

**INDEX OF SHEETS**

SHEET NO.	DESCRIPTION
1	TITLE SHEET
2	INDEX OF SHEETS

**STATE OF TEXAS  
DEPARTMENT OF TRANSPORTATION**

CONT	SECT	JOB	HIGHWAY
0921	02	500, ETC	FREDDY GONZALEZ DR, ETC
DIST	COUNTY		SHEET NO.
PHR	HIDALGO		1

**PLANS OF PROPOSED  
STATE HIGHWAY IMPROVEMENT**

FEDERAL AID PROJECT NUMBER  
**STP 2B23(008)HESG, ETC.**  
CSJ 0921-02-500, ETC.

NET LENGTH OF PROJECT = VARIOUS LOCATIONS

**HIDALGO COUNTY  
FREDDY GONZALEZ DR, ETC.**

LIMITS: VARIOUS LOCATIONS

FOR THE CONSTRUCTION OF: TRAFFIC SIGNAL IMPROVEMENTS SAFETY ILLUMINATION  
CONSISTING OF TRAFFIC SIGNAL AND PEDESTRIAN HEAD UPGRADES

**FINAL PLANS**

DATE OF LETTING: \_\_\_\_\_  
 DATE WORK BEGAN: \_\_\_\_\_  
 DATE WORK COMPLETED: \_\_\_\_\_  
 DATE WORK ACCEPTED: \_\_\_\_\_  
 FINAL CONTRACT COST:   \$   \_\_\_\_\_  
 CONTRACTOR: \_\_\_\_\_

LIST OF APPROVED FIELD CHANGES, CHANGE ORDERS  
& SUPPLEMENTAL AGREEMENTS:

THIS IS TO CERTIFY THAT ALL CONSTRUCTION SUBSTANTIAL  
WORK WAS PERFORMED IN ACCORDANCE WITH THE PLANS  
SPECIFICATIONS AND CONTRACT. ALL PROPOSED CONSTRUCTION  
WAS COMPLETED UNLESS OTHERWISE NOTED.

\_\_\_\_\_  
 HECTOR SILLER, P.E.  
 PHARR AREA ENGINEER

\_\_\_\_\_  
 DATE

**INDEX OF LOCATIONS**

- ① FREDDY GONZALEZ DR AT MONMACK RD  
HIDALGO COUNTY  
CSJ 0921-02-500  
IMPROVE TRAFFIC SIGNAL
  
- ② "M" RD AT MILE 17 1/2 N. RD  
HIDALGO COUNTY  
CSJ 0921-02-489  
IMPROVE TRAFFIC SIGNAL



**LOCATION MAP**  
N. T. S.

OVERALL NUMBER OF LOCATIONS: 2  
 DESIGN SPEED: VARIES  
 EXCEPTIONS: NONE  
 EQUATIONS: NONE  
 RAILROAD CROSSINGS: NONE

RECOMMENDED FOR LETTING: \_\_\_\_\_ DATE: **5/25/2023**

CONCURRENCE: \_\_\_\_\_ DATE: **5/25/2023**

DocuSigned by:  
*Pedro R. Alvarez*  
EABA335C2DAA48C...

DISTRICT ENGINEER

DocuSigned by:  
*Myra L. Ayala*  
52B58DF23E5848E...

CITY OF EDINBURG

SUBMITTED FOR LETTING: \_\_\_\_\_ DATE: **5/25/2023**

DocuSigned by:  
**Gabriel Isaac Garcia**  
E75CB72436B0468...

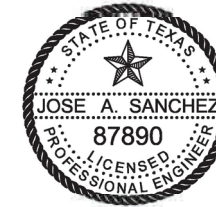
DIRECTOR OF TRANSPORTATION OPERATIONS

SPECIFICATIONS ADOPTED BY THE TEXAS DEPARTMENT OF  
TRANSPORTATION ON 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).

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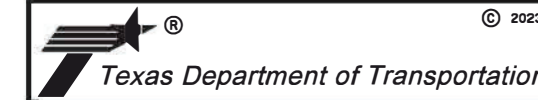
<u>SHEET NO.</u>	<u>DESCRIPTION</u>
1	TITLE SHEET
2	INDEX OF SHEETS
3, 3A - 3F	GENERAL NOTES
4 - 5	ESTIMATE & QUANTITY SHEET
<b><u>TRAFFIC SIGNAL LAYOUTS</u></b>	
6	FREDDY GONZALEZ DR AT MONMACK RD EXISTING CONDITIONS
7 - 8	FREDDY GONZALEZ DR AT MONMACK RD PROPOSED SIGNAL LAYOUT
9	FLASHING BEACON MILE 17.5 RD & M RD EXISTING CONDITIONS
10	FLASHING BEACON MILE 17.5 RD & M RD PROPOSED SITE LAYOUT
<b><u>TRAFFIC CONTROL STANDARDS</u></b>	
11 - 22	* BC(1)-21 THRU BC(12)-21
23 - 24	* WZ(BTS-1)-13 THRU WZ(BTS-2)-13
<b><u>TRAFFIC SIGNAL STANDARDS</u></b>	
25 - 30	* ED(1)-14, ED(3)-14 THRU ED(6)-14, ED(8)-14
31	* RID(1)-20
32 - 33	* SP-100(1)-12 THRU SP-100(2)-12
34	* LUM-A-12
35	* CFA-12
36	* TS-FD-12
37	* TS-BP-20
38	* ELECTRICAL SERVICE DESIGN WITH SIGNAL CONTROLLER
39 - 41	* TRAFFIC SIGNAL CONSTRUCTION DETAILS
<b><u>SIGNING AND PAVEMENT MARKINGS LAYOUTS</u></b>	
42	FREDDY GONZALEZ DR AT MONMACK RD SIGNING AND PAVEMENT MARKINGS
<b><u>SIGNING AND PAVEMENT MARKINGS STANDARDS</u></b>	
43 - 44	* TSR(3)-13 THRU TSR(4)-13
45	* SMD(GEN)-08
46 - 48	* SMD(SLIP-1)-08 THRU SMD(SLIP-3)-08
49 - 52	* PM(1)-22 THRU PM(4)-22A
<b><u>ENVIROMENTAL ISSUES</u></b>	
53	ENVIRONMENTAL PERMITS, ISSUES AND COMMITMENTS (EPIC)
54 - 56	EPIC SHEET SUPPLEMENTALS TPWD BMPs
57	STORM WATER POLLUTION PREVENTION PLAN (SW3P)

THE STANDARD SHEETS SPECIFICALLY IDENTIFIED WITH A "\*" SYMBOL HAVE BEEN ISSUED BY ME OR UNDER MY RESPONSIBLE SUPERVISION AS BEING APPLICABLE TO THIS PROJECT.



AUTHORIZED 05-23-2023

NO.	DATE	REVISION	APP.



FREDDY GONZALEZ DR AT MONMACK RD

INDEX OF SHEETS

SHEET 01 OF 01

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	SHEET NO.
	STP 2B23(008)HESG,ETC	2
STATE	DIST.	COUNTY
TEXAS	PHR	HIDALGO
CONT.	SECT.	JOB
0921	02	500,ETC
HIGHWAY NO.		
FREDDY GONZALEZ DR,ETC		

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**Project Number:**

**County:** Hidalgo

**Control:** 0921-02-500, Etc.

**Highway:** Freddy Gonzalez Dr., Etc.

**2014 SPECS GENERAL NOTES:**

\*\*\*\*\*

General Requirements and Covenants to ITEMS 1 thru 9:

For all pits or quarries, comply with the “Texas Aggregate Quarry and Pit Safety Act.”

Provide on a weekly basis a list of equipment, including idle equipment, utilized on the project that week.

The 1-800 call services for utility locations do not include TxDOT facilities. Contact the Pharr District Signal Section (956-702-6225) for coordination regarding TxDOT underground lines.

ITEM 2: Instructions to Bidders

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

Hector Siller, P.E., Pharr Area Engineer; [Hector.Siller@txdot.gov](mailto:Hector.Siller@txdot.gov)  
Jesus Noriega, P.E., Assist. Area Engineer; [Jesus.Noriega@txdot.gov](mailto:Jesus.Noriega@txdot.gov)

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

ITEM 5: Control of the Work

The responsibility for the construction surveying on this contract will be in accordance with Article 5.9.3., “Method C.”

**Project Number:**

**County:** Hidalgo

**Control:** 0921-02-500, Etc.

**Highway:** Freddy Gonzalez Dr., Etc.

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.

ITEM 7: Legal Relations and Responsibilities

Roadway or Lane closures during the following key dates and/or special events are prohibited:

- National Holidays
- The day before a National Holiday
- During emergency events such as natural disasters or as directed by the Engineer
- Local Special Event

ITEM 8: Prosecution and Progress

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

The Contractor shall begin work as per the contract within 120 days as delineated by the Special Provision 008---004 and shall continuously prosecute the work thereafter. The contractor shall complete the work within the time limit specified. The Contractor shall notify the Engineer at least 24 hours before beginning work and any new operation. The Contractor shall not start new operations to the detriment of work already begun. The prosecution of the work shall be conducted in such a manner as to impose minimum inconvenience to the traveling public.

Prepare progress schedules as a Bar Chart.

**Project Number:**

**County:** Hidalgo

**Control:** 0921-02-500, Etc.

**Highway:** Freddy Gonzalez Dr., Etc.

ITEM 400: Excavation and Backfill for Structures

If the Contractor elects to cut pavement (existing/detour) for structural work beyond that required by the construction phasing shown in the plans and approved by the Engineer, it shall be restored at his expense and backfilled to its original condition or better in accordance with Item 400.

ITEM 416: Drilled Shaft Foundations

Payment for furnishing and installing anchor bolts mounted in drill shafts will be included in the unit price bid for the various diameter drill shafts.

The Contractor shall coordinate with the utility companies to verify utility locations before drilling foundations.

The Contractor shall form, or provide a smooth finish, the portions of drilled shaft that project above the ground line. Place a 3/4 inch chamfer on the top edge of each pole foundation. This work will not be paid for directly but will be considered subsidiary to this bid Item.

All drilled shaft foundations will be based on the lengths shown on the plans or those established in writing. Adequate calculations for measurements of foundations have been made in accordance with Article 9.1. of the Standard Specifications. Increases or decreases in the quantities required by change in design will be measured as specified and the revised quantities will be the basis for payment.

In the presence of excess ground water and/or unstable conditions in sub-grade soils prevents excavation to the line and depths indicated on the plans for "Drilled Shaft Foundation", other proposed methods of foundation installation such as casing, etc. shall be submitted for review and approved by the Engineer.

ITEM 421: Hydraulic Cement Concrete

Provide Sulfate Resistant Concrete for all concrete piling and drilled shafts.

Provide equipment at the batch plant for determining the free moisture and/or absorption of aggregates in accordance with applicable TXDOT Test.

Provide the following items for concrete batch inspection in accordance with specifications outlined in DMS-10101, "Computer Equipment":

- (1) One Desktop Microcomputer or One Laptop Microcomputer

**Project Number:**

**County:** Hidalgo

**Control:** 0921-02-500, Etc.

**Highway:** Freddy Gonzalez Dr., Etc.

- (2) One Integrated Printer/Scanner/Copier/Fax Unit
- (3) Contractor-Furnished Software
- (4) Hardware

Submit to the Engineer for approval the project locations for all Portland Cement concrete washout areas prior to starting any concrete work.

Fiber Reinforced Concrete is not permitted.

ITEM 502: Barricades, Signs, and Traffic Handling

Shadow vehicles equipped with Truck-Mounted Attenuators are required for traffic handling. See notes for Item 6185: Truck Mounted Attenuator/Trailer Attenuator, for additional references pertaining to the TMAs.

Replace/relocate all regulatory signs removed due to construction operations with the same sign on fixed support(s) immediately upon its removal. First obtain Project Engineer approval before removing any regulatory roadway sign. Required flaggers are to be available to direct traffic during sign intermediate down time.

Relocate any Directional Sign Assemblies removed during construction operations immediately upon their removal.

These signs shall be relocated to a location in accordance with the Latest Version of the "Texas Manual on Uniform Traffic Control Devices". In no case will a sign be removed without a replacement sign and support(s) being readily available and a location established. Removal and relocation of these signs required for traffic control will not be paid for directly but shall be considered subsidiary to Item 502.

From the beginning to the end of the project, all traffic control devices need to be in acceptable condition as per the Texas Quality Guidelines for Work Zone Traffic Control Devices.

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 "Safety Contingency" is not intended to be used in lieu of bid Items established by the contract.

Remove and dispose of all litter, debris, objectionable material, excess materials that accumulate at the base of all traffic control devices as directed by the Engineer.

**Project Number:**

**County:** Hidalgo

**Control:** 0921-02-500, Etc.

**Highway:** Freddy Gonzalez Dr., Etc.

ITEM 504: Field Office and Laboratory

For this project a field office will not be required at the project site.

Laboratory room:

The other room of this building will be used as a laboratory and will include access to a bathroom facility from the interior. The laboratory and bathroom facility will have the walls, ceiling and floor insulated such that the air temperature can always be maintained at 76 degrees Fahrenheit.

Furnish for the Department's use in the asphalt laboratory one (1) desktop computer.

ITEM 506: Temporary Erosion, Sedimentation, and Environmental Controls

Due to the nature of this project, it is unlikely a significant amount of soil will be disturbed. However, if erosion control logs are needed; it shall be placed as directed by the Engineer.

The Contractor Force Account "Erosion Control Maintenance" that has been established for this project is intended to be utilized for work zone Best Management Practice (BMP) maintenance, to improve the effectiveness of the Environmental Controls that may need maintenance attention and/or require replacement while the project is still under the construction stage. These procedures will be mutually agreed upon by the Engineer and the Contractor's Responsible Person based on weekly or more frequent BMP management reviews on the project. The "Erosion Control Maintenance" is not intended to be used in lieu of bid Items established by the contract.

ITEM 531: Sidewalks

Construct ¼-inch thick score joints at a maximum 6-foot spacing and expansion joints at a maximum 18 foot spacing. Construct a joint in the center of the sidewalk if it is over 15-feet wide. For steel reinforcement, use 6x6-inch spacing with #3 bars or 6x6 – D6 welded wire fabric.

ITEM 610: Roadway Illumination Assemblies

Luminaires shown on the proposed Traffic Signal installation layout sheets may be shown at an angle for clarity. All luminaires shown shall be installed perpendicular to the main roadway under construction.

**Project Number:**

**County:** Hidalgo

**Control:** 0921-02-500, Etc.

**Highway:** Freddy Gonzalez Dr., Etc.

In addition to ED (3)-14, each cable for luminaires shall be identified in each ground box, pole base, or other accessible location with yellow electrical tape wrapped around the cable. The tape marking shall be at least 2 inches.

All luminaires on traffic signal poles shall be rated for 240 vac. All safety lighting poles shall be serviced for 480 vac.

Luminaires installed on traffic signal poles will not be paid for directly but shall be considered subsidiary to the various bid Items of the project.

ITEM 618: Conduit

All conduit ends in pole bases, controllers and ground boxes shall be plugged with 4 to 6 inches of polyurethane sealant or its equivalent after cables are in place.

Conduit shall be placed in a straight line not to exceed 2.0 feet in any direction. The depth of the conduit shall be 2.0 feet except when crossing a roadway where the depth shall not be more than 3.0 feet nor less than 1.0 foot below the bottom of the base material in the roadway when placed by the jacking or boring method. Any evidence of damage to the roadway during the jacking or boring operation shall be sufficient grounds to stop the method being used.

Conduit runs under paved roadways or driveways shall be jacked or bored and then pushed across. At these locations, galvanized rigid metal may be used. All other runs shall be made by trenching. Existing pavement which will be removed, reconstructed, or overlaid with new pavement may be trenched across. Trenches for conduit runs shall be a minimum 2 feet deep and 4 inches wide. The conduit shall be placed on a 2-inch sand cushion and then backfilled with a minimum of 6 inches sand fill. The remainder of the trench shall be backfilled with flexible base, soil or two-sack concrete as required by location of conduit on the project or as directed. The top 3 inches shall match the existing surface material.

All conduit elbows and rigid extensions required to be installed on PVC conduit systems will not be paid for separately but will be considered subsidiary to the various bid Items.

Use materials from prequalified Material Producer List as shown on the Texas Department of Transportation (TxDOT) - Construction Division's (CST) Material Producer List. Category is "Roadway Illumination and Electrical Supplies."

ITEM 620: Electrical Conductors

For Flashing Beacons (Item 685) and Ped poles (Item 687) within the project, provide single-pole breakaway disconnects.

**Project Number:**

**County:** Hidalgo

**Control:** 0921-02-500, Etc.

**Highway:** Freddy Gonzalez Dr., Etc.

Use Bussman HEBW, Littelfuse LEB, Ferraz-Shawmut FEB, or equal on ungrounded conductors.

For all grounded conductors use Bussman HET, Littelfuse LET, Ferraz-Shawmut FEBN, or equal on ungrounded conductors. For all grounded conductors use Bussman HET, Littelfuse LET, Ferraz Shawmut FEBN, or equal. These breakaway connectors have a white colored marking and a permanently installed solid neutral.

ITEM 621: Tray Cable

Connect luminaires on traffic signal poles using a 4-conductor tray cable with conductor colors of red, black, and green #12 AWG (XHHW). The white (neutral) conductor will not be needed and will be capped.

ITEM 628: Electrical Services

Arrange for and cooperate with the utility company to provide electrical power for the service(s) shown and as required by the plans. A meter will be required on all electrical services.

ITEMS 636: Signs

Complete sign blanks and panels shall be handled and stored at the job site in such a manner that corners, edges and faces are not damaged. Finished sign blanks shall be stored in either a weatherproof warehouse or outside and off the ground in a vertical position. All paper, cardboard and chemically treated separators and packaging shall be removed prior to outside storage.

ITEM 644: Small Roadside Sign Assemblies

All signs shall be installed as shown in the plans and in accordance with the current edition of the "Texas Manual on Uniform Traffic Control Devices" and the "Sign Crew Field Book" (SCFB).

All signs shall be erected according to the locations shown on the signing layout sheets except that a sign may be shifted in order to secure a more desirable location. All sign locations will be staked as shown in the plans and as approved. It is the intent of the plans to erect all roadside traffic signs with the sign edge a minimum of 6 feet from the edge of the shoulder, or if none, 12 feet from the edge of the travel lane. In curb and gutter sections, the sign edge shall be a minimum of 2 feet from the face of the curb.

**Project Number:**

**County:** Hidalgo

**Control:** 0921-02-500, Etc.

**Highway:** Freddy Gonzalez Dr., Etc.

For this project, aluminum type sign blanks as provided for under Item 636 will be required for all proposed signing installed under Item 644. Aluminum sign blanks less than 7.5 square feet shall be 0.08-inch-thick, sign blanks 7.5 to 15 square feet shall be 0.100-inch-thick and sign blanks greater than 15 square feet shall be 0.125 inch thick.

All excess excavation shall be spread uniformly inside the right of way as directed and shall be included in the price of these Items.

Sign types which design details are not shown on the plans shall conform with the latest edition of the Department's "Standard Highway Sign Design for Texas" Manual.

Signs shown to be removed shall include the complete sign installation and separate the sign post at the concrete foundation. The concrete foundation shall be disposed in accordance with this bid Item. Except for concrete foundations, all removed sign panels, sign posts, and hardware shall remain then property of the Department. All removed sign installations shall be completely disassembled. All salvageable sections of sign panels shall be recycled by TxDOT. The removed sign material will be required to be hauled to the maintenance yard closest to the project. No signs shall be removed without prior approval.

ITEM 656: Foundations for Traffic Control Devices

The dimensions shown on the plans for location of signal pole foundations, conduit and other items may be varied to meet existing conditions as approved.

The work area shall be cleaned up and all loose material resulting from the contract operations shall be removed from the work area each day before work is suspended.

No traffic signal pole shall be placed on the foundations prior to seven (7) days following placement of concrete.

ITEMS 662 and 666: Work Zone Pavement Markings and Retroreflectorized Pavement Markings

All permanent pavement markings and work zone pavement markings for this project under these Items shall be 0.100 inches (100 mil) thick thermoplastic.

Any permanent pavement markings or non-removal work zone pavement markings lacking reflectivity in accordance with the requirements of Tex 828-B, or that fail to meet minimum retro reflectivity requirements for longitudinal pavement markings when required, will be addressed per the requirements of the specification. The roadway will be re-stripped at no additional compensation.

**Project Number:**

**County:** Hidalgo

**Control:** 0921-02-500, Etc.

**Highway:** Freddy Gonzalez Dr., Etc.

Pavement surface preparation for markings and markers will not be paid for directly but shall be considered subsidiary to Item 666.

Prior to any striping operations, an on-site coordination meeting between all the parties involved will be required to review striping details and requirements to ensure quality work.

The beads used on this project shall meet the requirements of Departmental Materials Specification DMS-8290, Glass Traffic Beads Texas Type II & III. Use a 50% Type II/ 50% Type III mix utilizing a double drop system with Type III beads dropped first.

ITEM 677: Eliminating Existing Pavement Markings and Markers

Asphalt and aggregate types and grades shall be as approved in writing when a surface treatment is used to eliminate existing pavement markings.

ITEM 680: Highway Traffic Signals

The installation of highway traffic signals shall consist of the following principal Items:

1. Furnishing and installing 16-phase full traffic actuated controllers, base mounted cabinets, conflict monitors, load switches and loop amplifiers.
2. Furnishing and installing post mounted flashing beacon controllers and cabinets.
3. Furnishing and installing either, steel strain and/or mast arm poles, electrical service, luminaires, signal heads and cables, pedestrian heads and push buttons with signs that meet the "Americans with Disabilities Act" Standards, galvanized steel span wire, loop detectors, ground boxes, conduit runs and controller foundations.
4. Removal and disposal of existing signal material specified in the plans.
5. All other Items not listed above which are needed to provide for complete traffic signal installations and for proper signal operation as called for in the plans and specifications shall be furnished and installed.

Any deviation of location for proposed signal work shall be as approved.

Signal controller

The signal installations shall be wired in accordance with the phase diagrams in the plans. The proposed base mounted cabinets shall contain 16-phase conflict monitors, which display the "R-Y-G" and "Walk" phases. In addition to detecting phasing conflicts, the Conflict monitors shall also be able to detect multiple signal head indications within every phase. The conflict monitors shall continue to operate in the event of a power supply failure in the timer and shall be able to retain in memory the time and date of the failure detection. Time changes shall be programmable

**Project Number:**

**County:** Hidalgo

**Control:** 0921-02-500, Etc.

**Highway:** Freddy Gonzalez Dr., Etc.

in the field without replacing components or use of external devices. The full-actuated controllers shall meet N.E.M.A. Specifications. The flasher Controllers shall be solid state.

A controller manufacturer's technician shall be required to load initial timing programs into the controllers as called for in the plans. Once the traffic signals are turned on, the same technician shall monitor the signal operation and traffic movement and shall adjust settings for best signal operation. The technician shall provide the State with a certification that the timing plan and coordination has been established according to the plans. This certification shall include a record showing all settings and functions programmed into the timer and any related units.

The controller must be delivered with two sets of wiring diagrams and operating manuals enclosed in a weatherproof bag.

All wiring not covered by the plans and specifications shall be in accordance with the latest edition of the National Electrical Code.

Under this Item, the proposed cabinets shall be base mounted or as shown in the plans.

Existing utilities

The exact location of existing underground utilities shall be verified with the utility companies prior to construction to avoid conflict with or damage to these utilities.

The coordination with the utility companies will be required to make any adjustments, due to utility conflicts, as defined in the specifications or deemed necessary.

Uniformity in equipment

1. All traffic signal controllers furnished shall be by the same manufacturer.
2. All flashing beacon controllers furnished shall be by the same manufacturer.
3. All traffic signal heads, and flashing beacon heads furnished shall be by the same manufacturer.
4. All signal fittings and pipe brackets shall be of an approved metallic material and of the same design and manufacturer.
5. All traffic signal poles furnished shall be by the same manufacturer.
6. All loop detector amplifiers furnished shall be by the same manufacturer and of the same type.

Handling of traffic

Roads and streets shall always be kept open to traffic. The setting of loop detectors shall be arranged so as to close only one lane of a roadway at a time. The installation of signal heads,

**Project Number:**

**County:** Hidalgo

**Control:** 0921-02-500, Etc.

**Highway:** Freddy Gonzalez Dr., Etc.

poles and conduit shall also be arranged so as to permit the continuous movement of traffic in both directions at all times.

All construction operations shall be conducted to provide the least possible interference to traffic as shown on the plans, as provided for in the specifications and/or as directed. All signing, barricading, and handling of traffic shall conform to the current edition of the "Texas Manual on Uniform Traffic Control Devices".

Sequence of work

1. The existing traffic signal installations and/or flashing beacon installations shall always remain in operation during construction of the proposed traffic signal and/or flashing beacon installations or modifications.
2. The complete removal of the specified existing traffic signal and/or flashing beacon installations or specified Items when the proposed traffic signal and/or flashing beacon installations are in place and operational.
3. All labor, tools, and materials used to remove the specified existing traffic signal material shall not be paid for directly but shall be considered subsidiary to the various items of work.
4. Final inspection shall be performed in conjunction with the district signal shop.

**Contractor shall coordinate with the City of Edinburg prior to the start of any construction work. To reach the City of Edinburg please dial 956-388-8204.**

ITEM 682: Vehicle and Pedestrian Signal Heads

All signal heads shall be covered with burlap from the time of installation until the signal is placed in operation. All signal heads shall be of polycarbonate material and yellow in color. Signal heads shall have standard detachable visors. LEDs shall be furnished for all traffic signal heads.

Signal heads shall be positioned carefully to provide the best view of signal indications to motorists. All signal heads shall be installed to a neat overall appearance. Nominal height for signal heads above pavement surface shall be 18 feet 6 inches, plus/minus 3 inches.

Pedestrian signal heads shall be positioned carefully to provide the best view to pedestrians.

ITEM 684: Traffic Signal Cables

All signal cable shall be #12 AWG; 2/c loop. Lead-In shall be #14 AWG shielded and loop wires in pavement.

**Project Number:**

**County:** Hidalgo

**Control:** 0921-02-500, Etc.

**Highway:** Freddy Gonzalez Dr., Etc.

ITEM 686: Traffic Signal Pole Assemblies (Steel)

The locations for the proposed traffic signal poles are approximate. The exact locations will be determined in the field in coordination with the District Signal Shop.

Erection and/or removal of poles and luminaries located near any overhead electrical power lines shall be accomplished using established industry and utility safety practices. The appropriate utility company shall be consulted with prior to beginning such work.

ITEM 688: Pedestrian Detectors and Vehicle Loop Detectors

The Contractor shall install loop vehicle detectors in accordance with the Intersection layouts in the plans or as directed. Each loop detector Lead-In cable shall be tagged inside the controller cabinet with its loop number. The loop amplifiers shall indicate the loop and phase of control or direction of control. Loop wires in street shall be #14 AWG. Pedestrian detectors shall meet the minimum requirements called for by the "Americans with Disabilities Act".

Loop detector lead-in cable shall be continuous from ground box to the controller.

Splices for loop wire will be permitted only at ground boxes or pole base with approved weatherproof splice kits.

A minimum length of 2.0 feet for each cable shall be left in each ground box.

ITEM 6185: Truck Mounted Attenuator/Trailer Attenuator

In addition to the shadow vehicles with truck mounted attenuator (TMA) that are specified as being required on the traffic control plan for the project, provide 0 additional shadow vehicle(s).

Therefore, 2 total shadow vehicles with TMA will be required on this project for the type of work as shown on the plans. The Contractor will be responsible for determining if one or more of his construction operations will be ongoing at the same time and thus determine the total number of TMAs needed for the project.

ITEM 6292: Radar Vehicle Detection System for Signalized Intersection Control

Radar presence detection device must utilize true-presence detection. Systems using locking algorithms to attempt presence detection will not be accepted. In addition, radar systems will not be allowed to use extensions/delays or place the controller on locking detection to aid in the presence detection.



**Project Number:**

**County:** Hidalgo

**Highway:** Freddy Gonzalez Dr., Etc.

**Control:** 0921-02-500, Etc.

The radar presence detection device must be able to detect up to 10 lanes with a minimum offset of 6' and have at least 16 zones and channels per unit.

The radar presence detection device software must not require internet for configuration

Radar advance detection device must continuously track vehicle speed, distance, and estimated time of arrival.

Radar presence detection devices and radar advance detection devices must be compatible with each other and from the same manufacturer.

Communication and power to the radar devices shall be via continuous cable run of up to 1,000 feet without the use of repeaters.

Final placement of radar devices to be approved by the Engineer.

**Project Number:**

**County:** Hidalgo

**Highway:** Freddy Gonzalez Dr., Etc.

**Control:** 0921-02-500, Etc.



# Estimate & Quantity Sheet

CONTROLLING PROJECT ID 0921-02-500

DISTRICT Pharr  
HIGHWAY FREDDY GONZALEZ DR, M RD

COUNTY Hidalgo

CONTROL SECTION JOB				0921-02-489		0921-02-500		TOTAL EST.	TOTAL FINAL
PROJECT ID				A00176907		A00184391			
COUNTY				Hidalgo		Hidalgo			
HIGHWAY				M RD		FREDDY GONZALEZ DR			
ALT	BID CODE	DESCRIPTION	UNIT	EST.	FINAL	EST.	FINAL		
	416-6030	DRILL SHAFT (TRF SIG POLE) (24 IN)	LF			6.000		6.000	
	416-6032	DRILL SHAFT (TRF SIG POLE) (36 IN)	LF	28.000		56.000		84.000	
	500-6001	MOBILIZATION	LS			1.000		1.000	
	502-6001	BARRICADES, SIGNS AND TRAFFIC HANDLING	MO	2.000		4.000		6.000	
	506-6038	TEMP SEDMT CONT FENCE (INSTALL)	LF	40.000		120.000		160.000	
	506-6039	TEMP SEDMT CONT FENCE (REMOVE)	LF	40.000		120.000		160.000	
	531-6001	CONC SIDEWALKS (4")	SY			6.000		6.000	
	618-6023	CONDT (PVC) (SCH 40) (2")	LF			47.000		47.000	
	618-6033	CONDT (PVC) (SCH 40) (4")	LF	8.000		62.000		70.000	
	620-6007	ELEC CONDR (NO.8) BARE	LF	10.000		75.000		85.000	
	620-6009	ELEC CONDR (NO.6) BARE	LF			53.000		53.000	
	620-6010	ELEC CONDR (NO.6) INSULATED	LF	12.000		90.000		102.000	
	621-6005	TRAY CABLE (4 CONDR) (12 AWG)	LF	73.000		281.000		354.000	
	624-6002	GROUND BOX TY A (122311)W/APRON	EA			1.000		1.000	
	624-6008	GROUND BOX TY C (162911)W/APRON	EA			1.000		1.000	
	625-6003	ZINC-COAT STL WIRE STRAND (3/8")	LF	100.000		1,124.000		1,224.000	
	628-6301	ELC SRV TY T 120/240 000(NS)GS(L)TS(O)	EA	1.000		1.000		2.000	
	644-6001	IN SM RD SN SUP&AM TY10BWG(1)SA(P)	EA			4.000		4.000	
	644-6076	REMOVE SM RD SN SUP&AM	EA			2.000		2.000	
	666-6230	PAVEMENT SEALER 24"	LF	24.000				24.000	
	668-6076	PREFAB PAV MRK TY C (W) (24") (SLD)	LF	24.000		172.000		196.000	
	678-6008	PAV SURF PREP FOR MRK (24")	LF	24.000				24.000	
	680-6001	INSTALL HWY TRF SIG (FLASH BEACON)	EA	1.000				1.000	
	680-6002	INSTALL HWY TRF SIG (ISOLATED)	EA			1.000		1.000	
	682-6001	VEH SIG SEC (12")LED(GRN)	EA			9.000		9.000	
	682-6002	VEH SIG SEC (12")LED(GRN ARW)	EA			1.000		1.000	
	682-6003	VEH SIG SEC (12")LED(YEL)	EA	4.000		9.000		13.000	
	682-6004	VEH SIG SEC (12")LED(YEL ARW)	EA			2.000		2.000	
	682-6005	VEH SIG SEC (12")LED(RED)	EA	4.000		9.000		13.000	
	682-6006	VEH SIG SEC (12")LED(RED ARW)	EA			1.000		1.000	
	682-6018	PED SIG SEC (LED)(COUNTDOWN)	EA			2.000		2.000	
	682-6054	BACKPLATE W/REF BRDR(3 SEC)(VENT)ALUM	EA			4.000		4.000	
	684-6010	TRF SIG CBL (TY A)(12 AWG)(5 CONDR)	LF	180.000		1,586.000		1,766.000	
	684-6012	TRF SIG CBL (TY A)(12 AWG)(7 CONDR)	LF			500.000		500.000	
	686-6007	INS TRF SIG PL AM (S)STR(TY B)	EA			2.000		2.000	
	686-6008	INS TRF SIG PL AM (S)STR(TY B)LUM	EA	2.000		2.000		4.000	
	687-6001	PED POLE ASSEMBLY	EA			1.000		1.000	



# Estimate & Quantity Sheet

CONTROLLING PROJECT ID 0921-02-500

DISTRICT Pharr  
HIGHWAY FREDDY GONZALEZ DR, M RD

COUNTY Hidalgo

CONTROL SECTION JOB				0921-02-489		0921-02-500		TOTAL EST.	TOTAL FINAL
PROJECT ID				A00176907		A00184391			
COUNTY				Hidalgo		Hidalgo			
HIGHWAY				M RD		FREDDY GONZALEZ DR			
ALT	BID CODE	DESCRIPTION	UNIT	EST.	FINAL	EST.	FINAL		
	688-6001	PED DETECT PUSH BUTTON (APS)	EA			2.000		2.000	
	6185-6002	TMA (STATIONARY)	DAY	32.000		64.000		96.000	
	6292-6003	RVDS(PRESENCE AND ADVANCE DET)	EA			4.000		4.000	
	18	SAFETY CONTINGENCY: CONTRACTOR FORCE ACCOUNT WORK (PARTICIPATING)	LS			1.000		1.000	
		EROSION CONTROL MAINTENANCE: CONTRACTOR FORCE ACCOUNT WORK (PART)	LS			1.000		1.000	

THE MIDLANDS PLAZA SUBDIVISION  
VOL. 50, PG. 87 M.R.



20' UTIL. ESM'T.  
DOC. NO. 750190 O.R.

OLIVIA ESTATES SUBDIVISION SECTION 4  
VOL. 48, PG. 46 M.R.

OVERHEAD CROSSINGS

- 1= 18.9'
- 2= 19.7'
- 3= 20.5'
- 4= 21.4'
- 5= 30.8'

EXIST R.O.W.

EXIST R.O.W.

FREDDY GONZALEZ DR

OVERHEAD CROSSINGS

- 1= 17.6'
- 2= 18.1'
- 3= 18.8'
- 4= 20.6'
- 5= 28.7'

EXIST R.O.W.

EXIST R.O.W.

CAROL J. POWELL  
CALLED 5.0 ACRES  
DOC. # 3151643  
O.R.

OVERHEAD CROSSINGS

- 1= 17.6'
- 2= 18.6'
- 3= 19.7'
- 4= 22.5'
- 5= 26.8'

OVERHEAD CROSSINGS

- 1= 17.7'
- 2= 18.5'
- 3= 19.4'
- 4= 22.5'
- 5= 26.7'

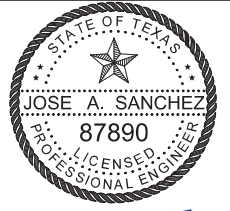
DOUBLE "O" SUBDIVISION  
VOL. 26, PG. 16A M.R.

EXIST R.O.W.

MONMACK RD

EXIST R.O.W.

NO.	DATE	REVISION	APP.



*[Signature]*

AUTHORIZED 05-23-2023



**TEDSI INFRASTRUCTURE GROUP**  
Consulting Engineers  
1201 E. Interstate Highway 2  
Mission, Texas 78572  
(956) 424-7898  
TBPE F-1640

FREDDY GONZALEZ DR AT MONMACK RD

EXISTING CONDITIONS

SCALE 1" = 40' 0 10 20 30 40 SHEET 01 OF 01

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.			SHEET NO.
				6
STATE	DIST.	COUNTY		
TEXAS	PHR	HIDALGO		
CONT.	SECT.	JOB	HIGHWAY NO.	
0921	02	500,ETC	FREDDY GONZALEZ DR,ETC	

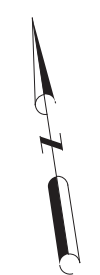
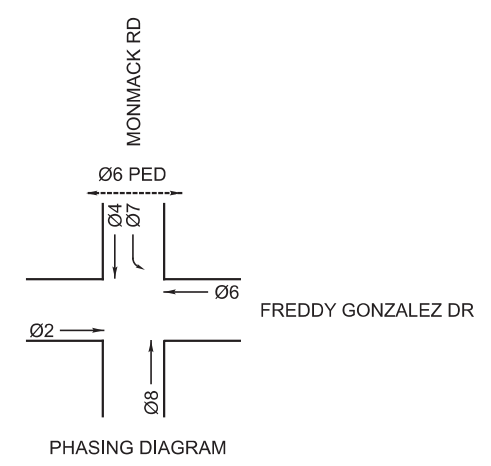
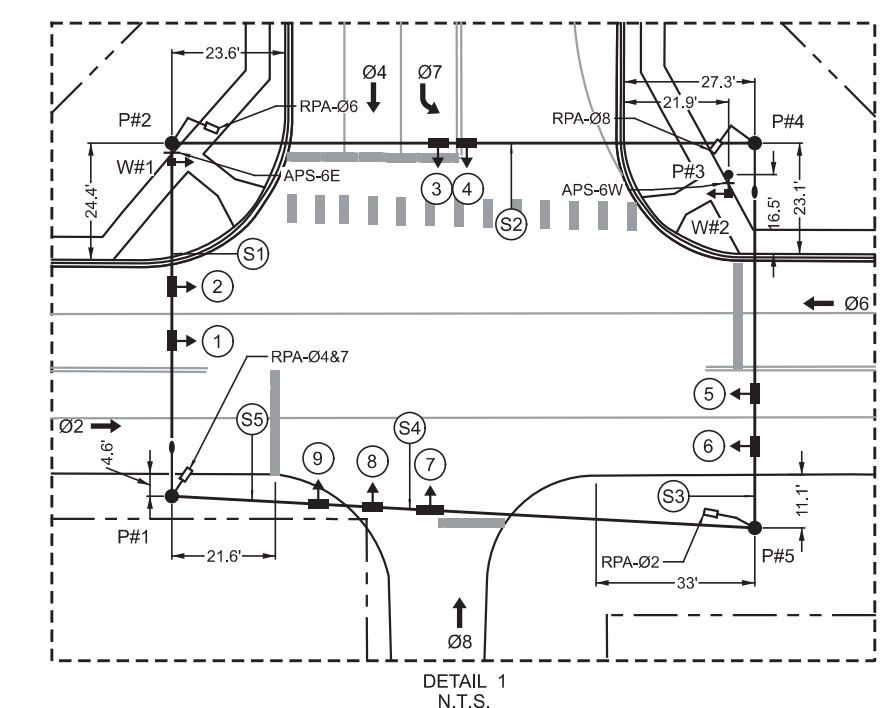
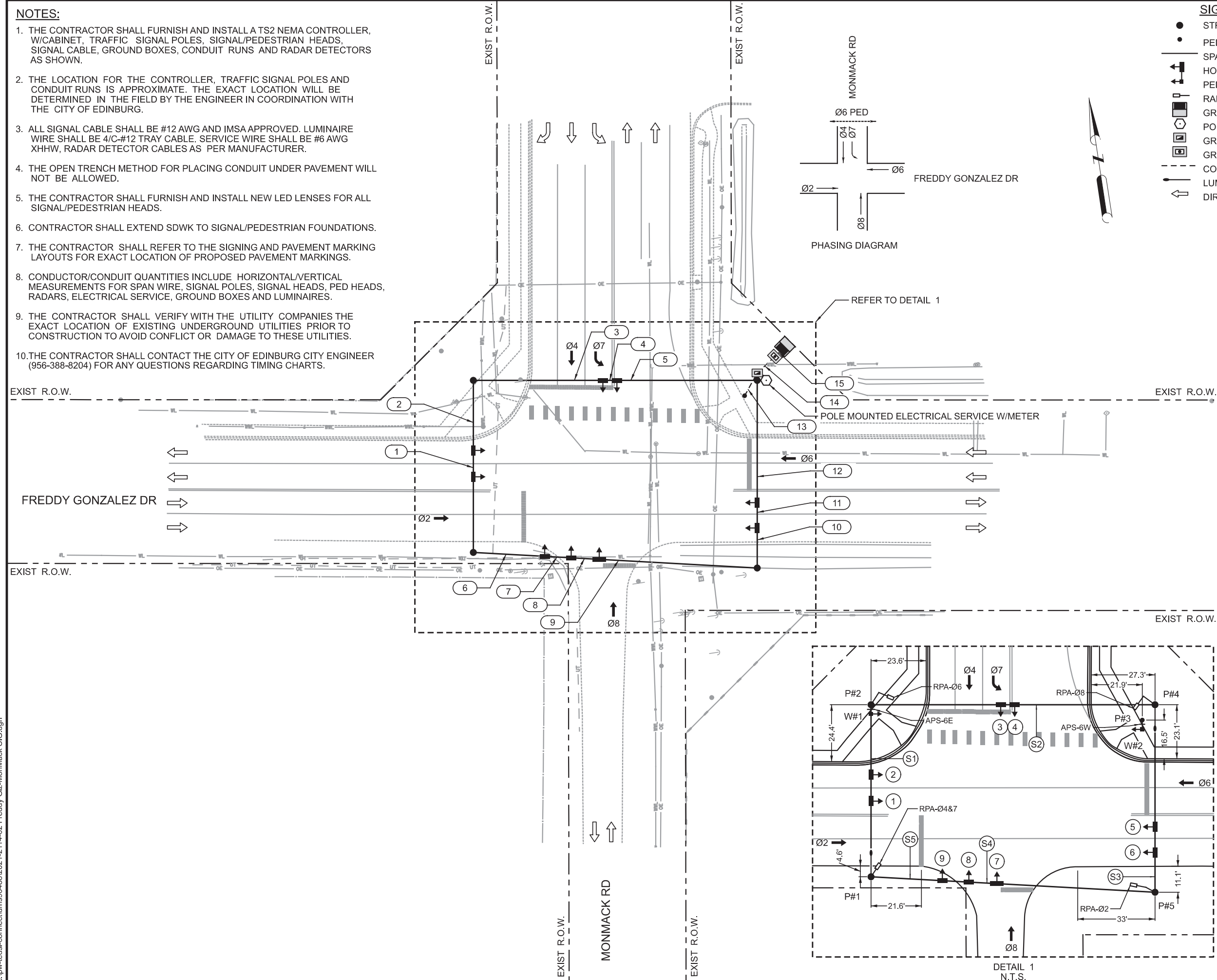
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**NOTES:**

1. THE CONTRACTOR SHALL FURNISH AND INSTALL A TS2 NEMA CONTROLLER, W/CABINET, TRAFFIC SIGNAL POLES, SIGNAL/PEDESTRIAN HEADS, SIGNAL CABLE, GROUND BOXES, CONDUIT RUNS AND RADAR DETECTORS AS SHOWN.
2. THE LOCATION FOR THE CONTROLLER, TRAFFIC SIGNAL POLES AND CONDUIT RUNS IS APPROXIMATE. THE EXACT LOCATION WILL BE DETERMINED IN THE FIELD BY THE ENGINEER IN COORDINATION WITH THE CITY OF EDINBURG.
3. ALL SIGNAL CABLE SHALL BE #12 AWG AND IMSA APPROVED. LUMINAIRE WIRE SHALL BE 4/C-#12 TRAY CABLE. SERVICE WIRE SHALL BE #6 AWG XHHW, RADAR DETECTOR CABLES AS PER MANUFACTURER.
4. THE OPEN TRENCH METHOD FOR PLACING CONDUIT UNDER PAVEMENT WILL NOT BE ALLOWED.
5. THE CONTRACTOR SHALL FURNISH AND INSTALL NEW LED LENSES FOR ALL SIGNAL/PEDESTRIAN HEADS.
6. CONTRACTOR SHALL EXTEND SDWK TO SIGNAL/PEDESTRIAN FOUNDATIONS.
7. THE CONTRACTOR SHALL REFER TO THE SIGNING AND PAVEMENT MARKING LAYOUTS FOR EXACT LOCATION OF PROPOSED PAVEMENT MARKINGS.
8. CONDUCTOR/CONDUIT QUANTITIES INCLUDE HORIZONTAL/VERTICAL MEASUREMENTS FOR SPAN WIRE, SIGNAL POLES, SIGNAL HEADS, PED HEADS, RADARS, ELECTRICAL SERVICE, GROUND BOXES AND LUMINAIRES.
9. THE CONTRACTOR SHALL VERIFY WITH THE UTILITY COMPANIES THE EXACT LOCATION OF EXISTING UNDERGROUND UTILITIES PRIOR TO CONSTRUCTION TO AVOID CONFLICT OR DAMAGE TO THESE UTILITIES.
10. THE CONTRACTOR SHALL CONTACT THE CITY OF EDINBURG CITY ENGINEER (956-388-8204) FOR ANY QUESTIONS REGARDING TIMING CHARTS.

**SIGNAL LEGEND**

- STRAIN POLE
- PEDESTAL POLE
- SPAN WIRE
- ⊠ HORIZONTAL SIGNAL HEAD
- ⊠ PEDESTRIAN SIGNAL HEAD W/ AUDIBLE PEDESTRIAN SIGNAL
- ⊠ RADAR DETECTOR
- ⊠ GROUND MOUNTED CONTROLLER CABINET
- ⊠ POLE MOUNTED ELECTRICAL SERVICE W/METER
- ⊠ GROUND BOX (TYPE A) W/APRON
- ⊠ GROUND BOX (TYPE C) W/APRON
- - - CONDUIT (TRENCH)
- LUMINAIRE
- ↑ DIRECTION OF TRAFFIC FLOW



NO.	DATE	REVISION	APP.

JOSE A. SANCHEZ  
87890  
LICENSED PROFESSIONAL ENGINEER

AUTHORIZED 05-23-2023

© 2023

THE CITY OF  
**Edinburg**

**TEDSI INFRASTRUCTURE GROUP**  
Consulting Engineers  
1201 E. Interstate Highway 2  
Mission, Texas 78572  
(956) 424-7898

**FREDDY GONZALEZ DR AT MONMACK RD**

**PROPOSED SIGNAL LAYOUT**

SCALE 1" = 40'

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	SHEET NO.
		7
STATE	DIST.	COUNTY
TEXAS	PHR	HIDALGO
CONT.	SECT.	JOB
0921	02	500,ETC
HIGHWAY NO. FREDDY GONZALEZ DR,ETC		

5/23/2023 4:05:20 PM c:\pwr-teds\connect\dms96488\2021-2114-02 Freddy Glz-MonMack SIG.dgn

**ELECTRICAL SCHEDULE**

ITEM	NOTE	TOTAL QTY	RUN NUMBER	RUN LENGTH														
				1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
POWER	1	90'	1/C - #6 INSULATED														2	2
LUMINAIRE	1	281'	4/C - #12 TRAY CBL							1	1	1	1	1	1	1		
ILSN			4/C - #12 TRAY CBL															
GROUND	1	53'	1/C - #6 BARE														1	1
	1	75'	1/C - #8 BARE														1	1
PEDESTRIAN HEADS			2/C - #12															
			4/C - #12															
	1	260'	7/C - #12			1	1	1								2	2	
SIGNAL HEADS	1	1586'	5/C - #12	1	2	2	3	4		1	2	2	2	3	4		8	8
	1	240'	7/C - #12									1	1	1	1		1	1
RADARS	1	735'	COMMUNICATION/POWER CBL			1	1	1	1	1	1	1	1	2	2	2	4	4
OPTICOM			OPTICOM CABLE															
CCTV CAMERA			ETHERNET CBL															
			POWER CBL															
CONDUIT			1" PVC															
	1	47'	2" PVC														1	1
			2" PVC BORE															
	1	62'	4" PVC														2	2
			4" PVC BORE															

NOTES: 1. INCLUDES QTY FOR STRAIN/PEDESTAL POLES, AND/OR LUMINAIRE ARM, AND/OR RADAR, AND/OR SIGNAL HEAD, GROUND BOXES/CABINET/COILED WIRES

**RADAR DETECTOR SCHEDULE**

RADAR	SETTING	FUNCTION
RPA - 2	PRESENCE/ADVANCE	CALL AND EXTEND PH 2
RPA - 4&7	PRESENCE/ADVANCE	CALL AND EXTEND PH 4, 7
RPA - 6	PRESENCE/ADVANCE	CALL AND EXTEND PH 6
RPA - 8	PRESENCE/ADVANCE	CALL AND EXTEND PH 8

**TRAFFIC SIGNAL POLE SCHEDULE**

POLE NO.	SIGNAL POLE DESIGNATION	MAST ARM DESIGNATION	FOUNDATION TYPE / DEPTH
1	SPL 30 B - 100	N/A	36" - A / 14'
2	SP 30 D - 100	N/A	36" - A / 14'
3	PEDESTAL POLE	N/A	24" - A / 6'
4	SPL 30 B - 100	N/A	36" - A / 14'
5	SP 30 B - 100	N/A	36" - A / 14'

DETECTION AREAS AS FOLLOWS:

AT THE INTERSECTION/PRESENCE

6' X 40' MIN FOR EACH THRU LANE  
6' X 60' MIN FOR LEFT TURN LANES

ADVANCED DETECTION

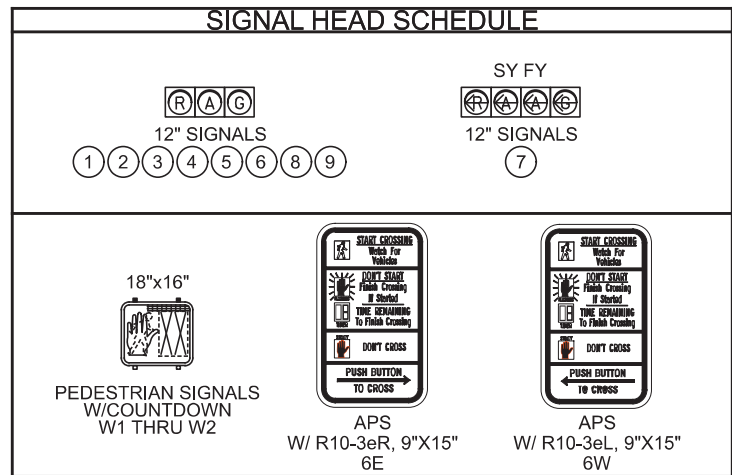
FREDDY GONZALEZ DR - WB APPROACH  
6' X 20' MIN AT 175' FROM THE STOP BAR  
6' X 20' MIN AT 290' FROM THE STOP BAR

FREDDY GONZALEZ DR - EB APPROACH  
6' X 20' MIN AT 175' FROM THE STOP BAR  
6' X 20' MIN AT 290' FROM THE STOP BAR

MONMACK RD - NB APPROACH  
6' X 6' MIN AT 110' FROM THE STOP BAR

MONMACK RD - SB APPROACH  
6' X 20' MIN AT 175' FROM THE STOP BAR  
6' X 20' MIN AT 290' FROM THE STOP BAR

**SIGNAL HEAD SCHEDULE**

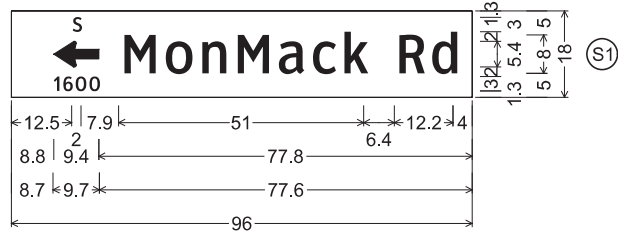


NOTES: BACK PLATES SHALL BE INSTALLED FOR SIGNAL HEADS 1 2 5 6  
ALL SIGNAL/PEDESTRIAN HEADS SHALL BE LED

**SIGN SCHEDULE**



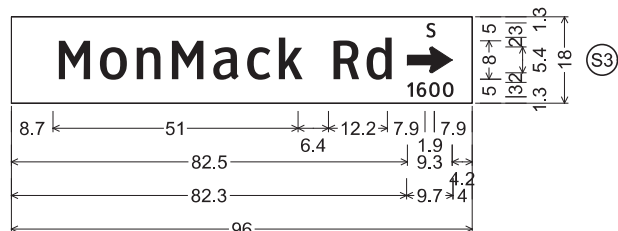
R10-17T  
36"X42"



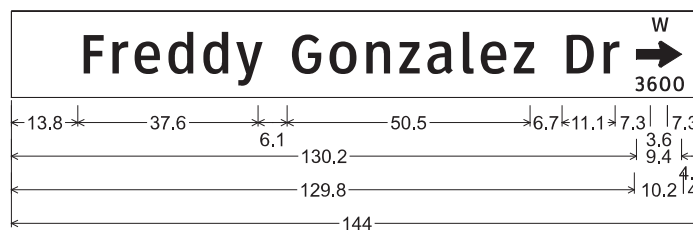
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"S", ClearviewHwy-3-W;  
Standard Arrow Custom 9.4" X 5.4" 180';  
"1600", ClearviewHwy-3-W;  
"MonMack Rd", ClearviewHwy-3-W;



No border, White on, Green;  
"W", ClearviewHwy-3-W; Standard Arrow Custom 9.4" X 5.4" 180';  
"3600", ClearviewHwy-3-W; "Freddy Gonzalez Dr", ClearviewHwy-3-W;



No border, White on, Green;  
"MonMack Rd", ClearviewHwy-3-W;  
"S", ClearviewHwy-3-W;  
Standard Arrow Custom 9.4" X 5.4" 0';  
"1600", ClearviewHwy-3-W;



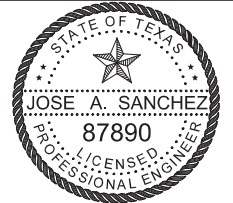
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"Freddy Gonzalez Dr", ClearviewHwy-3-W; "W", ClearviewHwy-3-W;  
Standard Arrow Custom 9.4" X 5.4" 0'; "3600", ClearviewHwy-3-W;

**ELECTRICAL SERVICE DATA**

ELECTRICAL SERVICE TYPE	SERVICE CONDUIT SIZE	SERVICE CONDUCTORS NO./ SIZE	SAFETY SWITCH AMPS	MAIN CKT BRK POLE/AMPS	TWO POLE CONTACTOR AMPS	PANELBD LOADCENTER AMP RATING	BRANCH CIRCUIT	VOLTS	BRANCH CKT BKR POLE/AMPS	BRANCH CIRCUIT AMPS	KVA LOAD
ELC SRV TY T 120/240 000 (NS)GS(L)TS(O)	2"	3 / #6	N/A	N/A	N/A	100	TS LUM	120 240	1P/50 2P/20	3 1.5	0.72

TS - TRAFFIC SIGNAL, LUM - LUMINAIRE

NO.	DATE	REVISION	APP.



*Jose A. Sanchez*

AUTHORIZED 05-23-2023



FREDDY GONZALEZ DR AT MONMACK RD

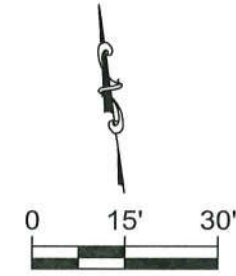
PROPOSED SIGNAL LAYOUT

SHEET 02 OF 02

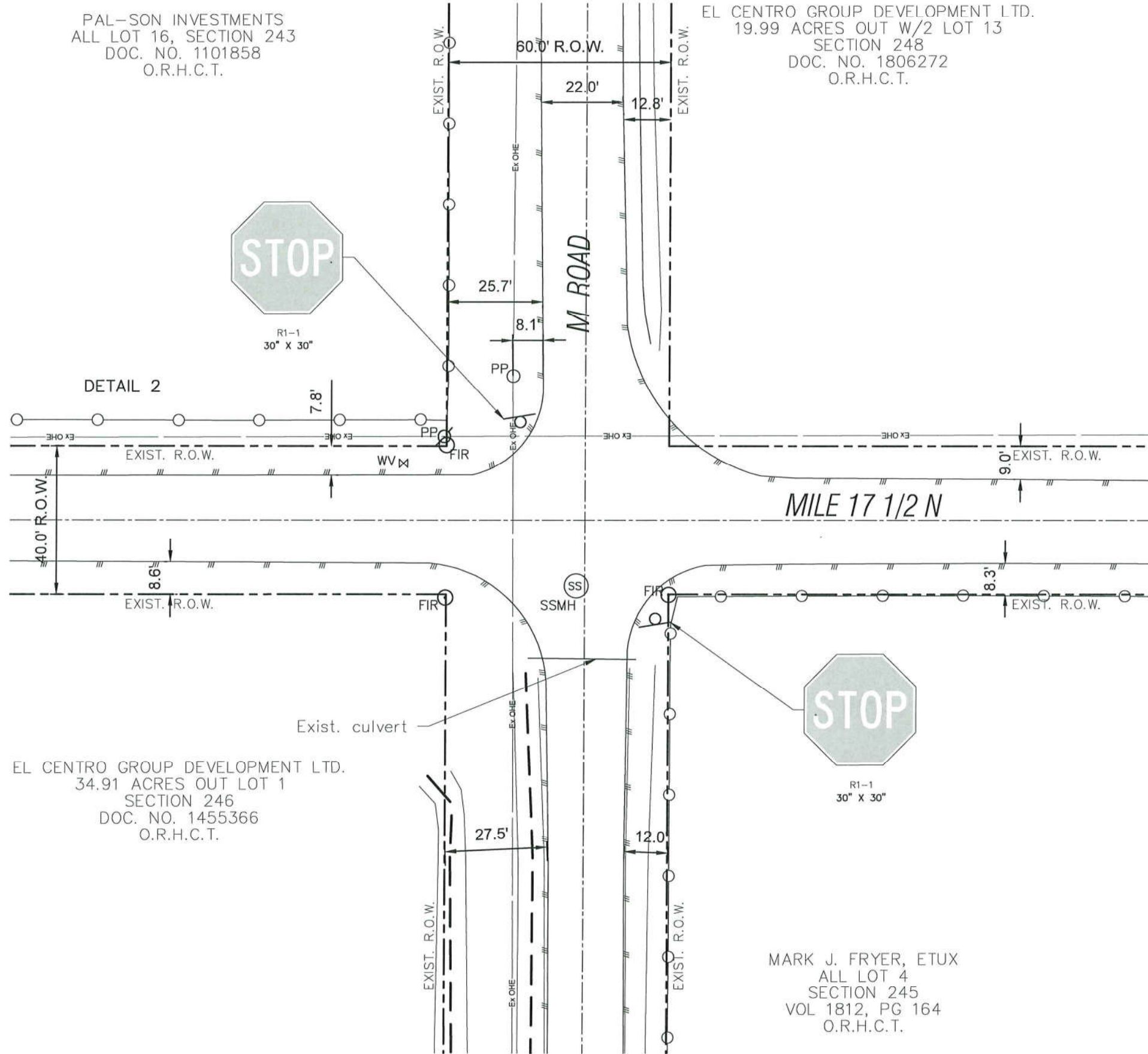
FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.	SHEET NO.	
		8	
STATE	DIST.	COUNTY	
TEXAS	PHR	HIDALGO	
CONT.	SECT.	JOB	HIGHWAY NO.
0921	02	500,ETC	FREDDY GONZALEZ DR,ETC

PAL-SON INVESTMENTS  
 ALL LOT 16, SECTION 243  
 DOC. NO. 1101858  
 O.R.H.C.T.

EL CENTRO GROUP DEVELOPMENT LTD.  
 19.99 ACRES OUT W/2 LOT 13  
 SECTION 248  
 DOC. NO. 1806272  
 O.R.H.C.T.



NO.	DATE	ISSUE/REVISION	APP.



EL CENTRO GROUP DEVELOPMENT LTD.  
 34.91 ACRES OUT LOT 1  
 SECTION 246  
 DOC. NO. 1455366  
 O.R.H.C.T.

MARK J. FRYER, ETUX  
 ALL LOT 4  
 SECTION 245  
 VOL 1812, PG 164  
 O.R.H.C.T.

CONDITION DIAGRAM

INTERSECTION OF  
 MILE 17 1/2 ROAD @ "M" ROAD

**Legend:**

- Prop Vertical Signal Head
- Prop Strain Pole
- Prop Luminaire
- Direction of Traffic Flow
- Prop Ground Box TY Battery W/Apron
- Sanitary Sewer Manhole
- Water Valve
- Power Pole
- Sign
- Prop Pole Mounted Electrical Service W/Meter
- Existing Overhead Electrical Line
- R.O.W.
- Chain Link Fence
- Edge of Pavement
- Found Iron Rod



FLASHING BEACON  
 MILE 17 1/2 & M RD

EXISTING  
 CONDITIONS

REQUESTED BY:  
 ENGINEERING

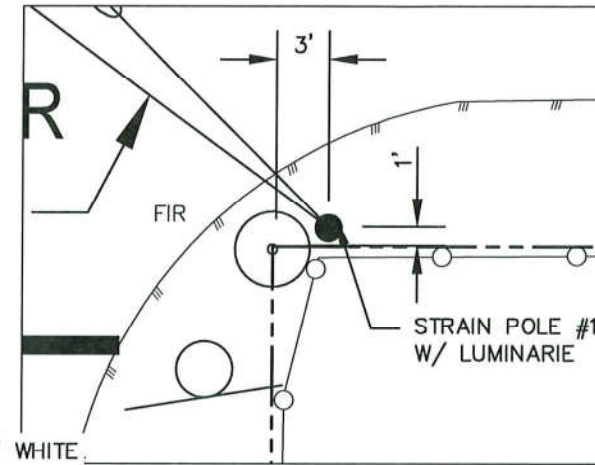
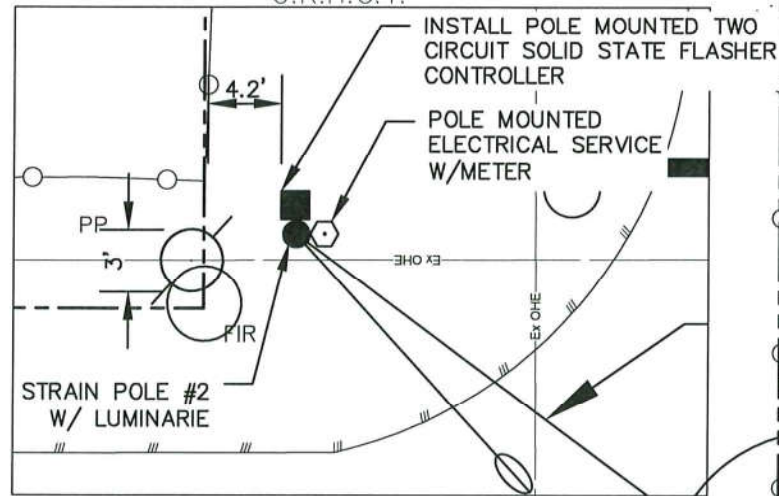
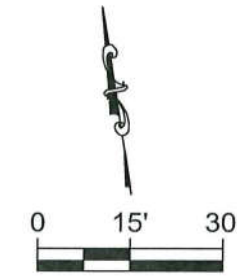
DATE:  
 APRIL 2023

CREATED BY:  
 ENGINEERING

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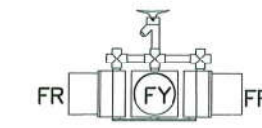
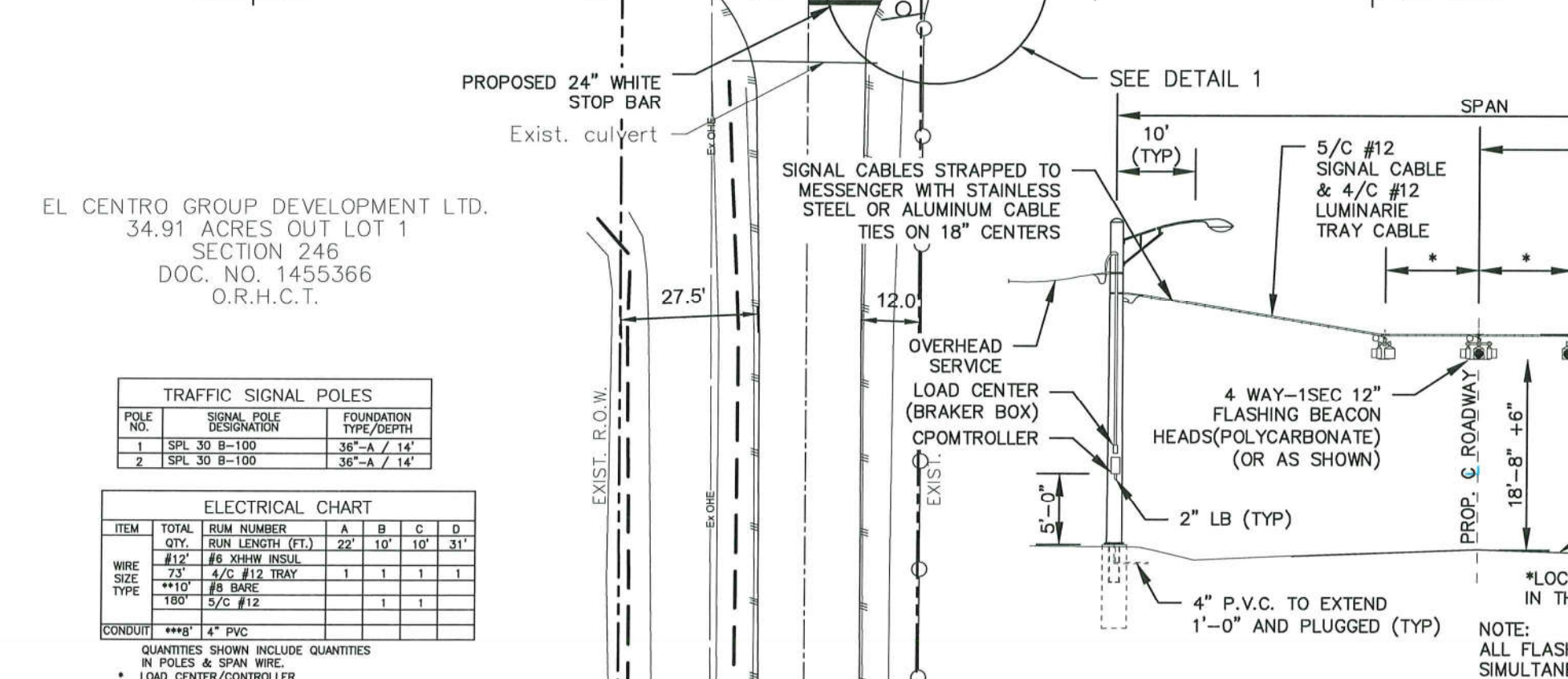
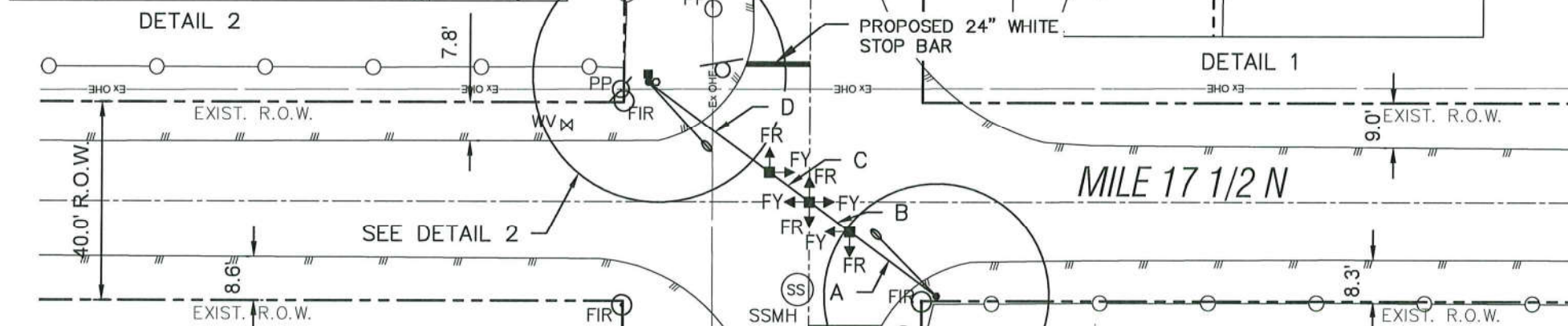
PAL-SON INVESTMENTS  
ALL LOT 16, SECTION 243  
DOC. NO. 1101858  
O.R.H.C.T.

EL CENTRO GROUP DEVELOPMENT LTD.  
19.99 ACRES OUT W/2 LOT 13  
SECTION 248  
DOC. NO. 1806272  
O.R.H.C.T.



**SIGNAL NOTES:**

1. THE CONTRACTOR SHALL FURNISH AND INSTALL 30' STRAIN POLES, LUMINARIES, FLASHING BEACON HEADS, SIGNAL CABLES AND SPAN WIRE AS SHOWN.
2. THE LOCATION SHOWN FOR THE STEEL STRAIN POLES IS APPROXIMATE. THEIR EXACT LOCATIONS WILL BE DETERMINED IN THE FIELD BY THE ENGINEER IN COORDINATION WITH THE PHARR DISTRICT SIGNAL SHOP.
3. THE EXACT LOCATION OF ALL KNOWN UNDER-GROUND UTILITIES IS NOT CERTAIN. THE CONTRACTOR SHALL VERIFY THE LOCATION OF ANY UNDERGROUND UTILITIES BEFORE DRILLING FOR STEEL POLE FOUNDATIONS AND SERVICE POLES.
4. SIGNAL CABLE SHALL BE #12 AWG AND SERVICE CABLE SHALL BE #6 AWG.
5. THE CONTRACTOR SHALL FURNISH NEW LED TRAFFIC SIGNALS FOR ALL FLASHING BEACON HEADS.
6. THE LUMINARIES SHALL BE EQUIPPED WITH A PHOTO ELECTRIC CELL FOR THEIR OPERATION.
7. THE CONTRACTOR SHALL COORDINATE WITH THE UTILITY COMPANIES THE EXACT LOCATION OF EXISTING UNDERGROUND UTILITIES PRIOR TO CONSTRUCTION TO AVOID CONFLICT OR DAMAGE TO THESE UTILITIES.



EL CENTRO GROUP DEVELOPMENT LTD.  
34.91 ACRES OUT LOT 1  
SECTION 246  
DOC. NO. 1455366  
O.R.H.C.T.

TRAFFIC SIGNAL POLES		
POLE NO.	SIGNAL POLE DESIGNATION	FOUNDATION TYPE/DEPTH
1	SPL 30 B-100	36"-A / 14'
2	SPL 30 B-100	36"-A / 14'

ELECTRICAL CHART						
ITEM	TOTAL QTY.	RUM NUMBER	A	B	C	D
WIRE SIZE	#12'	#8 XHHW INSUL				
TYPE	73'	4/C #12 TRAY	1	1	1	1
	**10'	#8 BARE				
	180'	5/C #12		1	1	
CONDUIT	***8'	4" PVC				

QUANTITIES SHOWN INCLUDE QUANTITIES IN POLES & SPAN WIRE  
\* LOAD CENTER/CONTROLLER SERVICE INTERCONNECT  
\*\* GROUND CONDUCTOR  
\*\*\* 4" PVC IN FOUNDATION

**Legend:**

- Prop Vertical Signal Head
- Prop Strain Pole
- Prop Luminaire
- Direction of Traffic Flow
- Prop Ground Box TY Battery W/Apron
- Sanitary Sewer Manhole
- Water Valve
- Power Pole
- Power Pole with light
- Sign
- Prop Pole Mounted Electrical Service W/Meter
- Road Center Line
- Ex OHE Existing Overhead Electrical Line
- R.O.W
- Chain Link Fence
- Edge of Pavement
- 24"-SLD-WHT



*Patrizia Longoria 4/27/23*

FLASHING BEACON  
MILE 17 1/2 & M RD  
PROPOSED  
SITE LAYOUT

REQUESTED BY:  
ENGINEERING  
DATE:  
APRIL 2023  
CREATED BY:  
ENGINEERING

DRAWING SCALE: 1"=30'  
HORIZ: ViewportScale  
VERT: ViewportScale SHEET 10 OF 57

TYPICAL FLASHING BEACON INSTALLATION

NOT TO SCALE

FILE PATH: N:\03 PROJECTS\2022\05 STREETS\FLASHING BEACON - M RD & MILE 17 1/2\Phase\_Design\04\_Final DWG\01\_PAGES\01\_SPEVAL.dwg



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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 <a href="http://www.txdot.gov">http://www.txdot.gov</a>
COMPLIANT WORK ZONE TRAFFIC CONTROL DEVICES LIST (CWZTCD)
DEPARTMENTAL MATERIAL SPECIFICATIONS (DMS)
MATERIAL PRODUCER LIST (MPL)
ROADWAY DESIGN MANUAL - SEE "MANUALS (ONLINE MANUALS)"
STANDARD HIGHWAY SIGN DESIGNS FOR TEXAS (SHSD)
TEXAS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (TMUTCD)
TRAFFIC ENGINEERING STANDARD SHEETS

SHEET 1 OF 12



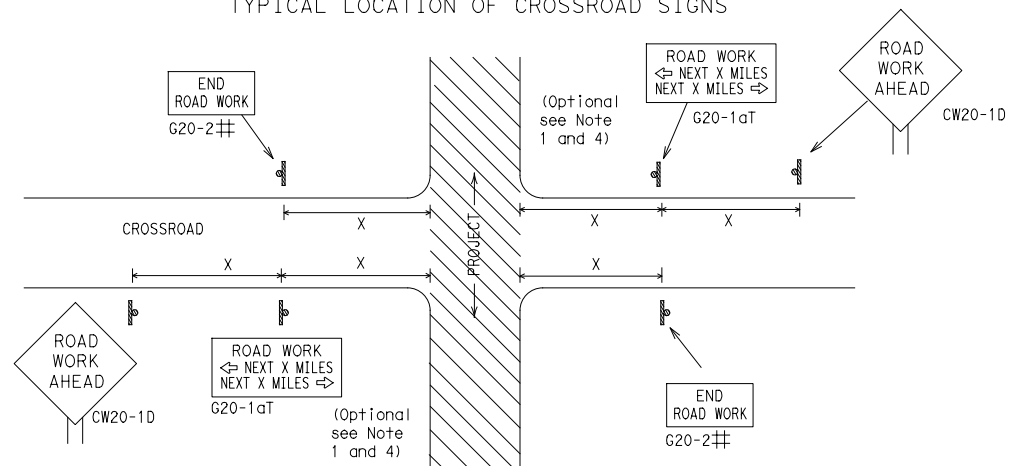
**BARRICADE AND CONSTRUCTION  
GENERAL NOTES  
AND REQUIREMENTS**

**BC(1)-21**

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© TxDOT	November 2002	CONT	SECT	JOB	HIGHWAY				
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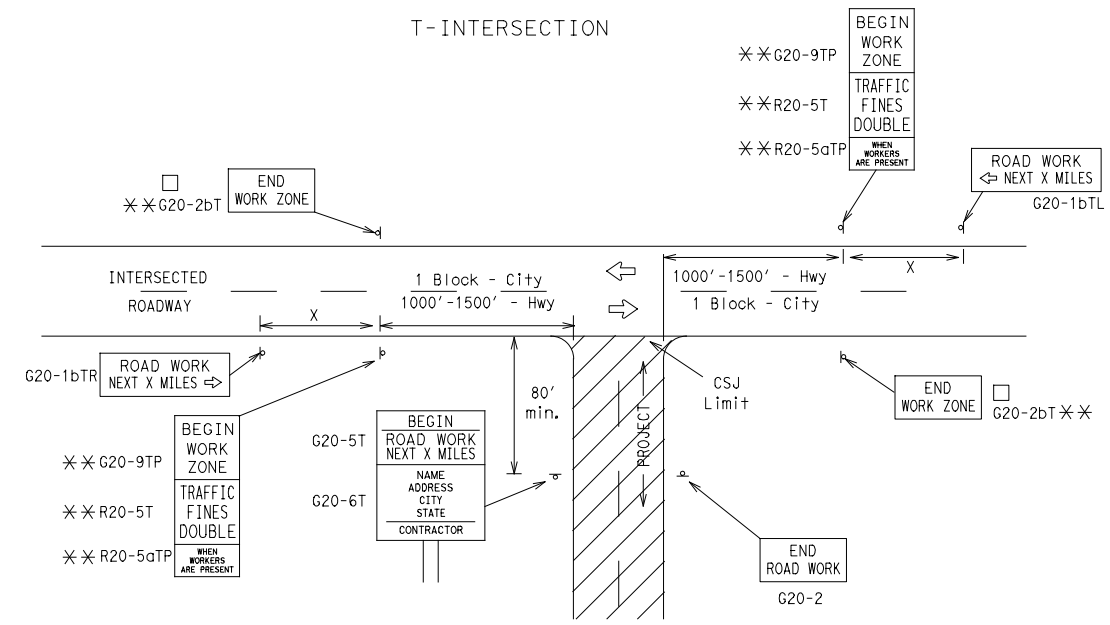
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TYPICAL LOCATION OF CROSSROAD SIGNS



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

T-INTERSECTION



CSJ LIMITS AT T-INTERSECTION

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

TYPICAL CONSTRUCTION WARNING SIGN SIZE AND SPACING<sup>1,5,6</sup>

Sign Number or Series	SIZE		SPACING	
	Conventional Road	Expressway/Freeway	Posted Speed MPH	Sign Spacing "X" Feet (Apprx.)
CW20 <sup>4</sup>	48" x 48"	48" x 48"	30	120
CW21			35	160
CW22			40	240
CW23			45	320
CW25			50	400
CW1, CW2, CW7, CW8, CW9, CW11, CW14	48" x 48"	48" x 48"	55	500 <sup>2</sup>
CW3, CW4, CW5, CW6, CW8-3, CW10, CW12			60	600 <sup>2</sup>
			65	700 <sup>2</sup>
			70	800 <sup>2</sup>
			75	900 <sup>2</sup>
			80	1000 <sup>2</sup>
			*	* <sup>3</sup>

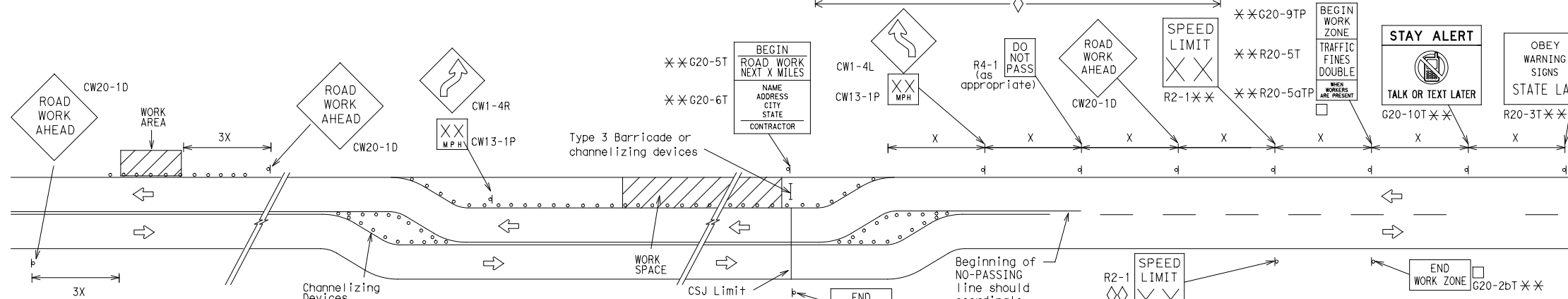
\* For typical sign spacings on divided highways, expressways and freeways, see Part 6 of the "Texas Manual on Uniform Traffic Control Devices" (TMUTCD) typical application diagrams or TCP Standard Sheets.

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

GENERAL NOTES

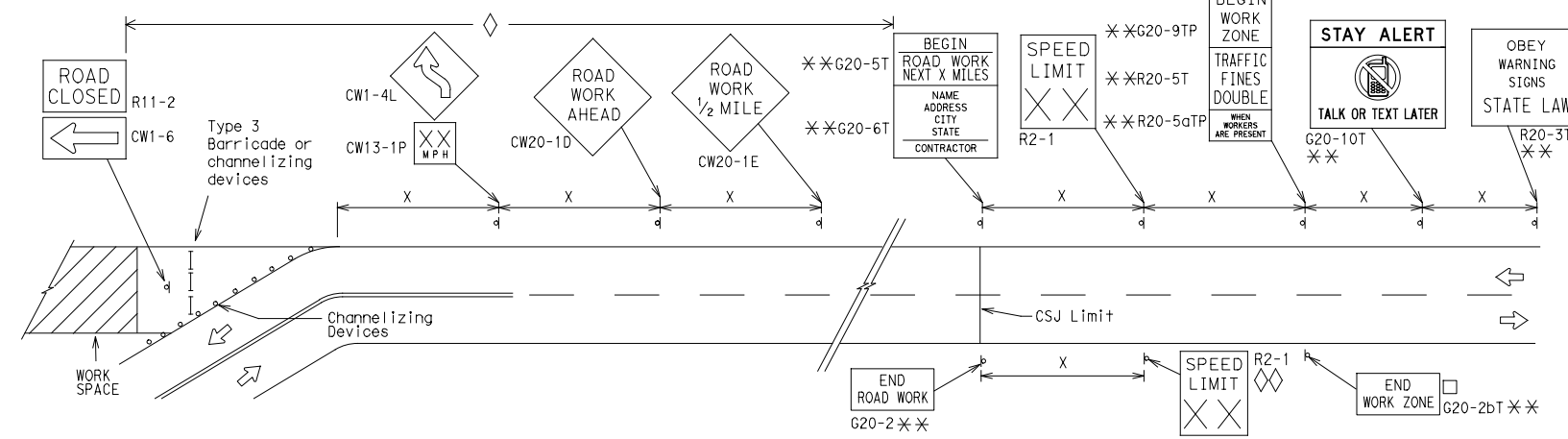
- Special or larger size signs may be used as necessary.
- Distance between signs should be increased as required to have 1500 feet advance warning.
- Distance between signs should be increased as required to have 1/2 mile or more advance warning.
- 36" x 36" "ROAD WORK AHEAD" (CW20-1D) signs may be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

WORK AREAS IN MULTIPLE LOCATIONS WITHIN CSJ LIMITS

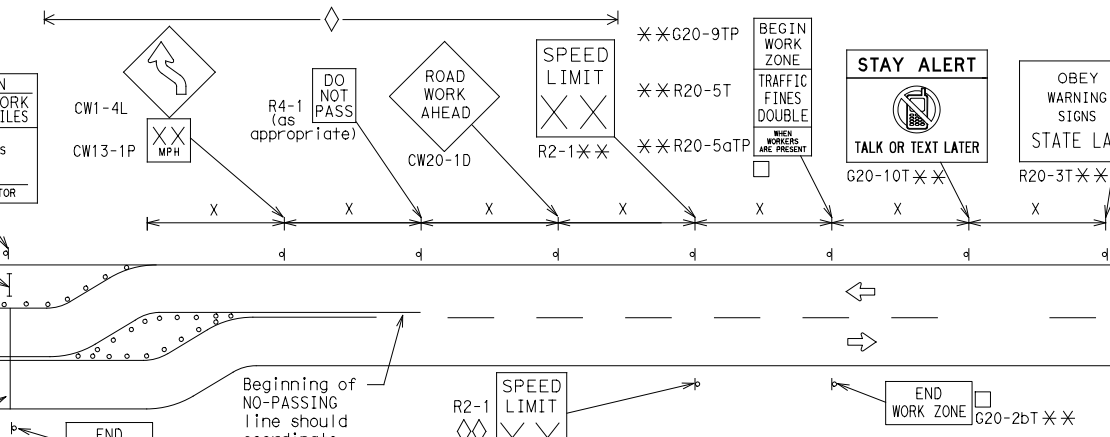


When extended distances occur between minimal work spaces, the Engineer/Inspector should ensure additional "ROAD WORK AHEAD" (CW20-1D) signs are placed in advance of these work areas to remind drivers they are still within the project limits. See the applicable TCP sheets for exact location and spacing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

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



SAMPLE LAYOUT OF SIGNING FOR WORK BEGINNING AT THE CSJ LIMITS



- NOTES
- The Contractor shall determine the appropriate distance to be placed on the G20-1 series signs and "BEGIN ROAD WORK NEXT X MILES" (G20-5T) sign for each specific project. This distance shall replace the "X" and shall be rounded to the nearest whole mile with the approval of the Engineer. No decimals shall be used.
  - The "BEGIN WORK ZONE" (G20-9TP) and "END WORK ZONE" (G20-2bT) shall be used as shown on the sample layout when advance signs are required outside the CSJ Limits. They inform the motorist of entering or leaving a part of the work zone lying outside the CSJ Limits where traffic fines may double if workers are present.
  - CSJ limit signing is required for highway construction and maintenance work, with the exception of mobile operations.
  - Area for placement of "ROAD WORK AHEAD" (CW20-1D) sign and other signs or devices as called for on the Traffic Control Plan.
  - Contractor will install a regulatory speed limit sign at the end of the work zone.

LEGEND

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

SHEET 2 OF 12



**BARRICADE AND CONSTRUCTION PROJECT LIMIT**

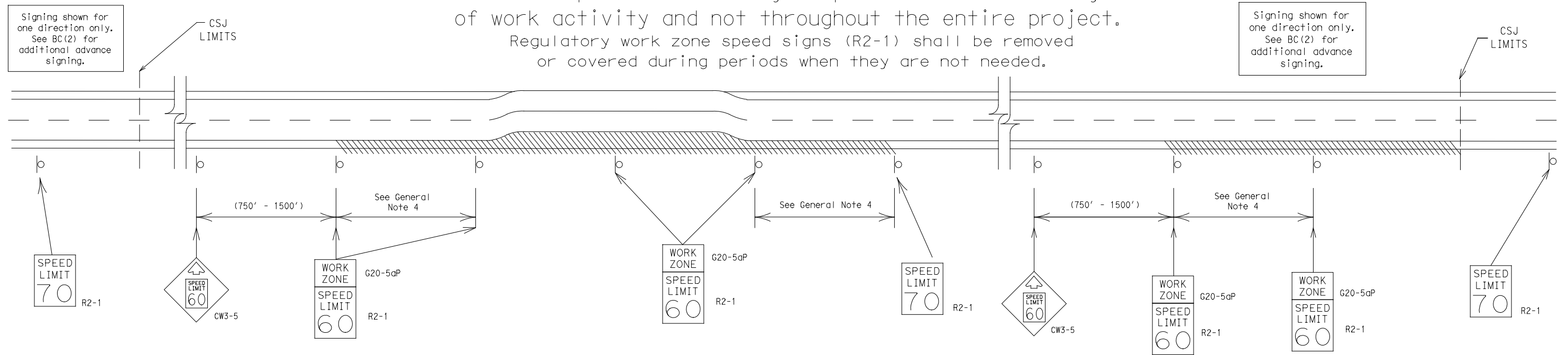
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© TxDOT November 2002	CONT	SECT	JOB	HIGHWAY
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9-07 8-14	DIST	COUNTY	SHEET NO.	
7-13 5-21	PHR	HIDALGO	12	

# TYPICAL APPLICATION OF WORK ZONE SPEED LIMIT SIGNS

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

Reduced speeds should only be posted in the vicinity of work activity and not throughout the entire project. Regulatory work zone speed signs (R2-1) shall be removed or covered during periods when they are not needed.



## GUIDANCE FOR USE:

### LONG/INTERMEDIATE TERM WORK ZONE SPEED LIMITS

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

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

- rough road or damaged pavement surface
- substantial alteration of roadway geometrics (diversions)
- construction detours
- grade
- width
- other conditions readily apparent to the driver

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

### SHORT TERM WORK ZONE SPEED LIMITS

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

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

## GENERAL NOTES

- Regulatory work zone speed limits should be used only for sections of construction projects where speed control is of major importance.
- Regulatory work zone speed limit signs shall be placed on supports at a 7 foot minimum mounting height.
- Speed zone signs are illustrated for one direction of travel and are normally posted for each direction of travel.
- Frequency of work zone speed limit signs should be:
 

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

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SHEET 3 OF 12



## BARRICADE AND CONSTRUCTION WORK ZONE SPEED LIMIT

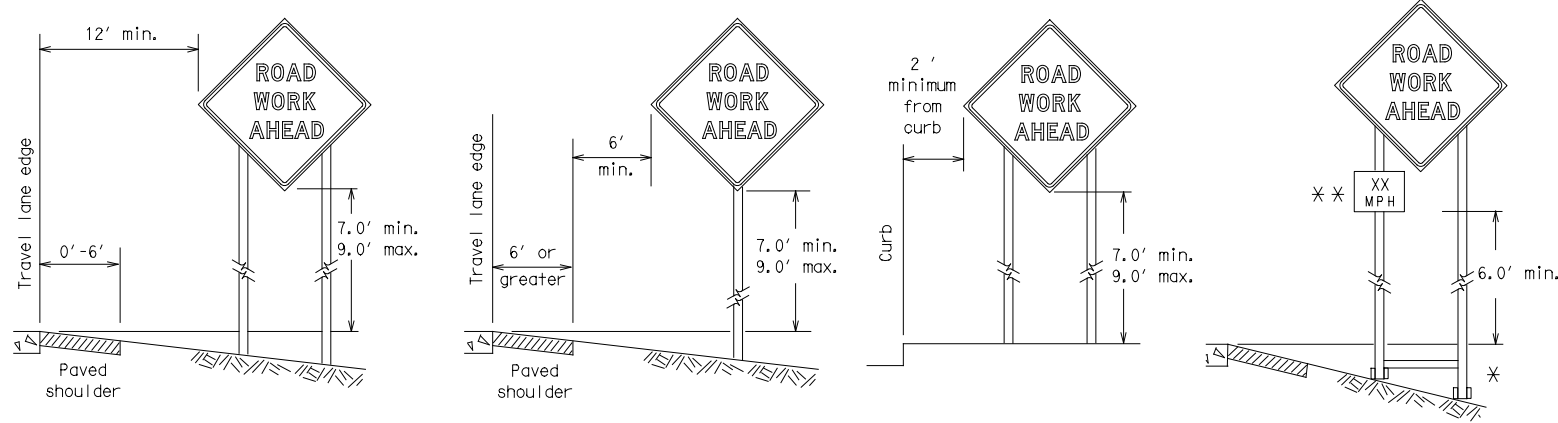
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9-07	8-14	DIST	COUNTY	SHEET NO.					
7-13	5-21	PHR	HIDALGO	13					

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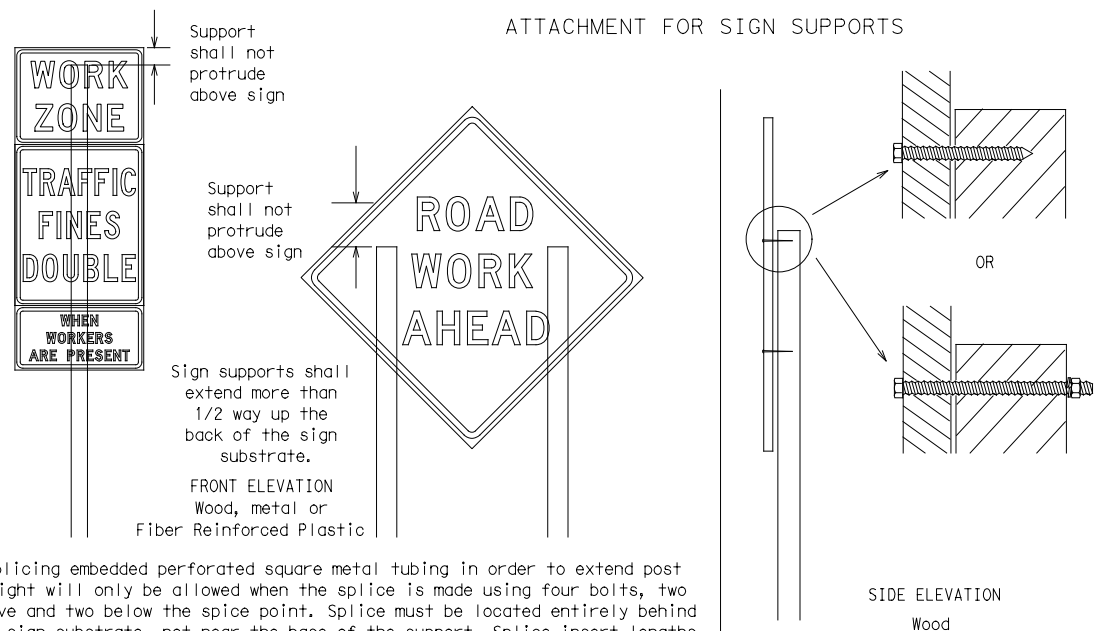
TYPICAL MINIMUM CLEARANCES FOR LONG TERM AND INTERMEDIATE TERM SIGNS



\* 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



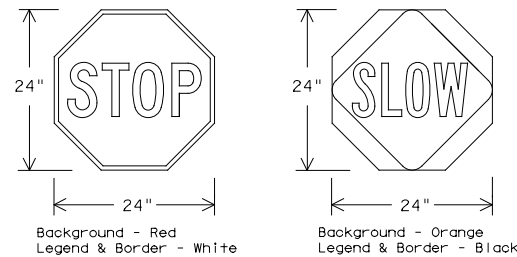
Attachment to wooden supports will be by bolts and nuts or screws. Use TxDOT's or manufacturer's recommended procedures for attaching sign substrates to other types of sign supports

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 splice point. Splice must be located entirely behind the sign substrate, not near the base of the support. Splice insert lengths should be at least 5 times nominal post size, centered on the splice and of at least the same gauge material.

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 <sub>FL</sub> OR C <sub>FL</sub> 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<sub>FL</sub> or Type C<sub>FL</sub>, 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 fire 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.

SHEET 4 OF 12



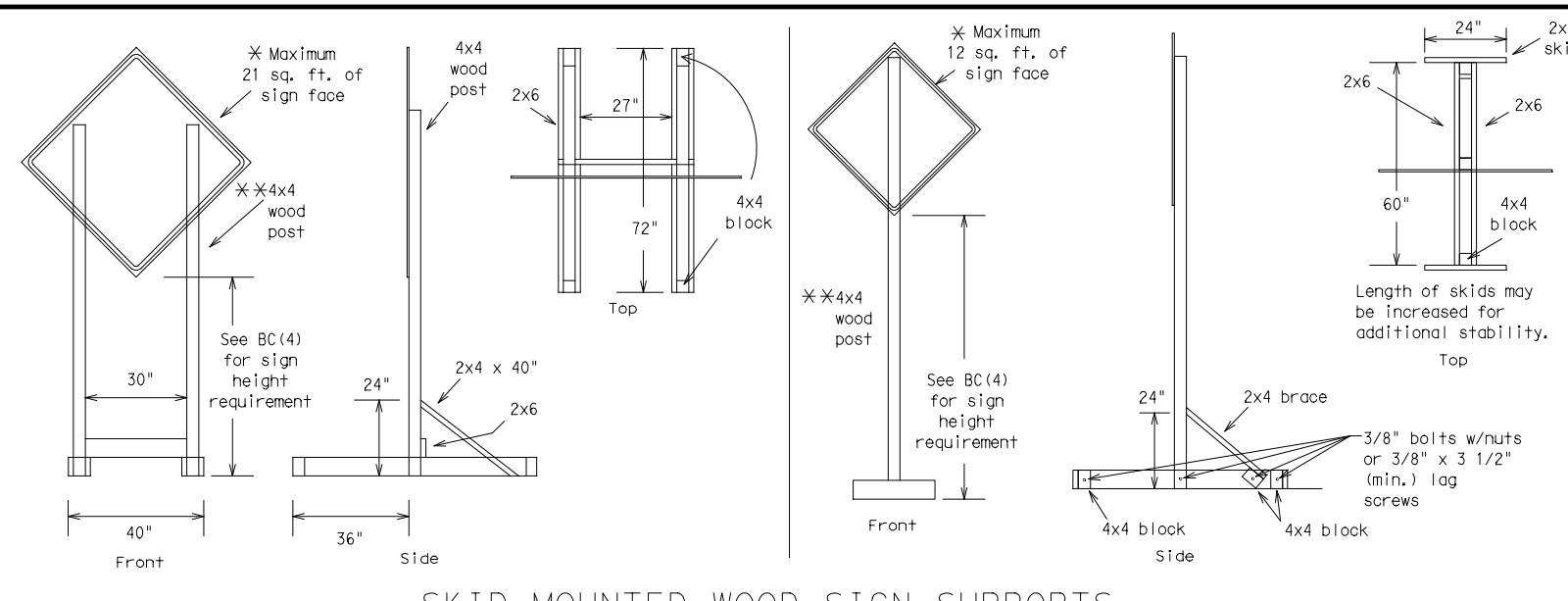
BARRICADE AND CONSTRUCTION TEMPORARY SIGN NOTES

BC(4)-21

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© TxDOT	November 2002	CONT	SECT	JOB	HIGHWAY				
REVISIONS		0921	02	500, ETC	FREDDY GONZALEZ DR, ETC				
9-07	8-14	DIST	COUNTY	SHEET NO.					
7-13	5-21	PHR	HIDALGO	14					

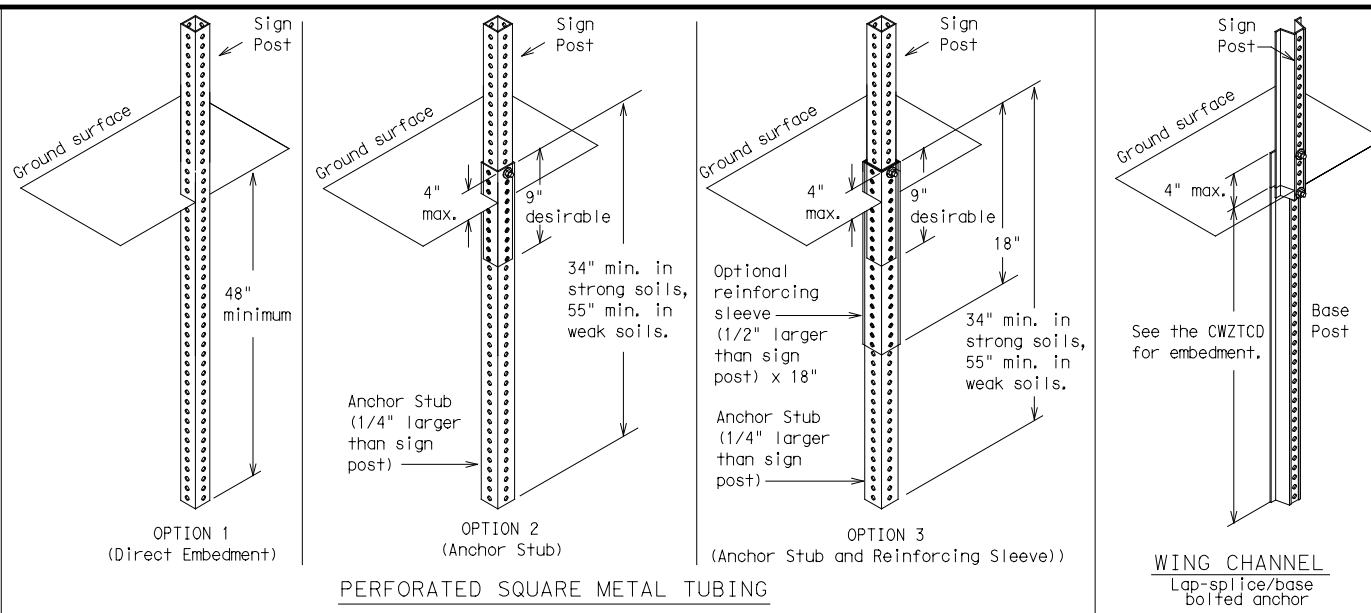
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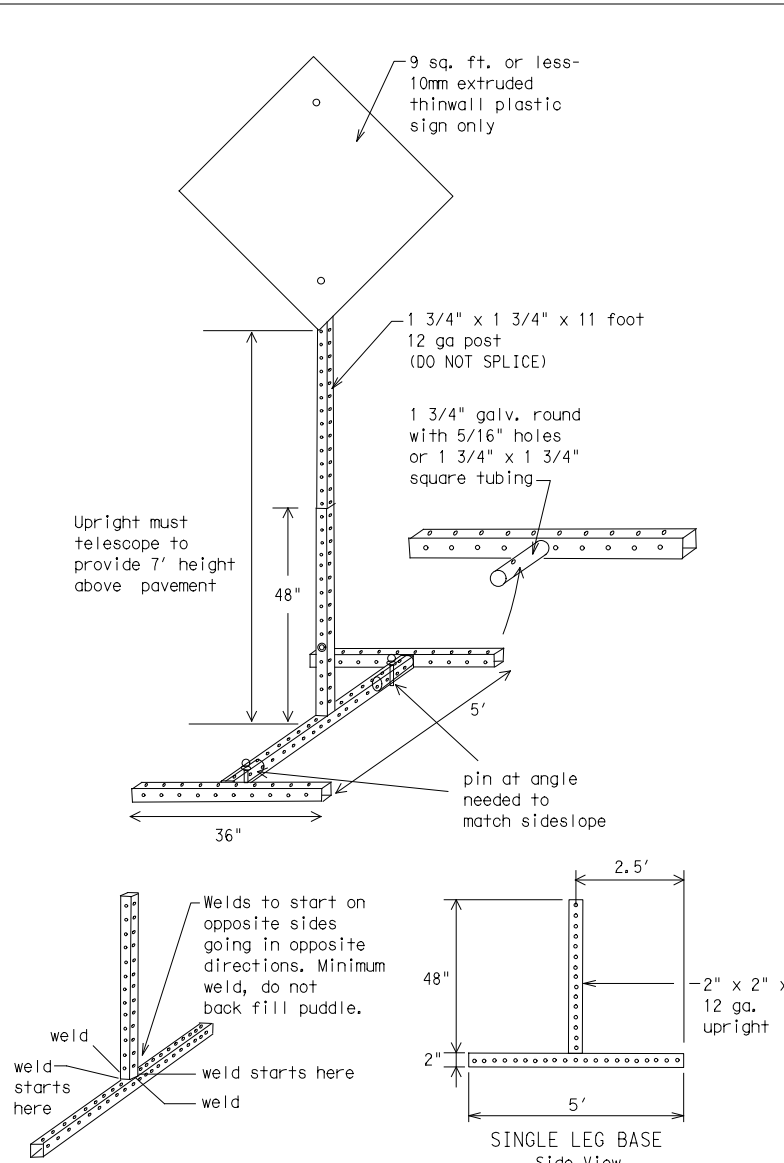
**SKID MOUNTED WOOD SIGN SUPPORTS**

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



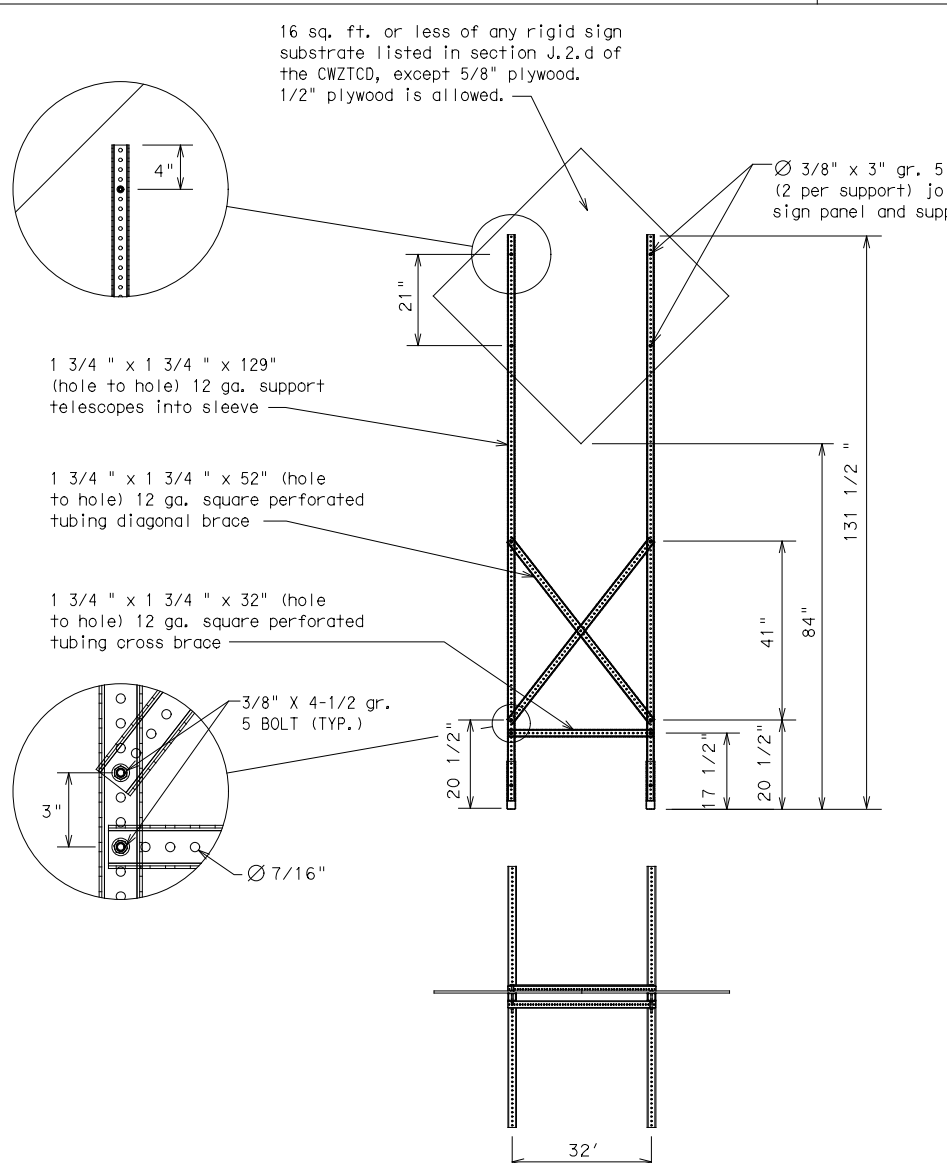
**GROUND MOUNTED SIGN SUPPORTS**

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**

- Nails may be used in the assembly of wooden sign supports, but 3/8" bolts with nuts or 3/8" x 3 1/2" lag screws must be used on every joint for final connection.
  - No more than 2 sign posts shall be placed within a 7 ft. circle, except for specific materials noted on the CWZTCD List.
  - When project is completed, all sign supports and foundations shall be removed from the project site. This will be considered subsidiary to Item 502.
- \* See BC(4) for definition of "Work Duration."
  - \*\* Wood sign posts MUST be one piece. Splicing will NOT be allowed. Posts shall be painted white.
  - See the CWZTCD for the type of sign substrate that can be used for each approved sign support.

SHEET 5 OF 12



**BARRICADE AND CONSTRUCTION TYPICAL SIGN SUPPORT**

**BC(5)-21**

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REVISIONS	0921	02	500, ETC	FREDDY GONZALEZ DR, ETC
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7-13 5-21	PHR	HIDALGO	15	

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

# RECOMMENDED PHASES AND FORMATS FOR PCMS MESSAGES DURING ROADWORK ACTIVITIES

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

## PORTABLE CHANGEABLE MESSAGE SIGNS

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

## Phase 1: Condition Lists

### Road/Lane/Ramp Closure List

FREEWAY CLOSED X MILE
ROAD CLOSED AT SH XXX
ROAD CLSD AT FM XXXX
RIGHT X LANES CLOSED
CENTER LANE CLOSED
NIGHT LANE CLOSURES
VARIOUS LANES CLOSED
EXIT CLOSED
MALL DRIVEWAY CLOSED
XXXXXXXX BLVD CLOSED

### Other Condition List

FRONTAGE ROAD CLOSED
SHOULDER CLOSED XXX FT
RIGHT LN CLOSED XXX FT
RIGHT X LANES OPEN
DAYTIME LANE CLOSURES
I-XX SOUTH EXIT CLOSED
EXIT XXX CLOSED X MILE
RIGHT LN TO BE CLOSED
X LANES CLOSED TUE - FRI

ROADWORK XXX FT
FLAGGER XXXX FT
RIGHT LN NARROWS XXXX FT
MERGING TRAFFIC XXXX FT
LOOSE GRAVEL XXXX FT
DETOUR X MILE
ROADWORK PAST SH XXXX
BUMP XXXX FT
TRAFFIC SIGNAL XXXX FT

ROAD REPAIRS XXXX FT
LANE NARROWS XXXX FT
TWO-WAY TRAFFIC XX MILE
CONST TRAFFIC XXX FT
UNEVEN LANES XXXX FT
ROUGH ROAD XXXX FT
ROADWORK NEXT FRI-SUN
US XXX EXIT X MILES
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
DETOUR NEXT X EXITS
USE EXIT XXX
STAY ON US XXX SOUTH
TRUCKS USE US XXX N
WATCH FOR TRUCKS
EXPECT DELAYS
REDUCE SPEED XXX FT
USE OTHER ROUTES
STAY IN LANE *

### Location List

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

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

## WORDING ALTERNATIVES

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

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

## FULL MATRIX PCMS SIGNS

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

WORD OR PHRASE	ABBREVIATION	WORD OR PHRASE	ABBREVIATION
Access Road	ACCS RD	Major	MAJ
Alternate	ALT	Miles	MI
Avenue	AVE	Miles Per Hour	MPH
Best Route	BEST RTE	Minor	MNR
Boulevard	BLVD	Monday	MON
Bridge	BRDG	Normal	NORM
Canot	CANT	North	N
Center	CTR	Northbound	(route) N
Construction Ahead	CONST AHD	Parking	PKING
CROSSING	XING	Road	RD
Detour Route	DETOUR RTE	Right Lane	RT LN
Do Not	DONT	Saturday	SAT
East	E	Service Road	SERV RD
Eastbound	(route) E	Shoulder	SHLDR
Emergency	EMER	Slippery	SLIP
Emergency Vehicle	EMER VEH	South	S
Entrance, Enter	ENT	Southbound	(route) S
Express Lane	EXP LN	Speed	SPD
Expressway	EXPWY	Street	ST
XXXX Feet	XXXX FT	Sunday	SUN
Fog Ahead	FOG AHD	Telephone	PHONE
Freeway	FRWY, FWY	Temporary	TEMP
Freeway Blocked	FWY BLKD	Thursday	THURS
Friday	FRI	To Downtown	TO DWNTN
Hazardous Driving	HAZ DRIVING	Traffic	TRAF
Hazardous Material	HAZMAT	Travelers	TRVLRS
High-Occupancy	HOV	Tuesday	TUES
Vehicle	HWY	Time Minutes	TIME MIN
Highway	HR, HRS	Upper Level	UPR LEVEL
Hour(s)	HR, HRS	Vehicles (s)	VEH, VEHS
Information	INFO	Warning	WARN
It Is	ITS	Wednesday	WED
Junction	JCT	Weight Limit	WT LIMIT
Left	LFT	West	W
Left Lane	LFT LN	Westbound	(route) W
Lane Closed	LN CLOSED	Wet Pavement	WET PVMT
Lower Level	LWR LEVEL	Will Not	WONT
Maintenance	MAINT		

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

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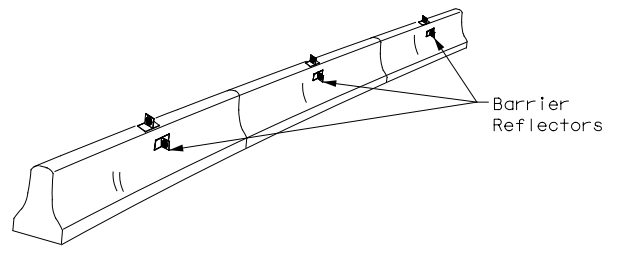
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©TxDOT	November 2002	CONT:	SECT
REVISIONS		0921	02
9-07	8-14	500, ETC	
7-13	5-21	DIST:	COUNTY
		PHR:	HIDALGO
		SHEET NO.:	16

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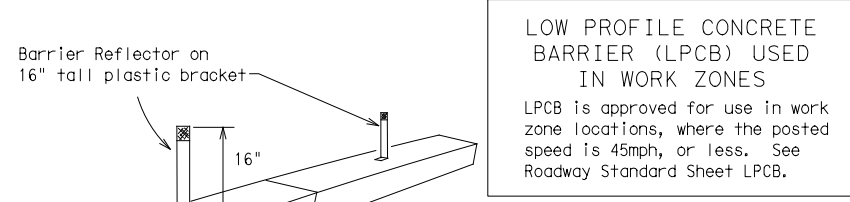
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- Barrier Reflectors shall be pre-qualified, and conform to the color and reflectivity requirements of DMS-8600. A list of prequalified Barrier Reflectors can be found at the Material Producer List web address shown on BC(1).
- Color of Barrier Reflectors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



CONCRETE TRAFFIC BARRIER (CTB)

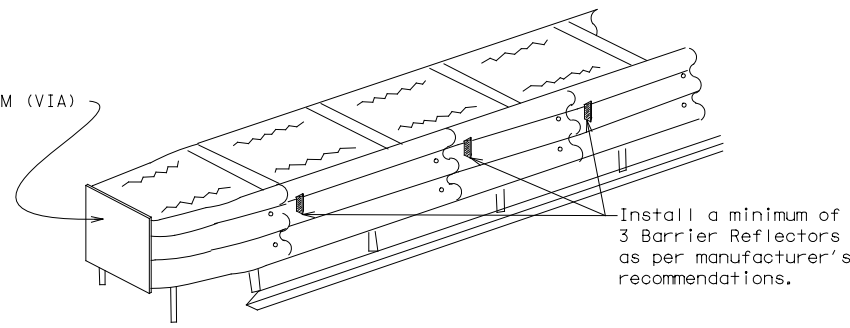
- Where traffic is on one side of the CTB, two (2) Barrier Reflectors shall be mounted in approximately the midsection of each section of CTB. An alternate mounting location is uniformly spaced at one end of each CTB. This will allow for attachment of a barrier grapple without damaging the reflector.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



**LOW PROFILE CONCRETE BARRIER (LPCB) USED IN WORK ZONES**

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

LOW PROFILE CONCRETE BARRIER (LPCB)



DELINEATION OF END TREATMENTS

**END TREATMENTS FOR CTB'S USED IN WORK ZONES**

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

**BARRIER REFLECTORS FOR CONCRETE TRAFFIC BARRIER AND ATTENUATORS**

**WARNING LIGHTS**

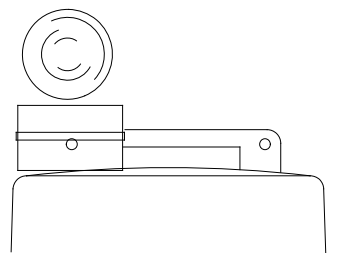
- Warning lights shall meet the requirements of the TMUTCD.
- Warning lights shall NOT be installed on barricades.
- Type A-Low Intensity Flashing Warning Lights are commonly used with drums. They are intended to warn of or mark a potentially hazardous area. Their use shall be as indicated on this sheet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

**WARNING LIGHTS MOUNTED ON PLASTIC DRUMS**

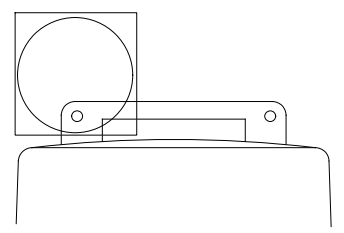
- Type A flashing warning lights are intended to warn drivers that they are approaching or are in a potentially hazardous area.
- Type A random flashing warning lights are not intended for delineation and shall not be used in a series.
- A series of sequential flashing warning lights placed on channelizing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

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

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



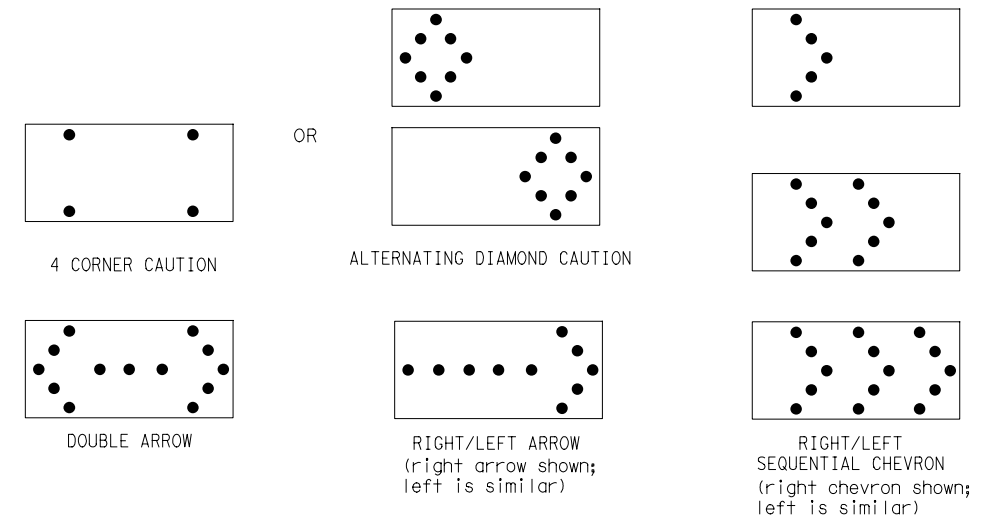
Type C Warning Light or approved substitute mounted on a drum adjacent to the travel way.



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

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

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



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

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

**ATTENTION**  
 Flashing Arrow Boards shall be equipped with automatic dimming devices.

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

**FLASHING ARROW BOARDS**

**TRUCK-MOUNTED ATTENUATORS**

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

**Texas Department of Transportation**  
 Traffic Safety Division Standard

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

**BC(7)-21**

FILE: bc-21.dgn	DN: TxDOT	CK: TxDOT	DW: TxDOT	CK: TxDOT
©TxDOT November 2002	CONT	SECT	JOB	HIGHWAY
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7-13	5-21	DIST	COUNTY	SHEET NO.
		PHR	HIDALGO	17

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**GENERAL NOTES**

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

**GENERAL DESIGN REQUIREMENTS**

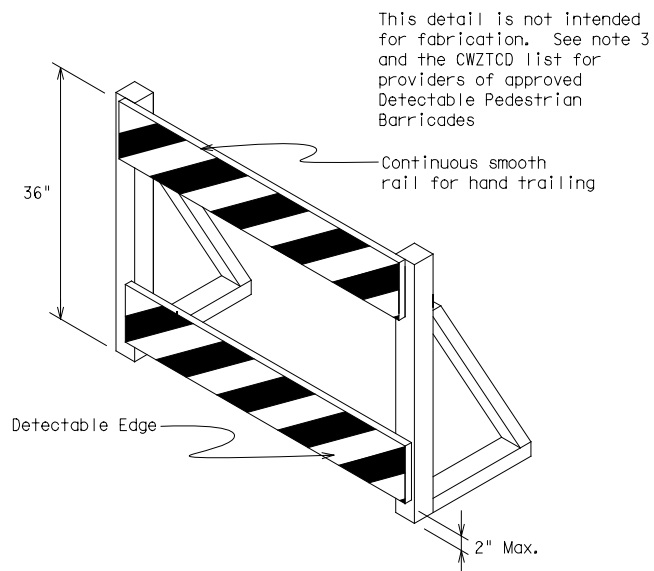
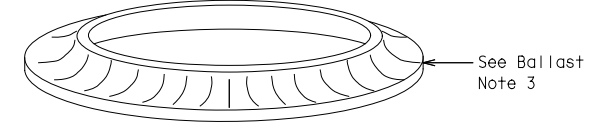
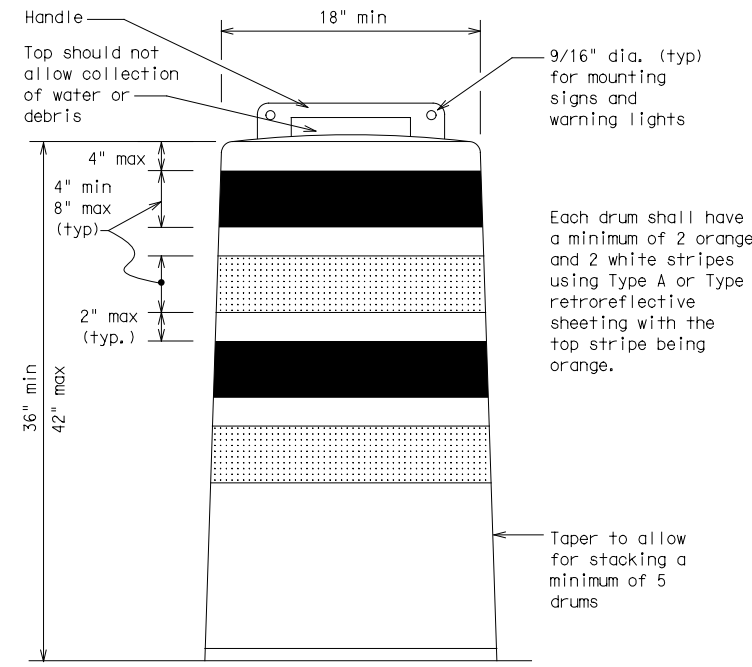
- Pre-qualified plastic drums shall meet the following requirements:
- Plastic drums shall be a two-piece design; the "body" of the drum shall be the top portion and the "base" shall be the bottom.
  - The body and base shall lock together in such a manner that the body separates from the base when impacted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

**RETROREFLECTIVE SHEETING**

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

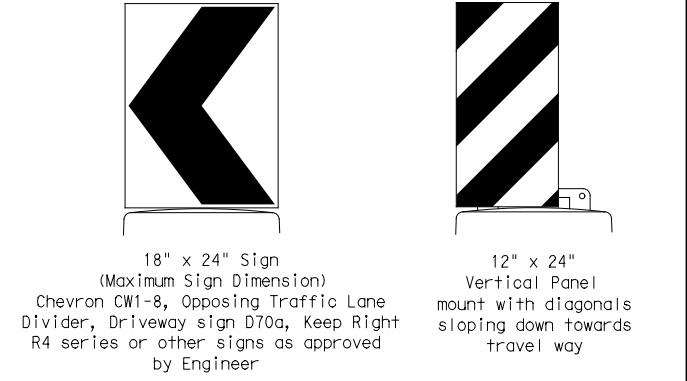
**BALLAST**

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



**DETECTABLE PEDESTRIAN BARRICADES**

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



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

**SIGNS, CHEVRONS, AND VERTICAL PANELS MOUNTED ON PLASTIC DRUMS**

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

SHEET 8 OF 12



**BARRICADE AND CONSTRUCTION CHANNELIZING DEVICES**

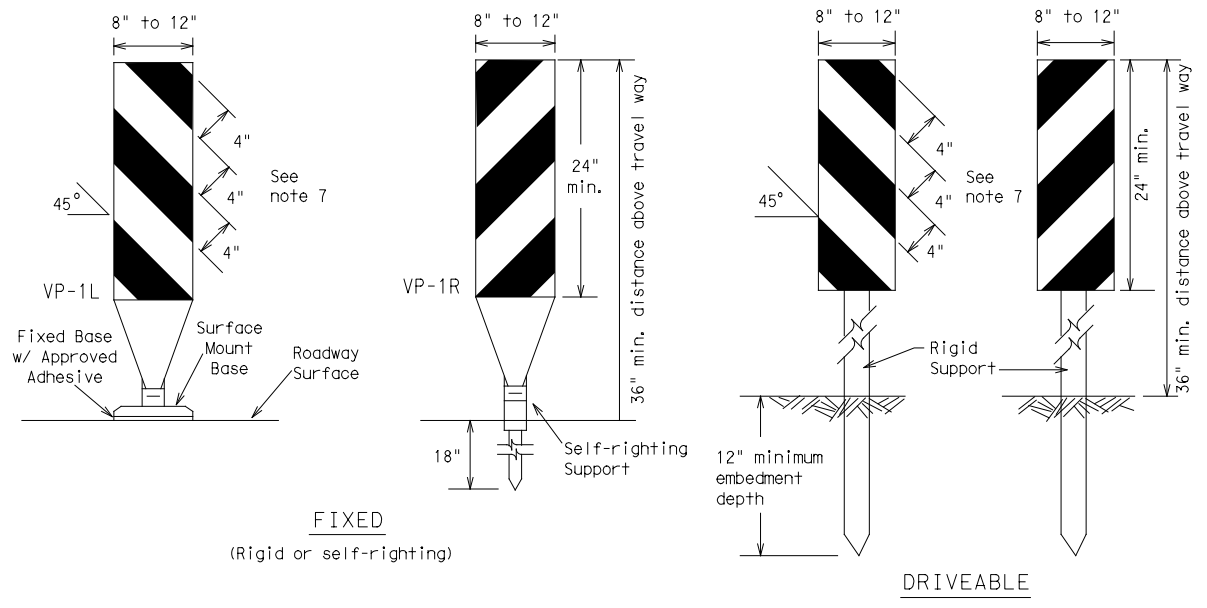
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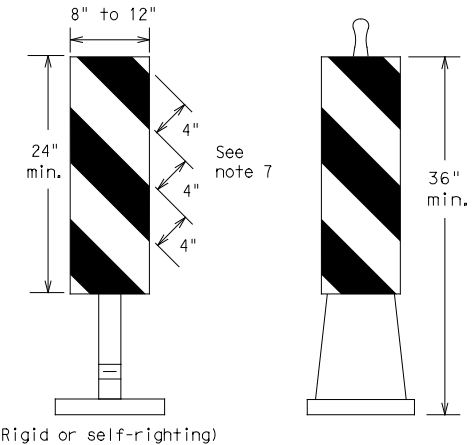
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**FIXED**  
(Rigid or self-righting)

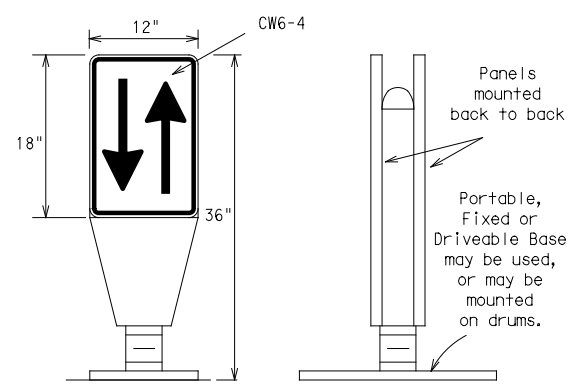
**DRIVEABLE**



**PORTABLE**

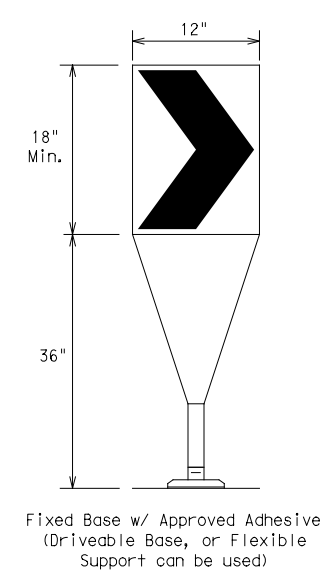
**VERTICAL PANELS (VPs)**

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



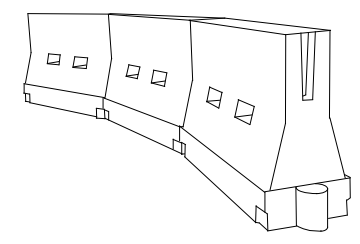
**OPPOSING TRAFFIC LANE DIVIDERS (OTLD)**

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



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

**CHEVRONS**



**LONGITUDINAL CHANNELIZING DEVICES (LCD)**

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

**WATER BALLASTED SYSTEMS USED AS BARRIERS**

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

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

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

**GENERAL NOTES**

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

Posted Speed	Formula	Minimum Desirable Taper Lengths * * *			Suggested Maximum Spacing of Channelizing Devices	
		10' Offset	11' Offset	12' Offset	On a Taper	On a Tangent
30	L = WS <sup>2</sup> / 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



**BARRICADE AND CONSTRUCTION CHANNELIZING DEVICES**

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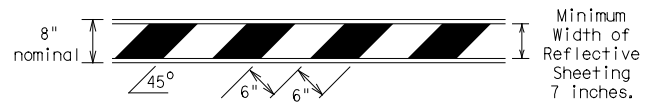
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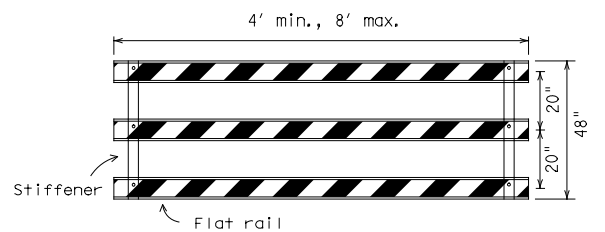
**TYPE 3 BARRICADES**

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.



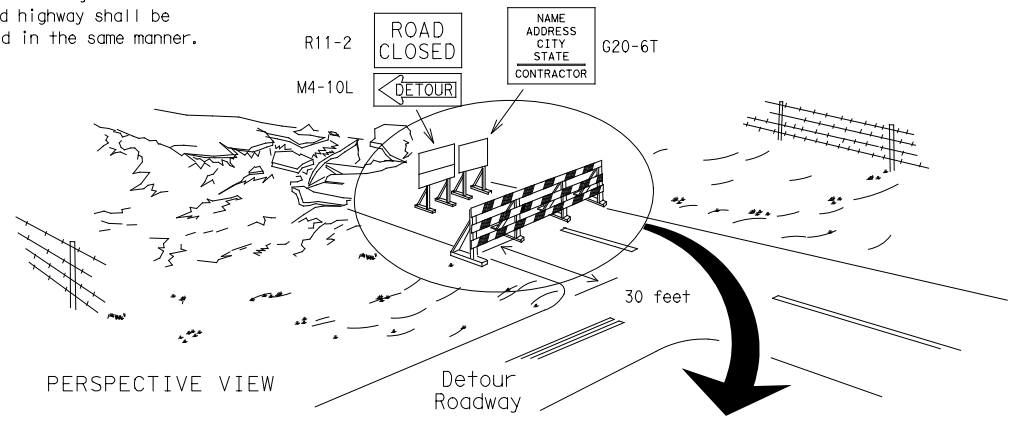
**TYPICAL STRIPING DETAIL FOR BARRICADE RAIL**



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

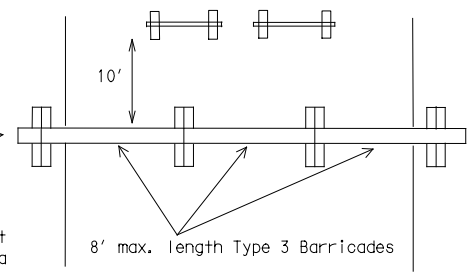
**TYPICAL PANEL DETAIL FOR SKID OR POST TYPE BARRICADES**

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



PERSPECTIVE VIEW

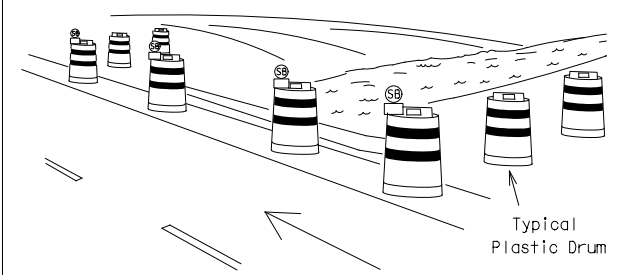
The three rails on Type 3 barricades shall be reflectorized orange and reflective white stripes on one side facing one-way traffic and both sides for two-way traffic. Barricade striping should slant downward in the direction of detour.



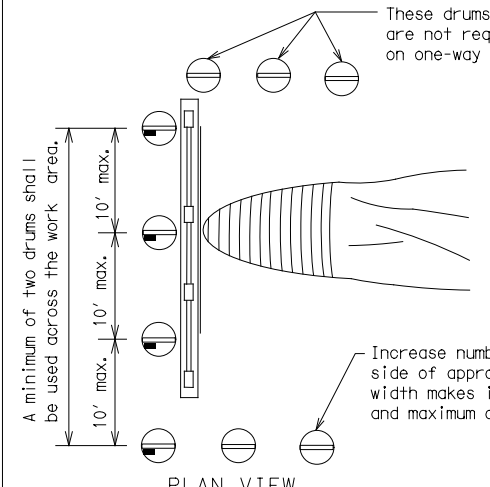
PLAN VIEW

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

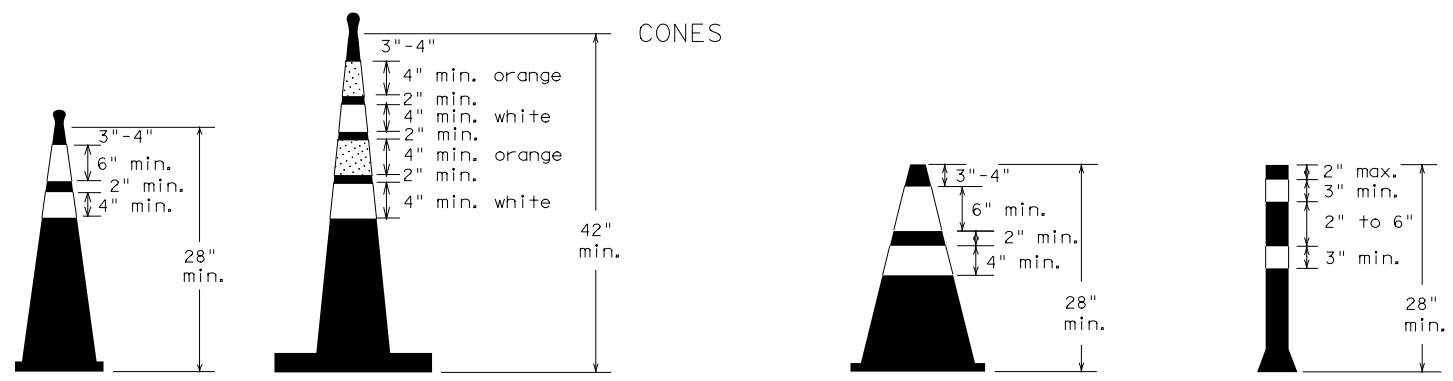


PLAN VIEW

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

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

**CULVERT WIDENING OR OTHER ISOLATED WORK WITHIN THE PROJECT LIMITS**



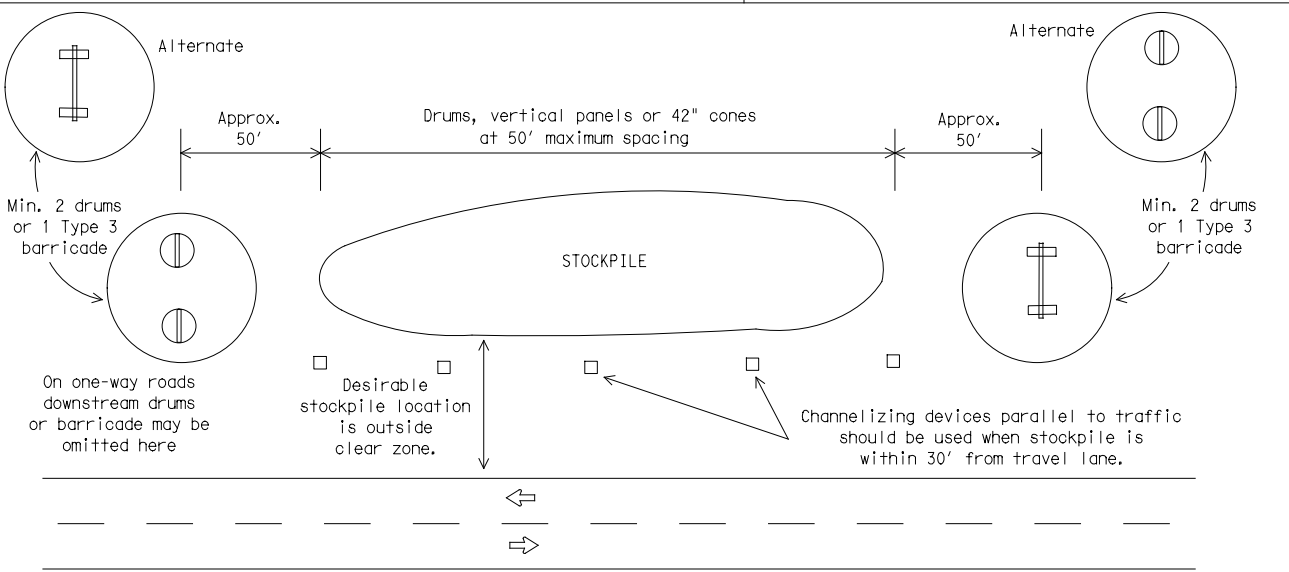
Two-Piece cones

One-Piece cones

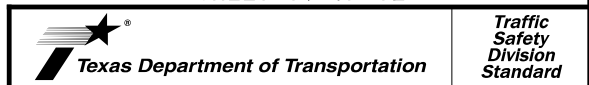
Tubular Marker

28" Cones shall have a minimum weight of 9 1/2 lbs.  
 42" 2-piece cones shall have a minimum weight of 30 lbs. including base.

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



**TRAFFIC CONTROL FOR MATERIAL STOCKPILES**



**BARRICADE AND CONSTRUCTION CHANNELIZING DEVICES**

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9-07	8-14	DIST	COUNTY	SHEET NO.					
7-13	5-21	PHR	HIDALGO	20					

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.

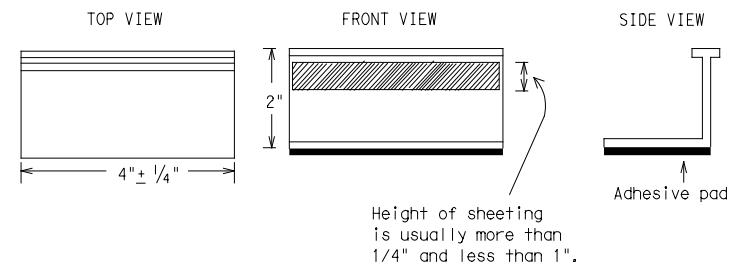
MAINTAINING WORK ZONE PAVEMENT MARKINGS

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).

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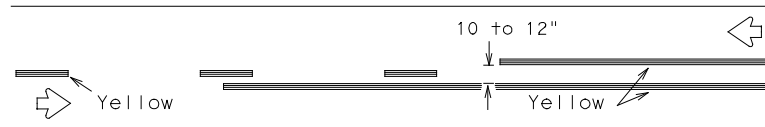


BARRICADE AND CONSTRUCTION PAVEMENT MARKINGS

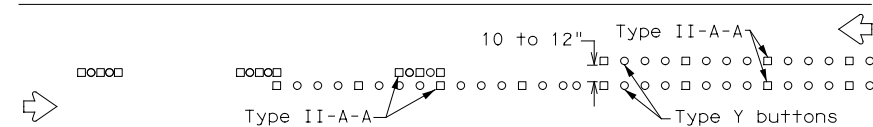
BC(11)-21

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© TxDOT	February 1998	CONT	SECT	JOB	HIGHWAY				
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11-02	8-14	PHR	HIDALGO		21				

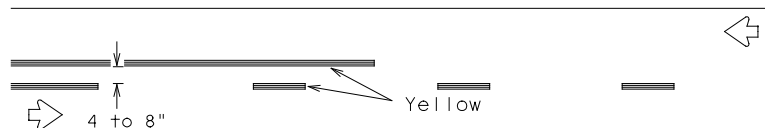
## PAVEMENT MARKING PATTERNS



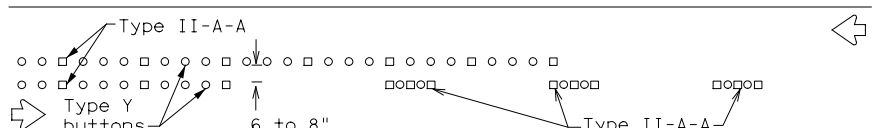
REFLECTORIZED PAVEMENT MARKINGS - PATTERN A



RAISED PAVEMENT MARKERS - PATTERN A



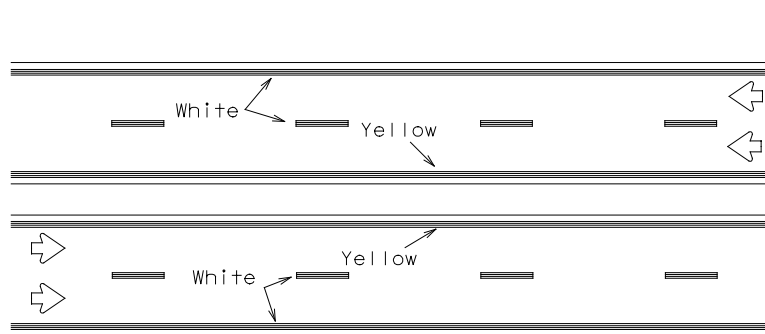
REFLECTORIZED PAVEMENT MARKINGS - PATTERN B



RAISED PAVEMENT MARKERS - PATTERN B

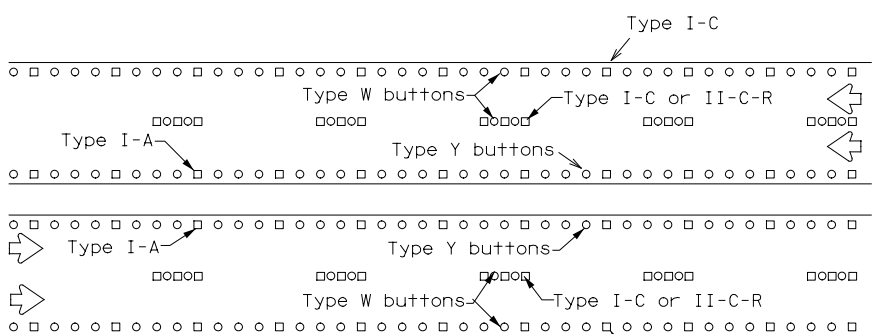
Pattern A is the TXDOT Standard, however Pattern B may be used if approved by the Engineer. Prefabricated markings may be substituted for reflectORIZED pavement markings.

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



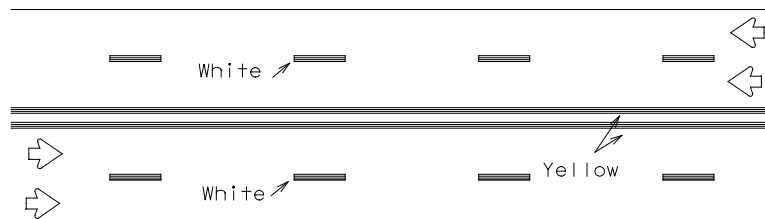
REFLECTORIZED PAVEMENT MARKINGS

Prefabricated markings may be substituted for reflectORIZED pavement markings.



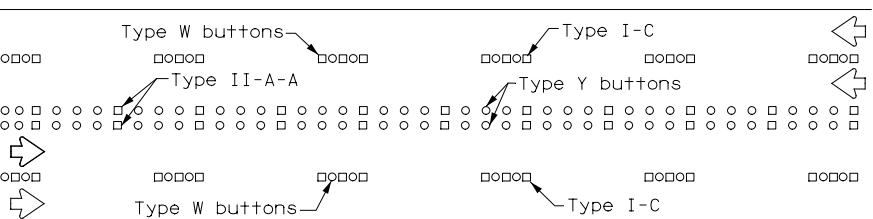
RAISED PAVEMENT MARKERS

## EDGE & LANE LINES FOR DIVIDED HIGHWAY



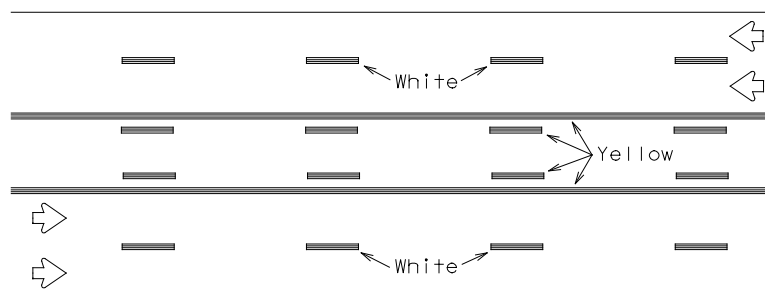
REFLECTORIZED PAVEMENT MARKINGS

Prefabricated markings may be substituted for reflectORIZED pavement markings.



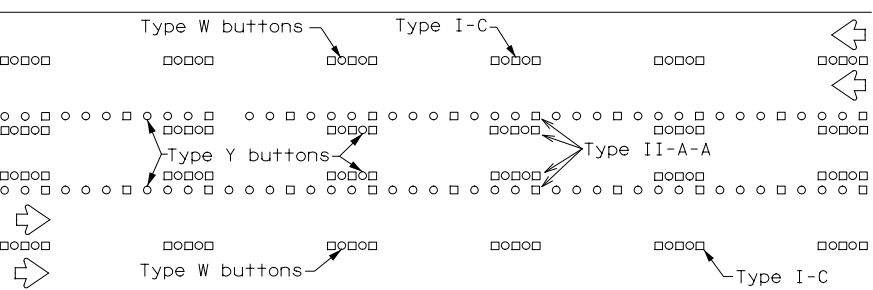
RAISED PAVEMENT MARKERS

## LANE & CENTER LINES FOR MULTILANE UNDIVIDED HIGHWAYS



REFLECTORIZED PAVEMENT MARKINGS

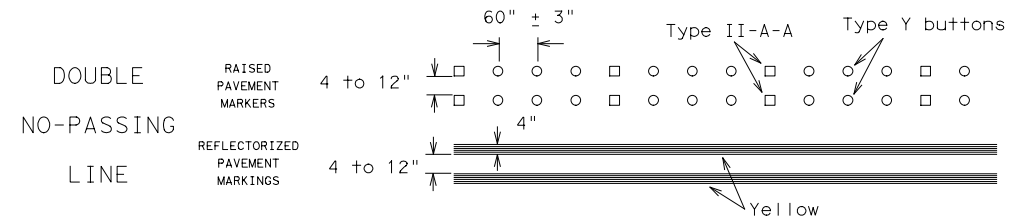
Prefabricated markings may be substituted for reflectORIZED pavement markings.



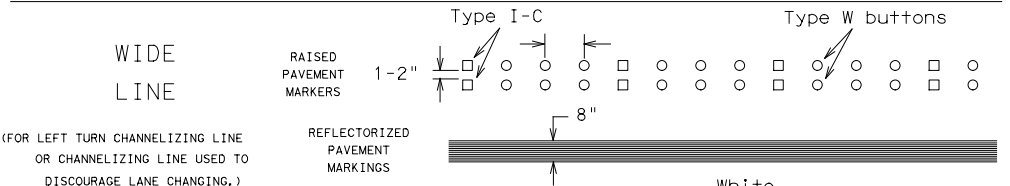
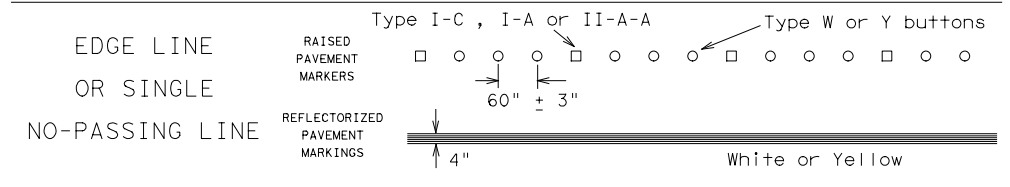
RAISED PAVEMENT MARKERS

## TWO-WAY LEFT TURN LANE

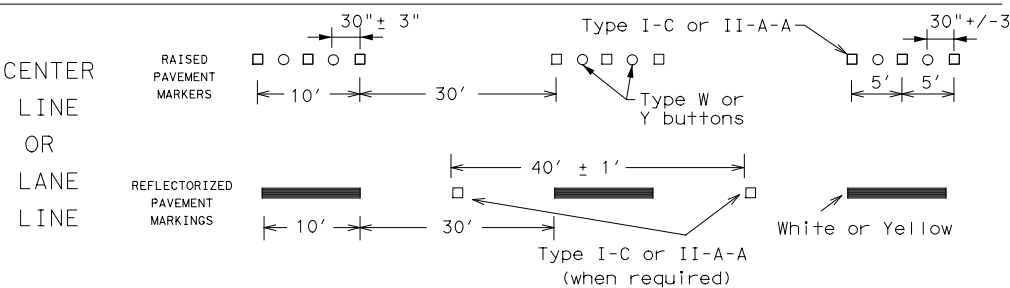
## STANDARD WORK ZONE PAVEMENT MARKINGS DETAILS



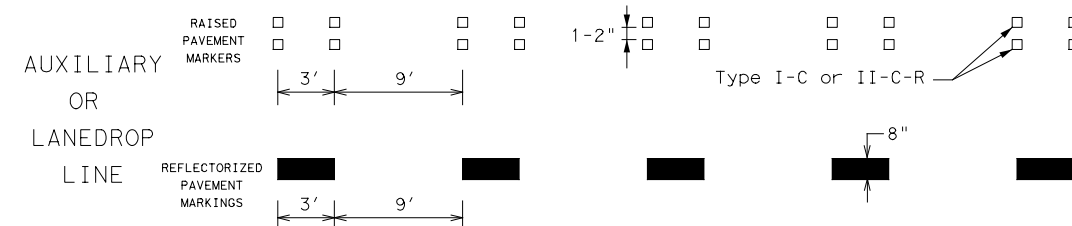
SOLID LINES



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

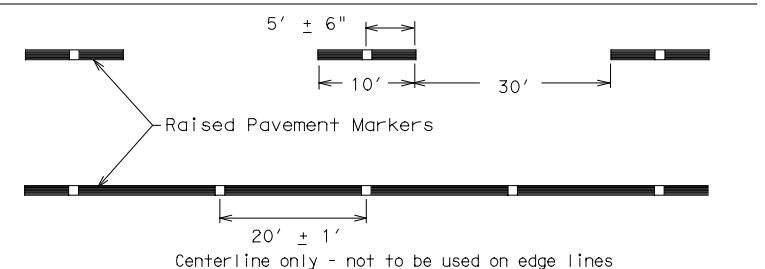


BROKEN LINES



## REMOVABLE MARKINGS WITH RAISED PAVEMENT MARKERS

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



SHEET 12 OF 12



## BARRICADE AND CONSTRUCTION PAVEMENT MARKING PATTERNS

BC(12)-21

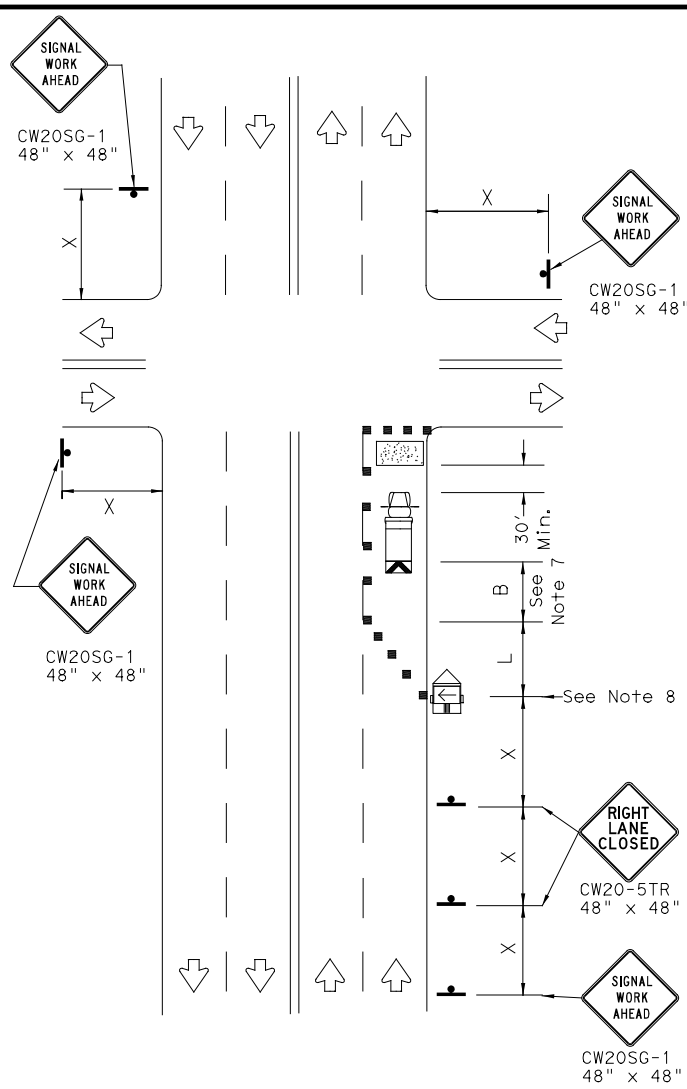
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©TxDOT February 1998	CONT	SECT	JOB	HIGHWAY
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1-97 9-07 5-21	DIST	COUNTY	SHEET NO.	
2-98 7-13	PHR	HIDALGO	22	
11-02 8-14				

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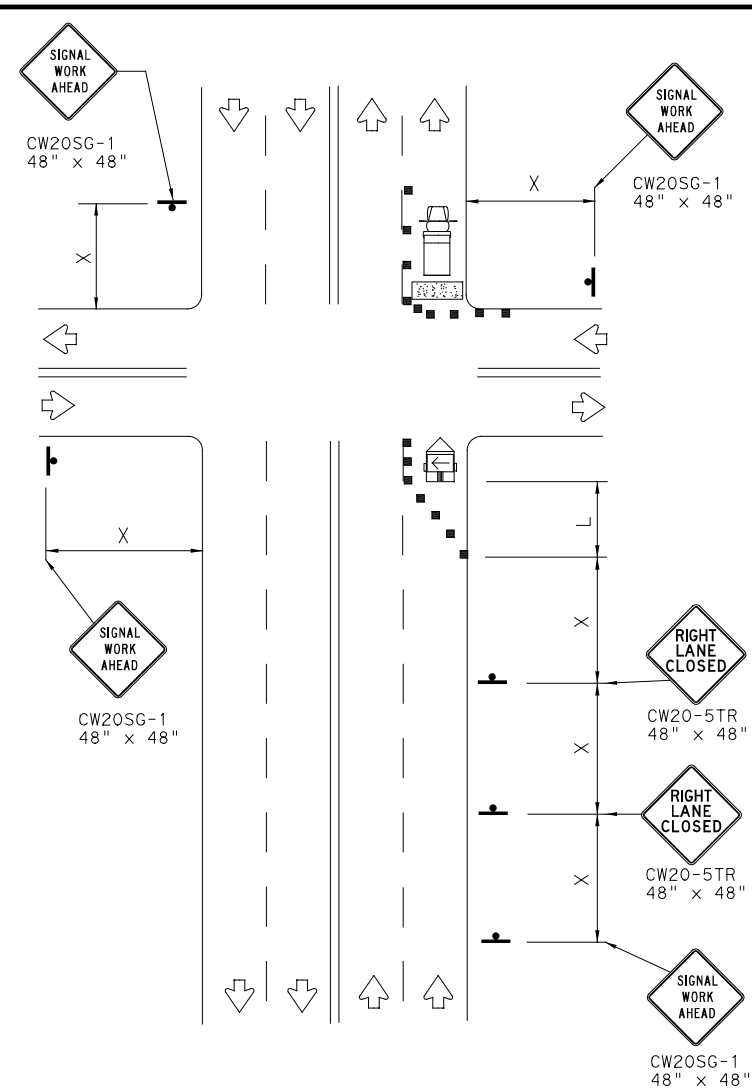
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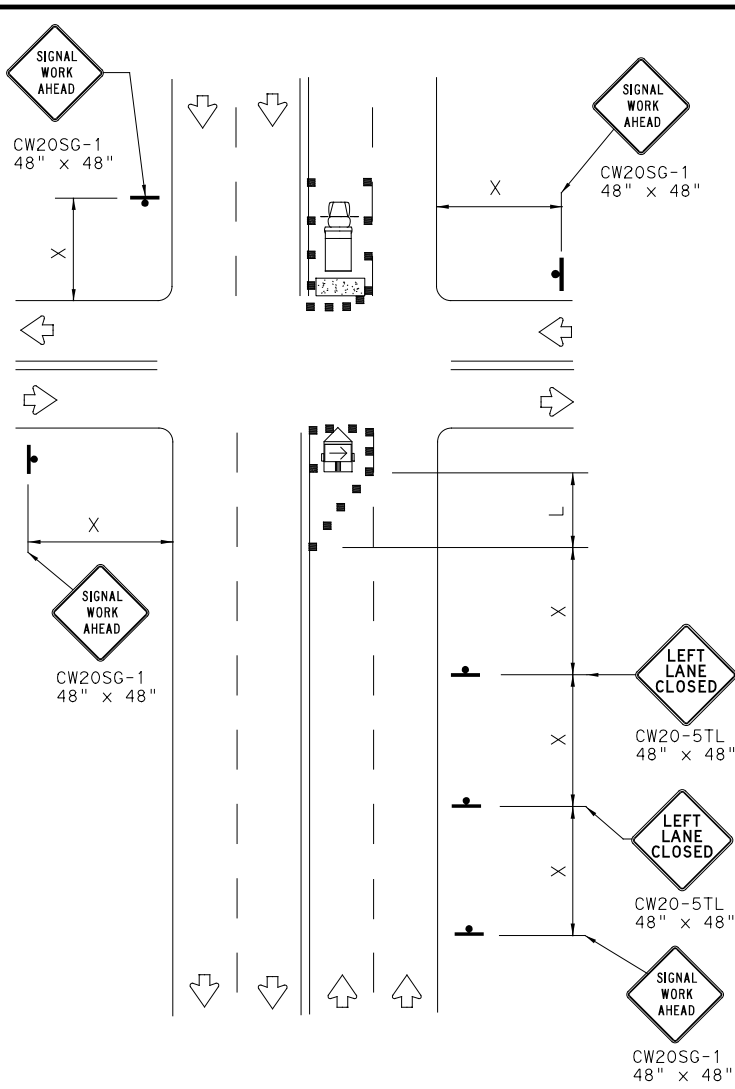
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NEAR SIDE LANE CLOSURE  
 SHORT DURATION OR SHORT TERM STATIONARY



FAR SIDE RIGHT LANE CLOSURE  
 SHORT DURATION OR SHORT TERM STATIONARY



FAR SIDE LEFT LANE CLOSURE  
 SHORT DURATION OR SHORT TERM STATIONARY

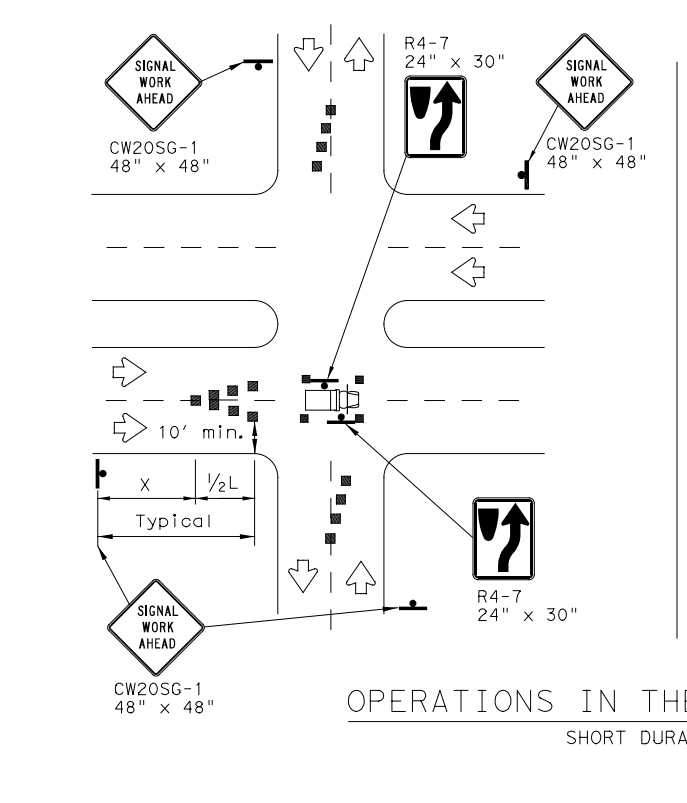
LEGEND

	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

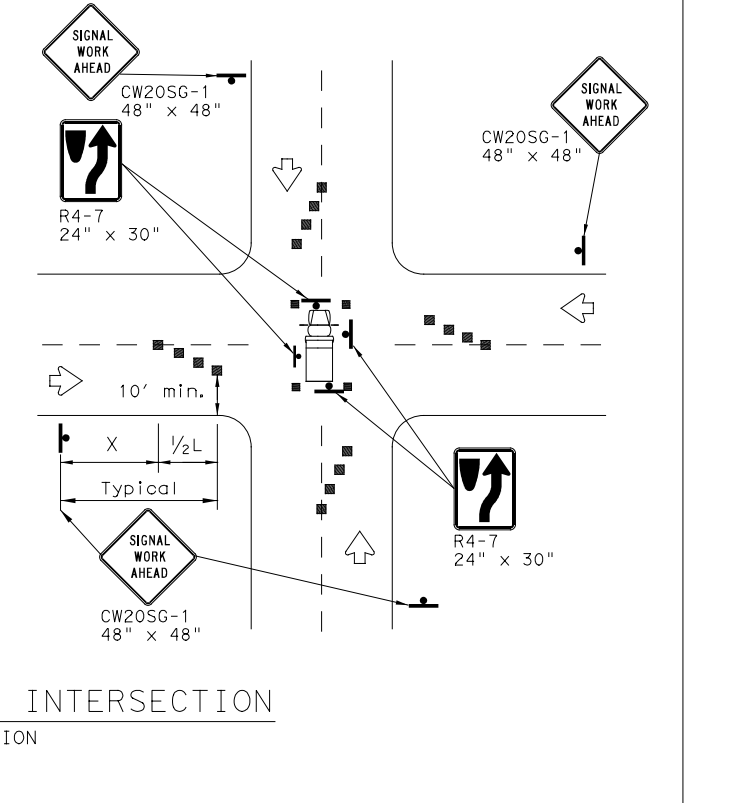
Posted Speed *	Formula	Minimum Desirable Taper Lengths * X			Suggested Maximum Spacing of Channelizing Devices		Minimum Sign Spacing "X" Distance	Suggested Longitudinal Buffer Space "B"
		10' Offset	11' Offset	12' Offset	On a Taper	On a Tangent		
30	$L = \frac{WS^2}{60}$	150'	165'	180'	30'	60'	120'	90'
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)

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



OPERATIONS IN THE INTERSECTION  
 SHORT DURATION



GENERAL NOTES

- 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.
- Obstructions or hazards at the work area shall be clearly marked and delineated at all times.
- Flaggers and Flagger Symbol (CW20-7) signs may be required according to field conditions.
- Vehicles parked in roadway shall be equipped with at least two high intensity rotating, flashing, oscillating or strobe type lights.
- High level warning devices (flag trees) may be used at corners of the vehicle.
- 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.
- 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.
- 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.
- 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.



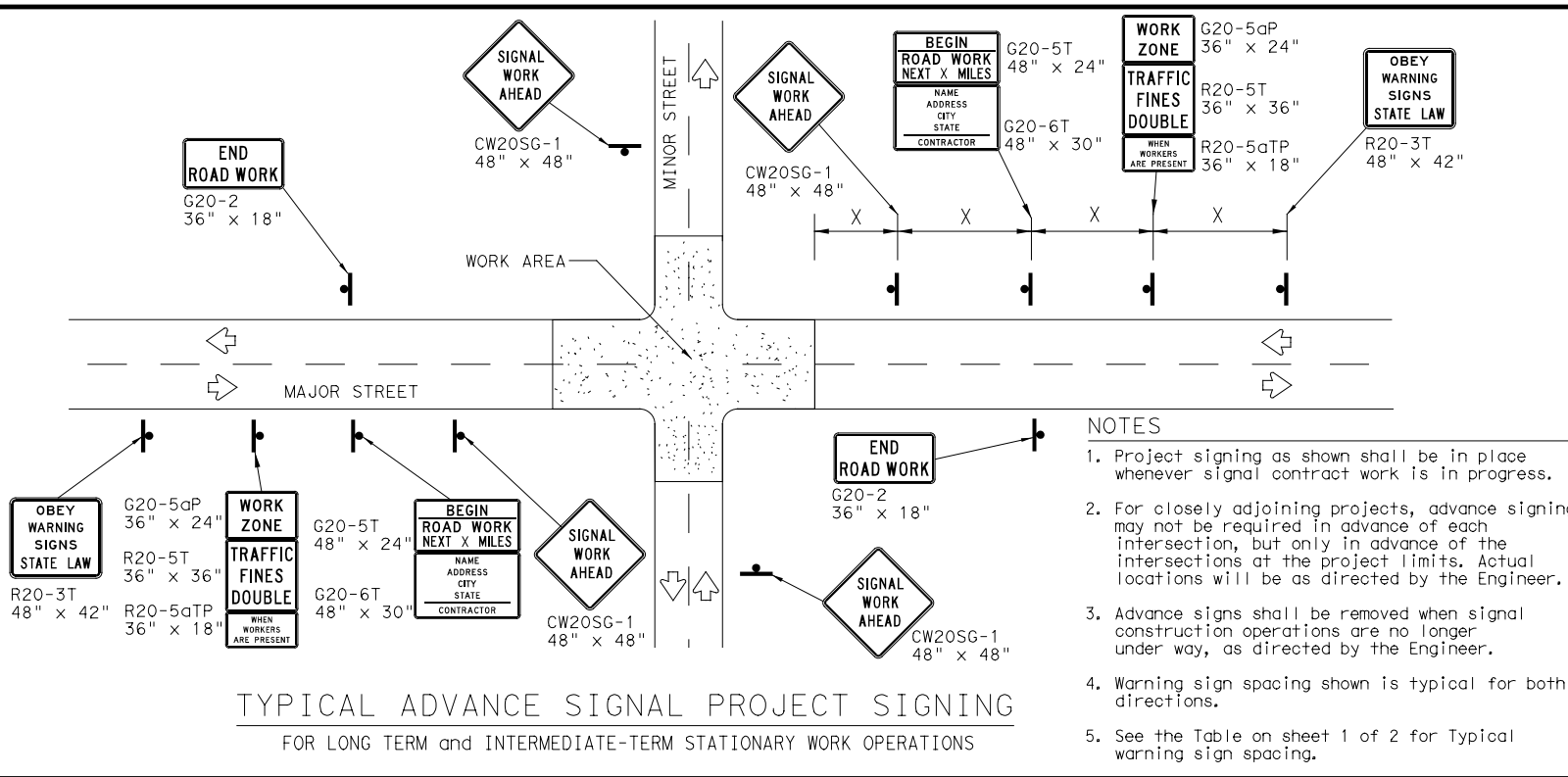
TRAFFIC SIGNAL WORK  
 TYPICAL DETAILS

WZ(BTS-1)-13

FILE: wzbts-13.dgn	DN: TxDOT	CK: TxDOT	DW: TxDOT	CK: TxDOT
© TxDOT April 1992	CONT	SECT	JOB	HIGHWAY
REVISIONS	0921	02	500, ETC	FREDDY GONZALEZ DR, ETC
2-98 10-99 7-13	DIST	COUNTY	SHEET NO.	
4-98 3-03	PHR	HIDALGO	23	

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- NOTES**
- Project signing as shown shall be in place whenever signal contract work is in progress.
  - 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.
  - Advance signs shall be removed when signal construction operations are no longer under way, as directed by the Engineer.
  - Warning sign spacing shown is typical for both directions.
  - See the Table on sheet 1 of 2 for Typical warning sign spacing.

**GENERAL NOTES FOR WORK ZONE SIGNS**

- Signs shall be installed and maintained in a straight and plumb condition.
- Wooden sign posts shall be painted white.
- Barricades shall NOT be used as sign supports.
- Nails shall NOT be used to attach signs to any support.
- All signs shall be installed in accordance with the plans or as directed by the Engineer.
- The Contractor shall furnish the sign design shown in the plans or in the "Standard Highway Sign Designs for Texas" (SHSD).
- 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.
- Temporary signs that have damaged or cracked substrates and/or damaged or marred reflective sheeting shall be replaced as directed by the Engineer.
- 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".
- Damaged wood posts shall be replaced. Splicing wood posts will not be allowed.

**DURATION OF WORK**

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

**SIGN MOUNTING HEIGHT**

- Sign height of Long-term/Intermediate-term warning signs shall be as shown on Figure 6F-1 of the TMUTCD.
- Sign height of Short-term/Short Duration warning signs shall be as shown on Figure 6F-2 of the TMUTCD.
- 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**

- When sign messages may be confusing or do not apply, the signs shall be removed or completely covered, unless otherwise approved by the Engineer.
- 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.
- Duct tape or other adhesive material shall NOT be affixed to a sign face.
- Signs and anchor stubs shall be removed and holes backfilled upon completion of the work.

**REFLECTIVE SHEETING**

- 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**

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

**LEGEND**

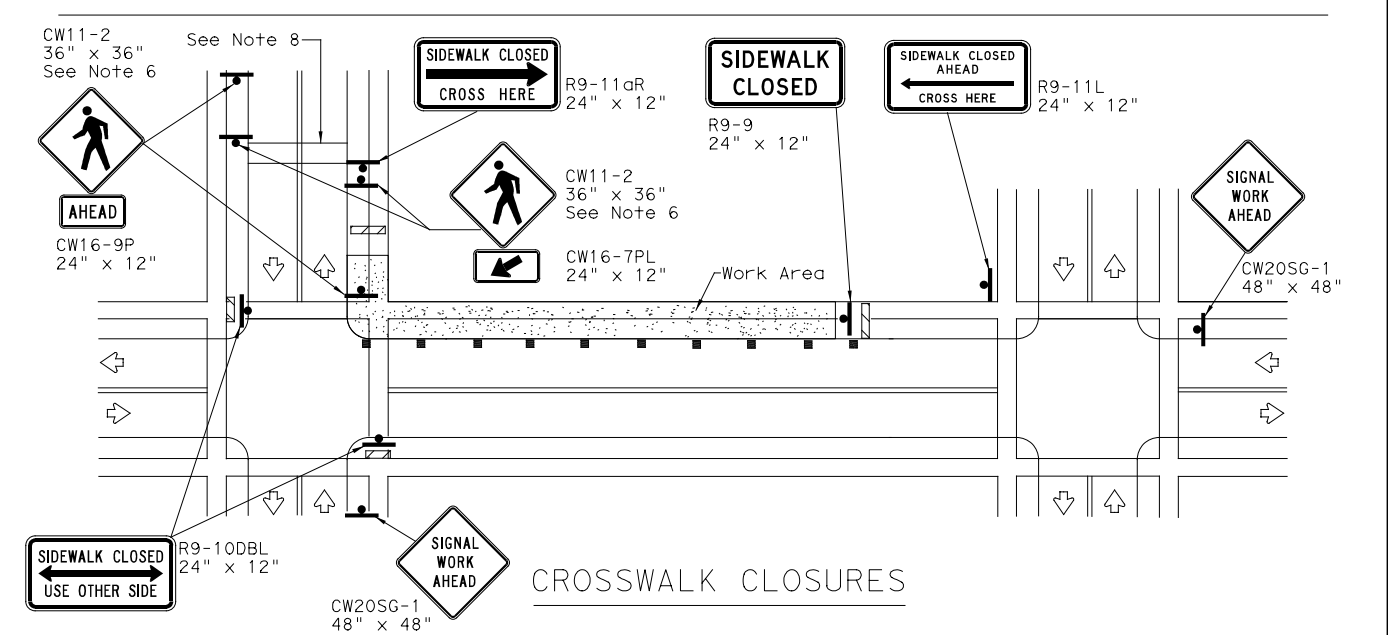
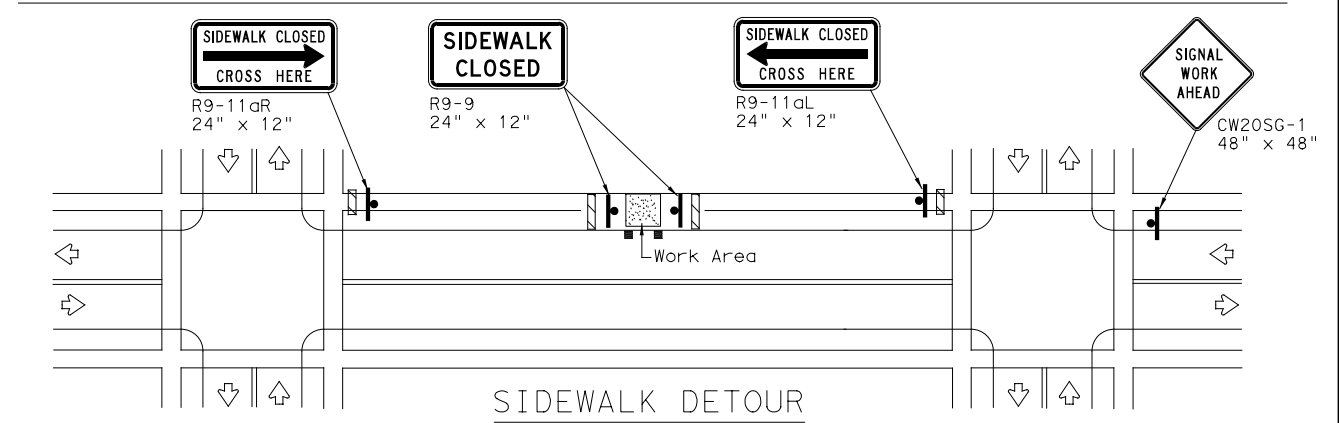
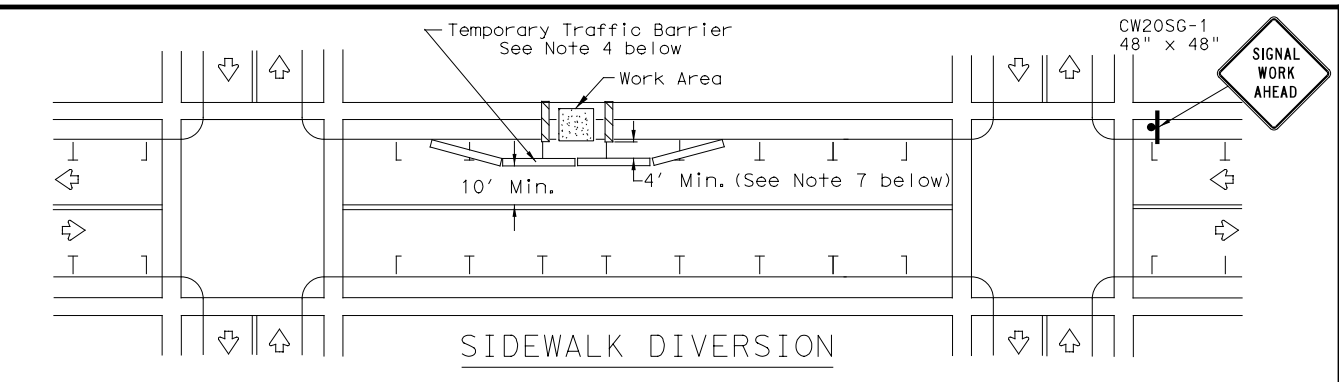
	Sign
	Channelizing Devices
	Type 3 Barricade

**DEPARTMENTAL MATERIAL SPECIFICATIONS**

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

COLOR	USAGE	SHEETING MATERIAL
ORANGE	BACKGROUND	TYPE B <sub>FL</sub> OR TYPE C <sub>FL</sub> 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](http://www.txdot.gov/txdot_library/publications/construction.htm)



**PEDESTRIAN CONTROL**

- 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.
- "CROSSWALK CLOSURES" as detailed above will require the Engineer's approval prior to installation.
- 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.
- 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.
- Location of devices are for general guidance. Actual device spacing and location must be field adjusted to meet actual conditions.
- Where pedestrians with visual disabilities normally use the closed sidewalk Detectable Pedestrian Barricades should be used instead of the Type 3 Barricades shown.
- The width of existing sidewalk should be maintained if practical.
- Pavement markings for mid-block crosswalks shall be paid for under the appropriate bid items.
- 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.

SHEET 2 OF 2



**TRAFFIC SIGNAL WORK BARRICADES AND SIGNS**

**WZ (BTS-2) -13**

FILE:	wzbt-13.dgn	DN:	TxDOT	CK:	TxDOT	DW:	TxDOT	CK:	TxDOT
© TxDOT	April 1992	CONT:	SECT:	JOB:	HIGHWAY:				
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4-98	3-03	PHR:		HIDALGO	24				

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**GENERAL NOTES FOR ALL ELECTRICAL WORK**

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

**CONDUIT**

**A. MATERIALS**

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


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

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

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

**B. CONSTRUCTION METHODS**

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

				<b>Traffic Operations Division Standard</b>	
<h1>ELECTRICAL DETAILS CONDUITS &amp; NOTES</h1> <h2>ED(1)-14</h2>					
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© TxDOT	October 2014	CONT	SECT	JOB	HIGHWAY
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	DIST	COUNTY		SHEET NO.	
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ELECTRICAL CONDUCTORS

A. MATERIAL INFORMATION

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

B. CONSTRUCTION METHODS

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

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

C. TEMPORARY WIRING

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

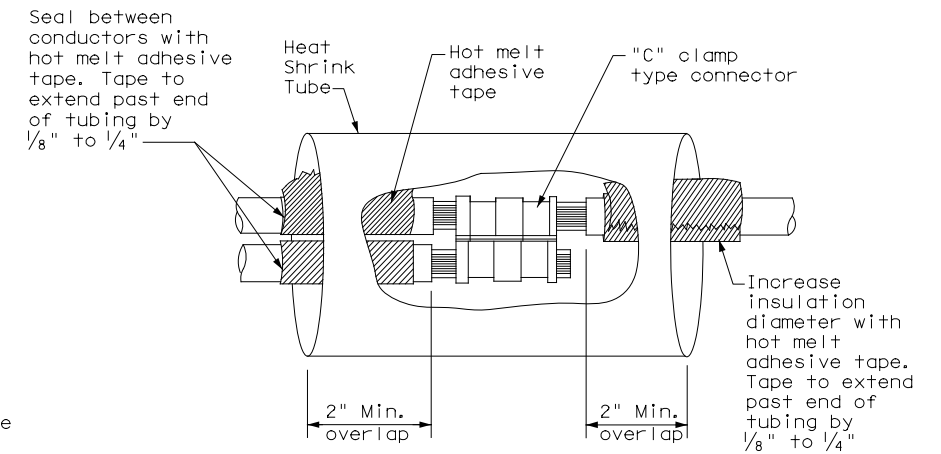
GROUND RODS & GROUNDING ELECTRODES

A. MATERIAL INFORMATION

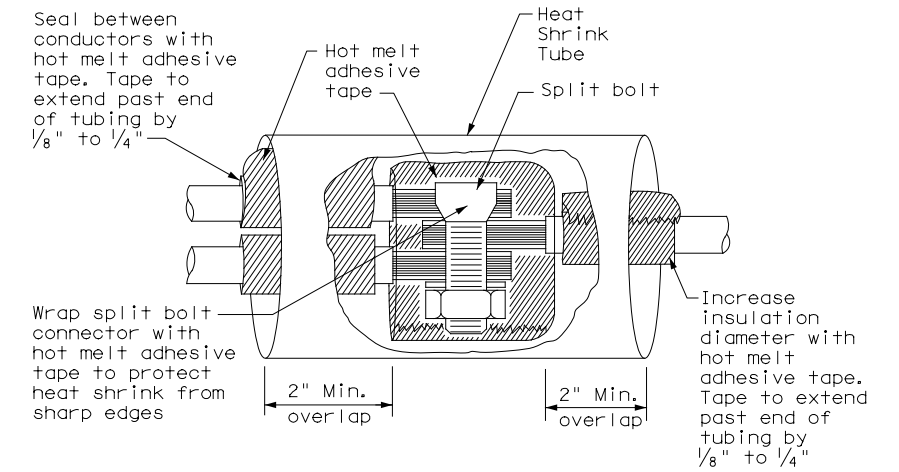
1. Provide and install a grounding electrode at electrical services. Provide ground rods according to DMS 11040 and the plans. Larger diameter or longer length rods may be called for in some specific locations, see the individual plans sheets. Concrete encased grounding electrodes may be called for in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

B. CONSTRUCTION METHODS

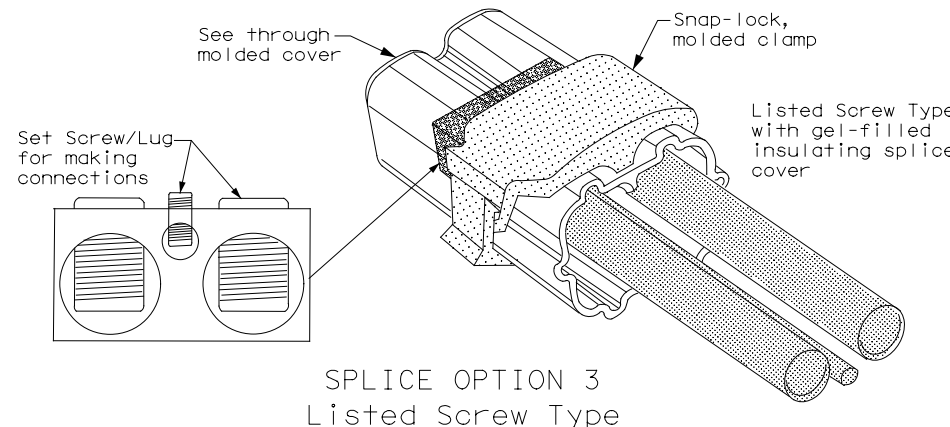
1. Furnish auxiliary ground rods for lightning protection and install in soil, concrete, or both, as called for in the plans. For ground rods installed in concrete, ensure the connection of the conductor to the ground rod is readily accessible for inspection or repairs. For ground rods installed in soil,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



SPLICE OPTION 1  
Compression Type



SPLICE OPTION 2  
Split Bolt Type



SPLICE OPTION 3  
Listed Screw Type

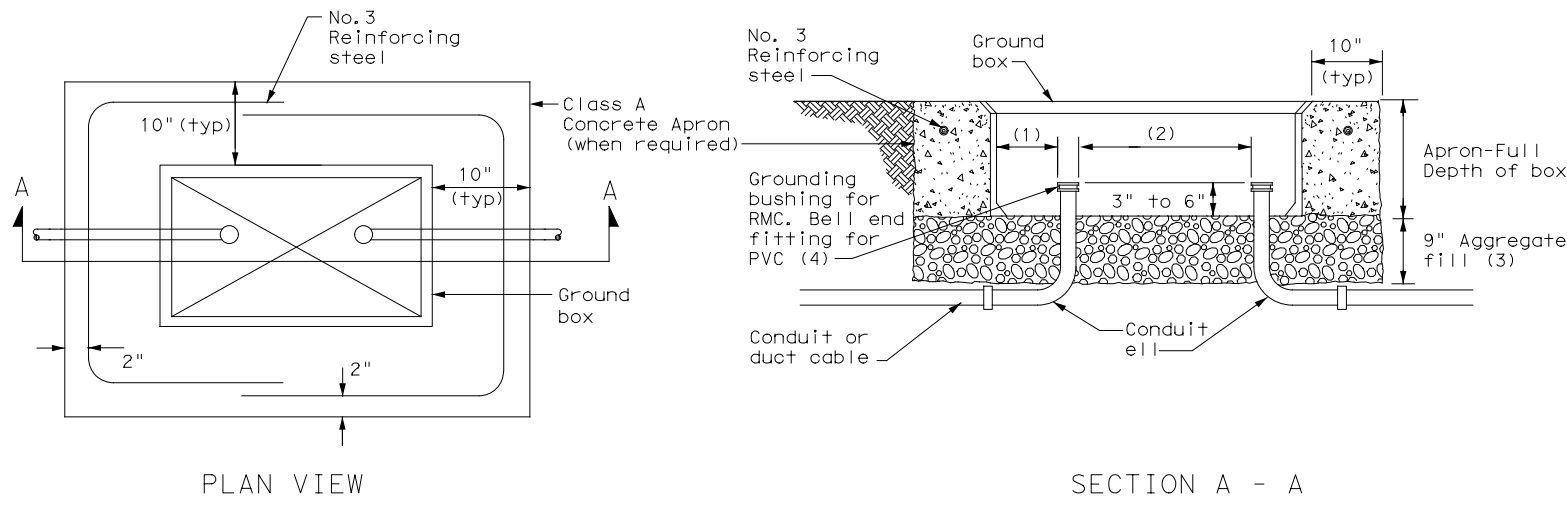
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		<b>Traffic Operations Division Standard</b>	
<h2>ELECTRICAL DETAILS CONDUCTORS</h2> <h3>ED(3)-14</h3>			
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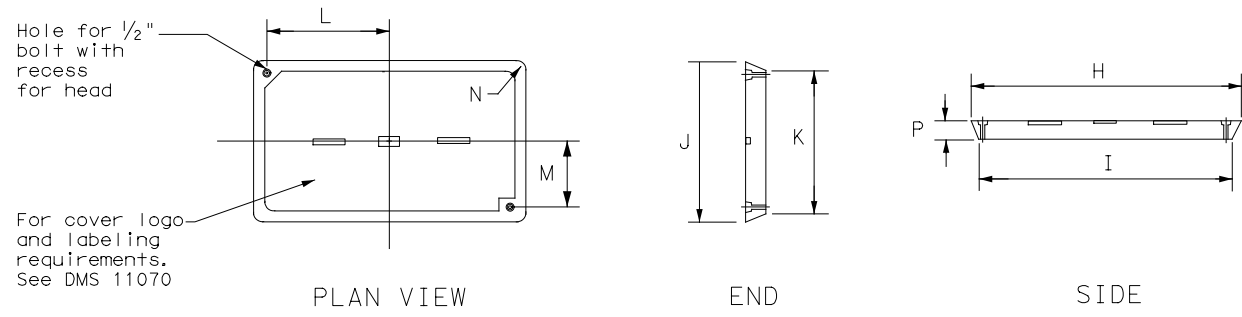


APRON FOR GROUND BOX

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

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

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



GROUND BOX COVER

**GROUND BOXES**

**A. MATERIALS**

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

**B. CONSTRUCTION METHODS**

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

				<b>Traffic Operations Division Standard</b>	
<h2>ELECTRICAL DETAILS</h2> <h3>GROUND BOXES</h3> <h4>ED(4)-14</h4>					
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© TxDOT	October 2014	CONT	SECT	JOB	HIGHWAY
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ELECTRICAL SERVICES NOTES

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

SERVICE ASSEMBLY ENCLOSURE

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

MAIN DISCONNECT & BRANCH CIRCUIT BREAKERS

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

PHOTOELECTRIC CONTROL

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

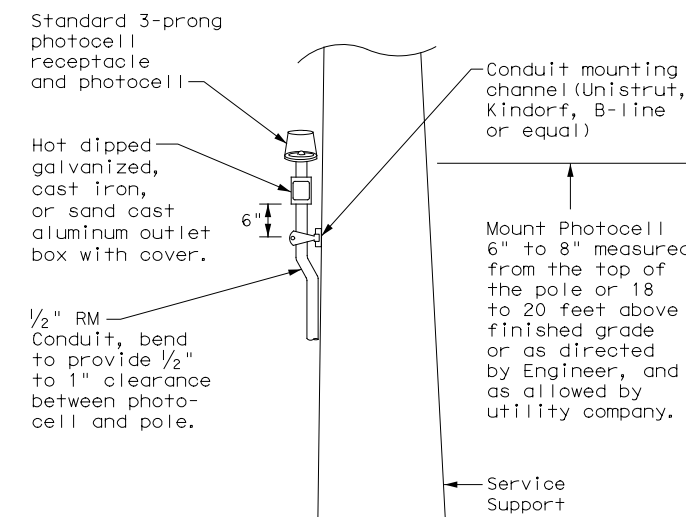
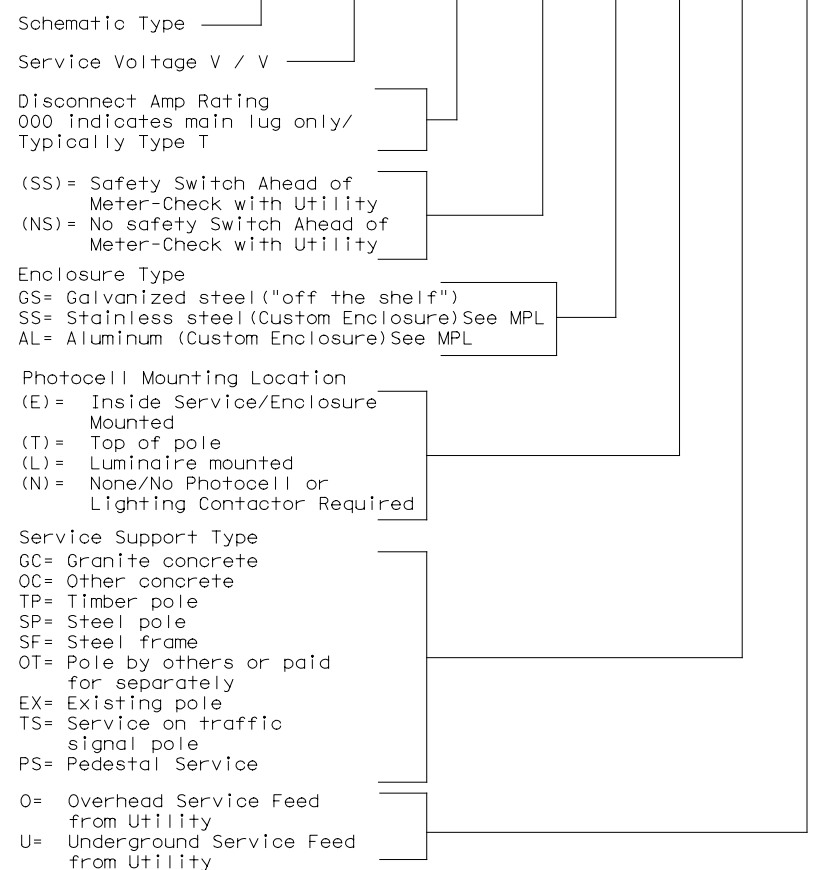
* ELECTRICAL SERVICE DATA												
Elec. Service ID	Plan Sheet Number	Electrical Service Description	Service Conduit *xSize	Service Conductors No./Size	Safety Switch Amps	Main Ckt. Bkr. Pole/Amps	Two-Pole Contractor Amps	Panelbd/ Loadcenter Amp Rating	Branch Circuit ID	Branch Ckt. Bkr. Pole/Amps	Branch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

\* Example only, not for construction. All new electrical services must have electrical service data chart specific to that service as shown in the plans.

\*\* Verify service conduit size with utility. Size may change due to utility meter requirements. Ensure conduit size meets the National Electrical Code.

EXPLANATION OF ELECTRICAL SERVICE DESCRIPTIVE CODE

ELEC SERV TY X XXX/XXX XXX (XX) XX (X) XX (X)



TOP MOUNTED PHOTOCELL

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



ELECTRICAL DETAILS SERVICE NOTES & DATA

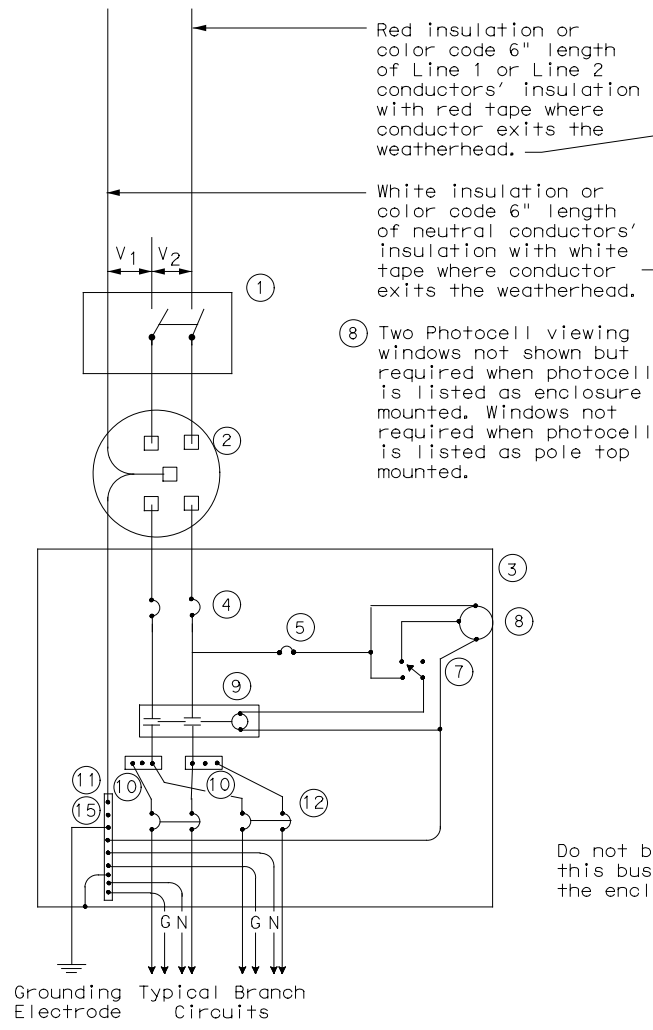
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©TxDOT	October 2014	CONT	SECT	JOB	HIGHWAY				
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		DIST	COUNTY		SHEET NO.				
		PHR	HIDALGO		28				

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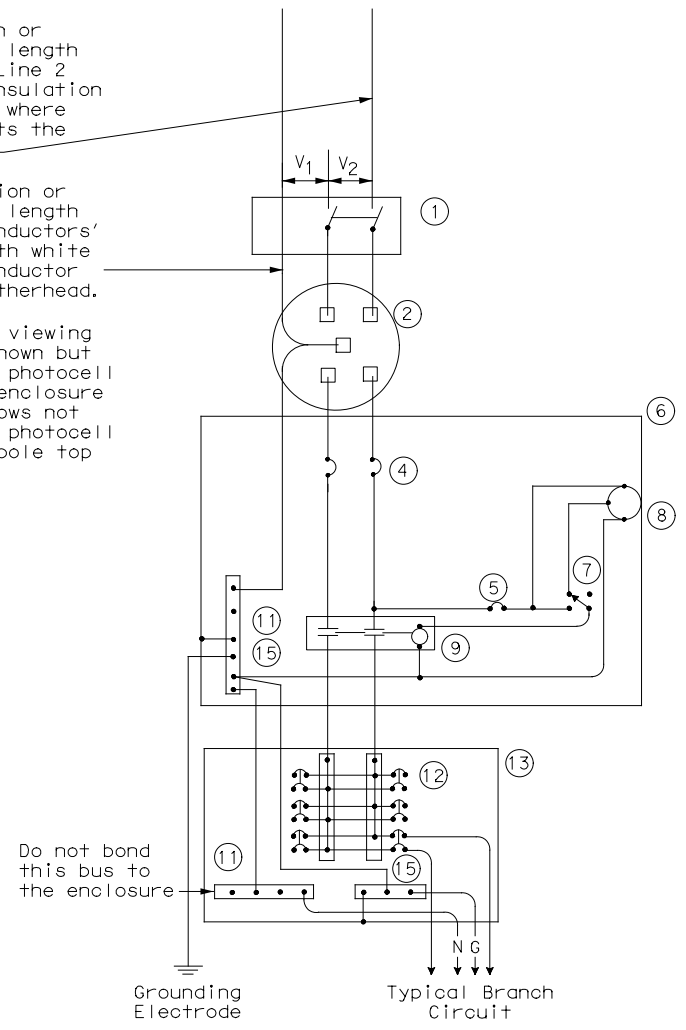
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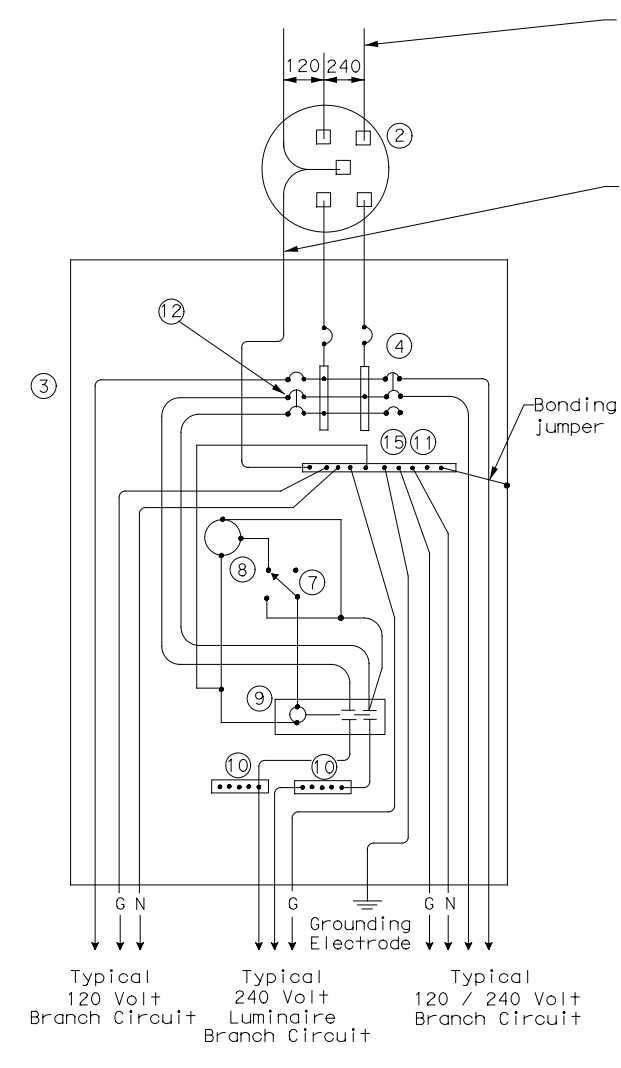


**SCHEMATIC TYPE A  
THREE WIRE**

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

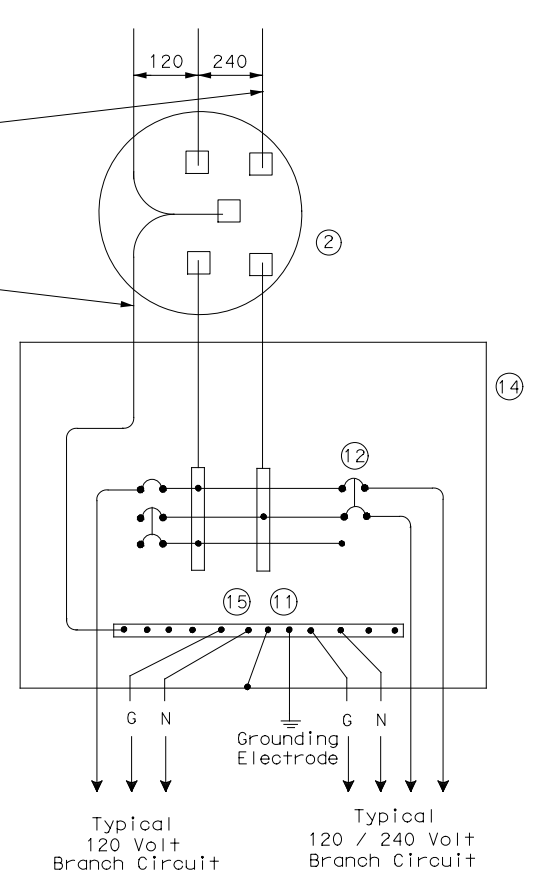


**SCHEMATIC TYPE C  
THREE WIRE**



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

SCHEMATIC LEGEND	
1	Safety Switch (when required)
2	Meter (when required-verify with electric utility provider)
3	Service Assembly Enclosure
4	Main Disconnect Breaker (See Electrical Service Data)
5	Circuit Breaker, 15 Amp (Control Circuit)
6	Auxiliary Enclosure
7	Control Station ("H-0-A" Switch)
8	Photo Electric Control (enclosure-mounted shown)
9	Lighting Contactor
10	Power Distribution Terminal Blocks
11	Neutral Bus
12	Branch Circuit Breaker (See Electrical Service Data)
13	Separate Circuit Breaker Panelboard
14	Load Center
15	Ground Bus



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

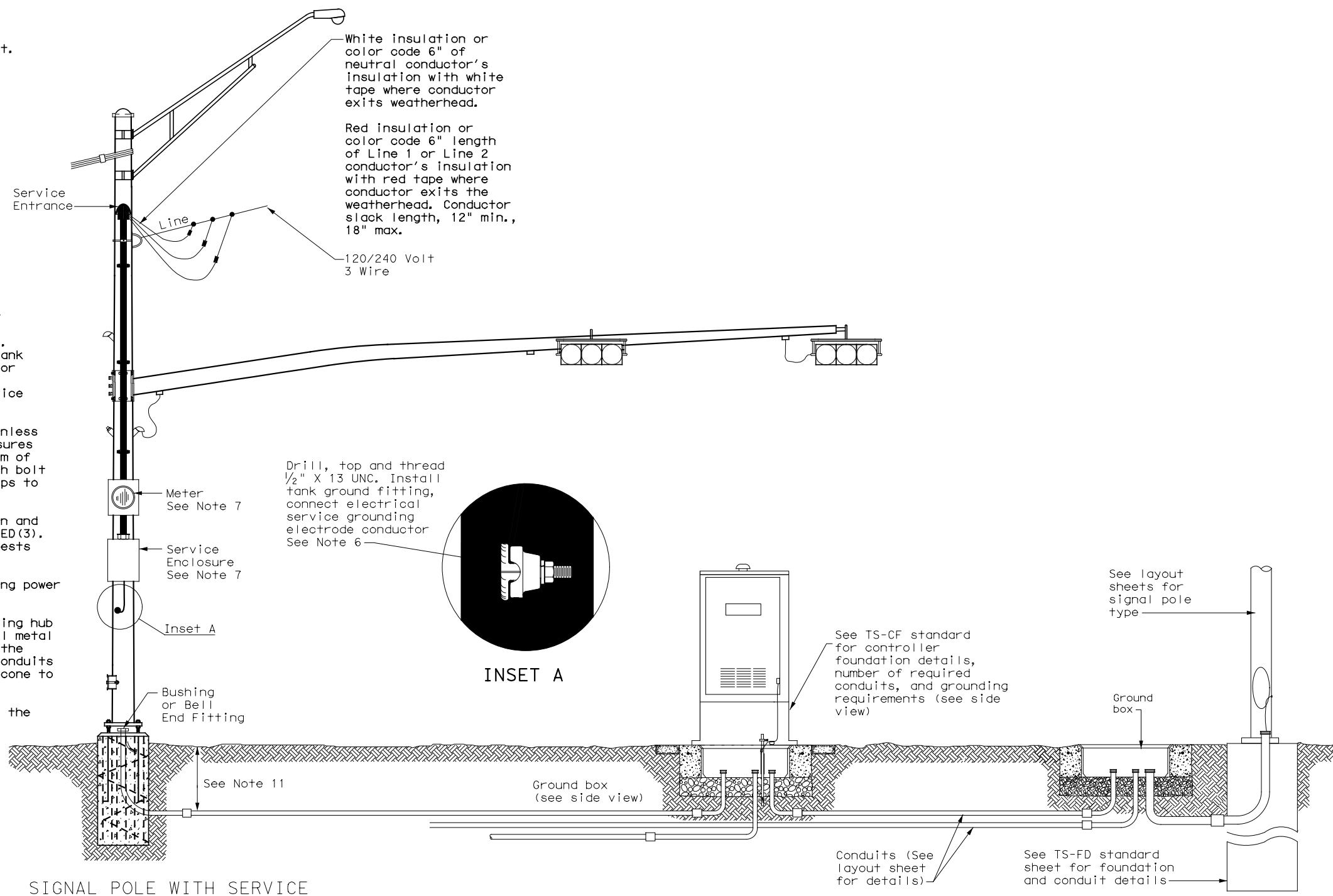
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<b>ELECTRICAL DETAILS SERVICE ENCLOSURE AND NOTES</b>			
<b>ED(6)-14</b>			
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**TRAFFIC SIGNAL NOTES**

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

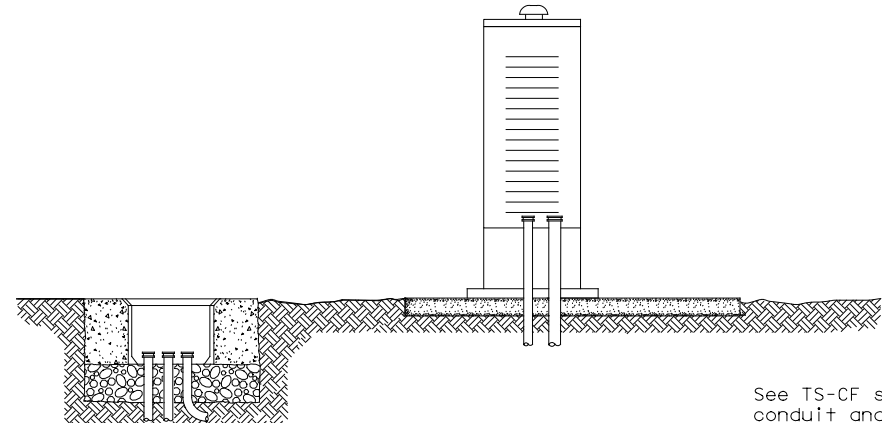


**SIGNAL POLE WITH SERVICE**

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

**SIGNAL CONTROLLER FRONT VIEW**

**SIGNAL POLE**



**SIGNAL CONTROLLER SIDE VIEW**

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

**ELECTRICAL DETAILS  
 TYPICAL TRAFFIC SIGNAL  
 SYSTEM DETAILS  
 ED(8)-14**

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	PHR	HIDALGO	30	

# ROADWAY ILLUMINATION ASSEMBLY NOTES

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

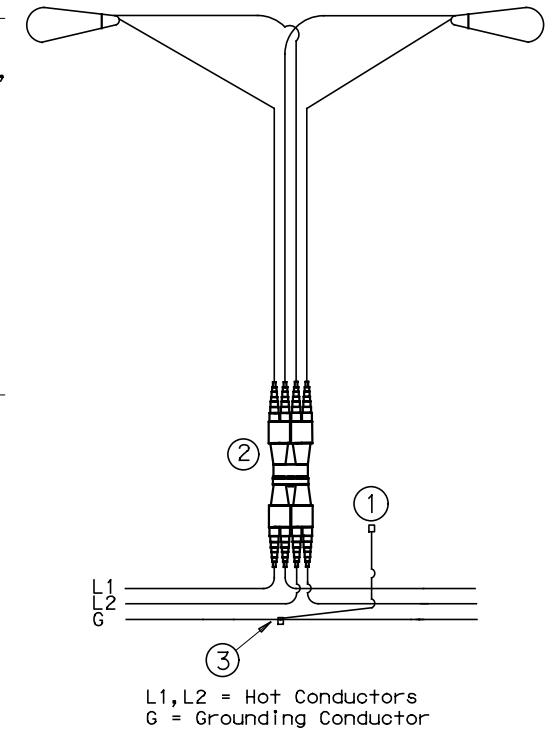
- ii. Install bolts and 1/2" connecting washers from the inside of the T-base, thread up through the pole base. Install flat washers, lock washers and nuts snug tight according to Item 447, "Structural Bolting."
- iii. Tighten each nut to 150 ft-lb. using a torque wrench.
- c. Level and Plumb
  - i.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

## Wiring Diagram Notes:

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

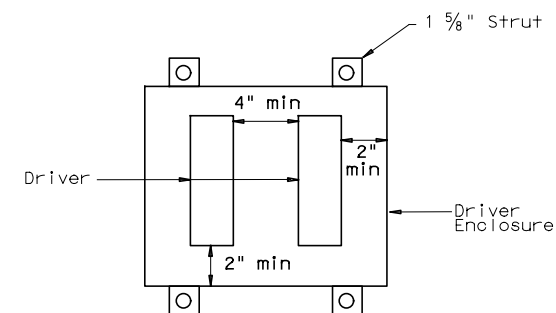
## Decorative LED Lighting Notes:

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



## TYPICAL WIRING DIAGRAM

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



Driver Spacing In Remote Enclosure

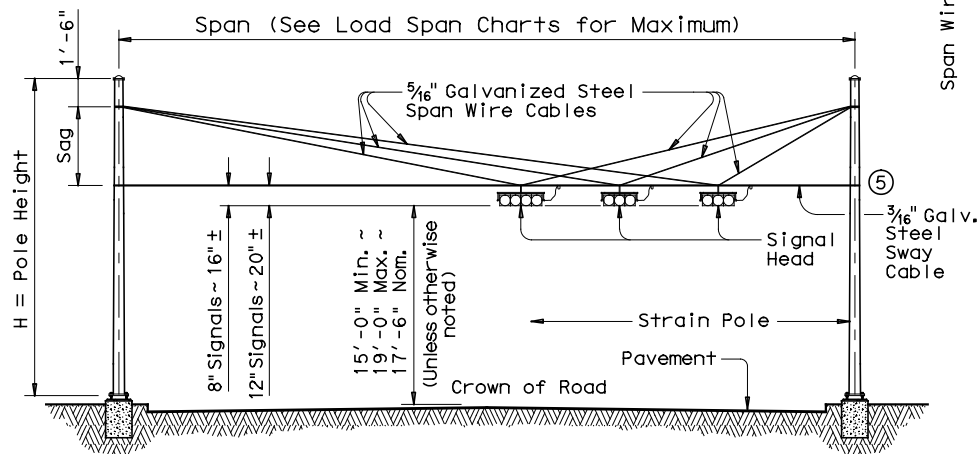
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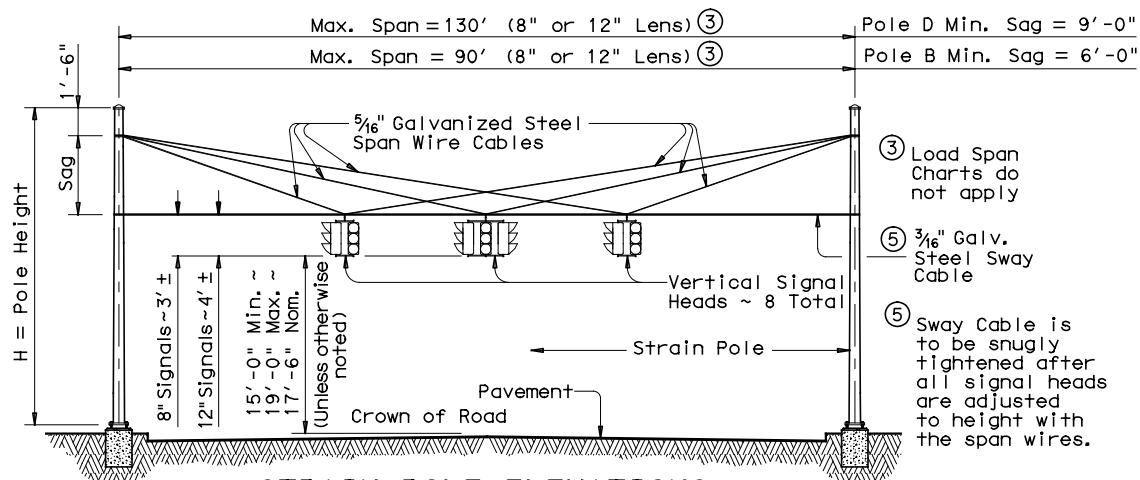
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STRAIN POLE DESCRIPTION	Pole Type	Founda-tion Type	Maximum Permissible Span Wire Load (lbs.)
26' Pole	A	36-A	4900
30' Pole	B	36-A	4300
30' Pole with Lum.	B	36-A	4000
30' Pole with 20' Mast Arm	C	36-B	4400
30' Pole with 24' Mast Arm	C	36-B	4000
30' Pole with 28' Mast Arm	C	36-B	3600
30' Pole with 32' Mast Arm	C	36-B	3300
30' Pole with 36' Mast Arm	C	36-B	2900
30' Pole with 20' Mast Arm & Lum.	C	36-B	4100
30' Pole with 24' Mast Arm & Lum.	C	36-B	3800
30' Pole with 28' Mast Arm & Lum.	C	36-B	3400
30' Pole with 32' Mast Arm & Lum.	C	36-B	3000
30' Pole with 36' Mast Arm & Lum.	C	36-B	2500
34' Pole	D	36-B	5200
34' Pole with Lum.	D	36-B	4900

② Numbers on Load Span Charts indicate the number of signal heads on the span. The total span wire design load is based on one 5-section head and one or more additional 3-section head(s). Design wind pressures on cables are assumed as 1.6 lb/ft. Weight of span wire cables (one per signal head) is assumed as 0.65 lb/ft which includes an allowance for conductor cables and miscellaneous hardware. The effect of the sway cable on load distribution is ignored as it is assumed to break at design wind conditions. When a pole supports 2 spans, the span wire design loads for both spans should be added vectorially to determine the design load for that pole.

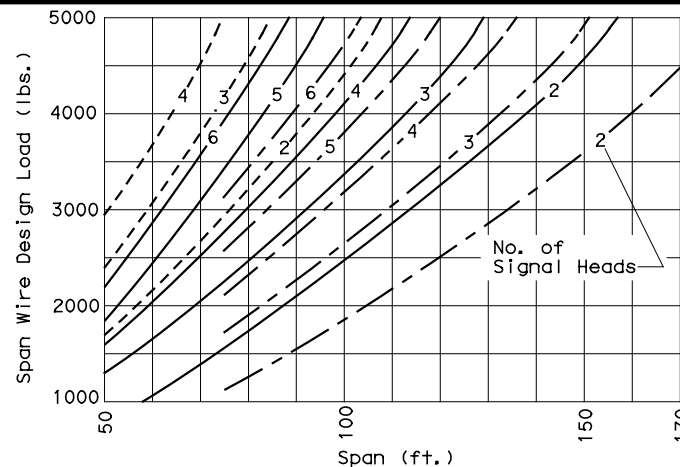


**STRAIN POLE ELEVATIONS HORIZONTAL SIGNALS**

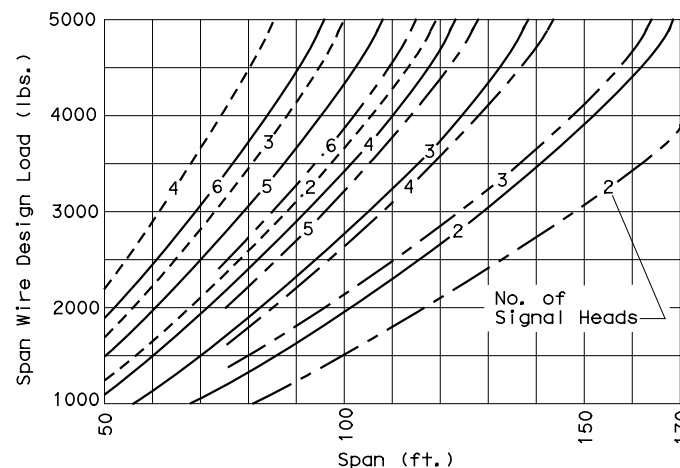


**STRAIN POLE ELEVATIONS VERTICAL SIGNALS**

(Mast arms are not used with vertical signals)



② **SIGNALS WITH 12-INCH LENS**



② **SIGNALS WITH 8-INCH LENS**

Signal Head Type	Wt. Per Head	Wind Area
5-Section, 12" Lens	125 lbs	9.6 sq. ft.
5-Section, 8" Lens	70 lbs	4.8 sq. ft.
3-Section, 12" Lens	75 lbs	5.64 sq. ft.
3-Section, 8" Lens	45 lbs	3.0 sq. ft.

◆ Effective projected design wind area (actual area times drag coefficient)

- Sag = 4'-6" (26' or 30' Pole)
- Sag = 8'-0" (30' or 34' Pole)
- Sag = 11'-6" (34' Pole)

Pole Type	ROUND POLES				POLYGONAL POLES			
	D <sub>B</sub> in.	D <sub>T</sub> in.	(4)thk in.	H ft.	D <sub>B</sub> in.	D <sub>T</sub> in.	(4)thk in.	H ft.
A	12.5	8.9	.239	26	13.0	9.0	.239	26
B	13.5	9.3	.239	30	14.0	9.0	.239	30
C	15.5	11.3	.239	30	16.0	11.0	.239	30
D	15.5	10.7	.239	34	16.0	11.0	.239	34

D<sub>B</sub> = Pole Base O.D. D<sub>T</sub> = Pole Top O.D. H = Pole Height

④ Thickness shown are minimum, thicker materials may be used.

**SHIPPING PARTS LIST**

Poles (Without Traffic Signal Arm)						
Pole Type	Strain poles with Luminaire			Strain poles without Luminaire		
	Description	Designation	Quantity	Description	Designation	Quantity
A				26' Strain Pole	SP 26 A-100	
B	30' Strain Pole	SPL 30 B-100	4	30' Strain Pole	SP 30 B-100	2
D	34' Strain Pole	SPL 34 D-100		34' Strain Pole	SP 34 D-100	

Poles (With Traffic Signal Arm)						
Pole Type	Strain poles with Luminaire			Strain poles without Luminaire		
	Description	Designation	Quantity	Description	Designation	Quantity
C	30' SPw/TS Arm	SPL 30 C-100		30' SPw/TS Arm	SP 30 C-100	

Traffic Signal Arms (For Type C poles)						
Nominal Arm Length	Type I Arm (1 Signal)		Type II Arm (2 Signals)		Type III Arm (3 Signals)	
	ft.	Designation	Quantity	Designation	Quantity	Designation
20	20I-100					
24	24I-100			24 II-100		
28	28I-100			28 II-100		
32				32 II-100		32 III-100
36				36 II-100		36 III-100

**Anchor Bolt Assemblies (1 per pole)**

Anchor Bolt Diameter	Anchor Bolt Length	Quantity
1 3/4"	3'-10"	6
2"	4'-3"	

**Luminaire Arms**

Nominal Arm Length	Quantity
8' Arm	4

Each Anchor Bolt Assembly consists of the following: Top and Bottom templates, 4 anchor bolts, 8 nuts, 8 flat washers, and 4 nut anchor devices (Type 2) per Standard Drawing "TS-FD".

① See Sheet "DMA-100"

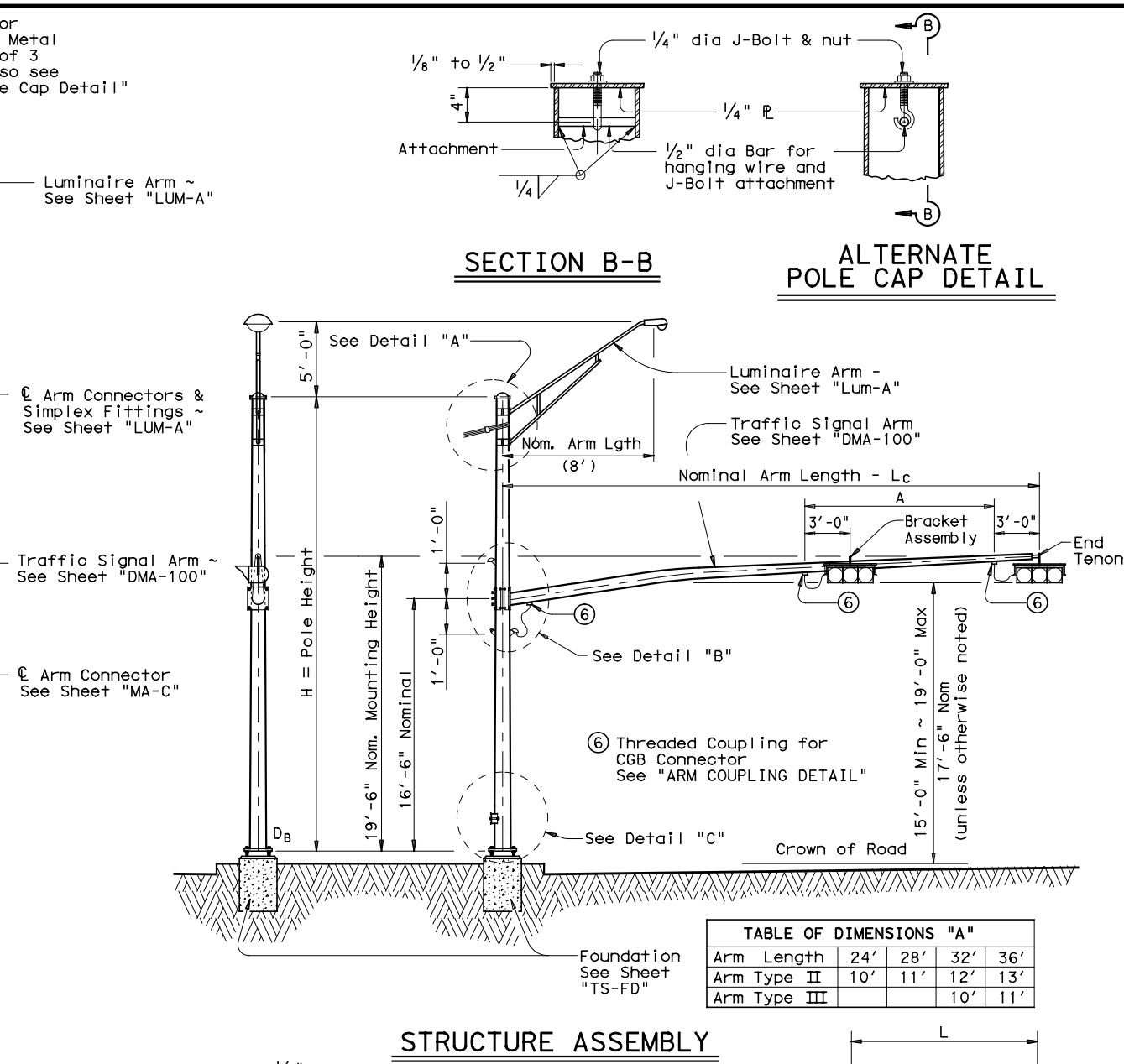
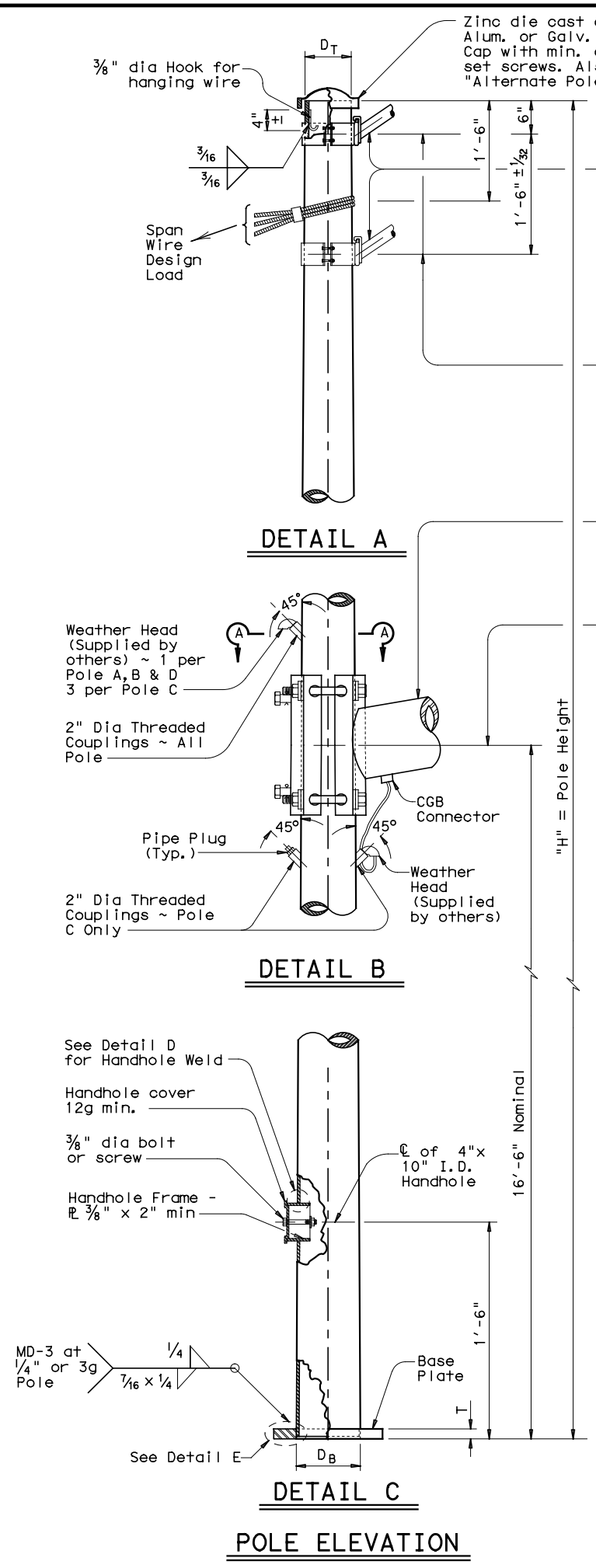
Texas Department of Transportation  
 Traffic Operations Division

**TRAFFIC SIGNAL SUPPORT STRUCTURES STRAIN POLE ASSEMBLIES**  
 (100 MPH WIND ZONE)  
**SP-100(1)-12**

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MATERIALS	
Round Shafts or Polygonal Shafts <sup>9</sup>	ASTM A595 Gr. A, A588, A1008 HSLAS Gr. 50 Class 2, A1011 HSLAS Gr. 50 Class 2, A572 Gr. 50 or A1011 SS Gr. 50 <sup>10</sup>
Plates <sup>9</sup>	ASTM A36, A588, or A572 Gr. 50
Connection Bolts	ASTM A325 except where noted
Pin Bolts	ASTM A325
Pipe <sup>9</sup>	ASTM A53 Gr. B, A501, A1008 HSLAS-F Gr. 50, A1011 HSLAS-F Gr. 50
Steel Cable	ASTM A475, 7 Wire Utilities Grade
Misc. Hardware	Galvanized steel or stainless steel or as noted

<sup>9</sup> ASTM A572, A1008 HSLAS, A1011 HSLAS, A1008 HSLAS-F, A1011 HSLAS-F, or A1011 SS may have higher yield strengths but shall not have less elongation than the grade indicated.

<sup>10</sup> ASTM A1011 SS Gr. 50 shall also have a minimum elongation of 18 percent in 8 inches or 23 percent in 2 inches. Material thickness in excess of those stipulated under A1011 SS will be acceptable providing the material meets all other A1011 SS requirements and the requirements of this item.

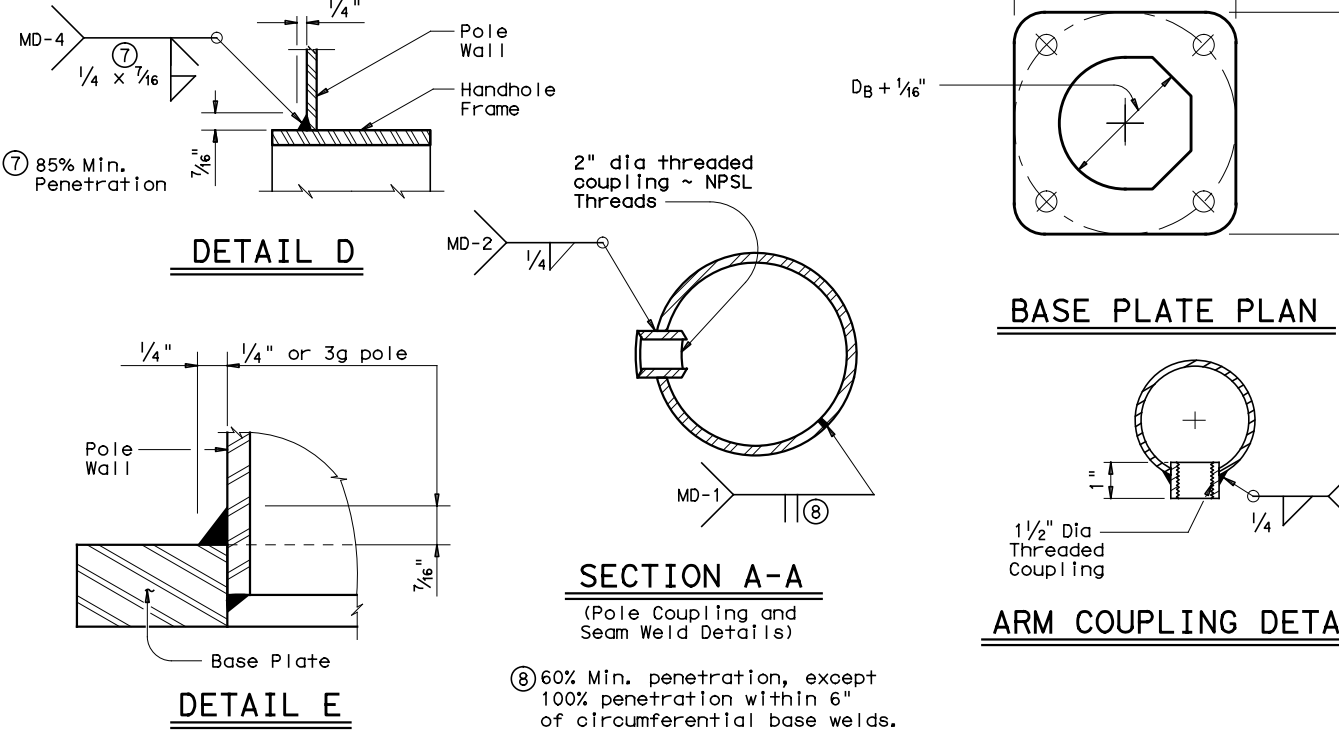
**GENERAL NOTES**  
 Design conforms to 1994 AASHTO Standard Specifications for Structural Supports for Highway Signs, Luminaires, and Traffic Signals and Interim Specifications thereto. Design Wind Speed equals 100 mph plus a 1.3 gust factor. The maximum permissible span wire design loads tabulated are calculated at a stress load of 1.4 times the basic allowable stress. A simultaneous wind on the pole, mast arm, and luminaire is also included.

See standard sheet "DMA-100" for details of clamp-on traffic signal arms, sheet "MA-C" for traffic signal arm connection details, sheet "LUM-A" for luminaire arm and connection details, and sheet "TS-FD" for anchor bolt and foundation details.

Fabrication shall be in accordance with Item 686, "Traffic Signal Pole Assemblies (Steel)" and with the details, dimensions, and weld procedures shown herein. Weld references call for preapproved weld procedures which the Fabricator must obtain prior to fabrication. Materials, fabrication tolerances, and shipping practices shall meet the requirements of this sheet and Item 686, "Traffic Signal Pole Assemblies (Steel)".

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

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



Foundation Type	Anchor Bolt Diameter	Bolt Hole Diameter	Bolt Circle Diameter	Base R. Dim. L x T
36-A	1 3/4"	2"	19"	19" x 1 3/4"
36-B	2"	2 1/4"	21"	21" x 2"

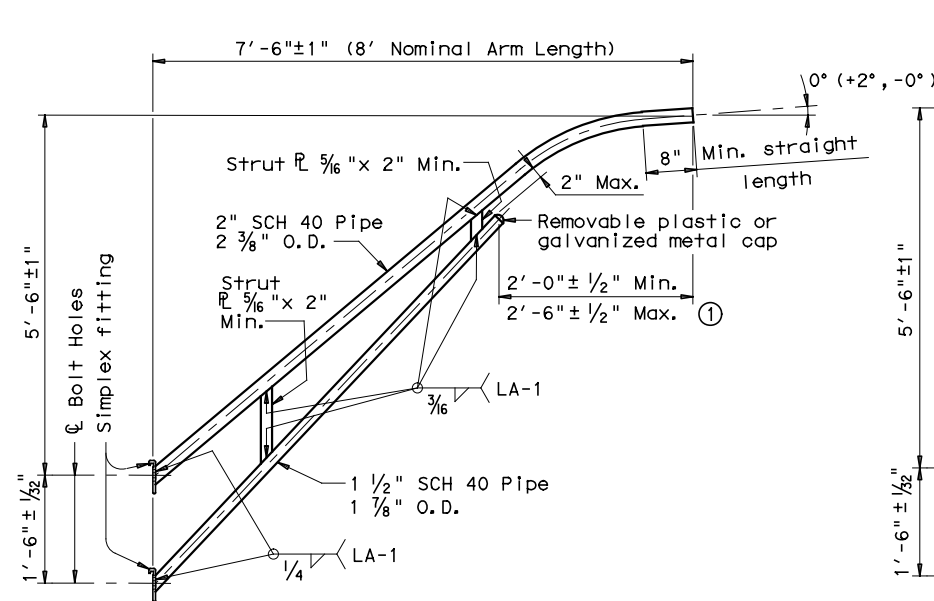
Texas Department of Transportation  
 Traffic Operations Division

**TRAFFIC SIGNAL SUPPORT STRUCTURES STRAIN POLE ASSEMBLIES**  
 (100 MPH WIND ZONE)  
**SP-100(2)-12**

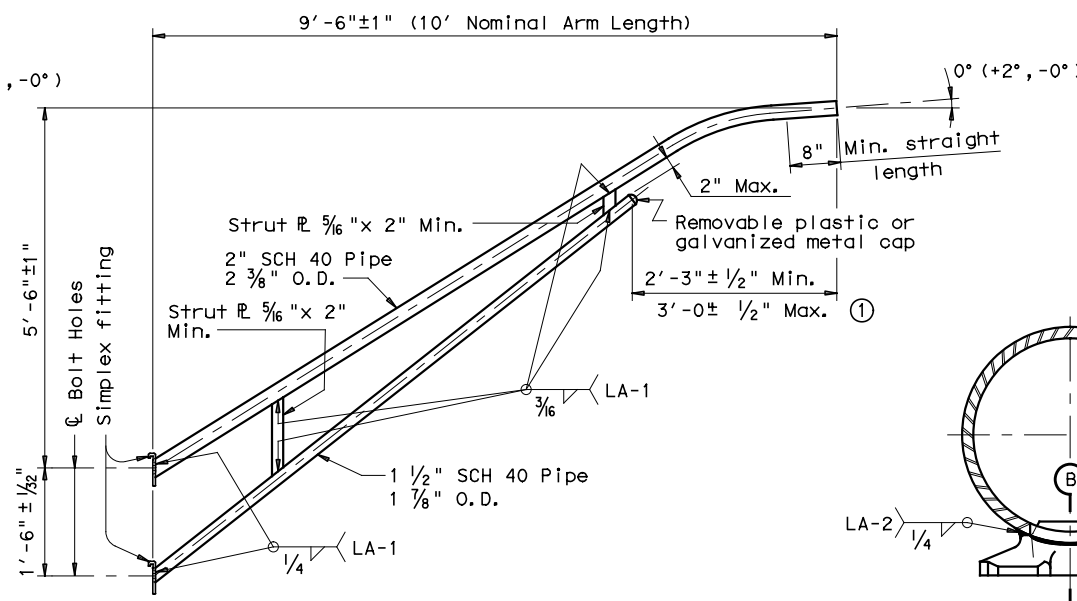
© TxDOT March 1996	DN: MS	CK: JSY	DW: BR	CK: JSY
REVISIONS	CONT	SECT	JOB	HIGHWAY
6-96	0921	02	500, ETC	FREDDY GONZALEZ DR, ETC
1-12	DIST	COUNTY	SHEET NO.	
	PHR	HIDALGO	33	

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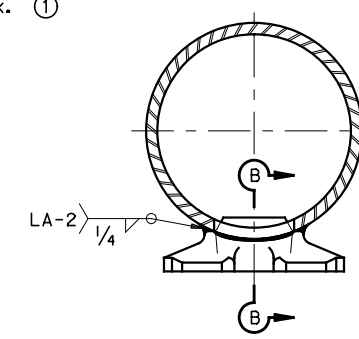
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8-FOOT LUMINAIRE ARM



10-FOOT LUMINAIRE ARM



DIRECT ATTACHMENT DETAIL

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

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

GENERAL NOTES:

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

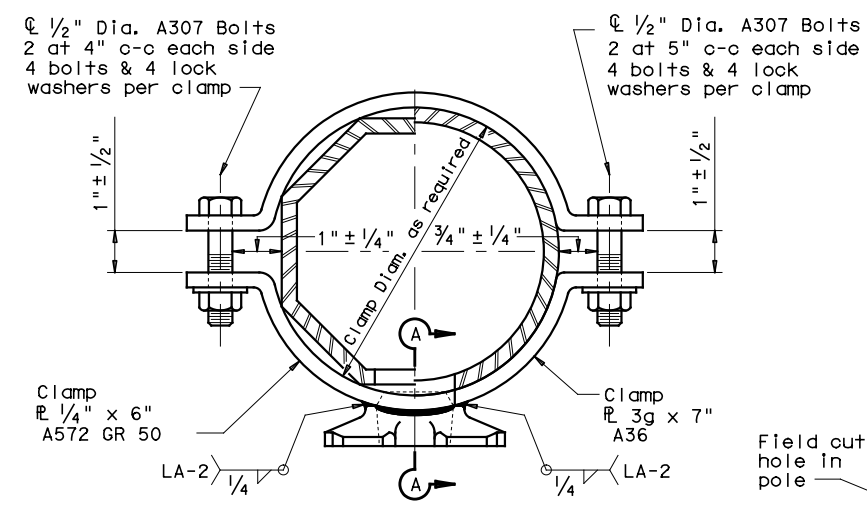
Materials and fabrication shall be in accordance with Item 686, "Traffic Signal Pole Assemblies (Steel)" and with the details, dimensions, and weld procedures shown herein. Weld references call for preapproved weld procedures which the Fabricator must obtain prior to fabrication. In the absence of specified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

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

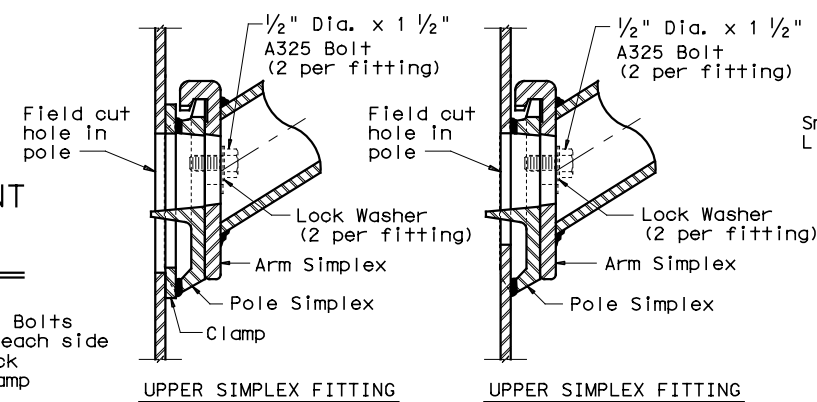
Deviation from the details and dimensions shown herein require submission of shop drawings in accordance with Item 441, "Steel Structures". Alternate designs are not acceptable.

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

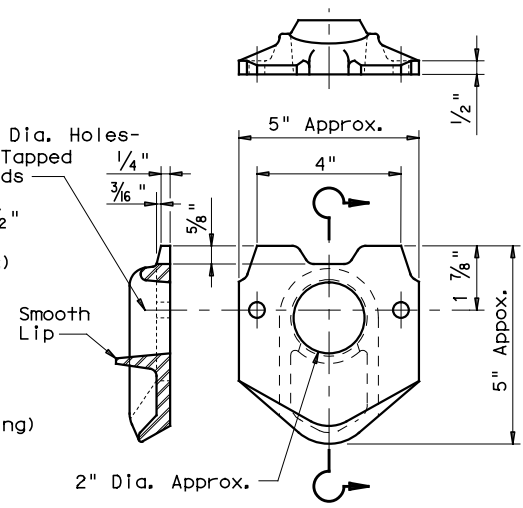
If clamp assemblies are ordered without poles, the Fabricator shall ship one upper and one lower clamp assembly together in a single package, including all nuts and washers required for the clamps and simplex fittings.



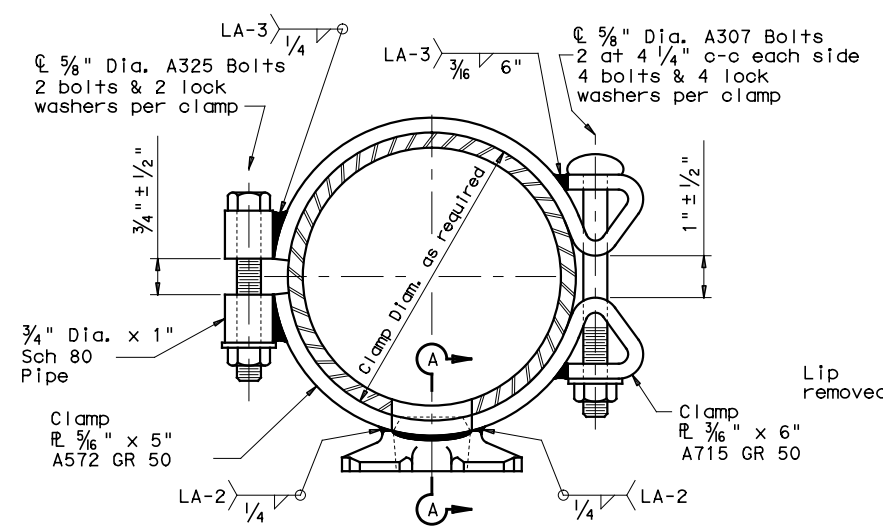
CLAMP ATTACHMENT DETAIL NO. 1 (HALF SECTION) CLAMP ATTACHMENT DETAIL NO. 2 (HALF SECTION)



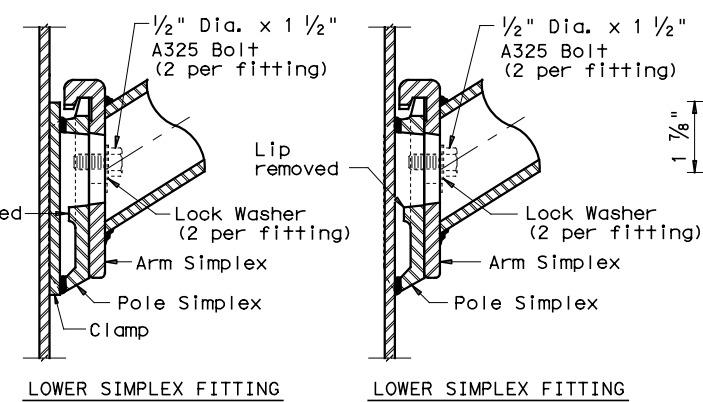
UPPER SIMPLEX FITTING LOWER SIMPLEX FITTING



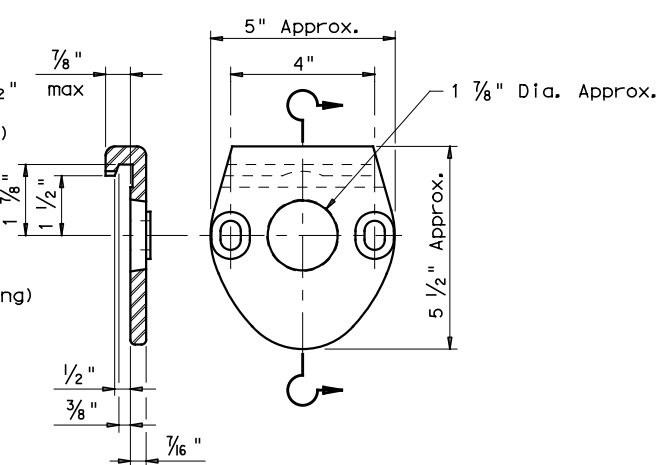
POLE SIMPLEX DETAIL



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



SECTION A-A SECTION B-B



ARM SIMPLEX DETAIL

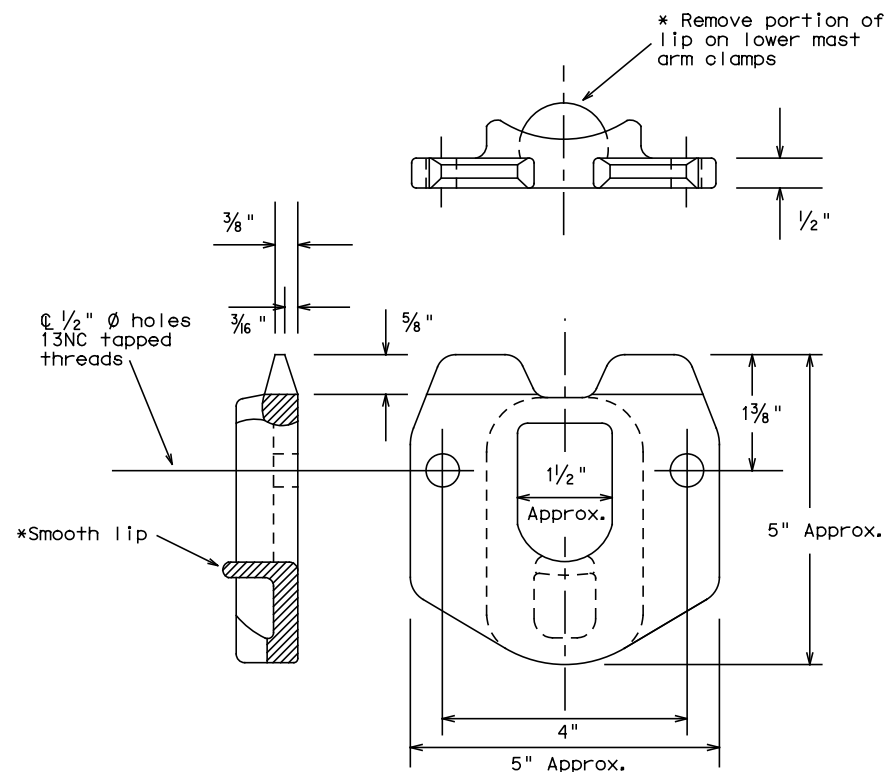
Texas Department of Transportation  
 Traffic Operations Division  
**STANDARD ASSEMBLY DRAWINGS FOR LUMINAIRE SUPPORT STRUCTURES**  
 ARM DETAILS  
**LUM-A-12**

© TxDOT August 1995		DN: LEH	CK: JSY	DW: LTT	CK: TEB
5-96	REVISIONS	CONT	SECT	JOB	HIGHWAY
1-99		0921	02	500, ETC	FREDDY GONZALEZ DR, ETC
1-12		DIST	COUNTY		SHEET NO.
		PHR	HIDALGO		34

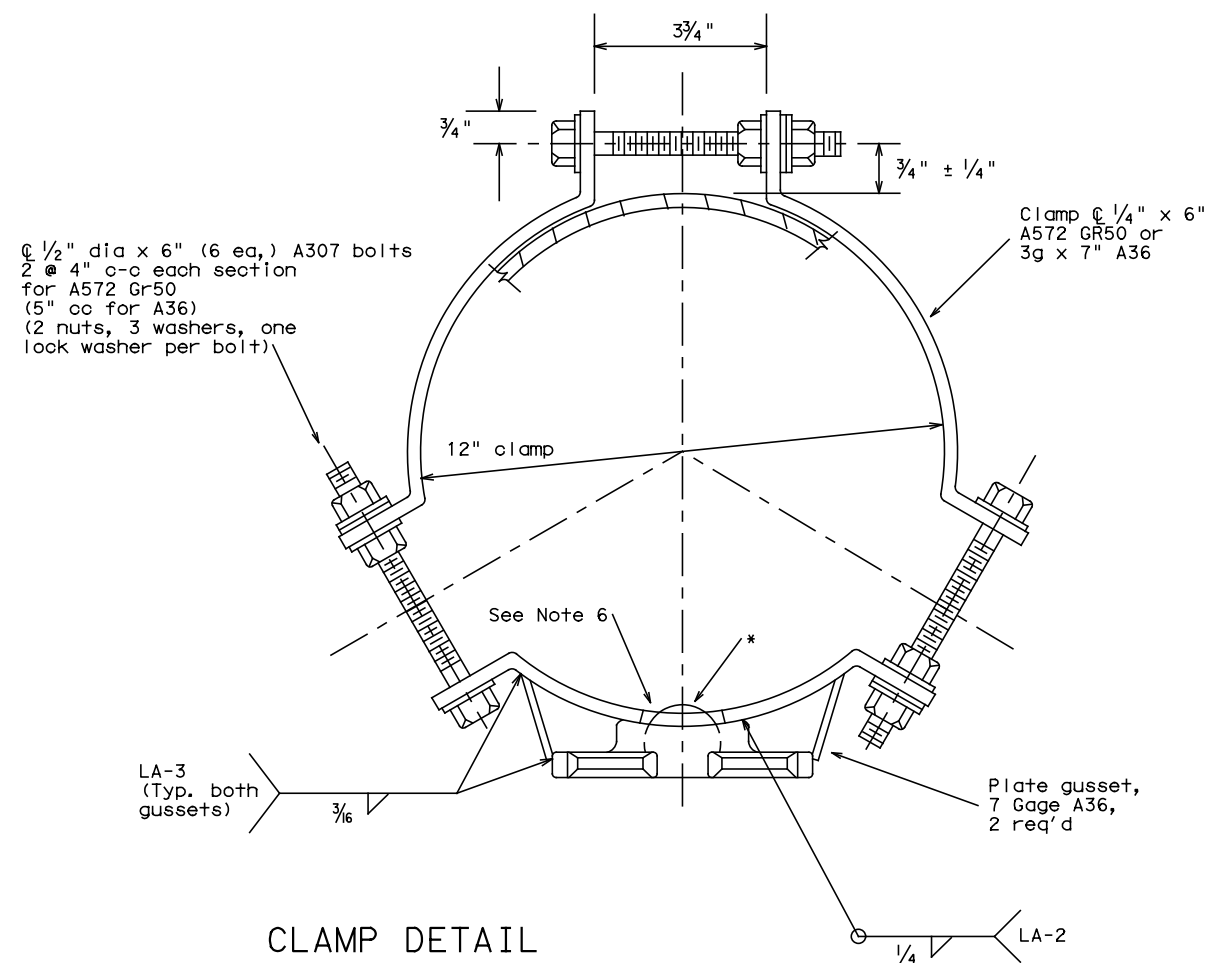


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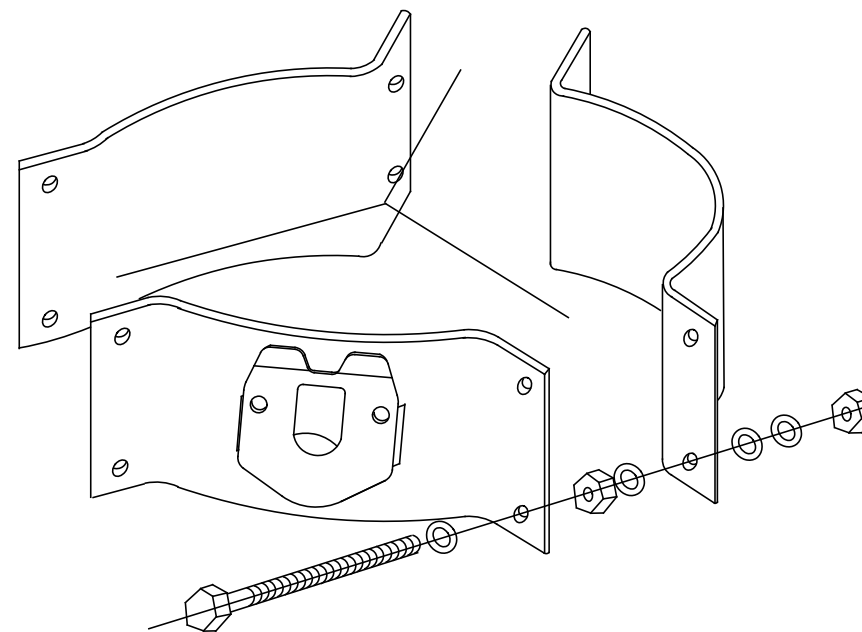
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POLE SIMPLEX DETAILS



CLAMP DETAIL



PROJECTION

For 8.9 - 12 inch diameter Signal Poles  
 (Two req'd for each mast arm)

OTHER MATERIALS:

1. Pole simplex shall be ASTM A27 GR65-35 or A148 GR80-50 or A576 GR1021. ASTM A576 must be suitable for forging and also meet minimum tensile of 65ksi, minimum yield of 35ksi, and a minimum elongation of 22 percent in 2 inches.
2. Welded tabs and backplates shall be ASTM A-36 steel or better.
3. Nylon insert locknuts shall conform to ASTM A563.

GENERAL NOTES:

1. Materials and fabrication shall be in accordance with Standard Sheet "MA-C" and with the details, dimensions, and weld procedures shown herein. Weld references call for preapproved weld procedures which the Fabricator must obtain prior to fabrication. In the absence of specified fabrication tolerances, dimensions shall be within the tolerances generally obtainable in normal fabrication practice.
2. All parts shall be galvanized after fabrication in accordance with Item 445, "Galvanizing". The throat of the Simplex shall be made free of all rough or sharp edges resulting from the galvanizing process.
3. Each simplex fitting shall be supplied with 2 ASTM A325 bolts, 1/2 in. X 1 1/2 in. and 2 lock washers. The bolts and lock washers shall be secured to the clamp with the other hardware items. The Fabricator shall ship clamp assembly together in a single package, including all bolts, nuts, and washers required for the clamp and simplex fitting.
4. Design conforms to 1994 AASHTO "Standard Specifications for Structural Supports for Highway Signs, Luminaires, and Traffic Signals" and interim revisions thereto. Design Wind Speed equals 80 mph plus a 1.3 gust factor. Clamps are designed to support a 60 lb. luminaire having an effective projected area (actual area times drag coefficient) of 1.6 sq. ft., 12 ft. maximum arm length.
5. Each assembly shall consist of one upper piece simplex fitting having a smooth lip and one lower piece simplex fitting with the lip removed.
6. Approximately 2 in. diameter hole in upper mast arm clamp.

Texas Department of Transportation  
 Traffic Operations Division

CLAMP ON FITTING ASSEMBLY FOR LUMINAIRE MAST ARM

CFA-12

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11-99	CONT	SECT	JOB	HIGHWAY
1-12	0921	02	500, ETC	FREDDY GONZALEZ DR, ETC
	DIST	COUNTY	SHEET NO.	
	PHR	HIDALGO	35	

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**FOUNDATION DESIGN TABLE**

FDN TYPE	DRILLED SHAFT DIA	REINFORCING STEEL		EMBEDDED DRILLED SHAFT LENGTH-ft (4), (5), (6)			ANCHOR BOLT DESIGN (1)				FOUNDATION DESIGN LOAD (2)		TYPICAL APPLICATION
		VERT BARS	SPIRAL & PITCH	TEXAS CONE PENETROMETER N blows/ft			ANCHOR BOLT DIA	Fy (ksi)	BOLT CIR DIA	ANCHOR TYPE	MOMENT K-ft	SHEAR Kips	
				10	15	40							
24-A	24"	4- #5	#2 at 12"	5.7	5.3	4.5	3/4"	36	12 3/4"	1	10	1	Pedestal pole, pedestal mounted controller.
30-A	30"	8- #9	#3 at 6"	11.3	10.3	8.0	1 1/2"	55	17"	2	87	3	Mast arm assembly. (see Selection Table)
36-A	36"	10- #9	#3 at 6"	13.2	12.0	9.4	1 3/4"	55	19"	2	131	5	Mast arm assembly. (see Selection Table) 30' strain pole with or without luminaire.
36-B	36"	12- #9	#3 at 6"	15.2	13.6	10.4	2"	55	21"	2	190	7	Mast arm assembly. (see Selection Table) Strain pole taller than 30' & strain pole with mast arm
42-A	42"	14- #9	#3 at 6"	17.4	15.6	11.9	2 1/4"	55	23"	2	271	9	Mast arm assembly. (see Selection Table)

**NOTES:**

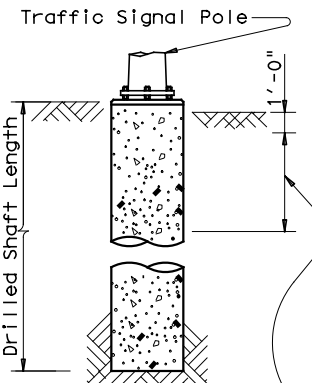
- Anchor bolt design develops the foundation capacity given under Foundation Design Loads.
- Foundation Design Loads are the allowable moments and shears at the base of the structure.
- Foundations may be listed separately or grouped according to similarity of location and type. Quantities are for the Contractor's information only.
- Field Penetrometer readings at a depth of approximately 3 to 5 feet may be used to adjust shaft lengths.
- If rock is encountered, the Drilled Shaft shall extend a minimum of two diameters into solid rock.
- Decimal lengths in Design Table are to allow interpolation for other penetrometer values. Round to nearest foot for entry into Summary Table.

**FOUNDATION SUMMARY TABLE (3)**

LOCATION IDENTIFICATION	AVG. N BLOW /ft.	FDN TYPE	NO. EA	DRILLED SHAFT LENGTH (6) (FEET)				
				24-A	30-A	36-A	36-B	42-A
FREDDY GONZALEZ DR								
POLE 1	10	36-A	1				14	
POLE 2	10	36-A	1				14	
POLE 3	10	24-A	1	6				
POLE 4	10	36-A	1				14	
POLE 5	10	36-A	1				14	
M RD								
POLE 1	10	36-A	1				14	
POLE 2	10	36-A	1				14	
TOTAL DRILLED SHAFT LENGTHS				6			84	

**FOUNDATION SELECTION TABLE FOR STANDARD MAST ARM PLUS ILSN SUPPORT ASSEMBLIES (ft)**

80 MPH DESIGN WIND SPEED	MAX SINGLE ARM LENGTH	FDN 30-A	FDN 36-A	FDN 36-B	FDN 42-A
		24' X 24'			
MAXIMUM DOUBLE ARM LENGTH COMBINATIONS	28' X 28'				
	32' X 28'				
		32' X 32'			
		36' X 36'			
		40' X 36'			
		44' X 28'	44' X 36'		
100 MPH DESIGN WIND SPEED	MAX SINGLE ARM LENGTH		36'	44'	
	MAXIMUM DOUBLE ARM LENGTH COMBINATIONS		24' X 24'		
			28' X 28'		
			32' X 24'	32' X 32'	
			36' X 36'		
		40' X 24'	40' X 36'		
			44' X 36'		

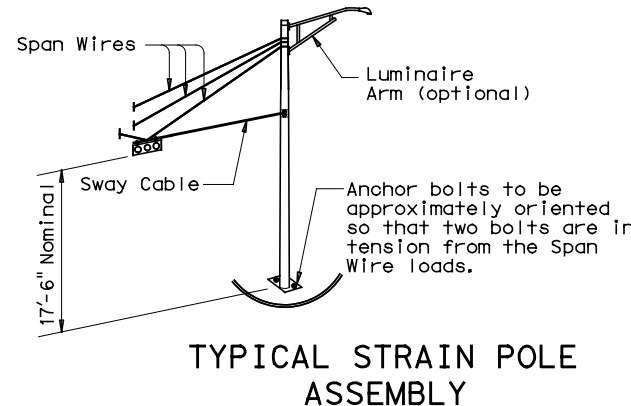


**ANCHOR BOLT & TEMPLATE SIZES**

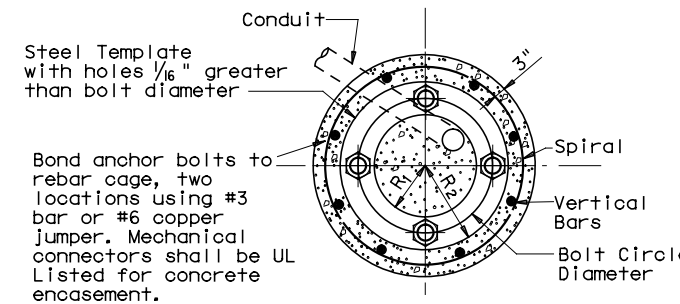
BOLT DIA IN.	(7) BOLT LENGTH	TOP THREAD	BOTTOM THREAD	BOLT CIRCLE	R2	R1
3/4"	1'-6"	3"	—	12 3/4"	7 1/8"	5 5/8"
1 1/2"	3'-4"	6"	4"	17"	10"	7"
1 3/4"	3'-10"	7"	4 1/2"	19"	11 1/4"	7 3/4"
2"	4'-3"	8"	5"	21"	12 1/2"	8 1/2"
2 1/4"	4'-9"	9"	5 1/2"	23"	13 3/4"	9 1/4"

(7) Min dimensions given, longer bolts are acceptable.

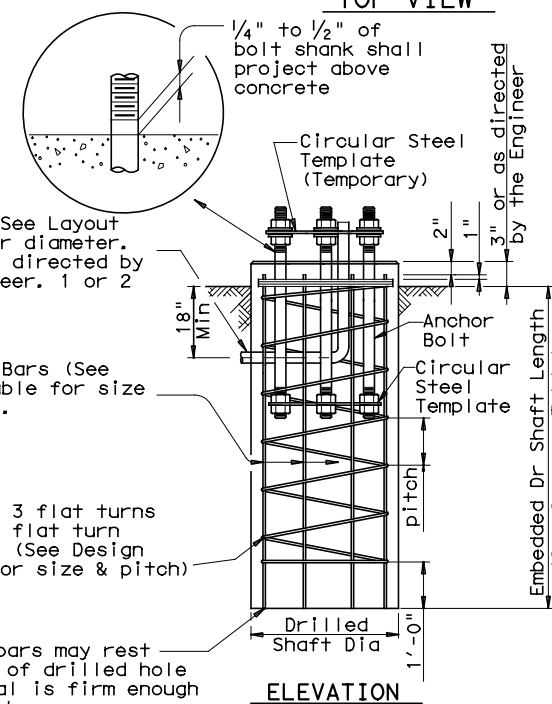
- EXAMPLE:**
- For 80mph design wind speed, foundation 30-A can support up to a 32' arm with another arm up to 28'
  - For 100mph design wind speed, foundation 36-A can support a single 36' mast arm.



**TYPICAL STRAIN POLE ASSEMBLY**



**TOP VIEW**



**FOUNDATION DETAILS**

**GENERAL NOTES:**

Design conforms to 1994 AASHTO Standard Specifications for Structural Supports for Highway Signs, Luminaires and Traffic Signals and interim revisions thereto.

Reinforcing steel shall conform to Item 440, "Reinforcing Steel".

Concrete shall be Class "C".

Threads for anchor bolts and nuts shall be rolled or cut threads of 8UN series up to 2" in diameter or UNC series for all sizes. Bolts and nuts shall have Class 2A and 2B fit tolerances. Galvanized nuts shall be tapped after galvanizing.

Anchor bolts that are larger than 1" in diameter shall conform to "alloy steel" or "medium-strength mild steel" per Item 449, "Anchor Bolts". Anchor bolts that are 1" in diameter or less shall conform to ASTM A36. Galvanize a minimum of the top end thread length plus 6" for all anchor bolts unless otherwise noted. Exposed washers and exposed nuts shall be galvanized. All galvanizing shall be in accordance with Item 445, "Galvanizing".

Templates and embedded nuts need not be galvanized. Lubricate and tighten anchor bolts when erecting the structure in accordance with Item 449, "Anchor Bolts".



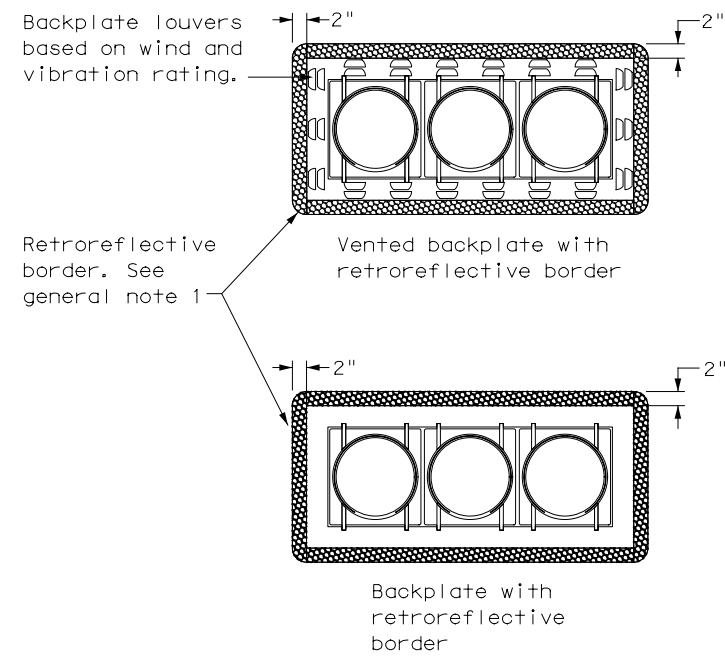
**TRAFFIC SIGNAL POLE FOUNDATION**

**TS-FD-12**

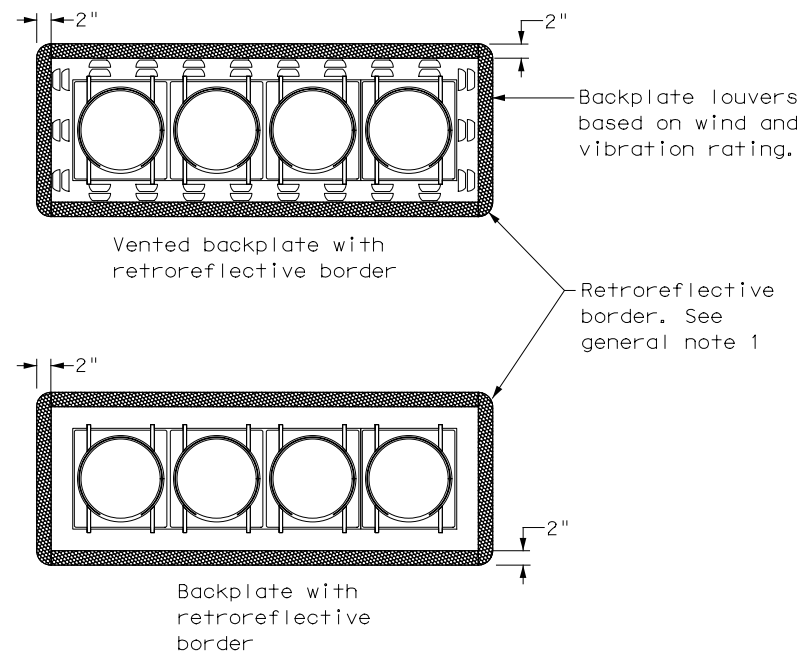
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5-96	0921	02	500, ETC	FREDDY GONZALEZ DR, ETC	
11-99	DIST		COUNTY		SHEET NO.
1-12	PHR		HIDALGO		36

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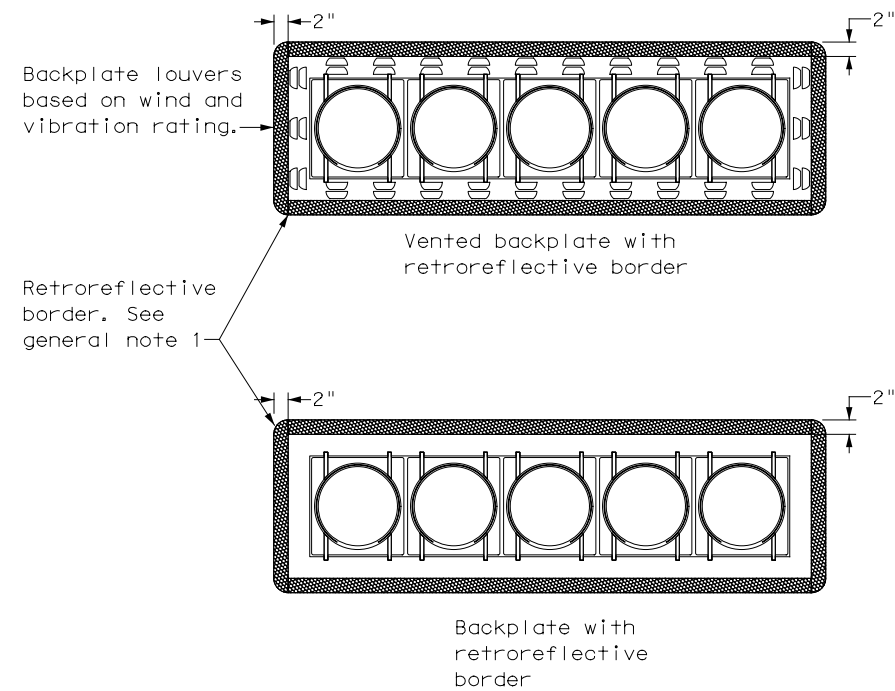
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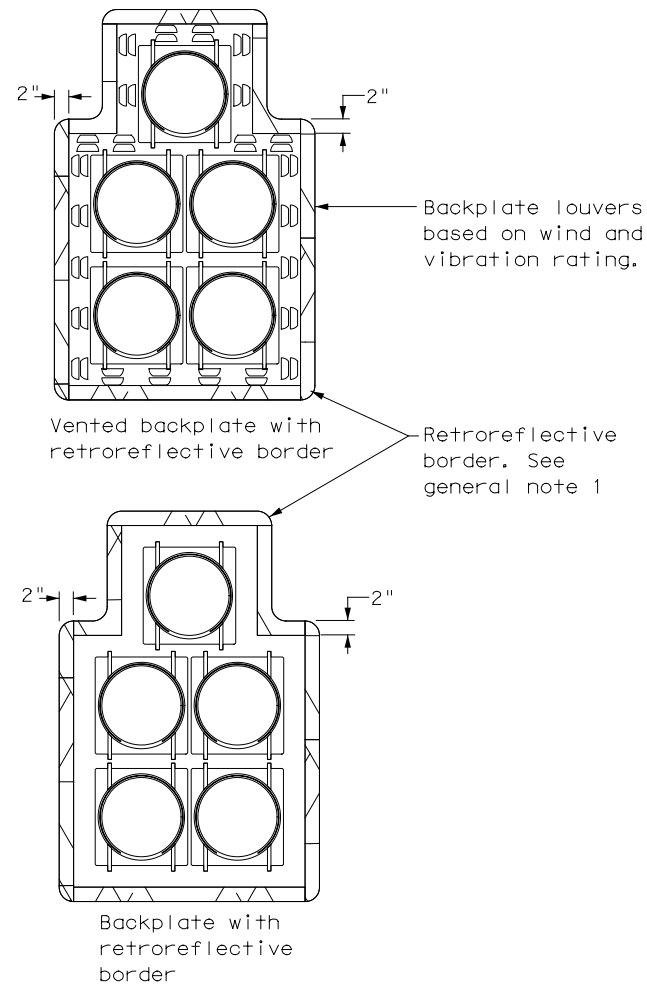
**THREE-SECTION HEAD**  
 HORIZONTAL OR VERTICAL



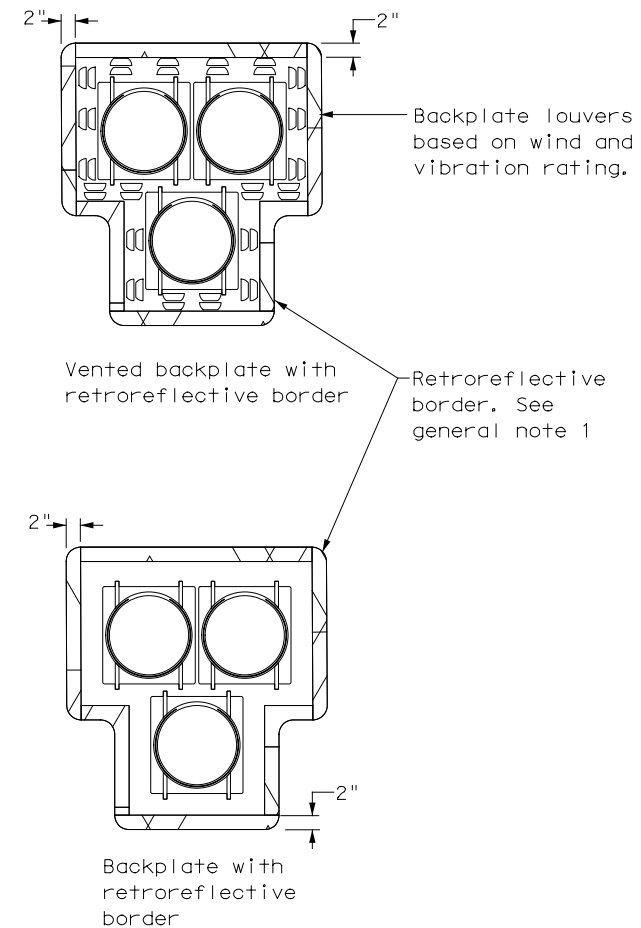
**FOUR-SECTION HEAD**  
 HORIZONTAL OR VERTICAL



**FIVE-SECTION HEAD**  
 HORIZONTAL OR VERTICAL



**FIVE-SECTION HEAD**  
 CLUSTER



**PEDESTRIAN HYBRID**  
 BEACON

**GENERAL NOTES:**

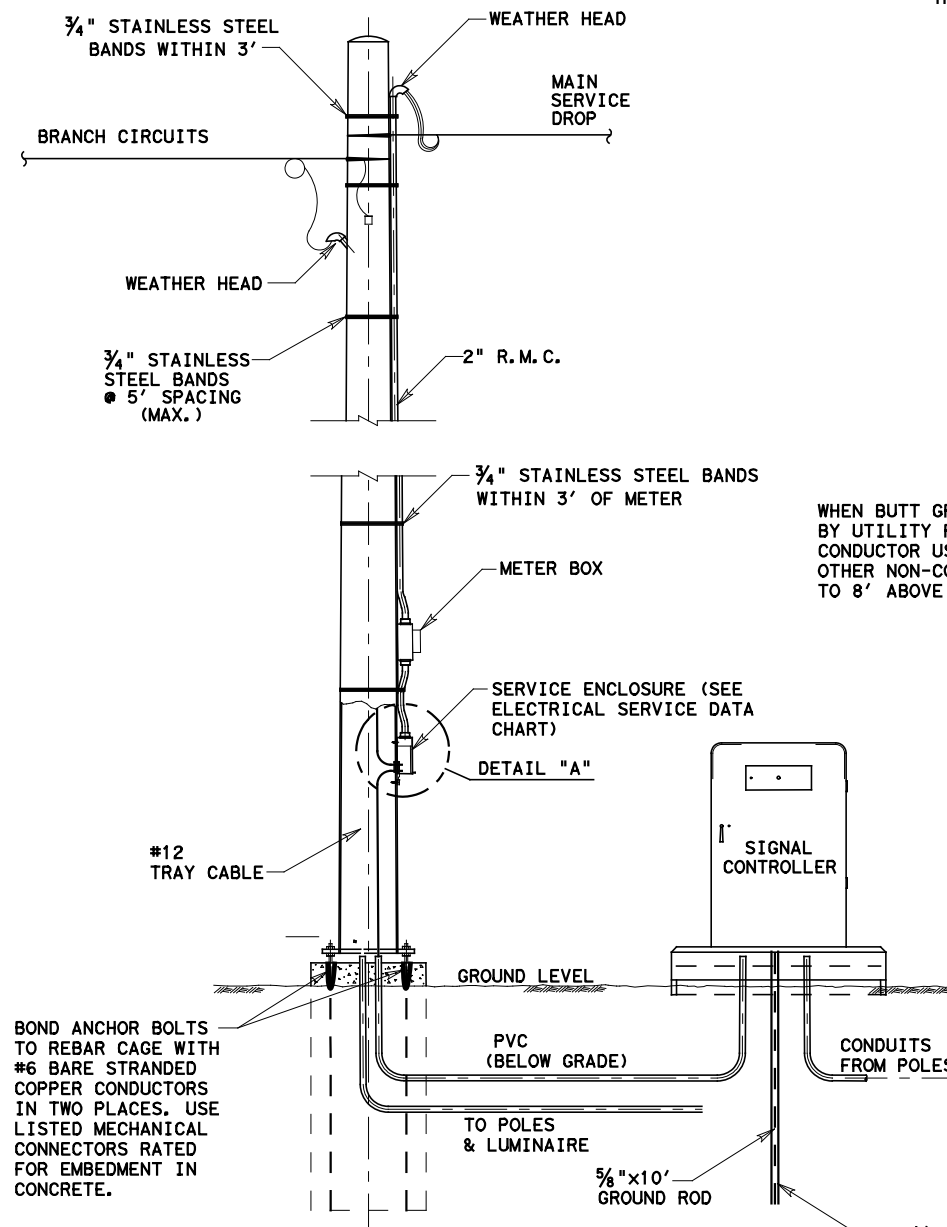
1. Backplates are optional for traffic signals and pedestrian hybrid beacons. When backplates are used, a 2-inch wide fluorescent yellow AASHTO Type B<sub>FL</sub> or C<sub>FL</sub> retroreflective border conforming to TxDOT DMS-8300 is required. Place on all approaches when used.
2. Signal head and backplate compatibility must be verified by the contractor prior to installation.
3. When using backplates on signal heads, venting is preferred to reduce cyclic vibration stress.
4. When a vented backplate is used, the retroreflective border must not be placed over the louvers.
5. This standard sheet applies to all signal heads with backplates, including but not limited to:
  - Pole mounted
  - Overhead mounted
  - Span wire mounted
  - Mast arm mounted
  - Vertical signal heads
  - Horizontal signal heads
  - Clustered signal heads
  - Pedestrian hybrid beacons

				<b>Texas Department of Transportation</b> <i>Traffic Safety Division Standard</i>	
<h2>TRAFFIC SIGNAL HEAD WITH BACKPLATE</h2> <h3>TS-BP-20</h3>					
FILE: ts-bp-20.dgn	DN: TxDOT	CK: TxDOT	DW: TxDOT	CK: TxDOT	
© TxDOT June 2020	CONT	SECT	JOB	HIGHWAY	
REVISIONS	0921	02	500, ETC	FREDDY GONZALEZ DR, ETC	
	DIST	COUNTY		SHEET NO.	
	PHR	HIDALGO		37	

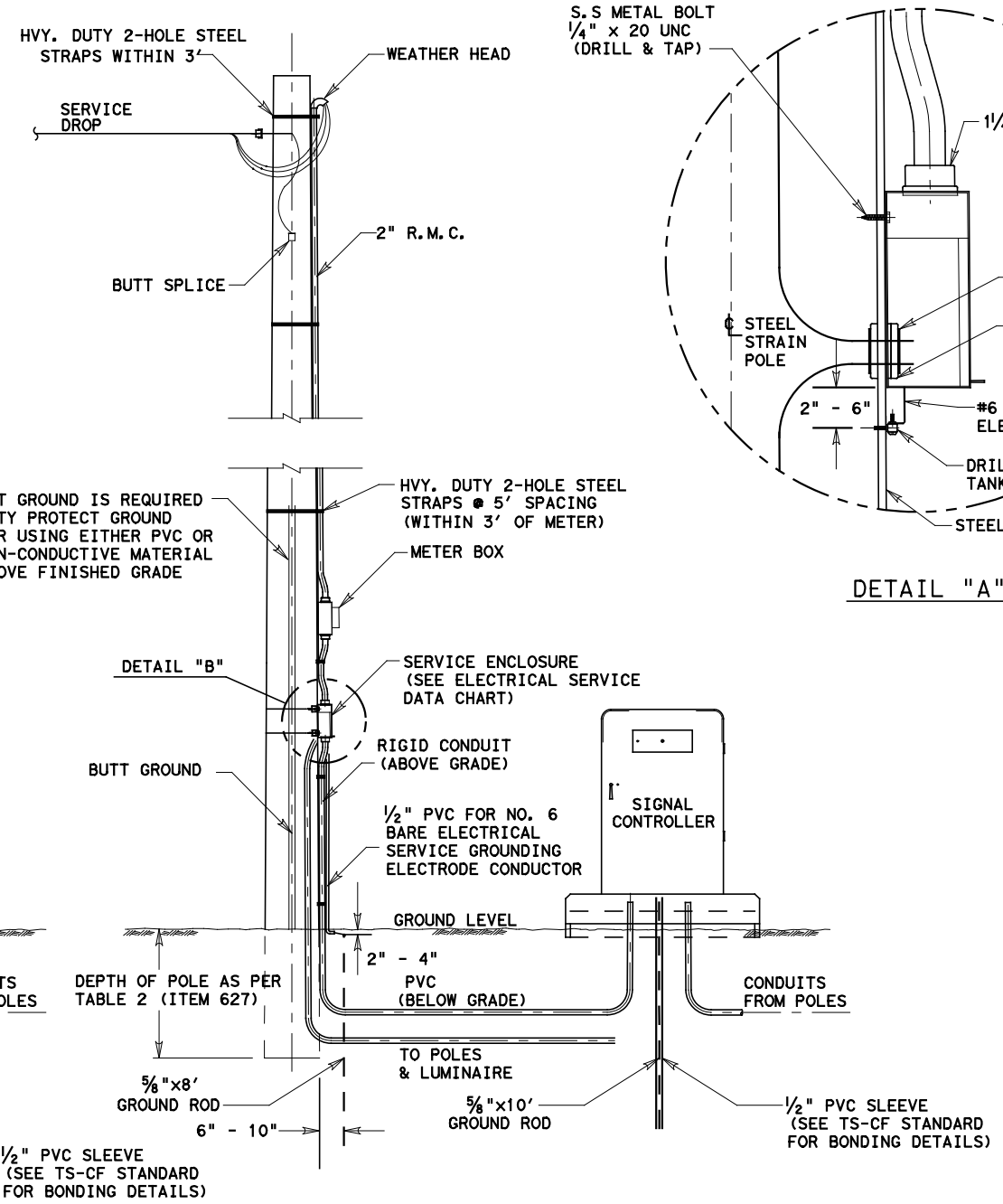
ELECTRICAL SERVICE DATA

Service Pole No.	Sheet No.	Electrical Service Description (see ED (4)-03)	Service Conduit Size	Service Conductors No. / Size	Safety Switch Amps	Main Disconnect		Two-Pole Contactor Amps	Panelbd./ Loadcenter Amp Rating (min)	Circuit No.	Branch Ckt. Bkr. Pole / Amps	Branch Circuit Amps	KVA Load
						Switch Amp/Fuse	Ckt. Bkr. Pole / Amp						

NOTES:  
 ENSURE MAIN SERVICE DROP IS BELOW WEATHERHEAD.  
 BREAKER BOX & METER BOX SHALL BE ATTACHED TO WOOD POLE BY GALVANIZED CHANNEL (SEE DETAIL "B").  
 BOLT BOX TO GALVANIZED CHANNEL MOUNTED FLUSH WITH POLE.  
 CONDUIT SHALL BE ATTACHED TO POLE WITH H.D. 2-HOLE STRAPS AND 1/2"x1/4" #8 S.S. SCREW OR LAG BOLT.  
 ALL EXPOSED CONDUIT SHALL BE RIGID METAL CONDUIT EXCEPT CONDUIT USED ON ELECTRICAL SERVICE GROUNDING ELECTRODE CONDUCTOR.  
 WHEN SERVICE IS CONNECTED WITHIN 100' OF THE CONTROLLER, NO PULL BOX SHALL BE USED.  
 DISTRIBUTION TO LUMINAIRE SHALL BE OUT OF THE SERVICE BREAKER BOX. EACH LUMINAIRE SHALL HAVE A SEPARATE PHOTO CONTROL.  
 FURNISH & INSTALL 3 PRONG WEATHERPROOF LOCKTYPE BASE WITH PHOTO CELL TO CONTROL ILLUMINATION SIGN WHICH IS ATTACHED TO TRAFFIC SIGNAL SUPPORTS. LOCKBASE & PHOTO CELL SHALL BE INSTALLED ON TRAFFIC SIGNAL POLE NEAREST CABINET.  
 ALL CONDUIT & CONDUCTORS FROM SERVICE TO CONTROLLER CABINET SHALL BE AS PER PLANS.

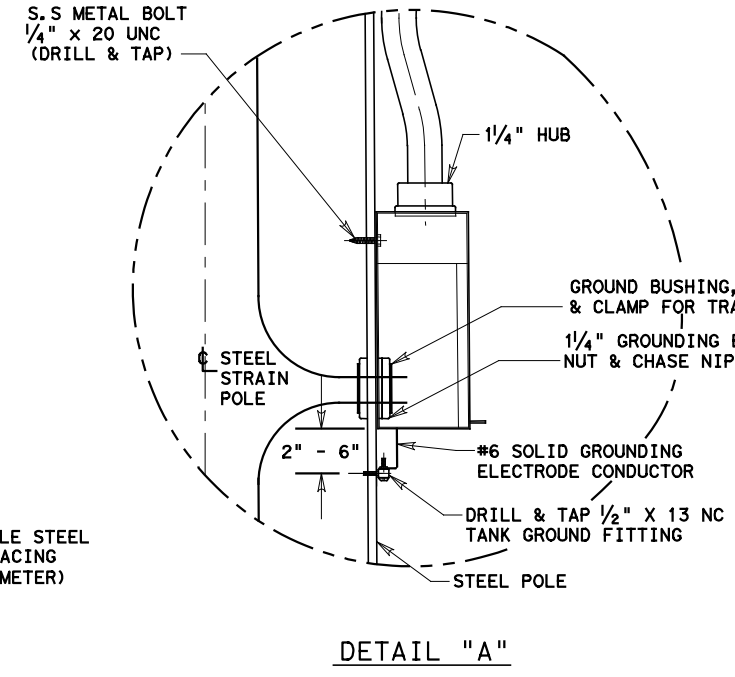


STEEL STRAIN POLE

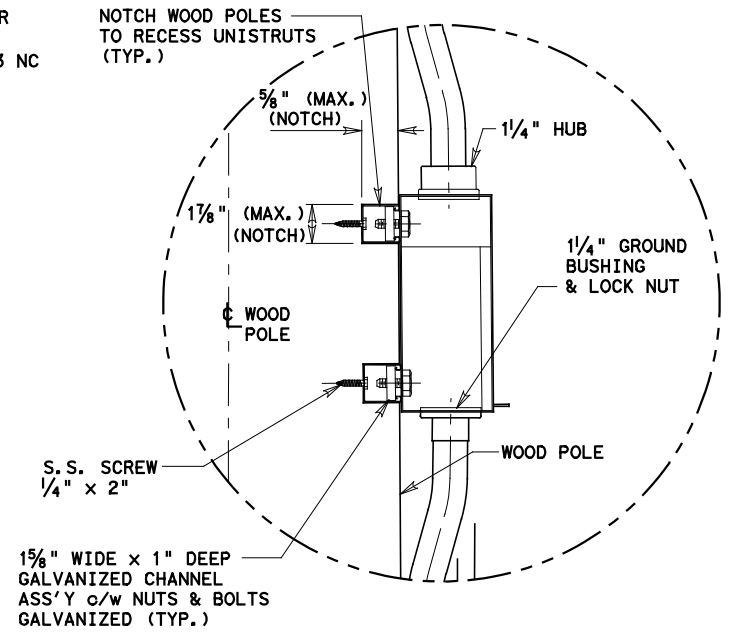


WOOD POLE

ELECTRICAL SERVICE




DETAIL "A"

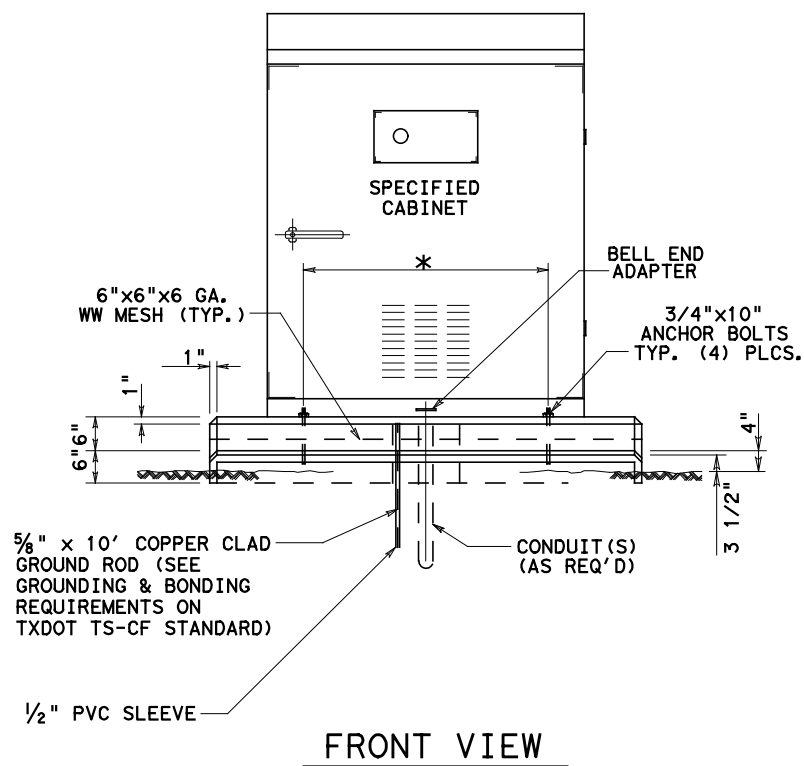


DETAIL "B"

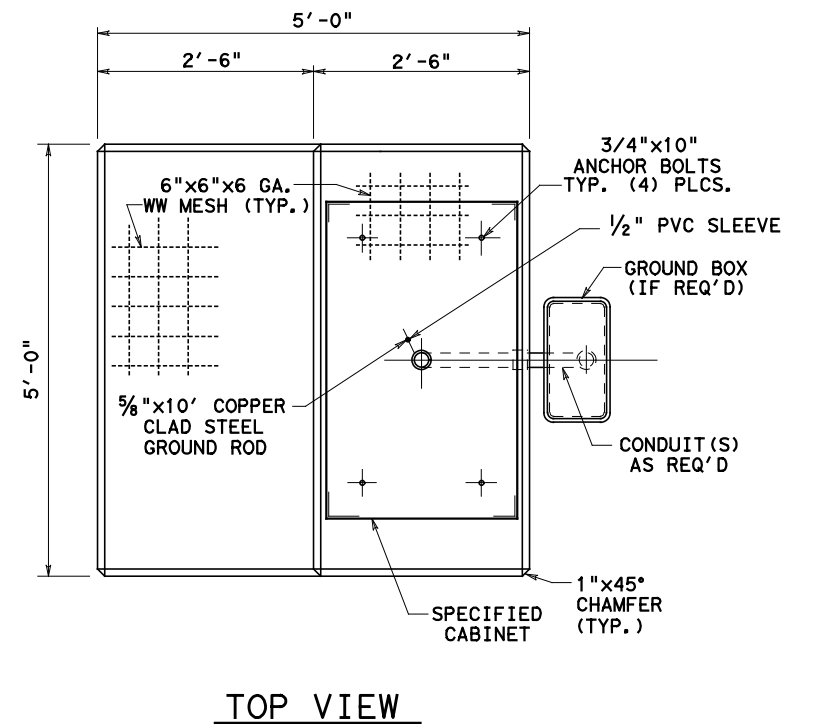
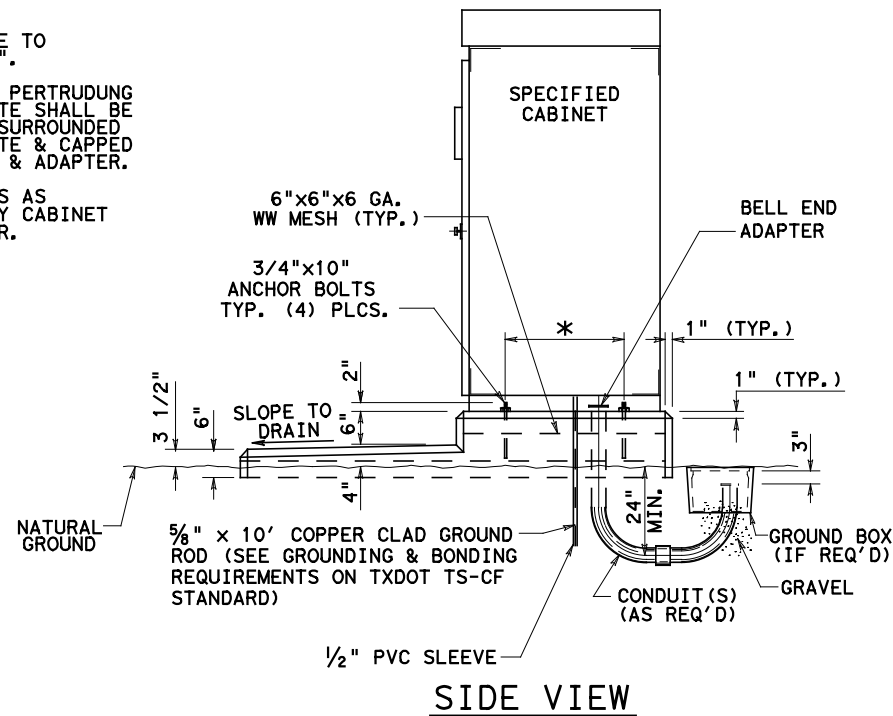
PHARR DISTRICT STANDARD


**TEXAS DEPARTMENT OF TRANSPORTATION**  
**ELECTRICAL SERVICE DESIGN**  
**WITH SIGNAL CONTROLLER**

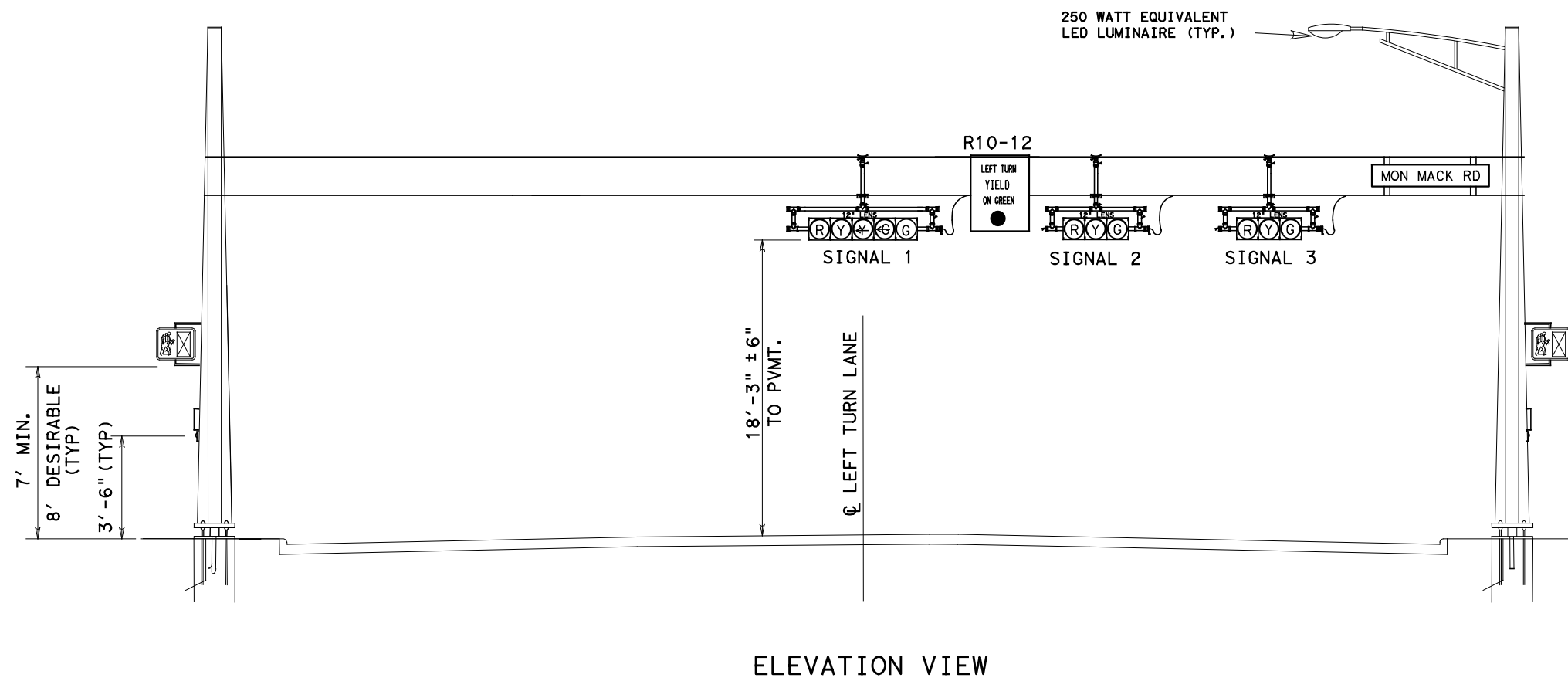
© 2010 TxDOT				SHEET 1 OF 1			
DN: OG	DRAWING	DATE	REV. NO.	STATE	FEDERAL AID PROJECT NO.	SHEET NO.	
CK DN: JSL	ORIGINAL	APR. 2010		TEXAS		38	
DW: OG		MAY 2017		STATE DIST. NO.	COUNTY	CONTROL NO.	SECTION NO.
CK DW: JSL				PHR	HIDALGO	0921	02



- NOTES:
1. ALL CONCRETE TO BE CLASS "A".
  2. ALL CONDUIT PERTRUDING THRU CONCRETE SHALL BE COMPLETELY SURROUNDED WITH CONCRETE & CAPPED WITH A BELL & ADAPTER.
  - \* 3. ANCHOR BOLTS AS SPECIFIED BY CABINET MANUFACTURER.

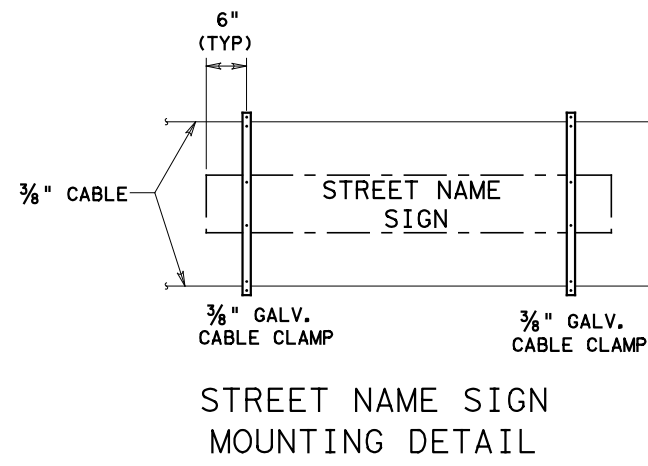
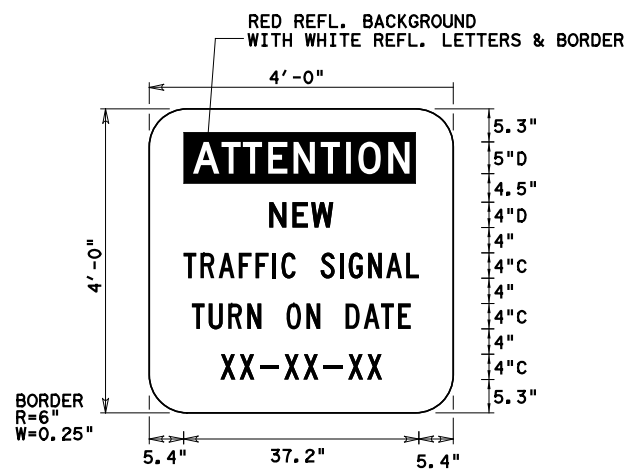
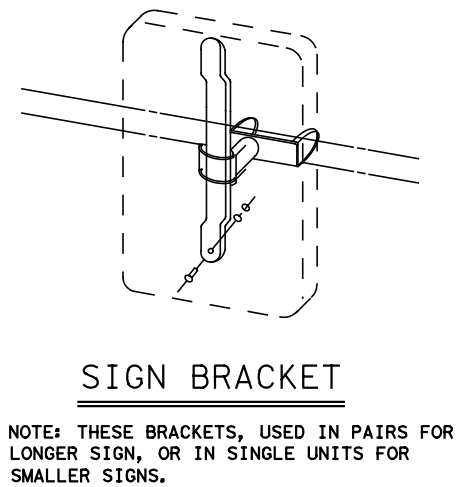
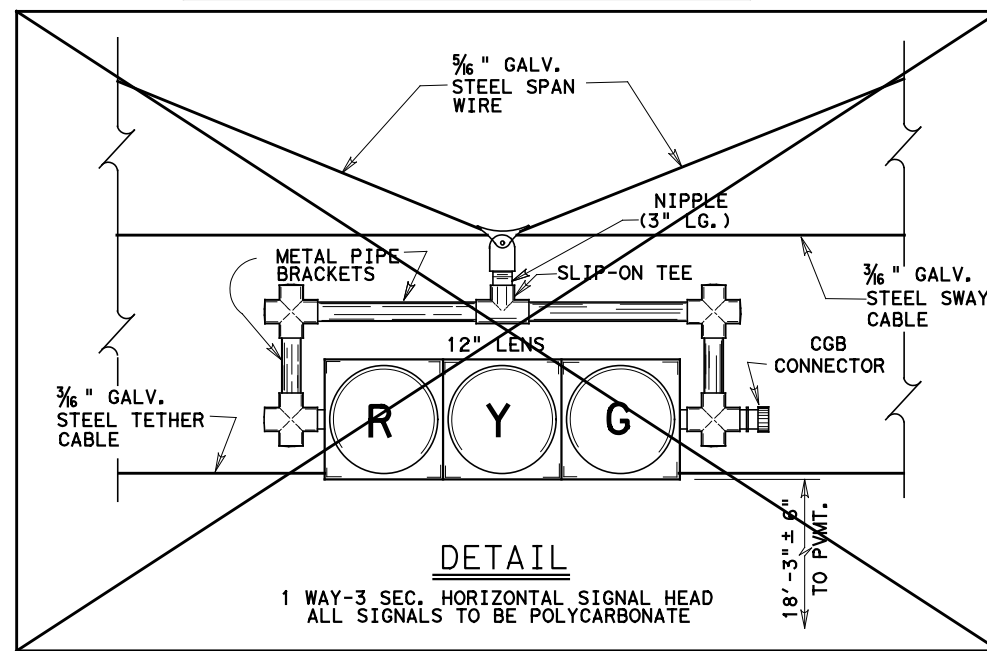
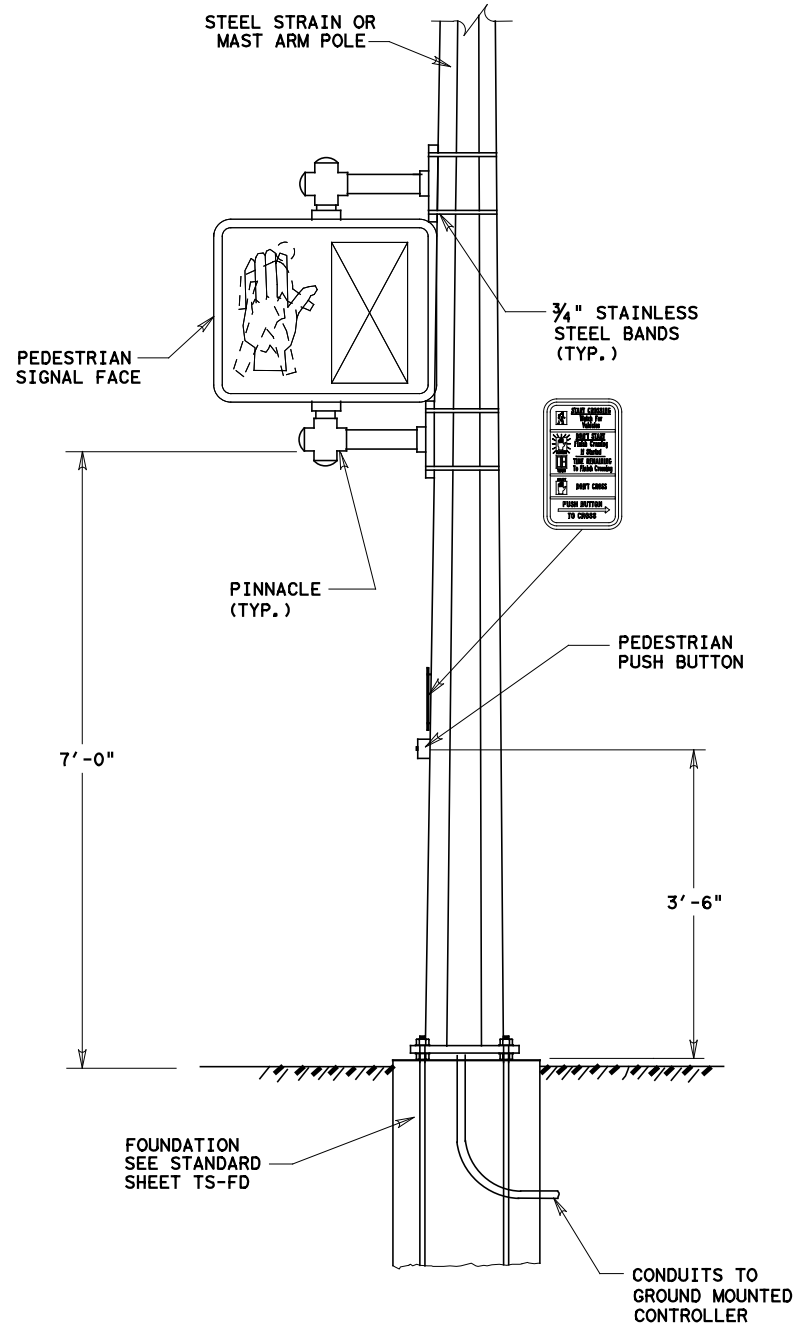
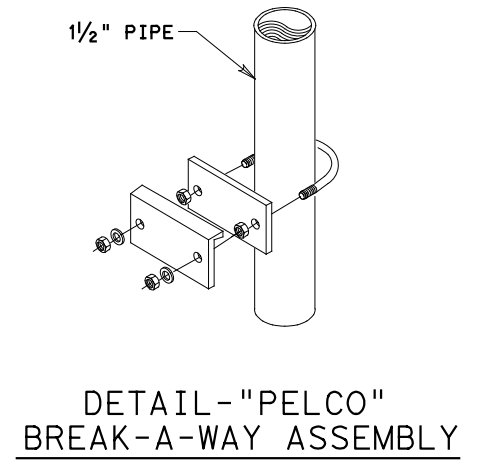
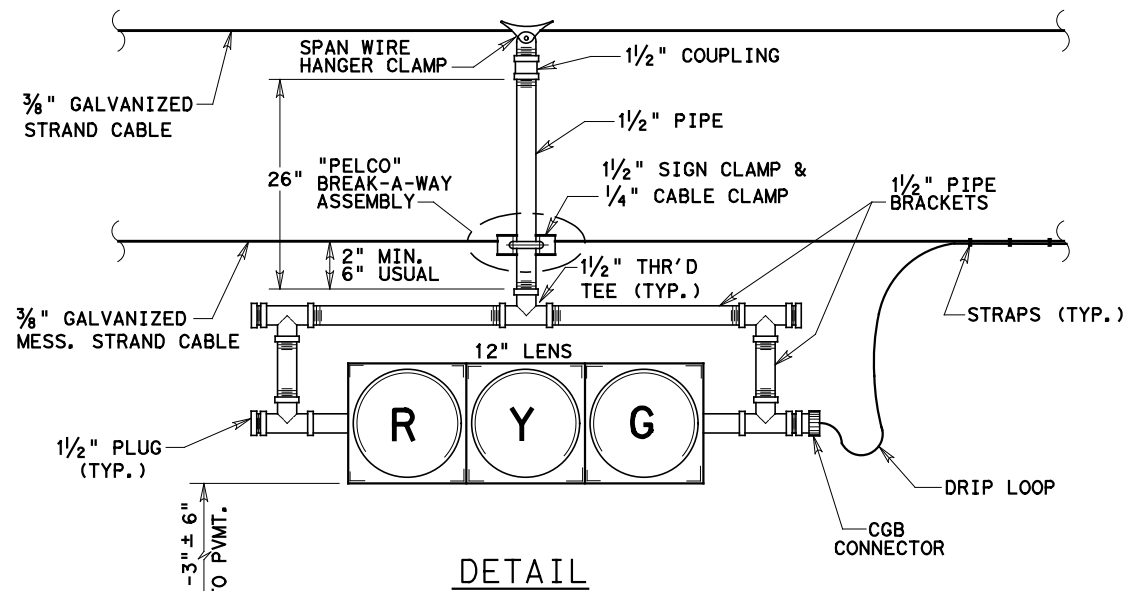
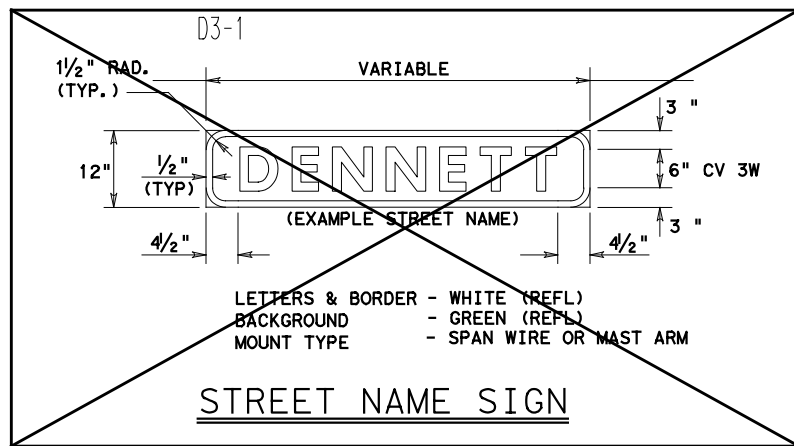


DETAIL OF BASE MOUNT CABINET FOUNDATION



DISTRICT STANDARD PLANS  
**TEXAS DEPARTMENT OF TRANSPORTATION**  
 PHARR DISTRICT STANDARD  
**TRAFFIC SIGNAL CONSTRUCTION DETAILS**

© 2020 TxDOT		SHEET 1 OF 3	
DN: GV	DRAWING ORIGINAL	DATE APR. 2010	STATE TEXAS
CK DN: JSL	REV. JUL. 2015	AUG 2016	FEB 2020
DW: GV	STATE DIST. NO. PHR	COUNTY HIDALGO	CONTRACT NO. 0921
CK DW: JSL	SECTION NO. 02	JOB NO. 500, ETC	ISSUANCE NO. 39

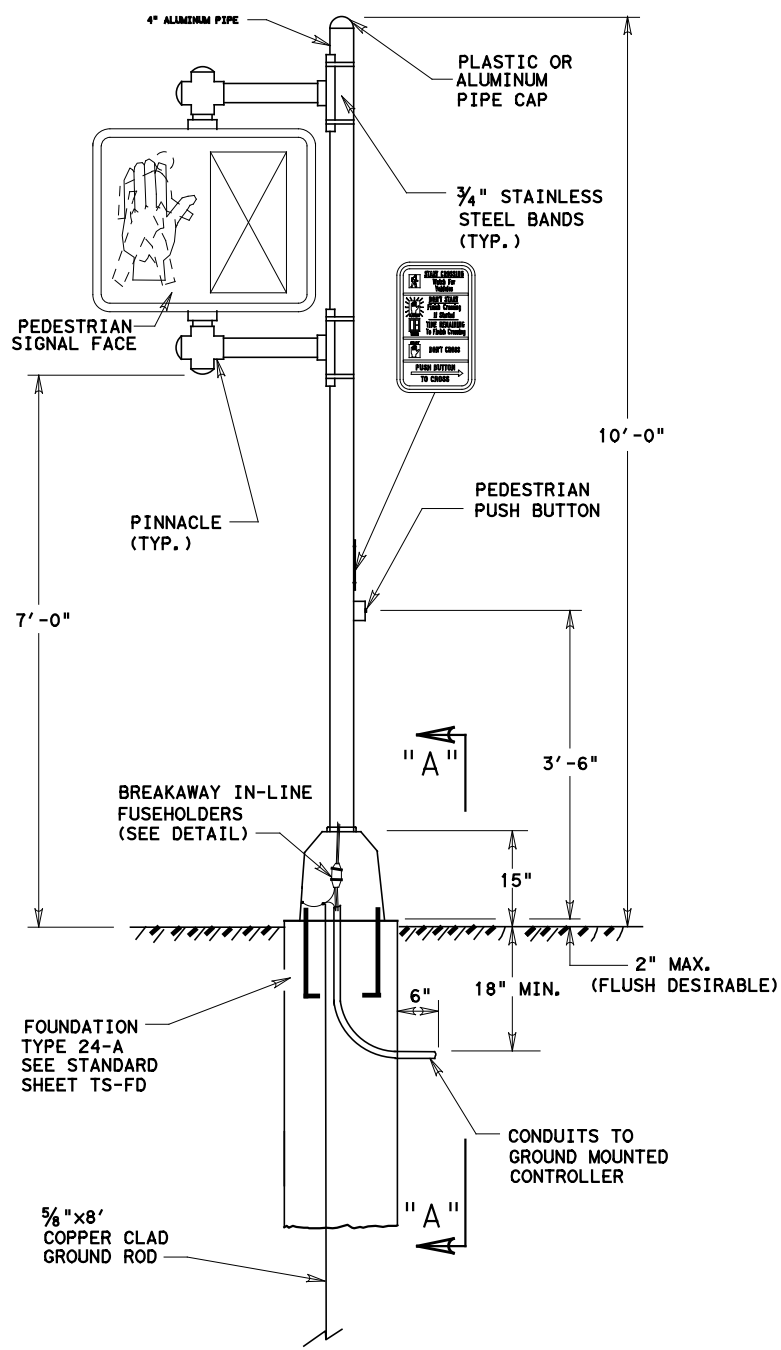


**DETAIL-PEDESTRIAN SIGNALS**

DISTRICT STANDARD PLANS  
**TEXAS DEPARTMENT OF TRANSPORTATION**  
 PHARR DISTRICT STANDARD  
**TRAFFIC SIGNAL CONSTRUCTION DETAILS**

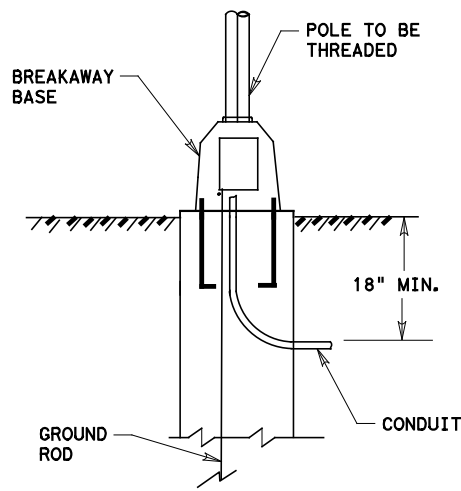
DN: OG	DRAWING	DATE	PHARR DIST. NO.	STATE	PROJECT NO.	SHEET NO.
CK DN: JSL	ORIGINAL	APR. 2010		TEXAS		40
DW: OG	REV.	MAY 2016	STATE DIST. NO.	COUNTY	CONTROL NO.	SECTION NO.
CK DW: JSL		AUG 2016	PHR	HIDALGO	0921	02

© 2020 TxDOT SHEET 2 OF 3  
 500, ETC PHARR, GONZALES, ET AL

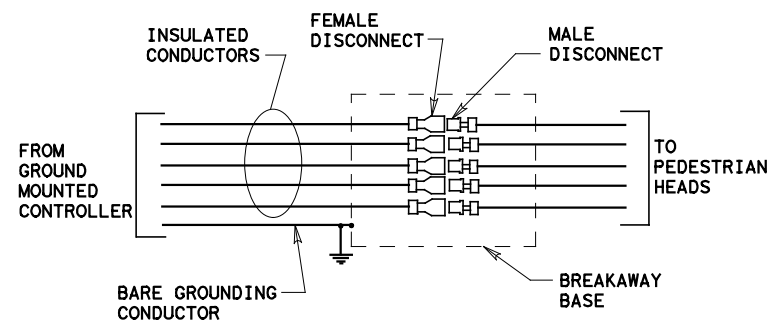


**PEDESTAL POLE DETAIL**

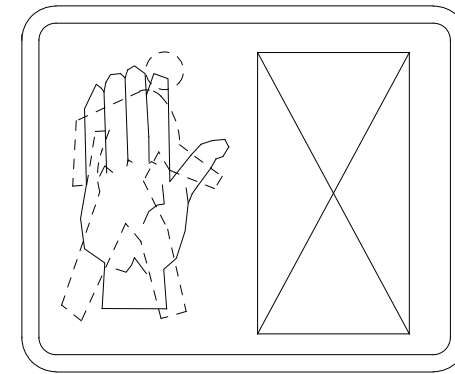
- NOTES:**
- BREAKAWAY ELECTRICAL QUICK-DISCONNECTS SHALL BE WATERTIGHT BUSSMANN HEB SERIES OR EQUAL.
  - DRILL POLE FOR WIRE ENTRY. USE BUSHING OR RUBBER GROMMET TO PROTECT CONDUCTORS.
  - POLE SHAFT SHALL BE ONE PIECE SCHEDULE 40 ALUMINUM PIPE, ASTM B429 OR B221 (ALLOY 6601-T6), DO NOT USE ALUMINUM CONDUIT.



**SECTION "A A"**



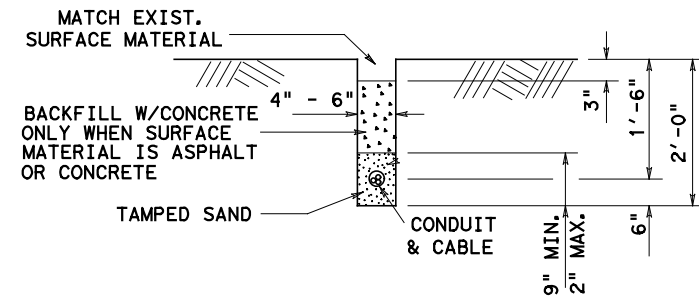
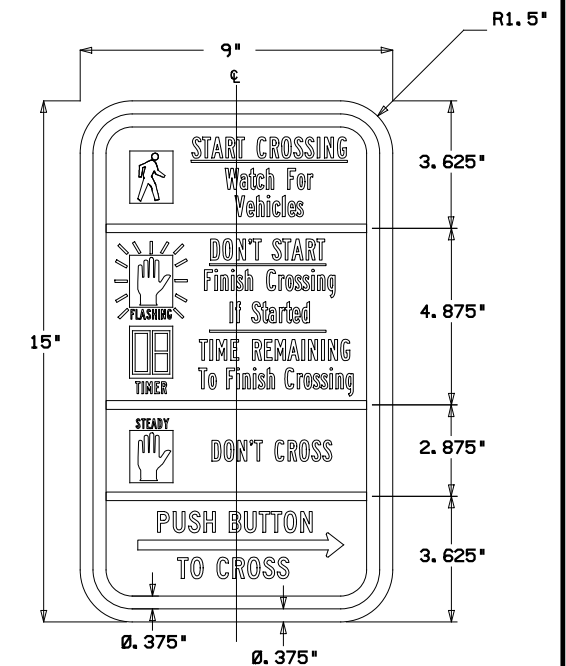
**BREAKAWAY IN-LINE FUSEHOLDERS**



**18"x16" LED PEDESTRIAN SIGNAL HEAD w/COUNTDOWN**

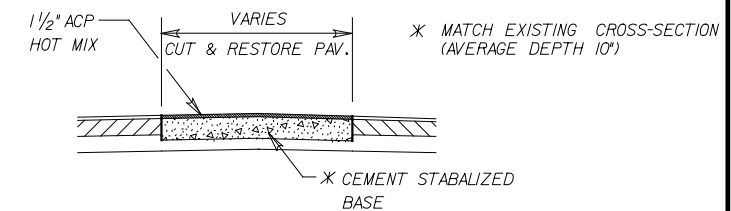
- LEGEND:**  
BLACK
- BACKGROUND:**  
WHITE (RETROREFLECTIVE)
- OB. HAND SYMBOL:**  
ORANGE (RETROREFLECTIVE) ON BLACK
- PEDESTRIAN SYMBOL:**  
WHITE (RETROREFLECTIVE) ON BLACK

**NOTE:**  
REFER TO THE STANDARD HIGHWAY SIGN DESIGNS FOR TEXAS (SHSD) FOR MORE DETAILS AND DIMENSIONS REGARDING SIGN R10-3e

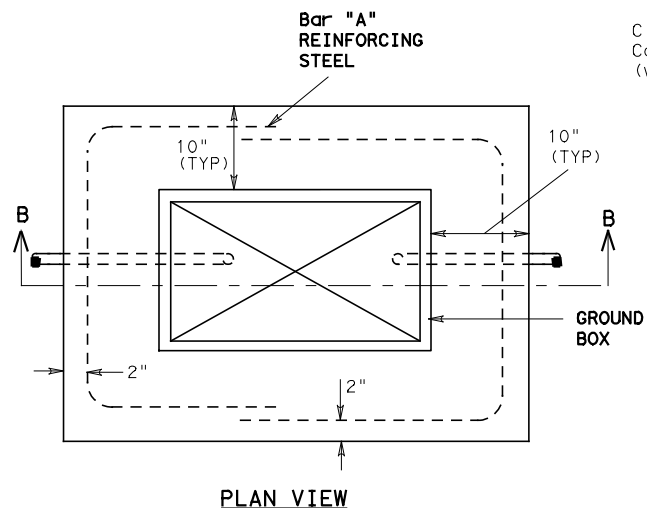


**DETAIL - TRENCH LAY CONDUIT**

**NOTE:**  
ALL TRENCHES ARE TO BE MADE ONLY PARALLEL TO THE STREET. ALL CONDUIT RUNS CROSSING THE STREET SHALL BE PUSHED AND NO CUTS MADE IN THE SURFACE.



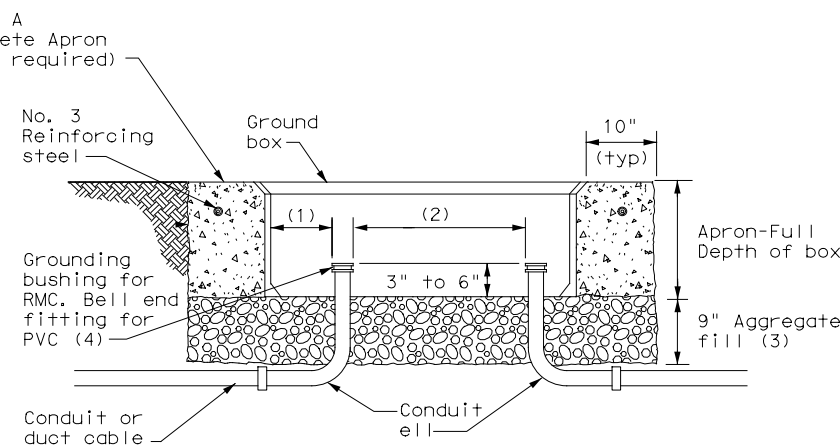
**DETAIL - CUT AND RESTORE PAVEMENT**



**PLAN VIEW**

**APRON FOR GROUND BOXES**

(Where required)

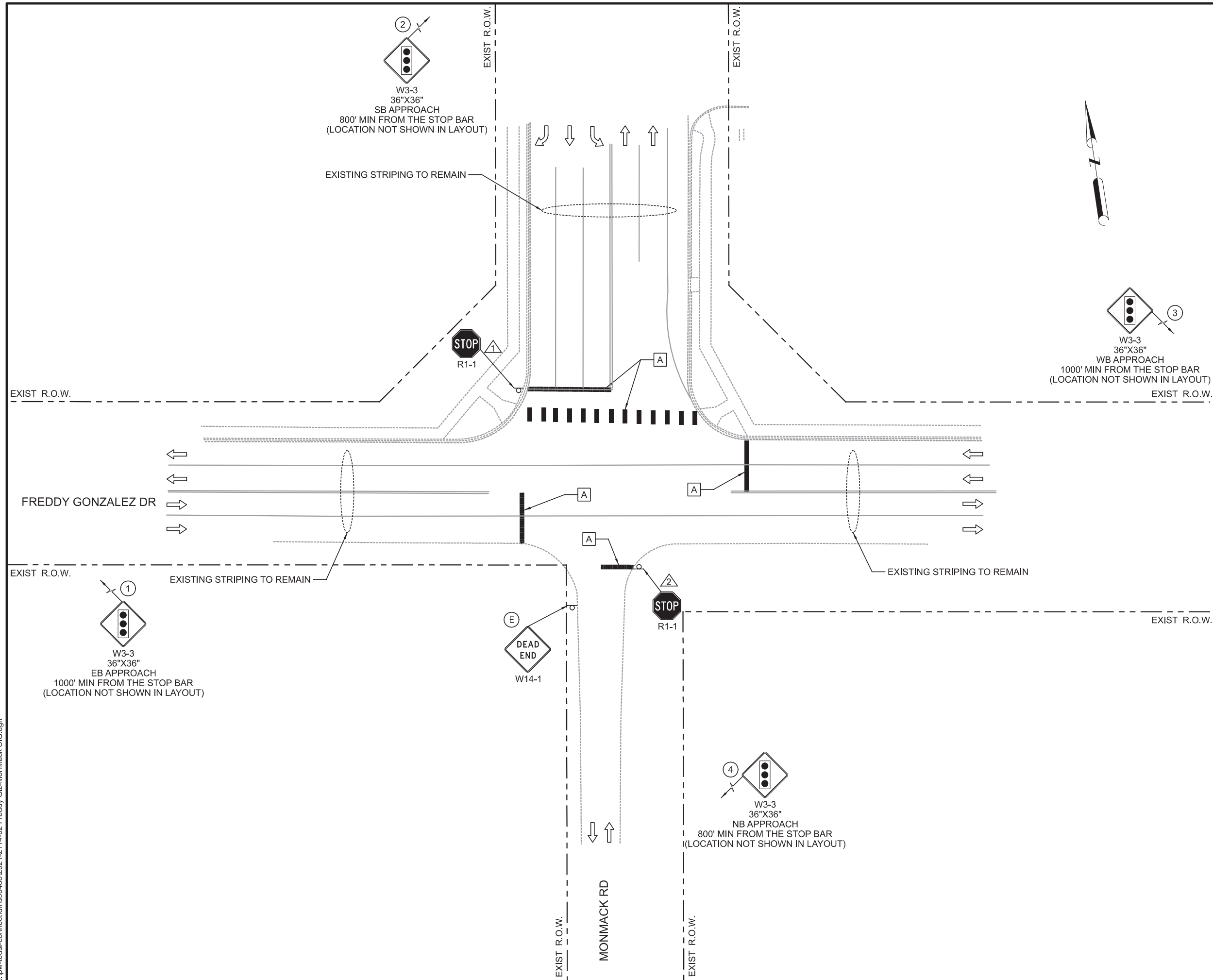


**SECTION B-B**

DISTRICT STANDARD PLANS  
**TEXAS DEPARTMENT OF TRANSPORTATION**  
 PHARR DISTRICT STANDARD  
**TRAFFIC SIGNAL CONSTRUCTION DETAILS**

© 2020 TxDOT		SHEET 3 OF 3	
DN: OG	DRAWING ORIGINAL	DATE APR. 2010	STATE TEXAS
CK DN: JSL	REV. JUL. 2015	MAY 2016	
DW: OG	REV. AUG 2018	APR 2017	
CK DW: JSL	STATE DIST. NO. PHR	COUNTY HIDALGO	CONTROL NO. 0921
	SECTION NO. 02	JOB NO. 500, ETC	DESIGNER NO. PHARR

5/23/2023  
 4:07:05 PM  
 c:\pw-teds\connect\dms96488\2021-2114-02 Freddy Glz-MonMack SIG.dgn



**SIGNING LEGEND**

- PROPOSED SMALL SIGN
- △ EXISTING SMALL SIGN TO BE REMOVED
- ⓔ EXISTING SMALL SIGN TO REMAIN

**NOTES:**

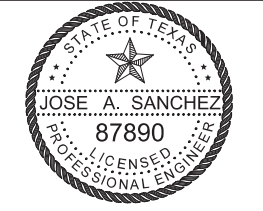
PROPOSED SMALL SIGNS SHALL BE INSTALLED USING NEW POST AND PANELS  
 REMOVAL OF EXISTING SIGNS SHALL INCLUDE POST AND PANEL. THE FOUNDATION SHALL BE REMOVED TO 2FT BELOW FINISHED GRADE.

**PAVEMENT MARKINGS LEGEND**

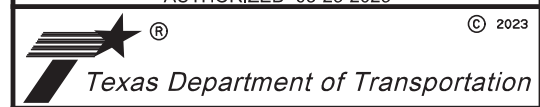
- ⓐ PREFAB PAV MRK TY C (W)(24")(SLD)
- ← DIRECTION OF TRAFFIC FLOW



NO.	DATE	REVISION	APP.



AUTHORIZED 05-23-2023



**FREDDY GONZALEZ DR AT MONMACK RD**

**SIGNING AND PAVEMENT MARKINGS**

SCALE 1" = 40'      0 10 20 30 40      SHEET 01 OF 01

FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.		SHEET NO.
			42
STATE	DIST.	COUNTY	
TEXAS	PHR	HIDALGO	
CONT.	SECT.	JOB	HIGHWAY NO.
0921	02	500,ETC	FREDDY GONZALEZ DR,ETC

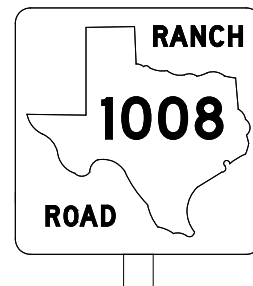
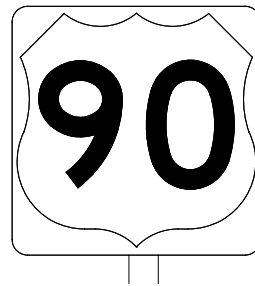


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DATE: 5/23/2023 4:07:08 PM  
 FILE: c:\pw-feds\connect\dms96488\2021-2114-02\Freddy\_GLZ-MonMack.SIG.dgn

## REQUIREMENTS FOR INDEPENDENT MOUNTED ROUTE SIGNS

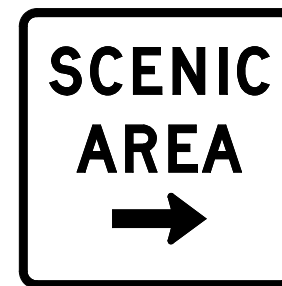
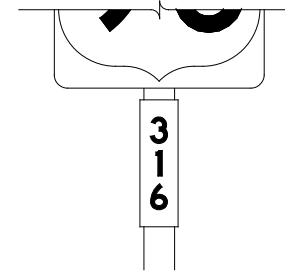
SHEETING REQUIREMENTS		
USAGE	COLOR	SIGN FACE MATERIAL
BACKGROUND	WHITE	TYPE A SHEETING
BACKGROUND	ALL OTHERS	TYPE B OR C SHEETING
LEGEND & BORDERS	WHITE	TYPE A SHEETING
LEGEND & BORDERS	BLACK	ACRYLIC NON-REFLECTIVE FILM
LEGEND & BORDERS	ALL OTHERS	TYPE B or C SHEETING



TYPICAL EXAMPLES

## REQUIREMENTS FOR BLUE, BROWN & GREEN D AND I SERIES GUIDE SIGNS

SHEETING REQUIREMENTS		
USAGE	COLOR	SIGN FACE MATERIAL
BACKGROUND	ALL	TYPE B OR C SHEETING
LEGEND & BORDERS	WHITE	TYPE D SHEETING
LEGEND, SYMBOLS & BORDERS	ALL OTHERS	TYPE B OR C SHEETING



TYPICAL EXAMPLES

## GENERAL NOTES

- Signs to be furnished shall be as detailed elsewhere in the plans and/or as shown on sign tabulation sheet. Standard sign designs and arrow dimensions can be found in the "Standard Highway Sign Designs for Texas" (SHSD).
- White legend shall use the Clearview Alphabet. The following Clearview fonts shall be used to replace the existing white Federal Highway Administration (FHWA) Standard Highway Alphabets, when not specified in the SHSD, or in the plans.

B	CV-1W
C	CV-2W
D	CV-3W
E	CV-4W
Emod	CV-5WR
F	CV-6W

- Route sign legend (ie. IH, US, SH and FM shields) shall use the Federal Highway Administration (FHWA) Standard Highway Alphabets B, C, D, E, Emod or F).
- Lateral spacing between letters and numerals shall conform with the SHSD, and any approved changes thereto. Lateral spacing of legend shall provide a balanced appearance when spacing is not shown.
- Independent mounted route sign with white or colored legend and borders shall be applied by screening process with transparent color ink, transparent colored overlay film to white background sheeting or cut-out white sheeting to colored background sheeting, or combination thereof. White legend, symbols and borders on all other signs shall be cut-out white sheeting applied to colored background sheeting.
- Information regarding borders and radii for signs is found in the "Standard Highway Sign Designs for Texas". Dimensions shown and described for borders and corner radii on parent sign are nominal. Borders may vary in width as much as 1/2 inch. Corner radii above 3 inches may vary in width as much as 1 inch. Borders and corner radii within a parent sign must be of matching widths. The sign area outside the corner radius should be trimmed or rounded.
- Sign substrate shall be any material that meets the Departmental Material Specification requirements of DMS-7110 or approved alternative.
- Mounting details of roadside signs are shown in the "SMD series" Standard Plan Sheets.

DEPARTMENTAL MATERIAL SPECIFICATIONS	
ALUMINUM SIGN BLANKS	DMS-7110
SIGN FACE MATERIALS	DMS-8300

ALUMINUM SIGN BLANKS THICKNESS	
Square Feet	Minimum Thickness
Less than 7.5	0.080
7.5 to 15	0.100
Greater than 15	0.125

The Standard Highway Sign Designs for Texas (SHSD) can be found at the following website.

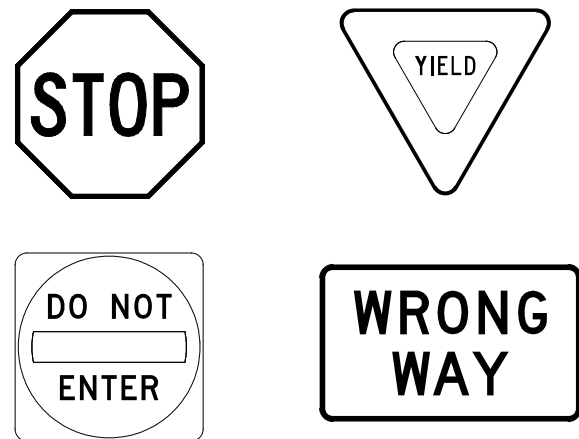
<http://www.txdot.gov/>

<span style="font-size: small; vertical-align: middle;">Texas Department of Transportation</span>		<b>Traffic Operations Division Standard</b>
<h1 style="margin: 0;">TYPICAL SIGN REQUIREMENTS</h1> <h2 style="margin: 0;">TSR(3) - 13</h2>		
FILE: tsr3-13.dgn © TxDOT October 2003 12-03 7-13 9-08	DN: TxDOT CONT SECT 0921 02 DIST COUNTY PHR HIDALGO	CK: TxDOT DW: TxDOT JOB HIGHWAY 500, ETC SHEET NO. <b>43</b>

DATE: 5/23/2023 4:07:10 PM  
 FILE: c:\pw-teds\connect\dms96488\2021-2114-02\Freddy\_GLZ-MonMack\_SIG.dgn  
 DISCLAIMER: The use of this standard is governed by the "Texas Engineering Practice Act". No warranty of any kind is made by TxDOT for any purpose whatsoever. TxDOT assumes no responsibility for the conversion of this standard to other formats or for incorrect results or damages resulting from its use.

### REQUIREMENTS FOR RED BACKGROUND REGULATORY SIGNS

(STOP, YIELD, DO NOT ENTER AND WRONG WAY SIGNS)



REQUIREMENTS FOR FOUR SPECIFIC SIGNS ONLY

SHEETING REQUIREMENTS		
USAGE	COLOR	SIGN FACE MATERIAL
BACKGROUND	RED	TYPE B OR C SHEETING
BACKGROUND	WHITE	TYPE B OR C SHEETING
LEGEND & BORDERS	WHITE	TYPE B OR C SHEETING
LEGEND	RED	TYPE B OR C SHEETING

### REQUIREMENTS FOR WHITE BACKGROUND REGULATORY SIGNS

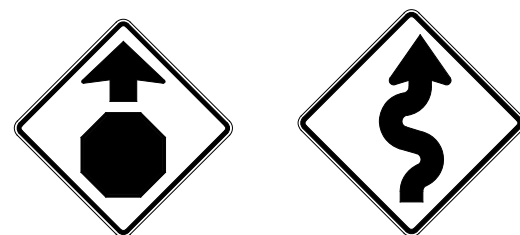
(EXCLUDING STOP, YIELD, DO NOT ENTER AND WRONG WAY SIGNS)



TYPICAL EXAMPLES

SHEETING REQUIREMENTS		
USAGE	COLOR	SIGN FACE MATERIAL
BACKGROUND	WHITE	TYPE A SHEETING
BACKGROUND	ALL OTHERS	TYPE B OR C SHEETING
LEGEND, BORDERS AND SYMBOLS	BLACK	ACRYLIC NON-REFLECTIVE FILM
LEGEND, BORDERS AND SYMBOLS	ALL OTHER	TYPE B OR C SHEETING

### REQUIREMENTS FOR WARNING SIGNS



TYPICAL EXAMPLES

SHEETING REQUIREMENTS		
USAGE	COLOR	SIGN FACE MATERIAL
BACKGROUND	FLOURESCENT YELLOW	TYPE B <sub>FL</sub> OR C <sub>FL</sub> SHEETING
LEGEND & BORDERS	BLACK	ACRYLIC NON-REFLECTIVE FILM
LEGEND & SYMBOLS	ALL OTHER	TYPE B OR C SHEETING

### REQUIREMENTS FOR SCHOOL SIGNS



TYPICAL EXAMPLES

SHEETING REQUIREMENTS		
USAGE	COLOR	SIGN FACE MATERIAL
BACKGROUND	WHITE	TYPE A SHEETING
BACKGROUND	FLOURESCENT YELLOW GREEN	TYPE B <sub>FL</sub> OR C <sub>FL</sub> SHEETING
LEGEND, BORDERS AND SYMBOLS	BLACK	ACRYLIC NON-REFLECTIVE FILM
SYMBOLS	RED	TYPE B OR C SHEETING

### GENERAL NOTES

- Signs to be furnished shall be as detailed elsewhere in the plans and/or as shown on sign tabulation sheet. Standard sign designs and arrow dimensions can be found in the "Standard Highway Sign Designs for Texas" (SHSD).
- Sign legend shall use the Federal Highway Administration (FHWA) Standard Highway Alphabets (B, C, D, E, Emod or F).
- Lateral spacing between letters and numerals shall conform with the SHSD, and any approved changes thereto. Lateral spacing of legend shall provide a balanced appearance when spacing is not shown.
- Black legend and borders shall be applied by screening process or cut-out acrylic non-reflective black film to background sheeting, or combination thereof.
- White legend and borders shall be applied by screening process with transparent colored ink, transparent colored overlay film to white background sheeting or cut-out white sheeting to colored background sheeting, or combination thereof.
- Colored legend shall be applied by screening process with transparent colored ink, transparent colored overlay film or colored sheeting to background sheeting, or combination thereof.
- Sign substrate shall be any material that meets the Departmental Material Specification requirements of DMS-7110 or approved alternative.
- Mounting details for roadside mounted signs are shown in the "SMD series" Standard Plan Sheets.

ALUMINUM SIGN BLANKS THICKNESS	
Square Feet	Minimum Thickness
Less than 7.5	0.080
7.5 to 15	0.100
Greater than 15	0.125

DEPARTMENTAL MATERIAL SPECIFICATIONS	
ALUMINUM SIGN BLANKS	DMS-7110
SIGN FACE MATERIALS	DMS-8300

The Standard Highway Sign Designs for Texas (SHSD) can be found at the following website.

<http://www.txdot.gov/>



## TYPICAL SIGN REQUIREMENTS

### TSR (4) - 13

FILE:	tsr4-13.dgn	DN:	TxDOT	CK:	TxDOT	DW:	TxDOT	CK:	TxDOT
© TxDOT	October 2003	CONT	SECT	JOB	HIGHWAY				
REVISIONS		0921	02	500, ETC	FREDDY GONZALEZ DR, ETC				
12-03	7-13	DIST	COUNTY	SHEET NO.					
9-08		PHR	HIDALGO	44					

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DATE: 5/23/2023 4:07:13 PM  
 FILE: c:\pw-teds\connect\dms96488\2021-2114-02\Freddy\_GlZ-MonMack\_SIG.dgn

### SIGN SUPPORT DESCRIPTIVE CODES

(Descriptive Codes correspond to project estimate and quantities sheets)

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

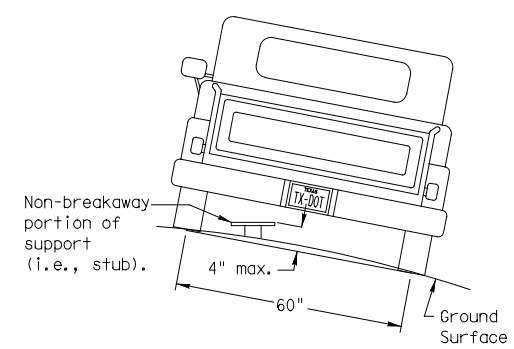
Post Type \_\_\_\_\_  
 FRP = Fiberglass Reinforced Plastic Pipe (see SMD (FRP))  
 TWT = Thin-Walled Tubing (see SMD (TWT))  
 10BWG = 10 BWG Tubing (see SMD (SLIP-1) to (SLIP-3))  
 S80 = Schedule 80 Pipe (see SMD (SLIP-1) to (SLIP-3))

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))

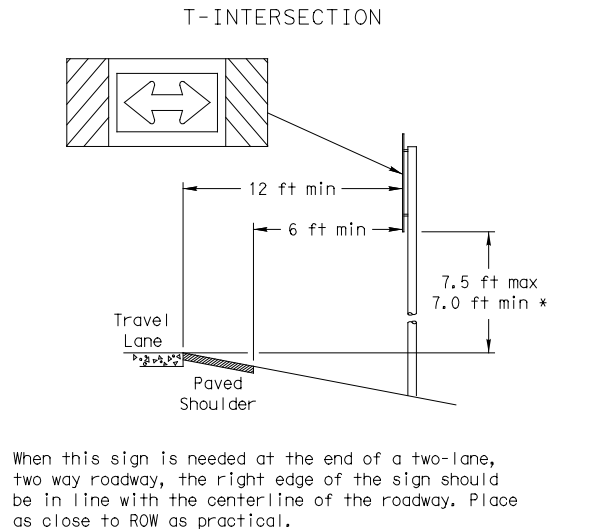
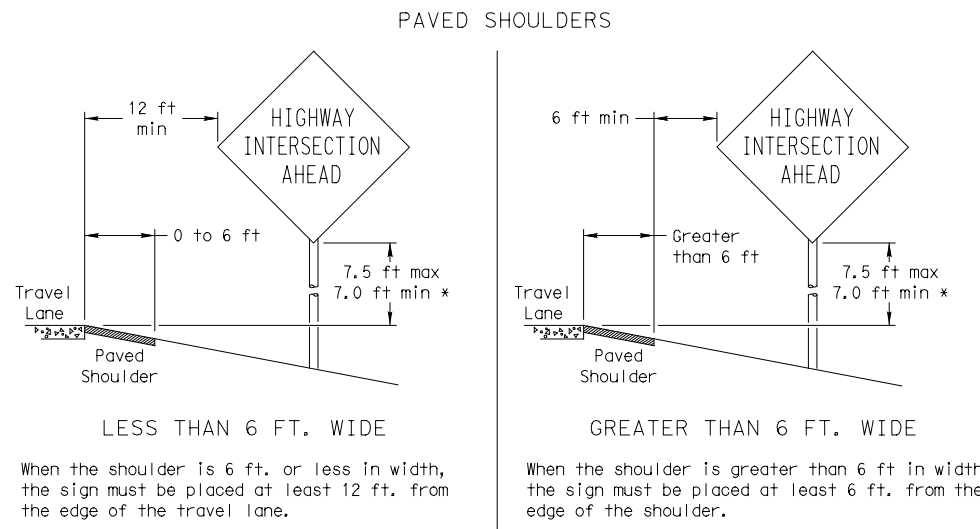
Sign Mounting Designation  
 P = Prefab. "Plain" (see SMD (SLIP-1) to (SLIP-3), (TWT), (FRP))  
 T = Prefab. "T" (see SMD (SLIP-1) to (SLIP-3), (TWT))  
 U = Prefab. "U" (see SMD (SLIP-1) to (SLIP-3))  
 IF REQUIRED  
 1EXT or 2EXT = Number of Extensions (see SMD (SLIP-1) to (SLIP-3), (TWT))  
 BM = 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

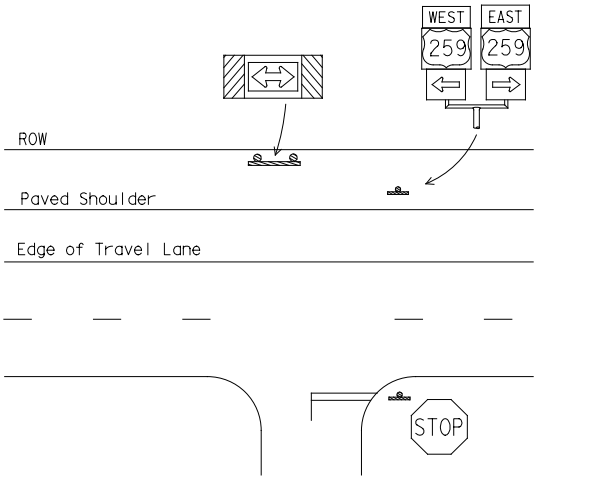
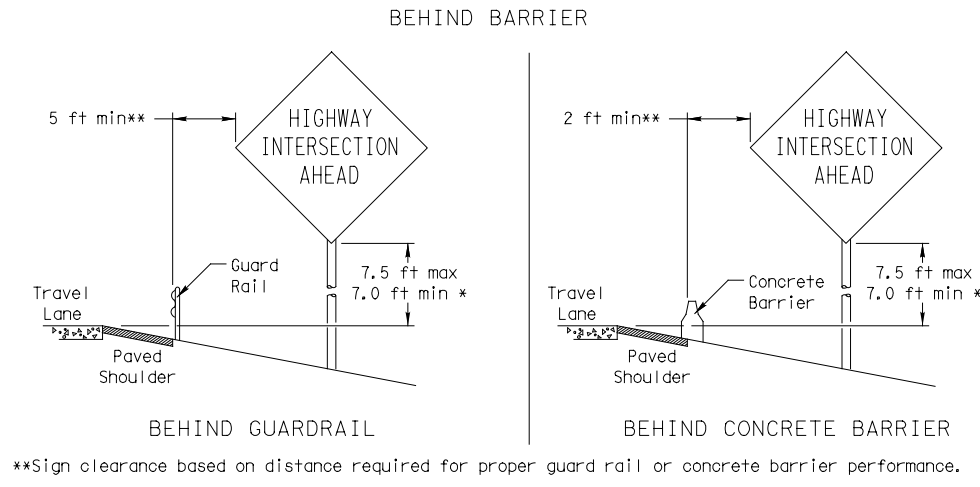
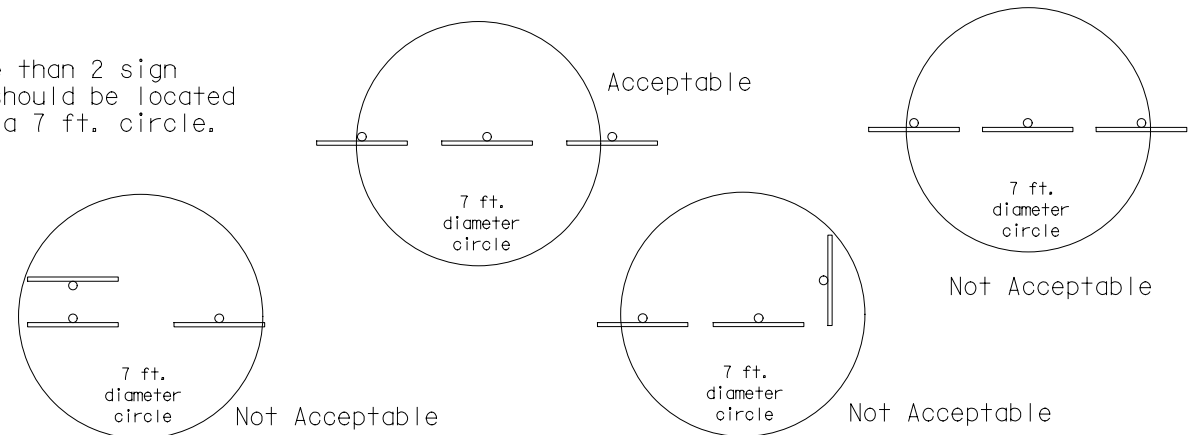


To avoid vehicle undercarriage snagging, any substantial remains of a breakaway support, when it is broken away, should not project more than 4 inches above a 60-inch chord (i.e., typical space between wheel paths).

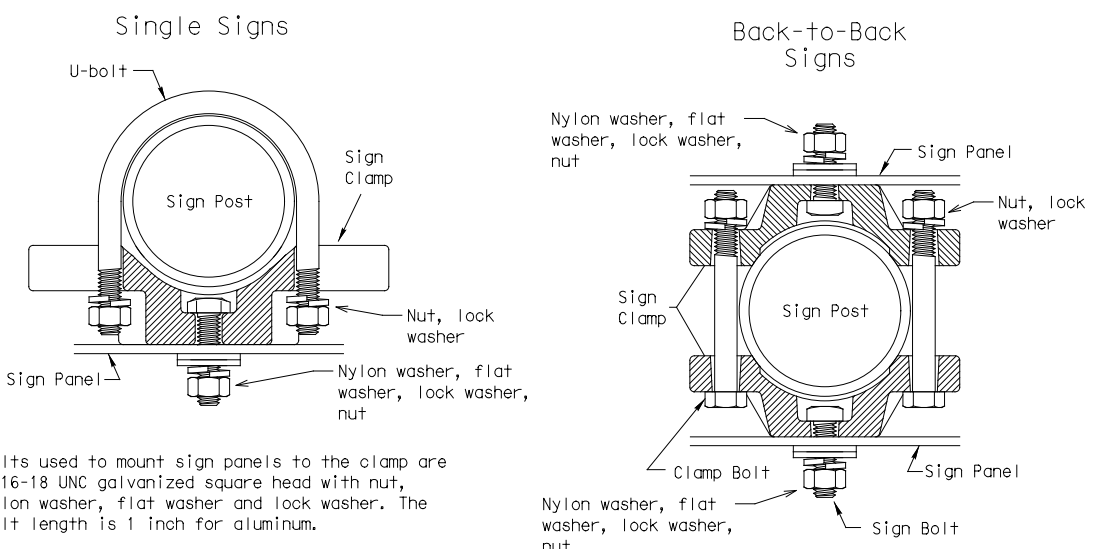
### SIGN LOCATION



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



### TYPICAL SIGN ATTACHMENT DETAIL



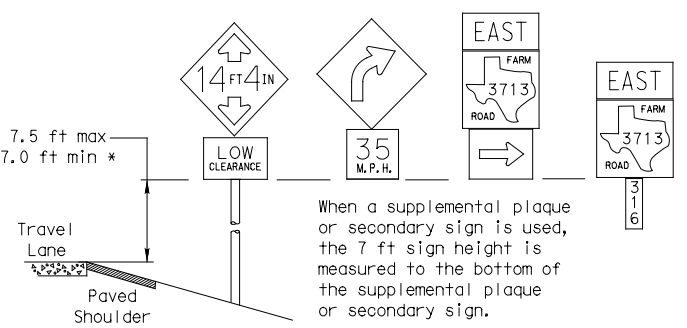
Bolts used to mount sign panels to the clamp are 5/16-18 UNC galvanized square head with nut, nylon washer, flat washer and lock washer. The bolt length is 1 inch for aluminum.

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

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

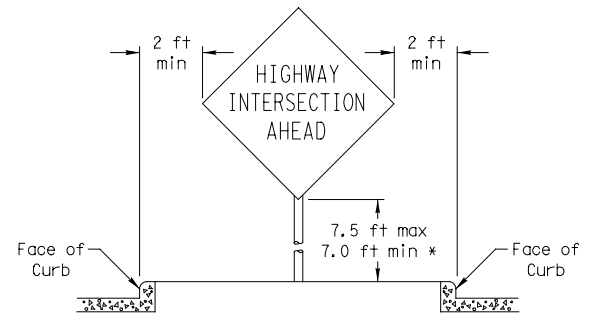
Pipe Diameter	Approximate Bolt Length	
	Specific Clamp	Universal Clamp
2" nominal	3"	3 or 3 1/2"
2 1/2" nominal	3 or 3 1/2"	3 1/2 or 4"
3" nominal	3 1/2 or 4"	4 1/2"

### SIGNS WITH PLAQUES



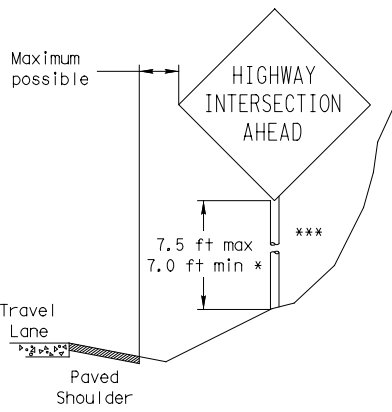
When a supplemental plaque or secondary sign is used, the 7 ft sign height is measured to the bottom of the supplemental plaque or secondary sign.

### CURB & GUTTER OR RAISED ISLAND



### RESTRICTED RIGHT-OF-WAY

(When 6 ft min. is not possible.)



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

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

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

\* 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>



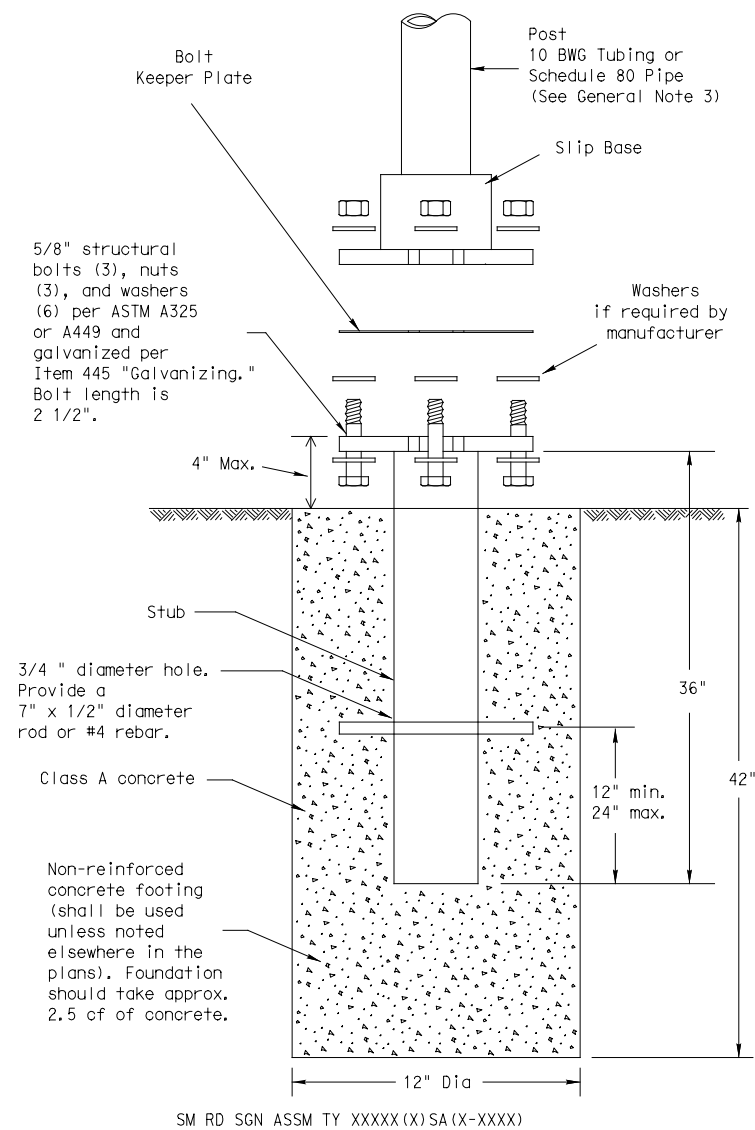
## SIGN MOUNTING DETAILS SMALL ROADSIDE SIGNS GENERAL NOTES & DETAILS SMD (GEN) -08

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9-08	REVISIONS	CONT	SECT	JOB	HIGHWAY
		0921	02	500, ETC	FREDDY GONZALEZ DR, ETC
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## TRIANGULAR SLIPBASE INSTALLATION GENERAL REQUIREMENTS



### 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](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:

- 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.
- 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
- 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>
- Sign supports shall not be spliced except where shown. Sign support posts shall not be spliced.

### ASSEMBLY PROCEDURE

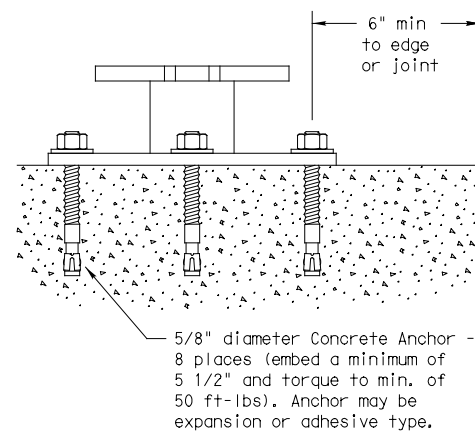
#### Foundation

- 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.
- 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.
- 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.
- Plumb the stub. Allow a minimum of 4 days to set, unless otherwise directed by the Engineer.
- The triangular slipbase system is multidirectional and is designed to release when struck from any direction.

#### Support

- 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.
- 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



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, "Epoxyes 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.

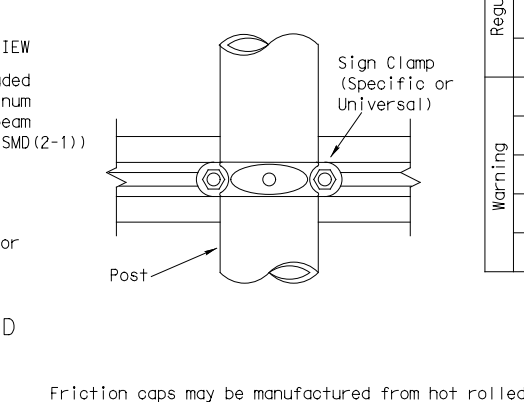
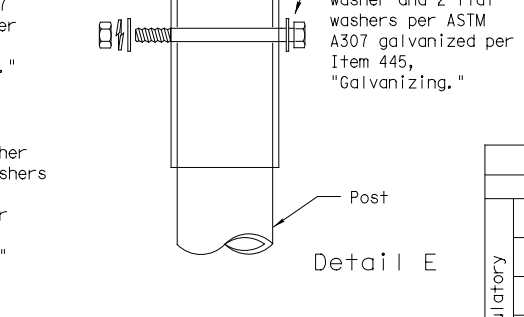
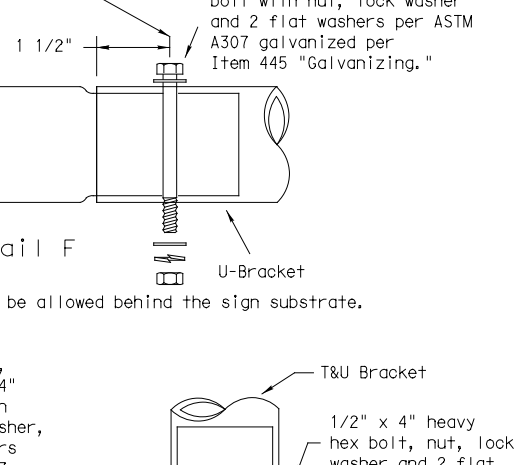
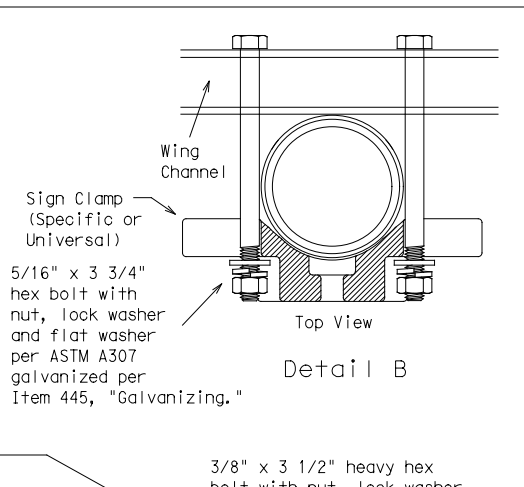
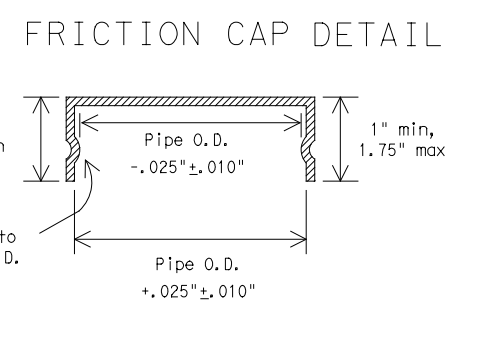
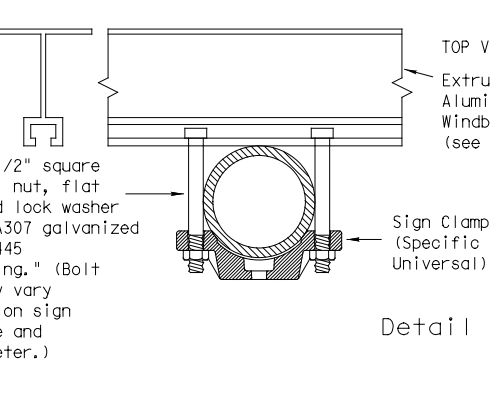
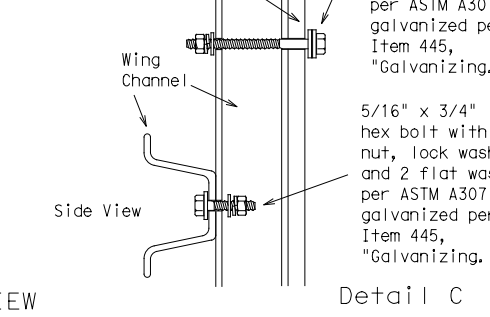
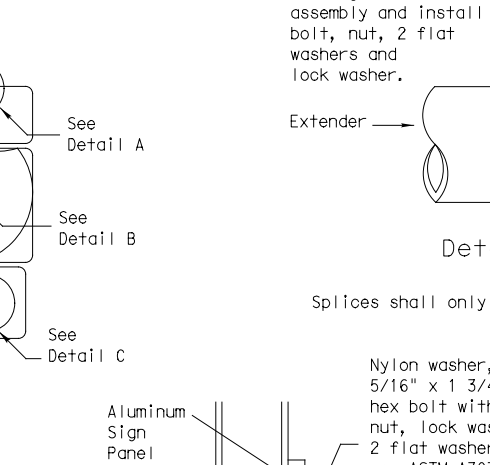
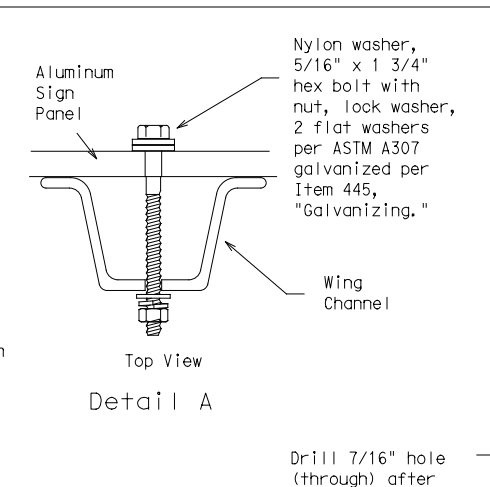
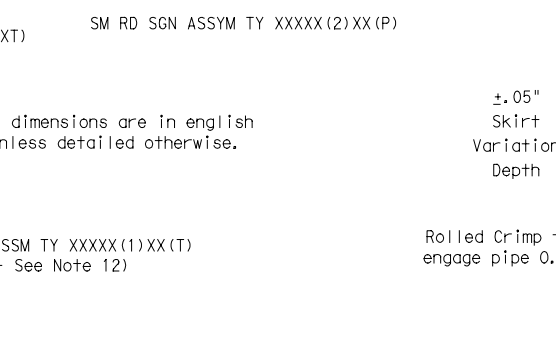
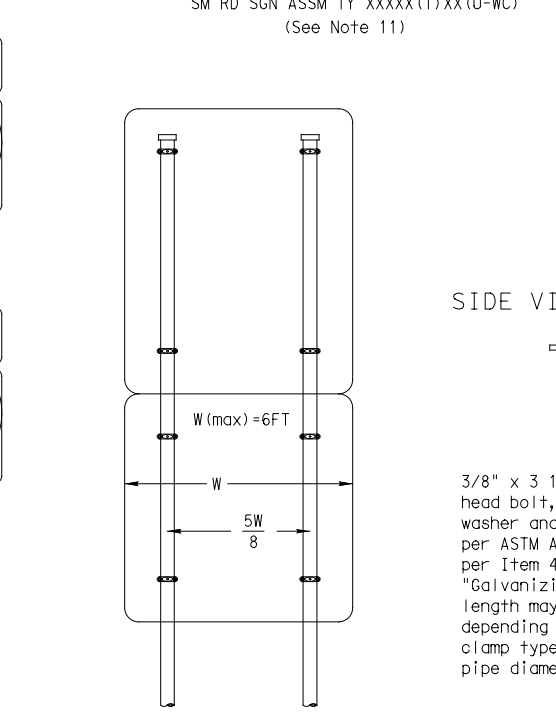
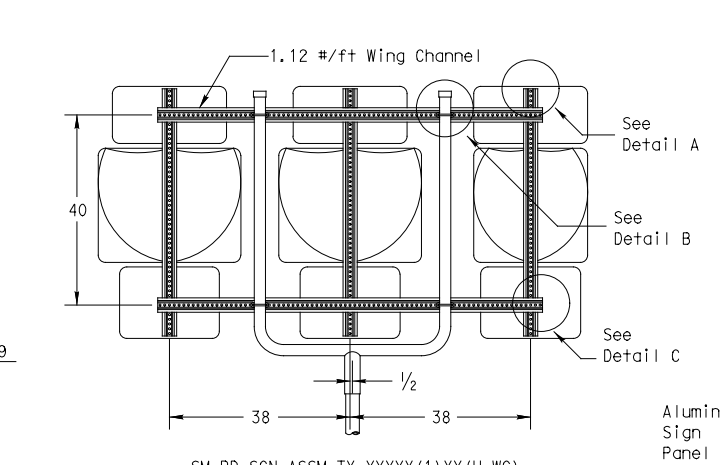
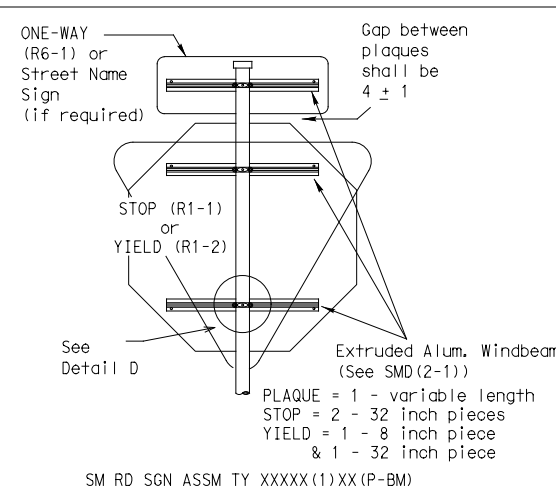
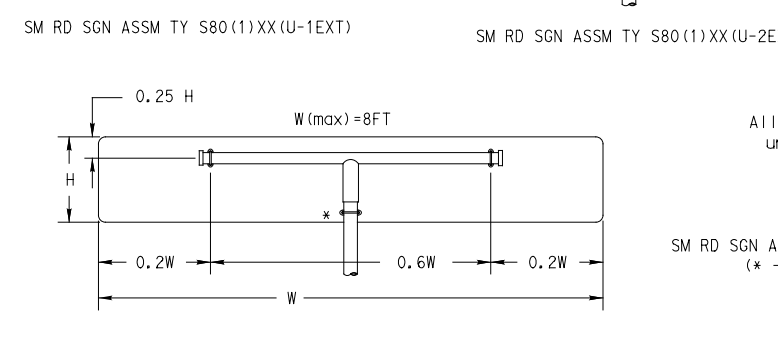
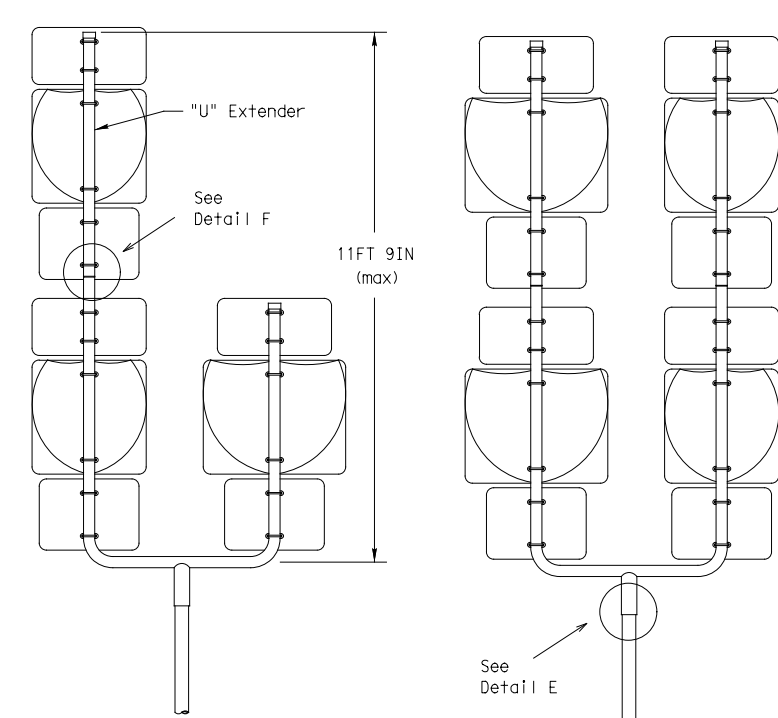
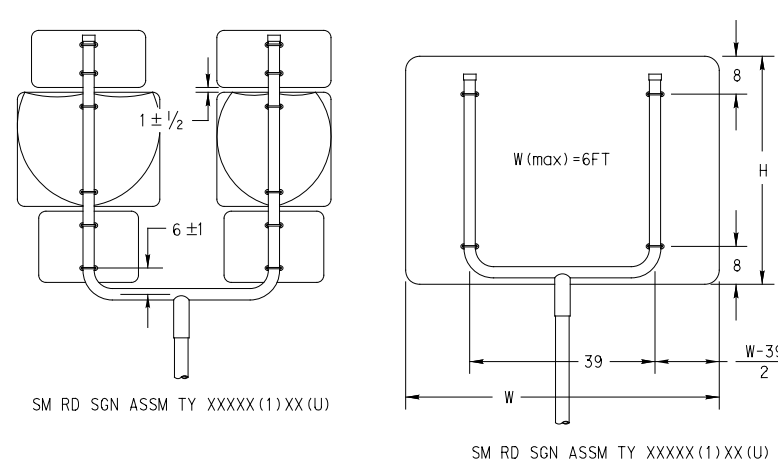
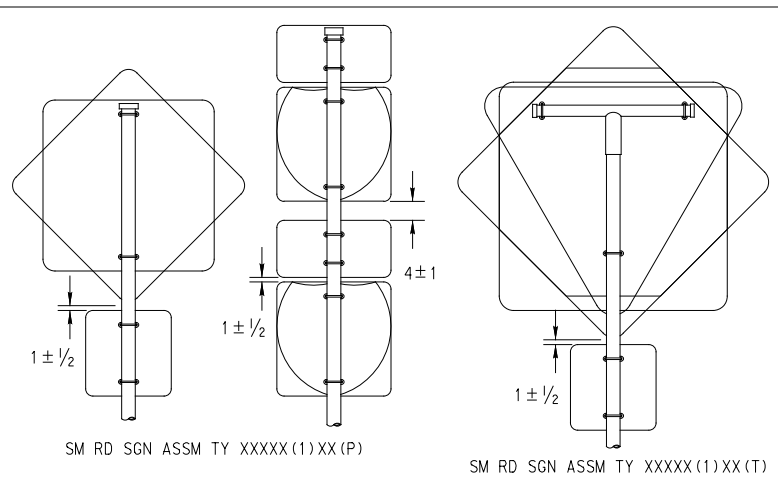


## SIGN MOUNTING DETAILS SMALL ROADSIDE SIGNS TRIANGULAR SLIPBASE SYSTEM SMD(SLIP-1)-08

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		DIST	COUNTY		SHEET NO.
		PHR	HIDALGO		46

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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:
- SIGN SUPPORT # OF POSTS MAX. SIGN AREA
  - 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.
  - Sign supports shall not be spliced except where shown. Sign support posts shall not be spliced.
  - 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.
  - Signs that require specific supports due to reasons in addition to windloading are indicated on the "REQUIRED SUPPORT" table on this sheet.
  - 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.
  - 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.
  - Wing channel shall meet ASTM A 1011 SS Gr 50 and be galvanized per ASTM A 123.
  - 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."
  - Additional route markers may be added vertically, provided the total sign area does not exceed the maximum allowable amount per Note 1.
  - 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.
  - Post open ends shall be fitted with Friction Caps.
  - Sign blanks shall be the sizes and shapes shown on the plans.

REQUIRED SUPPORT	
SIGN DESCRIPTION	SUPPORT
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)
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

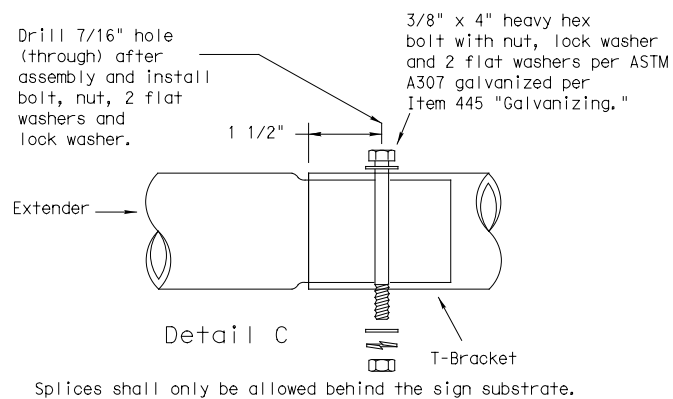
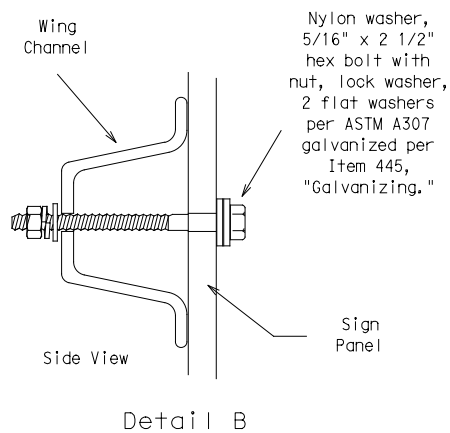
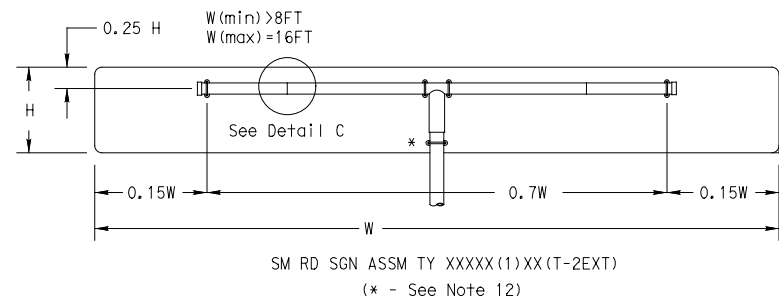
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		CONT	SECT	JOB	HIGHWAY
		0921	02	500, ETC	FREDDY GONZALEZ DR, ETC
		DIST	COUNTY		SHEET NO.
		PHR	HIDALGO		47

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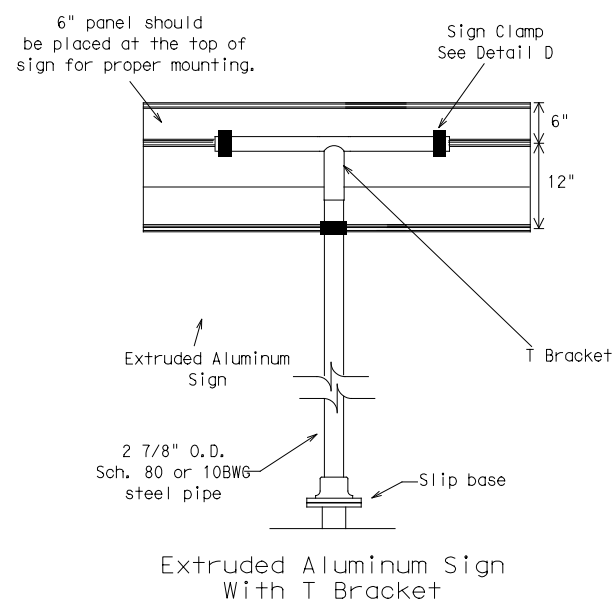
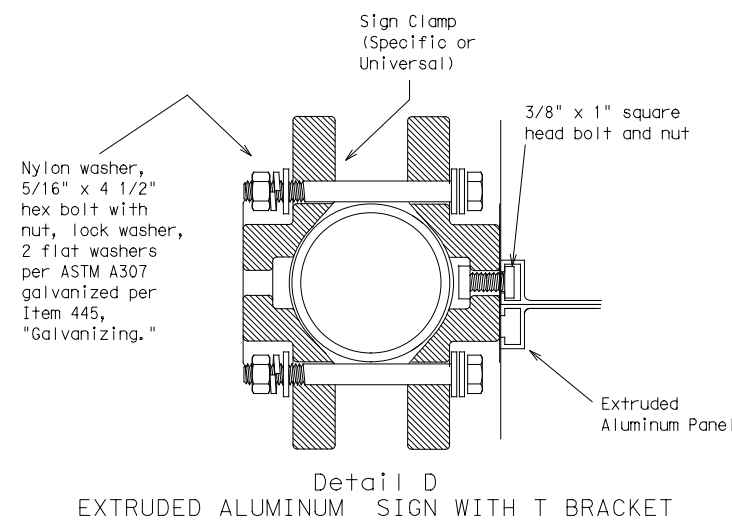
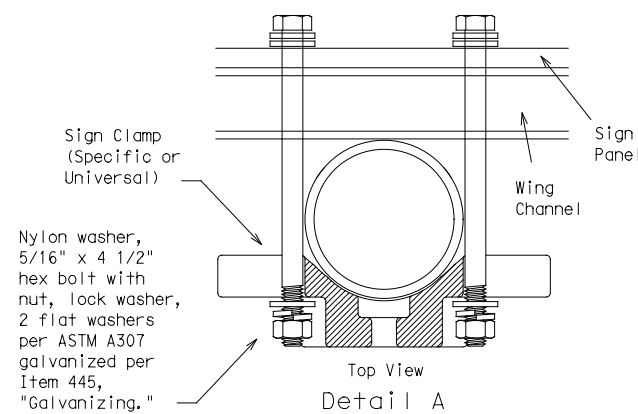
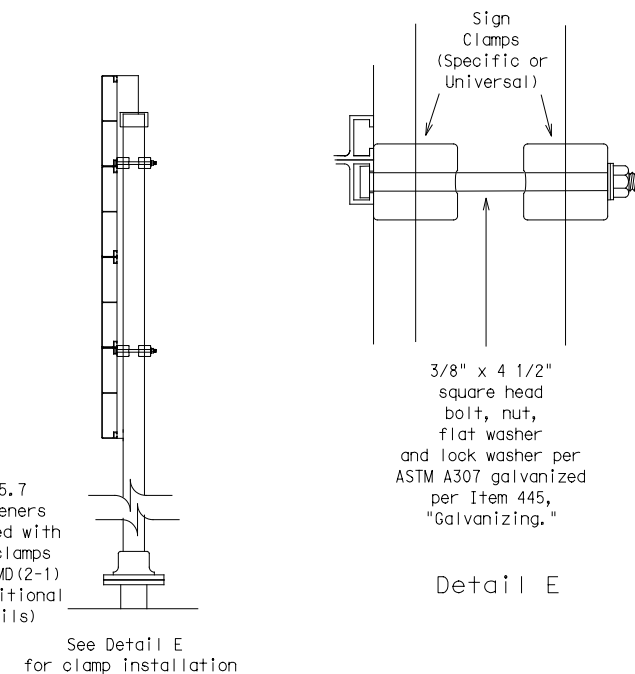
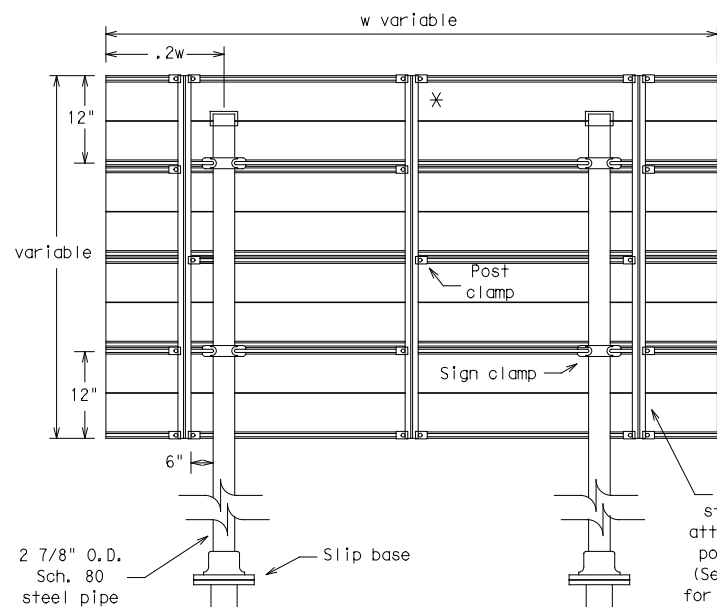
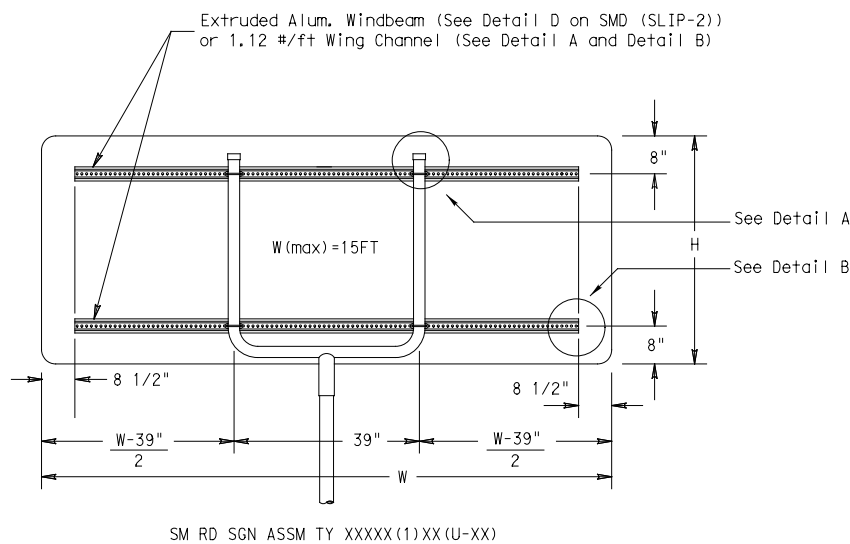
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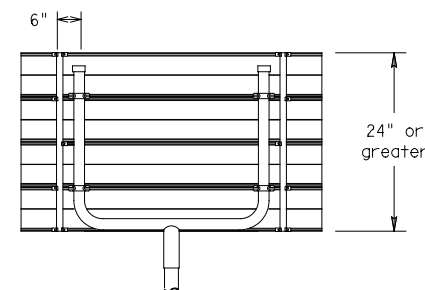


GENERAL NOTES:

- | 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          |
- 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.
- Sign supports shall not be spliced except where shown. Sign support posts shall not be spliced.
- 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.
- Signs that require specific supports due to reasons in addition to windloading are indicated on the "REQUIRED SUPPORT" table on this sheet.
- 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.
- 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.
- Wing channel shall meet ASTM A 1011 SS Gr 50 and be galvanized per ASTM A 123.
- 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."
- Sign blanks shall be the sizes and shapes shown on the plans.
- 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.
- 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)	
Warning	48x60-inch signs	TY S80(1)XX(T)	
	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)	



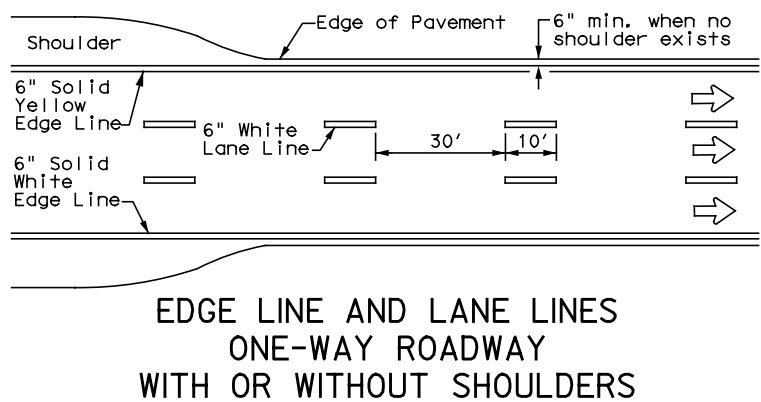
Use Extruded Alum. Windbeam as stiffeners  
 See SMD (2-1) for additional details  
 See Detail E for clamp installation



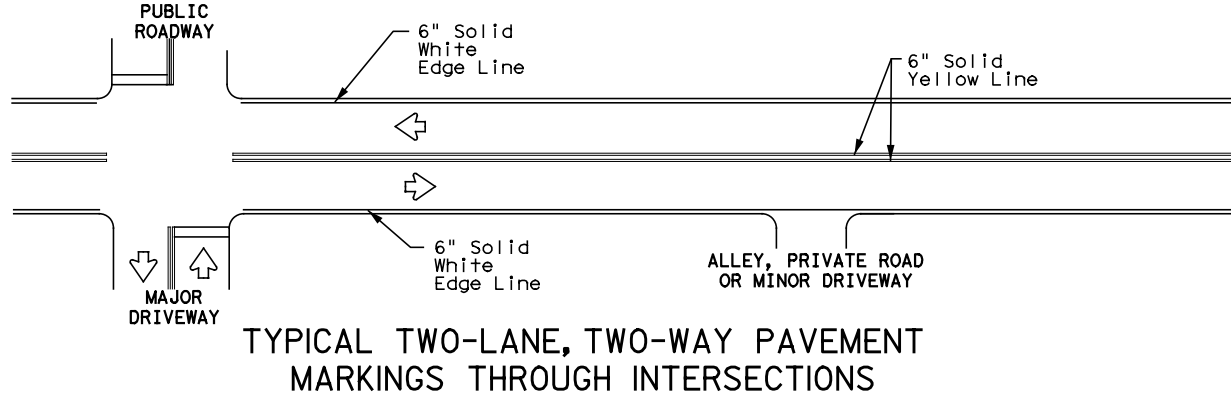
SIGN MOUNTING DETAILS  
 SMALL ROADSIDE SIGNS  
 TRIANGULAR SLIPBASE SYSTEM  
 SMD(SLIP-3)-08

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		0921	02	500, ETC	FREDDY GONZALEZ DR, ETC
		DIST	COUNTY		SHEET NO.
		PHR	HIDALGO		48

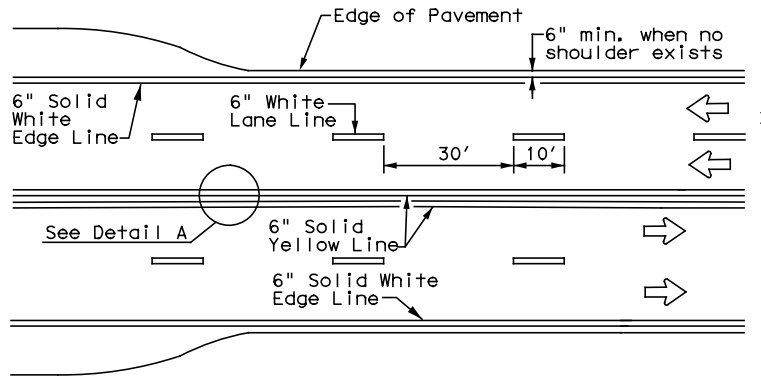
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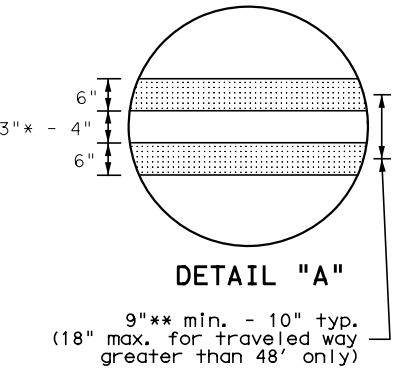
**EDGE LINE AND LANE LINES  
ONE-WAY ROADWAY  
WITH OR WITHOUT SHOULDERS**



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

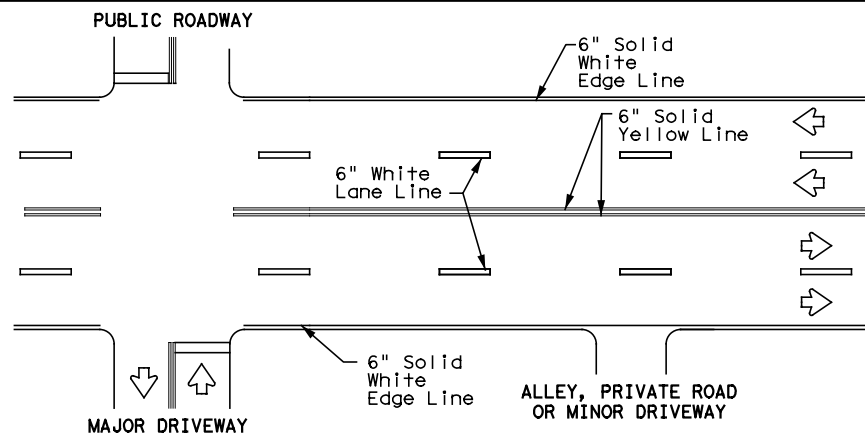


**CENTERLINE AND LANE LINES  
FOUR LANE TWO-WAY ROADWAY  
WITH OR WITHOUT SHOULDERS**

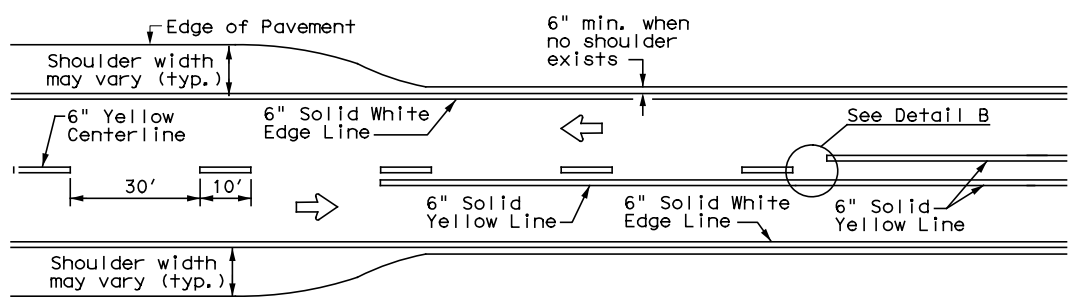


**DETAIL "A"**  
 9" \*\* min. - 10" typ.  
 (18" max. for traveled way greater than 48' only)

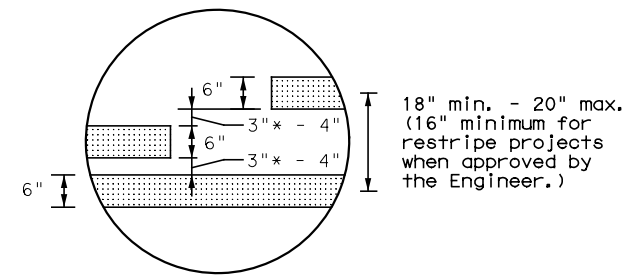
\* 2" minimum for restripe projects when approved by the Engineer.  
 \*\* 8" minimum for restripe projects when approved by the Engineer.



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

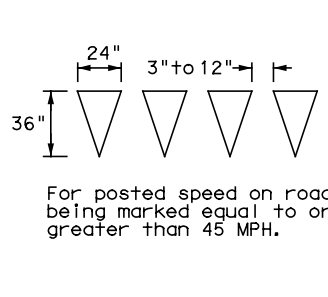


**TWO LANE TWO-WAY ROADWAY  
WITH OR WITHOUT SHOULDERS**

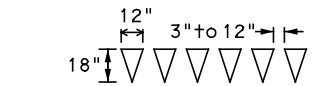


**DETAIL "B"**  
 16" min. - 20" max.  
 (16" minimum for restripe projects when approved by the Engineer.)

\* 2" minimum for restripe projects when approved by the Engineer.



**YIELD LINES**



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

**NOTES**

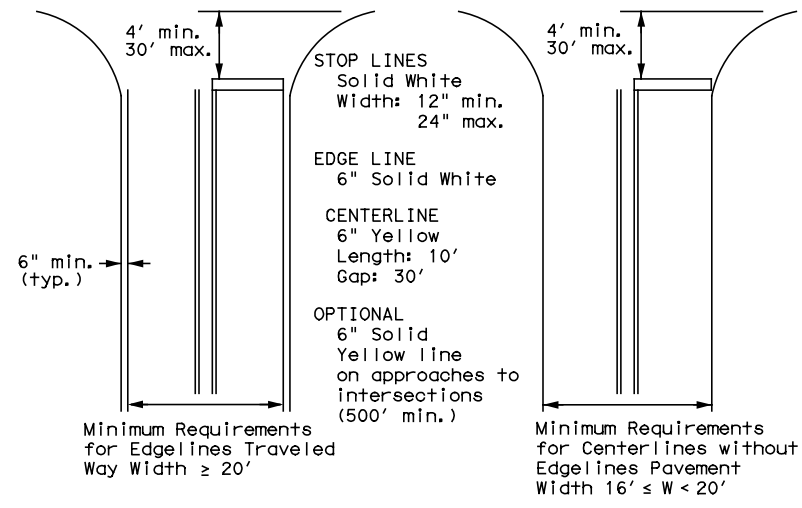
- Where divided highways are separated by median widths at the median opening itself of 30 feet or more, median openings shall be signed as two separate intersections. Each median opening has two width measurements, with one measurement for each approach. The narrow median width will be the controlling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

**GENERAL NOTES**

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

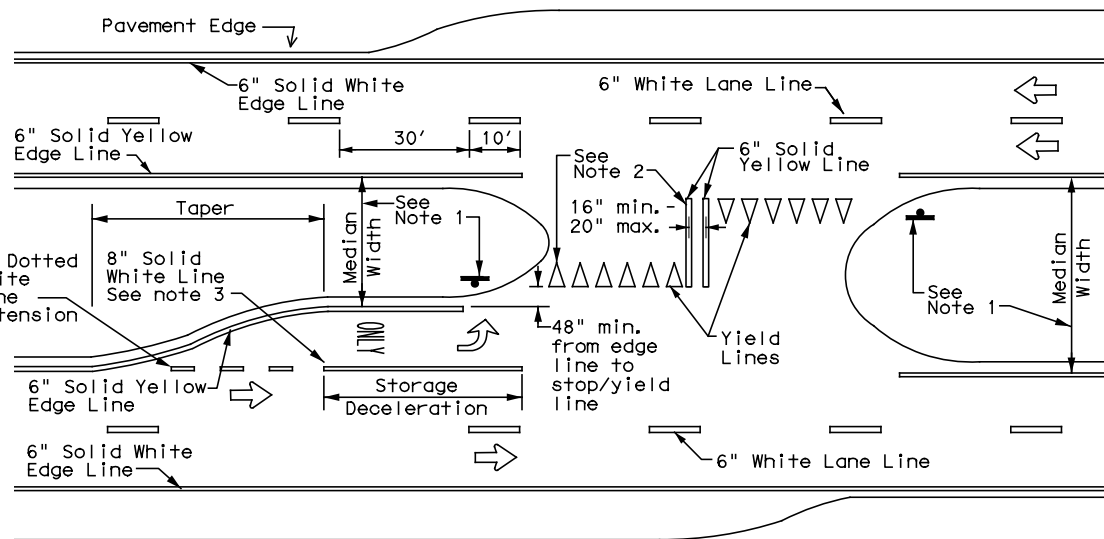
MATERIAL SPECIFICATIONS	
PAVEMENT MARKERS (REFLECTORIZED)	DMS-4200
EPOXY AND ADHESIVES	DMS-6100
BITUMINOUS ADHESIVE FOR PAVEMENT MARKERS	DMS-6130
TRAFFIC PAINT	DMS-8200
HOT APPLIED THERMOPLASTIC	DMS-8220
PERMANENT PREFABRICATED PAVEMENT MARKINGS	DMS-8240

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



NOTE: Traveled way is exclusive of shoulder widths. Refer to General Note 2 for additional details.

**GUIDE FOR PLACEMENT OF STOP LINES,  
EDGE LINE & CENTERLINE**  
 Based on Traveled Way and Pavement Widths for Undivided Roadways



**FOUR LANE DIVIDED ROADWAY CROSSOVERS**

Texas Department of Transportation  
 Traffic Safety Division Standard

**TYPICAL STANDARD  
PAVEMENT MARKINGS**

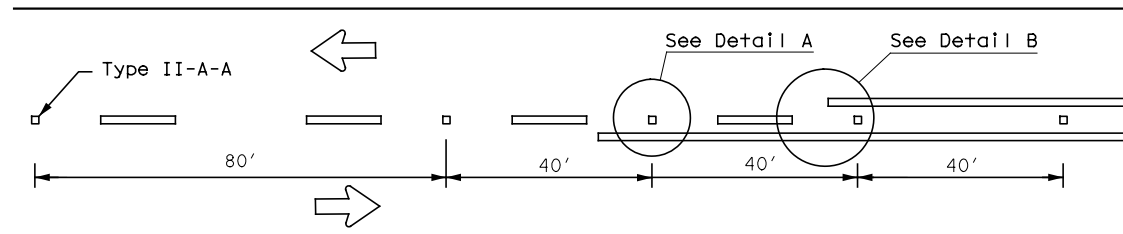
**PM(1)-22**

FILE: pm1-22.dgn	DN:	CK:	DW:	CK:
© TxDOT December 2022	CONT	SECT	JOB	HIGHWAY
REVISIONS	0921	02	500, ETC	FREDDY GONZALEZ DR, ETC
11-78 8-00 6-20	DIST	COUNTY	SHEET NO.	
8-95 3-03 12-22	PHR	HIDALGO	49	
5-00 2-12				

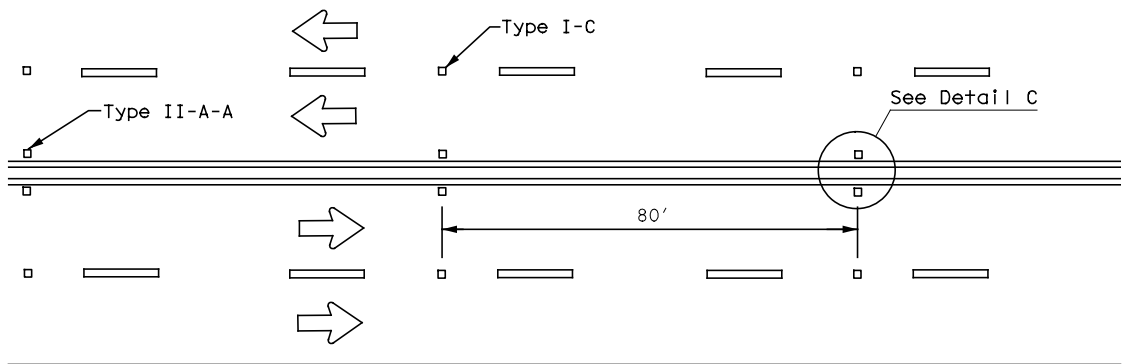
22A

# REFLECTIVE RAISED PAVEMENT MARKERS FOR VEHICLE POSITIONING GUIDANCE

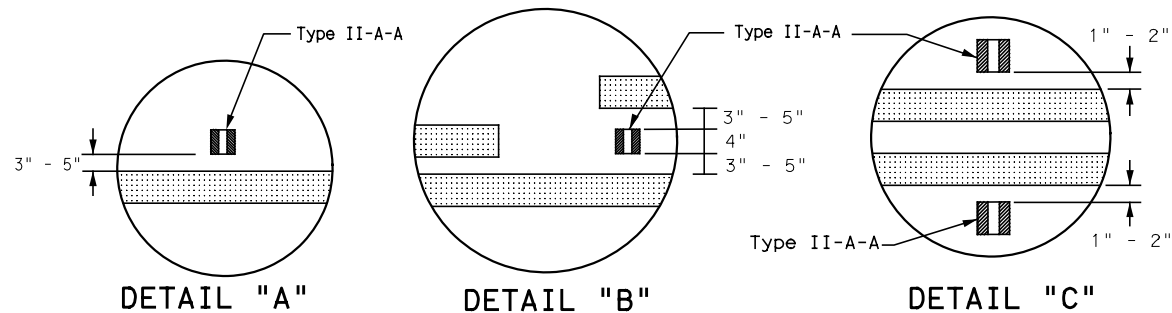
DISCLAIMER: The use of this standard is governed by the "Texas Engineering Practice Act". No warranty of any kind is made by TxDOT for any purpose whatsoever. TxDOT assumes no responsibility for the conversion of this standard to other formats or for incorrect results or damages resulting from its use.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



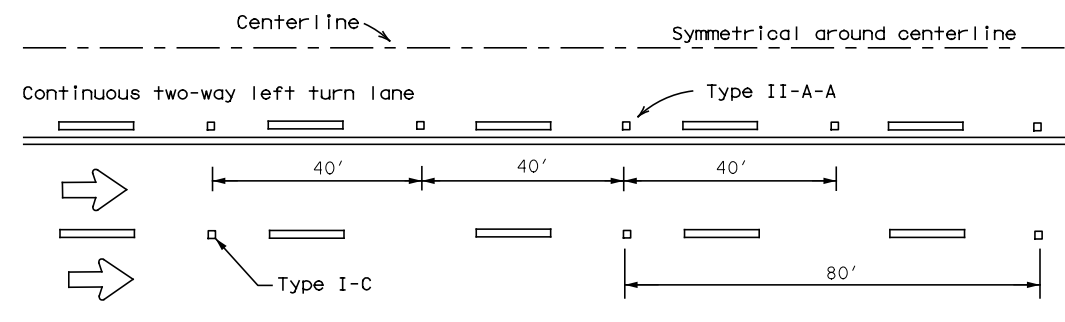
CENTERLINE & LANE LINES  
FOR FOUR LANE TWO-WAY ROADWAYS



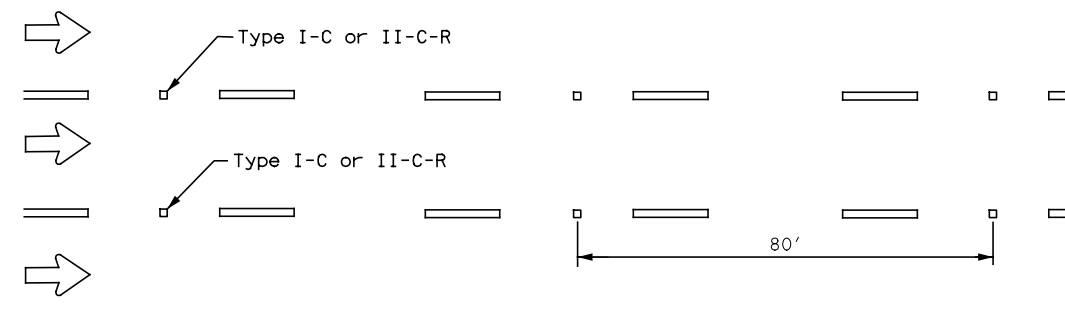
DETAIL "A"

DETAIL "B"

DETAIL "C"

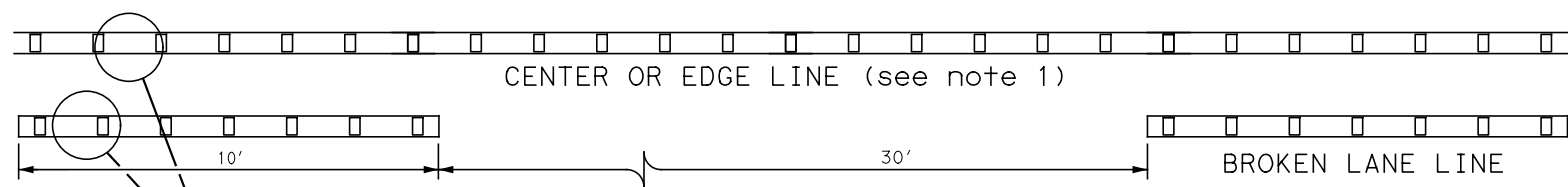


CENTERLINE AND LANE LINES FOR TWO-WAY LEFT TURN LANE



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

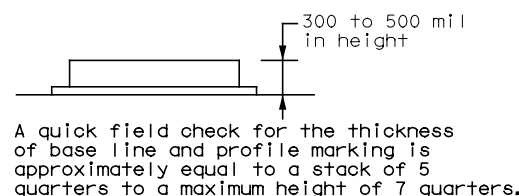
Raised pavement markers Type II-C-R shall have clear face toward normal traffic and red face toward wrong-way traffic.  
 See Note 3.



REFLECTORIZED PROFILE  
PATTERN DETAIL

USING REFLECTIVE PROFILE PAVEMENT MARKINGS

6" EDGE LINE, 6" CENTERLINE  
OR 6" LANE LINE

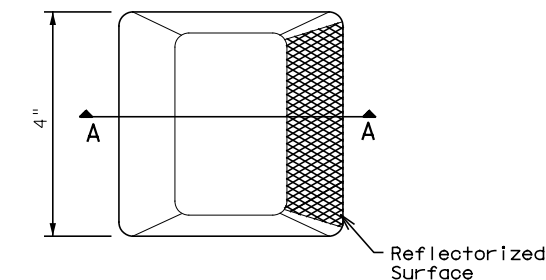


**NOTES**

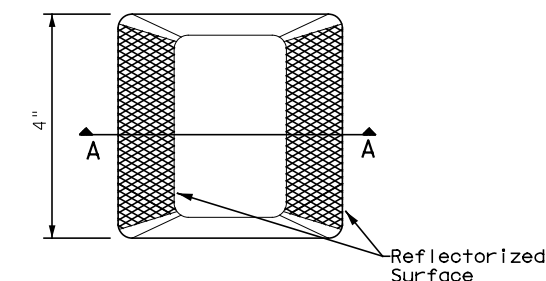
- Edge lines should typically be 6" wide and the materials shall be specified in the plans.
- Profile markings shall not be placed on roadways with a posted speed limit of 45 MPH or less.

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

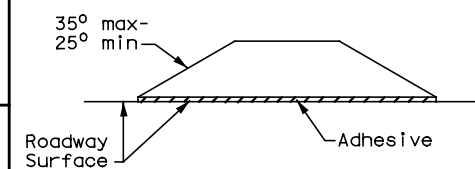
All pavement marking materials shall meet the required Departmental Material Specifications as specified by the plans.



Type I (Top View)



Type II (Top View)



SECTION A

**RAISED PAVEMENT MARKERS**

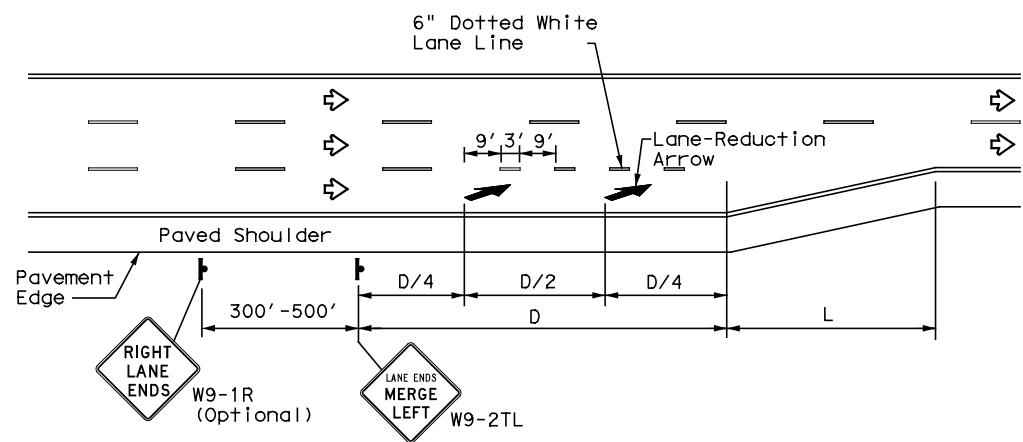


**POSITION GUIDANCE USING  
RAISED MARKERS  
REFLECTORIZED PROFILE  
MARKINGS  
PM(2)-22**

FILE: pm2-22.dgn	DN:	CK:	DW:	CK:
© TxDOT December 2022	CONT	SECT	JOB	HIGHWAY
REVISIONS	0921	02	500, ETC	FREDDY GONZALEZ DR, ETC
4-77 8-00 6-20	DIST	COUNTY	SHEET NO.	
4-92 2-10 12-22	PHR	HIDALGO	50	
5-00 2-12				



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LANE REDUCTION

NOTES

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

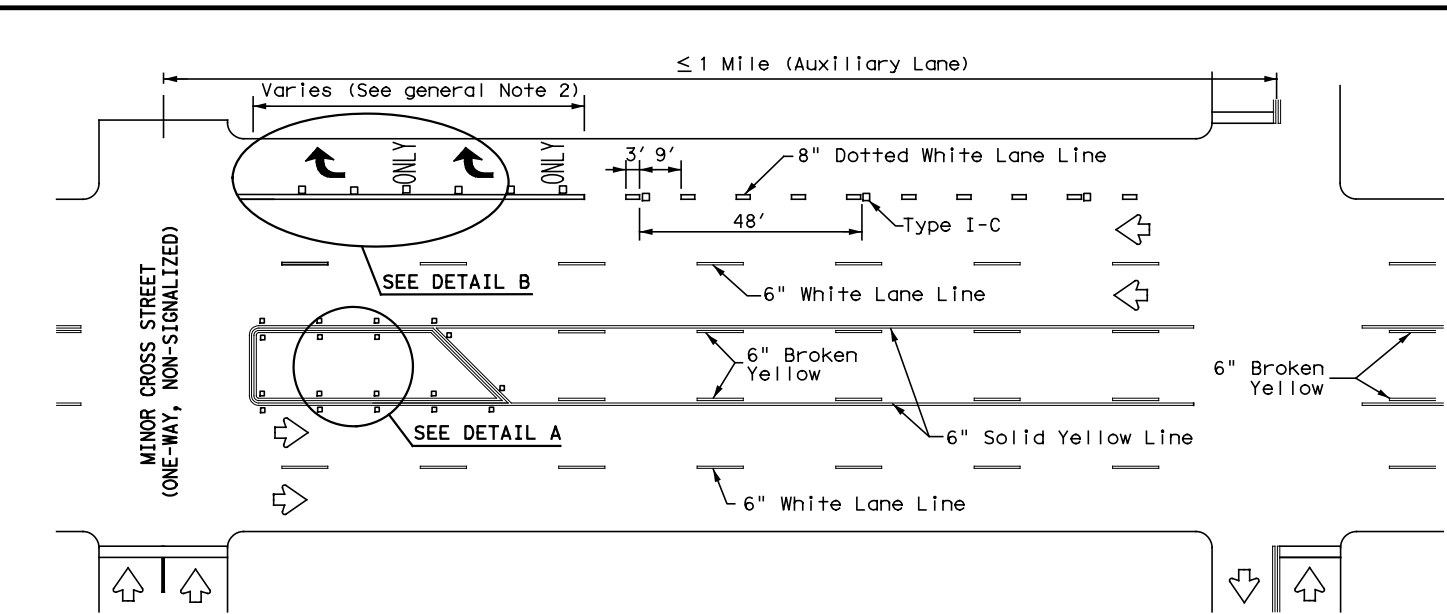
ADVANCED WARNING SIGN DISTANCE (D)		
Posted Speed	D (ft)	L (ft)
30 MPH	460	$L = \frac{WS^2}{60}$
35 MPH	565	
40 MPH	670	L=WS
45 MPH	775	
50 MPH	885	
55 MPH	990	
60 MPH	1,100	
65 MPH	1,200	
70 MPH	1,250	
75 MPH	1,350	

GENERAL NOTES

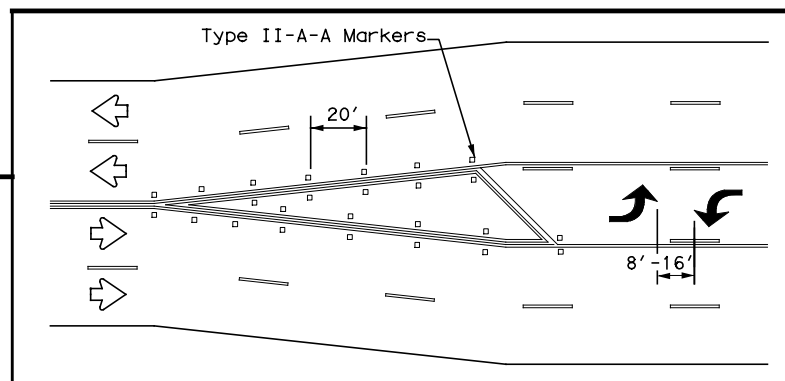
- Lane use word and arrow markings shall be used where through lanes approaching an intersection become mandatory turn lanes. Lane use word and arrow markings should be used in auxiliary lanes of substantial length. Lane use arrow markings or word and arrow markings may be used in other lanes and turn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

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

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

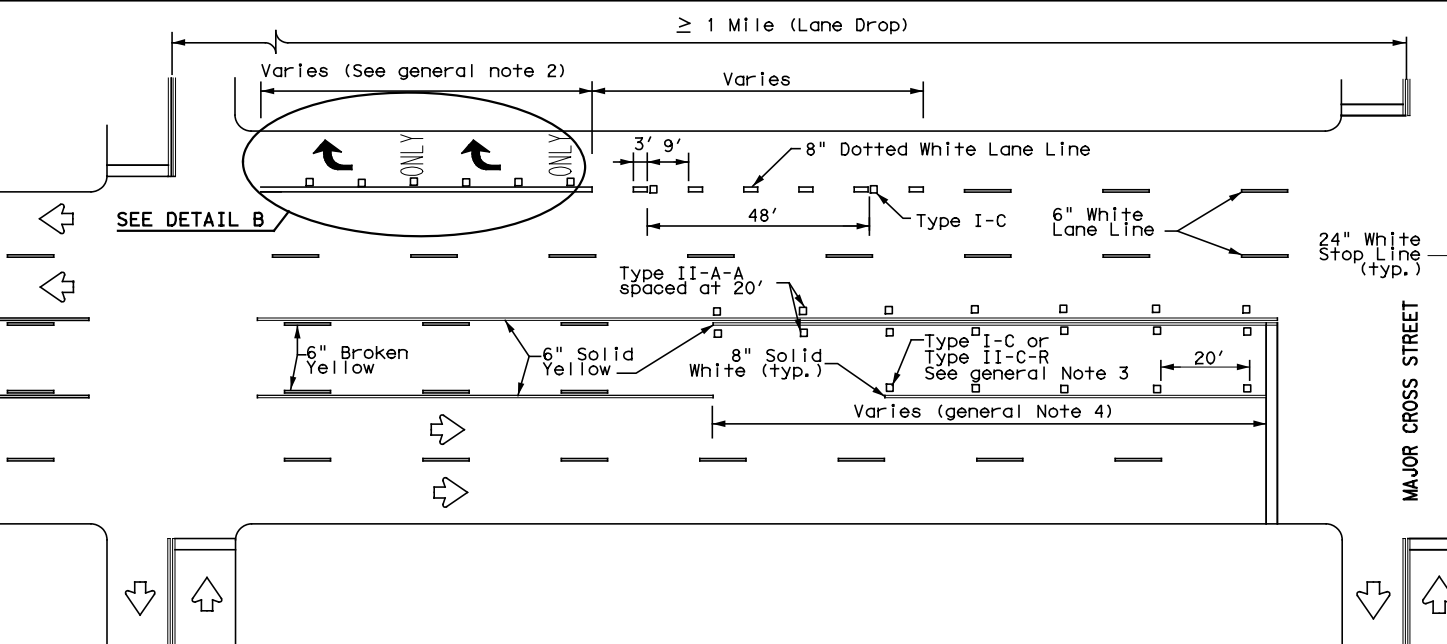


TYPICAL TWLTL AT ONE-WAY STREET AND RIGHT TURN AUXILIARY LANE

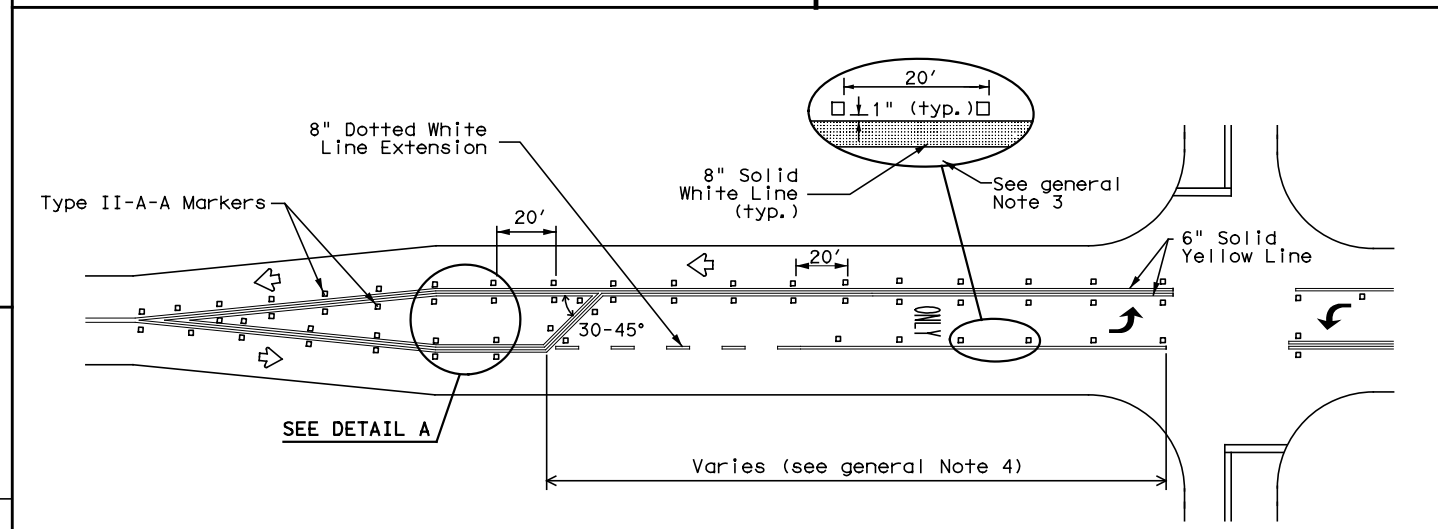


A two-way left-turn (TWLT) lane-use arrow pavement marking should be used at or just downstream from the beginning of a two-way left-turn lane within a corridor. Repeating the marking after each intersection or dedicated turn bay is not required unless stated elsewhere in the plans.

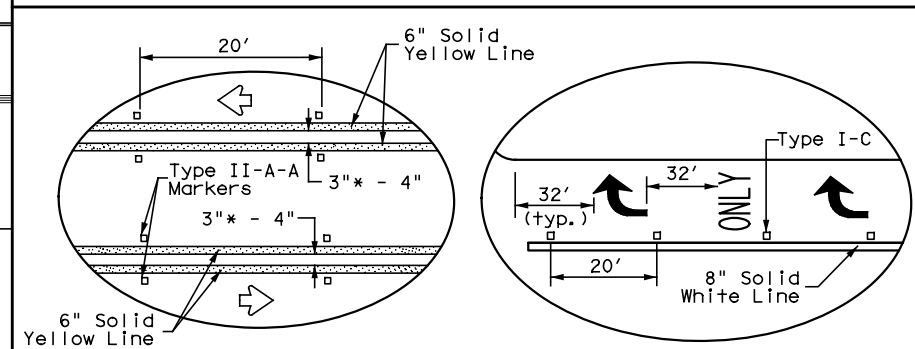
TYPICAL TRANSITION FOR TWLTL AND DIVIDED HIGHWAY



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



TYPICAL TWO-LANE ROADWAY INTERSECTION WITH LEFT TURN BAYS



DETAIL A

DETAIL B

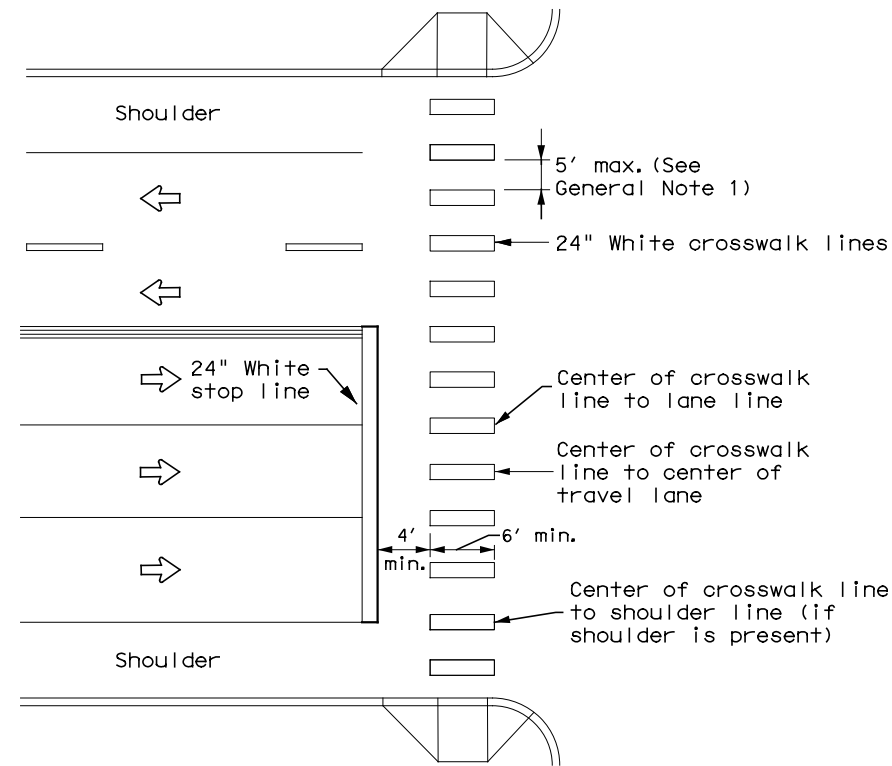
Traffic Safety Division Standard

## TWO-WAY LEFT TURN LANES, RURAL LEFT TURN BAYS, AND LANE REDUCTION PAVEMENT MARKINGS PM(3)-22

FILE: pm3-22.dgn	DN:	CK:	DW:	CK:
© TxDOT Revision 2022	CONT	SECT	JOB	HIGHWAY
4-98 3-03 6-20	0921	02	500, ETC	FREDDY GONZALEZ DR, ETC
5-00 2-10 12-22	DIST	COUNTY	SHEET NO.	
8-00 2-12	PHR	HIDALGO	51	

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DATE: 5/23/2023 4:07:33 PM  
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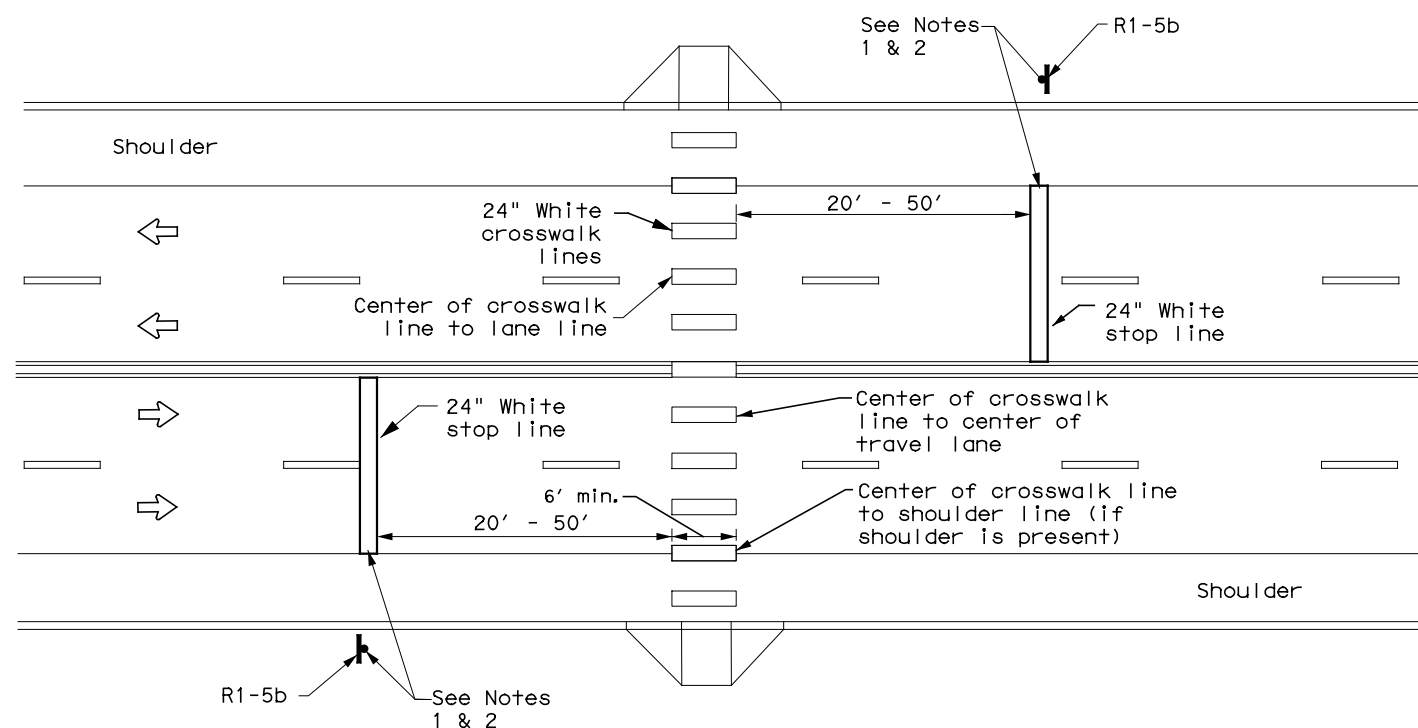
**HIGH-VISIBILITY LONGITUDINAL CROSSWALK AT CONTROLLED APPROACH**

**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 crosswalks.
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.

				<b>Traffic Safety Division Standard</b>	
<h2>CROSSWALK PAVEMENT MARKINGS</h2> <h3>PM(4)-22A</h3>					
FILE:	pm4-22a.dgn	DN:	CK:	DW:	CK:
© TxDOT	December 2022	CONT	SECT	JOB	HIGHWAY
REVISIONS		0921	02	500, ETC	FREDDY GONZALEZ DR, ETC
6-20		DIST	COUNTY	SHEET NO.	
6-22		PHR	HIDALGO	52	
12-22					
22D					

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DATE: 5/23/2023

**I. STORMWATER POLLUTION PREVENTION-CLEAN WATER ACT SECTION 402**

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

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

1.  
2.  
 No Action Required     Required Action

Action No. 3

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

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

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

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

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

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

1.  
2.  
3.  
4.

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

**Best Management Practices:**

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

**III. CULTURAL RESOURCES**

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

- No Action Required     Required Action

Action No.

1.  
2.  
3.  
4.

**IV. VEGETATION RESOURCES**

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

- No Action Required     Required Action

Action No.

1.  
2.  
3.  
4.

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

- No Action Required     Required Action

Action No.

1. Refer to Plan sheets EPIC SHEET SUPPLEMENTALS TPWD BMPs
- 2.
- 3.
- 4.

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

**LIST OF ABBREVIATIONS**

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

**VI. HAZARDOUS MATERIALS OR CONTAMINATION ISSUES**

General (applies to all projects):

Comply with the Hazard Communication Act (the Act) for personnel who will be working with hazardous materials by conducting safety meetings prior to beginning construction and making workers aware of potential hazards in the workplace. Ensure that all workers are provided with personal protective equipment appropriate for any hazardous materials used. Obtain and keep on-site Material Safety Data Sheets (MSDS) for all hazardous products used on the project, which may include, but are not limited to the following categories: Paints, acids, solvents, asphalt products, chemical additives, fuels and concrete curing compounds or additives. Provide protected storage, off bare ground and covered, for products which may be hazardous. Maintain product labelling as required by the Act.

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

Contact the Engineer if any of the following are detected:

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

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

- Yes     No

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

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

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

- Yes     No

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

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

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

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

- No Action Required     Required Action

Action No.

1.  
2.  
3.

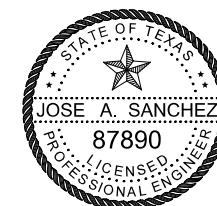
**VII. OTHER ENVIRONMENTAL ISSUES**

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

- No Action Required     Required Action

Action No.

1.  
2.  
3.



*[Handwritten Signature]*

AUTHORIZED 05-23-2023

		<i>Design Division Standard</i>	
<b>ENVIRONMENTAL PERMITS, ISSUES AND COMMITMENTS</b>			
<b>EPIC</b>			
FILE: epic.dgn	DN: TxDOT	CK: RG	DN: VP
©TxDOT: February 2015	CONT	SECT	JOB
12-12-2011 (05) REVISIONS	0921	02	500, ETC
05-07-14 ADDED NOTE SECTION IV.	DIST	COUNTY	SHEET NO.
01-23-2015 SECTION I (CHANGED ITEM 1122 TO ITEM 506, ADDED GRASSY SWALES.	PHR	HIDALGO	53

TPWD BMPs

Under Section 12.0011 of the Texas Parks and Wildlife Code, Texas Parks and Wildlife Department (TPWD) is charged with "providing recommendations that will protect fish and wildlife resources to local, state, and federal agencies that approve, permit, license, or construct developmental projects" and "providing information on fish and wildlife resources to any local, state, and federal agencies or private organizations that make decisions affecting those resources."

The purpose of this section is to provide beneficial management practices (BMP) that should be implemented during construction, and maintenance activities statewide for transportation projects with the goal of avoidance and minimization of impacts to natural resources. Statewide Standard BMP pertain to all fish and wildlife species, including state-listed species and other Species of Greatest Conservation Need (SGCN). Implementing the recommendations as outlined below will improve conservation of species and their habitat.

General Design/Construction BMPs

- Prior to start of construction, information will be provided to personnel of the potential for all state-listed threatened species or other SGCN to occur within the project area and should be advised of relevant rules and regulations to protect plants, fish, and wildlife.
- Contractor should avoid harming all wildlife species if encountered and allow them to safely leave the project site. Due diligence should be used to avoid killing or harming any wildlife species in the implementation of transportation projects.
- Contractors should install wildlife exclusion fencing and should examine the inside of the exclusion area daily to determine if any wildlife species have been trapped inside the area of impact and provide safe egress opportunities prior to initiation of construction activities.
- Apply hydromulching and/or hydroseeding in areas for soil stabilization and/or revegetation of disturbed areas around wetlands and in riparian areas.
- Contractor should use woven natural fiber netting in which the mesh design allows the threads to move, therefore allowing expansion of the mesh openings. Plastic netting should be avoided.
- Project staging areas, stockpiles, temporary construction easements, and other project related sites should be situated in previously disturbed areas to avoid or minimize impacts to sensitive or unique habitats including intact native vegetation, floodplains, riparian corridors, wetlands, playa lakes, and habitat for wildlife species.
- When lighting is added, consider wildlife impacts from light pollution and incorporating dark-sky practices into design strategies. Minimize sky glow by focusing light downward, with full cutoff luminaires to avoid light emitting above the horizontal. The minimum amount of night-time lighting needed for safety and security should be used.

Vegetation BMPs

- Minimize the amount of vegetation cleared. Removal of native vegetation, particularly mature native trees and shrubs should be avoided. Impacted vegetation should be replaced with in-kind on-site replacement /restoration of native vegetation.
- It is strongly recommended that trees greater than 12 inches in diameter at breast height (DBH) that are removed be replaced. TPWD's experience indicates that for ecologically effective replacement, a ratio of three trees for every one (3:1) lost should be provided to either on-site or off-site. Trees less than 12 inches DBH should be replaced at a 1:1 ratio.
- The use of any non-native vegetation in landscaping and revegetation is discouraged. Locally adapted native species should be used.
- The use of seed mix that contains seeds from only regional ecotype native species is recommended

Invasive Species BMPs

- For all work in water bodies designated as 1/32 infested or 1/32 positive for invasive zebra (Dreissena polymorpha) OR quagga mussels (Dreissena bugensis) as well as waters downstream of these lakes, all machinery, equipment, vessels, or vehicles coming in contact with such waters should be cleaned prior to leaving the site to remove any mud, plants, organisms, or debris, water drained (if applicable), and dried completely before use in another water body to prevent the potential spread of invasive mussels.
- Care should be taken to prevent the spread of aquatic and terrestrial invasive plants during construction activities.
- Care should be taken to avoid the spread of aquatic invasive plants such as giant Salvinia (Salvinia molesta), common salvinia (Salvinia minima), hydrilla (Hydrilla verticillata), water hyacinth (Eichhornia spp.), Eurasian watermilfoil (Myriophyllum spicatum), water lettuce (Pistia stratiotes), and alligatorweed (Alternanthera philoxeroides) from infested water bodies into areas not currently infested. All machinery, equipment, vessels, boat trailers, or vehicles coming in contact with waters containing aquatic invasive plant species should be cleaned prior to leaving the site to remove all aquatic plant material and dried completely before use on another water body to prevent the potential spread of invasive plants. Removed plants should be transported for disposal in a secure manner to prevent dispersal.
- Only native or non-invasive plants should be planted. Care should be taken to avoid mowing invasive giant reed (Arundo donax), which spreads by fragmentation, and to clean equipment if inadvertently mowed to prevent spread. If using hay bales for sediment control, use locally grown weed-free hay to prevent the spread of invasive species. Leave the hay bales in place and allow them to break down, as this acts as mulch assisting in revegetation.

Stream Crossings BMPs

- Riparian buffer zones should remain undisturbed.

Dewatering BMPs

- Impact avoidance measures for aquatic organisms, including all native fish and freshwater mussel species, regardless of state-listing status, should be considered during project planning and construction activities.

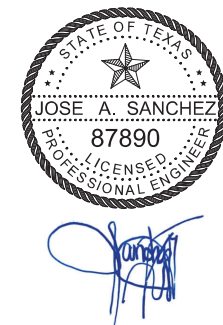
Wildlife Crossing BMPs

- Incorporate wildlife crossings with fencing, particularly in areas that bisect wildlife travel corridors or seasonal movement routes to avoid further habitat fragmentation and minimize wildlife-vehicle interactions.

Rare Plant BMPs

- Avoid impacts and minimize unavoidable impacts. Plant locations should be protected with temporary barrier fencing and contractors should be instructed to avoid protected areas. Conducting construction outside of the growing season or after a plant has produced mature fruit is the preferred way to avoid/minimize impacts to SGCN plant populations. Staging areas, stockpiles, and other project related sites on TxDOT ROW should not impact SGCN plant populations. After construction begins, minimize herbicide use near SGCN plant populations (if possible, use hand-held spot sprayers, several meters from rare plants, on still or days with little wind).

Pharr District Contact No. 956-702-6100



AUTHORIZED 05-23-2023 Revised 02/24/2022

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 USFWS: U.S. Fish and Wildlife Service

Rare Plants BMPs (Continued)

- If there are unintended impacts to SGCN populations, these impacts should be reported to TPWD Transportation Staff.
- During project period, conduct work during times of the year when plants are dormant and/or conditions minimize disturbance of the habitat.

Bird BMPs

- Avoid vegetation clearing activities during the general bird nesting season, February 15th to October 1st to minimize adverse impacts to birds.
- Do not collect, capture, relocate, or transport birds, eggs, young, or active nests without a permit.
- Minimize extended human presence near nesting birds during construction and maintenance activities. Protect sensitive habitat areas with temporary barriers or fencing to limit human foot-traffic and off-road vehicle use to alert and discourage contractors from causing any unintentional impacts.
- Minimize construction noise above ambient levels during general bird nesting season to minimize adverse impacts on birds.
- Minimize construction lighting during the general bird nesting season by scheduling work activities between dawn and dusk.

Rookeries BMPs

- In general, nesting dates for herons and egrets range from early February to late August in Texas, depending on the species. Great blue herons (GBHE) (Ardea herodias) are usually the first to nest. When GBHE get disrupted from the nest and abandon nesting, then the other species of herons and egrets may not attempt to nest at the colony that year.
- If rookeries are encountered, avoid and minimize disturbance during nesting to protect rookery species and their habitat.
- Vegetation clearing in a primary buffer area of 300 meters (984 feet) from a rookery or heronry periphery should be avoided. Utilizing areas that have already been cleared within this buffer area may be acceptable depending on site-specific characteristics. Additionally, human foot-traffic or machinery use should not occur within this buffer area during the nesting season.
- Clearing activities or construction using heavy machinery in a secondary buffer area of 1000 meters (3281 feet) from the heronry periphery should be avoided during the breeding season (courting and nesting).



EPIC SHEET SUPPLEMENTALS  
 TPWD BMPs

SHEET 1 OF 3

FED. RD. DIV. NO.	PROJECT NO.			HIGHWAY NO.
6				FREDDY GONZALEZ DR, ETC
STATE	DISTRICT	COUNTY		SHEET NO.
TEXAS	PHR	HIDALGO		
CONTROL	SECTION	JOB		54
0921	02	500, ETC		

**List of Abbreviations**

BMP: Best Management Practice	MSAT: Mobile Source Air Toxic	TCEQ: Texas Commission on Environmental Quality
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MOU: Memorandum of Understanding	SPCC: Spill Prevention Control and Countermeasure	USFWS: U.S. Fish and Wildlife Service
MS4: Municipal Separate Stormwater Sewer System	SW3P: Storm Water Pollution Prevention Plan	

Fish BMPs

- The following Fish BMP apply to projects for all fish species in waters of the state to minimize impacts to water quality and aquatic passage from transportation projects.
- For projects in waters of the state and work is adjacent to water: follow Water Quality and Stream Crossing BMPs.
- For projects in waters of the state and work is in the water: follow Water Quality, Stream Crossing, and Dewatering BMP.

Aquatic Invertebrate BMPs

- For projects within the range of a SGCN or state-listed species and work is adjacent to water: Water Quality and Stream Crossing BMP
- For projects within the range of a SGCN or state-listed species and work is in the water: Water Quality, Stream Crossing, and Dewatering BMP.
- For spring-seep associated caddisflies (*Cheumatopsyche morsei*, *Chimarra holzenthali*, and *Hydroptila ouachita*): Avoid or minimize impacts to the natural riparian buffer along stream channel including native shrubs and trees.

Crayfish BMP

- For projects within the range of a SGCN or state-listed species and work is adjacent to water: Water Quality and Stream Crossing BMP.
- For projects within the range of a SGCN or state-listed species and work is in the water: Water Quality, Stream Crossing, and Dewatering BMP.
- Avoid or minimize impacts to the natural riparian buffer that provides terrestrial and aquatic plant matter for the diet of most crayfish species.

Freshwater Mussel BMP

- In addition to Water Quality and Stream Crossing BMP, follow the most recent, 7/32 TPWD/32 TxDOT Annual Work Plan for Pre-Construction Surveys, Aquatic Resources Relocations, and Other Best Management Practices to Avoid, Minimize, and Mitigate Impacts to Freshwater Resources.7/32
- When work is adjacent to the water: Water Quality BMP implemented as part of the Texas Commission on Environmental Quality (TCEQ) Stormwater Pollution Prevention Plan (SWPPP) for a construction general permit or any conditions of the 401 Water Quality Certification for the project will be implemented.

Insect Pollinator BMP

- Deep soil disturbances, such as, tilling or deep disking in areas that host aggregations of ground- nesting bees should be avoided. Tilling and disking also may promote the invasion or germination of non-native plants. Different species of native ground-nesting bees prefer different soil conditions, although research suggests that many ground nesting bees prefer sandy, loamy sand or sandy loam soils. In areas with these soil types consider leaving open patches of soil.
- Allow dead trees to stand (so long as they do not pose a risk to property or people) and protect shrubs and herbaceous plants with pithy or hollow stems (e.g., cane fruits, sumac, elderberry), as these provide nesting habitat for tunnel-nesting native bees. Retain dead or dying branches whenever it is safe and practical at the edges of the ROW. Wood- boring beetle larvae often fill dead trees and branches with narrow tunnels into which tunnel- nesting bees will establish nests. Additionally, bumble bees may choose to nest in wood piles.
- Retain rotting logs at edges of the ROW where some bee species may burrow tunnels in which to nest.

Insect Pollinator BMP (Continued)

- Protect sloped or well-drained ground sites where plants are sparse and direct access to soil is available. These are the areas where ground-nesting bees may dig nests. Turning the soil destroys all ground nests that are present at that depth and hinders the emergence of bees that are nesting deeper in the ground.
- Protect grassy thickets, or other areas of dense, low cover from mowing or other disturbance. These are the sites where bumble bees might find the nest cavities they need, as well as annual and perennial wildflowers that can provide important food resources.
- Where available and economical, native plants and seed should be procured from local eco-type providers. Seed mixes should be diverse and include as many ecoregion natives as possible ensuring full season floral resources. Species by Texas ecoregion can be found in the Texas Management Recommendations for Native Insect Pollinators in Texas document: [https://tpwd.texas.gov/publications/pwdpubs/media/pwd\\*bk\\*w7000\\*1813.pdf](https://tpwd.texas.gov/publications/pwdpubs/media/pwd*bk*w7000*1813.pdf)
- Planting at least three different native flowering plants within each of three blooming periods are recommended (spring, summer, early fall) in high rainfall regions of Texas. In drier regions of the state, a target of three native flowering plants within each of two blooming periods can be used.

Small Mammal BMP

For Coues' rice rat (*Oryzomys couesi aquaticus*):

- Minimize impacts to wetland, resaca, oxbow Conversion of property containing cave or cliff features to transportation purposes should be avoided. lake, and marsh habitats
- Water Quality BMP

Fossorial Mammal BMP

- When a construction zone is adjacent to active BTPD burrows or pocket gopher mounds, erect barriers to discourage individuals moving through or into the construction area.
- When seeding or revegetation is planned in an area adjacent to BTPD burrows or pocket gopher mounds, a vegetative barrier should be considered in the planting to discourage dispersal into the ROW.

Bat BMP

- For activities that have the potential to impact structures, cliffs or caves, or trees; a qualified biologist will perform a habitat assessment and occupancy survey of the feature(s) with roost potential as early in the planning process as possible or within one year before project letting.
- For roosts where occupancy is strongly suspected but unconfirmed during the initial survey, revisit feature(s) at most four weeks prior to scheduled disturbance to confirm absence of bats.
- If bats are present or recent signs of occupation (i.e., piles of guano, distinct musky odor, or staining and rub marks at potential entry points) are observed, take appropriate measures to ensure that bats are not harmed, such as implementing non-lethal exclusion activities or timing or phasing of construction.
- Exclusion devices can be installed by a qualified individual between September 1 and March 31. Exclusion devices should be used for a minimum of seven days when minimum nighttime temperatures are above 50°F AND minimum daytime temperatures are above 70°F. Prior to exclusion, ensure that alternate roosting habitat is available in the immediate area. If no suitable roosting habitat is available, installation of alternate roosts is recommended to replace the loss of an occupied roost. If alternate roost sites are not provided, bats may seek shelter in other inappropriate sites, such as buildings, in the surrounding area.

Pharr District Contact No. 956-702-6100

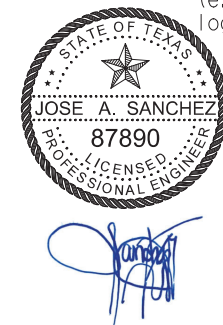
Bat BMP (Continued)

- If feature(s) used by bats are removed as a result of construction, replacement structures should incorporate bat-friendly design or artificial roosts should be constructed to replace these features.
- Avoid unnecessary removal of dead fronds on native and ornamental palm trees in south Texas (Cameron, Hidalgo, Willacy, Kenedy, Brooks, Kleberg, Nueces, and San Patricio counties) from April 1 through October 31. If removal of dead fronds is necessary at other times of the year, limit frond removal to extended warm periods (nighttime temperatures = 55°F for at least two consecutive nights), so bats can move away from the disturbance and find new roosts.
- Large hollow trees, snags (dead standing trees), and trees with shaggy bark should be surveyed for colonies and, if found, should not be disturbed until the bats are no longer occupying these features. Post-occupancy surveys should be conducted by a qualified biologist prior to tree removal from the landscape.
- Retain mature, large diameter hardwood forest species and native/ornamental palm trees.
- In all instances, avoid harm or death to bats. Bats should only be handled as a last resort and after communication with TPWD.

Aquatic Amphibian and Reptile BMP

For projects within existing right-of-way (ROW) when work is in water or will permanently impact a water feature and potential habitat exists for the target species complete the following:

- Minimize impacts to wetlands, temporary and permanent open water features, including depressions, and riverine habitats.
- Maintain the existing hydrologic regime and any connections between wetlands and other aquatic features.
- Use barrier fencing to direct animal movements away from construction activities and areas of potential wildlife-vehicle collisions in construction areas directly adjacent, or that may directly impact, potential habitat for the target species.
- Apply hydromulching and/or hydroseeding in areas for soil stabilization and/or revegetation of disturbed areas around wetlands and in riparian areas. If erosion control blankets or mats will be used, the product should not contain netting, but should only contain loosely woven natural fiber netting in which the mesh design allows the threads to move, therefore allowing expansion of the mesh openings. Plastic netting should be avoided.
- Project specific locations (PSLs) proposed within state-owned ROW should be located in uplands away from aquatic features.
- When work is directly adjacent to the water, minimize impacts to shoreline basking sites (e.g., downed trees, sand bars, exposed bedrock) and refugia/overwinter sites (e.g., brush and debris piles, crayfish burrows, aquatic logjams, and leaf packs).



AUTHORIZED 05-23-2023 Revised 02/24/2022

Texas Department of Transportation  
PHARR DISTRICT

EPIC SHEET SUPPLEMENTALS  
TPWD BMPs

SHEET 2 OF 3

List of Abbreviations			
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CRPe: Contractor Responsible Person Environmental	NOI: Notice of Intent	TPDES: Texas Pollutant Discharge Elimination System	6
DSHS: Texas Department of State Health Services	NOT: Notice of Termination	TPWD: Texas Parks and Wildlife Department	STATE
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			CONTROL
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			JOB
			0921
			02
			500, ETC
			HIGHWAY NO.
			FREDDY GONZALEZ DR, ETC
			SHEET NO.
			55

Aquatic Amphibian and Reptile BMP (Continued)

- If gutters and curbs are part of the roadway design, install gutters that do not include the side box inlet and include sloped (i.e., mountable) curbs to allow small animals to leave roadway. If this modification to the entire curb system is not possible, install sections of sloped curb on either side of the storm water drain for several feet to allow small animals to leave the roadway. Priority areas for these design recommendations are those with nearby wetlands or other aquatic features.

For projects that require acquisition of additional ROW and work within that new ROW is in water or will permanently impact a water feature, implement BMP for projects within existing ROW above plus those below:

- For sections of roadway adjacent to wetlands or other aquatic features, install wildlife barriers that prevent climbing. Barriers should terminate at culvert openings in order to funnel animals under the road. The barriers should be of the same length as the adjacent feature or 80 feet long in each direction, or whichever is the lesser of the two.
- For culvert extensions and culvert replacement/installation, incorporate measures to funnel animals toward culverts such as concrete wingwalls and barrier walls with overhangs.
- When riprap or other bank stabilization devices are necessary, their placement should not impede the movement of terrestrial or aquatic wildlife through the water feature. Biotechnical streambank stabilization methods using live native vegetation, or a combination of vegetative and structural materials should be used.

Terrestrial Amphibian and Reptile BMP

- For open trenches and excavated pits, install escape ramps at an angle of less than 45 degrees (1:1) in areas left uncovered. Visually inspect excavation areas for trapped wildlife prior to backfilling
- Avoid or minimize disturbing or removing cover objects, such as downed trees, rotting stumps, brush piles, and leaf litter. If avoidance or minimization is not practicable, consider removing cover objects prior to the start of the project and replace them at project completion.
- Examine heavy equipment stored on site before use, particularly after rain events when reptile and amphibian movements occur more often, to ensure use will not harm individuals that might be seeking temporary refuge.
- Due to increased activity (mating) of reptiles and amphibian during the spring, construction activities like clearing or grading should attempt to be scheduled outside of the spring (March-May) season. Also, timing ground disturbing activities before October when reptiles and amphibians become less active and may be using burrows in the project area is also encouraged.
- If Texas tortoises (*Gopherus berlandieri*) or box turtles (*Terrepena* spp.) are present in a project area, they should be removed from the area and relocated between 100 and 200 meters from the project area. After removal of the individuals, the area that will be disturbed during active construction and project specific locations should be fenced off to exclude reentry by turtles, tortoises, and other reptiles. The exclusion fence should be constructed and maintained as follows:
  - The exclusion fence should be constructed with metal flashing or drift fence material.
  - Rolled erosion control mesh material should not be used.
  - The exclusion fence should be buried at least 6 inches deep and be at least 24 inches high.
  - The exclusion fence should be maintained for the life of the project and only removed after the construction is completed and the disturbed site has been revegetated.

Terrestrial Amphibian and Reptile BMP (Continued)

- After project is complete, revegetate disturbed areas with an appropriate locally sourced native seed mix. If erosion control blankets or mats will be used, the product should not contain nylon netting, but should only contain loosely woven natural fiber netting in which the mesh design allows the threads to move, therefore allowing expansion of the mesh openings. Plastic netting should be avoided.

Black-spotted newt/Mexican Burrowing toad/ Mexican treefrog/ Strecker's chorus frog/White-lipped frog/Woodhouse's toad

- Aquatic Amphibian and Reptile BMP
- Terrestrial Amphibian and Reptile BMP
- Water Quality BMP
- Vegetation BMP

Sheep Frog

- Minimize disturbance to burrows or downed woody debris
- Aquatic Amphibian and Reptile BMP
- Terrestrial Amphibian and Reptile BMP
- Water Quality BMP
- Vegetation BMP

South Texas Siren (Large Form)

- Minimize impacts to warm, shallow waters with vegetative cover such as ponds and ditches
- Aquatic Amphibian and Reptile BMP
- Water Quality BMP

Black-striped snake/ Eastern box turtle/Northern cat-eyed snake/Plateau spot-tailed earless lizard/ Reticulate collared lizard/ Slender glass lizard/ Speckler racer/Tamaulipan spot-tailed earless lizard/ Texas Indigo snake/ Western box turtle/Western hognose snake/Western massasauga

- Terrestrial Amphibian and Reptile BMP
- Vegetation BMP

Rio Grande River Cooter

- Aquatic Amphibian and Reptile BMP
- Water Quality BMP

Texas Horned Lizard

- Avoid harvester ant mounds in the selection of Project Specific Locations (PSLs).
- Terrestrial Amphibian and Reptile BMP
- Vegetation BMP

Texas Tortoise

- Utility trenches should be covered overnight or visually inspected before filling to avoid burial of the species
- Terrestrial Amphibian and Reptile BMP
- Vegetation BMP

OTHER PERTINENT INFORMATION

Trifold Available

- Ocelot information
- Pelican information
- Ashy dogweed

Stockcards Available

- Mitigatory Bird Treaty Act
- Texas Tortoise
- Harvester Ants and Horn Lizards



*[Handwritten Signature]*

Pharr District Contact No. 956-702-6100

AUTHORIZED 05-23-2023 Revised 02/24/2022

List of Abbreviations

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EPIC SHEET SUPPLEMENTALS  
 TPWD BMPs

SHEET 3 OF 3

FED. RD. DIV. NO.	PROJECT NO.		HIGHWAY NO.
6			FREDDY GONZALEZ DR, ETC
STATE	DISTRICT	COUNTY	SHEET NO.
TEXAS	PHR	HIDALGO	
CONTROL	SECTION	JOB	
0921	02	500, ETC	56

SITE DESCRIPTION

PROJECT LIMITS: \_\_\_\_\_  
*(Same as stated on the Title Sheet)*

PROJECT SITE MAPS: \_\_\_\_\_  
*(Same as stated on the Title Sheet)*

PROJECT DESCRIPTION: \_\_\_\_\_  
*(Same as stated on the Title Sheet)*

MAJOR SOIL DISTURBING ACTIVITIES: \_\_\_\_\_  
*Drilled shaft for the installation of traffic signal*

TOTAL PROJECT AREA: \_\_\_\_\_ < 1 Acre

TOTAL AREA TO BE DISTURBED: \_\_\_\_\_ < 1 Acre

WEIGHTED RUNOFF COEFFICIENT: \_\_\_\_\_  
*Before Construction: N/A*  
*After Construction: N/A*

EXISTING CONDITION OF SOIL & VEGETATIVE \_\_\_\_\_  
*Existing grass/dirt*

NAME OF RECEIVING WATERS: \_\_\_\_\_  
*from ditches or curb and gutter to outfall*

ENDANGERED SPECIES, DESIGNATED CRITICAL HABITAT AND HISTORICAL PROPERTY: \_\_\_\_\_  
*A. No Endangered Species. Designated Critical Habitat or Historic Property has been found on this project site.*

EROSION AND SEDIMENT CONTROLS

SOIL STABILIZATION PRACTICES: (Select T = Temporary or P = Permanent, as applicable)

- T TEMPORARY SEEDING
- MULCHING (Hay or Straw)
- BUFFER ZONES
- PLANTING
- SEEDING
- SODDING
- OTHER: (Specify Practice)
- PRESERVATION OF NATURAL RESOURCES
- FLEXIBLE CHANNEL LINER
- RIGID CHANNEL LINER
- SOIL RETENTION BLANKET
- COMPOST MANUFACTURED COMPOST
- BIODEGRADABLE EROSION CONTROL SOCKS

STRUCTURAL PRACTICES: (Select T = Temporary or P = Permanent, as applicable)

- SILT FENCES
- BIODEGRADABLE EROSION CONTROL SOCKS
- HAY BALES
- ROCK FILTER DAMS
- DIVERSION, INTERCEPTOR, OR PERIMETER DIKES
- DIVERSION, INTERCEPTOR, OR PERIMETER SWALES
- DIVERSION DIKE AND SWALE COMBINATIONS
- PIPE SLOPE DRAINS
- PAVED FLUMES
- ROCK BEDDING AT CONSTRUCTION EXIT
- TIMBER MATTING AT CONSTRUCTION EXIT
- PIPE MATTING OR EQUAL AT CONSTRUCTION EXIT
- CHANNEL LINERS
- SEDIMENT TRAPS
- SEDIMENT BASINS
- STORM INLET SEDIMENT TRAP
- STONE OUTLET STRUCTURES
- CURBS AND GUTTERS
- STORM SEWERS
- VELOCITY CONTROL DEVICES
- OTHER: (Specify Practice)

STORM WATER MANAGEMENT: \_\_\_\_\_  
*Storm water drainage will be provided by storm sewer networks. This storm drain system will carry drainage within the row to low points in the highway where cross drainage may occur and ultimately to the designated outfall.*

STORM WATER MANAGEMENT ACTIVITIES: \_\_\_\_\_  
*Maintain Inlet free of obstructions*

NON-STORM WATER MANAGEMENT DISCHARGES: \_\_\_\_\_  
*Non-storm water discharges should be filtered, or held in retention basins, before being allowed to mix with storm water. These discharges consist of non-polluted ground water, spring water, foundation and/or footing drain water; and water used for dust control, pavement washing and vehicle wastewater containing no detergents.*

OTHER REQUIREMENTS & PRACTICES

OTHER EROSION AND SEDIMENT CONTROLS:

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

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

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

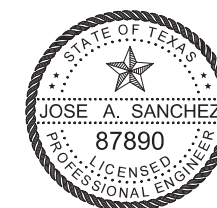
HAZARDOUS WASTE (INCLUDING SPILL REPORTING): *At a minimum, any products in the following categories to be hazardous: Paints, Acids for cleaning masonry surfaces, Cleaning Solvents, Asphalt products, Chemical additives for soil stabilization, or Concrete curing compounds and additives. In the event of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

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

OFFSITE VEHICLE TRACKING: *The Contractor shall be required, on a regular basis or as may be directed by the Engineer, to dampen haul roads for dust control, stabilize construction entrances and to remove excess dirt from the roadway.*

MANAGEMENT PRACTICES:  
*1. Disposal areas, stockpiles, and haul roads shall be constructed in a manner that will minimize and control the amount of sediment that may enter receiving waters. Disposal areas shall not be located in any wetland, water body or stream bed.*  
*2. Construction staging areas and vehicle maintenance areas shall be constructed by the Contractor in a manner to minimize the runoff of pollutants.*  
*3. All waterways shall be cleared as soon as practicable of temporary embankment, temporary bridges, matting, falsework, piling, or debris or other obstructions placed during construction operations that are not a part of the finished work.*

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



*[Signature]*

AUTHORIZED 05-23-2023

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**TxDOT STORM WATER POLLUTION PREVENTION PLAN (SW3P)**  
 REV. 2-20-14 SW3P. DGN  

FED. RD. DIV. NO.	PROJECT NO.		SHEET NO.
6			57
STATE	DIST.	COUNTY	
TEXAS	PHR	HIDALGO	
CONT.	SECT.	JOB	HIGHWAY NO.
0921	02	500, ETC	FREDDY GONZALEZ DR, ETC