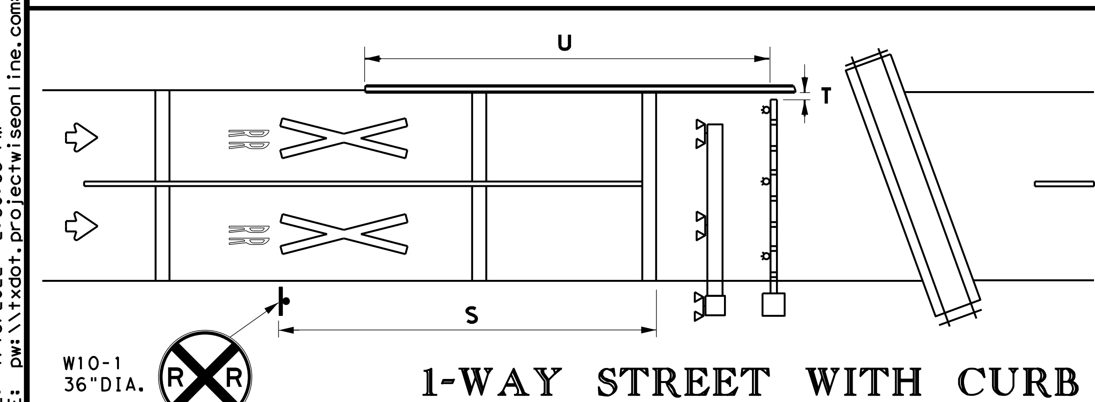
Approach Speed (mph)	Desirable Placement (feet)
20	100
25	100
30	100
35	100
40	125
45	175
50	250
55	325
60	400
65	475
70	550
75	650

LEGEND

Symbol	Meaning
(symbol)	Sign
(symbol)	Object Marker
(symbol)	Traffic Flow
(symbol)	Cantilever
(symbol)	Gate Assembly
(symbol)	Mast Flasher Pair

GENERAL NOTES

1. Medians and curbs must be non-traversable to qualify as a Quiet Zone Supplementary Safety Measure (SSM). Non-traversable curbs in Quiet Zones are 6" tall minimum and used on roadways where speed does not exceed 40 mph.
2. Raised pavement markers may be used to supplement striping. See PM(2) and PM(3) standard sheets.
3. Medians preferred whenever possible to prevent vehicles from driving around gates.
4. Longitudinal edge striping may be continued thru crossing as needed. Illumination may also be considered for nighttime visibility.
5. See SMD standard sheets for sign mounting details.
6. See the Standard Highway Sign Design for Texas (SHSD) manual for sign and pavement marking details.

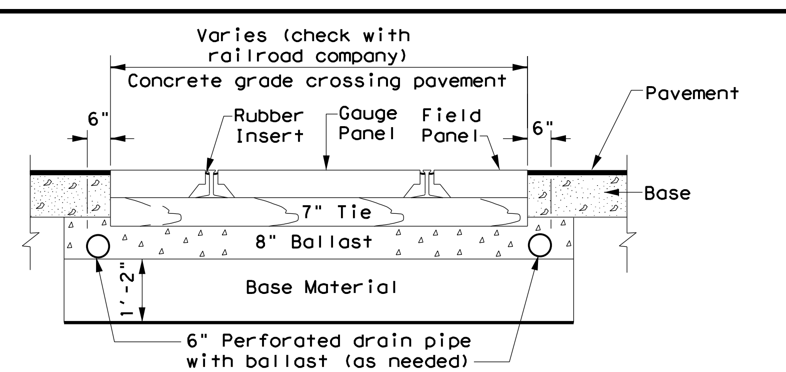


1-WAY STREET WITH CURB

NOTES

T: Tip of gate to edge of curb: 1' max for Quiet Zone SSM, 90% of traveled way covered by gates for all other locations

U: Non-traversable curb length from gate: 100' min. for a Quiet Zone SSM, 10' min for all other locations.



CROSSING SURFACE CROSS SECTION

Texas Department of Transportation

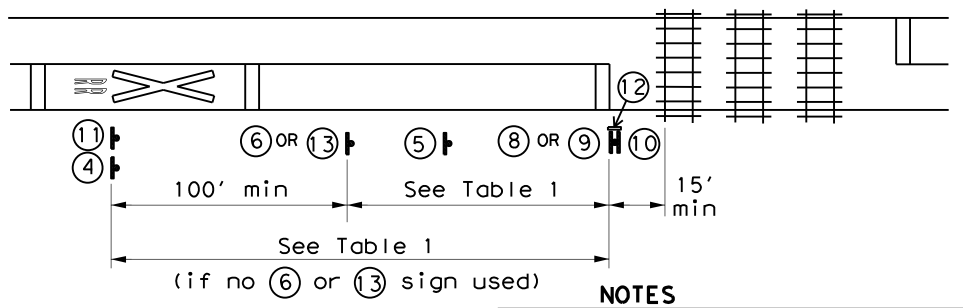
Traffic Operations Division Standard

RAILROAD CROSSING DETAILS SIGNING, STRIPING, AND DEVICE PLACEMENT RCD(1)-16

FILE: rcd1-16.dgn	DN: TxDOT	CK: TxDOT	DW: TxDOT	CK: TxDOT
©TxDOT FEBRUARY 2016	CONT	SECT	JOB	HIGHWAY
REVISIONS	0010	06	044	US 67
	DIST		COUNTY	SHEET NO.
	ATL		TITUS	50

DATE: 7/13/2022 2:50:41 PM
FILE: pw:\\txdot.projectwiseonline.com:TXDOT5\Documents\19 - ATL\Design Projects\0010-06-044 ... RCD(2)-16.dgn

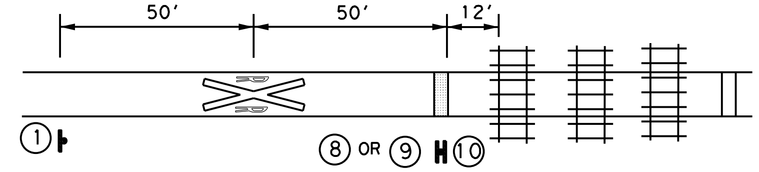
PASSIVE CROSSING



NOTES

1. Stop or yield sign may also be installed to the left of the crossbuck sign, rather than below it.
2. A 2" white retroreflective strip shall be installed on front and back of crossbuck sign post.

PATHWAY CROSSING



NOTES

1. A shared use pathway is considered a separate pathway crossing when more than 25′ from traveled way of adjacent roadway.
2. Detectable warning used at stop bar.
3. Smaller sign sizes preferred than shown to the right on this sheet.

TABLE 1

Approach Speed (mph)	Desirable Placement (feet)
20	100
25	100
30	100
35	100
40	125
45	175
50	250
55	325
60	400
65	475
70	550
75	650

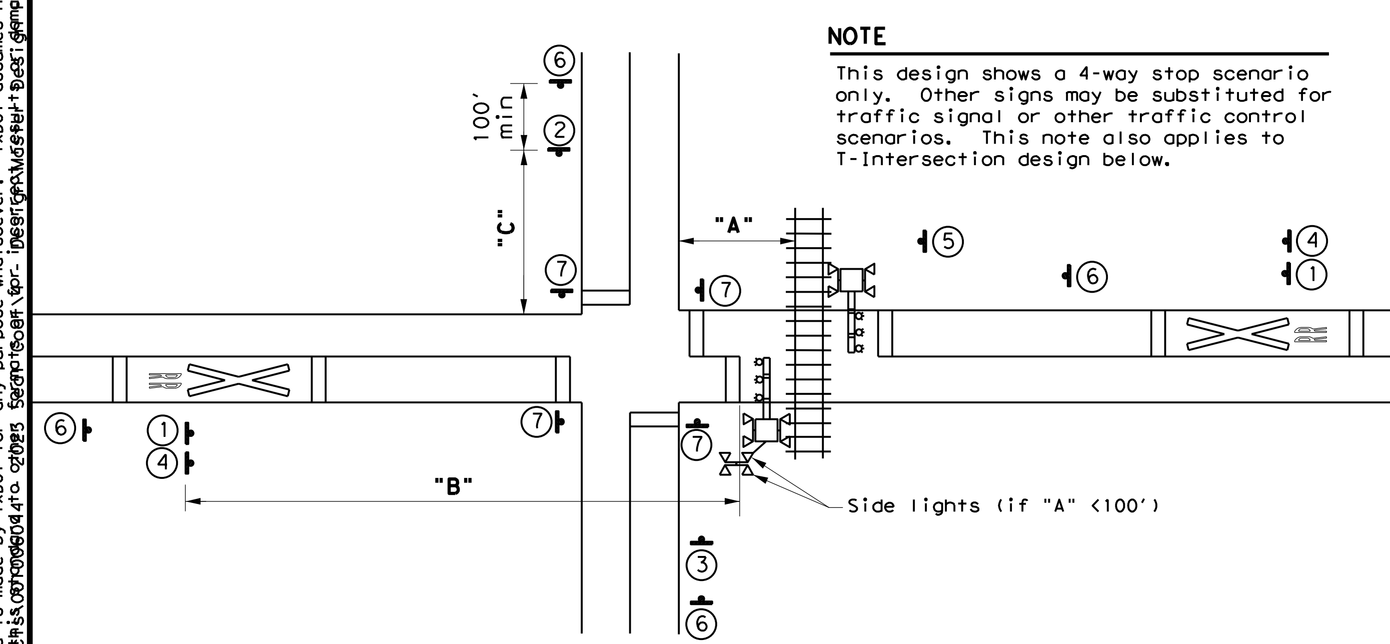
GENERAL NOTES

1. Railroad company to provide active traffic control devices, CROSSBUCK (R15-1), NUMBER OF TRACKS Plaque (R15-2P) (if more than 1 track), and EMERGENCY NOTIFICATION (I-13) signs.
2. LOW GROUND CLEARANCE (W10-5) signs may be relocated further upstream of crossing to provide advance warning of alternate route.
3. GRADE CROSSING AND INTERSECTION ADVANCE WARNING (W10-2) signs may be modified as needed to fit roadway geometry.
4. Table 1 placement distances may vary per Sect. 2C.05 of the TMUTCD.
5. See Table 1 to determine placement of STOP AHEAD (W3-1) and YIELD AHEAD (W3-2) signs unless shown otherwise.
6. DO NOT STOP ON TRACKS (R8-8) signs installed when potential for vehicles stopping on tracks is significant as determined by sealing engineer. Install so sign does not block view of RR mast.
7. See the Standard Highway Sign Design for Texas (SHSD) manual for sign and pavement marking details.

GRADE CROSSING NEAR A PARALLEL STREET

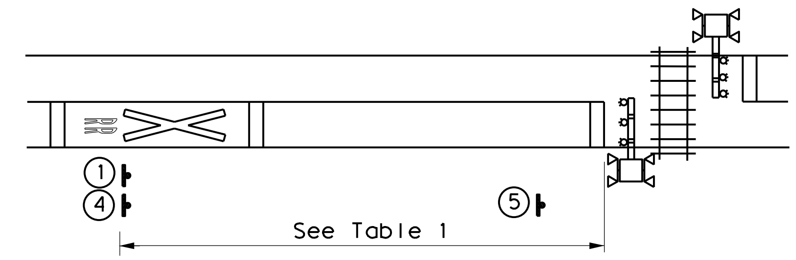
NOTE

This design shows a 4-way stop scenario only. Other signs may be substituted for traffic signal or other traffic control scenarios. This note also applies to T-Intersection design below.

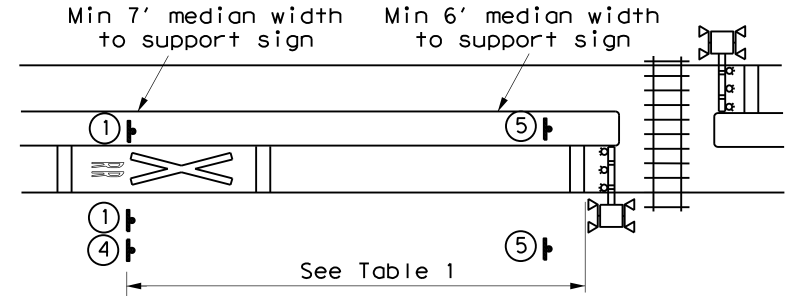


	"A" <100′	"A" ≥100′
"B"	See Table 1. Place pavement markings and signs on opposite side of intersection from rail if spacing from Table 1 would put markings within intersection.	See Table 1. Place pavement markings and signs between rail and intersection if spacing from Table 1 would put markings within intersection.
"C"	See Table 1.	GRADE CROSSING AND INTERSECTION ADVANCE WARNING (W10-2, W10-3, W10-4) signs should only be installed if W10-1 sign is not between intersection and railroad crossing. If needed, see Table 1.

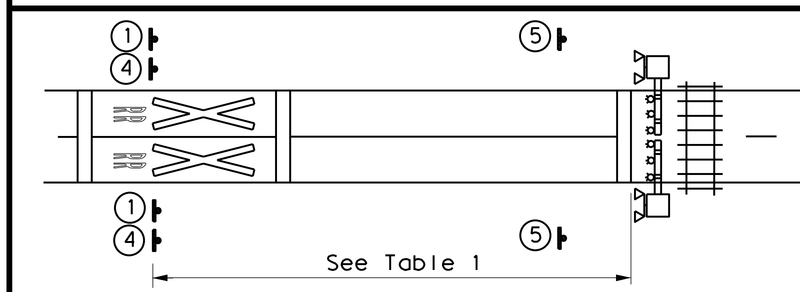
2-WAY



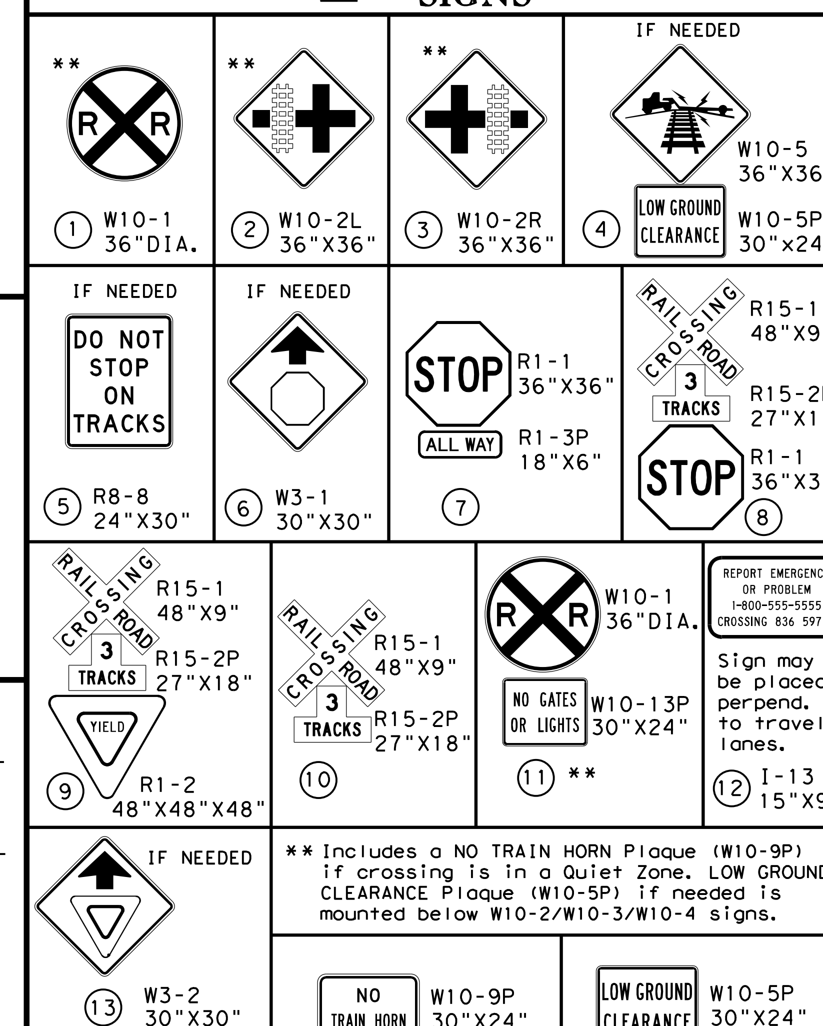
2-WAY WITH MEDIAN



1-WAY



SIGNS

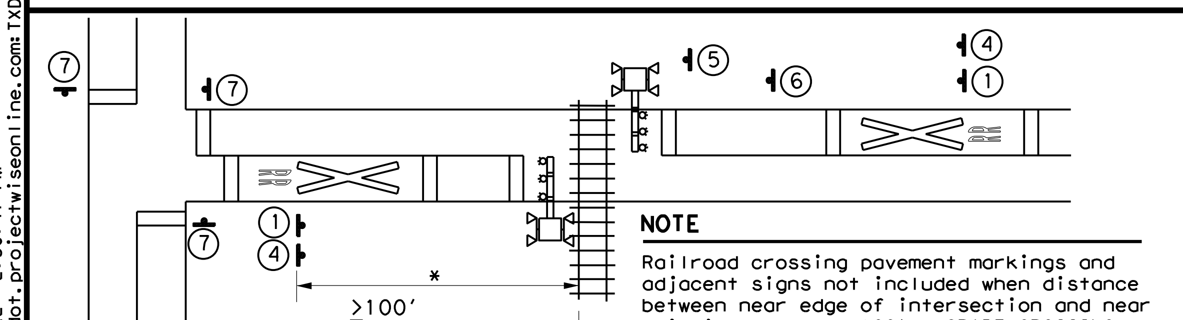


** Includes a NO TRAIN HORN Plaque (W10-9P) if crossing is in a Quiet Zone. LOW GROUND CLEARANCE Plaque (W10-5P) if needed is mounted below W10-2/W10-3/W10-4 signs.

NO TRAIN HORN W10-9P 30"X24"

LOW GROUND CLEARANCE W10-5P 30"X24"

T-INTERSECTION

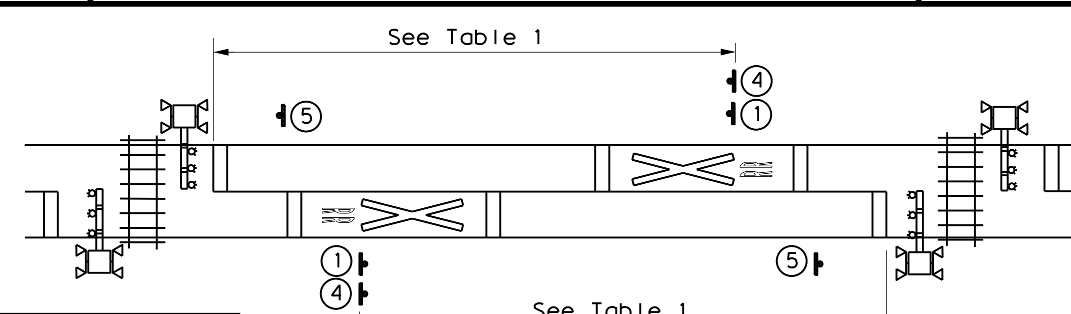


*Use Table 1 if sufficient space exists.

NOTE

Railroad crossing pavement markings and adjacent signs not included when distance between near edge of intersection and near rail is less than 100′. GRADE CROSSING AND INTERSECTION ADVANCE WARNING (W10-3) signs installed on roadway parallel with rail in this case.

2 ADJACENT CROSSINGS



NOTE

Separate active traffic control devices, railroad crossing pavement markings, and adjacent signs required when tracks are more than 100′ apart.

Texas Department of Transportation — Traffic Operations Division Standard

RAILROAD CROSSING DETAILS SIGNING & STRIPING

RCD(2)-16

FILE: rcd2-16.dgn	DN: TxDOT	CK: TxDOT	DW: TxDOT	CK: TxDOT
©TxDOT FEBRUARY 2016	CONT 0010	SECT 06	JOB 044	HIGHWAY US 67
REVISIONS	DIST ATL		COUNTY TITUS	SHEET NO. 51

SITE DESCRIPTION

PROJECT LIMITS: VARIOUS

PROJECT DESCRIPTION: SEAL COAT

MAJOR SOIL DISTURBING ACTIVITIES: NONE, THIS PROJECT IS CONSIDERED A MAINTENANCE ACTIVITY

TOTAL PROJECT AREA: 0.0 ACRES

TOTAL AREA TO BE DISTURBED: 0.0 ACRES

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

NAME OF RECEIVING WATERS: N/A

ANTICIPATED EFFECT OF STORM WATER ON THREATENED AND ENDANGERED SPECIES AND WILDLIFE HABITAT: *REFER TO EPIC SHEET*

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

STORM WATER MANAGEMENT: N/A

DETAILED SITE MAP OR LAYOUT INDICATING THE FOLLOWING: (SEE SWP3 SITE MAP OR LAYOUT) N/A

EROSION AND SEDIMENT CONTROLS

SOIL STABILIZATION PRACTICES:

- ____ PERMANENT PLANTING, SODDING, OR SEEDING
- ____ TEMPORARY SEEDING
- ____ MULCHING
- ____ SOIL RETENTION BLANKET
- ____ BUFFER ZONES
- ____ PRESERVATION OF NATURAL RESOURCES
- ____ SLOPE TEXTURING

N/A

STRUCTURAL PRACTICES:

- ____ SILT FENCES
- ____ HAY BALES
- ____ ROCK BERMS
- ____ PAVED FLUMES
- ____ CHANNEL LINERS
- ____ SEDIMENT TRAPS
- ____ FILTER DAMS
- ____ CURBS AND GUTTERS
- ____ STORM SEWERS
- ____ ROCK BEDDING AT CONSTRUCTION EXIT
- ____ TIMBER MATTING AT CONSTRUCTION EXIT
- ____ DIVERSION, INTERCEPTOR, OR PERIMETER DIKES
- ____ DIVERSION, INTERCEPTOR, OR PERIMETER SWALES
- ____ DIVERSION DIKE AND SWALE COMBINATIONS
- ____ STORM INLET SEDIMENT TRAP
- ____ VELOCITY CONTROL DEVICES
- ____ EROSION CONTROL LOGS

OTHER:

MAINTENANCE: *N/A*

INSPECTION: ITEM 506
N/A

OFFSITE VEHICLE TRACKING:
N/A

CONCRETE TRUCK WASHOUT AREAS: *N/A*

WASTE MATERIALS

HAZARDOUS WASTE (INCLUDING SPILL REPORTING): *AT A MINIMUM, ANY PRODUCTS IN THE FOLLOWING CATEGORIES ARE CONSIDERED TO BE HAZARDOUS: PAINTS, ACIDS FOR CLEANING MASONRY SURFACES, CLEANING SOLVENTS, ASPHALT PRODUCTS, CHEMICAL ADDITIVES FOR SOIL STABILIZATION, CONCRETE CURING COMPOUNDS AND ADDITIVES OR MOTOR OIL. MATERIALS SHALL BE STORED IN ACCORDANCE WITH APPLICABLE REGULATIONS. IN THE EVENT OF A SPILL WHICH MAY BE HAZARDOUS, IMMEDIATELY REPORT SPILL IN ACCORDANCE WITH STATE AND LOCAL REGULATIONS.*

WASTE MATERIALS: *THE BURYING OF CONSTRUCTION WASTE MATERIAL ON SITE WILL NOT BE PERMITTED. DISPOSAL OF WASTE MATERIALS SHALL MEET ALL STATE AND LOCAL SOLID WASTE MANAGMENT REGULATIONS. WASTE MATERIALS STORED ON SITE SHALL BE COLLECTED IN A METAL DUMPSTER WITH A LOCKING, SECURE COVER AND A DRAIN PLUG IN PLACE.*

SANITARY WASTE: *ALL SANITARY WASTE WILL BE DISPOSED OF IN ACCORDANCE WITH ALL STATE AND LOCAL REGULATIONS. SPECIFIC LOCATIONS OF PORTABLE UNITS MUST BE SHOWN ON THE SWP3 SITE MAP OR LAYOUT.*

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.*
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 PRACTICAL 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.

NOTES: *THE CONTRACTOR IS RESPONSIBLE FOR ENSURING THAT ALL SUBCONTRACTORS ARE AWARE OF AND COMPLY WITH ALL COMPONENTS OF THE SWP3.*

STATE OF TEXAS
GLENN R. YOWELL
92077
LICENSED
PROFESSIONAL ENGINEER

Glenn R. Yowell, P.E.
7-28-22

Texas Department of Transportation

TxDOT STORM WATER POLLUTION PREVENTION PLAN

SWP3

FILE: swp3less1acre.dgn	DN: TxDOT	CK: TxDOT	DW: TxDOT	CK: TxDOT	
Revisions	CONT	SECT	JOB	HIGHWAY	
May 2017	0010	06	044	US 67	
	DIST	COUNTY		SHEET NO.	
	ATL	TITUS		52	

DATE: 7/13/2022
FILE: pw:\\txdot.projectwiseonline.com:TXDOT5\Documents\19 - ATL\Design Projects\0010060044 - 2023 Seal Coat\4 - Design\Master Design Files\01 PLANSHEETS\053 EPIC.dgn

I. STORMWATER POLLUTION PREVENTION-CLEAN WATER ACT SECTION 402

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

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

1. N/A

☐ No Action Required ☒ Required Action

Action No.

1. This project is considered a maintenance activity and is exempt from the requirements of TPDES TX 150000.

Commitment No.

1. Refer to the SWP# Plan Sheet, BMPs, and Detail. It will address sweeping, chemical storage, sanitary waste, and all other management practices.

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

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

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

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

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

1.

2.

3.

4.

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

Best Management Practices:

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

III. CULTURAL RESOURCES

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

☒ No Action Required ☐ Required Action

Action No.

1.

2.

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.

2.

3.

VII. OTHER ENVIRONMENTAL ISSUES

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

☒ No Action Required ☐ Required Action

Action No.

1.

2.

3.

Texas Department of Transportation — Design Division Standard

ENVIRONMENTAL PERMITS, ISSUES AND COMMITMENTS

EPIC

FILE: epic.dgn	DN: TxDOT	CK: RG	DW: VP	CK: AR
©TxDOT: February 2015	CONT	SECT	JOB	HIGHWAY
REVISIONS 12-12-2011 (DS)	0010	06	044	US 67
05-07-14 ADDED NOTE SECTION IV.	DIST	COUNTY		SHEET NO.
01-23-2015 SECTION I (CHANGED ITEM 1122 TO ITEM 506, ADDED GRASSY SWALES.	ATL	TITUS		53