FEDERAL AID PROJECT NO.			
F 2023 (785), ETC.			
CONT	SECT	JOB	HIGHWAY
0089	11	007,ETC.	SL 521,ETC.
DIST	COUNTY		SHEET NO.
YKM	JACKSON		1

STATE OF TEXAS
DEPARTMENT OF TRANSPORTATION

PLANS OF PROPOSED
STATE HIGHWAY IMPROVEMENT

FEDERAL AID PROJECT NO. F 2023(785), ETC.

FOR THE CONSTRUCTION OF CURB RAMPS AND SIDEWALK IMPROVEMENTS

CONSISTING OF CONSTRUCTION OF CURB RAMPS, SIDEWALKS AND MISCELLANEOUS PEDESTRIAN ELEMENTS

INDEX OF SHEETS

SHEET NO.	DESCRIPTION
	(SEE SHEET 2 FOR INDEX OF SHEETS)

REGISTERED ACCESSIBILITY SPECIALIST INSPECTION REQUIED - YES

TDLR NO. TABS2023012651

FINAL PLANS

LETTING DATE: _____

DATE CONTRACTOR BEGAN WORK: _____

DATE WORK WAS COMPLETED & ACCEPTED: _____

FINAL CONTRACT COST: $

CONTRACTOR: _____

LIST OF APPROVED FIELD CHANGES:

SL 521 (CSJ: 0089-11-007)

LIMITS: FROM 0.067 MI EAST OF SH 111 TO 0.091 MI EAST OF FM 1822

SH 111 (CSJ: 0346-07-042)

LIMITS: FROM SL 521 TO US 59

FM 1822 (CSJ: 1945-01-024)

LIMITS: DUGGER ST. TO 0.68 MI SOUTH OF SL 521

SL 522 (CSJ: 0089-12-006)

LIMITS: FROM FM 710 TO 5TH ST. (SOUTH SIDE OF ROAD)

FM 710 (CSJ: 0420-09-025)

LIMITS: FROM SL 522 TO US 59

FM 172 (CSJ: 0420-01-048)

LIMITS: FROM BUECHMAN RD. TO W HEARD ST.

BEGIN PROJECT
SH 111 - STA 1+50.00
CONT 0346-07-042
RM 558 +0.879 MI

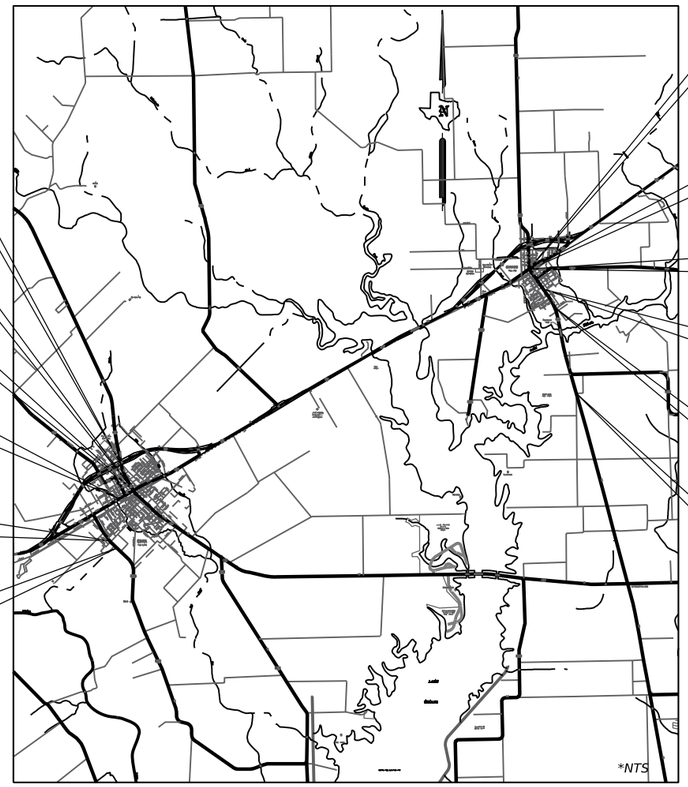
END PROJECT
SH 111 - STA 31+50.00
CONT 0346-07-042
RM 558 +0.311 MI

BEGIN PROJECT
SL 521 - STA 731+00.00
CONT 0089-11-007
RM 604 +1.615 MI

END PROJECT
SL 521 - STA 779+50.00
CONT 0089-11-007
RM 606 +0.534 MI

BEGIN PROJECT
FM 1822 - STA 21+75.00
CONT 1945-01-024
RM 526 +0.403 MI

END PROJECT
FM 1822 - STA 35+50.00
CONT 1945-01-024
RM 526 +0.663 MI



*NTS

BEGIN PROJECT
SL 522 - STA 260+00.00
CONT 0089-12-006
RM 522 +1.078 MI

END PROJECT
SL 522 - STA 267+50.00
CONT 0089-12-006
RM 522 +1.220 MI

BEGIN PROJECT
FM 710 - STA 0+00.00
CONT 0420-09-025
RM 524 +1.773 MI

END PROJECT
FM 710 - STA 22+00.00
CONT 0420-09-025
RM 524 +1.356 MI

BEGIN PROJECT
FM 172 - STA 1223+00.00
CONT 0420-01-048
RM 522 +0.700 MI

END PROJECT
FM 172 - STA 1237+00
CONT 0420-01-048
RM 522 +0.435 MI

SL 521 (CSJ: 0089-11-007) - F 2023(785)

TYPE OF WORK: CURB RAMP AND SIDEWALK IMPROVEMENTS
HWY FUNCTION: N/A
DESIGN SPEED: N/A
ADT: N/A

TOTAL LENGTH = PART 1: 0.25 MI
PART 2: 0.336 MI (NORTH SIDE OF ROAD ONLY)

SH 111 (CSJ: 0346-07-042) - F 2023(785)

TYPE OF WORK: CURB RAMP AND SIDEWALK IMPROVEMENTS
HWY FUNCTION: N/A
DESIGN SPEED: N/A
ADT: N/A

TOTAL LENGTH = 0.655 MI

FM 1822 (CSJ: 1945-01-024) - F 2023(785)

TYPE OF WORK: CURB RAMP AND SIDEWALK IMPROVEMENTS
HWY FUNCTION: N/A
DESIGN SPEED: N/A
ADT: N/A

TOTAL LENGTH = 0.254 MI (EAST SIDE OF ROAD, ONLY)

SL 522 (CSJ: 0089-12-006) - F 2023(786)

TYPE OF WORK: CURB RAMP AND SIDEWALK IMPROVEMENTS
HWY FUNCTION: N/A
DESIGN SPEED: N/A
ADT: N/A

TOTAL LENGTH = 0.130 MI (SOUTH SIDE OF ROAD, ONLY)

FM 710 (CSJ: 0420-09-025) - F 2023(786)

TYPE OF WORK: CURB RAMP AND SIDEWALK IMPROVEMENTS
HWY FUNCTION: N/A
DESIGN SPEED: N/A
ADT: N/A

TOTAL LENGTH = 0.417 MI

FM 172 (CSJ: 0402-01-048) - F 2023(786)

TYPE OF WORK: CURB RAMP AND SIDEWALK IMPROVEMENTS
HWY FUNCTION: N/A
DESIGN SPEED: N/A
ADT: N/A

TOTAL LENGTH = 0.264 MI

STATE OF TEXAS
ERIN N. GONZALES
102407
LICENSED
PROFESSIONAL ENGINEER

Erin N. Gonzales

2/28/2023

JACKSON COUNTY
YOAKUM DISTRICT

EQUATIONS - NONE
EXCEPTIONS - NONE
RAILROAD GRADE CROSSINGS - NONE

THIS IS TO CERTIFY THAT THE CONSTRUCTION WORK WAS PERFORMED IN ACCORDANCE WITH THE PLAN, CONTRACT, AND LISTED FIELD CHANGES.

P.E.

AREA ENGINEER *DATE*

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)

© 2023
Texas Department of Transportation

RECOMMENDED FOR LETTING: 2/28/2023
DocuSigned by: Jeffery Vinklarek, PE
C5D97217...
DISTRICT DIRECTOR OF TRANSPORTATION PLANNING AND DEVELOPMENT

SUBMITTED FOR LETTING: 2/28/2023
Erin N. Gonzales
PROJECT MANAGER

APPROVED FOR LETTING: 2/28/2023
DocuSigned by: Martin C. Horst, PE
894AD332139E48D...
DISTRICT ENGINEER

DATE: 2/28/2023 9:49:05 AM
FILE: G:\TXC\Projects\TxDOT\5832-13 YKM Sidewalks Jackson Co ORD\03_CADD\01 Shts\00-GENYKM13_TITLE.dgn

INDEX OF SHEETS

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

P.E. _____ DATE 2/28/2023

STATE OF TEXAS
ROBERTO R. GARCIA
96586
LICENSED PROFESSIONAL ENGINEER

2/28/2023

BGE, Inc.
1701 Directors Blvd., Suite 1000, Austin, TX 78744
Tel: 512-879-0400 • www.bgeinc.com
TBPE Registration No. F-1046

Texas Department of Transportation

JACKSON CO SIDEWALKS

INDEX OF SHEETS

SHEET 1 OF 1

CONT	SECT	JOB	HIGHWAY
0089	11	007,ETC.	SL 521,ETC.
DIST	COUNTY		SHEET NO.
YKM	JACKSON		2

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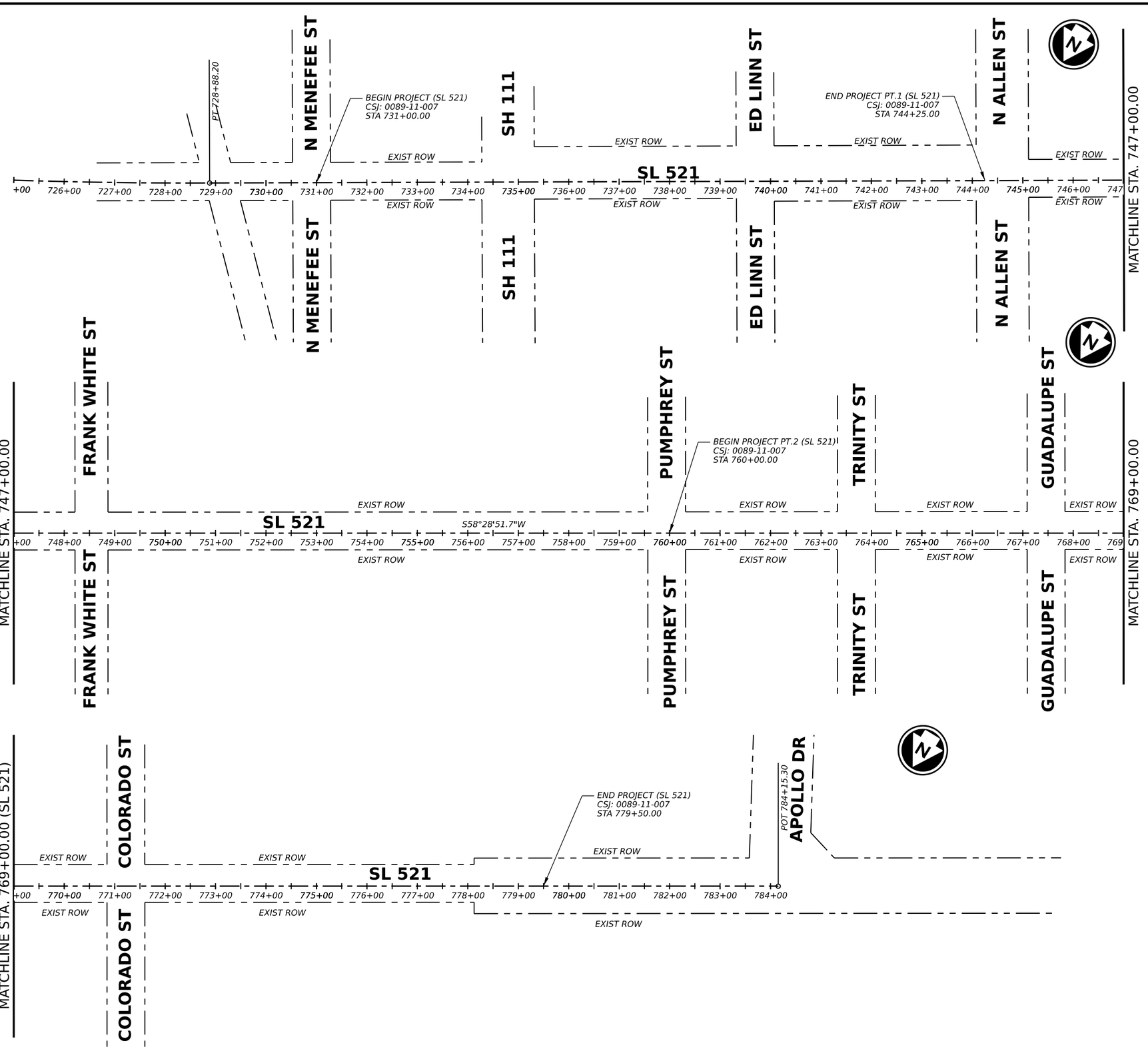

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SCALE: 1" = 200'

STATE OF TEXAS
ROBERTO R. GARCIA
96586
LICENSED
PROFESSIONAL ENGINEER

2/28/2023

BGE, Inc.
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Tel: 512-879-0400 • www.bgeinc.com
TBPE Registration No. F-1046

Texas Department of Transportation

JACKSON CO SIDEWALKS

PROJECT LAYOUT
SL 521
CSJ: 0089-11-007

SHEET 1 OF 6

CONT	SECT	JOB	HIGHWAY
0089	11	007,ETC.	SL 521,ETC.
DIST	COUNTY		SHEET NO.
YKM	JACKSON		3

DATE: 2/28/2023 9:49:37 AM
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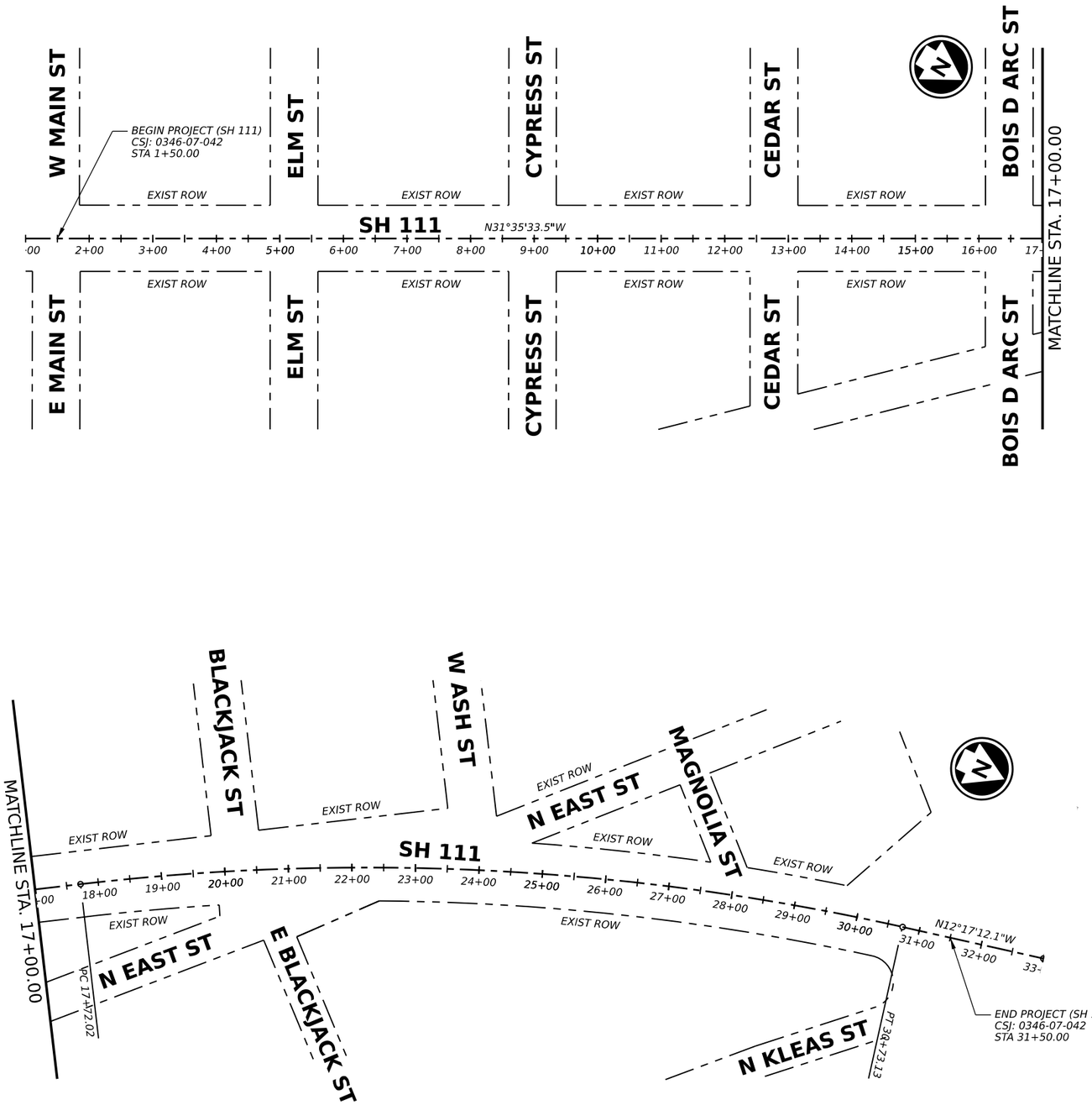

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SCALE: 1" = 200'

STATE OF TEXAS
ROBERTO R. GARCIA
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PROFESSIONAL ENGINEER
LICENSED

2/28/2023

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Texas Department of Transportation

JACKSON CO SIDEWALKS

PROJECT LAYOUT
SH 111
CSJ: 0346-07-042

SHEET 2 OF 6

CONT	SECT	JOB	HIGHWAY
0089	11	007,ETC.	SL 521,ETC.
DIST	COUNTY		SHEET NO.
YKM	JACKSON		4

DATE: 2/28/2023 9:49:49 AM
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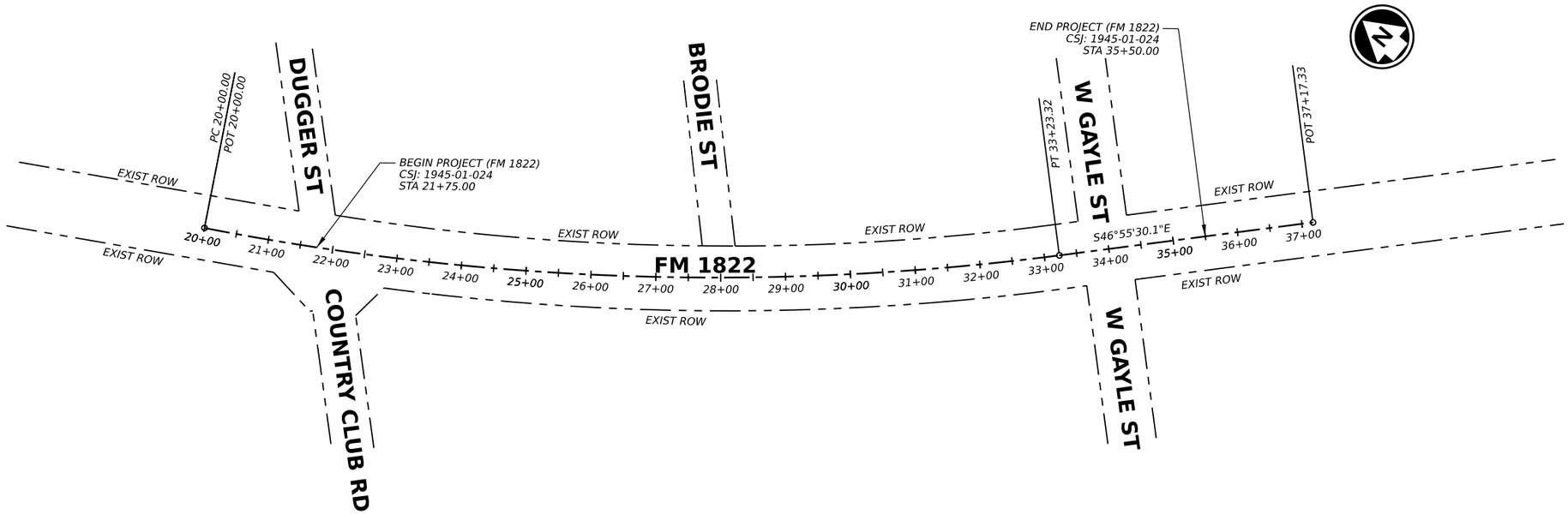

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SCALE: 1" = 200'

STATE OF TEXAS
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Texas Department of Transportation

JACKSON CO SIDEWALKS

PROJECT LAYOUT
FM 1822
CSJ: 1945-01-024

SHEET 3 OF 6

CONT	SECT	JOB	HIGHWAY
0089	11	007,ETC.	SL 521,ETC.
DIST	COUNTY		SHEET NO.
YKM	JACKSON		5

DATE: 2/28/2023 9:49:55 AM
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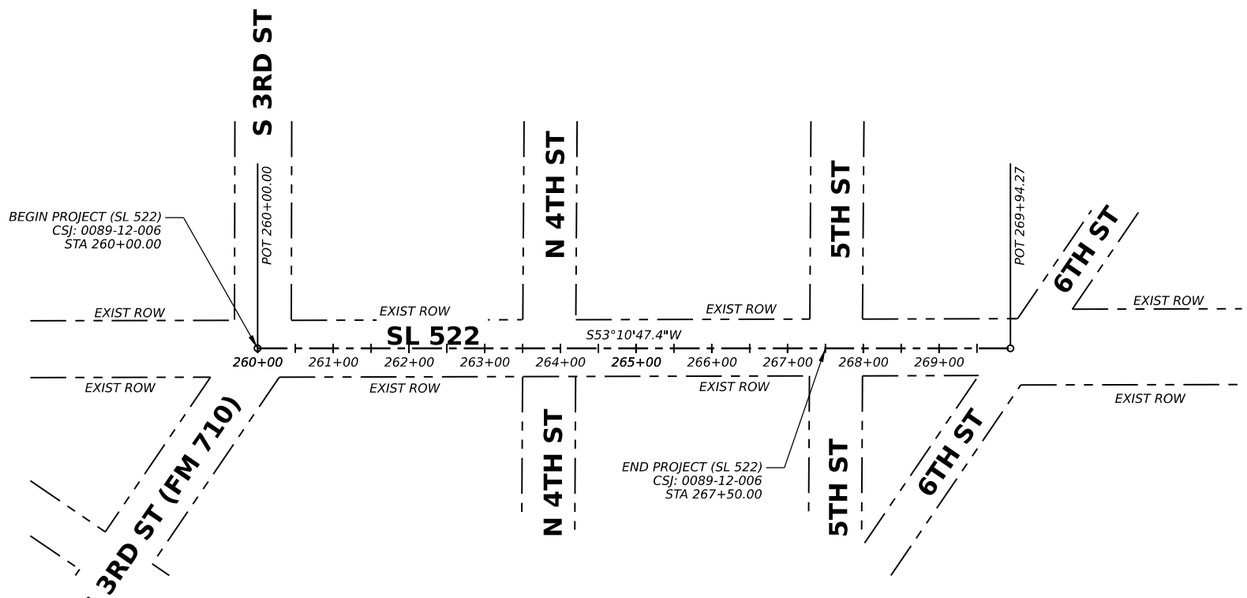

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SCALE: 1" = 200'

STATE OF TEXAS
ROBERTO R. GARCIA
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TBPE Registration No. F-1046

Texas Department of Transportation

JACKSON CO SIDEWALKS

PROJECT LAYOUT
SL 522
CSJ: 0089-12-006

SHEET 4 OF 6

CONT	SECT	JOB	HIGHWAY
0089	11	007,ETC.	SL 521,ETC.
DIST	COUNTY		SHEET NO.
YKM	JACKSON		6

DATE: 2/28/2023 9:49:57 AM
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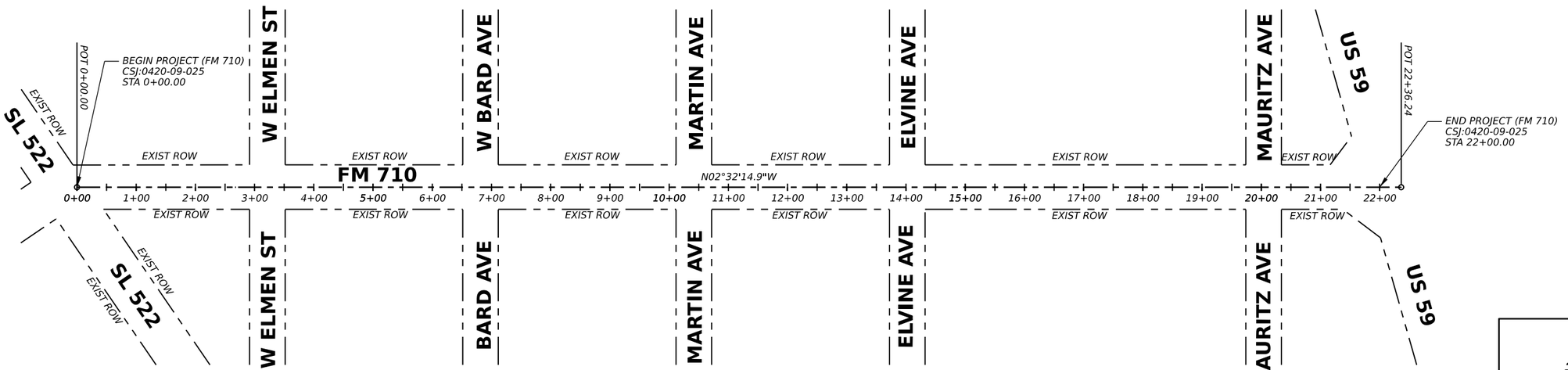

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SCALE: 1" = 200'

STATE OF TEXAS
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2/28/2023

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TBPE Registration No. F-1046

Texas Department of Transportation

JACKSON CO SIDEWALKS

PROJECT LAYOUT
FM 710
CSJ: 0420-09-025

SHEET 5 OF 6

CONT	SECT	JOB	HIGHWAY
0089	11	007,ETC.	SL 521,ETC.
DIST	COUNTY		SHEET NO.
YKM	JACKSON		7

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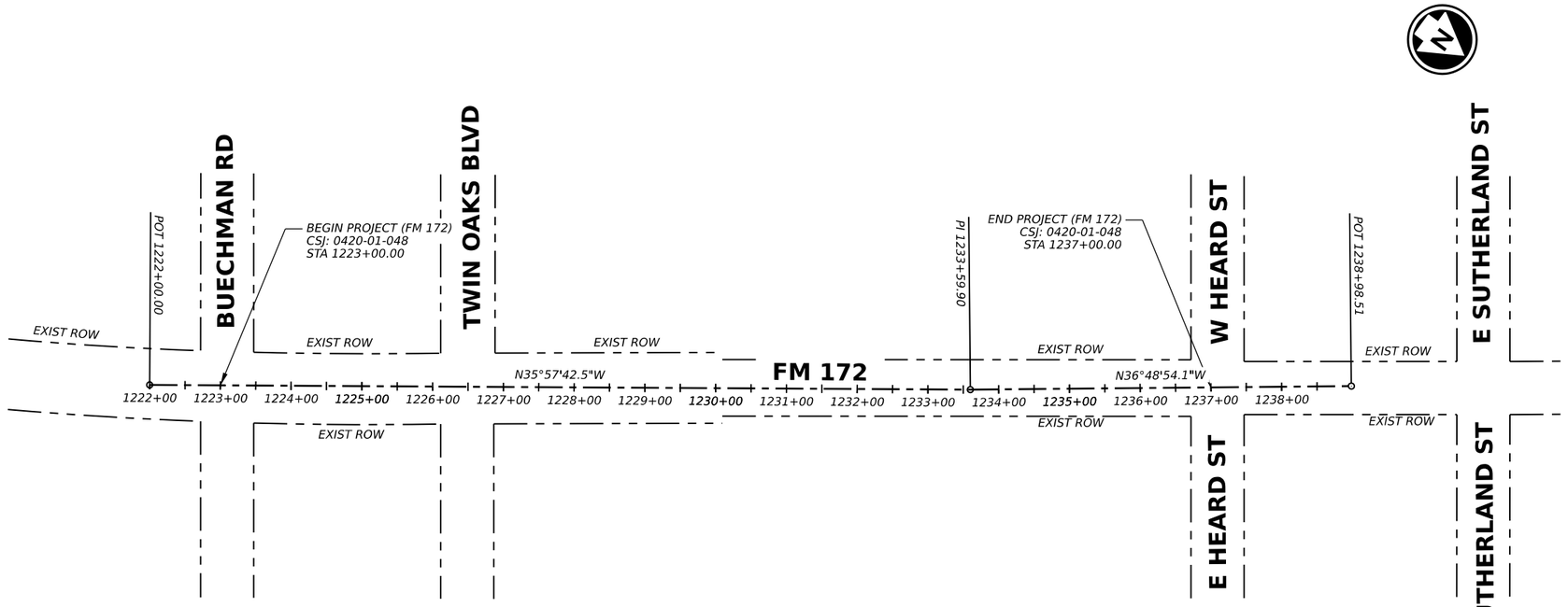

0 100 200

SCALE: 1" = 200'

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Texas Department of Transportation

JACKSON CO SIDEWALKS

PROJECT LAYOUT
FM 172
CSJ: 0420-01-048

SHEET 6 OF 6

CONT	SECT	JOB	HIGHWAY
0089	11	007,ETC.	SL 521,ETC.
DIST	COUNTY		SHEET NO.
YKM	JACKSON		8

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Project Number: **Sheet:**

County: Jackson **Control: 0089-11-007, etc.**

Highway: SL 521, etc.

GENERAL:

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

Clayton Harris Clayton.Harris@txdot.gov
James Janak James.Janak@txdot.gov

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

Questions may be submitted via the Letting Pre-Bid Q&A web page. This webpage can be accessed from the Notice to Contractors dashboard located at the following Address: https://tableau.txdot.gov/views/ProjectInformationDashboard/NoticetoContractors

All contractor questions will be reviewed by the Engineer. All questions and any corresponding responses that are generated will be posted through the same Letting Pre-Bid Q&A web page.

The Letting Pre-Bid Q&A web page for each project can be accessed by using the dashboard to navigate to the project you are interested in by scrolling or filtering the dashboard using the controls on the left. Hover over the blue hyperlink for the project you want to view the Q&A for and click on the link in the window that pops up.

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.

PROTECTION NOTES FOR THE REMOVAL OF EXISTING PAVEMENT, CURB, OR SIDEWALK AND CONSTRUCTION OF NEW PAVEMENT, CURB, OR SIDEWALK ADJACENT TO HISTORIC BUILDINGS, MATERIALS, FENCE AND RETAINING WALLS:

In Edna, Texas:
- SL 521 (CSJ:0089-11-007)
- SH 111 (CSJ:0346-07-042)
- FM 1822 (CSJ:1945-01-024)

In Ganado, Texas:
- SL 522 (CSJ:0089-12-006)
- FM 710 (CSJ:0420-09-025)
- FM 172 (CSJ:0420-01-048)

Project Number: **Sheet:**

County: Jackson **Control: 0089-11-007, etc.**

Highway: SL 521, etc.

Where proposed work is in proximity to historic buildings or other structures (walls, retaining walls, fences, stone markers), planting beds, and vegetation/groundcover, follow the procedures listed below for demolition and construction.

Contractor shall notify the Chair of the Jackson County Historical Commission <fp.condron@sbcglobal.net> two weeks before beginning work.

Contractor must saw cut existing sidewalk no closer than 12 inches away from the historic buildings at:
- 102 E Main St., Edna, Texas / Station 734
- 106 E. Main St., Edna, Texas / Station 733+50
- 108 E. Main St., Edna, Texas / Station 733
- 208 W. Main St., Edna, Texas / Station 742+25
- 118 W Main St., Edna, Texas / Station 737+60
- 126 W Main St., Edna, Texas / Station 738+50

- Contractor shall construct new sidewalk next to the saw cut edge with installation of expansion joint in between. If existing sidewalk is to be removed entirely, the remaining 8 to 12 inches next to the historic structure must be removed by hand. Expansion joint must be placed between historic structure and new sidewalk.
- Contractor shall prevent splashback of concrete onto historic resource.
- Contractor shall repair or replace in kind, at own expense, any historic materials damaged in the course of executing the work. Contractor shall locate replacement source for historic materials damaged in the course of the work. TxDOT-Environmental Affairs Division shall be informed of proposed repairs to facilitate consultation with Texas Historical Commission prior to execution of repair work.
- The ramps at the Edna Theater (201 W. Main St.) and the Jackson County Courthouse (115 W. Main St.) are outside the work area. No work shall be done at these locations without prior consultation with the Texas Historical Commission and TxDOT's Historical Studies Branch.
- These notes will be reviewed with the contractor at the pre-construction meeting.

The Contractor's attention is directed to the fact that several companies have existing underground gas/oil facilities located within or near the project limits. Excavation and/or construction is prohibited without prior notification to these companies.

STATE OF TEXAS
ROBERTO R. GARCIA
96586
LICENSED PROFESSIONAL ENGINEER

2/28/2023

BGE, Inc.
1701 Directors Blvd., Suite 1000, Austin, TX 78744
Tel: 512-879-0400 • www.bgeinc.com
TBPE Registration No. F-1046

Texas Department of Transportation

JACKSON CO SIDEWALKS

GENERAL NOTES

SHEET 1 OF 5

CONT	SECT	JOB	HIGHWAY
0089	11	007,ETC.	SL 521,ETC.
DIST	COUNTY		SHEET NO.
YKM	JACKSON		9

DATE: 2/28/2023 9:50:06 AM
FILE: G:\TXC\Projects\TxDOT\5832-13 YKM_Sidewalks_Jackson_Co_ORD\03_CADD\01_Shts\00-GENIYKM13_GN_01.dgn

Remove and replace right-of-way fences at particular work sites, where necessary, at contractor's entire expense except as shown on plans. Replace fences in a condition comparable to that at removal.

In the removal of the surface and base material on the existing pavement, exercise extreme care in providing a smooth and uniform edge adjacent to the existing travelway pavement which is to remain in place.

Individual structures will be extended on one side at a time through completion before construction work is begun on the opposite side unless otherwise directed.

Existing manholes, water valves, water meters, etc., as shown in the plans, are to be removed, adjusted or relocated if necessary by others.

Do not work on the roadway before sunrise or after sunset unless otherwise approved.

Leave all traffic lanes open to traffic during non-working hours unless otherwise approved.

Furnish a certified copy of the legal gross weight of each vehicle hauling materials by weight and certified measurements for all trucks hauling material by volume.

The contractor's attention is directed to the fact that there are certain trees within the right-of-way that are designated for preservation. Protect these trees from abuse, marring or damage during construction operations. Continual parking and/or servicing of equipment under the branches of trees designated for preservation will not be permitted.

All driveway openings will be as directed and will conform with the regulations of the City of Edna and the City of Ganado.

Leave all intersecting roadways, side streets, and entrances open during construction unless otherwise approved. Should there be a request to restrict access for such reasons as parallel culvert replacement, reconstruction, etc., approval will be required 48 hours in advance and the contractor will be required to coordinate satisfactorily with any affected property owners.

Place the sodding/seeding after completion of flex base and prior to beginning next phase unless otherwise directed.

Unless otherwise approved, maintain a minimum safety clearance from the edge of the travelway for material stockpiled in proximity of traffic lanes based on the current average traffic count of the particular highway as follows:

0 - 1500 = 16 feet
Over 1500 = 30 feet

Project Number: **Sheet:**

County: Jackson **Control: 0089-11-007, etc.**

Highway: SL 521, etc.

In the event the above requirements cannot be met, make arrangements to stockpile material off the right of way.

Provide temporary pipe drains or culverts and take such other measures as directed to provide for continued drainage from all abutting property, the right of way and the roadway during construction operations. Labor and materials involved in this work will not be paid for directly, but will be considered subsidiary to the various bid items of the contract.

The Department will provide the cylinder testing machine for this project. Deliver the test specimens to the engineer's curing facilities as directed.

Do not clean out concrete trucks within the right of way.

ITEM 5: CONTROL OF THE WORK

All known utilities are identified in the plans. Use this information and identify potential issues with power poles and power lines prior to bidding. Make necessary arrangements with utility owners regarding temporary protections such as bracing power poles, and de-energizing power lines. The Department will not reimburse the cost of such temporary protections to the Contractor, unless the Engineer determines that inadequate information was available at the time the project was bid.

Verify all utilities in the field. Contact the Texas Excavation Safety System (TESS) of DIG TESS or the area utility companies for exact locations at least 48 hours prior to any work that might affect present utilities.

For TxDOT Utilities, contact the Yoakum District Traffic Shop at 361-293-4300 for location marking.

ITEM 6: CONTROL OF MATERIALS

To comply with the latest provisions of Build America, Buy America Act (BABA Act) of the Bipartisan Infrastructure Law, the contractor must submit a notarized original of the TxDOT Construction Material Buy America Certification Form for all items classified as construction materials. This form is not required for materials classified as a manufactured product.

Refer to the Buy America Material Classification Sheet for clarification on material categorization.

The Buy America Material Classification Sheet is located at the below link.

https://www.txdot.gov/business/resources/materials/buy-america-material-classification-sheet.html for clarification on material categorization.

STATE OF TEXAS
ROBERTO R. GARCIA
96586
LICENSED PROFESSIONAL ENGINEER

2/28/2023

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Tel: 512-879-0400 • www.bgeinc.com
TBPE Registration No. F-1046

Texas Department of Transportation

JACKSON CO SIDEWALKS

GENERAL NOTES

SHEET 2 OF 5

CONT	SECT	JOB	HIGHWAY
0089	11	007,ETC.	SL 521,ETC.
DIST	COUNTY		SHEET NO.
YKM	JACKSON		9A

DATE: 2/28/2023 9:50:10 AM
FILE: G:\TXC\Projects\TxDOT\5832-13 YKM_Sidewalks_Jackson_Co_ORD\03_CADD\01_Shts\00-GEN\YKM13_GN_02.dgn

ITEM 7: LEGAL RELATIONS AND RESPONSIBILITIES

The Department has determined that a USACE Nationwide or Individual Permit is not necessary for the project since all work shall be conducted outside the USACE jurisdictional areas. Any impacts to these jurisdictional areas by the Contractor without a USACE permit will be the responsibility of the Contractor. If the Contractor deems it necessary to impact the USACE jurisdictional areas, then it becomes the Contractor's entire responsibility to consult with the USACE pertaining to the need for a Nationwide or Individual Permit. TXDOT will then hold the Contractor responsible for following all conditions of the approved permit.

No significant traffic generator events identified.

If the contractor proposes work beyond the TxDOT obtained permit limitations, the contractor is responsible for additional costs, delays, and obtaining new or revised permits prior to construction.

ITEM 8: PROSECUTION AND PROGRESS

Provide progress schedule as a Bar Chart.

ITEM 100: PREPARING RIGHT-OF-WAY

Dispose of trees from the right-of-way within 24 hours of removal.

Treat cuts on trees designated for preservation in accordance with Item 100, "Preparing Right of Way".

ITEM 132: EMBANKMENT

Furnish Type C embankment consisting of suitable earth material such as loam, clay or other such material that will form a stable embankment and has a plasticity index of at least 15 but not more than 40. Requirements may vary for material excavated under Item 110, "Excavation" as directed.

ITEM 162: SODDING FOR EROSION CONTROL

Use St. Augustine grass for this item.

ITEM 334: HOT MIX COLD LAID ASPHALT CONCRETE PAVEMENT

Use HMCL asphalt concrete pavement for backfill to transition and/or level-up parking areas or roadway. This item will be considered subsidiary to the various bid items of the project.

Project Number: **Sheet:**

County: Jackson **Control: 0089-11-007, etc.**

Highway: SL 521, etc.

ITEM 427: SURFACE FINISHES FOR CONCRETE

Provide Surface Area II, railing, and culvert headwalls and wingwalls with a Slurry Coat Finish per 427.4.3.2 for cast-in-place concrete surfaces.

ITEM 432: RIPRAP

Place 1/2 inch expansion joint material between the two concrete areas or structures where riprap is placed against other concrete such as concrete pavement and structures unless otherwise shown on the plans or as directed. This work will not be paid for directly but will be subsidiary to the pertinent items.

Unless otherwise shown on the plans or directed, riprap will be 5" deep and reinforced; reinforced toewalls 6" wide and 12" deep will be placed around the perimeter of each location.

ITEMS 464 & 467: REINFORCED CONCRETE PIPE & SAFETY END TREATMENT

If required, concrete collars, as approved, will be used at pipe joints. Collars will be reinforced as directed. No direct compensation will be made for concrete collars and they will be subsidiary to the pertinent items.

ITEM 467: SAFETY END TREATMENT

Precast safety end treatment sections will not be allowed.

Provide reinforced concrete riprap for all pipe safety end treatments. Round corners on safety end treatment riprap to a minimum 12 inch radius as directed. The riprap will not be paid for directly but will be subsidiary to Item 467.

Provide and use a form along the cut end of the pipe when placing the adjacent reinforced concrete riprap for pipe safety end treatment sections.

Riprap cross slope above the working point may need to be flatter than 6:1 slope to improve driveway tie-in as directed by the engineer.

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

STATE OF TEXAS
ROBERTO R. GARCIA
96586
PROFESSIONAL ENGINEER
2/28/2023

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TBPE Registration No. F-1046

Texas Department of Transportation

JACKSON CO SIDEWALKS

GENERAL NOTES

SHEET 3 OF 5

CONT	SECT	JOB	HIGHWAY
0089	11	007,ETC.	SL 521,ETC.
DIST	COUNTY		SHEET NO.
YKM	JACKSON		9B

DATE: 2/28/2023 9:50:11 AM
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Engineer may choose to use existing bid items if it does not slow the implementation of enhancement.
Use WZ(RS)-22 in conjunction with TCP(2-2) & TCP(2-4).

Use TCP(2-2b) for one-lane, two-way traffic control.

When using TCP(2-2b), a pilot car is required to lead traffic through the work space with or without channelizing devices on the center line unless otherwise approved.

When using TCP(2-2b), arrow boards, displaying the caution mode, may be used to enhance the flagger stations. If used, place the arrow board in advance of the flagger station a distance of ½X, the sign spacing distance shown on BC(2). Use arrow boards as shown on BC(7).

When using TCP(2-2b), the temporary 24" stop line and the CW16-2P plaques may be omitted.

When using TCP(2-2b), an additional "Road Work Ahead" and "Be Prepared To Stop" signs will be required on each end of the lane closure unless otherwise approved.

Provide suitable warning lights mounted high enough to be visible from all directions on all construction equipment, including pilot vehicles, and operate warning lights when the equipment is within the right of way. Equip other equipment such as trucks, trailers, autos, etc., with emergency flashers and use emergency flashers while within the work area.

All culvert work must be completed prior to performing excavation and embankment within the work area. The contractor will only be allowed to perform culvert work on one side of the roadway at a time, through completion, before starting on the opposite side unless otherwise approved.

The utilization of TCP (2-2b) while work is being performed at cross culvert locations shall be considered subsidiary to Item 502, "Barricades, Signs, and Traffic Handling". Any additional measures desired by the contractor and as approved by the engineer, will be at the contractor's entire expense.

Place plastic drums along the gutter line at curb ramp locations during non-working hours and barricades with "Sidewalks Closed" signs while ramps and/or sidewalks are under construction.

No additional payment will be made for relocating existing sign assemblies to temporary mounts. Place plastic drums along the gutter line at curb ramp locations during non-working hours and barricades with "Sidewalk Closed" signs while ramps and/or sidewalks are under construction.

Project Number: **Sheet:**

County: Jackson **Control: 0089-11-007, etc.**

Highway: SL 521, etc.

ITEM 506: TEMPORARY EROSION, SEDIMENTATION, AND ENVIRONMENTAL CONTROLS

1. See SW3P plan sheet for total disturbed acreage.

2. The disturbed area in this project, all project locations in the contract, and contractor project specific locations (PSLs), within one (1) mile of the project limits, for the contract will further establish the authorization requirements for storm water discharges.

3. The department will obtain an authorization to discharge storm water from the Texas Commission on Environmental Quality (TCEQ) for the construction activities shown on the plans.

4. Obtain any required authorization from the TCEQ for any contractor PSLs for construction activities on or off right-of-way (ROW).

5. When the total disturbed area for all projects in the contract and PSLs within one (1) mile of the project limits exceeds five (5) acres, provide a copy of the contractor NOI.

6. Provide a signed sketch detailing the location of any contractor's PSLs on ROW or within one (1) mile of the project.

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

Taper the curb or curb and gutter from 5 3/4" to 0" in the last three feet when changing from a curb or curb and gutter section to an open section.

Reinforcement will be required for this item.

ITEM 530: INTERSECTIONS, DRIVEWAYS AND TURNOUTS

Notify property owners a minimum of 1 week in advance of beginning work on their driveway. Provide a list of each notification and contact prior to each closure. Only close driveways for reconstruction if duration and alternate access are approved. Install and maintain material across a work zone as temporary access. Temporary access must not have grade breaks that exceed 8%. This work is subsidiary.

Grade breaks must not exceed 10%. Sidewalk crossing will be 1.5% and 6 ft. wide with width reduction in approval locations.

Removal / Reworking of existing ACP and / or flexible base is included in the excavation and embankment required for Item 530 and is considered subsidiary to the item, "DRIVEWAYS".

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TBPE Registration No. F-1046

Texas Department of Transportation

JACKSON CO SIDEWALKS

GENERAL NOTES

SHEET 4 OF 5

CONT	SECT	JOB	HIGHWAY
0089	11	007,ETC.	SL 521,ETC.
DIST	COUNTY		SHEET NO.
YKM	JACKSON		9C

DATE: 2/28/2023 9:50:12 AM
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Project Number: **Sheet:**

County: Jackson **Control: 0089-11-007, etc.**

Highway: SL 521, etc.

ITEM 531: SIDEWALKS

Place ½ inch expansion joint material between the two concrete areas or structures where concrete is placed against other concrete such as concrete pavement and structures unless otherwise shown on the plans or as directed. This work will not be paid for directly but will be subsidiary to the pertinent items.

If roots are encountered, verify with the Engineer prior to accommodating or removing 2 in. diameter or larger roots. Roots may remain in the bedding or base. For improvements within 6 in. of a root, the concrete thickness may be reduced by 1 in. and the bedding increased by 1 in. to minimize inpacts to the roots. Adjust bedding and surface profile to provide a 1 in. bedding cushion around the roots. The surface profile may be adjusted to the extent allowed by ADA. This work is subsidiary.

Reinforce concrete sidewalks with minimum No. 4 reinforcing bars spaced at a maximum of 12 inches transversely and a maximum of 24 inches longitudinally.

Construct sidewalk on opposite side of roadway before removing existing sidewalk. Setup sidewalk detour in accordance with standard WZ(BTS-2)-13.

ITEM 560: MAILBOX ASSEMBLIES

Furnish and place two OM-2Y Object Markers on mailbox supports, one in each direction. These will not be paid for directly but are subsidiary to this item.

Provide 12 inches of clearance from the pavement edge to the mailbox.

ITEM 644: SMALL ROADSIDE SIGN SUPPORTS AND ASSEMBLIES

Use Class B concrete for all small roadside sign assembly concrete footings.

The exact location of the foundations to be placed will be determined in the field by the Engineer.

Replace the signs with reference markers to the exact station from which they were removed.

Drill the holes in the signs carefully as to not damage the reflective sheeting of the signs.

Project Number: **Sheet:**

County: Jackson **Control: 0089-11-007, etc.**

Highway: SL 521, etc.

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

Shadow vehicle(s) with TMA are set up for stationary and/or mobile operations. The contractor will be responsible for determining if operations will be ongoing at the same time to determine the total number of TMAs needed for the project.

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JACKSON CO SIDEWALKS

GENERAL NOTES

SHEET 5 OF 5

CONT	SECT	JOB	HIGHWAY
0089	11	007,ETC.	SL 521,ETC.
DIST	COUNTY		SHEET NO.
YKM	JACKSON		9D

DATE: 2/28/2023 9:50:15 AM
FILE: G:\TXC\Projects\TxDOT\5832-13 YKM_Sidewalks_Jackson_Co_ORD\03_CADD\01_Shts\00-GENYKM13_GN_05.dgn

Estimate & Quantity Sheet

CONTROLLING PROJECT ID 0089-11-007 **DISTRICT** Yoakum **COUNTY** Jackson
HIGHWAY FM 1822, FM 710, SH 111, SH 172, SL 521, SL 522

			CONTROL SECTION JOB	**0089-11-007**		**0089-12-006**		**0346-07-042**		**0420-01-048**		**0420-09-025**		**1945-01-024**	
			PROJECT ID	**A00182282**		**A00182284**		**A00182281**		**A00182289**		**A00182288**		**A00182283**	
			COUNTY	**Jackson**		**Jackson**		**Jackson**		**Jackson**		**Jackson**		**Jackson**	
			HIGHWAY	**SL 521**		**SL 522**		**SH 111**		**SH 172**		**FM 710**		**FM 1822**	
ALT	**BID CODE**	**DESCRIPTION**	**UNIT**	EST.	FINAL	EST.	FINAL	EST.	FINAL	EST.	FINAL	EST.	FINAL	EST.	FINAL
	100-6002	PREPARING ROW	STA	32.800		7.500		30.000		14.000		22.000		13.800	
	100-6007	PREP ROW (TREE)(GREATER THAN 24" DIA)	EA									1.000			
	104-6015	REMOVING CONC (SIDEWALKS)	SY	274.000		27.000		208.000		44.000		385.000			
	104-6017	REMOVING CONC (DRIVEWAYS)	SY	368.000		138.000		498.000		210.000		279.000			
	104-6021	REMOVING CONC (CURB)	LF	58.000				91.000		74.000		67.000			
	104-6022	REMOVING CONC (CURB AND GUTTER)	LF	117.000				296.000		47.000		51.000			
	104-6028	REMOVING CONC (MISC)	SY	3.000		20.000				57.000		48.000			
	110-6001	EXCAVATION (ROADWAY)	CY	89.000		15.000		69.000		187.000		107.000		18.000	
	132-6021	EMBANKMENT (VEHICLE)(ORD COMP)(TY C)	CY			15.000		5.000		43.000		10.000			
	162-6002	BLOCK SODDING	SY	554.000		425.000		2,143.000		2,295.000		2,365.000		1,401.000	
	168-6001	VEGETATIVE WATERING	MG	4.700		3.600		18.000		19.300		19.900		13.000	
	423-6005	RETAINING WALL (SPREAD FOOTING)	SF											240.000	
	432-6001	RIPRAP (CONC)(4 IN)	CY											13.000	
	450-6050	RAIL (HANDRAIL)(TY D)	LF	22.000											
	460-6002	CMP (GAL STL 18 IN)	LF											10.000	
	460-6013	CMP AR (GAL STL DES 6)	LF											6.000	
	460-6023	CMP (GAL STL 15 IN)	LF											8.000	
	467-6338	SET (TY II) (15 IN) (RCP) (4: 1) (C)	EA											1.000	
	467-6358	SET (TY II) (18 IN) (RCP) (4: 1) (C)	EA											1.000	
	500-6001	MOBILIZATION	LS	1.000											
	502-6001	BARRICADES, SIGNS AND TRAFFIC HANDLING	MO	1.000		2.000		3.000		2.000		3.000		1.000	
	506-6038	TEMP SEDMT CONT FENCE (INSTALL)	LF	200.000		200.000		200.000		200.000		200.000		200.000	
	506-6039	TEMP SEDMT CONT FENCE (REMOVE)	LF	200.000		200.000		200.000		200.000		200.000		200.000	
	506-6040	BIODEG EROSN CONT LOGS (INSTL) (8")	LF	100.000		100.000		100.000		100.000		100.000		100.000	
	506-6043	BIODEG EROSN CONT LOGS (REMOVE)	LF	100.000		100.000		100.000		100.000		100.000		100.000	
	529-6002	CONC CURB (TY II)	LF											40.000	
	529-6008	CONC CURB & GUTTER (TY II)	LF	62.000				63.000		46.000					
	530-6004	DRIVEWAYS (CONC)	SY	360.000		137.000		494.000		571.000		588.000		461.000	
	531-6002	CONC SIDEWALKS (5")	SY	1,092.000		193.000		1,869.000		1,186.000		1,284.000		541.000	
	531-6018	CURB RAMPS (TY 1)	SY	30.000		19.000		54.000				35.000			
	531-6024	CURB RAMPS (TY 7)	SY	20.000		14.000		51.000		38.000		108.000		34.000	
	531-6027	CURB RAMPS (TY 10)	SY	47.000				94.000				11.000			
	531-6032	CONC SIDEWALKS (SPECIAL) (TYPE A)	SY	7.000						7.000					
	560-6025	RELOCATE EXISTING MAILBOX	EA	1.000						5.000				8.000	
	644-6068	RELOCATE SM RD SN SUP&AM TY 10BWG	EA	3.000		2.000		2.000		2.000		6.000		2.000	
	644-6070	RELOCATE SM RD SN SUP&AM TY S80	EA					1.000		1.000		1.000			
	644-6071	RELOCATE SM RD SN SUP&AM TY TWT	EA	1.000				3.000		1.000					

Estimate & Quantity Sheet

CONTROLLING PROJECT ID 0089-11-007 **DISTRICT** Yoakum **COUNTY** Jackson
HIGHWAY FM 1822, FM 710, SH 111, SH 172, SL 521, SL 522

			CONTROL SECTION JOB	**0089-11-007**		**0089-12-006**		**0346-07-042**		**0420-01-048**		**0420-09-025**		**1945-01-024**	
			PROJECT ID	**A00182282**		**A00182284**		**A00182281**		**A00182289**		**A00182288**		**A00182283**	
			COUNTY	**Jackson**		**Jackson**		**Jackson**		**Jackson**		**Jackson**		**Jackson**	
			HIGHWAY	**SL 521**		**SL 522**		**SH 111**		**SH 172**		**FM 710**		**FM 1822**	
ALT	**BID CODE**	**DESCRIPTION**	**UNIT**	EST.	FINAL	EST.	FINAL	EST.	FINAL	EST.	FINAL	EST.	FINAL	EST.	FINAL
	687-6003	RELOCATE PED POLE ASSEMBLY	EA											1.000	
	690-6127	REMOVE LUMINAIRE POLE	EA					1.000							
	6185-6002	TMA (STATIONARY)	DAY	5.000		5.000		5.000		5.000		5.000		5.000	
	18	SAFETY CONTINGENCY: CONTRACTOR FORCE ACCOUNT WORK (PARTICIPATING)	LS	1.000											
		EROSION CONTROL MAINTENANCE: CONTRACTOR FORCE ACCOUNT WORK (PART)	LS	1.000											

Estimate & Quantity Sheet

CONTROLLING PROJECT ID 0089-11-007

DISTRICT Yoakum

COUNTY Jackson

HIGHWAY FM 1822, FM 710, SH 111, SH 172, SL 521, SL 522

				CONTROL SECTION JOB	TOTAL EST.	TOTAL FINAL
				PROJECT ID		
				COUNTY		
				HIGHWAY		
ALT	BID CODE	DESCRIPTION	UNIT			
	100-6002	PREPARING ROW	STA		120.100	
	100-6007	PREP ROW (TREE)(GREATER THAN 24" DIA)	EA		1.000	
	104-6015	REMOVING CONC (SIDEWALKS)	SY		938.000	
	104-6017	REMOVING CONC (DRIVEWAYS)	SY		1,493.000	
	104-6021	REMOVING CONC (CURB)	LF		290.000	
	104-6022	REMOVING CONC (CURB AND GUTTER)	LF		511.000	
	104-6028	REMOVING CONC (MISC)	SY		128.000	
	110-6001	EXCAVATION (ROADWAY)	CY		485.000	
	132-6021	EMBANKMENT (VEHICLE)(ORD COMP)(TY C)	CY		73.000	
	162-6002	BLOCK SODDING	SY		9,183.000	
	168-6001	VEGETATIVE WATERING	MG		78.500	
	423-6005	RETAINING WALL (SPREAD FOOTING)	SF		240.000	
	432-6001	RIPRAP (CONC)(4 IN)	CY		13.000	
	450-6050	RAIL (HANDRAIL)(TY D)	LF		22.000	
	460-6002	CMP (GAL STL 18 IN)	LF		10.000	
	460-6013	CMP AR (GAL STL DES 6)	LF		6.000	
	460-6023	CMP (GAL STL 15 IN)	LF		8.000	
	467-6338	SET (TY II) (15 IN) (RCP) (4: 1) (C)	EA		1.000	
	467-6358	SET (TY II) (18 IN) (RCP) (4: 1) (C)	EA		1.000	
	500-6001	MOBILIZATION	LS		1.000	
	502-6001	BARRICADES, SIGNS AND TRAFFIC HANDLING	MO		12.000	
	506-6038	TEMP SEDMT CONT FENCE (INSTALL)	LF		1,200.000	
	506-6039	TEMP SEDMT CONT FENCE (REMOVE)	LF		1,200.000	
	506-6040	BIODEG EROSN CONT LOGS (INSTL) (8")	LF		600.000	
	506-6043	BIODEG EROSN CONT LOGS (REMOVE)	LF		600.000	
	529-6002	CONC CURB (TY II)	LF		40.000	
	529-6008	CONC CURB & GUTTER (TY II)	LF		171.000	
	530-6004	DRIVEWAYS (CONC)	SY		2,611.000	
	531-6002	CONC SIDEWALKS (5")	SY		6,165.000	
	531-6018	CURB RAMPS (TY 1)	SY		138.000	
	531-6024	CURB RAMPS (TY 7)	SY		265.000	
	531-6027	CURB RAMPS (TY 10)	SY		152.000	
	531-6032	CONC SIDEWALKS (SPECIAL) (TYPE A)	SY		14.000	
	560-6025	RELOCATE EXISTING MAILBOX	EA		14.000	
	644-6068	RELOCATE SM RD SN SUP&AM TY 10BWG	EA		17.000	
	644-6070	RELOCATE SM RD SN SUP&AM TY S80	EA		3.000	
	644-6071	RELOCATE SM RD SN SUP&AM TY TWT	EA		5.000	

Estimate & Quantity Sheet

CONTROLLING PROJECT ID 0089-11-007

DISTRICT Yoakum

COUNTY Jackson

HIGHWAY FM 1822, FM 710, SH 111, SH 172, SL 521, SL 522

				TOTAL EST.	TOTAL FINAL
		CONTROL SECTION JOB			
		PROJECT ID			
		COUNTY			
		HIGHWAY			
ALT	**BID CODE**	**DESCRIPTION**	**UNIT**		
	687-6003	RELOCATE PED POLE ASSEMBLY	EA	1.000	
	690-6127	REMOVE LUMINAIRE POLE	EA	1.000	
	6185-6002	TMA (STATIONARY)	DAY	30.000	
	18	SAFETY CONTINGENCY: CONTRACTOR FORCE ACCOUNT WORK (PARTICIPATING)	LS	1.000	
		EROSION CONTROL MAINTENANCE: CONTRACTOR FORCE ACCOUNT WORK (PART)	LS	1.000	

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SL 521 SIDEWALK SUMMARY

LAYOUT SHEET	STATION RANGE	100 PREPARING ROW	104 REMOVING CONC (SIDEWALKS)	104 REMOVING CONC (DRIVEWAYS)	104 REMOVING CONC (CURB)	104 REMOVING CONC (CURB AND GUTTER)	104 REMOVING CONC (MISC)	110 EXCAVATION (ROADWAY)	162 BLOCK SODDING	166 * FERTILIZER (500 LBS/AC)	168 VEGETATIVE WATERING (13.58 MG/AC X 3 CYCLES)	334 * HMCL ACP TY-C AC-0.6
		STA	SY	SY	LF	LF	SY	CY	SY	TON	MG	TON
SHEET 1 OF 15	BEGIN PT 1 - 732+40.00	1.4										
SHEET 2 OF 15	732+40.00 - 734+80.00	2.4	35									
SHEET 3 OF 15	734+80.00 - 737+20.00	2.4	61									
SHEET 4 OF 15	737+20.00 - 739+60.00	2.4	9									
SHEET 5 OF 15	739+60.00 - 742+00.00	2.4	66	170		4	1					
SHEET 6 OF 15	742+00.00 - END PT 1	2.3	34	95		10	2					
SHEET 7 OF 15	BEGIN PT 2 - 761+20.00	1.2				21						
SHEET 8 OF 15	761+20.00 - 763+60.00	2.4		58	31	17						
SHEET 9 OF 15	763+60.00 - 766+00.00	2.4		45	27	18		6				6
SHEET 10 OF 15	766+00.00 - 768+40.00	2.4						25	37	0.002	0.3	23
SHEET 11 OF 15	768+40.00 - 770+80.00	2.4				42		12	170	0.009	1.4	16
SHEET 12 OF 15	770+80.00 - 773+20.00	2.4	35			5		8	14	0.001	0.1	12
SHEET 13 OF 15	773+20.00 - 775+60.00	2.4	34					25	15	0.001	0.1	24
SHEET 14 OF 15	775+60.00 - 778+00.00	2.4						13	127	0.007	1.1	12
SHEET 15 OF 15	778+00.00 - END PT 2	1.5							191	0.010	1.6	
	CSJ: 0089-11-077 TOTALS	32.8	274	368	58	117	3	89	554	0.031	4.7	93

SL 521 SIDEWALK SUMMARY (CONT)

LAYOUT SHEET	STATION RANGE	450 RAIL (HANDRAIL)(TY D)	529 CONC CURB & GUTTER (TY II)	530 DRIVEWAYS (CONC)	531 CONC SIDEWALKS (5")	531 CURB RAMPS (TY 1)	531 CURB RAMPS (TY 7)	531 CURB RAMPS (TY 10)	531 CONC SIDEWALKS (SPECIAL) (TYPE A)	560 RELOCATE EXISTING MAILBOX	6185 TMA (STATIONARY)
		LF	LF	SY	SY	SY	SY	SY	SY	EA	DAY
SHEET 1 OF 15	BEGIN PT 1 - 732+40.00										
SHEET 2 OF 15	732+40.00 - 734+80.00				35						
SHEET 3 OF 15	734+80.00 - 737+20.00				61						
SHEET 4 OF 15	737+20.00 - 739+60.00				9						
SHEET 5 OF 15	739+60.00 - 742+00.00	22	52	170	60	15					
SHEET 6 OF 15	742+00.00 - END PT 1		10	95	30	15					
SHEET 7 OF 15	BEGIN PT 2 - 761+20.00				55			12			
SHEET 8 OF 15	761+20.00 - 763+60.00			50	85			12			
SHEET 9 OF 15	763+60.00 - 766+00.00			45	80			13			
SHEET 10 OF 15	766+00.00 - 768+40.00				117		5	10			
SHEET 11 OF 15	768+40.00 - 770+80.00				132				7		
SHEET 12 OF 15	770+80.00 - 773+20.00				104		15				
SHEET 13 OF 15	773+20.00 - 775+60.00				127					1	
SHEET 14 OF 15	775+60.00 - 778+00.00				133						
SHEET 15 OF 15	778+00.00 - END PT 2				64						
	CSJ: 0089-11-077 TOTALS	22	62	360	1092	30	20	47	7	1	5

* FOR CONTRACTOR'S INFORMATION ONLY.

2/28/2023

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TBPE Registration No. F-1046

Texas Department of Transportation

JACKSON CO SIDEWALKS

SUMMARY OF SIDEWALKS
SL 521
CSJ: 0089-11-007

SHEET 1 OF 7

CONT	SECT	JOB	HIGHWAY
0089	11	007,ETC.	SL 521,ETC.
DIST	COUNTY		SHEET NO.
YKM	JACKSON		14

DATE: 2/28/2023 9:50:46 AM
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SL 521 SIDEWALK SIGNAGE SUMMARY

LAYOUT SHEET	STATION RANGE	644	644
		RELOCATE SM RD SN SUP&AM TY 10BWG	RELOCATE SM RD SN SUP&AM TY TWT
		EA	EA
SHEET 1 OF 15	BEGIN PT 1- 732+40.00		
SHEET 2 OF 15	732+40.00 - 734+80.00		
SHEET 3 OF 15	734+80.00 - 737+20.00		1
SHEET 4 OF 15	737+20.00 - 739+60.00		
SHEET 5 OF 15	739+60.00 - 742+00.00		
SHEET 6 OF 15	742+00.00 - END PT 1		
SHEET 7 OF 15	BEGIN PT 2 - 761+20.00		
SHEET 8 OF 15	761+20.00 - 763+60.00		
SHEET 9 OF 15	763+60.00 - 766+00.00		
SHEET 10 OF 15	766+00.00 - 768+40.00	1	
SHEET 11 OF 15	768+40.00 - 770+80.00		
SHEET 12 OF 15	770+80.00 - 773+20.00	1	
SHEET 13 OF 15	773+20.00 - 775+60.00		
SHEET 14 OF 15	775+60.00 - 778+00.00	1	
SHEET 15 OF 15	778+00.00 - BEGIN PT 2		
	CSJ: 0089-11-077 TOTALS	3	1

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Texas Department of Transportation

JACKSON CO SIDEWALKS

SUMMARY OF SIDEWALKS
SL 521
CSJ: 0089-11-007

CONT	SECT	JOB	HIGHWAY
0089	11	007,ETC.	SL 521,ETC.
DIST	COUNTY		SHEET NO.
YKM	JACKSON		15

CK
DW
CK
DW

SH 111 SIDEWALK SUMMARY

LAYOUT SHEET	STATION RANGE	100 PREPARING ROW	104 REMOVING CONC (SIDEWALKS)	104 REMOVING CONC (DRIVEWAYS)	104 REMOVING CONC (CURB)	104 REMOVING CONC (CURB AND GUTTER)	110 EXCAVATION (ROADWAY)	132 EMBANKMENT (VEHICLE)(ORD COMP)(TY C)	162 BLOCK SODDING	166 * FERTILIZER (500 LBS/AC)	168 VEGETATIVE WATERING (13.58 MG/AC X 3 CYCLES)	334 * HMCL ACP TY-C AC-0.6
		STA	SY	SY	LF	LF	CY	CY	SY	TON	MG	TON
SHEET 1 OF 13	BEGIN - 03+40.00	1.9	20									
SHEET 2 OF 13	03+40.00 - 05+80.00	2.4	108			8	1					1
SHEET 3 OF 13	05+80.00 - 08+20.00	2.4					36					27
SHEET 4 OF 13	08+20.00 - 10+60.00	2.4		31		7		1	46	0.002	0.4	
SHEET 5 OF 13	10+60.00 - 13+00.00	2.4		47		11	8		163	0.008	1.4	4
SHEET 6 OF 13	13+00.00 - 15+40.00	2.4		31		35			390	0.02	3.3	
SHEET 7 OF 13	15+40.00 - 17+80.00	2.4	39	11	18	36		1	146	0.008	1.2	
SHEET 8 OF 13	17+80.00 - 20+20.00	2.4	41	105	16		10	1	146	0.008	1.2	8
SHEET 9 OF 13	20+20.00 - 22+60.00	2.4		24	21	33	6		401	0.021	3.4	6
SHEET 10 OF 13	22+60.00 - 25+00.00	2.4				26	8	1	593	0.031	5.0	7
SHEET 11 OF 13	25+00.00 - 27+40.00	2.4		182		74			14	0.001	0.1	
SHEET 12 OF 13	27+40.00 - 29+80.00	2.4		67	36	43		1	123	0.006	1.0	
SHEET 13 OF 13	29+80.00 - END	1.7				23			121	0.006	1.0	
	CSJ: 0346-07-042 TOTALS	30	208	498	91	296	69	5	2143	0.111	18.0	53

SH 111 SIDEWALK SUMMARY (CONT)

LAYOUT SHEET	STATION RANGE	529 CONC CURB & GUTTER (TY II)	530 DRIVEWAYS (CONC)	531 CONC SIDEWALKS (5")	531 CURB RAMPS (TY 1)	531 CURB RAMPS (TY 7)	531 CURB RAMPS (TY 10)	690 ** REMOVE LUMINAIRE POLE	6185 TMA (STATIONARY)
		LF	SY	SY	SY	SY	SY	EA	DAY
SHEET 1 OF 13	BEGIN - 03+40.00			20					
SHEET 2 OF 13	03+40.00 - 05+80.00	50		100	13				
SHEET 3 OF 13	05+80.00 - 08+20.00	12		197					
SHEET 4 OF 13	08+20.00 - 10+60.00	1	28	106		14	10		
SHEET 5 OF 13	10+60.00 - 13+00.00		42	124			10		
SHEET 6 OF 13	13+00.00 - 15+40.00		25	120			10		
SHEET 7 OF 13	15+40.00 - 17+80.00		9	105		9	32	1	
SHEET 8 OF 13	17+80.00 - 20+20.00		108	186		14			
SHEET 9 OF 13	20+20.00 - 22+60.00		22	142			10		
SHEET 10 OF 13	22+60.00 - 25+00.00			250	16	6			
SHEET 11 OF 13	25+00.00 - 27+40.00		176	175					
SHEET 12 OF 13	27+40.00 - 29+80.00		84	232		8	10		
SHEET 13 OF 13	29+80.00 - END			112	25		12		
	CSJ: 0346-07-042 TOTALS	63	494	1869	54	51	94	1	5

SH 111 SIDEWALK SUMMARY (CONT)

LAYOUT SHEET	STATION RANGE	644 RELOCATE SM RD SN SUP&AM TY 10BWG	644 RELOCATE SM RD SN SUP&AM TY S80	644 RELOCATE SM RD SN SUP&AM TY TWT
		EA	EA	EA
SHEET 1 OF 13	BEGIN - 03+40.00			
SHEET 2 OF 13	03+40.00 - 05+80.00			
SHEET 3 OF 13	05+80.00 - 08+20.00			
SHEET 4 OF 13	08+20.00 - 10+60.00			
SHEET 5 OF 13	10+60.00 - 13+00.00			
SHEET 6 OF 13	13+00.00 - 15+40.00			1
SHEET 7 OF 13	15+40.00 - 17+80.00			
SHEET 8 OF 13	17+80.00 - 20+20.00		1	1
SHEET 9 OF 13	20+20.00 - 22+60.00			
SHEET 10 OF 13	22+60.00 - 25+00.00			1
SHEET 11 OF 13	25+00.00 - 27+40.00			
SHEET 12 OF 13	27+40.00 - 29+80.00	1		
SHEET 13 OF 13	29+80.00 - END	1		
	CSJ: 0346-07-042 TOTALS	2	1	3

* FOR CONTRACTOR'S INFORMATION ONLY.

** REMOVAL OF POLE FOUNDATION TO 1 FT DEPTH BELOW FINISHED GRADE SHALL BE SUBSIDARY TO THIS ITEM.

2/28/2023

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Texas Department of Transportation

JACKSON CO SIDEWALKS

SUMMARY OF SIDEWALKS SH 111 CSJ: 0346-07-042

SHEET 3 OF 7

CONT	SECT	JOB	HIGHWAY
0089	11	007,ETC.	SL 521,ETC.
DIST	COUNTY		SHEET NO.
YKM	JACKSON		16

DATE: 2/28/2023 9:50:54 AM
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ck
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dw

FM 1822 SIDEWALK SUMMARY

LAYOUT SHEET	STATION RANGE	100 PREPARING ROW	110 EXCAVATION (ROADWAY)	162 BLOCK SODDING	166 * FERTILIZER (500 LBS/AC)	168 VEGETATIVE WATERING (13.58 MG/AC X 3 CYCLES)	334 * HMCL ACP TY-C AC-0.6	423 RETAINING WALL (SPREAD FOOTING)	432 RIPRAP (CONC) (4 IN)	460 CMP (GAL STL 18 IN)	460 CMP AR (GAL STL DES 6)	460 CMP (GAL STL 15 IN)
		STA	CY	SY	TON	MG	TON	SF	CY	LF	LF	LF
SHEET 1 OF 7	BEGIN - 22+90.00	1.2		64								
SHEET 2 OF 7	22+90.00 - 25+30.00	2.4	6	311	0.016	3.0	6					
SHEET 3 OF 7	25+30.00 - 27+70.00	2.4	2	229	0.012	2.0	2					
SHEET 4 OF 7	27+70.00 - 30+10.00	2.4	10	235	0.012	2.0	10	240	7	10		
SHEET 5 OF 7	30+10.00 - 32+50.00	2.4		229	0.012	2.0						
SHEET 6 OF 7	32+50.00 - 34+90.00	2.4		261	0.013	3.0			6		6	8
SHEET 7 OF 7	34+90.00 - END	0.6		72	0.004	1.0						
	CSJ: 1945-01-024 TOTALS	13.8	18	1401	0.069	13.0	18	240	13	10	6	8

FM 1822 SIDEWALK SUMMARY (CONT)

LAYOUT SHEET	STATION RANGE	467 SET (TY II) (15 IN) (CMP) (4: 1) (C)	467 SET (TY II) (DES 6) (CMP) (4: 1) (C)	529 CONC CURB (TY II)	530 DRIVEWAYS (CONC)	531 CONC SIDEWALKS (5")	531 CURB RAMPS (TY 7)	560 RELOCATE EXISTING MAILBOX	6185 TMA (STATIONARY)
		EA	EA	LF	SY	SY	SY	EA	DAY
SHEET 1 OF 7	BEGIN - 22+90.00				57	30		1.0	
SHEET 2 OF 7	22+90.00 - 25+30.00				197	76		3	
SHEET 3 OF 7	25+30.00 - 27+70.00				207	76	8	2	
SHEET 4 OF 7	27+70.00 - 30+10.00			40		90	11	1	
SHEET 5 OF 7	30+10.00 - 32+50.00					133	1	1	
SHEET 6 OF 7	32+50.00 - 34+90.00	1	1			107	14		
SHEET 7 OF 7	34+90.00 - END					29			
	CSJ: 1945-01-024 TOTALS	1	1	40	461	541	34	8	5

FM 1822 SIDEWALK SIGNAGE SUMMARY

LAYOUT SHEET	STATION RANGE	644 RELOCATE SM RD SN SUP&AM TY 10BWG	687 RELOCATE PED POLE ASSEMBLY
		EA	EA
SHEET 1 OF 7	BEGIN - 22+90.00		
SHEET 2 OF 7	22+90.00 - 25+30.00		
SHEET 3 OF 7	25+30.00 - 27+70.00		
SHEET 4 OF 7	27+70.00 - 30+10.00	1	1
SHEET 5 OF 7	30+10.00 - 32+50.00		
SHEET 6 OF 7	32+50.00 - 34+90.00	1	
SHEET 7 OF 7	34+90.00 - END		
	CSJ: 1945-01-024 TOTALS	2	1

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JACKSON CO SIDEWALKS

SUMMARY OF SIDEWALKS FM 1822 CSJ: 1945-01-024

SHEET 4 OF 7

CONT	SECT	JOB	HIGHWAY
0089	11	007,ETC.	SL 521,ETC.
DIST	COUNTY		SHEET NO.
YKM	JACKSON		17

DATE: 2/28/2023 9:50:54 AM
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DW
CK
DW

SL 522 SIDEWALK SUMMARY

LAYOUT SHEET	STATION RANGE	100 PREPARING ROW	104 REMOVING CONC (SIDEWALKS)	104 REMOVING CONC (DRIVEWAYS)	104 REMOVING CONC (MISC)	110 EXCAVATION (ROADWAY)	132 EMBANKMENT (VEHIVLE) (ORD COMP) (TY C)	162 BLOCK SODDING	166 * FERTILIZER (500 LBS/AC)	168 VEGETATIVE WATERING (13.58 MG/AC X 3 CYCLES)	530 DRIVEWAYS (CONC)
		STA	SY	SY	SY	CY	CY	SY	TON	MG	SY
SHEET 1 OF 4	BEGIN - 261+60.00	1.6	18	90			1				90
SHEET 2 OF 4	261+60.00 - 264+00.00	2.4	9				5	192	0.010	1.6	
SHEET 3 OF 4	264+00.00 - 266+40.00	2.4		48	7		8	233	0.012	2.0	47
SHEET 4 OF 4	266+40.00 - END	1.1			13		1				
	CSJ: 0089-12-006 TOTALS	7.5	27	138	20	15	15	425	0.022	3.6	137

SL 522 SIDEWALK SUMMARY (CONT)

LAYOUT SHEET	STATION RANGE	531 CONC SIDEWALKS (5")	531 CURB RAMPS (TY 1)	531 CURB RAMPS (TY 7)	6185 TMA (STATIONARY)
		SY	SY	SY	DAY
SHEET 1 OF 4	BEGIN - 261+60.00	4	14		
SHEET 2 OF 4	261+60.00 - 264+00.00	69		6	
SHEET 3 OF 4	264+00.00 - 266+40.00	112		8	
SHEET 4 OF 4	266+40.00 - END	8	5		
	CSJ: 0089-12-006 TOTALS	193	19	14	5

SL 522 SIDEWALK SIGNAGE SUMMARY

LAYOUT SHEET	STATION RANGE	644 RELOCATE SM RD SN SUP&AM TY 10BWG
		EA
SHEET 1 OF 4	BEGIN - 261+60.00	
SHEET 2 OF 4	261+60.00 - 264+00.00	1
SHEET 3 OF 4	264+00.00 - 266+40.00	1
SHEET 4 OF 4	266+40.00 - END	
	CSJ: 0089-12-006 TOTALS	2

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JACKSON CO SIDEWALKS

SUMMARY OF SIDEWALKS SL 522 CSJ: 0089-12-006

SHEET 5 OF 7

CONT	SECT	JOB	HIGHWAY
0089	11	007,ETC.	SL 521,ETC.
DIST	COUNTY		SHEET NO.
YKM	JACKSON		18

CK:
DW:
CK:
DW:

FM 710 SIDEWALK SUMMARY

LAYOUT SHEET	STATION RANGE	100 PREPARING ROW	100 PREP ROW (TREE) (GREATER THAN 24" DIA)	104 REMOVING CONC (SIDEWALKS)	104 REMOVING CONC (DRIVEWAYS)	104 REMOVING CONC (CURB)	104 REMOVING CONC (CURB AND GUTTER)	104 REMOVING CONC (MISC)	110 EXCAVATION (ROADWAY)	132 EMBANKMENT (VEHICLE)(ORD COMP)(TY C)	162 BLOCK SODDING	166 * FERTILIZER (500 LBS/AC)	168 VEGETATIVE WATERING (13.58 MG/AC X 3 CYCLES)
		STA	EA	SY	SY	LF	LF	SY	CY	CY	SY	TON	MG
SHEET 1OF 10	BEGIN - 01+20.00	1.2		76					3		161	0.008	1.4
SHEET 2 OF 10	01+20.00 - 03+60.00	2.4		86		21			13	2	409	0.021	3.4
SHEET 3 OF 10	03+60.00 - 06+00.00	2.4		37					14		417	0.022	3.5
SHEET 4 OF 10	06+00.00 - 08+40.00	2.4	1	32	140	13	19	41	11	2	290	0.015	2.4
SHEET 5 OF 10	08+40.00 - 10+80.00	2.4		79			7		12	3	367	0.019	3.1
SHEET 6 OF 10	10+80.00 - 13+20.00	2.4		40					16		220	0.011	1.9
SHEET 7 OF 10	13+20.00 - 15+60.00	2.4		2					14	2	226	0.012	1.9
SHEET 8 OF 10	15+60.00 - 18+00.00	2.4		2					8		181	0.009	1.5
SHEET 9 OF 10	18+00.00 - 20+40.00	2.4		14	10		16		13	1	94	0.005	0.8
SHEET 10 OF 10	20+40.00 - END	1.6		17	129	33	9	7	3				
	CSJ: 0420-09-025 TOTALS	22.0	1.0	385	279	67	51	48	107	10	2365	0.122	19.9

FM 710 SIDEWALK SUMMARY (CONT)

LAYOUT SHEET	STATION RANGE	334 * HMCL ACP TY-C AC-0.6	530 DRIVEWAYS (CONC)	531 CONC SIDEWALKS (5")	531 CURB RAMPS (TY 1)	531 CURB RAMPS (TY 7)	531 CURB RAMPS (TY 10)	6185 TMA (STATIONARY)
		TON	SY	SY	SY	SY	SY	DAY
SHEET 1OF 10	BEGIN - 01+20.00		63	100	28			
SHEET 2 OF 10	01+20.00 - 03+60.00		42	187		28		
SHEET 3 OF 10	03+60.00 - 06+00.00		40	206				
SHEET 4 OF 10	06+00.00 - 08+40.00		142	162		21	11	
SHEET 5 OF 10	08+40.00 - 10+80.00		66	165		30		
SHEET 6 OF 10	10+80.00 - 13+20.00		50	120				
SHEET 7 OF 10	13+20.00 - 15+60.00			106		15		
SHEET 8 OF 10	15+60.00 - 18+00.00	7	30	123				
SHEET 9 OF 10	18+00.00 - 20+40.00		30	88		14		
SHEET 10 OF 10	20+40.00 - END		125	27	7			
	CSJ: 0420-09-025 TOTALS	7	588	1284	35	108	11	5

FM 710 SIDEWALK SUMMARY (CONT)

LAYOUT SHEET	STATION RANGE	644 RELOCATE SM RD SN SUP&AM TY 10BWG	644 RELOCATE SM RD SN SUP&AM TY S80
		EA	EA
SHEET 1OF 10	BEGIN - 01+20.00	1	
SHEET 2 OF 10	01+20.00 - 03+60.00	2	1
SHEET 3 OF 10	03+60.00 - 06+00.00		
SHEET 4 OF 10	06+00.00 - 08+40.00		
SHEET 5 OF 10	08+40.00 - 10+80.00	1	
SHEET 6 OF 10	10+80.00 - 13+20.00		
SHEET 7 OF 10	13+20.00 - 15+60.00	1	
SHEET 8 OF 10	15+60.00 - 18+00.00		
SHEET 9 OF 10	18+00.00 - 20+40.00	1	
SHEET 10 OF 10	20+40.00 - END		
	CSJ: 0420-09-025 TOTALS	6	1

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JACKSON CO SIDEWALKS

SUMMARY OF SIDEWALKS FM 710 CSJ: 0420-09-025

CONT	SECT	JOB	HIGHWAY
0089	11	007,ETC.	SL 521,ETC.
DIST	COUNTY		SHEET NO.
YKM	JACKSON		19

DATE: 2/28/2023 9:50:56 AM
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CK:
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DW:

FM 172 SIDEWALK SUMMARY

LAYOUT SHEET	STATION RANGE	100 PREPARING ROW	104 REMOVING CONC (SIDEWALKS)	104 REMOVING CONC (DRIVEWAYS)	104 REMOVING CONC (CURB)	104 REMOVING CONC (CURB AND GUTTER)	104 REMOVING CONC (MISC)	110 EXCAVATION (ROADWAY)	132 EMBANKMENT (VEHICLE)(ORD COMP)(TY C)	162 BLOCK SODDING	166 * FERTILIZER (500 LBS/AC)	168 VEGETATIVE WATERING (13.58 MG/AC X 3 CYCLES)	334 * HMCL ACP TY-C AC-0.6
		STA	SY	SY	LF	LF	SY	CY	CY	SY	TON	MG	TON
SHEET 1 OF 7	BEGIN - 1224+40.00	1.4						2	2	231	0.012	1.9	
SHEET 2 OF 7	1224+40.00 - 1226+80.00	2.4						4	4	555	0.029	4.7	
SHEET 3 OF 7	1226+80.00 - 1229+20.00	2.4			6	10		51	3	265	0.014	2.2	21
SHEET 4 OF 7	1229+20.00 - 1231+60.00	2.4			6	37		59	12	454	0.023	3.8	5
SHEET 5 OF 7	1231+60.00 - 1234+00.00	2.4	21					42	5	529	0.027	4.5	18
SHEET 6 OF 7	1234+00.00 - 1236+40.00	2.4	23	160	45		13	25	13	261	0.013	2.2	11
SHEET 7 OF 7	1236+40.00 - END	0.6		50	17		44	4	4				
	CSJ: 0402-01-048 TOTALS	14.0	44	210	74	47	57	187	43	2295	0.119	19.3	55

FM 172 SIDEWALK SUMMARY (CONT)

LAYOUT SHEET	STATION RANGE	529 CONC CURB & GUTTER (TY II)	530 DRIVEWAYS (CONC)	531 CONC SIDEWALKS (5")	531 CURB RAMPS (TY 7)	531 CONC SIDEWALKS (SPECIAL) (TYPE A)	560 RELOCATE EXISTING MAILBOX	6185 TMA (STATIONARY)
		LF	SY	SY	SY	SY	EA	DAY
SHEET 1 OF 7	BEGIN - 1224+40.00		24	77	9			
SHEET 2 OF 7	1224+40.00 - 1226+80.00		44	202	9			
SHEET 3 OF 7	1226+80.00 - 1229+20.00		38	228	10		1	
SHEET 4 OF 7	1229+20.00 - 1231+60.00		164	233				
SHEET 5 OF 7	1231+60.00 - 1234+00.00		70	252				
SHEET 6 OF 7	1234+00.00 - 1236+40.00	20	181	175			4	
SHEET 7 OF 7	1236+40.00 - END	26	50	19	10	7		
	CSJ: 0402-01-048 TOTALS	46	571	1186	38	7	5	5

FM 172 SIDEWALK SIGNAGE SUMMARY

LAYOUT SHEET	STATION RANGE	644 RELOCATE SM RD SN SUP&AM TY 10BWG	644 RELOCATE SM RD SN SUP&AM TY S80	644 RELOCATE SM RD SN SUP&AM TY TWT
		EA	EA	EA
SHEET 1 OF 7	BEGIN - 1224+40.00			
SHEET 2 OF 7	1224+40.00 - 1226+80.00		1	
SHEET 3 OF 7	1226+80.00 - 1229+20.00			1
SHEET 4 OF 7	1229+20.00 - 1231+60.00			
SHEET 5 OF 7	1231+60.00 - 1234+00.00			
SHEET 6 OF 7	1234+00.00 - 1236+40.00	1		
SHEET 7 OF 7	1236+40.00 - END	1		
	CSJ: 0402-01-048 TOTALS	2	1	1

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Texas Department of Transportation

JACKSON CO SIDEWALKS

SUMMARY OF SIDEWALKS FM 172 CSJ: 0420-01-048

SHEET 7 OF 7

CONT	SECT	JOB	HIGHWAY
0089	11	007,ETC.	SL 521,ETC.
DIST	COUNTY		SHEET NO.
YKM	JACKSON		20

DATE: 2/28/2023 9:50:57 AM
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SL 521 SUMMARY OF DRIVEWAYS

DRIVEWAY NUMBER	SIDEWALK LAYOUT SHEET NUMBER	CENTERLINE STATION	LT/RT	DRIVEWAY TYPE	EXISTING SURFACE	PROPOSED SURFACE	WIDTH		LENGTH						RADIUS		AREA	DRIVEWAY CLASS
							W1	W2	L1	LS	LW	LD	L2	L3	R1	R2	SY	
							FT	FT	FT	FT	FT	FT	FT	FT	FT	FT		
R1	5	740+74	RT	OFF EOP	CONCRETE	CONCRETE	47	37	10	7	5	0	3	13	6	10	62	COMMERCIAL
R1A	5	741+33	RT	OFF EOP	CONCRETE	CONCRETE	56	50	10	7	5	0	3	13	6	6	82	COMMERCIAL
R2	5	741+95	RT	OFF BOC	CONCRETE	CONCRETE	25	19	10	7	5	0	3	13	5	5	33	COMMERCIAL
R2A	6	742+44	RT	OFF BOC	CONCRETE	NO PROPOSED WORK												COMMERCIAL
L1	6	743+44	LT	OFF BOC	CONCRETE	CONCRETE	113	113	7	2	5	0	0	7			88	COMMERCIAL
R3	8	761+47	RT	OFF BOC	CONCRETE	CONCRETE	44	36	6	0	6	0	2	8			25	COMMERCIAL
R4	8	762+33	RT	OFF BOC	CONCRETE	CONCRETE	44	36	7	0	6	0	1	8			25	COMMERCIAL
R5	9	764+63	RT	OFF BOC	CONCRETE	CONCRETE	44	34	7	0	6	0	1	8			24	COMMERCIAL
R6	9	765+20	RT	OFF BOC	CONCRETE	CONCRETE	36	30	7	0	6	0	1	8			21	COMMERCIAL
R7	10	766+34	RT	OFF EOP	GRAVEL	CUT AND RESTORE												COMMERCIAL
R8	10	768+28	RT	OFF EOP	GRAVEL	CUT AND RESTORE												COMMERCIAL
R9	11	769+00	RT	OFF EOP	GRAVEL	CUT AND RESTORE												COMMERCIAL
R10	11	770+04	RT	OFF EOP	ASPHALT	CUT AND RESTORE												COMMERCIAL
R11	11	770+57	RT	OFF EOP	ASPHALT	CUT AND RESTORE												COMMERCIAL
R12	12	772+49	RT	OFF EOP	CONCRETE	CUT AND RESTORE												COMMERCIAL
R13	13	773+28	RT	OFF EOP	CONCRETE	CUT AND RESTORE												COMMERCIAL
R14	13	774+33	RT	OFF EOP	CONCRETE	CUT AND RESTORE												COMMERCIAL
R15	13	774+84	RT	OFF EOP	GRAVEL	CUT AND RESTORE												COMMERCIAL
R16	14	776+48	RT	OFF EOP	GRAVEL	CUT AND RESTORE												COMMERCIAL
															TOTAL		360	

SEE "CUT AND RESTORE" DETAIL ON "MISCELLANEOUS SIDEWALK DETAILS" SHEET.

DATE: 2/28/2023 9:50:58 AM
FILE: G:\TXC\Projects\TxDOT\5832-13 YKM Sidewalks Jackson Co_ORD\03_CADD\01 Shts\03-RDWY\YKM13_SL521_DRIVEWAY_SUM_01.dgn

2/28/2023

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Texas Department of Transportation

JACKSON CO SIDEWALKS

SUMMARY OF DRIVEWAYS SL 521 CSJ: 0089-11-007

SHEET 1 OF 6

CONT	SECT	JOB	HIGHWAY
0089	11	007,ETC.	SL 521,ETC.
DIST	COUNTY		SHEET NO.
YKM	JACKSON		21

SH 111 SUMMARY OF DRIVEWAYS

DRIVEWAY NUMBER	SIDEWALK LAYOUT SHEET NUMBER	CENTERLINE STATION	LT/RT	DRIVEWAY TYPE	EXISTING SURFACE	PROPOSED SURFACE	WIDTH		LENGTH						RADIUS		AREA	DRIVEWAY CLASS
							W1	W2	L1	LS	LW	LD	L2	L3	R1	R2	SY	
							FT	FT	FT	FT	FT	FT	FT	FT	FT	FT		
R1A	3	6+04	RT	OFF BOC	ASPHALT	CUT AND RESTORE												COMMERCIAL
R2	3	6+79	RT	OFF BOC	ASPHALT/NATURAL GROUND	CUT AND RESTORE												COMMERCIAL
L1A	3	7+01	LT	OFF EOP	CONCRETE	NO PROPOSED WORK												COMMERCIAL
R3	3	7+47	RT	OFF BOC	ASPHALT	CUT AND RESTORE												COMMERCIAL
R4	4	9+63	RT	ADJ BOC	CONCRETE	CONCRETE	43	41	6	2	4	0	0	6			28	COMMERCIAL
R5	4	10+06	RT	OFF BOC	NATURAL GROUND	NO PROPOSED WORK												RESIDENTIAL
R6	5	11+18	RT	ADJ BOC	CONCRETE	CONCRETE	35	30	6	2	4	0	0	6			21	COMMERCIAL
R7	5	12+14	RT	ADJ BOC	CONCRETE	CONCRETE	35	30	6	2	4	0	0	6			21	COMMERCIAL
R8	6	14+26	RT	ADJ BOC	CONCRETE	CONCRETE	50	35	6	2	4	0	0	6			25	COMMERCIAL
L2	6	14+61	LT	OFF BOC	CONCRETE	NO PROPOSED WORK												COMMERCIAL
L3	6	15+37	LT	OFF BOC	CONCRETE	NO PROPOSED WORK												COMMERCIAL
R9	7	17+61	RT	ADJ BOC	CONCRETE	CONCRETE	21	12	6	2	4	0	0	6			9	COMMERCIAL
L4	7	17+76	LT	OFF BOC	CONCRETE	NO PROPOSED WORK												COMMERCIAL
R10	8	18+25	RT	ADJ BOC	CONCRETE	CONCRETE	40	32	6	2	4	0	0	6			23	COMMERCIAL
L5	8	18+73	LT	OFF BOC	ASPHALT	CUT AND RESTORE												COMMERCIAL
L6	8	19+19	LT	ADJ BOC	CONCRETE	CONCRETE	34	32	9	4	5	0	0	9			32	COMMERCIAL
L7	8	19+60	LT	ADJ BOC	CONCRETE	CONCRETE	32	30	9	4	5	0	0	9			30	COMMERCIAL
R11	8	19+76	RT	ADJ BOC	CONCRETE	CONCRETE	22	23	9	4	5	0	0	9			23	COMMERCIAL
L8	9	21+75	LT	OFF BOC	CONCRETE	NO PROPOSED WORK												COMMERCIAL
R12	9	22+34	RT	ADJ BOC	CONCRETE	CONCRETE	44	30	6	2	4	0	0	6			22	COMMERCIAL
L9	9	22+36	LT	OFF BOC	ASPHALT	CUT AND RESTORE												COMMERCIAL
L10	10	22+98	LT	OFF BOC	ASPHALT	CUT AND RESTORE												COMMERCIAL
L11	11	25+20	LT	ADJ BOC	CONCRETE	CONCRETE	29	27	6	2	4	0	0	6			16	COMMERCIAL
R13	11	25+33	RT	ADJ BOC	CONCRETE	CONCRETE	41	30	6	2	4	0	0	6			22	COMMERCIAL
L12	11	25+63	LT	ADJ BOC	CONCRETE	CONCRETE	36	33	6	2	4	0	0	6			23	COMMERCIAL
R14	11	25+69	RT	ADJ BOC	CONCRETE	CONCRETE	23	15	6	2	4	0	0	6			11	COMMERCIAL
L13	11	26+32	LT	ADJ BOC	CONCRETE	CONCRETE	56	53	6	2	4	0	0	6			36	COMMERCIAL
R15	11	26+63	RT	ADJ BOC	CONCRETE	CONCRETE	30	20	6	2	4	0	0	6			15	COMMERCIAL
L14	11	27+11	LT	ADJ BOC	CONCRETE	CONCRETE	52	49	6	2	4	0	0	6			34	COMMERCIAL
R16	11	27+16	RT	ADJ BOC	CONCRETE	CONCRETE	40	26	6	2	4	0	0	6			19	COMMERCIAL
R17	12	28+06	RT	ADJ BOC	CONCRETE	CONCRETE	41	25	6	2	4	0	0	6			19	COMMERCIAL
L15	12	28+57	LT	OFF BOC	CONCRETE	CONCRETE	29	24	8	3	5	0	0	8	15	15	21	COMMERCIAL
R18	12	29+22	RT	ADJ BOC	CONCRETE/NATURAL GROUND	CONCRETE	25	21	6	2	4	0	0	6			15	COMMERCIAL
L16	12	29+40	LT	OFF BOC	CONCRETE	CONCRETE	38	32	8	3	5	0	0	8	15	15	29	COMMERCIAL
															TOTAL		494	

SEE "CUT AND RESTORE" DETAIL ON "MISCELLANEOUS SIDEWALK DETAILS" SHEET.

2/28/2023

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Texas Department of Transportation

JACKSON CO SIDEWALKS

SUMMARY OF DRIVEWAYS
SH 111
CSJ: 0346-07-042

CONT	SECT	JOB	HIGHWAY
0089	11	007,ETC.	SL 521,ETC.
DIST	COUNTY		SHEET NO.
YKM	JACKSON		22

DATE: 2/28/2023 9:50:59 AM
FILE: G:\TXC\Projects\TxDOT\5832-13 YKM_Sidewalks_Jackson_Co_ORD\03_CADD\01_Shts\03-RDWY\YKM13_SH111_DRIVEWAY_SUM_01.dgn

FM 1822 SUMMARY OF DRIVEWAYS																			
DRIVEWAY NUMBER	SIDEWALK LAYOUT SHEET NUMBER	CENTERLINE STATION	LT/RT	DRIVEWAY TYPE	EXISTING SURFACE	PROPOSED SURFACE	WIDTH		LENGTH						RADIUS		AREA	DRIVEWAY CLASS
							W1	W2	L1	LS	LW	LD	L2	L3	R1	R2	SY	
							FT	FT	FT	FT	FT	FT	FT	FT	FT	FT		
L1	1	22+03	LT	OFF EOP	ASPHALT	CONCRETE	24	16	30	4	4	22	0	30	50	25	57	RESIDENTIAL
L2	2	22+98	LT	OFF EOP	GRAVEL/ASPHALT	CONCRETE	32	20	30	4	4	22	1	31	25	25	76	RESIDENTIAL
L3	2	23+78	LT	OFF EOP	ASPHALT	CONCRETE	27	16	12	4	4	4	0	12	32	32	28	RESIDENTIAL
L4	2	24+62	LT	OFF EOP	ASPHALT	CONCRETE	46	26	30	4	4	22	0	30	15	15	93	RESIDENTIAL
L5	3	25+41	LT	OFF EOP	ASPHALT	CONCRETE	38	19	30	4	4	22	1	31	20	20	74	RESIDENTIAL
L6	3	26+20	LT	OFF EOP	ASPHALT	CONCRETE	31	18	30	4	4	22	1	31	25	25	67	RESIDENTIAL
L7	3	26+98	LT	OFF EOP	ASPHALT/NATURAL GROUND	CONCRETE	32	18	30	4	4	22	1	31	15	9	66	RESIDENTIAL
L8	4	28+92	LT	OFF EOP	ASPHALT	CUT AND RESTORE												COMMERCIAL
L9	7	35+61	LT	OFF EOP	ASPHALT	NO PROPOSED WORK												COMMERCIAL
															TOTAL		461	

SEE "CUT AND RESTORE" DETAIL ON "MISCELLANEOUS SIDEWALK DETAILS" SHEET.

DATE: 2/28/2023 9:51:00 AM
FILE: G:\TXC\Projects\TxDOT\5832-13 YKM Sidewalks Jackson Co ORD\03_CADD\01_Shts\03-RDWY\YKM13_FM1822_DRIVEWAY_SUM_01.dgn

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Texas Department of Transportation

JACKSON CO SIDEWALKS

SUMMARY OF DRIVEWAYS FM 1822 CSJ: 1945-01-024

SHEET 3 OF 6

CONT	SECT	JOB	HIGHWAY
0089	11	007,ETC.	SL 521,ETC.
DIST	COUNTY		SHEET NO.
YKM	JACKSON		23

CK
DW
CK
DW

SL 522 SUMMARY OF DRIVEWAYS

DRIVEWAY NUMBER	SIDEWALK LAYOUT SHEET NUMBER	CENTERLINE STATION	LT/RT	DRIVEWAY TYPE	EXISTING SURFACE	PROPOSED SURFACE	WIDTH		LENGTH						RADIUS		AREA	DRIVEWAY CLASS
							W1	W2	L1	LS	LW	LD	L2	L3	R1	R2	SY	
							FT	FT	FT	FT	FT	FT	FT	FT	FT	FT		
L1	1	260+86	LT	OFF EOP	CONCRETE	CONCRETE	70	70	12	7	5	0	0	12			90	COMMERCIAL
L2	2	261+81	LT	OFF EOP	CONCRETE	NO PROPOSED WORK												COMMERCIAL
L3	3	265+14	LT	OFF EOP	CONCRETE	CONCRETE	36	24	12	7	5	0	0	12			47	COMMERCIAL
L4	4	266+84	LT	OFF EOP	CONCRETE	NO PROPOSED WORK												COMMERCIAL
															TOTAL		137	

SEE "CUT AND RESTORE" DETAIL ON "MISCELLANEOUS SIDEWALK DETAILS" SHEET.

DATE: 2/28/2023 9:51:01 AM
FILE: G:\TXC\Projects\TxDOT\5832-13 YKM Sidewalks Jackson Co_ORD\03_CADD\01 Shts\03-RDWY\YKM13_SL522_DRIVEWAY_SUM_01.dgn

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JACKSON CO SIDEWALKS

SUMMARY OF DRIVEWAYS SL 522 CSJ: 0089-12-006

CONT	SECT	JOB	HIGHWAY
0089	11	007,ETC.	SL 521,ETC.
DIST	COUNTY		SHEET NO.
YKM	JACKSON		24

FM 710 SUMMARY OF DRIVEWAYS																			
DRIVEWAY NUMBER	SIDEWALK LAYOUT SHEET NUMBER	CENTERLINE STATION	LT/RT	DRIVEWAY TYPE	EXISTING SURFACE	PROPOSED SURFACE	WIDTH		LENGTH						RADIUS		AREA	DRIVEWAY CLASS
							W1	W2	L1	LS	LW	LD	L2	L3	R1	R2	SY	
							FT	FT	FT	FT	FT	FT	FT	FT	FT	FT		
L1	1	0+74	LT	OFF EOP	GRAVEL/ASPHALT	CONCRETE	30	20	16	3	5	8	0	16			39	COMMERCIAL
L2	1	0+99	LT	OFF EOP	GRAVEL/ASPHALT	CONCRETE	21	11	16	3	5	8	0	16			24	COMMERCIAL
R1	2	1+63	RT	OFF EOP	CONCRETE	NO PROPOSED WORK												RESIDENTIAL
L3	2	2+10	LT	OFF EOP	ASPHALT	CONCRETE	30	24	14	6	5	3	0	14			42	RESIDENTIAL
R2	3	4+34	RT	OFF EOP	CONCRETE	NO PROPOSED WORK												COMMERCIAL
L4	3	5+01	LT	OFF EOP	GRAVEL	CONCRETE	30	18	15	9	5	1	0	15			40	RESIDENTIAL
L5	3	5+82	LT	OFF BOC	CONCRETE	NO PROPOSED WORK												RESIDENTIAL
L6	4	7+59	LT	ADJ BOC	CONCRETE	CONCRETE	57	45	13	0	6	7	0	13			64	COMMERCIAL
R3	4	8+06	RT	OFF BOC	CONCRETE	CONCRETE	22	18	15	7	4	4	0	15	15	15	32	RESIDENTIAL
L7	4	8+10	LT	ADJ BOC	CONCRETE	CONCRETE	44	32	13	0	6	7	0	13			46	COMMERCIAL
L8	5	8+68	LT	OFF BOC	CONCRETE	NO PROPOSED WORK												RESIDENTIAL
R4	5	8+75	RT	OFF BOC	ASPHALT	CONCRETE	18	11	15	6	4	5	0	15	15	15	21	RESIDENTIAL
L9	5	9+54	LT	OFF BOC	ASPHALT	CONCRETE	16	9	15	8	5	2	0	15	15	15	18	RESIDENTIAL
R5	5	9+91	RT	OFF BOC	ASPHALT	CONCRETE	20	15	15	3	5	7	0	15	15	15	27	RESIDENTIAL
R6	6	11+61	RT	OFF BOC	GRAVEL	NO PROPOSED WORK												RESIDENTIAL
R7	6	12+16	RT	OFF BOC	GRAVEL/ASPHALT	NO PROPOSED WORK												RESIDENTIAL
L10	6	12+65	LT	OFF BOC	GRAVEL	CONCRETE	40	22	15	8	5	2	0	15			50	RESIDENTIAL
R8	7	14+85	RT	OFF BOC	GRAVEL	NO PROPOSED WORK												RESIDENTIAL
L11	8	16+14	LT	OFF EOP	ASPHALT	CONCRETE	22	16	15	3	5	7	0	15			30	RESIDENTIAL
L12	8	16+95	LT	OFF EOP	GRAVEL	CUT AND RESTORE												COMMERCIAL
L13	8	17+48	LT	OFF EOP	GRAVEL	CUT AND RESTORE												COMMERCIAL
L14	9	18+43	LT	OFF EOP	ASPHALT	CONCRETE	16	10	15	3	5	7	0	15			20	RESIDENTIAL
L15	9	19+09	LT	OFF EOP	CONCRETE	NO PROPOSED WORK												COMMERCIAL
L16	10	20+58	LT	OFF BOC	CONCRETE	CONCRETE	50	44	15	3	5	7	0	15	25	5	75	COMMERCIAL
L17	10	21+14	LT	OFF BOC	CONCRETE	CONCRETE	41	35	15	3	5	7	0	15	5	25	60	COMMERCIAL
															TOTAL		588	

SEE "CUT AND RESTORE" DETAIL ON "MISCELLANEOUS SIDEWALK DETAILS" SHEET.

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Texas Department of Transportation

JACKSON CO SIDEWALKS

SUMMARY OF DRIVEWAYS
FM 710
CSJ: 0420-09-025

CONT	SECT	JOB	HIGHWAY
0089	11	007,ETC.	SL 521,ETC.
DIST	COUNTY		SHEET NO.
YKM	JACKSON		25

CK
DW
CK
DW

FM 172 SUMMARY OF DRIVEWAYS

DRIVEWAY NUMBER	SIDEWALK LAYOUT SHEET NUMBER	CENTERLINE STATION	LT/RT	DRIVEWAY TYPE	EXISTING SURFACE	PROPOSED SURFACE	WIDTH		LENGTH						RADIUS		AREA	DRIVEWAY CLASS
							W1	W2	L1	LS	LW	LD	L2	L3	R1	R2	SY	
							FT	FT	FT	FT	FT	FT	FT	FT	FT	FT		
R1	1	1224+02	RT	OFF EOP	GRAVEL/ASPHALT	CONCRETE	28	16	11	6	5	0	0	11	15	15	24	RESIDENTIAL
R2	2	1224+99	RT	OFF EOP	GRAVEL/ASPHALT	CONCRETE	20	12	11	6	5	0	0	11	15	15	18	RESIDENTIAL
R3	2	1226+28	RT	OFF EOP	GRAVEL/ASPHALT	CONCRETE	26	18	10	5	5	0	0	10	15	15	23	RESIDENTIAL
R4	3	1226+84	RT	OFF EOP	GRAVEL/ASPHALT	CONCRETE	18	14	8	3	5	0	0	8	15	15	13	RESIDENTIAL
R5	3	1227+75	RT	OFF EOP	GRAVEL/ASPHALT	CONCRETE	18	12	8	3	5	0	0	8	15	15	14	RESIDENTIAL
R6	3	1228+34	RT	OFF EOP	GRAVEL/ASPHALT	CONCRETE	20	10	9	4	5	0	0	9	15	15	14	RESIDENTIAL
R7	3	1228+73	RT	OFF EOP	ASPHALT	CUT AND RESTORE												COMMERCIAL
L1	3	1228+78	LT	OFF BOC	ASPHALT	CUT AND RESTORE												COMMERCIAL
R8	3	1229+11	RT	OFF EOP	ASPHALT	CUT AND RESTORE												COMMERCIAL
R9	4	1229+35	RT	OFF EOP	GRAVEL/ASPHALT	CONCRETE	18	10	11	6	5	0	0	11	15	15	15	RESIDENTIAL
L2	4	1229+76	LT	OFF BOC	ASPHALT	CUT AND RESTORE												COMMERCIAL
R10	4	1230+34	RT	OFF EOP	ASPHALT	CONCRETE	70	50	18	13	5	0	0	18	25	25	114	RESIDENTIAL
L3	4	1231+06	LT	OFF EOP	GRAVEL/ASPHALT	CONCRETE	32	12	19	14	5	0	0	19	15	15	35	RESIDENTIAL
L4	5	1231+68	LT	OFF EOP	GRAVEL/ASPHALT	CONCRETE	18	12	19	14	5	0	0	19	15	15	28	RESIDENTIAL
R11	5	1231+80	RT	OFF EOP	GRAVEL/ASPHALT	CUT AND RESTORE												COMMERCIAL
R12	5	1232+02	RT	OFF EOP	GRAVEL/ASPHALT	CUT AND RESTORE												COMMERCIAL
L5	5	1233+02	LT	OFF EOP	GRAVEL/ASPHALT	CONCRETE	22	10	18	13	5	0	0	18	15	15	26	RESIDENTIAL
R13	5	1233+03	RT	OFF EOP	GRAVEL	CUT AND RESTORE												COMMERCIAL
R14	5	1233+62	RT	OFF EOP	GRAVEL/ASPHALT	CUT AND RESTORE												COMMERCIAL
L6	5	1233+81	LT	OFF EOP	GRAVEL/ASPHALT	CONCRETE	22	12	9	4	5	0	0	9	15	15	16	RESIDENTIAL
R15	6	1234+45	RT	OFF EOP	GRAVEL/ASPHALT	CUT AND RESTORE												COMMERCIAL
L7	6	1234+83	LT	OFF EOP	GRAVEL/ASPHALT	CONCRETE	16	12	9	5	4	0	0	9	15	15	14	RESIDENTIAL
L8	6	1235+07	LT	OFF EOP	GRAVEL/ASPHALT	CONCRETE	14	10	8	4	4	0	0	8	15	15	10	RESIDENTIAL
R16	6	1235+12	RT	OFF EOP	GRAVEL/ASPHALT	CUT AND RESTORE												COMMERCIAL
L9A	6	1235+82	LT	OFF BOC	CONCRETE	CONCRETE	51	45	8	3	5	0	0	8	3	3	42	COMMERCIAL
R17	6	1236+10	RT	OFF EOP	CONCRETE	CONCRETE	97	88	12	7	5	0	0	12			124	COMMERCIAL
L9B	7	1236+42	LT	OFF BOC	CONCRETE	CONCRETE	50	42	9	4	5	0	0	9	3	5	41	COMMERCIAL
															TOTAL		571	

SEE "CUT AND RESTORE" DETAIL ON "MISCELLANEOUS SIDEWALK DETAILS" SHEET.

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Texas Department of Transportation

JACKSON CO SIDEWALKS

SUMMARY OF DRIVEWAYS
FM 172
CSJ: 0420-01-048

CONT	SECT	JOB	HIGHWAY
0089	11	007,ETC.	SL 521,ETC.
DIST	COUNTY		SHEET NO.
YKM	JACKSON		26

SUMMARY OF EROSION CONTROL ITEMS				
LOCATION	ITEM 506			
	TEMP SEDMT CONT FENCE		BIODEG EROSN CONT LOGS	
	INSTALL (LF)	REMOVE (LF)	INSTALL 8" (LF)	REMOVE (LF)
BEGIN TO END AS APPROVED OR DIRECTED				
SL 521 - CSJ: 0089-11-007 TOTALS	200	200	100	100
BEGIN TO END AS APPROVED OR DIRECTED				
SH 111 - CSJ: 0346-07-042 TOTALS	200	200	100	100
BEGIN TO END AS APPROVED OR DIRECTED				
FM 1822 - CSJ: 1945-01-024 TOTALS	200	200	100	100
BEGIN TO END AS APPROVED OR DIRECTED				
SL 522 - CSJ: 0089-12-006 TOTALS	200	200	100	100
BEGIN TO END AS APPROVED OR DIRECTED				
FM 710 - CSJ: 0420-09-025 TOTALS	200	200	100	100
BEGIN TO END AS APPROVED OR DIRECTED				
SH 172 - CSJ: 0420-01-048 TOTALS	200	200	100	100
PROJECT TOTALS	1200	1200	600	600

SW3P NOTES:
1. INSTALL BMP'S TO CORRESPOND WITH SEQUENCE OF CONSTRUCTION. ADDITIONAL BMP'S MAY BE ADDED TO CORRESPOND WITH CONSTRUCTION ACTIVITIES AS APPROVED OR AS DIRECTED BY THE ENGINEER.

2. ACTUAL BMP LOCATIONS AND LENGTHS MAY VARY TO MEET FIELD CONDITIONS, AS APPROVED OR AS DIRECTED BY THE ENGINEER.

DATE: 2/28/2023 9:51:17 AM
FILE: G:\TXC\Projects\TxDOT\5832-13 YKM Sidewalks Jackson Co_ORD\03_CADD\01_Shts\14-ENV\YKM13_EROSION_SUM.dgn

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TBPE Registration No. F-1046

Texas Department of Transportation

JACKSON CO SIDEWALKS

SUMMARY OF ENVIRONMENTAL ITEMS

CSJ: 0346-07-042

SHEET 1 OF 1

CONT	SECT	JOB	HIGHWAY
0089	11	007,ETC.	SL 521,ETC.
DIST	COUNTY		SHEET NO.
YKM	JACKSON		27

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BARRICADE AND CONSTRUCTION (BC) STANDARD SHEETS GENERAL NOTES:

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

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

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

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

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

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

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

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

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

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

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

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

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

WORKER SAFETY NOTES:

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

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

COMPLIANT WORKZONE TRAFFIC CONTROL DEVICES

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

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

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

Texas Department of Transportation | Traffic Safety Division Standard

BARRICADE AND CONSTRUCTION GENERAL NOTES AND REQUIREMENTS

BC(1)-21

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©TxDOT November 2002	CONT	SECT	JOB	HIGHWAY
REVISIONS 4-03 7-13	0089	11	007,ETC.	SL 521,ETC.
9-07 8-14	DIST	COUNTY		SHEET NO.
5-10 5-21	YKM	JACKSON		28

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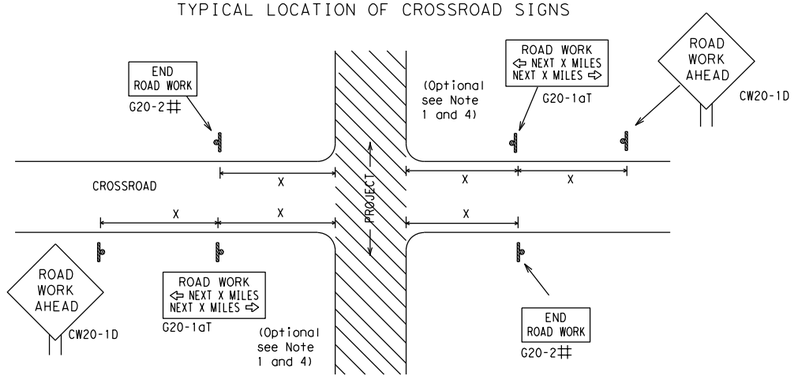
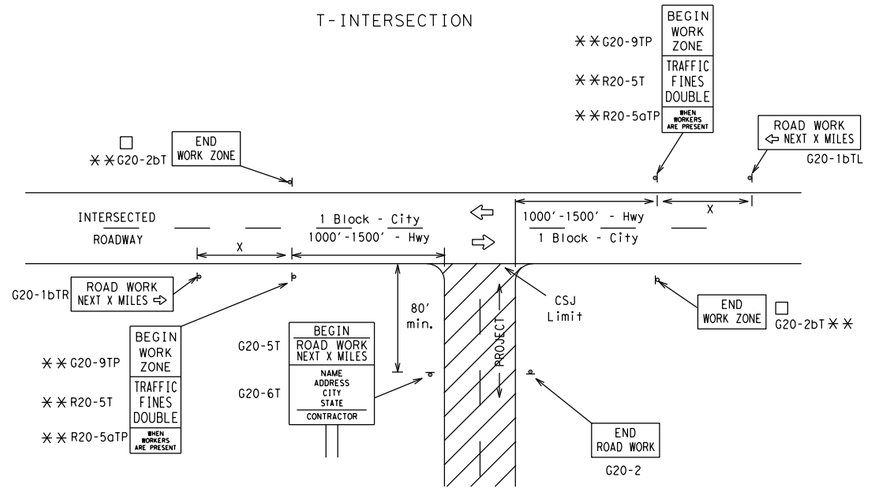
TYPICAL LOCATION OF CROSSROAD SIGNS



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

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

T-INTERSECTION



CSJ LIMITS AT T-INTERSECTION

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

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

SIZE

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

SPACING

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

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

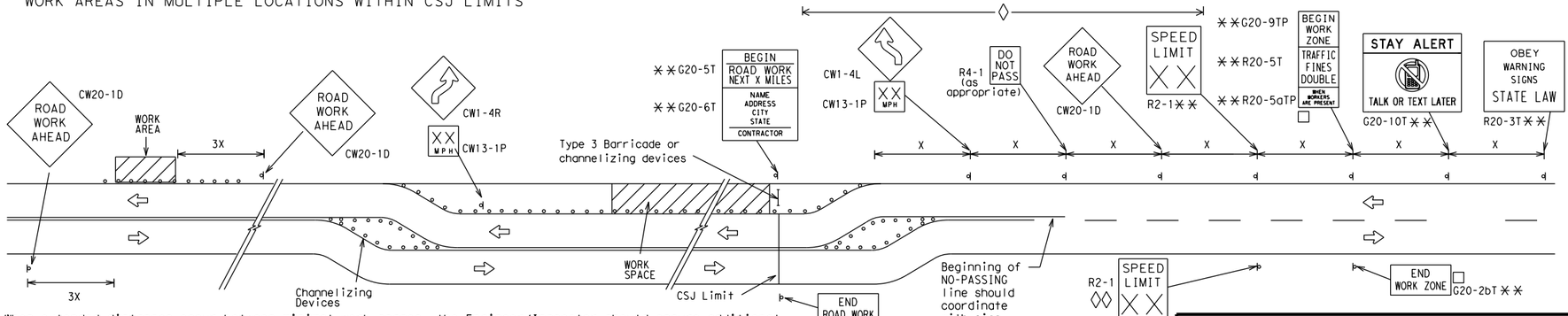
△ Minimum distance from work area to first Advance Warning sign nearest the work area and/or distance between each additional sign.

GENERAL NOTES

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

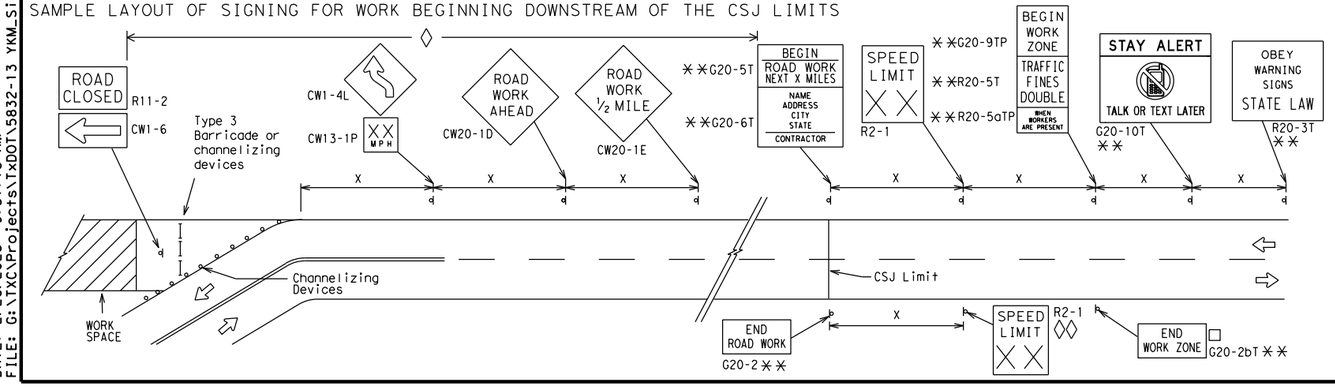
WORK AREAS IN MULTIPLE LOCATIONS WITHIN CSJ LIMITS

SAMPLE LAYOUT OF SIGNING FOR WORK BEGINNING AT THE CSJ LIMITS



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

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



NOTES

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

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

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

◊ Area for placement of "ROAD WORK AHEAD" (CW20-1D)sign and other signs or devices as called for on the Traffic Control Plan.

◊◊ Contractor will install a regulatory speed limit sign at the end of the work zone.

LEGEND	
⊢⊣	Type 3 Barricade
○ ○ ○	Channelizing Devices
▬	Sign
X	See Typical Construction Warning Sign Size and Spacing chart or the TMUTCD for sign spacing requirements.

Texas Department of Transportation

Traffic Safety Division Standard

BARRICADE AND CONSTRUCTION PROJECT LIMIT

BC(2)-21

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REVISIONS	0089	11	007,ETC.	SL 521,ETC.
9-07 8-14	DIST	COUNTY		SHEET NO.
7-13 5-21	YKM	JACKSON		29

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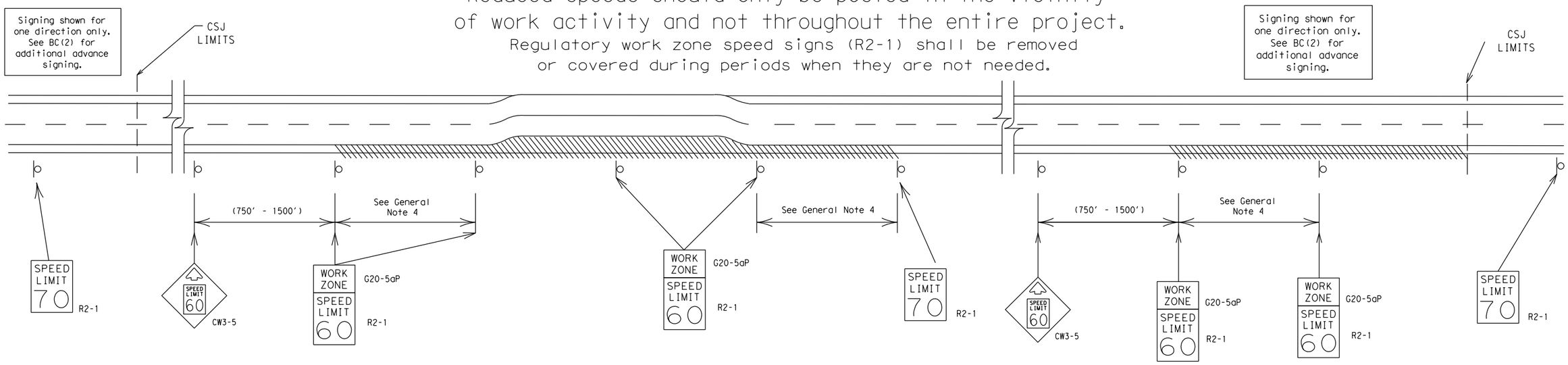
TYPICAL APPLICATION OF WORK ZONE SPEED LIMIT SIGNS

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

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

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



GUIDANCE FOR USE:

LONG/INTERMEDIATE TERM WORK ZONE SPEED LIMITS

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

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

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

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

SHORT TERM WORK ZONE SPEED LIMITS

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

Short Term Work Zone Speed Limit signs should be posted and visible to the motorists only when work activity is present. When work activity is not present, signs shall be removed or covered.
(See Removing or Covering on BC(4)).

GENERAL NOTES

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

Texas Department of Transportation

Traffic Safety Division Standard

BARRICADE AND CONSTRUCTION WORK ZONE SPEED LIMIT

BC(3)-21

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©TxDOT November 2002	CONT	SECT	JOB	HIGHWAY
REVISIONS 9-07 8-14 7-13 5-21	0089	11	007,ETC.	SL 521,ETC.
	DIST	COUNTY		SHEET NO.
	YKM	JACKSON		30

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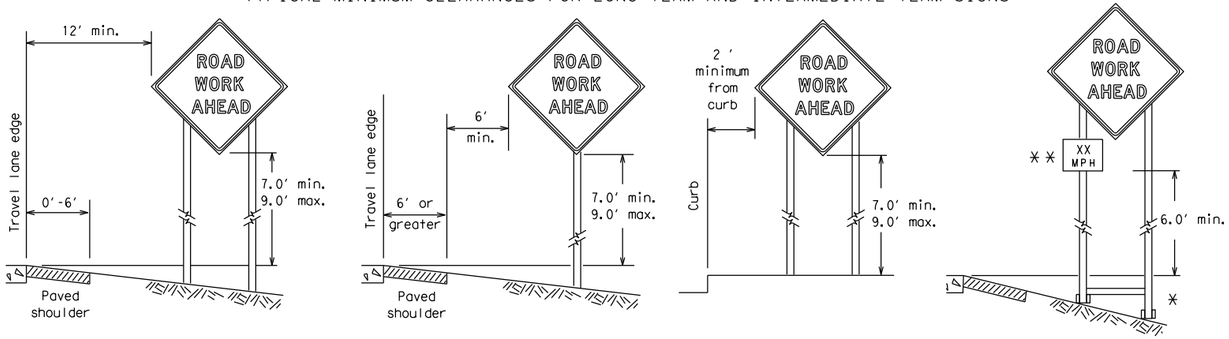
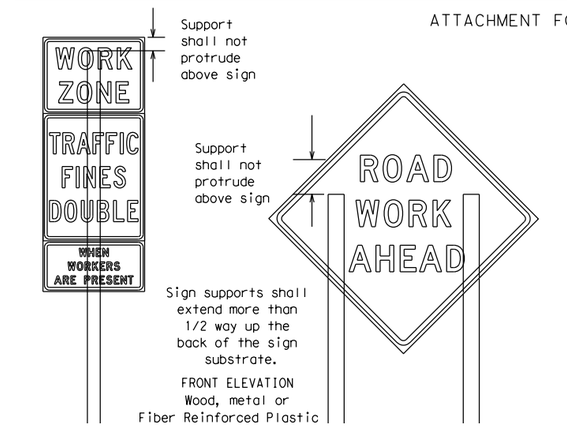
TYPICAL MINIMUM CLEARANCES FOR LONG TERM AND INTERMEDIATE TERM SIGNS

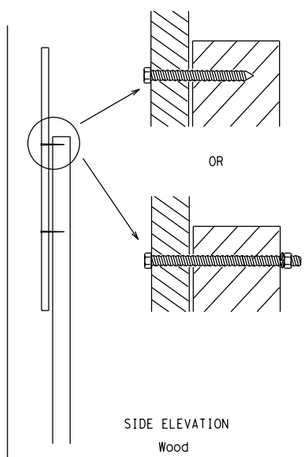


* When placing skid supports on unlevel ground, the leg post lengths must be adjusted so the sign appears straight and plumb. Objects shall NOT be placed under skids as a means of leveling.

** When plaques are placed on dual-leg supports, they should be attached to the upright nearest the travel lane. Supplemental plaques (advisory or distance) should not cover the surface of the parent sign.

ATTACHMENT FOR SIGN SUPPORTS





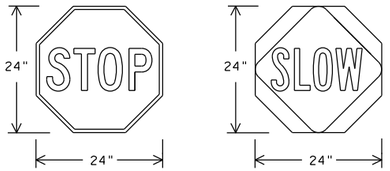
Attachment to wooden supports will be by bolts and nuts or screws. Use TxDOT's or manufacturer's recommended procedures for attaching sign substrates to other types of sign supports

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

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

STOP/SLOW PADDLES

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



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

CONTRACTOR REQUIREMENTS FOR MAINTAINING PERMANENT SIGNS WITHIN THE PROJECT LIMITS

1. Permanent signs are used to give notice of traffic laws or regulations, call attention to conditions that are potentially hazardous to traffic operations, show route designations, destinations, directions, distances, services, points of interest, and other geographical, recreational, specific service (LOGO), or cultural information. Drivers proceeding through a work zone need the same, if not better route guidance as normally installed on a roadway without construction.
2. When permanent regulatory or warning signs conflict with work zone conditions, remove or cover the permanent signs until the permanent sign message matches the roadway condition. For details for covering large guide signs see the TS-CD standard.
3. When existing permanent signs are moved and relocated due to construction purposes, they shall be visible to motorists at all times.
4. If existing signs are to be relocated on their original supports, they shall be installed on crashworthy bases as shown on the SMD Standard sheets. The signs shall meet the required mounting heights shown on the BC Sheets or the SMD Standards. This work should be paid for under the appropriate pay item for relocating existing signs.
5. If permanent signs are to be removed and relocated using temporary supports, the Contractor shall use crashworthy supports as shown on the BC standard sheets, TLRS standard sheets or the CWZTCD list. The signs shall meet the required mounting heights shown on the BC, or the SMD standard sheets during construction. This work should be paid for under the appropriate pay item for relocating existing signs.
6. Any sign or traffic control device that is struck or damaged by the Contractor or his/her construction equipment shall be replaced as soon as possible by the Contractor to ensure proper guidance for the motorists. This will be subsidiary to Item 502.

GENERAL NOTES FOR WORK ZONE SIGNS

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

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

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

SIGN MOUNTING HEIGHT

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

SIZE OF SIGNS

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

SIGN SUBSTRATES

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

REFLECTIVE SHEETING

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

SIGN LETTERS

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

REMOVING OR COVERING

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

SIGN SUPPORT WEIGHTS

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

FLAGS ON SIGNS

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

Texas Department of Transportation | Traffic Safety Division Standard

BARRICADE AND CONSTRUCTION TEMPORARY SIGN NOTES

BC(4)-21

FILE: bc-21.dgn	DN: TxDOT	CK: TxDOT	DW: TxDOT	CK: TxDOT
©TxDOT November 2002	CONT	SECT	JOB	HIGHWAY
REVISIONS	0089	11	007,ETC.	SL 521,ETC.
9-07 8-14	DIST	COUNTY		SHEET NO.
7-13 5-21	YKM	JACKSON		31

DATE: 2/28/2023 9:51:19 AM
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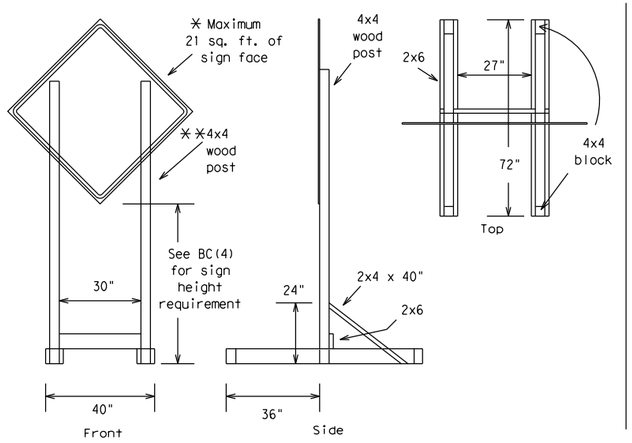
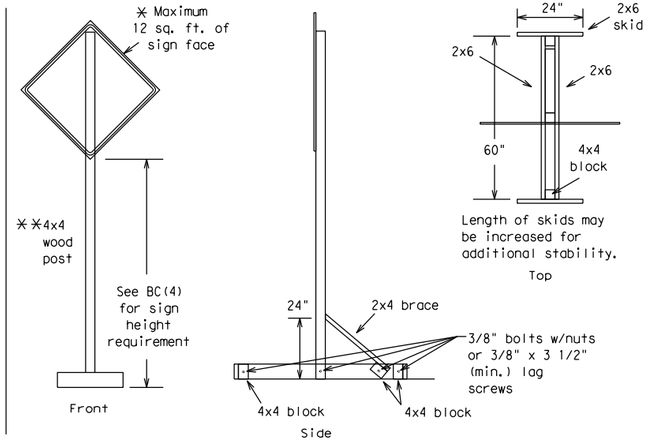
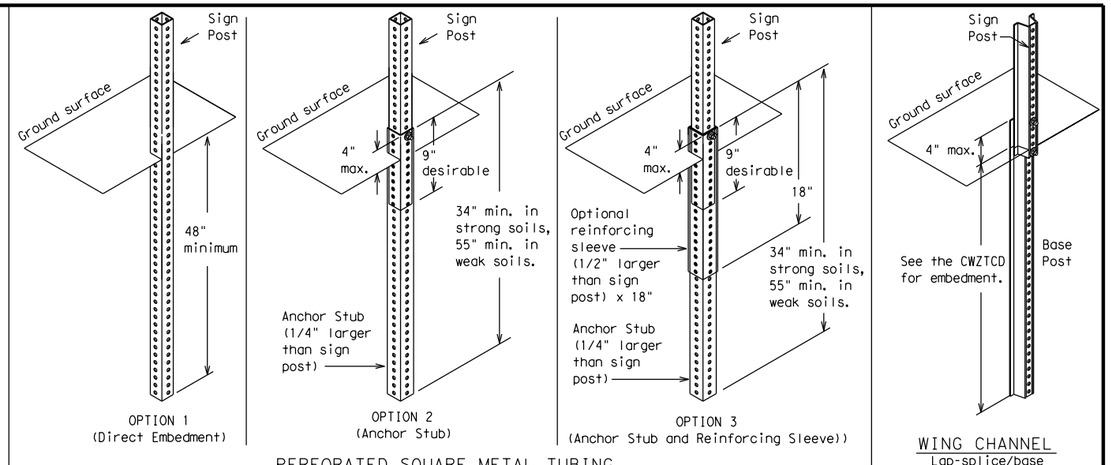




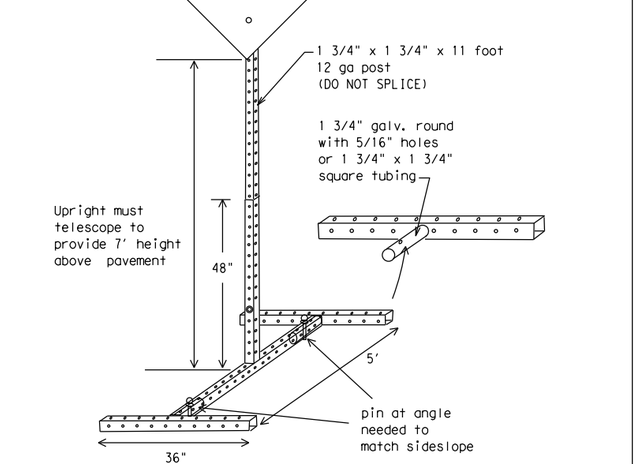
SKID MOUNTED WOOD SIGN SUPPORTS

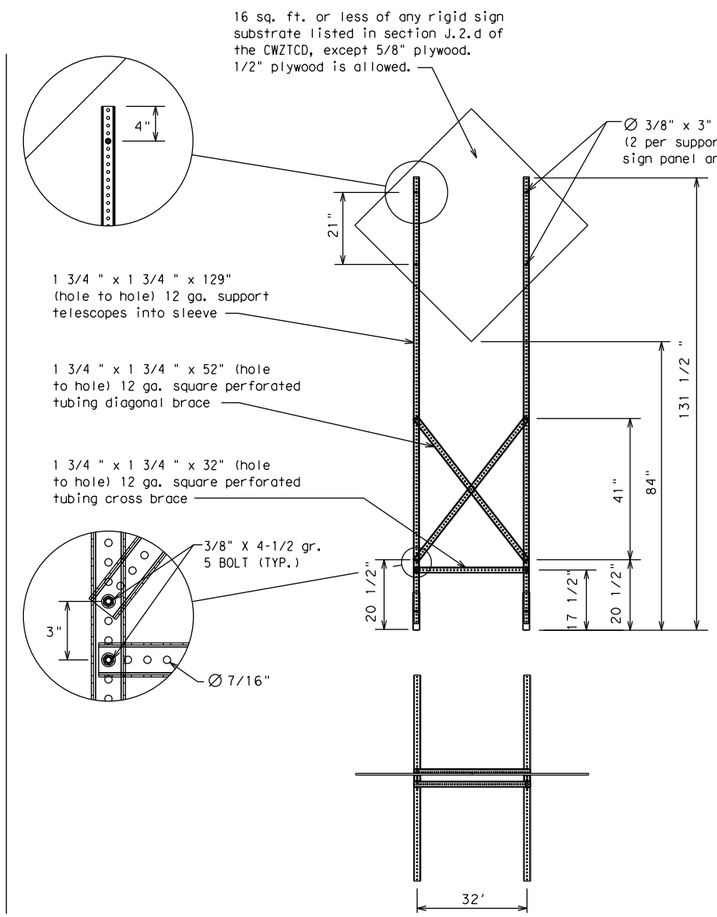
* LONG/INTERMEDIATE TERM STATIONARY - PORTABLE SKID MOUNTED SIGN SUPPORTS

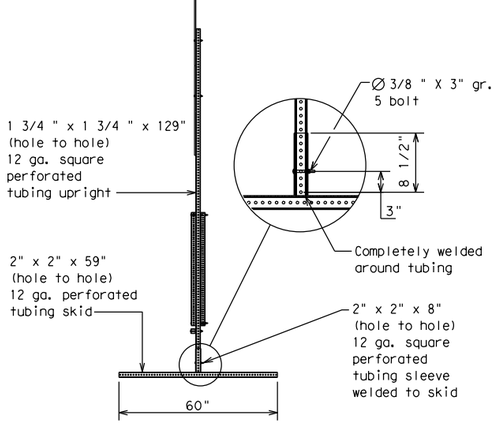


GROUND MOUNTED SIGN SUPPORTS

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







SKID MOUNTED PERFORATED SQUARE STEEL TUBING SIGN SUPPORTS

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

WEDGE ANCHORS

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

OTHER DESIGNS

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

GENERAL NOTES

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

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

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

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

Texas Department of Transportation | Traffic Safety Division Standard

BARRICADE AND CONSTRUCTION TYPICAL SIGN SUPPORT

BC(5)-21

FILE: bc-21.dgn	DN: TxDOT	CK: TxDOT	DW: TxDOT	CK: TxDOT
©TxDOT November 2002	CONT	SECT	JOB	HIGHWAY
REVISIONS	0089	11	007,ETC.	SL 521,ETC.
9-07 8-14	DIST	COUNTY		SHEET NO.
7-13 5-21	YKM	JACKSON		32

DATE: 2/28/2023 9:51:20 AM
FILE: G:\TXC\Projects\TxDOT\5832-13 YKM_Sidewalks_Jackson_Co_ORD\03_CADD\01_Shts\02-TCP\Shts\TxDOT\bc-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

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

Other Condition List

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

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

Phase 2: Possible Component Lists

Action to Take/Effect on Travel List

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

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

Location List

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

Warning List

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

** Advance Notice List

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

** 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)

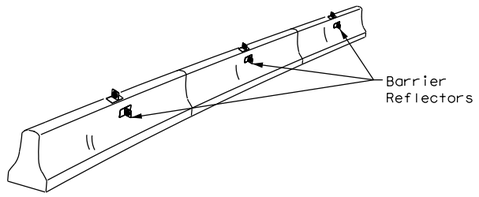
BC(6)-21

FILE: bc-21.dgn	DN: TxDOT	CK: TxDOT	DW: TxDOT	CK: TxDOT
©TxDOT November 2002	CONT	SECT	JOB	HIGHWAY
REVISIONS	0089	11	007,ETC.	SL 521,ETC.
9-07 8-14	DIST	COUNTY		SHEET NO.
7-13 5-21	YKM	JACKSON		33

100

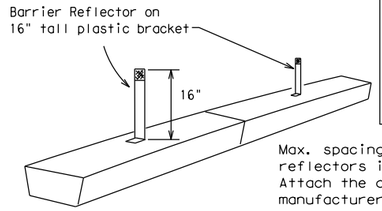
DATE: 2/28/2023 9:51:20 AM
FILE: G:\TxC\Projects\TxDOT\5832-13 YKM_Sidewalks_Jackson_Co_ORD\03_CADD\01_Shts\02-TCP\Stds\TxDOT\bc-21.dgn

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.

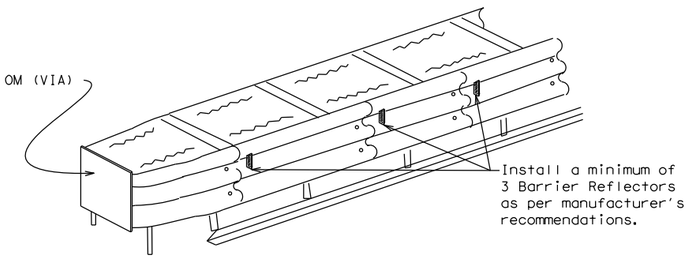


Max. spacing of barrier reflectors is 20 feet. Attach the delineators as per manufacturer's recommendations.

LOW PROFILE CONCRETE BARRIER (LPCB)

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.

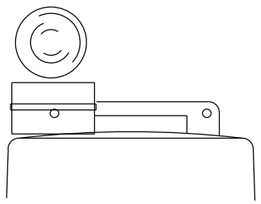


DELINEATION OF END TREATMENTS

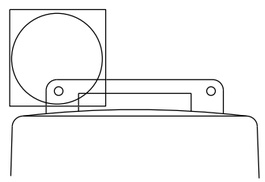
END TREATMENTS FOR CTB'S USED IN WORK ZONES

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

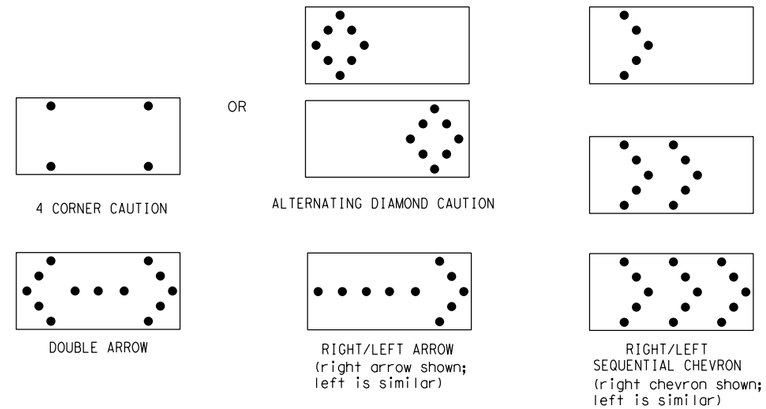
1. Type A flashing warning lights are intended to warn drivers that they are approaching or are in a potentially hazardous area.
2. Type A random flashing warning lights are not intended for delineation and shall not be used in a series.
3. A series of sequential flashing warning lights placed on channelizing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



4 CORNER CAUTION

ALTERNATING DIAMOND CAUTION

DOUBLE ARROW

RIGHT/LEFT ARROW
(right arrow shown;
left is similar)

RIGHT/LEFT
SEQUENTIAL CHEVRON
(right chevron shown;
left is similar)

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
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REVISIONS	0089	11	007,ETC.	SL 521,ETC.
9-07 8-14	DIST	COUNTY		SHEET NO.
7-13 5-21	YKM	JACKSON		34

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GENERAL NOTES

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

GENERAL DESIGN REQUIREMENTS

Pre-qualified plastic drums shall meet the following requirements:

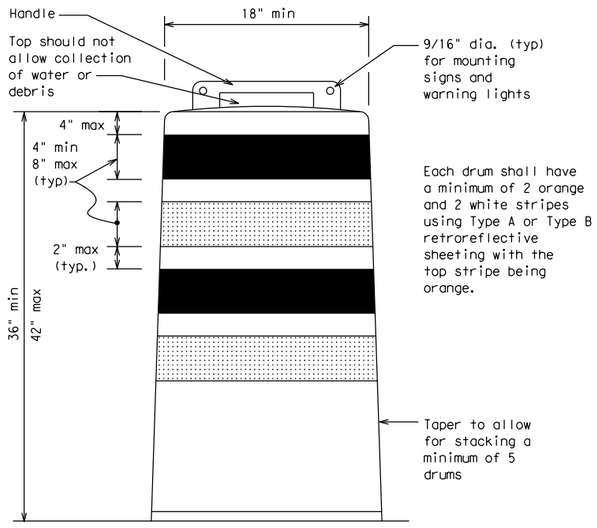
1. Plastic drums shall be a two-piece design; the "body" of the drum shall be the top portion and the "base" shall be the bottom.
2. The body and base shall lock together in such a manner that the body separates from the base when impacted by a vehicle traveling at a speed of 20 MPH or greater but prevents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

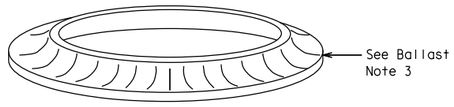
RETROREFLECTIVE SHEETING

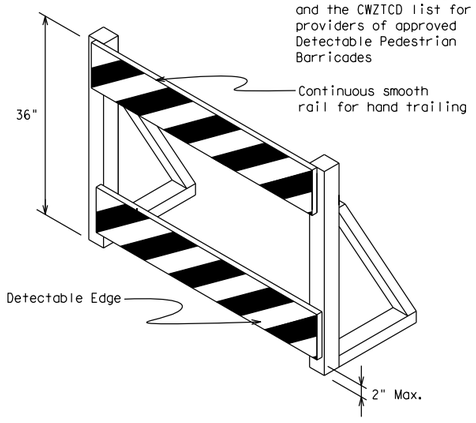
1. The stripes used on drums shall be constructed of sheeting meeting the color and retroreflectivity requirements of Departmental Materials Specification DMS-8300, "Sign Face Materials." Type A or Type B reflective sheeting shall be supplied unless otherwise specified in the plans.
2. The sheeting shall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

BALLAST

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

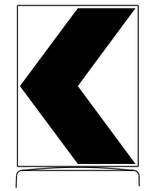




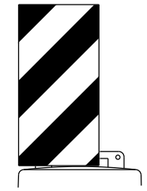


DETECTABLE PEDESTRIAN BARRICADES

1. When existing pedestrian facilities are disrupted, closed, or relocated in a TTC zone, the temporary facilities shall be detectable and include accessibility features consistent with the features present in the existing pedestrian facility. Refer to WZ(BTS-2) for Pedestrian Control requirements for Sidewalk Diversions, Sidewalk Detours and Crosswalk Closures.
2. Where pedestrians with visual disabilities normally use the closed sidewalk, a Detectable Pedestrian Barricade shall be placed across the full width of the closed sidewalk instead of a Type 3 Barricade.
3. Detectable pedestrian barricades similar to the one pictured above, longitudinal channelizing devices, some concrete barriers, and wood or chain link fencing with a continuous detectable edging can satisfactorily delineate a pedestrian path.
4. Tape, rope, or plastic chain strung between devices are not detectable, do not comply with the design standards in the "Americans with Disabilities Act Accessibility Guidelines (ADAAG)" and should not be used as a control for pedestrian movements.
5. Warning lights shall not be attached to detectable pedestrian barricades.
6. Detectable pedestrian barricades should use 8" nominal barricade rails as shown on BC(10) provided that the top rail provides a smooth continuous rail suitable for hand trailing with no splinters, burrs, or sharp edges.



18" x 24" Sign
(Maximum Sign Dimension)
Chevron CW1-8, Opposing Traffic Lane Divider, Driveway sign D70a, Keep Right R4 series or other signs as approved by Engineer



12" x 24"
Vertical Panel
mount with diagonals sloping down towards travel way

Plywood, Aluminum or Metal sign substrates shall NOT be used on plastic drums

SIGNS, CHEVRONS, AND VERTICAL PANELS MOUNTED ON PLASTIC DRUMS

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

Texas Department of Transportation | Traffic Safety Division Standard

BARRICADE AND CONSTRUCTION CHANNELIZING DEVICES

BC(8)-21

FILE: bc-21.dgn	DN: TxDOT	CK: TxDOT	DW: TxDOT	CK: TxDOT
©TxDOT November 2002	CONT	SECT	JOB	HIGHWAY
REVISIONS	0089	11	007,ETC.	SL 521,ETC.
4-03 8-14	DIST	COUNTY		SHEET NO.
9-07 5-21	YKM	JACKSON		35
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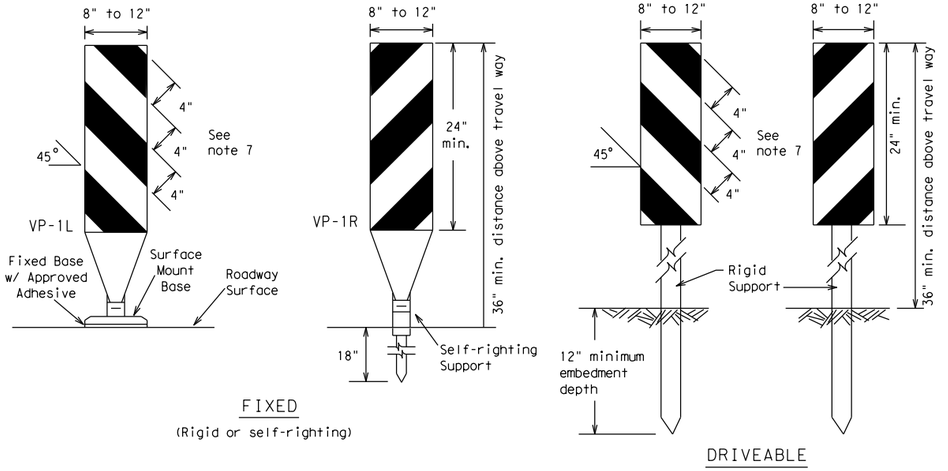
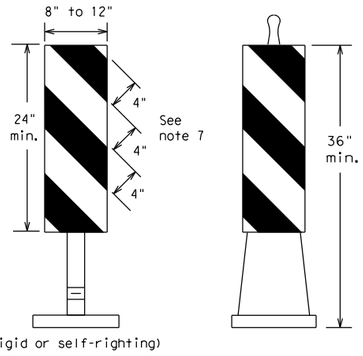


FIXED

(Rigid or self-righting)

DRIVEABLE

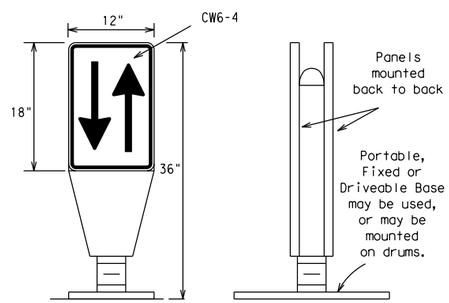


(Rigid or self-righting)

PORTABLE

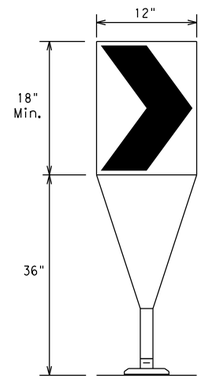
1. Vertical Panels (VP's) are normally used to channelize traffic or divide opposing lanes of traffic.
2. VP's may be used in daytime or nighttime situations. They may be used at the edge of shoulder drop-offs and other areas such as lane transitions where positive daytime and nighttime delineation is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

VERTICAL PANELS (VPs)



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

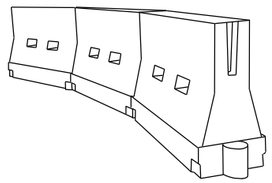
OPPOSING TRAFFIC LANE DIVIDERS (OTLD)



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

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

CHEVRONS



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

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.

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	0089	11	007,ETC.	SL 521,ETC.
9-07 8-14	DIST	COUNTY		SHEET NO.
7-13 5-21	YKM	JACKSON		36

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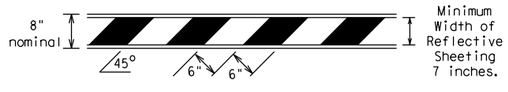
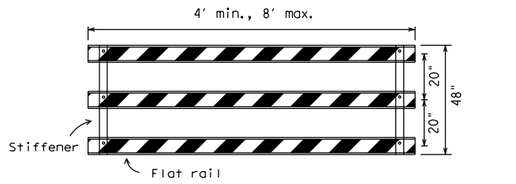
TYPE 3 BARRICADES

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

Barricades shall NOT be used as a sign support.



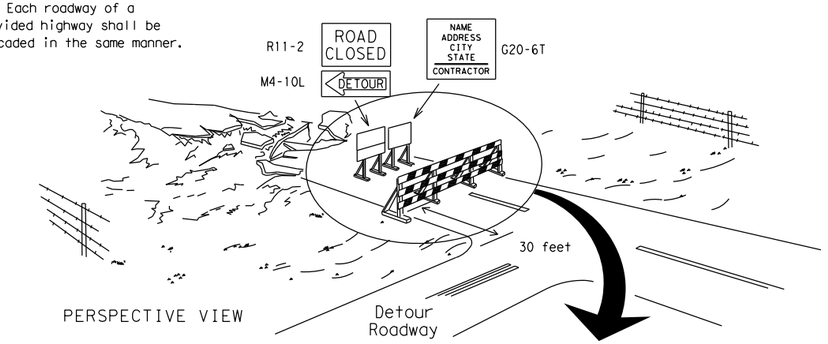
TYPICAL STRIPING DETAIL FOR BARRICADE RAIL



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

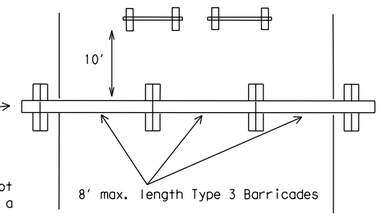
TYPICAL PANEL DETAIL
FOR SKID OR POST TYPE BARRICADES

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



PERSPECTIVE VIEW

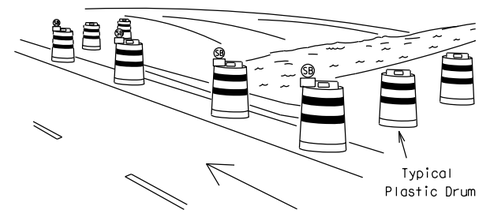
The three rails on Type 3 barricades shall be reflectorized orange and reflective white stripes on one side facing one-way traffic and both sides for two-way traffic.
Barricade striping should slant downward in the direction of detour.



PLAN VIEW

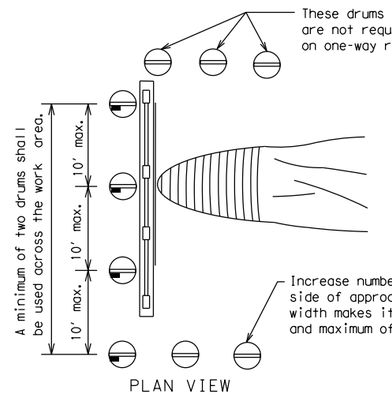
1. Signs should be mounted on independent supports at a 7 foot mounting height in center of roadway. The signs should be a minimum of 10 feet behind Type 3 Barricades.
2. Advance signing shall be as specified elsewhere in the plans.

TYPE 3 BARRICADE (POST AND SKID) TYPICAL APPLICATION



PERSPECTIVE VIEW

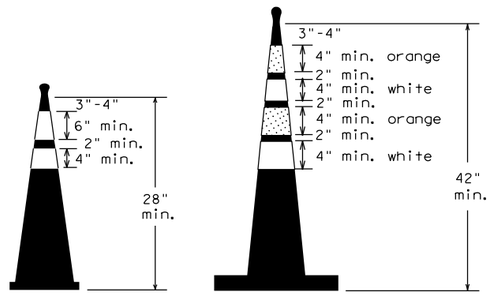
1. Where positive redirectional capability is provided, drums may be omitted.
2. Plastic construction fencing may be used with drums for safety as required in the plans.
3. Vertical Panels on flexible support may be substituted for drums when the shoulder width is less than 4 feet.
4. When the shoulder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



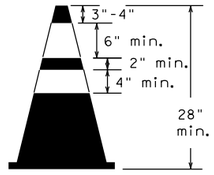
PLAN VIEW

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

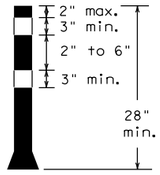
CULVERT WIDENING OR OTHER ISOLATED WORK WITHIN THE PROJECT LIMITS



Two-Piece cones



One-Piece cones

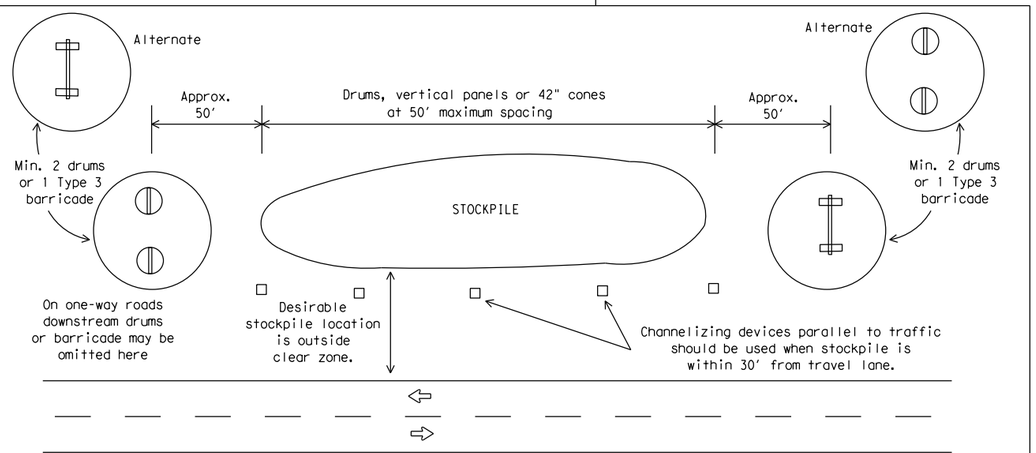


Tubular Marker

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

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

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



TRAFFIC CONTROL FOR MATERIAL STOCKPILES

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	0089	11	007,ETC.	SL 521,ETC.
9-07 8-14	DIST	COUNTY		SHEET NO.
7-13 5-21	YKM	JACKSON		37

104

DATE: 2/28/2023 9:51:21 AM
FILE: G:\TXC\Projects\TxDOT\5832-13 YKM_Sidewalks_Jackson_Co_ORD\03_CADD\01_Shts\02-TCP\Stds\TxDOT\bc-21.dgn

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.

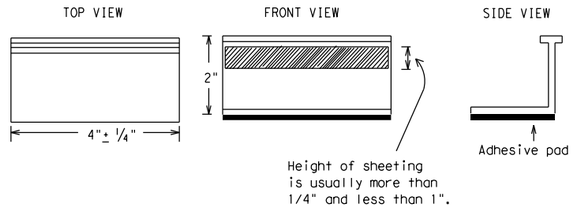
MAINTAINING WORK ZONE PAVEMENT MARKINGS

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	0089	11	007,ETC.	SL 521,ETC.
	DIST	COUNTY		SHEET NO.
	YKM	JACKSON		38

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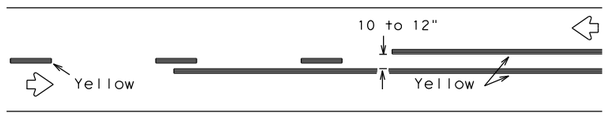
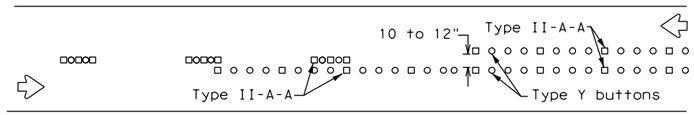
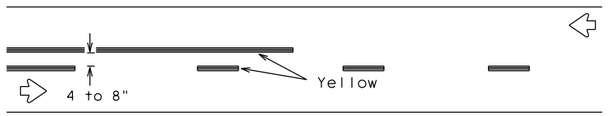
PAVEMENT MARKING PATTERNS



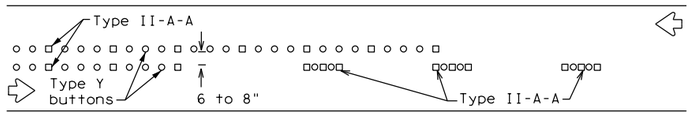
REFLECTORIZED PAVEMENT MARKINGS - PATTERN A



RAISED PAVEMENT MARKERS - PATTERN A



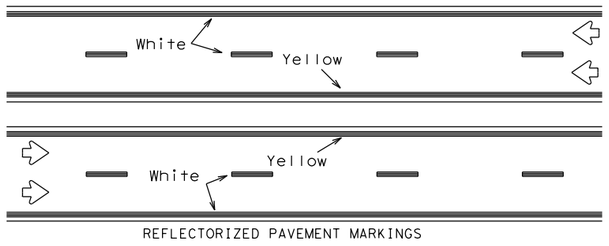
REFLECTORIZED PAVEMENT MARKINGS - PATTERN B



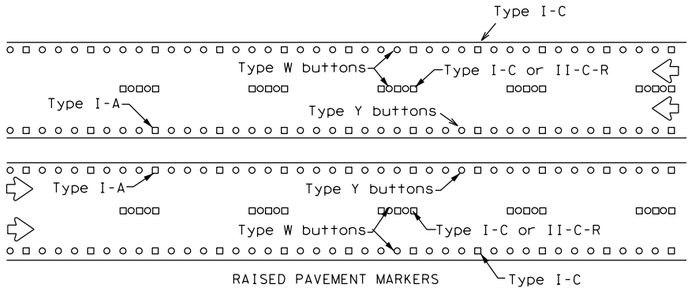
RAISED PAVEMENT MARKERS - PATTERN B

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

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



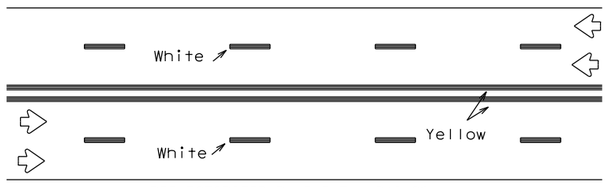
REFLECTORIZED PAVEMENT MARKINGS



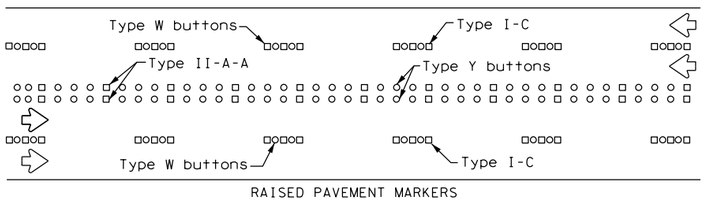
RAISED PAVEMENT MARKERS

Prefabricated markings may be substituted for reflectorized pavement markings.

EDGE & LANE LINES FOR DIVIDED HIGHWAY



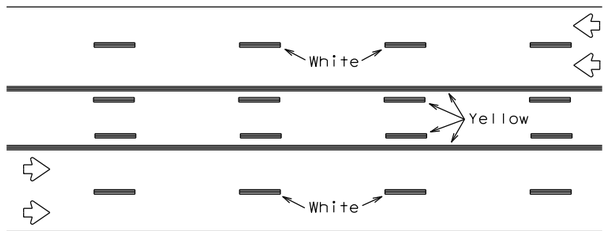
REFLECTORIZED PAVEMENT MARKINGS



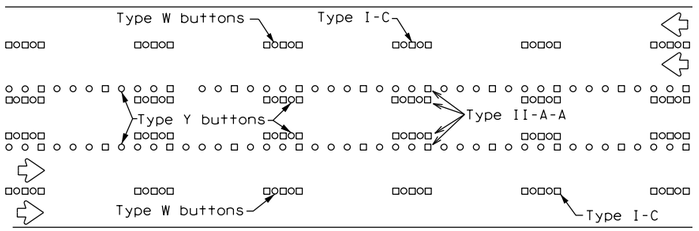
RAISED PAVEMENT MARKERS

Prefabricated markings may be substituted for reflectorized pavement markings.

LANE & CENTER LINES FOR MULTILANE UNDIVIDED HIGHWAYS



REFLECTORIZED PAVEMENT MARKINGS



RAISED PAVEMENT MARKERS

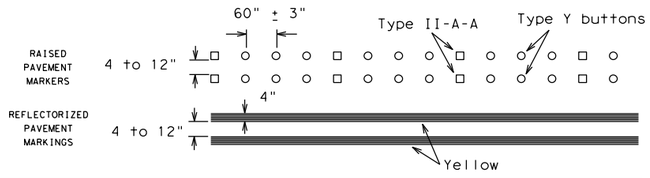
Prefabricated markings may be substituted for reflectorized pavement markings.

TWO-WAY LEFT TURN LANE

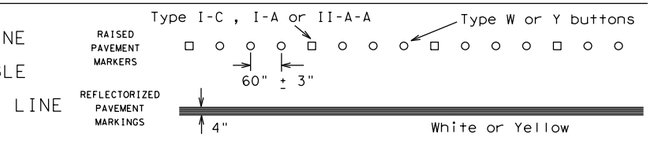
STANDARD WORK ZONE PAVEMENT MARKINGS DETAILS

SOLID LINES

DOUBLE NO-PASSING LINE

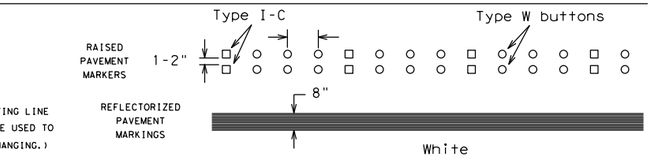


EDGE LINE OR SINGLE NO-PASSING LINE



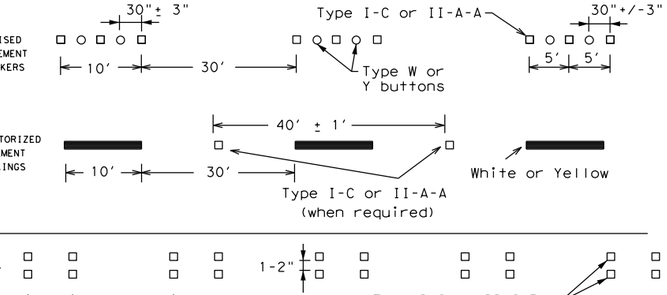
WIDE LINE

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

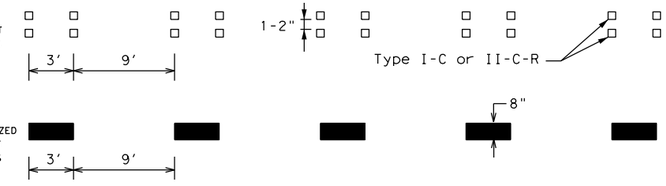


BROKEN LINES

CENTER LINE OR LANE LINE

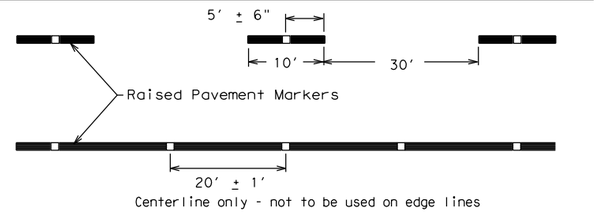


AUXILIARY OR LANEDROP LINE



REMOVABLE MARKINGS WITH RAISED PAVEMENT MARKERS

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



Centerline only - not to be used on edge lines

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

Texas Department of Transportation

Traffic Safety Division Standard

BARRICADE AND CONSTRUCTION PAVEMENT MARKING PATTERNS

BC(12)-21

FILE: bc-21.dgn	DN: TxDOT	CK: TxDOT	DW: TxDOT	CK: TxDOT
©TxDOT February 1998	CONT	SECT	JOB	HIGHWAY
REVISIONS 1-97 9-07 5-21 2-98 7-13 11-02 8-14	0089	11	007,ETC.	SL 521,ETC.
	DIST	COUNTY		SHEET NO.
	YKM	JACKSON		39

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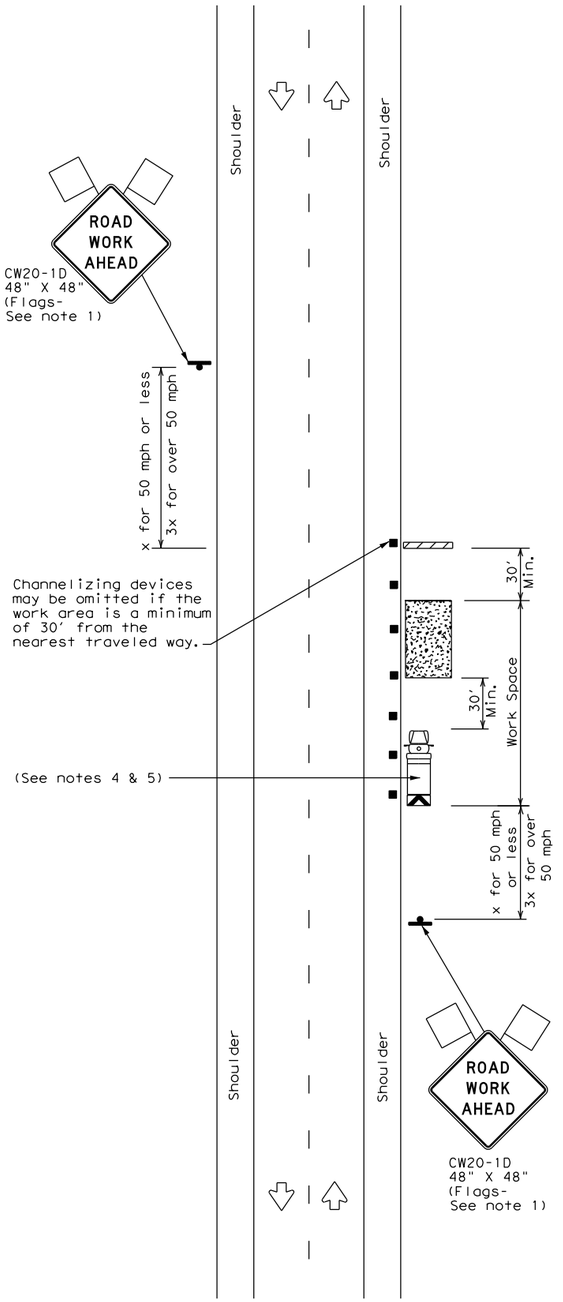
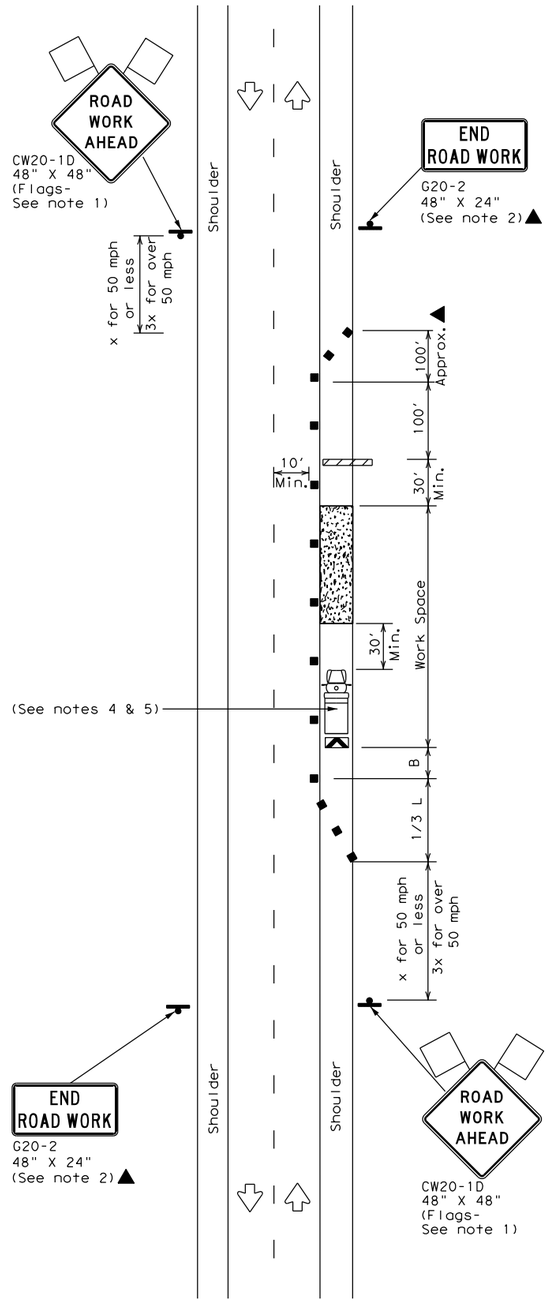


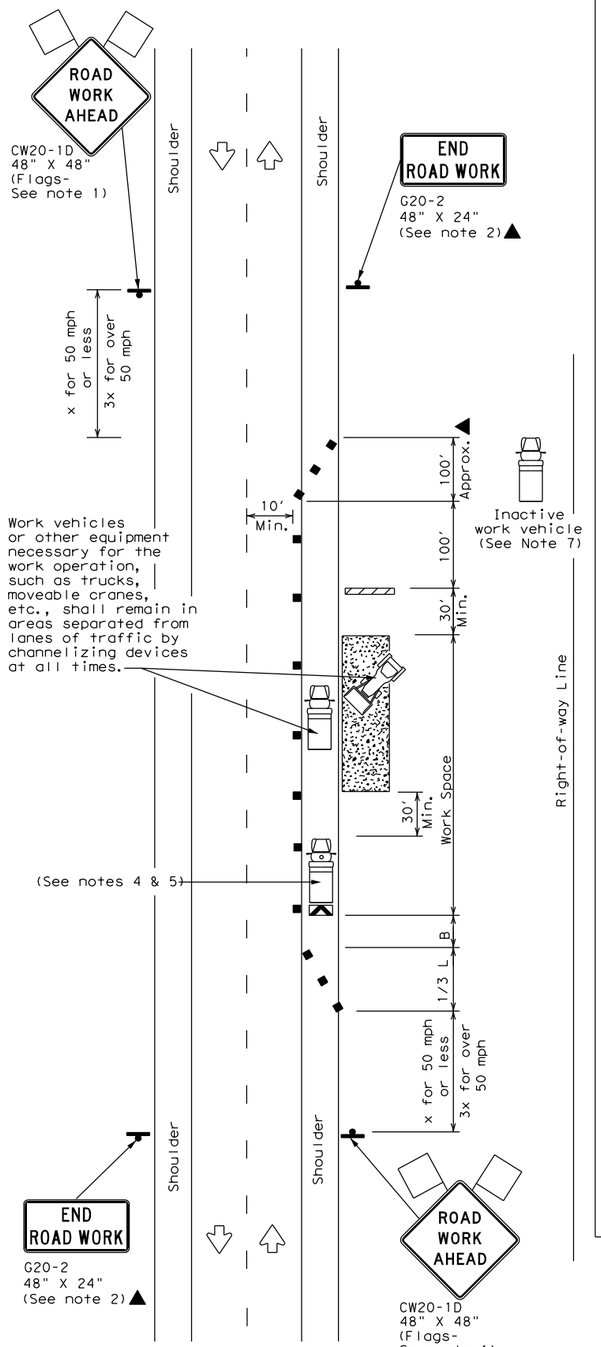
TCP (2-1a)

WORK SPACE NEAR SHOULDER
Conventional Roads



TCP (2-1b)

WORK SPACE ON SHOULDER
Conventional Roads



TCP (2-1c)

WORK VEHICLES ON SHOULDER
Conventional Roads

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

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

* Conventional Roads Only

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

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

GENERAL NOTES

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

Texas Department of Transportation

Traffic Operations Division Standard

TRAFFIC CONTROL PLAN CONVENTIONAL ROAD SHOULDER WORK

TCP(2-1)-18

FILE: tcp2-1-18.dgn	DN:	CK:	DW:	CK:
© TxDOT December 1985	CONT	SECT	JOB	HIGHWAY
REVISIONS 2-94 4-98 8-95 2-12 1-97 2-18	0089	11	007,ETC.	SL 521,ETC.
	DIST	COUNTY		SHEET NO.
	YKM	JACKSON		40

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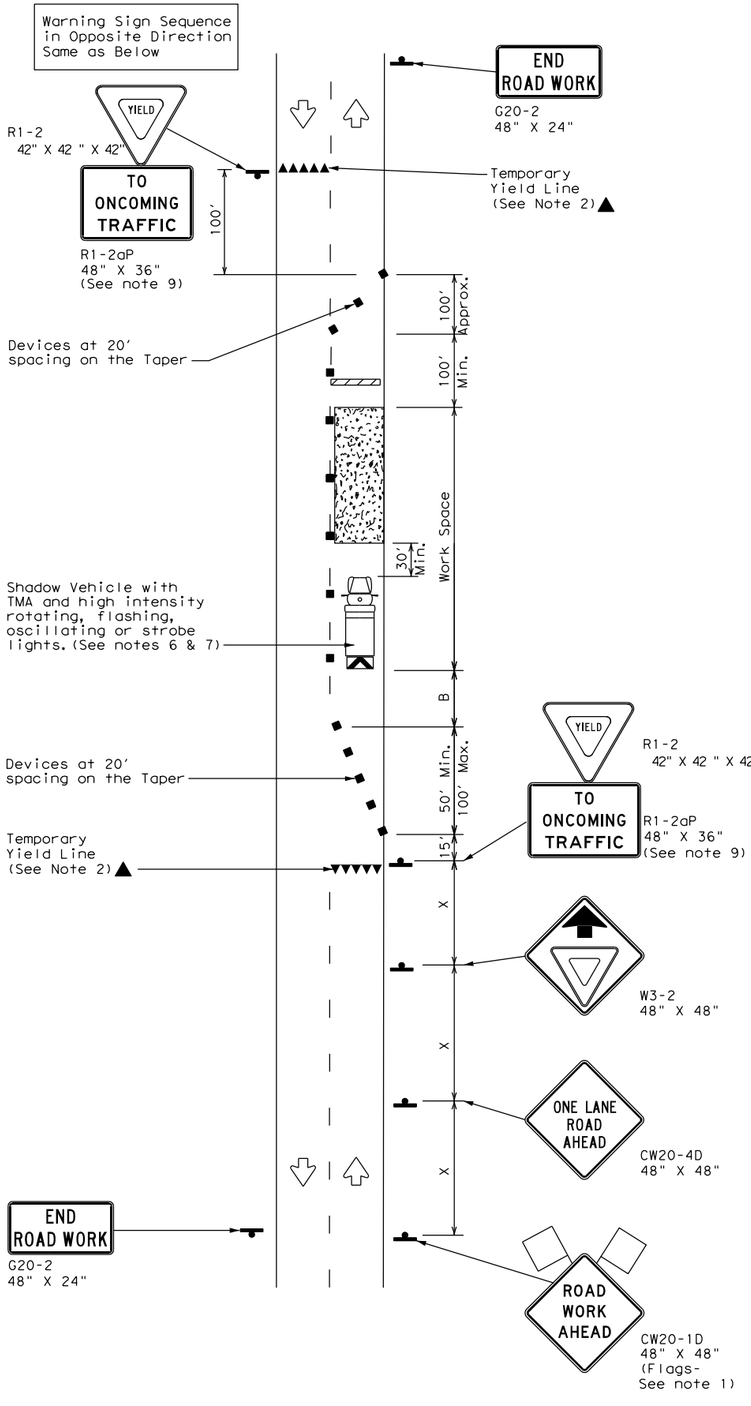
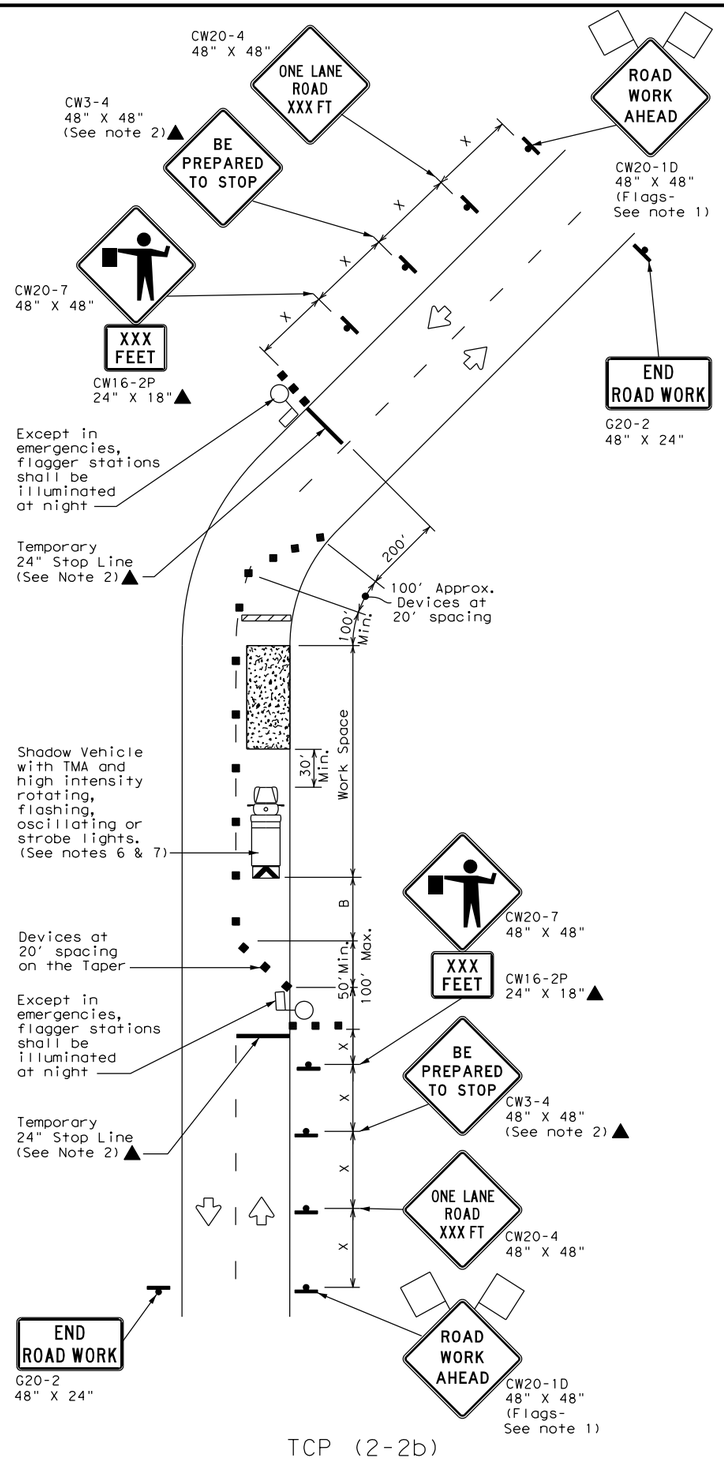


TCP (2-2a)
2-LANE ROADWAY WITHOUT PAVED SHOULDERS
ONE LANE TWO-WAY
CONTROL WITH YIELD SIGNS
(Less than 2000 ADT - See Note 9)



TCP (2-2b)
2-LANE ROADWAY WITHOUT PAVED SHOULDERS
ONE LANE TWO-WAY
CONTROL WITH FLAGGERS

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

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

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

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

GENERAL NOTES

1. Flags attached to signs where shown, are REQUIRED.
2. All traffic control devices illustrated are REQUIRED, except those denoted with the triangle symbol may be omitted when stated elsewhere in the plans, or for routine maintenance work, when approved by the Engineer.
3. The CW3-4 "BE PREPARED TO STOP" sign may be installed after the CW20-4 "ONE LANE ROAD XXX FT" sign, but proper sign spacing shall be maintained.
4. Flaggers should use two-way radios or other methods of communication to control traffic.
5. Length of work space should be based on the ability of flaggers to communicate.
6. A Shadow Vehicle with a TMA should be used anytime it can be positioned 30 to 100 feet in advance of the area of crew exposure without adversely affecting the performance or quality of the work. If workers are no longer present but road or work conditions require the traffic control to remain in place, Type 3 Barricades or other channelizing devices may be substituted for the Shadow Vehicle and TMA.
7. Additional Shadow Vehicles with TMAs may be positioned off the paved surface, next to those shown in order to protect a wider work space.

TCP (2-2a)

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

TCP (2-2b)

10. Channelizing devices on the center line may be omitted when a pilot car is leading traffic and approved by the Engineer.
11. If the work space is located near a horizontal or vertical curve, the buffer distances should be increased in order to maintain stopping sight distance to the flagger and a queue of stopped vehicles. (See table above).
12. Flaggers should use 24" STOP/SLOW paddles to control traffic. Flags should be limited to emergency situtations.

Texas Department of Transportation
Traffic Operations Division Standard

TRAFFIC CONTROL PLAN
ONE-LANE TWO-WAY
TRAFFIC CONTROL

TCP(2-2)-18

FILE: tcp2-2-18.dgn	DN:	CK:	DW:	CK:
©TxDOT December 1985	CONT	SECT	JOB	HIGHWAY
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	DIST	COUNTY		SHEET NO.
	YKM	JACKSON		41

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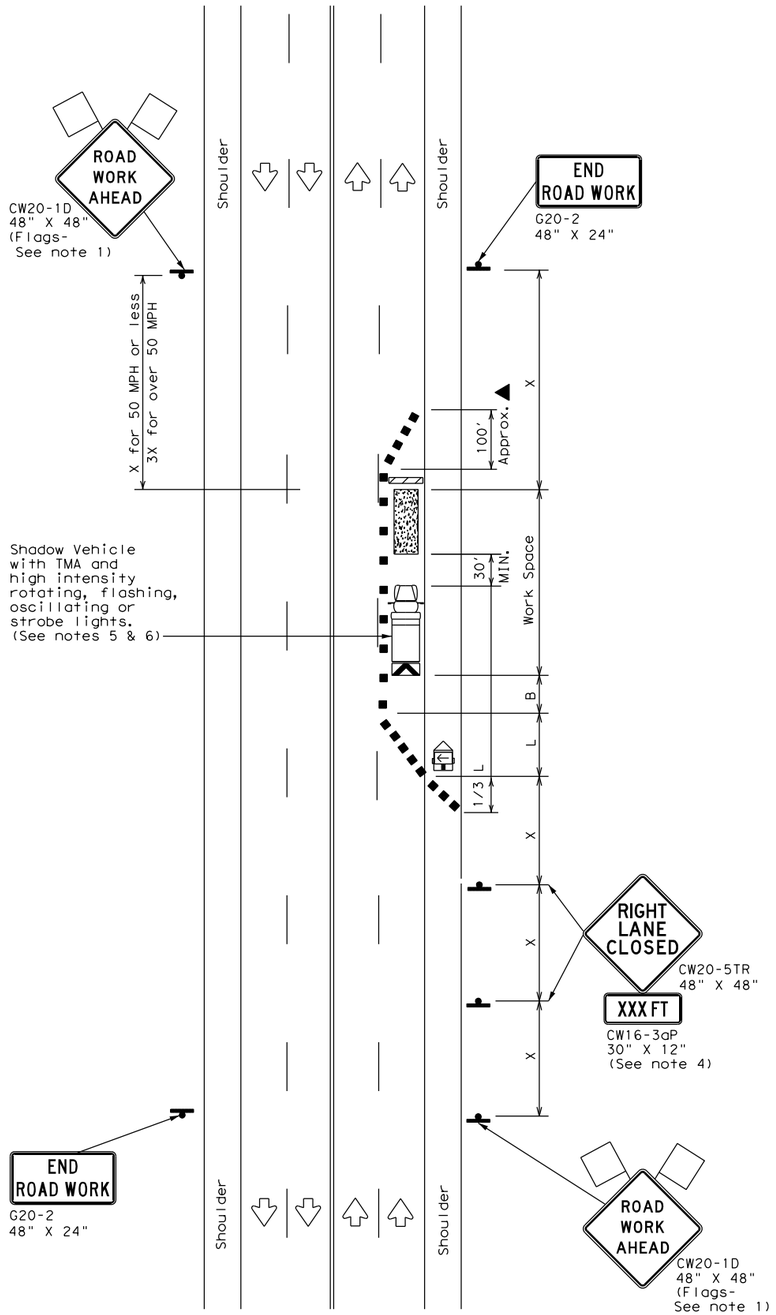
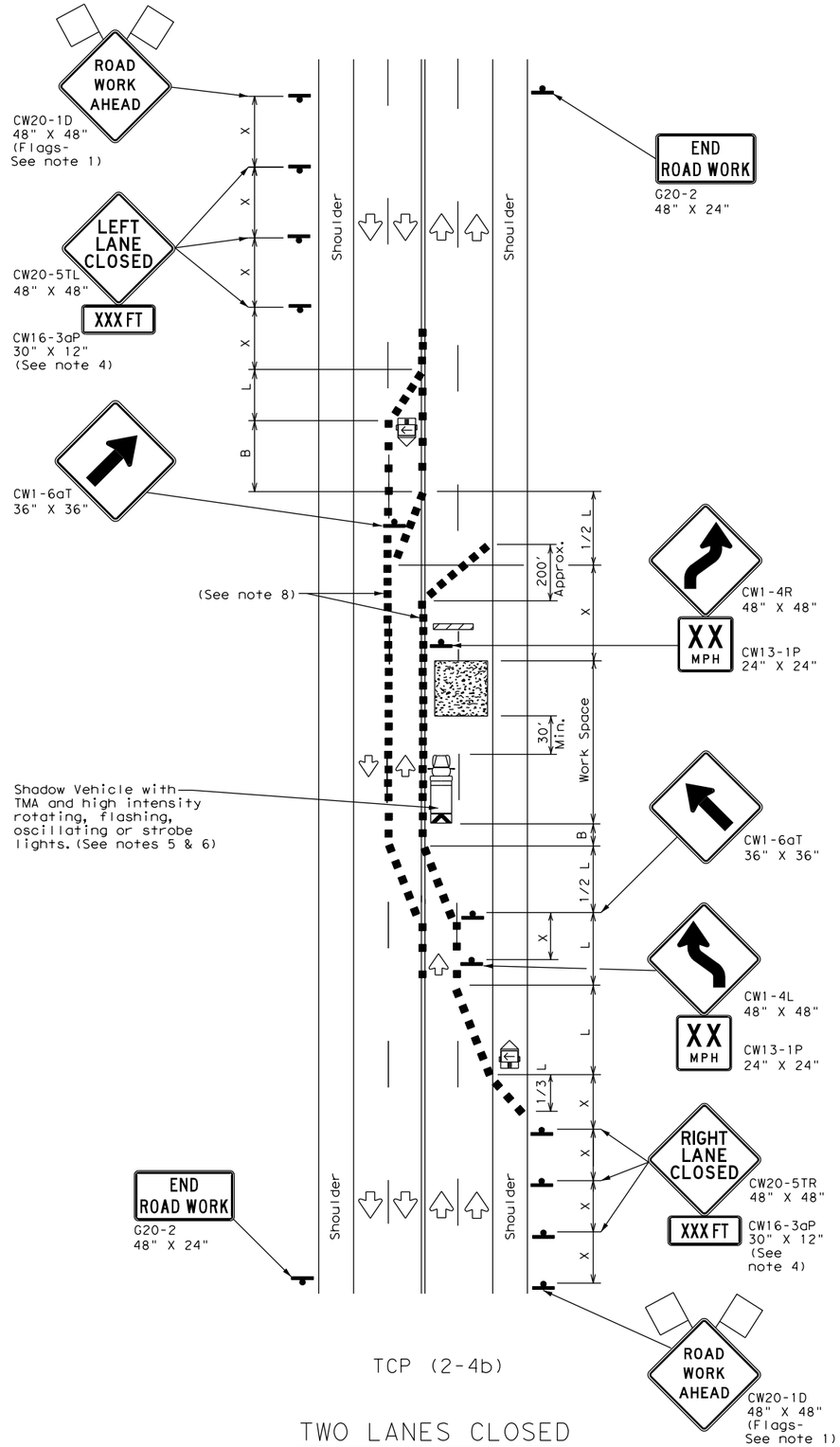


TCP (2-4a)

ONE LANE CLOSED



TCP (2-4b)

TWO LANES CLOSED

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

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

* Conventional Roads Only

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

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

GENERAL NOTES

1. Flags attached to signs where shown, are REQUIRED.
2. All traffic control devices illustrated are REQUIRED, except those denoted with the triangle symbol may be omitted when stated elsewhere in the plans, or for routine maintenance work, when approved by the Engineer.
3. The downstream taper is optional. When used, it should be 100 feet minimum length per lane.
4. For short term applications, when post mounted signs are not used, the distance legend may be shown on the sign face rather than on a CW16-3aP supplemental plaque.
5. A Shadow Vehicle with a TMA should be used anytime it can be positioned 30 to 100 feet in advance of the area of crew exposure without adversely affecting the performance or quality of the work. If workers are no longer present but road or work conditions require the traffic control to remain in place, Type 3 Barricades or other channelizing devices may be substituted for the Shadow Vehicle and TMA.
6. Additional Shadow Vehicles with TMAs may be positioned in each closed lane, on the shoulder or off the paved surface, next to those shown in order to protect a wider work space.

TCP (2-4a)

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

TCP (2-4b)

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

Texas Department of Transportation

Traffic Operations Division Standard

TRAFFIC CONTROL PLAN LANE CLOSURES ON MULTILANE CONVENTIONAL ROADS

TCP(2-4)-18

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©TxDOT December 1985	CONT	SECT	JOB	HIGHWAY
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1-97 2-12	DIST	COUNTY		SHEET NO.
4-98 2-18	YKM	JACKSON		42

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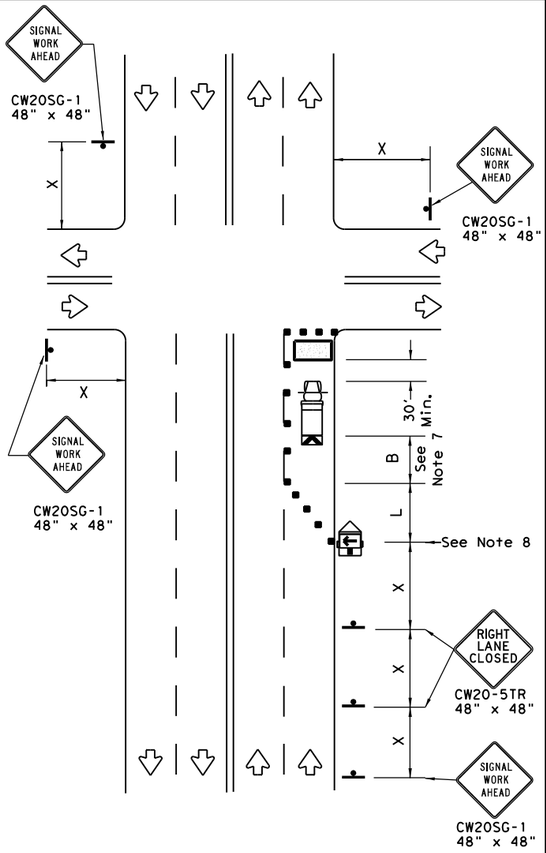
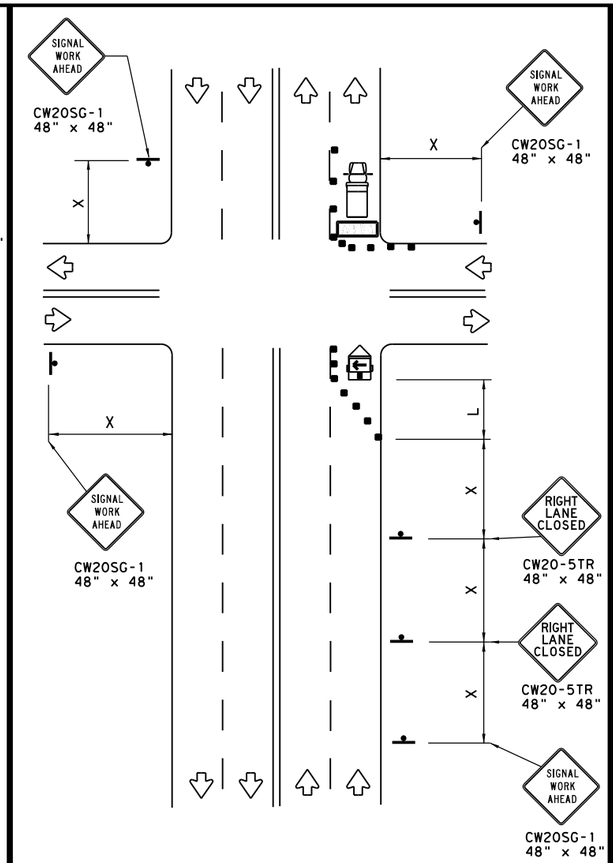


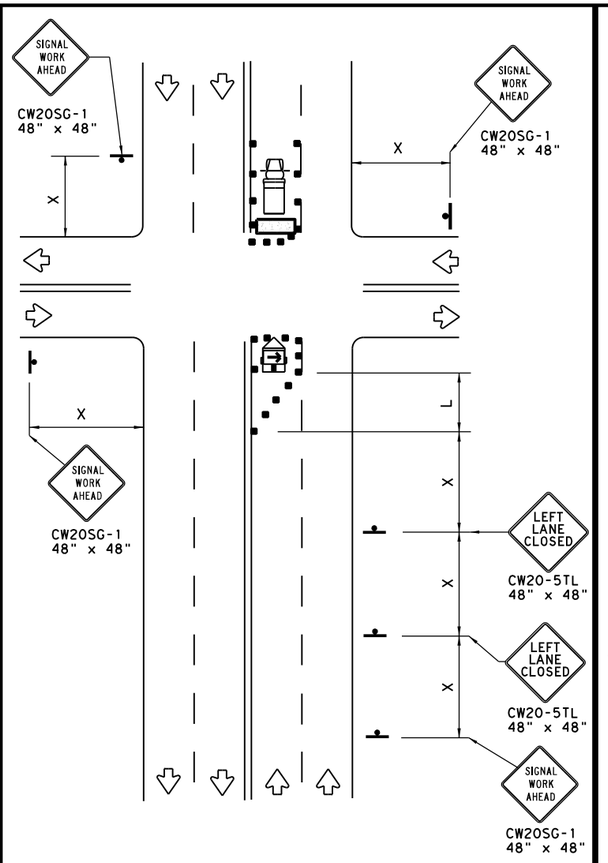
NEAR SIDE LANE CLOSURE

SHORT DURATION OR SHORT TERM STATIONARY



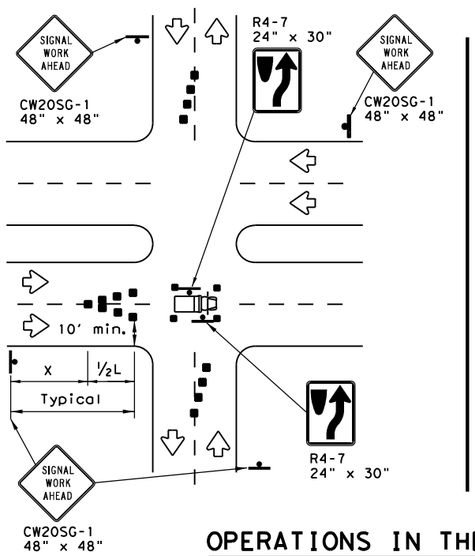
FAR SIDE RIGHT LANE CLOSURE

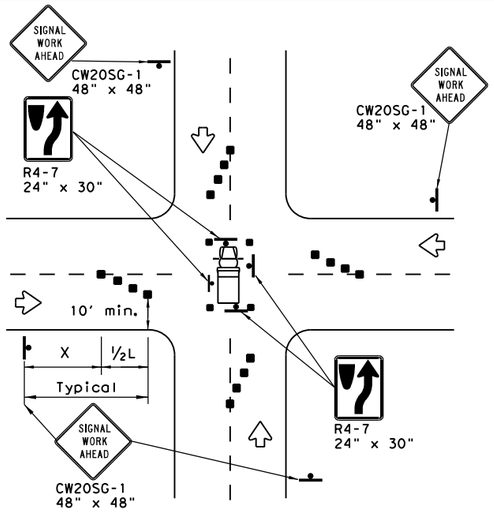
SHORT DURATION OR SHORT TERM STATIONARY



FAR SIDE LEFT LANE CLOSURE

SHORT DURATION OR SHORT TERM STATIONARY





OPERATIONS IN THE INTERSECTION

SHORT DURATION

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

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

* Conventional Roads Only

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

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

GENERAL NOTES

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

Texas Department of Transportation | Traffic Operations Division Standard

TRAFFIC SIGNAL WORK TYPICAL DETAILS

WZ(BTS-1)-13

FILE: wzbts-13.dgn	DN: TxDOT	CK: TxDOT	DW: TxDOT	CK: TxDOT
© TxDOT April 1992	CONT	SECT	JOB	HIGHWAY
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2-98 10-99 7-13	DIST	COUNTY		SHEET NO.
4-98 3-03	YKM	JACKSON		43

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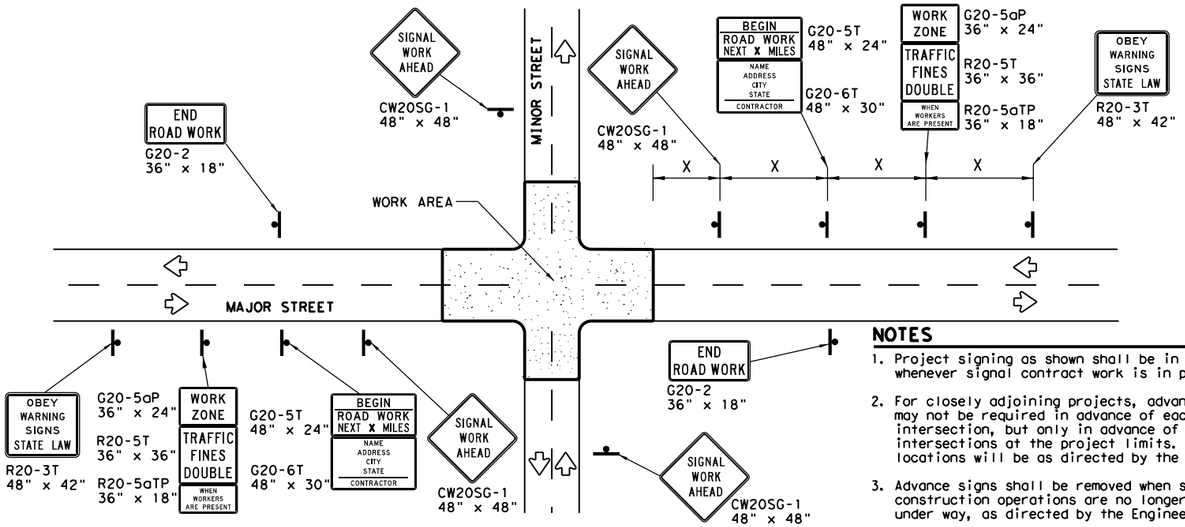


TYPICAL ADVANCE SIGNAL PROJECT SIGNING

FOR LONG TERM and INTERMEDIATE-TERM STATIONARY WORK OPERATIONS

NOTES

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

GENERAL NOTES FOR WORK ZONE SIGNS

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

DURATION OF WORK

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

SIGN MOUNTING HEIGHT

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

REMOVING OR COVERING

1. When sign messages may be confusing or do not apply, the signs shall be removed or completely covered, unless otherwise approved by the Engineer.
2. When signs are covered, the material used shall be opaque, such as heavy mil black plastic, or other materials which will cover the entire sign face and maintain their opaque properties under automobile headlights at night without damaging the sign sheeting. Burlap, or heavy materials such as plywood or aluminum shall not be used to cover signs.
3. Duct tape or other adhesive material shall NOT be affixed to a sign face.
4. Signs and anchor stubs shall be removed and holes back filled upon completion of the work.

REFLECTIVE SHEETING

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

SIGN SUPPORT WEIGHTS

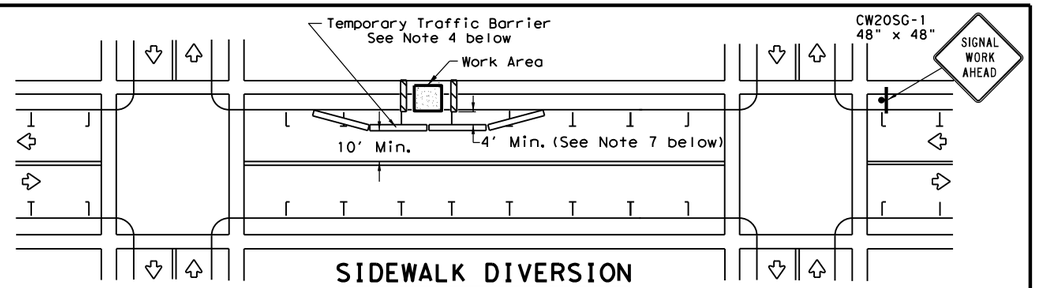
1. Weights used to keep signs from turning over should be sandbags filled with dry, cohesionless material.
2. The sandbags will be tied shut to keep the sand from spilling and to maintain a constant weight.
3. Rock, concrete, iron, steel or other solid objects will not be permitted for use as sign support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

LEGEND	
	Sign
	Channelizing Devices
	Type 3 Barricade

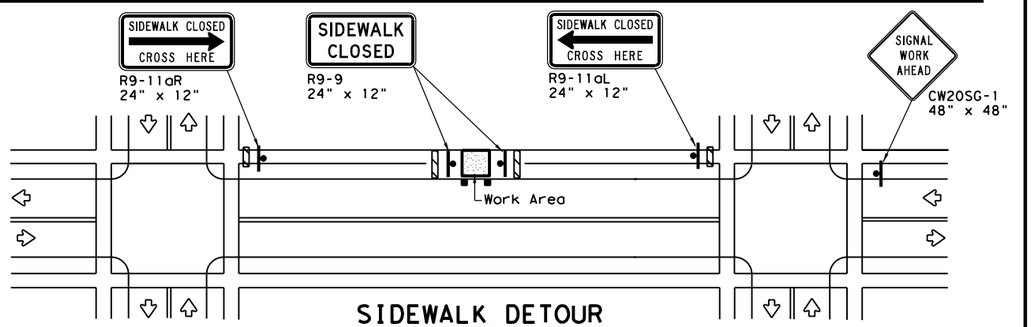
DEPARTMENTAL MATERIAL SPECIFICATIONS	
SIGN FACE MATERIALS	DMS-8300
FLEXIBLE ROLL-UP REFLECTIVE SIGNS	DMS-8310

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

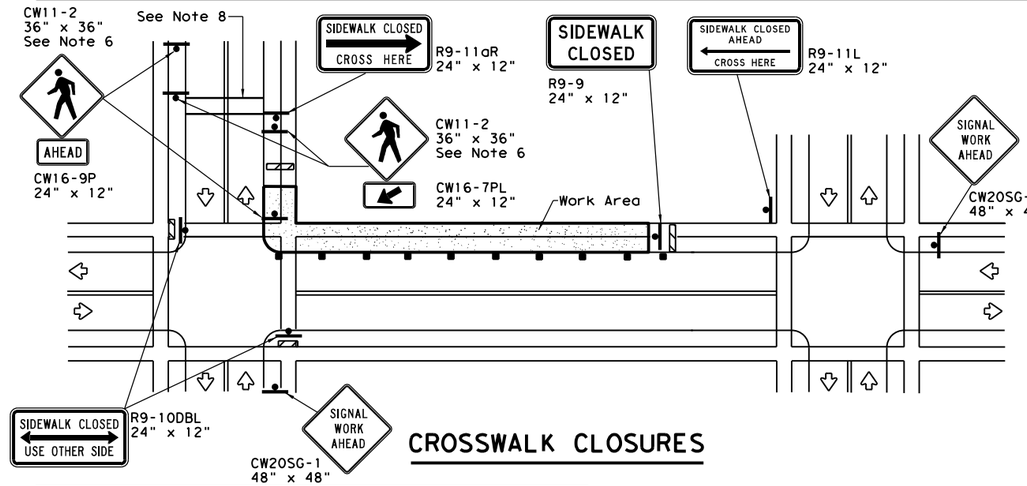
Only pre-qualified products shall be used. A copy of the "Compliant Work Zone Traffic Control Devices List" (CWZTCD) describes pre-qualified products and their sources and may be found at the following web address:
http://www.txdot.gov/txdot_library/publications/construction.htm



SIDEWALK DIVERSION



SIDEWALK DETOUR



CROSSWALK CLOSURES

PEDESTRIAN CONTROL

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

Texas Department of Transportation

Traffic Operations Division Standard

TRAFFIC SIGNAL WORK BARRICADES AND SIGNS

WZ(BTS-2)-13

FILE: wzbts-13.dgn	DN: TxDOT	CK: TxDOT	DW: TxDOT	CK: TxDOT
©TxDOT April 1992	CONT	SECT	JOB	HIGHWAY
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2-98 10-99 7-13	DIST	COUNTY		SHEET NO.
4-98 3-03	YKM	JACKSON		44

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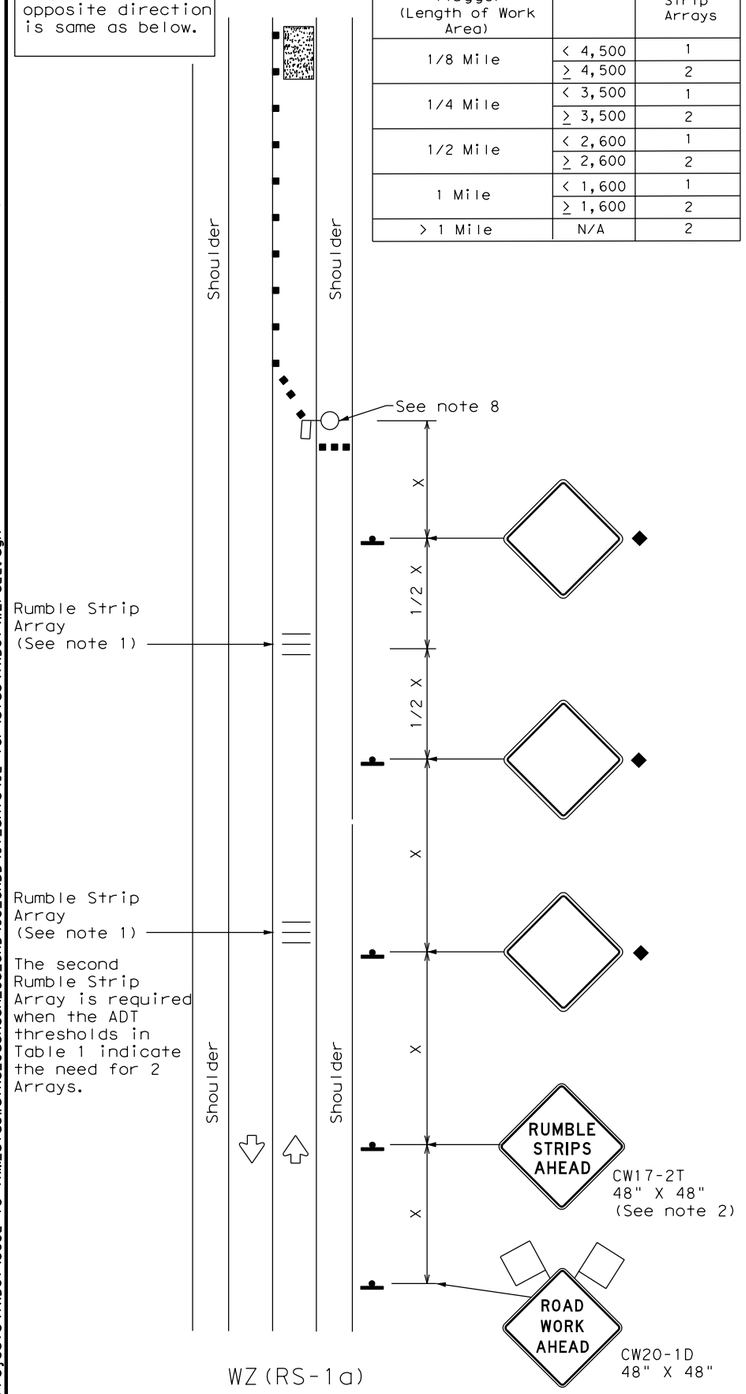
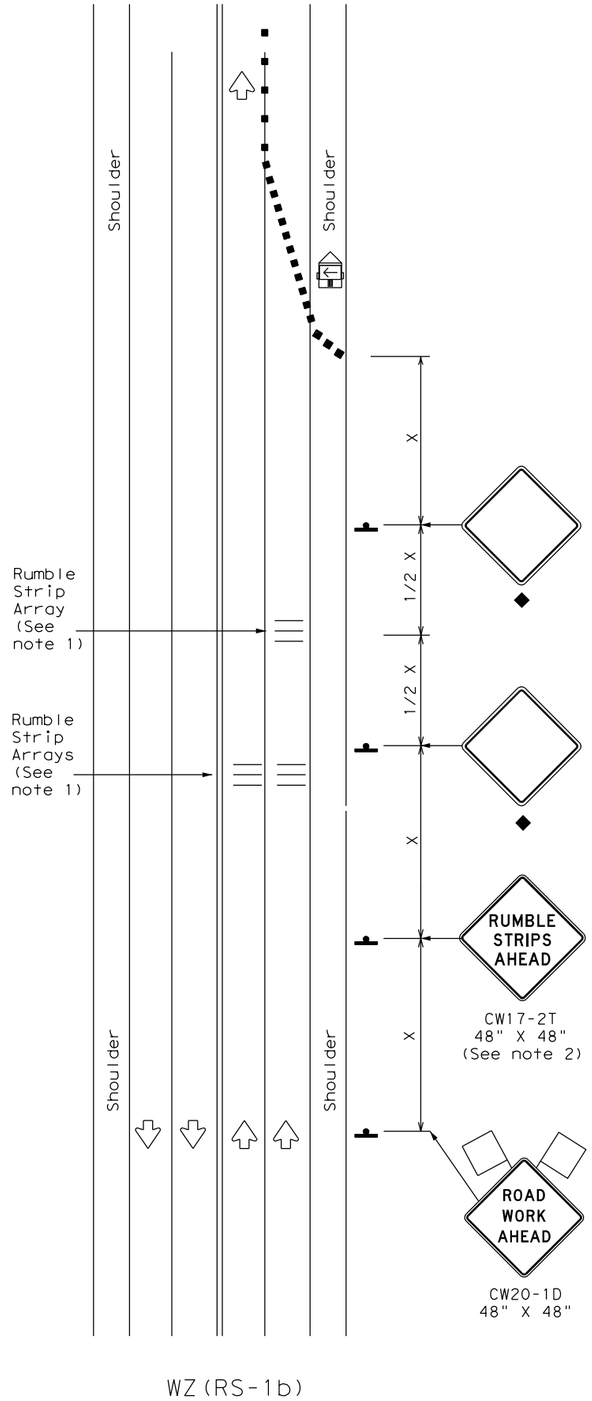
Warning sign and rumble strip sequence in opposite direction is same as below.

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



WZ(RS-1a)

RUMBLE STRIPS ON ONE-LANE TWO-WAY APPLICATION



WZ(RS-1b)

RUMBLE STRIPS FOR LANE CLOSURE ON CONVENTIONAL ROADWAY

GENERAL NOTES

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

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

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

* Conventional Roads Only

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

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

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

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

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

Texas Department of Transportation

Traffic Safety Division Standard

TEMPORARY RUMBLE STRIPS

WZ(RS)-22

FILE: wzrs22.dgn	DN: TxDOT	CK: TxDOT	DW: TxDOT	CK: TxDOT
©TxDOT November 2012	CONT	SECT	JOB	HIGHWAY
REVISIONS 2-14 1-22 4-16	0089	11	007,ETC.	SL 521,ETC.
	DIST	COUNTY		SHEET NO.
	YKM	JACKSON		45

117

CK
DW
CK
DW

N MENEFEE ST

EXIST ROW

EXIST ROW

EXISTING CURB RAMPS TO REMAIN

EXIST CURB & GUTTER

EXISTING CONCRETE SIDEWALK TO REMAIN

BEGIN PROJECT (SL 521)
CSJ: 0089-11-007
STA 731+00.00

℄ SL 521

SL 521

+00 730+50 731+00 731+50 732+00

MATCHLINE STA. 732+40.00

EXISTING CURB RAMPS TO REMAIN

EXIST CURB & GUTTER

EXISTING CONCRETE SIDEWALK TO REMAIN

EXIST ROW

EXIST ROW

N MENEFEE ST

LEGEND

- DIRECTION OF TRAFFIC
- DRIVEWAY NUMBER
- DRIVEWAY (PROP RECONSTRUCTION)
- SIDEWALK
- REMOVAL (CONCRETE)
- CUT AND RESTORE DRIVEWAY SURFACE
- SODDING AREA

NOTES:
1. NO PROPOSED WORK ON THIS SHEET.

0 10 20
SCALE: 1" = 20'

STATE OF TEXAS
ROBERTO R. GARCIA
96586
LICENSED
PROFESSIONAL ENGINEER

2/28/2023

BGE, Inc.
1701 Directors Blvd., Suite 1000, Austin, TX 78744
Tel: 512-879-0400 • www.bgeinc.com
TBPE Registration No. F-1046

Texas Department of Transportation

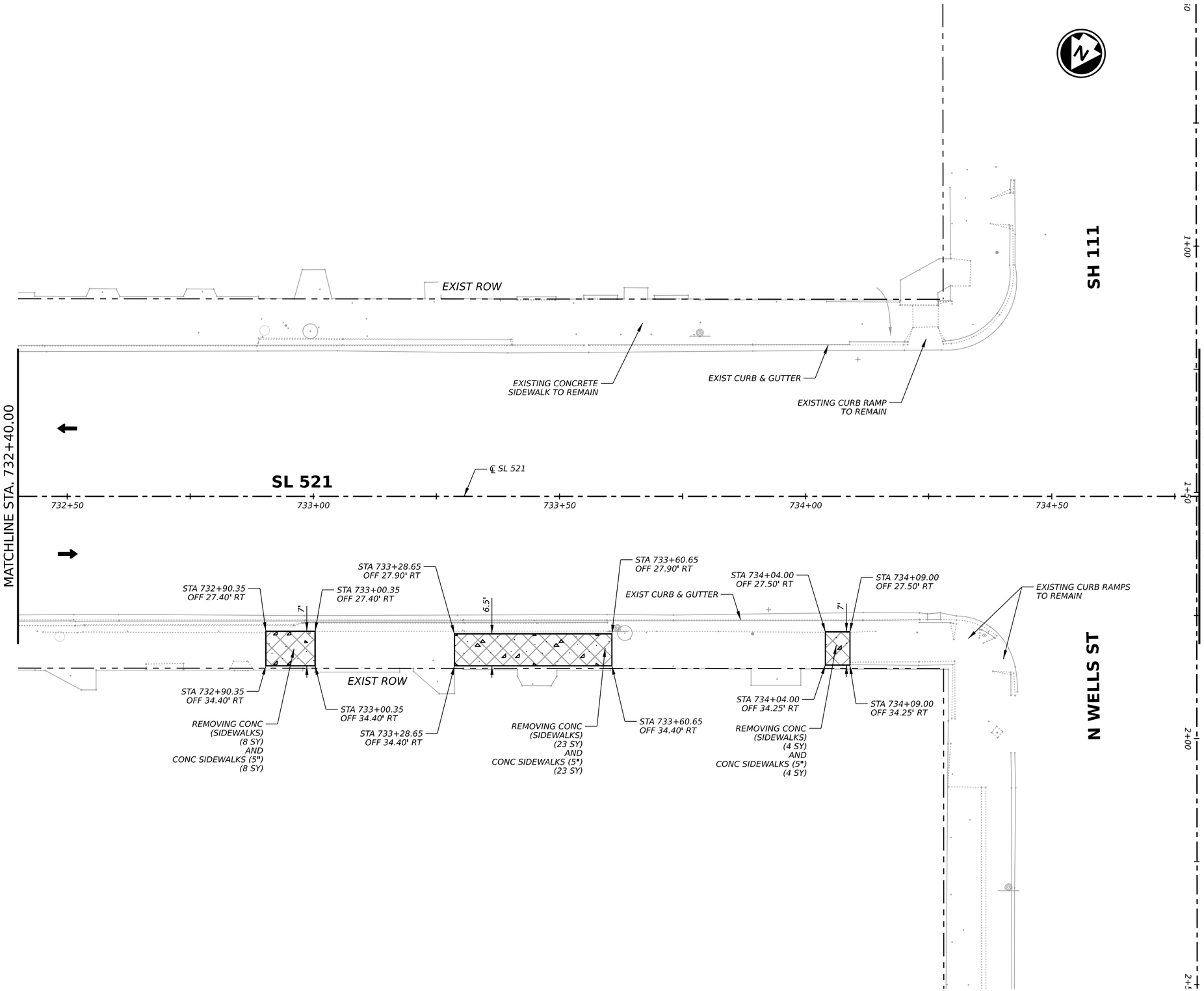
JACKSON CO SIDEWALKS

SIDEWALK
PLAN LAYOUT
SL 521
CSJ: 0089-11-007

SHEET 1 OF 15

CONT	SECT	JOB	HIGHWAY
0089	11	007,ETC.	SL 521,ETC.
DIST	COUNTY		SHEET NO.
YKM	JACKSON		46

DATE: 2/28/2023 9:51:44 AM
FILE: G:\TXC\Projects\TxDOT\5832-13 YKM Sidewalks Jackson_Co_ORD\03_CADD\01_Shts\03-RDWY\YKM13_SL521_Plan_01.dgn



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SIDEWALK
PLAN LAYOUT
SL 521
CSJ: 0089-11-007

SHEET 2 OF 15

CONT	SECT	JOB	HIGHWAY
0089	11	007,ETC.	SL 521,ETC.
DIST	COUNTY		SHEET NO.
YKM	JACKSON		47

DATE: 2/28/2023 9:51:52 AM
FILE: G:\TXC\Projects\TxDOT\5832-13 YKM Sidewalks Jackson Co ORD\03_CADD\01_Shts\03-RDWY\YKM13_SL521_Plan 02.dgn

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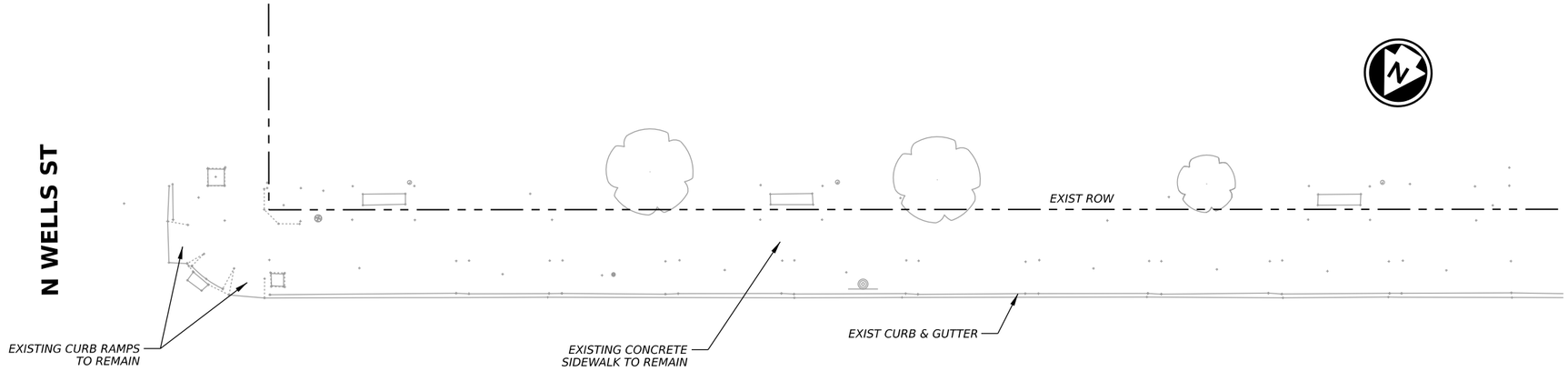

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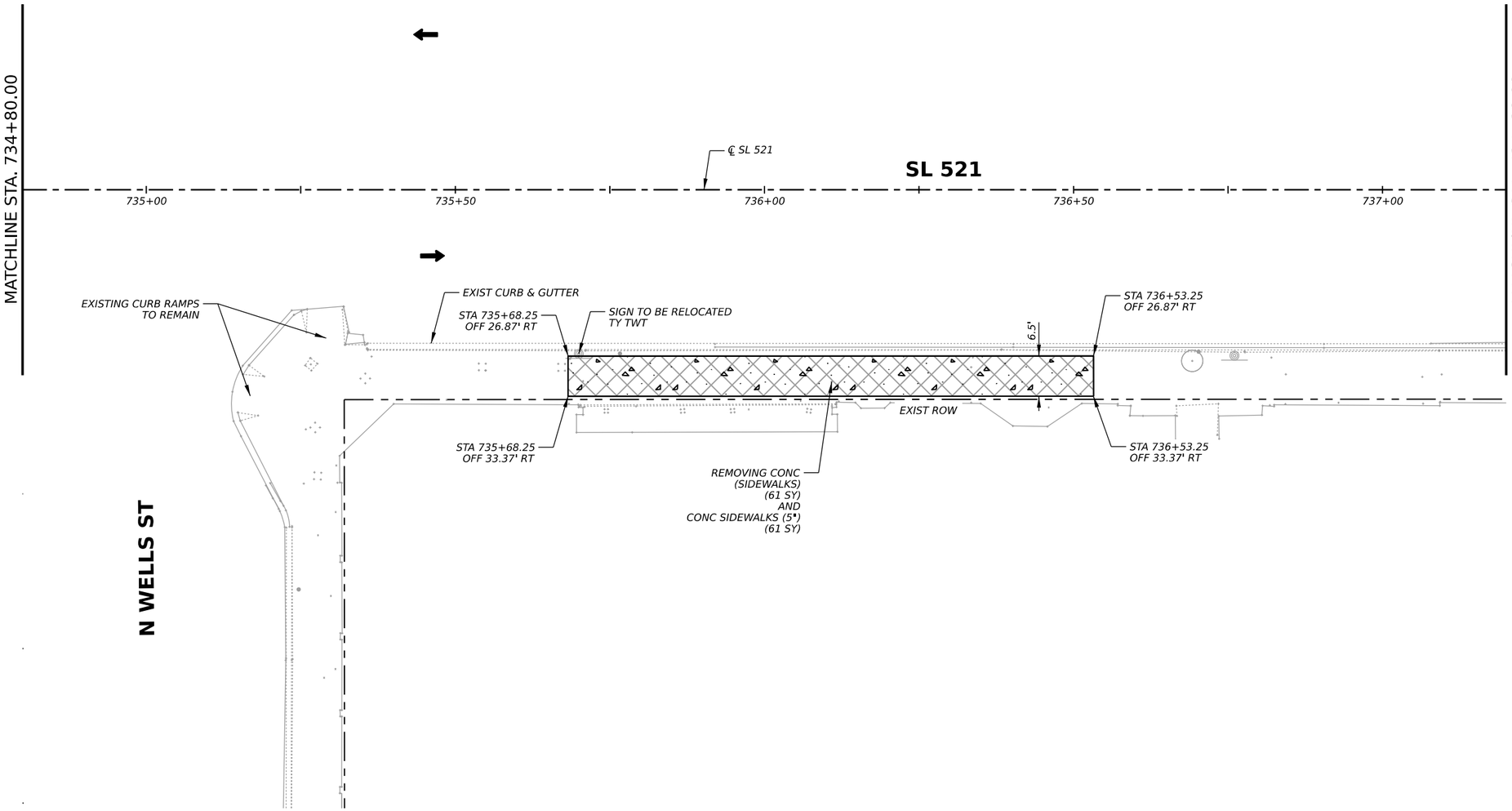

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SCALE: 1" = 20'

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JACKSON CO SIDEWALKS

SIDEWALK
PLAN LAYOUT
SL 521
CSJ: 0089-11-007

CONT	SECT	JOB	HIGHWAY
0089	11	007,ETC.	SL 521,ETC.
DIST	COUNTY		SHEET NO.
YKM	JACKSON		48

DATE: 2/28/2023 9:51:53 AM
FILE: G:\TXC\Projects\TxDOT\5832-13 YKM Sidewalks Jackson Co ORD\03_CADD\01_Shts\03-RDWY\YKM13_SL521_Plan 03.dgn

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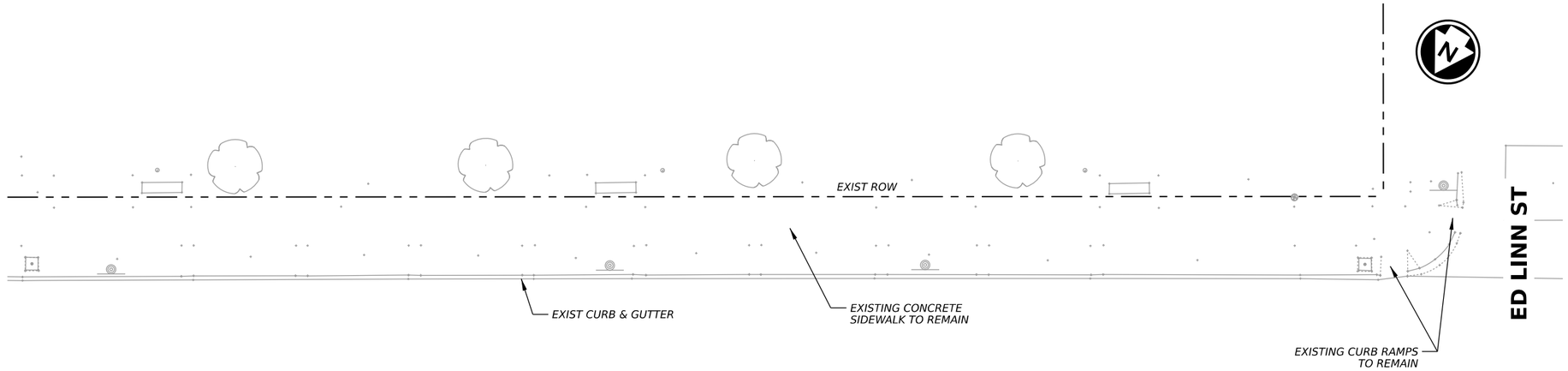

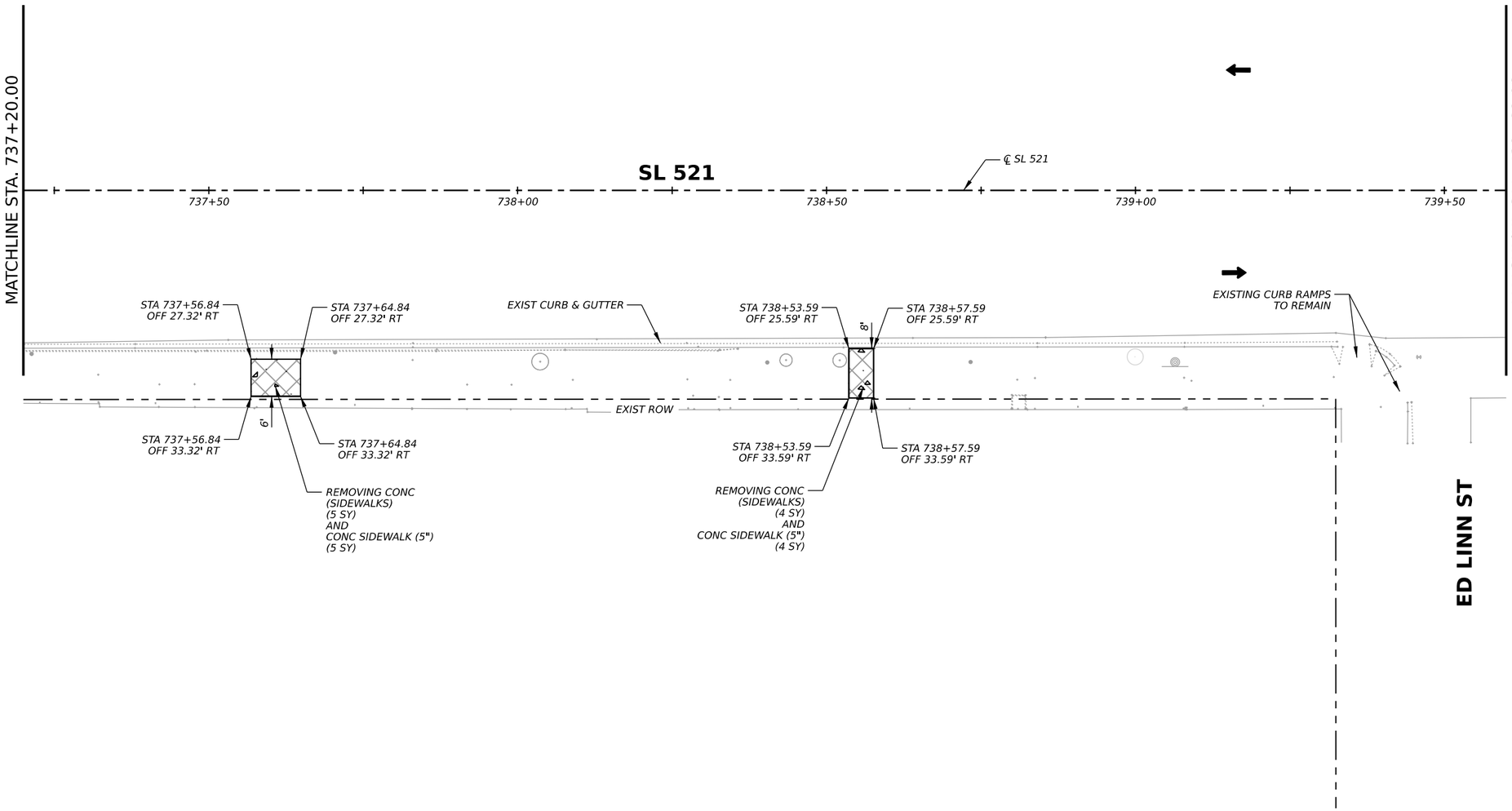

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JACKSON CO SIDEWALKS

SIDEWALK
PLAN LAYOUT
SL 521
CSJ: 0089-11-007

CONT	SECT	JOB	HIGHWAY
0089	11	007,ETC.	SL 521,ETC.
DIST	COUNTY		SHEET NO.
YKM	JACKSON		49

DATE: 2/28/2023 9:51:54 AM
FILE: G:\TXC\Projects\TxDOT\5832-13 YKM Sidewalks Jackson Co ORD\03_CADD\01_Shts\03-RDWY\YKM13_SL521_Plan 04.dgn

CK
DW
CK
DW

ED LINN ST

EXIST CURB RAMP TO REMAIN

EXISTING SIDEWALK EDGE AT EOP
PROP HANDRAIL
ELEV = 65.80
12"
12" THICK VERTICAL SIDEWALL TO COVER CUT SURFACE.
TOP OF SIDEWALL SHALL MATCH EXISTING SIDEWALK/STEP SURFACE.
22'
UP RAMP
8.1% GRADE
PLACE DOWELS AT TOP OF SIDEWALL TO TIE INTO EXISTING SIDEWALK AND STEPS.
12" #4 DOWELS @ 12" C-C
EPOXY INTO EXISTING SIDEWALK AND STEPS.
6" EMBEDMENT INTO EXISTING CONCRETE ANCHORING SHALL BE SUBSIDIARY TO ITEM 531.
SIDEWALL PAID FOR AS ITEM 531.
EXISTING STEPS
6'
ELEV = 64.03

DETAIL A

PLACE PEDESTRIAN RAMP.
REMOVE EXISTING STEPS AND EXISTING SIDEWALK AS SHOWN WITH HATCHING.
ENSURE THAT THE FINISHED RAMP GRADE IS LESS THAN 8.3% (THE MAX ALLOWABLE GRADE).
BOTTOM OF RAMP ELEVATION = 64.03
TOP OF RAMP ELEVATION = 65.80
AT THE SIDEWALK CUT, PLACE A 12" THICK VERTICAL WALL TO COVER THE CUT AND DOWEL INTO THE EXISTING/REMAINING SIDEWALK.
SEE "DETAIL A".
EXIST ROW
BEGIN PED HANDRAIL (TYPE D) STA 741+77.00 OFF 57.48' LT
6'
4'
EXIST CURB & GUTTER TO REMAIN
REMOVE CONC (SIDEWALKS) (16 SY) AND CONSTRUCT CONC SIDEWALKS (5") (19 SY)
END PED HANDRAIL (TYPE D) STA 741+99.00 OFF 57.43' LT

MATCHLINE STA. 739+60.00

SL 521

℄ SL 521

740+00 740+50 741+00 741+50 742

MATCHLINE STA. 742+00.00

CONC CURB & GUTTER (TY II) (44 LF)
PROP SIDEWALK TO BE FLUSH WITH EXISTING MANHOLE/VALVE.
REMOVE CONC (CURB & GUTTER) (4 LF) AND CONSTRUCT CONC CURB & GUTTER (TY II) (8 LF)
REMOVE CONC (MISC) (1 SY)
REMOVE CONC (CURB & GUTTER) (2 LF)
EXIST CURB & GUTTER
STA 740+07.13 OFF 28.55' RT
CURB RAMP (TYPE 1)
STA 740+07.13 OFF 32.36' RT
STA 740+02.13 OFF 33.55' RT
EXIST CURB & GUTTER
STA 740+02.13 OFF 36.36' RT
STA 740+07.13 OFF 36.36' RT
4"
REMOVE CONC (SIDEWALKS) (35 SY) AND CONSTRUCT CONC SIDEWALK (5") (22 SY)
PROP SIDEWALK TO BE FLUSH WITH EXISTING MANHOLE/VALVE.
R1
REMOVE CONC (SIDEWALKS) (5 SY) AND CONSTRUCT CONC SIDEWALK (5") (7 SY)
R1A
EXIST ROW
REMOVE CONC (SIDEWALKS) (10 SY) AND CONSTRUCT CONC SIDEWALK (5") (12 SY)
R2

ED LINN ST

LEGEND

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JACKSON CO SIDEWALKS

SIDEWALK
PLAN LAYOUT
SL 521
CSJ: 0089-11-007

SHEET 5 OF 15

CONT	SECT	JOB	HIGHWAY
0089	11	007,ETC.	SL 521,ETC.
DIST	COUNTY		SHEET NO.
YKM	JACKSON		50

DATE: 2/28/2023 9:51:56 AM
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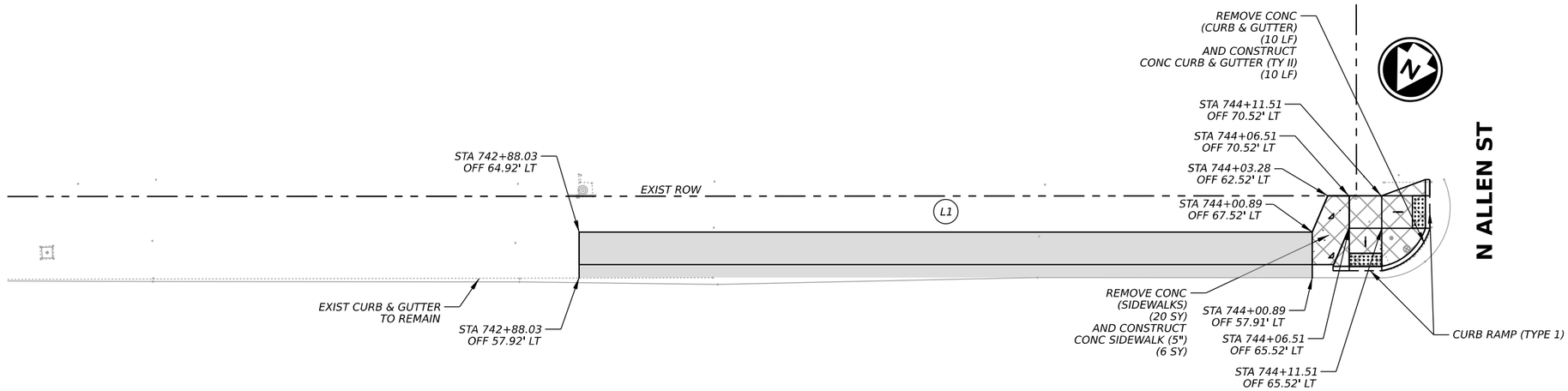

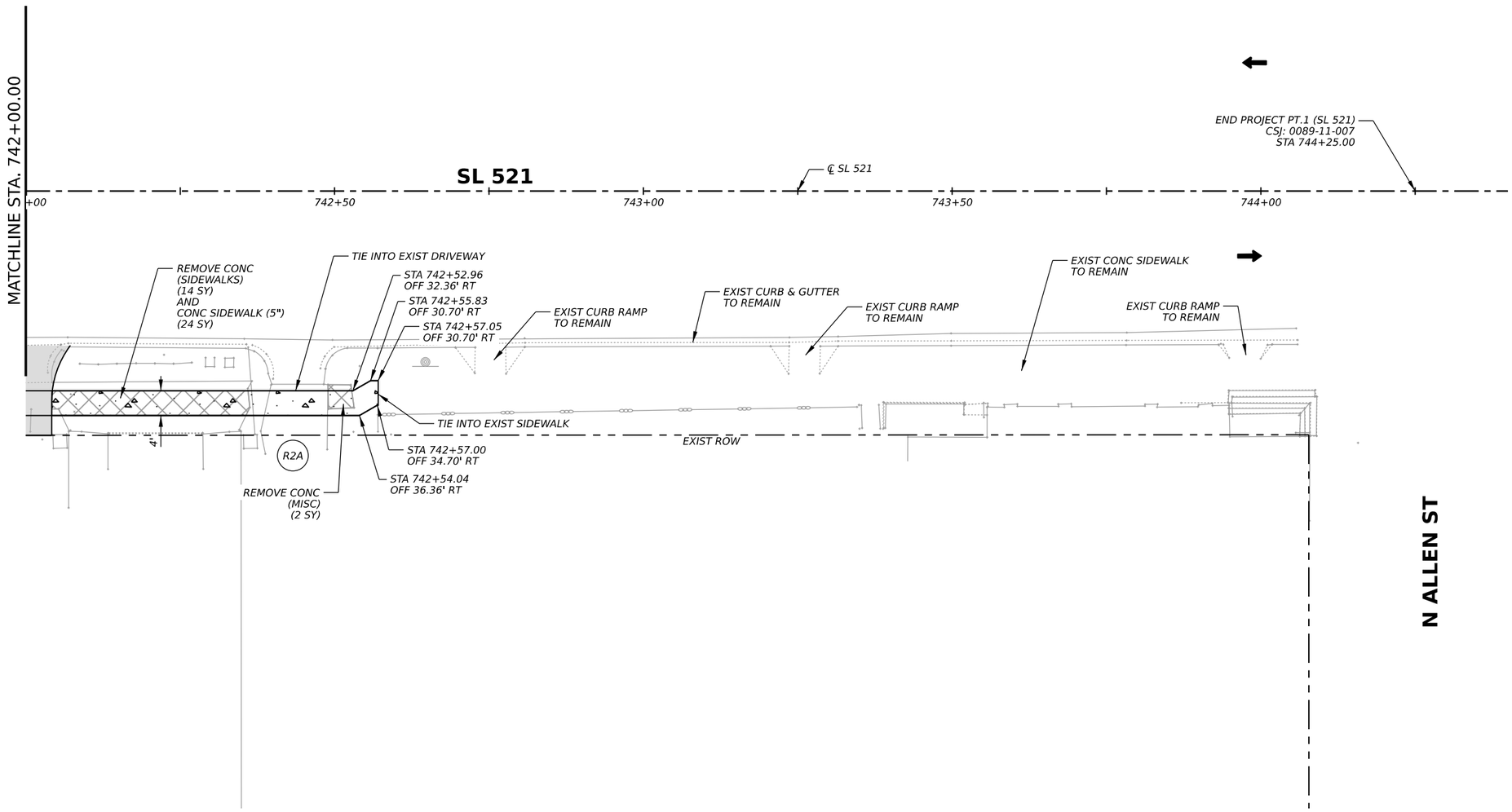

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JACKSON CO SIDEWALKS

SIDEWALK PLAN LAYOUT SL 521 CSJ: 0089-11-007

SHEET 6 OF 15

CONT	SECT	JOB	HIGHWAY
0089	11	007,ETC.	SL 521,ETC.
DIST	COUNTY		SHEET NO.
YKM	JACKSON		51

DATE: 2/28/2023 9:51:58 AM
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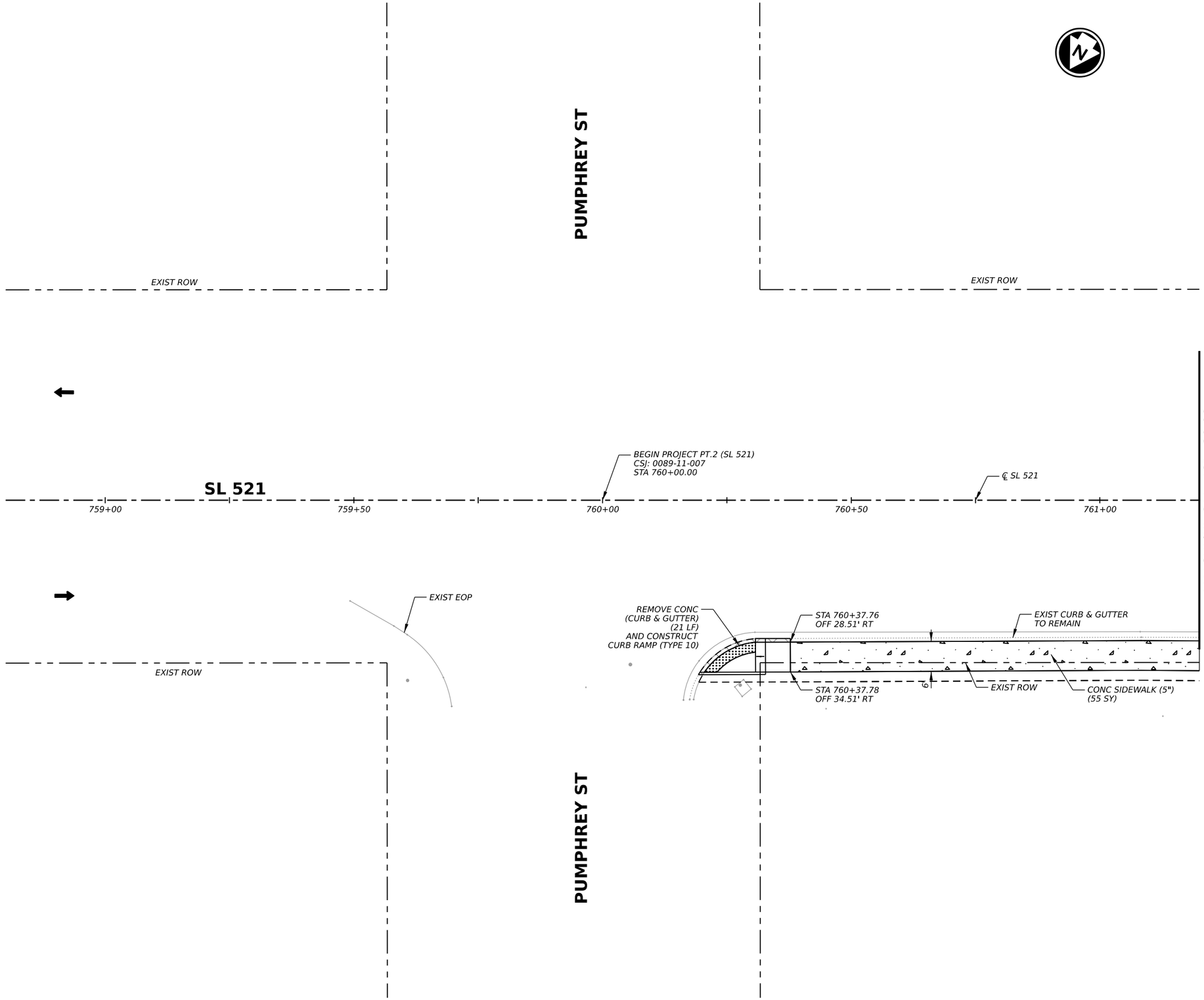

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SHEET 7 OF 15

CONT	SECT	JOB	HIGHWAY
0089	11	007,ETC.	SL 521,ETC.
DIST	COUNTY		SHEET NO.
YKM	JACKSON		52

DATE: 2/28/2023 9:51:59 AM
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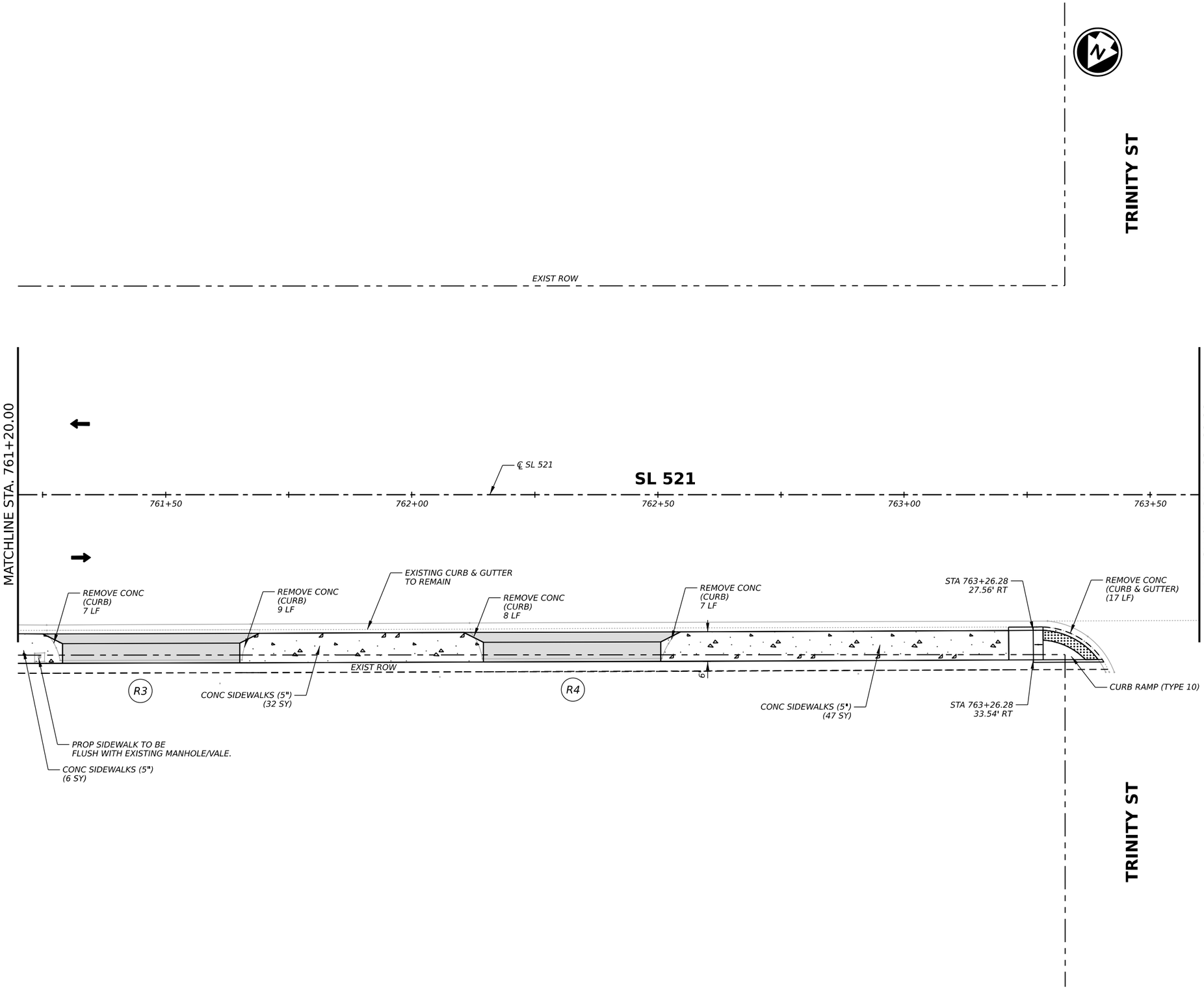

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SHEET 8 OF 15

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0089	11	007,ETC.	SL 521,ETC.
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CK
DW
CK
DW

TRINITY ST

EXIST ROW

MATCHLINE STA. 763+60.00

MATCHLINE STA. 766+00.00

℄ SL 521

SL 521

764+00 764+50 765+00 765+50 766

EXIST CURB & GUTTER TO REMAIN

STA 764+08.94
27.20' RT

REMOVE CONC
(CURB & GUTTER)
(18 LF)

CURB RAMP (TYPE 10)

STA 764+08.94
33.20' RT

6'

CONC SIDEWALKS (5")
(21 SY)

REMOVE CONC
(CURB)
(7 LF)

R5

REMOVE CONC
(CURB)
(7 LF)

CONC SIDEWALKS (5")
(16 SY)

EXIST ROW

REMOVE CONC
(CURB)
(6 LF)

R6

6'

REMOVE CONC
(CURB)
(7 LF)

PROP SIDEWALK TO BE
FLUSH WITH EXISTING MANHOLE/VALVE.

CONC SIDEWALK (5")
(43 SY)

TRINITY ST

LEGEND

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- SIDEWALK
- REMOVAL (CONCRETE)
- CUT AND RESTORE DRIVEWAY SURFACE
- SODDING AREA

NOTES:

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7. AREAS OF SODDING ARE QUANTIFIED BY SHEET IN THE SUMMARY TABLE.

0 10 20
SCALE: 1" = 20'

STATE OF TEXAS
ROBERTO R. GARCIA
96586
LICENSED
PROFESSIONAL ENGINEER

2/28/2023

BGE, Inc.
1701 Directors Blvd., Suite 1000, Austin, TX 78744
Tel: 512-879-0400 ● www.bgeinc.com
TBPE Registration No. F-1046

Texas Department of Transportation

JACKSON CO SIDEWALKS

SIDEWALK
PLAN LAYOUT
SL 521
CSJ: 0089-11-007

SHEET 9 OF 15

CONT	SECT	JOB	HIGHWAY
0089	11	007,ETC.	SL 521,ETC.
DIST	COUNTY		SHEET NO.
YKM	JACKSON		54

DATE: 2/28/2023 9:52:11 AM
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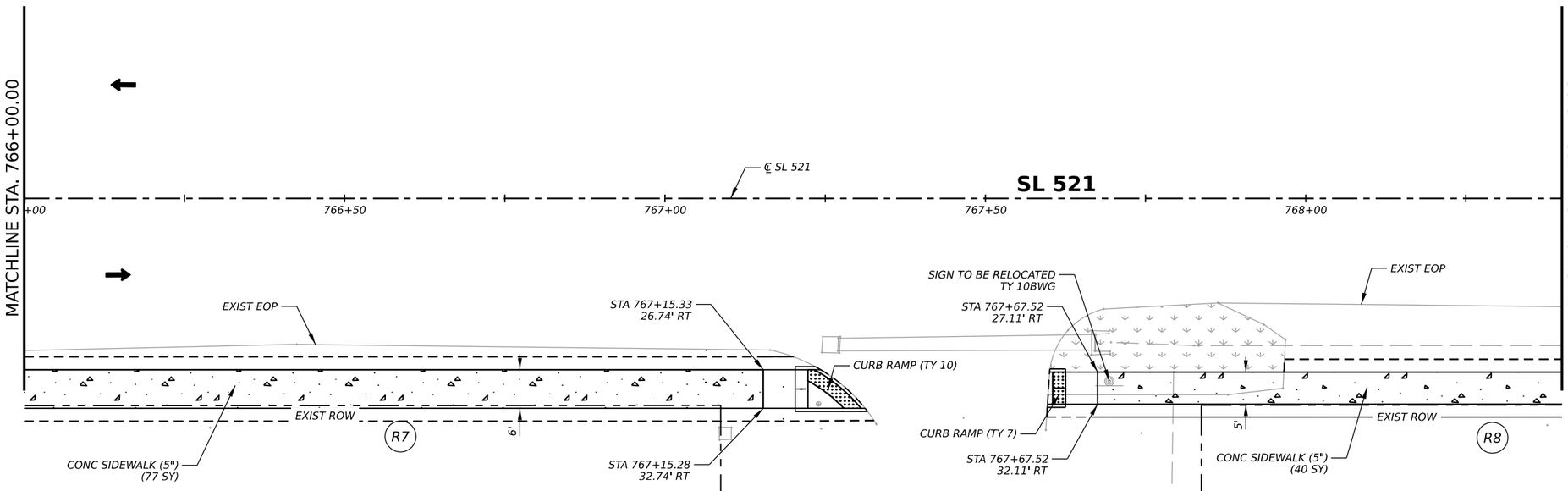
CK
DW
CK
DW

EXIST ROW

GUADALUPE ST

EXIST ROW



GUADALUPE ST

LEGEND

- DIRECTION OF TRAFFIC
- DRIVEWAY NUMBER
- DRIVEWAY (PROP RECONSTRUCTION)
- SIDEWALK
- REMOVAL (CONCRETE)
- CUT AND RESTORE DRIVEWAY SURFACE
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JACKSON CO SIDEWALKS

SIDEWALK
PLAN LAYOUT
SL 521
CSJ: 0089-11-007

SHEET 10 OF 15

CONT	SECT	JOB	HIGHWAY
0089	11	007,ETC.	SL 521,ETC.
DIST	COUNTY		SHEET NO.
YKM	JACKSON		55

DATE: 2/28/2023 9:52:13 AM
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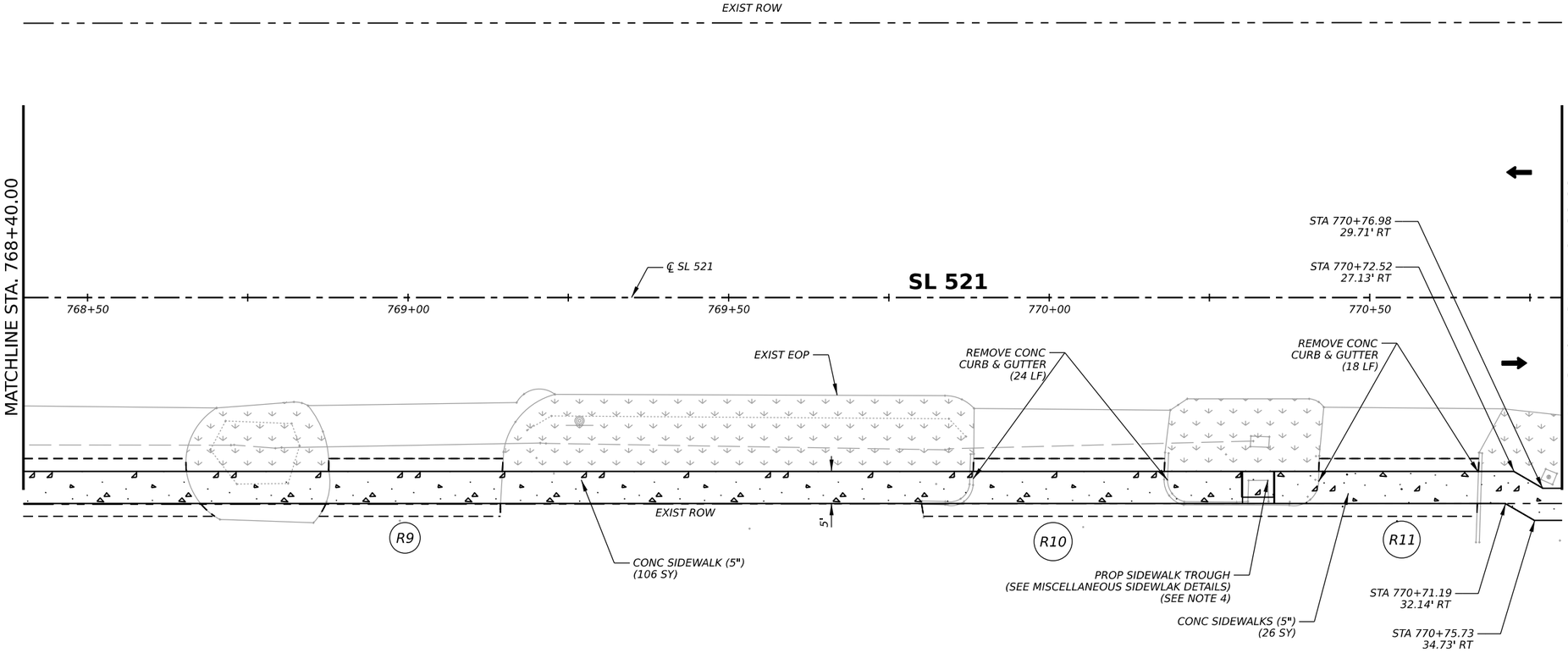
DW
CK
DW



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JACKSON CO SIDEWALKS

SIDEWALK PLAN LAYOUT SL 521 CSJ: 0089-11-007

SHEET 11 OF 15

CONT	SECT	JOB	HIGHWAY
0089	11	007,ETC.	SL 521,ETC.
DIST	COUNTY		SHEET NO.
YKM	JACKSON		56

DATE: 2/28/2023 9:52:14 AM
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CK
DW
CK
DW

COLORADO ST

EXIST ROW

MATCHLINE STA. 770+80.00

MATCHLINE STA. 773+20.00

SL 521

℄ SL 521

771+00 771+50 772+00 772+50 773+00

CONC SIDEWALK (5")
(4 SY)

STA 770+87.59
29.73' RT

5'

4"

CURB RAMP (TYPE 7)

CURB RAMP (TYPE 7)

STA 770+87.59
34.73' RT

SIGN TO BE RELOCATED
TY 10BWG

STA 771+45.45
29.73' RT

STA 771+48.74
29.73' RT

STA 771+57.40
24.73' RT

STA 771+58.74
29.73' RT

STA 771+50.08
34.73' RT

STA 771+45.45
34.73' RT

REMOVING CONC
(SIDEWALKS)
(35 SY)

REMOVE CONC
CURB& GUTTER
(5 LF)

EXIST EOP

CONC SIDEWALK (5")
(100 SY)

5'

EXIST ROW

R12

R13

COLORADO ST

LEGEND

- DIRECTION OF TRAFFIC
- DRIVEWAY NUMBER
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JACKSON CO SIDEWALKS

SIDEWALK
PLAN LAYOUT
SL 521
CSJ: 0089-11-007

SHEET 12 OF 15

CONT	SECT	JOB	HIGHWAY
0089	11	007,ETC.	SL 521,ETC.
DIST	COUNTY		SHEET NO.
YKM	JACKSON		57

DATE: 2/28/2023 9:52:15 AM
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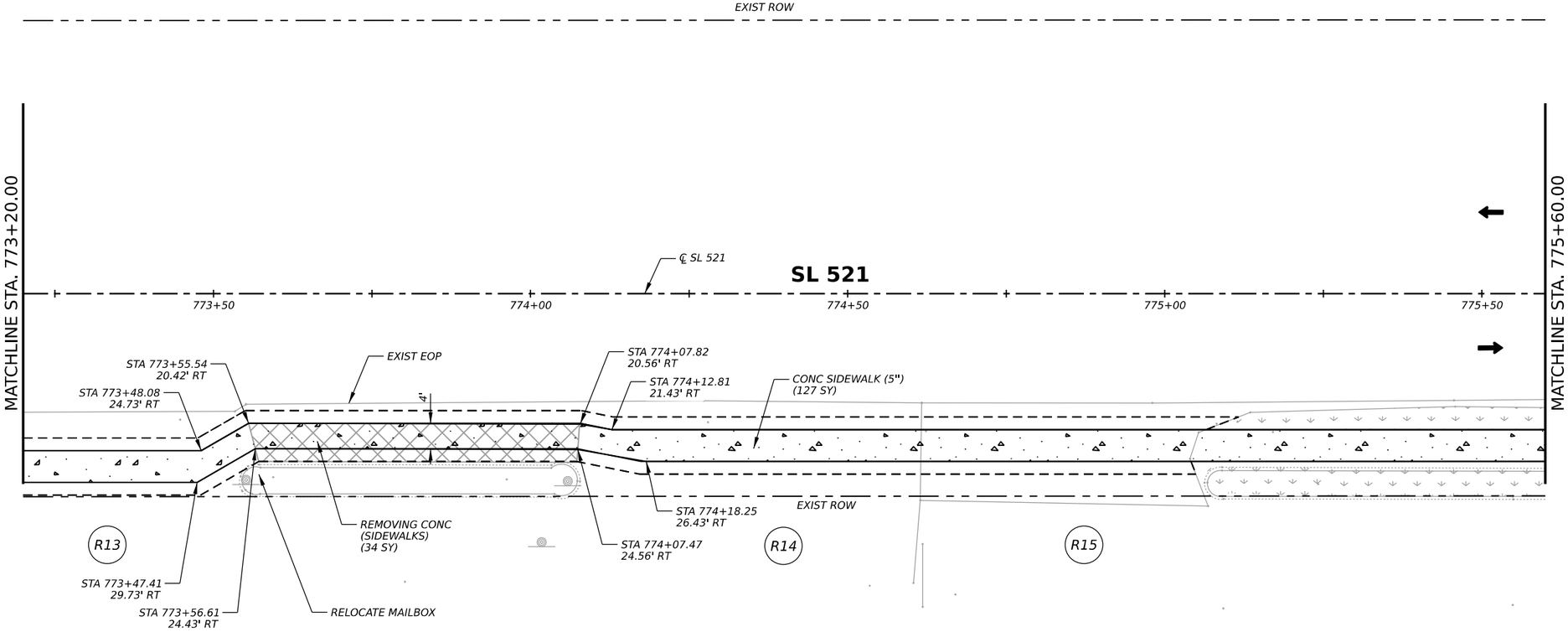

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SIDEWALK
PLAN LAYOUT
SL 521
CSJ: 0089-11-007

SHEET 13 OF 15

CONT	SECT	JOB	HIGHWAY
0089	11	007,ETC.	SL 521,ETC.
DIST	COUNTY		SHEET NO.
YKM	JACKSON		58

DATE: 2/28/2023 9:52:16 AM
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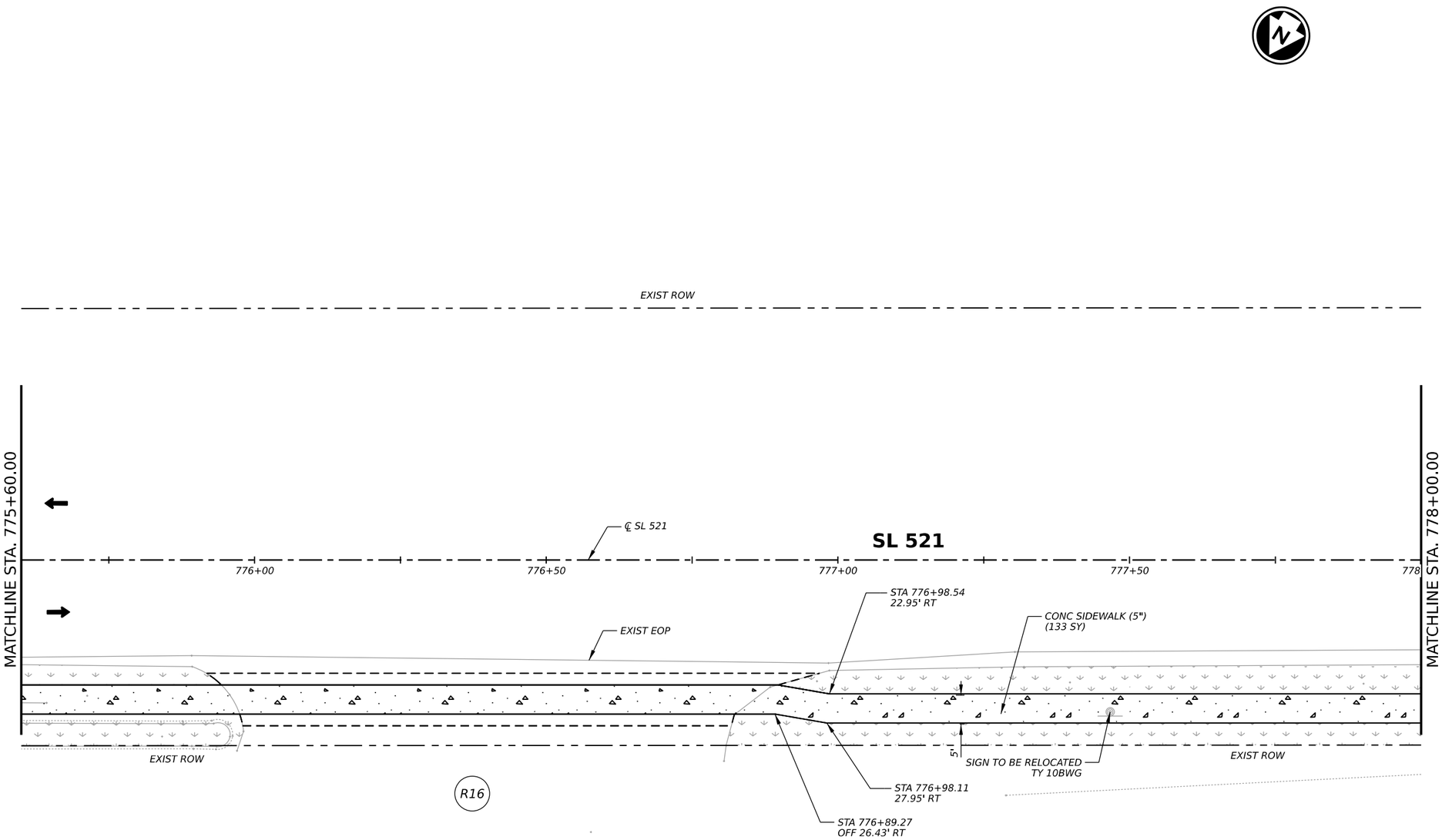

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Texas Department of Transportation

JACKSON CO SIDEWALKS

SIDEWALK
PLAN LAYOUT
SL 521
CSJ: 0089-11-007

SHEET 14 OF 15

CONT	SECT	JOB	HIGHWAY
0089	11	007,ETC.	SL 521,ETC.
DIST	COUNTY		SHEET NO.
YKM	JACKSON		59

DATE: 2/28/2023 9:52:28 AM
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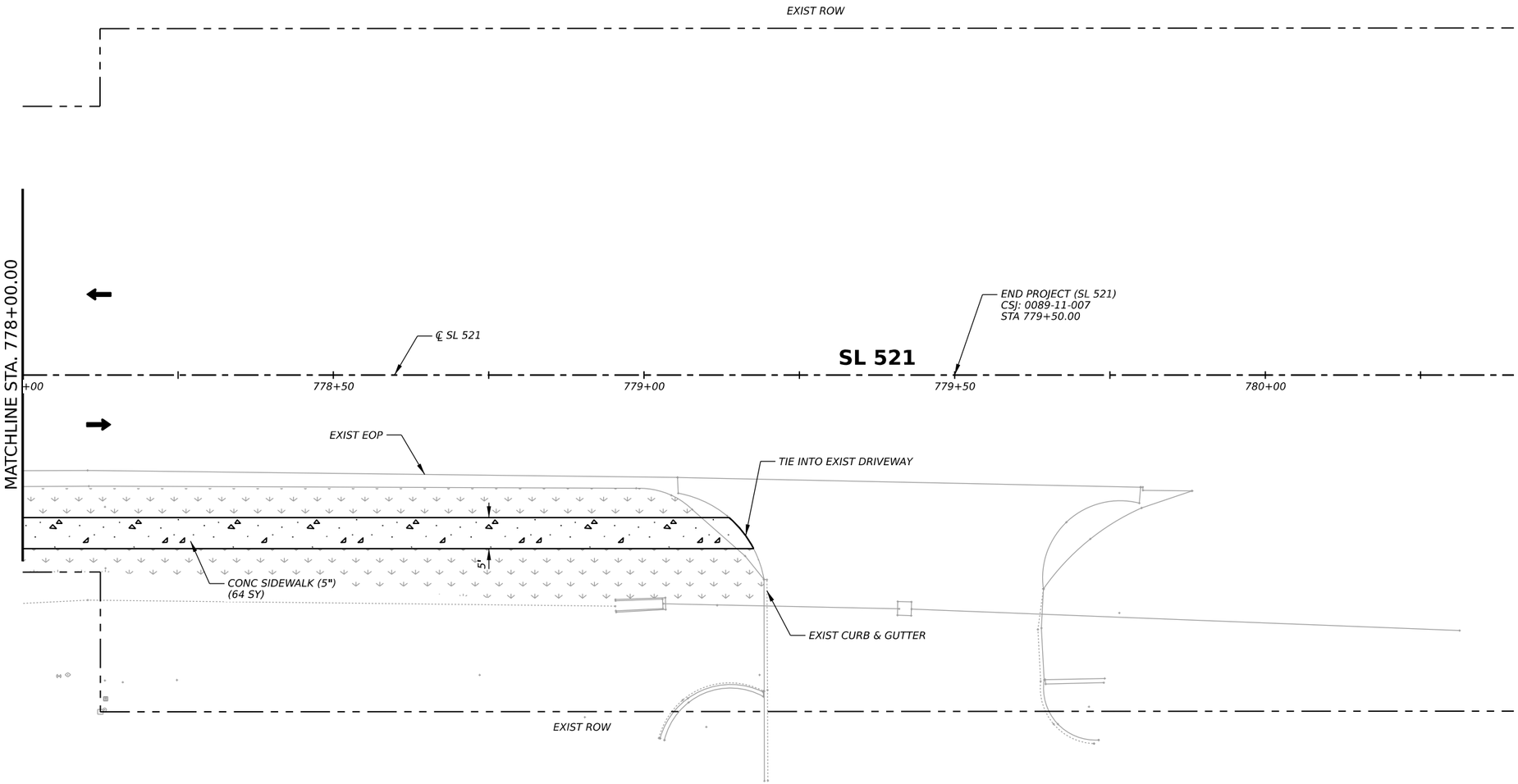

LEGEND

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JACKSON CO SIDEWALKS

SIDEWALK PLAN LAYOUT SL 521 CSJ: 0089-11-007

SHEET 15 OF 15

CONT	SECT	JOB	HIGHWAY
0089	11	007,ETC.	SL 521,ETC.
DIST	COUNTY		SHEET NO.
YKM	JACKSON		60

DATE: 2/28/2023 9:52:29 AM
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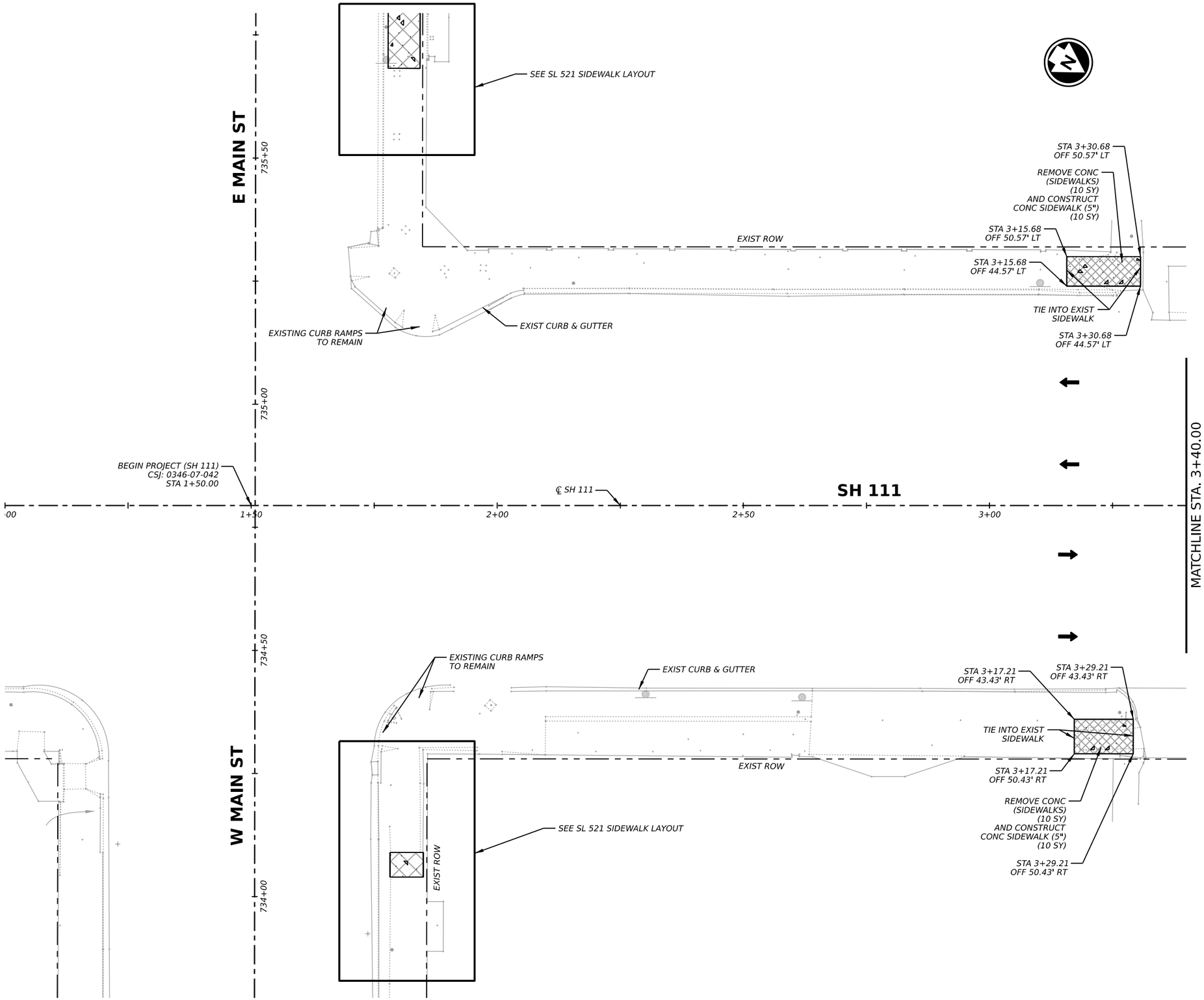

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JACKSON CO SIDEWALKS

SIDEWALK PLAN LAYOUT SH 111 CSJ: 0346-07-042

SHEET 1 OF 13

CONT	SECT	JOB	HIGHWAY
0089	11	007,ETC.	SL 521,ETC.
DIST	COUNTY		SHEET NO.
YKM	JACKSON		61

DATE: 2/28/2023 9:52:31 AM
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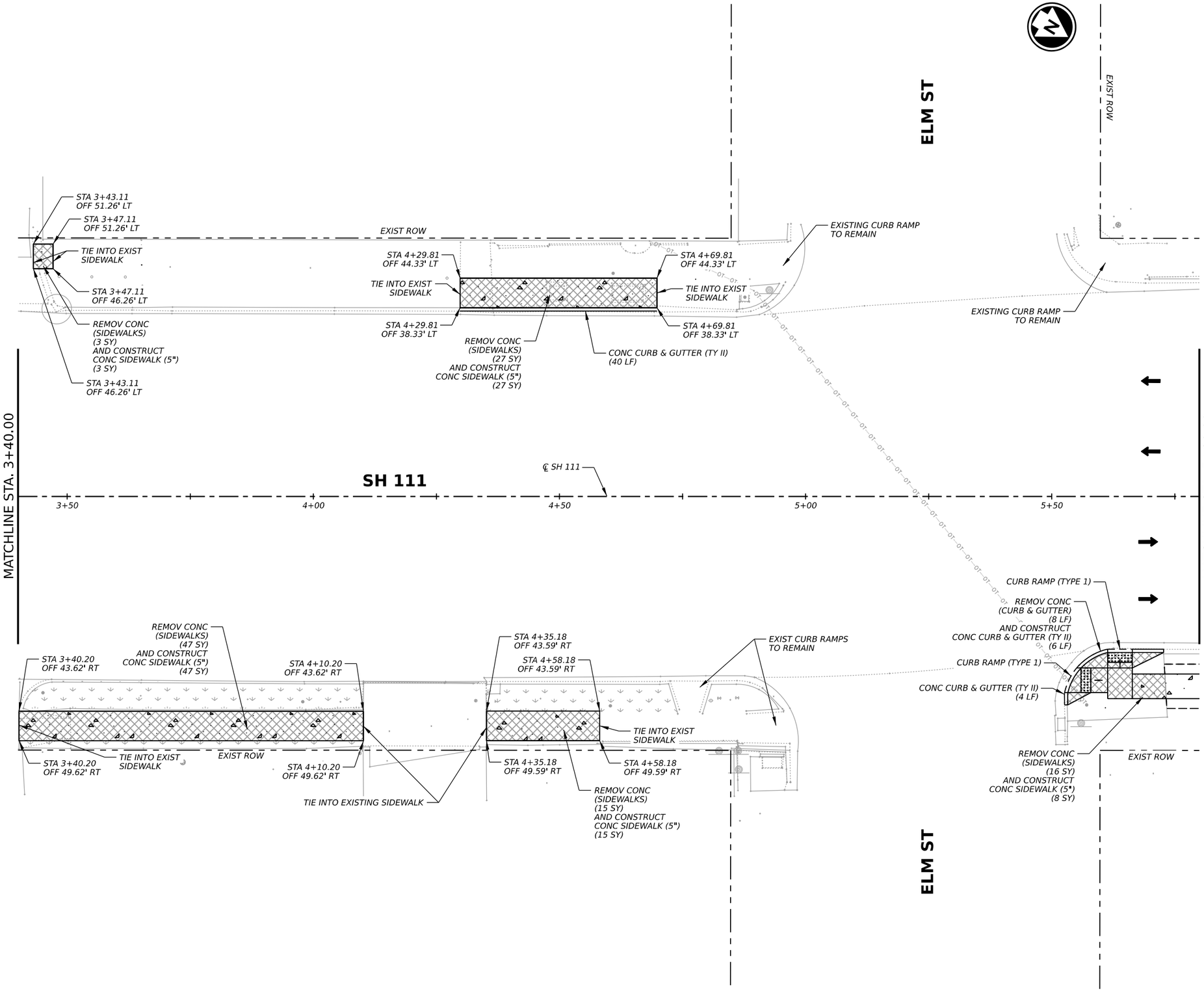

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SIDEWALK PLAN LAYOUT SH 111 CSJ: 0346-07-042

SHEET 2 OF 13

CONT	SECT	JOB	HIGHWAY
0089	11	007,ETC.	SL 521,ETC.
DIST	COUNTY		SHEET NO.
YKM	JACKSON		62

DATE: 2/28/2023 9:52:32 AM
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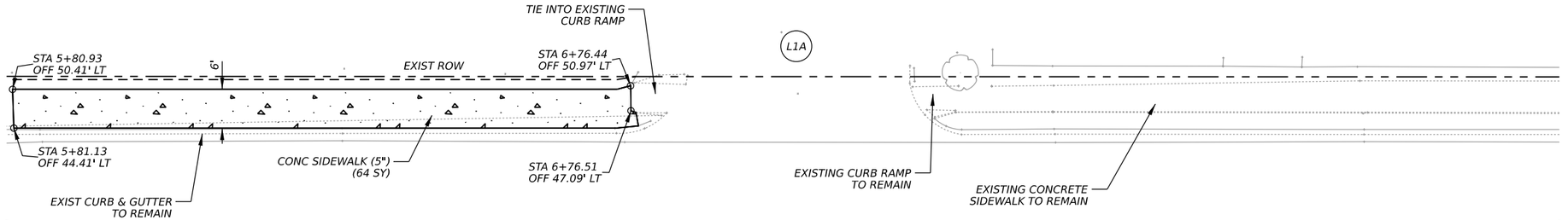

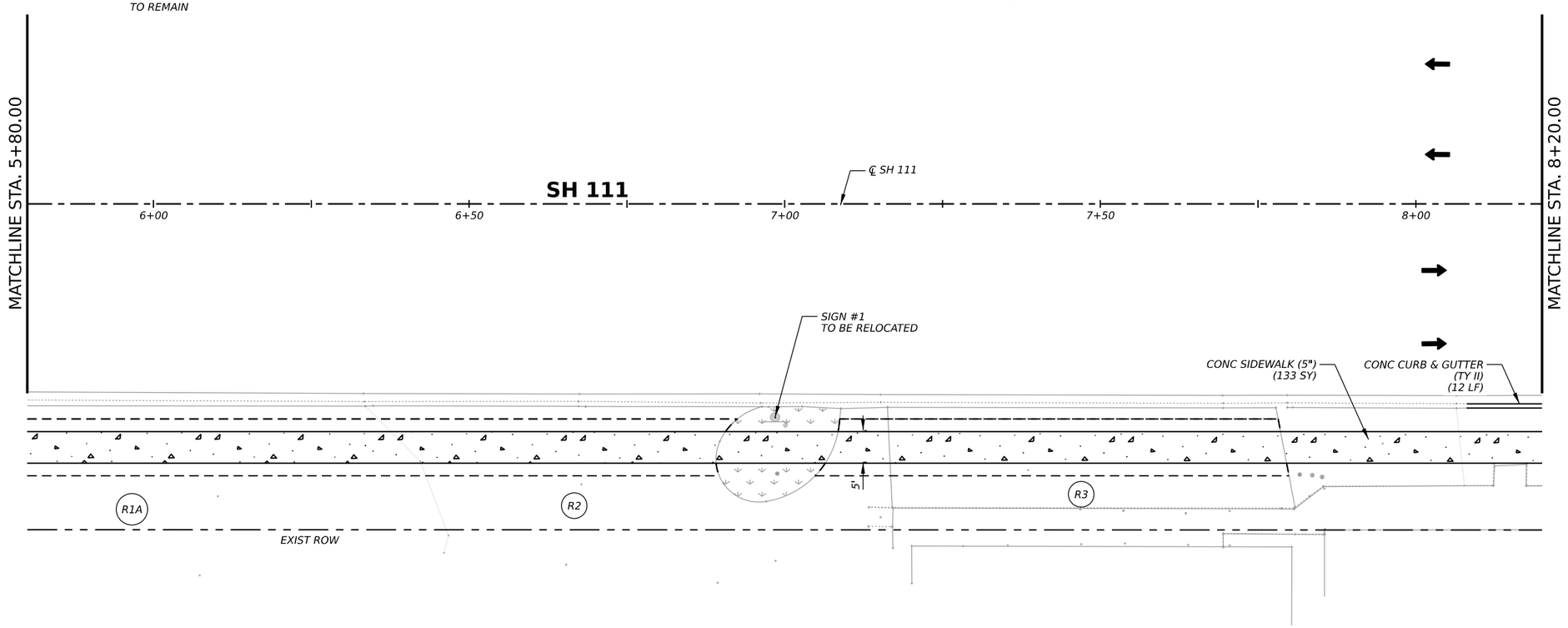

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7. AREAS OF SODDING ARE QUANTIFIED BY SHEET IN THE SUMMARY TABLE.

0 10 20
SCALE: 1" = 20'

STATE OF TEXAS
ROBERTO R. GARCIA
96586
LICENSED PROFESSIONAL ENGINEER

2/28/2023

BGE, Inc.
1701 Directors Blvd., Suite 1000, Austin, TX 78744
Tel: 512-879-0400 • www.bgeinc.com
TBPE Registration No. F-1046

Texas Department of Transportation

JACKSON CO SIDEWALKS

SIDEWALK PLAN LAYOUT SH 111 CSJ: 0346-07-042

CONT	SECT	JOB	HIGHWAY
0089	11	007,ETC.	SL 521,ETC.
DIST	COUNTY		SHEET NO.
YKM	JACKSON		63

DATE: 2/28/2023 9:52:33 AM
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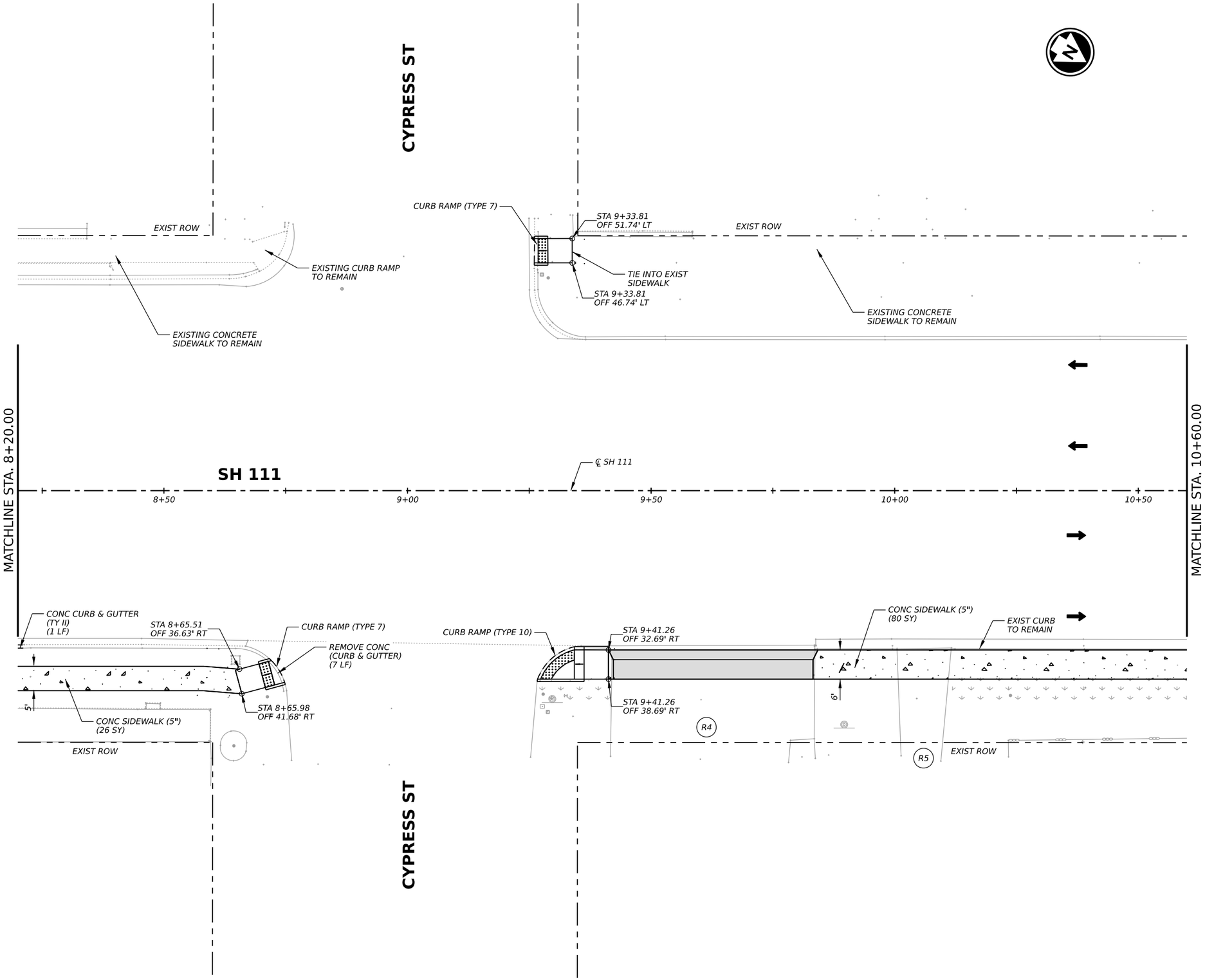

LEGEND

- DIRECTION OF TRAFFIC
- DRIVEWAY NUMBER
- DRIVEWAY (PROP RECONSTRUCTION)
- SIDEWALK
- REMOVAL (CONCRETE)
- CUT AND RESTORE DRIVEWAY SURFACE
- SODDING AREA

NOTES:

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JACKSON CO SIDEWALKS

SIDEWALK PLAN LAYOUT SH 111 CSJ: 0346-07-042

SHEET 4 OF 13

CONT	SECT	JOB	HIGHWAY
0089	11	007,ETC.	SL 521,ETC.
DIST	COUNTY		SHEET NO.
YKM	JACKSON		64

DATE: 2/28/2023 9:52:44 AM
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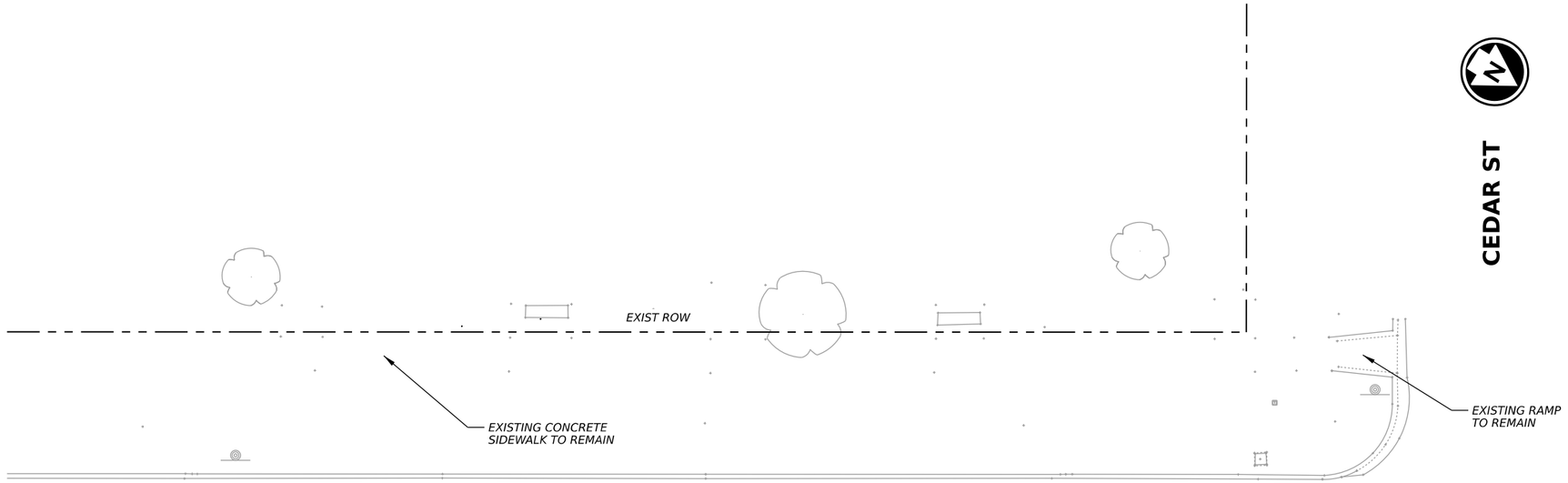


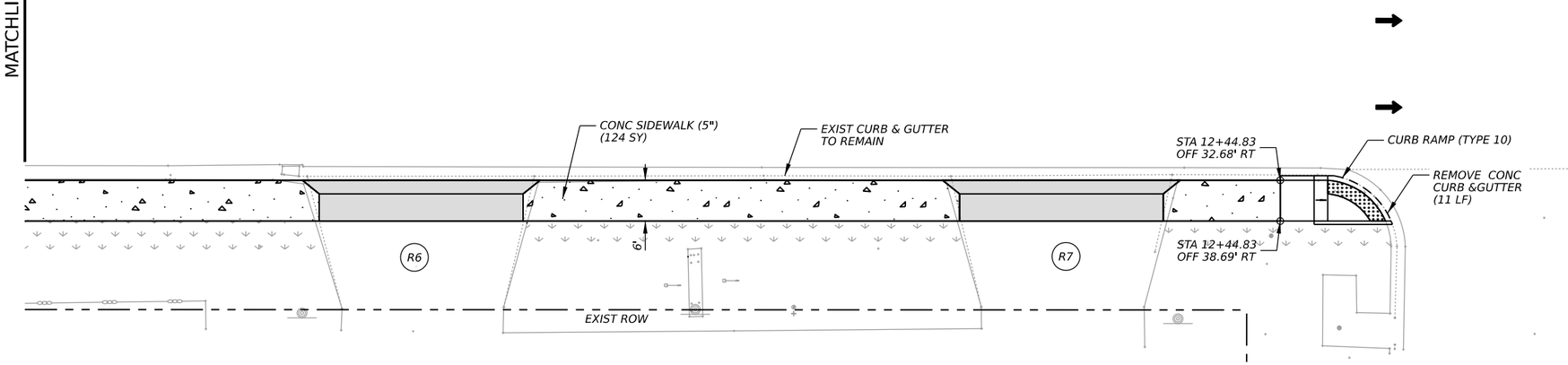
MATCHLINE STA. 10+60.00

SH 111

℄ SH 111

11+00 11+50 12+00 12+50 13+

MATCHLINE STA. 13+00.00



LEGEND

- DIRECTION OF TRAFFIC
- DRIVEWAY NUMBER
- DRIVEWAY (PROP RECONSTRUCTION)
- SIDEWALK
- REMOVAL (CONCRETE)
- CUT AND RESTORE DRIVEWAY SURFACE
- SODDING AREA

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Texas Department of Transportation

JACKSON CO SIDEWALKS

SIDEWALK PLAN LAYOUT SH 111 CSJ: 0346-07-042

SHEET 5 OF 13

CONT	SECT	JOB	HIGHWAY
0089	11	007,ETC.	SL 521,ETC.
DIST	COUNTY		SHEET NO.
YKM	JACKSON		65

DATE: 2/28/2023 9:52:45 AM
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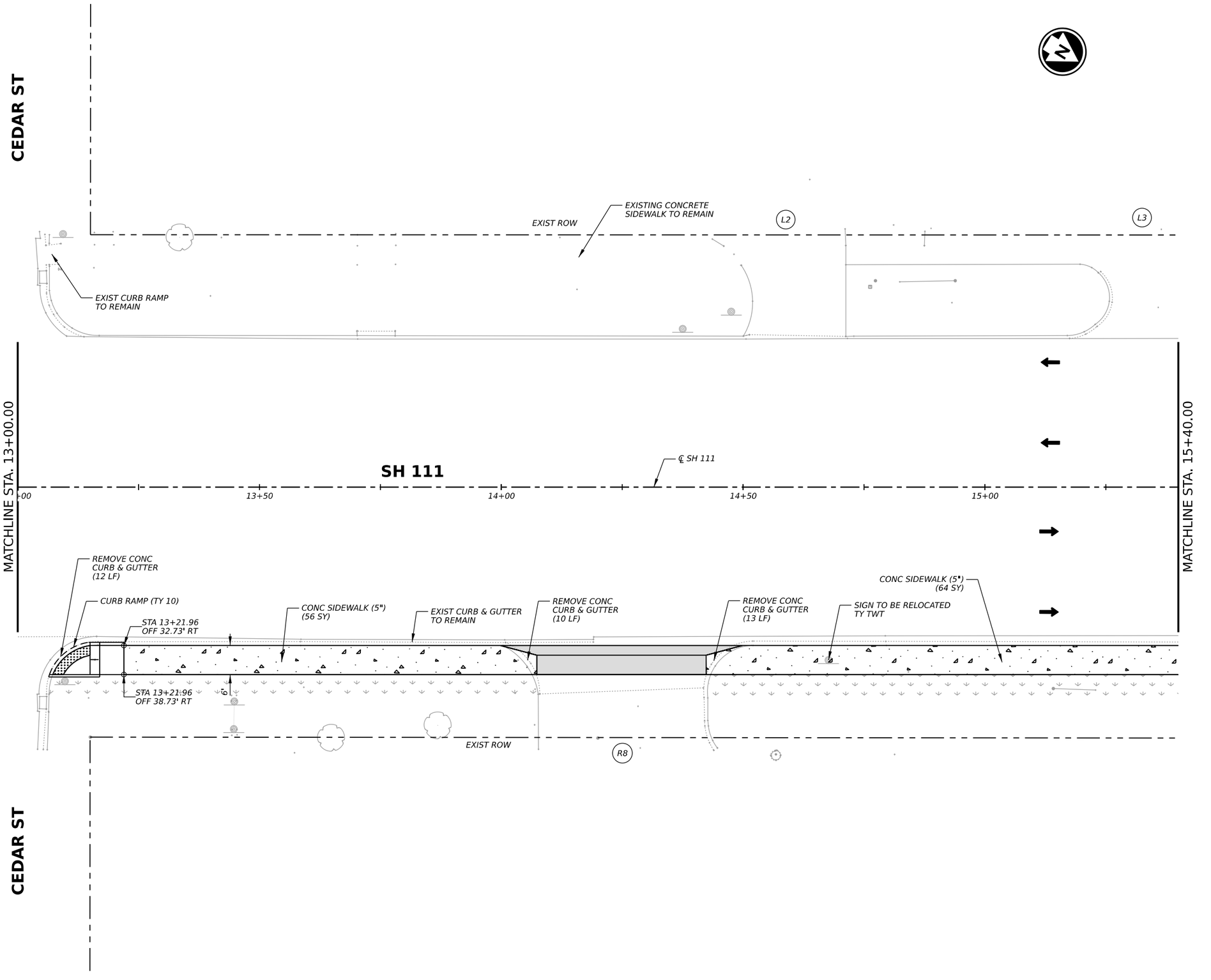

LEGEND

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- REMOVAL (CONCRETE)
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JACKSON CO SIDEWALKS

SIDEWALK
PLAN LAYOUT
SH 111
CSJ: 0346-07-042

SHEET 6 OF 13

CONT	SECT	JOB	HIGHWAY
0089	11	007,ETC.	SL 521,ETC.
DIST	COUNTY		SHEET NO.
YKM	JACKSON		66

DATE: 2/28/2023 9:52:47 AM
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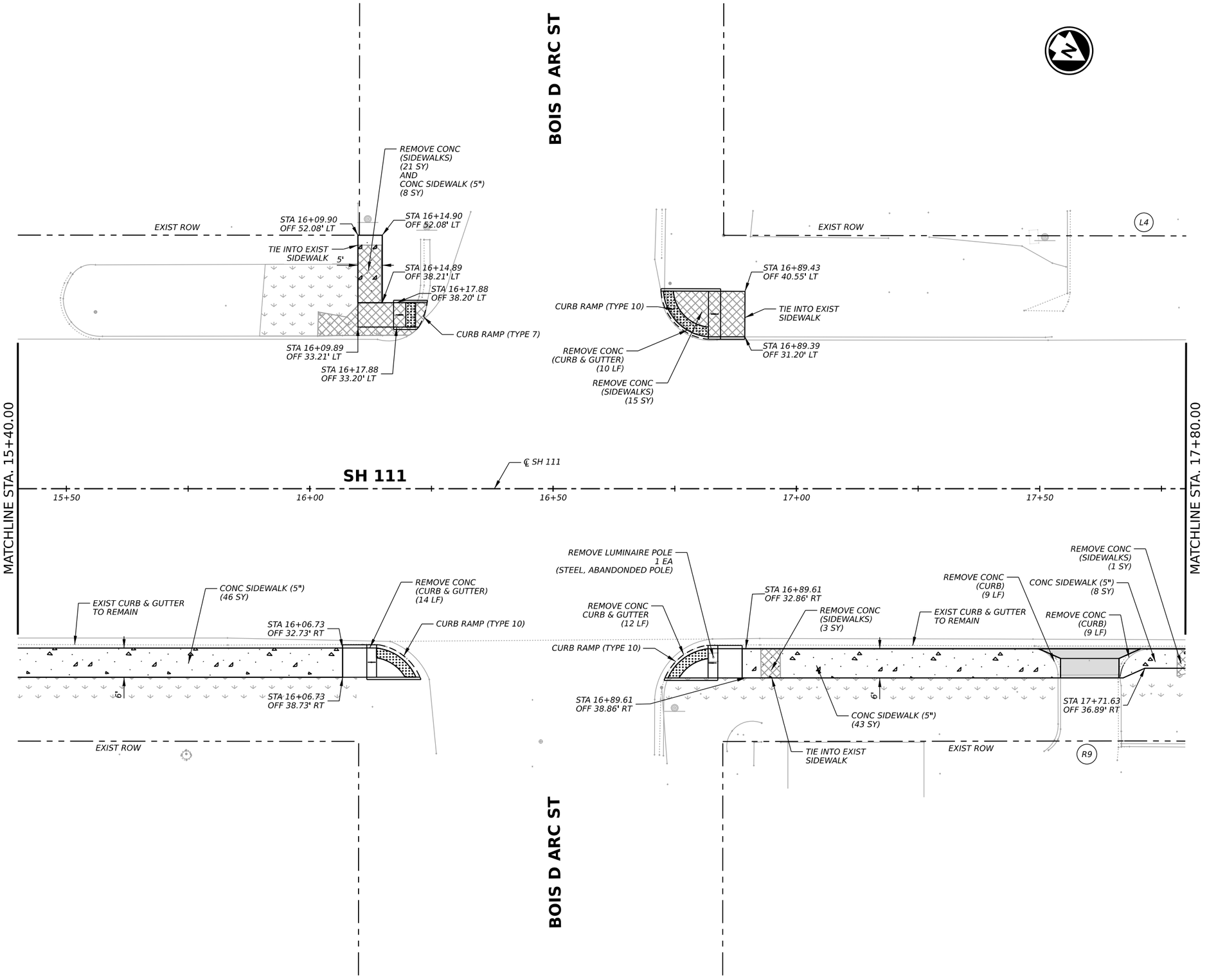

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- DRIVEWAY NUMBER
- DRIVEWAY (PROP RECONSTRUCTION)
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JACKSON CO SIDEWALKS

SIDEWALK
PLAN LAYOUT
SH 111
CSJ: 0346-07-042

SHEET 7 OF 13

CONT	SECT	JOB	HIGHWAY
0089	11	007,ETC.	SL 521,ETC.
DIST	COUNTY		SHEET NO.
YKM	JACKSON		67

DATE: 2/28/2023 9:52:48 AM
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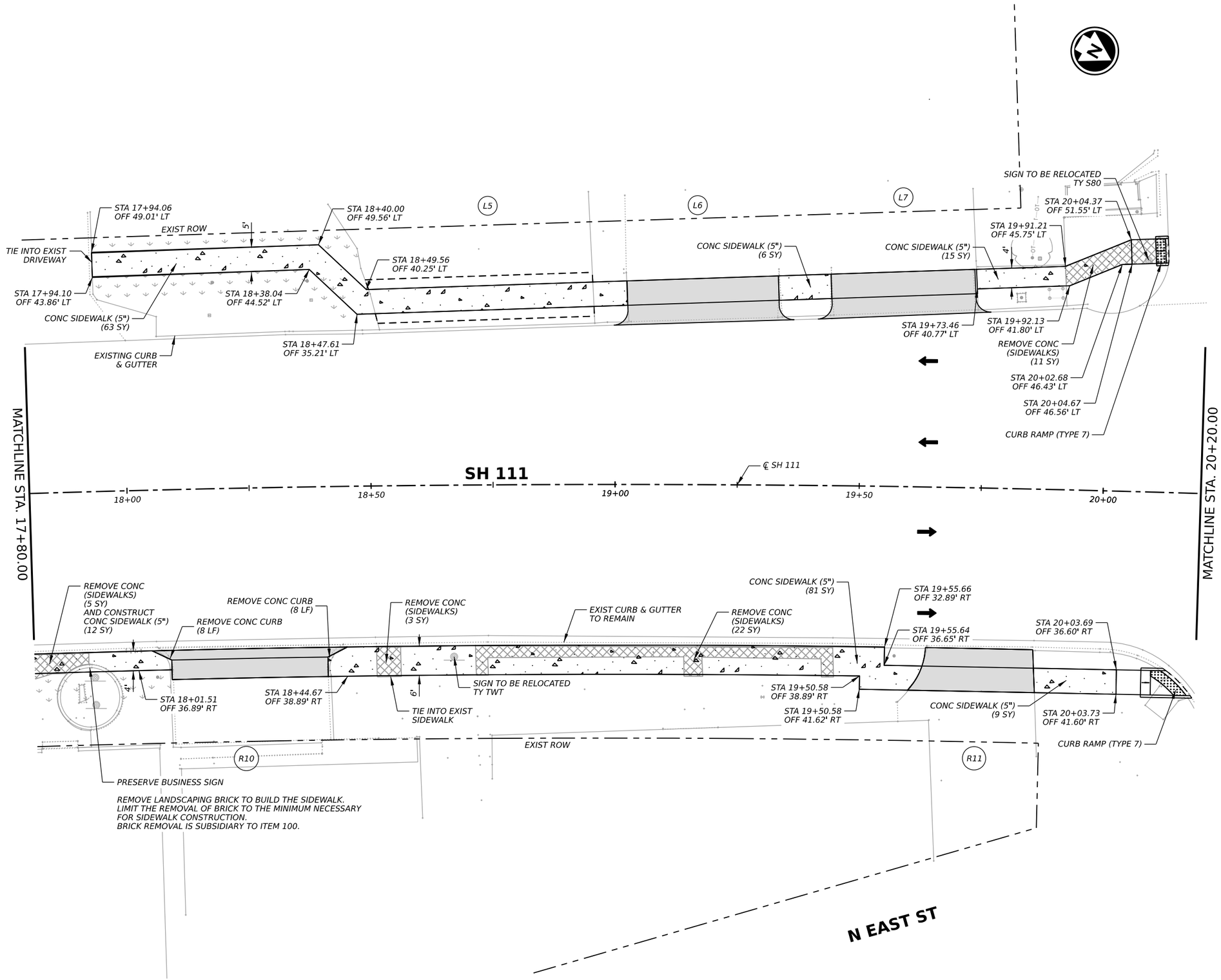

LEGEND

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JACKSON CO SIDEWALKS

SIDEWALK PLAN LAYOUT SH 111 CSJ: 0346-07-042

SHEET 8 OF 13

CONT	SECT	JOB	HIGHWAY
0089	11	007,ETC.	SL 521,ETC.
DIST	COUNTY		SHEET NO.
YKM	JACKSON		68

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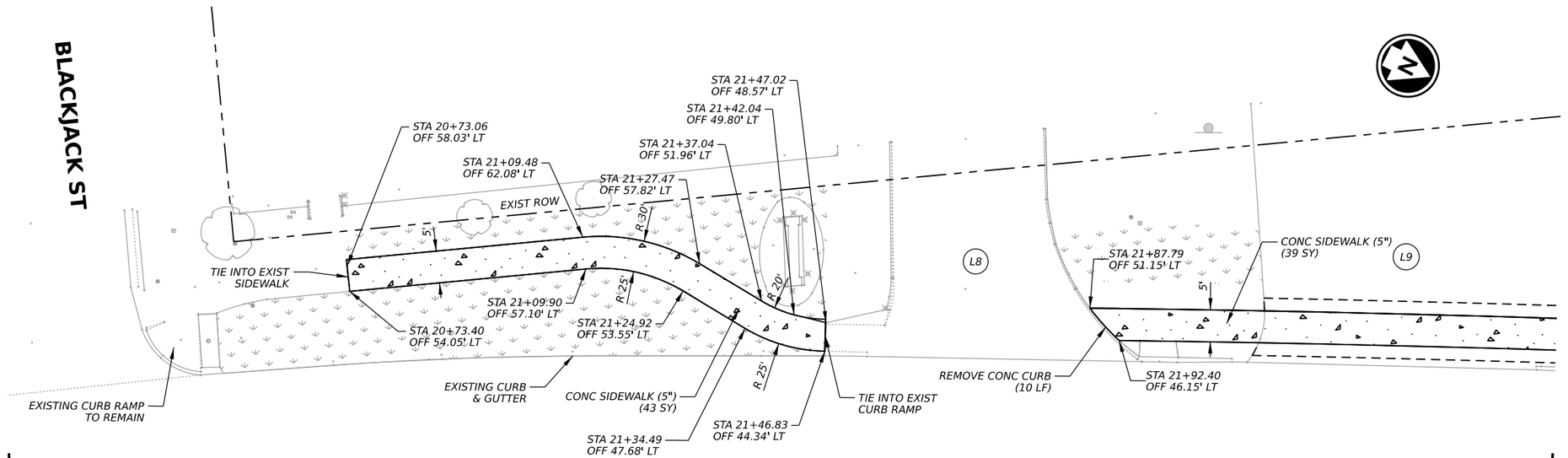

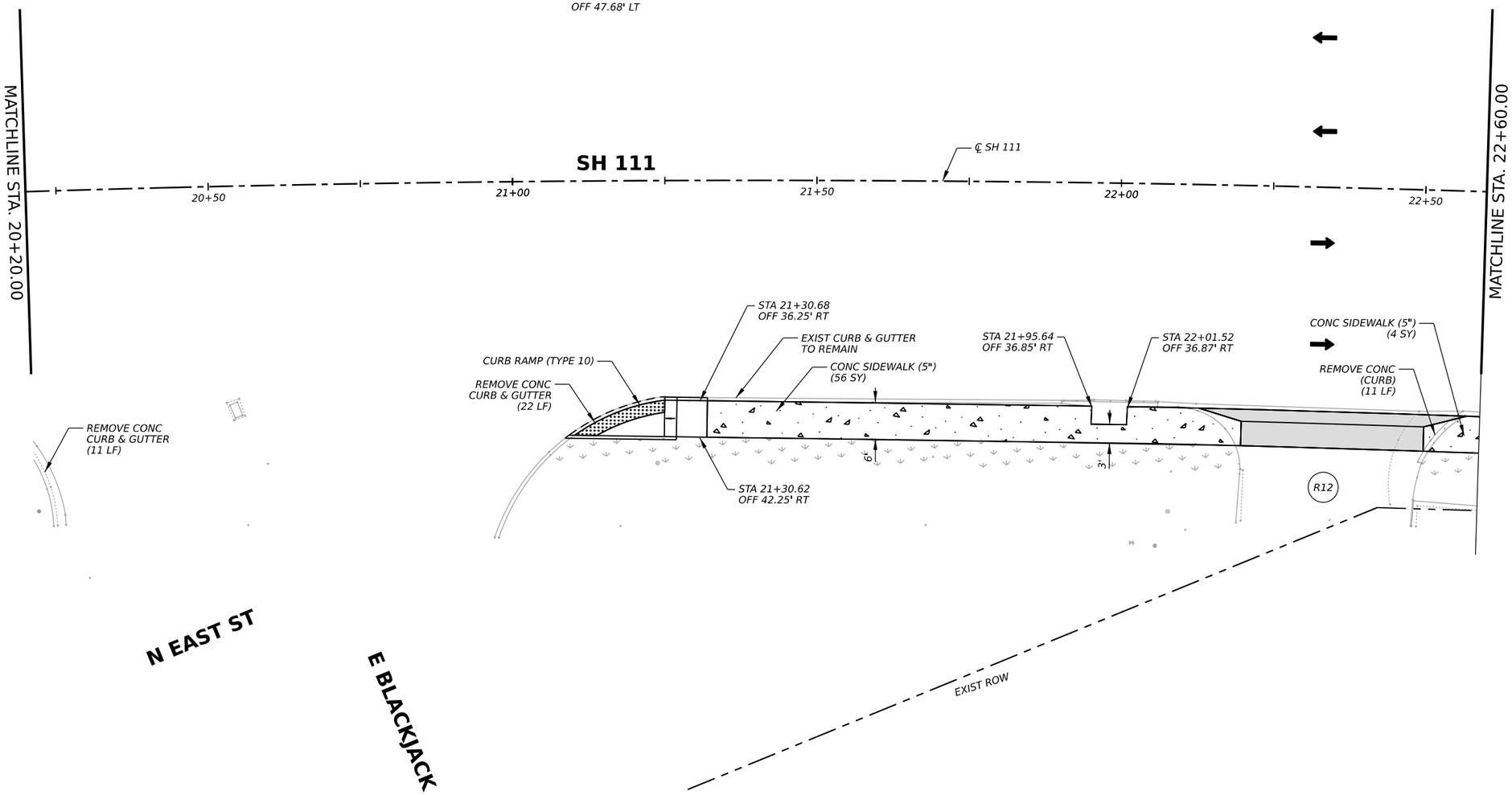

LEGEND

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JACKSON CO SIDEWALKS

SIDEWALK
PLAN LAYOUT
SH 111
CSJ: 0346-07-042

SHEET 9 OF 13

CONT	SECT	JOB	HIGHWAY
0089	11	007,ETC.	SL 521,ETC.
DIST	COUNTY		SHEET NO.
YKM	JACKSON		69

DATE: 2/28/2023 9:53:02 AM
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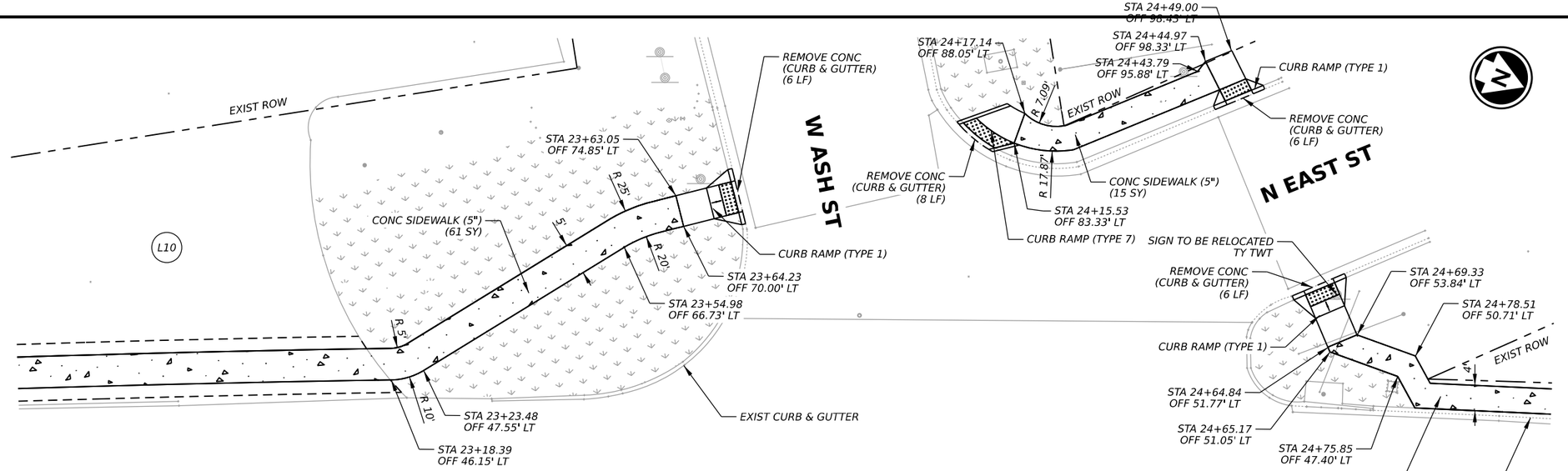

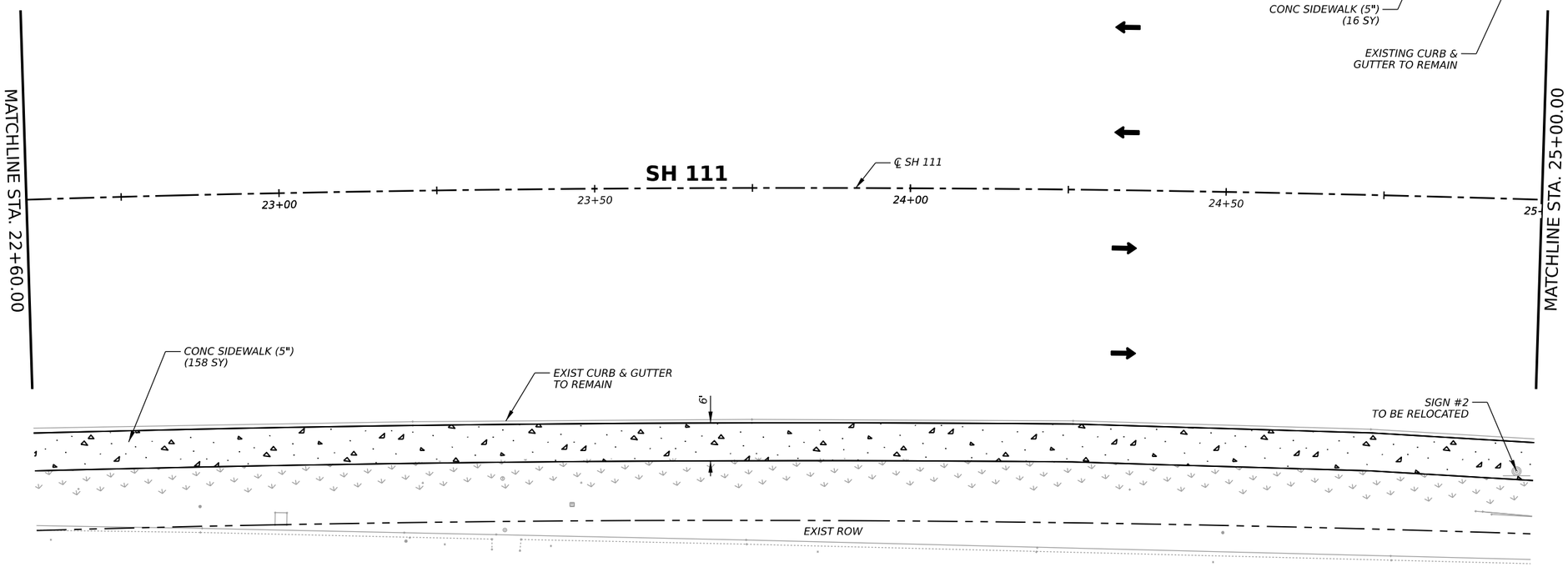

LEGEND

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JACKSON CO SIDEWALKS

SIDEWALK PLAN LAYOUT SH 111 CSJ: 0346-07-042

SHEET 10 OF 13

CONT	SECT	JOB	HIGHWAY
0089	11	007,ETC.	SL 521,ETC.
DIST	COUNTY		SHEET NO.
YKM	JACKSON		70

DATE: 2/28/2023 9:53:03 AM
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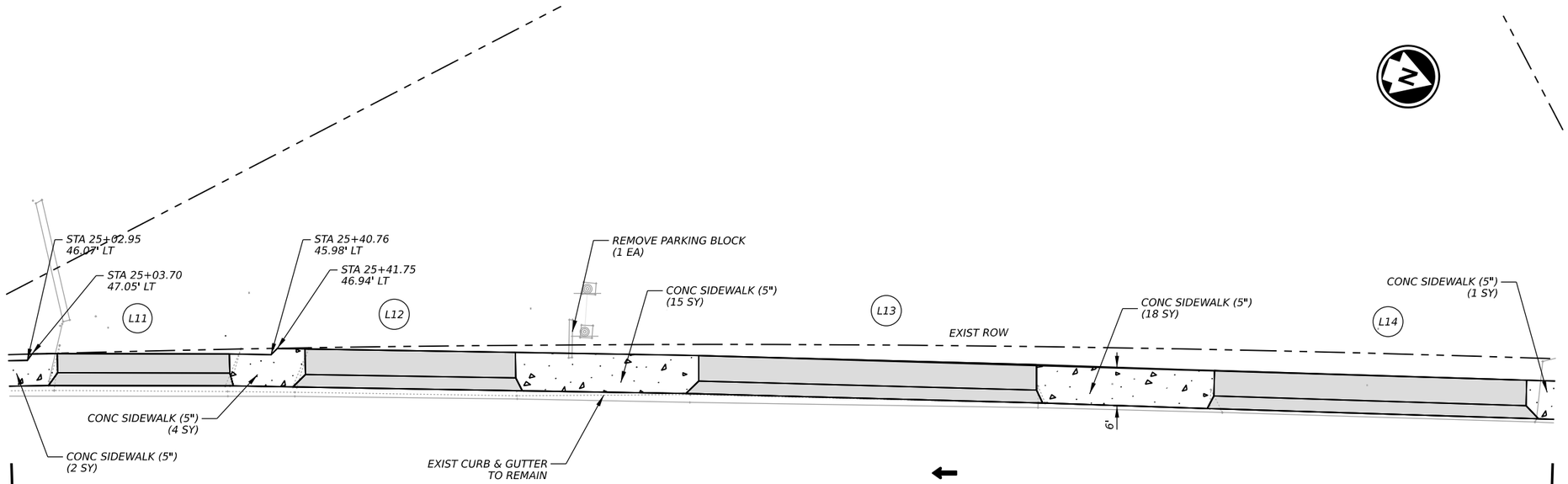

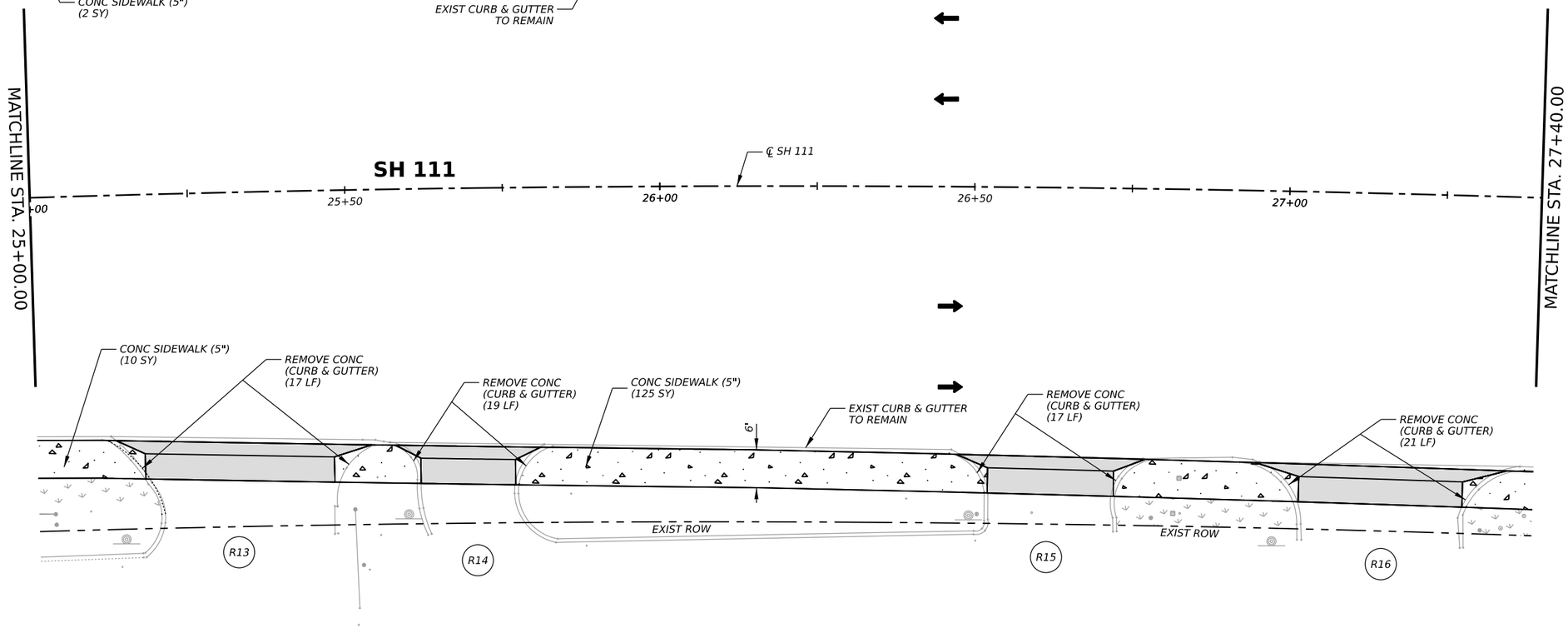

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SIDEWALK PLAN LAYOUT SH 111 CSJ: 0346-07-042

SHEET 11 OF 13

CONT	SECT	JOB	HIGHWAY
0089	11	007,ETC.	SL 521,ETC.
DIST	COUNTY		SHEET NO.
YKM	JACKSON		71

DATE: 2/28/2023 9:53:04 AM
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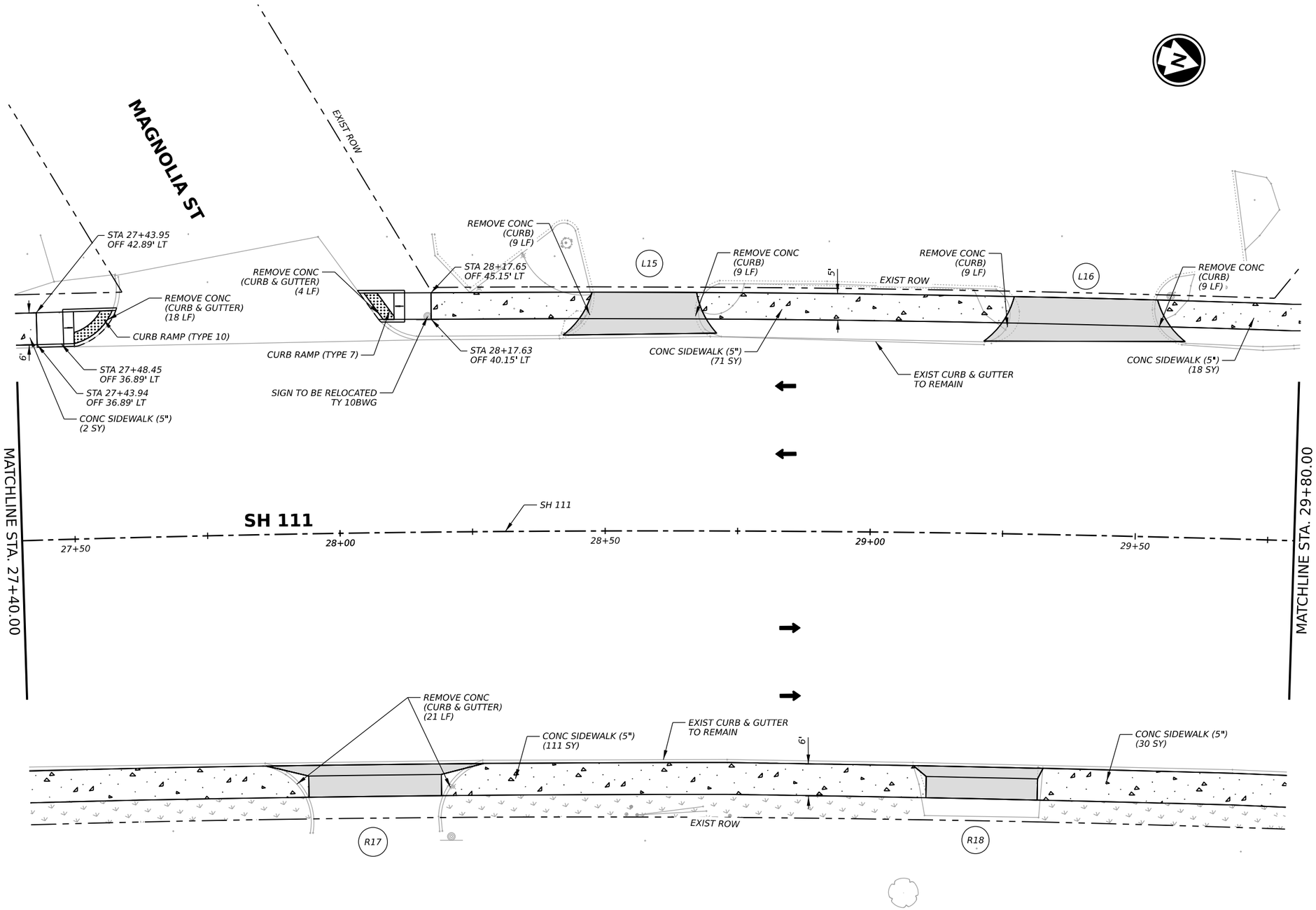

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0 10 20

SCALE: 1" = 20'

STATE OF TEXAS
ROBERTO R. GARCIA
96586
LICENSED PROFESSIONAL ENGINEER

2/28/2023

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1701 Directors Blvd., Suite 1000, Austin, TX 78744
Tel: 512-879-0400 • www.bgeinc.com
TBPE Registration No. F-1046

Texas Department of Transportation

JACKSON CO SIDEWALKS

SIDEWALK PLAN LAYOUT SH 111 CSJ: 0346-07-042

SHEET 12 OF 13

CONT	SECT	JOB	HIGHWAY
0089	11	007,ETC.	SL 521,ETC.
DIST	COUNTY		SHEET NO.
YKM	JACKSON		72

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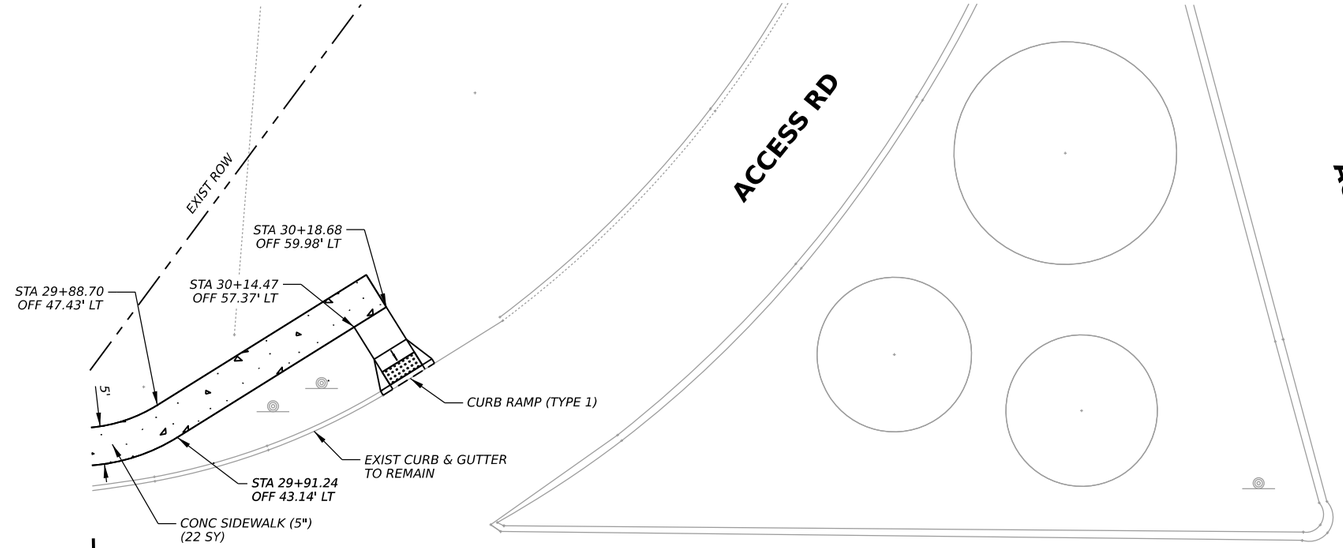

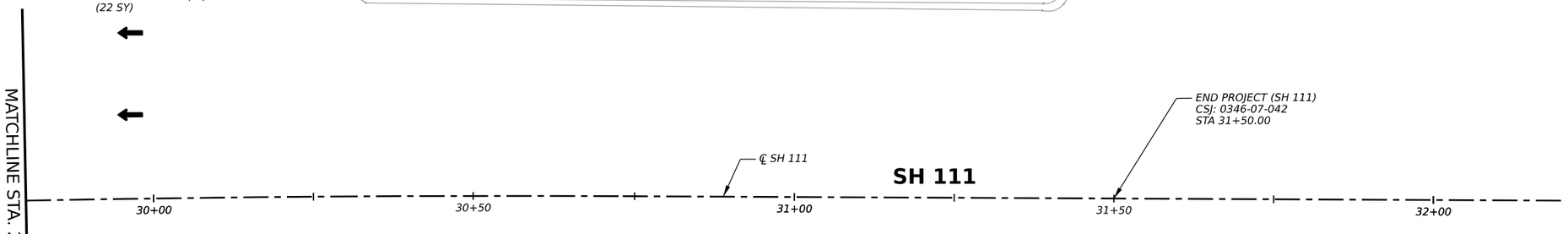

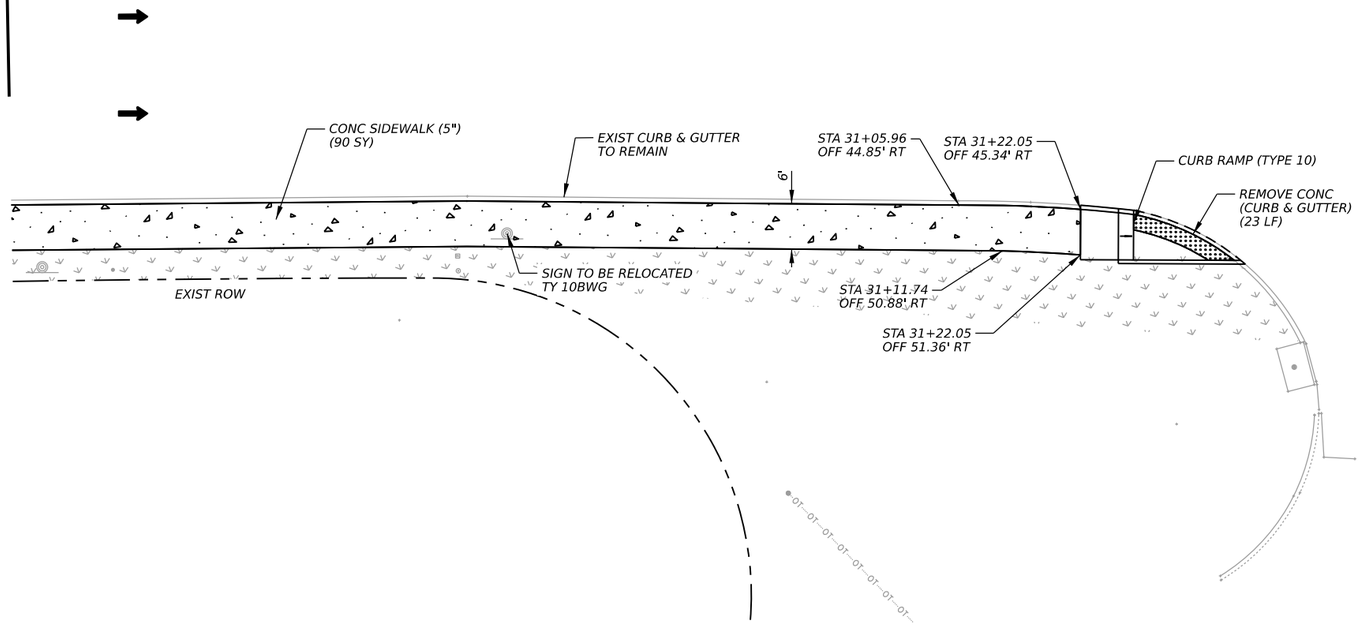

LEGEND

- DIRECTION OF TRAFFIC
- DRIVEWAY NUMBER
- DRIVEWAY (PROP RECONSTRUCTION)
- SIDEWALK
- REMOVAL (CONCRETE)
- CUT AND RESTORE DRIVEWAY SURFACE
- SODDING AREA

NOTES:

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JACKSON CO SIDEWALKS

SIDEWALK PLAN LAYOUT SH 111 CSJ: 0346-07-042

SHEET 13 OF 13

CONT	SECT	JOB	HIGHWAY
0089	11	007,ETC.	SL 521,ETC.
DIST	COUNTY		SHEET NO.
YKM	JACKSON		73

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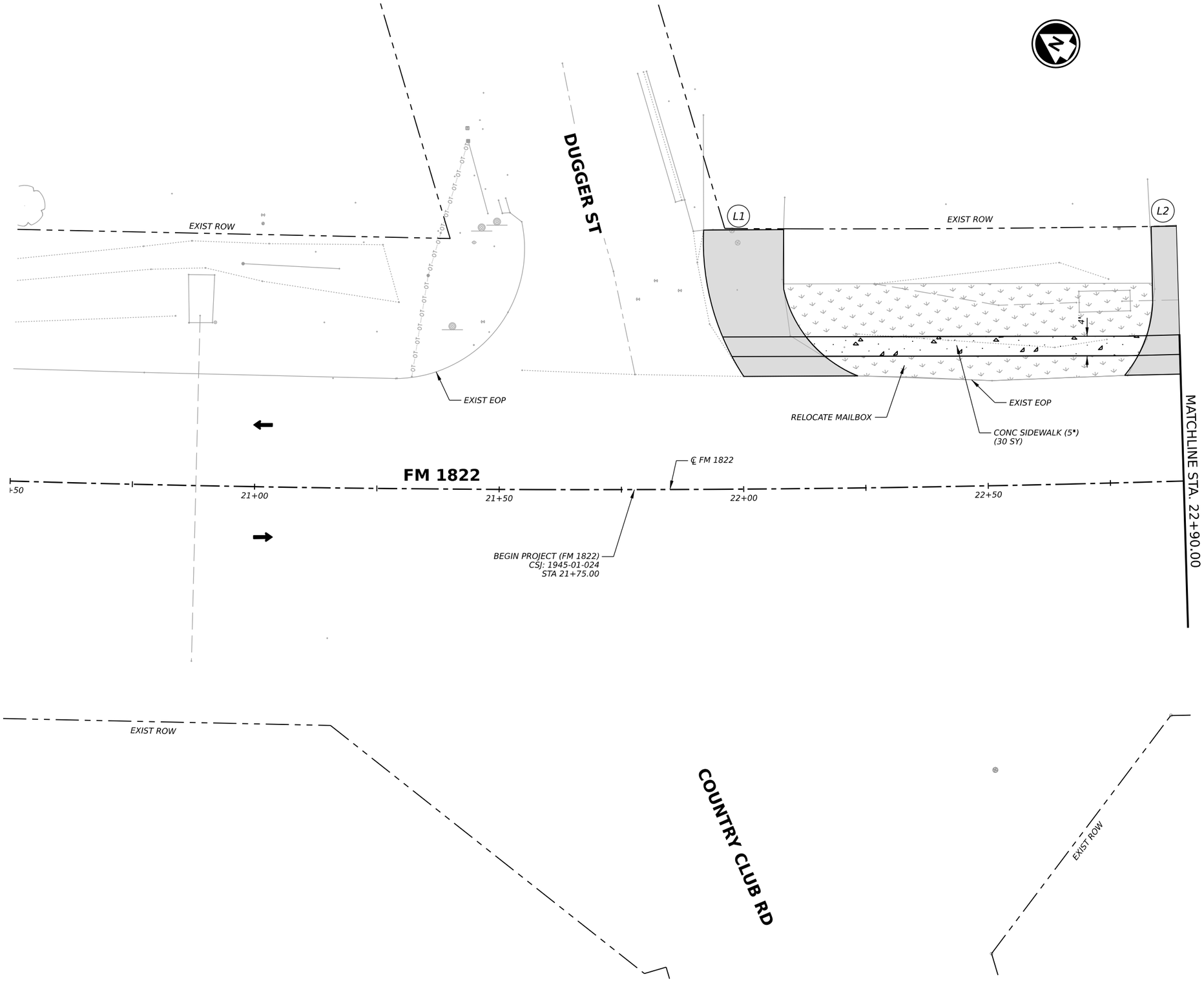

LEGEND

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- DRIVEWAY NUMBER
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JACKSON CO SIDEWALKS

SIDEWALK PLAN LAYOUT FM 1822 CSJ: 1945-01-024

SHEET 1 OF 7

CONT	SECT	JOB	HIGHWAY
0089	11	007,ETC.	SL 521,ETC.
DIST	COUNTY		SHEET NO.
YKM	JACKSON		74

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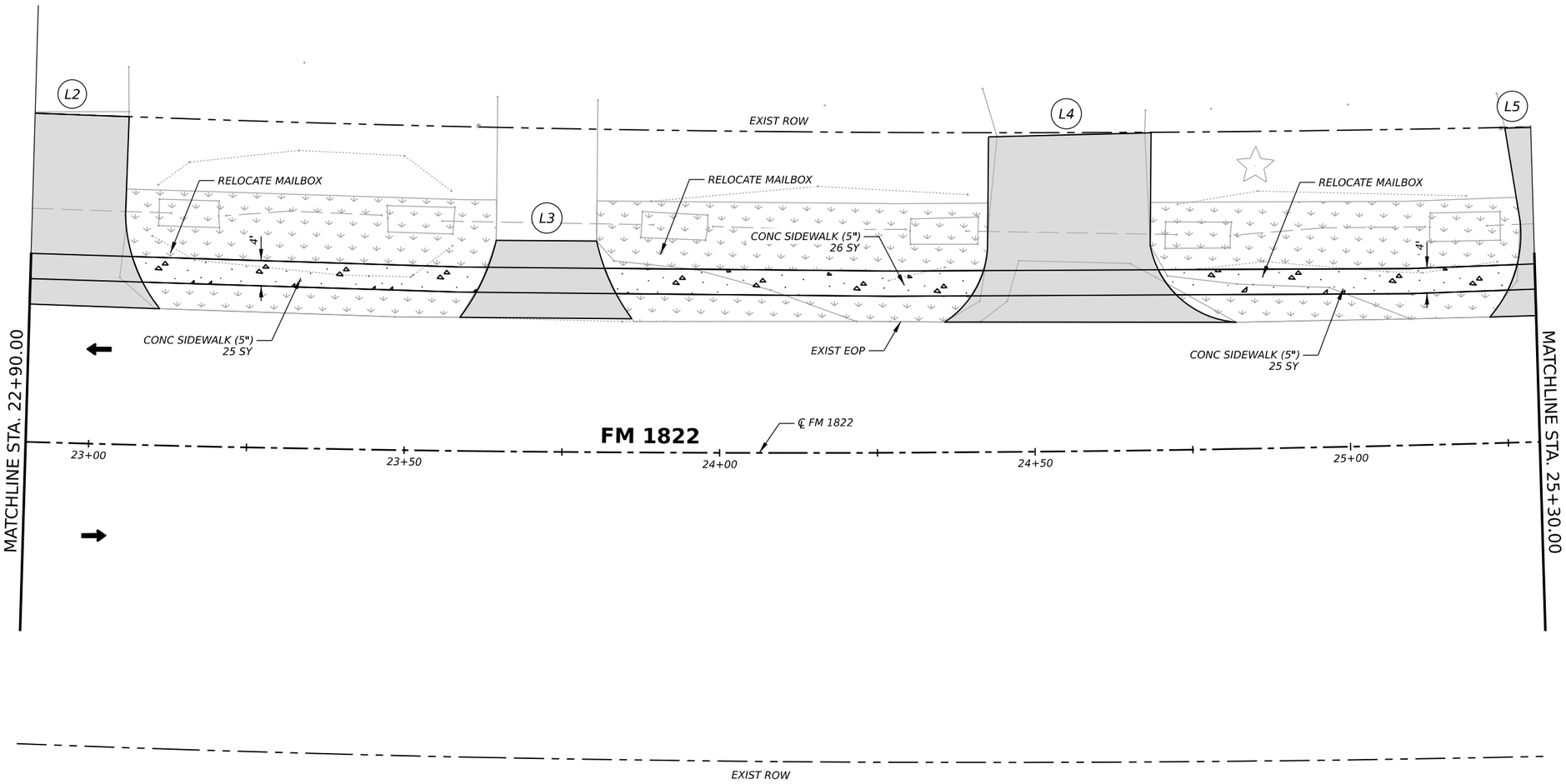

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JACKSON CO SIDEWALKS

SIDEWALK
PLAN LAYOUT
FM 1822
CSJ: 1945-01-024

SHEET 2 OF 7

CONT	SECT	JOB	HIGHWAY
0089	11	007,ETC.	SL 521,ETC.
DIST	COUNTY		SHEET NO.
YKM	JACKSON		75

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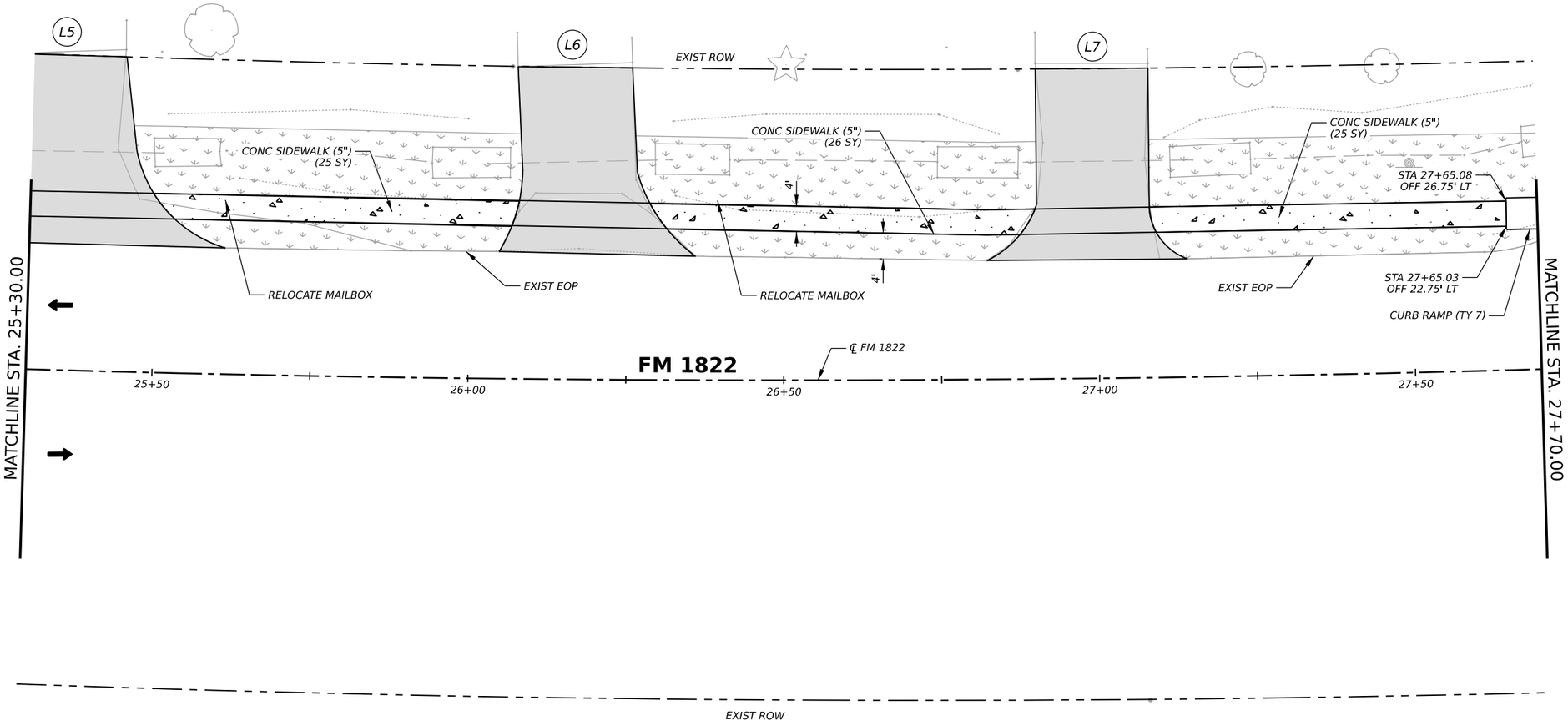

LEGEND

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- DRIVEWAY NUMBER
- DRIVEWAY (PROP RECONSTRUCTION)
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SIDEWALK
PLAN LAYOUT
FM 1822
CSJ: 1945-01-024

SHEET 3 OF 7

CONT	SECT	JOB	HIGHWAY
0089	11	007,ETC.	SL 521,ETC.
DIST	COUNTY		SHEET NO.
YKM	JACKSON		76

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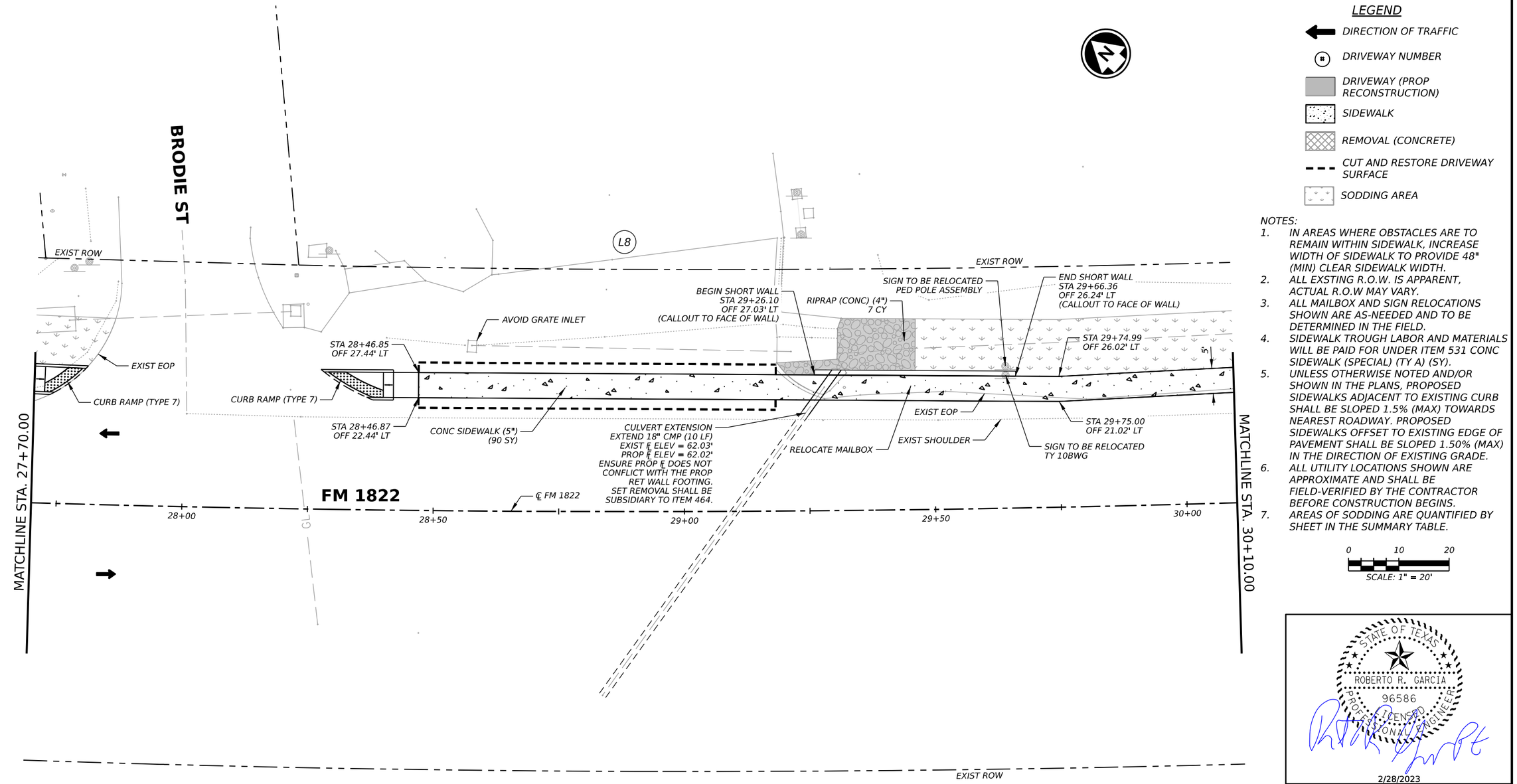

LEGEND

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- DRIVEWAY NUMBER
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Texas Department of Transportation

JACKSON CO SIDEWALKS

SIDEWALK PLAN LAYOUT FM 1822 CSJ: 1945-01-024

SHEET 4 OF 7

CONT	SECT	JOB	HIGHWAY
0089	11	007,ETC.	SL 521,ETC.
DIST	COUNTY		SHEET NO.
YKM	JACKSON		77

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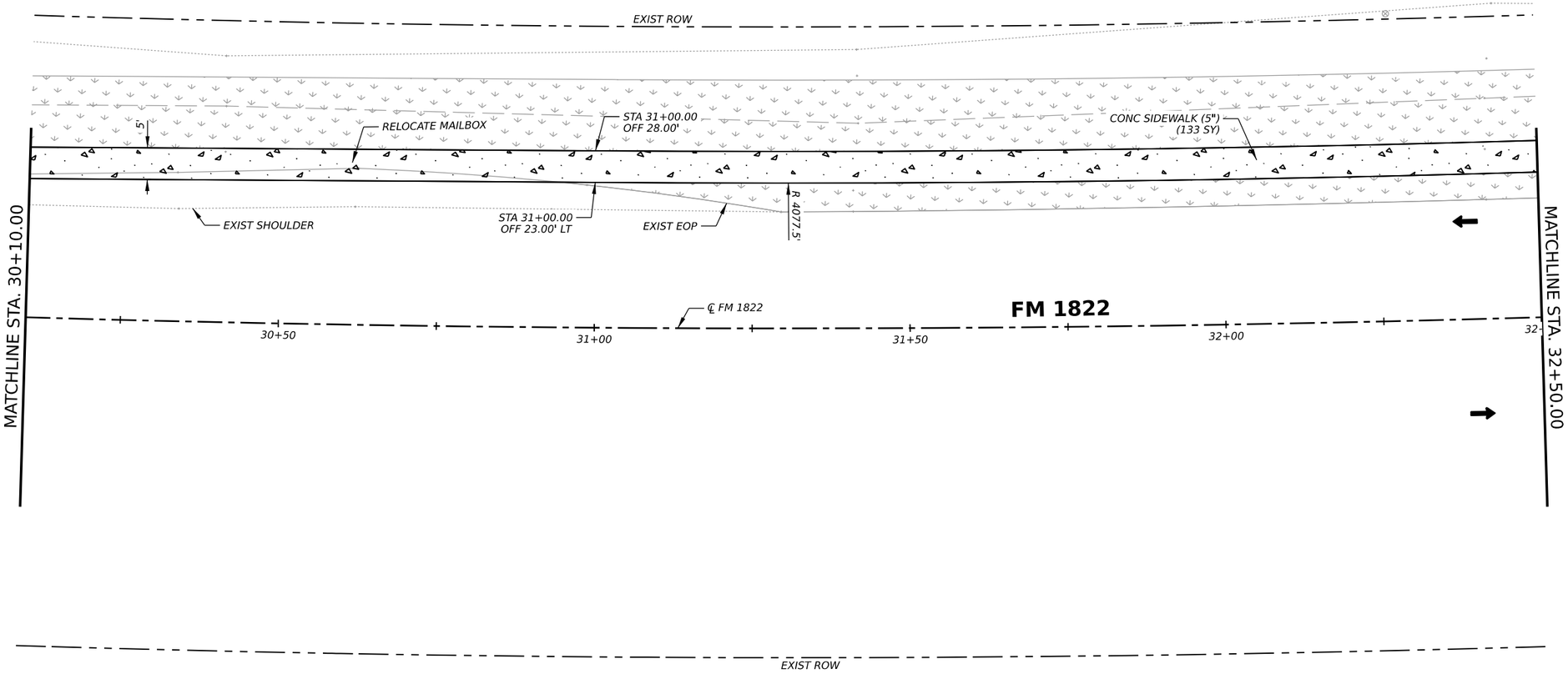

LEGEND

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SIDEWALK
PLAN LAYOUT
FM 1822
CSJ: 1945-01-024

SHEET 5 OF 7

CONT	SECT	JOB	HIGHWAY
0089	11	007,ETC.	SL 521,ETC.
DIST	COUNTY		SHEET NO.
YKM	JACKSON		78

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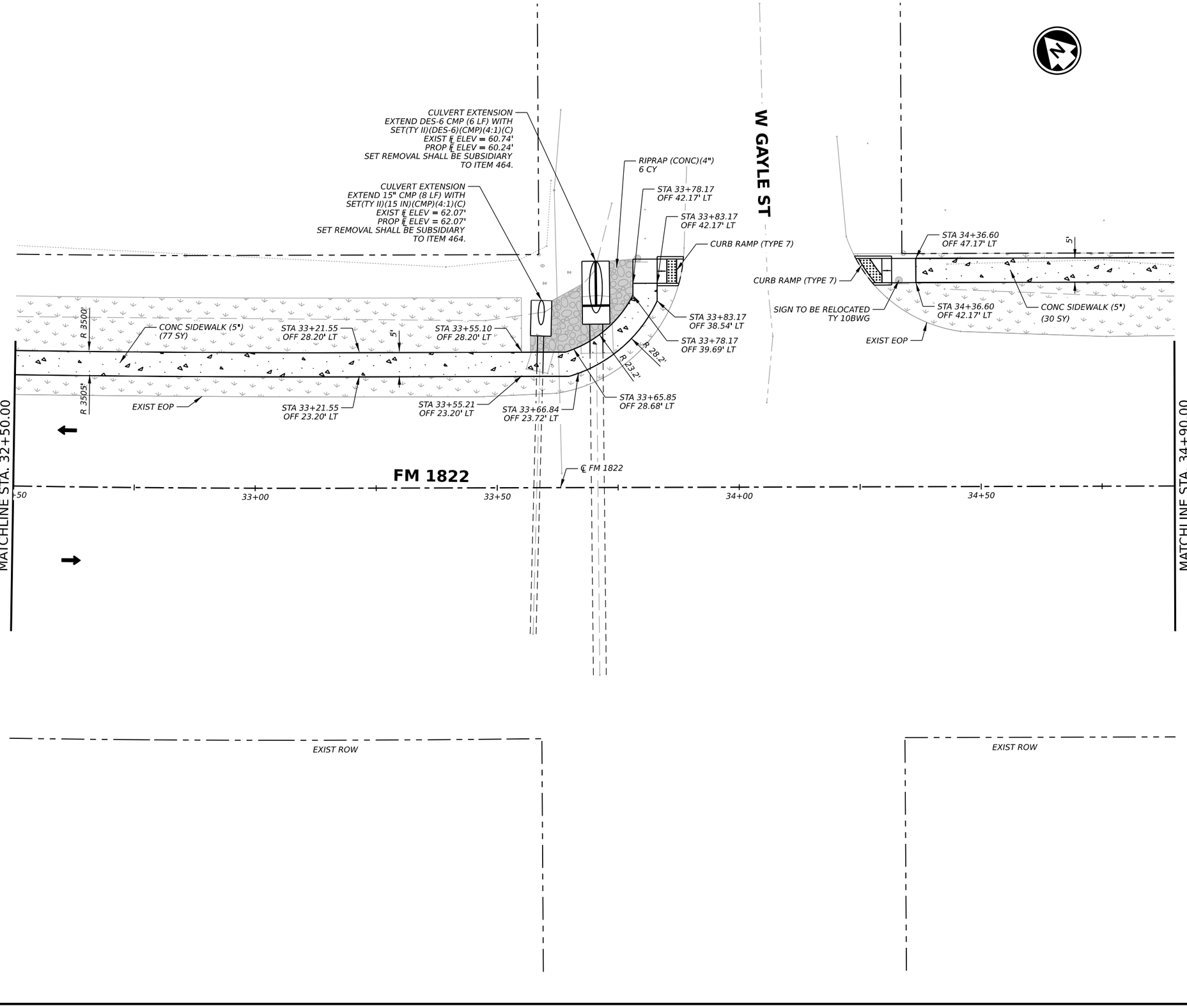

LEGEND

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CSJ: 1945-01-024

SHEET 6 OF 7

CONT	SECT	JOB	HIGHWAY
0089	11	007,ETC.	SL 521,ETC.
DIST	COUNTY		SHEET NO.
YKM	JACKSON		79

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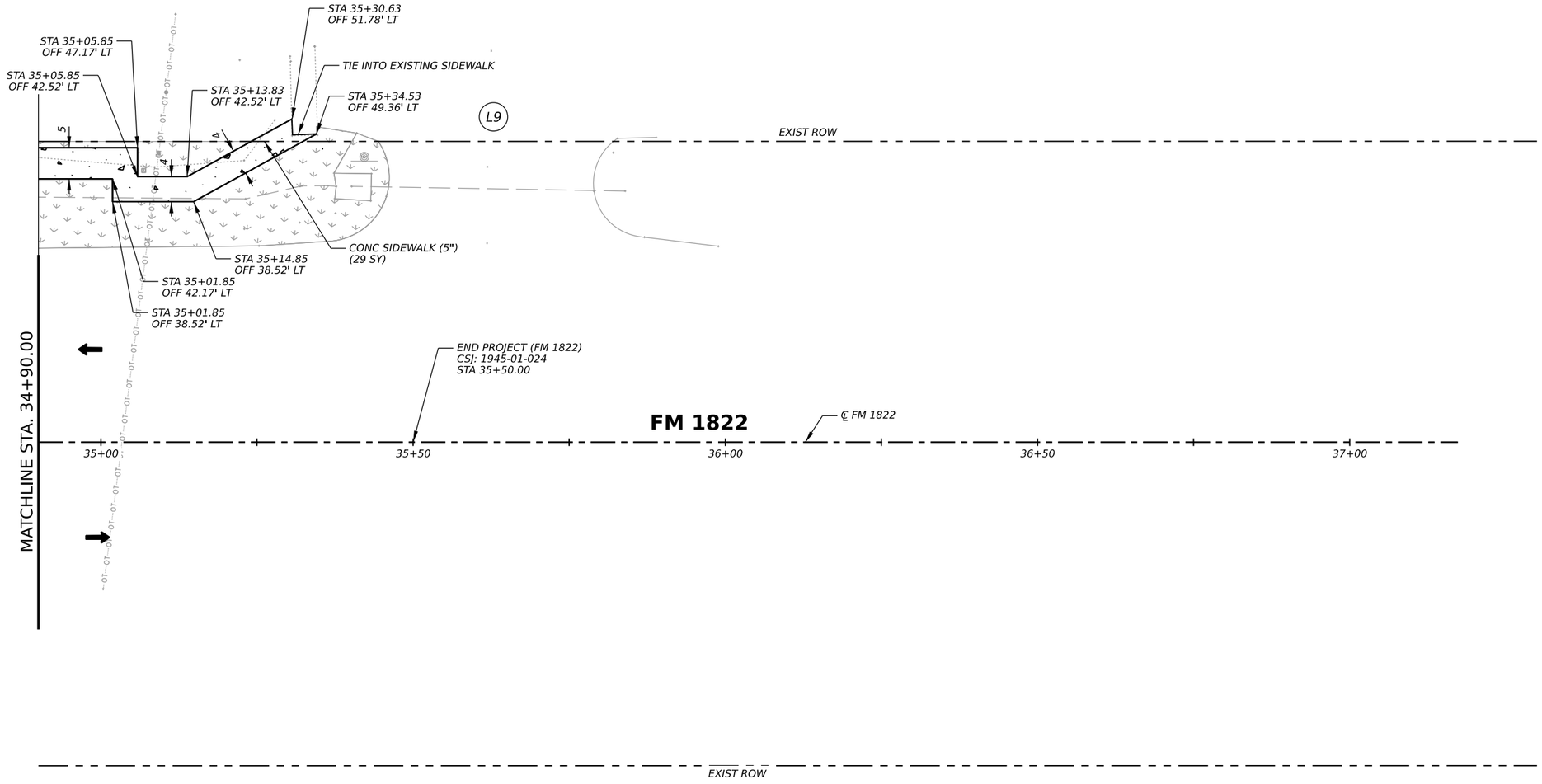

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PLAN LAYOUT
FM 1822
CSJ: 1945-01-024

SHEET 7 OF 7

CONT	SECT	JOB	HIGHWAY
0089	11	007,ETC.	SL 521,ETC.
DIST	COUNTY		SHEET NO.
YKM	JACKSON		80

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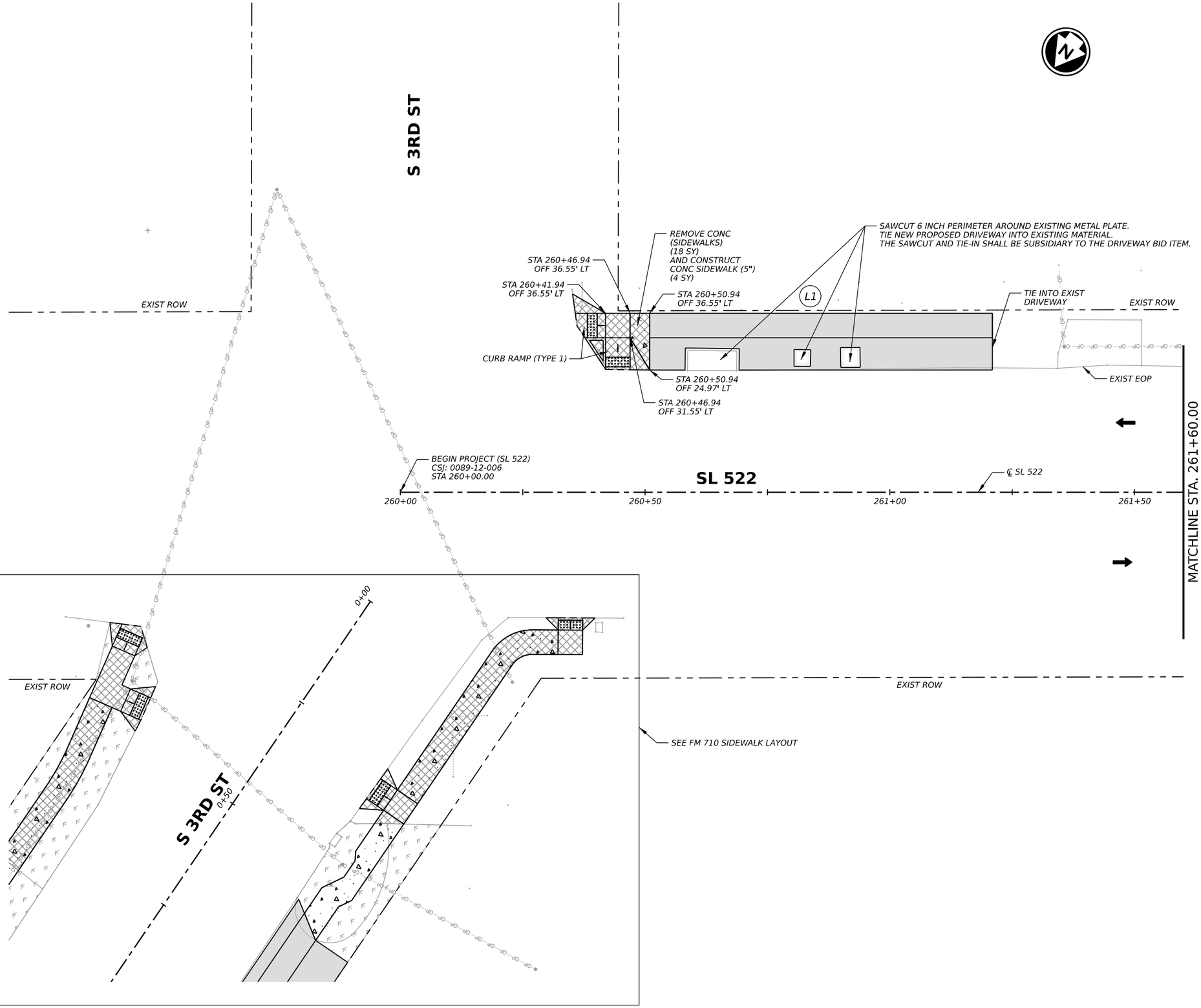

LEGEND

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SIDEWALK PLAN LAYOUT SL 522 CSJ: 0089-12-006

SHEET 1 OF 4

CONT	SECT	JOB	HIGHWAY
0089	11	007,ETC.	SL 521,ETC.
DIST	COUNTY		SHEET NO.
YKM	JACKSON		81

DATE: 2/28/2023 9:53:47 AM
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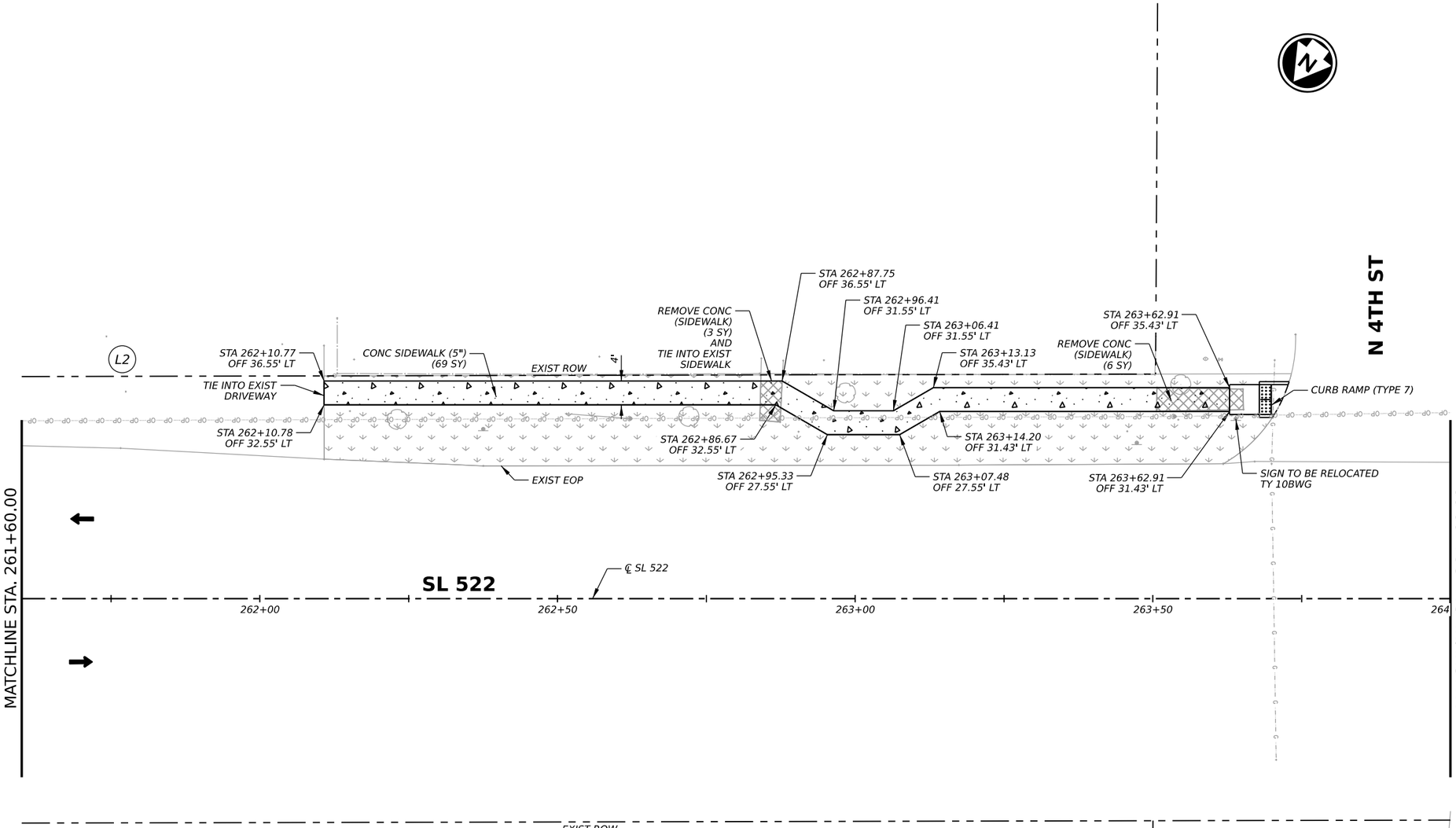

LEGEND

- DIRECTION OF TRAFFIC
- DRIVEWAY NUMBER
- DRIVEWAY (PROP RECONSTRUCTION)
- SIDEWALK
- REMOVAL (CONCRETE)
- CUT AND RESTORE DRIVEWAY SURFACE
- SODDING AREA

NOTES:

1. IN AREAS WHERE OBSTACLES ARE TO REMAIN WITHIN SIDEWALK, INCREASE WIDTH OF SIDEWALK TO PROVIDE 48" (MIN) CLEAR SIDEWALK WIDTH.
2. ALL EXSTING R.O.W. IS APPARENT, ACTUAL R.O.W MAY VARY.
3. ALL MAILBOX AND SIGN RELOCATIONS SHOWN ARE AS-NEEDED AND TO BE DETERMINED IN THE FIELD.
4. SIDEWALK TROUGH LABOR AND MATERIALS WILL BE PAID FOR UNDER ITEM 531 CONC SIDEWALK (SPECIAL) (TY A) (SY).
5. UNLESS OTHERWISE NOTED AND/OR SHOWN IN THE PLANS, PROPOSED SIDEWALKS ADJACENT TO EXISTING CURB SHALL BE SLOPED 1.5% (MAX) TOWARDS NEAREST ROADWAY. PROPOSED SIDEWALKS OFFSET TO EXISTING EDGE OF PAVEMENT SHALL BE SLOPED 1.50% (MAX) IN THE DIRECTION OF EXISTING GRADE.
6. ALL UTILITY LOCATIONS SHOWN ARE APPROXIMATE AND SHALL BE FIELD-VERIFIED BY THE CONTRACTOR BEFORE CONSTRUCTION BEGINS.
7. AREAS OF SODDING ARE QUANTIFIED BY SHEET IN THE SUMMARY TABLE.

0 10 20

SCALE: 1" = 20'

STATE OF TEXAS
ROBERTO R. GARCIA
96586
LICENSED
PROFESSIONAL ENGINEER

2/28/2023

BGE, Inc.
1701 Directors Blvd., Suite 1000, Austin, TX 78744
Tel: 512-879-0400 • www.bgeinc.com
TBPE Registration No. F-1046

Texas Department of Transportation

JACKSON CO SIDEWALKS

SIDEWALK PLAN LAYOUT SL 522 CSJ: 0089-12-006

SHEET 2 OF 4

CONT	SECT	JOB	HIGHWAY
0089	11	007,ETC.	SL 521,ETC.
DIST	COUNTY		SHEET NO.
YKM	JACKSON		82

DATE: 2/28/2023 9:53:51 AM
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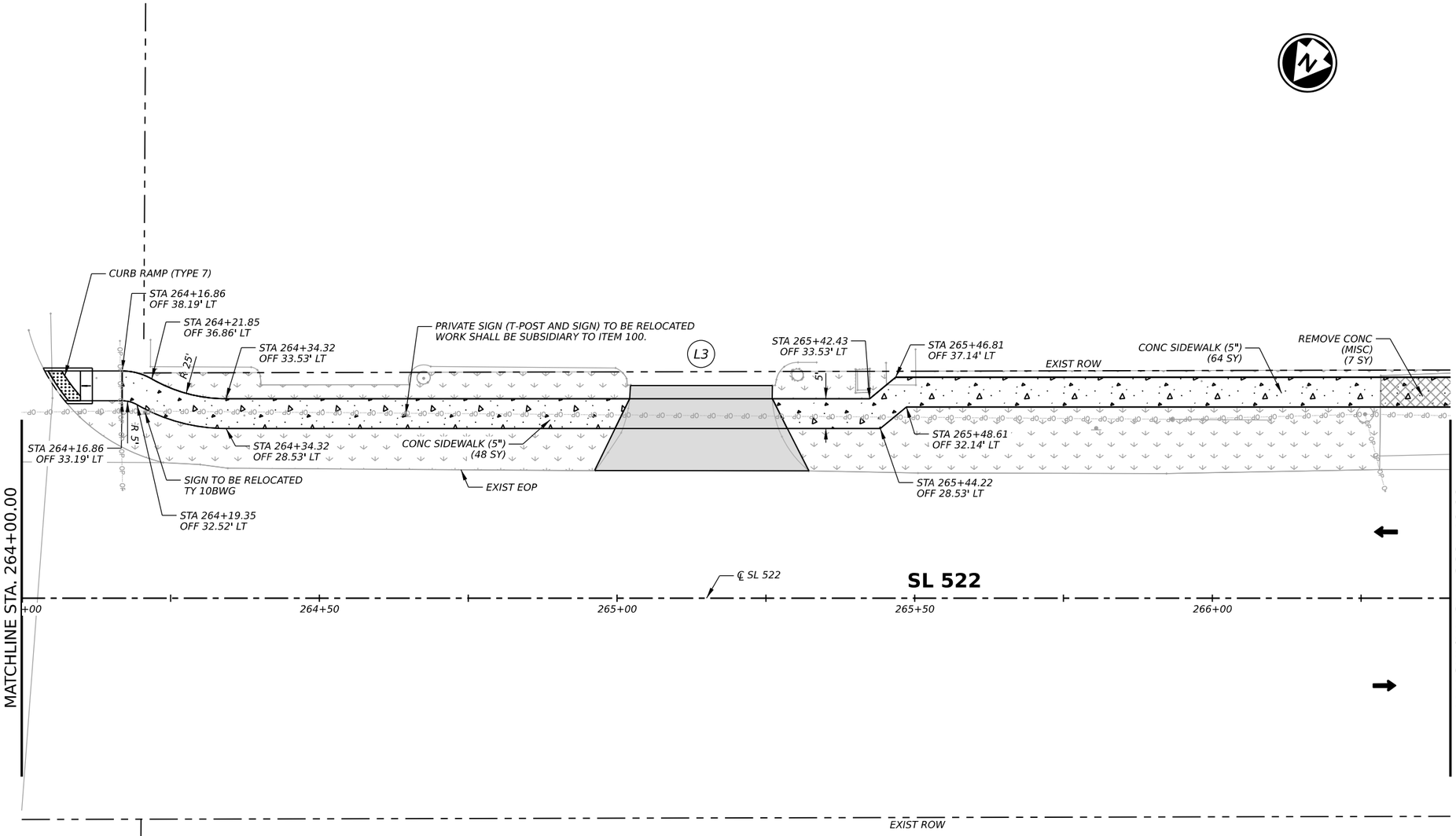

LEGEND

- DIRECTION OF TRAFFIC
- DRIVEWAY NUMBER
- DRIVEWAY (PROP RECONSTRUCTION)
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JACKSON CO SIDEWALKS

SIDEWALK PLAN LAYOUT SL 522

CSJ: 0089-12-006

SHEET 3 OF 4

CONT	SECT	JOB	HIGHWAY
0089	11	007,ETC.	SL 521,ETC.
DIST	COUNTY		SHEET NO.
YKM	JACKSON		83

DATE: 2/28/2023 9:53:52 AM
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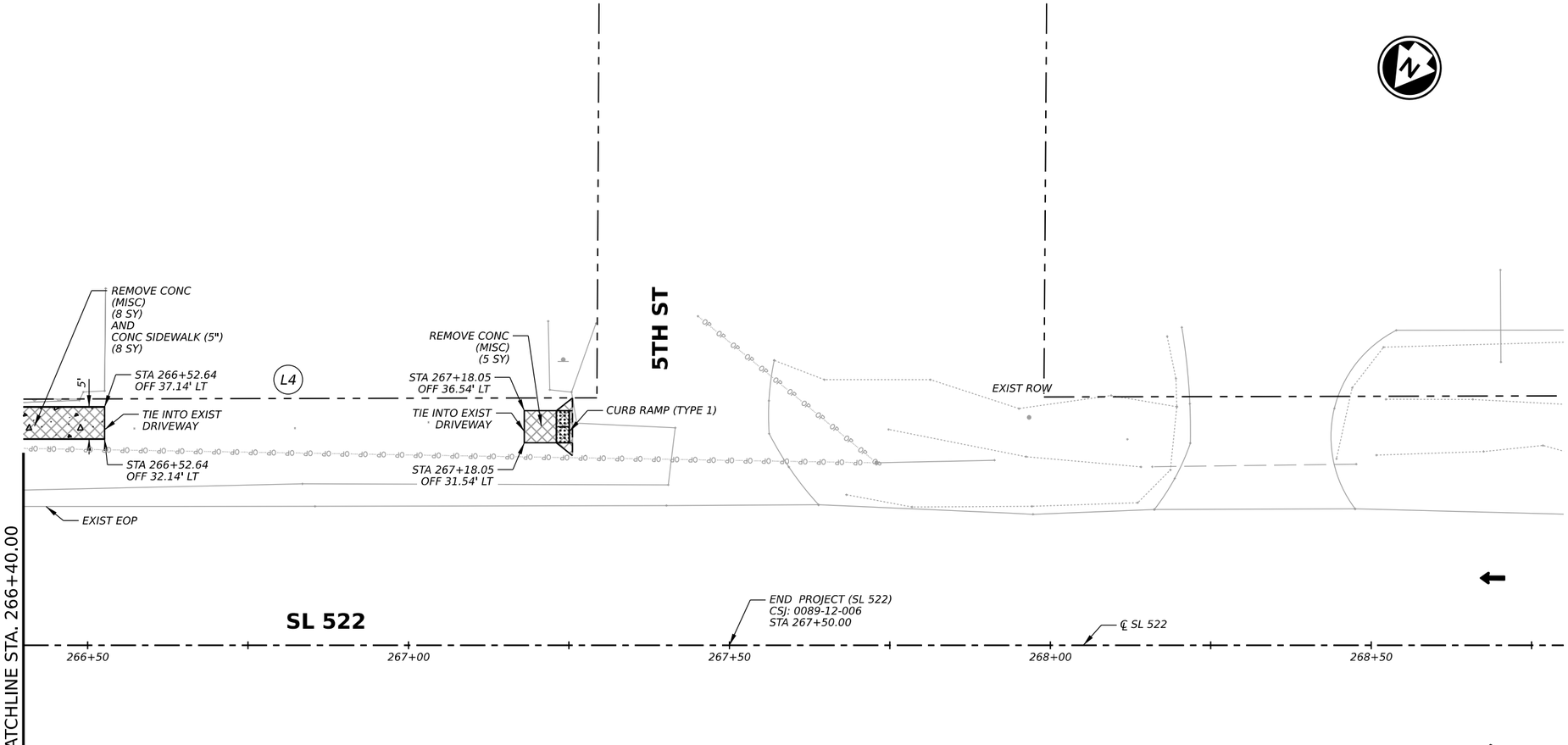

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SIDEWALK PLAN LAYOUT SL 522 CSJ: 0089-12-006

SHEET 4 OF 4

CONT	SECT	JOB	HIGHWAY
0089	11	007,ETC.	SL 521,ETC.
DIST	COUNTY		SHEET NO.
YKM	JACKSON		84

DATE: 2/28/2023 9:53:53 AM
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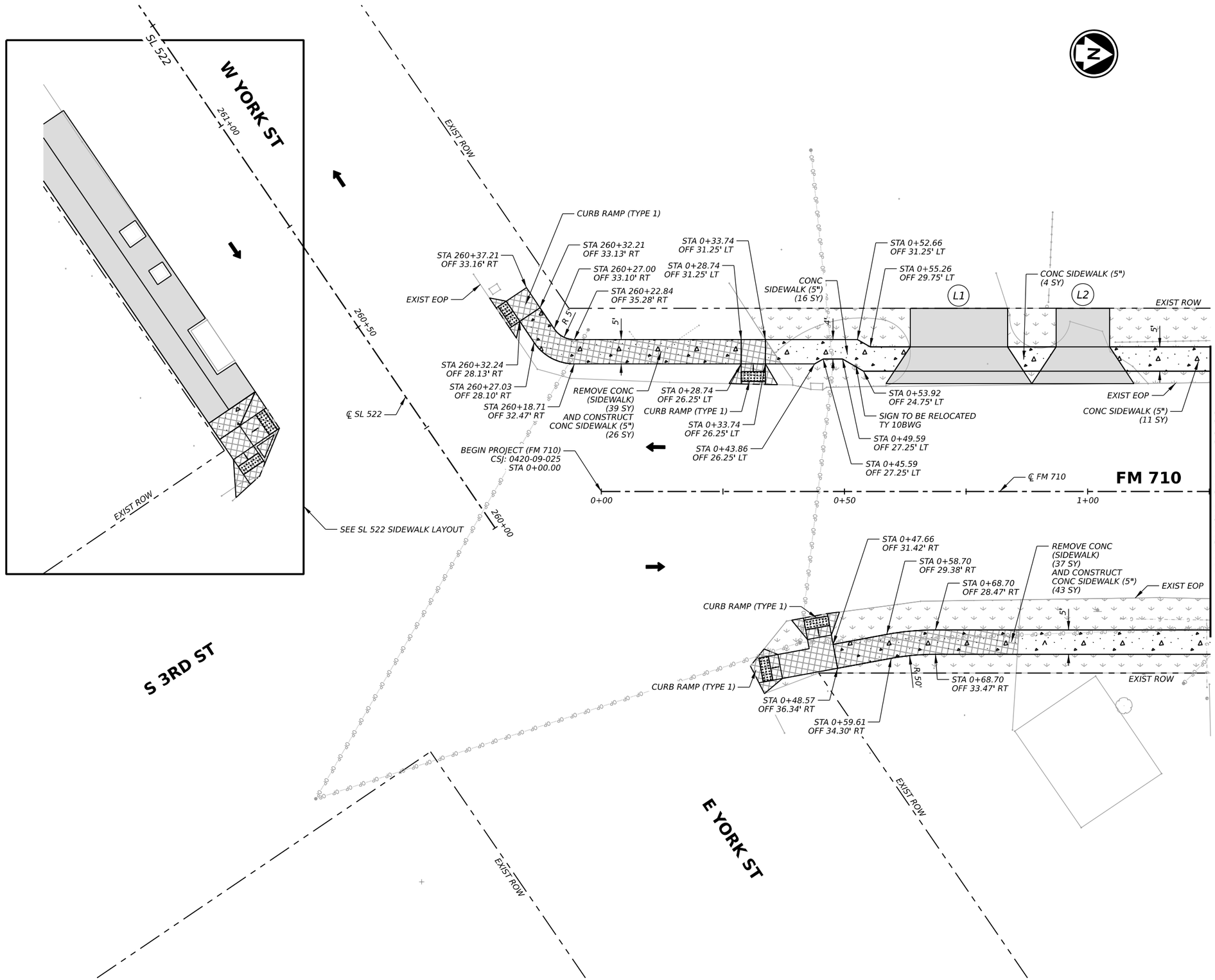

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SIDEWALK PLAN LAYOUT FM 710 CSJ: 0420-09-025

SHEET 1 OF 10

CONT	SECT	JOB	HIGHWAY
0089	11	007,ETC.	SL 521,ETC.
DIST	COUNTY		SHEET NO.
YKM	JACKSON		85

DATE: 2/28/2023 9:54:04 AM
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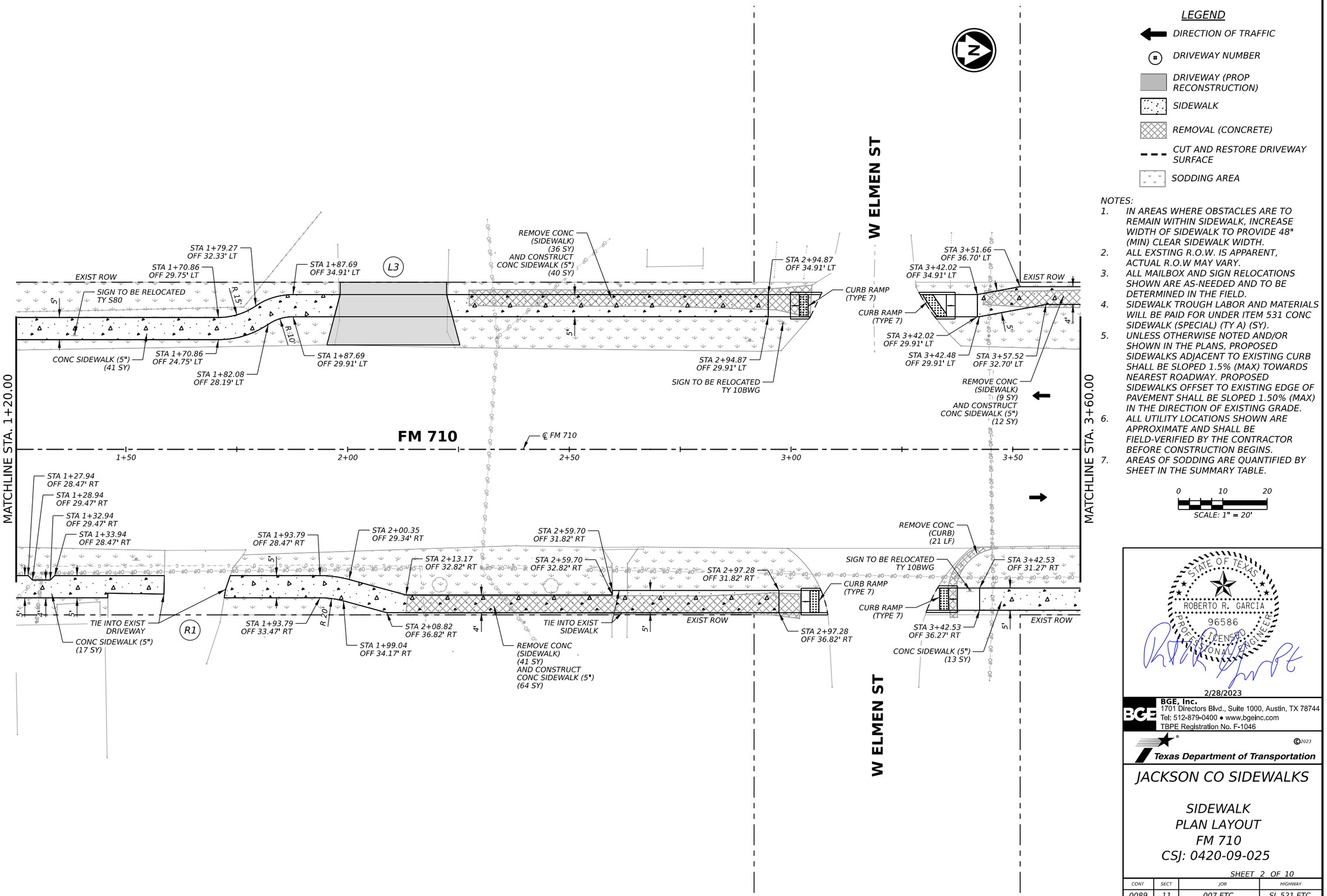

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SIDEWALK PLAN LAYOUT FM 710 CSJ: 0420-09-025

SHEET 2 OF 10

CONT	SECT	JOB	HIGHWAY
0089	11	007,ETC.	SL 521,ETC.
DIST	COUNTY		SHEET NO.
YKM	JACKSON		86

DATE: 2/28/2023 9:54:08 AM
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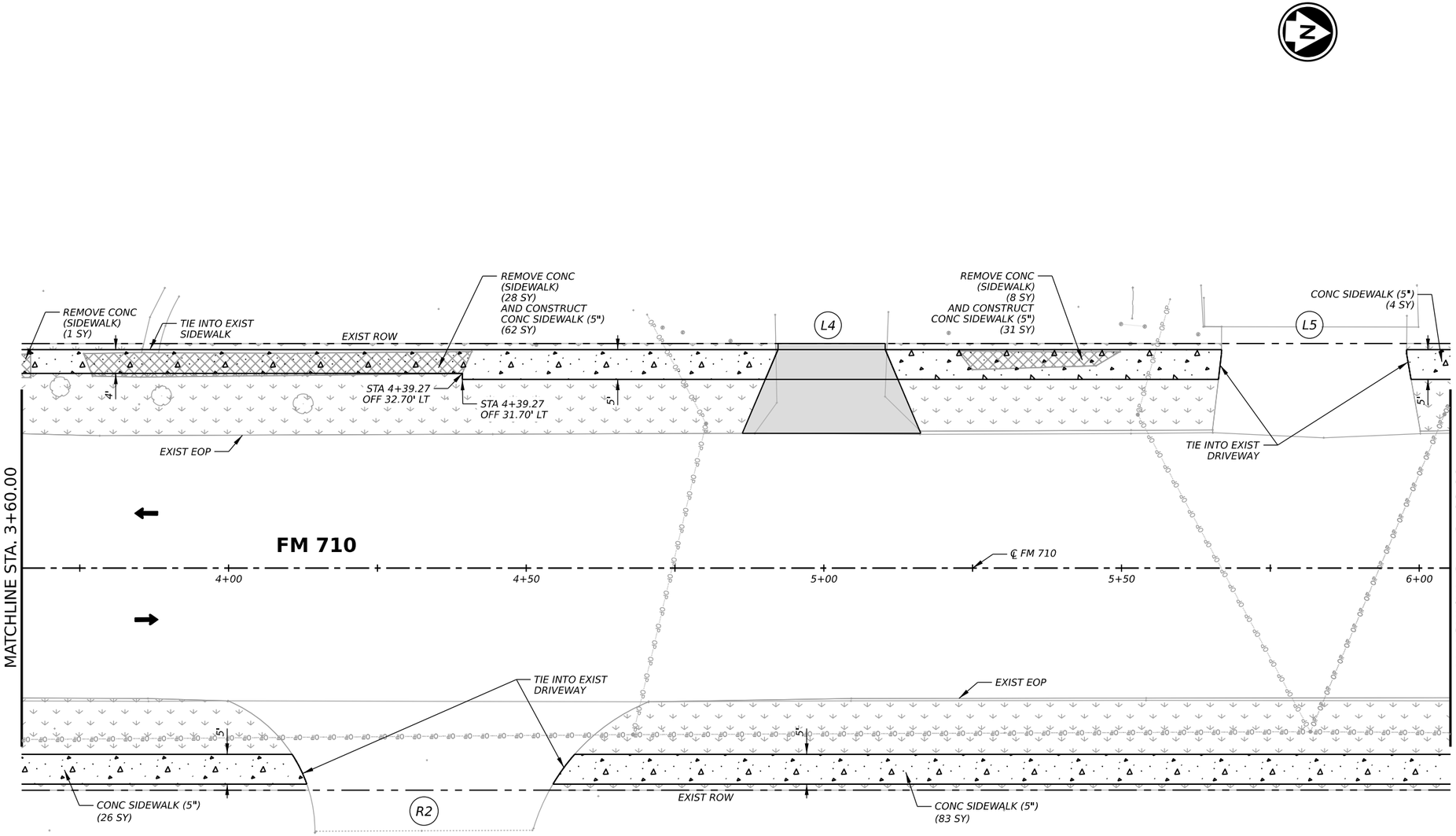

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JACKSON CO SIDEWALKS

SIDEWALK
PLAN LAYOUT
FM 710
CSJ: 0420-09-025

SHEET 3 OF 10

CONT	SECT	JOB	HIGHWAY
0089	11	007,ETC.	SL 521,ETC.
DIST	COUNTY		SHEET NO.
YKM	JACKSON		87

DATE: 2/28/2023 9:54:09 AM
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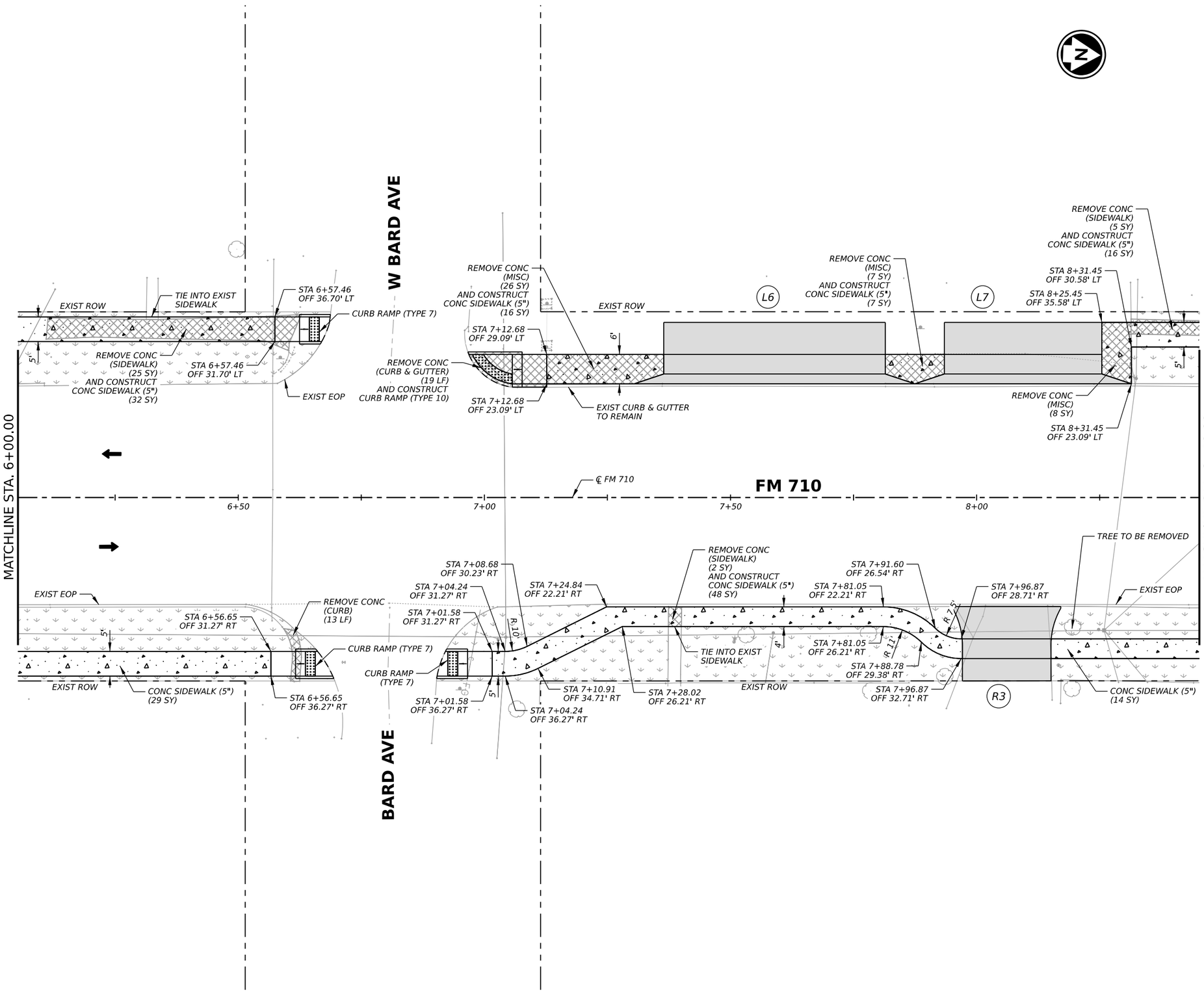

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SIDEWALK PLAN LAYOUT FM 710 CSJ: 0420-09-025

SHEET 4 OF 10

CONT	SECT	JOB	HIGHWAY
0089	11	007,ETC.	SL 521,ETC.
DIST	COUNTY		SHEET NO.
YKM	JACKSON		88

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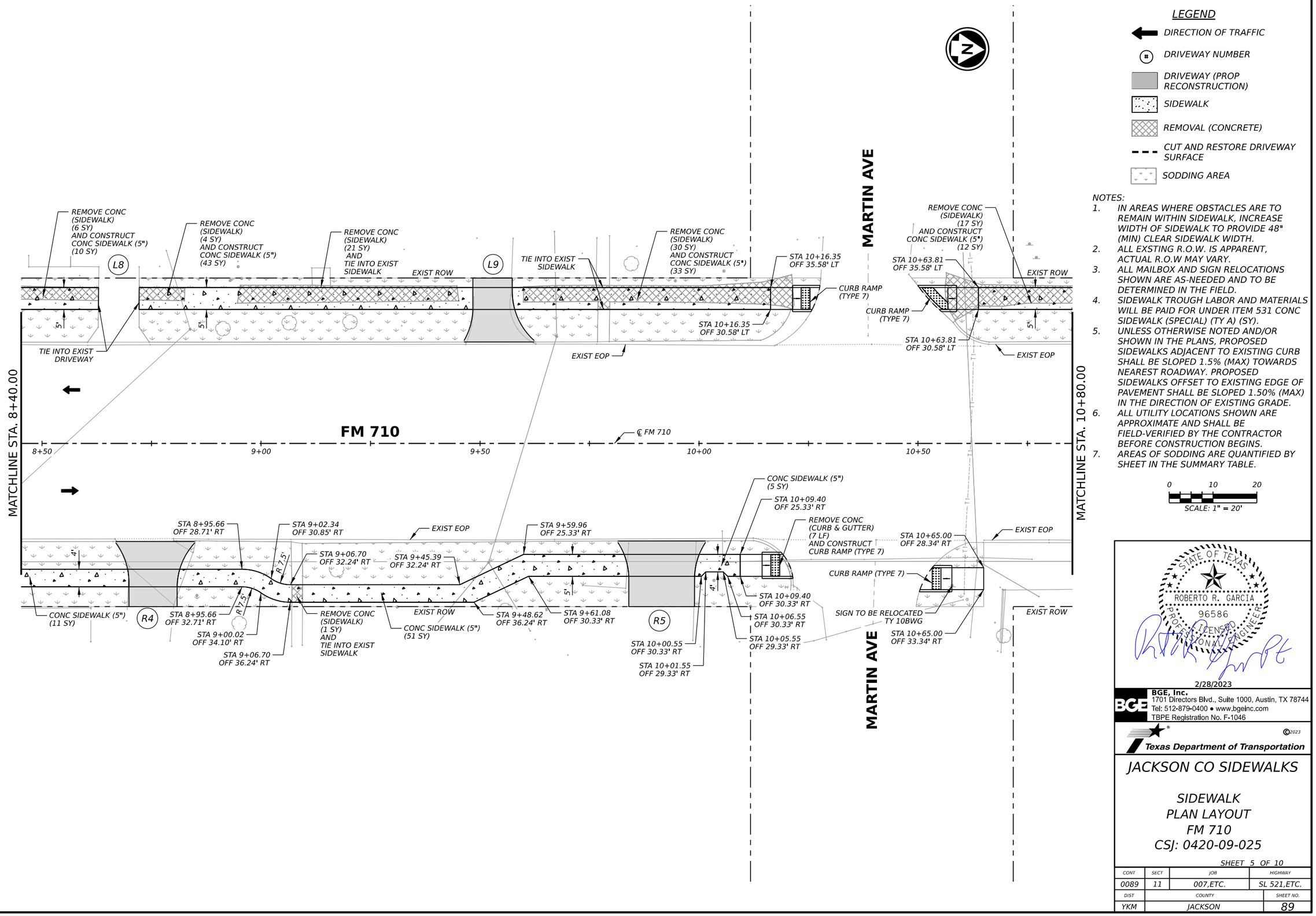

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SIDEWALK PLAN LAYOUT FM 710 CSJ: 0420-09-025

SHEET 5 OF 10

CONT	SECT	JOB	HIGHWAY
0089	11	007,ETC.	SL 521,ETC.
DIST	COUNTY		SHEET NO.
YKM	JACKSON		89

DATE: 2/28/2023 9:54:21 AM
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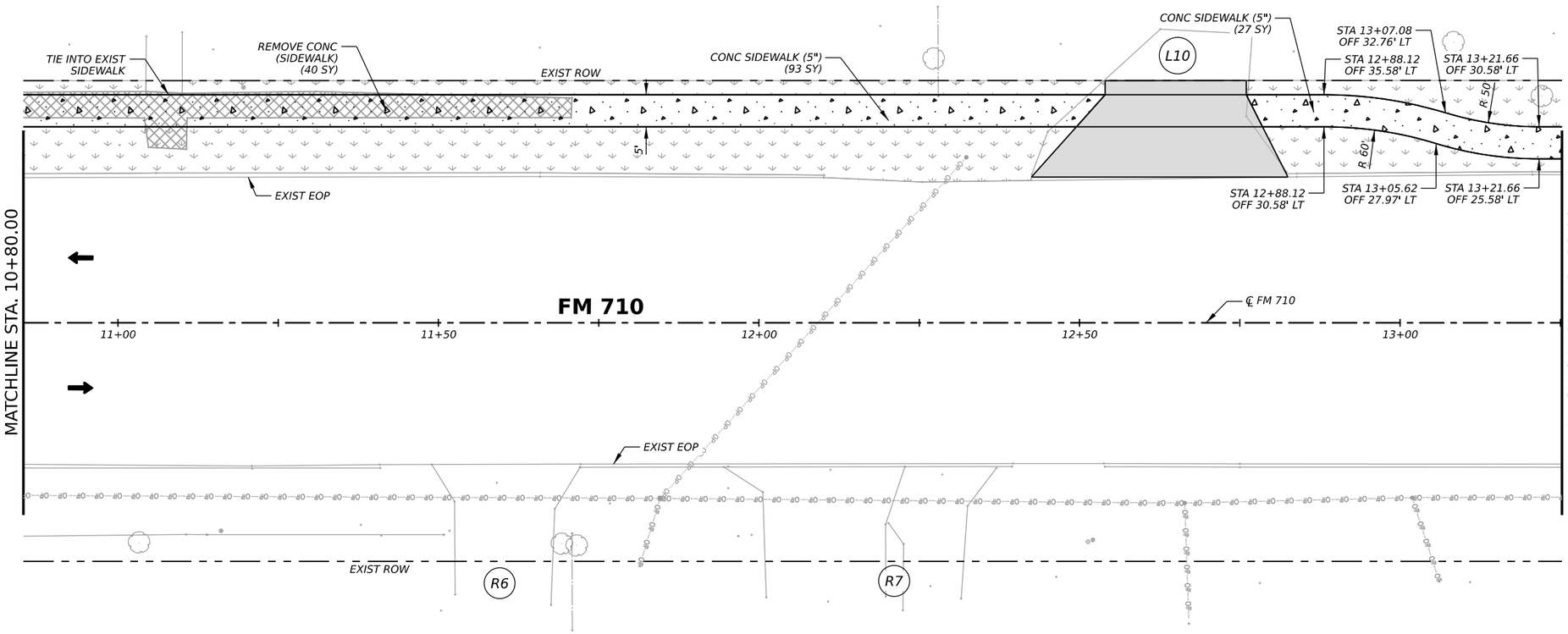

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SIDEWALK PLAN LAYOUT FM 710 CSJ: 0420-09-025

SHEET 6 OF 10

CONT	SECT	JOB	HIGHWAY
0089	11	007,ETC.	SL 521,ETC.
DIST	COUNTY		SHEET NO.
YKM	JACKSON		90

DATE: 2/28/2023 9:54:24 AM
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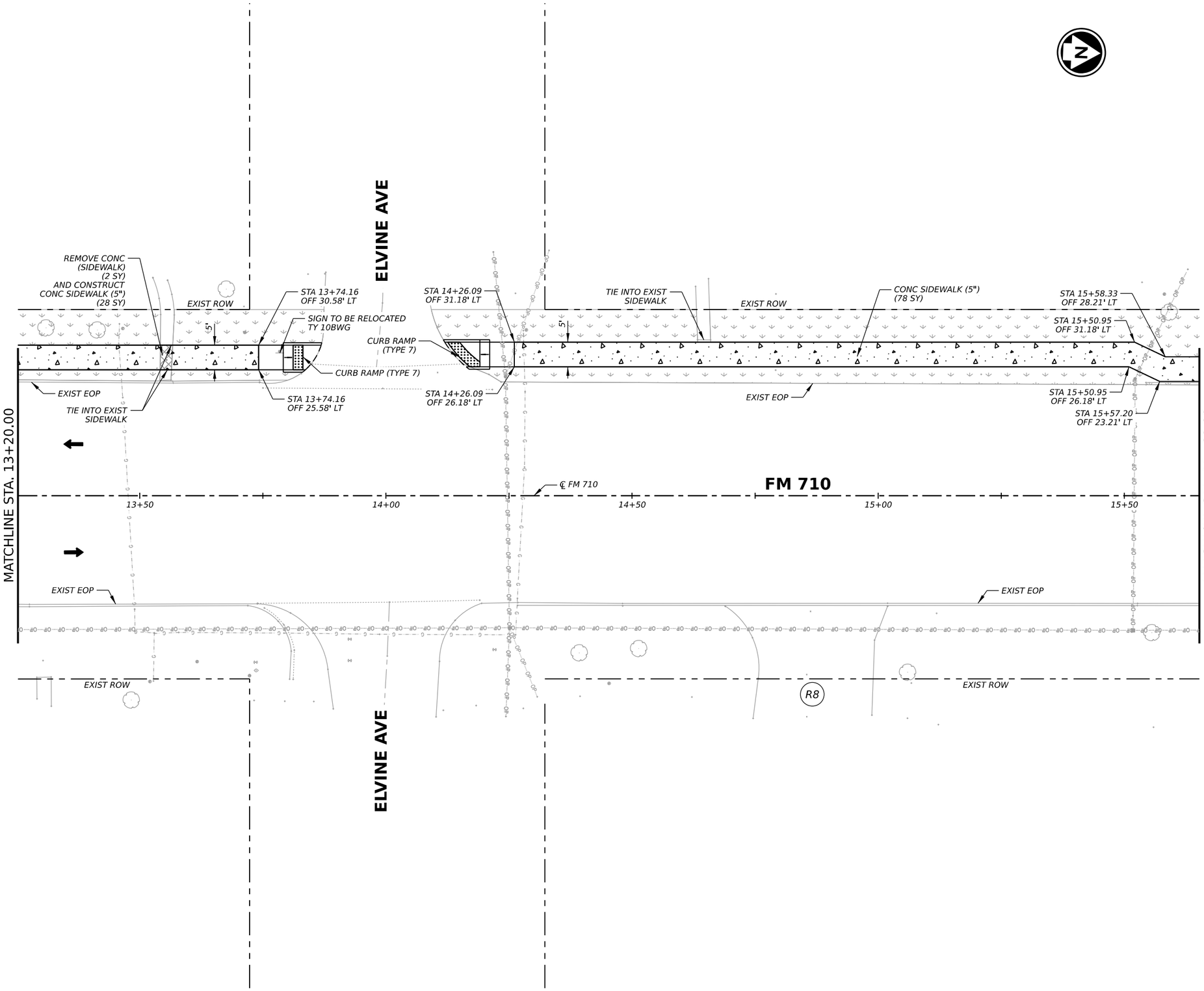

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SCALE: 1" = 20'

STATE OF TEXAS
ROBERTO R. GARCIA
96586
LICENSED PROFESSIONAL ENGINEER

2/28/2023

BGE, Inc.
1701 Directors Blvd., Suite 1000, Austin, TX 78744
Tel: 512-879-0400 ● www.bgeinc.com
TBPE Registration No. F-1046

Texas Department of Transportation

JACKSON CO SIDEWALKS

SIDEWALK
PLAN LAYOUT
FM 710
CSJ: 0420-09-025

SHEET 7 OF 10

CONT	SECT	JOB	HIGHWAY
0089	11	007,ETC.	SL 521,ETC.
DIST	COUNTY		SHEET NO.
YKM	JACKSON		91

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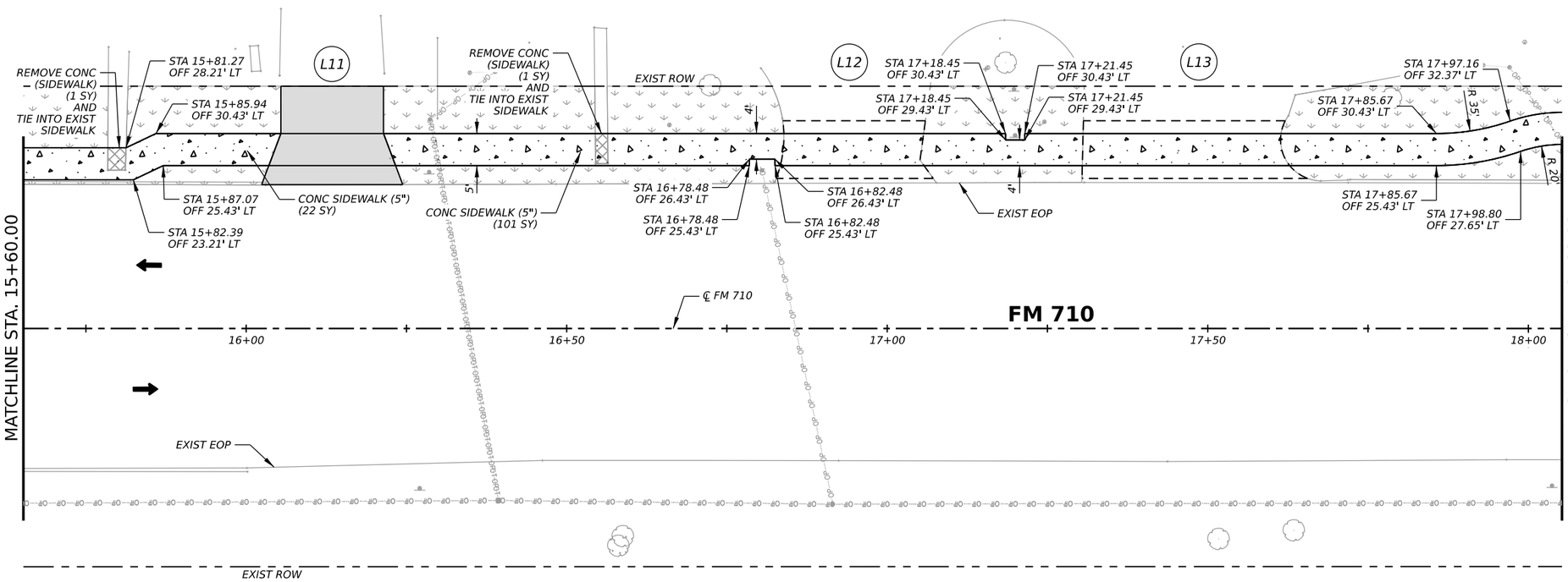

LEGEND

- DIRECTION OF TRAFFIC
- DRIVEWAY NUMBER
- DRIVEWAY (PROP RECONSTRUCTION)
- SIDEWALK
- REMOVAL (CONCRETE)
- CUT AND RESTORE DRIVEWAY SURFACE
- SODDING AREA

NOTES:

1. IN AREAS WHERE OBSTACLES ARE TO REMAIN WITHIN SIDEWALK, INCREASE WIDTH OF SIDEWALK TO PROVIDE 48" (MIN) CLEAR SIDEWALK WIDTH.
2. ALL EXSTING R.O.W. IS APPARENT, ACTUAL R.O.W MAY VARY.
3. ALL MAILBOX AND SIGN RELOCATIONS SHOWN ARE AS-NEEDED AND TO BE DETERMINED IN THE FIELD.
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JACKSON CO SIDEWALKS

SIDEWALK PLAN LAYOUT FM 710 CSJ: 0420-09-025

SHEET 8 OF 10

CONT	SECT	JOB	HIGHWAY
0089	11	007,ETC.	SL 521,ETC.
DIST	COUNTY		SHEET NO.
YKM	JACKSON		92

DATE: 2/28/2023 9:54:27 AM
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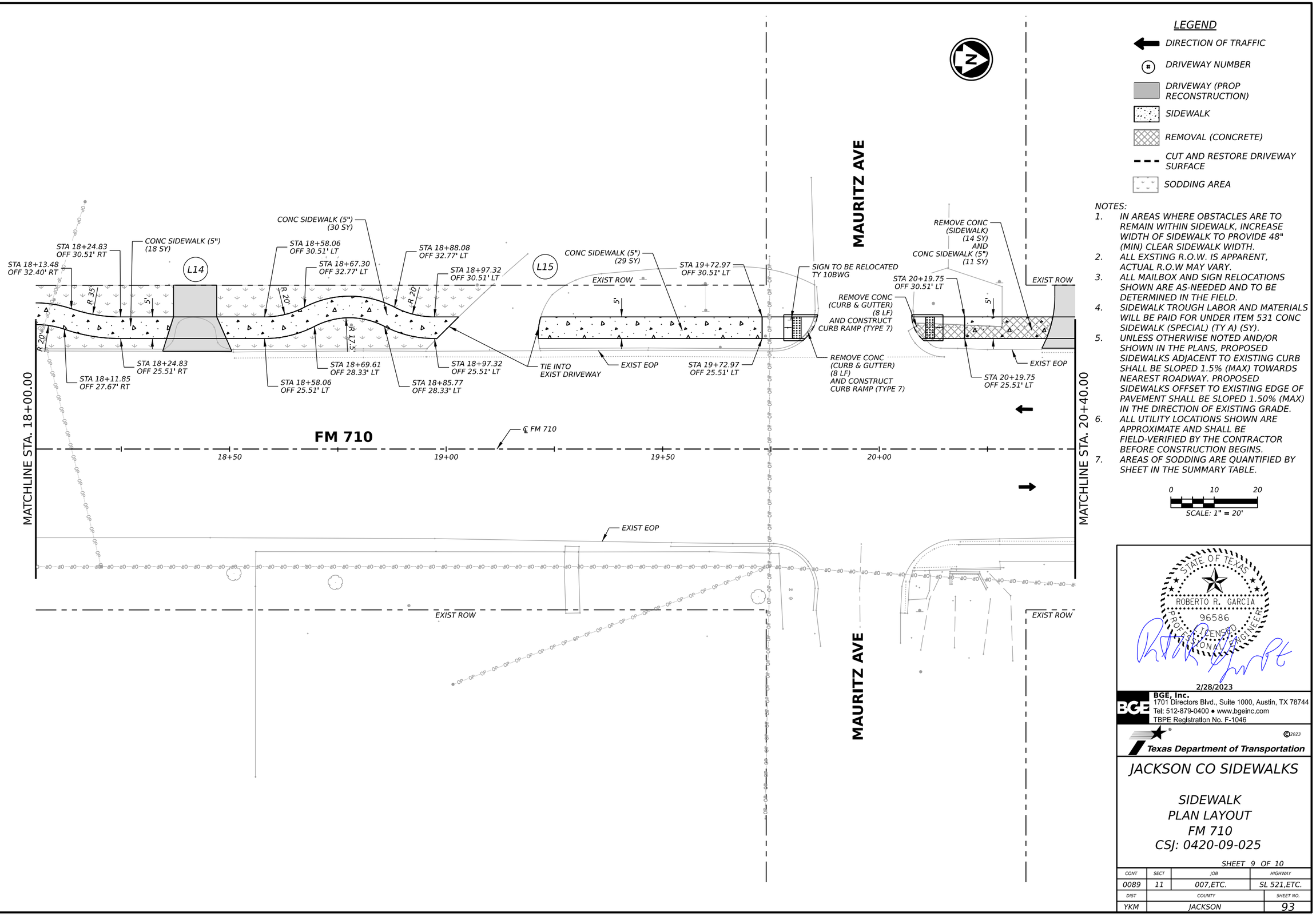

LEGEND

- DIRECTION OF TRAFFIC
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JACKSON CO SIDEWALKS

SIDEWALK
PLAN LAYOUT
FM 710
CSJ: 0420-09-025

SHEET 9 OF 10

CONT	SECT	JOB	HIGHWAY
0089	11	007,ETC.	SL 521,ETC.
DIST	COUNTY		SHEET NO.
YKM	JACKSON		93

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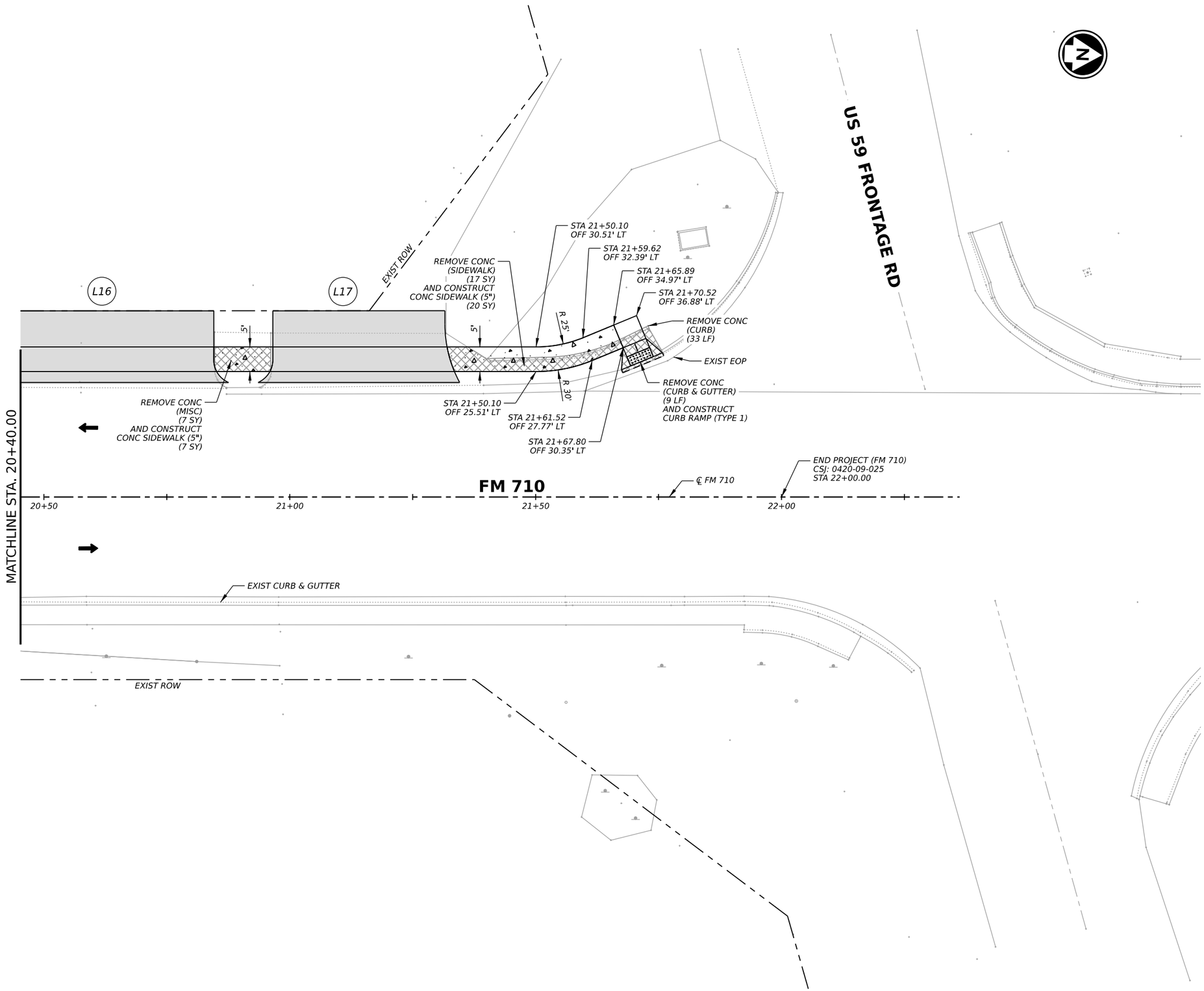

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JACKSON CO SIDEWALKS

SIDEWALK PLAN LAYOUT FM 710 CSJ: 0420-09-025

SHEET 10 OF 10

CONT	SECT	JOB	HIGHWAY
0089	11	007,ETC.	SL 521,ETC.
DIST	COUNTY		SHEET NO.
YKM	JACKSON		94

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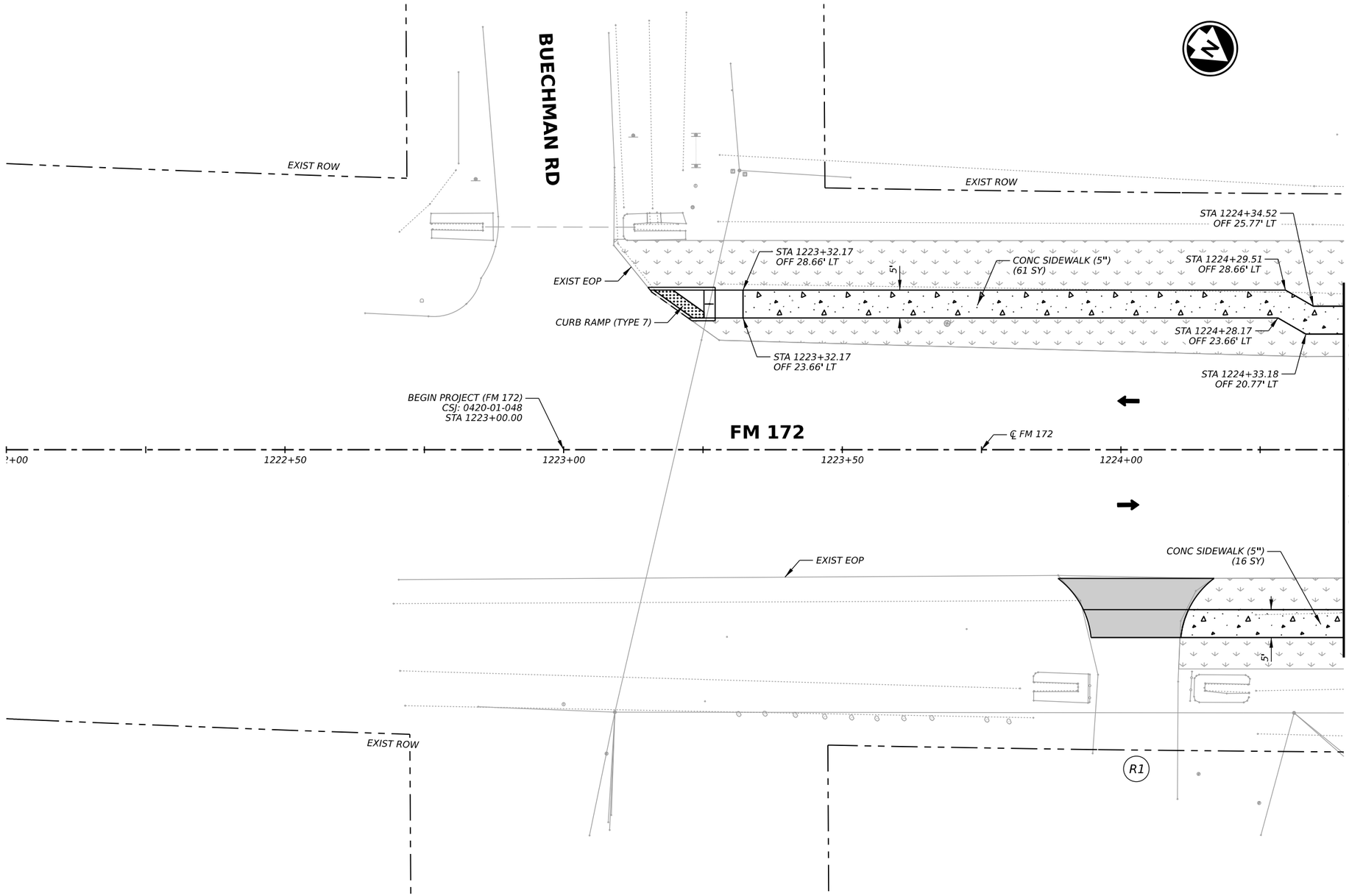

LEGEND

- DIRECTION OF TRAFFIC
- DRIVEWAY NUMBER
- DRIVEWAY (PROP RECONSTRUCTION)
- SIDEWALK
- REMOVAL (CONCRETE)
- CUT AND RESTORE DRIVEWAY SURFACE
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JACKSON CO SIDEWALKS

SIDEWALK PLAN LAYOUT FM 172 CSJ: 0420-01-048

SHEET 1 OF 7

CONT	SECT	JOB	HIGHWAY
0089	11	007,ETC.	SL 521,ETC.
DIST	COUNTY		SHEET NO.
YKM	JACKSON		95

DATE: 2/28/2023 9:54:40 AM
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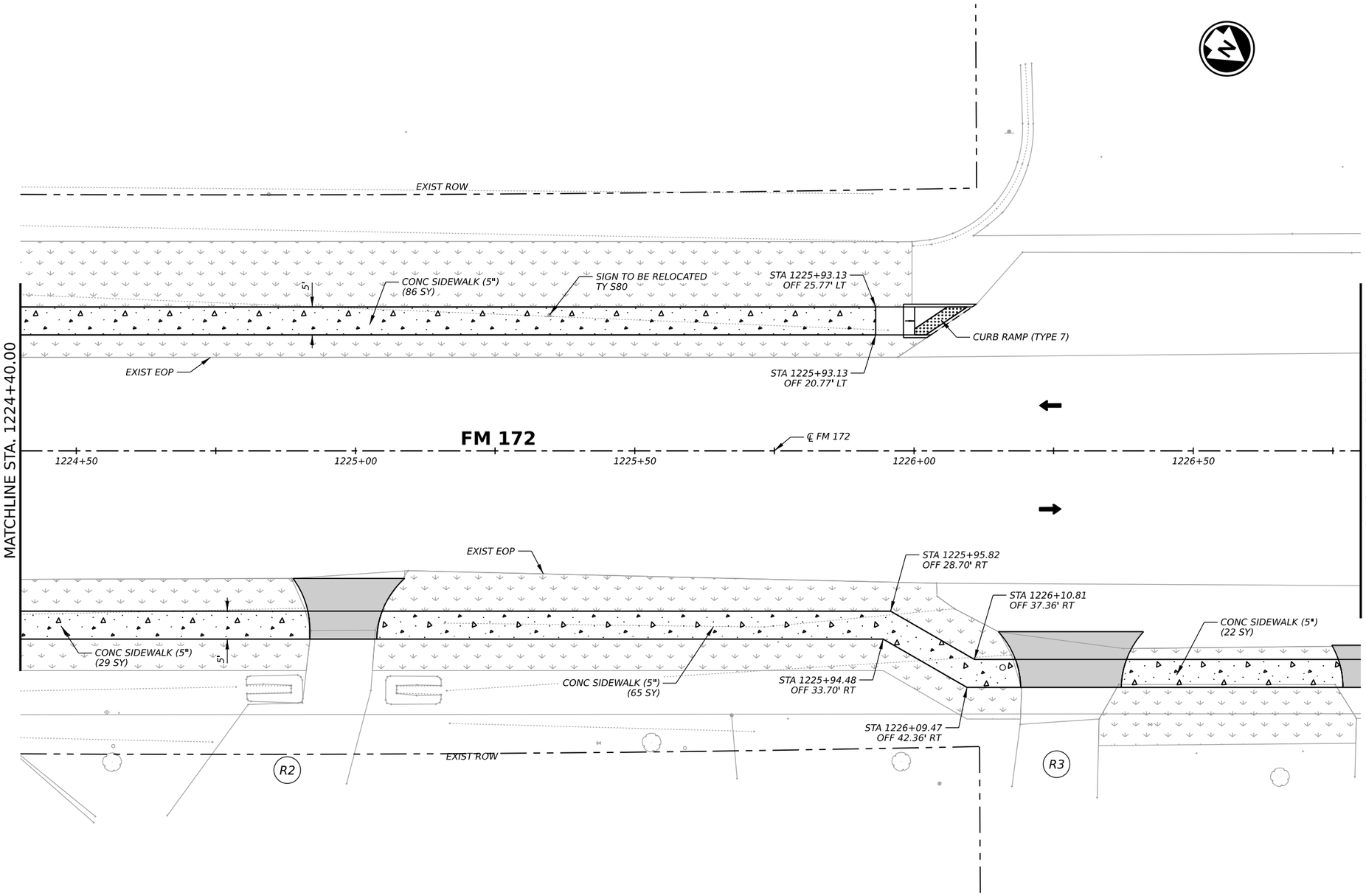

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JACKSON CO SIDEWALKS

SIDEWALK PLAN LAYOUT FM 172 CSJ: 0420-01-048

SHEET 2 OF 7

CONT	SECT	JOB	HIGHWAY
0089	11	007,ETC.	SL 521,ETC.
DIST	COUNTY		SHEET NO.
YKM	JACKSON		96

DATE: 2/28/2023 9:54:42 AM
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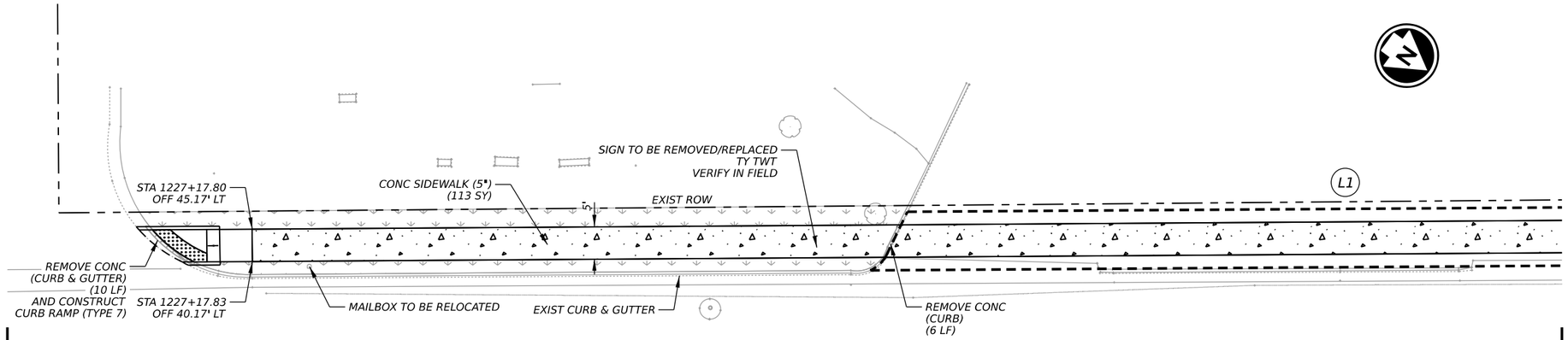

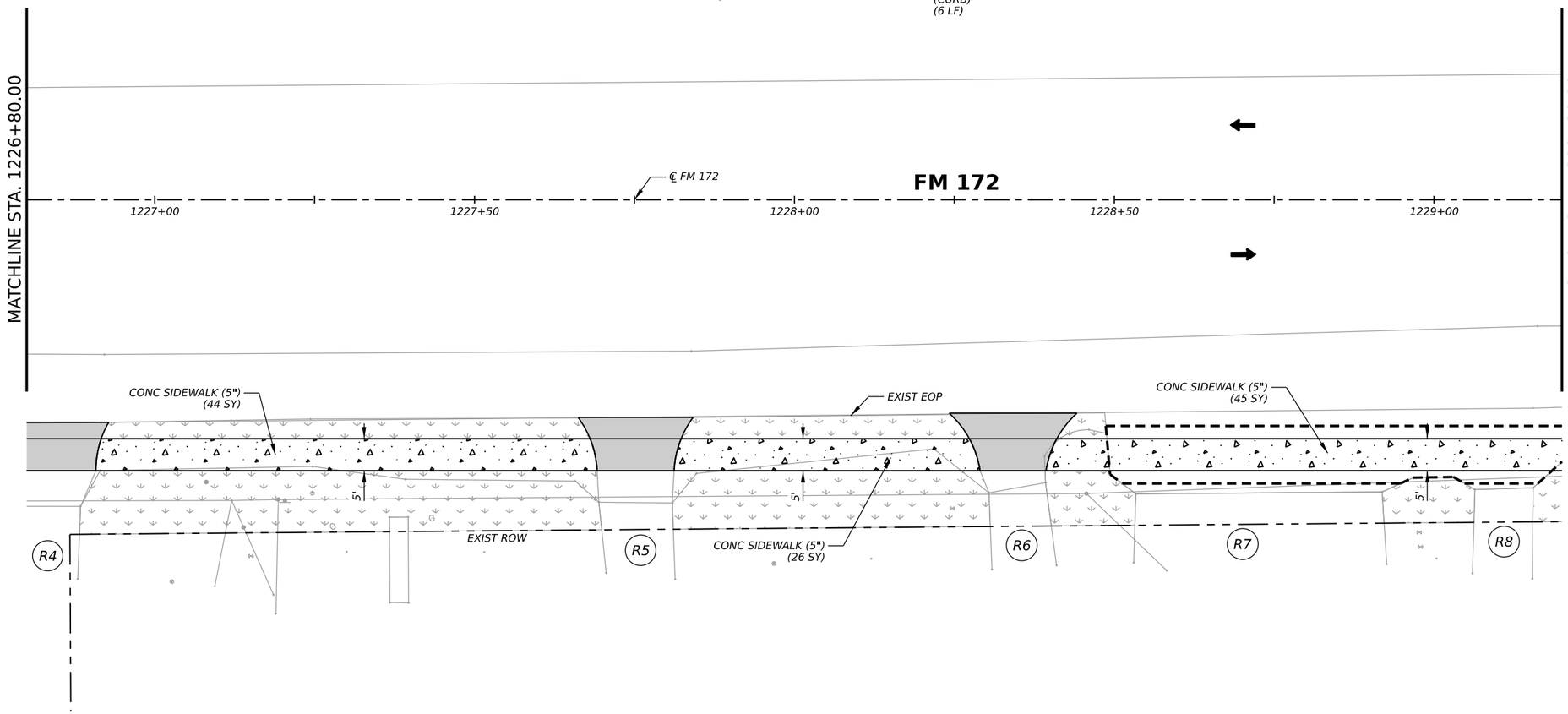

LEGEND

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- DRIVEWAY NUMBER
- DRIVEWAY (PROP RECONSTRUCTION)
- SIDEWALK
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- CUT AND RESTORE DRIVEWAY SURFACE
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JACKSON CO SIDEWALKS

SIDEWALK PLAN LAYOUT FM 172 CSJ: 0420-01-048

SHEET 3 OF 7

CONT	SECT	JOB	HIGHWAY
0089	11	007,ETC.	SL 521,ETC.
DIST	COUNTY		SHEET NO.
YKM	JACKSON		97

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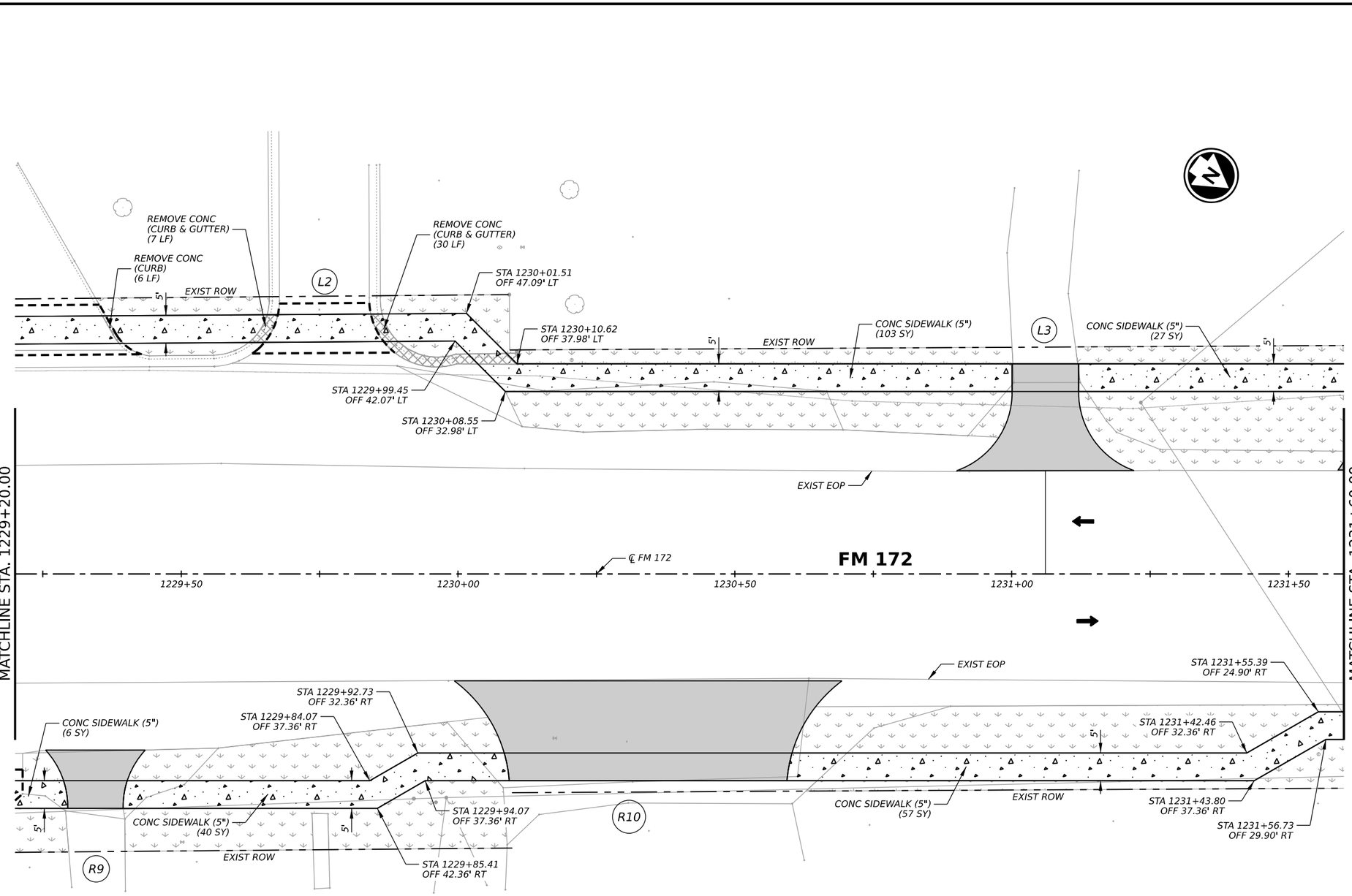

LEGEND

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CONT	SECT	JOB	HIGHWAY
0089	11	007,ETC.	SL 521,ETC.
DIST	COUNTY		SHEET NO.
YKM	JACKSON		98

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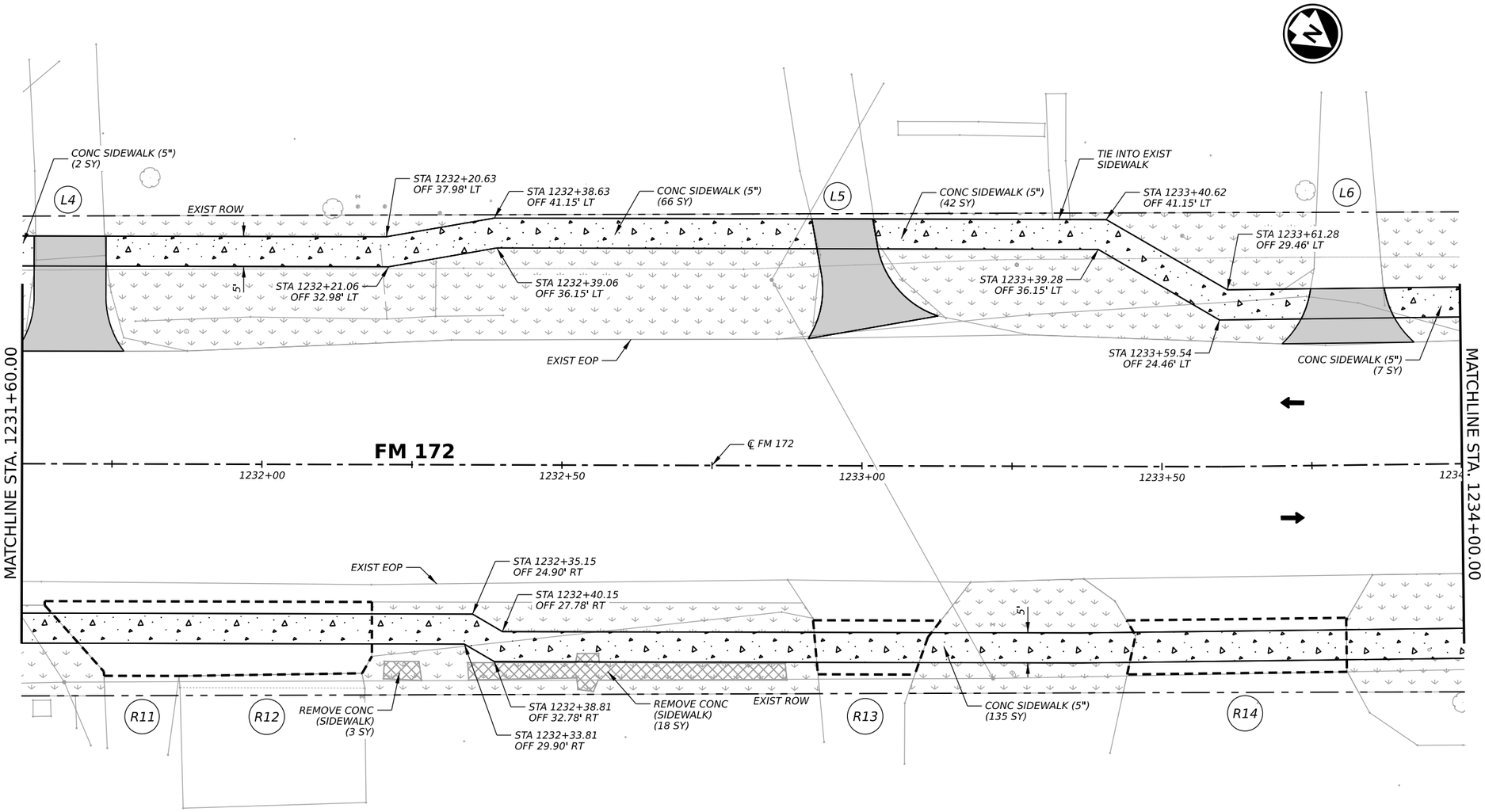

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SIDEWALK
PLAN LAYOUT
FM 172
CSJ: 0420-01-048

SHEET 5 OF 7

CONT	SECT	JOB	HIGHWAY
0089	11	007,ETC.	SL 521,ETC.
DIST	COUNTY		SHEET NO.
YKM	JACKSON		99

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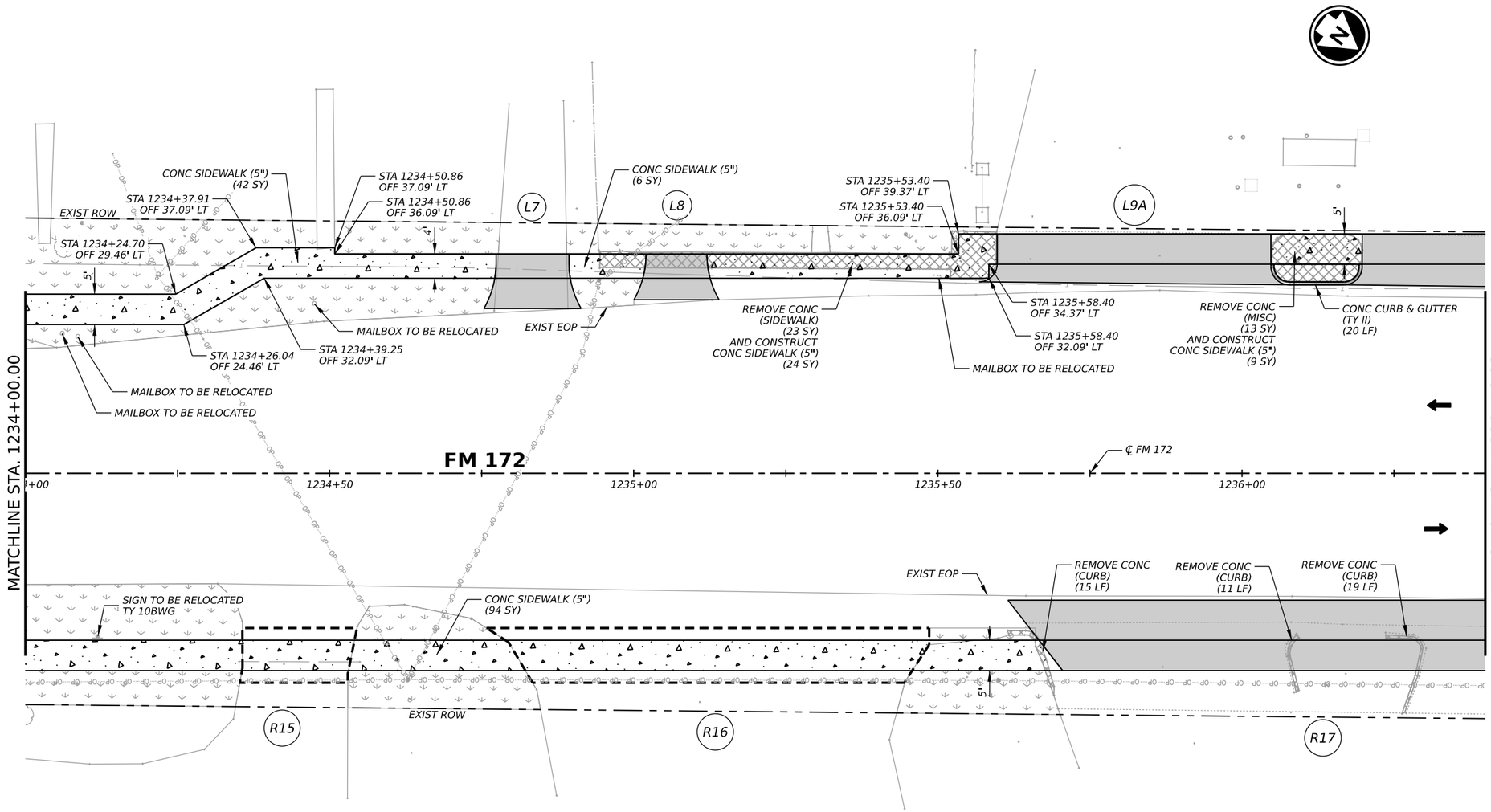

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SIDEWALK
PLAN LAYOUT
FM 172
CSJ: 0420-01-048

SHEET 6 OF 7

CONT	SECT	JOB	HIGHWAY
0089	11	007,ETC.	SL 521,ETC.
DIST	COUNTY		SHEET NO.
YKM	JACKSON		100

DATE: 2/28/2023 9:54:57 AM
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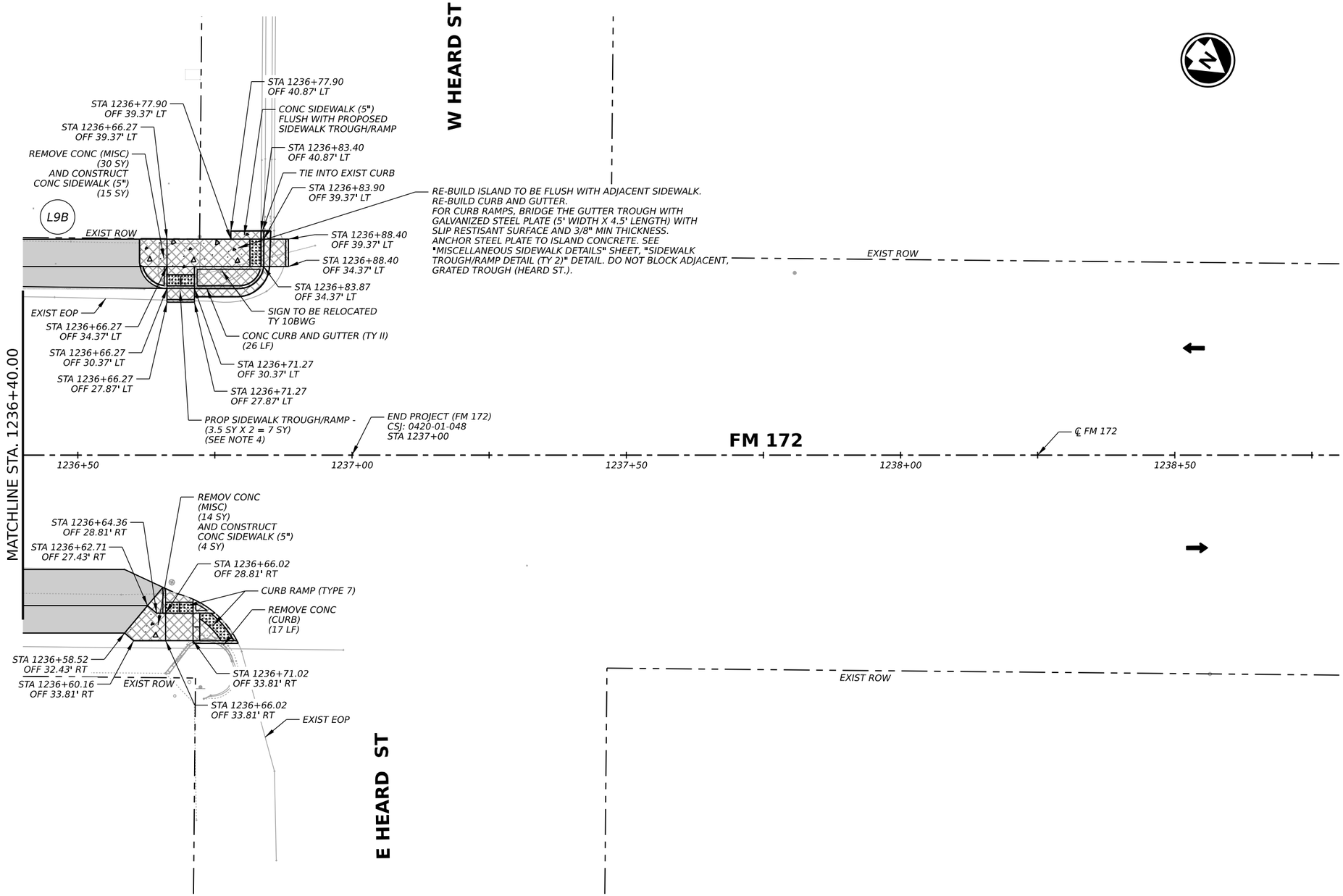

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2. ALL EXSTING R.O.W. IS APPARENT, ACTUAL R.O.W MAY VARY.
3. ALL MAILBOX AND SIGN RELOCATIONS SHOWN ARE AS-NEEDED AND TO BE DETERMINED IN THE FIELD.
4. SIDEWALK TROUGH LABOR AND MATERIALS WILL BE PAID FOR UNDER ITEM 531 CONC SIDEWALK (SPECIAL) (TY A) (SY).
5. UNLESS OTHERWISE NOTED AND/OR SHOWN IN THE PLANS, PROPOSED SIDEWALKS ADJACENT TO EXISTING CURB SHALL BE SLOPED 1.5% (MAX) TOWARDS NEAREST ROADWAY. PROPOSED SIDEWALKS OFFSET TO EXISTING EDGE OF PAVEMENT SHALL BE SLOPED 1.50% (MAX) IN THE DIRECTION OF EXISTING GRADE.
6. ALL UTILITY LOCATIONS SHOWN ARE APPROXIMATE AND SHALL BE FIELD-VERIFIED BY THE CONTRACTOR BEFORE CONSTRUCTION BEGINS.
7. AREAS OF SODDING ARE QUANTIFIED BY SHEET IN THE SUMMARY TABLE.

0 10 20

SCALE: 1" = 20'

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TBPE Registration No. F-1046

Texas Department of Transportation

JACKSON CO SIDEWALKS

SIDEWALK PLAN LAYOUT FM 172 CSJ: 0420-01-048

SHEET 7 OF 7

CONT	SECT	JOB	HIGHWAY
0089	11	007,ETC.	SL 521,ETC.
DIST	COUNTY		SHEET NO.
YKM	JACKSON		101

DATE: 2/28/2023 9:54:58 AM
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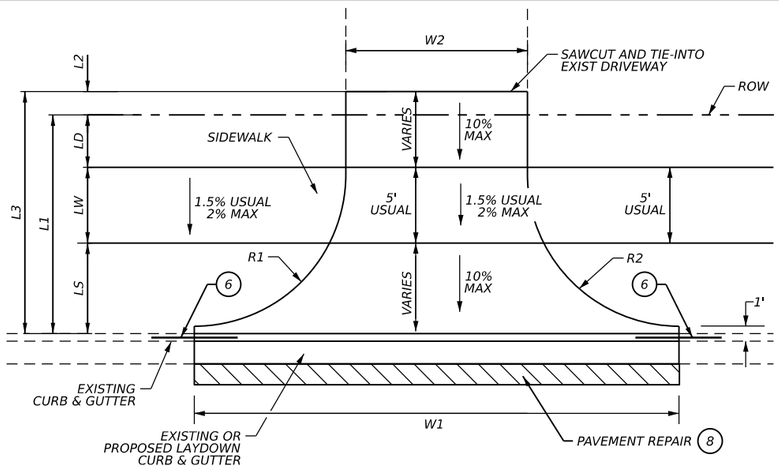
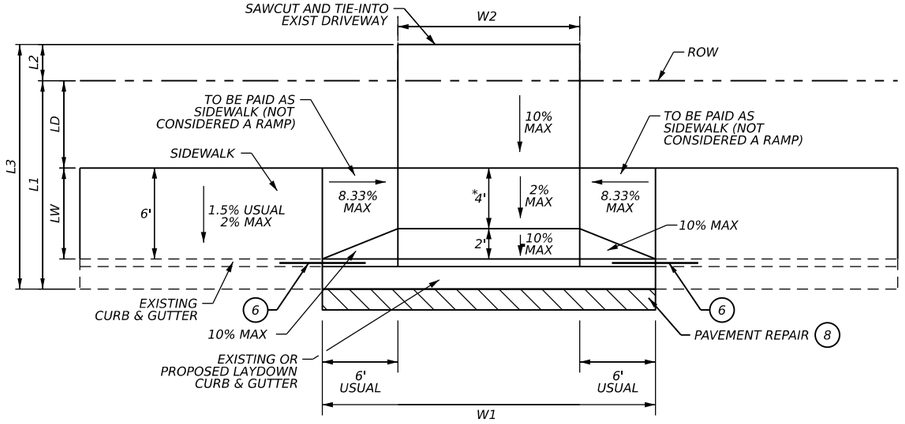
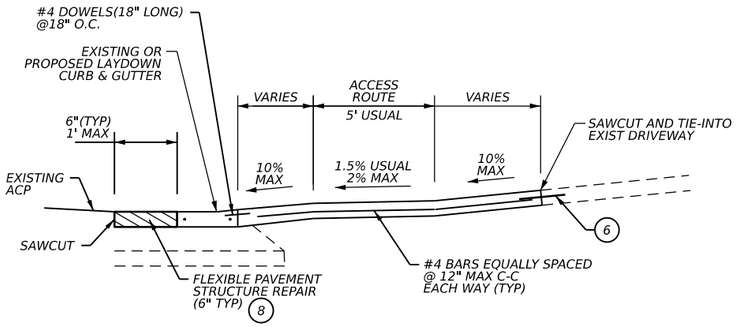


DRIVEWAY DETAIL / SIDEWALK OFFSET FROM CURB
PLAN VIEW

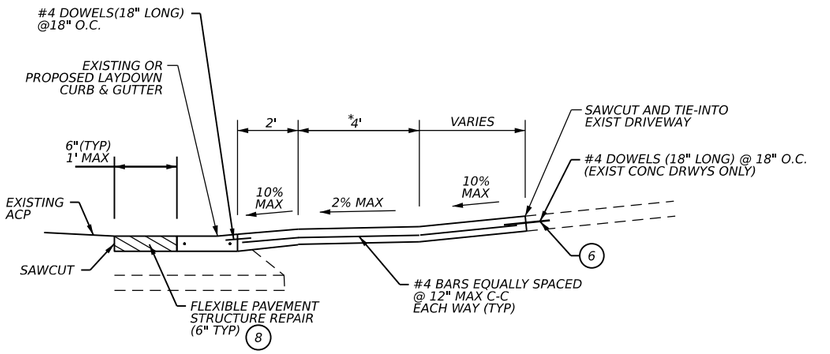


DRIVEWAY DETAIL / SIDEWALK ADJACENT TO CURB
PLAN VIEW

NOTE*:
ACCESS ROUTE TO BE 3' MIN THRU DRIVEWAY WHEN SIDEWALK IS 5' WIDE AND ADJACENT TO CURB

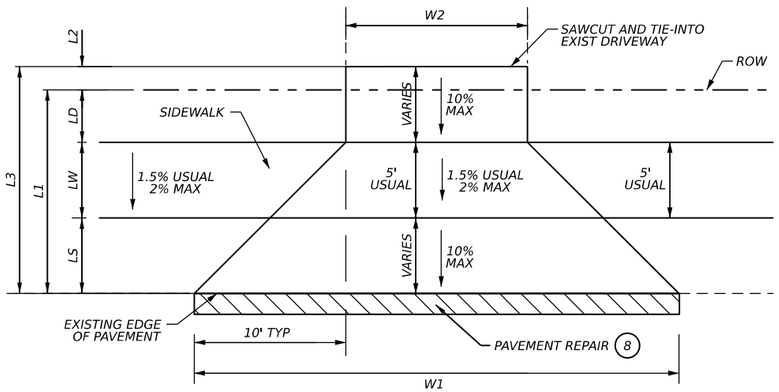


DRIVEWAY DETAIL / SIDEWALK OFFSET FROM CURB
SECTION VIEW

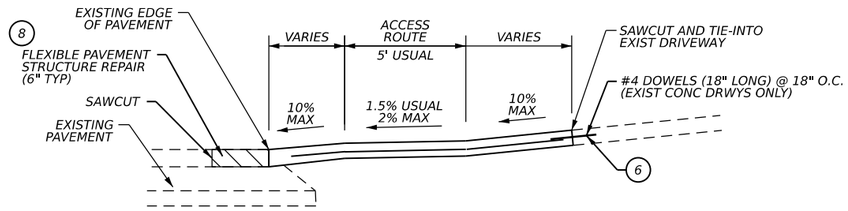


DRIVEWAY DETAIL / SIDEWALK ADJACENT TO CURB
SECTION VIEW

NOTE *:
ACCESS ROUTE TO BE 3' MIN THRU DRIVEWAY WHEN SIDEWALK IS 5' WIDE AND ADJACENT TO CURB



DRIVEWAY DETAIL / SIDEWALK OFFSET FROM EDGE OF PAVEMENT
PLAN VIEW



DRIVEWAY DETAIL / SIDEWALK OFFSET FROM EDGE OF PAVEMENT
SECTION VIEW

GENERAL NOTES

1. PROVIDE 1/2" DEEP TOOLED OR SAW CUT JOINTS EVENLY SPACED AT 5' TYP / 10' MAX SPACING. PROVIDE MEDIUM BROOM FINISH TO CONCRETE SURFACE.
2. PROVIDE EXPANSION JOINTS AT 40' MAX SPACING.
3. EMBANKMENT, SAND, AND FLEX BASE MATERIAL FOR SIDEWALK FOUNDATION ARE SUBSIDIARY TO ITEM 531.
4. DO NOT BLOCK EXISTING DRAINAGE PATHS OR APPURTENANCES WITH PROPOSED SIDEWALK.
5. IF CURB & GUTTER AND SIDEWALK ARE NOT PLACED MONOLITHICALLY, PROVIDE 1/2" EXPANSION JOINT MATERIAL AND JOINT SEALING COMPOUND BETWEEN SIDEWALK AND CURB & GUTTER.
6. DRILL AND EMBED 1/2" DIA DOWEL BAR INTO EXISTING CONCRETE DRIVWAY OR CURB AS APPROVED BY THE ENGINEER AND TIE TO PROPOSED REINFORCEMENT
7. AT EXISTING DRIVEWAYS WITH EXISTING LAYDOWN CURB, REMOVE EXISTING CURB TAPER AND REPLACE THE CURB TAPER AT 10% MAX SLOPE FROM OPEN SECTION TO 6" FULL CURB AND GUTTER SECTION
8. FLEXIBLE PAVEMENT STRUCTURE REPAIRS WILL CONSIST OF THE REMOVAL OF EXISTING BASE AND SURFACING AND REPLACEMENT WITH 6" DEPTH OF ASPHALTIC CONCRETE PAVEMENT CONFORMING TO ITEM 334, HOT MIX COLD LAID ASPHALT CONCRETE PAVEMENT. ALL WORK AND MATERIALS REQUIRED TO BRING THE REPAIRED PAVEMENT SECTION TO ITS DESIRED DEPTH WILL BE CONSIDERED SUBSIDIARY TO THE ASSOCIATED BID ITEMS.

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JACKSON CO SIDEWALKS

MISCELLANEOUS DRIVEWAY DETAILS

SHEET 1 OF 2

CONT	SECT	JOB	HIGHWAY
0089	11	007,ETC.	SL 521,ETC.
DIST	COUNTY		SHEET NO.
YKM	JACKSON		102

DATE: 2/28/2023 9:55:02 AM
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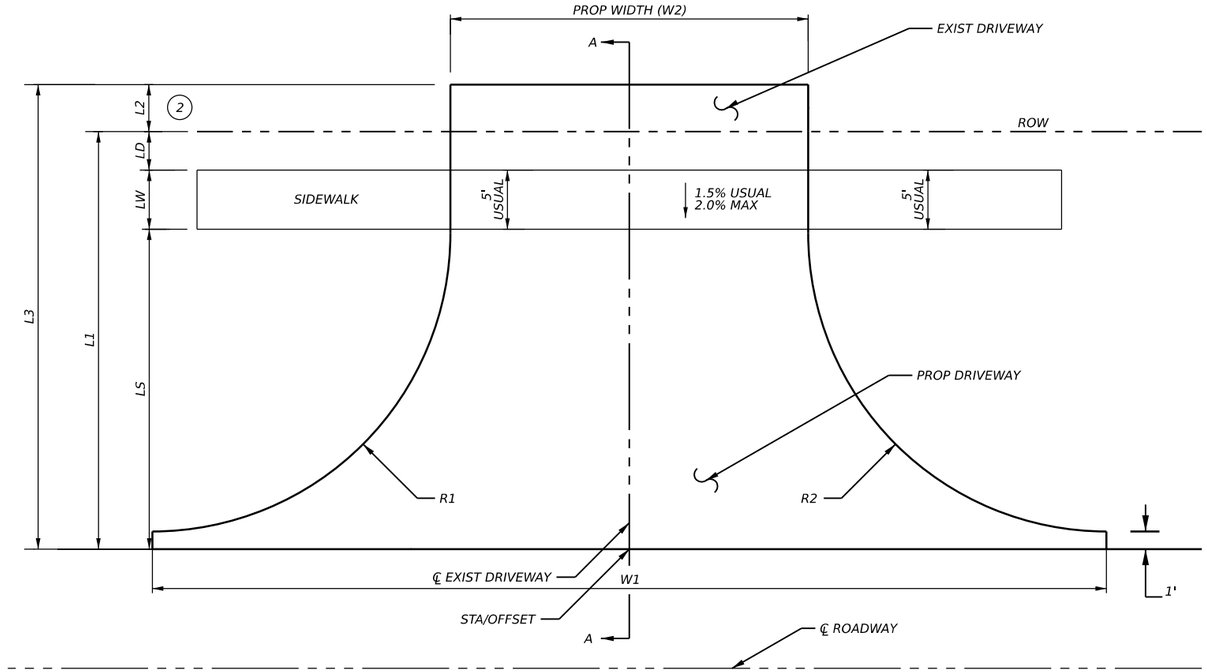
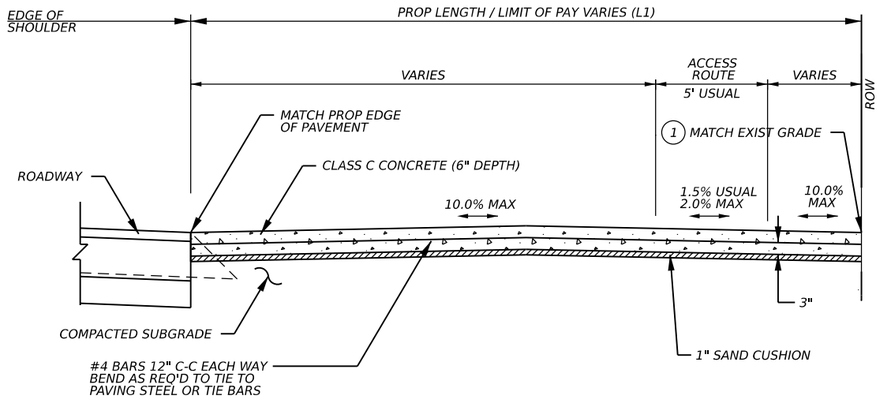
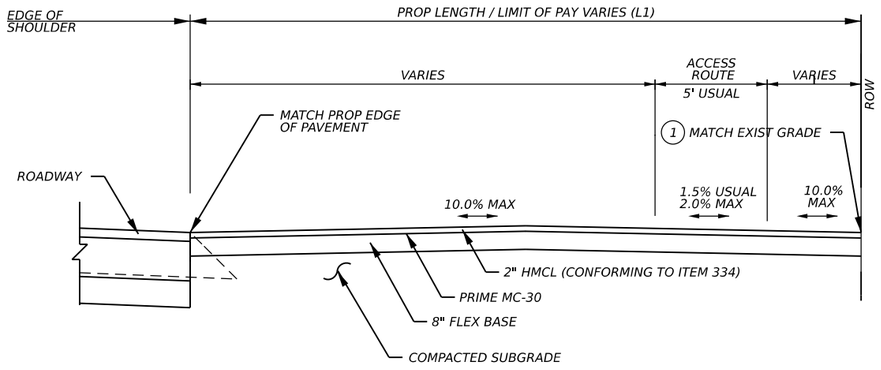


PLAN



SECTION A-A

DRIVEWAYS (CONC)



SECTION A-A

DRIVEWAYS (ACP)

GENERAL NOTES

1. SAW CUT JOINT AT LIMITS OF PAY LINE ON DRIVEWAYS OR INTERSECTIONS WITH EXISTING SURFACE.
2. CONTRACTOR TO CONTACT LANDOWNER ONE WEEK IN ADVANCE TO CONFIRM EASEMENT, WHERE NECCESSARY, PRIOR TO RECONSTRUCTING DRIVEWAY.
3. REMOVAL OF EXISTING DRIVEWAY PAVEMENT, OTHER THAN CONC. PAVEMENT, IS CONSIDERED INCIDENTAL EXCAVATION TO ITEM 530

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JACKSON CO SIDEWALKS

MISCELLANEOUS DRIVEWAY DETAILS

SHEET 2 OF 2

CONT	SECT	JOB	HIGHWAY
0089	11	007,ETC.	SL 521,ETC.
DIST	COUNTY		SHEET NO.
YKM	JACKSON		103

DATE: 2/28/2023 9:55:03 AM
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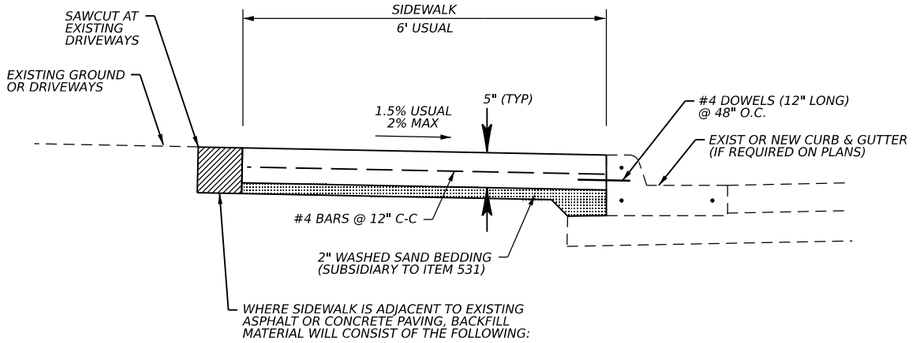
CK DW CK DW



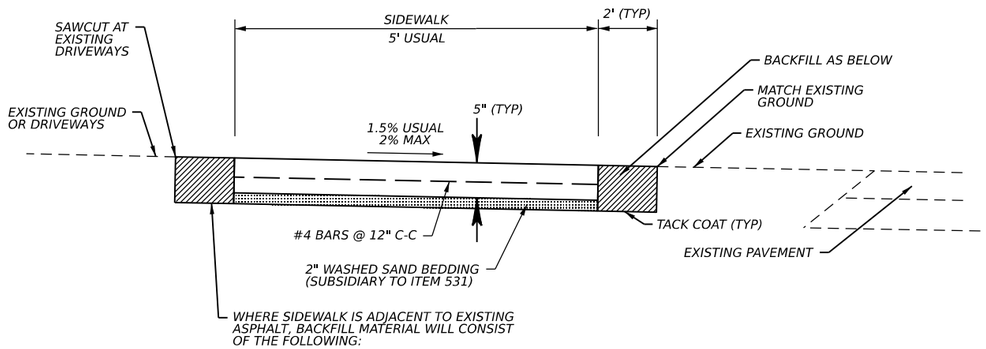
ASPHALT SURFACE, BACKFILL SHALL BE 6" OF ITEM 334 - HOT-MIX COLD LAID ASPHALT CONCRETE PAVEMENT

CONCRETE SURFACE, BACKFILL SHALL BE 6" OF ITEM 360 - CONCRETE PAVEMENT

VEGETATIVE AREAS, BACKFILL WILL CONSIST OF NATIVE MATERIALS AND WILL BE CONSIDERED SUBSIDIARY TO ITEM 531. MATERIAL EXCAVATED FOR SIDEWALK MAY BE USED IF APPROVED BY THE ENGINEER.

THIS WORK, INCLUDING EXCAVATION, EMBANKMENT, AND BACKFILL WILL BE CONSIDERED SUBSIDIARY TO THE VARIOUS BID ITEMS.

CUT AND RESTORE DETAIL ADJACENT TO CURB

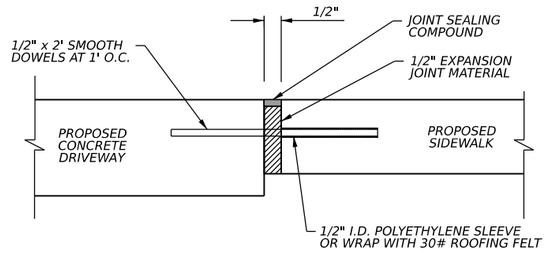


ASPHALT SURFACE, BACKFILL SHALL BE 6" OF ITEM 334 - HOT-MIX COLD LAID ASPHALT CONCRETE PAVEMENT

VEGETATIVE AREAS, BACKFILL WILL CONSIST OF NATIVE MATERIALS AND WILL BE CONSIDERED SUBSIDIARY TO ITEM 531. MATERIAL EXCAVATED FOR SIDEWALK MAY BE USED IF APPROVED BY THE ENGINEER.

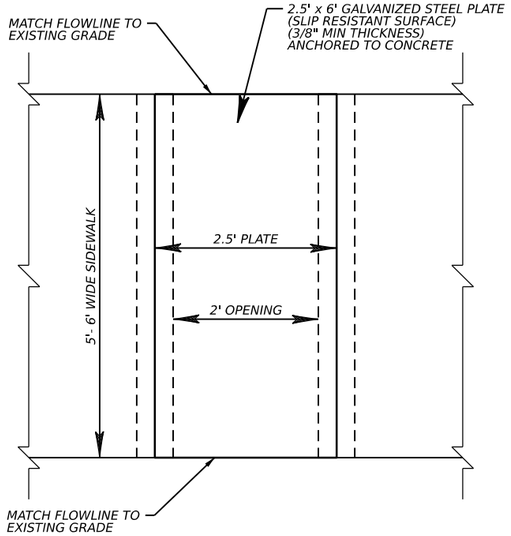
THIS WORK, INCLUDING EXCAVATION, EMBANKMENT, AND BACKFILL WILL BE CONSIDERED SUBSIDIARY TO ITEM 531.

CUT AND RESTORE DETAIL OFFSET FROM EDGE OF PAVEMENT



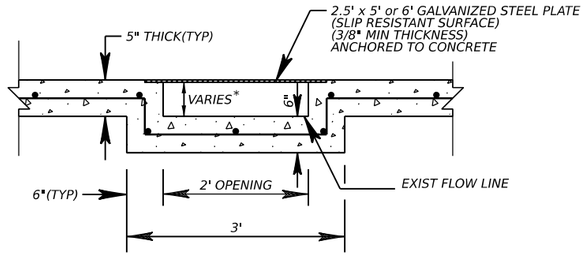
EXPANSION JOINT DETAIL

(ALL WORK & MATERIALS FOR EXPANSION JOINTS SHALL BE CONSIDERED SUBSIDIARY TO ITEM 531)



SIDEWALK TROUGH DETAIL (TY 1) (6)

PLAN VIEW



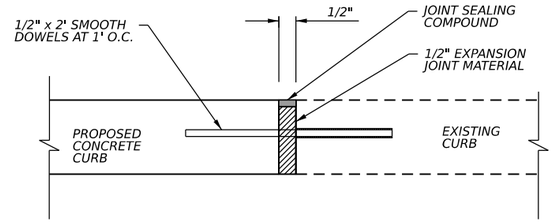
SIDEWALK TROUGH DETAIL (TY 1) (6)

SECTION VIEW

NOTE * DEPTH VARIES.(4" MIN) MATCH FLOWLINE TO EXISTING GRADE

SIDEWALK GENERAL NOTES

1. PROVIDE 1/2" DEEP TOOLED OR SAW CUT JOINTS EVENLY SPACED AT 5' TYP / 10' MAX SPACING. PROVIDE MEDIUM BROOM FINISH TO CONCRETE SURFACE.
2. PROVIDE EXPANSION JOINTS AT 40' MAX SPACING.
3. EMBANKMENT, SAND, AND FLEX BASE MATERIAL FOR SIDEWALK FOUNDATION ARE SUBSIDIARY TO ITEM 531.
4. DO NOT BLOCK EXISTING DRAINAGE PATHS OR APPURTENANCES WITH PROPOSED SIDEWALK.
5. IF CURB & GUTTER AND SIDEWALK ARE NOT PLACED MONOLITHICALLY, PROVIDE 1/2" EXPANSION JOINT MATERIAL AND JOINT SEALING COMPOUND BETWEEN SIDEWALK AND CURB & GUTTER.
6. SIDEWALK TROUGH LABOR AND MATERIALS WILL BE PAID FOR UNDER ITEM 531 CONCRETE SIDEWALKS (SPECIAL)(TYPE A)(SY).



TIE INTO EXISTING CURB DETAIL

(ALL WORK & MATERIALS FOR EXPANSION JOINTS SHALL BE CONSIDERED SUBSIDIARY TO ITEM 529)

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JACKSON CO SIDEWALKS

MISCELLANEOUS SIDEWALK DETAILS

SHEET 1 OF 2

CONT	SECT	JOB	HIGHWAY
0089	11	007,ETC.	SL 521,ETC.
DIST	COUNTY		SHEET NO.
YKM	JACKSON		104

DATE: 2/28/2023 9:55:04 AM
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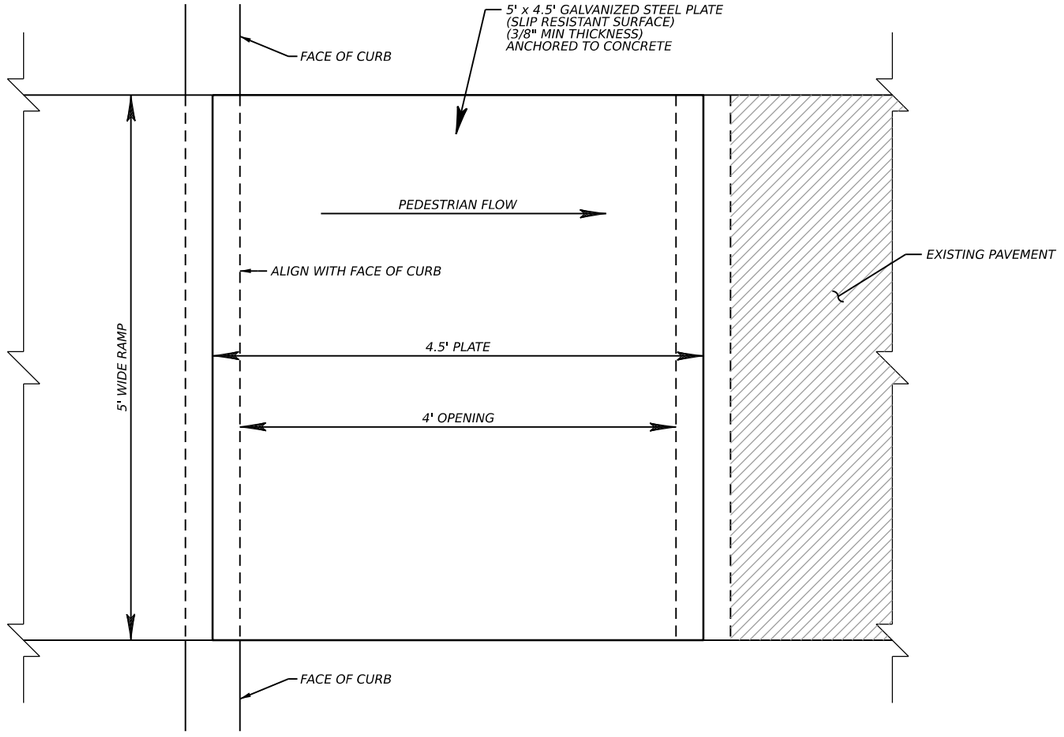
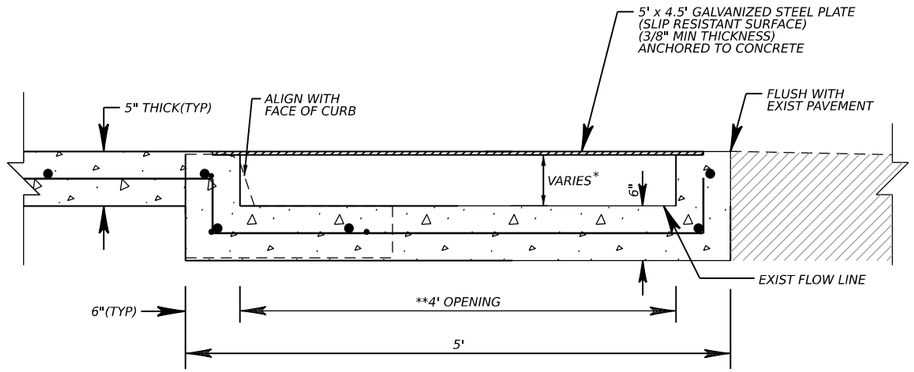
DW
CK
DW



SIDEWALK TROUGH/RAMP DETAIL (TY 2) (6)

PLAN VIEW



SIDEWALK TROUGH/RAMP DETAIL (TY 2) (6)

SECTION VIEW

* DEPTH VARIES.(4" MIN) MATCH
FLOWLINE TO EXISTING GRADE

** ADJUST LENGTH AS NEEDED TO ENSURE
RAMP GRADE DOES NOT EXCEED 8.3%.
A GRADE OF 2% OR LESS IS PREFERABLE.

SIDEWALK GENERAL NOTES

1. PROVIDE 1/2" DEEP TOOLED OR SAW CUT JOINTS EVENLY SPACED AT 5' TYP / 10' MAX SPACING. PROVIDE MEDIUM BROOM FINISH TO CONCRETE SURFACE.
2. PROVIDE EXPANSION JOINTS AT 40' MAX SPACING.
3. EMBANKMENT, SAND, AND FLEX BASE MATERIAL FOR SIDEWALK FOUNDATION ARE SUBSIDIARY TO ITEM 531.
4. DO NOT BLOCK EXISTING DRAINAGE PATHS OR APPURTENANCES WITH PROPOSED SIDEWALK.
5. IF CURB & GUTTER AND SIDEWALK ARE NOT PLACED MONOLITHICALLY, PROVIDE 1/2" EXPANSION JOINT MATERIAL AND JOINT SEALING COMPOUND BETWEEN SIDEWALK AND CURB & GUTTER.
6. SIDEWALK TROUGH LABOR AND MATERIALS WILL BE PAID FOR UNDER ITEM 531 CONCRETE SIDEWALKS (SPECIAL)(TYPE A)(SY).

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2/28/2023

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Texas Department of Transportation

JACKSON CO SIDEWALKS

MISCELLANEOUS SIDEWALK DETAILS

SHEET 2 OF 2

CONT	SECT	JOB	HIGHWAY
0089	11	007,ETC.	SL 521,ETC.
DIST	COUNTY		SHEET NO.
YKM	JACKSON		105

DATE: 2/28/2023 9:55:05 AM
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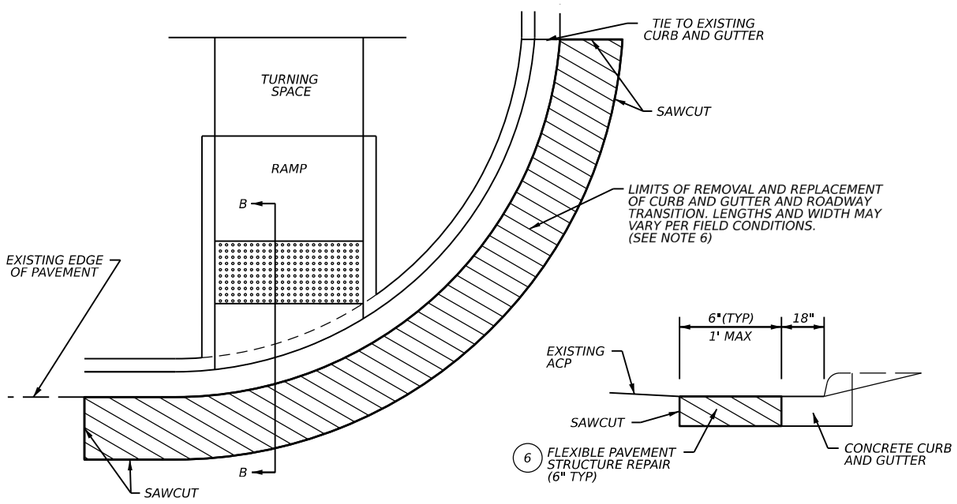
DW
CK
DW

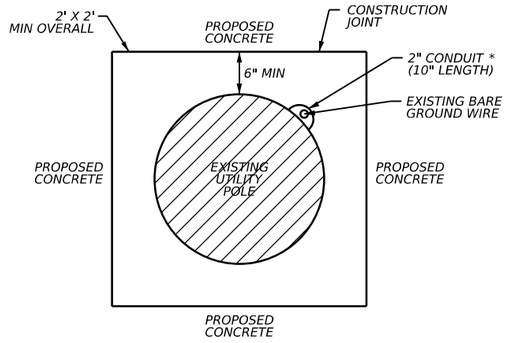


ROADWAY TRANSITION DETAIL PLAN VIEW

NOT TO SCALE

ROADWAY TRANSITION SECTION B-B

NOT TO SCALE



UTILITY POLE DETAIL TO PROTECT BARE GROUND WIRE

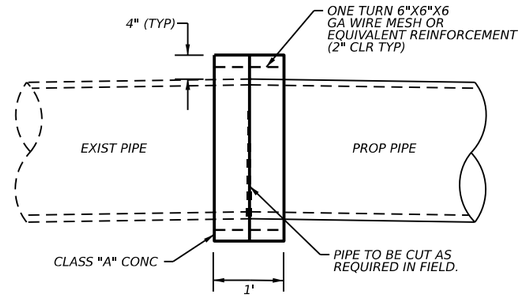
(ALL WORK IS CONSIDERED SUBSIDIARY TO ITEM 531, SIDEWALK OR CURB RAMP.)

NOT TO SCALE

* CUT CONDUIT IN HALF LENGTHWISE AND PLACE ONE END FLUSH WITH TOP OF SIDEWALK. PREVENT CONCRETE FROM ENTERING CONDUIT. FILL CONDUIT WITH EXPANSION FOAM OR OTHER WATERPROOF SEALANT TO PREVENT WATER COLLECTION.

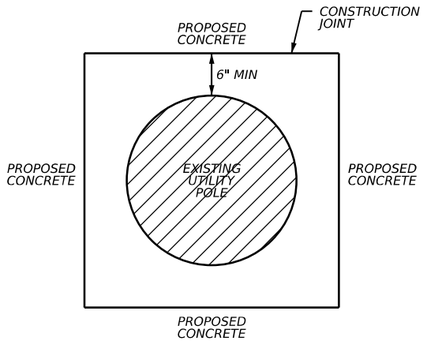
SIDEWALK GENERAL NOTES

1. PROVIDE 1/2" DEEP TOOLED OR SAW CUT JOINTS EVENLY SPACED AT 5' TYP / 10' MAX SPACING. PROVIDE MEDIUM BROOM FINISH TO CONCRETE SURFACE.
2. PROVIDE EXPANSION JOINTS AT 40' MAX SPACING.
3. EMBANKMENT, SAND, AND FLEX BASE MATERIAL FOR SIDEWALK FOUNDATION ARE SUBSIDIARY TO ITEM 531.
4. DO NOT BLOCK EXISTING DRAINAGE PATHS OR APPURTENANCES WITH PROPOSED SIDEWALK.
5. IF CURB & GUTTER AND SIDEWALK ARE NOT PLACED MONOLITHICALLY, PROVIDE 1/2" EXPANSION JOINT MATERIAL AND JOINT SEALING COMPOUND BETWEEN SIDEWALK AND CURB & GUTTER.
6. FLEXIBLE PAVEMENT STRUCTURE REPAIRS WILL CONSIST OF THE REMOVAL OF EXISTING BASE AND SURFACING AND REPLACEMENT WITH 6" DEPTH OF ASPHALTIC CONCRETE PAVEMENT CONFORMING TO ITEM 334, HOT MIX COLD LAID ASPHALT CONCRETE PAVEMENT. ALL WORK AND MATERIALS REQUIRED TO BRING THE REPAIRED PAVEMENT SECTION TO ITS DESIRED DEPTH WILL BE CONSIDERED SUBSIDIARY TO THE ASSOCIATED BID ITEMS.



PIPE COLLAR DETAIL

NOT TO SCALE



UTILITY DETAIL (DETAIL TO BE USED FOR FIRE HYDRANT, MAILBOXES ETC.)

(ALL WORK IS CONSIDERED SUBSIDIARY TO ITEM 531, SIDEWALK OR CURB RAMP.)

NOT TO SCALE

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JACKSON CO SIDEWALKS

MISCELLANEOUS ROADWAY DETAILS

SHEET 1 OF 1

CONT	SECT	JOB	HIGHWAY
0089	11	007,ETC.	SL 521,ETC.
DIST	COUNTY		SHEET NO.
YKM	JACKSON		106

DATE: 2/28/2023 10:20:02 AM
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DATE: 2/28/2023
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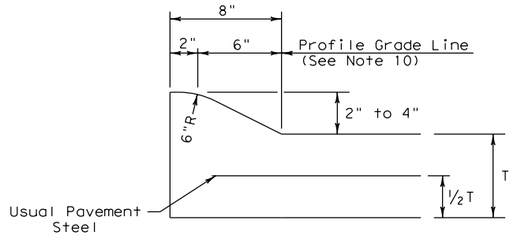
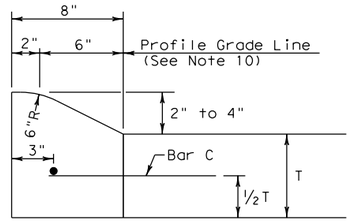
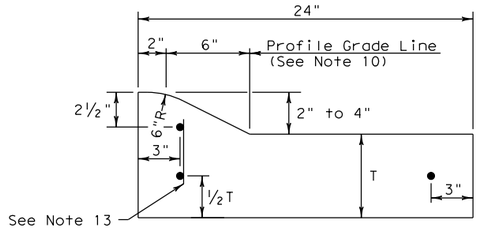


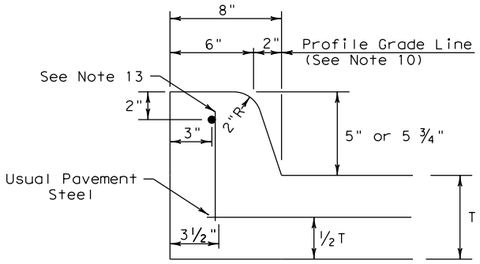
TYPE I CURB (MONOLITHIC)
2" - 4" HEIGHT



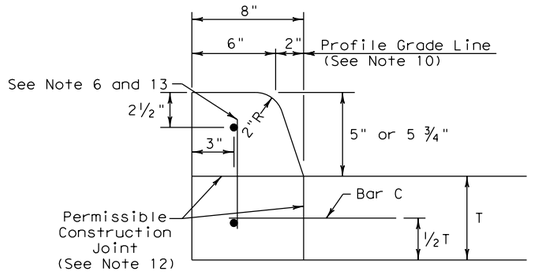
TYPE I CURB
2" - 4" HEIGHT



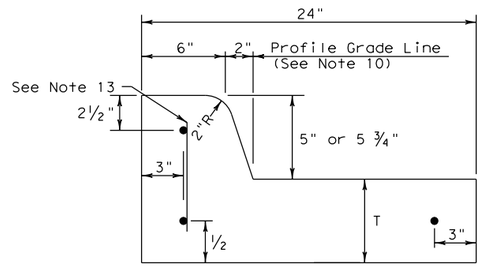
TYPE I CURB AND GUTTER
2" - 4" HEIGHT



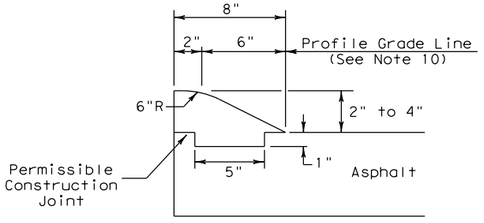
TYPE II CURB (MONOLITHIC)
5" - 5 ¾" HEIGHT



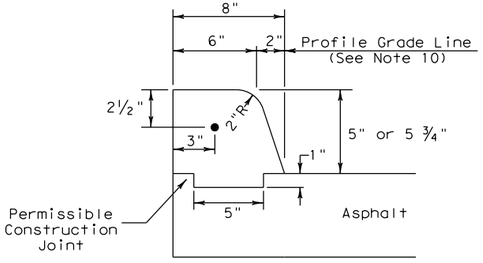
TYPE II CURB
5" - 5 ¾" HEIGHT



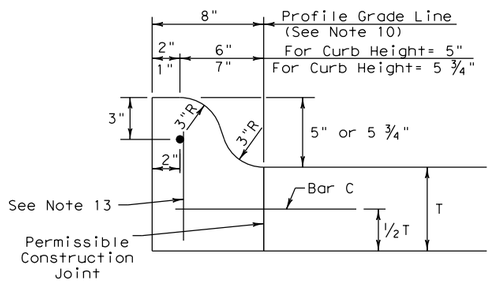
TYPE II CURB AND GUTTER
5" - 5 ¾" HEIGHT



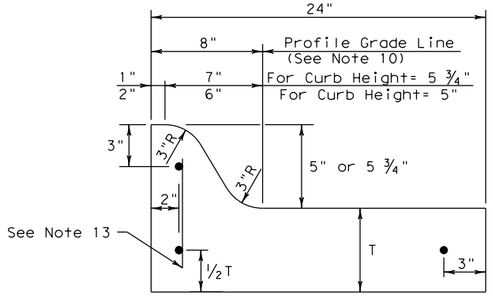
TYPE III CURB (KEYED)
2" - 4" HEIGHT



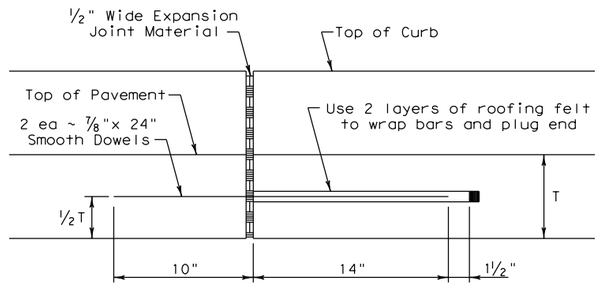
TYPE IV CURB (KEYED)
5" - 5 ¾" HEIGHT



TYPE IIa CURB
5" - 5 ¾" HEIGHT

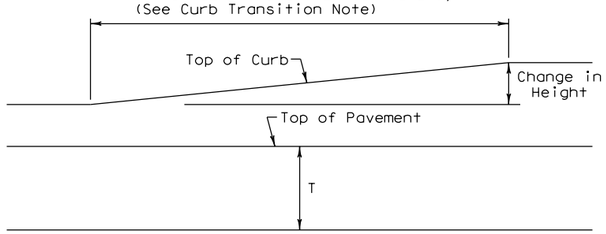


TYPE IIa CURB AND GUTTER
5" - 5 ¾" HEIGHT



EXPANSION JOINT DETAIL

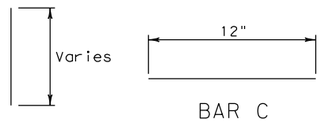
CURB TRANSITION NOTE:
Field conditions may require a longer or shorter transition, and shall be shown elsewhere in the plans, or as directed by the Engineer.



CURB TRANSITION
Note: To be paid for as Highest Curb

GENERAL NOTES

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



BAR B

BAR C

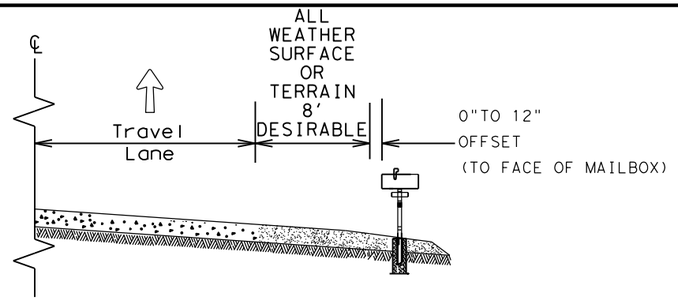
Texas Department of Transportation

Design Division Standard

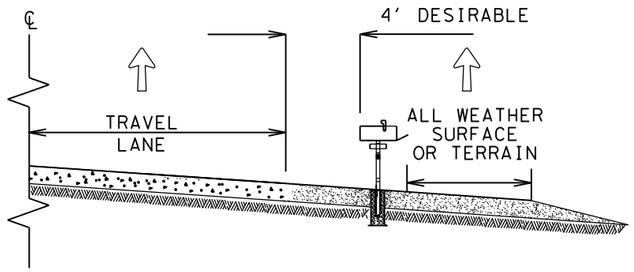
CONCRETE CURB AND CURB AND GUTTER

CCCG-22

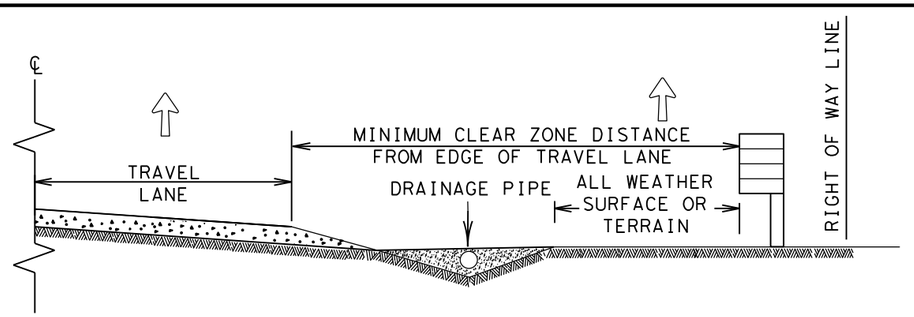
FILE: cccg21.dgn	DN: TXDOT	CK: AN	DW: CS	CK: KM
© TxDOT: JUNE 2022	CONT	SECT	JOB	HIGHWAY
REVISIONS	0089	11	007,ETC.	SL 521,ETC.
	DIST	COUNTY		SHEET NO.
	YKM	JACKSON		107



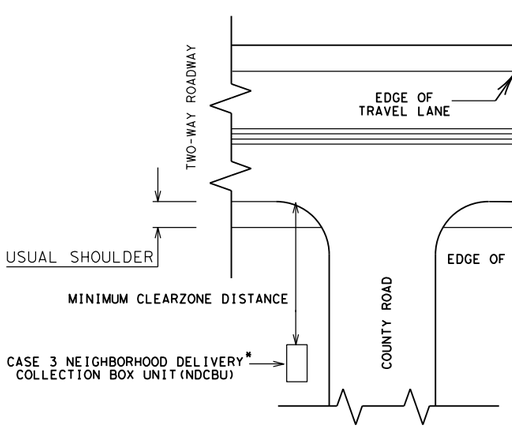
CASE 1. OFF TRAVEL WAY DELIVERY

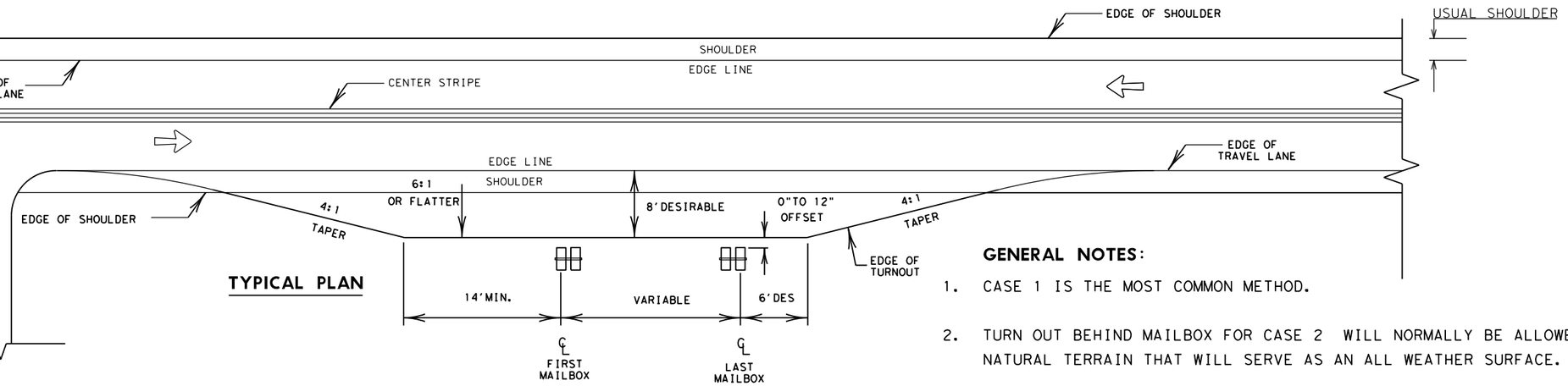


CASE 2. BACK SIDE DELIVERY

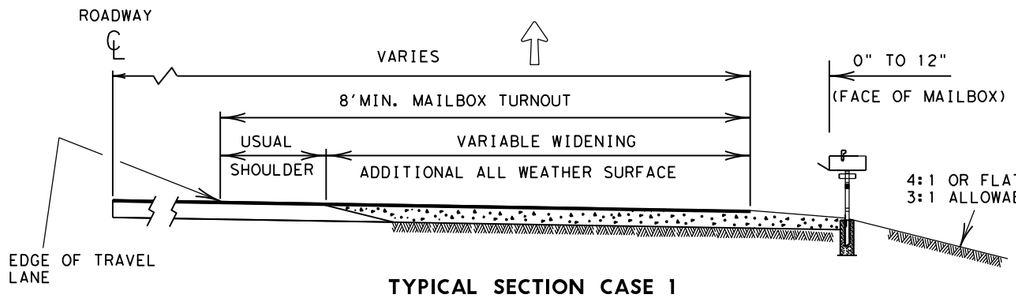


CASE 3. DELIVERY NEAR RIGHT OF WAY LINE





TYPICAL PLAN



TYPICAL SECTION CASE 1

GENERAL NOTES:

1. CASE 1 IS THE MOST COMMON METHOD.
2. TURN OUT BEHIND MAILBOX FOR CASE 2 WILL NORMALLY BE ALLOWED FOR NATURAL TERRAIN THAT WILL SERVE AS AN ALL WEATHER SURFACE.
3. ALL WEATHER DRIVEWAYS FOR CASE 3 MAILBOXES LOCATED AT THE RIGHT OF WAY LINE SHOULD NORMALLY BE PLACED IN CONJUNCTION WITH COUNTY ROADS OR OTHER CONNECTING COMMUNITY ROADS OR STREETS. WHEN 3 OR MORE MULTI-RACKS ARE ANTICIPATED, THE USE OF AN NDCBU IS RECOMMENDED. ONLY RURAL PATRONS LOCATED ON STATE MAINTAINED HIGHWAYS MAY HAVE A MAILBOX OR NDCBU SLOT ON TXDOT RIGHT OF WAY.

* NDCBU MAY BE INSTALLED ON COUNTY ROAD ROW WITH APPROVAL OF COUNTY.

MAIL DELIVERY VEHICLE TRAVEL DIRECTION

Texas Department of Transportation | *Maintenance Division Standard*

Guideline

MAILBOX SIDE ROAD PLACEMENT AND TURNOUTS

MBP(1)-22

FILE: MBP-22.DGN	DN: VS	CK:	DW: VS	CK:
© TxDOT OCTOBER 2022	CONT	SECT	JOB	HIGHWAY
REVISIONS 12/2012 5/2014	0089	11	007,ETC.	SL 521,ETC.
	DIST	COUNTY		SHEET NO.
	YKM	JACKSON		108

DATE: 2/28/2023 9:55:10 AM
FILE: G:\TXC\Projects\TxDOT\5832-13 YKM_Sidewalks_Jackson_Co_ORD\03_CADD\01_Sht\

DATE:2/28/2023 9:55:10 AM
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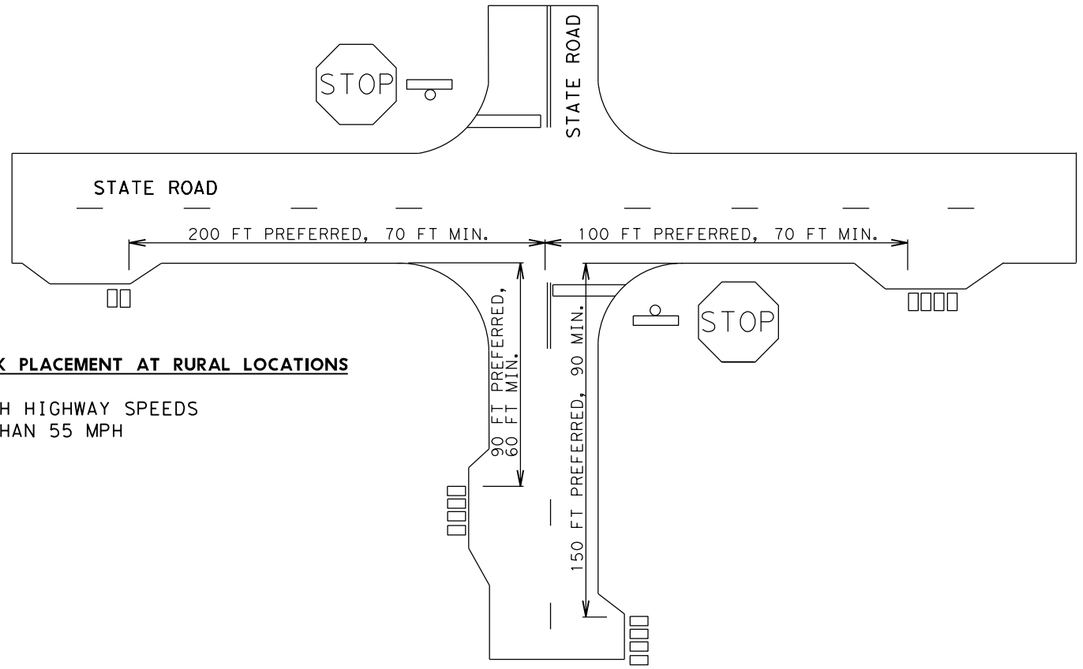
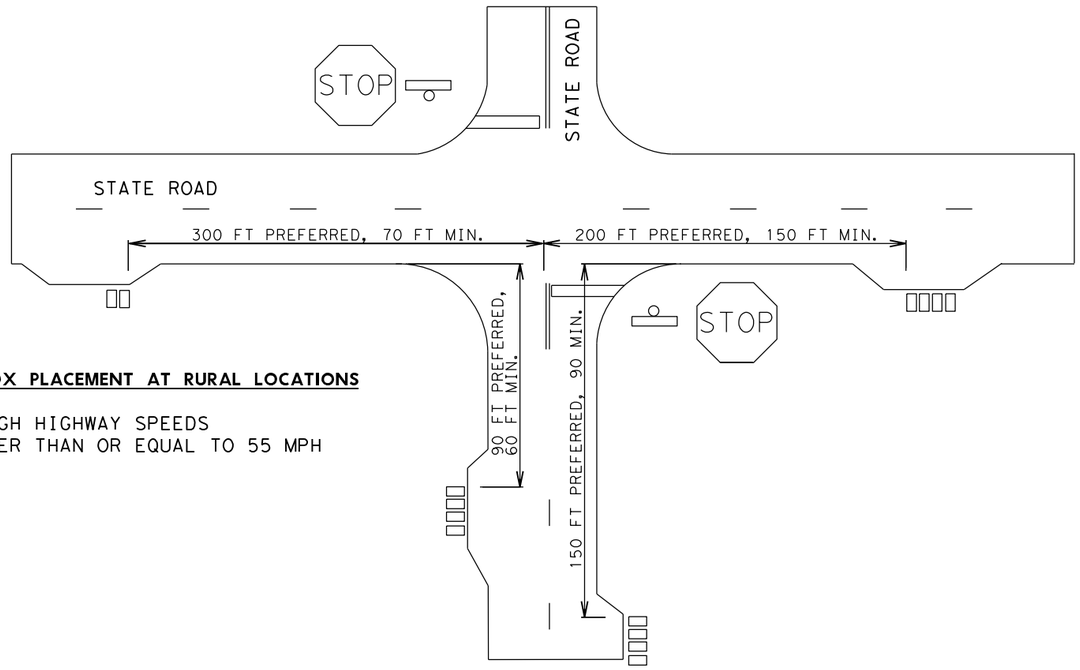


MAILBOX PLACEMENT AT RURAL LOCATIONS

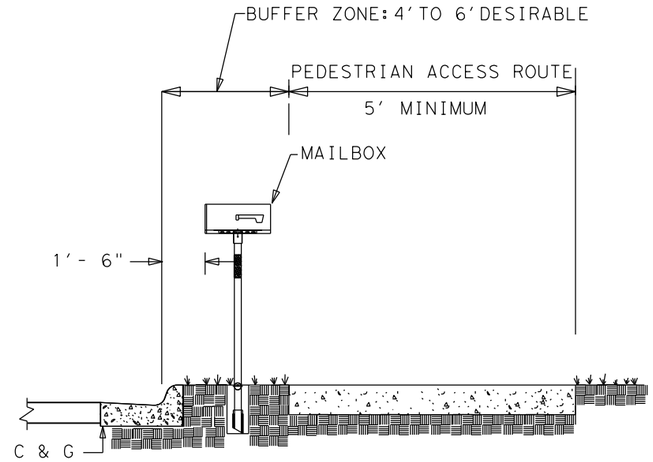
THROUGH HIGHWAY SPEEDS
LESS THAN 55 MPH



MAILBOX PLACEMENT AT RURAL LOCATIONS

THROUGH HIGHWAY SPEEDS
GREATER THAN OR EQUAL TO 55 MPH

CURB AND GUTTER MAILBOX INSTALLATION



NOTES:
1. A NON-TRAVERSABLE SURFACE MUST BE INSTALLED NEAR THE MAILBOX (NATURAL VEGETATION OR OTHER) IN THE BUFFER ZONE. ALTERNATIVELY, A BASE WITH A MINIMUM HEIGHT OF 2.5 INCHES MAY BE INSTALLED SO THAT THE EDGE OF THE MAILBOX DOES NOT EXTEND OUT MORE THAN 4 INCHES HORIZONTALLY BEYOND THE BASE.

2. THE SIDEWALK WIDTH MAY BE REDUCED TO 4 FOOT FOR SHORT DISTANCES AROUND THE MAILBOX IF NEEDED.

3. MAINTAIN A MINIMUM OF 5 FEET BETWEEN OBSTRUCTIONS IN THE PEDESTRIAN ACCESS ROUTE.

Texas Department of Transportation

Maintenance Division Standard

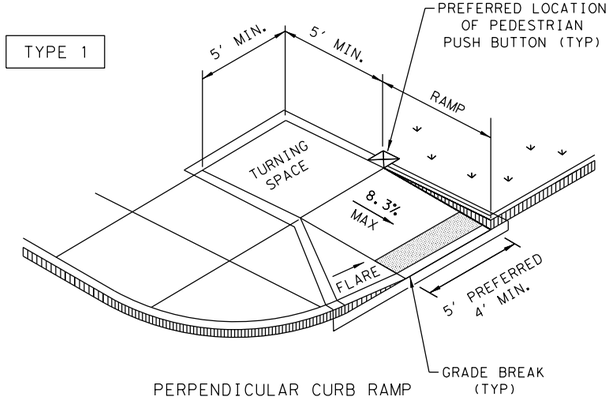
MAILBOX PLACEMENT CURBS & INTERSECTIONS

MBP(2)-22

FILE: MBP-22.DGN	DN: VS	CK:	DW: VS	CK:
© TxDOT OCTOBER 2022	CONT	SECT	JOB	HIGHWAY
REVISIONS 12/2012 5/2014	0089	11	007, ETC.	SL 521, ETC.
	DIST	COUNTY		SHEET NO.
	YKM	JACKSON		109

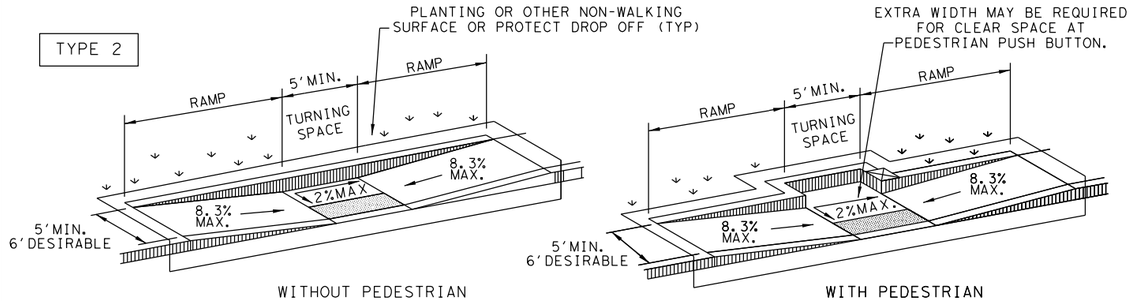
DATE: 2/28/2023
FILE: G:\TXC\Projects\TxDOT\5832-13 YKM_Sidewalks_Jackson_Co_ORD\03_CADD\01_Shts\03-RDWY\Stds\TXDOT\ped18.dgn

TYPE 1



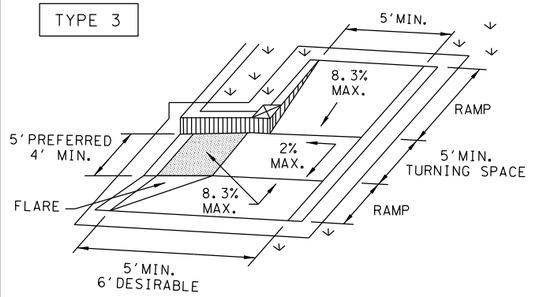
PERPENDICULAR CURB RAMP

TYPE 2

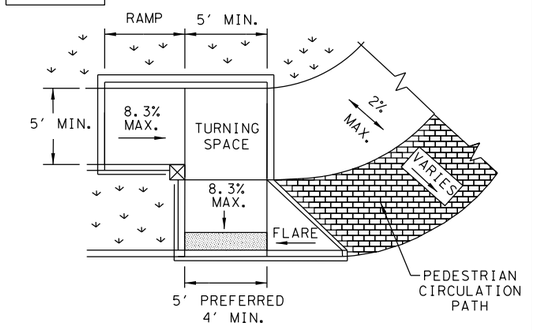


PARALLEL CURB RAMP

TYPE 3

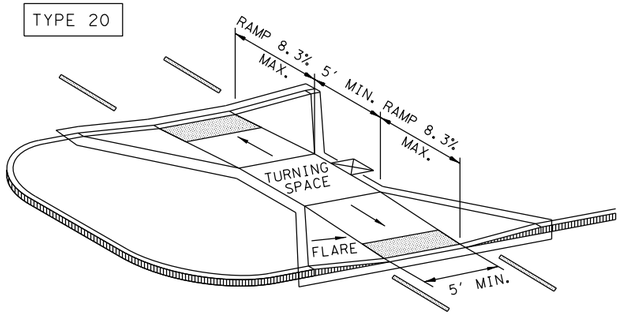


TYPE 6



COMBINATION CURB RAMPS

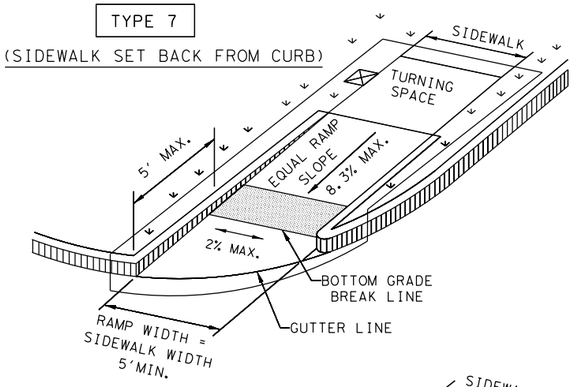
TYPE 20



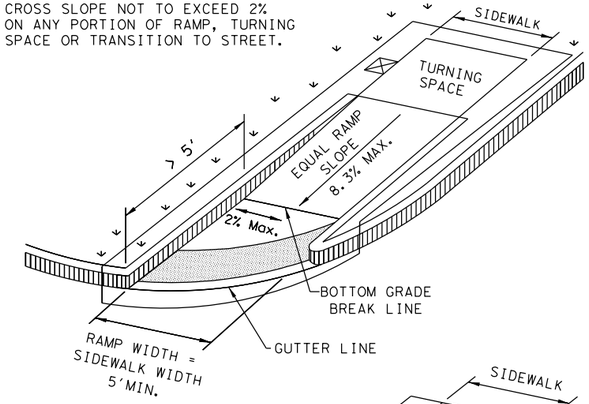
CURB RAMPS AT MEDIAN ISLANDS

TYPE 7

(SIDEWALK SET BACK FROM CURB)

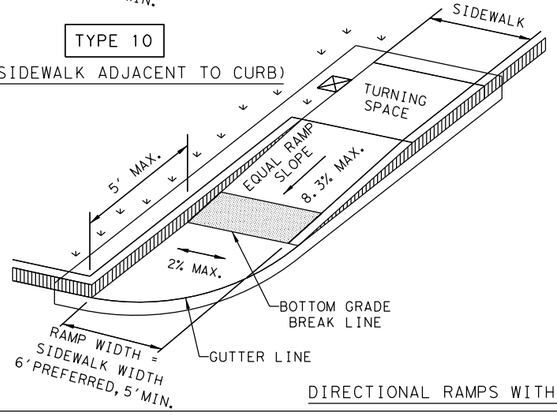


CROSS SLOPE NOT TO EXCEED 2% ON ANY PORTION OF RAMP, TURNING SPACE OR TRANSITION TO STREET.

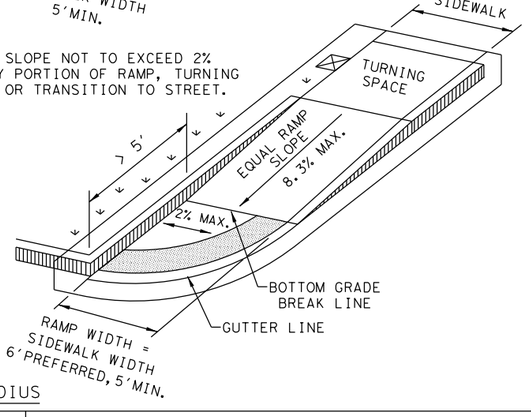


TYPE 10

(SIDEWALK ADJACENT TO CURB)

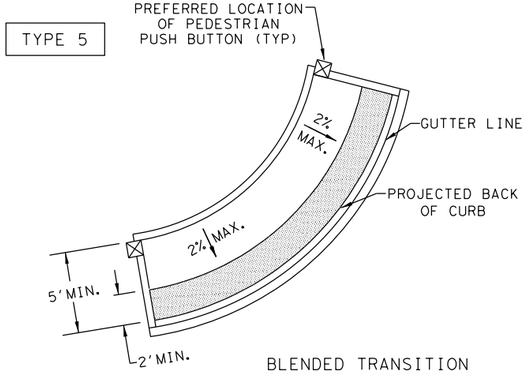


CROSS SLOPE NOT TO EXCEED 2% ON ANY PORTION OF RAMP, TURNING SPACE OR TRANSITION TO STREET.



DIRECTIONAL RAMPS WITHIN RADIUS

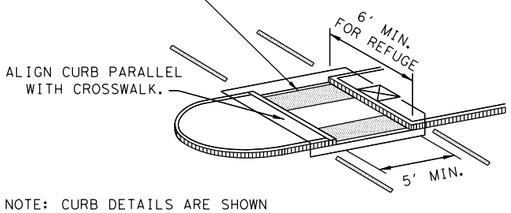
TYPE 5



BLENDED TRANSITION
(FLUSH LANDING)

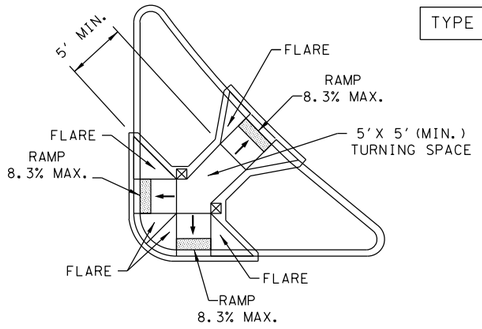
TYPE 21

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



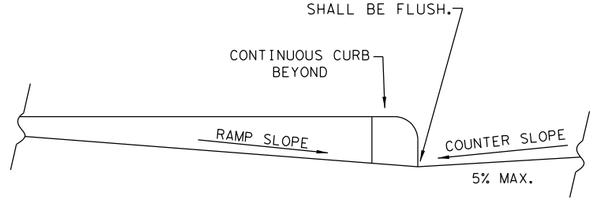
NOTE: CURB DETAILS ARE SHOWN ELSEWHERE IN THE PLANS.

TYPE 22



COMBINATION ISLAND RAMPS

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



TYPICAL SECTION OF PERPENDICULAR CURB RAMP AT CONNECTION TO ROADWAY

NOTES / LEGEND:

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

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

DETECTABLE WARNING SURFACE

DENOTES PREFERRED LOCATION OF PEDESTRIAN PUSH BUTTON IF APPLICABLE.

GUTTER LINE

GRADE BREAK

RAMP LIMITS OF PAYMENT

SHEET 1 OF 4

Texas Department of Transportation

Design Division Standard

PEDESTRIAN FACILITIES CURB RAMPS

PED-18

FILE: ped18	DN: TxDOT		DW: VP	CK: KM	CK: PK & JG
© TxDOT: MARCH, 2002	CONT	SECT	JOB	HIGHWAY	
REVISIONS	0089	11	007, ETC.	SL 521, ETC.	
REVISED 08, 2005 REVISED 06, 2012 REVISED 01, 2018	DIST	COUNTY		SHEET NO.	
	YKM	JACKSON		110	

DATE: 2/28/2023
FILE: G:\TXC\Projects\TxDOT\5832-13 YKM_Sidewalks_Jackson_Co_ORD\03_CADD\01_Shts\03-RDWY\Stds\TXDOT\ped18.dgn

GENERAL NOTES

CURB RAMPS

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

DETECTABLE WARNING MATERIAL

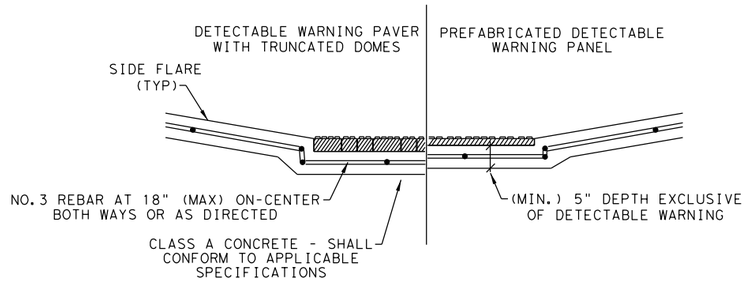
19. Curb ramps must contain a detectable warning surface that consists of raised truncated domes complying with PROWAG. The surface must contrast visually with adjoining surfaces, including side flares. Furnish and install an approved cast-in-place dark brown or dark red detectable warning surface material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

DETECTABLE WARNING PAVERS (IF USED)

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

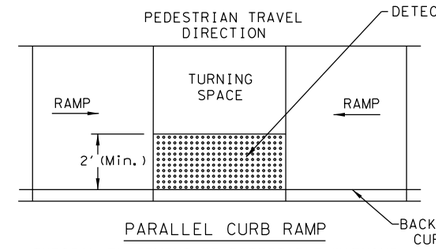
SIDEWALKS

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



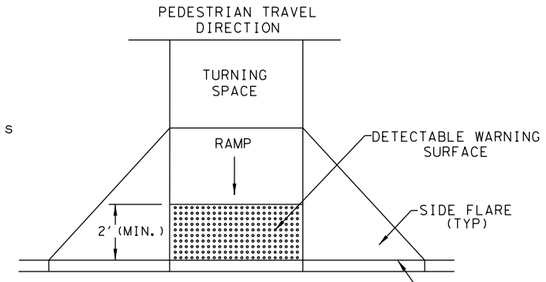
SECTION VIEW DETAIL
CURB RAMP AT DETECTIBLE WARNINGS

DETECTABLE WARNING SURFACE DETAILS



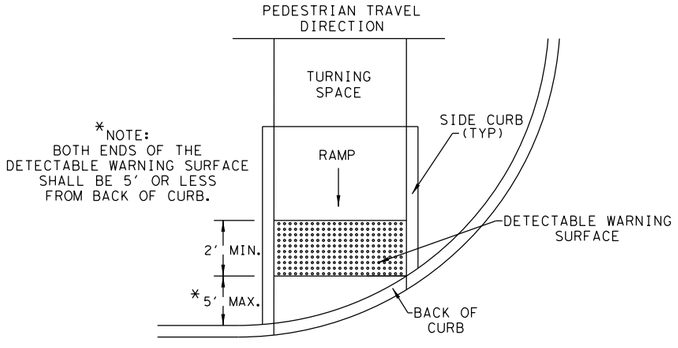
PARALLEL CURB RAMP

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



PERPENDICULAR CURB RAMP

TYPICAL PLACEMENT OF DETECTABLE WARNING SURFACE ON SLOPING RAMP RUN.



DIRECTIONAL CURB RAMP

TYPICAL PLACEMENT OF DETECTABLE WARNING SURFACE ON SLOPING RAMP RUN.

Texas Department of Transportation

Design Division Standard

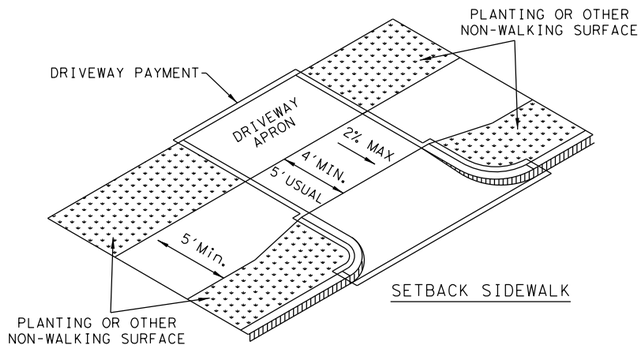
PEDESTRIAN FACILITIES CURB RAMPS

PED-18

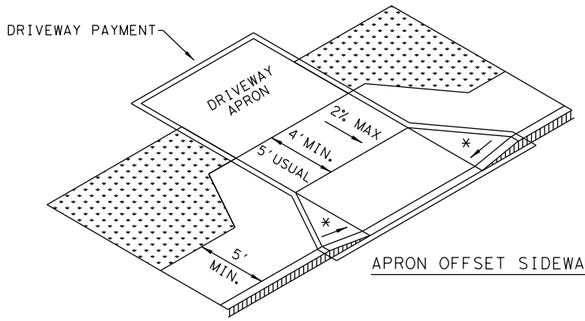
FILE: ped18	DN: TxDOT		CK: KM	CK: PK & JG
© TxDOT: MARCH, 2002	CONT	SECT	JOB	HIGHWAY
REVISIONS	0089	11	007, ETC.	SL 521, ETC.
REVISED 08, 2005 REVISED 06, 2012 REVISED 01, 2018	DIST	COUNTY		SHEET NO.
	YKM	JACKSON		111

DATE: 2/28/2023
FILE: G:\TXC\Projects\TxDOT\5832-13 YKM_Sidewalks_Jackson_Co_ORD\03_CADD\01_Shts\03-RDWY\Stds\TXDOT\ped18.dgn

SIDEWALK TREATMENT AT DRIVEWAYS

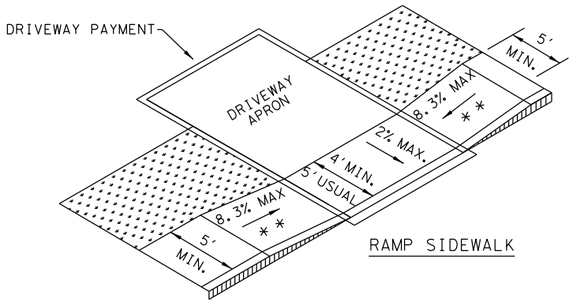


SETBACK SIDEWALK



APRON OFFSET SIDEWALK

WIDE SIDEWALK

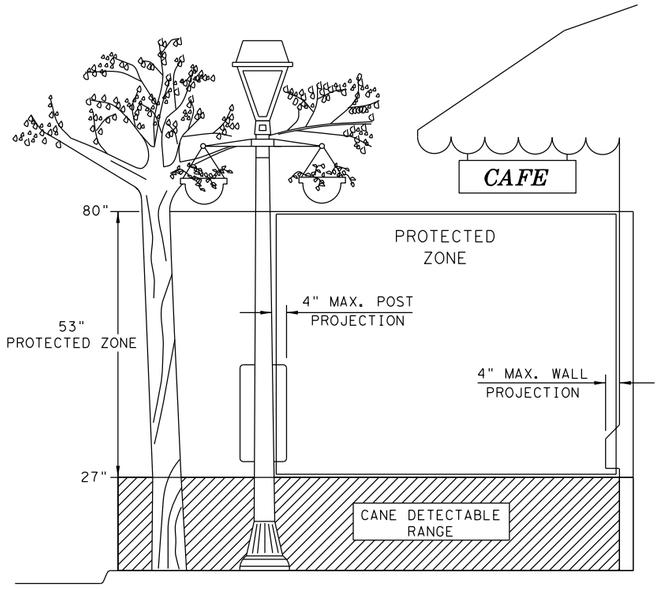


RAMP SIDEWALK

NOTES:

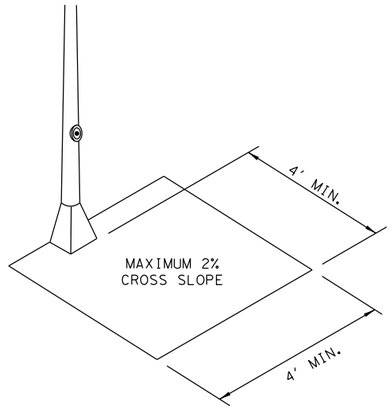
* WHERE DRIVEWAYS CROSS THE PEDESTRIAN ROUTE, SIDES SHALL BE FLARED AT 10% MAX SLOPE.

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

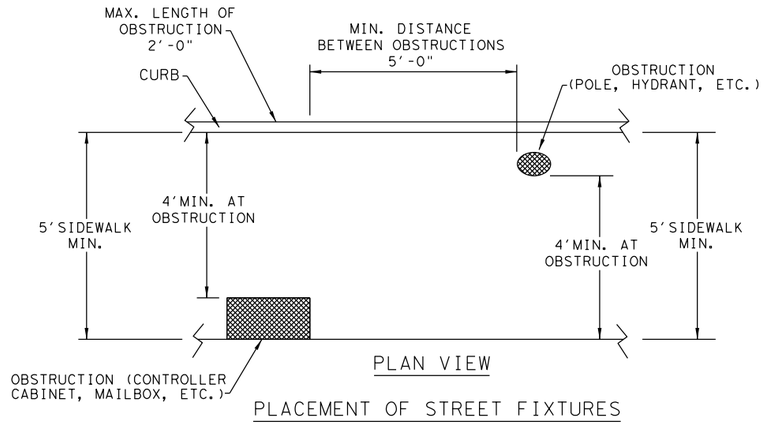


PROTECTED ZONE

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



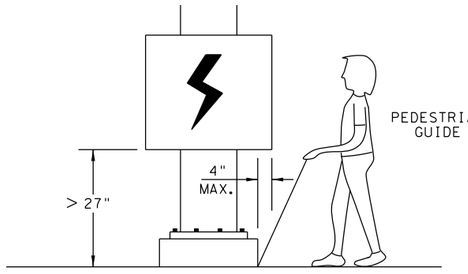
CLEAR SPACE ADJACENT TO PEDESTRIAN PUSH BUTTON



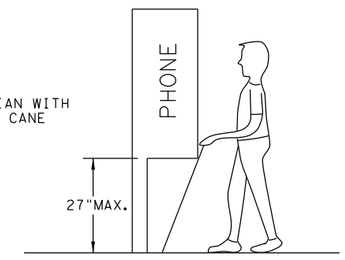
PLAN VIEW

PLACEMENT OF STREET FIXTURES

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



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



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

DETECTION BARRIER FOR VERTICAL CLEARANCE < 80"

Texas Department of Transportation

Design Division Standard

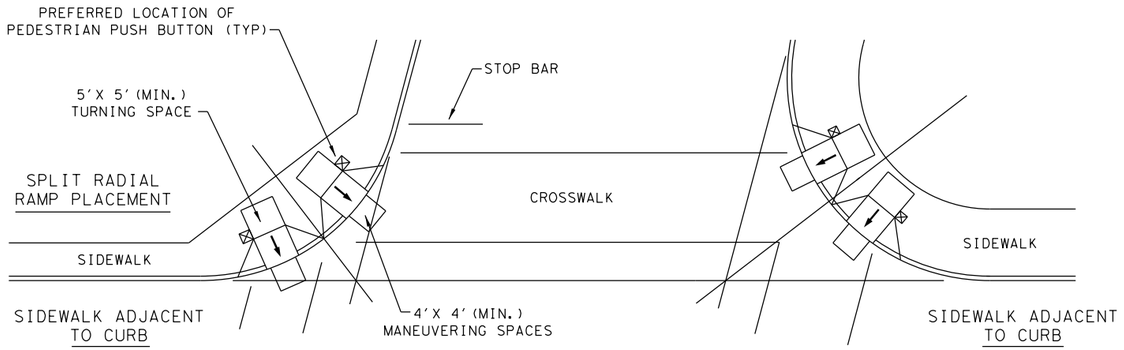
PEDESTRIAN FACILITIES CURB RAMPS

PED-18

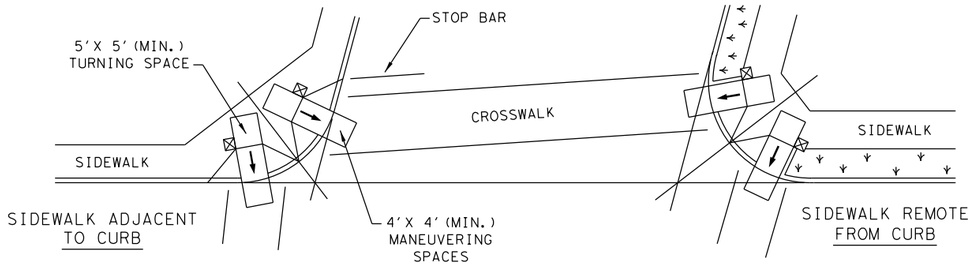
FILE: ped18	DN: TxDOT		DW: VP	CK: KM	CK: PK & JG
© TxDOT: MARCH, 2002	CONT	SECT	JOB		HIGHWAY
REVISIONS	0089	11	007, ETC.		SL 521, ETC.
REVISED 08, 2005 REVISED 06, 2012 REVISED 01, 2018	DIST	COUNTY			SHEET NO.
	YKM	JACKSON			112

DATE: 2/28/2023
FILE: G:\TXC\Projects\TxDOT\5832-13 YKM_Sidewalks_Jackson_Co_ORD\03_CADD\01_Shts\03-RDWY\Stds\TXDOT\ped18.dgn

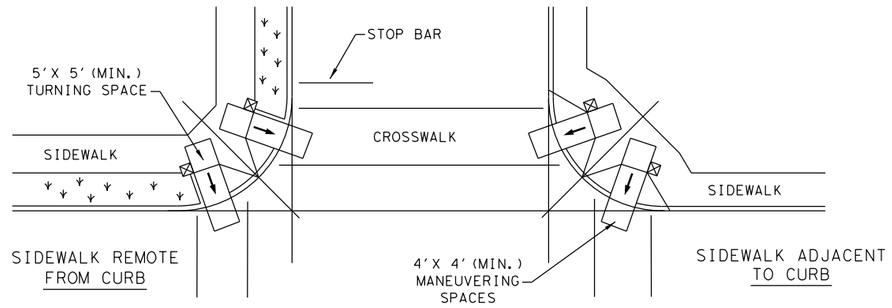
TYPICAL CROSSING LAYOUTS
SEE SHEET 1 OF 4 FOR DETAILS AND DIMENSIONS



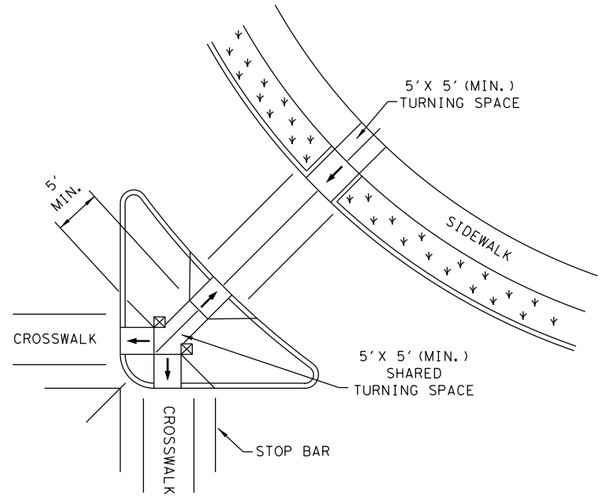
SKEWED INTERSECTION WITH "LARGE" RADIUS



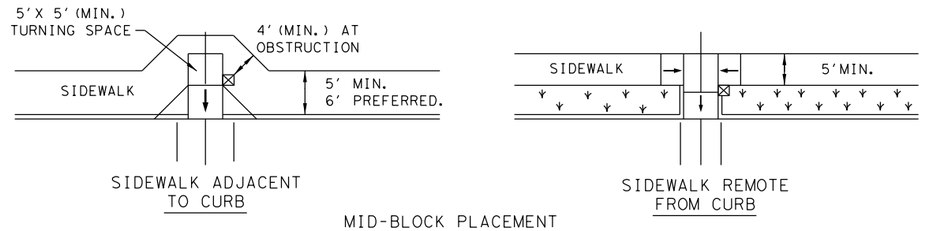
SKEWED INTERSECTION WITH "SMALL" RADIUS



NORMAL INTERSECTION WITH "SMALL" RADIUS



AT INTERSECTION
W/FREE RIGHT TURN & ISLAND



MID-BLOCK PLACEMENT
PERPENDICULAR RAMPS

LEGEND:

SHOWS DOWNWARD SLOPE. →

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

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

SHEET 4 OF 4

Texas Department of Transportation

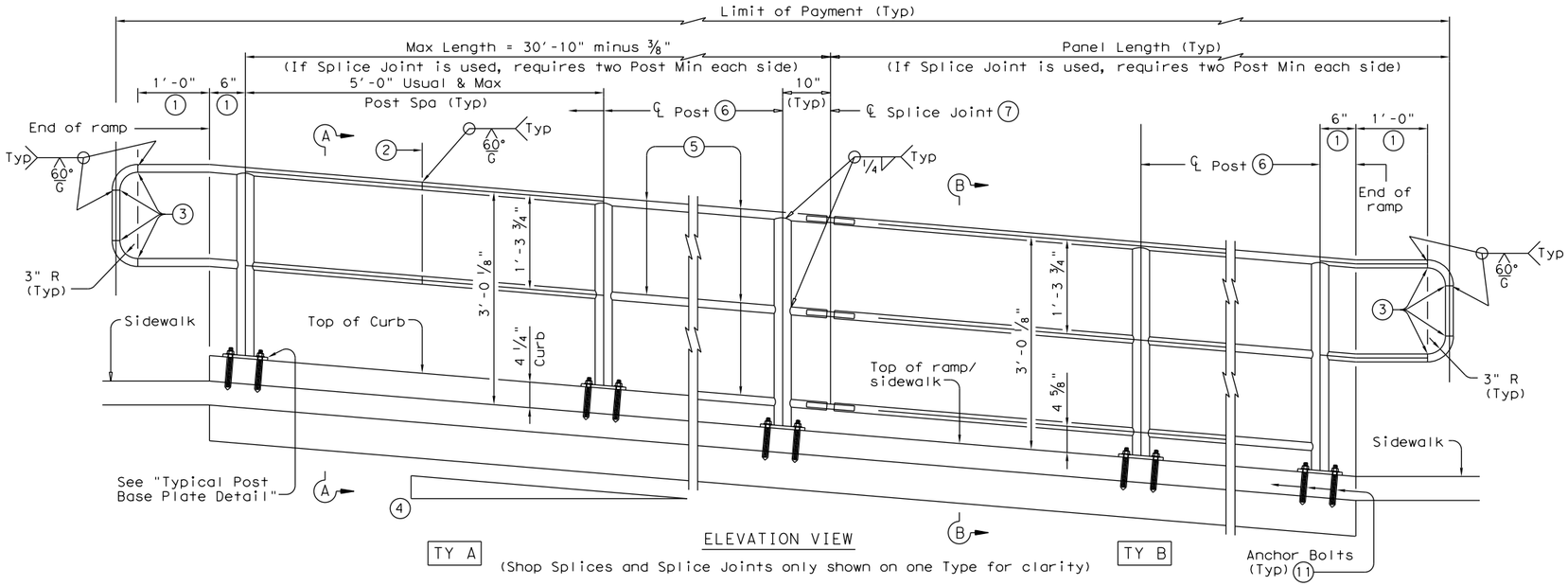
Design Division Standard

PEDESTRIAN FACILITIES CURB RAMPS

PED-18

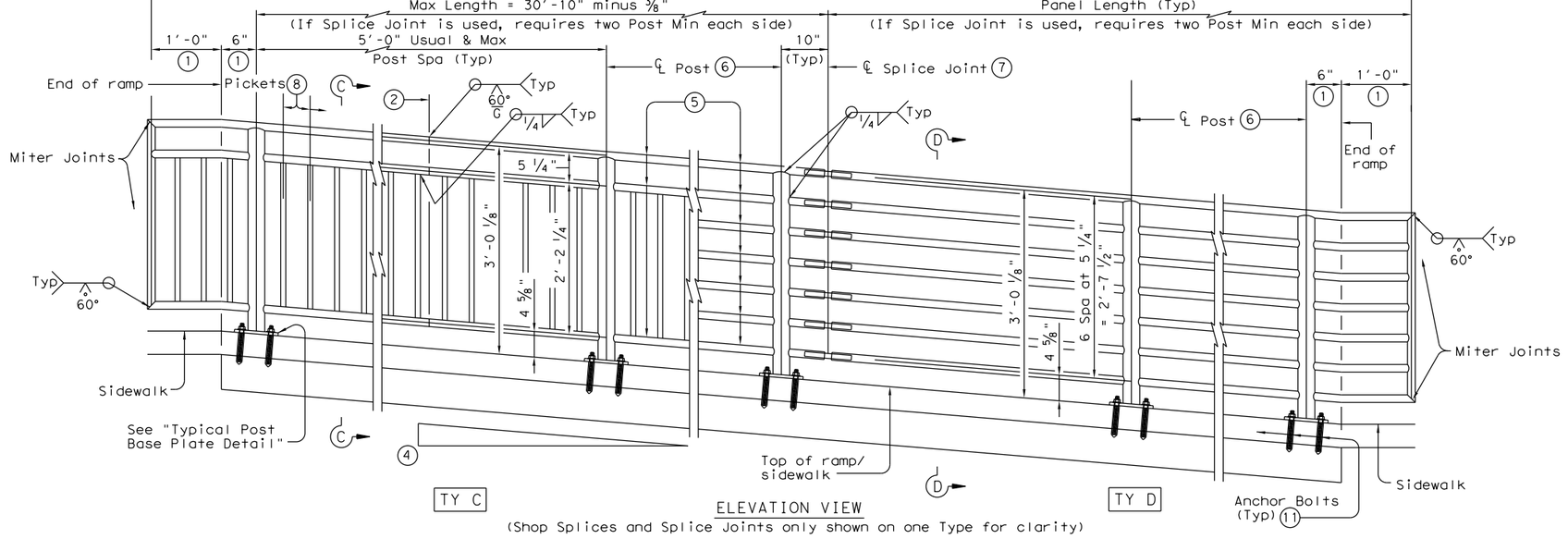
FILE: ped18	DN: TxDOT		CK: KM	DW: VP	CK: PK & JG
© TxDOT: MARCH, 2002	CONT	SECT	JOB		HIGHWAY
REVISIONS	0089	11	007, ETC.		SL 521, ETC.
REVISED 08, 2005 REVISED 06, 2012 REVISED 01, 2018	DIST	COUNTY			SHEET NO.
	YKM	JACKSON			113

DATE: 2/28/2023
FILE: G:\TXC\Projects\TxDOT\5832-13 YKM_Sidewalks_Jackson_Co_ORD\03_CADD\01_Shts\03-RDWY\Stds\TXDOT\prd13.dgn



ELEVATION VIEW

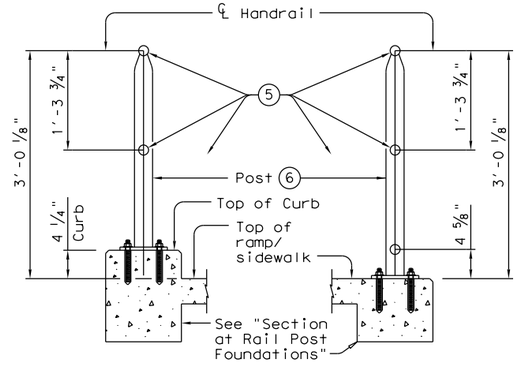
(Shop Splices and Splice Joints only shown on one Type for clarity)



ELEVATION VIEW

(Shop Splices and Splice Joints only shown on one Type for clarity)

RECOMMENDED USAGE (9) (10)	
Dropoff Height/ Condition	Recommended Rail Options
< 30" dropoff	TY A, TY B, TY C, or TY D
≥ 30" dropoff, or along Bike Path	TY E or TY F

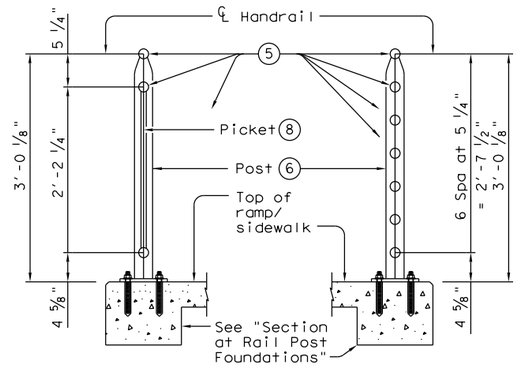


SECTION A-A

(Showing Handrail TY A)

SECTION B-B

(Showing Handrail TY B)



SECTION C-C

(Showing Handrail TY C)

SECTION D-D

(Showing Handrail TY D)

(1) Parallel to ground.

(2) One shop splice per panel is permitted with minimum 85 percent penetration. The weld may be square groove or single vee groove. Grind smooth.

(3) Shop splice is permitted with minimum 85 percent penetration. The weld may be square groove or single vee groove. Grind smooth.

(4) See Ramp Details located elsewhere in plans for ramp slope and dimensions. Maximum ramp slope will not exceed 8.3 percent. Level landing required for each 30" rise if grade exceeds 5 percent.

(5) 1 ½" Dia. Standard Pipe (1.900" O.D., 0.145" wall thickness). Parallel to ramp / sidewalk. Provide holes as needed in 1 ½" Dia. pipe for galvanizing drainage and venting.

(6) 2 ½" Dia. Standard Pipe (2.875" O.D., 0.203" wall thickness). See "Post Mount Detail" for crimping and trimming post to fit Dia. of top rail. Provide holes as needed in post for galvanizing drainage and venting. Plumb all posts.

(7) See "Handrail Fabrication Details" for Splice Joints.

(8) ℄ ⅝" Dia. Round Bar equal spacing at 4 ½" Max. Plumb all pickets.

(9) When needed for accessibility (grade > 5 percent) or as needed for pedestrian safety.

(10) Not to be used on bridges.

(11) See "General Notes" for anchor bolt information.

SHEET 1 OF 3

Texas Department of Transportation

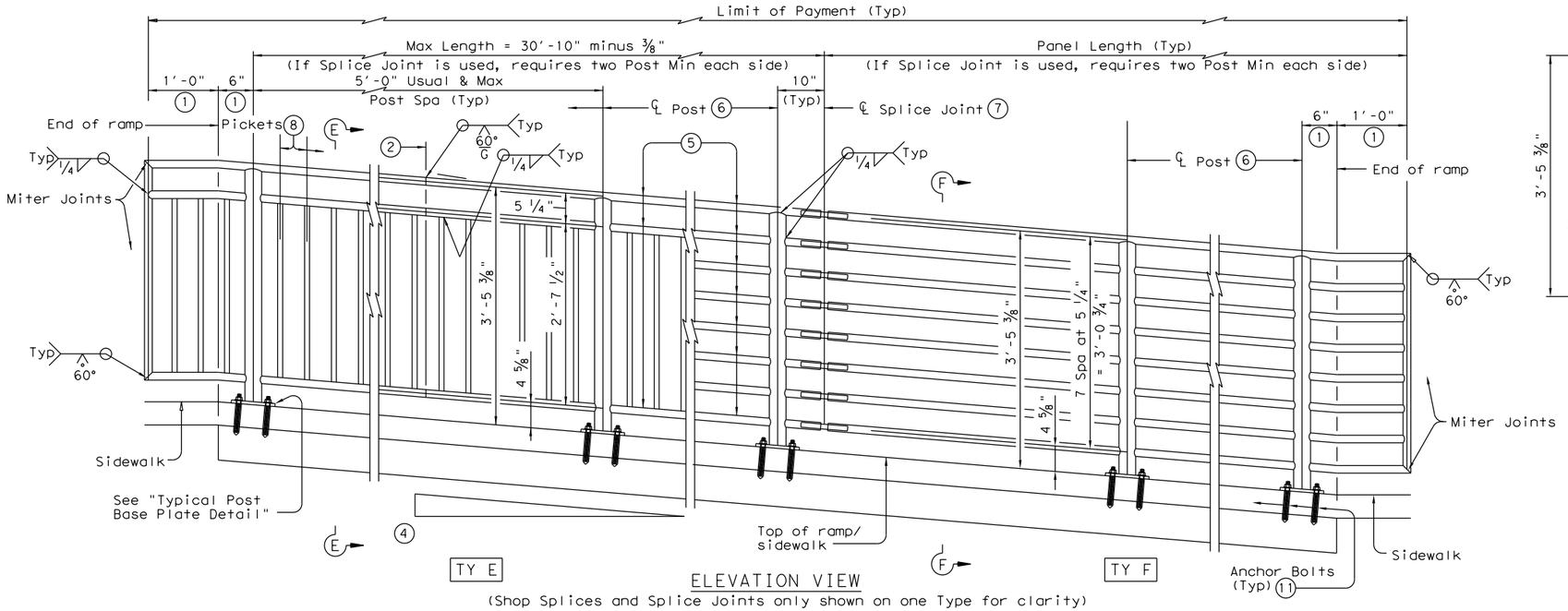
Design Division Standard

PEDESTRIAN HANDRAIL DETAILS

PRD-13

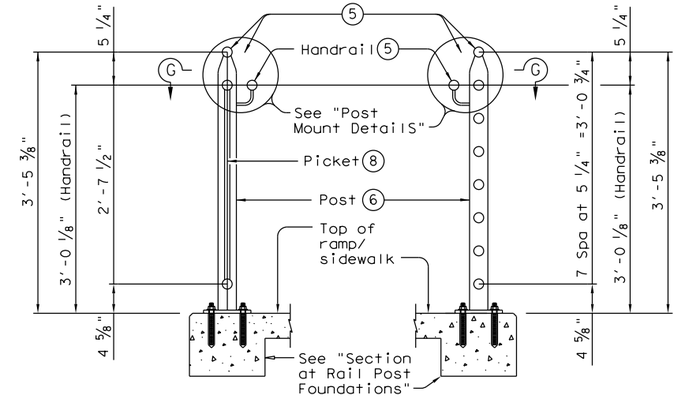
FILE: prd13.dgn	DN: TxDOT	CK: AM	DW: JTR	CK: CGL
©TxDOT Decmeber 2006	CONT	SECT	JOB	HIGHWAY
REVISIONS REVISED MAY, 2013 (VP)	0089	11	007,ETC.	SL 521,ETC.
	DIST	COUNTY		SHEET NO.
	YKM	JACKSON		114

DATE: 2/28/2023
FILE: G:\TXC\Projects\TxDOT\5832-13 YKM_Sidewalks_Jackson_Co_ORD\03_CADD\01_Shts\03-RDWY\Stds\TXDOT\prd13.dgn



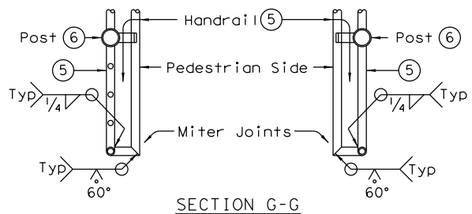
ELEVATION VIEW

(Shop Splices and Splice Joints only shown on one Type for clarity)

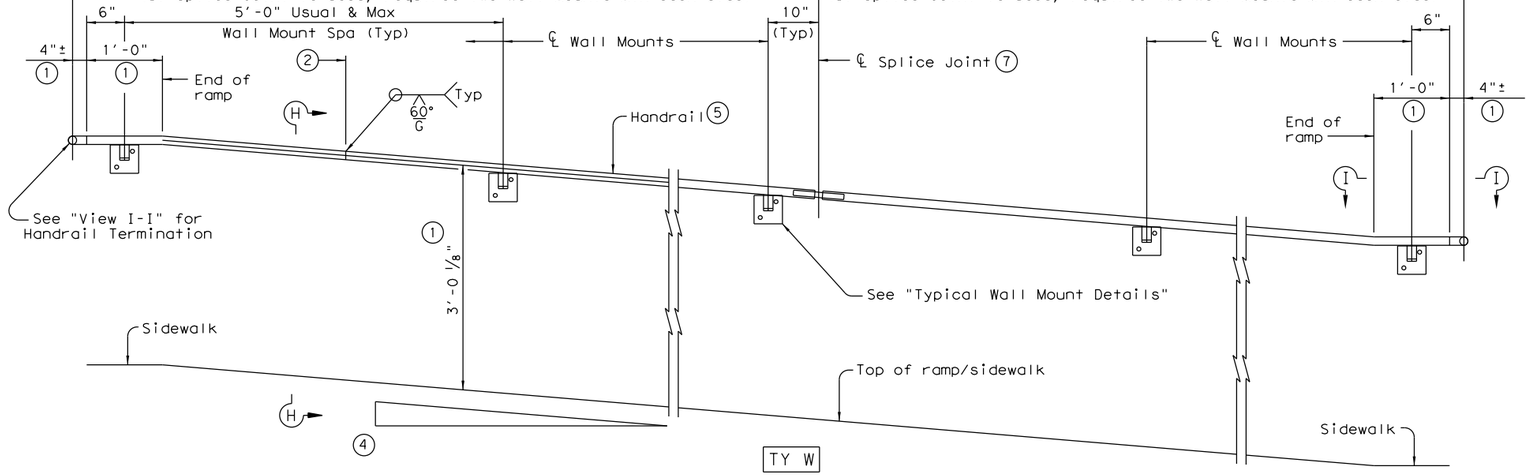


SECTION E-E
(Showing Handrail TY E)

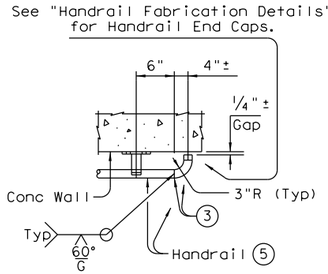
SECTION F-F
(Showing Handrail TY F)



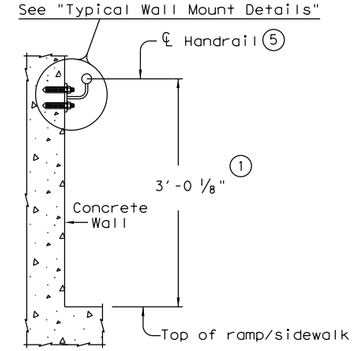
SECTION G-G
(Showing Handrail Termination)



ELEVATION VIEW



VIEW I-I
(Showing Handrail Termination)



SECTION H-H
(Showing Handrail TY W)

1. Parallel to ground.
2. One shop splice per panel is permitted with minimum 85 percent penetration. The weld may be square groove or single vee groove. Grind smooth.
3. Shop splice is permitted with minimum 85 percent penetration. The weld may be square groove or single vee groove. Grind smooth.
4. See Ramp Details located elsewhere in plans for ramp slope and dimensions. Maximum ramp slope will not exceed 8.3 percent. Level landing required for each 30" rise if grade exceeds 5 percent.
5. 1 ½" Dia. Standard Pipe (1.900" O.D., 0.145" wall thickness). Parallel to ramp / sidewalk. Provide holes as needed in 1 ½" Dia. pipe for galvanizing drainage and venting.
6. 2 ½" Dia. Standard Pipe (2.875" O.D., 0.203" wall thickness). See "Post Mount Detail" for crimping and trimming post to fit Dia. of top rail. Provide holes as needed in post for galvanizing drainage and venting. Plumb all posts.
7. See "Handrail Fabrication Details" for Splice Joints.
8. ℄ ⅝" Dia. Round Bar equal spacing at 4 ½" Max. Plumb all pickets.
11. See "General Notes" for anchor bolt information.

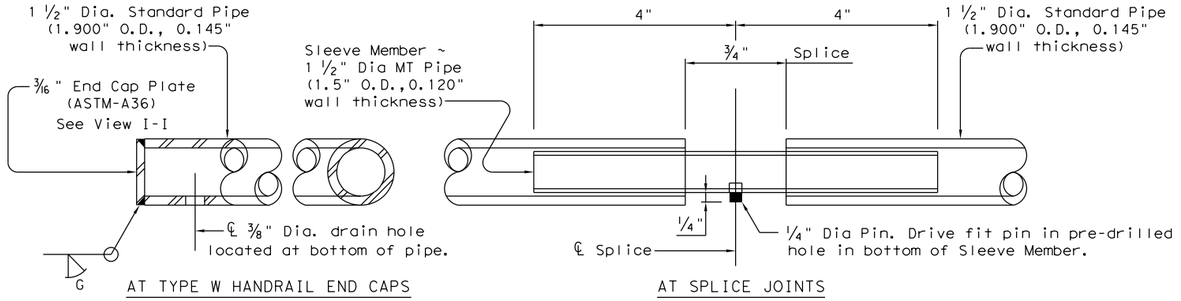
Texas Department of Transportation — Design Division Standard

PEDESTRIAN HANDRAIL DETAILS

PRD-13

FILE: prd13.dgn	DN: TxDOT	CK: AM	DW: JTR	CK: CGL
©TxDOT December 2006	CONT	SECT	JOB	HIGHWAY
REVISIONS REVISED MAY, 2013 (VP)	0089	11	007,ETC.	SL 521,ETC.
	DIST	COUNTY		SHEET NO.
	YKM	JACKSON		115

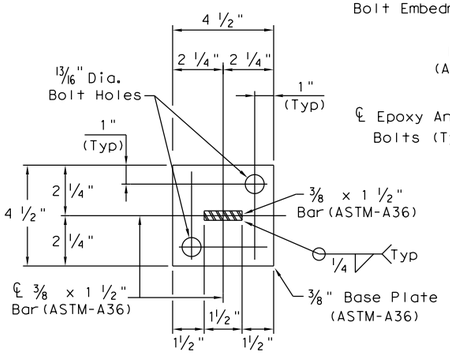
DATE: 2/28/2023
FILE: G:\TXC\Projects\TxDOT\5832-13 YKM_Sidewalks_Jackson_Co_ORD\03_CADD\01_Shts\03-RDWY\Stds\TXDOT\prd13.dgn



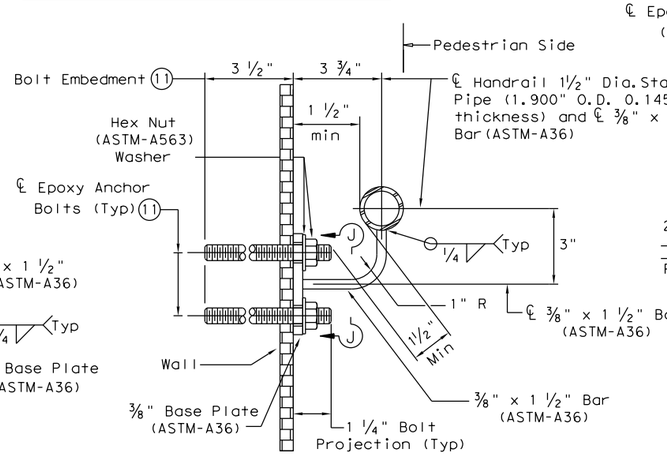
AT TYPE W HANDRAIL END CAPS

AT SPLICE JOINTS

HANDRAIL FABRICATION DETAILS

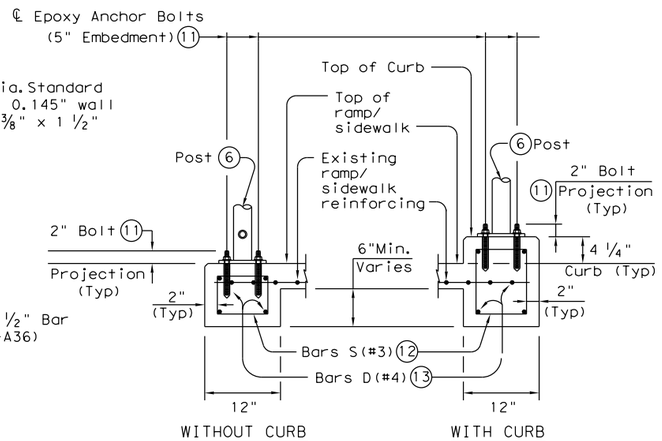


SECTION J-J
(Anchor Bolts not shown for clarity)



SECTION AT WALL MOUNT

TYPICAL WALL MOUNT DETAILS

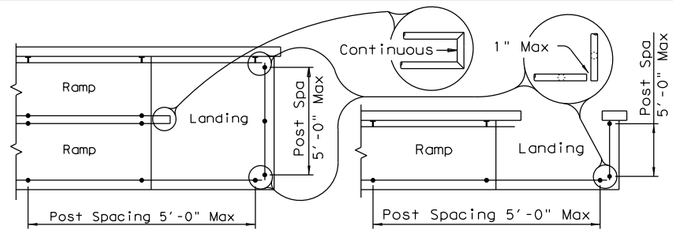


WITHOUT CURB

WITH CURB

SECTION AT RAIL POST FOUNDATIONS

RAMP INTERSECTION



MULTI-LEVEL RAMP

SINGLE-LEVEL RAMP

PLAN SHOWING RAIL AT RAMP CONDITIONS

(5) 1 ½" Dia. Standard Pipe (1.900" O.D., 0.145" wall thickness). Parallel to ramp/sidewalk. Provide holes as needed in 1 ½" Dia. pipe for galvanizing drainage and venting.

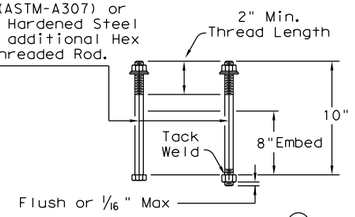
(6) 2 ½" Dia. Standard Pipe (2.875" O.D., 0.203" wall thickness). Plumb all posts. See "Post Mount Detail" for crimping and trimming post to fit the diamenter of top rail. Provide holes as needed in post for galvanizing drainage and venting.

(11) See "General Notes" for anchor bolt information.

(12) Bars S(#3) spaced at 12" Max (Spaced 3" from outside edge of overall length of Ramp/Sidewalk).

(13) Provide 1 ½" end cover to Bars D(#4) from outside edge of overall length of Ramp/Sidewalk.

℄ 5/8" Dia. Hex Head Anchor Bolt (ASTM-A307) or Threaded Rod (ASTM-A36) with one Hardened Steel Washer placed under Hex Nut. One additional Hex Nut will be furnished for each Threaded Rod.



CAST-IN-PLACE ANCHOR BOLT OPTIONS
(Used for Post Base Plate only)

GENERAL NOTES

Designed according to ADAAG, Texas Accessibility Standards, Uniform Building Code, and AASHTO LRFD Specifications.

Handrail anchorage details shown on this standard may require modification for select structure types. See appropriate details elsewhere in plans for these modifications.

Pipe will conform to ASTM-A53 Grade B or A500 Grade B. Steel plates and steel bars will conform to ASTM-A36. Mechanical tubing (MT) will conform to ASTM A513 Grade 1015 or higher. Galvanize all steel components except reinforcing steel unless noted otherwise.

Concrete for foundations will be in accordance with Item 531 "Sidewalks". All reinforcing steel must be Grade 60. Bar laps, where required, will be as follows: Uncoated ~ #4 = 1'-5" Epoxy coated ~ #4 = 2'-1"

When the plans require painted steel, follow the requirements for painting galvanized steel in Item 446, "Cleaning and Painting Steel". Sleeve Members will receive galvanization and only get field painted after installation unless directed otherwise by Engineer.

Epoxy Anchor bolts for wall mount and post base plate will be 5/8" Dia. ASTM A36 threaded rods with one hex nut and one hardened steel washer at each bolt. 5/8" Dia. threaded rod embedment depth for wall mounts is 3 ½" and embedment depth for post base plate is 5".

Embed threaded rods into concrete with a Type III (Class C) epoxy meeting the requirements of DMS-6100, "Epoxies and Adhesives". Mix and dispense adhesive with the manufacturer's static mixing nozzle/dual cartridge system. Core drill holes (percussion drilling not permitted).

At the contractor's option the post base plate anchor bolts may be cast with the Ramp/Sidewalk (See Cast-in-Place Anchor Bolt Options).

Optional cast-in-place anchor bolts will be 5/8" Dia ASTM A307 Grade A bolts (or A36 threaded rods with one tack welded hex nut each) with one hex nut and one hardened steel washer at each bolt. Embedment depth of cast-in-place bolt will be 8" for post base plate.

Handrails and any wall or other surface adjacent to them will be free of any sharp or abrasive elements.

Submit shop drawings to the Engineer unless otherwise noted. For curved handrail applications, fabricate the handrail to the curve if radius is less than 600 ft. Shop drawings are required when rail is fabricated to the curve.

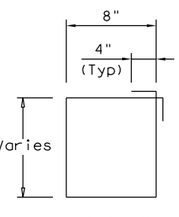
For all handrails, erection drawings will be submitted to the Engineer for approval to ensure proper installation.

Drawings will show handrail mount locations with bolts setting, spacing, ramp slope, and/or splice joint locations, and handrail lengths with identification showing where each handrail goes on the layout.

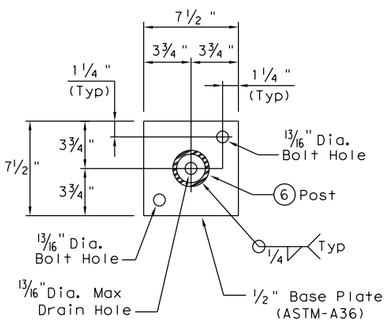
Payment for concrete sidewalks or curb ramps will be paid for in accordance with Item 531 "Sidewalks".

Payment for all items shown is to be included in unit price bid in accordance with Item 450 "Railing" of the type specified.

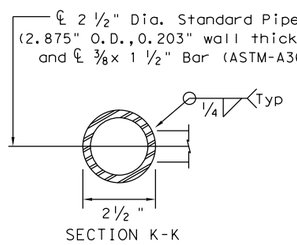
All exposed edges will be rounded or chamfered to approximately 1/8" by grinding.



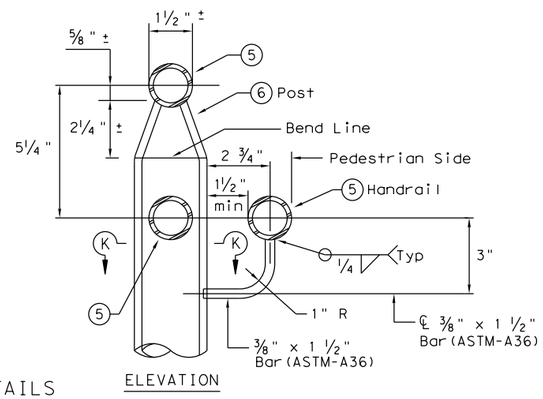
BARS S (#3)



TYPICAL POST BASE PLATE DETAIL



SECTION K-K



ELEVATION

POST MOUNT DETAILS

SHEET 3 OF 3

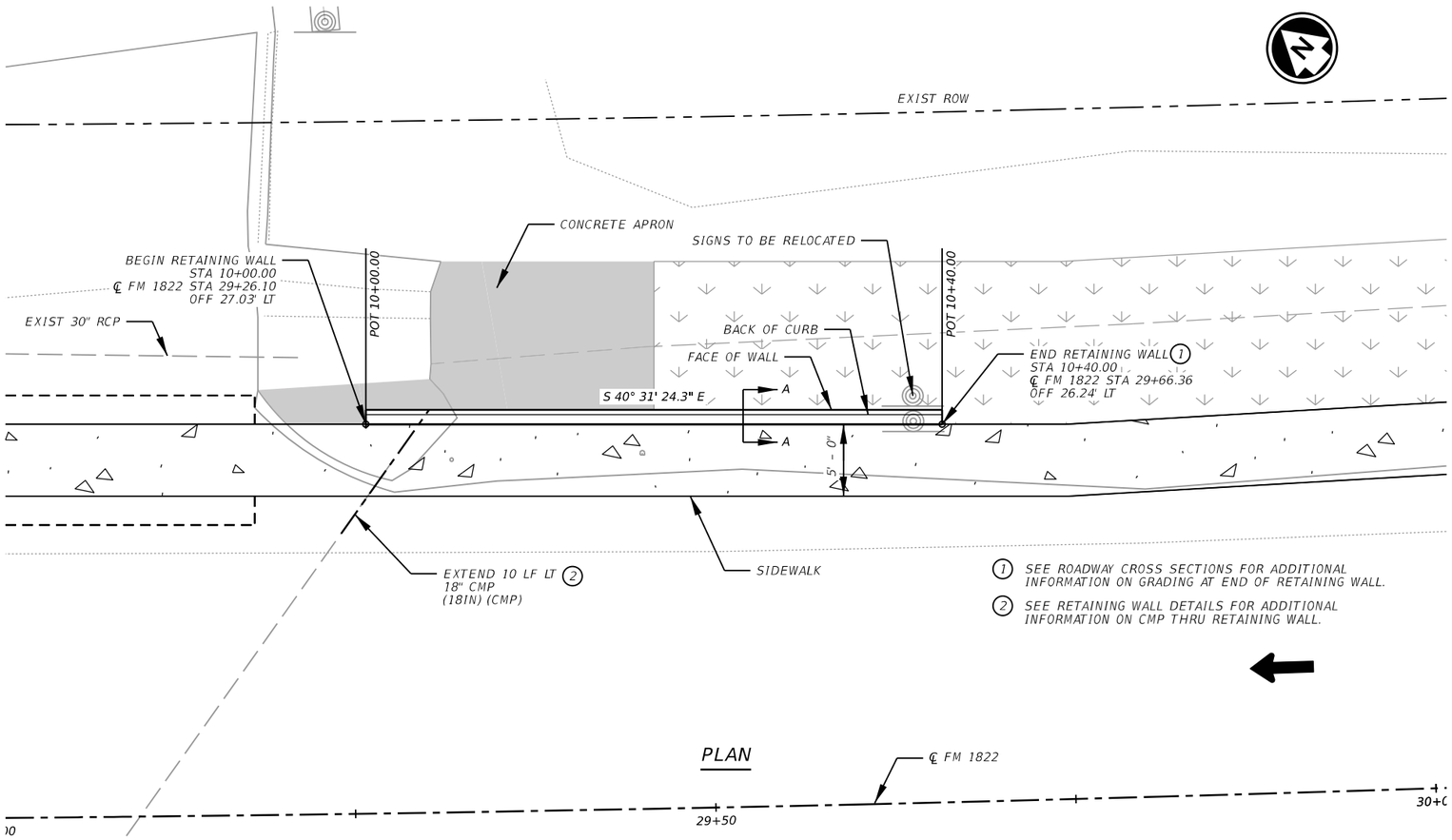
Texas Department of Transportation

Design Division Standard

PEDESTRIAN HANDRAIL DETAILS

PRD-13

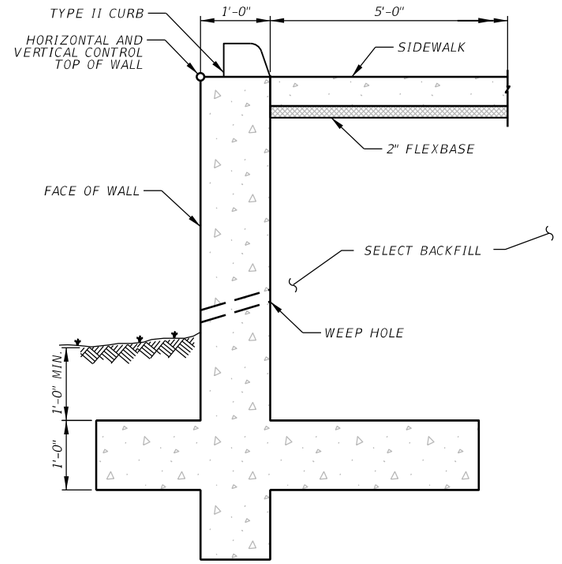
FILE: prd13.dgn	DN: TxDOT	CK: AM	DW: JTR	CK: CGL
©TxDOT December 2006	CONT	SECT	JOB	HIGHWAY
REVISIONS REVISED MAY, 2013 (VP)	0089	11	007,ETC.	SL 521,ETC.
	DIST	COUNTY		SHEET NO.
	YKM	JACKSON		116



PLAN

(1) SEE ROADWAY CROSS SECTIONS FOR ADDITIONAL INFORMATION ON GRADING AT END OF RETAINING WALL.

(2) SEE RETAINING WALL DETAILS FOR ADDITIONAL INFORMATION ON CMP THRU RETAINING WALL.



RETAINING WALL TYPICAL SECTION

SECTION A-A
(NTS)

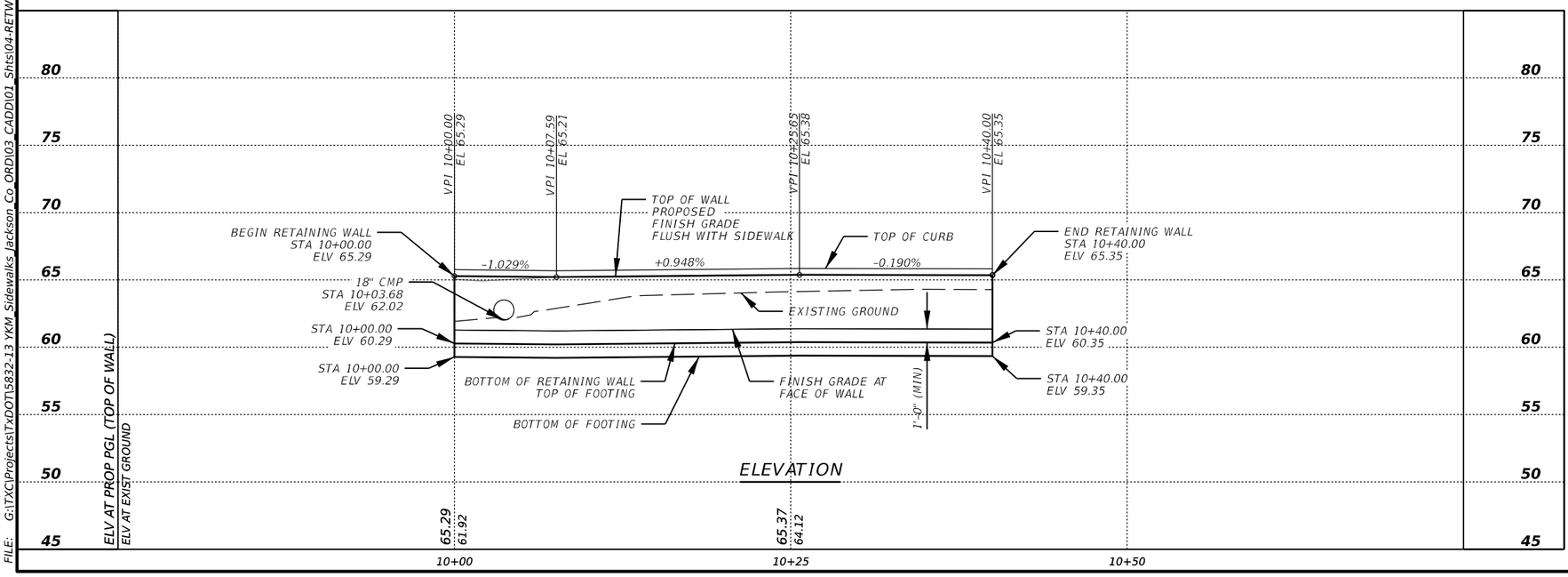
NOTES:

CONTRACTOR SHALL VERIFY LOCATIONS OF UTILITIES PRIOR TO CONSTRUCTION, EXCAVATION OR ORDERING MATERIALS.

18" CMP LOCATION AND ELEVATION APPROXIMATE FROM SURVEY. CONTRACTOR TO FIELD VERIFY LOCATION OF 18" CMP AND ANGLE INTO RETAINING WALL.

SEE TXDOT SPREAD FOOTING RETAINING WALL MISCELLANEOUS DETAILS STANDARD (RW(SF)) FOR CONSTRUCTION OR EXPANSION JOINT DETAILS AND WATERSTOP DETAILS.

0 5 10
SCALE: 1" = 10'



ELEVATION

STATE OF TEXAS
EMILY PETROSKY
141948
LICENSED
PROFESSIONAL ENGINEER

2/28/2023

BGE, Inc.
1701 Directors Blvd., Suite 1000, Austin, TX 78744
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TBPE Registration No. F-1046

Texas Department of Transportation

JACKSON CO SIDEWALKS

RETAINING WALL LAYOUT

SHEET 1 OF 1

CONT	SECT	JOB	HIGHWAY
0089	11	007,ETC.	SL 521,ETC.
DIST	COUNTY		SHEET NO.
YKM	JACKSON		117

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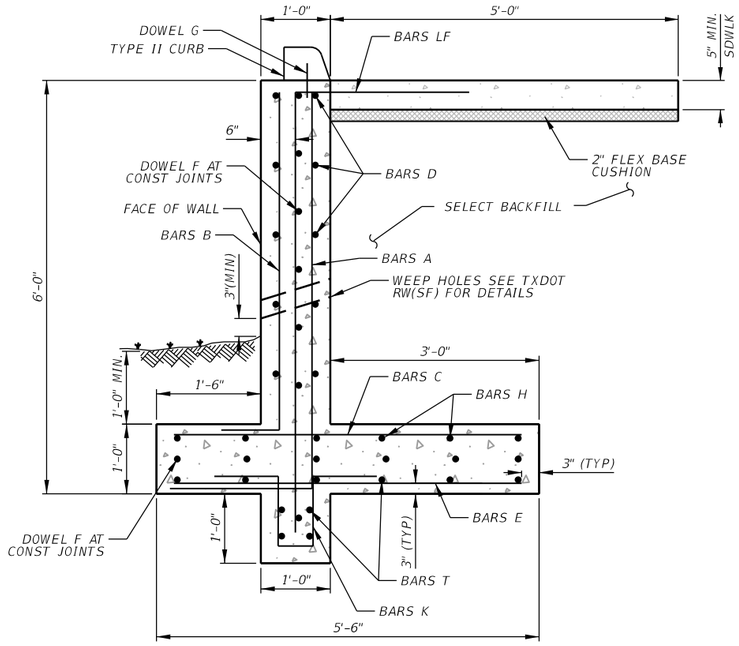
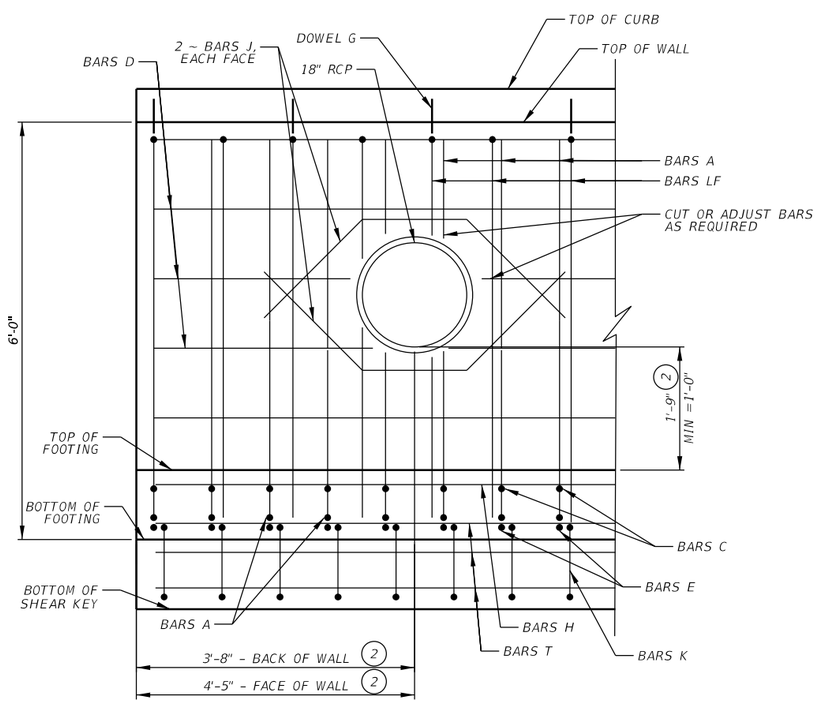


RETAINING WALL TRANSVERSE SECTION



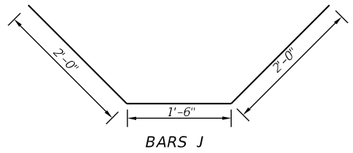
RETAINING WALL ELEVATION - RCP CUTOUT

TABLE OF ESTIMATED QUANTITIES					
BAR	SPACING (IN)	NO.	SIZE	LENGTH	WEIGHT (LB)
A	10	49	#4	7' - 8"	251
B	10	49	#4	5' - 11"	194
C	10	49	#4	5' - 0"	164
D	12	12	#5	39' - 6"	494
E	10	49	#4	5' - 0"	164
K	10	49	#4	3' - 10"	125
T	12	10	#5	39' - 6"	412
H	12	6	#5	39' - 6"	247
J	-	4	#4	5' - 6"	15
DOWEL F	12	13*	#8	3' - 0"	104
DOWEL G	24	21	#5	0' - 6"	11
LF	12	41	#5	8' - 10"	360
REINFORCING STEEL				LB	2541
CLASS C CONCRETE (WALL + FOOTING)				CY	460.0

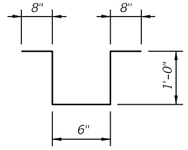
NOTE: QUANTITIES FOR CONTRACTOR INFORMATION ONLY.
*PER CONSTRUCTION JOINT

(1) CUT BARS AT CONSTRUCTION JOINTS TO MAINTAIN A 3" COVER

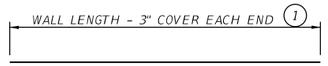
(2) ESTIMATED DIMENSION BASED ON SURVEY DATA PROVIDED. FIELD VERITY PRIOR TO COMMENCING WORK.



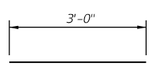
BARS J



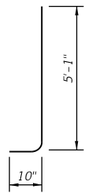
BARS K



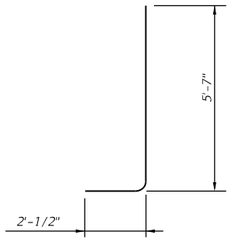
BARS D, H, and T



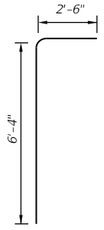
DOWEL F



BARS B



BARS A



BARS LF

DOWEL G

GENERAL NOTES:

DESIGNED ACCORDING TO AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS 9TH EDITION (2020).

ALL CONCRETE SHALL BE f'c = 3,600 PSI.

ALL REINFORCING STEEL SHALL BE GRADE 60.

WALLS ARE DESIGNED ASSUMING UNIT WEIGHT OF SOIL = 120 PCF AND A FRICTION ANGLE = 30° FOR FOUNDATION AND RETAINED SOIL.

CONTRACTOR SHALL VERIFY LOCATIONS OF UTILITIES PRIOR TO CONSTRUCTION OR EXCAVATION.

UNTIL THE SIDEWALK IS COMPLETE, LATERAL SUPPORT FOR THE WALL WILL BE REQUIRED.

SEE SIDEWALK PLAN LAYOUT FOR LOCATIONS OF SIDEWALKS AND RETAINING WALLS.

SEE TXDOT CCCG-22 STANDARD FOR CURB DETAILS.

SEE TXDOT RW(SF) STANDARD FOR ADDITIONAL INFORMATION ON RETAINING WALL CONSTRUCTION JOINTS.

SEE MISCELLANEOUS SIDEWALK DETAILS FOR ADDITIONAL INFORMATION ON SIDEWALK REINFORCEMENT, JOINTS AND QUANTITIES.

ALL CONCRETE CAST AGAINST EARTH MUST HAVE A MINIM OF 3" COVER.

ALL CONCRETE EXPOSED TO WEATHER MUST HAVE A MINIMUM OF 2" CLEAR COVER.

NO SPLICES OF REINFORCEMENT SHALL BE PERMITTED EXCEPT AS SHOWN ON PLANS.

ALL EXPOSED CONCRETE EDGES SHALL HAVE 3/4" CHAMFER.

SEE SIDEWALK PLAN LAYOUT FOR LOCATION OF EXISTING 18" RCP.

COVER DIMENSIONS ARE CLEAR DIMENSIONS, UNLESS NOTED OTHERWISE. REINFORCING BAR DIMENSIONS SHOWN ARE OUT-TO-OUT OF BAR.

CONSTRUCTION OR EXPANSION JOINT SPACING SHALL NOT EXCEED 3 X WALL HEIGHT. WALL HEIGHT IS DEFINED AS THE DIMENSION FROM BOTTOM OF FOOTING TO TOP OF WALL. CURB CONSTRUCTION OR EXPANSION JOINT SPACING SHALL MATCH WALL CONSTRUCTION OR EXPANSION JOINT SPACING.

2/28/2023

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1701 Directors Blvd., Suite 1000, Austin, TX 78744
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TBPE Registration No. F-1046

Texas Department of Transportation

JACKSON CO SIDEWALKS

RETAINING WALL DETAILS

SHEET 1 OF 1

CONT	SECT	JOB	HIGHWAY
0089	11	007,ETC.	SL 521,ETC.
DIST	COUNTY		SHEET NO.
YKM	JACKSON		118

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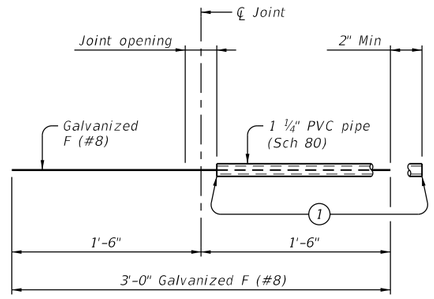
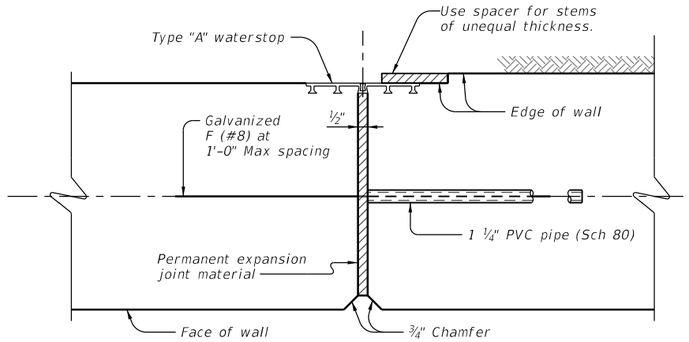
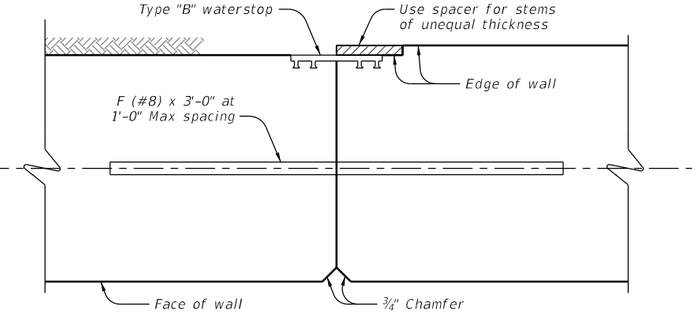


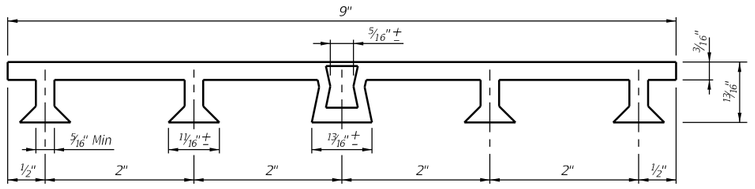
BAR F (#8) ASSEMBLY DETAIL



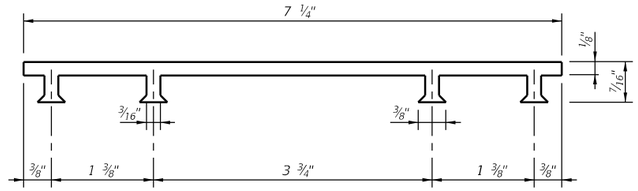
EXPANSION JOINT



CONSTRUCTION JOINT

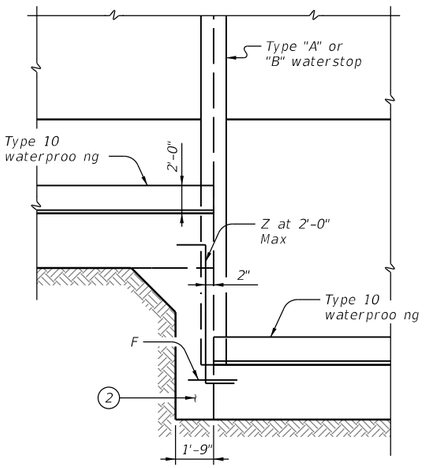


PVC WATERSTOP TYPE "A"

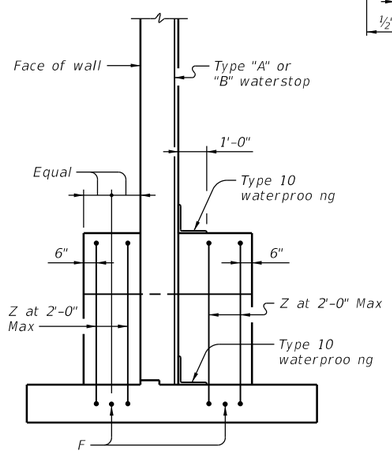


PVC WATERSTOP TYPE "B"

Note: Dimensions and shapes may vary slightly depending on manufacturer.

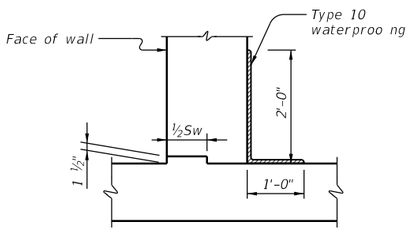


PARTIAL ELEVATION

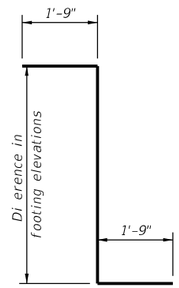


PARTIAL SECTION

SHOWING WATERSTOP AT FOOTING ELEVATION TRANSITION

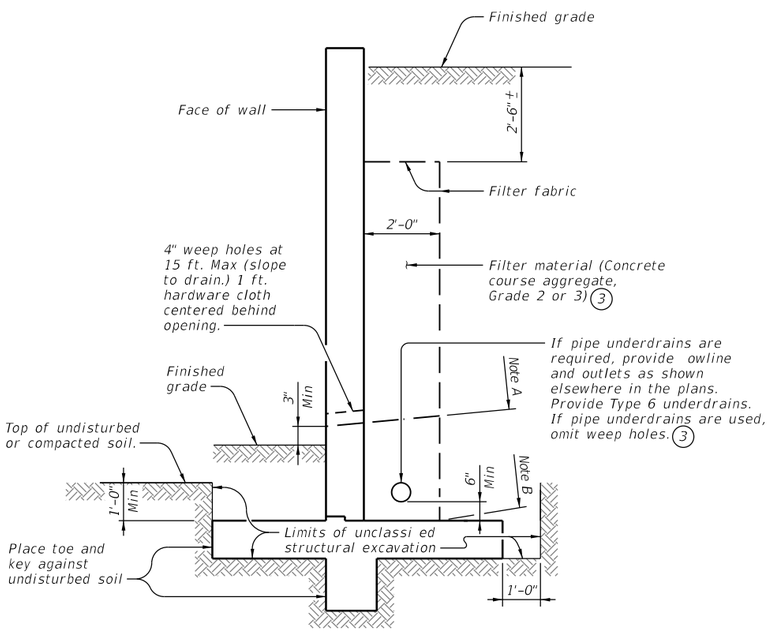


JOINT AND WATERSTOP DETAILS



BARS Z (#5)

(Omit Bars Z when di erence in top of footing elevations is less than 2 ft).



DRAINAGE DETAILS AND EXCAVATION DIAGRAM

Note A: Stop coarse aggregate at this level when weep holes are used.

Note B: Use coarse aggregate to here when underdrains are used.

1. Tape ends of 1 ¼" PVC Schedule 80 to prevent concrete or mortar from seeping in.
2. Class C unreinforced concrete when di erence in top of footing elevations is less than 2 feet. Omit when Dowel Bars F can be placed between adjacent footings with 4-inch cover top and bottom. Footing elevation di erence not to exceed 4 feet.
3. Underdrain pipe to be in accordance with Item 556, "Pipe Underdrains."

MATERIAL NOTES:

Provide Class C concrete (f'c=3,600 psi.)
Provide Grade 60 reinforcing steel.

GENERAL NOTES:

Designed according to AASHTO LRFD Bridge Design Speci cations.

Walls are designed assuming unit weight of soil = 120 pcf and a friction angle = 30 degrees for foundation and retained soil.

The undisturbed or compacted soil depth in front of walls must not measure less than Kd + Ft + 1 foot as measured upwards from bottom of key.

Retaining walls are detailed to be placed on grades up to 10% with level footing, with no changes in reinforcing steel. Steeper grades can be accommodated by shortening Bars A and Bars B and increasing the length of legs of Bars U by the same amount. No change in quantities will be required.

Retaining walls may be placed on horizontal curves by adjusting lengths of Bars T and Bars H in the footing. Minor revisions to concrete quantities may be required as a result.

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

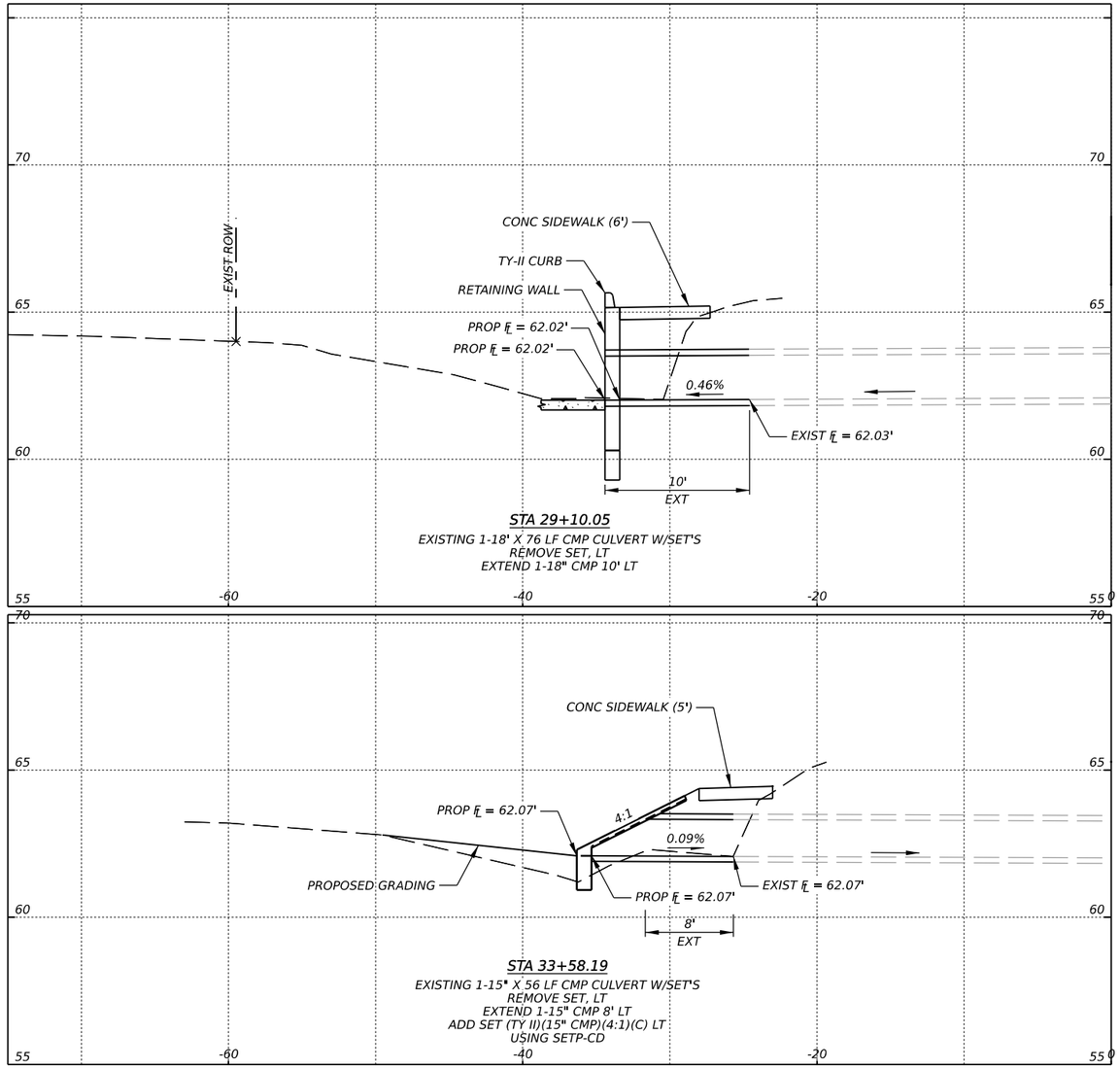
Texas Department of Transportation

Bridge Division Standard

SPREAD FOOTING RETAINING WALL MISCELLANEOUS DETAILS

RW(SF)

FILE: RW-SF-22.dgn	DN: TAR	CK: RLE	DW: JER	CK: TAR
©TxDOT June 2022	CONT	SECT	JOB	HIGHWAY
REVISIONS	0089	11	007,ETC.	SL 521,ETC.
8-22: Updated underdrain requirements.	DIST	COUNTY		SHEET NO.
	YKM	JACKSON		119

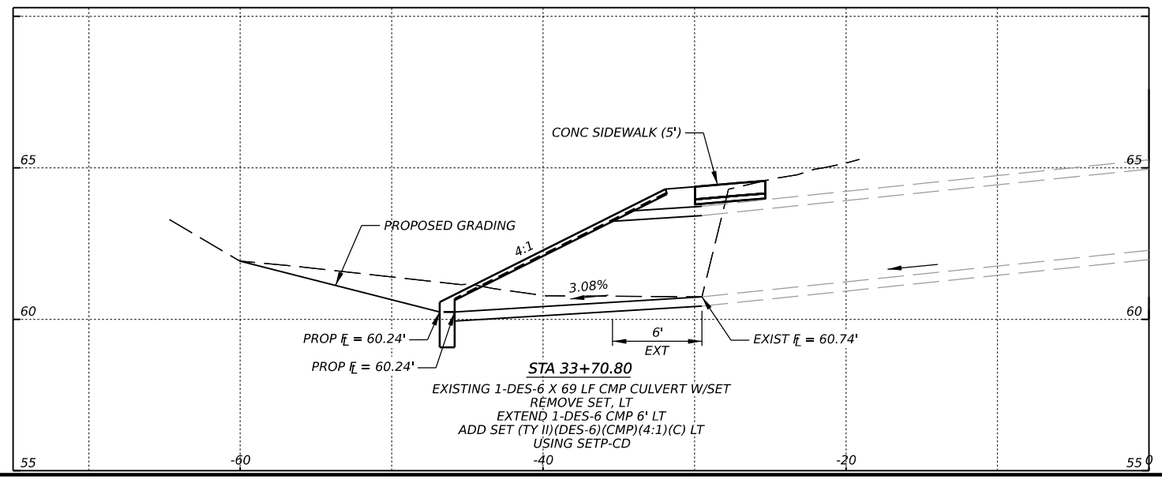


STA 29+10.05

EXISTING 1-18' X 76 LF CMP CULVERT W/SET'S
REMOVE SET, LT
EXTEND 1-18" CMP 10' LT

STA 33+58.19

EXISTING 1-15" X 56 LF CMP CULVERT W/SET'S
REMOVE SET, LT
EXTEND 1-15" CMP 8' LT
ADD SET (TY II)(15" CMP)(4:1)(C) LT
USING SETP-CD



STA 33+70.80

EXISTING 1-DES-6 X 69 LF CMP CULVERT W/SET
REMOVE SET, LT
EXTEND 1-DES-6 CMP 6' LT
ADD SET (TY II)(DES-6)(CMP)(4:1)(C) LT
USING SETP-CD

0 5 10
SCALE: 1" = 10' H
1" = 5' V

STATE OF TEXAS
ROBERTO R. GARCIA
96586
LICENSED
PROFESSIONAL ENGINEER

2/28/2023

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TBPE Registration No. F-1046

Texas Department of Transportation

JACKSON CO SIDEWALKS

FM 1822
CULVERT PROFILES

SHEET 1 OF 1

CONT	SECT	JOB	HIGHWAY
0089	11	007,ETC.	SL 521,ETC.
DIST	COUNTY		SHEET NO.
YKM	JACKSON		120

CK: DW: CK: DW:

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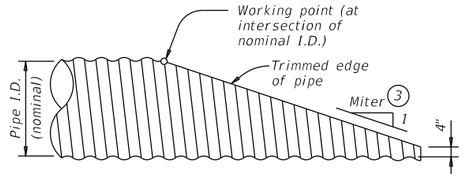
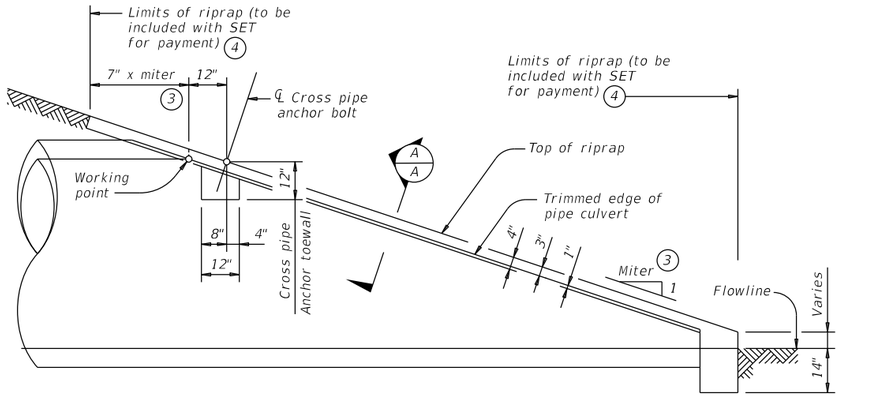


NOTE: All pipe runners, calculations, and dimensions are based on the pipe culverts mitered as shown in this detail. Alternate styles of mitered ends will require that appropriate adjustments be made to the values presented on this standard.

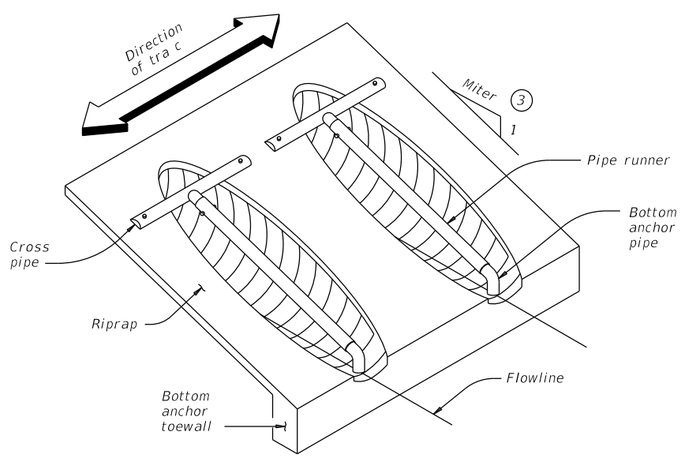
SIDE ELEVATION OF TYPICAL PIPE CULVERT MITER

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



SIDE ELEVATION OF CAST-IN-PLACE CONCRETE

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



ISOMETRIC VIEW OF TYPICAL INSTALLATION

(Showing installation with no skew.)

CROSS PIPE LENGTHS AND PIPE RUNNER LENGTHS (1)(2)

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

TYPICAL PIPE CULVERT MITERS (3)

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

CONDITIONS WHERE PIPE RUNNERS ARE NOT REQUIRED (2)

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

STANDARD PIPE SIZES AND MAX PIPE RUNNER LENGTHS (1)

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

ESTIMATED CONCRETE RIPRAP QUANTITIES (CY) (5)

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

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

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

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

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

(3) Miter = slope of mitered end of pipe culvert.

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

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

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SHEET 1 OF 2

Texas Department of Transportation — Bridge Division Standard

SAFETY END TREATMENT

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

SETP-CD

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©TxDOT February 2020	CONT	SECT	JOB	HIGHWAY
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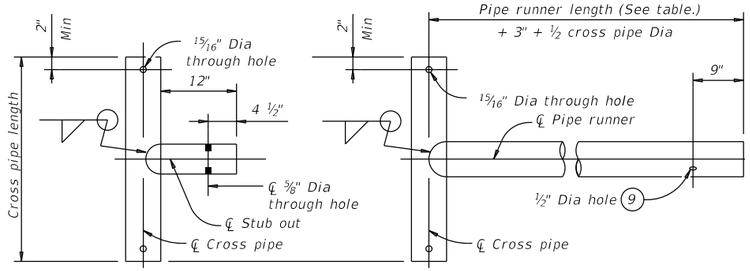
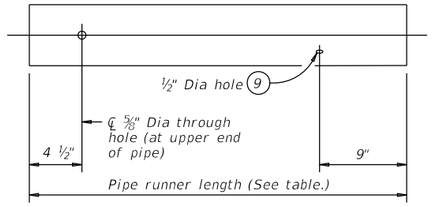


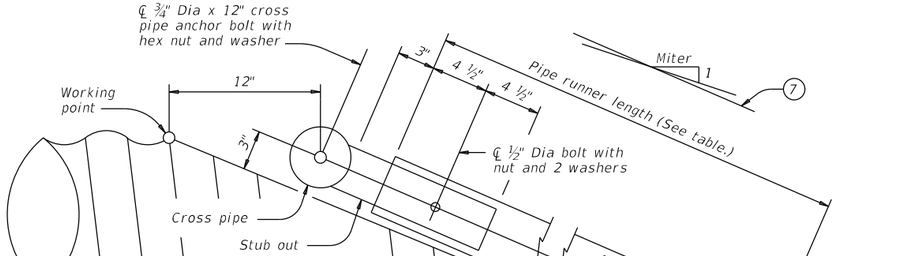
OPTION A1 OPTION A2

CROSS PIPE AND CONNECTIONS DETAILS



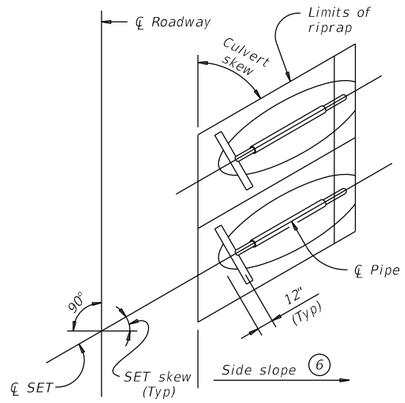
NOTE: The separate pipe runner shown is required when Cross Pipe Connection Option A1 is used.

PIPE RUNNER DETAILS

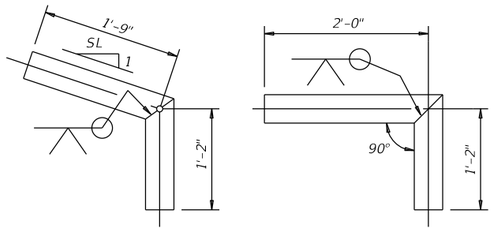


SIDE ELEVATION OF SAFETY END TREATMENT INSTALLATION

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

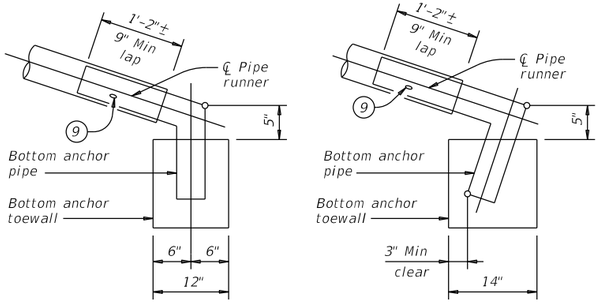


PLAN OF SKEWED INSTALLATION



OPTION B1 OPTION B2

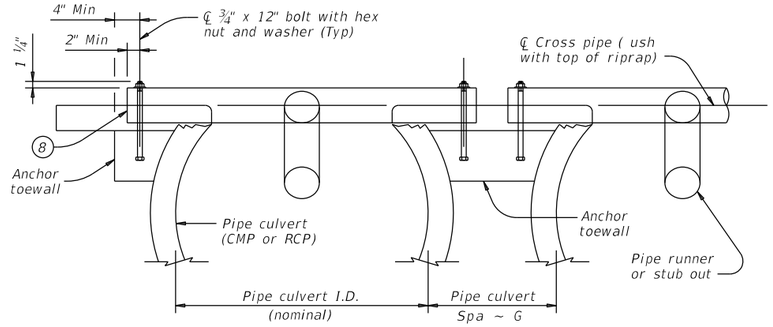
BOTTOM ANCHOR PIPE DETAILS (10)



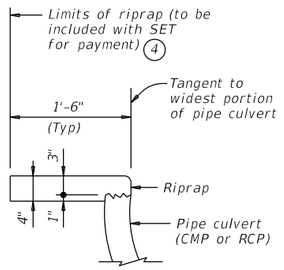
OPTION B1 OPTION B2

BOTTOM ANCHOR TOEWALL DETAILS

(Culvert and riprap not shown for clarity.)



SHOWING CROSS PIPE AND ANCHOR TOEWALL



SHOWING TYPICAL PIPE CULVERT AND RIPRAP

SECTION A-A

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

(6) Recommended values of side slope are 3:1, 4:1, and 6:1. All quantities, calculations, and dimensions shown herein are based on these recommended values. Slope of 3:1 or atter is required for vehicle safety.

(7) Note that actual slope of pipe runner may vary slightly from side slope of riprap and trimmed culvert pipe edge.

(8) Ensure that riprap concrete does not ow into the cross pipe so as to permit disassembly of the bolted connection to allow cleanout access.

(9) After installation, inspect the ½" hole to ensure that the lap of the pipe runner with the bottom anchor pipe is adequate.

(10) At fabricator's option, a heat bend to a smooth 5" radius or a manufactured elbow (of the same material as the runner) may be substituted for the mitered and welded joint in the bottom anchor pipe.

MATERIAL NOTES:

Synthetic bers listed on the "Fibers for Concrete" Material Producer List (MPL) may be used in lieu of steel reinforcing in riprap concrete unless noted otherwise.

Provide pipe runners, cross pipes, and anchor pipes conforming to the requirements of ASTM A53 (Type E or S, Gr B), ASTM A500 Gr B, or API 5LX52.

Provide ASTM A307 bolts and nuts.

Galvanize all steel components, except concrete reinforcing, after fabrication.

Repair galvanizing damaged during transport or construction in accordance with the speci cations.

GENERAL NOTES:

Pipe runners are designed for a traversing load of 1,800 pounds at yield as recommended by Research Report 280-1, "Safety Treatment of Roadside Cross-Drainage Structures", Texas Transportation Institute, March 1981.

Safety end treatments (SET) shown herein are intended for use in those installations where out of control vehicles are likely to traverse the openings approximately perpendicular to the pipe runners.

Payment for riprap and toewall is included in the price bid for each safety end treatment.

Construct concrete riprap and all necessary inverts in accordance with the requirements of Item 432, "Riprap".

SHEET 2 OF 2

Texas Department of Transportation

Bridge Division Standard

SAFETY END TREATMENT

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

SETP-CD

FILE: setpcdse-20.dgn	DN: GAF	CK: CAT	DW: JRP	CK: GAF
©TxDOT February 2020	CONT	SECT	JOB	HIGHWAY
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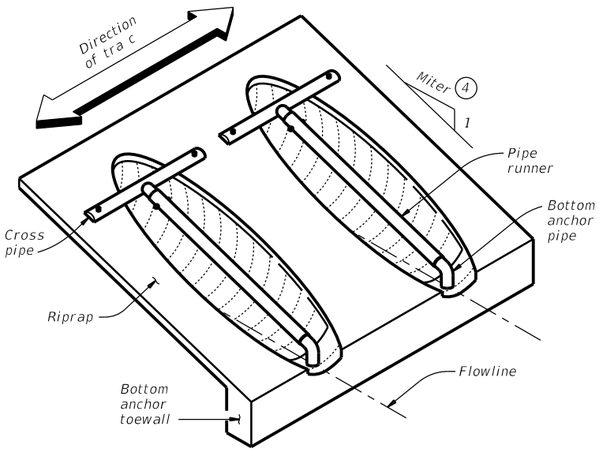
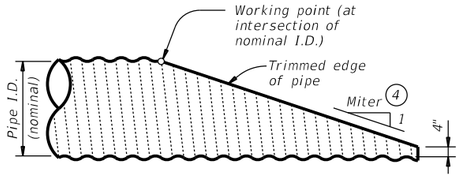
	DIST	COUNTY		SHEET NO.
	YKM	JACKSON		122



ISOMETRIC VIEW OF TYPICAL INSTALLATION

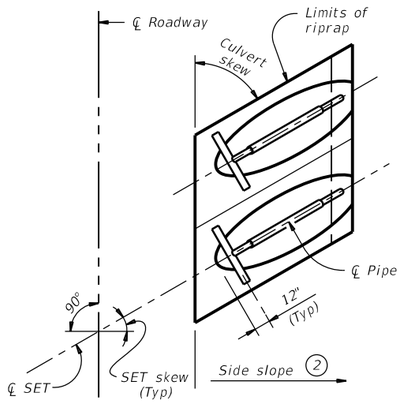
(Showing installation with no skew.)



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

SIDE ELEVATION OF TYPICAL PIPE CULVERT MITER

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



PLAN OF SKEWED INSTALLATION

CROSS PIPE LENGTHS AND PIPE RUNNER LENGTHS (1) (3)

Corrugated Metal Pipe (CMP) Culverts

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

Reinforced Concrete Pipe (RCP) Culverts

Design	Pipe Culvert Span	Pipe Culvert Rise	Pipe Culvert Spa ~ G	Cross Pipe Length	Pipe Runner Length											
					3:1 Side Slope				4:1 Side Slope				6:1 Side Slope			
					0° Skew	15° Skew	30° Skew	45° Skew	0° Skew	15° Skew	30° Skew	45° Skew	0° Skew	15° Skew	30° Skew	45° Skew
1	22"	13 ½"	1' – 0"	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
2	26"	15 ½"	1' – 2"	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
3	28 ½"	18"	1' – 5"	3' – 9 ½"	N/A	N/A	2' – 10"	3' – 10"	N/A	N/A	4' – 2"	5' – 5"	N/A	N/A	6' – 9"	8' – 9"
4	36 ¼"	22 ½"	1' – 8"	4' – 5 ¼"	3' – 5"	3' – 7"	4' – 2"	5' – 6"	4' – 11"	5' – 1"	5' – 11"	7' – 7"	7' – 11"	8' – 3"	9' – 5"	11' – 11"
5	43 ¾"	26 ⅝"	1' – 11"	4' – 0 ¾"	4' – 6"	4' – 8"	5' – 5"	6' – 11"	6' – 4"	6' – 7"	7' – 6"	9' – 7"	10' – 0"	10' – 5"	11' – 9"	14' – 10"
6	51 ⅛"	31 5/16"	2' – 2"	5' – 8"	5' – 9"	6' – 0"	6' – 10"	N/A	7' – 11"	8' – 3"	9' – 4"	N/A	12' – 4"	12' – 10"	14' – 6"	N/A
7	58 ½"	36"	2' – 5"	6' – 3 ½"	6' – 11"	7' – 3"	N/A	N/A	9' – 6"	9' – 11"	N/A	N/A	14' – 9"	15' – 4"	N/A	N/A

TYPICAL PIPE CULVERT MITERS (4)

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

STANDARD PIPE SIZES AND MAX PIPE RUNNER LENGTHS (1)

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

CONDITIONS WHERE PIPE RUNNERS ARE NOT REQUIRED (3)

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

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

(2) Recommended values of slope are 3:1, 4:1, and 6:1. All quantities, calculations, and dimensions shown herein are based on these recommended values. Slope of 3:1 or atter is required for vehicle safety.

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

For Design 1 through 5 culvert pipe sizes, the skew must not exceed 45°.
For Design 6 culvert pipes, the skew must not exceed 30°.
For Design 7 culvert pipes, the skew must not exceed 15°.

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

(4) Miter = slope of mitered end of pipe culvert.

MATERIAL NOTES:

Synthetic bers listed on the "Fibers for Concrete" Material Producer List (MPL) may be used in lieu of steel reinforcing in riprap concrete unless noted otherwise.

Provide pipe runners, cross pipes, and anchor pipes that meet the requirements of ASTM A53 (Type E or S, Gr B), ASTM A500 Gr B, or API 5LX52.

Provide ASTM A307 bolts and nuts.

Galvanize all steel components, except concrete reinforcing, after fabrication. Repair galvanizing damaged during transport or construction in accordance with the speci cations.

GENERAL NOTES:

Pipe runners are designed for a traversing load of 1,800 pounds at yield as recommended by Research Report 280–1, "Safety Treatment of Roadside Cross–Drainage Structures", Texas Transportation Institute, March 1981.

Safety end treatments (SET) shown herein are intended for use in those installations where out of control vehicles are likely to traverse the openings approximately perpendicular to the Pipe Runners.

Construct concrete riprap and all necessary inverts in accordance with the requirements of Item 432, "Riprap".

Payment for riprap and toewall is included in the price bid for each safety end treatment.

Texas Department of Transportation

Bridge Division Standard

SAFETY END TREATMENT

FOR DESIGN 1 TO 7
ARCH PIPE CULVERTS
TYPE II ~ CROSS DRAINAGE

SETP-CD-A

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©TxDOT February 2020	CONT	SECT	JOB	HIGHWAY
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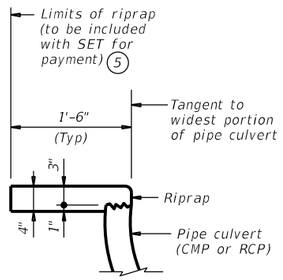
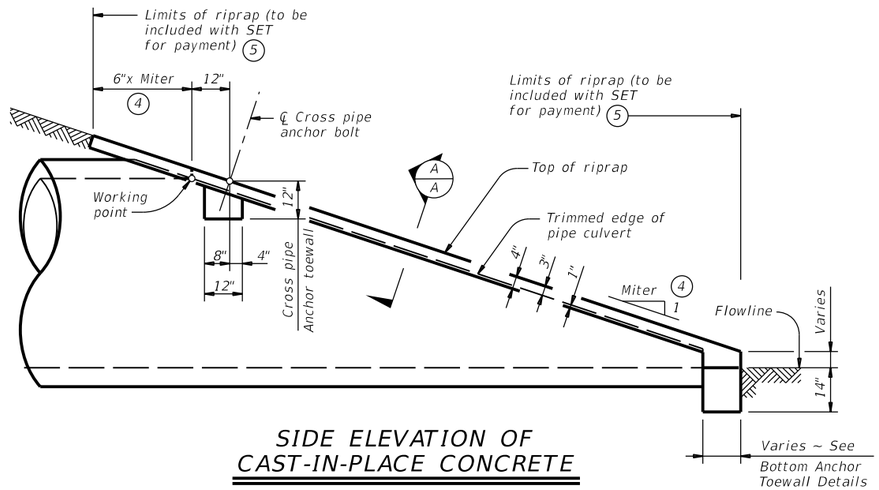


SHOWING TYPICAL PIPE CULVERT AND RIPRAP

SECTION A-A



SIDE ELEVATION OF CAST-IN-PLACE CONCRETE

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

ESTIMATED CONCRETE RIPRAP QUANTITIES (CY) (6)

FOR BOTH CORRUGATED METAL PIPE CULVERTS AND CONCRETE PIPE CULVERTS

Design	3:1 Side Slope				4:1 Side Slope				6:1 Side Slope			
	0° Skew	15° Skew	30° Skew	45° Skew	0° Skew	15° Skew	30° Skew	45° Skew	0° Skew	15° Skew	30° Skew	45° Skew
1	0.5	0.5	0.5	0.6	0.6	0.6	0.6	0.7	0.7	0.7	0.8	0.9
2	0.5	0.5	0.6	0.6	0.6	0.6	0.6	0.7	0.7	0.8	0.8	1.0
3	0.6	0.6	0.7	0.8	0.7	0.7	0.8	0.9	0.9	1.0	1.0	1.2
4	0.7	0.7	0.8	0.9	0.8	0.9	0.9	1.0	1.1	1.1	1.2	1.4
5	0.8	0.8	0.9	1.0	1.0	1.0	1.1	1.2	1.3	1.3	1.4	1.7
6	0.9	1.0	1.0	N/A	1.1	1.1	1.2	N/A	1.4	1.5	1.6	N/A
7	1.0	1.1	N/A	N/A	1.3	1.3	N/A	N/A	1.7	1.7	N/A	N/A

(4) Miter = slope of mitered end of pipe culvert.

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

(6) Quantities shown are for one end of one pipe culvert. For multiple pipe culverts, quantities will need to be adjusted. Riprap quantities are for Contractor's information only.

Texas Department of Transportation

Bridge Division Standard

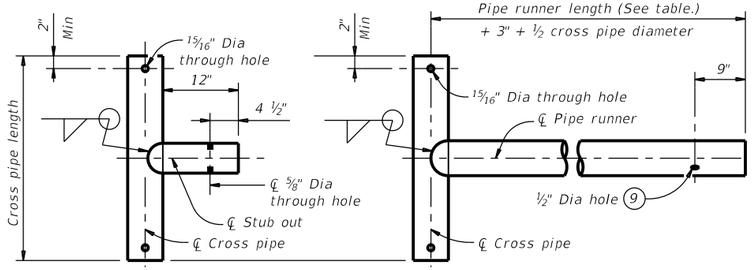
SAFETY END TREATMENT

FOR DESIGN 1 TO 7
ARCH PIPE CULVERTS
TYPE II ~ CROSS DRAINAGE

SETP-CD-A

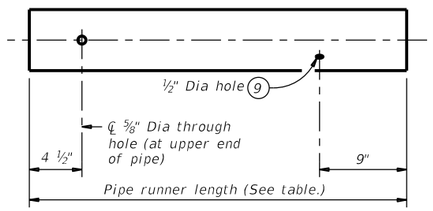
FILE: setpcase-20.dgn	DN: GAF	CK: CAT	DW: JRP	CK: GAF
©TxDOT February 2020	CONT	SECT	JOB	HIGHWAY
REVISIONS	0089	11	007,ETC.	SL 521,ETC.
	DIST	COUNTY		SHEET NO.
	YKM	JACKSON		124

DATE: 2/28/2023 9:55:40 AM
FILE: G:\TxDOT\Projects\5832-13 YKM_Sidewalks_Jackson_Co_ORD\03_CADD\0PS\SHTS\106-DRNG\SHTS\setpcase-20.dgn



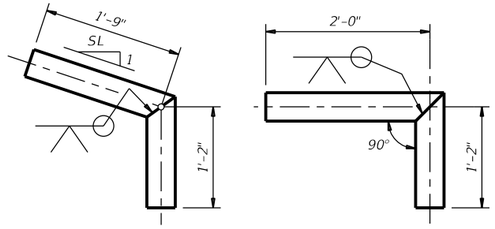
OPTION A1 OPTION A2

CROSS PIPE AND CONNECTIONS DETAILS



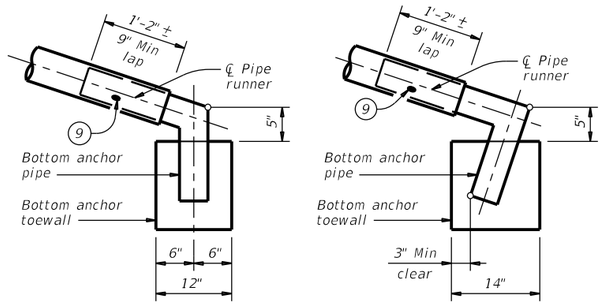
NOTE: The separate pipe runner shown is required when Cross Pipe Connection Option A1 is used.

PIPE RUNNER DETAILS



OPTION B1 OPTION B2

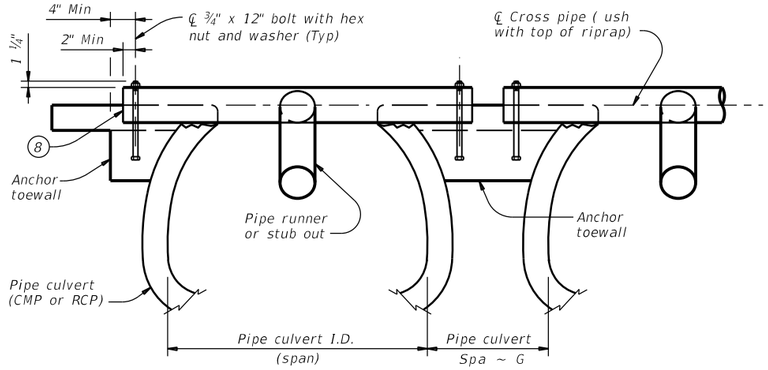
BOTTOM ANCHOR PIPE DETAILS (10)



OPTION B1 OPTION B2

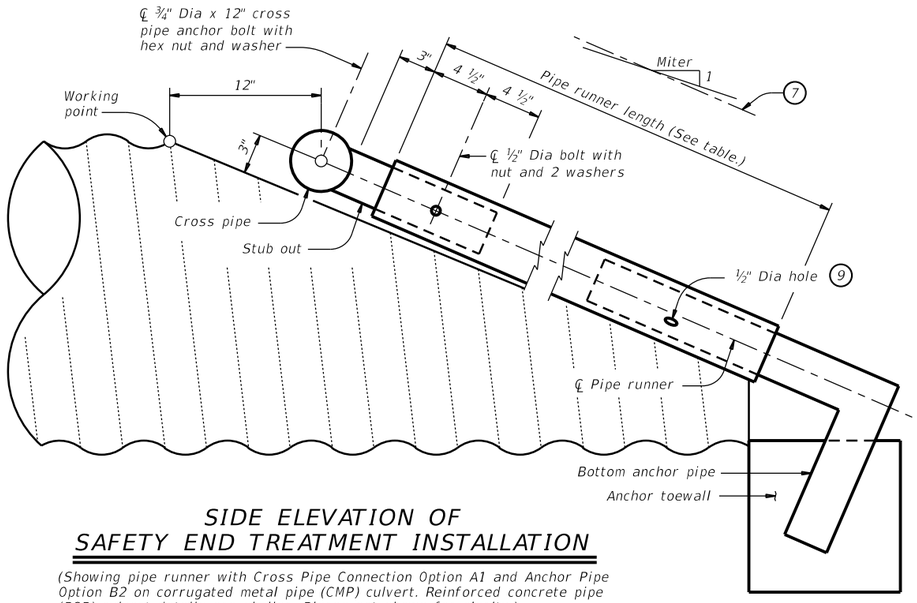
BOTTOM ANCHOR TOEWALL DETAILS

(Culvert and riprap not shown for clarity.)



SHOWING CROSS PIPE AND ANCHOR TOEWALL

SECTION A-A



SIDE ELEVATION OF SAFETY END TREATMENT INSTALLATION

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

(7) Note that actual slope of pipe runner may vary slightly from side slope of riprap and trimmed culvert pipe edge.

(8) Ensure that riprap concrete does not ow into the cross pipe so as to permit disassembly of the bolted connection to allow cleanout access.

(9) After installation, inspect the 1#2" hole to ensure that the lap of the pipe runner with the bottom anchor pipe is adequate.

(10) At fabricator's option, a heat bend to a smooth 5" radius or a manufactured elbow (of the same material as the runner) may be substituted for the mitered and welded joint in the bottom anchor pipe.

Texas Department of Transportation

Bridge Division Standard

SAFETY END TREATMENT

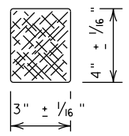
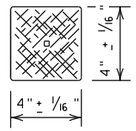
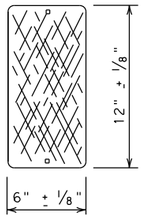
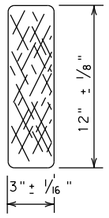
FOR DESIGN 1 TO 7
ARCH PIPE CULVERTS
TYPE II ~ CROSS DRAINAGE

SETP-CD-A

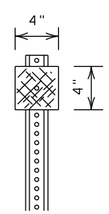
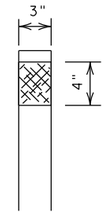
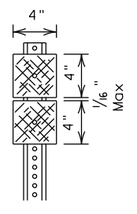
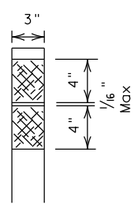
FILE: setpcase-20.dgn	DN: GAF	CK: CAT	DW: JRP	CK: GAF
©TxDOT February 2020	CONT	SECT	JOB	HIGHWAY
REVISIONS	0089	11	007,ETC.	SL 521,ETC.
	DIST	COUNTY		SHEET NO.
	YKM	JACKSON		125

DATE: 2/28/2023 9:55:44 AM
FILE: G:\TXC\Projects\TxDOT\5832-13 YKM_Sidewalks_Jackson_Co_ORD\03_CADD\02-SHEETS\08-SHEETS\dom1-20.dgn

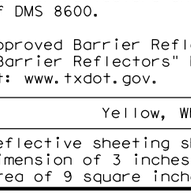
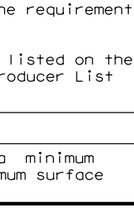
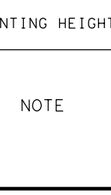
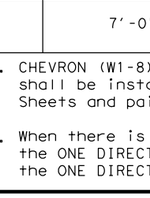
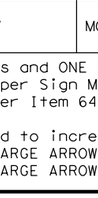
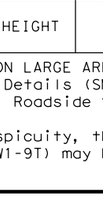
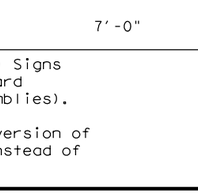
REFLECTOR UNIT SIZES FOR DELINEATORS AND OBJECT MARKERS

	SIZE 1	SIZE 2	SIZE 3	SIZE 4
DEVICE				
SHEETING	Yellow, White or Red Type B or C reflective sheeting			
NOTE	1. Size 1 and 4 - Direct applied reflective sheeting for use on flexible post (flx). 2. Size 2 and 3 - For use on wing channel (wc) post only. Use approved metal, plastic or fiberglass backplate with 17/64" mounting holes.			

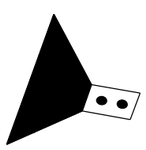
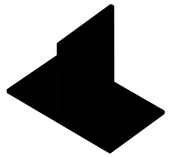
DELINEATORS

	SINGLE		DOUBLE	
DEVICE				
	1-Size 2 reflector unit	1-Size 1 reflector unit	2-Size 2 reflector units	2-Size 1 reflector units
SHEETING	Yellow, White or Red Type B or C Reflective Sheeting			
POST TYPE	WC	YFLX, WFLX	WC	YFLX, WFLX
MOUNT TYPE	GND	GND, SRF	GND	GND, SRF

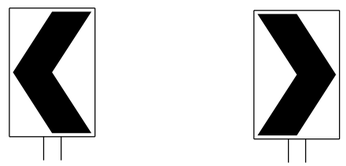
OBJECT MARKERS

	Type 1 (OM-1)	Type 2 (OM-2)			Type 3 (OM-3)			Type 4 (OM-4)
	OM-1	OM-2X	OM-2Y	OM-2Z	OM-3L	OM-3R	OM-3C	OM-4
DEVICE								
		3-Size 2 reflector units	1-Size 3 reflector unit	3-Size 1 reflector units or 1-Size 4 reflector unit				
SHEETING	Yellow-Type B_{FL} or C_{FL} Sheeting	Yellow - Type B or C Sheeting			Alternating acrylic black and retroflective yellow - Type B_{FL} or C_{FL} Sheeting			Red -Type B_{FL} or C_{FL} Sheeting
POST TYPE	TWT	WC	WC	WFLX	TWT			TWT
MOUNT TYPE	WAS, WAP	GND	GND	GND, SRF	WAS, WAP			WAS, WAP

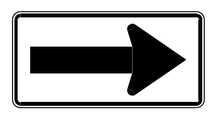
BARRIER REFLECTORS (BRF)

	GF1	GF2	CTB
DEVICE			
NOTE	1. Barrier reflectors shall meet the requirements of DMS 8600. 2. Approved Barrier Reflectors are listed on the "Barrier Reflectors" Material Producer List at: www.txdot.gov.		
SHEETING	Yellow, White, Red		
NOTE	1. Reflective sheeting shall have a minimum dimension of 3 inches and minimum surface area of 9 square inches.		

CHEVRONS

DEVICE	 W1-8			
SIZE (W x L)	18"x 24" (Conventional)	24"x 30" (Conventional Oversize)	30"x 36" (Expressway)	36" x 48" (Freeway)
MOUNTING HEIGHT	4'-0" or 7'-0"		7'-0" Only	
NOTE	1. CHEVRON (W1-8) signs and ONE DIRECTION LARGE ARROW (W1-6) Signs shall be installed per Sign Mounting Details (SMD) Standard Sheets and paid under Item 644 (Small Roadside Sign Assemblies). 2. When there is a need to increase conspicuity, the Texas version of the ONE DIRECTION LARGE ARROW sign (W1-9T) may be used instead of the ONE DIRECTION LARGE ARROW (W1-6).			

ONE DIRECTION LARGE ARROW

DEVICE	 W1-6	
SIZE (W x L)	48" x 24" (Conventional)	60" x 30" (Expressway & Freeway)
MOUNTING HEIGHT	7'-0"	

D & OM DESCRIPTIVE CODES

INSTL DEL ASSM (D-XX)SZ X (XXXX)XXX(XX)

- NUMBER OF REFLECTORS
  - S = Single
  - D = Double
- COLOR OF REFLECTORS
  - W = White
  - Y = Yellow
  - R = Red
- REFLECTOR UNIT SIZE
  - 1 or 2
- TYPE OF POST OR DELINEATOR
  - WC = Wing Channel Post
  - YFLX = Yellow Flexible Post
  - WFLX = White Flexible Post
  - BRF = Barrier Reflector
- TYPE OF MOUNT
  - GND = Embedded (drivable or set in concrete)
  - CTB = Concrete Barrier Mount
  - GF1 or GF2 = Guard Fence Attachment
  - SRF = Surface Mount
- DIRECTION
  - If Required
  - BI = Bi-Directional
  - BR = Bi-Directional with red on back

INSTL OM ASSM (OM-XX) (XXXX)XXX(XX)

- TYPE OF OBJECT MARKER
  - 1, 2, 3, or 4
- NUMBER OF REFLECTORS OR DIRECTION
  - X = 3-Size 2 reflector units (Type 2 only)
  - Y = 1-Size 3 reflector unit (Type 2 only)
  - Z = 3-Size 1 or 1-Size 4 reflector unit(s)(Type 2 only)
  - L = Left Side (Type 3 Object Marker only)
  - R = Right Side (Type 3 Object Marker only)
  - C = Center (Type 3 Object Marker only)
- TYPE OF POST
  - WC = Wing Channel Post
  - WFLX = White Flexible Post
  - TWT = Thin Walled Tubing
- TYPE OF MOUNT
  - GND = Embedded (drivable)
  - SRF = Surface Mount
  - WAS = Wedge Anchor Steel
  - WAP = Wedge Anchor Plastic
- DIRECTION
  - If Required
  - BI = Bi-Directional

DEPARTMENTAL MATERIAL SPECIFICATIONS	
FLEXIBLE DELINEATOR & OBJECT MARKER POSTS (EMBEDDED & SURFACE MOUNT TYPES)	DMS-4400
SIGN FACE MATERIALS	DMS-8300
DELINEATORS, OBJECT MARKERS AND BARRIER REFLECTORS	DMS-8600

NOTE:

Delineator and object marker substrates and sign substrates shall be 0.080" Aluminum sign blank to conform to ASTM B-209 Alloy 6061-T6 or approved alternative.

Texas Department of Transportation

Traffic Safety Division Standard

DELINEATOR & OBJECT MARKER MATERIAL DESCRIPTION

D & OM(1)-20

FILE: dom1-20.dgn	DN: TXDOT	CK: TXDOT	DW: TXDOT	CK: TXDOT
©TxDOT August 2004	CONT	SECT	JOB	HIGHWAY
REVISIONS	0089	11	007,ETC.	SL 521,ETC.
10-09 3-15	DIST	COUNTY		SHEET NO.
4-10 7-20	YKM	JACKSON		126

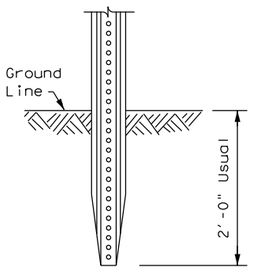
20A

DATE: 2/28/2023 9:55:45 AM
FILE: G:\YKC\Projects\TxDOT\5832-13 YKM_Sidewalks_Jackson_Co_ORD\03_CADD\05_SMD\dom2-20.dgn

POST TYPE AND SUPPORT FOUNDATION DETAILS

WING CHANNEL (WC)

GND

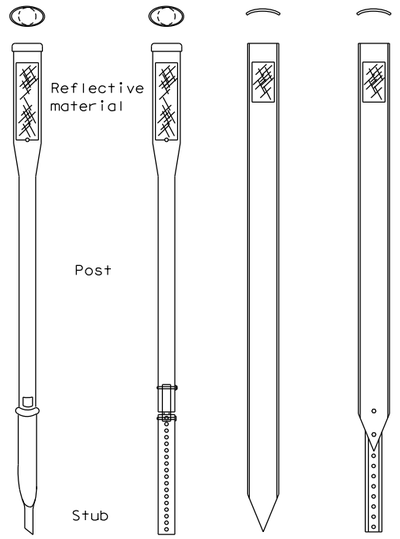


NOTES

1. Embedded Wing Channel (WC) post option may be used for Type 2 Object Markers and Delineators only.
2. 1.12 lbs/ft steel per ASTM A 1011 SS Gr. 50, or ASTM A499.

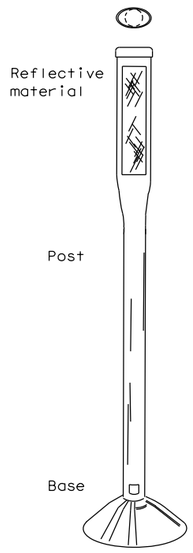
FLEXIBLE POSTS (YFLX, WFLX)

GND



EMBEDDED

SRF



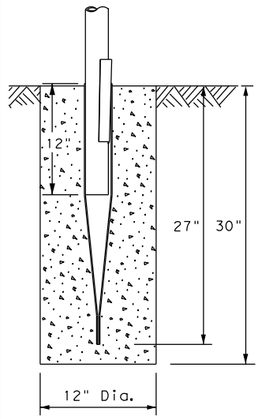
SURFACE MOUNT

NOTES

1. See "Flexible Delineator and Object Marker Posts" Material Producer List for approved devices.
2. Install per manufacturer's recommendations.
3. Post length may vary to meet field conditions.
4. When using yellow delineators with flexible posts to separate opposing direction of travel, such as centerline or median use, the flexible posts shall be yellow.

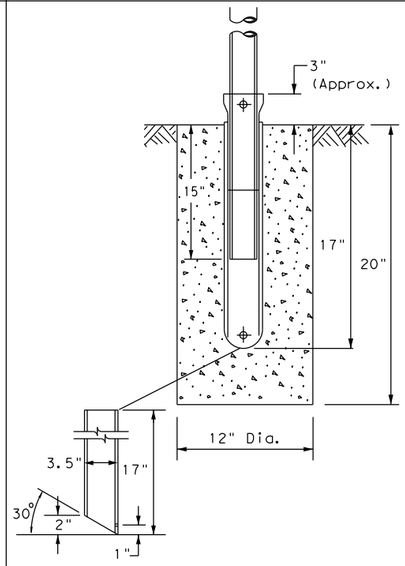
WEDGE ANCHOR SYSTEMS

WAS



STEEL

WAP



PLASTIC

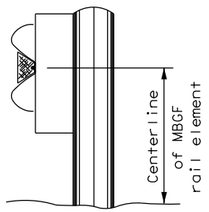
NOTE

1. Install per manufacturer's recommendations.

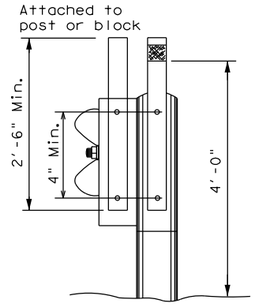
TYPE OF BARRIER MOUNTS

GUARD FENCE ATTACHMENT

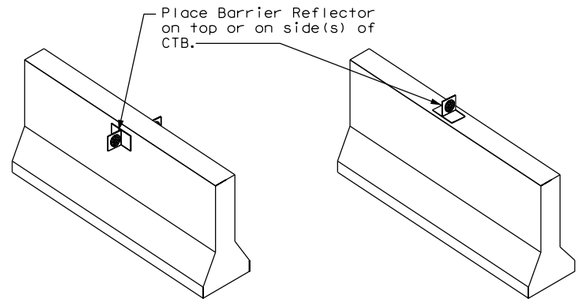
GF1



GF2



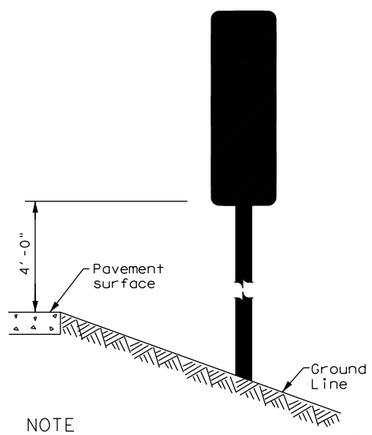
CONCRETE TRAFFIC BARRIER (CTB)



GENERAL NOTES

1. Place delineators on a section of roadway at a consistent distance from the edge of pavement.
2. Where a restriction prevents consistent placement from the pavement edge, place the affected object markers in line with the innermost edge of the obstruction.
3. When Type 2 object markers and delineators are more than 8'-0" from the edge of the pavement, it may not be possible to maintain a height of approximately 4'-0". If this is the case, place the object marker or delineator as close to the desired height as possible.
4. Install all delineators, object markers and barrier reflectors in accordance with the manufacturer's recommendation.
5. Barrier reflectors should be installed a minimum of 18 inches above the edge of the pavement surface.
6. Diagonal stripes on Type 3 object markers shall slope down toward the intended travel lane.

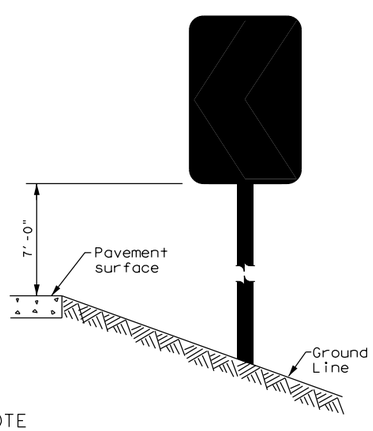
TYPES 1, 3, AND 4 OBJECT MARKERS AND CHEVRONS



NOTE

Mounting at 4 feet to the bottom of the chevron is permitted for chevrons that will not exceed a height of 6'-6" to the top of the chevron (sizes 24" x 30" and smaller)

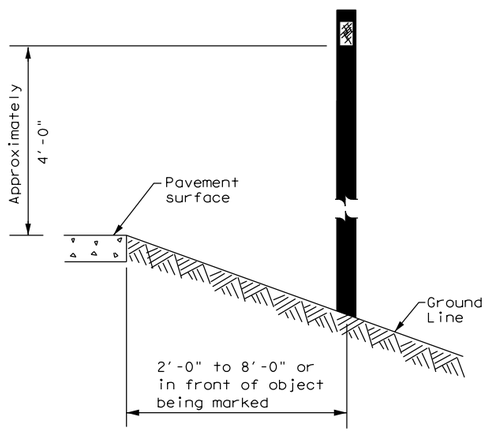
CHEVRONS AND ONE DIRECTION LARGE ARROW SIGN



NOTE

Chevrons 30" x 36" and larger shall be mounted at a height of 7' to the bottom of the chevron. Chevron sign and ONE DIRECTION LARGE ARROW sign (W1-9T) shall be installed per SMD standard sheets and paid under item 644.

DELINEATORS AND TYPE 2 OBJECT MARKERS



See general notes 1, 2 and 3.

Texas Department of Transportation

Traffic Safety Division Standard

DELINEATOR & OBJECT MARKER INSTALLATION

D & OM(2)-20

FILE: dom2-20.dgn	DN: TXDOT	CK: TXDOT	DW: TXDOT	CK: TXDOT
© TxDOT August 2004	CONT	SECT	JOB	HIGHWAY
REVISIONS	0089	11	007,ETC.	SL 521,ETC.
10-09 3-15	DIST	COUNTY		SHEET NO.
4-10 7-20	YKM	JACKSON		127

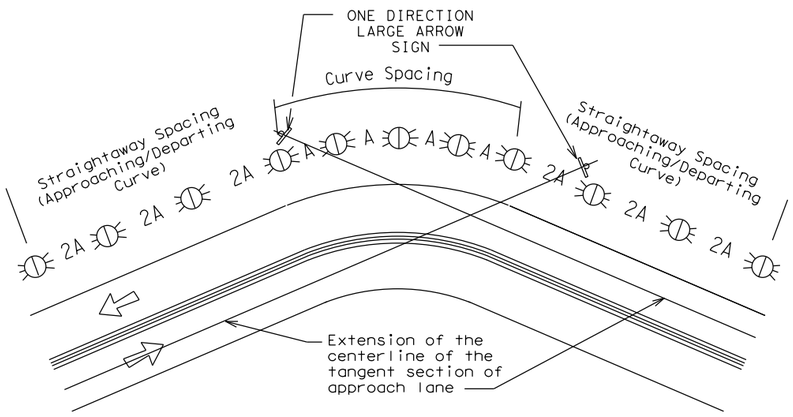
20B

DATE: 2/28/2023 9:55:50 AM
FILE: G:\TXC\Projects\TxDOT\5832-13 YKM_Sidewalks_Jackson_Co_ORD\03_CADD\02_SHTS\DOM\dom3-20.dgn

MINIMUM WARNING DEVICES AT CURVES WITH ADVISORY SPEEDS

Amount by which Advisory Speed is less than Posted Speed	Curve Advisory Speed	
	Turn (30 MPH or less)	Curve (35 MPH or more)
5 MPH & 10 MPH	• RPMs	• RPMs
15 MPH & 20 MPH	• RPMs and One Direction Large Arrow sign	• RPMs and Chevrons; or • RPMs and One Direction Large Arrow sign where geometric conditions or roadside obstacles prevent the installation of chevrons.
25 MPH & more	• RPMs and Chevrons; or • RPMs and One Direction Large Arrow sign where geometric conditions or roadside obstacles prevent the installation of chevrons	• RPMs and Chevrons

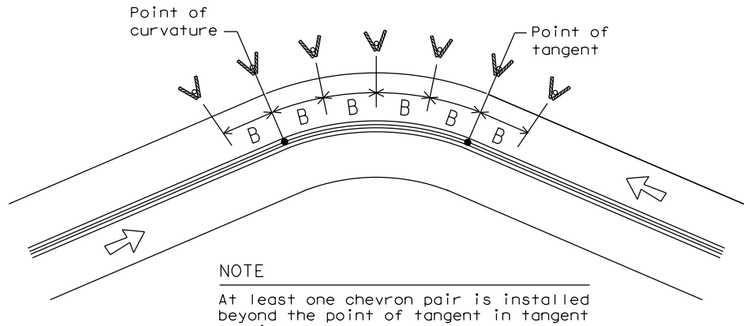
SUGGESTED SPACING FOR DELINEATORS ON HORIZONTAL CURVES



NOTE

ONE DIRECTION LARGE ARROW (W1-6) sign should be located at approximately and perpendicular to the extension of the centerline of the tangent section of approach lane.

SUGGESTED SPACING FOR CHEVRONS ON HORIZONTAL CURVES



NOTE

At least one chevron pair is installed beyond the point of tangent in tangent section.

DELINEATOR AND CHEVRON SPACING

WHEN DEGREE OF CURVE OR RADIUS IS KNOWN

Degree of Curve	FEET			
	Radius of Curve	Spacing in Curve	Spacing in Straightaway	Chevron Spacing in Curve
		A	2A	B
1	5730	225	450	——
2	2865	160	320	——
3	1910	130	260	200
4	1433	110	220	160
5	1146	100	200	160
6	955	90	180	160
7	819	85	170	160
8	716	75	150	160
9	637	75	150	120
10	573	70	140	120
11	521	65	130	120
12	478	60	120	120
13	441	60	120	120
14	409	55	110	80
15	382	55	110	80
16	358	55	110	80
19	302	50	100	80
23	249	40	80	80
29	198	35	70	40
38	151	30	60	40
57	101	20	40	40

Curve delineator approach and departure spacing should include 3 delineators spaced at 2A. This spacing should be used during design preparation or when the degree of curve is known.

DELINEATOR AND CHEVRON SPACING

WHEN DEGREE OF CURVE OR RADIUS IS NOT KNOWN

Advisory Speed (MPH)	Spacing in Curve	Spacing in Straightaway	Chevron Spacing in Curve
	A	2xA	B
65	130	260	200
60	110	220	160
55	100	200	160
50	85	170	160
45	75	150	120
40	70	140	120
35	60	120	120
30	55	110	80
25	50	100	80
20	40	80	80
15	35	70	40

If the degree of curve is not known, delineator spacing may be determined based on the Advisory Speed of the curve. Use the delineator curve spacing for each Advisory Speed (MPH).

DELINEATOR AND OBJECT MARKER APPLICATION AND SPACING

CONDITION	REQUIRED TREATMENT	MINIMUM SPACING
Frwy./Exp. Tangent	RPMs	See PM-series and FPM-series standard sheets
Frwy./Exp. Curve	Single delineators on right side	See delineator spacing table
Frwy/Exp.Ramp	Single delineators on at least one side of ramp (should be on outside of curves) (see Detail 3 on D&OM(4))	100 feet on ramp tangents Use delineator spacing table for ramp curves ("straightway spacing" does not apply to ramp curves)
Acceleration/Deceleration Lane	Double delineators (see Detail 3 on D&OM(4))	100 feet (See Detail 3 on D & OM (4))
Truck Escape Ramp	Single red delineators on both sides	50 feet
Bridge Rail (steel or concrete)and Metal Beam Guard Fence	Bi-Directional Delineators when undivided with one lane each direction Single Delineators when multiple lanes each direction	Equal spacing (100'max) but not less than 3 delineators
Concrete Traffic Barrier (CTB) or Steel Traffic Barrier	Barrier reflectors matching the color of the edge line	Equal spacing 100' max
Cable Barrier	Reflectors matching the color of the edge line	Every 5th cable barrier post (up to 100'max)
Guard Rail Terminus/Impact Head	Divided highway - Object marker on approach end Undivided 2-lane highways - Object marker on approach and departure end	Requires reflective sheeting provided by manufacturer per D & OM (VIA) or a Type 3 Object Marker (OM-3) in front of the terminal end See D & OM (5) and D & OM (6)
Bridges with no Approach Rail	Type 3 Object Marker (OM-3) at end of rail and 3 single delineators approaching rail	See D & OM(5)
Reduced Width Approaches to Bridge Rail	Type 2 and Type 3 Object Markers (OM-3) and 3 single delineators approaching bridge	Requires reflective sheeting provided by manufacturer per D & OM (VIA) or a Type 3 Object Marker (OM-3) in front of the terminal end See D & OM (5)
Culverts without MBGF	Type 2 Object Markers	See Detail 2 on D & OM(4)
Crossovers	Double yellow delineators and RPMs	See Detail 1 on D & OM (4)
Pavement Narrowing (lane merge) on Freeways/Expressway	Single delineators adjacent to affected lane for full length of transition	100 feet

NOTES

1. Unless indicated otherwise, the delineator or barrier reflector color shall conform to the color of the pavement edge line on the side of the road where the delineators or barrier reflectors are placed.
2. Barrier reflectors may be used to replace required delineators.
3. Single red delineators may be mounted on the back side of delineator posts for wrong way driver applications

LEGEND	
	Bi-directional Delineator
	Delineator
	Sign

Texas Department of Transportation

Traffic Safety Division Standard

DELINEATOR & OBJECT MARKER PLACEMENT DETAILS

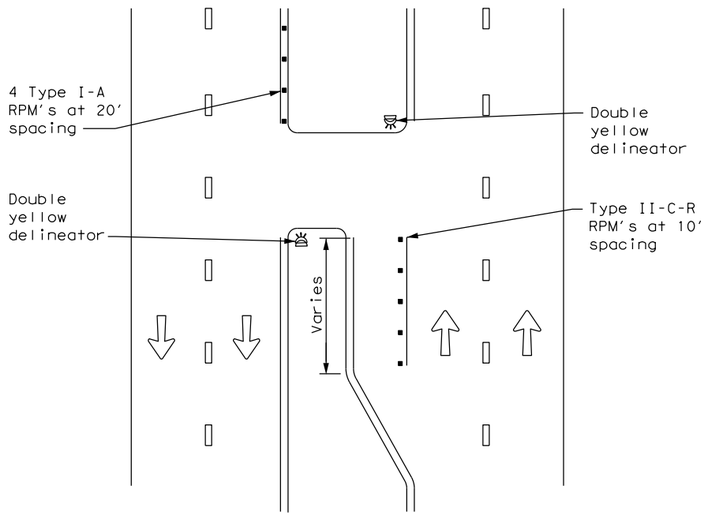
D & OM(3)-20

FILE: dom3-20.dgn	DN: TXDOT	CK: TXDOT	DW: TXDOT	CK: TXDOT
©TxDOT August 2004	CONT	SECT	JOB	HIGHWAY
REVISIONS	0089	11	007,ETC.	SL 521,ETC.
3-15 8-15 8-15 7-20	DIST	COUNTY		SHEET NO.
	YKM	JACKSON		128

20C

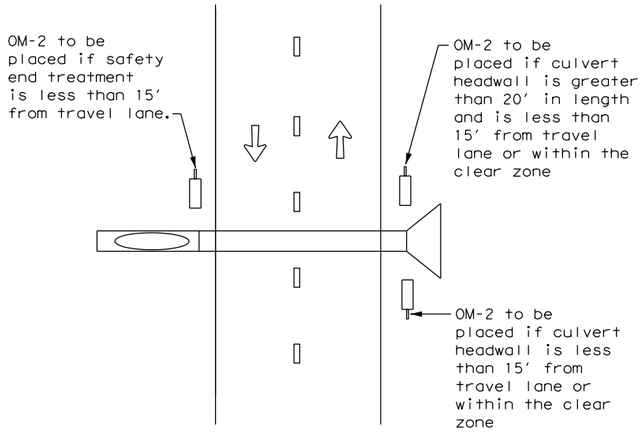
DATE: 2/28/2023 9:55:54 AM
FILE: G:\TXC\Projects\TxDOT\5832-13 YKM_Sidewalks_Jackson_Co_ORD\03_CADD\01_SHEETS\dom4-20.dgn

CROSSOVERS



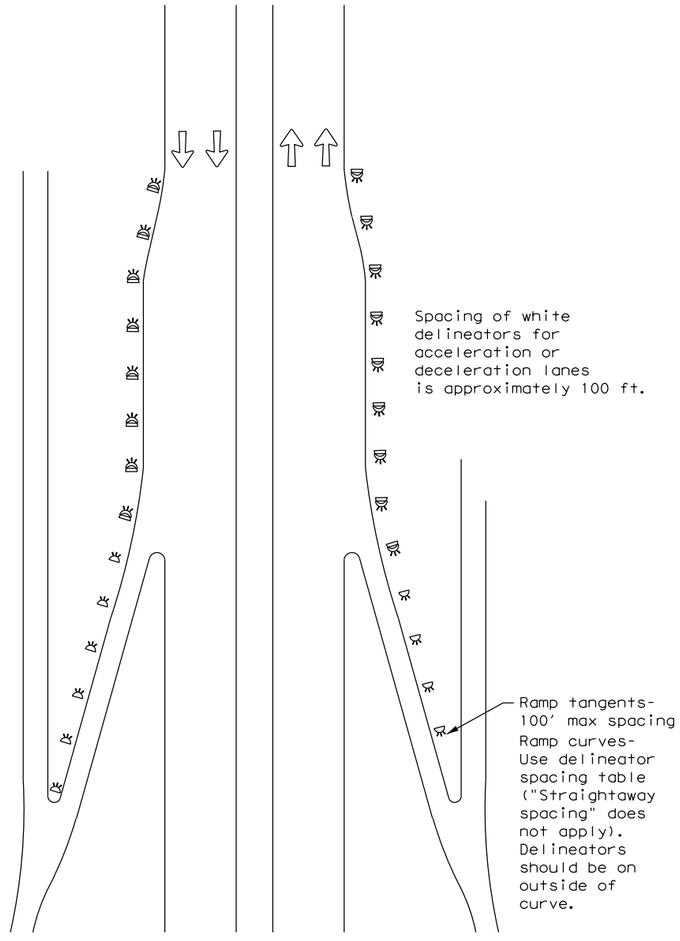
DETAIL 1

FOR CULVERTS WITHOUT MBGF



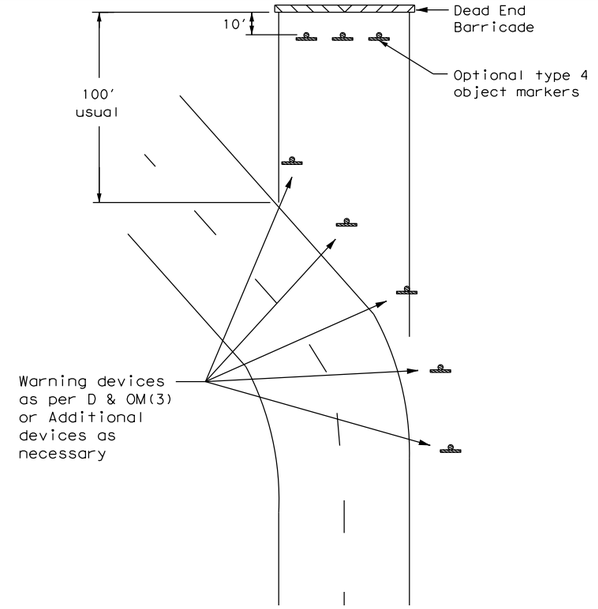
DETAIL 2

FREEWAY DELINEATION FOR RAMPS AND ACCELERATION/DECELERATION LANES



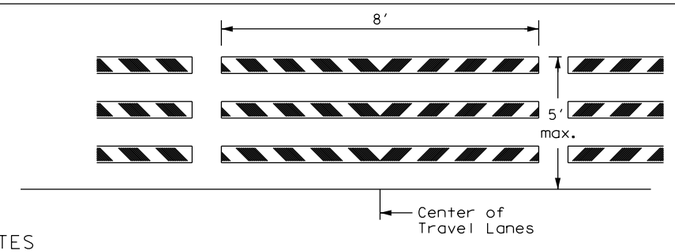
DETAIL 3

TYPICAL APPLICATION OF DEAD END BARRICADE



DETAIL 4

TYPICAL DEAD END BARRICADE INSTALLATION



NOTES

1. Barricade striping shall be red and white reflective sheeting for all permanent road closures.
2. Barricade striping is red and white sloping toward the center of the roadway.
3. Type 3 Barricade Supports should be anchored to soil or pavement as described in compliant Work Zone Traffic Control Devices List, section D.2.f and D.2.g.

DETAIL 5

LEGEND

	Bidirectional Delineator
	Delineator
	OM-3
	Barricade
	Sign
	OM-2
	Double Delineator

Texas Department of Transportation

Traffic Safety Division Standard

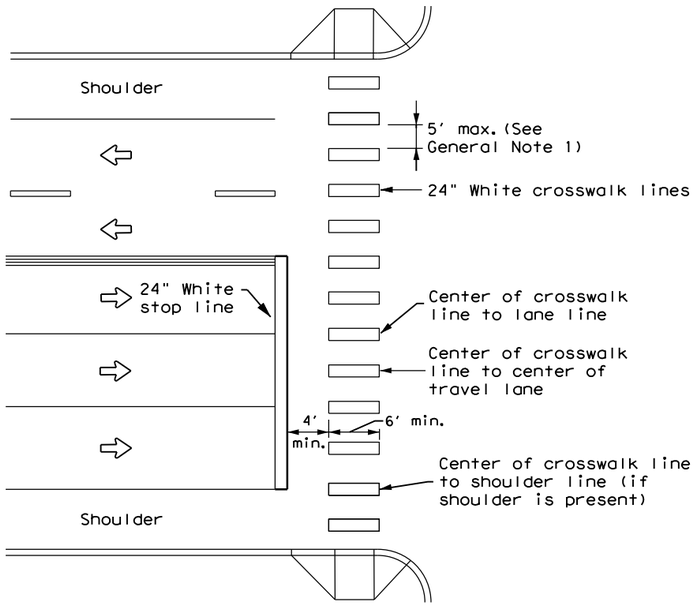
DELINEATOR & OBJECT MARKER PLACEMENT DETAILS

D & OM(4)-20

FILE: dom4-20.dgn	DN: TXDOT	CK: TXDOT	DW: TXDOT	CK: TXDOT
©TxDOT August 2004	CONT	SECT	JOB	HIGHWAY
REVISIONS	0089	11	007,ETC.	SL 521,ETC.
3-15	DIST	COUNTY		SHEET NO.
7-20	YKM	JACKSON		129

20D

DATE: 2/28/2023 9:55:55 AM
FILE: G:\TXC\Projects\TxDOT\5832-13 YKM_Sidewalks_Jackson_Co_ORD\03_CADD\01_Signs\08-SIGNS\pm4-22a.dgn



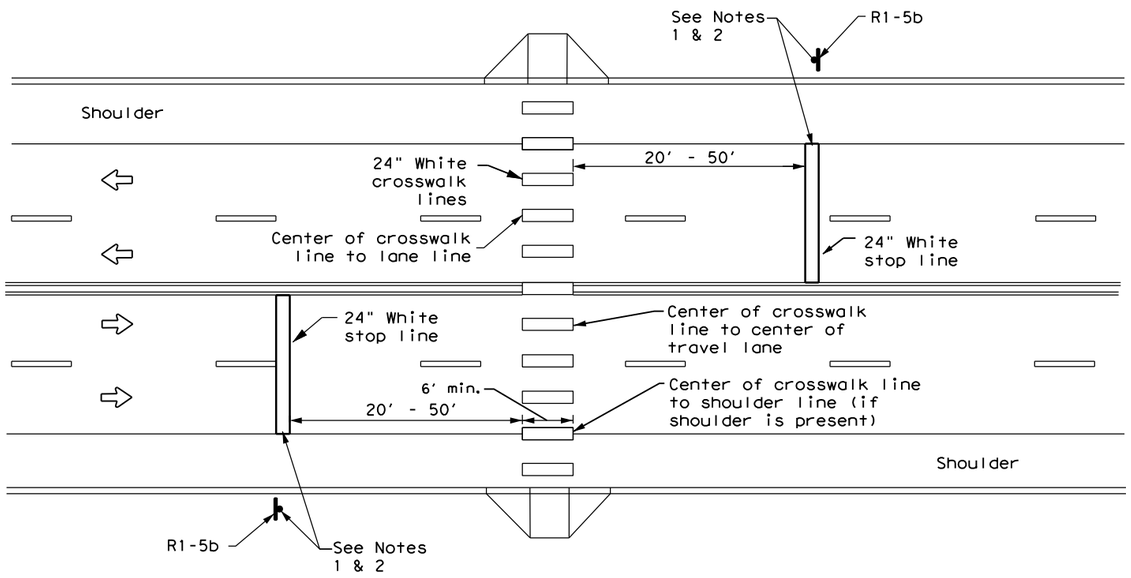
HIGH-VISIBILITY LONGITUDINAL CROSSWALK AT CONTROLLED APPROACH

GENERAL NOTES

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

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

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



UNSIGNALIZED MIDBLOCK HIGH-VISIBILITY LONGITUDINAL CROSSWALK

NOTES:

1. Use stop bars with Stop Here For Pedestrians (R1-5b) signs at unsignalized midblock cross walks.
2. Use stop bars with STOP HERE ON RED (R10-6 or R10-6a) signs at mid block crosswalks controlled by traffic signals or pedestrian hybrid beacons.

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CROSSWALK PAVEMENT MARKINGS

PM(4)-22A

FILE: pm4-22a.dgn	DN:	CK:	DW:	CK:
© TxDOT December 2022	CONT	SECT	JOB	HIGHWAY
REVISIONS	0089	11	007,ETC.	SL 521,ETC.
6-20	DIST	COUNTY		SHEET NO.
6-22	YKM	JACKSON		130
12-22				

22D

DATE: 2/28/2023 9:55:56 AM
FILE: G:\TxCVProjects\TxDOT\5832-13 YKM*Sidewalks*Jackson*Co*ORD\03*CADD\01*Snts\08-SPMD\Stds\TXDOT\smdgen.dgn

SIGN SUPPORT DESCRIPTIVE CODES

(Descriptive Codes correspond to project estimate and quantities sheets)

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

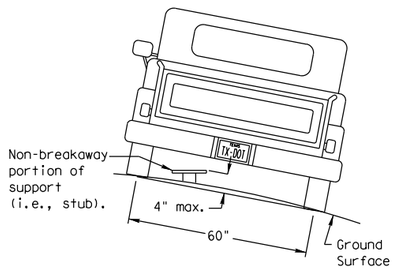
Post Type
- FRP = Fiberglass Reinforced Plastic Pipe (see SMD(FRP))
- TWT = Thin-Walled Tubing (see SMD(TWT))
- 10BWG = 10 BWG Tubing (see SMD(SLIP-1) to (SLIP-3))
- S80 = Schedule 80 Pipe (see SMD(SLIP-1) to (SLIP-3))

Number of Posts (1 or 2)

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

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

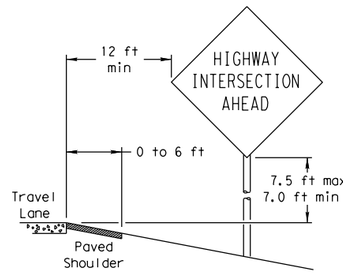
REQUIRED CLEARANCE FOR BREAKAWAY SUPPORT



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

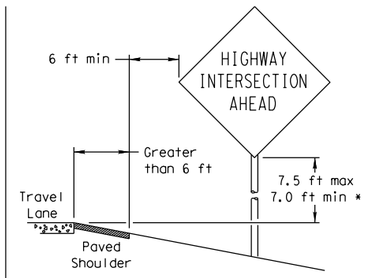
SIGN LOCATION

PAVED SHOULDERS



LESS THAN 6 FT. WIDE

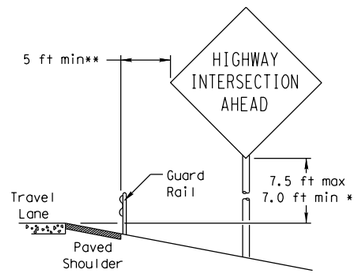
When the shoulder is 6 ft. or less in width, the sign must be placed at least 12 ft. from the edge of the travel lane.



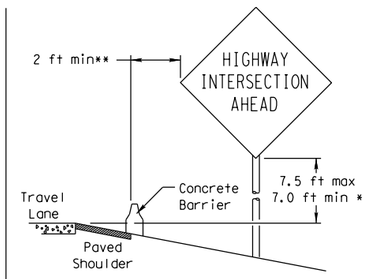
GREATER THAN 6 FT. WIDE

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

BEHIND BARRIER



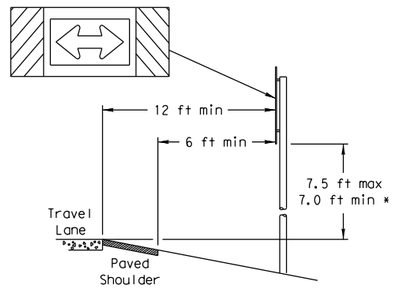
BEHIND GUARDRAIL



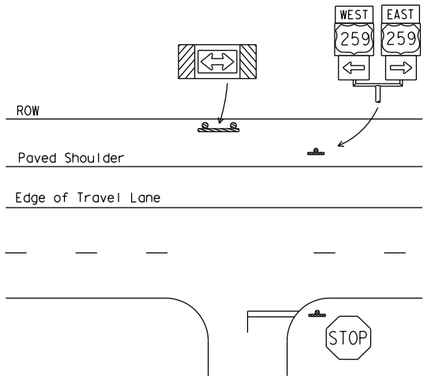
BEHIND CONCRETE BARRIER

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

T-INTERSECTION



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



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

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

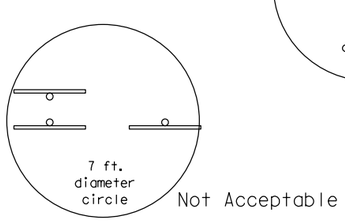
(2) a minimum of 7 to a maximum of 7.5 feet above the grade at the base of the support when sign is installed on the backslope.

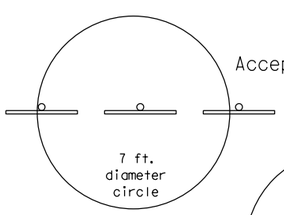
The maximum values may be increased when directed by the Engineer.

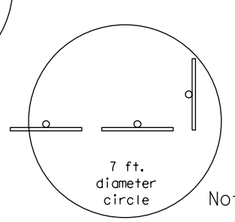
See the Traffic Operations Division website for detailed drawings of sign clamps, Triangular Slipbase System components and Wedge Anchor System components.

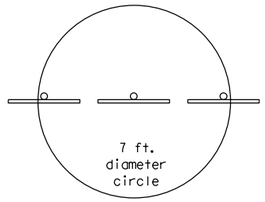
The website address is:
http://www.txdot.gov/publications/traffic.htm

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



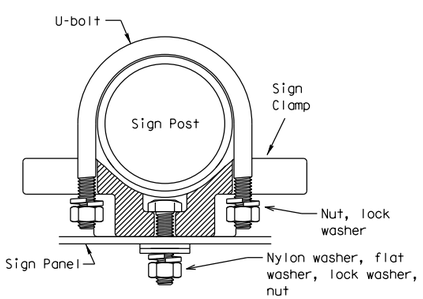






TYPICAL SIGN ATTACHMENT DETAIL

Single Signs

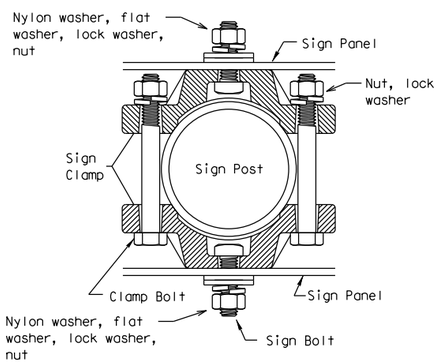


Bolts used to mount sign panels to the clamp are 5/16-18 UNC galvanized square head with nut, nylon washer, flat washer and lock washer. The bolt length is 1 inch for aluminum.

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

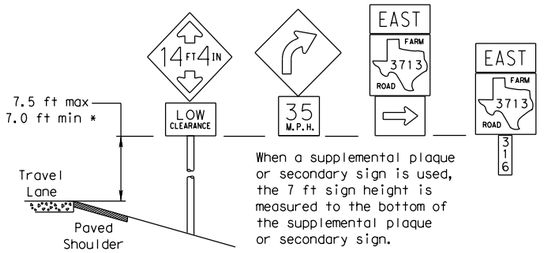
Sign clamps may be either the specific size clamp or the universal clamp.

Back-to-Back Signs



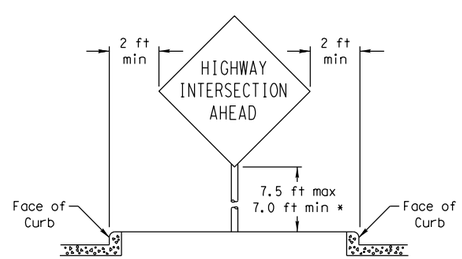
Pipe Diameter	Approximate Bolt Length	
	Specific Clamp	Universal Clamp
2" nominal	3"	3 or 3 1/2"
2 1/2" nominal	3 or 3 1/2"	3 1/2 or 4"
3" nominal	3 1/2 or 4"	4 1/2"

SIGNS WITH PLAQUES



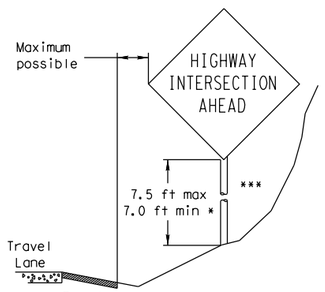
When a supplemental plaque or secondary sign is used, the 7 ft sign height is measured to the bottom of the supplemental plaque or secondary sign.

CURB & GUTTER OR RAISED ISLAND



RESTRICTED RIGHT-OF-WAY

(When 6 ft min. is not possible.)



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

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

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

Texas Department of Transportation
Traffic Operations Division

SIGN MOUNTING DETAILS SMALL ROADSIDE SIGNS GENERAL NOTES & DETAILS

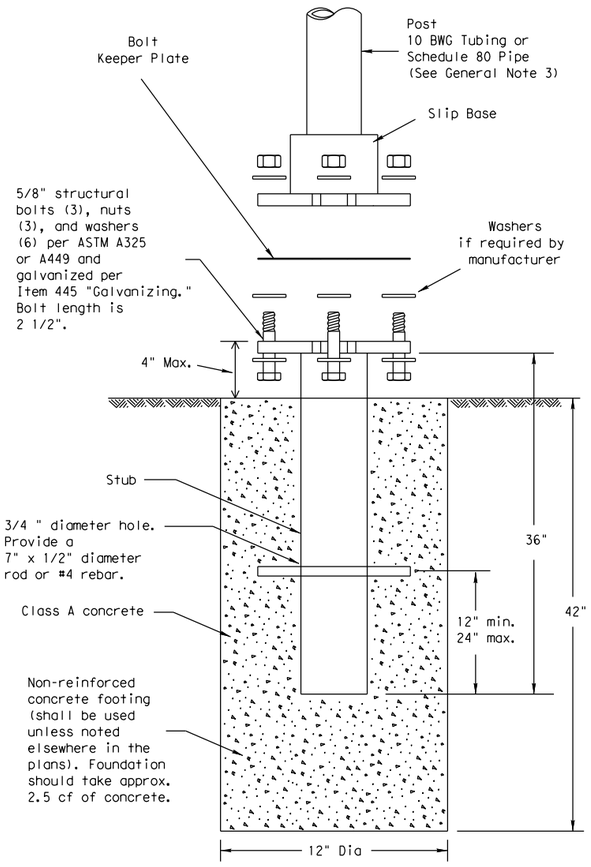
SMD(GEN)-08

REVISIONS	DN: TXDOT	CK: TXDOT	DW: TXDOT	CK: TXDOT
9-08	CONT	SECT	JOB	HIGHWAY
	0089	11	007,ETC.	SL 521,ETC.
	DIST	COUNTY		SHEET NO.
	YKM	JACKSON		131

26A

DATE: 2/28/2023 9:55:56 AM
FILE: G:\TXC\Projects\TxDOT\5832-13 YKM*Sidewalks*Jackson*Co*ORD\03*CADD\01*Shts\08-SPMD\Stds\TXDOT\smds1.dgn

TRIANGULAR SLIPBASE INSTALLATION GENERAL REQUIREMENTS



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

NOTE

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

GENERAL NOTES:

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

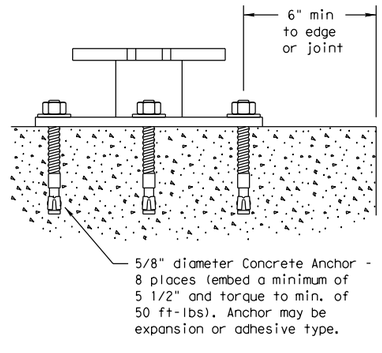
   Schedule 80 Pipe (2.875" outside diameter)
   - 0.276" nominal wall thickness
   - Steel tubing per ASTM A500 Gr C
   - Other seamless or electric-resistance welded steel tubing or pipe with equivalent outside diameter and wall thickness may be used if they meet the following:
     - 46,000 PSI minimum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

ASSEMBLY PROCEDURE

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

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

CONCRETE ANCHOR



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

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

Texas Department of Transportation
Traffic Operations Division

SIGN MOUNTING DETAILS
SMALL ROADSIDE SIGNS
TRIANGULAR SLIPBASE SYSTEM

SMD(SLIP-1)-08

DN: TXDOT	CK: TXDOT	DW: TXDOT	CK: TXDOT
REVISIONS 9-08			

CONT	SECT	JOB	HIGHWAY
0089	11	007,ETC.	SL 521,ETC.

DIST	COUNTY	SHEET NO.
YKM	JACKSON	132

DATE: 2/28/2023 9:55:57 AM
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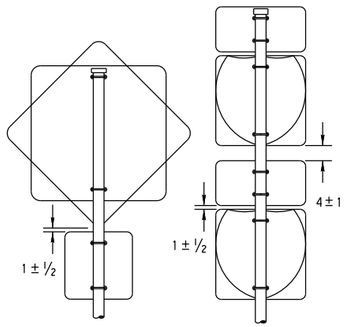

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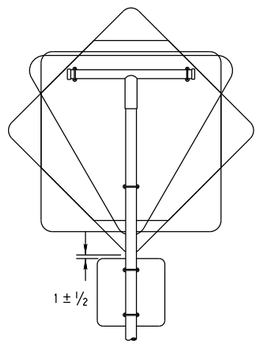

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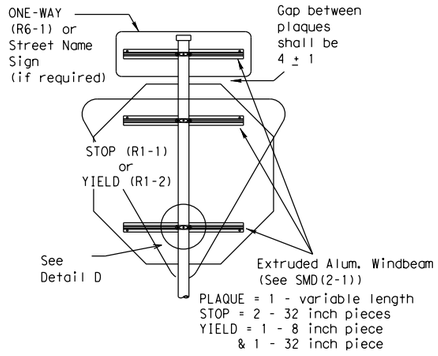

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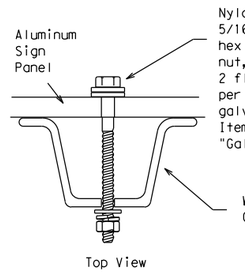
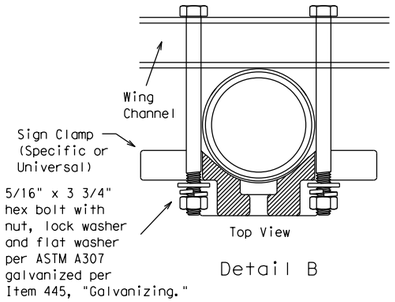
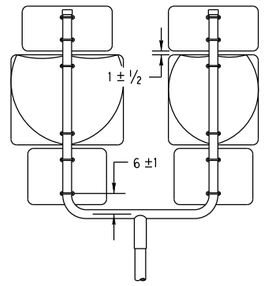


Detail A



Detail B



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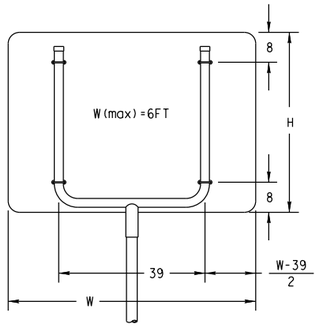

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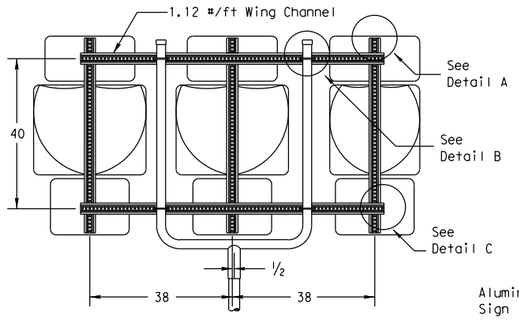
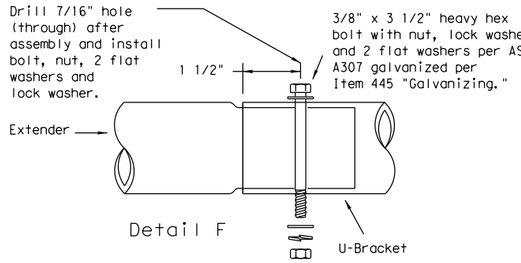
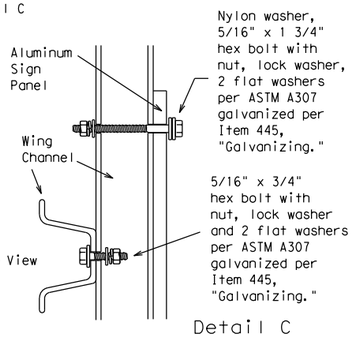


SM RD SGN ASSM TY XXXXX(1)XX(U-WC)
(See Note 11)

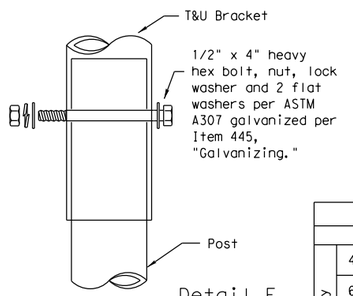


Detail F

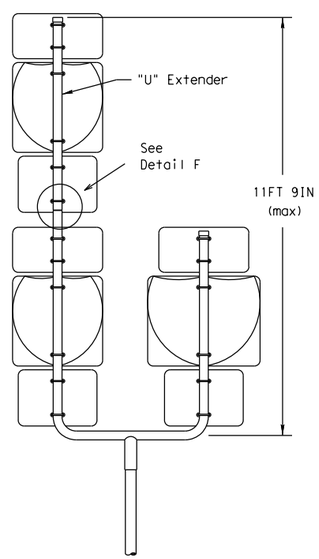
Splices shall only be allowed behind the sign substrate.



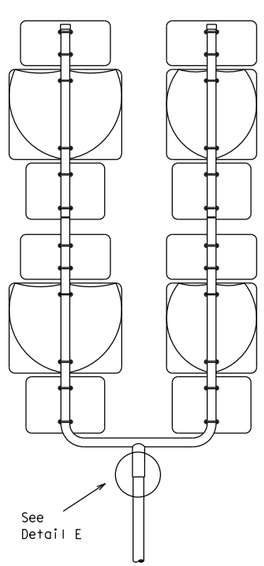
Detail C



Detail E



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



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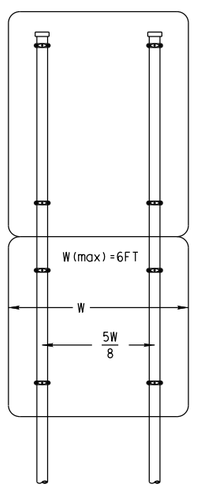
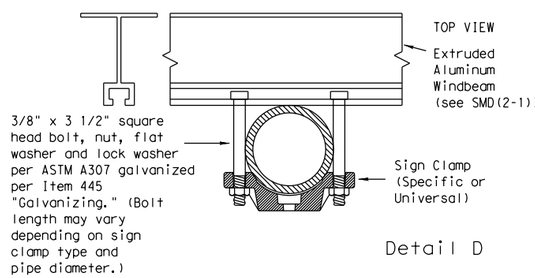
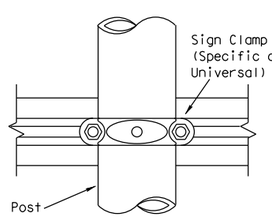


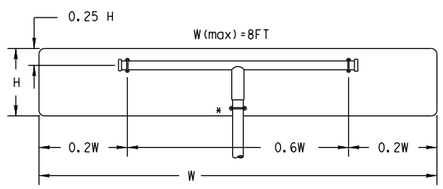
SM RD SGN ASSYM TY XXXXX(2)XX(P)

SIDE VIEW





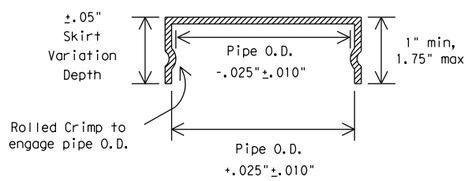
Detail D



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

All dimensions are in english unless detailed otherwise.

FRICTION CAP DETAIL



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

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

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

GENERAL NOTES:

1.

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

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

REQUIRED SUPPORT

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

Texas Department of Transportation
Traffic Operations Division

SIGN MOUNTING DETAILS SMALL ROADSIDE SIGNS TRIANGULAR SLIPBASE SYSTEM

SMD(SLIP-2)-08

REVISIONS	DN: TXDOT	CK: TXDOT	DW: TXDOT	CK: TXDOT
9-08	CONT	SECT	JOB	HIGHWAY
	0089	11	007,ETC.	SL 521,ETC.
	DIST	COUNTY		SHEET NO.
	YKM	JACKSON		133

26C

DATE: 2/28/2023 9:56:00 AM
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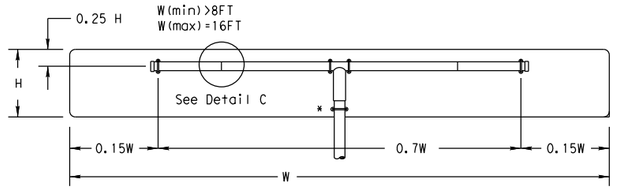
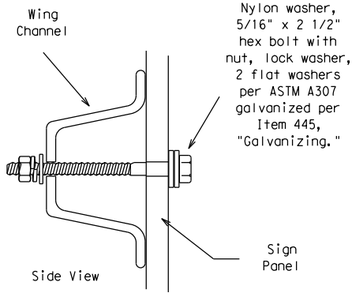
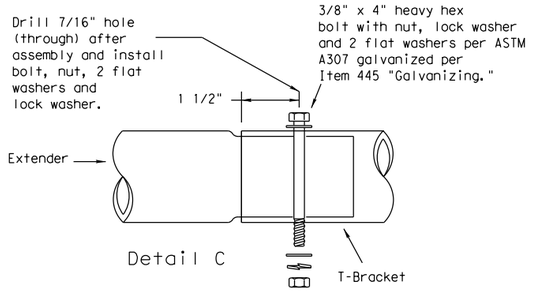


SM RD SGN ASSM TY XXXXX(1)XX(T-2EXT)
(* - See Note 12)

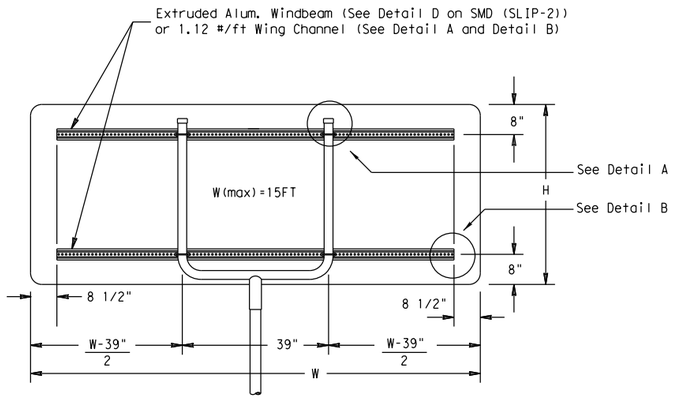


Detail B

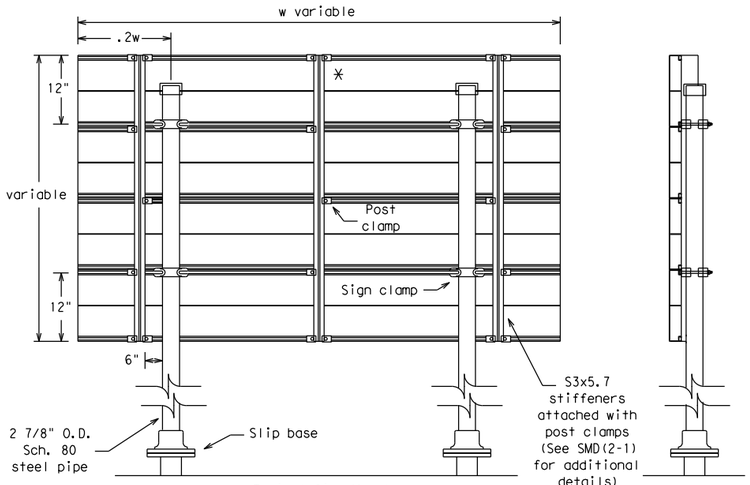


Detail C

Splices shall only be allowed behind the sign substrate.

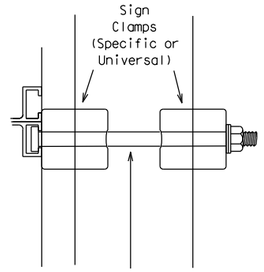


SM RD SGN ASSM TY XXXXX(1)XX(U-XX)

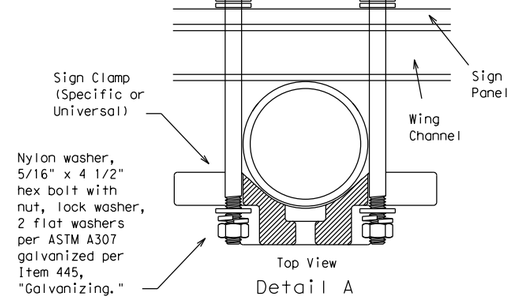


Typical Sign Mount
SM RD SGN ASSM TY S80(2)XX(P-EXAL)
* Additional stiffener placed at approximate center of signs when sign width is greater than 10'.

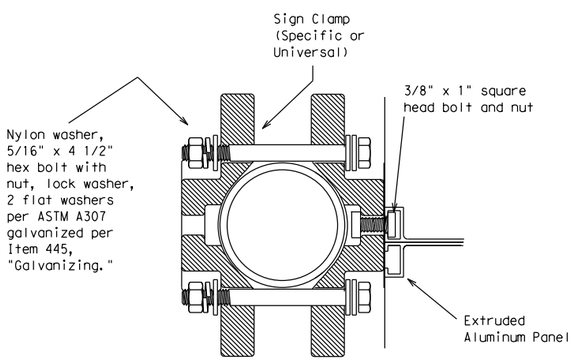
See Detail E
for clamp installation



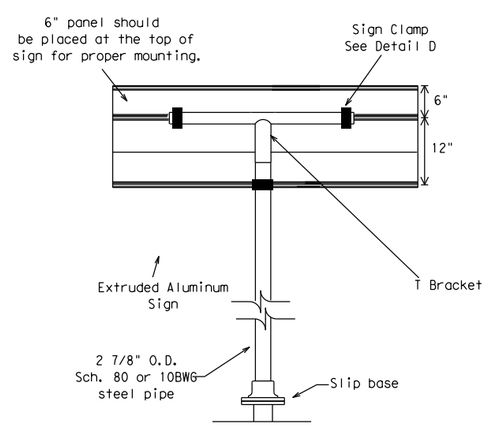
Detail E



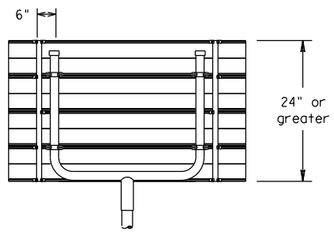
Top View
Detail A



Detail D
EXTRUDED ALUMINUM SIGN WITH T BRACKET



Extruded Aluminum Sign
With T Bracket



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

See Detail E
for clamp installation

GENERAL NOTES:

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

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

REQUIRED SUPPORT

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

Texas Department of Transportation
Traffic Operations Division

SIGN MOUNTING DETAILS SMALL ROADSIDE SIGNS TRIANGULAR SLIPBASE SYSTEM

SMD(SLIP-3)-08

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

REVISIONS
9-08

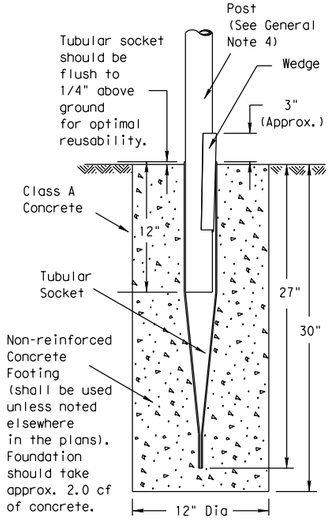
CONT	SECT	JOB	HIGHWAY
0089	11	007,ETC.	SL 521,ETC.

DIST	COUNTY	SHEET NO.
YKM	JACKSON	134

26D

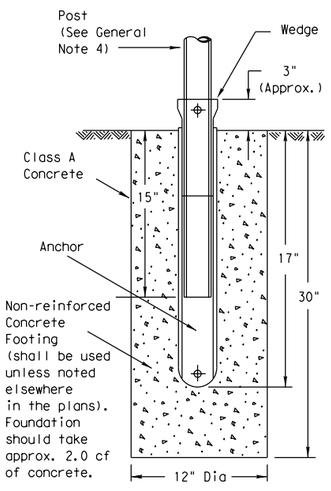
DATE: 2/28/2023 9:56:01 AM
FILE: G:\TXC\Projects\TxDOT\5832-13 YKM*Sidewalks*Jackson*Co*ORD\03*CADD\01*Snts\08-SPMD\SMDTWT.dgn

Wedge Anchor Steel System



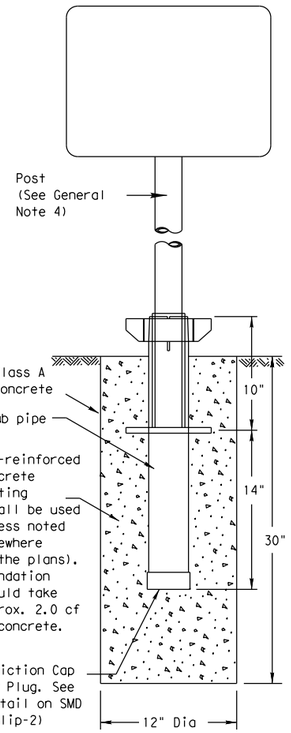
SM RD SGN ASSM TY TWT(X)WS(X)

Wedge Anchor High Density Polyethylene (HDPE) System

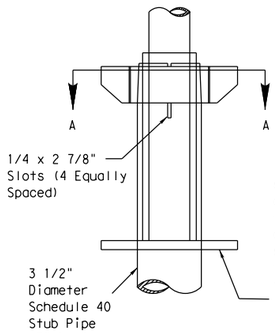


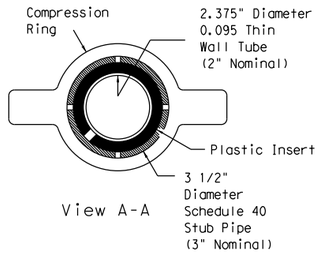
SMD RD SGN ASSM TY TWT(X)WP(X)

Universal Anchor System with Thin-Walled Tubing Post



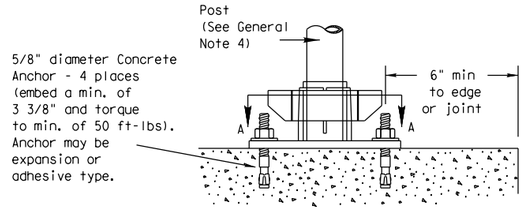
SM RD SGN ASSM TY TWT(X)UA(P)



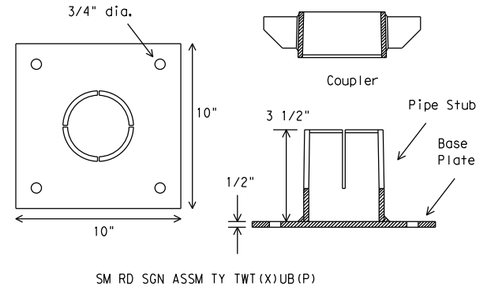


View A-A

Plastic insert must be used when using the TWT with either the Universal Anchor System or the Bolt Down Universal Anchor System. The insert should be approx. 10" long and cover the tubing from just above the top of the stub pipe to the bottom of the sign post when using the Universal Anchor System. The insert should be cut to approx. 4 1/2" when used with the Bolt Down Universal Anchor System.

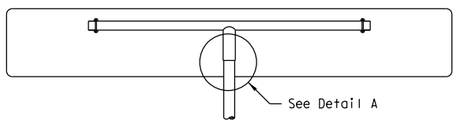


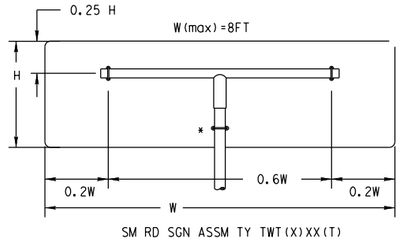
Concrete anchor consists of 5/8" diameter stud bolt with UNC series bolt threads on the upper end. A heavy hex nut per ASTM A563 and hardened washer per ASTM F436. The stud bolt shall have minimum yield and ultimate tensile strengths of 50 and 75 ksi, respectively. Nuts, bolts and washers shall be galvanized per Item 445, "Galvanizing." Top of bolt shall extend at least flush with top of nut when installed. The anchor, when installed in 4000 psi normal-weight concrete with a 3 3/8" minimum embedment, shall have a minimum allowable tension and shear of 2450 and 1525 psi, respectively. Adhesive type anchors shall have stud bolts installed with Type III epoxy per DMS-6100, "Epoxies and Adhesives." Adhesive anchors may be loaded after adequate epoxy cure time per the manufacturer's recommendations.



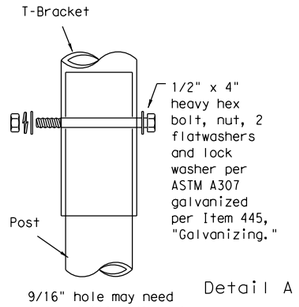
SM RD SGN ASSM TY TWT(X)UB(P)

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





SM RD SGN ASSM TY TWT(X)XX(T)
(* - See General Note 6)



Detail A

9/16" hole may need to be drilled through post to accommodate bolt.

NOTE

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

GENERAL NOTES:

1. The Wedge Anchor System and the Universal Anchor System with thin wall tubing post may be used to support up to 10 square feet of sign area.
2. The tubular socket, wedge and prefabricated T-bracket shall be permanently marked to indicate manufacturer. Method, design, and location of marking are subject to the approval of the TxDOT Traffic Standards Engineer.
3. Except for posts (13 BWG Tubing), clamps, nuts and bolts, all components shall be prequalified. A list of prequalified vendors may be obtained from the Material Producer List web page. The website address is: http://www.txdot.gov/business/producer list.htm
4. Material used as post with this system shall conform to the following specifications:
   13 BWG Tubing (2.375" outside diameter) (TWT)
   0.095" nominal wall thickness
   Seamless or electric-resistance welded steel tubing
   Steel shall be HSLAS Gr 55 per ASTM A1011 or ASTM A1008
   Other steels may be used if they meet the following:
   55,000 PSI minimum yield strength
   70,000 PSI minimum tensile strength
   18% minimum elongation in 2"
   Wall thickness (uncoated) shall be within the range of .083" to .099"
   Outside diameter (uncoated) shall be within the range of 2.369" to 2.381"
   Galvanization per ASTM 123 or ASTM A653 G210. For precoated steel tubing (ASTM A653), recoat tube outside diameter weld seam by metallizing with zinc wire per ASTM B833.
5. Sign blanks shall be the sizes and shapes shown on the plans.
6. Additional sign clamp required on the "T-bracket" post for 24" high signs. Place clamp at least 3" above bottom of sign when possible.
7. Sign supports shall not be spliced except where shown. Sign support posts shall not be spliced.
8. See the Traffic Operations Division website for detailed drawings of sign clamps and Wedge Anchor System components. The website address is: http://www.txdot.gov/publications/traffic.htm

WEDGE ANCHOR SYSTEM INSTALLATION PROCEDURE

1. Dig foundation hole. Where solid rock is encountered at ground level, the foundation shall be a minimum depth of 18". When solid rock is encountered below ground level, the foundation shall extend in the solid rock a minimum depth of 18" or provide a minimum foundation depth of 30". If solid rock is encountered, the socket/stub may be reduced in length as required to a minimum length of 18". Any material removed from the socket/stub shall be from the bottom and the clearance requirements given on SMD(GEN) must be followed. The inner surfaces of the socket/stub must remain free of concrete or other debris.
2. The Engineer may permit batches of concrete less than 2 cubic yards to be mixed with a portable, motor driven concrete mixer. For small placements less than 0.5 cubic yards, hand mixing in a suitable container may be allowed by Engineer. Place concrete into hole until it is approximately flush with the ground. Concrete shall be Class A.
3. Insert tubular socket into concrete until top of socket is approximaely 1/4 " above the concrete footing.
4. Plumb the socket. Allow a minimum 4 days for concrete to set, unless otherwise directed by Engineer..
5. Attach the sign to the sign post.
6. Insert the sign post into socket and align sign face with roadway.
7. Drive the wedge into the socket to secure post. This will leave approximately 3 inches of the wedge exposed.

UNIVERSAL ANCHOR SYSTEM INSTALLATION PROCEDURE

1. Dig foundation hole. Where solid rock is encountered at ground level, the foundation shall be a minimum depth of 18". When solid rock is encountered below ground level, the foundation shall extend in the solid rock a minimum depth of 18" or provide a minimum foundation depth of 30". If solid rock is encountered, the socket/stub may be reduced in length as required to a minimum length of 18". Any material removed from the socket/stub shall be from the bottom and the clearance requirements given on SMD(GEN) must be followed. The inner surfaces of the socket/stub must remain free of concrete or other debris.
2. Insert base post in hole to depths shown and backfill hole with concrete.
3. Level and plumb the base post using a torpedo level and allow concrete adequate time to set. The bottom of the slots provided in the stub pipe shall remain above the top of the concrete foundation.
4. Attach the sign to the sign post.
5. Install plastic insert around bottom of post.
6. Insert sign post into base post. Lower until the post comes to rest on steel rod.
7. Seat compression ring using a hammer. Typically, the top of compression ring will be approximately level with top of stub post when optimally installed.
8. Check sign post by hand to ensure it is unable to turn. If loose, increase the tightening of the compression ring.

Texas Department of Transportation
Traffic Operations Division

SIGN MOUNTING DETAILS SMALL ROADSIDE SIGNS WEDGE & UNIVERSAL ANCHOR WITH THIN WALL TUBING POST

SMD(TWT)-08

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

REVISIONS	CONT	SECT	JOB	HIGHWAY
9-08	0089	11	007,ETC.	SL 521,ETC.
	DIST	COUNTY		SHEET NO.
	YKM	JACKSON		135

26E

STORMWATER POLLUTION PRVENTION PLAN (SWP3):

This SWP3 has been developed in accordance with TxDOT policy for projects disturbing less than 1 acre of soil, and not part of a larger common plan of development.

For all projects with any soil disturbing activities, TxDOT will maintain a SWP3 with all pertinent records, correspondence, environmental documents, etc. at the project field office. If no field office is available, then this SWP3 shall be kept at the appropriate TxDOT Area Office.

This SWP3 is consistent with requirements specified in applicable stormwater plans, and the project's environmental permits, issues, and commitments (EPICs).

1.0 SITE/PROJECT DESCRIPTION

1.1 PROJECT CONTROL SECTION JOB (CSJ):
0089-11-007

1.2 PROJECT LIMITS:
From: FM 822 to 0.067 Mi East of SH 111

To: 0.091 Mi East of FM 1822 to Pumphrey St.

1.3 PROJECT COORDINATES:
BEGIN: (Lat)_____,(Long)_____

END: (Lat)_____,(Long)_____

1.4 TOTAL PROJECT AREA (Acres): Approx 5.2

1.5 TOTAL AREA TO BE DISTURBED (Acres): Approx 0.7

1.6 NATURE OF CONSTRUCTION ACTIVITY:

1.7 MAJOR SOIL TYPES:

Soil Type	Description

1.8 PROJECT SPECIFIC LOCATIONS (PSLs):
PSLs must be depicted on the Environmental Layout Sheets in Attachment 1.2 of this SWP3. PSLs may be identified during preconstruction meetings or during the construction process. Please choose from the options below:

- ☐ PSLs determined during preconstruction meeting
- ☐ PSLs determined during construction
- ☒ No PSLs planned for construction

Type	Sheet #s

All off-ROW PSLs required by the Contractor are the Contractor's responsibility. The Contractor shall secure all permits required by local, state, federal laws for off-ROW PSLs. The contractor shall provide diagrams, areas of disturbance, acreage, and BMPs for all off-ROW PSLs within one mile of the project.

1.9 CONSTRUCTION ACTIVITIES:
(Use the following list as a starting point when developing the Construction Activity Schedule and Ceasing Record in Attachment 2.3.)

- ☐ Mobilization
- ☒ Install sediment and erosion controls
- ☒ Blade existing topsoil into windrows, prep ROW, clear and grub
- ☒ Remove existing pavement
- ☒ Grading operations, excavation, and embankment
- ☐ Excavate and prepare subgrade for proposed pavement widening
- ☐ Remove existing culverts, safety end treatments (SETs)
- ☐ Remove existing metal beam guard fence (MBGF), bridge rail
- ☒ Install proposed pavement per plans
- ☒ Install culverts, culvert extensions, SETs
- ☐ Install mow strip, MBGF, bridge rail
- ☐ Place flex base
- ☒ Rework slopes, grade ditches
- ☒ Blade windrowed material back across slopes
- ☒ Revegetation of unpaved areas
- ☒ Achieve site stabilization and remove sediment and erosion control measures
- ☐ Other: _____
- ☐ Other: _____
- ☐ Other: _____

1.10 POTENTIAL POLLUTANTS AND SOURCES:

- ☒ Sediment laden stormwater from stormwater conveyance over disturbed area
- ☒ Fuels, oils, and lubricants from construction vehicles, equipment, and storage
- ☒ Solvents, paints, adhesives, etc. from various construction activities
- ☒ Transported soils from offsite vehicle tracking
- ☒ Construction debris and waste from various construction activities
- ☐ Contaminated water from excavation or dewatering pump-out water
- ☒ Sanitary waste from onsite restroom facilities
- ☒ Trash from various construction activities/receptacles
- ☒ Long-term stockpiles of material and waste
- ☐ Other: _____
- ☐ Other: _____
- ☐ Other: _____

1.11 RECEIVING WATERS:
Receiving waters must be depicted on the Environmental Layout Sheets in Attachment 1.2 of this SWP3. Include Segment # for receiving waters.

Tributaries	Classified Waterbody
DRY CREEK 1601C	LAVACA RIVER TIDAL 1601C
	NAVIDAD RIVER TIDAL
	LAKE TEXANA
	MATAGORDA BAY

* Add (*) for impaired waterbodies with pollutant in ().

1.12 ROLES AND RESPONSIBILITIES: TxDOT

- ☒ Development of plans and specifications
- ☒ Perform SWP3 inspections
- ☒ Maintain SWP3 records and update to reflect daily operations
- ☐ Other: _____
- ☐ Other: _____

1.13 ROLES AND RESPONSIBILITIES: CONTRACTOR

- ☒ Day To Day Operational Control
- ☒ Maintain schedule of major construction activities
- ☒ Install, maintain and modify BMPs
- ☐ Other: _____
- ☐ Other: _____
- ☐ Other: _____

STATE OF TEXAS
ROBERTO R. GARCIA
96586
LICENSED PROFESSIONAL ENGINEER
2/28/2023

STORMWATER POLLUTION PREVENTION PLAN (SWP3) (Less Than 1 Acre)

Texas Department of Transportation

FED. RD. DIV. NO.	PROJECT NO.		SHEET NO.
			136
STATE	STATE DIST.	COUNTY	
TEXAS	YKM	JACKSON	
CONT.	SECT.	JOB	HIGHWAY NO.
0089	11	007, ETC.	SL 521, ETC.

STORMWATER POLLUTION PRVENTION PLAN (SWP3):

2.0 BEST MANAGEMENT PRACTICES (BMPs) AND CONTROLS, INSPECTION, AND MAINTENANCE

The Contractor shall be the responsible party for implementing the BMPs described herein and for complying with the SWP3 for control of erosion and sedimentation during day-to-day operations. The Contractor shall implement changes to this SWP3 approved by TxDOT within the times specified in this SWP3 or the CGP.

2.1 EROSION CONTROL AND SOIL STABILIZATION BMPs:

T / P

- [X] [ ] Protection of Existing Vegetation
- [ ] [ ] Vegetated Buffer Zones
- [ ] [ ] Soil Retention Blankets
- [ ] [ ] Geotextiles
- [ ] [ ] Mulching/ Hydromulching
- [ ] [ ] Soil Surface Treatments
- [ ] [ ] Temporary Seeding
- [ ] [X] Permanent Planting, Sodding or Seeding
- [X] [X] Biodegradable Erosion Control Logs
- [ ] [ ] Rock Filter Dams/ Rock Check Dams
- [ ] [ ] Vertical Tracking
- [ ] [ ] Interceptor Swale
- [ ] [ ] Riprap
- [ ] [ ] Diversion Dike
- [X] [ ] Temporary Pipe Slope Drain
- [X] [X] Embankment for Erosion Control
- [ ] [ ] Paved Flumes
- [ ] [ ] Other: _____
- [ ] [ ] Other: _____
- [ ] [ ] Other: _____
- [ ] [ ] Other: _____

2.2 SEDIMENT CONTROL BMPs:

T / P

- [X] [X] Biodegradable Erosion Control Logs
- [ ] [ ] Dewatering Controls
- [X] [ ] Inlet Protection
- [X] [ ] Rock Filter Dams/ Rock Check Dams
- [ ] [ ] Sandbag Berms
- [X] [ ] Sediment Control Fence
- [ ] [ ] Stabilized Construction Exit
- [ ] [ ] Floating Turbidity Barrier
- [ ] [ ] Vegetated Buffer Zones
- [ ] [ ] Vegetated Filter Strips
- [ ] [ ] Other: _____
- [ ] [ ] Other: _____
- [ ] [ ] Other: _____
- [ ] [ ] Other: _____

Refer to the Environmental Layout Sheets/ SWP3 Layout Sheets located in Attachment 1.2 of this SWP3

2.3 PERMANENT CONTROLS:

(Coordinate post-construction BMPs with appropriate TxDOT maintenance sections.)

BMPs To Be Left In Place Post Construction:

Type	Stationing	
	From	To

Refer to the Environmental Layout Sheets/ SWP3 Layout Sheets located in Attachment 1.2 of this SWP3

2.4 OFFSITE VEHICLE TRACKING CONTROLS:

- [X] Excess dirt/mud on road removed daily
- [ ] Haul roads dampened for dust control
- [X] Loaded haul trucks to be covered with tarpaulin
- [ ] Stabilized construction exit
- [ ] Other: _____
- [ ] Other: _____
- [ ] Other: _____
- [ ] Other: _____

2.5 POLLUTION PREVENTION MEASURES:

- [X] Chemical Management
- [X] Concrete and Materials Waste Management
- [X] Debris and Trash Management
- [X] Dust Control
- [X] Sanitary Facilities
- [ ] Other: _____
- [ ] Other: _____
- [ ] Other: _____
- [ ] Other: _____

2.6 VEGETATED BUFFER ZONES:

Natural vegetated buffers shall be maintained as feasible to protect adjacent surface waters. If vegetated natural buffer zones are not feasible due to site geometry, the appropriate additional sediment control measures have been incorporated into this SWP3.

Type	Stationing	
	From	To

Refer to the Environmental Layout Sheets/ SWP3 Layout Sheets located in Attachment 1.2 of this SWP3

2.7 ALLOWABLE NON-STORMWATER DISCHARGES:

- [X] Fire hydrant flushings
- [X] Irrigation drainage
- [X] Pavement washwater (where spills or leaks have not occurred, and detergents are not used)
- [X] Potable water sources
- [X] Springs
- [X] Uncontaminated groundwater
- [X] Water used to wash vehicles or control dust
- [X] Other allowable non-stormwater discharges as allowed by TPDES GP TXR150000.

2.8 INSPECTIONS:

All disturbed areas and erosion and sediment control devices shall be inspected at least once every seven (7) days. Inspections shall be performed by TxDOT as indicated on the Field Inspection and Maintenance Report Form 2118 and retained in Attachment 2.3 of this SWP3 .

2.9 MAINTENANCE:

Control measures shall be properly installed according to specifications. If it is determined that a BMP or control measure is not operating effectively, maintenance must be accomplished as soon as possible and before the next anticipated rain event, but in no case later than 7 calendar days after being able to access the site. Maintenance shall be performed by the Contractor as indicated on the Field Inspection and Maintenance Report Form 2118 and retained in Attachment 2.3 of this SWP3.

STATE OF TEXAS
ROBERTO R. GARCIA
96586
LICENSED PROFESSIONAL ENGINEER
2/28/2023

STORMWATER POLLUTION PREVENTION PLAN (SWP3) (Less Than 1 Acre)

Texas Department of Transportation

FED. RD. DIV. NO.	PROJECT NO.		SHEET NO.
			137
STATE	STATE DIST.	COUNTY	
TEXAS	YKM	JACKSON	
CONT.	SECT.	JOB	HIGHWAY NO.
0089	11	007, ETC.	SL 521, ETC.

STORMWATER POLLUTION PRVENTION PLAN (SWP3):

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This SWP3 is consistent with requirements specified in applicable stormwater plans, and the project's environmental permits, issues, and commitments (EPICs).

1.0 SITE/PROJECT DESCRIPTION

1.1 PROJECT CONTROL SECTION JOB (CSJ):

0346-07-042

1.2 PROJECT LIMITS:

From: SL 521

To: US 59

1.3 PROJECT COORDINATES:

BEGIN: (Lat)_____,(Long)_____

END: (Lat)_____,(Long)_____

1.4 TOTAL PROJECT AREA (Acres): _____

1.5 TOTAL AREA TO BE DISTURBED (Acres): _____

1.6 NATURE OF CONSTRUCTION ACTIVITY:

_____

_____

_____

1.7 MAJOR SOIL TYPES:

Soil Type	Description

1.8 PROJECT SPECIFIC LOCATIONS (PSLs):

PSLs must be depicted on the Environmental Layout Sheets in Attachment 1.2 of this SWP3. PSLs may be identified during preconstruction meetings or during the construction process. Please choose from the options below:

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Type	Sheet #s

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1.9 CONSTRUCTION ACTIVITIES:

(Use the following list as a starting point when developing the Construction Activity Schedule and Ceasing Record in Attachment 2.3.)

☐ Mobilization
☒ Install sediment and erosion controls
☒ Blade existing topsoil into windrows, prep ROW, clear and grub
☒ Remove existing pavement
☒ Grading operations, excavation, and embankment
☐ Excavate and prepare subgrade for proposed pavement widening
☐ Remove existing culverts, safety end treatments (SETs)
☐ Remove existing metal beam guard fence (MBGF), bridge rail
☒ Install proposed pavement per plans
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☐ Install mow strip, MBGF, bridge rail
☐ Place flex base
☒ Rework slopes, grade ditches
☒ Blade windrowed material back across slopes
☒ Revegetation of unpaved areas
☒ Achieve site stabilization and remove sediment and erosion control measures
☐ Other: _____
☐ Other: _____
☐ Other: _____

1.10 POTENTIAL POLLUTANTS AND SOURCES:

☒ Sediment laden stormwater from stormwater conveyance over disturbed area
☒ Fuels, oils, and lubricants from construction vehicles, equipment, and storage
☒ Solvents, paints, adhesives, etc. from various construction activities
☒ Transported soils from offsite vehicle tracking
☒ Construction debris and waste from various construction activities
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☒ Sanitary waste from onsite restroom facilities
☒ Trash from various construction activities/receptacles
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☐ Other: _____
☐ Other: _____
☐ Other: _____

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Tributaries	Classified Waterbody
DRY CREEK 1601C	LAVACA RIVER TIDAL 1601C
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	MATAGORDA BAY

* Add (*) for impaired waterbodies with pollutant in ().

1.12 ROLES AND RESPONSIBILITIES: TxDOT

☒ Development of plans and specifications
☒ Perform SWP3 inspections
☒ Maintain SWP3 records and update to reflect daily operations
☐ Other: _____
☐ Other: _____

1.13 ROLES AND RESPONSIBILITIES: CONTRACTOR

☒ Day To Day Operational Control
☒ Maintain schedule of major construction activities
☒ Install, maintain and modify BMPs
☐ Other: _____
☐ Other: _____
☐ Other: _____

STATE OF TEXAS
ROBERTO R. GARCIA
96586
LICENSED
PROFESSIONAL ENGINEER
2/28/2023

STORMWATER POLLUTION PREVENTION PLAN (SWP3) (Less Than 1 Acre)

Texas Department of Transportation

FED. RD. DIV. NO.	PROJECT NO.		SHEET NO.
			138
STATE	STATE DIST.	COUNTY	
TEXAS	YKM	JACKSON	
CONT.	SECT.	JOB	HIGHWAY NO.
0089	11	007, ETC.	SL 521, ETC.

STORMWATER POLLUTION PRVENTION PLAN (SWP3):

2.0 BEST MANAGEMENT PRACTICES (BMPs) AND CONTROLS, INSPECTION, AND MAINTENANCE

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2.1 EROSION CONTROL AND SOIL STABILIZATION BMPs:

T / P

- ☒ ☐ Protection of Existing Vegetation
- ☐ ☐ Vegetated Buffer Zones
- ☐ ☐ Soil Retention Blankets
- ☐ ☐ Geotextiles
- ☐ ☐ Mulching/ Hydromulching
- ☐ ☐ Soil Surface Treatments
- ☐ ☐ Temporary Seeding
- ☐ ☒ Permanent Planting, Sodding or Seeding
- ☒ ☒ Biodegradable Erosion Control Logs
- ☐ ☐ Rock Filter Dams/ Rock Check Dams
- ☐ ☐ Vertical Tracking
- ☐ ☐ Interceptor Swale
- ☐ ☐ Riprap
- ☐ ☐ Diversion Dike
- ☒ ☐ Temporary Pipe Slope Drain
- ☒ ☒ Embankment for Erosion Control
- ☐ ☐ Paved Flumes
- ☐ ☐ Other: _____
- ☐ ☐ Other: _____
- ☐ ☐ Other: _____
- ☐ ☐ Other: _____

2.2 SEDIMENT CONTROL BMPs:

T / P

- ☒ ☒ Biodegradable Erosion Control Logs
- ☐ ☐ Dewatering Controls
- ☒ ☐ Inlet Protection
- ☒ ☐ Rock Filter Dams/ Rock Check Dams
- ☐ ☐ Sandbag Berms
- ☒ ☐ Sediment Control Fence
- ☐ ☐ Stabilized Construction Exit
- ☐ ☐ Floating Turbidity Barrier
- ☐ ☐ Vegetated Buffer Zones
- ☐ ☐ Vegetated Filter Strips
- ☐ ☐ Other: _____
- ☐ ☐ Other: _____
- ☐ ☐ Other: _____
- ☐ ☐ Other: _____

Refer to the Environmental Layout Sheets/ SWP3 Layout Sheets located in Attachment 1.2 of this SWP3

2.3 PERMANENT CONTROLS:

(Coordinate post-construction BMPs with appropriate TxDOT maintenance sections.)

BMPs To Be Left In Place Post Construction:

Type	Stationing	
	From	To

Refer to the Environmental Layout Sheets/ SWP3 Layout Sheets located in Attachment 1.2 of this SWP3

2.4 OFFSITE VEHICLE TRACKING CONTROLS:

- ☒ Excess dirt/mud on road removed daily
- ☐ Haul roads dampened for dust control
- ☒ Loaded haul trucks to be covered with tarpaulin
- ☐ Stabilized construction exit
- ☐ Other: _____
- ☐ Other: _____
- ☐ Other: _____
- ☐ Other: _____

2.5 POLLUTION PREVENTION MEASURES:

- ☒ Chemical Management
- ☒ Concrete and Materials Waste Management
- ☒ Debris and Trash Management
- ☒ Dust Control
- ☒ Sanitary Facilities
- ☐ Other: _____
- ☐ Other: _____
- ☐ Other: _____
- ☐ Other: _____

2.6 VEGETATED BUFFER ZONES:

Natural vegetated buffers shall be maintained as feasible to protect adjacent surface waters. If vegetated natural buffer zones are not feasible due to site geometry, the appropriate additional sediment control measures have been incorporated into this SWP3.

Type	Stationing	
	From	To

Refer to the Environmental Layout Sheets/ SWP3 Layout Sheets located in Attachment 1.2 of this SWP3

2.7 ALLOWABLE NON-STORMWATER DISCHARGES:

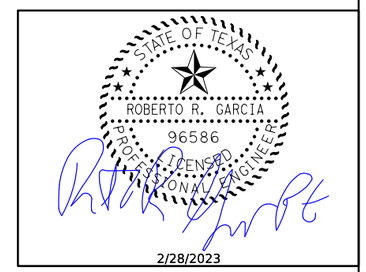
- ☒ Fire hydrant flushings
- ☒ Irrigation drainage
- ☒ Pavement washwater (where spills or leaks have not occurred, and detergents are not used)
- ☒ Potable water sources
- ☒ Springs
- ☒ Uncontaminated groundwater
- ☒ Water used to wash vehicles or control dust
- ☒ Other allowable non-stormwater discharges as allowed by TPDES GP TXR150000.

2.8 INSPECTIONS:

All disturbed areas and erosion and sediment control devices shall be inspected at least once every seven (7) days. Inspections shall be performed by TxDOT as indicated on the Field Inspection and Maintenance Report Form 2118 and retained in Attachment 2.3 of this SWP3 .

2.9 MAINTENANCE:

Control measures shall be properly installed according to specifications. If it is determined that a BMP or control measure is not operating effectively, maintenance must be accomplished as soon as possible and before the next anticipated rain event, but in no case later than 7 calendar days after being able to access the site. Maintenance shall be performed by the Contractor as indicated on the Field Inspection and Maintenance Report Form 2118 and retained in Attachment 2.3 of this SWP3.



STORMWATER POLLUTION PREVENTION PLAN (SWP3) (Less Than 1 Acre)

Texas Department of Transportation

FED. RD. DIV. NO.	PROJECT NO.		SHEET NO.
			139
STATE	STATE DIST.	COUNTY	
TEXAS	YKM	JACKSON	
CONT.	SECT.	JOB	HIGHWAY NO.
0089	11	007, ETC.	SL 521, ETC.

STORMWATER POLLUTION PRVENTION PLAN (SWP3):

This SWP3 has been developed in accordance with TxDOT policy for projects disturbing less than 1 acre of soil, and not part of a larger common plan of development.

For all projects with any soil disturbing activities, TxDOT will maintain a SWP3 with all pertinent records, correspondence, environmental documents, etc. at the project field office. If no field office is available, then this SWP3 shall be kept at the appropriate TxDOT Area Office.

This SWP3 is consistent with requirements specified in applicable stormwater plans, and the project's environmental permits, issues, and commitments (EPICs).

1.0 SITE/PROJECT DESCRIPTION

1.1 PROJECT CONTROL SECTION JOB (CSJ):

1945-01-024

1.2 PROJECT LIMITS:

From: Dugger St.

To: 0.68 Mi South of SL 521

1.3 PROJECT COORDINATES:

BEGIN: (Lat)_____,(Long)_____

END: (Lat)_____,(Long)_____

1.4 TOTAL PROJECT AREA (Acres): _____

1.5 TOTAL AREA TO BE DISTURBED (Acres): _____

1.6 NATURE OF CONSTRUCTION ACTIVITY:

_____

_____

_____

1.7 MAJOR SOIL TYPES:

Soil Type	Description

1.8 PROJECT SPECIFIC LOCATIONS (PSLs):

PSLs must be depicted on the Environmental Layout Sheets in Attachment 1.2 of this SWP3. PSLs may be identified during preconstruction meetings or during the construction process. Please choose from the options below:

☐ PSLs determined during preconstruction meeting
☐ PSLs determined during construction
☒ No PSLs planned for construction

Type	Sheet #s

All off-ROW PSLs required by the Contractor are the Contractor's responsibility. The Contractor shall secure all permits required by local, state, federal laws for off-ROW PSLs. The contractor shall provide diagrams, areas of disturbance, acreage, and BMPs for all off-ROW PSLs within one mile of the project.

1.9 CONSTRUCTION ACTIVITIES:

(Use the following list as a starting point when developing the Construction Activity Schedule and Ceasing Record in Attachment 2.3.)

☐ Mobilization
☒ Install sediment and erosion controls
☒ Blade existing topsoil into windrows, prep ROW, clear and grub
☒ Remove existing pavement
☒ Grading operations, excavation, and embankment
☐ Excavate and prepare subgrade for proposed pavement widening
☐ Remove existing culverts, safety end treatments (SETs)
☐ Remove existing metal beam guard fence (MBGF), bridge rail
☒ Install proposed pavement per plans
☒ Install culverts, culvert extensions, SETs
☐ Install mow strip, MBGF, bridge rail
☐ Place flex base
☒ Rework slopes, grade ditches
☒ Blade windrowed material back across slopes
☒ Revegetation of unpaved areas
☒ Achieve site stabilization and remove sediment and erosion control measures
☐ Other: _____
_____
☐ Other: _____
_____
☐ Other: _____
_____

1.10 POTENTIAL POLLUTANTS AND SOURCES:

☒ Sediment laden stormwater from stormwater conveyance over disturbed area
☒ Fuels, oils, and lubricants from construction vehicles, equipment, and storage
☒ Solvents, paints, adhesives, etc. from various construction activities
☒ Transported soils from offsite vehicle tracking
☒ Construction debris and waste from various construction activities
☐ Contaminated water from excavation or dewatering pump-out water
☒ Sanitary waste from onsite restroom facilities
☒ Trash from various construction activities/receptacles
☒ Long-term stockpiles of material and waste
☐ Other: _____
_____
☐ Other: _____
_____
☐ Other: _____
_____

1.11 RECEIVING WATERS:

Receiving waters must be depicted on the Environmental Layout Sheets in Attachment 1.2 of this SWP3. Include Segment # for receiving waters.

Tributaries	Classified Waterbody
DRY CREEK 1601C	LAVACA RIVER TIDAL 1601C
	NAVIDAD RIVER TIDAL
	LAKE TEXANA
	MATAGORDA BAY

* Add (*) for impaired waterbodies with pollutant in ().

1.12 ROLES AND RESPONSIBILITIES: TxDOT

☒ Development of plans and specifications
☒ Perform SWP3 inspections
☒ Maintain SWP3 records and update to reflect daily operations
☐ Other: _____
_____
☐ Other: _____
_____

1.13 ROLES AND RESPONSIBILITIES: CONTRACTOR

☒ Day To Day Operational Control
☒ Maintain schedule of major construction activities
☒ Install, maintain and modify BMPs
☐ Other: _____
_____
☐ Other: _____
_____
☐ Other: _____
_____

STATE OF TEXAS
ROBERTO R. GARCIA
96586
LICENSED
PROFESSIONAL ENGINEER
2/28/2023

STORMWATER POLLUTION PREVENTION PLAN (SWP3) (Less Than 1 Acre)

Texas Department of Transportation

FED. RD. DIV. NO.	PROJECT NO.		SHEET NO.
			140
STATE	STATE DIST.	COUNTY	
TEXAS	YKM	JACKSON	
CONT.	SECT.	JOB	HIGHWAY NO.
0089	11	007, ETC.	SL 521, ETC.

STORMWATER POLLUTION PRVENTION PLAN (SWP3):

2.0 BEST MANAGEMENT PRACTICES (BMPs) AND CONTROLS, INSPECTION, AND MAINTENANCE

The Contractor shall be the responsible party for implementing the BMPs described herein and for complying with the SWP3 for control of erosion and sedimentation during day-to-day operations. The Contractor shall implement changes to this SWP3 approved by TxDOT within the times specified in this SWP3 or the CGP.

2.1 EROSION CONTROL AND SOIL STABILIZATION BMPs:

T / P

- [X] [ ] Protection of Existing Vegetation
- [ ] [ ] Vegetated Buffer Zones
- [ ] [ ] Soil Retention Blankets
- [ ] [ ] Geotextiles
- [ ] [ ] Mulching/ Hydromulching
- [ ] [ ] Soil Surface Treatments
- [ ] [ ] Temporary Seeding
- [ ] [X] Permanent Planting, Sodding or Seeding
- [X] [X] Biodegradable Erosion Control Logs
- [X] [X] Rock Filter Dams/ Rock Check Dams
- [ ] [ ] Vertical Tracking
- [ ] [ ] Interceptor Swale
- [ ] [ ] Riprap
- [ ] [ ] Diversion Dike
- [X] [ ] Temporary Pipe Slope Drain
- [X] [X] Embankment for Erosion Control
- [ ] [ ] Paved Flumes
- [ ] [ ] Other: _____
- [ ] [ ] Other: _____
- [ ] [ ] Other: _____
- [ ] [ ] Other: _____

2.2 SEDIMENT CONTROL BMPs:

T / P

- [X] [X] Biodegradable Erosion Control Logs
- [ ] [ ] Dewatering Controls
- [X] [ ] Inlet Protection
- [X] [ ] Rock Filter Dams/ Rock Check Dams
- [ ] [ ] Sandbag Berms
- [X] [ ] Sediment Control Fence
- [ ] [ ] Stabilized Construction Exit
- [ ] [ ] Floating Turbidity Barrier
- [ ] [ ] Vegetated Buffer Zones
- [ ] [ ] Vegetated Filter Strips
- [ ] [ ] Other: _____
- [ ] [ ] Other: _____
- [ ] [ ] Other: _____
- [ ] [ ] Other: _____

Refer to the Environmental Layout Sheets/ SWP3 Layout Sheets located in Attachment 1.2 of this SWP3

2.3 PERMANENT CONTROLS:

(Coordinate post-construction BMPs with appropriate TxDOT maintenance sections.)

BMPs To Be Left In Place Post Construction:

Type	Stationing	
	From	To

Refer to the Environmental Layout Sheets/ SWP3 Layout Sheets located in Attachment 1.2 of this SWP3

2.4 OFFSITE VEHICLE TRACKING CONTROLS:

- [X] Excess dirt/mud on road removed daily
- [ ] Haul roads dampened for dust control
- [X] Loaded haul trucks to be covered with tarpaulin
- [ ] Stabilized construction exit
- [ ] Other: _____
- [ ] Other: _____
- [ ] Other: _____
- [ ] Other: _____

2.5 POLLUTION PREVENTION MEASURES:

- [X] Chemical Management
- [X] Concrete and Materials Waste Management
- [X] Debris and Trash Management
- [X] Dust Control
- [X] Sanitary Facilities
- [ ] Other: _____
- [ ] Other: _____
- [ ] Other: _____
- [ ] Other: _____

2.6 VEGETATED BUFFER ZONES:

Natural vegetated buffers shall be maintained as feasible to protect adjacent surface waters. If vegetated natural buffer zones are not feasible due to site geometry, the appropriate additional sediment control measures have been incorporated into this SWP3.

Type	Stationing	
	From	To

Refer to the Environmental Layout Sheets/ SWP3 Layout Sheets located in Attachment 1.2 of this SWP3

2.7 ALLOWABLE NON-STORMWATER DISCHARGES:

- [X] Fire hydrant flushings
- [X] Irrigation drainage
- [X] Pavement washwater (where spills or leaks have not occurred, and detergents are not used)
- [X] Potable water sources
- [X] Springs
- [X] Uncontaminated groundwater
- [X] Water used to wash vehicles or control dust
- [X] Other allowable non-stormwater discharges as allowed by TPDES GP TXR150000.

2.8 INSPECTIONS:

All disturbed areas and erosion and sediment control devices shall be inspected at least once every seven (7) days. Inspections shall be performed by TxDOT as indicated on the Field Inspection and Maintenance Report Form 2118 and retained in Attachment 2.3 of this SWP3 .

2.9 MAINTENANCE:

Control measures shall be properly installed according to specifications. If it is determined that a BMP or control measure is not operating effectively, maintenance must be accomplished as soon as possible and before the next anticipated rain event, but in no case later than 7 calendar days after being able to access the site. Maintenance shall be performed by the Contractor as indicated on the Field Inspection and Maintenance Report Form 2118 and retained in Attachment 2.3 of this SWP3.

STATE OF TEXAS
ROBERTO R. GARCIA
96586
PROFESSIONAL ENGINEER
LICENSED
2/28/2023

STORMWATER POLLUTION PREVENTION PLAN (SWP3) (Less Than 1 Acre)

Texas Department of Transportation

FED. RD. DIV. NO.	PROJECT NO.		SHEET NO.
			141
STATE	STATE DIST.	COUNTY	
TEXAS	YKM	JACKSON	
CONT.	SECT.	JOB	HIGHWAY NO.
0089	11	007, ETC.	SL 521, ETC.

STORMWATER POLLUTION PRVENTION PLAN (SWP3):

This SWP3 has been developed in accordance with TxDOT policy for projects disturbing less than 1 acre of soil, and not part of a larger common plan of development.

For all projects with any soil disturbing activities, TxDOT will maintain a SWP3 with all pertinent records, correspondence, environmental documents, etc. at the project field office. If no field office is available, then this SWP3 shall be kept at the appropriate TxDOT Area Office.

This SWP3 is consistent with requirements specified in applicable stormwater plans, and the project's environmental permits, issues, and commitments (EPICs).

1.0 SITE/PROJECT DESCRIPTION

1.1 PROJECT CONTROL SECTION JOB (CSJ):
0089-12-006

1.2 PROJECT LIMITS:
From: FM 710

To: 5TH ST.

1.3 PROJECT COORDINATES:
BEGIN: (Lat)_____,(Long)_____

END: (Lat)_____,(Long)_____

1.4 TOTAL PROJECT AREA (Acres): _____

1.5 TOTAL AREA TO BE DISTURBED (Acres): _____

1.6 NATURE OF CONSTRUCTION ACTIVITY:

_____

_____

_____

1.7 MAJOR SOIL TYPES:

Soil Type	Description

1.8 PROJECT SPECIFIC LOCATIONS (PSLs):
PSLs must be depicted on the Environmental Layout Sheets in Attachment 1.2 of this SWP3. PSLs may be identified during preconstruction meetings or during the construction process. Please choose from the options below:

☐ PSLs determined during preconstruction meeting
☐ PSLs determined during construction
☒ No PSLs planned for construction

Type	Sheet #s

All off-ROW PSLs required by the Contractor are the Contractor's responsibility. The Contractor shall secure all permits required by local, state, federal laws for off-ROW PSLs. The contractor shall provide diagrams, areas of disturbance, acreage, and BMPs for all off-ROW PSLs within one mile of the project.

1.9 CONSTRUCTION ACTIVITIES:
(Use the following list as a starting point when developing the Construction Activity Schedule and Ceasing Record in Attachment 2.3.)

☐ Mobilization
☒ Install sediment and erosion controls
☒ Blade existing topsoil into windrows, prep ROW, clear and grub
☒ Remove existing pavement
☒ Grading operations, excavation, and embankment
☐ Excavate and prepare subgrade for proposed pavement widening
☐ Remove existing culverts, safety end treatments (SETs)
☐ Remove existing metal beam guard fence (MBGF), bridge rail
☒ Install proposed pavement per plans
☒ Install culverts, culvert extensions, SETs
☐ Install mow strip, MBGF, bridge rail
☐ Place flex base
☒ Rework slopes, grade ditches
☒ Blade windrowed material back across slopes
☒ Revegetation of unpaved areas
☒ Achieve site stabilization and remove sediment and erosion control measures
☐ Other: _____
_____
☐ Other: _____
_____
☐ Other: _____
_____

1.10 POTENTIAL POLLUTANTS AND SOURCES:

☒ Sediment laden stormwater from stormwater conveyance over disturbed area
☒ Fuels, oils, and lubricants from construction vehicles, equipment, and storage
☒ Solvents, paints, adhesives, etc. from various construction activities
☒ Transported soils from offsite vehicle tracking
☒ Construction debris and waste from various construction activities
☐ Contaminated water from excavation or dewatering pump-out water
☒ Sanitary waste from onsite restroom facilities
☒ Trash from various construction activities/receptacles
☐ Long-term stockpiles of material and waste
☐ Other: _____
_____
☐ Other: _____
_____
☐ Other: _____
_____

1.11 RECEIVING WATERS:
Receiving waters must be depicted on the Environmental Layout Sheets in Attachment 1.2 of this SWP3. Include Segment # for receiving waters.

Tributaries	Classified Waterbody
DRY CREEK 1601C	LAVACA RIVER TIDAL 1601C
	NAVIDAD RIVER TIDAL
EAST MUSTANG CREEK	LAKE TEXANA
	MATAGORDA BAY

* Add (*) for impaired waterbodies with pollutant in ().

1.12 ROLES AND RESPONSIBILITIES: TxDOT

☒ Development of plans and specifications
☒ Perform SWP3 inspections
☒ Maintain SWP3 records and update to reflect daily operations
☐ Other: _____
_____
☐ Other: _____
_____

1.13 ROLES AND RESPONSIBILITIES: CONTRACTOR

☒ Day To Day Operational Control
☒ Maintain schedule of major construction activities
☒ Install, maintain and modify BMPs
☐ Other: _____
_____
☐ Other: _____
_____
☐ Other: _____
_____

STATE OF TEXAS
ROBERTO R. GARCIA
96586
LICENSED
PROFESSIONAL ENGINEER
2/28/2023

STORMWATER POLLUTION PREVENTION PLAN (SWP3) (Less Than 1 Acre)

Texas Department of Transportation

FED. RD. DIV. NO.	PROJECT NO.		SHEET NO.
			142
STATE	STATE DIST.	COUNTY	
TEXAS	YKM	JACKSON	
CONT.	SECT.	JOB	HIGHWAY NO.
0089	11	007, ETC.	SL 521, ETC.

STORMWATER POLLUTION PRVENTION PLAN (SWP3):

2.0 BEST MANAGEMENT PRACTICES (BMPs) AND CONTROLS, INSPECTION, AND MAINTENANCE

The Contractor shall be the responsible party for implementing the BMPs described herein and for complying with the SWP3 for control of erosion and sedimentation during day-to-day operations. The Contractor shall implement changes to this SWP3 approved by TxDOT within the times specified in this SWP3 or the CGP.

2.1 EROSION CONTROL AND SOIL STABILIZATION BMPs:

T / P

- ☒ ☐ Protection of Existing Vegetation
- ☐ ☐ Vegetated Buffer Zones
- ☐ ☐ Soil Retention Blankets
- ☐ ☐ Geotextiles
- ☐ ☐ Mulching/ Hydromulching
- ☐ ☐ Soil Surface Treatments
- ☐ ☐ Temporary Seeding
- ☐ ☒ Permanent Planting, Sodding or Seeding
- ☒ ☒ Biodegradable Erosion Control Logs
- ☐ ☐ Rock Filter Dams/ Rock Check Dams
- ☐ ☐ Vertical Tracking
- ☐ ☐ Interceptor Swale
- ☐ ☐ Riprap
- ☐ ☐ Diversion Dike
- ☒ ☐ Temporary Pipe Slope Drain
- ☒ ☒ Embankment for Erosion Control
- ☐ ☐ Paved Flumes
- ☐ ☐ Other: _____
- ☐ ☐ Other: _____
- ☐ ☐ Other: _____
- ☐ ☐ Other: _____

2.2 SEDIMENT CONTROL BMPs:

T / P

- ☒ ☒ Biodegradable Erosion Control Logs
- ☐ ☐ Dewatering Controls
- ☒ ☐ Inlet Protection
- ☒ ☐ Rock Filter Dams/ Rock Check Dams
- ☐ ☐ Sandbag Berms
- ☒ ☐ Sediment Control Fence
- ☐ ☐ Stabilized Construction Exit
- ☐ ☐ Floating Turbidity Barrier
- ☐ ☐ Vegetated Buffer Zones
- ☐ ☐ Vegetated Filter Strips
- ☐ ☐ Other: _____
- ☐ ☐ Other: _____
- ☐ ☐ Other: _____
- ☐ ☐ Other: _____

Refer to the Environmental Layout Sheets/ SWP3 Layout Sheets located in Attachment 1.2 of this SWP3

2.3 PERMANENT CONTROLS:

(Coordinate post-construction BMPs with appropriate TxDOT maintenance sections.)

BMPs To Be Left In Place Post Construction:

Type	Stationing	
	From	To

Refer to the Environmental Layout Sheets/ SWP3 Layout Sheets located in Attachment 1.2 of this SWP3

2.4 OFFSITE VEHICLE TRACKING CONTROLS:

- ☒ Excess dirt/mud on road removed daily
- ☐ Haul roads dampened for dust control
- ☒ Loaded haul trucks to be covered with tarpaulin
- ☐ Stabilized construction exit
- ☐ Other: _____
- ☐ Other: _____
- ☐ Other: _____
- ☐ Other: _____

2.5 POLLUTION PREVENTION MEASURES:

- ☒ Chemical Management
- ☒ Concrete and Materials Waste Management
- ☒ Debris and Trash Management
- ☒ Dust Control
- ☒ Sanitary Facilities
- ☐ Other: _____
- ☐ Other: _____
- ☐ Other: _____
- ☐ Other: _____

2.6 VEGETATED BUFFER ZONES:

Natural vegetated buffers shall be maintained as feasible to protect adjacent surface waters. If vegetated natural buffer zones are not feasible due to site geometry, the appropriate additional sediment control measures have been incorporated into this SWP3.

Type	Stationing	
	From	To

Refer to the Environmental Layout Sheets/ SWP3 Layout Sheets located in Attachment 1.2 of this SWP3

2.7 ALLOWABLE NON-STORMWATER DISCHARGES:

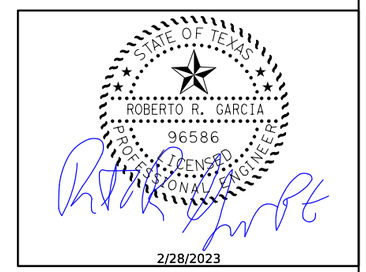
- ☒ Fire hydrant flushings
- ☒ Irrigation drainage
- ☒ Pavement washwater (where spills or leaks have not occurred, and detergents are not used)
- ☒ Potable water sources
- ☒ Springs
- ☒ Uncontaminated groundwater
- ☒ Water used to wash vehicles or control dust
- ☒ Other allowable non-stormwater discharges as allowed by TPDES GP TXR150000.

2.8 INSPECTIONS:

All disturbed areas and erosion and sediment control devices shall be inspected at least once every seven (7) days. Inspections shall be performed by TxDOT as indicated on the Field Inspection and Maintenance Report Form 2118 and retained in Attachment 2.3 of this SWP3 .

2.9 MAINTENANCE:

Control measures shall be properly installed according to specifications. If it is determined that a BMP or control measure is not operating effectively, maintenance must be accomplished as soon as possible and before the next anticipated rain event, but in no case later than 7 calendar days after being able to access the site. Maintenance shall be performed by the Contractor as indicated on the Field Inspection and Maintenance Report Form 2118 and retained in Attachment 2.3 of this SWP3.



STORMWATER POLLUTION PREVENTION PLAN (SWP3) (Less Than 1 Acre)

Texas Department of Transportation

FED. RD. DIV. NO.	PROJECT NO.		SHEET NO.
			143
STATE	STATE DIST.	COUNTY	
TEXAS	YKM	JACKSON	
CONT.	SECT.	JOB	HIGHWAY NO.
0089	11	007, ETC.	SL 521, ETC.

STORMWATER POLLUTION PRVENTION PLAN (SWP3):

This SWP3 has been developed in accordance with TxDOT policy for projects disturbing less than 1 acre of soil, and not part of a larger common plan of development.

For all projects with any soil disturbing activities, TxDOT will maintain a SWP3 with all pertinent records, correspondence, environmental documents, etc. at the project field office. If no field office is available, then this SWP3 shall be kept at the appropriate TxDOT Area Office.

This SWP3 is consistent with requirements specified in applicable stormwater plans, and the project's environmental permits, issues, and commitments (EPICs).

1.0 SITE/PROJECT DESCRIPTION

1.1 PROJECT CONTROL SECTION JOB (CSJ):
0420-09-025

1.2 PROJECT LIMITS:
From: SL 522

To: US 59

1.3 PROJECT COORDINATES:
BEGIN: (Lat)_____,(Long)_____

END: (Lat)_____,(Long)_____

1.4 TOTAL PROJECT AREA (Acres): _____

1.5 TOTAL AREA TO BE DISTURBED (Acres): _____

1.6 NATURE OF CONSTRUCTION ACTIVITY:

_____

_____

_____

1.7 MAJOR SOIL TYPES:

Soil Type	Description

1.8 PROJECT SPECIFIC LOCATIONS (PSLs):
PSLs must be depicted on the Environmental Layout Sheets in Attachment 1.2 of this SWP3. PSLs may be identified during preconstruction meetings or during the construction process. Please choose from the options below:

☐ PSLs determined during preconstruction meeting
☐ PSLs determined during construction
☒ No PSLs planned for construction

Type	Sheet #s

All off-ROW PSLs required by the Contractor are the Contractor's responsibility. The Contractor shall secure all permits required by local, state, federal laws for off-ROW PSLs. The contractor shall provide diagrams, areas of disturbance, acreage, and BMPs for all off-ROW PSLs within one mile of the project.

1.9 CONSTRUCTION ACTIVITIES:
(Use the following list as a starting point when developing the Construction Activity Schedule and Ceasing Record in Attachment 2.3.)

☐ Mobilization
☒ Install sediment and erosion controls
☒ Blade existing topsoil into windrows, prep ROW, clear and grub
☒ Remove existing pavement
☒ Grading operations, excavation, and embankment
☐ Excavate and prepare subgrade for proposed pavement widening
☐ Remove existing culverts, safety end treatments (SETs)
☐ Remove existing metal beam guard fence (MBGF), bridge rail
☒ Install proposed pavement per plans
☒ Install culverts, culvert extensions, SETs
☐ Install mow strip, MBGF, bridge rail
☐ Place flex base
☒ Rework slopes, grade ditches
☒ Blade windrowed material back across slopes
☒ Revegetation of unpaved areas
☒ Achieve site stabilization and remove sediment and erosion control measures
☐ Other: _____
_____
☐ Other: _____
_____
☐ Other: _____
_____

1.10 POTENTIAL POLLUTANTS AND SOURCES:

☒ Sediment laden stormwater from stormwater conveyance over disturbed area
☒ Fuels, oils, and lubricants from construction vehicles, equipment, and storage
☒ Solvents, paints, adhesives, etc. from various construction activities
☒ Transported soils from offsite vehicle tracking
☒ Construction debris and waste from various construction activities
☐ Contaminated water from excavation or dewatering pump-out water
☒ Sanitary waste from onsite restroom facilities
☒ Trash from various construction activities/receptacles
☐ Long-term stockpiles of material and waste
☐ Other: _____
_____
☐ Other: _____
_____
☐ Other: _____
_____

1.11 RECEIVING WATERS:
Receiving waters must be depicted on the Environmental Layout Sheets in Attachment 1.2 of this SWP3. Include Segment # for receiving waters.

Tributaries	Classified Waterbody
DRY CREEK 1601C	LAVACA RIVER TIDAL 1601C
	NAVIDAD RIVER TIDAL
EAST MUSTANG CREEK	LAKE TEXANA
	MATAGORDA BAY

* Add (*) for impaired waterbodies with pollutant in ().

1.12 ROLES AND RESPONSIBILITIES: TxDOT

☒ Development of plans and specifications
☒ Perform SWP3 inspections
☒ Maintain SWP3 records and update to reflect daily operations
☐ Other: _____
_____
☐ Other: _____
_____

1.13 ROLES AND RESPONSIBILITIES: CONTRACTOR

☒ Day To Day Operational Control
☒ Maintain schedule of major construction activities
☒ Install, maintain and modify BMPs
☐ Other: _____
_____
☐ Other: _____
_____
☐ Other: _____
_____

STATE OF TEXAS
ROBERTO R. GARCIA
96586
LICENSED PROFESSIONAL ENGINEER
2/28/2023

STORMWATER POLLUTION PREVENTION PLAN (SWP3) (Less Than 1 Acre)

Texas Department of Transportation

FED. RD. DIV. NO.	PROJECT NO.		SHEET NO.
			144
STATE	STATE DIST.	COUNTY	
TEXAS	YKM	JACKSON	
CONT.	SECT.	JOB	HIGHWAY NO.
0089	11	007, ETC.	SL 521, ETC.

STORMWATER POLLUTION PRVENTION PLAN (SWP3):

2.0 BEST MANAGEMENT PRACTICES (BMPs) AND CONTROLS, INSPECTION, AND MAINTENANCE

The Contractor shall be the responsible party for implementing the BMPs described herein and for complying with the SWP3 for control of erosion and sedimentation during day-to-day operations. The Contractor shall implement changes to this SWP3 approved by TxDOT within the times specified in this SWP3 or the CGP.

2.1 EROSION CONTROL AND SOIL STABILIZATION BMPs:

T / P

- ☒ ☐ Protection of Existing Vegetation
- ☐ ☐ Vegetated Buffer Zones
- ☐ ☐ Soil Retention Blankets
- ☐ ☐ Geotextiles
- ☐ ☐ Mulching/ Hydromulching
- ☐ ☐ Soil Surface Treatments
- ☐ ☐ Temporary Seeding
- ☐ ☒ Permanent Planting, Sodding or Seeding
- ☒ ☒ Biodegradable Erosion Control Logs
- ☐ ☐ Rock Filter Dams/ Rock Check Dams
- ☐ ☐ Vertical Tracking
- ☐ ☐ Interceptor Swale
- ☐ ☐ Riprap
- ☐ ☐ Diversion Dike
- ☒ ☐ Temporary Pipe Slope Drain
- ☒ ☒ Embankment for Erosion Control
- ☐ ☐ Paved Flumes
- ☐ ☐ Other: _____
- ☐ ☐ Other: _____
- ☐ ☐ Other: _____
- ☐ ☐ Other: _____

2.2 SEDIMENT CONTROL BMPs:

T / P

- ☒ ☒ Biodegradable Erosion Control Logs
- ☐ ☐ Dewatering Controls
- ☒ ☐ Inlet Protection
- ☒ ☐ Rock Filter Dams/ Rock Check Dams
- ☐ ☐ Sandbag Berms
- ☒ ☐ Sediment Control Fence
- ☐ ☐ Stabilized Construction Exit
- ☐ ☐ Floating Turbidity Barrier
- ☐ ☐ Vegetated Buffer Zones
- ☐ ☐ Vegetated Filter Strips
- ☐ ☐ Other: _____
- ☐ ☐ Other: _____
- ☐ ☐ Other: _____
- ☐ ☐ Other: _____

Refer to the Environmental Layout Sheets/ SWP3 Layout Sheets located in Attachment 1.2 of this SWP3

2.3 PERMANENT CONTROLS:

(Coordinate post-construction BMPs with appropriate TxDOT maintenance sections.)

BMPs To Be Left In Place Post Construction:

Type	Stationing	
	From	To

Refer to the Environmental Layout Sheets/ SWP3 Layout Sheets located in Attachment 1.2 of this SWP3

2.4 OFFSITE VEHICLE TRACKING CONTROLS:

- ☒ Excess dirt/mud on road removed daily
- ☐ Haul roads dampened for dust control
- ☒ Loaded haul trucks to be covered with tarpaulin
- ☐ Stabilized construction exit
- ☐ Other: _____
- ☐ Other: _____
- ☐ Other: _____
- ☐ Other: _____

2.5 POLLUTION PREVENTION MEASURES:

- ☒ Chemical Management
- ☒ Concrete and Materials Waste Management
- ☒ Debris and Trash Management
- ☒ Dust Control
- ☒ Sanitary Facilities
- ☐ Other: _____
- ☐ Other: _____
- ☐ Other: _____
- ☐ Other: _____

2.6 VEGETATED BUFFER ZONES:

Natural vegetated buffers shall be maintained as feasible to protect adjacent surface waters. If vegetated natural buffer zones are not feasible due to site geometry, the appropriate additional sediment control measures have been incorporated into this SWP3.

Type	Stationing	
	From	To

Refer to the Environmental Layout Sheets/ SWP3 Layout Sheets located in Attachment 1.2 of this SWP3

2.7 ALLOWABLE NON-STORMWATER DISCHARGES:

- ☒ Fire hydrant flushings
- ☒ Irrigation drainage
- ☒ Pavement washwater (where spills or leaks have not occurred, and detergents are not used)
- ☒ Potable water sources
- ☒ Springs
- ☒ Uncontaminated groundwater
- ☒ Water used to wash vehicles or control dust
- ☒ Other allowable non-stormwater discharges as allowed by TPDES GP TXR150000.

2.8 INSPECTIONS:

All disturbed areas and erosion and sediment control devices shall be inspected at least once every seven (7) days. Inspections shall be performed by TxDOT as indicated on the Field Inspection and Maintenance Report Form 2118 and retained in Attachment 2.3 of this SWP3 .

2.9 MAINTENANCE:

Control measures shall be properly installed according to specifications. If it is determined that a BMP or control measure is not operating effectively, maintenance must be accomplished as soon as possible and before the next anticipated rain event, but in no case later than 7 calendar days after being able to access the site. Maintenance shall be performed by the Contractor as indicated on the Field Inspection and Maintenance Report Form 2118 and retained in Attachment 2.3 of this SWP3.

STATE OF TEXAS
ROBERTO R. GARCIA
96586
PROFESSIONAL ENGINEER
LICENSED
2/28/2023

STORMWATER POLLUTION PREVENTION PLAN (SWP3) (Less Than 1 Acre)

Texas Department of Transportation

FED. RD. DIV. NO.	PROJECT NO.		SHEET NO.
			145
STATE	STATE DIST.	COUNTY	
TEXAS	YKM	JACKSON	
CONT.	SECT.	JOB	HIGHWAY NO.
0089	11	007, ETC.	SL 521, ETC.

STORMWATER POLLUTION PRVENTION PLAN (SWP3):

This SWP3 has been developed in accordance with TxDOT policy for projects disturbing less than 1 acre of soil, and not part of a larger common plan of development.

For all projects with any soil disturbing activities, TxDOT will maintain a SWP3 with all pertinent records, correspondence, environmental documents, etc. at the project field office. If no field office is available, then this SWP3 shall be kept at the appropriate TxDOT Area Office.

This SWP3 is consistent with requirements specified in applicable stormwater plans, and the project's environmental permits, issues, and commitments (EPICs).

1.0 SITE/PROJECT DESCRIPTION

1.1 PROJECT CONTROL SECTION JOB (CSJ):

0420-01-048

1.2 PROJECT LIMITS:

From: BUECHMAN RD.

To: W HEARD ST.

1.3 PROJECT COORDINATES:

BEGIN: (Lat)_____,(Long)_____

END: (Lat)_____,(Long)_____

1.4 TOTAL PROJECT AREA (Acres): 2.2 ACRES

1.5 TOTAL AREA TO BE DISTURBED (Acres): 0.4 ACRES

1.6 NATURE OF CONSTRUCTION ACTIVITY:

1.7 MAJOR SOIL TYPES:

Soil Type	Description

1.8 PROJECT SPECIFIC LOCATIONS (PSLs):

PSLs must be depicted on the Environmental Layout Sheets in Attachment 1.2 of this SWP3. PSLs may be identified during preconstruction meetings or during the construction process. Please choose from the options below:

- ☐ PSLs determined during preconstruction meeting
- ☐ PSLs determined during construction
- ☒ No PSLs planned for construction

Type	Sheet #s

All off-ROW PSLs required by the Contractor are the Contractor's responsibility. The Contractor shall secure all permits required by local, state, federal laws for off-ROW PSLs. The contractor shall provide diagrams, areas of disturbance, acreage, and BMPs for all off-ROW PSLs within one mile of the project.

1.9 CONSTRUCTION ACTIVITIES:

(Use the following list as a starting point when developing the Construction Activity Schedule and Ceasing Record in Attachment 2.3.)

- ☐ Mobilization
- ☒ Install sediment and erosion controls
- ☒ Blade existing topsoil into windrows, prep ROW, clear and grub
- ☒ Remove existing pavement
- ☒ Grading operations, excavation, and embankment
- ☐ Excavate and prepare subgrade for proposed pavement widening
- ☐ Remove existing culverts, safety end treatments (SETs)
- ☐ Remove existing metal beam guard fence (MBGF), bridge rail
- ☒ Install proposed pavement per plans
- ☒ Install culverts, culvert extensions, SETs
- ☐ Install mow strip, MBGF, bridge rail
- ☐ Place flex base
- ☒ Rework slopes, grade ditches
- ☒ Blade windrowed material back across slopes
- ☒ Revegetation of unpaved areas
- ☒ Achieve site stabilization and remove sediment and erosion control measures
- ☐ Other: _____
- ☐ Other: _____
- ☐ Other: _____

1.10 POTENTIAL POLLUTANTS AND SOURCES:

- ☒ Sediment laden stormwater from stormwater conveyance over disturbed area
- ☒ Fuels, oils, and lubricants from construction vehicles, equipment, and storage
- ☒ Solvents, paints, adhesives, etc. from various construction activities
- ☒ Transported soils from offsite vehicle tracking
- ☒ Construction debris and waste from various construction activities
- ☐ Contaminated water from excavation or dewatering pump-out water
- ☒ Sanitary waste from onsite restroom facilities
- ☒ Trash from various construction activities/receptacles
- ☐ Long-term stockpiles of material and waste
- ☐ Other: _____
- ☐ Other: _____
- ☐ Other: _____

1.11 RECEIVING WATERS:

Receiving waters must be depicted on the Environmental Layout Sheets in Attachment 1.2 of this SWP3. Include Segment # for receiving waters.

Tributaries	Classified Waterbody
DRY CREEK 1601C	LACACA RIVER TIDAL 1601C
	NAVIDAD RIVER TIDAL
EAST MUSTANG CREEK	LAKE TEXANA
	MATAGORDA BAY

* Add (*) for impaired waterbodies with pollutant in ().

1.12 ROLES AND RESPONSIBILITIES: TxDOT

- ☒ Development of plans and specifications
- ☒ Perform SWP3 inspections
- ☒ Maintain SWP3 records and update to reflect daily operations
- ☐ Other: _____
- ☐ Other: _____

1.13 ROLES AND RESPONSIBILITIES: CONTRACTOR

- ☒ Day To Day Operational Control
- ☒ Maintain schedule of major construction activities
- ☒ Install, maintain and modify BMPs
- ☐ Other: _____
- ☐ Other: _____

STATE OF TEXAS
ROBERTO R. GARCIA
96586
LICENSED
PROFESSIONAL ENGINEER
2/28/2023

STORMWATER POLLUTION PREVENTION PLAN (SWP3) (Less Than 1 Acre)

Texas Department of Transportation

FED. RD. DIV. NO.	PROJECT NO.		SHEET NO.
			146
STATE	STATE DIST.	COUNTY	
TEXAS	YKM	JACKSON	
CONT.	SECT.	JOB	HIGHWAY NO.
0089	11	007, ETC.	SL 521, ETC.

STORMWATER POLLUTION PRVENTION PLAN (SWP3):

2.0 BEST MANAGEMENT PRACTICES (BMPs) AND CONTROLS, INSPECTION, AND MAINTENANCE

The Contractor shall be the responsible party for implementing the BMPs described herein and for complying with the SWP3 for control of erosion and sedimentation during day-to-day operations. The Contractor shall implement changes to this SWP3 approved by TxDOT within the times specified in this SWP3 or the CGP.

2.1 EROSION CONTROL AND SOIL STABILIZATION BMPs:

T / P

- [X] [ ] Protection of Existing Vegetation
- [ ] [ ] Vegetated Buffer Zones
- [ ] [ ] Soil Retention Blankets
- [ ] [ ] Geotextiles
- [ ] [ ] Mulching/ Hydromulching
- [ ] [ ] Soil Surface Treatments
- [ ] [ ] Temporary Seeding
- [ ] [X] Permanent Planting, Sodding or Seeding
- [X] [X] Biodegradable Erosion Control Logs
- [ ] [ ] Rock Filter Dams/ Rock Check Dams
- [ ] [ ] Vertical Tracking
- [ ] [ ] Interceptor Swale
- [ ] [ ] Riprap
- [ ] [ ] Diversion Dike
- [X] [ ] Temporary Pipe Slope Drain
- [X] [X] Embankment for Erosion Control
- [ ] [ ] Paved Flumes
- [ ] [ ] Other: _____
- [ ] [ ] Other: _____
- [ ] [ ] Other: _____
- [ ] [ ] Other: _____

2.2 SEDIMENT CONTROL BMPs:

T / P

- [X] [X] Biodegradable Erosion Control Logs
- [ ] [ ] Dewatering Controls
- [X] [ ] Inlet Protection
- [X] [ ] Rock Filter Dams/ Rock Check Dams
- [ ] [ ] Sandbag Berms
- [X] [ ] Sediment Control Fence
- [ ] [ ] Stabilized Construction Exit
- [ ] [ ] Floating Turbidity Barrier
- [ ] [ ] Vegetated Buffer Zones
- [ ] [ ] Vegetated Filter Strips
- [ ] [ ] Other: _____
- [ ] [ ] Other: _____
- [ ] [ ] Other: _____
- [ ] [ ] Other: _____

Refer to the Environmental Layout Sheets/ SWP3 Layout Sheets located in Attachment 1.2 of this SWP3

2.3 PERMANENT CONTROLS:

(Coordinate post-construction BMPs with appropriate TxDOT maintenance sections.)

BMPs To Be Left In Place Post Construction:

Type	Stationing	
	From	To

Refer to the Environmental Layout Sheets/ SWP3 Layout Sheets located in Attachment 1.2 of this SWP3

2.4 OFFSITE VEHICLE TRACKING CONTROLS:

- [X] Excess dirt/mud on road removed daily
- [ ] Haul roads dampened for dust control
- [X] Loaded haul trucks to be covered with tarpaulin
- [ ] Stabilized construction exit
- [ ] Other: _____
- [ ] Other: _____
- [ ] Other: _____
- [ ] Other: _____

2.5 POLLUTION PREVENTION MEASURES:

- [X] Chemical Management
- [X] Concrete and Materials Waste Management
- [X] Debris and Trash Management
- [X] Dust Control
- [X] Sanitary Facilities
- [ ] Other: _____
- [ ] Other: _____
- [ ] Other: _____
- [ ] Other: _____

2.6 VEGETATED BUFFER ZONES:

Natural vegetated buffers shall be maintained as feasible to protect adjacent surface waters. If vegetated natural buffer zones are not feasible due to site geometry, the appropriate additional sediment control measures have been incorporated into this SWP3.

Type	Stationing	
	From	To

Refer to the Environmental Layout Sheets/ SWP3 Layout Sheets located in Attachment 1.2 of this SWP3

2.7 ALLOWABLE NON-STORMWATER DISCHARGES:

- [X] Fire hydrant flushings
- [X] Irrigation drainage
- [X] Pavement washwater (where spills or leaks have not occurred, and detergents are not used)
- [X] Potable water sources
- [X] Springs
- [X] Uncontaminated groundwater
- [X] Water used to wash vehicles or control dust
- [X] Other allowable non-stormwater discharges as allowed by TPDES GP TXR150000.

2.8 INSPECTIONS:

All disturbed areas and erosion and sediment control devices shall be inspected at least once every seven (7) days. Inspections shall be performed by TxDOT as indicated on the Field Inspection and Maintenance Report Form 2118 and retained in Attachment 2.3 of this SWP3 .

2.9 MAINTENANCE:

Control measures shall be properly installed according to specifications. If it is determined that a BMP or control measure is not operating effectively, maintenance must be accomplished as soon as possible and before the next anticipated rain event, but in no case later than 7 calendar days after being able to access the site. Maintenance shall be performed by the Contractor as indicated on the Field Inspection and Maintenance Report Form 2118 and retained in Attachment 2.3 of this SWP3.

STATE OF TEXAS
ROBERTO R. GARCIA
96586
LICENSED PROFESSIONAL ENGINEER
2/28/2023

STORMWATER POLLUTION PREVENTION PLAN (SWP3) (Less Than 1 Acre)

Texas Department of Transportation

FED. RD. DIV. NO.	PROJECT NO.		SHEET NO.
			147
STATE	STATE DIST.	COUNTY	
TEXAS	YKM	JACKSON	
CONT.	SECT.	JOB	HIGHWAY NO.
0089	11	007, ETC.	SL 521, ETC.

I. STORMWATER POLLUTION PREVENTION

Texas Pollutant Discharge Elimination System (TPDES) TXR 150000: Stormwater Discharge Permit or Construction General Permit is 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. If applicable list MS4 operator that may receive discharges from this project. MS4 operator should be notified prior to construction activities.

- [x] Prevent stormwater pollution erosion and sedimentation in accordance with TPDES Permit TXR 150000.
- [ ] Comply with the SW3P and revise when necessary to control pollution or as required by the Engineer.
- [ ] Post Construction Site Notice (CSN) with SW3P information on or near the site, accessible to the public and TCEQ, EPA, or other inspectors.
- [ ] When Contractor project specific locations (PSL) increase disturbed soil area to 5 acres or more, sumbit Notice of Intent (NOI) to TCEQ and Engineer.
- [ ] MS4 Operator(s):

No Additional Comments

II. WORK IN OR NEAR STREAMS, WATERBODIES AND WETLANDS

United States Army Corps of Engineers (USACE) Permit is required for filling, dredging, excavating or other work in water bodies, rivers, creeks, streams, wetlands or wet areas. The Contractor must adhere to all of the terms and general conditions associated with the following permit(s). If additional work not represented in the plans is required, contact the Engineer immediately.

- [x] No USACE Permit Required
- [ ] Work is authorized by the USACE under a Nationwide Permit _____ without a Pre-Construction Notification (PCN). Project specific permit was not issued by USACE, therefore is not in the plan set.
- [ ] Work is authorized by the USACE under a Nationwide Permit _____ with a Pre-Construction Notification (PCN). The project specific permit issued by the USACE is included in the plan set.
- [ ] Work is authorized by the USACE under a Individual Permit (IP). The project specific permit issued by the USACE is included in the plan set.
- [ ] Work would be authorized by the USACE. The project specific permit issued by the USACE or Nationwide Permit will be provided to the contractor.

United States Coast Guard (USCG) Permit is required for projects that involve the construction or modification (including changes to lighting) of a bridge or causeway across a water body determined to be navigable by the United States Coast Guard (USCG) under Section 9 of the Rivers and Harbors Act. If additional work not represented in the plans is required, contact the Engineer immediately.

- [x] No United States Coast Guard (USCG) Coordination Required
- [ ] United States Coast Guard (USCG) Permit
- [ ] United States Coast Guard (USCG) Exemption

Best Management Practices

Erosion	Sedimentation	Post Construction TSS
[ ] Temporary Vegetation	[x] Silt Fence	[x] Vegetative Filter Strips
[ ] Vegetation Lined Ditches	[ ] Rock Filter Dam	[ ] Vegetation Lined Ditches
[ ] Sodding	[ ] Sand Bag Berm	[ ] Grassy Swales

No Additional Comments

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 area and contact the Engineer immediately.

Additional Comments

IV. VEGETATION RESOURCES

Preserve native vegetation to the extent practical. Refer to TxDOT Standard Specifications 162, 164, 192, 193, 506, 730, 751, and 752 in order to comply with requirements for invasive species, beneficial landscaping and tree/brush removal.

No Additional Comments

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

If any of the listed species below are observed, cease work in the area, do not disturb species or habitat and contact the Engineer immediately.

The work may not remove active nests (from bridges, structures, or vegetation adjacent to the roadway, etc.) during nesting season (February 15 to October 1). If removal of structures or vegetation is necessary during the nesting season, the Contractor shall conduct a bird survey no more than 3 days in advance of the clearing/demolish start date. All bird surveys shall be conducted by a Field Biologist and adhere to the guidance document “Avoiding Migratory Birds and Handling Potential Violations” found in the TxDOT Environmental Compliance Toolkits at the time of the survey. (See below for Field Biologist and Ornithologist qualifications)

No Additional Comments

Field Biologist, Ornithologist – a field biologist is defined as an individual qualified to perform field investigations, presence/absence surveys and habitat surveys for protected avian species or species of concern. A mandatory bachelor’s degree in biology or a related science is required. At a minimum, the Field Biologist, Ornithologist, shall have completed and reported a minimum of three presence/absence and habitat surveys for protected avian species in the past five years. A minimum of three projects must have been conducted in Texas. Surveys shall have been performed for documentation of species in accordance with a protocol approved by USFWS or TPWD, or following generally accepted methodologies.

VI. HAZARDOUS MATERIALS OR CONTAMINATION ISSUES

Refer to TxDOT Standard Specifications in the event potentially contaminated materials are observed, such as dead or distressed vegetation, trash disposal areas, drums, canisters, barrels, leaching or seepage of substances, unusual smells or odors, or stained soil, cease work in the area and contact the Engineer immediately.

Does the project involve any bridge class structure rehabilitation or replacements (bridge class structutres not including box culverts)? Yes [ ] No [x]

No further action required.

No Additional Comments

VII. GENERAL NOTES

TxDOT has determined that a USACE Nationwide or Individual Permit is not necessary for the project since all work shall be conducted outside the USACE jurisdictional areas. Any impacts to these jurisdictioanl areas by the contractor without a USACE permit will be the responsibility of the contrator. If the contractor deems it necessary to impact the USACE jurisdcitional areas, then it becomes the contractor's entire responsibility to consult with the USACE pertaining to the need for a Nationwide or Individual Permit. TxDOT will then hold the contractor responsible for following all conditions of the approved Permit.

Version 13.1

DATE:
FILE:

Texas Department of Transportation

TxDOT Yoakum District

ENVIRONMENTAL PERMITS, ISSUES AND COMMITMENTS

EPIC

FILE: EPIC Sheet.dgn	DN:	CK:	DW:	CK:
© TxDOT: March 2017	CONT	SECT	JOB	HIGHWAY
REVISIONS	0089	11	007, etc.	SL 521, etc.
	DIST	COUNTY		SHEET NO.
	YKM	JACKSON CO.		148

VIII. OTHER ENVIRONMENTAL ISSUES	VIII. OTHER ENVIRONMENTAL ISSUES	VIII. OTHER ENVIRONMENTAL ISSUES

III. Cultural Resources Cont.:

-Contractor shall notify the Chair of the Jackson County Historical Commission <fp.condron@sbcglobal.net> two weeks before beginning work.

- Contractor must saw cut existing sidewalk no closer than 12 inches away from the historic buildings at:
102 E. Main St., Edna, Texas / Station 734
106 E. Main St., Edna, Texas / Station 733+50
108 E. Main St., Edna, Texas / Station 733
208 W. Main St., Edna, Texas / Station 742+25
118 W. Main St., Edna, Texas / Station 737+60
126 W. Main St., Edna, Texas / Station 738+50

-Contractor shall construct new sidewalk next to the saw cut edge with installation of expansion joint in between. If existing sidewalk is to be removed entirely, the remaining 8 to 12 inches next to the historic structure must be removed by hand. Expansion joint must be placed between historic structure and new sidewalk.

-Contractor shall prevent splashback of concrete onto historic resource.

-Contractor shall repair or replace in kind, at own expense, any historic materials damaged in the course of executing the work. Contractor shall locate replacement source for historic materials damaged in the course of the work. TxDOT-Environmental Affairs Division shall be informed of proposed repairs to facilitate consultation with Texas Historical Commission prior to execution of repair work.

-The ramps at the Edna Theater (201 W. Main St.) and the Jackson County Courthouse (115 W. Main St.) are outside the work area. No work shall be done at these locations without prior consultation with the Texas Historical Commission and TxDOT's Historical Studies Branch.

-These notes will be reviewed with the contractor at the pre-construction meeting.

DATE:
FILE:

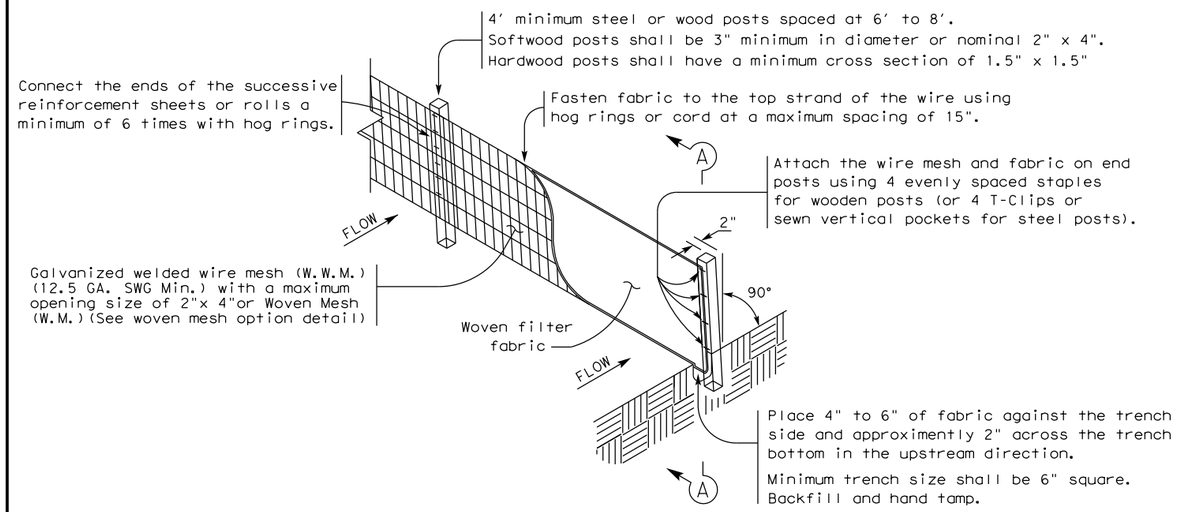
Texas Department of Transportation

TxDOT Yoakum District

ENVIRONMENTAL PERMITS, ISSUES AND COMMITMENTS

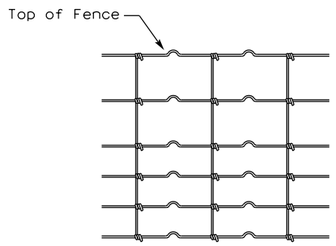
EPIC

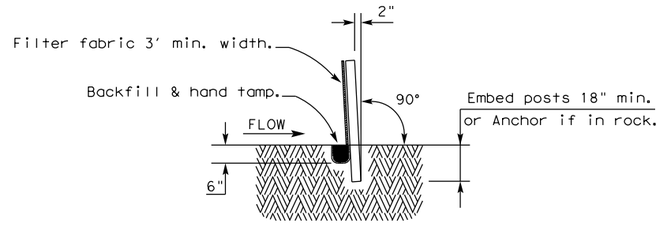
FILE: EPIC Sheet.dgn	DN:	CK:	DW:	CK:
© TxDOT: March 2017	CONT	SECT	JOB	HIGHWAY
REVISIONS	0089	11	007, etc.	SL 521, etc.
	DIST	COUNTY		SHEET NO.
	YKM	JACKSON CO.		149



TEMPORARY SEDIMENT CONTROL FENCE

SCF





SECTION A-A

HINGE JOINT KNOT WOVEN MESH (OPTION) DETAIL

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

SEDIMENT CONTROL FENCE USAGE GUIDELINES

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

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

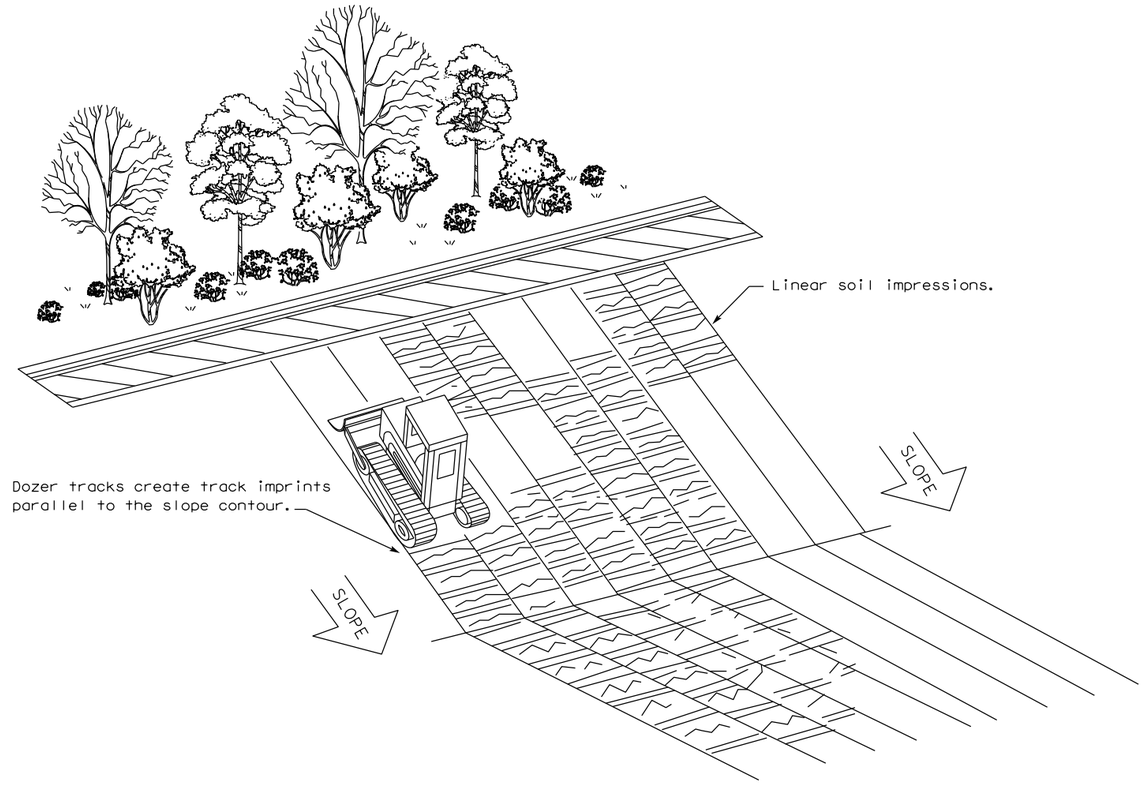
LEGEND

Sediment Control Fence

SCF

GENERAL NOTES

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



VERTICAL TRACKING

Texas Department of Transportation

Design Division Standard

TEMPORARY EROSION, SEDIMENT AND WATER POLLUTION CONTROL MEASURES

FENCE & VERTICAL TRACKING

EC(1)-16

FILE: ec116	DN: TxDOT	CK: KM	DW: VP	DN/CK: LS
© TxDOT: JULY 2016	CONT	SECT	JOB	HIGHWAY
REVISIONS	0089	11	007,ETC.	SL 521,ETC.
	DIST	COUNTY		SHEET NO.
	YKM	JACKSON		150

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DATE: 2023
FILE: ec116

DATE: 2/28/2023
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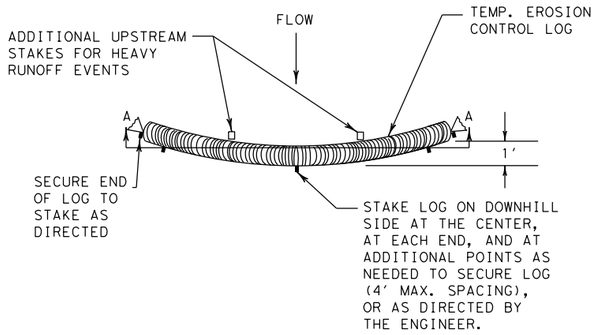
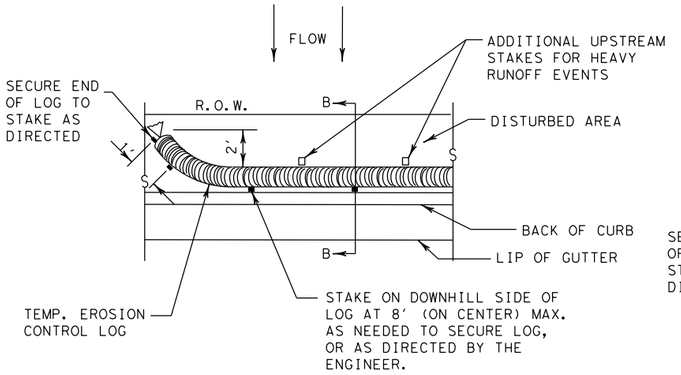
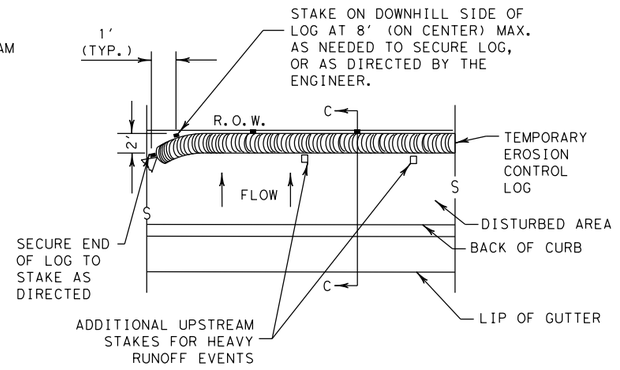


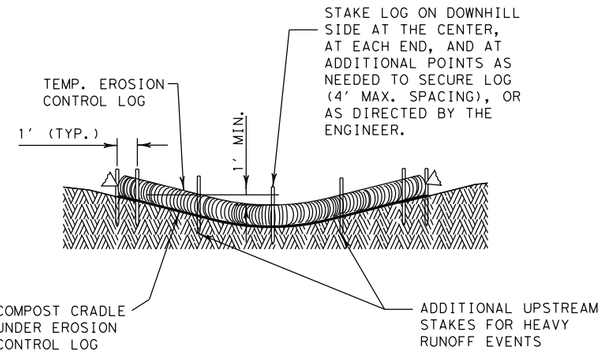
PLAN VIEW



PLAN VIEW



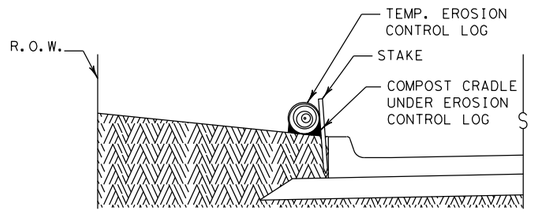
PLAN VIEW



SECTION A-A

EROSION CONTROL LOG DAM

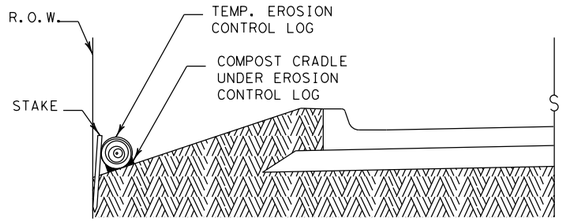
CL-D



SECTION B-B

EROSION CONTROL LOG AT BACK OF CURB

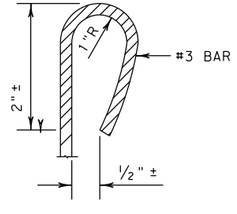
CL-BOC



SECTION C-C

EROSION CONTROL LOG AT EDGE OF RIGHT-OF-WAY

CL-ROW



REBAR STAKE DETAIL

LEGEND

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

GENERAL NOTES:

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

SEDIMENT BASIN & TRAP USAGE GUIDELINES

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

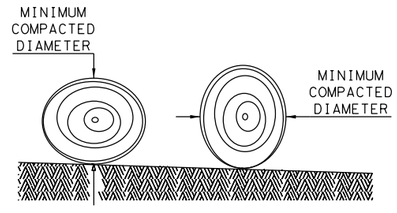
Log Traps: The drainage area for a sediment trap should not exceed 5 acres. The trap capacity should be 1800 CF/Acre (0.5" over the drainage area).

Control logs should be placed in the following locations:

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

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

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



DIAMETER MEASUREMENTS OF EROSION CONTROL LOGS SPECIFIED IN PLANS

Texas Department of Transportation

Design Division Standard

TEMPORARY EROSION, SEDIMENT AND WATER POLLUTION CONTROL MEASURES

EROSION CONTROL LOG

EC(9)-16

FILE: ec916	DN: TxDOT		CK: KM		DW: LS/PT		CK: LS
© TxDOT: JULY 2016	CONT	SECT	JOB		HIGHWAY		
REVISIONS	0089	11	007,ETC.		SL 521,ETC.		
	DIST	COUNTY			SHEET NO.		
	YKM	JACKSON			151		

DATE: 2/28/2023
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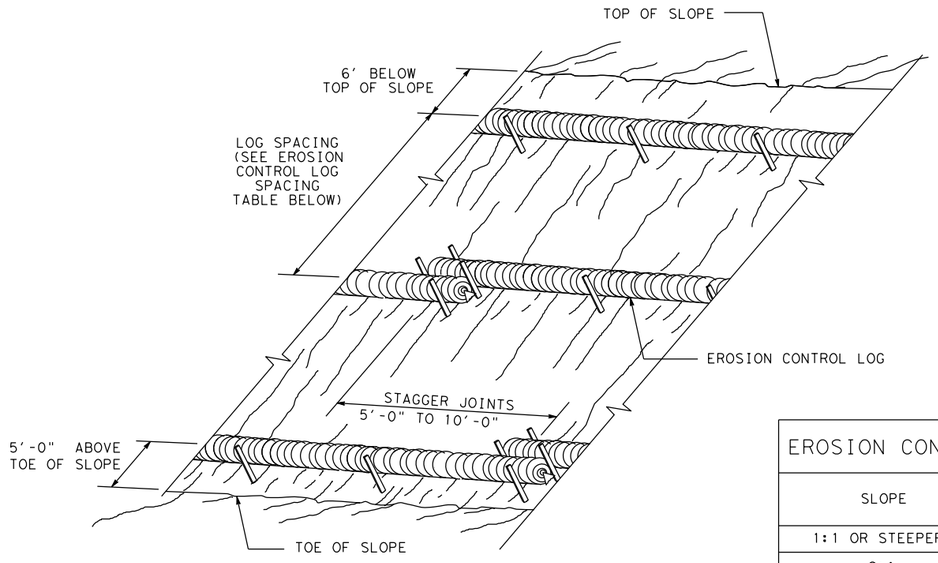
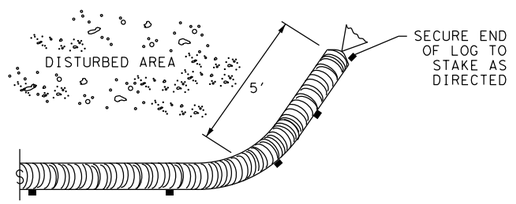


EROSION CONTROL LOGS ON SLOPES
STAKE AND TRENCHING ANCHORING

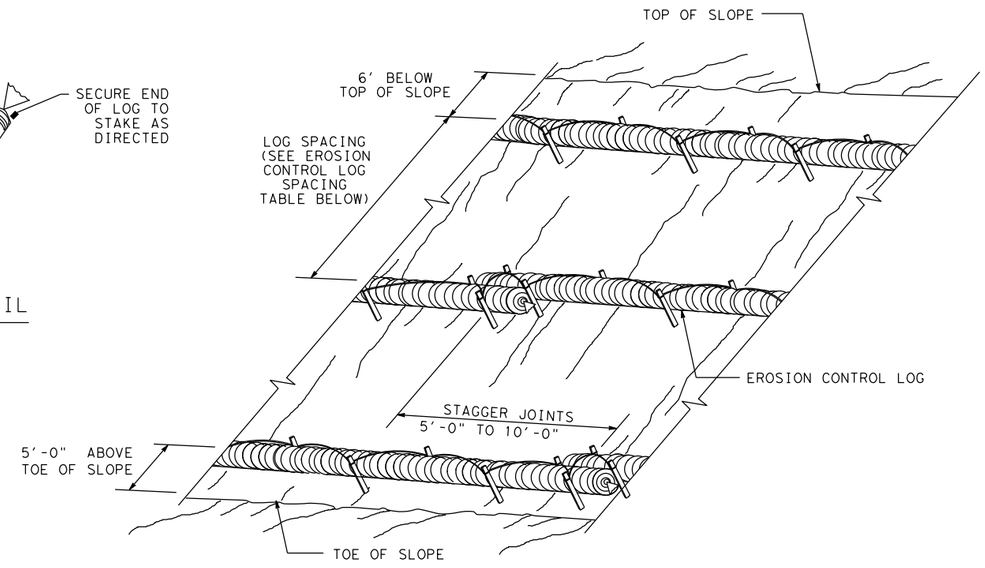
CL-SST



END SECTION RAP DETAIL

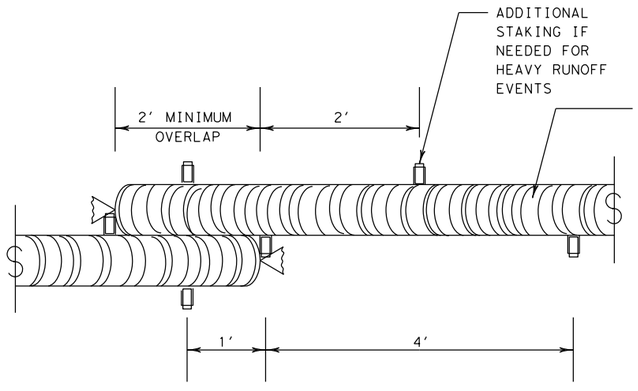
EROSION CONTROL LOG SPACING TABLE				
SLOPE	LOG DIAMETER			
	6"	8"	12"	18"
1:1 OR STEEPER	5'	10'	15'	20'
2:1	10'	20'	30'	40'
3:1	15'	30'	45'	60'
4:1 OR FLATTER	20'	40'	60'	80'

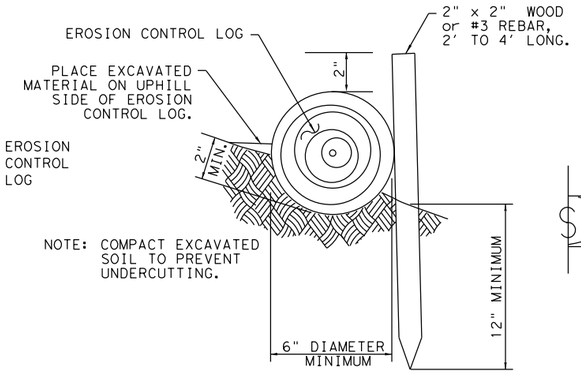
* ADJUSTMENTS CAN BE MADE FOR SOIL TYPE:
SOFT, LOAMY SOILS-ADJUST ROWS CLOSER TOGETHER;
HARD, ROCKY SOILS- ADJUST ROWS FARTHER APART



EROSION CONTROL LOGS ON SLOPES
STAKE AND LASHING ANCHORING

CL-SSL

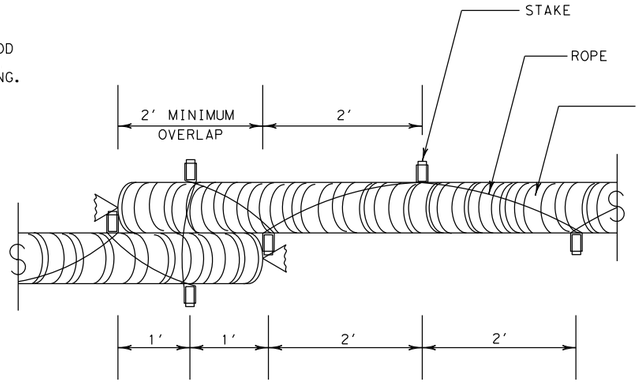


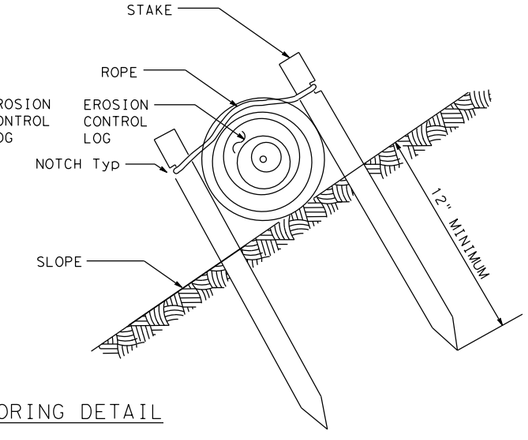


STAKE AND TRENCHING ANCHORING DETAIL

CL-SST

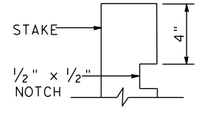
TRENCH DEPTH TABLE	
LOG DIAMETER	DEPTH
6"	2"
8"	3"
12"	4"
18"	5"





STAKE AND LASHING ANCHORING DETAIL

CL-SSL



STAKE NOTCH DETAIL

Texas Department of Transportation | Design Division Standard

TEMPORARY EROSION, SEDIMENT AND WATER POLLUTION CONTROL MEASURES

EROSION CONTROL LOG

EC(9)-16

FILE: ec116	DN: TxDOT	CK: KM	DW: LS/PT	CK: LS
© TxDOT: JULY 2016	CONT	SECT	JOB	HIGHWAY
REVISIONS	0089	11	007,ETC.	SL 521,ETC.
	DIST	COUNTY		SHEET NO.
	YKM	JACKSON		152

DATE: 2/28/2023
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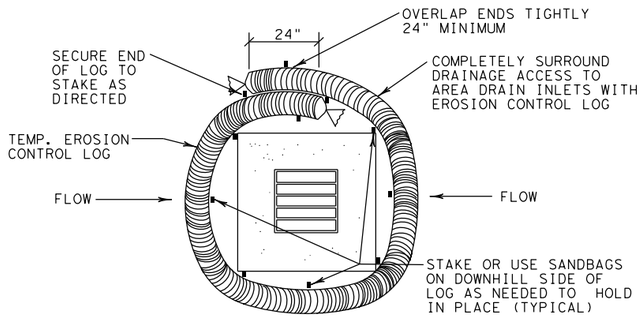
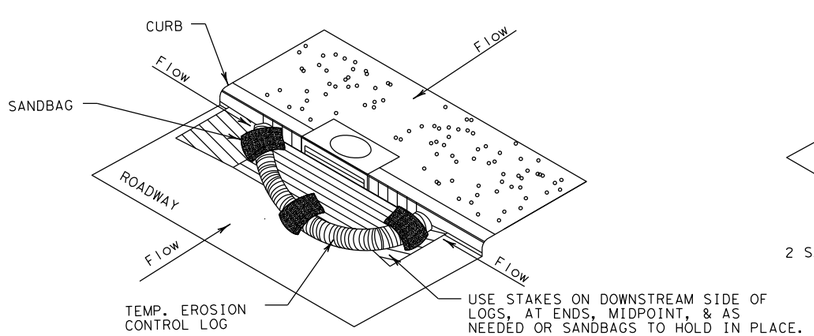


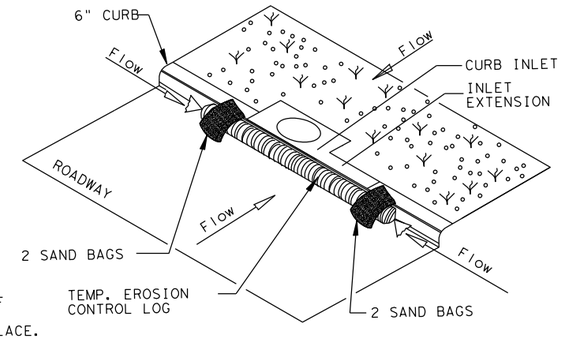
EROSION CONTROL LOG AT DROP INLET

CL-DI



EROSION CONTROL LOG AT CURB INLET

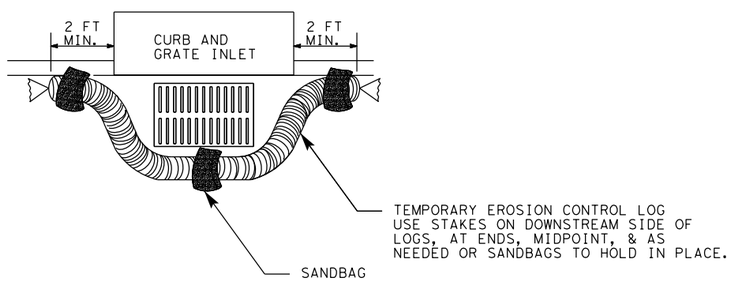
CL-CI



EROSION CONTROL LOG AT CURB INLET

CL-CI

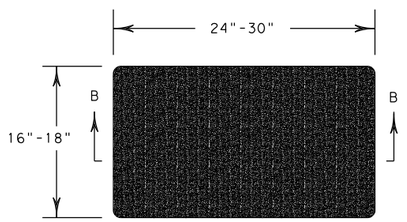
NOTE:
EROSION CONTROL LOGS USED AT CURB INLETS SHOULD ONLY BE USED IF THEY WILL NOT IMPEDE TRAFFIC OR FLOOD THE ROADWAY OR WHEN THE STORM SEWER SYSTEM IS NOT FULLY FUNCTIONAL.



EROSION CONTROL LOG AT CURB & GRADE INLET

CL-GI

SECTION B-B



SANDBAG DETAIL

Texas Department of Transportation

Design Division Standard

TEMPORARY EROSION, SEDIMENT AND WATER POLLUTION CONTROL MEASURES

EROSION CONTROL LOG

EC(9)-16

FILE: ec916	DN: TxDOT	CK: KM	DW: LS/PT	CK: LS
© TxDOT: JULY 2016	CONT	SECT	JOB	HIGHWAY
REVISIONS	0089	11	007,ETC.	SL 521,ETC.
	DIST	COUNTY		SHEET NO.
	YKM	JACKSON		153